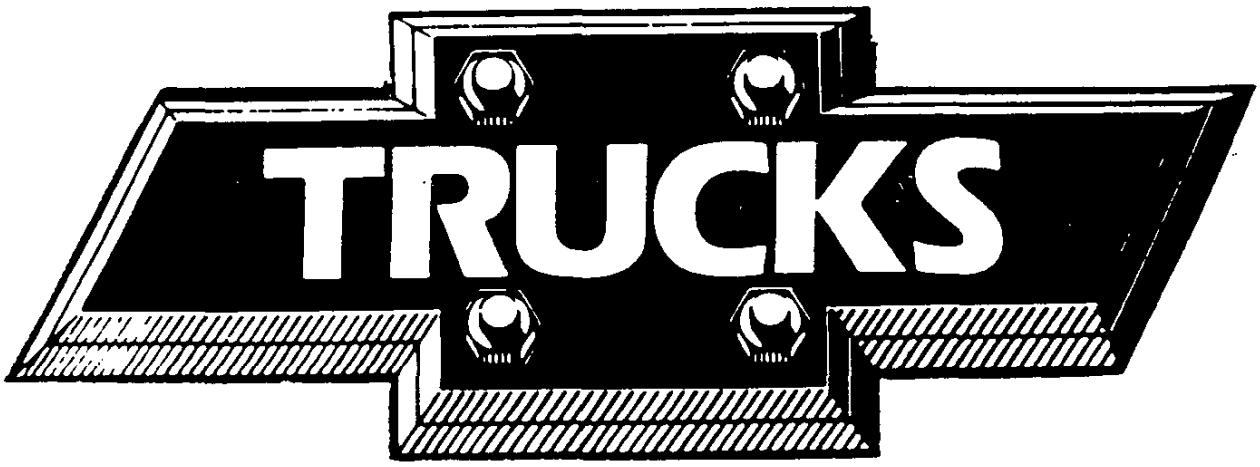
# CHEVROLET




# 1956

ORIGINAL COPY

# TRUCKS

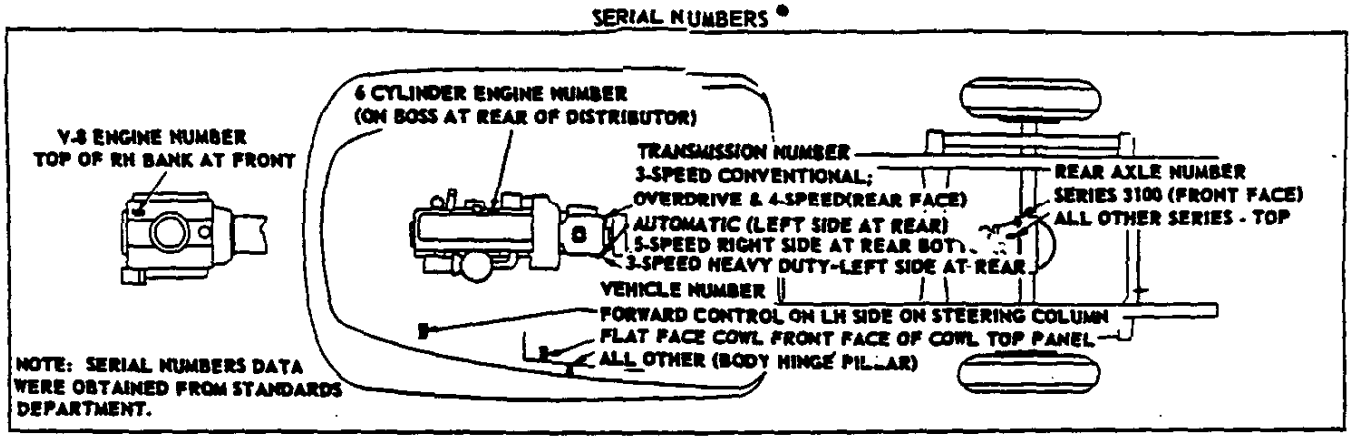
## MODELS

| Type | Series | F/F Cowl Chassis | School Bus Chassis | Cab Chassis | Pickup Truck | Panel Truck | Suburban Carryall | Sedan Delivery | Stake Truck | W/S Cowl Chassis | Cab Chassis (Tandem) | Cameo Carrier | Forward Control Chassis |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1500 | | | | | | | 1508 * | | | | | |
| | 3100 | 3102 | | 3103 | 3104 | 3105 | 3106, 3116 | | | 3112 | | 3124 | |
| | 3200 | | | | 3204 | | | | | | | | |
| | 3400 | | | | | | | | | | | | 3442 |
| | 3500 | | | | | | | | | | | | 3542 |
| | 3600 | 3602 | | 3603 | 3604 | | | | 3609 | 3612 | | | |
| | 3700 | | | | | | | | | | | | 3742 |
| | 3800 | 3802 | | 3803 | 3804 | 3805 | | | 3809 | 3812 | | | |
| 2 | 4100 | 4102 | | 4103 | | | | | 4109 | 4112 | | | |
| | 4400 | 4402 | | 4403 | | | | | 4409 | 4412 | | | |
| | 4500 | | 4502 | | | | | | | | | | |
| 3 | 5100(S) | | | 5103 | | | | | | | | | |
| | 5400(S) | | | 5403 | | | | | 5409 | | | | |
| | 5700(S) | | | 5703 | | | | | | | | | |
| 4 | 6100(S) | 6102 | | 6103 | | | | | 6109 | 6112 | | | |
| | 6400(S) | 6402 | | 6403 | | | | | 6409 | 6412 | | | |
| | 6500(S) | 6502 | | 6503 | | | | | | 6512 | | | |
| | 6700 | | 6702 | | | | | | | | | | |
| | 6800 | | 6802 | | | | | | | | | | |
| 5 | 7100 | | | 7103 | | | | | 7109 | | | | |
| | 7200 | | | 7203 | | | | | | | | | |
| | 7700 | | | 7703 | | | | | | | | | |
| 6 | 8100 | | | 8103 | | | | | 8109 | | | | |
| | 8200 | | | 8203 | | | | | | | | | |
| | 8400 | | | 8403 | | | | | 8409 | | | | |
| | 8500 | | | 8503 | | | | | | | | | |
| | 8700 | | | 8703 | | | | | | | | | |
| | 8800 | | 8802 | | | | | | | | | | |
| 7 | 9100 | | | 9103 | | | | | | | | | |
| | 9200 | | | 9203 | | | | | | | | | |
| | 9700 | | | 9703 | | | | | | | | | |
| 8 | 10100 | | | 10103 | | | | | | | | | |
| | 10200 | | | 10203 | | | | | | | | | |
| | 10400 | | | 10403 | | | | | | | | | |
| | 10500 | | | 10503 | | | | | | | | | |
| | 10700 | | | 10703 | | | | | | | | | |
| | 10800 | | 10802 | | | | | | | | | | |
| 9 | 10400 | | | | | | | | | | 10403 | | |
| | 10500 | | | | | | | | | | 10503 | | |
| | 10700 | | | | | | | | | | 10703 | | |

**Type 1 - Light Duty Conventional**
**Type 2 - Medium Duty Conventional**
**Type 3 - Medium Duty Low-Cab Forward**
**Type 4 - Special Medium Duty Conventional**
**Type 5 - Heavy Duty Low-Cab Forward**
**Type 6 - Heavy Duty Conventional**
**Type 7 - Heavy Duty Low-Cab Forward**
**Type 8 - Heavy Duty Conventional**
**Type 9 - Heavy Duty Tandem Optional (See RPO 476 for Tandem Axle Equipment)**

*** - See Passenger Car Section for Sedan Delivery Specifications**
**¢ - 3106, Suburban body with panel doors; 3116, Surburban body with end gate**
**(S) - "Special" Models also available in this series**

## SERIAL NUMBERS *




### VEHICLE SERIAL NUMBERS

Example: 3B 56 F 001025

- 3B — Series *
- 56 — Year
- F — Assembly Plant
- 001025 — Unit Number Begin with 001001 at each plant regardless of series

| Series Designation | Series |
|---|---|
| 3A | 3100 |
| 3B | 3200 |
| 3C | 3400 |
| 3D | 3500 |
| 3E | 3600 |
| 3F | 3700 |
| 3G | 3800 |
| 4A | 4100 |
| 4B | 4400 |
| 4C | 4500 |
| 5A | 5100 |
| 5B | 5400 |
| 5C | 5700 |
| 6A | 6100 |
| 6B | 6400 |
| 6C | 6500 |
| 6D | 6700 |
| 6E | 6800 |
| 5D | 5100S |
| 5E | 5400S |
| 5F | 5700S |
| 6F | 6100S |
| 6G | 6400S |
| 6H | 6500S |
| 7A | 7100 |
| 7B | 7200 |
| 7C | 7700 |
| 8A | 8100 |
| 8B | 8200 |
| 8C | 8400 |
| 8D | 8500 |
| 8E | 8700 |
| 8F | 8800 |
| 9A | 9100 |
| 9B | 9200 |
| 9C | 9700 |
| 10A | 10100 |
| 10B | 10200 |
| 10C | 10400 |
| 10D | 10500 |
| 10E | 10700 |
| 10F | 10800 |

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

* - The letter "V" prefix to the Series designation will identify models using the RPO V-8 Engine

### REAR AXLE SERIAL NUMBERS (CHEVROLET AXLES)

Example: AF 2 12

- AF — Type, series and assembly Plant designation
- 2 — Month
- 12 — Day of Month

| Type Designation | Series |
|---|---|
| AF | 31 and 3200 Regular Production |
| AG | 31 and 3200 with RPO 315 |
| CA | 34-35-3700 Regular Production |
| CC | 3600 Regular Production with RPO 314-316-318 |
| CD | 3600 with RPO 285 |
| CE | 34-35-3700 with RPO 316-318-321 |
| CF | 3800 Regular Production, 34-35-3700 RPO 205 |
| CB | 34-35-37-3800 with RPO 299 |
| CG | 4000 Regular Production |
| CW | 4000 RPO 243 2-speed (6.40/8.72) |
| CH | 5000 Regular Production, 6000 RPO 252 |
| CH | 7-8000 (except 8800) Reg. Production |
| CJ | 6000 Regular Production |
| CM | 5-6000 RPO 252 |
| CM | 8800-10800 (Reg. Prod) 7000-8000 (exc. 8800) RPO 252 |
| CL | 5-6000 RPO 201-415, 2-speed (6.40/8.72) |
| CL | 7-8000 RPO 201-415, 2-speed (6.40/8.72) |
| DA | 10400-10500-10700 with tandem |
| DB | equipment RPO |

### REAR AXLE SERIAL NUMBER (EATON AXLES)

Example: 7.17 001250 59460

- 7.17 — Ratio
- 001250 — Serial Number
- 59460 — Eaton Spec. No

| Specification Numbers | | |
|---|---|---|
| 59460 | (7.17:1) | --- 9000-10000 (Exc. 10800) Reg. Prod. 7000-8000 RPO 467; 10800 RPO 468 |
| 59461 | (6.50/9.04:1) | --- 7000-8000 (Exc. 8800) RPO 475 9000-10000 (Exc. 10800) RPO 479 |
| 59458 | (7.17:1 HD) | --- 9000-10000 (Exc. 10800) RPO 468 |
| 59459 | (6.50/8.87:1) | - 9000-10000 (Exc. 10800) RPO 479 |

Note: Ratio and Serial Number stamped on differential carrier below pad; Eaton spec number stamped on housing arm

3-29-56. Revised: 5-1-56 e-Data Revised

SERIAL

## ENGINE SERIAL NUMBERS (LOADMASTER EXCLUDED)

Example:

| 001025 | F | 56 | E |
|---|---|---|---|
| Unit Number - (Begin with 001001 at each source - 6 and 8 cylinder engines are numbered separately) | Assembly Plant Designation F-Flint T-Tonawanda | Model Year | Type and Series Designation |

TYPE AND SERIES DESIGNATION

X - 3100-3200 Regular Production
XG - 3100-3200 with RPO 314
VC - 3100-3200 with RPO 227
A - 3100-3200 RPO 408
B - 3100-3200 RPO 408 with RPO 314
M - 3100-3200 RPO 408 with RPO 227
W - 3400-3500-3700 Regular Production
WA - 3400-3500-3700 with RPO 321
D - 3400-3500-3700 RPO 408
DA - 3400-3500-3700 RPO 408 with RPO 321
DB - 3400-3500-3700 RPO 408 with RPO 227
XA - 3600 Regular Production
XGA - 3600 with RPO 314
VA - 3600 with RPO 227
AA - 3600 RPO 408
BA - 3600 RPO 408 with RPO 314
MA - 3600 RPO 408 with RPO 227
XB - 3800 Regular Production
XGB - 3800 with RPO 314
VB - 3800 with RPO 227
AB - 3800 RPO 409
BB - 3800 RPO 409 with RPO 314
MB - 3800 RPO 409 with RPO 227

TYPE AND SERIES DESIGNATION - Continued

XGC - 4100-4400 with RPO 308
UA - 4000 RPO 225
UD - 4100-4400 RPO 225 with RPO 308
AC - 4000 RPO 409 (Light Duty V-8)
BC - 4100-4400 RPO 409 with RPO 308
MC - 4000 RPO 409 with RPO 227
HA - 4000 RPO 409 (Heavy Duty V-8)
E - 5000 Regular Production
EA - 5000 with RPO 310
U - 6000 Regular Production
TA - 6000 RPO 225
TD - 6100-6400-6500 RPO 225 with RPO 309
H - 6000 RPO 409
JB - 6100-6400-6500 RPO 409 with RPO 309
K - 7000 Regular Production
KA - 7000 with RPO 310
KC - 7000 with RPO 413
KD - 7000 with RPO 413 and RPO 309
L - 8000 Regular Production
LA - 8000 (Except 8800) with RPO 310
LC - 8000 with RPO 413
LD - 8000 (Except 8800) with RPO 310 and RPO 413
V - 4000 Regular Production

## LOADMASTER ENGINE SERIAL NUMBER

Example: CS2 - 001025

CS2 - Source and Type Designation
001025 - Unit Number-(Numbered in sequence starting with 001001)

CS2 - 9000-10000 Regular Production
CA2 - 9000-10000 (except 10800) with RPO 310

## TRANSMISSION IDENTIFICATION

### Three Speed Conventional And Overdrive

Example: M 2 28
M - Plant (M - Muncie, S - Saginaw)
2 - Month
28 - Day of Month

### Four Speed Synchro-Mesh

Example: T - 2 - 28
T - Plant (T - Toledo)
2 - Month
28 - Day of Month

### Four Speed Automatic

Series 3100-3200 ---------- Orange Plate Color
Series 34-35-36-38-4000 ---------- Black Plate Color

### Three Speed Heavy Duty

Example: W B 28 6 2
W - Manufacturer
B - Month*
28 - Day of Month
6 - Year
2 - Shift
* A - January, B - February, etc.

### Five Speed Synchro-Mesh (New Process)

Example: 2 - 28 - 6
2 - Month
28 - Day of Month
6 - Year

### Five Speed Synchro-Mesh H.D. (Spicer)

Example: D B 28 6
D - Manufacturer
B - Month *
28 - Day of Month
6 - Year

D - Dana Corporation
* - A - January
B - February
C - March, etc.

### Six Speed Automatic (Powermatic)

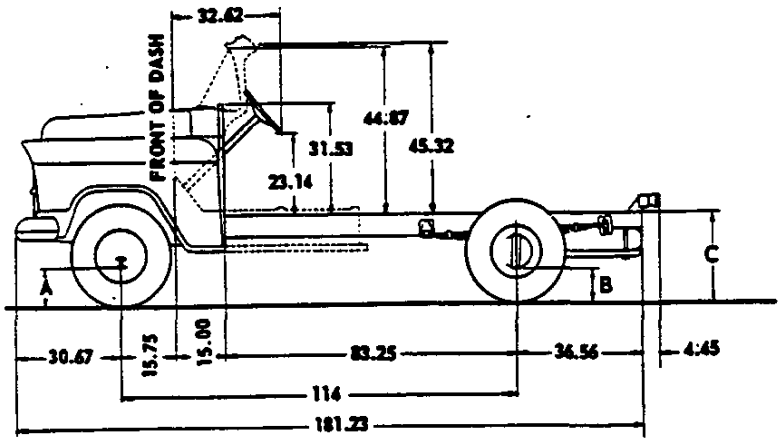
Series 6100-6400-6500 ---------- Red Plate Color
Series 5000-7000-8000 (except 8800) 9000-10000 (except 10800) ---------- Green Plate Color

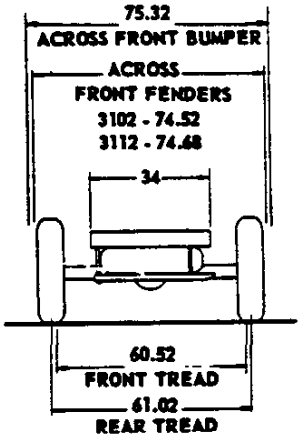
3-29-56. Revised: 5-1-56 e-Data Revised

## CHASSIS AND BODY DIMENSIONS

MODEL 3102 CHASSIS WITH FLAT FACE COWL
MODEL 3112 CHASSIS WITH WINDSHIELD COWL

MINIMUM GVW 4000 LBS.
MAXIMUM GVW 5000 LBS




| Equipment | Height Without Body and Payload | | | Tires | |
|---|---|---|---|---|---|
| | A | B | C | Front | Rear |
| Standard | 8.04 | 7.68 | 25.60 | 6.70-15-4pr | 6.70-15-4pr |
| Minimum for Max GVW | 8.94 | 8.58 | 27.34 | 7-17.5-6 pr ⊖ | 7-17.5-6pr |

## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Body and Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| ⊖ 3102 | 1530 | 835 | 2365 | 1580 | 895 | 2475 | 2440 | Determined by style, length and weight or body | | |
| ⊖ 3112 | 1605 | 900 | 2505 | 1660 | 960 | 2620 | 2295 | | | |

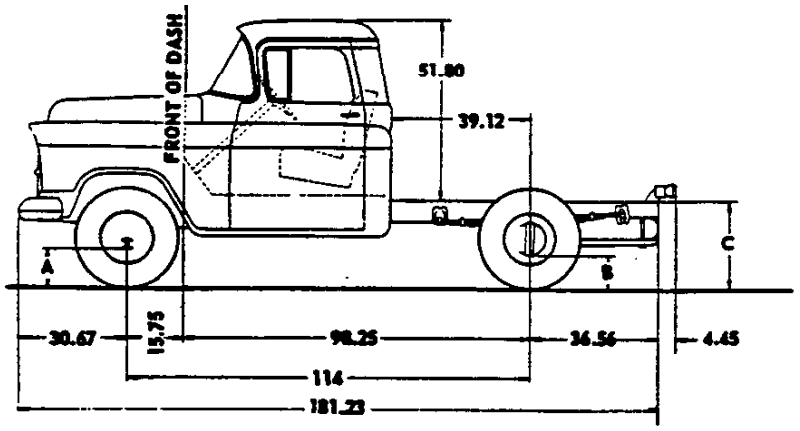
3-29-56 ● Data Revised 8-7-56

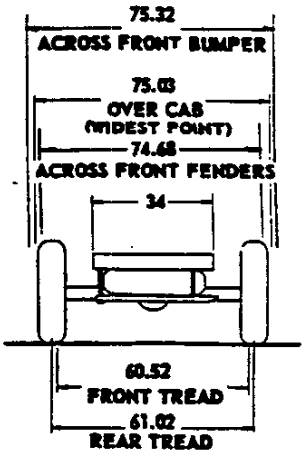
⊖ - Estimated Weight.

## CHASSIS AND BODY DIMENSIONS

### MODEL 3103 CHASSIS WITH CAB

MINIMUM GVW 4000 LBS.
MAXIMUM GVW 5000 LBS.

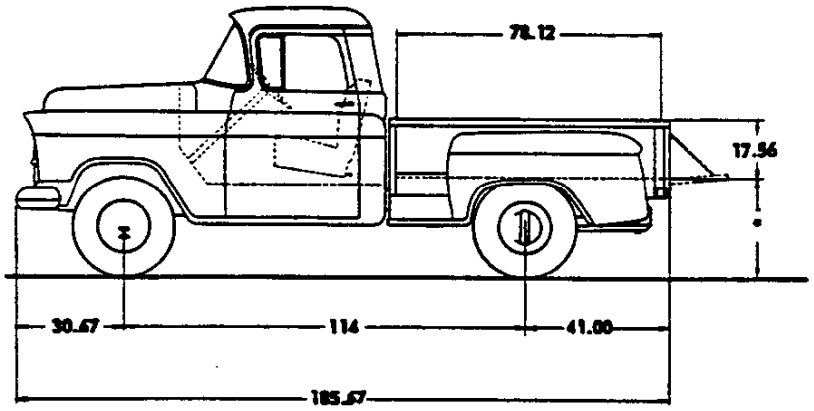


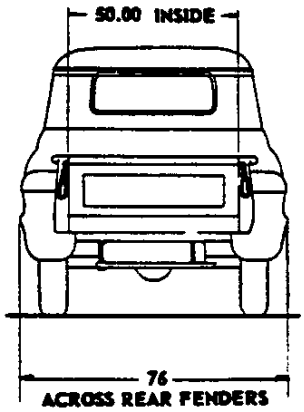




| Equipment | Height Without Body and Payload | | | TIRES | |
|---|---|---|---|---|---|
| | A | B | C | Front | Rear |
| Standard | 8.04 | 7.68 | 25.66 | 6.70-15-4pr | 6.70-15-4pr |
| Minimum for Max GVW | 8.94 | 8.58 | 27.42 | 7-17.5-6pr | 7-17.5-6pr |

### MODEL 3104 PICKUP TRUCK

MINIMUM GVW 4000 LBS.
MAXIMUM GVW 5000 LBS.




| Equipment | * Platform Height | | TIRES | |
|---|---|---|---|---|
| | Loaded | Unloaded | Front | Rear |
| Standard | 25.95 | 27.82 | 6.70-15-4pr | 6.70-15-4pr |
| Minimum for Max GVW | 28.33 | 29.32 | 7-17.5-6pr | 7-17.5-6pr |

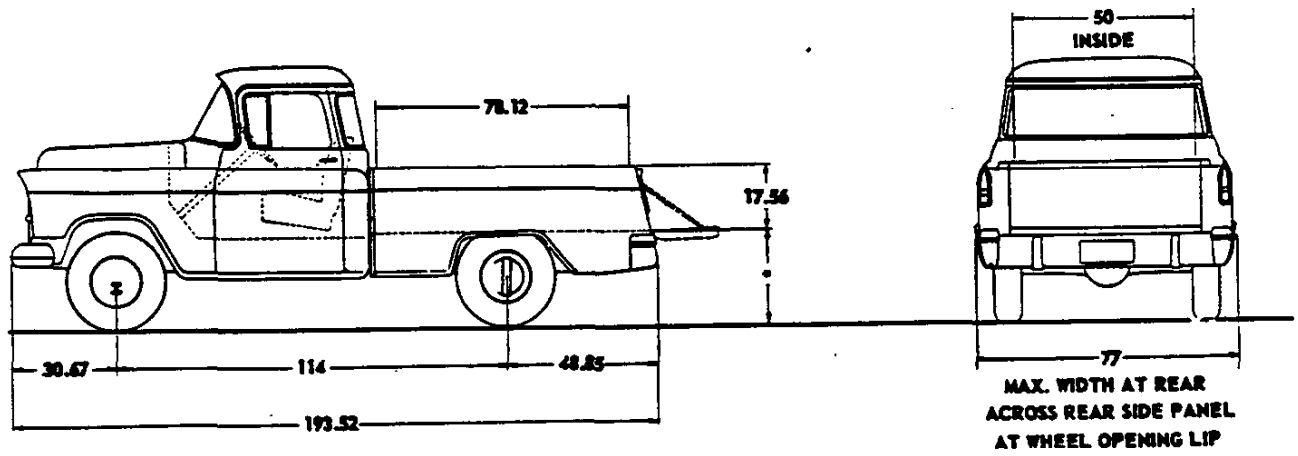
## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Body and/ or Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 3103 | 1920 | 955 | 2875 | 2000 | 1015 | 3015 | 1900 | 1% | 99% | 72 |
| 3104 | 1910 | 1305 | 3215 | 1995 | 1365 | 3360 | 1555 | 0% | 100% | 78 |

## CHASSIS AND BODY DIMENSIONS

**MODEL 3124 CAMEO CARRIER**

MINIMUM GVW 4000 LBS.
MAXIMUM GVW 5000 LBS.




| Equipment | *Platform Height | | Tires | |
|---|---|---|---|---|
| | Loaded | Unloaded | Front | Rear |
| Standard | 25.70 | 27.95 | 6.70-15-4pr | 6.70-15-4pr |
| Minimum for Max GVW | 26.54 | 30.04 | 7-17.5-6pr | 7-17.5-6pr |

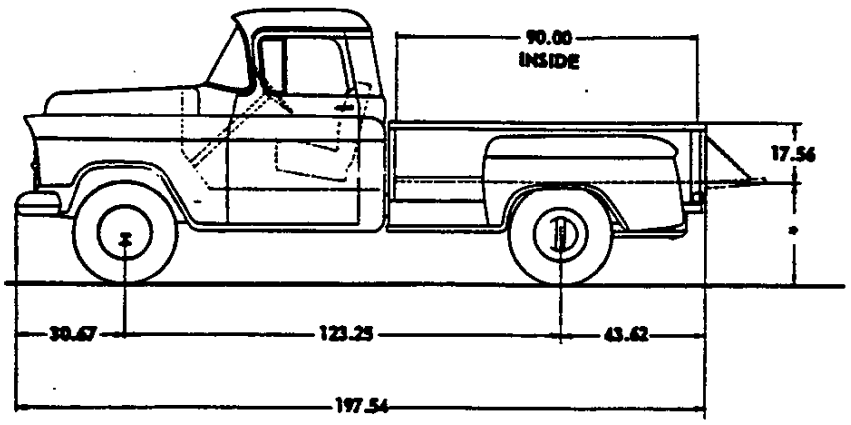
## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

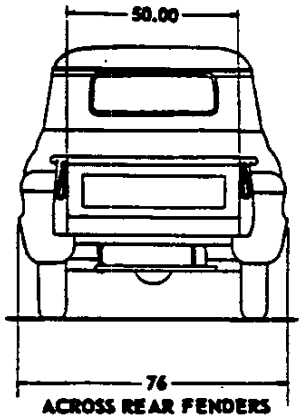
| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 3124 | 1875 | 1495 | 3370 | 1960 | 1555 | 3515 | 1400 | 0% | 100% | 78 |

## CHASSIS AND BODY DIMENSIONS

**MODEL 3204 PICKUP TRUCK**

MINIMUM GVW 4000 LBS.
MAXIMUM GVW 5000 LBS.




| Equipment | *Platform Height | | Tires | |
|---|---|---|---|---|
| | Loaded | Unloaded | Front | Rear |
| Standard | 26.18 | 27.76 | 6.70-15-4pr | 6.70-15-4pr |
| Minimum for Max GVW | 26.38 | 29.78 | 7-17.5-6pr | 7-17.5-6pr |

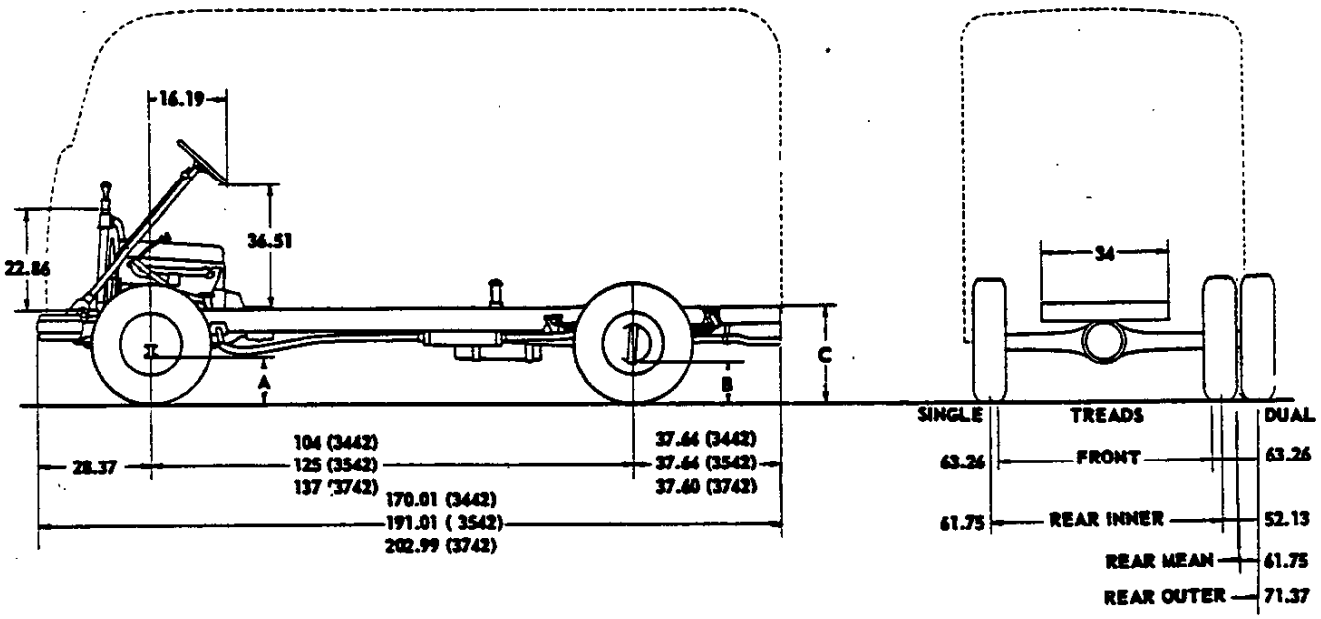
## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 3204 | 1955 | 1365 | 3320 | 2045 | 1420 | 3465 | 1450 | 2% | 98% | 90 |

## CHASSIS AND BODY DIMENSIONS

MODELS 3442, 3542, 3742 FORWARD CONTROL CHASSIS

MINIMUM GVW 7,000 LBS.
MAXIMUM GVW 10,000 LBS.




| Equipment | Height Without Body and Payload 3442-3542-3742 | | 3442 | 3542 | 3742 | TIRES | |
|---|---|---|---|---|---|---|---|
| | A | B | C | | | Front | Rear |
| Standard | 7.69 | 9.63 | 28.26 | 28.12 | 28.05 | 8-19.5-6pr | 8-19.5-6 pr |
| Minimum for Max GVW | 7.69 | 9.63 | 27.77 | 27.71 | 27.68 | 8-19.5-6pr | 8-19.5-6 pr Dual |

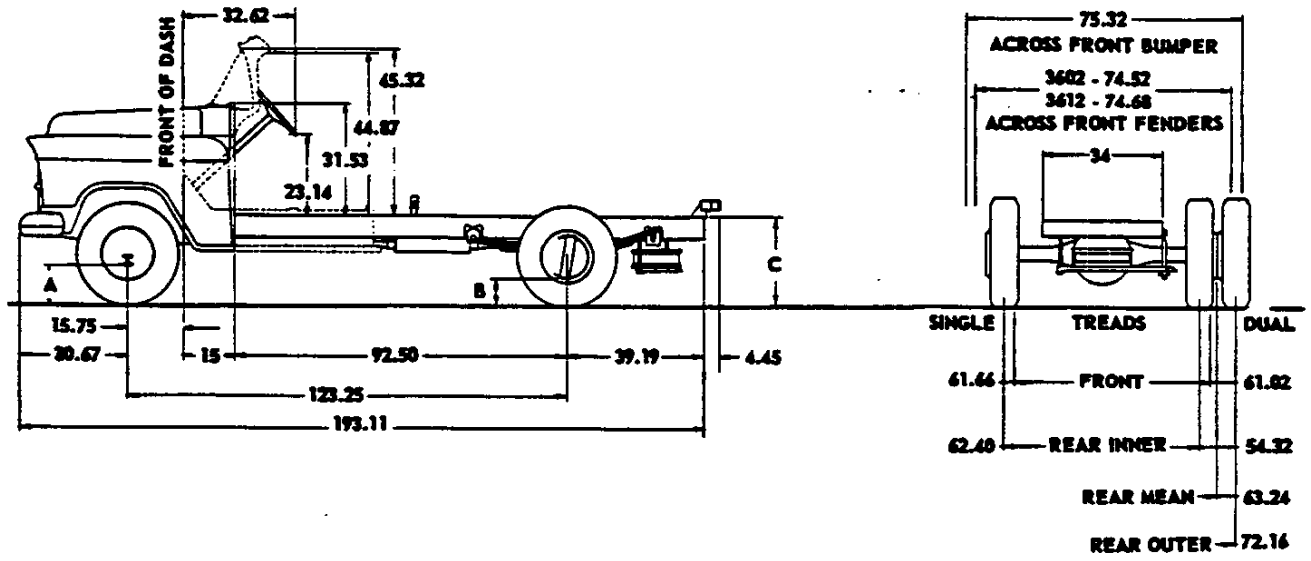
## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Body and | Payload Distribution | | Body |
| | Front | Rear | Total | Front | Rear | Total | Payload | Front | Rear | Length |
| 3442 | 1765 | 950 | 2715 | 1780 | 1050 | 2830 | 6755 | Determined by style, length and weight of body | | |
| 3542 | 1800 | 965 | 2765 | 1830 | 1065 | 2895 | 6690 | | | |
| 3742 | 1820 | 965 | 2785 | 1855 | 1060 | 2915 | 6670 | | | |

## CHASSIS AND BODY DIMENSIONS

MODEL 3602 CHASSIS WITH FLAT FACE COWL
MODEL 3612 CHASSIS WITH WINDSHIELD COWL

MINIMUM GVW 5200 LBS.
MAXIMUM GVW 6900 LBS.




| Equipment | Height Without Body and Payload | | | TIRES | |
|---|---|---|---|---|---|
| | A | B | C | Front | Rear |
| Standard | 9.05 | 7.68 | 27.42 | 7-17.5-6pr | 7-17.5-6pr |
| Minimum for Max GVW | 11.00 | 9.63 | 30.48 | 8-19.5-6pr | 8-19.5-6pr |

## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

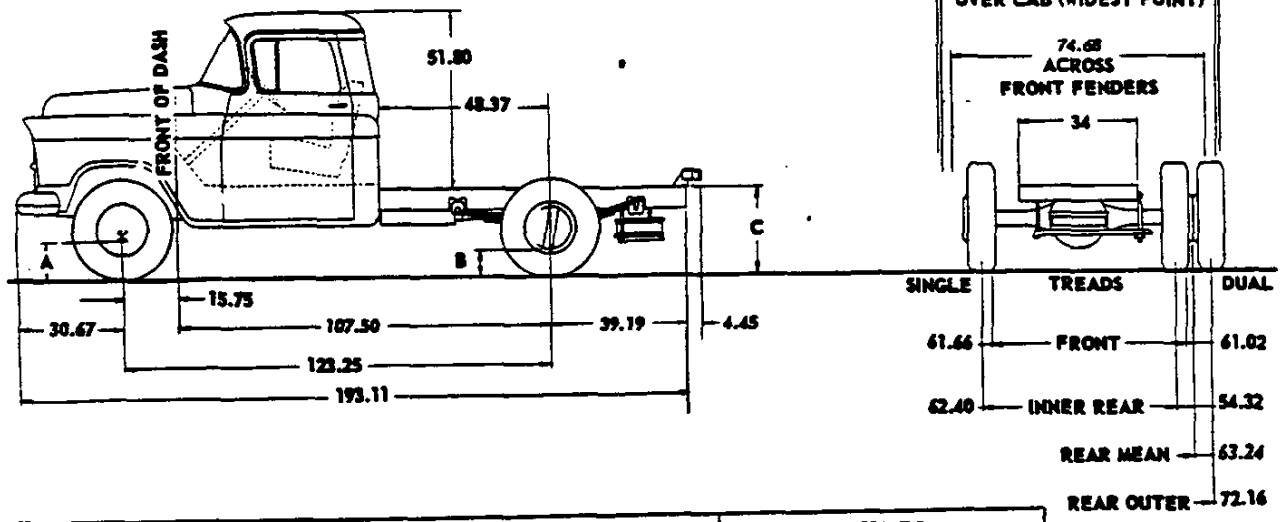
| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Body and Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 3602 ❶ | 1755 | 975 | 2730 | 1800 | 1085 | 2885 | 3880 | Determined by style, length and weight of body | | |
| 3612 ❶ | 1795 | 1075 | 2870 | 1845 | 1185 | 3030 | 3735 | | | |

❶ - Estimated Weight.

## CHASSIS AND BODY DIMENSIONS

### MODEL 3603 CHASSIS WITH CAB

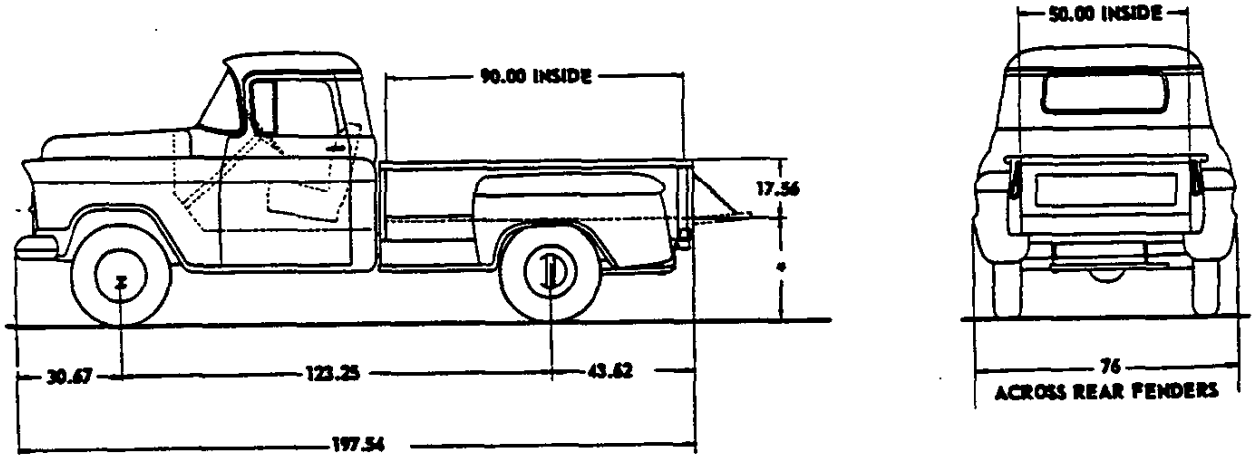
MINIMUM GVW 5200 LBS.
MAXIMUM GVW 6900 LBS.




| Equipment | Height Without Body and Payload | | | TIRES | |
|---|---|---|---|---|---|
| | A | B | C | Front | Rear |
| Standard | 9.05 | 7.68 | 27.39 | 7-17.5-6pr | 7-17.5-6pr |
| Minimum for Max GVW | 11.00 | 9.63 | 30.52 | 8-19.5-6pr | 8-19.5-6pr |

### MODEL 3604 PICKUP TRUCK

MINIMUM GVW 5200 LBS.
MAXIMUM GVW 6900 LBS.




| Equipment | *Platform Height | | TIRES | |
|---|---|---|---|---|
| | Loaded | Unloaded | Front | Rear |
| Standard | 26.96 | 29.77 | 7-17.5-6pr | 7-17.5-6pr |
| Minimum for Max GVW | 29.20 | 33.22 | 8-19.5-6pr | 8-19.5-6pr |

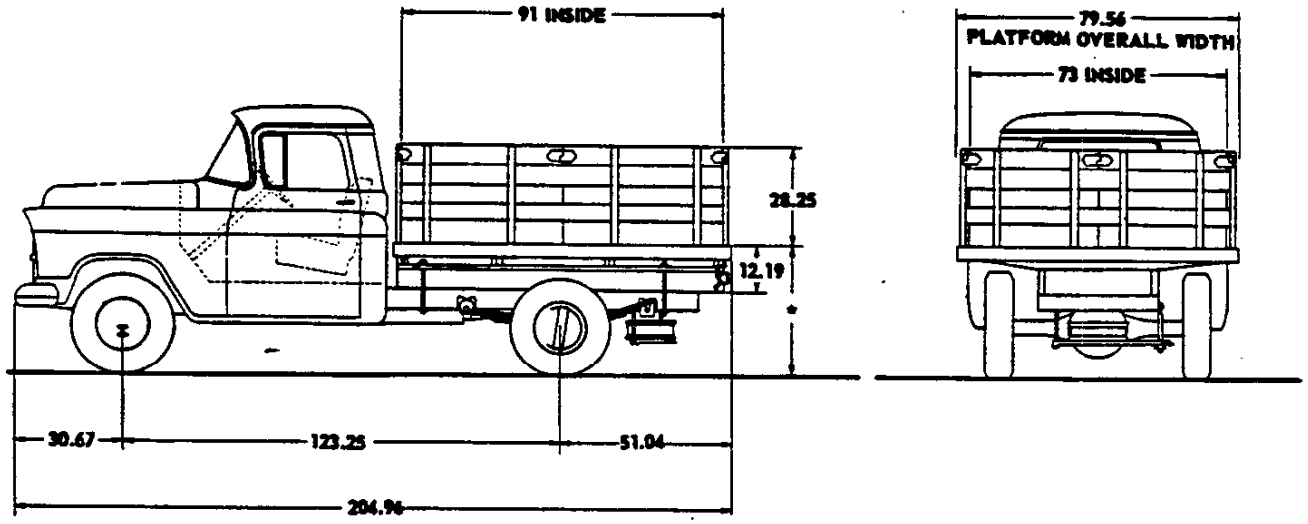
## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Body and/ or Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 3603 | 2065 | 1185 | 3250 | 2150 | 1285 | 3435 | 3330 | 4% | 96% | 84 |
| | | | | | | | | 1% | 99% | 90 |
| 3604 | 2065 | 1565 | 3630 | 2150 | 1665 | 3815 | 2950 | 2% | 98% | 90 |

## CHASSIS AND BODY DIMENSIONS

**MODEL 3609 STAKE TRUCK**

MINIMUM GVW 5200 LBS.
MAXIMUM GVW 6900 LBS.




| Equipment | *Platform Height | | TIRES | |
|---|---|---|---|---|
| | Loaded | Unloaded | Front | Rear |
| Standard | 36.40 | 38.47 | 7-17.5-6pr | 7-17.5-6pr |
| Minimum for Max GVW | 36.43 | 40.35 | 7-17.5-6pr | 7-17.5-6pr Dual |

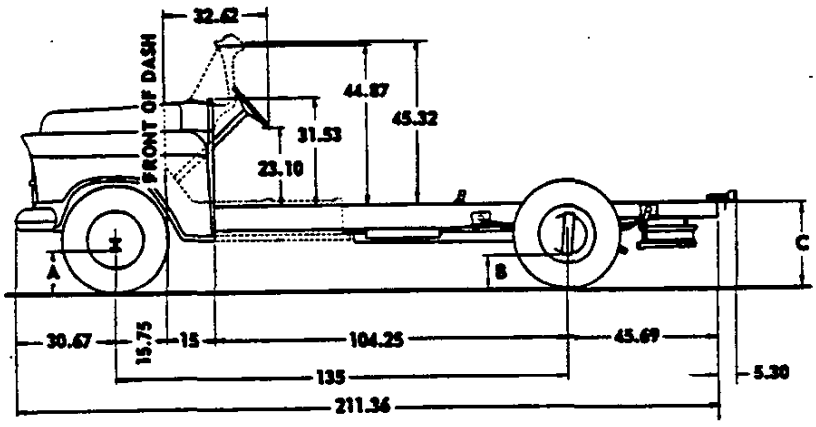
## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

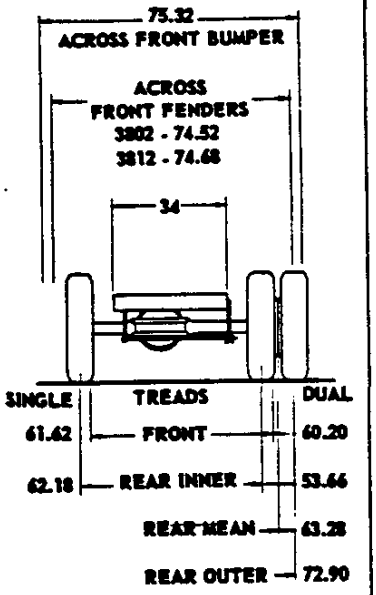
| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 3609 | 2095 | 1740 | 3835 | 2175 | 1840 | 4015 | 2750 | 1% | 99% | 91 |

## CHASSIS AND BODY DIMENSIONS

MODEL 3802 CHASSIS WITH FLAT FACE COWL
MODEL 3812 CHASSIS WITH WINDSHIELD COWL

MINIMUM GVW 6200 LBS.
MAXIMUM GVW 8800 LBS.




| Equipment | Height Without Body and Payload | | | TIRES | |
|---|---|---|---|---|---|
| | A | B | C | Front | Rear |
| Standard | 9.70 | 8.33 | 29.82 | 8-17.5-6pr | 8-17.5-8pr |
| Minimum for Max GVW | 11.00 | 9.63 | 31.14 | 8-19.5-6pr | 8-19.5-6pr Dual |

## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

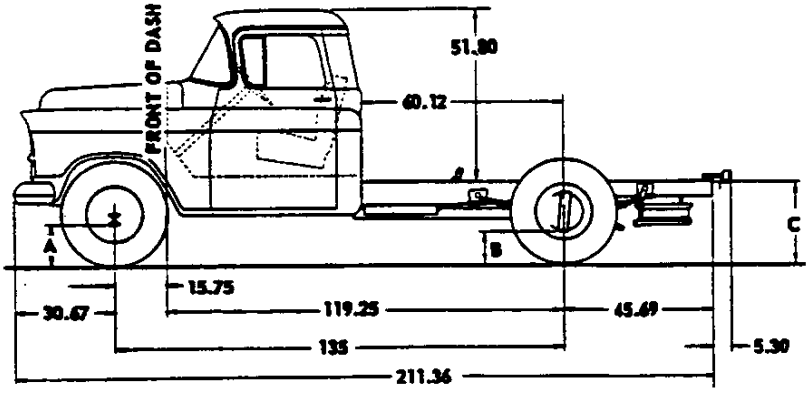
| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 3802 ● | 1875 | 1105 | 2980 | 1910 | 1225 | 3135 | 5310 | Determined by style, length and weight of body | | |
| 3812 ● | 2000 | 1120 | 3120 | 2040 | 1240 | 3280 | 5165 | | | |

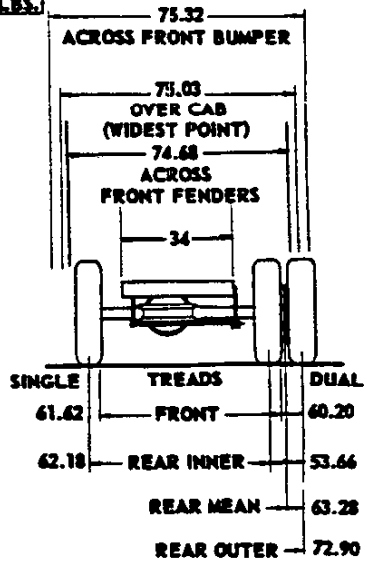
● - Estimated Weight.

## CHASSIS AND BODY DIMENSIONS

### MODEL 3803 CHASSIS WITH CAB

MINIMUM GVW 6200 LBS.
MAXIMUM GVW 8800 LBS.

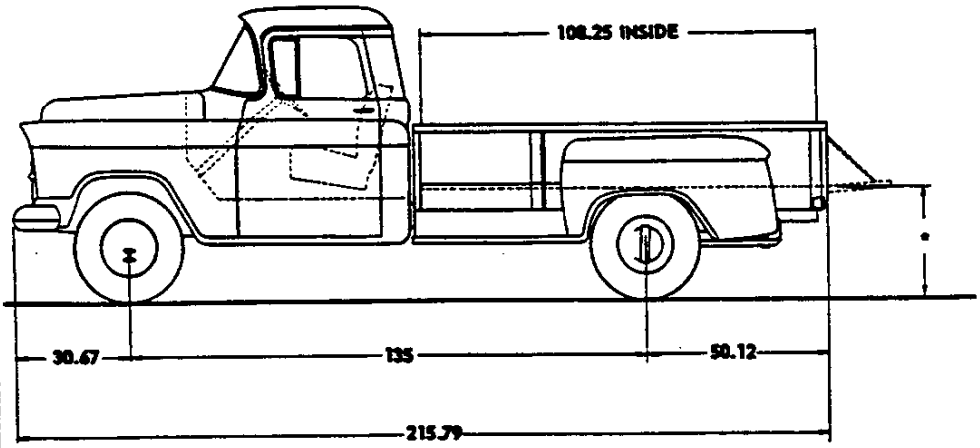


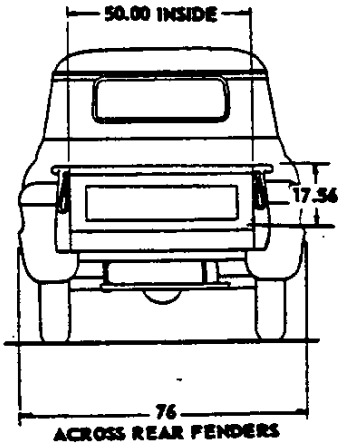




| Equipment | Height Without Body and Payload | | | TIRES | |
|---|---|---|---|---|---|
| | A | B | C | Front | Rear |
| Standard | 9.70 | 8.33 | 29.72 | 8-17.5-6pr | 8-17.5-8pr |
| Minimum for Max GVW | 11.00 | 9.63 | 31.11 | 8-19.5-6pr | 8-19.5-6pr Dual |

### MODEL 3804 PICKUP TRUCK

MINIMUM GVW 6200 LBS.
MAXIMUM GVW 7000 LBS.



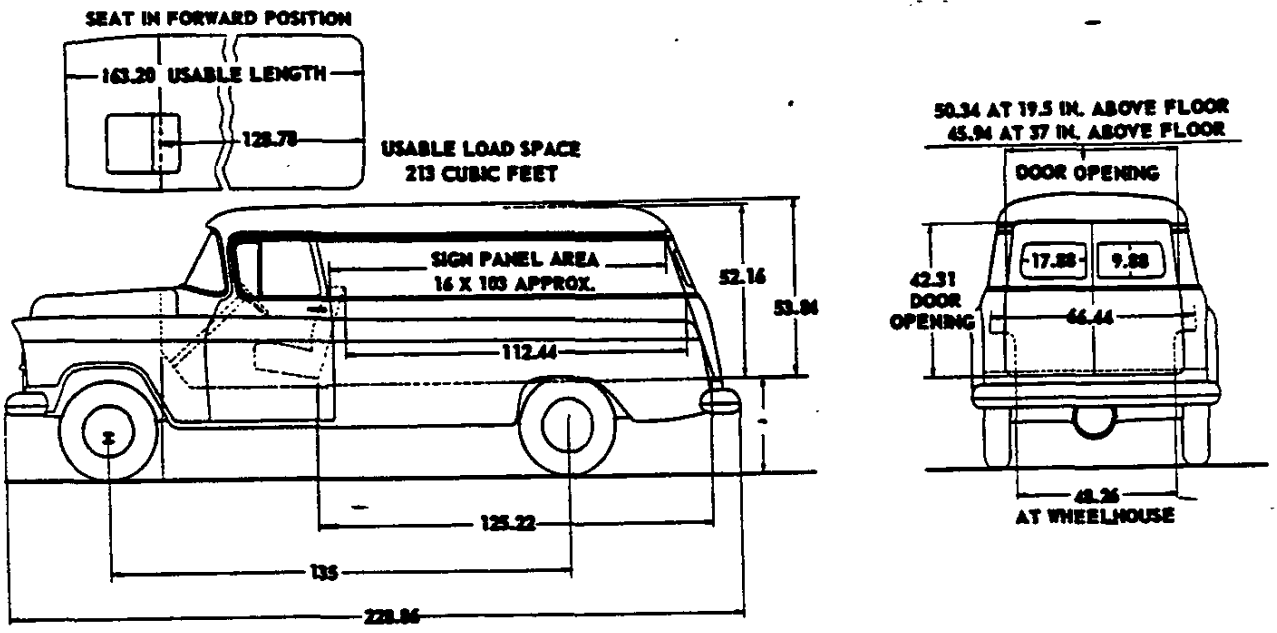

| Equipment | *Platform Height | | TIRES | |
|---|---|---|---|---|
| | Loaded | Unloaded | Front | Rear |
| Standard | 27.52 | 32.18 | 8-17.5-6pr | 8-17.5-8pr |
| Minimum for Max GVW | 30.93 | 33.75 | 8-19.5-6pr | 8-19.5-6pr |

## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Body and/ or Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 3803 | 2185 | 1320 | 3505 | 2270 | 1420 | 3690 | 4810 | 5% | 95% | 102 |
| | | | | | | | | 3% | 97% | 108 |
| 3804 | 2230 | 1710 | 3940 | 2315 | 1810 | 4125 | 2760 | 4% | 96% | 108.25 |

MODEL 3805 PANEL TRUCK

MINIMUM GVW 6200 LBS.
MAXIMUM GVW 7000 LBS.




| Equipment | *Platform Height | | TIRES | |
|---|---|---|---|---|
| | Loaded | Unloaded | Front | Rear |
| Standard | 29.25 | 31.21 | 8-17.5-6pr | 8-17.5-8pr |
| Minimum for Max GVW | 29.63 | 33.30 | 8-19.5-6pr | 8-19.5-6pr |

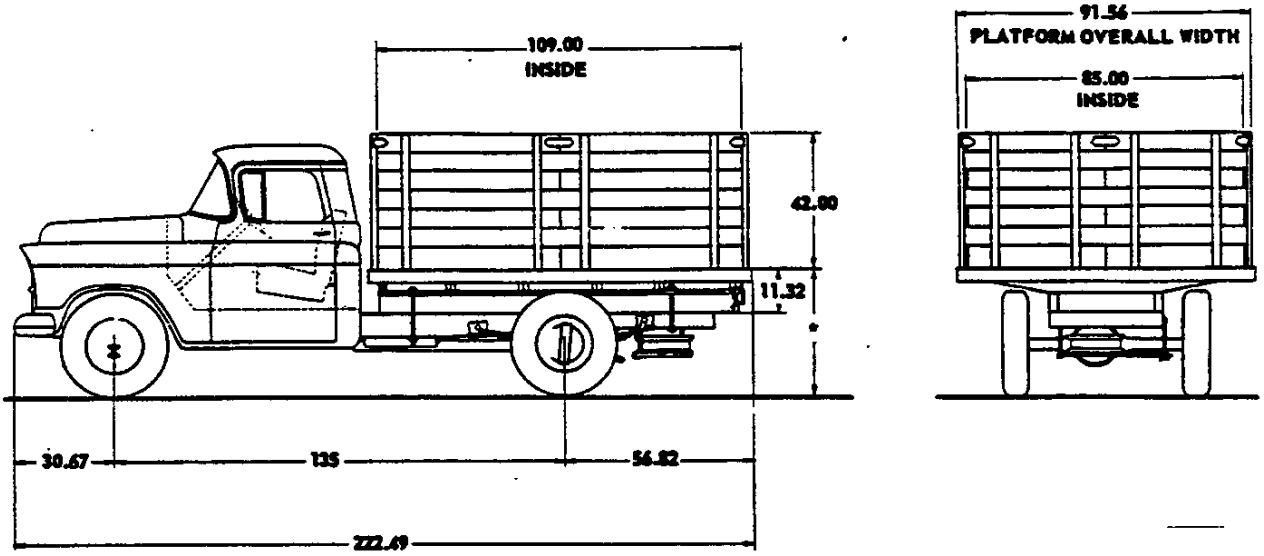
## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | |
|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Payload | Payload Distribution | |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear |
| 3805 | 2130 | 2110 | 4240 | 2195 | 2230 | 4425 | 2460 | 5% | 95% |

## CHASSIS AND BODY DIMENSIONS

**MODEL 3809 STAKE TRUCK**

MINIMUM GVW 6200 LBS.
MAXIMUM GVW 8800 LBS.




| Equipment | *Platform Height | | TIRES | |
|---|---|---|---|---|
| | Loaded | Unloaded | Front | Rear |
| Standard | 37.36 | 39.81 | 8-17.5-6pr | 8-17,5-8pr |
| Minimum for Max GVW | 38.04 | 41.59 | 8-19.5-6pr | 8-19.5-6pr Dual |

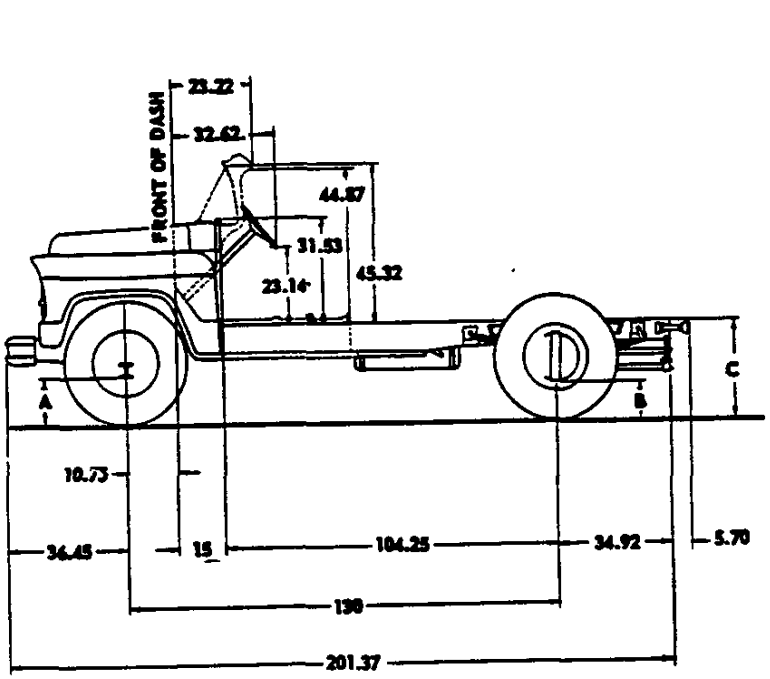
## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

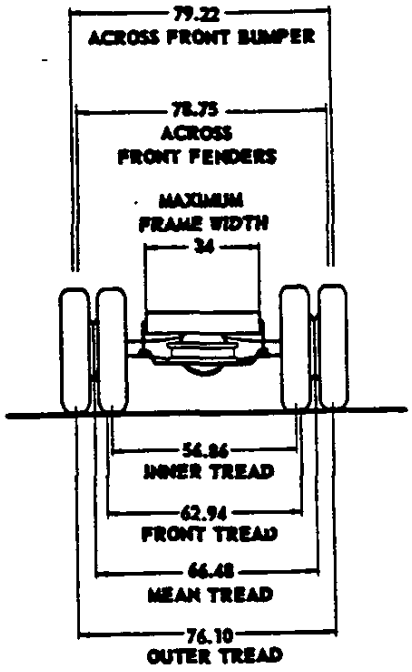
| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 3809 | 2235 | 2050 | 4285 | 2320 | 2155 | 4475 | 3965 | 3% | 97% | 109 |

## CHASSIS AND BODY DIMENSIONS

MODEL 4102 CHASSIS WITH FLAT FACE COWL.
MODEL 4112 CHASSIS WITH WINDSHIELD COWL.

MINIMUM GVW 10,000 LBS.
MAXIMUM GVW 14,000 LBS.




| Equipment | Height Without Body and Payload | | | TIRES | |
|---|---|---|---|---|---|
| | A | B | C | Front | Rear |
| Standard | 11.90 | 9.53 | 32.07 | 7-22.5-6pr | 7-22.5-6pr Dual |
| Minimum for Max GVW | 11.90 | 10.23 | 32.93 | 7-22.5-6pr | 8-22.5-8pr Dual |

## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

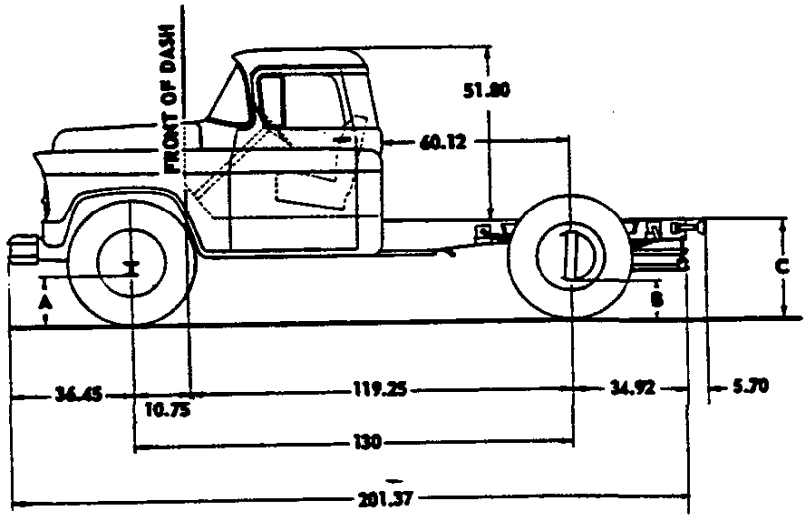
| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 4102 ❶ | 2150 | 1590 | 3740 | 2200 | 1710 | 3910 | 9915 | Determined by style, length and weight of body. | | |
| 4112 ❶ | 2310 | 1575 | 3885 | 2365 | 1695 | 4060 | 9765 | | | |

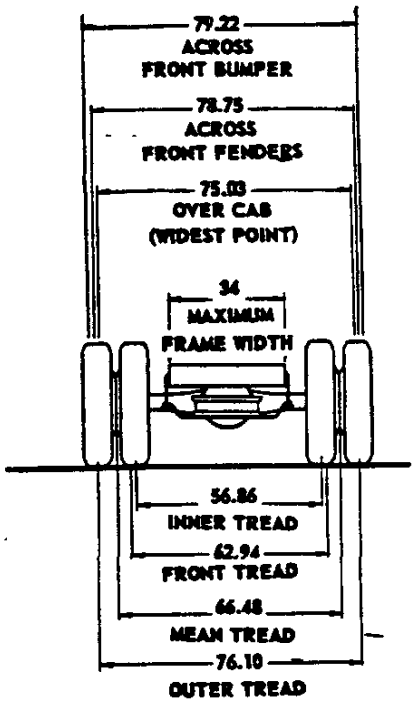
❶ - Estimated Weight.

## CHASSIS AND BODY DIMENSIONS

MODEL 4103 CHASSIS WITH CAB

MINIMUM GVW 10,000 LBS.
MAXIMUM GVW 14,000 LBS.




| Equipment | Height Without Body and Payload | | | TIRES | |
|---|---|---|---|---|---|
| | A | B | C | Front | Rear |
| Standard | 11.90 | 9.53 | 32.09 | 7-22.5-6pr | 7-22.5-6pr Dual |
| Minimum for Max GVW | 11.90 | 10.23 | 32.96 | 7-22.5-6pr | 8-22.5-8pr Dual |

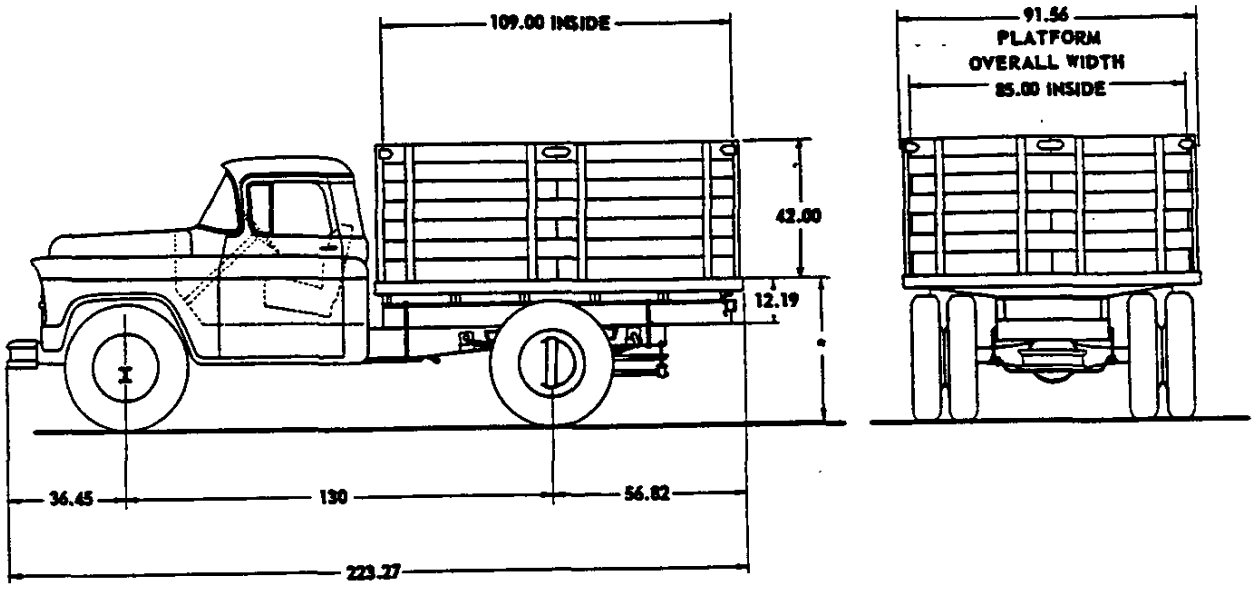
## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Body and/ or Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 4103 | 2490 | 1760 | 4250 | 2580 | 1860 | 4440 | 9385 | 8% | 92% | 96 |
| | | | | | | | | 5% | 95% | 102 |
| | | | | | | | | 3% | 97% | 108 |

## CHASSIS AND BODY DIMENSIONS

**MODEL 4109 STAKE TRUCK**

MINIMUM GVW 10,000 LBS.
MAXIMUM GVW 14,000 LBS.




| Equipment | * Platform Height | | TIRES | |
|---|---|---|---|---|
| | Loaded | Unloaded | Front | Rear |
| Standard | 41.88 | 44.31 | 7-22.5-6pr | 7-22.5-6pr Dual |
| Minimum for Max GVW | 42.02 | 45.28 | 7-22.5-6pr | 8-22.5-8pr Dual |

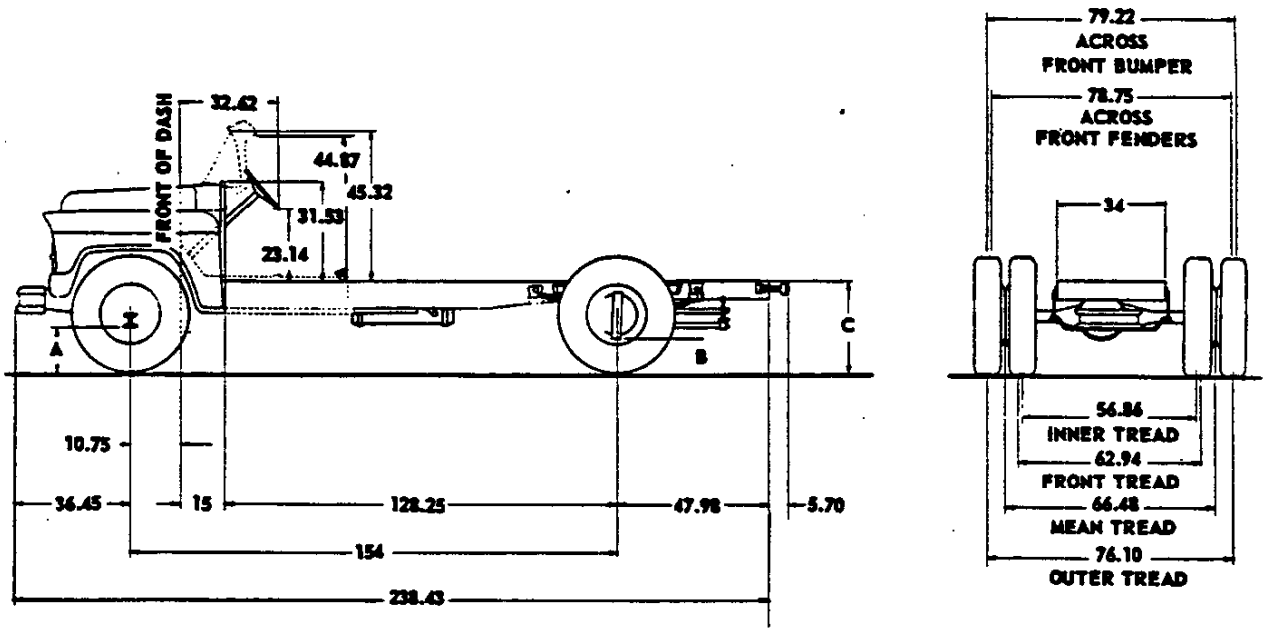
## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 4109 | 2515 | 2540 | 5055 | 2605 | 2645 | 5250 | 8575 | 3% | 97% | 109.00 |

## CHASSIS AND BODY DIMENSIONS

MODEL 4402 CHASSIS WITH FLAT FACE COWL
MODEL 4412 CHASSIS WITH WINDSHIELD COWL

MINIMUM GVW 10,000 LBS.
MAXIMUM GVW 14,000 LBS.




| Equipment | Height Without Body and Payload | | | TIRES | |
|---|---|---|---|---|---|
| | A | B | C | Front | Rear |
| Standard | 11.90 | 9.53 | 32.18 | 7-22.5-6pr | 7-22.5-6pr Dual |
| Minimum for Max GVW | 11.90 | 10.33 | 33.20 | 7-22.5-6pr | 8-22.5-8pr Dual |

## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

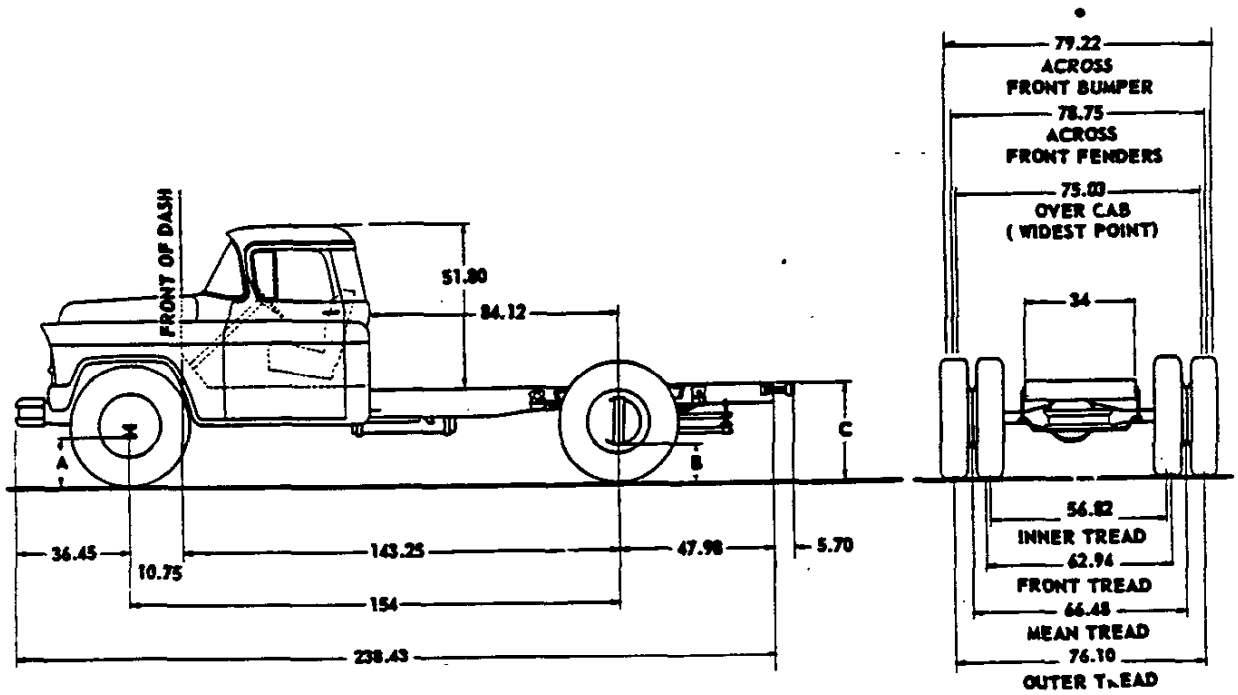
| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Body and Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 4402 ❶ | 2280 | 1620 | 3900 | 2340 | 1730 | 4070 | 9755 | Determined by style, length and weight of body | | |
| 4412 ❶ | 2430 | 1615 | 4045 | 2495 | 1725 | 4220 | 9605 | | | |

❶ - Estimated Weight.

## CHASSIS AND BODY DIMENSIONS

MODEL 4403 CHASSIS WITH CAB

MINIMUM GVW 10,000 LBS.
MAXIMUM GVW 14,000 LBS.




| Equipment | Height Without Body and Payload | | | TIRES | |
|---|---|---|---|---|---|
| | A | B | C | Front | Rear |
| Standard | 11.90 | 9.53 | 32.22 | 7-22.5-6pr | 7-22.5-6pr Dual |
| Minimum for Max GVW | 11.90 | 10.33 | 33.23 | 7-22.5-6pr | 8-22.5-8pr Dual |

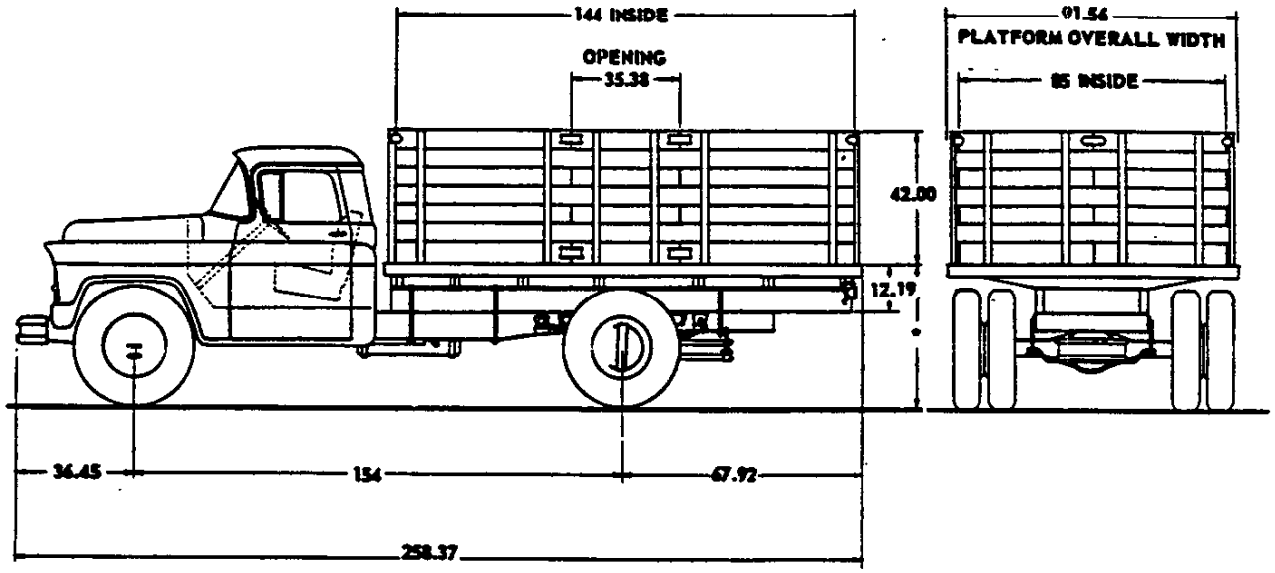
## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Body and/ or Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 4403 | 2585 | 1815 | 4400 | 2685 | 1910 | 4595 | 9230 | 14% | 86% | 120 |
| | | | | | | | | 11% | 89% | 132 |
| | | | | | | | | 7% | 93% | 144 |

## CHASSIS AND BODY DIMENSIONS

MODEL 4409 STAKE TRUCK

MINIMUM GVW 10,000 LBS.
MAXIMUM GVW 14,000 LBS.




| Equipment | *Platform Height | | TIRES | |
|---|---|---|---|---|
| | Loaded | Unloaded | Front | Rear |
| Standard | 42.18 | 44.29 | 7-22.5-6pr | 7-22.5-6pr Dual |
| Minimum for Max GVW | 42.10 | 45.54 | 7-22.5-6pr | 8-22.5-8pr Dual |

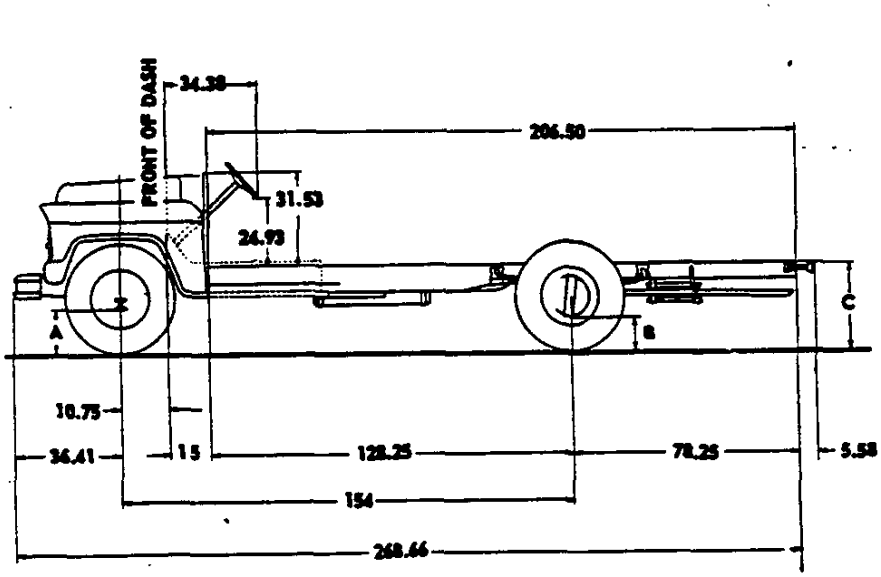
## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

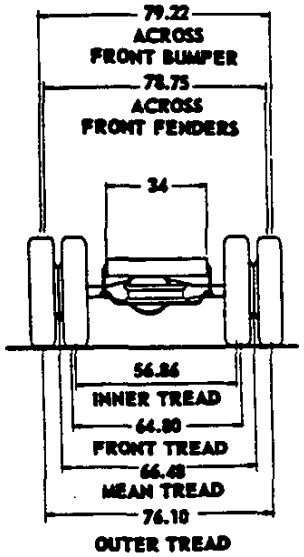
| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 4409 | 2675 | 2750 | 5425 | 2775 | 2840 | 5615 | 8210 | 7% | 93% | 144 |

## CHASSIS AND BODY DIMENSIONS

MODEL 4502 SCHOOL BUS CHASSIS WITH FLAT FACE COWL

MINIMUM GVW 10,500 LBS.
MAXIMUM GVW 12,000 LBS.




| Equipment | Height Without Body and Payload | | | TIRES | |
|---|---|---|---|---|---|
| | A | B | C | Front | Rear |
| Standard | 11.17 | 9.27 | 33.90 | 7-22.5-6pr | 7-22.5-6pr Dual |
| Minimum for Max GVW | 10.57 | 8.67 | 33.30 | 8-22.5-8pr | 8-22.5-8pr Dual |

## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

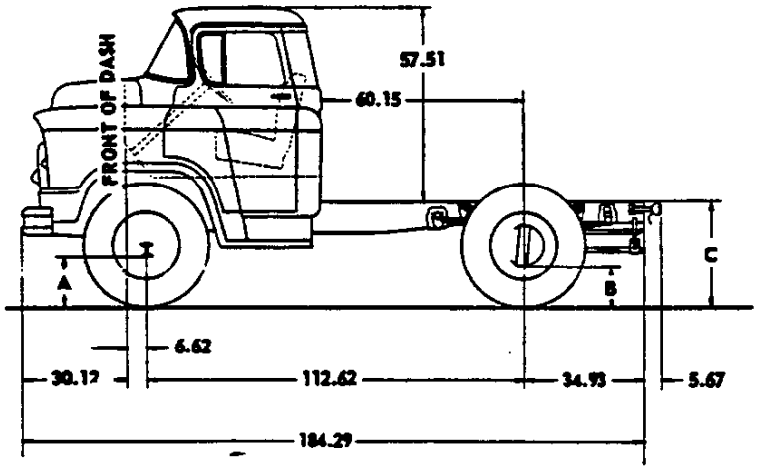
| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Body and Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 4502 ⊕ | 2205 | 1830 | 4035 | 2290 | 1990 | 4280 | 7670 | Determined by style, length and weight of body | | |

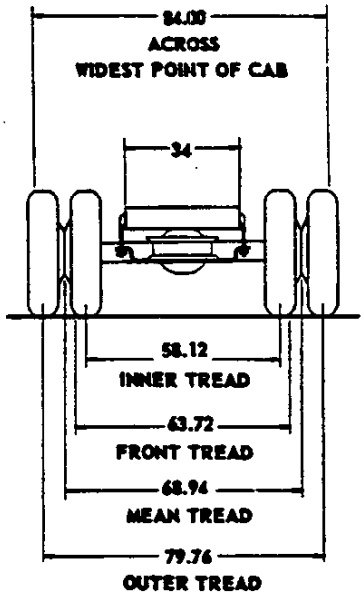
⊕ - Estimated Weight

## CHASSIS AND BODY DIMENSIONS

MODEL 5103 (5103S) L.C.F. CHASSIS WITH CAB

| | |
|---|---|
| 5103 | MINIMUM GVW 14,000 LBS. |
| | MAXIMUM GVW 19,500 LBS. |
| 5103S | MAXIMUM GVW 15,000 LBS. |



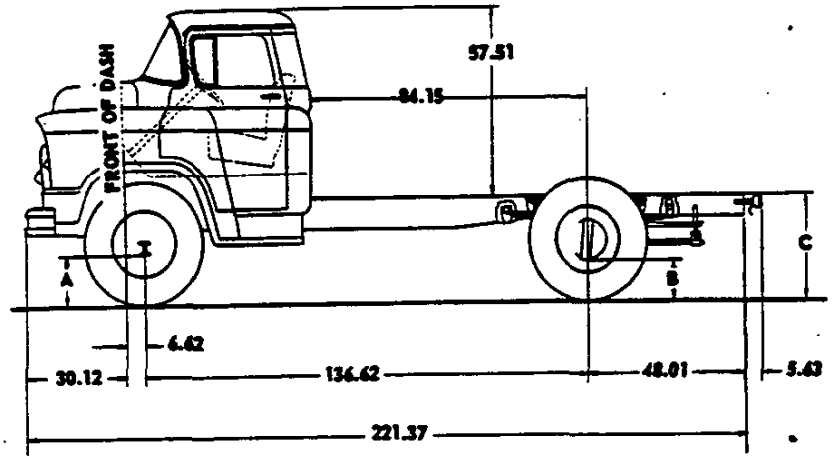

| Equipment | Height Without Body and Payload | | | TIRES | |
|---|---|---|---|---|---|
| | A | B | C | Front | Rear |
| Standard | 12.27 | 9.55 | 33.15 | 8-22.5-8pr | 8-22.5-8pr Dual |
| Minimum for Max GVW | 12.72 | 11.00 | 35.77 | 9-22.5-10pr | 10-22.5-10pr Dual |

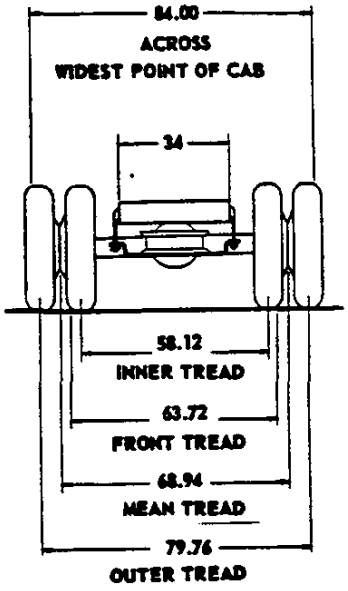
## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Body and Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 5103 | 2900 | 1965 | 4865 | 2995 | 2075 | 5070 | 14165 | 12% | 88% | 90 |
| | | | | | | | | 9% | 91% | 96 |
| | | | | | | | | 6% | 94% | 102 |
| | | | | | | | | 4% | 96% | 108 |

MODEL 5403 (5403S) L.C.F. CHASSIS WITH CAB

| | |
|---|---|
| 5403 | MINIMUM GVW 14,000 LBS. |
| | MAXIMUM GVW 19,500 LBS. |
| 5403S | MAXIMUM GVW 15,000 LBS. |




| Equipment | Height Without Body and Payload | | | TIRES | |
|---|---|---|---|---|---|
| | A | B | C | Front | Rear |
| Standard | 12.27 | 9.55 | 33.20 | 8-22.5-8pr | 8-22.5-8pr Dual |
| Minimum for Max GVW | 12.72 | 11.00 | 35.86 | 9-22.5-10pr | 10-22.5-10pr Dual |

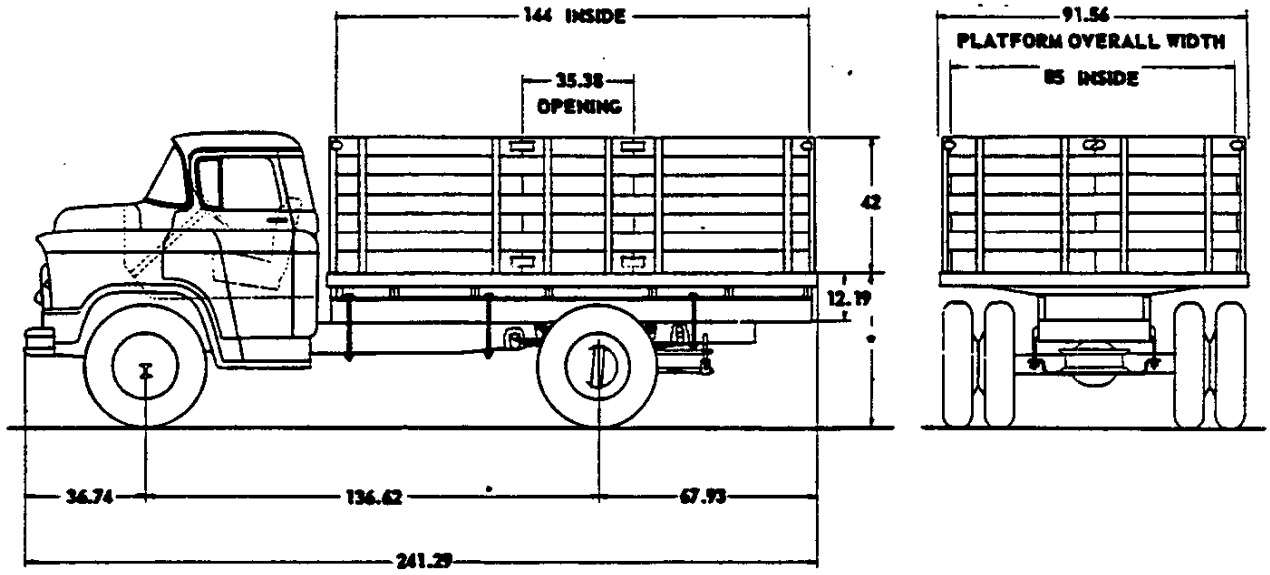
VEHICLE WEIGHTS AND LOAD DISTRIBUTION

| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Body and Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 5403 | 2945 | 1985 | 4930 | 3050 | 2085 | 5135 | 14100 | 14% | 86% | 126 |
| | | | | | | | | 10% | 90% | 138 |
| | | | | | | | | 5% | 95% | 150 |
| | | | | | | | | 1% | 99% | 162 |

## CHASSIS AND BODY DIMENSIONS

MODEL 5409 (5409S) L.C.F. STAKE TRUCK

| | |
|---|---|
| 5409 | MINIMUM GVW 14,000 LBS. |
| | MAXIMUM GVW 19,500 LBS. |
| 5409S | MAXIMUM GVW 15,000 LBS. |




| Equipment | *Platform Height | | TIRES | |
|---|---|---|---|---|
| | Loaded | Unloaded | Front | Rear |
| Standard | 42.12 | 45.10 | 8-22.5-8pr | 8-22.5-8pr Dual |
| Minimum for Max GVW | 44.95 | 48.02 | 9-22.5-10pr | 10-22.5-10pr Dual |

## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

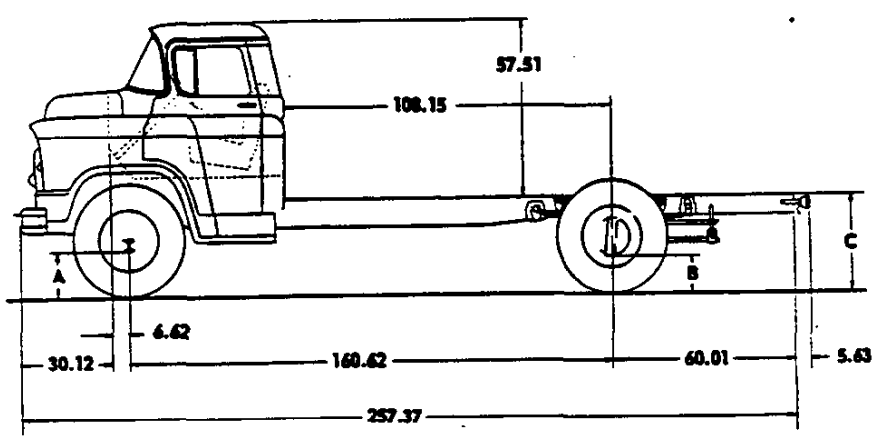
| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 5409 ❶ | 3020 | 2890 | 5910 | 3125 | 2990 | 6115 | 13120 | 7% | 93% | 144 |

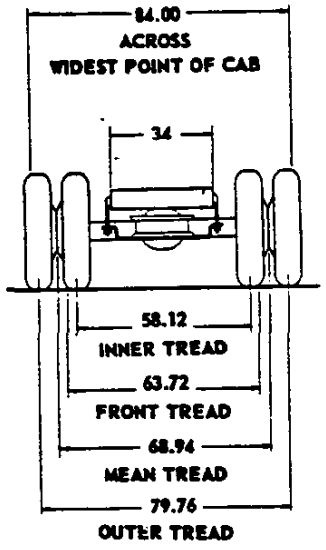
❶ - Estimated Weight.

## CHASSIS AND BODY DIMENSIONS

**MODEL 5703 (5703S) CHASSIS WITH CAB**

| | |
|---|---|
| 5703 | MINIMUM GVW 14,000 LBS. |
| | MAXIMUM GVW 19,500 LBS. |
| 5703S | MAXIMUM GVW 15,000 LBS. |




| Equipment | Height Without Body and Payload | | | TIRES | |
|---|---|---|---|---|---|
| | A | B | C | Front | Rear |
| Standard | 12.27 | 9.55 | 33.21 | 8-22.5-8pr | 8-22.5-8pr Dual |
| Minimum for Max GVW | 12.72 | 11.00 | 35.92 | 9-22.5-10pr | 10-22.5-10pr Dual |

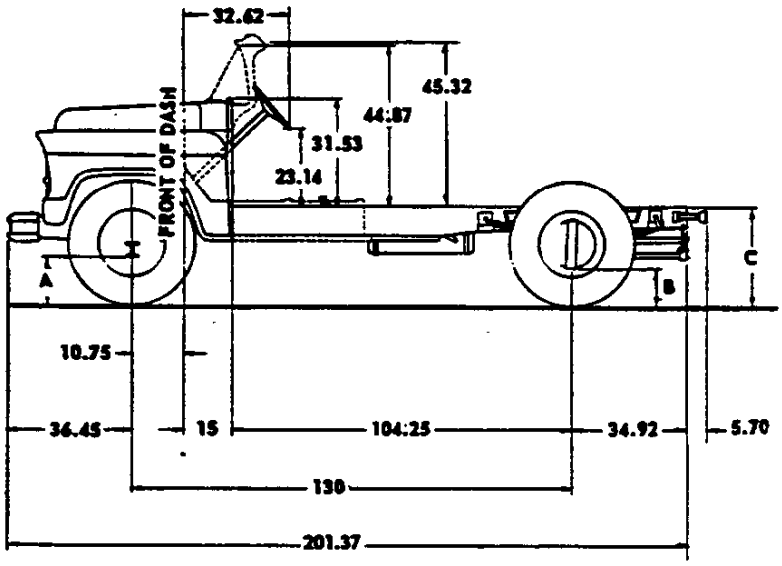
## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

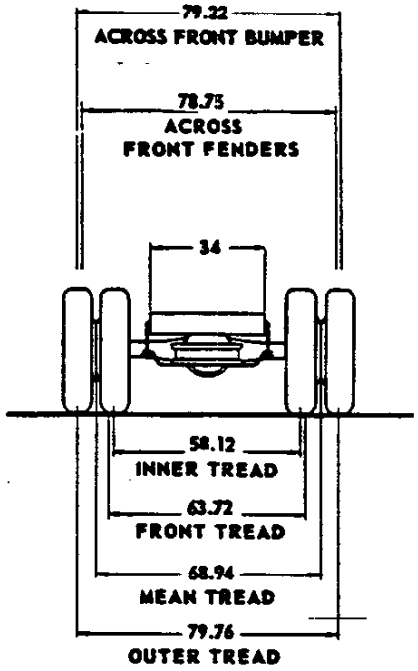
| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Body and Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 5703 | 2975 | 2020 | 4995 | 3090 | 2115 | 5205 | 14030 | 14% | 86% | 168 |
| | | | | | | | | 10% | 90% | 180 |
| | | | | | | | | 6% | 94% | 192 |
| | | | | | | | | 3% | 97% | 204 |

## CHASSIS AND BODY DIMENSIONS

**MODEL 6102 (6102S) CHASSIS WITH FLAT FACE COWL**
**MODEL 6112 (6112S) CHASSIS WITH WINDSHIELD COWL**

| | |
|---|---|
| 6102<br>6112 | MINIMUM GVW 14,000 LBS.<br>MAXIMUM GVW 19,500 LBS. |
| 6102S<br>6112S | MAXIMUM GVW 15,000 LBS. |




| Equipment | Height Without Body and Payload | | | TIRES | |
|---|---|---|---|---|---|
| | A | B | C | Front | Rear |
| Standard | 12.27 | 9.99 | 33.61 | 8-22.5-8pr | 8-22.5-8pr Dual |
| Minimum for Max GVW | 12.72 | 11.39 | 36.03 | 9-22.5-10pr | 10-22.5-10pr Dual |

## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

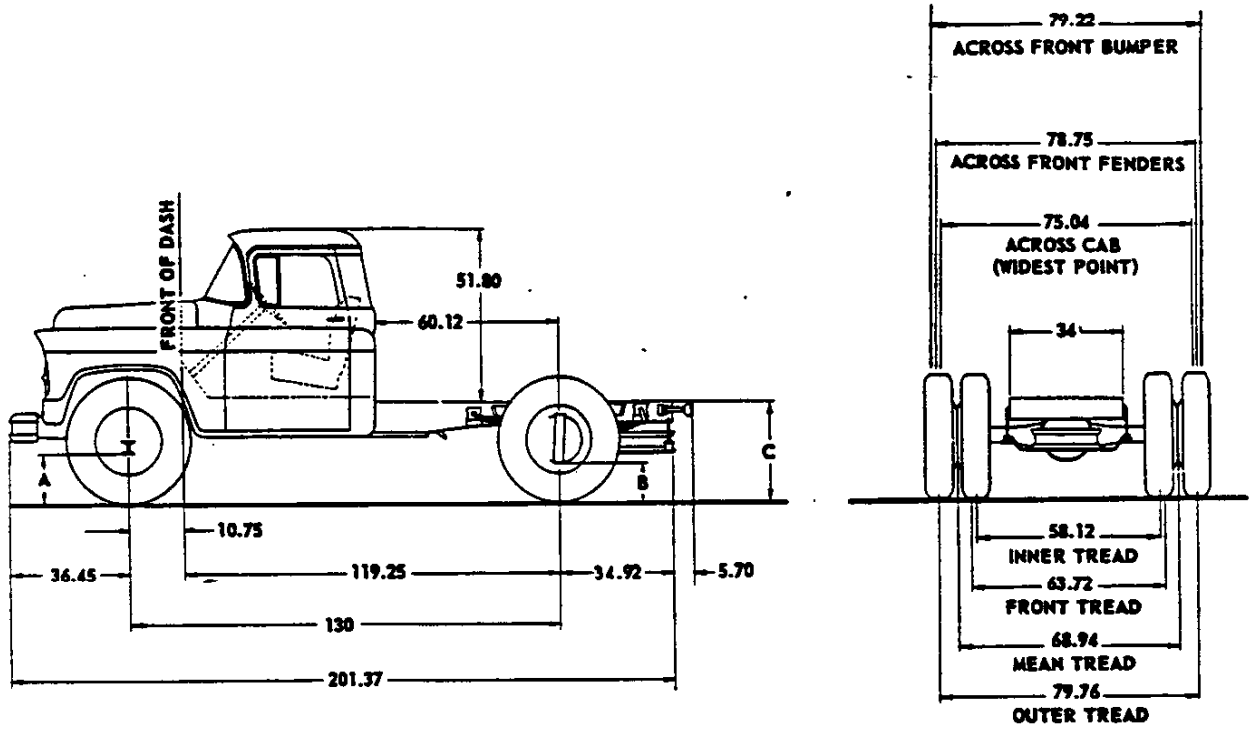
| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Body and Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 6102 ● | 2260 | 1885 | 4145 | 2305 | 2025 | 4330 | 14875 | Determined by style, length and weight of body. | | |
| 6112 ● | 2410 | 1880 | 4290 | 2460 | 2020 | 4480 | 14725 | | | |

● - Estimated weight

## CHASSIS AND BODY DIMENSIONS

MODEL 6103 (6103S) CHASSIS WITH CAB

| | |
|---|---|
| 6103 | MINIMUM GVW 14,000 LBS. |
| | MAXIMUM GVW 19,500 LBS. |
| 6103S | MAXIMUM GVW 15,000 LBS. |




| Equipment | Height Without Body and Payload | | | TIRES | |
|---|---|---|---|---|---|
| | A | B | C | Front | Rear |
| Standard | 12.27 | 9.99 | 33.66 | 8-22.5-8pr | 8-22.5-8pr Dual |
| Minimum for Max GVW | 12.72 | 11.39 | 36.07 | 9-22.5-10pr | 10-22.5-10pr Dual |

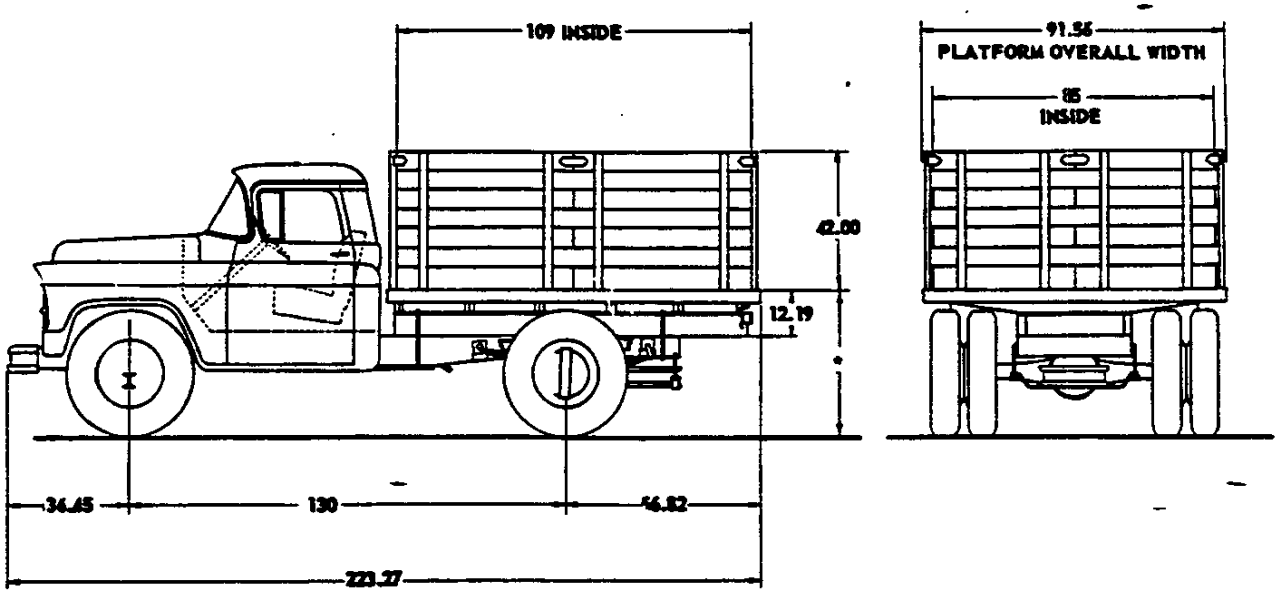
## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Body and Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 6103 | 2630 | 2065 | 4695 | 2715 | 2185 | 4900 | 14305 | 8% | 92% | 96 |
| | | | | | | | | 5% | 95% | 102 |
| | | | | | | | | 3% | 97% | 108 |
| | | | | | | | | 1% | 99% | 114 |

## CHASSIS AND BODY DIMENSIONS

MODEL 6109 (6109S) STAKE TRUCK

| | |
|---|---|
| 6109 | MINIMUM GVW 14,000 LBS. |
| | MAXIMUM GVW 19,500 LBS. |
| 6109S | ...AXIMUM GVW 15,000 LBS. |




| Equipment | *Platform Height | | TIRES | |
|---|---|---|---|---|
| | Loaded | Unloaded | Front | Rear |
| Standard | 42.90 | 46.05 | 8-22.5-8pr | 8-22.5-8pr Dual |
| Minimum for Max GVW | 45.44 | 48.66 | 9-22.5-10pr | 10-22.5-10pr Dual |

## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

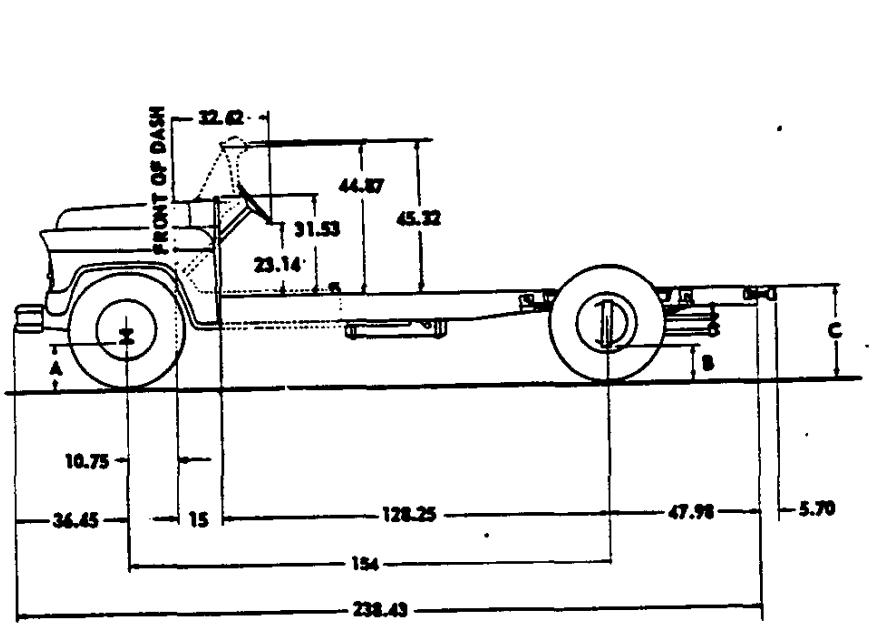
| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 6109 ❷ | 3410 | 2075 | 5485 | 3490 | 2200 | 5690 | 13515 | 3% | 97% | 109 |

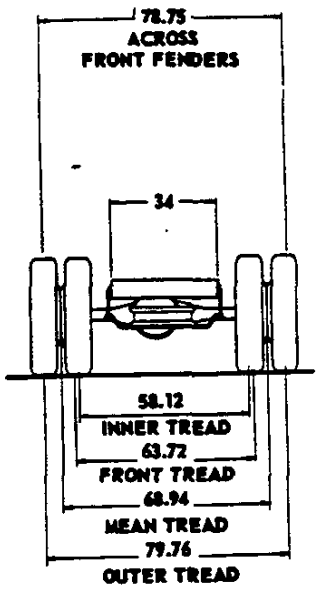
❷ - Estimated Weight.

## CHASSIS AND BODY DIMENSIONS

MODEL 6402 (6402S) CHASSIS WITH FLAT FACE COWL
MODEL 6412 (6412S) CHASSIS WITH WINDSHIELD COWL

| | |
|---|---|
| 6402<br>6412 | MINIMUM GVW 14,000 LBS.<br>MAXIMUM GVW 19,500 LBS. |
| 6402S<br>6412S | MAXIMUM GVW 15,000 LBS. |




| Equipment | Height Without Body and Payload | | | TIRES | |
|---|---|---|---|---|---|
| | A | B | C | Front | Rear |
| Standard | 12.27 | 9.99 | 33.77 | 8-22.5-8pr | 8-22.5-8pr Dual |
| Minimum for Max GVW | 12.72 | 11.44 | 36.29 | 9-22.5-10pr | 10-22.5-10pr Dual |

## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

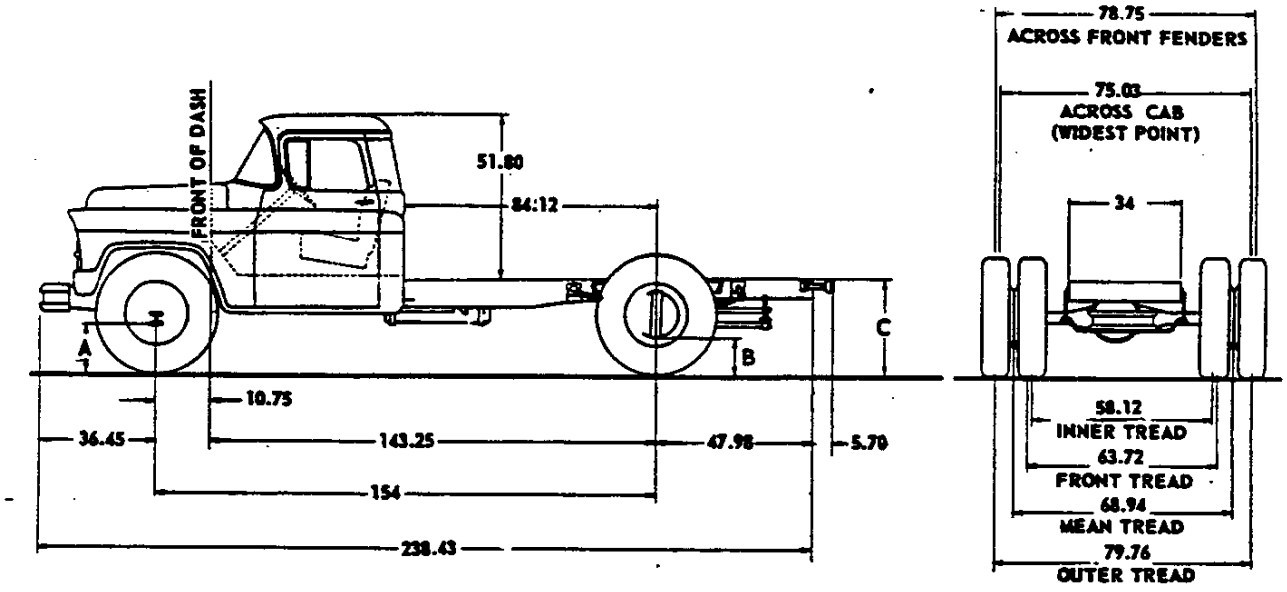
| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Body and Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 6402 ⊖ | 2260 | 1950 | 4210 | 2320 | 2075 | 4395 | 14810 | Determined by style, length and weight of body | | |
| 6412 ⊖ | 2390 | 2965 | 4355 | 2450 | 2090 | 4540 | 14665 | | | |

⊖ - Estimated Weight

## CHASSIS AND BODY DIMENSIONS

MODEL 6403 (6403S) CHASSIS WITH CAB

| | |
|---|---|
| 6403 | MINIMUM GVW 14,000 LBS. MAXIMUM GVW 19,500 LBS. |
| 6403S | MAXIMUM GVW 15,000 LBS. |




| Equipment | Height Without Body and Payload | | | TIRES | |
|---|---|---|---|---|---|
| | A | B | C | Front | Rear |
| Standard | 12.27 | 9.99 | 33.81 | 8-22.5-8pr | 8-22.5-8pr Dual |
| Minimum for Max GVW | 12.72 | 11.44 | 36.32 | 9-22.5-10pr | 10-22.5-10pr Dual |

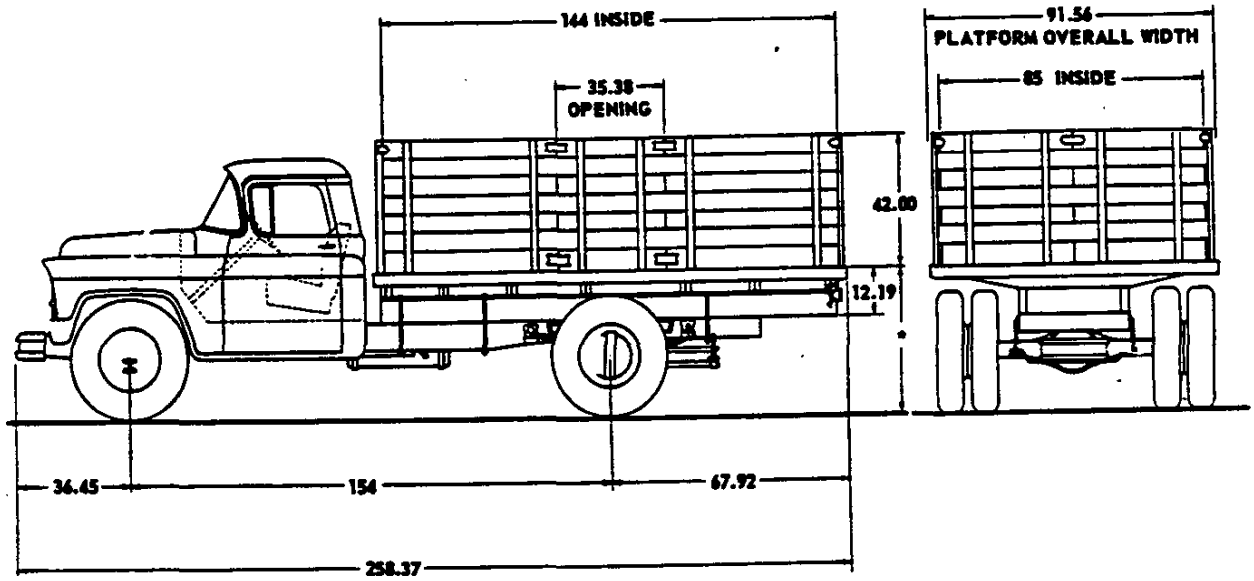
## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Body and Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 6403 | 2705 | 2090 | 4795 | 2800 | 2200 | 5000 | 14205 | 10% | 90% | 132 |
| | | | | | | | | 7% | 93% | 144 |
| | | | | | | | | 3% | 97% | 156 |

## CHASSIS AND BODY DIMENSIONS

MODEL 6409 (6409S) STAKE TRUCK

| | |
|---|---|
| 6409 | MINIMUM GVW 14,000<br>MAXIMUM GVW 19,500 LBS. |
| 6409S | MAXIMUM GVW 15,000 LBS. |




| Equipment | *Platform Height | | TIRES | |
|---|---|---|---|---|
| | Loaded | Unloaded | Front | Rear |
| Standard | 43.18 | 46.02 | 8-22.5-8pr | 8-22.5-8pr Dual |
| Minimum for Max GVW | 45.73 | 48.70 | 9-22.5-10pr | 10-22.5-10pr Dual |

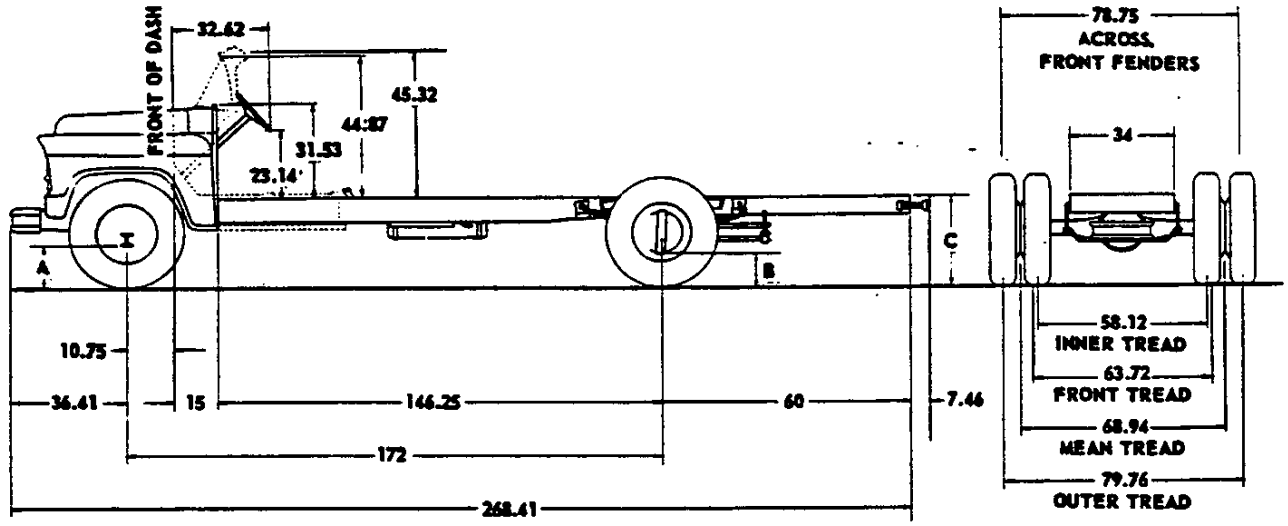
## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 6409 | 2815 | 3010 | 5825 | 2910 | 3120 | 6030 | 13175 | 7% | 93% | 144 |

## CHASSIS AND BODY DIMENSIONS

MODEL 6502 (6502S) CHASSIS WITH FLAT FACE COWL
MODEL 6512 (6512S) CHASSIS WITH WINDSHIELD COWL

| | |
|---|---|
| 6502 | MINIMUM GVW 14,000 LBS. |
| 6512 | MAXIMUM GVW 19,500 LBS. |
| 6502S<br>6512S | MAXIMUM GVW 15,000 LBS. |




| Equipment | Height Without Body and Payload | | | TIRES | |
|---|---|---|---|---|---|
| | A | B | C | Front | Rear |
| Standard | 12.27 | 9.81 | 33.83 | 8-22.5-8pr | 8-22.5-8pr Dual |
| Minimum for Max GVW | 12.72 | 11.26 | 36.40 | 9-22.5-10pr | 10-22.5-10pr Dual |

## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

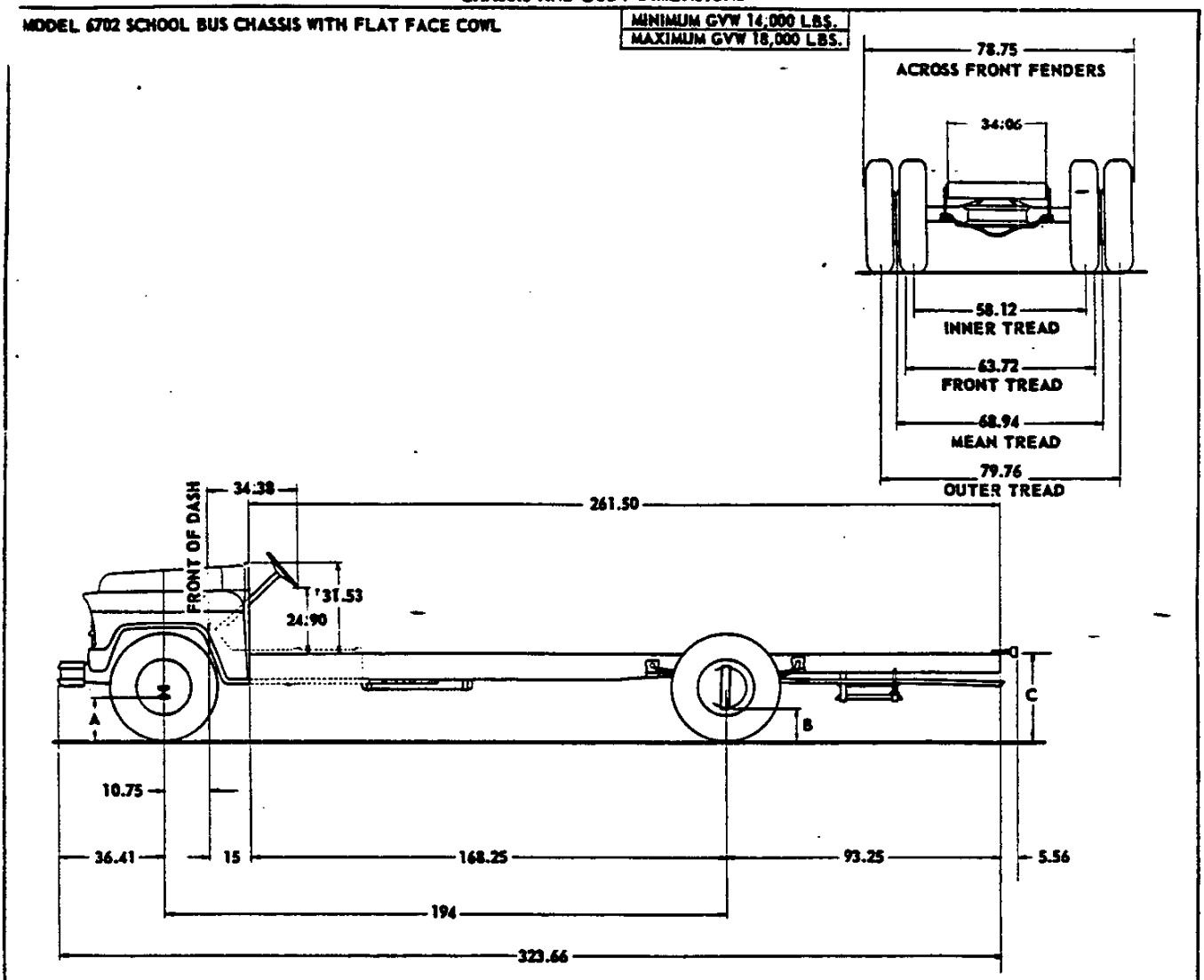
| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Body and Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 6502 ❶ | 2310 | 1995 | 4305 | 2370 | 2120 | 4490 | 14715 | Determined by style, length and weight of body | | |
| 6512 ❶ | 2435 | 2015 | 4450 | 2500 | 2140 | 4640 | 14565 | | | |

❶ Estimated Weight

## CHASSIS AND BODY DIMENSIONS*

**MODEL 6702 SCHOOL BUS CHASSIS WITH FLAT FACE COWL**

MINIMUM GVW 14,000 LBS.
MAXIMUM GVW 18,000 LBS.




| Equipment | Height Without Body and Payload | | | TIRES | |
|---|---|---|---|---|---|
| | A | B | C | Front | Rear |
| Standard | 12.27 | 9.81 | 35.30 | 8-22.5-8pr | 8-22.5-8pr Dual |
| Minimum for Max GVW | 12.72 | 11.26 | 38.33 | 9-22.5-12 pr | 9-22.5-12pr Dual |

## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

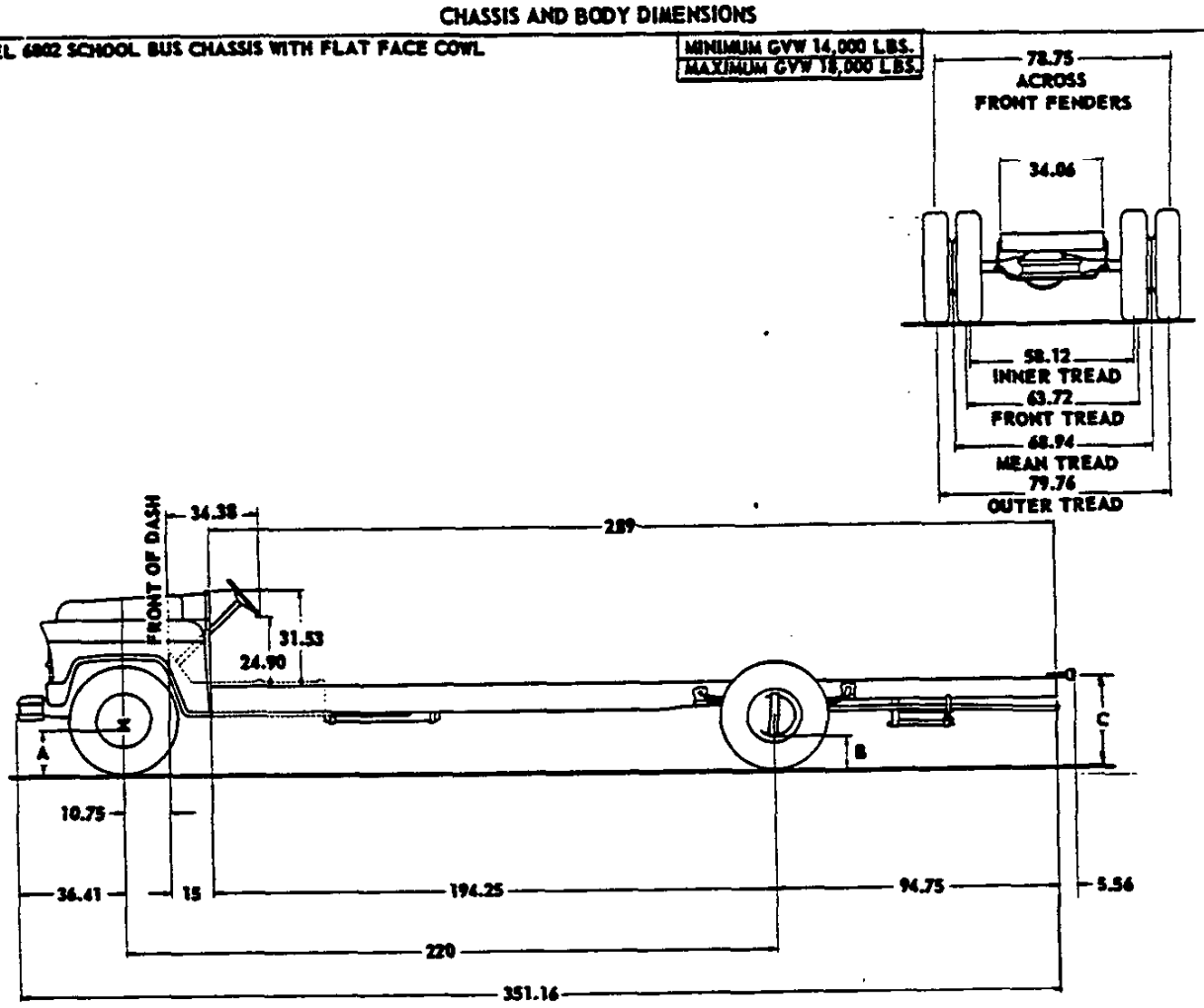
| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Body and Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 6702 | 2445 | 2165 | 4610 | 2540 | 2325 | 4865 | 12960 | Determined by style, length and weight of body. | | |

3-29-56. Revised: 5-1-56 e-Data Revised

## CHASSIS AND BODY DIMENSIONS

MODEL 6802 SCHOOL BUS CHASSIS WITH FLAT FACE COWL

MINIMUM GVW 14,000 LBS.
MAXIMUM GVW 18,000 LBS.




| Equipment | Height Without Body and Payload | | | TIRES | |
|---|---|---|---|---|---|
| | A | B | C | Front | Rear |
| Standard | 12.27 | 9.81 | 35.15 | 8-22.5-8pr | 8-22.5-8pr Dual |
| Minimum for Max GVW | 12.72 | 11.26 | 38.09 | 9-22.5-12pr | 9-22.5-12pr Dual |

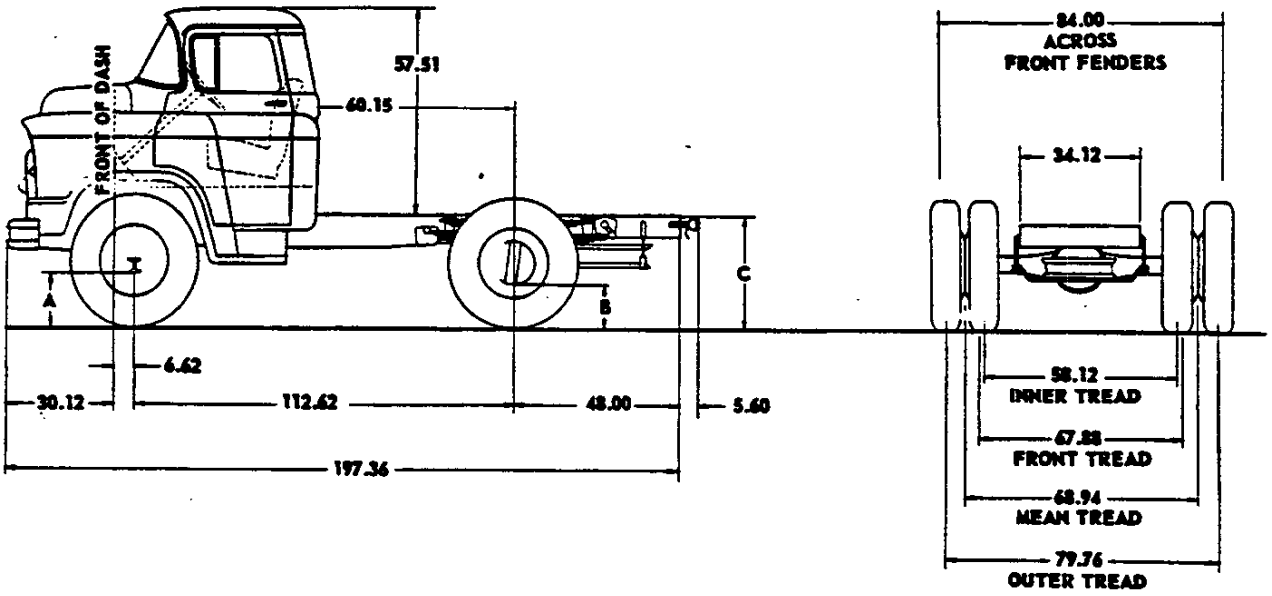
## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Body and Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 6802 | 2505 | 2225 | 4730 | 2615 | 2370 | 4985 | 12840 | Determined by style, length and weight of body. | | |

## CHASSIS AND BODY DIMENSIONS

MODEL 7103 LCF CHASSIS WITH CAB

MINIMUM GVW 14000 LBS.
MAXIMUM GVW 21000 LBS.




| Equipment | Height Without Body and Payload | | | TIRES | |
|---|---|---|---|---|---|
| | A | B | C | Front | Rear |
| Standard | 11.39 | 9.55 | 33.52 | 8-22.5-8 Pr | 8-22.5-8 Pr Dual |
| Minimum for Max GVW | 11.84 | 10.95 | 35.12 | 9-22.5-10 Pr | 10-22.5-10 Pr Dual |

## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

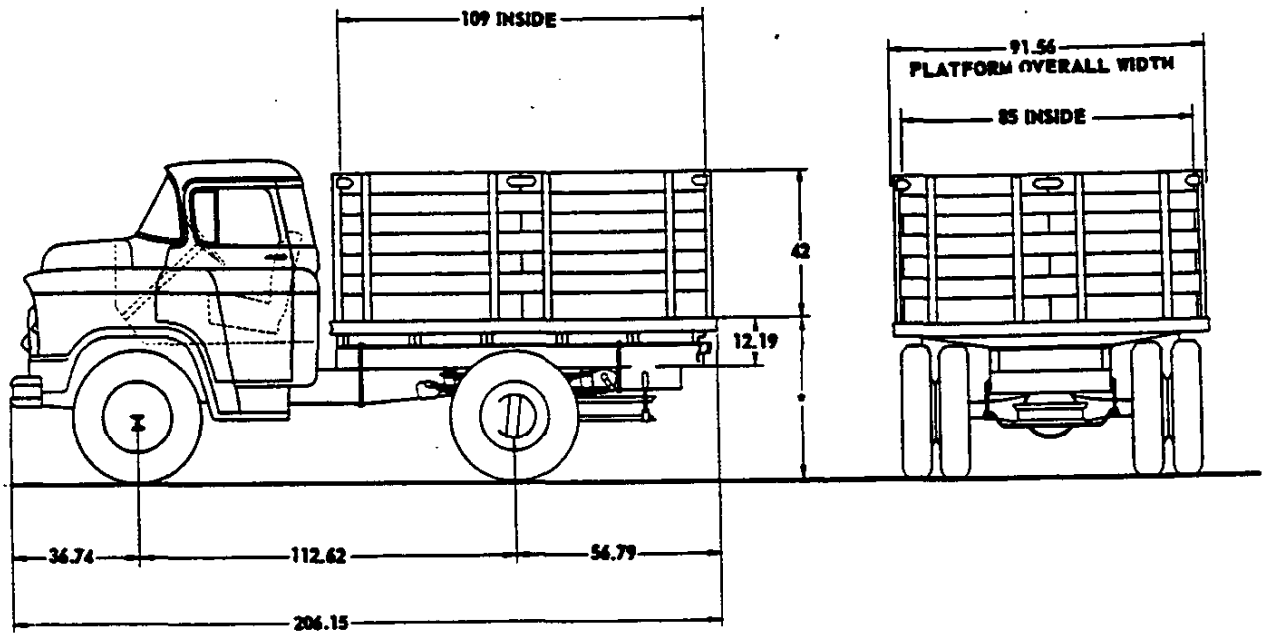
| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Body and Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 7103 ⊕ | 3125 | 2135 | 5260 | 3235 | 2255 | 5490 | 15290 | 4% | 96% | 106 |
| | | | | | | | | 2% | 98% | 112 |
| | | | | | | | | 0% | 100% | 118 |

⊕ - Estimated Weights

## CHASSIS AND BODY DIMENSIONS

MODEL 7109 LCF STAKE TRUCK

MINIMUM GVW 14000 LBS.
MAXIMUM GVW 21000 LBS.




| Equipment | * Platform Height | | TIRES | |
|---|---|---|---|---|
| | Loaded | Unloaded | Front | Rear |
| Standard | 44.28 | 46.45 | 8-22.5-8 Pr | 8-22.5-8 Pr Dual |
| Minimum for Max GVW | 45.83 | 47.00 | 9-22.5-10 Pr | 10-22.5-10 Pr Dual |

## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

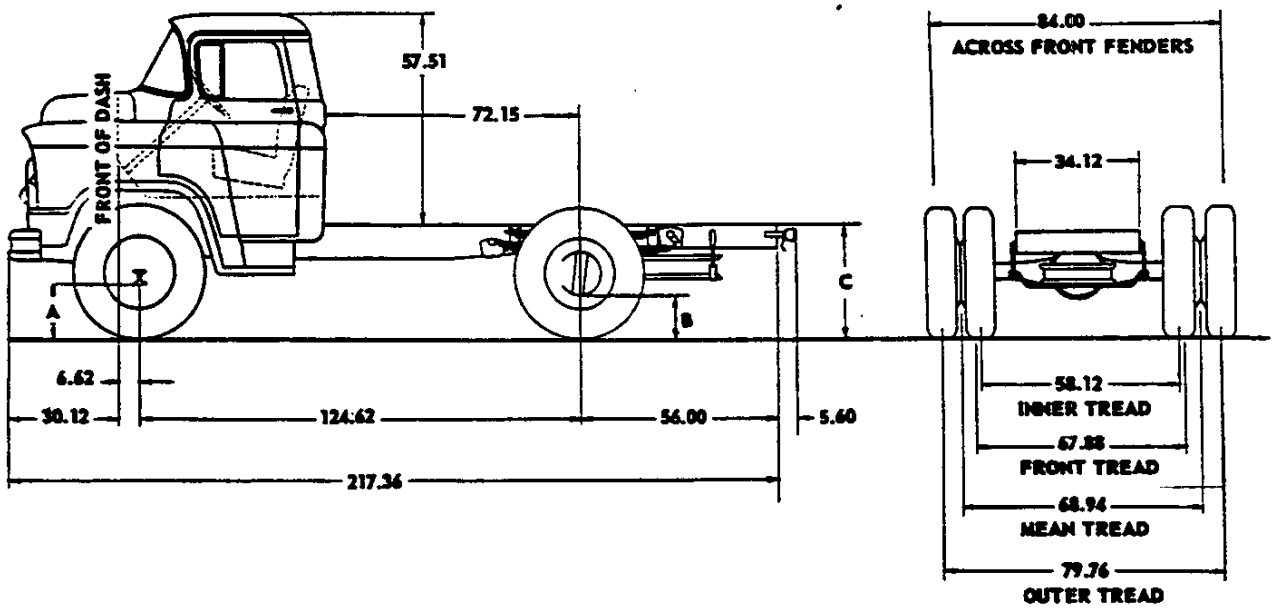
| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 7109 ⊕ | 3180 | 2935 | 6115 | 3290 | 3055 | 6345 | 14435 | 3% | 97% | 109 |

⊕ - Estimated Weights

## CHASSIS AND BODY DIMENSIONS

**MODEL 7203 LCF CHASSIS WITH CAB**

MINIMUM GVW 14000 LBS.
MAXIMUM GVW 21000 LBS.




| Equipment | Height Without Body and Payload | | | TIRES | |
|---|---|---|---|---|---|
| | A | B | C | Front | Rear |
| Standard | 11.39 | 9.55 | 32.85 | 8-22.5-8 Pr | 8-22.5-8 Pr Dual |
| Minimum for Max. GVW | 11.84 | 10.95 | 35.15 | 9-22.5-10 Pr | 10-22.5-10 Pr Dual |

## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

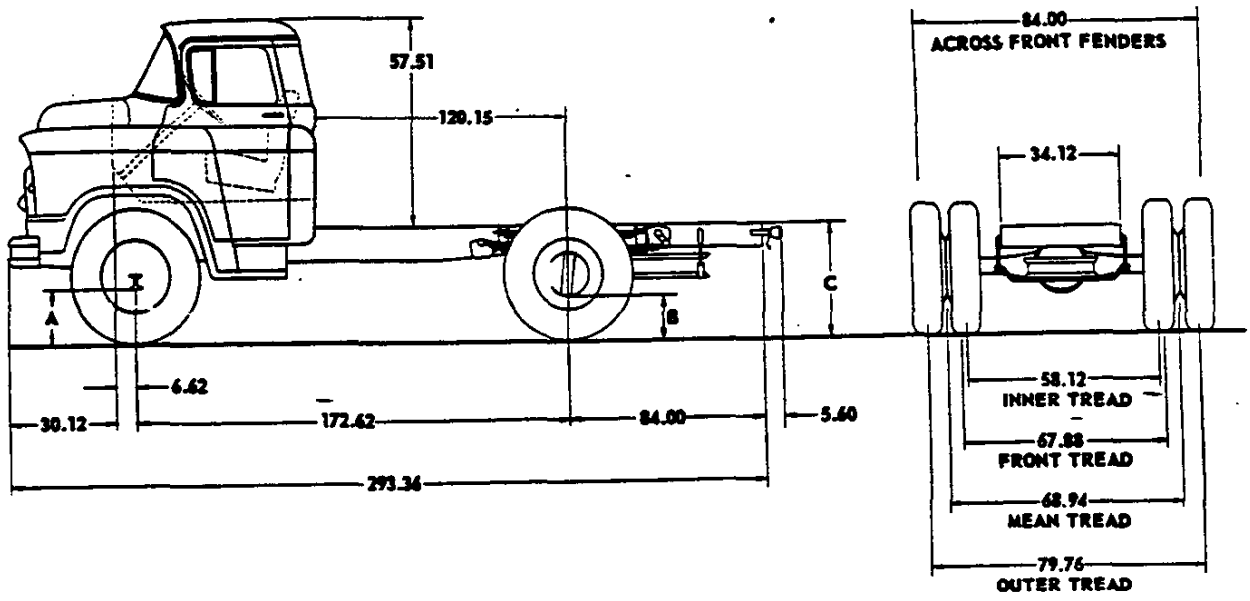
| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Body and Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 7203 ❶ | 3145 | 2155 | 5300 | 3255 | 2275 | 5530 | 15250 | 6% | 94% | 126 |
| | | | | | | | | 3% | 97% | 132 |
| | | | | | | | | 1% | 99% | 138 |

❶ Estimated Weights

## CHASSIS AND BODY DIMENSIONS

MODEL 7703 LCF CHASSIS WITH CAB

MINIMUM GVW 14000 LBS.
MAXIMUM GVW 21000 LBS.




| Equipment | Height Without Body and Payload | | | TIRES | |
|---|---|---|---|---|---|
| | A | B | C | Front | Rear |
| Standard | 11.39 | 9.55 | 33.62 | 8-22.5-8 Pr | 8-22.5-8 Pr Dual |
| Minimum for Max GVW | 11.84 | 10.95 | 35.17 | 9-22.5-10 Pr | 10-22.5-10 Pr Dual |

## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

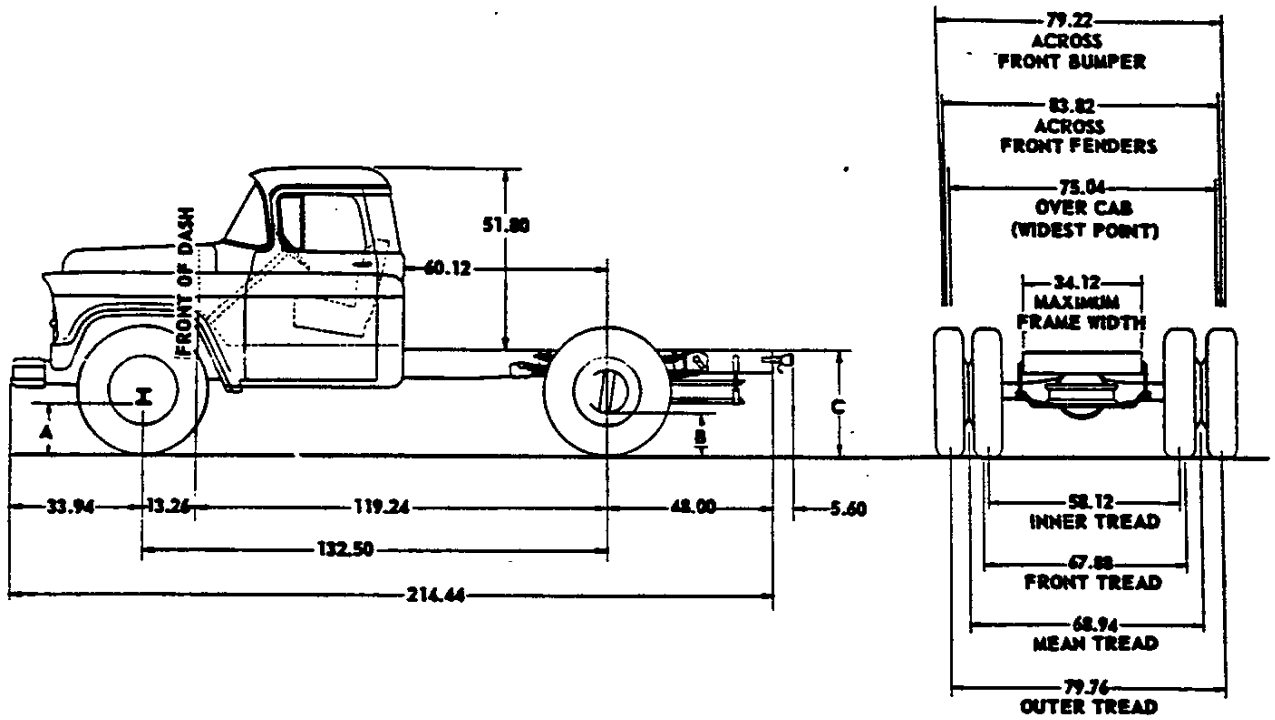
| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Body and Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 7703 ⊕ | 3240 | 2250 | 5490 | 3360 | 2360 | 5720 | 15060 | 10% | 90% | 202 |
| | | | | | | | | 6% | 94% | 214 |
| | | | | | | | | 3% | 97% | 226 |

⊕ Estimated Weights

## CHASSIS AND BODY DIMENSIONS

**MODEL 8103 CHASSIS WITH CAB**

MINIMUM GVW 14000 LBS.
MAXIMUM GVW 21000 LBS.




| Equipment | Height Without Body and Payload | | | TIRES | |
|---|---|---|---|---|---|
| | A | B | C | Front | Rear |
| Standard | 11.39 | 9.55 | 34.00 | 8-22.5-8 Pr | 8-22.5-8 Pr Dual |
| Minimum for Max GVW | 11.84 | 10.95 | 35.41 | 9-22.5-10 Pr | 10-22.5-10 Pr Dual |

## VEHICLE WEIGHT AND LOAD DISTRIBUTION

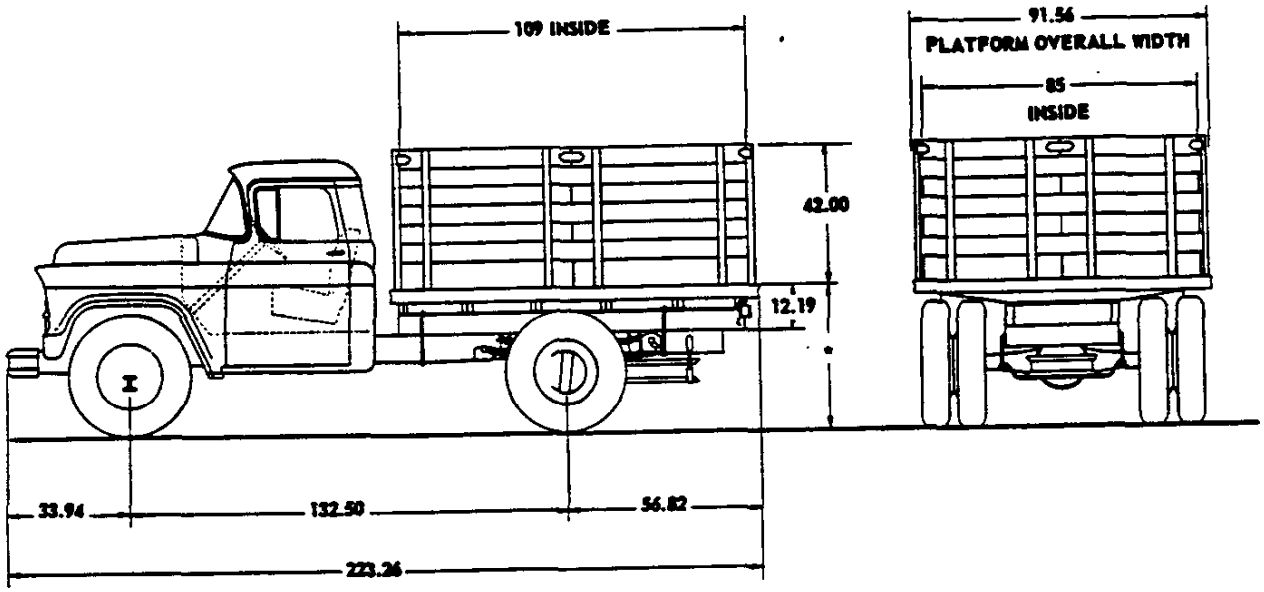
| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Body and Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 8103 ❶ | 2905 | 2310 | 5215 | 3000 | 2450 | 5450 | 15330 | 4% | 96% | 106 |
| | | | | | | | | 1% | 99% | 112 |

❶ - Estimated Weight

## CHASSIS AND BODY DIMENSIONS

**MODEL 8109 STAKE TRUCK**

MINIMUM GVW 14000 LBS.
MAXIMUM GVW 21000 LBS.




| Equipment | * Platform Height | | TIRES | |
|---|---|---|---|---|
| | Loaded | Unloaded | Front | Rear |
| Standard | 42.55 | 45.85 | 8-22.5-8 Pr | 8-22.5-8 Pr Dual |
| Minimum for Max GVW | 44.10 | 47.40 | 9-22.5-10 Pr | 10-22.5-10 Pr Dual |

## VEHICLE WEIGHT AND LOAD DISTRIBUTION

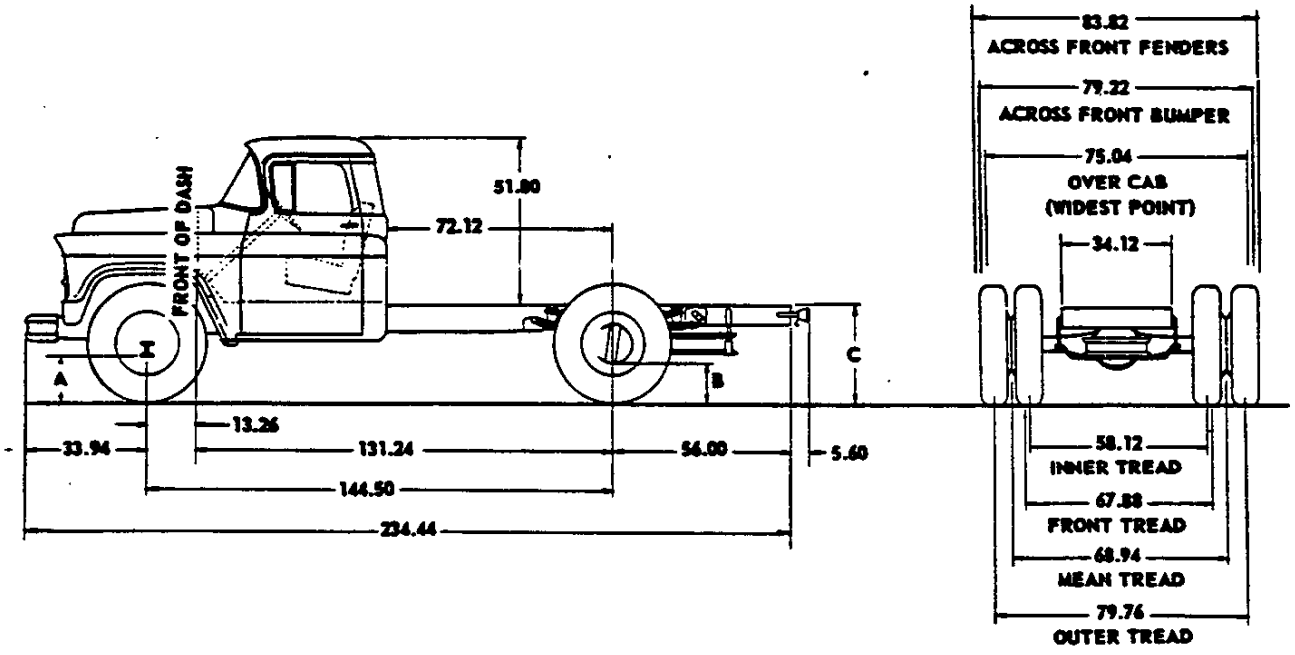
| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 8109 ❶ | 2960 | 3110 | 6070 | 3055 | 3250 | 6305 | 14475 | 3% | 97% | 109 |

❶ - Estimated Weight

## CHASSIS AND BODY DIMENSIONS

**MODEL 8203 CHASSIS WITH CAB**

MINIMUM GVW 14000 LBS.
MAXIMUM GVW 21000 LBS.




| Equipment | Height Without Body and Payload | | | TIRES | |
|---|---|---|---|---|---|
| | A | B | C | Front | Rear |
| Standard | 11.39 | 9.55 | 34.06 | 8-22.5-8 Pr | 8-22.5-8 Pr Dual |
| Minimum for Max GVW | 11.84 | 10.95 | 35.47 | 9-22.5-10 Pr | 10-22.5-10 Pr Dual |

## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

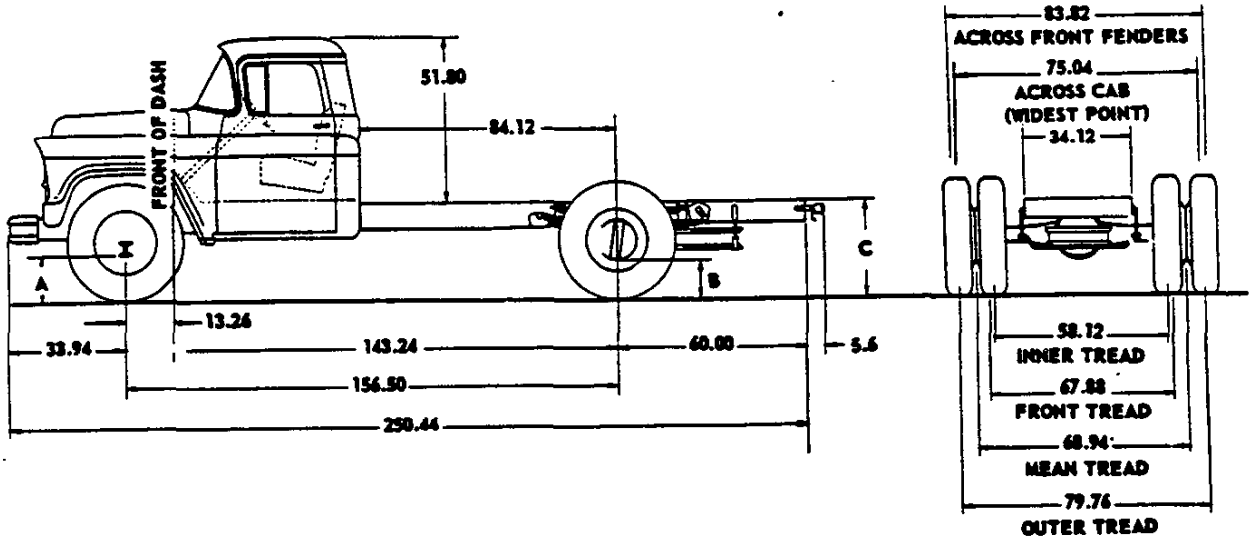
| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Body and Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 8203 ⊕ | 2930 | 2335 | 5265 | 3025 | 2470 | 5495 | 15285 | 5% | 95% | 126 |
| | | | | | | | | 1% | 99% | 138 |

⊕ - Estimated Weights

## CHASSIS AND BODY DIMENSIONS

MODEL 8403 CHASSIS WITH CAB

MINIMUM GVW 14,000 LBS.
MAXIMUM GVW 21,000 LBS.




| Equipment | Height Without Body and Payload | | | TIRES | |
|---|---|---|---|---|---|
| | A | B | C | Front | Rear |
| Standard | 11.39 | 9.55 | 34.03 | 8-22.5-8 Pr | 8-22.5-8 Pr Dual |
| Minimum for Max GVW | 11.84 | 10.95 | 35.44 | 9-22.5-10 Pr | 10-22.5-10 Pr Dual |

## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

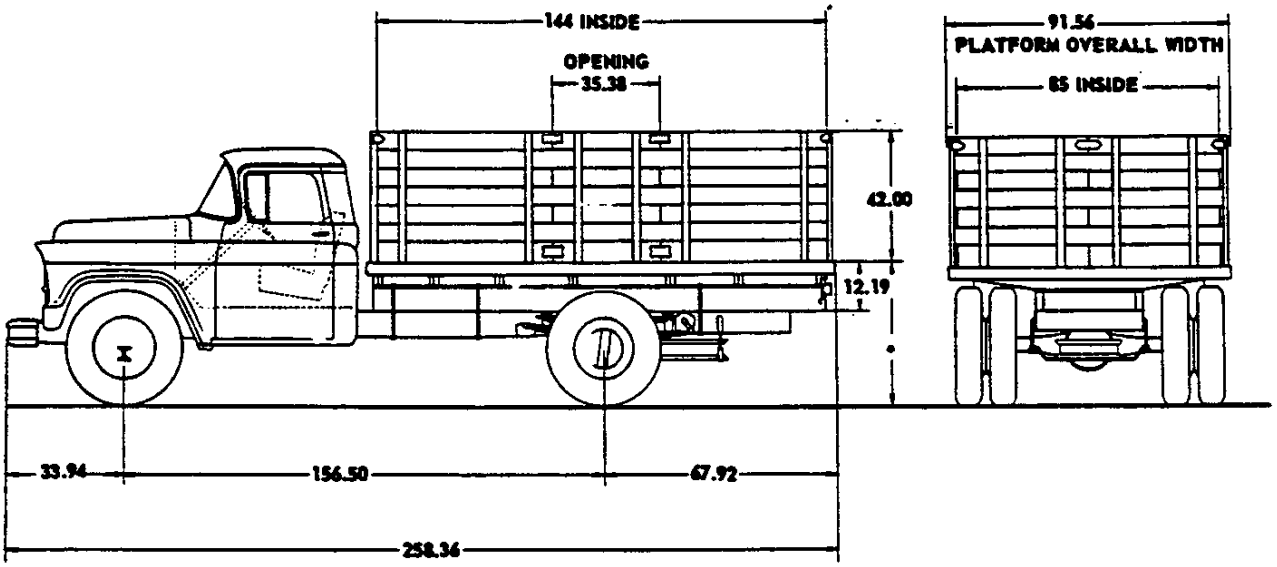
| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Body and Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 8403 ❶ | 2955 | 2375 | 5330 | 3055 | 2505 | 5560 | 15220 | 7% | 93% | 142 |
| | | | | | | | | 3% | 97% | 154 |

❶ - Estimated Weights

## CHASSIS AND BODY DIMENSIONS

**MODEL 8409 STAKE TRUCK**

MINIMUM GVW 14000 LBS.
MAXIMUM GVW 21000 LBS.




| Equipment | * Platform Height | | TIRES | |
|---|---|---|---|---|
| | Loaded | Unloaded | Front | Rear |
| Standard | 42.60 | 45.78 | 8-22.5-8 Pr | 8-22.5-8 Pr Dual |
| Minimum for Max GVW | 44.15 | 47.33 | 9-22.5-10 Pr | 10-22.5-10 Pr Dual |

## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

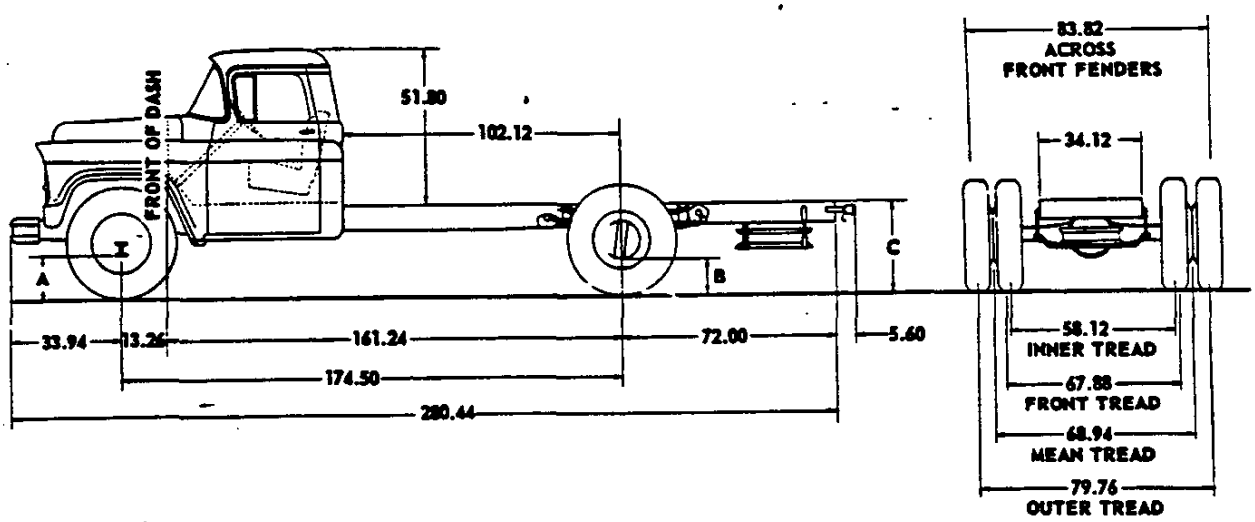
| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 8409 ⊕ | 3040 | 3325 | 6365 | 3140 | 3456 | 6595 | 14185 | 6% | 94% | 144 |

⊕ Estimated Weights

## CHASSIS AND BODY DIMENSIONS

MODEL 8503 CHASSIS WITH CAB

MINIMUM GVW 14000 LBS.
MAXIMUM GVW 21000 LBS.




| Equipment | Height Without Body and Payload | | | TIRES | |
|---|---|---|---|---|---|
| | A | B | C | Front | Rear |
| Standard | 11.39 | 9.55 | 34.12 | 8-22.5-8 Pr | 8-22.5-8 Pr Dual |
| Minimum for Max GVW | 11.84 | 10.95 | 35.53 | 9-22.5-10 Pr | 10-22.5-10 Pr Dual |

## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

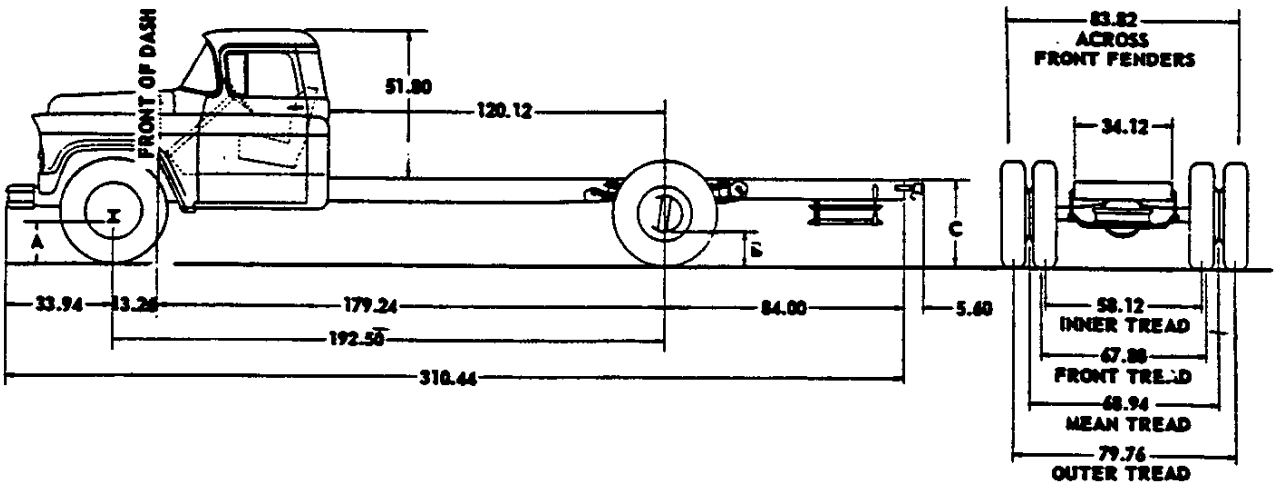
| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Body and Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 8503 ⊕ | 2995 | 2415 | 5410 | 3100 | 2545 | 5645 | 15135 | 8% | 92% | 172 |
| | | | | | | | | 5% | 95% | 184 |
| | | | | | | | | 1% | 99% | 196 |

⊕ Estimated Weights

## CHASSIS AND BODY DIMENSIONS

MODEL 8703 CHASSIS WITH CAB

MINIMUM GVW 14000 LBS.
MAXIMUM GVW 21000 LBS.




| Equipment | Height Without Body and Payload | | | TIRES | |
|---|---|---|---|---|---|
| | A | B | C | Front | Rear |
| Standard | 11.39 | 9.55 | 34.16 | 8-22.5-8 Pr | 8-22.5-8 Pr Dual |
| Minimum for Max GVW | 11.84 | 10.95 | 35.57 | 9-22.5-10 Pr | 10-22.5-10 Pr Dual |

## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

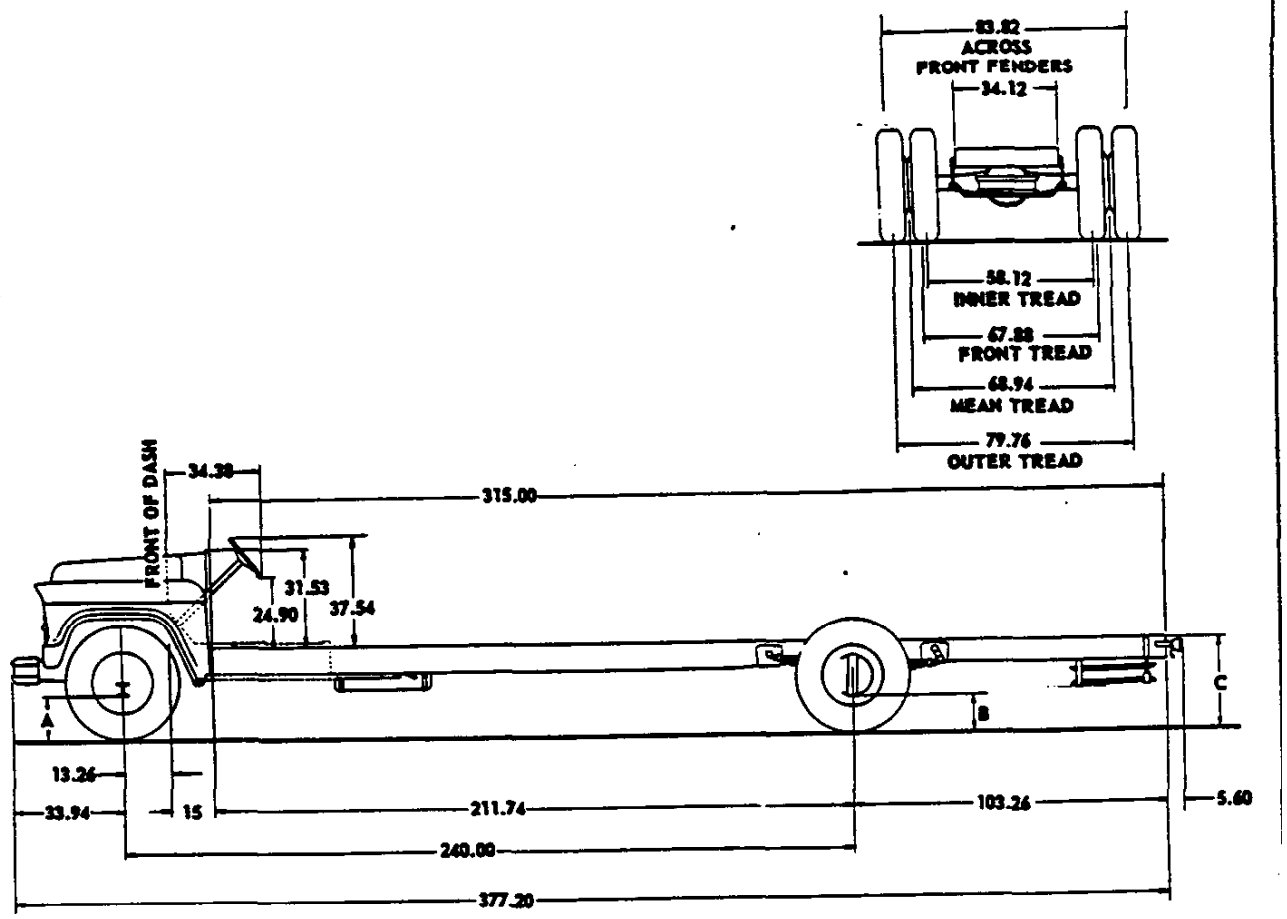
| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Body and Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 8703 ❶ | 3035 | 2485 | 5520 | 3145 | 2610 | 5755 | 15025 | 9% | 91% | 202 |
| | | | | | | | | 6% | 94% | 214 |
| | | | | | | | | 3% | 97% | 226 |

❶ Estimated Weights

## CHASSIS AND BODY DIMENSIONS

MODEL 8802 SCHOOL BUS CHASSIS WITH FLAT FACE COWL

MINIMUM GVW 14000 LBS.
MAXIMUM GVW 19000 LBS.




| Equipment | Height Without Body and Payload | | | TIRES | |
|---|---|---|---|---|---|
| | A | B | C | Front | Rear |
| Standard | 11.39 | 9.55 | 35.14 | 8-22.5-8 Pr | 8-22.5-8 Pr Dual |
| Minimum for Max GVW | 11.84 | 10.00 | 35.39 | 9-22.5-12 Pr | 9-22.5-12 Pr Dual |

## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

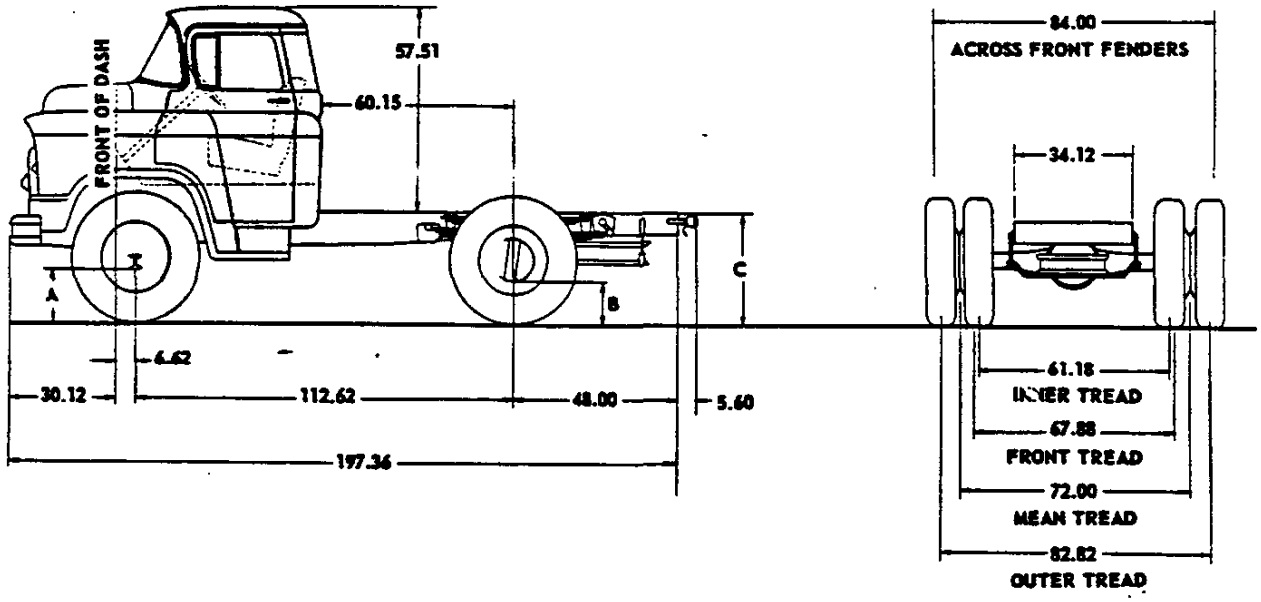
| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Body and Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 8802 ❶ | 2800 | 2575 | 5375 | 2860 | 2750 | 5610 | 13284 | Determined by style, length and weight of body | | |

❶ Estimated Weights

## CHASSIS AND BODY DIMENSIONS

MODEL 9103 LCF CHASSIS WITH CAB

MINIMUM GVW 17000 LBS.
MAXIMUM GVW 25000 LBS.




| Equipment | Height Without Body and Payload | | | TIRES | |
|---|---|---|---|---|---|
| | A | B | C | Front | Rear |
| Standard | 11.39 | 8.28 | 35.84 | 9-22.5-10 Pr | 9-22.5-10 Pr Dual |
| Minimum for Max GVW | 12.79 | 9.88 | 36.84 | 10-22.5-10 Pr | 11-22.5-12 Pr Dual |

## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

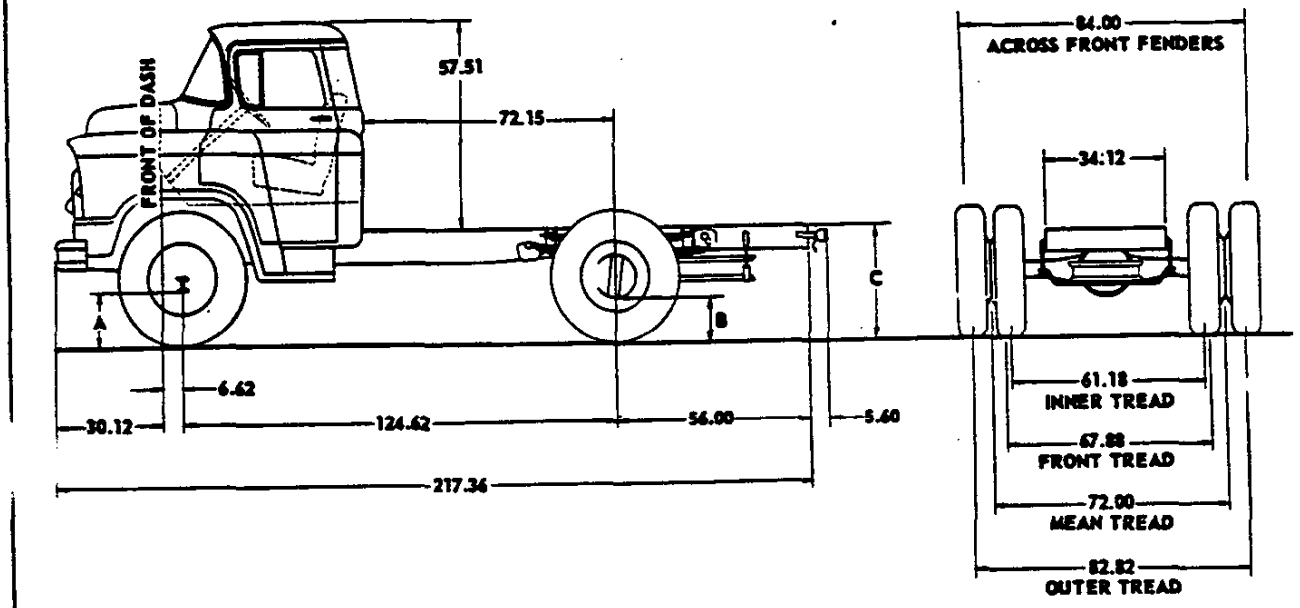
| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Body and Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 9103 ⊙ | 3375 | 2495 | 5870 | 3485 | 2645 | 6130 | 18410 | 5% | 95% | 106 |
| | | | | | | | | 2% | 98% | 112 |

⊙ Estimated Weights

## CHASSIS AND BODY DIMENSIONS

MODEL 9203 LCF CHASSIS WITH CAB

MINIMUM GVW 17000 LBS.
MAXIMUM GVW 25000 LBS.




| Equipment | Height Without Body and Payload | | | TIRES | |
|---|---|---|---|---|---|
| | A | B | C | Front | Rear |
| Standard | 11.39 | 8.28 | 35.30 | 9-22.5-10 Pr | 9-22.5-10 Pr Dual |
| Minimum for Max GVW | 12.79 | 9.88 | 36.90 | 10-22.5-10 Pr | 11-22.5-12 Pr Dual |

## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

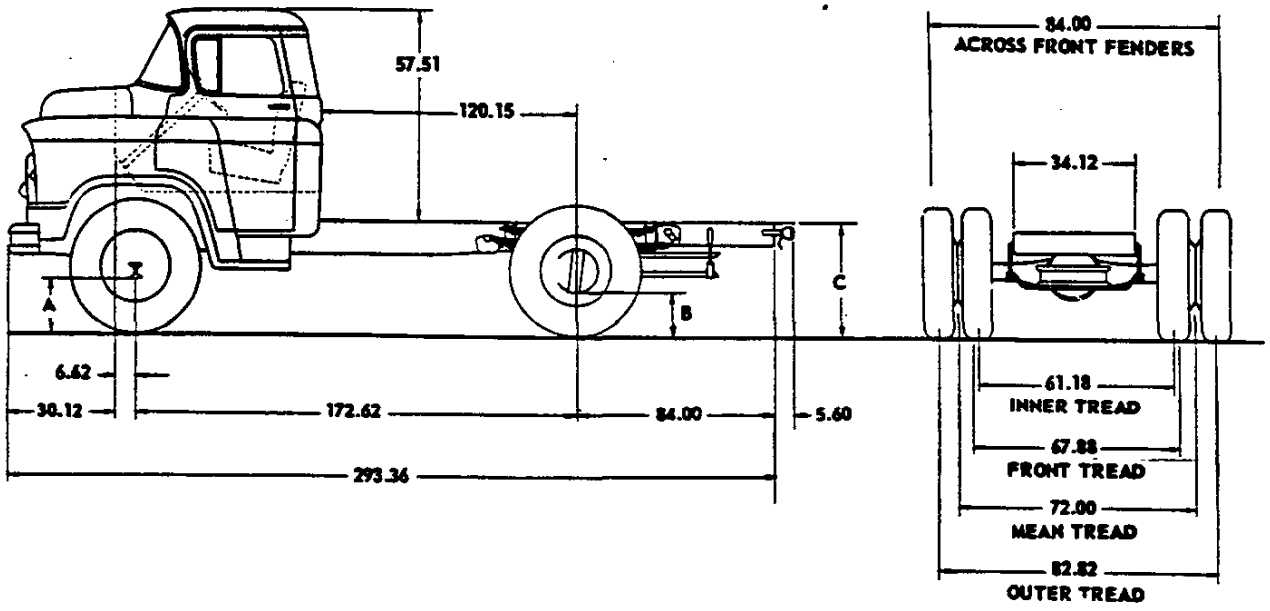
| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Body and Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 9203 ❶ | 3395 | 2520 | 5915 | 3510 | 2660 | 6170 | 18370 | 6% | 94% | 126 |
| | | | | | | | | 3% | 97% | 132 |
| | | | | | | | | 1% | 99% | 138 |

❶ - Estimated Weights

## CHASSIS AND BODY DIMENSIONS

**MODEL 9703 LCF CHASSIS WITH CAB**

MINIMUM GVW 17000 LBS.
MAXIMUM GVW 25000 LBS.




| Equipment | Height Without Body and Payload | | | TIRES | |
|---|---|---|---|---|---|
| | A | B | C | Front | Rear |
| Standard | 11.39 | 8.28 | 35.36 | 9-22.5-10 Pr | 9-22.5-10 Pr Dual |
| Minimum for Max GVW | 12.79 | 9.88 | 36.95 | 10-22.5-10 Pr | 11-22.5-12 Pr Dual |

## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

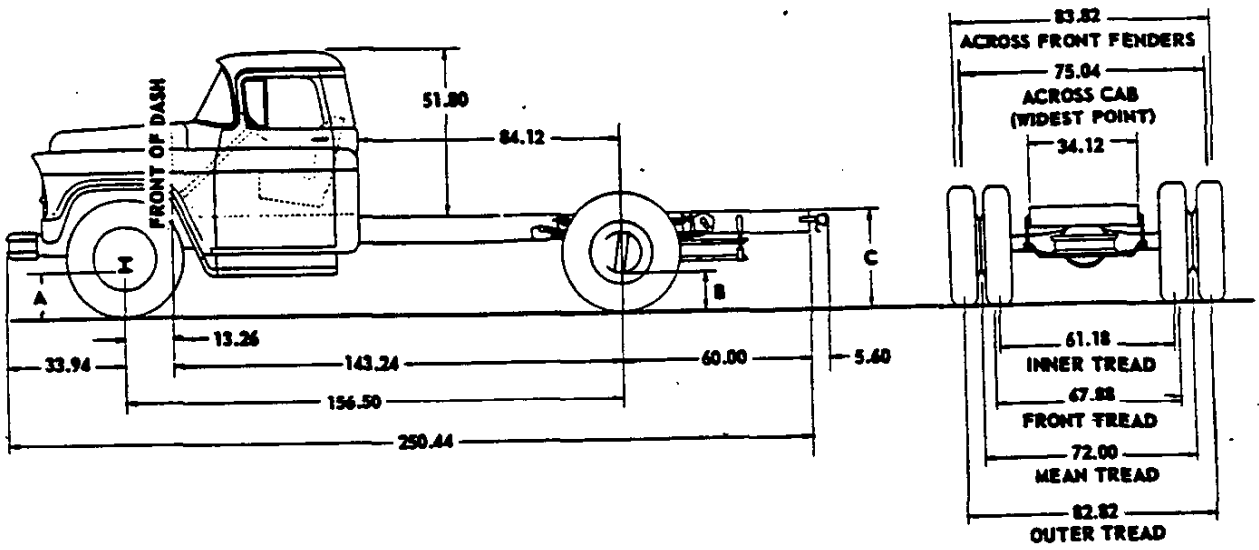
| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Body and Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 9703 ❶ | 3490 | 2610 | 6100 | 3610 | 2750 | 6360 | 18180 | 10% | 90% | 202 |
| | | | | | | | | 6% | 94% | 214 |
| | | | | | | | | 3% | 97% | 226 |

❶ - Estimated Weights

## CHASSIS AND BODY DIMENSIONS

MODEL 10403 CHASSIS WITH CAB

MINIMUM GVW 17000 LBS.
MAXIMUM GVW 25000 LBS.




| Equipment | Height Without Body and Payload | | | TIRES | |
|---|---|---|---|---|---|
| | A | B | C | Front | Rear |
| Standard | 11.39 | 8.28 | 34.65 | 9-22.5-10 Pr | 9-22.5-10 Pr Dual |
| Minimum for Max GVW | 12.79 | 9.88 | 37.26 | 10-22.5-10 Pr | 11-22.5-12 Pr Dual |

## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

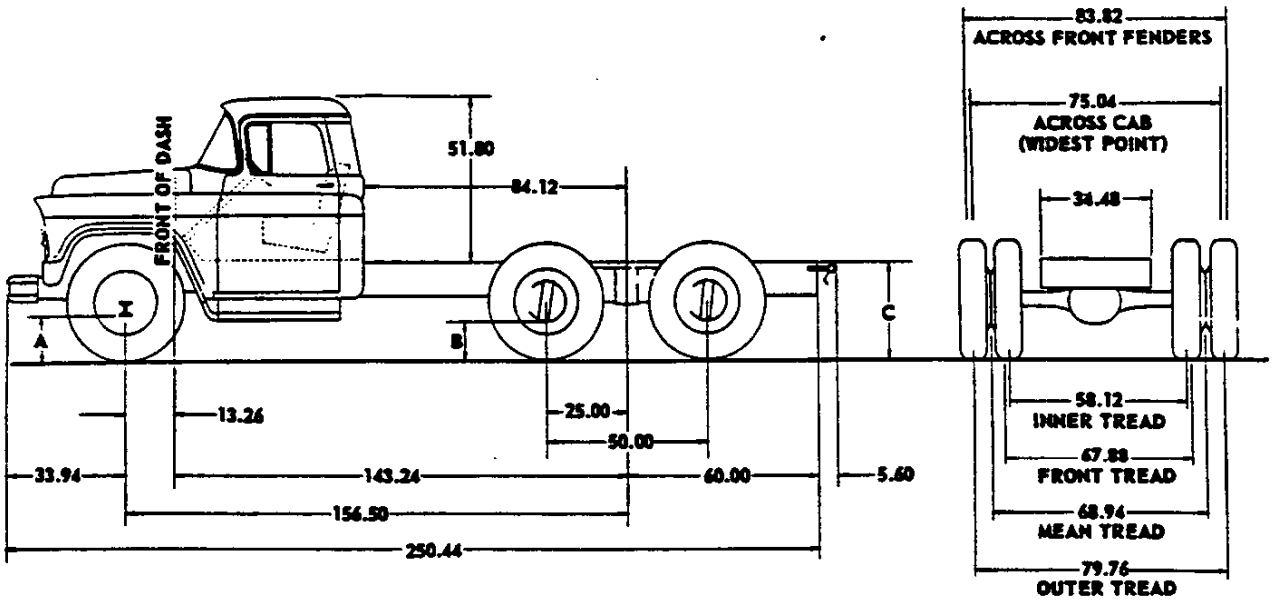
| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Body and Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 10403⊕ | 3225 | 2740 | 5965 | 3330 | 2890 | 6220 | 18320 | 8% | 92% | 142 |
| | | | | | | | | 3% | 97% | 154 |
| | | | | | | | | 1% | 99% | 160 |

⊕ Estimated Weights

## CHASSIS AND BODY DIMENSIONS

MODEL 10403 CHASSIS WITH CAB - TANDEM AXLE

MINIMUM GVW 24,000 LBS.
MAXIMUM GVW 32,000 LBS.




| Equipment | Height Without Body and Payload | | | TIRES | |
|---|---|---|---|---|---|
| | A | B | C (est) | Front | Rear |
| Standard | 11.39 | 9.55 | 39.08 | 8-22.5-8 Pr | 8-22.5-8 Pr Double Dual |
| Minimum for Max GVW | 11.84 | 11.00 | 40.63 | 9-22.5-10 Pr | 10-22.5-10 Pr Double Dual |

## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

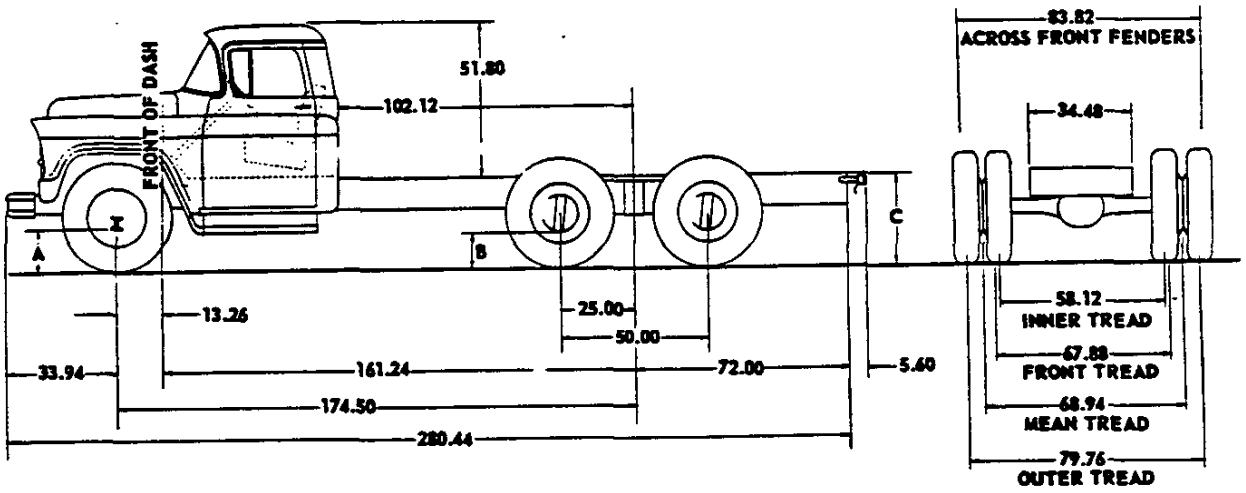
| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW • | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Body and Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 10403 ❷ (Tandem) | 3410 | 4535 | 7945 | 3520 | 4665 | 8185 | 23690 | 7% | 93% | 142 |
| | | | | | | | | 5% | 95% | 148 |
| | | | | | | | | 1% | 99% | 160 |

❷ Estimated Weights

## CHASSIS AND BODY DIMENSIONS

MODEL 10503 CHASSIS WITH CAB - TANDEM AXLE

MINIMUM GVW 24000 LBS.
MAXIMUM GVW 32000 LBS.




| Equipment | Height Without Body and Payload | | | TIRES | |
|---|---|---|---|---|---|
| | A | B | C (est) | Front | Rear |
| Standard | 11.39 | 9.55 | 39.28 | 8-22.5-8 Pr | 8-22.5-8 Pr Double Dual |
| Minimum for Max GVW | 11.84 | 11.00 | 40.83 | 9-22.5-10 Pr | 10-22.5-10 Pr Double Dual |

## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

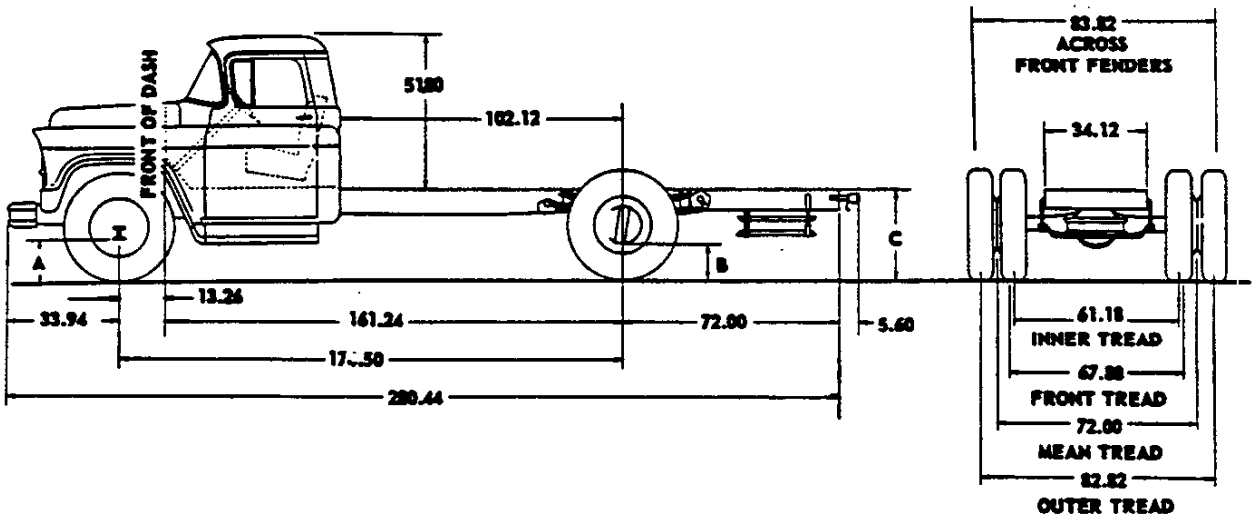
| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Body and Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 10503 ⊕ (Tandem) | 3450 | 4575 | 8025 | 3565 | 4700 | 8265 | 23540 | 8% | 92% | 172 |
| | | | | | | | | 6% | 94% | 178 |
| | | | | | | | | 3% | 97% | 190 |

⊕ Estimated Weights

## CHASSIS AND BODY DIMENSIONS ●

MODEL 10503 CHASSIS WITH CAB

MINIMUM GVW 17000 LBS.
MAXIMUM GVW 25000 LBS.




| Equipment | Height Without Body and Payload | | | TIRES | |
|---|---|---|---|---|---|
| | A | B | C | Front | Rear |
| Standard | 11.39 | 8.28 | 35.74 | 9-22.5-10 Pr | 9-22.5-10 Pr Dual |
| Minimum for Max GVW | 12.79 | 9.88 | 37.36 | 10-22.5-10 Pr | 11-22.5-12 Pr Dual |

### VEHICLE WEIGHTS AND LOAD DISTRIBUTION

| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Body and Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 10503● | 3265 | 2780 | 6045 | 3375 | 2930 | 6305 | 18235 | 8% | 92% | 172 |
| | | | | | | | | 5% | 95% | 184 |
| | | | | | | | | 1% | 99% | 196 |

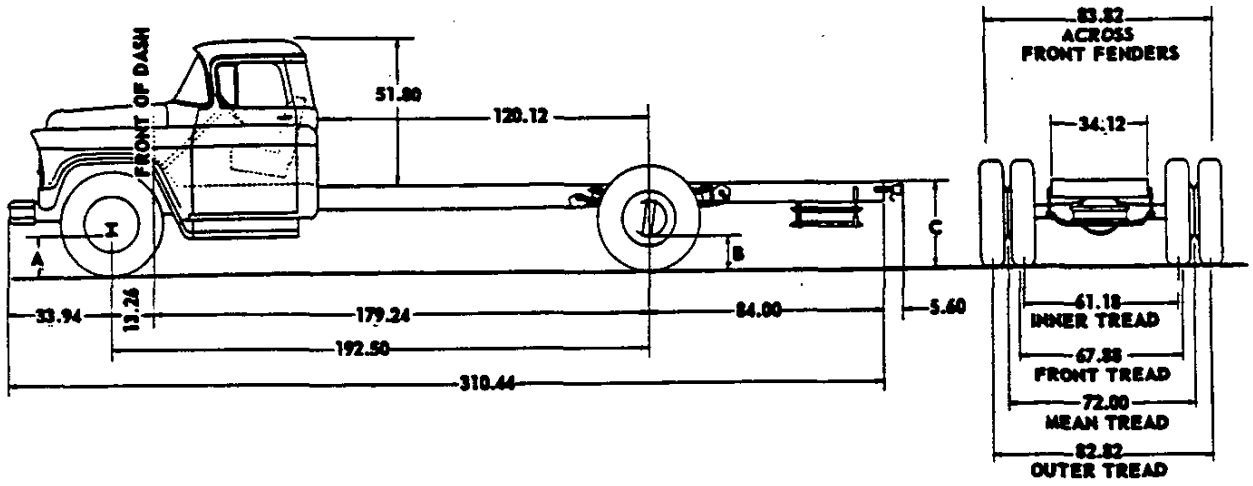
● Estimated Weights

3-29-56. Revised: 5-1-56 e-Data Revised

## CHASSIS AND BODY DIMENSIONS

MODEL 10703 CHASSIS WITH CAB

MINIMUM GVW 17000 LBS.
MAXIMUM GVW 25000 LBS.




| Equipment | Height Without Body and Payload | | | TIRES | |
|---|---|---|---|---|---|
| | A | B | C | Front | Rear |
| Standard | 11.39 | 8.28 | 35.80 | 9-22.5-10 Pr | 9-22.5-10 Pr Dual |
| Minimum for Max GVW | 12.79 | 9.88 | 37.42 | 10-22.5-10 Pr | 11-22.5-12 Pr Dual |

## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

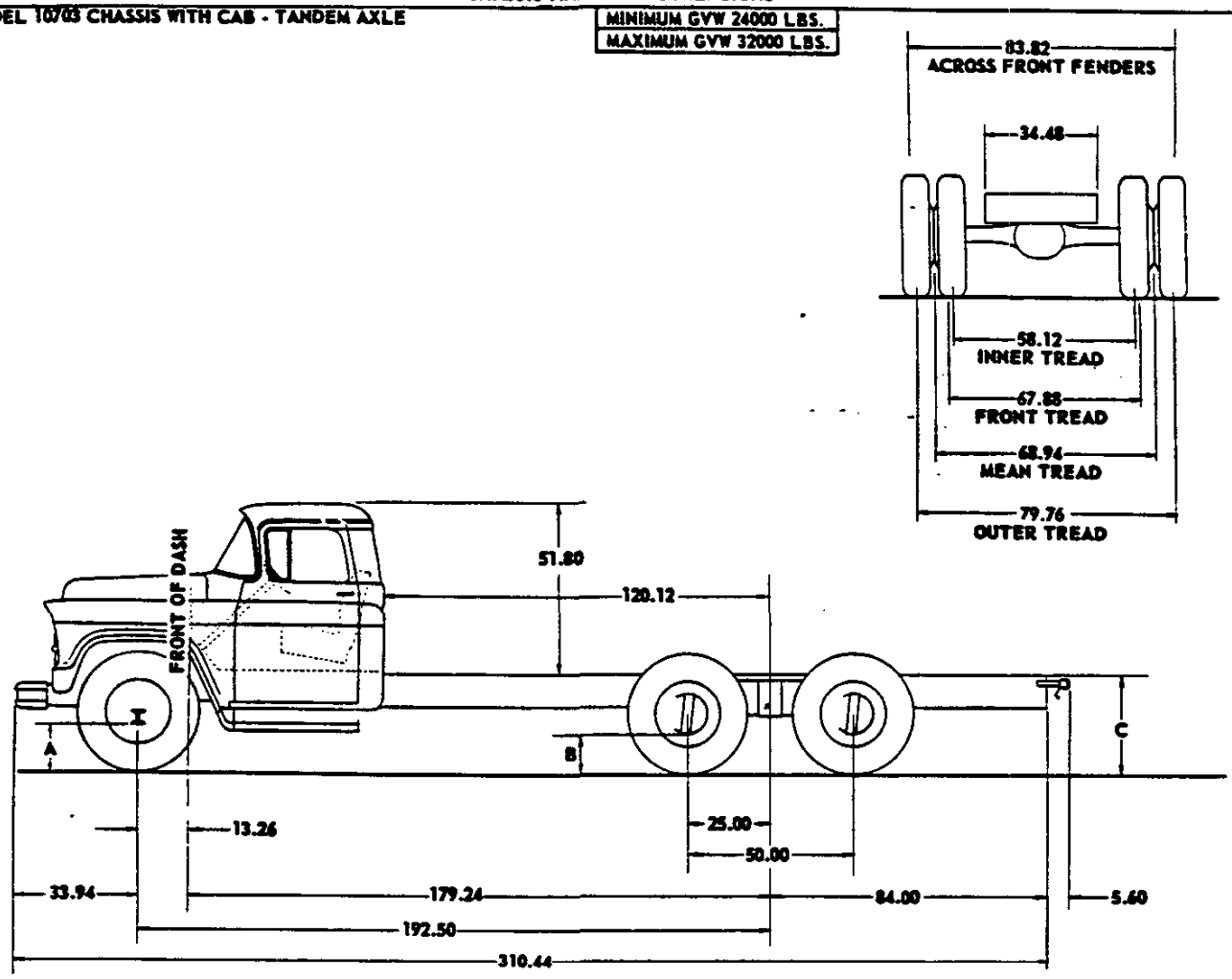
| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Body and Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 10703① | 3310 | 2850 | 6160 | 3420 | 3000 | 6420 | 18125 | 9% | 91% | 202 |
| | | | | | | | | 6% | 94% | 214 |
| | | | | | | | | 3% | 97% | 226 |

① Estimated Weights

## CHASSIS AND BODY DIMENSIONS

MODEL 10703 CHASSIS WITH CAB - TANDEM AXLE

MINIMUM GVW 24000 LBS.
MAXIMUM GVW 32000 LBS.




| Equipment | Height Without Body and Payload | | | TIRES | |
|---|---|---|---|---|---|
| | A | B | C (est) | Front | Rear |
| Standard | 11.39 | 9.55 | 39.58 | 8-22.5-8 Pr | 8-22.5-8 Pr Double Dual |
| Minimum for Max GVW | 11.84 | 11.00 | 41.13 | 9-22.5-10 Pr | 10-22.5-12 Pr Double Dual |

## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

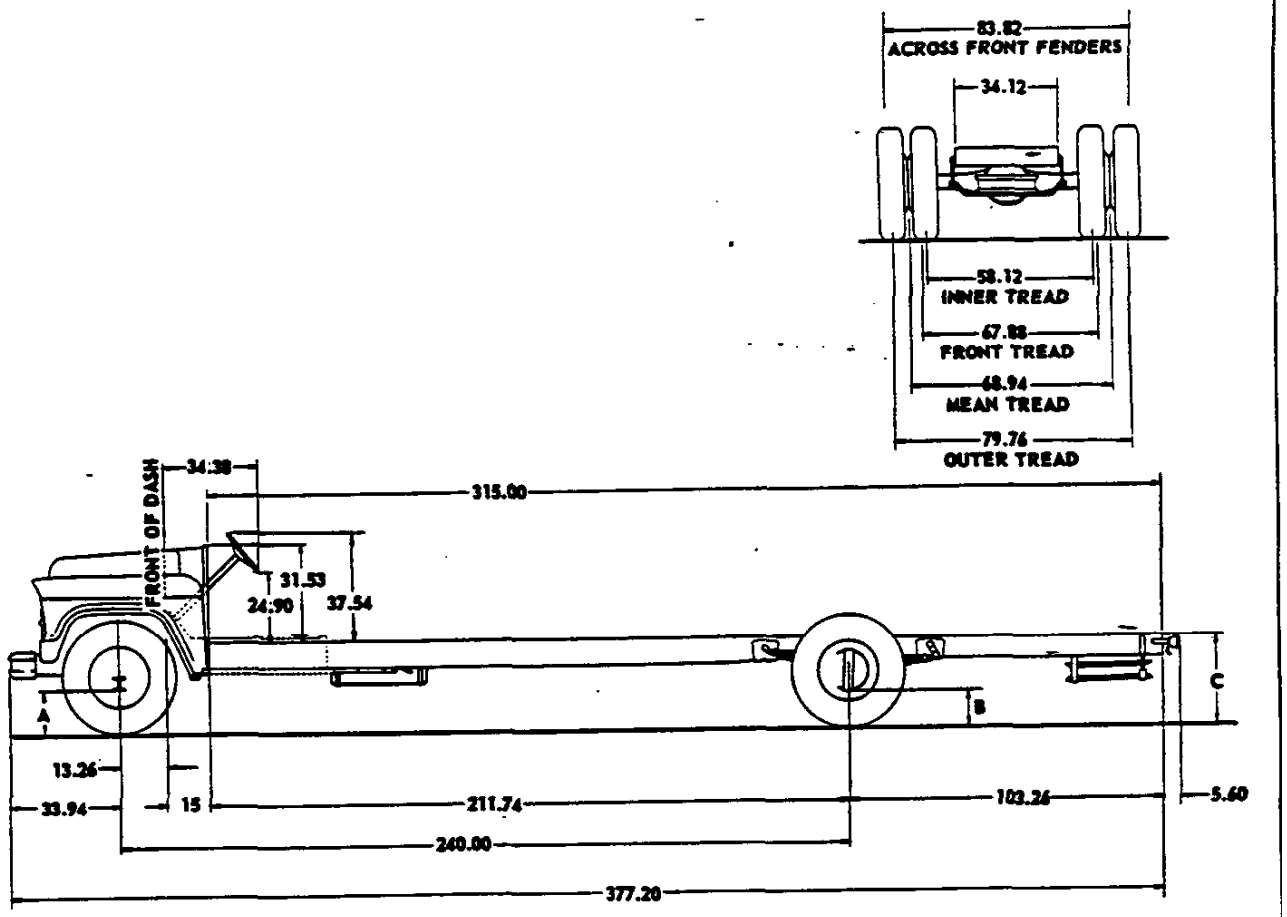
| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Body and Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 10703 ❶ (Tandem) | 3490 | 4610 | 8100 | 3605 | 4735 | 8340 | 23465 | 6% | 94% | 202 |
| | | | | | | | | 5% | 95% | 214 |
| | | | | | | | | 3% | 97% | 226 |

❶ Estimated Weights

## CHASSIS AND BODY DIMENSIONS

MODEL 10802 SCHOOL BUS CHASSIS WITH FLAT FACE COWL

MINIMUM GVW 17000 LBS.
MAXIMUM GVW 22000 LBS.



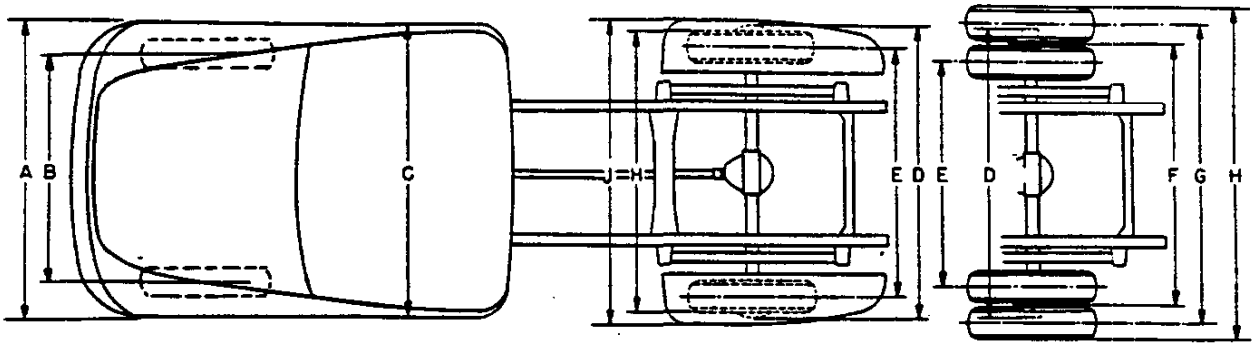

| Equipment | Height Without Body and Payload | | | TIRES | |
|---|---|---|---|---|---|
| | A | B | C | Front | Rear |
| Standard | 11.84 | 10.00 | 35.59 | 9-22.5-10 Pr | 9-22.5-10 Pr Dual |
| Minimum for Max GVW | 12.84 | 11.00 | 36.59 | 10-22.5-10 Pr | 10-22.5-10 Pr Dual |

## VEHICLE WEIGHTS AND LOAD DISTRIBUTION

| MODEL | WITH STANDARD EQUIPMENT | | | | | | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Shipping | | | Curb | | | Body and Payload | Payload Distribution | | Body Length |
| | Front | Rear | Total | Front | Rear | Total | | Front | Rear | |
| 10802 ⊛ | 3045 | 2675 | 5720 | 3115 | 2845 | 5960 | 18802 | Determined by style, length and weight of body | | |

⊛ Estimated Weights

## CHASSIS TREAD AND OVERALL WIDTHS




| Series | Tire Size | A Across Front Fenders | B Front Wheel Tread | C Across Cab At Widest Point | D Over Rear Hub or Hub Caps | E Inner Wheel Tread | F Dual Mean Tread | G Outer Wheel Tread | H Over Rear Tires | J Over Rear Fenders |
|---|---|---|---|---|---|---|---|---|---|---|
| 1508 | 6.70-15 | 73.40 | 58.00 | | 67.80 | 58.90 | | | 65.80 | 73.70 |
| | 7.10-15 | | 58.00 | | | | | | 66.20 | |
| 3100 | 6.70-15 | 74.61 on 3102; 74.73 on All others | 60.52 | 75.04 | 70.30 | 61.02 | | | 67.92 | $ |
| 3200 | 6.50-16 | | 60.72 | | | 61.27 | | | 68.27 | |
| | 7-17.5 | | 61.60 | | 71.12 | 62.14 | | | 69.54 | |
| 3400 | | | | | | | | | | |
| 3500 | 8-19.5 | | 63.26 | | 72.38 | 61.75 | | | 69.55 | |
| 3700 | 8-19.5D | | 63.26 | | 71.30 | 52.13 | 61.75 | 71.37 | 79.27 | |
| 3600 | 7-17.5 | 74.61 on 3602 & 3802 74.73 On all others | 61.66 | 75.04 | 72.43 | 62.40 | | | 69.80 | 76.00 on 3604 & 3804 76.64 On 3805 |
| | 8-17.5 | | 61.62 | | | 62.40 | | | 70.10 | |
| | 8-19.5 | | 60.90 | | 72.36 | 61.77 | | | 69.67 | |
| | 7-17.5D | | 61.02 | | 71.00 | 54.32 | 63.24 | 72.16 | 79.56 | |
| 3800 | 8-17.5 | | 61.62 | | 72.34 | 62.18 | | | 69.88 | |
| | 8-19.5 | | 60.90 | | | 61.78 | | | 69.68 | |
| | 8-19.5D | | 60.20 | | 71.00 | 53.66 | 63.28 | 72.90 | 80.80 | |
| 4100 | 7-22.5D | 78.75 | 62.94 | | 70.00 | 56.86 | 66.48 | 76.10 | 83.30 | |
| 4400 | 8-19.5D | | 62.94 | | | | | | 84.00 | |
| | 8-22.5D | | 62.94 | | | | | | 84.00 | |
| 4500 (RPO 4100 4400¢) | 7-22.5D | | 64.80 | | | | | | 83.30 | |
| | 8-19.5D | | 64.80 | | | | | | 84.00 | |
| | 8-22.5D | | 64.80 | | | | | | 84.00 | |
| 5000 | 8-22.5D | 84.00 | 63.72 | 82.64 | 80.75 | 58.12 | 68.94 | 79.76 | 87.86 | |
| | 9-22.5D* | | 63.72 | | | 58.12 | | 79.76 | 88.46 | |
| | 9-22.5D⊕ | | 62.72 | | | 57.12 | | 80.76 | 89.76 | |
| | 10-22.5D | | 62.72 | | | 57.12 | | 80.76 | 90.56 | |
| 6000 | 8-22.5D | 78.75 | 63.72 | 75.04 | | 58.12 | | 79.76 | 87.86 | |
| | 9-22.5D* | | 63.72 | | | 58.12 | | 79.76 | 88.46 | |
| | 9-22.5D⊕ | | 62.72 | | | 57.12 | | 80.76 | 89.76 | |
| | 10-22.5D | | 62.72 | | | 57.12 | | 80.76 | 90.56 | |
| 7000 | 8-22.5D | 84.00 | 67.88 | 82.64 | | 58.12 | | 79.76 | 87.86 | |
| | 9-22.5D* | | 67.88 | | | 58.12 | | 79.76 | 88.46 | |
| | 9-22.5D⊕ | | 66.88 | | | 57.12 | | 80.76 | 89.76 | |
| | 10-22.5D⊕ | | 66.88 | | | 57.12 | | 80.76 | 90.56 | |
| | 10-22.5D# | | 66.48 | | | 56.72 | | 81.16 | 91.26 | |
| 8000 | 8-22.5D | 83.82 | 67.88 | 75.04 | | 58.12 | | 79.76 | 87.86 | |
| | 9-22.5D* | | 67.88 | | | 58.12 | | 79.76 | 88.46 | |
| | 9-22.5D⊕ | | 66.88 | | | 57.12 | | 80.76 | 89.76 | |
| | 10-22.5D⊕ | | 66.88 | | | 57.12 | | 80.76 | 90.56 | |
| | 10-22.5# | | 66.48 | | | 56.72 | | 81.16 | 91.26 | |
| 9000 10000 Except Tandems & School Bus | 9-22.5D* | 84.00 On 9000 83.82 on 10000 | 67.88 | 82.64 On 9000 75.04 on 10000 | 85.81 | 61.18 | 72.00 | 82.82 | 91.52 | |
| | 9-22.5D⊕ | | 66.88 | | | 60.18 | | 83.82 | 92.82 | |
| | 10-22.5D⊕ | | 66.88 | | | 60.18 | | 83.82 | 93.62 | |
| | 10-22.5D# | | 66.48 | | | 59.78 | | 84.22 | 94.32 | |
| | 10-22.5D% | | 66.60 | | | 59.88 | | 84.12 | 94.22 | |
| | 11-22.5D# | | § | | | 59.78 | | 84.22 | 95.12 | |
| | 11-22.5D% | | | | | 59.88 | | 84.12 | 95.02 | |

## CHASSIS TREAD AND OVERALL WIDTHS - Continued ●

| Series | Tire Size | A Across Front Fenders | B Front Wheel Tread | C Across Cab At Widest Point | D Over Rear Hub or Hub Caps | E Inner Wheel Tread | F Dual Mean Tread | G Outer Wheel Tread | H Over Rear Tires | J Over Rear Fenders |
|---|---|---|---|---|---|---|---|---|---|---|
| 10802 | 9-22.5D* | 83.82 | 67.88 | 75.04 | 80.75 | 58.12 | 68.94 | 79.76 | 88.46 | |
| | 9-22.5D⊕ | | 66.88 | | | 57.12 | | 80.76 | 89.76 | |
| | 10-22.5D⊕ | | 66.88 | | | 57.12 | | 80.76 | 90.56 | |
| | 10-22.5 # | | 66.48 | | | 56.72 | | 81.16 | 91.26 | |
| 10400 | 8-22.5D | | 67.88 | | | 58.12 | | 79.76 | 87.86 | |
| 10500 | 9-22.5D⊕ | | 66.88 | | | 57.12 | | 80.76 | 89.76 | |
| 10700+ | 10-22.5D⊕ | | 66.88 | | | 57.12 | | 80.76 | 90.56 | |

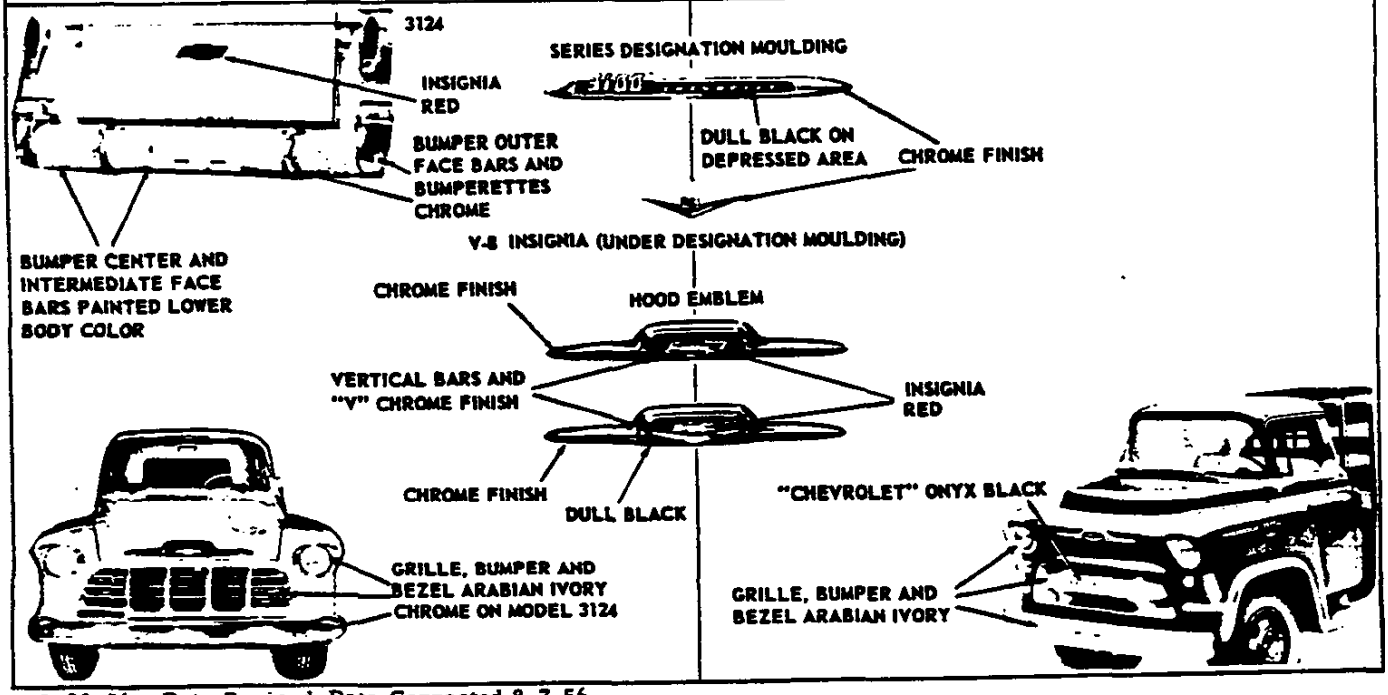
\+ - Also tandem  % - 22.5 x 7.50 wheel 10 bolt  # - 22.5 x 7.50 wheel 6-bolt
* - 22.5 x 6.00 wheel  $ - 76.00 on 3104 and 3204; 76.40 on 3105, 3106, and 3116; 77.00 on 3124. ¢ - With heavy-duty front axle (RPO 203)
D - Dual rear wheels

## EXTERIOR APPEARANCE AND COLORS

| Solid Colors | Two Tone Colors | | | | Wheels |
|---|---|---|---|---|---|
| All Models Except 3124 | All Models Except 3106-3116-3124# | | 3124 | | |
| | Upper | Lower | Upper | Lower | |
| Forest Green* | Arabian Ivory | Forest Green | Cardinal Red* | Bombay Ivory* | 3000 Series Two-Tone Models To Be Upper Body Color; All Other Wheels Black |
| Cardinal Red | Arabian Ivory | Cardinal Red | Arabian Ivory | Cardinal Red | |
| Sand Beige | Golden Yellow | Jet Black | Jet Black | Golden Yellow | |
| Jet Black | Jet Black | Golden Yellow | Arabian Ivory | Regal Blue | |
| Omaha Orange | Arabian Ivory | Empire Blue | Arabian Ivory | Granite Gray | |
| Granite Gray | Arabian Ivory | Yukon Yellow | Arabian Ivory | Ocean Green | |
| Empire Blue | Arabian Ivory | Ocean Green | Arabian Ivory | Crystal Blue | |
| Golden Yellow | Arabian Ivory | Crystal Blue | Cardinal Red | Sand Beige | |
| Yukon Yellow | Arabian Ivory | Granite Gray | | | |
| Ocean Green | Arabian Ivory | Omaha Orange | | | |
| Regal Blue | Cardinal Red | Sand Beige | | | |
| Crystal Blue | Arabian Ivory | Regal Blue | | | |
| Pure White | | | | | |

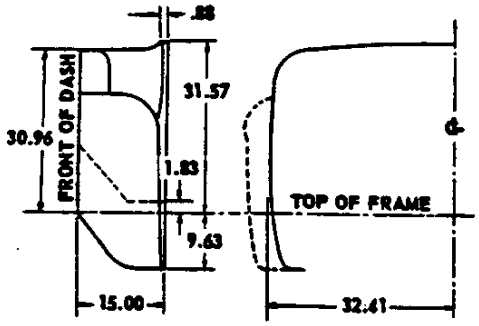
* Regular Production Colors
# Deluxe Equipment and Two Tone Options are not available for Model 3106-3116

## EXTERIOR APPEARANCE ITEMS ●

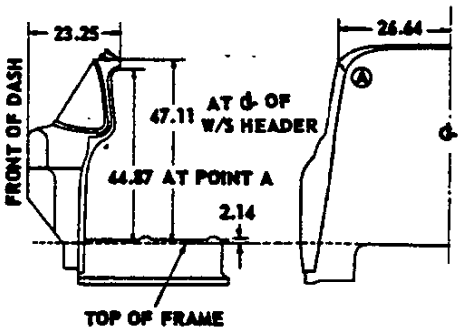


## COWL DIMENSIONS

FLAT FACE COWL

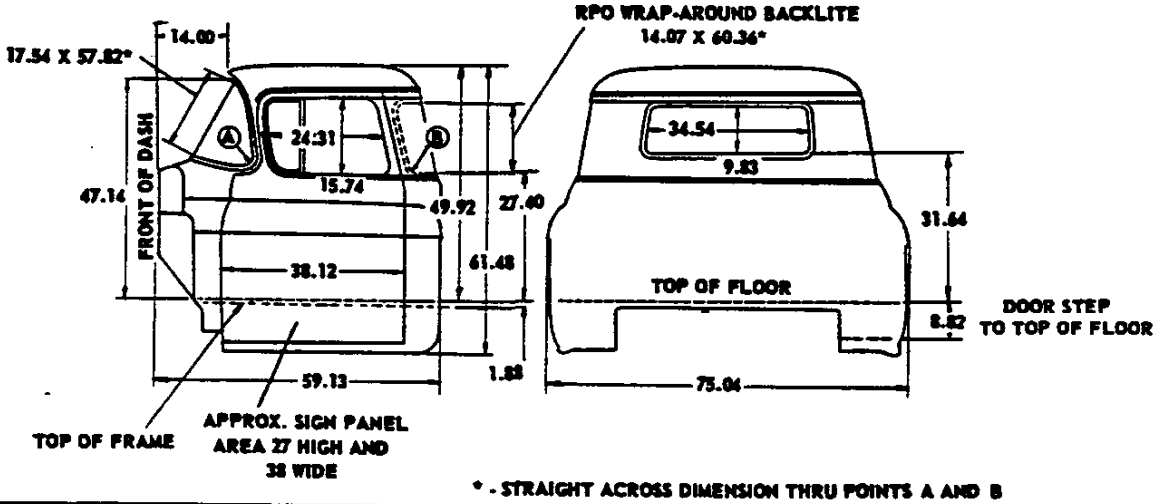



COWL AND WINDSHIELD



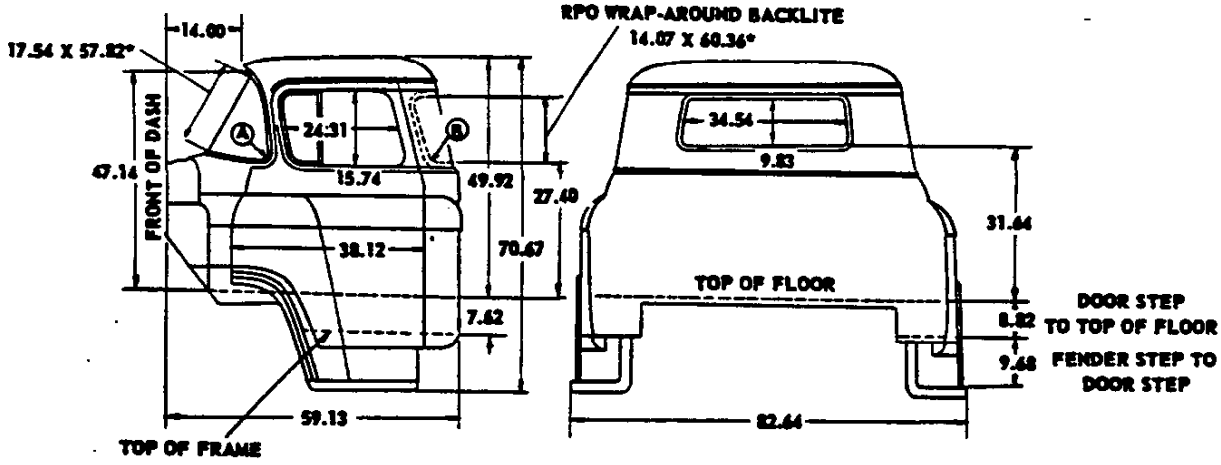

## CAB EXTERIOR DIMENSIONS

CONVENTIONAL CAB




* - STRAIGHT ACROSS DIMENSION THRU POINTS A AND B

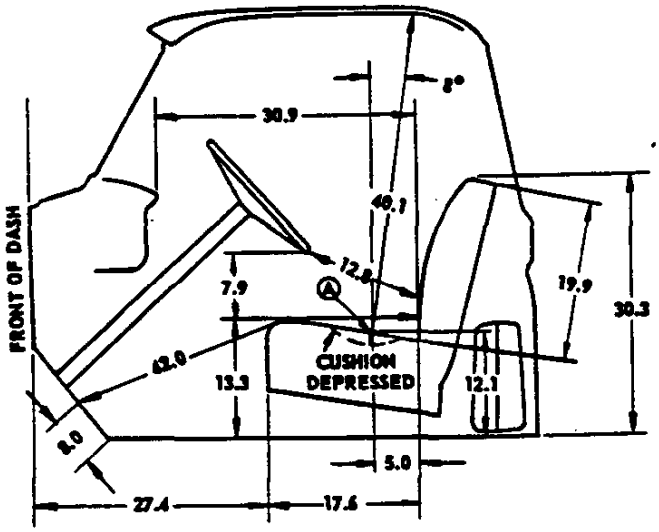
LOW CAB FORWARD



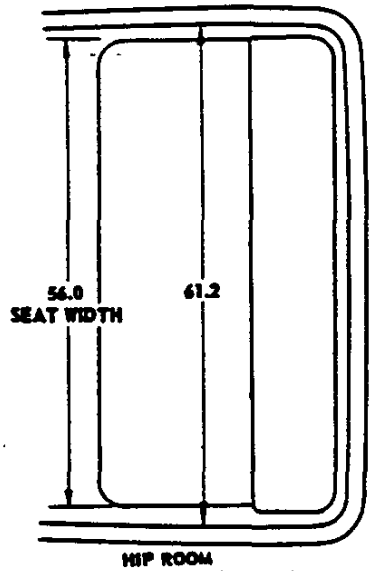

* - STRAIGHT ACROSS DIMENSION THRU POINTS A AND B

## DRIVER COMPARTMENT AND SEAT DIMENSIONS

### CONVENTIONAL AND LOW CAB FORWARD

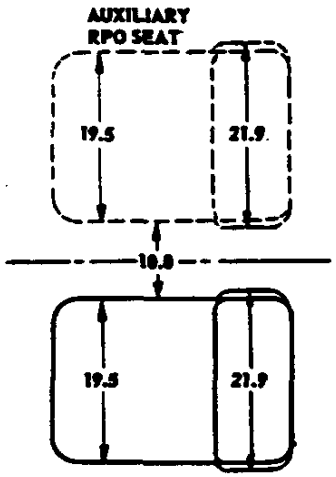


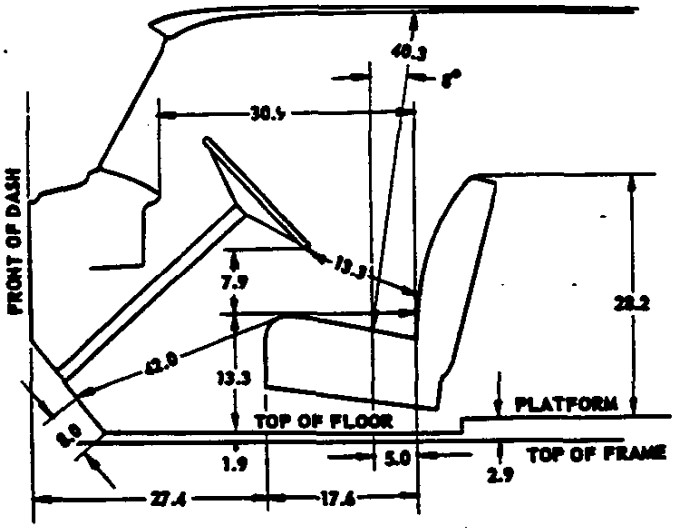

SEAT IN REAR POSITION
SEAT ADJUSTMENT: 3.75



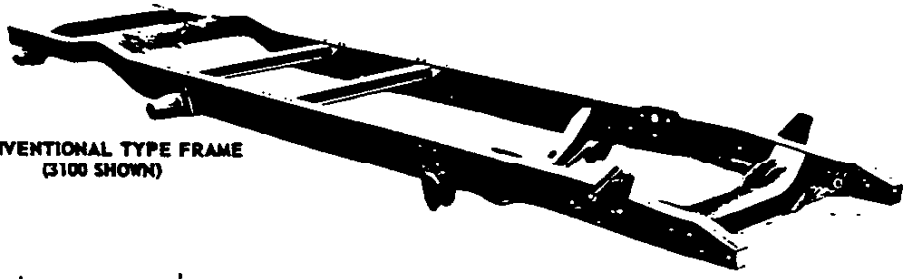

HIP ROOM
(THRU "A" POINT)

### PANEL AND SUBURBAN CARRYALL

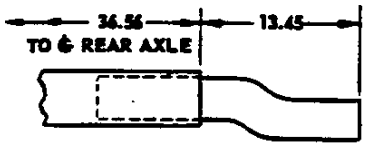


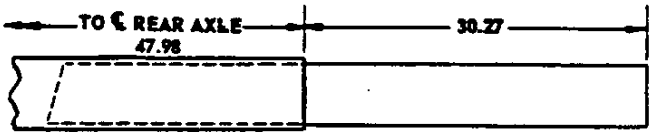

SEAT IN REAR POSITION
SEAT ADJUSTMENT: 3.56



CONVENTIONAL TYPE FRAME
(3100 SHOWN)

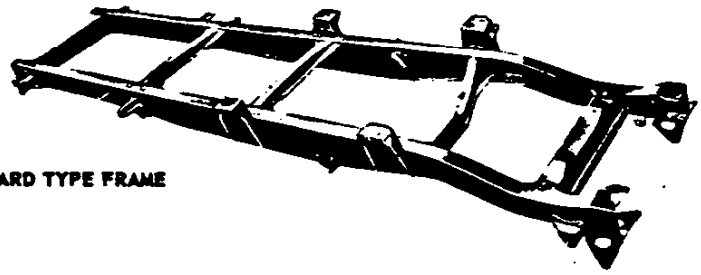



FRAME REAR EXTENSION
(3105 SHOWN)



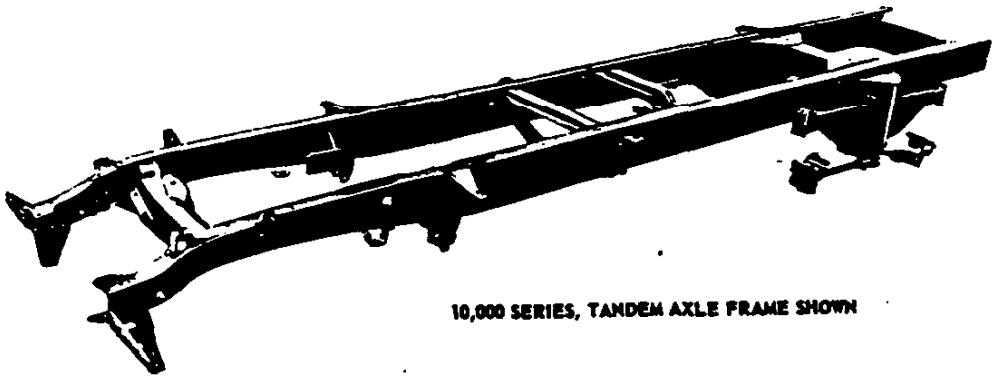

FRAME REAR EXTENSION ON 4502

| Series | | | 3100 | 3200 3600 | 3400 | 3500 | 3700 | 3800 | 4100 | 4400 6400 | 4500 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Type | | | Ladder with straight thru channel side members | | | | | | | | |
| Number Of Crossmembers ⊕ | | | 5 | | 4 | 5 | | | | 6 | 8 |
| Width Over Side Rails | | | 34.00 | | | | | | | | |
| Kick-up height | | | 1.68 | 1.53 | 2.27 | | | | | | |
| Side Rails | Material | | Hot rolled steel, pickled | | | | | | | | |
| | Yield point | | 39000 PSI (Minimum) | | | | | | | | |
| | Elongation | | 25% in 2 inches | | | | | | | | |
| | Maximum Sectional Dimensions | Depth | 6.00 | 6.09 | 7.25 | | | | 9.06 | 9.12 | |
| | | Width | 2.26 | 2.25 | 2.74 | | | | 2.97 | 3.00 | |
| | | Thickness | 0.14 | 0.19 | 0.22 | | | | 0.22 | 0.25 | |
| | Overall length | | 178.05 | 190.05 | 182.49 | 206.49 | 230.49 | 208.18 | 199.40 | 236.46 | |
| | | | 191.50* | 203.37* | | | | 222.50* | | | 266.73* |
| | Section modulus+ | | 2.54 | 3.37 | 5.70 | | | | 8.28 | 9.41 | |



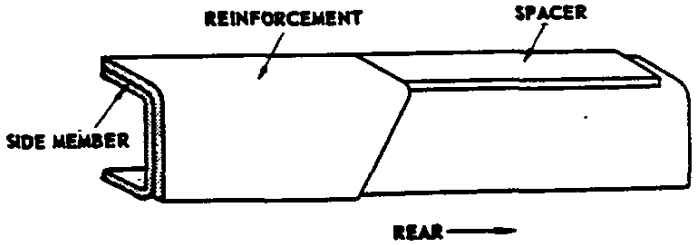
LOW CAB FORWARD TYPE FRAME

| Series | | | 5100 | 5400 | 5700 | 6100 | 6500 | 6700 | 6800 | 7100 9100 | 7200 9200 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Type | | | Ladder with straight thru channel side members | | | | | | | | |
| Number Of Crossmembers ⊕ | | | 5 | 6 | | 5 | 7 | 9 | | 5 | |
| Width Over Side Rails | | | 34.00 | | | | | 34.06 | | 34.12 | |
| Kick Up Height | | | | | | | | | | | |
| Side Rails | Material | | Hot rolled steel, pickled | | | | | | | | |
| | Yield point | | 39000 PSI (Minimum) | | | | | | | | |
| | Elongation | | 25% in 2 inches | | | | | | | | |
| | Maximum Sectional Dimensions | Depth | 9.12 | | | | | 9.18 | | 9.24 | |
| | | Width | 3.00 | | | | | 3.03 | | 3.06 | |
| | | Thickness | 0.25 | | | | | 0.28 | | 0.31 | |
| | Overall length | | 182.25 | 219.33 | 255.33 | 199.40 | 266.48 | 321.73 | 349.23 | 195.52 | 215.52 |
| | Section modulus+ | | 9.41 | | | | | 10.36 | | 11.79 | |

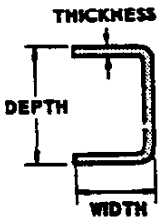


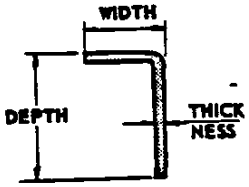
10,000 SERIES, TANDEM AXLE FRAME SHOWN

| Series | | | 7700 9700 | 8100 10100 | 8200 10200 | 8400 10400 Except Tandem | 10400 Tandem Model | 8500 10500 Except Tandem | 10500 Tandem Model | 8700 10700 Except Tandem | 10700 Tandem Model | 8800 10800 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Type | | | Ladder with straight thru channel side members | | | | | | | | | |
| Number of Crossmembers | | | 7 | 5 | | 6 | | 7 | 6 | 8 | 6 | 9 |
| Width over Sidemembers | | | 34.12 | | | | 34.48 | 34.12 | 34.48 | 34.12 | 34.48 | 34.12 |
| Side Rails | Material | | Hot rolled steel, pickled | | | | | | | | | |
| | Yield point | | 39000 PSI (Minimum) | | | | | | | | | |
| | Elongation | | 25% in 2 inches | | | | | | | | | |
| | Maximum Sectional Dimensions | Depth | 9.24 | | | | | | | | | |
| | | Width | 3.06 | | | | | | | | | |
| | | Thickness | 0.31 | | | | | | | | | |
| | Overall length | | 291.52 | 212.59 | 232.59 | 248.59 | | 278.59 | | 308.59 | | 375.35 |
| | Section modulus + | | 11.79 | | | | | | | | | |




SECTIONAL DIMENSIONS




FRAME SIDE MEMBER REINFORCEMENTS
(REG. PROD. ON TANDEM MODELS, RPO ALL OTHERS)

| Series | | | 9100 | 9200 | 9700 | 10100 | 10200 | 10400 | 10500 | 10700 |
|---|---|---|---|---|---|---|---|---|---|---|
| Reinforcements | Type | | Inverted L | | | | | | | |
| | Material | | Hot rolled steel, pickled | | | | | | | |
| | Maximum Sectional Dimensions | Depth | 8.82 | | | | | | | |
| | | Width | 3.24 | | | | | | | |
| | | Thickness | 0.18 | | | | | | | |
| | Length | | 55.00 | 66.00 | 105.00 | 61.23 | 73.26 | 85.26 | 103.26 | 121.26 |
| | Spacer | | Attached to frame side member top flange | | | | | | | |
| | Combined sectional modulus + | | 15.82 # | | | | | | | |

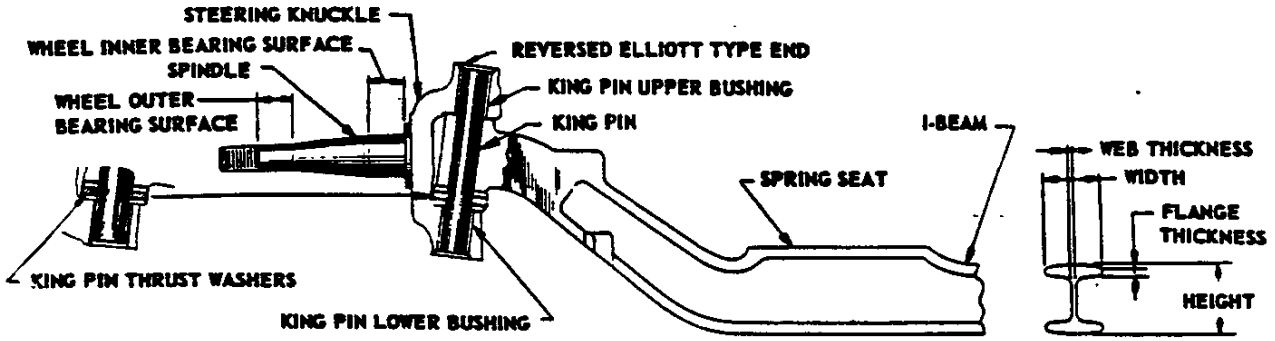
* - Length includes reg. prod. frame rear extension on models, 3105, 3106, 3116, 3805 & 4502; RPO frame rear extension on models 3102, 3103, 3112, 3602, 3603 & 3612

⊕ - Structural cross members: Those which are attached so as to resist torsional frame stresses; bumpers not included.

# - Combined, frame side members and reinforcement.

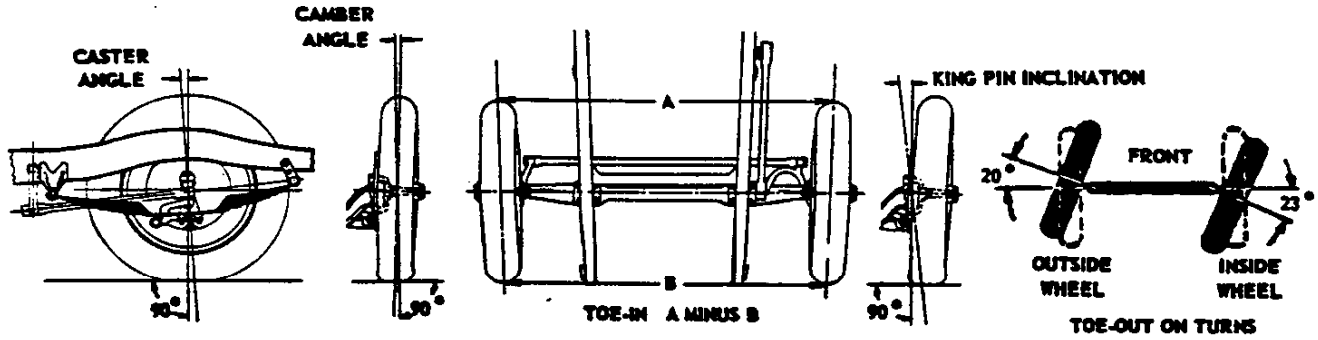
+ - Cubic inches

## FRONT AXLE



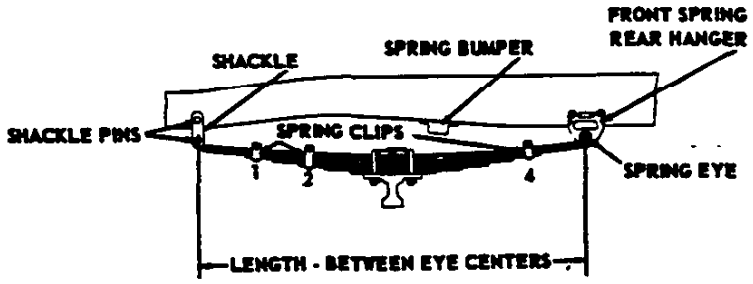

| ITEM | | | 3100 3200 | 3600 | 3800 | 4100 4400 | 3400 3500 3700 | 4500-5000 61-64-6500 RPO 41-4400 | 6700 6800 | 7000 9000 | 8000 10000 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Type | | | Reverse Elliott (modified I-beam section) | | | | | | | | |
| Rated capacity (pounds) | | | 2200 | 2500 | 3500 | 4000 | | 4500 | 4750 | 7000 | |
| I-Beam (Average Dimensions) | Height | | 2.09 | 2.19-2.34 | | | | 2.44-2.59 | | 3.250 | |
| | Width | | 1.72 | 1.94-2.06 | | | | | | 2.5 | |
| | Flange thickness | | .20 | .32 | | | | .44 | | .5625 | |
| | Web thickness | | .24 | .25 | | | | | | .5000 | |
| | Section modulus | | .72 | 1.05 | | | | 1.37 | | 3.20 | |
| King pin | Diameter | | .8660-.8665 | .9210-.9214 | | | | 1.1090-1.1094 | | 1.125 | |
| | Bushing | Type | Floating | Pressed into steering knuckle | | | | | | | |
| | | Length I.D. | 1.3125 x .867-.868 | 1.516 x .922-.923 | | 1.375 x 1.0975-1.1005 | | | | 1.8125 x 1.1105-1.1115 | |
| King pin Thrust Bearing | Type | | Copper and steel washer | | | | | | | Thrust brg. - page 192 | |
| | Diameter | Inside | .872-.882 | .927-.937 | | | | 1.130-1.135 | | 1.131-1.139 | |
| | | Outside | 1.547 - 1.557 | | | | | 2.0625 | | 2.1875-2.1975 | |
| Spindle Diameter | At inner bearing | | 1.2801-1.2806 | 1.4986-1.4991 | | | | 1.7491-1.7496 | | 2.000 | |
| | At outer bearing | | .7490-.7495 | .9052-.9057 | | | | 1.0291-1.0296 | | 1.375 | |
| Steering knuckle stop | | | Adjustable nut and bolt type | | | | | | | | |
| Front wheel bearing | | | Anti-friction bearing - See page 192 | | | | | | | | |

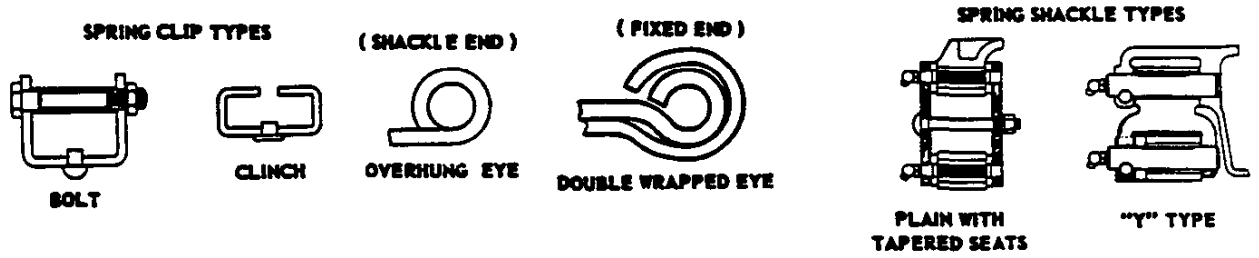
## FRONT WHEEL ALIGNMENT




| ITEM | | 3100 3200 | 3600 | 3800 | 34-35-3700 | 4100 4400 | 4500 | 5000 | 6000 | 7000 | 8000 | 9000 | 10000 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| King pin inclination | | 6.16° to 8.16° | | | | | | | 4° | | | | |
| Camber | | 0° 30' to 1° 30' | | | | | | | | | | | |
| Caster at design load | | 3.0° | 2.75° | 3.25° | 2.5°* | 2.75° | | | 3.0° | 2.5°* | 3.0° | 2.5°* | 3.0° |
| Caster at curb weight | | 1.5° | | 2.25° | 2.0° | | | | 2.25° | 1.75° | 2.5° | 1.75° | 2.5° |
| Toe in | | .13-.22 | .25 to .31 | | | | | | | | | | |
| Toe out on turns | Outside wheel | 20° | | | | | | | | | | | |
| | Inside wheel | 22.5°-23.5° | | | | | | | | | | | |

* - Without shims




| ITEM | | | 3100 3200 3600 | 3800 | 3400 3500 3700 | 4000 6100 6400 6500 | 5000 | RPO 5000 | 6700 6800 (RPO 3400 3500-3700 6100-6400 6500) |
|---|---|---|---|---|---|---|---|---|---|
| Springs | Type | | Semi-elliptic | | | | | | |
| | Material | | Chrome carbon steel | | | | | | |
| | Number | | 6 | 7 | 8 | | | 9 | 10 |
| | Leaves (Thickness (Leaves numbered from top to bottom)) | 1 & 2 | .291 | .323 | .291 | .323 | .360 | .360 | .323 |
| | | 3 | | | | | | | |
| | | 4 | | | | | | | .291 |
| | | 5 | | | | | | | |
| | | 6 | | | | | | | |
| | | 7 | | | | | | | |
| | | 8 | | | | | | | |
| | | 9 | | | | | | | |
| | | 10 | | | | | | | |
| | | Total | 1.746 | 2.101 | 2.328 | 2.456 | 2.880 | 3.240 | 3.070 |
| | Load in pounds at opening height | | 826-906 @ 1.70 | 900-1000 @ 1.74 | 1082-1196 @ 1.37 | 1020-1170 @ 1.93 | 1662-1938 @ .94 | 1940-2254 @ .82 | 1563-1713 @ 1.52 |
| | Average rate of deflection (pounds per inch) | | 304 | 410 | 424 | 500 | 547 | 616 | 628 |
| | Rated Capacity (lbs.) | On the pad | 1000 | 1100 | 1700 | 1750 | 2100 | 2300 | 2200 |
| | | At ground | 1170 | 1300 | 2000 | 2050 | 2450 | 2600 | 2500 |
| | Length and width | | 44 x 2 ● | | | | 52 x 2.25 ● | | 44 x 2 |
| | Spring clip Type | Clinch | 1-2-4 | 1-4 | | | | | |
| | | Bolt | | 2 | | 1-2-4 | 1-3-4 | | 1-2-4 |
| Spring Mountings | Shackle End | Location | Front | | Rear | Front | Rear | | Front % |
| | | Type | Plain with tapered seats for threaded pins | | | | | | |
| | | Pin type and size | Threaded; .6595-.6645 diameter by 3.31 long * | | | | | | |
| | Fixed End | Bushing | Plain bronze; .873-.876 O.D. | | | | | | |
| | | Bolt size | .6825 diameter by 3.43 long | | | | .6825 diameter by 3.82 long | | |
| | U bolt diameter | | 1/2 # | 9/16 | | | 5/8 | | 9/16 |
| | Bumper | | Rubber on frame side member lower flange | | | | | | |
| | Spring center to center @ | | 31.88 | | | 32.80 | | | |
| Ride stabilizer | | | 3100 (except cabs) 3400-3500-3700 - Frame to front springs | | | | | | |

% - Shackle end on Series 3400-3500-3700 located at rear

@ - Measured on axle I-beam

* - Length of pin on 5000 series, 3.56 inches

# - 9/16 on Series 3600

## FRONT SUSPENSION - CONTINUED

| ITEM | | | | 7000-9000 | RPO 7000-9000 | 8000-10000 Except School Bus and Tandem models | 8800-10800 (RPO 8000-10000 except School Bus & Tandem models) | 10400-10500 10703 Tandem models |
|---|---|---|---|---|---|---|---|---|
| Springs | Type | | | Semi-elliptic | | | | |
| | LEAVES Material | | | Chrome carbon steel | | | | |
| | LEAVES Number | | | 7 | | | | 8 |
| | LEAVES Thickness (Leaves numbered from top to bottom) | | 1 & 2 | .360 | .447 | .360 | .447 | |
| | | | 3 | | | | | |
| | | | 4 | | | | | |
| | | | 5 | .401 | | | | |
| | | | 6 | | | | | |
| | | | 7 | | | | | |
| | | | 8 | | | | | |
| | | | 9 | | | | | |
| | | | 10 | | | | | |
| | | | Total | 2.643 | 2.899 | 2.643 | 2.899 | 3.300 |
| | Load in pounds at opening height | | | 2850-3150 @ .56 | 3105-3431 @ .56 | 1843-2037 @ .56 | 2451-2709 @ .56 | 3505-3875 @ .56 |
| | Average rate of deflection (pounds per inch) | | | 700 | 930 | 700 | 930 | 1050 |
| | Rated Capacity (lbs.) | | On the pad | 2550 | 3000 | 2550 | 3000⊕ | 3650●⊕ |
| | | | At ground | 3000 | 3500 | 3000 | 3500⊕ | 4250●⊕ |
| | Length and width | | | 50 x 2.50 | | | | |
| | Spring clip Type | | Clinch | | | | | |
| | | | Bolt | 1-2-4 | | | | |
| Spring Mountings | Shackle End | Location | | Rear | | Front | | |
| | | Type | | "Y" Shackle | | Plain with tapered seats for pins | | |
| | | Pin type and size | | Plain .8745 x 4.31 long | | Threaded, .737-.740 diameter x 5.30 long | | |
| | Fixed End | Bushing | | Plain hot rolled steel pickled; 1.134-1.138 O.D. | | | | |
| | | Bolt size | | .8745 diameter by 4.31 long | | | | |
| | U bolt diameter | | | 5/8 | | | | |
| | Bumper | | | Rubber on frame side member lower flange | | | | |
| | Spring center to center @ | | | 32.19 | | | | |
| Ride stabilizer | | | | 3100 (except cabs)3400, 3500, 3700 - Frame to front springs | | | | |

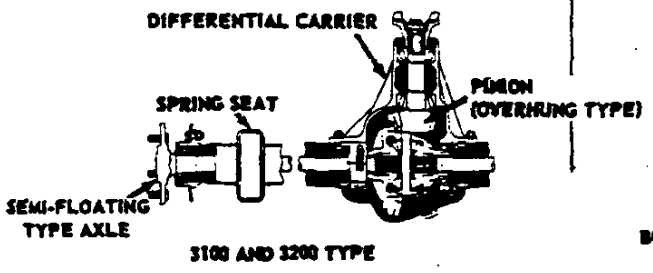
@ - Measured on axle I-beam

## SHOCK ABSORBERS

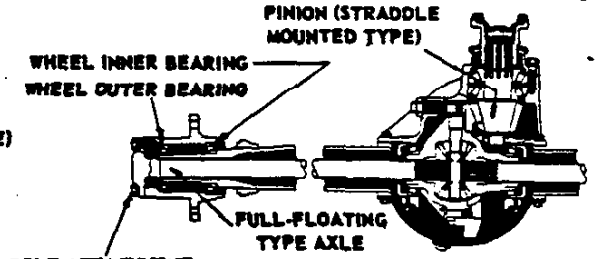
| ITEM | 3000 Regular Prod. | 4000-6100-6400 6500 R.P.O. | 5000 Regular Prod. | 6700-6800 R.P.O. | 7-9000 Reg. Prod. 8000-10000 RPO |
|---|---|---|---|---|---|
| Type | Direct Double Acting | | | | |
| Model and Valve Code | 8ZOR, 4J8/c$\frac{D}{}$2.5 | 682Z, 03J10/CZ | 660AA, 04N10/D3 | 682Z, 03D6/A3 | 664Z, 03J10/CZ |
| Piston Diameter | 1.00 | 1.375 | | | |

5-1-56 ●Data Revised 8-7-56 ⊕ Data revised 9-17-56

## REAR AXLE




3100 AND 3200 TYPE



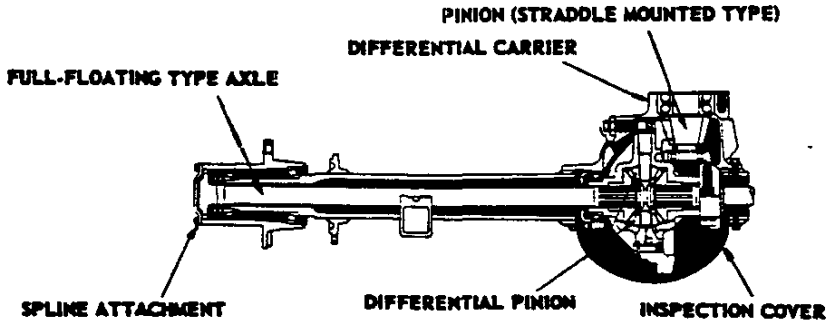

3400, 3500, 3600, 3700 AND 3800 TYPE

| ITEM | | | 3100-3200 | RPO 3100-3200 | 3400 3500 3700 | 3600 | 3800(RPO 3400-3500 3700) | 4000 |
|---|---|---|---|---|---|---|---|---|
| Make | | | Chevrolet | | | | | |
| Type | | | Semi-floating | | Full floating | | | |
| Ratio | | | 3.90:1 | 4.11:1 | 5.14:1 | 4.57:1 | 5.14:1 | 6.17:1 |
| Rated capacity (pounds) | | | 3300 | | 5000 | | 7200 | 11000 |
| Brake size | | | 11 x 1.75 | | 12 x 2 | | 14 x 2.5 | 15 x 4 |
| Wheel Mounting | Type | | 6 Bolt | | 8 Bolt | | | 10 Bolt |
| | Bolt size | | 7/16-20 | | 1/2 - 20 | | | 5/8-18 |
| | Bolt circle | | 5-1/2 | | 6-1/2 | | | 7-1/4 |
| Housing | Type | | Banjo | | | | | |
| | Construction | | One or two piece-welded; Round arm | | | | | |
| | Housing section | | 2.76 OD x .192 wall | | 3.25 OD x .281 wall | | | 4.00 OD x .375 wall |
| Gears | Type | | Hypoid | | | | | |
| | Number of Teeth | Pinion | 10 | 9 | 7 | 7 | 7 | 6 |
| | | Ring gear | 39 | 37 | 36 | 32 | 36 | 37 |
| | Ring Gear | Pitch diameter | 9.375 | | 10.125 | | | 12.250 |
| | | Face | 1.406 | | 1.500 | | | 1.525 |
| Gear backlash | | | .005-.008 | | | | | |
| Drive Pinion | Mounting | | Overhung | | Straddle | | | |
| | Adjustment | | Shims | | | | | None |
| | Thrust | | Against pinion rear bearing | | Against pinion front bearing | | | |
| Differential type | | | Two pinion | | Four pinion | | | |
| Axle shaft | Type | | Integral shaft and drive flange | | | | | |
| | Material | | Chrome-moly steel-forged | | | | | |
| | Hub attachment | | Integral | | Bolted | | | Splined |
| | Minimum diameter | | 1.156 | | 1.344 | | | 1.438 |
| Lubricant capacity | | | 4.5 pints | | 6.5 pints | | | 14 pints |
| Anti-friction bearings | | | See page 192 | | | | | |
| Max gear reduction in low trans. gear ¢ | 3-speed transmission | | 11.47 | | 15.11 | 13.44 | | |
| | Overdrive transmission | | | 16.19 | | | | |
| | HD 3-speed transmission | | 12.36 | | 16.29 | 14.49 | 16.29 | |
| | Automatic transmission | | 14.90 | | 24.21 | 21.52 | 24.21 | 29.06 |
| | 4-speed transmission | | 27.53 | | 36.29 | 32.26 | 36.29 | 43.56 |
| Actual axle shaft torque in low trans. gear @ | 3-Speed | 235 Engine | 1901 | | 2504 | 2228 | | |
| | | 265 Engine | 2242 | | 2954 | 2628 | | |
| | Overdrive | 235 Engine | | 2656* | | | | |
| | | 265 Engine | | 2656* | | | | |
| | Heavy-Duty 3-Speed | 235 Engine | 2049 | | 2700 | 2402 | 2700 | |
| | | 265 Engine | 2416 | | 3185 | 2833 | 3185 | |
| | Automatic | 235 Engine | 2470 | | 4013 | 3567 | 4013 | 4817 |
| | | 265 Engine | 2656 * | | 4733 | 4207 | 4733 | 5681 |
| | 4-Speed | 235 Engine | 2656 * | | 6015 | 5347 | 6015 | 7220 |
| | | 265 Engine | 2656 * | | 7095 | 6307 | 7095 | 8516 |

* - Maximum capacity of axle shafts

¢ - Axle ratio x transmission ratio

@ - Gear reduction x engine maximum net torque x efficiency factor (.90 in direct drive, .85 all others)




CHEVROLET AXLE SHOWN

| ITEM | | | 6000 | 5000-7000 8000 (Exc. 8800) (RPO 6000) | 8800-10800 (RPO 5-6-7 8000 Exc. 8800) | 10403-10503 10703 Tandem Models | 9000-10000 Exc. 10800 (RPO 7-8000 Exc. 8800) | RPO 9000-10000 (Exc. 10800 |
|---|---|---|---|---|---|---|---|---|
| Make | | | Chevrolet | | | | Eaton Mfg. | |
| Type | | | Full floating | | | | | |
| Ratio | | | 6.17:1 | 6.17:1 | 7.20:1 | 7.20:1 | 7.17:1 | 7.17:1 |
| Rated Capacity (Pounds) | | | 13000 | 15000 | 15000 | 15000 | 16000 | 18000 |
| Brake Size | | | 15 x 4 | 15 x 4 | 15 x 4 | 15 x 4 | 15 x 5 | 16 x 5 |
| Wheel Mountings | Type | | 6 bolt - Budd type | | | | | |
| | Bolt size | | 3/4 x 16 | | | | | |
| | Bolt circle | | 8-3/4 | | | | | |
| Housing | Type | | Banjo | | | | | |
| | Construction | | One or two piece welded | | | | One pc. forged steel H. T. | |
| | Housing section ¢ | | 4.25 x .390 | 4.50 x .437 | | | 4.50 x .387+ | 5.12 x .437 |
| Gears | Type | | Hypoid | | | | | Spiral Bevel |
| | Number of teeth | Pinion | 6 | | 5 | | 6 | |
| | | Ring gear | 37 | | 36 | | 43 | |
| | Ring Gear | Pitch dia. | 12.250 | 13.750 | | | 14.250 | 15.500 |
| | | Face | 1.525 | 2.125 | | | 2.000 | 2.250 |
| Gear Back Lash | | | .005-.008 | | | | .008-.015 | |
| Drive Pinion | Mounting | | Straddle | | | | | |
| | Adjustment | | None | Shims | | | None | |
| | Thrust | | Against pinion front bearing | | | | | |
| Differential type | | | Four pinion | | | | | |
| Axle Shaft | Type | | Integral shaft & drive flange | | | | | |
| | Material | | Chrome moly steel-forged-shot peened | | | | | |
| | Hub attachment | | Splined | | | | Bolted | |
| | Minimum dia. | | 1.68 | | | | 1.69 | 1.81 |
| Lubricant Capacity | | | 19-1/2 Pints | | | | 19 Pints | |
| Anti-friction bearings | | | See page 192 | | | | | |
| Max. Gear* Reduction In Low Trans. Gear | 4-Speed | | 43.55 | 43.55 | 50.82 | | | |
| | 5-Speed trans. | | 45.71 | 45.71 | 53.35 | | 53.12 | |
| | 5-Speed H.D. trans. | | | | 54.36 | 54.36 | | 54.13 |
| | 6-Speed Automatic | | 32.63 | 32.63 | 38.09 | 38.09 | 37.93 | 37.93 |
| Actual @ Axle Shaft Torque In Low Trans. Gear | 4-Speed | 235 Eng. | 7218 | | | | | |
| | | 261 Eng. | 7996 | 7996 | 9330 | | | |
| | | 265 Eng. | 8514 | 8514 | 9936 | | | |
| | 5-Speed Trans. | 235 Eng. | 7576 | | | | | |
| | | 261 Eng. | 8392 | 8392 | 9795 | | | |
| | | 265 Eng. | 8936 | 8936 | 10429 | | 10385 | |
| | | 322 Eng. | 10956 | 10956 | 12788 | | 12733 | |
| | 5-Speed H.D. | 322 Eng. | | | 13030 | 13030 | | 12975 |
| | 6-Speed Automatic | 261 Eng. | | 5991 | 6993 | 6993 | 6964 | 6964 |
| | | 265 Eng. | | 6379 | 7447 | 7447 | 7415 | 7415 |
| | | 322 Eng. | | 7821 | 9130 | 9130 | 9092 | 9092 |

* - Axle ratio x transmission ratio

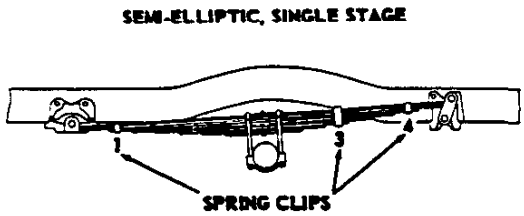
@ - Gear reduction,x engine maximum net torque, x efficiency factor (.90 in direct)

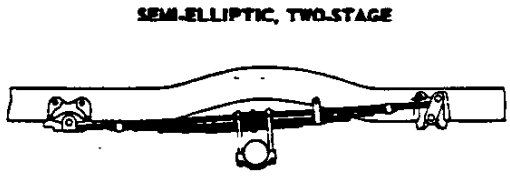
¢-Outside diameter x wall thickness

+ - Wall thickness

5-1-56

## REAR SUSPENSION




| ITEM | | | 3100-3200 | | 3600 ❷ | | | 3800 | 3400-3500 3700 3800 RPO | 3400-3500 3700 3800 |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Reg. | RPO | Reg | RPO | RPO | Reg. | Reg. | RPO |
| Springs | Type | | Semi-Elliptic Two stage | Semi-Elliptic Sgl. Stage | Semi-Elliptic Two-Stage | | Semi-Elliptic Sgl. Stage | Semi-Elliptic Two stage | Semi-Elliptic Sgl. stage | Semi-Elliptic Main-Aux. |
| | Material | | Chrome carbon steel | | | | | | | |
| | Number | | 7 | 8 | 9 | 10 | | 8 | | 8 & 5 |
| | LEAVES Thickness Of Leaves (Numbered From top To Bottom) | 1, 2 | .291 | | .323 | | | .291 | | |
| | | 3, 4, 5 | | | | .291 | | | | |
| | | 6 | | | | | | .360 | .291 | |
| | | 7 | .323 | | | | | | | |
| | | 8 | | | | | | | | |
| | | 9 | | | .291 | | | | | |
| | | 10 | | | | | | | | |
| | | Total | 2.069 | 2.328 | 2.843 | 3.134 | 3.198 | 2.530 | 2.552 | |
| | AUX | 1, 2, 3 | | | | | | | | .291 |
| | | 4, 5 | | | | | | | | |
| | | Total | | | | | | | | 1.455 |
| | Load in pounds at Opening height | | 1100-1200 @ .44 | 1375-1475 @ .44 | 1334-1434 @ .44 | 1524-1624 @ .44 | 2006-2106 @ .44 | 1575-1725 @ 1.60 | 1893-2093 @ 1.62 | 2322-2838 @ 2.62 |
| | Average rate of Deflection (Pound per inch) | | 1st Stage 175 @ 140-425 2nd Stage 237 @ 800-1050 | 248 | 1st Stage 250 @ 200-600 2nd Stage 370 @ 900-1500 | 1st Stage 285 @ 200-600 2nd Stage 405@ 1025-1700 | 430 | 1st Stage 315 @ 250-750 2nd Stage 435 @ 1400-1800 | 424 | 424 Main 625 Aux. |
| | Length & Width | | 52 x 2 | | | | | 52 x 2.5 | | |
| | Spring Clip Type | Clinch | 1-4 | | | | | | | 1-4 (Aux) |
| | | Bolt | 3 | | | | | 1-3-4 | 1-4 | 1-4(Main) |
| | Rated Capacity(lb) | On Pad | 1100 | 1350 | 1450 | 1600 | 2100 | 2000 | 2050 | 3000 |
| | | At grnd. | 1250 | 1550 | 1700 | 1925 | 2400 | 2300 | 2400 | 3450 |
| Spring Mountings | Shackle End | Located at | Rear | | | | | | | |
| | | Type | Plain, with taper seats for threaded pins | | | | | "Y" type with plain pins | | |
| | | Pin, type | Threaded, .6595-.6645 Dia. x 3.31 long | | | | | Plain, .874-.875 Dia. x 4.31 | | |
| | Fixed End | Bushing* | .687-.690 Inside Diameter | | | | | .876-.880 I.D. | | |
| | | BoltSize | .681-.684 Dia. x 3.88 long | | | | | .874-.875 Dia. x 4.31 long | | |
| | Attachment to axle | | Two U bolts, spacer and plate | | | | | | | |
| | U Bolt diameter | | 1/2 | | 5/8 | | | | | |
| | Bumper | | Rubber, mounted on frame side member | | | | | | | |
| | Spring centers @ | | 41.52 | | | | | 40.00 | | |

* - Pressed into spring eye, @ measured on rear axle

## SHOCK ABSORBER

| ITEM | 3100 Reg. Prod. | 3200-3600 Reg. Prod. | 3400-3500-3700 Reg. Prod. (3800 RPO) |
|---|---|---|---|
| Type | Direct double acting | | |
| Model & Valve Code | 800W 3610/2.5 | 800Z, 181/A 2.5 | 684U, 04NID/A1 |
| Piston Diameter | 1" | | 1-3/8" |

5-1-56 ❷ Data Corrected 8-7-56

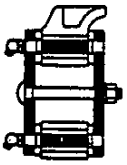
## REAR SUSPENSION

SPRING CLIP TYPES

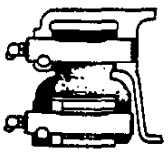
BOLT

CLINCH

SPRING SHACKLE TYPES

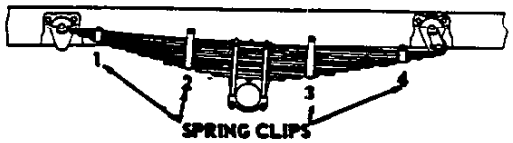


PLAIN WITH TAPERED SEATS



"Y" TYPE

SEMI-ELLIPTIC, TWO-STAGE SCHOOL BUS TYPE




SPRING CLIPS

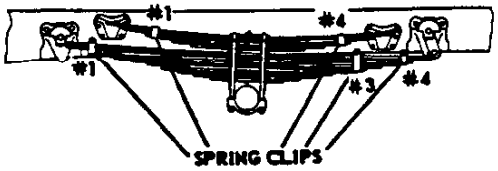
| ITEM | | | 4100 4400 Reg. | 4100 4400 RPO | 4500 Reg. | 5000-6100 6400-6500 Reg. | 5000-6100 6400-6500 RPO | 6700 6800 Reg. | 6700 6800 RPO |
|---|---|---|---|---|---|---|---|---|---|
| Springs | Type | | Semi-Elliptic Sgl. Stage | Semi-Elliptic Main-Aux. | Semi-Elliptic Two Stage | Semi-Elliptic Main & Aux. | | Semi-Elliptic Two Stage | |
| | Material | | Chrome carbon steel | | | | | | |
| | Number | | 10 | 10 & 5 | 12 | 11 & 5 | 13 & 6 | 13 | 15 |
| | Leaves (Thickness of leaves numbered from top to bottom) | Main 1 - 4 | .401 | | .360 | .401 | | .360 | |
| | | Main 5 - 8 | | | | | | | |
| | | Main 9 | | | | | | | |
| | | Main 10 | | | | | | | |
| | | Main 11 | | | | | | | |
| | | Main 12 | | | | | | | |
| | | Main 13 | | | | | | | |
| | | Main 14 | | | | | | | |
| | | Main 15 | | | | | | | |
| | | Main Total | 4.010 | | 4.484 | 4.411 | 5.213 | 4.844 | 5.605 |
| | | Aux. 1 - 3 | | .401 | | | .401 | | |
| | | Aux. 4 | | .360 | | .360 | | | |
| | | Aux. 5 | | | | | | | |
| | | Aux. 6 | | | | | | | |
| | | Aux. Total | | 1.923 | | 1.923 | 2.324 | | |
| | Load in pounds at Opening height | | 3534-3906 @ 1.00 | 3942-4818 @ 1.54 Main-Aux. | 3520-3890 @ .88 | 4161-4599 @ .56 Main 5257-6425 @ 1.19 © | 5949-7271 @ 1.00 Main-Aux. | 3800-4200 @ 1.00 | 4420 @ 1.00 |
| | Average Rate Of Deflection (Pounds Per Inch) | | 1118 | 1118 (Main) 1465 (Aux.) | 1st Stage, 780 @ 500-1000; 2nd Stage, 1030 @ 3500-4500 | 1160 (Main) 1465 (Aux.) | 1368 (Main) 1796 (Aux.) | 1st Stage, 860 @ 500-1000; 2nd Stage, 1106 @ 3500-4500 | 1 Stage, 936 @ 600-1100; 2nd Stage, 1287 @ 3920-4920 |
| | Length & Width | | 52 x 2.5 | | | | | | |
| | Spring clip Type | Clinch | | 1 & 4 Aux. | | 1 & 4 Aux. | | | |
| | | Bolt | 1-3-4 | 1-3-4 Main | 1-2-3-4 | 1-3-4 Main | | 1-2-3-4 | |
| | Rated Cap. (lbs) | On pad | 4400 | 5050 | 3750 | 5950 | 6800 | 4850 | 5500 |
| | | At ground | 5000 | 5700 | 4350 | 6750 | 7600 | 5500 | 6300 |
| Spring Mounting | Shackle End | Located at | Rear | | | | | | |
| | | Type | "Y" type with plain pins | | | | | | |
| | | Pin, type | Plain, .874-.875 dia. x 4.31 long | | | | | | |
| | Fixed End | Bushing* | .876-.880 I.D. | | | | | | |
| | | Bolt size | .874-.875 dia. x 4.31 long | | | | | | |
| | Attachment to axle | | Two U-bolts spacer and plate | | | | | | |
| | U-Bolt diameter | | 3/4" | | | | | | |
| | Bumper | | Rubber, mounted on frame side member | | | | | | |
| | Spring centers @ | | 40.00 | | | | | | |

* Pressed into spring eye; @ Measured on rear axle; © Main & Auxiliary

### SHOCK ABSORBERS

| ITEM | RPO 4000 RPO 5000-6700-6800 (with Std. rear sprgs.) | RPO 5000-6700-6800 (with heavy rear springs) |
|---|---|---|
| Type | Direct double acting | |
| Model & valve code | 660-U, 04N10/A1 | 660-W, 04N10/A1 |
| Piston diameter | 1-3/8" | |

SEMI-ELLIPTIC MAIN AND AUXILIARY TYPE



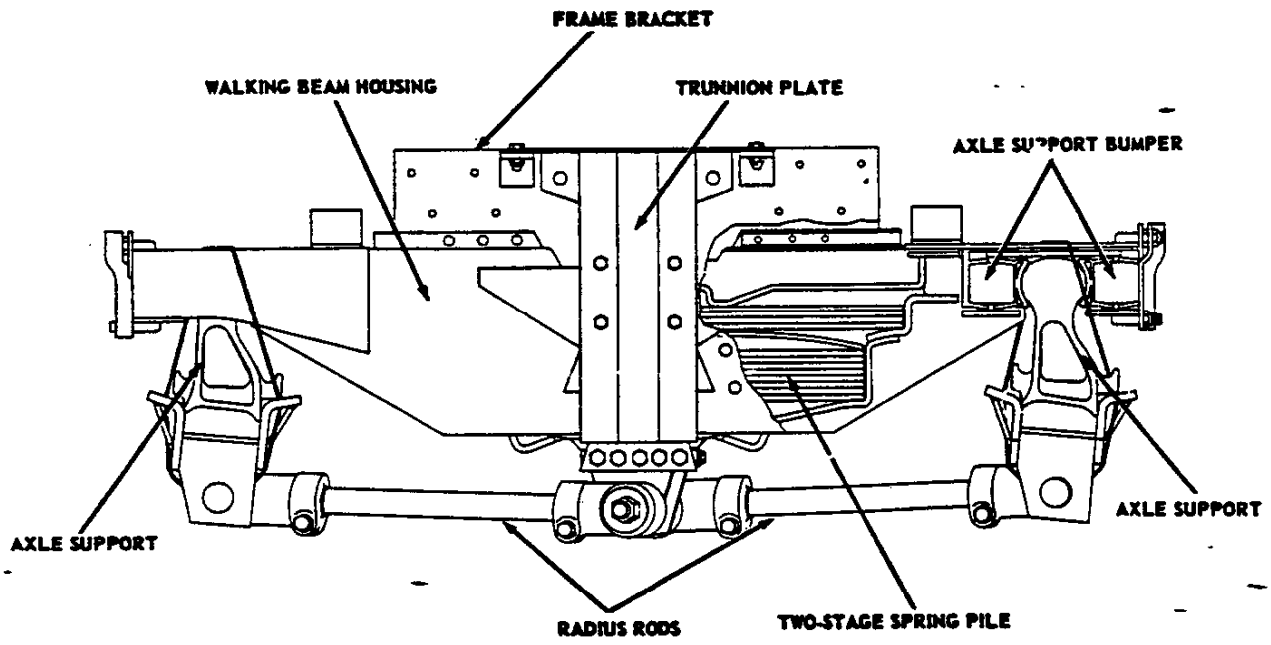

| ITEM | | | | 7000-8000-9000-10000 Except 8800-10800 & Tandem models | | 9000-10000 Exc. 10800 & Tandem Models | 8800-10800 | 10800 |
|---|---|---|---|---|---|---|---|---|
| | | | | Reg. | RPO | RPO | Reg. | RPO |
| Springs | Type | | | Semi-Elliptic Main & Aux. | | Semi-Elliptic Main & Aux. | Semi-Elliptic Two Stage | |
| | Leaves | Material | | Chrome Carbon Steel | | | | |
| | | Number | | 9 & 6 | 10 & 6 | 11 & 7 | 12 | 14 |
| | | Thickness of leaves (numbered from top to bottom) | Main 1-2 | .447 | | | .401 | |
| | | | Main 3-4 | | | | | |
| | | | Main 5-6 | | | | | |
| | | | Main 7 | | | | | |
| | | | Main 8 | | | | .499 | |
| | | | Main 9 | | | | | |
| | | | Main 10 | | | | | |
| | | | Main 11 | | | | | |
| | | | Main 12 | | | | | |
| | | | Main 13 | | | | | |
| | | | Main 14 | | | | | |
| | | | Main Total | 4.023 | 4.470 | 4.917 | 5.302 | 6.300 |
| | | | Aux 1 | .360 | | | | |
| | | | Aux 2 | | | | | |
| | | | Aux 3 | | | | | |
| | | | Aux 4 | | | | | |
| | | | Aux 5 | | | | | |
| | | | Aux 6 | | | | | |
| | | | Aux 7 | | | | | |
| | | | Aux Total | 2.160 | 2.160 | 2.520 | | |
| | Load in pounds at opening height | | | 6147-7513 @ .44 (Main & Aux.) | 6408-7832 @ .54 (Main & Aux.) | 7605-9295 @ .18 (Main & Aux.) | 5336-5898 @ .62 | 6270-6930 @ .62 |
| | Average rate of deflection (pounds per inch) | | | 1260 (Main) 1400 (Aux.) | 1400 (Main) 1400 (Aux.) | 1540 (Main) 1640 (Aux.) | 1st Stage 1035 @ 500-1000 2nd Stage 1600 @ 5000-6000 | 1st Stage 1035 @ 500-1000 2nd Stage 2000 @ 5500-6500 |
| | Length & Width | | | 56 x 3.00 | | | | |
| | Spring clip Type | | Clinch | 1 & 4 (Aux.) | | | | |
| | | | Bolt | 1-2-3-4 Bolt (Main) | | | | |
| | Rated Cap. (lbs) | | On pad | 6725 | 7400 | 7800 | 6750 | 7200 |
| | | | At ground | 7600 | 8300 | 9000 | 7700 | 8200 |
| Spring Mountings | Shackle End | | Located at | Rear | | | | |
| | | | Type | "Y" type with plain pins | | | | |
| | | | Pin, type | Plain, .999-1.000 dia. x 5.00 long | | | | |
| | Fixed End | | Bushing* | 1.001-1.005 I.D. | | | | |
| | | | Bolt size | .999-1.000 dia. x 5.00 long | | | | |
| | Attachment to axle | | | Two U Bolts Spacer and Plate | | | | |
| | U Bolt Diameter | | | 3/4 | | | | |
| | Bumper | | | Rubber, mounted on frame side member | | | | |
| | Spring centers @ | | | 40.00 | | | | |

* Pressed into spring eye; @ Measured on rear axle

SHOCK ABSORBERS

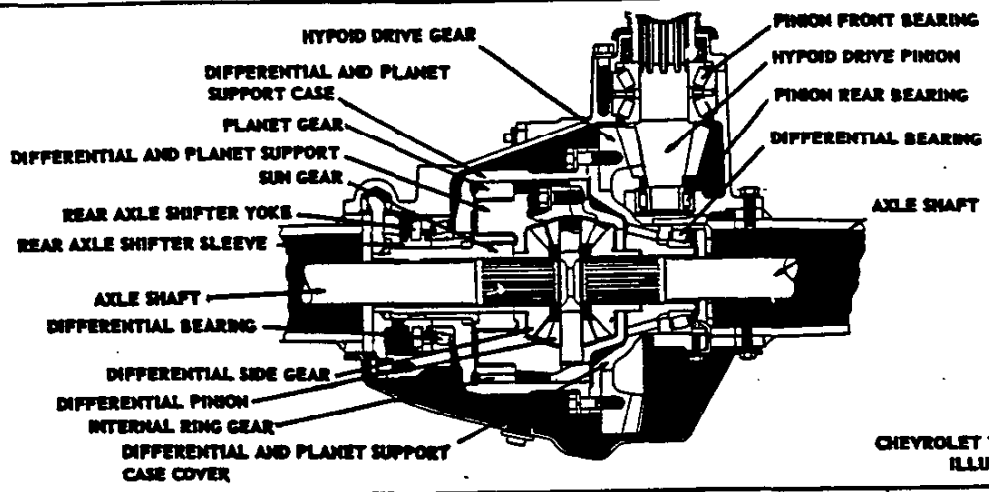
| ITEM | RPO 8800-10800 |
|---|---|
| Type | Direct double acting |
| Model & Valve Code | 664EE 04N10/A1 |
| Piston Diameter | 1-3/8 |

## REAR SUSPENSION - TANDEM AXLE MODELS




| ITEM | | | 10403-10503-10703 Tandem Models |
|---|---|---|---|
| Make | | | Truck Equipment Company |
| Model | | | Tandem-Trac Model C |
| Type | | | Single point; with 13 leaf, 2 stage spring Pile encased in a walking beam housing |
| Rated Capacity (Each) | At the pad | | 12000 lb |
| | At the ground | | 15000 lb |
| Walking Beam Spring Housing | Material & construction | | Steel, welded |
| | Overall dimensions | | 60.25 x 11.12 x 4.00 |
| | Access to walking beam parts | | Thru removable trunnion plate |
| Spring Leaves Numbered From Top To Bottom | Material | | Spring steel, shot peened |
| | Length and width | Numbers 1 thru 4 | 32.00 x 3.00 |
| | | Numbers 5 thru 13 | 27.00 x 3.00 |
| | Thickness | Numbers 1 thru 4 | 0.360 |
| | | Number 5 | 0.262 |
| | | Numbers 6 thru 13 | 0.360 |
| | | Total | 4.582 |
| | Rate of deflection (variable) | Start | 2500 lb/in. |
| | | Design load | 14000 lb/in. |
| | | Metal to metal | 20000 lb/in. |
| Walking Beam Trunnion | Type | | Rocker type with convex bearing surfaces |
| | Material | | Casting, type GA Mechanite |
| | Function | | Transmits load to spring pile & permits axle articulation |
| Radius Rods | Type | | Adjustable, with rubber bushed ends |
| | Material | | 1-1/2 diameter cold finished steel |
| | Number used | | Two each, right and left hand side |
| Axle Supports | Location | | Retained in walking beam housing by steel encased rubber biscuits |
| | Type | | Rocker type |
| | Axle attachment | | Four 3/4 dia. U bolts per axle |
| Rear Suspension Cross Member | | | Heavy I beam type structure |
| Distance Between Housing Centers | | | 40.40 |

## TWO-SPEED REAR AXLE (RPO 243 for 4000, RPO 201 and 202 for All 5000-6000 Models)

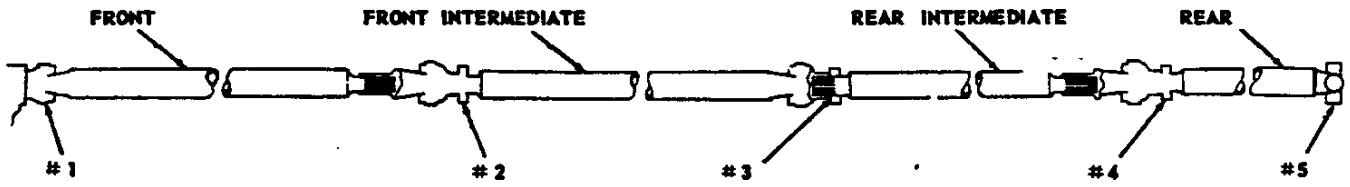



CHEVROLET TWO-SPEED AXLE ILLUSTRATED

| ITEM | | | | 4000-5000-6000 7000-8000 | 7000-8000-9000-10000 (Except School Bus and Tandem Models) | 9000-10000 (Except School Bus and Tandem Models) |
|---|---|---|---|---|---|---|
| Make | | | | Chevrolet | Eaton Manufacturing Company | |
| Type | | | | Full floating, planetary reduction | | |
| Ratios | | | | 8.72/6.40 | 9.04/6.50 | 8.87/6.50 |
| Rated capacity (Pounds) | | | | 15000 | 16000 | 18000 |
| Brake size | | | | 15 x 4 | 15 x 5 | 16 x 5 |
| Wheel Mounting | Type | | | 4000 Series, 10 bolt; All others, 6 bolt | | 10 bolt |
| | Bolt size | | | 4000 Series, 5/8-18; All others, 3/4-16 | | 3/4-16 |
| | Bolt circle | | | 4000 Series, 7-1/4; All others, 8-3/4 | | 11-1/4 |
| Housing | Type | | | Banjo | | |
| | Construction | | | One piece forged steel - heat treated | | |
| | Housing section | | | 4.50 O.D. x .437 wall | | 5.12 O.D. x .437 wall |
| Gears | Type | | | Hypoid | | Spiral Bevel |
| | Number of teeth | | | 5 (Pinion), 32 (Ring gear) | 6 (Pinion), 39 (Ring gear) | |
| | Drive Pitch dia. | | | 12.75 | 14.12 | 15.25 |
| | Gear Face | | | 1.65 | 1.87 | 2.00 |
| Gear backlash | | | | .005-.008 | .008-.015 | |
| Gear Reduction | High speed | | | Through pinion and ring gear | | |
| | Low speed | | | Through pinion and ring gear (primary); through planetary gears (secondary) | | |
| Pinion | Mounting | | | Straddle | Overhung | Straddle |
| | Adjustment | | | Shims | None | |
| | Thrust | | | Against pinion front bearing | | |
| Differential type | | | | Four pinion | | |
| Axle Shaft | Type | | | Integral shaft and drive flange | | |
| | Material | | | Chrome moly steel, forged and shot peened | | |
| | Hub attachment | | | Splined | Bolted | |
| | Minimum diameter | | | 1.68 | | 1.81 |
| Range Selector | Control and type | | | Remote, vacuum | Remote, Electro-motive | |
| | Location | | | Knob on gearshift lever | | |
| Lubricant capacity | | | | 16 pints | 21 pints | 18 pints |
| Anti-friction bearings | | | | See page 192 | | |
| Max. Gear Reduction In Low Trans. Gear (Lb. ft.)* | 4-Speed Trans. | Hi Speed | | 45.18 | | |
| | | Lo Speed | | 61.56 | | |
| | 5-Speed Trans. | Hi Speed | | 47.42 | 48.17 | |
| | | Lo Speed | | 64.62 | 66.99 | |
| | HD. 5-Speed Trans. | Hi Speed | | | | 49.08 |
| | | Lo Speed | | | | 66.97 |
| Actual Axle Shaft Torque in Low Trans. Gear (Lb. ft) @ | 4-Speed Trans. | Hi | 235 eng | 7489 | | |
| | | | 261 eng | 8295 | | |
| | | | 265 eng | 8833 | | |
| | | Lo | 235 eng | 10204 | | |
| | | | 261 eng | 11302 | | |
| | | | 265 eng | 12035 | | |
| | 5-Speed Trans. | Hi | 261 eng | 8706 | | |
| | | | 265 eng | 9271 | 9417 | |
| | | Lo | 261 eng | 11864 | | |
| | | | 265 eng | 12633 | 13097 | |
| | HD. 5-Speed Trans. | Hi | 322 eng | | | 11764 |
| | | Lo | 322 eng | | | 16053 |

* - Rear axle ratio x transmission low gear ratio

@ - Maximum gear reduction x engine maximum ent torque x efficiency factor (.90 in direct drive, .85 all other

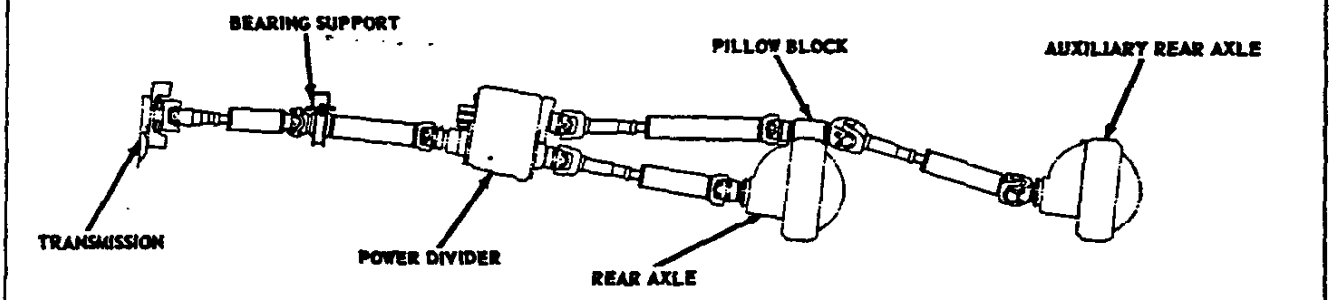



| | | |
|---|---|---|
| Propeller Shaft | Type | Tubular |
| | Material | Welded steel tubing - cold rolled |
| | Wall thickness | 2.5 O.D. shaft, .080-.088; 3.0 O.D. shaft, .080-.088; 3.5 O.D. shaft, .062-.068 |
| Propeller shaft Guard (All School Bus Models) | Number used | One for each propeller shaft |
| | Type & material | U-bolt, .625 round steel |
| | Location | At the front of each shaft |
| Universal Joints | Type | Yoke and trunnion |
| | Material | Drop forged steel - case hardened |

| Series | TRANSMISSION | | | | | | | | AXLE | | | PROPELLER SHAFT | | | | | UNIVERSAL JOINTS | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 3-Speed Conventional | 3-Speed H.D. | Overdrive | Hydramatic | 4-Speed | 5-Speed | 5-Speed H.D. | Powermatic | Single Speed Axle | H.D. Single Speed Axle | Two Speed Axle | No. Used | OUTSIDE DIAMETER | | | | No. Used | RATED CAPACITY (FOOT POUNDS) | | | | |
| | | | | | | | | | | | | | Front | Front Intermediate | Rear Intermediate | Rear | | #1 | #2 | #3 | #4 | #5 |
| 3100 | x | | x | x | | | | | x | | | 1 | | | | 3.0 | 2 | 1250 | 1250 | | | |
| | | x | | | x | | | | x | | | 1 | | | | 3.5 | 2 | 2080 | 1250 | | | |
| 3200 | x | | x | x | | | | | x | | | 1 | | | | 3.5 | 2 | 1250 | 1250 | | | |
| | | x | | | x | | | | x | | | 2 | 2.5 | | | 2.5 | 3 | 2080 | 2080 | 1250 | | |
| 3400 | x | | | | | | | | x | | | 1 | | | | 3.5 | 2 | 1250 | 2080 | | | |
| | | x | | x | x | | | | x | | | 1 | | | | 3.5 | 2 | 2080 | 2080 | | | |
| 3500 | x | | | | | | | | x | | | 2 | 2.5 | | | 2.5 | 3 | 1250 | 2080 | 2080 | | |
| | | x | | x | x | | | | x | | | 2 | 2.5 | | | 2.5 | 3 | 2080 | 2080 | 2080 | | |
| 3600 | x | | | | | | | | x | | | 1 | | | | 3.5 | 2 | 1250 | 2080 | | | |
| | | | | x | | | | | x | | | 1 | | | | 3.5 | 2 | 2080 | 2080 | | | |
| | | x | | | x | | | | x | | | 2 | 2.5 | | | 2.5 | 3 | 2080 | 2080 | 2080 | | |
| 3700 | x | | | | | | | | x | | | 2 | 2.5 | | | 3.0 | 3 | 1250 | 2080 | 2080 | | |
| | | x | | x | x | | | | x | | | 2 | 2.5 | | | 3.0 | 3 | 2080 | 2080 | 2080 | | |
| 3800 | | x | | x | x | | | | x | | | 2 | 2.5 | | | 2.5 | 3 | 2080 | 2080 | 2080 | | |
| 4100 | | | | x | x | | | | x | | | 2 | 2.5 | | | 2.5 | 3 | 2080 | 2080 | 2080 | | |
| | | | | | x | | | | | | x | 2 | 3.0 | | | 3.0 | 3 | 2500 | 2500 | 2500 | | |
| 4400 | | | | | x | | | | x | | | 2 | 3.0 | | | 2.5 | 3 | 2080 | 2080 | 2080 | | |
| | | | | x | | | | | x | | | 2 | 2.5 | | | 2.5 | 3 | 2080 | 2080 | 2080 | | |
| | | | | | x | | | | | | x | 2 | 3.0 | | | 3.0 | 3 | 2500 | 2500 | 2500 | | |
| 4500 | | | | | x | | | | x | | | 2 | 3.0 | | | 2.5 | 3 | 2080 | 2080 | 2080 | | |
| | | | | | x | | | | | | x | 2 | 3.0 | | | 3.0 | 3 | 2500 | 2500 | 2500 | | |
| 5100 | | | | | x | x | | | | x | x | 2 | 3.0 | | | 3.0 | 3 | 2500 | 2500 | 2500 | | |
| | | | | | | | | x | | x | | 2 | 3.0 | | | 3.0 | 3 | 2500 | 2500 | 2500 | | |
| 5400 | | | | | x | x | | | | x | x | 2 | 3.0 | | | 3.0 | 3 | 2500 | 2500 | 2500 | | |
| | | | | | | | | x | | x | | 2 | 3.0 | | | 3.0 | 3 | 2500 | 2500 | 2500 | | |
| 5700 | | | | | x | x | | | | x | x | 3 | 3.0 | | 3.0 | 3.0 | 4 | 2500 | 2500 | 2500 | 2500 | |
| | | | | | | | | x | | x | | 2 | 3.5 | | | 3.0 | 3 | 2500 | 2500 | 2500 | | |
| 6100 | | | | | x | | | | x | | | 2 | 2.5 | | | 2.5 | 3 | 2080 | 2080 | 2080 | | |
| | | | | | x | | | | | x | x | 2 | 3.0 | | | 3.0 | 3 | 2500 | 2500 | 2500 | | |
| | | | | | | x | | | | x | | 2 | 3.0 | | | 2.5 | 3 | 2500 | 2080 | 2080 | | |
| | | | | | | x | | | | | x | 2 | 3.0 | | | 3.0 | 3 | 2500 | 2500 | 2500 | | |
| | | | | | | | | x | | x | | 2 | 3.0 | | | 3.0 | 3 | 2500 | 2500 | 2500 | | |

## UNIVERSAL JOINTS AND PROPELLER SHAFTS - CONTINUED

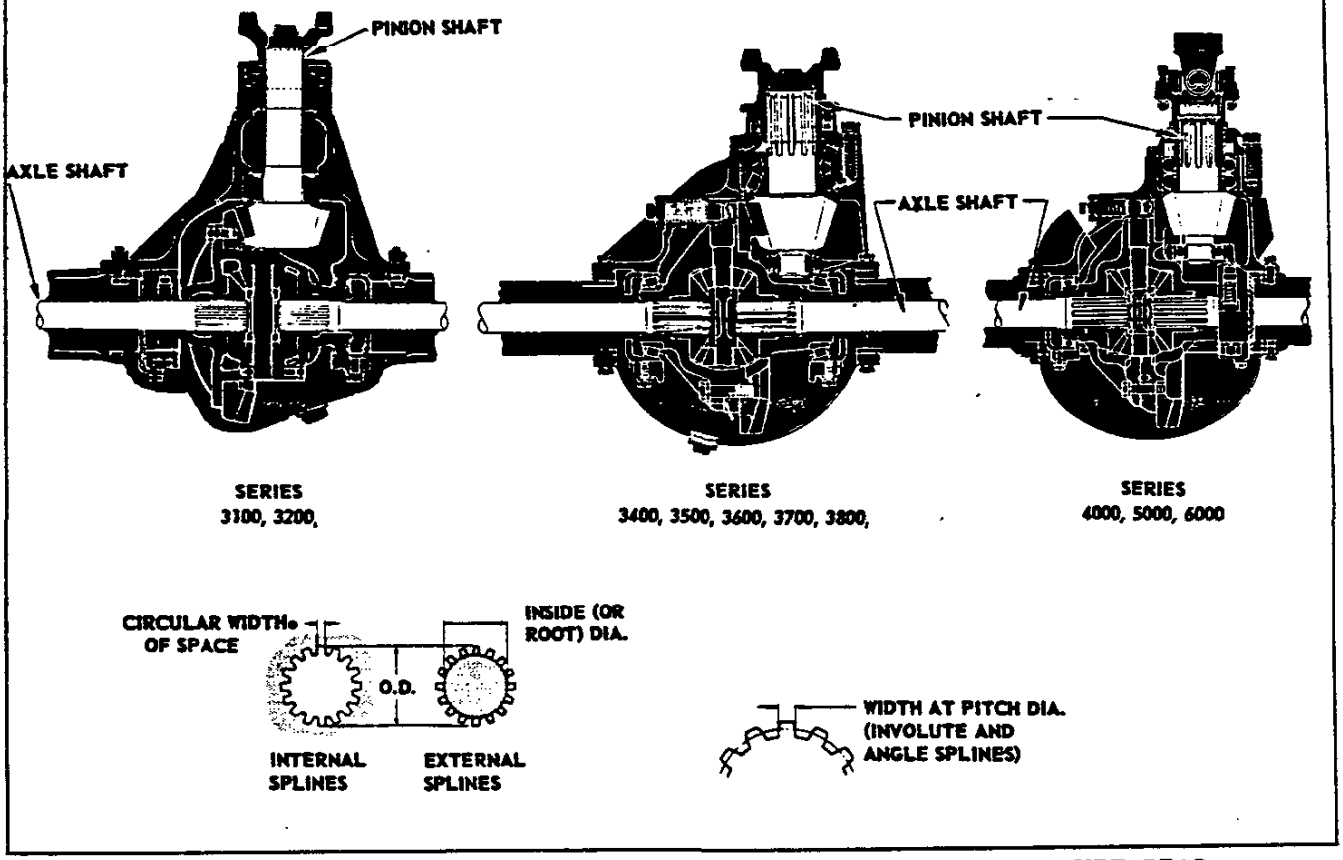
| Series | TRANSMISSION | | | | | | | | AXLE | | | PROPELLER SHAFT | | | | | UNIVERSAL JOINTS | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 3-Spd. Conv. | 3-Spd. H. D. | Overdrive | Hydramatic | 4-Speed | 5-Speed | 5-Speed H. D. | Powermatic | Single Spd. | H. D. Single Spd. | 2-Speed | No. Used | OUTSIDE DIAMETER | | | | No. Used | RATED CAPACITY (FOOT POUNDS) | | | | |
| | | | | | | | | | | | | | Front | Front Intermediate | Rear Intermediate | Rear | | #1 | #2 | #3 | #4 | #5 |
| 6400 | | | | | x | | | | x | x | | 2 | 3.0 | | | 2.5 | 3 | 2080 | 2080 | 2080 | | |
| | | | | | x | | | | | x | x | 2 | 3.0 | | | 3.0 | 3 | 2500 | 2500 | 2500 | | |
| | | | | | | x | | | | x | | 2 | 3.0 | | | 2.5 | 3 | 2500 | 2080 | 2080 | | |
| | | | | | | x | | | | | x | 2 | 3.0 | | | 3.0 | 3 | 2500 | 2500 | 2500 | | |
| | | | | | | | | x | | x | | 2 | 3.0 | | | 3.0 | 3 | 2500 | 2500 | 2500 | | |
| 6500 | | | | | x | | | | x | | | 3 | 2.5 | | 2.5 | 2.5 | 4 | 2080 | 2080 | 2080 | 2080 | |
| | | | | | x | | | | | x | x | 3 | 3.0 | | 3.0 | 3.0 | 4 | 2500 | 2500 | 2500 | 2500 | |
| | | | | | | x | | | | x | | 3 | 3.0 | | 2.5 | 2.5 | 4 | 2500 | 2080 | 2080 | 2080 | |
| | | | | | | x | | x | | | x | 3 | 3.0 | | 3.0 | 3.0 | 4 | 2500 | 2500 | 2500 | 2500 | |
| | | | | | | | | | | x | | 2 | 3.5 | | | 3.0 | 3 | 2500 | 2500 | 2500 | | |
| 6700 | | | | | x | | | | x | | | 3 | 3.0 | | 2.5 | 2.5 | 4 | 2080 | 2080 | 2080 | 2080 | |
| | | | | | x | | | | | x | x | 3 | 3.0 | | 3.0 | 3.0 | 4 | 2500 | 2500 | 2500 | 2500 | |
| | | | | | | x | | | | x | | 3 | 3.0 | | 2.5 | 2.5 | 4 | 2500 | 2080 | 2080 | 2080 | |
| | | | | | | x | | | | | x | 3 | 3.0 | | 3.0 | 3.0 | 4 | 2500 | 2500 | 2500 | 2500 | |
| 6800 | | | | | x | | | | x | | | 3 | 3.0 | | 3.0 | 3.0 | 4 | 2080 | 2080 | 2080 | 2080 | |
| | | | | | x | | | | | x | x | 3 | 3.0 | | 3.0 | 3.0 | 4 | 2500 | 2500 | 2500 | 2500 | |
| | | | | | | x | | | | x | | 3 | 3.0 | | 3.0 | 3.0 | 4 | 2500 | 2080 | 2080 | 2080 | |
| | | | | | | x | | | | | x | 3 | 3.0 | | 3.0 | 3.0 | 4 | 2500 | 2500 | 2500 | 2500 | |
| 7100 | | | | | x | x | | | | x | x | 2 | 3.0 | | | 3.0 | 3 | 2500 | 2500 | 2500 | | |
| | | | | | | | | x | | x | | 1 | | | | 3.5 | 2 | 2500 | 2500 | | | |
| 7200 | | | | | x | x | | | | x | x | 2 | 3.0 | | | 3.0 | 3 | 2500 | 2500 | 2500 | | |
| | | | | | | | | x | | x | | 2 | 3.0 | | | 3.0 | 3 | 2500 | 2500 | 2500 | | |
| 7700 | | | | | x | x | | | | x | x | 3 | 3.0 | | 3.0 | 3.0 | 4 | 2500 | 2500 | 2500 | 2500 | |
| | | | | | | | | x | | x | | 3 | 3.0 | | 3.0 | 3.0 | 4 | 2500 | 2500 | 2500 | 2500 | |
| 81-82-8400 | | | | | x | x | | | | x | x | 2 | 3.0 | | | 3.0 | 3 | 2500 | 2500 | 2500 | | |
| | | | | | | | | x | | x | | 2 | 3.0 | | | 3.0 | 3 | 2500 | 2500 | 2500 | | |
| 8500 | | | | | x | x | | | | x | x | 3 | 3.0 | | 3.0 | 3.0 | 4 | 2500 | 2500 | 2500 | 2500 | |
| | | | | | | | | x | | x | | 2 | 3.5 | | | 3.0 | 3 | 2500 | 2500 | 2500 | | |
| 8700 | | | | | x | x | | | | x | x | 3 | 3.0 | | 3.0 | 3.0 | 4 | 2500 | 2500 | 2500 | 2500 | |
| | | | | | | | | x | | x | | 3 | 3.0 | | 3.0 | 3.0 | 4 | 2500 | 2500 | 2500 | 2500 | |
| 8800 | | | | | x | x | | | | x | x | 4 | 3.0 | 3.0 | 3.0 | 3.0 | 5 | 2500 | 2500 | 2500 | 2500 | 2500 |
| 9100 | | | | | | | x | | | x | x | 2 | 3.5 | | | 3.5 | 3 | 3080 | 3080 | 3080 | | |
| | | | | | | | | x | | x | | 1 | | | | 3.5 | 2 | 3080 | 3080 | | | |
| 9200 | | | | | | | x | | | x | x | 2 | 3.5 | | | 3.5 | 3 | 3080 | 3080 | 3080 | | |
| | | | | | | | | x | | x | | 2 | 3.5 | | 3.5 | 3.5 | 3 | 3080 | 3080 | 3080 | | |
| 9700 | | | | | | | x | | | x | x | 3 | 3.5 | | 3.5 | 3.5 | 4 | 3080 | 3080 | 3080 | 3080 | |
| | | | | | | | | x | | x | | 3 | 3.5 | | | 3.5 | 4 | 3080 | 3080 | 3080 | 3080 | |
| 101-102 | | | | | | | x | | | x | x | 2 | 3.5 | | | 3.5 | 3 | 3080 | 3080 | 3080 | | |
| 10400 | | | | | | | | x | | x | | 2 | 3.5 | | | 3.5 | 3 | 3080 | 3080 | 3080 | | |
| 10500 | | | | | | | x | | | x | x | 3 | 3.5 | | 3.5 | 3.5 | 4 | 3080 | 3080 | 3080 | 3080 | |
| 10700 | | | | | | | | x | | x | | 3 | 3.5 | | 3.5 | 3.5 | 4 | 3080 | 3080 | 3080 | 3080 | |
| 10800 | | | | | | x | x | | | x | x | 4 | 3.0 | 3.0 | 3.0 | 3.0 | 5 | 2500 | 2500 | 2500 | 2500 | 2500 |




10503 TANDEM DRIVE LINE SHOWN

| ITEM | | 10403 Tandem | 10503-10703 Tandem |
|---|---|---|---|
| Propeller Shaft | Number used | 4 | 5 |
| | Outside diameter | 3.5 | 3.5 |
| Universal Joints | Number used | 8 | 9 |
| | Rated capacity (ft. lbs.) | 3080 | 3080 |

## DRIVE SYSTEM SPLINES - REAR AXLE




### PROPELLER SHAFT PINION FLANGE AND REAR AXLE DRIVE PINION SHAFT

| Series | Item | Internal | External |
|---|---|---|---|
| 3100-3200 | Width | .1144-.1154 | .1124-.1144 |
| | I. D. | 1.194-1.198 | 1.156-1.164 |
| | O. D. | 1.3117-1.3132 | 1.3092-1.3107 |
| | Splines | 17 (Involute) | |
| 34-35-3600 | Width | .302-.303 | .300-.302 |
| 37-38-4000 | I. D. | 1.649-1.702 | 1.637-1.647 |
| 5-6-7-8000 | O. D. | 1.6975-1.9755 | 1.941-1.942 |
| 10802 * | Splines | 10 (Straight side) | |
| | Width | .2705-.2720 | .2705-.2720 |
| 7000-8000- | I. D. | 1.530-1.535 | 1.467-1.477 |
| 9000-10000 | O. D. | 1.749-1.752 | 1.743-1.746 |
| @ | Splines | 10 (Involute) | |

### AXLE SHAFT FLANGE AND REAR WHEEL HUB

| Series | Item | Internal | External |
|---|---|---|---|
| 4000 | Width | .3106-.3116 | .3086-.3106 |
| | I. D. | 3.295-3.305 | 3.245-3.255 |
| | O. D. | 3.795-3.805 | 3.765-3.775 |
| | Splines | 20 (Involute) | |
| 5-6-7-8000 | Width | .157-.158 | .155-.157 |
| 10800 (4000 | I. D. | 3.910-3.915 | 3.860-3.870 |
| with 2-spd. | O. D. | 4.213-4.218 | 4.185-4.195 |
| axle) * | Splines | 40 (Involute) | |

* - Chevrolet built axles
@ - Eaton built axles

### DIFFERENTIAL SIDE GEAR AND AXLE SHAFT

| Series | Item | Internal | External |
|---|---|---|---|
| 3100-3200 | Width | .1144-.1154 | .1124-.1144 |
| | I. D. | 1.194-1.198 | 1.166-1.74 |
| | O. D. | 1.3005-1.3105 | 1.2795-1.2845 |
| | Splines | 17 (Involute) | |
| 3400-3500 | Width | .1499-.1509 | .1479-.1499 |
| 3600-3700 | I. D. | 1.4245-1.4285 | 1.399-1.407 |
| 3800 | O. D. | 1.5485-1.5595 | 1.5275-1.5325 |
| | Splines | 17 (Involute) | |
| 4000 | Width | .1001-.1011 | .098-.100 |
| | I. D. | 1.628-1.632 | 1.565-1.569 |
| | O. D. | 1.752-1.756 | 1.724-1.732 |
| | Splines | 27 (Involute) | |
| 5-6-7-8000 | Width | .1001-.1011 | .0981-.1000 |
| 10800 (4000 | I. D. | 1.752-1.756 | 1.689-1.693 |
| with 2-spd | O. D. | 1.876-1.880 | 1.848-1.856 |
| axle) * | Splines | 29 (Involute) | |
| 7000-8000 | Width | .183-.185 | .179-.181 |
| 9-10000(Eaton | I. D. | 1.755-1.762 | 1.690-1.700 |
| 16000 # | O. D. | 1.905-1.925 | 1.870-1.875 |
| axles) | Splines | 16 (Straight side) | |
| 9000-10000 | Width | .193-.195 | .189-.191 |
| (Eaton | I. D. | 1.888-1.895 | 1.830-1.840 |
| 18000 # | O. D. | 2.010-2.030 | 1.975-1.980 |
| axles) | Splines | 16 (Straight side) | |

## BRAKE BOOSTER - HYDROVAC

### POWER BRAKES

| ITEM | | RPO 34-35-3742 31-32-36-3800 | Reg. Prod. on 5000-6000 RPO on 4000 | Reg. Prod. on 7-8-9-10000 RPO on 5-6000 | 10400-10500 10700 with Tandem Equip. |
|---|---|---|---|---|---|
| Type | | Single Piston Vacuum Suspended | | | |
| Power Cylinder Diameter | | 6.75 | | 9.50 | |
| Vacuum Cylinder Stroke | | 1.50 | 3.906 | 4.734 | 6.422 |
| Control Valve | | Reactionary Type | | | |
| Power Dist. @ 1000 PSI Line Pressure | Pedal | 63% | 35% | 15% | 12% |
| | Booster | 37% | 65% | 85% | 88% |
| Vacuum Reserve Tank (RPO 281) | Size | | 7-1/2 x 24 | | |
| | Capacity | | 1000 cu. in. | | |
| | Location | | Clamped to outside of left side rail | | |

## AIR OVER HYDRAULIC BRAKES

| ITEM | | | 7000 | 8000 Exc. 8800 | 8800 | 9000 | 10000 (Exc. School Bus) | 10400-10500 10700 with Tandem Equip. | 10800 |
|---|---|---|---|---|---|---|---|---|---|
| Compressor | Type | | Bendix - Westinghouse TU - FLO 400 | | | | | | |
| | Bore & Stroke | | 2-1/16 x 1-1/2 | | | | | | |
| | Displacement | | 7-1/4 cu. ft. @ 1250 RPM | | | | | | |
| | Recommended Operating Speed | | 3000 RPM | | | | | | |
| | Horsepower (Loaded) | | 3.2 @ 3000 RPM | | | | | | |
| | Drive | | Belt Driven | | | | | | |
| | Eng. to Compressor Speed Ratio | | .75:1 | | | | .72:1 | | |
| | Weight | | 33 Pounds | | | | | | |
| | Lubrication | | Engine Lubricated | | | | | | |
| | Cooling | | Air Cooled | | | | | | |
| | Location (Engine Mounted) | | Right Side | | | | Left Side | | |
| Reservoir | Size | | 7 x 24 | | 8 x 26 | | 7 x 24 | | 8 x 26 |
| | Number Used | | One | | | | | | |
| | Capacity | | 830 Cu. In. | | ⊕ | | 830 Cu. In. | | ⊕ |
| | Working Pressure (Max Normal) | | 105 PSI | | | | | | |
| | Safety Valve Pressure | | 150 PSI | | | | | | |
| | Location | | RH outside frame | | * | | RH Outside Frame | | * |
| | Pressure Guage Location | | Mounted On Steering Column | | | | | | |
| | Governor | Cut-In | 85 PSI | | | | | | |
| | | Cut-Out | 105 PSI | | | | | | |
| Air Booster | Effective Diameter | | 4.5 | | | | | | |
| | Slave Cylinder Diameter | | 1.125 | | | | | | |
| | Stroke | | 3.875 | | | | | | |
| | Master Cylinder Diameter | | 1.5 | | | | | 1.75 | 1.5 |
| Brake Lines | Type | | Copper Tubing & One Governor Flex Line | | | | | | |
| | Size | | 3/8 x 1/2 O.D. | | | | | | |

⊕ - 1200 Cu. In.; * - LH Outside Frame

## BRAKES

| ITEM | | | | 3100-3200 | 3600 | 3400 3500 3700 | 3800 (RPO 3400-3500-3700) | 4000-6000 | 5000 |
|---|---|---|---|---|---|---|---|---|---|
| Service Brake (Hydraulic | Type | | Front | Servo-type, single anchor | | | | | |
| | | | Rear | | | | | 2-cyl.-balanced-4 anchor | |
| | Drum | Type | Front | Composite, cast alloy iron rim, pressed steel web | | | | | |
| | | | Rear | | | | | 1-piece, cast alloy iron | |
| | | Size | Front | 11 x 2 | 12 x 2 | | | 14 x 2.5 | |
| | | | Rear | 11 x 1.75 | 12 x 2 | | 14 x 2.5 | 15 x 4 | |
| | | Total effective area (square inch) | Front | 138 | 151 | | | 220 | |
| | | | Rear | 121 | 151 | | 220 | 377 | |
| | | | Total | 259 | 302 | | 371 | 597 | |
| | Lining | Material | | Full molded asbestos composition | | | | | |
| | | Width | Front | 2 | | | | 2.5 | |
| | | | Rear | 1.75 | 2 | | 2.5 | 4 | |
| | | Thickness after grinding | Front | 164-.175 | .248-.252 | | | | |
| | | | Rear | | | | | 373-.377 | |
| | | Adjust to light drag and: | Front | Back off 7 notches | Back off to relieve drag but no more than 7 notches | | | | |
| | | | Rear | | | | | Back off 1-2 notches | |
| | | Attachment | | Bonded | | | | Riveted | |
| | | Lining area (Square inches) | Front | 84 | 92 | | | 137 | |
| | | | Rear | 73 | 92 | | 136 | 245 | |
| | | | Total | 157 | 184 | | 228 | 382 | |
| | Wheel Cylinder | Number of Cylinders | Front | 2 | | | | | |
| | | | Rear | 2 | | | | 4 | |
| | | Diameter | Front | 1.125 | | | | 875 | |
| | | | Rear | 1 | 1.125 | | 1.25 | 1.5 | |
| | Main Cylinder | Model | | 341-M | | | | 361-S | |
| | | Diameter | | 1.125 | | | | 1.25 | |
| | | Piston travel | | 1.26 | | | | | 1.25 |
| | Braking effort | | Front | 56% | 50% | | 41% | 30% | |
| | | | Rear | 44% | 50% | | 59% | 70% | |
| | Pedal Ratio | | | 6.28 | | | | | 6.35 |
| | Pedal Ratio | Travel | | 7.94 | | | | | |
| | | Pad cover | | Molded rubber | | | | | |
| | Brake fluid capacity | | | Approximately 1 pint | | | | | |
| | Brake fluid recommended | | | Delco, Super #11 | | | | | |
| Parking Brake (Mechanical) | Type | | | Rods and cables to rear wheels | | | Drum on propeller shaft | | |
| | Actuated by | | | Hand lever | | | | | |
| | Control location | | | Left side below instrument panel | | | On right side of gearshift control lever | | |
| | Drum | Size | | 11 x 1.75 | 12 x 2 | | 8 x 2.5 | 9.5 inner, 10 outer x 2.25 | |
| | | Area (effective) | | 121 | 151 | | 63 | 138 | |
| | Lining | Material | | Full molded asbestos composition | | | Asbestos composition | | |
| | | Clearance | | See adjustment for rear service brakes | | | 010-.015 | | |
| | | Area (square inch)* | | 74 | 92 | | See pages 181 & 182 | | |

* - Lining areas for "Drum on Propeller Shaft" type parking brakes are shown on the Transmission Sheet - Page 182

X

## BRAKES - CONTINUED

| ITEM | | | 7000 | 8000 | 10800 | 9000 | 10000 Ex. Tandems & School Bus | 104-10500 10700 with Tand. equip | RPO 9000 | RPO 10000 (ex Tandem) &SchoolBus |
|---|---|---|---|---|---|---|---|---|---|---|
| Service Brake (Hydraulic | Type | Front | 2 cylinder - balanced - 2 anchor | | | | | | | |
| | | Rear | 2 cylinder - balanced - 4 anchor | | | | | | | |
| | Drum Type | Front | One piece cast alloy iron | | | | | | | |
| | | Rear | One piece cast alloy iron | | | | | | | |
| | Drum Size | Front | 15 x 2.25 | | | | | | | |
| | | Rear | 15 x 4 | | | 15 x 5 | | 15 x 4 | | 16 x 5 |
| | Total effective area (square inch) | Front | 212 | | | | | | | |
| | | Rear | 377 | | | 471 | | 754 | | 503 |
| | | Total | 589 | | | 683 | | 966 | | 715 |
| | Lining Material | | Full molded asbestos composition | | | | | | | |
| | Lining Width | Front | 2.25 | | | | | | | |
| | | Rear | 4 | | | 5 | | 4 | | 5 |
| | Lining Thickness after grinding | Front | .307-.311 | | | | | | | |
| | | Rear | .373-.377 | | | .497-.506 | | .373-.377 | | .497-.506 |
| | Adjust to light drag and: | Front | Relieve drag arc and back off 1" to 1-1/2" arc at an 8" radius | | | | | | | |
| | | Rear | ¢ | Relieve drag and back off 3-5 notches | | | | | | |
| | Attachment | | Riveted | | | | | | | |
| | Lining area (square inches) | Front | 150 | | | | | | | |
| | | Rear | 245 | | | 316 | | 490 | | 338 |
| | | Total | 395 | | | 466 | | 640 | | 488 |
| | Wheel Cylinder Number of Cylinders | Front | 4 | | | | | | | |
| | | Rear | 4 | | | | | 8 | | 4 |
| | Wheel Cylinder Diameter | Front | 1.125 | | | | | | | |
| | | Rear | 1.5 | | | 1.625 | | 1.5 | | 1.625 |
| | Main Cylinder Model | | 371-C | | | | | 381-A | | 371-C |
| | Main Cylinder Diameter | | 1.5 | | | | | 1.75 | | 1.50 |
| | Main Cylinder Piston Travel | | 1.25 | 1.26 | 1.25 | 1.26 | | 1.38 | 1.25 | 1.26 |
| | Braking effort | Front | 36% | | 32% | | | 16% | 31% | |
| | | Rear | 64% | | 68% | | | 84% | 69% | |
| | Pedal ratio | | 6.35 | 6.28 | 6.35 | 6.28 | | 5.75 | 6.35 | 6.28 |
| | Pedal Ratio Travel | | 7.94 | | | | | | | |
| | Pedal Ratio Pad cover | | Molded rubber | | | | | | | |
| | Brake fluid capacity | | Approximately 1 pint | | | | | | | |
| | Brake fluid recommended | | Delco, Super #11 | | | | | | | |
| Parking Brake (Mechanical) | Type | | Drum on propeller shaft | | | | | | | |
| | Actuated by | | Hand lever | | | | | | | |
| | Control location | | On floor right side of gearshift control lever | | | | | | | |
| | Drum Size | | § | 9.5 x 2.75 | | | | | | |
| | Drum Area (effective | | 138 | 82 | | | | | | |
| | Lining Material | | Asbestos composition | | | | | | | |
| | Lining Clearance | | .010-.015 | .020 | | | | | | |
| | Area (square inch) * | | See pages 181 & 182 | | | | | | | |

¢ - Back off 1-2 notches

§ - 9.5 inner, 10 outer x 2.25

* - Lining areas for "Drum on Propeller Shaft" type parking brake are shown on Transmission Sheet Page 182

## ENGINE - GENERAL

6-Cylinder - 235.5 Cu. In. Basic Engine Data

| ITEM | | 3100 3200 | 3600 | 3800 | 4000 | 3400 3500 3700 | 4000 RPO 6000 Regular | 6702 6802 | 6000 RPO |
|---|---|---|---|---|---|---|---|---|---|
| Piston displacement | | 235.5 cu. in. | | | | | | | 261 cu. in. |
| Bore and stroke (Nominal) | | 3.563 x 3.938 | | | | | | | 3.75 x 3.938 |
| Type | | Valve-in-head, 6-cylinder | | | | | | | |
| Compression ratio | | 8.0:1 | | | | | | | 7.8:1 |
| Taxable (SAE) horsepower | | 30.4 | | | | | | | 33.7 |
| Idling speed | | Manual shift Trans. 475 in neutral: Auto. Trans. 425 in drive | | | | | | | |
| Compression pressure (Engine hot) | | 130 PSI or better at cranking speed | | | | | | | |
| Dry weight (Pounds) | Engine & Clutch • | 608 | | | 617 | 632 | 617 | | 626 |
| | With Transmission • | 673 | 673 | 757 | 776 | 697 | 776 | | 785 |
| Governor equipment | | RPO 241 | | | | | 6000 RPO 242<br>4000 RPO 241 | | |

### ADVERTISED MAXIMUM ENGINE PERFORMANCE

| ITEM | 31-32-36-3800, 4000 | 34-35-3700 | 6000 (4000 RPO) | RPO 6000 |
|---|---|---|---|---|
| Gross Horsepower | 140 @ 4200 RPM | | | 148 @ 4000 RPM |
| Gross Torque | 210 @ 2000 RPM | | | 232 @ 2000 RPM |
| Net Horsepower | 123 @ 4000 RPM | 120 @ 3800 RPM | 123 @ 4000 RPM | 125 @ 3800 RPM |
| Net Torque Ft. Lbs. | 195 @ 2000 RPM | 192 @ 2000 RPM | 195 @ 2000 RPM | 216 @ 2000 RPM |

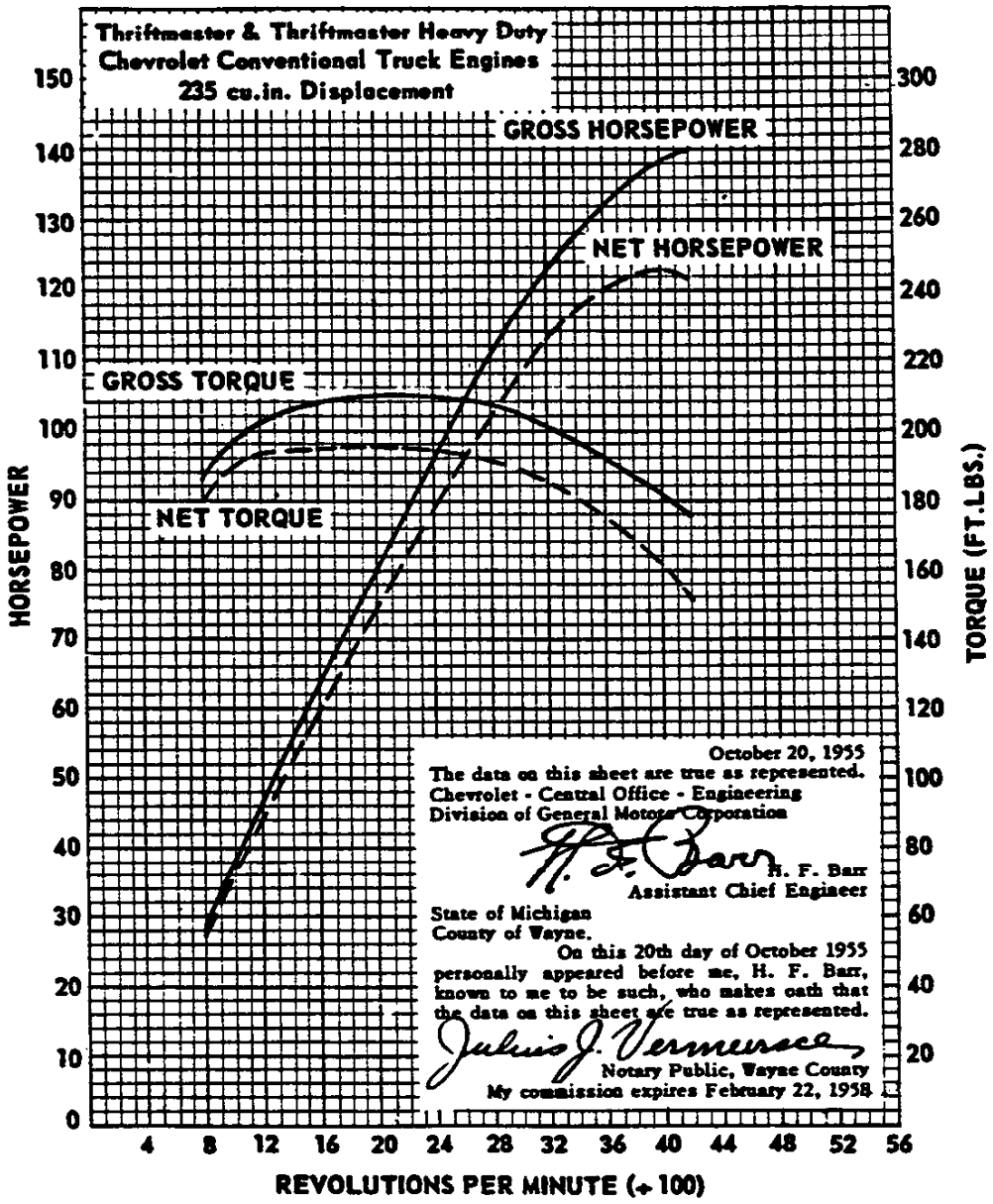
### ENGINE SPEED AND PISTON TRAVEL #

| Series | Tire Size | Axle Ratio | Transmission Type | Engine RPM at one MPH 1st | 2nd | 3rd | 4th | Piston Travel (Ft/Mi) 235.5 Eng and 261 Eng | Crankshaft (rev/mile) |
|---|---|---|---|---|---|---|---|---|---|
| 3100 3200 | 6.70-15 | 3.9:1 | 3-Speed | 144 | 82 | 49 | | 1933 | 2945 |
| | | | 4-Speed | 346 | 176 | 84 | 49 | | |
| | | | 3-Speed Heavy-Duty | 156 | 86 | 49 | | | |
| | | | 4-Speed Automatic | 187 | 129 | 71 | 49 | | |
| | | 4.11:1 | Overdrive Locked out | 153 | 87 | 52 | | 2037 | 3103 |
| | | | Locked in | 107 | 61 | 36 | | 1426 | 2172 |
| | 6.50-16 | 3.9:1 | 3-Speed | 138 | 79 | 47 | | 1853 | 2824 |
| | | | 4-Speed | 332 | 168 | 80 | 47 | | |
| | | | 3-Speed Heavy-Duty | 149 | 82 | 47 | | | |
| | | | 4-Speed Automatic | 180 | 124 | 68 | 47 | | |
| | | 4.11:1 | Overdrive Locked out | 144 | 82 | 49 | | 1953 | 2976 |
| | | | Locked in | 101 | 58 | 34 | | 1367 | 2083 |
| | 7-17.5 | 3.9:1 | 3-Speed | 135 | 77 | 46 | | 1810 | 2757 |
| | | | 4-Speed | 324 | 165 | 79 | 46 | | |
| | | | 3-Speed Heavy-Duty | 146 | 80 | 46 | | | |
| | | | 4-Speed Automatic | 176 | 121 | 67 | 46 | | |
| | | 4.11:1 | Overdrive Locked out | 142 | 81 | 48 | | 1907 | 2906 |
| | | | Locked in | 100 | 57 | 34 | | 1335 | 2034 |
| 3600 | 7-17.5 | 4.57:1 | 3-Speed | 158 | 90 | 54 | | 2121 | 3231 |
| | | | 4-Speed | 380 | 193 | 92 | 54 | | |
| | | | 3-Speed Heavy-Duty | 171 | 94 | 54 | | | |
| | | | 4-Speed Automatic | 254 | 163 | 84 | 54 | | |

| Series | Tire Size | Axle Ratio | Transmission Type | Engine RPM at one MPH 1st | 2nd | 3rd | 4th | 5th | 6th | Piston Travel* 235.5 & 261 Eng. | Crankshaft (rev/mile) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 3600 | 8-17.5 | 4.57:1 | 3-Speed | 152 | 87 | 52 | | | | 2037 | 3103 |
| | | | 4-Speed | 365 | 185 | 88 | 52 | | | | |
| | | | 3-Speed Heavy-Duty | 164 | 90 | 52 | | | | | |
| | | | 4-Speed Automatic | 244 | 157 | 81 | 52 | | | | |
| | 8-19.5 | | 3-Speed | 138 | 79 | 47 | | | | 1850 | 2819 |
| | | | 4-Speed | 332 | 168 | 80 | 47 | | | | |
| | | | 3-Speed Heavy-Duty | 149 | 82 | 47 | | | | | |
| | | | 4-Speed Automatic | 221 | 142 | 73 | 47 | | | | |
| 3400 3500 3700 3800 | 8-17.5 | 5.14:1 | 4-Speed | 411 | 208 | 99 | 58 | | | 2291 | 3490 |
| | | | 3-Speed Heavy Duty | 184 | 102 | 58 | | | | | |
| | | | 4-Speed Automatic | 274 | 176 | 91 | 58 | | | | |
| | 8-19.5 | | 3-Speed | 155 | 89 | 53 | | | | 2081 | 3171 |
| | | | 4-Speed | 373 | 189 | 90 | 53 | | | | |
| | | | 3-Speed Heavy-Duty | 168 | 92 | 53 | | | | | |
| | | | 4-Speed Automatic | 249 | 160 | 82 | 53 | | | | |
| 4000 | 7-22.5 | 6.17:1 | 4-Speed | 436 | 221 | 106 | 62 | | | 2430 | 3702 |
| | | | 4-Speed Automatic | 291 | 187 | 96 | 62 | | | | |
| | 8-19.5 | | 4-Speed | 448 | 227 | 108 | 63 | | | 2499 | 3807 |
| | | | 4-Speed Automatic | 299 | 192 | 99 | 63 | | | | |
| | 8-22.5 | | 4-Speed | 410 | 208 | 99 | 58 | | | 2288 | 3486 |
| | | | 4-Speed Automatic | 274 | 176 | 91 | 58 | | | | |
| | 8-22.5 | 6.40:1 2SP | 4-Speed | 425 | 216 | 130 | 60 | | | 1808 | 3616 |
| | | 8.72:1 2SP | | 580 | 294 | 141 | 82 | | | 2464 | 4927 |
| 6000 | 8-22.5 | 7.20:1 | 4-Speed | 479 | 243 | 116 | 68 | | | 2670 | 4068 |
| | | | 5-Speed | 502 | 275 | 163 | 100 | 68 | | | |
| | | | 6-Speed | 359 | 258 | 182 | 132 | 94 | 68 | | |
| | 9-22.5 | | 4-Speed | 461 | 234 | 112 | 65 | | | 2571 | 3917 |
| | | | 5-Speed | 484 | 264 | 157 | 97 | 65 | | | |
| | | | 6-Speed | 345 | 249 | 176 | 127 | 91 | 65 | | |
| | 10-22.5 | | 4-Speed | 441 | 224 | 107 | 63 | | | 2462 | 3751 |
| | | | 5-Speed | 463 | 253 | 150 | 93 | 62 | | | |
| | | | 6-Speed | 331 | 238 | 168 | 121 | 87 | 62 | | |
| | 8-22.5 | 6.17:1 | 4-Speed | 410 | 208 | 99 | 58 | | | 2288 | 3486 |
| | | | 5-Speed | 430 | 235 | 139 | 86 | 58 | | | |
| | | | 6-Speed | 307 | 221 | 156 | 113 | 81 | 58 | | |
| | 9-22.5 | | 4-Speed | 395 | 200 | 96 | 56 | | | 2203 | 3356 |
| | | | 5-Speed | 414 | 227 | 134 | 83 | 56 | | | |
| | | | 6-Speed | 296 | 213 | 150 | 109 | 78 | 56 | | |
| | 10-22.5 | | 4-Speed | 378 | 192 | 92 | 54 | | | 3516 | 5357 |
| | | | 5-Speed | 397 | 217 | 129 | 79 | 54 | | | |
| | | | 6-Speed | 283 | 204 | 144 | 104 | 74 | 54 | | |
| | 8-22.5 | 6.40:1 2-SPEED | 4-Speed | 425 | 216 | 130 | 60 | | | 2373 | 3616 |
| | | | 5-Speed | 447 | 244 | 145 | 89 | 60 | | | |
| | | 8.72:1 2-SPEED | 4-Speed | 580 | 294 | 141 | 82 | | | 3234 | 4927 |
| | | | 5-Speed | 608 | 333 | 197 | 122 | 82 | | | |
| | 9-22.5 | 6.40:1 2-SPEED | 4-Speed | 410 | 208 | 99 | 58 | | | 2285 | 3482 |
| | | | 5-Speed | 430 | 235 | 139 | 86 | 58 | | | |
| | | 8.72:1 2-SPEED | 4-Speed | 558 | 283 | 135 | 79 | | | 3113 | 4744 |
| | | | 5-Speed | 586 | 320 | 190 | 117 | 79 | | | |
| | 10-22.5 | 6.40:1 2-SPEED | 4-Speed | 392 | 199 | 95 | 56 | | | 2188 | 3334 |
| | | | 5-Speed | 412 | 225 | 133 | 82 | 56 | | | |
| | | 8.72:1 2-SPEED | 4-Speed | 535 | 271 | 129 | 76 | | | 2982 | 4543 |
| | | | 5-Speed | 561 | 307 | 182 | 112 | 76 | | | |

# - Engine RPM is determined by locating the figure for one mile per hour and multiplying by the desired miles per hour - MPH is determined by dividing the known engine RPM by the engine RPM for one mile per hour

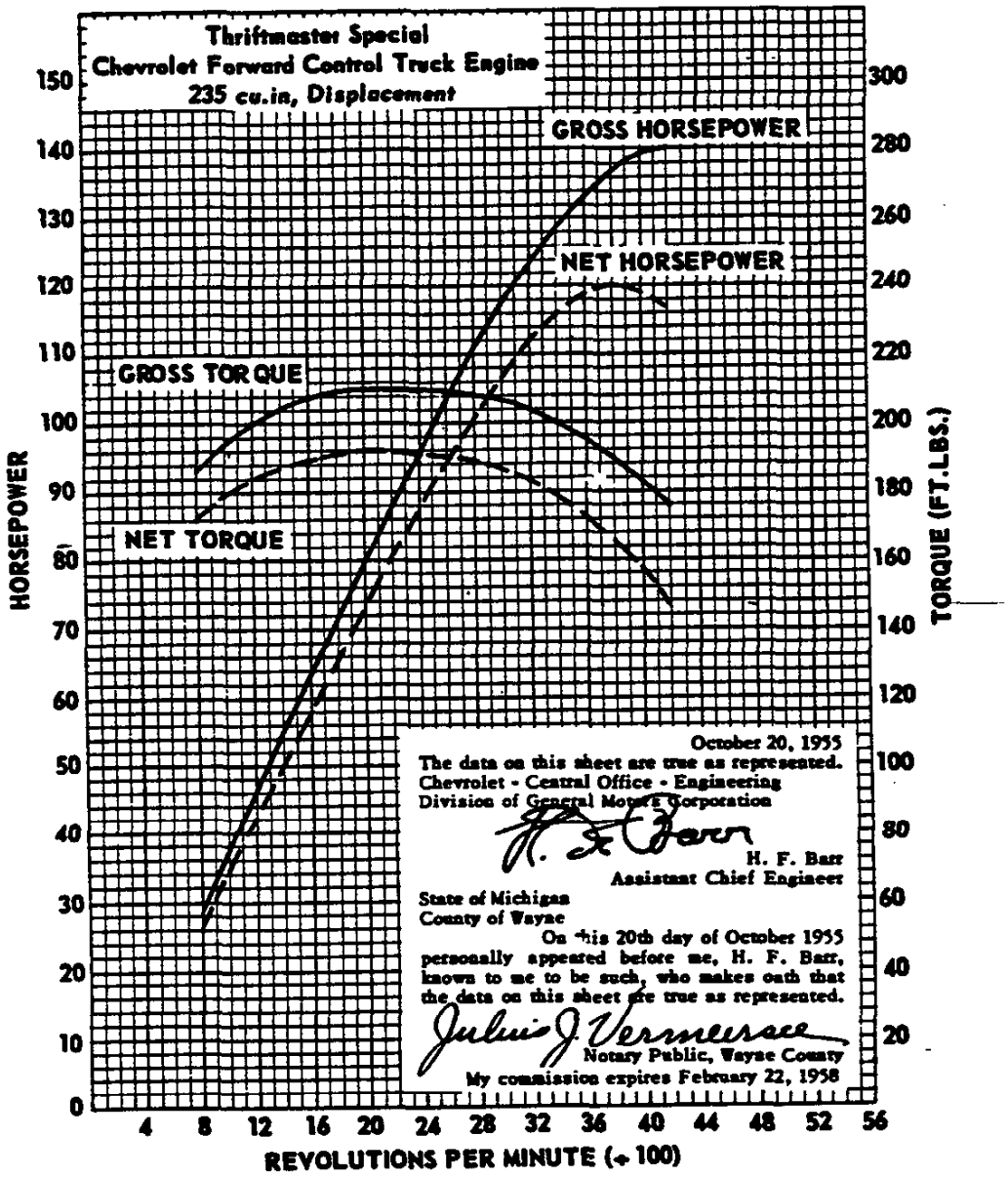
* - Piston travel determined by feet per mile




The engine performance curves shown on this sheet are taken from Chevrolet engine test report 17440-18. They represent the full throttle performance of the Thriftmaster Regular and Thriftmaster Heavy-Duty Chevrolet six cylinder truck engine (235.5 cu. in. displacement) as obtained from dynamometer test data which were corrected to standard barometric pressure 29.92" mercury and the standard temperature of 60°F.

GROSS POWER and TORQUE were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

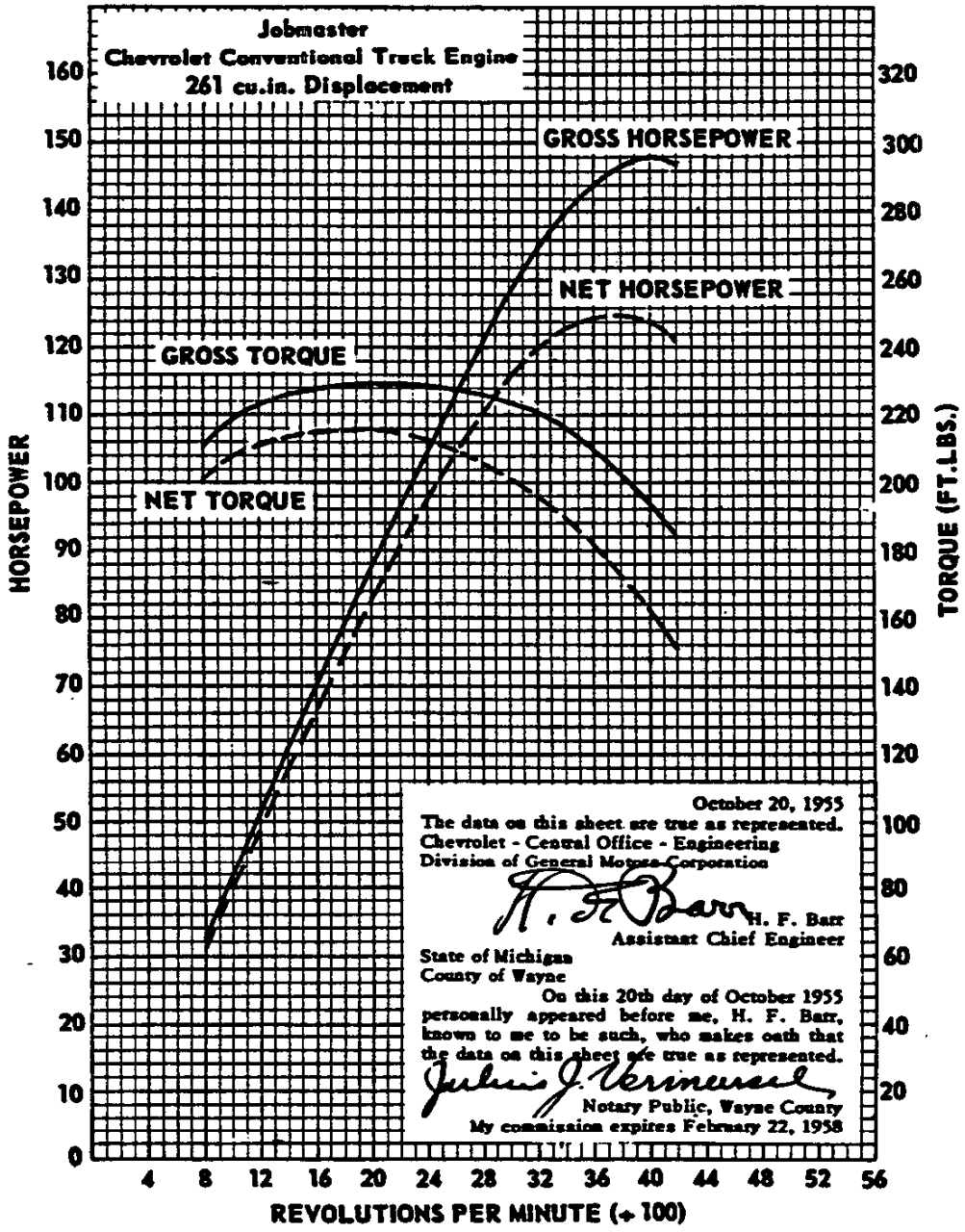
NET POWER and TORQUE were obtained from a dynamometer test simulating actual operating conditions when the engine is in its vehicle. It includes the use of the regular muffler and pipes, the fan in operation and automatic spark advance. The generator is not charging.




The engine performance curves shown on this sheet are taken from Chevrolet engine test report 17440-18. They represent the full throttle performance of a Chevrolet Forward Control six cylinder truck engine (235.5 cu. in. displacement) as obtained from dynamometer test data which were corrected to the standard barometric pressure 29.92" mercury and the standard temperature of 60°F.

GROSS POWER and TORQUE were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

NET POWER and TORQUE were obtained from a dynamometer test simulating actual operating conditions when the engine is in its vehicle. It includes the use of the regular muffler and pipes, the fan in operation and automatic spark advance. The generator is not charging.




The engine performance curves shown on this sheet are taken from Chevrolet engine test report 17943-8. They represent the full throttle performance of the Jobmaster Chevrolet six cylinder conventional truck engine (261 cu. in. displacement) as obtained from dynamometer test data which were corrected to the standard barometric pressure 29.92" mercury and the standard temperature of 60°F.

GROSS POWER and TORQUE were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

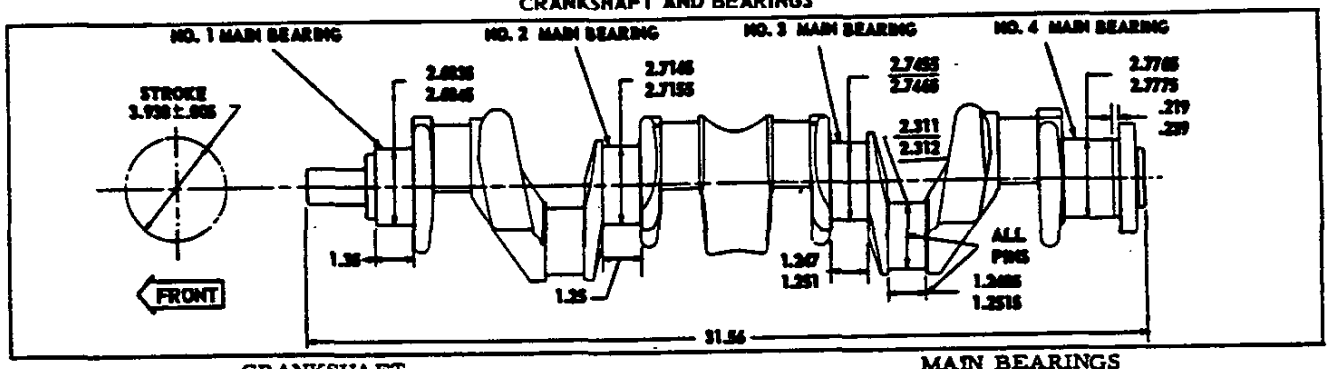
NET POWER and TORQUE were obtained from a dynamometer test simulating actual operating conditions when the engine is in its vehicle. It includes the use of the regular muffler and pipes, the fan in operation and automatic spark advance. The generator is not charging.

## CYLINDER CASE AND HEAD

Material ---------- Cast alloy iron
Cylinder head bolt torque ---------- 90-95 lb

Bore diameter:
235.5 Engine ---------- 3.5620-3.5640
261.0 Engine ---------- 3.7490-3.7510

## CRANKSHAFT AND BEARINGS




### CRANKSHAFT

Material ---------- Drop-forged steel
Weight:
Crankshaft and pilot bearing assembly ------ 80 lb
End play ---------- .0035-.0095
Counter weights ---------- 7
Stroke: ---------- 3.938 ± .005

### HARMONIC BALANCER
(Vibration damper)

Type ---------- Oscillating (Rubber-floated)
Crankshaft pulley:
Pitch diameter ---------- 6.64

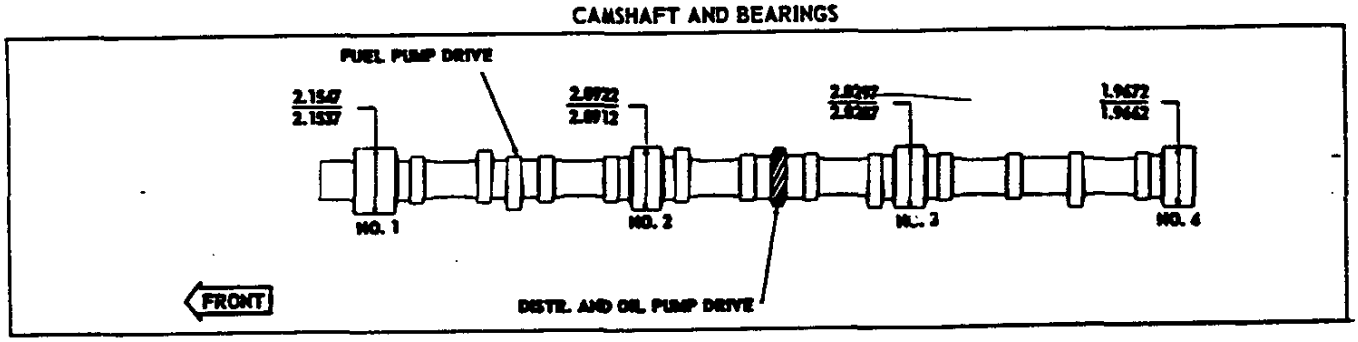
### MAIN BEARINGS

Type ---------- Precision, removable
Removable ---------- From below
Clearance:
Bearings 1-2 ---------- .0008-.0024
Bearings 3-4 ---------- .0010-.0026
End thrust against ---------- #3 bearing
Material ---------- .003-.006 babbitt on steel shell

| Brg | Theo I.D.* | Eff Length¢ | Proj Area§ |
|---|---|---|---|
| #1 | 2.6856 | 1.063 | 2.855 sq. in. |
| #2 | 2.7166 | .907 | 2.464 sq. in. |
| #3 | 2.7478 | .968 | 2.660 sq. in. |
| #4 | 2.7788 | 1.189 | 3.304 sq. in. |

* - Journal diameter plus clearance
¢ - Overall length minus chamfers
§ - Based on theoretical I.D. and effective length

## CAMSHAFT AND BEARINGS




### CAMSHAFT

Material ---------- Cast alloy iron
End play ---------- .003-.007
Thrust taken by ---------- Thrust taken between driven timing gear and camshaft #1 journal front face
Ramp:
Inlet:
Opening ---------- .00856, 18° long
Closing ---------- .01070, 30° long
Ramp:
Exhaust
Opening ---------- .01476, 30° long
Closing ---------- .01481, 37° long

### DRIVE

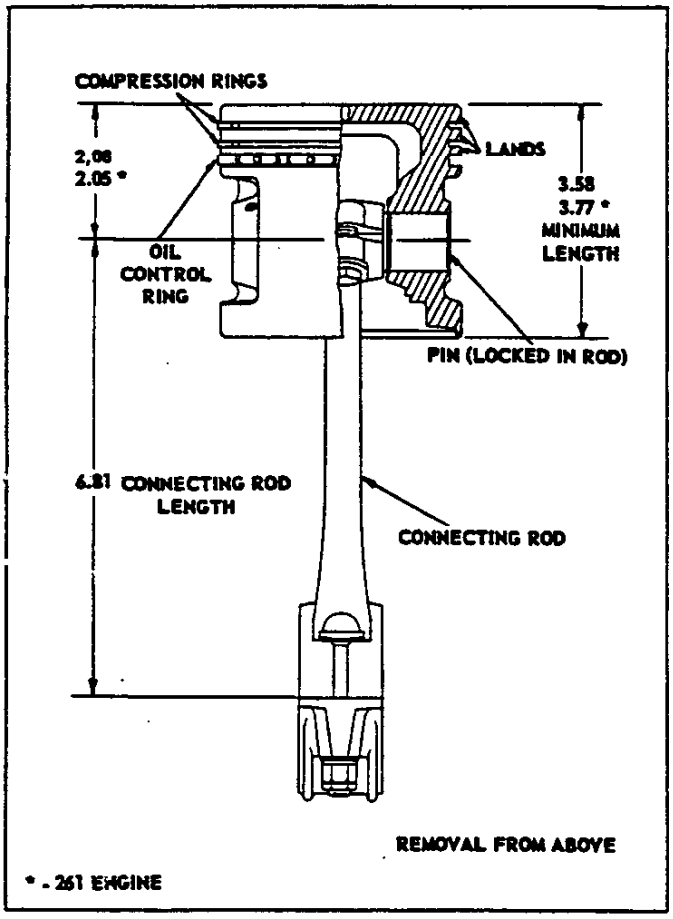
Make ---------- Own
Type ---------- Helical gear
Material:
Driven gear (Camshaft) ---------- Aluminum alloy
Drive gear (Crankshaft) ---------- Steel

### BEARING

Material ---------- Steel-backed babbitt
Clearance on diameter ---------- .0010-.0030

| Brg | Ream dia | Overall length | Proj Area⊕ |
|---|---|---|---|
| #1 | 2.1562 | 1.12 | 2.415 sq. in. |
| #2 | 2.0937 | .94 | 1.968 sq. in. |
| #3 | 2.0312 | .94 | 1.909 sq. in. |
| #4 | 1.9687 | .94 | 1.846 sq. in. |

⊕ - Based on ream diameter and overall length as shown above




### PISTON PIN

Material ---------- Chromium steel (file hard case)
Diameter:
235.5 Engine ---------- .8660-.8665
261 Engine ---------- .9270-.9275
Length:
235.5 Engine ---------- 3.168-3.198
261 Engine ---------- 3.355-3.385
Taper limit in full length ---------- .0002
Clearance in piston ---------- .00015-.00025

### COMPRESSION RINGS

Number per piston ---------- 2
Type:
Upper ---------- Thick wall inside bevel
Lower ---------- Thick wall, tapered face scraper
Material ---------- Cast iron
(235 Thriftmaster H.D. and 261 Jobmaster upper ring only) ---------- Chrome plated
Width ---------- .0930-.0935
Gap clearance:
235.5 Engine ---------- .007-.017
261 Engine
Lower ---------- .007-.017
Upper ---------- .010-.020
Ring clearance in groove ---------- .0020-.0035
Wall Thickness:
235.5 Engine ---------- .168-.178
261.0 Engine ---------- .177-.187

### PISTON

Material ---------- Cast alloy aluminum with steel struts
Features ---------- Flat head tin plated, oval with controlled thermo expansion
Skirt clearance in cylinder bore ---------- .0012-.0028
Land clearance in cylinder bore ---------- .026-.038
235 Engine:
Compression and oil ring groove depth --- .199-.205
Holes, number and size ---------- 8, .156 drill
Head thickness at center ---------- .235-.245
261 Engine:
Compression ring groove depth ---------- .208-.214
Oil groove:
Depth ---------- .204-.210
Holes, number and size ---------- 8, .156 drill
Head thickness at center ---------- .255-.265
Land clearance in cylinder bore ---------- .037-.038

### OIL RINGS

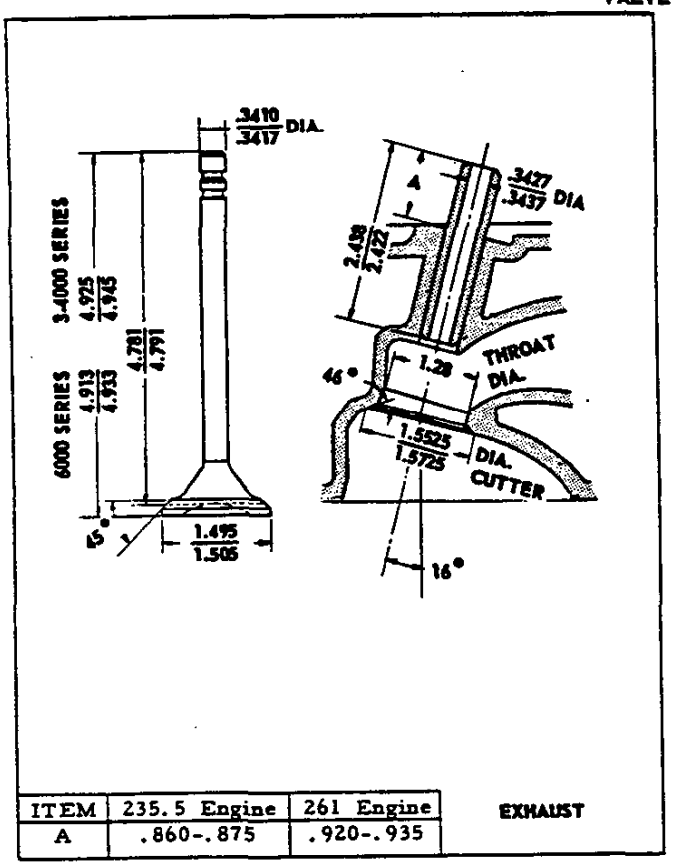
Material and type ---------- Steel, multi-piece 2 rails and spacer
Upper and lower rails ---------- Flat spring or scaleless tempered steel, full chrome plated O.D.
Spacer (between rails) ---------- Flat spring steel
Gap clearance (on rails) ---------- .015-.055
Ring clearance in groove ---------- .000-.008
Width ---------- .181-.188
Maximum wall thickness:
(rails)
235.5 Engine ---------- .153
261.0 Engine ---------- .168

### CONNECTING RODS

Material ---------- Drop-forged steel
Rod width at piston pin ---------- 1.126-1.129
Rod width at crankpin ---------- 1.2415-1.2435
Projected area per rod (based on effective length) ---------- 2.332 sq. in.
End play ---------- .005-.010

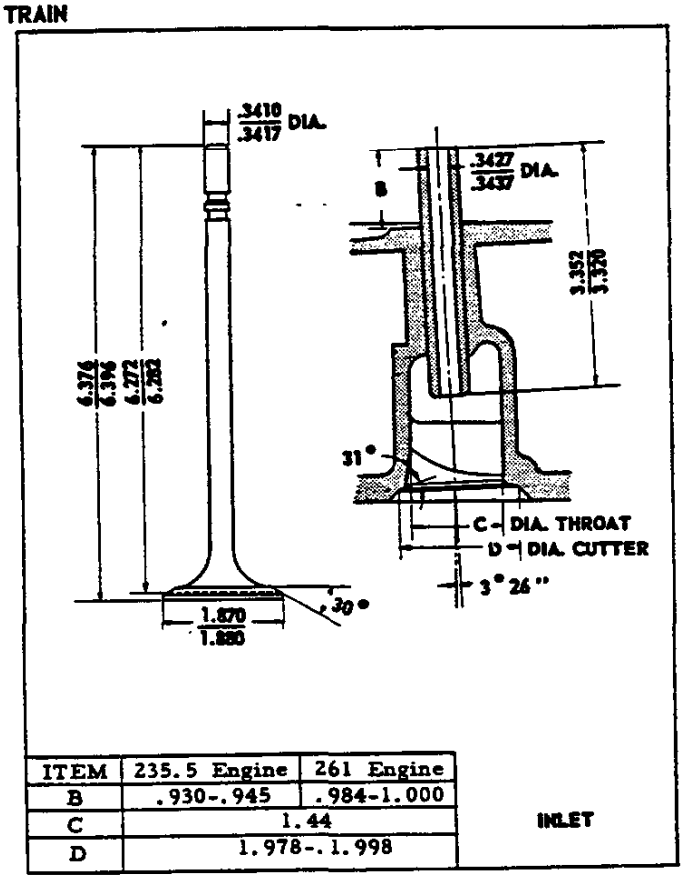
Crankpin bearings:
Type ---------- Precision interchangeable insert
Material ---------- Steel backed, thin wall babbit
Diameter ---------- 2.3127-2.3138
Effective length overall (length less chamfers) - 1.008
Clearance on diameter ---------- .0007-.0028

## VALVE TRAIN




| ITEM | 235.5 Engine | 261 Engine |
|---|---|---|
| A | .860-.875 | .920-.935 |

EXHAUST




| ITEM | 235.5 Engine | 261 Engine |
|---|---|---|
| B | .930-.945 | .984-1.000 |
| C | 1.44 | |
| D | 1.978-.1.998 | |

INLET

### VALVES

Material:
Inlet and exhaust ---------- High alloy steel
Lift:
Exhaust valve ---------- .4143
Inlet valve ---------- .4051
Face angle:
Exhaust valve ---------- 45°
Inlet valve ---------- 30°
Distance between valve centers (Measured along centerline of engine) ---------- 1.547

| Valve lash*: | Inlet | Exhaust |
|---|---|---|
| 3000-4000 series ---------- | .006 | .018 |
| 6000 Reg and 261 ---------- | .006 | .020 |

(* - Engine normalized)

* - To normalize engine, run it at fast idle approximately 600 RPM until a constant oil temperature is maintained for a period of five minutes.

Exhaust valve rotators:
235.5 and 261.0 Engines ------ Positive rotation type

### TAPPETS

Type ---------- Cylindrical
Material ---------- Cast alloy iron
Outside diameter ---------- .989-.990
Lift:
Exhaust tappet ---------- .2805
Inlet tappet ---------- .2743
Clearance ---------- Selective fit

### VALVE STEM GUIDES

Type ---------- Removable
Clearance with stem:
Exhaust and Inlet ---------- .001-.0027

### VALVE ROCKER ARMS

Material ---------- Cast malleable iron
Ratio (Valve lift to cam lift) ---------- 1.477:1
Bearing:
Type ---------- Machined in rocker arm
Inside diameter ---------- .7925-.7935
Length ---------- .9354

### VALVE SPRINGS

Length and pressure:
Valve closed ---------- 1.858 @ 74-82 lb
Valve open ---------- 1.462 @ 196-208 lb
Free length ---------- 2.234

### VALVE SEATS

Material ---------- Cast alloy iron (Cylinder Head)
Inserts ---------- None
Angle in head:
Exhaust seat ---------- 46°
Inlet seat ---------- 31°
Width in head
Exhaust seat ---------- .062-.093
Inlet seat ---------- .035-.060

## ENGINE COOLING SYSTEM

Method of cooling cylinder walls - Full stroke length water jacket with water around each cylinder

| ITEM | | | 31-3200 | 34-35-3700 | 3600 3800 | 4000 | 6000 | 6000 (261 Eng) | 6000 (261 Eng) @ |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (quarts) | Regular | | 17 | | | 17.5 | | 17 | 21 |
| | RPO 256 | | 17.5 | | 17.5 | 18 | | | |
| Radiator Core | Make, type & material | | Harrison, Cellular, Copper | | | | | | Tube & Center |
| | Size | Regular | .22 x .56 x .2 | .25 x .56 x .2 | .22 x .56 x .2 | .25 x .56 x .2 | .22 x .56 x .2 | .20 x .56 x 2.5 | .20 x .55 x 2.62 |
| | | RPO 256 | * | | .20 x .560 x 2.5 | | | | |
| | Frontal area (sq. in) | Regular | 426 | | | 470 | | | 530 |
| | | RPO 256 | 470 | | 470 | | | | |
| Pressure, cooling system | | | Radiator cap pressure valve opens 6.25 to 7.50 | | | | | | 9 Lbs. |
| Radiator hose | Type | | Fabric reinforced rubber hoses with special curved design | | | | | | |
| | Location and size | Inlet | Elbow type, cylinder head to radiator, 1.50 ID | | | | | | |
| | | Outlet | Compound curved, coil spring reinforced, radiator to water pump, 1.75 ID | | | | | | |
| Thermostat | Make and type | | Harrison, bellows operated poppet valve | | | | | | |
| | Location | | In cylinder head water outlet | | | | | | |
| | Valve action | | At 29" mercury barometric pressure, starts to open at 157° - 163°F, fully open at 183°F. | | | | | | |
| Engine fan | Make | | Chevrolet | | | | | | |
| | Type and size | | 4 staggered blades, 20 diameter | | | | | | 5 Blades $ x |
| | Pulley size | | 36° V x 7.00 ptich diameter | | | | | | |
| | Ratio to engine | | 949:1 (Fan RPM: Engine RPM) | | | | | | |
| | Fan belt | Material | One-piece reinforced rubber | | | | | | |
| | | Size | .50 x 41.50 pitch length (approx) | | | .50 x 42.33 pitch length (approx.) | | | |
| | Shroud | | ¢ | | With RPO256 | Regular | | | |
| Water pump | Type and drive | | Centrifugal, by fan belt | | | | | | |
| | Location | | On front of cylinder and case | | | | | | |
| | Capacity (Gals/min) @ Engine RPM | | 55 @ 4000 | | | | | | |
| | Bearing | | Anti-friction bearings, See page 192 | | | | | | |
| | Seal | | Molded rubber, spring loaded | | | | | | |

* Same as 3600, 3800 and 4000 ¢ - Same as 3600 and 3800 @ With Powermatic Transmission
$ - 20.0 Diameter

## FUEL SYSTEM

### FUEL TANK

| ITEM | | 3100-3200-3600 | 3800 | 4100-4400 6100-6400 | 3400 | 3500 3700 | 4502-6702-6802 |
|---|---|---|---|---|---|---|---|
| Location | Chassis and single unit bodies | Inside of frame on right side | | Outside of frame on right side | | | |
| | Cab models | Behind seat in cab, equipped with fuel line shut off and drain cock | | | | | |
| Type of construction | | Two stamped pans, seam welded together | | | | | 3-piece, seam weld |
| Capacity | Cabs | 17.5 | | | | | |
| | Others | 17 | | 18 | 15.5 | 18 | 30 |
| Filler location | | Single unit bodies, right side; cabs left side, vent pipe on all models | | | | | |
| Guage (tank) | Make | AC | | | | | |
| | Type | Electric | | | | | |
| Filter | | 40 mesh metal filter cloth tube mounted on end of riser pipe | | | | | |

### AIR CLEANER

| ITEM | | 31-32-36-3800 | 3400-3500-3700 | 4000 | 6000 |
|---|---|---|---|---|---|
| Make | | AC | | | |
| Type | | Oil Bath | | | |
| Capacity | One pint | Regular | | | |
| | One quart | RPO 216 | | RPO 216 | Regular |

### OCTANE SELECTOR

Type ---------- Clamped on distributor shaft with 2° range manual adjustment

### FUEL PUMP

Make and model ---------- AC. model EF

Type --------- Mechanical (diaphragm) "high-reserve"
Drive ---------- From camshaft
Arm movement ---------- 1/4 at camshaft
Air dome ---------- Yes (Inlet and Outlet)
Filter ---------- See Fuel Tank
Pressure at carburetor ---------- 3.5 to 4.5 PSI

5-1-56 x Data Added 8-7-56

## FUEL SYSTEM - CONTINUED

### CARBURETOR

| ITEM | | 3100-3200, 3600-3800, 4000, 6000 | 6000 RPO | 3400-3500-3700 |
|---|---|---|---|---|
| Make | | Rochester | | Carter |
| Model | | 7004468 | 7005140 | BB1-871-SB |
| Type | | Downdraft | | Updraft |
| | | Single adjustment, balanced | | |
| Idle adjustment (Number of turns open) | | 1 to 2-1/2 | | 1/2 to 1-1/2 |
| Size (Main venturi throat ID) | | 1.344 | 1.469 | 1.188 |
| SAE flange size | | 1.50 | | |
| Float level when closed | | Bottom of float is 1.313 below finished surface of cover | | Top of float 0 to .031 below top of float chamber |
| Choke | | Manual (No automatic choke) | | |
| Manifold | Heat control | Automatic (thermostatic) | | |
| | Cover | None | | |

## EXHAUST SYSTEM

Muffler:
Make and type ---------- Various makes; diffusion and resonance type with straight through flow
Muffler mounting ---------- Single point
Exhaust pipe outside diameter ---------- 2
Tail pipe inside diameter ---------- 1.813

## ENGINE LUBRICATING SYSTEM

### METHOD OF LUBRICATION

Type ------ Full pressure (direct and metered pressure)
Main bearings ---------- Direct pressure
Camshaft bearings ---------- Direct pressure
Timing gears ---------- Sprayed by nozzle
Connecting rod bearings ---------- Direct pressure
Cylinder bores and piston pins ---------- pressurized jet cross sprayed
Valve mechanism ---------- Pressure and gravity

### OIL PUMP

Type ---------- Spur gear
Drive ---------- From camshaft by worm gear
Capacity (Gallons per minute, hot oil) ---------- 4.30 @ 1170-1200 engine RPM
Normal oil pressure (hot) ---------- 35 PSI @ 1170-1240 engine RPM
Width of gears ---------- 1 inch
Intake ---------- Fixed-type with 16 mesh galvanized wire screen

### MISCELLANEOUS

Oil level gauge ---------- Rod type

### OIL FILTER (RPO 237)

| Make and model | Capacity (Dry) | Replaceable element Model No. |
|---|---|---|
| AC S-6 | 1 quart | P-115 |
| AC S-2 | 2 quart | P-117 |

### OIL PAN

Capacity (quarts) ---------- Dry, 5.5; refill, 5.0
Drain plug location ---------- At rear of oil pan
Torque, corner bolts ---------- 12.5 to 15 ft lb
Torque, flange screws ---------- 6-7.5 ft lb

### LUBRICANT RECOMMENDED

| Temperature | Grade |
|---|---|
| 32° F | SAE 20W, SAE 20, SAE 10W-30 |
| 0° F | SAE 10W, SAE 10W-30 |
| Below 0° F | SAE 5W, SAE 5W-20 |

## CRANKCASE VENTILATION AND OIL FILLER

Crankcase ventilation ---------- Forward control and 261 engine models --- Vacuum operated. Closed outlet tube from ventilator body to inlet manifold provides suction when engine is running.
All others ---------- Open outlet tube, extending from ventilator body into air stream beneath engine, provides suction when vehicle is moving.
Air Inlet (261 Engine) --- Through air cleaner to rocker cover. All others, Inlet louvers in rocker covers.
Oil filler location ------ On valve rocker cover at front

## GENERATOR

| | | | |
|---|---|---|---|
| Series Usage | | 3000 | 4-6000 |
| Make | | Delco | |
| Model Number | | 1100326 | |
| Rated Voltage | | 12-15 | |
| Ventilation | | By fan in generator pulley | |
| Driven by | | Fan belt | |
| Pulley size | V angle | 36° | |
| | Pitch dia | 3.62 | 5.00 |
| Speed ratio (Generator to engine) | | 1.83:1 | 1.33:1 |
| Max output speed (Hot) | Gen RPM | 2750 and up | |
| | Eng RPM | 1500 | 2070 |

Brush spring tension ---------- 24 to 32 ounces
Rotation ---------- Clockwise

## STARTING MOTOR

Make ---------- Delco-Remy
Model:
Series 34-35-3700 ---------- 1107626
Automatic transmission ---------- 1107633
All others ---------- 1107634
Number of fields coils ---------- 4
Direction of rotation (front view) --- Counter-clockwise

| Test data: | Lock test | No load test |
|---|---|---|
| Amperage | 415 | 65 |
| Volts | 5.8 | 10.4 |
| Torque | 12 ft. lb. | |
| RPM | | 7900 |

Brush spring tension ---------- 30 ounces

## VOLTAGE AND CURRENT REGULATOR

| | | |
|---|---|---|
| Series Usage | | 3-4-6000 |
| Make | | Delco-Remy |
| Model | | 1119000 |
| Type | | Vibrator |
| Location | | In engine compartment on left side of dash |
| Voltage regulator | Volts | 14.5 |
| | Temperature | Operating |
| | Average air gap | .075 |
| Current regulator | Amperage | 25 |
| | Temperature | Operating |
| | Average air gap | .075 |
| Cut-out relay | Points closing (Volts) | 12.8 |
| Average air and point gap | | .020 |

## BATTERY

| ITEM | 45-67-6800 Reg. (RPO All Others | Reg. Production all Models except School Buses |
|---|---|---|
| Make and Model | Delco, 3SMR72-W | Delco, 2SM53R-W |
| Length at top | 11.97 | 10.19 |
| Width at top | 6.75 | |
| Height (overall) | 8.81 | |
| Voltage | 12 | |
| Capacity @ 20-hour rate | 72 amp hours | 53 amp hours |
| Bench normal Charging rate | 4.5 | 3.5 |
| Cells | 6, Side-to-side arrangement | |
| Plates per cell | 11 | 9 |
| Ground | Negative terminal | |
| Location | On right side of dash under hood | |

## STARTING

Starting Device ---------- Key turns Ignition Switch 3 Positions: Locked off, On, and Start for Series 34-35-3700 and Models equipped with Automatic transmission; all other models foot operated.
Starting Operation ---------- Turn ignition key to extreme right on Series 34-35-3700 and Models equipped with Automatic Transmissions. For all other Models, depress starter.
Pinion meshes ---------- From front of flywheel
Pinion teeth (Starter) ---------- 9
Flywheel teeth ---------- 168
Gear Ratio (Starter to flywheel) ---------- 18.67:1

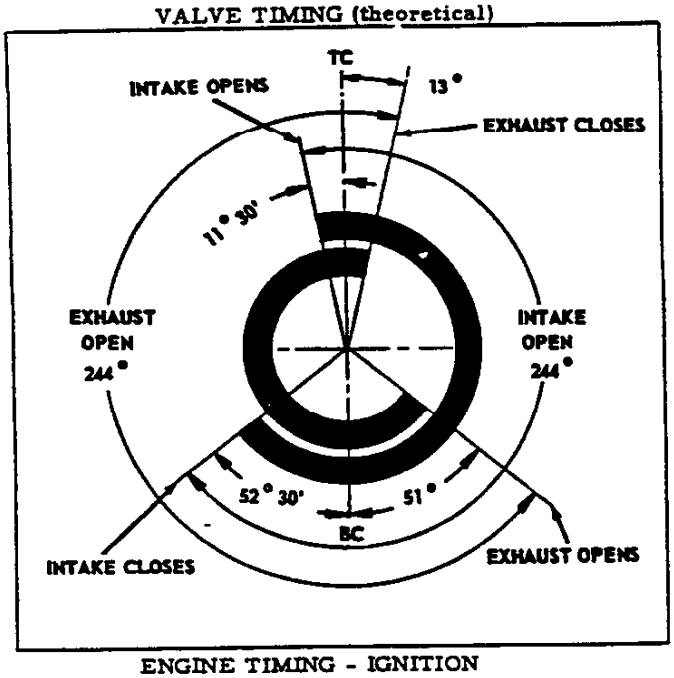
## SPARK PLUGS

Make and model:
235.5 cu. in. Engine ---------- AC, 44-5 Com
261.0 cu. in. Engine ---------- AC, 43-5 Com
Thread size ---------- 14 mm
Recommended gap ---------- .033-.038
Recommended torque ---------- 15-25 ft lb

## RPO HEAVY DUTY GENERATOR EQUIPMENT

| Series | 3000-4000-6000 | 31-32-36-3800-4-6000 | 3000-4000-6000 | 31-32-36-38-4000 |
|---|---|---|---|---|
| Make | Delco-Remy | | | |
| Usage | 30 amp Standard steering | 30 amp Power steering | 40 amp Standard steering | 40 amp Power steering |
| Generator number | 1102042 | 1102041 | 1106981 | 1106982 |
| Regulator number | 1119001 | | 1119004 | |

VALVE TIMING (theoretical)




ENGINE TIMING - IGNITION

(Ignition data given in crankshaft degrees)

Timing spark advance (initial setting):

235.5 and 261 engine ---------- T.D.C.

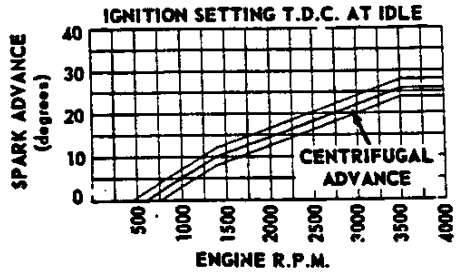
Timing mark, location ---------Steel ball in flywheel

Firing order ---------- 1-5-3-6-2-4

SPARK ADVANCE CENTRIFUGAL CURVE

235.5 Cubic Inch Engine

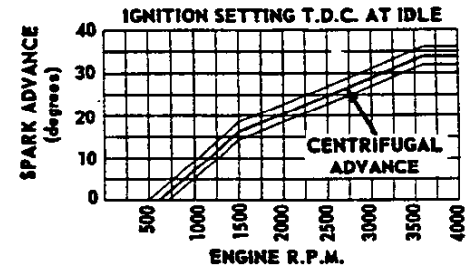
| Advance begins | Full advance |
|---|---|
| 450 to 750 RPM | 24° to 28° at 3500 RPM and up |




SPARK ADVANCE CENTRIFUGAL CURVE

261 Cubic Inch Engine

| Advance begins | Full advance |
|---|---|
| 500 to 725 RPM | 32° to 36° at 3600 RPM and up |




DISTRIBUTOR

| Distributor (Delco-Remy) | 1112403 | 1112407 |
|---|---|---|
| Engine cu. in. displacement | 235.5 | 261 |
| Breaker contact opening | .016-.021 | |
| Nominal cam angle | 26°-33° | |
| Breaker arm tension | 19-23 ounces | |
| Vacuum control part number | 1116089 | |

IGNITION SYSTEM

Type ---------- Separate units, high tension distributor with centrifugal and vacuum spark advance, high intensity spark and water proof ignition coil.

Ignition cable: Make ---------- Packard Electric

COIL

Make ---------- Delco-Remy

Model ---------- 1115085

Location ---------- Engine right side

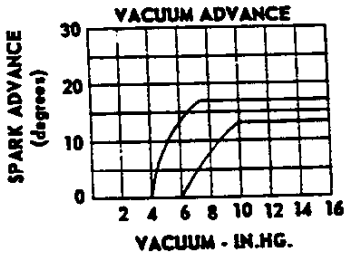
Amperes drawn-4.0 engine stopped; 1.8 idling (500 RPM)

Resistor type ---------- External

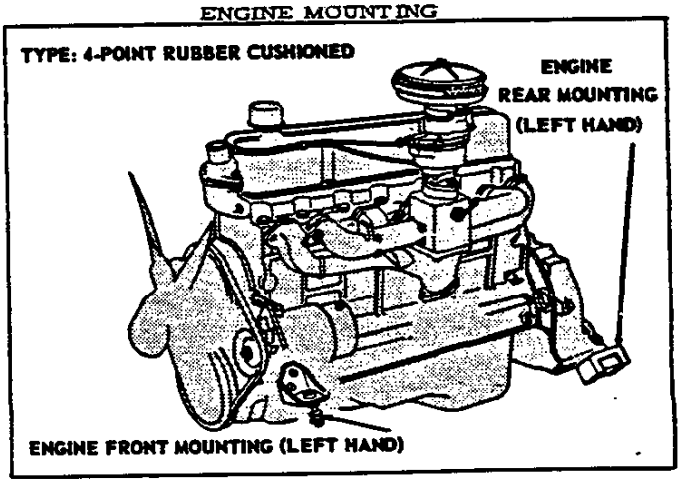
VACUUM ADVANCE CURVE

235.5 and 261.0 Cubic Inch Engine

| Advance begins | Full advance |
|---|---|
| 4" to 6" Mercury | 13° to 17° @ 7.5" to 10" Mercury |




ENGINE MOUNTING



## ENGINE - GENERAL

V-8 265 Cubic Inch Engine

| | | RPO 31-3200 | RPO 3400 35-3700 | RPO 3600 | RPO 3800 | RPO 4000 | RPO 6000 | Regular 5000 | Regular 7000-8000 |
|---|---|---|---|---|---|---|---|---|---|
| Piston displacement (cu. in.) | | 265.0 | | | | | | | |
| Bore and Stroke (Nominal) | | 3.75 x 3.0 | | | | | | | |
| Type | | Valve-in-head | | | | | | | |
| Compression Ratio | | 7.5:1 | | | | | | | |
| Taxable (SAE) horsepower | | 45.0 | | | | | | | |
| Idling speed | | Manual shift trans. 475 in neutral; Auto. trans. 425 in drive | | | | | | | |
| Comp. pressure (Engine hot) | | 140 PSI or better at cranking speed | | | | | | | |
| Dry Weights (Pounds) | Engine & Clutch • | 594 | 591 | 594 | 591 | 591 | 591 | 589 | 598 |
| | With Transmission • | 659 | 656 | 660 | 741 | 751 | 751 | 749 | 757 |
| Governor Equipment | | RPO 241 | | | | | RPO 242 | RPO 241 | Reg. |

## ADVERTISED MAXIMUM ENGINE PERFORMANCE

WITH TWO-BARREL CARBURETOR

| ITEM | | RPO 3-4-6000; Reg. 5-7-8000 |
|---|---|---|
| Horsepower | Gross | 155 @ 4200 |
| | Net | 132 @ 3800 |
| Torque (ft. lbs.) | Gross | 249 @ 2200 |
| | Net | 230 @ 2000 |

## ENGINE SPEED AND PISTON TRAVEL#

| Series | Tire Size | Axle Ratio | Transmission Type | Engine RPM at one MPH 1st | 2nd | 3rd | 4th | Piston Travel (ft/mi) 265 Engine | Crankshaft (rev/mile) |
|---|---|---|---|---|---|---|---|---|---|
| 3100 3200 | 6.70-15 | 3.9:1 | 3-Speed | 144 | 82 | 49 | | 1472 | 2945 |
| | | | 4-Speed | 346 | 76 | 84 | 49 | | |
| | | | 3-Speed Heavy-Duty | 156 | 86 | 49 | | | |
| | | | 4-Speed Automatic | 187 | 129 | 71 | 49 | | |
| | | 4.11:1 | Overdrive Locked out | 153 | 87 | 52 | | 1552 | 3103 |
| | | | Locked in | 107 | 61 | 36 | | 1086 | 2172 |
| | 6.50-16 | 3.9:1 | 3-Speed | 138 | 79 | 47 | | 1412 | 2824 |
| | | | 4-Speed | 332 | 168 | 80 | 47 | | |
| | | | 3-Speed Heavy-Duty | 149 | 82 | 47 | | | |
| | | | 4-Speed Automatic | 180 | 124 | 68 | 47 | | |
| | | 4.11:1 | Overdrive Locked out | 144 | 82 | 49 | | 1488 | 2976 |
| | | | Locked in | 101 | 58 | 34 | | 1042 | 2083 |
| | 7-17.5 | 3.9:1 | 3-Speed | 135 | 77 | 46 | | 1379 | 2757 |
| | | | 4-Speed | 324 | 165 | 79 | 46 | | |
| | | | 3-Speed Heavy-Duty | 146 | 80 | 46 | | | |
| | | | 4-Speed Automatic | 176 | 121 | 67 | 46 | | |
| | | 4.11:1 | Overdrive Locked out | 142 | 81 | 48 | | 1453 | 2906 |
| | | | Locked in | 100 | 57 | 34 | | 1017 | 2034 |
| 3600 | 7-17.5 | 4.57:1 | 3-Speed | 158 | 90 | 54 | | 1616 | 3231 |
| | | | 4-Speed | 380 | 193 | 92 | 54 | | |
| | | | 3-Speed Heavy-Duty | 171 | 94 | 54 | | | |
| | | | 4-Speed Automatic | 254 | 163 | 84 | 54 | | |
| | 8-17.5 | | 3-Speed | 152 | 87 | 52 | | 2037 | 3103 |
| | | | 4-Speed | 365 | 185 | 88 | 52 | | |
| | | | 3-Speed Heavy-Duty | 164 | 90 | 52 | | | |
| | | | 4-Speed Automatic | 244 | 157 | 81 | 52 | | |

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## ENGINE - GENERAL - CONTINUED

| Series | Tire Size | Axle Ratio | Transmission Type | Engine RPM at one MPH | | | | | | Piston Travel (ft/mi) 265 Engine | Crankshaft (rev/mile) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 1st | 2nd | 3rd | 4th | 5th | 6th | | |
| 3600 | 8-19.5 | 4.57:1 | 3-Speed | 138 | 79 | 47 | | | | 1410 | 2819 |
| | | | 4-Speed | 332 | 168 | 80 | 47 | | | | |
| | | | 3-Speed Heavy-Duty | 149 | 82 | 47 | | | | | |
| | | | 4-Speed Automatic | 221 | 142 | 73 | 47 | | | | |
| 3400 3500 3700 3800 | 8-17.5 | 5.14:1 | 4-Speed | 411 | 208 | 99 | 58 | | | 1745 | 3490 |
| | | | 3-Speed Heavy-Duty | 184 | 102 | 58 | | | | | |
| | | | 4-Speed Automatic | 274 | 176 | 91 | 58 | | | | |
| | 8-19.5 | | 3-Speed | 155 | 89 | 53 | | | | 1586 | 3171 |
| | | | 4-Speed | 373 | 189 | 90 | 53 | | | | |
| | | | 3-Speed Heavy-Duty | 168 | 92 | 53 | | | | | |
| | | | 4-Speed Automatic | 249 | 160 | 82 | 53 | | | | |
| 4000 | 7-22.5 | 6.17:1 | 4-Speed | 436 | 221 | 106 | 62 | | | 1851 | 3702 |
| | | | 4-Speed Automatic | 291 | 187 | 96 | 62 | | | | |
| | 8-19.5 | | 4-Speed | 448 | 227 | 108 | 63 | | | 1904 | 3807 |
| | | | 4-Speed Automatic | 299 | 192 | 99 | 63 | | | | |
| | 8-22.5 | | 4-Speed | 410 | 208 | 99 | 58 | | | 1743 | 3486 |
| | | | 4-Speed Automatic | 274 | 176 | 91 | 58 | | | | |
| | 8-22.5 | 6.40:1 2SP | 4-Speed | 425 | 216 | 130 | 60 | | | 1647 | 3294 |
| | | 8.72:1 2SP | | 580 | 294 | 141 | 82 | | | 2246 | 4492 |
| 5000 6000 7000 8000 | 8-22.5 | 6.17:1 | 4-Speed | 410 | 208 | 99 | 58 | | | 1743 | 3486 |
| | | | 5-Speed | 430 | 235 | 139 | 86 | 58 | | | |
| | | | 6-Speed | 307 | 221 | 156 | 113 | 81 | 58 | | |
| | 9-22.5 | | 4-Speed | 395 | 200 | 96 | 56 | | | 1678 | 3356 |
| | | | 5-Speed | 414 | 227 | 134 | 83 | 56 | | | |
| | | | 6-Speed | 296 | 213 | 150 | 109 | 78 | 56 | | |
| | 10-22.5 | | 4-Speed | 378 | 192 | 92 | 54 | | | 1608 | 3215 |
| | | | 5-Speed | 397 | 217 | 129 | 79 | 54 | | | |
| | | | 6-Speed | 283 | 204 | 144 | 104 | 74 | 54 | | |
| | 8-22.5 | 7.17:1 | 4-Speed | 477 | 242 | 115 | 68 | | | 2026 | 4051 |
| | | | 5-Speed | 500 | 273 | 162 | 100 | 68 | | | |
| | | | 6-Speed | 357 | 257 | 182 | 131 | 94 | 68 | | |
| | 9-22.5 | | 4-Speed | 459 | 233 | 111 | 65 | | | 1950 | 3900 |
| | | | 5-Speed | 482 | 263 | 156 | 96 | 65 | | | |
| | | | 6-Speed | 344 | 248 | 175 | 126 | 90 | 65 | | |
| | 10-22.5 | | 4-Speed | 440 | 223 | 106 | 62 | | | 1868 | 3736 |
| | | | 5-Speed | 461 | 252 | 149 | 92 | 62 | | | |
| | | | 6-Speed | 329 | 237 | 167 | 121 | 87 | 62 | | |
| | 8-22.5 | 7.20:1 | 4-Speed | 479 | 243 | 116 | 68 | | | 2034 | 4068 |
| | | | 5-Speed | 502 | 275 | 163 | 100 | 68 | | | |
| | | | 6-Speed | 359 | 258 | 182 | 132 | 94 | 68 | | |
| | 9-22.5 | | 4-Speed | 461 | 234 | 112 | 65 | | | 1959 | 3917 |
| | | | 5-Speed | 484 | 264 | 157 | 97 | 65 | | | |
| | | | 6-Speed | 345 | 249 | 176 | 127 | 91 | 65 | | |
| | 10-22.5 | | 4-Speed | 441 | 224 | 107 | 63 | | | 1876 | 3751 |
| | | | 5-Speed | 463 | 253 | 150 | 93 | 62 | | | |
| | | | 6-Speed | 331 | 238 | 168 | 121 | 87 | 62 | | |
| | 8-22.5 | 6.40:1 2-SPEED | 4-Speed | 425 | 216 | 130 | 60 | | | 1808 | 3616 |
| | | | 5-Speed | 447 | 244 | 145 | 89 | 60 | | | |
| | | 8.72:1 2-SPEED | 4-Speed | 580 | 294 | 141 | 82 | | | 2464 | 4927 |
| | | | 5-Speed | 608 | 333 | 197 | 122 | 82 | | | |
| | 9-22.5 | 6.40:1 2-SPEED | 4-Speed | 410 | 208 | 99 | 58 | | | 1741 | 3482 |
| | | | 5-Speed | 430 | 235 | 139 | 86 | 58 | | | |
| | | 8.72:1 2-SPEED | 4-Speed | 558 | 283 | 135 | 79 | | | 2372 | 4744 |
| | | | 5-Speed | 585 | 320 | 190 | 117 | 79 | | | |
| | 10-22.5 | 6.40:1 2-SPEED | 4-Speed | 392 | 199 | 95 | 56 | | | 1667 | 3334 |
| | | | 5-Speed | 412 | 225 | 133 | 82 | 56 | | | |
| | | 8.72:1 2-SPEED | 4-Speed | 535 | 271 | 129 | 76 | | | 2272 | 4543 |
| | | | 5-Speed | 561 | 307 | 182 | 112 | 76 | | | |

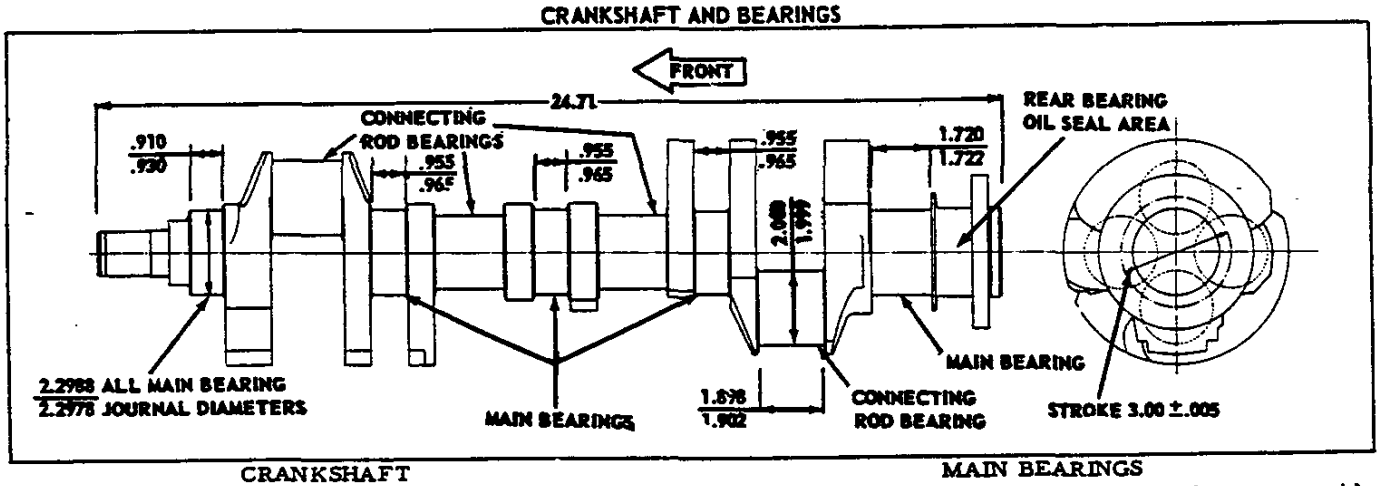
| Series | Tire Size | Axle Ratio | | Transmission Type | Engine RPM at one MPH 1st | 2nd | 3rd | 4th | 5th | 6th | Piston Travel (Ft/Mi) 265 Eng | Crankshaft (rev/mile) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5000 6000 7000 8000 | 8-22.5 | 6.50:1 | 2-SPEED | 4-Speed | 432 | 219 | 105 | 61 | | | 1837 | 3673 |
| | | | | 5-Speed | 454 | 248 | 147 | 91 | 61 | | | |
| | | 9.04:1 | | 4-Speed | 601 | 305 | 146 | 85 | | | 2554 | 5108 |
| | | | | 5-Speed | 631 | 345 | 204 | 126 | 85 | | | |
| | 9-22.5 | 6.50:1 | | 4-Speed | 416 | 211 | 101 | 59 | | | 1768 | 3536 |
| | | | | 5-Speed | 437 | 239 | 141 | 87 | 59 | | | |
| | | 9.04:1 | | 4-Speed | 579 | 293 | 140 | 82 | | | 2459 | 4918 |
| | | | | 5-Speed | 607 | 332 | 197 | 121 | 82 | | | |
| | 10-22.5 | 6.50:1 | | 4-Speed | 398 | 202 | 97 | 56 | | | 1694 | 3387 |
| | | | | 5-Speed | 418 | 229 | 135 | 84 | 56 | | | |
| | | 9.04:1 | | 4-Speed | 554 | 281 | 134 | 78 | | | 2355 | 4710 |
| | | | | 5-Speed | 582 | 318 | 188 | 116 | 78 | | | |

# - Engine RPM is determined by locating the figure for one mile per hour and multiplying by the desired miles per hour - MPH is determined by dividing the known engine RPM by the engine RPM for one mile per hour

## CYLINDER CASE AND HEAD

Material ---------- Cast alloy iron
Bore diameter ---------- 3.7495-3.7525
Cylinder head bolt torque ---------- 60-70 ft lb

## CRANKSHAFT AND BEARINGS




### CRANKSHAFT

Material ---------- Drop-forged steel
Weight ---------- 48 lbs
End play ---------- .002-.006
Counter weights ---------- 6
Stroke ---------- 3.00 ± .005

### HARMONIC BALANCER
(Vibration Damper)

Type ---------- Oscillating (Rubber floated)
Crankshaft pulley pitch diameter ---------- 6.64

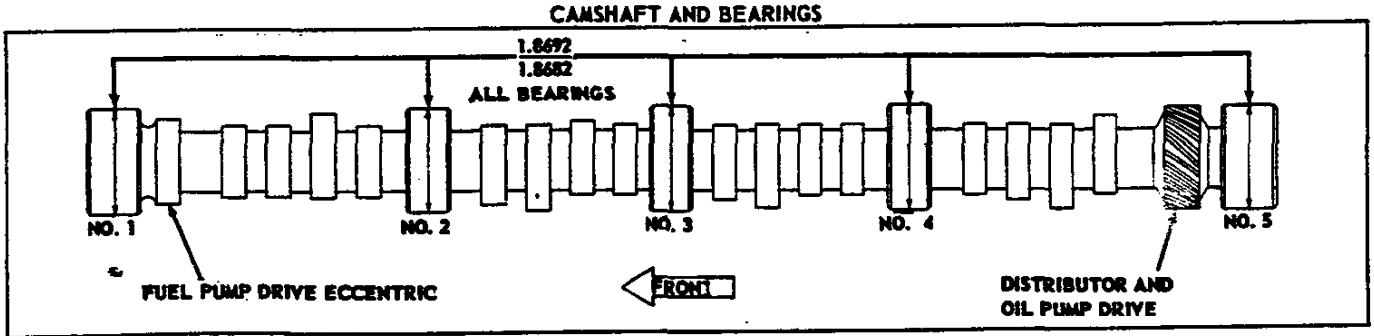
### MAIN BEARINGS

Type ---------- Precision, interchangeable
Material ---------- .003-.006 babbitt on steel shell
Vertical oil clearance ---------- .0008-.0034
End thrust against ---------- #5 bearing
Removable ---------- From below

| Brg | Theo. I.D.* | Eff length ¢ | Proj Area# |
|---|---|---|---|
| 1, 2, 3, 4 | 2.3004 | .702 | 1.615 ea |
| 5 | 2.3004 | 1.160 | 2.667 |

* - Journal diameter plus oil clearance
¢ - Overall length minus chamfers
# - Based on effective length and theoretical I.D.

## CAMSHAFT AND BEARINGS




### CAMSHAFT

Material ---------- Cast alloy iron
Ramp
Inlet:
Opening ---------- .00300, 7.5°
Inlet:
Closing ---------- .00600, 24°
Exhaust:
Opening ---------- .00400, 10°
Closing ---------- .00600, 15°

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## CAMSHAFT AND BEARINGS - CONTINUED

### DRIVE

Make ---------- Chevrolet
Type - Silent chain and sprocket, driven from crankshaft
Camshaft sprocket material ---------- Cast alloy iron
Thrust ---------- Rearward, carried against face of the crankshaft at the front bearing

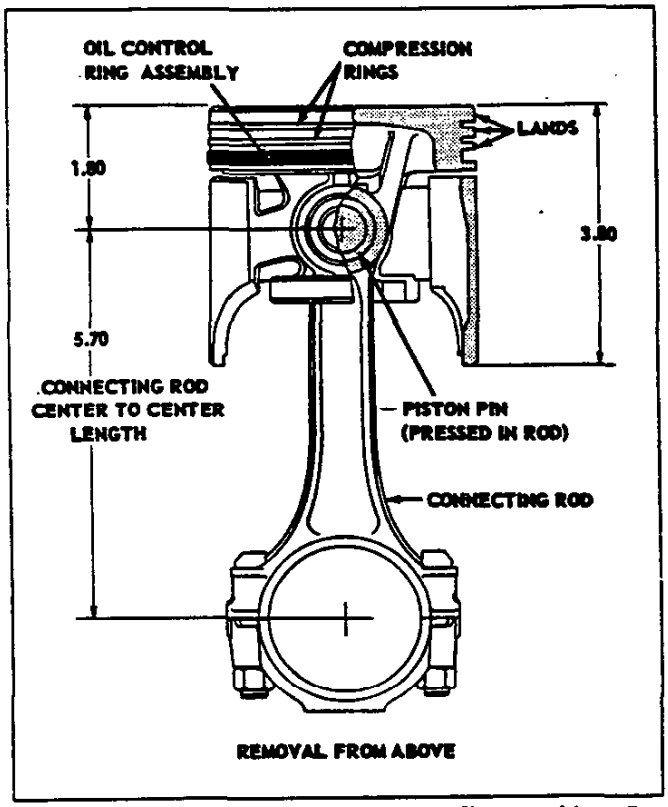
### BEARINGS

Material ---------- Steel backed babbitt
Clearance on diameter ---------- .0015-.0035

| Brg | Ream dia | Overall length | Proj Area ⊕ |
|---|---|---|---|
| 1-2-3-4 | 1.8712 | .740 | 1.385 |
| 5 | 1.8712 | .940 | 1.759 |

⊕ - Based on ream diameter and overall length

## PISTON - PIN - RINGS




Type ---------- Slipper skirt, flat head tin plated oval with controlled thermo expansion
Material ------ Cast alloy aluminum with steel struts
Skirt clearance in cylinder bore ------- .0007 - .0010
Top land clearance in cylinder bore -------- .036-.043
Lower land clearance in cylinder bore ------ .063-.086
Compression ring groove depth --------- .2118-.2183
Oil ring groove depth ---------- .2043-.2108
Holes, number and size ---------- 8, .156 Drill
Minimum head thickness at center ---------- .25

### PISTON PIN

Material ---------- Chromium steel (file hard case)
Type ---------- Locked in rod (shrunk fit)
Diameter ---------- .9270-.9275
Length ---------- 3.110-3.130
Taper limit in full length ---------- .0001
Clearance in piston ---------- .00015-.00025

### COMPRESSION RINGS

Type: Thick wall, twist
Upper ---------- Inside bevel, taper-faced
Lower ---------- Inside bevel or counter bored
Material ---------- Cast alloy iron with wear resistant coating; Chrome plate, upper ring only
Number per piston ---------- 2
Width ---------- .077-.078
Wall thickness:
Upper ---------- .169-.179
Lower ---------- .177-.187
Gap clearance:
Upper ---------- .008-.016
Lower ---------- .009-.018
Ring clearance ---------- .0012-.0032

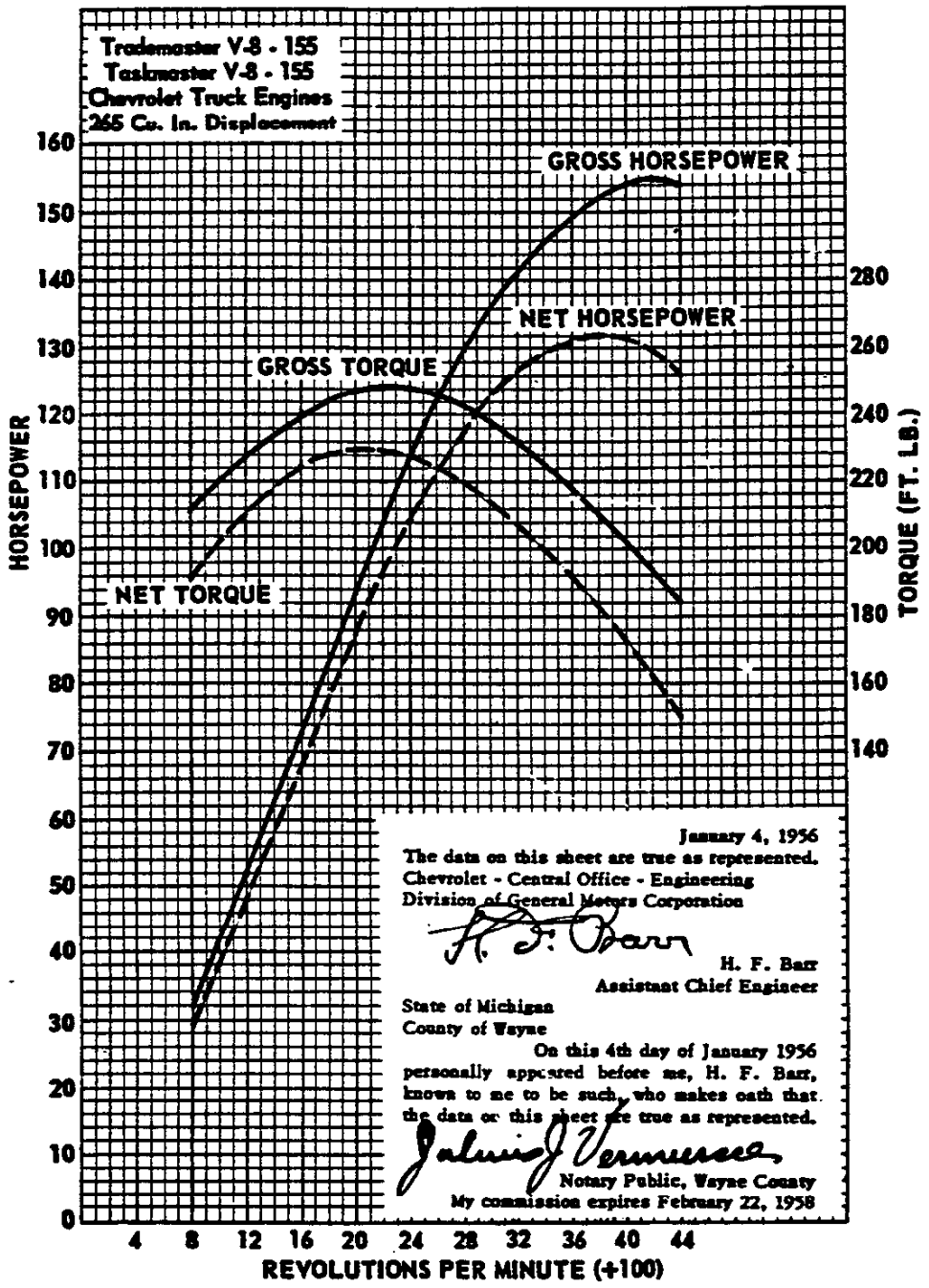
### OIL CONTROL RING

Material ---------- Steel
Type ---------- Multi-piece 2 rails and spacer
Upper and lower rails -------- Flat spring or scaleless tempered steel, full chrome plated outside diameter
Spacer (between rails) ---------- Flat spring steel
Gap clearance (on rails) ---------- .015-.055
Ring clearance in groove ---------- .0006-.0084
Width ---------- .181-.188
Maximum wall thickness (rails) ---------- .168

## CONNECTING RODS

Type ---------- Shrunk fit to piston pin
Material ---------- Drop forged steel
Rod width at piston pin ---------- 1.007-1.011
Rod width at crankpin ---------- .944-.945
Theoretical I. D. ---------- 2.0013 *
Effective length ---------- .817 ¢
* - Journal diameter plus oil clearance
¢ - Overall length minus chamfers

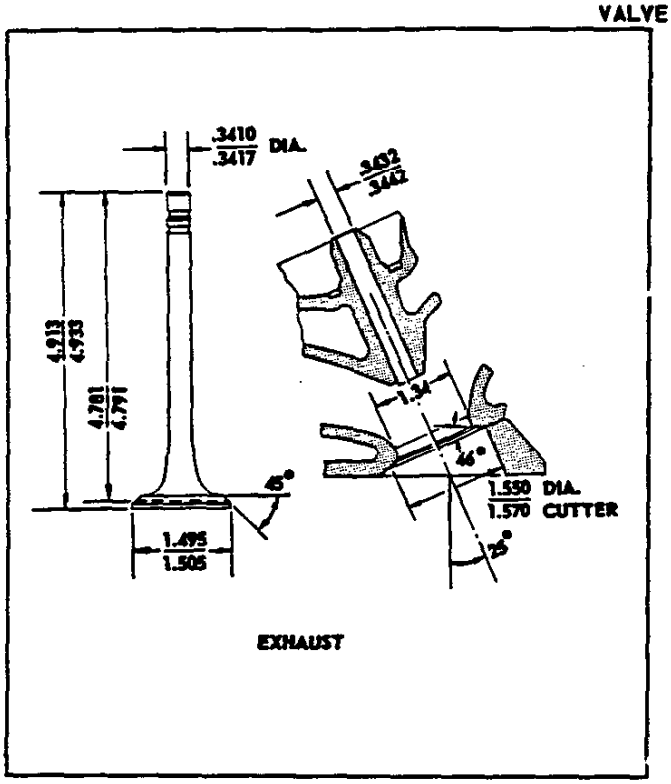
Clearance on diameter ---------- .0007-.0028
Projected area per rod ---------- 1.635 #
End play ---------- .008-.014
Crankpin bearings:
Type ---------- Precision interchangeable insert
Material ---------- Steel backed with babbitt overlay
# - Based on effective length and theoretical inside diameter



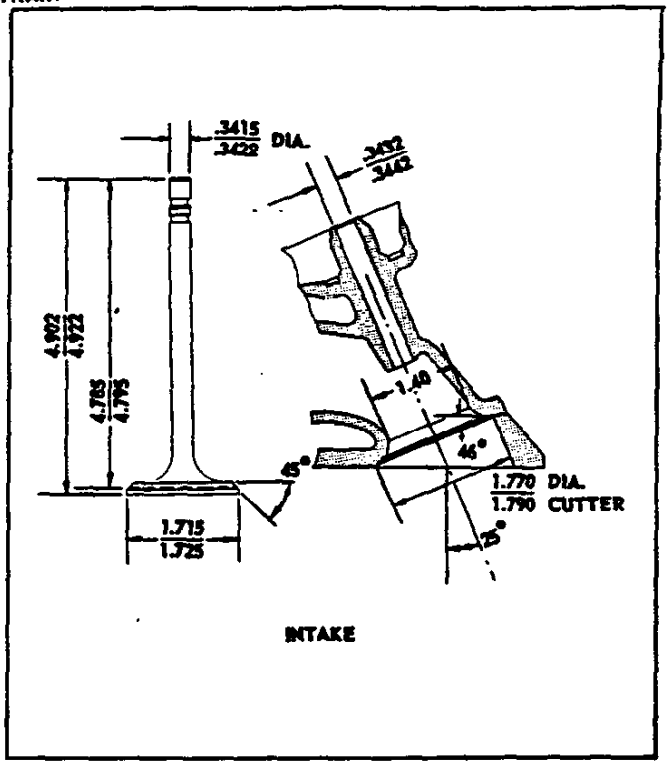

The engine performance curves shown on this sheet are taken from Chevrolet engine test report 17444-15. They represent the full throttle performance of the Taskmaster and Trademaster 8 cylinder truck engines (265 cu. in. displacement) as obtained from dynamometer test data which were corrected to the standard barometric pressure 29.92" mercury and the standard temperature of 60°F.

GROSS POWER and TORQUE were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

NET POWER and TORQUE were obtained from a dynamometer test simulating actual operating conditions when the engine is in its vehicle. It includes the use of the regular muffler and pipes, the fan in operation and automatic spark advance. The generator is not charging.




EXHAUST




INTAKE

## VALVES

Make ---------- Own
Material:
Inlet and Exhaust Valve ---------- High alloy steel
Stem end style --------- Grooved for keys & oil seal
Lift:
Inlet and Exhaust Valve ---------- .3336
Face Angle:
Inlet and Exhaust Valve ---------- 45°
Valve lash, Inlet and Exhaust --------- Self adjusting
Exhaust valve rotators: (Taskmaster only) ----------
---------- Positive rotation type

## PUSH RODS

Type ---------- Hollow
Material ---------- Welded steel tubing
Push rod seats ---------- Contained in lifter cylinder

## HYDRAULIC VALVE LIFTERS

Make ---------- G. M. Diesel
Material:
Lifter body ---------- Cast iron
Lifter plunger and push rod seat ---------- Steel
Lift:
Inlet and Exhaust ---------- .2224
Oil flow ------ Oil enters the valve lifter oil galleries through a drilled passage from the camshaft rear bearings where it flows to the hydraulic lifters. Oil enters the hydraulic lifters through holes in the side of the lifter body and plunger. Oil enters the ram chamber around the steel ball and is delivered to the disc valve which meters the oil into the hollow push rods.

## VALVE STEM GUIDES

Type ---------- Integral in cylinder head
Clearance with stem:
Exhaust ---------- .0015-.0032
Inlet ---------- .0010-.0027

## VALVE ROCKER ARMS

Type --- Hollow arm with semi-spherical pivot bearing
Material ---------- Hardened pressed steel
Ratio (Valve lift to camshaft) ---------- 1.5:1
Mounting ---------- Bolted to individual studs
Adjusting nut ---------- Tighten to zero axial movement of push rod plus three quarter of a turn

## VALVE SPRINGS AND DAMPERS

Length and pressure:
Inlet and Exhaust valve spring:
Valve closed ---------- 1.696 @ 76-84 lbs
Valve open ---------- 1.366 @ 155-165 lbs
Free length ---------- 2.03 approximately
Inlet and Exhaust valve spring damper diameter (Taskmaster only) ---------- .900-.930
Free length ---------- 2.00"

## VALVE SEATS

Material ---------- Cast alloy iron (Cylinder head)
Inserts ---------- None
Angle:
Exhaust seat (In head) ---------- 46°
Inlet seat (In head) ---------- 46°
Width in head:
Exhaust seat ---------- .062-.093
Inlet seat ---------- .035-.060

## ENGINE LUBRICATION SYSTEM

### GENERAL DATA

Type ---------- Controlled, full pressure
Main bearings ---------- Direct pressure
Connecting rod bearings ---------- Direct pressure
Cylinder bores and piston pins ----------
---------- Cross sprayed by pressurized jets
Camshaft bearings ---------- Direct pressure
Timing chain ----------Centrifugally sprayed
Hydraulic valve lifters ----------Direct pressure
Valve mechanism ------ Metered pressure and gravity

### OIL FILTER

Make---------- AC
Model ---------- OF-201
Type ---------- Full flow
Capacity (Dry) ---------- 1-1/2 quart
Replacement element number---------- PF-131

### OIL PAN

Type ---------- Rear sump with welded in baffle
Capacity:
Trademaster ---------4.5 quarts dry; 4 quarts refill
Taskmaster --------- 5.5 quarts dry; 5 quarts refill
Drain ---------- Plug in rear of pan
Torque, corner bolts ---------- 12.5 to 15 ft lb
Torque, flange screws ----------6 to 7.5 ft lb

### OIL PUMP

Type ---------- Gear
Drive ---------- From camshaft
Location ---------- At rear main bearing cap
Cleaner type ----------
--- "Fixed type" with 16 mesh galvanized wire cloth
Relief valve ---------- In pump cover
Width of gears ---------- 1.198-1.200
Capacity (gallons per minute, hot oil) ----------
---------- 4.01-4.22 @ 1170-1200 Engine RPM
Normal oil pressure (Hot) ----------
---------- 30 PSI @ 1170-1200 Engine RPM

### RECOMMENDED LUBRICATION

| Temperature | Grade |
|---|---|
| 32° F | SAE 20W, SAE 20, SAE 10W-30 |
| 0° F | SAE 10W, SAE 10W-30 |
| Below 0° F | SAE 5W, SAE 5W-20 |

### MISCELLANEOUS

Oil filler ----------Tube and breather cap attached to front end of intake manifold.
Oil level gauge ---------- Rod type
Oil pressure gauge ---------- Instrument cluster
Crankcase ventilation (type):
Trademaster ----------Open, road draft
Taskmaster---------- Positive, closed

## ENGINE COOLING SYSTEM

### METHOD OF COOLING

Cylinder cooling ---------- Full stroke length water jacket around each cylinder.

### WATER PUMP

Type ---------- Centrifugal
Driven by ----------Fan belt
Location---------- At front of cylinder and case
Distribution arms ---------- One per bank
Capacity --------- 44.5 gals/min @ 4000 engine RPM
Impeller type---------- Vane
Bearings, anti-friction ----------See page 192
Seal assembly ---------- Spring loaded brass encased synthetic rubber and plastic

### ENGINE FAN AND BELT

Diameter: 3000-4000-6000-8000 ---------- 19
5000-7000---------- 20
Number of blades ---------- 4
Pulley size:
Trademaster engine ---- 6.64 pitch diameter, 36°V
Taskmaster engine ------ 7.00 pitch diameter, 36°V
Fan to engine speed ratio:
Trademaster engine----------.916:1
Taskmaster engine ---------- .949:1
Fan belt:
Material----------One piece reinforced molded rubber with wrapped or cut sides.
Size:
Trademaster engine ----------
--------- .50 x 55.33 approximate pitch length
Taskmaster engine
--------- .50 x 56.86 approximate pitch length
Angle of V ---------- 37°-44°
Fan shroud: Trademaster ----------4000 only
Taskmaster ---------- 4000, 5000, 6000

### THERMOSTAT

Make and type-Harrison, bellows operated poppet valve
Location ----------In cylinder head water outlet
Valve action: At 29" Hg barometric pressure starts to open at 148° to 154°F, fully open at 185°F (5-7-8 Powermatic) 148°-154° F, fully open at 174°F (7-8000 Regular)157°-165°F, fully open at 183°F(3-4-5-6000 Reg)

| Series | | | 3100-3200 3600-3800 | 3400 3500-3700 | 4000-6000 | 5000 | 7000 | 8000 |
|---|---|---|---|---|---|---|---|---|
| Capacity (Quarts) | Regular | | 17.5 | 17.5 | 18 | 18 | 23 | |
| | RPO 256 | | 18 | | 18.5 | 18.5 | 23.5 | |
| | With Powermatic | | | | (6000) 21.5 | 21 | 23.5 | |
| Radiator Core | Make, type & material | | Harrison, cellular, copper (except tube & center type with Powermatic) ⊕ | | | | | |
| | Size | Regular | .22 x .56 x 2.00 | .25x.56x2.00 | .22 x .56 x 2.00 | | .22x.55x1.75 | .20x.55x1.75 |
| | | RPO 256 | .20x.56x2.47 | | .20 x .56 x 2.47 | | .22x.55x2.62 | .20x.55x2.62 |
| | | With Powermatic | | | .20 x .55 x 2.62* | | .22x.55x2.62 | .20x.55x2.62 |
| | Frontal Area (sq. in.) | Regular | 426 | | 470 | | 582 | 530 |
| | | RPO 256 | 470 | | 470 | | 582 | 530 |
| | | W/Powermatic | | | 530* | | 582 | 530 |
| Pressure, cooling system | | | Radiator cap pressure valve opens 6.25 to 7.50 lbs | | | | # | |
| Radiator hose | Type | | Fabric reinforced rubber hoses, with special curved design | | | | | |
| | Location and size | Inlet | Elbow type, cylinder head to radiator, 1.50 ID | | | | | |
| | | Outlet | Compound curved, coil spring reinforced, radiator to water pump, 1.75 ID | | | | | |

* Applies to 5000 & 6000 Models only ⊕ Tube & center on 7000 & 8000 models
# - Rad. cap pressure valve starts to open between 8 & 10 PSI

## ENGINE FUEL SYSTEM

### FUEL PUMP

Make ---------- AC
Model ---------- EN
Type --------- Mechanical (diaphragm) "High Reserve"
Drive ----------
From camshaft through pump push rod to rocker arm
Arm movement ----------.34 @ camshaft
Air dome ---------- Yes (Inlet and Outlet)
Pressure at carburetor---------- 4 to 5.25 PSI
Filter ---------- See Fuel Tank

### CARBURETOR

Make ---------- Rochester
Model ----------2G
Type---------- Individually adjusted double barrel, downdraft, with integral vacuum unit on 7000-800
Size:
Venturi: throat I.D. ---------- 1.09
Throttle Body I.D. ---------- 1.44
Choke ---------- Manua
SAE flange size ---------- 1.25

### EXHAUST SYSTEM

Muffler:
Make ----------Various
Type ---------Diffusion and resonance, reverse flow
Size (body outside)---------- 5.06 x 21.50
Cross under pipe ----------Flanged for attachment to exhaust manifold; Approximately 1.75 OD
Exhaust pipe ---------- 2 OD
Tail pipe----------1.83 ID
Mounting ---------- Single point

### AIR CLEANER AND SILENCER

Make ----------AC
Type ----------Oil bath
Flame arrester ---------- Yes
Filter element ---------- Cactus fiber
Capacity:
Trademaster ----------1-Pint
Taskmaster ----------1-Quart

### EXHAUST MANIFOLD

Manifold heat control------ Automatic (Thermostatic

### FUEL TANK

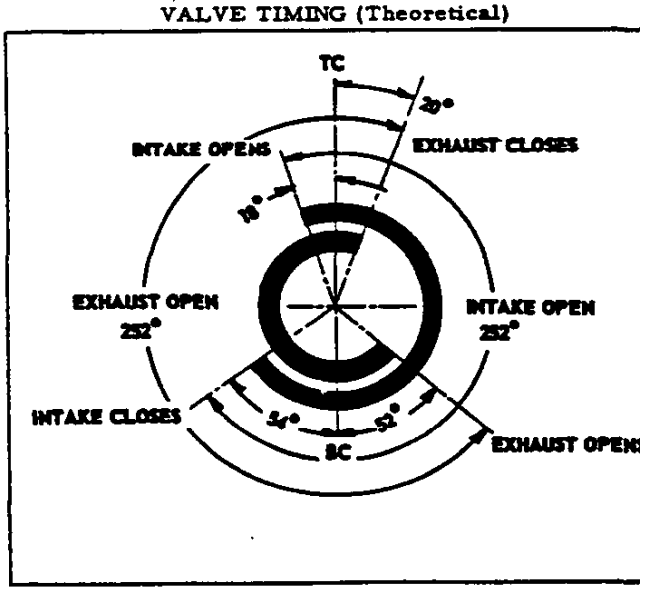
| ITEM | | 31-3200 3600 | 3800 | 5000 | 41-4400 61-6400 | 3400 | 3500 3700 | 4502 67-6802 | 7000 8000 |
|---|---|---|---|---|---|---|---|---|---|
| Location | Chassis and single unit bodies | Inside of frame on right side | | | Outside of frame on right side | | | | |
| | Cab models | Behind seat in cab, equipped with fuel line shut off and drain cock | | | | | | | Same as 3100 |
| Type of construction | | Two stamped pans, seam welded together | | | | | | 3-piece seam weld | 2-piece seam weld |
| Capacity | Cabs | 17.5 | | | | | | | 21.5 |
| | Others | 17 | | | 18 | | 15.5 | 18 | 30 |
| Filler location | | Single unit bodies, right side; cabs left side, vent pipe on all models | | | | | | | |
| Gauge (tank) | Make | AC | | | | | | | |
| | Type | Electric | | | | | | | |
| Filter | | 40 mesh metal filter cloth tube mounted on end of riser pipe | | | | | | | |

## ENGINE ELECTRICAL SYSTEM

### GENERATOR

Make---------- Delco-Remy
Model ---------- 1100326
Type ----------Two brush, shunt wound
Rating:
Amperes---------- 25
Volts ---------- 12-15
Ventilation ---------- By pulley fan
Drive ---------- By fan belt
Pulley size:
3000-4000---------- 5.00 P.D. x 36°V
4-5-6-7-8000 ---------- 4.58 P.D. x 36°V
Armature shaft bearings:
Commuter end ---------- Plain bushings
Drive end - Anti-friction bearing, See page 192
Bush spring tension----------24-32 ounces
Rotation (Drive end) ---------- Clockwise
Generator RPM/MPH----------77 Approximately
Generator RPM ---------- 2750 and up
Speed ratio (Generator to engine):
3000-4000 ---------- 1.33:1
4-5-6-7-8000 ---------- 1.45:1

### VALVE TIMING (Theoretical)



## RPO GENERATOR

| Make | Delco-Remy | | | |
|---|---|---|---|---|
| R. P. O. 's | 326 | 351 352 | 326 | 326 351-352 |
| Rating and Use | 30 Amp. Without Pwr. strg. | 30 Amp. with Pwr. strg.* | 40 Amp. without Pwr. strg. | 40 Amp. with Pwr. strg.* |
| Generator Number | 1102042 | 1102041 | 1106981 | 1106982 |
| Regular Number | 1119001 | | 1119004 | |

* - Included in Power Steering Option

## DISTRIBUTOR

Make ---------- Delco-Remy
Model ---------- 1110847
Current source ---------- Generator or battery
New breaker contact opening ---------- .016-.021
Cam angle at .016 setting ---------- 26°-33°
Breaker arm tension ---------- 19-23 ounces
Vacuum control ---------- Integral with distributor
Distributor for 7000-8000 Series:
  Make ---------- Delco-Remy
  Model ---------- 1112330
  Driven from ---------- Camshaft
  Centrifugal unit ---------- Integral with distributor
Governor for 7000-8000 Series:
  Make:
    Centrifugal unit in distributor ---------- Delco-Remy
    Vacuum unit in carburetor ---------- Rochester
    Type ---------- Mechanical driven, vacuum actuated
    Speed ---------- 4000 maximum RPM

## VOLTAGE AND CURRENT REGULATORS

Make ---------- Delco-Remy
Model ---------- 1119000
Location ---------- Engine compartment, left side of dash
Type ---------- Vibrator
Voltage regulators:
  Volts ---------- 14.5
  Temperature ---------- Operating
  Average air gap ---------- .075
Current Regulator:
  Amperes ---------- 25
  Temperature ---------- Operating
  Average air gap ---------- .075
Cutout relay:
  Points closing, volts ---------- 12.8
Generator armature speed (Hot) ---------- 1300 RPM
Average air and point gap ---------- .020

## IGNITION SYSTEM

Type ---------- Separate units, high tension distributor with centrifugal and vacuum spark advance; high tension spark and water proof ignition coil
Ignition cable make ---------- Packard Electric

## STARTING

Motor Control:
  Ignition switch; 3 positions; locked off, on, & start
Starting operation ---------- Turn ignition to extreme right
Pinion meshes ---------- From front of flywheel
Number of teeth ---------- 9 starter pinion, 168 flywheel
Gear ratio (Starter to flywheel) ---------- 18.67:1

## BATTERY

| ITEM | Reg. Production School bus, RPO all others | Reg. Production all models except School Buses |
|---|---|---|
| Make and model | Delco, 3SMR72-W | Delco 2SMR 53-W |
| Length, at top | 11.97 | 10.19 |
| Width, at top | 6.75 | |
| Height (Overall) | 8.81 | |
| Voltage | 12 | |
| Capacity @ 20-hour rate | 72 amp hours | 53 amp hours |
| Bench normal charging rate | 4.5 | 3.5 |
| Cells | 6, Side-to-side arrangement | |
| Plates per cell | 11 | 9 |
| Ground | Negative terminal | |
| Location | On right side of dash under hood | |

## SPARK PLUG

Make and model ---------- AC, 43-5
Thread size ---------- 14MM
Recommended gap ---------- .033-.038
Recommended torque ---------- 20-25 ft. lb.

## COIL

Make and model ---------- Delco-Remy, 1115083
Resistor type ---------- External
Location ---------- At rear of intake manifold

## STARTING MOTOR

Make and model:
  Conventional transmission --- Delco-Remy, 1107627
  Automatic transmission ------ Delco-Remy, 1107643
Number of field coils ---------- 4
Rotation (Drive end view) ---------- Clockwise
Maximum horsepower ---------- 1.23 @ 4600 RPM
  (Equivalent to engine cranking speed at 247 RPM)
Brush spring tension ---------- 30 ounces
Armature shaft bushing:
  Drive & commutator end - Graphite lubricated bronze

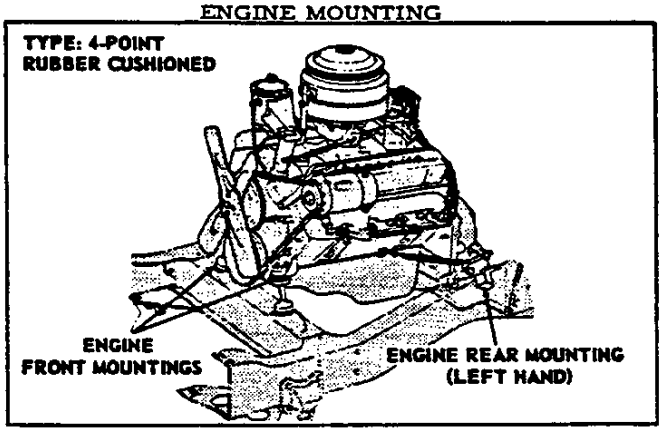
| Testing | Lock Test | No Load Test |
|---|---|---|
| Amperage draw | 415 | 65 |
| Volts | 5.8 | 10.4 |
| Torque | 12 ft lb | |
| Free speed | | 8900 RPM |

## ENGINE TIMING - IGNITION

(Ignition data given in crankshaft degrees)

Timing spark advance (Initial setting) ---------- 4°BTC
Timing mark location ---------- On damper
Firing order ---------- 1-8-4-3-6-5-7-2

## ENGINE MOUNTING



## ENGINE - GENERAL

BASIC ENGINE DATA V-8 322 CU. IN. (9000-10000 SERIES)

| | |
|---|---|
| Piston displacement (cu. in.) | 322 |
| Bore and stroke (nominal) | 4.0 x 3.2 |
| Type | Valve-in-head |
| Compression ratio | 7.7:1 |
| Taxable (SAE) horsepower | 51.2 • |
| Idling speed (RPM) | Manual shift trans 475 in neutral; Auto Trans 425 in drive |
| Compression pressure (Engine hot) | 150 or better @ cranking speed |
| Dry weight Engine and clutch | 781 • |
| (pounds) With transmission | 1012 • |
| Governor type | Vacuum Spinner |
| Governor speed (RPM) | 4000 Max. |

ADVERTISED MAXIMUM ENGINE PERFORMANCE WITH 2-BARREL CARBURETOR & DUAL EXHAUST

| | | | | | |
|---|---|---|---|---|---|
| Horsepower | Gross | 195 @ 4000 | Torque (Ft. Lbs.) | Gross | 310 @ 2200 |
| | Net | 170 @ 4000 | | Net | 282 @ 1800-2400 |

ENGINE SPEED AND PISTON TRAVEL#

| Series | Tire Size | Axle Ratio | | Transmission | ENGINE RPM @ ONE MPH 1st | 2nd | 3rd | 4th | 5th | 6th | Piston Travel (Ft./Mile) | Crankshaft Rev./Mile |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9000 10000 (except) Tandems & School Bus | 8-22.5 | 7.17:1 | | Spicer 5-Speed | 510 | 282 | 165 | 98 | 68 | | 2161 | 4051 |
| | | | | New Process 5-Speed | 500 | 273 | 162 | 100 | 68 | | | |
| | | | | Allison 6-Speed | 357 | 257 | 182 | 131 | 94 | 68 | | |
| | 9-22.5 | | | Spicer 5-Speed | 491 | 271 | 159 | 94 | 65 | | 2080 | 3900 |
| | | | | New Process 5-Speed | 482 | 263 | 156 | 96 | 65 | | | |
| | | | | Allison 6-Speed | 344 | 248 | 175 | 126 | 90 | 65 | | |
| | 10-22.5 | | | Spicer 5-Speed | 470 | 260 | 153 | 90 | 62 | | 1993 | 3736 |
| | | | | New Process 5-Speed | 461 | 252 | 149 | 92 | 62 | | | |
| | | | | Allison 6-Speed | 329 | 237 | 167 | 121 | 87 | 62 | | |
| | 11-22.5 | | | Spicer 5-Speed | 457 | 252 | 148 | 88 | 60 | | 1935 | 3628 |
| | | | | New Process 5-Speed | 448 | 245 | 145 | 89 | 60 | | | |
| | | | | Allison 6-Speed | 320 | 230 | 163 | 117 | 84 | 60 | | |
| | 11-22.5 | 6.50:1 | 2-SPEED | Spicer 5-Speed | 414 | 229 | 134 | 79 | 55 | | 1724 | 3289 |
| | | 8.87:1 | | | 565 | 312 | 183 | 108 | 75 | | 2394 | 4488 |
| | 8-22.5 | 6.50:1 | | Spicer 5-Speed | 462 | 255 | 150 | 89 | 61 | | 1959 | 3673 |
| | | | | New Process 5-Speed | 454 | 248 | 147 | 91 | 61 | | | |
| | | 9.04:1 | | Spicer 5-Speed | 859 | 474 | 279 | 165 | 114 | | 2724 | 5108 |
| | | | | New Process 5-Speed | 843 | 461 | 273 | 168 | 114 | | | |

## ENGINE - GENERAL - CONTINUED

| Series | Tire Size | Axle Ratio | | Transmission | ENGINE RPM @ ONE MPH 1st | 2nd | 3rd | 4th | 5th | 6th | Piston Travel (Ft./Mile) | Crankshaft (Rev./Mile) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9000 10000 (Except Tandems & School Bus | 9-22.5 | 6.50:1 | 2-SPEED | Spicer 5-Speed | 445 | 246 | 144 | 85 | 59 | | 1886 | 3536 |
| | | | | New Process 5-Speed | 437 | 239 | 141 | 87 | 59 | | | |
| | | 9.04:1 | | Spicer 5-Speed | 619 | 342 | 201 | 119 | 82 | | 2623 | 4918 |
| | | | | New Process 5-Speed | 607 | 332 | 197 | 121 | 82 | | | |
| | 10-22.5 | 6.50:1 | | Spicer 5-Speed | 426 | 235 | 138 | 82 | 56 | | 1806 | 3387 |
| | | | | New Process 5-Speed | 418 | 229 | 135 | 84 | 56 | | | |
| | | 9.04:1 | | Spicer 5-Speed | 593 | 327 | 192 | 114 | 78 | | 2512 | 4710 |
| | | | | New Process 5-Speed | 582 | 318 | 188 | 116 | 78 | | | |
| | 11-22.5 | 6.50:1 | | Spicer 5-Speed | 414 | 229 | 134 | 79 | 55 | | 1754 | 3289 |
| | | | | New Process 5-Speed | 406 | 222 | 132 | 81 | 55 | | | |
| | | 9.04:1 | | Spicer 5-Speed | 576 | 318 | 187 | 111 | 76 | | 2439 | 4574 |
| | | | | New Process 5-Speed | 565 | 309 | 183 | 113 | 76 | | | |
| Tandems | 8-22.5 | 7.20:1 | AUXILIARY TRANSMISSION | 1st Puller | 1136 | 628 | 369 | 218 | 151 | | 2170 | 4068 |
| | | | | 2nd Un. Drive | 624 | 345 | 203 | 120 | 83 | | | |
| | | | | 3rd Direct | 512 | 283 | 166 | 98 | 68 | | | |
| | 9-22.5 | | | 1st Puller | 1094 | 604 | 355 | 210 | 145 | | 2089 | 3917 |
| | | | | 2nd Un. Drive | 601 | 332 | 195 | 115 | 80 | | | |
| | | | | 3rd Direct | 493 | 272 | 160 | 95 | 65 | | | |
| | 10-22.5 | | | 1st Puller | 1048 | 579 | 340 | 201 | 139 | | 2001 | 3751 |
| | | | | 2nd Un. Drive | 576 | 318 | 187 | 111 | 76 | | | |
| | | | | 3rd Direct | 472 | 261 | 153 | 91 | 63 | | | |
| | 8-22.5 | | | 1st Puller | 1115 | 610 | 361 | 223 | 151 | | 2170 | 4068 |
| | | | | 2nd Un. Drive | 613 | 335 | 199 | 122 | 83 | | | |
| | | | | 3rd Direct | 502 | 275 | 163 | 100 | 68 | | | |
| | 9-22.5 | | | 1st Puller | 1074 | 587 | 348 | 214 | 145 | | 2089 | 3917 |
| | | | | 2nd Un. Drive | 590 | 323 | 191 | 118 | 80 | | | |
| | | | | 3rd Direct | 484 | 264 | 157 | 97 | 65 | | | |
| | 10-22.5 | | | 1st Puller | 1028 | 562 | 333 | 205 | 139 | | 2001 | 3751 |
| | | | | 2nd Un. Drive | 565 | 309 | 183 | 113 | 76 | | | |
| | | | | 3rd Direct | 463 | 253 | 150 | 93 | 63 | | | |

5-SPEED SPICER

5-SPEED NEW PROCESS

| Series | Tire Size | Axle Ratio | Transmission | ENGINE RPM @ ONE MPH 1st | 2nd | 3rd | 4th | 5th | 6th | Piston Travel (Ft./Mile) | Crankshaft Rev./Mile |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Tandems | 8-22.5 | 7.20:1 | AUXILIARY TRANSMISSION 6-SPEED (POWERMATIC) 1st Puller | 796 | 573 | 405 | 292 | 209 | 151 | 2170 | 4068 |
| | | | 2nd Underdrive | 438 | 315 | 222 | 160 | 115 | 83 | | |
| | | | 3rd Direct | 359 | 258 | 182 | 132 | 94 | 68 | | |
| | 9-22.5 | | 1st Puller | 767 | 552 | 390 | 281 | 201 | 145 | 2089 | 3917 |
| | | | 2nd Underdrive | 421 | 303 | 214 | 154 | 111 | 80 | | |
| | | | 3rd Direct | 345 | 249 | 176 | 127 | 91 | 65 | | |
| | 10-22.5 | | 1st Puller | 734 | 529 | 373 | 269 | 193 | 139 | 2001 | 3751 |
| | | | 2nd Underdrive | 403 | 291 | 205 | 148 | 106 | 76 | | |
| | | | 3rd Direct | 331 | 238 | 168 | 121 | 87 | 63 | | |
| School Bus | 9-22.5 | 7.17:1 | Spicer 5-Speed | 491 | 271 | 159 | 94 | 65 | | 1950 | 3900 |
| | | | New Process 5-Speed | 482 | 263 | 156 | 96 | 65 | | | |
| | | 7.20:1 | Spicer 5-Speed | 493 | 272 | 160 | 95 | 65 | | 1950 | 3900 |
| | | | New Process 5-Speed | 484 | 264 | 157 | 97 | 65 | | | |
| | 10-22.5 | 7.17:1 | Spicer 5-Speed | 470 | 260 | 153 | 90 | 62 | | 1993 | 3736 |
| | | | New Process 5-Speed | 463 | 253 | 150 | 93 | 62 | | | |
| | | 7.20:1 | Spicer 5-Speed | 472 | 261 | 153 | 91 | 63 | | 2001 | 3751 |
| | | | New Process 5-Speed | 463 | 253 | 150 | 93 | 63 | | | |

## ENGINE COMPONENTS

Cylinder Case and Head
Material ---------- Cast alloy iron
Bore diameter ---------- 3.9985-4.0015

### CRANKSHAFT

Material ---------- Drop forged steel
No. of bearings ---------- 5
Journal diameters ---------- 2.498-2.499
Stroke ---------- 3.20
End play ---------- .004-.008
Vibration damper ---------- Rubber absorption
Crank pin journal diameter ---------- 2.249-2.250

### MAIN BEARINGS

Type ---------- Replaceable steel backed babbitt

| | Inside Dia. | Eff. Length |
|---|---|---|
| #1, 2, 3, 4 | 2.2983-2.3018 | .778 |
| #5 | 2.2983-2.3018 | .977 |

Vertical oil clearance ---------- .0005-.0030

### PISTON

Material ---------- Aluminum alloy
Type ---------- Cam ground traverse slot
Skirt clearance ---------- .0007-.0017
Top land clearance ---------- .0285-.0365
Lower land clearance ---------- .0235-.0315
Compression ring groove width
Upper ---------- .212
Lower ---------- .215
Oil ring groove depth ---------- .217

### CAMSHAFT

Material ---------- Cast alloy iron
No. of bearings ---------- 5
Drive type ---------- Silent chain

| Journal | Journal Diameter |
|---|---|
| #1 | 1.6850-1.6860 |
| #2 | 1.6550-1.6560 |
| #3 | 1.6250-1.6260 |
| #4 | 1.5950-1.5960 |
| #5 | 1.5650-1.5660 |

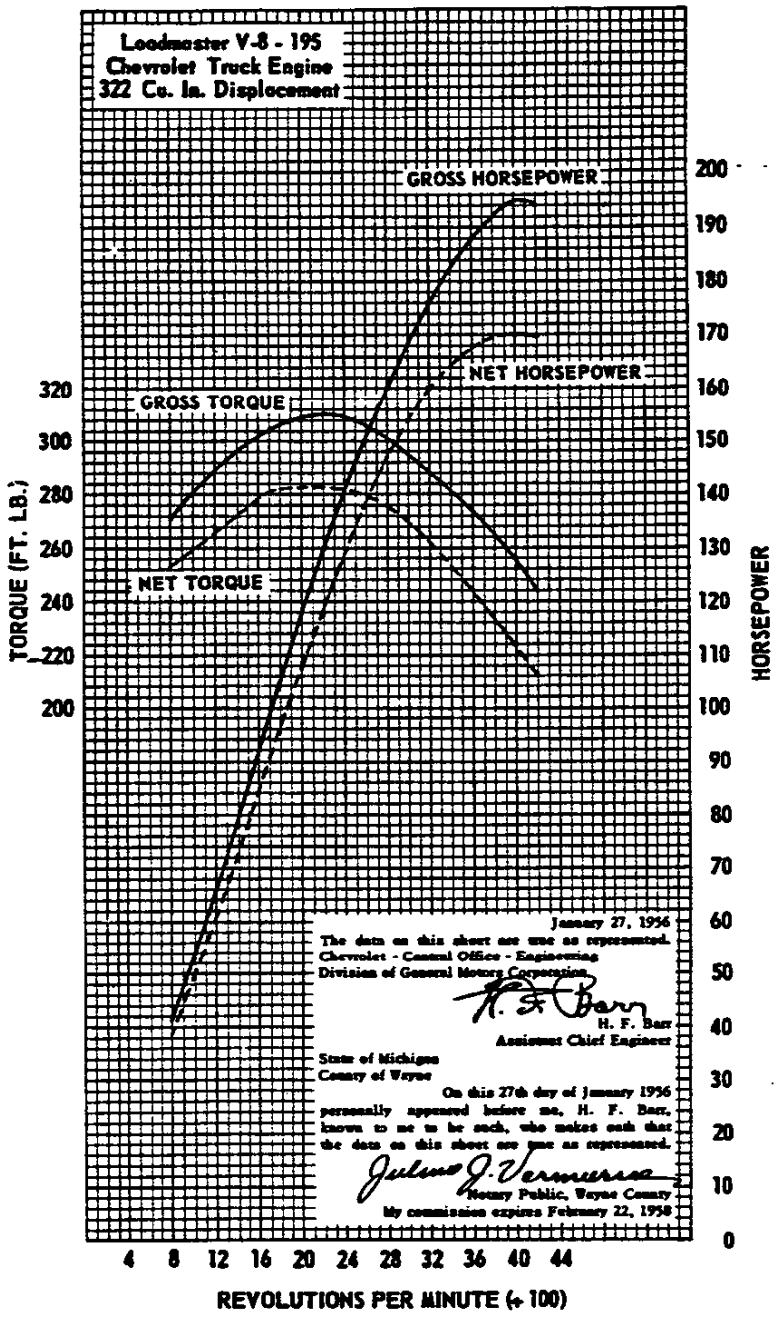
Camshaft end play ---------- .004-.008

### CAMSHAFT BEARINGS

Type ---------- Steel backed babbitt
Clearance on diameter ---------- .0005-.0035
Bearing length #1, 2, 3, 4, 5 ---------- .750

### PISTON PIN

Material ---------- Steel
Length ---------- 3.400
Diameter ---------- .9396-.9401
Type ---------- Locked in rod
Clearance in piston ---------- .0002-.0006
Clearance in rod ---------- .0007-.0015




The engine performance curves shown on this sheet are taken from Chevrolet engine test report 17940-3. They represent the full throttle performance of a Chevrolet eight cylinder truck engine (322 cu. in. displacement) as obtained from dynamometer test data which were corrected to the standard barometric pressure 29.92" mercury and the standard temperature of 60°F.

GROSS POWER and TORQUE were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

NET POWER and TORQUE were obtained from a dynamometer test simulating actual operating conditions when the engine is in its vehicle. It includes the use of the regular muffler and pipes, the fan in operation and automatic spark advance. The generator is not charging.

## ENGINE COMPONENTS - CONTINUED

### PISTON RINGS

Compression:
No. per piston ---------- 2
Material ---------- Cast iron
(Upper ring chrome plated: Lower ring lubrited)
Width ---------- .077-.078
Gap ---------- .010-.020
Wall thickness ---------- .190-.200
Oil Control:
No. per piston --- 1 with expander, 2 rails & spacer
Material ---------- Steel
Width ---------- .186
Wall Thickness ---------- .133-.138

### CONNECTING RODS

Material ---------- Drop forge steel
Length (Center to center) ---------- 5.998-6.002
Bearings:
Type ---------- Removable
Material ---------- Steel backed moraine
Effective length ---------- .876-.886
Vertical oil clearance ---------- .0002-.0023
End play ---------- .005-.012
Theoretical I.D. ---------- 2.2505

### VALVES

Intake:
Material ---------- Chrome alloy steel
Length ---------- 4.7475-4.7835
Head diameter ---------- 1.745-1.750
Stem diameter ---------- .3715-.3725
Seat angle ---------- 45°
Clearance in guide ---------- .0020-.0040
Lift ---------- .377
Exhaust:
Material ---------- Forged steel
Length ---------- 4.7565-4.7815
Head diameter ---------- 1.370-1.380
Stem diameter ---------- .371-.372
Seat angle ---------- 45°
Clearance in guide ---------- .0025-.0045
Lift ---------- .377

### VALVE SPRINGS

| Intake: | Length | Pressure |
|---|---|---|
| Outer: | | |
| Closed | 1.50 | 43-48 lbs. |
| Open | 1.12 | 91-97 lbs. |
| Inner: | | |
| Closed | 1.53 | 24-29 lbs. |
| Open | 1.15 | 58-64 lbs. |
| Exhaust: | | |
| Closed | 1.34 | 58-66 lbs. |
| Open | .960 | 140-148 lbs. |

Damper ---------- 3 coil, steel 1.50 free length.

### HYDRAULIC LIFTERS

Make ---------- GM Diesel
Material:
Lifter body ---------- Cast iron
Lifter plunger and push rod seat ---------- Steel
Rocker arm ratio ---------- 1.5:1
Lift:
Inlet ---------- .2717
Exhaust ---------- .2515

## ENGINE ELECTRICAL

### DISTRIBUTOR

Make and model ---------- Delco-Remy, 1112331
Drive ---------- From camshaft
Spark advance:
Centrifugal advance start ---------- 500 to 800 RPM
Centrifugal advance max. ------40° to 44° at 400 RPM

### REGULATOR

Make and model ---------- Delco-Remy, 1119001
Type ---------- Voltage & current control
Regulators:
Voltage ---------- 14.5 amp.
Current ---------- 30 amp.
Cutout relay:
Closing volts ---------- 12.8
Generator armature speed (hot) --------- 1250 RPM

### SPARK PLUG

Make and model ---------- AC, C42 Com
Thread ---------- 14mm
Gap ---------- .033-.038

### GENERATOR

Make and type ---------- Delco-Remy, shunt
Model ---------- 1102042 exc. tandem
Model ---------- 1102056 tandem
Rating ---------- 30 amps.
Ratio (Gen. to engine) --------- 1.52:1 exc. tandem
Ratio (Gen. to engine) ---------- 2.30:1 tandem
Generator RPM ---------- 2600 & up

### COIL

Make and model ---------- Delco-Remy, 1115081
Amps:
Engine stopped ---------- 4.5
Engine idling ---------- 2.5

## ENGINE ELECTRICAL - CONTINUED

### STARTING MOTOR

ake and model ---------- Delco-Remy, 1107646
.otation (Drive end view)---------- Clockwise
Lock test:
Amps Draw ----------470
Volts ----------5.4
No load test:
Amps Draw----------95
Volts ---------- 10.1
RPM ---------- 3500
Motor Drive ---------- Pinion engages flywheel
Number of teeth:
Pinion ---------- 9
Flywheel ---------- 180
Starting operation ---------- Turn ignition key to extreme right.

### BATTERY (Except School Bus)

Make and model ----------Delco-Remy 2SM53-W
Volts ---------- 12
Plates per cell ---------- 9
Capacity @ 20 hr rate ---------- 53 amp hrs.
Length, width & height ----------10.19 x 6.75 x 8.81
Bench charging rate ---------- 3.5 amps.

### BATTERY (Series 10802 School Bus)

Make and model---------- Delco-Remy 3SM72-W
Volts ----------12
Plates per cell ----------11
Capacity @ 20 hrs. rate ---------- 72 amp hrs.
Length, width and height ---------11.97 x 6.75 x 8.81
Bench charging rate----------4.5 amps

## ENGINE TIMING

### VALVE TIMING

Intake opens ---------- 25° BTC
Intake closes---------- 77° ABC
Exhaust opens ---------- 75° BBC
Exhaust closes ---------- 42° ATC

### IGNITION TIMING

Initial setting ---------- 4 BTC @ idle
Firing order ---------- 1-2-7-8-4-5-6-3
Mark location ---------- Harmonic balancer

## ENGINE LUBRICATION SYSTEM

### GENERAL

Main bearings ---------- Pressure
Connecting rod bearings ---------- Pressure
Camshaft bearings ---------- Pressure
Cylinder walls ---------- Splash & nozzle
Piston pins ----------Splash
Timing chain ------ Drip from camshaft front bearing
Lifters & rocker arms----------Pressure

### OIL PUMP

Type:
Normal oil pressure (hot) ---------35 PSI @ 1600 RPM
Capacity (gallons per minute) ------ 3.25 @ 1600 RPM
Inlet ----------Fixed screen

### OIL FILTER

Type ---------- AC, full flow
Capacity ----------1-1/2 qts.

### OIL PAN

Capacity:
Refill ---------- 6 qts.
Dry ---------- 6-1/2 qts.

## ENGINE FUEL SYSTEM

### FUEL TANK

Capacity:
School Bus ---------- 30 gallons
Others ----------21-1/2 gallons
Location:
School bus ---------- Outside of frame R.H. side
Others----------Back of seat in cab

### CARBURETOR

Make and model ----------Rochester 7008394
Type---------- 2 barrel, downdraft
Choke ---------- Manual
Venturi I.D.---------- 1.18
Intake manifold heat control ---------- Automatic

### AIR CLEANER & SILENCER

Make and type ---------- AC, oil bath
Capacity ---------- 1 qt.

### GOVERNOR

Make:
Delco-Remy ---------- Centrifugal unit (in dist.)
Rochester ---------- Vacuum unit (in carb.)
Type: Mechanical driven, vacuum actuated
Speed (RPM)----------4000 Max.

### FUEL PUMP

Type ---------- Mechanical
Location------ Rt side of engine on timing chain cover
Pressure range ----------4-5-1/4 PSI @ 1800 RPM

## ENGINE EXHAUST SYSTEM (DUAL)

### MUFFLER

Type ---------- Straight through
Size & length ---------- 5.02 I.D. x 35.00
Exhaust pipe diameter ---------- 2.50
Tail pipe diameter ---------- 1.822 I.D.

### EXHAUST MANIFOLD

Individual ports for each cylinder with right & left manifolds discharging into front exhaust pipe.

## ENGINE COOLING SYSTEM

### SYSTEM CAPACITY

Standard ---------- 21.50 qts.
Optional ---------- 22.00 qts.

### THERMOSTAT

Type ---------- By-Pass
Starts to open at ---------- 148 -154°
Radiator cap pressure (opens) ---------- 8-10 PSI

### RADIATOR CORE

Type ---------- Tube & center
Thickness ---------- Std. 1.75; Opt. - 2.62
Constant-LCF models .22 x .55; Conv. models .20 x .55
Frontal area LCF models ---------- 582 sq. in.
Frontal area conv models ---------- 530 sq. in.

### WATER PUMP

Type ---------- Centrifugal
Capacity ---------- 58 gal/min @ 4000 RPM
Drive ---------- V-Belt

### PULLEY SIZES

Fan:
  Tandems ---------- 7.00 P.D.
  Others ---------- 5.80 P.D.
Generator:
  Tandems ---------- 2.88 P.D.
  Others ---------- 4.00 P.D.
Crankshaft:
  Tandems ---------- 6.64 P.D.
  Others ---------- 6.08 P.D.

### RADIATOR HOSE

Inlet:
  Type ---------- Moulded elbow
  Material - ---------- Fabric reinforced rubber
  Inside diameter ---------- 1.56
Outlet:
  Type ---------- Compound curve
  Material - Fabric covered rubber with brass spg wire
Reinforcement:
  Inside diameter ---------- 1.56

### DRIVE BELTS

Fan & Generator:
  Angle of "V" ---------- 37°-44°
  Outside length ---------- 57.50
  Width ---------- .380

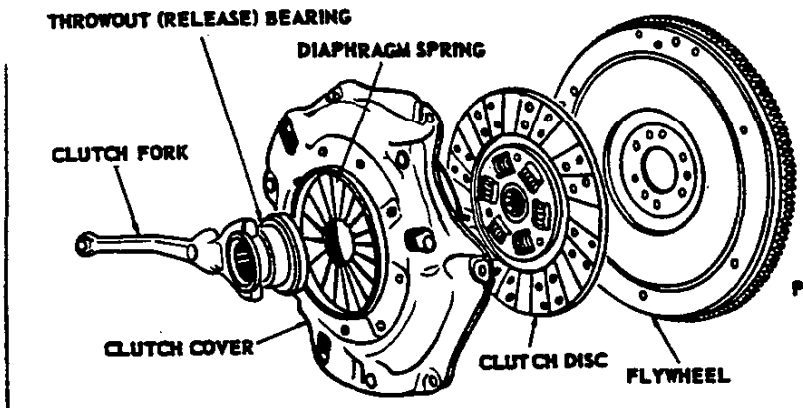
### FAN

No. of blades ---------- 4
Diameter ---------- 20.00
Ratio to engine (exc tandems) ---------- 1.05:1
Ratio to engine (tandems) ---------- .949:1

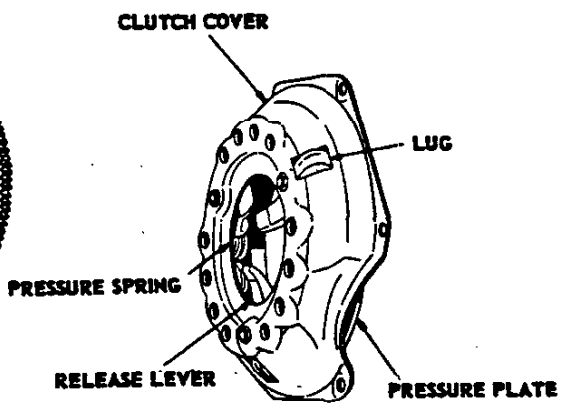
### CRANKCASE VENTILATION

Positive, Closed.

## CLUTCH




DIAPHRAGM SPRING TYPE

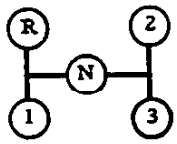



MULTIPLE COIL SPRING TYPE

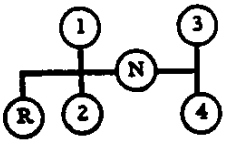
| ITEM | | | 31-32-36-3800 (With 235 eng) | 31-32-36-3800 (235 eng. with RPO 227); 34-35-3700-4-6000 (with 235 eng) | 3000-4000 (with light duty 265 eng) | 3-4000 (light duty 265 with RPO 227)4-5-6-7-8000 (with heavy-duty 265 eng.) 6000(with 261 engine) | 9000-10000 (With 322 eng) |
|---|---|---|---|---|---|---|---|
| Type | | | Diaphragm spring single plate, dry disc type | | Multiple coil spring, single plate, dry disc type | | |
| Rated torque capacity | | | 238 Ft. Lbs. | 282 Ft. Lbs. | 295 Ft. Lbs. | 305 Ft. Lbs. | 340 Ft. Lbs. |
| Drive | | | Strap | | Lug | | Strap |
| Clutch Springs | Material | | Hot rolled steel-pickled | | Spring wire-heat treated | | |
| | Spring pressure applied by | | One diaphragm spring | | 9 thrust springs | | 8 springs |
| | Total clutch spring pressure | | 1325-1450 Lb | 1450-1550 Lb | 1825 Lb | | 1935 Lb |
| | Clutch spring release | | Diaphragm action, spring pivots on pivot ring | | 3 levers pivoting on struts | | |
| Driven disc | Type | | One, spring cushioned plate with two facings | | | | |
| | Vibration insulation at hub | | 6 cushion springs | | | | 8 springs |
| | Facing (2) | Material | * | Molded woven type asbestos composition | | | * |
| | | O. D. | 10 | 11 | 10-1/2 | 11 | 12-7/8 |
| | | I. D. | 6 | 6-1/2 | | | 7-1/4 |
| | | Area (both facings) | 100.53 sq. in. | 123.70 sq. in. | 106.81 sq. in. | 123.70 sq. in. | 177.82 sq. in. |
| | | Thickness | .132-.138 | .130-.136 | | | .150 |
| Bearings | Throwout (release) | Type, make & no. | Anti-friction bearings, See page 192 | | | | |
| | | Lubrication | Packed for life | | | | |
| | Pilot | Make and no. | Chevrolet 412562 | | | | |
| | | Type | Sintered powdered bronze bushing. Oil impregnated | | | | |
| | | I. D. | .5915-.5925 | | | | |
| | | O. D. | 1.0935-1.0945 | | | | |
| | | Width | .740-.760 | | | | |
| | | Lubrication | Self | | | | |
| Controls | Clutch fork | | Drop-forged (pivot mounted on ball) | | | | |
| | Pedal mounting location | | L. C. F. models, on body mounting bracket; All others, on side rail | | | | |
| Flywheel | Material | | Piston iron | | | | |
| | Ring gear | Type | Cold drawn steel, shrunk on flywheel | | | | |
| | | Number of teeth | 168 | | | | |
| | | Width & pitch diameter | .433 to .443 wide; 14.00 pitch diameter | | | | |
| Clutch attachment to flywheel | | | 6 bolts | | | | 8 Bolts |

* - Molded type asbestos composition

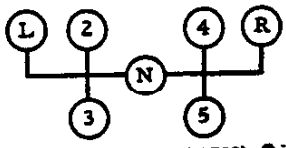
## TRANSMISSION



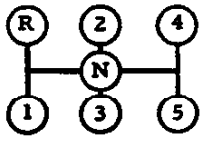
3-SPEED



4-SPEED



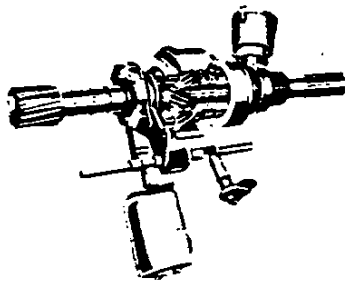
5-SPEED (NEW PROCESS) •



HD 5-SPEED (SPICER)

| ITEM | | | 3100-3200-3400 3500-3600-3700 | RPO 3000 | 3800-4000-5000 6000-7000-8000 (RPO 3000 exc. 3800) | 9000-10000 (RPO 5000-6000 7000-8000) | RPO 9000-10000$ |
|---|---|---|---|---|---|---|---|
| Make | | | Chevrolet | Borg Warner | Chevrolet | New Process | Spicer |
| Type (Synchro-Mesh) | | | 3-Speed | HD 3-Speed | 4-Speed | 5-Speed | HD 5-Speed |
| Input torque capacity (ft. lbs.) | | | 220 | 230 | 240 | 260 | 310 |
| Gears | Material | | Forged steel, hardened | | | | |
| | Gears | Helical | All | 2nd & 3rd | 2nd, 3rd, & 4th | 2nd, 3rd, 4th, & 5th | |
| | | Spur | | 1st and reverse | | | |
| | Synchronized speeds | | 2nd & 3rd | | 2nd, 3rd, & 4th | 2nd, 3rd, 4th, & 5th | |
| Ratios | First | | 2.94:1 | 3.17:1 | 7.06:1 | 7.41:1 | 7.55:1 |
| | Second | | 1.68:1 | 1.75:1 | 3.58:1 | 4.05:1 | 4.17:1 |
| | Third | | Direct | Direct | 1.71:1 | 2.40:1 | 2.45:1 |
| | Fourth | | | | Direct | 1.48:1 | 1.45:1 |
| | Fifth | | | | | Direct | Direct |
| | Reverse | | 2.94:1 | 3.76:1 | 6.78:1 | 7.85:1 | 7.44:1 |
| Gearshift Control | Type | | Manual remote | | Manual direct | | |
| | Location | | Mounted on steering column | | Mounted on transmission | | |
| Power Takeoff Provisions | Type of opening | | | | 6 Bolt (SAE standard) | | |
| | Location | | | | Left side of trans. | Both sides of trans. | |
| | Right Hand Side | Drive gear | | | | 2nd speed counter gear | |
| | | No. of teeth | | | | 20 | 22 |
| | | Gear speed | | | | 456 RPM* | 458 RPM* |
| | Left Hand Side | Drive gear | | | 3rd spd. countergear | Reverse idler gear | |
| | | No. of teeth | | | 33 | 15 | 25 |
| | | Gear speed | | | 425RPM* | 373 RPM* | 403 RPM* |
| Lubricant capacity | | | 2.00 Pints | 2.75 Pints | 6.25 Pints | 9.50 Pints | 12.00 Pints |
| Anti-friction bearings | | | See page 192 | | | | |
| Parking brake, lining area(sq.in.) | | | | 62@ | 35⊖ | 68 | 82 |

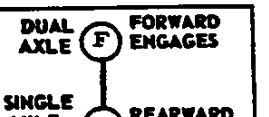
## OVERDRIVE UNIT


OVERDRIVE UNIT

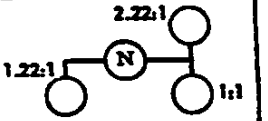
| ITEM | | RPO 3100-3200 | |
|---|---|---|---|
| Make | | Borg-Warner | |
| Attachment | | To rear of Chevrolet 3-speed transmission | |
| Ratios | O.D. unit control | Locked out | Locked in |
| | First | 2.[illegible]4:1 | |
| | Second | 1.68:1 | 1.18:1 |
| | Third | Direct | 0.70:1 |
| | Reverse | 2.94:1 | |
| Cut-in speed | | Approximately 31 MPH | |
| Cut-out speed | | Approximately 27 MPH | |
| Lock out control location | | Bottom left hand side of instrument panel | |
| Lubrication capacity | | 3 Pints (includes 2 pints for Chevrolet transmission) | |
| Anti-friction bearings | | See page 192 | |

## COMBINED POWER DIVIDER & AUXILIARY TRANSMISSION

| ITEM | | 10400-10500-10700 TANDEM MODELS |
|---|---|---|
| Make and model | | Truckstell, model 500 |
| Axle selector Lever | Location | In cab floor, to the right of main shift lever |
| | Operation | Forward, engages dual axle; to rear disengages single axle |
| Gears | Type | Helical |
| | Material | Alloy steel |
| Gear Ratios | Puller (first) | 2.22:1 |
| | Underdrive (second) | 1.22:1 |
| | Direct (third) | 1:1 |
| Aux. trans. gearshift lever site | | In cab floor, to right of axle selector lever |
| Automatic safety interlock | | Engages dual axle automatically when puller ratio is used |
| Input torque capacity | | 2625 ft. lbs. |
| Lubricant capacity | | 7 Pints |
| Anti-friction bearings | | See page 192 |



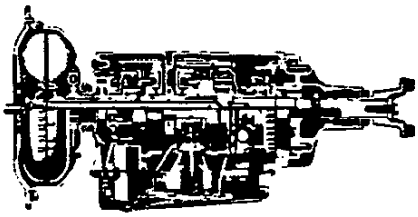
AXLE SELECTOR



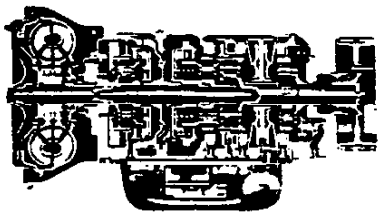
AUX. TRANS. & POWER DIVIDER

* - At 1000 engine RPM, ⊖ - 62 on 3800 series; @ - Not available on 3100-3200 series.
5-1-56 x Data added 8-7-56. $ - Regular on tandems. • Data Revised 9-17-56

## TRUCK AUTOMATIC TRANSMISSION

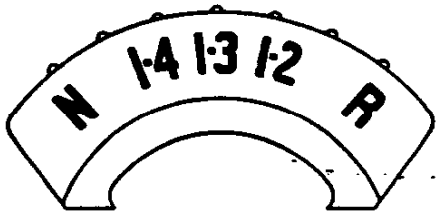


HYDRAMATIC TRANSMISSION

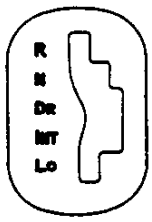


POWERMATIC TRANSMISSION

| ITEM | | 3100-3200 | 3400-3500-3600<br>3700-3800-4000 | 5000-6000-7000<br>8000-9000-10000 |
|---|---|---|---|---|
| Make | | Detroit Transmission (Hydramatic) | | Allison (Powermatic) |
| Type | | Automatic, 4-speed | | Automatic, 6-speed |
| Input Torque Capacity | | 230 lb. ft. | | 310 lb. ft. |
| Range Selector Lever Location | | Mounted on steering column | | Mounted in floor of cab |
| Gear Ratios | First | 3.82:1 | 4.71:1 | 5.29:1 |
| | Second | 2.63:1 | 3.03:1 | 3.81:1 |
| | Third | 1.45:1 | 1.56:1 | 2.69:1 |
| | Fourth | Direct | Direct | 1.94:1 |
| | Fifth | - | - | 1.39:1 |
| | Sixth | - | - | Direct |
| | Reverse | 4.30:1 | 6.11:1 | 6.04:1 |
| Engine Starting | | Selector lever must be in neutral position | | |
| Hydraulic Retarder Unit | Location | | | Bet. gear case & bell hsg. |
| | Components | | | Vanes, impeller & valve |
| | Retarder foot pedal | | | Located to left of strg col |
| Oil Filter Element | Make & model | | | AC, PF-133 |
| | Type | | | Replaceable, full flow |
| | Location | | | Bottom of sump pan |
| Oil Filler Gauge & Filler Location | | On right front side of transmission | | |
| Power Take-Off Provisions | Type of opening | | | 6 bolt (SAE Standard) |
| | Location | | | Both sides |
| | Drive Gear | | | Power take-off gear |
| | Number of teeth | | | 57 |
| | Gear speed | | | 1000 RPM* |
| Parking Brake | Size | | 8 x 2-1/2 | 9-1/2 x 3 |
| | Location | | At rear of transmission | |
| | Lining area (sq. in.) | | 62 | 89 |
| Lubricant Capacity | Dry fill | Less oil cooler, 9 qts.; with oil cooler 10 qts. | | 17 qts. |
| | Refill | Less oil cooler 8-1/2 qts.; with oil cooler 9-1/2 qts. | | 13 qts. @ |




HYDRAMATIC CONTROL INDICATOR




POWERMATIC CONTROL TOWER

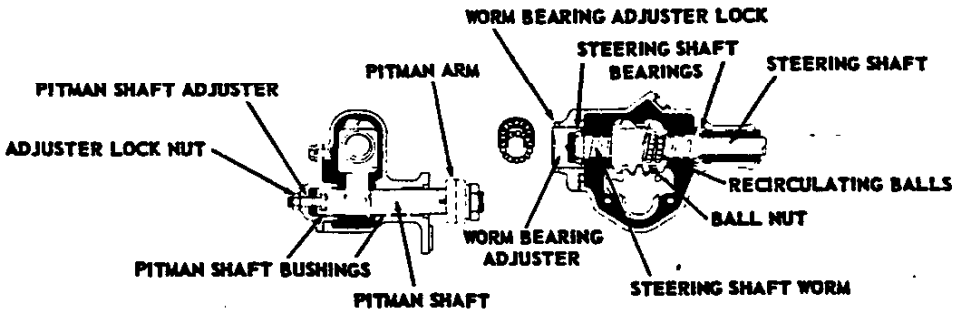
| ITEM | | 3100-3200 | | | 3400-3500-3600<br>3700-3800-4000 | | | 5000-6000-7000-8000<br>9000-10000 | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Selector Lever Position And Available Ratios | Pos. | 1-4 | 1-3 | 1-2 | 1-4 | 1-3 | 1-2 | Lo • | Int. | Dr. |
| | 1st | 3.82:1 | 3.82:1 | 3.82:1 | 4.71:1 | 4.71:1 | 4.71:1 | 14.8-5.29:1 | - | - |
| | 2nd | 2.63:1 | 2.63:1 | 2.63:1 | 3.03:1 | 3.03:1 | 3.03:1 | 3.81:1 | - | - |
| | 3rd | 1.45:1 | 1.45:1 | - | 1.56:1 | 1.56:1 | - | - | 7.53-2.69:1 | 7.53-2.69:1 |
| | 4th | Direct | - | - | Direct | - | - | - | 1.94:1 | 1.94:1 |
| | 5th | - | - | - | - | - | - | - | - | 1.39:1 |
| | 6th | - | - | - | - | - | - | - | - | Direct |

@ - Without draining converter

* - Speed of power take-off gear in neutral varies directly as converter turbine shaft speed varies with load on power take-off.

5-1-56 • Data revised 9-17-56

## STEERING GEAR



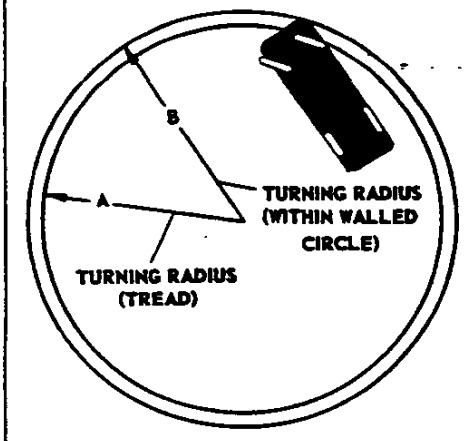

| ITEM | | | 31-32-36-3800 | 34-35-37; 5000 | 4000-6000 | 8000-10000 | 7000-9000 |
|---|---|---|---|---|---|---|---|
| Make and type | | | Saginaw Steering Gear; semi-reversible recirculating ball | | | | |
| Ratio | | | 21.3:1 | 27.76:1 | 23.6:1 | | 28.14:1 |
| Mounting | | | On frame side member | | | | |
| Pitman shaft bushing | Material | | Cast bronze | | | | |
| | Outer | Inside dia. | 1.1245-1.1250 | 1.2495-1.2500 | | | |
| | | Length | 1.380 | 1.125 | 1.50 | | |
| | Inner | Inside dia. | 1.1255-1.1260 | | | | 1.1255-1.1260 |
| | | Length | .844 | | | | |
| Pitman shaft | Diameter | Outer end | 1.1205-1.1215 | 1.245-1.246 | | 1.3745-1.3765 | 1.3750-1.3755 |
| | | Inner end | 1.123-1.124 | | | 1.1230-1.1240 | 1.1235-1.1240 |
| | Location | | Straddle mounted in steering gear housing assembly | | | | |
| Worm and steering shaft | Type | | Worm integrally welded to shaft | | | | |
| | Shaft diameter | | .750 | | .814 | | .804 |
| Pitman arm type | | | One-piece; drop forged steel | | | | |
| Steering column outside diameter | | | 1.75 | | | | |
| Gear adjustment (lash) | | | 2 to 3-1/2 lb.* | | 2 to 2-1/2 lb.* | | 2-3/4-3-1/4 lb* |
| Horn cable and contact | | | Cable lead attached to rubber imbedded contact ring at inside upper end of column | | | | |
| Steering wheel | Type and material | | 3-Spoke; hard rubber vulcanized to steel insert | | | | |
| | Diameter | | 18 | | | | |
| Anti-friction bearings | | | See page 192 | | | | |

* - Adjustment of gear taken at center of rim on steering wheel.

## POWER STEERING

| ITEM | | 3100-3200-3600-3800 | 4000 through 10000 |
|---|---|---|---|
| Type | | Linkage with open center valve | |
| Steering cylinder I.D. | | 1.37 | 2 |
| Pump | Type | Vane, hydraulic | |
| | Mounting | On rear of generator | |
| | Driven by | Splined extension of generator shaft | |
| | Max. flow rate | 1 to 1.3 G.P.M. | 1.7 to 3 G.P.M. |
| Steering assistance provided | | Up to 80% | |

## TURNING RADII %




| Series | Wheelbase | A (feet) | B (feet) | Series | Wheelbase | A (feet) | B (feet) |
|---|---|---|---|---|---|---|---|
| 3100 | 114 | 20.75 | 22.13 | 7100 | 112.63 | 20.52 | 23.02 |
| 3200 | 123.25 | 22.00 | 23.38 | 7200 | 124.63 | 23.38 | 25.88 |
| 3400 | 104 | 18.50 | | 7700 | 172.63 | 28.96 | 31.46 |
| 3500 | 125 | 21.25 | | 8100 | 132.50 | 23.31 | 25.81 |
| 3600 | 123.25 | 21.63 | 23.00 | 8200 | 144.50 | 25.02 | 27.52 |
| 3700 | 137 | 23.00 | | 8400 | 156.50 | 27.83 | 30.33 |
| 3800 | 135 | 23.25 | 24.88 | 8500 | 174.50 | 29.23 | 31.73 |
| 4100 | 130 | 22.75 | 26.25 | 8700 | 192.50 | 30.81 | 33.31 |
| 4400 | 154 | 26.13 | 29.63 | 8800 | 240 | 38.57 | 41.07 |
| 4500 | | 25.13 | 28.63 | 9100 | 112.63 | 20.52 | 23.02 |
| 5100 | 112.62 | 20.75 | 24.25 | 9200 | 124.63 | 23.38 | 25.88 |
| 5400 | 136.62 | 24.00 | 27.50 | 9700 | 172.63 | 28.96 | 31.46 |
| 5700 | 160.62 | 27.63 | 31.13 | 10100 | 132.50 | 23.31 | 25.81 |
| 6100 | 130 | 22.75 | 26.25 | 10200 | 144.50 | 25.02 | 27.52 |
| 6400 | 154 | 26.13 | 29.63 | 10400 | 156.50 | 27.83 | 30.33 |
| 6500 | 172 | 28.63 | 32.13 | 10500 | 174.50 | 29.23 | 31.73 |
| 6700 | 194 | 31.75 | 32.25 | 10700 | 192.50 | 30.81 | 33.31 |
| 6800 | 220 | 35.50 | 39.00 | 10800 | 240 | 38.57 | 41.07 |

% -Theoretical turning radii, computed for left hand turn of base vehicle only

## TIRES - WHEELS •

| Tire Size And Ply Rating | Base Or RPO | Models | No. Of Tires | Tire Section | Rolling Radius | Revs. Per Mile | Maximum Recommended Capacity | Maximum Recommended Press PSI | Wheels Rim Size | Wheels Off-set | Wheels Attachment |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 6.70-15-4 | Base | 3100 3200 | Five | 6.9 | 13.4 | 755 | 925 | 24 | 15 x 5K | 9/16 | Six 7/16 - 20 Bolts, 5-1/2 Circle |
| 6.70-15-6 | 288 | | | | | | 1055 | 30 | | | |
| 6.50-16-6 | 282 | | | 7.0 | 13.8 | 724 | 1215 | 36 | 16 x 5K | 7/16 | |
| 7.17.5-6 | 285 | | | 7.4 | 14.3 | 707 | 1520 | 45 | 17.5 x 5.25 | 0 | |
| 8-19.5-6 | Base | 3400 3500 3700 | Four | 7.9 | 16.4 | 617 | 2090 | 50 | 19.5 x 5.25 | 7/16 | Eight 1/2 - 20 Bolts 6-1/2 Circle |
| 8-19.5-8 | 299 | | | | | | 2440 | 65 | | | |
| 8-19.5-6D | 462 | | Six | | | | 2090 | 50 | | 4 13/16 | |
| 8-19.5-8D | 299 | | | | | | 2440 | 65 | | | |
| 7-17.5-6 | Base | 3600 | Four | 7.4 | 14.3 | 707 | 1520 | 45 | 17.5 x 5.25 | 1/8 | |
| 8-17.5-6 | 298 | | | 7.7 | 14.9 | 675 | 1735 | 45 | | | |
| 8-17.5-8 | 454 | | | | | | 2060 | 60 | | | |
| 8-19.5-6 @ | 462 | | | 7.9 | 16.4 | 617 | 2090 | 50 | 19.5 x 5.25 | 7/16 | |
| 8-19.5-8 @ | 299 | | | | | | 2440 | 65 | | | |
| 7-17.5-6D | 285 | | Six | 7.4 | 14.3 | 707 | 1520 | 45 | 17.5 x 5.25 | 4 15/32 | |
| 8-17.5-6 * | Base | 3800 | Four | 7.7 | 14.9 | 675 | 1735 | 45 | | 1/8 | |
| 8-17.5-8* | 454 | | | | | | 2060 | 60 | | | |
| 8-19.5-6 | 462 | | Six | 7.9 | 16.4 | 617 | 2090 | 50 | 19.5 x 5.25 | 7/16 | |
| 8-19.5-6D | | | | | | | | | | 4 13/16 | |
| 8-19.5-8 | 299 | | Four | | | | 2440 | 65 | | 7/16 | |
| 8-19.5-8D | | | | | | | | | | | |
| 7-22.5-6D | Base | 4000 | Six | 7.2 | 16.8 | 600 | 1870 | 50 | 22.5 x 5.25 | 4 13/16 | Five Front, Ten Rear 5/8 - 18 Bolts 7-1/4 Circle |
| 7-22.5-8D | 459 | | | | | | 2180 | 65 | | | |
| 8-19.5-6D | 462 | | | 7.9 | 16.4 | 617 | 2090 | 50 | 19.5 x 5.25 | | |
| 8-19.5-8D | 299 | | | | | | 2440 | 65 | | | |
| 8-22.5-8D | 455 | | | | 17.9 | 565 | 2740 | 65 | 22.5 x 5.25 | | |
| 8-22.5-10D | 464 | | | | | | 2980 | 75 | | | |
| 8-22.5-8D | Base | 5000 6000 | | 8.1 | | | 2740 | 65 | 22.5 x 6.00 | 5 13/32 | Six 3/4 - 16 Bolts 8-3/4 Circle |
| 8-22.5-10D | 464 | | | | | | 2980 | 75 | | | |
| 9-22.5-10D | 456 | | | 8.7 | 18.5 | 544 | 3330 | 70 | 22.5 x 6.75 | 5 29/32 | |
| 9-22.5-10D | | | | 9.0 | | | | | | | |
| 9-22.5-12D | 463 | | | 8.7 | | | 3600 | 80 | 22.5 x 6.00 | 5 13/32 | |
| 9-22.5-12D | | | | 9.0 | | | | | 22.5 x 6.75 | 5 29/32 | |
| 10-22.5-10D# | 457 | | | 9.8 | 19.4 | 521 | 3960 | 70 | | | |
| 8-22.5-8D | Base | 7000 8000 | | 8.1 | 17.9 | 565 | 2740 | 65 | 22.5 x 6.00 | 5 13/32 | |
| 9-22.5-10D | 456 | | | 8.7 | 18.5 | 544 | 3330 | 70 | 22.5 x 6.75 | 5 29/32 | |
| 9-22.5-10D | | | | 9.0 | | | | | | | |
| 9-22.5-12D$ | 463 | | | 8.7 | | | 3600 | 80 | 22.5 x 6.00 | 5 13/32 | |
| 9-22.5-12D$ | | | | 9.0 | | | | | 22.5 x 6.75 | 5 29/32 | |
| 10-22.5-10D | 457 | | | 9.8 | 19.4 | 521 | 3960 | 70 | | | |
| 10-22.5-10D | | | | 10.1 | | | | | 22.5 x 7.50 | 6-1/8 | |
| 9-22.5-10D | Base | 9000 10000 Except School Bus and Tandem Models | Six | 8.7 | 18.5 | 544 | 3330 | 70 | 22.5 x 6.00 | 5 13/16 | |
| 9-22.5-10D | | | | 9.0 | | | | | 22.5 x 6.75 | 5 29/32 | |
| 9-22.5-12D | 463 | | | 8.7 | | | 3600 | 80 | 22.5 x 6.00 | 5 13/32 | |
| 9-22.5-12D | | | | 9.0 | | | | | 22.5 x 6.75 | 5 29/32 | |
| 10-22.5-10D | 457 | | | 9.8 | 19.4 | 521 | 3960 | 70 | | | |
| 10-22.5-10 | | | | 10.1 | | | | | 22.5 x 7.50 | 6 1/8 | |
| 11-22.5-12D¢ | 458 | | | 10.9 | 19.9 | 506 | 4580 | 75 | | | |
| 10-22.5-10D | 457 | | | 10.1 | 19.4 | 521 | 3960 | 70 | | 6 1/16 | Ten 3/4 - 16 Bolts; 11-1/4 Circle |
| 11-22.5-12D¢ | 458 | | | 10.9 | 19.9 | 506 | 4580 | 75 | | | |
| 8-22.5-8D | 455 | 10000 Tandem Models | Ten | 8.1 | 17.9 | 565 | 2740 | 65 | 22.5 x 6.00 | 5 13/32 | Six 3/4-16 Bolts 8-3/4 Circle |
| 9-22.5-10D | 456 | | | 9.0 | 18.5 | 544 | 3330 | 70 | 22.5 x 6.75 | 5 29/32 | |
| 9-22.5-12D | 463 | | | 8.7 | | | 3600 | 80 | 22.5 x 6.00 | 5 13/32 | |
| 9-22.5-12D | | | | 9.0 | | | | | 22.5 x 6.75 | 5 29/32 | |
| 10-22.5-10D• | 457 | | | 9.8 | 19.4 | 521 | 3960 | 70 | | | |
| 9-22.5-10D | Base | 10800 | Six | 8.7 | 18.5 | 544 | 3330 | 70 | 22.5 x 6.00 | 5 13/32 | |
| 9-22.5-10D | | | | 9.0 | | | | | 22.5 x 6.75 | 5 29/32 | |
| 10-22.5-10D | 457 | | | 9.8 | 19.4 | 521 | 3600 | 80 | | | |
| 10-22.5-10D | | | | 10.1 | | | | | 22.5 x 7.50 | 6 1/8 | |

* - On 3800 series, base tires are 8-17.5-6 front, 8-17.5-8 rear

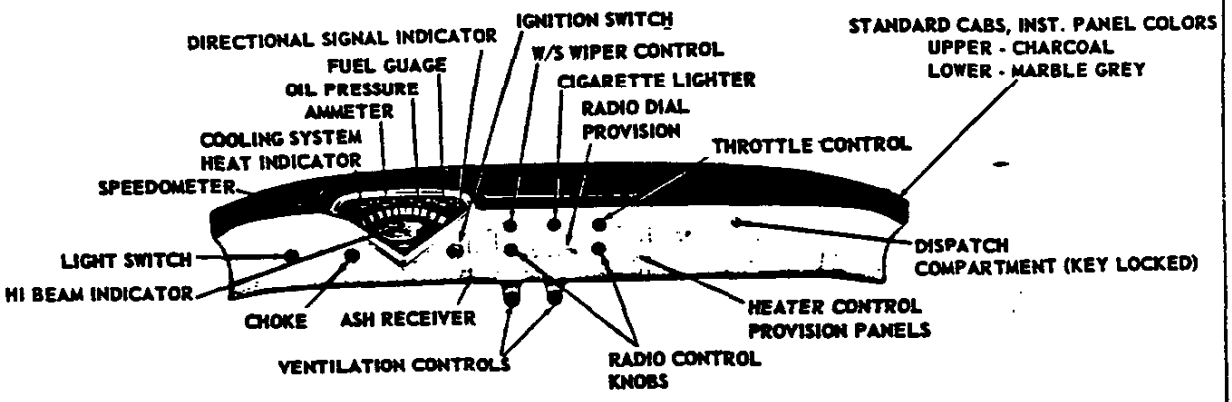
¢ - Available on rear only

@ - Not available on 3609 models

# - Not available on front for 6000 series trucks

D - Dual rear tires - Dual tires are not available on pick-up or panel models

5-1-56 • Data Revised 8-7-56




| | | | |
|---|---|---|---|
| Instruments | Make | | AC |
| | Hi beam indicator | | Located at center of dial face, red when lighted |
| | Fuel gauge | | Electrically operated |
| | Ammeter | | Electrically operated |
| | Oil gauge | | Pressure operated |
| | Cooling system indicator | | Pressure operated |
| | Speedometer | | Dial, driven by flexible shaft from transmission |
| | Direction signal indicators | | Located at both center edges of dial face, green when lighted |
| Instrument Panel Accessories | Light switch | | 3-position with rheostat for adjusting light in instrument dial face |
| | Cigarette lighter | | Standard on 3124, optional on all others |
| | Ash receiver | | Standard on all models |
| | Dispatch compartment | | Located right side of inst. panel 9.67 x 4.60 x 13.90 key locked |
| Ignition Switch | Make | | Delco-Remy |
| | Starting | 6-Cylinder | 31-32-36-3800-4000-6000; foot operated |
| | | 6-Cylinder | 3400-3500-3700; key operated |
| | | 8-Cylinder | All models; key operated |

## REGULAR PRODUCTION SPEEDOMETER GEARS

| Series | | 3100-3200 | 34-35-3700 | 3600 | 3800 | 4000 | 5-6-7-8000 | 9000-10000 | 8802-10802 | Tandems |
|---|---|---|---|---|---|---|---|---|---|---|
| Rear axle | | 3.90:1 | 5.14:1 | 4.57:1 | 5.14:1 | 6.17:1 | 6.17:1 | 7.17:1 | 7.20:1 | |
| Teeth | Drive | 7 | 6 | | 4 | | | | | |
| | Driven | 20 | 19 | | 14 | 15 | 14 | 15 | 13 | |
| Pitch | Drive | 30* | | | 22* | | | | | |
| | Driven | | | | | | | | | |

* - All figures shown for gear teeth and pitch are based on standard tires and axles. For optional speedometer gear fitting equipment, see RPO's 306 and 307.

## SPEEDOMETER GEAR ADAPTERS

The following speedometer gear adapters are available through the Service Department for correction of speedometer and odometer errors that sometimes occur when combinations of tires, transmissions and rear axle, other than standard, are specified.

| Service Package Number | 1565814 | 1565813 | 1565812 | 1583876 | 1584275 | 1584277 |
|---|---|---|---|---|---|---|
| Gear Ratio | 16:17 | 17:15 | 17:16 | 18:14 | 17:16 | 16:17 |

## TOOLS

| ITEM | | 31-32-3600 | 34-35-37-3800 | 4-5-6-7-8000; 10403*-10503*-10703* | 9-10000; 8802-10802 |
|---|---|---|---|---|---|
| Jack | Capacity (pounds) | 3300 | | 9000 | 9000 |
| | Raised height | 14.94 | 15.70 | 18 | 18 |
| | Lowered height | 6.25 | 7.62 | 9.38 | 9.38 |
| Jack handle | | All | | Also used as tire changing iron | |
| Tire changing iron | | ¢ | All | | |
| Wrench | | All | | | |

* - Tandem models

¢ - With RPO 285; 3100 and 3200 only

## LIGHTS, SWITCHES, CIRCUIT BREAKERS, BULB & FUSES

| | | | |
|---|---|---|---|
| HEADLAMPS | Make & Type | | Guide T-3 sealed beam |
| | Location | | In front fender faces |
| | Sealed beam diameter | | 7 |
| | Lens diameter | | 6.688 |
| | Dimmed by | | Foot switch (raises or lowers beam) |
| | Beam indication location | | In instrument cluster face |
| TAIL AND STOP LAMPS | Make & Type | | Guide, combination tail & stop |
| | Number of lamps | | One, (except 3124, two) |
| | LOCATION | Flat face cowls & cabs | Attached to rear of frame, left side member |
| | | Pickups (exc. 3124) | Attached to left side rear of box |
| | | Stakes | Attached to left side of rear cross sill |
| | | 3124 | Attached to rear of both side panels |
| | | Carryalls with Tail gates | Centered on tail gate (Linkage automatically adjusts light for tail gate position) |
| | | Panels & Carryalls with panel doors | Attached on left rear door |
| | | RPO 249 Panels & Carryalls | Two additional tail & stop lights, one at rear of each body side panel |
| PARK LIGHTS | Location | | In front fender face, below headlamps |
| DOME LIGHTS | All single and two unit bodies | | Cabs, above rear window; panels & carryalls above driver |
| REAR LICENSE LIGHTS | 3124 | | Two housed in rear bumper center face bar |
| | All models except pickups with RPO rear bumper and 3124 | | Illuminated through window in combination tail & stop light |
| | Pickup model with RPO bumper | | One light at center, below tail gate |
| LIGHT SWITCHES | Make | | Delco-Remy |
| | Main switch | | Three position, mounted on instrument panel incorporates a dome lamp switch and a rheostat which controls the brightness of the instrument panel lights |
| | Stop light switch | | Mechanical; on toe board |
| | Dome light switch | | Incorporated in main switch, operated by rotating switch knob to extreme travel |
| CIRCUIT BREAKERS | Electrical Sys. Circuit Protection | Type | Dual, bi-metal thermal elements |
| | | Location | Incorporated in main lighting switch |
| | | Capacity | 15 Amperes (each circuit) |
| | RPO 475 & 479 Eaton 2-speed Axle @ | Type | Single circuit, bi-metal |
| | | Site | Under instrument panel, behind instrument cluster |
| | | Capacity | 10 Ampere |

@ - Protects electric powered shift control circuit.

### BULBS

| USED IN | | QUANITY | TRADE NO. | POWER | USED IN | | QUANITY | TRADE NO. | POWER |
|---|---|---|---|---|---|---|---|---|---|
| Parking lights | | 2 | 67 | 4 CP | Tail & stop lights | 3124 | 2 | 1034¢ | 4 CP 32 CP |
| Instr. cluster | | 3 | 67 | 2 CP | | | | | |
| Beam indicator | | 1 | 53 | 1 CP | | All others | 1 | | |
| Ignition lock | | | | | | | | | |
| Dome light | | | 94 | 15 CP | | RPO 249 | 2 | | |
| Head lamp | Upper beam | 2 | 5400* | 50W | License lights | 3124 | 2 | 67 | 4 CP |
| | Lower beam | | 5400* | 40W | | Pickup | 1 | | |

* - Double filament sealed beam

¢ - Double filament

### FUSES

| Device or Circuit Protected | Type Fuse & Amperes | Location |
|---|---|---|
| Back-up Lamp | SFE - 9 Amp. | In junction block, mounted on firewall |
| Heater and Defroster | SFE - 9 Amp. | |
| Fog Lamp | SFE - 14 Amp. | |
| Instrument & Tail Lights | AGA - 3 Amp. | In main light switch |
| Overdrive Solenoid | SFE - 9 Amp. | Left side of engine compartment |
| Parking Brake Alarm | SFE - 9 Amp. | In junction block, mounted on firewall |
| Radio | SFE - 7.5 Amp. | |
| Spot Lamp | SFE - 9 Amp. | |
| Under Hood Lamp | SFE - 9 Amp. | |

## ACCESSORIES

**Definition:** Items made available at extra cost through the Parts and Accessories Department and installed by the customer or his dealer.

| ITEM | DESCRIPTION | | APPLICABLE TO* |
|---|---|---|---|
| Alarm | Parking brake | | 3100-3200-3400-3500-3600-3700 |
| Antenna | Radio, rod type (fender mounting) | | All |
| Arm Rests | Beige, for L.H. or R.H. door | | All cabs & single unit bodies |
| Block | Wiring junction | | All |
| Cap | Gas tank filler, locking | | All |
| Caps | Hub, stainless steel | | All 3000 except 3124 |
| Deflectors | Rain (ventshades) | | All |
| Filter | Gasoline | | All except 6 cylinder F.W.D. |
| Flaps | Mud | | All stakes and platforms |
| Frame | License plate | | All |
| Guard | Bumper, for curved type face bar (painted or plated) | | All 3000 except flat face cowl |
| | Bumper, for channel type face bar (painted) | | All |
| | Grille, brush type (painted) | | |
| | Door edge | | |
| Heater | With defroster | Air flow | |
| | | Recirculating | |
| Horn | High note (vibrator) | | All except 5000 and 9000 |
| Kit | Tool | | All |
| | Reinforced plastic repair | | |
| Lamp | Back-up | | All pickups and single units |
| | Fog (dual) | | All |
| | Spot, with bracket | | |
| | Spot, portable | | 3000-4000-5000-6000-7000-8000; with cigarette lighter |
| | Tail and stop, R.H. | | All except single unit bodies |
| | Underhood | | All except 34-35-3700 |
| | Glove compartment | | All |
| | Directional signal, front and rear | | All except 34-35-3700 pickups and single units |
| Lighter | Cigarette | | All except 3124-34-35-3700 |
| Mat | Floor, rectangular | | All |
| Mirror | Rear view, outside, door mounted | | 3000 |
| | Rear view, outside, extension type | | All |
| | Rear view, inside, non-glare | | All except flat face cowl |
| Ornament | Hood | | 3000-4000-6000-8000-10000 |
| Paint | Touch-up | | 3000-4000-5000-6000-7000-8000 |
| Radio | Delco-manual, with antenna | | All |
| Reflector | Reflex (4 inch) red | | |
| Screen Unit | Radiator, insect | | |
| Shaver | Electric | | All with cigarette lighter |
| Shield | Door handle | | All |
| Step unit | Rear | | All stakes and platforms |
| Sunshade | Right hand | | All, standard on 3106-16 |
| Tray Unit | Utility | | All cabs |
| Visor | Sun, outside mounted | | All cabs & single unit bodies |
| Washer | Windshield, foot-operated | | All except 34-35-3700 |

* - In most cases application of items is made generally to series rather than to each individual model. For further information see Accessory Literature.

## REGULAR PRODUCTION OPTIONS

| RPO | ITEM | SERIES* |
|---|---|---|
| 200 | Shock Absorbers - Direct Double Acting | All Models |
| 201 | Two-Speed Rear Axle 8.72/6.40:1 | 5000-6000-7000-8000 |
| 203 | Heavy-Duty Front Axle | 4100-4400 |
| 205 | Rear Axle with 14" Brakes | 3400-3500-3700 |
| 210 | Rear View Mirror - Long & Short - Left or Right Side | All except Forward Controls and Tandem |
| 211 | Rear Shock Absorber Shield | 3100-3200-3400-3500-3600-3700 |
| 212 | Power Brakes Long Stroke 6.75 Piston Diameter | 4000 |
| 213 | Power Brakes Short Stroke 6.75 Piston Diameter | 3000 |
| 216 | Oil Bath Air Cleaner - 1 Pint - 2 Pint Capacity | 3100-3200-3600-3800-4000 |
| 217 | Engine Positive Ventilation | 31-32-36-3800-4000-6000, exc. For. Control & Tandem |
| 218 | Rear Bumper One Piece Wrap-Around | 3100-3200-3600-3800 |
| 225 | H. D. Engine (235 Thriftmaster & 261 Taskmaster) | 4000-6000 |
| 227 | Heavy-Duty Clutch 11" Diameter | 3100-3200-3600-3800 & Forward Control Models |
| 230 | Platform Body | On All 03 Models |
| 233 | Frame Reinforcement Equipment | 9000-10000 |
| 234 | Color Combination (Solid Colors) | All Models |
| 237 | Oil Filter, 1 Quart - 2 Quart | 3100-3200-3600-3800-4000-6000 |
| 241 | Engine Governor | 3000-4000-5000 |
| 242 | Governor Equipment | 6000 |
| 243 | Two-Speed Rear Axle 8.72/6.40:1 | 4000 |
| 249 | Dual Tail and Stop Lamp | 3100-3800 |
| 252 | Heavy-Duty Single Speed Rear Axle 6.17:1 & 7.20:1 | 5000-6000 |
| 253 | Heavy-Duty Front Spring | 6100-6400-6500-7000-8000-9000-10000 |
| 254 | Heavy-Duty Rear Spring | 3000-5000-6000-10800 exc. For. Control Models |
| 256 | Heavy-Duty Radiator 18.5 Quart Capacity | All Models exc. Forward Control & Tandem |
| 258 | Foam Rubber Seat | All Models exc. Forward Control & Tandem |
| 263 | Auxiliary Seat | 3105-3805 |
| 266 | Tachometer Equipment | 5000-6000-7000-8000-10000 exc. Tandem & School Bus |
| 267 | Rear Spring, Main and Auxiliary | 3800-4100-4400 |
| 269 | Air Cushion Seat | All Cabs |
| 281 | Vacuum Power Brake Reserve Tank | 4000-5000-6000-7000-8000-9000-10000 |
| 301 | Heavy-Duty 5-Speed Transmission Equipment | 9000-10000 |
| 306 | Speedometer Fitting Equipment | 3000-4000-5000-6000-7000-8000 |
| 307 | Speedometer Fitting Equipment | 3000 |
| 308 | Automatic Transmission | 4000 |
| 309 | Automatic Transmission | 6000 |
| 310 | Automatic Transmission | 5000-7000-8000-9000-10000 |
| 314 | Automatic Transmission | 3100-3200-3600-3800 |
| 315 | Overdrive Transmission | 3100-3200 |
| 316 | Heavy-Duty 3-Speed Transmission | 3000 |
| 318 | 4-Speed Transmission | 3100-3200-3400-3500-3600-3700 |
| 320 | Dual Electric Windshield Wipers | All Models exc. Forward Control & Tandem |
| 321 | Automatic Transmission with or without Oil Cooler | 3400-3500-3700 |
| 322 | 5-Speed Transmission | 5000-6000-7000-8000 |
| 326 | Generator 30 and 40 Ampere | All Models |
| 340 | Fuel and Vacuum Booster Pump | 4500-6700-6800 |
| 341 | Side Mounted Spare Wheel Carrier | All Pickups |
| 345 | Heavy-Duty 70 Ampere Battery | All Models exc. Tandem |
| 350 | Power Steering 6-Cylinder Engine | 3000-4000-6000 |
| 351 | Power Steering 8-Cylinder Engine | 3100-3200-3600-3800-4000-5000-6000 |
| 352 | Power Steering 8-Cylinder Engine | 7000-8000-9000-10000 exc. Tandem |
| 357 | Heavy-Duty Seat Trim | All Models exc. Tandem |
| 367 | Front Bumper (Channel Type) | 3400-3500-3700 |
| 375 | H. D. Rear Axle 7.17:1 Ratio | 9000-10000 except School Bus |
| 384 | Wheel Carrier | 3400-3500-3700 |
| 391 | Hydraulic Jack (6 Ton Capacity) | 4000-5000-6000-7000-8000-9000-10000 |
| 393 | Chrome Equipment | 3100-3200-3600-3800 |
| 394 | Wrap-Around Rear Window | All Cab Models exc. 3124 |
| 395 | Lock Equipment | All Cabs, Panels and Pickups |
| 402 | Identification Plate ("S" Series) 15,000 GVW | 5000-6000 |
| 403 | Identification Plate 18,000 GVW | 5000 |
| 404 | Identification Plate 18,000 GVW | 6000 |
| 408 | V-8 Engine | 3100-3200-3400-3500-3600-3700 |
| 409 | V-8 Engine | 3800-4000-6000 |
| 413 | Air Over Hydraulic Brake | 7000-8000-9000-10000 |
| 414 | Heavy-Duty Booster Brake | 5000-6000 |

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