

# INTRODUCTION

This booklet is presented as a preliminary guide to the new service information for 1963 Chevrolet Products. Included herein are condensed or descriptive explanations of the product changes between the current model year and the 1962 version. For maximum effectiveness, use this booklet in conjunction with the current Shop Manuals and supplements for each of the car and truck lines to highlight changes and obtain complete service procedures.

The information in this booklet is divided into five parts; one for each of the 1963 vehicle series. Each of these five parts is further divided into sections that conform to the Shop Manual sections.

- Part I - Chevrolet
- Part II - Chevy II
- Part III - Corvair
- Part IV - Truck
- Part V - Corvette

Sections that do not appear in this booklet may be considered the same as 1962 without any major changes.

Several items have been released for 1963 that have common usage in two or more vehicle series. These components or changes will be explained in detail in the first Part of the book to which they apply. To avoid repetition in subsequent applicable Parts of the booklet, reference will be made to the original write-up, listing only the model to model differences. An example of this may be seen in the Delcotron charging system, or the self-adjusting brake system, which is standard equipment on all 1963 Chevrolet vehicles. The complete description of these units is located in Part I, Chevrolet, with the model to model differences discussed in the remaining Parts.

This "New Product" booklet is originally intended for use in the 1963 Product Training Programs conducted in the Chevrolet classrooms of the General Motors Training Centers. All information, illustrations, and specifications contained in this booklet are based on the latest product information available at the time of publication approval. The right is reserved to make changes at any time without notice. This booklet, in its entirety, or any portion thereof, may not be reproduced without the written consent of the Chevrolet Motor Division, General Motors Corporation.

# TRUCK

## GENERAL INFORMATION

## MODELS AND FEATURES

### GENERAL

For 1963, the model line-up consists of 178 models on 19 wheelbases - a decrease of 25 models over the 1962 line-up. This model consolidation is designed to strengthen Chevrolet's competitive position, especially in the medium-duty segment of the market.

The new conventional line series designation plates (fig. 4-1) measure approximately 5" high by 4-1/2" wide overall. Plates shown here are for C-D-E-K-L-M-S Models, and Corvair 95. Series designation plates for P-T-U Models are carried forward unchanged from 1962.

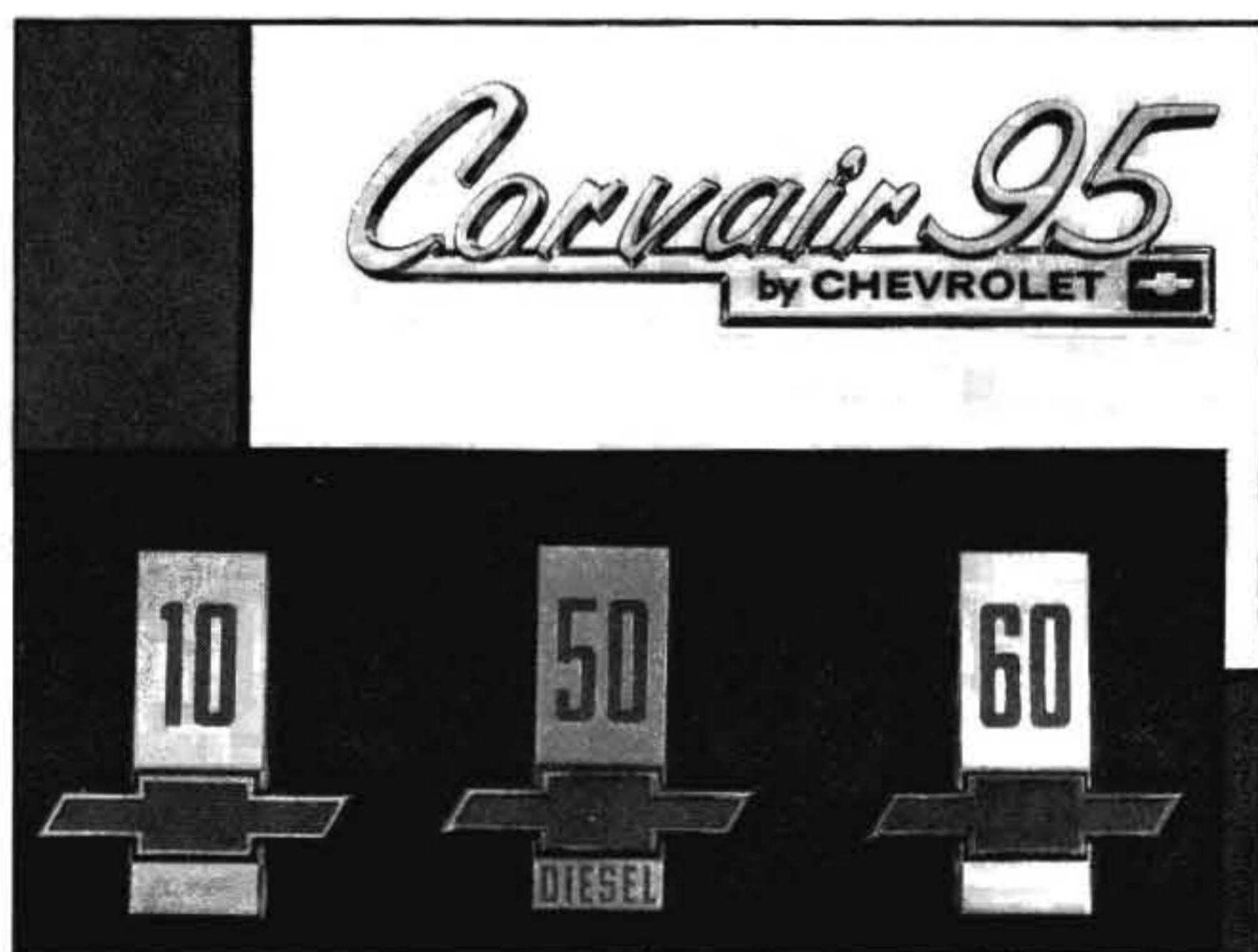


Fig. 4-1—Identification

The light-duty category remains essentially unchanged, with the following exceptions: Model R1244, the Loadside pick-up in the Corvair 95 line, is discontinued; two new 157 inch wheelbase cab chassis Models C3803 and C3803S are added.

In the medium-duty category, Series 4 vehicles are discontinued, eliminating eight models from the line-up. Series 50 vehicles, formerly rated at 2-tons, now are rated at 1-1/2 tons, thus eliminating 18 former Series 50S models. In addition, the 121-inch wheelbase medium and heavy-duty vehicles, Models L6103, L6103S, and L6103H are eliminated.

Three new 169 inch wheelbase vehicles, Models L6503, L6503S, and L6503H are added to the line in 1963. The new 169 inch wheelbase Series L65 vehicles broaden LCF coverage between the 145 inch wheelbase Series L63 vehicles and the 175 inch wheelbase Series L66 vehicles.

Changes in the heavy-duty category, in addition to the 2-ton H.D. models mentioned above, consist of eliminating the 121 inch wheelbase vehicles, Models L8103 and E8103, and adding two new school buses, Models S6702H and S6902H.



Fig. 4-2—10 Series

1963 LIGHT- AND MEDIUM-DUTY TRUCKS

Vehicle Type	1/2-Ton	C/A Dim.	3/4-Ton	C/A Dim.	1-Ton	1 1/2-Ton	C/A Dim.
Corvair "95" Rampside Pickup	R1254						
Corvair "95" Panel	R1205						
Flat Face Cowl	C1402		C2502 C3602S*		C3602	C5102 C5202 C5302 C5502	
Windshield Cowl	C1412		C2512 C3612S*		C3612	C5112 C5212 C5312 C5512	
Conventional Cab Chassis	C1403 C1503 K1403 K1503	42 54 42 54	C2503 K2503 C3603S* C3803S*	54 54 60 84	C3603 C3803	C5103 C5203 C5303 C5503	60 72 84 102
L. C. F. Cab-Chassis						L5203 L5303 L5603	72 84 114
Stepside Pickup	C1404 C1504 K1404 K1504		C2504 K2504 C3604S*		C3604		
Fleetside Pickup	C1434 C1534 K1434 K1534		C2534 K2534				
Panel	C1405 K1405		C3605S*		C3605		
Suburban Carryall	C1406 C1416 K1406 K1416						
Conventional Stake			C2509 C3609S*		C3609	C5109 C5309	
L. C. F. Stake						L5309	
Forward Control	P1342 P1345		P2342 P2542 P2642		P3342 P3542 P3642		
Step Van			P2345 P2545 P2645		P3345 P3545 P3645		
School Bus						S5302	

\*1-ton model with a 3/4 ton (nominal) rating plate requested.  
C/A: Centerline of axle to back of cab (inches).

1963 HEAVY-DUTY TRUCK MODELS

Vehicle Type	2-Ton†	C/A Dim.	2-Ton Heavy Duty	2 1/2-Ton	C/A Dim.
Flat Face Cowl	C6102 C6302 C6502		C6102H C6302H C6502H		
Windshield Cowl	C6112 C6312 C6512		C6112H C6312H C6512H		
L.C.F. Cab Chassis	L6203 L6303 L6503 L6603 L6903	72 84 108 114 136	L6203H L6303H L6503H L6603H L6903H	E8203 E8303 L8203 L8303 L8603	72 84 72 84 114
Tilt Cab Chassis	T6203 T6303 T6603 T6803	70 82 106 118	T6203H T6303H T6603H T6803H	T8203 T8303 T8603 T8803 U8203 U8803	70 82 106 118 71.5 83.5
Conventional Cab Chassis	C6103 C6203 C6303 C6503 C6803 D6103 D6203 D6303 D6503 D6803	60 72 84 102 124 60 72 84 102 124	C6103H C6203H C6303H C6503H C6803H D6103H D6203H D6303H D6503H D6803H	C8103 C8203 C8303 C8503 C8803	60 72 84 102 124
Tandem				M8303 M8503 M8803	84 102 120
School Bus	S6202 S6402 S6702 S6902		S6702H S6902H		

†On 2 Ton models except schoolbus, an addition of suffix "S" to the model number would designate "1 1/2-Ton Special" rating plate requested.

1963 TRUCK POWER TRAINS

Regular production equipment is shown in bold type.

Truck Series Engine	Transmission	Rear Axle	
		Capacity	Ratio
<b>R10</b> (Corvair "95") 145 cu. in. Horiz. Opposed-6	<b>3-Speed</b> 4-Speed Powerglide	<b>2500</b>	<b>3.89:1</b>
<b>P10</b> 153 cu. in. L-4 230 cu. in. L-6	<b>3-Speed</b> 3-Speed H.D. (A) 4-Speed Powerglide	<del>3500</del> <b>3500</b>	<b>4.11:1</b> (A) <b>3.73:1</b>
<b>C10</b> 230 cu. in. L-6 292 cu. in. L-6 283 cu. in. V-8	<b>3-Speed</b> 3-Speed H.D. 4-Speed Powerglide	<b>3500</b>	<b>3.73:1</b> 4.11:1 (B) <b>3.07:1</b>
<b>K10, K20</b> 235 cu. in. L-6 261 cu. in. L-6 283 cu. in. V-8	<b>3-Speed</b> 4-Speed	<del>3500</del> <b>3500</b>	<b>K10 3.90:1</b> <b>K20 4.57:1</b>
<b>C20</b> 230 cu. in. L-6 292 cu. in. L-6 283 cu. in. V-8	<b>3-Speed</b> 3-Speed H.D. 4-Speed Powerglide	<b>5200</b>	<b>4.57:1</b>
<b>P20</b> 230 cu. in. L-6	<b>3-Speed</b> 3-Speed H.D. 4-Speed Powerglide	<b>5200</b>	<b>5.14:1</b>
<b>C30</b> 230 cu. in. L-6 292 cu. in. L-6 283 cu. in. V-8	<b>4-Speed</b> 3-Speed H.D.	<b>7200</b>	<b>5.14:1</b>
<b>P30</b> 230 cu. in. L-6	<b>4-Speed</b> 3-Speed H.D.	<b>7200</b> 7200	<b>5.14:1</b> 5.83:1
<b>C, L, S-50</b> 230 cu. in. L-6 292 cu. in. L-6 283 cu. in. V-8 (C)	<b>4-Speed</b>	<b>11,000</b> 15,000 15,000	<b>6.17:1</b> 7.20:1 6.40/8.72:1
<b>C, L, T-60; S67</b> <b>C, L, T-60H; S67H</b> 292 cu. in. L-6	<b>4-Speed</b> 5-Spd New Process Powermatic (D) (F)	<b>15,000</b> <b>17,000</b> 15,000 17,000	<b>7.20:1</b> 7.20:1 6.40/8.72:1 6.40/8.72:1
327 cu. in. V-8	<b>4-Speed</b> 5-Speed Clark 5-Spd. Clark CR (V) Powermatic (D) (F)	15,000 (E) 17,000 15,000 (E) 17,000 17,000 (H) (K)	7.20:1 7.20:1 6.40/8.72:1 6.40/8.72:1 7.17/9.97:1
<b>S62, S64</b> 292 cu. in. L-6	<b>4-Speed</b> 5-Spd New Process Powermatic (D)	<b>15,000</b>	<b>7.20:1</b> 6.40/8.72:1
327 cu. in. V-8	<b>4-Speed</b> 5-Spd. Clark 5-Spd. Clark CR (V) Powermatic (D)	15,000 (E) 17,000 15,000 (E) 17,000	7.20:1 7.20:1 6.40/8.72:1 6.40/8.72:1
<b>S69, S69H</b> 327 cu. in. V-8	<b>4-Speed</b> 5-Spd. Clark 5-Spd. Clark CR (V) Powermatic (D)	<b>15,000</b> <b>17,000</b> 15,000 (E) 17,000	<b>7.20:1</b> 7.20:1 6.40/8.72:1 6.40/8.72:1
<b>D60</b> 4-53 Diesel	<b>5-Spd. Clark OD</b> 5-Spd. Spicer OD	<b>15,000</b>	<b>6.17:1</b> 5.83/7.95:1
<b>D60H</b> 4-53 Diesel	<b>5-Spd. Clark CR</b> 5-Spd. Spicer CR	<b>17,000</b>	<b>4.87/6.77:1</b>
<b>M80</b> 348 cu. in. V-8 409 cu. in. V-8	<b>5-Spd. Spicer</b> 4-Spd. " Aux. (N) 3-Spd. " Aux. (N) 8-Spd. Fuller (P) Powermatic	<b>30,000</b> (Bogie)	<b>7.17:1</b>
<b>C, L, T-80</b> 348 cu. in. V-8 409 cu. in. V-8	<b>5-Spd. Spicer</b> 5-Spd. Spicer CR (V) 8-Spd. Fuller (P) Powermatic (S) (D)	<b>18,500</b>	<b>7.17:1</b> 6.50/8.87:1 77/.19.77:1
<b>E, U-80</b> 6V-53 Diesel	<b>5-Spd. Spicer CR</b> 8-Spd. Fuller Powermatic	<b>18,500</b> 18,500	<b>5.57/7.60:1</b> 5.57:1

- (A) Not used with 153 engine.
- (B) Not used with 230 engine or Powerglide.
- (C) Not used on S50 model.
- (D) Used only with single speed axle.
- (E) Not used on 60H series.
- (F) Not used on L (or) T models.
- (H) Used only with Clark CR trans.
- (N) Used with 348 engine only.
- (P) Used with 409 engine only.
- (K) Not used on School Bus model.
- (S) Not used on L80 models.
- (V) Used only with 2-speed axles.

1963 CHEVROLET TRUCK AND CORVAIR "95" RPO LIST (PRELIMINARY)

This listing of Regular Production Options proposed for 1963 models was compiled many weeks prior to the start of 1963 model production, therefore it should be considered as an unapproved partial listing of a strictly preliminary nature.

RPO	Option Description	Truck	Corvair "95"
A09	Laminated Glass Equipment	C10-20-30-50, K10-20, L50	All
A10	Panoramic Cab	10 thru 80 C-K-L-M Cabs	
A11	Tinted Glass	10 thru 80 exc. P & -02	
A12	Rear Door Window		R1205
A37	Seat Belts	C-K 1406-16	R1206
A54	Full Width Seat		R1205
A55	Level Ride Seat (Bostrom)	10 thru 80 Cabs, C-D-E-K-L-M-T-U	
A57	Auxiliary Seat	C-K1405, C3605, T60, T-U 80	R1205
A59	Supplementary Seat	C-K 1406-16 (incl. Sliding Wdo's)	R1206 (3rd Seat)
A97	Lock (R-H Door)	10 thru 80, C-D-E-K-L-M-T-U	
B98	Side Trim Moulding	C-K14-15-2534	
C14	2-Speed W/S Wiper and Washer	10 thru 80 C-D-E-K-L-M exc. -02 models	All
C40	Heater—Direct Air		All
C42	Heater—Deluxe	10 thru 80 (exc. -02) C-D-L-T-E-U-M-K	
C43	Heater—Recirculating	10 thru 80 (exc. -02) C-K-L-M	
C45	Heater—Gasoline		All
D29	Rear View Mirror (West Coast Type—Jr.)	C10-20-30, K10-20 exc. 02-12	All
D30	Rear View Mirror (West Coast Type—Sr.)	10 thru 80 C-D-E-K-L-M-T-U (exc. -02-12)	
D32	Rear View Mirror	10 thru 80 C-D-E-K-L-M (exc. -02-12 models)	All
E30	Forward Control Body	P1345	
E31	Forward Control Body	P20-30 (45 Models)	
E56	Platform and Stake Rack	C-D 6103, C-D-L 6303 C-D 8103, C-D-L 8303	
E57	Platform Body	C20 thru 80, D60, L50-80 (-03 Models)	
E80	Pick-Up Box Mounting	C10-20 (-03 Models)	
E82	Pick-up Box Level Floor		R1254
E85	Left Side Body Doors		R1205-6
F03	H.D. Frame (Mandatory W/Z57 Option)	C-L-60 exc. L65 (Not on -02-12 models)	
F47	Front Axle—5000#	C-L-S-50	
F48	Front Axle Equipt.—7000#	C-D-L-S-60 (exc. S69)	
F49	H.D. Front Axle	K20	
F51	Shock Absorbers Not used on 80 Series (Front) with 9000# Frt. Axle when N40 Power Steering is specified.	C-P 10-20-30, K10-20, C-L-S50, C-D-L-S-T60, C-E-L-T-U-M80	R1205-54
F60	H.D. Front Springs	C20-30, P10, C-L-S50, C-D-L-S-T60, C-E-L-T-U-M80	R1206
F67	Front Axle—9000#	C-E-L-T-U-M80	
F68	Front Axle—11000#	C-E-L-T-U-M80	
F76	Front Wheel Locking Hub (Dana)	K10-20	
F81	H.D. Front Springs	C-E-L-T-U80	
G50	H.D. Rear Springs	C10-20-30, P10	
G52	Rear Springs 15000#	C-L-S50	
G55	Rear Springs 17500#	C-L-S50, C-D-L-S-T60	
G56	Rear Springs 20800#	C-D-L-S-T60, C-E-L-T-U80	
G58	Rear Springs 23000#	C-D-L-T60, C-E-L-T-U80	
G59	Rear Springs 39000#	M80	
G60	Auxiliary Rear Springs	P10-30, C10-20-30, C-L-S50, C-D-L-T60, C-E-L-T-U80	
G80	Rear Axle—Positraction (3.73:1)	C-P10 (W/6 Cyl. only on P-10)	
G81	Differential Carrier—Positraction		All
G86	Rear Axle—"NO SPIN" Diff.	C-P20-30	
H01	Rear Axle—3.07 Ratio	C10	
H04	Rear Axle—4.11 Ratio	C10	
H05	Rear Axle—3.73 Ratio Used only with 6 cyl. Engine	P10	
H12	Rear Axle—5.83 Ratio	P30	
H15	Single Speed Rear Axle—Chev. 7.2-15,000#	C-L-S50	
H16	Single Speed Rear Axle—Chev. 7.2-17,000# (RPO J73 must be used)	C-L-T60, S67-S69	

RPO	Option Description	Truck	Corvair "95"
H71	2-Speed Rear Axle—Eaton—4.87-6.77-17,000# (Includes 5-Spd. Trans. C.R. Clark 267V) (RPO J73 must be used.)	D60	
H79	2-Speed Rear Axle—Eaton—7.17-9.97-17,000# (RPO J73 must be used.)	C-L-T60	
H80	2-Speed Rear Axle—Eaton—6.50-8.87-18,500#	C-L-T80	
H81	2-Speed Rear Axle—Eaton—7.17-9.77-18,500#	C-L-T80	
H96	2-Speed Rear Axle—Chev. Vac. 6.40-8.72-15,000# (RPO J70 must be used on 50 Series).	C-L-S50, C-L-S-T60	
H97	2-Speed Rear Axle Chev. Vac.—6.40-8.72-17,000# (RPO J73 must be used.)	C-L-T60, S67-69	
H98	2-Speed Rear Axle—Chev. Lctrc.—5.83-7.95-15,000#	D60	
J70	Hyd. Brake Booster Vacuum (C-K10-20-30 is Pass. Type.)	C10-20-30, P20-30, K10-20 C-L-S50	
J71	Full-Air Brakes (With Z57 on 60 Series)	C-D-L-T60, C-L-T-M80	
J72	Air Over Hydraulic Brake Equipment	C-D-L60, C-L-M80	
J73	Hyd. Brake Booster—H.D. Vacuum unit	C-D-L-S-T60 (exc. S69)	
J80	Vacuum Power Brake Reserve Tank	C-L-S50, C-L-S-T60, C-L-T-M80	
J81	Vacuum Gauge (Vacuum tank required)	S50-60	
J91	Trailer Air Brake Equipment (Use only with Air Brake Equip. J71)	C-D-L-T60, C-E-L-T-U-M80	
K12	Oil Filter—2 Qt. Capacity	C-L-S-T60 (w/292 or 327) C-L-T-M80 (w/348)	
K37	Engine Governor (L-6 and V-8.)	C-K-20, C30, C-L-S50 C-L-S-T60 exc. S69	
K47	Air Cleaner (Oil Bath Type Pre-Cleaner)		All
K48	Air Cleaner—Oil Bath 2# Capacity 230 Engine)	C10-20-30, K10-20	
K56	HD Air Compressor (TU-FLO 500) (Used only with Air Brake Equipt. J71)	D61-62-63, C-L-M-T-E-U80)	
K71	D/C Generator—35 Amp. Low Cut-In		All
K79	A/C Generator—12-42 Amp.	10 thru 80, C-K-P-L-S-T-M	
K81	A/C Generator—23-62 Amp.	10 thru 80, C-K-P-L-S-T-M	
K82	A/C Generator—5-52 Amp.	10 thru 80, C-K-P-L-S-T-M	
L25	L-6 Engine—292"	C-K10-20, C30, C-L-S-50	
L26	L-6 Engine—230"	P10	
L30	V-8 Engine—327"	C-L-S-T60 exc. S69	
L32	V-8 Engine—283"	C-K-10-20, C30, C-L50	
L40	V-8 Engine—409" Includes Spicer 5-Spd. Trans. 5652B and Orscheln Brake.	C-L-T-M80	
M01	H.D. Clutch	C-K10-20, C30	
M16	H.D. Transmission—3-Speed	C-P10-20-30	
M20	4-Speed Transmission	C-K-P10-20	All
M35	Powerglide Transmission	C-P10-20	All
M45	Powermatic Transmission	C-S60, E-U-C-M-T80	
M64	Auxiliary Transmission—3-Speed (Spicer 5831)	M80 (exc. W/409)	
M70	Auxiliary Transmission 4-Speed (Spicer 6041)	M80	
M75	5-Speed Transmission (New Process 540C)	C-L-S-T60 (exc. W/327)	

## 1963 CHEVROLET TRUCK AND CORVAIR "95" RPO LIST—(Continued)

RPO	Option Description	Truck	Corvair "95"
M76	5-Speed Transmission—Close Ratio (Clark 267V on 60 Series 327" Engine• Spicer 3152A on 80 Series 348 Engine, & 5756B on 409" Engine• Mandatory to use: H96 on S62-64: H96 or H97 on S67-69: H96, H97 or H79 on C-L-T60: H97 or H79 on C-L-T60H: H80 or H81 on 80 Series.)	C-L-S-T60 (V-8) C-L-T-M80	
M77	5-Speed Trans. (Clark 265V)	C-L-S-T60 (Use W/327 engine)	
M78	H.D. 5-Speed Trans. Spicer 3153 Overdrive	D60	
M79	H.D. 5-Speed Close Ratio Trans. Spicer 3152 A	D60	
M92	8-Speed Transmission Fuller R46	C-L-T-M-E-U80	
N01	Gas. Tank—20 Gallon	10 thru 60 Cabs, C-K-L Models	
N02	Gas. Tank—30 Gallon	P25-26-35-36	
N12	Exhaust Stack—Single	D60	
N13	Exhaust Stack—Dual	E-U-80	
N40	Hydraulic Steering	C-D-L-S-T60, C-L-T-E-U80	
P-- Q-- R-- S--	These letters cover numerous tire and wheel options which, due to space limitations, are not listed herein.	X	X
T60	H.D. Battery	10 thru 80 C-K-P-L-T-M	
U16	Tachometer Equipment (V-8 only on 10 thru 60. models)	C-K10-20, C30, C-L50 exc. -02 C-D-L-T60 exc. -02, C-L-T-M80	
U60	Radio—Manual	10 thru 80 exc. -02, C-K-D-L-T-E-U-M	All
U92	H.D. Wiring (Used only with and mandatory with Z57 option)	C-L-T60	

RPO	Option Description	Truck	Corvair "95"
V01	H.D. Radiator	C-K10-20-30, C-L-S50, C-L-S60, C-L-M80	
V04	Radiator Shutter	C-D-L-S-T60, C-E-L-T-U-M80	
V35	Wraparound Front Bumper	P20-30 (-42 models)	
V37	Chrome Bumper Equipment	C-K10-20-30 (exc. -02-12 models)	All
V38	Rear Bumper Equipment—(Painted)	C10-20-30 (-04-34 models)	
V62	Auto Jack	20 thru 80, P10	
V75	Marker Lamp and Traffic Hazard Equipment	C-L50, C-D-L-T60, C-E-T-M-U80, (03-09 models)	
V76	Front Tow Hook	C10-20-30, K10-20, C-L-S50, C-D-L-S-T60, C-E-L-T-U-M80	
Z50	Frame Reinforcements	D60-T60 & C-L60H, C-L-T-80 (except -02-12)	
Z52	Full Foam Seat (Vinyl Trim)	10 thru 80, C-K-D-L-M	
Z53	Ammeter, Oil and Thermo Gauge (not used w/U16 option)	C-K10-20, C30 (exc. -02)	
Z54	Maximum Economy Equipment	C10	
Z55	Spec. Serial Number Plate (Penna. req.)	10 thru 80, C-L-S-T-M-P-D-E-U	
Z56	Rating Plate—1½ ton Spec. 15000# GVW	C-D-L-T60	
Z57	H.D. Equipment—23000# GVW	C-D-L-T60, S67-69	
Z58	H.D. Equipment 7800# GVW	C20	
Z59	H.D. Equipment—21000# GVW	S62-64-67	
Z60	Custom Equipment		All
Z61	Custom Appearance Equipment	10-30, Cabs, Panels & Suburbans	
Z62	Custom Comfort Equipment	10 thru 80 Cabs, C-K-L-M Panels, Suburbans	
Z70	Spec. Equipment—7800# GVW	C30	

Two major changes occur in the 1963 GVW ratings: All ratings for Series C10 models are reduced 200 pounds because of front end weight reductions, providing a GVW range from 4100 to 5000 pounds and because of the new 1-1/2 ton nominal rating for Series CL50 models GVW ratings for these models begin at 10,000 pounds and range to a maximum of 16,000.

The powertrains this year feature new engines, transmissions and rear axles which will provide optional features not previously available.

Extended lubrication is featured for the Corvair 95 front suspension system, providing greater component durability and reduced maintenance.

The front suspension control arm spherical joints feature new, teflon-coated phenolic-lined bearing seat surfaces, more positive sealing and a new, special chassis grease.

Lubrication on all other truck models is the same as in the past.

# 1963 CHEVROLET TRUCK LOAD CAPACITY CHART (PRELIMINARY)

Series	Wheel-base (in)	GVW (lb)	Minimum Tubeless Tire Size for GVW		Minimum Chassis Equipment for GVW specified
			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	4100	6.70-15/4PR	6.70-15/4PR	Standard
C15	127	4400	7.10-15/4PR	7.10-15/4PR	Standard
		4800	7.10-15/6PR	7.10-15/6PR	2000-lb rear springs
		◆ 5000	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
		★ 7800	6.50-16/6PR	6.50-16/6PR dual	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
		◆ 7600	8-19.5/8PR	8-19.5/8PR	3150-lb front springs; HD front axle
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
C36	133	6700	8-17.5/6PR	8-17.5/8PR	Standard
C38	157	★◆ 7800	8-19.5/6PR	8-19.5/10PR	3100-lb rear springs
		9000	7-17.5/6PR	7-17.5/6PR dual	3100-lb rear springs; auxiliary rear springs
		◆ 10,000	7-17.5/6PR	8-17.5/8PR dual	1750-lb front springs; 3100-lb rear springs; auxiliary rear springs
P33	104	7500	8-19.5/6PR	8-19.5/6PR	Standard
P35	125	◆ 10,000	8-19.5/6PR	8-19.5/6PR dual	2500-lb front springs; auxiliary rear springs
P36	137				
C51	133	10,000	7-22.5/6PR	7-22.5/6PR dual	Standard
C52	145	12,000	7-22.5/6PR	8-22.5/8PR dual	Standard
C53	157	14,000	8-22.5/8PR	8-22.5/8PR dual	Vacuum brakes
C55	175	◆ 16,000	8-22.5/8PR	8-22.5/10PR dual	5000-lb front axle; 15,000-lb rear axle; 7500-lb rear springs; vacuum brakes
L52	133	10,000	7-22.5/6PR	7-22.5/6PR dual	Standard
L53	145	12,000	7-22.5/6PR	8-22.5/8PR dual	Standard
L56	175	14,000	8-22.5/8PR	8-22.5/8PR dual	Vacuum brakes
		◆ 16,000	8-22.5/8PR	8-22.5/10PR dual	5000-lb front axle; 15,000-lb rear axle; 7500-lb rear springs; vacuum brakes
S53	157	10,500	7-22.5/6PR	7-22.5/6PR dual	Standard
		14,000	8-22.5/8PR	8-22.5/8PR dual	5500-lb front axle; 3000-lb front springs
		◆ 16,000	8-22.5/10PR	8-22.5/10PR dual	5500-lb front axle; 3000-lb front springs; 15,000-lb rear axle; 7500-lb rear springs; vacuum brakes

- ◆ A plate is supplied with each vehicle showing chassis number and this GVW rating.
- 7.10-15/4PR for Suburban Carryalls.
- ◆ Maximum rating for Pickups and Panels.
- ★ Rating shown on RPO GVW plate.

## 1963 CHEVROLET TRUCK LOAD CAPACITY CHART (CONT'D.)

Series	Wheel base (in)	GVW (lb)	Minimum Tubeless Tire Size for GVW		Minimum Chassis Equipment for GVW specified
			Front	Rear	
<b>C61, L62</b>	133	★15,000	8-22.5/8PR	8-22.5/8PR dual	Standard
<b>C62, L63</b>	145	17,000	8-22.5/8PR	9-22.5/10PR dual	8750-lb rear springs
<b>C63</b>	157	◆19,500	9-22.5/10PR	10-22.5/10PR dual	8750-lb rear springs
<b>L65</b>	169	★23,000	9-22.5/10PR	10-22.5/10PR dual	7000-lb front axle; HD vacuum brakes;
<b>C65, L66</b>	175				17,000-lb rear axle; heavy-duty frame;
<b>C68, L69</b>	197				heavy-duty wiring; 10,400-lb rear springs
<b>D61</b>	133	★15,000	8-22.5/8PR	8-22.5/8PR dual	Standard
<b>D62</b>	145	17,000	8-22.5/8PR	9-22.5/10PR dual	10,400-lb rear springs
<b>D63</b>	157	◆19,500	9-22.5/10PR	10-22.5/10PR dual	10,400-lb rear springs
<b>D65</b>	175	★23,000	9-22.5/10PR	10-22.5/10PR dual	7000-lb front axle; HD vacuum brakes;
<b>D68</b>	197				17,000-lb rear axle; 10,400-lb rear springs
<b>T62</b>	97	★15,000	8-22.5/8PR	8-22.5/8PR dual	Standard
<b>T63</b>	109	17,000	8-22.5/8PR	9-22.5/10PR dual	8750-lb rear springs
<b>T66</b>	133	◆19,500	9-22.5/10PR	10-22.5/10PR dual	8750-lb rear springs
<b>T68</b>	145	★23,000	9-22.5/10PR	10-22.5/10PR dual	4500-lb front springs; HD vacuum brakes;
					17,000-lb rear axle; heavy-duty wiring;
					10,400-lb rear springs
<b>S62</b>	197	15,000	8-22.5/8PR	8-22.5/8PR dual	Standard
<b>S64</b>	225½	17,000	9-22.5/10PR	9-22.5/10PR dual	8750-lb rear springs
		◆19,500	10-22.5/10PR	10-22.5/10PR dual	8750-lb rear springs
		★21,000	10-22.5/10PR	10-22.5/10PR dual	7000-lb front axle; 3500-lb front springs;
					8750 rear springs
<b>S67</b>	243	15,000	8-22.5/8PR	8-22.5/8PR dual	Standard
		17,000	9-22.5/10PR	9-22.5/10PR dual	8750-lb rear springs
		◆19,500	10-22.5/10PR	10-22.5/10PR dual	7000-lb front axle; 3500-lb front springs;
					8750-lb rear springs
		★21,000	10-22.5/10PR	10-22.5/10PR dual	7000-lb front axle; 3500-lb front springs;
					8750-lb rear springs
		★23,000	10-22.5/10PR	10-22.5/10PR dual	7000-lb front axle; 3500-lb front springs;
					17,000-lb rear axle
<b>S69</b>	261½	15,000	8-22.5/8PR	8-22.5/8PR dual	Standard
		18,000	9-22.5/10PR	9-22.5/10PR dual	8750-lb rear springs
		◆21,000	10-22.5/10PR	10-22.5/10PR dual	8750-lb rear springs
		★23,000	10-22.5/10PR	10-22.5/10PR dual	17,000-lb rear axle
<b>E82</b>	133	18,500	9-22.5/10PR	9-22.5/10PR dual	Standard
<b>E83</b>	145	22,000	9-22.5/10PR	10-22.5/10PR dual	4500-lb front springs
		◆25,000	10-22.5/10PR	11-22.5/12PR dual	4500-lb front springs; 11,500-lb rear springs
<b>C81, L82</b>	133	18,500	9-22.5/10PR	9-22.5/10PR dual	Standard
<b>C82, L83</b>	145	22,000	9-22.5/10PR	10-22.5/10PR dual	4500-lb front springs; 10,400-lb rear springs
<b>C83</b>	157	◆25,000	10-22.5/10PR	11-22.5/12PR dual	4500-lb front springs; 11,500-lb rear springs
<b>C85, L86</b>	175				
<b>C88</b>	197				
<b>M83</b>	157	24,000	8-22.5/8PR	8-22.5/8PR dual	Standard
<b>M85</b>	175	30,000	8-22.5/8PR	9-22.5/10PR dual	Standard
<b>M88</b>	193	◆36,000	9-22.5/10PR	10-22.5/10PR dual	9000-lb front axle
<b>T82</b>	97	18,500	9-22.5/10PR	9-22.5/10PR dual	Standard
<b>T83</b>	109	22,000	9-22.5/10PR	10-22.5/10PR dual	4500-lb front springs; 10,400-lb rear springs
<b>T86</b>	133	◆25,000	10-22.5/10PR	11-22.5/12PR dual	4500-lb front springs; 11,500-lb rear springs
<b>T88</b>	145				
<b>U82</b>	97	18,500	9-22.5/10PR	9-22.5/10PR dual	Standard
<b>U83</b>	109	22,000	9-22.5/10PR	10-22.5/10PR dual	4500-lb front springs
		◆25,000	10-22.5/10PR	11-22.5/12PR dual	4500-lb front springs; 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.

## BODY

### EXTERIOR APPEARANCE

The regular production grille assembly used on all 1963 conventional line light-duty models is new. Cameo White paint is used to finish the grille, while the depressed lettering is filled with Black paint. The main body of each headlight bezel also is painted Cameo White, with the flat area adjacent to the headlight painted dull black. The Step-Van radiator grille is carried forward unchanged from 1962.

As in 1962, the radiator grille and headlight bezels included in the Custom Appearance option are made of silver anodized aluminum.

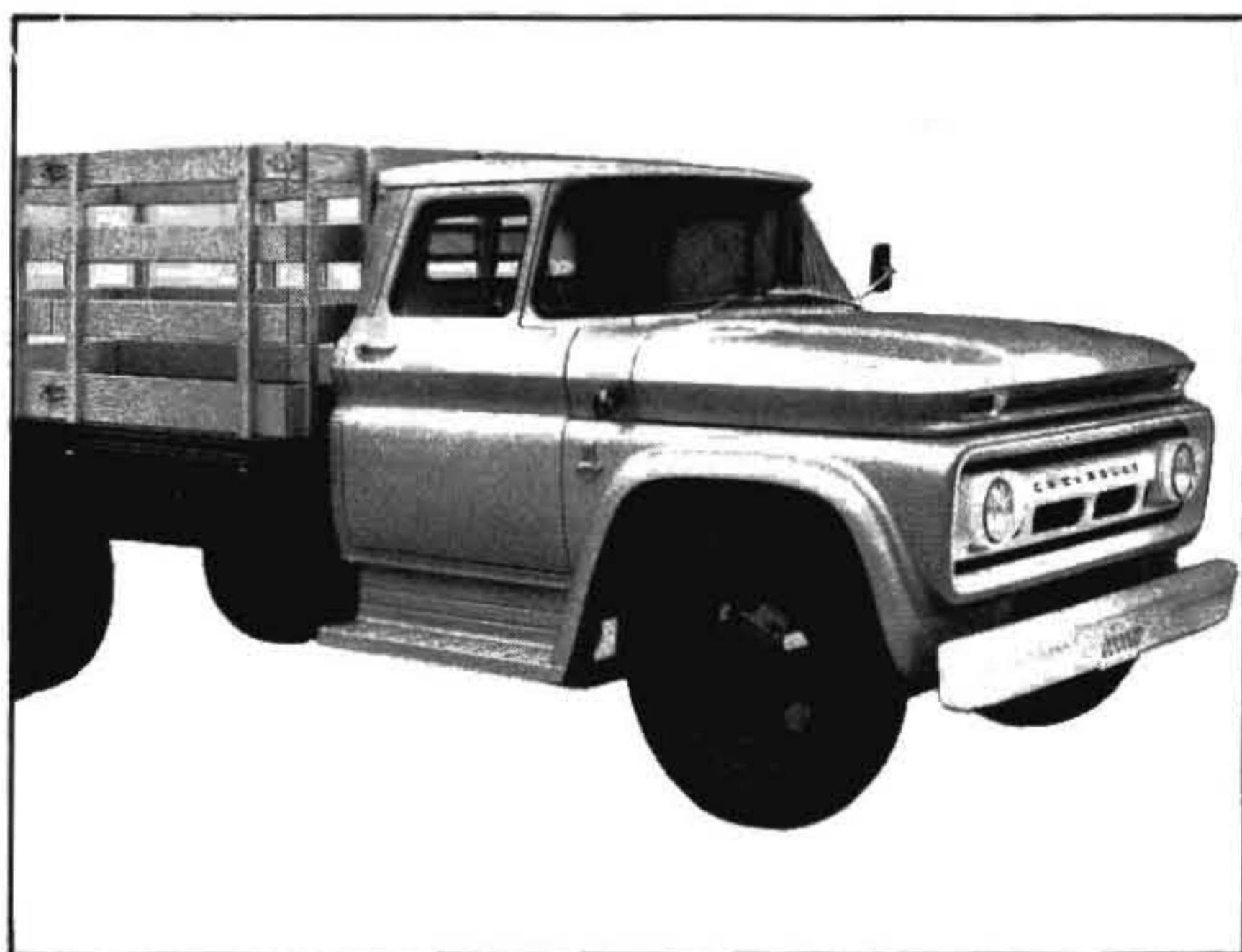


Fig. 4-4—Appearance - 50 Series

### INTERIOR

Except for the new seat trims, the 1963 truck interiors are generally carried forward from 1962. Changes other than seat trims include a new fawn interior color treatment for T and U models.

All vinyl fawn colored trim is used for both the conventional truck line and Corvair 95

truck line regular production seat. Both the conventional and Corvair 95 truck lines again use the same trim design for the Custom seat. Nylon-faced pattern cloth in a combination of medium and dark fawn tones is used for the seat coverings. The backrest carries a top bolster and a central vertical bolster of vinyl.

New pattern cloth coverings and vinyl facings are used for the Greenbrier Sports Wagon regular production seat trim. The seat is identical to the Corvair 95 truck line Custom seat except for the color treatment.

### BODY MOUNTS

New shear-type body mounts replace the former double rubber biscuit mounts at the #2 body mount position for Series C20-30 cabs and pickups and for Series CDLM50-80 cabs. The #1 double rubber biscuit body mounts are retained without change. Cab durability and ride are improved through the lateral stability and uniform rate afforded with the new mounts (fig. 4-5).



Fig. 4-5—Shear Type Cab Mounts L50 to 80

The new body mounts attach with one bolt to the cab underbody in the same locations



## 70 TRUCK

previously used, and attach directly to the outside face of the frame side rails with four rivets, thus eliminating the former frame body mounting brackets. A safety feature of the new body mount assembly is that the bracket portion attaching to the cab curves under the portion attaching to the frame. This provides a means of holding the cab to the chassis should either of the brackets become damaged. The new mount permits the chassis to move both torsionally and laterally without imparting these movements to the cab.

Shear-type front sheet metal mounts are now used for Models C1405, 06, 16, C20, C30, and CDLMS50-80 models, replacing the former solid-type mounts. With rubber held in shear, the new mounts considerably lessen sheet metal shake, improving their durability. In addition, the unitized construction of the mounts makes them easier to service for removal or installation.

The new mounts are used to attach the radiator support assembly to frame outrigger brackets on Series 10-30 models and to the frame radiator support crossmember on Series 50-80 models.

All 1963 trucks, except forward control and tilt cab models incorporate new dash and toe panel assemblies, due to the relocation of the steering column and clutch linkage.

The 1963 dash and toe panel service assemblies have a dimple for locating the center point -- to cut a 1-15/16" diameter hole for attaching the dual hydraulic main cylinder, when required on 1963 and past service models.

An entirely new design radiator shutter assembly is available as an RPO item for D60 models. The following new components will be included:

1. A new radiator support assembly to incorporate the new radiator shutter assembly.
2. A new vacuum control mechanism (instead of air operated as now used on the E and U80 models) for shutter operating control.
3. A new shutterstat assembly for temperature controlled shutter operation.

---

## FRAME

### GENERAL

Frame for models CP 10 and C20 are completely redesigned; Series C30 frame assemblies are revised in the forward section to accommodate the new L-6 engine installations. Otherwise, frames for 1-ton models are basically similar to the 1962 units. Slightly lighter gauge side rails are used for the P20-30 models. Frames for all models from 1-1/2 ton through 2-1/2 ton also are redesigned for greater durability.

Ladder-type, channel-section frames replace the X-member, box-section side rail

frames formerly used on Series C10, P10, and C20 models. Of riveted construction, the new frames are generally 34 inches wide, tapered in the front, and slightly widened at the rear kick-up to accommodate installation of the rear coil springs. Overall frame lengths, however, remain the same as those of 1962.

Although the frame side rail configurations and kick-up elevations are basically the same as in 1962, the 1963 side rails are heavier gauge metal on C10, P10, and C20 models.

The new frame assemblies utilize more crossmembers per unit than did the previous designs. The front ends of the frame side rails for all conventional 10 through 30 models are considerably modified for a more rigid bumper attachment. Right hand side rails incorporate a flared section just ahead of the engine front support to provide access to the oil filter used on the L-6 engines. Forward crossmembers are designed to accommodate engine clutch installations with either mechanical or hydraulic actuating mechanisms.

The first supporting member of the 1/2-ton frame is a Z-shaped radiator support. This member accepts either the base or

optional radiators and is positioned between the steering gear and relay rod idler arm locations to strengthen the frame at that point.

Two hat-section front engine mounting brackets, bolted between the frame and the front suspension crossmember top surface, replace the step-type bracket used with the torsion bar front suspension. A 4-point engine mounting system is employed with synchromesh transmission installations, while a 3-point system is used for Powerglide applications.

The second frame crossmember varies according to transmission application. Its

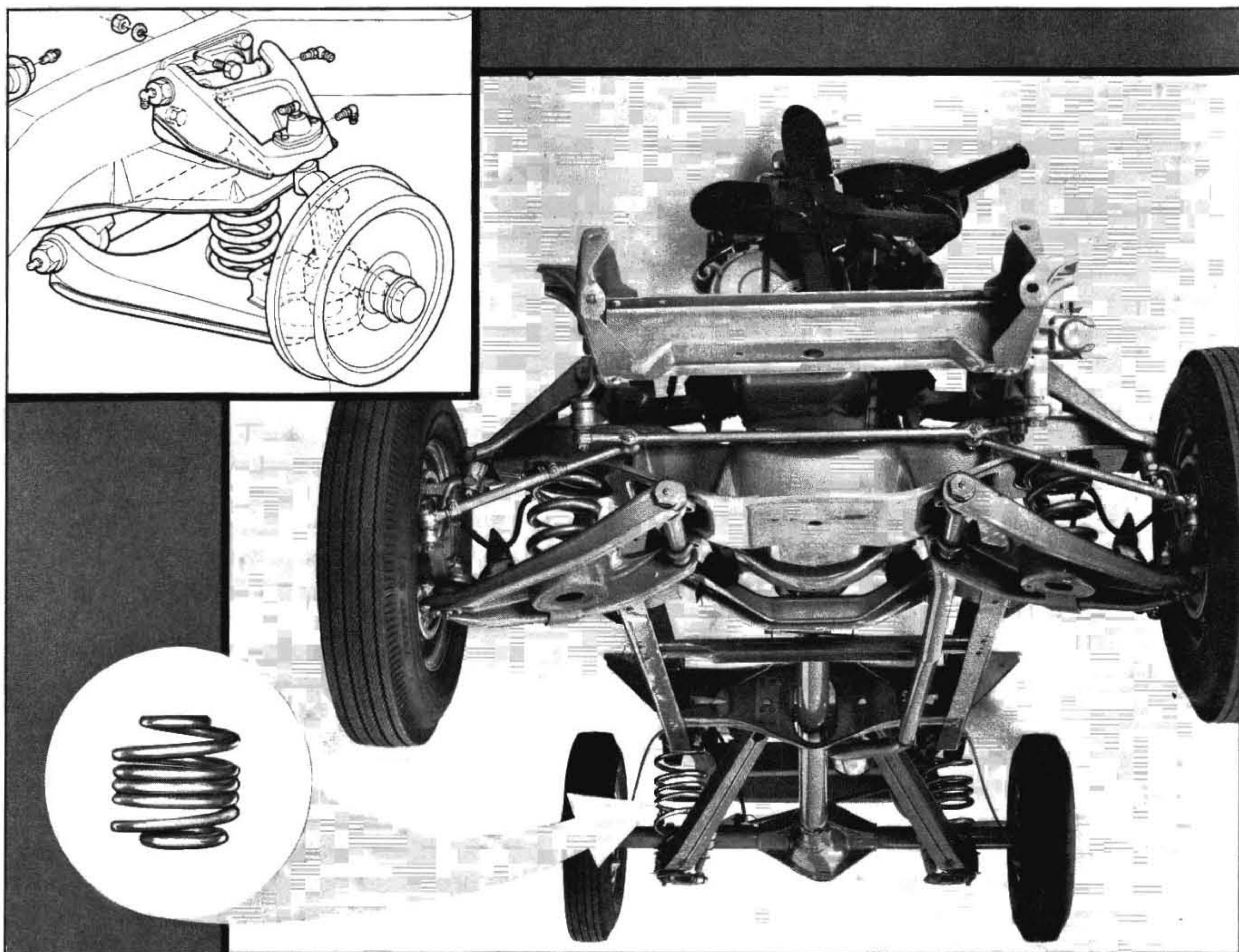


Fig. 4-6—Frame Feature & Suspension

## 72 TRUCK

function is to support the engine at the rear. For models equipped with either the 3-speed, 3-speed heavy-duty, or 4-speed transmission, a drop-center conventional alligator jaw-type crossmember is used. With Powerglide transmissions the braces which form the crossmember jaws are riveted to the side rail upper flange, instead of the lower flange.

Centrally located in the rear kick-up area is the fourth large hat-section alligator jaw-type crossmember. In this case, the braces which form the jaws are riveted to the outside of the lower frame rail flange. These braces also serve as spring seats.

The frame fifth crossmember of the 1/2-ton models is a channel section type onto which the rear suspension tie-rod is attached. The last supporting member, which also acts as a mounting surface for spare tire equipment, is a Z-shaped member similar to that of 1962.

The aforementioned changes also apply to 3/4-ton model frames, except for the #3 crossmember in which the propeller shaft opening is slightly larger to provide clearance for propeller shaft travel on longer wheelbase vehicles. Also, it is strengthened with two strut-type braces diagonally positioned between the front face of the crossmember and the inside face of the frame rail.

Series C30 frames are basically carry-over, however, the right hand side rail is flared-up to permit access to the new 230 cubic inch L-6 engine. The side rail forward sections also incorporate the improved bumper attachment features of the lighter vehicles.

Frame assemblies for Series P20 and P30 models are essentially unchanged, except for a new tubular engine front support crossmember and a minor modification on Series P20 frames. The lower frame side rail flange is flared downwards on either side to accommodate the drop-center transmission support crossmember used for Powerglide transmission installations.

Straight channel-section frames replace the box-section design of the previous year on all Series 50 through 80 models. Side rail gauge for most models has been substantially increased. Discontinued for 1963 are the 30 and 40-inch frame outer reinforcements. Full-length outer frame reinforcements are no longer released as base equipment on Series E80 models, however, they are available optionally on some models in the 60 and 80 Series.

All Series 50 through 80 frame assemblies also feature larger #1 body mounting brackets. The web or center position of the bracket wraps over the frame rail top flange where two 7/16-inch rivets secure the bracket at that point. Two additional 7/16-inch rivets secure the bracket to the side of each frame rail. Formerly, the body brackets were straight channel-sections with the mounting surface confined to the frame sides only.

Frame crossmembers for these models also incorporate several changes which provide greater frame durability. Major design changes occur in the engine forward support members, the #2 crossmember, and the crossmember directly adjacent to the rear spring front hanger. On Series 80 vehicles, the crossmember opposite the rear spring rear hanger is also new.

The engine front mounting support members consist of two heavy hat-section brackets riveted to either side of the frame rail with 7/16-inch rivets. Formerly, the engine front mounting bracket provision was mounted to the front suspension crossmember.

A hat-section, alligator-jaw crossmember replaces the K-member previously used in the second position on all Series 50 through 80 frames.

Directly adjacent to the rear spring front hanger on these models is an arched, hat-section crossmember incorporating support braces. These braces are secured to either side of the side rail top flange. The rivet hole patterns on the ends of this member are identical to those of the spring hangers,

permitting attachment of these components to the frame with the same set of rivets.

The rear crossmember arrangement on all 80 Series consists of two, back-to-back, drop-center, channel-section crossmembers. These members are reinforced by triangular-shaped gussets riveted across the top flanges

of the crossmembers and to the frame rail top flange.

Heavy-duty frames available optionally for many models in the 60 Series are identical to those of the base 80 Series. Optional Heavy-Duty Chassis Equipment (Beaver option) is not offered for 1963 models.

## FRONT SUSPENSION

Front suspensions for all 1963 Series 10 through 80 models, except forward control and 4-wheel drive models, are new. Coil springs replace torsion bars on Series C10, P10, C20, and C30 models. Other new features include simplified upper control arm attachments, new upper and lower pivot shaft designs, and improved single-piece lower control arms. Variable-rate, leaf-type front springs coupled with I-beam axles replace the torsion bar independent front suspensions on all Series 50 through 80 models.

In converting from torsion bars to coil springs, the light-duty independent front suspension design is extensively revised from that of 1962 models. Revisions necessary for this conversion include the addition of circular openings in either end of the front suspension crossmember bottom plate, and corresponding embossments in the top surface of the suspension crossmember and in the base of the suspension-to-frame mounting bracket. Pressed-out tabs in the centers of the upper pockets locate the spring pigtail ends. These provisions house and index the coil springs.

The front suspension crossmember bottom plate incorporates access openings just inboard from the lower control arm pivot shaft areas. The material from these holes is wrapped up onto the vertical wall of the sus-

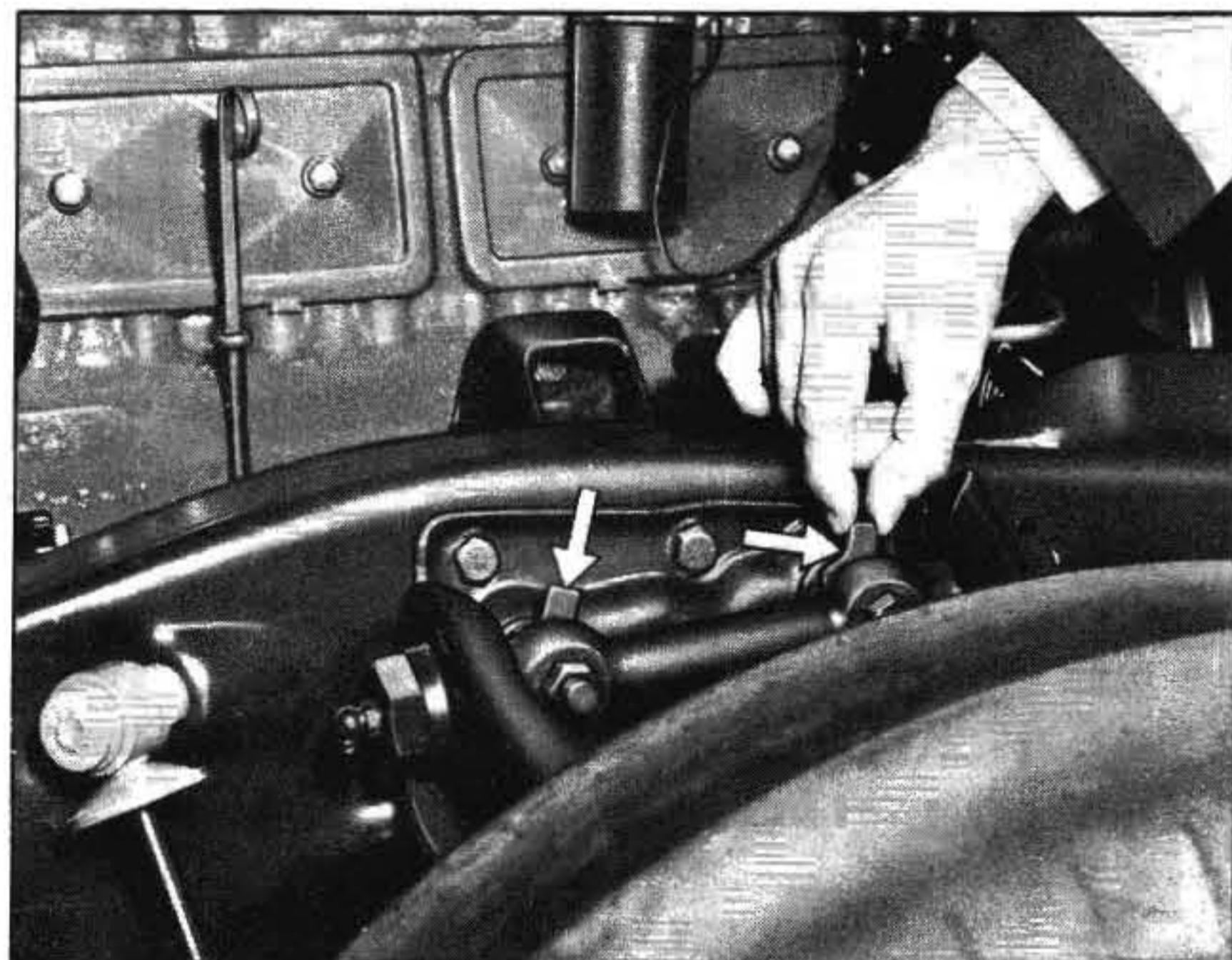


Fig. 4-7—Light Truck Suspension (Caster - Camber)

pension crossmember where it is spot welded. This arrangement provides a double wall thickness which enables the crossmember to withstand loads and forces from the lower control arms and pivot shafts more efficiently. The top surface of the suspension crossmember for Series CP10 models is slightly modified in the center area to provide clearance for a straight steering relay rod assembly.

New, simplified, stamped lower control arms replace the multi-piece welded units formerly used on light-duty models. There are two brackets welded to each lower con-

# 1963 CHEVROLET TRUCK FRONT SPRING SPECIFICATIONS

## Standard 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
C10 (Except Panels, Carryalls & Cowl models), P10, C20 .....	1250	1050	173	0.731	5.14
C10 (Panels, Carryalls & Cowl models) .....	1250	1050	160	0.715	5.14
C30 .....	1500	1300	239	0.808	5.24

## Optional Coil Springs

Series	Rating at Ground (lb each)	Sprung Capacity (lb each)	Deflection Rate at Wheel (lb/inch)	Wire Diameter (inch)	Outside Diameter (inches)
C20 .....	1500	1300	239	0.808	5.24
C30 .....	1750	1550	298	0.822	5.34

## Standard Leaf Springs

Series	Rating at Ground (lb each)	Rating at Pad (lb each)	Clamped Deflection Rate (lb/inch)	Semi-Elliptic Leaves		
				Number	Length (inches)	Width (inches)
<b>SINGLE STAGE:</b>						
K10 .....	1650	1350	500	5	44	2½
K20 .....	1750	1390	500	5	44	2½
P20, P30 .....	2000	1700	490	8	44	2
<b>TWO-STAGE, VARIABLE RATE:</b>						
C50, L50, S50 .....	2000	1750	400 to 540	6	59	2½
C60, L60, D60, S62, S64, S67 .....	3000	2700	450 to 700	6	59	2½
T60, S69, C80, L80, T80, E80, U80 .....	3500	3150	540 to 850	6	59½	3
M80 .....	4500	4100	700 to 1000	7	59½	3

## Optional Leaf Springs

Series	Rating at Ground (lb each)	Rating at Pad (lb each)	Clamped Deflection Rate (lb/inch)	Semi-Elliptic Leaves		
				Number	Length (inches)	Width (inches)
<b>SINGLE-STAGE:</b>						
P30 .....	2500	2200	726	10	44	2
<b>TWO-STAGE, VARIABLE RATE:</b>						
C50, L50, S50 .....	3000	2700	450 to 700	6	59	2½
C60, L60, D60, S62, S64, S67 .....	4000	3650	580 to 840	7	59	2½
C60, L60, D60, S62, S64, S67 .....	3500	3150	540 to 850	6	59½	3
C60, L60, T60, D60, S60, C80, L80, T80, E80, U80 .....	4500	4100	700 to 1000	7	59½	3
C80, L80, T80, M80, E80, U80 .....	5500	5050	850 to 1315	9	59½	3
C80, L80, T80, M80, E80, U80 .....	7000	6500	990 to 1550	11	59½	3

trol arm. One is a clevis-type bracket used to secure the shock absorber; the other bracket serves as a mounting surface for the jounce bumper, as well as being a metal-to-metal bump stop and a steering knuckle stop. New spherical joints are pressed into the control arm in place of the former riveted method of attachment. Except for the housing and slight gauge differences, spherical joint construction and materials remain unchanged.

The new lower control arm pivot shafts are constructed of round bar stock and are cradled in two bathtub-type brackets and secured by U-bolts. These brackets are riveted to the crossmember bottom plate. A specially designed rivet in the forward position has a head on the bottom side which serves as a gauge pin to locate the pivot shaft in its proper position. When the attaching U-bolt nuts are tightened, the shaft efficiently resists fore, aft, and lateral movements.

Another light-duty front suspension feature consists of a new upper control arm pivot shaft attachment on Series C10, P10, C20, and C30 models. Concave and convex spacers with flat opposite sides are used between the pivot shaft, caster shims, and the upper control arm bracket. This arrangement results in a positive pivot shaft-to-suspension bracket attachment. With this system, bolt torque is better maintained and the concave and convex mounting surfaces provide a sound and rigid attachment in which bending stresses are reduced, attaching nuts resist loosening, and bolt life is extended. Additionally, the loss of caster-camber shims is virtually eliminated.

Series C20 and C30 models use only one upper control arm spacer which has a convex surface to match the dished-out mounting bosses on the pivot shaft. The upper control arm remains unchanged. Previously, the upper control arm pivot shafts were secured to the suspension brackets with bolts having spherical heads.

The new coil springs are of the right hand helix design with the upper end pigtailed.

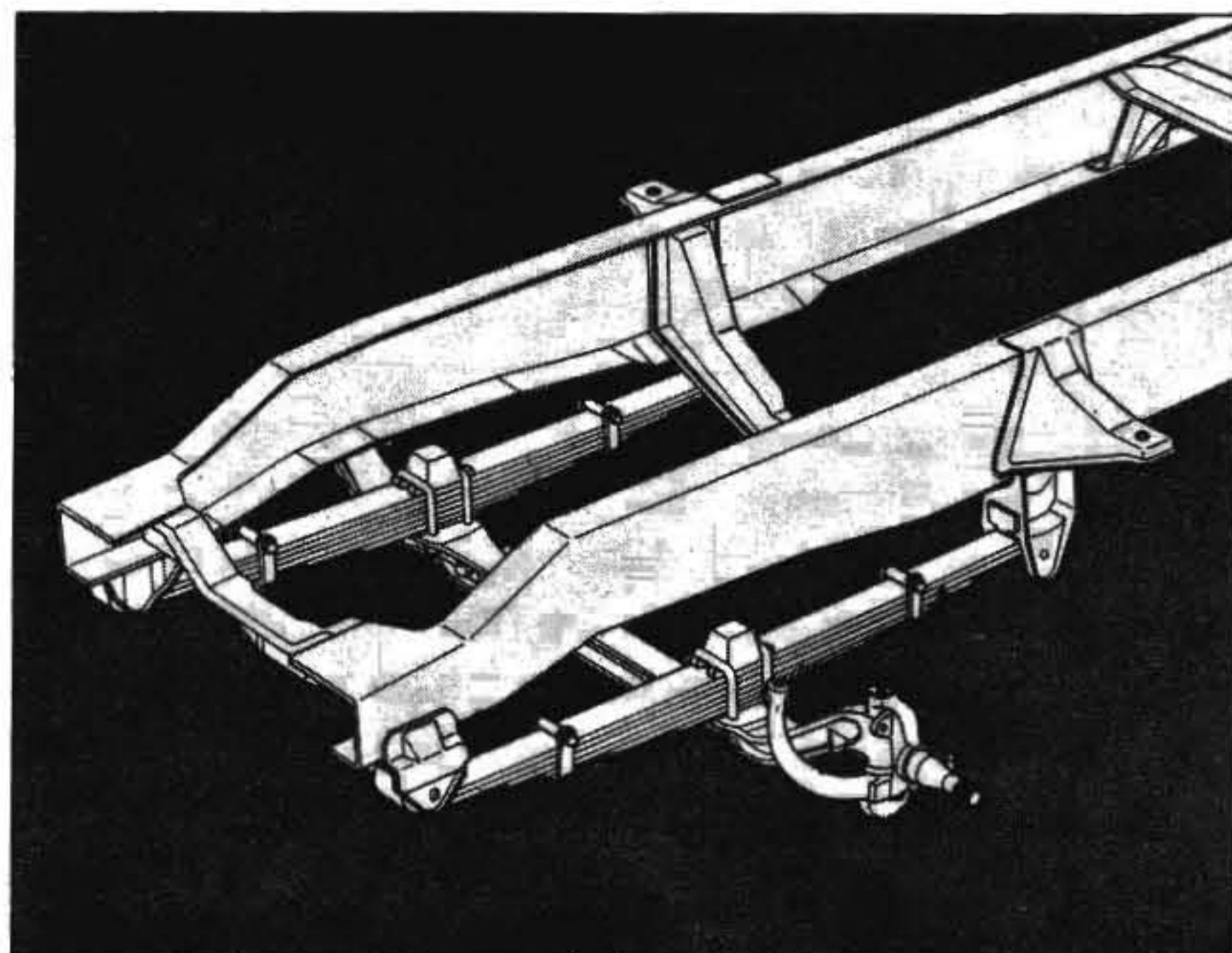


Fig. 4-8—New I Beam Features

Spring rated capacities and deflection rates are comparable to, or greater, than those of the torsion springs they replaced. 1963 front spring availability is shown in the "Front Spring Specifications Chart" provided in this section of the booklet. With the absence of the torsion bar, rear-mounted crossmember and other related components, ground clearance at the center of the vehicle is increased.

The front shock absorbers are now stud-mounted at the top and clevis-mounted at the lower control arm which is the reverse of past model attachment. Tapered roller front wheel bearings replace the ball-type bearings on Series C20 and C30 models.

For 1963, reverse-Elliot I-beam front axles and variable-rate springs replace the independent front suspension on all Series 50 through 80 models. In the overall picture, five separate axle assemblies are used for these models. Rate capacities of the new units are 4000, 5000, 7000, 9000, and 11,000 pounds. The I-beams are constructed of heat-treated, drop-forged steel.

Constant diameter kingpins are protected from contamination by use of diamond-shaped plate seals bolted on both ends of the kingpin bore. Upper and lower kingpin bushings are constructed of steel-backed bronze, while the thrust bearing is comprised of a sintered bronze washer sandwiched between two steel washers. The upper and lower bushings are

## 76 TRUCK

provided with grooves to ensure uniform distribution of lubricant. Tapered front wheel bearings are used on all units. The ride control bumper is positioned in the spring U-bolt spacer block.

Variable-rate front springs are used on all Series 50 through 80 models. Spring piles range from 6 to 11 leaves, with rated capacities from 4000 to 14,000 pounds at the ground. Spring assemblies used with the 4000 and 5000 pound axles are 2-1/2 inches in width, while those used with axles of a 7000 pound capacity or higher are 3 inches wide.

Unlike the variable-rate rear springs, the two top leaves of the front springs are formed into a military-type eye at the front and fixed to a stamped hanger by means of a rubber-bushed pin. At the rear, the top leaf is squared-off and rides against a specially hardened cam surface in the central section of the hanger. A safety wrap in the second leaf butts against the pin in the rear hanger, assuring satisfactory vehicle control in the event of spring leaf failure.

In operation, under light load the top spring leaf contacts the cam surface near its outer

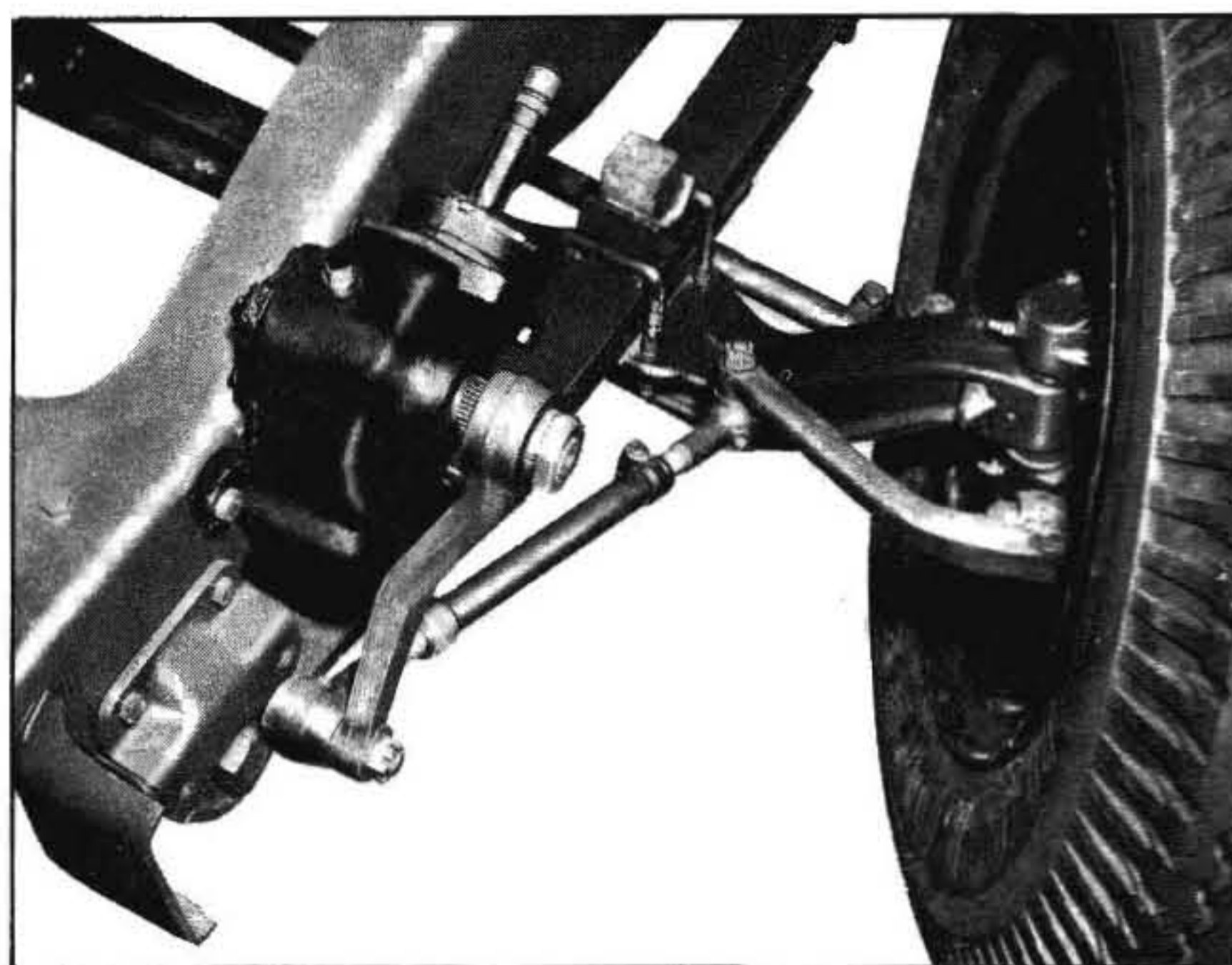


Fig. 4-9—New I Beam Steering

edge. As the vehicle loading is increased, the point of spring contact moves inward until, at full load, it reaches the inner edge of the cam.

Spring eye bushings used with the 4000 thru 9000 pound capacity front springs are made of rubber, and are not lubricated. Bushings used with 11,000 and 14,000 pound front springs are made of a teflon phenolic material and require periodic lubrication.

---

## REAR SUSPENSION AND DRIVE LINE

Many design improvements are provided in Chevrolet truck rear suspensions for 1963. Features for Series C10 and C20 models include new 2-stage coil springs, new leaf-type auxiliary rear springs, and an improved rear shock absorber mounting. On Series C36 models, new main and auxiliary rear springs are provided for vehicles equipped for the 10,000 pound Gross Vehicle Weight rating. Rear shock absorber mounting provisions also are improved on Series C30, and P20-30 models. In the heavy-duty clas-

sification, new 2-1/2 inch wide variable-rate springs are released for Series 50 and 60 models (see fig. 4-6).

Two-stage coil springs replace the single-stage type as standard and optional equipment on Series C10, P10, and C20 models.

The 2-stage principle is effected through a closer spacing of the three center coils. Thus, in the unloaded condition, ride is provided by the entire spring within the limits

# 1963 CHEVROLET TRUCK REAR SPRING SPECIFICATIONS

## Coil Springs

Series	Rating at Ground (lb each)	Sprung Capacity (lb each)	Spring Type	Deflection Rate (lb/inch)	Wire Diameter (inch)	Outside Diameter (inches)
R10.....	1150	1050	1-Stage	374	0.775	4.93
C10, P10 (Std).....	1250	1080	2-Stage	253 to 392	0.698	6.89
C10, P10 (RPO).....	2000	1650	2-Stage	332 to 482	0.767	7.034
C20 (Std).....	2000	1650	2-Stage	344 to 602	0.798	7.096
C20 (RPO).....	3000	2650	2-Stage	578 to 751	0.893	7.286

## Standard Leaf Springs

Series	Rating at Ground (lb ea)	Rating at Pad (lb ea)	Spring Type	Average Clamped Rate of Deflection (lb per inch)	Semi-Elliptic Leaves			
					Number	Max Length (in)	Width (in)	Total Thickness (in)
K10.....	1900	1640	1-Stage	322	6	52	2½	1.81
K20.....	1900	1535	1-Stage	322	6	52	2½	1.81
C30.....	2400	1920	1-Stage	497	8	52	2½	2.55
P20, P30.....	2400	2050	1-Stage	497	8	52	2½	2.55
C-L-S50.....	5500	.....	2-Stage	.....	8	54	2½	4.30
C-L-T-S60.....	7500	6650	2-Stage	.....	10	54	2½	5.11
D60, C-L-T80.....	9200	8075	2-Stage	750 to 2500	9	55	3	5.15
E-U80.....	10,400	9275	2-Stage	800 to 3100	10	55	3	5.55
M80.....	17,250	15,440	1-Stage	8490	12	46¼	4	5.36

## Optional Leaf Springs

Series	Rating at Ground (lb ea)	Rating at Pad (lb ea)	Spring Type	Average Clamped Rate of Deflection (lb per inch)	Semi-Elliptic Leaves			
					Number	Max Length (in)	Width (in)	Total Thickness (in)
K20.....	3150	2785	1-Stage	497	8	52	2½	2.55
C30.....	3100	2750	2-Stage	587 to 1838	8	52	2½	2.70
C30.....	4150	3670	Main	1453	8	52	2½	2.70
			Auxiliary	4745	5	35¾	2½	1.55
P30.....	3450	3000	Main	497	8	52	2½	2.55
			Auxiliary	1290	5	40	2½	1.46
P30.....	4350	3750	2-Stage	780 to 1030	12	52	2½	4.48
C-L-S50.....	7500	6650	2-Stage	.....	10	54	2½	5.11
C-L-S50, C-L-S-T60.....	8750	.....	2-Stage	.....	11	54	2½	5.47
C-L-T60, S67, S69.....	9200	8075	2-Stage	750 to 2500	9	54	3	5.15
C-L-T60, D60, S60, C-L-T80.....	10,400	9275	2-Stage	900 to 3100	10	55	3	5.55
C-L-T-S-D60, C-L-T80.....	11,500	10,375	2-Stage	975 to 3750	11	55	3	5.96
M80.....	19,500	17,540	1-Stage	15,620	12	45⅞	4	5.71



of travel of the center coils. However, severe jounce, or heavier loads, compress the three coils to a point where they touch, and become inactive. This reduces the number of active coils, giving the spring a higher rate and, therefore, greater carrying capacity. Specific spring details are provided in the rear spring chart of this booklet.

In an effort to anticipate customer needs and preferences, new cantilever mounted, 3-leaf auxiliary rear springs are provided as optional equipment on Series C10 and C20 models. Although these springs do not permit an increase in Gross Vehicle Weight rating, they do improve rear end stability, provide further assurance against bottoming-out conditions, and increase the spring carrying capacity by 500 pounds per side.

Three new 2-1/2 inch wide, 2-stage, variable-rate rear spring assemblies are added to the rear spring line-up for 1963. The springs are released as base and optional equipment for Series 50 and 60 models, replacing the 3-inch wide springs in certain applications. Rated capacities at the ground for these units are 11,000, 15,000, and 17,500 pounds. The 3-inch wide spring formerly rated at 15,000 pounds is discontinued.

Rear shock absorbers for Series CP10 and C20 models are mounted ahead of the rear axle in 1963. Vertical frame beaming vibrations are minimized and ride characteristics are improved.

Rear spring equipment requirements for Series C36 models equipped for the 10,000 pound GVW rating are revised from that of the previous year. Eight-leaf, 2-stage main and 5-leaf auxiliary springs replace the 10-leaf springs formerly required. Rated capacity at the ground remains the same as that of the former 10-leaf springs. Benefits derived from this type of rear spring arrangement include improved vehicle trim and ride characteristics.

Chevrolet's truck parts interchangeability program is further complemented by an improved rear shock absorber attachment on Series P20, and CP30 models. The upper

mount consists of a formed, wedge-shaped bracket riveted within the frame channel. At the lower end, straddle-type brackets are welded on either side of the axle differential housing. One-inch diameter shock absorbers with integral eye rubber bushings instead of loose piece rubber grommets replace the 1-3/8 inch shock absorbers as base equipment. The 1-3/8 inch shock absorbers are available optionally.

## LIGHT-DUTY REAR AXLES

New Salisbury-type rear axles are used for all 1963 Series 10 trucks. The illustration below shows the new housing construction in which the axle tubes, as separate members, are pressed and welded into a central differential carrier housing of cast construction. Previously, the entire axle housing was formed from a one-piece tube which was slit at the center to permit construction of the housing for the ring gear and differential carrier. The new 3-piece construction allows axle tubes of different lengths to be used with the same differential unit, thus extending differential applicability with different spring seat arrangements.

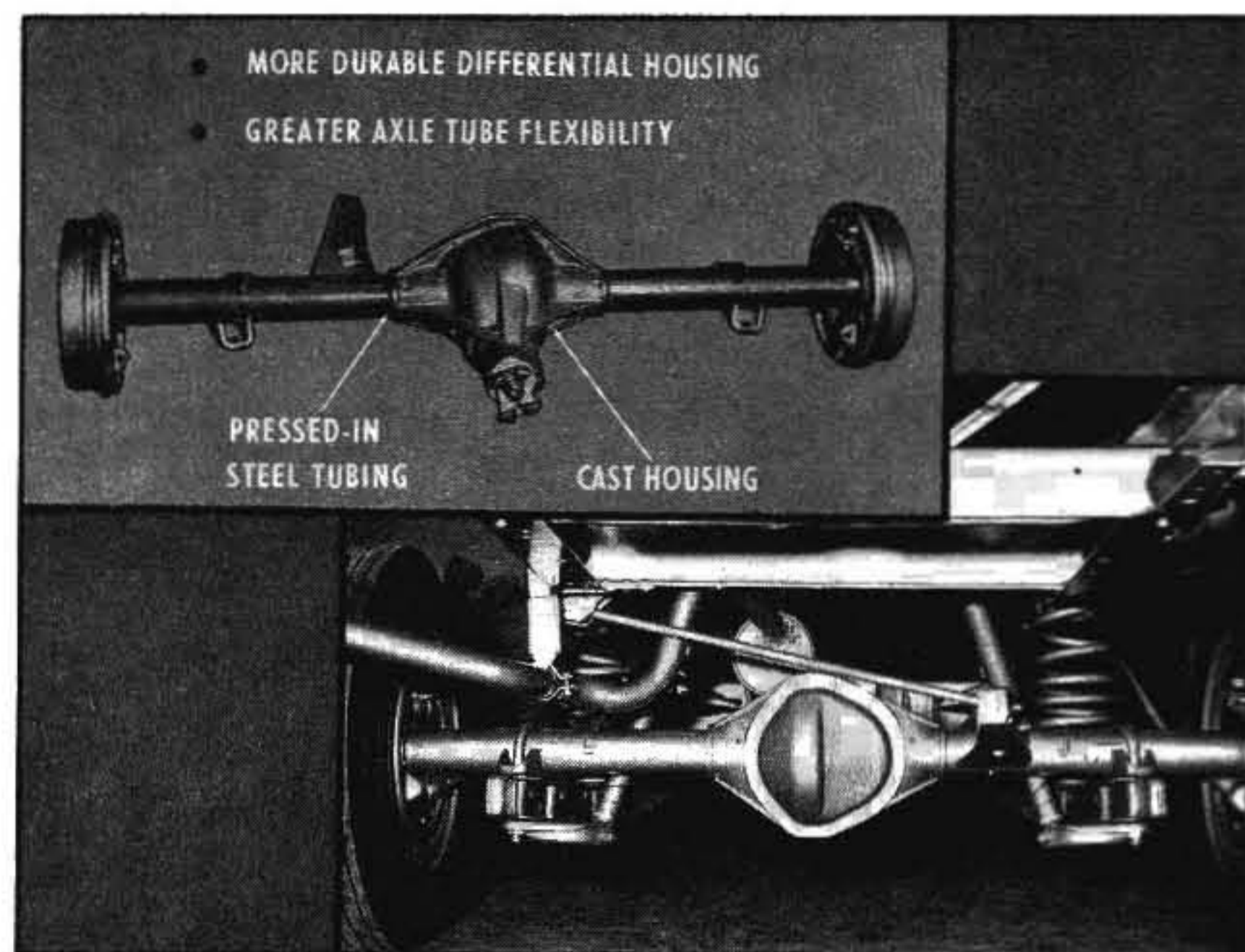


Fig. 4-10—Rear Axle (Salisbury Type)

Since the central carrier is a separate unit, the reinforcing ribs may be placed to the best advantage in the carrier. A full rib extending between the pinion bearings and the differential bearings provides excellent support of the gear teeth at the mesh point.

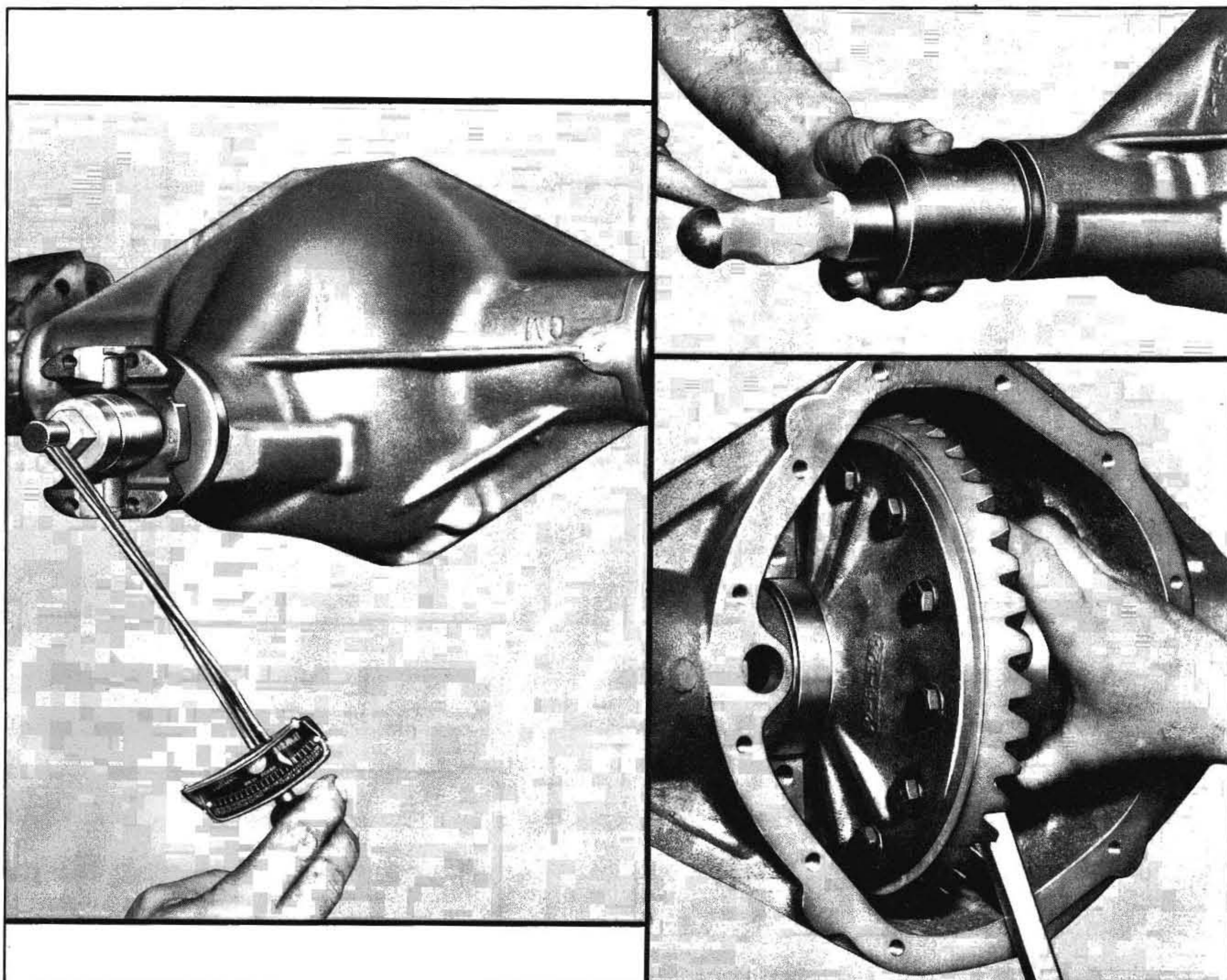


Fig. 4-11—Salisbury Service Operation

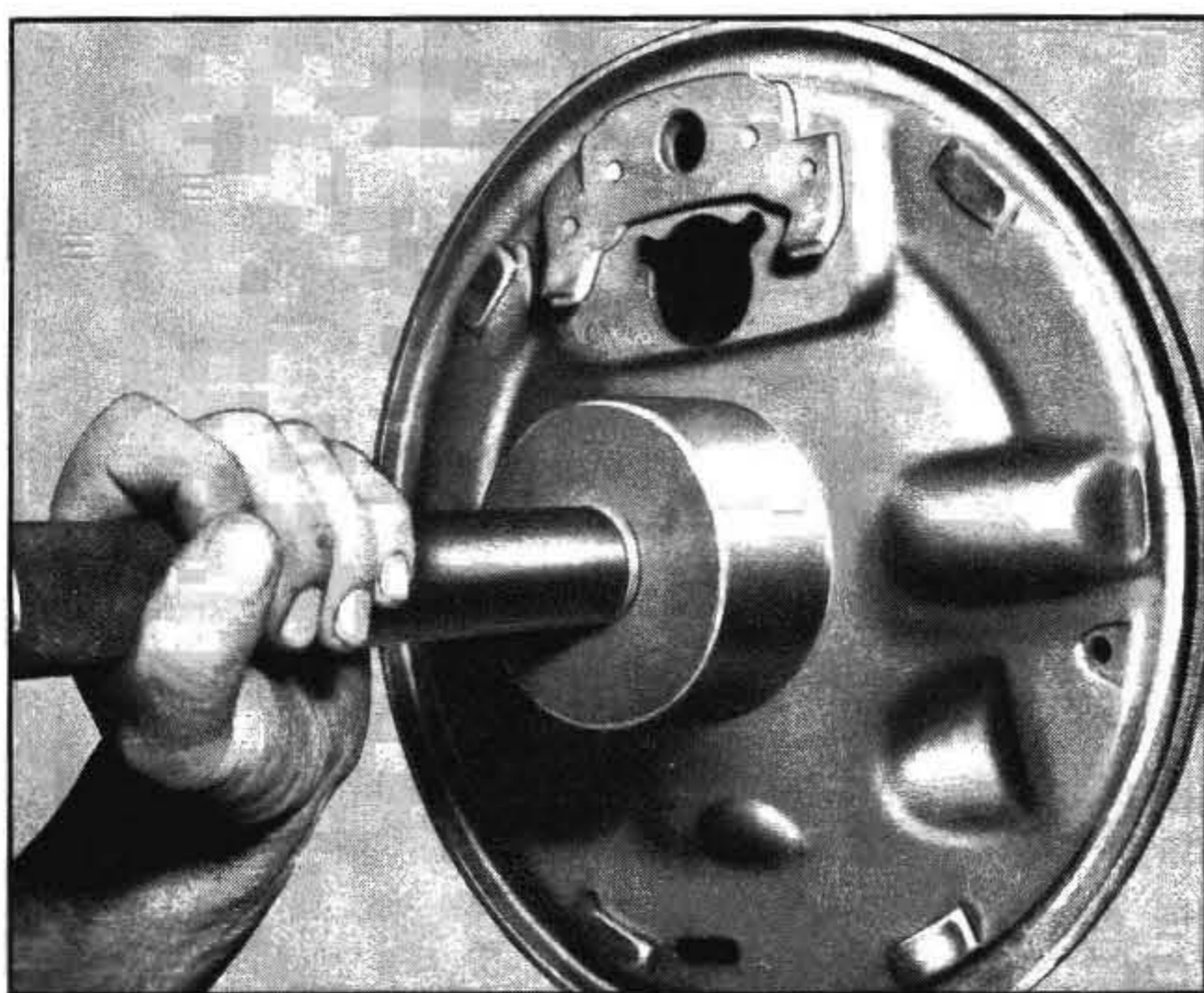


Fig. 4-12—Brake Backing Plate Installation

The rigid location of these main axle components, as a result of the ideal rib placement, contributes to more quiet operation. The possibility of lubricant leakage is reduced through the use of a greater number of differential access cover bolts. In addition, the bolt holes are blind-drilled and tapped.

The base production 5200 pound, 4.57:1 ratio axle for C20 models is essentially the same as the 1962 axle with a redesigned housing to accommodate the new spring centers and control arm mounting locations necessitated by the 1963 frame. This axle will also accommodate a new hub design for optional 16 inch dual rear wheels.

# 1963 CHEVROLET TRUCK BRAKES

## HYDRAULIC BRAKE SPECIFICATIONS

Truck Series	Brake Size (inches)		Lining Area (sq. inches)		Main Cyl. Dia. (inches)	Wheel Cyl. Dia. (inches)	
	Front	Rear	Front	Rear		Front	Rear
C10	11 x 2	11 x 2	83½	83½	1.000	1.125	1.000
P10	11 x 2	11 x 2	83½	83½	1.125	1.125	1.000
K10	11 x 2	11 x 2	88½	83½	1.000	1.125	1.000
R10 (Equipped with self-adjusting brakes.)	11 x 2	11 x 2	83½	83½	1.000	1.125	1.000
C20	11 x 2¾	11 x 2¾	119½	119½	1.000	1.125	1.125
K20	12 x 2	12 x 2	98	93	1.000	1.125	1.125
P20	12 x 2	12 x 2	92½	92½	1.125	1.125	1.125
C30	11 x 2¾	13 x 2½	119	133	1.125	1.125	1.250
P30	12 x 2	13 x 2½	92	133	1.125	1.125	1.250
50	14 x 2½	15 x 4	136	245	1.125	0.875	1.500
<b>S62, S64:</b>							
With 5000-lb front axle & 15,000-lb rear axle	14 x 2½	15 x 4	136	249	1.125	0.875	1.500
With 7000-lb front axle & 15,000-lb rear axle	15 x 3	15 x 4	199	249	1.125	1.125	1.500
<b>60 (Except S62, S64):</b>							
With 5000-lb front axle & 15,000-lb rear axle	14 x 2½	15 x 4	136	249	1.125	0.875	1.500
With 7000-lb front axle & 15,000-lb rear axle	15 x 3	15 x 4	199	249	1.125	1.125	1.500
With 7000-lb front axle & 17,000-lb rear axle	15 x 3	15 x 6	199	380	1.250	1.125	1.625
<b>M80</b>	15 x 3	15 x 6	199	759	1.250	1.125	1.625
<b>80 (Except E-M-U80)</b>	15 x 3	15 x 7	199	143	1.250	1.125	1.750

## HYDRAULIC BRAKE - POWER ASSIST UNITS

Vacuum Assist Units	Standard on	Optional on
8.3" Piston (Moraine or Bendix)	None	C10-20-30 K10-20
7" Diaphragm (Midland Ross—"Hy-Power")	None	P20 & P30
11" Diaphragm (Bendix—"Hydrovac")	60 (Exc. S69)	50
12¾" Diaphragm (Bendix—"Multi-Vac")	S69 C-L-M-T80	60 (Exc. S69)
Air Assist Units	Optional on	
Multi-Pak (2.3 cu. in.)—Bendix	60 Series	
Multi-Pak (4.7 cu. in.)—Bendix	80 Series	

## BRAKE SIZE - WITH FULL AIR BRAKES

Truck Series	Brake Size (inches)		Lining Area (sq. in.)	
	Front	Rear	Front	Rear
<b>60-H</b>	15 x 3	15 x 6	190	379
<b>M80:</b>				
With 7000-lb. front axle	15 x 3	15 x 6	190	759
With 9000-lb. or 11,000-lb front axle	15 x 3½	15 x 6	222	759
<b>80 (Except M80):</b>				
With 7000-lb. front axle	15 x 3	15 x 7	190	443
With 9000-lb. or 11,000-lb front axle	15 x 3½	15 x 7	222	443

## PARKING BRAKE SPECIFICATIONS

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

Truck Series	Transmission	Brake Type	Diameter (inches)	Lining Area (sq. in.)
10	All	Rear Wheels	—	83½
20 (exc K20)	Std 3-Spd Powerglide	Rear Wheels	—	119½
	HD 3-Spd 4-Spd	Prop. Band	8	62
K20	Std 3-Spd 4-Spd	Rear Wheels Prop. Band	— 8	93 62
30	All	Prop. Band	8	62
50, 60	4-Spd	Prop. Dual Shoe	10	36
60	New Process 5-Spd	Prop. Band	9½	68
	Clark 5-Spd Powermatic	Prop. Band Prop. Band	9½ 9½	85 89
D60	Clark 5-Spd Spicer 3152A Spicer 3153	Prop. Band	9½	85
	Spicer 3152A Spicer 3152	Prop. Band	9½	85
80	Spicer 5652B Spicer 5756B	Prop. Band	10½	100
	Powermatic	Prop. Band	9½	89
	Fuller R46	Prop. Internal Expanding	12	83½

**FULL-AIR BRAKES** are standard on E-U80 models and are available as a regular production option on C-L-T-D60-H and C-L-M-T80 models.

The standard air compressor is a Bendix-Westinghouse Model TU-FLO-400 with a capacity of 7¼ cubic feet per minute. An optional TU-FLO-500 compressor, with a capacity of 12 cubic feet per minute, is also available for full-air brakes. The compressors are water cooled on diesel models; air cooled on all other models. On the E-U80 models the compressor is gear driven, while on all other models it is belt driven from the crankshaft. Two compressed air reservoirs—the wet tank and the dry tank, each has a capacity of 900 cubic inches. Series M80 trucks with full-air brakes have an additional dry tank of 830 cubic inch capacity.

P20 models retain the 5.14:1 ratio and 5200 pound capacity axle as released in 1962. Increased capacity universal joints are used for CP10-20 truck propeller shafts.

1963 base production CP30 axles retain the same 5.14:1 ratio, 7200 pound capacity, and basic design featured in 1962. Dual 16 inch rear wheels again are available; in this application, the new Series 20 axle hub design is utilized.

## MEDIUM AND HEAVY-DUTY REAR AXLE

An 11,000 pound Chevrolet hypoid design rear axle is base equipment for 50 Series models. Slight housing configuration revisions to accommodate the new 2-1/2 inch wide rear springs and a new ratio of 6.17:1 for improved performance differentiate this axle from the 11,000 pound model available in 1962. Greater capacity axles, both single and 2-speed, are available as optional equipment for 50 Series models.

Series 60 vehicles retain the same axle line-up as used in 1962. A Chevrolet 15,000 pound single-speed axle is base equipment, with both Chevrolet and Eaton 17,000 pound axles available as optional equipment. Planet

gear bushings are eliminated from the Chevrolet 15,000 and 17,000 pound 2-speed axles. Improved pinion durability results when metal-to-metal contact is allowed between the planet gear inner diameters and the support surfaces.

Eaton 18,500 pound rear axles for CLT80 models are continued in 1963, but with revised ratio availability. The base 7.67:1 ratio single-speed axle is eliminated and replaced with the 7.17:1 ratio axle formerly available only with the Powermatic transmission.

The lower base ratio results in improved axle life and vehicle fuel economy. Two-speed axles with 6.50/8.87:1 and 7.17/9.77:1 ratios are continued as optional equipment from 1962. A 2-speed Eaton 18,500 pound axle with ratios of 5.57/7.60:1 is continued from 1962 for EU 80 models. A new single-speed Eaton 18,500 pound axle with a ratio of 5.57:1, however, is released as part of the 8-speed Roadranger transmission option.

Eaton axles used on M80 models remain unchanged for 1963. Two single-speed axles with 7.17:1 ratios result in an overall bogie of 30,000 pounds.

---

## BRAKES

### GENERAL

Brake improvements for 1963 are mainly concentrated in the areas of the master cylinder, power brake, and air compressor. Brake sizes and drum designs are basically unchanged except for minor revisions to accommodate the front I-beam axles and new light-duty rear axles.

Standard front brake drum width and effective lining length dimensions for the 4000 and 5000 pound units are 14 x 2-1/2 inches.

On the 7000 pound capacity axle, a 15 x 3.00 inch brake system is used. Full air brakes are available optionally on all axles rated at 7000 pounds or higher.

For certain models, single reservoir brake master cylinders replace the dual type brake-clutch cylinders previously used because of the adoption of mechanical-type clutch linkages. The single cylinder design is used for all models except P10, D, L, and T series, plus all trucks equipped with 327, 348 and 409 cubic inch V-8 engines.

### POWER BRAKES

Power brake availability for 1963 is extended to include a greater number of 10-30 Series models.

The new power unit for 10-30 Series is similar in design to that used for Chevrolet passenger cars, resulting in greater interchangeability of parts and service simplification. As illustrated below, the unit is a vacuum-suspended design which requires no vacuum reserve tank. During brake operation, a control valve allows air to enter the power cylinder with the resulting pressure differential being used to supply part of the force required to actuate the master cylinder.

Power units for 50-80 Series models feature greater capacity, with resulting higher pressure outputs and lower pedal efforts. Mounting locations and piping are the same for all models, resulting in greater interchangeability and ease of service. A single booster unit is now used for M80 models, replacing the double cylinder type offered in 1962. Availability of the various power assist options is described in the brake chart shown in this section of the booklet (fig. 4-13).

Full-air brake option availability now includes D60H models. Previously, only hydraulic with booster and air-hydraulic systems could be obtained for these models.

Available with the air-brake option for CDLT60H and DELMTU80 models is trailer air brake equipment which complies with Interstate Commerce Commission requirements. Included in this new option are hand controls, a tractor protection valve, hoses, and glad hand couplings.

Air compressor availability is revised for models with air-hydraulic or full-air brakes.

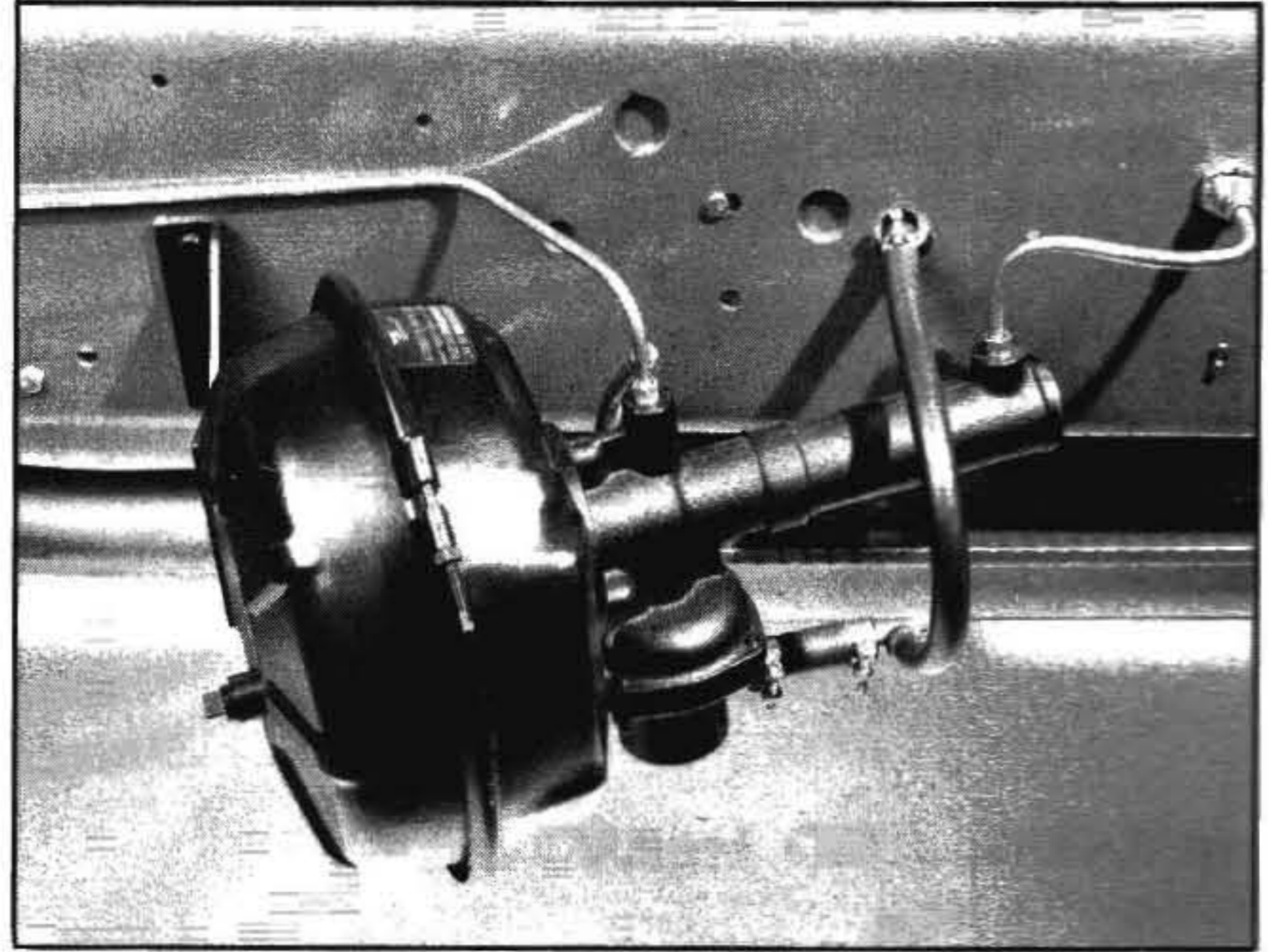


Fig. 4-13—Brake Booster

A new, higher capacity, Bendix-Westinghouse Tu-Flo 500, is available for certain heavy-duty models. Water-cooled compressors replace the air-cooled design previously used for all diesel models.

### CORVAIR 95

Standard equipment for all Corvair 95 models are self-adjusting brakes. This feature, consisting of a wire link, stamped actuating lever, stamped pawl, override spring, and return spring, is similar to that utilized for 1963 passenger cars.

### PARKING BRAKE

The Orscheln-type parking brake lever equipment is now standard equipment for all P20-P30 models. Offered as an extra-cost option since 1959, the Orscheln lever offers the advantages of versatility, ease of operation, and positive parking brake application. The lever may be mounted anywhere in the cab and its linkage design and dynamic characteristics assure full brake cable travel with no slippage.

# ENGINE

## GENERAL

The 1963 power team line-up boasts many significant changes. Highlighting the program are new 4 and 6-cylinder in-line gasoline engines of 153, 230, and 292 cubic inch displacement; improved carryover engines; revised clutch actuation and linkage on certain models; Delcotron generator systems on all except R10 models; and an expanded transmission line-up.

The 145, 283, 327, 348, and 409 cubic inch engines are carried over from 1962 with some modifications. Regular production positive crankcase ventilation systems; a higher compression ratio for the 283 engine; a more durable crankshaft pulley on the 348 and 409 engines; and a new heavy-duty clutch for the 409 engine are featured. Diesel power remains unchanged.

The updraft carburetor, formerly used on P20 and P30 models, is discontinued. Rochester downdraft carburetor is used for all 153, 230 & 292 cubic inch engine applications. Various modifications for the improvement of existing carburetors have also been made and are incorporated in all the new models.

Thermostatically controlled air induction systems will be found incorporated in the air cleaners of 348 & 409 cubic inch engines used with C-L-M-T-80 series trucks. This system will afford controlled air temperatures which improves engine carburetion efficiency.

The Delcotron, which has proven to be very successful over the past year, will become standard equipment on all 1963 trucks, with the exception of the Corvair 95 series. A chart shown here indicates the availability of 1963 truck generators.

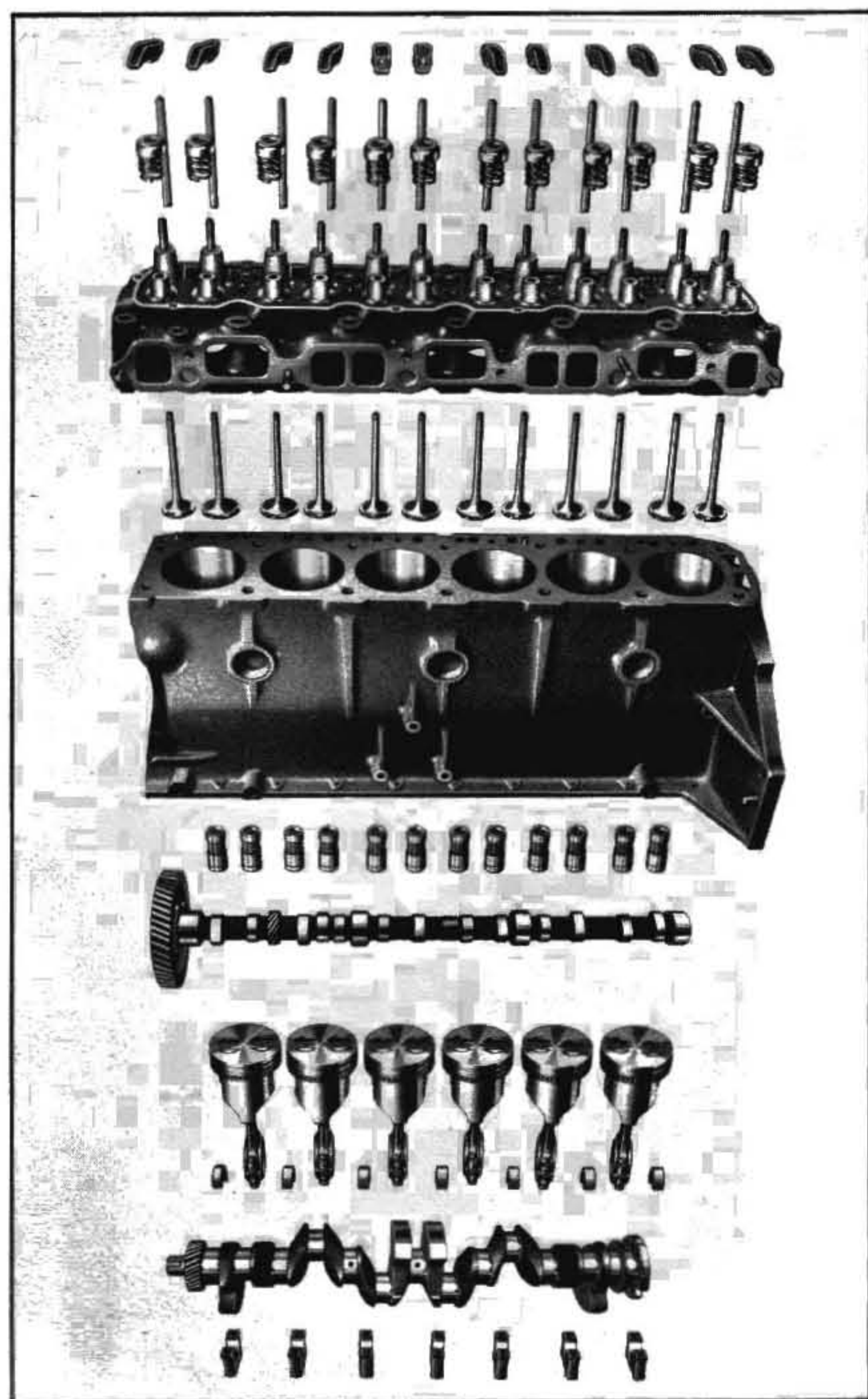


Fig. 4-14—New L-6 Engine - 230 Explode

### GENERATOR AVAILABILITY BY TRUCK SERIES

Type	Standard	Optional
30-amp (DC).....	R10	none
35-amp (DC) low cut-in...	none	R10
37-amp Delcotron.....	C & P10-30 C & L50-80 T60-80, M80	none
42-amp Delcotron.....	none	Exc D60
52-amp Delcotron.....	D60, E-U80	Exc D60, E-U80
62-amp Delcotron.....	none	Exc D60, E-U80

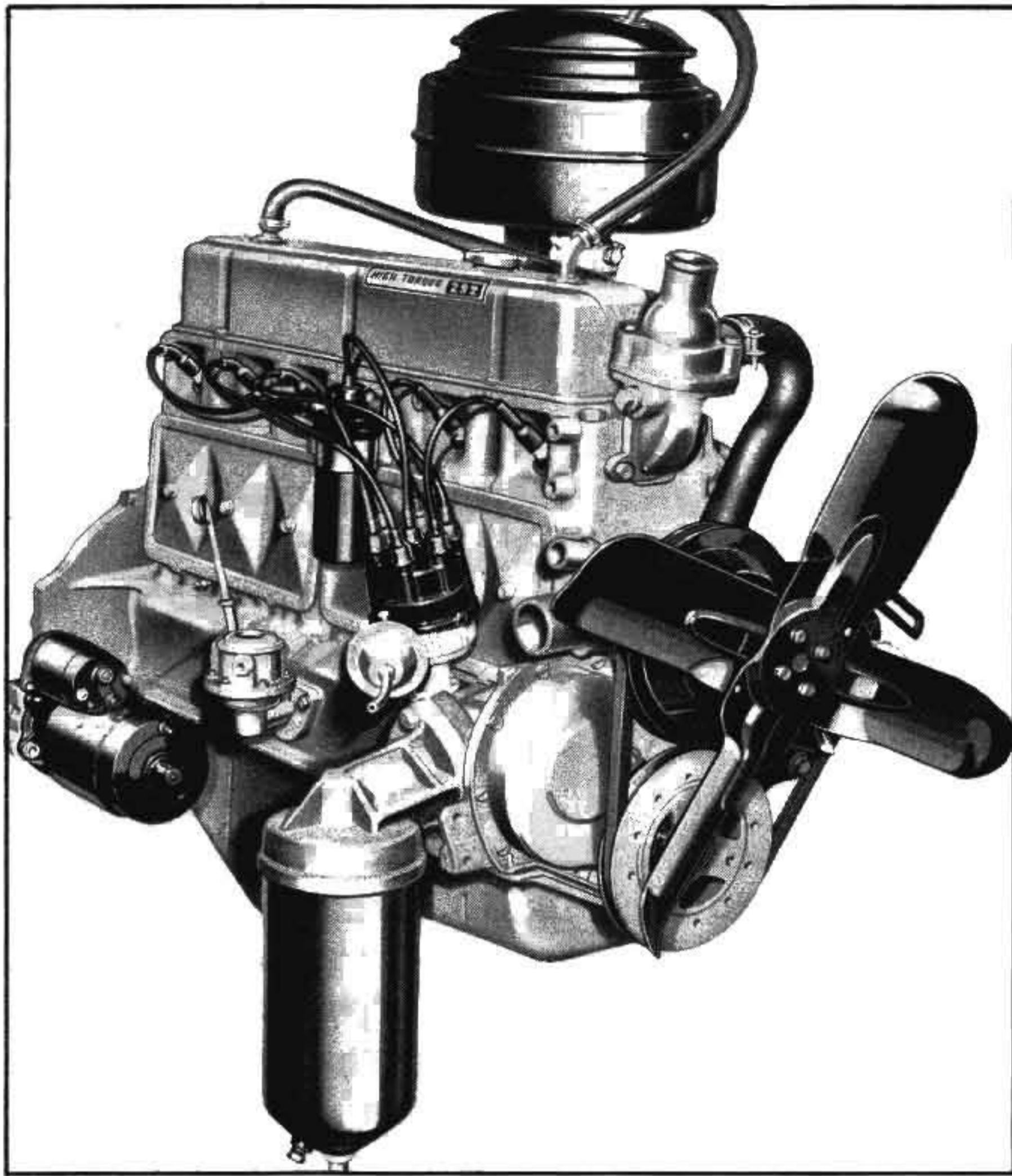


Fig. 4-15—New L-6 Engine - 292

Engine cooling has been modified in the 292 cubic inch L-6 engine to provide increased capacity and provisions for an external by-pass system to meet the needs for truck usage.

The ignition system for the L-6 engine is similar to that found in the Chevy II, except for necessary modifications made to adapt to truck usage.

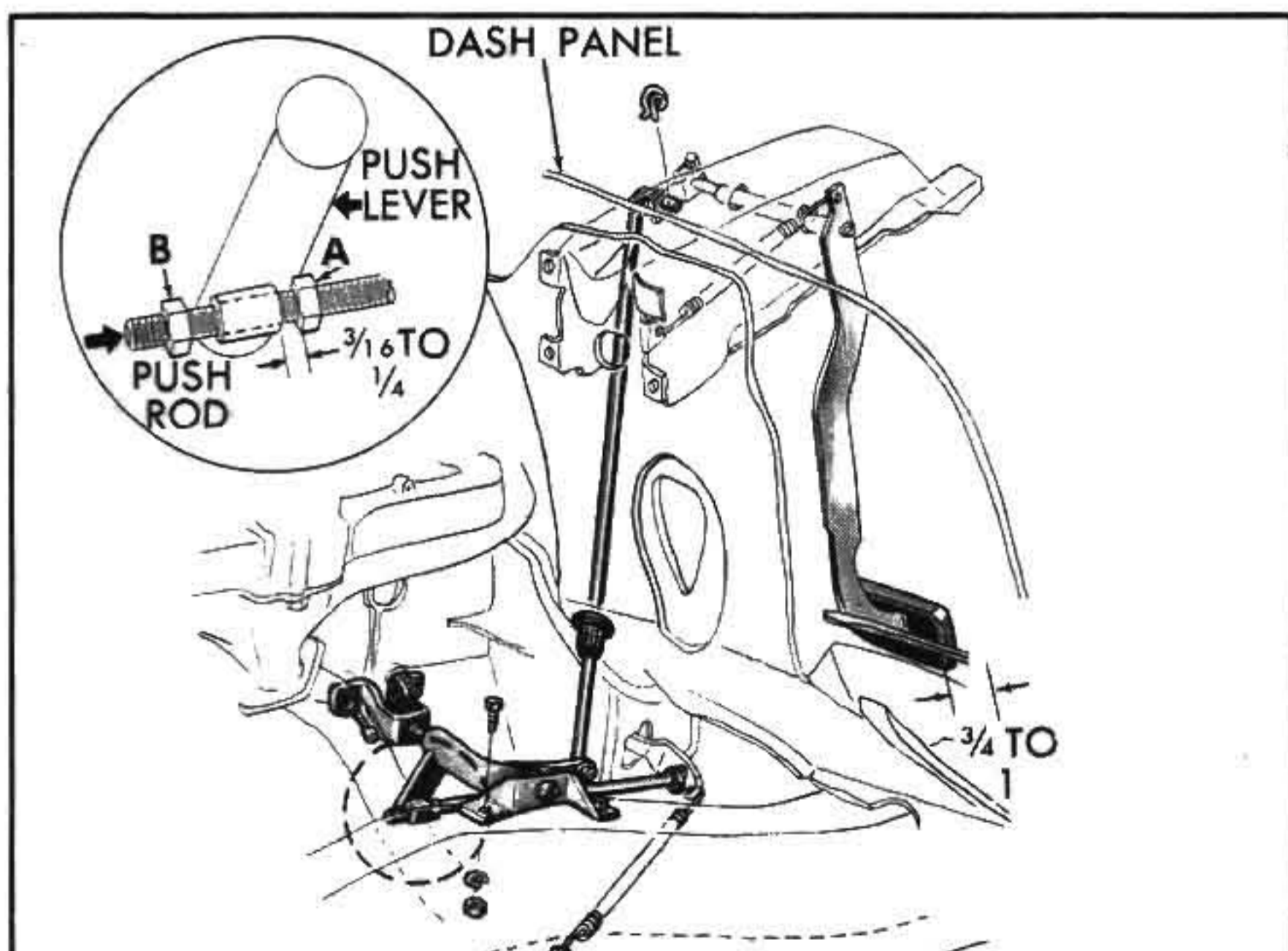


Fig. 4-16—Clutch Linkage and Adjust

V-8 engine distributor oil cups are replaced by an integral "Perma-wick" lube reservoir to supply the upper bearing.

In general, the hydraulic clutch controls are being replaced by mechanical linkages on certain models of the 10 through 50 series, with exceptions due to body type and/or engine options as shown on "Engine and Clutch Specifications Chart" in the Engine Section of this booklet.

A new innovation in Power Train is a 12" Borg & Beck Double-Disc clutch made standard equipment on all 409 cubic inch engine options.

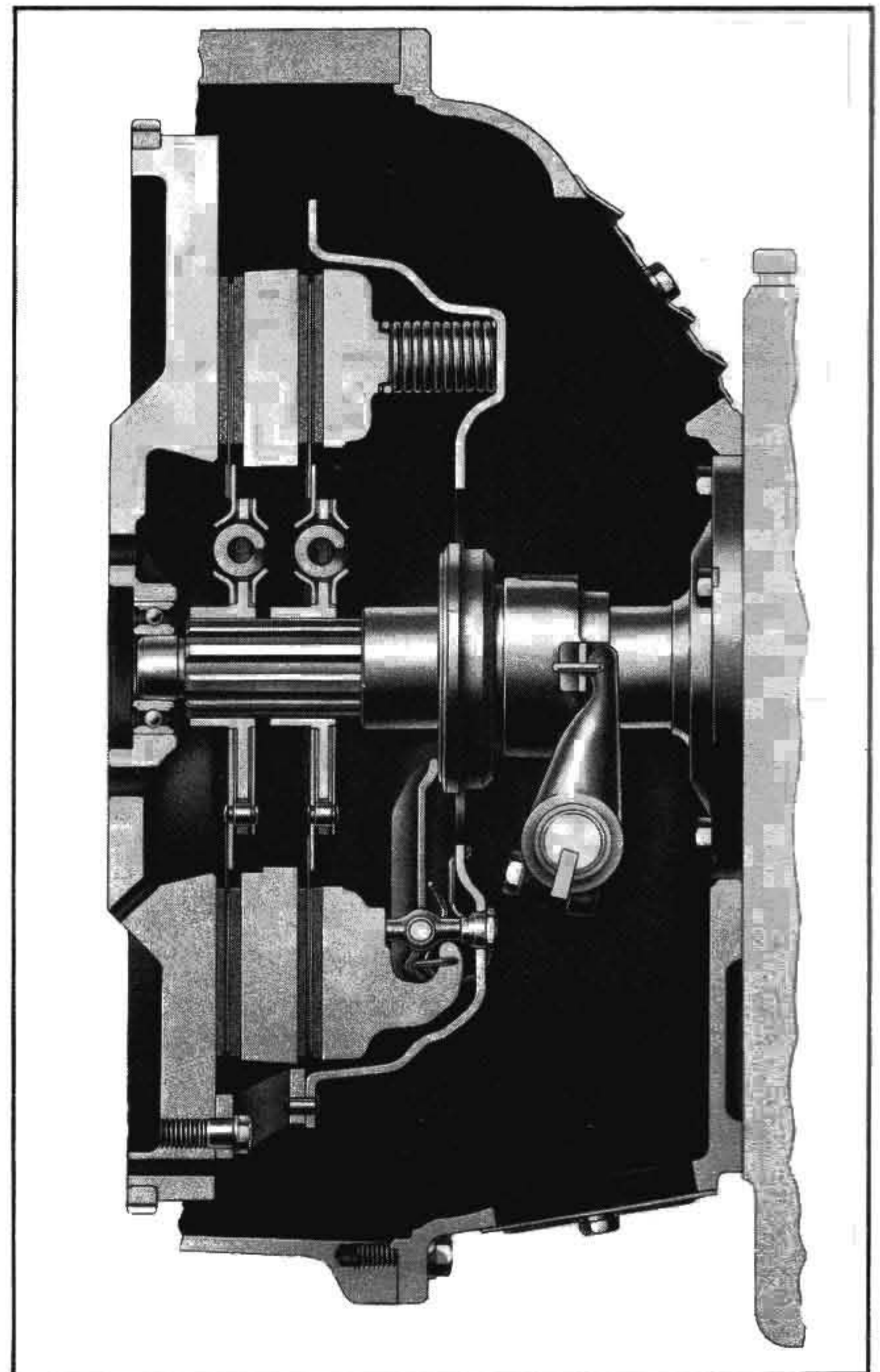


Fig. 4-17—2-Plate Clutch Cross Section

## 1963 TRUCK ENGINE AND CLUTCH SPECIFICATIONS (EXCEPT DIESEL)

ENGINES	145 OPP.-6	153 L-4	230 L-6	230 L-6 ECON. OPT.	292 L-6	283 V-8	327 V-8	348 V-8	409 V-8		
Gross Horsepower @ rpm	80 @ 4400	90 @ 4000	140 @ 4400	125 @ 3400	165 @ 3800	175 @ 4400	185 @ 4400	220 @ 4400	252 @ 4000		
Net Horsepower @ rpm	65 @ 3600	75 @ 4000	120 @ 3600	100 @ 3200	147 @ 3600	145 @ 4200	158 @ 4000	180 @ 4000	215 @ 4000		
Gross Torque (ft. lbs.) @ rpm	128 @ 2300	152 @ 2400	220 @ 1600	210 @ 1600	280 @ 1600	275 @ 2400	305 @ 2000	325 @ 2600	390 @ 2400		
Net Torque (ft. lbs.) @ rpm	118 @ 2200	144 @ 2000	205 @ 1600	200 @ 1200	262 @ 2000	245 @ 2000	280 @ 2000	300 @ 2400	352 @ 2400		
Compression Ratio	8.0:1	8.5:1	8.5:1	8.5:1	8.0:1	9.0:1	8.0:1	7.75:1	7.75:1		
Carburetor	2—Rochester Mod. "H"	Carter Mod. "YF"	Rochester Mod. "B"	Rochester Mod. "B" (Econ.)	Rochester Mod. "B"	Rochester "2G"		Rochester "4G"			
Bore and Stroke	3.44" x 2.60"	3 <sup>7</sup> / <sub>8</sub> " x 3 <sup>1</sup> / <sub>4</sub> "	3 <sup>7</sup> / <sub>8</sub> " x 3 <sup>1</sup> / <sub>4</sub> "	3 <sup>7</sup> / <sub>8</sub> " x 3 <sup>1</sup> / <sub>4</sub> "	3 <sup>7</sup> / <sub>8</sub> " x 4 <sup>1</sup> / <sub>8</sub> "	3 <sup>7</sup> / <sub>8</sub> " x 3.00"	4" x 3 <sup>1</sup> / <sub>4</sub> "	4 <sup>1</sup> / <sub>8</sub> " x 3 <sup>1</sup> / <sub>4</sub> "	4 <sup>5</sup> / <sub>16</sub> " x 3 <sup>1</sup> / <sub>2</sub> "		
Firing Order	1-4-5-2-3-6	1-3-4-2	1-5-3-6-2-4			1-8-4-3-6-5-7-2					
Test Compression <sup>(A)</sup>	130 psi	130 psi	130 psi	130 psi	130 psi	140 psi	140 psi	140 psi	140 psi		
Idle Speed (rpm)	Man. Trans.	500	500	475	475	475	475	475	475		
	Auto. (in Dr.)	500	500	450	450	450	450	450	450		
Spark Plugs	Type (Prod.)	AC 46FF	AC 46N	AC 46N	AC 46N	AC C42N	AC 44	AC 42-1 Com.	AC C42N		
	Gap & Torque	.035"—20-25 ft. lbs.									
Ignition Timing <sup>(B)</sup>	4°-10° (Synchro) 13°-18° (Auto.)	4° BTDC	4° BTDC	4° BTDC	4° BTDC	4° BTDC	8° BTDC	8° BTDC	4° BTDC		
Distributor	Dwell	31°-34°	31°-34°	31°-34°	31°-34°	31°-34°	28°-32°	28°-32°	28°-32°		
	Point Gap	.019" with New Points			.016" with Used Points						
Valve Lifter Setting	Hydraulic Lifters—Set 1 Turn Down from "No Lash" Point										
Fuel Grade	Regular Grade Gasoline										
Fuel Pressure <sup>(C)</sup>	4-5 psi	3 <sup>1</sup> / <sub>2</sub> -4 <sup>1</sup> / <sub>2</sub> psi				5 <sup>1</sup> / <sub>4</sub> to 6 <sup>1</sup> / <sub>2</sub> psi					
Crankcase Capacity	With Filter Change	4 <sup>1</sup> / <sub>2</sub> qts.	4 qts.	5 qts. <sup>(D)</sup>	5 qts. <sup>(D)</sup>	6 qts. <sup>(D)</sup>	5 qts. <sup>(D)</sup>	6 qts. <sup>(D)</sup>	7 qts. <sup>(D)</sup>		
	Without Filter Change	4 qts.	3 <sup>1</sup> / <sub>2</sub> qts.	4 qts.	4 qts.	5 qts.	4 qts.	5 qts.	6 qts.		
CLUTCH SIZE & TYPE	9 <sup>1</sup> / <sub>8</sub> Inch Diaphragm; Single Plate, Dry Disc	10 Inch Diaphragm <sup>(G)</sup> Single Plate, Dry Disc				12 Inch Coil Single Plate, Dry Disc	11 Inch <sup>(F)</sup> Diaphragm; Single Plate, Dry Disc	13 Inch Coil Single Plate, Dry Disc		12 Inch Coil 2-Plate, Dry Disc	
	Rated Capacity	160 ft. lbs.	235 ft. lbs.				320 ft. lbs.	282 ft. lbs.	340 ft. lbs.		700 ft. lbs.
Plate Spring Load (lbs.)	1000-1200	1325-1500				1877	1450-1600	2179		2400	
Cover-To-Flywheel	Six Bolt Attachment						8 Bolts		SAE No. 2 <sup>(E)</sup>		
Release Action	Linkage (on R10)	Hydraulic Assist (on P10)	Hydraulic Assist on P10, L50 Linkage on C, K10-20; C30; C, S50			Hydraulic Assist on L, T60 Linkage on C60; S62, S64, S67	Hydraulic Assist on L50; Linkage on C, K10; 20-30; C, S50		Hydraulic Assist on 60; C, L, M, T80	Hydraulic Assist on C, L, M, T80	
Driven Disc Facing	Total Effective Area	71.82 sq. in.	100.53 sq. in.				149.74 sq. in.	123.70 sq. in.	177.76 sq. in.		278 sq. in.
	O.D.—I.D.	9 <sup>1</sup> / <sub>8</sub> "—6 <sup>1</sup> / <sub>8</sub> "	10"—6"				11 <sup>7</sup> / <sub>8</sub> "—6 <sup>3</sup> / <sub>4</sub> "	11"—6 <sup>1</sup> / <sub>2</sub> "	12 <sup>7</sup> / <sub>8</sub> "—7 <sup>1</sup> / <sub>4</sub> "		11 <sup>7</sup> / <sub>8</sub> "—7 <sup>1</sup> / <sub>4</sub> "
Release Bearing	Type	Single Row Ball									
	Lubrication <sup>(E)</sup>	Permanently Lubricated									
Pilot Bearing	Sintered Bronze						Single Row Ball				

- <sup>(A)</sup> At cranking speed with throttle open—20 psi. max. variation between cylinders.  
<sup>(B)</sup> Set timing at normal idle speed. On 4 and 6 cylinder engines, disconnect vacuum advance line and cover vacuum opening.  
<sup>(C)</sup> Check at engine idle to 1,000 rpm.

- <sup>(D)</sup> One additional quart required if optional 2-quart filter is installed.  
<sup>(E)</sup> With SAE No. 2 housing, release bearing collar has grease cup lube point.  
<sup>(F)</sup> Also used with 230, 235, 261 and 292 engines.  
<sup>(G)</sup> Also used with 235 engine on K10-20 models.



## 86 TRUCK

An SAE #2 clutch housing is standard on the 409 cubic inch engine and on the diesel models. Use of this housing, with its standardized attaching bolt pattern and size will enable its use with many engine-transmission combinations.

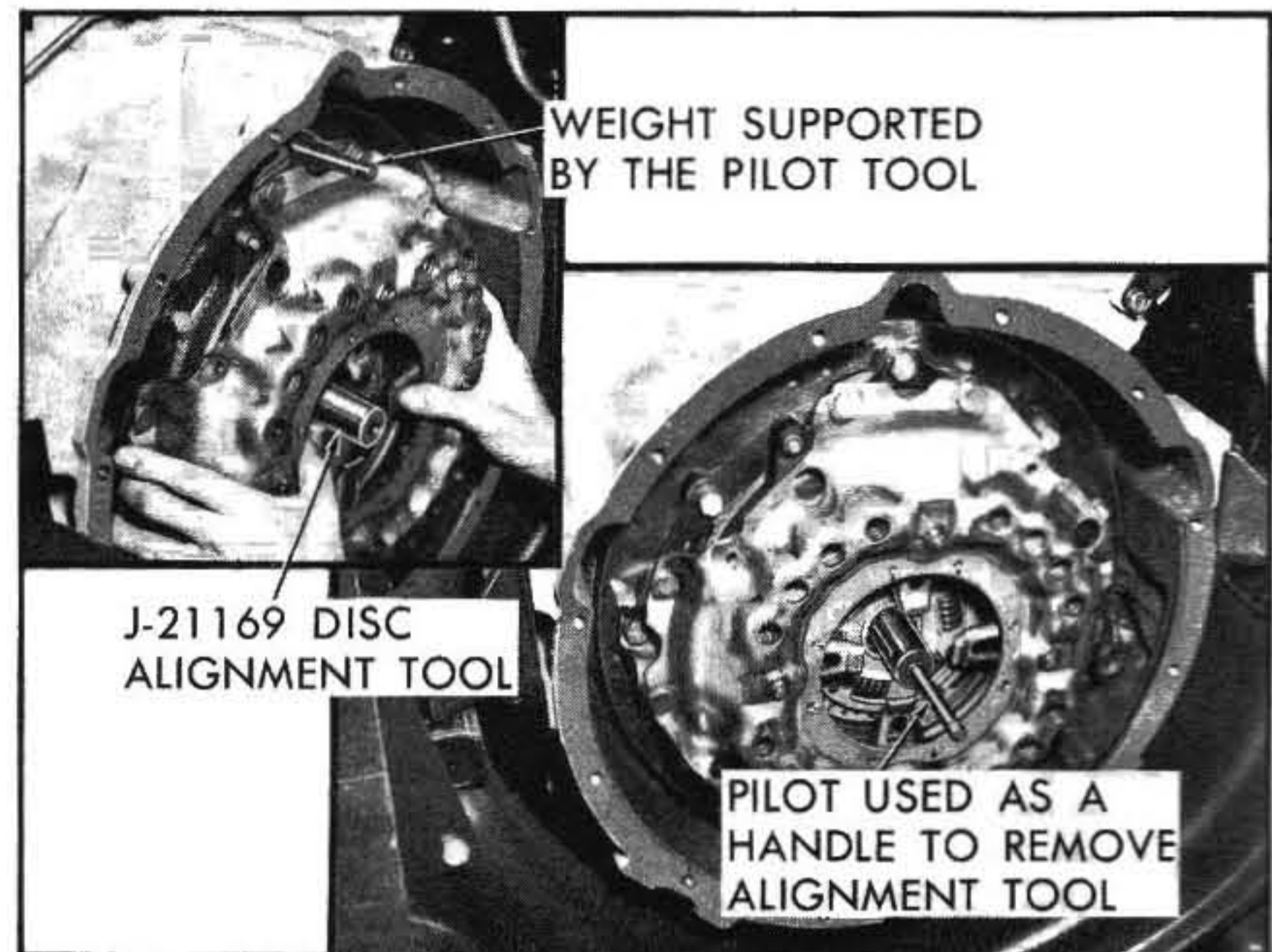


Fig. 4-18-2-Plate Clutch & SAE #2 Housing

# TRANSMISSIONS

## GENERAL

The 1963 transmission line-up features a new 5-speed Spicer transmission, a new 8-speed Fuller transmission, and revised

heavy-duty 5-speed and automatic transmission availability. In addition, 3-speed and 4-speed transmissions, while basically unchanged, incorporate several modifications which improve performance and durability.

### 1963 TRUCK FIVE SPEED TRANSMISSIONS

Transmission Model	Gearing	Input Capacity (Ft. Lbs.)	Input-Output Shaft Speed Ratio in						Model Application	
			1st	2nd	3rd	4th	5th	Rev.	Standard on	Optional on
New Process 540C	Conventional	310	7.41:1	4.05:1	2.40:1	1.48:1	1:1	7.85:1	—	CLT60, 60H, S62, S64, S67 <sup>(A)</sup>
Clark 265V	Conventional	314	7.58:1	4.38:1	2.40:1	1.48:1	1:1	7.51:1	—	CLT60, 60H, S62, S64, S67, S69 <sup>(B)</sup>
Clark 267V	Close Ratio	314	6.06:1	3.50:1	1.80:1	1.18:1	1:1	6.00:1	D60H	CLT60, 60H, S62, S64, S67, S69 <sup>(C)</sup>
Clark 264VO	Overdrive	314	6.06:1	3.50:1	1.80:1	1:1	.80:1	6.00:1	D60	—
Spicer 3152	Conventional	352	7.55:1	4.17:1	2.45:1	1.45:1	1:1	7.44:1	CLMT80	—
Spicer 3152A	Close Ratio	352	5.99:1	3.30:1	1.94:1	1.15:1	1:1	5.90:1	—	D60H; CLT80 <sup>(D)</sup>
Spicer 3153	Overdrive	300	6.00:1	3.31:1	1.94:1	1:1	.79:1	5.90:1	—	D60
Spicer 5652B	Conventional	375	7.08:1	4.37:1	2.50:1	1.45:1	1:1	7.50:1	—	CLMT80 <sup>(E)</sup>
Spicer 5756B	Close Ratio	352	6.50:1	3.52:1	1.93:1	1.17:1	1:1	6.88:1	EU80	CLT80 <sup>(F)</sup>

<sup>(A)</sup> Used on 292 Engine

<sup>(B)</sup> Used on 327 Engine

<sup>(C)</sup> Used on 327 Engine with Two Speed Axle

<sup>(D)</sup> 80 Models: Used on 348 Engine with Two Speed Axle

<sup>(E)</sup> Used on 409 Engine

<sup>(F)</sup> Used on 409 Engine with Two Speed Axle

The new 5-speed transmission, a heavy-duty normal-ratio Spicer Model 5652B, is released as an option for CLMT 80 models with the 409 cubic inch engine. Availability of the Spicer 5-speed Model 5756B transmission, formerly restricted to Series 80 diesel models, is extended to Series CLT80 models as optional equipment with the 409 cubic inch engine. Also, applications of the 3000 Series Spicer units with the 409 engine are discontinued.

Four-speed truck transmissions for 1963 will be the same as 1962 except for the use of a plastic interlock plate (except Tilt Cab).

This plastic interlock plate is being released to replace the old sheet metal plate

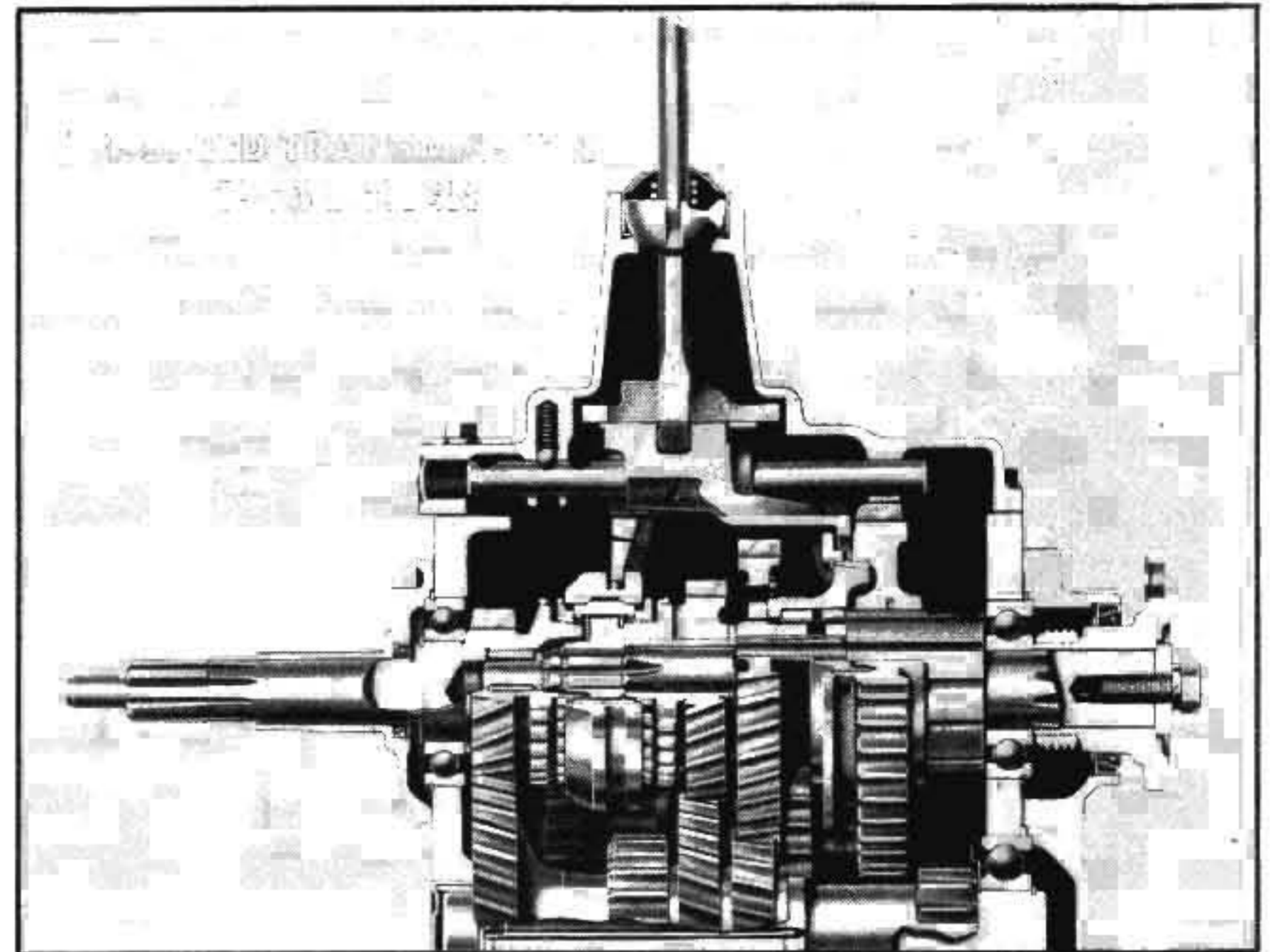


Fig. 4-20—Plastic Interlock Plate - 4-Speed Transmission

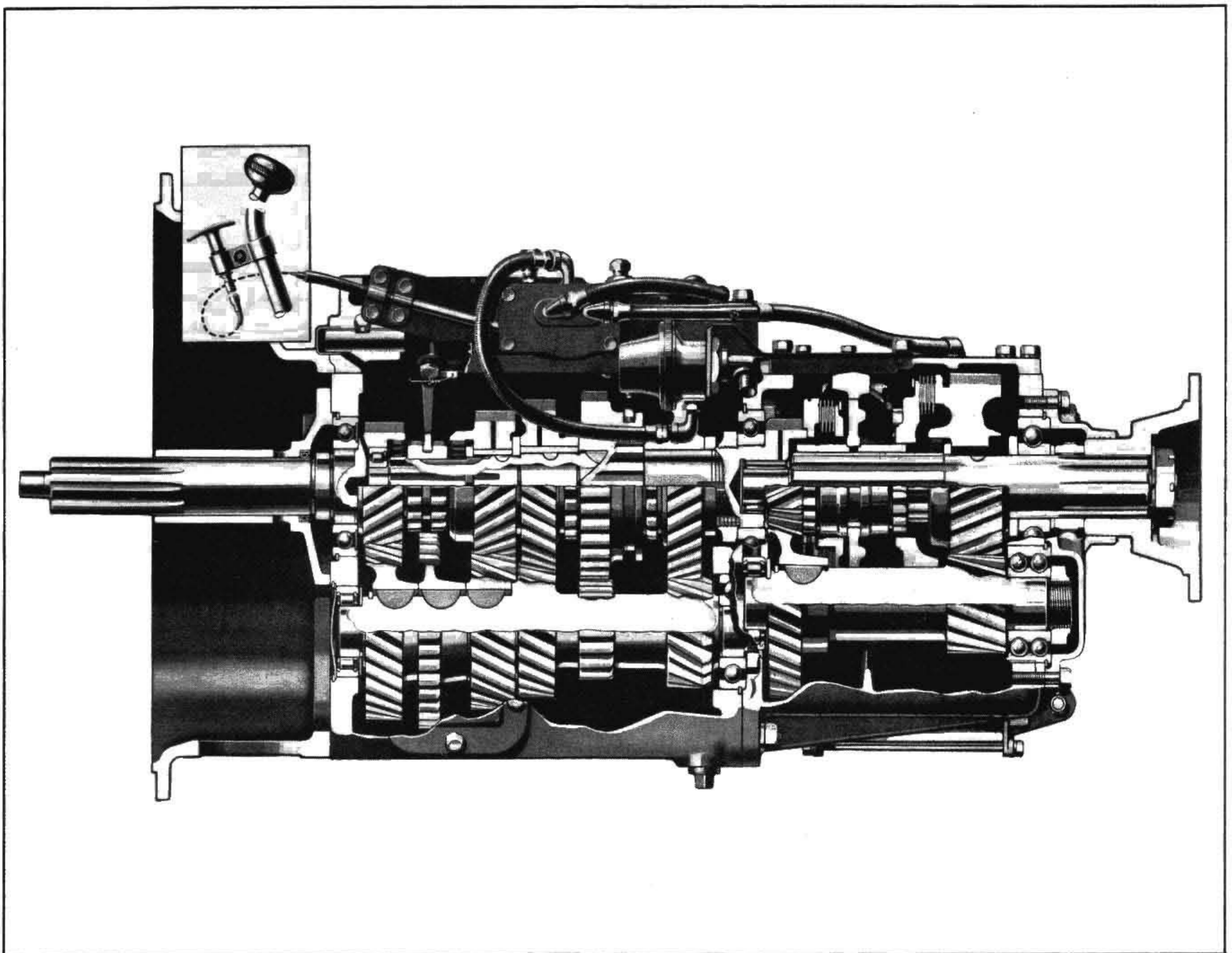


Fig. 4-21—Fuller Roadranger

in order to eliminate gearshift lever buzz. Coordinated with this change in the transmission are new plastic-tip gearshift levers.

The plastic interlock plate and the plastic-tip shift levers cannot be used for past service except for 1962 models which incorporate the spline lock feature and only then if the plate, yokes, head, and shift lever are all changed together.

The Fuller Model R46 Roadranger 8-speed transmission also is provided for the 409 engine-equipped CLTM80 models, as well as the EU80 models. This transmission, which

features eight forward and two reverse speeds, eliminates the need for a 2-speed rear axle (fig. 4-21).

A new aluminum water-cooled Powerglide is available in the CPR10 and C20 series, and this Powerglide will also now be available in the P20 forward control models. The Hydramatic transmission, formerly available for P20 and P30 models, is discontinued.

The Powermatic transmission offered as an option has expanded usage on models in the 60 & 80 Series. Design of the Powermatic is basically unchanged from 1962.

## FUEL TANK AND EXHAUST

An entirely new gas tank assembly not interchangeable with past models will be introduced on the C-1402-05-06-12-16 and P-10 series. The new fuel tank assembly will be located between the new design frame assembly side rails. New fuel tank straps will be required. Fuel capacity will be 20 gallons.

All other models will carry-over from last year. Temporary throw-away tank assem-

blies used for shipping purposes of E & U-80 models will be discontinued and regular production tank assemblies will be included at the time of initial assembly on subject trucks.

50-80 series trucks with the exception of the L-6 engines, use last years mufflers. All exhaust and tail pipes will be new to all series due to new engine modifications, new frames or new muffler.

### 1963 CHEVROLET TRUCK FUEL TANK SPECIFICATIONS

All fuel tanks are of 2-piece seam-welded construction. Tanks for Series D60 and M80 trucks are made of 18-gauge steel; S50 and S60 tanks are of 16-gauge steel; all others are of 20-gauge steel.

Truck Series	Tank Location	Tank Capacity (gallons)	Truck Series	Tank Location	Tank Capacity (gallons)
R10	Under seat	18.6	<b>Panel &amp; Carry-all Models</b>		
<b>Cab Models</b>			C10	Inside frame, behind rear axle	20.5
C10 thru C60	In cab, back of seat . . . . .	18.9 <b>a</b>	K10	Outside left frame side rail . . .	17.0
K10, K20	In cab, back of seat . . . . .	18.9 <b>a</b>	C30	Outside left frame side rail . . .	20.5
D60, C-L-M80	In cab, back of seat . . . . .	20.5	<b>Forward-Control Models</b>		
E-U80	On top of frame side rail . . . . .	30.0	P10	Inside frame, behind rear axle	20.0
L50, L60	In cab, back of seat . . . . .	18.9 <b>a</b>	P23, P33	Outside right frame side rail . .	15.5
T60, T80	Outside right frame side rail . .	18.0	P25, P26	Outside right frame side rail . .	18.0 <b>b</b>
<b>Cowl Models</b>			P35, P36	Outside right frame side rail . .	18.0 <b>b</b>
C10, C20	Inside frame, behind rear axle	20.5			
C30	Outside left frame side rail . . .	20.0			
C50, C60	Outside right frame side rail . .	18.0			
S50, S60	Outside right frame side rail . .	30.0			

**a**—20.5 for optional tank.      **b**—30.0 for optional tank.

## STEERING

Chevrolet truck steering systems for 1963 are simplified and improved from the durability standpoint.

Single-piece steering gear shafts eliminate the use of pot-type joints on Series C10, C20, and C30 models. A straight 3/4-inch diameter steering relay rod replaces the offset relay rod used formerly on Series C10 and P10 models. The steering gear and linkage components are moved slightly forward. Although the tie-rod is 1/8-inch smaller in diameter than that of the previous design, column strength remains unchanged because of its straight configuration. A new spring-loaded idler arm bracket-to-idler arm socket attachment replaces the vertical ball-stud mounted bracket and idler arm previously used.

Steering systems for Series 50 through 80 models are designed to provide improved steer and handling characteristics plus increased component life. For example, the steering linkage concept is completely revised: Certain components as well as the method of attaching the gear to the chassis, are modified to suit the new chassis and suspension designs.

A conventional steering linkage system having a fore-and-aft drag link replaces the parallelogram linkage arrangement employed with the former independent front suspensions. Although the linkage arrangement on tilt-cab models is somewhat more complex, its design is substantially less complicated than that of the previous year. All linkage systems are designed to provide neutral steer characteristics with a minimum of wheel fight. Steering linkage ball-studs are of the half-ball design.

To provide maximum tire turning clearance, the pitman shaft overall length is reduced two inches on all medium and heavy-duty models.

The steering components used with the 4000 and 5000 pound front suspensions are identical. Components used for Series 80 models are designed to satisfy only the requirements of the base 7000 pound front suspension. Steering linkages for the 9000 and 11,000 pound capacity axles also are identical.

Steering gear housings are modified as required to suit the new chassis design and method of attachment. In 1963, the gear housings are secured to the frame side rail web by three attaching bolts utilizing a full side-mounting arrangement.

Single-piece steering shafts and flexible couplings replace the multi-piece shafts and pot-type joints of the previous year on most Series 50 through 80 models. Flat face cowls, windshield cowls, school buses, and tilt-cab models employ multi-piece shafts coupled by trunnion type universal joints.

The new flexible coupling, approximately 3/8" thick, is a molded unit comprised of 16 laminations of rayon fabric impregnated with rubber. Durability is increased considerably over that of the former pot-type joints.

The mast jacket installation consists of a rubber-bushed strap mounting at the instrument panel with a floating-type seal at the toe pan. Overall diameter of the mast jacket is 1-3/4 inches, except at the top where it is swaged-out to 2 inches. The diameter is increased at the top to accept a standard turn signal housing and steering gear upper bearing.

Power steering availability for medium and heavy-duty models remains basically unchanged. A separate power steering package will be made available on C10-20-30 models as a dealer installed option.

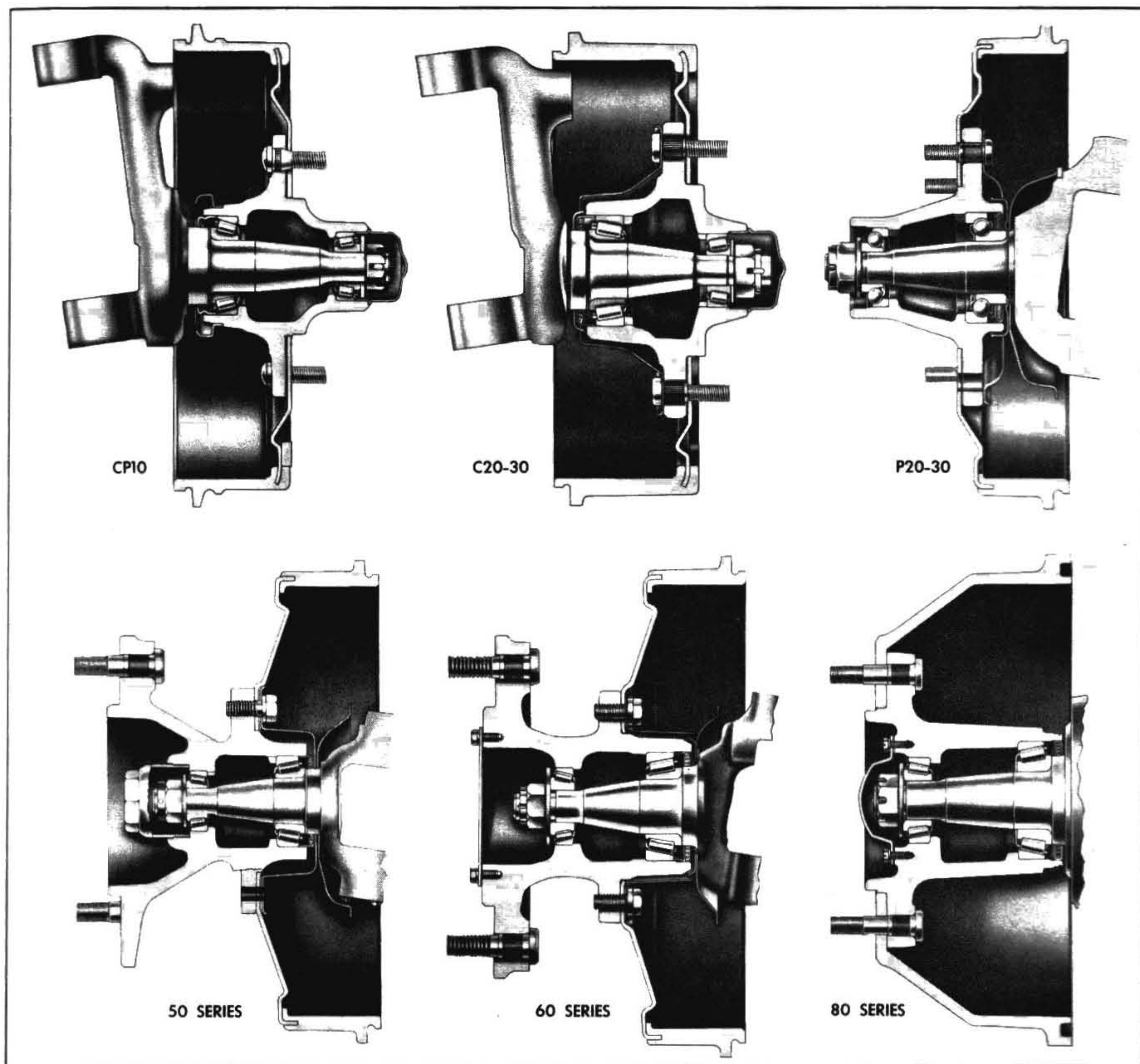


Fig. 4-22—Front Spindle and Wheel Bearings

With new sliding rubber seals, sintered iron bearings, and a special chassis grease, the design and lubrication of the Corvair 95 steering system tie-rod ends are improved. Of the seven steering system tie-rod ends, two are permanently sealed. These are located at the idler arm connection and at the pitman arm-to-relay rod ball stud. The re-

maining tie-rod ends are designed to be lubricated at intervals of 1000 miles.

Roller type front wheel bearings will be standard on certain light duty model trucks for 1963. The illustration here shows their application.

## ELECTRICAL BODY AND CHASSIS

New, improved chassis and engine electrical wiring is used in 1963 as standard equipment on Series D60 and Series 80 trucks, and as a mandatory option on Series 60H trucks. The wiring components affected are the instrument cluster harness, the main wiring harness, the front extension harness, and the engine wiring harness. Wires in these assemblies not protected by fuses are so insulated that if a short circuit or overload occurs, the heat generated will not affect the surrounding wires. Thus, only the overloaded circuit will have to be repaired.

The individual lead consists of a stranded copper wire covered with special synthetic rubber insulation, which replaces the vinyl insulation used previously. The special synthetic rubber insulation will not melt, and, thus, is effective in keeping the heat of an overloaded wire localized.

In addition to the change in the insulation of the individual wires, an improvement is made in the material binding together the wires in the harness assemblies. Previously, the wires were bound with plain vinyl tape. This is replaced in 1963 with vinyl-coated cotton friction tape, which withstands

extreme overheating if an electrical malfunction occurs.

A new plastic turn signal switch designed as a self-contained unit will replace the present model type. This unit has interchangeable and replaceable cancelling and switching mechanism contained in one plastic housing.

Front direction signal lights for Series C-D-E-L-M50 through 80 models are relocated from the hood panel to the side face of the cowl. These lenses are now amber to ensure their being visible at all times. Amber lenses are also released for the combination parking and directional signal light units on Series 10-30 models.

The existing Series 80 instrument cluster with an ammeter and oil pressure gauge are released as regular production equipment for all Series 50 and 60 vehicles except tilt-cabs.

A new tachometer with an internal electronic transmitter is released for both regular production and optional applications. The new unit with fewer parts affords greater durability, accuracy, and compactness.

---

## ACCESSORIES

Fresh air and recirculating heaters are both carryover for 1963 along with the gasoline types.

The truck air conditioner offered for 1963 utilizes an evaporator case and control panel similar to that used for the 1962 Chevrolet Passenger Car "Cool Pack". Underhood components of the system will be similar

to those used for the 1962 truck air conditioner.

West-coast type outside rear view mirrors now are released as regular production options only.

The manual radio option is carryover from the past model year.