1963 TRUCK DATA BOOK

SPECIFICATIONS CATALOG FOR CHEVROLET SALESMEN

FOREWORD

This *Specifications Catalog* is compiled to help Chevrolet salesmen be of greater service to truck users. Using the detailed information in this book, it is possible to recommend a truck confidently and quickly by determining the answers to these three basic questions:

1. What type of truck is desired?
2. What is the maximum length of the body or equipment to be used?
3. What will be the maximum payload or body and payload weight?

The type of truck may be one of Chevrolet's many complete models such as Pickup, Panel, Carryall or Stake. The Chassis-Cabs, Cowls, Forward Control and School Bus chassis accommodate all types of bodies or special equipment.

Reference to the model Selector pages at the beginning of each model section (yellow tabs) will enable salesmen to determine the model best suited to answer questions 2 and 3 above. Here, too, will be found the page number where the recommended model is described.

Models are fully described on two pages—standard equipment on the left page, and payload chart, optional equipment and tires on the right page. The payload chart shows the gross vehicle weight (GVW) rating needed to carry the load and also specifies the options required for dependable, safe operation of the truck.

Standard Equipment—For each truck model or series there is a page in the yellow-tabbed sections which describes the more important items of standard equipment. This equipment is included in the price of the basic vehicle.

Optional Equipment—For each page in the *Data Book* describing standard equipment, there is a facing page which lists the major items of optional equipment. This listing includes both Factory Optional Accessories (FOA) and Regular Production Options (RPO). These items are offered at a cost in addition to that of the basic vehicle. Additional-cost, dealer-installed Custom Features are described in the *Custom Features* section.

Price Information—All ordering and price information is contained in the *Prices* section. List Prices, D & H charges and Manufacturer's Suggested Retail Prices are given for all truck models and optional equipment.

Note: *During the model year all vehicles are subject to design change and improvement. As a result, production vehicles may sometimes vary slightly from the description of equipment given in this* Data Book. *However, every effort is made to show the latest information on all vehicles.*

This book belongs to: _____

Firm Name: _____

City, State: _____

All illustrations and specifications contained in this literature are based on the latest product information available at the time of publication. The right is reserved to make changes at any time in prices, colors, materals, equipment, specifications and models, and also to discontinue or add models.

CHEVROLET MOTOR DIVISION

GENERAL MOTORS CORPORATION

DETROIT 2, MICHIGAN

TRUCK REGISTRATIONS

Official registration figures for trucks in all GVW groups. These figures were compiled by R. L. Polk & Company, Detroit, Michigan.

Year	Chevrolet	2nd Choice Truck	3rd Choice Truck
1938	**119,479**	100,959	55,836
1939	**169,457**	128,889	66,048
1940	**194,038**	162,333	77,891
1941	**212,797**	174,024	92,482
1946	**171,618**	131,469	96,490
1947	**235,803**	186,414	126,736
1948	**302,219**	225,729	125,203
1949	**345,519**	202,179	116,956
1950	**414,496**	315,912	99,716
1951	**350,344**	250,802	106,600
1952	**272,249**	179,523	102,129
1953	**327,960**	266,027	95,404
1954	**293,079**	267,799	84,222
1955	**329,791**	295,900	100,441
1956	**302,145**	263,753	108,014
1957	**290,960**	277,301	96,956
1958	**247,296**	208,566	89,638
♦ 1959	**305,837**	292,338	108,828
★ 1960	**316,962**	280,501	110,349
★ 1961	**306,175**	289,214	116,538
1962 (thru May)▲	**146,287**	123,880	47,150

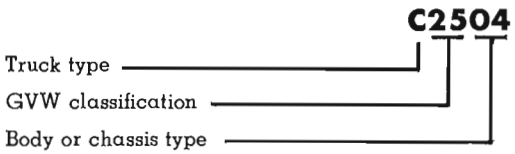
♦ Includes Alaska
★ Includes Alaska and Hawaii
▲ State of New York not included

SECTION INDEX

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

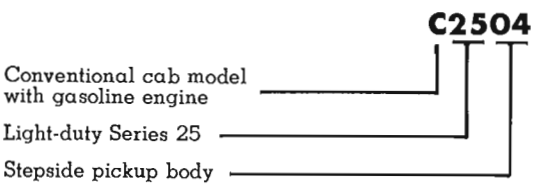
GVW Classification Code

10's, 20's, 30's—Light-duty
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
45—Step-Van
54—Rampside pickup

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



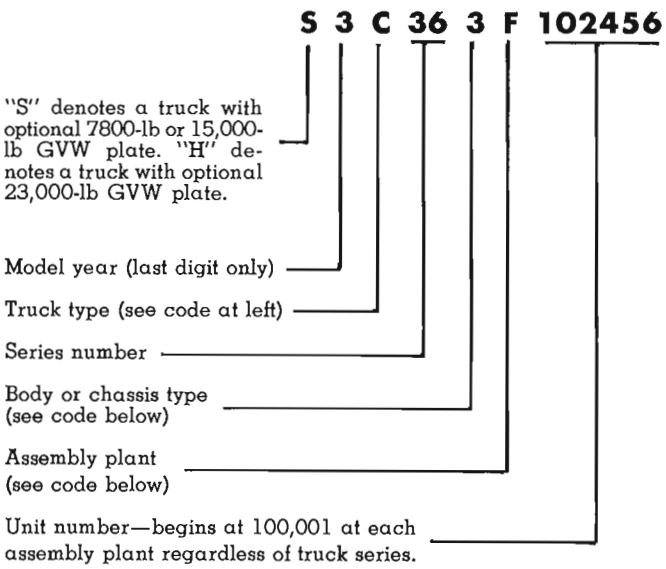
Model Designation Suffixes—Series 30 models ordered with the optional 7800-lb GVW plate, and Series 60 models ordered with the optional 15,000-lb GVW plate have a model designation ending in the letter "S". For example, C6203S.

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 chassis-cowls have the plate attached to the left side of the dash; forward-control models on the steering column; Corvair 95 models on the left lock pillar.

For the model years 1960 through 1963, 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
G—Framingham
J—Janesville
K—Kansas City
L—Los Angeles
N—Norwood
O—Oakland
P—Pontiac
S—St. Louis
T—Tarrytown

GVW PLATES

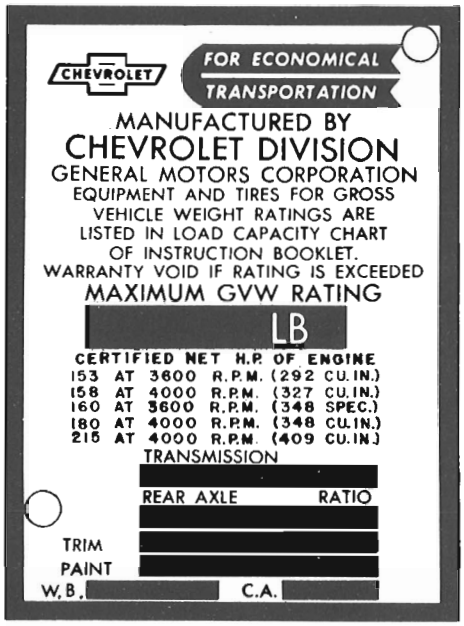
A GVW plate is attached to the left inner cowl of each model. In addition to the maximum GVW rating of the vehicle, other pertinent information is stamped on the plate. Axle and transmission codes stamped on the Series D60, 60-H and 80 plates are shown below.

Rear Axle Code

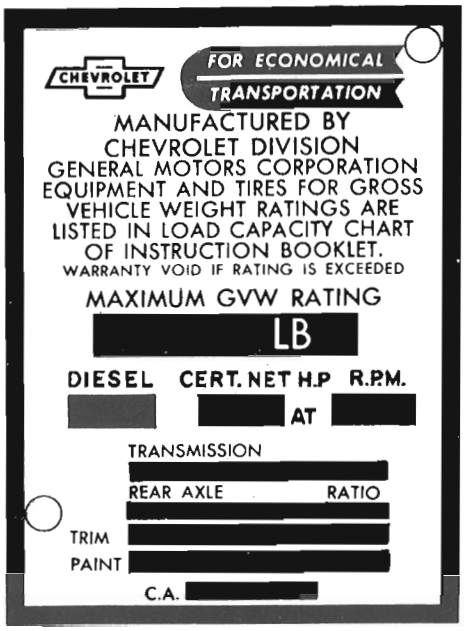
C-17	Chevrolet 17,000 lb
E-17	Eaton 17,000 lb
E-18	Eaton 18,500 lb
E-23	Eaton 23,000 lb
E 4-30M	Eaton 30M tandem

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
NP 540C	5-speed New Process
S 3152	5-speed std-ratio Spicer
S 3152A	5-speed close-ratio Spicer
S 3153	5-speed overdrive Spicer
S 5652B	5-speed std-ratio Spicer
F R46	8-speed Fuller
S 5756B	5-speed close-ratio Spicer (E-U80)
A MT 30C	Powermatic



GVW Plate for Series 50, 60, 60-H, 80



GVW Plate for Series D60, D60-H, E-U-W80

GVW Plate for Series 10 through 30

GVW Plate for Corvair 95's

LOAD CAPACITY CHART

Series	Wheelbase (in)	GVW (lb)	Recommended Minimum Tire Size		Chassis Equipment Required for GVW Rating
			Front	Rear	
53-5580 54-5680	115	♦ 4300	7.00–14/4PR	7.00–14/4PR	Standard
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 C15	115 127	4100	6.70–15/4PR	6.70–15/4PR	Standard
		⁂ 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 K15	115 127	4900	● 6.70–15/4PR	● 6.70–15/4PR	Standard
		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
		♦ 7600	8–19.5/8PR	8–19.5/8PR	3150-lb rear springs; HD front axle
P23 P25 P26	104 125 137	5600	7–17.5/6PR	7–17.5/6PR	Standard
		6200	7–17.5/6PR	8–17.5/6PR	Standard
		♦ 7000	8–17.5/6PR	8–17.5/8PR	Standard
C36 C38	133 157	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	Main & auxiliary type rear springs, capacity 4150 lb each
		♦10,000	7–17.5/6PR	8–17.5/8PR dual	Main & auxiliary type rear springs, capacity 4150 lb each; 1750-lb front springs
P33 P35 P36	104 125 137	7500	8–19.5/6PR	8–19.5/6PR	Standard
		♦10,000	8–19.5/6PR	8–19.5/6PR dual	2500-lb front springs; main and auxiliary type rear springs, capacity 3400 lb
C51 C52 C53 C55	133 145 157 175	10,000	7–22.5/6PR	7–22.5/6PR dual	Standard
		12,000	8–22.5/8PR	8–22.5/8PR dual	Standard
		14,000	8–22.5/8PR	8–22.5/8PR dual	Vacuum brakes
		★15,000	8–22.5/8PR	8–22.5/10PR dual	5000-lb front axle; 3000-lb front springs; 15,000-lb rear axle; 7500-lb rear springs; vacuum brakes
		♦16,000	8–22.5/8PR	8–22.5/10PR dual	

♦ 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.
⁂ Base GVW rating for Suburban Carryalls.

LOAD CAPACITY CHART

Series	Wheelbase (in)	GVW (lb)	Recommended Minimum Tire Size		➔ Chassis Equipment Required for GVW Rating
			Front	Rear	
L52 L53 L56	133 145 175	10,000	7–22.5/6PR	7–22.5/6PR dual	Standard
		12,000	8–22.5/8PR	8–22.5/8PR dual	Standard
		14,000	8–22.5/8PR	8–22.5/8PR dual	Vacuum brakes
		★15,000	8–22.5/8PR	8–22.5/10PR dual	5000-lb front axle; 3000-lb front springs; 15,000-lb rear axle; 7500-lb rear springs; vacuum brakes
		♦16,000	8–22.5/8PR	8–22.5/10PR dual	
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
		★15,000	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
		♦16,000	8–22.5/10PR	8–22.5/10PR dual	
C61, L62 C62, L63 C63 L65 C65, L66 C68, L69	133 145 157 169 175 197	★15,000	8–22.5/8PR	8–22.5/8PR dual	Standard
		17,000	8–22.5/8PR	9–22.5/10PR dual	8750-lb rear springs
		♦19,500	9–22.5/10PR	10–22.5/10PR dual	8750-lb rear springs
		●★21,000	9–22.5/10PR	10–22.5/10PR dual	7000-lb front axle; HD frame; 8750-lb rear springs
C61-H, L62-H C62-H, L63-H C63-H L65-H C65-H, L66-H C68-H, L69-H	133 145 157 169 175 197	★23,000	9–22.5/10PR	10–22.5/10PR dual	23,000-lb GVW plate; 7000-lb front axle; HD vacuum brakes; 17,000-lb rear axle; HD frame♣; 10,400-lb rear springs or auxiliary rear springs; HD wiring
D61 D62 D63 D65 D68	133 145 157 175 197	★15,000	8–22.5/8PR	8–22.5/8PR dual	Standard
		17,000	8–22.5/8PR	9–22.5/10PR dual	10,400-lb rear springs
		♦19,500	9–22.5/10PR	10–22.5/10PR dual	10,400-lb rear springs
		★21,000	9–22.5/10PR	10–22.5/10PR dual	7000-lb front axle; 10,400-lb rear springs
D61-H D62-H D63-H D65-H D68-H	133 145 157 175 197	★23,000	9–22.5/10PR	10–22.5/10PR dual	23,000-lb GVW plate; 7000-lb front axle; HD vacuum brakes; 17,000-lb two-speed rear axle; 10,400-lb rear springs
T62 T63 T66 T68 T69	97 109 133 145 175	★15,000	8–22.5/8PR	8–22.5/8PR dual	Standard
		17,000	8–22.5/8PR	9–22.5/10PR dual	8750-lb rear springs
		♦19,500	9–22.5/10PR	10–22.5/10PR dual	8750-lb rear springs
		★21,000	9–22.5/10PR	10–22.5/10PR dual	7000-lb front axle; 8750-lb rear springs
T62-H T63-H T66-H T68-H T69-H	97 109 133 145 175	★23,000	9–22.5/10PR	10–22.5/10PR dual	23,000-lb GVW plate; 7000-lb front axle; HD vacuum brakes; 17,000-lb rear axle; 10,400-lb rear springs or auxiliary rear springs; HD wiring

♦ A plate is supplied with each vehicle showing chassis number and this GVW rating.
♣ Heavy-duty frame not available on L6503 or Cowl models.
★ Rating shown on RPO GVW plate.
● 21,000-lb GVW rating not available on L6503 or Cowl models.

➔ Indicates revised specifications.

LOAD CAPACITY CHART

Series	Wheelbase (in)	GVW (lb)	Recommended Minimum Tire Size		➔ Chassis Equipment Required for GVW Rating
			Front	Rear	
M63 **M65** **M68**	157 175 193	24,000	8–22.5/8PR	8–22.5/8PR dual	Standard
		♦30,000	8–22.5/8PR	9–22.5/10PR dual	7000-lb front axle; 4500-lb front springs
S62 **S64**	197 225½	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	8750-lb rear springs
		★21,000	10–22.5/10PR	10–22.5/10PR dual	7000-lb front axle; 8750-lb rear springs
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	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; 8750-lb rear springs
S67-H	243	★23,000	10–22.5/10PR	10–22.5/10PR dual	23,000-lb GVW plate; 7000-lb front axle; 17,000-lb rear axle; HD vacuum brakes; 10,400-lb rear springs or auxiliary rear springs; HD wiring
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	8750-lb rear springs
		♦21,000	10–22.5/10PR	10–22.5/10PR dual	8750-lb rear springs
S69-H	261½	★23,000	10–22.5/10PR	10–22.5/10PR dual	23,000-lb GVW plate; 17,000-lb rear axle; HD vacuum brakes; 10,400-lb rear springs or auxiliary rear springs; HD wiring
E82 **E83**	133 145	18,500	9–22.5/10PR	9–22.5/10PR dual	Standard
		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
C81, L82 **C82, L83** **C83** **C85, L86** **C88**	133 145 157 175 197	18,500	9–22.5/10PR	9–22.5/10PR dual	Standard
		22,000	9–22.5/10PR	10–22.5/10PR dual	10,400-lb rear springs
		♦25,000	10–22.5/10PR	11–22.5/12PR dual	11,500-lb rear springs
M83 **M85** **M88**	157 175 193	30,000	9–22.5/10PR	9–22.5/10PR dual	Standard
		♦36,000	9–22.5/10PR	10–22.5/10PR dual	9000-lb front axle
T82 **T83** **T86** **T88**	97 109 133 145	18,500	9–22.5/10PR	9–22.5/10PR dual	Standard
		22,000	9–22.5/10PR	10–22.5/10PR dual	10,400-lb rear springs
		♦25,000	10–22.5/10PR	11–22.5/12PR dual	11,500-lb rear springs
U82 **U83**	97 109	18,500	9–22.5/10PR	9–22.5/10PR dual	Standard
		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
W83 **W85** **W88**	145 163 181	30,000	9–22.5/10PR	9–22.5/10PR dual	Standard
		♦36,000	9–22.5/10PR	10–22.5/10PR dual	9000-lb front axle

♦ A plate is supplied with each vehicle showing chassis number and this GVW rating.
★ Rating shown on RPO GVW plate.

➔ Indicates revised specifications.

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

Series	Engine	Transmission	Rear Axle Capacity (lb)	Ratio
53-5580	**194 Six** 230 Six	**3-Spd Synchromesh** Powerglide Overdrive	**2700**	**3.36** ★3.08
54-5680	**283 V8** 283 V8	**3-Spd Synchromesh** 4-Spd Synchromesh Powerglide Overdrive	**2700**	**3.08** 3.36
R10	**164 Six** 164 Six	**3-Spd Synchromesh** 4-Spd Synchromesh Powerglide	**2500**	**3.55**
C10	**230 Six** 292 Six 283 V8	**3-Spd Synchromesh** 3-Spd Wide-Ratio Warner T89B 4-Spd Synchromesh Powerglide	**3500** 3500 3500	**3.73** **b**3.07 4.11
P10	**153 Four** 230 Six	**3-Spd Synchromesh** 3-Spd Wide-Ratio Warner T89B 4-Spd Synchromesh Powerglide	**3500** 3500	**4.11** **a**3.73
K10	**230 Six** 292 Six 283 V8	**3-Spd Synchromesh** 4-Spd Synchromesh	**3300**	**3.73**
C20	**230 Six** 292 Six 283 V8	**3-Spd Synchromesh** 3-Spd Wide-Ratio Warner T89B 4-Spd Synchromesh Powerglide	**5200** 5200	**4.57** **b**4.11
K20	**230 Six** 292 Six 283 V8	**3-Spd Synchromesh** 4-Spd Synchromesh	**5200**	**4.57**
P20	**230 Six** 292 Six	**3-Spd Synchromesh** 3-Spd Wide-Ratio Warner T89B 4-Spd Synchromesh Powerglide	**5200**	**4.57**
C30	**230 Six** 292 Six 283 V8	**4-Spd Synchromesh** 3-Spd Wide-Ratio Warner T89B	**7200**	**5.14**
P30	**230 Six** 292 Six	**4-Spd Synchromesh** 3-Spd Wide-Ratio Warner T89B	**7200**	**5.14**
C50 **L50** **S50**	**230 Six** 292 Six **c**283 V8	**4-Spd Synchromesh**	**11,000** 15,000 15,000	**6.17** 6.40/8.72 7.20
S62 **S64**	**292 Six**	**4-Spd Synchromesh** 5-Spd New Process 540C **d**Powermatic	**15,000** 15,000	**7.20** 6.40/8.72
	327 V8 348 Special V8	**4-Spd Synchromesh** 5-Spd Std-Ratio Clark 265V **f**5-Spd Close-Ratio Clark 267V 5-Spd Std-Ratio Spicer 3152 **f**5-Spd Close-Ratio Spicer 3152A **d**Powermatic	**15,000** 15,000	**7.20** 6.40/8.72
C60 **L60** **T60**	**292 Six**	**4-Spd Synchromesh** 5-Spd New Process 540C **de**Powermatic	**15,000** 15,000 17,000 17,000 17,000	**7.20** 6.40/8.72 7.20 6.40/8.72 7.17/9.97
	327 V8 348 Special V8	**4-Spd Synchromesh** 5-Spd Std-Ratio Clark 265V **f**5-Spd Close-Ratio Clark 267V **g**5-Spd Std-Ratio Spicer 3152 **gf**5-Spd Close-Ratio Spicer 3152A **de**Powermatic	**15,000** 15,000 17,000 17,000	**7.20** 6.40/8.72 7.20 7.17/9.97
S67 **♦S69**	**292 Six**	**4-Spd Synchromesh** 5-Spd New Process 540C **d**Powermatic	**15,000** 15,000 17,000 17,000	**7.20** 6.40/8.72 7.20 6.40/8.72
	327 V8 348 Special V8	**4-Spd Synchromesh** 5-Spd Std-Ratio Clark 265V **f**5-Spd Close-Ratio Clark 267V 5-Spd Std-Ratio Spicer 3152 **f**5-Spd Close-Ratio Spicer 3152A **d**Powermatic	**15,000** 15,000 17,000 17,000	**7.20** 6.40/8.72 7.20 6.40/8.72

a—Not used with 153 Four.
b—Not available with Powerglide transmission.
c—Not available on School Bus.
d—For use with single-speed rear axle only.
e—For C models only.
f—With two-speed rear axle only.
g—Not available on T60.
♦—With 327 V8 or 348 Special V8 only.
★—With Positraction only.

POWER TEAMS

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

Series	Engine	Transmission	Rear Axle Capacity (lb)	Ratio
C60-H **L60-H** **T60-H**	**292 Six**	**4-Spd Synchromesh** 5-Spd New Process 540C **de**Powermatic	**17,000** 17,000 17,000	**7.20** 7.17/9.97 6.40/8.72
	327 V8 348 Special V8	**4-Spd Synchromesh** 5-Spd Std-Ratio Clark 265V **f**5-Spd Close-Ratio Clark 267V **j**5-Spd Std-Ratio Spicer 3152 **jf**5-Spd Close-Ratio Spicer 3152A **de**Powermatic	**17,000** 17,000	**7.20** 7.17/9.97
S67-H **♦S69-H**	**292 Six**	**4-Spd Synchromesh** 5-Spd New Process 540C **d**Powermatic	**17,000** 17,000	**7.20** 6.40/8.72
	327 V8 348 Special V8	**4-Spd Synchromesh** 5-Spd Std-Ratio Clark 265V **f**5-Spd Close-Ratio Clark 267V 5-Spd Std-Ratio Spicer 3152 **f**5-Spd Close-Ratio Spicer 3152A **d**Powermatic	**17,000** 17,000	**7.20** 6.40/8.72
D60	**4-53 GM Diesel**	**5-Spd Overdrive Clark 264VO** 5-Spd Overdrive Spicer 3153	**15,000** 15,000	**6.17** 5.83/7.95
D60-H	**4-53 GM Diesel**	**5-Spd Close-Ratio Clark 267V** 5-Spd Close-Ratio Spicer 3152A	**17,000**	**4.87/6.77**
M60	**292 Six**	**4-Spd Synchromesh** 5-Spd New Process 540C	**28,000** (2 Axles)	**7.20** 6.40/8.72
	327 V8 348 Special V8	**4-Spd Synchromesh** 5-Spd Std-Ratio Clark 265V **f**5-Spd Close-Ratio Clark 267V	**28,000** (2 Axles)	**7.20** 6.40/8.72
M80	**348 V8**	**5-Spd Std-Ratio Spicer 3152** 3-Spd Spicer Auxiliary 5831G 4-Spd Spicer Auxiliary 6041 Powermatic	**30,000** (2 Axles) 34,000 (2 Axles)	**7.17** 7.17
	409 V8	**5-Spd Spicer 5652B** 4-Spd Spicer Auxiliary 6041 8-Spd Fuller R46 Powermatic	**30,000** (2 Axles) 34,000 (2 Axles)	**7.17** 7.17
W80	**6V-53 GM Diesel**	**5-Spd Std-Ratio Spicer 5652B** 4-Spd Spicer Auxiliary 7041 Powermatic	**30,000** (2 Axles) 34,000 (2 Axles)	**5.57** 6.50
C80 **L80** **T80**	**348 V8**	**5-Spd Std-Ratio Spicer 3152** **f**5-Spd Close-Ratio Spicer 3152A **dh**Powermatic	**18,500** 18,500 18,500 23,000 23,000	**7.17** 6.50/8.87 7.17/9.77 6.67 6.71/9.14
	409 V8	**5-Spd Std-Ratio Spicer 5652B** **f**5-Spd Close-Ratio Spicer 5756B **d**8-Spd Fuller R46 **d**Powermatic**♣**	**18,500** 18,500 18,500 23,000 23,000	**7.17** 6.50/8.87 7.17/9.77 6.67 6.71/9.14
E80 **U80**	**6V-53 GM Diesel**	**5-Spd Close-Ratio Spicer 5756B**	**18,500** 18,500 23,000	**5.57/7.60** 4.87/6.65 5.43/7.39
		8-Spd Fuller R46 Powermatic	18,500 23,000	5.57 5.43

d—For use with single-speed rear axle only.
e—For C models only.
f—With two-speed rear axle only.
h—For C and T models only.
j—Not available on T60-H.
♦—With 327 V8 or 348 Special V8 only.
♣—For C models only.

Option Number	Description
S30	10.00–20/12PR Highway Regular Tubed Tires
S48	7–22.5/6PR Highway Regular Tubeless Spare Tire
S49	8–22.5/8PR Highway Regular Tubeless Tires for Disc Wheels
S50	8–22.5/8PR Highway Regular Tubeless Spare Tire for Cast Wheel
S51	8–22.5/10PR Highway Regular Tubeless Tires for Disc Wheels
S52	9–22.5/10PR Highway Regular Tubeless Tires for Disc Wheels
S53	9–22.5/10PR On-Off-Road Regular Tubeless Tires for Disc Wheels
S54	9–22.5/10PR Highway Regular Tubeless Tires for Cast Wheels
S55	9–22.5/10PR On-Off-Road Regular Tubeless Tires for Cast Wheels
S56	9–22.5/10PR Highway Nylon Tubeless Tires for Disc Wheels
S57	9–22.5/10PR Highway Nylon Tubeless Tires for Cast Wheels
S58	9–22.5/12PR Highway Regular Tubeless Tires for Disc Wheels
S62	10–22.5/10PR Highway Regular Tubeless Tires for Disc Wheels
S63	10–22.5/10PR Highway Regular Tubeless Tires for Cast Wheels
S64	11–22.5/12PR Highway Regular Tubeless Tires for Disc Wheels
S65	11–22.5/12PR Highway Regular Tubeless Tires for Cast Wheels
S76	16″ x 5.5″ Spare Wheel
S77	17.5″ x 5.25″ Spare Wheel
S80	20″ x 5.0″ Spare Wheel
S85	22.5″ x 5.25″ Spare Wheel
S86	22.5″ x 6.00″ Spare Wheel
S90	22.5″ x 6.00″ Spare Rim
S91	20″ x 6.0″ Spare Rim
T60	Heavy-duty Battery
U16	Tachometer
U60	Radio—manual control
U92	Heavy-duty Wiring
V01	Heavy-duty Radiator
V04	Radiator Shutters
V35	Wraparound Front Bumper
V37	Custom Chrome Option
V38	Painted Rear Bumper
V62	Jack
V75	Hazard and Marker Lights
V76	Front Towing Hooks
Z50	Frame Reinforcements
Z52	Full-Depth Foam Seat
Z53	Gauges
Z54	Maximum Economy Equipment
Z55	Pennsylvania Serial Number Plate
Z56	15,000-lb GVW Plate
Z57	23,000-lb GVW Plate
Z58	7800-lb GVW Plate
Z59	21,000-lb GVW Plate
Z60	Custom Equipment
Z61	Custom Appearance Option
Z62	Custom Comfort Option
Z70	7800-lb GVW Plate

CHANGE NOTICE NO. 1

1963 Chevrolet Truck Data Book

March 1, 1963

The following changes should be noted on the appropriate pages of the yellow-tabbed sections of your Truck Data Book.

Change	Section and Pages Affected
Axle, Front: Series S53; Change 5000-lb front axle to 5500-lb	Foreward—6 School Bus Models—6
Axle, Rear: RPO's H15 & H96 include 7500-lb rear spring	Gasoline Chassis-Cab Models—11, 13 Cowl Models—9
Brakes: Delete RPO J75, Full Air Emergency Equipment	Gasoline Chassis-Cab Models—17, 27 Diesel Chassis-Cab Models—5
RPO J71, Full-Air, should read "and 15" x 7" rear brakes"	Gasoline Chassis-Cab Models—27, 29, 31
Effective lining area should be 385 sq in	School Bus Models—4
Body-Payload Weight: D6303 should be 12,900-lb D6303-H should be 16,050-lb	Diesel Chassis-Cab Models—1
Controls & Instruments: Should be engine-temp. gauge instead of light	Stake Models—6 Gasoline Chassis-Cab Models—10, 12, 14, 18
Curb Weight: Should read "Front 2595-Total 5375"	Stake Models—6
Exhaust Stacks: Delete "includes cab assist handles on both sides"	Diesel Chassis-Cab Models—9
Gauge, Vacuum: RPO J81 & RPO J80 require Vacuum Brakes	School Bus Models—3, 5
Generator: Add RPO L05, 130 amp Delcotron	School Bus Models—5
Governor: Should be 1800–3100 rpm & 3000–4000 rpm for 230 engine and 1800–3100 rpm & 3000–3900 rpm for 292 engine	Pickup Models—5 Stake Models—5 Gasoline Chassis-Cab Models—9, 11, 13, 15, 17, 19 Cowl Models—7, 9, 11
Mirrors: Head size for West Coast type is— Jr—6" x 11", Sr—7" x 16"	All pages applicable
Delete "West Coast Type Jr."	Stake Models—5
Should read "West Coast Type Jr. (6" x 11"), not available with 9' platform body"	Gasoline Chassis-Cab Models—9
Springs, Rear: RPO G52 is with std axle only	Gasoline Chassis-Cab Models—11, 13 Cowl Models—9
Tank, Fuel: Change capacity to 17 gallons	Pickup Models—4, 6 Stake Models—6 Gasoline Chassis-Cab Models—10, 12, 14
Change capacity to 20 gallons	Pickup Models—5 Stake Models—5 Gasoline Chassis-Cab Models—9, 11, 13, 15, 17, 19, 28 Diesel Chassis-Cab Models—2
Tires: Change RPO R28—Regular to RPO R38-Nylon. Change RPO R32—Regular to Nylon. Change RPO R62—Regular to RPO R69-Nylon	Forward—10 Pickup Models—5 4-Wheel Drive Models—3, 5, 7, 9, 15, 17, 19, 21 Step-Vans & Fwd-Control Chassis—3, 9
Change capacity for 8.25–20/12PR to 3730	Gasoline Chassis-Cab Models—15, 17, 19 Diesel Chassis-Cab Models—7, 9 Cowl Models—11, 13
Delete RPO's R66 and R68	Step-Vans & Fwd-Control Chassis—7
Transmissions: RPO M92 should read "& 348 or 409 engine"	Gasoline Chassis-Cab Models—31
RPO M20, Delete "Heavy-Duty"	Pickup Models—5 Step-Van & Fwd-Control Chassis—3, 5, 9, 11
Delete RPO M45; Powermatic	Gasoline Chassis-Cab Models—29

1963 Chevrolet Truck Data Book

PAGE CHECK LIST

March 1, 1963

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

Foreword

Page	Date
1	August 1, 1962
2	August 1, 1962
3	August 1, 1962
4	August 1, 1962
5	August 1, 1962
6	August 1, 1962
7	March 1, 1963
8	March 1, 1963
9	August 1, 1962
10	August 1, 1962
11	August 1, 1962

Pickup Models

Page	Date
1	March 1, 1963
2	March 1, 1963
3	August 1, 1962
4	August 1, 1962
5	September 4, 1962
6	September 4, 1962
7	March 1, 1963
8	March 1, 1963
9	March 1, 1963
10	March 1, 1963
11	March 1, 1963
12	March 1, 1963
13	March 1, 1963
14	March 1, 1963
15	March 1, 1963
16	March 1, 1963
17	March 1, 1963
18	March 1, 1963

Panel & Carryall Models

Page	Date
1	March 1, 1963
2	March 1, 1963
3	August 1, 1962
4	August 1, 1962
5	March 1, 1963
6	March 1, 1963
7	March 1, 1963
8	March 1, 1963
9	March 1, 1963
10	March 1, 1963

Stake Models

Page	Date
1	March 1, 1963
2	March 1, 1963
3	March 1, 1963
4	March 1, 1963
5	September 4, 1962
6	September 4, 1962
7	March 1, 1963
8	March 1, 1963
9	March 1, 1963
10	March 1, 1963
11	March 1, 1963
12	March 1, 1963

Gasoline Chassis-Cab Models

Page	Date
1	March 1, 1963
2	March 1, 1963
3	March 1, 1963
4	March 1, 1963
5	March 1, 1963
6	March 1, 1963
7	March 1, 1963
8	March 1, 1963
9	September 4, 1962
10	September 4, 1962
11	September 4, 1962
12	September 4, 1962
13	September 4, 1962
14	September 4, 1962
15	September 4, 1962
16	September 4, 1962
17	September 4, 1962
18	September 4, 1962
19	September 4, 1962
20	September 4, 1962
21	March 1, 1963
22	March 1, 1963
23	March 1, 1963
24	March 1, 1963
25	March 1, 1963
26	March 1, 1963
27	December 1, 1962
28	December 1, 1962
29	August 1, 1962
30	August 1, 1962
31	August 1, 1962
32	August 1, 1962

Diesel Chassis-Cab Models

Page	Date
1	September 4, 1962
2	September 4, 1962
3	December 1, 1962
4	December 1, 1962
5	December 1, 1962
6	December 1, 1962
7	August 1, 1962
8	August 1, 1962
9	August 1, 1962
10	August 1, 1962

Tandem Models

Page	Date
1	March 1, 1963
2	March 1, 1963
3	March 1, 1963
4	March 1, 1963
5	March 1, 1963
6	March 1, 1963

4-Wheel Drive Models

Page	Date
1	December 1, 1962
2	December 1, 1962
3	December 1, 1962
4	December 1, 1962
5	December 1, 1962
6	December 1, 1962
7	December 1, 1962
8	December 1, 1962
9	December 1, 1962
10	December 1, 1962
11	December 1, 1962
12	December 1, 1962
13	December 1, 1962

4-Wheel Drive Models

Page	Date
14	December 1, 1962
15	December 1, 1962
16	December 1, 1962
17	December 1, 1962
18	December 1, 1962
19	December 1, 1962
20	December 1, 1962
21	December 1, 1962
22	December 1, 1962
23	December 1, 1962
24	December 1, 1962

Cowl Models

Page	Date
1	December 1, 1962
2	December 1, 1962
3	March 1, 1963
4	March 1, 1963
5	March 1, 1963
6	March 1, 1963
7	September 4, 1962
8	September 4, 1962
9	September 4, 1962
10	September 4, 1962
11	September 4, 1962
12	September 4, 1962
13	September 4, 1962
14	September 4, 1962

School Bus Models

Page	Date
1	September 4, 1962
2	September 4, 1962
3	September 4, 1962
4	September 4, 1962
5	September 4, 1962
6	September 4, 1962
7	March 1, 1963
8	March 1, 1963
9	March 1, 1963
10	March 1, 1963
11	March 1, 1963
12	March 1, 1963
13	March 1, 1963
14	March 1, 1963

Step-Vans & Fwd-Control Chassis

Page	Date
1	December 1, 1962
2	December 1, 1962
3	December 1, 1962
4	December 1, 1962
5	December 1, 1962
6	December 1, 1962
7	December 1, 1962
8	December 1, 1962
9	December 1, 1962
10	December 1, 1962
11	December 1, 1962
12	December 1, 1962
13	December 1, 1962
14	December 1, 1962

Pickup
Models

8½-ft Rampside 95 Body

Inside Length..... 105⅞″
Inside Width..... 61¼″
Inside Height..... 15⅛″—29⅛″

Maximum Rated Payload	Model	Pages
1850 lb	R1254	2—3

6½-ft Stepside Body★

Inside Length..... 78⅛″
Inside Width..... 50″
Inside Height..... 17½″

Maximum Rated Payload	Model	Pages
1550 lb	C1404	4—5

6½-ft Fleetside Body★

Inside Length..... 78⅛″
Inside Width..... 72″
Inside Height..... 19⅛″

Maximum Rated Payload	Model	Pages
1500 lb	C1434	6—7

8-ft Stepside Body★

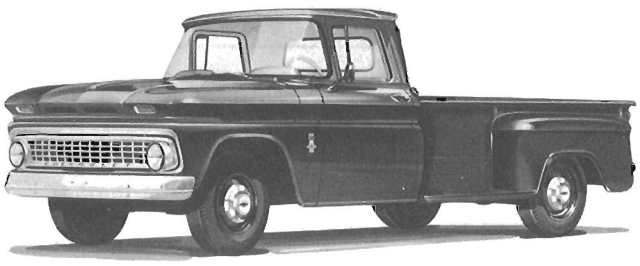
Inside Length..... 98″
Inside Width..... 50″
Inside Height..... 17½″

➔ Maximum Rated Payload	Model	Pages
1450 lb	C1504	8—9
3550 lb	C2504	12—13

8-ft Fleetside Body★

Inside Length..... 98″
Inside Width..... 72″
Inside Height..... 19⅛″

➔ Maximum Rated Payload	Model	Pages
1400 lb	C1534	10—11
3500 lb	C2534	14—15



9-ft Stepside Body

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

➔ Maximum Rated Payload	Model	Pages
3700 lb	C3604	16—17

★ Also see *4-Wheel Drive* section.
➔ Indicates revised specifications

MODEL R1254 PICKUP (Rampside)

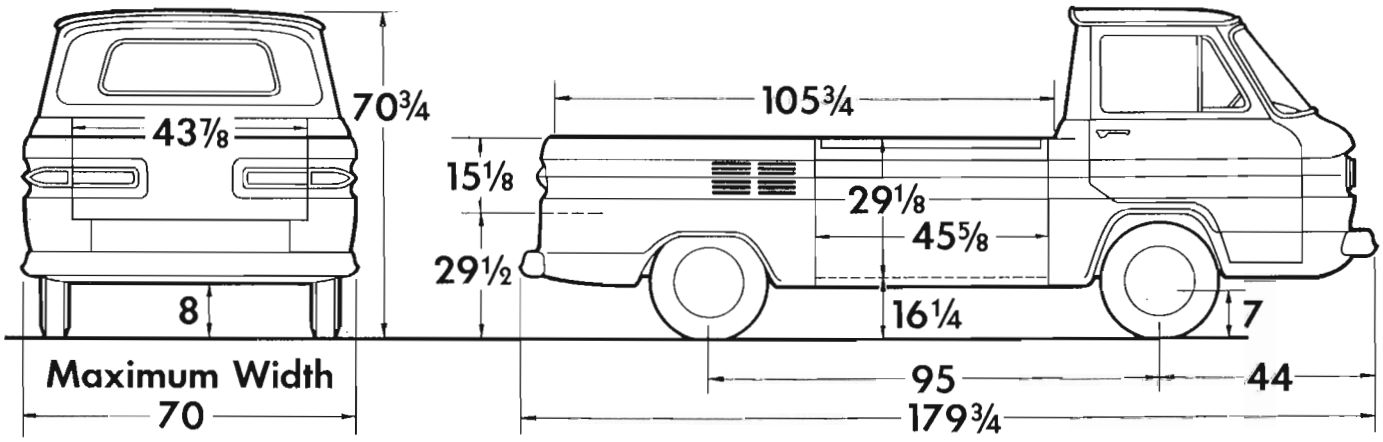
GVW Ratings up to 4600 lb
Wheelbase: 95″

STANDARD EQUIPMENT

Air Cleaner: Two; oil-wetted polyurethane element
Axle, Rear: Hypoid; ratio 3.89. See *Suspension, Rear*
Battery: 12-Volt; 54-plate; capacity 40 amp-hr
Body: Rampside; see *Cab & Bodies*
Brakes, Service: Hydraulic; self-adjusting
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
Cab: Corvair 95; see *Cabs & Bodies*
Carburetor: Two; single-barrel; automatic choke
Clutch: Diameter 9⅛″; area 72 sq in
Cooling: Air cooled by 11″ centrifugal blower; 215° thermostat
Controls & Instruments: Light switch; headlight beam control; speedometer; odometer; fuel gauge. Lights for generator, fan, oil pressure, engine temperature, direction signal and high beam indicator
Direction Signals: Front and rear
Engine: 145 Six; positive crankcase ventilation
Gross horsepower....80
Gross torque, lb-ft....128
Filter, Fuel: At carburetor; porous sintered bronze
Filter, Oil: Full-flow; 1 pint; replaceable element
Frame: Unitized body-frame construction
Generator: 30 amp DC; normal cut-in
GVW Plate: 4600 lb
Lights: Head, parking, tail, stop, license plate; dome, instrument panel
Mirror: Inside
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
Tank, Fuel: Under seat; capacity 18.6 gallons
Tires: Five tubeless 7.00–14/4PR front, single rear and spare
Tools: Mechanical jack; wheel wrench
Transmission: 3-speed synchromesh; ratios 3.50, 1.99, 1.00, 3.97 (rev)
Wheels: Five 14″ x 5.0″; attachment, 5 studs on 4¾″ circle; 4 painted hub caps
Windshield Wipers: Electric; single-speed

DIMENSIONS

(With std equipment, unloaded)



Curb Weight with Standard Equipment (lb)			Load Weight Distribution	
Front	**Rear**	**Total**	**Front**	**Rear**
1375	1410	2785	39%	61%

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	7.00–14/4PR	7.00–14/4PR
1850 lb	4600 lb	Standard	7.00–14/6PR	7.00–14/6PR

OPTIONAL EQUIPMENT

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

Air Cleaner: Pre-oil bath..... K47

Axle, Positraction Rear..... G81

Custom Chrome: Includes front and rear chromed bumpers and hub caps V37

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; rear engine grille..... Z60

Floor, Level Pickup Box..... E82

Generator: 35 amp, low cut-in..... K71

Glass, Laminated:
For door windows..... A09

Heater & Defroster:
Gasoline operated..... C45
Direct air..... C40

Mirror, Exterior: 3¾-inch fixed arm
Left side..... D32
Left and right sides..... D32
West Coast type Jr..... D29

Paint, Exterior: See *Colors* section

Radio: Manual control..... U60

Shock Absorbers: Heavy-duty; front F51

Transmission:
4-speed synchromesh..... M20
Powerglide..... M35

Wheel Covers..... P01

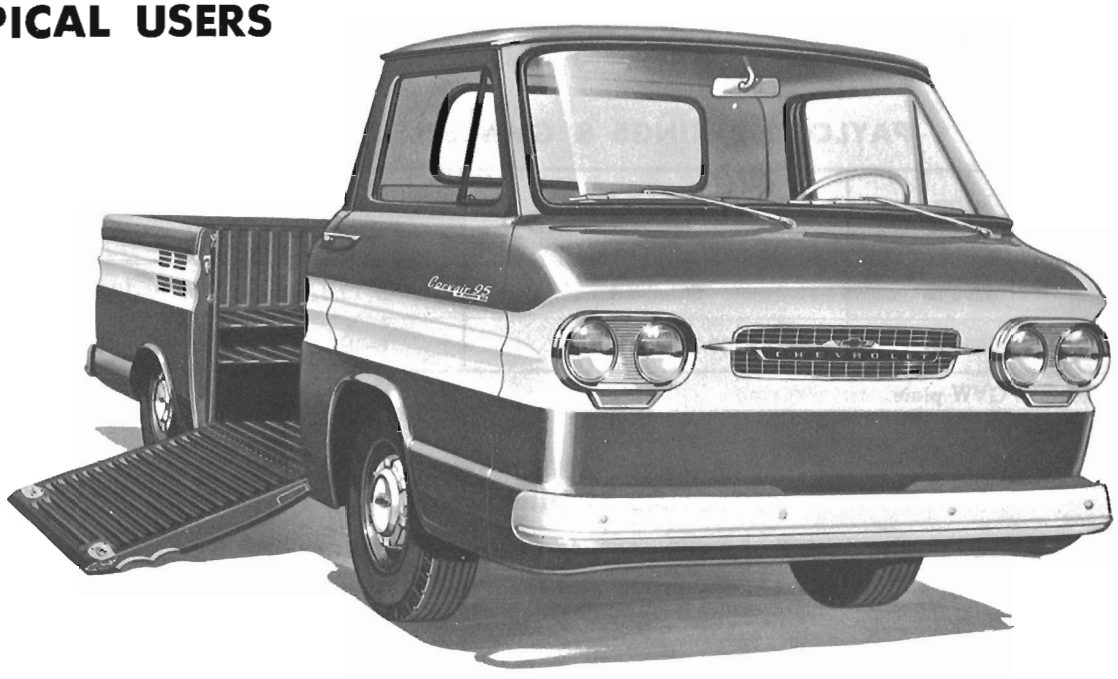
Windshield Wipers & Washer:
Electric; 2-speed wipers..... C14

TIRE & DISC WHEEL COMBINATIONS

Tire Size	Tire Capacity (lb ea)	Rim Width	Option Numbers	
			Highway Tread	
			Regular	Nylon
TUBELESS				
7.00–14/4PR blackwall♦	975	5.0″	Std	—
7.00–14/4PR whitewall♦	975	5.0″	R20	—
7.00–14/6PR blackwall♦	1065	5.0″	R21	—
7.00–14/6PR whitewall♦	1065	5.0″	R22	—
7.00–14/6PR blackwall♣	1180	5.0″	R24	—
7.00–14/8PR blackwall♣	1400	5.0″	R25	—

♦Passenger car type
♣Truck type

TYPICAL USERS



Automotive Service Stations

Carpenters

Construction Firms

Contractors

Dairies

Farmers

Grocery Stores

Hardware Stores

Household Appliance Dealers

Landscaping Contractors

Newspapers

Painters

Plumbers

Public Utilities

Ranchers

Surveyors

Panels & Carryall
Models

Corvan

Inside Length at Floor..... 120⅞″
Inside Width..... 59¼″
Inside Height..... 53¾″
Capacity..... 191 cu ft

Maximum Rated Payload	Model	Pages
1700 lb	R1205	2—3

7½-Ft Panel★

Inside Length at Floor..... 99½″
Inside Width..... 68″
Inside Height..... 47″
Capacity.....175 cu ft

Maximum Rated Payload	Model	Pages
1250 lb	C1405	4—5

10½-Ft Panel

Inside Length at Floor.....134″
Inside Width..... 68″
Inside Height..... 47″
Capacity.....230 cu ft

Maximum Rated Payload	Model	Pages
3050 lb	C3605	6—7

Carryalls★

Model C1406 with panel type rear doors
Model C1416 with 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″

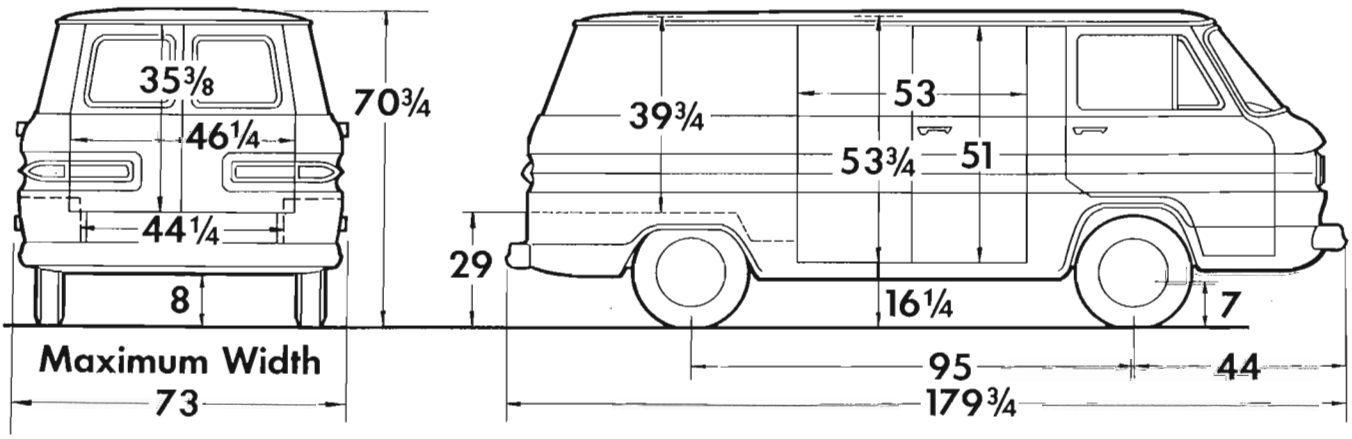
STANDARD EQUIPMENT

Air Cleaner: Two; oil-wetted polyurethane element
Axle, Rear: Hypoid; ratio 3.89. See *Suspension, Rear*
Battery: 12-Volt; 54-plate; capacity 40 amp-hr
Body: Corvan; see *Cabs & Bodies*
Brakes, Service: Hydraulic; self-adjusting
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 9⅛″; area 72 sq in
Cooling: Air cooled by 11″ centrifugal blower; 215° thermostat
Controls & Instruments: Light switch; headlight beam control; speedometer; odometer; fuel gauge. Lights for generator, fan, oil pressure, engine temperature, direction signal and high beam indicator
Direction Signals: Front and rear
Engine: 145 Six; positive crankcase ventilation
Gross horsepower 80
Gross torque, lb-ft 128
Filter, Fuel: At carburetor; porous sintered bronze
Filter, Oil: Full-flow; 1 pint; replaceable element
Frame: Unitized body-frame construction
Generator: 30 amp DC; normal cut-in
GVW Plate: 4600 lb
Lights: Head, parking, tail, stop, license plate; dome, instrument panel
Mirror: Outside; driver side
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
Tank, Fuel: Under seat; capacity 18.6 gallons
Tires: Five tubeless 7.00–14/4PR front, single rear and spare
Tools: Mechanical jack; wheel wrench
Transmission: 3-speed synchromesh; ratios 3.50, 1.99, 1.00, 3.97 (rev)
Wheels: Five 14″ x 5.0″; attachment, 5 studs on 4¾″ circle; 4 painted hub caps
Windshield Wipers: Electric; single-speed

DIMENSIONS

(With std equipment, unloaded)

Sign Panel Area: 18½ x 94¼



Curb Weight with Standard Equipment (lb)			Load Weight Distribution	
Front	**Rear**	**Total**	**Front**	**Rear**
1300	1610	2910	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	7.00–14/4PR	7.00–14/4PR
1700 lb	4600 lb	Standard	7.00–14/6PR	7.00–14/6PR

OPTIONAL EQUIPMENT

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

Air Cleaner: Pre-oil bath K47

Axle, Positraction Rear G81

Custom Chrome: Includes front & rear chromed bumpers & hub caps .. V37

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; rear engine grille Z60

Doors, Body: Left side E85

Doors, Rear: Glass equipment A12

Generator: 35 amp, low cut-in K71

Glass, Laminated:
For front door windows A09

Heater & Defroster:
Gasoline operated C45
Direct air C40

Mirror, Exterior: 3¾-inch fixed arm
Left side D32
Left and right sides D32
West Coast type Jr D29

Paint, Exterior: See *Colors* section

Radio: Manual control U60

Seat: Full-width A54
Auxiliary, passenger A57

Shock, Absorbers: Heavy-duty; front F51

Transmission:
4-speed synchromesh M20
Powerglide M35

Wheel Covers P01

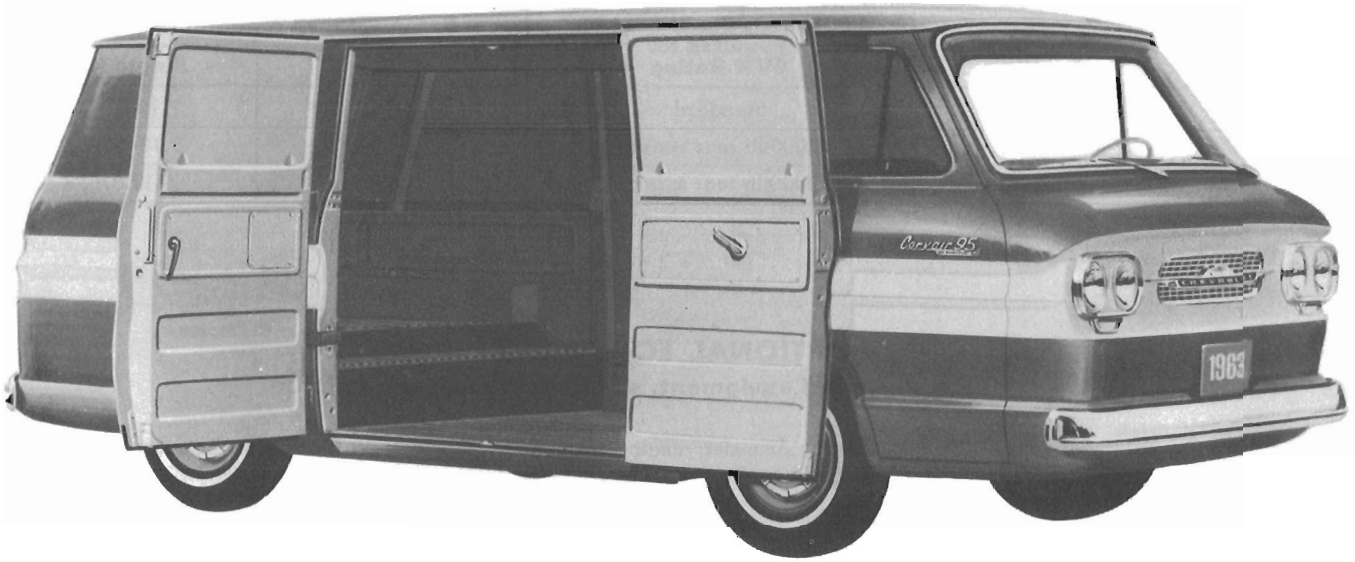
Windshield Wipers & Washer:
Electric; 2-speed wipers C14

TIRE & DISC WHEEL COMBINATIONS

Tire Size	Tire Capacity (lb ea)	Rim Width	Option Numbers	
			Highway Tread	
			Regular	Nylon
TUBELESS				
7.00–14/4PR blackwall♦	975	5.0″	Std	—
7.00–14/4PR whitewall♦	975	5.0″	R20	—
7.00–14/6PR blackwall♦	1065	5.0″	R21	—
7.00–14/6PR whitewall♦	1065	5.0″	R22	—
7.00–14/6PR blackwall♣	1180	5.0″	R24	—
7.00–14/8PR blackwall♣	1400	5.0″	R25	—

♦Passenger car type
♣Truck type

TYPICAL USERS



PANELS

Bakeries

Dairies

Diaper Services

Dry Cleaners

Interior Decorators

Laundries

Painters

CARRYALLS

Bus Line Operators

Clubs

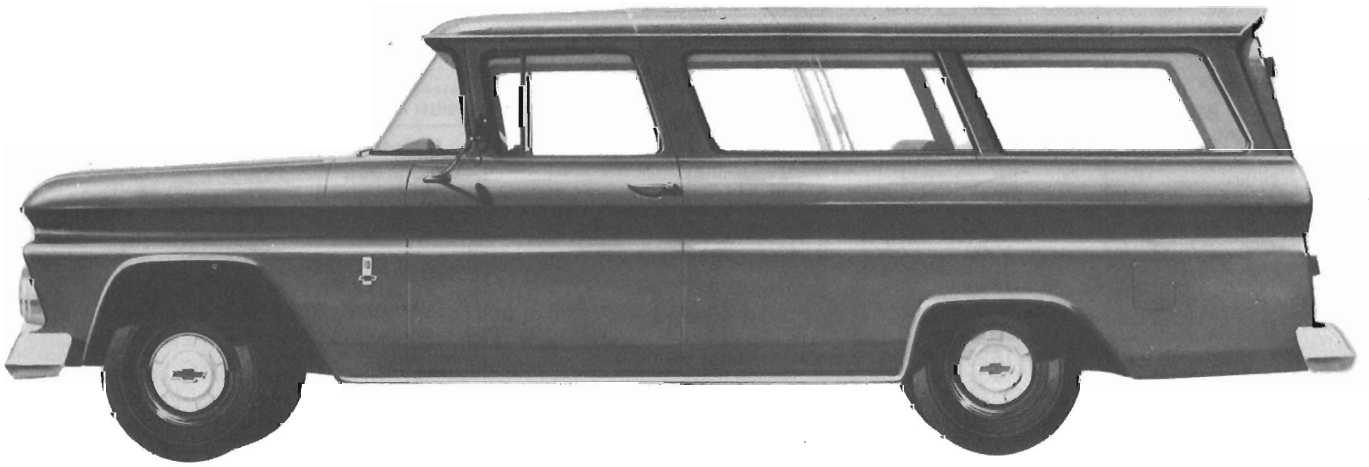
Construction Firms

Movie Makers

Prospectors

Sportsmen

Surveyors



Front Axle & Suspension

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)
SINGLE-STAGE:						
K10	**1650**	1350	500	5	44	2½
K20	**1750**	1350	500	5	44	2½
P20, P30	**2000**	1700	490	8	44	2
TWO-STAGE, VARIABLE RATE:						
C50, L50, S50	**2000**	1750	400 to 540	5	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
M60	**4000**	3650	580 to 840	7	59	2½
M80	**4500**	4100	700 to 1000	7	59½	3

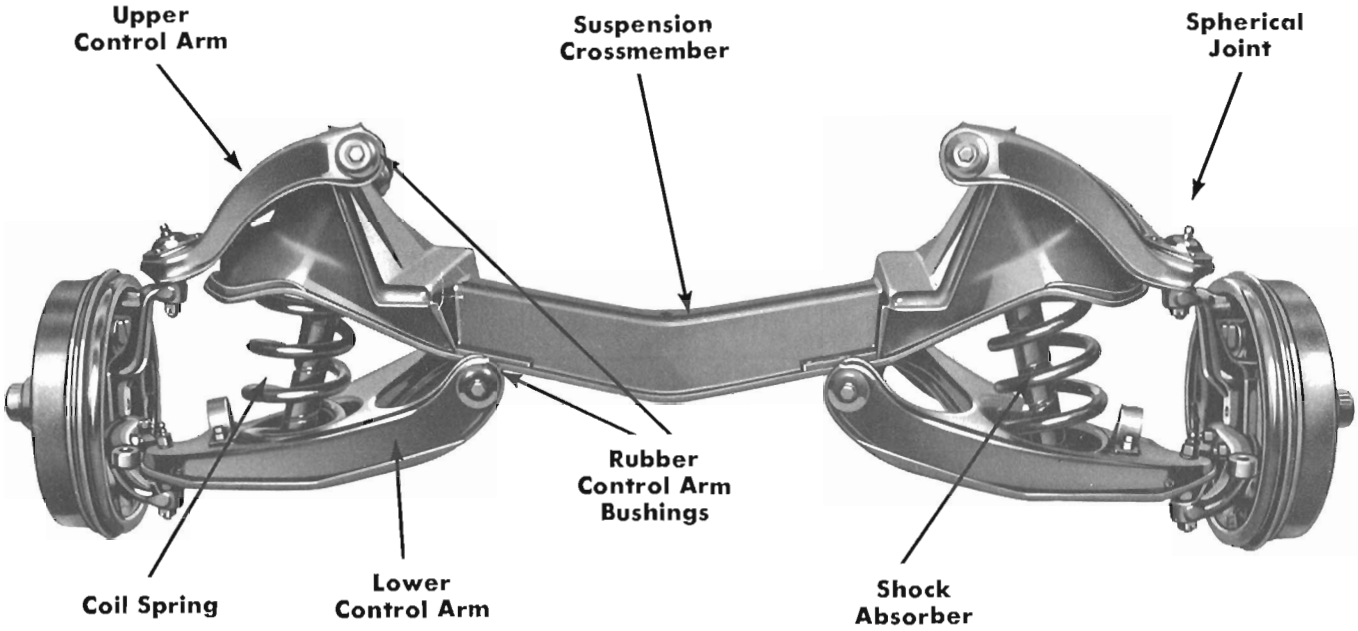
Optional Leaf Springs

Series	Rating at Ground (lb each)	Rating at Pad (lb each)	Clamped Deflection Rate (lb/inch)	Semi-Elliptic Leaves		
				Number	Length (inches)	Width (inches)
SINGLE-STAGE:						
P30	**2500**	2200	726	10	44	2
TWO-STAGE, VARIABLE RATE:						
C50, L50, S50	**3000**	2700	450 to 700	6	59	2½
C60, L60, M60, D60, S62, S64, S67	**3500**	3150	540 to 850	6	59½	3
C60, L60, D60, S62, S64, S67	**4000**	3650	580 to 840	7	59	2½
C60, L60, M60, 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

➔ Indicates revised specifications

FRONT SUSPENSION

COIL SPRINGS



CORVAIR 95 MODELS

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.

Extended-life lubrication provides greater component durability and reduced maintenance.

The front suspension upper control arm spherical joints are permanently sealed, requiring no periodic service.

While sealing of the lower spherical joints is similar to that of the upper joints, lubrication fittings and grease escape grooves are provided because of its primary function as the load-carrying member.

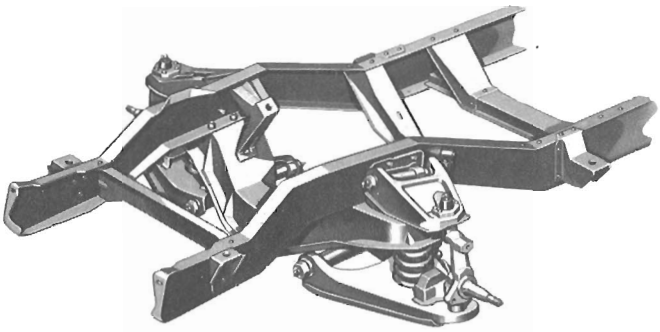
SERIES C10, P10, C20, C30

All Series 10 through 30, except four-wheel drive and forward control models P20 and P30, are equipped with coil spring front suspension. Coil springs provide an extremely rugged and compact independent suspension assembly. Maintenance is greatly reduced since spring adjustments are not required.

Vertical walls of the suspension crossmember have a double thickness in critical areas to withstand loads and forces from the lower control arms and pivot shafts. Stamped steel, single unit lower control arms contribute to a simplified design.

Upper and lower control arm pivot shafts are forged steel on Series 20 and 30 (steel bar stock on Series 10) to resist fore, aft and lateral movements. An outstanding feature of the upper control arm pivot shaft attachment is the ease and endurance of caster-camber adjustments.

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



SUSPENSION CAPACITY

Series:

C10, P10	2500 lbs
C20	3000 lbs
C30	3500 lbs

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

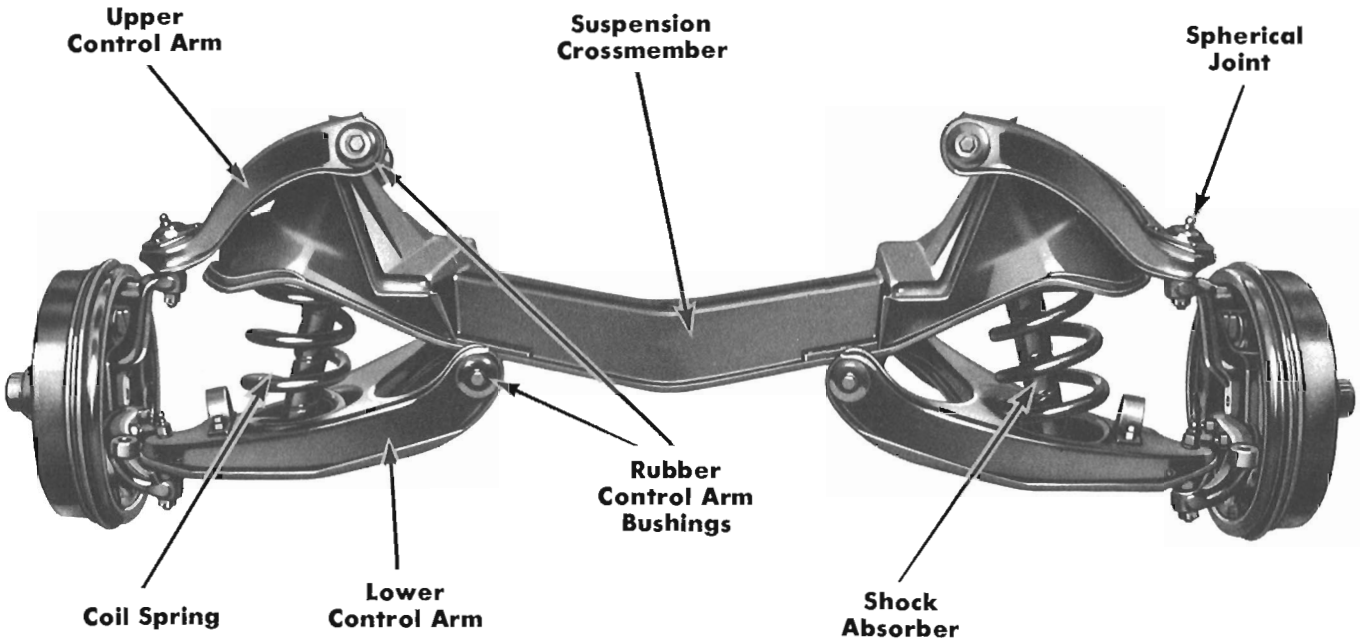
Series	Rating at Ground (lb each)	Rating at Pad (lb each)	Clamped Deflection Rate (lb/inch)	Semi-Elliptic Leaves		
				Number	Length (inches)	Width (inches)
SINGLE STAGE:						
K10	**1650**	1350	500	5	44	2½
K20	**1750**	1390	500	5	44	2½
P20, P30	**2000**	1700	490	8	44	2
TWO-STAGE, VARIABLE RATE:						
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)
SINGLE-STAGE:						
P30	**2500**	2200	726	10	44	2
TWO-STAGE, VARIABLE RATE:						
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

FRONT SUSPENSION

COIL SPRINGS



CORVAIR 95 MODELS

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.

Extended-life lubrication provides greater component durability and reduced maintenance.

The front suspension upper control arm spherical joints are permanently sealed, requiring no periodic service.

While sealing of the lower spherical joints is similar to that of the upper joints, lubrication fittings and grease escape grooves are provided because of its primary function as the load-carrying member.

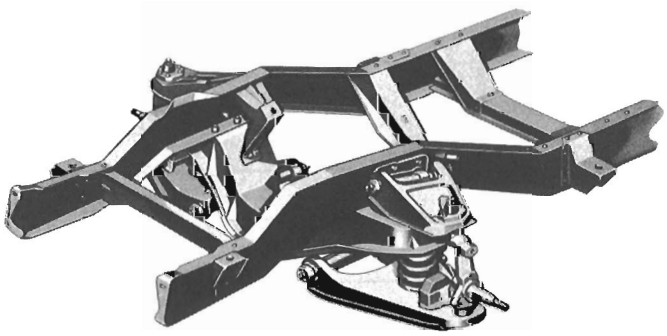
SERIES C10, P10, C20, C30

All Series 10 through 30, except four-wheel drive and forward control models P20 and P30, are equipped with coil spring front suspension. Coil springs provide an extremely rugged and compact independent suspension assembly. Maintenance is greatly reduced since spring adjustments are not required.

Vertical walls of the suspension crossmember have a double thickness in critical areas to withstand loads and forces from the lower control arms and pivot shafts. Stamped steel, single unit lower control arms contribute to a simplified design.

Upper and lower control arm pivot shafts are forged steel on Series 20 and 30 (steel bar stock on Series 10) to resist fore, aft and lateral movements. An outstanding feature of the upper control arm pivot shaft attachment is the ease and endurance of caster-camber adjustments.

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



SUSPENSION CAPACITY

Series:

C10, P10	2500 lbs
C20	3000 lbs
C30	3500 lbs

Rear Axle & Suspension

Suspension

INDEX

REAR SPRINGS

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	364	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

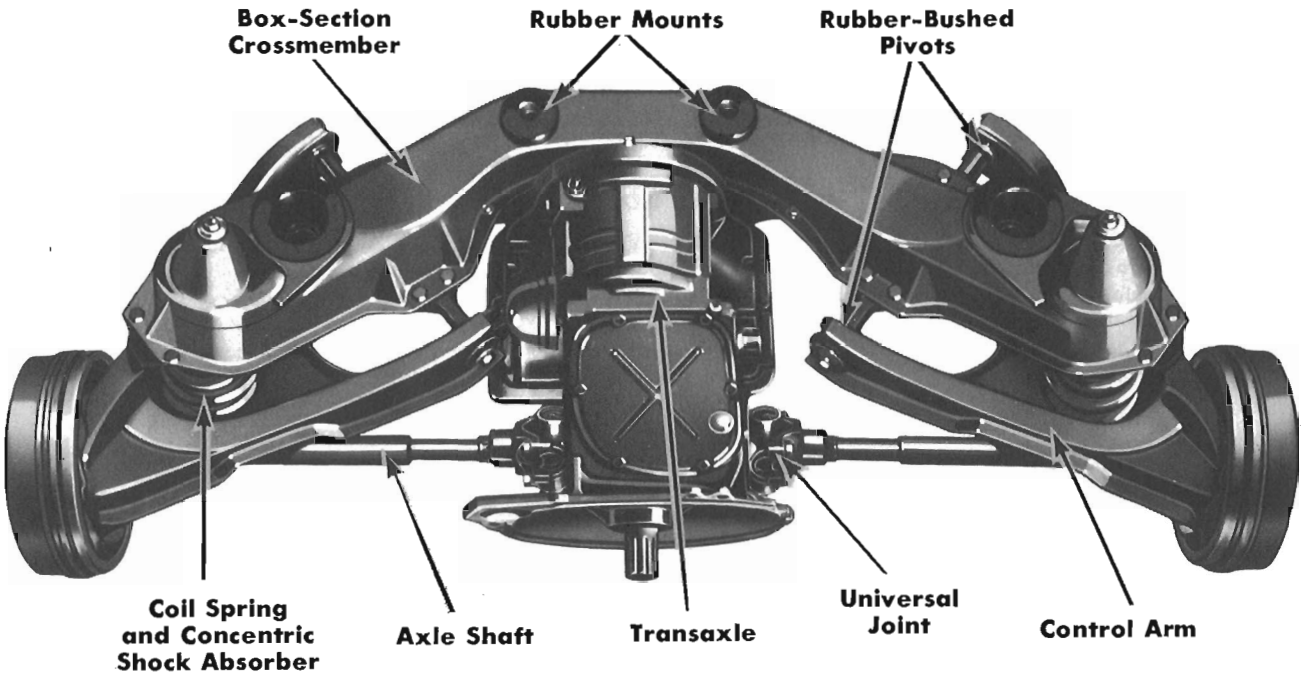
Series	Rating at Ground (lb ea)	➔ Rating at Pad (lb ea)	Spring Type	➔ Average Clamped Rate of Deflection (lb per inch)	Semi-Elliptic Leaves			
					Number	Max Length (in)	Width (in)	Total Thickness (in)
K10	**1900**	1640	1-Stage	322	6	52	2½	1.81
K20	**1900**	1535	1-Stage	322	6	52	2½	1.81
C30	**2400**	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**	....	2-Stage	....	10	54	2½	5.11
D60, C-L-T80	**9200**	....	2-Stage	....	9	55	3	5.15
E-U80	**10,400**	....	2-Stage	....	10	55	3	5.55
M80	**17,250**	....	1-Stage	....	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	....	8	52	2½	2.70
C30	**4150**	3670	Main	....	8	52	2½	2.70
			Auxiliary	....	5	...	...	1.55
P30	**3400**	3000	Main	497	8	52	2½	2.55
			Auxiliary	1290♦	5	...	...	1.46
P30	**4350**	3750	2-Stage	780 to 1030	12	52	2½	4.48
C-L-S50	**7500**	....	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**	....	2-Stage	....	9	55	3	5.15
C-L-T60, D60, S60, C-L-T80	**10,400**	....	2-Stage	....	10	55	3	5.55
C-L-T-D60, C-L-T-E-U80	**11,500**	....	2-Stage	....	11	55	3	5.96
M80	**19,500**	....	1-Stage	....	12	45⅞	4	5.71

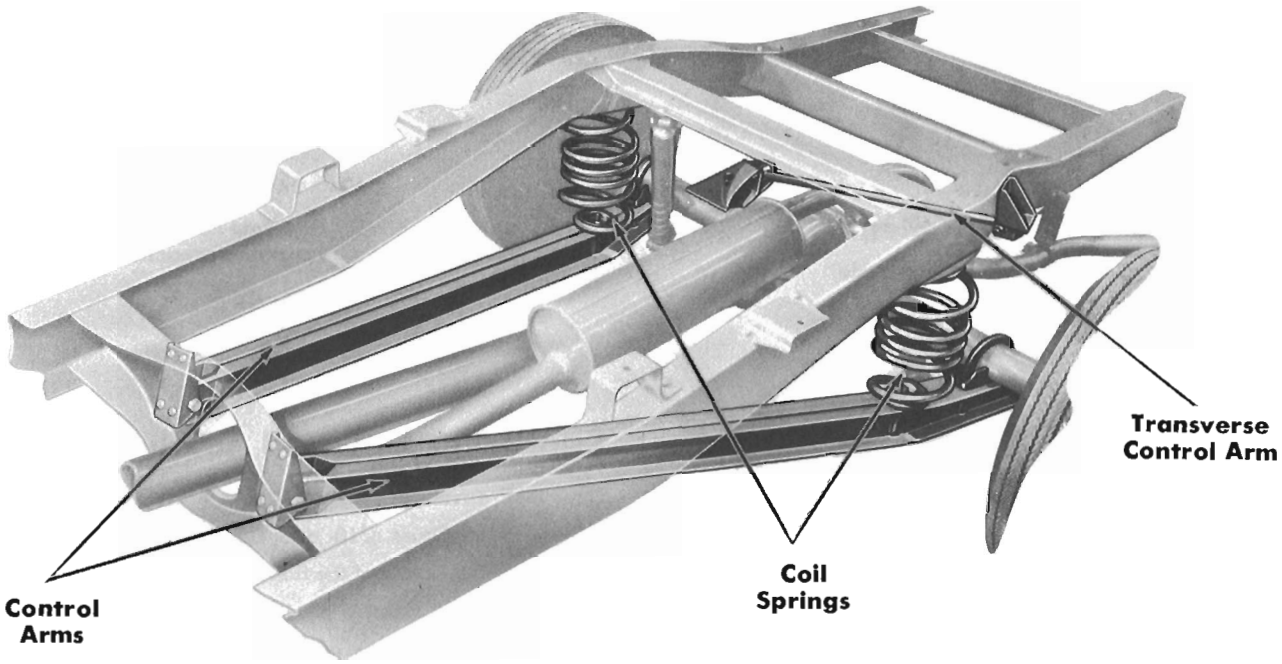
♦ Total, main and auxiliary

➔ Indicates revised specifications



CORVAIR 95 MODELS

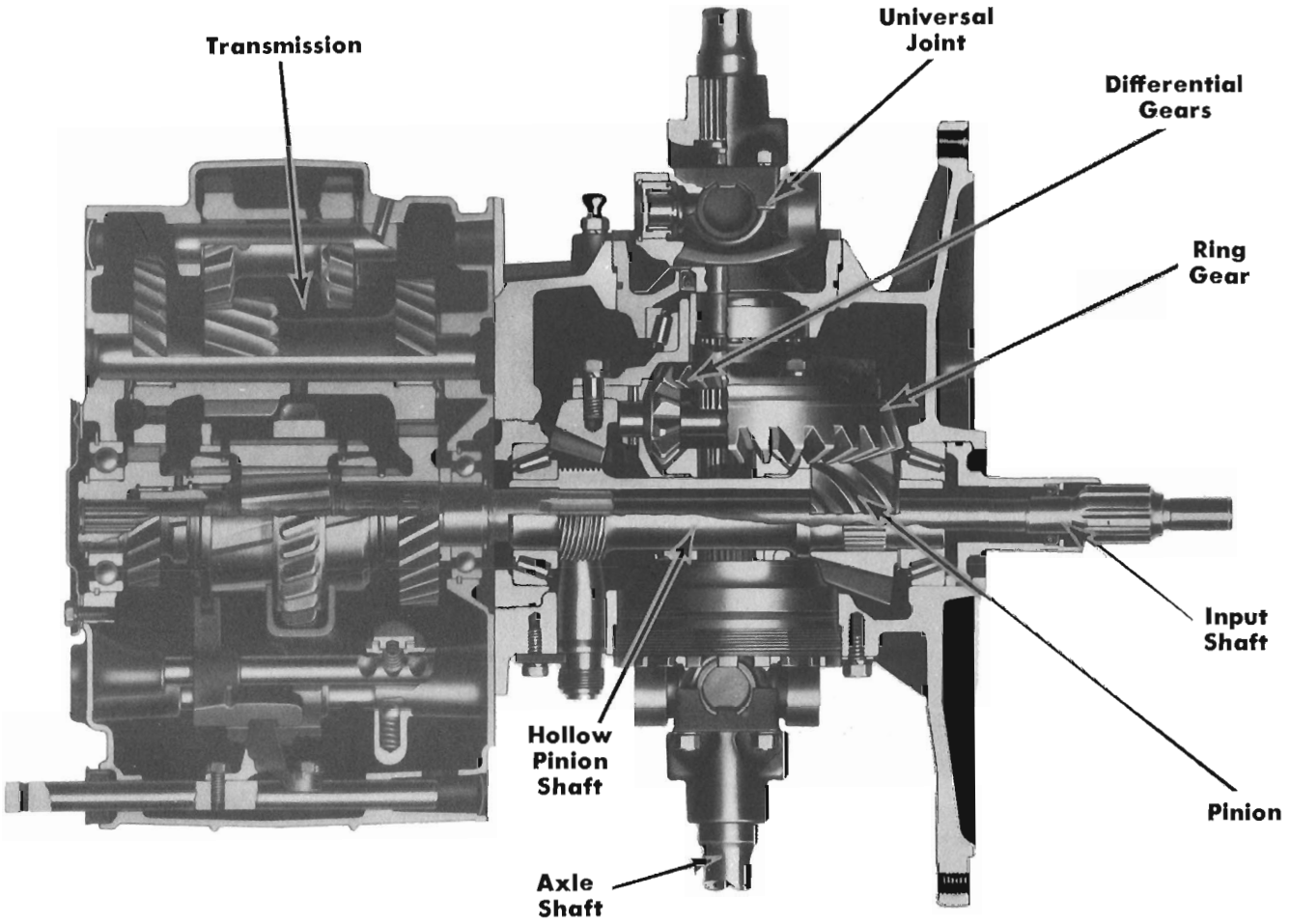
Series R10 models have an independent rear suspension with swinging axles. The suspension is assembled as a unitized assembly and installed with four resilient rubber mounts. The main structural element is a swept-back crossmember, to which are attached the control arm pivots. The control arms are attached to the pivots through rubber bushings. Coil springs and concentric shock absorbers are fitted between the control arms and the crossmember. The swinging axle shafts are splined into universal joints at the transaxle—the transmission and axle gear assembly.



SERIES C10, P10 and C20

Fore-and-aft motion of the rear axle is controlled by two channel-section control arms pivoted at a forward frame crossmember. Lateral motion of the rear axle is restricted by a control arm which runs approximately parallel to the axle housing. One end of this arm is pivoted at the frame siderail, and the other end at the axle attachment. The control arms permit axle motion, but maintain proper axle position. All springing is performed by two-stage coil springs which provide an excellent ride when vehicle is empty or lightly loaded—yet increase in capacity as loads become greater. See illustration and description on following page.

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

The Positraction differential is available as a regular production option. It reduces wheel spin caused by loss of traction at one driving wheel. Construction is similar to that used for conventional single-speed axles on C10 and P10 models described on page 9 of this section.

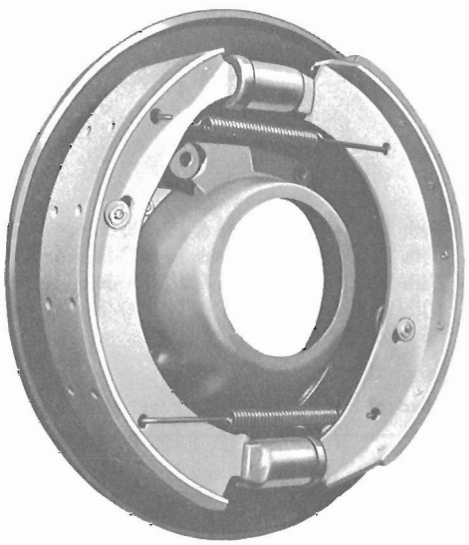
Specifications

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	1.29″
Wheel Bearings:	
Type	Barrel roller
Make	Hyatt

Brakes

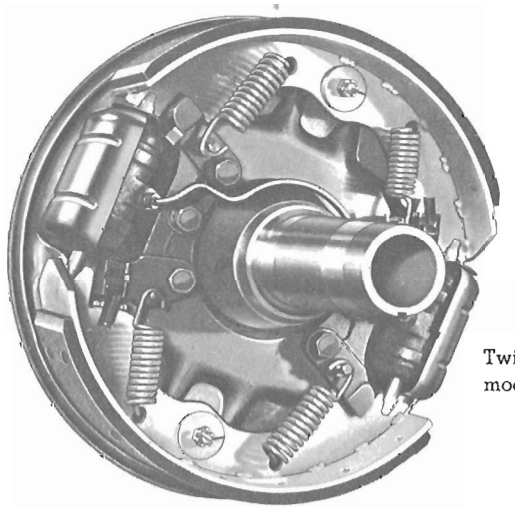
➔ Torque-Action Brake

Torque-Action brakes are standard on the front and rear wheels of Series 10–30, and are standard on the front wheels only of the 50 and 60 Series. K10 and 20 models use the Lockheed type brake on the front wheels and Torque-Action brakes on the rear. 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 C-L-M-T80 models. Linings are riveted to the brake shoes.



Twin-Action Rear Brake

Twin-Action rear brakes are standard on the rear wheels of Series 50 through 80 models (except E-U80). Linings are riveted to the brake shoes.

➔ 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	137½	138
C20	11 x 2¾	11 x 2¾	119	119	192	193
K20	12 x 2	12 x 2	98	93	152	150
P20	12 x 2	12 x 2	93	92	150	150
C30	11 x 2¾	13 x 2½	119	133	192	204
P30	12 x 2	13 x 2½	93	133	150	204
50	14 x 2½	15 x 4	136	245	219	376
60						
With 5000-lb front axle & 15,000-lb rear axle	14 x 2½	15 x 4	136	249	219	376
With 7000-lb front axle & 15,000-lb rear axle	15 x 3	15 x 4	199	249	283	376
With 7000-lb front axle & 17,000-lb rear axle	15 x 3	15 x 6	199	380	283	565
With 5000-lb front axle & 17,000-lb rear axle	14 x 2½	15 x 6	136	380	219	565
M80	15 x 3	15 x 6	199	759	283	1130
80 (Except E-M-U80)	15 x 3	15 x 7	199	443	283	660

◇ Corvair 95 models have self-adjusting brakes.

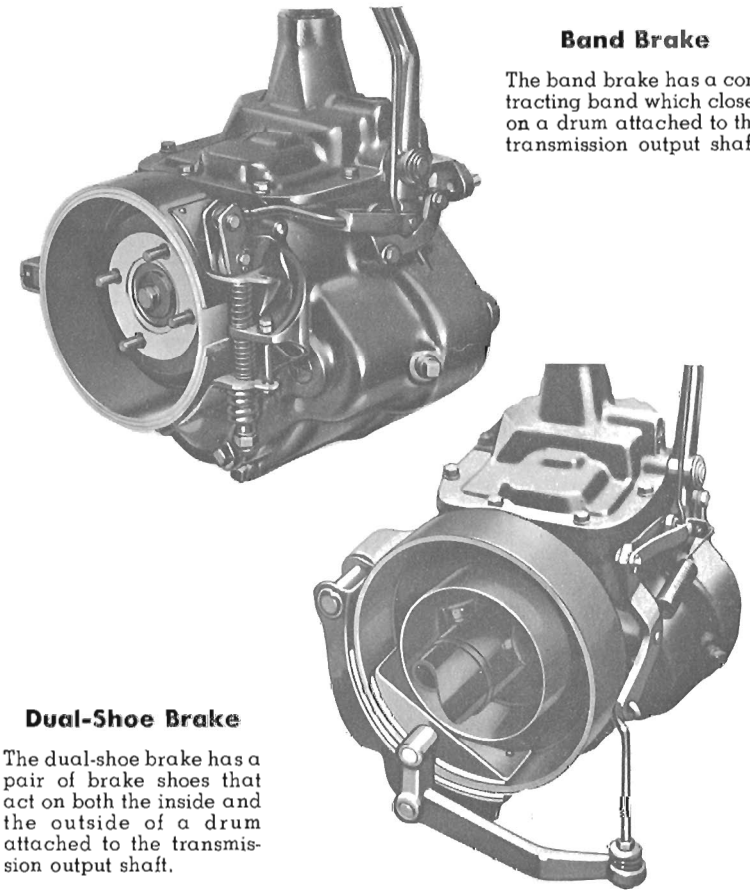
➔ Indicates revised specifications.

➤ HYDRAULIC BRAKE CYLINDER SPECIFICATIONS

Series	Main Cylinder Diameter (in)	Wheel Cylinder Dia (in)		Braking Effort (%)	
		Front	Rear	Front	Rear
C10	1.125	1.125	1.000	56	44
P10	1.125	1.125	1.000	56	44
K10	1.125	1.125	1.000	50	50
R10	1.000	1.125	1.000	50	50
C20	1.125	1.125	1.125	49	51
K20	1.125	1.125	1.125	50	50
P20	1.125	1.125	1.125	50	50
C30	1.125	1.125	1.250	41	59
P30	1.125	1.125	1.250	48	52
50	1.125	0.875	1.500	30	70
60:					
With 5000-lb front axle & 15,000-lb rear axle	1.125	0.875	1.500	30	70
With 7000-lb front axle & 15,000-lb rear axle	1.125	1.125	1.500	36	64
With 7000-lb front axle & 17,000-lb rear axle	1.250	1.125	1.625	32	68
With 5000-lb front axle & 17,000-lb rear axle	1.125	0.875	1.625	30	70
M80	1.250	1.125	1.625	19	81
80 (Except E-M-U80)	1.250	1.125	1.750	29	71

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 and P20 models also use this type of parking brake except with the optional heavy-duty 3-speed transmission.

An Orscheln-type brake lever is standard on all P20 and P30 models.

➤ Parking Brake Specifications

Series	Transmission	Brake Type	Diameter (in)	Lining Area (sq in)
10	All	Wheel	—	83½
C20	Std 3-Spd Powerglide 4-Spd	Wheel	—	119½
	HD 3-Spd	Band	8	63
KP20	Std 3-Spd Powerglide 4-Spd	Wheel	—	92.6
	HD 3-Spd*	Band	8	63
30	All	Band	8	63
50, 60	4-Spd	Shoe	10	36
60	N.P. 5-Spd	Band	9½	67½
	Clark 5-Spd Powermatic	Band Band	9½ 9½	85 89
D60	Clark 5-Spd Spicer 3152A Spicer 3153	Band	9½	85
80	Spicer 3152A Spicer 3152	Band	9½	85
	Spicer 5652B Spicer 5756B	Band	10½	99½
	Powermatic	Band	10½	99½
	Fuller R46	Internal Expanding	13	83½

* Not available on K20

➤ Indicates revised specifications

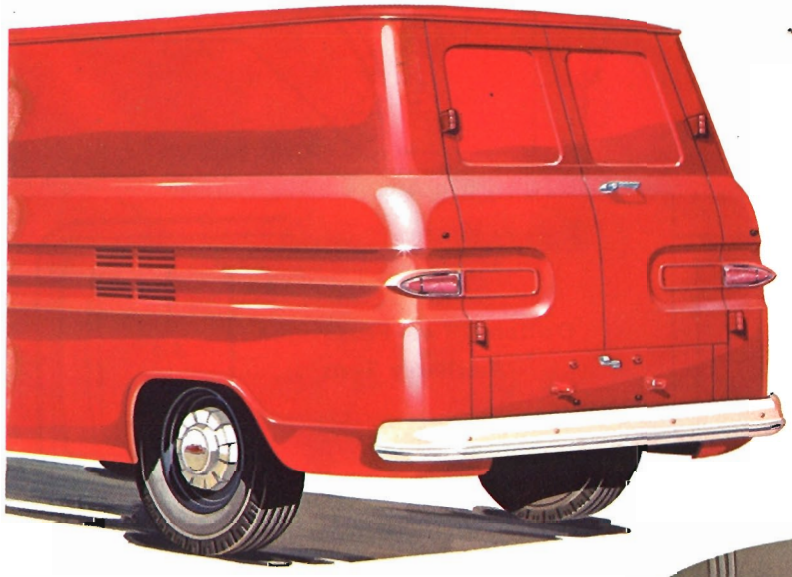
Cabs & Bodies

INDEX

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.



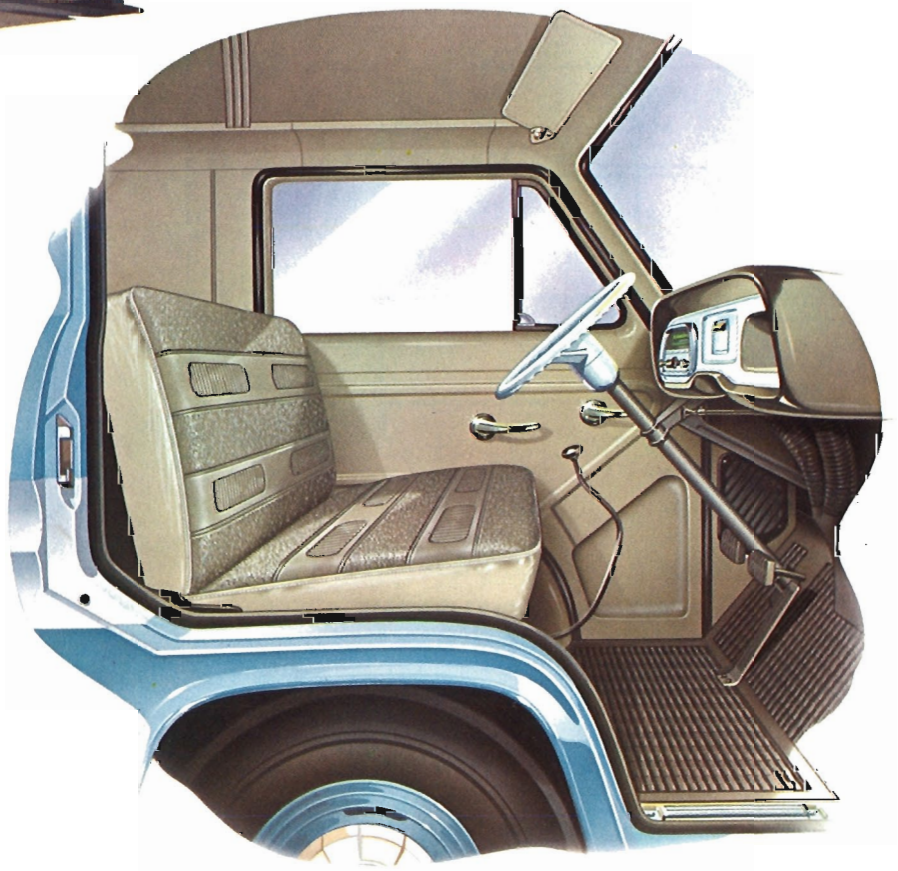
Engine air inlets are located on both sides of the body near the rear wheel cutouts. **Dual taillights** are standard on all models. **Engine access door,** just above the bumper, hinges downward to give access to the oil filler, distributor, coil, generator and oil filter. **License plate lights** are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

INTERIOR FEATURES

Attractive easy-to-clean vinyls are used on the standard 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 embossed beige vinyl of the seat is complemented by light beige leather-grained facings. Body metal is painted beige and accented with Cameo White. A sunshade on the driver's side is standard. Instrument panel control knobs are bright metal, except for the ventilator control knobs which 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 cotton pad, a foam pad and the upholstery. Coil springs are used in the backrest, and are covered with burlap, a cotton pad, and the upholstery.



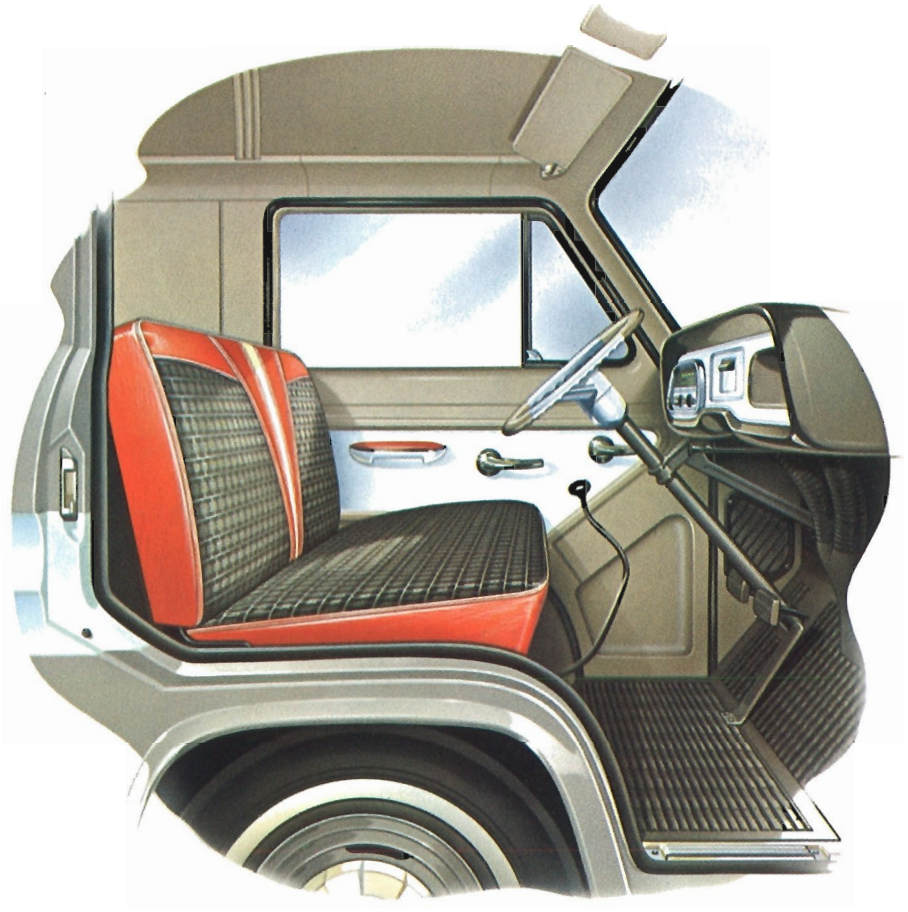
CUSTOM OPTION

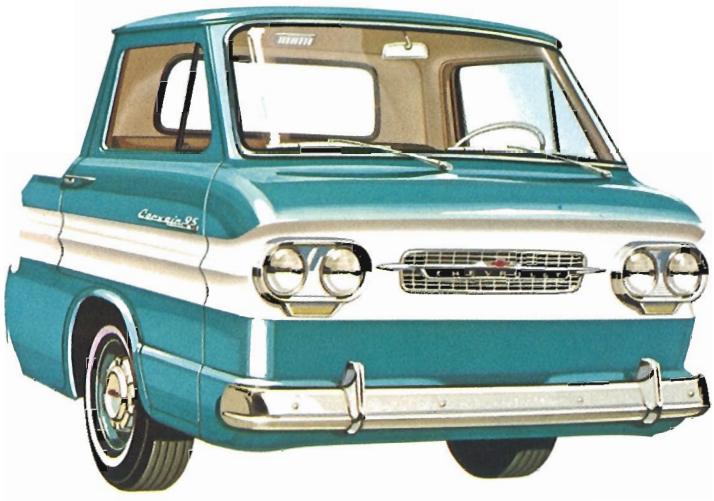
The Corvair 95 custom option greatly enhances the comfort and appearance of all Corvair 95 models. Included in the option is the following equipment:

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. **Bright metal windshield molding**
10. **Decorative taillight inserts**
11. **Engine grille panel below rear bumper**

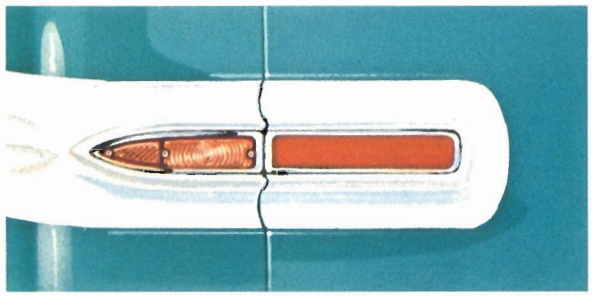
As in the standard Pickup, the Custom Pickup has a full-width seat. The Custom Corvan, however, can be obtained with either the single driver's seat or the full-width seat illustrated. An auxiliary passenger seat is also available for the Corvan.

Vinyl portions of seat (except white central insert) and top of armrest are red on vehicles with red, gray or white exterior paint. Beige vinyl is used with all other exterior colors.



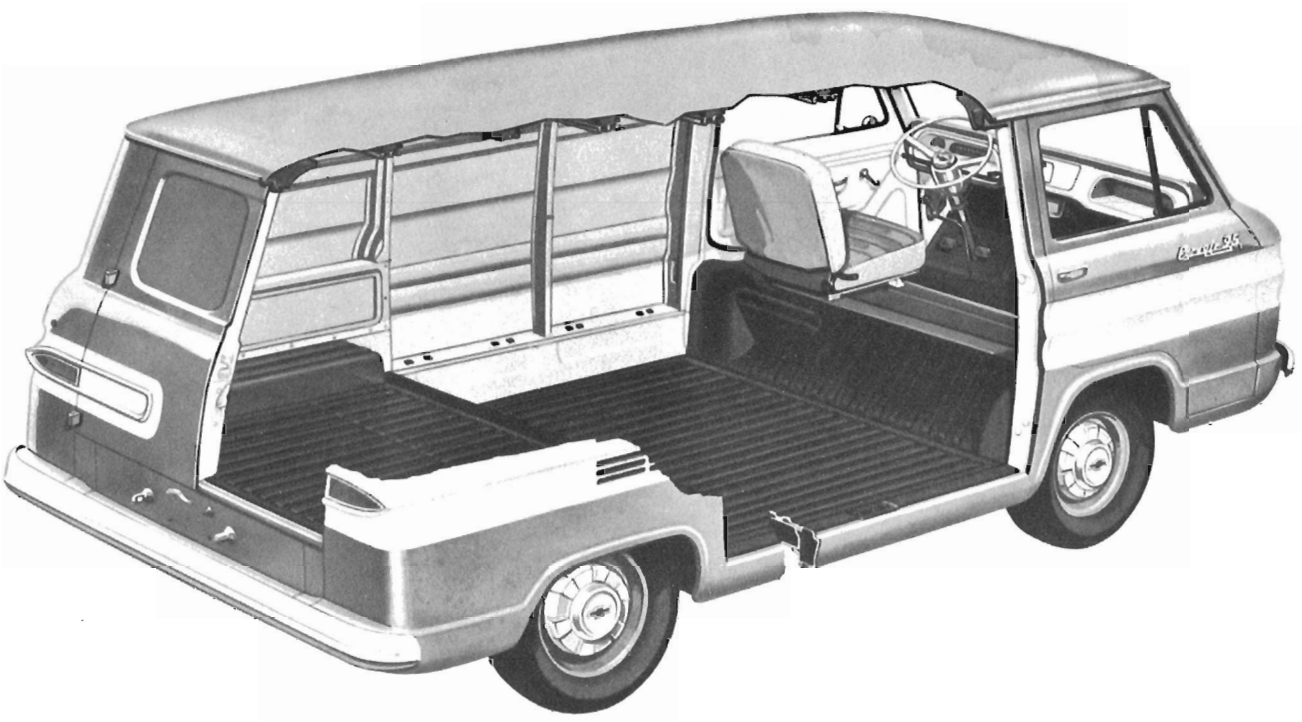


The bright metal (stainless steel) windshield molding is shown in the illustration at the left. The chrome bumper and hub caps illustrated are available together as a separate option. Whitewall tires, bumper guards and two-tone paint are also available as extra-cost equipment.



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

CORVAN

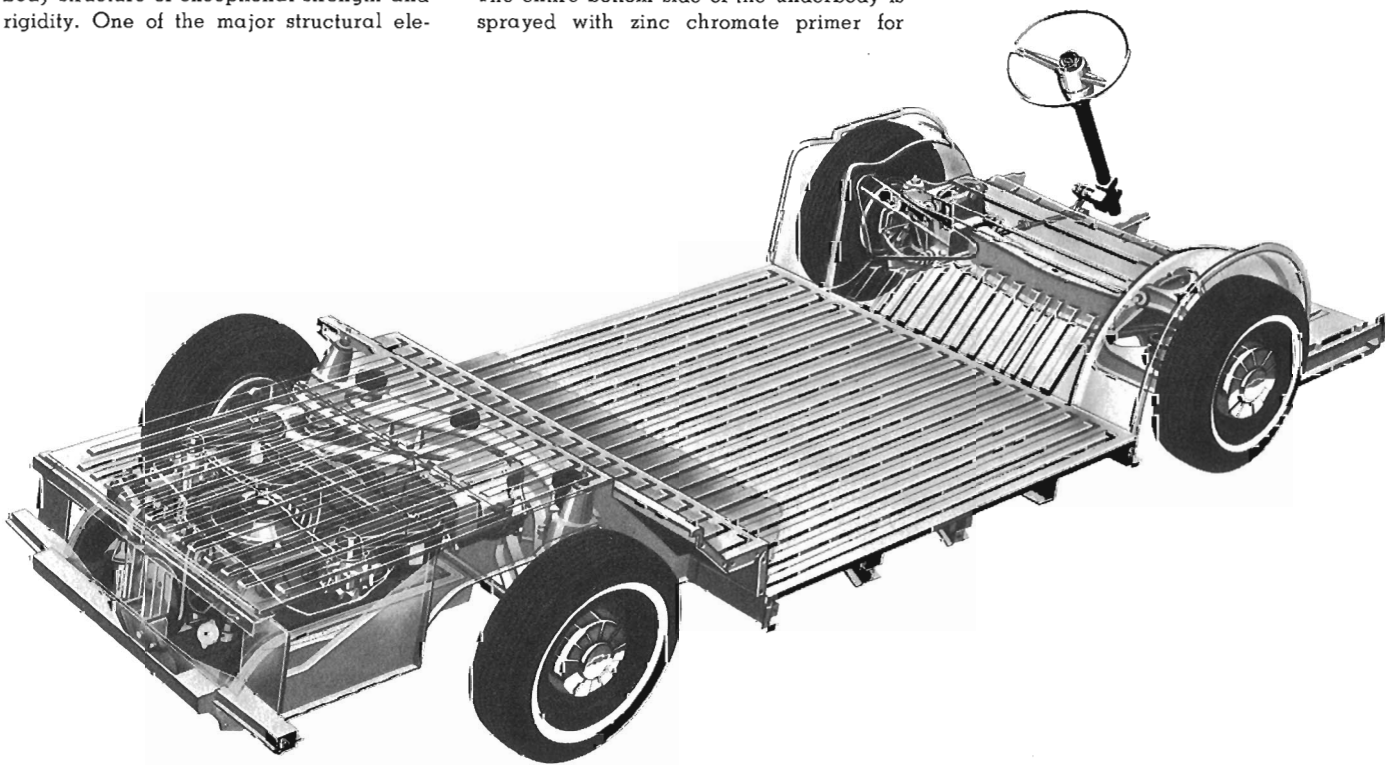


With the driver forward and the engine in the rear, Corvan cargo is concentrated about the center of the vehicle, thus maintaining even weight distribution under virtually all loading conditions. The low load compartment floor and the central placement of the cargo combine to provide consistently easy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

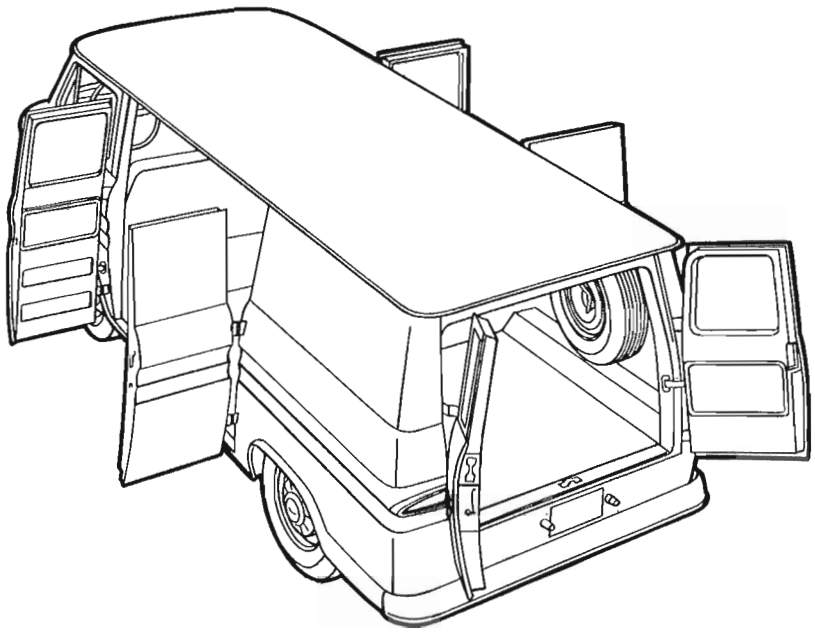
Integral body-frame construction eliminates the conventional truck frame, and gives a body structure of exceptional strength and rigidity. One of the major structural elements is the underbody illustrated below. The front and rear suspensions, transaxle and engine are attached directly to this structure, 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 floor 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



CARGO DOORS

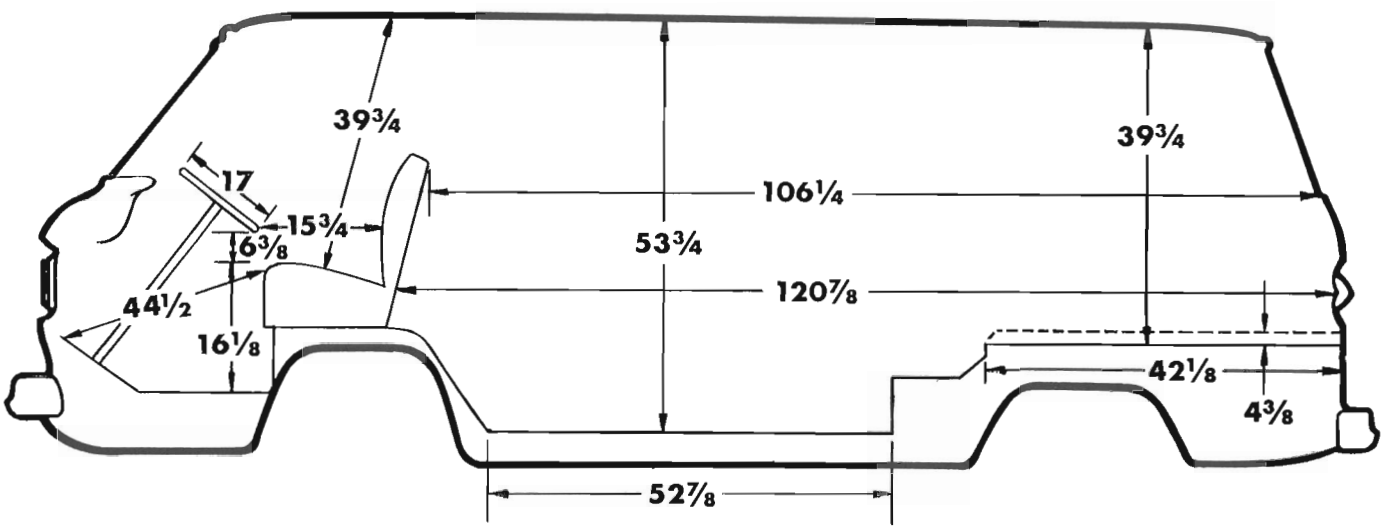
Standard cargo doors on the Corvan are double rear doors and double curbside doors.

The rear doors have strap-type door checks which permit the doors to open at 100 and 180 degrees. The 180-degree position is obtained by removing a pin in the door check assembly. Rubber bumpers prevent the doors damaging the body panels. A key-operated lock is positioned in the right door handle. Stationary rear door windows are available as optional equipment.

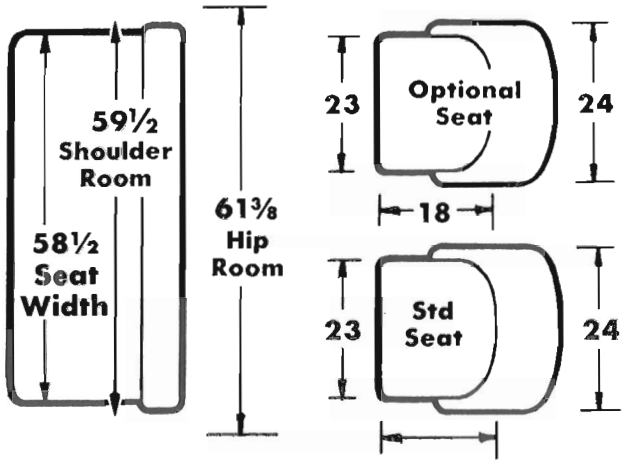
The double curbside doors also have strap-type door checks which permit the doors to open at either 100 or 180 degrees, and rubber bumpers prevent damage to body panels. In addition to the outer door handle, there is an inside release handle similar in action to that found on the cab doors. The side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

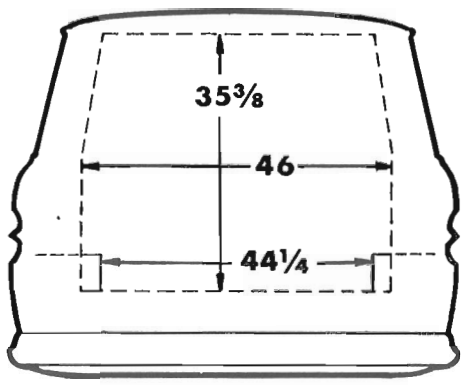
Optional left side doors are available. They are similar in construction to the curbside doors.

DIMENSIONS



Optional Full-Width Seat

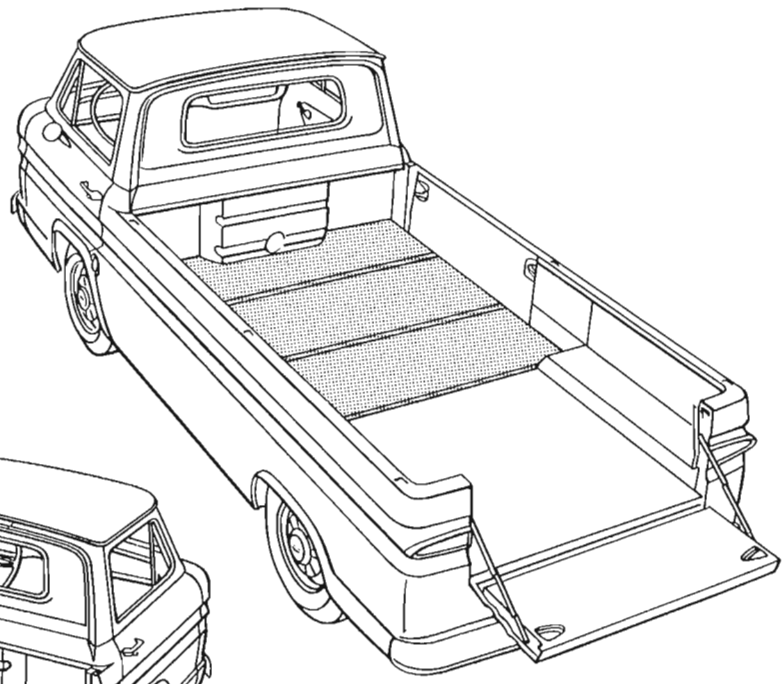


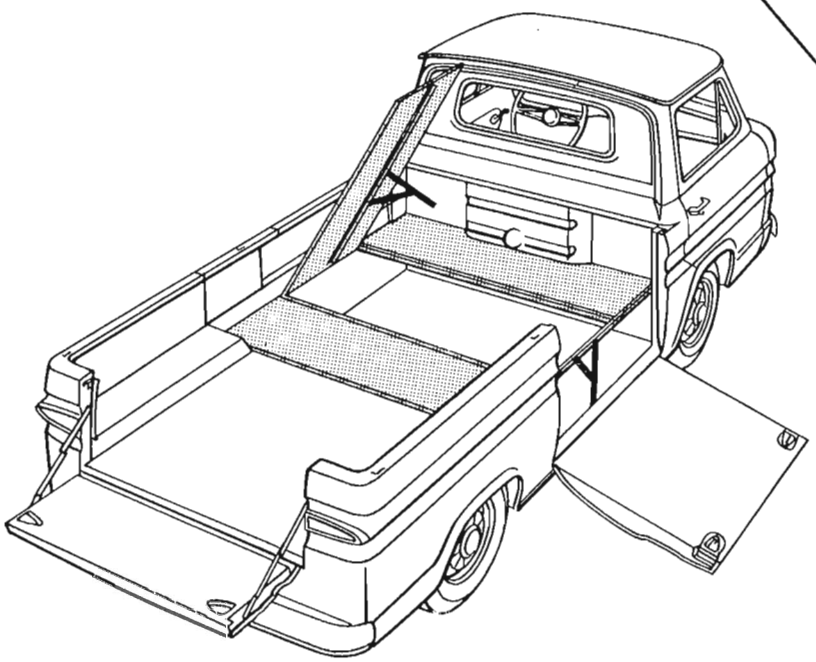


CORVAIR 95 PICKUP

RAMPSIDE PICKUP

The Rampside Pickup, Model R1254, 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 is fitted at the rear of the vehicle.

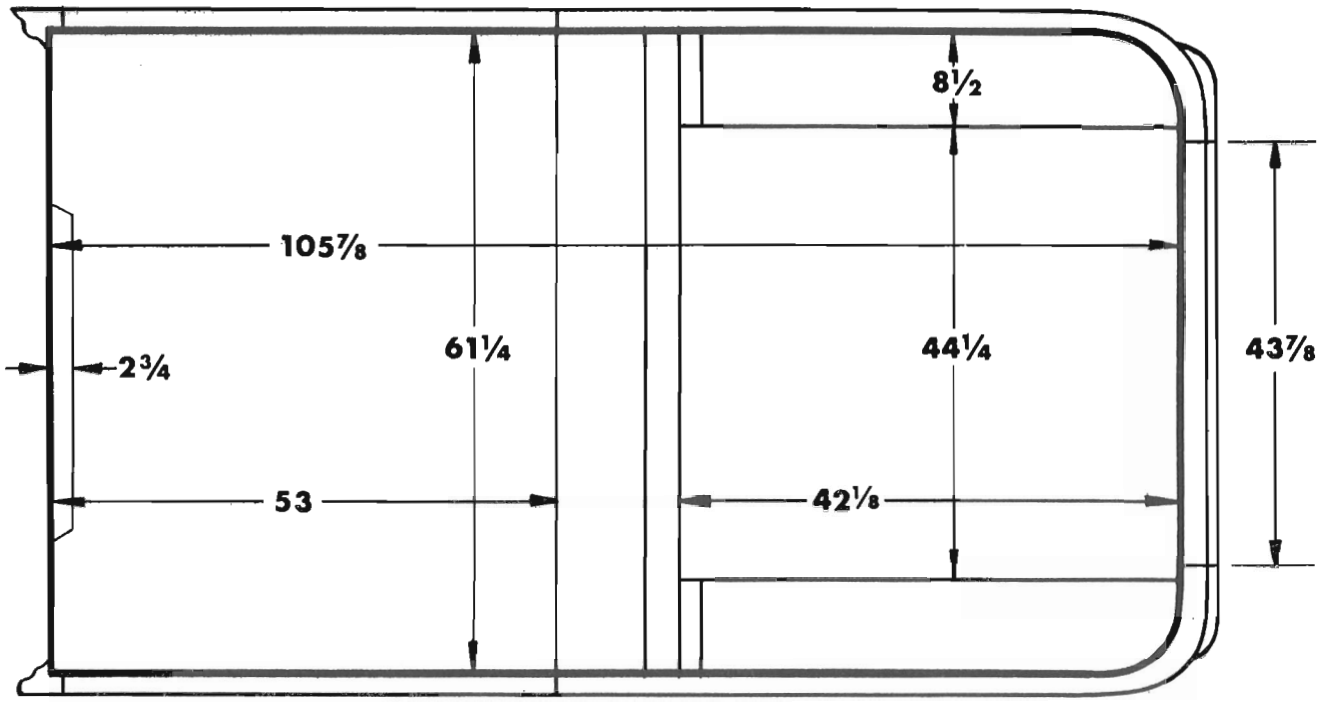


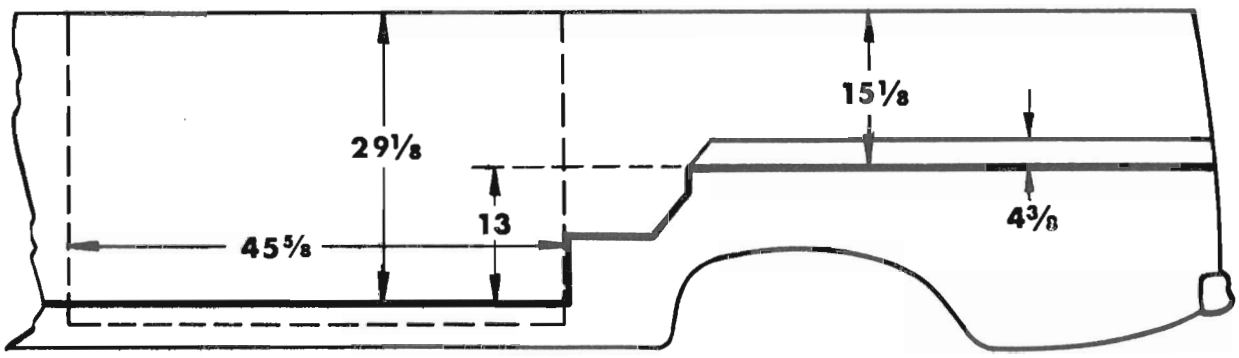


LEVEL FLOOR

A level floor is offered as optional equipment. 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. Supporting legs are located at the center and at the ramp door opening. The under-area is conveniently accessible for stowage of tools or other equipment.

DIMENSIONS



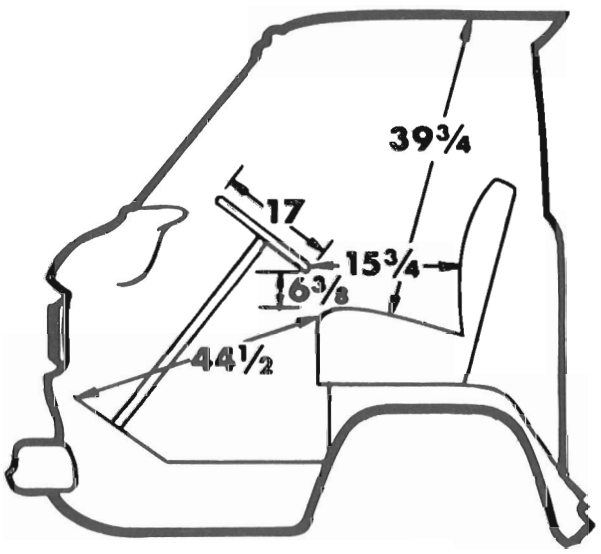


CONSTRUCTION

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 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.



INDEX

PAINT 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.

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 E30 for P10, and E31 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 50-80—Wheels are painted black with all exterior colors.

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

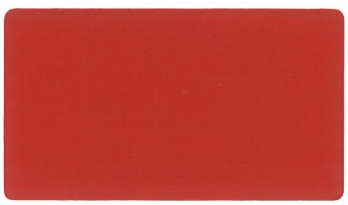
Pure White

Brigade Blue

Omaha Orange

Yuma Yellow

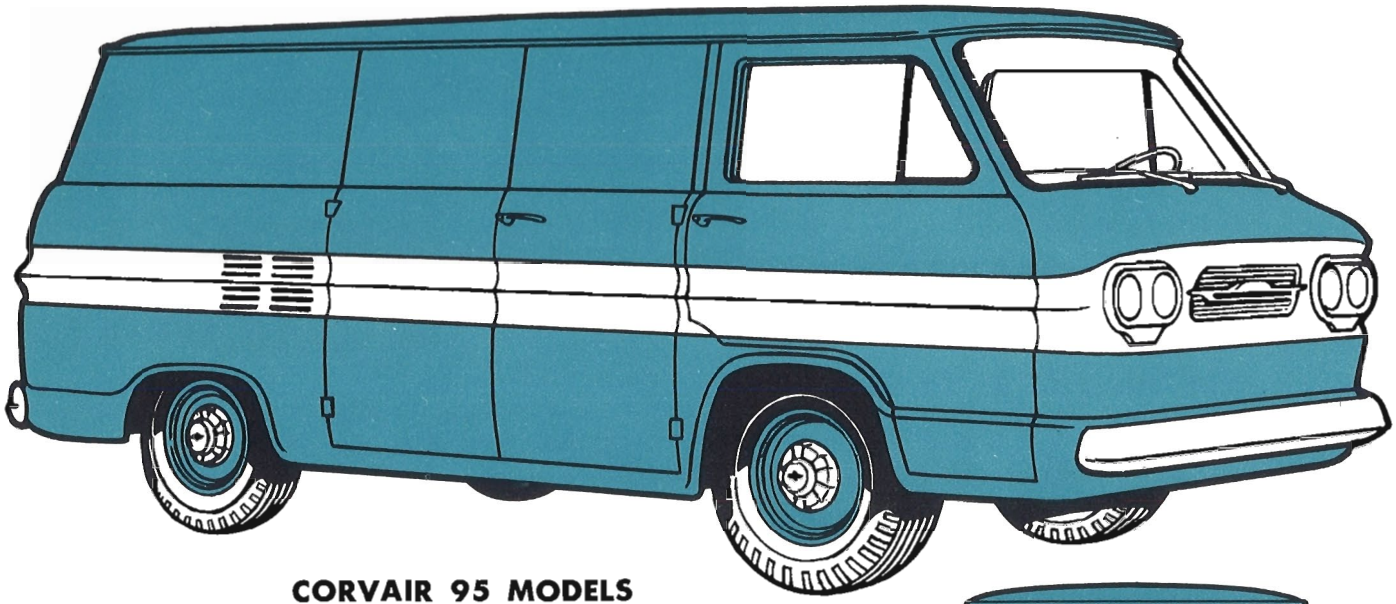
Georgian Gray



Cardinal Red

Fawn Beige
(Interior color only)

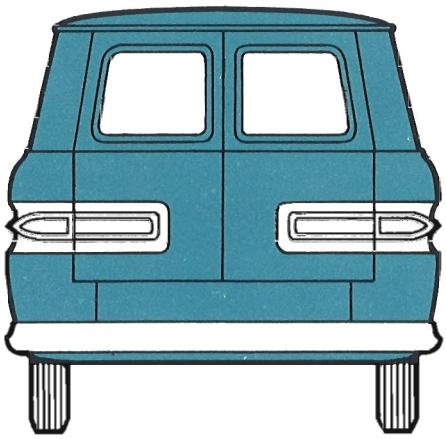
TWO-TONE COLORS

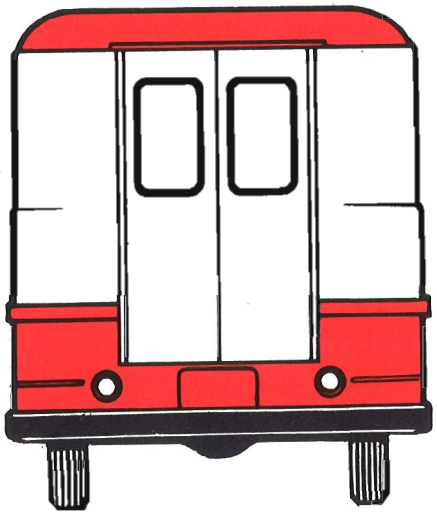


CORVAIR 95 MODELS

Color placement for the Corvan (illustrated) and the Rampside Pickup are identical.

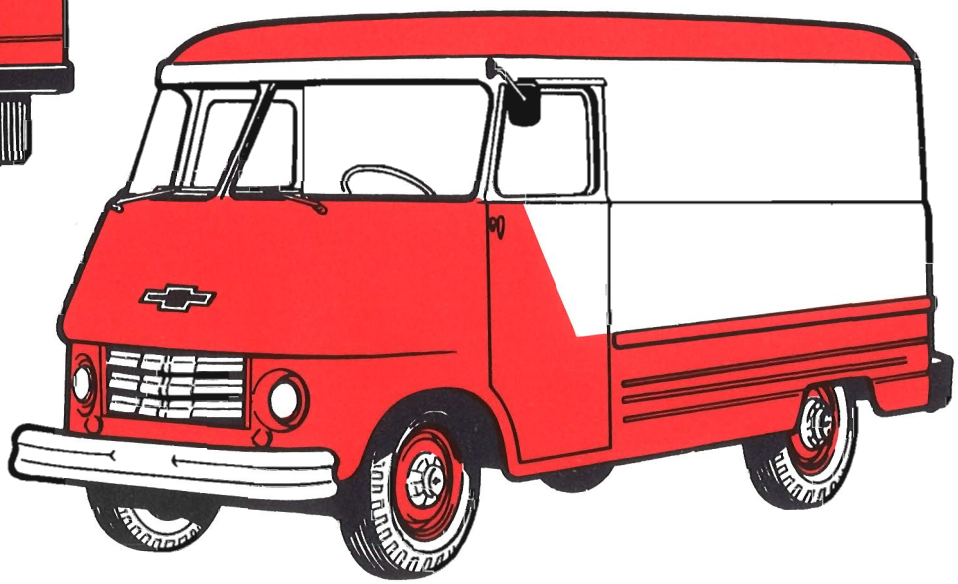
Two-tone combinations with Pure White or Cameo White as the main color use Cardinal Red on wheels and in the cove area around the body.





STEP-VAN

Step-Van 7 (not illustrated) uses Cameo White for roof panel only.

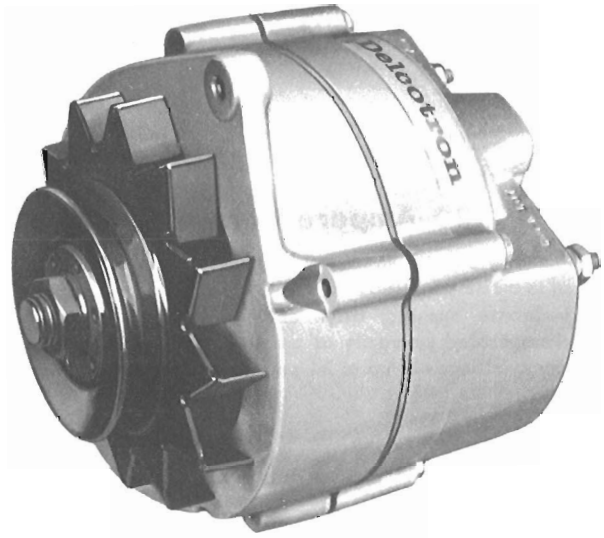


12-Volt System

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.



37-Amp "DELCOTRON" Generator

Battery charging current is produced even at engine idling speeds.

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		
	Idle	Max	Watts
30-Ampere (DC)	0	30	450
35-Ampere (DC) low cut-in	15	35	525
37-Ampere Delcotron	9	37	555
42-Ampere Delcotron	12	42	630
52-Ampere Delcotron	5	52	780
62-Ampere Delcotron	23	62	930
130-Ampere Delcotron			

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.

Heavy-Duty Wiring

Heavy-duty chassis and engine electrical wiring is standard on Series D60 and all Series 80 models. It is a mandatory option on Series 60-H models.

Wiring components affected are the instrument cluster harness, the main wiring harness, the front extension harness, and the engine wiring harness. Wiring in these assemblies not protected by fuses is so insulated that if a short circuit or overload occurs the heat generated will not affect the surrounding wires. Thus, only the overloaded circuit need be repaired.

Battery Specifications

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

Truck Series	R10	10-50 C-L-M-T80	C-L-M-T60	650, 660	P10, C-K10-20	P20, P30 50, M60 C-L-T-M80	D60	E-U80
	Standard	Standard	Standard ♦	Standard	Optional	Optional	Standard	Standard
Capacity @ 20-hr rate	40 amp	53 amp	61 amp	70 amp	70 amp	70 amp	150 amp	205 amp
Model number	980556	2SMB	2SMD	3SMA	2 STA	3SMA	4D	8D
Plates per cell (6 cells)	9	9	11	11	11	11	19	27
Dimensions: Length (in)	13	10⅛	10⅛	12	10⅛	12	20⅞	20⅞
Width (in)	4¾	6¾	6¾	6¾	6¾	6¾	8⅛	10⅜
Height (in)	8	8¾	8¾	8¾	9⅝	8¾	9½	9½
Weight (lb)	35	43	45	53	50	53	117	153
Location	Inside Engine Compartment						R. H. side behind cab	R. H. running board (E80); L. H. side rail (U80)

♦ Included with optional 292 Six in Series C-K10-30 models

BATTERY AND GENERATOR SELECTION

The great variety of truck operating conditions creates wide variations in demands upon the electrical system. Trucks operated as tractor units, especially, call for a higher-output generator to meet the current load of extra equipment. It is therefore important to consider the electrical system in matching a truck to the job.

Battery Selection

The standard battery has ample storage capacity for most truck applications. The optional heavy-duty battery should be recommended for additional cranking performance and for operations in extremely cold climates. Tractors in over-the-road service will also benefit from the added reserve of a heavy-duty battery. The numerous clearance lights impose a heavy current drain during nighttime parking.

Generator Selection

A battery serves only to store electricity and must be recharged by the generator during the normal operation of the truck. Generator capacity should be selected so that the constant electric load (amperes of current draw) does not exceed 80 percent of generator maximum output capacity. This leaves 20 percent of surplus generator capacity to replace battery energy used in starting or during temporary electrical overloads.

Determine the constant electrical load from the table 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 Lights (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)	R10	none
35-amp (DC) low cut-in	none	R10
37-amp Delcotron	CK & P10-30 C & L50-80 M60 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
130-amp Delcotron	none	S60

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 trucks operated primarily at normal road speeds. Recommended for constant loads of up to 24 amperes in night operation.

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"

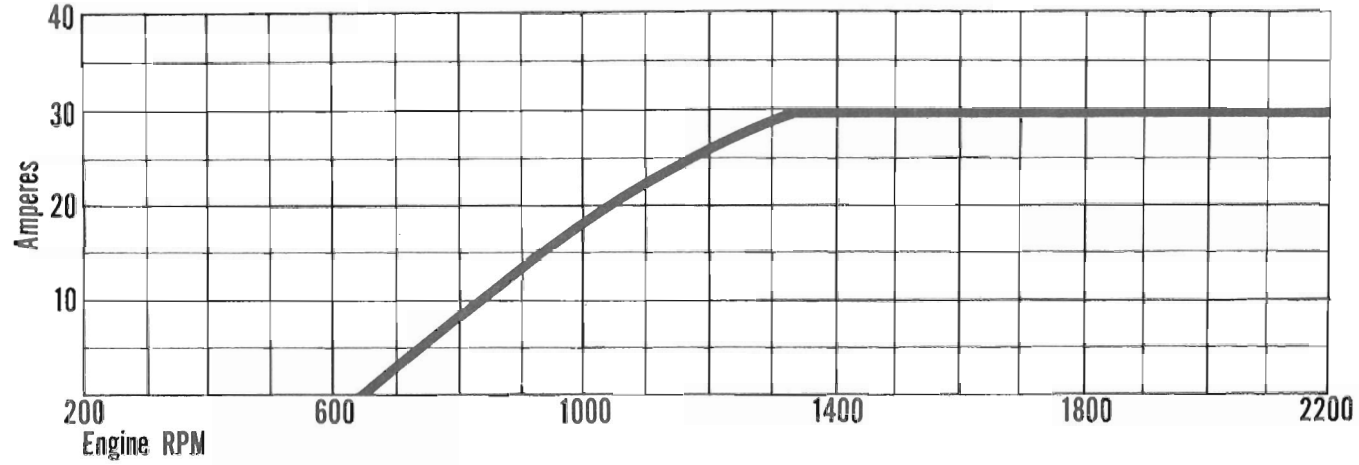
Diode-Rectified Alternating Current Generator

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.

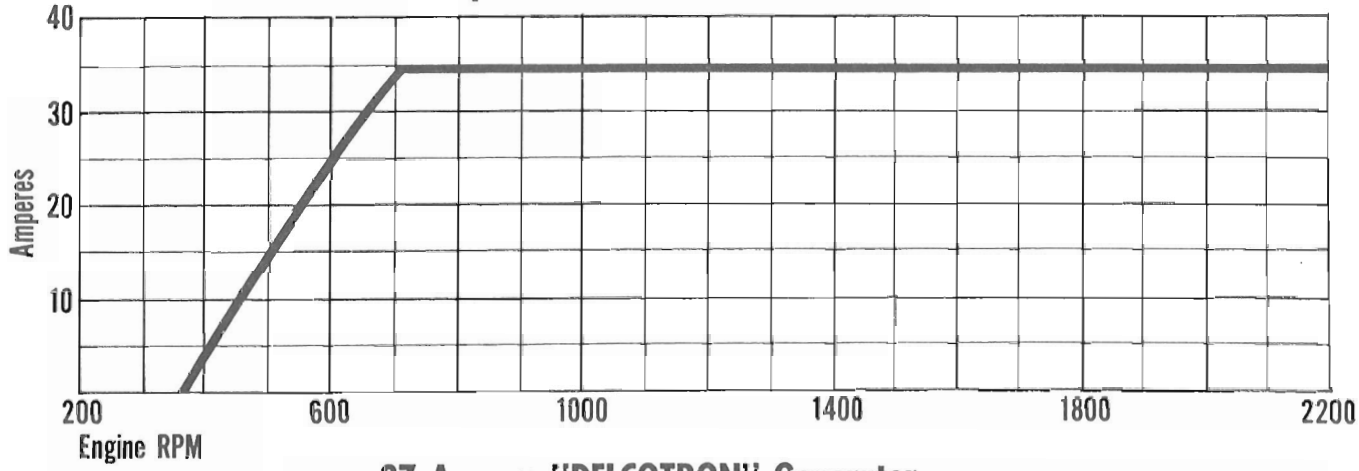
The rotor shaft on the 37-, 42- and 52-ampere "DELCOTRON" generator is carried by needle bearings at the rear and ball bearings at the front. The 62-ampere "DELCOTRON" generator uses ball bearings at both ends of the rotor shaft.

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.

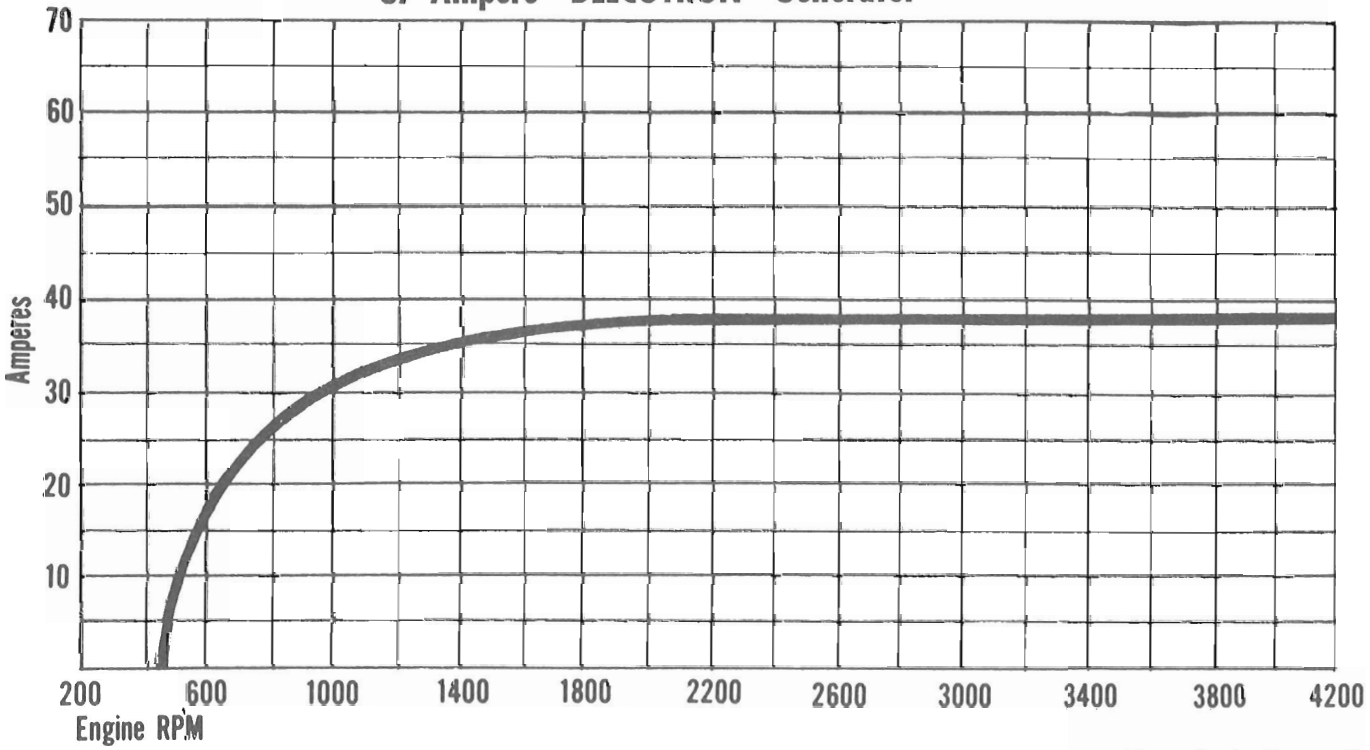
30-Ampere Normal Cut-in DC Generator



35-Ampere Low Cut-in DC Generator



37-Ampere "DELCOTRON" Generator



Engine & Clutch

CLUTCHES:

COOLING SYSTEMS:

FUEL TANKS:

ENGINE FEATURES:

ENGINE POWER & TORQUE CURVES:

ENGINE SPECIFICATIONS:

ENGINE USAGE BY TRUCK SERIES

Engine Name	Series	
	Standard	Optional
145 Six	R10	—
153 Four	P10	—
230 Six	C10 C-P20 C-P30 C-L-S50	P10
292 Six	60 (exc D60, S6902)	C10 C20 C30 C-L-S50
283 V8	—	C10 C20 C-L50
327 V8	S6902	60 (exc D60)
348 V8	C-L-M-T80	—
409 V8	—	C-L-M-T80
4-53 GM Diesel	D60	—
6V-53 GM Diesel	E-U30	—

HIGH TORQUE 145 SIX PERFORMANCE

Basic Specifications

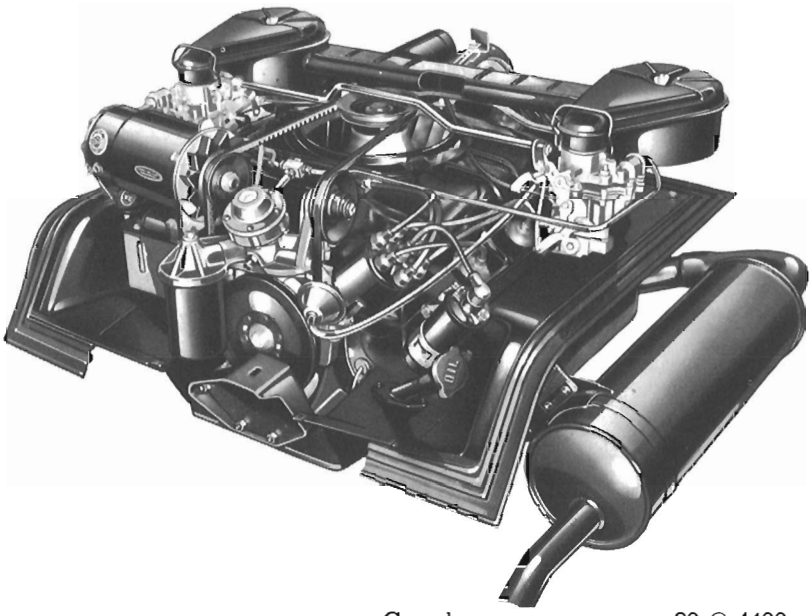
Engine type.....Valve-in-head, air cooled
Piston displacement.....145 cu in
Bore & Stroke (nominal).....3.437″ x 2.60″
Dry Weight (with clutch).....316 lb
Compression ratio.....8.0
Taxable horsepower (SAE).....28.4
Idling speed.....500 rpm
Carburetor type.....Downdraft (two)

Test Procedures

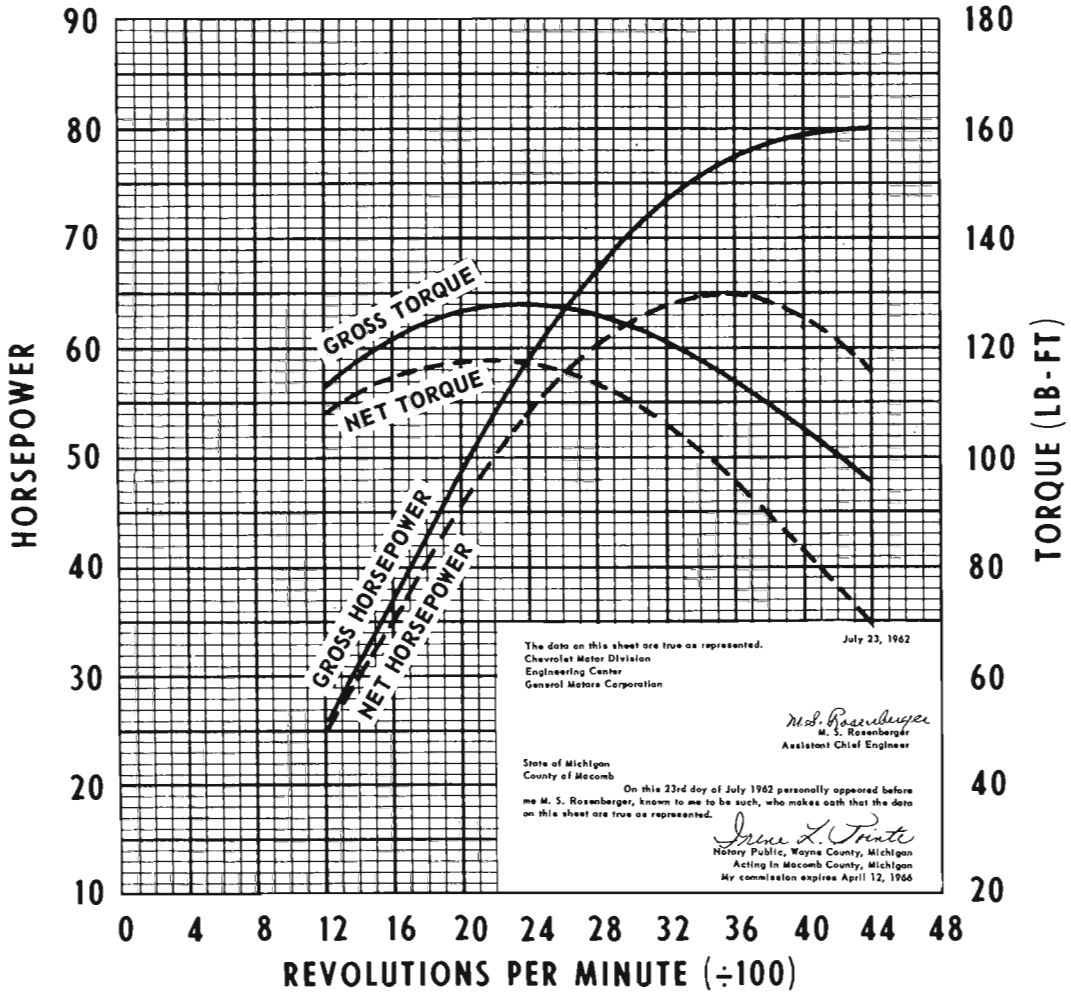
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92″ mercury and 60° F dry air.

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

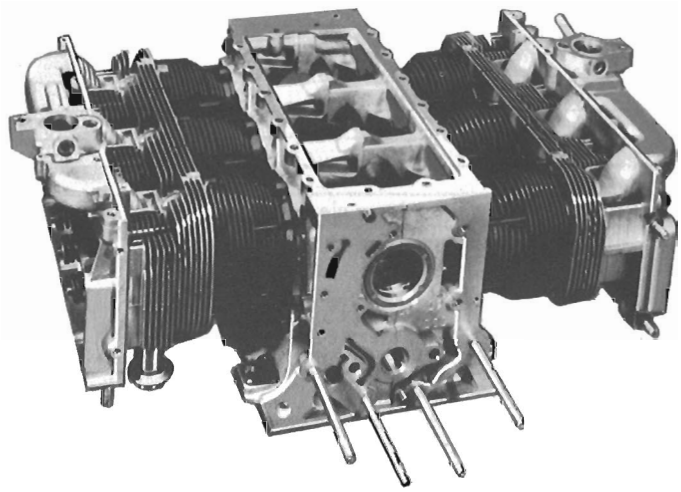
Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.



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



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.

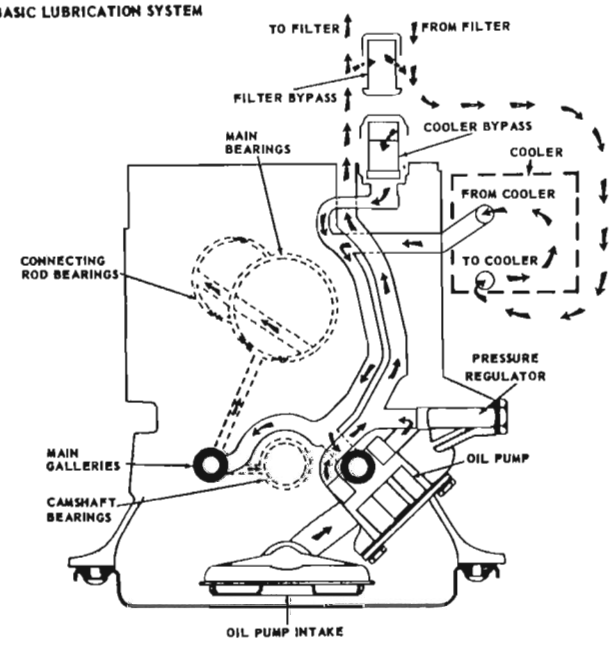
Rugged Forged-steel Crankshaft--Because of the horizontally opposed engine design, the crankshaft is short and rugged and ideally suited to the hard work of truck operation. It is made of forged steel for extra strength and durability.

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.

Long-life Exhaust Valves—Exhaust valves are Stellite-faced to reduce wear and increase valve life. In addition, Rotocoil exhaust valve rotators insure positive controlled valve rotation that prevents build-up of deposits on the valve face and stem.

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.

Aluminum-coated Muffler—Life of the reverse-flow muffler is increased by aluminum 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
Air Cleaner	two; oil-wetted polyurethane elements
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; rubber-mounted vibration damper
Cylinders	induction 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	full-flow
Capacity	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	5.5 qt; refill 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 200-210°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° BTC
Exhaust Opens	87° BBC
Exhaust Closes	69° ATC
Spark Plugs	AC, model 46-FF
Thread Size	14 mm
Torque	25 lb-ft
Gap	0.035″
Valve Guides	pressed in head; cast iron
Valve Mechanism	individual rocker arms on ball pivots; push-rod actuated; hydraulic lifters
Valves, Exhaust	
Material	high-alloy steel
Face	stellite
Overall Length	4.50″
Head Diameter	1.24″
Stem Diameter	0.341″
Face Angle	44°
Seat Angle (in head)	45°
Lift	0.36″
Rotators	Rotocoil
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	0.36″
Ventilation	positive

CLUTCH CONTROLS

Both mechanical linkage and hydraulic clutch controls are utilized. On models using the hydraulic control system (see chart below) a master cylinder and reservoir (integral with the brake master cylinder housing) contain hydraulic fluid which is forced through the hydraulic line when the clutch pedal is depressed. The fluid pressure actuates the slave cylinder which moves the clutch fork, releasing the clutch. Releasing the clutch pedal engages the clutch.

Hydraulically Actuated Clutches

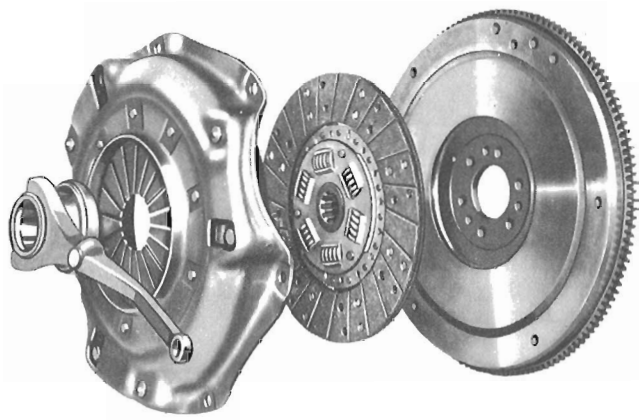
MODEL APPLICATION		P10	C60, 60-H, S60	L50	M60, L-T60, 60-H	C-L-M-T80	D60, 60-H	E-U80
ENGINE APPLICATION		153 230	327	230 283 292	292 327	348 409	4-53	6V-53
Cylinder	Location	On Firewall						
	Size	1 1/8" Diameter						
	Stroke	1 1/2" Stroke						
Slave Cylinder	Location	R.H. Side of Clutch Housing						
	Size	1 1/16" Diameter						
	Stroke	1 1/2" Stroke						
Clutch Fork		Drop Forged Steel, Pivoted, Mounted on Ball Lever on Clutch Shaft						

Mechanically Actuated Clutches

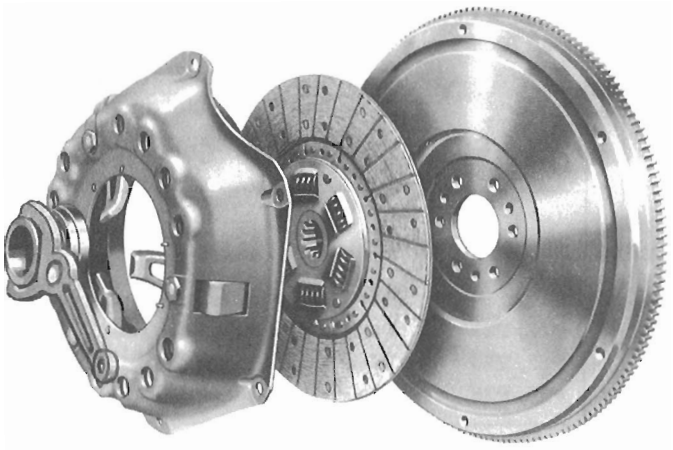
MODEL APPLICATION	R10	P20-30	K-C10-30	C50	S50	C60, S60
ENGINE APPLICATION	145	230	230 283 292	230 283 292	230 292	292

Diaphragm-Spring Clutches

Chevrolet's diaphragm-spring clutches are well known for driving ease and dependability. The diaphragm spring operates with very light pedal pressure, yet directs uniformly high pressure to the pressure plate and clutch disc. Self-lubricating pilot bushing and permanently lubricated throw-out bearing require no maintenance between normal clutch overhauls.



Coil-Spring Clutches



Chevrolet's coil-spring clutches combine operating ease with high torque capacity and durability in severe truck service. Heat-treated coil springs direct pressure to the pressure plate and driven disc. Coil spring construction affords good ventilation for cooler operation and protection against burned facings. Pilot bushing and throw-out bearing are self-lubricated.

CLUTCHES and FUEL TANKS

CLUTCH SPECIFICATIONS

Clutch Size & Type	9" Diaphragm	10" Diaphragm	11" Diaphragm	12" Coil	12" Coil 2-Plate	13" Coil	14" Coil
Engine Applications	145 Six	153 Four 230 Six▲	230 Six ♦ 292 Six 283 V8	292 Six ♣	409 V8	327 V8 348 V8 348 Sp V8 4-53	6V-53
Disc:							
Outside diameter	9.12"	10.0"	11.0"	11⅞"	11⅞"	12⅞"	13¾"
Inside diameter	6.12"	6.0"	6.5"	6.75"	6.75"	7.25"	7.25"
Area (sq in)	71.8	100	124	150	299	178	218
Facing thickness (in)	0.135	0.133	0.133	0.140	0.140	0.150	0.187
Facing material	Asbestos composition	Asbestos composition	Asbestos composition	Asbestos composition	Asbestos composition	Asbestos composition	Asbestos composition
Vibration damping at hub	None	6 springs	6 springs	6 springs	6 springs	8 springs	10 springs
Pressure Plate:							
Material	Cast Iron	Cast Iron	Cast Iron	Gray Iron	Gray Iron	Gray Iron	Gray Iron
Diameter (in)	9¼	10⅛	11⅛	12	12	13	14
Spring:							
Type	Diaphragm	Diaphragm	Diaphragm	Coil	Coil	Coil	Coil
Number of springs	1	1	1	12	16	12	21
Release levers	18	18	18	3	4	4	3
Total pressure (lb)	1000–1200	1325–1500	1450–1600	1877	2400	2179	3255
Flywheel:							
Material	Piston Iron	Piston Iron	Piston Iron	Piston Iron	Piston Iron	Piston Iron	Piston Iron
Ring gear	Steel	Steel	Steel	Steel	Steel	Steel	Steel
Ring gear, teeth		168	168	168	197	180 (V8) 138 (4-53)	138
Pilot Bearing:							
Material or type	← Sintered Powdered Bronze (oil impregnated) →					Ball	Ball
Lubrication	← Self-lubricating →						
Throw-out Bearing:							
Type	← Special Ball →						
Lubrication	← Permanently Lubricated →						

▲ Standard with 230 Six engine on Series C10 and C20 models.
♦ Included with 230 Six engine on Forward Control models and all Series 30 and 50 models; optional for 230 Six on Series C10 and C20.
♣ Standard with Series 60 models.

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.

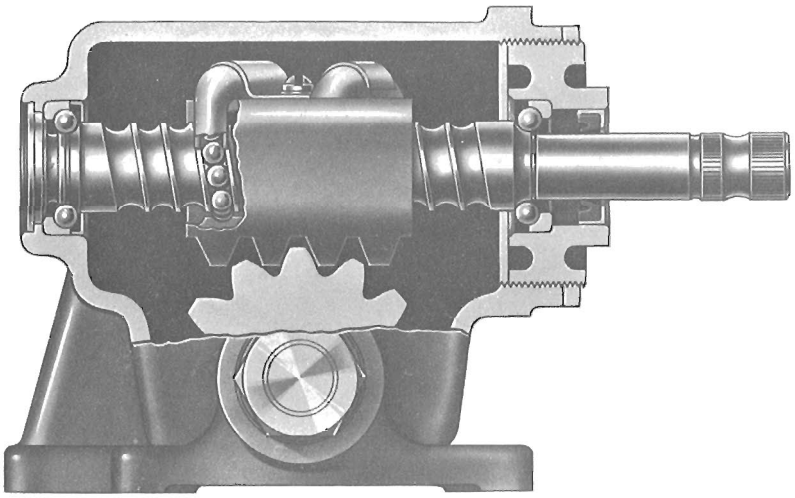
Truck Series	Tank Location	Tank Capacity (gallons)
R10	Under seat	18.6
Cab Models		
C10-C60, M60	In cab, back of seat	17 **a**
K10, K20	In cab, back of seat	17 **a**
D60, C-L-M80	In cab, back of seat	20
E-U80	On top of frame side rail	18
L50, L60	In cab, back of seat	17 **a**
T60, T80	Outside right frame side rail	18.0
Cowl Models		
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

Truck Series	Tank Location	Tank Capacity (gallons)
Panel & Carry-all Models		
C10	Inside frame, behind rear axle	20.5
K10	Outside left frame side rail	20.5
C30	Outside left frame side rail	18
Forward-Control Models		
P10	Inside frame, behind rear axle	20.5
P23, P33	Outside right frame side rail	15.5
P25, P26	Outside right frame side rail	18.0 **b**
P35, P36	Outside right frame side rail	18.0 **b**

a—20 for optional tank. **b**—30.0 for optional tank.

Steering

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-P10, C20-30	24.0 to 1	17″
P20-30	27.7 to 1	19″
K10-20	24.0 to 1	17″
50-80 exc tilt	28.1 to 1	19″
T60, T-U80	28.1 to 1	20″
T-U80	30.5 to 1♦	20″

♦ With 9000-lb and 11,000-lb front axle.

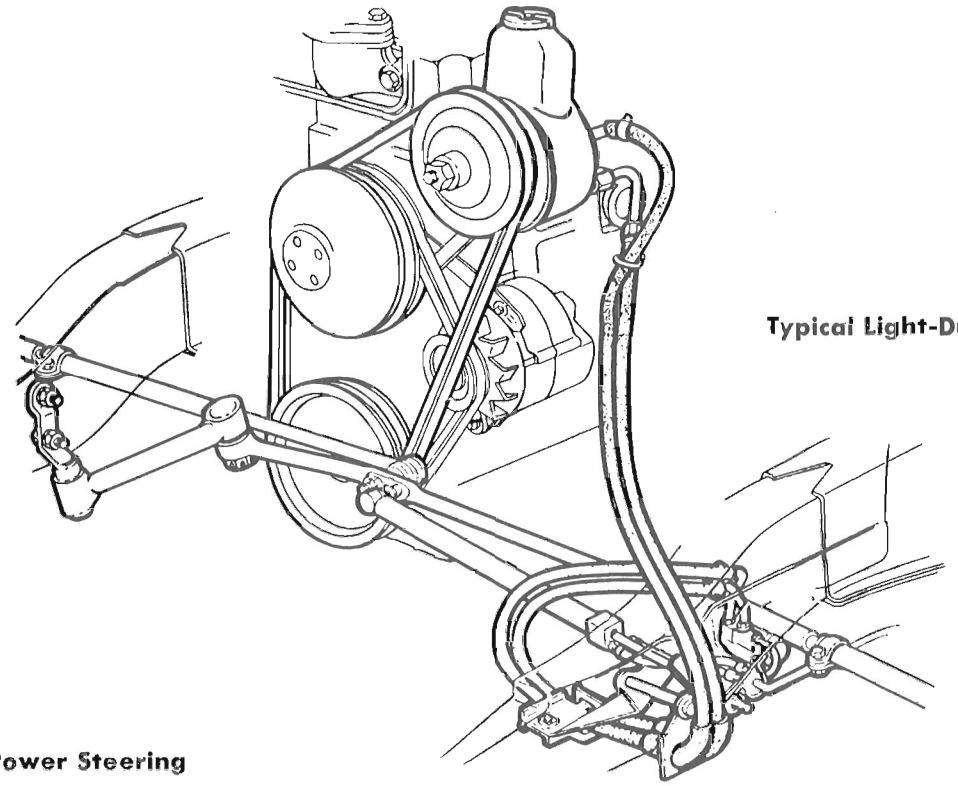
CHEVROLET POWER STEERING

Medium- & Heavy-Duty 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.



Typical Light-Duty Installation

➔ Light-Duty Power Steering

Chevrolet linkage-type power steering is now available, for light-duty models, as a kit for easy dealer installation. The kit contains the same components as the factory installed unit and fits all 1963 six- and eight-cylinder models in the 10 through 30 series (except Forward Control and Four-Wheel Drive Models). The unit cannot be used on previous models as it is not adaptable to trucks equipped with torsion-bar front suspension.

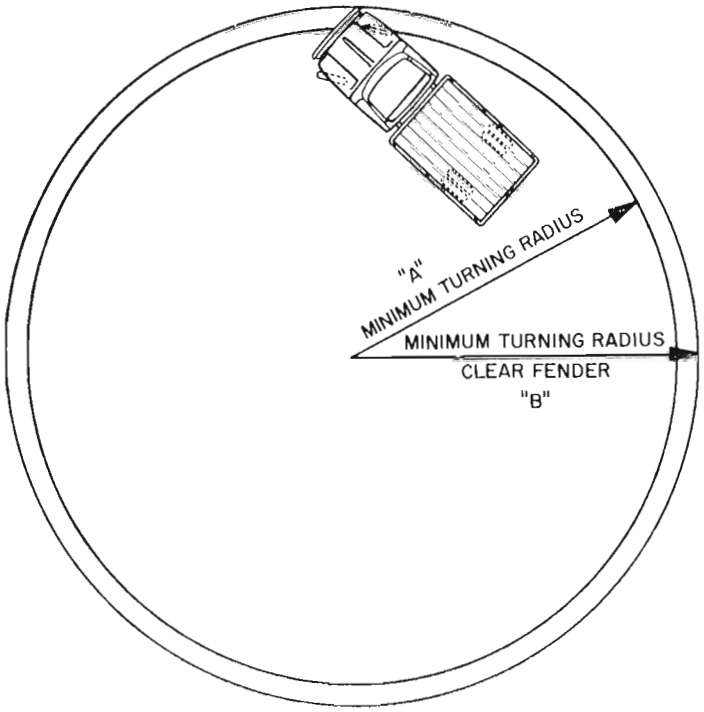
Complete installation materials are provided, including attaching parts and instructions. The relay rod, power cylinder, control valve and hoses are assembled as a single unit. Installation requires only about 3½ hours.

Light-duty power steering helps to combat driver fatigue and allows him to maneuver the truck quite easily in tight spots and on long hauls. Power steering also dampens road shock and vibration at the steering wheel, provides extra comfort and ease of handling the vehicle.

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	19.6	21.3
P13	102	19.5	20.9
C14	115	21.4	22.9
K14	115	23.9	25.3
C15	127	23.1	24.5
K15	127	25.9	27.2
C25	127	22.6	24.1
K25	127	25.9	27.2
P23	104	18.3	19.8
P25	125	21.1	22.5
P26	137	22.7	24.1
C36	133	23.0	24.5
C38	157	26.4	27.9
P33	104	18.2	21.3
P35	125	21.0	22.4
P36	137	22.6	24.0
C51	133	22.2	23.7
C52	145	23.8	25.3
C53	157	25.4	26.9
C55	175	27.7	29.1
L52	133	22.2	23.7
L53	145	23.8	25.3
L56	175	27.7	29.0
S53	157	25.4	26.9
C-D61	133	22.3	23.7
C-D62	145	23.9	25.2
C-D63	157	25.4	26.8
C-D65	175	27.8	29.2
C-D68	197	30.7	32.1

Series	Wheelbase (inches)	Radius A (feet)	Radius B (feet)
L62	133	22.3	23.7
L63	145	23.9	25.2
L65	169	27.0	28.4
L66	175	27.8	29.1
L69	197	30.7	32.0
S62	197	30.7	32.1
S64	225½	34.4	35.8
S67	243	36.7	38.1
S69	261½	39.1	41.0
T62	97	17.6	19.0
T63	109	19.1	20.6
T66	133	22.3	23.6
T68	145	23.8	25.2
M83	157	25.5	26.9
M85	175	27.8	29.2
M88	193	30.2	31.6
C81	133	22.3	23.7
C82	145	23.8	25.3
C83	157	24.4	25.8
C85	175	27.8	29.2
C88	197	30.7	32.1
E-L82	133	22.3	23.7
E-L83	145	23.8	25.3
L86	175	27.8	29.2
T-U82	97	17.8	19.3
T-U83	109	19.4	20.8
T86	133	22.3	23.7
T88	145	23.8	25.3

Transmission &
Drive Line

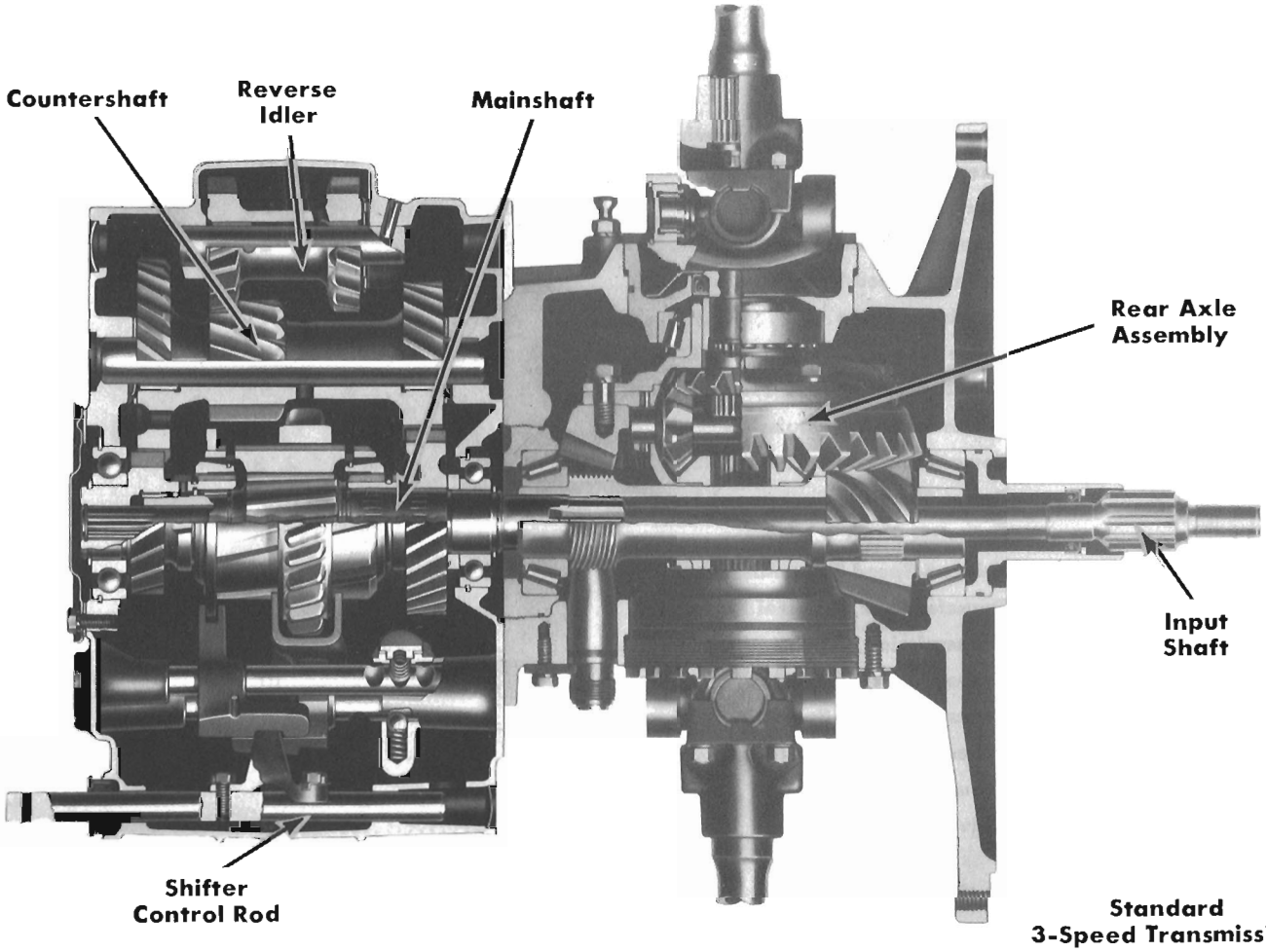
INDEX

TRANSMISSION USAGE BY TRUCK SERIES

Transmission	Standard	Optional
3-Speed, Chevrolet	10–20	—
3-Speed, Heavy-duty Chevrolet	—	C–P10, C–P20, C–P30
4-Speed, Chevrolet	30–60 (Exc D60)	10–20
5-Speed, New Process 540C	—	C–L–S–T60♦
5-Speed, Std-Ratio Clark 265V	—	C–L–S–T60♣
5-Speed, Close-Ratio Clark 267V	D60–H	C–L–S–T60♣
5-Speed, Overdrive Clark 264VO	D60	—
5-Speed, Std-Ratio Spicer 3152	C–L–M–T80★	—
5-Speed, Close-Ratio Spicer 3152A	—	D60–H, C–L–T80★
5-Speed, Overdrive Spicer 3153	—	D60
5-Speed, Std-Ratio Spicer 5652B	—	C–L–M–T80■
5-Speed, Close-Ratio Spicer 5756B	E–U80	C–L–T80■
8-Speed, Fuller R46	—	C–L–M–T80■; E–U80
Powerglide	—	C–P–R10, C–P20
Powermatic	—	C–L–S–T60; C–L–M–T80
Auxiliary, 3-Spd or 4-Spd Spicer	—	M80

♦ With 292 Six ★ With 348 V8
♣ With 327 V8 ■ With 409 V8

CORVAIR 95 TRANSMISSIONS



Standard 3-Speed Transmission

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 SynchroMesh	Chevrolet 4-Speed SynchroMesh
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

Standard 3-Speed SynchroMesh 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.

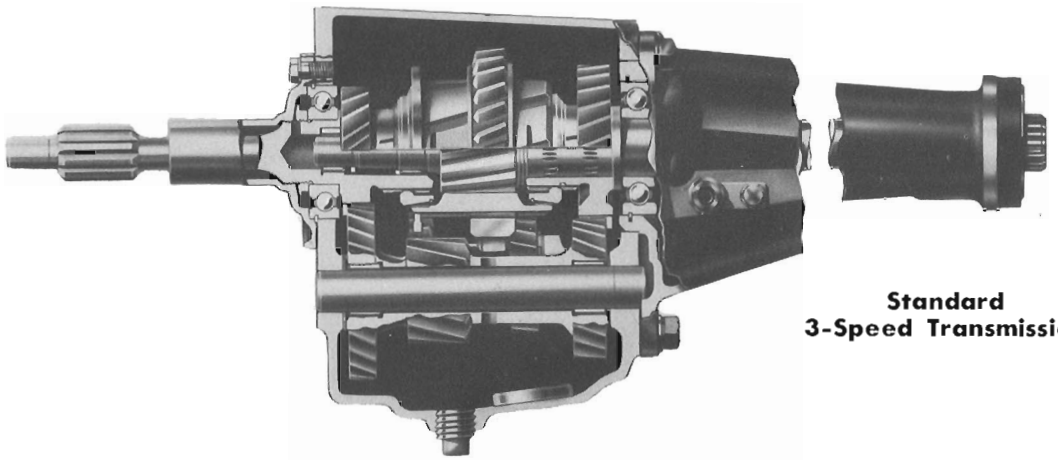
Optional 4-Speed SynchroMesh Transmission

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.

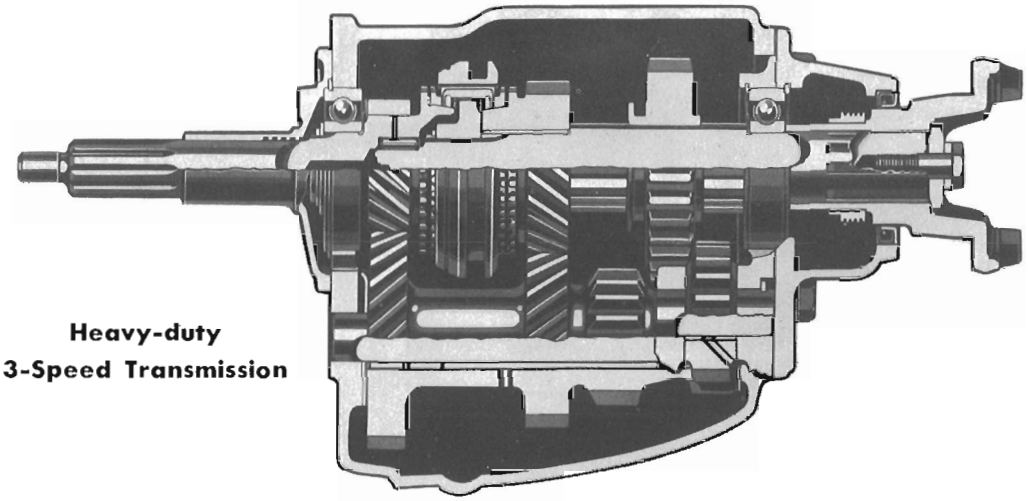
Optional Powerglide Transmission

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.

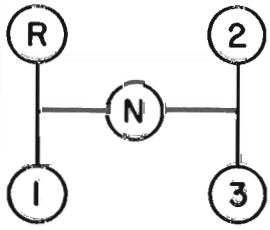
3-SPEED & POWERGLIDE TRANSMISSIONS



Standard
3-Speed Transmission



Heavy-duty
3-Speed Transmission



Gearshift Lever
Positions

Standard 3-Speed SynchroMesh Transmission

Wide-faced helical gears are carburized and shot-peened for long service life. Rounded gear teeth resist chipping. Anti-friction bearings on the clutch shaft, mainshaft and countershaft assure alignment and proper gear meshing. Gearshift lever is conveniently located on the steering column.

Optional Heavy-duty 3-Speed SynchroMesh Transmission

Rugged construction and lower first and second gear ratios make the heavy-duty 3-speed transmission ideally suited for house-to-house service. Quietness and long life are assured by the large tooth contact area of the wide-faced helical gears. Steering column gearshift is used for maximum driver convenience.

Optional Powerglide Transmission

This automatic transmission combines a 2-speed planetary gearset and a torque converter to provide torque multiplication as high as 4.58 (153 Four and 230 Six) and 3.87 (292 Six and 283 V8) in low and reverse gears. Gear ratios are 1.76 for low and reverse, and 1.00 for drive range. A steering-column-mounted lever selects the 5 operating positions: Park (P), reverse (R), neutral (N), drive (D) and low (L). For safety, the engine can be started only when the control lever is in either park or neutral position. Optional equipment on Series C10, P10, C20 and P20. See facing page for information about Powerglide transmission for Corvair 95 models.

Specifications

Make & Type	Chevrolet 3-Speed SynchroMesh	Warner A-55-T-89B HD 3-Speed
Series Applications	C-K-P10, C-K-P20	C-P10, C-P20, C-P30
Input Torque Capacity (lb-ft)	275	275
Gear Ratios:		
First	2.94	3.17
Second	1.68	1.75
Third	Direct	Direct
Reverse	3.14	3.76
Gear Types:		
Helical gears	All	2nd
Spur	None	1st, Rev
Bearing Types:		
Clutch gear bearing	Ball	Ball
Mainshaft front	Roller	Roller
Mainshaft rear	Ball	Ball
Countershaft front	Roller	Roller
Countershaft rear	Roller	Roller
Reverse idler	Bronze Bushing	Bronze Bushing
Lubricants:		
Capacity	2 Pints	2¾ pints
Type, grade	See Owner's Guide	See Owner's Guide

INDEX

PASSENGER CAR AND TRUCK TYPE TIRES

Some tire sizes (6.50–16/6PR, for example) are offered in both passenger car and truck type construction. The truck type tire is of a heavier, stronger construction and carries a higher maximum capacity rating. Because of the difference in cost of these two tire types, care must be exercised in ordering those tires which are offered in both types.

TIRE CAPACITY AND INFLATION PRESSURES

When selecting tires, the maximum gross vehicle weight per axle should be matched with the capacity of the tires in order to ensure the easiest ride, longer tire life and more stable steering control.

When tire loads are less than the maximum tire capacity, tire inflation pressures should be reduced to adjust individual tire capacities to their loads. Adjustments must be made when tires are cold.

The following tables give recommended tire inflation pressures for different tire loads. Capacities shown are for trucks or tractors in highway service only. Inflation pressures are for cold tires.

Passenger Car Type

Tire Size		Max Capacity (lb)	Tire Capacity at Various Inflation Pressures (lb/sq in)						
Tubeless	**Tubed**		**24**	**26**	**28**	**30**	**32**	**34**	**36**
7.00–14/4PR		**975**	975						
7.00–14/6PR		**1065**	975	1020	1065				
6.70–15/4PR	6.70–15/4PR	**1115**	955	1010	1065	1115			
6.70–15/6PR	6.70–15/6PR	**1215**	955	1010	1065	1115	1140	1165	1215
7.10–15/4PR	7.10–15/4PR	**1195**	1025	1080	1140	1195			
7.10–15/6PR		**1300**	1025	1080	1140	1195	1220	1245	1300
6.00–16/6PR		**1255**	835	875	915	955	990	1035	1065
6.50–16/6PR	6.50–16/6PR	**1255**	1045	1105	1165	1225	1280	1330	1380

Truck Type

Tire Size		Max Capacity (lb)	Tire Capacity at Various Inflation Pressures (lb/sq in)										
Tubeless	**Tubed**		**30**	**35**	**40**	**45**	**50**	**55**	**60**	**65**	**70**	**75**	**80**	**85**
7.00–14/6PR		**1180**	—	—	—	1180								
7.00–14/8PR		**1400**	—	—	—	—	—	—	1400					
6.50–16/6PR	6.50–16/6PR	**1420**	1120	1225	1320	1420								
7–17.5/6PR	7.00–15/6PR	**1520**	1200	1310	1420	1520								
7.00–16/6PR		**1580**		1365	1475	1580								
7.50–16/6PR		**1815**		1565	1690	1815								
7.50–16/8PR		**2140**		1565	1690	1815	1930	2040	2140					
8–17.5/6PR	7.00–17/6PR	**1740**	1370	1500	1620	1740								
8–17.5/8PR	7.00–17/8PR	**2060**	1370	1500	1620	1740	1850	1960	2060					
8–19.5/6PR		**2090**	1550	1690	1830	1960	2090							
	7.00–18/8PR	**2140**	1370	1500	1690	1810	1920	2040	2140					
8–19.5/8PR	7.50–17/8PR	**2440**	1550	1690	1830	1960	2090	2220	2330	2440				
8–19.5/10PR		**2650**	1550	1690	1830	1960	2090	2220	2330	2440	2550	2650	3090	
7–22.5/6PR		**1870**			1640	1760	1870							
8–22.5/8PR	7.50–20/8PR	**2740**			2060	2210	2350	2490	2620	2740				
8–22.5/10PR	7.50–20/10PR	**3090**			2060	2210	2350	2490	2620	2740	2860	2980	3090	
9–22.5/10PR	8.25–20/10PR	**3330**			2400	2570	2730	2890	3040	3180	3330			
9–22.5/12PR	8.25–20/12PR	**3730**			2400	2570	2730	2890	3040	3180	3330	3460	3600	3730
10–22.5/10PR	9.00–20/10PR	**3960**				3040	3240	3440	3620	3790	3960			
	9.00–20/12PR	**4480**				3040	3240	3440	3620	3790	3960	4120	4280	4480
11–22.5/12PR	10.00–20/12PR	**4580**					3600	3820	4020	4220	4410	4580		

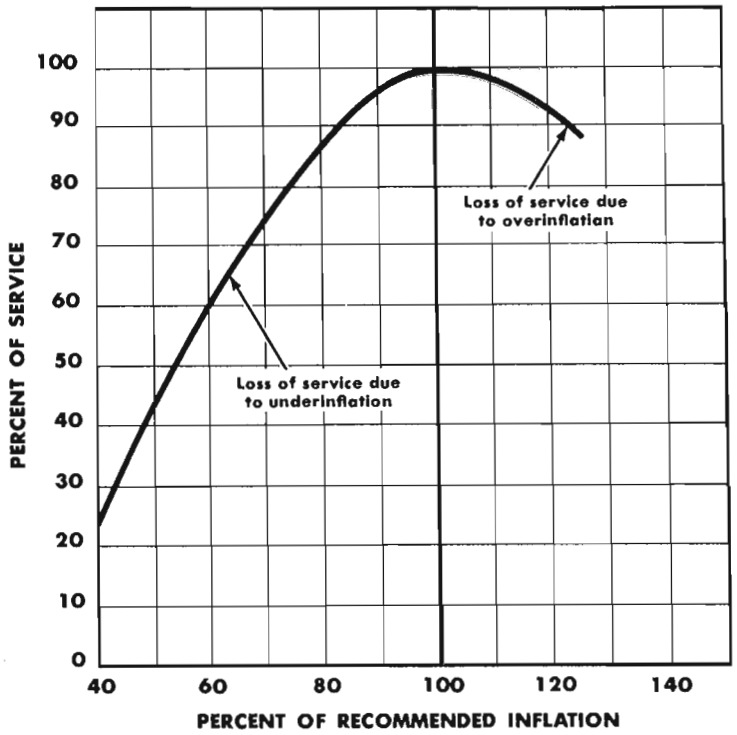
TIRE WEAR

Proper inflation pressures for various tire loads are shown in the table on the preceding page. For maximum tire life these pressure recommendations should be followed. Both overinflation and underinflation can greatly reduce tire life. Likewise, the life of overloaded tires is shortened considerably. Greatest tire economy is achieved by selecting tires large enough to carry maximum loads without overloading, and by adjusting inflation pressures downward when less than maximum loads are carried.

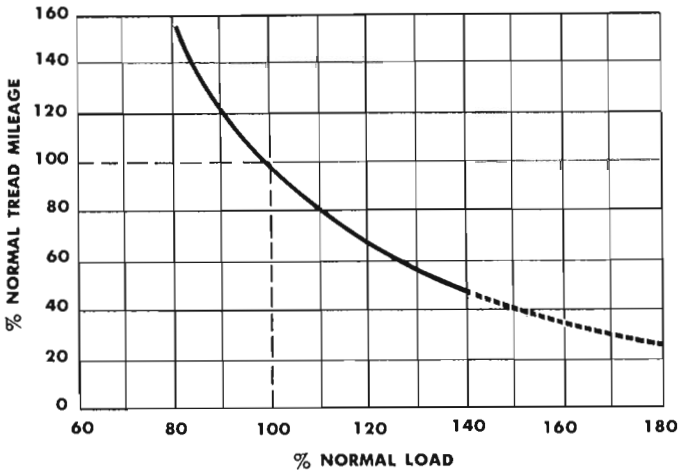
EFFECT of INFLATION on TIRE WEAR

Overinflation—This is one of the greatest causes of tire damage. Overinflation does not add strength to a tire, nor does it compensate for overloading. Instead, it weakens the tire and causes more rapid wear. Specifically, overinflation causes (1) rapid wear in center of tread, (2) greater susceptibility to impact breaks, (3) weakening of bead, (4) stresses that lead to tread separation, (5) reduced cushioning, leading to increased truck maintenance costs, (6) reduced traction and skid resistance.

Underinflation—This causes tires to flex excessively, causing heat build-up and increased tire wear. Underinflation leads to (1) excessive wear on shoulder of tread, (2) irregular tread wear, (3) ply separation, (4) greater susceptibility to bruising, (5) tread separation.



EFFECT of OVERLOADING on TIRE WEAR



Tires that are loaded beyond their maximum rated carrying capacity will have their useful life significantly shortened. As shown by the accompanying curve, tire life decreases rapidly as overloading increases. For example, it is seen that only a 10% overload reduces tire life by about 15%. An overload of 50% reduces tire life by 60%.

The dotted line is a projection of the solid curve, obtained with actual tire experience over a long period of time. The extreme left end of the solid curve shows that running truck tires at less than rated load results in a substantial increase in tread mileage.

TIRE 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
➔ 7.00-14/4PR	5.00	975	30	26.3	7.2	12.2	810	—	—
➔ 7.00-14/6PR	5.00	1065	34	26.3	7.2	12.2	810	—	—
6.70-15/4PR	5.00	1115	30	28.0	6.9	13.4	764	6.70	—
6.70-15/6PR	5.00	1215	36	28.0	6.9	13.4	764	6.70	—
7.10-15/4PR	5.00	1195	30	28.5	7.3	13.6	754	7.10	—
➔ 7.10-15/6PR	5.00	1300	36	28.5	7.3	13.6	754	—	—
6.00-16/6PR	5.00	1255	45	28.4	6.4	13.7	739	—	—
6.50-16/6PR	5.00	1380	36	29.0	6.9	13.8	720	6.50	—

Truck Type

TUBELESS TIRES									
7.00-14/6PR	5.00	1180	45	26.4	7.0	12.3	800	—	—
7.00-14/8PR	5.00	1400	60	26.4	7.0	12.3	800	—	—
➔ 6.50-16/6PR	5.00	1420	45	29.5	7.3	14.0	703	—	—
7-17.5/6PR	5.25	1520	45	29.8	7.4	14.3	704	—	—
8-17.5/6PR	5.25	1735	45	31.0	7.7	14.9	679	—	—
7-22.5/6PR	5.25	1870	50	34.6	7.2	16.8	591	—	—
8-17.5/8PR	5.25	2060	60	31.0	7.7	14.9	679	—	—
8-19.5/6PR	5.25	2090	50	33.8	7.9	16.4	617	—	—
7-22.5/8PR	5.25	2180	65	34.6	7.2	16.8	591	—	—
8-19.5/8PR	5.25	2440	65	33.8	7.9	16.4	617	—	—
➔ 8-19.5/10PR	5.25	2650	80	33.8	7.9	16.4	617	—	—
8-22.5/8PR	5.25	2740	65	36.8	7.9	17.9	565	—	—
8-22.5/8PR	6.00	2740	65	36.8	8.2	17.9	565	—	—
8-22.5/10PR	5.25	3090	80	36.8	7.9	17.9	565	—	—
8-22.5/10PR	6.00	3090	80	36.8	8.2	17.9	565	—	—
9-22.5/10PR	6.00	3330	70	38.4	8.7	18.5	543	—	—
9-22.5/10PR	6.75	3330	70	38.4	9.0	18.5	543	—	—
9-22.5/12PR	6.00	3730	85	38.4	8.7	18.5	543	—	—
9-22.5/12PR	6.75	3730	85	38.4	9.0	18.5	543	—	—
10-22.5/10PR	6.75	3960	70	40.2	9.8	19.4	521	—	—
10-22.5/10PR	7.50	3960	70	40.2	10.1	19.4	521	—	—
10-22.5/12PR	6.75	4480	85	40.2	9.8	19.4	521	—	—
10-22.5/12PR	7.50	4480	85	40.2	10.1	19.4	521	—	—
11-22.5/12PR	7.50	4580	75	41.5	10.9	19.9	506	—	—
TUBE-TYPE TIRES									
6.50-16/6PR	5.0	1420	45	29.5	7.3	14.0	703	6.50	—
➔ 7.00-16/6PR	5.5	1580	45	30.7	8.5	14.5	682	—	—
7.00-15/6PR	5.5	1605	45	30.1	7.9	14.4	704	7.00	15L
7.00-17/6PR	5.0	1740	45	32.6	7.6	15.6	638	7.00W	17M
7.00-17/8PR	6.0	2060	60	32.6	7.6	15.6	638	7.00W	17M
➔ 7.50-16/8PR	5.5	2140	60	32.0	9.0	15.2	659	—	—
➔ 7.00-18/8PR	5.0	2140	60	33.6	7.6	16.2	622	7.00W	18M
7.00-20/8PR	5.0	2310	60	35.6	7.6	17.2	591	7.00W	20M
7.50-17/8PR	5.0	2440	65	33.7	8.1	16.3	617	7.50W	17M
7.50-20/8PR	6.0	2740	65	36.8	8.5	17.8	565	7.50W	20M
7.50-20/10PR	6.0	3090	80	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
➔ 9.00-20/12PR	6.5	4480	85	40.0	10.0	19.3	521	—	—
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

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
7.00–14/4PR...	7.00–14/6PR.....	5.00
7.00–14/6PR...	7.00–14/6PR.....	5.00
7.00–14/6PR...	7.00–14/8PR.....	5.00
7.00–14/8PR...	7.00–14/8PR.....	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
a 6.00–16/6PR...	**a** 6.00–16/6PR.....	5.00
6.50–16/6PR...	6.50–16/6PR.....	5.00
7–17.5/6PR....	7–17.5/6PR.....	5.25
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 dual.	5.25
8–19.5/8PR....	8–19.5/8PR dual.	5.25

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

Tire Size		Rim Width (inches)	Cast Wheels	Disc Wheels
Front	**Dual Rear**			
SERIES C50, L50, 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	N.A.	Incl
		6.75	N.A.	Opt Q81
SERIES 60				
8–22.5/8PR....	8–22.5/8PR....	6.00	**e**	Std
8–22.5/8PR....	8–22.5/10PR...	6.00	**e**	Std
8–22.5/8PR....	9–22.5/10PR...	6.00	**e**	Std
8–22.5/8PR....	9–22.5/12PR...	6.00	N.A.	Std
8–22.5/10PR...	8–22.5/10PR...	6.00	**e**	Std
8–22.5/10PR...	9–22.5/10PR...	6.00	**e**	Std
8–22.5/10PR...	9–22.5/12PR...	6.00	N.A.	Std
9–22.5/10PR...	9–22.5/10PR...	6.00	**e**	Std
		6.75	Opt Q83	Opt Q81
9–22.5/10PR...	9–22.5/12PR...	6.00	N.A.	Std
		6.75	N.A.	Opt Q81
9–22.5/10PR...	10–22.5/10PR...	6.75	Opt Q83	Incl
9–22.5/12PR...	9–22.5/12PR...	6.00	N.A.	Std
		6.75	N.A.	Opt Q81
10–22.5/10PR...	10–22.5/10PR...	6.75	Opt Q83	Incl
SERIES 60-H				
8–22.5/8PR....	8–22.5/8PR....	6.00	**e**	N.A.
8–22.5/8PR....	9–22.5/10PR...	6.00	**e**	N.A.
9–22.5/10PR...	9–22.5/10PR...	6.00	**e**	N.A.
		6.75	Opt Q83	Opt Q81
9–22.5/10PR...	9–22.5/12PR...	6.75	N.A.	Opt Q81
9–22.5/10PR...	10–22.5/10PR...	6.75	Opt Q83	Opt Q81
9–22.5/12PR...	9–22.5/12PR...	6.75	N.A.	Opt Q81
10–22.5/10PR...	10–22.5/10PR...	6.75	Incl	Opt Q81
		7.50	Opt Q94	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	Std	N.A.
		6.75	Opt Q83	Opt Q81
9–22.5/10PR...	10–22.5/10PR...	6.75	Opt Q83	Opt Q81
10–22.5/10PR...	10–22.5/10PR...	6.75	Incl	Opt Q81
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	Std	N.A.
		7.50	Opt Q94	Opt Q92
10–22.5/10PR...	11–22.5/12PR...	7.50	Opt Q94	Opt Q92
11–22.5/12PR...	11–22.5/12PR...	7.50	Incl	Opt Q92

c—Heavy-duty front axle required.
d—Not available on Forward-Control models.
e—Included with 17,000-lb rear axle.

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).

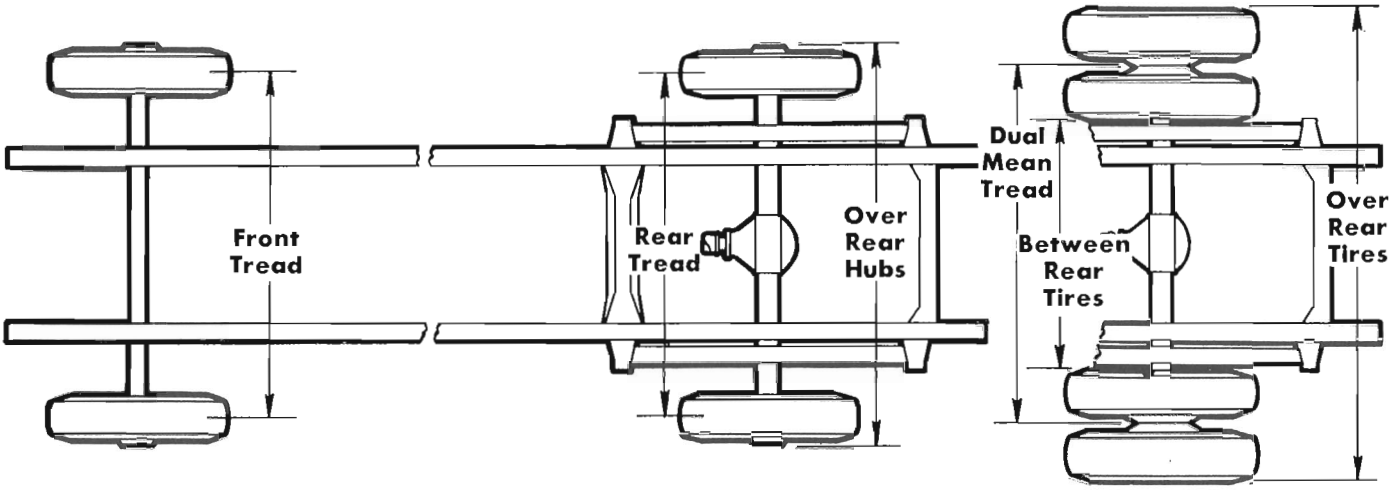
Tire Size		Disc Wheel Rim Width (inches)
Front	**Rear**	
➔ SERIES C10, K10, P10		
a 6.70–15/4PR....	**a** 6.70–15/4PR.....	5.0
6.70–15/6PR....	6.70–15/6PR.....	5.0
7.00–15/6PR....	7.00–15/6PR.....	5.5
a 7.10–15/4PR....	**a** 7.10–15/4PR.....	5.0
6.50–16/6PR....	6.50–16/6PR.....	5.0
➔ SERIES C20, P20		
d 7.00–15/6PR....	**d** 7.00–15/6PR.....	5.5
7.00–17/6PR....	7.00–17/6PR.....	5.0
7.00–17/6PR....	7.00–17/8PR.....	5.0
7.00–17/6PR....	7.50–17/8PR.....	5.0
7.00–17/8PR....	7.00–17/8PR.....	5.0
7.00–17/8PR....	7.50–17/8PR.....	5.0
7.50–17/8PR....	7.50–17/8PR.....	6.0
d 6.50–16/6PR....	**bd** 6.50–16/6PR dual	5.5
➔ SERIES K20		
7.00–15/6PR....	7.00–15/6PR.....	5.5
7.00–17/6PR....	7.00–17/6PR.....	5.0
7.00–17/8PR....	7.00–17/8PR.....	5.0
e 7.50–17/8PR....	**e** 7.50–17/8PR.....	6.0
➔ SERIES C30		
7.00–17/6PR....	7.00–17/8PR.....	5.0
7.00–17/8PR....	7.00–17/8PR.....	5.0
7.00–17/8PR....	7.50–17/8PR.....	5.0
7.50–17/8PR....	7.50–17/8PR.....	6.0
6.50–16/6PR....	**b** 6.50–16/6PR dual	5.5
7.00–16/6PR....	**b** 7.00–16/6PR dual	5.5
7.50–16/8PR....	**b** 7.50–16/8PR dual	5.5
7.00–16/6PR....	**b** 7.50–16/8PR dual	5.5
7.00–18/8PR....	**b** 7.00–18/8PR dual	5.0
➔ SERIES P30		
7.50–17/8PR....	7.50–17/8PR.....	5.0
6.50–16/6PR....	6.50–16/6PR dual	5.5
7.00–18/8PR....	7.00–18/8PR dual	5.0
7.00–16/6PR....	**b** 7.00–16/6PR dual	5.5
7.50–16/8PR....	**b** 7.50–16/8PR dual	5.5
7.00–16/6PR....	**b** 7.50–16/8PR dual	5.5
SERIES C50, L50, S50		
7.00–20/8PR....	7.00–20/8PR dual	5.0
7.50–20/8PR....	7.50–20/8PR dual	6.0
7.50–20/8PR....	7.50–20/10PR dual	6.0
7.50–20/8PR....	8.25–20/10PR dual	6.0
7.50–20/10PR..	7.50–20/10PR dual	6.0
7.50–20/10PR..	8.25–20/10PR dual	6.0
8.25–20/10PR..	8.25–20/10PR dual	6.0 6.5 **f**

a—Not available on Carryalls.
b—Dual rear tires not available on Pickups and Panels.
c—Option Q44, 6-stud Budd-type wheels, may also be ordered for Series C-L60 if 15,000-lb rear axle is used.

Tire Size		Rim Width (inches)	Cast Wheels	Disc Wheels
Front	**Dual Rear**			
SERIES 60				
7.50–20/8PR...	7.50–20/8PR...	6.0	N.A.	Incl
7.50–20/8PR...	7.50–20/10PR..	6.0	N.A.	Incl
7.50–20/8PR...	8.25–20/10PR..	6.0	N.A.	Incl
7.50–20/8PR...	8.25–20/12PR..	6.0	N.A.	Incl
7.50–20/10PR..	7.50–20/10PR..	6.0	N.A.	Incl
7.50–20/10PR..	8.25–20/10PR..	6.0	N.A.	Incl
7.50–20/10PR..	8.25–20/12PR..	6.0	N.A.	Incl
8.25–20/10PR..	8.25–20/10PR..	6.0	N.A.	Incl
		6.5	Opt Q47	**c**Opt Q45
8.25–20/10PR..	8.25–20/12PR..	6.0	N.A.	Incl
		6.5	Opt Q47	**c**Opt Q45
8.25–20/10PR..	9.00–20/10PR..	6.5	Opt Q47	**c**Opt Q45
8.25–20/10PR..	9.00–20/12PR..	6.5	Opt Q47	**c**Opt Q45
8.25–20/12PR..	8.25–20/12PR..	6.0	N.A.	Incl
		6.5	Opt Q47	**c**Opt Q45
8.25–20/12PR..	9.00–20/12PR..	6.5	Opt Q47	**c**Opt Q45
9.00–20/10PR..	9.00–20/10PR..	6.5	Opt Q47	**c**Incl
9.00–20/10PR..	9.00–20/12PR..	6.5	Opt Q47	**c**Incl
9.00–20/12PR..	9.00–20/12PR..	7.0	Opt Q54	N.A.
SERIES 60-H				
8.25–20/10PR..	8.25–20/10PR..	6.5	Incl	Opt Q45
8.25–20/10PR..	8.25–20/12PR..	6.5	Incl	Opt Q45
8.25–20/10PR..	9.00–20/10PR..	6.5	Incl	Opt Q45
8.25–20/10PR..	9.00–20/12PR..	6.5	Incl	Opt Q45
8.25–20/12PR..	8.25–20/12PR..	6.5	Incl	Opt Q45
8.25–20/12PR..	9.00–20/12PR..	6.5	Incl	Opt Q45
9.00–20/10PR..	9.00–20/10PR..	6.5	Incl	Opt Q45
		7.0	Opt Q54	N.A.
9.00–20/10PR..	9.00–20/12PR..	6.5	Incl	Opt Q45
		7.0	Opt Q54	N.A.
SERIES M80				
7.50–20/10PR..	7.50–20/10PR..	6.0	Incl	N.A.
8.25–20/10PR..	8.25–20/10PR..	6.5	Incl	Opt Q45
8.25–20/10PR..	8.25–20/12PR..	6.5	Incl	Opt Q45
8.25–20/10PR..	9.00–20/10PR..	6.5	Incl	Opt Q45
8.25–20/10PR..	9.00–20/12PR..	6.5	Incl	Opt Q45
8.25–20/12PR..	8.25–20/12PR..	6.5	Incl	Opt Q45
8.25–20/12PR..	9.00–20/12PR..	6.5	Incl	Opt Q45
9.00–20/10PR..	9.00–20/10PR..	6.5	Incl	Opt Q45
		7.0	Opt Q54	N.A.
9.00–20/10PR..	9.00–20/12PR..	6.5	Incl	Opt Q45
		7.0	Opt Q54	N.A.
10.00–20/12PR..	10.00–20/12PR..	7.5	Incl	Opt Q64
SERIES 80 (exc M80)				
8.25–20/10PR..	8.25–20/10PR..	6.5	Incl	N.A.
8.25–20/10PR..	8.25–20/12PR..	6.5	Incl	N.A.
8.25–20/10PR..	9.00–20/10PR..	6.5	Incl	N.A.
8.25–20/10PR..	9.00–20/12PR..	6.5	Incl	N.A.
8.25–20/12PR..	8.25–20/12PR..	6.5	Incl	N.A.
8.25–20/12PR..	9.00–20/12PR..	6.5	Incl	N.A.
9.00–20/10PR..	9.00–20/10PR..	6.5	Incl	N.A.
		7.0	Opt Q54	Opt Q58
9.00–20/10PR..	9.00–20/12PR..	6.5	Incl	N.A.
		7.0	Opt Q54	Opt Q58
9.00–20/10PR..	10.00–20/12PR..	7.0	Incl	Opt Q58
10.00–20/12PR..	10.00–20/12PR..	7.5	Incl	Opt Q58
		7.5	Opt Q62	Opt Q64

d—Not available on Forward-Control models.
e—Heavy-duty front axle required.
f—Option Q45 must be ordered.

TIRE TREADS & GROUND CLEARANCE



TRUCKS WITH SINGLE REAR TIRES

Series	Tire Size	Rim Width (inches)	Front Tread (inches)	Rear Tread (inches)	Over Rear Hubs (inches)	Ground Clearance (inches)	
						Front	Rear
R10	7.00–14	5.00	58.0	58.0	65.4	7.0	8.1
C10, P10	6.70–15	5.00	63.1	61.0	70.3	10.0	7.7
	7.10–15	5.00	63.1	61.0	70.3	10.2	7.9
	6.00–16	5.00	63.4	61.3	70.3	10.3	8.0
	6.50–16	5.00	63.4	61.3	70.3	10.5	8.2
	7–17.5	5.25	62.6	60.5	70.3	10.9	8.6
	7.00–15	5.50	64.3	62.0	70.3	10.0	7.7
K10	6.70–15	5.00	63.3	61.0	70.3	8.0	7.7
	7.00–15	5.50	64.4	62.1	70.3	7.9	7.7
	7.10–15	5.00	63.3	61.0	70.3	8.1	7.9
	6.00–16	5.00	63.3	61.0	70.3	8.2	8.0
	6.50–16	5.00	63.4	61.3	70.3	8.5	8.2
	7–17.5	5.25	62.5	60.5	70.3	8.9	8.6
C20	7–17.5	5.25	62.0	61.7	72.4	10.9	7.7
	8–17.5	5.25	62.0	61.7	72.4	11.5	8.3
	8–19.5	5.25	62.0	61.7	72.4	13.0	9.8
	7.00–15	5.50	63.2	63.0	72.4	11.0	7.8
	7.00–17	5.00	62.4	62.1	72.4	12.3	9.1
	7.50–17	6.00	62.4	62.1	72.4	12.6	9.4
K20	7–17.5	5.25	68.1	64.7	72.4	8.9	7.7
	8–17.5	5.25	68.1	64.7	72.4	9.5	8.3
	8–19.5	5.25	66.8	64.1	72.4	11.0	9.8
	7.00–15	5.50	68.1	64.7	72.4	9.0	7.8
	7.00–17	5.00	67.5	64.1	72.4	10.3	9.1
	7.50–17	6.00	67.5	64.1	72.4	10.6	9.4
P20	7–17.5	5.25	65.4	62.4	72.4	8.6	7.7
	8–17.5	5.25	65.4	62.4	72.4	9.2	8.3
	7.00–17	5.00	64.8	61.8	72.4	7.1	9.1
	7.50–17	6.00	64.8	61.8	72.4	7.4	9.4
C30	8–17.5	5.25	62.0	61.7	72.4	11.5	8.3
	8–19.5	5.25	62.0	61.7	72.4	13.0	9.8
	7.00–17	5.00	62.4	62.1	72.4	12.3	9.1
	7.50–17	6.00	62.4	62.1	72.4	12.6	9.4
P30	8–19.5	5.25	63.2	64.2	72.4	7.8	9.8
	7.50–17	6.00	63.2	64.2	72.4	7.4	9.4

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
7.00–14/4PR...	7.00–14/6PR.....	5.00
7.00–14/4PR...	7.00–14/8PR.....	5.00
7.00–14/6PR...	7.00–14/6PR.....	5.00
7.00–14/6PR...	7.00–14/8PR.....	5.00
7.00–14/8PR...	7.00–14/8PR.....	5.00
SERIES C10, K10, P10		
a 6.70–15/4PR...	**a** 6.70–15/4PR.....	5.5
6.70–15/6PR...	6.70–15/6PR.....	5.00
7.10–15/4PR...	7.10–15/4PR.....	5.5
7.10–15/6PR...	7.10–15/6PR.....	5.00
a 6.00–16/6PR...	**a** 6.00–16/6PR.....	5.00
6.50–16/6PR...	6.50–16/6PR.....	5.00
7–17.5/6PR....	7–17.5/6PR.....	5.25
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 dual.	5.25
8–19.5/8PR....	8–19.5/8PR dual.	5.25

Tire Size		Rim Width (inches)	Cast Wheels	Disc Wheels
Front	**Dual Rear**			
SERIES C50, L50, 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	N.A.	Incl
		6.75	N.A.	Opt Q81
SERIES 60				
8–22.5/8PR....	8–22.5/8PR....	6.00	**e**	Std
8–22.5/8PR....	8–22.5/10PR...	6.00	**e**	Std
8–22.5/8PR....	9–22.5/10PR...	6.00	**e**	Std
8–22.5/8PR....	9–22.5/12PR...	6.00	N.A.	Std
8–22.5/10PR...	8–22.5/10PR...	6.00	**e**	Std
8–22.5/10PR...	9–22.5/10PR...	6.00	**e**	Std
8–22.5/10PR...	9–22.5/12PR...	6.00	N.A.	Std
9–22.5/10PR...	9–22.5/10PR...	6.00	**e**	Std
		6.75	Opt Q83	Opt Q81
9–22.5/10PR...	9–22.5/12PR...	6.00	N.A.	Std
		6.75	N.A.	Opt Q81
9–22.5/10PR...	10–22.5/10PR...	6.75	Opt Q83	Incl
9–22.5/12PR...	9–22.5/12PR...	6.00	N.A.	Std
		6.75	N.A.	Opt Q81
10–22.5/10PR...	10–22.5/10PR...	6.75	Opt Q83	Incl
SERIES 60-H				
8–22.5/8PR....	8–22.5/8PR....	6.00	**e**	N.A.
8–22.5/8PR....	9–22.5/10PR...	6.00	**e**	N.A.
9–22.5/10PR...	9–22.5/10PR...	6.00	**e**	N.A.
		6.75	Opt Q83	Opt Q81
9–22.5/10PR...	9–22.5/12PR...	6.75	N.A.	Opt Q81
9–22.5/10PR...	10–22.5/10PR...	6.75	Opt Q83	Opt Q81
9–22.5/12PR...	9–22.5/12PR...	6.75	N.A.	Opt Q81
10–22.5/10PR...	10–22.5/10PR...	6.75	Incl	Opt Q81
		7.50	Opt Q94	N.A.
SERIES M-W80				
9–22.5/10PR...	9–22.5/10PR...	6.00	Std	N.A.
		6.75	Opt Q83	Opt Q81
9–22.5/10PR...	10–22.5/10PR...	6.75	Opt Q83	Opt Q81
10–22.5/10PR...	10–22.5/10PR...	6.75	Incl	Opt Q81
➤ 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	Std	N.A.
		7.50	Opt Q94	Opt Q92
10–22.5/10PR...	11–22.5/12PR...	7.50	Incl	Opt Q92
11–22.5/12PR...	11–22.5/12PR...	7.50	Incl	Opt Q92
11–22.5/12PR...	12–22.5/12PR...	8.25	Incl	N.A.

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.

e—Included with 17,000-lb rear axle.

TUBE-TYPE 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 C10, K10, P10		
a 6.70–15/4PR....	**a** 6.70–15/4PR.....	5.0
6.70–15/6PR....	6.70–15/6PR.....	5.0
7.00–15/6PR....	7.00–15/6PR.....	5.5
a 7.10–15/4PR....	**a** 7.10–15/4PR.....	5.0
6.50–16/6PR....	6.50–16/6PR.....	5.0
SERIES C20, P20		
d 7.00–15/6PR....	**d** 7.00–15/6PR.....	5.5
7.00–17/6PR....	7.00–17/6PR.....	5.0
7.00–17/6PR....	7.00–17/8PR.....	5.0
7.00–17/6PR....	7.50–17/8PR.....	5.0
7.00–17/8PR....	7.00–17/8PR.....	5.0
7.00–17/8PR....	7.50–17/8PR.....	5.0
7.50–17/8PR....	7.50–17/8PR.....	6.0
d 6.50–16/6PR....	**bd** 6.50–16/6PR dual	5.5
SERIES K20		
7.00–15/6PR....	7.00–15/6PR.....	5.5
7.00–17/6PR....	7.00–17/6PR.....	5.0
7.00–17/8PR....	7.00–17/8PR.....	5.0
e 7.50–17/8PR....	**e** 7.50–17/8PR.....	6.0
SERIES C30		
7.00–17/6PR....	7.00–17/8PR.....	5.0
7.00–17/8PR....	7.00–17/8PR.....	5.0
7.00–17/8PR....	7.50–17/8PR.....	5.0
7.50–17/8PR....	7.50–17/8PR.....	6.0
6.50–16/6PR....	**b** 6.50–16/6PR dual	5.5
7.00–16/6PR....	**b** 7.00–16/6PR dual	5.5
7.50–16/8PR....	**b** 7.50–16/8PR dual	5.5
7.00–16/6PR....	**b** 7.50–16/8PR dual	5.5
7.00–18/8PR....	**b** 7.00–18/8PR dual	5.0
➔ SERIES P30		
7.50–17/8PR....	7.50–17/8PR.....	6.0
6.50–16/6PR....	6.50–16/6PR dual	5.5
7.00–18/8PR....	7.00–18/8PR dual	5.0
7.00–16/6PR....	**b** 7.00–16/6PR dual	5.5
7.50–16/8PR....	**b** 7.50–16/8PR dual	5.5
7.00–16/6PR....	**b** 7.50–16/8PR dual	5.5
SERIES C50, L50, S50		
7.00–20/8PR....	7.00–20/8PR dual	5.0
7.50–20/8PR....	7.50–20/8PR dual	6.0
7.50–20/8PR....	7.50–20/10PR dual	6.0
7.50–20/8PR....	8.25–20/10PR dual	6.0
7.50–20/10PR..	7.50–20/10PR dual	6.0
7.50–20/10PR..	8.25–20/10PR dual	6.0
8.25–20/10PR..	8.25–20/10PR dual	6.0 6.5 **f**

a—Not available on Carryalls.
b—Dual rear tires not available on Pickups and Panels.
c—Option Q44, 6-stud Budd-type wheels, may also be ordered for Series C-L60 if 15,000-lb rear axle is used.

Tire Size		Rim Width (inches)	Cast Wheels	Disc Wheels
Front	**Dual Rear**			
SERIES 60				
7.50–20/8PR...	7.50–20/8PR...	6.0	N.A.	Incl
7.50–20/8PR...	7.50–20/10PR..	6.0	N.A.	Incl
7.50–20/8PR...	8.25–20/10PR..	6.0	N.A.	Incl
7.50–20/8PR...	8.25–20/12PR..	6.0	N.A.	Incl
7.50–20/10PR..	7.50–20/10PR..	6.0	N.A.	Incl
7.50–20/10PR..	8.25–20/10PR..	6.0	N.A.	Incl
7.50–20/10PR..	8.25–20/12PR..	6.0	N.A.	Incl
8.25–20/10PR..	8.25–20/10PR..	6.0	N.A.	Incl
		6.5	Opt Q47	**c**Opt Q45
8.25–20/10PR..	8.25–20/12PR..	6.0	N.A.	Incl
		6.5	Opt Q47	**c**Opt Q45
8.25–20/10PR..	9.00–20/10PR..	6.5	Opt Q47	**c**Opt Q45
8.25–20/10PR..	9.00–20/12PR..	6.5	Opt Q47	**c**Opt Q45
8.25–20/12PR..	8.25–20/12PR..	6.0	N.A.	Incl
		6.5	Opt Q47	**c**Opt Q45
8.25–20/12PR..	9.00–20/12PR..	6.5	Opt Q47	**c**Opt Q45
9.00–20/10PR..	9.00–20/10PR..	6.5	Opt Q47	**c**Incl
9.00–20/10PR..	9.00–20/12PR..	6.5	Opt Q47	**c**Incl
9.00–20/12PR..	9.00–20/12PR..	7.0	Opt Q54	N.A.
SERIES 60-H				
8.25–20/10PR..	8.25–20/10PR..	6.5	Incl	Opt Q45
8.25–20/10PR..	8.25–20/12PR..	6.5	Incl	Opt Q45
8.25–20/10PR..	9.00–20/10PR..	6.5	Incl	Opt Q45
8.25–20/10PR..	9.00–20/12PR..	6.5	Incl	Opt Q45
8.25–20/12PR..	8.25–20/12PR..	6.5	Incl	Opt Q45
8.25–20/12PR..	9.00–20/12PR..	6.5	Incl	Opt Q45
9.00–20/10PR..	9.00–20/10PR..	6.5	Incl	Opt Q45
		7.0	Opt Q54	N.A.
9.00–20/10PR..	9.00–20/12PR..	6.5	Incl	Opt Q45
		7.0	Opt Q54	N.A.
SERIES M-W80				
8.25–20/10PR..	8.25–20/10PR..	6.5	Incl	Opt Q45
8.25–20/10PR..	8.25–20/12PR..	6.5	Incl	Opt Q45
8.25–20/10PR..	9.00–20/10PR..	6.5	Incl	Opt Q45
8.25–20/10PR..	9.00–20/12PR..	6.5	Incl	Opt Q45
8.25–20/12PR..	8.25–20/12PR..	6.5	Incl	Opt Q45
8.25–20/12PR..	9.00–20/12PR..	6.5	Incl	Opt Q45
9.00–20/10PR..	9.00–20/10PR..	6.5	Incl	Opt Q45
		7.0	Opt Q54	N.A.
9.00–20/10PR..	9.00–20/12PR..	6.5	Incl	Opt Q45
		7.0	Opt Q54	N.A.
10.00–20/12PR..	10.00–20/12PR..	7.5	Incl	Opt Q64
➔ SERIES 80 (exc M80)				
8.25–20/10PR..	8.25–20/10PR..	6.5	Incl	N.A.
8.25–20/10PR..	8.25–20/12PR..	6.5	Incl	N.A.
8.25–20/10PR..	9.00–20/10PR..	6.5	Incl	N.A.
8.25–20/10PR..	9.00–20/12PR..	6.5	Incl	N.A.
8.25–20/12PR..	8.25–20/12PR..	6.5	Incl	N.A.
8.25–20/12PR..	9.00–20/12PR..	6.5	Incl	N.A.
9.00–20/10PR..	9.00–20/10PR..	6.5	Incl	N.A.
		7.0	Opt Q54	Opt Q58
9.00–20/10PR..	9.00–20/12PR..	6.5	Incl	N.A.
		7.0	Opt Q54	Opt Q58
9.00–20/10PR..	10.00–20/12PR..	7.0	Incl	Opt Q58
10.00–20/12PR..	10.00–20/12PR..	7.0	Incl	Opt Q58
		7.5	Opt Q62	Opt Q64
10.00–20/12PR..	11.00–20/12PR..	7.5	Incl	Opt Q64

d—Not available on Forward-Control models.
e—Heavy-duty front axle required.
f—Option Q45 must be ordered.
➔ Indicates revised specifications.

Trucks with Dual Rear Tires (Series 30-60)

Series	Tire Size	Rim Width (inches)	Front Tread (inches)	Over Rear Tires (inches)	Dual Mean Tread (inches)	Between Rear Tires (inches)	Ground Clearance (inches)	
							Front	Rear
C20	6.50–16	5.50	62.0	79.2	63.3	47.4	10.3	7.2
C30	7–17.5	5.25	62.0	80.2	63.2	46.2	10.9	7.7
	8–17.5	5.25	62.0	80.5	63.2	45.9	11.4	8.3
	6.50–16	5.50	62.1	80.1	63.2	46.3	10.3	7.2
	7.00–16	5.50	62.1	80.7	63.2	45.7	11.1	8.0
	7.50–16	5.50	62.1	81.1	63.2	45.3	11.6	8.5
	7.00–18	5.00	62.5	79.9	63.2	48.0	12.8	9.6
P30	8–19.5	5.25	63.1	80.8	63.3	45.8	7.8	9.8
	6.50–16	5.50	63.3	80.2	63.3	46.4	5.3	7.2
	7.00–16	5.50	63.3	80.8	63.3	45.8	6.0	8.0
	7.50–16	5.50	63.3	81.2	63.3	45.4	6.5	8.5
	7.00–18	5.00	63.6	79.0	63.3	48.6	7.6	9.6
50	7–22.5	5.25	70.0a 71.5b	83.7d 85.8e	66.9d 69.0e	50.1d 52.2e	10.6a 10.3b	9.2d 8.4e
	8–22.5	5.25	70.0a 71.5b	84.4d 86.5e	66.9d 69.0e	49.4d 51.5e	11.7a 11.4b	10.3d 9.5e
	9–22.5	6.00	68.8a 70.3b	86.4d 88.5e	66.9d 69.0e	47.4d 49.5e	12.3a 12.0b	10.9d 10.0e
	7.00–20	5.00	70.1a 71.6b	84.0d 86.1e	66.9d 69.0e	49.8d 51.9e	11.0a 10.7b	9.6d 8.8e
	7.50–20	6.00	68.6a 70.1b	86.5d 88.6e	66.9d 69.0e	47.3d 49.4e	11.6a 11.3b	10.2d 9.4e
	8.25–20	6.00	68.6a 70.1b	87.0d 89.1e	66.9d 69.0e	46.8d 48.9e	12.3a 12.0b	10.9d 10.1e
S69	8–22.5	6.00	70.0	88.0	69.0	50.0	10.9	9.5
	9–22.5	6.00	70.0	88.5	69.0	49.5	11.5	10.1
	9–22.5	6.75g	69.0	89.8	69.0	48.2	11.5	10.1
	10–22.5	6.75g	69.0	90.6e 96.7f	69.0e 70.3f	47.4e 48.9f	12.4	11.0e 10.1f
	7.50–20	6.00	69.8	88.6	69.0	49.4	11.3	9.4
	8.25–20	6.50g	68.8	90.3	69.0	47.7	11.5	10.1
	9.00–20	6.50g	68.8	9.10e 92.5f	69.0e 70.3f	4.70e 48.5f	12.3	10.9e 10.0f
CLSD60	8–22.5	6.00	70.3	88.0	69.0	50.0	11.4	9.5
	9–22.5	6.00	70.3	88.5	69.0	49.5	12.0	10.1
	9–22.5	6.75	69.3b 69.7c	89.8e 91.3f	69.0e 70.5f	48.2e 49.7f	12.0b 11.5c	10.1e 9.2f
	10–22.5	6.75	69.3b 69.7c	90.6e 92.7f	69.0e 70.5f	47.4e 48.9f	12.9b 12.4c	11.0e 10.1f
	7.50–20	6.0	70.3	88.6	69.0	49.4	11.3	9.4
	8.25–20	6.0	70.3	89.1	69.0	48.9	12.0	10.1
	8.25–20	6.5	69.1b 69.5c	90.3e 91.7f	69.0e 70.5f	47.7e 49.2f	12.0b 11.5c	10.1e 9.2f
	9.00–20	6.5	69.1b 69.5c	91.0e 92.5f	69.0e 70.5f	47.0e 48.5f	12.8b 12.3c	10.9e 10.0f
CLSD-60H	8–22.5	6.00	72.0	89.3	70.5	51.5	10.9	9.5j 8.5k
	9–22.5	6.00	72.0	89.8	70.5	51.0	11.5	10.1j 9.2k
	9–22.5	6.75	70.9g 69.7h	91.3g 91.1h	70.5g 70.3h	49.7g 49.5h	11.5	10.1j 9.2k
	10–22.5	6.75	70.9g 69.7h	92.7g 92.5h	70.5g 70.3h	48.9g 48.7h	12.4	11.0j 10.1k
	10–22.5	7.50	69.8	93.6	70.5	47.4	12.4	11.0j 10.2k
	8.25–20	6.50	70.7g 69.5h	91.8g 91.6h	70.5g 70.3h	49.2g 49.0h	11.5	10.1j 9.2k
	9.00–20	6.50	70.7g 69.5h	92.5g 92.3h	70.5g 70.3h	48.5g 48.3h	12.3	10.9j 10.0k
	9.00–20	7.00	69.8	94.5	70.5	46.5	12.3	10.9j 10.0k

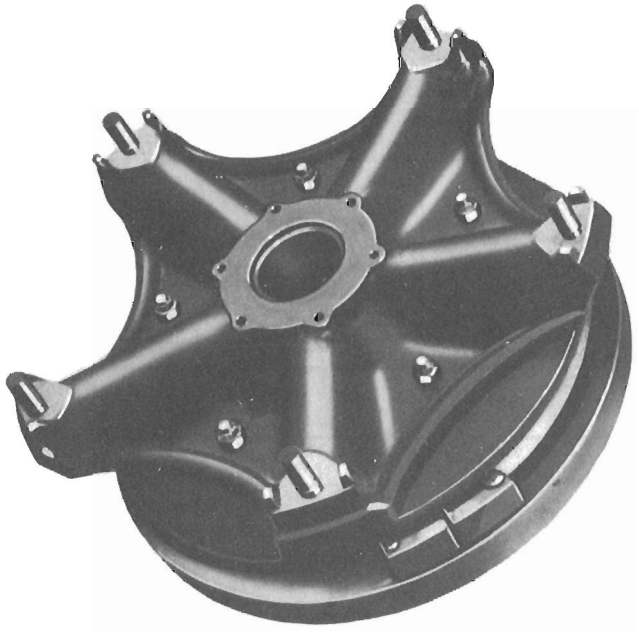
a—With 4000-lb front axle.
b—With 5000-lb front axle.
c—With 7000-lb front axle.
d—With 11,000-lb rear axle.
e—With 15,000-lb and 17,000-lb Chevrolet rear axle.
f—With 17,000-lb Eaton rear axle.
g—Cast wheels.
h—Disc wheels.
j—With Chevrolet 17,000-lb rear axle.
k—With Eaton 17,000-lb rear axle.

TIRE TREADS & GROUND CLEARANCE

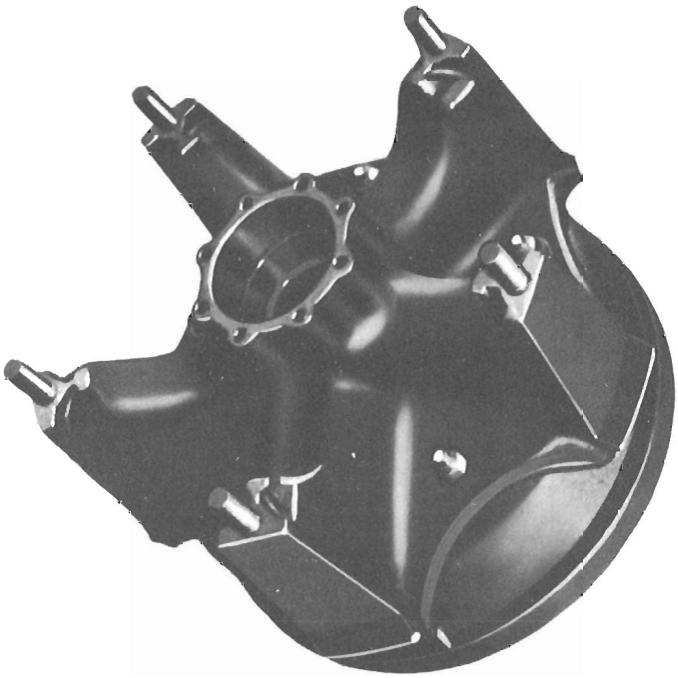
Trucks with Dual Rear Tires (Series 80)

Series	Tire Size	Rim Width (inches)	Front Tread (inches)	Over Rear Tires (inches)	Dual Mean Tread (inches)	Between Rear Tires (inches)	Ground Clearance (inches)	
							Front	Rear
T60-T60H	8-22.5	6.00	76.7	88.0	69.0	50.0	10.9	9.5
	9-22.5	6.00	76.7	88.5	69.0	49.5	11.5	10.1
	9-22.5	6.75	77.7**a** 76.4**b**	89.8**c** 91.3**d**	69.0**c** 70.5**d**	48.2**c** 49.7**d**	11.5	10.1**c** 9.2**d**
	10-22.5	6.75	77.7**a** 76.4**b**	90.6**c** 92.7**d**	69.0**c** 70.5**d**	47.4**c** 48.9**d**	12.4	11.0**c** 10.1**d**
	8.25-20	6.00	76.7	89.1	69.0	48.9	11.5	10.1
	8.25-20	6.50	77.5**a** 75.6**b**	90.3**c** 91.8**d**	69.0**c** 70.5**d**	47.7**c** 49.2**d**	12.3	10.1**c** 9.2**d**
	9.00-20	6.50	77.5**a** 75.6**b**	91.0**c** 92.8**d**	69.0**c** 70.5**d**	47.0**c** 48.5**d**	12.3	10.9**c** 9.1**d**
T-E-U80	9-22.5	6.75	77.7**a** 76.4**b**	92.4**a** 92.4**b**	71.6	50.8**a** 50.8**b**	11.5	8.4
	10-22.5	6.75	77.7**a** 76.4**b**	93.2**a** 93.2**b**	71.6	50.0**a** 50.0**b**	12.4	9.3
	10-22.5	7.50	76.4**a** 75.3**b**	94.7**a** 94.7**b**	71.6	48.5**a** 48.5**b**	12.4	9.3
	11-22.5	7.50	76.4**a** 75.3**b**	95.5**a** 95.5**b**	71.6	47.7**a** 47.7**b**	12.9	9.8
	8.25-20	6.50	77.5**a** 75.6**b**	92.9**a** 92.9**b**	71.6	50.3**a** 50.3**b**	11.5	8.4
	9.00-20	6.50	77.5**a** 75.6**b**	93.6**a** 93.6**b**	71.6	49.6**a** 49.6**b**	12.3	9.2
	9.00-20	7.00	76.4**a** 76.0**b**	95.6**a** 95.6**b**	71.6	47.6**a** 47.6**b**	12.3	9.2
	10.00-20	7.00	76.4**a** 76.0**b**	95.3**a** 95.3**b**	71.6	47.9**a** 47.9**b**	12.9	9.8
	10.00-20	7.50	75.9**a** 76.0**b**	96.8**a** 96.3**b**	71.6	46.4**a** 46.9**b**	12.9	9.8
M80 with Standard Front Axle	8-22.5	6.00	72.0	89.8	71.0	51.6	10.9	8.5
	9-22.5	6.00	72.0	90.3	71.0	51.5	11.5	9.1
	9-22.5	6.75	70.9**a** 69.7**b**	91.8**a** 91.6**b**	71.0**a** 70.8**b**	49.6**a** 49.3**b**	11.5	9.1
	10-22.5	6.75	70.9**a** 69.7**b**	93.2**a** 93.0**b**	71.0**a** 70.8**b**	49.4**a** 49.2**b**	12.4	10.0
	7.50-20	6.00	72.0	91.5	71.0	50.5**a** 50.3**b**	10.8	8.4
	8.25-20	6.50	70.7**a** 69.5**b**	92.3**a** 92.1**b**	71.0**a** 70.8**b**	49.7**a** 49.5**b**	11.5	9.1
	9.00-20	6.50	70.7**a** 69.5**b**	93.0**a** 92.8**b**	71.0**a** 70.8**b**	49.0**a** 48.8**b**	12.3	9.9
	9.00-20	7.00	69.7	94.0	71.0	47.0	12.3	9.9
	10.00-20	7.50	69.3**a** 69.8**b**	94.7**a** 94.5**b**	71.0**a** 70.8**b**	47.0**a** 46.8**b**	12.9	10.5
M80 with 9000-lb Front Axle	9-22.5	6.75	78.1**a** 78.1**b**	91.8**a** 91.6**b**	71.0**a** 70.8**b**	49.6**a** 49.3**b**	9.7	9.1
	10-22.5	6.75	78.1**a** 78.1**b**	93.2**a** 93.0**b**	71.0**a** 70.8**b**	49.4**a** 49.2**b**	10.6	10.0
	8.25-20	6.50	77.9**a** 76.8**b**	92.3**a** 92.1**b**	71.0**a** 70.8**b**	49.7**a** 49.5**b**	9.7	9.1
	9.00-20	6.50	77.9**a** 76.8**b**	93.0**a** 92.8**b**	71.0**a** 70.8**b**	49.0**a** 48.8**b**	10.5	9.9
	9.00-20	7.00	76.9**a** 76.9**b**	94.0	71.0	47.0	10.5	9.9
	10.00-20	7.50	74.4**a** 77.5**b**	94.7**a** 94.5**b**	71.0**a** 70.8**b**	47.0**a** 46.8**b**	11.1	10.5
M80 with 11,000-lb Front Axle	9-22.5	6.75	76.8**a** 76.6**b**	91.8**a** 91.6**b**	71.0**a** 70.8**b**	49.6**a** 49.3**b**	9.4	9.1
	10-22.5	6.75	76.8**a** 76.6**b**	93.2**a** 93.0**b**	71.0**a** 70.8**b**	49.4**a** 49.2**b**	10.3	10.0
	8.25-20	6.50	75.6**a** 76.4**b**	92.3**a** 92.1**b**	71.0**a** 70.8**b**	49.7**a** 49.5**b**	9.4	9.1
	9.00-20	6.50	75.6**a** 76.4**b**	93.0**a** 92.8**b**	71.0**a** 70.8**b**	49.0**a** 48.8**b**	10.2	9.9
	9.00-20	7.00	75.6**a** 75.5**b**	94.0	71.0	47.0	10.2	9.9
	10.00-20	7.50	75.1**a** 76.2**b**	94.7**a** 94.5**b**	71.0**a** 70.8**b**	47.0**a** 46.8**b**	10.8	10.5
C-L80 with Standard Front Axle	9-22.5	6.75	70.9**a** 69.7**b**	92.4**a** 92.4**b**	71.6	50.8**a** 50.8**b**	11.5	8.4
	10-22.5	6.75	70.9**a** 69.7**b**	93.2**a** 93.2**b**	71.6	50.0**a** 50.0**b**	12.4	9.3
	10-22.5	7.50	69.7**a** 68.5**b**	94.7**a** 94.7**b**	71.6	48.5**a** 48.5**b**	12.4	9.3
	11-22.5	7.50	69.7**a** 68.5**b**	95.5**a** 95.5**b**	71.6	47.7**a** 47.7**b**	12.9	9.8
	8.25-20	6.50	70.7**a** 69.5**b**	92.9**a** 92.9**b**	71.6	50.3**a** 50.3**b**	11.5	8.4
	9.00-20	6.50	70.7**a** 69.5**b**	93.6**a** 93.6**b**	71.6	49.6**a** 49.6**b**	12.3	9.2
	9.00-20	7.00	69.7**a** 69.3**b**	95.6**a** 95.6**b**	71.6	47.6**a** 47.6**b**	12.3	9.2
	10.00-20	7.00	69.7**a** 69.3**b**	95.3**a** 95.3**b**	71.6	47.9**a** 47.9**b**	12.9	9.8
	10.00-20	7.50	69.1**a** 69.2**b**	96.8**a** 96.3**b**	71.6	46.4**a** 46.9**b**	12.9	9.8
CELTU-80 with 9000-lb Front Axle	9-22.5	6.75	78.1**a** 78.1**b**	92.4**a** 92.4**b**	71.6	50.8**a** 50.8**b**	9.7	8.4
	10-22.5	6.75	78.1**a** 78.1**b**	93.2**a** 93.2**b**	71.6	50.0**a** 50.0**b**	10.6	9.3
	10-22.5	7.50	76.9**a** 76.9**b**	94.7**a** 94.7**b**	71.6	48.5**a** 48.5**b**	10.6	9.3
	11-22.5	7.50	76.9**a** 76.9**b**	95.5**a** 95.5**b**	71.6	47.7**a** 47.7**b**	11.1	9.8
	8.25-20	6.50	77.9**a** 76.8**b**	92.9**a** 92.9**b**	71.6	50.3**a** 50.3**b**	9.7	8.4
	9.00-20	6.50	77.9**a** 76.8**b**	93.6**a** 93.6**b**	71.6	49.6**a** 49.6**b**	10.5	9.2
	9.00-20	7.00	76.9**a** 76.9**b**	95.6**a** 95.6**b**	71.6	47.6**a** 47.6**b**	10.5	9.2
	10.00-20	7.00	76.9**a** 76.9**b**	95.6**a** 95.3**b**	71.6	47.9**a** 47.9**b**	11.1	9.8
	10.00-20	7.50	74.4**a** 77.5**b**	96.8**a** 96.3**b**	71.6	46.4**a** 46.9**b**	11.1	9.8
CELTU-80 with 11,000-lb Front Axle	9-22.5	6.75	76.8**a** 76.6**b**	92.4**a** 92.4**b**	71.6	50.8**a** 50.8**b**	9.4	8.4
	10-22.5	6.75	76.8**a** 76.6**b**	93.2**a** 93.2**b**	71.6	50.0**a** 50.0**b**	10.3	9.3
	10-22.5	7.50	75.6**a** 75.1**b**	94.7**a** 94.7**b**	71.6	48.5**a** 48.5**b**	10.3	9.3
	11-22.5	7.50	75.6**a** 75.5**b**	95.5**a** 95.5**b**	71.6	47.7**a** 47.7**b**	10.8	9.8
	8.25-20	6.50	75.6**a** 76.4**b**	92.9**a** 92.9**b**	71.6	50.3**a** 50.3**b**	9.4	8.4
	9.00-20	6.50	75.6**a** 76.4**b**	93.6**a** 93.6**b**	71.6	49.6**a** 49.6**b**	10.2	9.2
	9.00-20	7.00	75.6**a** 75.5**b**	95.6**a** 95.6**b**	71.6	47.6**a** 47.6**b**	10.2	9.2
	10.00-20	7.00	75.6**a** 75.6**b**	95.3**a** 95.3**b**	71.6	47.6**a** 47.9**b**	10.8	9.8
	10.00-20	7.50	75.1**a** 76.2**b**	96.8**a** 96.8**b**	71.6	46.4**a** 46.9**b**	10.8	9.8

a—Cast wheel.
b—Disc wheel.
c—Chevrolet 17,000-lb rear axle.
d—Eaton 17,000-lb rear axle.



Front Wheel

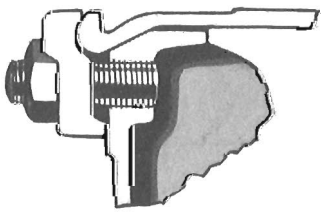


Dual Rear Wheel

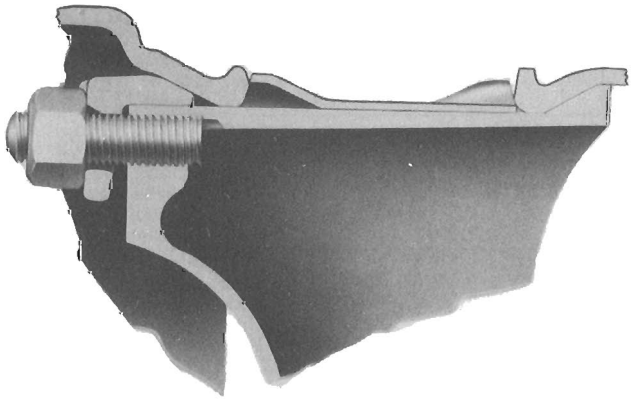
Cast-spoke wheels are standard on all Series 80 models, and are included with the 17,000-lb rear axle on Series 60-H models.

CAST-SPOKE RIM MOUNTINGS

Demountable rims are secured by a land at the back edge of each spoke and a lug retained by a stud at the outer edge of each spoke. Dual wheels are separated by a spacer ring between the rims.



Front



Dual Rear

WHEEL & RIM SPECIFICATIONS

Series	Wheel or Rim Size	Wheel and Rim Type (Rim sections shown in Figures on facing page)	Attaching Studs		Offset (in)
			Quantity	Circle Dia (in)	
WHEELS & RIMS FOR TUBELESS TIRES					
C-K-P10	15″ x 5.00″	Disc; 1-piece (Fig A)	6	5½	0.56
	16″ x 5.00″	Disc; 1-piece (Fig A)	6	5½	0.44
	17.5″ x 5.25″	Disc; 1-piece (Fig A)	6	5½	0.81
R10	14″ x 5.00″	Disc; 1-piece (Fig A)	5	5	0.56
C20	17.5″ x 5.25″	Disc; 1-piece (Fig A)	8	6½	1.62
	19.5″ x 5.25″	Disc; 1-piece (Fig A)	8	6½	1.62
K20	17.5″ x 5.25″	Disc; 1-piece (Fig A)	8	6½	0.12
P20	17.5″ x 5.25″	Disc; 1-piece (Fig A)	8	6½	0.12
C30	17.5″ x 5.25″ single	Disc; 1-piece (Fig A)	8	6½	1.62
	17.5″ x 5.25″ dual	Disc; 1-piece (Fig A)	8	6½	4.81
	19.5″ x 5.25″ single	Disc; 1-piece (Fig A)	8	6½	1.62
P30	19.5″ x 5.25″ single	Disc; 1-piece (Fig A)	8	6½	0.44
	19.5″ x 5.25″ dual	Disc; 1-piece (Fig A)	8	6½	4.81
50	22.5″ x 5.25″	Disc; 1-piece (Fig A)	5–F; 10–R	8¾	4.81
	22.5″ x 6.00″	Disc; 1-piece (Fig A)	5–F; 10–R	8¾	5.41
	22.5″ x 6.75″	Disc; 1-piece (Fig A)	5–F; 10–R	8¾	5.91
60	22.5″ x 6.00″	Disc; 1-piece (Fig A)	**a** 5–F; 10–R	8¾	5.41
	22.5″ x 6.00″	Cast; 1-piece (Fig B)	—	—	5.91
	22.5″ x 6.75″	Disc; 1-piece (Fig A)	**a** 5–F; 10–R	8¾	5.91
		Cast; 1-piece (Fig B)	—	—	5.90
		Disc; 1-piece (Fig A)	**bc** 10	11¼	5.91
M80	22.5″ x 6.00″	Cast; 1-piece (Fig B)	—	—	5.40
	22.5″ x 6.75″	Cast; 1-piece (Fig B)	—	—	5.90
	22.5″ x 6.75″	Disc; 1-piece (Fig A)	**c** 10	11¼	5.91
80 except M80	22.5″ x 6.75″	Cast; 1-piece (Fig B)	—	—	5.90
	22.5″ x 7.50″	Cast; 1-piece (Fig B)	—	—	6.50
	22.5″ x 7.50″	Disc; 1-piece (Fig A)	**c** 10	11¼	6.51
WHEELS & RIMS FOR TUBED TIRES					
C-K-P10	15″ x 5.0″	Disc; 1-piece (Fig A)	6	5½	0.56
	15″ x 5.5″	Disc; 3-piece (Fig D)	6	5½	0.00
	16″ x 5.0″	Disc; 1-piece (Fig A)	6	5½	0.44
C20	15″ x 5.5″	Disc; 3-piece (Fig D)	8	6½	1.00
	17″ x 5.0″	Disc; 3-piece (Fig D)	8	6½	1.38
	16″ x 5.5″ dual	Disc; 1-piece (Fig C)	8	6½	4.25
K20	15″ x 5.5″	Disc; 3-piece (Fig D)	8	6½	0.12
	17″ x 5.0″	Disc; 3-piece (Fig D)	8	6½	0.44
P20	17″ x 5.0″	Disc; 3-piece (Fig D)	8	6½	0.44
C30	16″ x 5.5″ dual	Disc; 2-piece (Fig C)	8	6½	4.75
	17″ x 5.0″ single	Disc; 3-piece (Fig D)	8	6½	1.38
	18″ x 5.0″ dual	Disc; 3-piece (Fig E)	8	6½	4.56
P30	16″ x 5.5″ dual	Disc; 2-piece (Fig C)	8	6½	4.75
	17″ x 5.0″ single	Disc; 3-piece (Fig D)	8	6½	1.38
	18″ x 5.0″ dual	Disc; 3-piece (Fig E)	8	6½	4.56
50	20″ x 5.0″	Disc; 2-piece (Fig F)	5–F; 10–R	8¾	4.75
	20″ x 6.0″	Disc; 2-piece (Fig F)	5–F; 10–R	8¾	5.53
	20″ x 6.5″	Disc; 2-piece (Fig F)	5–F; 10–R	8¾	6.00
60	20″ x 6.0″	Disc; 2-piece (Fig F)	**a** 5–F; 10–R	8¾	5.53
	20″ x 6.5″	Disc; 2-piece (Fig F)	**a** 5–F; 10–R	8¾	6.00
		Cast; 3-piece (Fig G)	—	—	6.00
		Disc; 2-piece (Fig F)	**c** 6	8¾	5.62
		Disc; 2-piece (Fig H)	**bc** 10	11¼	6.00
M80	20″ x 6.0″	Cast; 3-piece (Fig G)	—	—	5.53
	20″ x 6.5″	Cast; 3-piece (Fig G)	—	—	6.00
	20″ x 6.5″	Disc; 2-piece (Fig H)	**c** 10	11¼	6.00
	20″ x 7.0″	Cast; 3-piece (Fig G)	—	—	6.50
	20″ x 7.5″	Cast; 3-piece (Fig G)	—	—	6.75
	20″ x 7.5″	Disc; 3-piece (Fig G)	**c** 10	11¼	6.51
80 except M80	20″ x 6.5″	Cast; 3-piece (Fig G)	—	—	6.00
	20″ x 7.0″	Cast; 3-piece (Fig G)	—	—	6.50
	20″ x 7.0″	Disc; 3-piece (Fig G)	**c** 10	11¼	6.51
	20″ x 7.5″	Cast; 3-piece (Fig G)	—	—	6.50
	20″ x 7.5″	Disc; 3-piece (Fig G)	**c** 10	11¼	6.51

a—With 7000-lb front axle, 10 studs are used both front and rear.
b—Available only with 7000-lb front axle and 17,000-lb rear axle.
c—Uses Budd type attachment.

Refer to the table on the facing page for wheel sizes and types for the rim sections in the following Figures. Some variations in rim sections may occur in production vehicles because rims and wheels are produced by several manufacturers.

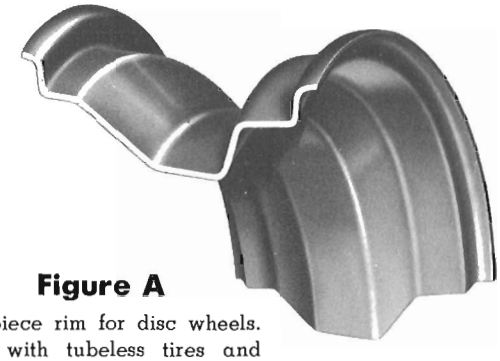


Figure A

One-piece rim for disc wheels. Used with tubeless tires and 15″ x 5.0″ and 16″ x 5.0″ disc wheels with tubed tires.

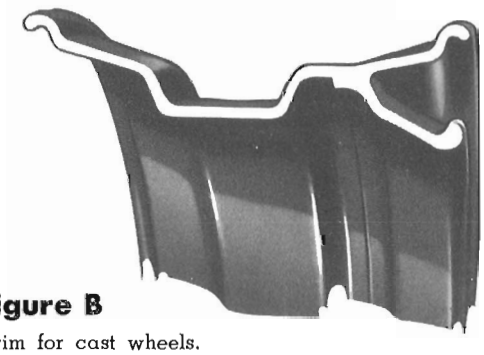


Figure B

One-piece rim for cast wheels. Used with tubeless tires only.

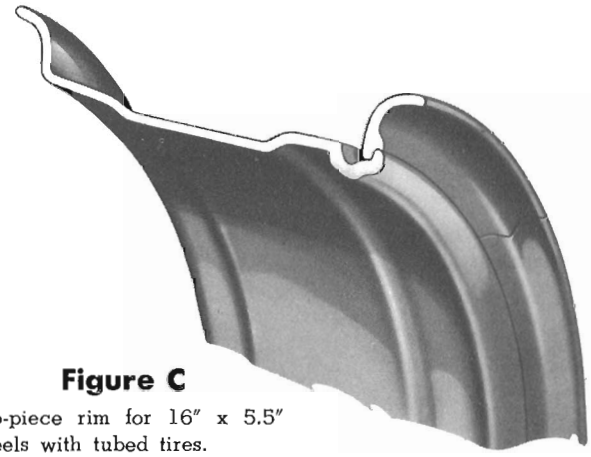


Figure C

Two-piece rim for 16″ x 5.5″ wheels with tubed tires.

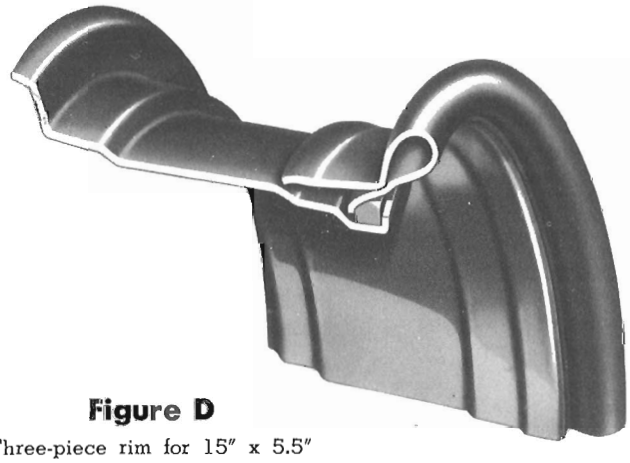


Figure D

Three-piece rim for 15″ x 5.5″ and 17″ x 5.0″ disc wheels.

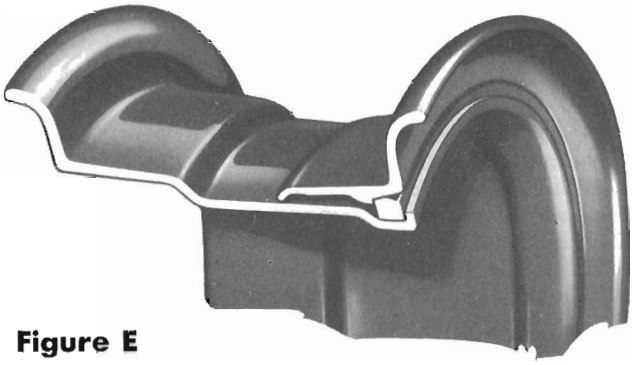


Figure E

Three-piece rim for 18″ x 5.0″ disc wheels.

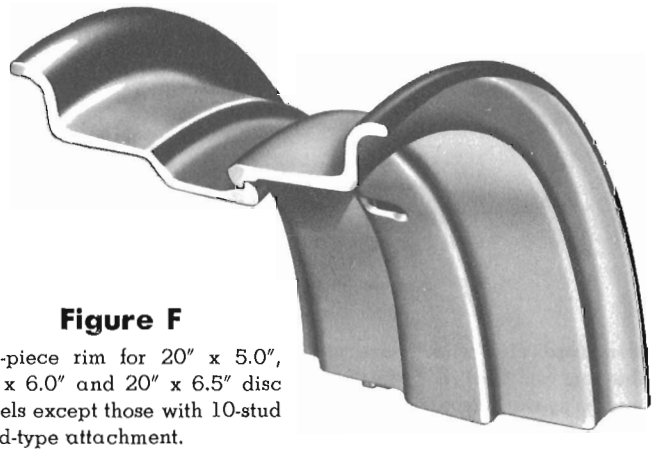


Figure F

Two-piece rim for 20″ x 5.0″, 20″ x 6.0″ and 20″ x 6.5″ disc wheels except those with 10-stud Budd-type attachment.

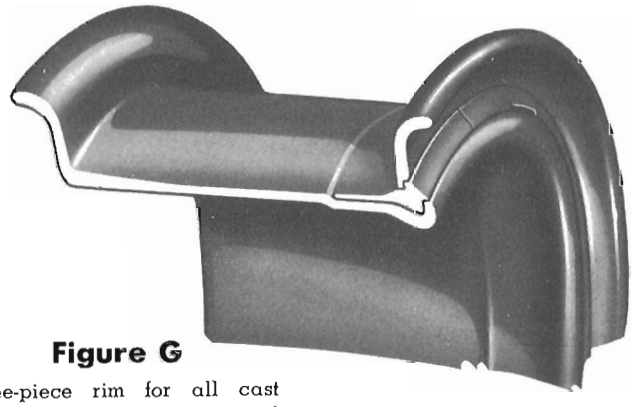


Figure G

Three-piece rim for all cast wheels with tubed tires, and 20″ x 7.0″ and 20″ x 7.5″ disc wheels.

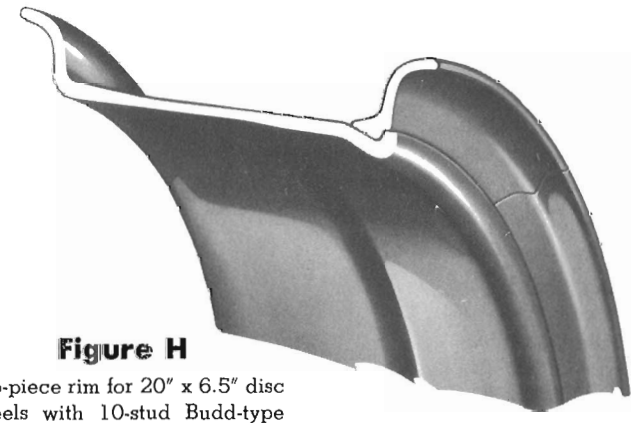


Figure H

Two-piece rim for 20″ x 6.5″ disc wheels with 10-stud Budd-type attachment.

DISC WHEELS

SERIES 10, 20, 30

Stamped disc wheels are used for the front and single rear wheels. Attachment is by beveled nuts on either 6 or 8 studs. Series 30 trucks with dual rear tires have ventilated disc wheels. Attachment is by plain nuts on 8 studs.

Front and single rear wheel attachment

Dual rear wheel attachment for Series 30

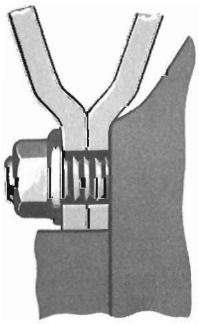
SERIES 50, 60 (exc 60-H)

Ventilated disc wheels are used for the front and dual rear wheels. Attachment is by washer-based nuts on 5 studs for the front wheels and 10 studs for the rear wheels. However, when the 7,000-lb front axle is used, there are 10 nuts and studs both front and rear.

20" x 6.5" wheels with 6-stud Budd type attachment are also available for Series 60. The Budd type attachment is described below.

Front wheel attachment

Dual rear wheel attachment

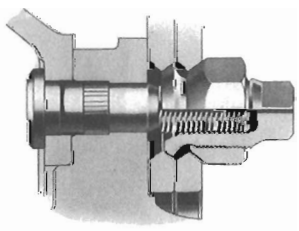


SERIES 60-H, 80

Heavy-duty ventilated disc wheels are optionally available for front and dual rear wheels. Attachment is by nuts on 10 studs. Nuts on dual wheels are of the inner-and-outer-nut Budd type construction, permitting removal of an outer wheel without disturbing the inner wheel. Beveled nuts are used for front wheel attachment.

Front wheel attachment

Dual rear wheel attachment

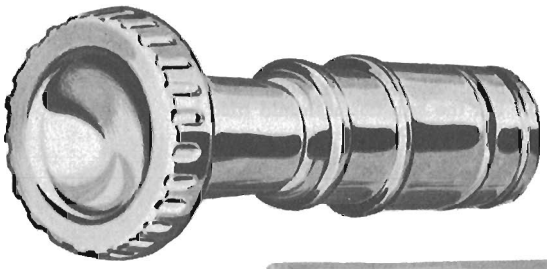


Custom Features

INDEX

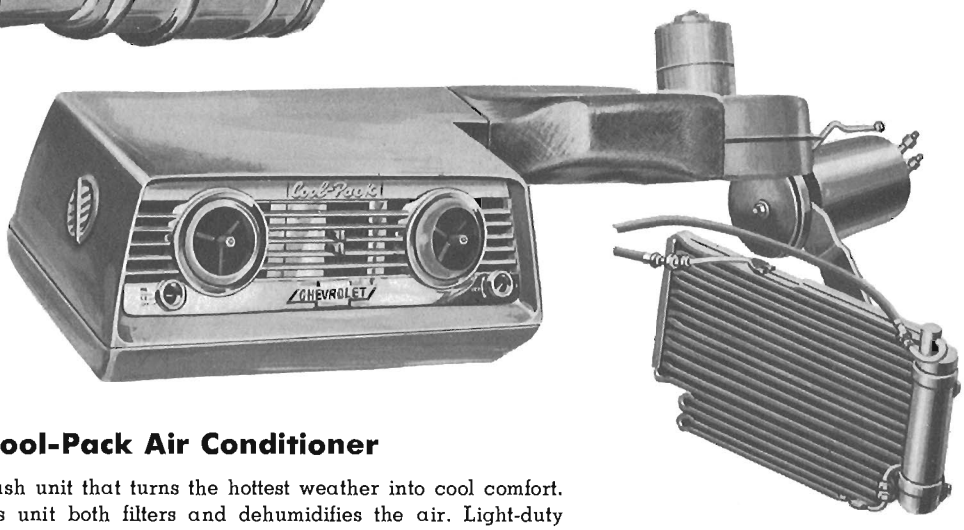
No truck sale should be considered complete without the inclusion of the right custom features to add to the comfort, safety and convenience of the truck operator. Some of the more popular custom features are shown in this section of your *Data Book* but the salesman should also be familiar with the other accessories shown in the *Custom Features Catalog*.

CUSTOM FEATURES



Cigarette Lighter

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.

Back-up Lights

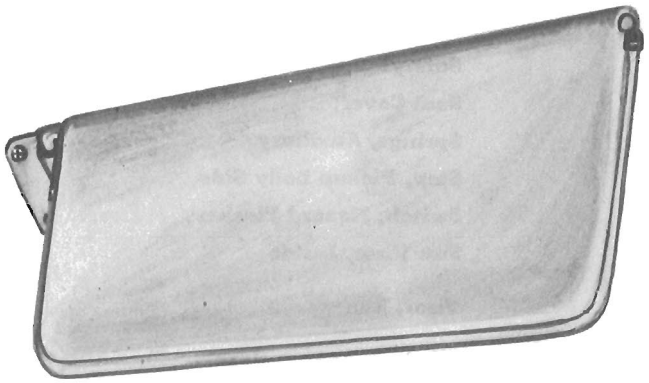
For regular pickup and panel models. Automatic switch is connected to transmission shift linkage.

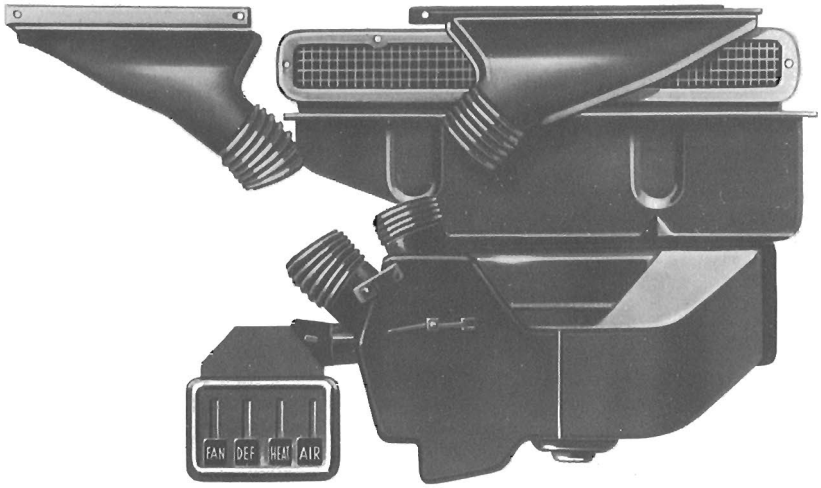
Clearance Lights

Clearance lights have chromed metal body and amber light. For mounting on cab roof. Available as regular production option for Series 50-80.

Inside Sun Visor

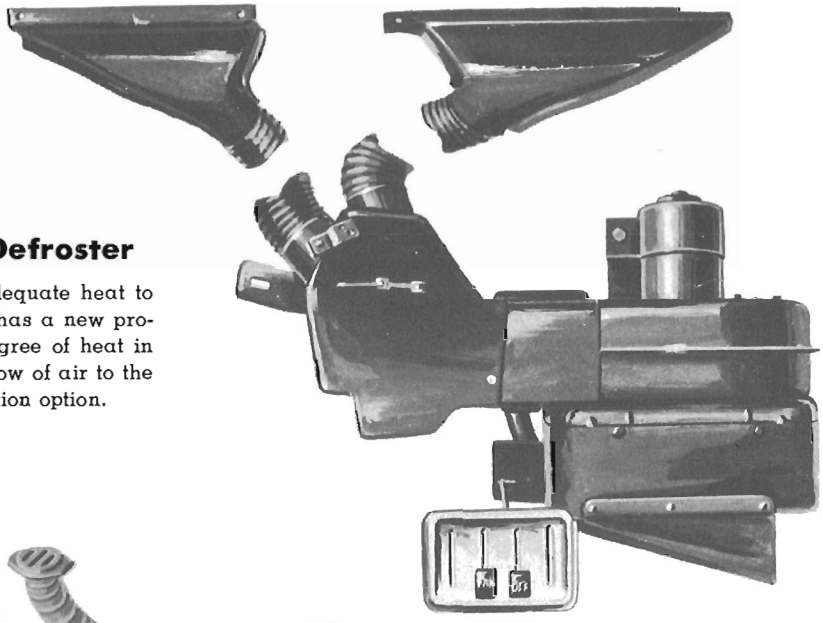
For mounting on passenger side of cab. Identical to standard visor on driver's side. Can be fixed in any desired position at windshield or side door window. Reduces glare for safer driving.





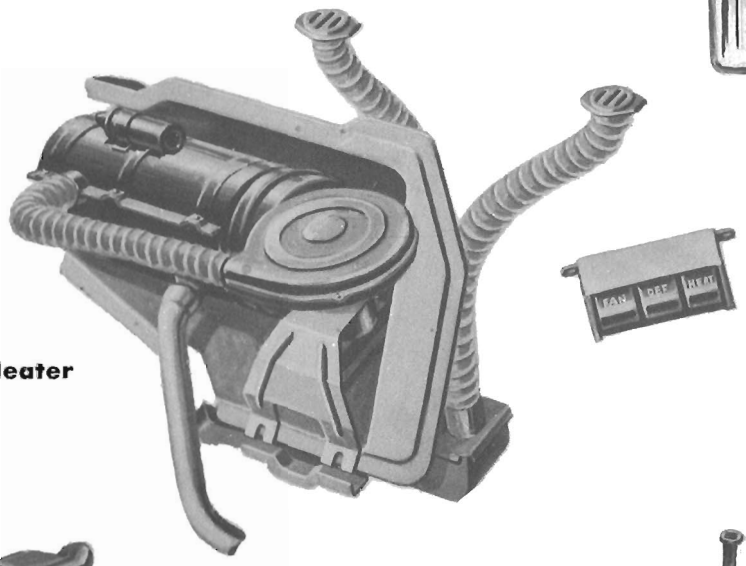
De Luxe Heater & Defroster

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. Available as a regular production option.

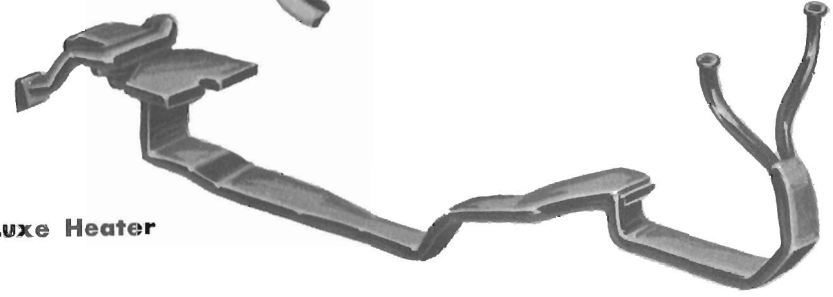


Recirculating Heater and Defroster

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. Available as a regular production option.



Gasoline Heater



De Luxe Heater

Corvair 95 Heaters and Defrosters

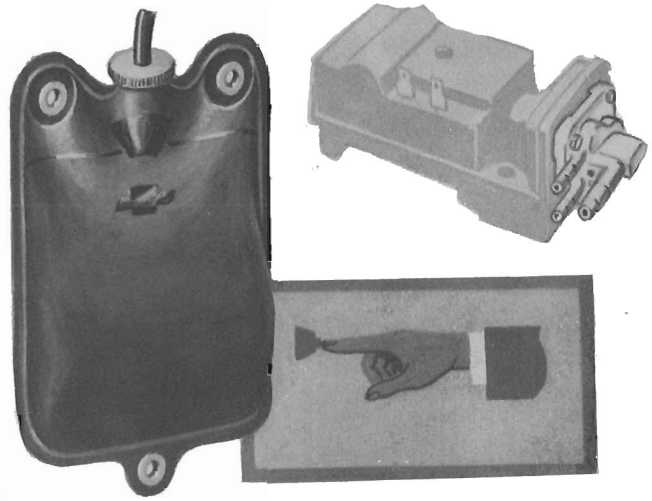
A gasoline operated heater provides quick warm-up and plenty of heat for the coldest weather. A two-speed electric blower circulates warmed air for heating and defrosting.

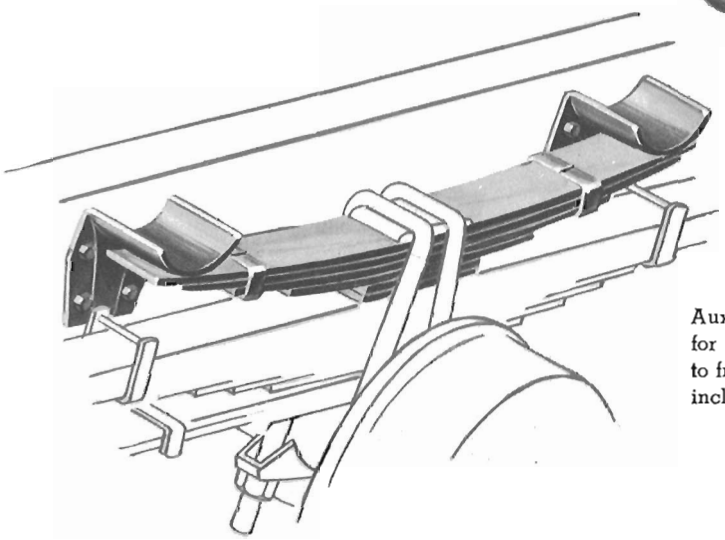
The de luxe heater uses engine heat to warm incoming fresh air by means of an air-to-air heat exchanger. A three-speed electric blower circulates warmed air for heating and defrosting. This heater is also available as a regular production option.

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. Pushbutton type for use with either electric or vacuum-operated windshield wipers.



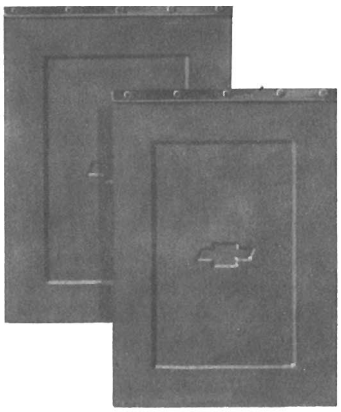


Auxiliary Rear Springs

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.

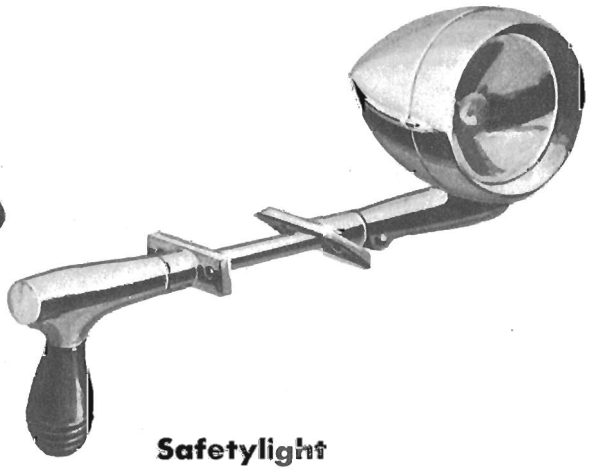
Pickup Body Side Rails

Chromed rails attach to top edge of pickup body. Serve as tie-downs for cargo and add to appearance of truck. For all pickup models except Rampside.



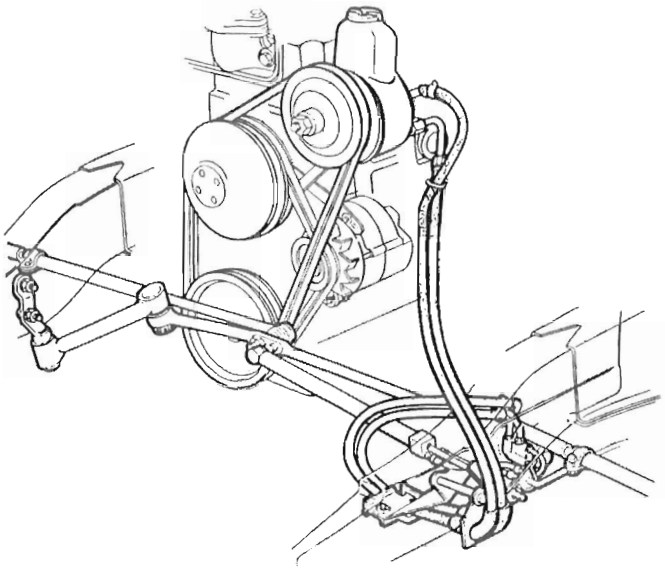
Mud Flaps

These dual-wheel flaps have been approved by states which require them. Made of tire rubber with cords molded into the rubber for maximum strength and flexibility. Brackets must be ordered separately.



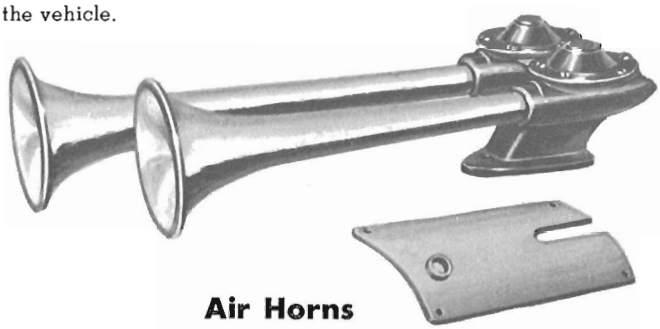
Safetylight

High-powered sealed beam light that will cast a 1500-foot beam in all directions. Light is controlled from inside truck. For left side mounting. Can be installed on right side by ordering suitable mounting bracket.



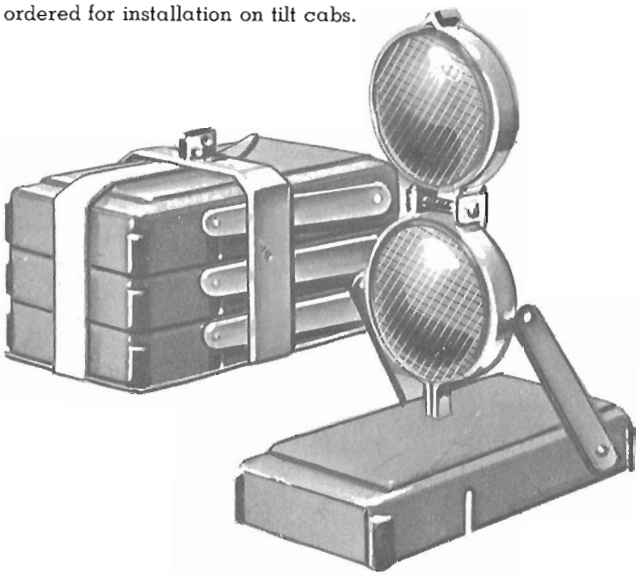
➔ Power Steering

Available for Series 10 through 30. Kit includes relay rod, power cylinder, control valve and hoses assembled as a single unit. Installation requires about 3½ hours. Effectively dampens road shock and vibration. Provides easier handling of the vehicle.



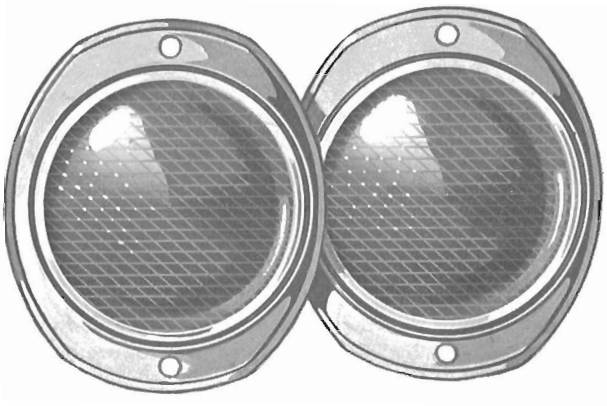
Air Horns

Mounted on left side of cab roof. For use with trucks equipped with full-air or air-hydraulic brakes. A pleasant but strong warning device for highway use. A separate adapter must be ordered for installation on tilt cabs.



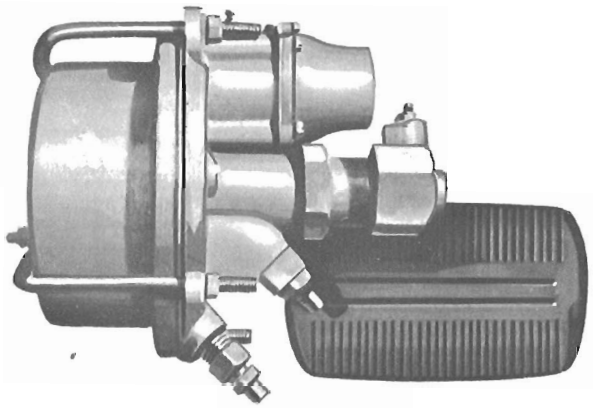
Flare Reflectors

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.



3-Inch Reflectors

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



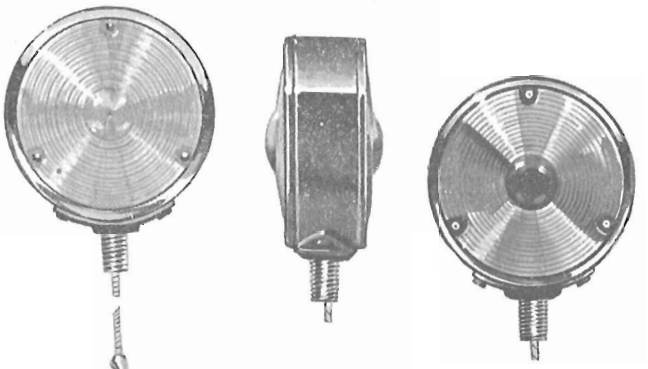
Power Brakes

Short-stroke, 8.3″ power piston brake unit. Available for Series 10, 20 and 30. Greatly reduces braking effort. An especially desirable accessory with a fully loaded truck.

Seat Cover

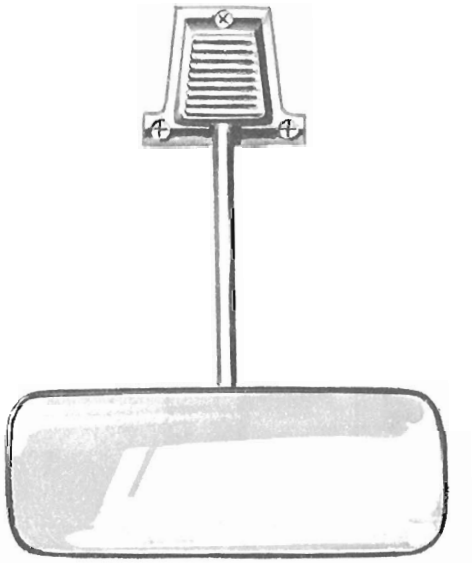
This high quality fiber seat cover fits all full-width cab seats. Heavy gauge clear plastic is used for the seat and backrest facings.

CUSTOM FEATURES



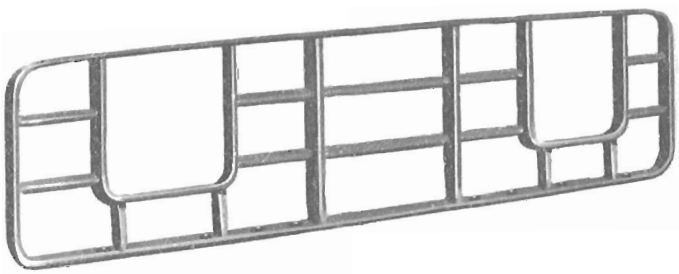
Direction Signal Conversion

For converting parking light signals to double-faced direction signals. Includes all wiring and hardware.



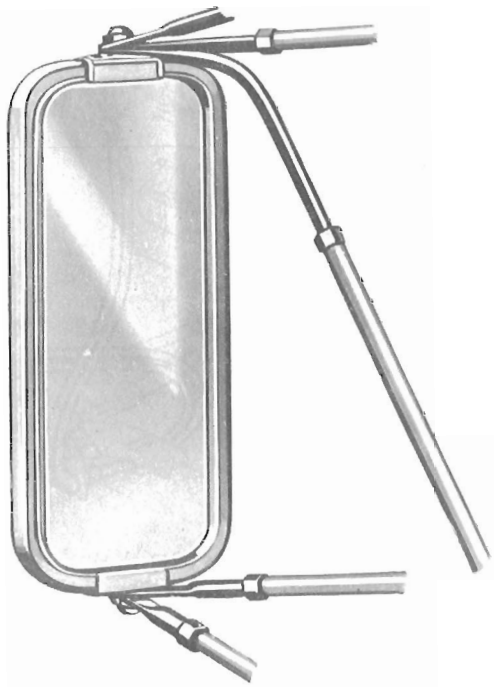
Non-Glare Rearview Mirror

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. Mounting bracket must be ordered separately.



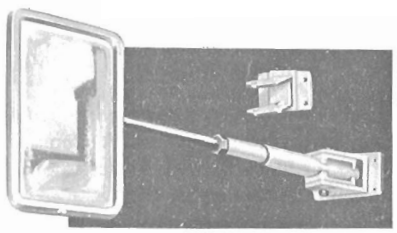
Grille Guard

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. Guard in illustration is for medium- and heavy-duty models.



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 white enamel. Attaching parts are rust and corrosion resistant.

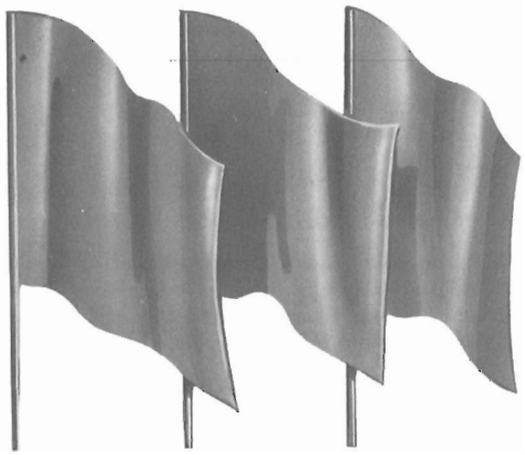


Extendible Outside Mirror

Extendible arm adjusts from 12 to 20 inches. Mirror glass is 5 x 7 inches. For left door installation. Right door installation requires an adapter (order separately).

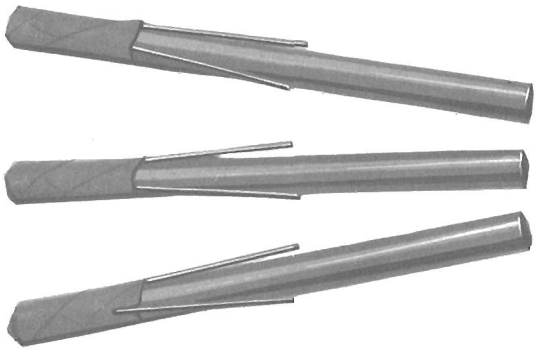
Bumper Guards

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. specifica tions Flags are of durable, tubfast percale mounted on zinc plated rods which will not rust.

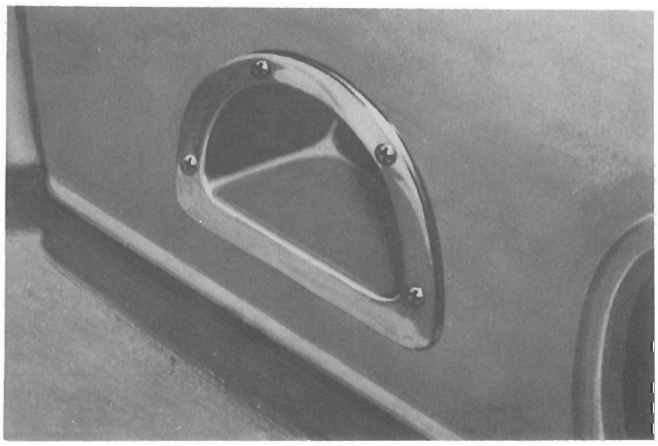


Fusees

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.

Compass

Dependable compass with illuminated dial. Compensated for iron masses and electrical equipment in truck.



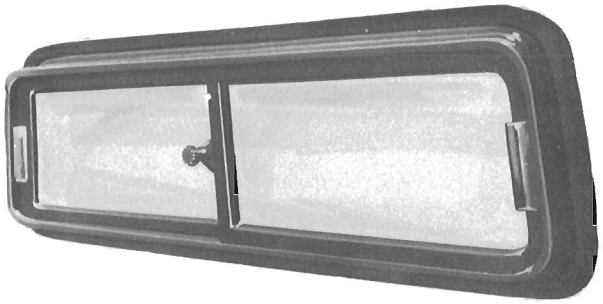
Pickup Body Side Step

Aluminum die-cast step is for installation on side of Fleetside pickup box. Gives easier side access to cargo.

Electric Clock

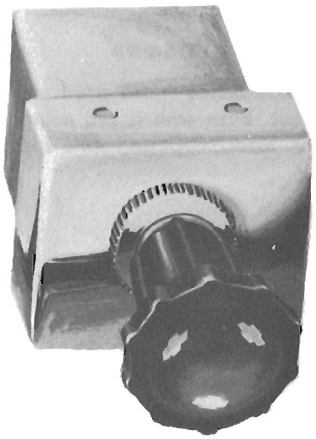
Clock has illuminated dial. Automatically regulated by setting hands of clock.

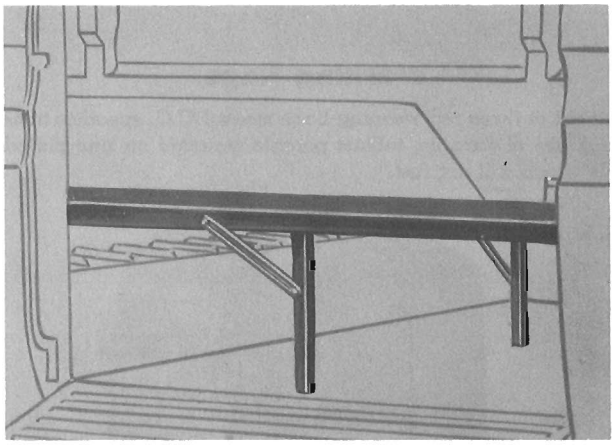
CUSTOM FEATURES



Glass Sliding Rear Window

A sliding rear window is available for all conventional and LCF cabs. Either or both panes of glass can be opened by handles at the ends of the frames. The windows are locked by a knob at the center.



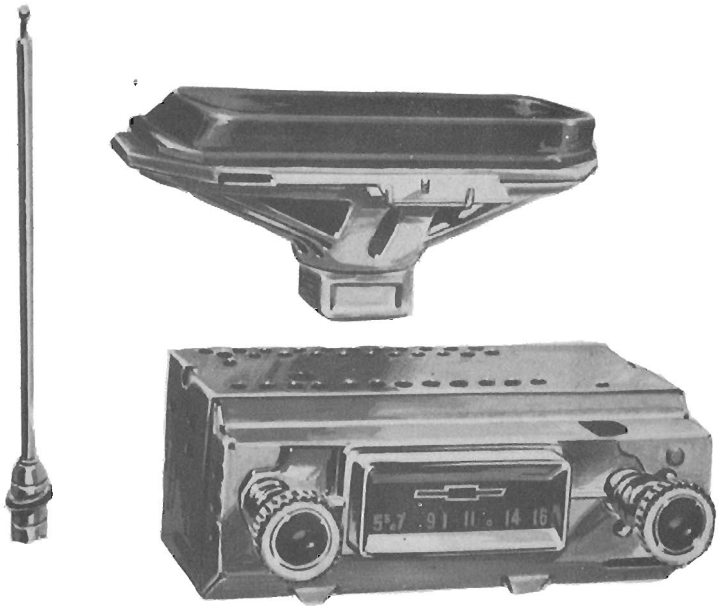


Hazard Flasher Switch

When switch is turned on, all four direction signal lights begin flashing. Gives safe emergency parking. Ignition switch and cab doors can be locked if truck must be left unattended.

Level Floor

The level floor unit is for use with Corvair 95 pickups. It includes all necessary sills, brackets and hardware for installation.



Radio and Antenna

Receiving unit is designed to become an integral part of instrument panel. Receiver is fully transistorized. Other features include 6" x 9" speaker, printed circuit for durability, and automatic volume control. Antenna may be ordered without radio.

Performance

INDEX

SHIFT PATTERN CHARTS

Shift pattern charts show the road speeds attainable with the various combinations of transmission and rear axle gears. *It is most important to remember, however, that these road speeds are actually attainable only if the engine has sufficient power.* Shift pattern charts show only *geared speeds,* that is, those speeds which the gears permit when the engine power is sufficient. Actual *speed ability* depends upon many factors, such as engine power, gross weight, grade, road surface and wind velocity. For actual *speed ability* figures refer to the Performance Tables described below.

Shift pattern charts allow a visual comparison of the gear steps of the various transmission and rear axle combinations. In addition to showing the relationship of gear position, engine speed and road speed, the number and spacing of the gear steps can be analyzed to predict vehicle performance under varying conditions of operation.

The following basic rules are useful in the analysis of shift patterns:

1. Performance ability increases with the number of gear steps. Where relatively close, uniformly spaced steps are available, acceleration to cruising speed is much faster. In addition, engine speed is maintained in the higher rpm range which corresponds to the higher horsepower range.
2. Vehicles with higher gross weights require more gear steps for good performance than do lighter vehicles.
3. Vehicles primarily used for off-road operation require a closer spacing of gear steps in the lower speed ranges. Ability to get the vehicle moving is more important than high cruising speed.
4. Vehicles used for highway operation where speed is important should have closely spaced gear steps in the higher speed ranges (above 30 mph).

Shift pattern charts for all the recommended transmission and rear axle combinations available for Chevrolet trucks are shown in this section. For assurance of good performance, use these charts when selecting a transmission and rear axle combination. For use in conjunction with Performance Tables see below.

PERFORMANCE TABLES

Truck and Tractor Performance Ability tables give the speed and grade ability of Chevrolet trucks. These tables are calculated on a conservative basis to assure their reliability. Power available is taken as the net engine horsepower at 80 per cent of governed engine speed. In every case, this is less than the maximum net horsepower of the engine.

Note that the speed ability and grade ability figures given in the Performance Tables do *not* depend upon choice of transmission or rear axle. Each table reflects the ability of an *engine*. For any given *speed ability* figure it is only necessary to verify that such a *geared speed* (see Shift Pattern Charts) is possible to be certain that the vehicle will actually perform at this speed. Rarely, if ever, does it happen that a speed given in the Performance Tables cannot be achieved with any of the available transmission and rear axle combinations.

Speed Ability Example: Determine the maximum speed with which a Series C60 dump truck with 292 Six engine is capable of climbing a 8 per cent grade on a packed dirt road (GVW is 20,000 pounds).

1. Select Truck Performance Ability table for 292 Six engine.
2. Under Packed Dirt road column locate 8%; follow horizontally across to the 20,000-lb GVW column for Dump or Stake Truck.
3. Maximum speed figure is 20 mph.

The shift pattern charts may be used in conjunction with the performance tables to determine the correct transmission gear and axle position for attaining the performance desired. Suppose the above truck has a 5-speed New Process transmission and a 6.40/8.72 two-speed rear axle. To find the transmission gear and rear axle position to attain 20 mph, proceed as follows:

1. Select the shift pattern chart for the New Process 5-speed transmission and 6.40/8.72 two-speed rear axle.
2. Locate 20 miles per hour on the mph line or grid.
3. Read the transmission gear and axle range directly above the 20 mph mark. (3rd transmission gear and Lo axle range.)
4. It will also be of interest to verify the actual engine rpm at 20 mph. This can be done by locating the 20 mph point on the diagonal graph line and reading across to the engine rpm at the left. In this example, the engine speed would be about 3650 rpm.

Grade Ability Example: Determine the maximum grade on a concrete road that the truck in the preceding example can climb and still maintain a speed of 15 mph.

1. Under the 20,000-lb GVW heading for Dump or Stake Truck locate 15 mph.
2. Read across to the left under the Concrete road column.
3. Maximum grade ability at 15 mph is 13%.

With the use of the Shift Pattern Chart it can be seen that such a grade would be climbed in 2nd transmission gear and with the rear axle in Hi range. Engine speed would be about 3375 rpm.

INTRODUCTION

Truck performance is concerned with the speeds at which a truck transports its cargo from one point to another. Several factors influence performance:

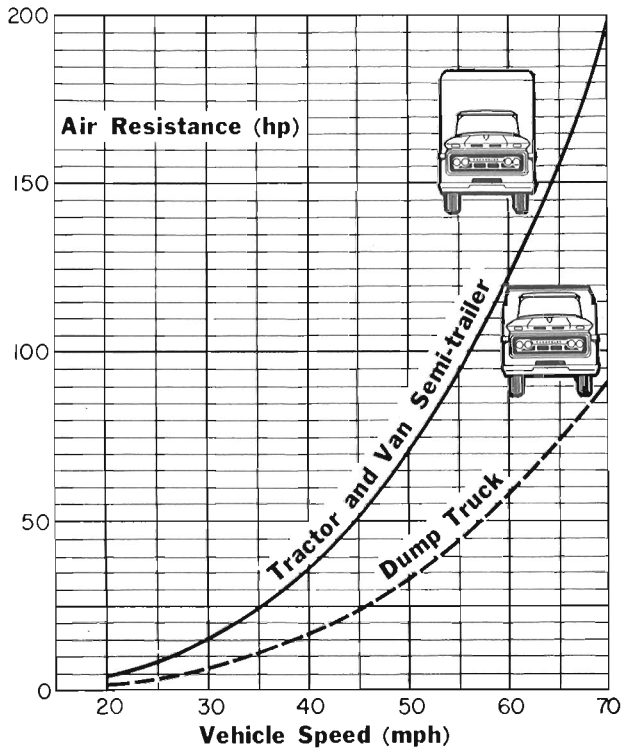
Engine power: Obviously, more powerful engines can move larger cargos, or can move cargos of a given weight more rapidly. Chevrolet trucks are powered by engines that are selected to give the optimum combination of both load-hauling ability and economy of operation.

Power team: The proper selection of transmission and rear axle is necessary if engine power is to be effectively and efficiently harnessed to its job. Chevrolet trucks can be equipped with a variety of power teams to adapt the truck to virtually any type of hauling situation.

Road resistance: Different types of road surfaces affect performance because they resist the motion of rolling tires to different extents. A road resistance formula is given on page 4 of the *Tables & Data* section.

Grade resistance: Obviously, a truck can travel on a level road more easily than it can climb a grade. A formula for calculating grade resistance is given on page 4 of the *Tables & Data* section.

Air resistance: Air offers considerable resistance to the motion of a truck; in fact, a resistance that is much larger than road resistance at highway speeds. Air resistance depends on the frontal area and speed of the truck (and trailer). As shown in the accompanying graph, the power required to overcome air resistance increases very rapidly as truck speed increases. See page 4 of the *Tables & Data* section for an air resistance formula.



Transmission and Rear Axle Combinations

The first consideration in assuring satisfactory truck performance is the selection of a transmission and rear axle that suits the trucking operation. The combinations available from Chevrolet are listed below with typical applications of each. Use this information as a guide in selecting transmission and rear axle. Then refer to the shift pattern charts on the following pages for final selection.

Shift Pattern Chart No.	Transmission Type	Rear Axle Type	Typical Applications
1, 2	4-Speed	Single-Speed	On-road truck operations, in city or suburban areas, with relatively light or diminishing loads.
5, 8, 15, 23	5-Speed Standard Ratio	Single-Speed	On-road truck operations. Light tractor operations in level or gently rolling terrain.
3, 4	4-Speed	Two-Speed	Relatively large gear reduction in first gear and low axle range finds good use in off-road dump or farm work. Closely spaced gear ratios offer good performance as a tractor with moderate loads.
6, 7, 9, 16, 17, 24, 25	5-Speed Standard Ratio	Two-Speed	Off-road truck operations requiring large gear reduction for maximum pulling ability. Highway and off-road tractor operations.
10, 11, 12, 18, 19, 20, 26, 27, 28	5-Speed Close Ratio	Two-Speed	Gear steps spaced for good performance throughout the speed range. Close steps between 4th and 5th transmission gears make this combination well suited for highway service where it is important to have best possible performance above 30 mph.
13, 21	5-Speed Overdrive	Single-Speed	On-road truck operations on level or gently rolling terrain. Overdrive ratio is especially useful for one-way-loaded operations where higher speeds can be used on the unloaded return run. Well suited to diesel engine because of engine's broad torque range and relatively low-operating speed.
14, 22	5-Speed Overdrive	Two-Speed	On-road truck operations where advantage can be taken of the overdrive ratio on high-speed, lightly loaded runs. Well suited to diesel engine because of engine's broad torque range and relatively low operating speed.
32, 33	8-Speed Standard Ratio	Single-Speed	Eight gear steps spaced progressively for good highway performance throughout entire speed range. Eliminates the need for a two-speed rear axle or auxiliary transmission.
29	5-Speed with 3-Speed Auxiliary	Tandem	Combined shifting of the main and auxiliary transmissions provides fifteen forward speeds. Normally, eight or nine of the forward speeds will suffice for good performance. Provides good all-round performance for heavy truck or tractor operation under adverse off-road conditions or where extreme grades are encountered.
30, 31	5-Speed with 4-Speed Auxiliary	Tandem	Combined shifting of the main and auxiliary transmissions provides twenty forward speeds. However, not all of these are needed for good performance—large maximum gear reduction and overdrive ratio in auxiliary transmission give great flexibility for nearly all operating situations.

Formulas:

Engine speed (rpm) can be determined by the use of a formula shown on Page 4 of the *Tables & Data* section. All of the necessary information to compute engine speed can be found in the data book.

The formula for computing engine speed is as follows:

Engine Speed (rpm) $= \dfrac{\text{[Transmission gear ratio]} \times \text{[Tire loaded revolutions]} \times \text{[Rear axle ratio]}}{60}$

Examples:

1. Find the engine speed (rpm) at 1 MPH in 1st gear for a C1434 pickup with standard engine, transmission and tires.

   a. On page 6 of *Pickup Models,* the standard rear axle ratio is shown as 3.73 and the ratio in 1st gear of the standard transmission is shown as 2.94.

   b. On page 3 of the *Wheels & Tires* section, the tire loaded revolutions per mile for the 6.70—15/4PR standard tire is shown as 764.

   c. Engine Speed (rpm) $= \dfrac{2.94 \times 764 \times 3.73}{60}$

      Engine Speed (rpm) $= \dfrac{8378}{60}$

      Engine Speed $= 139.63$ rpm at 1 MPH

2. Find the engine speed (rpm) at 22 MPH in 3rd gear for a C6503, with an optional 5-speed New Process 540C transmission, an optional 17,000-lb single speed rear axle with 10–22.5/10PR dual rear tires.

   a. On page 10 of the *Rear Axle & Suspension* section, the rear axle ratio for a 17,000-lb single speed rear axle is shown as 7.20.

   b. On page 5 of the *Transmission & Drive Line* section, the transmission ratio in 3rd gear for a 5-speed New Process 540C is shown as 2.40.

   c. On page 3 of the *Wheels & Tires* section, the tire revolutions per mile for 10–22.5/10PR tires is shown as 521.

   d. Engine Speed (rpm) $= \dfrac{7.20 \times 521 \times 240}{60}$

      Engine Speed (rpm) $= \dfrac{9002}{60}$

      Engine Speed $= 150$ rpm at 1 MPH

      Engine Speed @ 22 MPH in 3rd gear $= 22 \times 150$

      Engine Speed @ 22 MPH in 3rd gear $= 3300$ rpm

PISTON TRAVEL

Formulas:

Piston speed and travel can be determined by the use of the formulas shown on Page 4 of the *Tables & Data* section. All of the necessary information to compute these two formulas can be found in the data book.

Piston speed in feet per minute or piston travel in feet per mile can be calculated by the use of the following formulas.

Piston Speed (ft/min) = $\frac{\text{[engine stroke]} \times \text{[engine rpm]}}{6}$

Piston Travel (ft/Mile) = 10 x engine stroke x engine rpm at 1 MPH

Examples:

1. Find the piston travel in feet per minute for the Chevrolet 230 Six engine at 3000 rpm.
   a. On page 10 of the *Engine & Clutch* section, the stroke of the 230 engine is shown as 3¼" or 3.25 inches.
   b. Piston Travel (ft/min) = $\frac{3.25 \times 3000}{6}$

      Piston Travel (ft/min) = $\frac{9750}{6}$

      Piston Travel (ft/min) = 1625 @ 3000 rpm
2. Find the piston travel in feet per mile for a C1434 pickup with standard engine, in 3rd gear.
   a. On page 6 of *Pickup Models,* the standard rear axle ratio is shown as 3.73 and the ratio in 3rd gear is 1.00.
   b. On page 3 of the *Wheels & Tires* section, the tire revolutions per mile for the 6.70–15/4PR standard tire is shown as 764.

      Engine Speed (rpm) = $\frac{1.00 \times 764 \times 3.73}{60}$

      Engine Speed (rpm) = $\frac{2850}{60}$

      Engine Speed (rpm) = 475 @ 1 MPH
   c. On page 10 of the *Engine & Clutch* section, the stroke of the 230 engine is shown as 3¼" or 3.25 inches.

      Piston Travel (ft/mile) = 10 x 3.25 x 475

      Piston Travel (ft/mile) = 32.5 x 475

      Piston Travel (ft/mile) = 1543.75

INDEX

GLOSSARY

BBC Dimension—Bumper-to-back-of-cab dimension; the distance from the front bumper to the rear of the cab.

Bore—The diameter of an engine cylinder.

Brake Horsepower—The power developed by an engine as measured by a device such as a dynamometer. Brake horsepower is distinguished from horsepower ratings calculated by formula (e.g., taxable horsepower).

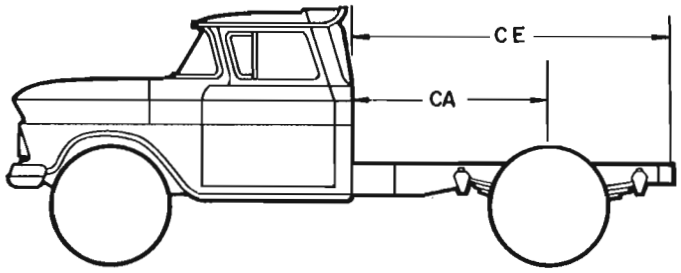
Bearing Area, Circumferential—The total area of the bearing surface. For a cylindrical bearing it is equal to:

(bearing diameter) x (bearing length) x (3.14)

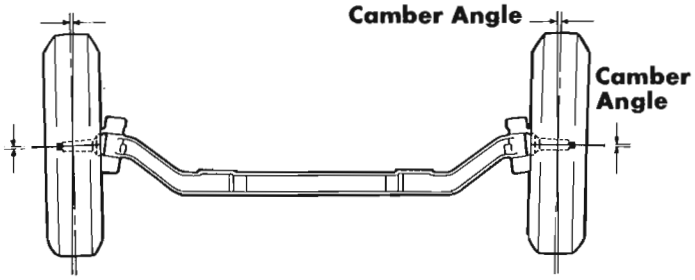
Bearing Area, Projected—The area of the bearing when projected upon a flat surface parallel to the axis of the bearing. It is equal to:

(bearing diameter) x (bearing length)

CA Dimension—Cab-to-axle dimension; the distance from the back of a truck cab to the centerline of the rear axle. For trucks with tandem rear axles, the CA dimension is given to a point midway between the centerlines of the two rear axles. The CA dimension for cowl models is measured from the rear of the cowl to the centerline of the rear axle.



Camber—The angle which a front wheel spindle makes with a horizontal line.



Caster—The angle which a kingpin makes with a vertical line. Positive caster tends to keep the wheels traveling in a straight line.

CE Dimension—Cab-to-end-of-frame dimension; the distance from the back of a truck cab to the end of the truck frame. The CE dimension for cowl models is measured from the rear of the cowl to the end of the frame. (See illustration.)

Compression Ratio—The volume of the combustion chamber and cylinder when the piston is at the bottom of its stroke, divided by the volume of the combustion chamber when the piston is at the top of its stroke. Higher compression ratios tend to increase engine efficiency.

Curb Weight—The weight of the empty truck (without load or driver), including fuel, coolant, oil and all items of standard epuipment.

Deflection Rate—The deflection rate of a spring is the number of pounds required to compress or deflect the spring a distance of one inch. For torsion springs this distance is measured at the end of the control arm attached to the springs.

Differential—The set of gears in an axle which permits the wheels to turn at different speeds, as when going around a corner.

Displacement—The displacement of an engine is the volume through which the head of a piston moves multiplied by the number of pistons. It is an approximate measure of the rate at which fuel is consumed at a particular engine speed. Engine displacement is equal to:

(bore) x (bore) x (stroke) x (no. of pistons) x (0.785)

Fifth Wheel—A coupling device mounted on a tractor and used to connect a semitrailer. It acts as a hingepoint to allow changes in direction of travel between tractor and semitrailer.

GCW—Gross Combination Weight; the total weight of a tractor, semitrailer and/or trailers, including payload, fuel, driver, etc.

Grade Ability—The maximum grade a vehicle can ascend under specified conditions, such as gross weight, road surface, transmission gear ratios, etc.

Gear Ratio—The number of revolutions a driving gear requires to turn a driven gear through one complete revolution. For a pair of gears the ratio is found by dividing the number of teeth on the driven gear by the number of teeth on the driving gear.

Geared Speed—The theoretical vehicle speed based on engine rpm, transmission gear ratio, rear axle ratio and tire size. A given geared speed is attainable only if the engine has sufficient power to move the vehicle at that speed.

Gross Horsepower—The brake horsepower of an engine with optimum ignition setting (manual instead of automatic spark advance) and without allowing for the power absorbed by the engine's accessory units such as the fan, water pump, generator and exhaust system.

Gross Torque—The maximum torque developed by an engine with optimum ignition setting (manual instead of automatic advance) and without allowing for the power absorbed by the engine's accessory units such as the fan, water pump, generator and exhaust system. Gross torque is used to determine gross horsepower.

GVW—Gross Vehicle Weight; the total weight of a truck, including body, payload, fuel, driver, etc.

Horsepower—A measure of the amount of work that can be done by an engine in a certain amount of time. One horsepower is equal to 33,000 ft-lb of work per minute. The horsepower of an engine depends upon the torque and speed of the engine.

Net Horsepower—The brake horsepower remaining at the flywheel of the engine to do useful work after the power required by the engine accessories (fan, water pump, generator, etc.) has been provided.

Net Torque—The torque available at the flywheel of the engine after the power required by the engine accessories (fan, water pump, generator, etc.) has been provided.

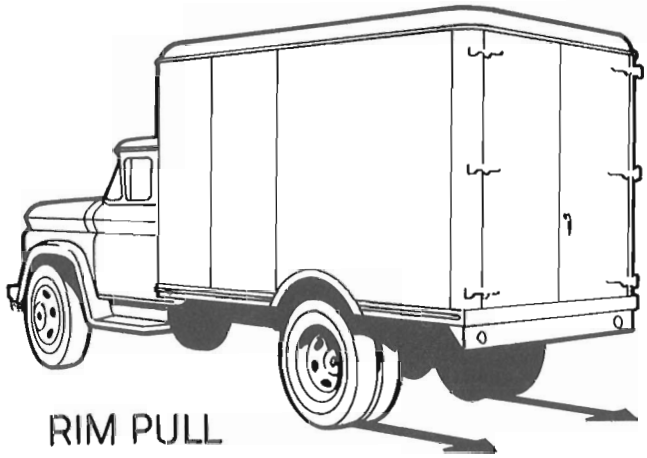
Payload—The weight of the cargo carried by a truck, not including the weight of the body.

Pintle Hook—A hook mounted on the rear of a truck or semitrailer and used to couple a full trailer.

Ply Rating (PR)—A measure of the strength of tires based on the strength of a single ply of designated construction. An 8-ply rating does not necessarily mean that 8 plies are used in building the tire, but simply that the tire has the strength of 8 standard plies.

Power Take-off—A device usually mounted on the side of the transmission, and used to transmit engine power to auxiliary equipment such as pumps, winches, etc. See *Transmission & Drive Line* section.

Rim Pull—The force available at the road surface contacting the driving wheels of the truck. It is determined by engine torque, transmission ratio, axle ratio, tire size and frictional losses in the drive train. Rim pull is also known as tractive effort.



Section Modulus—A measure of the strength of frame side rails determined by the cross section area and shape of the side rails. Section modulus alone does not indicate the strength of the frame rail, but when all other things are equal, the frame with the larger section modulus is the stronger.

Shipping Weight—The weight of the basic truck including all standard equipment plus grease and oil wherever required. It does not include the weight of fuel or coolant.

Speed Ability—The attainable vehicle speed based on engine power, gross weight, power train efficiency, air resistance, grade resistance and road type. Maximum speed ability is usually computed for the vehicle traveling on a level concrete road in still air.

Spring Capacity—*Spring capacity at ground* is the total weight which will deflect the spring its maximum normal amount. Springs should be selected on the basis of these ground ratings. *Sprung capacity* is the amount of sprung weight which will deflect the spring its maximum normal amount. Sprung capacities are equivalent to the capacity ratings at pad often given for leaf springs.

Stroke—The distance traveled by a piston in a cylinder during each upward or downward movement.

Synchromesh Transmission—A transmission with mechanisms for synchronizing the gear speeds so that the gears can be shifted without clashing, thus eliminating the need for double clutching.

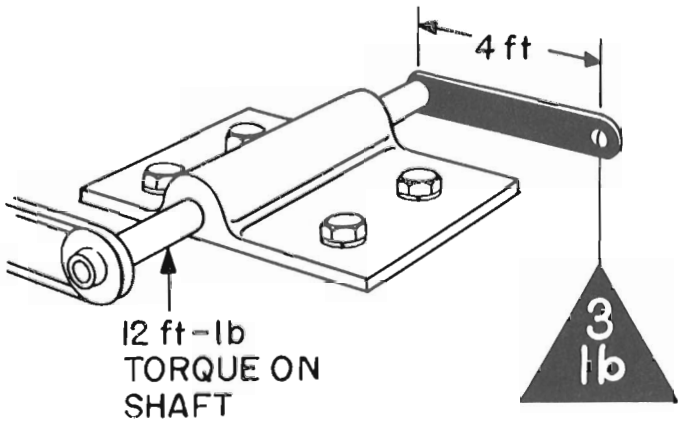
Taxable Horsepower—A theoretical engine power rating calculated by formula (NACA or SAE). Although used by some states for licensing purposes, taxable horsepower is not a measure of actual engine output.

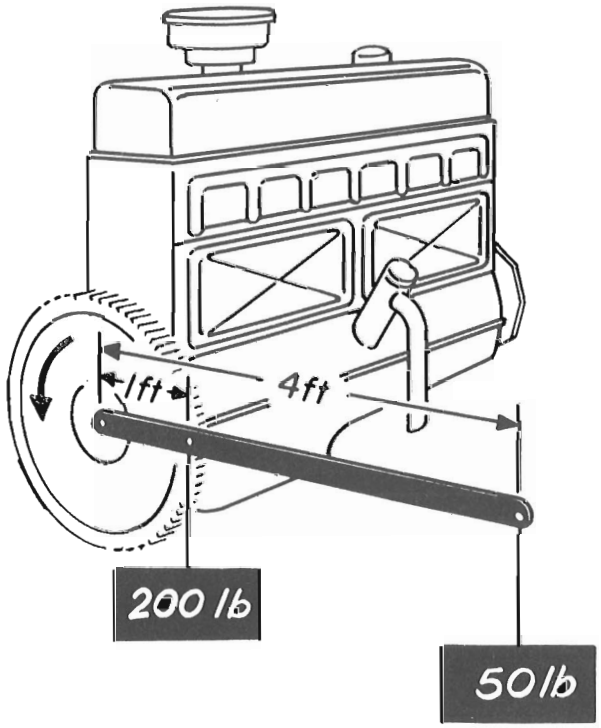
Toe-in—The amount by which the front of the front wheels are closer together than the rear of the front wheels. Front wheels are toed-in to improve steering and increase tire life.

Torque—The amount of turning effort exerted on a shaft. Torque is usually measured in pound-feet (lb-ft). A force of 3 lb acting at the end of a 4-foot arm, for example, produces a torque of 12 lb-ft (force x length of arm). Similarly, an engine that develops 200 lb-ft of torque exerts a pull of 200 lb on the end of a 1-foot arm; or exerts a pull of 50 lb on the end of a 4-foot arm. See *Gross Torque* and *Net Torque*.

Tractive Effort—See *Rim Pull*

Tractor—A truck—usually of comparatively short wheelbase—used for pulling a semitrailer or trailer.





Tractor Breakaway Valve *(Required by ICC)*—Coupled between the tractor and trailer emergency brake system, the tractor breakaway valve provides an air supply to the trailer emergency system for normal operating conditions. In the case of trailer brake system failure, the breakaway valve automatically seals off the flow of air pressure from the tractor to the trailer preventing the loss of air pressure from the tractor braking system and activates the trailer emergency brake.

In conjunction with the breakaway valve, a dash-mounted manual control valve is located in the cab. This manual control is used to charge the trailer brake system reservoir for normal operation. In the event of loss of air pressure in the normal braking system, this manual control can be used to seal off the tractor brake system.

Tread—The distance between the centers of front or rear tires at the points where they contact the road surface.

Weight, Sprung—The weight of those things supported by the springs, such as frame, engine, body, payload, etc.

Weight, Unsprung—The weight of components such as tires, wheels and axles that is not supported by the springs.

Wheelbase—The distance between the centerlines of the front and rear axles. For trucks with tandem rear axles, the centerline is midway between the two rear axles.

FORMULAS

SPEED

➔ **Vehicle speed** (mph) $= \dfrac{\text{[engine rpm] x 60}}{\text{[transmission ratio] x [rear axle ratio] x [tire loaded revolutions per mile]}}$

Vehicle speed (ft/sec) = [vehicle speed (mph)] x [1.47]

ENGINE

➔ **Engine speed** (rpm) $= \dfrac{\text{[transmission ratio] x [rear axle ratio] x [tire loaded revolutions per mile]}}{60}$

Brake horsepower $= \dfrac{\text{[engine torque (lb-ft)] x [engine rpm]}}{5252}$

Torque (lb-ft) $= \dfrac{\text{[brake horsepower] x [5252]}}{\text{engine rpm}}$

Piston speed (ft/min) $= \dfrac{\text{[engine stroke (in)] x [engine rpm]}}{6}$

Piston travel (ft/mile) = 10 x [engine stroke (in)] x [engine rpm]

PERFORMANCE

Rim pull (lb) $= \dfrac{\text{[engine torque (lb-ft)] x [transmission ratio] x [rear axle ratio] x [efficiency★] x [12]}}{\text{tire rolling radius (in)}}$

Road resistance (lb) = [gross vehicle weight (lb)] x [road factor●]

Air resistance (lb) = [frontal area♦ (sq ft)] x [speed (mph)]^2 x [0.0025]

Grade resistance (lb) = [gross vehicle weight (lb)] x [percent grade]

Required net engine power (hp):

To overcome road resistance: $\dfrac{\text{[GVW (lb)] x [speed (mph)] x [road factor●] x [2.67]}}{\text{[1000] x [efficiency★]}}$

To overcome air resistance: $\dfrac{\text{[frontal area♦ (sq ft)] x [speed (mph)]}^3 \text{ x [0.6675]}}{\text{[100,000] x [efficiency★]}}$

To overcome grade resistance: $\dfrac{\text{[GVW (lb)] x [percent grade] x [speed (mph)] x [2.67]}}{\text{[1000] x [efficiency★]}}$

Grade ability (percent grade) $= \dfrac{\text{[rim pull (lb)] — [air resistance (lb)]}}{\text{[road resistance (lb)]}} - 1$

★With single rear axle: 0.90 for direct drive; 0.85 for other transmission gears.
With tandem rear axle: 0.85 for direct drive; 0.80 for other transmission or power divider gears.

●road factor = 0.010 for smooth concrete
= 0.012 for smooth asphalt
= 0.015 for smooth hard gravel
= 0.020 for smooth hard dirt

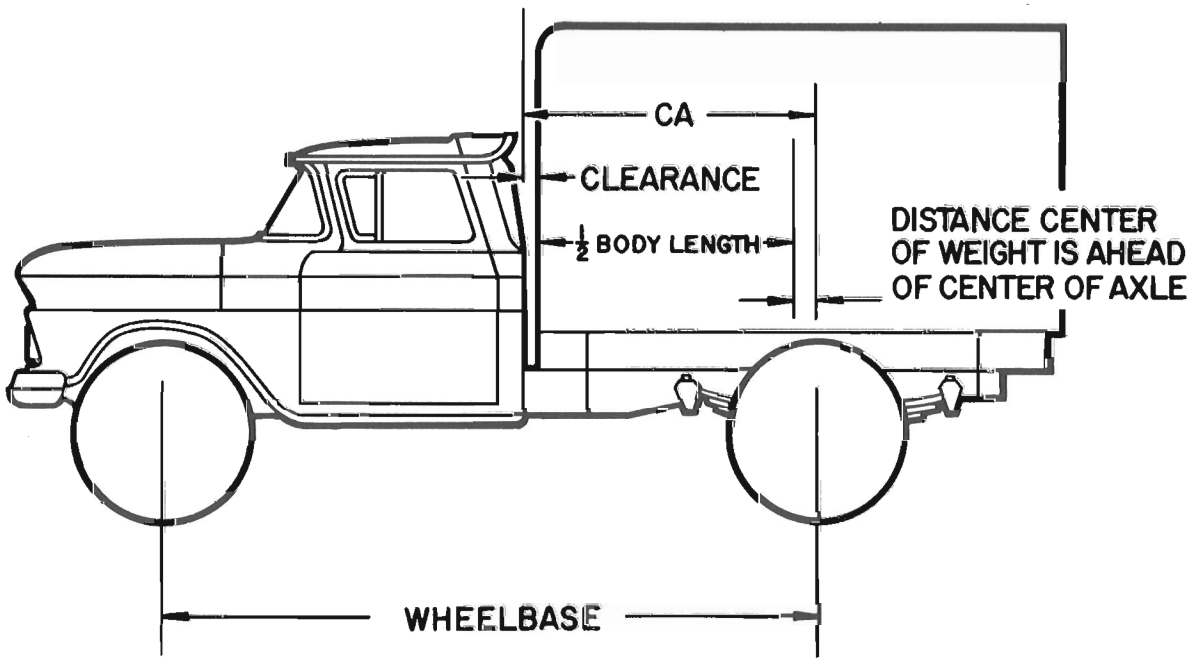
♦frontal area (approx) = 40 sq ft for stake or dump truck
= 50 sq ft for tractor and flat-bed trailer
= 64 sq ft for van panel truck
= 85 sq ft for tractor and van semitrailer

➔ Indicates revised specifications

TRUCKS with SINGLE REAR AXLE

Load distribution refers to the amount of the body-payload weight carried on the front tires and on the rear tires. It is expressed in percentage figures. For example, a load distribution of 10-90% signifies that 10% of the body-payload weight is carried by the front tires and 90% by the rear tires.

The load distribution of Chevrolet trucks equipped with standard bodies is shown on the model specification pages. For chassis-cab models, the load distribution can be calculated as described below.



Formula:

$$\frac{CA-2-\frac{1}{2}BL}{WB}$$

A. Obtain the CA dimension in inches—either from a drawing or by measuring the chassis.

B. Subtract 2 inches from the CA dimension. This provides for clearance between the cab and body.

C. Subtract one-half the body length (BL in formula above) from the figure obtained in **B.** The result is the distance the center of the body is ahead of the center of the rear axle.

D. Divide the result obtained in **C** by the wheelbase (WB in formula above) and multiply by 100%. This is the percentage of the body-payload weight carried by the front tires.

E. Subtract the figure obtained in **D** from 100%. This is the percentage of the body-payload weight carried by the rear tires.

Example:

Determine the load distribution of a Model C6303 chassis-cab equipped with a 12-foot body.

A. CA dimension . . . . . 84″

B. Subtract 2 inches . . . . . 82″

C. Subtract one-half the body length,
82″—72″ . . . . . 10″
(Body length is 12 feet or 144 inches.
One-half of this length is 72 inches.)

D. Divide by the wheelbase (157″)
and multiply by 100%.
$10 \div 157 \times 100\% = 6\%$ (approx)

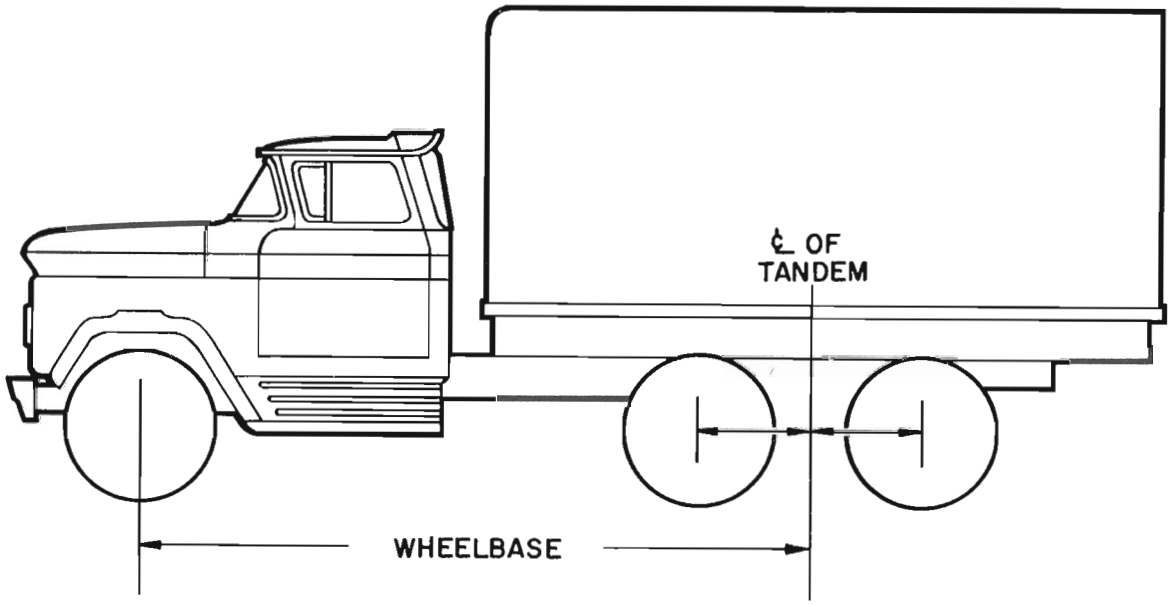
E. Subtract 6% from 100% 94%

Answer: From **D** and **E** above we see that the load distribution is 6-94%, that is, 6% of the body-payload weight is carried by the front tires and 94% is carried by the rear tires.

To obtain the total weight carried by the front or rear tires, the body-payload weight carried by the front or rear tires must be added to the curb weight on the front or rear tires.

TRUCKS with TANDEM REAR AXLE

The wheelbase of a truck with a tandem rear axle is measured from the centerline of the front wheels to a point midway between the centerlines of the rear wheels. Using this wheelbase measurement, calculations of load distribution are the same as those described on the preceding page for trucks with single rear axles.



SEMITRAILERS with SINGLE or TANDEM REAR AXLES

For a tractor-semitrailer combination, more factors must be considered in calculating load distribution because the total weight is distributed over three axles. Also, the location of the fifth wheel on the tractor determines how the tractor's share of the trailer weight is distributed on the front and rear tractor tires.

Semitrailers vary considerably in weight, and the amount of trailer weight carried on the trailer axle and on the kingpin should be obtained from the trailer manufacturer, or by weighing on scales. Likewise, fifth wheels vary in weight, and it is necessary to determine their weights from the manufacturers or by weighing.

The wheelbase of a semitrailer is measured from the center of the kingpin to the centerline of the axle. In the case of a semitrailer with a tandem axle, the measurement is made to a point midway between the two axles.

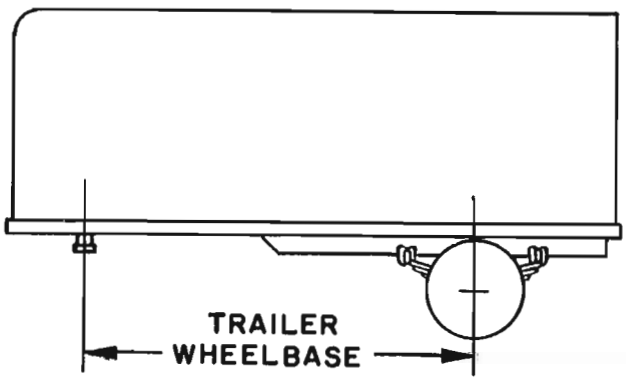
If the distribution of a semitrailer's payload cannot be obtained from the manufacturer, it can be calculated. The percentage of the payload carried on the fifth wheel is found as follows:

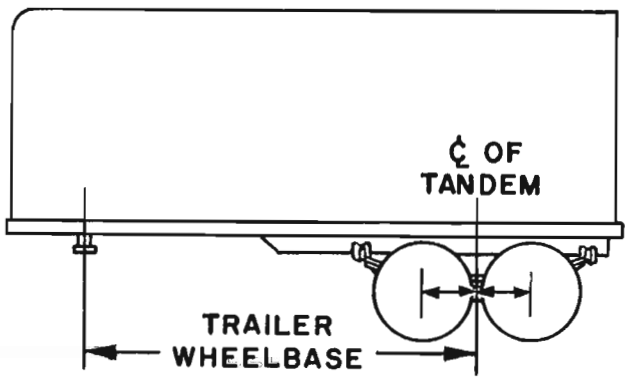
(1) Determine distance from trailer axle to rear of trailer.

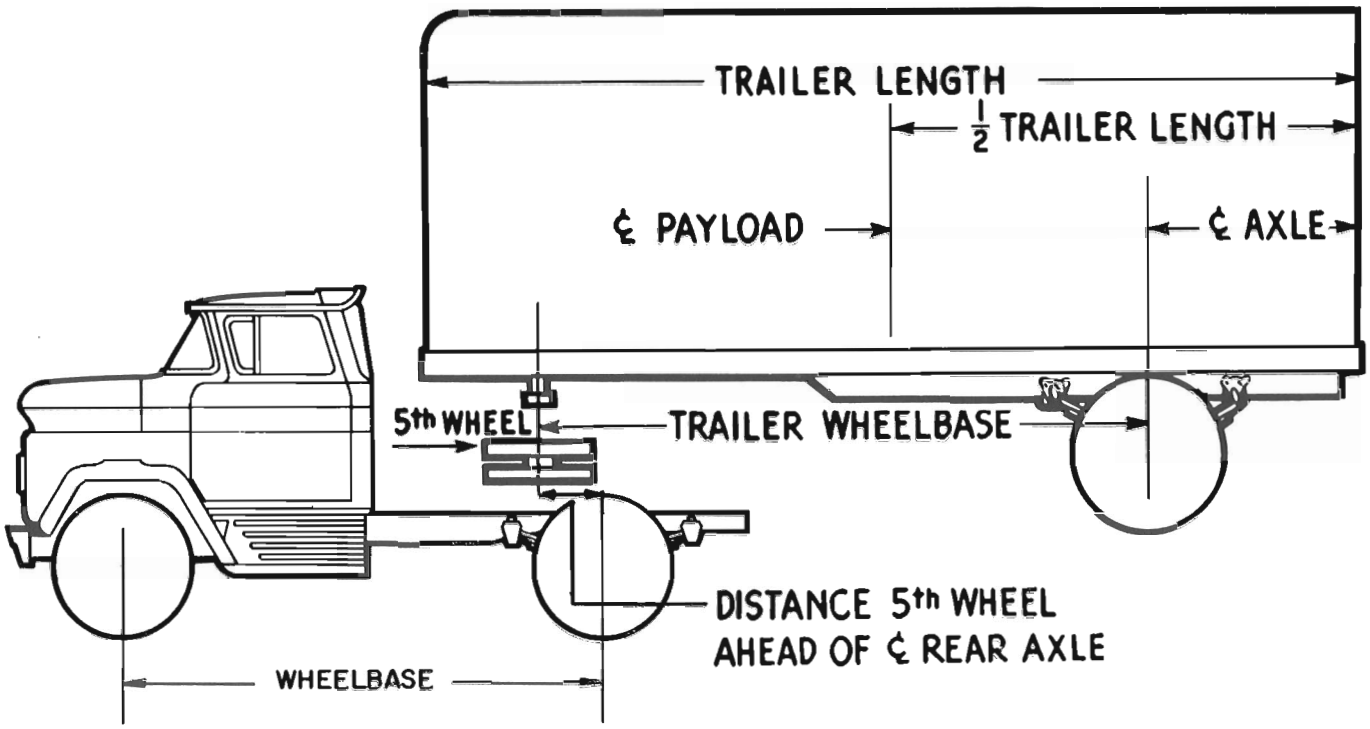
(2) Determine one-half the length of the trailer.

(3) Subtract the value in (1) from the value in (2).

(4) Divide the result of (3) by the wheelbase and multiply by 100%. This is the percentage of the payload carried on the fifth wheel.







To obtain the weight carried by the tractor, add:

(5) The payload weight on the fifth wheel.

(6) The trailer weight on the fifth wheel.

(7) The weight of the fifth wheel.

To determine the percentage of this total weight carried by the front tires of the tractor, divide the distance the fifth wheel is ahead of the rear axle by the wheelbase and multiply by 100%.

Example: Find the total weight carried by a tractor with a 24-foot semitrailer loaded with 20,000 pounds of freight. According to the manufacturers, the trailer weight on the kingpin is 2,200 pounds, and the fifth wheel weighs 500 pounds. The trailer wheelbase is 214 inches, and the distance from the trailer axle to the rear of the trailer is 50 inches.

(1) Distance from trailer axle to rear of trailer . . . . . 50″

(2) One-half of semitrailer length . . . . . 144″
(Trailer length 24 ft = 288 in)

(3) Subtract (1) from (2). (144″—50″ = 94″) . . . . . 94″

(4) Divide the result of (3) by the wheelbase and multiply by 100% (94 ÷ 214 × 100%). This is the percentage of the trailer load to be carried on the fifth wheel 44%

(5) Multiply the payload by the percentage found in (4). (20,000 × 0.44) . . . . . 8,800 lb

(6) Add the weight of the trailer on the fifth wheel . . . . 11,000 lb

(7) Add the weight of the fifth wheel . . . . . 11,500 lb

Answer: The total weight carried by the tractor is 11,500 pounds.

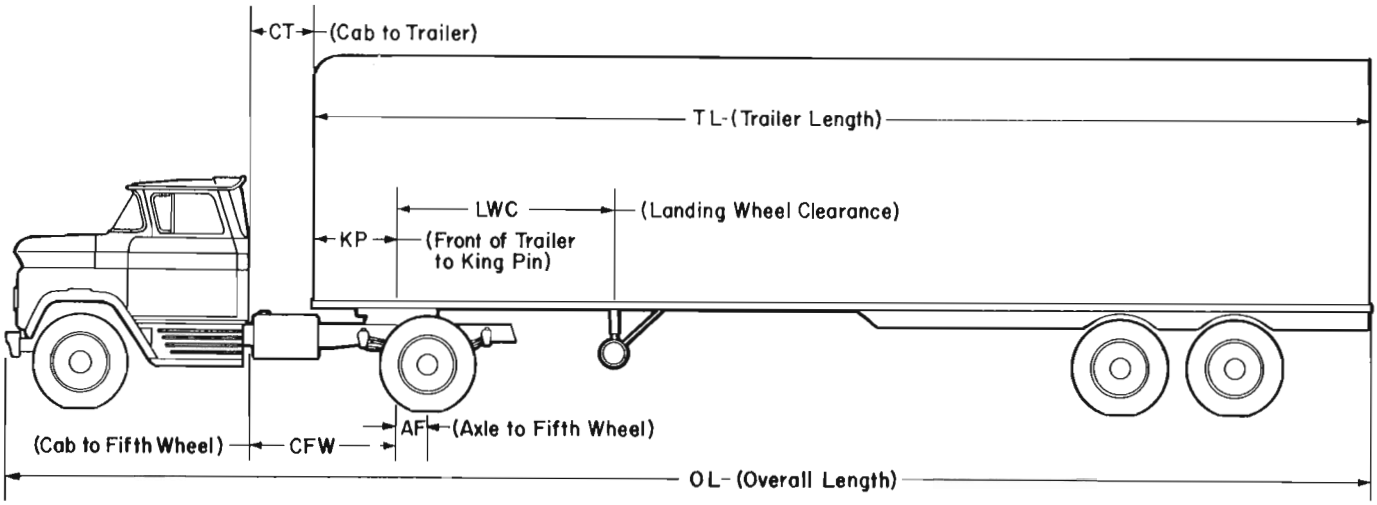
TRACTORS

Wheelbase (inches)	**Load Distribution** (% front—% rear)							
	Fifth-Wheel-to-Rear-Axle Distance (inches)							
	4	8	12	16	20	24	28	32
97	4–96	8–92	12–88	16–84	20–80	24–76	—	—
109	4–96	7–93	11–89	15–85	18–82	22–78	26–74	29–71
121	3–97	6–94	10–90	13–87	16–84	20–80	23–77	26–74
133	3–97	6–94	9–81	12–88	15–85	18–82	21–79	24–76
145	3–97	6–94	8–92	11–89	14–86	17–83	19–81	22–78
157	3–97	5–95	8–92	10–90	13–87	15–85	18–82	20–80

TRACTOR-TRAILER COUPLING

TRACTOR-TRAILER DIMENSIONS

Recommended dimensions for tractor-trailer couplings have been established by the American Trucking Association (ATA) to permit interchangeability of tractors and semitrailers within or between trucking fleets. These recommendations, as given below, were developed by joint committees of the Automobile Manufacturers Association (AMA) and the Truck Trailer Manufacturers Association (TTMA).



CFW—Back of cab to center of fifth wheel: 60 inches, minimum

KP—Front of trailer to center of kingpin:
Standard—36 inches
Optional—32 inches on flat nose trailers with 5-inch corner radius
—42 inches on oval nose trailers or flat nose trailers with 18-inch corner radius

LWC—Landing wheel clearance: 82 inches, minimum

SR—Swing radius: 56½ inches, maximum

Lower fifth wheel unladen height: 48 inches

MAXIMUM TRAILER LENGTHS

The most common overall tractor-trailer length limitations in the United States are 50 and 60 feet. The longest practical trailer lengths which can be used with Chevrolet tractors, and still remain within these overall length limitations, are shown below.

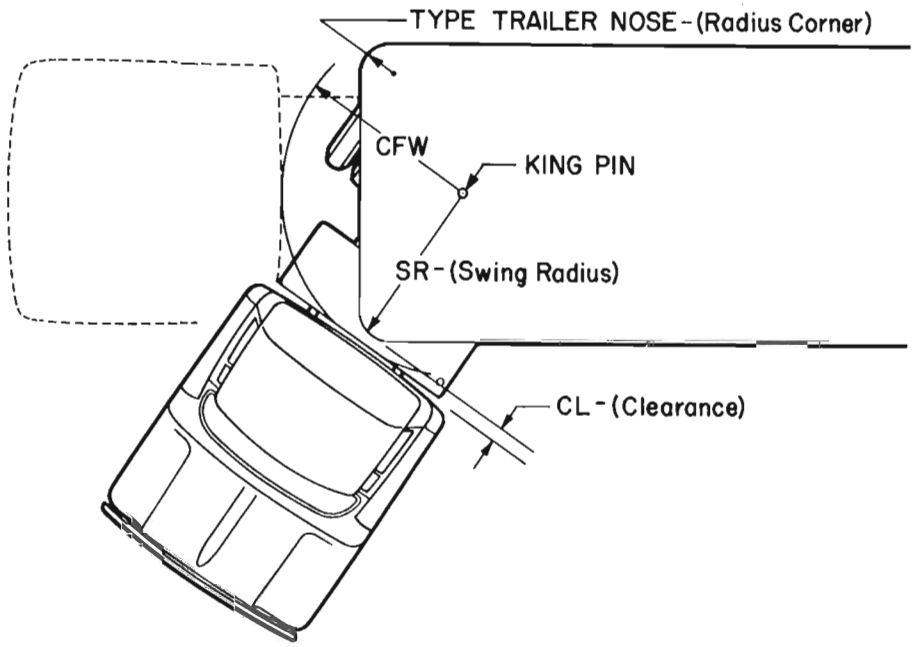
These trailer lengths are based upon a minimum turning clearance (CL) between the trailer and the back of the cab of 4 inches, and a KP dimension of 36 inches. Tractors must be selected, of course, with a CA dimension small enough to prevent interference between the rear of the tractor and the trailer landing wheels.

Trailer Front End	Back of Cab to Trailer Nose	Conventional Models		LCF Models		Tilt Cab Models	
		Length Limits		Length Limits		Length Limits	
		50 ft	60 ft	50 ft	60 ft	50 ft	60 ft
Flat Nose:							
Sq Corner	28½″	38′10″	48′10″	40′2″	50′2″	41′7″	51′7″
5″ Radius	26″	39′1″	49′1″	40′5″	50′5″	41′10″	51′10″
10″ Radius	24½″	39′2″	49′2″	40′6″	50′6″	41′11″	51′11″
18″ Radius	21″	39′6″	49′6″	40′10″	50′10″	42′3″	52′3″
Oval Nose	17″	39′10″	49′10″	41′2″	51′2″	42′7″	52′7″

TRAILER SWING RADIUS DIMENSIONS

Trailer swing radius (SR) is the maximum distance from the center of the kingpin to the front corner of the trailer. In determining tractor fifth wheel settings, the trailer swing radius must be known to allow sufficient tractor-trailer turning clearance.

It is recommended that 4 to 6 inches be added to the swing radius to provide clearance for brake connections and maximum turns on unlevel terrain. In the table below, a clearance of 4 inches has been included.



CFW Dimensions (Including 4" CL)

Trailer Nose	Corner Radius	Front of Trailer to Center of Kingpin (KP)				
		24"	30"	36"	42"	48"
Flat	Square	58"	61"	64½"	68"	72"
Flat	5"	56"	59"	62"	66"	70"
Flat	10"	55"	57"	60½"	64"	68"
Flat	18"	53"	54½"	57"	61"	65"
Oval	Oval	52"	52"	53"	55"	58"

TRAILER LANDING WHEEL CLEARANCE

Ample clearance between rear tractor tires and trailer landing gear must be allowed to permit maximum turns. Trailer landing wheel clearance (LWC) is the distance from the center of the kingpin to the closest interference point on the landing gear.

The following tables show the distance from center of fifth-wheel to the outer edge of rear tractor tires for both four- and six-wheel tractors for various fifth-wheel settings and tire sizes. Landing wheel clearance must exceed these dimensions. It is recommended that at least 2 inches be added to the dimensions in the following tables to permit use of chains. In addition, be sure that these dimensions are greater than the distance from center of fifth wheel to end of frame in order to avoid frame interference.

Single Rear Axle Tractor

Tire Size	Rear Axle to Fifth-Wheel (AF)								
	4"	8"	12"	16"	20"	24"	28"	32"	36"
8–22.5	49.5"	51.5"	54.0"	56.5"	59.0"	61.5"	64.5"	67.5"	70.5"
9–22.5	50.5"	52.5"	55.0"	57.5"	60.0"	62.5"	65.5"	68.5"	71.5"
10–22.5	53.0"	55.0"	57.0"	59.5"	62.0"	65.0"	67.5"	70.5"	73.5"
11–22.5	54.0"	56.0"	58.0"	60.5"	63.0"	66.0"	69.0"	72.0"	75.0"

Tandem Rear Axle Tractor with 50" Axle Spacing

Tire Size	Tandem Rear Axle Center to Fifth-Wheel (AF)							
	4"	8"	12"	16"	20"	24"	28"	32"
8–22.5	65.5"	68.5"	71.5"	74.5"	78.0"	81.0"	84.5"	88.0"
9–22.5	66.5"	69.5"	72.5"	75.5"	79.0"	82.0"	85.5"	89.0"
10–22.5	67.5"	70.5"	73.5"	76.5"	80.0"	83.0"	86.5"	90.0"

The information in the State Weight Restrictions and State Size Restrictions charts on the following pages is based on information published by reliable sources. It is regarded as accurate, but should only be used as a preliminary guide, and should always be verified through local highway authorities because of the many changes in regulations which occur.

Maximum Practical Gross Weights

Maximum Practical Gross Weights are shown for three combinations of tractor and trailer:

1. **Single Axles**—4-wheel tractor and 2-wheel semitrailer
2. **Tandem Axles**—6-wheel tractor and 4-wheel semitrailer
3. **Other Combinations**—6-wheel tractor, 4-wheel semitrailer and 6-wheel trailer when such a combination is permitted.

Maximum Gross Weights are the limits established by law. However, when followed by **i**, law requires the application of a bridge formula and the Maximum Gross Weights shown are simply amounts which may not be exceeded by application of the formula.

When followed by **y** Maximum Gross Weights have been determined by bridge formula; these weights are not legal maxima but are practical maxima computed for this table of weight restrictions. For purposes of these computations, wheelbase was determined by deducting 8 feet of total overhang from the maximum permissible overall length (see State Size Restrictions Chart) of the combination. Tandem axles were considered to be a minimum allowable distance apart. When actual overhang is less than 8 feet, additional gross weight is possible.

Bridge Formulas

In the following formulas for determining permissible gross weight, L represents the distance (in feet) between the first and last axle of a unit or combination.

Colorado:	800 (L + 40)
Hawaii:	700 (L + 40) For L less than or equal to 18 ft 800 (L + 40) For L more than 18 ft
Maryland:	850 (L + 40)
New York:	34,000 + (850 x L)
North Dakota:	750 (L + 40)
Ohio:	900 (L + 42$\frac{2}{9}$)

Practical Gross Weights

The laws of most states do not differentiate between front and rear axles in limiting maximum axle loads. It is, however, impractical to load the front axle as heavily as rear axles. A realistic weight limit for the front axle would be 9,000 pounds. Alabama, for example, has a single-axle limit of 18,000 pounds or 54,000 pounds for a 3-axle combination. A maximum gross weight of 45,000 pounds would be more realistic, however, because this allows only 9,000 pounds for the front axle and 18,000 pounds for each of the other axles.

State	Maximum Legal Loads (lb)			Maximum Practical★ Gross Weight (lb)		
	Lb/Inch of Tire Width	Single Axle	Tandem Axles 4 Ft Apart	Tractor & Semitrailer		Other Combinations
				Single Axles	Tandem Axles	
Alabama	r	18,000	36,000	45,000	64,650	64,650
Alaska	500	18,000	32,000	45,000	73,000	76,800
Arizona	r	18,000	32,000	45,000	73,000	76,800
Arkansas	r	18,000	32,000	45,000	56,000 x	56,000 x
California	r	18,000	32,000	45,000	73,000	76,800
Colorado	p	18,000	36,000	45,000 y	67,200 y	75,200 y
Connecticut	r	22,400	36,000	50,000	60,000	60,000
Delaware	700	20,000	36,000	48,000	73,280	73,280
District of Columbia	r	22,000	38,000	56,400	63,890	65,400
Florida	550	20,000	40,000	49,000	65,640	66,450
Georgia	p	20,340	40,680	61,020 z	63,280 z	63,280 z
Hawaii	r	24,000	32,000	57,000 y	70,700 y	70,700 y
Idaho	800	18,000	32,000	45,000	73,280	76,800
Illinois	r	18,000	32,000	45,000	72,000	72,000
Indiana	800	18,000	32,000	45,000	72,000	72,000
Iowa	p	18,000	32,000	45,000	72,634	72,634
Kansas	p	18,000	32,000	45,000	73,280	73,280
Kentucky	600	18,000	32,000	42,000 z	73,280 z	73,280
Louisiana	450	18,000	32,000	36,000 x	64,000 x	68,000 x
Maine	600	22,000	32,000	51,800	70,550	70,550
Maryland	r	22,400	40,000	53,800 i	65,000 i	65,000 i
Massachusetts	800	22,400	36,000	53,800	73,000	73,000
Michigan	700	18,000	26,000 t	45,000	68,000 z	129,000 z
Minnesota	p	18,000	32,000	45,000	69,000	72,500
Mississippi	r	18,000	32,000 z	45,000	64,650 z	64,650 z
Missouri	600	18,000	32,000	45,000	64,650	64,650
Montana	r	18,000	32,000	45,000	76,800	76,800
Nebraska	p	18,000	32,000	45,000	71,100	71,100
Nevada	r	18,000	32,000	45,000	76,800	76,800
New Hampshire	600	22,400	36,000	52,800	66,400	66,400
New Jersey	800	22,400	32,000	44,800 x	73,280	73,280
New Mexico	600	21,600	34,320	52,200	75,600	86,400
New York	800	22,400	36,000	53,800 i	65,000 i	65,000 i
North Carolina	600	19,000	r	46,200	65,100	65,100
North Dakota	550	18,000	32,000	45,000 i	73,280 aiy	73,280 a
Ohio	650	19,000	24,000 w	47,000 i	72,000 wiy	78,000 wy
Oklahoma	650	18,000	32,000	45,000	73,280	73,280
Oregon	550	18,000	32,000	45,000	73,280 z	76,000 bz
Pennsylvania	800	22,400	36,000	50,000	60,000	62,000
Rhode Island	r	22,400	44,800	50,000 c	60,000	88,000
South Carolina	p	20,000	32,000	49,000	63,890	68,350
South Dakota	600	18,000	32,000	45,000	72,100	73,280 b
Tennessee	r	18,000	32,000	45,000	61,580	61,580
Texas	650	18,000	32,000	45,000	72,000	72,000
Utah	r	18,000	33,000	45,000	76,500	79,900
Vermont	600	r	r	52,800 z	66,400 z	66,400 z
Virginia	650	18,000	32,000	45,000	70,000	70,000
Washington	550	18,000	32,000	45,000	68,000 bz	72,000 bz
West Virginia	p	18,000	32,000	45,000	60,800	60,800
Wisconsin	r	19,500	32,000	48,000	73,000	73,000
Wyoming	r	18,000	36,000	45,000	73,950	73,950

★—This assumes that the front axle is loaded to not more than 9000 lb.

a—With proper equipment.

b—Permit required.

c—Not less than 10.00–20 tires; not less than 27 ft between extreme axles.

p—No restriction.

r—Not specified.

t—32,000 lb on one set of tandem axles in a combination on designated highways.

w—31,500 lb allowed on tandem axles spaced over 4 ft but less than 8 ft apart.

x—Plus weight on front axle of tractor.

z—On designated highways only.

STATE SIZE RESTRICTIONS

State	Width (Inches)	Height (Feet)	Length (Feet)		
			Single Unit	Tractor Semi-Trailer	Other Combinations
Alabama	96	13½	35**b**	50	**d**
Alaska	96	13	35**b**	60	60
Arizona	96	13½	40	65	65
Arkansas	96	13½	35**b**	50	50
California	96**e**	13½	35**bf**	60	65
Colorado	96**c**	13½**g**	35**bf**	60	65**v**
Connecticut	102	12½	50	50	**d**
Delaware	96	13½	40**h**	55	60
Dist. of Columbia	96	12½	40	50	50
Florida	96	13½	40**j**	55	55
Georgia	96	13½	39½**k**	50	50
Hawaii	108	13	40	55	65
Idaho	96**m**	14	35**n**	60	65
Illinois	96	13½	42	55	60
Indiana	96	13½	36**b**	50	50
Iowa	96	13½	35**bf**	50	50
Kansas	96	13½	35**bf**	50	50
Kentucky	96	13½**g**	35	50	50
Louisiana	96	13½	35**bf**	50	60
Maine	96	12½	55	55	55
Maryland	96	12½**a**	55	55	55
Massachusetts	96	**p**	35**b**	50	**d**
Michigan	96	13½	35**bs**	55	55
Minnesota	96	13½	40	50	50
Mississippi	96	13½	35**bf**	55	55
Missouri	96	13½**w**	35**bf**	50	50
Montana	96	13½	35**b**	60	60**w**
Nebraska	96	13½	40	60	60
Nevada	96	**p**	**p**	**p**	**p**
New Hampshire	96	13½	35**t**	50	50
New Jersey	96	13½	35	50	50
New Mexico	96**m**	13½	40	65	65
New York	96	13	35**b**	50	50
North Carolina	96	12½**a**	35**bf**	50	50
North Dakota	96	13½	40**j**	60	60
Ohio	96	13½	35**bf**	50	60
Oklahoma	96	13½	35**u**	50	50
Oregon	96**e**	13½**gw**	35**t**	60**v**	65**vw**
Pennsylvania	96	12½**a**	35**b**	55**w**	55**w**
Rhode Island	102	12½	40	50	50
South Carolina	96	13½	40**j**	55	55
South Dakota	96	13½	35**b**	60	60
Tennessee	96	12½**a**	35**b**	50	50
Texas	96	13½	35**b**	50	50
Utah	96	14	45	60	65**w**
Vermont	96	12½	50	50	50
Virginia	96	13½	35**b**	50	50
Washington	96	13½	35**b**	60	65**vw**
West Virginia	96	12½**a**	35**bf**	50	50
Wisconsin	96	13½	35**b**	50	50
Wyoming	96	13½	40	65	65

a—Auto transporters allowed 13½ feet.
b—Buses permitted 40 feet.
c—Buses permitted 102 inches.
d—Not permitted.
e—100 inches across tires
f—Vehicles over 35 feet must have 3 axles.
g—On designated highways; otherwise 12½ feet.
h—Buses permitted 42 feet.
j—Vehicles over 35 feet, except buses, must have 3 axles.
k—Buses permitted 45.2 feet.
m—102 inches on certain roads.
n—40 feet on designated highways.
p—No restriction.
s—Auto transporters and moving vans permitted 40 feet.
t—Buses permitted 40 feet on designated highways.
u—Buses permitted 45 feet.
v—On designated highways.
w—With permit.

Passenger Cars & Trucks

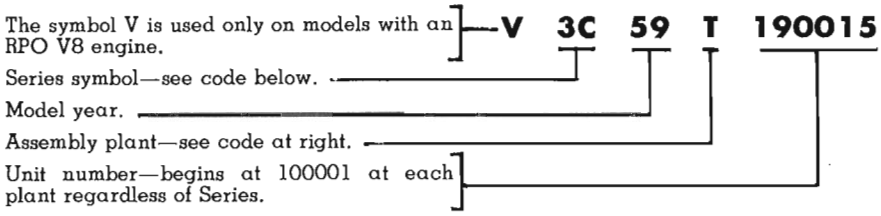
Items tabulated below are required by different states for installation on passenger cars and trucks. Space limitations prohibit a complete listing of legal requirements for each state. It is recommended that local authorities be contacted for more detailed information.

State	Direction Signals—New Vehicles	Direction Signals—When Hand Signals Are Invisible	Mudguards	Constant Powered Windshield Wiper	Windshield Washer	Two Rear Lamps	Permits Flashing Warning Lights	Defrosters (Trucks)
Alabama		X						
Alaska	X	X	X			X	X	
Arizona		X						
Arkansas	+	X	X			X	X	
California	X	X	X	X		X	X	
Colorado	X	X				X	X	
Connecticut		X	X				X	
Delaware	X	X				X	X	
D.C.	X	X				X	X	
Florida		X					X	
Georgia	X	X	X				X	
Idaho	X	X	X			X	X	
Illinois	X	X	X				X	
Indiana	X	X				X	X	
Iowa	X	X					X	
Kansas	X	X				X	X	
Kentucky		X				X		
Louisiana		X						
Maine		X	X					
Maryland	X	X						
Massachusetts			X					
Michigan	X	X	X		X			★
Minnesota	X	X	X			X	X	
Mississippi		X	X					
Missouri		X						
Montana		X				X	X	
Nebraska	X	X	X				X	
Nevada		X						
New Hampshire	X	X	X					X
New Jersey	X	X	X			X	X	
New Mexico	X	X				X		
New York	X	X	X			★		
North Carolina	X	X						
North Dakota	X	X					X	
Ohio	X	X	X				X	
Oklahoma	X	X	X			X	X	
Oregon		X	X				X	
Pennsylvania	X	X	X			X	X	
Rhode Island		X	X					
South Carolina		X					X	
South Dakota	X	X						
Tennessee		X	X					
Texas		X	X				X	
Utah		X	X			X	X	
Vermont	X	X	X					
Virginia	X	X	X					
Washington	X	X	X			X	X	
West Virginia		X						
Wisconsin	X	X	X					
Wyoming	X	X				X	X	
ICC	X			X		X	♦	X

★Commercial only. ♦Mandatory +Vehicles 80" wide or more

MODEL IDENTIFICATION

Identification of 1960-63 models is described in the *Foreword* section. For the model years 1953 through 1959 vehicle serial numbers are interpreted as shown below.



Assembly Plant Code

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

Series Code

Series	1959	1958	1957	1956	1955		1954	1953
					2nd	1st		
11	G	G	—	—	—	—	—	—
12	H	H	—	—	—	—	—	—
15	—	—	D	D	D2	D	D	D
31	3A	3A	3A	3A	H2	H	H	H
32	3B	3B	3B	3B	M2	—	—	—
34	3C	3C	3C	3C	F2	—	—	—
35	3D	3D	3D	3D	G2	—	—	—
36	3E	3E	3E	3E	J2	J	J	J
37	3F	3F	3F	3F	K2	K	K	K
38	3G	3G	3G	3G	L2	L	L	L
39	—	—	—	—	—	M	M	M
41	4A	4A	4A	4A	N2	N	N	N
44	4B	4B	4B	4B	P2	P	P	P
45	4C	4C	4C	4C	R2	R	R	R
51	5A	5A	5A	5A	S2	S	S	S
53	5K	5K	—	—	—	—	—	—
54	5B	5B	5B	5B	T2	T	T	T
57	5C	5C	5C	5C	U2	U	U	U
51S	5D	5D	5D	5D	(S)S2	(S)S	(S)S	(S)S
53S	5L	5L	—	—	—	—	—	—
54S	5E	5E	5E	5E	(S)T2	(S)T	(S)T	(S)T
57S	5F	5F	5F	5F	(S)U2	(S)U	(S)U	(S)U
51H	5G	5G	5G	5G	—	—	—	—
53H	5M	5M	—	—	—	—	—	—
54H	5H	5H	5H	5H	—	—	—	—
57H	5J	5J	5J	5J	—	—	—	—
61	6A	6A	6A	6A	V2	V	V	V
63	6P	6P	—	—	—	—	—	—
64	6B	6B	6B	6B	W2	W	W	W
65	6C	6C	6C	6C	X2	X	X	X
6702	6D	6D	6D	6D	Y2	Y	Y	Y
6703	6V	6V	—	—	—	—	—	—
68	6E	6E	6E	6E	Z2	Z	Z	Z
61S	6F	6F	6F	6F	(S)V2	(S)V	(S)V	(S)V
63S	6R	6R	—	—	—	—	—	—
64S	6G	6G	6G	6G	(S)W2	(S)W	(S)W	(S)W
65S	6H	6H	6H	6H	(S)X2	(S)X	(S)X	(S)X
67S	6T	6T	—	—	—	—	—	—
61H	6L	6L	6L	6L	—	—	—	—
63H	6S	6S	—	—	—	—	—	—
64H	6M	6M	6M	6M	—	—	—	—
65H	6N	6N	6N	6N	—	—	—	—
67H	6U	6U	6U	6U	—	—	—	—
71	7A	7A	7A	7A	—	—	—	—
72	7B	7B	7B	7B	—	—	—	—
77	7C	7C	7C	7C	—	—	—	—
81	8A	8A	8A	8A	—	—	—	—
82	8B	8B	8B	8B	—	—	—	—
84	8C	8C	8C	8C	—	—	—	—
85	8D	8D	8D	8D	—	—	—	—
87	8E	8E	8E	8E	—	—	—	—
88	8F	8F	8F	8F	—	—	—	—
91	9A	9A	9A	9A	—	—	—	—
92	9B	9B	9B	9B	—	—	—	—
97	9C	9C	9C	9C	—	—	—	—
101	10A	10A	10A	10A	—	—	—	—
102	10B	10B	10B	10B	—	—	—	—
104	10C	10C	10C	10C	—	—	—	—
105	10D	10D	10D	10D	—	—	—	—
107	10E	10E	10E	10E	—	—	—	—
108	10F	10F	10F	10F	—	—	—	—

STANDARD TABLES

Length

4 inches (in) ..... 1 hand
12 inches or 3 hands ..... 1 foot (ft)
3 feet or 36 in ..... 1 yard (yd)
5½ yards or 16½ feet ..... 1 rod (rd)
40 rods ..... 1 furlong (fur)
8 furlongs or 1760 yd ..... 1 mile (mi)

Area

144 square inches (sq in) ..... 1 square foot
9 square feet ..... 1 square yard
30¼ square yards ..... 1 square rod
160 square rods or 43,560 sq ft ..... 1 acre (A)
640 acres ..... 1 square mile

Volume

1728 cubic inches (cu in) ..... 1 cubic foot
27 cubic feet ..... 1 cubic yard
128 cubic feet ..... 1 cord (cd)
231 cubic inches ..... 1 gallon (gal)
2150.4 cubic inches ..... 1 bushel (bu)

Circular Measure (Angles)

60 seconds (sec) ..... 1 minute (min)
60 minutes ..... 1 degree (°)
90 degrees ..... 1 quadrant (quad)
4 quadrants or 360 degrees ..... 1 circle

Dry Measure (Grain, Fruit, etc.)

2 pints (pt) ..... 1 quart (qt)
8 quarts ..... 1 peck (pk)
4 pecks ..... 1 bushel

Liquid Measure

4 gills (gi) ..... 1 pint
2 pints ..... 1 quart
4 quarts ..... 1 gallon
31 1/32 gallons ..... 1 barrel (bbl)
2 barrels ..... 1 hogshead

Avoirdupois Weight

27 11/32 grains (gr) ..... 1 dram (dr)
16 drams ..... 1 ounce (oz)
16 ounces or 7000 gr ..... 1 pound (lb)
2000 pounds ..... 1 short ton
2240 pounds ..... 1 long ton

DECIMAL EQUIVALENTS

1/32 = .031250	3/8 = .375000	23/32 = .718750
1/16 = .062500	13/32 = .406250	3/4 = .750000
3/32 = .093750	7/16 = .437500	25/32 = .781250
1/8 = .125000	15/32 = .468750	13/16 = .812500
5/32 = .156250	1/2 = .500000	27/32 = .843750
3/16 = .187500	17/32 = .531250	7/8 = .875000
7/32 = .218750	9/16 = .562500	29/32 = .906250
1/4 = .250000	19/32 = .593750	15/16 = .937500
9/32 = .281250	5/8 = .625000	31/32 = .968750
5/16 = .312500	21/32 = .656250	32/32 = 1.000000
11/32 = .343750	11/16 = .687500	

METRIC TABLES

Length

10 millimeters (mm) ..... 1 centimeter (cm)
10 centimeters ..... 1 decimeter (dm)
10 decimeters ..... 1 meter (m)
1000 meters ..... 1 kilometer (km)

Area

100 sq millimeters ..... 1 sq centimeter
100 sq centimeters ..... 1 sq decimeter
100 sq decimeters ..... 1 sq meter

Volume

1000 cu millimeters ..... 1 cu centimeter
1000 cu decimeters ..... 1 cu meter

Measure of Capacity (Dry or Liquid)

10 milliliters (ml) ..... 1 centiliter (cl)
10 deciliters ..... 1 liter (l)
1000 liters ..... 1 kiloliter (kl)

Weight

10 milligrams (mg) ..... 1 centigram (cg)
10 decigrams ..... 1 gram (g)
1000 grams ..... 1 kilogram (kg)
1000 kilograms ..... 1 metric ton

EQUIVALENT WEIGHT & MEASURES

Length

1 inch ..... 2.54 centimeters
1 yard ..... 0.9144 meter
1 mile ..... 1.6093 kilometer
1 meter ..... 39.37 inches
1 kilometer ..... 0.62137 mile

Area

1 sq inch ..... 6.452 sq centimeters
1 sq yard ..... 0.8361 sq meter
1 acre ..... 4047 sq meters
1 sq mile ..... 2.59 sq kilometers
1 sq centimeter ..... 0.155 sq inch
1 sq meter ..... 1.196 sq yards
1 sq kilometer ..... 0.3861 sq miles

Volume and Capacity

1 cu inch ..... 16.387 cu centimeters
1 cu foot ..... 0.0283 cu meter
1 cu yard ..... 0.7646 cu meter
1 cu centimeter ..... 0.061 cu inch
1 cu meter ..... 1.308 cu yards
1 gallon (U.S.) ..... 3.785 liters
1 liter ..... 0.2642 gallon (U.S.)

Weights

1 ounce ..... 28.35 grams
1 pound ..... 0.4536 kilogram
1 ton (short) ..... 0.9072 metric ton
1 gram ..... 15.432 grains
1 kilogram ..... 2.2046 pounds
1 metric ton ..... 1.1023 tons (short)

CONTAINER DIMENSIONS

Bushel basket ..... 18" large dia, 11¾" height
Bushel box ..... 10¾" x 10¾" x 23½"
Half-bushel basket ..... 14½" large dia, 9½" height
Chicken crate ..... 23¾" x 35¼" x 13¼"
Egg crate (30 doz) ..... 12" x 12¼" x 26"

COMMODITY WEIGHTS

Approximate weights of commodities are listed to aid in calculating payload figures. Since most commodities and containers vary in weight, shape and size, the figures shown should be used only for approximation purposes. When making specific recommendations for truck or tractor-trailer equipment, accurate commodity weights and measures should be obtained from local sources.

BUILDING SUPPLIES (Except Lumber)

	Lb Per Cubic Ft	Lb Per Cubic Yd
Asbestos	125-192	3370-5180
Asphalt	69-94	1860-2540
Asphalt, Brick	100-130	2700-3510
Brick, Soft Inferior	100	
Brick, Common	112	
Brick, Hard	125	
Brick, Best Pressed	135-150	
Cement, Chrome	135	
Cement, Hydraulic	65	
Cement, Magnesia	127	
Cement, Natural	187	
Cinders	40-52	1080-1404
Clay, Dry Loose Lumps	63-85	1700-2295
Clay, Wet	110	2970
Clay, Wet Shaken	104	2810
Clay, Solid	120-150	3240-4050
Clay and Gravel, Dry	100	2700
Clay and Gravel, Excavated in Water	65	1755
Clay and Sand, Excavated in Water	65	1755
Concrete	120-155	3240-4185
Concrete, Mix, Wet		3500-3750
Earth (Common Loam) Perfectly Dry, Loose	72-80	1940-2160
Earth, Perfectly Dry, Shaken	82-92	2210-2485
Earth, Slightly Moist, Loose	70-76	1890-2055
Earth, More Moist, Loose	66-68	1780-1840
Earth, More Moist, Packed	90-100	2430-2700
Earth, More Moist, Shaken	75-90	2025-2430
Earth, Soft Flowing Mud	104-112	2810-3025
Earth, Soft Flowing Mud, Well Pressed	110-120	2970-3240
Earth and Gravel, Dry and Loose	100	2700
Earth and Sand, Dry, Loose	100	2700
Fire Brick	130-150	3510-4050
Fire Brick, Silica	128	3460
Fire Brick, Magnesia	160	4320
Fire Clay	130	3510
Glass, Common Window	157	
Glass, Green	169	
Glass, Plate	158	
Granite	160-175	4320-4725
Granite, Quarried and Piled	96	2595
Gravel	100-120	2700-3240
Gravel, Excavated in Water	60	1620
Gravel and Sand, Dry, Loose	90-106	2430-2862
Gravel and Sand	120 Plus	3240 Plus
Gypsum (Plaster of Paris) Rock	130-160	3510-4320
Limestone, Loose, Crushed	96-104	2590-2810
Limestone, Solid	140-185	3780-4995
Limestone, Solid, Common	165-171	4455-4620
Limestone, Quarried and Piled	95	2565
Marble (See Limestone), Italian, Solid	169	4565
Marble, Vermont, Solid	165	4455
Marble, Loose	96	2595
Mortar	90-110	2430-2970
Mortar, Rubble	154	4160
Mortar, Rubble, Dry	138	3730
Pitch	67-72	1780-1940
Quartz	163-168	4400-4540
Quick Lime	95	2565
Quick Lime, Ground Loose	55	1485
Quick Lime, Thoroughly Shaken	75	2025
Rock and Stone, Crushed	85-104	2295-2810
Rock and Stone, Various	135-200	3645-5400
Sand, Dry, Loose	90-106	2430-2860
Sand, Dry, Slightly Shaken	100	2700
Sand, Dry, Well Shaken	120	3240
Sand, Dry, Large and Small Grains	117	3160
Sand, Moist, Loose	120	3240
Sand, Wet (Voids Full of Water)	118-129	3185-3485
Sand, Excavated in Water	60	1620
Sandstone	140-167	3780-4510
Sandstone, Quarried and Piled	86	2325
Sandstone, Fit for Building	149	4025
Slate	170-205	4590-5560
Tar	62-75	1675-2025
Terra Cotta	110	2970
Tile	110-120	2970-3240

	Pounds	Per
Cement, Natural, Slack Barrel, 3 Bushels 28½ x 16½ x 21"	300	Barrel
Cement, Portland	94	Bag
Cement, Portland, Slack Barrel, 3 Bushels 28½ x 16½ x 21"	380	Barrel
Cement, Rosendale, Slack Barrel, 3 Bushels 28½ x 16½ x 21"	300	Barrel
Cement, Western, Slack Barrel, 3 Bushels 28½ x 16½ x 21"	265	Barrel
Lime, Large Slack Barrel	320	Barrel
Lime, Small Slack Barrel	200	Barrel

WOOD and LUMBER

	Lb Per Cubic Ft	Lb Per M Bd Ft
Alder	42	3500
Apple Wood	47	3900
Ash, Kiln Dried	36	3000
Ash, Black, Air Dried	39	3200
Ash, Black, Green	55	4600
Ash, Red, U. S. Seasoned	40	3300
Ash, White, Kiln Dried	38-40	3170-3300
Ash, White, Air Dried	46	3400
Ash, White, Green	55	4600
Bamboo	22	
Basswood, Kiln Dried	25	2100
Basswood, Air Dried	30	2500
Basswood, Green	50	4150
Beechwood, Air Dried	30	2500
Beechwood, Green	69	5750
Birch, Kiln Dried	41	3415
Birch, Air Dried	48	4000
Birch, Green	66	5500
Black Walnut	47	3880
Blue Gum, Air Dried	53	4375
Box Wood	60-70	5000-8400
Butternut, Dry	30	2500
Butternut, Green	48	4000
Cedar, Kiln Dried	27	2200
Cedar, Green	36	3000
Cedar, Red or White, U. S. Seasoned	22	1830
Cherry, U. S. Seasoned	44	3650
Cherry, Air Dried	46	3800
Cherry, Green	60	5000
Chestnut, 2350 Lb per Cord		
Chestnut, Kiln Dried	30	2450
Chestnut, Air Dried	37	2800
Chestnut, U. S. Seasoned	41	3400
Chestnut, Green	60	5000

WOOD AND LUMBER (Cont'd)

	Lb Per Cubic Ft	Lb Per M Bd Ft
Cotton Wood, Kiln Dried	29	2400
Cotton Wood, Air Dried	37	2800
Cotton Wood, Green	52-55	4350-4600
Cypress, U.S. Seasoned	30	2500
Cypress, Air Dried	36	3000
Cypress, Green	60	5000
Dogwood	47	3900
Douglas, Fir, Dry	30	2500
Douglas, Fir, Green	42	3500
Elm	2350 Lb per Cord	
Elm, Soft, Kiln Dried	35	2900
Elm, Air Dried	39	3100
Elm, Green	57	4750
Elm, White, U.S. Seasoned	45	3750
Elm, Rock, Dry	48	4000
Elm, Rock, Green	65	5400
Fir, Air Dried	37	3100
Fir, Noble, Air Dried	32	2600
Fir, Eastern, U.S. Seasoned	25	2100
Gum, Kiln Dried	37	3050
Gum, Air Dried	40	3300
Gum, Green	65	5400
Gum Sap Wood, Air Dried	36	3000
Gum Sap Wood, Kiln Dried	33	2750
Gum Sap Wood, Green	60	5000
Hemlock	2200 Lb per Cord	
Hemlock, Air Dried	24-26	2000-2100
Hemlock, U.S. Seasoned	29	2400
Hemlock, Green	42	3500
Hickory	4500 Lb per Cord	
Hickory, U.S. Seasoned	48	4000
Hickory, Air Dried	54	4500
Hickory, Green	72	6000
Pine, Long-Leaf, Air Dried	54	4500
Pine, North Carolina, Air Dried	36	3000
Pine, Norway or White	2000 Lb per Cord	
Pine, Oregon, U.S. Seasoned	32	2600
Pine, Red, U.S. Seasoned	30	2500
Pine, White, U.S. Seasoned	26	2100
Pine, White, Air Dried	28	2300
Pine, White, Green	36	3000
Pine, Yellow, Northern, Air Dried	34	2700
Pine, Yellow, Short Leaf, U.S. Seasoned	38	3100
Pine, Yellow, Air Dried	38	3100
Pine, Yellow, Short Leaf, Dry	40	3300
Pine, Yellow, Long Leaf, Dry	41	3400
Pine, Yellow, Long Leaf, U.S. Seasoned	44	3650
Pine, Yellow, Southern, Air Dried	45	3700
Pine, Yellow, Short Leaf, Green	51	4200
Pine, Yellow, Long Leaf, Green	54	4500
Poplar	2350 Lb per Cord	
Poplar, U.S. Seasoned	27	2250
Poplar, Kiln Dried	29	2400
Poplar, Air Dried	34	2800
Poplar, Green	47	3900
Red Wood, U.S. Seasoned	26	2170
Red Wood, Air Dried	30	2500
Red Wood, Green	39	3300
Rock Elm, Kiln Dried	41	3500
Rock Elm, Air Dried	48	4000
Rock Elm, Green	65	5400
Spruce, Air Dried	28	2300
Spruce, Kiln Dried	25	2100
Spruce, Black, U.S. Seasoned	27	2250
Spruce, Green	40-55	3300-4600
Spruce, White, U.S. Seasoned	27	2250
Sycamore, Air Dried	37	3100
Sycamore, Green	53-57	4400-4750
Teak	51-62	4250-5150
Walnut	36-46	3000-3800
Willow, Air Dried	34	2800
Willow, Green	51	4200

METALS, MINERALS, ORES, ROCK, STONE, COAL

	Lb Per Cu Ft	Lb Per Cu Yd
Alabaster, gypseous	160	4300
Aluminum, cast	160	4300
pure	165	4450
Andesite Stone	175	4750
Anthracite	100	2700
Antimony	420	11,350
Babbitt	440	11,900
Barytes, mineral	280	7550
Basalt rock	170	4600
Bauxite	160	4300
Block, paving stone	175	4750
Bluestone	110	2950
Borax	110	2950
Brass, cast	525	14,200
drawn	545	14,700
rolled	535	14,450
Bronze	550	14,850
Chalk	118-175	3180-4725
Charcoal, oak	35	950
pine	25	700
Coal, Anthracite, egg	62	1650
Anthracite, lump	65	1750
Anthracite, nut	58	1550
Anthracite, pea	56	1500
Anthracite, stove	60	1600
Bituminous, loose lump	52	1400
Bituminous, run-of-mine	57	1550
Pocahontas, lump	50	1350
Coke, commercial	30	800
Copper, cast	550	14,850
rolled	560	15,100
Dolomite	180	4850
Emery	250	6750
Feldspar	160	4300
Flint	162-196	
Granite, crushed	95	2550
solid	170	4600
Graphite	170	4600
Greenstone, crushed	105	2850
solid	185	5000
Gypsum	130-160	3510-4320
Iron, cast	450	12,150
rolled	480	12,950
Lead	710	19,150
Limestone, crushed	96-104	2590-2810
solid	140-185	3780-4995
Magnesite	185	5000
Manganese	475	12,800
Marble, solid	165-170	4455-4600
Mica	165-200	4455-5400
Nickel	550	14,850
Ore (avg)	120	3250
Peat	52	1400
Phosphate Rock	200	5400
Porcelain	150	4050
Quartz	163-168	4400-4540
Rock, crushed	85-104	2295-2810
Salt, rock, solid	135	3650
coarse	45	1200
fine	50	1350
Saltpeter	70	1900
Sandstone, crushed	85	2300
solid	155	4200
Shale, crushed	95	2550
solid	170	4600
Silica	133-142	3590-3840
Silver	520	14,000
Slag, crushed	70	1900
solid	175	4750
screenings	100	2700
furnace, granulated	53	1430
Slate	170-205	4590-5550
Soapstone	166-174	4485-4725
Steel, rolled	490	13,200
Stone, crushed	100	2700
Sulphur	125	3400
Talc	168-174	4540-4700
Tin	460	12,400
Zinc	435	11,700

COMMODITY WEIGHTS

FRUITS, VEGETABLES, GRAINS & NUTS

	Pounds	Per
Apples	50	Bushel
Apples, 1 Barrel, 3.28 Bu	180	Barrel
Apples, 4 Basket Crate	25	Crate
Apples, 6 Basket Crate, 24 x 12⅛ x 10⅞"	38	Crate
Bananas, Jamaica First, Slack Barrel, 3.28 Bu, 28½ x 17⅛ x 20⅜"	105	Barrel
Bananas, Port Limons, Slack Barrel, 3.28 Bu, 28½ x 17⅛ x 20⅜"	140	Barrel
Barley	48	Bushel
Beans, Dry	60	Bushel
Beans, 24-Pint Crate	16.7	Crate
Beans, 24-Quart Crate	33.5	Crate
Beets	55–60	Bushel
Beets, Bbl. Crate, 36 x 18⅝ x 12⅝"	180	Crate
Beets, Slack Barrel, 3 Bu., 28½ x 16½ x 21"	120	Barrel
Beets, Slack Barrel, 4 Bu., 28½ x 19½"	160	Barrel
Berries, 24-Pint Crate	20	Crate
Berries, 21-Quart Crate	38	Crate
Blue Grass Seed	14	Bushel
Buckwheat	48	Bushel
Cabbage, Florida Cabbage Barrel, 36 x 18⅝ x 12⅝"	50	Crate
Cabbage, Huber Crate, 30 x 16¾ x 16¾"	115	Crate
Cantaloupe, 4 Basket Crate	18	Crate
Cantaloupe, 6 Basket Crate, 24 x 12⅛ x 10⅞"	27.5	Crate
Carrots	50	Bushel
Carrots, Slack Barrel, 3 Bu., 28½ x 16½"	100	Barrel
Carrots, Slack Barrel, 4½ Bu., 30 x 20"	150	Barrel
Celery, Slack Barrel, 3 Bu., 28½ x 16½"	120	Barrel
Celery, Slack Barrel, 4½ Bu., 30 x 20"	180	Barrel
Chestnuts	50	Bushel
Clover Seed	60	Bushel
Corn, Sweet, Green, Slack Barrel, 3 Bu., 28½ x 16½ x 21"	98	Barrel
Corn, Sweet, Green, Slack Barrel, 4½ Bu., 30 x 20"	146	Barrel
Corn, Shelled	56	Bushel
Cornmeal, Bolted	44	Bushel
Cotton Seed	32	Bushel
Cucumbers	48	Bushel
Cucumbers, Slack Barrel, 3 Bu., 28½ x 16½ x 21"	120	Barrel
Cucumbers, Slack Barrel, 4½ Bu., 30 x 20"	180	Barrel
Cucumbers, 4 Basket Crate	20	Crate
Cucumbers, 6 Basket Crate, 24 x 12⅛ x 10⅞"	30	Crate
Egg Plant, Slack Barrel, 3 Bu., 28½ x 16½ x 21"	120	Barrel
Egg Plant, Slack Barrel, 4½ Bu., 30 x 20"	180	Barrel
Grapefruit, Citrus Fruit Crate, 27¼ x 12¾ x 12¾"	80	Crate
Greens, Slack Barrel, 3 Bu., 28½ x 16½ x 21"	60	Barrel
Greens, Slack Barrel, 4½ Bu., 30 x 20"	90	Barrel
Hickory Nuts	45	Bushel
Horseradish	50	Bushel
Lemons, 10 x 14 x 27"	90	Crate
Lettuce, Slack Barrel, 3 Bu., 28½ x 16½ x 21"	60	Barrel
Lettuce, Slack Barrel, 4 Bu., 28½ x 19½"	80	Barrel
Lettuce, Slack Barrel, 4½ Bu., 30 x 20"	90	Barrel
Oats	32	Bushel
Okra, Slack Barrel, 3 Bu., 28½ x 16½ x 21"	120	Barrel
Okra, Slack Barrel, 4½ Bu., 30 x 20"	180	Barrel
Okra, 4 Basket Crate	20	Crate
Onions, Dry, Cummer Crate, 20½ x 11½ x 10½"	57	Crate
Onions, Dry, Slack Barrel, 3 Bu., 28½ x 16½ x 21"	160	Crate
Onions, Green, Slack Barrel, 3 Bu., 28½ x 16½ x 21"	100	Crate
Oranges, Citrus Fruit Crate, 27¼ x 12¾ x 12¾"	80	Crate
Parsley	8	Bushel
Parsley, Slack Barrel, 3 Bu., 28½ x 16½ x 21"	60	Barrel
Parsnip, Slack Barrel, 3 Bu., 28½ x 16½ x 21"	120	Barrel
Peaches, 4 Basket Crate	25	Crate
Peaches, 6 Basket Crate, 24 x 12⅛ x 10⅞"	37.5	Crate
Peanuts	22	Bushel
Pears, Slack Barrel, 3.28 Bu., 28½ x 17⅛ x 20⅜"	150	Barrel
Peas	60	Bushel
Peas, 4 Basket Crate	18	Crate
Peas, 6 Basket Crate, 24 x 12⅛ x 10⅞"	25	Crate
Peppers, Slack Barrel, 3 Bu., 28½ x 16½ x 21"	60	Barrel
Peppers, Slack Barrel, 4½ Bu., 30 x 20"	90	Barrel
Pie Plant	50	Bushel
Plums, 4 Basket Crate	25	Crate
Plums, 6 Basket Crate, 24 x 12⅛ x 10⅞"	37.5	Crate
Plums, 24-Quart Crate	33.3	Crate
Pop Corn, Shelled	56	Bushel
Potatoes, Sweet	55	Bushel
Potatoes, White or Irish	60	Bushel
Potatoes, Slack Barrel, 28½ x 16½ x 21"	175	Barrel
Radishes	151	Crate
Radishes, Slack Barrel, 3 Bu., 28½ x 16½ x 21"	100	Barrel
Radishes, Slack Barrel, 4½ Bu., 30 x 20"	150	Barrel
Rhubarb	50	Bushel
Rice, Rough	43	Bushel
Rutabagas	50	Bushel
Rye	56	Bushel
Spinach	20	Bushel
Spinach, Slack Barrel, 3 Bu., 28½ x 16½ x 21"	60	Barrel
Squash, Slack Barrel, 3 Bu., 28½ x 16½ x 21"	120	Barrel
Timothy Seed	45	Bushel
Tomatoes	55	Bushel
Tomatoes (Unwrapped), 4 Basket Crate	25	Crate
Tomatoes (Unwrapped), Huber 4 Basket Crate 22 x 14 x 5"	22.5	Crate
Tomatoes (Unwrapped), 6 Basket Crate, 24 x 12⅛ x 10⅞"	45	Crate
Tomatoes (Wrapped), 4 Basket Crate	22.5	Crate
Tomatoes (Wrapped), Huber 4 Basket Crate, 22 x 14 x 5"	20	Crate
Tomatoes (Wrapped), 6 Basket Crate, 24 x 12⅛ x 10⅞"	47	Crate
Turnips	180	Crate
Turnips	55	Bushel
Turnips, Slack Barrel, 3 Bu., 28½ x 16½ x 21"	120	Barrel
Walnuts	50	Bushel
Wheat	60	Bushel
Wheat, India	46	Bushel

OTHER FARM PRODUCTS

	Pounds	Per
Butter	54	Cu Ft
Butter, Tub, 13½ x 12½"	30	Tub
Butter, Tub, 16½ x 15"	60	Tub
Cheese, Box, 16⅛ x 6⅜"	30	Box
Cheese, Box, 15½ x 15"	60	Box
Chickens, Broilers, Crate, 16 x 16 x 4½"	36	Crate
Chickens, Fowl, Crate, 16 x 16 x 8"	74	Crate
Chickens, Roasters, Crate, 19 x 16 x 8"	75	Crate
Cotton, Standard Bale, 27 x 27 x 54"	515	Bale
Cotton, Compressed Bale, 25 x 25 x 54"	515	Bale
Cream (See Liquids)		
Eggs, In Crates, 30 Dozen	52	Crate
Eggs, Crate, Empty, 30 x 12 x 12"	10	Crate
Hay, Standard Bale, 46 x 30 x 26"	210	Bale
Hay, Standard Bale, 43 x 22 x 17"	115	Bale
Hay, Small Bale, 43 x 16 x 14"	85	Bale
Hay, Small Bale, 43 x 24 x 18"	120	Bale
Hay, Small Canadian	145	Bale
Hay, Standard Canadian	250	Bale
Lard	59	Cu Ft
Milk (See Liquids)		
Straw, Standard Bale, 17 x 22 x 43"	100	Bale
Straw, Standard Bale, 26 x 30 x 46"	180	Bale
Sugar	300	Barrel
Sugar Cane	57	Bushel

LIQUIDS

	Pounds	Per
Acetone	665	100 Gal
Acid, Carbolic	790-805	100 Gal
Acid, Muriatic	1000	100 Gal
Acid, Nitric	1020	100 Gal
Acid, Sulphuric	1540	100 Gal
Alcohol	665-675	100 Gal
Asphalt, Hot Oil	9.5	Per Gal
Beer	365	Barrel
Beer	195	½ Barrel
Beer	105	¼ Barrel
Beer	105	Empty Barrel
Beer	65	Empty ½ Barrel
Beer	35	Empty ¼ Barrel
Beer	51.5	Case
Beer	32	Empty Case
Benzene	900	100 Gal
Castor Oil	810	100 Gal
Chloroform	1235	100 Gal
Cocoanut Oil	775	100 Gal
Corn Syrup	1150	100 Gal
Cotton Seed Oil	810	100 Gal
Cream	850	100 Gal
Creosote Oil	860-920	100 Gal
Crude Oil	642	100 Gal
Ether	615	100 Gal
Fuel Oil	695-795	100 Gal
Gasoline, 56 Degrees Baume	630	100 Gal
Glycerine	1050	100 Gal
Honey	1200	100 Gal
Kerosene	665-685	100 Gal
Linseed Oil	790	100 Gal
Linseed Oil, Tight Barrel 35 x 21 x 26" 50-Gal	400	Barrel
Lubricating Oil	710-770	100 Gal
Milk	845-865	100 Gal
Milk, Cases, 20 ½-Pt Bottles, 16¾ x 12¾ x 8½"	33.1	Case
Milk, Cases, 10 1-Pt Bottles, 16¾ x 12¾ x 8½"	47.2	Case
Milk, Cases, 12 1-Qt Bottles, 16¾ x 12¾ x 10½"	64	Case
Milk, Cases, Empty Bottles, 20 ½-Pt	22.5	Case
Milk, Cases, Empty Bottles, 20 1-Pt	25.9	Case
Milk, Cases, Empty Bottles, 12 1-Qt	38.4	Case
Milk, Cans, 5 Gal 10" Diameter 20" High	55.7	Can
Milk, Cans, 10-Gal 13" Diameter, 23" High	110	Can
Milk, Cans, Empty 5-Gallon	13	Can
Milk, Cans, Empty 10-Gallon	24	Can
Milk, Bottles, Full, ½-Pt	1.2	Bottle
Milk, Bottles, Full 1-Pint	1.9	Bottle
Milk, Bottles, Full 1-Quart	3.9	Bottle
Milk, Bottles, Empty, ½-Pint	.63	Bottle
Milk, Bottles, Empty, 1-Pint	.80	Bottle
Milk, Bottles, Empty 1-Quart	1.6	Bottle
Molasses	650	Barrel
Molasses	1250	100 Gal
Naphtha, Wood	675-710	100 Gal
Naphtha, Petroleum Ether	555	100 Gal
Olive Oil	770	100 Gal
Petroleum	800	100 Gal
Propane (LP) Gas (Cylinders) 9⅜" diameter x 21"	39	Cylinder
12⅜" diameter x 27½"	75	Cylinder
12⅜" diameter x 33½"	92	Cylinder
14⅞" diameter x 48½"	188	Cylinder
Soft Drinks, Case, 12 24-oz Bottles	51	Case
Soft Drinks, Case, 24 ½-Pint Bottles	39	Case
Turpentine	725	100 Gal
Vinegar	900	100 Gal
Water, Fresh	834	100 Gal
Water, Sea	860	100 Gal

MISCELLANEOUS

	Lb Per Cu Ft	Lb Per Cu Yd
Ashes, soft coal	40-56	1080-1515
Bone	3100	115
Cork	15	400
Garbage, 73% moist	45	1250
Paper, solid (avg)	60	1600
Paraffin	55	1500
Resin	65	1800
Snow, packed	50	1350
Starch	95	2550
Street Sweepings	30	850

	Pounds	Per
Fertilizer, commercial, burlap bag bags per ton—10	200	bag
12	165	bag
16	125	bag
20	100	bag
Fish, fresh, wooden barrel 19" hd; 29" stave; 75" bilge circ	300	barrel
18½" hd; 23½" stave; 64½" bilge circ	160	½ barrel
Ice	58	cu ft
Std block 11" x 22" x 44"	320	block
Leather, dry	55	cu ft
greased	65	cu ft
Oysters, shucked	11.5	gallon
Paint, lead and oil	17	gallon
Paper, newspaper rolls— 35" dia x 34¼" long	500	roll
35" dia x 51⅜" long	1000	roll
35" dia x 61¼" long	1300	roll
Wood, soft, dry	3500	cord
soft, green	4000	cord
hard, dry	4000	cord
hard, green	5000	cord

WEIGHTS ADDED BY OPTIONS

Each weight shown in the table below is the approximate amount by which the truck weight is increased by the use of a particular item of optional equipment. It is not necessarily the weight of the item itself. For example, we see that a Heavy-duty 3-Speed Transmission adds 15 lb to the weight of a Series C10 truck, but the transmission itself obviously weighs in excess of 15 pounds.

In addition, the weight given includes the weight of any equipment *included in the cost* of the option.

Weights given apply only to those models in the Series on which the option is available.

Series 10, 20, 30

Optional Equipment	Weight Added (lb)			
	Series C10, K10, P10	Series P20, P30	Series C20, K20	Series C30
Battery, Heavy-duty	9	12	9	9
Bumper: Rear	43	—	42	43
Clutch, Heavy-duty	3	—	3	3
Engine: 292 Six	88	—	97	94
283 V8	135	—	135	130
Floor, Level	—	—	—	—
Fuel Tank	4	45	4	4
Generator: 42 amp	—	—	—	—
52 amp	—	—	—	—
62 amp	7	7	7	7
Heater: De Luxe	28	—	28	28
Recirculating	19	—	19	19
Hubs, Free Wheeling Front	1	—	2	—
Oil Filter: 2 quarts	—	—	—	—
Radio	7	—	7	7
Radiator: Heavy-duty	6	—	5	5
Seat, Auxiliary	46	—	—	46
Seat, Bostrom: Driver seat	9	—	9	9
Driver and 2-man companion seat	36	—	36	36
Springs, Front	—	20	—	3
Springs, Rear	6	94	6	10
Transmissions: (80-90 percent of weight on front wheels)				
Heavy-duty 3-Speed	19	35 **a**	23	−59
Heavy-duty 4-Speed	89	70	85	—
Powerglide	7	5	8	—
Window, Full-View Rear	2	—	2	2
Tires & Wheels: 6.50–16/6PR (five)	60	—	—	—
7–17.5/6PR (five)	140	—	—	—
(four rear)	—	—	—	144
8–17.5/6PR (two front)	—	10	10	—
(two rear)	—	10	10	—
8–17.5/8PR (two front)	—	13	13	3
(two rear)	—	13	13	—
(four rear)	—	—	—	147
8–19.5/6PR (two front)	—	—	45	36
(two rear)	—	—	50	36
(four rear)	—	186	—	112
8–19.5/8PR (two front)	—	6	47	37
(two rear)	—	—	52	39
(four rear)	—	188	—	—
7.00–15/6PR (five)	155	—	20	—
7.00–17/6PR (two front)	—	39	45	31
(two rear)	—	39	46	—
7.50–17/8PR (two front)	—	57	63	51
(two rear)	—	57	63	52
7.00–18/8PR (two front)	—	71	—	92
(four rear)	—	142	—	184

a—Deduct 36 lb for P30 models.

WEIGHTS ADDED BY OPTIONS
Series 50 through 80

Optional Equipment	Weight Added (lb)			
	Series 50	Series 60	Series 60-H	Series 80
Axle, Front I-Beam:				
Capacity 5000 lb	14	—	—	—
Capacity 7000 lb	—	215	—	—
Capacity 9000 lb	—	—	—	80
Capacity 11,000 lb	—	—	—	353*
Axle, Single-speed Rear	137	220	220	—
Axle, Two-speed Rear:				
Capacity 15,000 lb	217	58	—	—
Capacity 17,000 lb (4.87–6.77 Diesel)	—	—	143	—
Capacity 17,000 lb (7.17–9.97)	—	427***	—	—
Capacity 18,500 lb	—	—	—	83
Brakes, Air-Hydraulic: (40-50% of weight on front wheels)	—	—	79	60
Brakes, Full-Air: (85-90% of weight on front wheels)	—	—	441****	231**
Carrier, Spare Wheel	18	18	18	16
Engine: 292 Six	81	—	—	—
283 V8	129	—	—	—
327 V8	—	147	147	—
409 V8	—	—	—	200
Generator: 42 amp	—	—	—	—
52 amp	—	—	—	—
62 amp	5	6	6	5
Heater: De Luxe	27	27	27	27
Recirculating	19	19	19	19
Jack, Hydraulic	20	20	20	20
Radiator: Heavy-duty	15	15	15	14
Seat, Bostrom: Driver seat	9	9	9	9
Driver and 2-man companion seat	36	36	36	36
Shock Absorbers: Rear	20	20	20	20
Springs, Front:				
Capacity 3000 lb each	16	—	—	—
Capacity 4000 lb each	—	17	—	—
Capacity 4500 lb each	—	20	20	—
Capacity 5500 lb each	—	—	—	68
Capacity 7000 lb each	—	20	20	28
Springs, Rear:				
Capacity 7500 lb each	32	—	—	—
Capacity 8750 lb each	61	29**e**	—	—
Capacity 10,400 lb each	—	36	36	36
Capacity 11,500 lb each	—	138	138	58
Capacity 19,500 lb each (M80)	—	—	—	39
Stake Body:				
9 ft	—	795	795	795
12 ft	—	1027	1027	1027
Steering, Power	—	54	54	51
Tires & Wheels: Front and dual rear				
8–22.5/10PR (6.00″ disk wheels)	52	95	—	—
9–22.5/10PR (6.00″ disk wheels)	147	101	—	—
9–22.5/10PR (6.00″ rims on cast wheels)	—	—	102	**a**
9–22.5/10PR (6.75″ rims on cast wheels)	—	102	102	102**b**
10–22.5/10PR (6.75″ disk wheels)	—	210	210	**c**
10–22.5/10PR (7.50″ disk wheels)	—	—	—	81
10–22.5/10PR (6.75″ rims on cast wheels)	—	—	—	—
10–22.5/10PR (7.50″ rims on cast wheels)	—	—	—	—
11–22.5/12PR (7.50″ disk wheels)	—	—	—	227
11–22.5/12PR (7.50″ rim on cast wheels)	—	—	—	279
7.50–20/8PR (6.0″ disk wheels)	—	—	—	—
7.50–20/10PR (6.0″ disk wheels)	—	—	—	—
8.25–20/10PR (6.0″ disk wheels)	219	200	200	—
8.25–20/10PR (6.5″ disk wheels)	—	—	—	—
8.25–20/10PR (6.5″ rims on cast wheels)	—	—	—	68
9.00–20/10PR (6.5″ disk wheels)	—	325	325	—
9.00–20/10PR (7.0″ disk wheels)	—	—	—	—
9.00–20/10PR (6.5″ rims on cast wheels)	—	305	305	173
9.00–20/10PR (7.0″ rims on cast wheels)	—	—	—	—
10.00–20/12PR (7.5″ disk wheels)	—	—	—	—
10.00–20/12PR (7.5″ rims on cast wheels)	—	—	—	**d**
Transmissions: (80-90 percent of weight is carried by front wheels)				
5-speed synchromesh	—	26**f**	26	—
Powermatic	—	380	380	340
Auxiliary 3-speed	—	—	—	267**g**
4-speed	—	—	—	377**d**
Vacuum Tank	15	15	15	15**b**

a—170 lbs on M80
b—Available on M80 only
c—306 lbs on M80
d—895 lbs on M80
e—Not available on D60
f—42 lb on T60
g—Available on M80 only
*—291 lb on M80
**—770 lb on M80
***—375 lb on T60
****—804 lb on D60