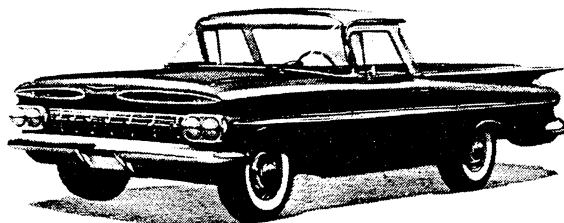


1959
CHEVROLET
EL CAMINO

SELECTOR

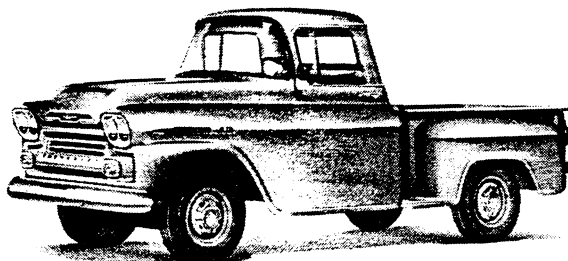
Payload Ratings up to 2950 lb



El Camino Body

Inside Length.....76¼"
 Inside Width.....64¼"
 Inside Height.....12¾"

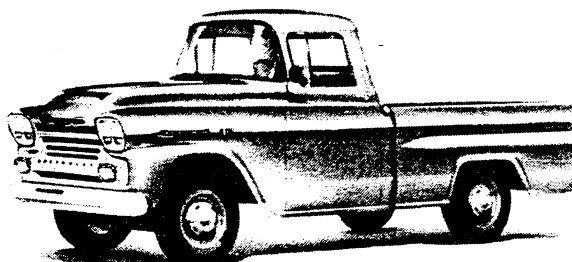
Maximum Payload	Model	Pages
1200 lb	1180, 1280	2-5



6½-ft Stepside Body

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

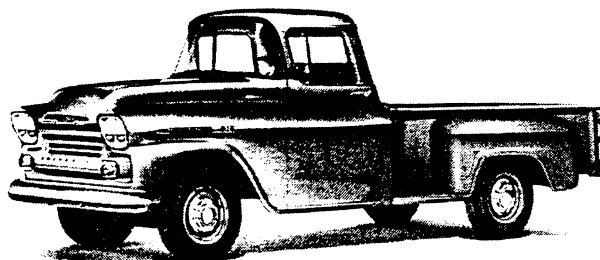
Maximum Payload	Model	Pages
1500 lb	3104	6-7
1600 lb	3154	10-11



6½-ft Fleetside Body

Inside Length.....78⅞"
 Inside Width.....75⅞"
 Inside Height.....19⅞"

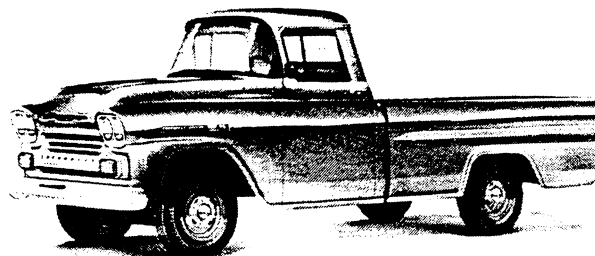
Maximum Payload	Model	Pages
1450 lb	3134	8-9
1550 lb	3184	15-16



8-ft Stepside Body

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

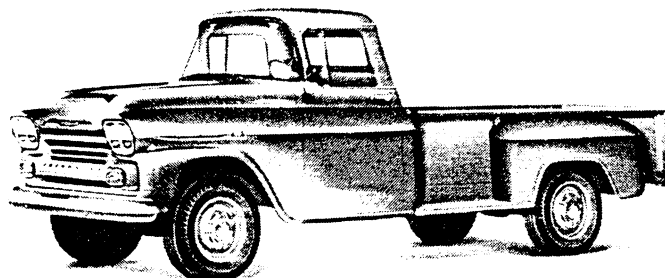
Maximum Payload	Model	Pages
1350 lb	3204	14-15
2950 lb	3604	18-19
2850 lb	3654	22-23



8-ft Fleetside Body

Inside Length.....98"
 Inside Width.....75⅞"
 Inside Height.....19⅞"

Maximum Payload	Model	Pages
1300 lb	3234	16-17
2900 lb	3634	20-21
2750 lb	3684	24-25



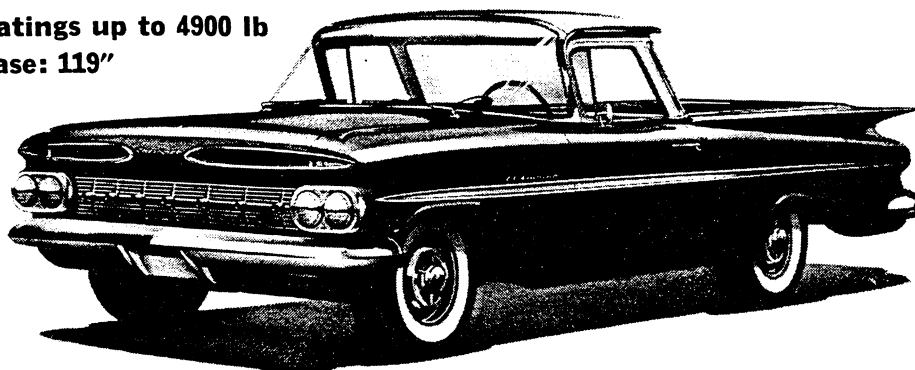
9-ft Stepside Body

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

Maximum Payload	Model	Pages
2800 lb	3804	26-27
2750 lb	3854	28-29

MODEL 1180 EL CAMINO (6-CYL)

GVW Ratings up to 4900 lb
Wheelbase: 119"



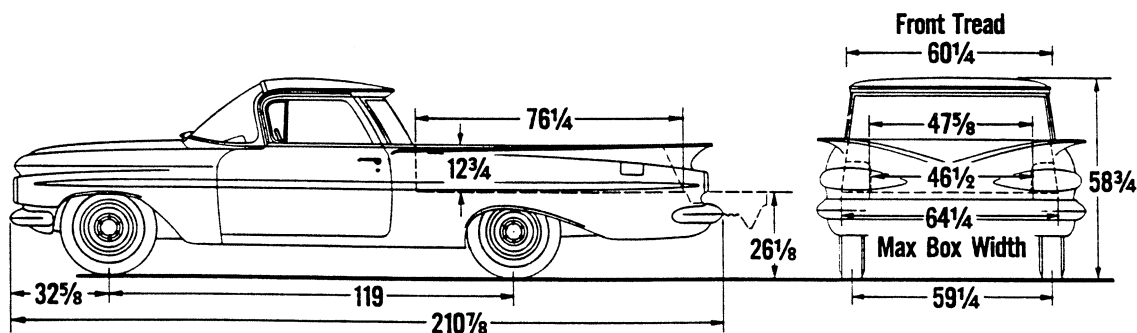
STANDARD EQUIPMENT

Air Cleaner: Oil-wetted
Axle, Front: None— independent suspension; capacity 2450 lb
Axle, Rear: Hypoid semi-floating type; ratio 3.55; capacity 3000 lb
Battery: 12-Volt; 54-plate; capacity 53 amp-hr
Body: Pickup, see *Cabs & Bodies*
Brakes, Service: Hydraulic with 1" master cylinder; front 11" x 2 3/4"; rear 11" x 2"
 Effective area: drum 328 sq in; lining 199 sq in
Brake, Parking: Rear wheels; area 84 sq in
Bumpers: Front and rear; chrome-plated
Carburetor: Single-barrel downdraft
Clutch: Diaphragm spring; dia 9 1/2"; area 85.2 sq in
Cooling: Capacity 17 qt; 1 3/4" radiator core, 428 sq in area; 13-lb pressure cap; 180° thermostat
Controls & Instruments: Headlight, domelight & windshield wiper switches; headlight beam & ventilator controls; speedometer; fuel and engine temperature gauges; generator charge, directional, oil pressure, and high beam indicator lights
Directional Signals: Front and rear in parking and tail lamps
Engine: Hi-Thrift, 235.5 cu in displacement
 Gross horsepower 135
 Gross torque, ft-lb 217

Engine Ventilation: Road-draft type
Exhaust System: Single pipe & muffler
Fenders: Front and integral rear
Frame: Safety-Girder
Fuel Filter: Screen in fuel tank
Fuel Tank: Capacity 17 gallons; concealed filler
Generator: 12-Volt, 30-amp; normal cut-in
Lights: Head, parking, dual tail and stop; directional signals
Mirror, Rearview: Left side; 4 1/2" fixed bracket
Shock Absorbers: Front and rear; direct double acting; piston diameter 1"
Springs, Front: Coil; capacity 1030 lb ea at ground
Springs, Rear: Coil; capacity 1315 lb ea at ground
Steering: Ball-gear, ratio 28.0; wheel dia 17"
Tires: Five tubeless 8.00-14/4PR front, single rear, spare
Tools: Jack, capacity 1800 lb; wheel wrench
Transmission: 3-speed Synchro-Mesh
 Steering column gearshift
Wheels: Five 14" x 5J; attachment, 5 studs on 4 3/4" circle; spare carrier inside cab
Windshield Wipers: Dual electric; single-speed

DIMENSIONS

With 8.50-14 Tires; Vehicle Unloaded



Estimated Curb Weight (Pounds) (Standard Equipment)			Payload Distribution (Approx) (Per Cent at Front & Rear Axles)	
Front	Rear	Total	Front	Rear
1890	1860	3750	0%	100%

(6-CYL) MODEL 1180 EL CAMINO

PAYLOAD RATINGS & GVW SELECTOR

Approximate Payload Wt	GVW Rating	Chassis Equipment Required for GVW Rating	Recommended Minimum Tire Sizes	
			Front	Single Rear
650 lb	4400 lb	Standard	8.00-14/4PR	8.00-14/4PR
1150 lb	4900 lb	Standard	8.50-14/4PR	8.50-14/4PR

OPTIONAL EQUIPMENT

	Option	Option
Air Cleaner: Oil bath; capacity 1 pint.....	216	Oil Filter: Capacity 1 quart.....237
Axle, Positraction Rear:		Paint, Exterior: See <i>Cabs & Bodies</i> section
Ratio 3.55 (Standard transmission).....	675	Padded Instrument Panel.....427
Ratio 3.36 (Powerglide transmission).....	675	Radio: Manual.....103
Ratio 4.11 (Overdrive transmission).....	675	Pushbutton.....104
Battery: HD; 12-volt, 66-plate; 70 amp-hr....	345	Seat, Foam Rubber.....335
Brakes, Power	412	Springs, Rear; Capacity 1415 lb each.....593
Clutch: Heavy-duty, diameter 11".....	227	Capacity 1530 lb each.....594
De Luxe Equipment: Includes right & left armrests, right sunshade, fender ornaments, and cigarette lighter.....	347	Steering, Power: Incl 35-amp generator.....324
E-Z-Eye Glass	398	Steering Wheel: De Luxe.....348
Generator:		Transmissions:
35 amp, normal cut-in (With std steering only).....	338	Powerglide (Includes 3.36 rear axle).....313
40 amp, normal cut-in.....	326	Overdrive (Includes 4.11 rear axle).....315
50 amp, low cut-in (With std steering only).....	378	Wheel Discs: Four; with 8.00-14 tires only....117
Heater: Recirculating (Includes defroster).....	116	Windshield Washers: With std wipers only...109
De Luxe (Includes defroster).....	101	Windshield Wipers: Dual electric; 2-speed; includes windshield washers.....333

TUBELESS TIRE & WHEEL COMBINATIONS

Tires with Disc Wheels			Tire Capacity (lb)	
Tire Size	Rim Width	Option Number	Front	Rear
Front, Single Rear & Spare			(2 Tires)	(2 Tires)
8.00-14/4PR	5J	+ Std	2350	2350
8.50-14/4PR	5½K	● 366	2530	2530

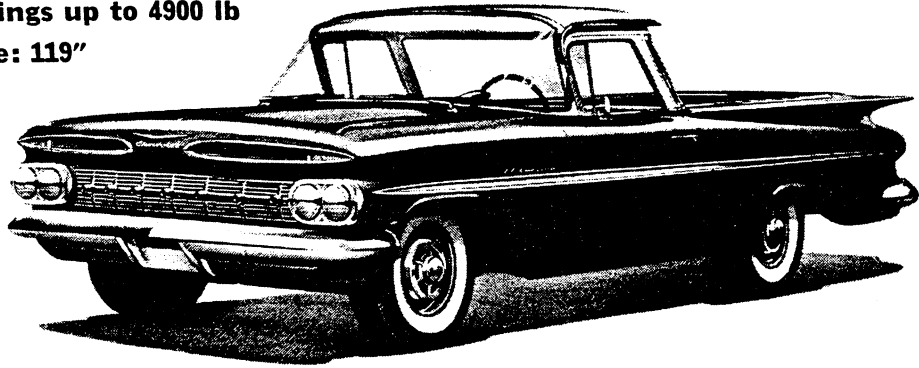
+ RPO 588 with white sidewalls.

● RPO 366 with white sidewalls.

MODEL 1280 EL CAMINO (V8)

GVW Ratings up to 4900 lb

Wheelbase: 119"



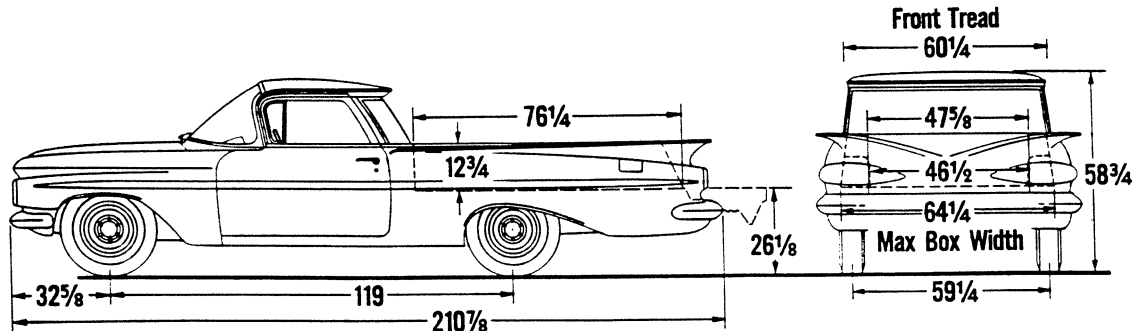
STANDARD EQUIPMENT

Air Cleaner: Dry, treated paper filter
Axle, Front: None—*independent suspension*; capacity 2450 lb
Axle, Rear: Hypoid semi-floating type; ratio 3.55; capacity 3000 lb
Battery: 12-Volt; 54-plate; capacity 53 amp-hr
Body: Pickup, see *Cabs & Bodies*
Brakes, Service: Hydraulic with 1" master cylinder; front 11" x 2 3/4"; rear 11" x 2"
 Effective area: drum 328 sq in; lining 199 sq in
Brake, Parking: Rear wheels; area 84 sq in
Bumpers: Front and rear; chrome-plated
Carburetor: Two-barrel downdraft
Clutch: Diaphragm spring; dia 10"; area 100.5 sq in
Cooling: Capacity 17 1/2 qt; 1 3/4" radiator core, 390 sq in area; 13-lb pressure cap; 180° thermostat
Controls & Instruments: Headlight, domelight & windshield wiper switches; headlight beam & ventilator controls; speedometer; fuel and engine temperature gauges; generator charge, directional, oil pressure, and high beam indicator lights
Directional Signals: Front and rear in parking and tail lamps
Engine: Turbo-Fire, 283 cu in displacement
 Gross horsepower..... 185
 Gross torque, ft-lb..... 275

Engine Ventilation: Road-draft type
Exhaust System: Single pipe & muffler
Fenders: Front and integral rear
Frame: Safety-Girder
Fuel Filter: In carburetor; screen in fuel tank
Fuel Tank: Capacity 17 gallons; concealed filler
Generator: 12-Volt, 30-amp; normal cut-in
Lights: Head, parking, dual tail and stop; directional signals
Mirror, Rearview: Left side; 4 1/2" fixed bracket
Shock Absorbers: Front and rear; direct double acting; piston diameter 1"
Springs, Front: Coil; capacity 1030 lb ea at ground
Springs, Rear: Coil; capacity 1315 lb ea at ground
Steering: Ball-gear, ratio 28.0; wheel dia 17"
Tires: Five tubeless 8.00-14/4PR front, single rear, spare
Tools: Jack, capacity 1800 lb; wheel wrench
Transmission: 3-speed Synchro-Mesh
 Steering column gearshift
Wheels: Five 14" x 5J; attachment, 5 studs on 4 3/4" circle; spare carrier inside cab
Windshield Wipers: Dual electric; single-speed

DIMENSIONS

With 8.50-14 Tires; Vehicle Unloaded



Estimated Curb Weight (Pounds) (Standard Equipment)			Payload Distribution (Approx) (Per Cent at Front & Rear Axles)	
Front	Rear	Total	Front	Rear
1895	1865	3760	0%	100%

(V8) MODEL 1280 EL CAMINO

PAYLOAD RATINGS & GVW SELECTOR

Approximate Payload Wt	GVW Rating	Chassis Equipment Required for GVW Rating	Recommended Minimum Tire Sizes	
			Front	Single Rear
650 lb	4400 lb	Standard	8.00-14/4PR	8.00-14/4PR
1150 lb	4900 lb	Standard	8.50-14/4PR	8.50-14/4PR

OPTIONAL EQUIPMENT

Option	Option
Axle, Positraction Rear:	
Ratio 3.08—With automatic transmission & 348-cu-in engine	675
Ratio 3.36—With std trans & 348-cu-in eng; or automatic trans & 283-cu-in eng	675
Ratio 3.55—With std trans & 283-cu-in eng	675
Ratio 4.11—With Overdrive transmission	675
Battery: HD; 12-volt, 66-plate; 70 amp-hr	345
Brakes, Power	412
De Luxe Equipment: Includes right & left armrests, right sunshade, front fender ornaments, and cigarette lighter	347
Engine:	
230-hp Super Turbo-Fire V8; 283-cu-in displ. Includes 4-barrel carburetor	410
250-hp Turbo-Thrust V8; 348-cu-in displ. Includes 4-barrel carburetor & dual exhaust. Not available with Overdrive trans.	576
280-hp Super Turbo-Thrust V8; 348-cu-in displ. Includes three 2-barrel carbs & dual exhaust. Not available with Overdrive trans.	573
300-hp Turbo-Thrust Special V8; 348-cu-in displ. Includes 4-barrel carb; dual exhaust & high-lift camshaft. Oil filter required. Available with std transmission only	576
315-hp Super Turbo-Thrust Special V8; 348-cu-in displ. Includes three 2-barrel carbs; dual exhaust; high-lift camshaft & mechanical valve lifters. Oil filter required. Available with std transmission only	573
Exhaust System, Dual: For 283-cu-in engines only	220
E-Z-Eye Glass	398
Generator: Not avail with 300-hp or 315-hp eng	
35 amp, normal cut-in (With std steering only)	338
40 amp, normal cut-in	326
50 amp, low cut-in (With std steering only)	378
Heater: Recirculating (Includes defroster)	116
De Luxe (Includes defroster)	101
Oil Filter: Full-flow; capacity 1 quart	237
Paint, Exterior: See <i>Cabs & Bodies</i> section	
Padded Instrument Panel	427
Radio: Manual	103
Pushbutton	104
Seat, Foam Rubber	335
Springs, Rear: Capacity 1415 lb each	593
Capacity 1530 lb each	594
Steering, Power: Includes 35-amp generator. Not available with 300-hp or 315-hp engines	324
Steering Wheel: De Luxe	348
Transmissions:	
Powerglide (Includes 3.36 rear axle)	313
Overdrive (Includes 4.11 rear axle)	315
Turboglide (Includes 3.36 rear axle)	302
Wheel Discs: Four (For 8.00-14 tires only)	117
Windshield Washer: With std wipers only	109
Windshield Wipers: Dual electric; 2-speed; includes windshield washers	333

TUBELESS TIRE & WHEEL COMBINATIONS

Tires with Disc Wheels			Tire Capacity (lb)	
Tire Size	Rim Width	Option Number	Front	Rear
Front, Single Rear & Spare			(2 Tires)	(2 Tires)
8.00-14/4PR	5J	+ Std	2350	2350
8.50-14/4PR	5½K	● 366	2530	2530

+ RPO 588 with white sidewalls.

● RPO 368 with white sidewalls.

EXTERIOR COLORS

Sedan Delivery and El Camino

These models are finished in polished acrylic lacquers—the very finest of all automotive finishes.

The Sedan Delivery is available in any one of 8 solid colors, while El Camino is offered in a choice of 13 solid colors or 10 two-tone combinations. The availability of these colors is given in the chart on page 21.

Satin Beige



Tuxedo Black



Frost Blue



Harbor Blue



Cameo Coral

Classic Cream



Gothic Gold



Grecian Gray



Aspen Green

Highland Green



Roman Red



Crown Sapphire

Snowcrest White

EXTERIOR COLORS

Sedan Delivery and El Camino

The availability of solid colors for these models and two-tone combinations for El Camino is given in the two charts below. Duco stock numbers of lacquers that can be used for touch-up or repair work are also listed.

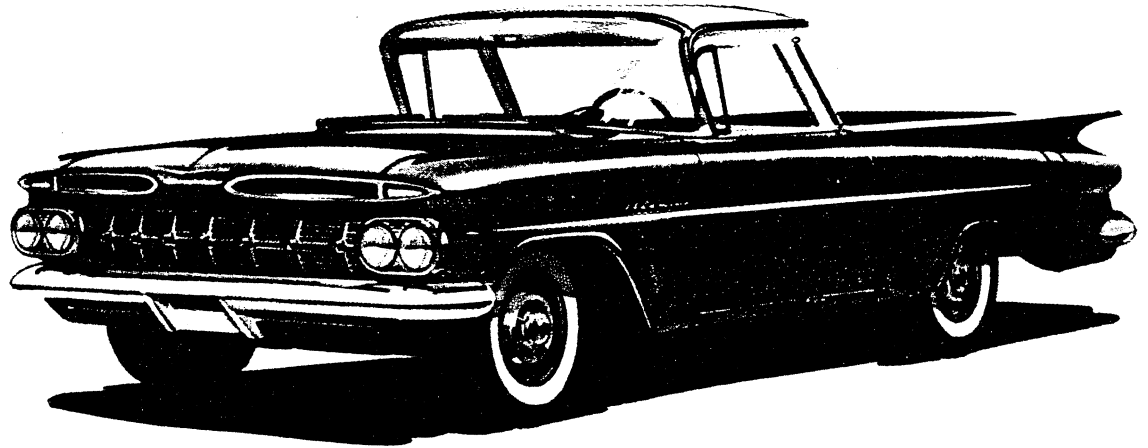
Solid Colors

Color Name	Option Number	Paint Number
Beige , Satin (El Camino only)	938	2928-L
Black , Tuxedo	900	88-L
Blue , Frost	910	2925-L
Blue , Harbor	912	2927-L
Coral , Cameo (El Camino only)	942	2926-LH
Cream , Classic (El Camino only)	925	2924-L
Gold , Gothic	920	2929-L
Gray , Grecian (El Camino only)	940	2934-L
Green , Aspen	903	2933-L
Green , Highland	905	2932-L
Red , Roman	923	2931-LH
Sapphire , Crown (El Camino only)	914	2930-L
White , Snowcrest	936	2697-L

Two-tone Combinations for El Camino

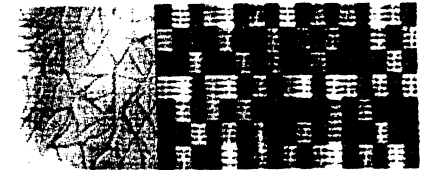
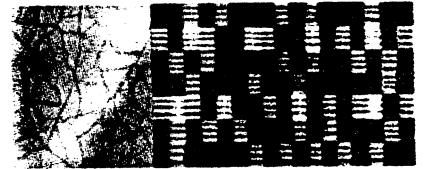
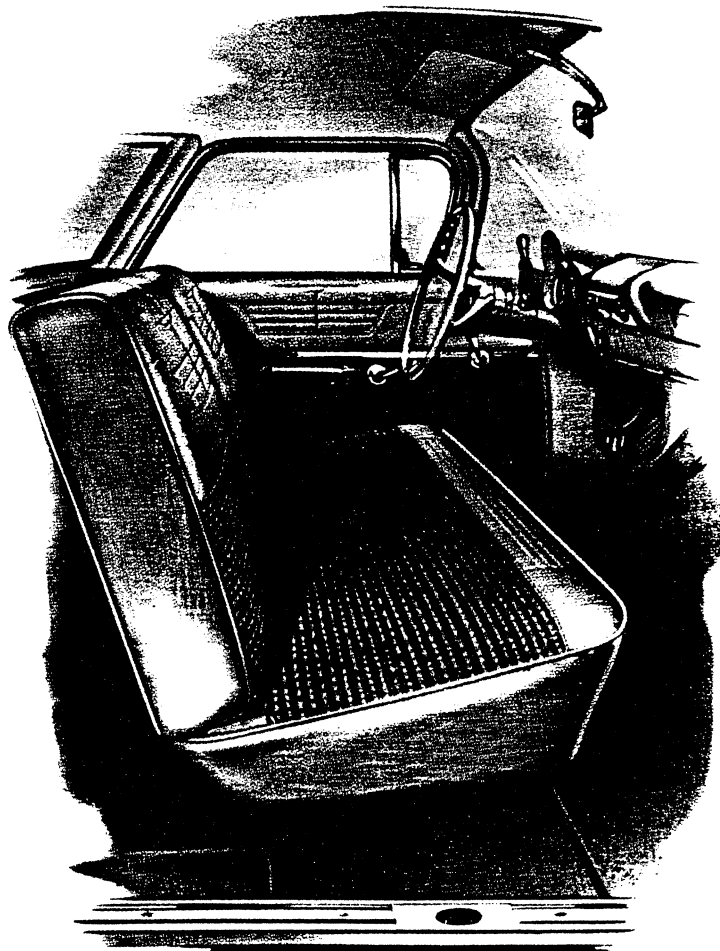
Main Body Color	Secondary Color	Option Number
Black , Tuxedo	Snowcrest White	950
Blue , Frost	Harbor Blue	987
Blue , Harbor	Frost Blue	962
Coral , Cameo	Satin Beige	989
Cream , Classic	Aspen Green	990
Gold , Gothic	Satin Beige	970
Gray , Grecian	Snowcrest White	988
Green , Highland	Snowcrest White	953
Red , Roman	Snowcrest White	973
Sapphire , Crown	Snowcrest White	963

EL CAMINO



TWO-TONE COMBINATIONS

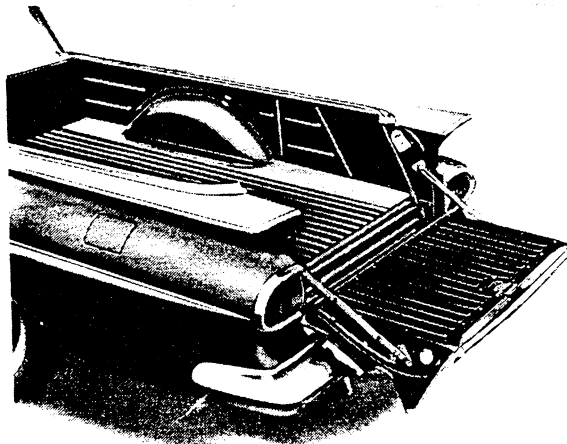
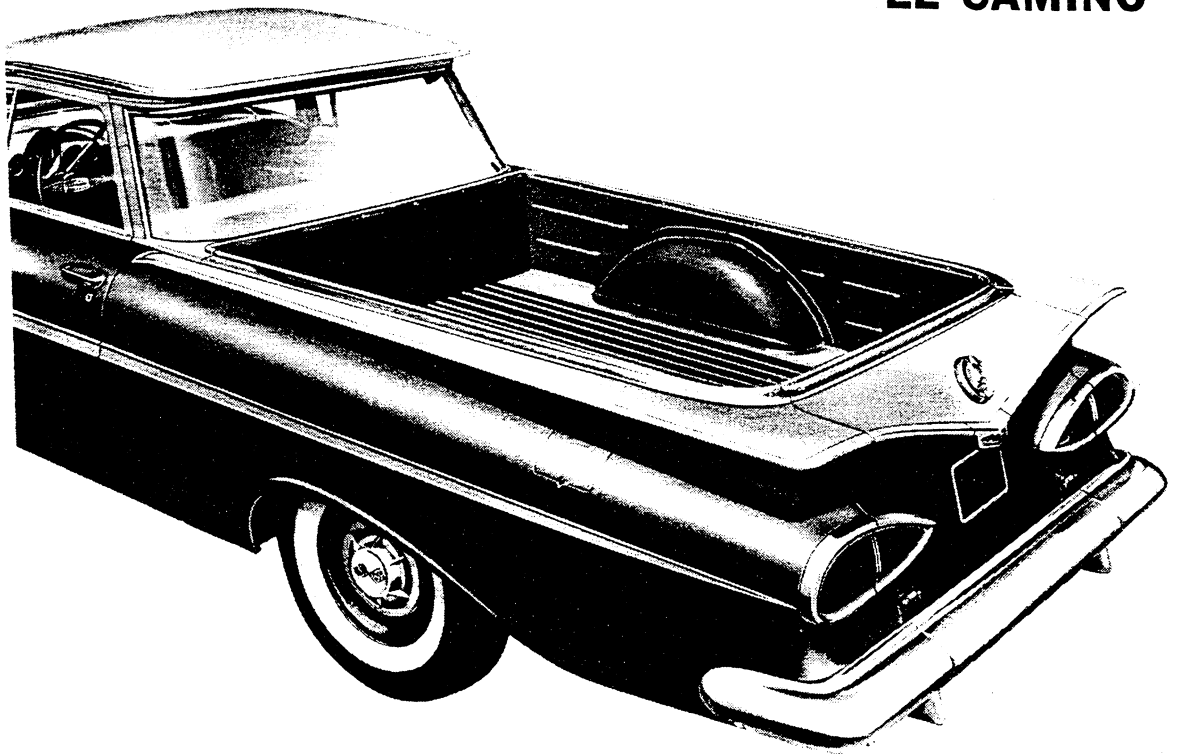
El Camino is offered in 10 different two-tone combinations, as well as 13 solid colors. The availability of these colors is given in the charts on the preceding page. Wheel color is the same as the main body color in each case. White sidewall tires as shown above are optional at extra cost as are the two-tone combinations.



INTERIORS

The full-width seat is upholstered in two shades of gray vinyl, and the interior of the cab is painted with harmonizing gray enamel. Green or blue vinyls shown above are used on the seats with green or blue exterior colors. The cab interior is also finished in green or blue when these fabrics are used. A heavy, black, rubber floor mat is used with all colors.

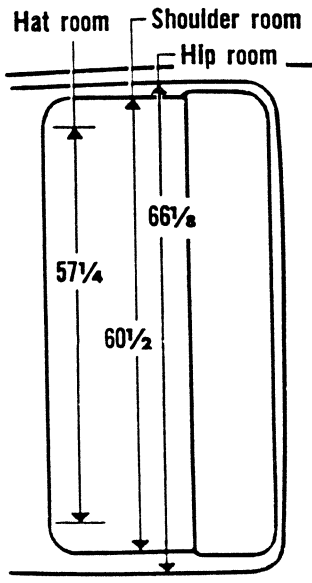
EL CAMINO



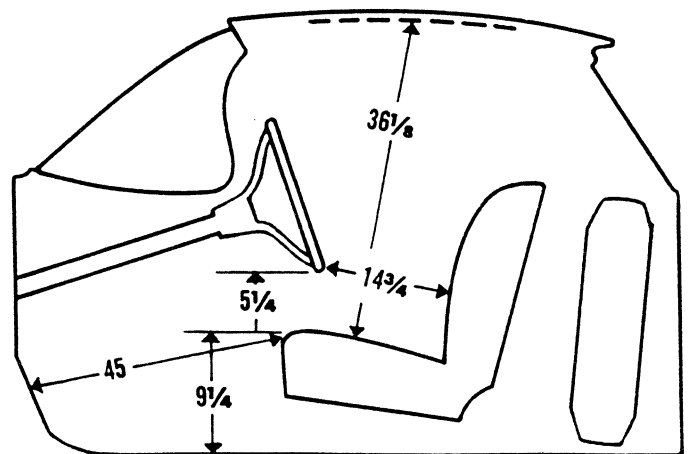
The pickup box features double walled side panels, a wide grain-tight tailgate, and all-steel construction throughout. Heavy box section rocker panels extend from the cowl to the wheelhouses to provide a sturdy link between cab and pickup body.

Like the side panels, the tailgate is also of double walled construction. When lowered, the inner panel of the tailgate forms a continuation of the ribbed steel pickup floor. The pickup floor is more than 6 feet long, and with the tailgate lowered, nearly 8 feet of load-space is available. With tailgate raised, the box has a capacity of approximately 32½ cubic feet.

The rear license plate carrier is hinged so that when the tailgate is lowered, the carrier can be pulled down to display the license plate. Many states require that license plates be visible at all times.



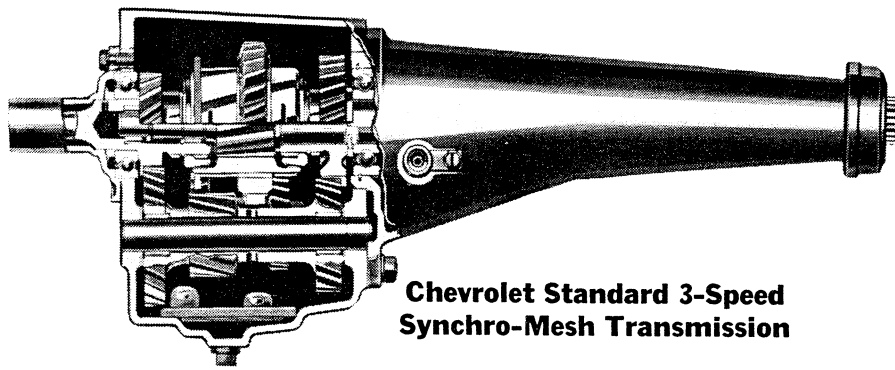
INTERIOR DIMENSIONS



Seat in rear position

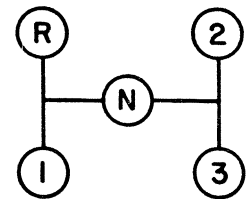
TRANSMISSIONS

CHEVROLET 3-SPEED SYNCHRO-MESH and OVERDRIVE

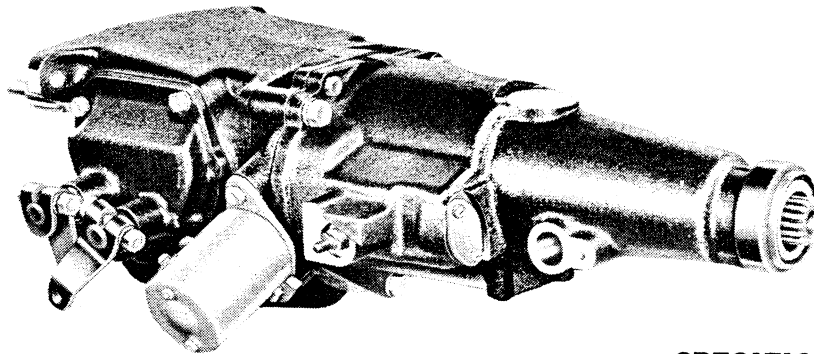


Chevrolet Standard 3-Speed Synchro-Mesh Transmission

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



Gearshift Lever Positions for Standard 3-Speed Transmission



Overdrive Transmission (Series 11 and 12 only)

The overdrive transmission has a planetary gearset added to the standard 3-speed transmission which, when engaged, reduces engine speed 30 per cent. Reduced engine speed means greater fuel economy, longer engine life, and quieter engine operation. The 4.11 to 1 ratio rear axle also provides added pulling power and more lively performance when the overdrive is not engaged.

A hand control allows the overdrive unit to be locked in or out. Engagement is controlled by the accelerator pedal—a momentary release of the pedal at speeds above 30 mph causes the overdrive to engage, while depressing the pedal completely causes disengagement and a return to direct drive.

SPECIFICATIONS

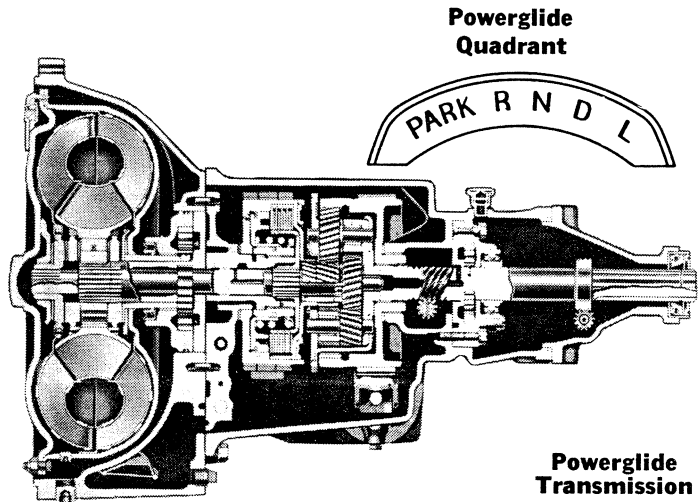
Make & Type	Chevrolet 3-Speed Synchro-Mesh	Chevrolet 3-Speed With Overdrive
Series Applications: Standard Equipment	Series 11, 12	Series 31, 32, 34, 35, 36, 37
Optional Equipment . . . . .	.....	.....
Gear Ratios: (to 1)	(6 cyl) (V8)	(6 or V8)
First	2.94 2.47	2.94
Second	1.68 1.53	1.68
Third	Direct	Direct
Overdrive	— —	—
Reverse	2.94 2.80	2.94
Gear Types: Helical gears	All	All
Bearing Types: Clutch gear bearing	Ball	Ball
Mainshaft front	Roller	Roller
Mainshaft rear	Ball	Ball
Countershaft front	Roller	Roller
Countershaft rear	Roller	Roller
Reverse idler front	Br Bush	Br Bush
Reverse idler rear	Br Bush	Br Bush
Reverse idler thrust	Roller	Roller
Lubricants: Capacity	2 Pints	2 Pints
Type, grade	See Owner's Guide	
		Models 1171, 1271 (6) (V8) 2.94 2.47 1.68 1.53 Direct 0.70 0.70 2.94 2.80

TRANSMISSIONS

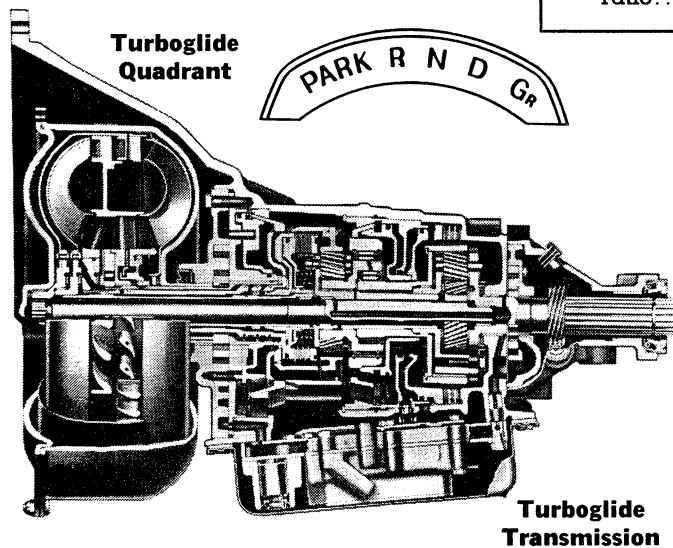
CHEVROLET POWERGLIDE & TURBOGLIDE for SERIES 11 & 12

Powerglide, an automatic two-speed transmission with torque converter, is available as a regular production option on Series 11 and 12.

The Powerglide transmission combines a planetary gearset and a torque converter which provides torque multiplication as high as 3.82 to 1. Shifting from low speed to high is automatic when the control lever is in drive (D) position. If desired, the transmission may be held in low (L) gear either for braking on a down grade or for pulling in heavy going. Neutral (N) and reverse (R) are also provided. When the control lever is in parking (P) position the drive shaft is locked to the transmission case. For safety, the engine can be started only when the control lever is in either park (P) or neutral (N).



Range Position	Drive	Low	Reverse
Effective Ratio: (to 1)			
With max. converter ratio	2.10	3.82	3.82
With 1 to 1 converter ratio	1.00	1.82	1.82



Range Position	Drive	Reverse
Effective Ratio: (to 1)		
Max. converter (high stator)	4.3	—
Max. converter (low stator)	3.8	3.0
1 to 1 converter ratio	1.0	—

Turboglide automatic transmission is available as a regular production option on Series 12. This transmission combines a five element triple-turbine torque converter and two planetary gearsets.

The Turboglide shift quadrant has five positions: Park, Reverse, Neutral, Drive and Grade Retarder. In drive (D) position, smooth performance from standstill to cruising is accomplished automatically and without shifting gears. Greater multiplication of engine braking for downhill travel is provided by the grade retarder (Gr). Provision is made in the park (P) position for positively locking the transmission. The engine can be started only when the selector is in neutral (N) or park (P).

The turbines and elements of the planetary gearsets are coupled in an arrangement that permits a continuous ratio change in the converter. As the vehicle speed increases and the need for high ratios decreases, the converter and gear ratios diminish simultaneously from a 4.3 to 1 maximum toward a one-to-one or direct drive ratio.

Highest torque multiplication may be achieved by merely forcing the accelerator pedal through a slight "detent" resistance at the full throttle position. This results in a smooth change of ratio for higher engine speed, greater power input to the converter, and increased torque multiplication.

6-CYLINDER ENGINES

HI-THRIFT 6 PERFORMANCE

Basic Specifications

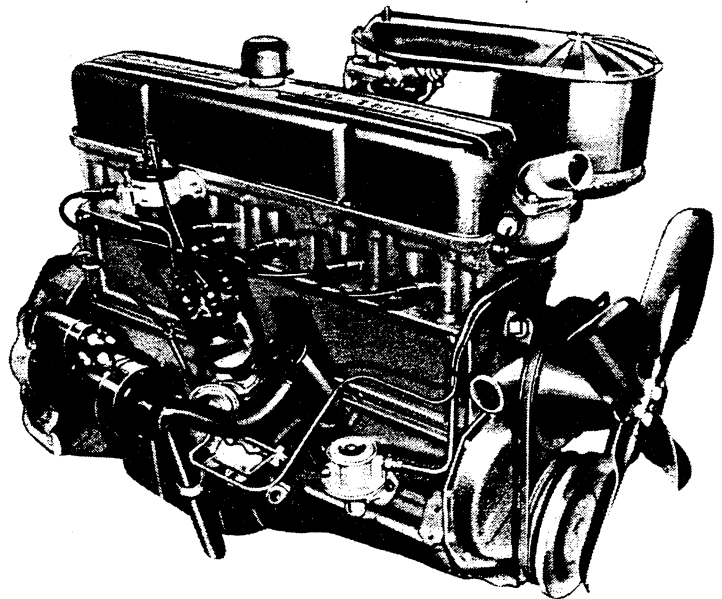
Engine type..... Valve-in-head
 Piston displacement.... 235.5 cu in
 Bore & Stroke (nominal) .3 $\frac{1}{16}$ " x 3 $\frac{1}{16}$ "
 Compression ratio..... 8.25 to 1
 Taxable horsepower (SAE).... 30.4
 Carburetor type..... Downdraft

Test Procedures

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

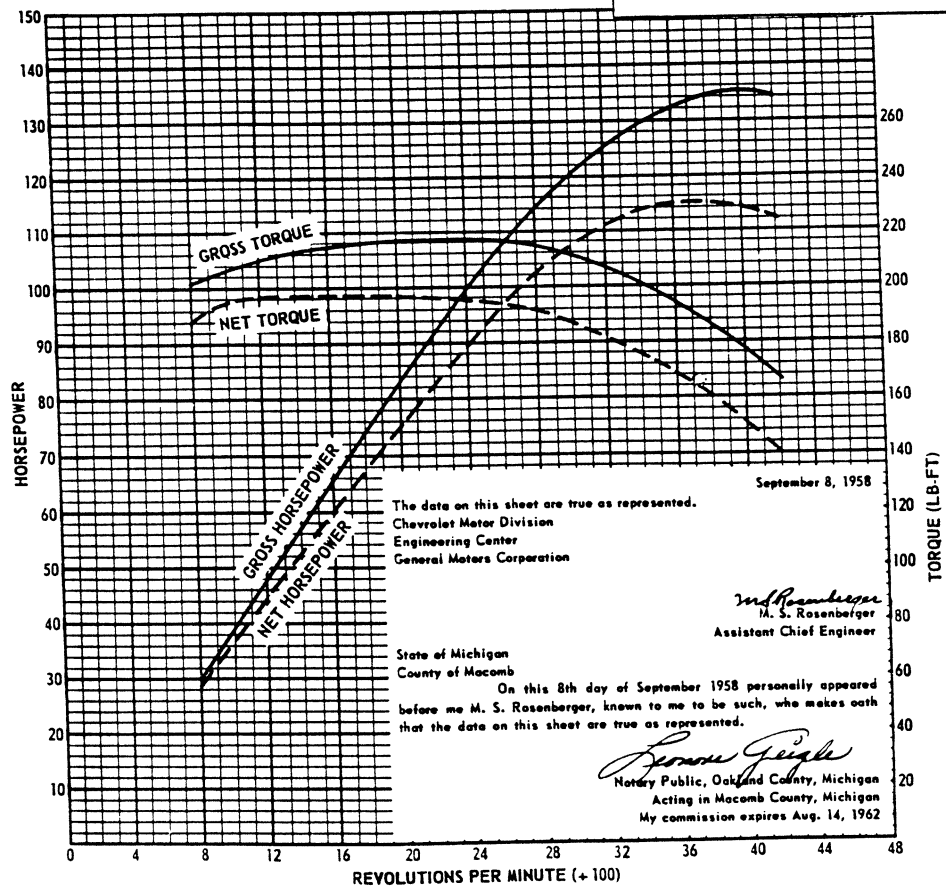
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

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



HI-THRIFT 6

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



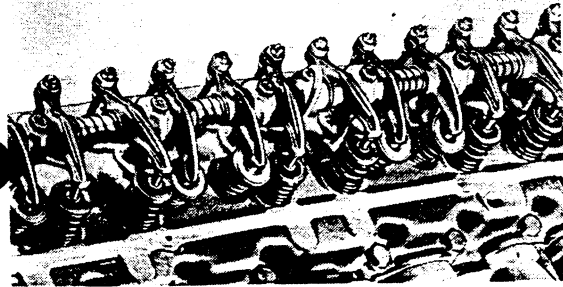
6-CYLINDER ENGINES

ENGINE FEATURES

For Stay-on-the-Job DURABILITY

Forged-steel crankshaft—Rugged forged steel assures extra strength and durability.

Precision bearings—Replaceable insert type bearings of specially selected bearing metals are precision fitted to main and connecting rod journals.

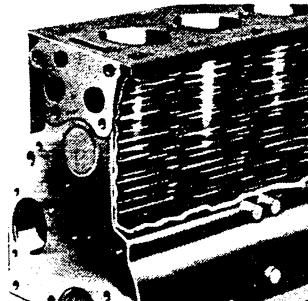


High-alloy inlet valves—Made of tough high-alloy steel for extra durability at high engine operating temperatures.

Aldipped exhaust valves—Hi-Thrift and Thriftmaster engines have specially coated exhaust valves. Coating retards formation of deposits, thereby increasing valve life and reducing maintenance.

Hard-faced exhaust valves with Rotocoils—The Jobmaster engine has stellite-faced exhaust valves to increase valve life. In addition, these valves are fitted with Rotocoil rotators which increase valve life as much as 300%.

Full-length water jackets—Cooling water circulates the full length of the cylinder walls, keeping engine temperatures more uniform and reducing engine wear.



Positive engine ventilation—The Thriftmaster Special and Jobmaster engines have extra protection from harmful engine vapors by a system which expels them through the engine exhaust system.

5-Blade fan—For greater cooling efficiency on heavy-duty hauls, the Jobmaster engine is equipped with a 5-blade fan.

Full-pressure lubrication—Full-pressure oil lubricates all moving parts to increase engine life.

Oil-bath air cleaner—Clean air, filtered free of harsh, abrasive dust, is assured by an oil-bath air cleaner—standard on Thriftmaster, Thriftmaster Special and Jobmaster engines.

Full-flow oil filter—The Jobmaster engine has a highly efficient oil filter to improve lubrication by keeping engine oil clean. A by-pass filter is optional on the Hi-Thrift and Thriftmaster engines.

For Save-on-the-Job ECONOMY

Valve-in-head design—Free breathing inlet valves admit fuel mixture directly into cylinders, and exhaust valves allow burned gases to escape with a minimum of work-wasting restriction. This high-efficiency design is also simple in construction so that it is easy to service, thus reducing downtime and maintenance costs.

Economy camshaft—235-cubic-inch engines have a camshaft designed for fuel-saving economy and high torque output in the normal operating range.

High compression ratios—Extra load pulling power is squeezed from every tank of regular grade fuel.

Manifold heat control—A thermostatic valve in the exhaust manifold increases operating efficiency during engine warmup by directing hot exhaust gases against the intake manifold, thus warming the incoming fuel mixture and ensuring better fuel vaporization.

By-pass cooling—Thermostatic control assures quick warm-up and maximum operating efficiency.



Octane selector—Permits ignition timing to be precisely set for different grade fuels to get the most out of every tankful.

For Never-Say-Die DEPENDABILITY

All-weather 12-volt electrical system—Protection against stalling or hard starting is provided by the high-tower distributor cap, Neoprene-insulated ignition cables and Neoprene spark plug covers.

Pressurized cooling—Increased boiling point of coolant gives extra insurance against overheating in hot weather or on long hauls.

Fine-mesh fuel filter—High-capacity screen in fuel tank guards engine against contamination by water and dirt.

Power-jet carburetor—Provides the right fuel mixture for varying load and road conditions—gives dependable and economical performance.

Hi-Thrift 6—Thriftmaster—Thriftmaster Special—Jobmaster

6-CYLINDER ENGINES—Specifications

Engine Models	Hi-Thrift 6	Thriftmaster	Thriftmaster Special	Jobmaster
Engine type.....	Valve-in-head	Valve-in-head	Valve-in-head	Valve-in-head
Piston displacement.....	235.5 cu in	235.5 cu in	235.5 cu in	261 cu in
Bore & Stroke (nominal).....	3 ⁹ / ₁₆ " x 3 ¹ / ₁₆ "	3 ⁹ / ₁₆ " x 3 ¹ / ₁₆ "	3 ⁹ / ₁₆ " x 3 ¹ / ₁₆ "	3 ³ / ₄ " x 3 ¹ / ₁₆ "
Compression ratio.....	8.25 to 1	8.25 to 1	8.25 to 1	8.0 to 1

Cylinder Block, Cylinder Head

Cylinder Block:

Material..... Cast alloy iron
Type... Cylinder block and crankcase cast in unit

Cylinder Head:

Material..... Cast alloy iron
Type..... Valve-in-head

Crankshaft, Vibration Damper

Crankshaft:

Material..... Forged high-carbon steel

Main Bearings:

Type..... Precision, removable
Make, material:
Hi-Thrift 6..... Moraine, steel backed babbitt
Thriftmaster, Jobmaster..... Moraine 100
End thrust taken by..... No. 3 bearing

Bearing dimensions:

Bearing No.	Projected Area (sq in)
(Front to rear)	
No. 1	2.855
No. 2	2.464
No. 3	2.690
No. 4	3.304

Vibration Damper:

Type..... Inertia, rubber mounted

Connecting Rods, Bearings

Connecting Rods:

Material..... Forged carbon steel
Type..... Rigid I-beam section
Length, center to center..... 6.812

Connecting Rod Bearings: (Crank pin end)

Type..... Precision, removable
Make, material:
Hi-Thrift 6..... Moraine, steel backed babbitt
Thriftmaster, Jobmaster..... Moraine 100
Diameter..... 2.314
Effective length..... 1.008

Pistons, Pins, Rings

Pistons:

Material..... Cast alloy aluminum with steel struts
Type..... Flat head, tin plated, cam ground with controlled thermal expansion
Piston ring grooves..... Three, above piston pin
Piston pin holes..... Diamond bored, offset to thrust side

Piston Pins:

Type, material..... Tubular, hardened chrome alloy steel
Retention..... Clamped in connecting rod
Diameter (Hi-Thrift 6, Thriftmaster)..... 0.866
Diameter (Jobmaster)..... 0.927
Clearance in piston..... Slip fit, matched to piston

Compression Rings: (Two per piston)

Type (Upper Ring)..... Thickwall, inside bevel
Type (Lower Ring)..... Thickwall, taper-faced scraper

Oil Control Rings: (One per piston)

Type..... Multipiece (2 rails & spacer)
Material (Rails)..... Flat spring steel, chrome faced
Material (Spacer)..... Formed stainless steel

Camshaft, Bearings, Timing Gears

Camshaft:

Material..... Cast alloy iron

Camshaft Bearings:

Material..... Steel backed babbitt
Bearing dimensions:

Bearing No.	Projected Area (sq in)
(Front to Rear)	
No. 1	2.415
No. 2	1.968
No. 3	1.909
No. 4	1.846

Timing Gears:

Type..... Helical gear
Material:
Drive gear..... Steel
Driven gear (Hi-Thrift 6)..... Hard fibre
Driven gear (Thriftmaster, Jobmaster) Alum. alloy

Valves, Operating Mechanism

Valve Operating Mechanism:

Type..... Rocker arm and shaft, push rod actuated

Valve Lifters:

Type (Hi-Thrift 6)..... Hydraulic
Type (Thriftmaster, Jobmaster)..... Mechanical

Valve Guides: Type..... Removable

Inlet Valves:

Material..... High alloy steel
Overall head diameter..... 1.875
Stem diameter..... 0.341
Lift (Hi-Thrift 6, Thriftmaster)..... 0.294
Lift (Jobmaster)..... 0.405
Face (Hi-Thrift 6, Thriftmaster)..... 30° angle
Face (Jobmaster)..... 30° angle

Exhaust Valves:

Material..... High alloy steel
Overall head diameter..... 1.500
Stem diameter..... 0.341
Lift (Hi-Thrift 6, Thriftmaster)..... 0.312
Lift (Jobmaster)..... 0.414
Face (Hi-Thrift 6, Thriftmaster)..... Aldipped; 45° angle
Face (Jobmaster)..... Stellite; 46° angle

Exhaust Valve Rotators: (Jobmaster only)

Type..... Rotocoil, controlled rotation

Valve Springs: (Inlet & Exhaust)

Spring pressure and length:
(Hi-Thrift 6, Thriftmaster)
Valve closed..... 62-68 lb @ 1.858
Valve opened..... 158-168 lb @ 1.528
(Jobmaster)
Valve closed..... 78 lb @ 1.858
Valve opened..... 192 lb @ 1.462

Valve Seats: (Inlet & Exhaust)

Material..... Cast alloy iron (integral with cyl head)
Seat angle (Inlet)..... 31°
Seat angle (Exhaust)..... 46°

Valve Timing:

	Hi-Thrift 6	Thriftmaster	Jobmaster
Inlet opens.....	16° BTC	1° ATC	11½° BTC
Inlet closes.....	48° ATC	39° ABC	52½° ABC
Exhaust opens.....	46½° BBC	42° BBC	51° BBC
Exhaust closes.....	17½° ATC	9° ATC	13° ATC

Specifications—6-CYLINDER ENGINES

Engine Model	Hi-Thrift 6	Thriftmaster	Thriftmaster Special	Jobmaster
Gross horsepower @ rpm.....	135 @ 4000	135 @ 4000	135 @ 4000	150 @ 4000
Net horsepower @ rpm.....	115 @ 3600	115 @ 3600	110 @ 3600	130 @ 3800
Gross torque, ft-lb @ rpm.....	217 @ 2000	217 @ 2000	217 @ 2000	235 @ 2000
Net torque, ft-lb @ rpm.....	195 @ 2000	195 @ 2000	192 @ 2000	218 @ 2000

Fuel & Exhaust Systems

Fuel Tank: See truck specifications.

Fuel Filters:

Tank strainer..... Fine mesh metal cloth

Fuel & Vacuum Pump: (Exc Jobmaster)

Make, model..... AC, model EL
Type, actuation..... Diaphragm, from camshaft

Fuel Pump: (Jobmaster engine)

Make, model..... AC, model EM
Type, actuation..... Diaphragm, from camshaft

Air Cleaner: See truck specifications.

Carburetor: (Hi-Thrift 6, Thriftmaster, Thriftmaster with Economy Carburetor)

Make, type..... Rochester, downdraft single-throat
Main venturi throat inside diameter..... 1.34
With Maximum Economy Option..... 1.06
SAE flange size..... 1.50
Choke control:

Hi-Thrift 6..... Automatic
Thriftmaster..... Manual
Manifold heat valve... Thermostatically controlled

Carburetor: (Thriftmaster Special engine)

Make, type..... Carter, updraft single-throat
Main venturi throat inside diameter..... 1.18
SAE flange size..... 1.50
Choke control..... Manual
Manifold heat valve... Thermostatically controlled

Carburetor: (Jobmaster engine)

Make, type..... Rochester, downdraft single-throat
Main venturi throat inside diameter..... 1.46
SAE flange size..... 1.50
Choke control..... Manual
Manifold heat valve... Thermostatically controlled

Muffler: (Hi-Thrift 6)

Type..... Reverse flow

Muffler: (Thriftmaster, Jobmaster)

Type..... Resonant, with straight through flow

Ignition System

Engine Timing:

Firing order..... 1-5-3-6-2-4
Timing (initial setting)..... Top dead center

Distributor:

Make..... Delco-Remy
Type..... Centrifugal and vacuum control
Fuel octane selector .20° range, manual adjustment
Distributor cap..... High tower type
Ignition cables..... Neoprene covered

Ignition Coil:

Make, primary voltage..... Delco-Remy, 12 volts
Type..... Hermetically sealed, waterproof

Spark Plugs:

Make, thread size..... AC, 14 mm
Model (Hi-Thrift 6, Thriftmaster)..... 44
Model (Jobmaster)..... C42-1 commercial
Terminal covers..... Neoprene

See Electrical System in Chassis Section for generator, voltage regulator, starter and battery.

Lubrication System

Lubrication Methods: (Full-Pressure System)

Main bearings..... Direct pressure
Connecting rod bearings..... Direct pressure
Camshaft bearings..... Direct pressure
Cylinder walls, piston pins..... Pressure stream
Timing gears..... Pressure spray
Valve mechanism..... Metered pressure, gravity

Oil capacity (refill):

Without oil filter..... 5 quarts
With 1-quart oil filter change..... 6 quarts
With 2-quart oil filter change..... 7 quarts
Lubricant type, grades..... See Owner's Guide

Oil Pump:

Type, drive..... Spur gear, from camshaft
Normal pressure (hot)..... 30 lb per sq in
Pressure relief valve..... Integral with pump
Capacity (at 1200 engine rpm)..... 4.10 gal per min
Oil intake..... Stationary, 16 mesh filter screen

Oil Filter:

Engines and filter applications:

Hi-Thrift 6..... 1 qt by-pass (RPO)
Thriftmaster..... 1 qt or 2 qt by-pass (RPO)
Thriftmaster Special..... Dealer installation
Jobmaster (Exc Series 62, 66)..... 1 1/2 qt full-flow (std)
Jobmaster (Series 62, 66)..... Dealer installation
Make, type..... AC, replaceable element
Models: 1-qt by-pass..... L-1
2-qt by-pass..... S-2
2-qt full-flow..... PM-16-1

Engine Ventilation:

(Hi-Thrift 6, Thriftmaster)
Type..... Road draft tube
(Thriftmaster Special, Jobmaster)
Type..... Positive, vacuum operated

Cooling System

Circulation:

Pressurized system with forced flow of water from pump through engine and radiator.

Water Pump:

Type, drive..... Centrifugal, single fan belt
Capacity (at 4000 engine rpm)..... 55 gal per min
Bearings..... Double row ball
Lubrication..... Permanently lubricated and sealed

Fan: (Hi-Thrift 6, Thriftmaster, Thrift. Spl.)

Number of blades, type..... 4, staggered spacing
Diameter..... (Series 11, 31, 32, 36) 17 1/2
(Series 34, 35, 37, 38, 40) 19

Fan: (Jobmaster engine)

Number of blades, type..... 5, staggered spacing
Diameter..... 19

Thermostat:

Make..... Harrison
Type..... Bellows operated poppet valve
Valve starts to open at..... 157° F to 163° F
Valve fully opened at..... 183° F

Radiator:

Make..... Harrison
Type (Hi-Thrift 6)..... Tube & center
Type (Thriftmaster, Jobmaster)..... Cellular

See truck specifications for radiator sizes and cooling system capacities.

283 V8 ENGINES

TURBO-FIRE V8 PERFORMANCE

Basic Specifications

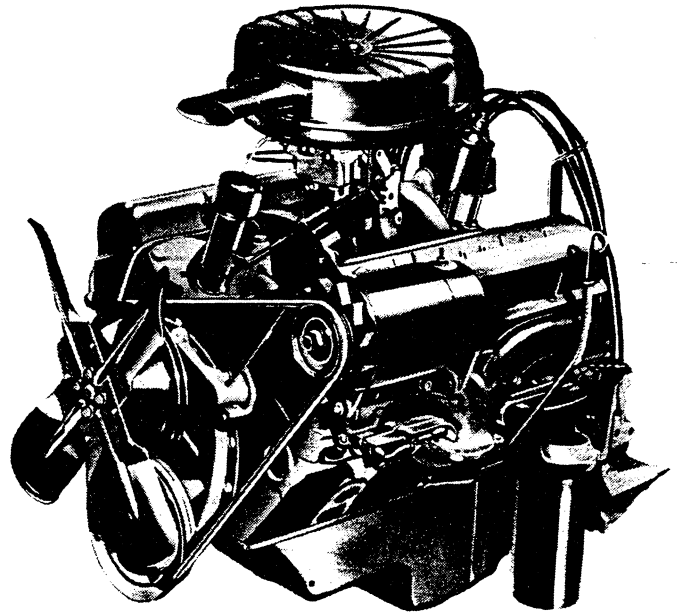
Engine type.....Valve-in-head
 Piston displacement.....283 cu in
 Bore & Stroke (nominal)...3 7/8" x 3"
 Compression ratio.....8.5 to 1
 Taxable horsepower (SAE)....48.0
 Carburetor type.....2-Barrel

Test Procedures

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

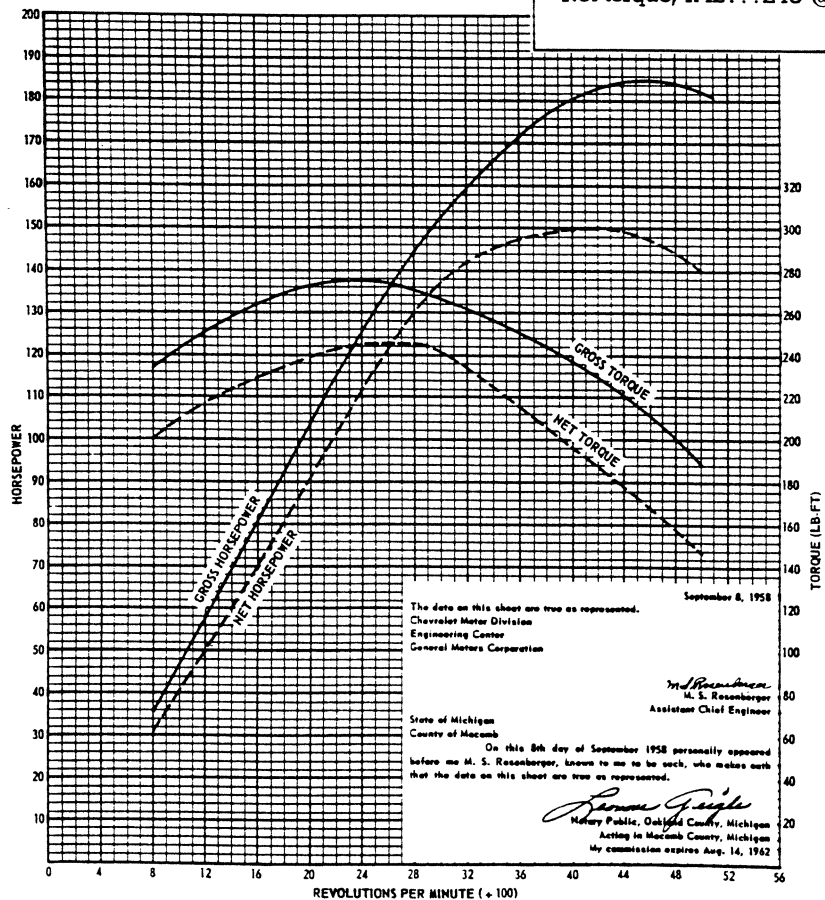
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

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



TURBO-FIRE V8

Gross horsepower .185 @ 4600 rpm
 Net horsepower . . .150 @ 4200 rpm
 Gross torque, ft.-lb.275 @ 2400 rpm
 Net torque, ft.-lb. . .245 @ 2400-2800 rpm



283 V8 ENGINES

SUPER TURBO-FIRE V8 PERFORMANCE

Basic Specifications

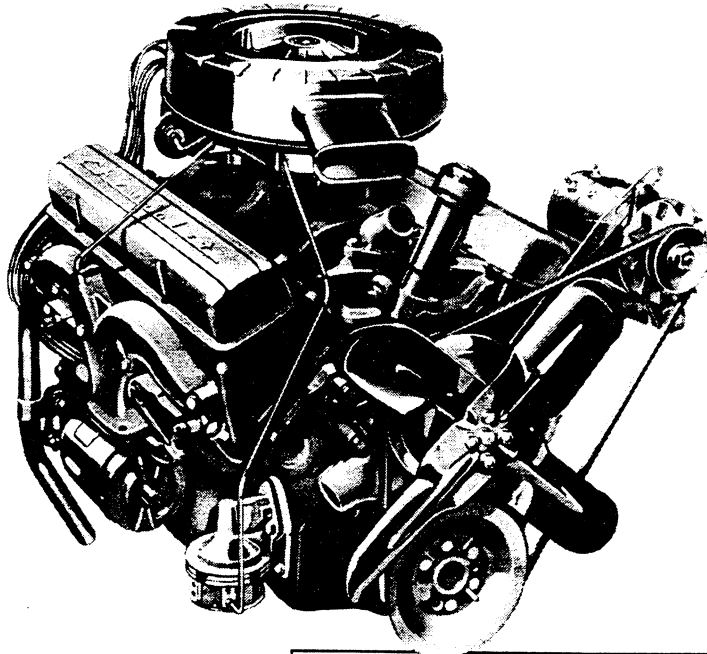
Engine type.....Valve-in-head
 Piston displacement.....283 cu in
 Bore & Stroke (nominal)...3 7/8" x 3"
 Compression ratio.....10.5 to 1
 Taxable horsepower (SAE).....48.0
 Carburetor types.....4-Barrel

Test Procedures

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

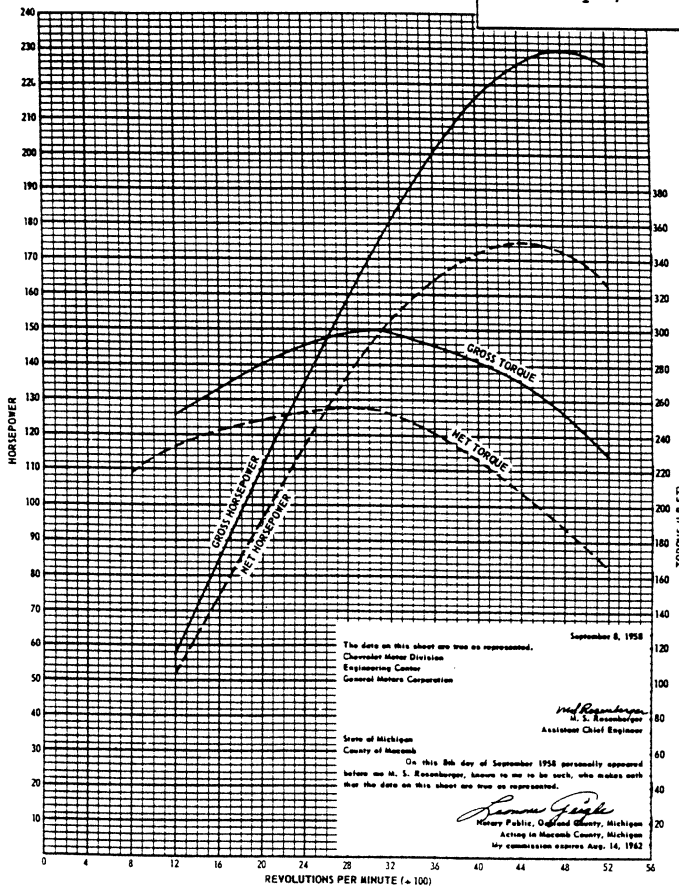
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

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



SUPER TURBO-FIRE V8

Gross horsepower .230 @ 4800 rpm
 Net horsepower . . .175 @ 4400 rpm
 Gross torque, ft.-lb.300 @ 3000 rpm
 Net torque, ft.-lb. . .255 @ 2800 rpm



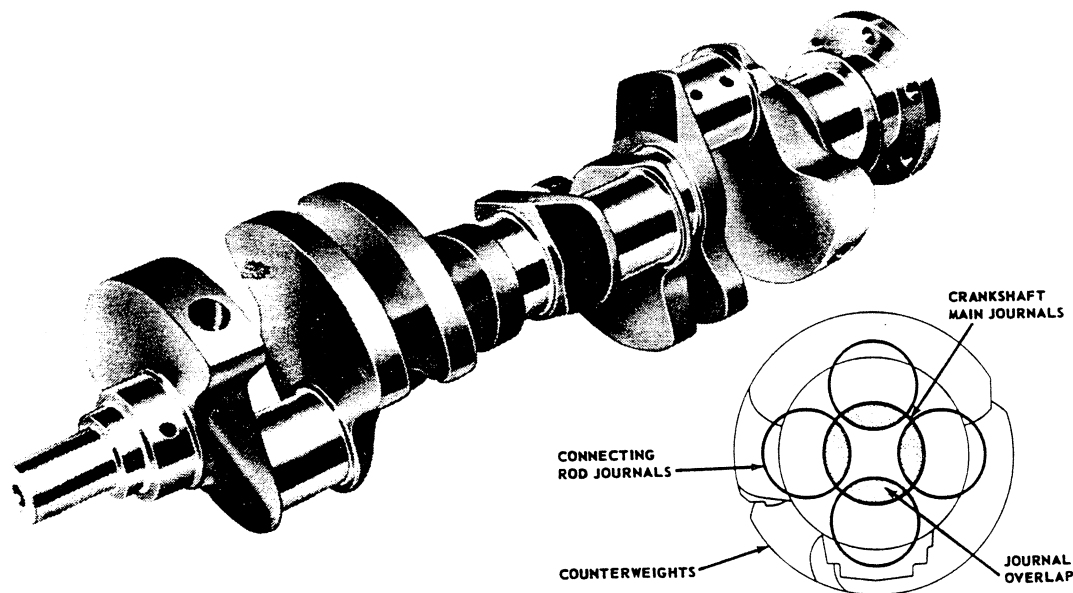
283 V8 ENGINES

ENGINE FEATURES

that give these shortest stroke V8's extra

● DURABILITY ● ECONOMY ● DEPENDABILITY

FOR STAY-ON-THE-JOB DURABILITY



Forged-steel crankshaft—Every engine has a crankshaft of rugged forged steel for extra strength and durability. Precision balancing assures smooth running and longer bearing life.

High-alloy inlet valves—Tough, high-alloy steel gives extra durability. Aldipped valve faces on the Trademaster engines retard the formation of deposits, thereby increasing valve life and reducing maintenance requirements.

Aldipped exhaust valves—The Trademaster and Turbo-Fire engines have exhaust valves that are given a special aluminum coating that slows the formation of deposits on the valve faces. Valves operate cleaner, last longer.

Hard-faced exhaust valves with Rotocoils—Heavy-duty Taskmaster engines are equipped with Stellite-faced exhaust valves to reduce wear and increase valve life. In addition, these valves are fitted with Rotocoils which provide positive and controlled valve rotation, thereby increasing valve life as much as 300 per cent.

Oil-bath air cleaner—Trademaster and Taskmaster engines are fitted with an efficient oil-bath air cleaner to filter the intake air free of harsh, abrasive dust.

Full-flow oil filter—Trademaster and Taskmaster engines are equipped with a heavy-duty 1-quart

filter that cleans all the oil, and offers extra engine protection.

Hydraulic valve lifters—For quiet, no-adjustment operation, all engines are equipped with hydraulic valve lifters.

Hardened exhaust-valve seats—Heavy-duty Taskmaster engines have induction-hardened exhaust valve seats for extra valve life.

Positive engine ventilation—Heavy-duty Taskmaster engines are protected against acid- and sludge-forming vapors by a positive engine ventilation system. Air which is first filtered by the oil-bath air cleaner, is forced through the crankcase, carrying away harmful vapors which are then expelled through the engine exhaust system.

Roller timing chain—Reduces wear and stretching, and provides up to three times longer service life in Taskmaster engines.

Chrome-faced piston ring—The top piston ring is chrome-faced for better break-in and longer life.

Positive governor—Heavy-duty Taskmaster engines are equipped with positive action governors which increase engine life by restricting engine to best operating speeds.

Precision bearings—Replaceable insert type bearings, precision fitted, are used on all main and connecting rod journals.

Turbo-Fire V8—Super Turbo-Fire V8—Trademaster V8—Taskmaster V8—Super Taskmaster V8

283 V8 ENGINES

ENGINE FEATURES

FOR SAVE-ON-THE-JOB ECONOMY

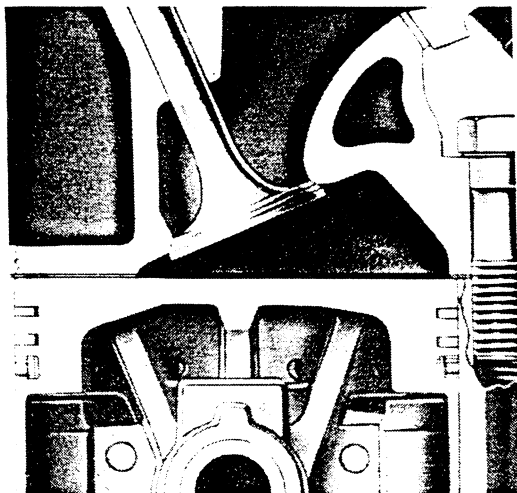
Valve-in-head design—

These high-efficiency engines are built by Chevrolet—the industry leader in valve-in-head design for over forty years. Big, free-breathing inlet valves admit fuel mixture directly into cylinders, and large exhaust valves allow burned gases to escape with a minimum of work-wasting restriction.

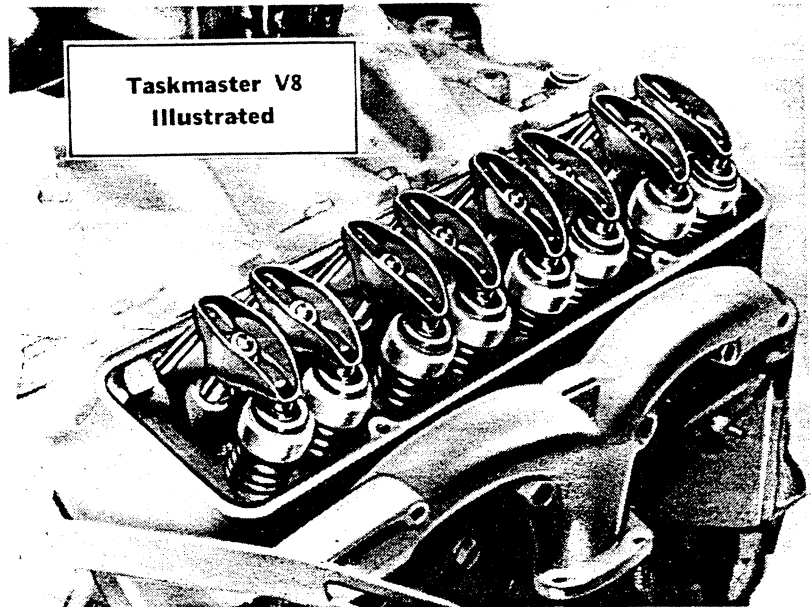
Compact design—

Compact, short-stroke V8 engines are built with the ruggedness that only Chevrolet's years of know-how make possible. There's plenty of punch for every hauling need, but fuel-wasting dead weight is cut to a minimum, making these engines the most economical V8's in any truck!

Short-stroke design—Here's the shortest stroke in any leading truck engine. Reduced piston and ring wear lowers maintenance costs, provides longer engine life—a real money saving feature mile after mile.



High compression ratios—These high compression engines squeeze more power from every gallon



of gasoline. Wedge-type combustion chamber has large quench area for detonation control, and to create the fuel turbulence necessary for complete and efficient combustion.

Precision carburetion—Scientifically designed carburetors and balanced-length intake manifold passages feed all eight cylinders with just the right fuel mixture for all road and load conditions. Precision fuel metering insures the best combination of power and economy.

Manifold heat control—A thermostatic valve in the exhaust manifold increases operating efficiency during engine warmup by directing hot exhaust gases against the intake manifold, thus warming the incoming fuel mixture and ensuring better fuel vaporization.

By-pass cooling—Thermostatic control of coolant flow during warmup period brings engine quickly up to proper running temperature and maximum operating efficiency.

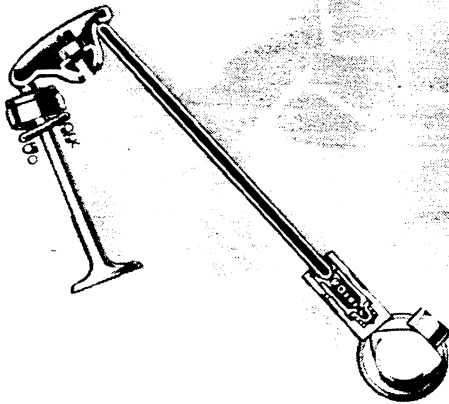
Chrome-plated oil-control piston rings—Heavy chrome plating on the oil control rings improves oil control and ring life, thereby cutting maintenance costs.

Turbo-Fire V8—Super Turbo-Fire V8—Trademaster V8—Taskmaster V8—Super Taskmaster V8

283 V8 ENGINES

ENGINE FEATURES

FOR NEVER-SAY-DIE DEPENDABILITY



Aero-type valve rockers—Independently mounted valve rockers eliminate high-speed rocker interaction. Individual lubrication of the rocker mechanism through hollow push rods assures a long life and dependable performance.

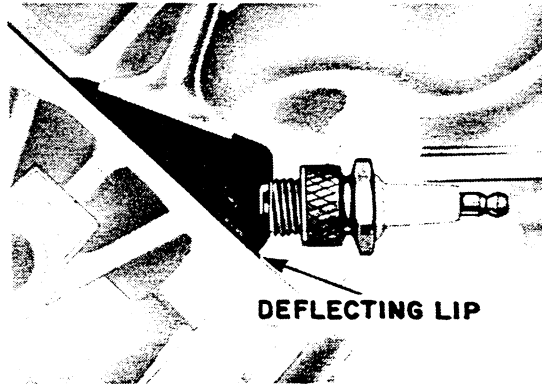
12-Volt ignition—This system provides the potent spark needed by modern high-compression engines. A special starting circuit automatically gives an extra-powerful spark for quick starts.

All-weather electrical system—Protection against stalling or hard starting is provided by the high-tower distributor cap, Neoprene-insulated ignition cables and Neoprene spark plug covers.

Pressurized cooling—Radiator pressure cap keeps coolant under pressure, and thus raises the boiling point of the coolant. This gives extra insurance against overheating in hot weather or on long hard hauls.

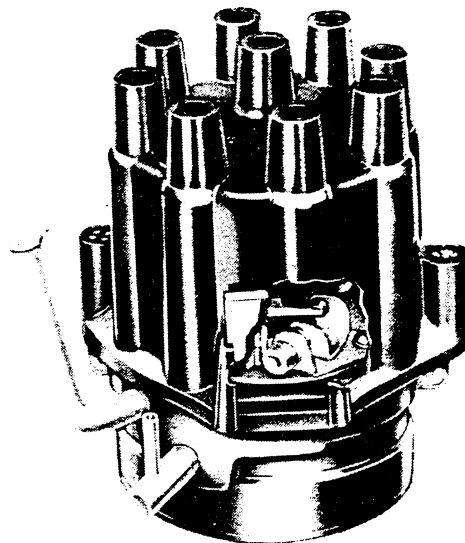
Multiple fuel filters—A fine-mesh metal cloth in the fuel tank and a porous bronze filter inside the

carburetor guard against clogging of the fuel system and contribute to dependable operation. Taskmaster engines also have a replaceable element filter for added protection.



DEFLECTING LIP

Spark plug protection—A deflecting lip at each cylinder protects the spark plugs from oil which might be scraped off the cylinder walls by the piston rings. This keeps the spark plugs cleaner for more dependable operation.



Precision distributor adjustment—Convenient access door in the distributor cap permits precision adjustment of breaker point gap while the engine is running. This greatly simplified maintenance procedure assures more dependable ignition.

Turbo-Fire V8—Super Turbo-Fire V8—Trademaster V8—Taskmaster V8—Super Taskmaster V8

283 V8 ENGINES—Specifications

Engine Model	Turbo-Fire	Super Turbo-Fire	Trade-master	Heavy-Duty Taskmaster	HD Super Taskmaster
Engine type	←				Valve-in-head
Piston displacement	←				283 cubic inches
Bore & Stroke (nominal)	←				3 7/8" x 3.0"
Compression ratio	8.5 to 1	10.5 to 1	8.5 to 1	8.0 to 1	8.0 to 1

Cylinder Block, Cylinder Head

Cylinder Block:

Material..... Cast alloy iron
Type..... Cylinder block and crankcase cast in unit

Cylinder Heads: (Two)

Material..... Cast alloy iron
Type..... Valve-in-head

Crankshaft, Vibration Damper

Crankshaft:

Material..... Forged high carbon steel

Main Bearings:

Type..... Precision, removable
Make, Material:

Turbo-Fires..... Moraine, steel-backed babbitt
Trademaster..... Moraine 100
HD Taskmasters..... Moraine, No. 1, 2, 3, 4 M-400;
No. 5, steel-backed babbitt

End thrust taken by..... No. 5 bearing

Bearing Dimensions:

Bearing No.	(Front to Rear)	Inside Diameter	Effective Length	Projected Area (sq in)
No. 1 to 4		2.3004	0.762	1.753
No. 5		2.3004	1.169	2.689

Vibration Damper:

Type..... Oscillating, rubber mounted

Connecting Rods, Bearings

Connecting Rods:

Material..... Forged carbon steel
Type..... Rigid I-beam section
Length, center to center..... 5.700

Connecting Rod Bearings: (Crank pin end)

Type..... Precision, removable

Make, Material:

Turbo-Fires..... Moraine, steel-backed babbitt
Trademaster..... Moraine, 100
HD Taskmasters..... Moraine, 400
Diameter..... 2.0012
Effective length, per rod..... 0.817

Pistons, Pins, Rings

Pistons:

Material..... Cast aluminum alloy with steel struts
Type..... Recessed head, tin plated, cam ground with controlled thermal expansion
Piston ring grooves..... Three, above piston pin
Piston pin holes..... Diamond bored, offset to thrust side

Piston Pins:

Material..... Hardened chrome alloy steel
Type..... Tubular
Retention..... Shrink fit in connecting rod
Diameter..... 0.927
Clearance in piston..... Slip fit, matched to piston

Compression Rings: (Two per piston)

Material (Upper Ring)..... Cast iron alloy, chrome faced
Material (Lower Ring)..... Cast iron alloy, wear resistant coating
Type (Upper Ring)..... Thick wall, counter bored
Type (Lower Ring)..... Thick wall, inside bevel

Oil Control Rings: (One per piston)

Type..... Multi-piece (2 rails & spacer)
Material (Rails)..... Flat spring steel, chrome faced
Material (Spacer)..... Formed stainless steel

Camshaft, Timing Chain

Camshaft:

Material..... Cast alloy iron

Camshaft Bearings:

Material..... Steel-backed babbitt

Bearing Dimensions:

Bearing No.	(Front to Rear)	Inside Diameter	Overall Length	Projected Area (sq in)
Nos. 1 to 4		1.8712	0.740	1.384
No. 5		1.8712	0.940	1.758

Timing Chain:

Type (Turbo-Fires, Trademaster)..... Link
Type (HD Taskmasters)..... Roller chain & sprocket

Valves, Operating Mechanism

Valve Operating Mechanism:

Type..... Aero type rocker arms, push rod actuated
Valve lifters..... Hydraulic
Valve lash (Hot)..... Zero
Valve guides..... Integral with cylinder head

Inlet Valves:

Material:

Turbo-Fires..... Alloy steel
Trademaster..... High alloy steel
HD Taskmasters..... High alloy steel, Aldipped face
Overall head diameter..... 1.720
Stem diameter..... 0.342
Lift (Turbo-Fires)..... 0.399
Lift (Trademaster, HD Taskmasters)..... 0.334
Face angle..... 45°

Exhaust Valves:

Material:

Turbo-Fires..... Alloy steel, Aldipped face
Trademaster..... High alloy steel, Aldipped face
HD Taskmasters..... High alloy steel, hard faced
Overall head diameter..... 1.500
Stem diameter..... 0.342
Lift (Turbo-Fires)..... 0.399
Lift (Trademaster, HD Taskmasters)..... 0.334
Face angle..... 45°

Exhaust Valve Rotators: (HD Taskmasters)

Type..... Rotocoil, controlled rotation

Valve Springs: (Inlet & Exhaust)

Spring pressure and length:

Valve closed..... 76-84 lb @ 1.696
Valve open..... 155-165 lb @ 1.366

Valve Seats:

Material (Inlet): Alloy iron (integral with cyl head)
Material (Exhaust): Integral with cyl head
Turbo-Fires..... Alloy iron
Trademaster..... Alloy iron
HD Taskmasters..... Hardened alloy iron
Seat angle (Inlet & Exhaust)..... 46°

Valve Timing: (Turbo-Fires)

Inlet opens..... 12°30' before top center
Inlet closes..... 57°30' after bottom center
Exhaust opens..... 54°30' before bottom center
Exhaust closes..... 15°30' after top center

Valve Timing: (Trademaster, HD Taskmasters)

Inlet opens..... 18° before top center
Inlet closes..... 54° after bottom center
Exhaust opens..... 52° before bottom center
Exhaust closes..... 20° after top center

Specifications—283 V8 ENGINES

Engine Model	Turbo-Fire	Super Turbo-Fire	Trade-master	Heavy-Duty Taskmaster	HD Super Taskmaster
Gross horsepower @ rpm...	185 @ 4600	230 @ 4800	160 @ 4200	160 @ 4200	175 @ 4400
Net horsepower @ rpm.....	150 @ 4200	175 @ 4400	137 @ 4000	137 @ 4000	160 @ 4000
Gross torque, ft-lb @ rpm...	275 @ 2400	300 @ 3000	270 @ 2000	270 @ 2000	275 @ 2400
Net torque, ft-lb @ rpm.....	245 @ 24-2800	255 @ 2800	250 @ 2000	250 @ 2000	255 @ 2200

Fuel & Exhaust Systems

Fuel Tank: See truck specifications

Fuel Filters:

Tank filter.....Fine mesh metal cloth
Intermediate (HD Taskmasters).....Paper element
In carburetor.....Porous bronze

Fuel Pump:

Make, model (Turbo-Fires, Trademaster)...AC, EN
Make, model (Taskmasters).....AC, GR
Type, actuation.....Diaphragm, from camshaft

Air Cleaner.....See truck specifications

Carburetor: (Turbo-Fire, Trademaster, Taskmaster)
Make, type.....Rochester, 2-barrel downdraft

Carburetor: (Super Turbo-Fire, Super Taskmaster)
Make, type.....Rochester, 4-barrel downdraft

Carburetor Choke Control:

Turbo-Fires.....Automatic
Trademaster, HD Taskmasters.....Manual

Governor: (HD Taskmasters)

Make.....Delco-Rochester-Holley
Type.....Spinner-vacuum, positive type
Speed regulator...Centrifugal valve at distributor
Carburetor control.....Vacuum diaphragm
Engine speed setting (full load):
With Synchro-Mesh trans.....3700 rpm
With Powermatic trans.....4000 rpm

Muffler:

Number, type:
Turbo-Fire.....Single, reverse flow
Trademaster,
HD Taskmaster.....Single, straight thru flow
Super Turbo-Fire,
HD Super Taskmaster.....Dual, reverse flow

Ignition System

Engine Timing:

Firing order.....1-8-4-3-6-5-7-2
Timing (initial setting).....4° before top center

Distributor:

Make.....Delco-Remy

Type:

Turbo-Fires.....Centrifugal & vacuum control
Trademaster.....Centrifugal & vacuum control
HD Taskmasters.....Centrifugal control
Breaker gap adjustment.....Through access door
(with engine running)
Ignition cables.....Neoprene covered

Ignition Coil:

Make, primary voltage.....Delco-Remy, 12 volts
Type.....Hermetically sealed, waterproof

Spark Plugs:

Make, thread size.....AC, 14 mm
Model:
Turbo-Fires.....44
Trademaster, HD Taskmasters C42-1 commercial
Terminal covers.....Neoprene

See Electrical System in Chassis section for generator, voltage regulator, starter and battery.

Lubrication System

Lubrication Method: (Full-Pressure System)

Main bearings.....Direct pressure
Connecting rod bearings.....Direct pressure
Camshaft bearings.....Direct pressure
Cylinder walls, piston pins.....Pressure stream
Timing sprockets, chain.....Pressure spray
Valve lifters.....Direct pressure
Valve rocker arms.....Metered pressure, gravity

Oil Capacity (refill):

Turbo-Fires, Trademaster.....4 quarts
HD Taskmasters.....5 quarts
(Add 1½ extra quarts for oil filter change)
Lubricant type, grades.....See Owner's Guide

Oil Pump:

Type, drive.....Spur gear, from camshaft
Normal pressure (hot).....30 lb per sq in
Pressure relief valve.....Integral with pump
Capacity (at 1200 engine rpm)...4.2 gal per min
Oil intake.....Stationary, through filter screen

Oil Filter:

Engines and filter applications:

Turbo-Fires.....Extra-cost option
Trademaster, HD Taskmasters...Std equipment
Make, type.....AC, full-flow with relief by-pass
Models.....OF-201 assembly, PF-131 element

Engine Ventilation:

Turbo-Fires, Trademaster.....Road draft tube
HD Taskmasters.....Positive, vacuum operated

Cooling System

Circulation:

Pressurized system with forced flow of water from pump through cylinder block to cylinder heads, through single outlet to radiator.

Water Pump:

Type, drive.....Centrifugal, fan belt
Capacity (at 4000 engine rpm)...44.5 gal per min
Bearings.....Double row ball
Lubrication...Permanently lubricated and sealed

Fan: (Turbo-Fires, Trademaster)

Number of blades, type.....4, staggered spacing
Diameter.....Series 11, 12, 30: 17½—
Series 40: 19
Drive.....Single belt

Fan: (HD Taskmasters)

Number of blades, type.....5, staggered spacing
Diameter.....Series 50, 60: 19—
Series 70, 80: 20
Drive.....Two belts

Thermostat:

Make.....Harrison
Type.....Choke valve with warm-up by-pass
Valve starts to open at.....157° to 163° F
Valve fully open at.....183° F

Radiator:

Make.....Harrison
Type:
Trademaster.....Cellular
Turbo-Fires,
HD Taskmasters.....Tube and center fin

See truck specifications for radiator sizes and cooling system capacities.

CLUTCHES

CLUTCH SPECIFICATIONS FOR 6-CYLINDER ENGINES

Clutch Size & Type	9½" Diaphragm	10" Diaphragm	11" Diaphragm	11" Coil
Series Applications:				
Standard Equipment.....	11	31, 32, 36, 38	34, 35, 37, 40	60
Optional Equipment.....	.....	.....	11, 31, 32, 36, 38	.....
Engine Applications.....	Hi-Thrift 6	Thriftmaster	Hi-Thrift 6 Thriftmaster Thriftmaster Special	Jobmaster
Disc:				
Outside diameter.....	9.5"	10.0"	11.0"	11.0"
Inside diameter.....	6.0"	6.0"	6.5"	6.5"
Area (sq in).....	85.22	100.5	123.7	123.7
Facing thickness (in).....	.122-.128	.132-.138	.130-.136	.130-.136
Facing material.....	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
Pressure Plate:				
Material.....	Cast Iron	Cast Iron	Cast Iron	Gray Iron
Diameter (in).....	10½	10½	11½	11½
Spring:				
Type.....	Diaphragm	Diaphragm	Diaphragm	Coil
Number of springs.....	1	1	1	12
Release levers.....	18	18	18	3
Total pressure (lb).....	1425-1600	1325-1500	1450-1600	2078
Flywheel:				
Material.....	Piston iron	Piston iron	Piston iron	Piston iron
Ring gear.....	Steel (shrunk on)	Steel (shrunk on)	Steel (shrunk on)	Steel (shrunk on)
Ring Gear Teeth.....	168	168	168	168
Pilot Bearing:				
Material or type.....	← Sintered Powdered Bronze (oil impregnated) →			
Lubrication.....	← Self-lubricating →			
Throw-out Bearing:				
Type.....	← Special Ball →			
Lubrication.....	← Permanently Lubricated →			

LUTCHES

CLUTCH SPECIFICATIONS FOR V8 ENGINES

Clutch Size & Type	10" Diaphragm	10" Coil	11" Diaphragm	11" Coil	13" Coil
Series Applications:					
Standard Equipment.....	12	.....	.....	50, 70, 80	90, 100
Optional Equipment.....	.....	12	12	30, 40, 60	.....
Engine Applications.....	Turbo-Fire 283	Super Turbo-Fire 283	Turbo-Fire 283	Trade-master V8 HD Task-master V8's	Load-master V8 Work-master V8 Workmaster Special V8
Disc:					
Outside diameter (in.).....	10.0	10.0	11.0	11.0	12.875
Inside diameter (in.).....	6.0●	6.5	6.5	6.5	7.25
Area (sq. in.).....	100.5●	90.72	123.7	123.7	177.8
Facing thickness (in.).....	.122-.128	.132-.138	.130-.136	.130-.136	.150
Facing material.....	← Asbestos Composition →				
Vibration damping.....	← 6 Cushion springs at hub →				8 Springs
Pressure Plate:					
Material.....	Cast iron	Gray iron	Cast iron	Gray iron	Gray iron
Diameter (in.).....	10 1/8	10 1/8	11 1/8	11 1/8	13
Spring:					
Type.....	Diaphragm	Coil	Diaphragm	Coil	Coil
Number of springs.....	1	9	1	12★	12
Release levers.....	18	3	18	3	4
Total pressure (lb.).....	1550-1700	1610-1960	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	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 →				

- 6.5" Inside diameter and 90.72 sq in area with overdrive transmission.
- ★ 9 Coils and 1829 lb pressure with Trademaster V8 engine.

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TIRE CAPACITY AND INFLATION

When selecting optional tires, the maximum gross vehicle weight per axle should be matched with the capacity of the tire combinations available. In addition to insuring the easiest ride possible, properly matched tires wear longer, minimize transfer of road shock, and provide more stable steering control. When tire loads are less than the maximum tire capacity, tire inflation pressures should be reduced

to adjust individual tire capacities to their loads.

The following tables provide recommended tire inflation pressures and equivalent tire capacities for tube and tubeless tires. Capacities shown are for trucks or tractors in highway service only. Inflation pressures are for tires at approximately the prevailing atmospheric temperatures and do not include any build-up due to vehicle operation.

TIRE INFLATION TABLES FOR HIGHWAY SERVICE

Passenger Car Type

Tire Size		Max Cap (lb)	Tire Capacity at Various Inflation Pressures (lb)									
Tubeless	Tube		20	22	24	26	28	30	32	34	36	
7.50-14/4PR	7.50-14/4PR	1085	980	1030	1085							
8.00-14/4PR	8.00-14/4PR	1175	1060	1115	1175							
8.50-14/4PR	8.50-14/4PR	1265	1140	1205	1265							
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	1165	1215	
7.10-15/4PR	7.10-15/4PR	1195			1025	1080	1140	1195				
6.00-16/6PR	6.00-16/6PR	1065	750	795	835	875	915	955	990	1035	1065	
6.50-16/4PR	6.50-16/4PR	1050	860	910	960	1005	1050					
6.50-16/6PR	6.50-16/6PR	1215	860	910	960	1005	1050	1095	1135	1175	1215	

Truck Type

Tire Size		Max Cap (lb)	Tire Capacity at Various Inflation Pressures (lb)									
Tubeless	Tube		40	45	50	55	60	65	70	75	80	85
7-17.5/6PR	7.00-15/6PR	1520	1420	1520								
7-17.5/8PR	7.00-15/8PR	1800	1420	1520	1620	1715	1800					
8-17.5/6PR	7.00-17/6PR	1735	1620	1735								
	7.00-17/8PR	2060	1620	1740	1850	1960	2060					
8-17.5/8PR	7.50-15/8PR	2060	1620	1735	1850	1965	2060					
8-19.5/6PR		2090	1830	1960	2090							
	7.00-18/8PR	2140	1690	1810	1920	2040	2140					
8-19.5/8PR	7.50-17/8PR	2440	1830	1960	2090	2220	2330	2440				
7-22.5/6PR	6.50-20/6PR	1870	1640	1760	1870							
7-22.5/8PR	6.50-20/8PR	2180	1640	1760	1870	1980	2080	2180				
	7.00-20/8PR	2310	1820	1950	2080	2200	2310					
	7.00-20/10PR	2630	1820	1950	2080	2200	2310	2420	2530	2630		
8-22.5/8PR	7.50-20/8PR	2740	2060	2210	2350	2490	2620	2740				
8-22.5/10PR	7.50-20/10PR	2980	2060	2210	2350	2490	2620	2740	2860	2980		
9-22.5/10PR	8.25-20/10PR	3330	2400	2570	2730	2890	3040	3180	3330			
9-22.5/12PR	8.25-20/12PR	3600	2400	2570	2730	2890	3040	3180	3330	3460	3600	
10-22.5/10PR	9.00-20/10PR	3960		3040	3240	3440	3620	3790	3960			
10-22.5/12PR	9.00-20/12PR	4280			3240	3440	3620	3790	3960	4120	4280	
11-22.5/12PR	10.00-20/12PR	4580			3600	3820	4020	4220	4410	4580		
11-22.5/14PR	10.00-20/14PR	4930			3600	3820	4020	4220	4410	4580	4750	4930

TUBELESS TIRES

Tubeless tires provide greater **puncture protection**—save road time and money.

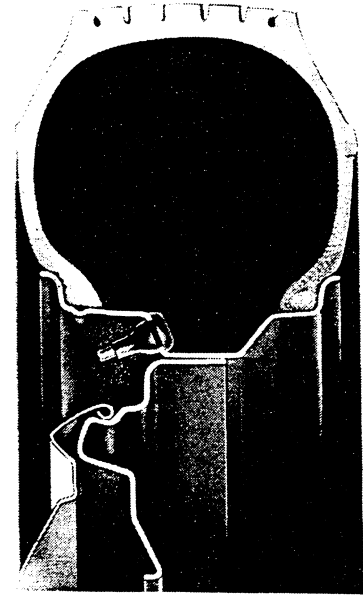
Tubeless tires have greater **impact resistance** for increased **blowout protection**—an important safety feature and money saver.

Tubeless tires are **easier to mount**—save shop time and money.

Tubeless tires run cooler and give **longer cord and tread life**—reduce tire costs.

The butyl liner in tubeless tires provides greater **resistance to bruises and impact breaks**—increases operating safety and reduces replacement costs.

The soft butyl liner clings to any puncturing object, instead of tearing like a tube, so that air leakage, if any, occurs at a slow rate.



TUBELESS TIRE SPECIFICATIONS

Passenger Car Type Tires

Tire Size	Maximum Rated Capacity (lb)	Maximum Inflation Pressure (lb)	Unloaded Outside Diameter (in)	Section (in)	Loaded Rolling Radius (in)	Revolutions Per Mile (loaded)
7.50-14/4PR	1085	24 ▲	27.1	7.3	12.9	783
8.00-14/4PR	1175	24 ▲	27.7	7.6	13.1	768
8.50-14/4PR	1265	24 ▲	28.6	8.3	13.4	755
6.70-15/4PR	1115	30	28.0	6.9	13.4	755
6.70-15/6PR	1215	36	28.0	6.9	13.4	755
6.50-16/4PR	1050	28	29.0	7.0	13.9	724
6.50-16/6PR	1215	36	29.0	7.0	13.9	724
7.10-15/4PR	1195	30	28.5	7.3	13.6	741
6.00-16/6PR	1065	36	28.4	6.4	13.7	735

▲ Inflation pressure for use only on models in Series 11 and 12.

Truck Type Tires

7-17.5/6PR	1520	45	29.8	7.4	14.3	708
7-17.5/8PR	1800	60	29.8	7.4	14.3	708
8-17.5/6PR	1735	45	31.0	7.7	14.9	675
8-17.5/8PR	2060	60	31.0	7.7	14.9	675
8-19.5/6PR	2090	50	33.8	7.9	16.4	617
8-19.5/8PR	2440	65	33.8	7.9	16.4	617
7-22.5/6PR	1870	50	34.6	7.2	16.8	600
7-22.5/8PR	2180	65	34.6	7.2	16.8	600
★ 8-22.5/8PR	2740	65	36.8	7.9	17.9	565
◆ 8-22.5/8PR	2740	65	36.8	8.2	17.9	565
★ 8-22.5/10PR	2980	75	36.8	7.9	17.9	565
◆ 8-22.5/10PR	2980	75	36.8	8.2	17.9	565
◆ 9-22.5/10PR	3330	70	38.4	8.7	18.5	544
● 9-22.5/10PR	3330	70	38.4	9.0	18.5	544
◆ 9-22.5/12PR	3600	80	38.4	8.7	18.5	544
● 9-22.5/12PR	3600	80	38.4	9.0	18.5	544
● 10-22.5/10PR	3960	70	40.2	9.8	19.4	521
+10-22.5/10PR	3960	70	40.2	10.1	19.4	521
● 10-22.5/12PR	4280	80	40.2	9.8	19.4	521
+10-22.5/12PR	4280	80	40.2	10.1	19.4	521
+11-22.5/12PR	4580	75	41.5	10.9	19.9	506

★ 5.25" Rim

◆ 6.00" Rim

● 6.75" Rim

+7.50" Rim

EL CAMINO

6-Cylinder Engine

1959 MODEL WITH STANDARD EQUIPMENT (135 hp Hi-Thrift Engine—119" Wheelbase)

Model Description	List Price	Factory D & H	Mfr's Sgt'd Dealer D & H	Mfr's Sgt'd Retail Price★	Destination Charge	Total
1180 El Camino.....	\$2138.00	\$174.00	\$40.00	\$2352.00		

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

Note: A charge of \$5.00 will be made to cover factory installation of permanent type anti-freeze (in season).

FACTORY INSTALLED REGULAR PRODUCTION TUBELESS TIRES

Description	Option Number	List Price	Factory D & H	Mfr's Suggested Retail Delivered Price◇
(5) 8.00-14/4PR Regular Highway Blackwall.....	Std	N.C.	N.C.	N.C.
(5) 8.00-14/4PR Regular Highway Whitewall.....	588	34.00	1.85	35.85
(5) 8.50-14/4PR Regular Highway Blackwall.....	366	20.00	1.75	21.75
(5) 8.50-14/4PR Regular Highway Whitewall.....	368	48.00	3.10	51.10

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Option Number	List Price	Factory D & H	Mfr's Suggested Retail Delivered Price◇
Air Cleaner, Oil Bath: 1 pint capacity.....	216	\$ 5.00	\$.40	\$ 5.40
Axle, Positraction Rear: Limited slip				
With Synchro-Mesh transmission (3.55 ratio).....	675	45.00	3.45	48.45
With Overdrive transmission (4.11 ratio).....	675	45.00	3.45	48.45
With Powerglide transmission (3.36 ratio).....	675	45.00	3.45	48.45
Battery: Heavy-duty; 12-volt, 66-plate, 70 amp-hr.....	345	7.00	.55	7.55
Brake, Vacuum Power: Safety-Master.....	412	40.00	3.05	43.05
Clutch, Heavy-Duty	227	5.00	.40	5.40
De Luxe Equipment: Includes right and left armrests, right sunshade, front fender ornaments and cigarette lighter.....	347	15.00	1.15	16.15
Generator: Specify amps & type				
35-amp (With std steering only).....	338	7.00	.55	7.55
50-amp, low cut-in (With std steering only).....	378			
Glass, Tinted (E-Z-Eye)	398	40.00	3.05	43.05
Heater: Includes windshield defroster				
De Luxe; outside air.....	101	75.00	5.25	80.25
Recirculating; inside air.....	116	48.50	3.40	51.90
Instrument Panel: Padded.....	427	17.00	1.30	18.30
Oil Filter: One quart capacity.....	237	8.50	.65	9.15
Paint, Exterior: (See <i>Cabs & Bodies</i> for colors)				
Solid colors.....		N.C.	N.C.	N.C.
Two-tone combinations.....		25.00	1.90	26.90
Radio: Includes front antenna				
Manual control.....	103	58.25	4.10	62.35
Push-button control.....	104	78.50	5.50	84.00
Seat, Foam Rubber	335	7.00	.55	7.55
Springs, Rear: Heavy-duty; replace std 1315-lb springs				
1415-lb capacity.....	593	2.50	.20	2.70
1530-lb capacity.....	594	1.00	.10	1.10
Steering, Power: Includes 35-amp generator.....	324	70.00	5.35	75.35
Steering Wheel: De Luxe.....	348	3.50	.30	3.80
Tires: Regular tread tires above.				
Transmission: (Replacing 3-Speed Synchro-Mesh)				
Powerglide.....	313	185.00	14.10	199.10
Overdrive.....	315	100.00	7.60	107.60
Wheel Discs: Four; with 8.00-14 tires only.....	117	15.00	1.05	16.05
Windshield Washers: With std wipers only.....	109	11.50	.85	12.35
Windshield Wipers: Electric; 2-speed; includes windshield washers.....	333	15.00	1.15	16.15

◇ State and local taxes not included.

EL CAMINO—8-Cylinder Engine

1959 MODEL WITH STANDARD EQUIPMENT (185 hp Turbo-Fire V8 Engine—119" Wheelbase)

Model Description	List Price	Factory D & H	Mfr's Sg't'd Dealer D & H	Mfr's Sg't'd Retail Price★	Desti-nation Charge	Total
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1280 El Camino..... \$2248.00 \$182.00 \$40.00 \$2470.00

★ Manufacturer's Suggested Retail Price does not include state and local taxes, license fees, options or accessories.
 Note: A charge of \$5.00 will be made to cover factory installation of permanent type anti-freeze (in season).

FACTORY INSTALLED REGULAR PRODUCTION TUBELESS TIRES

Description	Option Number	List Price	Factory D & H	Mfr's Suggested Retail Delivered Price ♦
(5) 8.00-14/4PR Regular Highway Blackwall.....	Std	N.C.	N.C.	N.C.
(5) 8.00-14/4PR Regular Highway Whitewall.....	588	\$34.00	\$1.85	\$35.85
(5) 8.50-14/4PR Regular Highway Blackwall.....	366	20.00	1.75	21.75
(5) 8.50-14/4PR Regular Highway Whitewall.....	368	48.00	3.10	51.10

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Option Number	List Price	Factory D & H	Mfr's Suggested Retail Delivered Price ♦
Axle, Positraction Rear: Limited Slip				
With 3-speed transmission and Turbo-Fire engine (3.55 ratio)....	675	\$ 45.00	\$ 3.45	\$ 48.45
With Overdrive transmission (4.11 ratio).....	675	45.00	3.45	48.45
With 3-spd trans and Turbo-Thrust engine (3.36 ratio).....	675	45.00	3.45	48.45
With automatic trans & Turbo-Fire engine (3.36 ratio).....	675	45.00	3.45	48.45
With automatic trans & Turbo-Thrust engine (3.08 ratio).....	675	45.00	3.45	48.45
Battery: Heavy-duty; 12-volt, 66-plate, 70 amp-hr.....	345	7.00	.55	7.55
Brake, Vacuum Power: Safety-Master.....	412	40.00	3.05	43.05
De Luxe Equipment: Includes right and left arm-rests, right sun-shade, front fender ornaments, and cigarette lighter.....	347	15.00	1.15	16.15
Engine: (Replacing 185-hp Turbo Fire)				
230-hp Super-Turbo-Fire: Incl 4-barrel carb.....	410	27.00	2.10	29.10
250-hp Turbo-Thrust; Incl 4-barrel carb; dual exhaust (Not avail-able with Overdrive).....	576			
300-hp Special Turbo-Thrust: Incl 4-barrel carb, dual exhaust & high-lift cam. Oil filter required. (Avail. with 3-spd trans only).....	576			
280-hp Super Turbo-Thrust; Incl three 2-bbl carb; dual exhaust (Not available with Overdrive). Price incl RPO 576.....	576 & 573			
315-hp Special Super Turbo-Thrust; Incl three 2-barrel carb; dual exhaust; high-lift cam; mech lifters. Oil filter required. (Avail with 3-spd trans only); Price incl RPO 576.....	576 & 573			
Exhaust, Dual: For Turbo-Fire or Super Turbo-Fire engines only.....	220	18.00	1.40	19.40
Generator: (Not available with 300-hp or 315-hp engines)				
35-amp (with std steering only).....	338	7.00	.55	7.55
50-amp, low cut-in (with std steering only).....	378			
Glass, Tinted (E-Z-Eye)	398	40.00	3.05	43.05
Heater: Includes windshield defroster				
De Luxe; outside air.....	101	75.00	5.25	80.25
Recirculating; inside air.....	116	48.50	3.40	51.90
Instrument Panel: Padded.....	427	17.00	1.30	18.30
Oil Filter: Cap 1 qt.....	237	8.50	.65	9.15
Paint, Exterior: See Cabs & Bodies for colors				
Solid colors.....		N.C.	N.C.	N.C.
Two-tone combinations.....		25.00	1.90	26.90
Radio: Includes front antenna				
Manual control.....	103	58.25	4.10	62.35
Push-button control.....	104	78.50	5.50	84.00
Seat, Foam Rubber	335	7.00	.55	7.55
Springs, Rear: Heavy-duty; replace std 1315-lb springs				
1415-lb capacity.....	593	2.50	.20	2.70
1530-lb capacity.....	594	1.00	.10	1.10
Steering, Power: Includes 35-amp generator (Not available with 300-hp or 315-hp engines).....	324	70.00	5.35	75.35
Steering Wheel: De Luxe.....	348	3.50	.30	3.80
Tires: Regular tread tires above				
Transmission: (Replacing 3-Speed Synchro-Mesh)				
Overdrive.....	315	100.00	7.60	107.60
Powerglide.....	313	185.00	14.10	199.10
Turboglide.....	302	225.00	17.10	242.10
Wheel Discs: Four (For 8.00-14 tires only).....	117	15.00	1.05	16.05
Windshield Washers: With std wipers only.....	109	11.50	.85	12.35
Windshield Wipers: Electric; 2-speed; includes windshield washers	333	15.00	1.15	16.15

♦ State and local taxes not included.

SPECIAL TIRES

PASSENGER CARS, CORVETTE, SEDAN DELIVERY & EL CAMINO

For 1959 Chevrolet has greatly increased the number of special tread and special construction tires available as Limited Production Options. These tires are ordered in the same manner that special tires are ordered for trucks. A series of tire conversions are available which convert Regular Highway tires of a given size to tires of the same size with special tread or construction.

In some cases this will require two steps: (1) conversion of the standard size to the desired size; (2) conversion of the desired size to the desired tread and/or construction. For

example, to obtain 8.00-14/4PR Highway Nylon Blackwall tires on a Model 1511 car requires both a size and a construction conversion (standard tires on this model are 7.50-14/4PR Regular Highway Blackwall). The full conversion is made as follows: (1) Use RPO 283 to convert the standard size to 8.00-14/4PR; (2) Use LPO 1405 to convert to Nylon construction.

For the convenience of Dealers, many of the tires shown on this page are shown with these two steps already combined.

Description	Option Number	List Price	Factory D & H	Mfr's Suggested Retail Delivered Price ♦
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TUBELESS TIRES

Corvette only:

(5) 6.70-15/4PR Highway Nylon Blackwall	1408	\$15.00	\$.65	\$15.65
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♣ Biscayne, Bel Air, Impala (Exc convertible):

(5) 7.50-14/4PR Highway Nylon Blackwall	1400	15.00	.65	15.65
(5) 7.50-14/4PR Highway Nylon Whitewall (Includes RPO 465)	465 & 1402	45.00	2.25	47.25
(5) 8.00-14/4PR Highway Nylon Blackwall (Includes RPO 283)	283 & 1405	29.00	2.15	31.15
(5) 6.70-15/4PR Regular Highway Blackwall	1410	7.00	.55	7.55
(5) 6.70-15/4PR Highway Nylon Blackwall (Includes LPO 1410)	1408 & 1410	22.00	1.30	23.30
(5) 7.10-15/4PR Regular Highway Blackwall	1412	21.00	1.80	22.80
(5) 7.10-15/4PR Highway Nylon Blackwall (Includes LPO 1412)	1412 & 1413	36.00	2.55	38.55

Station Wagons, Convertibles, Sedan Delivery, El Camino:

(5) 7.50-14/6PR Regular Highway Blackwall	1403	27.00	1.40	28.40
(5) 8.00-14/4PR Highway Nylon Blackwall	1405	15.00	.65	15.65
● (5) 7.10-15/4PR Regular Highway Blackwall	1412	7.00	.55	7.55
● (5) 7.10-15/4PR Highway Nylon Blackwall (Includes LPO 1412)	1412 & 1413	22.00	1.30	23.30

Models 11-1211; 11-1219; 15-1611; 15-1619 with Taxi or

Police Chassis only:

(5) 7.50-14/4PR Regular Highway Blackwall	1401	N.C.	N.C.	N.C.
(5) 6.70-15/4PR Highway Nylon Blackwall	1408	15.00	.75	15.75

TUBE TIRES

♣ Biscayne, Bel Air, Impala (Exc convertible):

(5) 6.70-15/4PR Regular Highway Blackwall	1521	7.00	.50	7.50
(5) 6.70-15/4PR Highway Nylon Blackwall (Includes LPO 1521)	1521 & 1522	22.00	1.25	23.25
◆ (2) Front—6.70-15/4PR Regular On/Off Road	1523	6.00	.30	6.30
◆ (2) Rear—6.70-15/4PR Regular On/Off Road	1523	6.00	.30	6.30
◆ (1) Spare—6.70-15/4PR Regular On/Off Road	1523	3.00	.15	3.15

Models 11-1211; 11-1219; 15-1611; 15-1619 with Taxi or

Police Chassis only:

(5) 6.70-15/4PR Regular Highway Blackwall	1521	3.00	.25	3.25
(5) 6.70-15/4PR Highway Nylon Blackwall (Includes LPO 1521)	1521 & 1522	18.00	1.00	19.00
◆ (2) Front—6.70-15/4PR Regular On/Off Road	1523	6.00	.30	6.30
◆ (2) Rear—6.70-15/4PR Regular On/Off Road	1523	6.00	.30	6.30
◆ (1) Spare—6.70-15/4PR Regular On/Off Road	1523	3.00	.15	3.15
(5) 6.70-15/6PR Regular Highway Blackwall	1524	41.00	3.60	44.60
(5) 7.10-15/4PR Regular Highway Blackwall	1526	29.00	2.00	31.00

♦ State and local taxes not included.

♣ Not available with Taxi or Police Chassis.

◆ LPO 1521 must be included.

● Not available on Kingswood model.

LIMITED PRODUCTION OPTIONS

PASSENGER CARS, SEDAN DELIVERY & EL CAMINO

Description	Option Number	List Price	Factory D & H	Mfr's Suggested Retail Delivered Price ♦
Alternator, Delco-Remy: 60-ampere, heavy-duty. With standard steering only. Not available with air conditioning, air suspension, or 300-hp, 315-hp and fuel injection engines.....	1055	\$125.00	\$9.50	\$134.50
Ammeter: 60-amp.....	1003	9.00	.70	9.70
Axle, Rear: Ratio 4.11 (For use only with 3-spd or 4-spd trans & 7.50-14 or 8.00-14 tires; not available with Police or Taxicab chassis or Positraction axle).....	1017	N.C.	N.C.	N.C.
Engine Ventilation: Positive. For 6-cyl engine with std brakes & std air cleaner only.....	1019	11.00	.85	11.85
Generator: With standard steering only; not available with air conditioning, air suspension or 300-hp, 315-hp and fuel injection engines				
35-amp, low cut-in (6-cylinder).....	1000	26.00	2.00	28.00
35-amp, low cut-in (8 cylinder).....	1000	40.00	3.05	43.05
Governor: For 6-cyl engine with std 3-spd trans only.....	1036	16.00	1.25	17.25
Police Car Body:				
Standard trim (Models 1135, 1235).....	1105	15.00	1.15	16.15
Cloth trim (Models 11-1211; 11-1219; 15-1611; 15-1619).....	1105	22.00	1.70	23.70
Vinyl trim (Models 11-1211; 11-1219; 15-1611; 15-1619) (RPO 808-812 trim required).....	1105	22.00	1.70	23.70
Police Car Chassis: Includes HD shock absorbers, HD front springs, metallic brakes, front stabilizer bar, five 6.70-15/4PR tubeless tires & wheels. (Not available with Overdrive trans, Positraction, air conditioning, air suspension or wheel discs)				
Models 1111-19; 1511-19.....	1108	44.00	3.35	47.35
Models 1211-19; 1511-19.....	1108	41.00	3.15	44.15
Models 1135; 1235.....	1108	52.00	4.00	56.00
Radiator Fan: 18" dia. Not available with air conditioning.....	1200	5.00	.40	5.40
Shock Absorbers: Heavy-duty (Exc Station Wagons). Included with taxi cab & police car chassis (Not available with air cond or air suspension).....	1030	N.C.	N.C.	N.C.
Springs, Front: Heavy-duty. Included with taxi cab & police car chassis (Not available with air suspension).....	1011	1.00	.10	1.10

♦ State and local taxes not included.