1961 TRUCK DATA BOOK

SPECIFICATIONS CATALOG FOR CHEVROLET SALESMEN

FOREWORD

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

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

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

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

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

There are many options available in addition to those options required for load capacity. Through the sale of options it is possible to enhance the appearance, improve the performance and otherwise make trucks more suitable to buyer demands.

This book belongs to: _____

Firm Name: _____

City, State: _____

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

CHEVROLET MOTOR DIVISION

GENERAL MOTORS CORPORATION

DETROIT 2, MICHIGAN

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STANDARD EQUIPMENT

For each truck Model or Series there is a page in the *Data Book* (see yellow-tabbed sections) which describes the more important items of standard equipment. This equipment is included in the price of the basic vehicle.

OPTIONAL EQUIPMENT

For each page in the *Data Book* describing standard equipment, there is a facing page which lists the major items of optional equipment. This listing includes both Factory Optional Accessories (FOA), Regular Production Options (RPO) and Limited Production Options (LPO). These items of equipment, with the exception of a few no-cost items, are offered at a cost in addition to that of the basic vehicle. FOA and RPO items are designated by 3-digit option numbers, while LPO items carry 4-digit option numbers.

Additional-cost, dealer-installed Custom Features are described in the *Custom Features* section and the *Prices* section.

PRICE INFORMATION

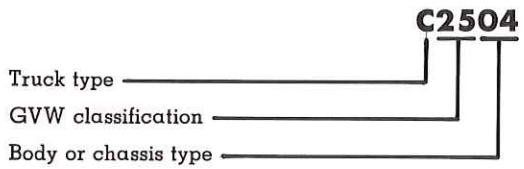
All ordering and price information is contained in the *Prices* section. List Prices, Factory D & H charges and Manufacturers' Suggested Retail Prices are given for all truck models, RPO, LPO and FOA equipment.

SECTION INDEX

IDENTIFICATION

MODEL DESIGNATION

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



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

Truck Type Code

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

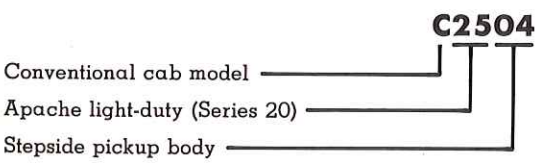
GVW Classification Code

10's, 20's, 30's—Apache light-duty
40's—Apache medium-duty
50's, 60's—Viking medium-duty
70's, 80's—Spartan heavy-duty

Body or Chassis Type Code

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

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



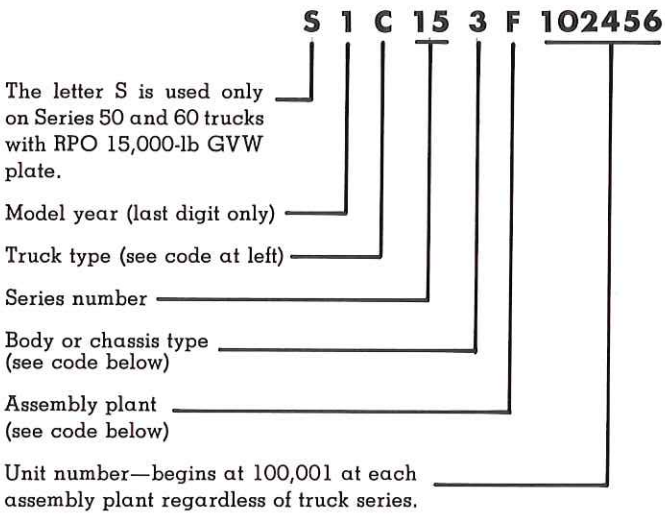
Model Designation Suffixes—Series 50 and 60 models when ordered with the optional 15,000-lb GVW plate have a model designation ending in the letter "S". For example, C5203S.

Series 60 models when ordered with the optional 22,000-lb GVW plate have a model designation ending in the letter "-H". For example, C6303-H.

VEHICLE SERIAL NUMBERS

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

For the model years, 1960 and 1961, vehicle serial numbers are interpreted as shown below. For earlier years refer to the *Tables & Data* section.



Body or Chassis Type Code

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

Assembly Plant Code

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

GVW PLATES

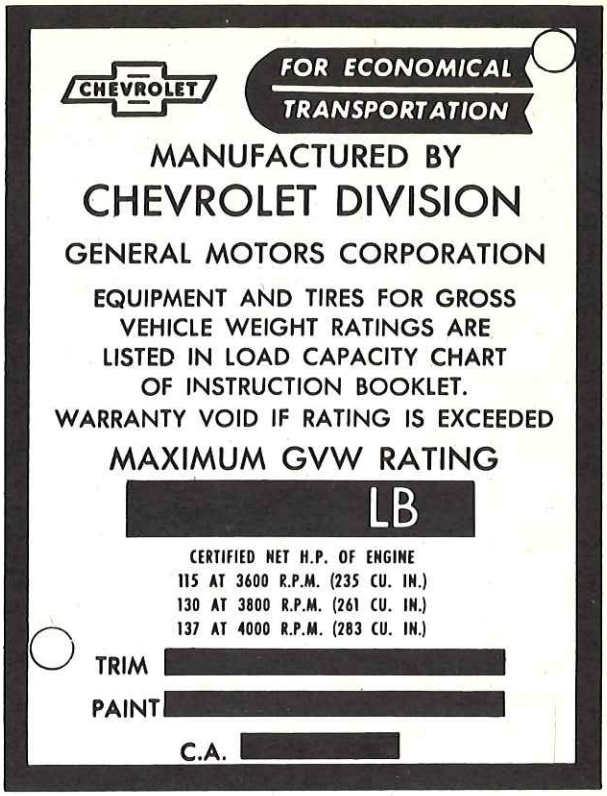
A GVW plate is attached to the left inner cowl of each model. In addition to the maximum GVW rating of the vehicle, other pertinent information is stamped on the plate. Axle and transmission codes stamped on the Series 70 and 80 plates are shown below.

Transmission Code

C 4	4-speed Chevrolet
CL 267V	5-speed std-ratio Clark
CL 265V	5-speed close-ratio Clark
CL 267VO	5-speed overdrive Clark
S 3152	5-speed std-ratio Spicer
S 3152A	5-speed close-ratio Spicer
S 3153	5-speed overdrive Spicer
A MT 30C	Powermatic

Rear Axle Code

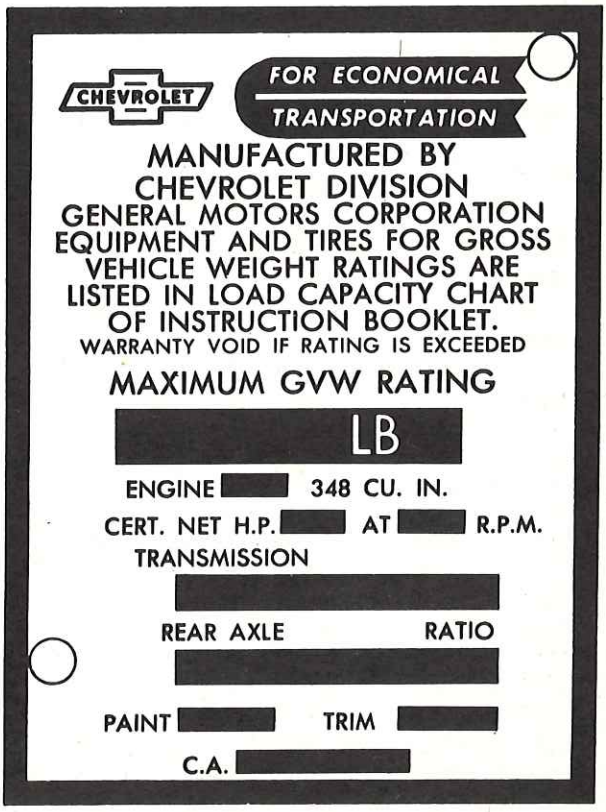
C-15	Chevrolet 15,000 lb
E-16	Eaton 16,000 lb
E-18	Eaton 18,500 lb
E 4-30M	Eaton 30M tandem



GVW Plate for Series 50 and 60

S50 and S60 models show wheelbase instead of CA dimension.

GVW Plate for Series 10 through 40



GVW Plate for Series 70 and 80

S70 models show wheelbase instead of CA dimension. Carburetion is designated by W-2 for 2-barrel carburetor and W-4 for 4-barrel carburetor.

LOAD CAPACITY CHART

Series	Wheelbase (in)	GVW (lb)	Minimum Tubeless Tire Size		Minimum Chassis Equipment
			Front	Rear	
R10	95	4000	7.00–14/4PR	7.00–14/4PR	Standard
		♦ 4600	7.00–14/6PR	7.00–14/6PR	Standard
C14	115	4300	6.70–15/4PR	6.70–15/4PR	Standard
C15	127	4600	7.10–15/4PR	7.10–15/4PR	Standard
		5000	7.10–15/6PR	7.10–15/6PR	2000-lb rear springs
		♦ 5200	7–17.5/6PR	7–17.5/6PR	2000-lb rear springs
K14	115	4900	7.10–15/4PR	7.10–15/4PR	Standard
K15	127	5300	7.10–15/6PR	7.10–15/6PR	Standard
		♦ 5600	7–17.5/6PR	7–17.5/6PR	Standard
C20	127	5500	7–17.5/6PR	7–17.5/6PR	Standard
		6000	7–17.5/6PR	8–17.5/6PR	Standard
		6700	7–17.5/6PR	8–17.5/8PR	Standard
		♦ 7500	8–19.5/6PR	8–19.5/8PR	1500-lb front springs; 3000-lb rear springs
K20	127	5700	7–17.5/6PR	7–17.5/6PR	Standard
		6100	8–17.5/6PR	8–17.5/6PR	3150-lb rear springs
		6800	8–17.5/8PR	8–17.5/8PR	3150-lb rear springs
		7200	8–19.5/6PR	8–19.5/6PR	3150-lb rear springs
		♦ 7600	8–19.5/8PR	8–19.5/8PR	3150-lb rear springs
P23	104	5600	7–17.5/6PR	7–17.5/6PR	Standard
P25	125	6200	7–17.5/6PR	8–17.5/6PR	Standard
P26	137	♦ 7000	8–17.5/6PR	8–17.5/8PR	Standard
C30	133	6700	8–17.5/6PR	8–17.5/8PR	Standard
		7800	8–19.5/6PR	8–19.5/10PR	4150-lb rear springs
		9000	7–17.5/6PR	7–17.5/6PR dual	4150-lb rear springs
		♦10000	7–17.5/6PR	8–17.5/8PR dual	1750-lb front springs; 4150-lb rear springs
P33	104	7500	8–19.5/6PR	8–19.5/6PR	Standard
P35	125	♦10000	8–19.5/6PR	8–19.5/6PR dual	2500-lb front springs; 3450-lb rear springs
P36	137				
C41	133	10000	8–19.5/6PR	8–19.5/6PR dual	Standard
C43	157	12000	8–19.5/6PR	8–19.5/8PR dual	6350-lb rear springs; vacuum power brakes
		♦14000	8–19.5/6PR	8–19.5/10PR dual	2000-lb front springs; 6350-lb rear springs; vacuum power brakes
C51	133	14000	8–22.5/8PR	8–22.5/8PR dual	Standard
C52	145	★15000	8–22.5/8PR	8–22.5/8PR dual	Standard
C53	157	♦16000	8–22.5/8PR	8–22.5/10PR dual	Standard
C55	175				
L52	133	14000	8–22.5/8PR	8–22.5/8PR dual	Standard
L53	145	★15000	8–22.5/8PR	8–22.5/8PR dual	Standard
L56	175	♦16000	8–22.5/8PR	8–22.5/10PR dual	Standard
S53	157	10500	7–22.5/6PR	7–22.5/6PR dual	Standard
		14000	8–22.5/8PR	8–22.5/8PR dual	Standard
		♦16000	8–22.5/10PR	8–22.5/10PR dual	Standard

♦ A plate is supplied with each vehicle showing chassis number and this GVW rating.
★ Rating shown on RPO GVW plate for C50S and L50S models.

LOAD CAPACITY CHART

Series	Wheel base (in)	GVW (lb)	Minimum Tubeless Tire Size		Minimum Chassis Equipment
			Front	Rear	
L61	121	●15,000	8–22.5/8PR	8–22.5/8PR dual	Standard
C61, L62	133	17,000	8–22.5/8PR	9–22.5/10PR dual	9200-lb rear springs
C62, L63	145	♦19,500	9–22.5/10PR	10–22.5/10PR dual	9200-lb rear springs
C63	157	+22,000	9–22.5/10PR	10–22.5/10PR dual	7000-lb front suspension; 3500-lb front springs; HD vacuum brakes; 16,000-lb rear axle; frame inner reinforcements
C65, L66	175				
C68, L69	197				
T62	97	●15,000	8–22.5/8PR	8–22.5/8PR dual	Standard
T63	109	17,000	8–22.5/8PR	9–22.5/10PR dual	9200-lb rear springs
T66	133	♦19,500	9–22.5/10PR	10–22.5/10PR dual	4000-lb front springs; 9200-lb rear springs
T68	145	+22,000	9–22.5/10PR	10–22.5/10PR dual	7000-lb front suspension; 4000-lb front springs; HD vacuum brakes; 16,000-lb rear axle
S62	197	15,000	8–22.5/8PR	8–22.5/8PR dual	Standard
S64	225½	17,000	9–22.5/10PR	9–22.5/10PR dual	9200-lb rear springs
		♦19,500	10–22.5/10PR	10–22.5/10PR dual	15,000-lb rear axle. S64 only: 3000-lb front springs; 7000-lb front suspension
		★21,000	10–22.5/10PR	10–22.5/10PR dual	7000-lb front suspension; 3000-lb front springs; 15,000-lb rear axle
S67	243	15,000	8–22.5/8PR	8–22.5/8PR dual	Standard
		17,000	9–22.5/10PR	9–22.5/10PR dual	Standard
		♦19,500	10–22.5/10PR	10–22.5/10PR dual	7000-lb front suspension
		★21,000	10–22.5/10PR	10–22.5/10PR dual	7000-lb front suspension
L71	121	15,000	8–22.5/8PR	8–22.5/8PR dual	Standard
C71, L72	133	18,500	8–22.5/8PR	9–22.5/10PR dual	Standard
C72, L73	145	♦23,000	9–22.5/10PR	10–22.5/10PR dual	3500-lb front springs; 10,400-lb rear springs
C73	157				
C75, L76	175				
C78	197				
T72	97	15,000	8–22.5/8PR	8–22.5/8PR dual	Standard
T73	109	18,500	8–22.5/8PR	9–22.5/10PR dual	Standard
T76	133	♦23,000	9–22.5/10PR	10–22.5/10PR dual	10,400-lb rear springs
T78	145				
S77	243	15,000	8–22.5/8PR	8–22.5/8PR dual	Standard
S79	261½	18,000	9–22.5/10PR	9–22.5/10PR dual	Standard
		21,000	10–22.5/10PR	10–22.5/10PR dual	Standard
		♦23,000	10–22.5/10PR	10–22.5/10PR dual	3500-lb front springs; 16,000-lb rear axle
M73	157	24,000	8–22.5/8PR	8–22.5/8PR dual	Standard
M75	175	30,000	8–22.5/8PR	9–22.5/10PR dual	Standard
M78	193	♦36,000	9–22.5/10PR	10–22.5/10PR dual	9000-lb front suspension
L81	121	18,500	9–22.5/10PR	9–22.5/10PR dual	Standard
C81, L82	133	22,000	9–22.5/10PR	10–22.5/10PR dual	10,400-lb rear springs
C82, L83	145	♦25,000	10–22.5/10PR	11–22.5/12PR dual	4000-lb front springs; 11,500-lb rear springs; frame reinforcements
C83	157				
C85, L86	175				
C88	197				
T82	97	18,500	9–22.5/10PR	9–22.5/10PR dual	Standard
T83	109	22,000	9–22.5/10PR	10–22.5/10PR dual	10,400-lb rear springs
T86	133	♦25,000	10–22.5/10PR	11–22.5/12PR dual	11,500-lb rear springs; frame reinforcements
T88	145				

♦ A plate is supplied with each vehicle showing chassis number and this GVW rating.
● Rating shown on RPO GVW plate for C60S, L60S and T60S models.
+ Rating shown on RPO GVW plate for C60-H, L60-H and T60-H models.
★ Rating shown on RPO GVW plate.

TRUCK REGISTRATIONS

Official registration figures for trucks with rated capacities through 26,000-lb GVW are shown below. These figures were compiled by R. L. Polk & Company, Detroit, Michigan

Year	Chevrolet	2nd Choice Truck	3rd Choice Truck
1938	**119,479**	100,959	52,649
1939	**169,457**	128,889	62,558
1940	**194,038**	162,333	73,265
1941	**212,797**	174,024	87,542
1946	**171,618**	131,469	96,449
1947	**235,803**	186,414	125,050
1948	**302,219**	222,807	112,939
1949	**345,519**	198,036	115,741
1950	**414,496**	306,682	98,490
1951	**350,344**	242,042	105,272
1952	**272,249**	171,517	100,643
1953	**327,960**	255,793	81,108
1954	**293,079**	257,097	69,803
1955	**329,791**	283,985	79,620
1956	**302,145**	257,939	90,859
1957	**290,960**	273,316	80,939
1958	**247,296**	205,124	75,577
1959	**305,027**	286,929	90,510
1960 (thru May)	**137,382**	119,430	39,623

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

Series	Engine	Transmission	Rear Axle	
			Capacity (lb)	Ratio
C10	**Thriftmaster** (235 cu in) Trademaster V8 (283 cu in)	**3-Spd Synchro-Mesh** 3-Spd HD Synchro-Mesh 4-Spd Synchro-Mesh	**3500** 3500	**3.90** 3.38
		Powerglide	**3500**	**3.90**
K10	**Thriftmaster** (235 cu in) Trademaster V8 (283 cu in)	**3-Spd Synchro-Mesh** 4-Spd Synchro-Mesh	**3300**	**3.90**
C20	**Thriftmaster** (235 cu in) Trademaster V8 (283 cu in)	**3-Spd Synchro-Mesh** 3-Spd HD Synchro-Mesh 4-Spd Synchro-Mesh Powerglide	**5200**	**4.57**
K20	**Thriftmaster** (235 cu in) Trademaster V8 (283 cu in)	**3-Spd Synchro-Mesh** 4-Spd Synchro-Mesh	**5200**	**4.57**
P20	**Thriftmaster Special** (235 cu in)	**3-Spd Synchro-Mesh** 3-Spd HD Synchro-Mesh 4-Spd Synchro-Mesh Hydra-Matic	**5200**	**5.14**
C30	**Thriftmaster** (235 cu in) Trademaster V8 (283 cu in)	**4-Spd Synchro-Mesh** 3-Spd HD Synchro-Mesh	**7200**	**5.14**
P30	**Thriftmaster Special** (235 cu in)	**4-Spd Synchro-Mesh** 3-Spd HD Synchro-Mesh Hydra-Matic	**7200**	**5.14**
C40	**Thriftmaster** (235 cu in) Trademaster V8 (283 cu in)	**4-Spd Synchro-Mesh**	**11,000**	**6.17**
C50 **L50**	**Thriftmaster** (235 cu in) Trademaster V8 (283 cu in)	**4-Spd Synchro-Mesh**	**13,000** 15,000	**6.60** 6.40/8.72
S50	**Thriftmaster** (235 cu in) Trademaster V8 (283 cu in)	**4-Spd Synchro-Mesh**	**13,500**	**6.60**
C60 **L60** **S67** **T60**	**Jobmaster** (261 cu in) Taskmaster V8 (283 cu in) ♦Workmaster Special V8 (348 cu in)	**4-Spd Synchro-Mesh** 5-Spd New Process S-M	**15,000** 15,000	**7.20** 6.40/8.72
		★Powermatic	**15,000**	**7.20**
S62 **S64**	**Jobmaster** (261 cu in) Taskmaster V8 (283 cu in)	**4-Spd Synchro-Mesh** 5-Spd New Process	**13,500** 15,000 15,000	**6.60** 7.20 6.40/8.72
		Powermatic	**13,500** 15,000	**6.60** 7.20
C60-H **L60-H** **T60-H**	**Jobmaster** (261 cu in) Taskmaster V8 (283 cu in)	**4-Spd Synchro-Mesh** 5-Spd New Process	16,000 16,000 16,000	7.17 6.50/9.04 7.17/9.97
		★Powermatic	16,000	7.17
C70 **L70** **T70**	**Workmaster Special V8** (348 cu in)	**5-Spd Std-Ratio Clark**	**16,000** 16,000	**7.17** 6.50/9.04
		5-Spd Close-Ratio Clark 5-Spd Overdrive Clark	**16,000** 16,000 16,000	**7.17** 6.50/9.04 7.17/9.97
		Powermatic	**16,000**	**7.17**
M70	**Workmaster V8** (348 cu in)	**5-Spd Std-Ratio Spicer** 3-Spd Spicer Auxiliary Powermatic	**30,000** (2 Axles)	**7.17**
S70	**Workmaster Special V8** (348 cu in)	**5-Spd Std-Ratio Clark**	**15,000** 16,000 15,000 16,000	**7.20** 7.17 6.40/8.72 6.50/9.04
		Powermatic	**15,000** 16,000	**7.20** 7.17
C80 **L80** **T80**	**Workmaster V8** (348 cu in)	**5-Spd Std-Ratio Spicer** 5-Spd Close-Ratio Spicer 5-Spd Overdrive Spicer	**18,500** 18,500 18,500	**7.67** 6.50/8.87 7.17/9.77
		Powermatic	18,500	7.17

♦ Available only on S67 with 4-speed transmission.
★ Tilt Cab models must use Taskmaster V8 engine.

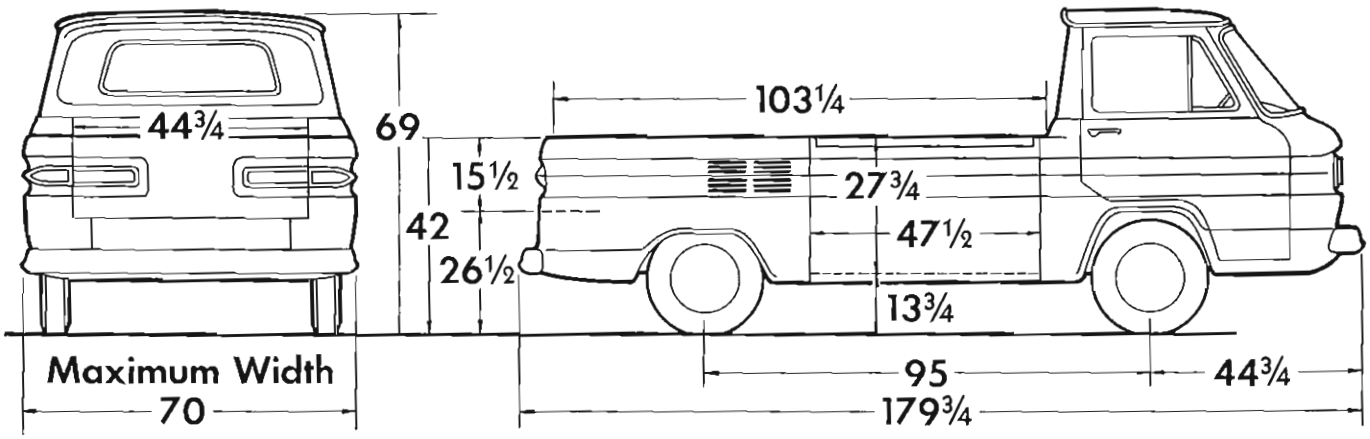
MODEL R1254 PICKUP (Rampside)

GVW Ratings up to 4600 lb
Wheelbase: 95″

STANDARD EQUIPMENT

Air Cleaner: Two; oil-wetted
Axle, Front: See *Suspension, Front*
Axle, Rear: Hypoid; ratio 3.89. See *Suspension, Rear*, for capacity.
Battery: 12-Volt; 42-plate; capacity 35 amp-hr
Brakes, Service: Hydraulic with 1″ master cylinder
Sizes: front and rear 11″ x 2″
Effective area: drum 276 sq in; lining 167 sq in
Brake, Parking: Rear wheels; area 83 sq in
Bumper: Front and rear; painted
Carburetor: Two; single-barrel
Clutch: Diameter 9⅛″; area 72 sq in
Cooling: Air cooled by 11″ centrifugal blower; 215° thermostat
Controls & Instruments: Hand throttle and choke; head & dome light switch; headlight beam control; speedometer; fuel gauge; engine temperature, generator charging, oil pressure and high beam indicator lights
Direction Signals: Front and rear
Engine: Turbo-Air Six; 145-cu-in displacement
Gross horsepower.....80
Gross torque, lb-ft.....128
Engine Ventilation: Road-draft type
Frame: None; unitized body construction
Fuel Filter: At carburetor; porous sintered bronze
Fuel Tank: Capacity 18½ gallons
Generator: 12-Volt, 30-amp; normal cut-in
GVW Plate: 4600 lb
Lights: Dual head, parking, dual tail and stop
Mirror, Interior: Adjustable
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
Suspension, Front: Independent; capacity 2500 lb
Suspension, Rear: Independent; capacity 2500 lb
Steering: Ball-gear, ratio 20.0; wheel diameter 17″
Tires: Five tubeless 7.00–14/4PR front, single rear and spare
Tools: Mechanical jack; wheel wrench
Transmission: 3-speed synchro-mesh
Wheels: Five 14″ x 5.0″; attachment, 5 studs on 5″ circle
Windshield Wipers: Electric; single-speed

DIMENSIONS



Curb Weight with Standard Equipment (lb)		Load Weight Distribution	
Front	**Rear**	**Front**	**Rear**
1395	1325	47%	53%

PAYLOAD RATINGS & GVW SELECTOR

Maximum Rated Payload Weight	GVW Rating	Chassis Equipment Required for GVW Rating	Recommended Minimum Tire Sizes	
			Front	Single Rear
1300 lb	4000 lb	Standard	7.00–14/4PR	7.00–14/4PR
1900 lb	4600 lb	Standard	7.00–14/6PR	7.00–14/6PR

OPTIONAL EQUIPMENT

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

Battery: Heavy-duty; 54-plate; 40 amp-hr 345

Custom Chrome: Includes front and rear chromed bumpers and hub caps . 393

Custom Equipment: Includes bright-metal windshield molding; rear red inserts; nylon and vinyl seat upholstery; extra-thick foam seat padding; 2-tone door and instrument panel; right sun-shade; left arm rest; cigar lighter; dispatch box door trim plate 431

Floor, Level Pickup Box 134

Generator: 35-amp, low cut-in 650

Heater & Defroster:
Gasoline operated 128
Direct air 138

Radio: Manual control 123

Shock Absorbers: Heavy-duty; front . 213

Transmission:
4-speed synchro-mesh (Includes 3.27 ratio rear axle) 652
Powerglide 667

Ventilation, Special Crankcase:
For California only 243

Wheel Covers 132

Windshield Washers: With standard wipers only 130

Windshield Wipers: Electric; 2 speed; includes windshield washers 355

TIRE & DISC WHEEL COMBINATIONS

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

PAYLOAD RATINGS & GVW SELECTOR

Maximum Rated Payload Weight	GVW Rating	Chassis Equipment Required for GVW Rating	Recommended Minimum Tire Sizes	
			Front	Single Rear
1300 lb	4000 lb	Standard	7.00–14/4PR	7.00–14/4PR
1900 lb	4600 lb	Standard	7.00–14/6PR	7.00–14/6PR

OPTIONAL EQUIPMENT

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

Battery: Heavy-duty; 54-plate; 40 amp-hr 345

Custom Chrome: Includes front and rear chromed bumpers and hub caps . . 393

Custom Equipment: Includes bright-metal windshield molding; rear red inserts; nylon and vinyl seat upholstery; extra-thick foam seat padding; 2-tone door and instrument panel; right sunshade; left arm rest; cigar lighter; dispatch box door trim plate 431

Floor, Level Pickup Box 134

Generator: 35-amp, low cut-in 650

Heater & Defroster:
Gasoline operated 128
Direct air 138

Radio: Manual control 123

Shock Absorbers: Heavy-duty; front . 213

Transmission:
4-speed synchro-mesh (Includes 3.27 ratio rear axle) 652
Powerglide 667

Ventilation, Special Crankcase:
For California only 243

Wheel Covers 132

Windshield Washers: With standard wipers only 130

Windshield Wipers: Electric; 2 speed; includes windshield washers 355

TIRE & DISC WHEEL COMBINATIONS

Tire Size	Tire Capacity (lb ea)	Rim Width	Option Numbers	
			Highway Tread	
			Regular	Nylon
Tubeless				
7.00–14/4PR blackwall	975	5.0″	Std	—
7.00–14/4PR whitewall	975	5.0″	647	—
7.00–14/6PR blackwall	1065	5.0″	648	—
7.00–14/6PR whitewall	1065	5.0″	674	—

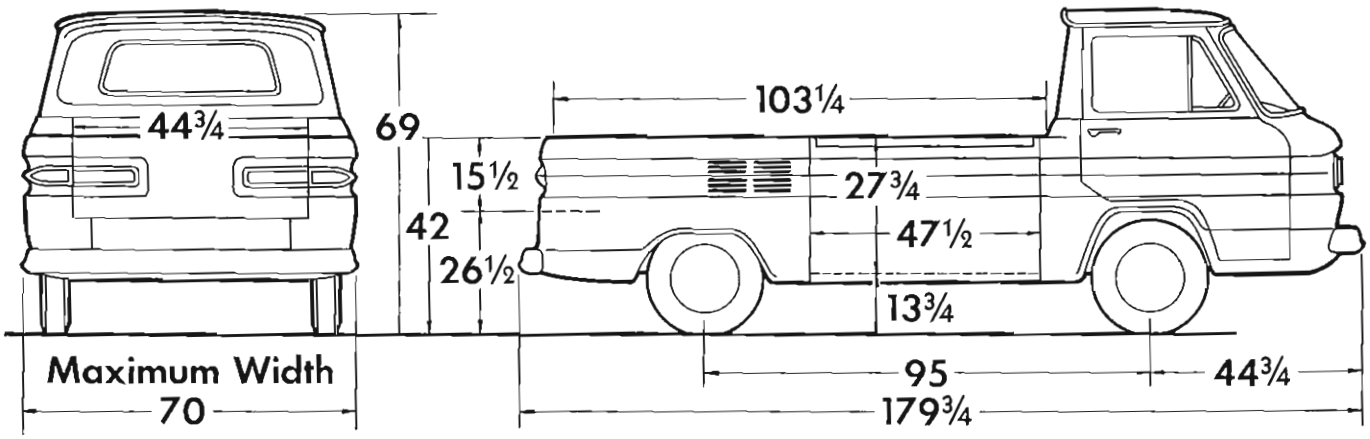
MODEL R1254 PICKUP (Rampside)

GVW Ratings up to 4600 lb
Wheelbase: 95″

STANDARD EQUIPMENT

Air Cleaner: Two; oil-wetted
Axle, Front: See *Suspension, Front*
Axle, Rear: Hypoid; ratio 3.89. See *Suspension, Rear*, for capacity.
Battery: 12-Volt; 42-plate; capacity 35 amp-hr
Brakes, Service: Hydraulic with 1″ master cylinder
Sizes: front and rear 11″ x 2″
Effective area: drum 276 sq in; lining 167 sq in
Brake, Parking: Rear wheels; area 83 sq in
Bumper: Front and rear; painted
Carburetor: Two; single-barrel
Clutch: Diameter 9⅛″; area 72 sq in
Cooling: Air cooled by 11″ centrifugal blower; 215° thermostat
Controls & Instruments: Hand throttle and choke; head & dome light switch; headlight beam control; speedometer; fuel gauge; engine temperature, generator charging, oil pressure and high beam indicator lights
Direction Signals: Front and rear
Engine: Turbo-Air Six; 145-cu-in displacement
Gross horsepower.....80
Gross torque, lb-ft.....128
Engine Ventilation: Road-draft type
Frame: None; unitized body construction
Fuel Filter: At carburetor; porous sintered bronze
Fuel Tank: Capacity 18½ gallons
Generator: 12-Volt, 30-amp; normal cut-in
GVW Plate: 4600 lb
Lights: Dual head, parking, dual tail and stop
Mirror, Interior: Adjustable
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
Suspension, Front: Independent; capacity 2500 lb
Suspension, Rear: Independent; capacity 2500 lb
Steering: Ball-gear, ratio 20.0; wheel diameter 17″
Tires: Five tubeless 7.00–14/4PR front, single rear and spare
Tools: Mechanical jack; wheel wrench
Transmission: 3-speed synchro-mesh
Wheels: Five 14″ x 5.0″; attachment, 5 studs on 5″ circle
Windshield Wipers: Electric; single-speed

DIMENSIONS



Curb Weight with Standard Equipment (lb)		Load Weight Distribution	
Front	**Rear**	**Front**	**Rear**
1395	1325	47%	53%

9-Ft Corvan Body

Inside Length..... 106¼"
Inside Width..... 59½"
Inside Height..... 54"
Capacity..... 191 cu ft

Maximum Rated Payload	Model	Pages
1800 lb	R1205	2—3

7½-Ft Panel Body★

Inside Length..... 99⅝"
Inside Width..... 68"
Inside Height..... 47"
Capacity.....175¼ cu ft

Maximum Rated Payload	Model	Pages
1250 lb	C1405	4—5

10½-Ft Panel Body

Inside Length.....133⅛"
Inside Width..... 68"
Inside Height..... 47"
Capacity.....230¾ cu ft

Maximum Rated Payload	Model	Pages
3000 lb	C3605	6—7

8-Passenger Carryall★

Model C1406 with panel rear doors
Model C1416 with station-wagon-type rear doors

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

★ Also see *4-Wheel Drive* section.

MODEL R1205 PANEL (Corvan)

GVW Ratings up to 4600 lb
Wheelbase: 95″

STANDARD EQUIPMENT

Air Cleaner: Two; oil-wetted

Axle, Front: See *Suspension, Front*

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

Battery: 12-Volt; 42-plate; capacity 38 amp-hr

Brakes, Service: Hydraulic with 1″ master cylinder
Sizes: front and rear 11″ x 2″
Effective area: drum 276 sq in; lining 167 sq in

Brake, Parking: Rear wheels; area 83 sq in

Bumper: Front and rear; painted

Carburetor: Two; single-barrel

Clutch: Diameter 9⅛″; area 72 sq in

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

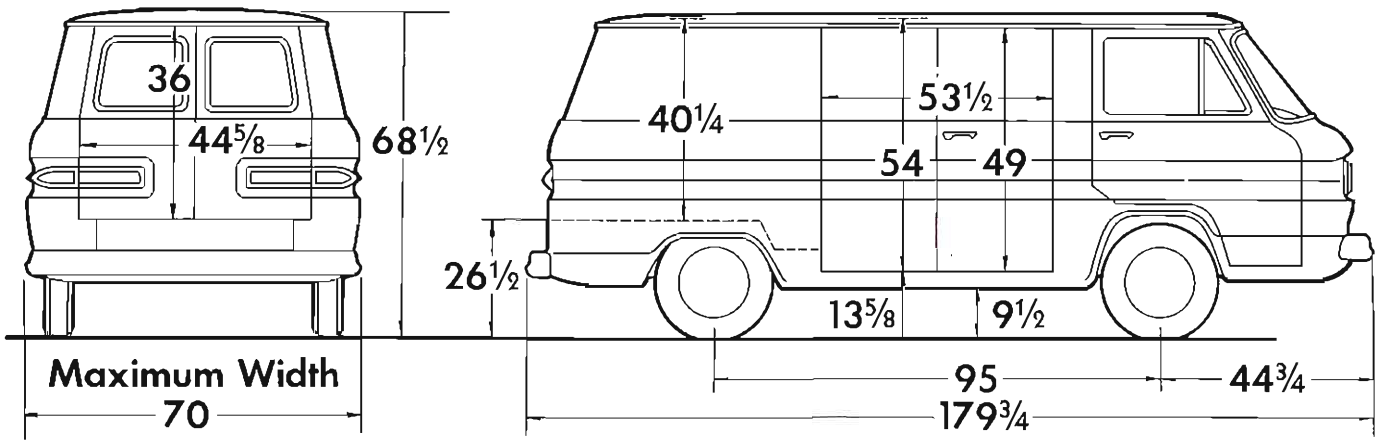
Controls & Instruments: Hand throttle and choke; head & dome light switch; headlight beam control; speedometer; fuel gauge; engine temperature, generator charging, oil pressure and high beam indicator lights

Direction Signals: Front and rear

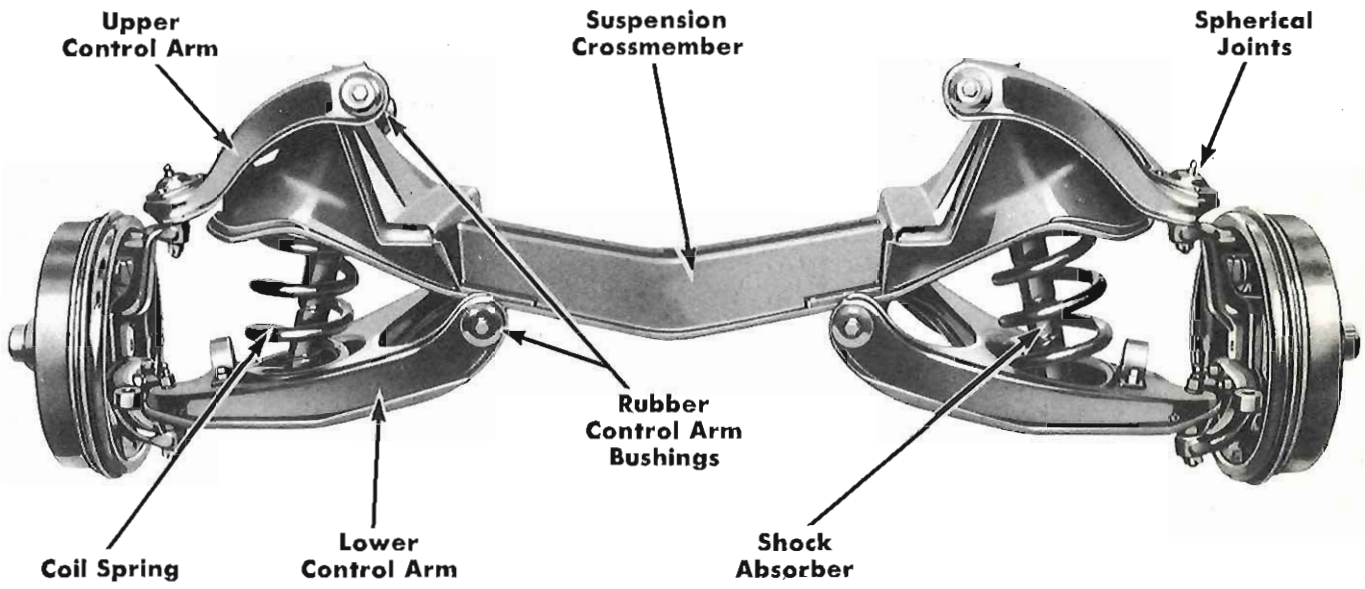
Engine: Turbo-Air Six; 145-cu-in displacement
Gross horsepower 80
Gross torque, lb-ft 128

Engine Ventilation: Road-draft type
Frame: None; unitized body construction
Fuel Filter: At carburetor; porous sintered bronze
Fuel Tank: Capacity 18½ gallons
Generator: 12-Volt, 30-amp; normal cut-in
GVW Plate: 4600 lb
Lights: Dual head, parking, dual tail and stop
Mirror, Interior: Adjustable
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
Suspension, Front: Independent; capacity 2500 lb
Suspension, Rear: Independent; capacity 2500 lb
Steering: Ball-gear, ratio 20.0; wheel diameter 17″
Tires: Five tubeless 7.00–14/4PR front, single rear and spare
Tools: Mechanical jack; wheel wrench
Transmission: 3-speed synchro-mesh
Wheels: Five 14″ x 5.0″; attachment, 5 studs on 5″ circle
Windshield Wipers: Electric; single-speed

DIMENSIONS



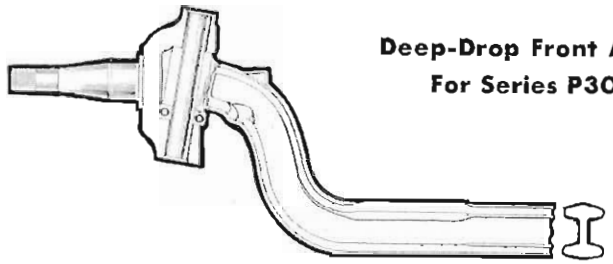
Curb Weight with Standard Equipment (lb)		Load Weight Distribution	
Front	Rear	Front	Rear
1360	1450	51%	49%



SERIES R10

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

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



Deep-Drop Front Axle For Series P30

SERIES P20, P30

I-beam front axles with widely spaced seats for leaf springs give stable front-end support, yet maintain the wheel-to-spring clearance needed for a small turning circle and good maneuverability. To maintain a low frame-to-ground height on Series P30 vehicles with 19.5" wheels, a deep-drop I-beam front axle is employed.

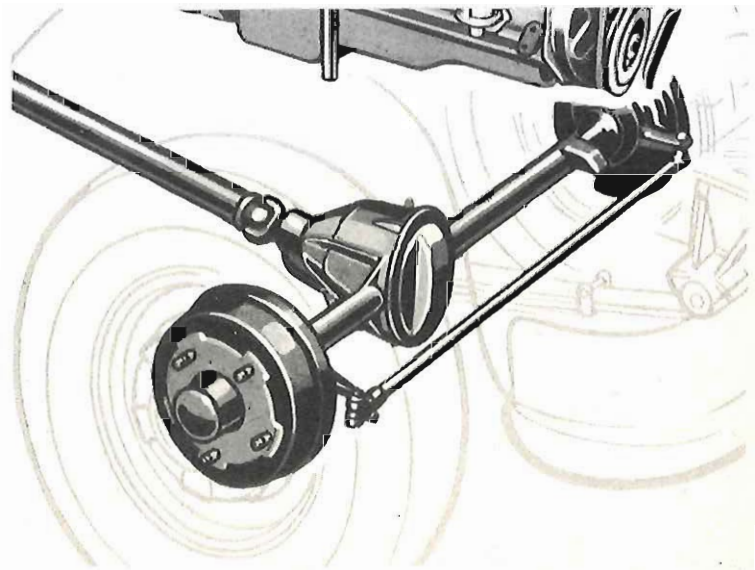
SERIES K10, K20

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

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

Specifications

	Series K10	Series K20
Capacity	3300 lb	3500 lb
Pinion & Ring Gear:	hypoid	hypoid
Ratio	3.92	4.55
Pinion, teeth	12	11
Ring gear, teeth	47	50
Pinion Mounting:	overhung	overhung
Bearings	tapered roller	tapered roller
Differential:	2-pinion	2-pinion
Bearings	tapered roller	tapered roller



REAR SPRINGS

SPECIFICATIONS

Standard Leaf Springs

Series	Rating At Ground (lb ea)	Sprung Capacity (lb ea)	Spring Type	Deflection Rate (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	496	8	52	2½	2.55
P20, P30	**2400**	2050	1-Stage	497	8	52	2½	2.55
40	**5000**	4445	2-Stage	746 to 934	10	52	2½	3.54
50, 60★	**7500**	6650	2-Stage	420 to 2180	9	59	3	3.59
S67, 70♦**, 80**	**9200**	8075	2-Stage	750 to 2500	9	59	3	3.90
M70	**17,250**	15,440	1-Stage	10,900	12	46¼	4	5.36

★ Except S67 school bus.

♦ Except M70 tandems.

Optional Leaf Springs

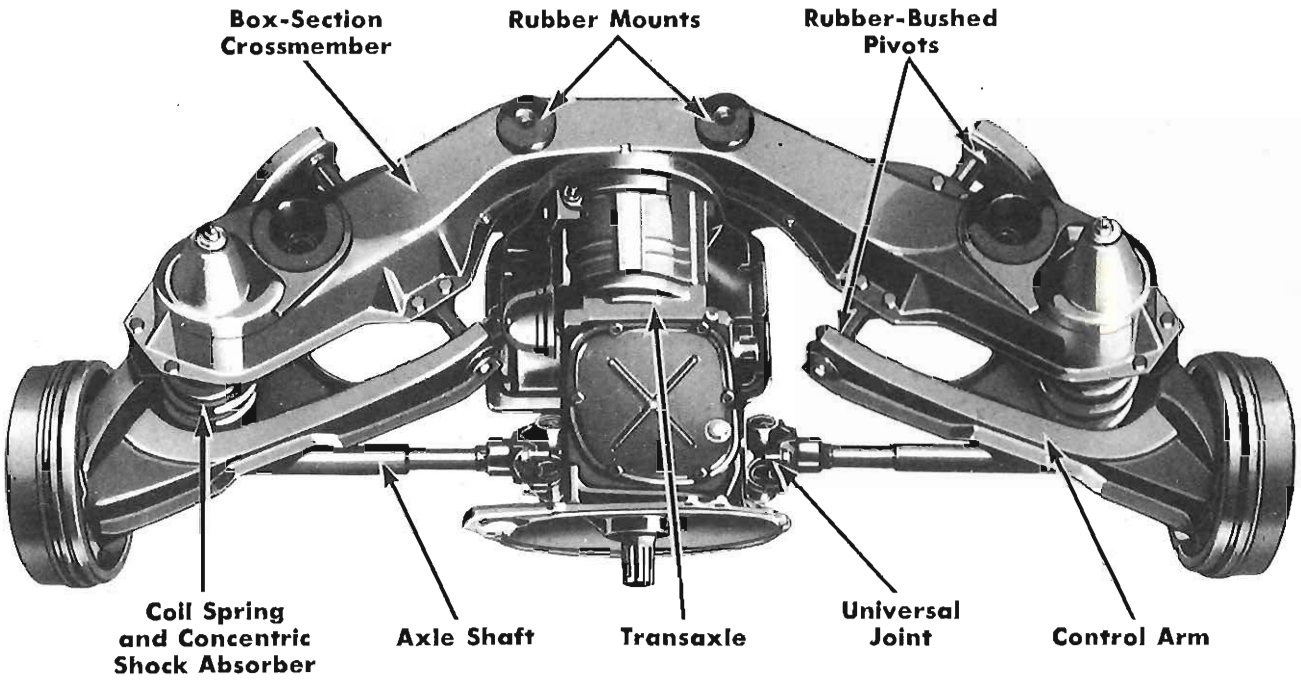
Series	Rating At Ground (lb ea)	Sprung Capacity (lb ea)	Spring Type	Deflection Rate (lb per inch)	Semi-Elliptic Leaves			
					Number	Max Length (in)	Width (in)	Total Thickness (in)
K20	**3150**	2785	1-Stage	497	8	52	2½	2.55
C30	**4150**	3670	2-Stage	550 to 790	10	52	2½	3.45
P30	**3450**	3000	Main Auxiliary	497 1290	8 5	52 35½	2½ 2½	2.55 1.46
P30	**4350**	3750	2-Stage	780 to 1030	12	52	2½	4.48
C40	**6350**	5800	2-Stage	934 to 1394	12	52	2½	4.60
50, 60★	**9200**	8075	2-Stage	750 to 2500	9	59	3	3.90
C50, L50, 60-H, 70, 80	**10,400**	9275	2-Stage	900 to 3100	10	59	3	4.30
60●**, 70**●**, 80**	**11,500**	10,375	2-Stage	975 to 3750	11	59	3	4.70
M70	**19,500**	17,540	1-Stage	15,620	12	46¼	4	5.71

★ Except S67 school bus

● Except school bus and tandems.

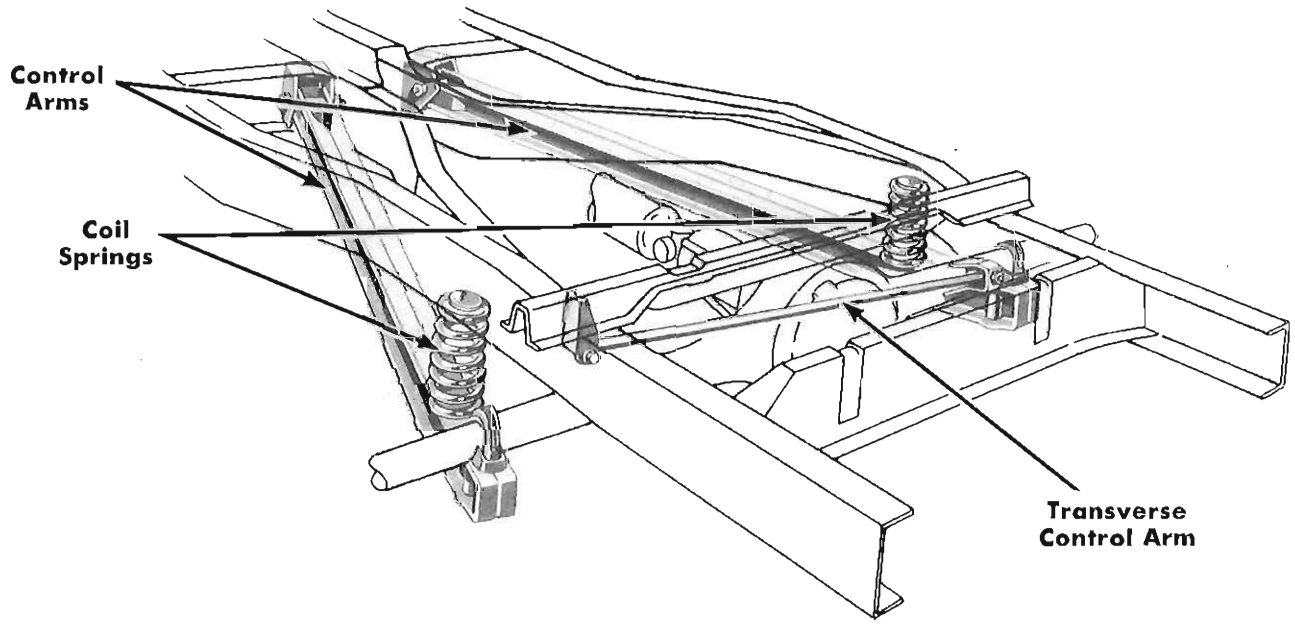
Coil Springs

Series	Rating at Ground (lb each)	Sprung Capacity (lb each)	Deflection Rate (lb/inch)	Wire Diameter (inch)	Outside Diameter (inches)
R10	**1150**	1050	177	0.664	4.78
C10 (Std)	**1250**	1080	199	0.650	5.93
C10 (RPO)	**2000**	1650	261	0.710	6.05
C20 (Std)	**2000**	1650	299	0.785	6.77
C20 (RPO)	**3000**	2650	425	0.855	6.91



SERIES R10

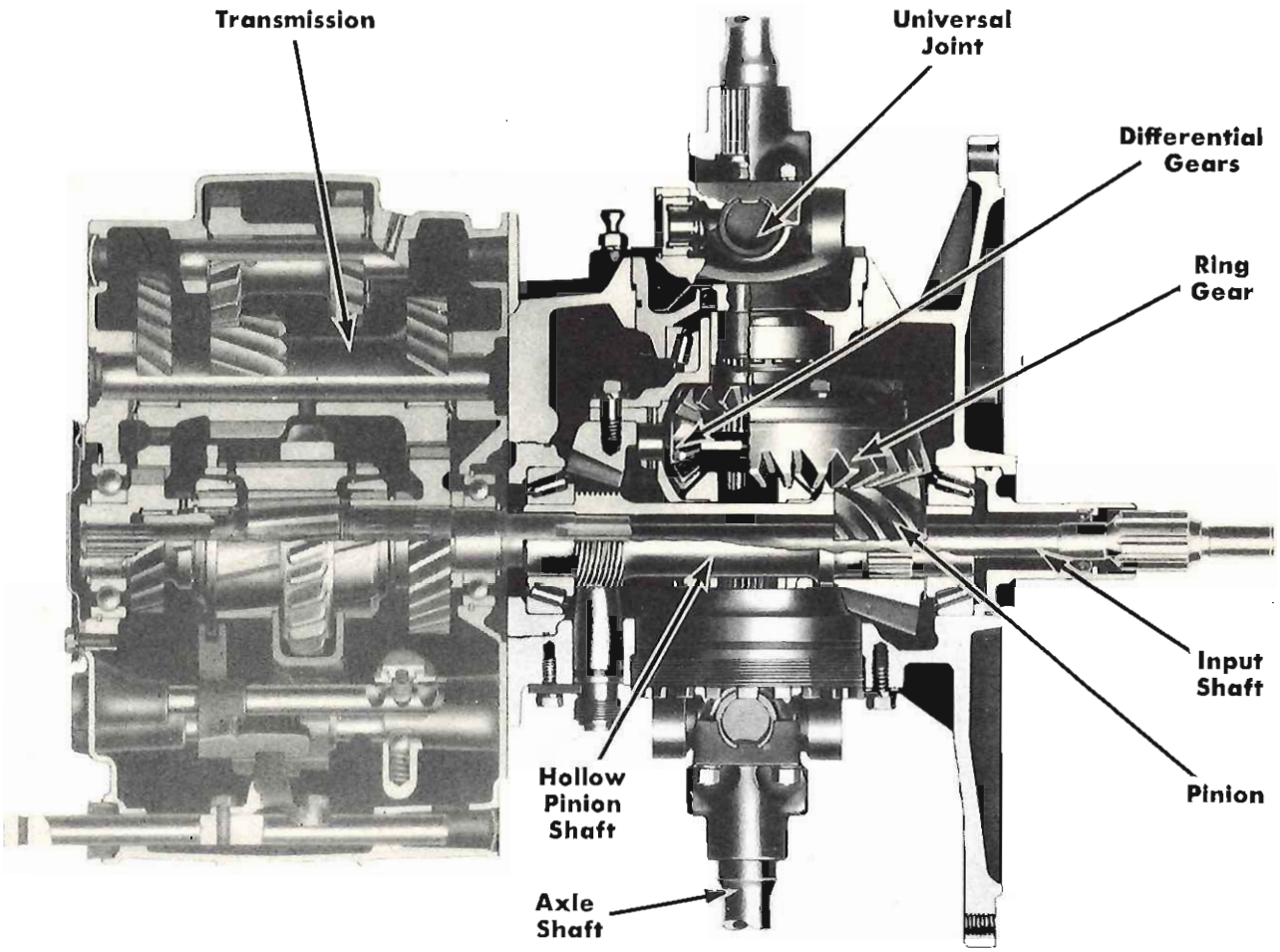
Series R10 models have an independent rear suspension with swinging axles. The suspension is assembled as a unitized assembly and installed with four resilient rubber mounts. The main structural element is a swept-back crossmember, to which are attached the control arm pivots. The control arms are attached 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 and C20

Fore-and-aft motion of the rear axle is controlled by two channel-section control arms pivoted at a forward frame cross member. Lateral motion of the rear axle is restricted by a control arm which runs approximately parallel to the axle housing. One end of this arm is pivoted at the frame siderail, and the other end at the axle attachment. The control arms permit axle motion, but maintain proper axle position. All springing is performed by the two coil springs.

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 the truck and cargo is carried by the front and rear suspensions, thus relieving the axle shafts of any weight carrying function.

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

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

Lash clearance of pinion bearings is adjusted by means of a notched pinion adjusting sleeve. Side bearing notched adjusting sleeves are used to obtain proper tooth lash between pinion and ring gear. In addition, shim thickness determines perpendicular location of pinion.

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.

Specifications

Series Application	R10	
Pinion & Ring Gear:		
Type	Hypoid	
Ratios available	3.27	3.89
Pinion, teeth	11	9
Ring gear, teeth	36	35
Pinion Mounting:		
Mounting type	Straddle	
Front bearing	Tapered roller	
Rear bearing	Tapered roller	
Differential:		
Type	2-Pinion	
Bearings	Tapered roller	
Axle Shafts:		
Diameter	1.00"	
Wheel Bearings:		
Type	Barrel roller	
Make	Hyatt	

HYDRAULIC BRAKES

Torque-Action Brake

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

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

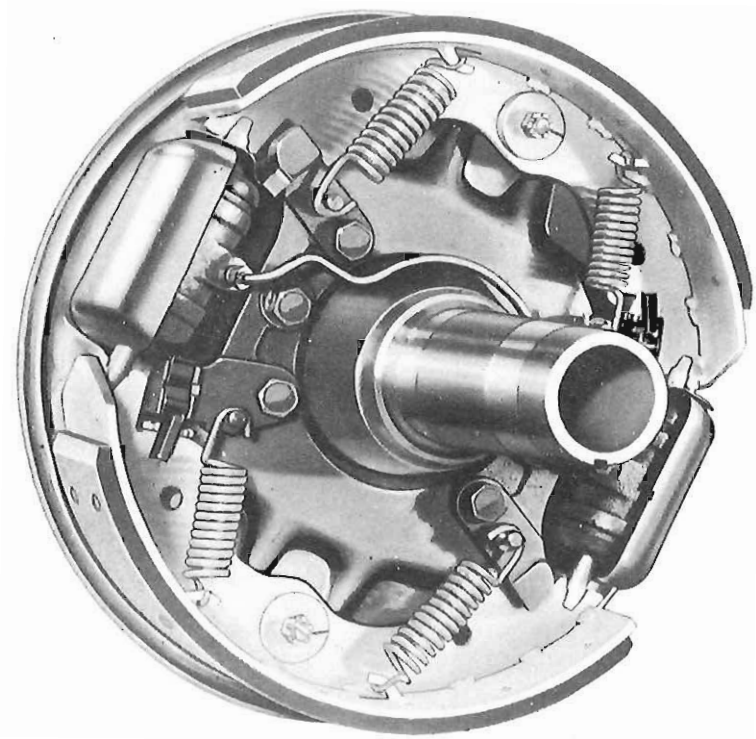
Linings are bonded to brake shoes on Series 10 models. All other models have riveted linings.

Twin-Action Front Brake

Twin-Action front brakes are standard on the front wheels of Series 70 and 80 models.

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

Linings are riveted to the brake shoes.



Twin-Action Rear Brake

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

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

Linings are riveted to the brake shoes.

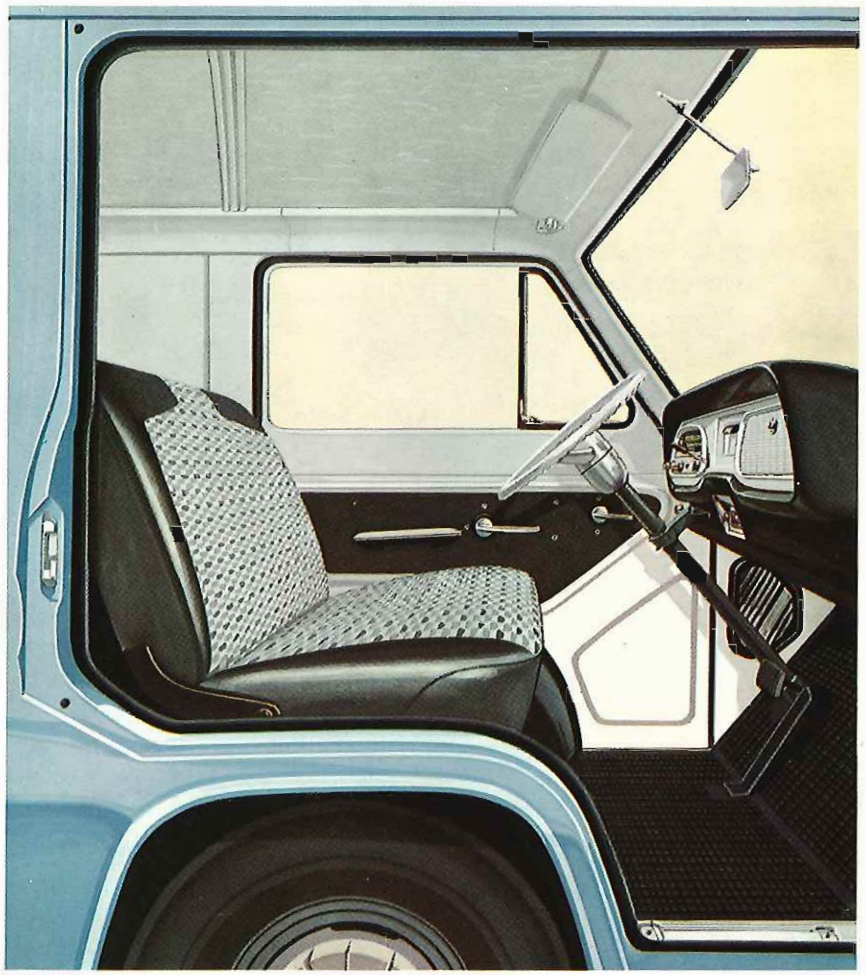
CUSTOM OPTION

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

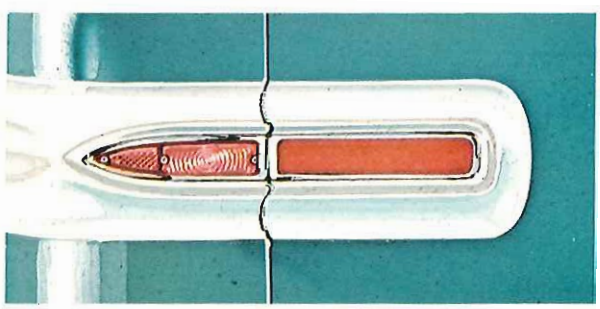
1. **Nylon-faced cloth and vinyl upholstery**
2. **Extra-thick foam padding in seat**
3. **Foam padding in backrest**
4. **Two-tone front door interior panels**
5. **Two-tone instrument panel**
6. **Right sunshade**
7. **Left armrest**
8. **Chromed cigar lighter**
9. **Dispatch box trim plate**
10. **Bright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

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

Optional Powerglide selector lever on instrument panel is shown in illustration at right.



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



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

CORVAN

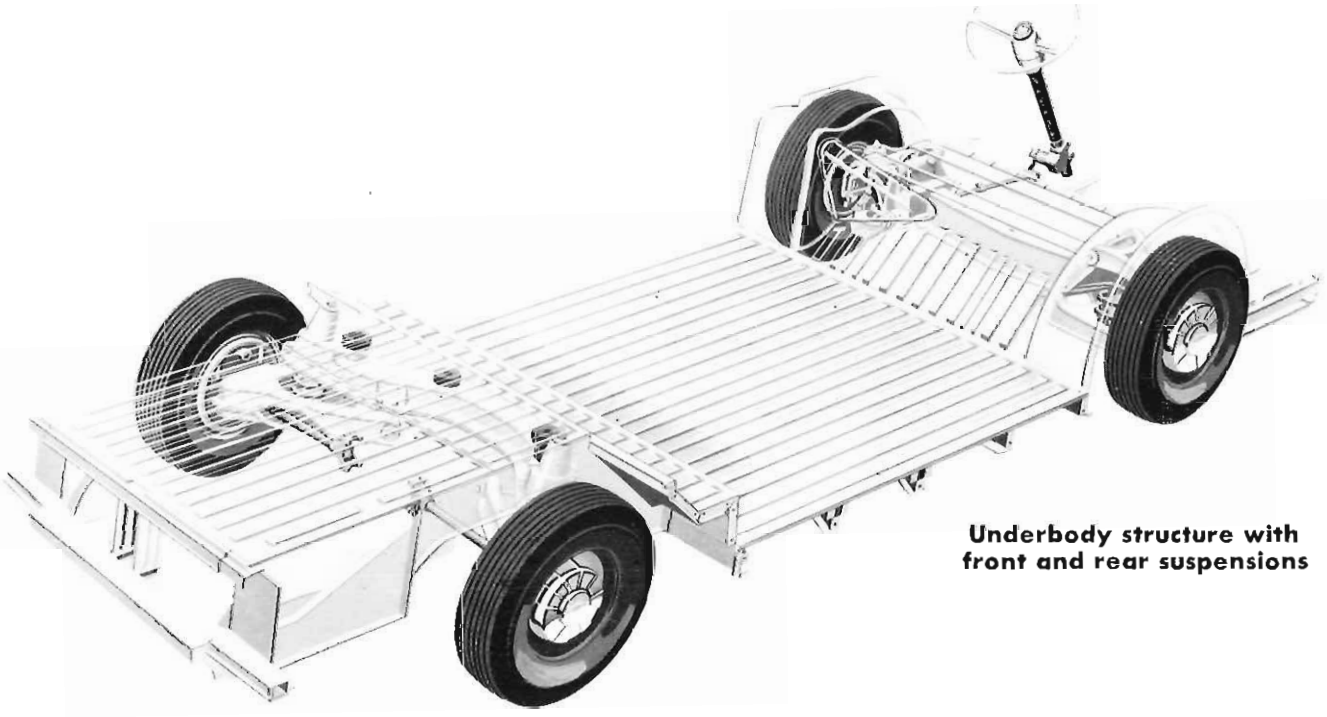
Optional full-width seat illustrated

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

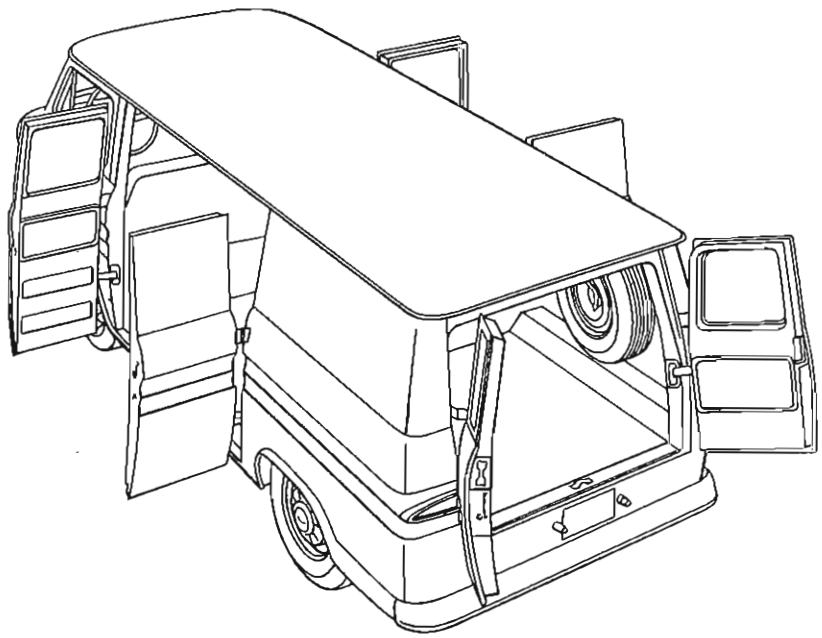
Integral body-frame construction eliminates the conventional truck frame, and gives a body structure of exceptional strength and rigidity. One of the major structural elements is the underbody illustrated below. The front and rear suspensions, transaxle and engine are attached directly to this structure, which is strongly reinforced by longitudinal sills, cross sills and shear plates. Body side panels, front and rear body structures, and roof panel are bolted and welded together with the underbody structure to form a strong, integrated body-frame.

The entire bottom side of the underbody is sprayed with zinc chromate primer for protection against corrosion. Other areas subjected to moisture are given protective coatings, and all wheelhousings are sprayed with undercoating.

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



Underbody structure with front and rear suspensions



CARGO DOORS

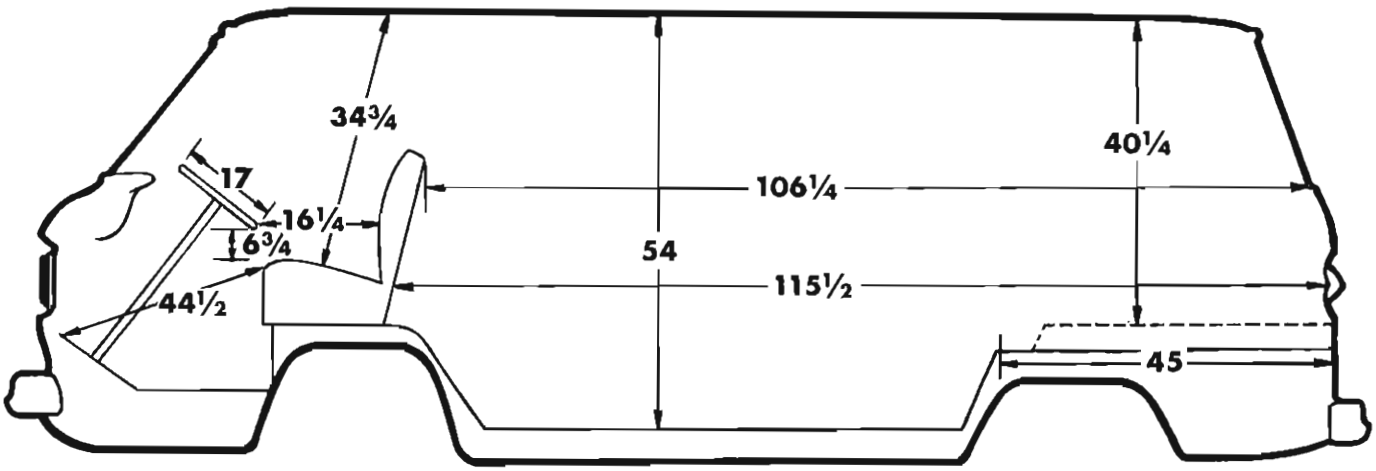
Standard cargo doors on the Corvan are double rear doors and double curbside doors.

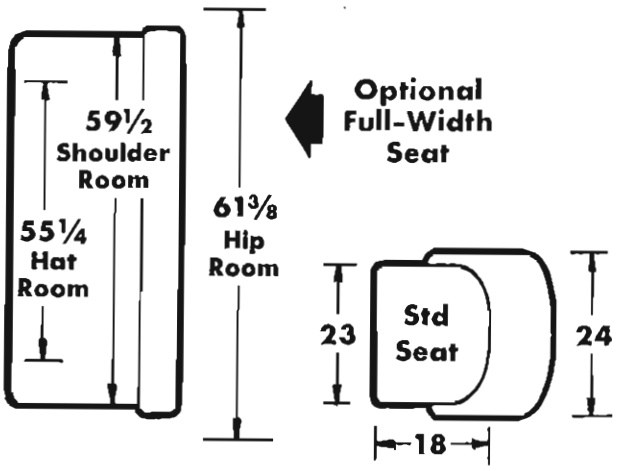
The rear doors have 2-position checks which permit the doors to remain open at 100 and 180 degrees. Rubber bumpers prevent the doors damaging the body panels. A key-operated lock is positioned in the right door handle. Each door is fitted with a stationary window.

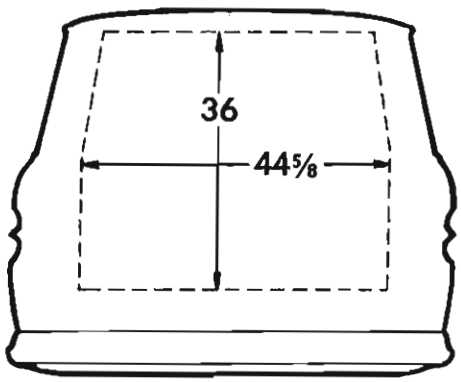
The double curbside doors also have 2-position checks which hold the doors open at either 100 or 180 degrees, and rubber bumpers prevent damage to body panels. In addition to the outer door handle, there is an inside release handle similar in action to that found on the cab doors. A separate key lock is located just below the outer door handle.

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

DIMENSIONS



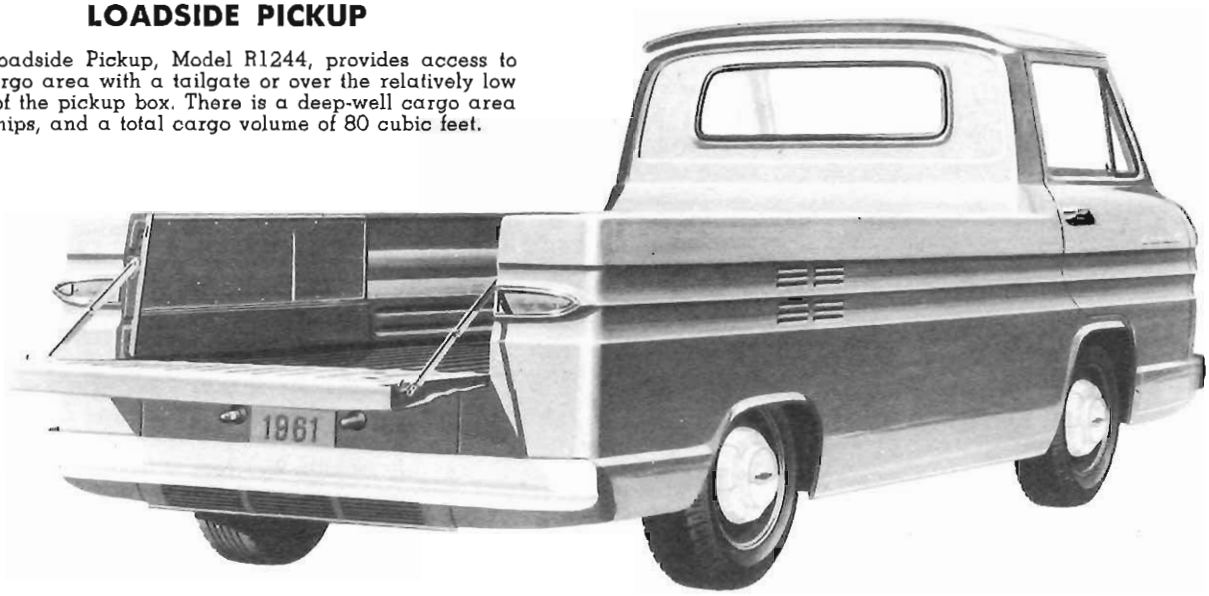




CORVAIR 95 PICKUPS

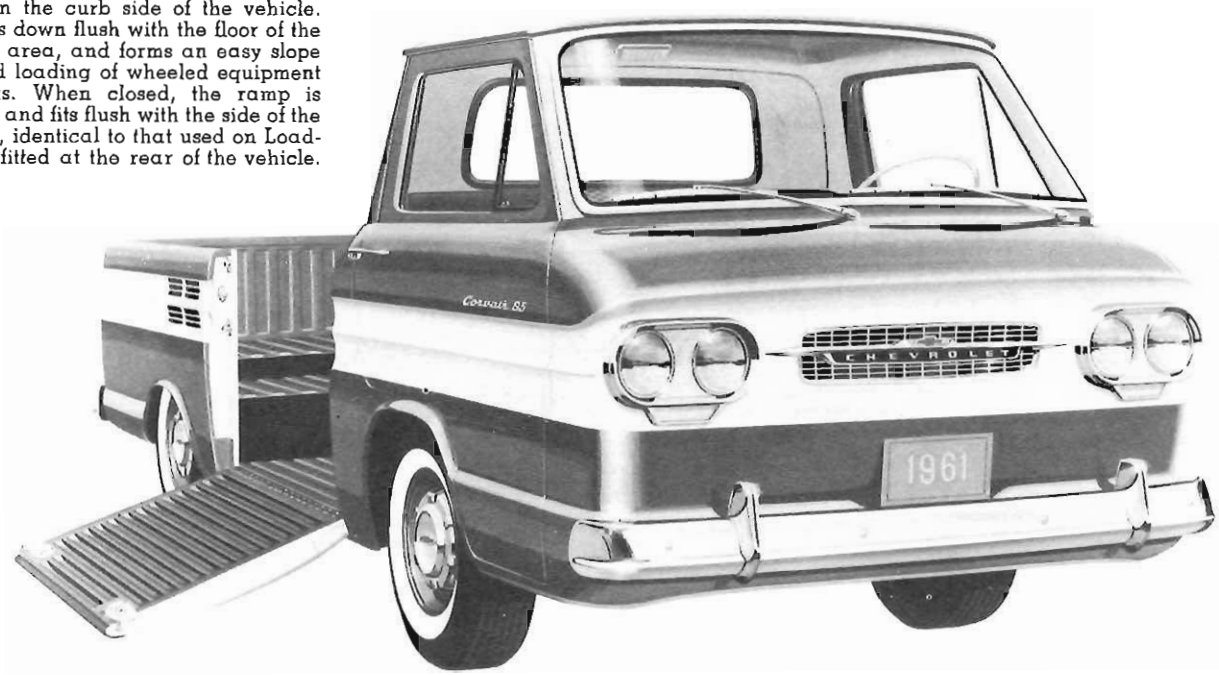
LOADSIDE PICKUP

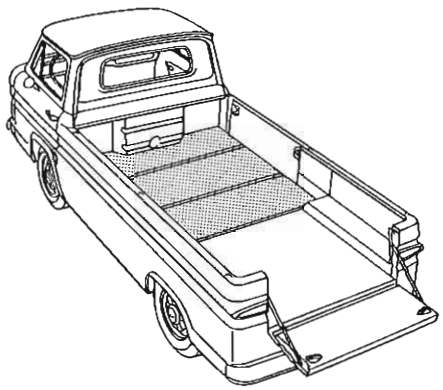
The Loadside Pickup, Model R1244, provides access to the cargo area with a tailgate or over the relatively low sides of the pickup box. There is a deep-well cargo area amidships, and a total cargo volume of 80 cubic feet.



RAMPSIDE PICKUP

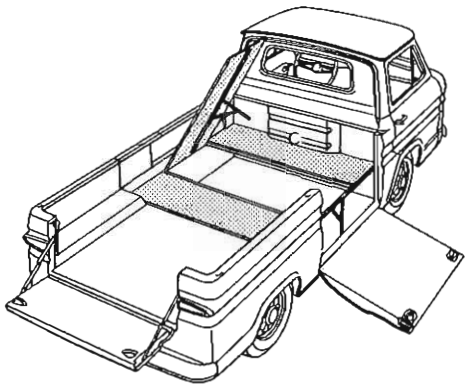
The Rampside Pickup, Model 1254, has a unique loading ramp on the curb side of the vehicle. The ramp swings down flush with the floor of the deep-well cargo area, and forms an easy slope for the simplified loading of wheeled equipment or bulky objects. When closed, the ramp is securely latched and fits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



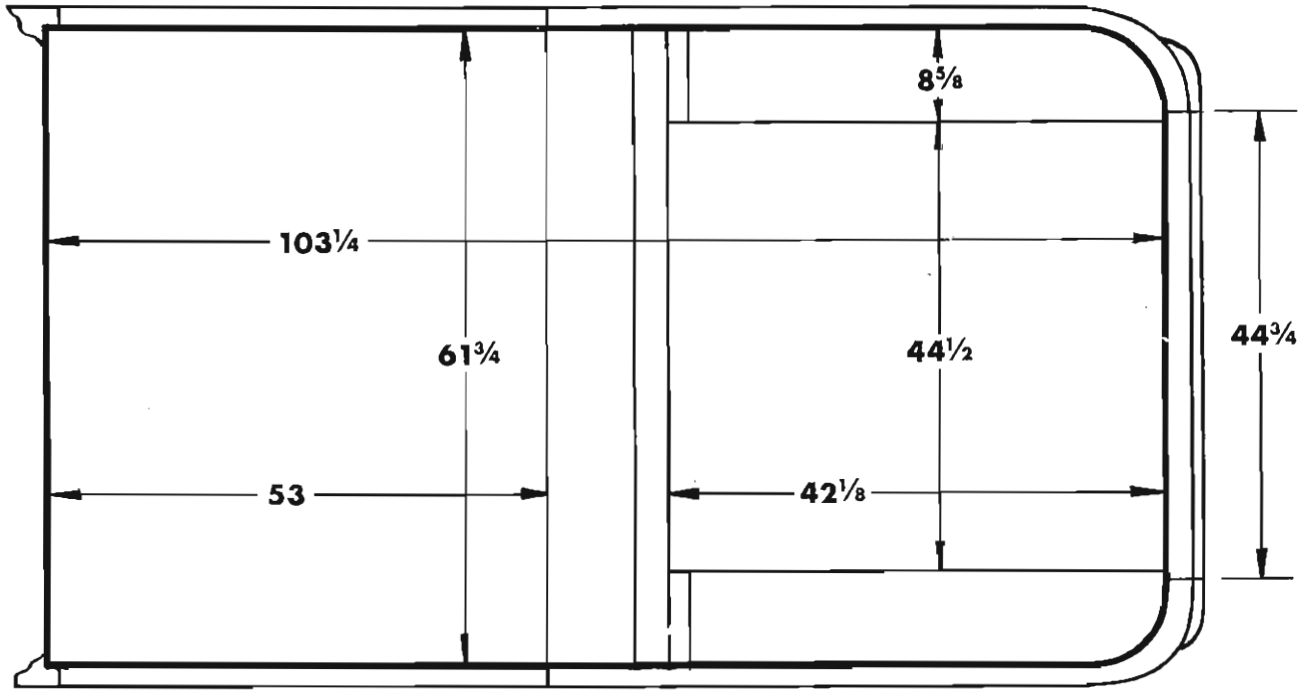


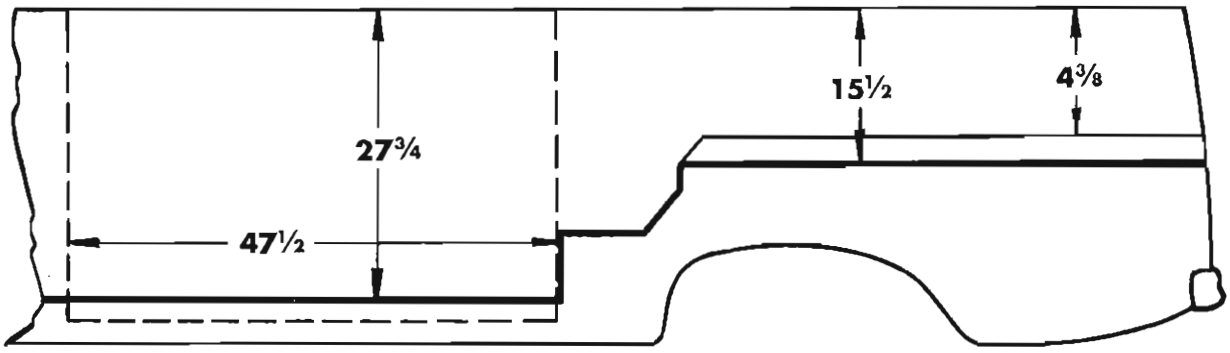
LEVEL FLOOR

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



DIMENSIONS



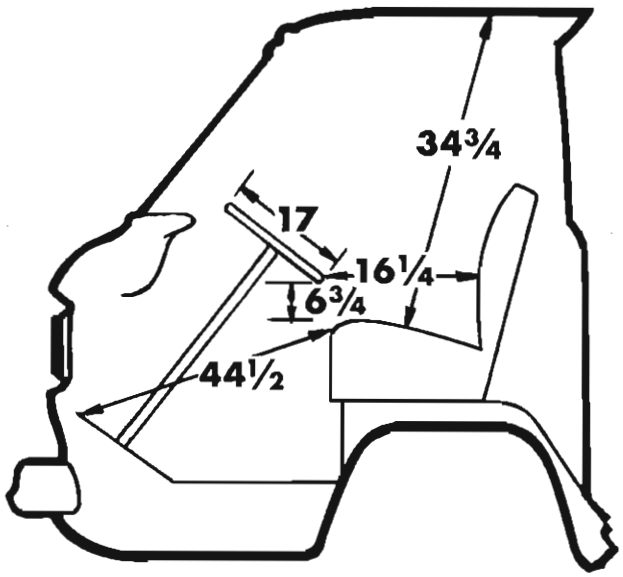


CONSTRUCTION

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

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

The rampgate on Model R1254 is double-walled and reinforced with internal strainers. Gate capacity is 1600 pounds. Ribbing on the inner panel adds to the strength of the gate, and gives a good non-skid surface. A full-width piano hinge is used on the bottom of the gate, and two slam-type latches hold the gate in the closed position. Two recessed handles on the inside of the gate actuate the latches. A safety catch must be released before the gate can be lowered.



INDEX

PAINT DESCRIPTION

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

One of the most outstanding characteristics of the Dulux 100 enamel is its exceptional color and gloss retention, even after prolonged weathering. Ordinary enamels are soon affected by the weathering action of sunlight, heat, dew, and airborne dust and chemicals. Such action results in chalking and dulling of the finish, and most enamels require frequent polishing to maintain a good appearance. With Dulux 100 enamel, however, even after 18 months of normal weathering a simple washing will restore the original brilliance of the finish.

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

SPECIAL PAINTS

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

EXTERIOR COLORS

SOLID COLORS AND TWO-TONE COMBINATIONS

Solid Color or Main Two-Toning Color	Secondary Two-Toning Color	Option Number+	
		Solid	2-Tone
Black, Jet	Cameo White	700	728
Blue, Balboa	Cameo White	708	735
Blue, Brigade	Cameo White	707	736
Blue, Woodsmoke	Cameo White	723	746
Coral, Tahiti	Cameo White	725	743
Gray, (See Blue, Woodsmoke)			
Green, Neptune	Cameo White	703	731
Green, Woodland	Cameo White	705	732
Maroon, Romany	Cameo White	724	737
Orange, Omaha	Cameo White	716	742
Red, Cardinal	Cameo White	714	740
Turquoise, Tampico	Cameo White	710	727
White, Cameo	★Cardinal Red	726	747★
White, Pure	None	721	None
Yellow, Flaxen	Cameo White	718	729
Yellow, Yukon	Cameo White	719♦	744

+ For Step-Vans, all colors are ordered under option number 439.

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

♦ On school bus chassis this is a two-tone combination with Jet Black conforming to National School Bus standards.

TRIM COLORS

Series R10 only—With all colors except Pure White, the bumpers and hub caps are painted Cameo White. These items are painted Pure White when Pure White is ordered as the main color. Front ventilation grille and light assemblies are bright metal.

All series except R10—With all colors except Pure White, the bumpers, grille, parking light housings and hub caps are painted Cameo White. These items are painted Pure White when Pure White is ordered as the main color.

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

WHEEL COLORS

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

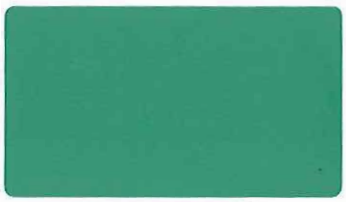
Series 40-80—Wheels are painted black with all exterior colors.

EXTERIOR COLORS

Solid colors are available in all the 15 colors shown below.

Two-tone combinations are available in all the colors shown except Pure White. Applications of two-tone paints are shown on following pages.

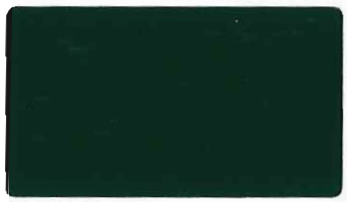
Jet Black



Neptune Green

Tampico Turquoise

Balboa Blue



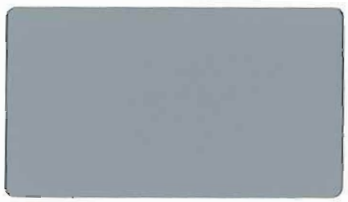
Woodland Green

Cameo White

Brigade Blue

Romany Maroon

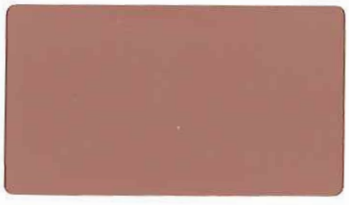
Pure White



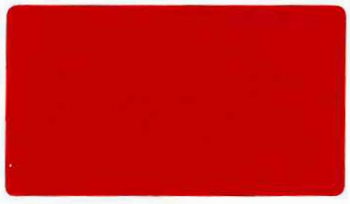
Woodsmoke Blue

Omaha Orange

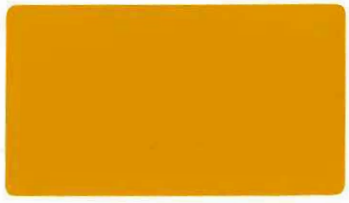
Flaxen Yellow



Tahiti Coral



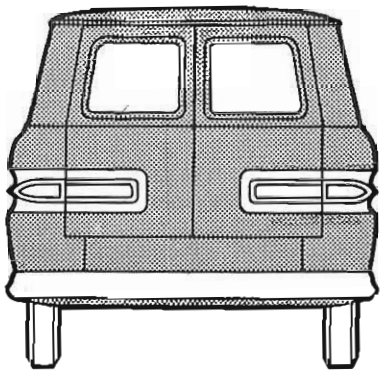
Cardinal Red

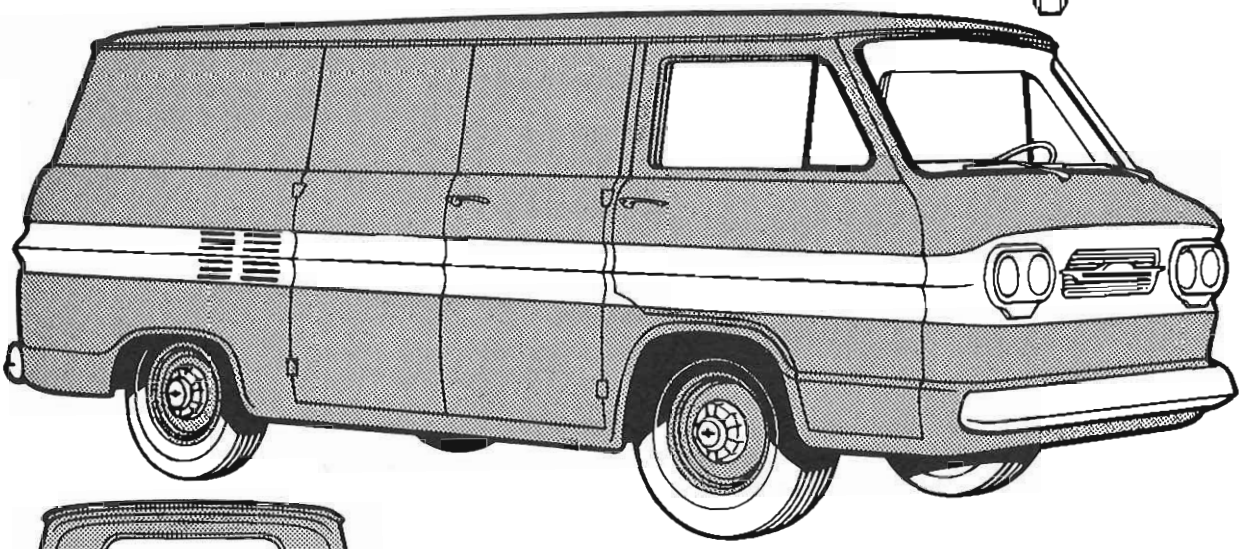


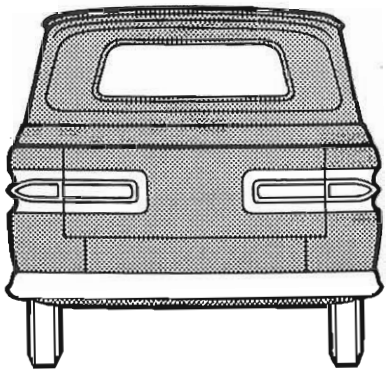
Yukon Yellow

TWO-TONE COLORS

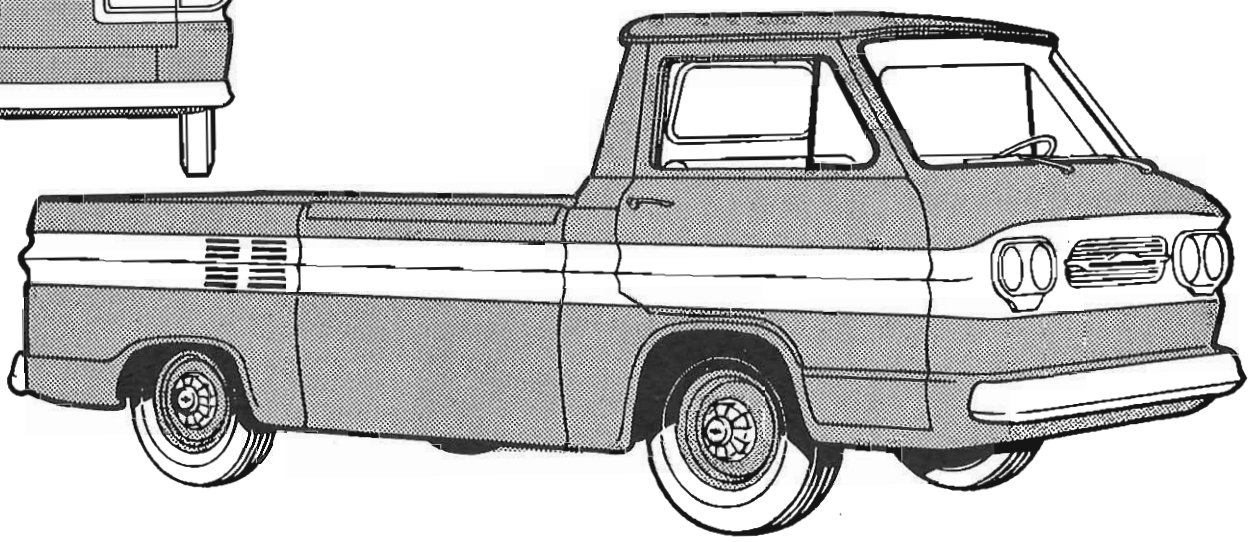
CORVAN





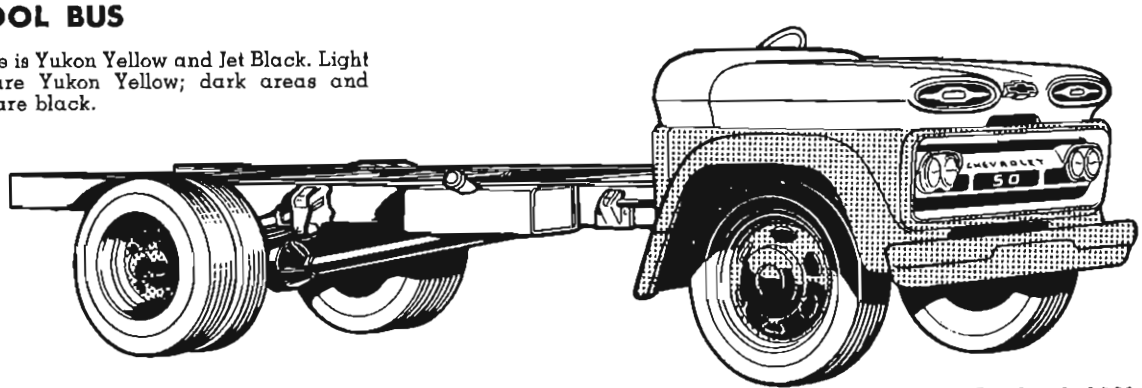


CORVAIR 95 PICKUPS



SCHOOL BUS

Two-tone is Yukon Yellow and Jet Black. Light areas are Yukon Yellow; dark areas and wheels are black.



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.

Delco 53-Amp-Hr Battery

Rubber separators increase dependability, extend service life.

Batteries

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

Standard equipment:

All models except Series R10 and school bus chassis:

Battery model ..... 2 SMR 53
Capacity ..... 53 amp-hours
Number of plates ..... 54 (6 cells, 9 plates each)

Series R10:

Battery model 1980456
Capacity ..... 35 amp-hours
Number of plates ..... 42 (6 cells, 7 plates each)

All school bus chassis:

Battery model ..... 3 SMR 72
Capacity ..... 72 amp-hours
Number of plates ..... 66 (6 cells, 11 plates each)

Optional Equipment:

Series 10 (except R10) through 40:

Battery model 668
Capacity ..... 70 amp-hours
Number of plates ..... 66 (6 cells, 11 plates each)

Series R10:

Battery model 1980556
Capacity ..... 40 amp-hours
Number of plates ..... 54(6 cells, 9 plates each)

Series 50 through 80 except school bus chassis:

Battery model ..... 3 SMR 72
Capacity ..... 72 amp-hours
Number of plates ..... 66 (6 cells, 11 plates each)

Starters

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 Ratings

The standard generator for all Chevrolet trucks provides more than ample current to meet normal truck electrical demands. Special low cut-in and higher output generators are also available.

Generator	Rated Output	
	Amperes	Watts
30-Ampere	30	450
35-Ampere	35	525
40-Ampere	40	600
50-Ampere	50	750

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 both headlamp beams and one for the other lights. If a short develops in the headlamp circuit or in the wiring to other lights, one of the circuit breakers relieves the load. Also, a short in either the high or low headlamp beams will not affect the headlamp circuit that is not shorted.

Ignition Switch

The ignition switch has four positions: LOCK, OFF, ON and START. As a protection against accidentally leaving the switch OFF but not locked, the key cannot be removed from the OFF position. As a convenience, however, the key is removable from the ON position, thus allowing use of the key for other locks without turning off the engine. Also, the switch can be moved between the ON and OFF position without the key. The key, however, is always required to lock the ignition switch.

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.

ELECTRICAL SYSTEMS

BATTERY AND GENERATOR SELECTION

The great variety of truck operating conditions creates wide variations in demands upon the electrical system. Some trucks need generators which charge the battery at idle or slow vehicle speeds. Others, operated as tractors, call for a higher-output generator to meet the current load of extra equipment. It is therefore important to consider the electrical system in matching a truck to the job.

Battery Selection

The standard 53-amp-hr battery has ample storage capacity for most truck applications. The optional heavy-duty battery should be recommended for additional cranking performance and for operations in extremely cold climates. Tractors in over-the-road service will also benefit from the added reserve of the 72-amp-hr battery. The numerous clearance lights impose a heavy current drain during nighttime parking.

Generator Selection

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

Determine the constant electrical load from the table below, consider average road speeds, and recommend a generator which will provide the maximum output required at the vehicle's average road speed. General operating characteristics of Chevrolet's standard and optional equipment generators are described at the right.

Electrical Loads

(12-Volt System)

Equipment	Amperes
Four Headlights (Upper beam)	13.5
Two Headlights (Lower beam)	9.3
Parking Lights (total)	2.3
Stop Light (1)	1.8
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

Type	Standard	Optional
30-amp, normal cut-in	Series 10–60	none
35-amp, normal cut-in	Series 70–80	Series 10–60
35-amp, low cut-in	none	All exc R10
40-amp, normal cut-in	none	All exc R10
50-amp, normal cut-in	none	All exc R10
50-amp, low cut-in	none	All exc R10

30-Ampere Normal Cut-in

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

35-Ampere Normal Cut-in

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

35-Ampere Low Cut-in

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

40-Ampere Normal Cut-in

Delco-Remy 2-brush shunt-wound type. Current and voltage regulated to 40 amperes maximum at 14.5 volts. Durable ball bearings at both ends. Recommended for constant loads of up to 32 amperes during night operations.

50-Ampere Normal Cut-in

Delco-Remy 2-brush shunt-wound type. Current and voltage regulated to 50 amperes maximum at 14.5 volts. Durable ball bearings at both ends. Designed for operation primarily at normal road speeds, although high charging rate improves low speed charging over standard generator. Recommended for highway tractors and for straight trucks having high electrical loads. Meets nighttime loads of 40 amperes with 20 percent reserve capacity for build-up of battery charge. Long service life built into brushes, bearings and windings offers dependability and low maintenance expense.

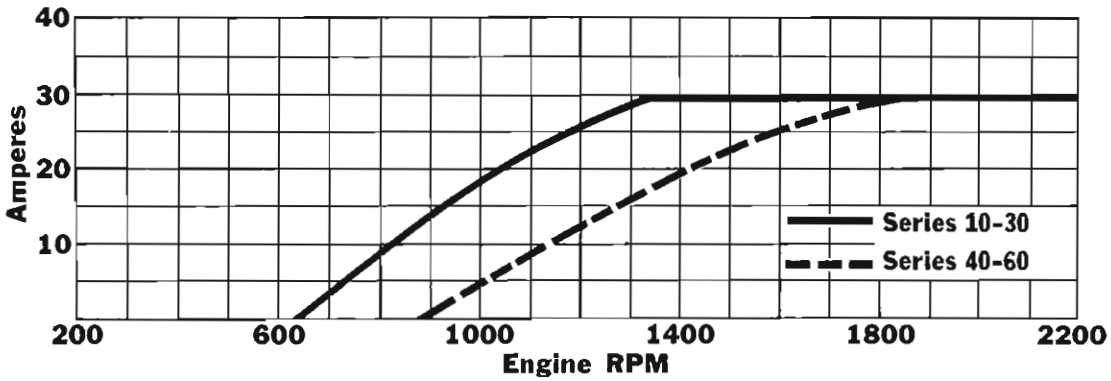
50-Ampere Low Cut-in

Delco-Remy 2-brush shunt-wound type. Current and voltage regulated to 50 amperes maximum at 14.5 volts. Durable ball bearings at both ends. Recommended for slow-speed operations of higher current demands such as public utility trucks, rescue or wrecker trucks, and school buses. Handles constant current loads of 40 amperes with 20 percent reserve capacity for recharging after overloads. Not recommended for long trips at high speeds. Extended high-speed usage will shorten life of brushes and windings.

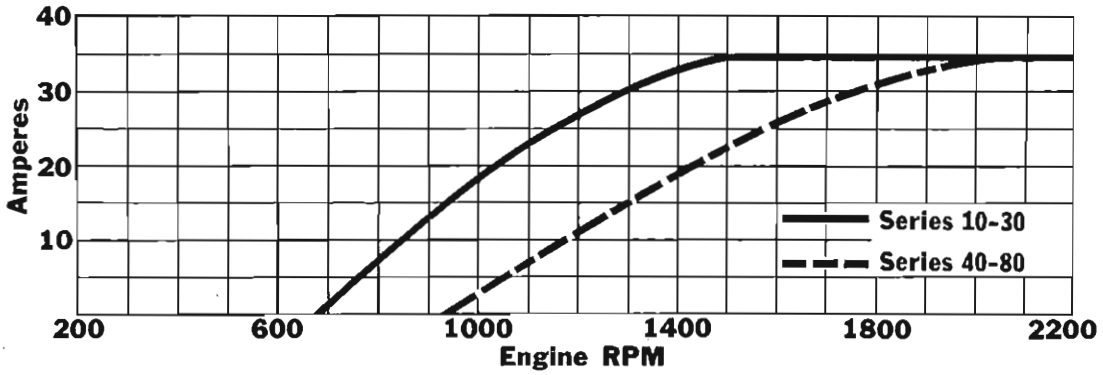
GENERATOR OUTPUT CURVES

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

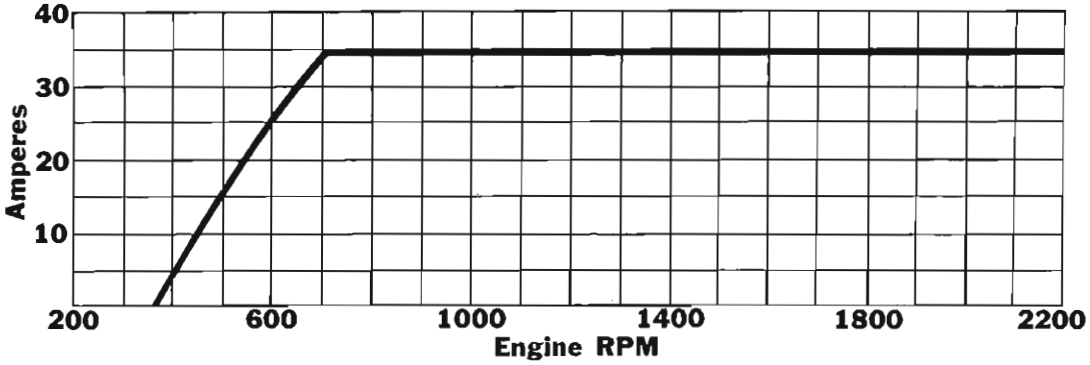
30-Ampere Normal Cut-in



35-Ampere Normal Cut-in

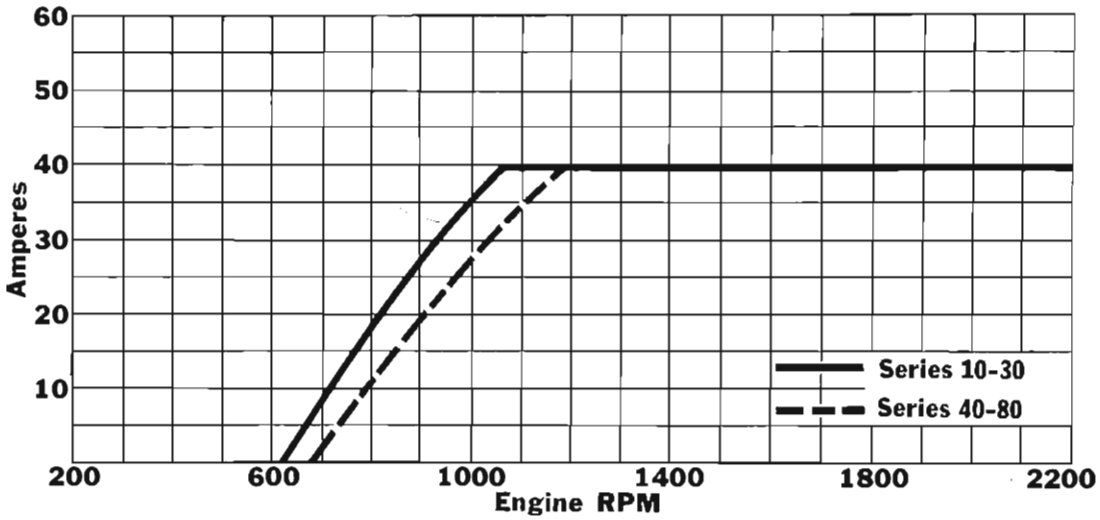


35-Ampere Low Cut-in

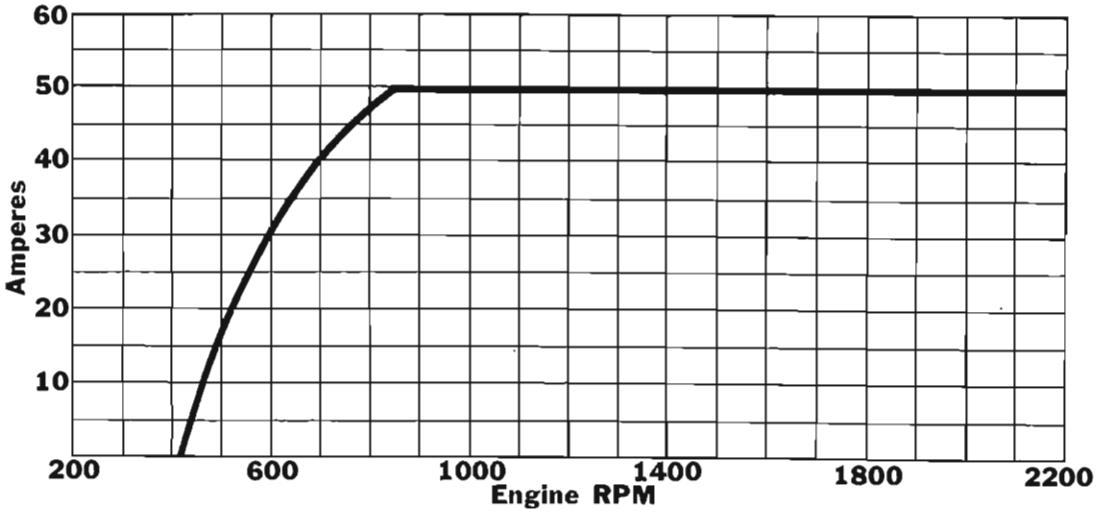


GENERATOR OUTPUT CURVES

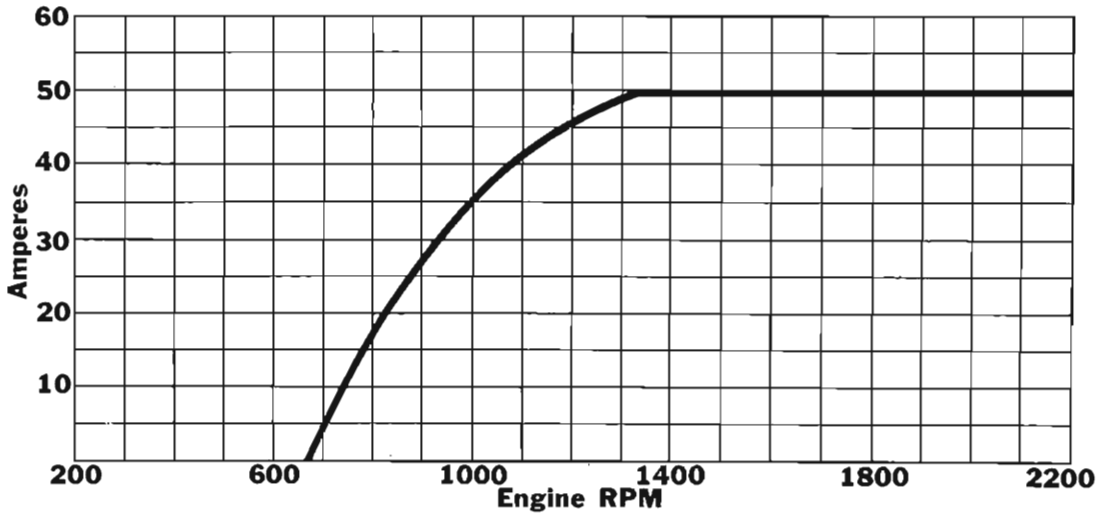
40-Ampere Normal Cut-in



50-Ampere Low Cut-in



50-Ampere Normal Cut-in



SPECIFICATIONS

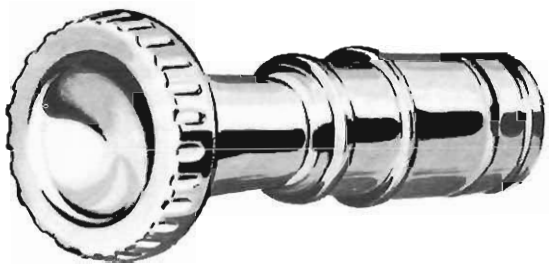
Clutch Size & Type	9″ Diaphragm	10″ Diaphragm	11″ Diaphragm	11″ Coil	13″ Coil
Series Applications:					
Standard Equipment	R10	C-K10, C-K20, C30	P20, P30, 40, 50	60	70, 80
Optional Equipment	.....	.....	C-K10, C-K20, C30	C10, C20, C30, 40, 50, 60	.....
Engine Applications	Turbo-Air	Thriftmaster	Hi-Thrift Thriftmaster Thriftmaster Special	Jobmaster Trademaster V8 Taskmaster V8	Workmaster V8 Workmaster Special V8
Rated Torque Capacity (lb-ft)	143	235	282	337	340
Disc:					
Outside diameter	9.12″	10.0″	11.0″	11.0″	12⅞″
Inside diameter	6.12″	6.0″	6.5″	6.5″	7.25″
Area (sq in)	71.8	100	124	124	178
Facing thickness (in)	0.135	0.135	0.133	0.133	0.150
Facing material	Asbestos composition	Asbestos composition	Asbestos composition	Asbestos composition	Asbestos composition
Vibration damping	6 springs at hub	6 springs at hub	6 springs at hub	6 springs at hub	8 springs at hub
Pressure Plate:					
Material	Cast Iron	Cast Iron	Cast Iron	Gray Iron	Gray Iron
Diameter (in)		10⅛	11⅛	11⅛	13
Spring:					
Type	Diaphragm	Diaphragm	Diaphragm	Coil	Coil
Number of springs	1	1	1	12	12
Release levers	18	18	18	3	4
Total pressure (lb)	1000–1200	1325–1500	1450–1600	2078	2179
Flywheel:					
Material	Piston iron	Piston iron	Piston iron	Piston iron	Piston iron
Ring gear	Steel (shrunk on)	Steel (shrunk on)	Steel (shrunk on)	Steel (shrunk on)	Steel (shrunk on)
Ring Gear Teeth		168	168	168	180
Pilot Bearing:					
Material or type	← Sintered Powdered Bronze (oil impregnated) →				Ball
Lubrication	← Self-lubricating →				
Throw-out Bearing:					
Type	← Special Ball →				
Lubrication	← Permanently Lubricated →				

INDEX

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

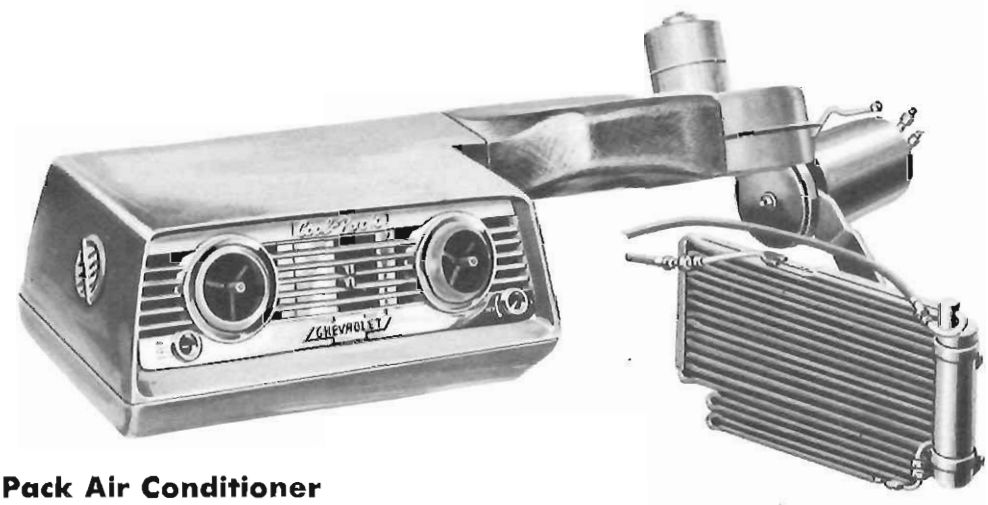
Many states require trucks to be equipped with certain equipment, and every salesman should know the requirements of his state. All Chevrolet custom features requiring state approval have received this approval, and can be relied upon to do the best job at the least cost.

CUSTOM FEATURES



Cigarette Lighter

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



Cool-Pack Air Conditioner

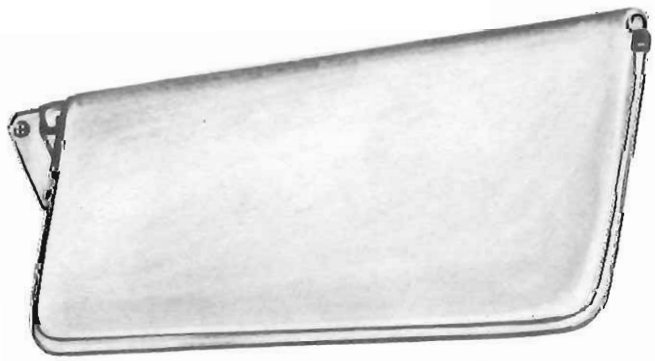
Here is an under-dash unit that turns the hottest weather into cool comfort. Besides cooling, this unit both filters and dehumidifies the air. Light-duty trucks should be ordered with a heavy-duty radiator if the Cool-Pack unit is to be installed.

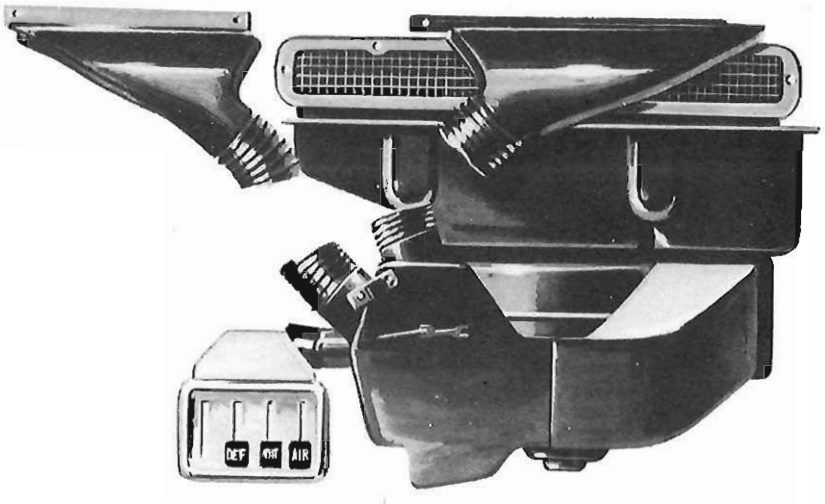
Clearance Lamps

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

Inside Sun Visor

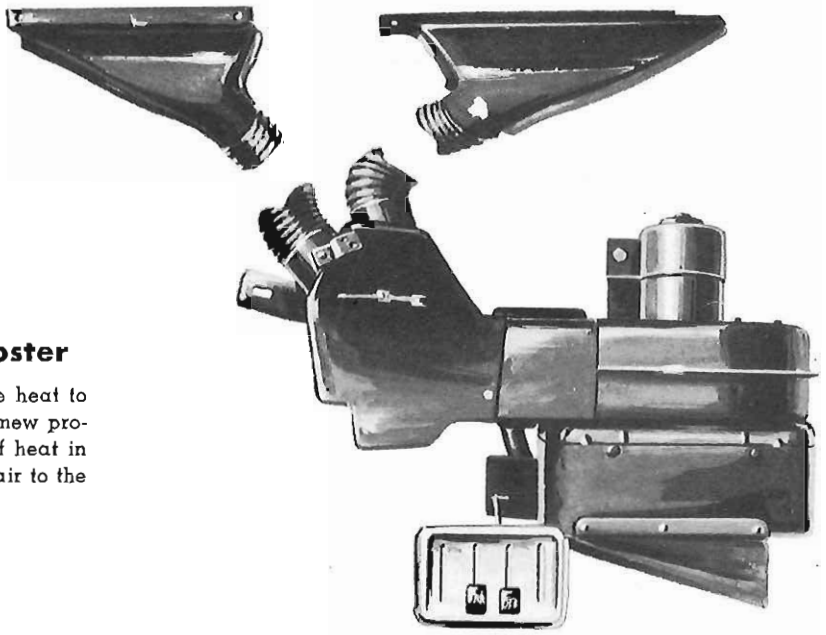
For mounting on passenger side of cab. Identical to standard visor on driver's side. Can be fixed in any desired position at windshield or side door window. Reduces glare for safer driving.





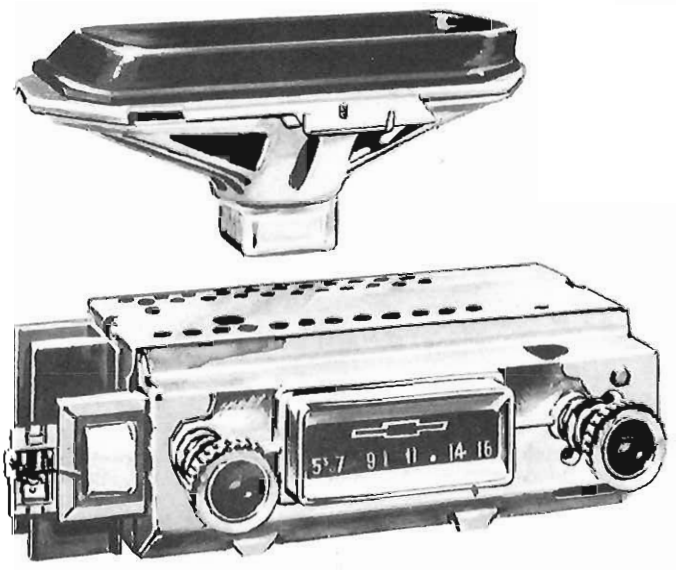
De Luxe Heater & Defroster

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



Recirculating Heater and Defroster

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



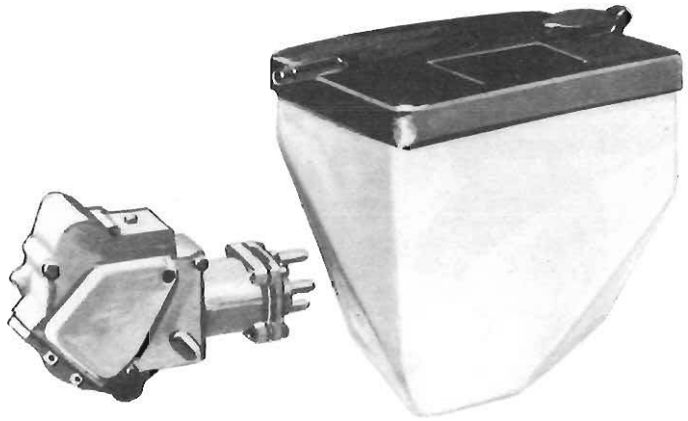
Radio and Antenna

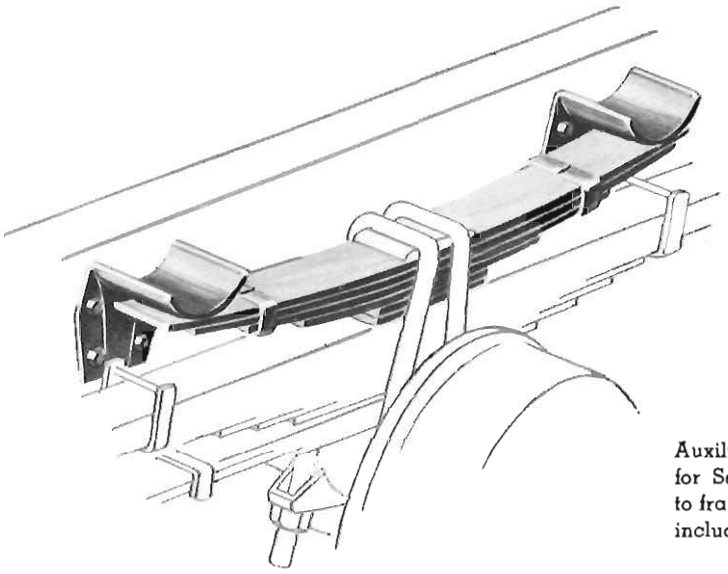
Receiving unit is designed to become an integral part of instrument panel. Six-tube receiver has automatic volume control and tone control.

CUSTOM FEATURES

Windshield Washer

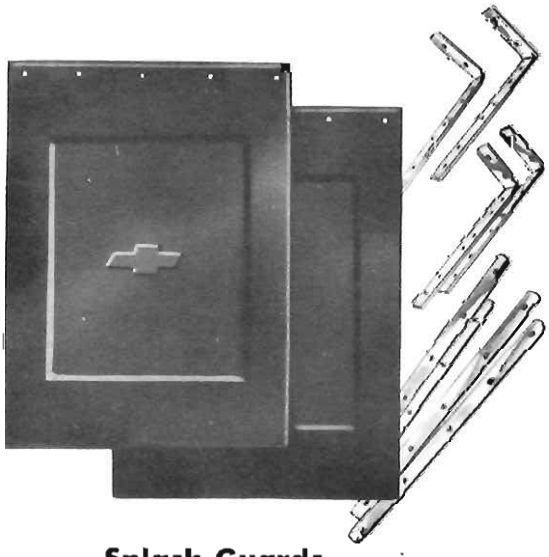
Assures a clean windshield for extra driving safety. Can be used in both summer and winter to remove bugs, dirt, and road spray. Available in push-button type for use with either electric or vacuum-operated windshield wipers.





Auxiliary Rear Springs

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



Splash Guards

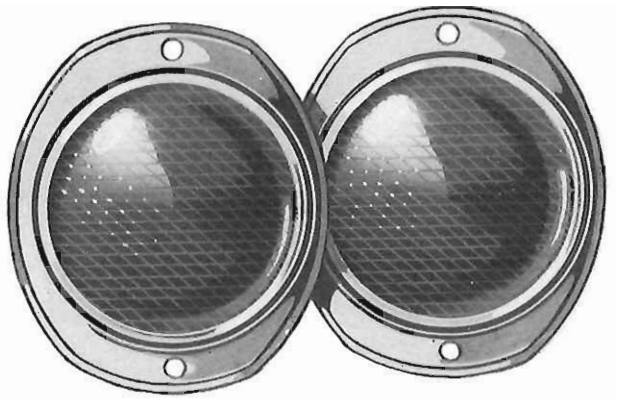
These dual-wheel guards have been approved by states which require them. Made of tire rubber with cords molded into the rubber for maximum strength and flexibility. Brackets not included.

Safetylight

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

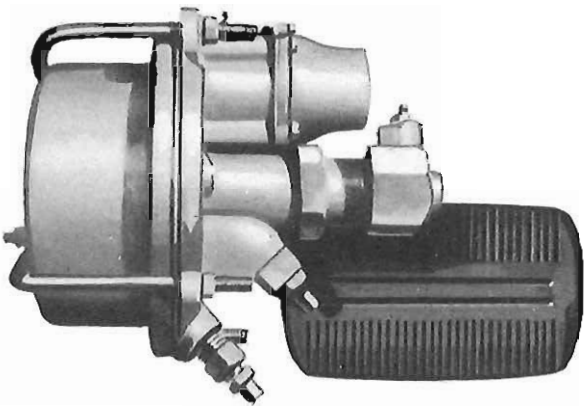
Lamp Bulb Container

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



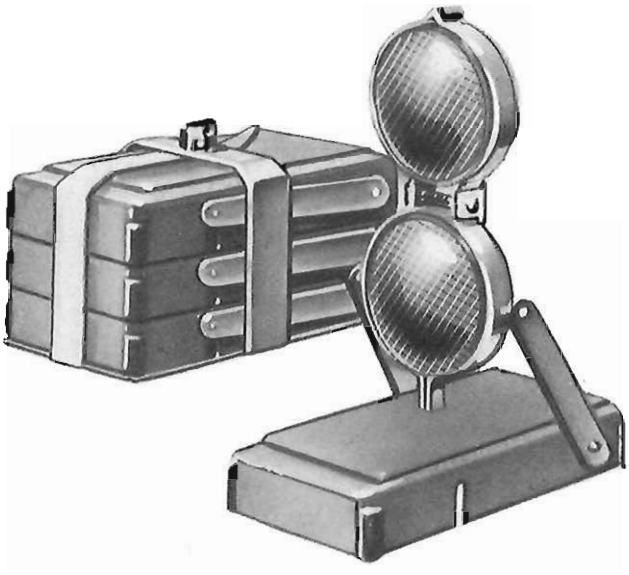
3-Inch Reflectors

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



Hydrovac

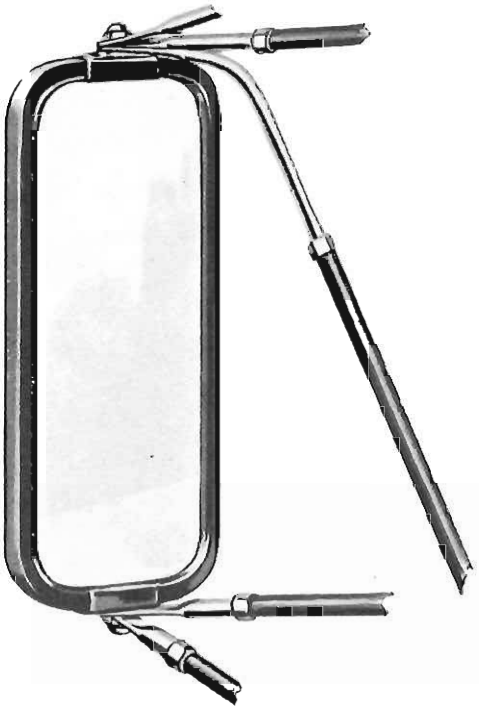
Short-stroke, 7-inch diameter Hydrovac power brake unit. Available for Series 10, 20 and 30. Greatly reduces braking effort. An especially desirable accessory with a fully loaded truck.



Flare Reflectors

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

CUSTOM FEATURES

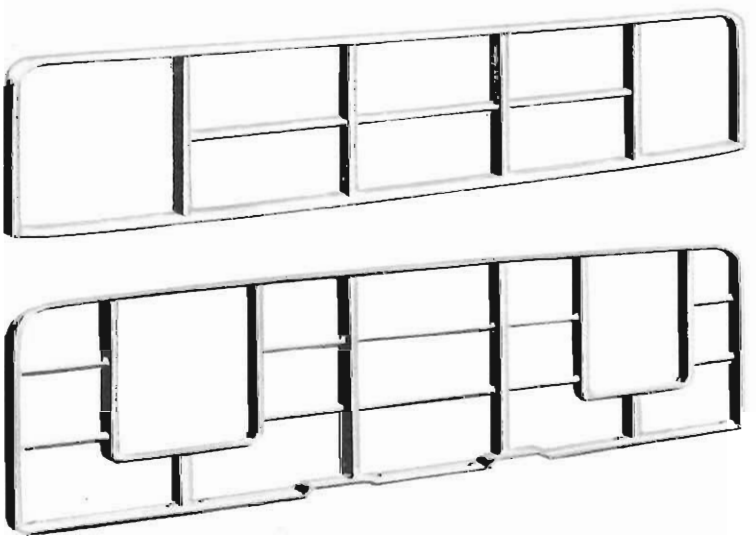


De Luxe Outside Mirror

Rectangular 7" x 16" or 7½" x 10½" mirror that has extra strong support arms to minimize vibration. Extendible to maximum legal width for trailer bodies. Fits either right or left side of all models. Finished in black enamel. Attaching parts are rust and corrosion resistant.

Non-Glare Rearview Mirror

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

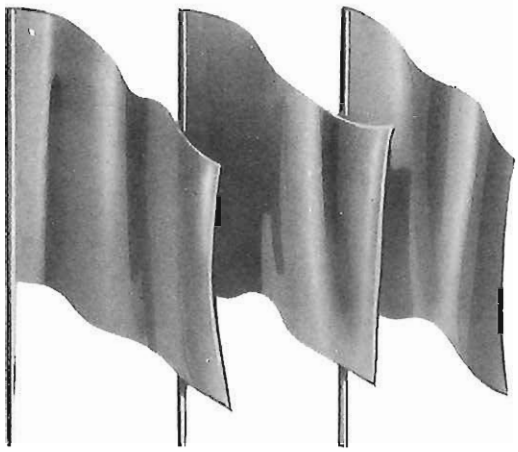


Grille Guard

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

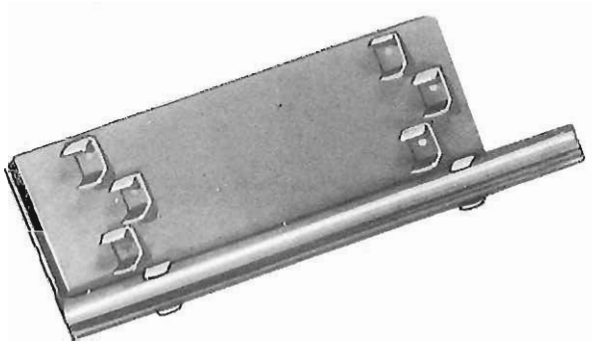
Bumper Guards

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



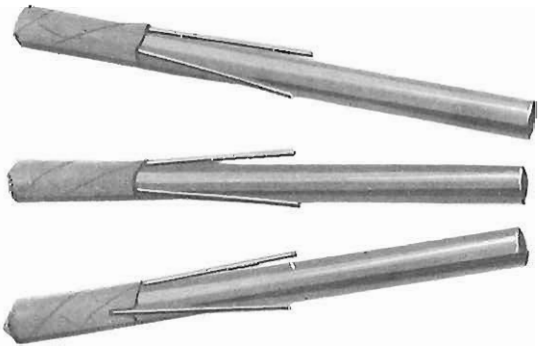
Warning Flags

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



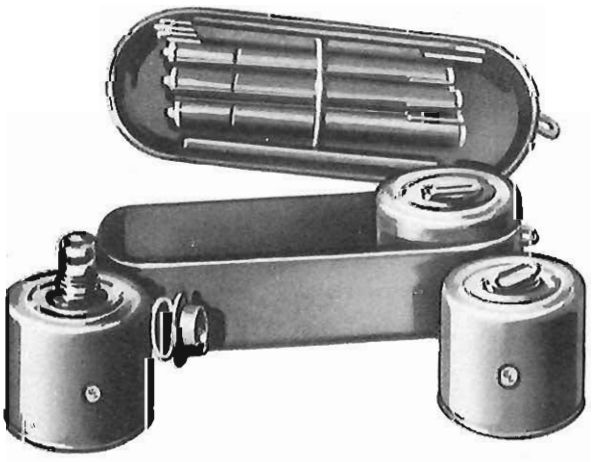
Flag and Fusee Holder

Carries three fusees and two flags. Fusees are held by clips, and can be quickly removed when needed. Flags are kept clean in a tubular carrier. Flags and fusees not included.



Fusees

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



Emergency and Safety Kit

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

OPTION WEIGHTS

WEIGHTS ADDED BY OPTIONS

Each weight shown in the table below is the approximate amount by which the truck weight is increased by the use of a particular item of optional equipment. It is not necessarily the weight of the item itself. For example, we see that a Heavy-duty 3-Speed Transmission adds 12 lb to the weight of a Series C10 truck, but the transmission itself obviously weighs in excess of 12 pounds. In addition, the weight given includes the weight of any equipment *included in the cost* of the option.

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

Series 10, 20, 30

Optional Equipment	Weight Added (lb)				
	Series C10, K10	Series R10	Series P20, P30	Series C20, K20	Series C30
Battery, Heavy-duty	9	8	10	9	9
Bumper: Rear	49	—	—	49	48
Clutch, Heavy-duty	4	—	—	4	4
Engine: Trademaster V8	16	—	—	18	13
Floor, Level	—	45	—	—	—
Fuel Tank	4	—	45	4	4
Generator: 35 amp	1	—	1	1	1
40 amp	8	—	8	8	8
50 amp	25	—	25	25	25
Heater: De Luxe	28	—	—	28	28
Recirculating	19	—	—	19	19
Hubs, Free Wheeling	17	—	—	30	—
Oil Filter: 1 quart	11	—	—	11	11
2 quarts	14	—	—	14	14
Radiator: Heavy-duty	9	—	—	9	9
Seat, Auxiliary	48	—	—	—	48
Seat, Bostrom: Driver seat	—	—	—	—	—
Driver and 2-man companion seat	—	—	—	—	—
Springs, Front	—	—	20	—	—
Springs, Rear	6	—	90	14	46
Transmissions: (80-90 percent of weight on front wheels)					
Heavy-duty 3-Speed	15	—	**a**	28	—55
Heavy-duty 4-Speed	69	—	62	76	—
Automatic	105	—8	**b**	120	—
Window, Full-View Rear	2	—	—	2	2
Tires: 6.70–15/6PR (five)	17	—	—	—	—
6.50–16/6PR (five)	42	—	—	—	—
7–17.5/6PR (five)	130	—	—	—	—
(four rear)	—	—	—	—	144
8–17.5/6PR (two front)	—	—	10	10	—
(two rear)	—	—	10	10	—
8–17.5/8PR (two front)	—	—	13	13	3
(two rear)	—	—	13	13	—
(four rear)	—	—	—	—	160
8–19.5/6PR (two front)	—	—	35	45	36
(two rear)	—	—	45	50	36
(four rear)	—	—	269	—	112
8–19.5/8PR (two front)	—	—	6	47	37
(two rear)	—	—	2	52	39

a—13 lb on P20; 49 lb on P30
b—121 lb on P20; 60 lb on P30