

CHANGE NOTICE NO. 2

1964 Chevrolet Truck Data Book

March 1, 1964

The following items of equipment have been added and should be noted on the appropriate pages of your Truck Data Book.

Item		Section and Pages Affected
Bumper, Rear Step	V43.....	Pickup Models—9, 11, 13, 15, 17, 19 4-Wheel Drive Models—3, 5, 7, 9, 11, 13
Emergency Air Brake Equipment: Requires full-air brakes.....	I75.....	Gasoline Chassis-Cab Models—27, 29, 31 Diesel Chassis-Cab Models—7, 9 Tandem Models—5, 7
Stabilizer, Front		Step-Vans & Fwd Control Chassis—2, 12
Stabilizer, Rear		Step-Vans & Fwd Control Chassis—8, 10, 16
Transmissions:		
New Process 435 4-Spd.....	M24.....	Tandem Models—3 School Bus Models—3
Overdrive: not available with governor equipment.....	M10.....	Pickup Models—9, 11, 13, 15 Panel and Carryall Models—5 Gasoline Chassis-Cab Models—3, 5 Cowl Models—3

The following item of optional equipment has been cancelled and should be noted on the appropriate pages of your Truck Data Book.

Seat Belts, Custom DeLuxe	A37.....	4-Wheel Drive Models—17 Prices: Section II—2, 5, 23 Section III—2
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The following prices should be inserted in the appropriate pages of the Prices section of your Truck Data Book.

Ventilation, Closed Engine Positive	K24	
Factory D&H.....	\$.40	
List.....	\$5.00	
MSRDP.....	\$5.40.....	Section II—4, 7, 24

The following changes should be noted on the appropriate pages in the Yellow-Tab sections of your Truck Data Book.

Axle, Rear: Should read "Eaton Series 30D single-speed" instead of "Two Eaton Series 30 single-speed".....		Tandem Models—4, 6
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CHANGE NOTICE NO. 1

1964 Chevrolet Truck Data Book

January 1, 1964

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

Change	Section and Pages Affected
Air Cleaner: Oil-wetted; paper element should read "Oiled-paper element"	Pickup Models—8, 10, 12, 14, 16, 18, 20 ✓ Panel & Carryall Models—4, 6 ✓ Stake Models—4 ✓ Gasoline Chassis-Cab Models—4, 6, 8 ✓ 4-Wheel Drive Models—2, 4, 6, 8, 10, 12, 14, 20, 22 ✓ Cowl Models—4, 6 ✓
Axle, Rear: Capacity 23,000 lb; add "For use with Fuller 8-speed or Powermatic transmission only"	Diesel Chassis-Cab Models—7, 9 ✓
Brakes, HD Air Compressor: should read "Capacity 12 cu ft. For use with air-hydraulic or full-air brakes"	Gasoline Chassis-Cab Models—29 ✓
Controls & Instruments: delete "Hand throttle"	Diesel Chassis-Cab Models—8 ✓
Coolings: Sq-in area should be 229	Step-Vans & Forward Control Chassis—2, 12 ✓
Frame: Section modulus should be 15.95	Diesel Chassis-Cab Models—8 ✓
Frame Reinforcements: Section modulus should be 18.91	Gasoline Chassis-Cab Models—29 ✓ Diesel Chassis-Cab Models—7 ✓
Section modulus should be 15.95	Gasoline Chassis-Cab Models—31 ✓
Guard: delete "Rear bumper—V32"	Pickup Models—3, 5 ✓
GVW Ratings: 4060 lb should be 4600 lb	Pickup Models—7 ✓
Shock Absorbers: add "Rear only. F51"	Step-Vans & Forward Control Chassis—3, 13 ✓

Change**Section and Pages Affected****Belts, Seat:** Driver & passenger

delete "A37"

add Custom De Luxe—A37

Custom De Luxe with retractors—A49

Deletion.....A62.....Pickup Models—3, 5

Stabilizer Bar, Front Suspension:

Power steering should.....Pickup Models—9, 11, 13, 15, 17, 19

read "dealer-installed power

steering".....Panel & Carryall Models—5

Stake Models—3

Gasoline Chassis-Cab Models—3, 5, 7

Cowl Models—3, 5

Tire & Wheel Combinations:

Rim width for 7.00-15/6PR tires should be 5.5".....Pickup Models—9, 11, 13, 15

Panel & Carryall Models—5

Gasoline Chassis-Cab Models—3, 5

4-Wheel Drive Models—3, 5, 7, 9, 19, 21

Cowl Models—3

Rim width for 6.50-16/6PR tires should be 5.5".....Gasoline Chassis-Cab Models—9

7.17-5/6PR tires should read 7-17.5/6PR.....Pickup Models—9, 11, 13, 15

Panel & Carryall Models—5

Gasoline Chassis-Cab Models—3, 5

4-Wheel Drive Models—3, 5, 7, 9, 19, 21

Cowl Models—3

Step-Van & Forward Control Chassis—3

RPO S67 12-22.5/12PR and RPO S33

11.00-20/12PR tires are for use with 23,000-lb

rear axle only.....Gasoline Chassis-Cab Models—29, 31

Diesel Chassis-Cab Models—7, 9

Wheels: delete "4 painted hub-caps".....4-Wheel Drive Models—2, 4, 6, 8, 14, 20*The following items of equipment have been added and should be noted on the appropriate pages of your Truck Data Book.***Option****Section and Pages Affected****Belts, Seat:** Driver & Passenger.....Pickup Models—2, 4**Lamps, Hazard & Marker:** Five; includes hazard

flasher switch—V75.....Pickup Models—9, 11, 13, 15, 17, 19

Panel & Carryall Models—5

Stake Models—3

Gasoline Chassis-Cab Models—3, 5, 7

4-Wheel Drive Models—3, 5, 7, 9, 11, 13, 19, 21, 23

Closed Engine Positive Ventilation:

Type B—K24.....Pickup Models—3, 5, 9, 11, 13, 15, 17, 19, 21

Panel & Carryall Models—5

Stake Models—3

Gasoline Chassis-Cab Models—3, 5, 7

4-Wheel Drive Models—3, 5, 7, 9, 11, 13, 19, 21, 23

Cowl Models—3, 5

Starter Motor, Heavy-Duty:

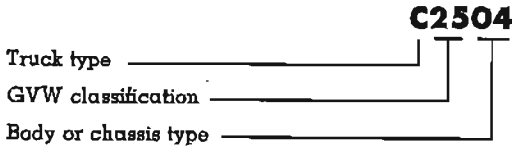
Not available with Powerglide Transmission—K67.....Step-Vans & Forward Control

Chassis—3, 5, 7, 9, 11, 13, 15, 17

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—Corvaire 95
- S—School bus model
- T—Tilt cab model with gasoline engine
- U—Tilt cab model with diesel engine
- W—Low-cab-forward (LCF) diesel tandem

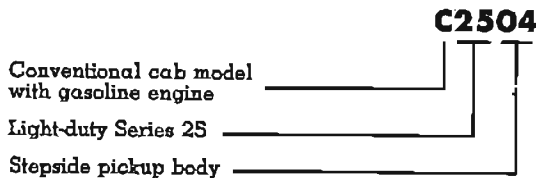
GVW Classification Code

- 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
- 35—Forward-control van
- 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:



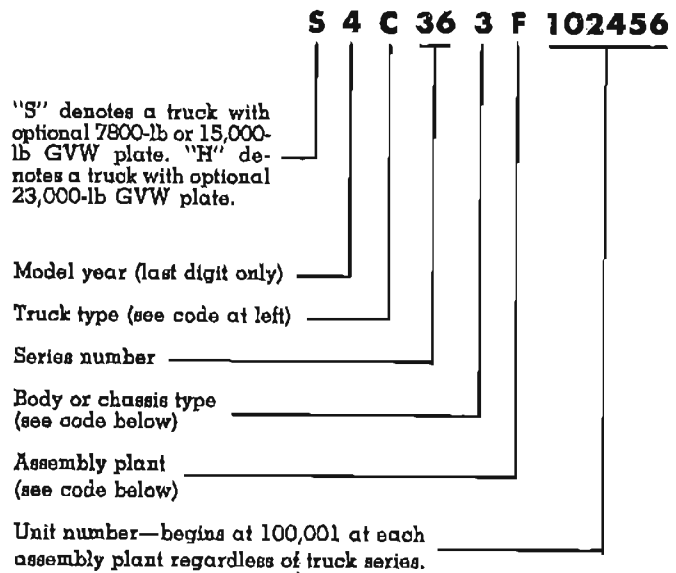
Model Designation Suffixes—Series 30 models ordered with the optional 7800-lb GVW plate, and Series 60 models ordered with the optional 15,000-lb GVW plate have a model designation ending in the letter "S". For example, C6203S.

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; Corvaire 95 models on the left lock pillar.

For the model years 1960 through 1964, 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

IDENTIFICATION

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
NP 435	4-speed New Process
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

CHEVROLET FOR ECONOMICAL
TRANSPORTATION

MANUFACTURED BY
CHEVROLET DIVISION
GENERAL MOTORS CORPORATION

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

MAXIMUM GVW RATING
LB

CERTIFIED NET H.P. OF ENGINE
153 AT 3800 R.P.M. (292 CU.IN.)
158 AT 4000 R.P.M. (327 CU.IN.)
160 AT 3600 R.P.M. (348 SPEC.)
180 AT 4000 R.P.M. (348 CU.IN.)
215 AT 4000 R.P.M. (409 CU.IN.)

TRANSMISSION
[REDACTED]

REAR AXLE RATIO
[REDACTED]

TRIM [REDACTED]
PAINT [REDACTED]
W.B. [REDACTED] C.A. [REDACTED]

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

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GENERAL MOTORS CORPORATION

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MAXIMUM GVW RATING
LB

DIESEL CERT. NET H.P. R.P.M.
[REDACTED] AT [REDACTED]

TRANSMISSION
[REDACTED]

REAR AXLE RATIO
[REDACTED]

TRIM [REDACTED]
PAINT [REDACTED]
C.A. [REDACTED]

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

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MAXIMUM GVW RATING
LB

CERTIFIED NET H.P. OF ENGINE
82 AT 4000 R.P.M. (153 CU.IN.)
120 AT 3600 R.P.M. (230 CU.IN.)
153 AT 3600 R.P.M. (292 CU.IN.)
148 AT 4200 R.P.M. (283 CU.IN.)

TRIM [REDACTED]
PAINT [REDACTED]
W.B. [REDACTED] C.A. [REDACTED]

GVW Plate for Series 10 through 30

CHEVROLET FOR ECONOMICAL
TRANSPORTATION

MANUFACTURED BY
CHEVROLET DIVISION
GENERAL MOTORS CORPORATION

EQUIPMENT AND TIRES FOR GROSS
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OF INSTRUCTION BOOKLET.
WARRANTY VOID IF RATING IS EXCEEDED

MAXIMUM GVW RATING
LB

CERTIFIED NET H.P. OF ENGINE
82 AT 4000 R.P.M. (153 CU.IN.)
95 AT 4000 R.P.M. (194 CU.IN.)

PAINT [REDACTED] TRIM [REDACTED]
WHEELBASE [REDACTED]

GVW Plate for Chevy-Van

LOAD CAPACITY CHART

Series	Wheel-base (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
➔ G10	90	3600	6.50-13/4PR	6.50-13/4PR	Standard
		4500	7.00-13/6PR	7.00-13/6PR	1450-lb rear springs
		5000	7.00-13/8PR	7.00-13/8PR	1100-lb front springs; 1450-lb rear springs; 2900-lb rear axle
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	4100	6.70-15/4PR	6.70-15/4PR	Standard
		# 4400	7.10-15/4PR	7.10-15/4PR	Standard
	127	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	4900	● 6.70-15/4PR	● 6.70-15/4PR	Standard
		5300	7.10-15/6PR	7.10-15/6PR	Standard
	127	◆ 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	104	5600	7-17.5/6PR	7-17.5/6PR	Standard
P25	125	6200	7-17.5/6PR	8-17.5/6PR	Standard
P26	137	◆ 7000	8-17.5/6PR	8-17.5/8PR	Standard
C36 C38	133	6700	8-17.5/6PR	8-17.5/8PR	Standard
		*♣ 7800	8-19.5/6PR	8-19.5/10PR	3100-lb rear springs
	157	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	104	7500	8-19.5/6PR	8-19.5/6PR	Standard
P35	125	◆ 10,000	8-19.5/6PR	8-19.5/6PR dual	2500-lb front springs; auxiliary rear springs
P36	137				
➔ C51 C52 C53 C55	133	10,000	7-22.5/6PR	7-22.5/6PR dual	Standard
		12,000	8-22.5/8PR	8-22.5/8PR dual	Standard
	145	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
	157	◆ 16,000	8-22.5/8PR	8-22.5/10PR dual	5000-lb front axle; 3000-lb front springs; 15,000-lb rear axle; 8750-lb rear springs; vacuum brakes
		*20,000	9-22.5/10PR	10-22.5/10PR dual	5000-lb front axle; 3000-lb front springs; 15,000-lb rear axle; 8750-lb rear springs; vacuum brakes

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

● 7.10-15/4PR for Suburban Carryalls.

♣ Maximum rating for Pickups and Panels.

* Rating shown on RPO GVW plate.

♠ Base GVW rating for Suburban Carryalls.

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

POWER TEAMS

Series	Engine	Transmission	Rear Axle Capacity (lb)	Ratio
53-5580	194 Six 230 Six	3-Spd Synchronesh Powerglide Overdrive	2700	3.36 ★3.08
→ 54-5680	283 V8 283 V8	3-Spd Synchronesh 4-Spd Synchronesh Powerglide Overdrive	2700	3.08 3.36
	327 V8	3-Spd Synchronesh 4-Spd Synchronesh Powerglide	2700	3.36 ●3.08
G10	153 Four 194 Six	3-Spd Synchronesh Powerglide	2400 2900	3.36 3.73 4.11
R10	164 Six 164 Six	3-Spd Synchronesh 4-Spd Synchronesh Powerglide	2500	3.55
→ C10	230 Six 292 Six 283 V8	3-Spd Synchronesh 3-Spd Wide-Ratio Warner T89B 4-Spd Synchronesh Overdrive Powerglide	3500 3500 3500	3.73 b 3.07 4.11
P10	153 Four 230 Six	3-Spd Synchronesh 3-Spd Wide-Ratio Warner T89B 4-Spd Synchronesh Powerglide	3500 3500	4.11 a 3.73
K10	230 Six 292 Six 283 V8	3-Spd Synchronesh 4-Spd Synchronesh	3300	3.73
C20	230 Six 292 Six 283 V8	3-Spd Synchronesh 3-Spd Wide-Ratio Warner T89B 4-Spd Synchronesh Powerglide	5200 5200	4.57 b 4.11
K20	230 Six 292 Six 283 V8	3-Spd Synchronesh 4-Spd Synchronesh	5200	4.57
P20	230 Six 292 Six	3-Spd Synchronesh 3-Spd Wide-Ratio Warner T89B 4-Spd Synchronesh Powerglide	5200	4.57
C30	230 Six 292 Six 283 V8	4-Spd Synchronesh 3-Spd Wide-Ratio Warner T89B	7200	5.14
P30	230 Six 292 Six	4-Spd Synchronesh 3-Spd Wide-Ratio Warner T89B	7200	5.14
→ C50	230 Six	4-Spd Synchronesh	11,000	6.17
→ L50	292 Six	4-Spd New Process 435	15,000	6.40/8.72
S50	c 283 V8		15,000	7.20
→ S62	292 Six	4-Spd Synchronesh 4-Spd New Process 435 5-Spd New Process 540C d Powermatic	15,000 15,000	7.20 6.40/8.72
S64	327 V8 348 Special V8	4-Spd Synchronesh 4-Spd New Process 435 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	292 Six	4-Spd Synchronesh 4-Spd New Process 435 5-Spd New Process 540C de Powermatic	15,000 15,000 17,000 17,000	7.20 6.40/8.72 7.20 6.40/8.72 7.17/9.97
→ L60	327 V8 348 Special V8	4-Spd Synchronesh 4-Spd New Process 435 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
→ T60				
→ S67	292 Six	4-Spd Synchronesh 4-Spd New Process 435 5-Spd New Process 540C d Powermatic	15,000 15,000 17,000	7.20 6.40/8.72 7.20 6.40/8.72
→ S69	327 V8 348 Special V8	4-Spd Synchronesh 4-Spd New Process 435 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.

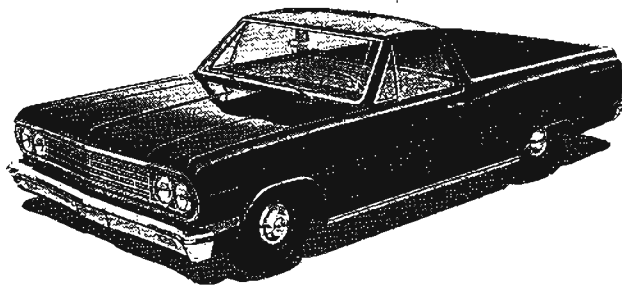
g—Not available on T60.

◆—With 327 V8 or 348 Special V8 only.

★—With Positraction only.

●—With Powerglide transmission only.

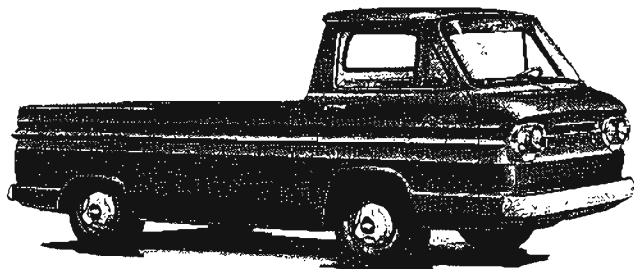
➔ Indicates change



6½-ft El Camino Body

Inside Length..... 78½"
 Inside Width—Front..... 59¾"
 Rear..... 64¾"
 Inside Height..... 15"

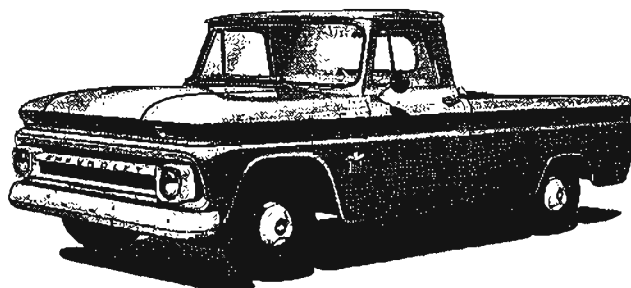
Maximum Rated Payload	Model	Pages
1200 lb	53-5580	2-3
1100 lb	54-5680	4-5



8½-ft Rampside 95 Body

Inside Length..... 105⅞"
 Inside Width..... 61¼"
 Inside Height..... 15⅞"—29⅞"

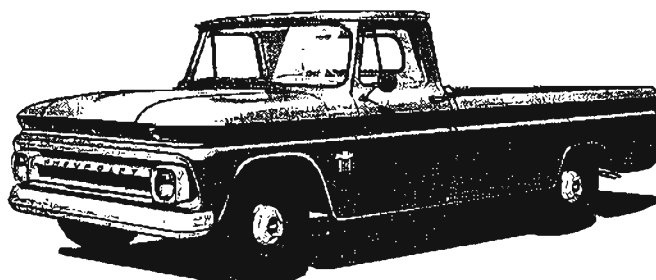
Maximum Rated Payload	Model	Pages
1800 lb	R1254	6-7



6½-ft Fleetside Body★

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

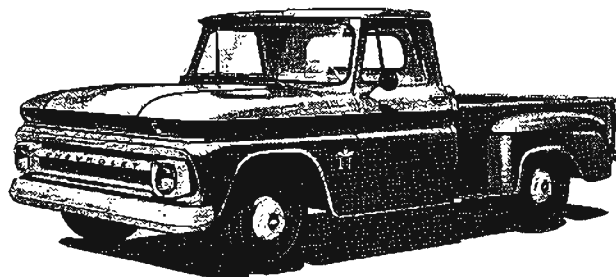
Maximum Rated Payload	Model	Pages
1500 lb	C1434	10-11



8-ft Fleetside Body★

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

Maximum Rated Payload	Model	Pages
1400 lb	C1534	14-15
3500 lb	C2534	18-19



6½-ft Stepside Body★

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

Maximum Rated Payload	Model	Pages
1850 lb	C1404	8-9

8-ft Stepside Body★

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

Maximum Rated Payload	Model	Pages
1450 lb	C1504	12-13
3550 lb	C2504	16-17

9-ft Stepside Body

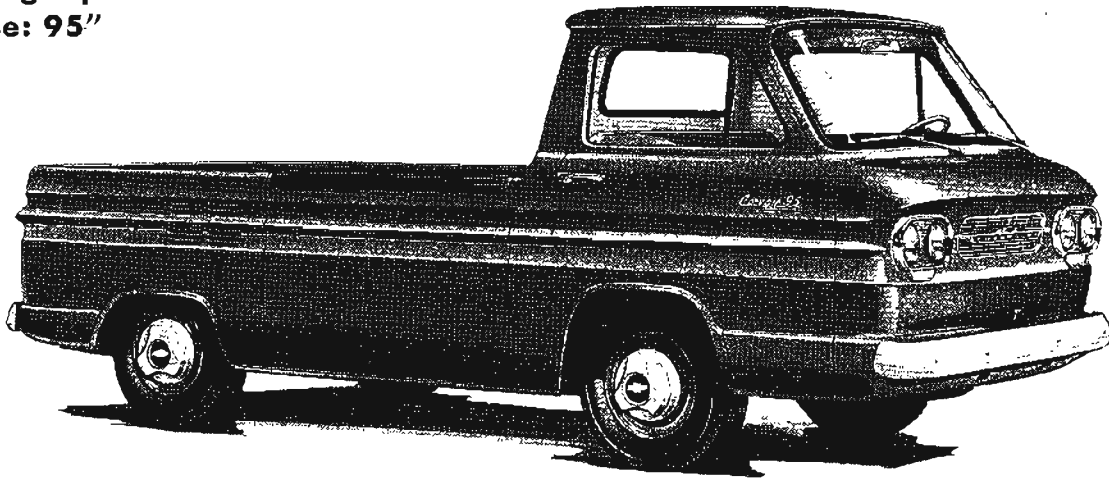
Inside Length..... 108¼"
 Inside Width..... 50"
 Inside Height..... 17½"

Maximum Rated Payload	Model	Pages
3650 lb	C3604	20-21

MODEL R1254 PICKUP (Rampside)

GVW Ratings up to 4600 lb

Wheelbase: 95"



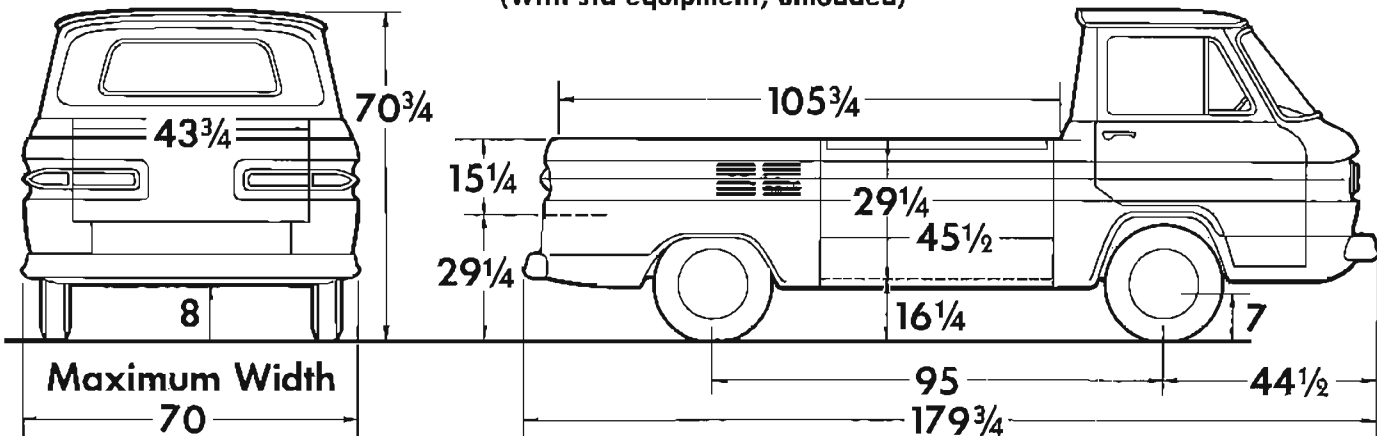
STANDARD EQUIPMENT

Air Cleaner: Two; oiled-paper element
Axle, Rear: Hypoid; ratio 3.55. See *Suspension, Rear*
Battery: 12-Volt; 54-plate; capacity 42 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 9 $\frac{1}{8}$ "; area 72 sq in
Cooling: Air cooled by 11" centrifugal blower; 215° thermostat
Controls & Instruments: Light switch; headlight beam control; speedometer; odometer; fuel gauge. Lights for generator, fan, oil pressure, engine temperature, direction signal and high beam indicator
Direction Signals: Front and rear
Engine: 164 Six; positive crankcase ventilation
 Gross horsepower.....95
 Gross torque, lb-ft.....154
Filter, Fuel: At carburetor; porous sintered bronze
Filter, Oil: Full-flow; 1-pint; replaceable element

Frame: Unitized body-frame construction
Generator: 35-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 20:1 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, 3.50 (rev)
Wheels: Five 14" x 5.0"; attachment, 5 studs on 4 $\frac{3}{4}$ " circle; 4 painted hub caps
Windshield Wipers: Electric; single-speed

DIMENSIONS

(With std equipment, unloaded)



➤ Curb Weight with Standard Equipment (lb)			Body-Payload Weight Distribution	
Front	Rear	Total	Front	Rear
1390	1385	2775	39%	61%

➤ Indicates change.

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	4060 lb	Standard	7.00-14/6PR	7.00-14/6PR

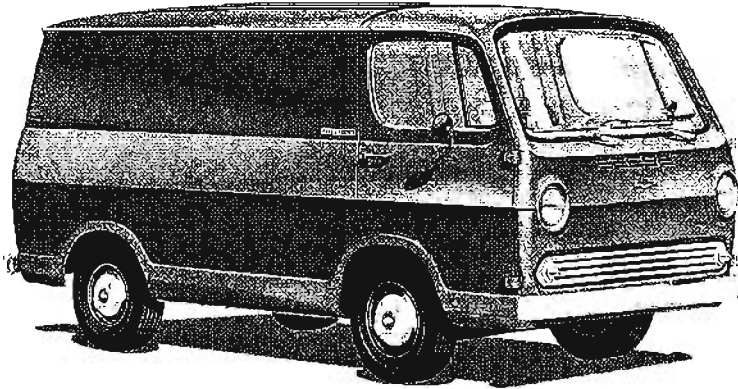
OPTIONAL EQUIPMENT

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

Air Cleaner: Pre-oil bath..... K47	Floor, Level Pickup Box: E82	Paint, Exterior: See <i>Colors</i> section
Axle, Positraction Rear: G81	Generator: 35 amp; low-cut-in..... K71	Radio: Manual control..... U60
Custom Chrome: Includes front and rear chromed bumpers and hub caps. V37	Glass, Laminated: For door windows..... A09	Shock Absorbers: Heavy-duty; front. F51
Custom Equipment: Includes bright-metal windshield molding; rear red inserts; nylon and vinyl seat upholstery; dispatch box door trim plate; 2-tone doors and steering wheel; right sunshade; left arm rest; cigar lighter; rear engine grille..... Z60	Heater & Defroster: Gasoline operated..... C45 Direct air..... C40	Transmission: Chevrolet 4-speed synchromesh..... M20 Powerglide..... M35
Engine: 164 Hi-Performance Six.... L62	Mirror, Exterior: Left side..... D32 Left and right sides..... D32 West Coast type Jr (6" x 11")..... D29	Wheel Covers: P01
		Windshield Wipers & Washer: Electric; 2-speed wipers..... C14

TIRE & WHEEL COMBINATIONS

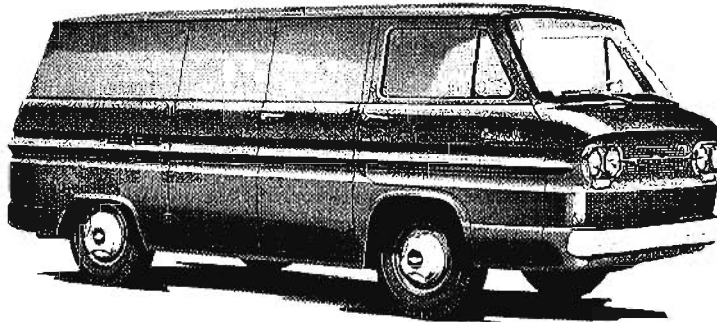
TUBELESS TIRES	Tire Cap	Type of Wheel	Rim Width	Opt. No.
<i>PASSENGER CAR TYPE</i>				
7.00-14/4PR—Regular Blackwall	975	Disc	5.0	Std
7.00-14/4PR—Regular Whitewall	975	Disc	5.0	R20
7.00-14/6PR—Regular Blackwall	1065	Disc	5.0	R21
7.00-14/6PR—Regular Whitewall	1065	Disc	5.0	R22
<i>TRUCK TYPE</i>				
7.00-14/6PR—Regular Blackwall	1180	Disc	5.0	R24
7.00-14/8PR—Regular Blackwall	1400	Disc	5.0	R25



Chevy-Van

Inside Width..... 67 $\frac{3}{4}$ "
 Inside Height..... 54 $\frac{1}{4}$ "
 Capacity..... 211 cu ft

➔ Maximum Rated Payload	Model	Pages
	2250 lb	G1205 10-11



Corvan

Inside Length at Floor..... 120 $\frac{7}{8}$ "
 Inside Width..... 59 $\frac{1}{4}$ "
 Inside Height..... 53 $\frac{3}{4}$ "
 Capacity..... 191 cu ft

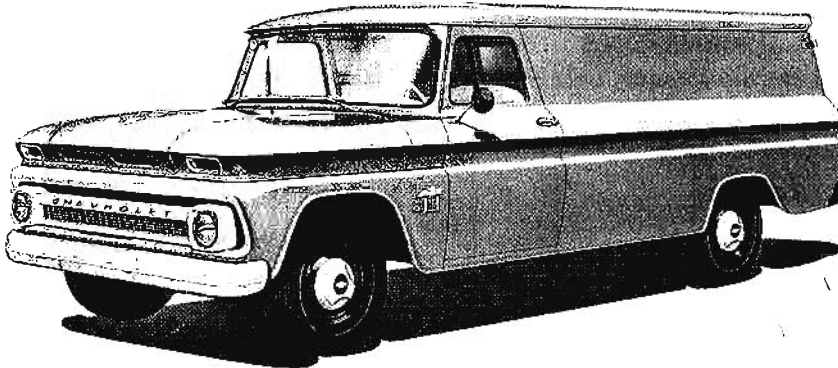
Maximum Rated Payload	Model	Pages
	1700 lb	R1205 2-3



7 $\frac{1}{2}$ -Ft Panel★

Inside Length at Floor..... 99 $\frac{1}{2}$ "
 Inside Width..... 68"
 Inside Height..... 47"
 Capacity..... 175 cu ft

Maximum Rated Payload	Model	Pages
	1300 lb	C1405 4-5



10 $\frac{1}{2}$ -Ft Panel

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

Maximum Rated Payload	Model	Pages
	3300 lb	C3605 6-7



Carryalls★

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

Maximum Rated Payload	Models	Pages
	1000 lb	C1406, C1416 8-9

MODEL R1205 PANEL (Corvan)

GVW Ratings up to 4600 lb

Wheelbase: 95"



STANDARD EQUIPMENT

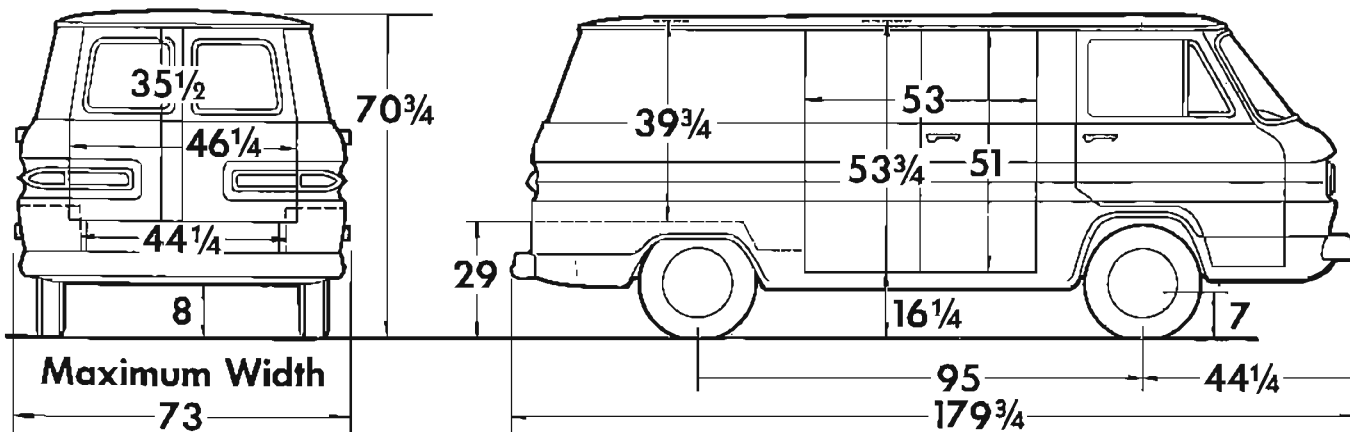
Air Cleaner: Two; oiled-paper element
Axle, Rear: Hypoid; ratio 3.55. See *Suspension, Rear*
Battery: 12-Volt; 54-plate; capacity 42 amp-hr
Body: Corvan; see *Cabs & Bodies*
Brakes, Service: Hydraulic; self-adjusting
 Sizes: front and rear 11" x 2"
 Effective area: drum 276 sq in; lining 167 sq in
Brake, Parking: Rear wheels; area 83 sq in
Bumper: Front and rear; painted
Carburetor: Two; single-barrel; automatic choke
Clutch: Diameter 9 $\frac{1}{8}$ "; area 72 sq in
Cooling: Air cooled by 11" centrifugal blower; 215° thermostat
Controls & Instruments: Light switch; headlight beam control; speedometer; odometer; fuel gauge. Lights for generator, fan, oil pressure, engine temperature, direction signal and high beam indicator
Direction Signals: Front and rear
Engine: 164 Six; positive crankcase ventilation
 Gross horsepower..... 95
 Gross torque, lb-ft..... 154
Filter, Fuel: At carburetor; porous sintered bronze
Filter, Oil: Full-flow; 1-pint; replaceable element

Frame: Unitized body-frame construction
Generator: 35 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 20:1; 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, 3.50 (rev)
Wheels: Five 14" x 5.0"; attachment, 5 studs on 4 $\frac{3}{4}$ " circle; 4 painted hub caps
Windshield Wipers: Electric; single-speed

DIMENSIONS

(With std equipment, unloaded)

Sign Panel Area: 18 $\frac{1}{2}$ x 94 $\frac{1}{4}$



Curb Weight with Standard Equipment (lb)			Body-Payload Weight Distribution	
Front	Rear	Total	Front	Rear
1320	1595	2915	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	Doors, Rear: Glass equipment..... A12	Paint, Exterior: See <i>Colors</i> section
Axle, Positraction Rear: G81	Engine: 164 Hi-Performance Six.... L62	Radio: Manual control..... U60
Custom Chrome: Includes front & rear chromed bumpers & hub caps .. V37	Generator: 35 amp; low cut-in..... K71	Seat: Full-width..... A54 Auxiliary, passenger..... A57
Custom Equipment: Includes bright-metal windshield molding; rear red inserts; nylon and vinyl seat upholstery; dispatch box door trim plate; 2-tone doors and steering wheel; right sunshade; left arm rest; cigar lighter; rear engine grille..... Z60	Glass, Laminated: For front door windows..... A09	Shock Absorbers: Heavy-duty; front F51
Doors, Body: Left side E85	Heater & Defroster: Gasoline operated C45 Direct air..... C40	Transmission: Chevrolet 4-speed synchromesh..... M20 Powerglide..... M35
	Mirror, Exterior: Right..... D32 West Coast type Ir. (6" x 11")..... D29	Wheel Covers: P01
		Windshield Wipers & Washer: Electric; 2-speed wipers C14

TIRE & WHEEL COMBINATIONS

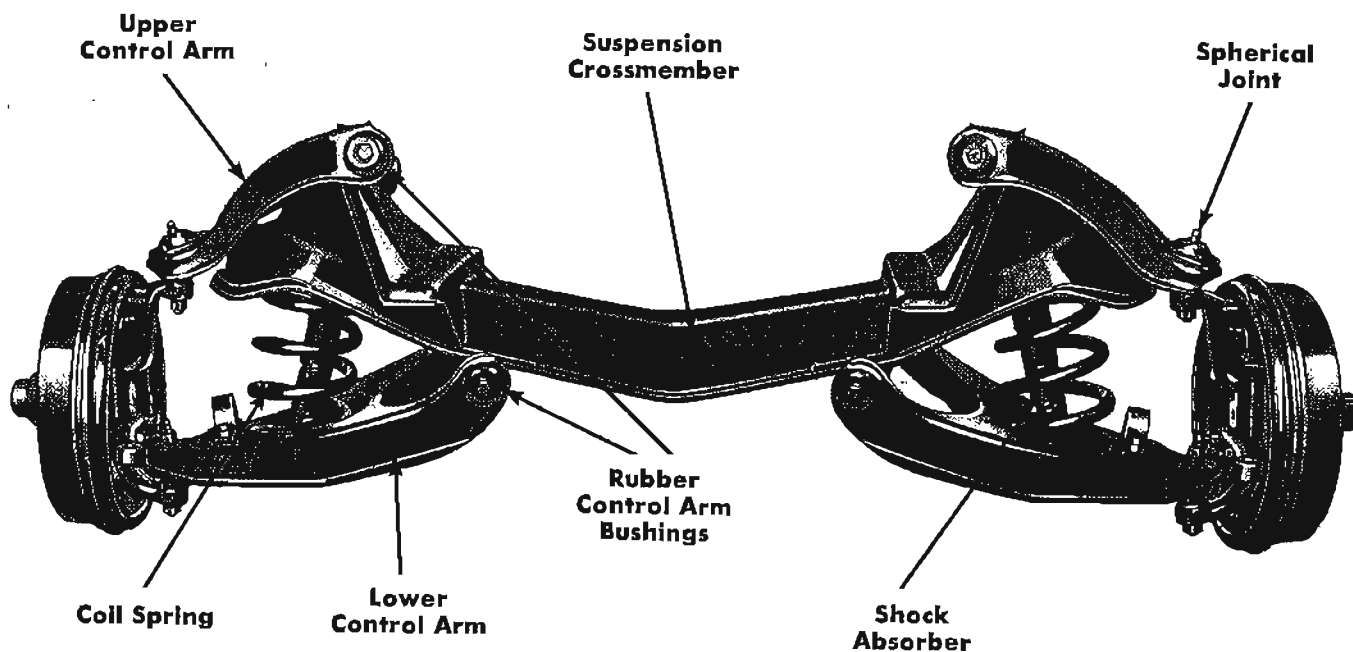
TUBELESS TIRES	Tire Cap.	Type of Wheel	Rim Width	Opt. No.
PASSENGER CAR TYPE				
7.00-14/4PR—Regular Blackwall	975	Disc	5.0	Std
7.00-14/4PR—Regular Whitewall	975	Disc	5.0	R20
7.00-14/6PR—Regular Blackwall	1065	Disc	5.0	R21
7.00-14/6PR—Regular Whitewall	1065	Disc	5.0	R22
TRUCK TYPE				
7.00-14/6PR—Regular Blackwall	1180	Disc	5.0	R24
7.00-14/8PR—Regular Blackwall	1400	Disc	5.0	R25

SPECIFICATIONS

	164 Six	164 Hi-Performance Six
Basic Description	horizontally opposed cylinders, valve-in-head design	
Displacement	164 cu in	
Bore x Stroke	3.437" x 2.94"	
Compression Ratio	8.25:1	9.25:1
Gross Horsepower @ rpm	95 @ 3600	110 @ 4400
Net Horsepower @ rpm	78 @ 3600	90 @ 4000
Gross Torque (lb-ft) @ rpm	154 @ 2400	160 @ 2800
Net Torque (lb-ft) @ rpm	140 @ 2400	145 @ 2800
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	premium aluminum	
ID x Length (Projected Area)	1.801" x 0.649" (1.169 sq in)	
Bearings, Main	precision, removable	
Material	premium aluminum	
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	2.1018" x 0.752" (1.580 sq in)	
Bearing 4	2.1018" 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	
Length (center-to-center)	4.721"	
Cooler, Oil		
Make	Harrison	
Material	aluminum	
Crankshaft	drop-forged steel	
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	11.20"	
Number of Vanes	11	
Air Flow	1460 cfm @ 4000 engine rpm	
Drive	V-belt from crankshaft over idler and generator pulleys	
Ratio (Blower to Engine Speed)	1.58:1	
Air Flow Control	two thermostatically controlled valves in plenum outlet	
Filter, Fuel		
In Fuel Tank	fine-mesh metal cloth strainer	
At Carburetor Inlet	sintered-bronze filter	
Filter, Oil		
Capacity	full-flow 1.0 pint	

FRONT SUSPENSION

COIL SPRINGS



CORVAIR 95 MODELS

All front suspension components are assembled as a unit with a removable crossmember which simplifies 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.

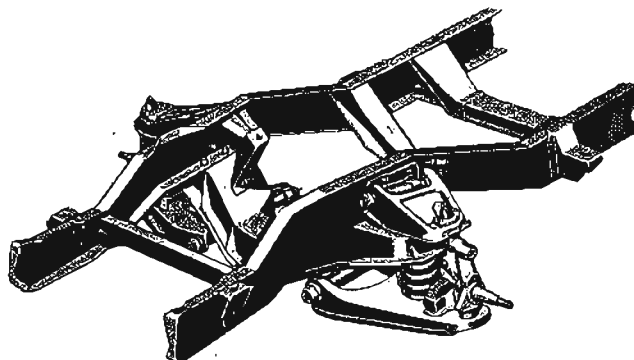
SERIES C10, P10, C20, C30

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 reduced through the use of neoprene rubber boot seals for spherical joints and pivot shaft bushings. Lubrication interval is extended to 6000 miles. 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 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) except panels.....	1250	1074	2-Stage	253 to 392	0.698	6.896
C10 panels.....	1250	—	1-Stage	283	0.658	6.477
C10, P10 (RPO).....	2000	1824	2-Stage	332 to 482	0.767	7.034
C10 panels (RPO).....	2000	—	1-Stage	376	0.729	6.619
C20 (Std).....	2000	1713	2-Stage	344 to 602	0.798	7.096
C20 (RPO).....	3000	2713	2-Stage	578 to 751	0.893	7.286

Standard Leaf Springs

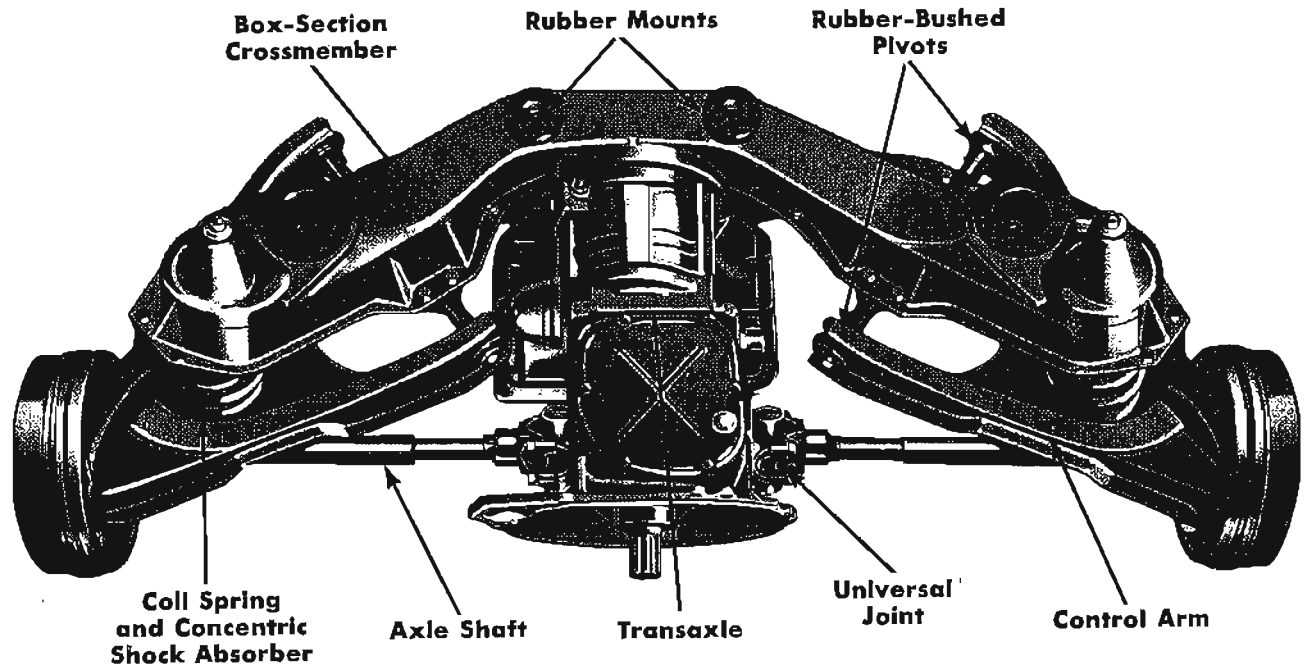
Series	Rating at Ground (lb ea)	Rating at Pad (lb ea)	Spring Type	Average Clamped Rate of Deflection (lb per inch)	Semi-Elliptic Leaves			
					Number	Max Length (in)	Width (in)	Total Thickness (in)
K10.....	1900	1640	1-Stage	322	6	52	2½	1.81
K20.....	1900	1535	1-Stage	322	6	52	2½	1.81
C30.....	2400	1920	1-Stage	—	8	52	2½	2.55
P20, P30.....	2400	2080	1-Stage	497	8	52	2½	2.55
C-L-S50.....	5500	4950	2-Stage	528 to 1636	8	54	2½	4.30
C-L-T-S60.....	7500	6780	2-Stage	633 to 2053	10	54	2½	5.11
D60, C-L-T80.....	9200	8400	2-Stage	628 to 2900	9	55	3	5.15
C-D-L-S-T60-H, E-U80.....	10,400	9600	2-Stage	950 to 2900	10	55	3	5.55
M60.....	15,000	13,500	1-Stage	9680	11	45¾	4	4.50
M80, W80.....	17,250	15,440	1-Stage	8490	12	46¼	4	5.36

Optional Leaf Springs

Series	Rating at Ground (lb ea)	Rating at Pad (lb ea)	Spring Type	Average Clamped Rate of Deflection (lb per inch)	Semi-Elliptic Leaves			
					Number	Max Length (in)	Width (in)	Total Thickness (in)
K20.....	3150	2785	1-Stage	497	8	52	2½	2.55
C30.....	3100	2750	2-Stage	....	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	6750	2-Stage	633 to 2053	10	54	2½	5.11
C-L-S50, C-L-S-T60.....	8750	7950	2-Stage	740 to 2235	11	54	2½	5.47
C-L-T60, S67, S69.....	9200	8400	2-Stage	625 to 2900	9	55	3	5.15
C-L-T60, D60, S60, C-L-T80.....	10,400	9600	2-Stage	950 to 2900	10	55	3	5.55
C-D-L-S-T60, C-D-L-S-T60-H, C-L-T-E-U80.....	11,500	10,750	2-Stage	1075 to 3250	11	55	3	5.96
M80, W80.....	19,500	17,540	1-Stage	15,624	12	45¾	4	5.71

♦ Total, main and auxiliary

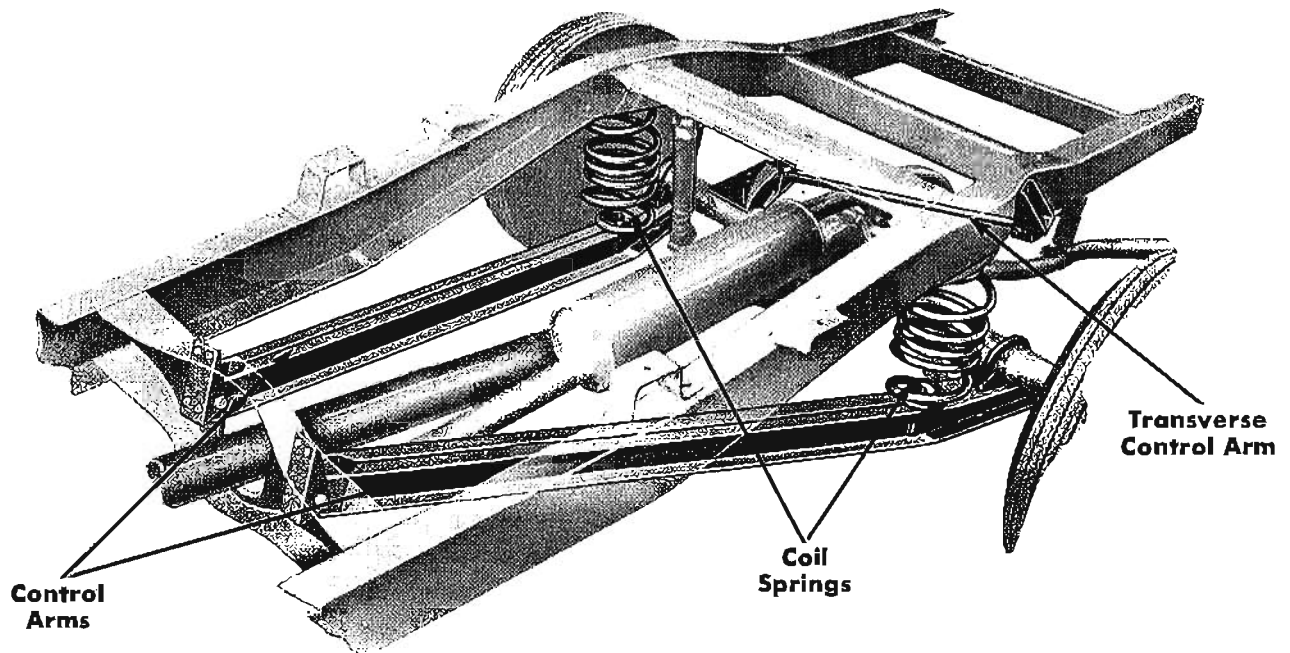
REAR SUSPENSION



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.



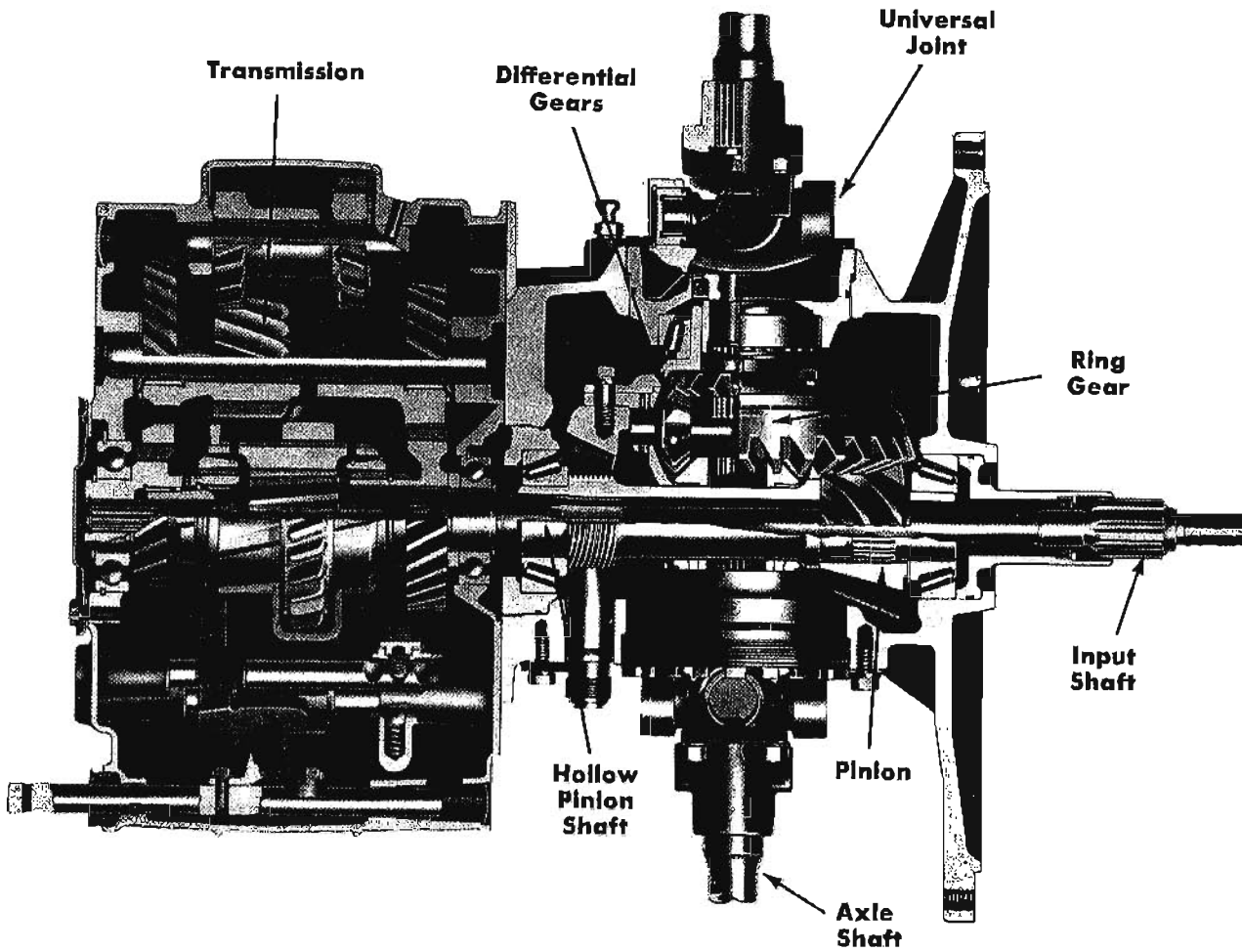
SERIES C10, P10 and C20

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. Spring action is performed by two-stage coil springs, except C1405 which uses a single-stage coil spring, providing an excellent ride when the vehicle is empty or lightly loaded—increasing in capacity as the load becomes greater. See illustration and description on following page.

REAR AXLE

CORVAIR 95 SINGLE-SPEED REAR AXLE



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

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

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

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.

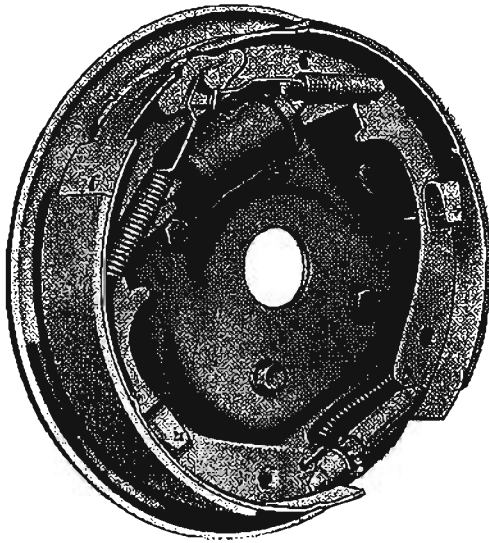
Specifications

Series Application	R10
Pinion & Ring Gear:	
Type	Hypoid
Ratios available	3.55
Pinion, teeth	9
Ring gear, teeth	32
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

HYDRAULIC BRAKES

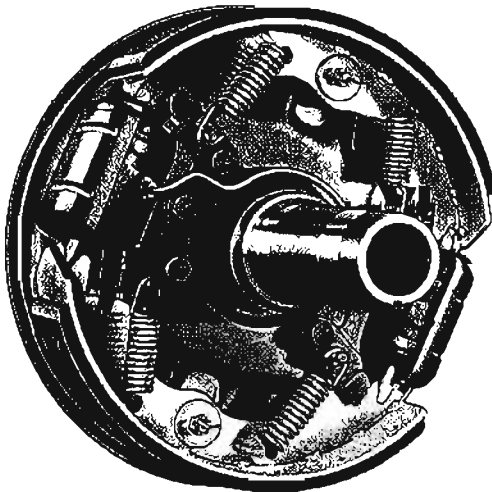
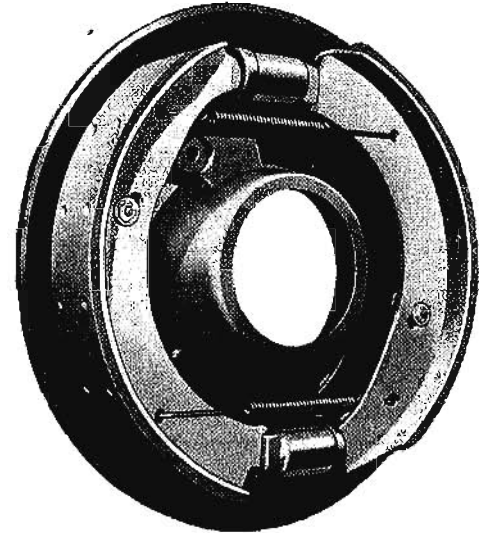
Torque-Action Brake

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 Duo-servo type brake on the front and rear wheels. 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 R10, C-K-P10 and 20 have self-adjusting type brakes.

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	93	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
M60						
With 5000-lb front axle	14 x 2½	15 x 4	136	497	219	752
With 7000-lb front axle	15 x 3	15 x 4	199	497	283	752
M80	15 x 3	15 x 6	199	759	283	1130
80 (Except E-M-U-W80)	15 x 3	15 x 7	199	443	283	659

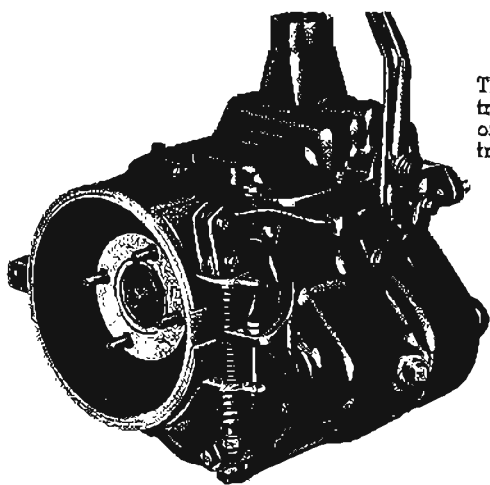
BRAKES

HYDRAULIC BRAKE CYLINDER SPECIFICATIONS

Series	Main Cylinder Diameter (in)	Wheel Cylinder Dia (in)		Braking Effort (%)	
		Front	Rear	Front	Rear
C10	1.000	1.125	1.000	56	44
P10	1.125	1.125	1.000	56	44
K10	1.000	1.125	1.000	50	50
R10	1.000	1.125	1.000	50	50
C20	1.000	1.125	1.125	49	51
K20	1.000	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
M60					
With 5000-lb front axle.....	1.125	0.875	1.500	20	80
With 7000-lb front axle.....	1.125	1.125	1.500	20	80
M80	1.250	1.125	1.625	19	81
80 (Except E-M-U-W80)	1.250	1.125	1.750	29	71

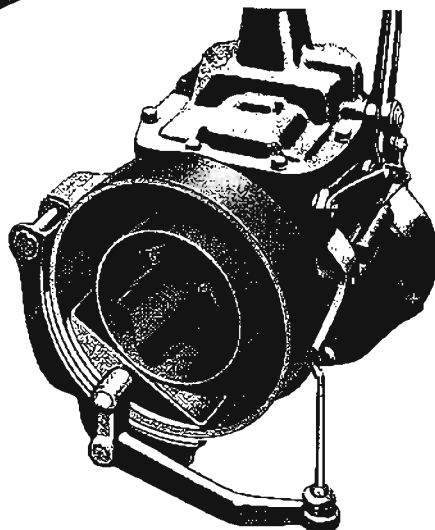
PARKING BRAKES

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 P20, 30, E80, tilt cabs and all vehicles equipped with 409 V8 engines.

Parking Brake Specifications

Series	Transmission	Brake Type	Diameter (in)	Lining Area (sq in)
CKP10	All	Wheel	—	84
C20	Std 3-Spd Powerglide 4-Spd	Wheel	—	119
		Band	8	63
		Warner T89B	Band	8	63
KP20	Std 3-Spd Powerglide 4-Spd	Wheel	—	93
		Band	8	63
		Warner T89B*	Band	8	63
CP30	All	Band	8	63
CLS50, CLST60, CLST60-H	4-Spd	Dual-Shoe	10	36
CLST60, CLST60-H	N.P. 5-Spd Clark 5-Spd Powermatic Spicer 3152 Spicer 3152A	Band	9½	67½
		Band	9½	85
		Band	9½	89
		Band	9½	85
D60, D60-H	Clark 5-Spd Spicer 3152A Spicer 3153	Band	9½	85
CLTEU80	Spicer 3152A Spicer 3152	Band	9½	85
		Band	10½	99½
	Spicer S652B Spicer S736B	Band	10½	99½
		Powermatic	Band	10½	99½
	Fuller R46	Internal Expanding	13	83½

* Not available on K10, K20

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 Off-White. **Fuel filler cap** is conveniently located near the rear edge of the left door.



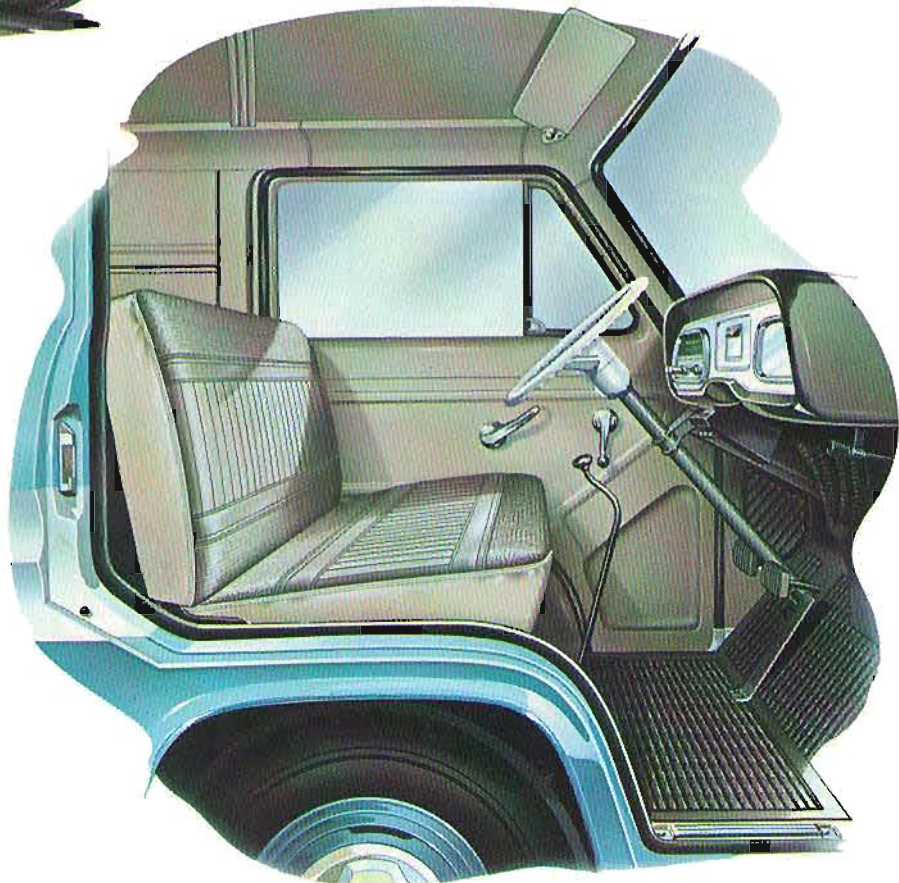
Engine air inlets are located on both sides of the body near the rear wheel cutouts. **Dual taillights** are standard on all models. **Engine access door**, just above the bumper, hinges downward to give access to the oil filler, distributor, coil, generator and oil filter.

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 medium Fawn vinyl of the seat is complemented by light Fawn leather-grained facings. Body metal is painted Fawn and accented with Off-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 a one-piece molded polyurethane pad. Coil springs are used in the backrest, and are covered with burlap, a cotton pad, and the upholstery. All models feature a key-operated dispatch box door lock as standard equipment.



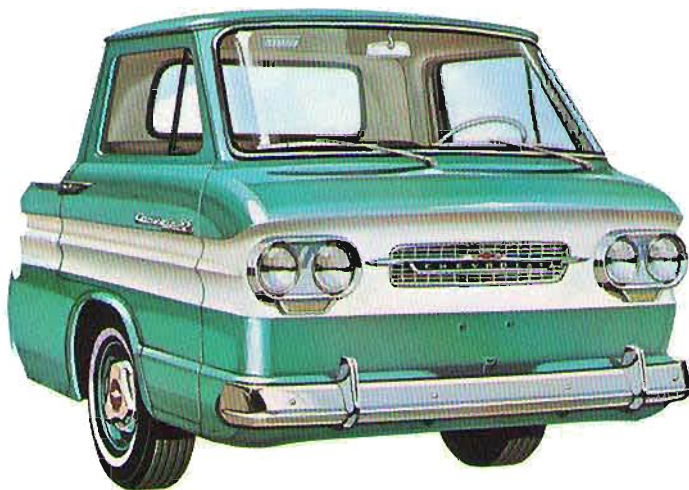
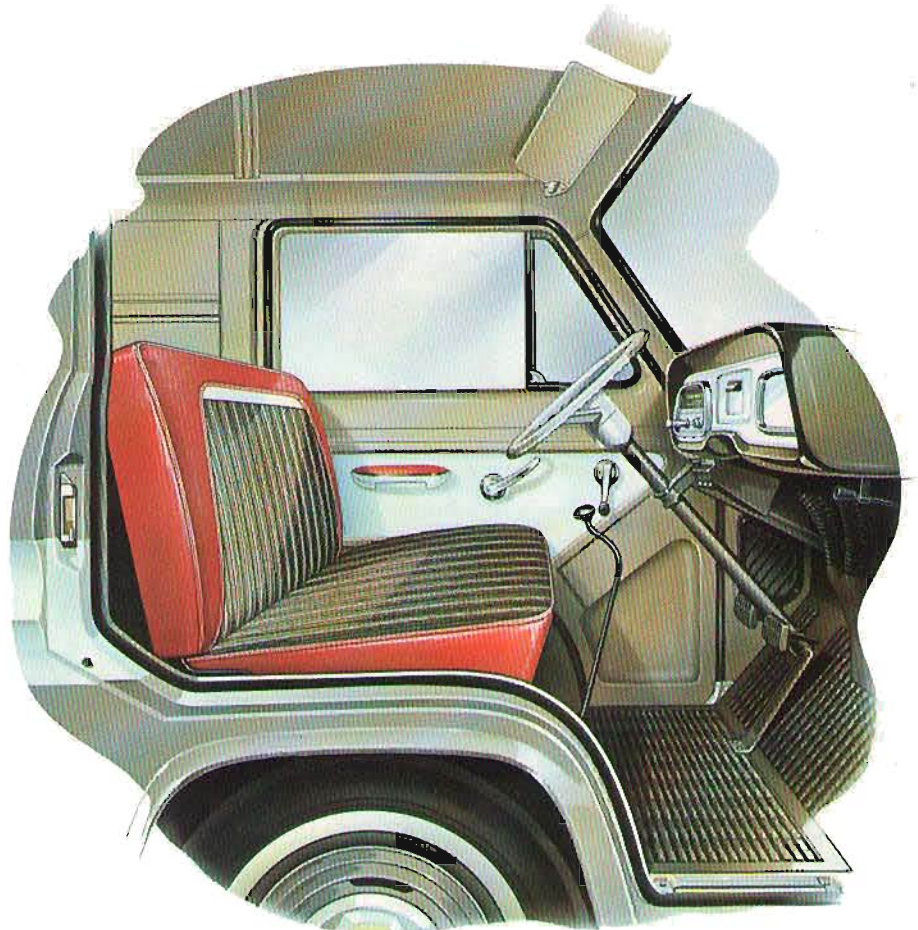
CUSTOM OPTION

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

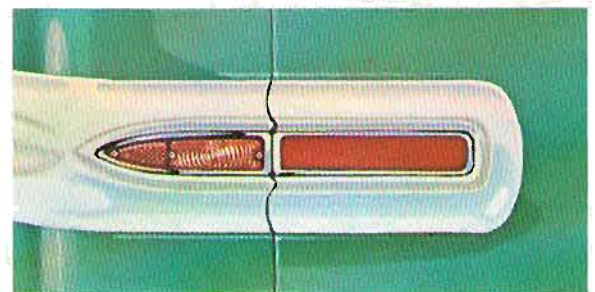
1. Nylon-faced cloth and vinyl upholstery
2. Dispatch box door trim plate
3. Foam padding in backrest
4. Two-tone front door interior panels
5. Two-tone steering wheel
6. Right sunshade
7. Left armrest
8. Chromed cigar lighter
9. Bright metal windshield molding
10. Decorative taillight inserts
11. Engine 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 insert) and top of armrest are red on vehicles with red, gray or white exterior paint. Fawn vinyl is used with all other exterior colors.

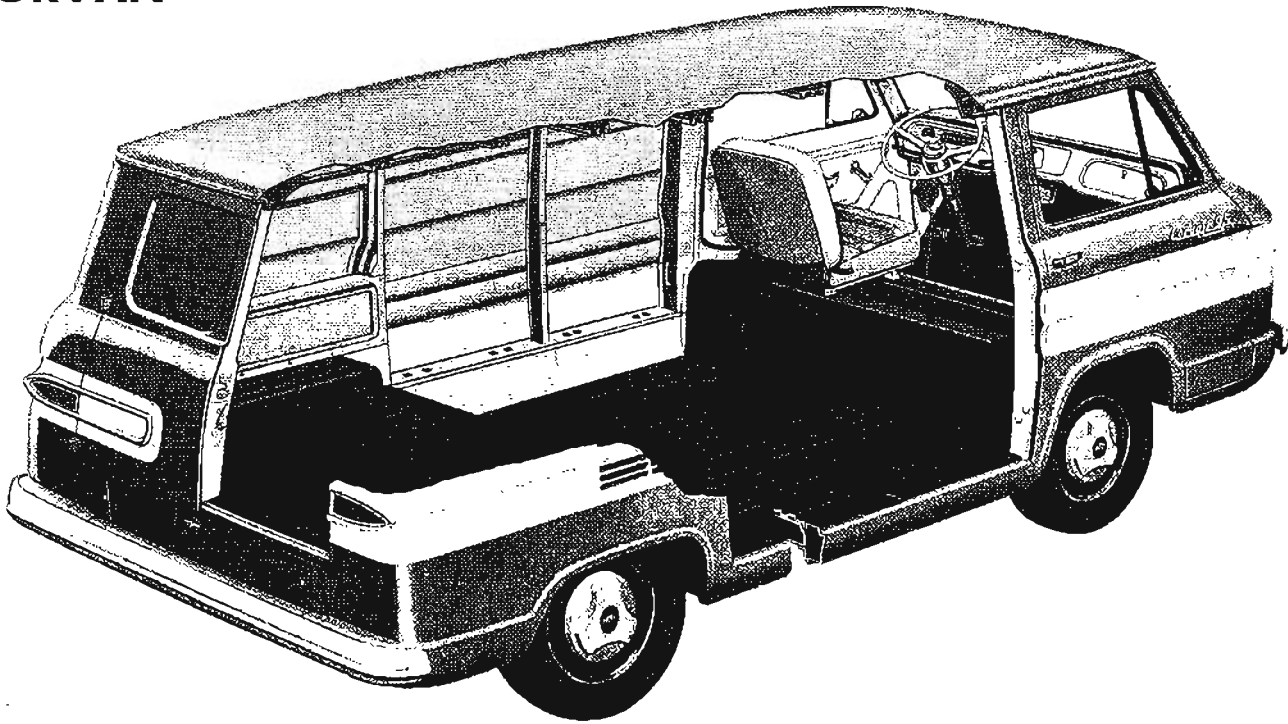


The bright metal (stainless steel) windshield molding is shown in the illustration at the left. The chrome bumper and hub caps illustrated are available together as a separate option. White-wall tires, bumper guards and two-tone paint are also available as extra-cost equipment.



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.

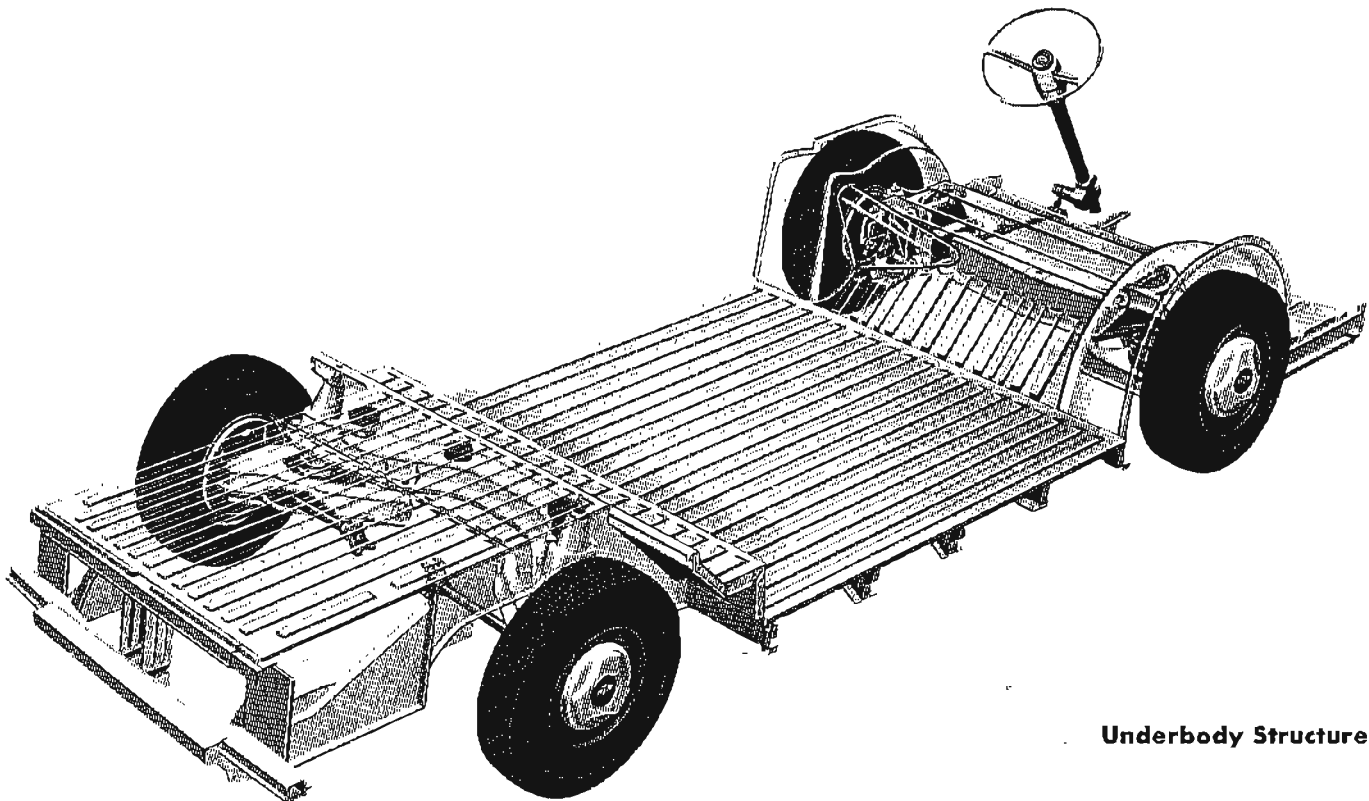
The front and rear suspensions, transaxle and engine are attached directly to this structure, which is strongly reinforced by longitudinal sills, cross sills and shear plates. Body side panels, front and rear body structures, and roof panel are bolted and welded together with the underbody structure 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 wheel housings 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.

An underbody splash shield is provided to protect the clutch, brake and accelerator controls from mud and water splash. The shield also prevents freezing under severe cold weather conditions.



Underbody Structure

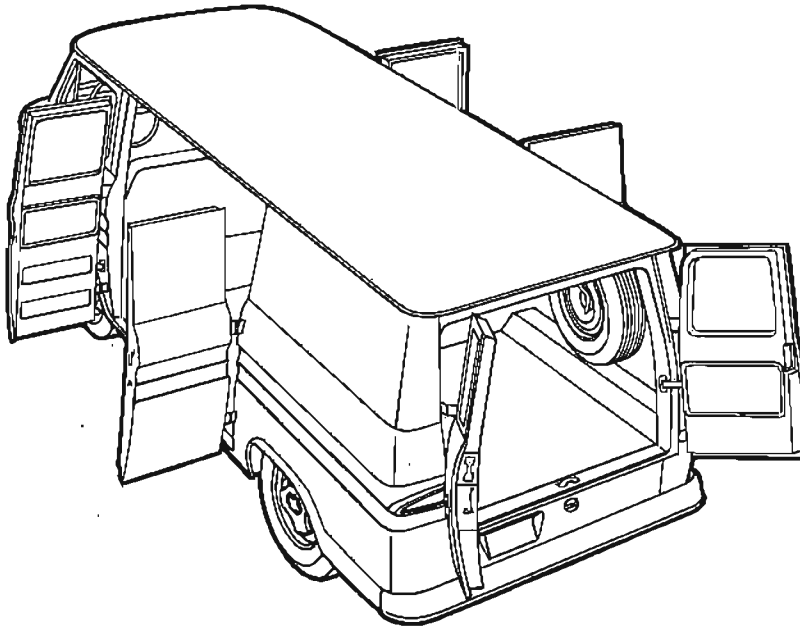
CARGO DOORS

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

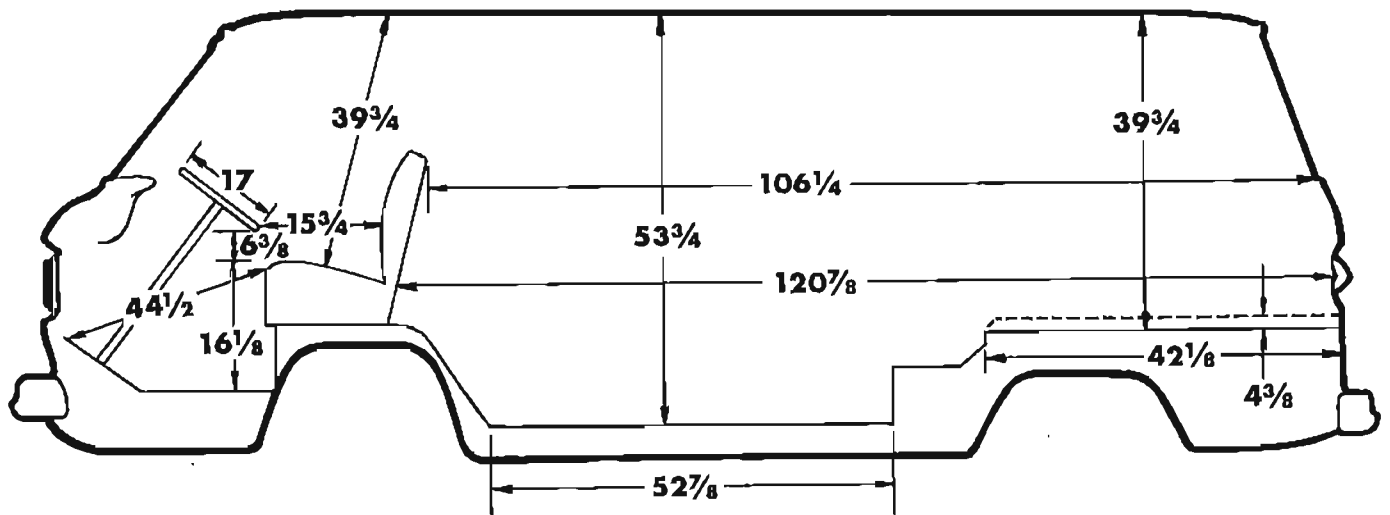
The rear doors have door checks which permit the doors to open at 100 and 180 degrees. Integral stops which prevent the doors from contacting the body when the door checks are released, are incorporated in both the upper and lower hinges of the rear doors. A key-operated lock is positioned in the right rear door handle. Stationary rear door windows are available as optional equipment.

The double curbside doors also have 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 are locked from the inside by means of a pushbutton lock on the forward door.

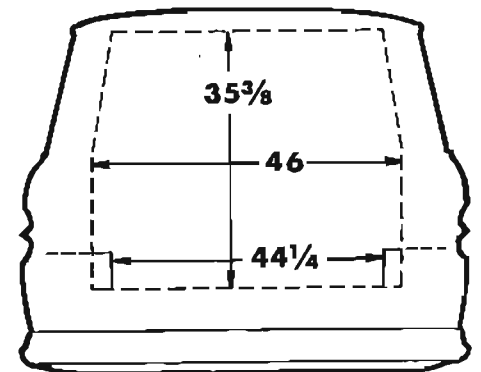
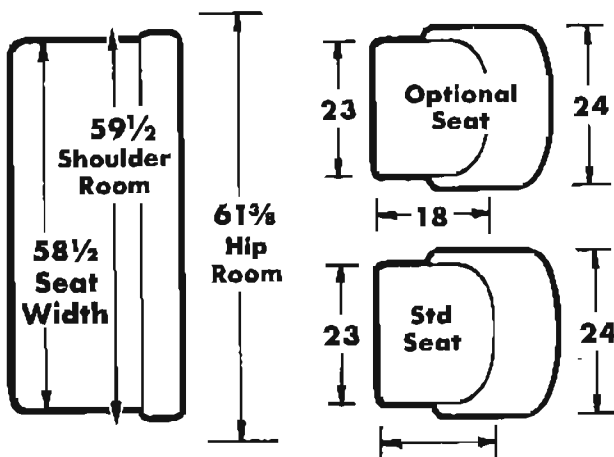
Optional left side doors are available. They are similar in construction to the curbside doors.



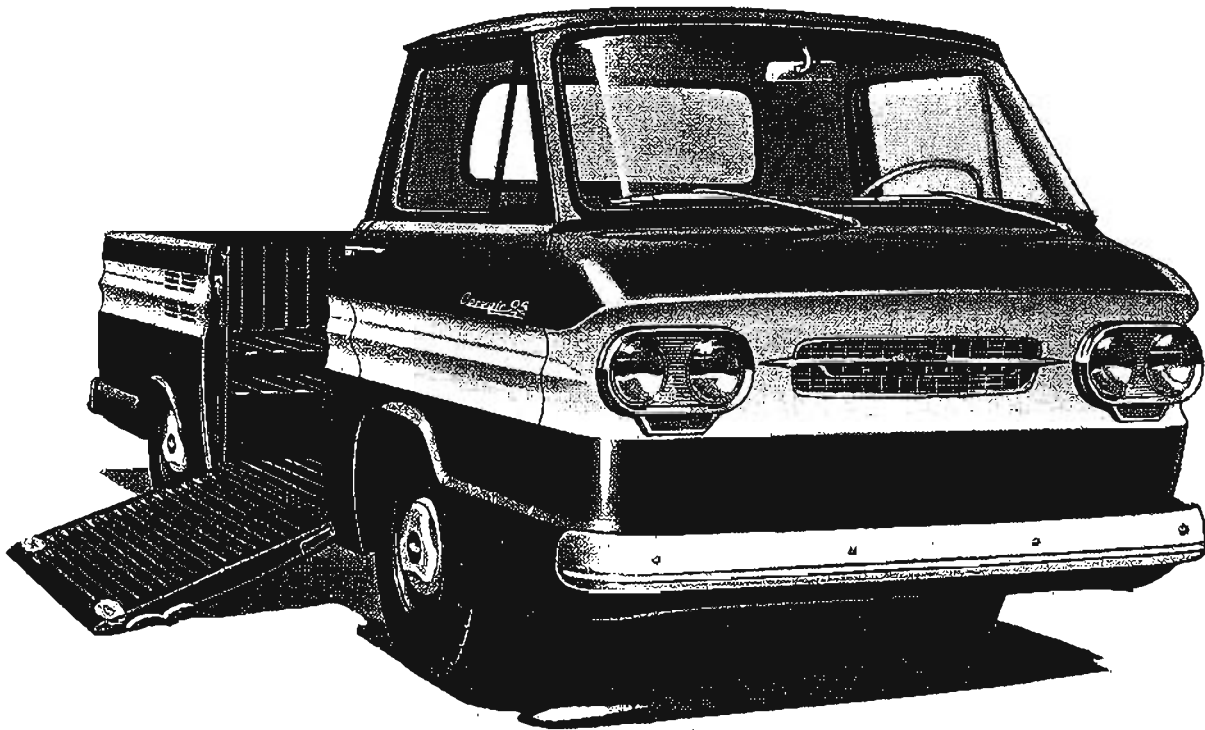
DIMENSIONS



Optional Full-Width Seat

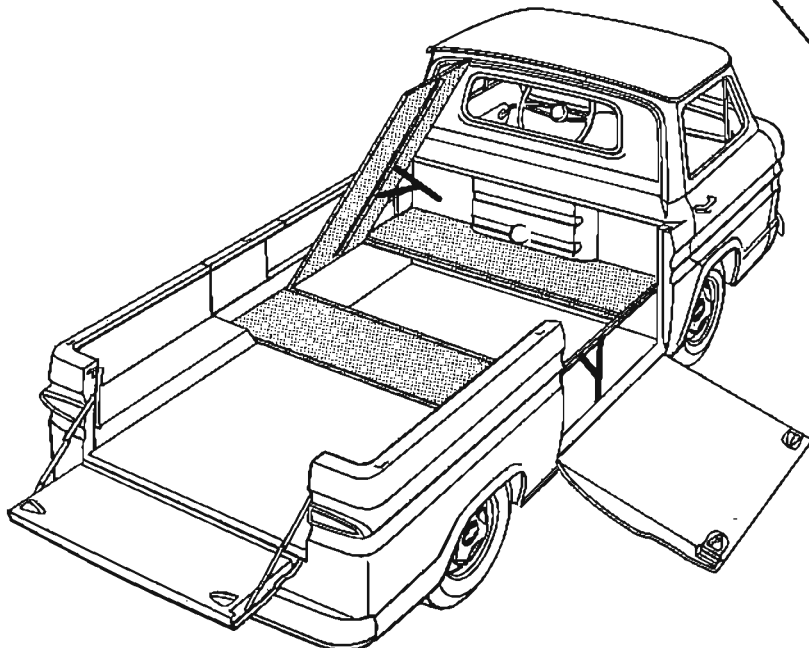
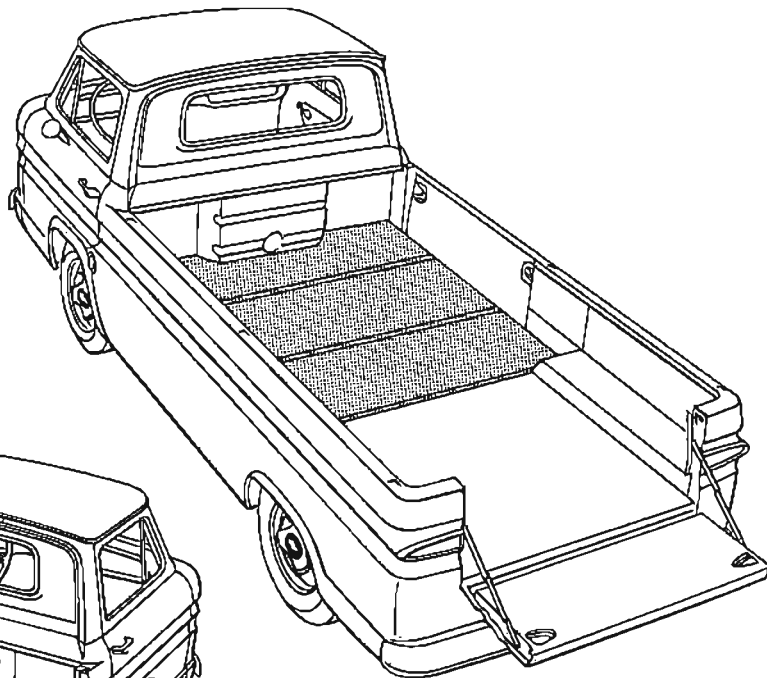


CORVAIR 95 PICKUP



RAMPSIDE PICKUP

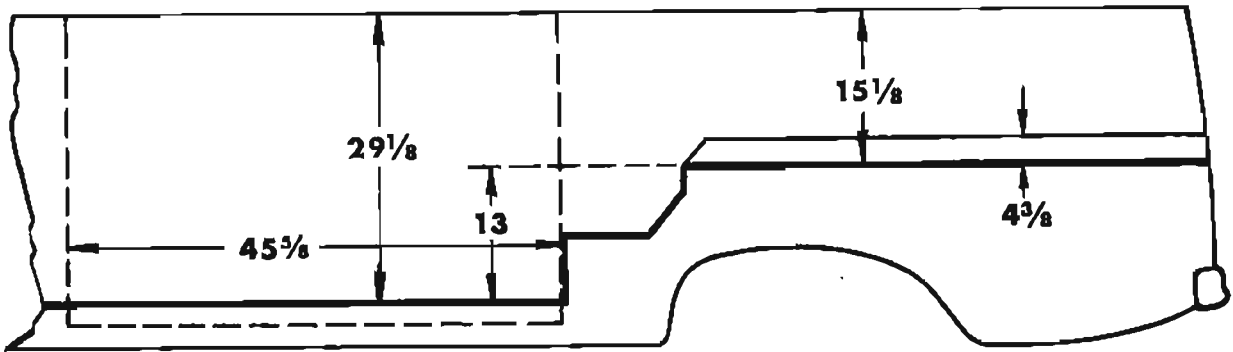
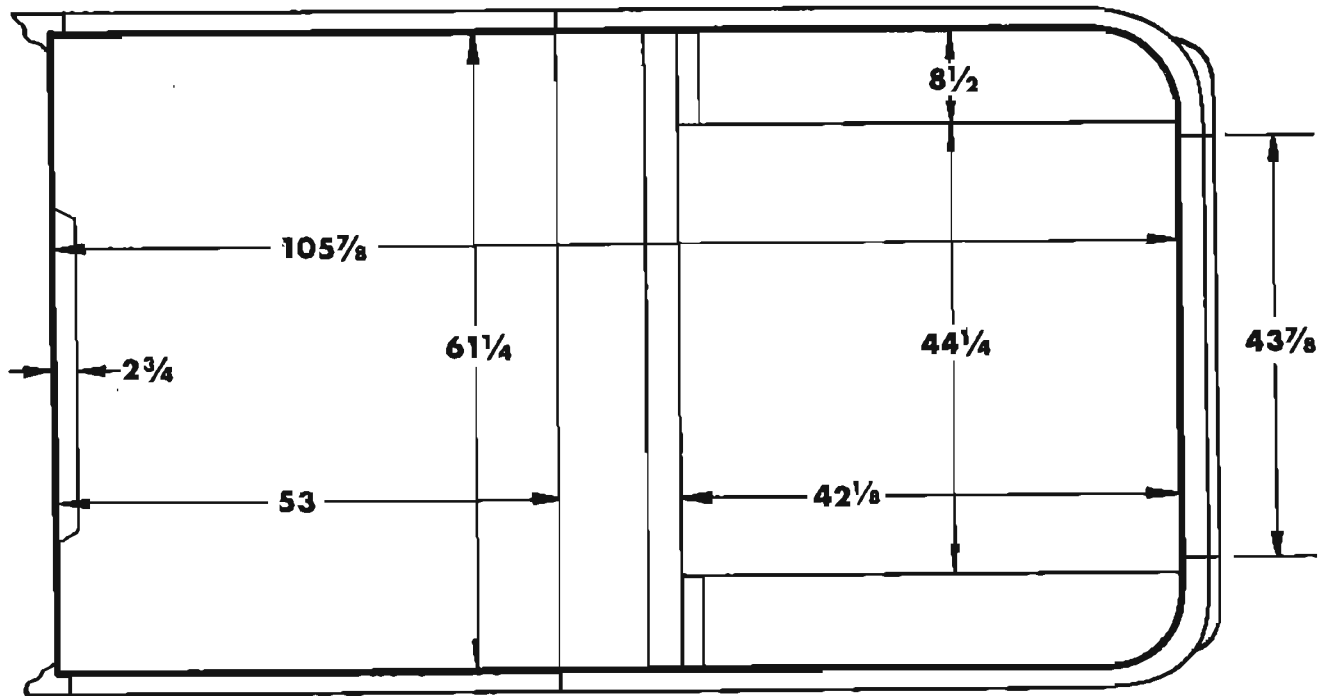
The Rampside Pickup, Model R1254, has a unique loading ramp on the curb side of the vehicle. The ramp swings down flush with the floor of the deep-well cargo area, and forms an easy slope for the simplified loading of wheeled equipment or bulky objects. When closed, the ramp is securely latched and fits 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 $\frac{3}{4}$ " 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

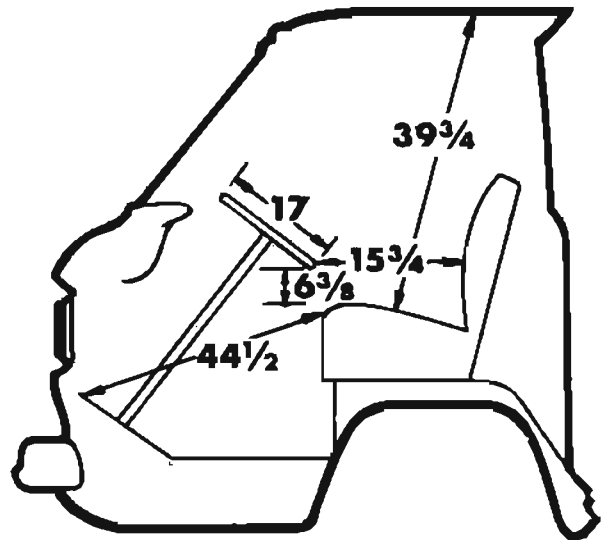


CONSTRUCTION

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.

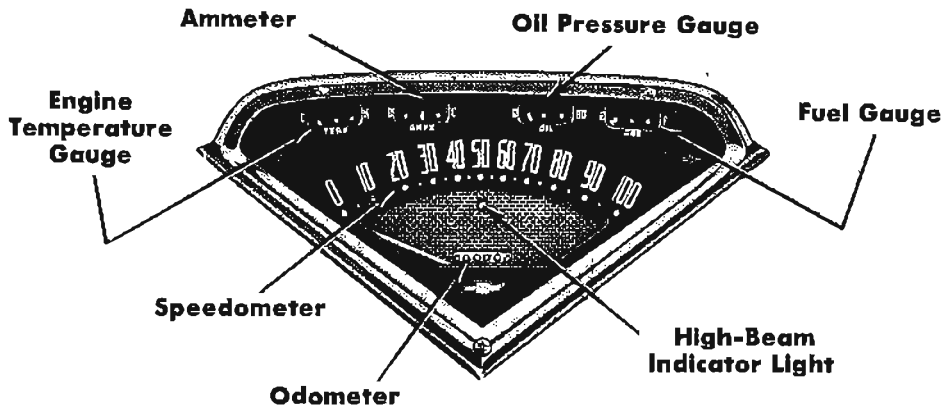
The tailgate is double-walled, and held in the open position by two folding links. Two recessed handles on the inside of the tailgate operate the latches which keep the tailgate closed.

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.



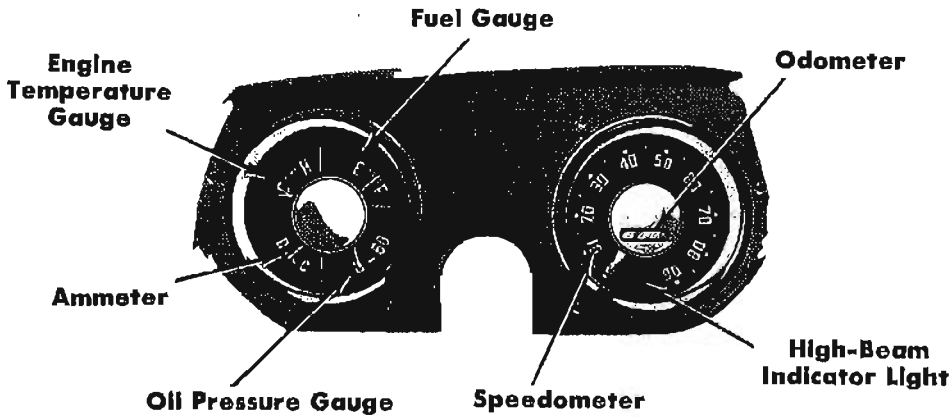
CHASSIS MODELS

INSTRUMENT CLUSTERS



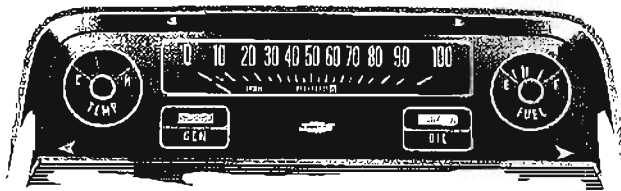
Forward Control Models

Standard instrument cluster for Series P20 and P30 models is shown at left. Series P10 models use the Chassis-Cowl instrument cluster. See description below.



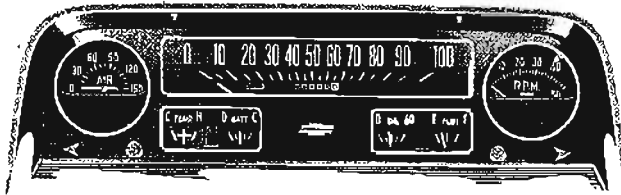
Chassis-Cowl & School Bus Models

Standard instrument cluster for Chassis-Cowl, School Bus and P10 models is shown at left.



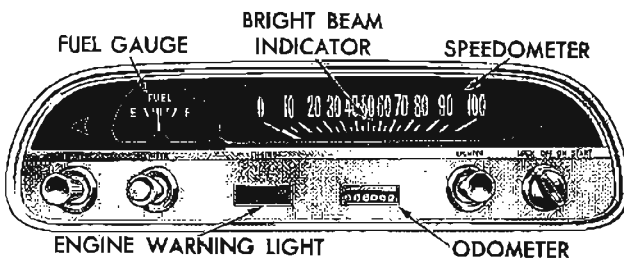
Windshield-Cowl Models Series 10-30

Standard instrument cluster for Series 10-30 Windshield-Cowl models is shown at left. See page 4 of this section for instrument identification. With optional gauges or tachometer the cluster is replaced by that used in 50 and 60 Windshield-Cowl models.



Windshield-Cowl Models Series 50-60

Standard instrument cluster for Series 50-60 Windshield-Cowl models is shown at left. See page 4 of this section for identification of instruments.



Chevy-Van & Corvair 95

Standard instrument cluster for models G1205, R1205 and R1254 is shown at left.

EXTERIOR COLORS

SOLID COLORS AND TWO-TONE COMBINATIONS

Refinish paints can be obtained from local sources by using the paint numbers shown in the September, 1963, issue of Chevrolet Service News.

Solid Color or Main Two-Toning Color	Secondary Two-Toning Color	Option Numbers (Except Step-Vans)		Step-Van 7 Option Numbers		Step-Van Option Numbers		Step-Van King Option Numbers	
		Solid	Two-Tone	Solid	Two-Tone	Solid	Two-Tone	Solid	Two-Tone
Black	Off-White	500	530	E30BA	E30CA	E31CA	E31DA	E32CA	E32DA
Blue, Dark	Off-White	508	538	E30BE	E30CE	E31CF	E31DF	E32CF	E32DF
Blue, Light	Off-White	507	537	E30BD	E30CD	E31CE	E31DE	E32CE	E32DE
Fawn	Off-White	528	558	E30BN	E30CN	E31CP	E31DP	E32CP	E32DP
Gray	Off-White	522	552	E30BF	E30CF	E31CG	E31DG	E32CG	E32DG
Gray-Green ●	Off-White	529	559	E30BM	E30CM	E31CN	E31DN	E32CN	E32DN
Green, Dark	Off-White	505	535	E30BC	E30CC	E31CD	E31DC	E32CD	E32DC
Green, Light	Off-White	503	533	E30BB	E30CB	E31CB	E31DB	E32CB	E32DB
Orange	Off-White	516	546	E30BK	E30CK	E31CL	E31DL	E32CL	E32DL
Red	Off-White	514	544	E30BJ	E30CJ	E31CK	E31DK	E32CK	E32DK
Turquoise ●	Off-White	510	540	E30BG	E30CG	E31CH	E31DH	E32CH	E32DH
White	★Red	521	★545	E30BL	—	E31CM	—	E32CM	—
Off-White	★Red	526	★541	E30BP	—	E31CQ	—	E32CQ	—
Yellow	Off-White	519	549	E30BH	E30CH	E31CJ	E31DJ	E32CJ	E32DJ

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

● Metallic-type paint.

TRIM COLORS

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

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

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

WHEEL COLORS

Series R10 only—With all solid colors, wheels are painted black. With the Off-White/Red and White/Red 2-tone combinations, wheels are painted Red. With all other 2-tone combinations, wheels are painted the main body color.

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

Series 50-80—Wheels are painted black with all exterior colors.

1964 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 the following pages.



Fawn



Gray-Green
(Metallic)



Turquoise
(Metallic)



Black



Light Green



Off-White



Dark Blue



Dark Green



White



Light Blue



Orange



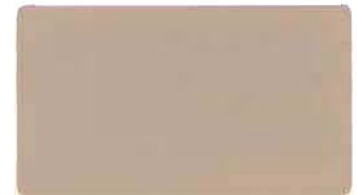
Yellow



Gray

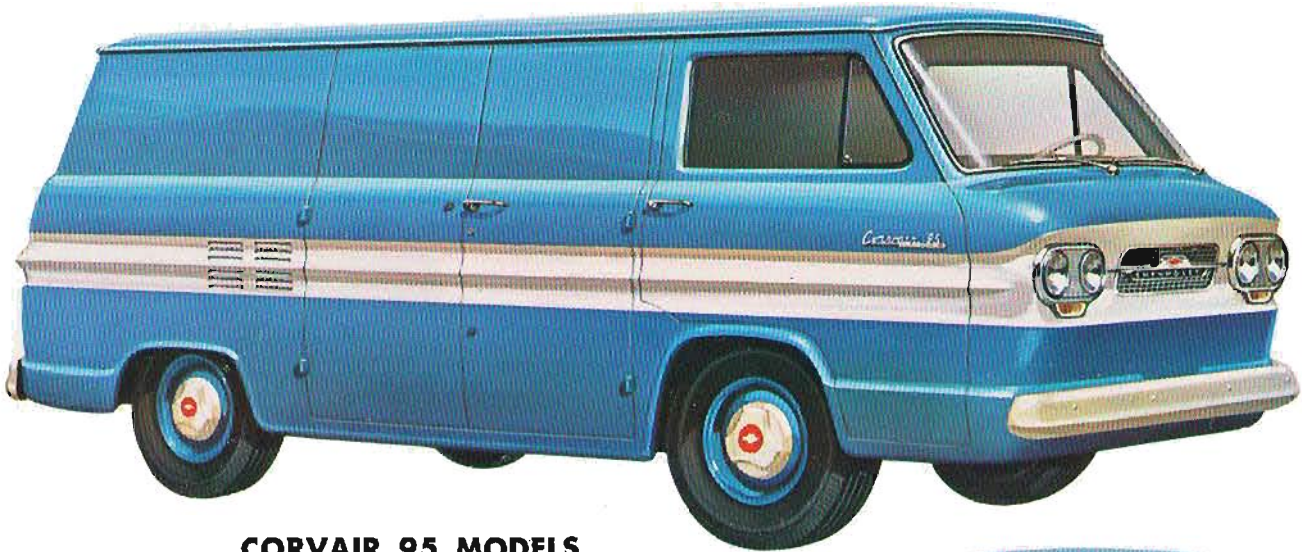


Red



Medium Fawn
(Interior color only)

TWO-TONE COMBINATIONS



CORVAER 95 MODELS

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

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

Rear door glass equipment, rear engine grille and taillight reflector inserts, as shown, are optional at extra cost.



STEP-VAN MODELS

Models P1345, P2535, P2635, P3535 and P3635 (not illustrated) use Off-White for roof panel only.



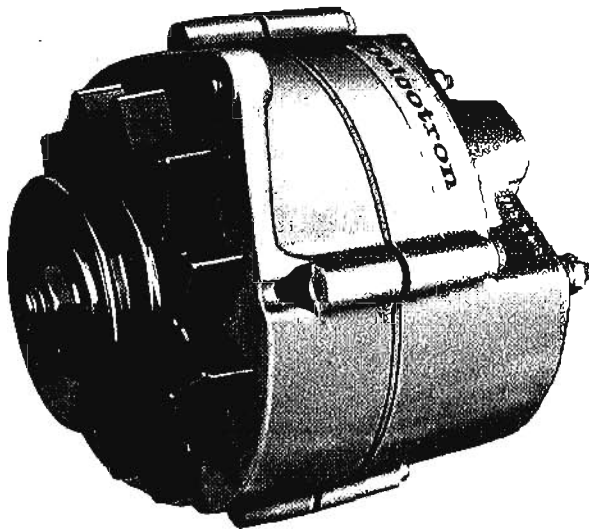
Model P2545 Illustrated

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		Watts @ 14 Volts
	Idle	Max	
35-Ampere (DC).....	0	35	490
35-Ampere (DC), low cut-in	15	35	490
37-Ampere Delco-tron.....	9	37	518
42-Ampere Delco-tron.....	12	42	588
55-Ampere Delco-tron.....	6	55	770
62-Ampere Delco-tron.....	23	62	868
130-Ampere Delco-tron.....	20	130	1820

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 all 50 through 80 series and forward control models.

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

®Du Pont registered trademark

Battery Specifications

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

Truck Series	R10	C-K10-20 C30, P10-30 C-L50 C-L-M-T80	C-L-M-T60 C-L-T60-H	S50, S60	C-K-P10 C-K20	P20-30 C-L-M-T50-80	D60 D60-H	E-U-W80
	Standard	Standard	Standard ♦	Standard	Optional	Optional	Standard	Standard
Capacity @ 20-hr rate....	42 amp	53 amp	61 amp	70 amp	70 amp	70 amp	150 amp	205 amp
Model number.....	1980556	2SMB	2SMD	3SMA	2STA	3SMA	4D	8D
Plates per cell (6 cells)....	9	9	11	11	11	11	19	27
Dimensions: Length (in)...	13	10 ¹ / ₈	10 ¹ / ₈	12	10 ¹ / ₈	12	20 ⁷ / ₈	20 ⁷ / ₈
Width (in)...	4 ³ / ₄	6 ³ / ₄	6 ³ / ₄	6 ³ / ₄	6 ³ / ₄	6 ³ / ₄	8 ¹ / ₈	10 ³ / ₈
Height (in)...	8	8 ³ / ₄	8 ³ / ₄	8 ³ / ₄	9 ⁵ / ₈	8 ³ / ₄	9 ¹ / ₂	9 ¹ / ₂
Weight (lb).....	35	43	45	53	50	53	117	153
Location.....	Inside Engine Compartment						R. H. side behind cab	R. H. running board (E-W80); L. H. side rail (U80)

♦ Included with optional 292 Six in Series C-K10-30 and C-L50 models

ELECTRICAL SYSTEMS

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
35-amp (DC)	R10	none
35-amp (DC), low cut-in	none	R10
37-amp Delcotron	C-K & P10-30 C & L50-80 M60 T60-80, M80	none
42-amp Delcotron	none	Exc D60
55-amp Delcotron	D60, E-U80	Exc D60, E-U80
62-amp Delcotron	none	Exc D60, E-U80
130-amp Delcotron	none	S60

35-Ampere, Normal Cut-in

Delco-Remy 2-brush shunt-wound type. Current and voltage regulated to 35 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 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

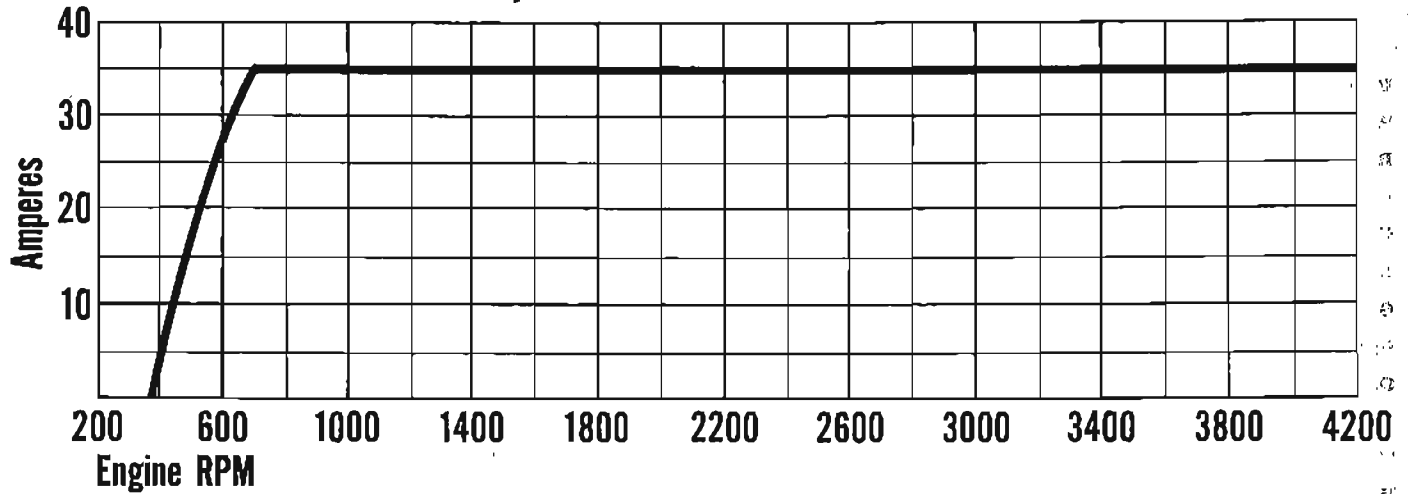
Available in several capacities as shown in the generator availability table above, the "DELCOTRON" is an alternating current generator with an integral diode-rectifying system. Battery charging current is produced even at engine idling speeds, helping to ensure a fully charged battery at all times. 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 55-ampere "DELCOTRON" generator is carried by ball bearings at the front and rear. The 62-ampere "DELCOTRON" generator uses ball bearings at both ends of the rotor shaft.

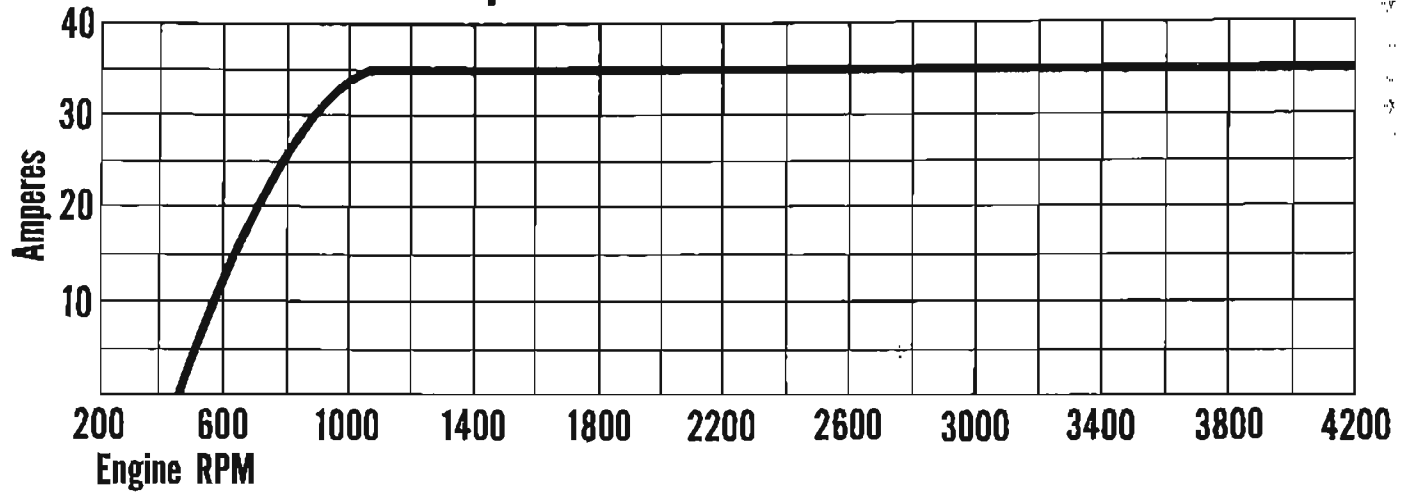
GENERATOR OUTPUT CURVES

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

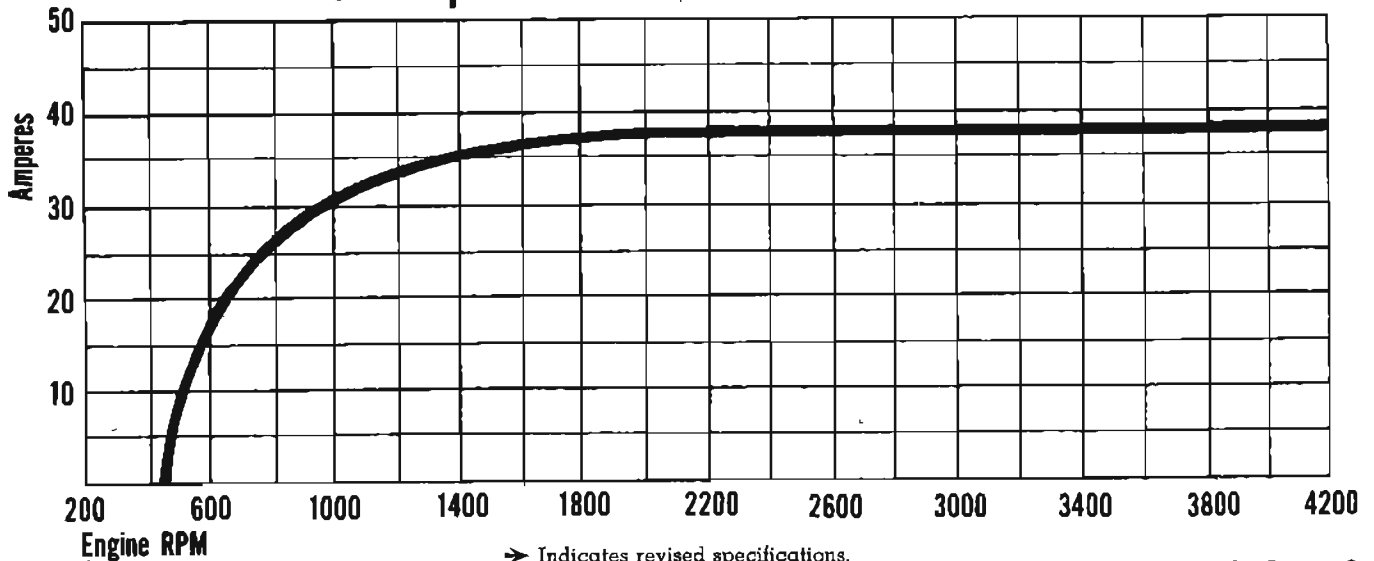
➤ 35-Ampere Low Cut-in DC Generator



➤ 35-Ampere Normal Cut-in DC Generator



37-Ampere "DELCO TRON" Generator



➤ Indicates revised specifications.

CLUTCHES:

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 348 Special V8..... 16-17
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 409 V8..... 16-17
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 348 V8..... 20-21
 409 V8..... 20-21
 4-53 GM Diesel..... 25-26
 6V-53 GM Diesel..... 25-26

ENGINE USAGE BY TRUCK SERIES

Engine Name	Series	
	Standard	Optional
164 Six.....	R10	—
164 Six.....	—	R10
153 Four.....	P10	—
230 Six.....	C-K10-20 C30 P20-30 C-L-S50	P10
292 Six.....	C-L-M-T60 C-L-T60-H S62, S64, S67, S67-H	C-K10-20 C30 P20-30 C-L-S50
283 V8.....	—	C-K10-20 C-L50
327 V8.....	S69, S69-H	C-L-M-T60 C-L-T60-H S62, S64, S67, S67-H
348 Special V8.....	—	C-L-M-T60 C-L-T60-H S62, S64, S67, S67-H, S69, S69-H
348 V8.....	C-L-M-T80	—
409 V8.....	—	C-L-M-T80
4-53 GM Diesel.....	D60, D60-H	—
6V-53 GM Diesel.....	E-U-W80	—

164 SIX

164 SIX & 164 HI-PERFORMANCE SIX

Basic Specifications 164 Six

Engine type..... Valve-in-head, air cooled
 Piston displacement..... 164 cu in
 Bore & Stroke (nominal)..... 3.437" x 2.94"
 Dry Weight (with clutch)..... 316 lb
 Compression ratio..... 8.25:1
 Taxable horsepower (SAE)..... 28.4
 Idling speed..... 500 rpm
 Carburetor type..... Downdraft (two)

Basic Specifications 164 Hi-Performance Six

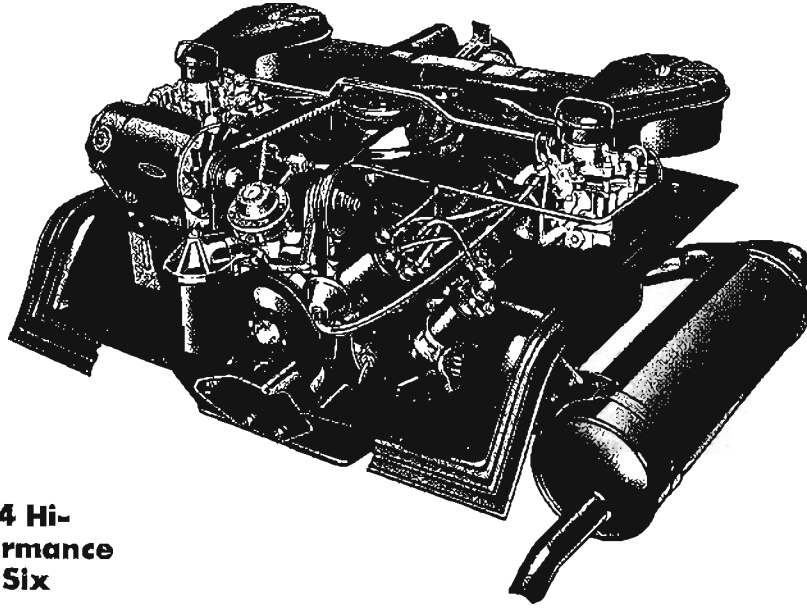
Engine type..... Valve-in-head, air cooled
 Piston displacement..... 164 cu in
 Bore & stroke (nominal)..... 3.437" x 2.94"
 Dry weight (with clutch)..... 316 lb
 Compression ratio..... 9.25:1
 Taxable horsepower (SAE)..... 28.4
 Idling speed..... 500 rpm
 Carburetor type..... Downdraft (two)

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.



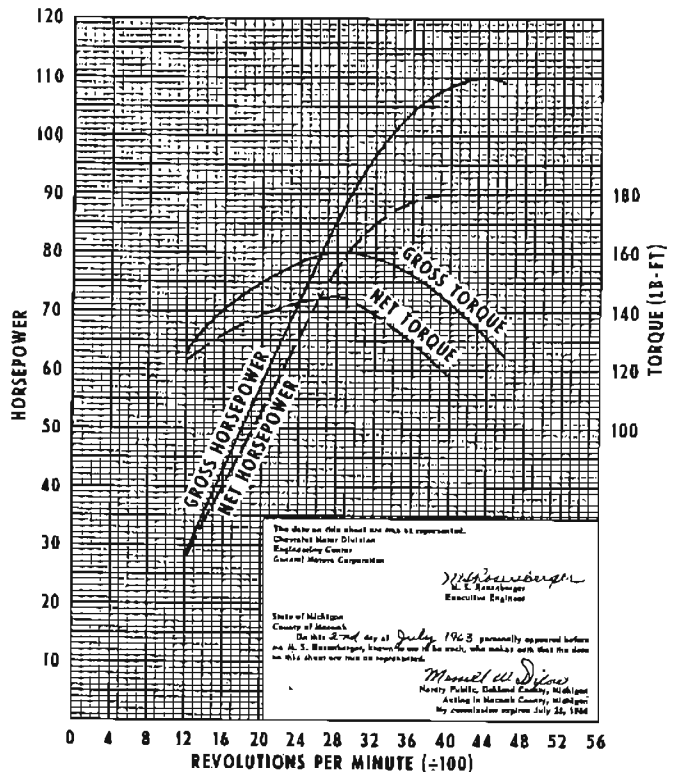
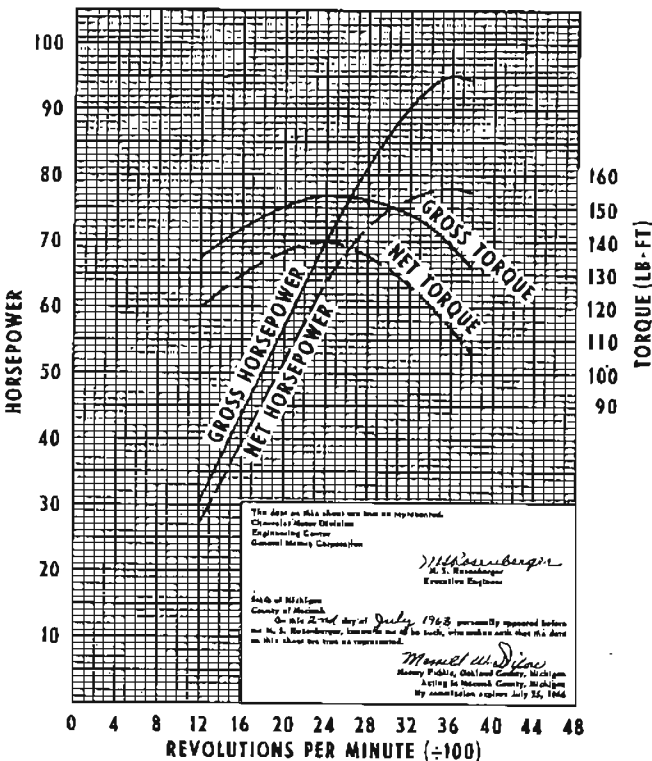
164 Hi-Performance Six

164 Six

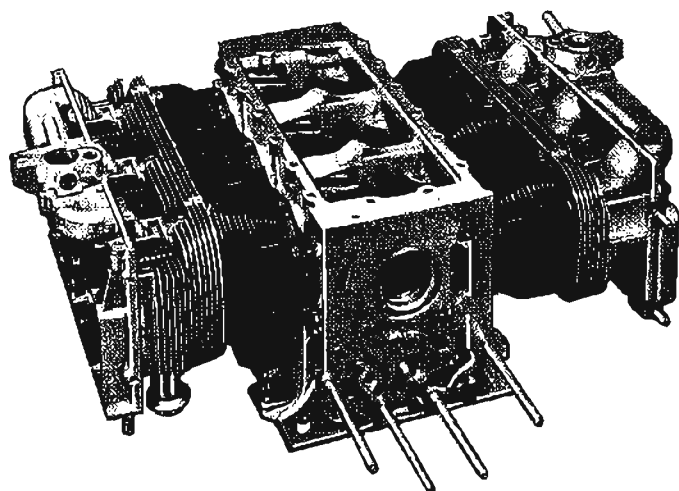
Gross horsepower.....	95 @ 3600 rpm	110 @ 3600 rpm
Net horsepower.....	78 @ 3600 rpm	90 @ 3600 rpm
Gross torque, lb-ft.....	154 @ 2400 rpm	160 @ 2800 rpm
Net torque, lb-ft.....	140 @ 2400 rpm	145 @ 2800 rpm

164 Hi-Performance Six

164 Six



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 antifreeze, 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 164 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 164 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 premium aluminum main bearings are supported entirely by the crankcase bulkheads at the junction of the two crankcase halves.

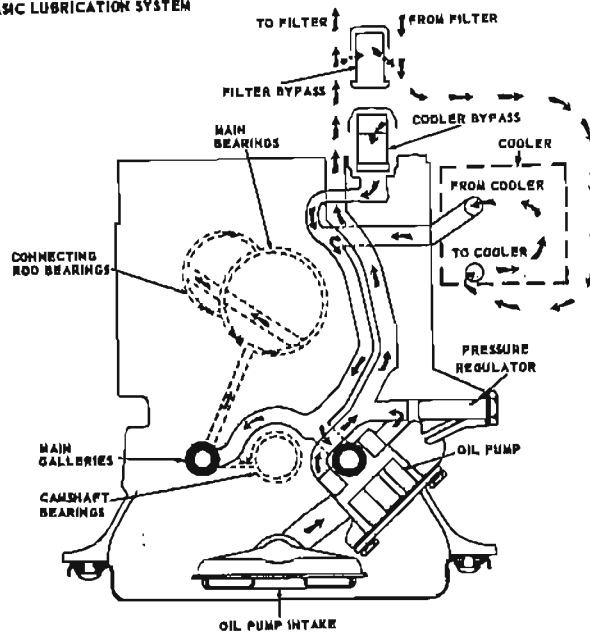
Rugged Forged-steel Crankshaft—Because of the horizontally opposed engine design, the crankshaft is short and rugged and ideally suited to the hard work of truck operation. It is made of forged steel for extra strength and durability.

Forged-steel Connecting Rods—Connecting rods are lightweight steel forgings, and their bearings are the same high-quality premium aluminum 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 164 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 pushrods 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

	164 Six	164 Hi-Performance Six
Basic Description	horizontally opposed cylinders, valve-in-head design	
Displacement	164 cu in	
Bore x Stroke	3.437" x 2.94"	
Compression Ratio	8.25:1	9.25:1
Gross Horsepower @ rpm	95 @ 3600	110 @ 4400
Net Horsepower @ rpm	78 @ 3600	90 @ 4000
Gross Torque (lb-ft) @ rpm	154 @ 2400	160 @ 2800
Net Torque (lb-ft) @ rpm	140 @ 2400	145 @ 2800
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	premium aluminum	
ID x Length (Projected Area)	1.801" x 0.649" (1.169 sq in)	
Bearings, Main	precision, removable	
Material	premium aluminum	
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	2.1018" x 0.752" (1.580 sq in)	
Bearing 4	2.1018" 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	
Length (center-to-center)	4.721"	
Cooler, Oil		
Make	Harrison	
Material	aluminum	
Crankshaft	drop-forged steel	
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	11.20"	
Number of Vanes	11	
Air Flow	1460 cfm @ 4000 engine rpm	
Drive	V-belt from crankshaft over idler and generator pulleys	
Ratio (Blower to Engine Speed)	1.58:1	
Air Flow Control	two thermostatically controlled valves in plenum outlet	
Filter, Fuel		
In Fuel Tank	fine-mesh metal cloth strainer	
At Carburetor Inlet	sintered-bronze filter	
Filter, Oil		
Capacity	full-flow 1.0 pint	

SPECIFICATIONS

Lubrication	Full-pressure system; direct pressure to hydraulic lifters and to main, connecting rod and camshaft bearings; metered pressure to valve mechanism; pressure spray to cylinder walls, piston pins and timing gears. (See Owner's Guide for lubricant types.)
Oil Capacity	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	40 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	44° BTC
Inlet Closes	88° BTC
Exhaust Opens	78° BBC
Exhaust Closes	54° ATC
Spark Plugs	AC, model 46-FF
Thread Size	14 mm
Torque	25 lb-ft
Gap	0.035"—0.040"
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	0.3850"
Rotators	Rotocoil
Valves, Inlet	
Material	alloy-steel-stilichrome No. 1; aluminized face
Overall Length	4.50"
Head Diameter	1.34"
Stem Diameter	0.342"
Face Angle	44°
Seat Angle (in head)	45°
Lift	0.3850"
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

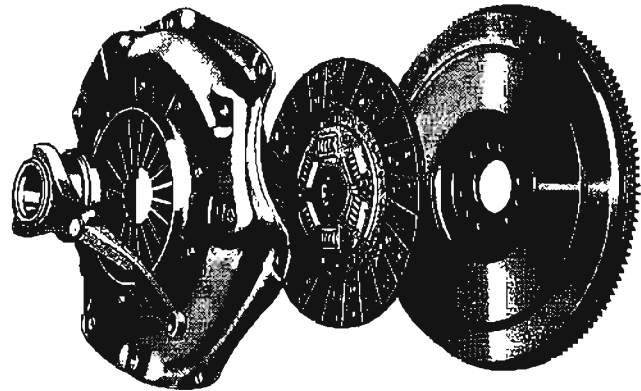
MODEL APPLICATION	P10	C60, 60-H, S60	L50	M60, L-T60, 60-H	C-L-M-T80	D60, 60-H	E-U-W80	
ENGINE APPLICATION	153 230	327 348 Sp	230 283 292	292 327 348 Sp	348 409	4-53	6V-53	
Cylinder	Location	On Firewall						
	Size	1 1/8" Diameter						
	Stroke	1 1/2" Stroke						
Slave Cylinder	Location	R.H. Side of 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

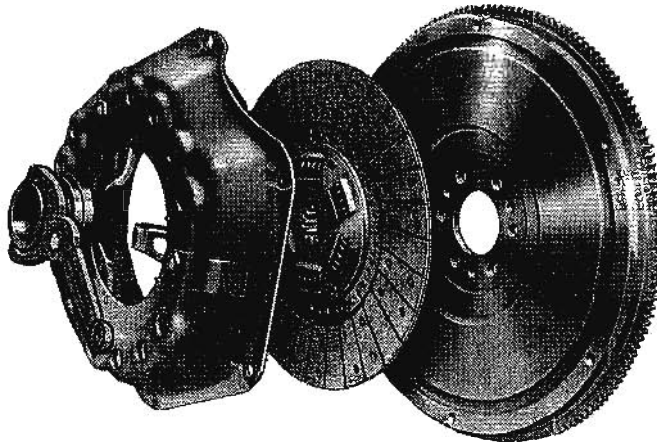
MODEL APPLICATION	R10	P20-30	K-C10-30	C50	S50	C60, S60
ENGINE APPLICATION	164	230 292	230 283 292	230 283 292	230 292	292

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	164 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"	11 ⁷ / ₈ "	11 ⁷ / ₈ "	12 ⁷ / ₈ "	13 ³ / ₄ "
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)	9 ¹ / ₄	10 ¹ / ₈	11 ¹ / ₈	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 and included on C-L-S50 Series models.

★ Except C-L-S50 Series models.

FUEL TANK SPECIFICATIONS

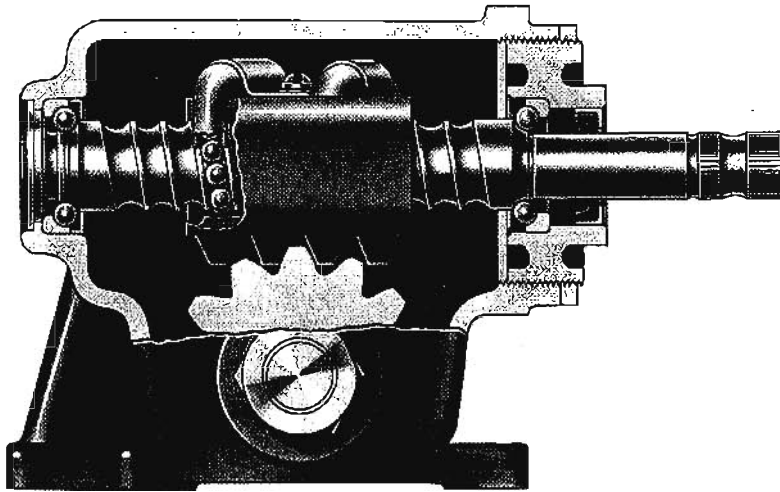
All fuel tanks are of 2-piece seam-welded construction. Tanks for Series D60 and M80 trucks are made of 18-gauge steel; S50 and S60 tanks are of 16-gauge steel; all others are of 20-gauge steel.

Truck Series	Tank Location	Tank Capacity (gallons)	Truck Series	Tank Location	Tank Capacity (gallons)
R10	Under seat	18.6	Panel & Carry-all Models		
Cab Models			C10, K10	Inside frame, behind rear axle	20.5
C10-C60, M60	In cab, back of seat	17 a	C30	Outside left frame side rail	18
K10, K20	In cab, back of seat	17 a	Forward-Control Models		
D60, C-L-M80	In cab, back of seat	20	P10	Inside frame, behind rear axle	20.5
E-U-W80	On top of frame side rail	18	P23, P33	Outside right frame side rail	15.5
L50, L60	In cab, back of seat	17 a	P25, P26	Outside right frame side rail	18.0 b
T60, T80	Outside right frame side rail	18.0	P35, P36	Outside right frame side rail	18.0 b
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			

a—20 for optional tank.

b—30.0 for optional tank.

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

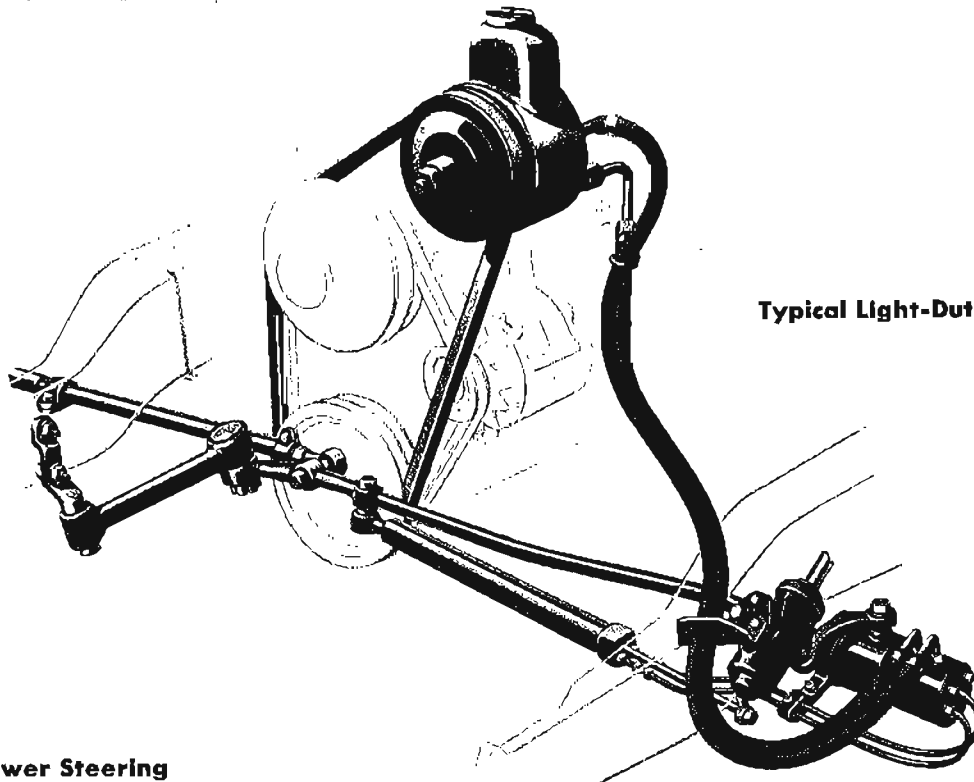
Medium- & Heavy-Duty Power Steering

Chevrolet's linkage-type power steering is standard on M-W80 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.

A higher flow-rate hydraulic pump is used on Series 80 models with the optional 11,000-lb front axle. 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 attach-

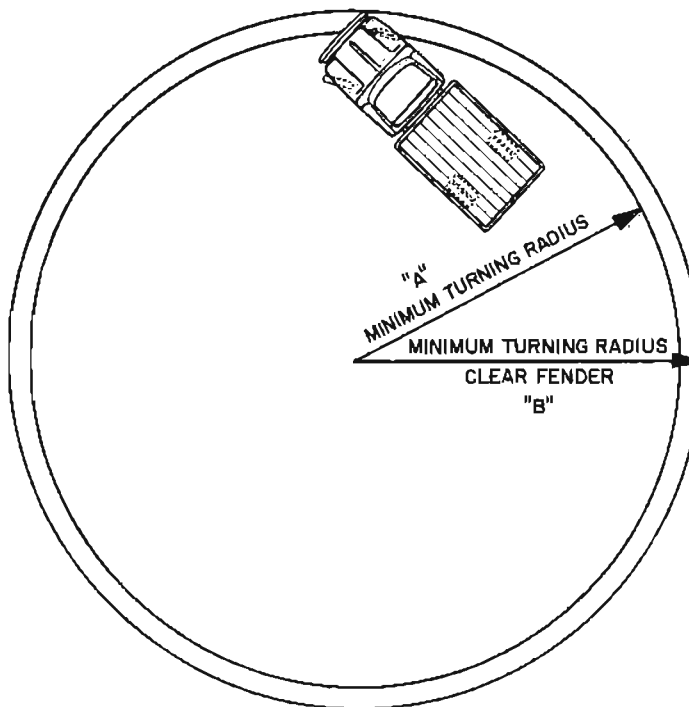
ing parts and instructions. The relay rod, power cylinder, control valve and hoses, are assembled as a single unit. Installation requires only about 3½ hours.

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	22.6	24.1
K15	127	25.9	27.2
C25	127	23.1	24.5
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	25.3	26.9
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
L62	133	22.3	23.7
L63	145	23.9	25.2

Series	Wheelbase (inches)	Radius A (feet)	Radius B (feet)
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
T69	175	27.8	29.2
M63-M83	157	25.5	26.9
M65-M85	175	27.8	29.2
M68-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
W83	145	24.1	25.5
W85	163	26.5	27.9
W88	181	28.0	29.4

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TRANSMISSION USAGE BY TRUCK SERIES

Transmission	Standard	Optional
3-Speed, Chevrolet	10-20	—
3-Speed, Overdrive Chevrolet	—	C10
3-Speed, Wide-Ratio Warner T89B	—	C-P10, C-P20, C-P30
4-Speed, Chevrolet	30-60 (Exc D60, D60-H)	10-20
4-Speed, New Process 435	—	C-L-S60, C-L-M-S-T60, C-L-S-T60-H
5-Speed, New Process 540C	—	C-L-M-S-T60♦
5-Speed, Std-Ratio Clark 265V	—	C-L-M-S-T60♣
5-Speed, Close-Ratio Clark 267V	D60-H	C-L-M-S-T60♣
5-Speed, Overdrive Clark 264VO	D60	—
5-Speed, Std-Ratio Spicer 3152	C-L-M-T80★	C-L-S60, C-L-S60-H♣
5-Speed, Close-Ratio Spicer 3152A	—	C-L-S60, C-L-S60-H♣ D60-H, C-L-T80★
5-Speed, Overdrive Spicer 3153	—	D60
5-Speed, Std-Ratio Spicer 5652B	W80	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-S60, C-S60-H C-E-U-M-W80, T80★
Auxiliary, 3-Spd or 4-Spd Spicer	—	M80, W80

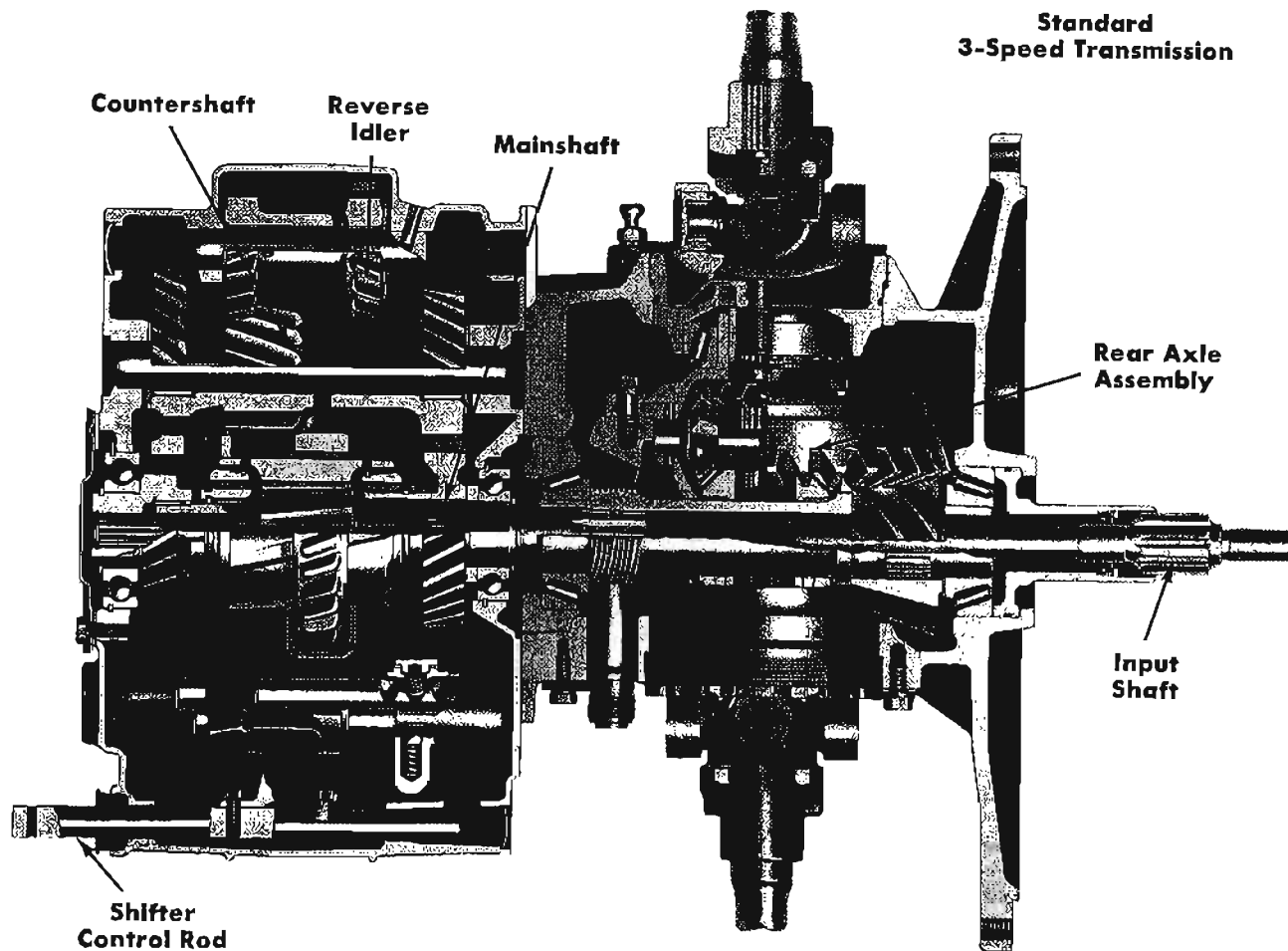
♦ With 292 Six

♣ With 327 V8 and 348 Special V8

★ With 348 V8

■ With 409 V8

CORVAIR 95 TRANSMISSIONS



**Standard
3-Speed Transmission**

The Corvaír 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.

Standard 3-Speed Synchronmesh 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.

Specifications

Make & Type	Chevrolet 3-Speed Synchronmesh	Chevrolet 4-Speed Synchronmesh
Gear Ratios:		
First.....	3.50	3.65
Second.....	1.99	2.35
Third.....	Direct	1.44
Fourth.....	—	Direct
Reverse.....	3.50	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.....	3.1 pints	3.1 pints
Brake, Parking:.....	See Brakes Section	

Optional 4-Speed Synchronmesh 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.

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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.

capacities to their loads. Adjustments must be made when tires are cold.

When tire loads are less than the maximum tire capacity, tire inflation pressures should be reduced to adjust individual tire

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	Tube-Type		24	26	28	30	32	34	36	45
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	1255
6.50-16/6PR	6.50-16/6PR	1380	1045	1105	1165	1225	1280	1330	1380	—

Truck Type

Tire Size		Max Capacity (lb)	Tire Capacity at Various Inflation Pressures (lb/sq in)											
Tubeless	Tube-Type		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	1550	1690	1830	1960	2090	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		
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		
12-22.5/12PR	11.00-20/12PR	5150					4060	4300	4520	4740	4950	5150		

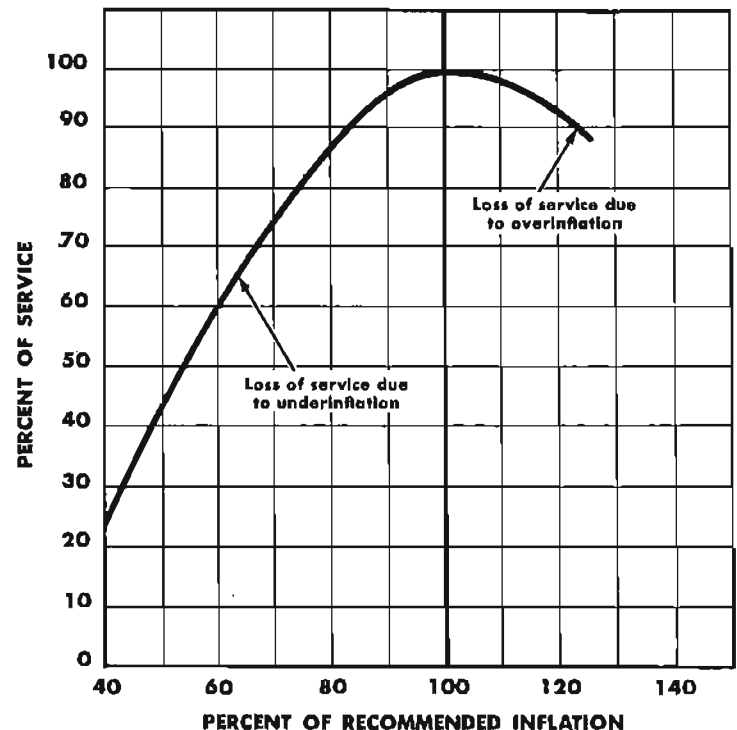
Proper inflation pressures for various tire loads are shown in the table on the preceding page. For maximum tire life these pressure recommendations should be followed. Both overinflation and underinflation can greatly reduce tire life. Likewise, the life of

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.

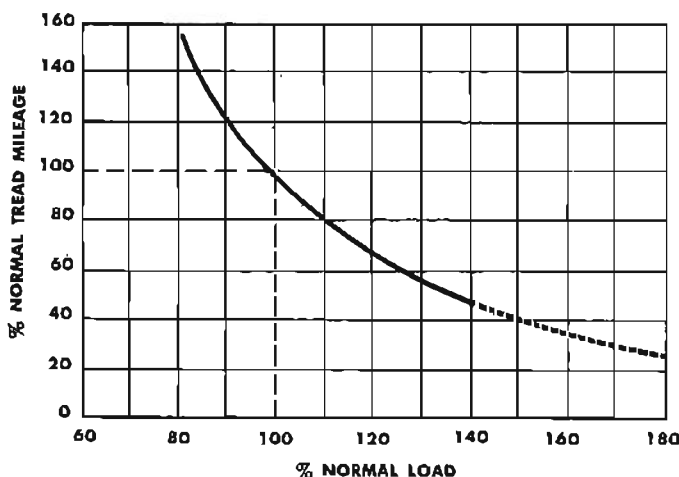
EFFECT of INFLATION on TIRE WEAR

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	75	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	—	—
12-22.5/12PR	8.25	5150	75	42.6	11.5	20.4	492	—	—
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	10.8	19.9	506	10.00W	20R
11.00-20/12PR	7.5	5150	75	42.4	11.2	20.2	492	—	—

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
7.00-14/4PR...	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...	a 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.

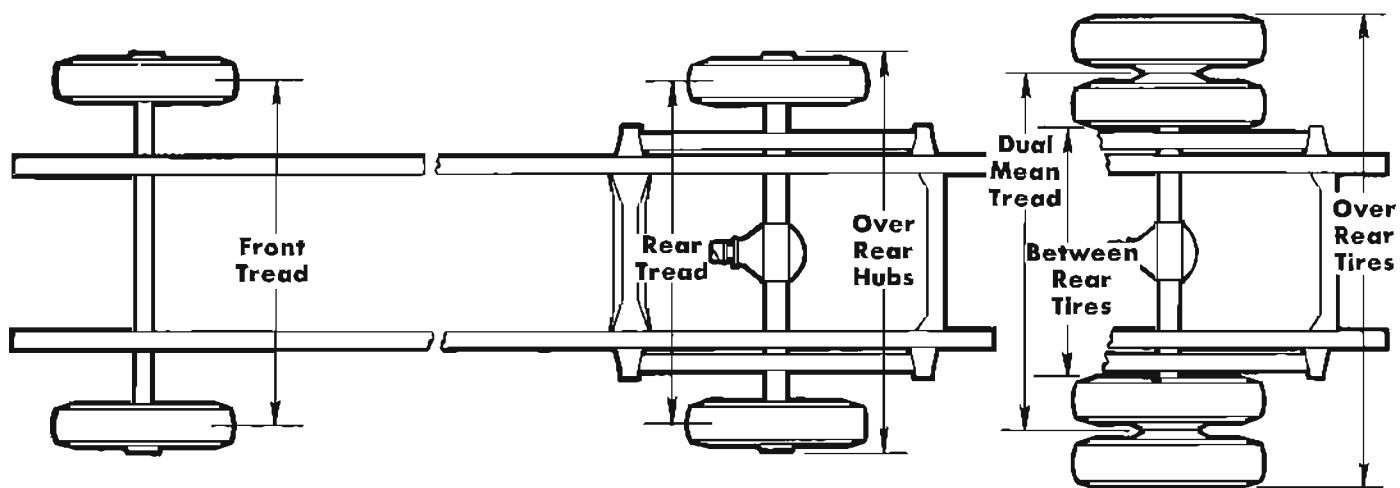
Tire Size		Rim Width (inches)	Cust Wheels	Disc Wheels
Front	Dual Rear			
SERIES C50, L50, S50				
7-22.5/6PR...	7-22.5/6PR...	5.25	N.A.	Std
8-22.5/8PR...	8-22.5/8PR...	5.25	N.A.	Std
8-22.5/8PR...	8-22.5/10PR...	5.25	N.A.	Std
8-22.5/8PR...	9-22.5/10PR...	6.00	N.A.	Incl
8-22.5/10PR...	8-22.5/10PR...	5.25	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 6.75}	N.A. N.A.	Incl 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 6.75}	e Opt Q83	Std Opt Q81
9-22.5/10PR...	9-22.5/12PR...	{6.00 6.75}	N.A. N.A.	Std 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 6.75}	N.A. N.A.	Std 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 6.75}	e Opt Q83	N.A. 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 7.50}	Incl Opt Q94	Opt Q81 N.A.
SERIES M-W80				
9-22.5/10PR...	9-22.5/10PR...	{6.00 6.75}	Std Opt Q83	N.A. 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 7.50}	Std Opt Q94	N.A. 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.

c—Heavy-duty front axle required.

d—Not available on Forward-Control models.

e—Included with 17,000-lb rear axle.

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, F10	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	6.00	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

WHEEL & RIM SPECIFICATIONS

Series	Wheel or Rim Size	Wheel and Rim Type (Rim sections shown in Figures on Page 12)	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
	15" x 5.50"	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)	—	—	3.35
	22.5" x 6.75"	Disc; 1-piece (Fig A)	a 5-F; 10-R	8¾	5.91
		Cast; 1-piece (Fig B)	—	—	3.90
	Disc; 1-piece (Fig A)	bc 10	11¼	5.91	
M80	22.5" x 6.75"	Cast; 1-piece (Fig B)	—	—	3.90
	22.5" x 6.75"	Disc; 1-piece (Fig A)	c 10	11¼	5.91
80 except MW80	22.5" x 6.75"	Cast; 1-piece (Fig B)	—	—	3.90
	22.5" x 7.50"	Cast; 1-piece (Fig B)	—	—	4.50
	22.5" x 7.50"	Disc; 1-piece (Fig A)	c 10	11¼	6.51
	22.5" x 8.25"	Cast; 1-piece (Fig B)	—	—	4.75

WHEELS & RIMS FOR TUBE-TYPE 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	1.44
	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	1.44
P20	17" x 5.0"	Disc; 3-piece (Fig D)	8	6½	.00
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	1.44
	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 6.0" single	Disc; 3-piece (Fig D)	8	6½	.00
	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
		Disc; 2-piece (Fig F)	a 5-F; 10-R	8¾	6.00
	20" x 6.5"	Cast; 3-piece (Fig G)	—	—	4.00
		Disc; 2-piece (Fig F)	c 6	8¾	6.00
	Disc; 2-piece (Fig H)	bc 10	11¼	6.00	
M80	20" x 6.5"	Cast; 3-piece (Fig G)	—	—	4.00
	20" x 6.5"	Disc; 2-piece (Fig H)	c 10	11¼	6.00
	20" x 7.0"	Cast; 3-piece (Fig G)	—	—	4.50
	20" x 7.5"	Cast; 3-piece (Fig G)	—	—	4.75
	20" x 7.5"	Disc; 3-piece (Fig G)	c 10	11¼	6.18
80 except MW80	20" x 6.5"	Cast; 3-piece (Fig G)	—	—	4.00
	20" x 7.0"	Cast; 3-piece (Fig G)	—	—	4.50
	20" x 7.0"	Disc; 3-piece (Fig G)	c 10	11¼	6.50
	20" x 7.5"	Cast; 3-piece (Fig G)	—	—	4.75
	20" x 7.5"	Disc; 3-piece (Fig G)	c 10	11¼	6.18

- 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.

RIM SECTIONS

Refer to the table on Page 11 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.

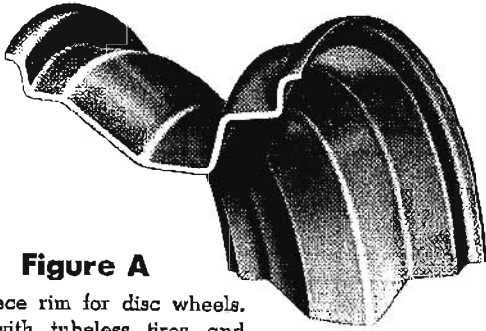


Figure A

One-piece rim for disc wheels. Used with tubeless tires and 15" x 5.0" and 16" x 5.0" disc wheels with tube-type tires.

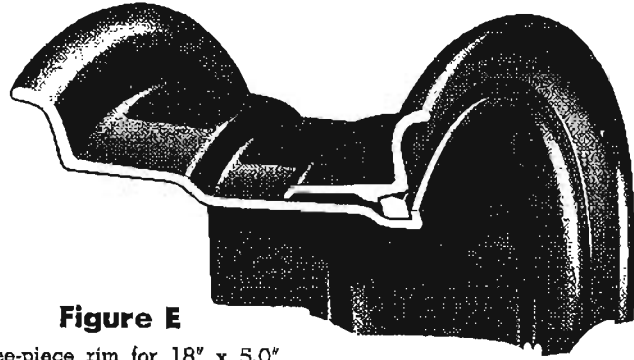


Figure E

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

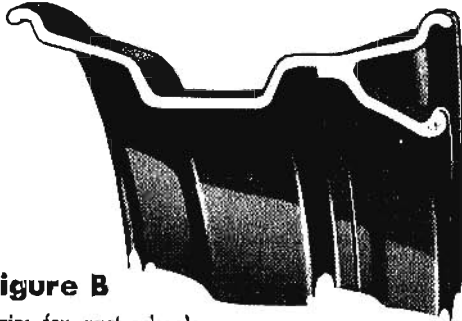


Figure B

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

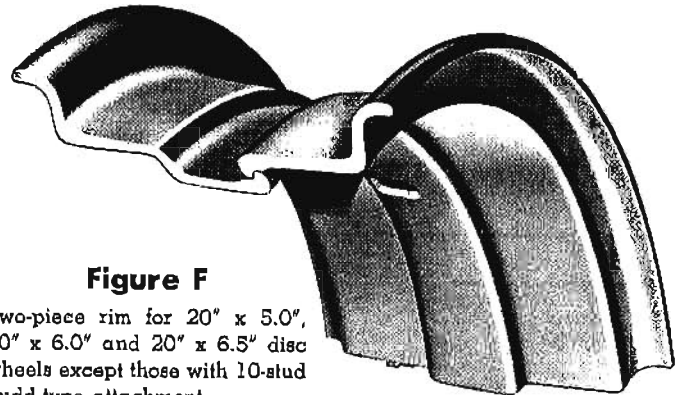


Figure F

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.

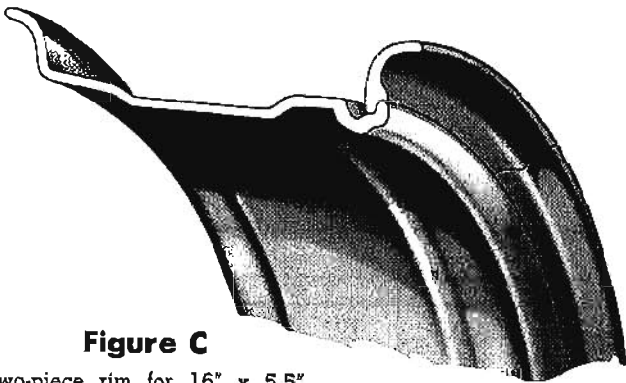


Figure C

Two-piece rim for 16" x 5.5" wheels with tube-type tires.

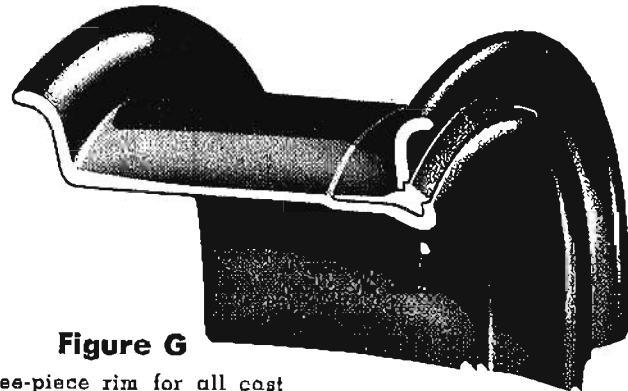


Figure G

Three-piece rim for all cast wheels with tube-type tires and 20" x 7.0" and 20" x 7.5" disc wheels.

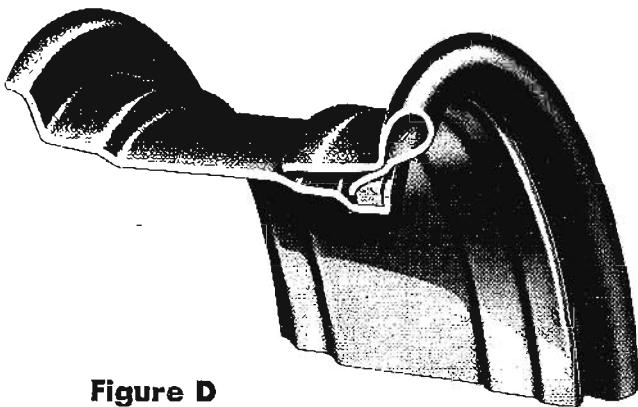


Figure D

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

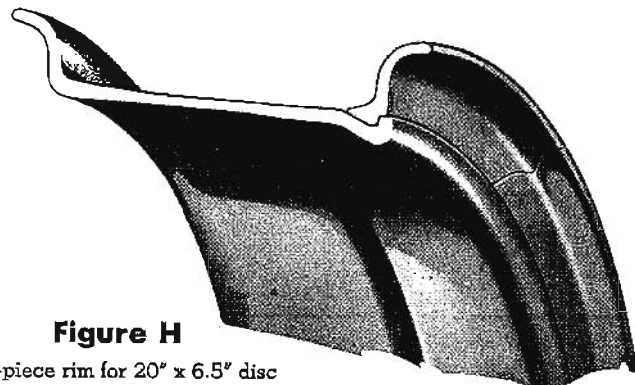
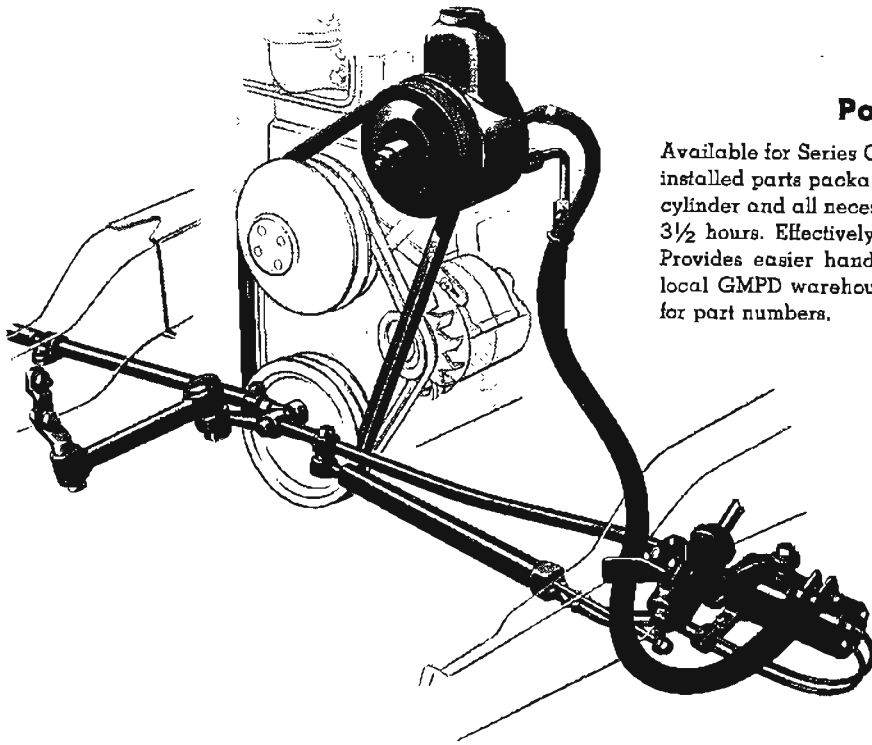


Figure H

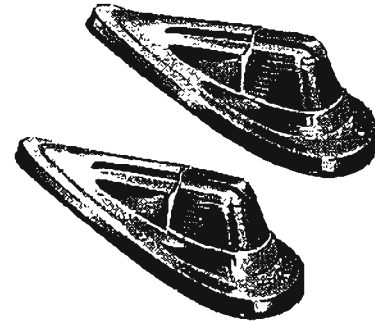
Two-piece rim for 20" x 6.5" disc wheels with 10-stud Budd-type attachment.

CUSTOM FEATURES



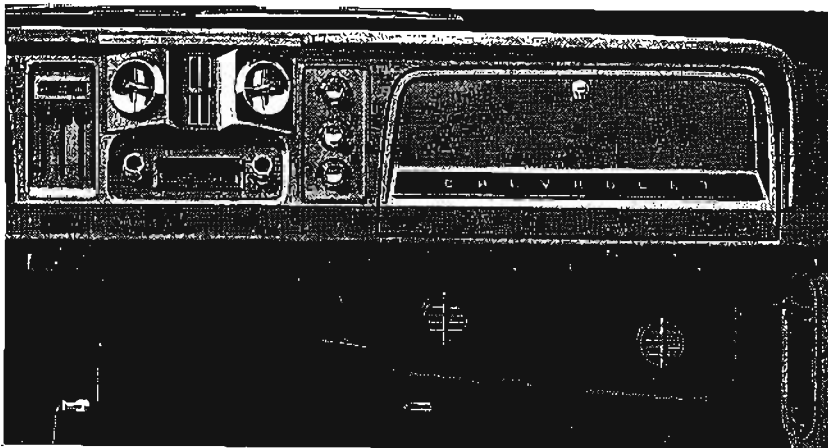
Power Steering

Available for Series C10-20-30 light-duty trucks as a dealer installed parts package. Includes a pump, relay rod, power cylinder and all necessary parts. Installation requires about 3½ hours. Effectively dampens road shock and vibration. Provides easier handling of the vehicle. Order from your local GMPD warehouse. See 1964 Chassis Parts Catalog for part numbers.



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.



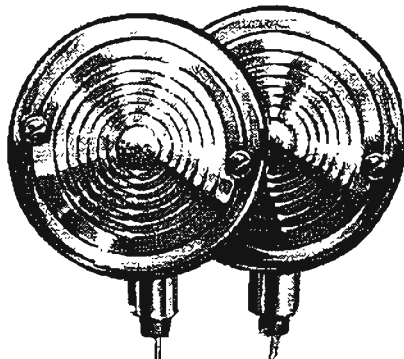
Custom Air Conditioner

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 Custom unit is to be installed.



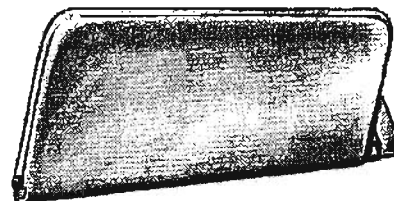
Cigarette Lighter

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



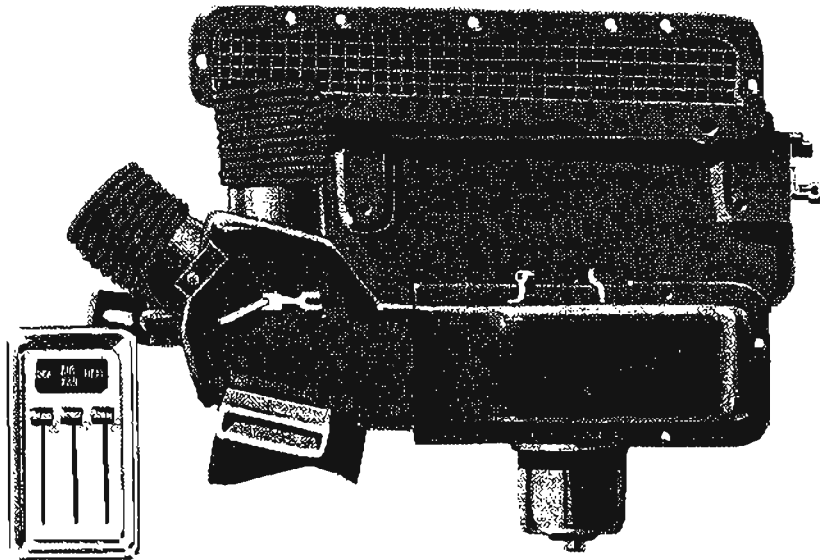
Back-up Lights

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



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.

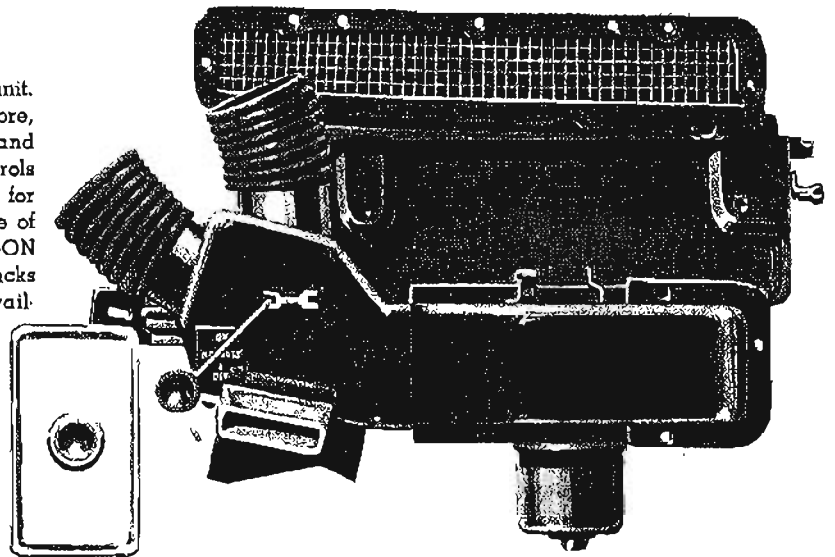


De Luxe-Air Heater and Defroster

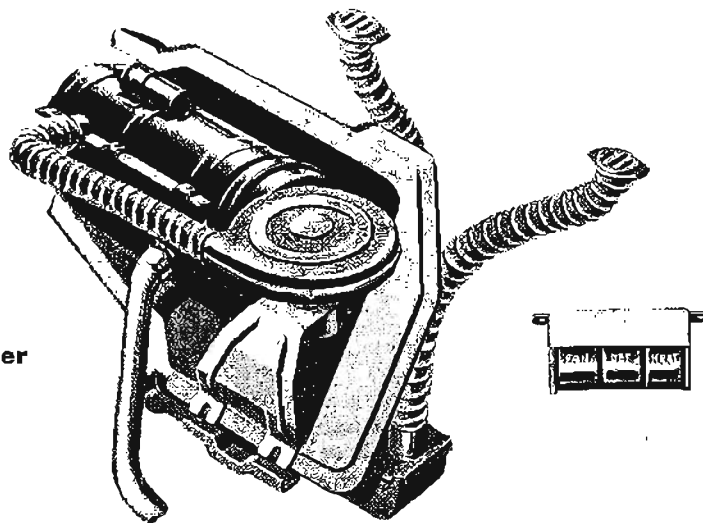
A combination outside-air heating and defrosting unit. Consists of an electric blower, a cellular water heater core, an air-distributor that directs heat toward the floor, and flexible tubes leading to the defroster. Simplified controls are located in the instrument panel. Has a combined air-fan control that automatically activates the three-position fan. Available for all trucks except cowl and forward control models. Available as an option at extra cost.

Thrift-Air Heater and Defroster

A combination outside-air heating and defrosting unit. Consists of an electric blower, a cellular water heater core, an air distributor that directs heat toward the floor, and flexible tubes leading to the defroster. Simplified controls are located on the instrument panel with the switch for the blower motor located to the lower right hand side of the instrument cluster. The switch is labeled OFF-FAN-ON and has three blower speeds. Available for all trucks except cowl, tilt cabs, step vans, and D60 models. Available as an option at extra cost.



Gasoline Heater



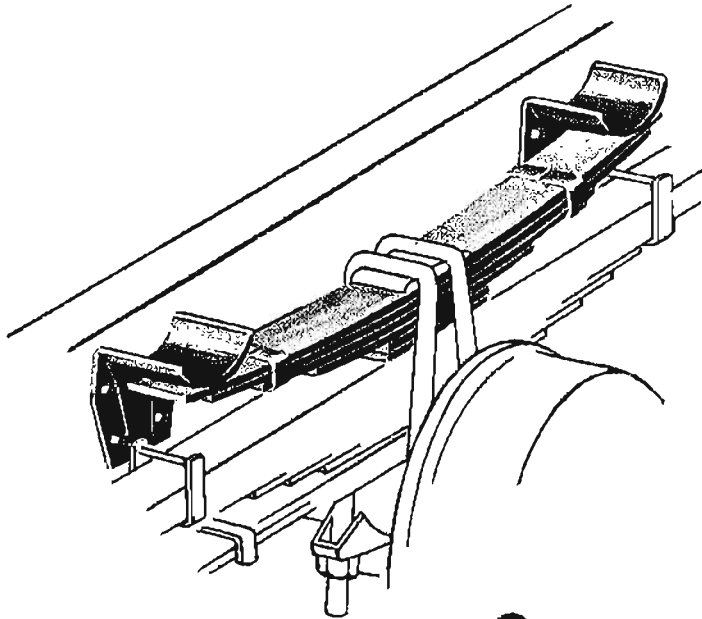
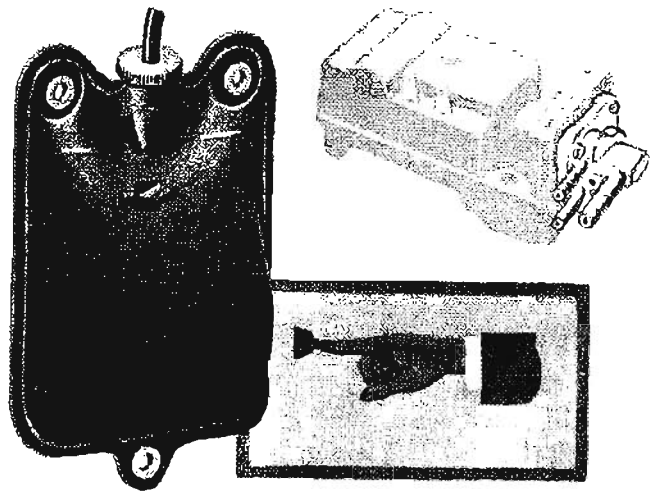
Corvaire 95 Heaters and Defrosters

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.

CUSTOM FEATURES

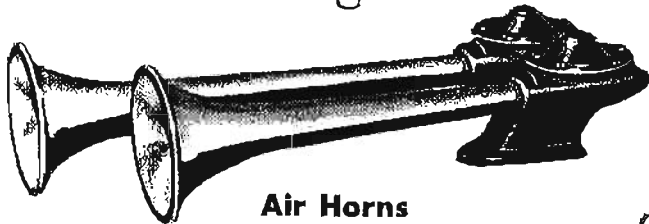
Windshield Washer

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. 95 and tilt cab models.



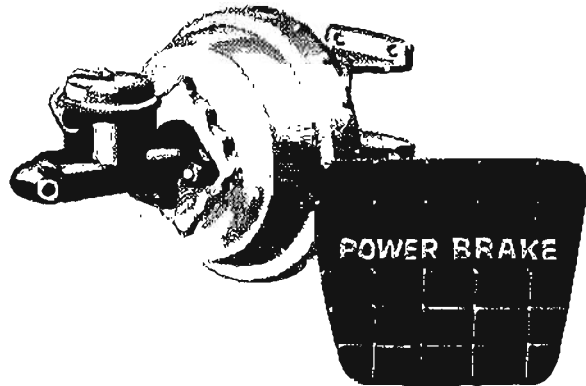
Auxiliary Rear Springs

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.



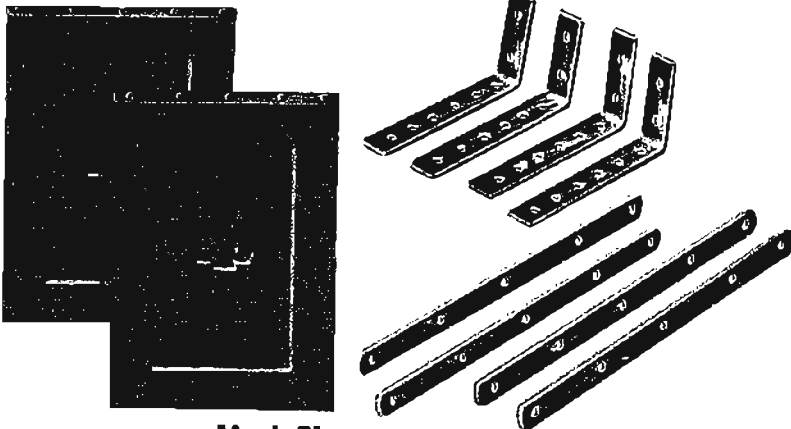
Air Horns

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.



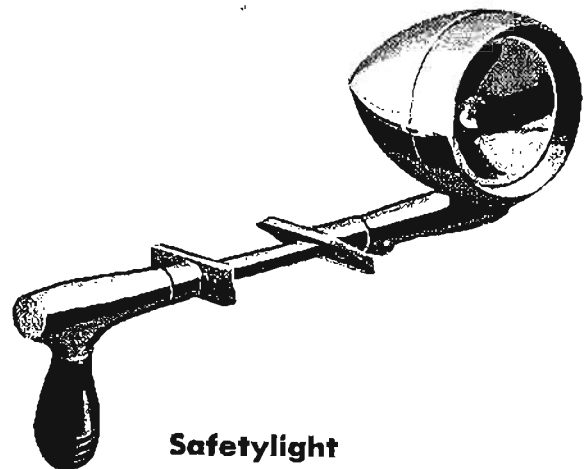
Power Brakes

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.



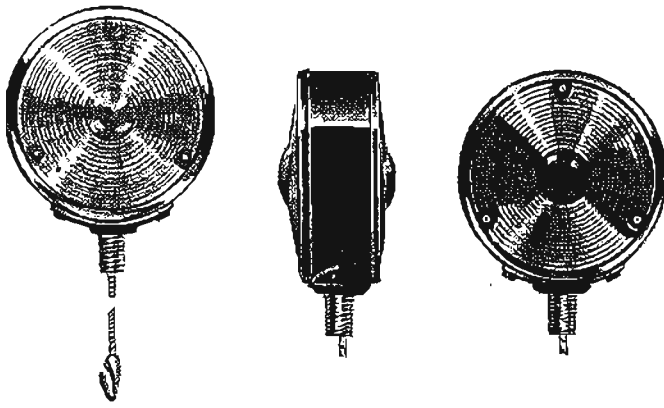
Mud Flaps

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.



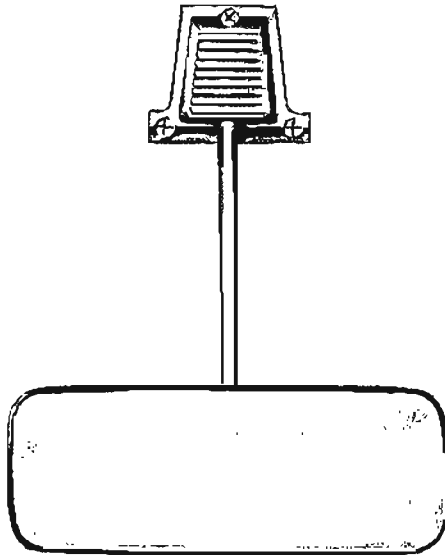
Safetylight

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.



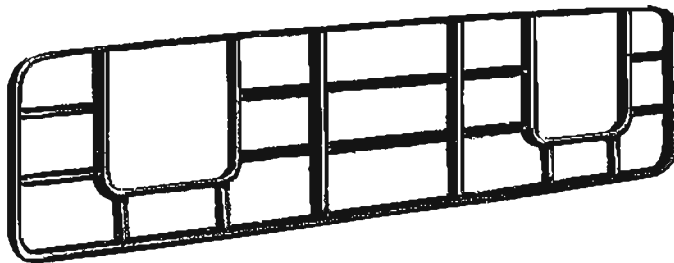
Direction Signal Conversion

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



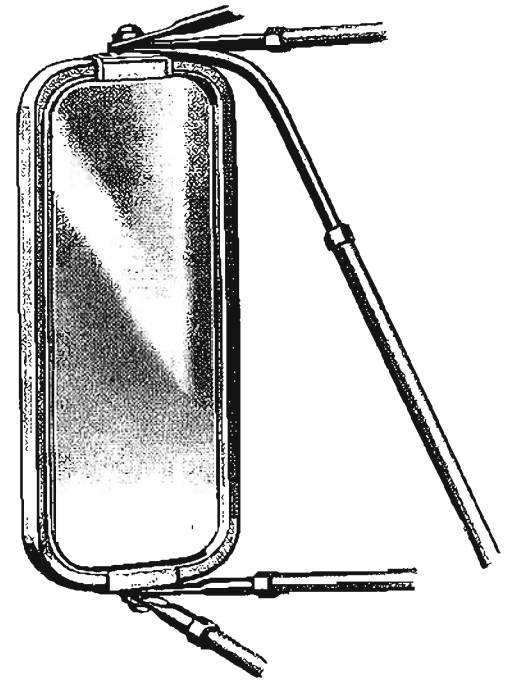
Non-Glare Rearview Mirror

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.



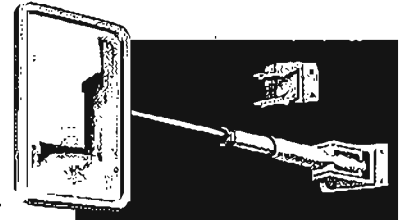
Grille Guard

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.



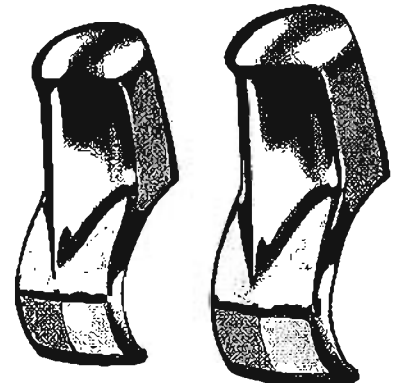
De Luxe Outside Mirror

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

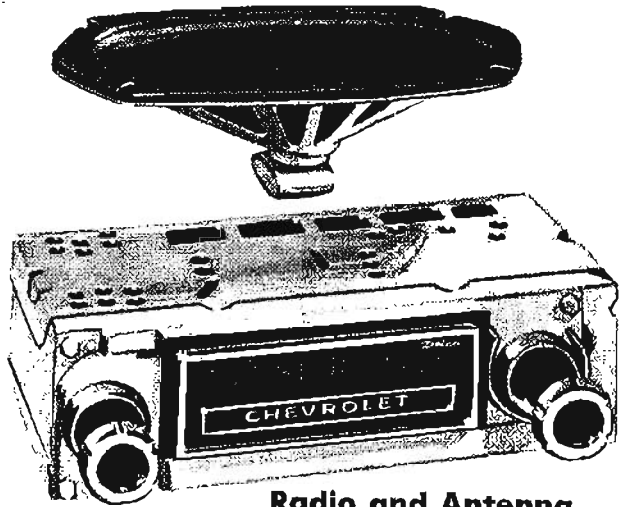
Extendible arm adjusts from 12 to 20 inches. Mirror glass is 5 x 7 inches. For left door installation. Right door installation requires an adapter (order separately).



Bumper Guards

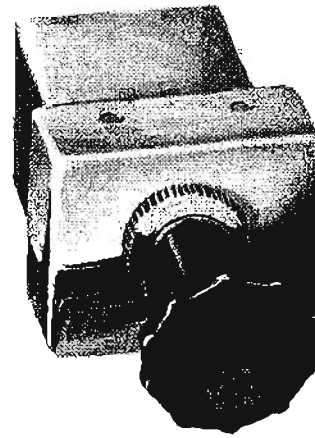
Upright guards mount to bumper face bar using existing bumper bar holes. Prevent override and protect grille. Available in either chrome or Cameo White painted finish.

CUSTOM FEATURES



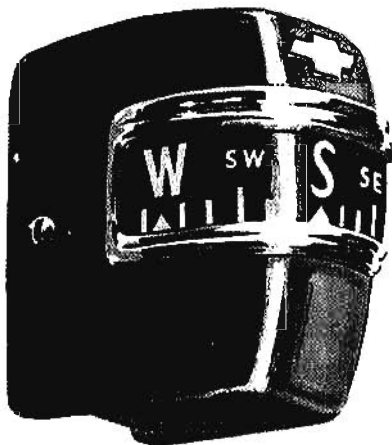
Radio and Antenna

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.



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.



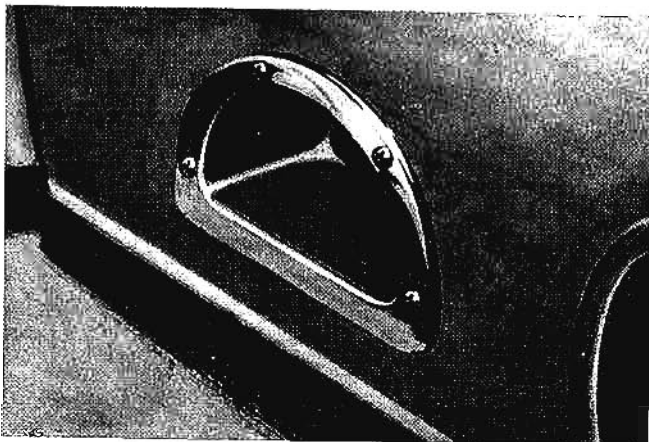
Compass

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



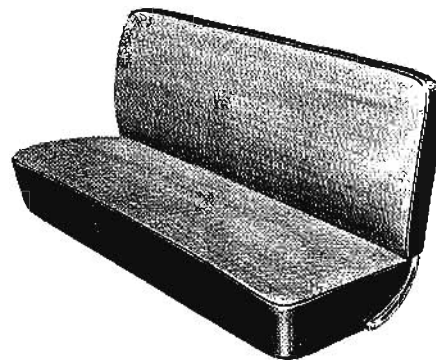
Electric Clock

Clock has illuminated dial. Automatically regulated by setting hands of clock. Corvair 95 Series only.



Pickup Body Side Step

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



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.

CORVAIR 95

1964 MODELS WITH STANDARD EQUIPMENT (95-hp Turbo-Air 164 Engine—95" Wheelbase)

Model Description	Factory D & H	List Price	Mfr's Sgt'd Dealer D & H	Mfr's Sgt'd Retail Price*	Destination Charge	Total
R1205 Panel—"Corvan".....	\$164.00	\$2023.00	\$25.00	\$2212.00	.....	.....
R1206 Sports Wagon—"Greenbrier".....	198.00	2443.00	25.00	2666.00	.....	.....
R1254 Pickup—"Rampside".....	158.00	1953.00	25.00	2136.00	.....	.....

* Manufacturer's Suggested Retail Price does not include state and local taxes, license fees, options or accessories.

FACTORY INSTALLED REGULAR PRODUCTION TUBELESS TIRES

Description	Ordering Col-Code	Option Number	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price ♦
PASSENGER TYPE					
(S) 7.00-14/4PR Regular Highway Blackwall.....	.....	Std	N.C.	N.C.	N.C.
(S) 7.00-14/4PR Regular Highway Whitewall.....	36-1	R20	\$1.90	\$30.00	\$31.90
(S) 7.00-14/6PR Regular Highway Blackwall.....	36-2	R21	3.00	41.00	44.00
(S) 7.00-14/6PR Regular Highway Whitewall.....	36-3	R22	5.65	82.00	87.65
TRUCK TYPE					
(S) 7.00-14/6PR Regular Highway Blackwall.....	36-4	R24	5.25	65.00	70.25
(S) 7.00-14/8PR Regular Highway Blackwall.....	36-5	R25	8.00	90.00	98.00
(S) 7.00-14/6PR Regular Highway Blackwall (Front) and 7.00-14/8PR Regular Highway Blackwall (Rear & Spare)...	36-6	R24/R25	6.90	80.00	86.90
(S) 7.00-14/6PR Regular Highway Blackwall (Front & Spare) and 7.00-14/8PR Regular Highway Blackwall (Rear).....	36-7	R24/R25	6.35	75.00	81.35

♦ State and local taxes not included.

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Ordering Col-Code	Option Number	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price ♦
Air Cleaner, Pre-Oil Bath: (Recommended for use in dusty areas).....	39-1	K47	\$.50	\$ 6.00	\$ 6.50
Axle, Positraction Rear	32-1	G81	2.70	35.00	37.70
Belts, Front Seat: Driver & passenger (Model R1206 only)...					
Custom De Luxe.....	51-2	A37	.25	3.00	3.25
Custom De Luxe with retractors.....	51-4	A49	.55	7.00	7.55
Deletion.....	51-7	A62	1.00 CR.	10.00 CR.	11.00 CR.
Custom Chrome: Includes front and rear chromed bumpers and hub caps (Included on Model R1206 with custom equipment) For use without wheel covers.....	56-1	V37	2.30	30.00	32.30
For use with wheel covers.....	56-1	V37	1.55	20.00	21.55
Custom Equipment: Includes bright-metal windshield molding; rear door cove red inserts; nylon and vinyl seat upholstery; 2-tone doors and steering wheel; right sunshade; left front door armrest; cigarette lighter; dispatch box door trim plate					
Model R1205 with standard seat.....	53-1	Z60	1.60	21.00	22.60
Model R1205 with optional full-width seat.....	53-1	Z60	1.75	23.00	24.75
Model R1254.....	53-1	Z60	1.75	23.00	24.75
Model R1206—Also includes chromed bumpers and hub caps, armrest on right front door. L.H. and R.H. rear compartment armrests when optional third seat is ordered. Automatic rear compartment dome light, spare wheel cover, vinyl-coated rubber floor mats and color-keyed interiors, rear compartment ashtrays....	53-1	Z60	15.20	200.00	215.20
Doors, Body: Left side; Models R1205 and R1206 only.....	54-1	E85	5.70	75.00	80.70
Engine: 164 Hi-Performance Six; 110 hp.....	31-1	L62	1.90	25.00	26.90
Floor, Level Pickup Box: Model R1254.....	41-1	E82	3.45	45.00	48.45

♦ State and local taxes not included.

OPTIONS & ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Ordering Col-Code	Option Number	Dealer Net	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price [◇]
Generator: 35-amp, low cut-in.....	40-1	K71	\$ 26.60	\$ 2.70	\$ 35.00	\$ 37.70
Glass, Laminated: Front door windows only.....	46-1	A09	3.80	.40	5.00	5.40
Glass, Rear Door: (Model R1205 only).....	46-2	A12	9.12	.95	12.00	12.95
Heater & Defroster: Gasoline operated.....	52-1	C45	64.60	6.50	85.00	91.50
Direct air.....	52-2	C40	52.44	5.25	69.00	74.25
Mirror, Exterior:						
Left and right, 3¾" fixed arm (Models R1206, R1254 only).....	34-1	D32	6.84	.70	9.00	9.70
Left, 3¾" fixed arm (Models R1206, R1254 only).....	34-2	D32	3.42	.35	4.50	4.85
Right, 3¾" fixed arm (Model R1205 only).....	34-3	D32	3.42	.35	4.50	4.85
West Coast type (Jr—6" x 11")—Left side.....	34-4	D29	3.80	.40	5.00	5.40
Left and right side.....	34-5	D29	8.36	.85	11.00	11.85
Paint, Exterior: Solid colors.....	...	...	N.C.	N.C.	N.C.	N.C.
Two-tone combinations (Except Pickups).....	...	...	19.00	1.90	25.00	28.90
Two-tone combinations (Pickups only).....	...	...	22.80	2.30	30.00	32.30
Radio: Manual control.....	44-1	U60	33.82	3.40	44.50	47.90
Seat: Third seat for Model R1206 only (Mounted in rear seat position).....	57-1	A89	38.00	3.80	50.00	53.80
Auxiliary passenger seat for Model R1205 only.....	57-3	A87	28.88	2.90	38.00	40.90
Full-width front seat for Model R1205 only.....	57-2	A84	19.00	1.90	25.00	26.90
Shock Absorbers: (Except Model R1206) Heavy-duty; front; piston dia 1¾".....	38-1	F81	5.32	.55	7.00	7.55
Springs, Front: (Model R1206 only) Heavy-duty Includes HD front shock absorbers.....	38-2	F60	7.60	.80	10.00	10.80
Transmission: Chevrolet 4-speed synchromesh.....	30-3	M20	64.60	6.50	85.00	91.50
Powerglide.....	30-1	M35	116.00	11.60	145.00	156.60
Wheel Covers: Models R1205, R1254.....	48-1	P01	7.60	.80	10.00	10.80
Model R1206 with custom equipment.....	48-1	P01	6.08	.65	8.00	8.65
Model R1206 without custom equipment.....	48-1	P01	7.60	.80	10.00	10.80
Windshield Wipers: Electric; 2-speed; includes washer.....	45-1	C14	11.40	1.15	15.00	16.15

◇ State and local taxes not included.

1964 CORVAIR 95
COLOR AND TRIM COMBINATIONS

EXTERIOR			INTERIOR								
COLOR			R1205 R1254			R1206					
			OPTION NUMBER		STAND- ARD	CUSTOM		STAND- ARD	CUSTOM		
			SOLID	TWO TONE	FAWN	FAWN	RED	FAWN	FAWN	RED	GREEN	TUR- QUOISE
BLACK	500	530	X	X		X				X	
GREEN (LT)	503	533	X	X		X			X		
GREEN (DK)	505	535	X	X		X			X		
BLUE (LT)	507	537	X	X		X	X				
BLUE (DK)	508	538	X	X		X	X				
TURQUOISE	510	540	X	X		X				X	
RED	514	544	X	X	X	X		X			
ORANGE	516	546	X	X		X	X				
YELLOW	519	549	X	X		X	X				
WHITE	521	545	X		X	X		X			
GRAY	522	552	X		X	X		X			
COPPER TONE	524	554				X	X				
OFF-WHITE	526	541	X		X	X		X			
FAWN	528	558	X	X		X	X				
GRAY-GREEN	529	559	X	X		X	X				

TWO-TONE COMBINATIONS: OFF-WHITE IS USED AS SECONDARY COLOR EXCEPT WHEN THE MAIN COLOR IS OFF-WHITE OR WHITE THEN RED IS USED AS SECOND COLOR.

TRUCK EXTERIOR COLORS

Solid Colors: Available for all models except Forward Control chassis. Wheels are black in all Series.

Two-Tone Combinations: Available for all models except Cows and Forward Control chassis. Off-White is used as the secondary two-toning color. Wheels are the main color in Series 10, 20 and 30—black in all other Series.

Exterior Color Option Numbers

Solid Color or Main Two-Toning Color	Secondary Two-Toning Color	Option Numbers (Except Step-Vans)		Step-Van 7 Option Numbers		Step-Van Option Numbers		Step-Van King Option Numbers	
		Solid †	Two-Tone	Solid	Two-Tone	Solid	Two-Tone	Solid	Two-Tone
Black	Off-White	500	530	E30BA	E30CA	E31CA	E31DA	E32CA	E32DA
Blue, Dark	Off-White	508	538	E30BE	E30CE	E31CF	E31DF	E32CF	E32DF
Blue, Light	Off-White	507	537	E30BD	E30CD	E31CE	E31DE	E32CE	E32DE
Fawn	Off-White	528	558	E30BN	E30CN	E31CP	E31DP	E32CP	E32DP
Gray	Off-White	522	552	E30BF	E30CF	E31CG	E31DG	E32CG	E32DG
Gray-Green ●	Off-White	529	559	E30BM	E30CM	E31CN	E31DN	E32CN	E32DN
Green, Dark	Off-White	505	535	E30BC	E30CC	E31CD	E31DC	E32CD	E32DC
Green, Light	Off-White	503	533	E30BB	E30CB	E31CB	E31DB	E32CB	E32DB
Orange	Off-White	516	546	E30BK	E30CK	E31CL	E31DL	E32CL	E32DL
Red	Off-White	514	544	E30BJ	E30CJ	E31CK	E31DK	E32CK	E32DK
Turquoise ●	Off-White	510	540	E30BG	E30CG	E31CH	E31DH	E32CH	E32DH
White	★Red	521	★545	E30BL	—	E31CM	—	E32CM	—
Off-White	★Red	526	★541	E30BP	—	E31CQ	—	E32CQ	—
Yellow	Off-White	519	549	E30BH	E30CH	E31CJ	E31DJ	E32CJ	E32DJ

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

● Metallic-type paint.

† Field service paint can be obtained from local sources by using the option numbers listed below.

TRUCK CUSTOM FEATURES

Description	List Price	Installed Price
Adapters: For Tilt Cab radio.....	\$ 4.15	
For Corvair 95 armrest.....	.75	
For level floor (Rampside only).....	9.95	
Air Conditioner, Custom		
Antenna	6.50	
Brackets: For RH safetylight (Exc Tilt Cab).....	4.85	
Brakes, Power: For Series C10, C20, C30.....	38.00	
Bumper Guards: Painted (Series 10-30 except Corvair 95).....	14.25	
Chromed (Series 10-30 except Corvair 95).....	21.25	
Painted (Corvair 95 only).....	11.10	
Chromed (Corvair 95 only).....	12.50	
Cap, Locking Fuel Tank	3.45	
Cigarette Lighter	4.15	
Clock, Electric: Corvair 95 only.....	19.95	
Direction Signals: Conversion from parking lights to double fronts except Corvair 95.....		
Corvair 95.....	28.75	
Fire Extinguisher: ICC approved.....	16.50	
Refill.....	2.15	
Flasher Switch, Hazard: Corvair 95 only.....	9.75	
Grille Guards: For wraparound bumper.....	34.25	
For channel bumper.....	46.25	
Heater and Defroster: De Luxe-Air (Except Tilt models).....	49.85	
De Luxe-Air (Tilt models).....	59.50	
Thrift-Air (Except Tilt models).....	39.75	
Air (Corvair 95 only).....	53.95	
Gasoline (Corvair 95 only).....	64.70	
Horn: Matched high note.....	8.25	
Air (For trucks with air brakes).....	29.85	
Lamps:		
Back-up (Pickups and panels).....	18.25	
Clearance, amber.....	3.85	
Courtesy (Corvair 95).....	5.50	
Dome (Corvair 95).....	9.95	
Dispatch box.....	2.75	
Luggage Carrier: Corvair 95 and panel.....	82.40	
Mirrors & Brackets:		
Bracket for inside mirror.....	1.95	
Mirror head only (5" x 7").....	3.10	
Mirror head only (7" x 16").....	8.45	
Mirror head only (6" x 11").....	4.95	
Mirror head only (7½" x 10½").....	6.35	
Non-glare, inside.....	5.35	
De Luxe rearview mirror (6" x 11").....	8.95	
De Luxe rearview mirror (7" x 16") (West Coast Type) for all cabs except Corvair 95.....	16.90	
Extendible rearview mirror (5" x 7").....	8.75	
De Luxe rearview mirror (7½" x 10½") (West Coast Type) for Series 10-30 incl Corvair 95.....	10.85	
Radio and Antenna: Except Tilt Cabs and Corvair 95.....	N/L	
For Tilt Cab only.....	N/L	
Safetylight: Except Tilt Cab and Corvair 95.....	29.85	
Corvair 95 only.....	32.75	
Seat Belt Reinforcements	5.00	
Seat Cover: For Conventional and LCF Cab models.....	15.95	
Splash Guards: Dual wheel pair.....	12.85	
Splash Guard Brackets: Dual wheel pair.....	9.50	
Spotlamp: Hand portable.....	8.50	
Springs, Auxiliary: C10-20.....	41.95	
C-D-E-L-T50-60, M60.....	54.50	
C-E-L-T-U80.....	59.50	
Step, Side: For right or left side of Fleetside pickup.....	10.00	
Tool Kit	5.95	
Ventshade: (Except Tilt Cab).....	6.50	
Visor, Sun: Inside, right-hand (Except Tilt Cab).....	4.25	
Inside, right-hand (Tilt Cab only).....	9.75	
Wheel Covers: (Corvair 95 only).....	24.50	
Windshield Washers: Push-button operated.....		
Conventional & LCF Cabs.....	14.25	
Tilt Cab.....	19.95	
Corvair 95.....	13.85	
Wiring Harness: For radio or heater installation on Corvair 95.....	2.85	