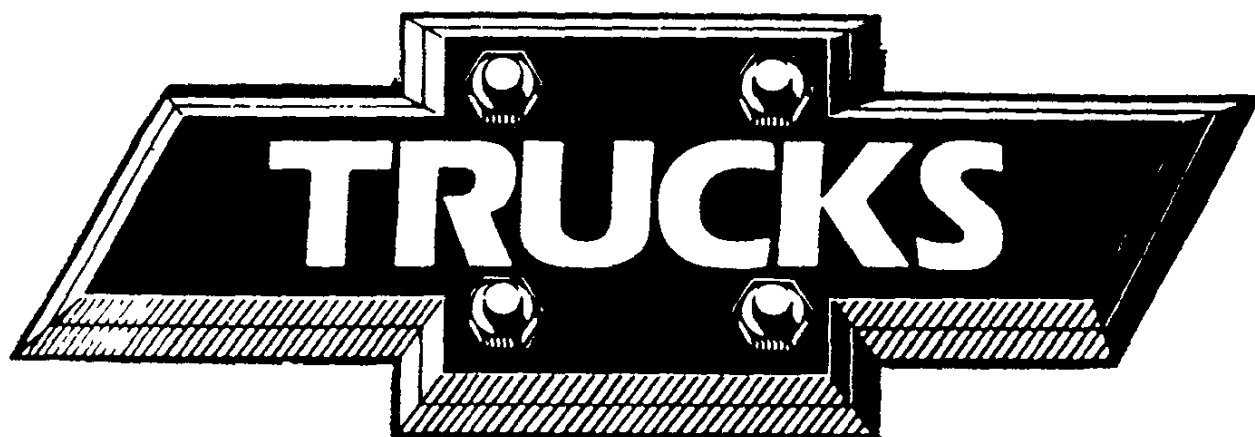
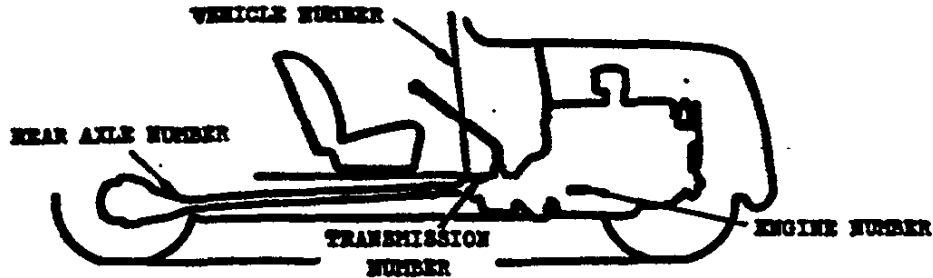


**CHEVROLET**



**1949**

**SERIAL NUMBER LOCATIONS**  
(See descriptions below.)



NOTE: Serial numbers were obtained from Standards Department

UNITS		3100	3400	3700	3800	3900	4100	4400	4502	6702	6100	6400	5100	5400	5700	
Vehicle	Prefix	GP	GR	GT	GS	GU	SJ	SK	SL	SX	SVe	SWe	SPe	SRe	SSe	
	Number code and example	Includes symbols of assembly plant, model year, model, month assembled, and serial number. Example: 30P-C-4321. The first figure indicates assembly plant: 1-Flint, Mich; 2-Tarrytown, N. Y.; 3-St. Louis, Mo; 4-Kansas City, Mo; 5-Oakland, Calif; 6-Atlanta, Ga; 7-Worwood, O; 14-Baltimore, Md; 20-Los Angeles, Calif; 21-Janesville, Wis. The first two letters indicate the year and series; the third letter, the month. Serial numbers begin with 1001 at each plant and continue in sequence. 1-1/2 Ton Special models in each series are numbered in sequence with basic models in those series.														
	Plate location e	Flat Face Cowl Chassis, on cowl inner panel LH; Forward Control Chassis, on temporary instrument panel support LH; All others, on door hinge pillar LH														
Rear axle	Pre-fix	Detroit	Reg	GE	GG	GN	SC	SL	SG							
		RPO	GEe	GAe	SE (RPO 204)	SE (RPO 202 two-speed)										
	Buffalo	Reg	GF	GH	GF	SD	SH	SH								
		RPO	GFee	SEe	SF (RPO 204)	SF (RPO 202 two-speed)										
	Number code	Includes symbols for model year, model, manufacturing plant, and month and day of assembly. Example: 3C-307. 3 = 1949 model year; C = regular 3800 rear axle, built in Detroit; 5 = fifth month; 07 = seventh day														
	Stamp location	Series 3100: on front face of differential carrier flange, right side All others: on the top of differential carrier, at right side														
Engine	Pre-fix	Flint	Reg	GRA	AOCA	GCP	AGCA	GCP	OCA	GRA	GDA					
			RPO E27	BOCA				AGRA								
			RPO E25													
	Toma-wanda	Reg	Reg	GM	AOCH	GCS	AGCH	GCS	GCH	GM	GDM					
			RPO E27	BOCH												
			RPO E25						AGM							
			RPO E12						GOQ							
	Number code	Serial numbers begin with 1001 at each plant and continue in sequence														
	Stamp location	On crankcase at rear of distributor, on right side of engine														
Transmission	Pre-fix	Saginaw	Reg	GM	SG	SA	SD	SA	SD							
			RPO	SK (RPO 318)				SG (RPO 348)								
		Huncio	Reg	GO	GR	SB	SE	SB	SE							
			RPO	SL (RPO 318)				SE (RPO 348)								
	Toledo	Reg	GP	GS	SC	SE	SC	SE								
		RPO	SH (RPO 318)				SJ (RPO 348)									
	Number code	Three-speed: start with 1001 at each plant and continue in sequence Four-speed: start with 1001 at each plant and continue in sequence														
	Stamp location	Three-speed: on left side of case at rear of cover Four-speed: on rear of case, just below cover on left side														

e - SVS for 6100S, SWs for 6400S, SPs for 5100S, SRs for 5400S, and SSs for 5700S Series  
ee - RPO 208      eee - SA and SE on models 3802-03-08-12 with RPO 295

8-16-49. Revised: 8-1-49, e - Data for Forward Control Chassis added.

**VEHICLE WEIGHTS**

**LIGHT DUTY TRUCKS**

Model	Shipping			Curb		
	Front	Rear	Total	Front	Rear	Total
3102 0	1515	915	2430	1565	995	2560
3103	1795	1125	2920	1865	1195	3060
3104	1780	1405	3185	1850	1475	3325
3105	1740	1625	3365	1790	1785	3575
3107	1770	1615	3385	1820	1695	3515
3112 0	1570	955	2525	1620	1035	2655
3116	1785	1925	3710	1835	2005	3840

**MEDIUM DUTY TRUCKS**

Model	Shipping			Curb		
	Front	Rear	Total	Front	Rear	Total
3602	1665	1085	2750	1730	1190	2920
3603	1925	1270	3195	2000	1370	3370
3604	1925	1595	3520	2000	1695	3695
3608	1915	1635	3550	1990	1735	3725
3609	1925	1800	3725	2000	1900	3900
3612 0	1730	1115	2845	1795	1220	3015

3742	1540	925	2465	1530	1145	2675
------	------	-----	------	------	------	------

3802	1860	1145	3005	1915	1280	3195
3803	2135	1320	3455	2215	1425	3640
3804	2150	1795	3945	2230	1900	4130
3805	2080	2140	4220	2135	2275	4410
3807	2115	2065	4180	2170	2200	4370
3808	2150	1810	3960	2230	1915	4145
3809	2170	2045	4215	2250	2150	4400
3812 0	1955	1145	3100	2010	1280	3290

3942	1630	1000	2630	1640	1215	2855
------	------	------	------	------	------	------

**HEAVY DUTY TRUCKS**

Model	Shipping			Curb		
	Front	Rear	Total	Front	Rear	Total
4102 0	1995	1365	3360	2040	1520	3560
4103	2250	1745	3995	2330	1850	4180
4106 0	2260	2295	4555	2340	2400	4740
4109	2265	2530	4795	2345	2635	4980
4112 0	2055	1400	3455	2100	1555	3655

0 - Traffic Department estimated weights

**HEAVY DUTY TRUCKS - Continued**

Model	Shipping			Curb		
	Front	Rear	Total	Front	Rear	Total
4402 0	2070	1400	3470	2130	1540	3670
4403	2350	1755	4105	2445	1845	4290
4408 0	2400	2440	4840	2495	2530	5025
4409	2450	2685	5135	2545	2775	5320
4412 0	2135	1490	3625	2195	1570	3765
4419 0	2400	2440	4840	2495	2530	5025
4419 0	2420	3015	5435	2515	3105	5620
4429 0	2445	2760	5205	2540	2850	5390

5103 *	2615	1945	4460	2715	1955	4670
--------	------	------	------	------	------	------

5403 *	2660	1895	4555	2770	1995	4765
5408 00	2700	2540	5240	2810	2640	5450
5409 00	2720	2830	5550	2830	2930	5760
5418 00	2700	2545	5245	2810	2645	5455
5419 00	2740	3075	5815	2850	3175	6025
5429 00	2720	2855	5575	2830	2955	5785

5703 *	2725	1900	4625	2840	1995	4835
--------	------	------	------	------	------	------

6102 00	2105	1805	3910	2155	1965	4120
6103 *	2430	2040	4470	2520	2160	4680
6108 00	2420	2600	5020	2510	2720	5230
6109 *	2430	2825	5255	2520	2945	5465
6112 00	2165	1840	4005	2215	2000	4215

6402 00	2195	1865	4060	2260	2010	4270
6403 *	2505	2040	4545	2600	2155	4755
6408 00	2540	2675	5215	2635	2790	5425
6409 *	2595	2940	5535	2690	3055	5745
6412 00	2260	1885	4145	2325	2030	4355
6418 00	2540	2740	5280	2635	2855	5490
6419 00	2615	3115	5730	2710	3230	5940
6429 00	2600	3045	5645	2695	3160	5855

\* - Shipping weight and curb weight is approximately the same for corresponding 5100S, 5400S, 5700S, 6100S, 6400S models in the "1-1/2 Ton Special" series.

**SCHOOL BUS CHASSIS**

Model	Shipping			Curb		
	Front	Rear	Total	Front	Rear	Total
4802 0	2140	1720	3860	2205	1915	4120
5702	2270	2060	4330	2380	2235	4615

**VEHICLE WEIGHT CONDITIONS**

**SHIPPING WEIGHT:** This weight is established by the Traffic Department; it is the basic weight of the vehicle with all regular equipment and with grease and oil wherever required. It does not include the weights of gasoline or water.

**CURB WEIGHT:** This is the weight of the empty vehicle ready to drive. It is the shipping weight plus the weight of gasoline, water, and spare tire on models which do not include the spare tire as basic equipment.

FOR GROSS VEHICLE WEIGHT: See page 95

5-16-49. Revised: 1-16-50, \* - All weights changed; x - Curb re-proportioned; 0 - Rear curb increased.

**EQUIPMENT WEIGHTS \***

<u>EQUIPMENT</u>	<u>SHIPPING WEIGHT</u>
Cab, Conventional, with attaching parts ----	630
Cab, COE, with attaching parts -----	640
Cowl unit, Flat Face -----	110
Cowl and Windshield unit -----	203

Each weight shown below is the weight to be added when the listed equipment is specified in addition to, or in place of regular equipment. Deductions for deleted regular equipment are included in these weights.

Body, Suburban Carryall -----	1357
Body, Canopy Express:	
3107 -----	1040
3807 -----	1072
Body, Panel:	
3105 -----	1072
3805 -----	1112
Body, Pickup:	
3104 -----	259
3604 -----	295
3804 -----	405
Platform, Stake Truck:	
3608 -----	408
3808, 4108, 6108 -----	540
4408, 5408, 6408 -----	685
Platform, Express Stake Truck:	
4418, 5418, 6418 -----	696
Racks, Stake Truck:	
3609 -----	160
3809, 4109, 6109 -----	238
4409, 5409, 6409 -----	286
Racks, Express Stake Truck:	
4429, 5429, 6429 -----	330
Racks, High Rack (Stock) Truck:	
4419, 5419, 6419 -----	553

Each weight shown below is the total weight of one tire and tube, and one wheel assembly.

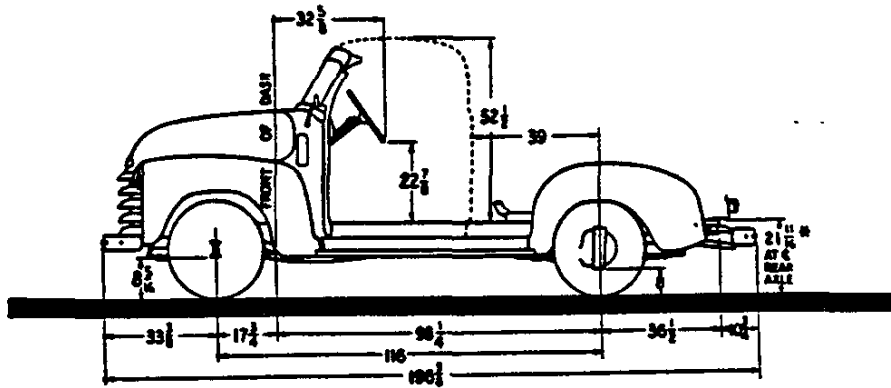
<u>TIRE SIZE AND PLY RATING</u>	<u>ASSEMBLY WEIGHT</u>
6.00-16-6 -----	49
6.70-15-4 -----	44
6.70-16-6 -----	47
6.50-16-6 -----	52
15-6 -----	69
15-8 -----	70
7.00-17-6 -----	85
7.00-17-8 -----	87
7.50-17-8 -----	93
7.50-17-10 -----	
7.00-18-8 -----	95
6.50-20-6 -----	96
6.50-20-8 -----	100
7.00-20-8 -----	107
7.00-20-10 -----	115
7.50-20-8 -----	126
7.50-20-10 -----	141
8.25-20-10 -----	151
8.25-20-12 -----	159
9.00-20-10 -----	188

<u>RPD EQUIPMENT</u>	<u>ADDITIONAL WEIGHT</u>
Axle, two speed:	
5000 -----	145
6000 -----	150
Brake, propeller shaft:	
4502, 6702 -----	35
Brake booster, hydraulic-vacuum:	
4000 -----	20
Filter, oil:	
3000, 4000, 5000, 6000 -----	11
Frame, heavy duty:	
4100 -----	55
Long running boards and rear fenders:	
3600 -----	69
3800 -----	78
Platform body equipment:(high sill)	
3608, 3609 -----	30
Radiator, heavy duty:	
3600, 3800, 4000 -----	15
Seat, auxiliary:	
3105, 3107, 3805, 3807 -----	40
Spare wheel and carrier:	
3700 -----	61
3900 -----	71
Shock absorbers, double-acting front:	
3100, 3600, 3800 -----	8
4000, 5000, 6000 -----	23
Shock absorbers, double-acting rear:	
3100 -----	11
3600 -----	7
3800 -----	21
4000, 6700 -----	38
Shock absorbers, double-acting, front and rear:	
3742 -----	15
3942 -----	29
3942 with rear stabilizer -----	45
Springs, auxiliary rear:	
4100, 4400 -----	75
Springs, rear:	
6400, 11 leaf without auxiliary ----	minus 78
6100, 6400, 11 leaf two-stage -----	minus 76
Tank, vacuum reserve:	
4100, 4400, 5000, 6100, 6400 -----	15
4502, 6702 -----	21
Transmission, 4-speed:	
3100, 3600, 3700 -----	77

\* - All of the weights shown on this page are sufficiently accurate for all normal purposes. If these weights are used in combinations, other than those shown, the results should be verified with this department, to avoid errors of misinterpretation.

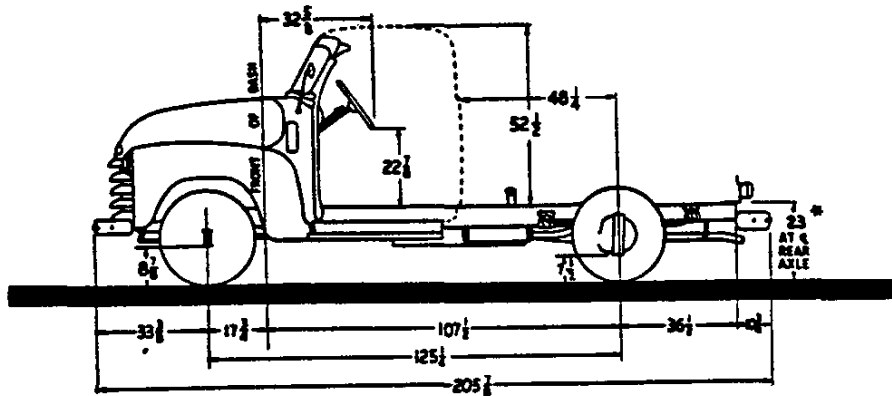
### CHASSIS DIMENSIONS

3102 1/2 TON FLAT FACE COWL CHASSIS  
 3103 1/2 TON CAB CHASSIS  
 3112 1/2 TON WINDSHIELD COWL CHASSIS



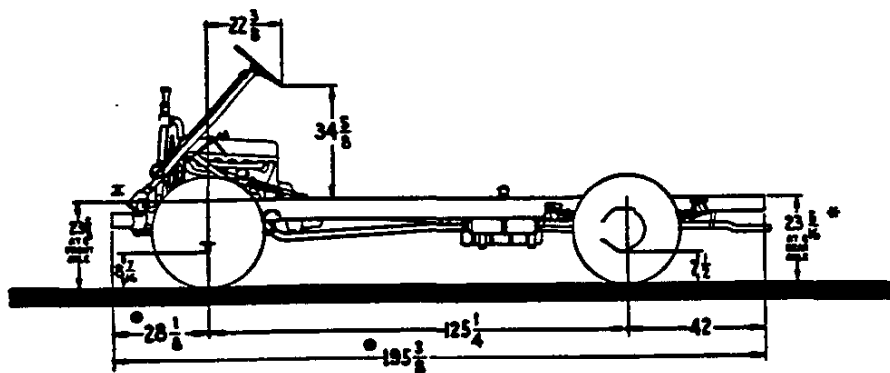
\* - Loaded height with 6.00-16-6 pr tires

3602 3/4 TON FLAT FACE COWL CHASSIS  
 3603 3/4 TON CAB CHASSIS  
 3612 3/4 TON WINDSHIELD COWL CHASSIS



\* - Loaded height with 15"-6 pr tires

3742 3/4 TON FORWARD CONTROL CHASSIS



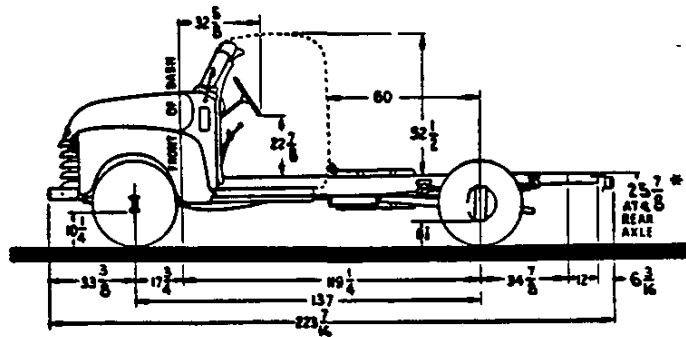
\* - Loaded height with 15"-6 pr tires

CONTINUED

5-16-49. Revised: 1-16-50, e - Dimensions corrected; x - Art corrected.

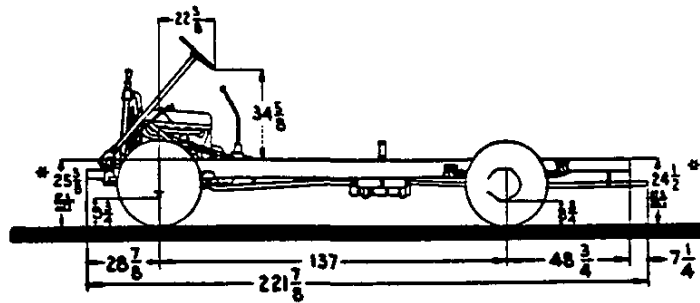
**CHASSIS DIMENSIONS—Continued**

3802 1 TON FLAT FACE COWL CHASSIS  
 3803 1 TON CAB CHASSIS  
 3812 1 TON WINDSHIELD COWL CHASSIS



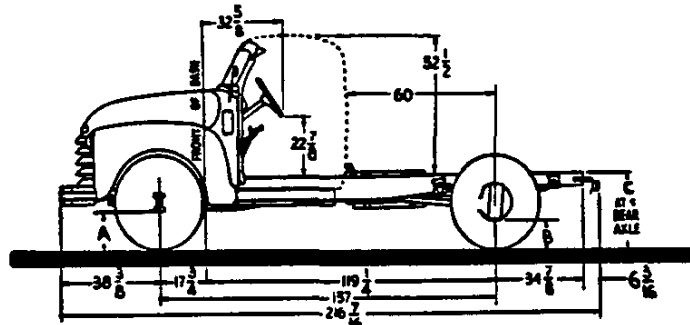
\* - Loaded height with 7.00-17-6 pr tires

3942 1 TON FORWARD CONTROL CHASSIS



\* - Loaded height with 7.00-17-6 pr tires

4102 1-1/2 TON FLAT FACE COWL CHASSIS  
 4103 1-1/2 TON CAB CHASSIS  
 4112 1-1/2 TON WINDSHIELD COWL CHASSIS



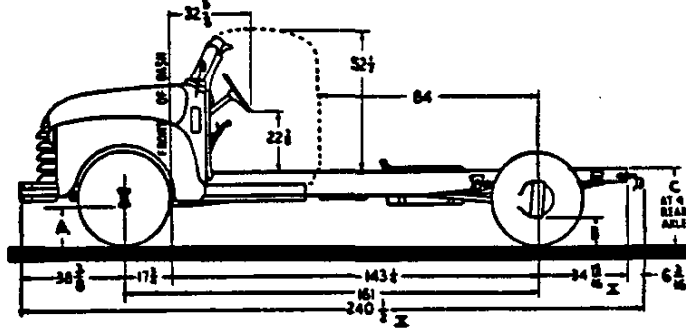
MODEL	TIRES	A *	B *	C *
4103	6.50-20-6 Dual	11-1/4	8-11/16	28-3/8
4102-12	7.00-20-8	11-3/4	9-3/16	28-7/8

\* - Loaded heights

CONTINUED

CHASSIS DIMENSIONS—Continued

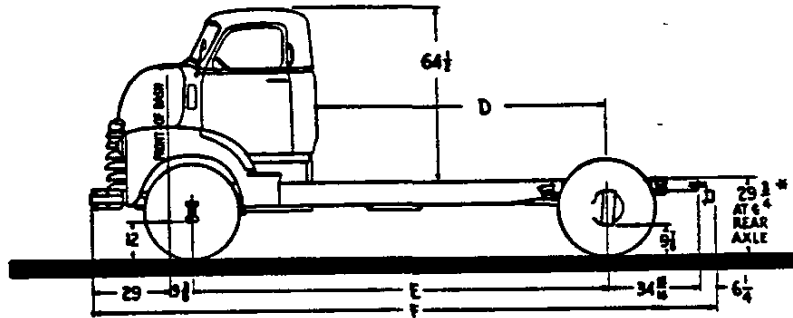
4402 1-1/2 TON FLAT FACE COWL CHASSIS  
 4403 1-1/2 TON CAB CHASSIS  
 4412 1-1/2 TON WINDSHIELD COWL CHASSIS



MODEL	TIRES	A *	B *	C *
4403	6.50-20-6 Dual	11-1/4	8-11/16	28-7/8
4402-12	7.00-20-8	11-3/4	9-3/16	29-3/8

\* - Loaded heights

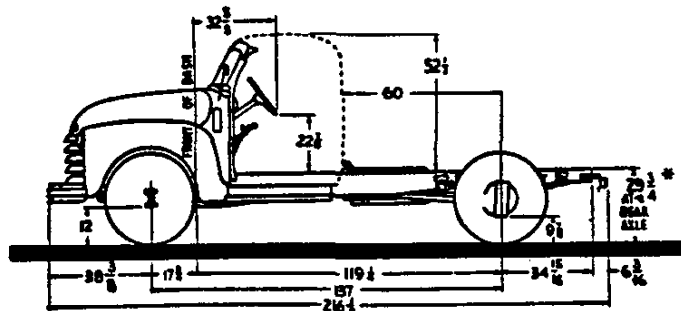
5103S 1-1/2 TON SPECIAL AND 5103 2 TON COE CAB CHASSIS  
 5403S 1-1/2 TON SPECIAL AND 5403 2 TON COE CAB CHASSIS  
 5703S 1-1/2 TON SPECIAL AND 5703 2 TON COE CAB CHASSIS



MODEL	D	E	F
5103	60-1/8	110	189-9/16
5403	84-1/8	134	213-9/16
5703	108-1/8	158	237-9/16

\* - Loaded height with 7.50-20-8 pr dual tires

6102S 1-1/2 TON SPECIAL AND 6102 2 TON FLAT FACE COWL CHASSIS  
 6103S 1-1/2 TON SPECIAL AND 6103 2 TON CAB CHASSIS  
 6112S 1-1/2 TON SPECIAL AND 6112 2 TON WINDSHIELD COWL CHASSIS



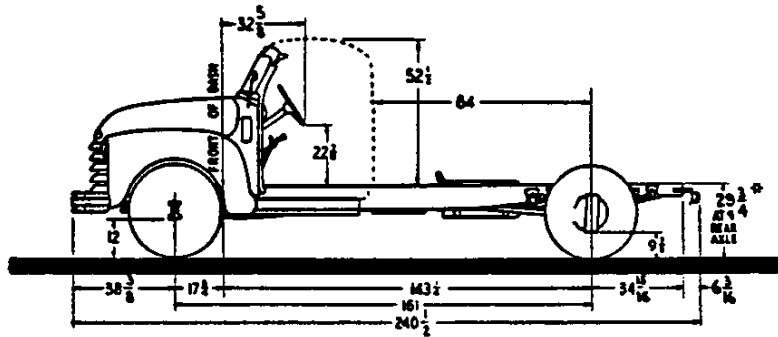
\* - Loaded height with 7.50-20-8 pr dual tires

CONTINUED

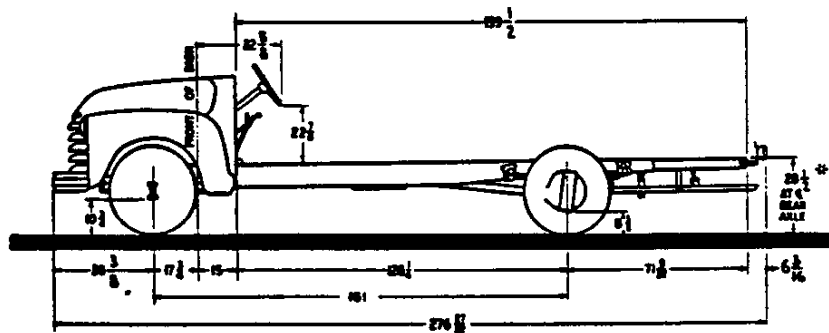
5-16-49. Revised: 1-16-50, e - Loaded height corrected; x - Dimensions corrected.

**CHASSIS DIMENSIONS—Continued**

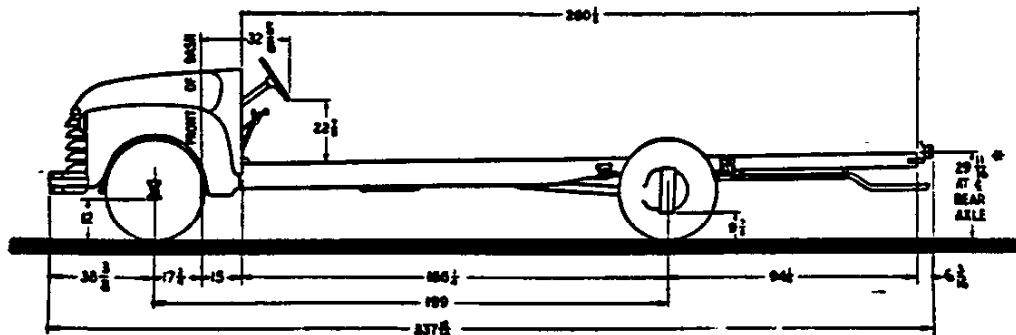
6402S 1-1/2 TON SPECIAL AND 6402 2 TON FLAT FACE COWL CHASSIS  
 6403S 1-1/2 TON SPECIAL AND 6403 2 TON CAB CHASSIS  
 6412S 1-1/2 TON SPECIAL AND 6412 2 TON WINDSHIELD COWL CHASSIS



\* - Loaded height with 7.50-20-8 pr dual tires  
 4502 1-1/2 TON SCHOOL BUS FLAT FACE COWL CHASSIS



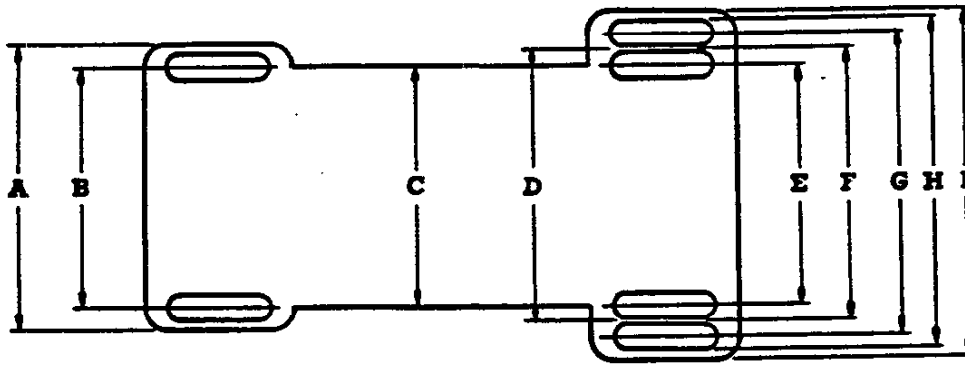
\* - Loaded height with 6.50-20-6 pr dual tires  
 6702 2 TON SCHOOL BUS FLAT FACE COWL CHASSIS



\* - Loaded height with 7.50-20-8 pr dual tires



**CHASSIS TREADS AND OVERALL WIDTHS**

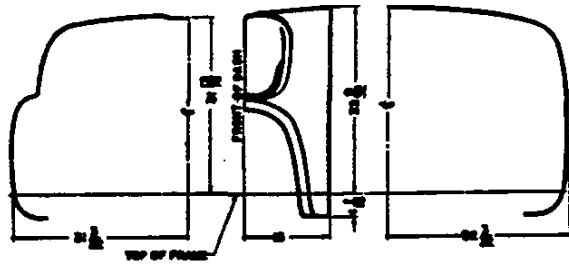


TIRES	MODELS	A	B	C	D	E	F	G	H	I		
		ACROSS FRONT FENDERS	FRONT WHEEL TREAD	ACROSS RUNNING BOARDS	OVER REAR HUBS OR HUB CAPS	INNER WHEEL TREAD	DUAL MEAN TREAD	OUTER WHEEL TREAD	OVER REAR TIRES	OVER REAR FENDERS		
6.00-16	3100	72-5/8	56-9/16	72-15/16	69-3/4	61			67-1/4	74-7/16		
6.50-16									67-13/16			
6.70-15									67-7/8			
15"	3600	72-5/8	57-11/16	72-15/16	70-3/4	62-1/8			69-3/4	74-1/2, 3604		
7.00-17			57		72-1/8	62-3/8			70			
7.50-17			56-1/4		61-3/4	69-5/16						
15"	3700	72-5/8	61-3/16	72-15/16	70-3/4	62-3/8			70	75-1/4, 3805-07; 74-1/2, 3804		
7.00-17			61-3/16		72-1/8	69-5/16						
7.50-17			61-1/8		61-3/4	69-3/4						
7.00-17	3800	72-5/8	56-1/4	72-15/16	72-1/8	61-3/4			69-5/16	75-1/4, 3805-07; 74-1/2, 3804		
7.50-17									69-3/4			
7.00-18	3802-03-08-09-12	72-5/8	56-3/4	72-15/16	70-15/16	54-1/4	63-1/4	72-1/4	79-13/16			
7.00-17	3900	74-7/8	61-3/16	74-1/16	77-1/4	56-1/2*	66*	75-1/2*	69-5/16	82-3/4*		
7.50-17			61-1/8						72-1/8		61-3/4	69-3/4
7.00-18			61-13/16						70-15/16		54-1/4	63-1/4
7.00-20	4100, 4400	74-7/8	56	74-1/16	77-1/4	56-1/2*	66*	75-1/2*	64-1/8*	82-3/4*		
6.50-20									83-1/16*			
7.00-20	4502	74-7/8	60	74-1/16	77-1/4	56-1/4*	66*	75-3/4*	82-3/4*	83-1/16*		
6.50-20									83-1/16*			
7.00-20	4100, 4400	74-7/8	55-3/4	74-1/16	77-1/4	56-1/4*	66*	75-3/4*	84-3/16*	87-11/16*		
8.25-20	5000, 5000S	77-9/16	60-1/4	77-5/16	79-5/8	57-3/4*	68-1/2*	79-1/4*	87-11/16*	88-1/4*		
7.50-20	6000	74-7/8	58-3/4	74-1/16					88-1/4*			
8.25-20	6100S, 6400S	77-9/16	60	77-5/16					87-11/16*			
9.00-20	5000, 5000S, 6100, 6400, 6100S, 6400S	74-7/8	58-1/2	74-1/16	79-5/8	57-1/2*	68-1/2*	79-1/2*	89-1/4*			

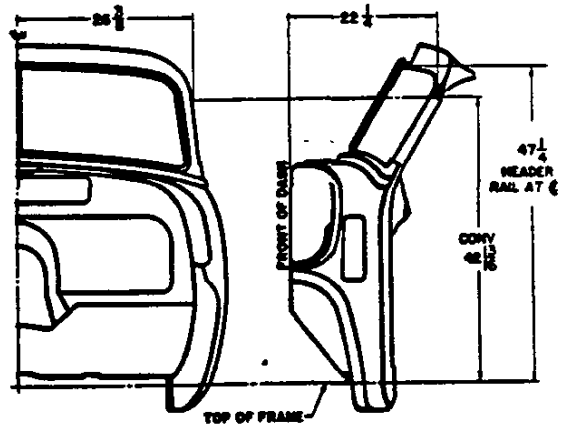
\* - Treads are for vehicles equipped with forged hubs; add 1/2" when cast hubs are used  
 @ - Front wheel tread when 6.00T wheels are used with 8.25-20 tires on front, and 9.00-20 tires on rear

### COWL DIMENSIONS

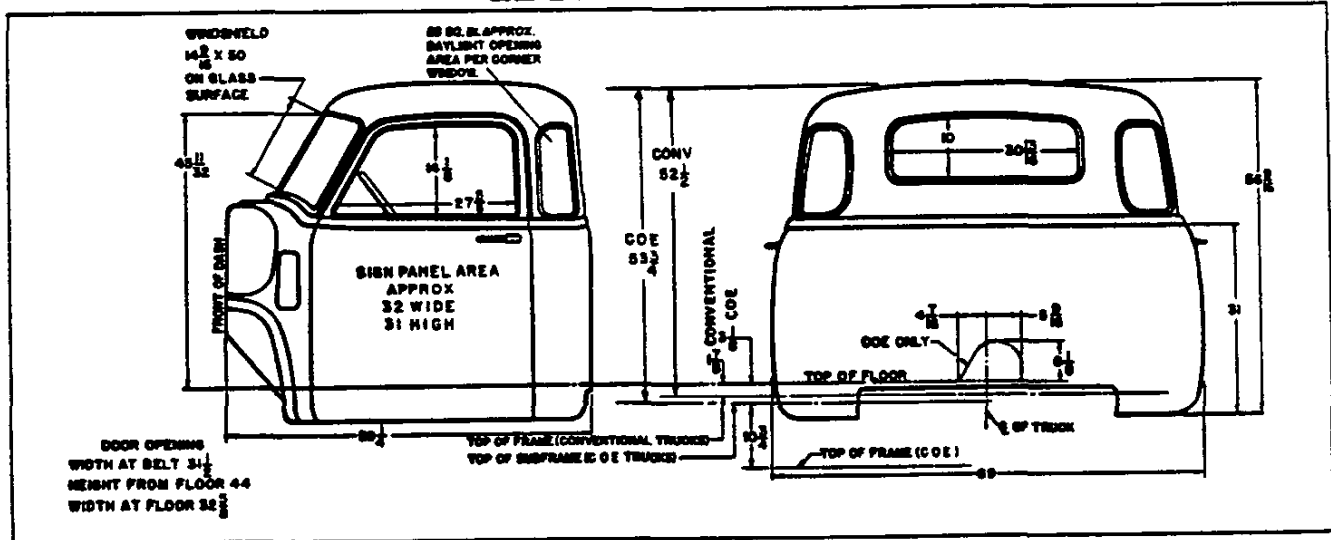
FLAT FACE COWL UNIT



COWL AND WINDSHIELD UNIT

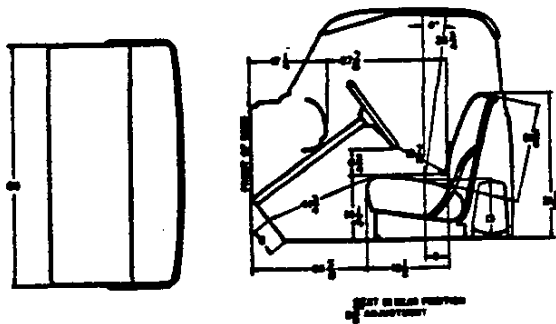


### CAB EXTERIOR DIMENSIONS

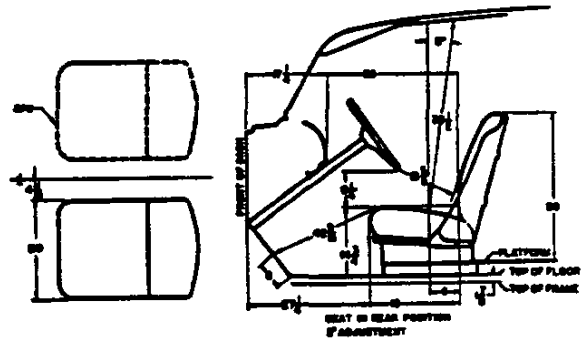


### DRIVER COMPARTMENT AND SEAT DIMENSIONS

CAB

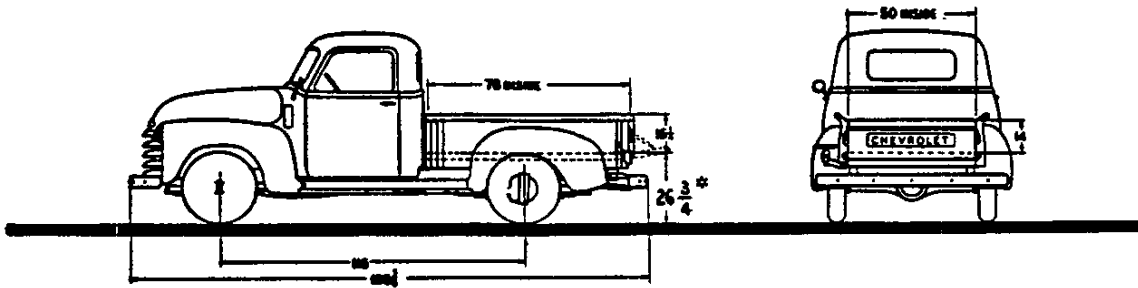


PANEL AND CANOPY EXPRESS



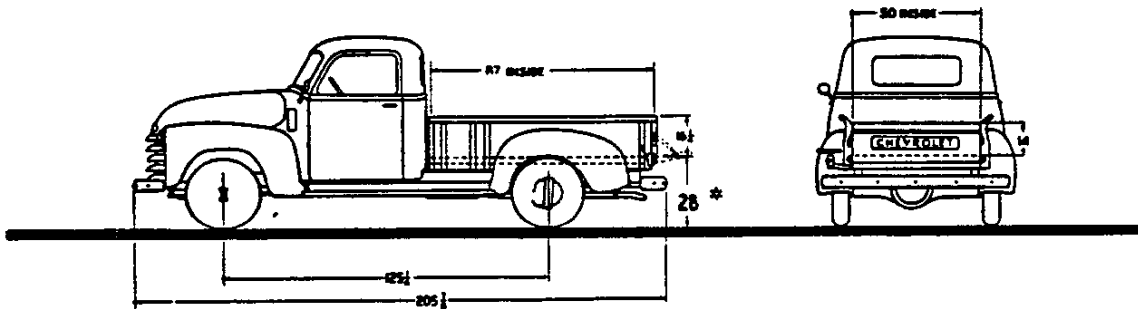
**BODY DIMENSIONS**

**3104 1/2 TON PICKUP TRUCK**



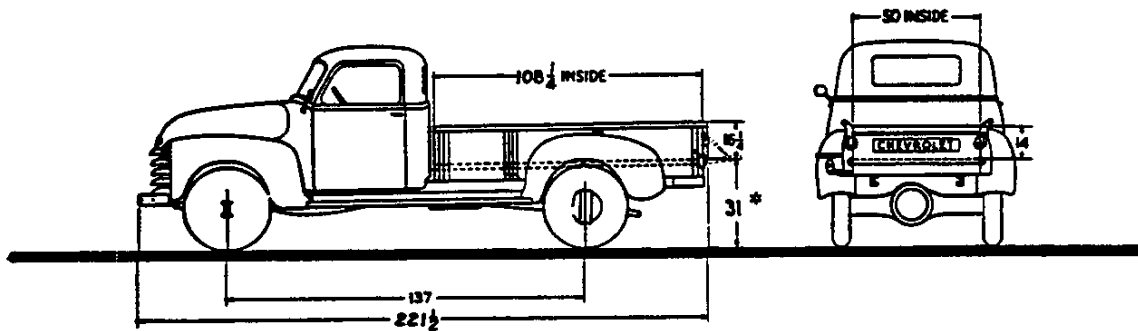
\*-Loaded height with 6.00-16-6 pr tires

**3604 3/4 TON PICKUP TRUCK**



\*-Loaded height with 15"-6 pr tires

**3804 1 TON PICKUP TRUCK**



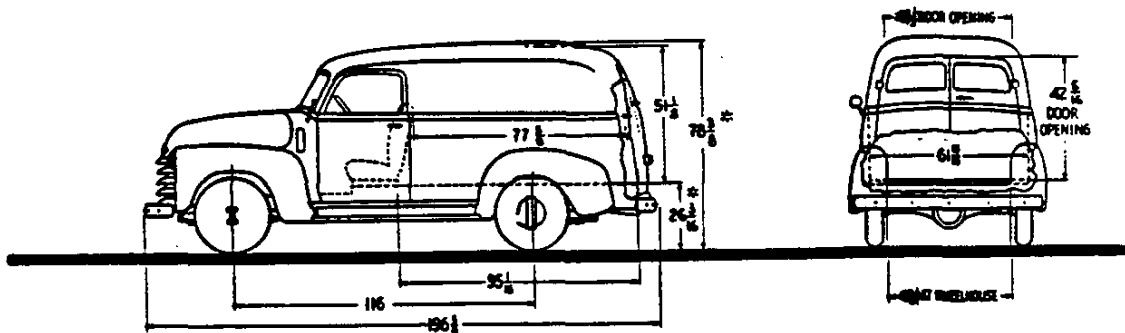
\*-Loaded height with 7.00-17-6 pr tires

CONTINUED

5-16-49

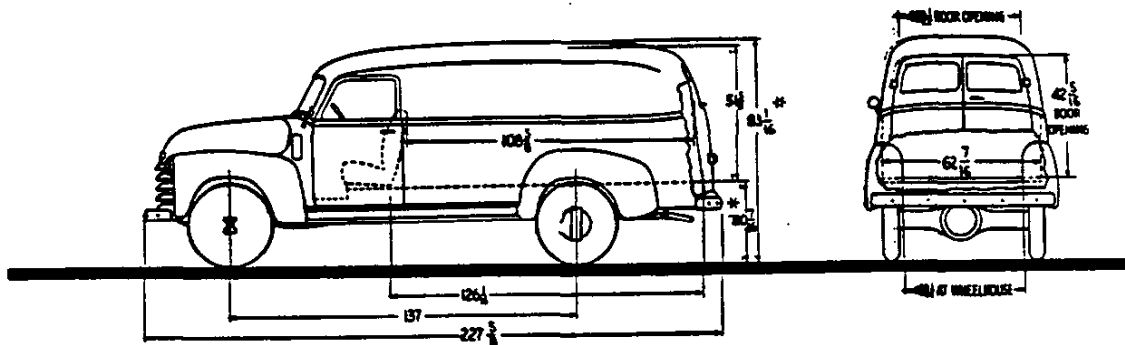
**BODY DIMENSIONS—Continued**

**3105 1/2 TON PANEL TRUCK**



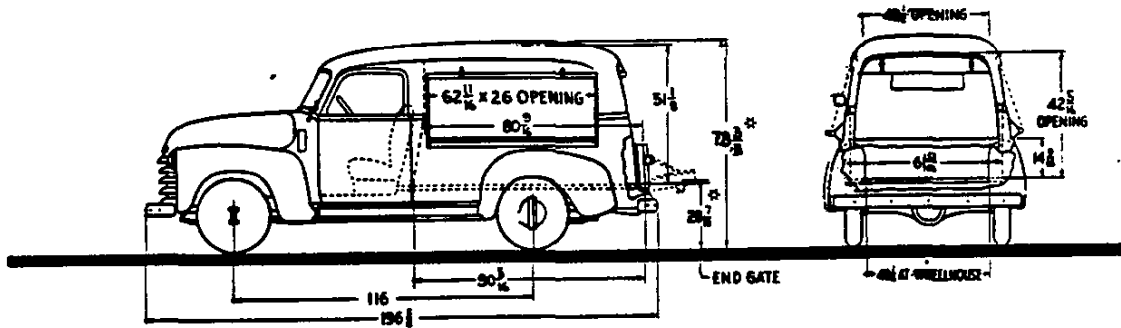
\*-Loaded height with 6.00-16-6 pr tires SEAT IN FORWARD POSITION

**3805 1 TON PANEL TRUCK**



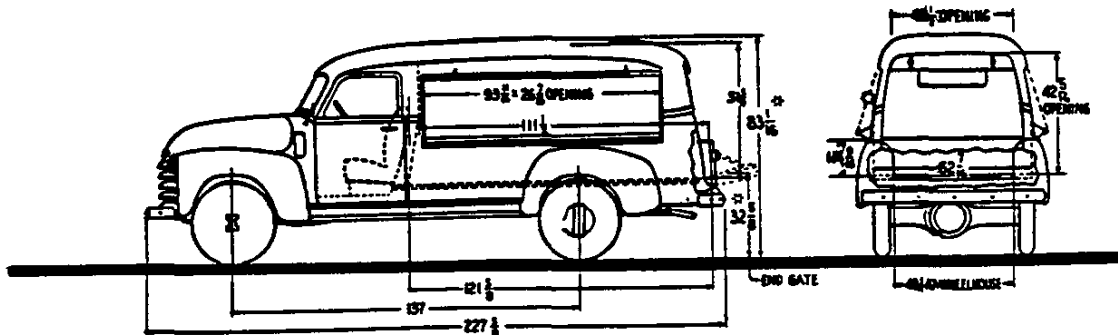
\*-Loaded height with 7.00-17-6 pr tires SEAT IN FORWARD POSITION

**3107 1/2 TON CANOPY EXPRESS TRUCK**



\*-Loaded height with 6.00-16-6 pr tires SEAT IN FORWARD POSITION

**3807 1 TON CANOPY EXPRESS TRUCK**

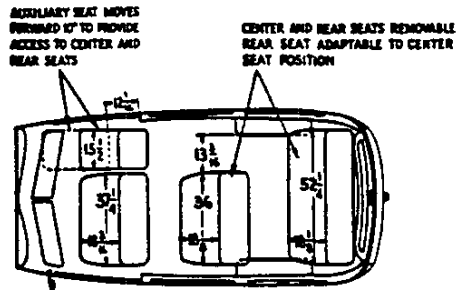


\*-Loaded height with 7.00-17-6 pr tires SEAT IN FORWARD POSITION

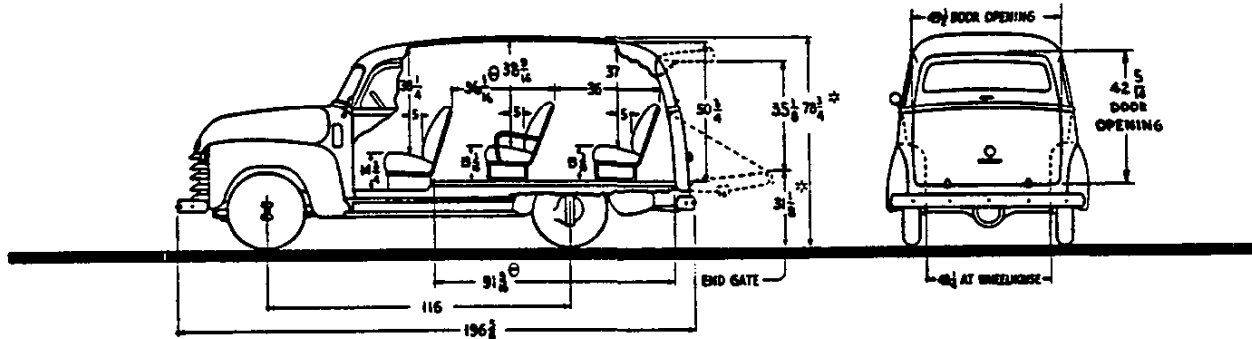
CONTINUED

BODY DIMENSIONS—Continued

3116 1/2 TON SUBURBAN CARRYALL



LEG ROOM  
 FRONT SEAT  $42\frac{2}{16}$   
 CENTER SEAT 38  
 REAR SEAT  $39\frac{1}{16}$

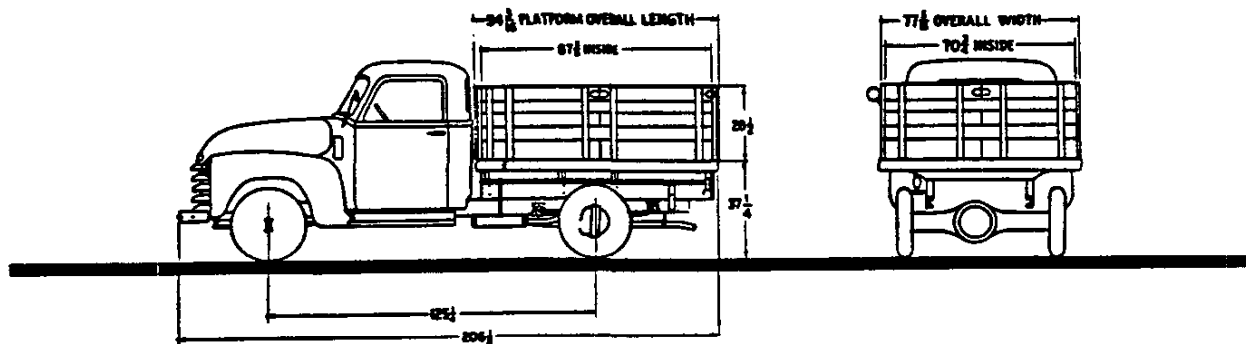


\* - Loaded height with 6.00-16-6 pr tires

⊖ - Dimensions measured with front seat in rear position. Seat adjustment 3".

360B 3/4 TON PLATFORM TRUCK

3609 3/4 TON STAKE TRUCK



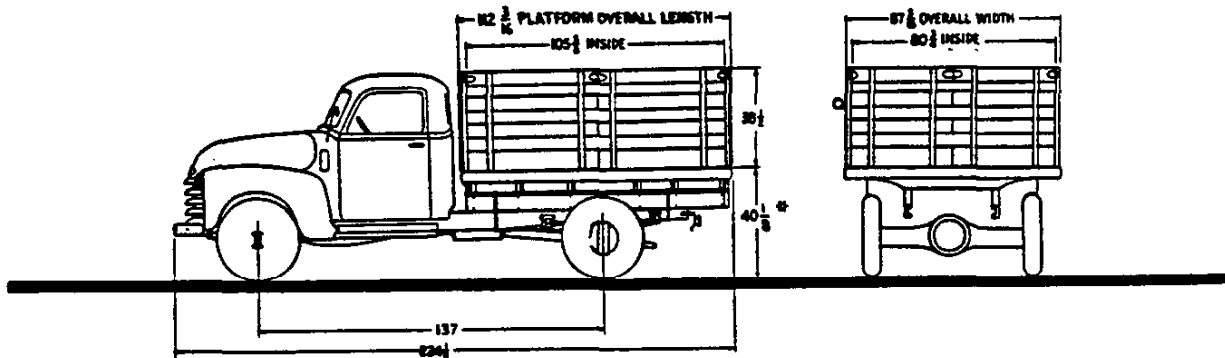
\* - Loaded height with 15"-6 pr tires

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5-16-49

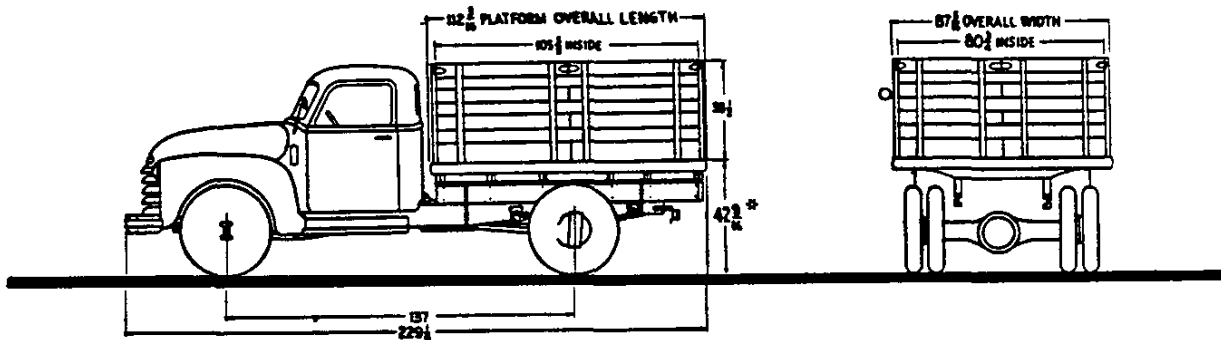
**BODY DIMENSIONS—Continued**

3808 1 TON PLATFORM TRUCK  
3809 1 TON STAKE TRUCK



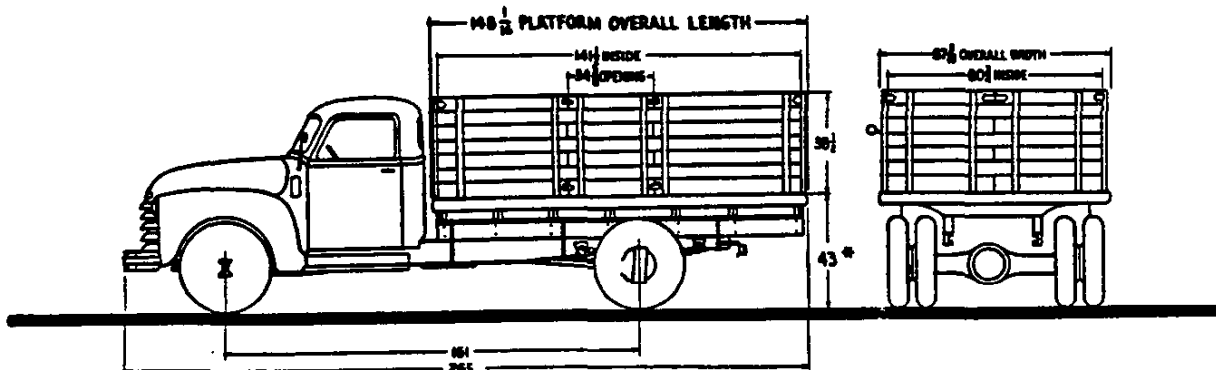
\* - Loaded height with 7.00-17-6 pr tires

4108 1-1/2 TON PLATFORM TRUCK  
4109 1-1/2 TON STAKE TRUCK



\* - Loaded height with 6.50-20-6 pr dual tires

4408 1-1/2 TON PLATFORM TRUCK  
4409 1-1/2 TON STAKE TRUCK



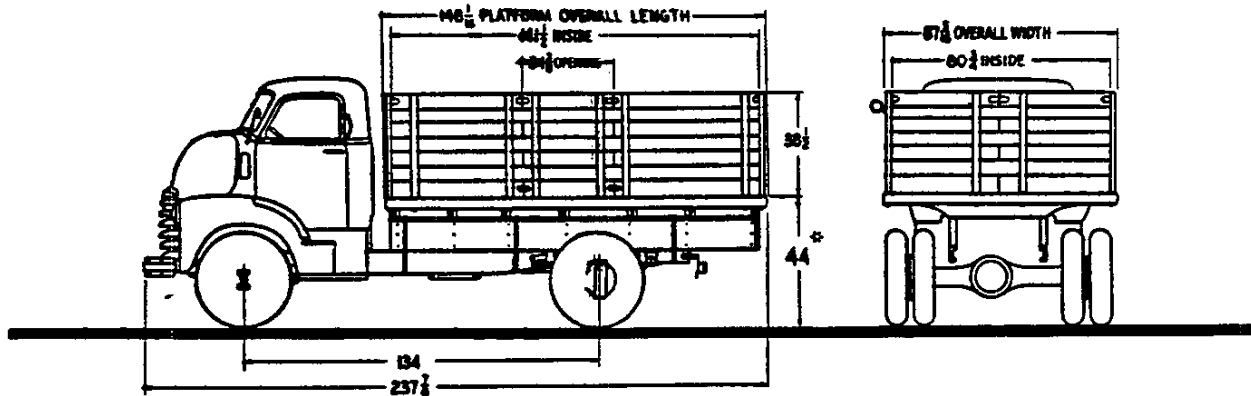
\* - Loaded height with 6.50-20-6 pr dual tires

CONTINUED

5-16-49

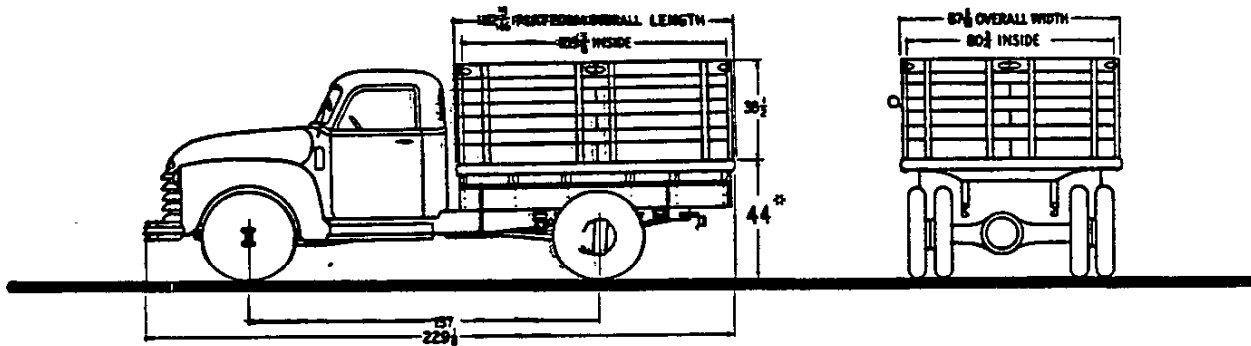
**BODY DIMENSIONS—Continued**

540BS 1-1/2 TON SPECIAL AND 540B 2 TON COE PLATFORM TRUCKS  
 5409S 1-1/2 TON SPECIAL AND 5409 2 TON COE STAKE TRUCKS



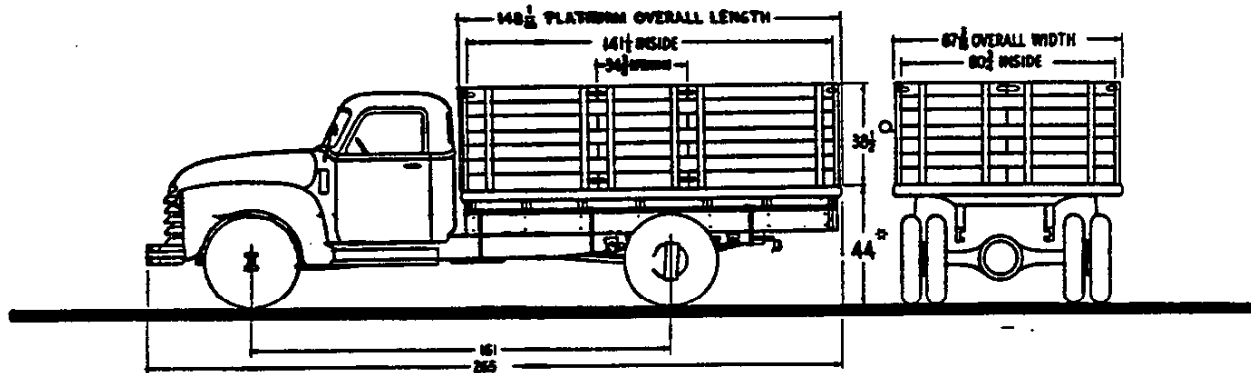
\*-Loaded height with 7.50-20-8 pr dual tires

610BS 1-1/2 TON SPECIAL AND 610B 2 TON PLATFORM TRUCKS  
 6109S 1-1/2 TON SPECIAL AND 6109 2 TON STAKE TRUCKS



\*-Loaded height with 7.50-20-8 pr dual tires

640BS 1-1/2 TON SPECIAL AND 640B 2 TON PLATFORM TRUCKS  
 6409S 1-1/2 TON SPECIAL AND 6409 2 TON STAKE TRUCKS



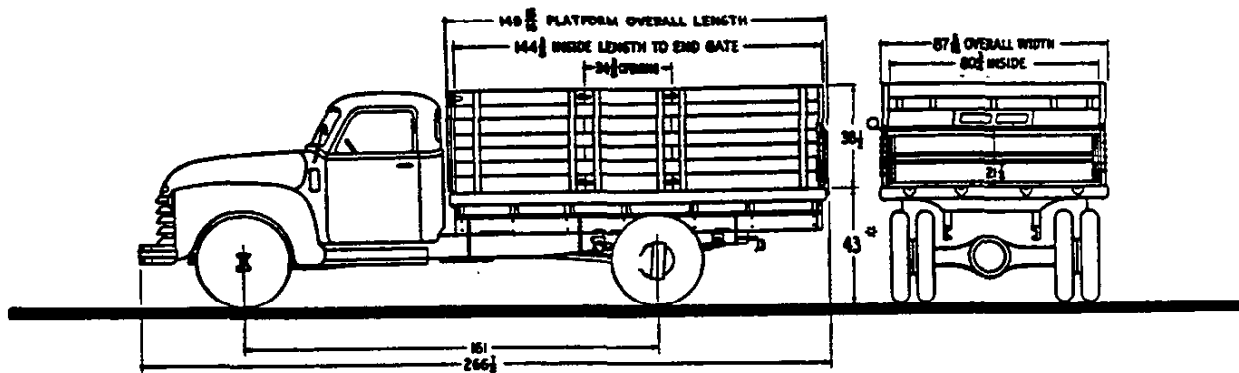
\*-Loaded height with 7.50-20-8 pr dual tires

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5-16-49

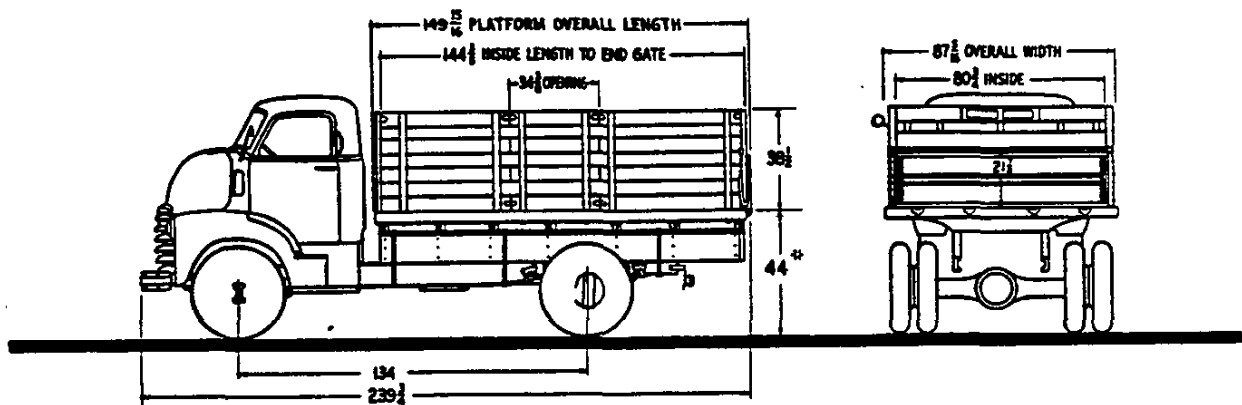
**BODY DIMENSIONS—Continued**

4418 1-1/2 TON EXPRESS PLATFORM TRUCK  
4429 1-1/2 TON EXPRESS STAKE TRUCK



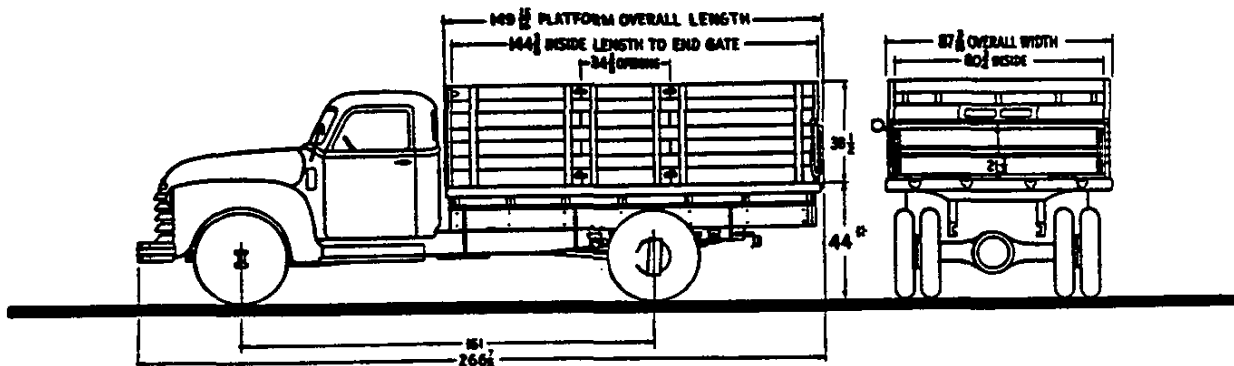
\*-Loaded height with 6.50-20-6 pr dual tires

5418S 1-1/2 TON SPECIAL AND 5418 2 TON COE EXPRESS PLATFORM TRUCKS  
5429S 1-1/2 TON SPECIAL AND 5429 2 TON COE EXPRESS STAKE TRUCKS



\*-Loaded height with 7.50-20-8 pr dual tires

6418S 1-1/2 TON SPECIAL AND 6418 2 TON EXPRESS PLATFORM TRUCKS  
6429S 1-1/2 TON SPECIAL AND 6429 2 TON EXPRESS STAKE TRUCKS



\*-Loaded height with 7.50-20-8 pr dual tires

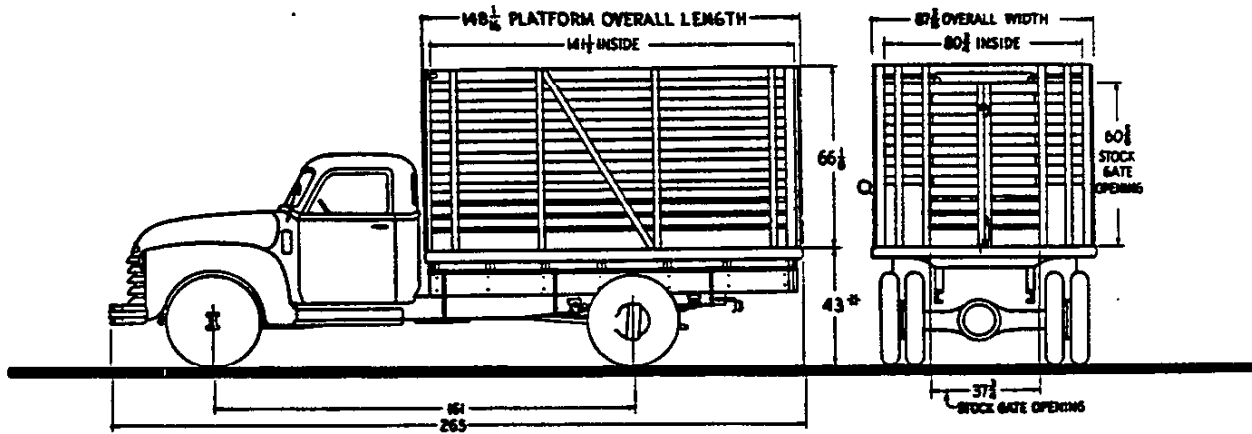
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5-16-49



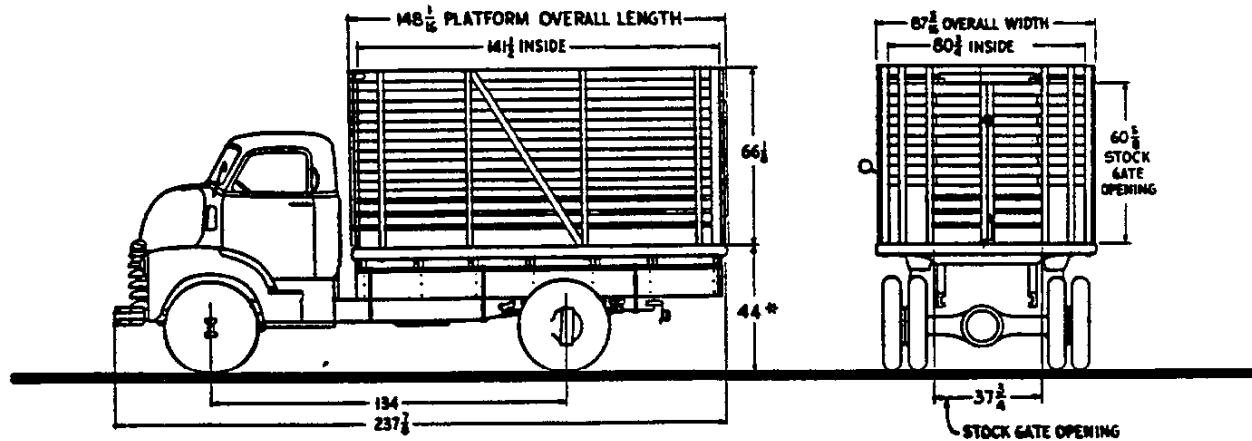
**BODY DIMENSIONS—Continued**

**4419 1-1/2 TON HIGH RACK (STOCK) TRUCK**



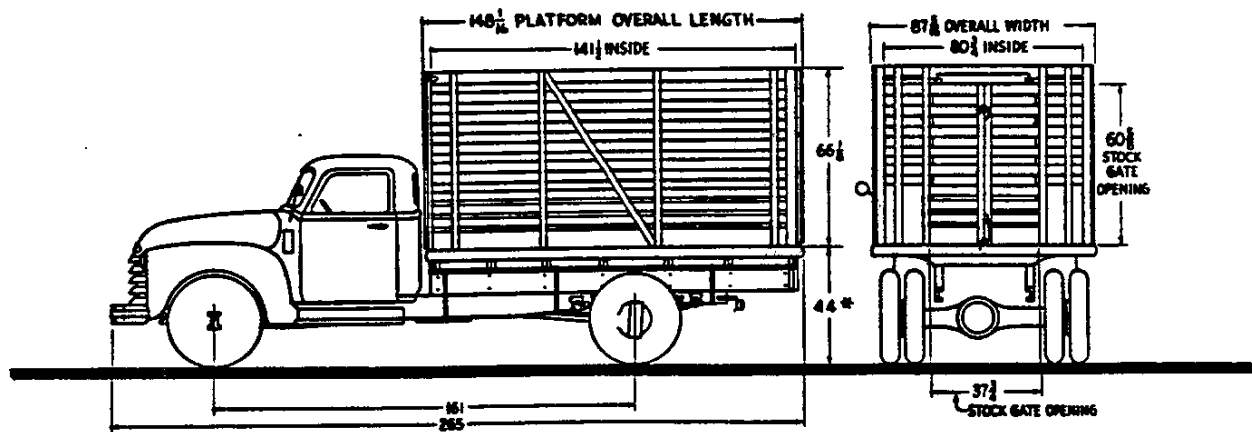
\* - Loaded height with 6.50-20-6 pr dual tires

**5419S 1-1/2 TON SPECIAL AND 5419 2 TON COE HIGH RACK (STOCK) TRUCKS**



\* - Loaded height with 7.50-20-8 pr dual tires

**6419S 1-1/2 TON SPECIAL AND 6419 2 TON HIGH RACK (STOCK) TRUCKS**



\* - Loaded height with 7.50-20-8 pr dual tires

5-16-49

**EXTERIOR COLORS AND FINISHES**

ITEM		BASIC AND DECORATIVE FINISHES			
		Suburban Carryall	Other Conventional Trucks	Cab-Over-Engine Trucks	
Bumpers	Commercial	Chrome plated			
	Heavy duty			Anvil Gray Baking Dulux	
Gravel deflectors		Channel Green Bak Dul	Forester Green Baking Dulux		
Reg rad grille	Bar	Chrome plated			
	Outer assys		Waldorf White Baking Dulux		
RPO rad grille ⑥	Bar		Chrome plated		
	Outer assys		Waldorf White Baking Dulux		
Hood	Hood proper	Channel Green Baking Dulux	Forester Green Baking Dulux		
	Center molding			Chrome plated	
	Exposed hinges			Chrome plated	
	Em-blem	Trade mark	Cloisonne Blue Metallic Baking Dulux		
		Stripes & letters	Vermilion Baking Dulux "CHEVROLET"		
		Background	Chrome plated		
	Nameplate	Raised chrome letters, "CHEVROLET", on chrome bar			
Series designation plate	Raised chrome numbers, "3100", "3600", etc on Chrome bar (see page 69)				
Head-lamps	Rims	Chrome plated			
	Doors				
Fenders	Fenders proper	Channel Green Bak Dul	Forester Green Baking Dulux		
	Anti-squeak		Black Enamelled Bead		
	Fender step panel			Forester Green Bak Dul	
	Fender scuff mat			Black rubber	
	RPO moldings *		Polished stainless steel (Panel Trucks only)		
Regular wheels		Fathom Green Bak Dul	Black Baking Dulux		
Hub caps (see page 69)		Chrome plated. Vermilion Baking Dulux letters			
RPO wheels *	Wheels proper		Body Color		
	(see page 69)	Striping 15" rims	No stripes		
		16" rims	3 stripes		
		17" rims	2 stripes		
Cab or single unit body proper including the belt molding		Body upper - Fathom Green Baking Dulux, Body lower - Channel Green Baking Dulux	Forester Green Baking Dulux		
Cab or single unit body striping on belt molding.		One stripe of Cream Medium Striping Duco			
Wind-shield	Seal	Black rubber			
	Reveal molding	Polished stainless steel	Polished stainless steel*		
	Divider bar	Polished stainless steel			
	Wipers	Chrome plated rods and bars, stainless steel optional			
Rear view mirror	Arm	Black Baking Dulux			
	Mirror case				
Side door window reveals	Regular	Fathom Green Bak Dul	Forester Green Baking Dulux		
	RPO *		Polished stainless steel		
Side door handles and lock			Chrome plated		
Side door hinges				Forester Green Bak Dul	
Assist handles			Chrome plated		
Side window divider bars		Chrome plated			
Rear window seal			Black rubber		
RPO rear door window reveals *			Polished stainless steel (Panel Trucks only)		

\* - Part of RPO S90 Deluxe Equipment

⑥ - RPO 386 Radiator Grille Equipment or RPO S90 Deluxe Equipment

CONTINUED

**EXTERIOR COLORS AND FINISHES—Continued**

ITEM	BASIC AND DECORATIVE FINISHES		
	Suburban Carryall	Other Conventional Trucks	Cab-over-engine Trucks
Cab rear corner window seals*		Black rubber	
Running boards	Black Baking Dulux		Black rubber mats
Running board aprons			Forester Green Bak Dul
Gasoline tank	Tank proper	Chassis Black Enamel	
	Filler neck		
	Filler neck seal	Black rubber	
	Cap	Cowl chassis models, Black Enamel, all others body color	
Pickup box and aprons		Forester Green Bak Dul	
Stake, Express Stake, and Stock body racks		Forester Green Air Dry Dulux	
Platform	Rub rail		
	Load space	Black Air Dry Dulux	
	Underbody		
Tail and stop lamp	Lens	Red plastic	
	Body	Black	
	Rim	Polished chrome plating	

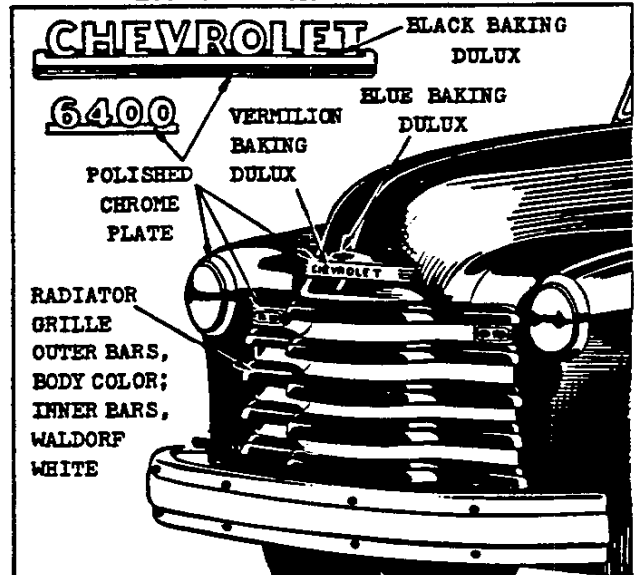
\* - RPO 390 Deluxe Equipment

**PAINT COLOR COMBINATIONS**

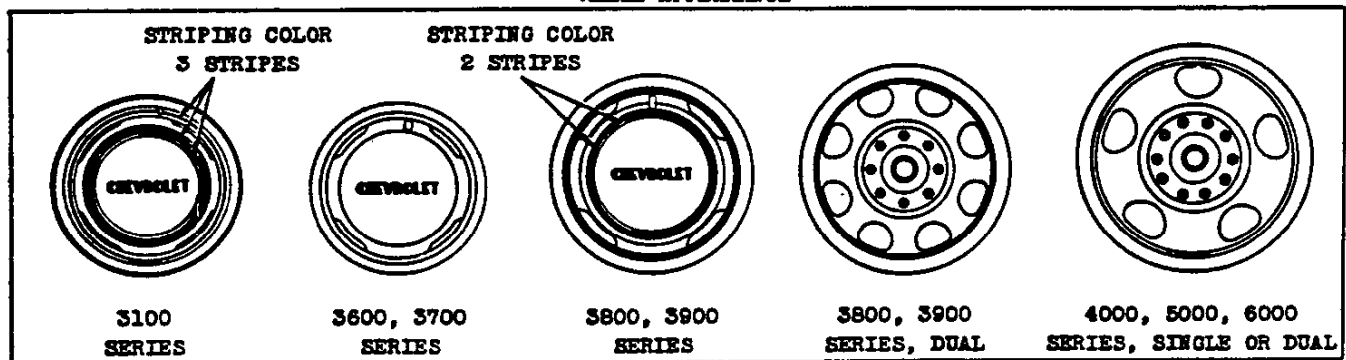
Regular or RPO ⑥	Basic color (Baking Dulux)	Striping Color (Ducc)
Regular	All models except Suburban Carryall, Forester Green	Cream Medium
	Suburban Carryall only.	
	Body upper, Fathom Green	
	Body lower, Channel Green	
RPO 234	Swift Red	Argent Silver
	Armour Yellow	Black
	White	Emerald Green
	Jet Black	Argent Silver
	Omaha Orange	Black
	Cape Maroon	Gold
	Mariner Blue	Cream Medium
	Windsor Blue	
	Seacrest Green	
	Sun Biege	Totem Scarlet
	Cream Medium	Black

⑥ - RPO Color Combinations are available on all models except the Suburban Carryall

**HOOD AND GRILLE APPEARANCE**



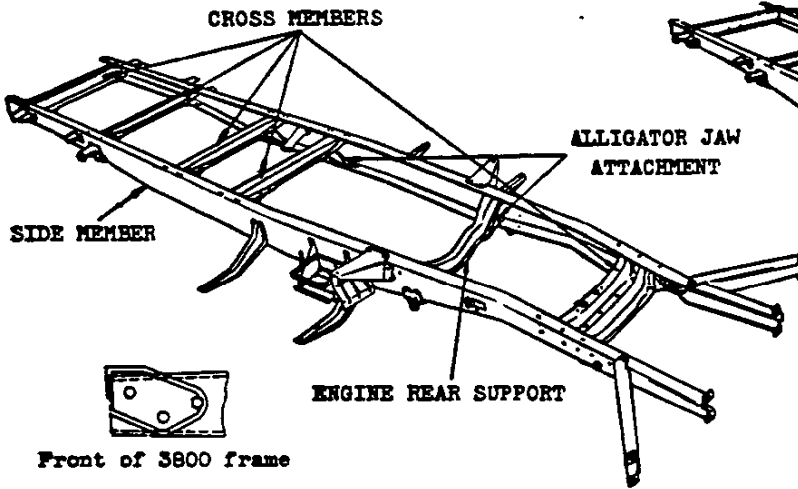
**WHEEL APPEARANCE**



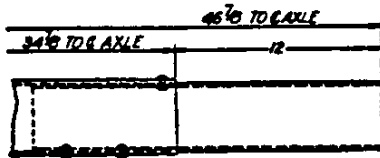
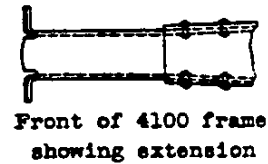
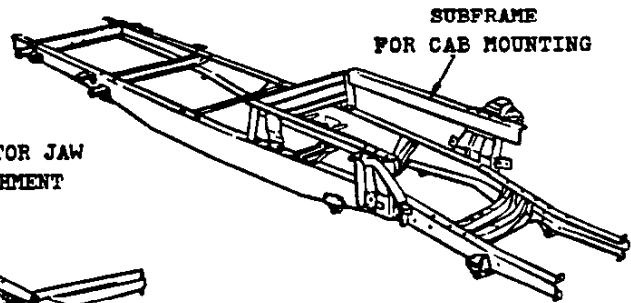
5-16-49

## FRAME

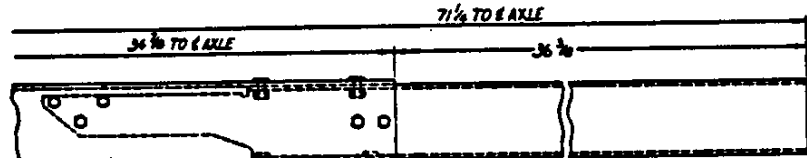
### CONVENTIONAL TYPE OF FRAME



### CAB-OVER-ENGINE TYPE OF FRAME



Frame rear extension on 3800 except 3808-09



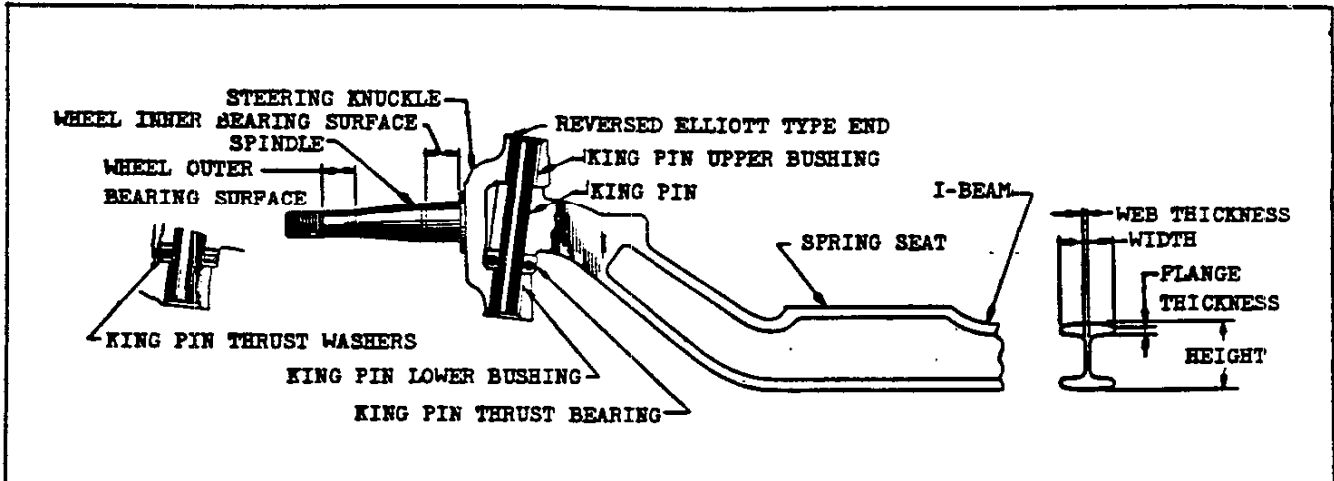
Frame rear extension on 4502

MODEL		Wheel-base	Frame overall length*	Width over side members	Number of cross members†	Section modulus‡	Frame type ----- Ladder																											
CONVENTIONAL	3100	116	173-1/8	46-1/32 at rear	5	2.46	Side member data:																											
	3600	125-1/4	182-5/16	36		3.25	Section type ----- Channel																											
	3700		195-5/16			Rear kickup -----																												
	3800	137	213 0			----- 4 on 3100; 1-3/4 on 3600, 3700																												
	3900		214-5/8			Material -- Hot rolled steel, pickled																												
	4100		209-7/16			Yield point ----- 39000 PSI (min)																												
	4400	161	233-7/16			6	8.80	Elongation ----- 25% in two inches																										
	6100§	137	209-7/16			5	8	9.60																										
6400	161	233-7/16	6																															
SCHOOL	4502	161	269-3/4	8	9	9.60	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2" style="text-align: center;">SERIES</th> <th colspan="3" style="text-align: center;">Max sectional dimensions</th> </tr> <tr> <th style="text-align: center;">a</th> <th style="text-align: center;">b</th> <th style="text-align: center;">c</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">3100</td> <td style="text-align: center;">5-3/4</td> <td style="text-align: center;">2-1/4</td> <td style="text-align: center;">9/64</td> </tr> <tr> <td style="text-align: center;">3600, 3700</td> <td style="text-align: center;">5-27/32</td> <td style="text-align: center;">2-1/4</td> <td style="text-align: center;">3/16</td> </tr> <tr> <td style="text-align: center;">3800, 3900, 4100</td> <td style="text-align: center;">7</td> <td style="text-align: center;">2-3/4</td> <td style="text-align: center;">7/32</td> </tr> <tr> <td style="text-align: center;">4400, 4500, 5000, 6100, 6400 §</td> <td style="text-align: center;">8-7/8</td> <td style="text-align: center;">2-7/8</td> <td style="text-align: center;">1/4</td> </tr> <tr> <td style="text-align: center;">6700</td> <td style="text-align: center;">8-15/16</td> <td style="text-align: center;">2-29/32</td> <td style="text-align: center;">9/32</td> </tr> </tbody> </table>	SERIES	Max sectional dimensions			a	b	c	3100	5-3/4	2-1/4	9/64	3600, 3700	5-27/32	2-1/4	3/16	3800, 3900, 4100	7	2-3/4	7/32	4400, 4500, 5000, 6100, 6400 §	8-7/8	2-7/8	1/4	6700	8-15/16	2-29/32	9/32
	SERIES	Max sectional dimensions																																
a		b	c																															
3100	5-3/4	2-1/4	9/64																															
3600, 3700	5-27/32	2-1/4	3/16																															
3800, 3900, 4100	7	2-3/4	7/32																															
4400, 4500, 5000, 6100, 6400 §	8-7/8	2-7/8	1/4																															
6700	8-15/16	2-29/32	9/32																															
6702	199	330-3/4	36-1/16	9	9.60																													
COE	5100	110	182-7/16	36	5	8.80																												
	5400	134	206-7/16																															
	5700	158	230-7/16				6																											

\* - Length includes front or rear extensions when specified. † - Inches cubed per side member.  
 ‡ - Except 3808-09 which are 201 (no frame extension). § - Used on 4100 with Heavy Duty Equipment.  
 § - Structural cross members: those which are so attached as to resist torsional frame stresses.

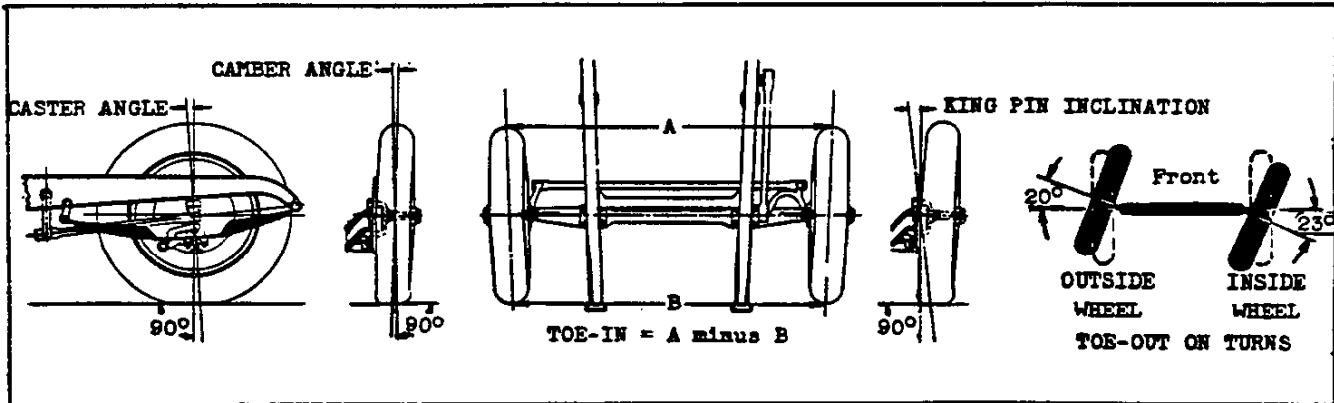
5-16-49

### FRONT AXLE



ITEM	3100	3600	3800 4100,4400	3700 3900	4500,6000	5000
Type	Reversed Elliott (modified I-beam section)					
Rated capacity (pounds)	2200	2500	3500		4500	
I-beam (average dimensions)	Height	2-1/8	2-1/4		2-1/2	2-5/8
	Width	1-3/4			2	
	Flange thickness	1/4		5/16		7/16
	Web thickness	1/4		11/32		3/8
	Section modulus	70 in. cubed		1.14 in. cubed		1.48 in. cubed
King pin	Diameter	.8660-.8665	.9210-.9214		1.1090-1.1094	
	Bush- ing	Type	Floating	Pressed into steering knuckle		
	Length x I D	1-5/16 x .867-.868	1-17/64 x .922-.923	1-25/64 x 1.110-1.111		
King pin thrust bearing	Type	Anti-friction bearings---See page 101			Copper and steel washers	
	Diameter	Inside	1.111-1.116			
	Outside	2-1/16				
Spindle diameter	At inner bearing	1.2801-1.2806	1.4051-1.4056	1.7493-1.7498		
	At outer bearing	.7490-.7495	.8427-.8432	1.0293-1.0298 •		
Front wheel bearings	See page 101					

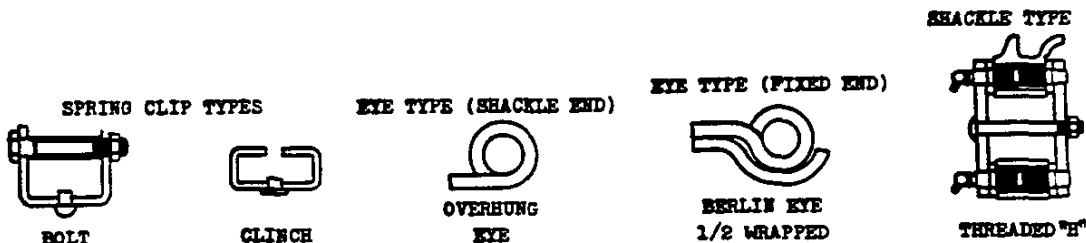
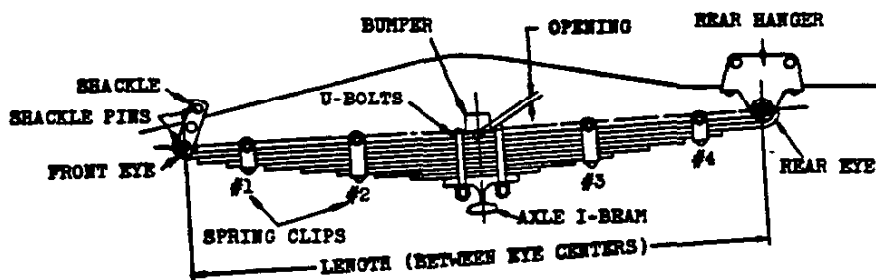
### FRONT WHEEL ALIGNMENT



ITEM	3100	3600	3700	3900	3800 4000,6000	5000
King pin inclination	6° 10'-8° 10'					
Camber	0° 30'-1° 30'					
Caster at design load	1° 15'-2° 15'	2°-3°	2° 45'-3° 45'	1° 45'-2° 45'	2° 15'-3° 15'	2° 30'-3° 30'
Toe-in	1/16 to 3/16		1/16 to 1/4			
Toe-out on turns	Outside wheel	20°				
	Inside wheel	21°-25°				

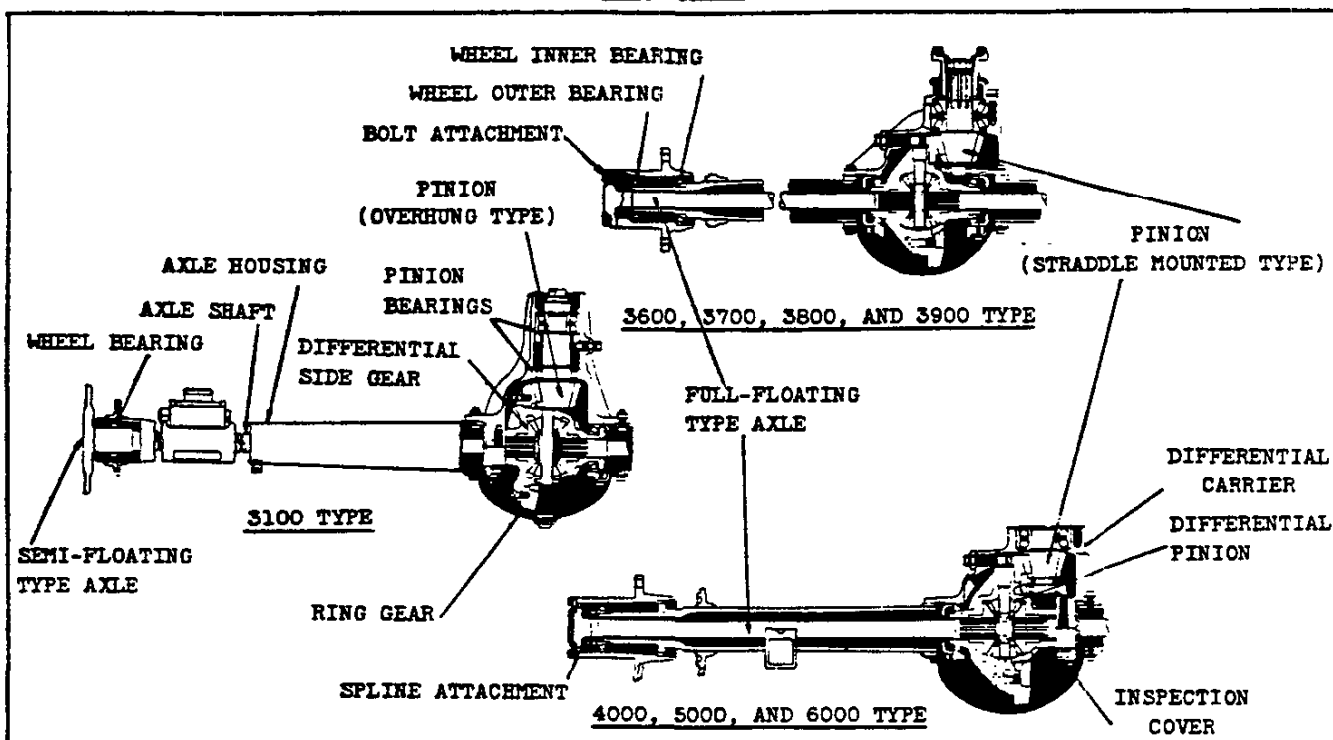
5-16-49. Revised: 8-1-49; 1-16-50, e - Dimension corrected.

**FRONT SUSPENSION**



ITEM		3100	3600	3700 3900	3800	4100 4400	4502 6000	5000	RPO 5000	
Springs	Type	Semi-elliptic	Semi-elliptic two-stage	Semi-elliptic						
	Leaves	Chrome carbon steel								
	Material									
	Number	8	8(5 & 3)	8	7	9	11			
	Thickness (Leaves numbered from top to bottom)	#1, 2	.237							
		#3, 4								
		#5								
		#6								
		#7								
		#8								
#9										
#10, 11										
Total	1.896	2.058	2.528	2.037	2.619	3.201				
Load in pounds at opening height	750 to 825 @ 13/32	760 to 860 @ 15/32	1215 to 1335 @ 1	950 to 1050 @ 1-11/32	1475 to 1625 @ 3/4	1800 to 1980 @ 2				
Average rate of deflection (pounds per inch)	315	275 @ 350-650 lb; 390 @ 850-1150 lb	575	475	640	780				
Capacity at ground(pounds)	1000	1050	1700	1600	2200	2400				
Length x width	38 x 1-3/4				40 x 2					
Spring clip type (See figure)	#1	Clinch			Bolt					
	#2			Bolt						
	#3	Clinch	Bolt			Bolt				
	#4	Clinch			Bolt					
Spring mountings	Shackle end	Located at	Front		Rear	Front		Rear		
		Type	Threaded "H"							
	Fixed end	Pin dia	5/8							
		Bushing	Plain 7/8 O D							
	Bolt size	11/16 O D x 3-3/16			11/16 O D x 3-7/16					
	U-bolt diameter	1/2	9/16			5/8				
Bumper	Rubber, mounted on top of spring main leaf at center bolt									
Spring mounting angle	70-80° included angle									
Spring center-to-center	26-13/16 (measured on axle I-beam)									
Shock absorbers	Hydraulic	Single-acting	Regular equipment							
		Double-acting	RPO 200							
	Valve code number	Bumper	RPO 200, GZ							
		Rebound	Regular, 4F; RPO 200, 2R			RPO 200, 2R				
Piston diameter	1-1/2									
Ride stabilizer	On models 3102-05-12-16, 3742, 3942. Attached to frame and front springs.									

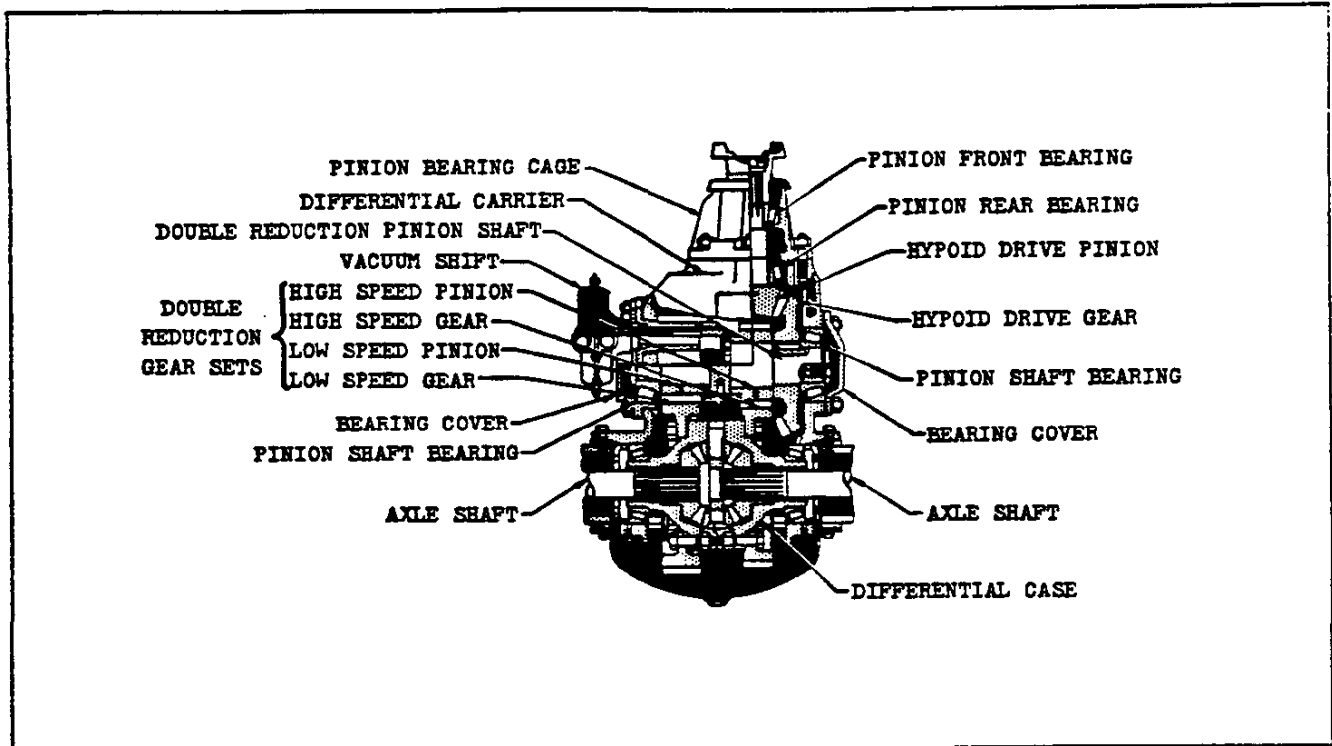
## REAR AXLE



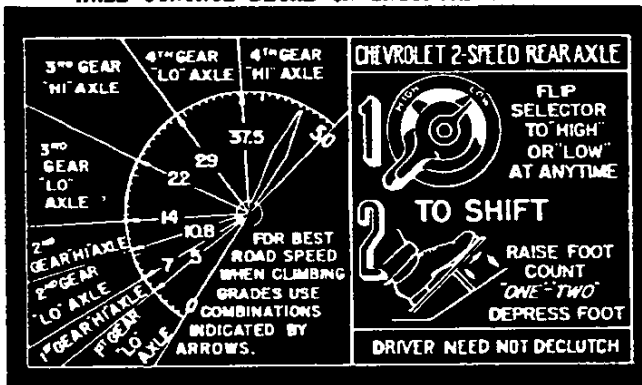
ITEM	3100	3600	3700 Reg 3600 RPO	3800 3900	4000 RPO	5000 Reg	6000				
Type	Semi-floating	Full-floating									
Rating (pounds)	3300	5000	7200	10500	13000						
Housing type	Pressed steel banjo, Two piece welded	Banjo, welded or seamless steel tube									
Final gears	Type	Spiral Hypoid									
	Ratio	4.11:1	4.57:1	5.14:1	5.43:1	6.17:1					
	Teeth	37 & 9	32 & 7	36 & 7	38 & 7	37 & 6					
Gear backlash	.005-.008										
Pinion	Mounting	Overhung			Straddle						
	Adjustment	Shim and collar			Shims		None				
	Thrust	Against pinion front bearing									
Total gear reductions	Transmission	3-speed	4-speed	3-speed	4-speed	3-speed	4-speed	4-speed			
	First	12.08	29.02	13.44	32.26	15.11	36.29	38.34	43.56		
	Second	6.90	14.71	7.68	16.36	8.64	19.40	19.44	22.09		
	Third		7.03		7.81		8.79	9.29	10.55		
	Direct drive	4.11		4.57		5.14		5.43	6.17		
	Reverse	12.08	27.87	13.44	30.98	15.11	34.85	36.82	41.83		
Axle shaft torque (ft lb) $\frac{1}{2}$	First	1725	2656 $\theta$	1919	4607	2157	5182	5475	6220	6627	6739
	Second	985	2101	1097	2336	1233	2628	2776	3154	3361	3417
	Third		1004		1115		1255	1327	1507	1605	1632
	Direct drive	621		691		777		821	933	994	1011
	Reverse	1725	2656 $\theta$	1919	4424	2157	4977	5258	5973	6364	6471
Lubricant capacity	4-1/2 pints			6 pints			11 pints	12 pints			
Differential type	Two pinion			Four pinion							
Axle shaft	Type	Shaft and drive flanges integrally forged									
	Minimum dia	1-5/32			1-11/32			1-7/16	1-9/16		
	Hub attachment	Integral			Bolted			Splined			
Drive Type	Torque tube			Hotchkiss							
Anti-friction bearings	See page 101										

$\theta$  - Axle ratio x transmission ratio.  $\theta$  - Maximum capacity of shafts.  $\frac{1}{2}$  - Gear reduction x engine maximum net torque x efficiency factor (.90 in direct drive; .85 all others).

**TWO-SPEED REAR AXLE (RPO 202 FOR ALL 5000-6000 MODELS)**



**AXLE CONTROL DECAL ON INSTRUMENT PANEL**



**Axle shafts:**

- Material ----- Forged steel
- Type ----- Shaft and drive flange integrally forged -- Spline attachment
- Minimum diameter ----- 1-9/16
- Anti-friction bearings ----- See page 101
- Vacuum shift control ----- On instrument panel

**PRIMARY DRIVE GEARS**

- Type and ratio ----- Hypoid, 2.875:1 ratio
- Pinion ----- 8 teeth, overhung mounting
- Drive gear ----- 23 teeth, straddle mounted
- Backlash adjustment ----- .008 to .013, by shims at double reduction pinion shaft cover

**DOUBLE REDUCTION GEARS**

- Type ----- Helical spur
- Ratio: High speed ----- 2.133:1 (32-15 teeth)
- Low speed ----- 2.818:1 (31-11 teeth)
- Lubricant capacity, refill (pints) ----- 14-1/2

**GENERAL DATA**

- Type ----- Double reduction, full-floating
- Rating (pounds) ----- 13000
- Final gear ratios ----- 6.13:1 high; 8.10:1 low
- Drive torque ----- Through springs
- Housing --- Banjo, one piece seamless steel tube

TRANSMISSION	TOTAL GEAR REDUCTIONS*	MAXIMUM AXLE SHAFT TORQUE (FT LB) †					
		5000-6000		5000		6000	
Gear	Ratio	6.13:1 ratio	8.10:1 ratio	6.13:1 ratio	8.10:1 ratio	6.13:1 ratio	8.10:1 ratio
First	7.06	43.28	57.19	6586	8701	6695	8847
Second	5.58	21.95	29.00	3340	4412	3396	4486
Third	1.71	10.48	13.85	1595	2117	1621	2143
Direct drive	1.00	6.13	8.10	988	1305	1004	1327
Reverse	6.78	41.56	54.92	6323	8356	6429	8496

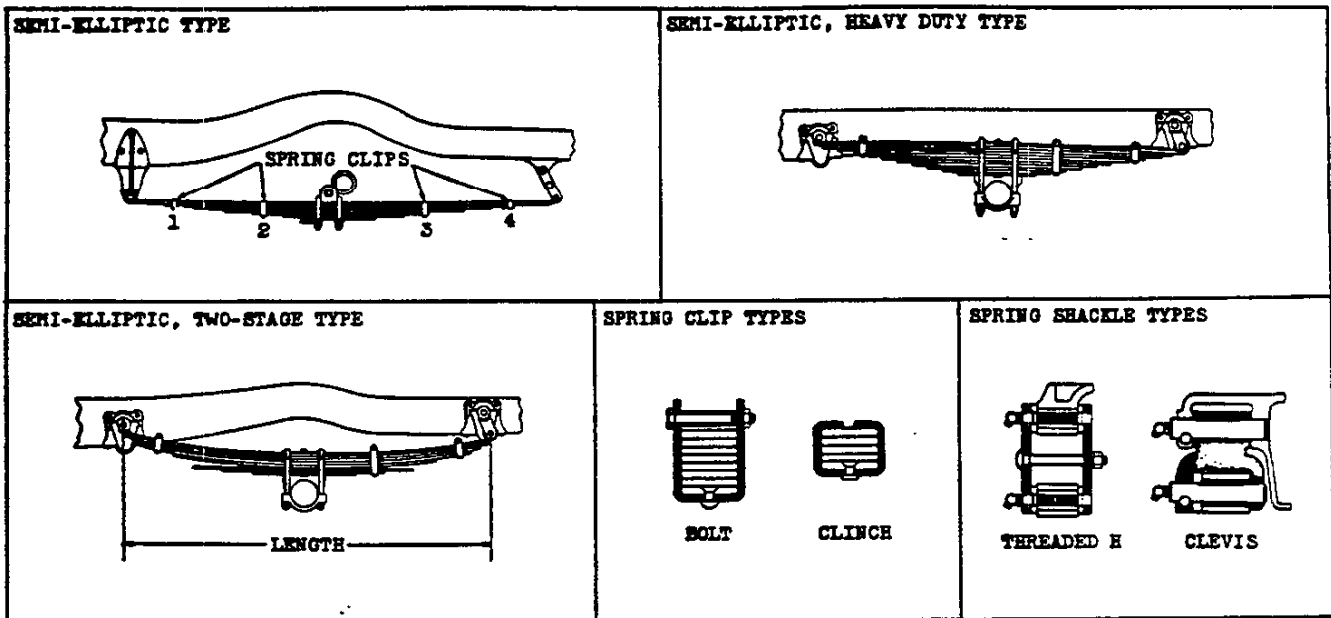
\* - Rear axle ratio x transmission ratio

† - Total gear reduction x engine max net torque x efficiency factor (.90 direct drive; .85 all others)

5-16-49



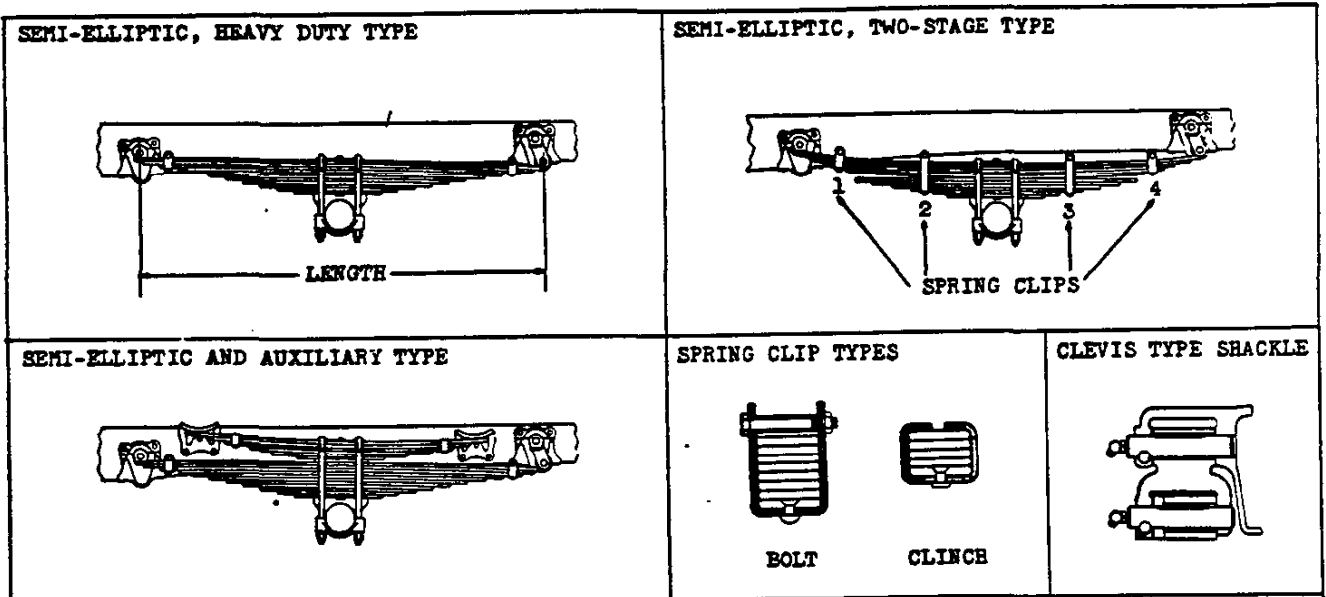
**REAR SUSPENSION**



ITEM	3100		3700	3900	3600	3800 Reg	3800, 3900	3802
	Regular	RPO				3600 RPO	RPO	RPO
<b>Springs</b>	Semi-elliptic		Semi-elliptic		Semi-elliptic-two stage	Semi-elliptic		
<b>Leaves</b>	Material		Chrome carbon steel					
	<b>Number</b>	B	9	B	7 (4 & 3)	8 (5 & 3)	11	9
<b>Thick-ness (Leaves num-bered from top to bottom)</b>	#1, 2			.323				
	#3					.291		
	#4							
	#5		.291					
	#6, 7							.323
	#8							
	#9							
	#10, 11							
	<b>Total</b>	2.328	2.619	2.592	2.133	2.424	3.553	2.715
<b>Load in pounds at opening height</b>		1100 to 1200 @ 1/2	1300 to 1400 @ 1/2	1735 to 1915 @ 25/32	1325 to 1475 @ 9/16	1575 to 1725 @ 1-29/32	2755 to 3045 @ 5/32	2205 to 2435 @ 13/16
<b>Average deflection rate (pounds per inch)</b>		190	220	400	250 @ 200-600#; 370 @ 1200-1600#	315 @ 250-750#; 435 @ 1400-1800#	690	470
<b>Capacity at ground (lb)</b>		1450	1730	2250	2000	2300	3400	2650
<b>Length x width</b>		54 x 1-3/4			46 x 2			
<b>Spring clip type (See figure)</b>	<b>Clinch Bolt</b>	1-2-3-4			1-3-4		1-2-3-4	
<b>Spring mount-ings</b>	<b>Shackle end</b>	Located at		Rear				
		<b>Type</b>	Threaded H		Clevis and plain bushings			
		<b>Pin size</b>	5/8-11		7/8 dia			
	<b>Fixed end</b>	<b>Bushing</b>	Plain 7/8 O D		1-1/8 O D			
		<b>Pin size</b>	11/16 O D (bolt)		7/8 O D			
	<b>Spring to axle attachment</b>	Two U-bolts and cap to rubber insulated seat			Two U-bolts and cap to fixed metal seat on axle housing			
	<b>U-bolt diameter</b>	1/2			5/8			
	<b>Bumper</b>	Rubber, mounted on frame side member lower flange						
<b>Mounting angle</b>	7°50' included angle			Parallel				
<b>Spring center to center</b>	42-5/16			41-1/2				
<b>Shock absorbers</b>	<b>Single-act.</b>	1.5 Piston		Regular		Regular		
	<b>Double-act.</b>					RPO 200		
	<b>Valve code number</b>	<b>Compression</b>	RPO	G-2		G0		
		<b>Rebound</b>	Reg	SF		SF		
		RPO	2R			1R		
<b>Ride stabilizer</b>	Included in shock absorber RPO on model 3942 with 7.50-17 or 7.00-18 tires							

Continued

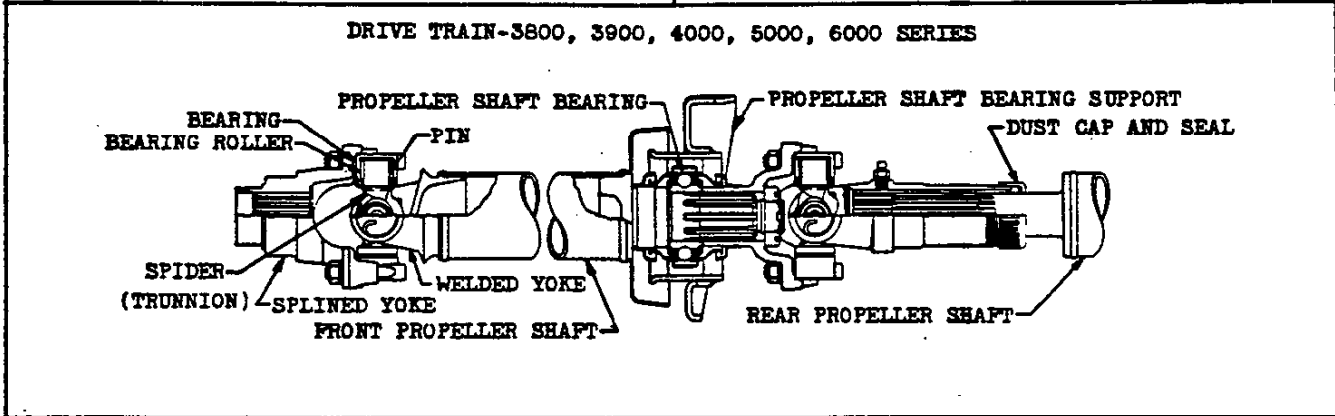
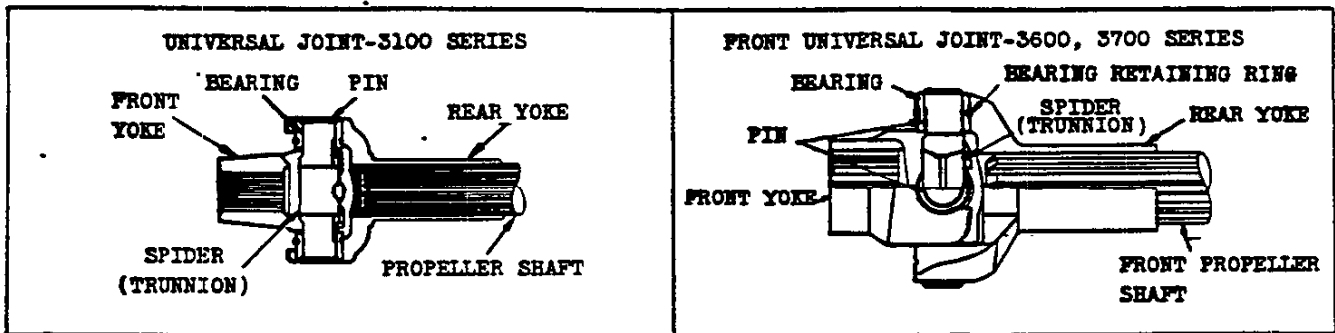
**REAR SUSPENSION—Continued**



ITEMS		4500,6700 Reg 4100,4400,6100,6400 RPO	4100,4400 Reg 6400 RPO	5000,6100,6400 Reg 4100,4400 RPO
Springs	Type	Semi-elliptic two-stage	Semi-elliptic	Semi-elliptic & auxiliary
	Leaves	Chrome alloy steel •		
	Material			
	Number	11 (5 & 6)	11	6
	Thickness (Leaves numbered from top to bottom)	#1,2		
		#3,4,5	.323	
		#6	.360	
		#7		
		#8,9		
		#10,11		
	Total	3.849	3.960	1.938
	Load in pounds at opening height	3800 to 4200 @ 1-3/8	4370 to 4830 @ 1/4	
	Average deflection rate (pounds per inch)	625 @ 500-1000#; 1100 @ 3500-4500#	1125	1530
	Capacity at ground (lb)	5600	4465	7800
	Length x width	46 x 2-1/2		31 x 2-1/2
	Spring clip type (See figure)	Cling		
		Bolt	1-2-3-4	1-4
Spring mount- ings	Shackle end	Located at	Rear	
		Type	Clevis and plain bushings	
		Pin size	7/8 dia	
	Fixed end	Bushing	1-1/8 O D	
		Pin size	7/8 O D	
	Spring to axle attachment	Two U-bolts and cap to fixed metal seat on axle housing		
	U-bolt diameter	3/4		
	Bumper	Rubber, mounted on frame side member lower flange		
Mounting angle	Parallel			
Spring center to center	42			
Shock absorb- ers	Double-acting, 1.75 piston		RPO 200 on Series 4000 and 5000, and Model 6702	
	Valve code	Compression	G2	
		Rebound	2L	

5-16-49. Revised: 1-16-50, e - Material changed; x - Model data corrected.

**UNIVERSAL JOINTS AND PROPELLER SHAFTS**



**UNIVERSAL JOINTS**

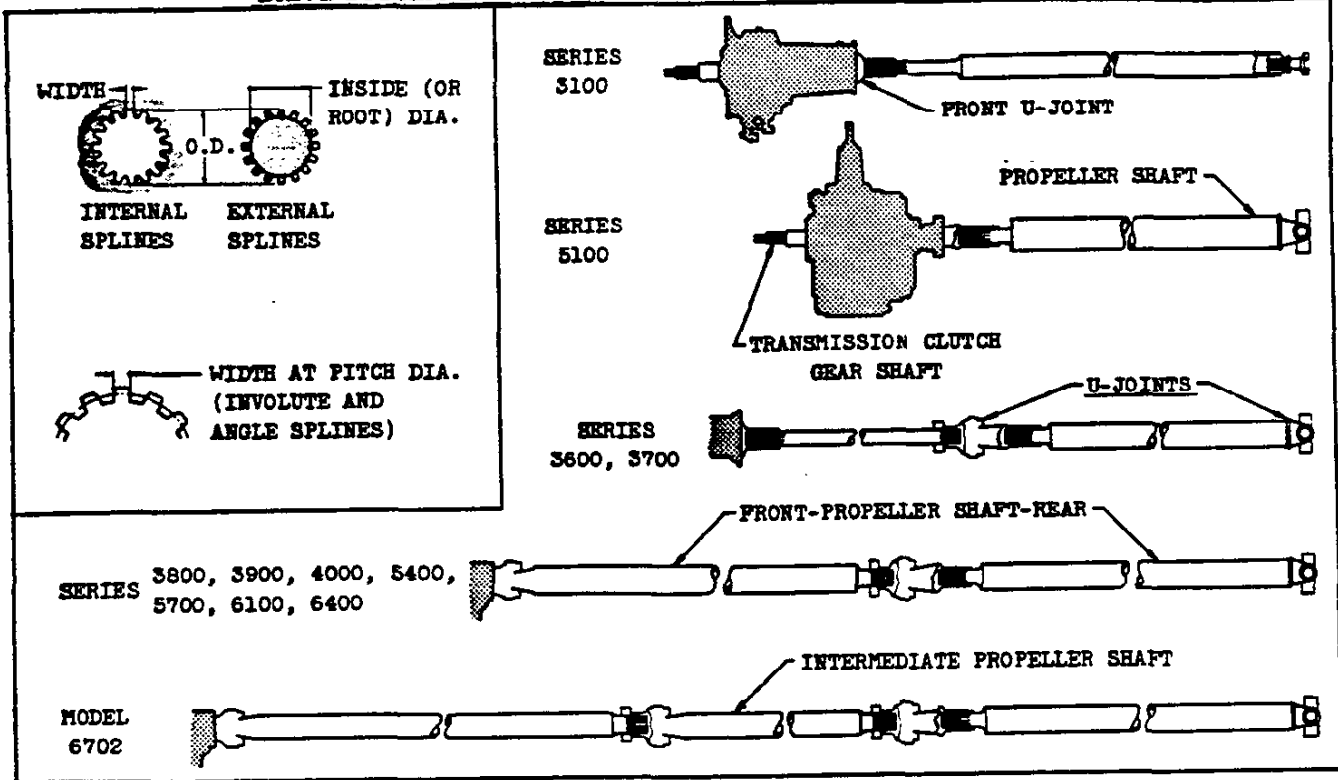
ITEM		3100	3600,3700	5100	3800,3900,4100,4400 5400,5700,6100,6400	4500	6700
Type and material		Yoke and trunnion, drop-forged steel; trunnion, case hardened					
Number used		1	3	2	3	4	
Pin diameter	Front	.6835-.6845		.716-.717		.7385-.7390	
	Center & Rear						
U-joint trunnion bearings	Type	Bushing				Anti-friction, See page 101	
	Front						
	Intermediate						
	Rear						

**PROPELLER SHAFTS**

Number used		1	2	1	2	3	
Type	Front		Solid		Tubular		
	Intermediate					Tubular	
	Rear		Tubular				
Outside diameter	Front		1-3/8, tapered		2-1/2		
	Intermediate					2-1/2	
	Rear	2-1/16	2-1/2	3.00	2-1/2		
Wall thickness	Front		Solid		.080-.085		
	Intermediate					.080-.085	
	Rear	.092-.098	.080-.085				
End type	Front	Front		Splined	Welded yoke		
		Rear			Splined		
	Intermediate	Front				Welded yoke	
		Rear				Splined	
	Rear	Front	Splined	Splined			
		Rear		Welded yoke			
Propeller shaft guard	Number used				2	3	
	Type				U-bolt		
	Material				5/8 round steel		
	Location and mounting				Support at front of each prop. shaft		
Support bearings		Anti-friction, See page 101					

5-16-49. Revised: 8-1-49, e - Data revised for clarification.

## DRIVE SYSTEM SPLINES—TRANSMISSION AND PROPELLER SHAFT



**CLUTCH DISC HUB AND TRANSMISSION CLUTCH GEAR SHAFT**

SERIES	ITEM	INTERNAL	EXTERNAL
3100, 3600, 3700	Width	.174 - .176	.1705 - .1725
	I.D.	.920 - .925	.918 max.
	O.D.	1.134 - 1.144	1.110 - 1.121
	Splines	10 (straight side)	
3800, 3900, 4000, 5000, 6000	Width	.174 - .176	.1705 - .1735
	I.D.	.920 - .925	.918 max.
	O.D.	1.134 - 1.144	1.110 - 1.121
	Splines	10 (straight side)	

**TRANSMISSION MAINSHAFT AND FRONT U-JOINT FRONT YOKE**

SERIES	ITEM	INTERNAL	EXTERNAL
3100, 3600, 3700	Width	.1473 - .1483	.1458 - .1473
	I.D.	.890 - .891	.853 - .863
	O.D.	1.003 - 1.017	.973 - .980
	Splines	10 (involute)	
3000, 4000, 5000, 6000 with 4-speed transmission	Width	.1964 - .1979	.1939 - .1954
	I.D.	1.155 - 1.158	1.123 - 1.125
	O.D.	1.373 - 1.376	1.350 - 1.360
	Splines	10 (involute)	

**PROPELLER SHAFT FRONT END AND FRONT U-JOINT REAR YOKE**

SERIES	ITEM	INTERNAL	EXTERNAL
3100	Width	.0951 - .0961	.0921 - .0941
	I.D.	.993 - .997	.962 - .970
	O.D.	1.0835 - 1.0935	1.0642 - 1.0657
	Splines	17 (involute)	

**PROPELLER SHAFT FRONT END AND FRONT U-JOINT REAR YOKE - Continued**

SERIES	ITEM	INTERNAL	EXTERNAL
3600, 3700	Width	.1190 - .2015	.196 - .198
	I.D.	1.1145 - 1.1195	1.0515 - 1.0605
	O.D.	1.306 - 1.321	1.280 - 1.284
	Splines	10 (straight side)	

**FRONT PROPELLER SHAFT REAR END AND PROPELLER SHAFT YOKE**

SERIES	ITEM	INTERNAL	EXTERNAL
3600, 3700,	Width	.2130 - .2145	.2125 - .2140
	I.D.	1.208 - 1.213	1.120 - 1.130
3800, 3900,	O.D.	1.374 - 1.375	1.372 - 1.373
	Splines	10 (straight side)	

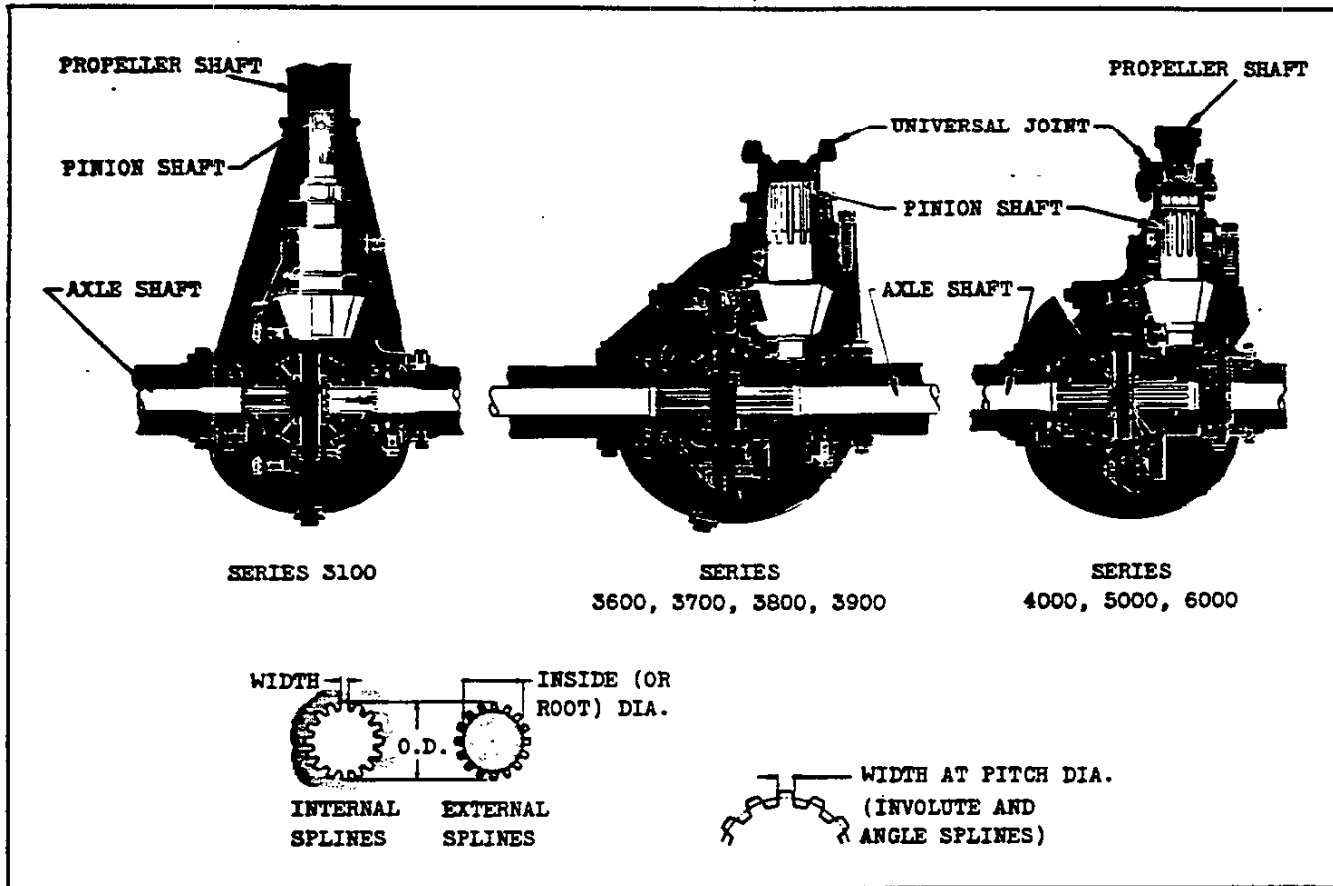
**INTERMEDIATE PROPELLER SHAFT REAR END AND PROPELLER SHAFT YOKE**

SERIES	ITEM	INTERNAL	EXTERNAL
6702	Width	.2130 - .2145	.2125 - .2140
	I.D.	1.208 - 1.213	1.120 - 1.130
	O.D.	1.374 - 1.375	1.372 - 1.373
	Splines	10 (straight side)	

**REAR PROPELLER SHAFT FRONT END AND U-JOINT SLEEVE YOKE**

SERIES	ITEM	INTERNAL	EXTERNAL
3600, 3700,	Width	.1455 - .1470	.1435 - .1450
	I.D.	1.295 - 1.300	1.281 - 1.288
3800, 3900,	O.D.	1.499 - 1.500	1.497 - 1.498
	Splines	16 (straight side)	

**DRIVE SYSTEM SPLINES, REAR AXLE**



**PROPELLER SHAFT REAR END COUPLING  
AND REAR AXLE DRIVE PINION SHAFT**

SERIES	ITEM	INTERNAL	EXTERNAL
3100	Width	.0951 - .0961	.0931 - .0951
	I.D.	.985 - .989	.965 - .973
	O.D.	1.0835-1.0935	1.068 - 1.074
	Splines	17 (involute)	

**PROPELLER SHAFT PINION YOKE  
AND REAR AXLE DRIVE PINION SHAFT**

SERIES	ITEM	INTERNAL	EXTERNAL
3600*, 3700, 3800, 3900, 4000*, 5000, 6000	Width	.302 - .303	.300 - .302
	I.D.	1.694 - 1.702	1.637 - 1.647
	O.D.	1.9675-1.9755	1.941 - 1.942
	Splines	10 (straight side)	
5000 & 6000 with RPO 202B	Width	.2325 - .2340	.232 - .234
	I.D.	1.289 - 1.294	1.230 - 1.235
	O.D.	1.499 - 1.502	1.496 - 1.498
	Splines	10 (straight side)	

**DIFFERENTIAL SIDE GEAR  
AND AXLE SHAFT**

SERIES	ITEM	INTERNAL	EXTERNAL
3100	Width	.1144 - .1154	.1124 - .1144
	I.D.	1.194 - 1.198	1.166 - 1.174
	O.D.	1.3005-1.3105	1.2795-1.2845
	Splines	17 (involute)	
3600*, 3700 3800, 3900	Width	.1499 - .1509	.1479 - .1499
	I.D.	1.4245-1.4285	1.399 - 1.407
	O.D.	1.5485-1.5595	1.5275-1.5325
	Splines	17 (involute)	
4000*	Width	.259 - .262	.257 - .259
	I.D.	1.472 - 1.477	1.440 - 1.450
	O.D.	1.6735-1.6785	1.6345-1.6445
	Splines	10 (straight side)	
5000 & 6000 with regular or RPO 202B	Width	.173 - .175	.170 - .172
	I.D.	1.612 - 1.617	1.562 - 1.572
	O.D.	1.774 - 1.784	1.722 - 1.730
	Splines	16 (angle side)	

**AXLE SHAFT FLANGE AND REAR WHEEL HUB**

SERIES	ITEM	INTERNAL	EXTERNAL
4000*, 5000, 6000 with regular or two speed axle	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)	

- \* - With regular or RPO single speed axle for series 3600 and 4000
- † - RPO 202 is two-speed rear axle for series 5000 and 6000

**BRAKES**

ITEM		3100	3600	3700	3900	3800	4000	5000	6000	
Service brake type		Hydraulic, 4-wheel internal expanding, double-articulated shoe								
Parking brake	Type	Mechanical. Pull rods and cables operate two shoes in each rear brake.								
	Actuated by	Foot pedal				Hand lever				
	Mounted on	Shaft through bracket attached to underbody			Transmission		Subframe	Transmission		
	Cables located	Outside of frame				Inside of frame				
Drum	Type	Composite. Cast alloy iron rim and cooling ribs, pressed steel web.								
	Dia (front & rear)	11	11 & 12	12	12 & 14	14 & 16				
	Total area (sq in)	242	272	302	371	478				
Lining	Material	Full molded asbestos composition								
	Width	Front	1-3/4			2		3		
		Rear	1-3/4	2		2-1/2		3		
	Thick-ness	Front	.187-.194			.265-.272				
		Rear	.187-.194		.265-.272					
	Clear-ance	Front	Adjust to slight drag			Adjust to slight drag. Back off 4 notches.				
		Rear	Back off 4 notches			Adjust to slight drag. Back off 2/3 screw turn.				
Attach-ment	Front	Bonded				Riveted				
	Rear	Bonded				Riveted				
Lining area (effective) (sq in)	Service brake	150	176	202	248	330				
	Parking brake	75	101		147		215			
Braking pressure	Front	52-1/2%	45-1/4%	50%		41%				
	Rear	47-1/2%	54-3/4%	50%		59%				
Approximate braking ratio	Pedal	6.426		6.785		6.426		6.534	6.426	
	Hydraulic	11.89	8.84	9.68		9.76		9.76*		
	Overall	76.39	56.81	65.69		62.22	62.72	63.77*	62.72*	
Foot pedal	Travel	7.906		7.875		7.906		8.0	7.906	
	Mounting	On pedal shaft which is attached to side rail bracket						Same except on subframe	Same as 4000 Series	
Pad cover		Molded rubber								
Wheel cylinder	Dia-meter	Front	1-1/4		1-3/8		1-1/4			
		Rear	1-3/16		1-3/8		1-1/2			
	Piston travel	.105	.141	.129		.128				
Main cylinder	Diameter	1-1/4								
	Piston travel	1-1/4								
Brake fluid capacity		Approximately 3/4 pint				Approximately 1 pint				
Brake fluid recommended		Delco, Super #11 or 12								

\* - Ratio does not include Vacuum Brake Booster Equipment

**BRAKE BOOSTER EQUIPMENT AVAILABLE ONLY ON 4000, 5000 AND 6000 SERIES**

ITEM		4000	5000	6000
Brake booster equipment (hydraulic)	Available as	RPO 212		Regular equipment
	Type	Single piston, vacuum suspended, reactionary valve		
	Power distribution	At 1000 PSI of hydraulic pressure, power distribution is 63% by pedal and 37% by booster		
	Pedal pressure (actual test)	At 1000 PSI of hydraulic pressure, pedal pressure is 204 lbs without booster, 133 lbs with booster		
Vacuum power reserve tank	Available as	RPO 281 (used with RPO 212)		RPO 281
	Size	24 length x 7-1/2 inside diameter		
	Location	Clamped to inside of left side rail	Clamped to outside of left side rail	Clamped to inside of left side rail

**RPO BRAKE EQUIPMENT AVAILABLE ONLY ON 4502 AND 6702**

Propeller shaft band brake	Available as	RPO 348	
	Type	Double-faced disc	
	Lining	3-7/16 inside radius x 5-7/16 outside radius x 1/4 thick x 90° arc	
Main cylinder reservoir	Area	27.8 square inches	
	Available as	RPO 259	
Main cylinder reservoir	Size	6-1/2 overall length x 3 diameter	
	Location	Left side of dash, under hood	

**POWER PLANT GENERAL INFORMATION**

**BASIC DESIGN DATA**

ITEM	3000,4100,4400	4502	5000	6000*
Piston displacement	"THRIPT-MASTER" 216.5 cu.in.		"LOAD-MASTER" 235.5 cu.in.	
Bore x stroke (nominal)	3-1/2 x 3-3/4			
Type	6 cylinder, valve-in-head			
Compression ratio	6.6:1		6.7:1	
Taxable (SAE) horsepower	29.4		30.4	
Engine idling speed	450-500 RPM			
Comp pressure (engine hot)	110 pounds at cranking speed (210-220 RPM)			
Weight in	3100=582, others=585		619	593
pounds(dry)	Eng.,clutch,trans 3100=639; 3600, 3700=643; others=715		749	723
Governor	RPO (2800 RPM) ⑥	Reg (35 MPH)	Regular (2800 engine RPM; 35 MPH on 6702)	

\* - Available as RPO 225 "LOAD-MASTER" engine for all models of 4000 Series. ⑥ - Not available on Series 3700,3900.

**ADVERTISED MAXIMUM ENGINE PERFORMANCE**

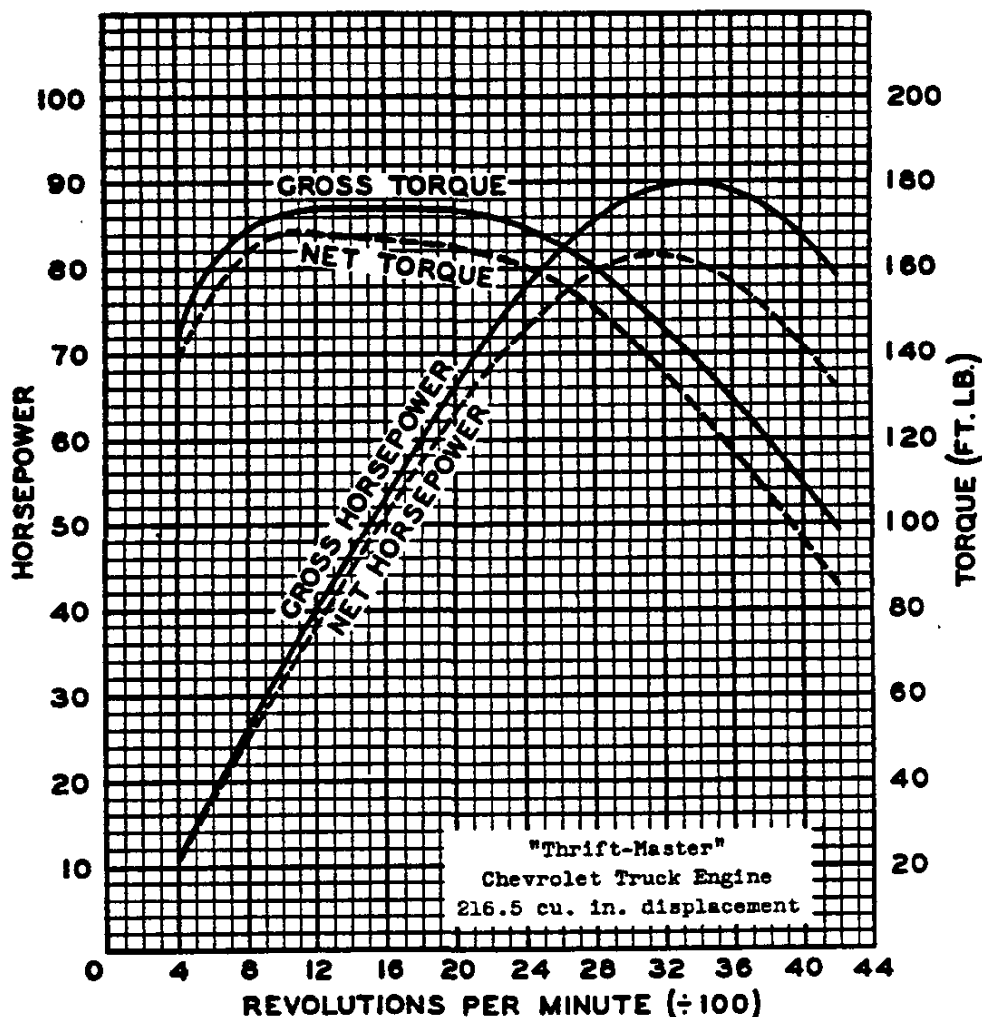
ITEM		3000,4000	5000	6000
Horsepower	Gross	90 @ 3300 RPM	90 @ 3100 RPM	93 @ 3100 RPM
	Net	81.5 @ 3100 RPM	80 @ 3000 RPM	83.5 @ 3000 RPM
Torque, (ft lb)	Gross	174 @ 1200-2000 RPM	189 @ 1000-1900 RPM	192 @ 1000-1900 RPM
	Net	168 @ 1100 RPM	179 @ 1000 RPM	182 @ 1000 RPM

**ENGINE SPEED AND PISTON TRAVEL ②**

SERIES	TIRE SIZE	AXLE RATIO	TRANSMISSION TYPE	ENGINE RPM AT ONE MILE PER HOUR				PISTON TRAVEL (ft/mi)		CRANKSHAFT (rev/mile)					
				LOW	SECOND	THIRD	HIGH ③	THRIPTMASTER	LOADMASTER						
3100	6.00-16	4.11:1	3-speed	150	86		51	1909		3054					
			4-speed	359	182	87									
			3-speed	147	84		50	1870		2992					
			4-speed	352	179	85									
	6.50-16		4.11:1	3-speed	151	86		51	1921		3074				
				4-speed	362	184	88								
				3-speed	144	82		49	1837		2939				
				4-speed	346	175	84								
3600	15"	4.57:1	3-speed	160	91		54	2043		3268					
			4-speed	384	195	93									
			3-speed	147	84		50	1871		2993					
			4-speed	352	179	85									
	7.00-17		4.57:1	3-speed	143	82		49	1819		2911				
				4-speed	343	174	83								
				3600, 3700	15"	5.14:1	3-speed	180	103		61	2297		3675	
							4-speed	432	219	105					
3-speed	165	94					56	2104		3367					
4-speed	396	201	96												
7.50-17	5.14:1	3-speed	160		92			55	2046		3274				
		4-speed	385		195		93								
		3800, 3900	7.00-17		5.14:1		3-speed	396	201	96	56	2104		3367	
							4-speed	385	195	93	55	2046		3274	
7.50-17	3-speed			381		193	92	54	2024		3238				
	4-speed			392		199	95	55	2081	2185	3329				
	4000		6.50-18	5.43:1		3-speed	381	193	92	54	2023	2124	3236		
						4-speed	365	185	88	52	1938	2034	3100		
7.00-20						6.17:1	3-speed	445	226	108	63	2364	2482	3782	
							4-speed	433	219	105	61	2298	2413	3677	
		7.50-20	3-speed		415		210	100	59	2202	2312	3523			
			4-speed		415		210	100	59		2312	3523			
5000, 6000			8.25-20		6.17:1		3-speed	401	203	97	57		2239	3412	
							4-speed	412	208	100	58		2297	3500	
	7.50-20	Two speed		3-speed			544	276	132	77		3035	4625		
				4-speed			399	202	97	57		2225	3390		
			8.25-20	6.13:1		3-speed	527	267	128	75		2939	4479		
						4-speed	380	193	92	54		2118	3227		
	5000, 6100, 6400					9.00-20	Two speed	3-speed	377	181	91	53		2104	3206
								4-speed	498	253	121	71		2780	4236

② - Engine RPM is determined by locating the figure for one mile per hour (see chart above) 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 (see chart above). ③ - Also known as NV factor.

## ENGINE PERFORMANCE



The engine performance curves shown on this sheet are true copies from Chevrolet engine test report 9616-45. They represent the full throttle performance of a "Thrift-Master" Chevrolet truck engine (216.5 cu.in. displacement) as obtained from dynamometer test data which were corrected to the standard barometric pressure of 29.92" Hg. 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, the generator charging and automatic spark advance.

May 16, 1949

The data on this sheet are true as represented.  
CHEVROLET - CENTRAL OFFICE - ENGINEERING DEPT.  
DIVISION OF GENERAL MOTORS CORPORATION

*C. W. Frederick*  
C. W. Frederick  
Truck Engineer

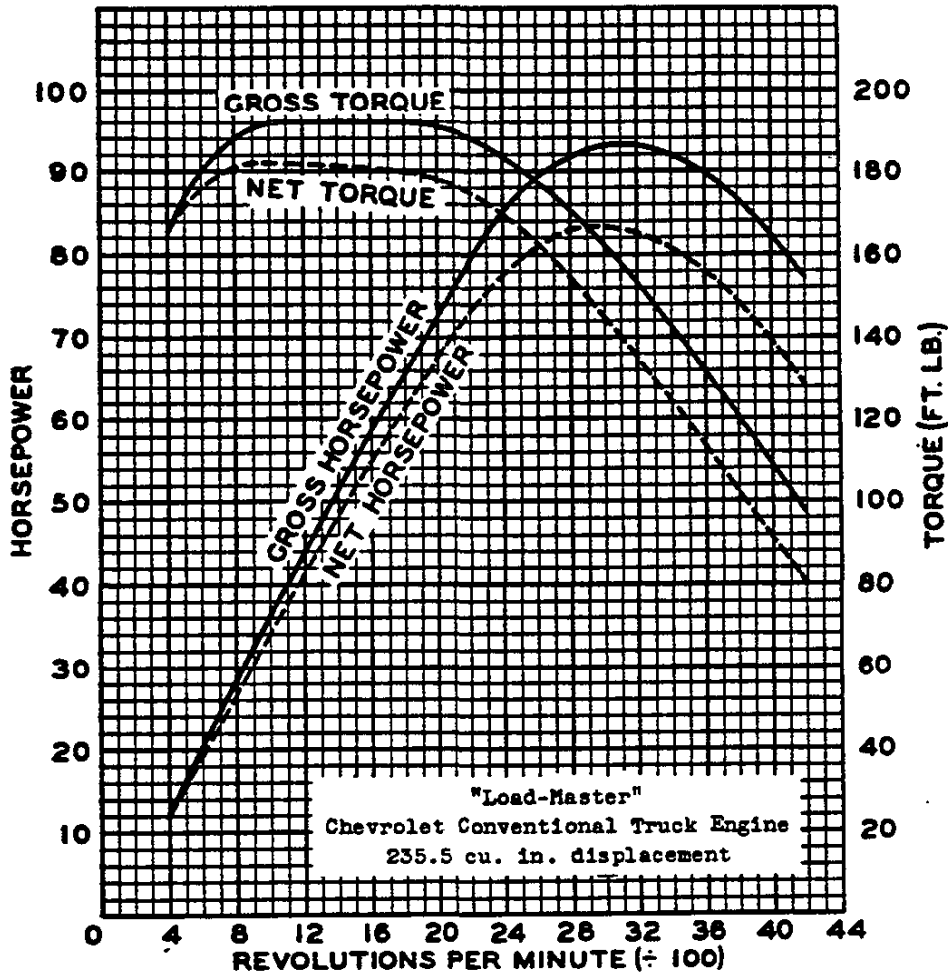
State of Michigan  
County of Wayne

On this 16th day of May 1949 personally appeared before me, C. W. Frederick, known to me to be such, who makes oath that the data on this sheet are true as represented.

*B. H. Holmes*  
Notary Public, Wayne County  
My commission expires July 27th, 1951



**ENGINE PERFORMANCE**



The engine performance curves shown on this sheet are true copies from Chevrolet engine test report 9840. They represent the full throttle performance of a "Load-Master" Chevrolet conventional truck engine (235.5 cu.in. displacement) as obtained from dynamometer test data which were corrected to the standard barometric pressure of 29.92" Hg. 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, the generator charging and automatic spark advance.

5-16-49

**CHEVROLET 1949 SPECIFICATIONS—TRUCKS**

May 16, 1949

The data on this sheet are true as represented.  
CHEVROLET - CENTRAL OFFICE - ENGINEERING DEPT.  
DIVISION OF GENERAL MOTORS CORPORATION

*C. W. Frederick*  
C. W. Frederick  
Truck Engineer

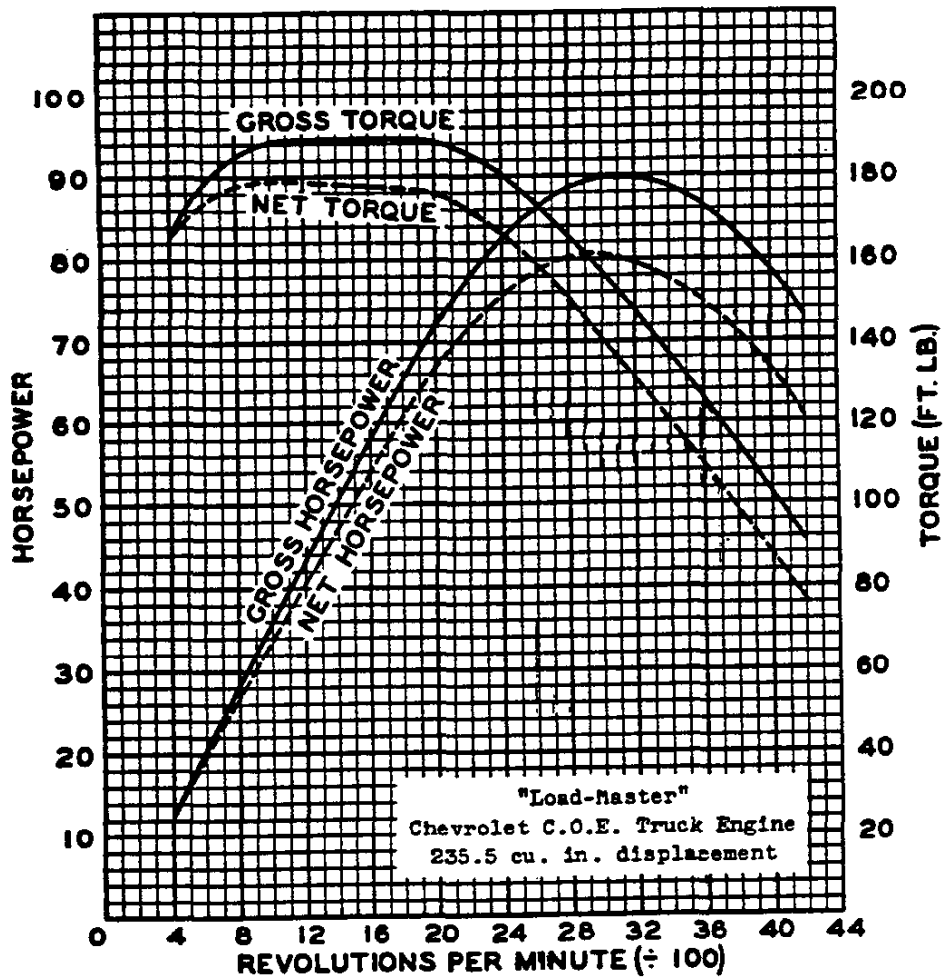
State of Michigan  
County of Wayne

On this 16th day of May 1949 personally appeared before me, C. W. Frederick, known to me to be such, who makes oath that the data on this sheet are true as represented.

*B. H. Holmes*  
Notary Public, Wayne County  
My commission expires July 27th, 1951

**ENGINE-83**

## ENGINE PERFORMANCE



The engine performance curves shown on this sheet are true copies from Chevrolet engine test report 9840-35. They represent the full throttle performance of a "Load-Master" Chevrolet COE truck engine (235.5 cu.in. displacement) as obtained from dynamometer test data which were corrected to the standard barometric pressure of 29.92" Hg. 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, the generator charging and automatic spark advance.

5-16-49

CHEVROLET 1949 SPECIFICATIONS—TRUCKS

May 16, 1949

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CHEVROLET - CENTRAL OFFICE - ENGINEERING DEPT.  
DIVISION OF GENERAL MOTORS CORPORATION

*C. W. Frederick*  
C. W. Frederick  
Truck Engineer

State of Michigan  
County of Wayne

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*B. H. Holmes*  
Notary Public, Wayne County

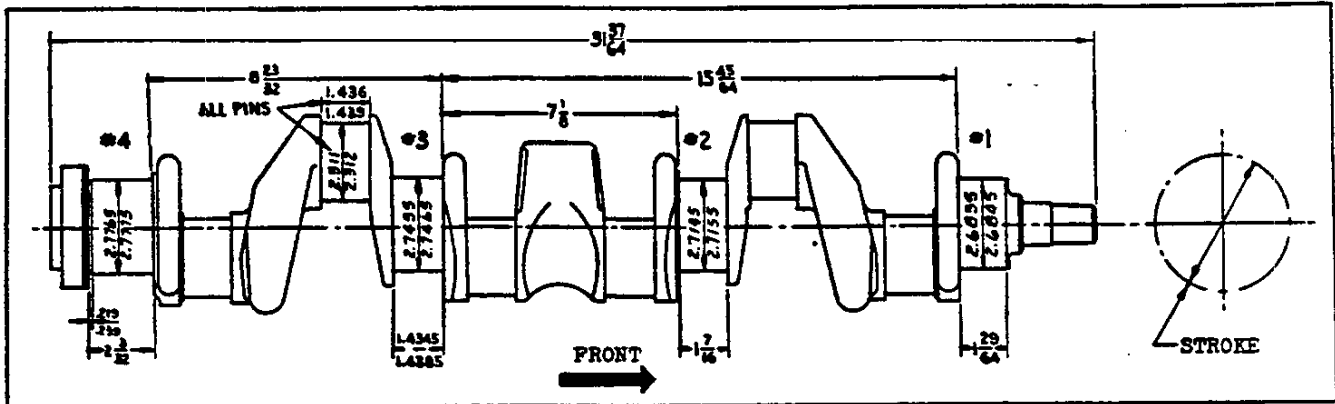
My commission expires July 27th, 1951

ENGINE-84

### CYLINDER AND CASE AND HEAD

Material ----- Cast alloy iron    Bore diameter:  
 Offset ----- None                    "Thrift-Master" (216.5 eng.) -- 3.4995-3.5015  
 Cyl. head bolt torque ----- 70-80 ft.lb.    "Load-Master" (235.5 eng.) ---- 3.5620-3.5640

### CRANKSHAFT AND BEARINGS



#### CRANKSHAFT

Material ----- Drop-forged steel  
 Weight ----- 70 lb  
 End play ----- .003-.009  
 Counterweights ----- 7  
 Stroke-"Thrift-Master" ----- 3-3/4 ± .005  
 -"Load-Master" ----- 3-15/16 ± .005

#### HARMONIC BALANCER (Vibration dampener)

Type ----- Oscillating (Rubber-floated)  
 Fan drive pulley diameter ----- 6-1/32

#### MAIN BEARINGS

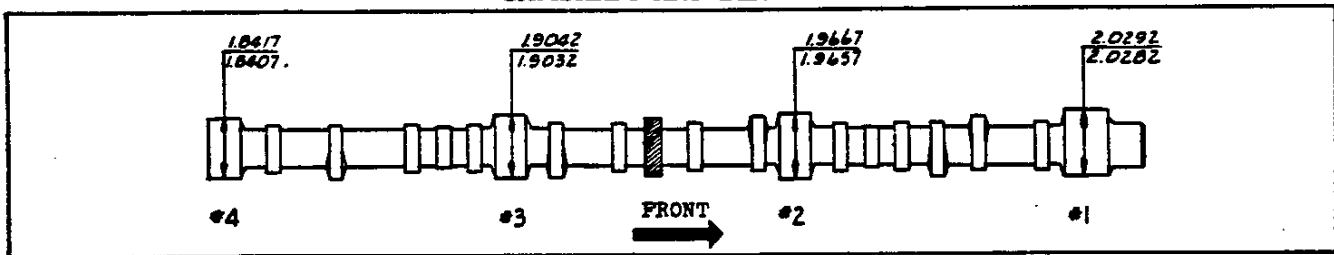
Material ----- .003-.007 babbitt on steel shell

Type ----- Precision Interchangeable  
 Removable ----- From below  
 Necessary to align ream ----- No  
 Clearance --- .0007-.0024 fit with solid shims  
 End thrust taken on ----- #3  
 Bearing bolt torque -----  
 ----- 100-110 ft.lb. with oiled threads

Brg.	Inside Dia.	Length	Proj. Area±
#1	2.6850-2.6866	1-3/16	2.758 sq.in.
#2	2.7160-2.7176	1-1/8	2.595 sq.in.
#3	2.7470-2.7486	1.4295-1.4315	2.793 sq.in.
#4	2.7780-2.7796	1-5/8	4.071 sq.in.

± - Based on effective length, i.e. overall length shown above, less oil groove and chamfers.

### CAMSHAFT AND BEARINGS



#### CAMSHAFT

Material ----- Drop-forged steel  
 Minimum diameter ----- 1-3/32  
 End play ----- Free to .003 maximum  
 Ramp: Inlet ----- .0111  
 Exhaust ----- .014

#### DRIVE

Make and type ----- Chevrolet, helical gear  
 Driven gear (on camshaft) material:  
 "Thrift-Master" ----- Bakelite  
 and fabric composition with steel hub insert  
 "Load-Master" ----- One-piece, aluminum  
 5-16-49

alloy or aluminum alloy with steel hub insert  
 Drive gear (on crankshaft) material ----- Steel

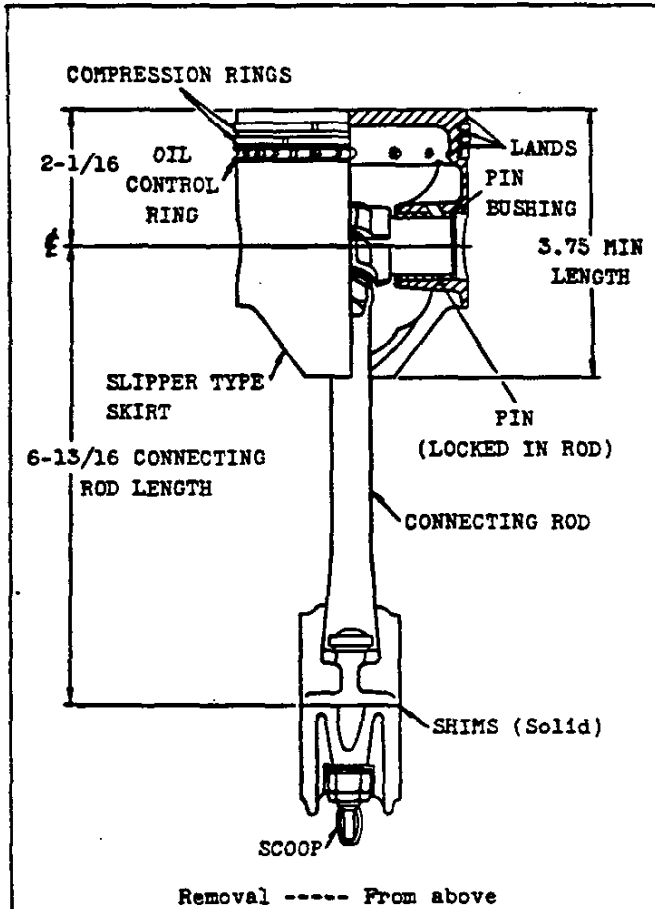
#### BEARINGS

Material ----- Steel-backed babbitt  
 Clearance on diameter ----- .0015-.0035  
 Thrust taken at ----- #1 bearing

Brg.	Inside Dia.	Length	Proj. Area θ
#1	2.0307-2.0317	1-1/8	2.285 sq.in.
#2	1.9682-1.9692	15/16	1.846 sq.in.
#3	1.9057-1.9067	15/16	1.787 sq.in.
#4	1.8432-1.8442	15/16	1.728 sq.in.

θ - Based on overall length shown above.

## PISTON-PIN-RINGS



Oil ring groove diameter:

Thrift-Master engine ----- 3.118-3.138  
 Load-Master engine ----- 3.180-3.200

Oil drain holes: Number ----- 14  
 Size ----- 5/32 drill

Piston pin bushings:

Type ----- Pressed into piston  
 Material ----- Cast bronze  
 Inside diameter ----- Slip fit on pin  
 Length (each) ----- 15/16  
 Weight (each) ----- .06 lb

Weights	Thrift-Master	Load-Master
Piston alone	1.80 lb	1.87 lb
Piston and bush. assy	1.91 lb	1.99 lb
Piston, bushings, rings, pin and conn rod upper end x 6	16.76 lb	17.21 lb

### PISTON PIN

Material ----- Chromium steel (file hard case)  
 Diameter ----- .8645-.8650  
 Length ----- 3.135-3.165  
 Taper limit in full length ----- .0002  
 Weight ----- .312 lb  
 Clearance in bushing ----- Slip fit

### COMPRESSION RINGS

Material ----- Cast alloy iron, surface treated with a wear resistant coating.  
 Type ----- Taper face  
 Number per piston ----- Two  
 Width ----- .1235-.1240  
 Wall thickness ----- .155 maximum  
 Gap clearance ----- .005-.015  
 Ring clearance in groove ----- .0015-.003  
 Weight (each) ----- .05 lb.

### OIL CONTROL RING

Material ----- Cast alloy iron  
 Type ----- Wide slot  
 Width ----- .1860-.1865  
 Wall thickness -Thrift-Master engine --- .155 max.  
 -Load-Master engine ----- .160 max.  
 Gap clearance ----- .005-.015  
 Ring clearance in groove ----- .0020-.0035  
 Weight ----- .05 lb.

### PISTON

Make ----- Own  
 Size ----- { to fit 3-1/2 bore (216.5 engine)  
 { to fit 3-9/16 bore (235.5 engine)  
 Features ----- Flat head; oval, slipper skirt  
 Material ----- Cast alloy iron, surface treated with a wear resistant coating.  
 Head thickness at center ----- .180-.190  
 Diametral relief at lands ----- .015-.023  
 Skirt clearance in cylinder bore {pass on .0015  
 {hold on .003  
 Compression ring groove diameter:  
 Thrift-Master engine ----- 3.155-3.180  
 Load-Master engine ----- 3.2175-3.2425

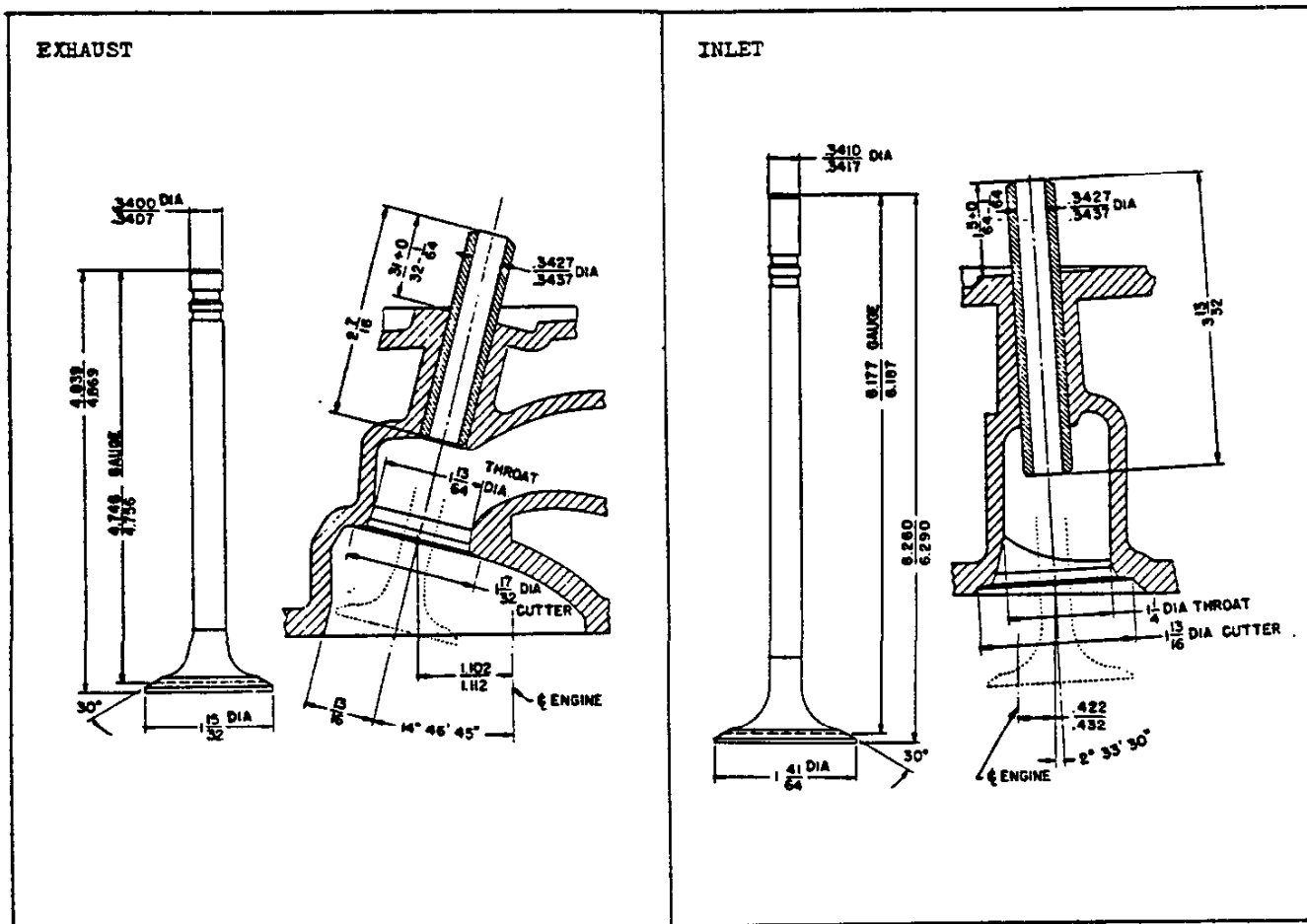
### CONNECTING RODS

Type ----- Rod clamps piston pin  
 Material ----- Drop-forged steel  
 Assembly center of gravity -- 5.325 from piston pin  
 Rod width at piston pin ----- 1.125-1.127  
 Rod width at crankpin ----- 1.4275-1.4315  
 Crankpin bearing:  
 Type ----- Spun (centrifugally cast)  
 Material ----- High lead babbitt  
 Diameter ----- 2.3135-2.3140  
 Effective length --- (overall length less oil groove and chamfers) ----- 1.076

Clearance on diameter ----- Selective fit  
 Projected area per rod -- (based on effective length) ----- 2.490 sq.in.  
 Assembly weight: ----- 1.92 lb.  
 Upper end ----- .42 lb.  
 Lower end ----- 1.50 lb.  
 Total rotating weight ----- (weight of lower end x 6 connecting rods) ----- 9.00 lb.  
 End play ----- .004-.012  
 Recommended nut torque (with oiled threads) ----- 40-50 ft.lb.

5-16-49

## VALVE TRAIN



### VALVES

Make ----- Own  
 Material-exhaust valve ----- High chrome steel  
 -inlet valve ----- Silichrome steel  
 Stem end style --- Grooved for keys and oil seal  
 Lift-exhaust valve ----- .3118  
 -inlet valve ----- .2941  
 Distance between valve centers -----  
 - 1-21/32 (measured along centerline of engine).  
 Valve lash (engine normalized\*): Inlet Exhaust  
 Regular engine, up to and incl.  
 8000 lb. GVW and school buses .008 .015  
 Reg. engine above 8000 lb. GVW .010 .020

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

### TAPPETS

Type and material - Cylindrical, cast alloy iron  
 Outside diameter ----- .989-.990  
 Lift-exhaust ----- .2111  
 -inlet ----- .1991  
 Clearance ----- Selective fit  
 Hydraulic valve lifters ----- None  
 5-16-49

**CHEVROLET 1949 SPECIFICATIONS—TRUCKS**

### VALVE STEM GUIDES

Type ----- Removable  
 Clearance with stem-exhaust ----- .002-.0037  
 -inlet ----- .001-.0027

### VALVE ROCKER ARMS

Material ----- Cast malleable iron  
 Ratio (cam lift to valve lift) ----- 1.477:1  
 Torque of valve rocker shaft support bolts and nuts ----- 25-30 ft.lb.  
 Bearing-type ----- Rocker arm I.D.  
 -inside diameter ----- .7925-.7935  
 -length ----- 15/16

### VALVE SPRINGS

#### LENGTH AND PRESSURE

Valve closed ----- 1.821 at 53-63 lb.  
 Valve open ----- 1.505 at 124-140 lb.  
 Free (out of engine) length ----- 2-1/8

### VALVE SEATS

Material ----- Cast alloy iron (cylinder head)  
 Inserts ----- None  
 Cooling ----- Jets of water under pressure  
 width in head-exhaust ----- .062-.093  
 -inlet ----- .035-.060

**ENGINE-87**

### ENGINE COOLING SYSTEM

Method of cooling cylinder walls ----- Full length water jacket with water around each cylinder  
 Method of cooling valve seats --- "Nozzle jet" system (water under pressure directed against seats)

ITEM		3100	3700, 3900	3600	3800, 4000	5000	6000	
Capacity (quarts)	Regular	15					17.5	17.5, with shroud
	RPO 256				17.5, with shroud			
Radiator core	Make and type	Harrison, ribbed cellular						
	Material	All copper						
	Size Regular	.25 x .560 x 2			.20 x .560 x 2		.20 x .560 x 3	
	RPO 256			.20 x .560 x 3				
Frontal area		407 square inches						
Pressure cooling		In Series 5000 only: radiator cap pressure valve opens 3-1/2 to 4-1/2 lb						
Radiator hose	Type	Two reinforced rubber hoses and steel tube to engine inlet						
	Location and size Inlet	From cylinder head to radiator core upper tank, 1-1/4 I D						
	Outlet	From radiator core lower tank to water pump, 1-1/2 I D x 3-1/8						
Thermo-stat	Make and type	Harrison, bellows operated poppet valve						
	Location	In cylinder head water outlet						
	Valve action at 29" Hg. Bar. press.	Starts to open at 140-147°F, fully open at 170°F						
Engine fan	Make	Own						
	Type and size	4 staggered blades, 18 diameter						
	Pulley size	280V x 4-21/64 diameter						
	Fan to engine speed ratio	1.405:1						
	Fan Material	One-piece reinforced rubber						
Water pump	belt Size	1 1/16 max width x 42-7/8 around outside						
	Type and drive	Centrifugal, by fan belt						
	Location	On front of cylinder and case						
	Capacity	47 gallons per minute at 4000 engine RPM						
	Bearing	Anti-friction bearings See page 101						
	Seal	Material	Molded rubber, sealed with rubber cement					
	Adjustment	Automatic, by spring tension						

### FUEL SYSTEM

ITEM		3100	3800	4100, 4400	5000	3700	4500
		3600		6100, 6400		3900	6700
Location	Chassis and single unit bodies	Inside of frame on right side		Outside of frame on right side			
	Models with cab	Behind seat in cab, equipped with fuel line shutoff and drain cock					
Type of construction		Two stamped pans, seam welded together					3 pc, seam weld
Capacity	Cabs	17-1/2					
	Others	16	18		16	30	
Filler location		On right side of vehicle					
Gauge (tank unit)	Make	AC					
	Type	Electric					

ITEM		3100, 3600	3700	5000
		3800, 4000	3900	
		6000		
Make		Carter		
Model		W1-684S	B81-699S	B81-517S
Type		Single adjustment, balanced		
		Down-draft	Up-draft	
Idle adj (Number of turns open)		1-1/4 to 2-1/4	1/2 to 1-1/4	
Size (min venturi throat I D)		1-1/4	1-1/16	
Float level when closed		Top of float is 1/2 below finished surface of cover	Top of float is 1/32 to 1/16 below top of float chamber	
Choke		Manual (no automatic choke)		
Mani-fold	Heat control	Automatic (thermostatic)		
	Cover	None		

CONTINUED

**FUEL SYSTEM—Continued**

**AIR CLEANER**

ITEM		3100,3600, 3800,4000	3700 3900	5000	6000
Make		AC			
Flame arrester type		Reg equipment			
Heavy duty oil bath type	1 lb capacity	RPO except 4502			
	2 lb capacity	RPO			Reg equip
	4 lb capacity			Reg equip	

**FUEL PUMP**

Make ----- AC  
Model ----- AF

Type ----- Mechanical (diaphragm) "high reserve"  
Drive ----- From camshaft  
Arm throw ----- 1/4 at camshaft  
Air dome ----- Yes (inlet and outlet)  
Filter ----- 120 mesh screen in dome  
Pressure at carburetor ----- 3 to 4 lb

**FUEL AND VACUUM PUMP - RPO 340**

Make ----- AC  
Model ----- BW  
Fuel pump specifications ----- See above  
Vacuum pump type ----- Mechanical (diaphragm)  
Operation ----- Operates only when manifold  
vacuum is insufficient for windshield wiper action  
Octane selector ----- Manual, 20° range

**EXHAUST SYSTEM**

Muffler:  
Make ----- Various  
Type -- Diffusion and resonance, reverse flow

Muffler mounting ----- Single-point  
Exhaust pipe outside diameter ----- 1-7/8  
Tail pipe inside diameter ----- 1-11/16

**ENGINE LUBRICATION SYSTEM**

**METHOD OF LUBRICATION**

Type ----- Chevrolet "Specialized" (pressure, pressure stream, and splash)  
Main bearings --- Direct pressure through drilled passages in the cylinder case to the bearings  
Cams shaft bearings ----- Direct pressure through passages from the main bearings  
Timing gears ----- Sprayed by nozzle which is fed oil from the camshaft front bearing  
Connecting rod bearings ----- Pressure streams directed against connecting rod scoops  
Cylinder bores and piston pins ----- Splash  
Valve mechanism ----- Pressure.  
Oil is piped from oil distributor (high pressure side) past bleed hole (to regulate pressure) and through metering hole; then through water jacket (for temperature-conditioning), and, finally, to rocker shaft and arms. Valve stems, springs, and push rod ends are gravity-fed from rocker arms.  
Water pump bearing -----  
--- Permanently lubricated, sealed, ball bearing

Normal oil pressure -----  
----- 14 lb at 2000 engine RPM  
Oil pressure relief valve opens at ----- 60 PSI  
Cleaner type -- 20 mesh x .015 non-corrosive steel wire screen; by-pass in intake side of oil pump

**MISCELLANEOUS**

Oil pressure gauge ----- See "instruments"  
Oil level gauge ----- Rod type  
Oil filter (RPO):  
Make ----- AC  
Capacity (dry) ----- 2-1/2 qt  
Flow ----- Approximately 20 gal/hr

**OIL PAN**

Capacity ----- 5-1/2 qt, dry; 5 qt, for refill  
Drain ----- Plug in rear of pan  
Torque, corner bolts ----- 12-1/2 to 15 ft lb  
Torque, flange screws ----- 6 to 7-1/2 ft lb

**LUBRICANT RECOMMENDED**

Temperature	Grade
Not lower than 32°F -----	20W or SAE 20
As low as 10°F -----	20W
As low as minus 10°F -----	10W
Below minus 10°F -----	10W, plus 10% kerosene

**OIL PUMP**

Type and drive ----- Gear, from camshaft  
Capacity (gallons per minute, hot oil) -----  
----- 7.16 at 4000 engine RPM

**CRANKCASE VENTILATION AND OIL FILLER**

Crankcase ventilation:  
Inlet ----- Louvers in top of rocker cover  
Outlet ----- Series 3700, 3900, closed type with suction tube from oil filler and ventilator body to inlet manifold.  
All others, open type with suction tube from

ventilator body to air slip stream below engine.

Oil filler type and location:

Series 3700, 3900, 5000 -----  
----- Tube on right side of engine  
All others ----- Cap on top of rocker cover

## ENGINE ELECTRICAL SYSTEM

### GENERATOR

Make ----- Delco-Remy  
 Model ----- 1102710  
 Type ----- 2 brush, shunt wound  
 Rated voltage ----- 6 to 8  
 Ventilation ----- By fan in generator pulley  
 Driven by ----- Fan belt  
 Pulley size ----- 28<sup>0</sup>V x 3-11/32 dia  
 Speed ratio (gen to engine) ----- 1.83:1  
 Maximum output (controlled charging rate) -- Hot:  
   Amperes ----- See current regulator  
   Volts ----- See voltage regulator  
   Generator RPM ----- 2400 and up  
   Engine RPM ----- 1311 and up  
 Bearings:        Commutator end        Drive end  
   Number        812823                                  Anti-friction  
   Type           Bronze bushing                                  bearing,  
   I D            .562-.563                                  see page  
   O D            .783-.784                                  101  
   Width         51/64  
 Generator speed at closing ---- See Cutout relay  
 Engine speed at closing ---- See Cutout relay  
 Brush spring tension ----- 24 to 32 oz  
 Rotation (drive end) ----- Clockwise

### STARTING

Starting device ----- Mechanical over-running clutch actuated by push button and solenoid for series 3700, 3900 and by pedal for all others  
 Starting operation ----- With ignition switch ON, depress push button on series 3700, 3900; depress starter pedal on all others  
 Pinion meshes ----- From front of flywheel  
 Pinion teeth ----- 9  
 Flywheel teeth ----- 139, 1/2 wide, 13.5 PD  
 Flywheel bolt torque (service) ----- 50-65 ft lb  
 Gear ratio (starter to flywheel) ----- 15.44:1  
 Normal engine cranking RPM (60°F air) ----- 125

### STARTING MOTOR

Make ----- Delco-Remy  
 Model: Series 3700, 3900 ----- 1107075  
   All others ----- 1107055  
 Direction of rotation (front view) -----  
   ----- Counter-clockwise

Bushings	Commutator end	Drive end
Type	Rolled bronze with graphite filled ball indentations on inside surface	
I D	.5625-.5635	.499-.501
O D	.6245-.6255	.5615-.5625
Width	.812	.781

Test data:                                  Lock test        No load test  
   Amperage ----- 525                                  65  
   Volts ----- 3.4                                        5  
   Torque ----- 12 ft lb  
   RPM ----- 5000  
 Brush spring tension ----- 24 to 28 oz

CONTINUED

8-16-49. Revised: 1-16-50, e - Tension increased.

### VOLTAGE AND CURRENT REGULATOR

Make and model ----- Delco-Remy, 1118301  
 Type ----- Vibrator  
 Voltage regulator:  
   Volts ----- 7.0-7.7 (preferred 7.4)  
   Temperatures ----- Operating  
   Average air gap ----- .075-.085  
 Current regulator:  
   Amperes ----- 32-40 (preferred 36)  
   Temperatures ----- Operating  
   Average air gap ----- .075-.085  
 Cutout relay:  
   Voltage at closing -- 5.9-6.8 (preferred 6.4)  
   Generator armature speed ----- 800 RPM  
   Engine speed ----- 437 RPM  
   Average air gap ----- .020

### BATTERY

ITEM	4500, 6700	5000	ALL OTHERS
Make and model	Delco, 19Q4W	Delco, 15AA4-W	
Length, at top	10-3/8	9	
Width, at top	7		
Height	8-11/16		
Voltage	6		
Capacity	125 amp hrs	100 amp hrs	
	at 20-hour rate		
Bench normal charging rate	9 amp	7 amp	
Cell arrangement	3, side-to-side		
Plates per cell	19	15	
Ground	Negative terminal		
Location (3700 & 3900 same as 4500 & 6700)	At right, of engine on frame	At right, inside of sub-frame	At right outside of frame

### IGNITION SYSTEM

Type ----- Separate units, high tension distributor ground return system with centrifugal and vacuum spark advance, high intensity spark, and water-proof ignition coil  
 Ignition cable make ----- Packard Electric  
 Ignition lock: Make ----- Delco-Remy  
   Type ----- Two position: On and off, key is removed in off position only

### COIL

Make ----- Delco-Remy  
 Model ----- 1115380  
 Location ----- Engine right side  
 Amperes drawn -- 4.5, engine stopped; 2.5, idling

### SPARK PLUGS

Make ----- AC  
 Model ----- 44-5 COM  
 Thread size ----- 14 mm  
 Recommended gap ----- .035  
 Recommended torque (service) ----- 25-30 ft lb



**ENGINE ELECTRICAL SYSTEM—Continued**

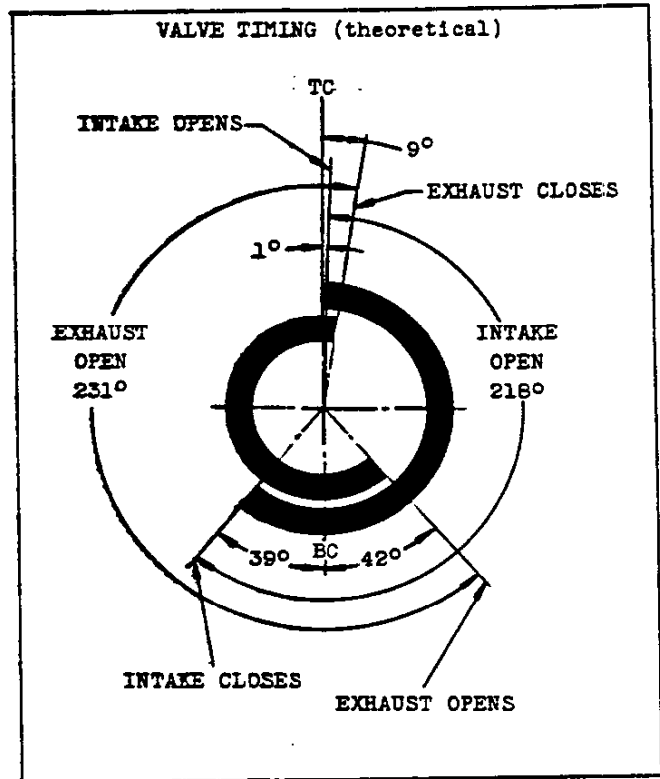
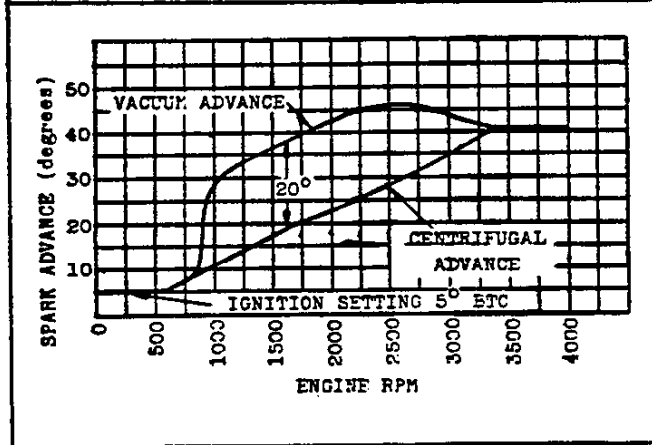
**DISTRIBUTOR**

Make and model ----- Delco-Remy, 1112353  
 Current source ----- Generator or battery  
 Breaker contact opening and nominal contact angle:  
     With new breaker lever --- .018-.024 --- 34°  
     With old breaker lever --- .015-.022 --- 39°  
 Breaker arm tension ----- 17-21 oz.  
 Vacuum control part number ----- 1116043  
 Condenser (service) part number ----- 1869704

**ENGINE TIMING**

Timing spark advance (initial setting) ---- 5° BTC  
 Timing marks location ----- On flywheel  
 Firing order ----- 1-5-3-6-2-4

Automatic spark advance:	Advance begins	Full advance
Vacuum control	7" Hg. min.	20° at 12" Hg. min.
Centrifugal	600 RPM	32.5° to 39.5° at 3450 RPM and up.

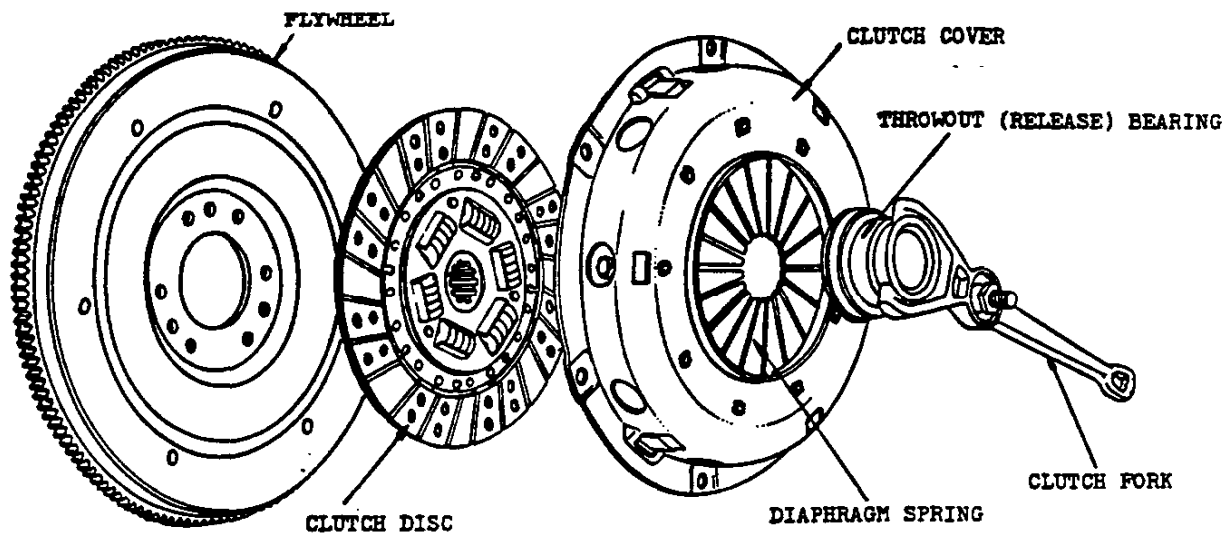


**POWER PLANT MOUNTING**

3100	ALL OTHER TRUCKS AND SCHOOL BUSES
TYPE: 4-POINT RUBBER (CUSHION BALANCED)    TORQUE TUBE DRIVING AND, BRAKING REACTION SUPPORT.	TYPE: 3-POINT RUBBER (CUSHION BALANCED)  

5-16-49

## CLUTCH

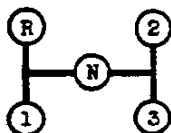
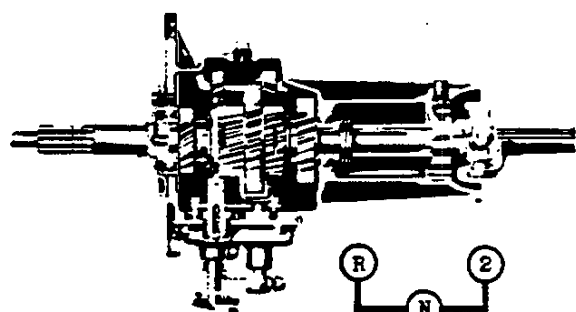


**3100 SERIES REGULAR CLUTCH ILLUSTRATED**

ITEM		3100		All except 3100	
		Regular clutch	RPO 227	Regular clutch	
<b>Type</b>		Single dry plate			
<b>Rated torque capacity</b>		200 foot pounds			
<b>Drive</b>		Direct to flywheel face			
<b>Ventilation</b>		Vaness cast in pressure plate			
<b>Diaphragm spring</b>	Pressure in flat position	1100 to 1225 pounds	1175 to 1275 pounds		
	Material	Spring steel, heat treated			
	Pressure levers	18, integral with spring			
<b>Discs</b>	Driving	Two (flywheel and pressure plate)			
	Driven	One			
	Vibration insulation at hub		6 cushion springs		
	Facing	Material	Molded asbestos composition		
		Outside diameter	9-1/8	10-3/4	
		Inside diameter	6-1/8	7	
		Area	71.86 square inches	104.6 square inches	
Thickness	.132-.138	.137-.143			
<b>Bearings</b>	Throwout (release)	Type, make, number	Anti-friction bearings, See page 101		
		Lubrication	Packed for life		
	Pilot	Make and number	Chevrolet 412562		
		Type	Sintered graphite-bronze bushing. Oil-impregnated		
		Inside diameter	.5915-.5925		
		Outside diameter	1.0935-1.0945		
		Width	.740-.760		
Lubrication	Self				
<b>Controls</b>	Clutch fork type	Drop-forged (pivot mounted on ball)			
	Pedal mounting location	On shaft, bracketed to side rail (to subframe in 5000)			
<b>Flywheel</b>	Material	Cast alloy iron			
	Weight (with ring gear)	30 pounds			
	Ring gear type	Steel, shrunk on			
	Ring gear teeth	139, 1/2 wide, 13.9 P.D. (9 teeth on starter pinion)			
<b>Clutch attachment to flywheel</b>		6 bolts	9 bolts		

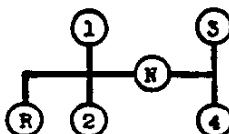
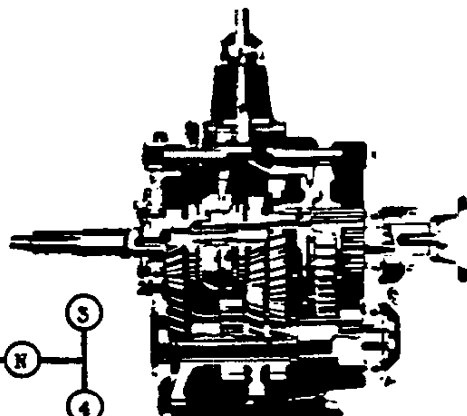
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## TRANSMISSION



SHIFTING PATTERN

3-SPEED TRANSMISSION  
(TOP VIEW)



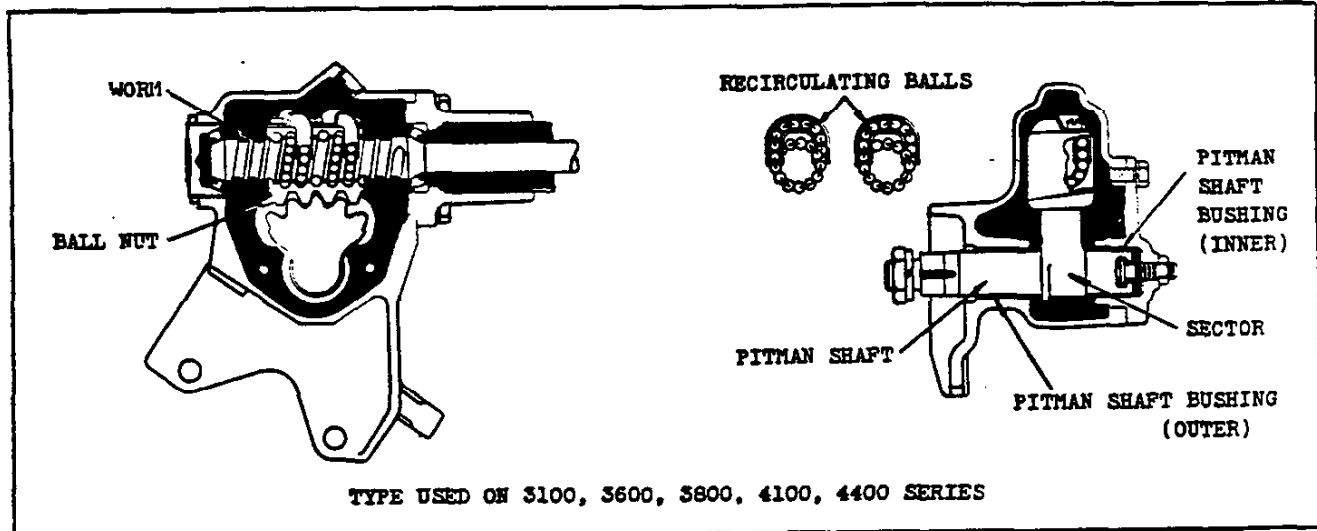
SHIFTING PATTERN

4-SPEED TRANSMISSION  
(SIDE VIEW)

ITEM		3100, 3600, 3700		3800, 3900, 4000, 5000, 6000 Reg 3100, 3600, 3700 RPO		
Make and type		Own, 3-speed, Synchro-mesh		Own, 4-speed, Synchro-mesh		
Gearshift Type		Manual, remote		Manual, direct		
control Location		Mounted on steering column		Mounted on transmission		
Input torque capacity		200 foot pounds				
Gears	Type		All helical		Helical, except 1st and reverse	
	Material		Forged steel, hardened			
	Synchronized speeds		2nd and 3rd		2nd, 3rd, and 4th	
	Constant mesh speeds		2nd		2nd and 3rd	
	Sliding gears		1st and reverse			
	Ratios	Forward	1st	2.94:1		7.06:1
			2nd	1.68:1		3.58:1
			3rd	Direct		1.71:1
4th					Direct	
Reverse		2.94:1		6.78:1		
Bushings	Reverse idler	Optional materials		Rolled sheet bronze, ball-indented		
		Steel-backed bronze, ball-indented		Steel-backed bronze, ball-indented		
	Transmission rear bearing support	Optional materials		Rolled sheet bronze, ball-indented		
		Steel-backed bronze, ball-indented		Steel-backed bronze, ball-indented		
Size I D		.7515-.7525		1.1272-1.1282 I D		
Length		3/4		1-1/8		
2nd gear bearing	Material		Gear I D honed. Turns on mainshaft		Steel-backed bronze, ball-indented	
	Size I D		1.062-1.063		1.8152-1.8162	
	Length		1-3/4		1.689-1.699	
3rd gear bearing	Material				Nickel phosphor bronze	
	Size I D				1.6248-1.6255	
	Length				1.839-1.841	
Lubricant capacity		1-1/2 pints		6 pints		
Power take-off provision	Type of opening				6 bolt SAE	
	Location				Left side of transmission	
Drive gear	Type				Helical	
	No. of teeth				33 teeth	
	Speed				425 RPM at 1000 engine RPM	
Anti-friction bearings		See page 101				

5-16-49

## STEERING GEAR



ITEM		3100, 3600, 3800, 4100, 4400	3700 3900	4500, 5000, 6000
Type		Semi-reversible		
Ratio		26.24:1	19.8:1	27.76:1
Mounting		On frame side member		
Pitman shaft bushings		Cast bronze		
	Outer	Inside dia	1.1245-1.1250	1.2495-1.2500
		Length	1-3/8	1
	Inner	Inside dia	1.1255-1.1260	
		Length	27/32	
Pitman shaft	Diameter	1-1/8	1-1/4	
	Location	Below worm		
Pitman arm type		One-piece, drop forged steel		
Main shaft diameter		3/4	13/16	
Column outside diameter		1-3/4		
Horn cable and contact		Cable lead is attached to contact ring, which is imbedded in rubber, inside upper end of steering column		
Steering wheel	Type	3-Spoke		
	Material	Hard rubber vulcanized to steel insert		
	Diameter	18		
Anti-friction bearings		See page 101		

### TURNING DIAMETERS

	Nominal figures based on actual measurements					
	SERIES	WHEELBASE	A (feet)		B (feet)	
			RIGHT	LEFT	RIGHT	LEFT
	3100	116	39-1/2	40	42-1/2	42-1/2
	3600	125-1/4	47-1/2	49-1/2	50	51-1/2
	3700		42-1/2	43-1/2	45-1/2	46-1/2
	3800	137	52	52-1/2	54-1/2	55
	3900		48	50	50-1/2	52-1/2
	4100		51	52-1/2	54-1/2	56
	4400	161	59-1/2	59	63	62-1/2
	4500		56	56	59-1/2	59-1/2
	5100	110	40	40	43-1/2	43-1/2
	5400	134	45-1/2	48-1/2	49	52
	5700	158	54-1/2	56-1/2	58	60
	6100	137	48	49-1/2	51-1/2	53
	6400	161	56	56	59-1/2	59-1/2
	6700	199	66-1/2	66-1/2	70	70

**LOAD CAPACITY CHART**

MODEL				NOMINAL RATING	GROSS VEHICLE WEIGHT	TYRE SIZE AND PLY RATING		REQUIRED EQUIPMENT		FEAR AXLE
TYPE	SERIES	WHEEL-BASE	FRONT			REAR	REAR SPRINGS	GVERNED SPEED		
SEDAN DELIVERY	1608	GJ	115		4000	6.70-15-4	6.70-15-4	8 leaf		4.11 or
					4100	6.70-15-6	6.70-15-6			3.75
LIGHT DUTY	S100	GF	116	1/2 Ton	4200	6.00-16-6	6.00-16-6	8 leaf		4.11
					4500	6.70-15-6	6.70-15-6			
					*4600	6.50-16-6	6.50-16-6			
MEDIUM DUTY	3600	GR	125 1/4	3/4 Ton	5200	15-6	15-6	2-stage, 7 leaf		4.57 or 5.14
						7.00-17-6	7.00-17-6			
					5400	15-8	15-8			
					*5800	7.00-17-8	7.00-17-8			
	3742	GT	125 1/4	3/4 Ton	6200	15-6	15-6	8 leaf		5.14
					6400	15-8	15-8			
					6600	7.00-17-6	7.00-17-6			
					*7000	7.00-17-8	7.00-17-8			
	3800	GS	137	1 Ton	5700	7.00-17-6	7.00-17-6	2-stage, 8 leaf		5.14
					6100	7.00-17-8	7.00-17-8			
					6700	7.50-17-8	7.50-17-8			
	3942	GV	137	1 Ton	6700	7.00-17-6	7.00-17-6	8 leaf		5.14
7100					7.00-17-8	7.00-17-8				
7500					7.50-17-8	7.50-17-8				
*10000					7.00-18-8	7.00-18-8 Dual				
HEAVY DUTY	4100	SJ	137	1-1/2 Ton	7500	7.00-20-8	7.00-20-8	Heavy 11 leaf		6.17 or 6.45
					9500	6.50-20-6	6.50-20-6 Dual			
	4400	SK	161	1-1/2 Ton	*11000	7.00-20-8	7.00-20-8 Dual	Heavy 11 leaf and auxiliary, brake booster, and heavy duty frame.		6.17 HD or 2 speed
					*12500	7.50-20-8	7.50-20-8 Dual			
	6100S	SVS	137	1-1/2 Ton Special Conventional	13000	7.50-20-8	7.50-20-8 Dual	Heavy 11 leaf and auxiliary, brake booster, and heavy duty frame.		6.13 & 8.10
					*15000	7.50-20-8	8.25-20-10 Dual			
	6400S	SWS	161	1-1/2 Ton Special Conventional	13000	7.50-20-8	7.50-20-8 Dual	Heavy 11 leaf and auxiliary, brake booster, and heavy duty frame.		6.17 HD or 2 speed
					*15000	8.25-20-10	9.00-20-10 Dual			
	6100	SV	137	2 Ton Conventional	13000	7.50-20-8	7.50-20-8 Dual	Heavy 11 leaf and auxiliary, brake booster, and heavy duty frame.		6.17 HD or 2 speed
					*16000	8.25-20-10	8.25-20-10 Dual			
	6400	SW	161	2 Ton Conventional	13000	7.50-20-8	7.50-20-8 Dual	Heavy 11 leaf and auxiliary, brake booster, and heavy duty frame.		6.17 HD or 2 speed
					*16000	8.25-20-10	9.00-20-10 Dual			
	5100S	SPS	110	1-1/2 Ton Special Cab-Over-Engine	15000	7.50-20-8	7.50-20-8 Dual	Heavy 11 leaf and auxiliary, brake booster, and heavy duty frame.		6.17 HD or 2 speed
					*15000	7.50-20-8	8.25-20-10 Dual			
	5400S	SRS	134	1-1/2 Ton Special Cab-Over-Engine	15000	7.50-20-8	7.50-20-8 Dual	Heavy 11 leaf and auxiliary, brake booster, and heavy duty frame.		6.13 & 8.10
					*15000	8.25-20-10	9.00-20-10 Dual			
5700S	SSS	158	1-1/2 Ton Special Cab-Over-Engine	13000	7.50-20-8	7.50-20-8 Dual	Heavy 11 leaf and auxiliary, brake booster, and heavy duty frame.		6.17 HD or 2 speed	
				*16000	8.25-20-10	9.00-20-10 Dual				
5100	SP	110	2 Ton Cab-Over-Engine	13000	7.50-20-8	7.50-20-8 Dual	Heavy 11 leaf and auxiliary, brake booster, and heavy duty frame.		6.17 HD or 2 speed	
				*16000	8.25-20-10	8.25-20-10 Dual				
5400	SR	134	2 Ton Cab-Over-Engine	13000	7.50-20-8	7.50-20-8 Dual	Heavy 11 leaf and auxiliary, brake booster, and heavy duty frame.		6.17 HD or 2 speed	
				*16000	8.25-20-10	9.00-20-10 Dual				
5700	SS	158	2 Ton Cab-Over-Engine	13000	7.50-20-8	7.50-20-8 Dual	Heavy 11 leaf and auxiliary, brake booster, and heavy duty frame.		6.17 HD or 2 speed	
				*16000	8.25-20-10	9.00-20-10 Dual				
SCHOOL BUS CHASSIS	6702	SX	199	42 Pupils	13500	7.50-20-8	7.50-20-8 Dual	2-stage, heavy 11 leaf with brake booster and heavy duty frame.	35 MPH	6.17 or 5.43
				48-54 Pupils	*15000	8.25-20-10	8.25-20-10 Dual			
	4502	SL	161	30 Pupils	10500	6.50-20-6	6.50-20-6 Dual	2-stage, heavy 11 leaf and heavy duty frame.		5.14:1
					36 Pupils	*12000	7.00-20-8			
3802	GS	137	16 Pupils	7600	7.50-17-10	7.50-17-10	9 leaf			

\* - A plate is supplied with each vehicle showing chassis number and maximum Gross Vehicle Weight (GVW). The maximum GVW Rating as warranted by the chassis manufacturer shall include the truck chassis with lubricants, water and full tank or tanks of fuel, plus the weight of the cab or driver's compartment, body, special chassis and body equipment, and payload. These GVW Ratings are reduced per above table when tires of a lesser capacity are used. Series GJ plate shows no GVW.

§ - On 1-1/2 Ton Special SPS, SRS, SSS, SVS and SWS Series, 8.25-20-10 ply rating tires are released as a regular Production Option for the front with no allowable increase in the 15000 lb GVW.

® - Requires double-acting shock absorber and rear stabilizer equipment.

§ - Governed speed at 2800 RPM of engine.

® - Requires double-acting shock absorber equipment.

The following extra ply rating tires are released as Regular Production Options for front and rear but with no allowable increase in GVW: 6.50-20-8, 7.00-20-10, 7.50-20-10, 8.25-20-12. These tires mount on the same wheels as the regular ply rating balloons of the corresponding sizes. Never use an extra ply rating (high pressure) front with a balloon rear.

State of Michigan  
County of Wayne

March 31st, 1949

On this 31st day of March 1949, personally appeared before me, R. B. Wuerfel, known to me as such who makes oath that the data on this sheet are true as represented.

The data on this sheet are true as represented.

*Rogron N. Holman*  
Notary Public, Wayne County  
My commission expires July 27th, 1951

CHEVROLET - CENTRAL OFFICE - ENGINEERING DEPT.  
DIVISION OF GENERAL MOTORS CORPORATION

*R. B. Wuerfel*  
R. B. Wuerfel  
Transport Engineer

**TIRES - TUBES - WHEELS**

TIRE SIZE AND PLY RATING	BASE OR RPO *	MODELS	REAR	TIRE AND RIM ASSOCIATION STANDARDS					WHEELS					
				LOADED e		MAXIMUM RECOMMENDED		TUBE SECTION	VALVE	FLAP	RIM SIZE	OFF-SET	ATTACHMENT	
				RADIUS ROLLED	REV PER MILE	CAPA-CITY	PRESS IN LB							
6.00-16-6	Base	3100	S I N G L E	13.6	743	1055	36	6.00	15	None used	16x4.00E	9/16	Six 7/16-20 bolts, 5-1/2 circle	
6.50-16-6	282			13.9	728	1215	36	6.50			16x4-1/2K			
6.70-15-6	288			13.5	748	1050	30	6.70			15x5K			
15-6	273			3600 3700	14.1	715	1500	40	7.00	150 SB90°	15L	15x5.50F		0
15-8	280						1570	48						1/8
15-6	Base	1500					40							
15-8	280	1670					48							
7.00-17-6	277	3800 3900		15.4	655	1575	45	7.00W	76SB	17M	17x5.0	7/16		Eight 1/2-20 bolts, 6-1/2 circle
7.00-17-8	278					1775	55							
7.50-17-8	272					15.8	637	2100						
7.00-17-6	Base		15.4			655	1575	45					7.00W	
7.00-17-8	278						1775	55						
7.50-17-8	272	15.8	637	2100	60	7.50W								
7.50-17-10	329	3802	640	2395	75	76ASB86°	17x6.0							
7.00-18-8	295	3802-03-08-09-12, 3900	D U A L	16.0	680	1850	55	7.00W	16SB	18M	18x5.0	4-1/2		
6.50-20-6	Base	4103-08-09		16.4	613	1700	50	6.50W	76-90° E-12	20K			Five front and ten rear 5/8-18 bolts, 7-1/4 circle	
		4403-08-09-18-19-29												
6.50-20-8	286	4502		1950	65	20x5.0	4-3/4							
7.00-20-8	Base	4102-12		16.9	596	2000	55	7.00W	76SB90°					
	300	4402-12												
7.00-20-10	296	4000		17.7	571	2375	60	7.50W	177 SB90°	20M				
		4102-12												2700
7.50-20-8	304	4100, 4400		2375	60	20x5.00S	4-7/8							
7.50-20-10	305	5000, 5000S, 6000, 6100S, 6400S		2700	75	20x6.0	5-3/8							
7.50-20-8	Base		5000, 5000S, 6000, 6100S, 6400S	2375	60	77 SB90° (77 90° C20) E								
7.50-20-10	305	6100S, 6400S	2700	75										
8.25-20-10	343	5000, 5000S, 6000, 6100S, 6400S	18.2	553	2900	65	8.25W	77 SB90° (77 90° C20) E						
8.25-20-12	344	5000S, 6100S, 6400S, 6702			3150	75								
9.00-20-10	312	5000	19.3	523	3450	65	9.00W	TR175-90° C-20	20N	20x6.00T E	5-1/2			
		6100												
		6400												

\* - Base equipment includes tires of the same size and ply rating on front and rear wheels. All tires shown for each series are available in any front and rear combination provided tires of a larger size or ply rating are not used on the front, and provided front, rear and spare wheels remain interchangeable.

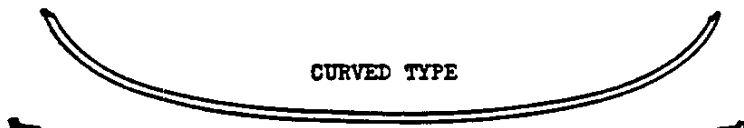

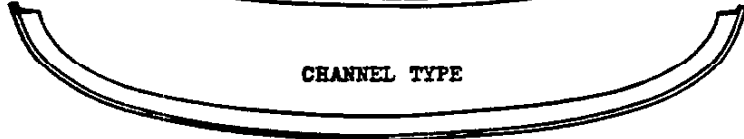
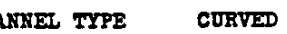
e - U. S. Rubber Company standards shown. Tires furnished are U. S., Goodrich, and Firestone.

E - Used with 7.00-20 tires on front wheels when 7.50-20-8 or 10 ply tires are specified for rear wheels.

E - Used with 8.25-20 tire and tube assembly on front wheels when 9.00-20 tires are specified for the rear wheels.

5-16-49

## BUMPERS

 <p style="text-align: center;">CURVED TYPE</p>		 <p style="text-align: center;">CHANNEL TYPE</p>				
 <p style="text-align: center;">CHANNEL TYPE</p>		 <p style="text-align: center;">CURVED TYPE</p>				
ITEM	3100, 3600	3105-07-16	3102-03-04-12, 3602-03-04-12	3800 e	3805-3807	4000, 5000, 6000 Reg 3700, 3900 RPO
Location	Front	Rear		Front	Rear	Front
Type	Curved					Channel
Overall width	69-7/8	70		69-7/8		75-1/16
Overall height	5-7/32					6-31/32
Gauge	.133-.147			.231-.245		.227-.251
Material	Spring steel					H R Steel
Finish	Chrome plated					Painted

## LIGHTS AND HORN

(Units listed below are shipped loose on Series 3700 and 3900)

### HEADLIGHTS

Make and type ----- Guide, Sealed Beam  
 Location ----- In front fender faces  
 Sealed Beam unit: Diameter ----- 7  
 Lens diameter ----- 6-11/16  
 Dimmed by ----- Foot switch (depresses beam)  
 Beam indicator location ---- In speedometer face

### PARKING LIGHTS

Location ----- Between first two bars in upper corners of radiator grille

### TAIL AND STOP LIGHTS

Make and type ----- Guide, combination  
 Number and location:  
 Two-unit bodies ----- One, attached to rear end of frame left side member  
 Canopy Expresses and Suburban Carryall -----  
 --- One, centered on tail gate (linkage automatically adjusts light for tail gate position)  
 Panels ----- One, on left rear door  
 RPO 249:  
 Panels, Canopy Expresses, and Suburban Carryall ----- Two extra combination tail and stop lights, one at rear of each body side panel

Rear license plate illumination ----- Lighted through window in combination tail and stop light  
 Dome light ----- In all except cowl models

### LIGHTING SWITCHES

Make ----- Delco-Remy  
 Main switch ----- Two-position, mounted on instrument panel. Incorporates a rheostat, operated by rotating the switch knob, which controls the brightness of the instrument panel lights  
 Stop light switch ----- Mechanical, on toe board  
 Dome light switch ----- At light

### PROTECTIVE DEVICES

Circuit breaker: Type ----- Bi-metal thermal element in main lighting switch  
 Capacity ----- 30 amperes  
 Fuses: Number and type ----- 6 (1 spare), SFE glass cartridge  
 Location ----- In fuse box on front of dash

### HORN

Make and type ----- Delco-Remy, vibrator  
 Location ----- Mounted on intake manifold  
 Current drain ----- 10 amperes

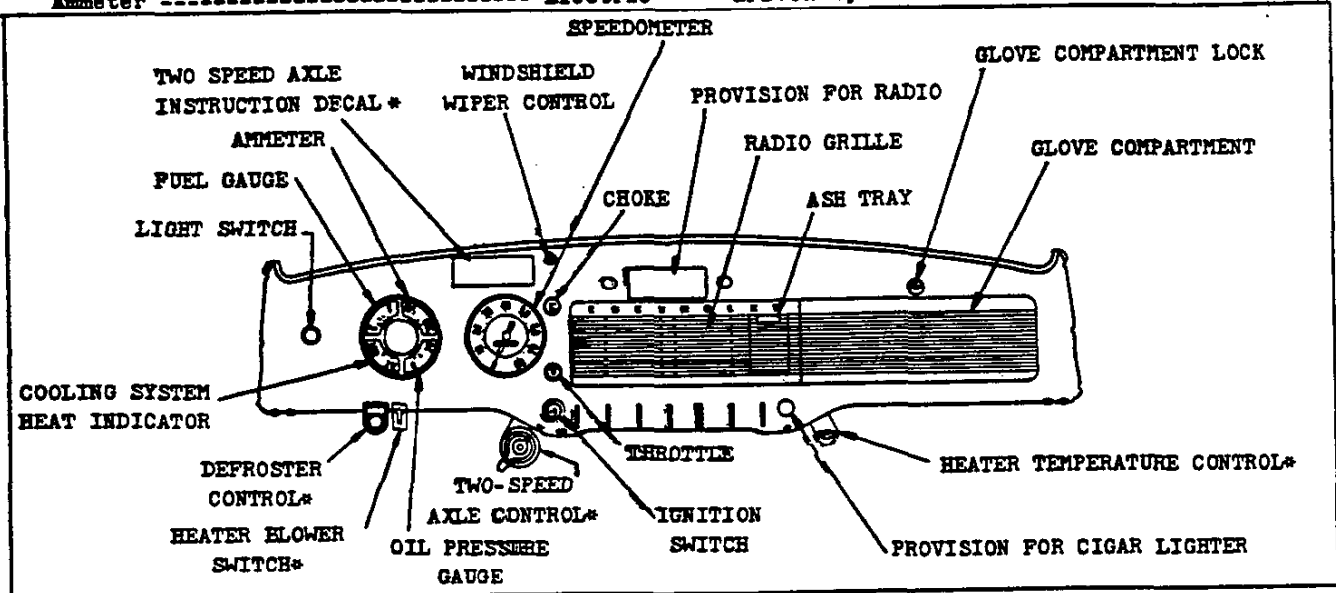
## BULBS

USED IN	QUANTITY	TRADE NO.	POWER	USED IN	QUANTITY	TRADE NO.	POWER	
Parking lights	1 each	63	3 cp	Tail and stop lights RPO	1	1154*	Panel Trucks	
Instrument cluster	4	55	2 cp				Tail Stop	3 cp
Beam indicator	1	51	1 cp		All others	1	63	3 cp
Ignition lock	1	55	2 cp		Stop	1	1129	21 cp
Dome light	1	87	15 cp		Tail Stop	1 each	1154*	3 cp
Head-lights	Upper beam	1 each	2400 CC*	Stop			21 cp	
	Lower beam		45 W	35 W	*- Single bulb, double filament			

5-16-49. Revised: 1-16-50, e - Error corrected.

### INSTRUMENTS

Make ----- AC      Oil gauge ----- Pressure  
 Type:                      Cooling system heat indicator ----- Pressure  
 Fuel gauge ----- Electric      Speedometer ----- Dial,  
 Ammeter ----- Electric              driven by flexible shaft from transmission



\* - Extra cost items

### SPEEDOMETER GEARS

ITEM		3100, 3600, 3700			3800, 3900	4000		5000, 6000	
		With reg equipment		With RPO 318 4-speed trans	With regular equipment	With RPO 204,5.43:1 ratio rear Axle	With regular equipment	With regular equipment	With RPO 202 two-speed rear axle 9
		3600 3700	3100	3600 3700					
Pitch	Drive	30.000	18.629	22					
	Driven			22.403					
Teeth	Drive	4							
	Driven	19	12	13		15	14	14 or 13 9	

9 - Speedometer adapter mounted at back of speedometer and controlled by two-speed axle shift lever has ratios of 1:1 and 1:.750, used in combination with regular speedometer gears.  
 9 - 13 with 8.25-20 and 9.00-20 tires.

### 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	1565812	1565814	1580273
Gear Ratio	17:16	16:17	15:17

### TOOLS

ITEM		3100	3600, 3700	3800, 3900	4000, 5000, 6000
Jack	Capacity (pounds)	2500		3000	7000
	Raised height	15-1/8		16	18-1/8
	Lowered height	6-1/2		7-1/4	9
Jack handle		Use tire changing iron			
Tire changing iron		With RPO 273		All	
Wrench	Wheel				
	Tire lock	3107 only		3807 only	
Lock for spare tire		3102-03 -04-07-12		3600 reg, 3700 RPO wheel carrier for 17" wheel 3807 reg, 3900 RPO carrier for 17" wheel	

5-16-49



### ACCESSORIES

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

ITEM		MODELS	
Antenna	Radio, rod type	All	
Arm rest	Door, right or left hand	Maroon	
		Brown	
		All except 3116	
Cap	Gas tank filler, locking	3116	
Condenser	Radiator overflow	All	
Cover	Radiator	All cab models	
	Seat		
	Fiber		
Filter	Gasoline	All	
Frame	License		
Guard	Bumper, curved	3100, 3600, 3800	
	Radiator grille	Curved type bumper	
		Channel type bumper	
		3000	
		4000, 5000, 6000	
Heater	With defroster	Outside air type	
		Recirculated air type	
		All except flat face cowl chassis models	
Horns	Matched		
Injector	Static eliminator	All	
	Powder for		
Lamps	Fog (dual), Guide, sealed beam	All	
	Spot with bracket		Guide
			Unity
	Trouble, magnetic		Panel truck models
	Tail and stop, universal		
	Load compartment		
	Under hood		
	Package compartment light and switch		
	Direction Signal, front and rear		
	Signal		
Double lens			
Rear, with switch			
Lighter	Cigarette	All	
Mats	Tire traction (2)		
Mirror	Rear view, non-glare	All	
	Rear view, outside, long arm, adjustable		
	Bracket unit for cowl mounted rear view mirror		
Ornament	Hood	3000, 4000, 6000	
Pad	Seat, ventilated		
Plug, magnetic	Rear axle filler	All	
	Transmission drain		
	Oil pan drain		
Radio	Delco receiving set plus antenna	All except flat face cowl chassis models	
Reflector	Reflex (4 inch) red		
Scraper	Windshield		
Screen	Radiator, insect		
Shaver	Electric	All	
Sunshade	Right hand		
Tread	Running board, safety		
Tool kit	Bag and tools		
Washer	Windshield	3000, 4000, 6000	

**REGULAR PRODUCTION OPTIONS**

GROUP	RPO	ITEM		MODELS	
Body	210	Rear view mirror and, or bracket	Short (RH)	All cab, pickup, and single unit body models	
			Long (LH), bracket only	All pickup and 3100 cab models	
			Long (RH)	All cab models	
			Short (LH) bracket only	All cab models except 3100	
	234	Color combinations		See EXTERIOR COLORS AND FINISHES, Page 68	
	263	Auxiliary seat		Panel and canopy models	
	361	Genuine leather seat trim		Single unit body models	
	386	Radiator grille (chrome)		3100 except 3116, 3600, 3800	
	390	Deluxe equipment		All panel and cab models	
	230	Platform equipment		3600 high sill platform models	
401	Stake and stock rack equipment		All stake, express stake and high rack models		
402	Identification plate		5000S, 6100S, 6400S		
Chassis	200	Double-acting	Front	All	
		Shock absorbers	Rear	All except 6100, 6400	
	202	Rear	Two-speed		
	204	axles	5.43:1 ratio		
	208		5.14:1 ratio		
	207	Long running boards and rear fenders		3600, 3800 cab and chassis models	
	212	Brakes	Booster		
	259		Main cylinder reservoir		
	281		Vacuum reserve tank		
	348		Propeller shaft brake		
	384	Spare wheel and tire carrier		3700, 3900	
	367	Front Bumper equipment			
	256	Heavy duty radiator		3600, 3800, 4000	
	249	Dual tail and stop lamps		Suburban Carryall, panel and canopy models	
	254	Springs	Heavy duty rear		
	267		Auxiliary		
	266		Two-stage rear		
	253		Heavy duty front		
	233	Heavy duty frame		4100	
	380	Identification plate (H D equipment)		4100, 4400	
	389	Wide running boards		3104	
	292	Front wheels, 20 x 5.00S		4100, 4400	
	329	School bus chassis		3602	
	Engine	216	Oil bath	1 lb dirt capacity	3100, 3600, 3800, 4100, 4400
			Air cleaner	2 lb dirt capacity	3100, 3600, 3800, 4000
		225	Heavy duty engine		4000
		227	Heavy duty clutch		3100
318		Four-speed transmission		3100, 3600, 3700	
237		Oil Filter		All except 3700, 3900	
241		Governor		3100, 3600, 3800, 4100, 4400	
340		Fuel and vacuum pump		All except 3700, 3900	
Tires	288	6.70-15-6 pr		3100	
	273	15"-6 pr		3100 (3600, 3700 spare)	
	280	15"-8 pr		3100, 3600, 3700	
	282	6.50-16-6 pr		3100	
	277	7.00-17-6 pr		3600, 3700	
	278	7.00-17-8 pr		3600, 3700, 3800, 3900	
	295	7.00-18-8 pr		3800 except pickup and single unit body models, 3900	
	272	7.50-17-8 pr		3600, 3700, 3800, 3900	
	286	6.50-20-8 pr			
	300	7.00-20-8 pr		4000	
	296	7.00-20-10 pr			
	304	7.50-20-8 pr		4100, 4400	
	305	7.50-20-10 pr		4100, 4400, 5000, 6000	
	343	8.25-20-10 pr			
	344	8.25-20-12 pr		5000, 6000	
312	9.00-20-10 pr		Rear only 5000, 6100, 6400		

**ANTI-FRICTION BEARINGS**

BEARING FUNCTION	MANUFACTURER AND GM PART NUMBER	TYPE	INSIDE DIAMETER	OUTSIDE DIAMETER	WIDTH	1600-2000	3100	3600	3700	3800	3900	4100-4400	4500	5100	5400-5700	6100-6400	6700
Front wheel	Inner	ND 909052	Cup-Cone	1.2810-1.2815	2.9625-2.9635	1.135-1.155	2	2									
		ND 909026		1.4060-1.4065	3.1491-3.1501	1.216-1.236			2	2	2	2					
	HY 7450131	Barrel R	1.7500-1.7505	3.1250-3.1256	1.230								2	2	2	2	
	Outer	ND 909001	Cup-Cone	.7498-.7503	2.0795-2.0805	.698-.718	2	2									
ND 909025			.8435-.8440	2.2495-2.2505	.780-.800			2	2	2	2						
HY 7450034		Barrel R	1.0300-1.0305	2.3437-2.3443	.800								2	2	2	2	
King pin thrust	R Upper	Var 373476	S R Ball	.868 -.878	1.625	.5575 -.5675	2	2									
		Lower		.868 -.893													
	c Upper	Var 365309		.9225 -.9325	1.71875	.620 -.630			2	2		2					
		Lower		.9225 -.9475													
Rear axle	Pinion, front	ND 954394	D R Ball	1.1807-1.1811	2.8341-2.8346	1.1845-1.1875	1	1									
		Hy 442093	Taper R	1.9675-1.9680	4.3302-4.3310	2.500			1	1	1	1					
		ND 954237	D R Ball	1.9680-1.9685	4.3301-4.3307	1.8710-1.8755						1	1	1	1	1	
	Pinion, rear	* Tim 443916	Taper R	1.5000-1.5005	3.3750-3.3760	1.1875-1.1955									1	1	1
		Hy 125630	Roller	1.8270-1.8275	3.1246-3.1250	.748	1	1									
		Hy 189436		.9839-.9843	2.0467-2.0472	.8075-.8125			1	1	1	1					
	Hy 144553	1.1807-1.1811		2.8341-2.8346	.8218-.8268						1	1	1	1	1		
	Differential	* Tim 443943	Taper R	2.0000-2.0005	4.0000-4.0010	1.250-1.258									1	1	1
		Hy 127861	Barrel R	1.6924-1.6929	2.9523-2.9528	.875	2										
		Hy 187434		1.7807-1.7812	3.1490-3.1496	.712	2										
		Hy 188930		2.2650-2.2655	3.8750-3.8758	.8268			2	2	2	2					
		Hy 148399		2.4400-2.4405	3.9362-3.9370	.826						2	2	2	2	2	
* Tim 443893	Taper R	2.6250-2.6255		4.4375-4.4385	1.1875-1.1955									2	2	2	
Double reduction pinion shaft	* Left	Tim 443922	Taper R	1.6250-1.6255	4.1250-4.1260	1.4375-1.4455								1	1	1	
	* Right	Tim 443917		2.0000-2.0005												1	1
Rear wheel	Inner	Hy 188930	Barrel R	2.2650-2.2655	3.8750-3.8758	.8268			2	2	2	2					
		Hy 144527		2.6250-2.6258	4.4680-4.4688	.931						2	2	2	2	2	
	Outer	Hy 111119	Roller	1.5800-1.5807	2.4056-2.4062	.742-.750	2										
		Hy 111121		1.8772-1.8779	2.7812-2.7818	.867-.875	2										
		Hy 188932	Barrel R	2.0312-2.0317	3.5425-3.5433	.781			2	2	2	2					
Hy 144525	2.2500-2.2505	3.8750-3.8758	.8268							2	2	2	2	2			
U-joint trunnion	Ch 3660967	Roller	27 rollers	.09550-.09575	.580			8	8	12	12	12	12	8	12	16	
Propeller shaft support	ND 954257	S R Ball	1.3775-1.3780	2.8341-2.8346	.9793-.9843			1	1	1	1	1	1		1	2	
Water pump	ND 954252	Permanently lubricated, double row, sealed, ball bearing					1	1	1	1	1	1	1	1	1	1	1
Generator, fr	ND 954378	S R Ball	.6690-.6693	1.5743-1.5748	.4674-.4724	1	1	1	1	1	1	1	1	1	1	1	
Clutch release	ND 909422, or 597874, or 3657696	Special permanently lubricated and sealed single row ball bearing and sleeve					1	1	1	1	1	1	1	1	1	1	
Transmission	Clutch gear	ND 954388	S R Ball	1.3775-1.3780	2.8341-2.8346	.6643-.6693	1	1	1	1							
		ND 954358		1.7712-1.7717	3.3459-3.3465	.7430-.7480					1	1	1	1	1	1	
	Main-shaft, fr	Ch 435844	Roller	14 Rollers	.1873-.1875	.512-.527	1	1	1	1							
		Ch 7450010		18 Rollers	.2180-.2182	.735-.750					1	1	1	1	1	1	
	Main-shaft, rr	ND 954168	S R Ball	.9639-.9843	2.4404-2.4409	.6643-.6693	1	1	1	1							
		ND 954127		1.3775-1.3780	3.1491-3.1496	.8218-.8268					1	1	1	1	1	1	
	Counter-shaft, fr	Ch 435847	Roller	25 Rollers	.1248-.1250	.735-.750	1	1	1								
		Hy 142260		1.4998-1.5002	2.4409-1.4415	.6249-.6299					1	1	1	1	1	1	
Counter-shaft, rr	Ch 435847	Roller	25 Rollers	.1248-.1250	.735-.750	1	1	1									
	ND 954164		S R Ball	1.5743-1.5748	3.5427-3.5433	.9005-.9055					1	1	1	1	1	1	
Steering gear	Worm thrust	Sag 261866	Taper R				2										
		Sag 179291		Barrel R				2	2	2	2	2					
		Sag 270266															
	Sector roller	Sag 262605	D R Ball	.4370-.4375		1.034-1.030	1							2	2	2	
		Sag 266800	60 recirculating balls 9/32 OD						1	1	1	1	1				
Sag 266800	100 recirculating balls 9/32 OD												1	1	1		
Strg col upper	Sag 270255	Special insulated ball bearing (23, 1/8 dia balls)					1	1	1	1	1	1	1	1	1	1	
Total number of anti-friction bearings per vehicle (less two-speed axle)							22	24	35	33	39	37	39	37	32	37	42

e - Bearings for 2-speed RPO rear axle

5-16-49. Revised: 8-1-49; 1-16-50. e - Option removed.

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