

CHANGE NOTICE

1962 Chevrolet Truck Data Book

April 2, 1962

Your Truck Data Book should be revised to include the following information.

Page Check List

On the reverse side of the Page Check List, under "Transmission & Drive Line," the date for pages 5 and 6 should be August 1, 1961.

Note

Governor for 283 Engine

A governor (RPO 241) is available for use with the optional 283 engine for Series 10-50. Available ranges are 2400-3600 rpm and 3000-3800 rpm.

Tandem Models—Page 3

Refer to transmission options. Observe that separate driver and passenger seats are used when an auxiliary transmission is ordered. However, if a Bostrom Seat is also ordered, a passenger seat is *not* included unless explicitly ordered. See Bostrom Seat option.

Cabs & Bodies—Page 20

Refer to "Custom Appearance Option." Item 6, body side molding, is *not* included on Model C3605.

Wheels, Rims, Tires—Page 4

Add 6.00-16/6PR tire size to listing for "Series C10, K10, P10".

Wheels, Rims, Tires—Page 5

Change "Series C10, K10" heading to "Series C10, K10, P10". Delete 7.10-15/6PR tire size from this listing.

1962 Chevrolet Truck Data Book

PAGE CHECK LIST

March 1, 1962

3rd Mail

Each page of your Truck Data Book and the latest revision date for each page is shown in the following check list. Use of this list will ensure that your book is complete and up to date.

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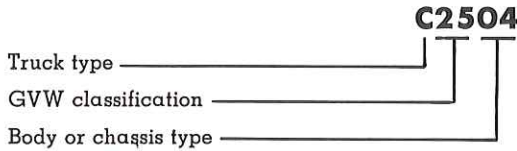
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IDENTIFICATION

MODEL DESIGNATION

Chevrolet trucks are identified by model designations consisting of a letter followed by four digits. The letter identifies the truck type, the first two digits designate the general GVW classification, and the last two digits designate the body or chassis type. For example:



The keys to these three parts of the model designation are contained in the following codes:

Truck Type Code

- C—Conventional cab model with gasoline engine
- D—Conventional cab model with diesel engine
- E—Low-cab-forward (LCF) model with diesel engine
- K—4-Wheel drive model
- L—Low-cab-forward (LCF) model with gasoline engine
- M—Tandem rear axle model
- P—Forward-control model
- R—Corvair 95
- S—School bus model
- T—Tilt cab model with gasoline engine
- U—Tilt cab model with diesel engine

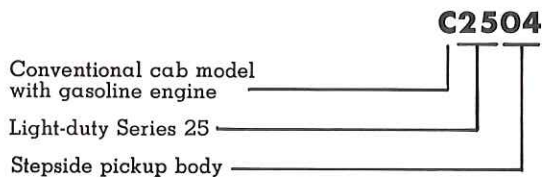
GVW Classification Code

- 10's, 20's, 30's—Light-duty
- 40's, 50's, 60's—Medium-duty
- 80's—Heavy-duty

Body or Chassis Type Code

- 02—Chassis-cowl or school bus
- 03—Chassis-cab
- 04—Stepside pickup
- 05—Panel
- 06—Carryall (panel rear doors)
- 09—Stake
- 12—Windshield-cowl
- 16—Carryall (tail- & liftgate)
- 34—Fleetside pickup
- 42—Forward-control chassis
- 44—Loadside pickup
- 45—Step-Van
- 54—Rampside pickup

By means of these codes, the example above (Model C2504) can be analyzed as follows:



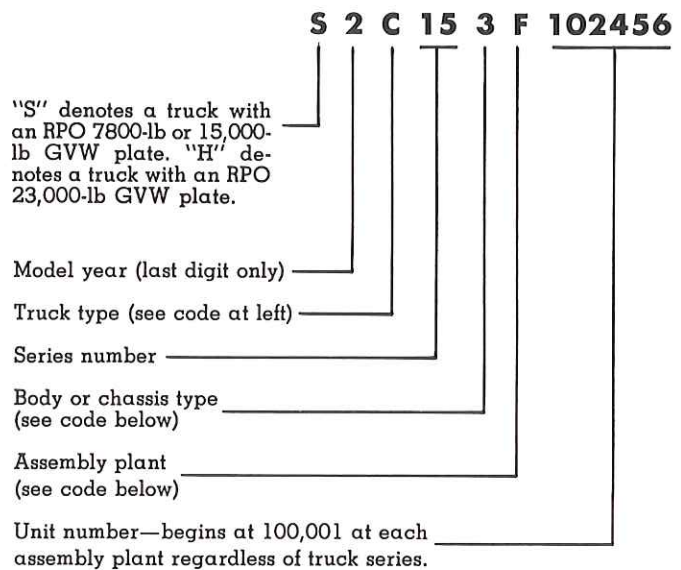
Model Designation Suffixes—Series 30 models ordered with the optional 7800-lb GVW plate, and Series 50 and 60 models ordered with the optional 15,000-lb GVW plate have a model designation ending in the letter "S". For example, C5203S.

Series 60 models when ordered with the optional 23,000-lb GVW plate have a model designation ending in the letter "H". For example, C6303-H.

VEHICLE SERIAL NUMBERS

Vehicle serial numbers are stamped on a plate attached to the upper left hinge pillar of the truck. School bus chassis and flat-face cowl have the plate attached to the left side of the dash.

For the model years, 1960 through 1962, vehicle serial numbers are interpreted as shown below. For earlier years refer to the *Tables & Data* section.



Body or Chassis Type Code

- 2—Chassis, cowl, school bus
- 3—Chassis-cab
- 4—Pickup
- 5—Panel
- 6—Carryall
- 9—Stake

Assembly Plant Code

- A—Atlanta
- B—Baltimore
- F—Flint
- J—Janesville
- K—Kansas City
- L—Los Angeles
- N—Norwood
- O—Oakland
- S—St. Louis
- T—Tarrytown
- W—Willow Run

GVW PLATES


A GVW plate is attached to the left inner cowl of each model. In addition to the maximum GVW rating of the vehicle, other pertinent information is stamped on the plate. Axle and transmission codes stamped on the Series D60, 60-H and 80 plates are shown below.

Transmission Code

C 4	4-Speed Chevrolet
CL 265V	5-speed std-ratio Clark
CL 267V	5-speed close-ratio Clark
CL 264VO	5-speed overdrive Clark
S 3152	5-speed std-ratio Spicer
S 3152A	5-speed close-ratio Spicer
S 5756B	5-speed close-ratio Spicer (E-U80)
A MT 30C	Powermatic

Rear Axle Code

C-17	Chevrolet 17,000 lb
E-17	Eaton 17,000 lb
E-18	Eaton 18,500 lb
E 4-30M	Eaton 30M tandem



**FOR ECONOMICAL
TRANSPORTATION**

**MANUFACTURED BY
CHEVROLET DIVISION
GENERAL MOTORS CORPORATION**

EQUIPMENT AND TIRES FOR GROSS
VEHICLE WEIGHT RATINGS ARE
LISTED IN LOAD CAPACITY CHART
OF INSTRUCTION BOOKLET.
WARRANTY VOID IF RATING IS EXCEEDED

MAXIMUM GVW RATING

LB

CERTIFIED NET H.P. OF ENGINE
115 AT 3600 R.P.M. (235 CU. IN.)
130 AT 3800 R.P.M. (261 CU. IN.)
137 AT 4000 R.P.M. (283 CU. IN.)
158 AT 4000 R.P.M. (327 CU. IN.)


TRIM

PAINT

C.A.

GVW Plate for Series C-L-S-T 50 and 60

S50 and S60 models show wheelbase instead of CA dimension.



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OF INSTRUCTION BOOKLET.
WARRANTY VOID IF RATING IS EXCEEDED

MAXIMUM GVW RATING

LB


CERTIFIED NET H.P. OF ENGINE
115 AT 3600 R.P.M. (235 CU. IN.)
110 AT 3600 R.P.M. (235 CU. IN.)
WITH UPDRAFT CARBURETOR
137 AT 4000 R.P.M. (283 CU. IN.)

TRIM

PAINT

WHEELBASE

GVW Plate for Series 10 through 40



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MAXIMUM GVW RATING

LB

CERTIFIED NET H.P. OF ENGINE
130 AT 3800 R.P.M. (261 CU. IN.)
137 AT 4000 R.P.M. (283 CU. IN.)
158 AT 4000 R.P.M. (327 CU. IN.)

TRANSMISSION

REAR AXLE RATIO

TRIM

PAINT

C.A.

GVW Plate for Series D60, 60-H, 80

Series 60-H plate shown. Appropriate engine data shown for other Series.

LOAD CAPACITY CHART

Series	Wheel-base (in)	GVW (lb)	Minimum Tubeless Tire Size		Minimum Chassis Equipment
			Front	Rear	
P10	102	4300	6.70-15/4PR	6.70-15/4PR	Standard
		◆ 5400	7-17.5/6PR	7-17.5/6PR	2000-lb rear springs
R10	95	4000	7.00-14/4PR	7.00-14/4PR	Standard
		◆ 4600	7.00-14/6PR	7.00-14/6PR	Standard
C14	115	4300	6.70-15/4PR	6.70-15/4PR	Standard
C15	127	4600	7.10-15/4PR	7.10-15/4PR	Standard
		5000	7.10-15/6PR	7.10-15/6PR	2000-lb rear springs
		◆ 5200	7-17.5/6PR	7-17.5/6PR	2000-lb rear springs
K14	115	4900	● 6.70-15/4PR	● 6.70-15/4PR	Standard
K15	127	5300	7.10-15/6PR	7.10-15/6PR	Standard
		◆ 5600	7-17.5/6PR	7-17.5/6PR	Standard
C20	127	5500	7-17.5/6PR	7-17.5/6PR	Standard
		6000	7-17.5/6PR	8-17.5/6PR	Standard
		6700	7-17.5/6PR	8-17.5/8PR	Standard
		◆ 7500	8-19.5/6PR	8-19.5/8PR	1500-lb front springs; 3000-lb rear springs
K20	127	5700	7-17.5/6PR	7-17.5/6PR	Standard
		6100	8-17.5/6PR	8-17.5/6PR	3150-lb rear springs
		◆ 7200	8-17.5/8PR	8-17.5/8PR	3150-lb rear springs
P23	104	5600	7-17.5/6PR	7-17.5/6PR	Standard
P25	125	6200	7-17.5/6PR	8-17.5/6PR	Standard
P26	137	◆ 7000	8-17.5/6PR	8-17.5/8PR	Standard
C30	133	6700	8-17.5/6PR	8-17.5/8PR	Standard
		★▲ 7800	8-19.5/6PR	8-19.5/10PR	3100-lb rear springs
		9000	7-17.5/6PR	7-17.5/6PR dual	4150-lb rear springs
		◆ 10000	7-17.5/6PR	8-17.5/8PR dual	1750-lb front springs; 4150-lb rear springs
P33	104	7500	8-19.5/6PR	8-19.5/6PR	Standard
P35	125	◆ 10000	8-19.5/6PR	8-19.5/6PR dual	2500-lb front springs; 3450-lb rear springs
P36	137				
C41	133	10000	8-19.5/6PR	8-19.5/6PR dual	Standard
C43	157	12000	8-19.5/6PR	8-19.5/8PR dual	6350-lb rear springs; vacuum power brakes
		◆ 14000	8-19.5/6PR	8-19.5/10PR dual	2000-lb front springs; 6350-lb rear springs; vacuum power brakes
C51	133	14000	8-22.5/8PR	8-22.5/8PR dual	Standard
C52	145	★ 15000	8-22.5/8PR	8-22.5/8PR dual	Standard
C53	157	◆ 16000	8-22.5/8PR	8-22.5/10PR dual	Standard
C55	175				
L52	133	14000	8-22.5/8PR	8-22.5/8PR dual	Standard
L53	145	★ 15000	8-22.5/8PR	8-22.5/8PR dual	Standard
L56	175	◆ 16000	8-22.5/8PR	8-22.5/10PR dual	Standard
S53	157	10500	7-22.5/6PR	7-22.5/6PR dual	Standard
		14000	8-22.5/8PR	8-22.5/8PR dual	Standard
		◆ 16000	8-22.5/10PR	8-22.5/10PR dual	Standard

◆ A plate is supplied with each vehicle showing chassis number and this GVW rating.

● 7.10-15/4PR for Suburban Carryalls.

▲ Maximum rating for Models C3604 and C3605.

★ Rating shown on RPO GVW plate.

LOAD CAPACITY CHART

Series	Wheel base (in)	GVW (lb)	Minimum Tubeless Tire Size		Minimum Chassis Equipment
			Front	Rear	
L61 C61, L62 C62, L63 C63 C65, L66 C68, L69	121	★15,000	8-22.5/8PR	8-22.5/8PR dual	Standard
	133	17,000	8-22.5/8PR	9-22.5/10PR dual	9200-lb rear springs
	145	◆19,500	9-22.5/10PR	10-22.5/10PR dual	9200-lb rear springs
	157	★23,000	9-22.5/10PR	10-22.5/10PR dual	7000-lb front suspension; 3500-lb front springs; HD vacuum brakes; 17,000-lb rear axle; frame inner reinforcements
	175				
197					
D61 D62 D63 D65 D68	133	★15,000	8-22.5/8PR	8-22.5/8PR dual	Standard
	145	17,000	8-22.5/8PR	9-22.5/10PR dual	10,400-lb rear springs
	157	◆19,500	9-22.5/10PR	10-22.5/10PR dual	10,400-lb rear springs
	175	★23,000	9-22.5/10PR	10-22.5/10PR dual	7000-lb front suspension; HD vacuum brakes; 17,000-lb 2-spd rear axle
	197				
T62 T63 T66 T68	97	★15,000	8-22.5/8PR	8-22.5/8PR dual	Standard
	109	17,000	8-22.5/8PR	9-22.5/10PR dual	9200-lb rear springs
	133	◆19,500	9-22.5/10PR	10-22.5/10PR dual	4000-lb front springs; 9200-lb rear springs
	145	★23,000	9-22.5/10PR	10-22.5/10PR dual	7000-lb front suspension; 4000-lb front springs; HD vacuum brakes; 17,000-lb rear axle
S62 S64	197	15,000	8-22.5/8PR	8-22.5/8PR dual	Standard
	225½	17,000	9-22.5/10PR	9-22.5/10PR dual	Standard
		◆19,500	10-22.5/10PR	10-22.5/10PR dual	Standard
		★21,000	10-22.5/10PR	10-22.5/10PR dual	7000-lb front suspension
S67	243	15,000	8-22.5/8PR	8-22.5/8PR dual	Standard
		17,000	9-22.5/10PR	9-22.5/10PR dual	Standard
		◆19,500	10-22.5/10PR	10-22.5/10PR dual	7000-lb front suspension
		★21,000	10-22.5/10PR	10-22.5/10PR dual	7000-lb front suspension
		★23,000	10-22.5/10PR	10-22.5/10PR dual	7000-lb front suspension; 17,000-lb rear axle
S69	261½	15,000	8-22.5/8PR	8-22.5/8PR dual	Standard
		18,000	9-22.5/10PR	9-22.5/10PR dual	Standard
		◆21,000	10-22.5/10PR	10-22.5/10PR dual	Standard
		★23,000	10-22.5/10PR	10-22.5/10PR dual	17,000-lb rear axle
E81 E82 E83	121	18,500	9-22.5/10PR	9-22.5/10PR dual	Standard
	133	22,000	9-22.5/10PR	10-22.5/10PR dual	Standard
	145	◆25,000	10-22.5/10PR	11-22.5/12PR dual	4500-lb front springs; 11,500-lb rear springs
L81 C81, L82 C82, L83 C83 C85, L86 C88	121	18,500	9-22.5/10PR	9-22.5/10PR dual	Standard
	133	22,000	9-22.5/10PR	10-22.5/10PR dual	10,400-lb rear springs
	145				
	157	◆25,000	10-22.5/10PR	11-22.5/12PR dual	4000-lb front springs; 11,500-lb rear springs; frame reinforcements
	175				
	197				
M83 M85 M88	157	24,000	8-22.5/8PR	8-22.5/8PR dual	Standard
	175	30,000	8-22.5/8PR	9-22.5/10PR dual	Standard
	193	◆36,000	9-22.5/10PR	10-22.5/10PR dual	9000-lb front suspension
T82 T83 T86 T88	97	18,500	9-22.5/10PR	9-22.5/10PR dual	Standard
	109	22,000	9-22.5/10PR	10-22.5/10PR dual	10,400-lb rear springs
	133	◆25,000	10-22.5/10PR	11-22.5/12PR dual	11,500-lb rear springs; frame reinforcements
	145				
U82 U83	97	18,500	9-22.5/10PR	9-22.5/10PR dual	Standard
	109	22,000	9-22.5/10PR	10-22.5/10PR dual	Standard
		◆25,000	10-22.5/10PR	11-22.5/12PR dual	11,500-lb rear springs

◆ A plate is supplied with each vehicle showing chassis number and this GVW rating.

★ Rating shown on RPO GVW plate.

POWER TEAMS

Standard equipment is indicated with **boldface** type; other equipment is optional.

Series	High Torque Engine	Transmission	Rear Axle		
			Capacity (lb)	Ratio	
R10	145 Six	3-Spd Synchro-Mesh 4-Spd Synchro-Mesh Powerglide	2500	3.89	
C10	235 Six 261 Six 283 V8	3-Spd Synchro-Mesh	3500	3.90	
		3-Spd HD Synchro-Mesh	3500	3.38	
		4-Spd Synchro-Mesh	3500	4.11	
		◇ Powerglide	3500	3.90	
P10	235 Six	3-Spd Synchro-Mesh	3500	3.90	
		3-Spd HD Synchro-Mesh	3500	3.38	
		4-Spd Synchro-Mesh			
		Powerglide	3500	3.90	
K10	235 Six 261 Six 283 V8	3-Spd Synchro-Mesh 4-Spd Synchro-Mesh	3300	3.90	
C20	235 Six 261 Six 283 V8	3-Spd Synchro-Mesh 3-Spd HD Synchro-Mesh 4-Spd Synchro-Mesh ◇ Powerglide	5200	4.57	
K20	235 Six 261 Six 283 V8	3-Spd Synchro-Mesh 4-Spd Synchro-Mesh	5200	4.57	
P20	235 Six (Updraft)	3-Spd Synchro-Mesh 3-Spd HD Synchro-Mesh 4-Spd Synchro-Mesh Hydra-Matic	5200	5.14	
C30	235 Six 261 Six 283 V8	4-Spd Synchro-Mesh 3-Spd HD Synchro-Mesh	7200	5.14	
→ P30	235 Six (Updraft)	4-Spd Synchro-Mesh 3-Spd HD Synchro-Mesh Hydra-Matic	7200	5.14	
		3-Spd HD Synchro-Mesh	7200	5.83	
C40	235 Six 261 Six 283 V8	4-Spd Synchro-Mesh	11,000	5.43	
C50 L50 S50	235 Six 261 Six 283 V8	4-Spd Synchro-Mesh	13,000 15,000	6.60 6.40/8.72	
→ S62 S64	261 Six	4-Spd Synchro-Mesh 5-Spd New Process ▲ Powermatic	15,000 15,000	7.20 6.40/8.72	
		327 V8	4-Spd Synchro-Mesh 5-Spd Std-Ratio 5-Spd Close-Ratio ▲ Powermatic	15,000 15,000	7.20 6.40/8.72
→ C60 L60 T60 S67 ♠ S69	261 Six	4-Spd Synchro-Mesh 5-Spd New Process ▲ Powermatic	15,000 15,000 17,000 17,000	7.20 6.40/8.72 7.20 6.40/8.72	
		327 V8	4-Spd Synchro-Mesh 5-Spd Std-Ratio ♣ 5-Spd Close-Ratio ▲ Powermatic	15,000 15,000 17,000 17,000	7.20 6.40/8.72 7.20 6.40/8.72
				17,000 17,000	7.17/9.97 7.17/9.97
				17,000 17,000	7.17/9.97 ● 7.17/9.97
→ C60-H L60-H T60-H	261 Six	4-Spd Synchro-Mesh 5-Spd New Process ▲ Powermatic	17,000 17,000 17,000	7.20 6.40/8.72 7.17/9.97	
		327 V8	4-Spd Synchro-Mesh 5-Spd Std-Ratio ♣ 5-Spd Close-Ratio ▲ Powermatic	17,000 17,000 17,000	7.20 6.40/8.72 ● 7.17/9.97
D60	4-53 GM Diesel	5-Spd Overdrive	15,000 15,000	6.17 5.83/7.95	
D60-H	4-53 GM Diesel	5-Spd Close-Ratio	17,000	4.87/6.77	
M80	348 V8	5-Spd Std-Ratio Spicer 3-Spd Spicer Auxiliary 4-Spd Spicer Auxiliary Powermatic	30,000 (2 Axles)	7.17	
		409 V8	5-Spd Std-Ratio Spicer 4-Spd Spicer Auxiliary	30,000 (2 Axles)	7.17
C80 L80 T80	348 V8 409 V8	5-Spd Std-Ratio Spicer	18,500	7.67	
		5-Spd Close-Ratio Spicer	18,500	6.50/8.87	
			18,500	7.17/9.77	
	348 V8	Powermatic	18,500	7.17	
E80 U80	6V-53 GM Diesel	5-Spd Close-Ratio Spicer	18,500	5.57/7.60	

♠ With 327 V8 only.
♣ With 2-spd rear axle only.

◇ Not available with 261 Six.
● With close-ratio transmission only.

▲ With single-speed rear axle only;
327 V8 only on T60 and T60-H.

OPTIONAL EQUIPMENT INDEX

Option Number	Description	Option Number	Description
112	De Luxe Heater	297	8-19.5/10PR Highway Regular Tubeless Tires
115	Recirculating Heater	298	8-17.5/6PR Highway Regular Tubeless Tires
123	Radio—manual control	299	8-19.5/8PR Highway Regular Tubeless Tires
124	Radiator Fan—temperature controlled	301	Gauges
127	Hazard & Marker Lights	303	327 Engine
128	Gasoline Operated Heater	304	7.50-20/8PR Highway Regular Tubed Tires
132	Wheel Covers	305	7.50-20/10PR Highway Regular Tubed Tires
134	Level Pickup Box Floor	306	4-Speed Auxiliary Transmission
138	Direct Air Heater	309	Powermatic Transmission
201	Two-Speed Rear Axle—6.40/8.72; capacity 15,000 lb	310	3-Speed Auxiliary Transmission
202	Two-Speed Rear Axle—7.17/9.97; capacity 17,000 lb	311	Powerglide Transmission
204	Two-Speed Rear Axle—7.17/9.77; capacity 18,500 lb	312	9.00-20/10PR Highway Regular Tubed Tires
205	Single-Speed Rear Axle—4.11	316	HD 3-Speed Transmission
206	Single-Speed Rear Axle—5.83	318	4-Speed Transmission
209	Parking Brake—Orscheln type	320	42-Ampere Delcotron
210	Rearview Mirror	321	Hydra-Matic Transmission
212	Vacuum Brake Booster	322	New Process 5-Speed Transmission
213	HD Shock Absorbers	323	11-22.5/12PR Highway Regular Tubeless Tires for Disc Wheels
215	Single-Speed Rear Axle—3.38	329	HD Front Springs
217	Engine Ventilation—positive type	339	Spare Wheel Carrier—under frame mounting
218	Painted Rear Bumper	340	HD Front Springs
219	Independent Front Suspension—capacity 7000 lb	341	Spare Wheel Carrier—side-mounted
221	Independent Front Suspension—capacity 9000 lb	343	8.25-20/10PR Highway Regular Tubed Tires
223	HD Clutch	344	8.25-20/12PR Highway Regular Tubed Tires
228	9-22.5/10PR Highway Regular Tubeless Tires for Disc Wheels	346	Vacuum Gauge
229	Stake Body	350	Power Steering
230	Platform Body	351	35-Ampere Generator
233	Frame Outer Reinforcements	355	2-Speed Windshield Wipers—includes washers
234	20" x 7.5" Rims for Cast Wheels	356	HD Battery
235	Frame Inner Reinforcements	358	20" x 6.5" Rims for Cast Wheels
236	20" x 7.0" Budd-type Disc Wheels	359	20" x 7.0" Rims for Cast Wheels
238	10-22.5/10PR Highway Regular Tubeless Tires for Disc Wheels	361	22.5" x 6.75" Rims for Cast Wheels
239	Oil Filter—capacity 1 qt.	362	22.5" x 7.50" Rims for Cast Wheels
241	Engine Governor	363	22.5" x 6.00" Rims for Cast Wheels
243	Special Crankcase Ventilation	367	Front Bumper
245	15" x 5.0" Disc Wheels	370	Laminated Glass
246	HD Off-Road Chassis Equipment	371	Maximum Economy Equipment
247	Mounting Brackets—for pickup box	379	7800-lb GVW Plate
254	HD Rear Springs	383	Custom Side Molding
255	HD Front Springs	386	Clark Close-Ratio 5-Speed Transmission
256	HD Radiator	391	Mechanical Jack
258	Full-Depth Foam Seat	393	Custom Chrome Option
264	Auxiliary Seat	394	Full-View Rear Window
266	Tachometer	395	Right Door Lock
267	Auxiliary Rear Springs	399	Serial Number Plate
269	Third Seat—for Carryalls	402	15,000-lb GVW Plate
272	7.50-17/8PR Highway Regular Tubed Tires	404	23,000-lb GVW Plate
273	7.00-15/6PR Highway Regular Tubed Tires	407	21,000-lb GVW Plate
274	7.10-15/6PR Highway Regular Tubeless Tires	408	283 Engine
275	6.70-15/4PR Highway Regular Tubeless BW Tires	411	Soft Ray Glass
277	7.00-17/6PR Highway Regular Tubed Tires	413	Air-Hydraulic Brakes
278	7.00-17/8PR Highway Regular Tubed Tires	414	HD Vacuum Brake Booster
279	7.10-15/4PR Highway Regular Tubeless BW Tires	421	409 Engine
280	7.10-15/4PR Highway Regular Tubeless WW Tires	423	Running Boards
281	Vacuum Tank	425	23,000-lb GVW Plate
282	6.50-16/6PR Highway Regular Tubed Tires	431	Custom Equipment
285	7-17.5/6PR Highway Regular Tubeless Tires	432	Custom Appearance Option
286	6.70-15/6PR Highway Regular Tubeless WW Tires	433	Custom Comfort Option
288	6.70-15/6PR Highway Regular Tubeless BW Tires	436	I-Beam Front Axle—capacity 9000 lb
290	6.70-15/4PR Highway Regular Tubeless WW Tires	437	I-Beam Front Axle—capacity 11,000 lb
291	20" x 6.5" Budd-type Disc Wheels	438	Series P10 Body Equipment
292	20" x 6.0" Chevrolet Disc Wheels	439	Series P20-30 Body Equipment
293	261 Engine	440	16" x 5.5" Disc Wheel
294	15" x 5.5" Disc Wheels	443	52-Ampere Delcotron
295	7.00-18/8PR Highway Regular Tubed Tires	446	Fuel Tank—capacity 30 gal
		448	62-Ampere Delcotron
		450	8-22.5/8PR Highway Regular Tubeless Tires for Cast Wheels

OPTIONAL EQUIPMENT INDEX

Option Number	Description	Option Number	Description
451	22.5" x 6.75" Disc Wheels	652	4-Speed Transmission
452	22.5" x 7.50" Budd-type Disc Wheels	667	Powerglide Transmission
453	20" x 7.5" Budd-type Disc Wheels	670	17.5" x 5.25" Disc Wheels
454	8-17.5/8PR Highway Regular Tubeless Tires	671	18" x 5.0" Disc Wheels
455	8-22.5/8PR Highway Regular Tubeless Tires for Disc Wheels	672	19.5" x 5.25" Disc Wheels
456	9-22.5/10PR Highway Regular Tubeless Tires for Cast Wheels	674	7.00-14/6PR Highway Regular Tubeless WW Tires
457	10-22.5/10PR Highway Regular Tubeless Tires for Cast Wheels	677	No-Spin Rear Axle
458	11-22.5/12PR Highway Regular Tubeless Tires for Cast Wheels	680	Limited-Slip Rear Axle
459	HD Front Axle	683	Free Wheeling Front Hubs
460	10.00-20/12PR Highway Regular Tubed Tires	694	Clark Std-Ratio 5-Speed Transmission
461	7-22.5/6PR Highway Regular Tubeless Tires	695	Bostrom Seat
462	8-19.5/6PR Highway Regular Tubeless Tires	698	Single-Speed Rear Axle—7.20; capacity 15,000 lb.
464	8-22.5/10PR Highway Regular Tubeless Tires for Disc Wheels	699	Two-Speed Rear Axle—5.83/7.95; capacity 15,000 lb.
471	Single-Speed Rear Axle—7.20; capacity 17,000 lb	1563	20" x 5.0" Disc Wheels
472	Fuel Tank—capacity 20.5 gal	1566	20" x 6.5" Disc Wheels
474	Two-Speed Rear Axle—6.40/8.72; capacity 17,000 lb	1834	6.70-15/4PR Highway Nylon Tubeless BW Tires
476	Two-Speed Rear Axle—4.87/6.77; capacity 17,000 lb	1835	6.70-15/4PR On-Off-Road Regular Tubeless BW Tires
477	22.5" x 6.00" Disc Wheels	1837	6.70-15/4PR Highway Regular Tubed BW Tires
478	22.5" x 5.25" Disc Wheels	1838	6.70-15/4PR Highway Nylon Tubed BW Tires
479	Two Speed Rear Axle—6.50/8.87; capacity 18,500 lb	1839	6.70-15/4PR On-Off-Road Regular Tubed Tires
481	Positraction Differential	1845	6.70-15/6PR Highway Regular Tubed BW Tires
482	Full-Width Seat	1846	7.00-15/6PR On-Off-Road Regular Tubed Tires
495	Exhaust Stack—single	1848	7.00-15/6PR Highway Nylon Tubed Tires
496	Exhaust Stacks—dual	1853	7.10-15/4PR Highway Nylon Tubeless BW Tires
497	Radiator Shutters	1854	7.10-15/4PR Highway Nylon Tubed BW Tires
500	Solid Color Paint—Jet Black	1866	6.00-16/6PR Highway Regular Tubeless Tires
502	Solid Color Paint—Seamist Jade	1868	6.50-16/6PR Highway Regular Truck-type Tubeless Tires
503	Solid Color Paint—Glenwood Green	1869	6.50-16/6PR Highway Regular Car-type Tubeless Tires
505	Solid Color Paint— Omaha Orange <i>Woodland Green.</i>	1870	6.50-16/6PR Highway Regular Truck-type Tubed Tires
507	Solid Color Paint—Brigade Blue	1871	6.50-16/6PR Highway Nylon Truck-type Tubed Tires
508	Solid Color Paint—Balboa Blue	1872	6.50-16/6PR On-Off-Road Regular Car-type Tubed Tires
510	Solid Color Paint—Crystal Turquoise	1873	6.50-16/6PR On-Off-Road Regular Truck-type Tubed Tires
514	Solid Color Paint—Cardinal Red	1888	7.00-17/8PR On-Off-Road Regular Tubed Tires
516	Solid Color Paint—Omaha Orange	1890	7.50-17/8PR On-Off-Road Regular Tubed Tires
519	Solid Color Paint—Yuma Yellow	1902	7-17.5/6PR Highway Nylon Tubeless Tires
521	Solid Color Paint—Pure White	1903	7-17.5/6PR On-Off-Road Regular Tubeless Tires
522	Solid Color Paint—Georgian Gray	1905	8-17.5/6PR Highway Nylon Tubeless Tires
526	Solid Color Paint—Cameo White	1906	8-17.5/6PR On-Off-Road Regular Tubeless Tires
528	Solid Color Paint—Desert Beige	1908	8-17.5/8PR On-Off-Road Regular Tubeless Tires
530	2-Tone Paint—Jet Black/Cameo White	1931	8-19.5/6PR Highway Nylon Tubeless Tires
532	2-Tone Paint—Seamist Jade/Cameo White	1933	8-19.5/8PR Highway Nylon Tubeless Tires
533	2-Tone Paint—Glenwood Green/Cameo White	1934	8-19.5/8PR On-Off-Road Regular Tubeless Tires
535	2-Tone Paint—Woodland Green/Cameo White	1945	7.00-20/8PR Highway Regular Tubed Tires
537	2-Tone Paint—Brigade Blue/Cameo White	1948	7.50-20/10PR Highway Nylon Tubed Tires
538	2-Tone Paint—Balboa Blue/Cameo White	1949	7.50-20/10PR On-Off-Road Regular Tubed Tires
540	2-Tone Paint—Crystal Turquoise/Cameo White	1951	8.25-20/10PR Highway Nylon Tubed Tires
541	2-Tone Paint—Cameo White/Cardinal Red	1952	8.25-20/10PR On-Off-Road Regular Tubed Tires
544	2-Tone Paint—Cardinal Red/Cameo White	1953	8.25-20/10PR On-Off-Road Nylon Tubed Tires
545	2-Tone Paint—Pure White/Cardinal Red	1955	8.25-20/12PR On-Off-Road Nylon Tubed Tires
546	2-Tone Paint—Omaha Orange/Cameo White	1957	9.00-20/10PR Highway Nylon Tubed Tires
549	2-Tone Paint—Yuma Yellow/Cameo White	1958	9.00-20/10PR On-Off-Road Regular Tubed Tires
552	2-Tone Paint—Georgian Gray/Cameo White	1959	9.00-20/10PR On-Off-Road Nylon Tubed Tires
558	2-Tone Paint—Desert Beige/Cameo White	1976	9-22.5/10PR Highway Nylon Tubeless Tires for Cast Wheels
585	Full-Air Brakes	1977	9-22.5/10PR Highway Nylon Tubeless Tires for Disc Wheels
586	20" x 6.0" Rims for Cast Wheels	1978	9-22.5/10PR On-Off-Road Regular Tubeless Tires for Cast Wheels
591	Oil-Bath Air Cleaner	1979	9-22.5/10PR On-Off-Road Regular Tubeless Tires for Disc Wheels
592	Oil Filter	1980	9-22.5/12PR Highway Regular Tubeless Tires for Disc Wheels
596	HD Front Leaf Springs		
598	17" x 5.0" Disc Wheels		
603	HD Rear Springs		
645	Body Doors		
647	7.00-14/4PR Highway Regular Tubeless WW Tires		
648	7.00-14/6PR Highway Regular Tubeless BW Tires		



8½-ft Corvair 95 Body

Inside Length..... 105⅞"
 Inside Width..... 61¼"
 Inside Height..... 15⅞"-28⅞"

Maximum Rated Payload	Model	Pages
1900 lb	R1244	2-3
1850 lb	R1254	4-5



6½-ft Stepside Body★

Inside Length..... 78⅞"
 Inside Width..... 50"
 Inside Height..... 17½"

Maximum Rated Payload	Model	Pages
1550 lb	C1404	6-7



6½-ft Fleetside Body★

Inside Length..... 78⅞"
 Inside Width..... 72"
 Inside Height..... 19⅞"

Maximum Rated Payload	Model	Pages
1500 lb	C1434	8-9



8-ft Stepside Body★

Inside Length..... 98"
 Inside Width..... 50"
 Inside Height..... 17½"

Maximum Rated Payload	Model	Pages
1400 lb	C1504	10-11
3450 lb	C2504	14-15



8-ft Fleetside Body★

Inside Length..... 98"
 Inside Width..... 72"
 Inside Height..... 19⅞"

Maximum Rated Payload	Model	Pages
1300 lb	C1534	12-13
3350 lb	C2534	16-17



9-ft Stepside Body

Inside Length..... 108¼"
 Inside Width..... 50"
 Inside Height..... 17½"

Maximum Rated Payload	Model	Pages
3450 lb	C3604	18-19

★ Also see 4-Wheel Drive section.

MODEL R1244 PICKUP (Loadside)

GVW Ratings up to 4600 lb
Wheelbase: 95"



STANDARD EQUIPMENT

Air Cleaner: Two; oil-wetted

Axle, Rear: Hypoid; ratio 3.89. See *Suspension, Rear*

Battery: 12-Volt; 54-plate; capacity 42 amp-hr

Brakes, Service: Hydraulic with 1" master cylinder

Sizes: front and rear 11" x 2"

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

Brake, Parking: Rear wheels; area 83 sq in

Bumper: Front and rear; painted

Carburetor: Two; single-barrel; automatic choke

Clutch: Diameter 9 $\frac{1}{8}$ "; area 72 sq in

Cooling: Air cooled by 11" centrifugal blower; 215° thermostat

Controls & Instruments: Head & dome light switch; headlight beam control; speedometer; odometer; fuel gauge; generator charging, oil pressure, engine temperature, direction signal and high beam indicator lights

Direction Signals: Front and rear

Engine: 145 Six

Gross horsepower.....80

Gross torque, lb-ft.....128

Engine Ventilation: Road-draft type

Frame: Unitized body-frame construction

Fuel Filter: At carburetor; porous sintered bronze

Fuel Tank: Capacity 18 $\frac{1}{2}$ gallons

Generator: 12-Volt, 30-amp; normal cut-in

GVW Plate: 4600 lb

Lights: Head, parking, tail and stop

Mirror: Inside

Oil Filter: Full-flow; capacity 1 pt

Seat: Full-width

Shock Absorbers: Front & rear; piston diameter 1"

Springs, Front: Coil; capacity 1150 lb each at ground

Springs, Rear: Coil; capacity 1150 lb each at ground

Steering: Ball-gear, ratio 20.0; wheel diameter 17"

Suspension, Front: Independent; capacity 2500 lb

Suspension, Rear: Independent; capacity 2500 lb

Tires: Five tubeless 7.00-14/4PR front, single rear and spare

Tools: Mechanical jack; wheel wrench

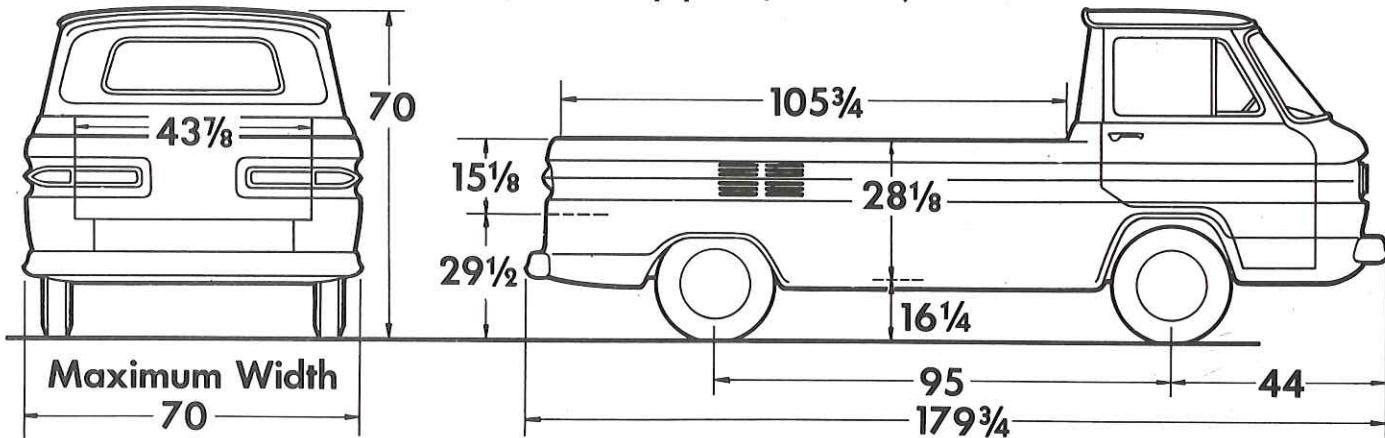
Transmission: 3-speed synchro-mesh; ratios 3.50, 1.99, 1.00, 3.97 (rev)

Wheels: Five 14" x 5.0"; attachment, 5 studs on 5" circle

Windshield Wipers: Electric; single-speed

DIMENSIONS

(With std equipment, unloaded)



Curb Weight with Standard Equipment (lb)			Load Weight Distribution	
Front	Rear	Total	Front	Rear
1390	1310	2700	47%	53%

PAYLOAD RATINGS & GVW SELECTOR

Maximum Rated Payload Weight	GVW Rating	Chassis Equipment Required for GVW Rating	Recommended Minimum Tire Sizes	
			Front	Single Rear
1350 lb	4000 lb	Standard	7.00-14	7.00-14
1900 lb	4600 lb	Standard	7.00-14/6-ply	7.00-14/6-ply

OPTIONAL EQUIPMENT

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

Axle, Positraction Rear 481	Generator: 35-amp, low cut-in 650	Radio: Manual control 123
Custom Chrome: Includes front and rear chromed bumpers and hub caps . . 393	Glass, Laminated: For door windows 370	Shock Absorbers: Heavy-duty; front . 213
Custom Equipment: Includes bright-metal windshield molding; rear red inserts; nylon and vinyl seat upholstery; extra-thick foam seat padding; 2-tone doors and steering wheel; right sunshade; left arm rest; cigar lighter; dispatch box door trim plate 431	Heater & Defroster: Gasoline operated 128 Direct air 138	Transmission: 4-speed synchro-mesh 652 Powerglide 667
Floor, Level Pickup Box 134	Mirror, Exterior: 8-inch fixed arm Left side 210 Left and right sides 210	Wheel Covers 132
	Paint, Exterior: See <i>Colors</i> section	Windshield Wipers: Electric; 2 speed; includes windshield washers 355

TIRE & DISC WHEEL COMBINATIONS

Tire Size	Tire Capacity (lb ea)	Rim Width	Option Numbers	
			Highway Tread	
			Regular	Nylon
TUBELESS				
7.00-14/4-ply blackwall	975	5.0"	Std	—
7.00-14/4-ply whitewall	975	5.0"	647	—
7.00-14/6-ply blackwall	1065	5.0"	648	—
7.00-14/6-ply whitewall	1065	5.0"	674	—

MODEL R1254 PICKUP (Rampside)

GVW Ratings up to 4600 lb
Wheelbase: 95"



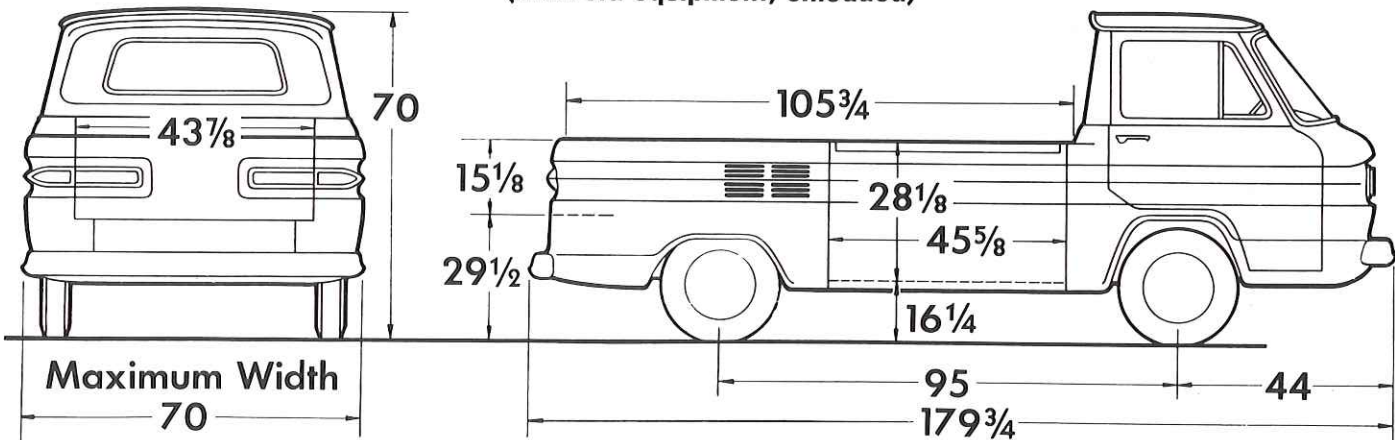
STANDARD EQUIPMENT

Air Cleaner: Two; oil-wetted
Axle, Rear: Hypoid; ratio 3.89. See *Suspension, Rear*
Battery: 12-Volt; 54-plate; capacity 42 amp-hr
Brakes, Service: Hydraulic with 1" master cylinder
 Sizes: front and rear 11" x 2"
 Effective area: drum 276 sq in; lining 167 sq in
Brake, Parking: Rear wheels; area 83 sq in
Bumper: Front and rear; painted
Carburetor: Two; single-barrel; automatic choke
Clutch: Diameter 9 $\frac{1}{8}$ "; area 72 sq in
Cooling: Air cooled by 11" centrifugal blower; 215° thermostat
Controls & Instruments: Head & dome light switch; headlight beam control; speedometer; odometer; fuel gauge; generator charging, oil pressure, engine temperature, direction signal and high beam indicator lights
Direction Signals: Front and rear
Engine: 145 Six
 Gross horsepower..... 80
 Gross torque, lb-ft..... 128
Engine Ventilation: Road-draft type
Frame: Unitized body-frame construction

Fuel Filter: At carburetor; porous sintered bronze
Fuel Tank: Capacity 18 $\frac{1}{2}$ gallons
Generator: 12-Volt, 30-amp; normal cut-in
GVW Plate: 4600 lb
Lights: Head, parking, tail and stop
Mirror: Inside
Oil Filter: Full-flow; capacity 1 pt
Seat: Full-width
Shock Absorbers: Front & rear; piston diameter 1"
Springs, Front: Coil; capacity 1150 lb each at ground
Springs, Rear: Coil; capacity 1150 lb each at ground
Steering: Ball-gear, ratio 20.0; wheel diameter 17"
Suspension, Front: Independent; capacity 2500 lb
Suspension, Rear: Independent; capacity 2500 lb
Tires: Five tubeless 7.00-14/4PR front, single rear and spare
Tools: Mechanical jack; wheel wrench
Transmission: 3-speed synchro-mesh; ratios 3.50, 1.99, 1.00, 3.97 (rev)
Wheels: Five 14" x 5.0"; attachment, 5 studs on 5" circle
Windshield Wipers: Electric; single-speed

DIMENSIONS

(With std equipment, unloaded)



Curb Weight with Standard Equipment (lb)			Load Weight Distribution	
Front	Rear	Total	Front	Rear
1420	1350	2770	47%	53%

PAYLOAD RATINGS & GVW SELECTOR

Maximum Rated Payload Weight	GVW Rating	Chassis Equipment Required for GVW Rating	Recommended Minimum Tire Sizes	
			Front	Single Rear
1250 lb	4000 lb	Standard	7.00-14	7.00-14
1850 lb	4600 lb	Standard	7.00-14/6-ply	7.00-14/6-ply

OPTIONAL EQUIPMENT

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

Axle, Positraction Rear 481	Floor, Level Pickup Box 134	Radio: Manual control 123
Custom Chrome: Includes front and rear chromed bumpers and hub caps . 393	Generator: 35-amp, low cut-in 650	Shock Absorbers: Heavy-duty; front . 213
Custom Equipment: Includes bright-metal windshield molding; rear red inserts; nylon and vinyl seat upholstery; extra-thick foam seat padding; 2-tone doors and steering wheel; right sunshade; left arm rest; cigar lighter; dispatch box door trim plate 431	Glass, Laminated: For door windows 370	Transmission: 4-speed synchro-mesh 652 Powerglide 667
	Heater & Defroster: Gasoline operated 128 Direct air 138	Wheel Covers 132
	Mirror, Exterior: 8-inch fixed arm Left side 210 Left and right sides 210	Windshield Wipers: Electric; 2 speed; includes windshield washers 355
	Paint, Exterior: See <i>Colors</i> section	

TIRE & DISC WHEEL COMBINATIONS

Tire Size	Tire Capacity (lb ea)	Rim Width	Option Numbers	
			Highway Tread	
			Regular	Nylon
TUBELESS				
7.00-14/4-ply blackwall	975	5.0"	Std	—
7.00-14/4-ply whitewall	975	5.0"	647	—
7.00-14/6-ply blackwall	1065	5.0"	648	—
7.00-14/6-ply whitewall	1065	5.0"	674	—

MODEL C1404 PICKUP (6 $\frac{1}{2}$ -Ft Stepside)

GVW Ratings up to 5200 lb
Wheelbase: 115"



STANDARD EQUIPMENT

Air Cleaner: Oil bath; capacity 1 pint (Oil-wetted type used with optional 261 engine)

Axle, Rear: Hypoid semi-floating type; ratio 3.90; capacity 3500 lb

Battery: 12-Volt; 54-plate; capacity 53 amp-hr

Body: Stepside Pickup; see *Cabs & Bodies*

Brakes, Service: Hydraulic with 1 $\frac{1}{8}$ " master cylinder

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

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

Brake, Parking: Rear wheels; area 83 sq in

Bumper: Front only, painted

Cab: Conventional; see *Cabs & Bodies*

Carburetor: Single-barrel downdraft

Clutch: Diameter 10"; area 100 sq in; hydraulic control

Cooling: Capacity 17 qt; 2" radiator core, 405-sq-in area; 7-lb pressure cap; 170° thermostat

Controls & Instruments: Hand choke; head & dome light switch; headlight beam control; speedometer; odometer; fuel gauge; generator charging, oil pressure, engine temperature, direction signal and high beam indicator lights

Direction Signals: Front and rear

Engine: 235 Six

Gross horsepower.....135

Gross torque, lb-ft.....217

Engine Ventilation: Road-draft type

Exhaust System: Single pipe & muffler

Fenders: Front and rear

Frame: 39,000-lb-test steel; maximum section modulus 3.39

Fuel Filter: Screen in fuel tank

Fuel Tank: Back of seat in cab, capacity 18 $\frac{1}{2}$ gal

Generator: 12-Volt, 30-amp; normal cut-in

GVW Plate: 5200 lb

Lights: Head, parking, tail and stop

Mirror, Exterior: Left side; 8" fixed arm

Oil Filter: Capacity 1 qt; replaceable element

Shock Absorbers: Front & rear; piston diameter 1"

Springs, Front: Torsion; capacity 1250 lb each at ground

Springs, Rear: Coil; capacity 1250 lb each at ground

Steering: Ball-gear, ratio 24.0; wheel dia 17"

Suspension, Front: Independent; capacity 2500 lb

Tires: Five tubeless 6.70-15/4PR front, single rear and spare

Tools: 3300-lb mechanical jack; wheel wrench

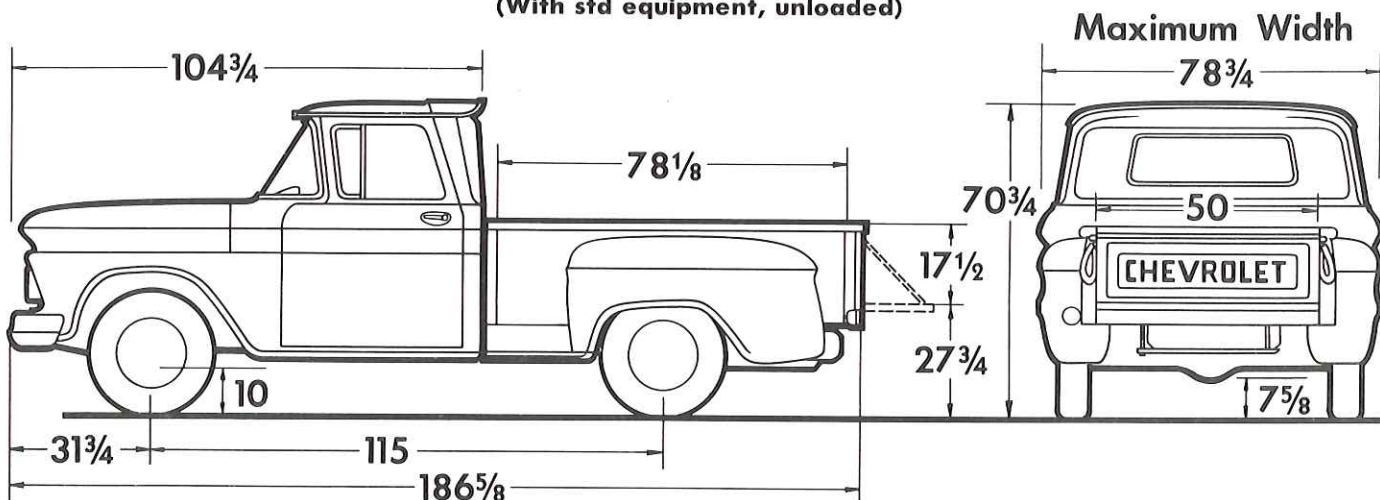
Transmission: 3-speed synchro-mesh; steering column gearshift; ratios 2.94, 1.68, 1.00, 3.14 (rev)

Wheels: Five 15" x 5.0"; attachment, 6 studs on 5 $\frac{1}{2}$ " circle; spare carrier under frame

Windshield Wipers: Electric; single-speed

DIMENSIONS

(With std equipment, unloaded)



Curb Weight with Standard Equipment (lb)			Load Weight Distribution	
Front	Rear	Total	Front	Rear
2180	1350	3530	1%	99%



Corvan Body

Inside Length..... 120⁷/₈"
 Inside Width..... 59¹/₄"
 Inside Height..... 53³/₄"
 Capacity..... 191 cu ft

Maximum Rated Payload	Model	Pages
1700 lb	R1205	2-3



7¹/₂-Ft Panel Body★

Inside Length..... 99⁵/₈"
 Inside Width..... 68"
 Inside Height..... 47"
 Capacity..... 175¹/₄ cu ft

Maximum Rated Payload	Model	Pages
1250 lb	C1405	4-5



10¹/₂-Ft Panel Body

Inside Length..... 134¹/₈"
 Inside Width..... 68"
 Inside Height..... 47"
 Capacity..... 230³/₄ cu ft

Maximum Rated Payload	Model	Pages
3050 lb	C3605	6-7



8-Passenger Carryall★

Model C1406 with panel type rear doors
 Model C1416 with rear tailgate & liftgate

Maximum Rated Payload	Models	Pages
950 lb	C1406, C1416	8-9

★ Also see 4-Wheel Drive section.

MODEL R1205 PANEL (Corvan)

GVW Ratings up to 4600 lb
Wheelbase: 95"



STANDARD EQUIPMENT

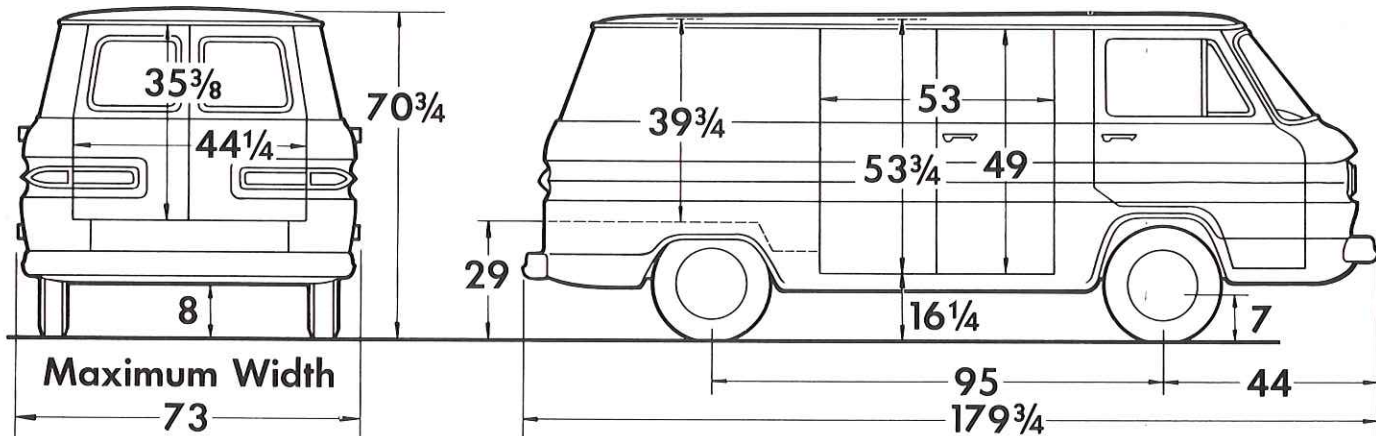
Air Cleaner: Two; oil-wetted
Axle, Rear: Hypoid; ratio 3.89. See *Suspension, Rear*
Battery: 12-Volt; 54-plate; capacity 42 amp-hr
Brakes, Service: Hydraulic with 1" master cylinder
 Sizes: front and rear 11" x 2"
 Effective area: drum 276 sq in; lining 167 sq in
Brake, Parking: Rear wheels; area 83 sq in
Bumper: Front and rear; painted
Carburetor: Two; single-barrel; automatic choke
Clutch: Diameter 9 $\frac{1}{8}$ "; area 72 sq in
Cooling: Air cooled by 11" centrifugal blower; 215° thermostat
Controls & Instruments: Light switch; headlight beam control; speedometer; odometer; fuel gauge; generator charging, oil pressure, engine temperature, direction signal, fan and high beam indicator lights
Direction Signals: Front and rear
Engine: 145 Six
 Gross horsepower..... 80
 Gross torque, lb-ft..... 128
Engine Ventilation: Road-draft type
Frame: Unitized body-frame construction

Fuel Filter: At carburetor; porous sintered bronze
Fuel Tank: Capacity 18.6 gallons
Generator: 12-Volt, 30-amp; normal cut-in
GVW Plate: 4600 lb
Lights: Head, parking, tail, stop, license plate; dome, instrument panel
Mirror: Inside
Oil Filter: Full-flow; capacity 1 pt
Seat: Driver only
Shock Absorbers: Front & rear; piston diameter 1"
Springs, Front: Coil; capacity 1150 lb each at ground
Springs, Rear: Coil; capacity 1150 lb each at ground
Steering: Ball-gear, ratio 20.0; wheel diameter 17"
Suspension, Front: Independent; capacity 2500 lb
Suspension, Rear: Independent; capacity 2500 lb
Tires: Five tubeless 7.00-14/4PR front, single rear and spare
Tools: Mechanical jack; wheel wrench
Transmission: 3-speed synchro-mesh; ratios 3.50, 1.99, 1.00, 3.97 (rev)
Wheels: Five 14" x 5.0"; attachment, 5 studs on 5" circle
Windshield Wipers: Electric; single-speed

► DIMENSIONS

(With std equipment, unloaded)

Sign Panel Area: 18 $\frac{1}{2}$ x 106



Curb Weight with Standard Equipment (lb)			Load Weight Distribution	
Front	Rear	Total	Front	Rear
1315	1615	2930	50%	50%

PAYLOAD RATINGS & GVW SELECTOR

Maximum Rated Payload Weight	GVW Rating	Chassis Equipment Required for GVW Rating	Recommended Minimum Tire Sizes	
			Front	Single Rear
1100 lb	4000 lb	Standard	7.00-14	7.00-14
1700 lb	4600 lb	Standard	7.00-14/6-ply	7.00-14/6-ply

OPTIONAL EQUIPMENT

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

Axle, Positraction Rear	481	Glass, Laminated: For front door windows.....	370	Seat: Full-width.....	482
Custom Chrome: Includes front and rear chromed bumpers and hub caps.....	393	Heater & Defroster: Gasoline operated.....	128	Auxiliary, passenger.....	264
Custom Equipment: Includes bright-metal windshield molding; rear red inserts; nylon and vinyl seat upholstery; extra-thick foam seat padding; 2-tone doors and steering wheel; right sunshade; left arm rest; cigar lighter; dispatch box door trim plate.....	431	Direct air.....	138	Shock Absorbers: Heavy-duty; front.....	213
Doors, Body: Left side.....	645	Mirror, Exterior: 8-inch fixed arm Left side.....	210	Transmission: 4-speed synchro-mesh.....	652
Generator: 35-amp, low cut-in.....	650	Left and right sides.....	210	Powerglide.....	667
		Paint, Exterior: See <i>Colors</i> section		Ventilation, Special Crankcase: For California only.....	243
		Radio: Manual control.....	123	Wheel Covers	132
				Windshield Wipers: Electric; 2 speed; includes windshield washers.....	355

TIRE & DISC WHEEL COMBINATIONS

Tire Size	Tire Capacity (lb ea)	Rim Width	Option Numbers	
			Highway Tread	
			Regular	Nylon
TUBELESS				
7.00-14/4-ply blackwall	975	5.0"	Std	—
7.00-14/4-ply whitewall	975	5.0"	647	—
7.00-14/6-ply blackwall	1065	5.0"	648	—
7.00-14/6-ply whitewall	1065	5.0"	674	—

MODEL C1405 PANEL (7½-Ft)

GVW Ratings up to 5200 lb

Wheelbase: 115"



STANDARD EQUIPMENT

Air Cleaner: Oil bath; capacity 1 pint (Oil-wetted type used with optional 261 engine)

Axle, Rear: Hypoid semi-floating type; ratio 3.90; capacity 3500 lb

Battery: 12-Volt; 54-plate; capacity 53 amp-hr

Brakes, Service: Hydraulic with 1½" master cylinder

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

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

Brake, Parking: Rear wheels; area 83 sq in

Bumper: Front & rear, painted

Carburetor: Single-barrel downdraft

Clutch: Diameter 10"; area 100 sq in; hydraulic control

Cooling: Capacity 17 qt; 2" radiator core, 405-sq-in area; 7-lb pressure cap; 170° thermostat

Controls & Instruments: Hand choke; head & dome light switch; headlight beam control; speedometer; odometer; fuel gauge; generator charging, oil pressure, engine temperature, direction signal and high beam indicator lights

Direction Signals: Front and rear

Engine: 235 Six

Gross horsepower.....135

Gross torque, lb-ft.....217

Engine Ventilation: Road-draft type

Exhaust System: Single pipe & muffler

Fenders: Front and integral rear

Frame: 39,000-lb-test steel; maximum section modulus 3.39

Fuel Filter: Screen in fuel tank

Fuel Tank: Inside frame, capacity 20 gal

Generator: 12-Volt, 30-amp; normal cut-in

GVW Plate: 5200 lb

Lights: Head, parking, tail and stop

Mirror, Exterior: Left side; 8" fixed arm

Oil Filter: Capacity 1 qt; replaceable element

Seat: Driver only

Shock Absorbers: Front & rear; piston diameter 1"

Springs, Front: Torsion; capacity 1250 lb each at ground

Springs, Rear: Coil; capacity 1250 lb each at ground

Steering: Ball-gear, ratio 24.0; wheel dia 17"

Suspension, Front: Independent; capacity 2500 lb

Tires: Five tubeless 6.70-15/4PR front, single rear and spare

Tools: 3300-lb mechanical jack; wheel wrench

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

Wheels: Five 15" x 5.0"; attachment, 6 studs on 5½" circle; spare carrier under frame

Windshield Wipers: Electric; single-speed

DIMENSIONS

(With std equipment, unloaded)

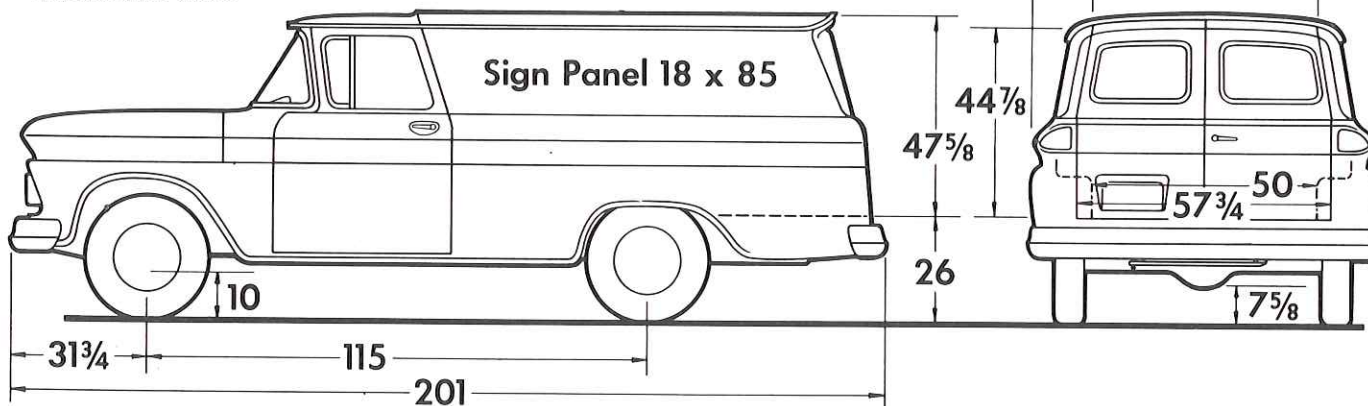
Inside Dimensions

Length.....99¾"

Height.....47"

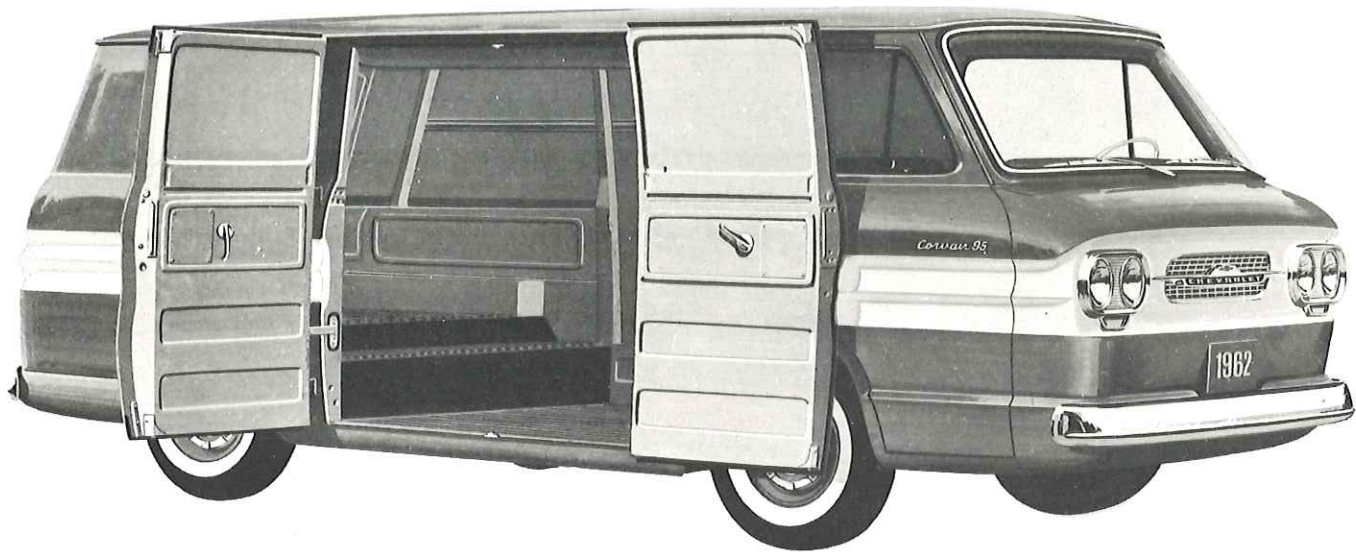
Width.....68"

Maximum Width



Curb Weight with Standard Equipment (lb)			Load Weight Distribution	
Front	Rear	Total	Front	Rear
2030	1780	3810	2%	98%

TYPICAL USERS



PANELS

Bakeries

Dairies

Diaper Services

Dry Cleaners

Interior Decorators

Laundries

Painters

CARRYALLS

Bus Line Operators

Clubs

Construction Firms

Movie Makers

Prospectors

Sportsmen

Surveyors



MODELS C1406 & C1416 CARRYALLS

PAYLOAD RATINGS & GVW SELECTOR

Maximum Rated Payload Wt	GVW Rating	Chassis Equipment Required for GVW Rating	Recommended Minimum Tire Sizes	
			Front	Single Rear
500 lb	4600 lb	Standard	7.10-15/4PR	7.10-15/4PR
850 lb	5000 lb	2000-lb rear springs	7.10-15/6PR	7.10-15/6PR
950 lb	5200 lb	2000-lb rear springs	7-17.5/6PR	7-17.5/6PR

OPTIONAL EQUIPMENT

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

Air Cleaner: Oil bath; capacity 2 pints (For 235 or 261 engine only).....	591	Generator: 35 amp, normal cut-in.....	351	Oil Filter: For 235 engine Capacity 2 quarts.....	592
Axle, Positraction Rear: Ratio 3.90; capacity 3500 lb. Not available with maximum economy option or 3.38 ratio rear axle.....	680	42 amp (Delcotron).....	320	Paint, Exterior: See <i>Colors</i> section	
Axle, Rear: Capacity 3500 lb Ratio 3.38 (With synchro-mesh transmission only).....	215	52 amp (Delcotron).....	443	Radiator: Heavy-duty; for 235 or 283 engine only.....	256
Ratio 4.11 (Not available with maximum economy option).....	205	62 amp (Delcotron).....	448	Radio: Manual control.....	123
Battery: HD; 66-plate; 70 amp-hr....	356	Glass, Laminated: Side door windows only; includes metal frames....	370	Seat, Third: Includes sliding rear side windows.....	269
Clutch: HD; dia 11" (For 235 eng)....	223	Glass, Soft Ray: Windshield only... All windows.....	411 411	Shock Absorbers: Heavy-duty Front and rear.....	213 213
Custom Equipment: See <i>Cabs and Bodies</i> for description of each option Appearance Option.....	432	Governor: With synchro-mesh trans For 235 engine: 1850-3000 rpm.....	241	Rear.....	213
Comfort Option.....	433	2600-3600 rpm.....	241	Springs, Rear: Cap 2000 lb each... 254	
Chrome Option.....	393	For 261 engine: 1900-2900 rpm.....	241	Tachometer: Electric; for 283 V8 only; includes optional gauges.....	266
Engine: Includes 11" clutch 261 Six; includes HD radiator.....	293	2700-3600 rpm.....	241	Transmissions: Powerglide; for 235 or 283 engine only; includes HD radiator.....	311
283 V8.....	408	Heater & Defroster: De Luxe.....	112	Heavy-duty synchro-mesh 3-speed (Steering column gearshift).....	316
Fan, Radiator: Temperature controlled.....	124	Recirculating..	115	Heavy-duty synchro-mesh 4-speed... 318	
Gauges: Ammeter, engine temperature & oil pressure.....	301	Lock: Right door.....	395	Ventilation, Special Crankcase For California only.....	243
		Maximum Economy Option: Includes special carburetor & 3.38 rear axle ratio (For std engine & trans only). 371		Windshield Wipers: Electric; 2-spd; includes windshield washers.....	355
		Mirror, Exterior: Right; 8" fixed arm.....	210		

TIRE & DISC WHEEL COMBINATIONS

Tire Size	Tire Capacity (lb ea)	Rim Width	Option Numbers			
			Highway Tread		On-Off-Road Tread	
			Regular	Nylon	Regular	Nylon
TUBELESS						
7.10-15/4PR	1195	5.00"	Std a	1853	—	—
7.10-15/6PR	1300	5.00"	274	—	—	—
6.70-15/6PR	1215	5.00"	288 c	—	—	—
6.50-16/6PR	1380 b	5.00"	282	—	—	—
6.50-16/6PR	1420 b	5.00"	1868	—	—	—
7-17.5/6PR	1520	5.25"	285	1902	1903	—
TUBED						
6.70-15/6PR	1215	5.0"	1845	—	—	—
7.00-15/6PR	1520	5.5"	273	1848	1846	—
6.50-16/6PR	1380 b	5.0"	1869	—	1872	—
6.50-16/6PR	1420 b	5.0"	1870	1871	1873	—

a—RPO 280 with white sidewalls.

b—Two types in this size. Passenger car type has 1380-lb capacity; truck type has 1420-lb capacity.

c—RPO 286 with white sidewalls.

SPECIFICATIONS

Standard Torsion Springs

Series	Rating at Ground (lb each)	Sprung Capacity (lb each)	Deflection Rate at Wheel (lb/inch)	Diameter (inches)	Length (inches)
C10, P10	1250	1050	140	1.140	45¾
C20	1250	1050	140	1.140	45¾
C30	1500	1300	170	1.200	45¾
C40	1750	1550	230	1.320	45¾
S50	2500	2235	310	1.320	70½
C50, L50	2500	2235	322	1.265	58
S62, S64	2500	2235	310	1.320	70½
S67, S69	3000	2660	381	1.392	70½
C60, L60	3000	2660	381	1.320	58
T60, L80	3500	3085	442	1.370	58
D60, C80	3500	3085	442	1.447	70½
E80, T80, U80	4000	3585	548	1.447	58
M80	4000	3585	548	1.475	70½

Optional Torsion Springs

Series	Rating at Ground (lb each)	Sprung Capacity (lb each)	Deflection Rate at Wheel (lb/inch)	Diameter (inches)	Length (inches)
P10	1500	1300	170	1.200	45¾
C20	1500	1300	170	1.200	45¾
C30	1750	1550	230	1.320	45¾
C40	2000	1800	292	1.392	45¾
C50, L50	3000	2660	381	1.320	58
S50, S62, S64	3000	2660	381	1.392	70½
C50, C60, S60	3500	3085	442	1.447	70½
L50, L60	3500	3085	442	1.370	58
L60, T60, L80	4000	3585	548	1.447	58
C60, D60, C80, E80	4000	3555	588	1.475	70½
L80, T80	4000	3555	588	1.475	58
80	4500	4055	725	1.640	70½

★ For use only with RPO 9000-lb front suspension. Spring ends are splined rather than hexagonal.

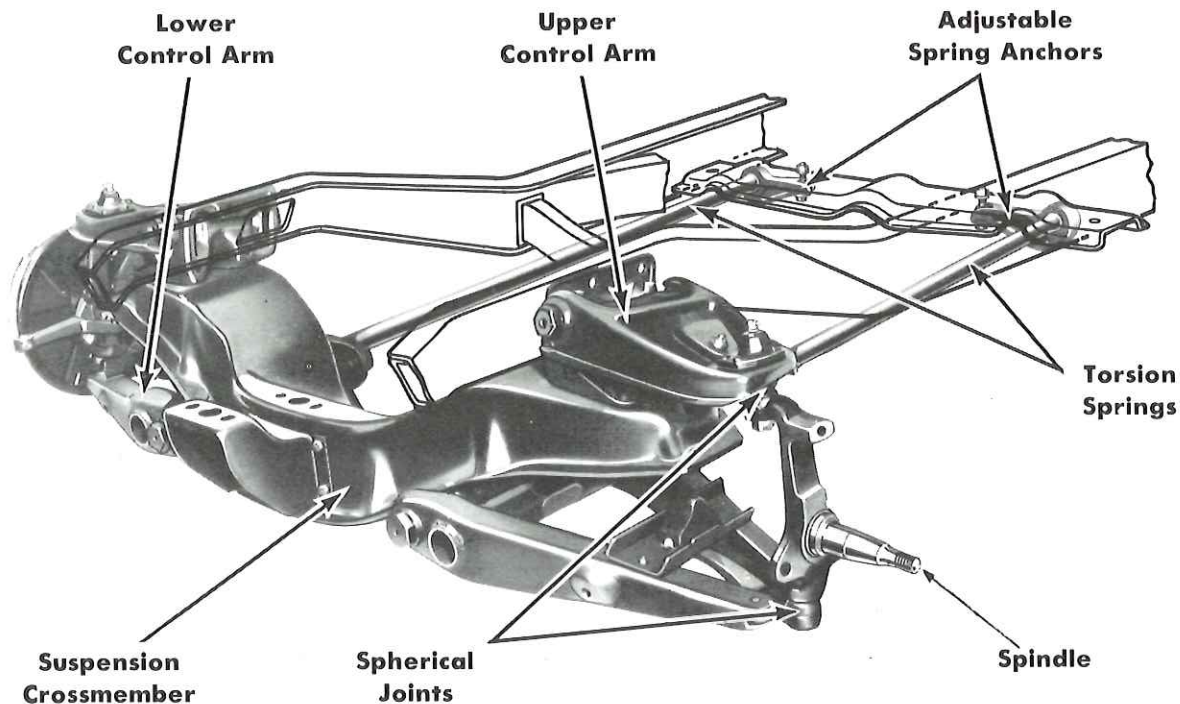
Coil Springs

Series	Rating at Ground (lb each)	Sprung Capacity (lb each)	Deflection Rate at Wheel (lb/inch)	Wire Diameter (inch)	Outside Diameter (inches)
R10	1150	1040	175	0.677	5.15

Leaf Springs

Series	Rating At Ground (lb each)	Sprung Capacity (lb each)	Clamped Deflection Rate (lb/inch)	Semi-Elliptic Leaves		
				Number	Length (inches)	Width (inches)
K10	1650	1350	500	5	44	2
K20	1750	1390	500	5	44	2
P20, P30	2000	1700	490	8	44	2
P30 (RPO)	2500	2200	726	10	44	2
C-E-L-M80 (With RPO 9,000-lb I-beam axle)	3500	3200	672	6	56	3
(With RPO 9,000-lb I-beam axle)	4500	4000	1134	8	56	3
(With RPO 11,000-lb I-beam axle)	5500	5000	1470	10	56	3
(With RPO 11,000-lb I-beam axle)	7000	6250	1810	12	56	3

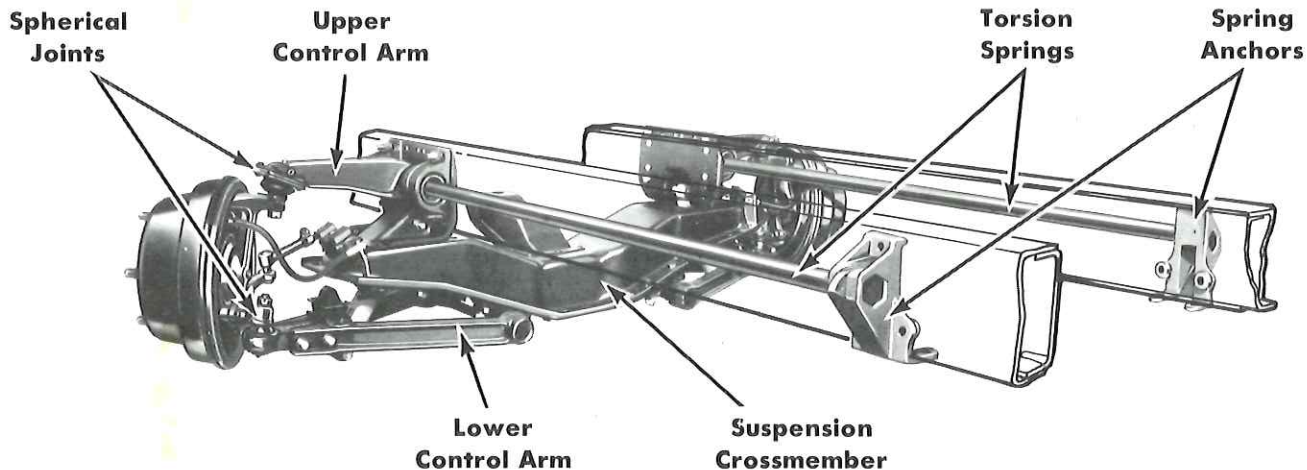
FRONT SUSPENSION



SERIES C10, P10, C20, C30, C40

Independent wheel action is provided through control arms which are pivoted on a rigid suspension crossmember attached to the frame of the vehicle. Control arms are fitted with large spherical joints which permit up and down motion of the wheels as well as steering action. Solid torsion springs are secured at the front ends

in the lower control arms. The rearward ends of the torsion springs are held to a frame crossmember by adjustable anchor arms. By means of a simple nut-and-bolt adjustment, the spring tension can be regulated to achieve the most desirable vehicle trim.



SERIES 50, 60, 80

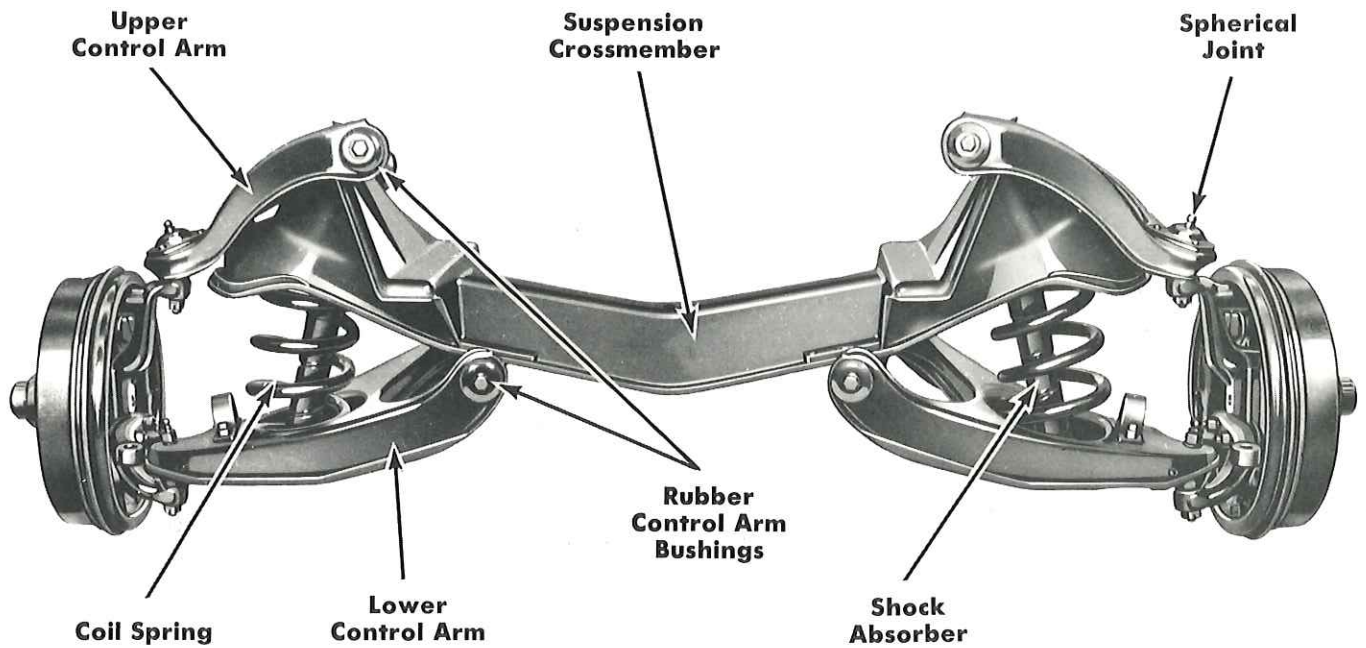
All medium- and heavy-duty models have independent front suspension employing rugged, forged control arms. These control arms are pivoted and attach to a strong suspension crossmember. Spherical joints at the outer ends of both upper and lower control arms permit up and down wheel motion as well as steering action. Solid torsion springs are secured at the front end in the upper control arm. The rearward ends of the springs are held by cast anchors attached to the frame siderails. Spring ends are hexagonal

except those used with the 9000-lb suspension, in which case the spring ends are splined.

The higher capacity front suspensions, available on some models, include heavier control arms and wheel spindles.

The front suspension for Series M80 also includes a heavy spring anchor cross-tie, similar to that used with the optional HD off-road chassis. See *Frame* section.

FRONT SUSPENSION



SERIES R10

All front suspension components are assembled as a unit with a removable crossmember, thus greatly simplifying servicing. The control arms are attached to the crossmember through rubber-bushed, forged steel pivot shafts. The axis of the upper control arm pivot is positioned at a 10-degree angle to the axis of the lower

control arm pivot, providing dive control upon braking.

Forged steel steering knuckles are supported by spherical joints. The lower weight carrying joint is seated in a bearing surface of durable phenolic-impregnated fabric laminations.

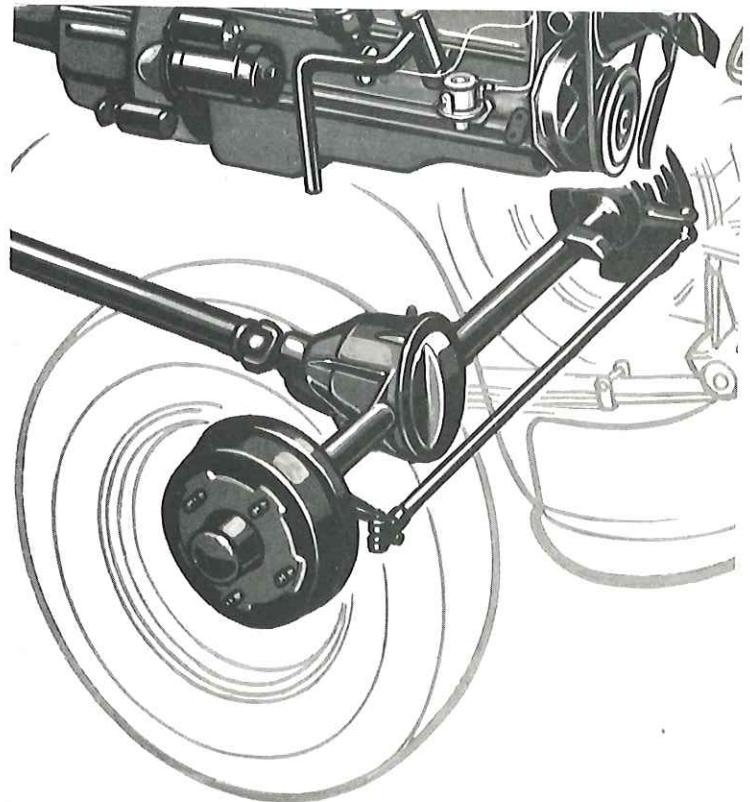
SERIES K10, K20

Front drive is through a single reduction hypoid pinion and ring gear combination. Full-floating axle shafts drive the front wheels through yoke and trunnion type universal joints.

Optional free-wheeling front hubs permit the front wheels to be disengaged from the drive line. This minimizes wear of front axle components and also improves fuel economy.

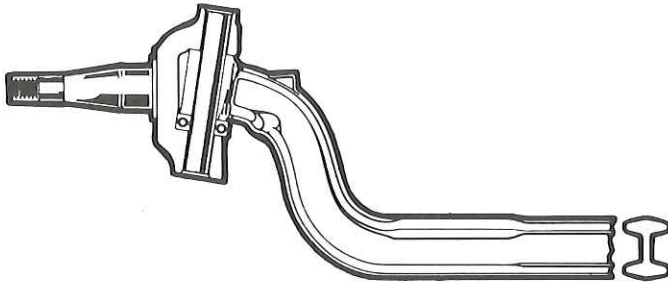
Specifications

	Series K10	Series K20
Axle:		
Make	Spicer	Spicer
Model	445F	445F
Minimum shaft diameter	1.125"	1.125"
Capacity	3300 lb	3500 lb
Pinion & Ring Gear:	hypoid	hypoid
Ratio	3.92	4.55
Pinion, teeth	12	11
Ring gear, teeth	47	50
Pinion Mounting:	overhung	overhung
Bearings	tapered roller	tapered roller
Differential:	2-pinion	2-pinion
Bearings	tapered roller	tapered roller
Lubricant Capacity	5 pt	5 pt



I-BEAM AXLES

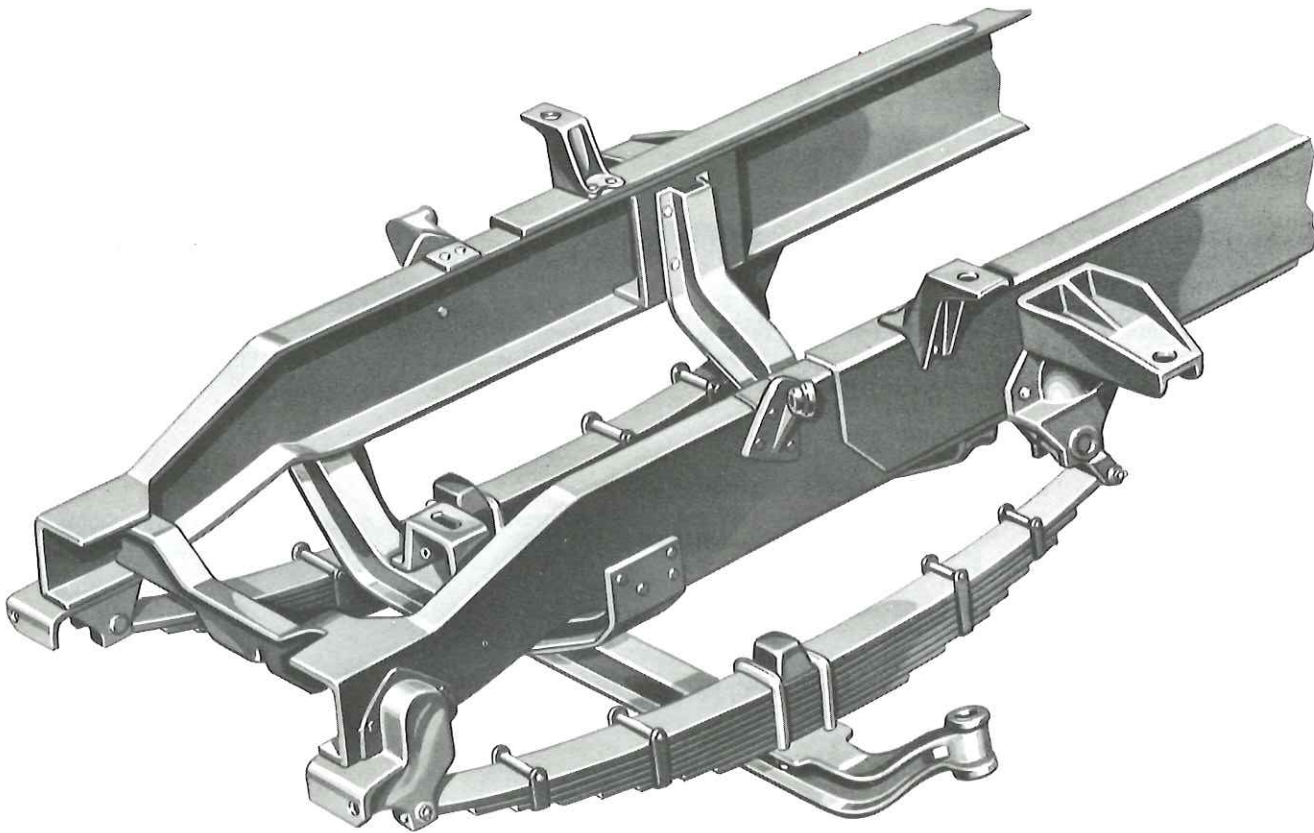
Deep-Drop Front Axle



SERIES P20, P30

I-beam front axles with widely spaced seats for leaf springs give stable front-end support, yet maintain the wheel-to-spring clearance needed for a small turning circle and good maneuverability.

To maintain a low frame-to-ground height on models with 17", 18" or 19.5" wheels, a deep-drop I-beam front axle is employed. Both the shallow-drop and the deep-drop axles have a capacity rating of 4,000 pounds. I-beam dimensions for both axles are 2.51" high and 2.00" wide. Web thickness is 0.25"; section modulus is 1.37 (in cu).



SERIES 80

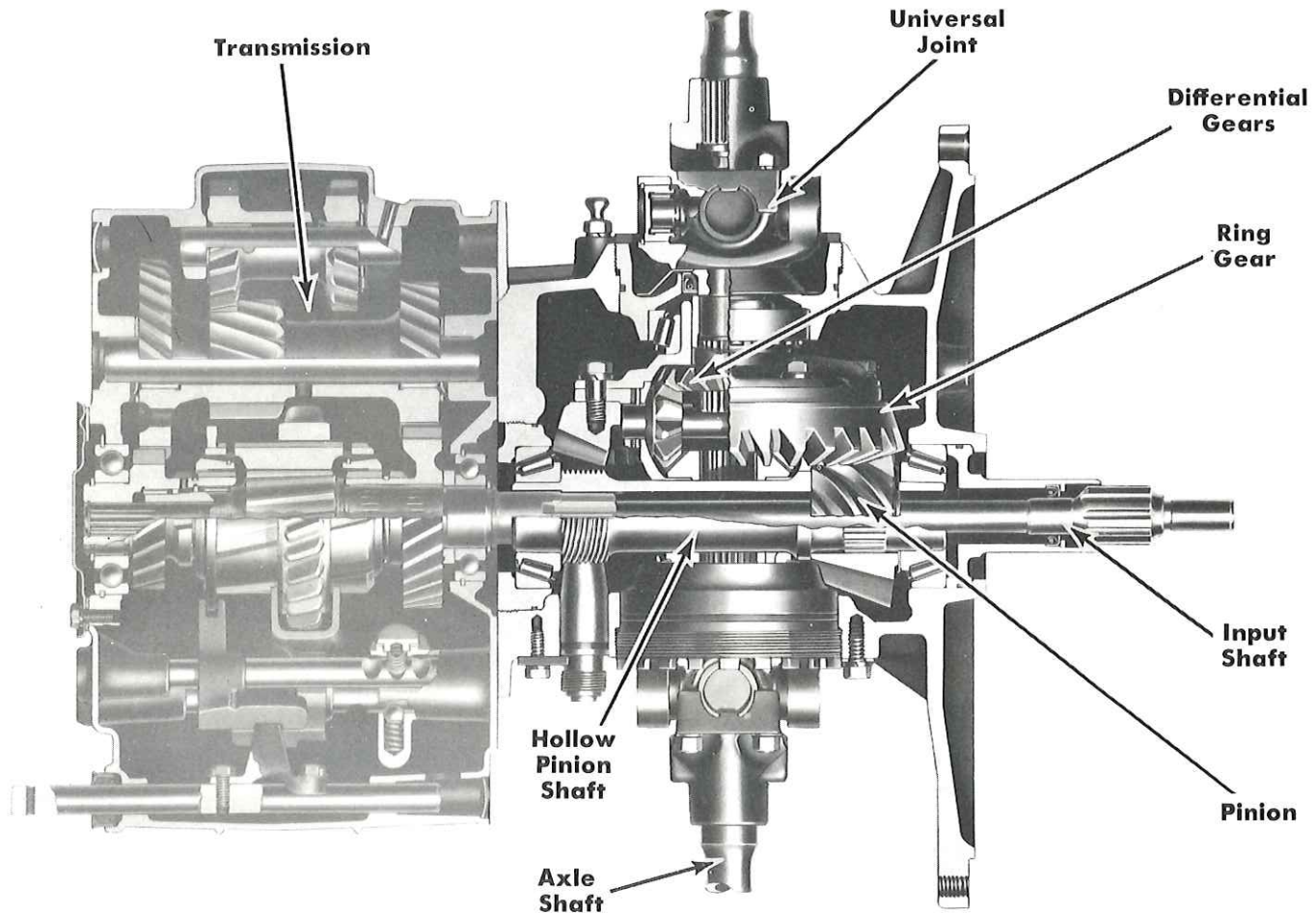
9,000-lb and 11,000-lb capacity I-beam axles are optionally available for Series C-E-L-M80 except Model L8103. These axles are combined with semi-elliptic springs having fixed end forward and shackle end rearward. Spring seats are spaced 32 $\frac{1}{4}$ " apart.

The axles are of reverse Elliot design, and are constructed of heat-treated forged steel. Floating upper and lower steel-backed bronze king pin bushings are used in combination with straight roller king pin thrust bearings.

Frames used with I-beam front axles differ in that conventional channel section side rails are used instead of the K-member box section frames. In addition, a hat-section, drop-center engine front support crossmember is employed.

REAR AXLE

CORVAIR 95 SINGLE-SPEED REAR AXLE



Final drive gears are contained in the transaxle assembly—a combined transmission and rear axle. The transaxle is attached to the underside of the body so that the entire weight is sprung. Weight of truck and cargo is carried by the front and rear suspensions, relieving the axle shafts of any weight carrying function.

Hypoid pinion and ring gear are straddle-mounted. The pinion driveshaft is hollow, and splined to the hollow transmission mainshaft. The engine input shaft passes through both hollow shafts to drive the transmission.

The same lubricant (SAE 80) is used for both transmission and rear axle except when the Powerglide transmission is used. With the Powerglide, different lubricants are used.

Universal joint oil seals are pressed into the bearing adjusting sleeves, and can be serviced without readjusting the bearings. The splined end of each universal joint is placed in the center of the side bearing adjusting sleeve and engages a differential side gear. Each universal joint is splined to an axle shaft and held in place by a bolt.

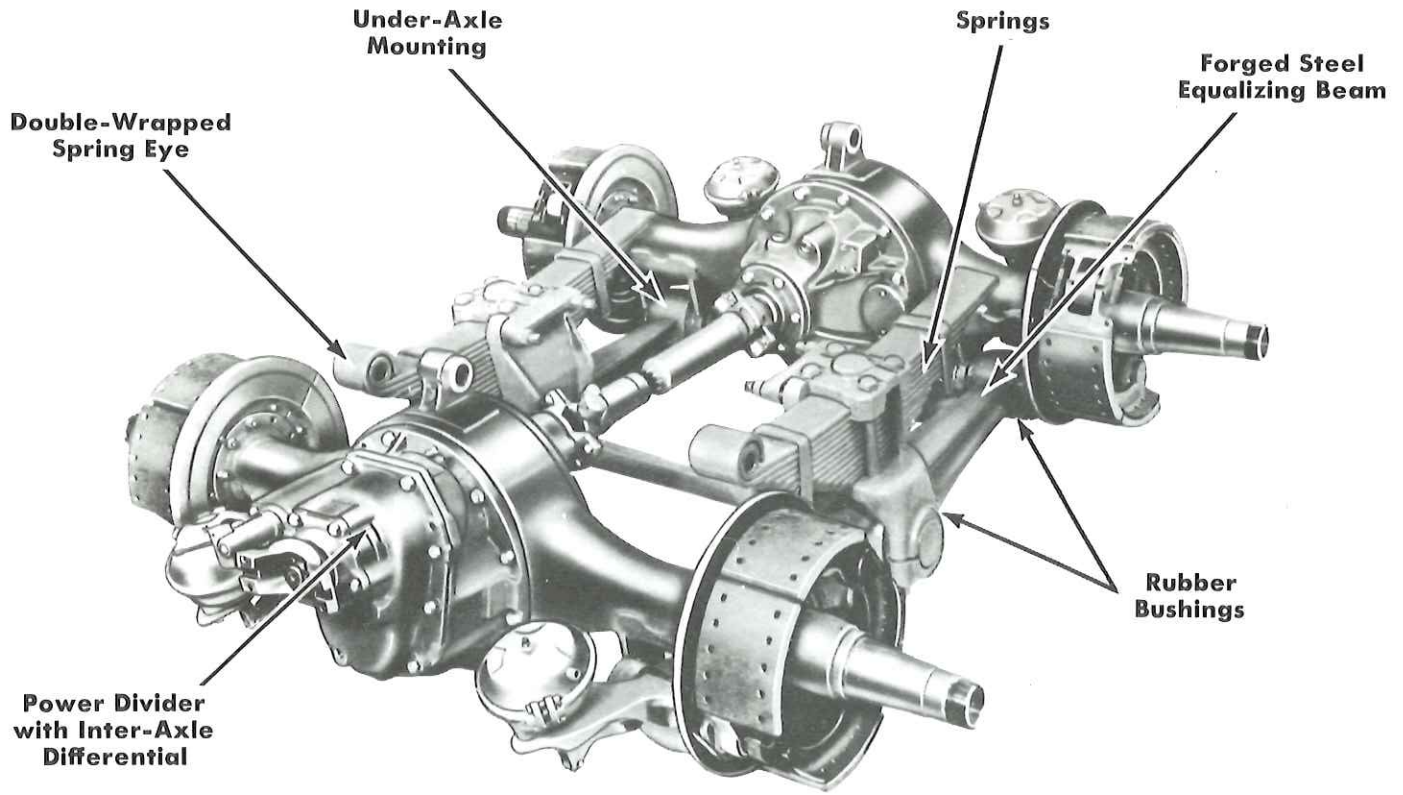
Positraction Differential

A limited-slip differential is optionally available. It eliminates wheel spin caused by loss of traction at one driving wheel. Construction is similar to that described on the facing page.

Specifications

Series Application	R10
Pinion & Ring Gear:	
Type	Hypoid
Ratios available	3.89
Pinion, teeth	9
Ring gear, teeth	35
Pinion Mounting:	
Mounting type	Straddle
Front bearing	Tapered roller
Rear bearing	Tapered roller
Differential:	
Type	2-Pinion
Bearings	Tapered roller
Axle Shafts:	
Diameter	1.00"
Wheel Bearings:	
Type	Barrel roller
Make	Hyatt

TANDEM SUSPENSION

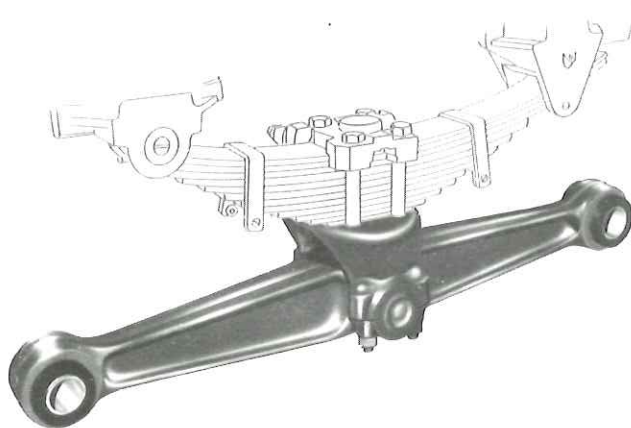


SERIES M80

Tandem models are equipped with a Hendrickson RT320 bogie and two 16,000-lb Eaton Series 30 axles. 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, thereby eliminating the need for periodic lubrication.

The power divider with built-in inter-axle differential divides driving power equally between the two axles. The differential feature permits freedom of action of the two axles, and eliminates wheel fight due to road irregularities or small differences 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. The fixed front eye is double-wrapped to give added strength for transmitting driving and braking forces. Spring seats are machined to ensure permanent alignment.



Equalizing Beam

Forged-steel equalizing beams give even load distribution between rear axles. Beam ends and center pivot are fitted with rubber bushings which give flexibility and eliminate need for periodic lubrication.

Axle Specifications

Pinion & Ring Gear:

Type	Spiral Bevel
Ratio	7.17
Pinion teeth	6
Ring gear teeth	43

Pinion Mounting:

Type	Straddle
Front bearing	Tapered roller
Rear bearing	Tapered roller
Outboard bearing	Straight roller

Differential:

Type	4-Pinion
Bearings	Tapered roller

Axle Shafts:

Type	Full-floating
Minimum diameter	1 ¹¹ / ₁₆ "
Diameter over splines	1.86"
Number of splines	16
Attachment to hub	8 studs

Wheel Bearings:

Type	Tapered roller
Make	Timken or Bower



Torque-Action Brake

Torque-Action brakes are standard on the front and rear wheels of Series 10, 20 and 30 models. They are standard on the front wheels of Series 40, 50 and 60 models.

The brake shoes are actuated by a single cylinder with two pistons. Wheel rotation energizes the brake shoes for both forward and rearward motion of the truck, providing exceptionally high braking effectiveness.

Linings are bonded to brake shoes on Series 10 models. All other models have riveted linings.

Twin-Action Front Brake

Twin-Action front brakes are standard on the front wheels of Series 80 models.

The brake shoes are actuated by two cylinders with one piston in each cylinder. The resulting equal actuation of the brake shoes minimizes the transmission of braking loads to the wheel bearings. Wheel rotation energizes the brake shoes for forward truck motion.

Linings are riveted to the brake shoes.



Twin-Action Rear Brake

Twin-Action rear brakes are standard on the rear wheels of Series 40 through 80 models.

The brake shoes are actuated by two cylinders with two pistons in each cylinder. The transmission of braking loads to the wheel bearings is minimized by the equal actuation of the brake shoes. Rotation of the wheels energizes the brake shoes for both forward and rearward motion of the truck, providing full braking action in either direction.

Linings are riveted to the brake shoes.



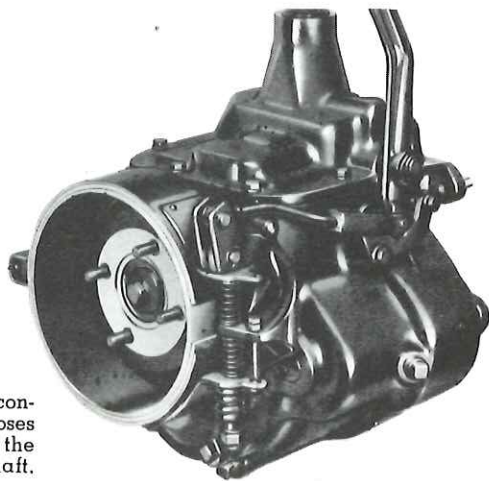
BRAKES

HYDRAULIC BRAKE SPECIFICATIONS

Series	Brake Size (inches)		Lining Area (sq in)		Drum Area (sq in)	
	Front	Rear	Front	Rear	Front	Rear
C10, P10, R10	11 x 2	11 x 2	83½	83½	138	138
K10	11 x 2	11 x 2	88½	83½	138	138
C20	11 x 2¾	11 x 2¾	119½	119½	192	193
K20	12 x 2	12 x 2	98	93	152½	150½
P20	12 x 2	12 x 2	92½	92½	150	150
C30	11 x 2¾	13 x 2½	119	133	192	203
P30	12 x 2	13 x 2½	92	133	150	204
40	11 x 2¾	15 x 4	119	245	192	376
50	14 x 2½	15 x 4	136	245	219	376
S62, S64:						
With 5500-lb front susp & 13,500-lb rear axle...	14 x 2½	15 x 4	136	245	219	376
With 5500-lb front susp & 15,000-lb rear axle...	14 x 2½	15 x 4	136	249	219	376
With 7000-lb front susp & 15,000-lb rear axle...	15 x 3	15 x 4	199	249	283	376
60 (Except S62, S64):						
With 5000-lb front susp & 15,000-lb rear axle...	14 x 2½	15 x 4	136	249	219	376
With 7000-lb front susp & 15,000-lb rear axle...	15 x 3	15 x 4	199	249	283	376
With 7000-lb front susp & 17,000-lb rear axle...	15 x 3	15 x 6	199	380	283	564
M80	15 x 3	15 x 6	199	759	283	1129
80 (Except E-M-U80)	15 x 3	15 x 7	199	443	283	659

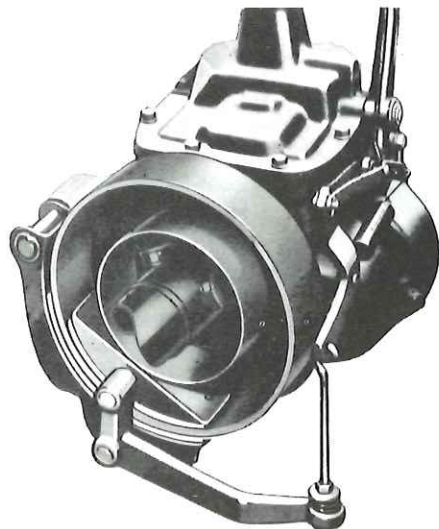
PARKING BRAKES

Propeller Shaft Brakes



Band Brake

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



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.

Rear Wheel Brakes

A cable linkage operating the rear wheel brakes is used on all Series 10 and K20 models. Series C20, P20 and P30 with the standard 3-speed transmission, also use this type of parking brake.

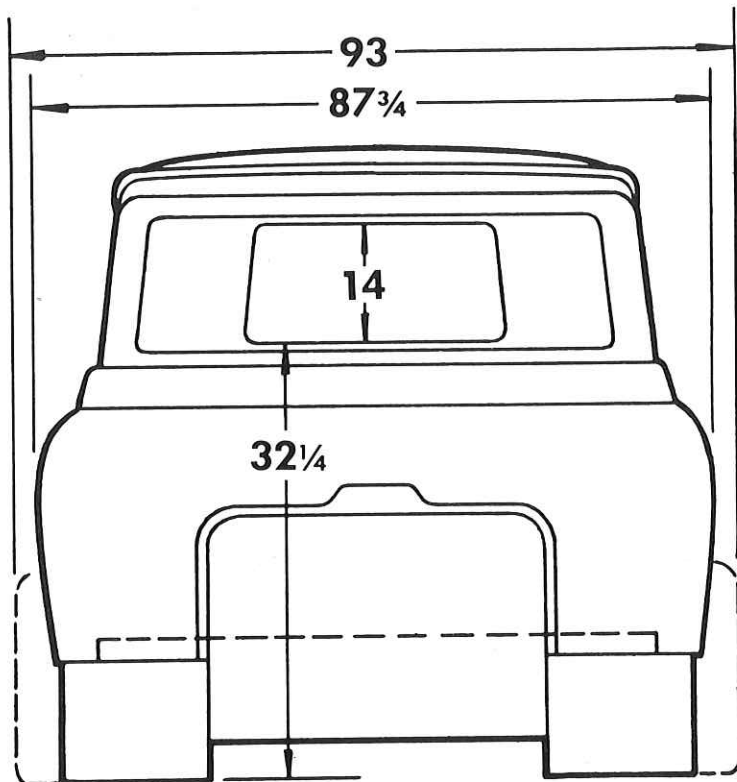
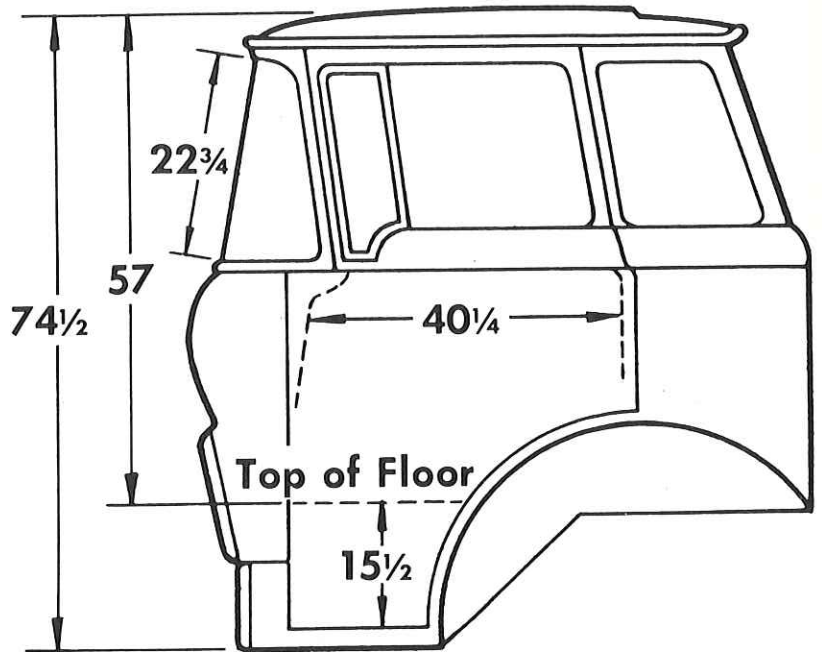
Parking Brake Specifications

Series	Transmission	Brake Type	Diameter (in)	Lining Area (sq in)
10	All	Wheel	—	83½
20	Std 3-Spd Powerglide	Wheel	—	119½
	HD 3-Spd 4-Spd Hydra-Matic	Band	8	63
30	All	Band	8	63
40	All	Band	8	63
50, 60	4-Spd	Shoe	10	36
	N.P. 5-Spd	Band	9½	68
	Clark 5-Spd Powermatic	Band Band	9½ 9½	85 89
80	Spicer 3152 Spicer 3152A	Band	9½	85
	Spicer 5756B	Band	10½	100

EXTERIOR DIMENSIONS

Glass Areas (sq in)

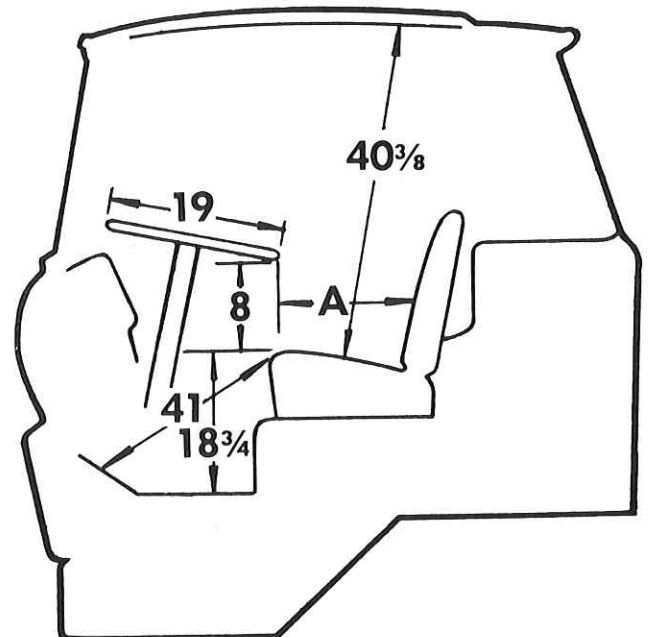
Windshield.....	1760
Side Windows (total each side).....	616
Rear Window.....	463



INTERIOR DIMENSIONS

Seat Width.....20"

A—15" to 17 1/2"



CORVAIR 95

EXTERIOR FEATURES

Large, one-piece windshield and forward placement of driver's compartment give exceptional view of the road. **Electric windshield wipers** give constant wiping action regardless of engine load or accelerator position. **Bright metal ventilation grille** between headlights admits air which is passed into the driver's compartment through two side-mounted air outlets. **Ventipanes** improve ventilation by permitting stale air to be drawn out of the driver's compartment. **Key-operated door locks** are standard on both right and left doors. **Dual headlights** give full, modern night illumination. **Wraparound front and rear bumpers and hub caps** are painted Cameo White. **Fuel filler cap** is conveniently located near the rear edge of the left door.



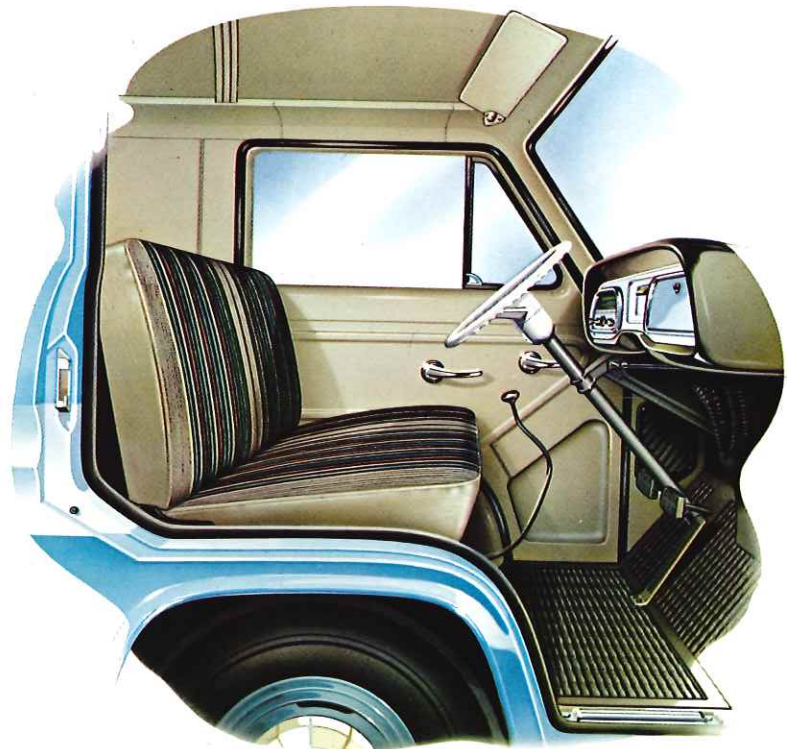
Engine air inlets are located on both sides of the body near the rear wheel cutouts. **Dual taillights** are standard on all models. **Engine access door**, just above the bumper, hinges downward to give access to the oil filler, distributor, coil, generator and oil filter. **License plate lights** are located on either side of the license plate.

INTERIOR FEATURES

Attractive, patterned cloth and vinyl facings are used on the seat and backrest. The full-width seat illustrated is standard on the Pickup models, and is available as an option on the Corvan. The standard Corvan seat is a driver-only seat. An auxiliary passenger seat is also optionally available for the Corvan.

The multi-colored fabric and beige facings harmonize with the rest of the interior. Body metal is painted beige and accented with Cameo White. A sunshade on the driver's side is standard. Instrument panel control knobs are black plastic. Floor mat is black rubber.

Seat construction is similar to that of the standard seat in conventional truck models, with S-wire springs to provide resilient support. The springs are covered with burlap, a foam pad, a cotton pad and the upholstery. Coil springs are used in the backrest, and are covered with burlap, a cotton pad, and the upholstery.



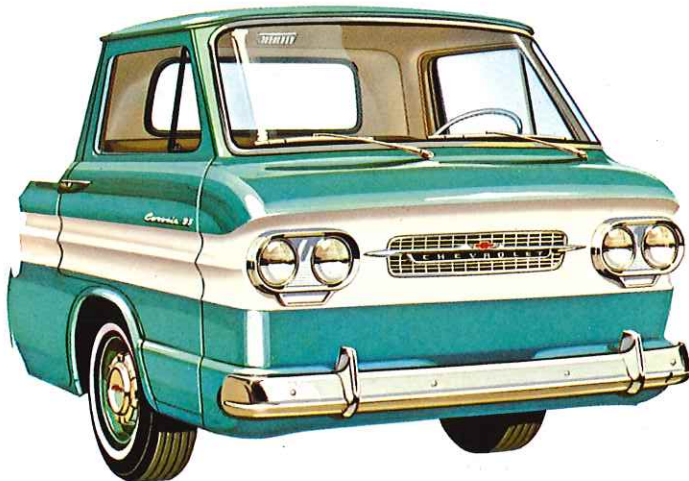
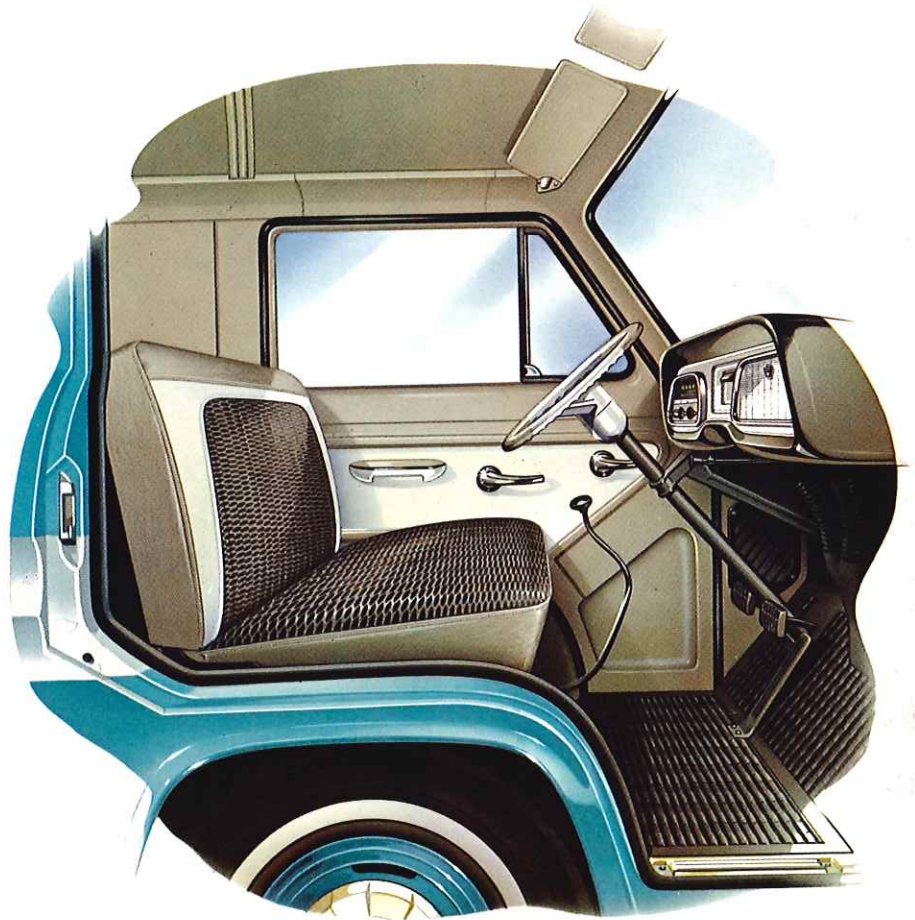
CUSTOM OPTION

The Corvaire 95 custom option greatly enhances the comfort and appearance of all Corvaire 95 models. Included in the option is the following equipment:

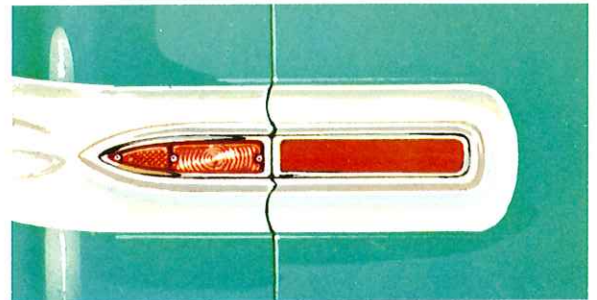
1. Nylon-faced cloth and vinyl upholstery
2. Extra-thick foam padding in seat
3. Foam padding in backrest
4. Two-tone front door interior panels
5. Two-tone steering wheel
6. Right sunshade
7. Left armrest
8. Chromed cigar lighter
9. Dispatch box trim plate
10. Bright metal windshield molding
11. Decorative taillight inserts

As in the standard Pickup models, the Custom Pickups have a full-width seat. The Custom Corvan, however, can be obtained with either the single driver's seat or the full-width seat. An auxiliary passenger seat is also available for the Corvan.

Vinyl seat facings and top of armrest are red on vehicles with red, gray or white exterior paint. Beige vinyl is used with all other exterior colors.



The bright metal (stainless steel) windshield molding is shown in the illustration at the left. The chrome bumper and hub caps illustrated are available as a separate option. Whitewall tires and two-tone paint are also available as extra-cost options.



The custom option includes the decorative inserts shown above which enhance the taillight appearance of the vehicle.

CORVAN



With the driver forward and the engine in the rear, Corvan cargo is concentrated about the center of the vehicle, thus maintaining even weight distribution under virtually all loading conditions. The low load compartment floor and the central placement of the cargo combine to provide consistently easy vehicle handling.

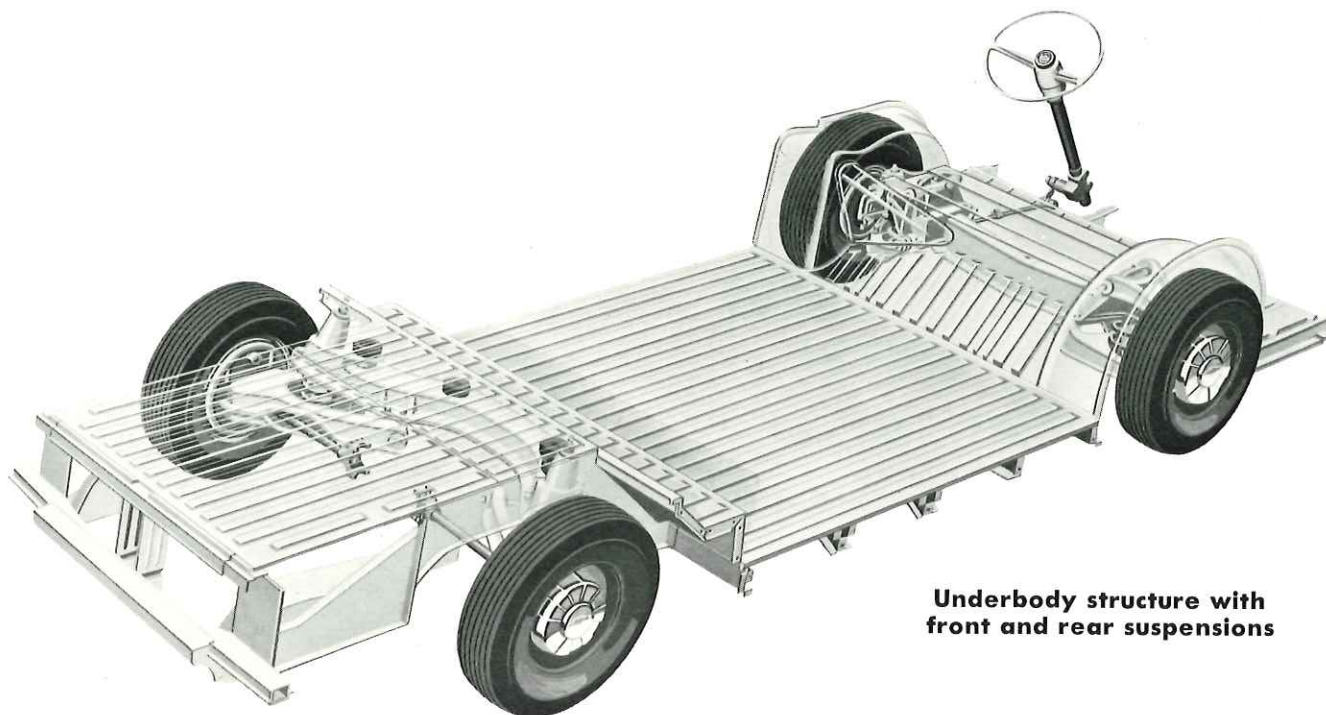
Integral body-frame construction eliminates the conventional truck frame, and gives a body structure of exceptional strength and rigidity. One of the major structural elements

is the underbody illustrated below. The front and rear suspensions, transaxle and engine are attached directly to this structure, which is strongly reinforced by longitudinal sills, cross sills and shear plates. Body side panels, front and rear body structures, and roof panel are bolted and welded together with the underbody structure to form a strong, integrated body-frame.

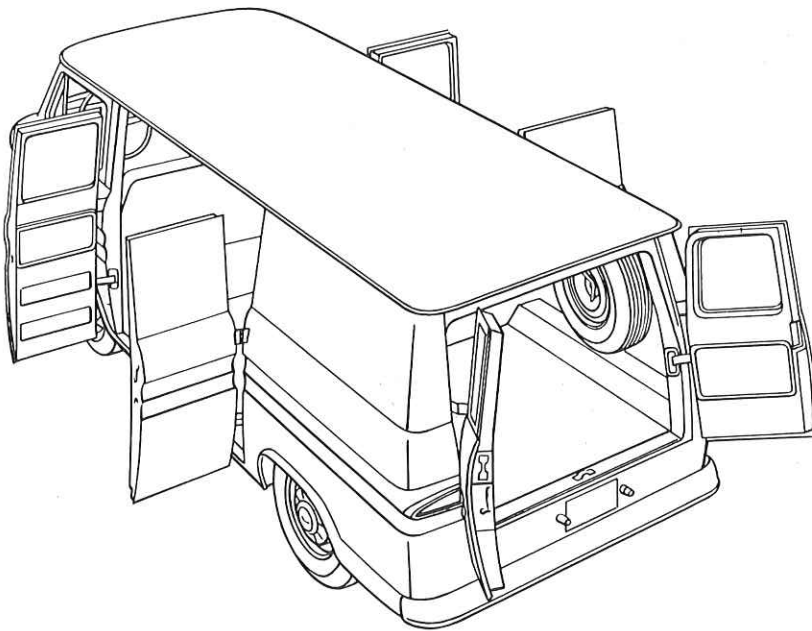
The entire bottom side of the underbody is sprayed with zinc chromate primer for

protection against corrosion. Other areas subjected to moisture are given protective coatings, and all wheelhousings are sprayed with undercoating.

Access to the engine and transaxle is provided through two removable panels at the rear of the underbody. Both panels are insulated with fiber glass blankets, and sealed with sponge rubber around the edges of the panels.



Underbody structure with front and rear suspensions



CARGO DOORS

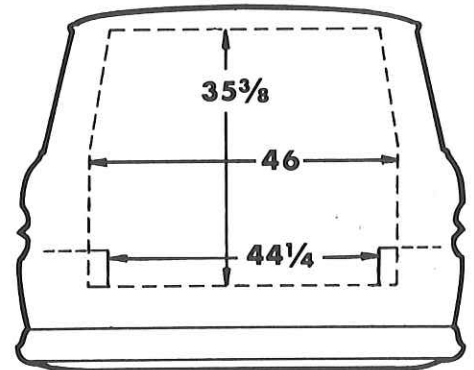
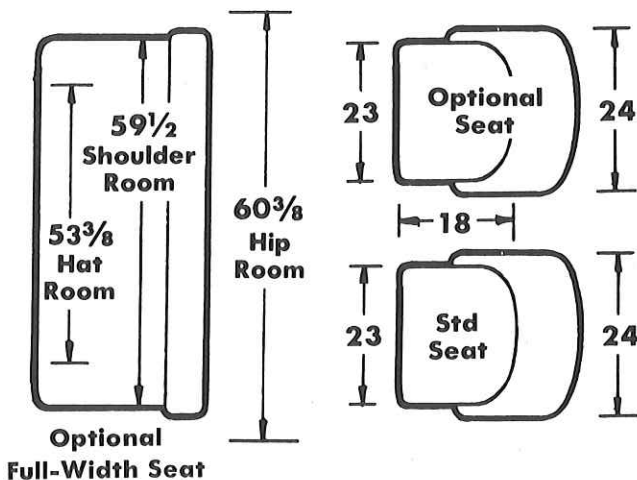
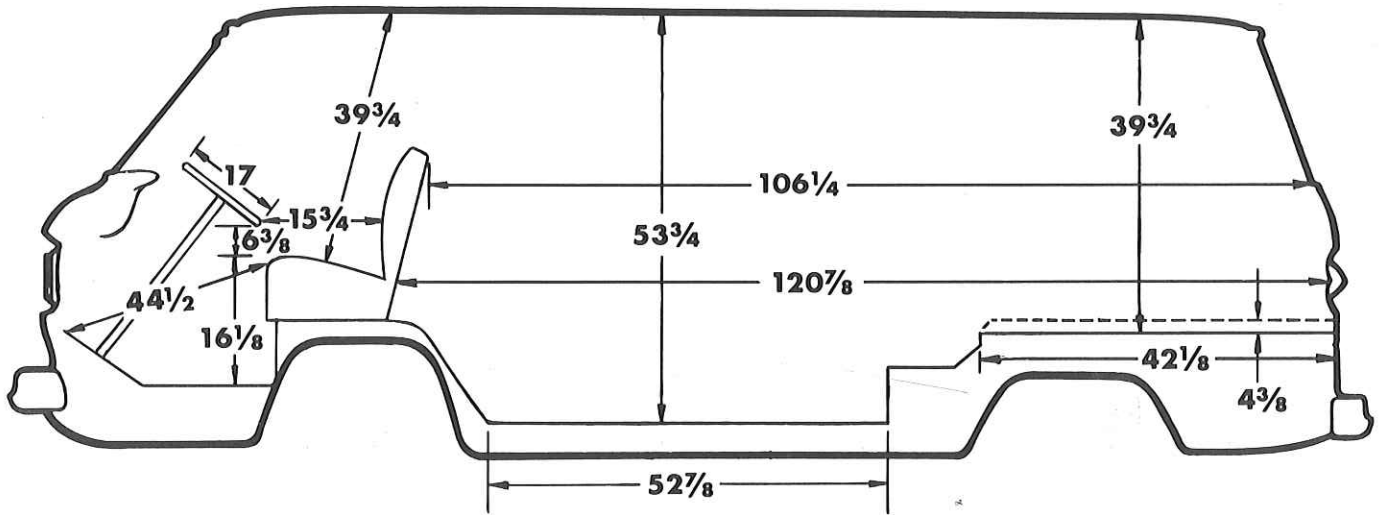
Standard cargo doors on the Corvan are double rear doors and double curbside doors.

The rear doors have 2-position checks which permit the doors to remain open at 100 and 180 degrees. Rubber bumpers prevent the doors damaging the body panels. A key-operated lock is positioned in the right door handle. Each door is fitted with a stationary window.

The double curbside doors also have 2-position checks which hold the doors open at either 100 or 180 degrees, and rubber bumpers prevent damage to body panels. In addition to the outer door handle, there is an inside release handle similar in action to that found on the cab doors. The side doors can be locked from the inside by means of a pushbutton lock on the forward door.

Optional left side doors are available. They are similar in construction to the curbside doors.

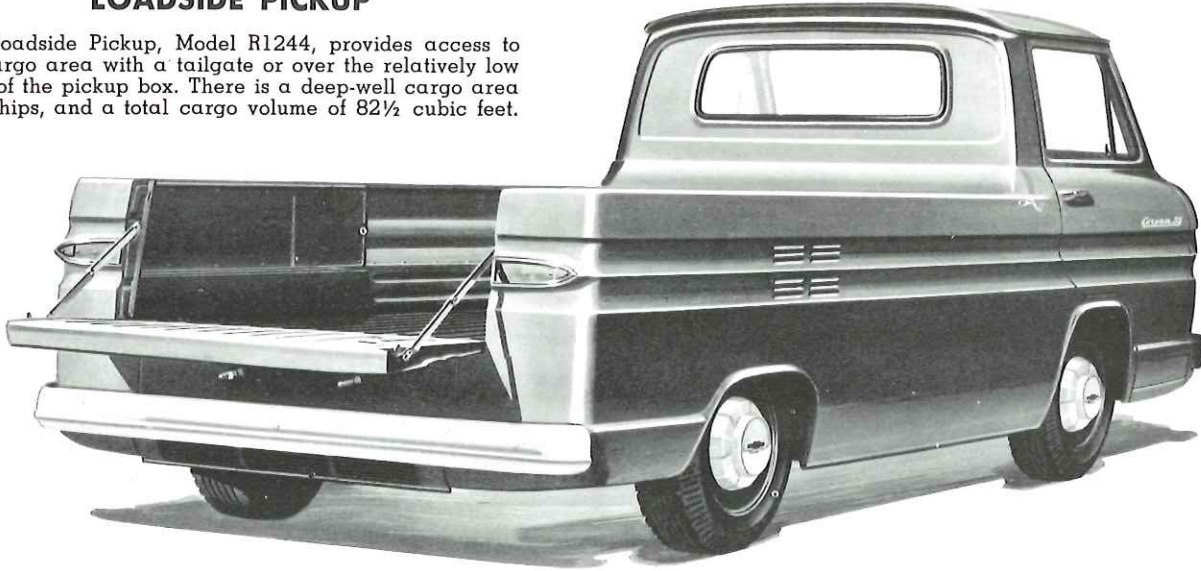
DIMENSIONS



CORVAIR 95 PICKUPS

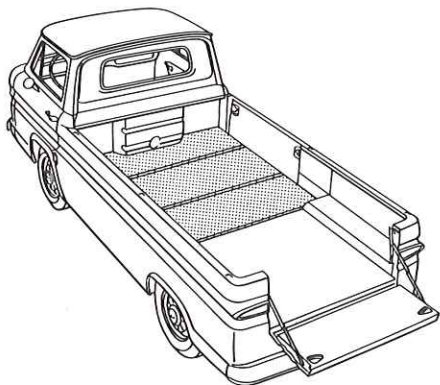
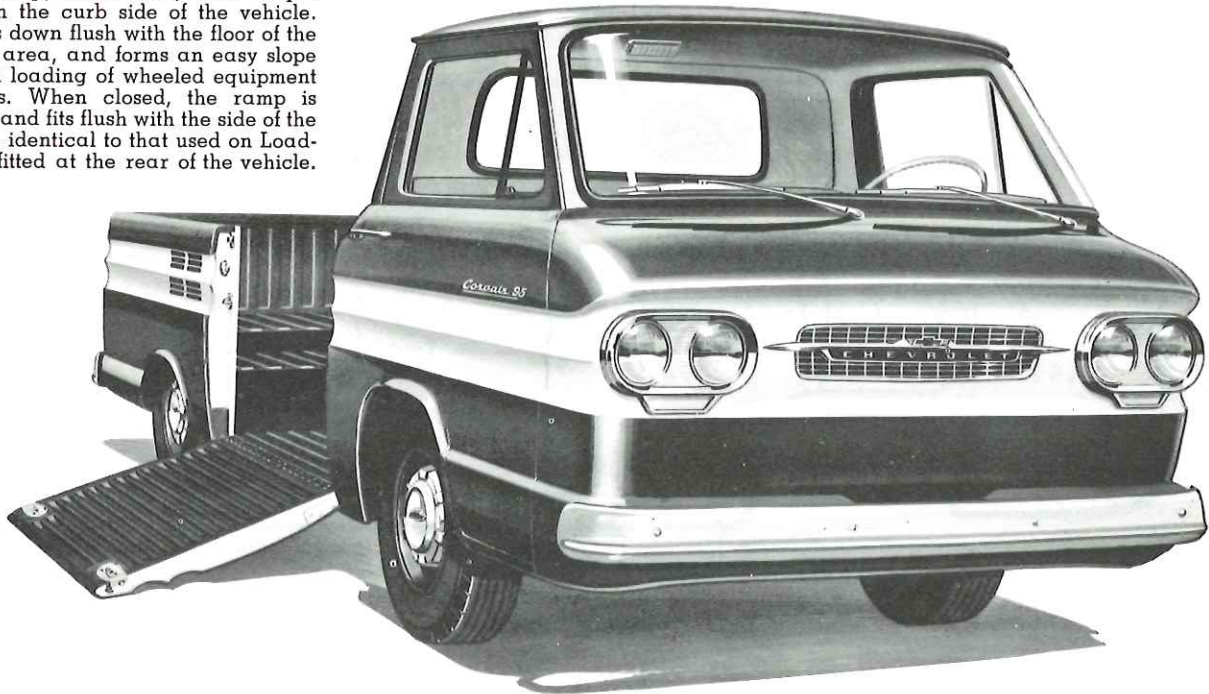
LOADSIDE PICKUP

The Loadside Pickup, Model R1244, provides access to the cargo area with a tailgate or over the relatively low sides of the pickup box. There is a deep-well cargo area amidships, and a total cargo volume of 82½ cubic feet.



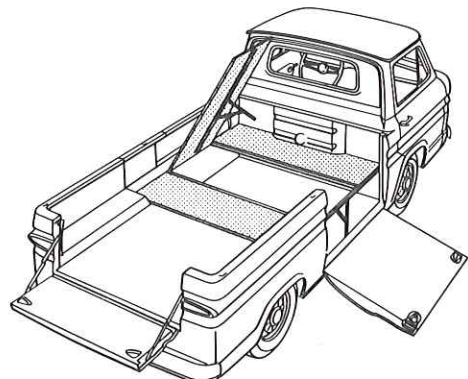
RAMPSIDE PICKUP

The Rampside Pickup, Model 1254, has a unique loading ramp on the curb side of the vehicle. The ramp swings down flush with the floor of the deep-well cargo area, and forms an easy slope for the simplified loading of wheeled equipment or bulky objects. When closed, the ramp is securely latched and fits flush with the side of the body. A tailgate, identical to that used on Loadside pickups, is fitted at the rear of the vehicle.



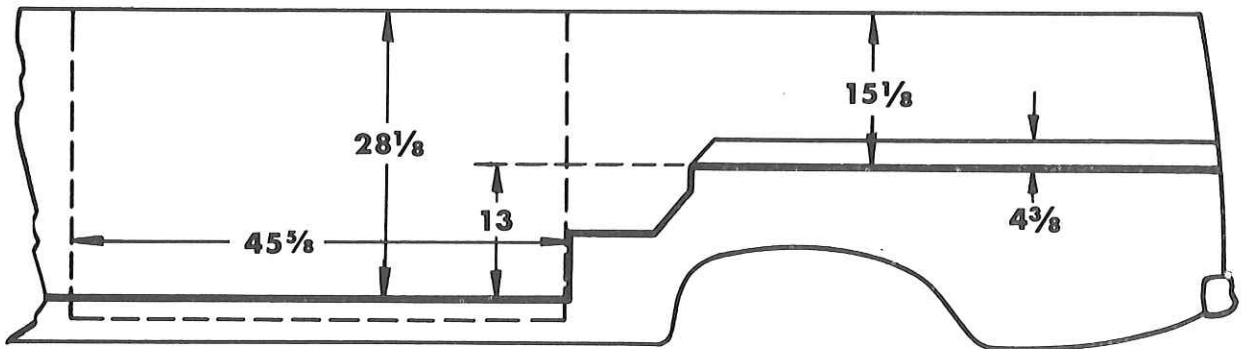
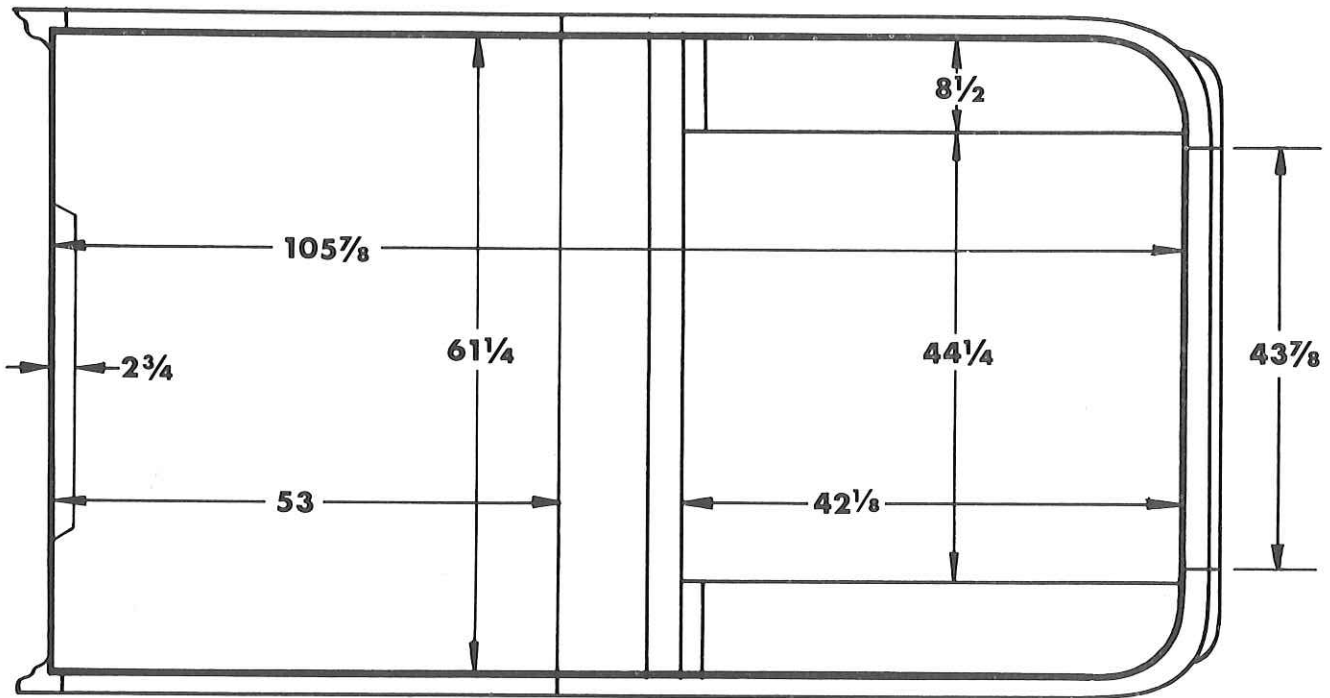
LEVEL FLOOR

A level floor is offered for both pickup models as a regular production option. As illustrated at the left, this provides a flat floor area the full length of the body. The floor is made of three ¾" plywood panels supported by steel framing. All panels are removable. In addition to a center supporting leg (see right) used on both pickup models, Rampside models also have a support leg at the ramp door opening. The under-area on Rampside models is conveniently accessible for stowage of tools or other equipment.



CORVAIR 95 PICKUPS

DIMENSIONS

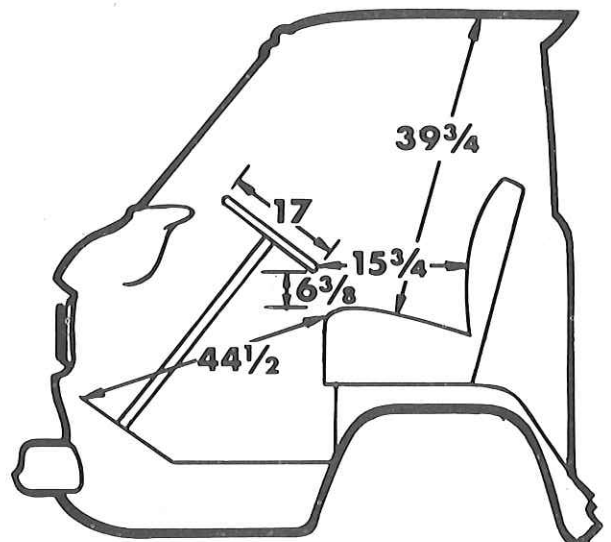


CONSTRUCTION

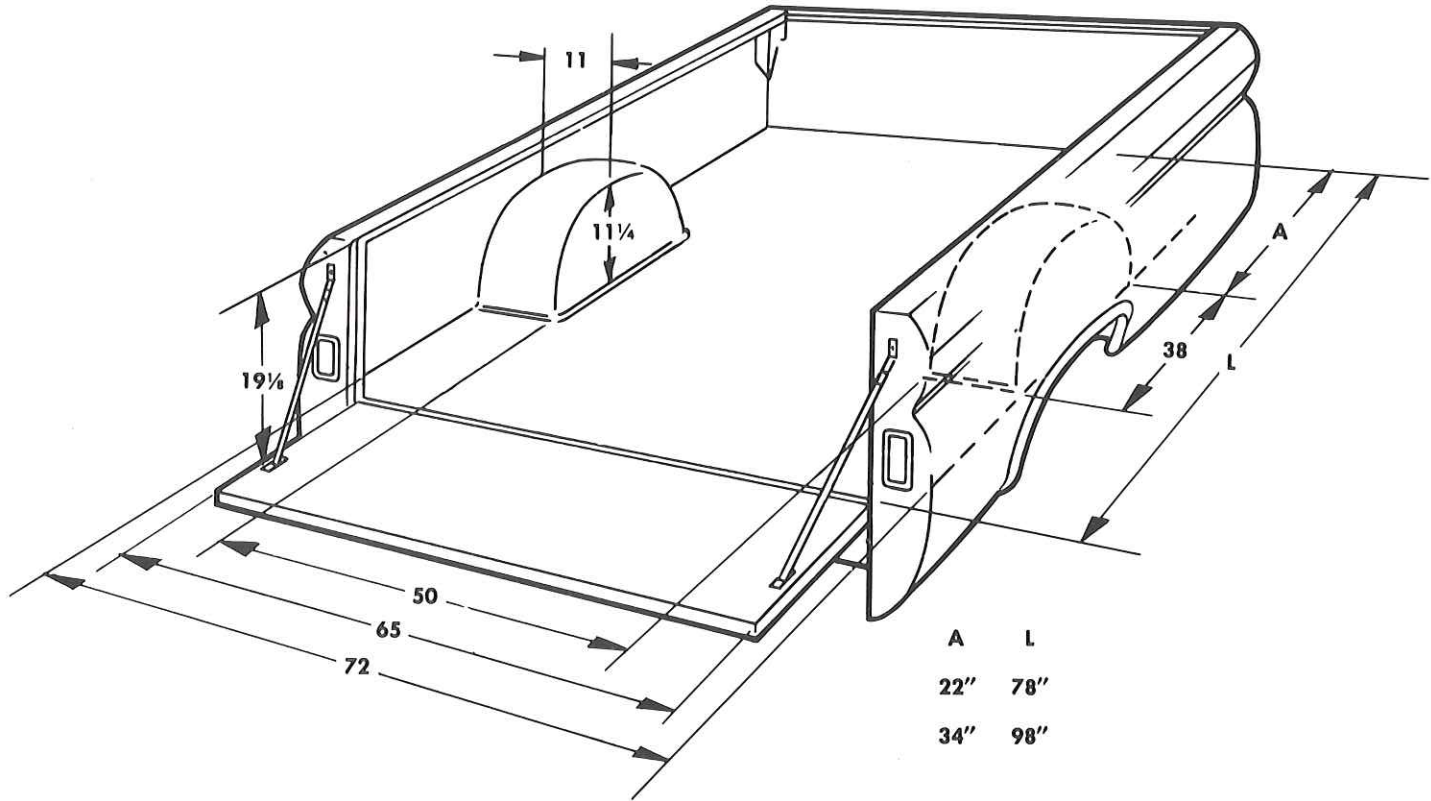
Integral body-frame construction, using the same basic underbody structure described for the Corvan on page 14, produces vehicles of great strength and rigidity. Pickup box sides are double-walled in the lower section, and the upper section is rigidly reinforced by stake pockets welded in place.

The tailgate is double-walled, and held in the open position by two folding links. Two recessed handles on the inside of the tailgate operate the latches which keep the tailgate closed.

The rampgate on Model R1254 is double-walled and reinforced with internal strainers. Gate capacity is 1000 pounds. Ribbing on the inner panel adds to the strength of the gate, and gives a good non-skid surface. A full-width piano hinge is used on the bottom of the gate, and two slam-type latches hold the gate in the closed position. Two recessed handles on the inside of the gate actuate the latches. A safety catch must be released before the gate can be lowered.



FLEETSIDE PICKUPS



Body Sizes

Model	Body Length	Volume
C1434 K1434	78"	60 1/4 cu ft
C1534 C2534 K1534 K2534	98"	76 3/8 cu ft

Smooth exterior side panels give a stylish appearance and make possible extra-high-cubage load carrying capacity. The important lower half of the body is double-walled for extra strength and to prevent load dents from marring the appearance of the outer panels.

Floors are made of well seasoned wood with flush steel skid strips over the expansion

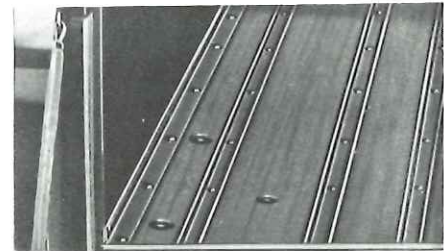
joints between planks. A tight-fitting, full-width tailgate minimizes loss from loose loads such as grain or sand. Anti-rattle latches give extra support to the side panels when the tailgate is closed. When open, the tailgate is supported by two rubber-covered chains.

Reinforced pockets for the addition of stake racks are provided to increase the bulk carrying capacity of the box. On 78" bodies there are 2 pockets on each side; on 98" bodies there are 3 pockets on each side.



Custom Side Molding

Long chrome-plated side moldings, as shown above, are available as a regular production option for all Fleetside pickups.



Steel Skid Strips

Flush steel skid strips hold floor planks securely, yet allow expansion with changes in temperature and humidity. Recessed bolt heads prevent cargo damage in loading and unloading.

EXTERIOR COLORS

SOLID COLORS AND TWO-TONE COMBINATIONS

Solid Color or Main Two-Toning Color (Air-drying paint numbers shown in parentheses)	Secondary Two-Toning Color	Option Number+	
		Solid	2-Tone
Beige , Desert (93-77785)	Cameo White	528	558
Black , Jet (93-005)	Cameo White	500	530
Blue , Balboa (93-77162)	Cameo White	508	538
Blue , Brigade (93-76548)	Cameo White	507	537
Gray , Georgian (93-77784)	Cameo White	522	552
Jade , Seamist (181-17529)	Cameo White	502	532
Green , Glenwood (93-77695)	Cameo White	503	533
Green , Woodland (93-77161)	Cameo White	505	535
Orange , Omaha (93-082)	Cameo White	516	546
Red , Cardinal (93-58209H)	Cameo White	514	544
Turquoise , Crystal (181-17527)	Cameo White	510	540
White , Cameo (93-93774)	★Cardinal Red	526	★541
White , Pure (93-21667)	★Cardinal Red	521	★545
Yellow , Yuma (93-75306)	Cameo White	519	549

+ For Step-Vans, colors are ordered under option number 438 for P10, and 439 for P20 and P30.

★ This 2-tone combination available on Series R10 only.

TRIM COLORS

Series R10 only—Pure White vehicles have Pure White bumpers and hub caps. With all other exterior colors, the bumpers and hub caps are painted Cameo White. Front ventilation grille and light assemblies are bright metal.

All series except R10—Pure White vehicles have Pure White bumpers, grille and hub caps. With all other exterior colors, the bumpers, grille and hub caps are painted Cameo White. Mirror brackets are body color; mirror backs are black.

All Pickups except R10—Tailgate lettering is Cameo White with all colors except Pure White and Cameo White, in which cases black lettering is used.

WHEEL COLORS

Series R10 only—With all solid colors and the Jet Black/Cameo White 2-tone combination, wheels are painted black. With the Cameo White/Cardinal Red and Pure White/Cardinal Red 2-tone combinations, wheels are painted Cardinal Red. With all other 2-tone combinations, wheels are painted the main 2-toning color.

Series 10-30 except R10—With all solid colors and the Jet Black/Cameo White 2-tone combination, wheels are painted black. With all other 2-tone combinations, wheels are painted the main 2-toning color.

Series 40-80—Wheels are painted black with all exterior colors.

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Step-Van two-toning	5
Stepside two-toning	4
Tilt Cab two-toning	5
Trim colors	2
Two-tone combinations	2, 4-6
Wheel colors	2

PAIN T DESCRIPTION

Chevrolet trucks are finished with Dulux 100 enamel which has excellent color and gloss retention for easy maintenance and high durability. After the application of a prime coat, all bodies and sheet metal are given two coats of high-luster enamel.

One of the most outstanding characteristics of the Dulux 100 enamel is its exceptional color and gloss retention, even after prolonged weathering. Ordinary enamels are soon affected by the weathering action of sunlight, heat, dew, and airborne dust and chemicals. Such action results

in chalking and dulling of the finish, and most enamels require frequent polishing to maintain a good appearance. With Dulux 100 enamel, however, even after 18 months of normal weathering a simple washing will restore the original brilliance of the finish.

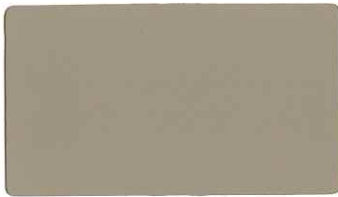
Another outstanding characteristic of Dulux 100 enamel is its extremely hard finish which is as much as six times harder than other enamels. This not only provides greater protection from marring and scratching, but also reduces chipping caused by flying stones or gravel.

SPECIAL PAINTS

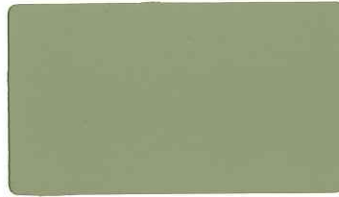
In addition to the wide selection of standard colors offered on Chevrolet trucks, virtually any special color can be obtained on an order for two or more trucks. For details and prices on special paints, consult the Chevrolet Zone Office.

PAINT COLORS

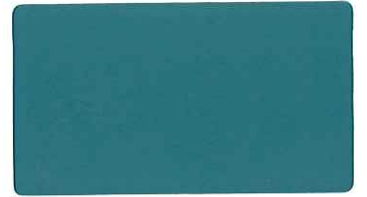
Solid colors and two-tone combinations are available as shown in the chart at the left. Applications of two-tone paints are shown on following pages.



Desert Beige



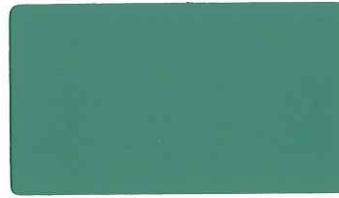
Seamist Jade



Crystal Turquoise



Jet Black



Glenwood Green



Cameo White



Balboa Blue



Woodland Green



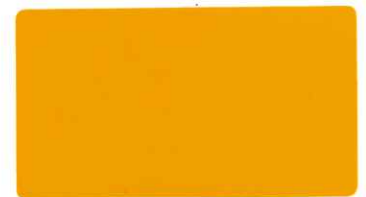
Pure White



Brigade Blue



Omaha Orange



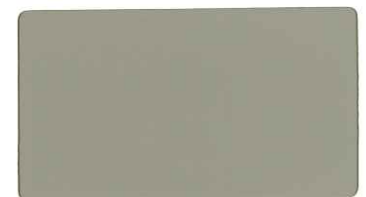
Yuma Yellow



Georgian Gray



Cardinal Red



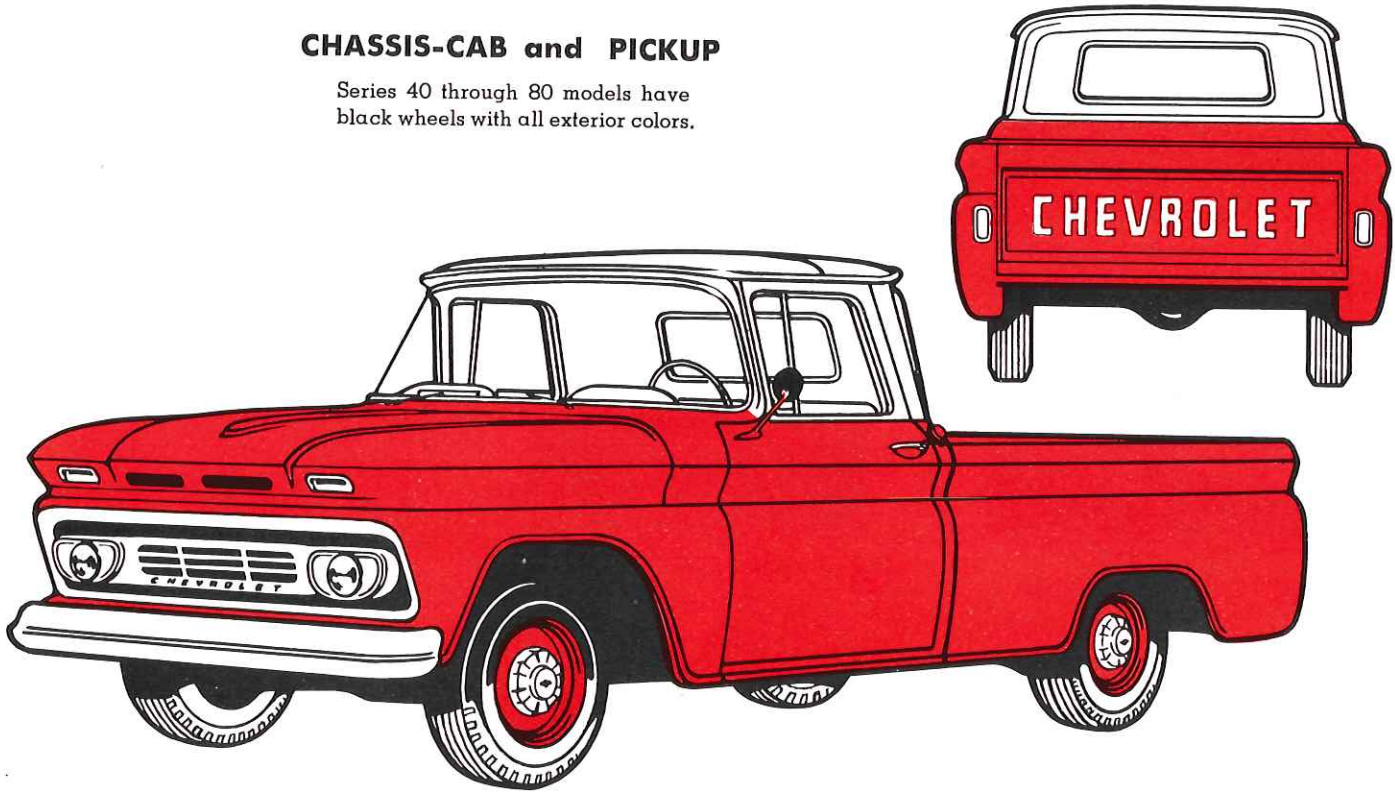
Fawn Beige
(Interior color only)

TWO-TONE COLORS

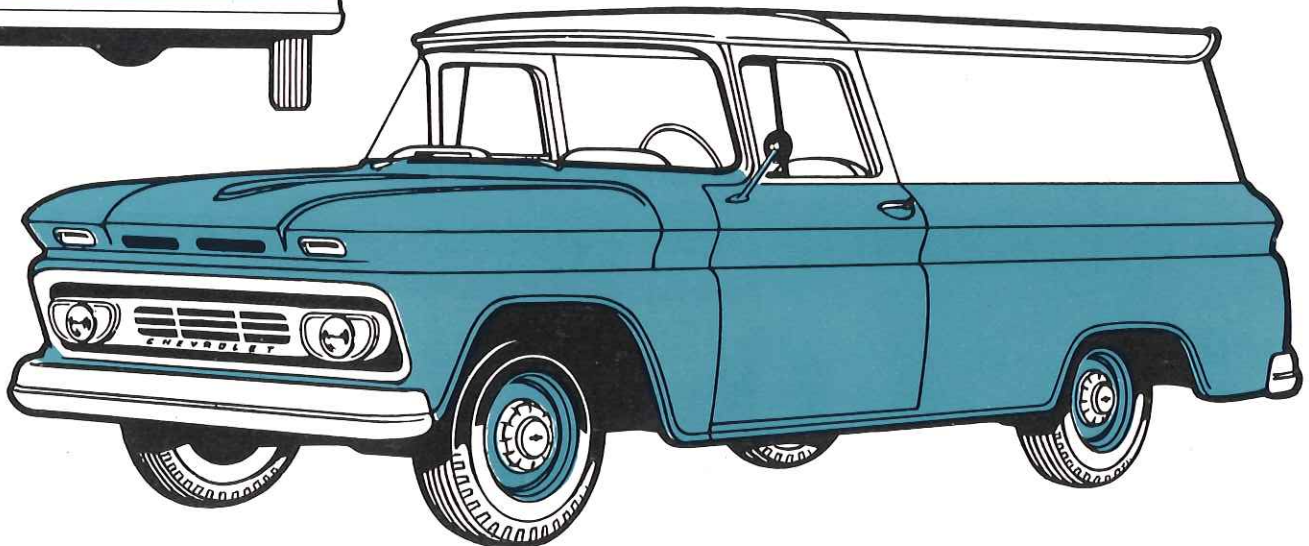
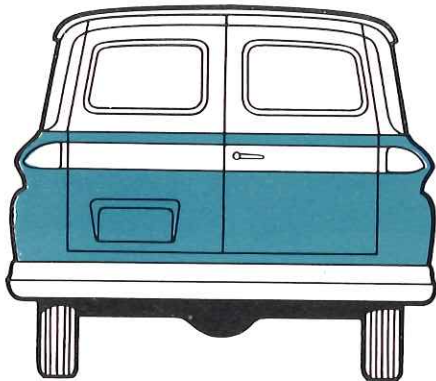
The application of two-tone color combinations to various models is shown by the illustrations on the following pages. Colored areas indicate the main color; white areas indicate Cameo White.

CHASSIS-CAB and PICKUP

Series 40 through 80 models have black wheels with all exterior colors.



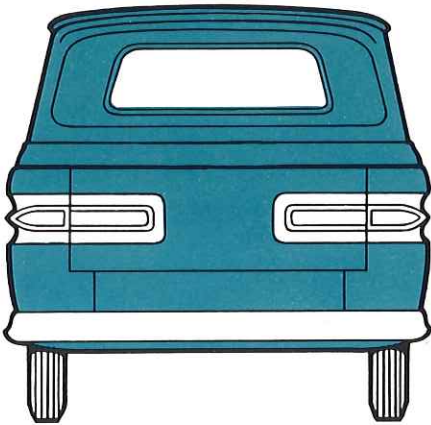
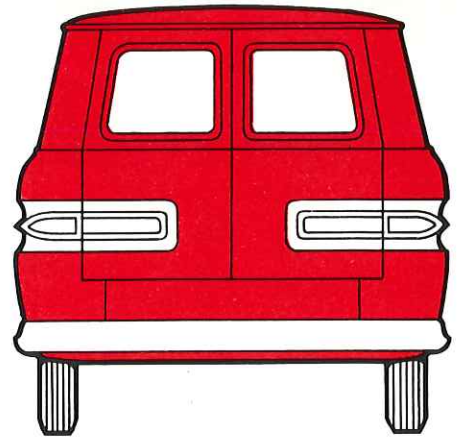
PANEL and CARRYALL



TWO-TONE COLORS

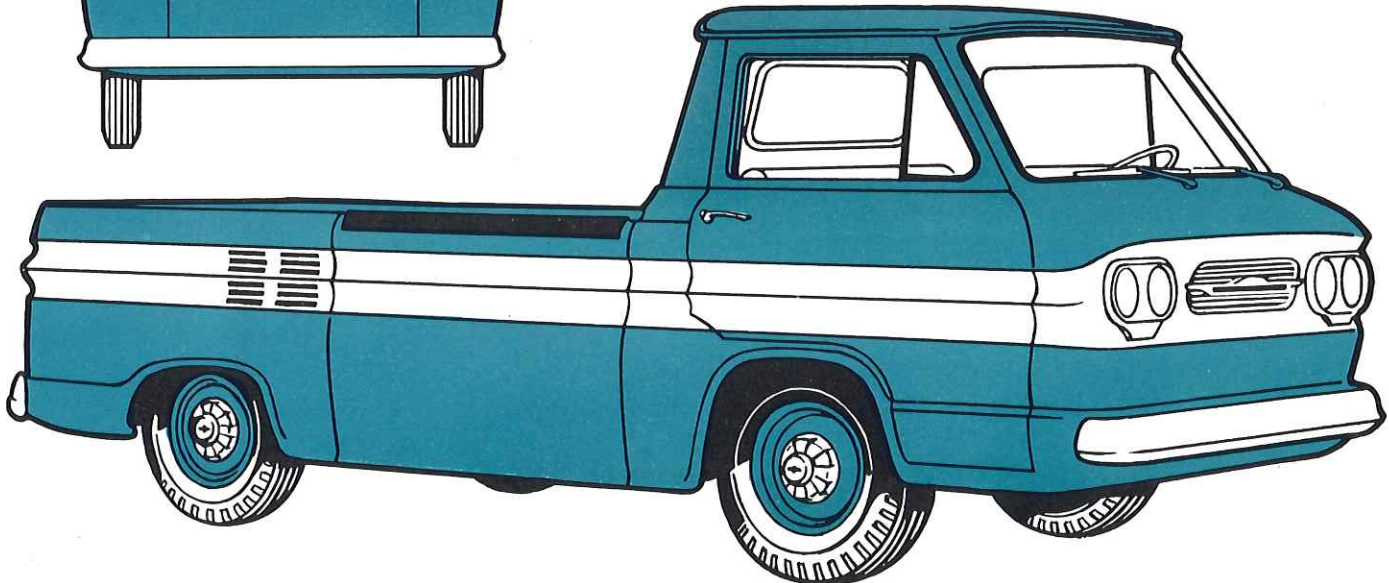
CORVAN

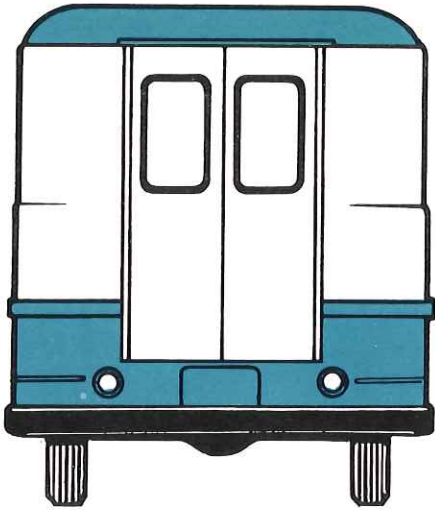
Two-tone combinations with Pure White or Cameo White as the main color use Cardinal Red in the cove area around the body.



CORVAIRE 95 PICKUP

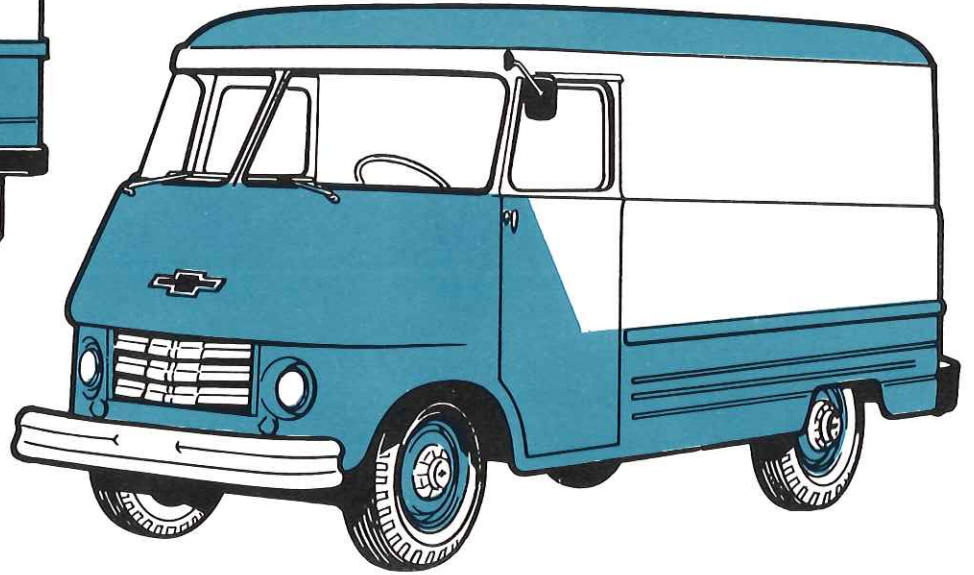
Two-tone combinations with Pure White or Cameo White as the main color use Cardinal Red in the cove area around the body.





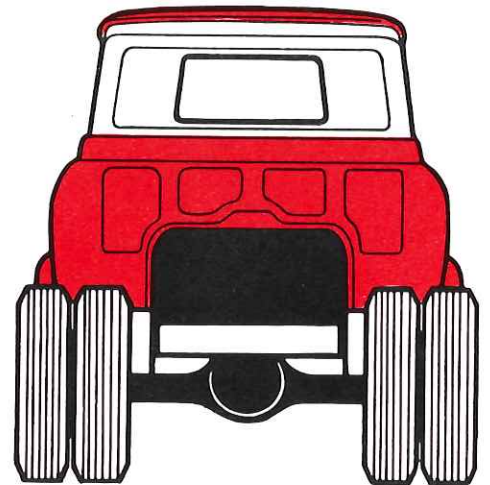
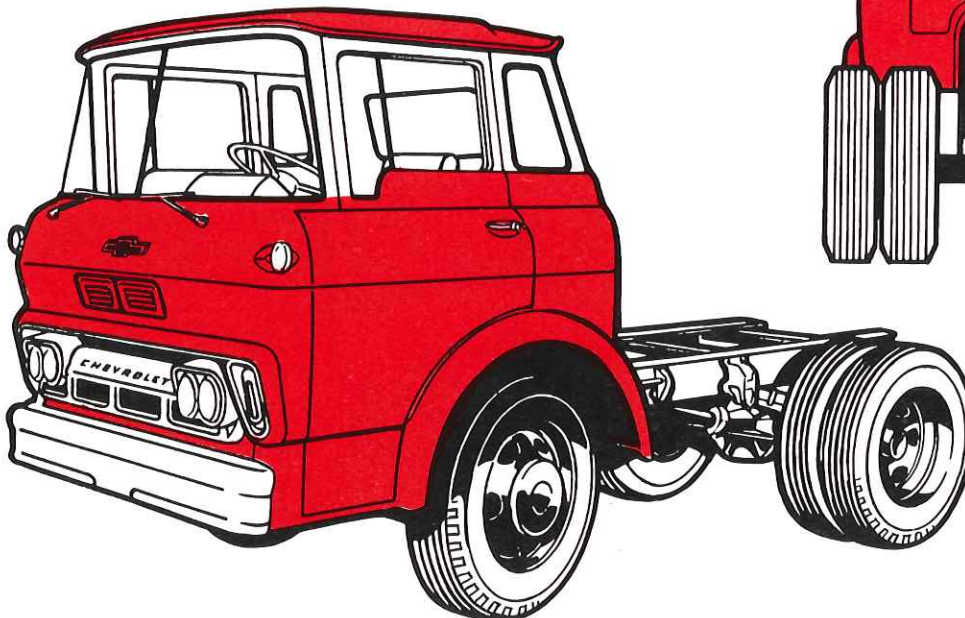
STEP-VAN

Step-Van 7 uses Cameo White for roof panel only.



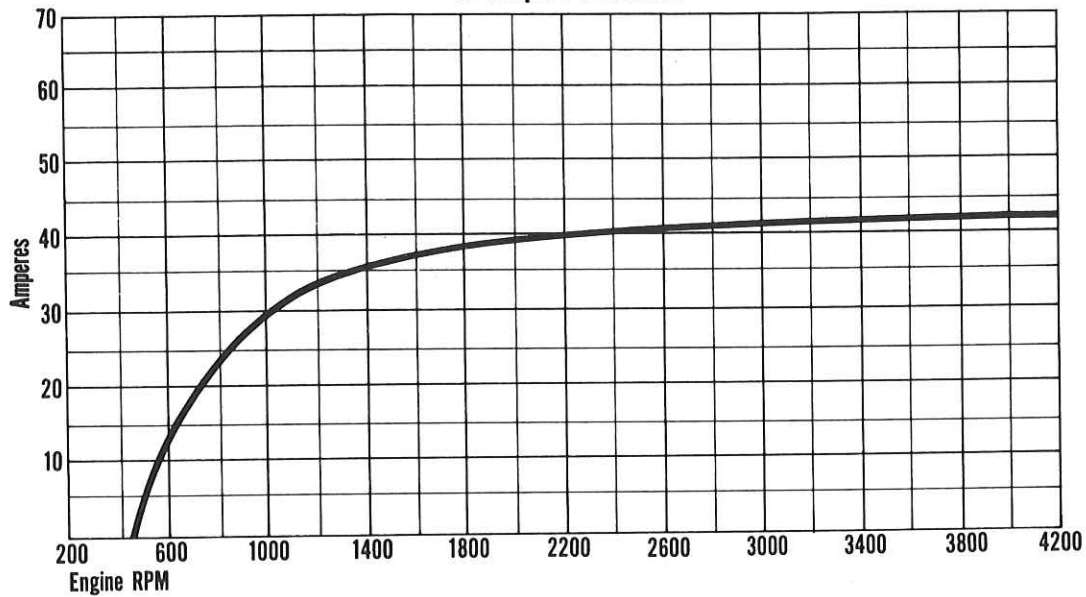
TILT CAB

All models have black wheels.

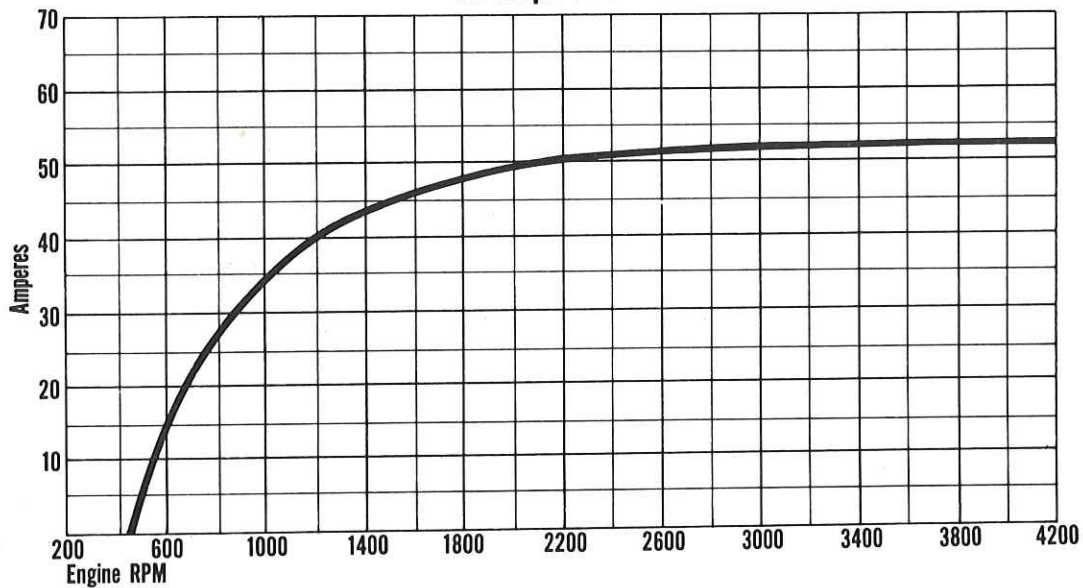


GENERATOR OUTPUT CURVES

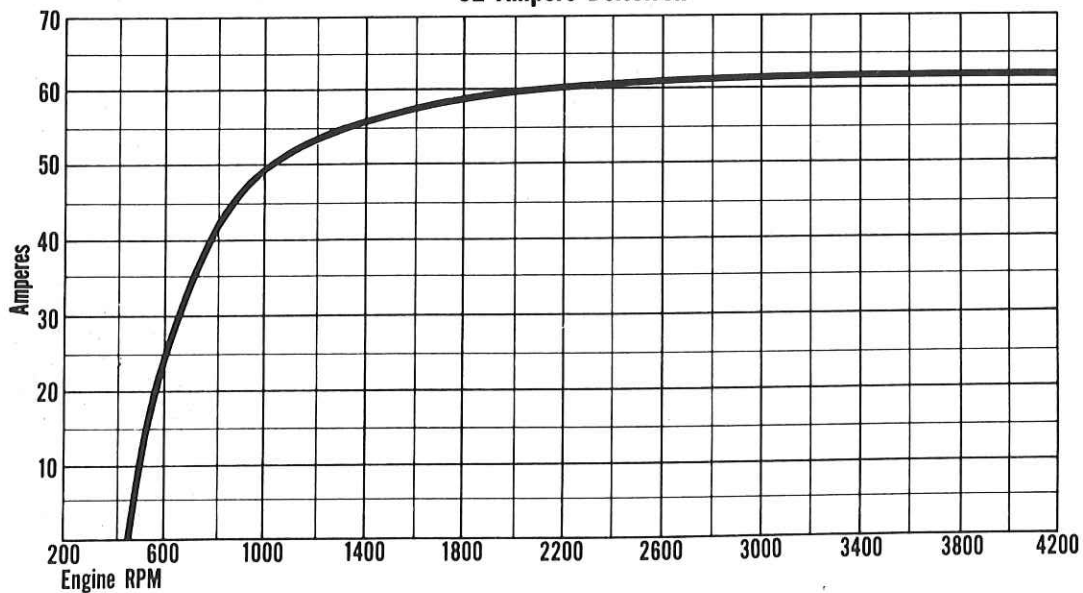
42-Ampere Delcotron



52-Ampere Delcotron



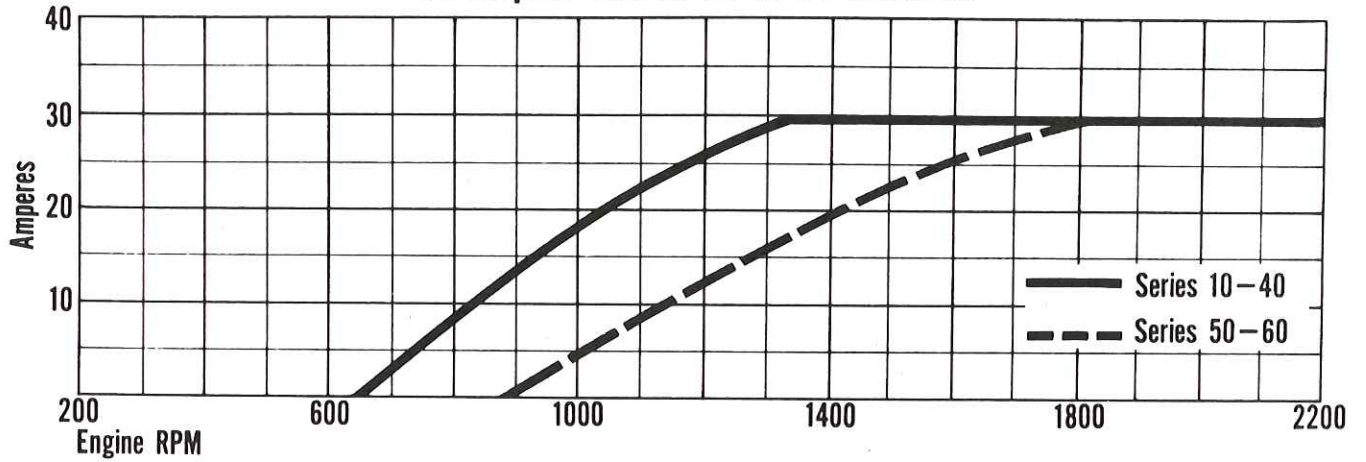
62-Ampere Delcotron



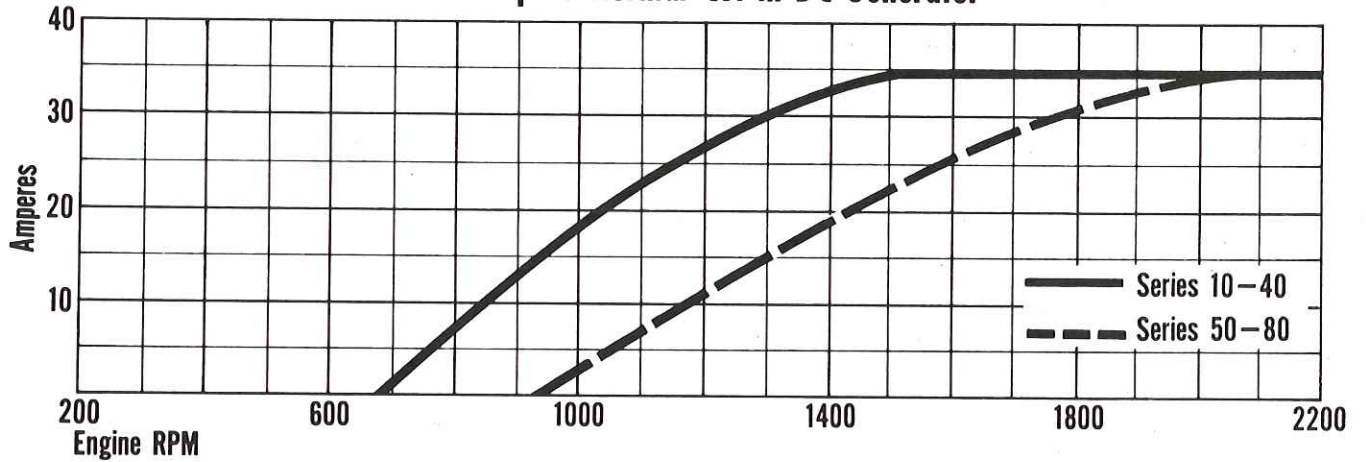
GENERATOR OUTPUT CURVES

Output characteristics of the standard and optional generators are shown on this and the following page. If necessary to relate these outputs to vehicle speed, use the Engine Speed tables given in the *Performance* section.

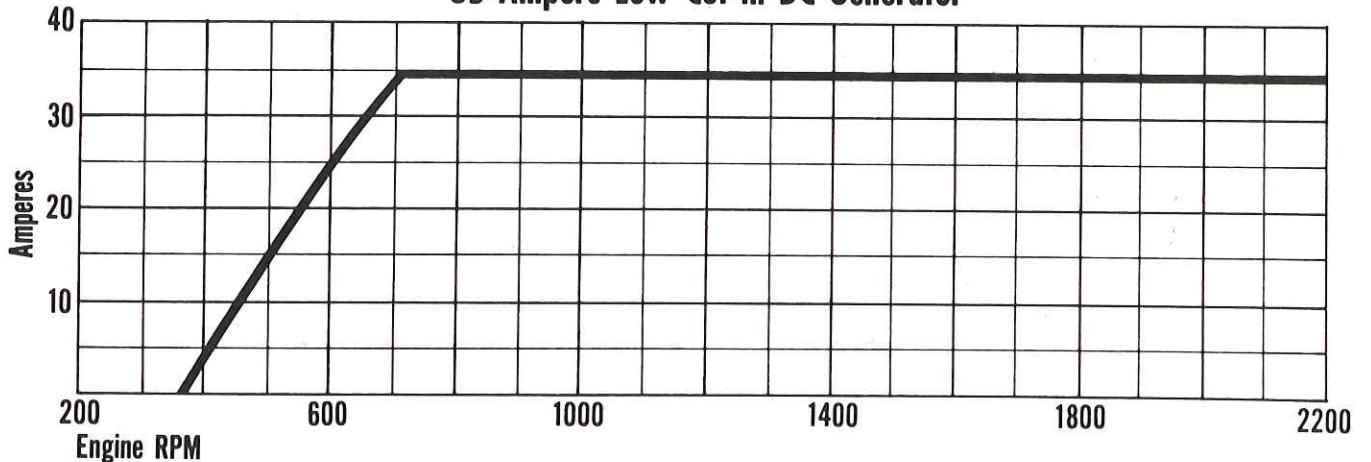
30-Ampere Normal Cut-in DC Generator



35-Ampere Normal Cut-in DC Generator



35-Ampere Low Cut-in DC Generator



ELECTRICAL SYSTEMS

BATTERY AND GENERATOR SELECTION

The great variety of truck operating conditions creates wide variations in demands upon the electrical system. Some trucks need generators which charge the battery at idle or slow vehicle speeds. Others, operated as tractors, 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 53-amp-hr 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 the 72-amp-hr 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 below, consider average road speeds, and recommend a generator which will provide the maximum output required at the vehicle's average road speed. General operating characteristics of Chevrolet's standard and optional equipment generators are described at the right.

Electrical Loads

(12-Volt System)

Equipment	Amperes
Four Headlights (Upper beam)	13.5
Two Headlights (Upper beam)	11.0
Two Headlights (Lower beam)	9.3
Parking Lights	2.3
Stop Light (2)	3.6
Ignition (Including gauges)	2.0
Electric Windshield Wipers	4.0
De Luxe Heater	8.0
Recirculating Heater	6.0
Radio	2.7
Identification Lights (3 in line, front & rear)	3.1
Clearance Lights (8)	4.1
Two-Way Radio (Standby)	4.0 to 7.0
Two-Way Radio (Transmit)	10.0 to 18.0
Safety Light (Spotlight)	3.9
Fog Lamp	2.9
Instrument Lights	0.8

Generator Availability by Truck Series

Type	Standard	Optional
30-amp (DC)	10-60	none
35-amp (DC)	80	10-60 (exc D60)
35-amp (DC) low cut-in	none	R10
42-amp (Delcotron)	none	Exc D60
52-amp (Delcotron)	D60, E-U80	Exc D60, E-U80
62-amp (Delcotron)	none	Exc D60, E-U80

30-Ampere Normal Cut-in

Delco-Remy 2-brush shunt-wound type. Current and voltage regulated to 30 amperes maximum at 14.5 volts. Bearings: commutator end—bronze bushing; drive end—ball. Meets the demands of most light- and medium-duty trucks operated primarily at normal road speeds. Suitable for heavy-duty trucks with moderate current demands. Recommended for constant loads of up to 24 amperes in night operation.

35-Ampere Normal Cut-in

Delco-Remy 2-brush shunt-wound type. Current and voltage regulated to 35 amperes maximum at 14.5 volts. Ball bearings at both ends. Recommended for constant night loads up to 28 amperes.

35-Ampere Low Cut-in

Delco-Remy 2-brush shunt-wound type. Current and voltage regulated to 35 amperes maximum at 14.5 volts. Durable ball bearings at both ends. Recommended for slow-speed operations of moderate current demands (up to 28 amperes night loads). Extended high-speed use will shorten life of brushes and windings.

Delcotron

Delcotrons are available in several capacities as shown in the generator availability table above. The Delcotron is an alternating current generator with an integral diode-rectifying system. Battery charging current is produced even at engine idling speeds, helping to ensure a fully charged battery at all times. The Delcotron also offers increased output at higher speeds. Greater reliability can be expected from the Delcotron because the brushes carry only 2 to 3 amperes of field current, instead of the full generator output carried by the brushes in the conventional generator.

The rotor shaft on the 42-ampere and 52-ampere Delcotrons is carried by needle bearings at the rear and ball bearings at the front. The 62-ampere Delcotron uses ball bearings at both ends of the rotor shaft.

12-Volt System

12-Volt electrical system, standard equipment on all models, provides faster cranking speeds and hotter spark for more dependable engine starting in all weather.

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.



53-Amp-Hr Battery

Rubber separators increase dependability, extend service life.

Starter

Delco-Remy 12-15 volt type with over-running clutch and solenoid-controlled sliding pinion. Four field coils. Bearings are oilless, graphite-filled bronze. Starter is actuated by turning the ignition key in its switch.

Generator

The standard generator for all Chevrolet trucks provides more than ample current to meet normal truck electrical demands. Higher output generators are also available.

Generator	Rated Output		
	Amperes		Watts
	Idle	Max	
30-Ampere (DC)	0	30	450
35-Ampere (DC)	0	35	525
35-Ampere (DC) low cut-in	10	35	525
42-Ampere (Delcotron)	12	42	630
52-Ampere (Delcotron)	5	52	780
62-Ampere (Delcotron)	23	62	930

➔ 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.

➔ Battery Specifications

12-Volt Delco-Remy batteries are used as standard and optional equipment on all models.

Truck Series	R10	C10, K10, P10, C20, K20, C30, C40		P20, P30, C50, L50, C60, L60, T60, C80, L80, T80, M80		S50, S60	D60	E80, U80
	Standard	Standard	Optional	Standard	Optional	Standard	Standard	Standard
Capacity @ 20-hr rate	42 amp	53 amp	70 amp	53 amp	72 amp	72 amp	150 amp	205 amp
Model number	1980556	25MR53	668	25MR53	3SMR72	3SMR72	4DR150	8DR205
Plates per cell (6 cells)	9	9	11	9	11	11	19	27
Weight (lb)	35	43	50	43	53	53	117	153
Cranking ability @ 0°F (minutes @ amperes)	3.1 @ 150	1.0 @ 300	2.1 @ 300	1.0 @ 300	2.0 @ 300	2.0 @ 300	6.0 @ 300	10.5 @ 300

HIGH TORQUE 145 SIX PERFORMANCE

Basic Specifications

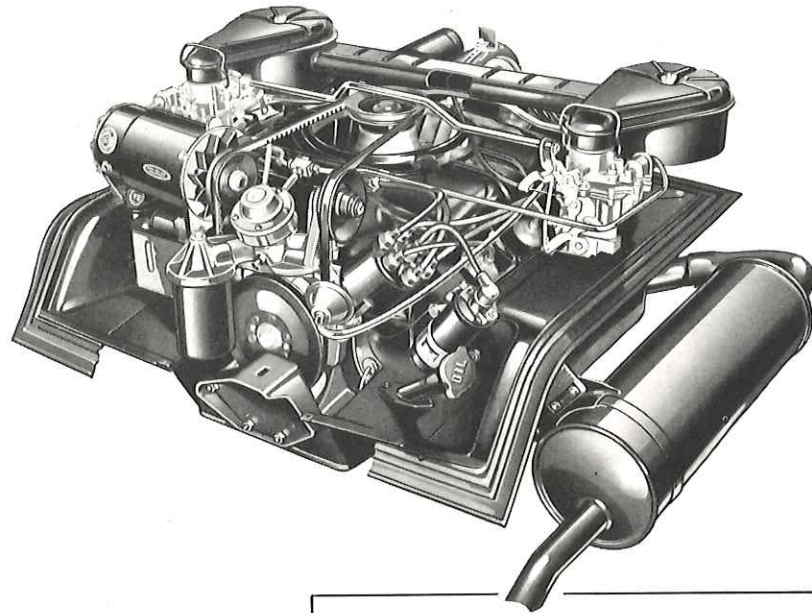
Engine type..... Valve-in-head, air cooled
 Piston displacement..... 145 cu in
 Bore & Stroke (nominal)..... 3.437" x 2.60"
 Dry Weight (with clutch)..... 316 lb
 Compression ratio..... 8.0
 Taxable horsepower (SAE)..... 28.3
 Idling speed..... 500 rpm
 Carburetor type..... Downdraft (two)

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.

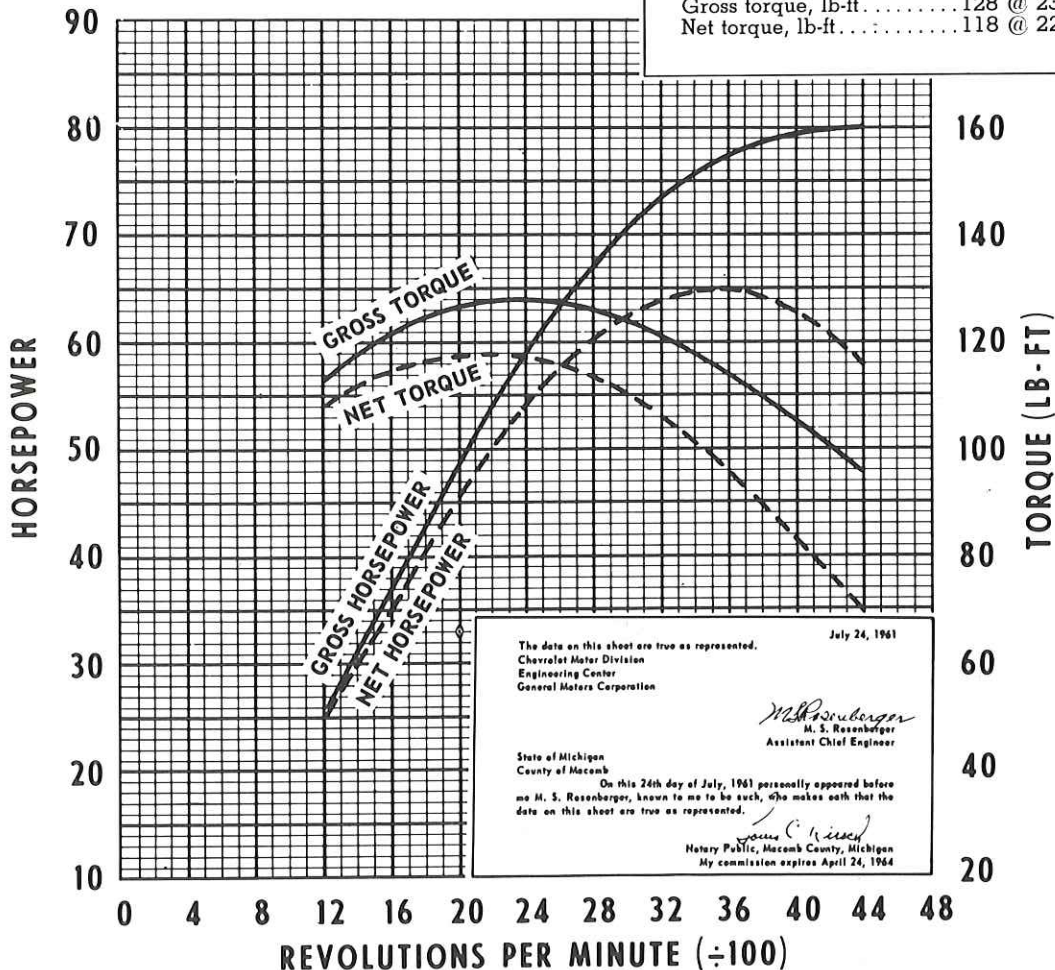
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, generator not charging, and optimum spark advance.

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



145 SIX

Gross horsepower..... 80 @ 4400 rpm
 Net horsepower..... 65 @ 3600 rpm
 Gross torque, lb-ft..... 128 @ 2300 rpm
 Net torque, lb-ft..... 118 @ 2200 rpm



The data on this sheet are true as represented. July 24, 1961
 Chevrolet Motor Division
 Engineering Center
 General Motors Corporation

State of Michigan
 County of Macomb
 On this 24th day of July, 1961 personally appeared before me M. S. Rosenberger, known to me to be such, who makes oath that the data on this sheet are true as represented.

M. S. Rosenberger
 Assistant Chief Engineer

James C. Hirsch
 Notary Public, Macomb County, Michigan
 My commission expires April 24, 1964

CLUTCHES:

Hydraulic Control..... 31
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ENGINE FEATURES:

145 Six..... 3
 235 Six..... 10-11
 261 Six..... 10-11
 283 V8..... 16-17
 327 V8..... 16-17
 348 V8..... 22-23
 409 V8..... 22-23
 4-53 GM Diesel..... 28
 6V-53 GM Diesel..... 28

ENGINE POWER & TORQUE CURVES:

145 Six..... 2
 235 Six..... 6-7
 235 Six (Updraft)..... 8
 261 Six..... 9
 283 V8..... 14
 327 V8..... 15
 348 V8..... 20
 409 V8..... 21
 4-53 GM Diesel..... 26
 6V-53 GM Diesel..... 27

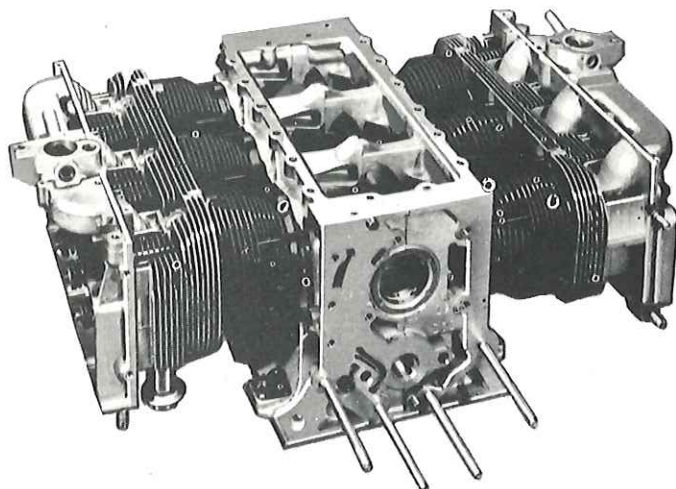
ENGINE SPECIFICATIONS:

145 Six..... 4-5
 235 Six..... 12-13
 261 Six..... 12-13
 283 V8..... 18-19
 327 V8..... 18-19
 348 V8..... 24-25
 409 V8..... 24-25
 4-53 GM Diesel..... 29-30
 6V-53 GM Diesel..... 29-30

ENGINE USAGE BY TRUCK SERIES

Engine Name	Series	
	Standard	Optional
145 Six.....	R12	—
235 Six.....	10-50 (exc R10, P20-30)	—
235 Six (Updraft).....	P20, P30	—
261 Six.....	60 (exc D60)	10-50 (exc R10, P10-20-30)
283 V8.....	—	10-50 (exc R10, P20-30)
327 V8.....	S6902	60 (exc D60)
348 V8.....	80	—
409 V8.....	—	80
4-53 GM Diesel.....	D60	—
6V-53 GM Diesel.....	E-U80	—

ENGINE FEATURES



Lightweight, Aluminum Construction—Saves weight and operating cost, increases payload. The crankcase, cylinder heads, rear engine housing, clutch housing and crankcase cover are aluminum alloy castings. The crankcase is made of two halves, bolted together, and the rear engine housing is bolted to the rear of the crankcase, forming a strong, lightweight structure.

Air Cooling—Weight savings through elimination of radiator, water jackets, pumps, piping and the coolant itself make vehicle operation more economical. Elimination of anti-freeze, additives and the problems of "changeovers," draining, flushing, rust, leakage and replacement or repair of hoses, fittings, pumps and radiators represent big savings in operating cost.

Short Exhaust System—Short travel and low resistance to flow of exhaust gases increase gas mileage. Short exhaust pipe and tailpipe are less susceptible to corrosion and less expensive to replace.

Faster Warm-up—Elimination of water and extra metal masses enables the 145 Six to reach normal operating temperature sooner.

Temperature Closely Controlled—Cooling air is drawn in through a fan located in the top of the shroud that encloses the engine. Air flow is regulated by a thermostatically operated damper valve, which opens or closes the blower intake as the temperature of the engine varies. The damper is closed when the engine is cold, and opens as the engine warms up. If the thermostat bellows should fail, the damper will remain in the open position to prevent engine overheating.

Twin Induction System—The 145 Six truck engine has two single-throat carburetors and two air cleaners. Each carburetor is mounted directly on top of one of the two intake manifolds. The two carburetors and air cleaners, one for each manifold, provide an evenly balanced mixture flow to the cylinders in each bank for top economy and performance.

Fuel Filters—A strainer in the fuel tank and porous bronze filters at each carburetor remove impurities from the fuel.

Hydraulic Valve Lifters—Dependable operation, with full performance and economy, is assured with hydraulic valve lifters, which keep valve train in adjustment automatically. Time and cost of periodic valve adjustments are eliminated.

12-Volt Ignition System—Provides potent spark for easy starting and uninterrupted operation under all conditions.

Valve Seat Inserts—Long-wearing, heat resistant valve seat inserts maintain efficient seating and avoid valve burning. Chromium steel valve seat inserts are used for the exhaust valves, with nickel steel inserts for the intake valves.

Fully Supported Main Bearings—Four steel-backed babbitt main bearings are supported entirely by the crankcase bulkheads at the junction of the two crankcase halves.

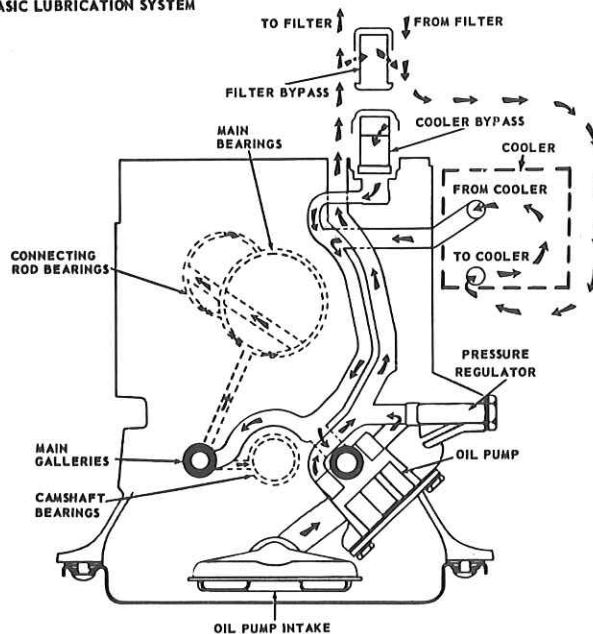
Rugged Forged-steel Crankshaft—Because of the horizontally opposed engine design, the crankshaft is short and rugged and ideally suited to the hard work of truck operation. It is made of forged steel for extra strength and durability.

Forged-steel Connecting Rods—Connecting rods are lightweight steel forgings, and their bearings are the same high-quality steel-backed babbitt type used in the larger Chevrolet truck engines.

Integral Intake Manifolds—The intake manifolds are cast as integral parts of the two cylinder heads and thus are less subject to the effects of vibration and leakage than bolted-on manifolds.

Cool-running Valves—Exhaust valves are made of heat-treated, corrosion resistant high chrome alloy steel.

BASIC LUBRICATION SYSTEM



Full-pressure Lubrication—The 145 Six engine is designed for full lubrication of all moving parts, with full pressure delivered from the main oil galleries to crankshaft and camshaft bearings, and from crankshaft main bearings to connecting rod bearings. Overspray from connecting rod bearings lubricates cylinder walls and pistons. The hydraulic lifters draw oil from the main oil galleries, and hollow push rods conduct oil to the rocker arms and valves in the head. The timing gears are lubricated by overspray from the front main bearing and the front camshaft bearing. The fuel pump eccentric and distributor drive gear receive oil through a nozzle in the engine rear housing.

Full-flow Oil Filter and Cooler—All oil passes through both a filter and a cooler. Lubrication is improved and wear reduced by keeping the oil clean and controlling its temperature. To hasten engine warm-up, the oil cooler is bypassed when oil temperature is below 160° F.

Zinc-coated Muffler—Life of the reverse-flow muffler is increased by zinc coating on the outer shell, by an asbestos wrap between inner and outer shells, and by location of the muffler near the engine, which minimizes condensation by keeping temperature high inside the muffler.

SPECIFICATIONS

Basic Description	horizontally opposed cylinders, valve-in-head design
Displacement	145 cu in
Bore x Stroke	3.437" x 2.600"
Compression Ratio	8.0
Gross Horsepower @ rpm	80 @ 4400
Net Horsepower @ rpm	65 @ 3600
Gross Torque (lb-ft) @ rpm	128 @ 2300
Net Torque (lb-ft) @ rpm	118 @ 2200
Bearings, Camshaft	aluminum, machined in crankcase
ID x Length (Projected Area):	
Bearing 1 (rear)	1.202" x 0.950" (1.142 sq in)
Bearing 2	1.272" x 0.860" (1.094 sq in)
Bearing 3	1.272" x 0.860" (1.094 sq in)
Bearing 4	1.442" x 0.830" (1.197 sq in)
Bearings, Connecting Rod (Crank end)	precision, removable
Material	heavy-duty, copper-lead alloy, steel backed
ID x Length (Projected Area)	1.801" x 0.649" (1.169 sq in)
Bearings, Main	precision, removable
Material	heavy-duty, copper-lead alloy, steel backed
End Thrust	taken by bearing 1
ID x Length (Projected Area):	
Bearing 1 (rear)	2.1008" x 0.785" (1.649 sq in)
Bearing 2	2.1008" x 0.752" (1.580 sq in)
Bearing 3	2.1013" x 0.752" (1.580 sq in)
Bearing 4	2.1013" x 0.752" (1.580 sq in)
Camshaft	cast alloy iron; driven by helical gear from crankshaft
Carburetor	
Number	2 (one for each cylinder bank)
Type	single barrel, downdraft
Make	Rochester
Venturi ID	1.00"
SAE Flange Size	0.75"
Choke Control	automatic
Coil, Ignition	Delco-Remy
Current Draw	4.0 amp with engine stopped; 1.8 amp with engine idling
Connecting Rods	drop-forged steel; I-beam section
Length (center-to-center)	4.720"
Cooler, Oil	
Make	Harrison
Material	aluminum
Crankshaft	drop-forged steel
Cylinders	individually cast with integral cooling fins
Number	6
Material	cast iron
Cylinder Heads	valve-in-head design with integral intake manifold and integral cooling fins
Number	2 (one for each bank of cylinders)
Material	permanent-mold cast aluminum
Distributor	Delco-Remy, with centrifugal and vacuum control
Fan	
Type	centrifugal
Location	mounted horizontally on top center of engine
Diameter	11.00"
Number of Vanes	24
Air Flow	1850 cfm @ 4000 engine rpm
Drive	V-belt from crankshaft over idler and generator pulleys
Ratio (Blower to Engine Speed)	1.58:1
Air Flow Control	two thermostatically controlled valves in plenum outlet
Filter, Fuel	
In Fuel Tank	fine-mesh metal cloth strainer
At Carburetor Inlet	sintered bronze filter
Filter, Oil	
Capacity	full-flow 1.0 pint

SPECIFICATIONS

Lubrication	Full-pressure system; direct pressure to hydraulic lifters and to main, connecting rod and camshaft bearings; metered pressure to valve mechanism; pressure spray to cylinder walls, piston pins and timing gears. (See Owner's Guide for lubricant types.)
Oil Capacity	4 qt
Piston Pins	tubular, hardened chrome-alloy steel
Diameter	0.800"
Retention	pressed in connecting rod
Offset	.060" toward major thrust face
Piston Rings	two compression, one oil-control ring per piston
Compression	cast iron, twist type (inside bevel or counterbore), wear resistant coating
Oil-Control	single-piece, slotted, cast alloy iron
Pistons	cast alloy aluminum, slipper-skirt type, with steel struts; flat head; cam ground skirts; 3 ring grooves above piston pin
Pump, Fuel	
Make	AC
Type	mechanical
Drive	by eccentric on rear end of crankshaft
Pressure Range	5.25-6.50 psi
Pump, Oil	spur-gear type driven by distributor shaft
Housing	integral with engine rear housing
Pressure	35 psi @ 2000 engine rpm
Capacity	9 gallons per minute @ 4000 engine rpm
Thermostat	
Number	2
Make	Harrison
Type	seamless bellows
Function	opens cooling air plenum exhaust damper when temperature reaches 177-183°F
Timing, Ignition	
Crankshaft Position	4° BTC
Timing Mark Location	on crankshaft pulley
Firing Order	1-4-5-2-3-6
Timing, Valve	
Inlet Opens	43° BTC
Inlet Closes	93° ABC
Exhaust Opens	87° BBC
Exhaust Closes	69° ATC
Spark Plugs	AC, model 44-FF
Thread Size	14 mm
Torque	25 lb-ft
Gap	0.035"
Valve Guides	pressed in head; cast iron for inlet valves; bronze for exhaust valves
Valve Mechanism	individual rocker arms on ball pivots; push-rod actuated; hydraulic lifters
Valves, Exhaust	
Material	high-alloy steel
Overall Length	4.50"
Head Diameter	1.24"
Stem Diameter	0.341"
Face Angle	44°
Seat Angle (in head)	45°
Lift	0.34"
Valves, Inlet	
Material	AISI A-3140 steel; aluminized face
Overall Length	4.50"
Head Diameter	1.34"
Stem Diameter	0.342"
Face Angle	44°
Seat Angle (in head)	45°
Lift	0.31"
Ventilation	road draft tube

HIGH TORQUE 235 SIX PERFORMANCE

Basic Specifications

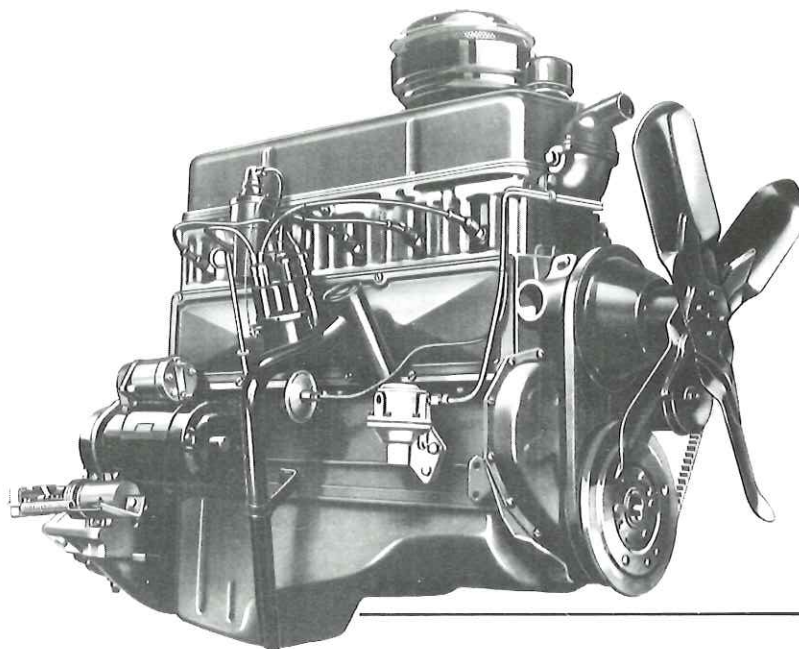
Engine type	Valve-in-head
Piston displacement	235.5 cu in
Bore & Stroke (nominal)	3 ³ / ₁₆ " x 3 ³ / ₁₆ "
Dry Weight (with clutch)	608 lb
Compression ratio	8.25 to 1
Taxable horsepower (SAE)	30.4
Idling speed—Synchro-mesh trans.	475 rpm
—Powerglide in "drive"	450 rpm
Carburetor type	Downdraft

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.

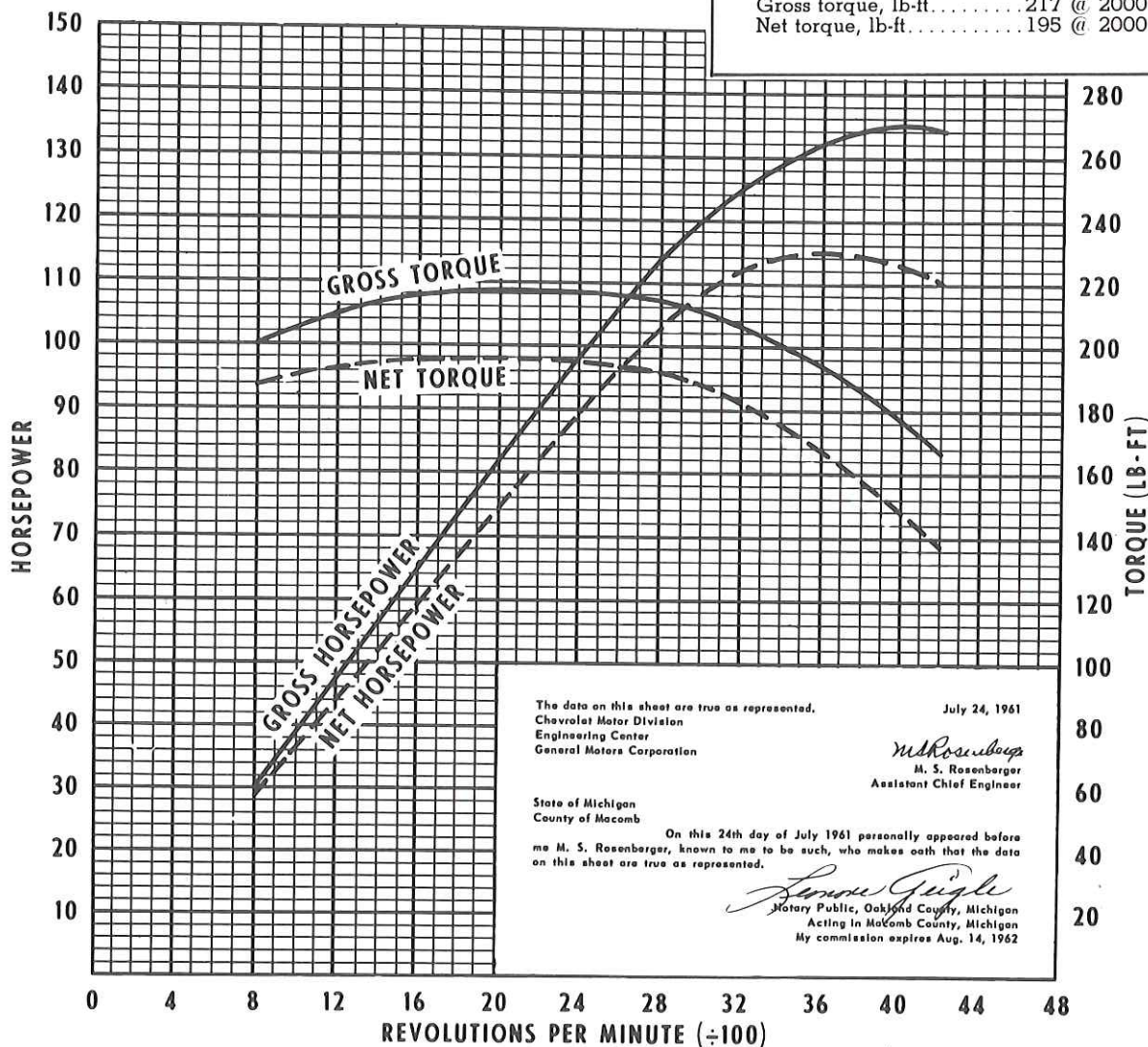
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

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



235 SIX

Gross horsepower	135 @ 4000 rpm
Net horsepower	115 @ 3600 rpm
Gross torque, lb.-ft.	217 @ 2000 rpm
Net torque, lb.-ft.	195 @ 2000 rpm



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

July 24, 1961

M. S. Rosenberger
 M. S. Rosenberger
 Assistant Chief Engineer

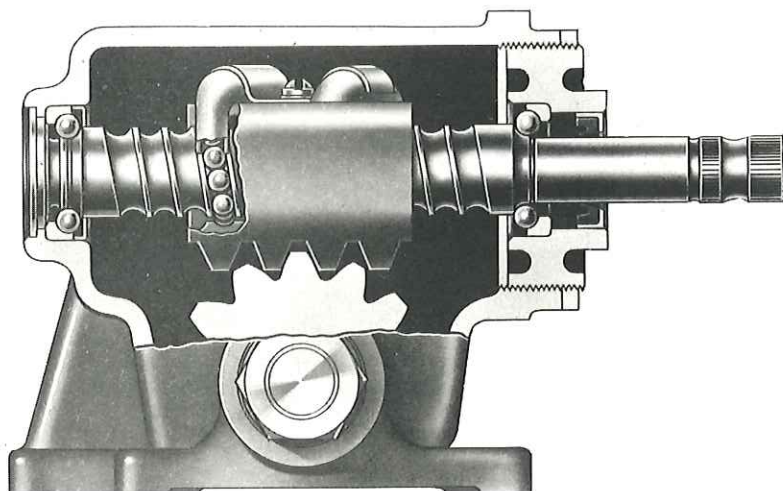
State of Michigan
 County of Macomb

On this 24th day of July 1961 personally appeared before me M. S. Rosenberger, known to me to be such, who makes oath that the data on this sheet are true as represented.

Samuel G. Gable
 Notary Public, Oakland County, Michigan
 Acting in Macomb County, Michigan
 My commission expires Aug. 14, 1962

CHEVROLET BALL-GEAR STEERING

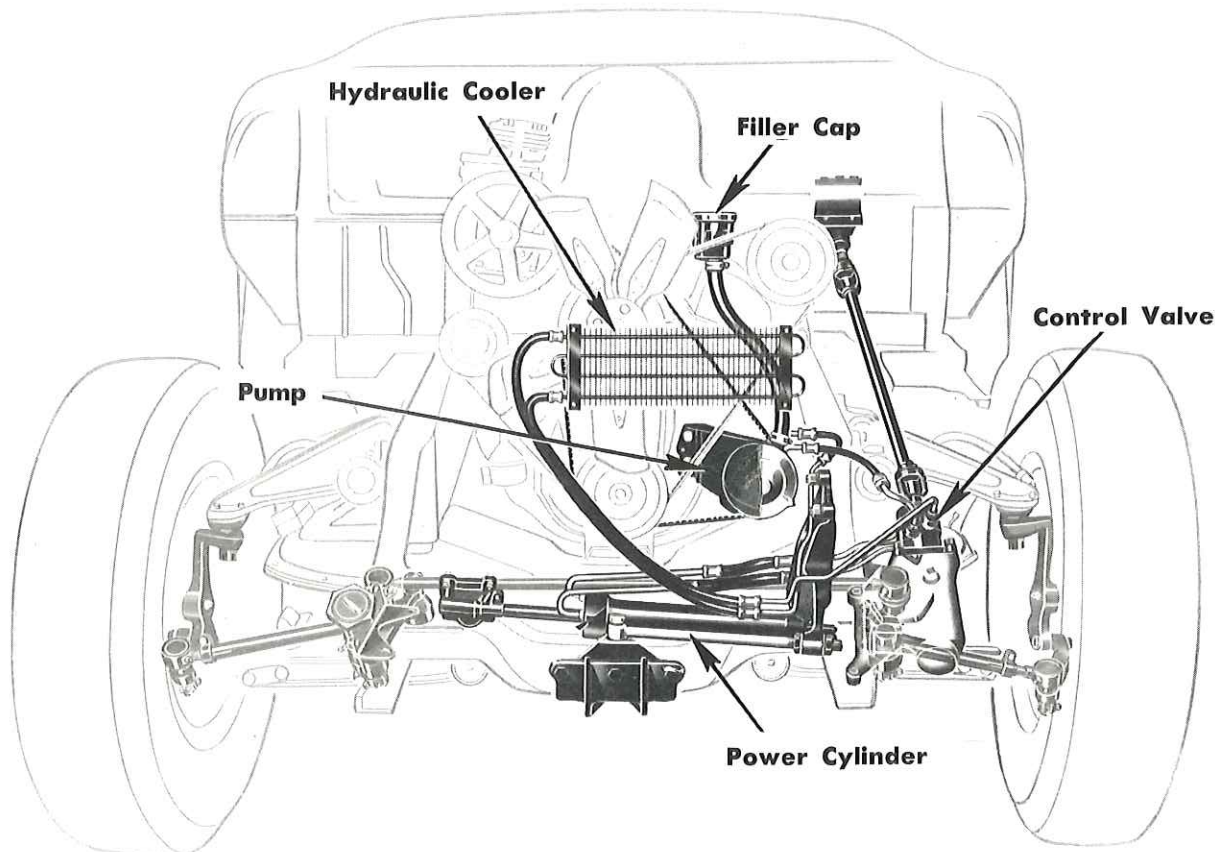
High efficiency gear combines steering ease and durability. Sliding friction between worm and nut is eliminated by use of recirculating steel balls which roll with minimum friction.



Specifications

Series	Steering Gear Ratio	Steering Wheel Diameter
R10	20.0 to 1	17"
C-K-P10	24.0 to 1	17"
P20, P30	26.1 to 1	18"
C-K20	24.0 to 1	17"
C30, C40	24.0 to 1	17"
50-80	28.1 to 1	19"

CHEVROLET POWER STEERING



Chevrolet's linkage-type power steering is standard on M80 Tandems and available as a regular production option on all other Series 60 and 80 models. New ease and fingertip steering control are provided because up to 80 percent of the steering work is done by hydraulic power. Maneuvering a heavily loaded truck in a small space becomes much easier, and straightaway highway travel is less fatiguing. In addition, power steering effectively damps road shock and vibration at the steering wheel.

A constant-flow hydraulic pump provides hydraulic pressure. The control valve mounted on top of the steering gear reacts to movement of the steering wheel and regulates the flow of fluid to the power cylinder.

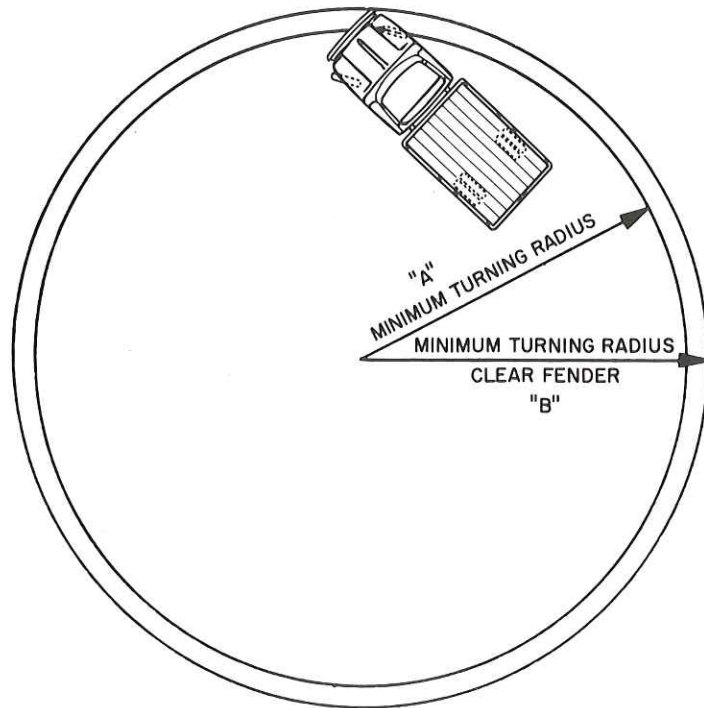
The control valve directs fluid under pressure to either the left or right side of the piston in the power cylinder, thus providing assistance for both left and right turns. Manual steering, in case the system is inoperative, is always available.

TURNING RADIUS

Good maneuverability of Chevrolet trucks stems from the features of wide-track design and adjustable knuckle stops for maximum wheel turning angle and short turning radius.

Dimension A is measured to edge of front tire at outside of circle, indicating radius clearance needed at curb height.

Dimension B is measured to outer extremity of truck (front bumper or fender), indicating required wall-to-wall clearance radius.



TURNING RADIUS

(Multiply radius by 2 to determine turning circle diameter.)

Series	Wheelbase (inches)	Radius A (feet)	Radius B (feet)
R12.....	95	19½	21¾
P13.....	102	17¼	18⅝
C14.....	115	20½	22
K14.....	115	23⅞	25⅞
C15.....	127	22¼	23⅞
K15.....	127	26	27¼
C25.....	127	22⅞	23⅞
K25.....	127	26	27¼
P23.....	104	18⅜	19⅞
P25.....	125	21⅞	22½
P26.....	137	22¾	24⅞
C36.....	133	23	24½
P33.....	104	18⅜	19⅞
P35.....	125	21⅞	22½
P36.....	137	22¾	24⅞
C41.....	133	23	24½
C43.....	157	26⅜	27⅞
C51.....	133	22⅞	23⅞
C52.....	145	23⅞	25¼
C53.....	157	25¼	26¾
C55.....	175	25¾	27¼
L52.....	133	22⅞	23⅞
L53.....	145	23⅞	25¼
L56.....	175	28	29⅞
S53.....	157	25¾	27¼
C61.....	133	22½	24
C62.....	145	24⅞	25⅞
C63.....	157	25⅞	27⅞
C65.....	175	28	29½
C68.....	197	30⅞	32½

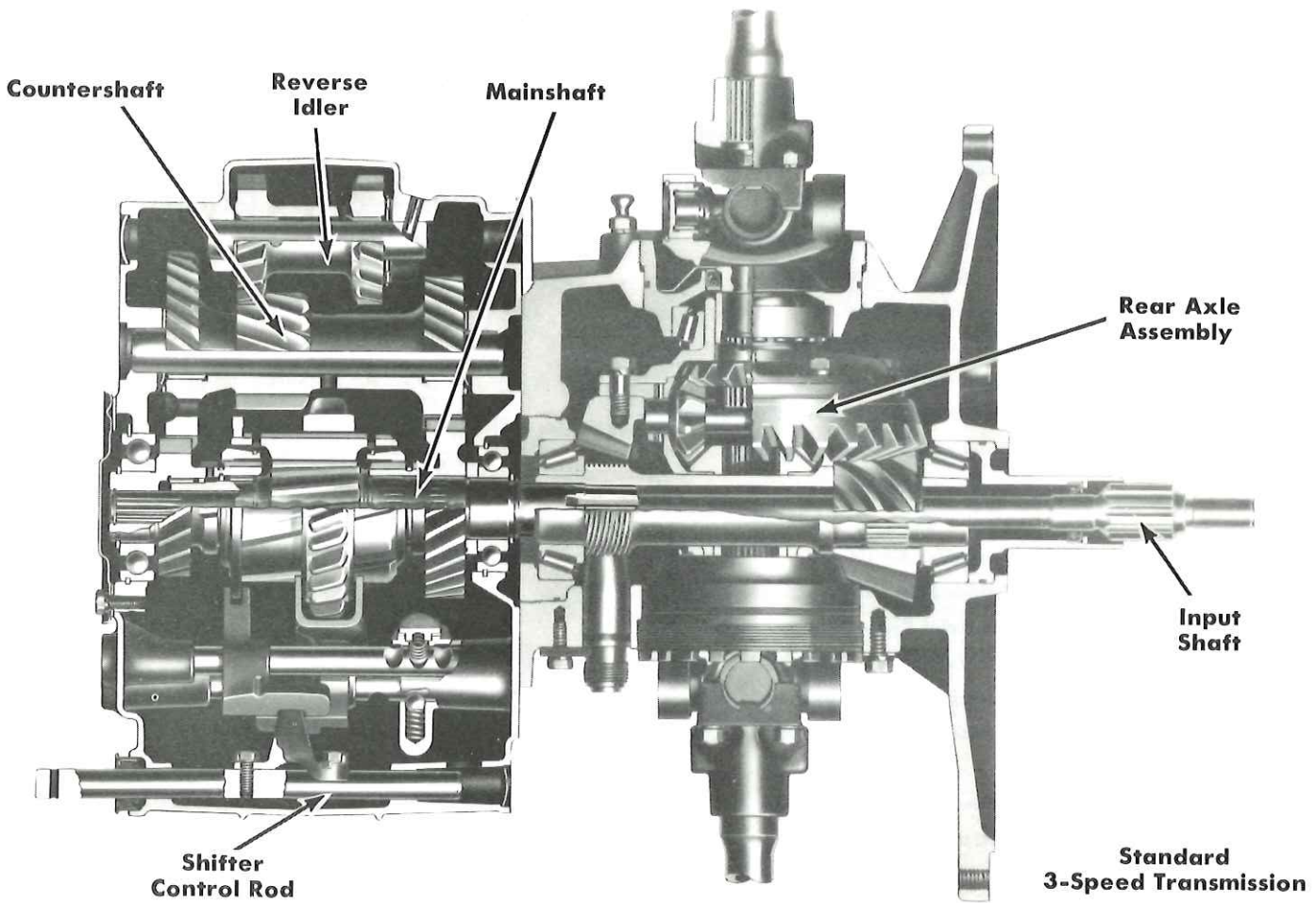
Series	Wheelbase (inches)	Radius A (feet)	Radius B (feet)
L61.....	121	21	22½
L62, T66.....	133	22½	24
L63, T68.....	145	24	25⅞
L66.....	175	28	29½
L69.....	197	30½	32
S62.....	197	30⅞	32½
S64.....	225½	34⅞	36⅞
S67.....	243	37	38½
S69.....	261½	37	38½
T62.....	97	17¾	19⅞
T63.....	109	19⅞	20⅞
M83.....	157	25¾	27¼
M85.....	175	28	29½
M88.....	193	30⅞	32
C81.....	133	22½	24⅞
C82.....	145	24⅞	25⅞
C83.....	157	25⅞	27¼
C85.....	175	28	29⅞
C88.....	197	30⅞	32½
L81.....	121	21	22½
L82, T86.....	133	22½	24⅞
L83, T88.....	145	24⅞	25⅞
L86.....	175	28	29⅞
T82.....	97	17¾	19⅞
T83.....	109	19⅞	20⅞

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Hotchkiss Drive	14
Hydra-Matic Transmission	8
Drive Line	14, 15
New Process 5-Speed Transmission	5
Powerglide Transmission	2, 3
Powermatic Transmission	9
Power Take-Off Equipment	11-13
Propeller Shaft	14, 15
Spicer 5-Speed Transmissions	7
Transfer Case, 4-Wheel Drive	10
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Transmission, Auxiliary	10
Transmission, 3-Speed	2, 3
Transmission, 4-Speed	2, 4
Transmission, 5-Speed	5, 6, 7
Universal Joint	14, 15

TRANSMISSION USAGE BY TRUCK SERIES

Transmission	Standard	Optional
3-Speed, Chevrolet	10-20	—
3-Speed, Heavy-duty Chevrolet	—	10-30 (Exc R10, K10, K20)
4-Speed, Chevrolet	30-60 (Exc D60)	10-20
5-Speed, New Process	—	60 (Exc D60)
5-Speed, Std-Ratio Clark	—	60 (Exc D60)
5-Speed, Close-Ratio Clark	—	60
5-Speed, Overdrive Clark	D60	—
5-Speed, Std-Ratio Spicer	80 (Exc E-U80)	—
5-Speed, Close-Ratio Spicer	E-U80	C-L-T80
Powerglide	—	10-20 (Exc K10, P-K20)
Hydra-Matic	—	P20, P30
Powermatic	—	60 (Exc D60) 80 (Exc E-U80)
Auxiliary, 3-Spd or 4-Spd Spicer	—	M80

CORVAIR 95 TRANSMISSIONS



Standard 3-Speed Synchro-Mesh Transmission

This transmission is synchronized in 2nd and 3rd gears, with gear selection controlled by a floor-mounted shift lever. Lubrication is common with the rear axle.

Optional 4-Speed Synchro-Mesh Transmission

This transmission is synchronized in all forward speeds, with gear selection controlled by a floor-mounted shift lever. Shift pattern is etched on the face of the shift lever, and maximum recommended shifting speeds are indicated on the speedometer dial. Lubrication is common with the transmission.

Optional Powerglide Transmission

The Powerglide transmission combines a 3-element torque converter and a 2-speed planetary gearset, providing maximum torque multiplication of 4.73 in low gear. Gear ratios are 1.82 for low and reverse gears, and 1.00 for high gear. Low (L), drive (D), neutral (N) and reverse (R) operation are selected by a lever mounted on the instrument panel. Type "A" lubricant is used, and is separate from the rear axle lubricant. A transmission oil cooler is mounted in the left wheel-house compartment.

The Corvair 95 transmission is a part of the transaxle—a combined transmission and rear axle assembly mounted on the vehicle underbody just forward of the engine. The input shaft passes through the hollow pinion shaft and mainshaft to drive the transmission. The mainshaft is splined to the pinion shaft to deliver power to the rear axle.

Specifications

Make & Type	Chevrolet 3-Speed Synchro-Mesh	Chevrolet 4-Speed Synchro-Mesh
Gear Ratios:		
First.....	3.50	3.65
Second.....	1.99	2.35
Third.....	Direct	1.44
Fourth.....	—	Direct
Reverse.....	3.97	3.66
Gear Type.....	Helical	Helical
Bearing Types:		
Mainshaft front.....	Roller	Roller
Mainshaft rear.....	Ball	Ball
Countershaft front.....	Roller	Roller
Countershaft rear.....	Roller	Roller
Clutch gear.....	Ball	Ball
Reverse idler.....	Roller	Roller
Lubricant Capacity.....	1.9 pints	1.9 pints

TUBELESS TIRES & WHEELS

AVAILABLE SIZE COMBINATIONS

The available combinations of front and rear tire sizes are shown in the following charts. Wheels and/or rims of the width shown are included with the tires except when a wheel option number is shown. Front and rear tires must be of the same construction, that is, all nylon or all regular construction tires.

While all tire sizes shown are available with highway tread and in regular construction, not all sizes are available in all of the special tread tires offered. For availability of special tread tires, refer to the particular model or series pages (yellow tab sections).

Tire Size		Disc Wheel Rim Width (inches)
Front	Rear	
SERIES R10		
7.00-14/4PR...	7.00-14/4PR.....	5.00
7.00-14/6PR...	7.00-14/6PR.....	5.00
SERIES C10, K10, P10		
a 6.70-15/4PR...	a 6.70-15/4PR.....	5.00
6.70-15/6PR...	6.70-15/6PR.....	5.00
7.10-15/4PR...	7.10-15/4PR.....	5.00
7.10-15/6PR...	7.10-15/6PR.....	5.00
6.50-16/6PR...	6.50-16/6PR.....	5.00
7-17.5/6PR...	7-17.5/6PR.....	5.25
<i>6.00-16/6PR</i>		
➔ SERIES C20, P20		
7-17.5/6PR...	7-17.5/6PR.....	5.25
7-17.5/6PR...	8-17.5/6PR.....	5.25
7-17.5/6PR...	8-17.5/8PR.....	5.25
8-17.5/6PR...	8-17.5/6PR.....	5.25
8-17.5/6PR...	8-17.5/8PR.....	5.25
8-17.5/8PR...	8-17.5/8PR.....	5.25
d 8-19.5/6PR...	d 8-19.5/6PR.....	5.25
d 8-19.5/6PR...	d 8-19.5/8PR.....	5.25
d 8-19.5/8PR...	d 8-19.5/8PR.....	5.25
➔ SERIES K20		
7-17.5/6PR...	7-17.5/6PR.....	5.25
8-17.5/6PR...	8-17.5/6PR.....	5.25
8-17.5/8PR...	8-17.5/8PR.....	5.25
c 8-19.5/6PR...	c 8-19.5/6PR.....	5.25
c 8-19.5/8PR...	c 8-19.5/8PR.....	5.25
SERIES C30		
8-17.5/6PR...	8-17.5/8PR.....	5.25
8-17.5/8PR...	8-17.5/8PR.....	5.25
8-19.5/6PR...	8-19.5/6PR.....	5.25
8-19.5/6PR...	8-19.5/8PR.....	5.25
8-19.5/6PR...	8-19.5/10PR.....	5.25
8-19.5/8PR...	8-19.5/8PR.....	5.25
8-19.5/8PR...	8-19.5/10PR.....	5.25
8-19.5/10PR...	8-19.5/10PR.....	5.25
7-17.5/6PR...	b 7-17.5/6PR dual.	5.25
7-17.5/6PR...	b 8-17.5/8PR dual.	5.25
8-17.5/8PR...	b 8-17.5/8PR dual.	5.25
SERIES P30		
8-19.5/6PR...	8-19.5/6PR.....	5.25
8-19.5/6PR...	8-19.5/8PR.....	5.25
8-19.5/8PR...	8-19.5/8PR.....	5.25
8-19.5/6PR...	8-19.5/6PR dual.	5.25
8-19.5/6PR...	8-19.5/8PR.....	5.25
8-19.5/8PR...	8-19.5/8PR dual.	5.25
SERIES C40		
8-19.5/6PR...	8-19.5/6PR dual.	5.25
8-19.5/6PR...	8-19.5/8PR dual.	5.25
8-19.5/8PR...	8-19.5/8PR dual.	5.25
8-19.5/8PR...	8-19.5/10PR dual.	5.25
8-19.5/10PR...	8-19.5/10PR dual.	5.25

Tire Size		Rim Width (inches)	Cast Wheels	Disc Wheels
Front	Dual Rear			
SERIES C50, L50				
8-22.5/8PR...	8-22.5/8PR...	5.25	N.A.	Std
8-22.5/8PR...	8-22.5/10PR...	5.25	N.A.	Std
8-22.5/8PR...	9-22.5/10PR...	6.00	N.A.	Incl
8-22.5/10PR...	8-22.5/10PR...	5.25	N.A.	Std
8-22.5/10PR...	9-22.5/10PR...	6.00	N.A.	Incl
9-22.5/10PR...	9-22.5/10PR...	{6.00 6.75	N.A. N.A.	Incl RPO 451
SERIES S50				
7-22.5/6PR...	7-22.5/6PR...	5.25	N.A.	Std
8-22.5/8PR...	8-22.5/8PR...	5.25	N.A.	Std
8-22.5/8PR...	8-22.5/10PR...	5.25	N.A.	Std
8-22.5/8PR...	9-22.5/10PR...	6.00	N.A.	Incl
8-22.5/10PR...	8-22.5/10PR...	5.25	N.A.	Std
8-22.5/10PR...	9-22.5/10PR...	6.00	N.A.	Incl
9-22.5/10PR...	9-22.5/10PR...	{6.00 6.75	N.A. N.A.	Incl RPO 451
SERIES 60				
8-22.5/8PR...	8-22.5/8PR...	6.00	N.A.	Std
8-22.5/8PR...	8-22.5/10PR...	6.00	N.A.	Std
8-22.5/8PR...	9-22.5/10PR...	6.00	N.A.	Std
8-22.5/10PR...	8-22.5/10PR...	6.00	N.A.	Std
8-22.5/10PR...	9-22.5/10PR...	6.00	N.A.	Std
9-22.5/10PR...	9-22.5/10PR...	{6.00 6.75	N.A. RPO 361	Std RPO 451
9-22.5/10PR...	10-22.5/10PR...	6.75	Incl	Incl
10-22.5/10PR...	10-22.5/10PR...	6.75	Incl	Incl
SERIES 60-H				
8-22.5/8PR...	8-22.5/8PR...	6.00	Std	N.A.
8-22.5/8PR...	9-22.5/10PR...	6.00	Std	N.A.
9-22.5/10PR...	9-22.5/10PR...	{6.00 6.75	Std RPO 361	N.A. RPO 451
9-22.5/10PR...	10-22.5/10PR...	6.75	Incl	RPO 451
10-22.5/10PR...	10-22.5/10PR...	{6.75 7.50	Incl RPO 362	RPO 451 N.A.
SERIES M80				
8-22.5/8PR...	8-22.5/8PR...	6.00	Std	N.A.
8-22.5/8PR...	9-22.5/10PR...	6.00	Std	N.A.
9-22.5/10PR...	9-22.5/10PR...	{6.00 6.75	Std RPO 361	N.A. RPO 451
9-22.5/10PR...	10-22.5/10PR...	6.75	Incl	RPO 451
10-22.5/10PR...	10-22.5/10PR...	6.75	Incl	RPO 451
SERIES 80 (exc M80)				
9-22.5/10PR...	9-22.5/10PR...	6.75	Std	N.A.
9-22.5/10PR...	10-22.5/10PR...	6.75	Std	N.A.
10-22.5/10PR...	10-22.5/10PR...	{6.75 7.50	Std RPO 362	N.A. RPO 452
10-22.5/10PR...	11-22.5/12PR...	7.50	Incl	RPO 452
11-22.5/12PR...	11-22.5/12PR...	7.50	Incl	RPO 452

a—Not available on Carryalls

b—Dual rear tires not available on Pickups and Panels.

c—Heavy-duty front axle required

d—Not available on Forward-Control models (P20).

SPECIFICATIONS

Passenger Car Type

Size	Rim Width (in)	Maximum Rated Capacity (lbs)	Inflation Pressure (lbs)	Unloaded Outside Diameter (in)	Loaded Section Width (in)	Loaded Radius (in)	Revolutions Per Mile (loaded)	Tube Size	Flap Size
6.70-15/4PR	5.0	1115	30	28.0	6.9	13.4	764	6.70	—
6.70-15/6PR	5.0	1215	36	28.0	6.9	13.4	764	6.70	—
6.50-16/6PR	5.0	1380	36	29.4	7.4	13.8	724	6.50	—
7.10-15/4PR	5.0	1195	30	28.5	7.3	13.5	754	7.10	—

Truck Type

6.50-16/6PR	5.5	1420	45	29.4	7.4	13.8	703	6.50	—
7.00-15/6PR	5.5	1520	45	30.1	7.6	14.4	704	7.00	15L
7.00-16/6PR	5.5	1580	45	30.9	8.0	14.6	682	7.00	16L
7.50-16/6PR	5.5	1815	45	32.0	8.4	15.1	661	7.50	16L
7.50-16/8PR	5.5	2140	60	32.0	8.4	15.1	661	7.50	16L
7.00-17/6PR	5.0	1735	45	32.6	7.6	15.7	638	7.00W	17M
7.00-17/8PR	5.0	2060	60	32.6	7.6	15.7	638	7.00W	17M
7.50-17/8PR	5.0	2440	65	33.7	8.0	16.0	617	7.50W	17M
7.00-18/8PR	5.0	2140	60	33.5	7.6	16.2	618	7.00W	18M
7.00-20/8PR	5.0	2310	60	35.6	7.6	17.2	591	7.00W	20M
7.50-20/8PR	6.0	2740	65	36.8	8.5	17.8	565	7.50W	20M
7.50-20/10PR	6.0	2980	75	36.8	8.5	17.8	565	7.50W	20M
8.25-20/10PR	6.0	3330	70	38.2	9.0	18.5	543	8.25W	20M
8.25-20/10PR	6.5	3330	70	38.2	9.3	18.5	543	8.25W	20M
8.25-20/12PR	6.0	3730	85	38.2	9.0	18.5	543	8.25W	20M
8.25-20/12PR	6.5	3730	85	38.2	9.3	18.5	543	8.25W	20M
9.00-20/10PR	6.5	3960	70	40.0	10.0	19.3	521	9.00W	20N
9.00-20/10PR	7.0	3960	70	40.0	11.0	19.3	521	9.00W	20N
10.00-20/12PR	7.0	4580	75	41.4	10.7	19.9	506	10.00W	20R
10.00-20/12PR	7.5	4580	75	41.4	11.7	19.9	506	10.00W	20R

No truck sale should be considered complete without the inclusion of the right custom features to add to the comfort, safety and convenience of the truck operator. Every salesman should be familiar with the complete line of custom features so that he can advise his customers on their use. Some of the more popular custom features are shown in this section of your *Data Book*, but the salesman should also be familiar with the other accessories

shown in the *Truck Accessories Catalog*.

Many states require trucks to be equipped with certain equipment, and every salesman should know the requirements of his state. All Chevrolet custom features requiring state approval have received this approval, and can be relied upon to do the best job at the least cost.

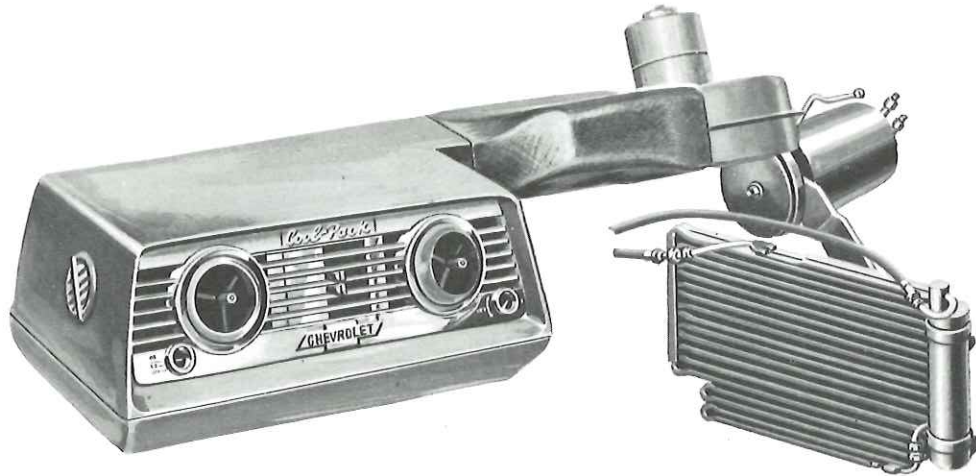
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CUSTOM FEATURES



Cigarette Lighter

For all trucks. Lighter element has ash shield. Operation is of automatic "pop out" type.



Cool-Pack Air Conditioner

Here is an under-dash unit that turns the hottest weather into cool comfort. Besides cooling, this unit both filters and dehumidifies the air. Light-duty trucks should be ordered with a heavy-duty radiator if the Cool-Pack unit is to be installed.

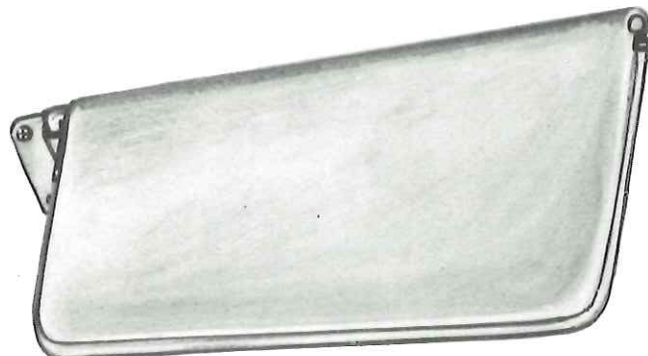


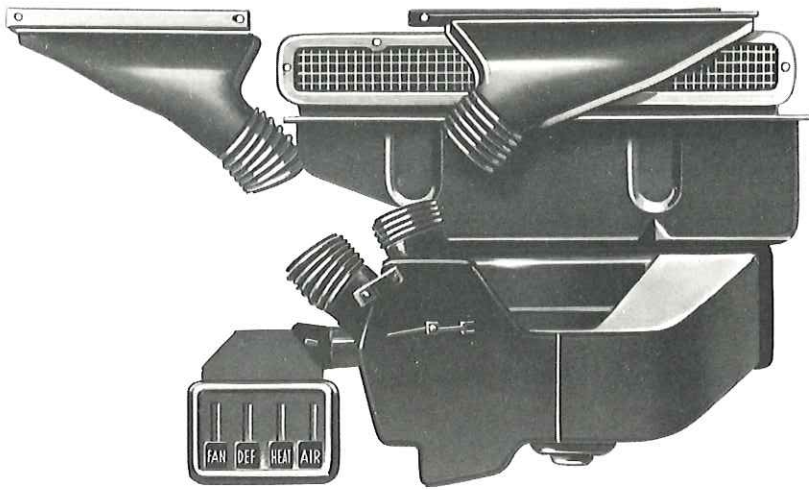
Clearance Lamps

Clearance lamps have metal body and amber light. For mounting on cab roof.

Inside Sun Visor

For mounting on passenger side of cab. Identical to standard visor on driver's side. Can be fixed in any desired position at windshield or side door window. Reduces glare for safer driving.



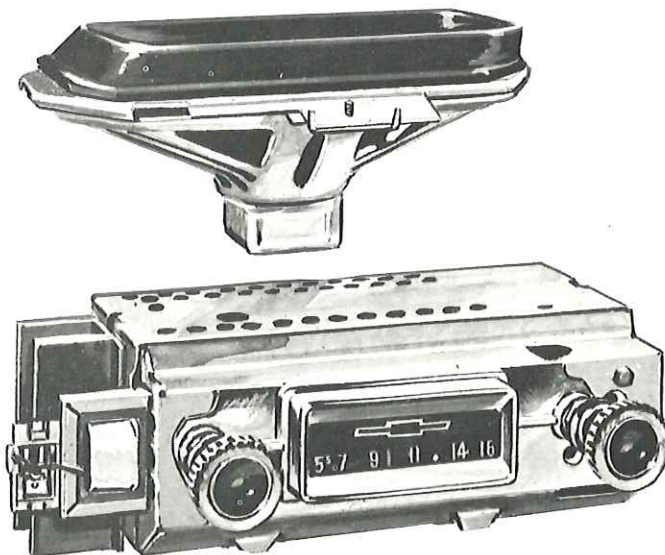
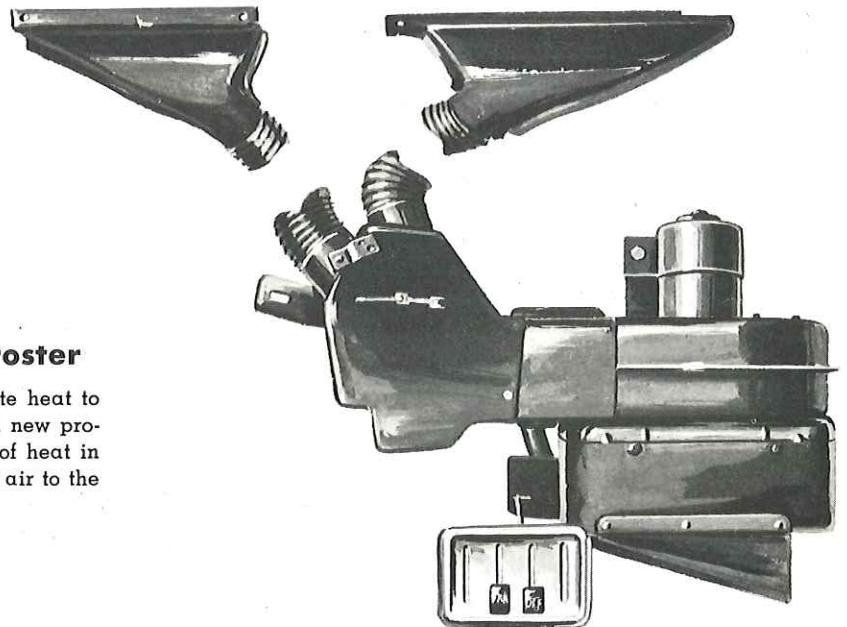


De Luxe Heater & Defroster

A combination outside-air heating, ventilating and defrosting unit which can also be operated as an inside-air recirculating heater and defroster. Consists of an electric blower, a cellular heater core, an air distributor that directs heat toward the floor, and flexible tubes leading to the defroster. All controls located in instrument panel. Available for all trucks except chassis-cowl and forward control models.

Recirculating Heater and Defroster

This all-around utility heater furnishes adequate heat to assure comfort in the coldest weather. It has a new progressive-type switch for regulating the degree of heat in the cab. A separate lever regulates the flow of air to the defrosters.



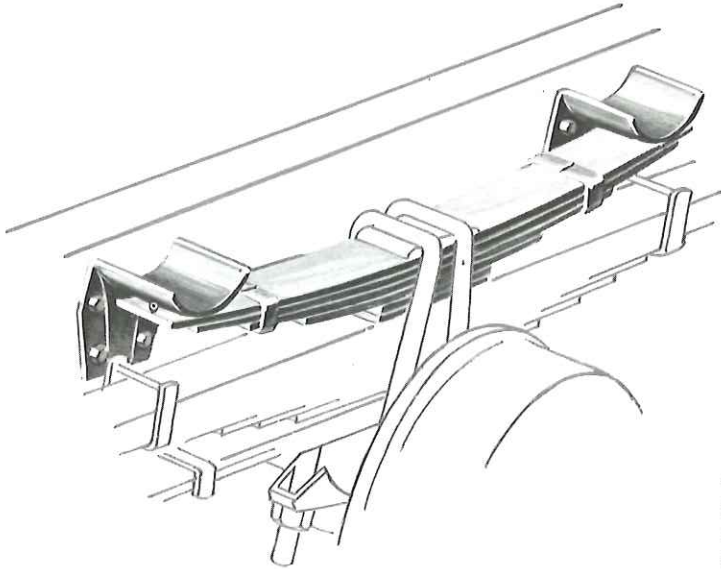
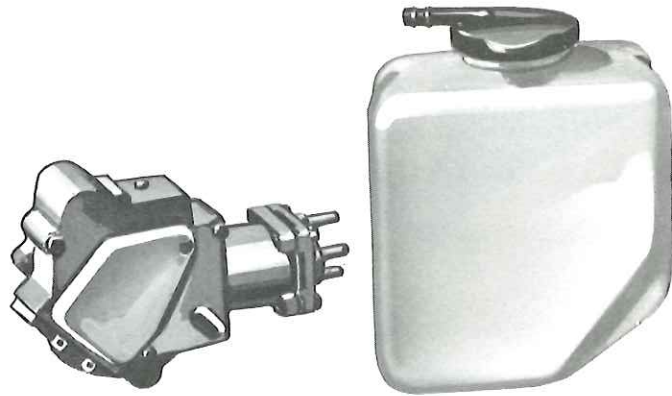
Radio and Antenna

Receiving unit is designed to become an integral part of instrument panel. Receiver has 3 low-voltage tubes and 2 transistors. Other features include 6" x 9" speaker, printed circuit for durability and automatic volume control.

CUSTOM FEATURES

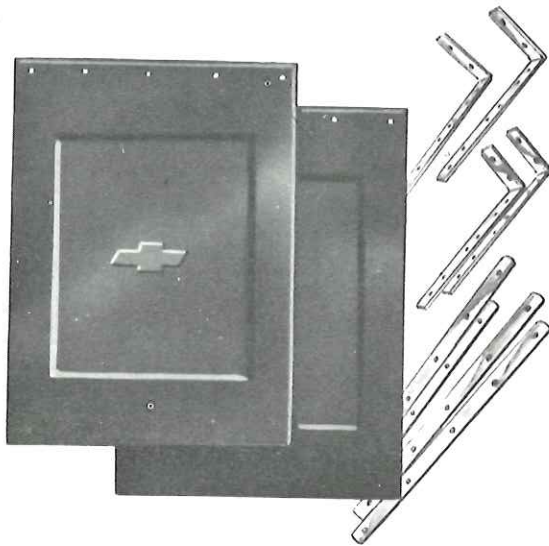
Windshield Washer

Assures a clean windshield for extra driving safety. Can be used in both summer and winter to remove bugs, dirt, and road spray. Available in push-button type for use with either electric or vacuum-operated windshield wipers.



Auxiliary Rear Springs

Auxiliary springs, with capacity of 2000 lb each, are available for Series 50-80 models except Tandems. Spring seats attach to frame by using bolts through existing holes. Extra-long U-bolts included.



Splash Guards

These dual-wheel guards have been approved by states which require them. Made of tire rubber with cords molded into the rubber for maximum strength and flexibility. Brackets not included.

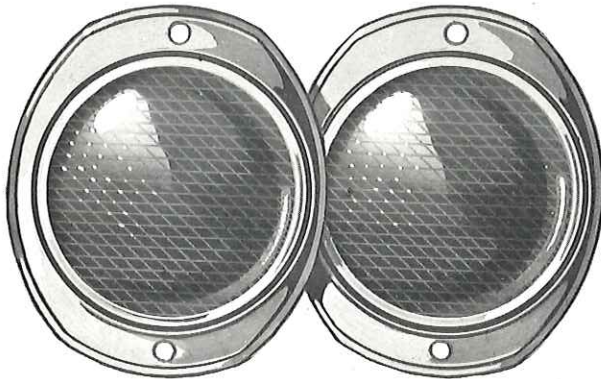


Safetylight

High-powered sealed beam light that will cast a 1000-foot beam in all directions. Light is controlled from inside truck.

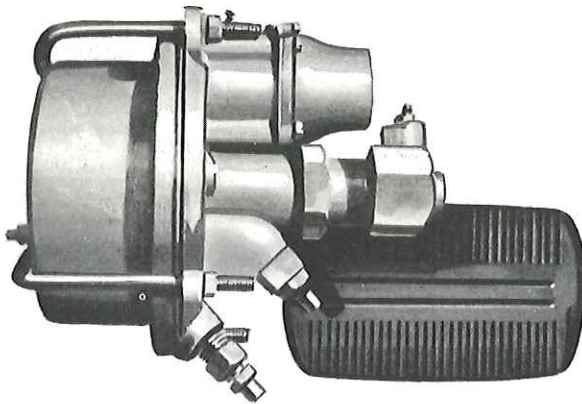
Lamp Bulb Container

A heavy-gauge steel container with sponge rubber lining to hold two sealed beam units and an assortment of 24 other bulbs used on trucks. Bulbs are not included.



3-Inch Reflectors

One-piece aluminum case encloses plastic reflectors. Available in either red or amber. Approved by all states requiring reflectors. A proved safety device for the front, sides or rear of trucks and trailers.

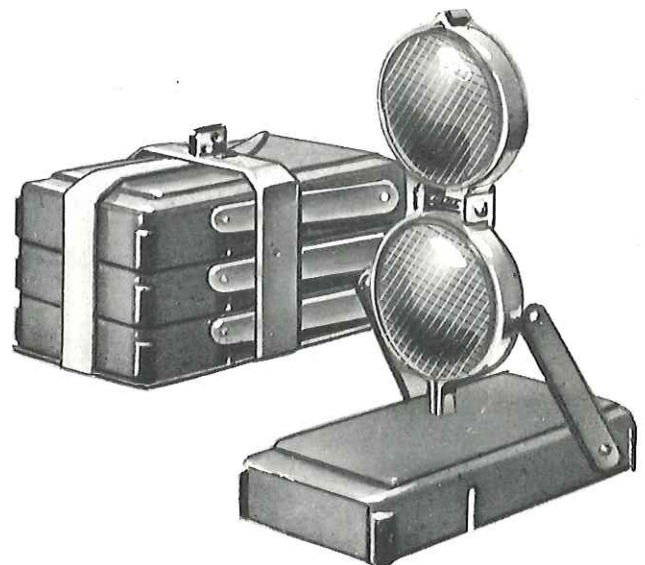


Hydrovac

Short-stroke, 7-inch diameter Hydrovac power brake unit. Available for Series 10, 20 and 30. Greatly reduces braking effort. An especially desirable accessory with a fully loaded truck.

Flare Reflectors

A set of three double reflectors in a rattle-free holder. Lucite reflectors have high reflectivity for extra safety in emergencies. Reflectors swing up from the base and lock in the upright position.



CUSTOM FEATURES

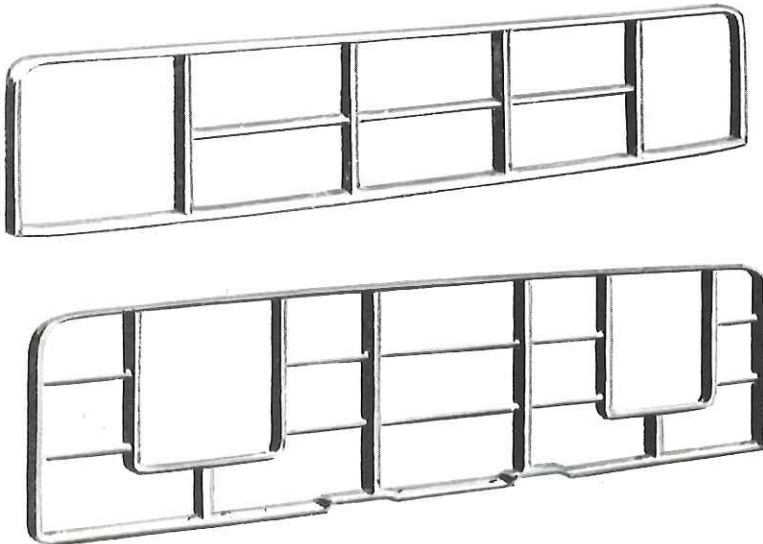
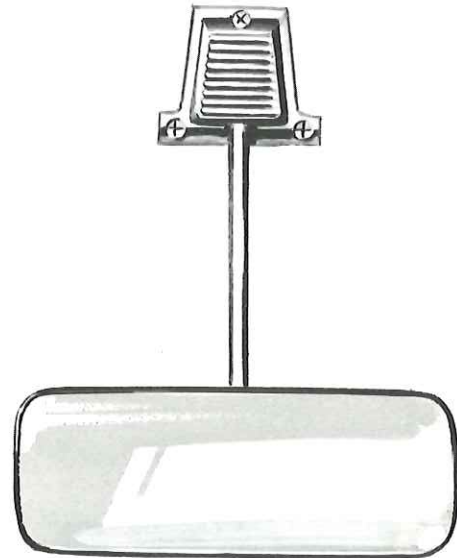


De Luxe Outside Mirror

Rectangular 7" x 16" mirror that has extra strong support arms to minimize vibration. Extendible to maximum legal width for trailer bodies. Fits either right or left side of all models. Finished in black enamel. Attaching parts are rust and corrosion resistant.

Non-Glare Rearview Mirror

A flick of the finger cuts out blinding glare from lights shining through rear window. Provides extra driving safety both day and night. Mounts above windshield.



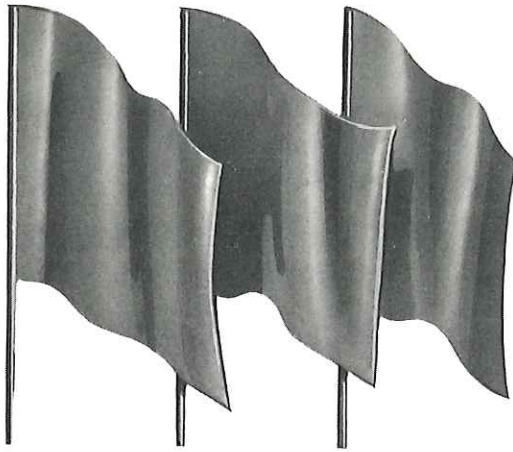
Grille Guard

Heavy welded-steel, brush-type grille guards are designed to protect entire front end sheet metal, grille and headlamps. Attach to bumper and brace to frame for strength and durability. Upper guard in illustration is for light-duty models; lower guard is for medium- and heavy-duty models.



Bumper Guards

Upright guards mount to bumper face bar using existing bumper bar holes. Prevent override and protect grille. Available in either chrome or Cameo White painted finish.

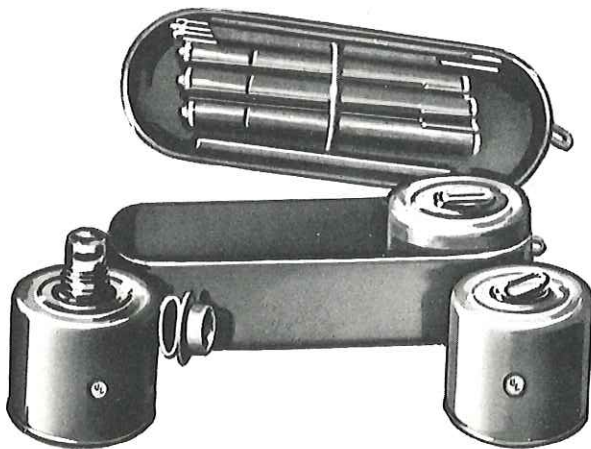
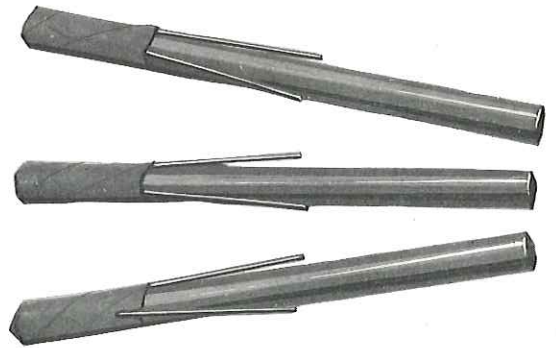


Warning Flags

This set of three red warning flags meets I.C.C. specifications. Flags are of durable, tubfast percale mounted on zinc plated rods which will not rust.

Fusees

Set of three wire-base fusees which are treated to resist moisture and drying out. Burn with a red color for the full time required for fusees. Meet I.C.C. and state specifications.



Emergency and Safety Kit

Kit consists of three oil-burning flares, three fusees and three flags. Fusees and flags are as described above. Flares have retractable burner and snuffer cap. Metal container has carrying handle in lid.

