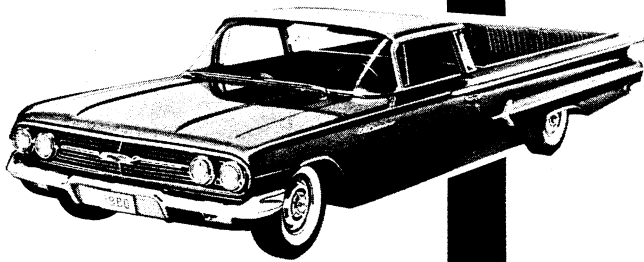
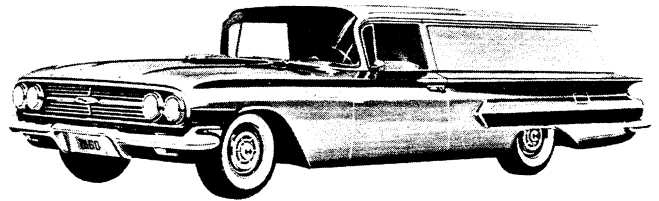


CHEVROLET

El Camino

1960

SEDAN DELIVERY AND SEDAN PICKUP



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EQUIPMENT

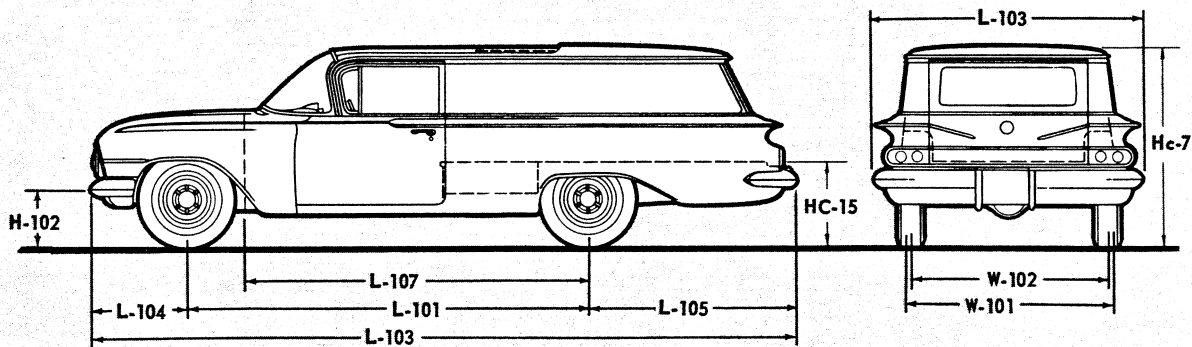
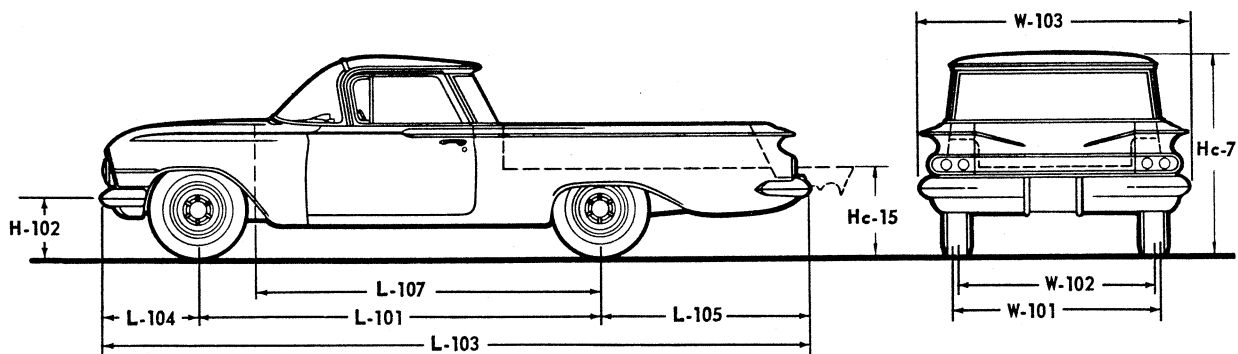
REGULAR PRODUCTION INTERIOR EQUIPMENT

	ITEM	MODELS	
Instrument Panel	Ignition switch identification plate	11-1270, 11-1280	
	Chevrolet name plate		
	Black plastic control knobs		
	Black plastic vent control knobs		
	Glove Compartment - lock		
	Cigarette lighter		11-1280 only
	Ash tray		11-1270, 11-1280
3-Position ignition lock and starter switch			
Steering Wheel	Deep hub, dual solid spokes, horn button	11-1270, 11-1280	
	Crank type front ventipanes	11-1280 only	
	Inside rear view mirror		
	Manual interior light switch, integral with head light switch		11-1270, 11-1280
Sunshade	Dual-LH and RH	11-1280 only	
	LH only	11-1270	
Seats	Polyurethane and cotton front seat cushion	11-1270, 11-1280	
	Leather grain vinyl-cushion and backrest		
	Front arm rests		11-1280 only
	Door remote control handle, conventional type		11-1270, 11-1280
	Outside rear view mirror		11-1270 only
Floor Covering	Rubber mat, vinyl covered	11-1270, 11-1280	
	Painted load floor and wheel houses		

REGULAR PRODUCTION EXTERIOR EQUIPMENT

	ITEM
Bright Metal Moldings	Windshield reveal
	Body side ornaments
	Rear deck molding
	Rear window reveal
Miscellaneous Body Items	Front and rear bumpers with integral guards
	Dual headlamps
	Twin parking and direction signal lights
	Four tail lights with chrome bezels
	Hub caps
	Push button door handles
	Outside keylocks below front door handles
	Dual windshield wipers, electric
	Dual horns
	Grille emblem
	Gasoline filler on left rear quarter panel
	Series script on front fender
	Outside rear view mirror-LH
	Bonderized body and sheet metal
Anodized Aluminum	Grille body and bezel
	Headlight bezels
	Parking light bezels

EXTERIOR DIMENSIONS



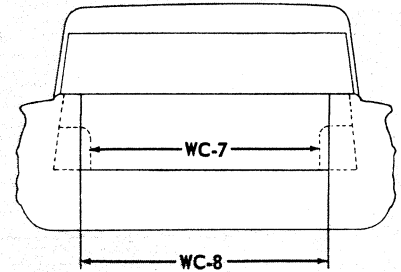
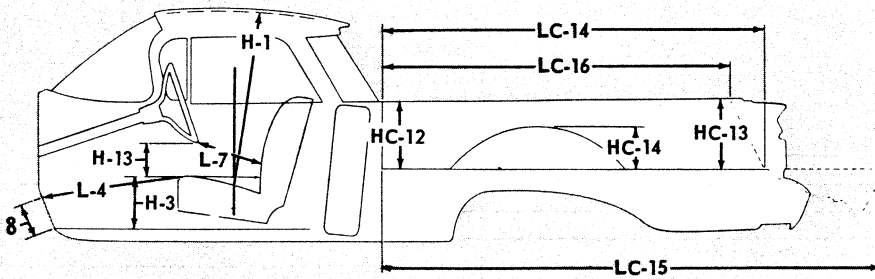
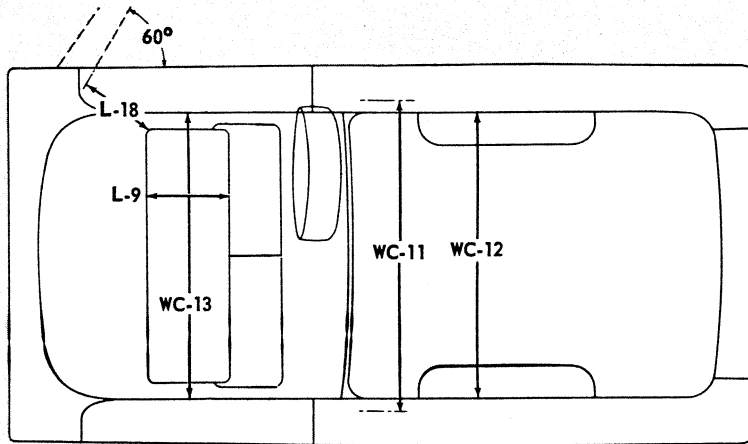
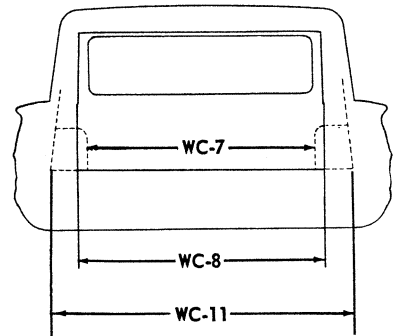
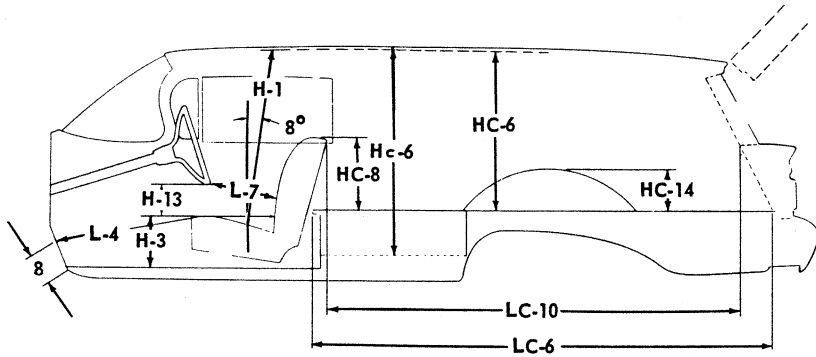
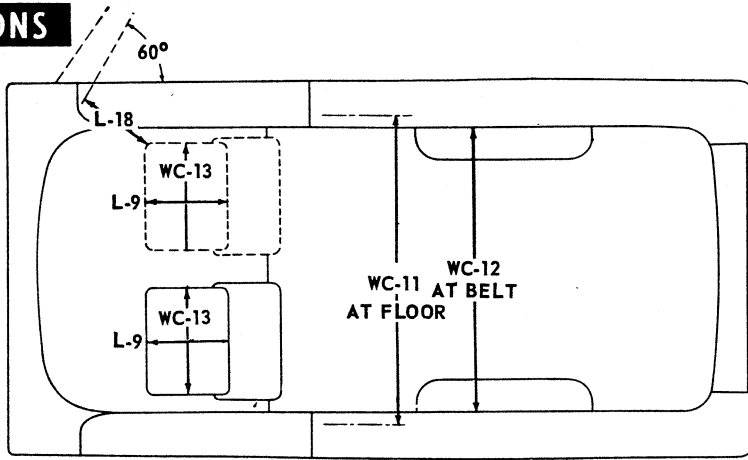
Models			11-1270	11-1280
Lengths	Code	Description	Dimensions	
	L-101	Wheel base	119.00	
	L-103	Overall length, bumper to bumper	210.80	
	L-104	Overhang, front	32.60	
	L-105	Overhang, rear	59.20	
	L-107	Front of dash @ & Rear wheels	100.50	
	Lc-1	Overall length less bumpers	205.60	

	Code	Description	Dimensions
Widths	W-101	Tread, front	60.30
	W-102	Tread, rear	59.30
	W-103	Overall width, maximum	80.80
	Wc-1	Front bumper width	79.80
	Wc-2	Rear bumper width	80.80

	Code	Description	Dimensions
Heights	H-101	Overall height, loaded	56.30
	H-102	Front bumper bottom to ground	17.50
	H-104	Rear bumper bottom to ground	17.70
	Hc-4	Front door opening height	37.60
	Hc-7	Overall height, unloaded	58.40

	Code	Description	Dimensions
Ground Clearances	A-1	Angle of approach	27°
	A-2	Angle of departure	12°
	C-2	Oil pan to ground	7.80
	C-4	Frame to ground	6.60
	C-5	Exhaust system to ground	6.70
	C-7	Minimum ground clearance	6.70

INTERIOR DIMENSIONS



Models			11-1270	11-1280
Lengths	Code	Description	Dimensions	
	L-4	Leg room	45.60	
	L-18	Entrance foot clearance	17.50	15.70
	L-7	Steering wheel clearance to seat back	14.90	13.70
	L-9	Seat depth	17.20	18.50
	Lc-6	Load length, front seat to tailgate, closed	93.80	
	Lc-10	Load length at belt	84.20	
	Lc-14	Box length at floor, tailgate closed		76.20
	Lc-15	Box length at floor, tailgate opened		96.80
	Lc-16	Box length at belt		70.60

	Code	Description	Dimensions	
Widths	Wc-7	Minimum width between wheel houses	46.50	
	Wc-8	Lift gate opening at floor	47.50	
	Wc-11	Load width at floor	64.30	
	Wc-12	Load width at belt	60.70	
	Wc-13	Seat width	20.30	
	Wc-14	Seat clearance	6.00	

	Code	Description	Dimensions		
Heights	H-1	Headroom	36.20	34.20	
	H-3	Seat chair height, front	9.30	10.10	
	H-13	Steering wheel clearance to cushion	5.40	4.70	
	Hc-6	Load height, flush floor	32.20		
	Hc-6	Load height, depressed floor	40.20		
	Hc-8	Front seat back to load floor	14.60		
	Hc-12	Box height at front		12.80	
	Hc-13	Box height at rear		13.30	
	Hc-14	Wheel house height		10.70	
	Hc-15	Platform Height	At design w/8.00-14.4 tires	25.80	
			At design w/8.50 14.4 tires	26.70	
			At curb w/8.00-14.4 tires	27.00	
			At curb w/8.50-14.4 tires	27.30	

CHASSIS

VEHICLE WEIGHTS

Model	Shipping	Curb
1170	3604	3745
1170 with Powerglide	3710	3851
1270	3611	3753
1270 with Powerglide	3715	3857
1270 with Turboglide	3623	3765
1180	3543	3684
1180 with Powerglide	3649	3790
1280	3549	3691
1280 with Powerglide	3653	3795
1280 with Turboglide	3561	3703

FRAME

Make ----- Various
 Type ----- X-design
 Material ----- Hot rolled, pickled steel
 Material yield point ----- 33000 lb./sq. in.
 Material elongation ----- 25% minimum in 2 in.
 Sidemember Section:
 Modulus (in.³) ----- 1.90
 Moment of inertia ----- 4.27
 Maximum overall length ----- 195.3
 Body mounting points ----- 12
 Maximum width (over sidemembers at rear cross-member) ----- 47.50

FRONT SUSPENSION

Make ----- Own
 Type ----- Independent, combining long and short control arms with spherical joints and coil springs.

WHEEL TRAVEL

Vertical, loaded conditions:
 Metal to metal ----- 3.90 up; 4.54 down
 Wheel to spring ratio ----- 1.87:1

SPRING BUMPER

Material and number ----- Rubber, 2 each RH&LH
 Location ----- On top side of lower control arm and top side of frame crossmember.

SHOCK ABSORBERS

Make ----- Delco
 Type ----- Direct double acting hydraulic
 Mounting ----- Vertically from lower control arm through coil spring to front suspension crossmember.
 Model number ----- N517G84
 Valve code ----- C3.75J8-8/OXJ
 Piston diameter and travel ----- 1.00, 4.9375

STEERING KNUCKLE

Type ----- Forged steel with integral brake cylinder mounting and detachable steering arms.
 Spindle Diameter:
 At inner bearing ----- 1.2492-1.2497
 At outer bearing ----- .7491-.7496

SPHERICAL JOINTS

Type ----- Ball stud and socket in assembly, self-adjusting for wear.
 Number ----- 1 each, upper and lower LH&RH
 Ball Stud:
 Material ----- Hot rolled steel hardened and ground.
 Ball spherical diameter:
 Upper ----- 1.304-1.308
 Lower ----- 1.246-1.250
 Bearings ----- Non-metallic molded, phenolic impregnated fabric.

CONTROL ARM PIVOT BUSHINGS

Type and number ----- Preloaded rubber; 8 (2 each pivot shaft LH&RH).
 Material ----- Steel encased rubber
 Size:
 Upper ----- .670 x .677 x 1.76
 Lower ----- .737 x .744 x 2.08

FRONT WHEEL ALIGNMENT

Caster ----- 0°^{+30'}
 Camber ----- +30°^{±30'}
 Steering axis inclination ----- 7°^{11'}
 Toe-in ----- 1/16-1/8

FRONT SPRINGS

Application	Deflection Rate		Capacity @ Ground	Heights (in.)		
	@ Spring	@ Wheel		Free	Working	@ (lb.)
6 Cylinder Manual & Powerglide	370 lb. /in.	129 lb. /in.	1095	15.03	10.30	1750
V-8 283 cubic inch Manual, Turboglide & Powerglide			1095	15.03	10.30	1750
V-8 283 cu. in. with air conditioning and Powerglide			1195	15.76	10.30	2020
Turboglide			1130	15.53	10.30	1935
V-8 348 cubic inch * Manual, Turboglide & Powerglide			1095	15.03	10.30	1750
V-8 348 cu. in. with air conditioning & Powerglide			1235	15.98	10.30	2100
Turboglide			2020	15.76	10.30	2020

REAR SUSPENSION

Make ----- Own
 Type ----- Four-link with an upper control arm, a lateral control bar, and 2 lower control arms. Coil springs.

WHEEL TRAVEL

Vertical, loaded condition:
 Metal to metal ----- 4.32 up, 5.56 down
 Wheel to spring ratio ----- 1.51:1

CONTROL ARMS

Mounting:
 Upper ----- Pivotaly attached at forward end to frame right sidemember, and on axle housing banjo at rear.
 Lower ----- Pivotaly attached at forward end to frame brackets and at rear to axle housing brackets.

SUSPENSION BUMPERS

Material and number ----- Rubber, 1 each RH&LH
 Location ----- On underside of frame at top of kickup.

LATERAL CONTROL BAR

Mounting ----- Pivotaly attached at right side of axle housing banjo and at frame sidemember.
 Diameter ----- .750
 Length (C to C of bushing) ----- 31.45

SHOCK ABSORBERS

Make ----- Delco
 Type ----- Direct double acting hydraulic
 Mounting ----- Short cantilever brackets welded to frame sidemember at upper end and rear spring anchor plate at lower end.
 Model number ----- N503W83A
 Valve code ----- C3.75G8-8/OXJ
 Piston diameter and travel ----- 1.00; 8.4375

REAR SPRINGS

Application		Deflection Rate		Capacity @ Ground	Heights (in.)		
		@ Spring	@ Wheel		Free	Working	@ (lbs.)
Standard	6 Cyl. all V-8	340 lb. /in.	145 lb. /in.	1315	14.70	9.55	1750
Heavy-Duty	6 Cyl. all V-8			1415	15.14	9.55	1900

* - Available on series 1280 only.

CHASSIS-Cont'd.

REAR SUSPENSION - Continued

Axle ----- Own
 Type ----- Semi-floating
 Rating ----- 3000 lb.

HOUSING

Type ----- Pressed steel banjo,
 2-piece welded construction with axle housing
 cover welded in place.
 Lubricant capacity ----- 4 pints

AXLE SHAFT

Type and material ----- Forged and
 hardened steel with drive flange forged integral
 with shafts.
 Minimum diameter ----- 1.06
 Hub attachment ----- Bolted

DIFFERENTIAL

Type ----- Two pinion with cast
 Armasteel housing.
 Bearing cap bolt torque ----- 70-75 lb.-ft.

UNIVERSAL JOINTS

Make ----- Own
 Number ----- Three
 Type ----- Yoke & spider (trunnion)
 Trunnion material ----- Drop forged steel

FOUR LINK SUSPENSION DRIVE

Drive and torque taken through -- All control arms
 Lateral forces taken through -- Lateral control bar

DRIVELINE

PROPELLER SHAFTS

Make ----- Own
 Number and type ----- Two, tubular
 Tube outside diameter ----- 1.995-2.003
 Tube wall thickness ----- .092-.097
 Oil seal --- Steel reinforced, spring loaded leather
 End types:
 Front shaft, front ----- Welded yoke
 rear ----- Slip yoke
 Rear shaft, front and rear ----- Welded yoke

SPLINES

Clutch gear to transmission clutch gear shaft -----
 10 straight side
 Transmission mainshaft to front U-joint front yoke-----
 16 involute
 Front propeller shaft to intermediate U-joint front
 yoke ----- 9 straight side
 Rear U-joint rear yoke to rear axle pinion shaft ---
 17 involute
 Differential side gears to rear axle shafts -----
 17 involute

FINAL DRIVE GEARS

Engine and transmission	Type	Ratio	Number of teeth ring gear and pinion
6-cylinder and 283 V-8 3-speed	Hypoid	3.55:1	9-32
348 cu. in. V-8 3-speed		3.36:1	11-37
6-cylinder and 283 V-8 overdrive		3.70:1	9-37
6-cylinder and 283 V-8 Powerglide		3.36:1	11-37
283 V-8 Turboglide		3.36:1	11-37
348 V-8 Powerglide and Turboglide		3.08:1	12-37

SERVICE BRAKES

Make ----- Own
 Type ----- Servo, 4-wheel hydraulic
 Brake Drum:
 Type ----- Composite
 Rim material ----- Cast alloy iron
 Web material ----- Pressed steel
 Diameter, front and rear ----- 11.00 inches
 Total effective area ----- 328 sq. in.
 Brake lining (after grinding dimensions):
 Material ----- Full molded asbestos composition
 Width, front brakes ----- 2.75
 Width, rear brakes ----- 2.00
 Thickness ----- .175
 Length per wheel ----- 21.00

Length, primary shoe ----- 9.30
 Length, secondary shoe ----- 11.70
 Method of attachment to shoe ----- Bonded
 Total effective lining area ----- 185.6 sq. in.
 Master cylinder:
 Mounting ----- Under hood on dash panel
 Diameter ----- 1.00
 Piston travel ----- 1.329
 Wheel cylinder:
 Piston travel ----- 0.221
 Mounting ----- Front, on wheel
 spindles; rear on backing plate.
 Front, inside diameter ----- 1.1875
 Rear, inside diameter ----- 1.00

BRAKES - Continued

Braking ratio:
 Pedal ----- 6.15:1
 Hydraulic ----- 4.82:1
 Total overall ----- 29.64:1

PARKING BRAKE

Make and type ----- Own, mechanical
 pull rods and cables operate the two rear service
 brakes.
 Total effective lining area ----- 77 sq. in.
 Control ----- Applied by pendant foot
 pedal; released by T-handle below instrument
 panel left of steering column.

OPTIONAL POWER BRAKES

Type ----- Regular production
 master cylinder assisted by vacuum power unit.
 Power unit location ----- Mounted on
 dash under hood.
 Braking assistance (percentage):
 By vacuum cylinder ----- 40%
 By foot pedal ----- 60%

STEERING GEAR

Make ----- Saginaw
 Type ----- Semi-reversible recirculating ball
 Gear ratio ----- 24:1
 Overall ratio ----- 28:1
 Steering mainshaft diameter ----- .750
 Steering column diameter ----- 2.01
 Steering wheel diameter ----- 17.00

WHEELS AND TIRES

WHEELS

Make and type ----- Own, short spoke disc
 Attachment to hub ----- 5 hex nuts, 7/16-20
 Bolt circle diameter ----- 4.75
 Offset and rim size ----- .560 x 14 x 5J (mod.)
 Hub cap diameter ----- 10.69

TIRES

Type ----- Tubeless, blackwall
 Size and ply rating:
 Production ----- 8.00-14-4
 Optional ----- 8.50-14-4

WINDSHIELD WIPERS

Make ----- Delco products
 Type ----- Dual electric, single speed

POWER TRAIN APPLICATION

Engine	Model Application	Gross Horsepower	Gross Torque (ft. lb.)	Transmission	Axle Ratio
Hi-Thrift Six (1 bbl.)	1170	135 @ 4000	217 @ 2000-2400	3-Speed	3.55:1
	1180			Overdrive	3.70:1
Hi-Thrift Six (1 bbl.)*	1170	110 @ 3600	210 @ 1600	Powerglide	3.36:1
	1180			3-Speed	3.55:1
Turbo-Fire V-8 (2 bbl.)	1270 1280	170 @ 4200	275 @ 2200	Overdrive	3.70:1
				Powerglide	3.08:1
				Turboglide	3.36:1
				3-Speed	3.36:1
Super-Turbo Fire V-8 (4 bbl.)	1270 1280	230 @ 4800	300 @ 3000	Overdrive	3.70:1
				Powerglide	3.08:1
				Turboglide	3.36:1
				3-Speed	3.36:1
Turbo-Thrust V-8 (4 bbl.)	1280	250 @ 4400	355 @ 2800	Overdrive	3.55:1
				Powerglide	3.08:1
				Turboglide	3.08:1
				3-Speed	3.36:1
Turbo-Thrust V-8 § (4 bbl.)	1280	305 @ 5600	350 @ 3600	Powerglide ‡	3.55:1
Turbo-Thrust V-8 § (4 bbl.)	1280	320 @ 5600	350 @ 3600	3-Speed	3.55:1
Super Turbo- Thrust V-8 (3 x 2 bbl.)	1280	280 @ 4800	355 @ 3200	3-Speed	3.36:1
				4-Speed	3.55:1
				Powerglide	3.08:1
				Turboglide	3.08:1
Super Turbo- Thrust V-8 § (3 x 2 bbl.)	1280	355 @ 5800	362 @ 3600	3-Speed 4-Speed	3.55:1

* - With optional carburetor equipment.
 § - With special camshaft.
 ‡ - Heavy-duty type.

ENGINES

ENGINE AVAILABILITY

Engine	235 L-6	283 V-8	348 V-8
Piston displacement	235.5 cu. in.	283 cu. in.	348 cu. in.
Type	Valve-in-head		
Number of cylinders	Six	Eight	Eight
Bore and stroke	3.56 x 3.94	3.875 x 3.00	4.125 x 3.25
Compression ratio	8.25:1	8.5:1 §	9.5:1 *
Power plant mounting	Two front and one rear; combination compression and shear		

FAN AND GENERATOR BELT - 235 SIX CYLINDER

Number used ----- One
 Angle of "V" ----- 37°-44°
 Pitch line length ----- 40.50
 Width ----- .375
 Fan pulley size (pitch diameter) ----- 7.00

FAN AND GENERATOR BELT - 283 V-8

Number used ----- One
 Angle of "V" ----- 37°-44°
 Pitch line length ----- 54.12
 Width ----- .380[±].005
 Fan pulley size ----- 7.00 P. D., 36° V

FAN AND GENERATOR BELT - 348 V-8

Number used ----- One
 Angle of "V" ----- 37°-44°
 Pitch line length ----- 57.00
 Width ----- .375-.385
 Fan pulley size ----- 7.00 P. D., 36° V

ELECTRICAL

BATTERY

Make ----- Delco-Remy
 Model ----- ZSMR 53-W
 Voltage rating ----- 12
 Number of cells ----- 6
 Plates per cell ----- 9
 Terminal grounded ----- Negative
 Location ----- Right front of engine compartment on radiator baffle.
 Capacity ----- 53 amp hr @ 20 hr rate
 348 Cubic Inch V-8:
 Plates per cell ----- 11
 Capacity ----- 61 amp hr @ 20 hr rate

OPTIONAL BATTERY EQUIPMENT

Capacity ----- 70 amp hr @ 20 hr rate

EXHAUST SYSTEM

Muffler type:
 Six-cylinder ----- Single, diffusion resonance
 283 V-8, production ----- Single
 283 V-8, RPO ----- Dual with resonators
 348 V-8 ----- Dual with resonators
 Exhaust pipe O. D. ----- 2.00
 Exhaust pipe O. D. (Turbo and Super Turbo Thrust Special with synchromesh ----- 2.50
 Tailpipe O. D. ----- 1.875
 Wall thickness ----- .0598

§-9.5:1 on Super-Turbo Fire

*-11.0:1 with 4-barrel carburetor, special camshaft, and Heavy Duty Powerglide;

11.25:1 with special camshaft and synchromesh transmissions

COOLING SYSTEM

RADIATOR

Make and type ----- Harrison, tube on center
 Core Constant and Thickness:

Six-Cylinder Engines:

Regular and Powerglide ----- .25 x .55 x 1.75
 Frontal area ----- 356.81 sq. in.
 Capacity ----- 17 qt.
 With heater ----- 18 qt.
 Type ----- Pressure with full length water jackets around cylinders.

283 Cubic Inch V-8 Engines:

Regular and Powerglide (2-bbl.) ----- .30 x .55 x 1.75
 With Powerglide (4-bbl.) ----- .28 x .55 x 1.75
 With Turboglidle ----- .25 x .55 x 1.75
 Front area ----- 356.81 sq. in.
 Capacity (qts.):
 3-Speed less heater ----- 17.50
 With heater ----- 18.50
 Automatic transmission ----- 17.25
 With heater ----- 18.25

348 Cubic Inch V-8 Engines:

Regular ----- .25 x .55 x 1.75
 With Powerglide ----- .22 x .55 x 1.75
 With Turboglidle ----- .20 x .55 x 1.75
 Front Area ----- 428 sq. in.
 Capacity (qts.):
 Less heater ----- 21
 With heater ----- 22

RADIATOR CAP

Type ----- Pressure
 Valve opens at ----- 13 psi
 Radiator hose:
 Location, inlet ----- Thermostat hsg to radiator
 Location, outlet ----- Water pump to radiator
 Type ----- Molded elbow
 Inlet, inside diameter ----- 1.50
 Outlet, inside diameter ----- 1.75

THERMOSTAT

Make ----- Harrison
 Type ----- Pellet
 Begins to open at ----- 167-172°F
 Fully opened at ----- 192°F

TRANSMISSIONS

TRANSMISSION APPLICATION

ITEM		235 cu. in. 6 cyl.	283 cu. in. V-8	348 cu. in. V-8	RPO (V-8's only*)	
Make		Own, synchromesh, manual shift				
Type		3-Speed			4-Speed	
Gearshift	Control	Remote				
	Type	Lever				
	Location	On steering column			On floor	
Gears	Type	All helical				
	Material	Forged steel, hardened				
	Synchronization	2nd and 3rd			1st, 2nd, 3rd, 4th	
	Constant mesh gears	2nd			1st, 2nd, 3rd	
	Sliding gears	1st and reverse			Reverse	
	Gear Ratios	First	2.94:1	2.47:1	2.20:1	
		Second	1.68:1	1.55:1	1.66:1	
Third		Direct		1.31:1		
Fourth		Direct		Direct		
Reverse		2.94:1	2.80:1	2.26:1		
Speedometer Gears	Tooth pitch	28				
	Teeth	Drive		8		
		Driven		21	20	
Lubricant	Type recommended	SAE 90 transmission multi-purpose or mineral oil lubricant				
	Capacity	2 pints			15 pints	
Oil seal (transmission extension)		Steel encased double-seal of spring loaded synthetic rubber and felt				

OPTIONAL OVERDRIVE UNIT

GENERAL DATA

Make ----- Own, with Borg Warner overdrive unit.
 Minimum cut-in speed ----- 27-30 MPH
 Cut-out speed ----- 18-22 MPH
 Gear ratios:

Overdrive Unit	Locked Out	Locked In
First	2.94:1	2.058:1
Second	1.68:1	1.176:1
Third	1.00:1	0.700:1
Reverse	2.94:1	§

OPTIONAL POWERGLIDE

GENERAL DATA

Make and type ----- Own, automatic hydraulic torque converter with planetary gear system for reverse and low, converter maximum torque ratio (at stall) ----- 2.1:1
 Maximum overall transmission ratio ----- 3.82:1
 Low gear drive or low range --- 3.82:1 to 1.82:1
 Reverse range ----- 3.82:1 to 1.82:1

§ - 9.5:1 on Super Turbo-Fire.

* - 11.0:1 with 4-bbl. carburetor, special camshaft, and heavy-duty Powerglide; 11.25:1 with special camshaft and synchromesh transmission.

OPTIONAL TURBOGLIDE

GENERAL DATA

Make and type ----- Own, triple turbine hydraulic torque converter.
 Drive ratios:
 Drive position:
 Front planetary gear set ----- 1.63:1
 Rear planetary gear set ----- 2.67:1
 Gear retarder position:
 Rear planetary gear set ----- 2.67:1

PARKING LOCK MECHANISM

Type ----- Spring loaded wedge
 Operation ----- Applied by selector lever through positive linkage.

OPTIONAL HEAVY-DUTY POWERGLIDE

This transmission used with the 348 cubic inch engine (4 bbl. carburetor with special camshaft) is the same as the standard Powerglide except for the following differences:

Converter cover ----- 33 bolt
 High clutch ----- Five plate
 Governor ----- Modified to raise shift point from 4700 rpm to 5400 rpm.

REGULAR PRODUCTION OPTIONS AND FACTORY OPTIONAL ACCESSORIES

ITEM	RPO NUMBER	MODELS	
Air cleaner, oil bath	216	1170-80	
Carburetors	Single 4-barrel	410	
	Triple 2-barrel	573-574	
	Economy carburetor	581	
Clutch, heavy-duty	227	1170-80	
Engine, 348 cubic inch V-8	576	1280	
Engine, 348 cubic inch V-8, special cam	577		
Exhaust, dual	220		
Fan, thermostatically controlled	121	1270-80	
Filter, oil - 1 quart capacity	237	11-1270, 11-1280	
Generators	35 ampere		338
	40 ampere		326
	50 ampere, low cut-in		378
Four-speed	685	1280	
Overdrive	315	11-1270, 11-1280	
Powerglide	313		
Turboglide	302		
Axle, rear - limited slip	675	11-1270, 11-1280	
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DEALER INSTALLED ACCESSORIES

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	Recirculating (Cool Pack)		
Heater and Defroster	Air flow		11-1270, 11-1280
	Recirculating		
Alarm	Parking brake		
	Speed warning		
Antenna, radio	Dummy	Left rear	
	Manual	Right rear	
		Right front	
Belt - safety seat			
Brake - vacuum power			
Cap - gas tank filler locking			
Clock - electric			
Container - litter			
Compass - illuminated			
Cover	Accelerator pedal		
	Front seat cushion		
	Wheel (disk type)		
Control - headlamp, autronic eye			
Defogging unit - back window			
Guard	Door edge		
	Front and rear bumper		
Cruise control unit			
Cushion - front seat ventilated			
Lights	Backing		
	Courtesy		
	Engine compartment		
	Glove compartment		
	Spot	Inside-operated Portable	
Lock - throttle			
Mat - floor (front or rear)			
Mirror	Inside (prismatic)		11-1280
	Outside (door mount)		
	Visor vanity		
Moldings, body sill			
Ornaments	Hub cap or wheel disk		
	Simulated exhaust port		
Radio	Manual		
	Push-button		
Screen - radiator insert screen			
Shield	Door handle		11-1270, 11-1280
	Windshield glare		
Tool kit - in plastic case			
Windshield	Push-button		
Washer	Foot-operated		
Extension - front door window			
Flasher unit - traffic hazard			
Fan - thermostatically controlled			

**1960 CHEVROLET TRUCK
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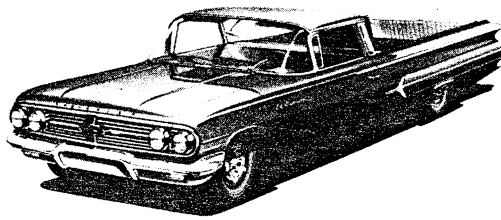
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Pickups

SELECTOR

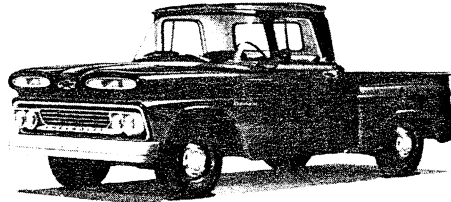
Payload Ratings up to 3350 lb



El Camino Body

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

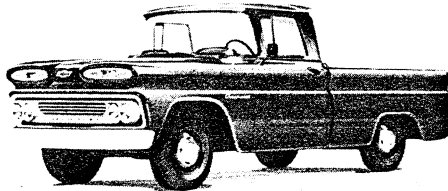
Maximum Payload	Model	Pages
1200 lb	1180, 1280	2-5



6½-ft Stepside Body★

Inside Length.....78½"
Inside Width.....50"
Inside Height.....17½"

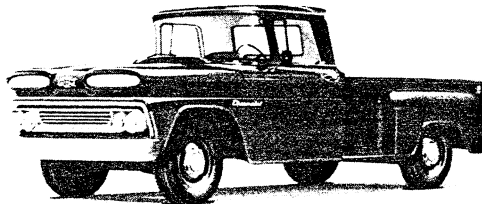
Maximum Payload	Model	Pages
1550 lb	C1404	6-7



6½-ft Fleetside Body★

Inside Length.....78½"
Inside Width.....72"
Inside Height.....19½"

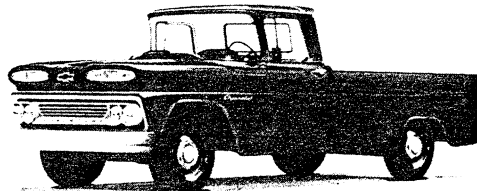
Maximum Payload	Model	Pages
1500 lb	C1434	8-9



8-ft Stepside Body★

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

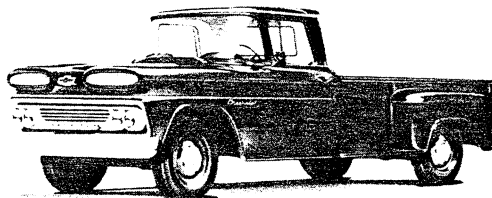
Maximum Payload	Model	Pages
1450 lb	C1504	10-11
3150 lb	C2504	14-15



8-ft Fleetside Body★

Inside Length.....98"
Inside Width.....72"
Inside Height.....19½"

Maximum Payload	Model	Pages
1400 lb	C1534	12-13
3100 lb	C2534	16-17



9-ft Stepside Body

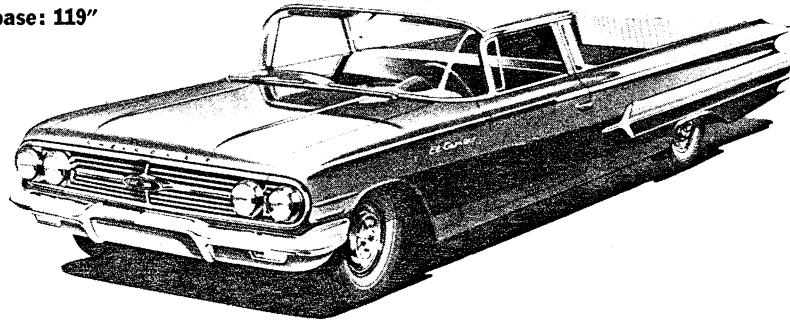
Inside Length.....108¼"
Inside Width.....50"
Inside Height.....17½"

Maximum Payload	Model	Pages
3350 lb	C3604	18-19

★Also see 4-Wheel Drive section.

MODEL 1180 EL CAMINO (6-Cyl)

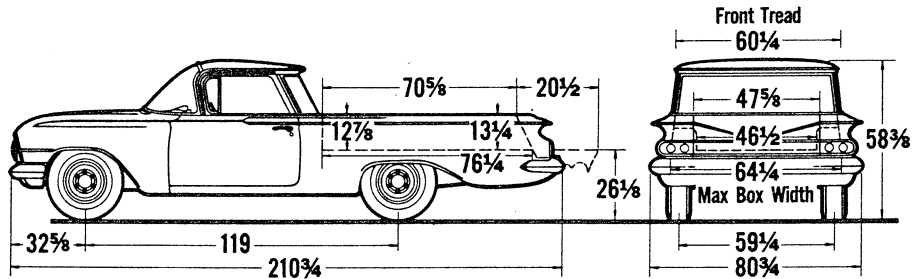
GVW Ratings up to 4900 lb
Wheelbase: 119"



STANDARD EQUIPMENT

- Air Cleaner:** Oil-wetted
- Axle, Front:** Independent suspension; cap 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 77 sq in
- Bumpers:** Front and rear; chrome-plated
- Carburetor:** Single-barrel downdraft
- Clutch:** Diaphragm spring; dia 9 1/2"; area 85 sq in
- Cooling:** Capacity 17 1/2 qt; 1 3/4" radiator core, 428 sq in area; 13-lb pressure cap; 190° thermostat
- Controls & Instruments:** Headlight, domelight & windshield wiper switches; headlight beam & ventilator controls; speedometer; fuel and engine temperature gauges; generator charge, direction, oil pressure, and high beam indicator lights
- Direction Signals:** Front and rear in parking and tail lamps
- Engine:** Hi-Thrift, 235.5 cu in displacement
- Gross horsepower 135
- Gross torque, lb-ft 217
- 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; direction signals
- Mirror, Rearview:** Interior
- Shock Absorbers:** Front and rear; piston dia 1"
- Springs, Front:** Coil; capacity 1095 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



Estimated Curb Weight (Pounds) (Standard Equipment)			Payload Distribution (Approx) (Per Cent at Front & Rear Axles)	
Front	Rear	Total	Front	Rear
1880	1800	3680	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
750 lb	4400 lb	Standard	8.00-14/4PR	8.00-14/4PR
1250 lb	4900 lb	Standard	8.50-14/4PR	8.50-14/4PR

OPTIONAL EQUIPMENT

Option	Option
Air Cleaner: Oil bath; capacity 1 pint.....216	Mirror, Inside: Non-glare.....129
Air Conditioning: Includes 35-amp generator and heater (Not available until later date)....110	Oil Filter: Capacity 1 quart.....237
Axle, Positraction Rear:	Paint, Exterior: See <i>Cabs & Bodies</i> section for solid colors and two-tone combinations
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Ratio 3.70 (Overdrive transmission).....675	Pushbutton.....104
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Brakes, Vacuum Power412	Springs, Rear: Capacity 1415 lb each.....593
Carburetor, Economy581	Steering, Power324
Clutch: Heavy-duty, diameter 11".....227	Steering Wheel: De Luxe.....348
E-Z-Eye Glass: Tinted	Transmissions:
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Windshield only.....398	Overdrive (Includes 3.70 rear axle).....315
Generator:	Wheel Discs: Four (With 8.00-14 tires only)....117
35 amp, normal cut-in.....338	Windshield Washers: With std wipers only...109
40 amp, normal cut-in.....326	Windshield Wipers: Dual electric; 2-speed; includes windshield washers.....333
50 amp, low cut-in (With std steering only)....378	
Heater: Recirculating (Includes defroster)....116	
De Luxe (Includes defroster).....101	

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

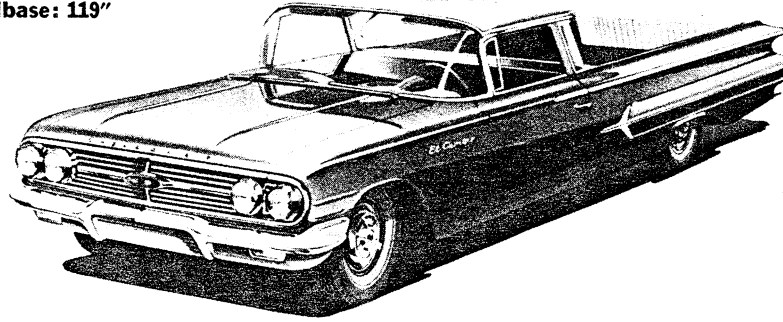
+ RPO 588 with white sidewalls.

● RPO 368 with white sidewalls.

MODEL 1280 EL CAMINO (V8)

GVW Ratings up to 4900 lb

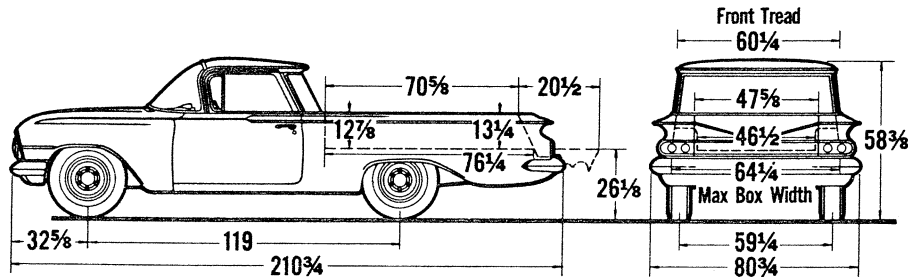
Wheelbase: 119"



STANDARD EQUIPMENT

- Air Cleaner:** Dry, treated paper filter
- Axle, Front:** Independent suspension; cap 2450 lb
- Axle, Rear:** Hypoid semi-floating type; ratio 3.36; 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 77 sq in
- Bumpers:** Front and rear; chrome-plated
- Carburetor:** Two-barrel downdraft
- Clutch:** Diaphragm spring; dia 10"; area 100 sq in
- Cooling:** Capacity 17 1/2 qt; 1 3/4" radiator core, 356 sq in area; 13-lb pressure cap; 190° thermostat
- Controls & Instruments:** Headlight, domelight & windshield wiper switches; headlight beam & ventilator controls; speedometer; fuel and engine temperature gauges; generator charge, direction, oil pressure, and high beam indicator lights
- Direction Signals:** Front and rear in parking and tail lamps
- Engine:** Turbo-Fire, 283 cu in displacement
 - Gross horsepower..... 170
 - Gross torque, lb-ft..... 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; direction signals
- Mirror, Rearview:** Interior
- Oil Filter:** Full-flow
- Shock Absorbers:** Front and rear; piston dia 1"
- Springs, Front:** Coil; capacity 1095 lbea at ground
- Springs, Rear:** Coil; capacity 1315 lbea 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



Estimated Curb Weight (Pounds) (Standard Equipment)			Payload Distribution (Approx) (Per Cent at Front & Rear Axles)	
Front	Rear	Total	Front	Rear
1890	1800	3690	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
750 lb	4400 lb	Standard	8.00-14/4PR	8.00-14/4PR
1250 lb	4900 lb	Standard	8.50-14/4PR	8.50-14/4PR

OPTIONAL EQUIPMENT

Option	Option
<p>Air Conditioning: Includes 35-ampere generator, temperature controlled fan and heater. Powerglide or Turboglide required. Not available with high-lift-cam engines. 110</p> <p>Axle, Positraction Rear: For ratios see Prices section. 675</p> <p>Battery: HD; 12-volt, 66-plate; 70 amp-hr. 345</p> <p>Brakes, Vacuum Power 412</p> <p>Engine: For transmission availability see Prices section.</p> <p>230-hp Super Turbo-Fire V8; 283-cu-in displacement. Includes 4-barrel carburetor. 410</p> <p>250-hp Turbo-Thrust V8; 348-cu-in displacement. Includes 4-barrel carburetor & dual exhaust. 576</p> <p>280-hp Super Turbo-Thrust V8; 348-cu-in displacement. Includes three 2-barrel carburetors & dual exhaust. 573</p> <p>305-hp Turbo-Thrust Special V8; 348-cu-in displacement. Includes 4-barrel carburetor; dual exhaust & high-lift camshaft. 576</p> <p>320-hp Turbo-Thrust Special V8; 348-cu-in displ. Includes 4-barrel carb, dual exhaust & high-lift camshaft. 577</p> <p>335-hp Super Turbo-Thrust Special V8; 348-cu-in displ. Includes three 2-barrel carbs; dual exhaust; high-lift camshaft & mechanical valve lifters. 574</p> <p>Exhaust System, Dual: For 283-cu-in engines only. 220</p> <p>Fan, Radiator: Temperature controlled. Not available with Air Conditioning. 121</p>	<p>E-Z-Eye Glass: Tinted</p> <p>All windows. 398</p> <p>Windshield only. 398</p> <p>Generator: Not avail with high-lift-cam engines</p> <p>35 amp, normal cut-in. 338</p> <p>40 amp, normal cut-in. 326</p> <p>50 amp, low cut-in (With std steering only). 378</p> <p>Headlamp Beam Control, Automatic:</p> <p>Guide-Matic. 131</p> <p>Heater: Recirculating (Includes defroster). 116</p> <p>De Luxe (Includes defroster). 101</p> <p>Mirror, Inside: Non-glare. 129</p> <p>Paint, Exterior: See <i>Cabs & Bodies</i> section for solid colors and two-tone combinations</p> <p>Padded Instrument Panel 427</p> <p>Radiator, Heavy-duty:</p> <p>Not available with air conditioning. 257</p> <p>Radio: Manual. 103</p> <p>Pushbutton. 104</p> <p>Seat, Foam Rubber 335</p> <p>Springs, Rear: Capacity 1415 lb each. 593</p> <p>Steering, Power:</p> <p>Not available with high-lift-cam engines. 324</p> <p>Steering Wheel: De Luxe. 348</p> <p>Transmissions: For rear axle ratios and engine availability see Prices section.</p> <p>4-Speed Close-Ratio Synchro-Mesh. 685</p> <p>Powerglide. 313</p> <p>Overdrive. 315</p> <p>Turboglide. 302</p> <p>Wheel Discs: Four (With 8.00-14 tires only). 117</p> <p>Windshield Washer: With std wipers only. 109</p> <p>Windshield Wipers: Dual electric; 2-speed; includes windshield washers. 333</p>

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	5 1/2K	● 366	2530	2530

+ RPO 588 with white sidewalls.

● RPO 368 with white sidewalls.

EXTERIOR COLORS

El Camino and Sedan Delivery

The solid colors available for these models and the two-tone combinations for El Camino are given 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	Duco Number
Beige , Fawn (El Camino only).....	938	4026-L
Black , Tuxedo.....	900	88-L
Blue , Horizon.....	910	4030-L
Blue , Royal.....	912	4032-L
Copper , Suntan (El Camino only).....	920	4031-L
Cream , Crocus (El Camino only).....	925	4028-L
Gray , Shadow.....	941	4027-L
Green , Cascade.....	903	4029-L
Green , Jade.....	905	4033-L
Red , Roman.....	923	2931-LH
Silver , Sateen (El Camino only).....	940	4023-L
Turquoise , Tasco (El Camino only).....	915	4025-L
White , Ermine.....	936	4024-L

Two-tone Combinations for El Camino

Main Body Color	Secondary Color	Option Number
Black , Tuxedo.....	Ermine White.....	950
Blue , Horizon.....	Ermine White.....	960
Blue , Royal.....	Horizon Blue.....	962
Copper , Suntan.....	Fawn Beige.....	970
Gray , Shadow.....	Sateen Silver.....	988
Green , Cascade.....	Ermine White.....	953
Green , Jade.....	Cascade Green.....	955
Red , Roman.....	Ermine White.....	973
Silver , Sateen.....	Ermine White.....	984
Turquoise , Tasco.....	Ermine White.....	963

EXTERIOR COLORS

El Camino and Sedan Delivery

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 shown in the charts on the facing page.



Fawn Beige



Tuxedo Black



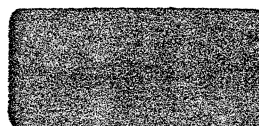
Roman Red



Horizon Blue



Shadow Gray



Sateen Silver



Royal Blue



Cascade Green



Tasco Turquoise



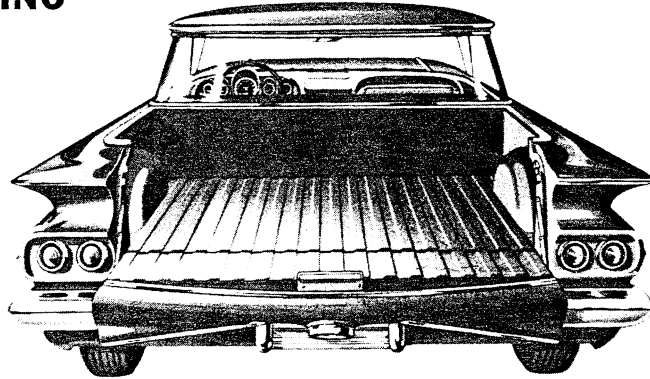
Suntan Copper



Jade Green

Ermine White

EL CAMINO

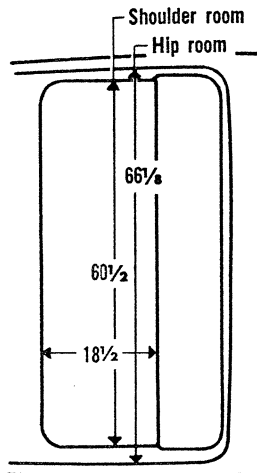
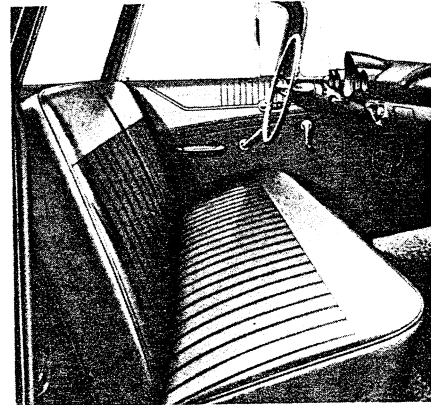


The pickup box features double walled side panels, a wide grain-tight tailgate, and all-steel construction throughout. Heavy box-section rocker panels extend from the cowl to the wheelhouses to provide a strong link between cab and pickup body.

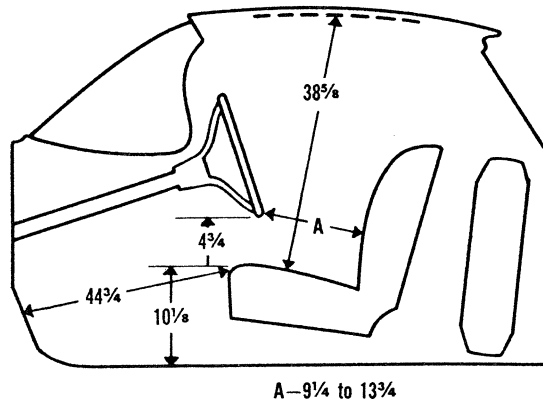
The tailgate is also of double walled construction. When lowered, the tailgate forms

a continuation of the 18-gauge, ribbed-steel floor. The pickup floor is $76\frac{1}{4}$ inches long, and with the tailgate lowered, nearly 8 feet of loadspace is available. With tailgate raised, the box has a capacity of approximately $32\frac{1}{2}$ cubic feet. The rear license plate carrier is hinged so that the license plate is visible when the tailgate is lowered.

The full-width seat is upholstered in pattern cloth with vinyl facings. Blue upholstery is used with blue exteriors; green upholstery with green or yellow exteriors; gray upholstery with all other exteriors. The balance of the cab interior is finished in harmonizing shades. Floor mat is of durable rubber construction.

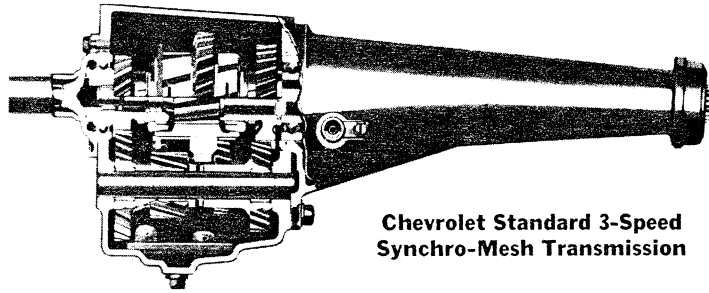


INTERIOR DIMENSIONS



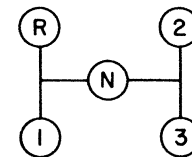
TRANSMISSIONS

CHEVROLET 3-SPEED SYNCHRO-MESH and OVERDRIVE

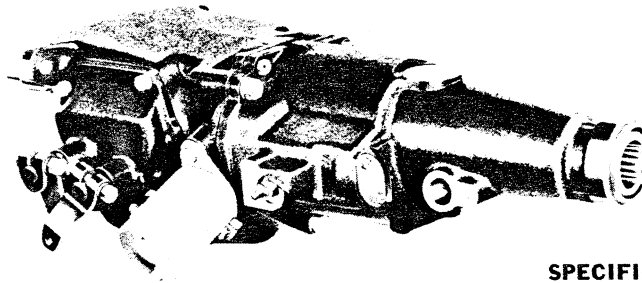


Chevrolet Standard 3-Speed Synchro-Mesh Transmission

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



SPECIFICATIONS

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.

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.

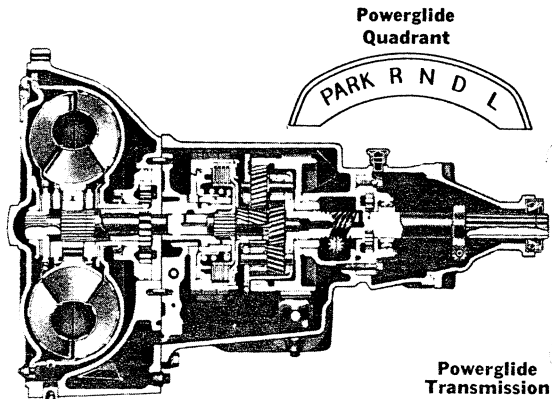
Make & Type	Chevrolet 3-Speed Synchro-Mesh		Chevrolet 3-Speed With Overdrive
Series Applications	11, 12	C10, C20 P20, P30	11, 12
Input Torque Capacity (lb-ft)	275	
Gear Ratios: (to 1)	(6 cyl) (V8)		(6 cyl) (V8)
First	2.94 2.47	2.94	2.94 2.47
Second	1.68 1.53	1.68	1.68 1.53
Third	Direct	Direct	Direct
Overdrive	—	—	0.70 0.70
Reverse	2.94 2.80	2.94	2.94 2.80
Gear Types:	All		All
Helical gears	All		All
Bearing Types:			
Clutch gear bearing	Ball	Ball	Ball
Mainshaft front	Roller	Roller	Roller
Mainshaft rear	Ball	Ball	Ball
Countershaft front	Roller	Roller	Roller
Countershaft rear	Roller	Roller	Roller
Reverse idler front	Br Bush	Br Bush	Br Bush
Reverse idler rear	Br Bush	Br Bush	Br Bush
Reverse idler thrust	Roller	Br Bush	Roller
Lubricants:			
Capacity	2 Pints	2 Pints	3 Pints
Type, grade	See Owner's Guide		

TRANSMISSIONS

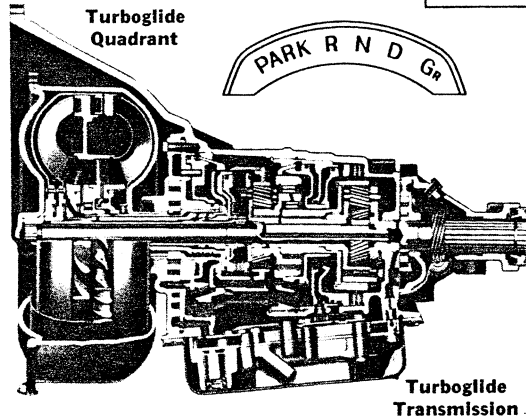
CHEVROLET POWERGLIDE & TURBOGLIDE

Powerglide is an automatic two-speed transmission with torque converter, and is available as a regular production option on Series 11, 12, C10 and C20. Input torque capacity is 275 lb.-ft.

The Powerglide transmission combines a planetary gearset and a torque converter, providing torque multiplication as high as 3.82. 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).



Powerglide Torque Multiplication			
Range Position	Drive	Low	Reverse
Effective Ratio: (to 1)			
With maximum converter ratio	2.10	3.82	3.82
With 1 to 1 converter ratio	1.00	1.82	1.82



Turboglide Torque Multiplication		
Range Position	Drive	Reverse
Effective Ratio: (to 1)		
Max converter ratio (high stator)	4.3	—
Max converter ratio (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

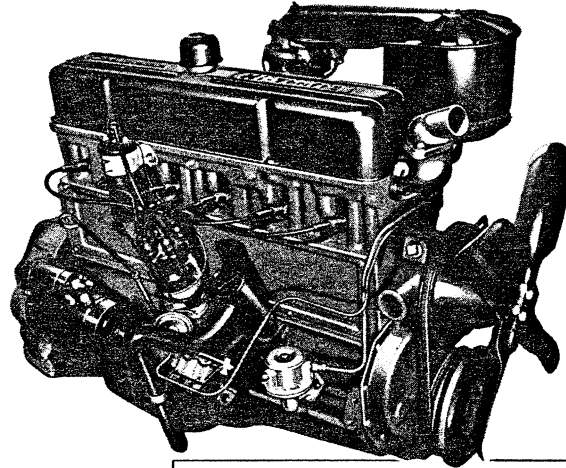
Engine type..... Valve-in-head
 Piston displacement..... 235.5 cu in
 Bore & Stroke (nominal)..... 3¹/₁₆" x 3¹/₁₆"
 Compression ratio..... 8.25 to 1
 Taxable horsepower (SAE)..... 30.4
 Carburetor type..... Downdraft

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.

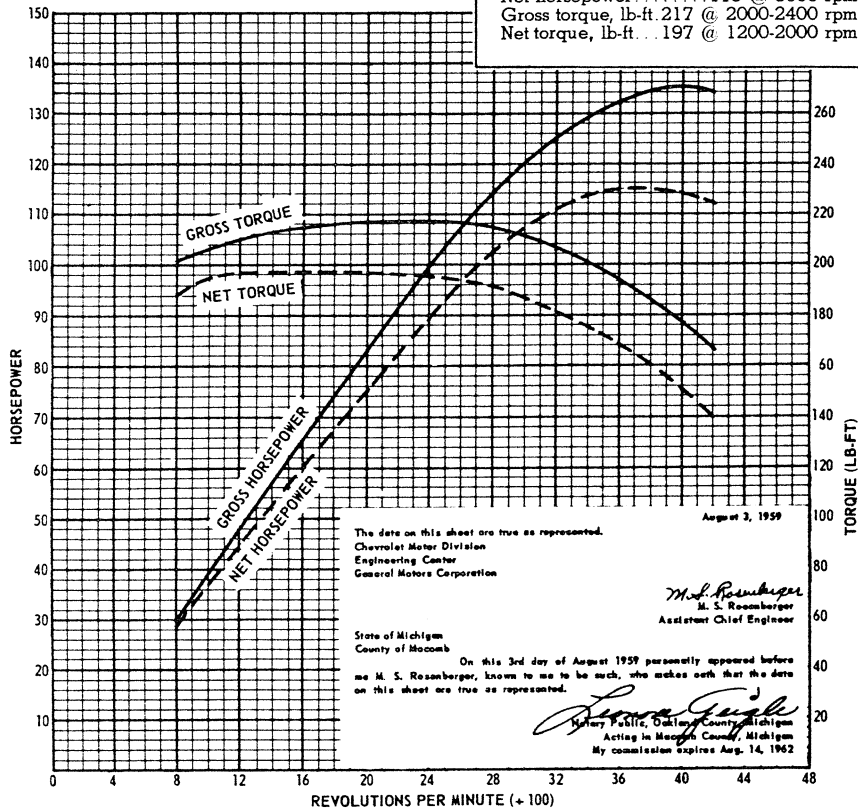
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

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, lb.-ft. 217 @ 2000-2400 rpm
 Net torque, lb.-ft. 197 @ 1200-2000 rpm

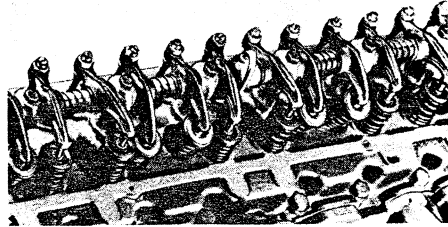


6-CYLINDER ENGINES

DURABILITY FEATURES

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.

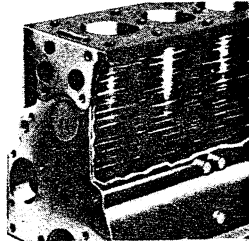


High-alloy inlet valves—Jobmaster inlet valves are made of tough high-alloy steel for extra durability at high engine operating temperatures.

Aluminized exhaust valves—Hi-Thrift and Thriftmaster engines have specially coated faces on 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 has extra protection from harmful engine vapors by a system which expels them through the engine exhaust system. This system is offered as an option for other engines.

20-Inch fan—For greater cooling efficiency on hard hauls, Series 50 and 60 engines are equipped with a 20-inch 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.

ECONOMY FEATURES

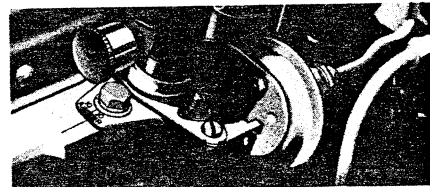
Valve-in-head design—Free breathing inlet valves admit fuel mixture directly into cylinders, and exhaust valves allow burned gases to escape with a minimum of work-wasting restriction. This high-efficiency design is also simple in construction so that it is easy to service, thus reducing downtime and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

DEPENDABILITY FEATURES

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

	Hi-Thrift 6	Thriftmaster	Thriftmaster Special	Jobmaster
Basic Description	valve-in-head design			
Displacement	235.5 cu in	235.5 cu in	235.5 cu in	261 cu in
Bore x Stroke	3 ¹ / ₁₆ " x 3 ¹ / ₁₆ "	3 ¹ / ₁₆ " x 3 ¹ / ₁₆ "	3 ¹ / ₁₆ " x 3 ¹ / ₁₆ "	3 ³ / ₄ " x 3 ¹ / ₁₆ "
Compression Ratio	8.25	8.25	8.25	8.0
Gross Horsepower @ rpm	135 @ 4000	135 @ 4000	135 @ 4000	150 @ 4000
Net Horsepower @ rpm	115 @ 3600	115 @ 3600	110 @ 3600	130 @ 3800
Gross Torque (lb-ft) @ rpm	217 @ 2000-2400	217 @ 2000	217 @ 2000	235 @ 2000
Net Torque (lb-ft) @ rpm	197 @ 1200-2000	195 @ 2000	192 @ 2000	218 @ 2000
Bearings, Camshaft	steel-backed babbitt			
ID x Length (Projected Area):				
Bearing 1 (front)	2.156" x 1.12" (2.42 sq in)			
Bearing 2	2.094" x 0.94" (1.97 sq in)			
Bearing 3	2.031" x 0.94" (1.91 sq in)			
Bearing 4	1.969" x 0.94" (1.85 sq in)			
Bearings, Connecting Rod (Crank end)	removable			
Material	babbitt	Moraine 100	Moraine 100	Moraine 100
ID x Length	2.314" x 1.01"			
Bearings, Main	removable			
Material	babbitt	Moraine 100	Moraine 100	Moraine 100
End Thrust	taken by bearing 3			
ID x Length (Projected Area):				
Bearing 1 (front)	2.686" x 1.06" (2.86 sq in)			
Bearing 2	2.717" x 0.91" (2.46 sq in)			
Bearing 3	2.747" x 0.98" (2.69 sq in)			
Bearing 4	2.779" x 1.19" (3.30 sq in)			
Camshaft	cast alloy iron			
Carburetor				
Type	downdraft	downdraft	updraft	downdraft
Make	Rochester	Rochester	Carter	Rochester
Venturi ID	1.34"	1.34"	1.18"	1.46"
SAE Flange Size	1.50"	1.50"	1.50"	1.50"
Choke Control	automatic	manual	manual	manual
Coil, Ignition	Delco-Remy, hermetically sealed			
Current Draw	4 amp with engine stopped; 1.5 amp with engine idling			
Connecting Rods	forged carbon steel; I-beam section			
Length (Center-to-Center)	6.81"			
Crankshaft	forged, high-carbon steel			
Cylinder Block	cast alloy iron			
Cylinder Head	cast alloy iron; valve-in-head design			
Distributor	Delco-Remy with centrifugal & vacuum control			
Fan				
Diameter	17 ³ / ₈ "	19" (Series 10-40) 20" (Series 50)	19"	20"
No. of Blades	4	4	4	4
Filter, Fuel	fine-mesh metal cloth in fuel tank			
Filter, Oil	optional	optional	optional	full-flow
Lubrication	Full-pressure system: direct pressure to main, connecting rod & camshaft bearings; pressure stream to cylinder walls & piston pins; pressure spray to timing gears; metered pressure and gravity flow to valve mechanism. See Owner's Guide for lubricant types.			
Oil Capacity	5 qt	5 qt	5 qt	6 qt
Piston Pins	tubular, hardened chrome-alloy steel			
Diameter	0.866"	0.866"	0.866"	0.927"
Retention	clamped in connecting rod			

Specifications—6-CYLINDER ENGINES

	Hi-Thrift 6	Thriftmaster	Thriftmaster Special	Jobmaster
Piston Rings	two compression, one oil-control ring per piston			
Upper compression	thickwall, inside bevel			
Lower Compression	thickwall, taper-faced scraper			
Oil-Control	3-piece: 2-flat, spring-steel, chrome-faced rails; 1 formed stainless-steel spacer			
Pistons	cast alloy aluminum with steel struts; flat head; cam ground; 3 ring grooves above piston pin			
Weight	18.82 oz	18.82 oz	18.82 oz	22.75 oz
Plugs, Spark	AC; 14 mm size			
Model	44	44	44	C42-1
Pump, Fuel	AC; model EM			
Pump, Oil	spur-gear type driven by distributor shaft			
Pressure	30 psi at 2400 engine rpm			
Capacity	4.1 gallons per minute at 2400 engine rpm			
Pump, Water	centrifugal type driven by fan belt			
Capacity	55 gallons per minute at 4000 engine rpm			
Lubrication	permanently lubricated and sealed			
Radiator	Harrison; cellular construction; see Model Specifications for other information			
Thermostat	Harrison	Harrison	Harrison	Dole
Type	poppet valve	poppet valve	poppet valve	pellet
Timing, Ignition				
Crankshaft Position	5° BTDC	5° BTDC	5° BTDC	TDC
Timing Mark	steel ball on flywheel			
Firing Order	1-5-3-6-2-4			
Timing, Valve				
Inlet Opens	1° ATC		11½° BTC	
Inlet Closes	39° ABC		52½° ABC	
Exhaust Opens	42° BBC		51° BBC	
Exhaust Closes	9° ATC		13° ATC	
Valve Guides	removable			
Valve Lifters	hydraulic	mechanical	mechanical	mechanical
Valve Mechanism	rocker arms on shaft; push rod actuated			
Valves, Exhaust	high alloy steel			
Face	aluminized	aluminized	aluminized	stellite
Overall Length	4.92"			
Head Diameter	1.50"			
Face Angle	45°	45°	45°	46°
Seat Angle	46°	46°	46°	46°
Lift	0.33"	0.33"	0.33"	0.41"
Rotators	none	none	none	Rotocoil
Valves, Inlet	steel	steel	steel	high alloy steel
Face	untreated	untreated	untreated	aluminized
Overall Length	6.39"			
Head Diameter	1.88"			
Face Angle	30°			
Seat Angle	31°			
Lift	0.31"	0.31"	0.31"	0.41"
Ventilation	road draft	road draft	positive	road draft

283 V8 ENGINES

TURBO-FIRE V8 PERFORMANCE

Basic Specifications

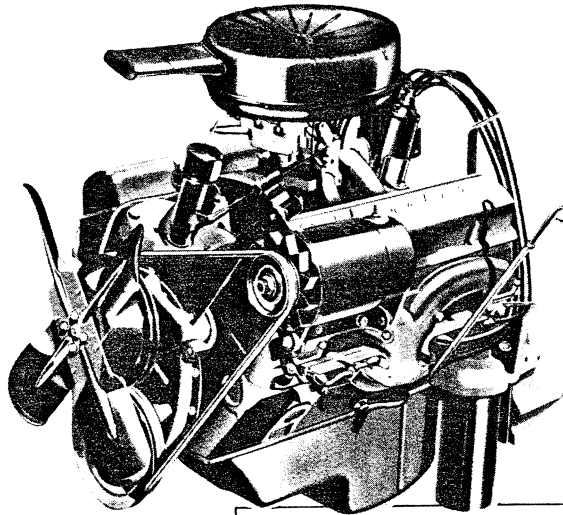
Engine type Valve-in-head
 Piston displacement 283 cu in
 Bore & Stroke (nominal) 3 3/8" x 3"
 Compression ratio 8.5 to 1
 Taxable horsepower (SAE) 48.0
 Carburetor type 2-Barrel

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.

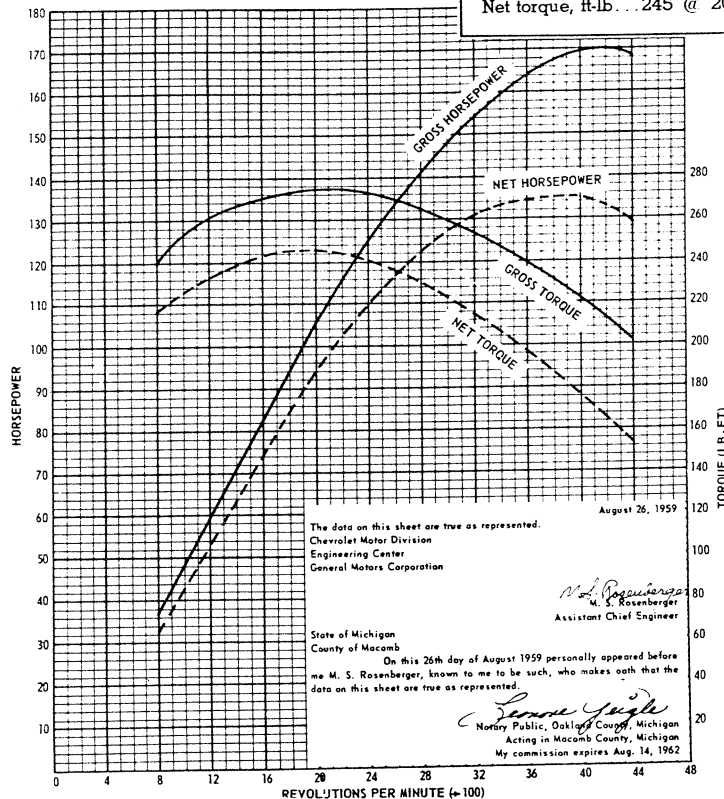
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

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 . 170 @ 4200 rpm
 Net horsepower . . 135 @ 4000 rpm
 Gross torque, ft-lb. 275 @ 2200 rpm
 Net torque, ft-lb. . 245 @ 2000 rpm



283 V8 ENGINES

SUPER TURBO-FIRE V8 PERFORMANCE

Basic Specifications

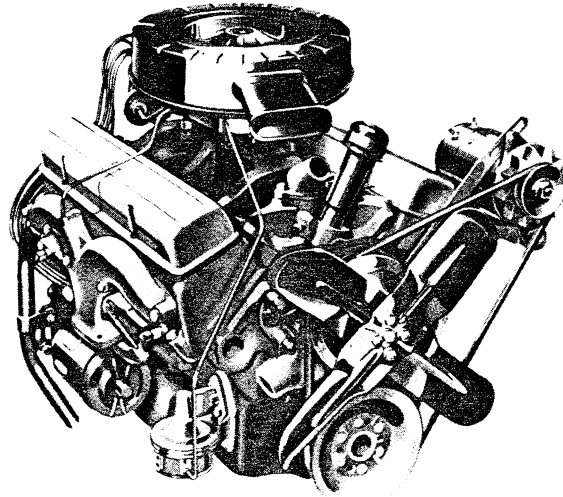
Engine type Valve-in-head
 Piston displacement 283 cu in
 Bore & Stroke (nominal) 3 7/8" x 3"
 Compression ratio 9.5 to 1
 Taxable horsepower (SAE) 48.0
 Carburetor types 4-Barrel

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.

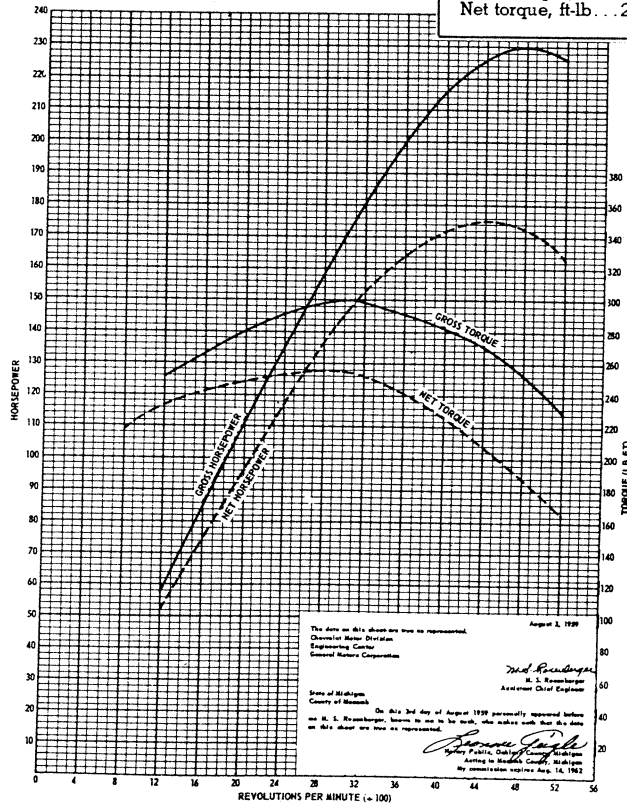
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

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



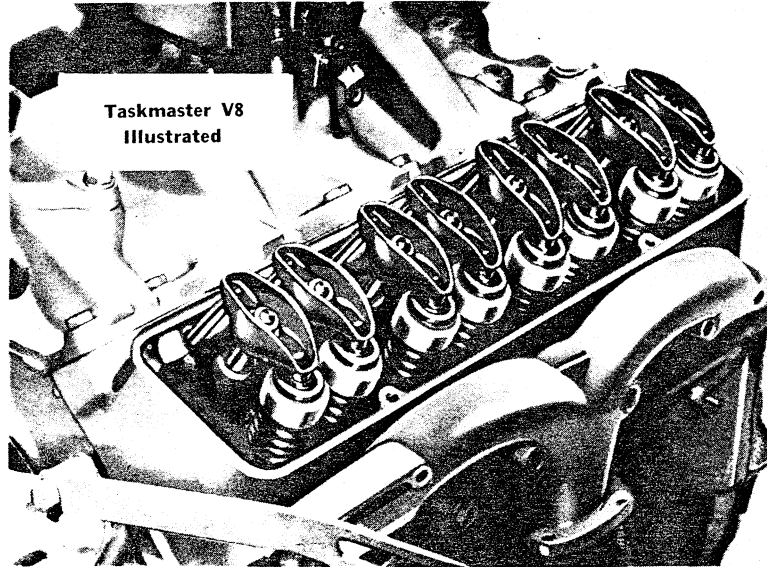
SUPER TURBO-FIRE V8

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

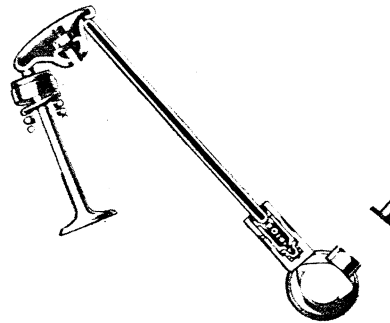


283 V8 ENGINES

DEPENDABILITY FEATURES



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.



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.

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. The Taskmaster engine also has a replaceable element filter for added protection.

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

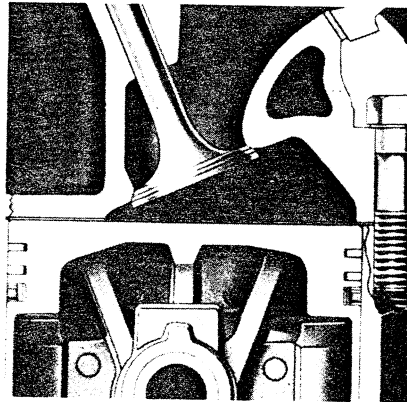
283 V8 ENGINES

ECONOMY FEATURES

Valve-in-head design—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 have 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.

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 of Taskmaster V8 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.

DURABILITY FEATURES

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. Aluminized valve faces on the Taskmaster V8 retard the formation of deposits, thereby increasing valve life.

Aluminized 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—Heavy-duty Taskmaster engines are equipped with Stellite-faced exhaust valves to reduce wear and increase valve life.

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.

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.

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

283 V8 ENGINES—Specifications

	Turbo-Fire V8	Super Turbo-Fire V8	Trademaster V8	Taskmaster V8
Basic Description	valve-in-head design			
Displacement	283 cu in	283 cu in	283 cu in	283 cu in
Bore x Stroke	3 7/8" x 3"	3 7/8" x 3"	3 7/8" x 3"	3 7/8" x 3"
Compression Ratio	8.5	10.5	8.5	8.0
Gross Horsepower @ rpm	170 @ 4200	230 @ 4800	160 @ 4200	160 @ 4200
Net Horsepower @ rpm	135 @ 4000	175 @ 4400	137 @ 4000	137 @ 4000
Gross Torque (lb-ft) @ rpm	275 @ 2200	300 @ 3000	270 @ 2000	270 @ 2000
Net Torque (lb-ft) @ rpm	245 @ 2000	255 @ 2800	250 @ 2000	250 @ 2000
Bearings, Camshaft	steel-backed babbitt			
ID x Length (Projected Area): Bearing 1 (front), 2, 3, 4 Bearing 5	1.871" x 0.74" (1.38 sq in) 1.871" x 0.94" (1.76 sq in)			
Bearings, Connecting Rod (Crank end)	removable			
Material	babbitt	babbitt	Moraine 100	Moraine 400
ID x Length	2.001" x 0.82"			
Bearings, Main	removable			
Material: Bearings 1-4 Bearing 5	babbitt babbitt	babbitt babbitt	Moraine 100 Moraine 100	Moraine 400 Moraine 100
End Thrust	taken by bearing 5			
ID x Length (Projected Area): Bearing 1 (front), 2, 3, 4 Bearing 5	2.300" x 0.76" (1.75 sq in) 2.300" x 1.17" (2.69 sq in)			
Camshaft	cast alloy iron			
Drive Chain Type	link	link	link	roller
No. of Links or Rollers	46	46	46	58
Carburetor	downdraft type			
No. of Barrels	2	4	2	2
Make	Rochester	Carter	Rochester	Rochester
Venturi ID	1.09"	1.00" (pri) 1.13" (sec)	1.09"	1.09"
SAE Flange Size	1.25"	1.25"	1.25"	1.25"
Choke Control	automatic	automatic	manual	manual
Coil, Ignition	Delco-Remy, hermetically sealed			
Current Draw	4 amp with engine stopped; 1.5 amp with engine idling			
Connecting Rods	forged carbon steel; I-beam section			
Length (Center-to-Center)	5.70"			
Crankshaft	forged, high-carbon steel			
Cylinder Block	cast alloy iron			
Cylinder Heads	cast alloy iron; valve-in-head design			
Distributor	Delco-Remy with centrifugal & vacuum control			
Fan				
Diameter	17 1/2"	17 1/2"	19" (Series 10-40) 20" (Series 50)	20"
No. of Blades	4	4	4	4
Filter, Fuel				
In Tank	strainer	strainer	strainer	none
Frame-Mounted	none	none	none	replaceable element
In Carburetor	porous bronze	porous bronze	porous bronze	fine screen
Filter, Oil	full-flow	full-flow	full-flow	full-flow
Lubrication	Full-pressure system: direct pressure to valve lifters and main, connecting rod & camshaft bearings; pressure stream to cylinder walls & piston pins; pressure spray to timing sprockets and chain; metered pressure and gravity flow to valve mechanism. See Owner's Guide for lubricant types.			
Oil Capacity	4 qt	4 qt	5 qt (Series 10-40) 6 qt (Series 50)	6 qt
Piston Pins	tubular, hardened chrome-alloy steel			
Diameter	0.927"			
Retention	shrink fit in connecting rod			

Specifications—283 V8 ENGINES

	Turbo-Fire V8	Super Turbo-Fire V8	Trademaster V8	Taskmaster V8
Piston Rings	two compression, one oil-control ring per piston			
Compression	thickwall, inside bevel			
Oil-Control	3-piece: 2-flat, spring-steel, chrome-faced rails; 1 formed stainless-steel spacer			
Pistons	cast alloy aluminum with steel struts; recessed head; tin-plated; cam ground; 3 ring grooves above piston pin			
Skirt	slipper	slipper	slipper	solid
Weight	20.96 oz	20.96 oz	20.42 oz	23.04 oz
Plugs, Spark	AC; 14 mm size			
Model	44	44	44	C42-1
Pump, Fuel	AC; model EN		AC; model GR	
Pump, Oil	spur-gear type driven by distributor shaft			
Pressure	30 psi at 2400 engine rpm			
Capacity	4.1 gallons per minute at 2400 engine rpm			
Pump, Water	centrifugal type driven by fan belt			
Capacity	44.5 gallons per minute at 4000 engine rpm			
Lubrication	permanently lubricated and sealed			
Radiator	Harrison; cellular construction; see Model Specifications for other information			
Thermostat	Harrison	Harrison	Harrison	Dole
Type	poppet valve	poppet valve	poppet valve	pellet
Timing, Ignition	4° BTC			
Crankshaft Position	on harmonic balancer			
Timing Mark	1-8-4-3-6-5-7-2			
Firing Order	1-8-4-3-6-5-7-2			
Timing, Valve	12½° BTC		18° BTC	
Inlet Opens	57½° ABC		54° ABC	
Inlet Closes	54½° BBC		52° BBC	
Exhaust Opens	15½° ATC		20° ATC	
Exhaust Closes	part of cylinder heads			
Valve Guides	hydraulic			
Valve Lifters	individual rocker arms on ball pivots; push rod actuated			
Valve Mechanism	high alloy steel			
Valves, Exhaust	aluminized	aluminized	aluminized (Series 50 only)	stellite
Face	4.92"	4.92"	4.92"	4.92"
Overall Length	1.50"	1.50"	1.50"	1.50"
Head Diameter	45°	45°	45°	46°
Face Angle	46°	46°	46°	46°
Seat Angle	0.40"	0.40"	0.33"	0.33"
Lift	none	none	Rotocoil (Series 50 only)	Rotocoil
Rotators	alloy steel	alloy steel	alloy steel	high alloy steel
Valves, Inlet	untreated	untreated	untreated	aluminized
Face	4.91"	4.91"	4.91"	4.91"
Overall Length	1.72"	1.72"	1.72"	1.72"
Head Diameter	45°	45°	45°	45°
Face Angle	46°	46°	46°	46°
Seat Angle	0.40"	0.40"	0.33"	0.33"
Lift	road draft			
Ventilation	road draft			

CLUTCHES

CLUTCH SPECIFICATIONS FOR 6-CYLINDER ENGINES

Clutch Size & Type	9½" Diaphragm	10" Diaphragm	11" Diaphragm	11" Coil
Series Applications:				
Standard Equipment.....	11	C10, C20, C30	K10, K20, P20, P30, 40, 50	60
Optional Equipment.....	11, C10, C20, C30
Engine Applications	Hi-Thrift	Thriftmaster	Hi-Thrift Thriftmaster Thriftmaster Special	Jobmaster
Rated Torque Capacity (ft-lb)	228	235	282	337
Disc:				
Outside diameter.....	9.5"	10.0"	11.0"	11.0"
Inside diameter.....	6.0"	6.0"	6.5"	6.5"
Area (sq in).....	85.2	100	124	124
Facing thickness (in).....	0.135	0.135	0.133	0.133
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 →			

CLUTCHES

CLUTCH SPECIFICATIONS FOR V8 ENGINES

Clutch Size & Type	10" Diaphragm		10½" Diaphragm	11" Coil	13" Coil
	Series Applications: Standard Equipment..... Optional Equipment.....	12 12 1280 C10, C20, C30, 40, 50, 60
Engine Applications	Turbo-Fire	Super Turbo-Fire	Turbo-Thrust Super Turbo-Thrust	Trade-master V8 Task-master V8	Work-master V8 Workmaster Special V8
Rated Torque Capacity (ft-lb)	295 ◊	313 ◊	370	337	340
Disc:					
Outside diameter (in)....	10.0	10.0	10.5	11.0	12¾
Inside diameter (in)....	6.0 ●	6.0 ●	6.5	6.5	7.25
Area (sq in).....	100 ●	100 ●	107	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
Number of vibration damping springs at hub.....	6 ♦	6 ♦	6	6	8
Pressure Plate:					
Material.....	Cast iron	Cast iron	Cast iron	Gray iron	Gray iron
Diameter (in).....	10¼	10¼	11¼	11¼	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).....	1475-1625 ★	1575-1725	1775-1875	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				

- ◊ 323 ft-lb with Overdrive transmission.
- 6.5" Inside diameter and 91 sq in area with Overdrive transmission.
- ♦ 12 springs with Overdrive transmission.
- ★ 1575-1725 with Overdrive transmission.

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TIRE CAPACITY AND INFLATION

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

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

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

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

TIRE INFLATION TABLES FOR HIGHWAY SERVICE

Passenger Car Type

Tire Size		Max Cap (lb)	Tire Capacity at Various Inflation Pressures (lb/sq in)					
Tubeless	Tube		20	22	24	26	28	30
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		

Truck Type

Tire Size		Max Cap (lb)	Tire Capacity at Various Inflation Pressures (lb/sq in)									
Tubeless	Tube		40	45	50	55	60	65	70	75	80	85
6.00-16/6PR	6.00-16/6PR	1255	1170	1255								
6.50-16/6PR	6.50-16/6PR	1420	1320	1420								
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								
8-17.5/8PR	7.00-17/8PR	2060	1620	1740	1850	1960	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				
8-19.5/10PR	7.50-17/10PR	2760	1830	1960	2090	2220	2330	2440	2550	2660	2760	
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	3090	2060	2210	2350	2490	2620	2740	2860	2980	3090	
9-22.5/10PR	8.25-20/10PR	3330	2400	2570	2730	2890	3040	3180	3330			
9-22.5/12PR	8.25-20/12PR	3730	2400	2570	2730	2890	3040	3180	3330	3460	3600	3730
10-22.5/10PR	9.00-20/10PR	3960		3040		3240	3440	3620	3790	3960		
10-22.5/12PR	9.00-20/12PR	4480				3240	3440	3620	3790	3960	4120	4280
11-22.5/12PR	10.00-20/12PR	4580				3600	3820	4020	4220	4410	4580	4480
11-22.5/14PR	10.00-20/14PR	5210				3600	3820	4020	4220	4410	4580	4750
										4580	4750	4930

TIRE SPECIFICATIONS

TUBELESS TIRES

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

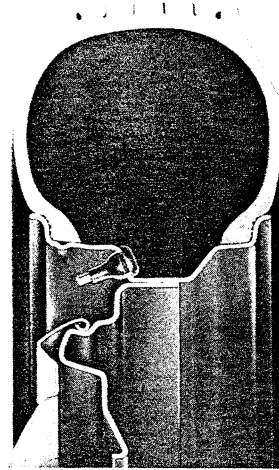
Tubeless tires have greater **impact resistance** for increased **blowout protection**—an important safety feature and money saver.

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

The soft inner 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)	Loaded Section Width (in)	Loaded 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	26	28.0	6.9	13.4	764
6.70-15/6PR	1215	30	28.0	6.9	13.4	764
7.10-15/4PR	1195	26	28.5	7.3	13.6	754
7.10-15/6PR	1300	30	28.5	7.3	13.6	754

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

Truck Type Tires

6.00-16/6PR	1255	45	28.4	6.4	13.7	739
6.50-16/6PR	1420	45	29.8	7.3	14.2	703
7-17.5/6PR	1520	45	29.8	7.4	14.3	704
7-17.5/8PR	1800	60	29.8	7.4	14.3	704
8-17.5/6PR	1735	45	31.0	7.7	14.9	679
8-17.5/8PR	2060	60	31.0	7.7	14.9	679
a 8-19.5/6PR	2090	50	33.8	7.9	16.4	617
a 8-19.5/8PR	2440	65	33.8	7.9	16.4	617
a 8-19.5/10PR	2760	80	33.8	7.9	16.4	617
a 7-22.5/6PR	1870	50	34.6	7.2	16.8	591
a 7-22.5/8PR	2180	65	34.6	7.2	16.8	591
a 8-22.5/8PR	2740	65	36.8	7.9	17.9	565
b 8-22.5/8PR	2740	65	36.8	8.2	17.9	565
a 8-22.5/10PR	3090	80	36.8	7.9	17.9	565
b 8-22.5/10PR	3090	80	36.8	8.2	17.9	565
b 9-22.5/10PR	3330	70	38.4	8.7	18.5	543
c 9-22.5/10PR	3330	70	38.4	9.0	18.5	543
b 9-22.5/12PR	3730	85	38.4	8.7	18.5	543
c 9-22.5/12PR	3730	85	38.4	9.0	18.5	543
c 10-22.5/10PR	3960	70	40.2	9.8	19.4	521
d 10-22.5/10PR	3960	70	40.2	10.1	19.4	521
c 10-22.5/12PR	4480	85	40.2	9.8	19.4	521
d 10-22.5/12PR	4480	85	40.2	10.1	19.4	521
d 11-22.5/12PR	4580	75	41.5	10.9	19.9	506

a 5.25" Rim **b** 6.00" Rim **c** 6.75" Rim **d** 7.50" Rim

