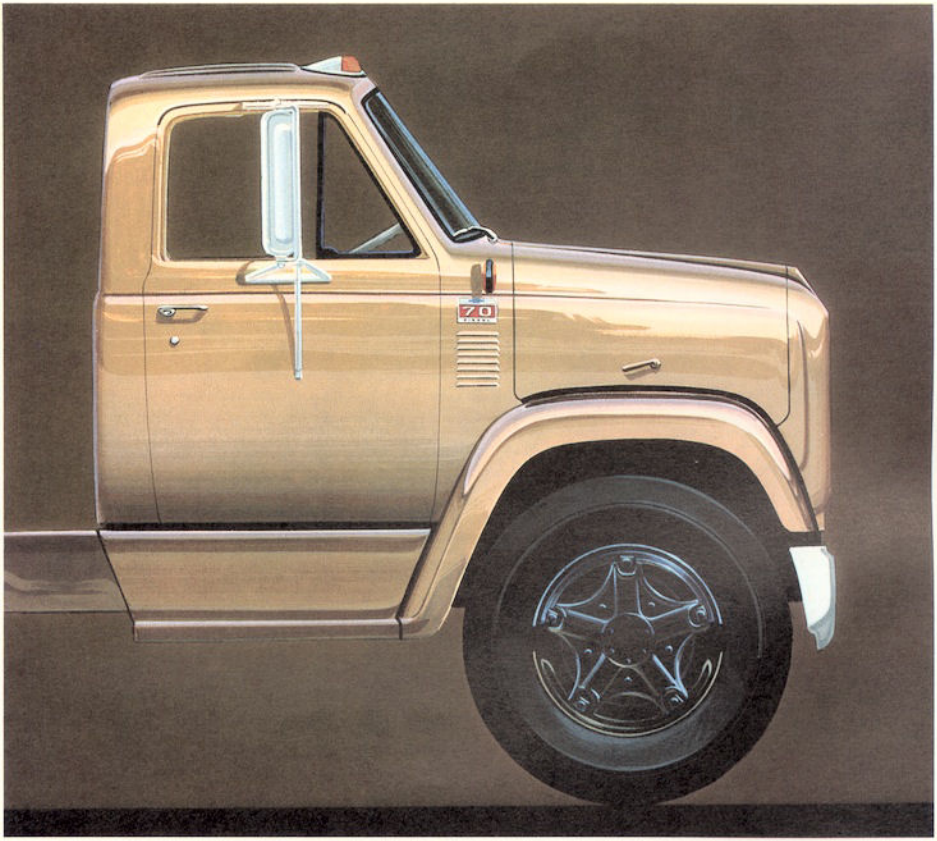
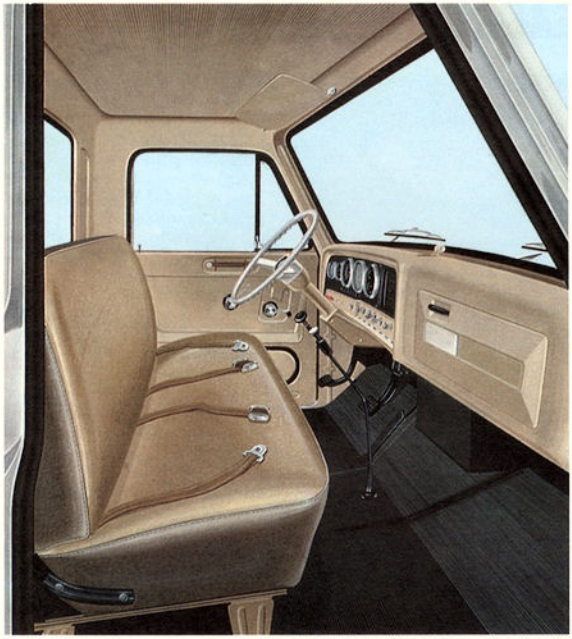

CHEVROLET
1966 TRUCKS
CONVENTIONAL CAB
SERIES 70000
DIESEL MODELS
CHEVROLET

NEW 92″ CONVENTIONAL CAB

Highlighting Chevrolet's new 1966 heavy-duty truck line is a short conventional-cab design that's all-new, all-business and all-truck. Here's conventional-cab economy and ease of maintenance along with the pay-loading efficiency and maneuverability that traditionally go with short-cab design. Low upkeep has been designed in, with separate hood, grille, fender and running board panels, easy and economical to replace if damaged, or to remove for access to other components. Cab contours are aerodynamically designed for low noise and drag, and roof and back panels heavily ribbed for rigidity. Rigid box-rail floor framing coupled with a new cab mount system assure extra durability under severe-duty stresses. And on the inside you find roominess, seating comfort, visibility, and control and instrument layout planned for efficient operation.





INTERIORS

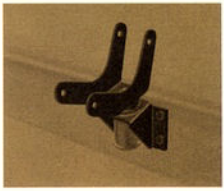
Interior layout and trim of Chevrolet's new short conventional cab emphasize comfort and convenience plus functional good looks. High seating position, big windshield, adjustable steering wheel and flat floor with unobstructed pedal area, all combine to put the driver completely in charge. Low-gloss finishes cut glare from all interior metal surfaces, and durable all-vinyl upholstery is standard equipment. Models powered by the 6V-53N or 637 Torq-Flow V8's feature individual driver seats, with optional passenger seats available at extra cost, while DH478-powered models come with full-width seats, available with full-depth foam cushions if desired. Also available optionally are Bostrom driver and passenger seats, custom heavy-duty insulation, and two comfort equipment packages for dressing up the driver's office to the degree desired. In the Custom Comfort package are included padded sunshades, left-hand dispatch case, door trim panels and carpeting, plus woven fabric seat trim for full-width-seat models.

Logical easy-to-read layout keynotes the new instrument panel with gauges and controls grouped to minimize confusion and maintenance problems. Locations are standardized with snap-in bezels in place of optional instruments and controls when the related equipment is not installed.

Adjustable steering wheel makes possible maximum long-haul comfort for any size driver, plus easy entry and exit. Lower section of universal-jointed steering column is angled sharply forward leaving driver's foot space clear.

New extra-large windshield and tapered hood assure better visibility down front and side to side. Roof pillar positioning minimizes width in driver's line of sight, and new tandem wiper system clears an extra-wide sweep.

Rugged box-section framing, formed by cab floor, rear panel and door frames, results in extra-effective outer-perimeter reinforcement of entire structure. Heavy-gauge hinge pillars are tied solidly into sub-floor framing.

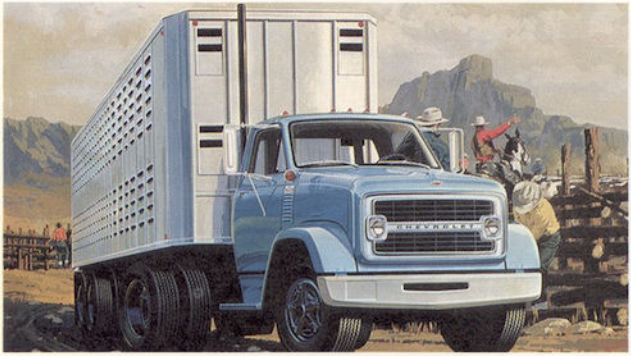


New cab mount system features wide-base outrigger support plus positioning of mounts to minimize cab stresses. Rear mounts for tandems are of semi-shear type, angled to coincide with the natural motion of the cab.

SINGLE-REAR-AXLE MODELS

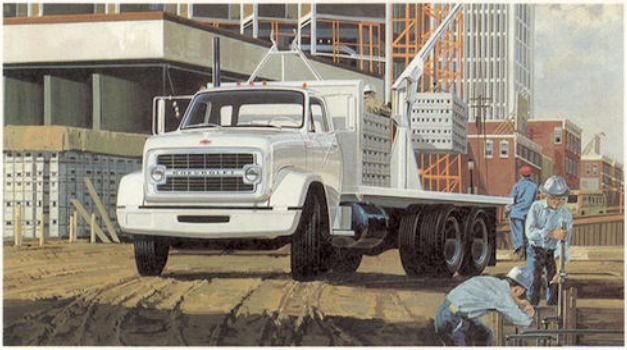
HG70000—With GVW's ranging from 18,500 to 32,000 lbs., and CA sizes from 60 to 150 inches, the HG70000 Series includes the right truck for virtually every job in its weight class. Twelve models are offered in seven sizes, five available with either hydraulic or full-air brakes. DH478 Torq-Flow V6 power is standard as are 7,000-lb. front and 17,000-lb. rear axles, plus 5-speed normal-ratio transmission. The broad choice of optional equipment available includes single- and two-speed rear axles up to 23,000 lbs. in capacity, a 9,000-lb. front axle and extra-strong lightweight frame rails of high-tensile or heat-treated steel.

HV70000—Two short-wheelbase tractor models, with 72- and 84-inch CA, make up the HV70000 Series with GVW ratings from 18,500 to 32,000 lbs. Maximum GCW is 55,000 lbs., and 6V-53N GM Diesel power is standard, as are full-air brakes, 18,500-lb. two-speed rear axle, Spicer 5752C close-ratio transmission and 7,000-lb. front axle. Available optional equipment includes 22,000- and 23,000-lb. two-speed rear axles, 9,000- and 12,000-lb. front axles, and high-strength heat-treated frame rails.



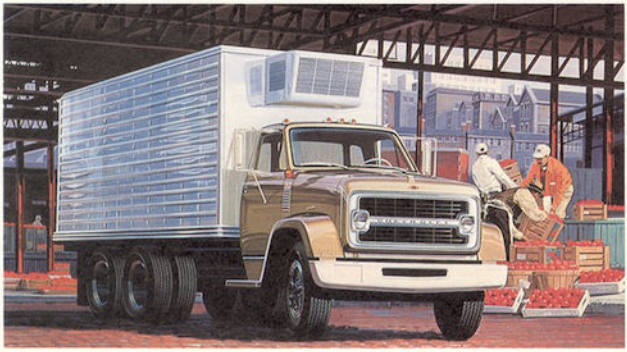
HJ70000—Also available for heavy-duty tractor service are two HJ70000 models, in 72- and 84-inch CA sizes, with D637 V8 power standard and the DH637 available at extra cost. GVW ranges from 18,500 to 32,000 lbs., and GCW goes up to 65,000. Standard equipment includes an 18,500-lb. two-speed rear axle, Spicer 5752C close-ratio transmission, full-air brakes and 7,000-lb. front axle. Two-speed axles of 22,000- or 23,000-lb. capacity, Clark 387V close-ratio transmission, 9,000- or 12,000-lb. front axles and heat-treated frame rails are available at extra cost.

TANDEM-AXLE MODELS



JG70000—Ten models in five sizes ranging from 84 to 143 inches in CA dimension—with vacuum-hydraulic or full-air brakes—make up the DH478-powered JG70000 tandem series. GVW's range from 36,000 to 45,000 lbs., with 30,000- or optional 34,000-lb. bogies, 7,000- or optional 9,000- or 12,000-lb. front axles, and New Process or optional Spicer 5-speed main transmissions. Extra-strong heat-treated frame rails are standard on longer wheelbase models, and inverted-L frame reinforcements are available for all models. Also available at extra cost are the lightweight Page & Page LWH bogie suspension and the Spicer 6041 4-speed auxiliary transmission.

JV70000—Five models with 6V-53N GM Diesel power and full-air brakes only, and ranging from 84 to 143 inches in CA size, are offered in the JV70000 Series. With GVW's up to 45,000 lbs. and a GCW of 60,000, standard equipment includes a 30,000-lb. Eaton-Hendrickson bogie, Clark 385V 5-speed normal-ratio transmission, 7,000-lb. front axle and heat-treated frame rails on long-wheelbase models. A 34,000-lb. bogie option, lightweight rear suspension, Spicer 7041 4-speed auxiliary transmission, 9,000- or 12,000-lb. front axle and frame reinforcements are included in a broad selection of extra-cost optional equipment.



JJ70000—With D637 or optional DH637 V8 power, the JJ70000 tandem series includes five models with GCW's up to 65,000 lbs. Sizes range from 84- to 143-inch CA, and all include full-air brakes. Eaton-Hendrickson 30,000-lb. bogies and Spicer 5652 5-speed normal-ratio transmissions are standard with 34,000-lb. bogies—in Hendrickson or Page & Page LWH suspensions—Clark 385V 5-speed or Fuller RT510 10-speed main transmissions, Spicer 7041 auxiliary transmission, and 9,000- or 12,000-lb. front axles available at extra cost. Heat-treated frame rails are standard on long-wheelbase models.

ENGINES

The diesel engine line-up for 92" conventional-cab models includes both 2-cycle and 4-cycle designs. There are two V6's and two all-new 637-cubic-inch V8's, the largest engines ever offered in a Chevrolet truck. From this versatile line of diesel engines, you can be sure to find one that's sized right for your kind of job.

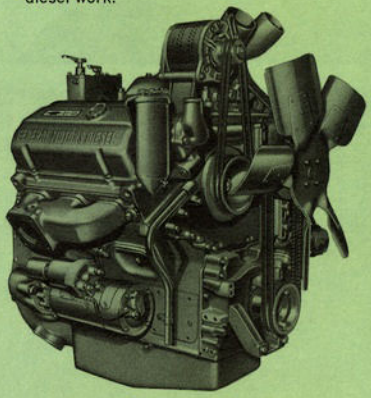
6V-53N ENGINE FEATURES

Key to the outstanding efficiency of the Chevy-GM-Detroit 2-cycle design is its emphasis on free engine "breathing." A Roots-type blower, full-circle intake porting and quadruple exhaust valves at each cylinder combine to give straight-through "Uniflow" scavenging of exhaust gases and complete filling of cylinders with fresh air for every compression stroke. Rugged design and premium-quality components throughout make the 6V-53N unexcelled for long-range economy in tough truck work. Special engine features include:

- Unit injectors—one at each cylinder—meter and pressurize fuel accurately for each power stroke. High-pressure fuel lines are eliminated to minimize leakage problems.
- High-strength forged-steel crankshaft, precision-balanced and induction-hardened at all main and crankpin journals for extra wear resistance.
- Tough Fire-Ring pistons have four chrome-faced compression rings and two dual oil rings for top compression, combustion and lubrication efficiency.
- Premium-alloy aluminum main and connecting rod bearings for extra-long life.
- Four exhaust valves at each cylinder for cool-running low-restriction exhaust scavenging. Special alloy faces and hardened seat inserts give maximum life.
- Pressurized crankcase ventilation system for positive exclusion of dust and dirt.
- Positive-pressure lubricating system with full-flow oil filter and water-cooled oil cooler.

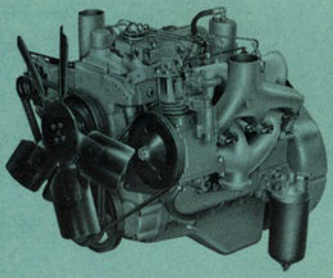
CHEVY-GM-DETROIT 6V-53N

Standard engine in HV70000 and JV70000 models for jobs up to 32,000 lbs. GVW, 60,000 lbs. GCW. Efficient 2-cycle V6 design has proved itself in all types of diesel work.



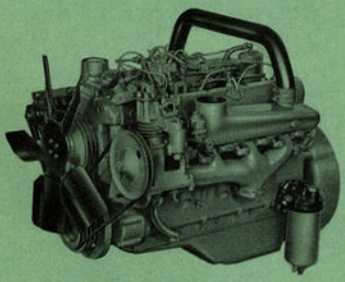
ENGINES

	GM Diesel	Chevrolet Torq-Flow		
	6V-53N	DH478	D637	DH637
Type	2-Cycle	4-Cycle	4-Cycle	4-Cycle
Number of Cylinders	6	6	8	8
Displacement (cu. in.)	318	477.7	637	637
Bore and Stroke (in.)	3.875 x 4.50	5.125 x 3.86	5.125 x 3.86	5.125 x 3.86
Compression Ratio	21 to 1	17.5 to 1	17.5 to 1	17.5 to 1
Gross Horsepower @ rpm	195 @ 2600	170 @ 3200	195 @ 2600	220 @ 2800
Net Horsepower @ rpm	185 @ 2600	155 @ 3200	185 @ 2600	205 @ 2800
Gross Torque (lbs.-ft.) @ rpm	447 @ 1400	310 @ 2000	450 @ 1800	458 @ 2000
Net Torque (lbs.-ft.) @ rpm	439 @ 1400	298 @ 2000	440 @ 1800	444 @ 2000
Maximum Governed rpm	2600	3200	2600	2800



TORQ-FLOW DH478 V6

170-horsepower 4-cycle V6 is standard in HG70000 and JG70000 models for GCW ratings as high as 45,000 pounds. The size and efficiency of the Torq-Flow DH478 make it an excellent choice for truck applications up to 32,000 lbs. GVW and for modest tractor operations.



TORQ-FLOW D637 AND DH637 V8

All-new 4-cycle V8 diesel engines are aimed at the toughest truck assignments. The 195-hp D637 is standard in HJ70000 and JJ70000 models for applications up to 55,000 lbs. GCW. Also available for jobs up to 65,000 lbs. GCW is the 220-hp Torq-Flow DH637 V8.

TORQ-FLOW ENGINE FEATURES

Operating on the conventional 4-stroke cycle, the Torq-Flow diesels feature minimum mechanical complexity to keep cost low. Thanks to high-speed short-stroke design, the speed range is extra wide, resulting in operating versatility and flexibility matched by few other diesels. The "V" configuration is compact to fit neatly into the engine compartment. Both the V6 and new V8 designs are built to the highest quality standards to meet the exacting demands of diesel duty. Special engine features include:

- Precision fuel system employs advanced American-Bosch distributor-type fuel pump. High-pressure fuel is delivered to injectors with special spray pattern tailored to the motion of the swirling air charge.

- Recessed piston heads form toroidal combustion chambers which, along with angled inlet ports, induce swirling motion to air charge for maximum combustion efficiency.

- Alloy cast iron blocks have compact, rigid proportions with deep skirts, full-depth water jacketing around each cylinder.

- Forged-steel crankshafts have large bearing journals with substantial overlap for extra rigidity and long life. Journals are "Tufftride" hardened for exceptional fatigue strength.

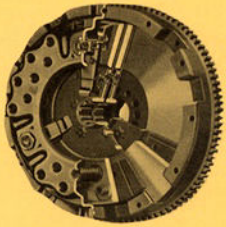
- Main and connecting rod bearings are premium-type steel-backed aluminum alloy.

- High-alloy steel intake and hard-faced exhaust valves are both equipped with positive rotators for long valve face and seat life.

- Fine-grain alloy iron cylinder heads are of heavy cross section to give the rigidity needed to withstand high diesel operating forces. Generous water passages provide maximum cooling.

DRIVELINE COMPONENTS

Backing Chevrolet's big-truck diesels are drivelines engineered throughout to take toughest duty in stride. In addition to job-tailored standard equipment, there's a broad selection of extra-cost optional components to meet every need and preference—components known throughout the big-truck industry for performance and staying power. And a wide choice of ratios, in normal- or close-ratio transmissions, single- or two-speed axles and auxiliary transmissions for tandem models, lets you specify a truck that's literally geared to your job requirements. Get one of these big '66's going for you, and sample the big new way a Chevy turns torque into money-making ton-miles.



CLUTCHES—Big high-capacity coil-spring clutches, hydraulically actuated, harness Chevrolet's heavy-duty diesel engines to the job. Sizes range from 12-inch, standard with DH478 power, up to 14-inch diameter for the 6V-53N and the D637 and DH637 V8's, including a two-plate option for 14-inch applications.

ENGINE, TRANSMISSION & REAR AXLE COMBINATIONS

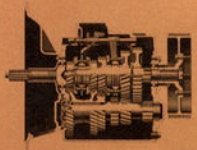
Series	Engines	Transmissions	Rear Axles	
			Make & Capacity	Ratios
HG70000	DH478	New Process 450GL 5-Speed	††Eaton 17,000 lbs.	5.57, 6.14, 6.50
		New Process 540GD 5-Speed CR	##Eaton 17,000 lbs. 2-Spd.	5.57/7.75, 6.14/8.54, 6.50/9.04
		New Process 541GL 5-Speed	#Eaton 18,500 lbs.	5.57, 6.14, 6.50
		New Process 541GD 5-Speed CR	Eaton 18,500 lbs. 2-Spd.	5.57/7.60, 6.14/8.38, 6.50/8.87
		Spicer 5652 5-Speed	*Eaton 22,000 lbs.	5.29, 5.57, 6.14, 6.50
		Spicer 5752C 5-Speed CR	†Eaton 22,000 lbs. 2-Spd.	5.57/7.60, 6.14/8.38, 6.50/8.87
			■Eaton 23,000 lbs. 2-Spd.	5.43/7.39, 6.14/8.36
JG70000	DH478	New Process 541GL 5-Speed	¢Eaton 30,000 lbs.	5.57, 6.14, 6.50, 7.17
		Spicer 5652 5-Speed	•Eaton 34,000 lbs.	6.50, 7.17, 7.60
		Spicer 6041 4-Speed Auxiliary		
HJ70000	D637	Spicer 5752C 5-Speed CR	%Eaton 18,500 lbs. 2-Spd.	5.29/7.21, 5.57/7.60, 6.14/8.38
	DH637	Clark 387V 5-Speed CR	&Eaton 22,000 lbs. 2-Spd.	4.87/6.65, 5.29/7.21
				5.57/7.60, 6.14/8.38
			Eaton 23,000 lbs. 2-Spd.	4.88/6.64, 5.43/7.39, 6.14/8.38
JJ70000	D637	Spicer 5652 5-Speed	**Eaton 30,000 lbs.	4.88, 5.57, 6.50, 7.17
	DH637	Clark 385V 5-Speed	***Eaton 34,000 lbs.	4.88, 5.57, 6.50, 7.17
		Fuller RT510 10-Speed		
		Spicer 7041 4-Speed Auxiliary		
HV70000	6V-53N	Spicer 5752C 5-Speed CR	Eaton 18,500 lbs. 2-Spd.	4.87/6.65, 5.57/7.60
			Eaton 22,000 lbs. 2-Spd.	4.87/6.65, 5.57/7.60
			Eaton 23,000 lbs. 2-Spd.	4.88/6.64, 5.43/7.39
JV70000	6V-53N	Clark 385V 5-Speed	•Eaton 30,000 lbs.	4.88, 5.57, 6.14
		Spicer 7041 4-Speed Auxiliary	**Eaton 34,000 lbs.	5.57, 6.14

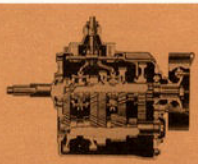
††Available with New Process 540GL transmission only.
##Available with New Process 540GL or 540GD transmissions.
#Available with New Process 540GL, 541GL or Spicer 5652 transmissions.
*Available with New Process 541GL and Spicer 5652 transmissions.
†Available with New Process 541GL, 541GD, Spicer 5652, 5752C transmissions.
■Available with New Process 541GD or Spicer 5752C transmissions on air brake models only.
¢Ratios 5.57 and 6.14 not available with Spicer 4-Speed Auxiliary. Ratio 7.17 not available with New Process transmission.

**Ratios 5.57 and 6.14 used only with auxiliary transmission.
•Ratio 7.60 not available with Spicer 5652 transmission. Ratio 6.50 not available with New Process transmission.
%Not available with Clark 387V transmission.
Ratios 4.87/6.65 only with Clark 387V transmission.
**Ratios 4.88 and 5.57 available only with Fuller RT510 transmission.
Ratio 5.57 available with Spicer 5652 transmission.
***Ratios 4.88 and 5.57 available only with Fuller RT510 transmission.
*4.88 ratio not used with auxiliary transmission. 6.14 ratios used only with auxiliary transmission.

TRANSMISSIONS

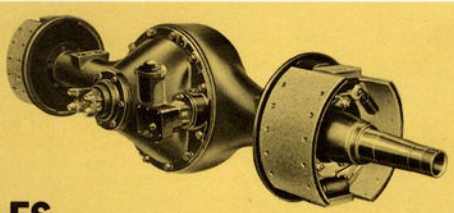
Five-speed transmissions are featured in all Series 70000 diesel models with normal-ratio gearing in DH478-powered models and all tandems, and close-ratio gearing standard in HV and HJ70000 tractor models. A broad selection of both normal- and close-ratio optional transmissions is available for most models, including New Process, Spicer and Clark 5-speed and the Fuller RT510 10-speed for JJ70000 tandem models equipped with the DH637 V8 engine. Also available for tandem models are Spicer 4-speed auxiliary transmissions, models 6041 or 7041 depending on engine size. All feature hardened gears and shafts, plus heavy-duty ball and roller bearings throughout, to keep your truck on the job.





Make	New Process				Clark		Spicer		Fuller
	540GL	540GD ▲	541GL	541GD ▲	385V	387V	5652	5752C ▲	RT510
Gear Ratios									
1st	7.41	6.05	7.25	6.15	7.01	6.27	7.08	6.10	9.00
2nd	4.05	3.31	3.88	3.30	3.97	3.55	3.83	3.30	7.02
3rd	2.40	1.84	2.19	1.86	2.34	1.89	2.36	1.81	5.48
4th	1.48	1.17	1.37	1.17	1.42	1.18	1.45	1.17	4.26
5th	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.43
6th	—	—	—	—	—	—	—	—	2.62
7th	—	—	—	—	—	—	—	—	2.05
8th	—	—	—	—	—	—	—	—	1.60
9th	—	—	—	—	—	—	—	—	1.24
10th	—	—	—	—	—	—	—	—	1.00
Rev	7.85	6.42	7.22	6.13	5.71	5.11	7.50	6.46	9.50

▲Close-ratio transmission



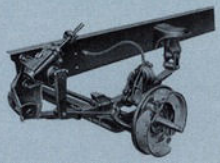
REAR AXLES

Heavy-duty Eaton rear axles for Series 70000 diesel models start at 17,000 lbs. capacity for DH478-powered HG70000 models, and at 18,500 for HV and HJ70000 tractor models. Optional axles for single-rear-axle models range up to 22,000 lbs. in both single- and two-speed units, plus the 23,000-lb. two-speed available for air-brake models. For tandem models, 30,000-lb. bogies are standard, with an optional 34,000-lb rating available with either the Hendrickson or lightweight Page & Page suspension. Your choice of gearing is available in every case to match your job needs best.

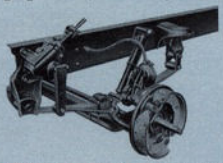
CHASSIS COMPONENTS

Completely new chassis engineering highlights the new short conventional-cab lineup. There's a rugged new frame design tailored to duty class in both dimensional and material specifications. There are new suspensions engineered to deliver better-than-ever stability and control, along with the extra-easy ride Chevrolet is famous for. Then, too, there's a broader-than-ever lineup of optional equipment with particular emphasis on ways to save weight for extra-efficient highway tractor operation. In every area, you'll find every effort thas been made to bring more workpower to your job.

FRONT SUSPENSION

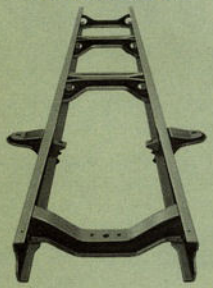


Chevrolet's new big-truck front springs are of conventional single-stage leaf type, shackled at the rear, but with the axle offset from center toward the pinned front eye. The front section of the spring, being shorter, is relatively stiff for more positive axle control, while the longer rear section flexes more easily for better ride without loss of sure steering and handling characteristics. Springs are furnished in 3,500-, 4,500- and 5,500-lb. standard and optional capacities for use with rugged I-beam axles ranging from 7,000 to 12,000 lbs. in capacity.



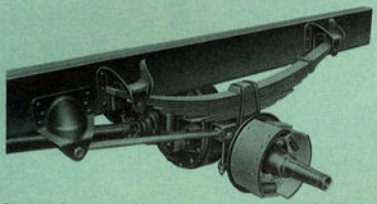
NEW SOFT-RIDE OPTION—For best ride in trucks engaged in highway operations, new two-leaf front springs are available as an extra-cost option. These springs feature tapered-leaf design for high load capacity and light weight, and are available in 3,500-, 4,500- and 5,500-lb. capacities. Optional front shock absorbers are required with the Soft-Ride option.

FRAMES



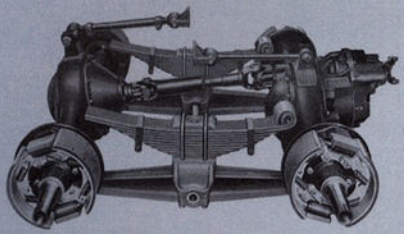
Completely new frames for Series 70000 models feature new straight-channel side rails, full-depth to the end, with crossmember attachment to side rail webs only. Top flanges are thus free of rivets, holes, etc., for maximum strength and simplified installation of bodies and other special equipment. A new standardized crossmember design, for all but front-end application, is used single or double at the various stations according to frame strength requirements, and inverted at the rear for trailer kingpin clearance. Crossmembers in all frames are of extra-high-tensile-strength steel. Standard side rail and optional reinforcement material is medium-carbon steel, with optional high-tensile steel or heat-treated chromium-manganese steel rails and reinforcements available depending on wheelbase and series. Heat-treated frame rails are standard equipment on long-wheelbase tandem models.

REAR SUSPENSION—single-rear-axle models

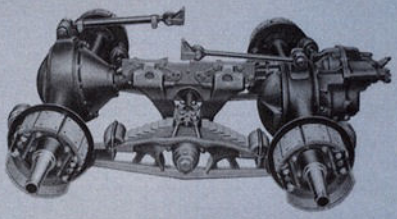


Rear axle loads ride on cam-contact variable-rate springs in Series 70000 single-rear-axle diesel models. This system results in variable spring stiffness, with springs soft-acting (and easy-riding) when the load is light, yet stiffening automatically when extra load capacity is needed. On Series HG70000 models with the standard 17,000-lb. rear axle, spring front eyes are pinned to the frame for sure axle control, and cam-contact supports are used at the rear ends only. With the larger axles, optional on HG70000 and standard on HV and HJ70000 models, variable-rate supports are used at both ends of the springs. Driving and braking thrust are transmitted by a new type of radius rod linking the axle to the truck frame, connected so as to isolate axle torque reactions which are absorbed by the springs. Rear spring capacities range from 8,750 lbs., standard with the 17,000-lb. axle, up to 12,000 lbs. each, included with the optional 23,000-lb axle.

REAR SUSPENSION—tandem models



Hendrickson bogies are featured on Series 70000 diesel tandems in 30,000-lb. standard and 34,000-lb. optional capacities. In the Hendrickson system, massive equalizer beams connect the axles and distribute the load between them, with leaf springs supporting the truck frame at four points. Rubber bushings throughout the linkage minimize maintenance and permit axles to track true on curves without tire scrub. Spring capacity is 15,000 or 17,000 lbs. each, according to bogie rating.



OPTIONAL LIGHTWEIGHT SUSPENSION—Available as an extra-cost option for all Series 70000 tandems is the Page & Page LWH bogie, designed to ride better and require less maintenance while maximizing the payload potential of the truck. Leaf springs are inverted with tips bearing on progressive-contact pads in the equalizer beams, resulting in two-stage variable-rate action plus minimum unsprung weight—a combination adding up to an exceptional tandem ride. Bogie capacity is 34,000 lbs.

SPECIFICATIONS

CAB TYPE		92¼" BBC CONVENTIONAL											
SERIES		HG70000		JG70000 TANDEM		HJ 70000		JJ70000 TANDEM		HV70000		JV70000 TANDEM	
GVW RATINGS		18,500 TO 32,000 LBS.		36,000 TO 45,000 LBS.		18,500 TO 32,000 LBS.		36,000 TO 45,000 LBS.		18,500 TO 32,000 LBS.		36,000 TO 45,000 LBS.	
GCW RATINGS		42,000 TO 45,000 LBS.		45,000 LBS.		51,000 TO 65,000 LBS.		55,000 TO 65,000 LBS.		51,000 TO 55,000 LBS.		60,000 LBS.	
		STANDARD	OPTIONAL	STANDARD	OPTIONAL	STANDARD	OPTIONAL	STANDARD	OPTIONAL	STANDARD	OPTIONAL	STANDARD	OPTIONAL
FRONT SUSPENSION	AXLE—TYPE	I-BEAM											
	—CAP. (LBS)	7000	9000	7000	9000	7000	9000	7000	9000	7000	9000	7000	9000
	—CAP. (LBS)				12,000		12,000		12,000		12,000		12,000
	SPRINGS—TYPE	SINGLE-STAGE LEAF											
	—CAP. (LBS)	3500	3500	3500	3500	3500	3500	3500	3500	3500	3500	3500	3500
	—CAP. (LBS)		4500		4500		4500		4500		4500		4500
	—CAP. (LBS)				5500		5500		5500		5500		5500
	SHOCK ABSORBERS	STANDARD			OPTIONAL		OPTIONAL		OPTIONAL		OPTIONAL		OPTIONAL
REAR SUSPENSION	AXLE—TYPE	FULL-FLOATING											
	—CAP. (LBS)	17,000	17,000 2-SPD	30,000	34,000	18,500 2-SPD	22,000 2-SPD	30,000	34,000	18,500 2-SPD	22,000 2-SPD	30,000	34,000
	—CAP. (LBS)		18,500				23,000 2-SPD				23,000 2-SPD		
	—CAP. (LBS)		18,500 2-SPD										
	—CAP. (LBS)		22,000										
	—CAP. (LBS)		22,000 2-SPD										
	—CAP. (LBS)		23,000 2-SPD										
	SPRINGS—TYPE	VARIABLE-RATE LEAF		LEAF		VARIABLE-RATE LEAF		LEAF		VARIABLE-RATE LEAF		LEAF	
	—CAP. (LBS)	8000	9250	15,000	17,000	9250	11,000	15,000	17,000	9250	11,000	15,000	17,000
	—CAP. (LBS)		10,400										
	—CAP. (LBS)		11,000				12,000				12,000		
	—CAP. (LBS)		12,000										
	AUX. SPRINGS—TYPE		LEAF				LEAF				LEAF		
	—CAP. (LBS)		2000				2000				2000		
ENGINES		DH478		DH478		D637	DH637	D637	DH637	6V-53N		6V-53N	
	CLUTCH—DIA. (IN)	12	13	12	13	14	14 2-PLATE	14	14 2-PLATE	14	14 2-PLATE	14	14 2-PLATE
	—AREA (SQ IN)	149	178	149	178	218	393	218	393	218	393	218	393
	FUEL TANK—CAP. (GAL)	20	37	20	37	20	37	20	37	20	37	20	37
	—CAP. (GAL)		74		74		50		64		50		64
	—CAP. (GAL)						64				64		
TRANSMISSIONS		NP 5-SPD	NP 5-SPD CR	NP 5-SPD	SP 5-SPD	SP 5-SPD CR	CLK 5-SPD CR	SP 5-SPD	CLK 5-SPD	SP 5-SPD CR		CLK 5-SPD	SP 4-SPD AUX
			NP 5-SPD		SP 4-SPD AUX				FLR 10-SPD				
			NP 5-SPD CR						SP 4-SPD AUX				
			SP 5-SPD										
			SP 5-SPD CR										
BRAKES	SERVICE—TYPE	#VAC-HYD		#VAC-HYD		FULL-AIR		FULL-AIR		FULL-AIR		FULL-AIR	
	—TYPE	*FULL-AIR		*FULL-AIR									
	VACUUM RESERVE TANK		OPTIONAL		OPTIONAL								
ELECTRICAL	BATTERY	150-AMP-HR	205-AMP-HR	150-AMP-HR	205-AMP-HR	205-AMP-HR	205-AMP-HR	205-AMP-HR	205-AMP-HR	205-AMP-HR		205-AMP-HR	
	GENERATOR	42-AMP	55, 62	42-AMP	55, 62	55-AMP	62	55-AMP	62	55-AMP		55-AMP	
FRAME	SECTION MODULUS	11.84		14.72		11.84		14.72		11.84		14.72	
	W/REINFORCEMENTS		20.38		23.87		20.38		23.87		20.38		23.87
WHEELS & TIRES	DISC WHEELS—RIM WIDTH		6.5", 7.0"		6.5", 7.0"		6.5", 7.0"		6.5", 7.0"		6.5", 7.0"		6.5", 7.0"
			7.5"		7.5"		7.5"		7.5"		7.5"		7.5"
	CAST WHEELS—RIM WIDTH	6.0"	6.5", 7.0"	6.0"	6.5", 7.0"	6.0"	6.5", 7.0"	6.0"	6.5", 7.0"	6.0"	6.5", 7.0"	6.0"	6.5", 7.0"
			7.5"		7.5"		7.5"		7.5"		7.5"		7.5"
	TUBE-TYPE TIRES—SIZES	8.25-20	9.00-20	8.25-20	9.00-20	8.25-20	9.00-20	8.25-20	9.00-20	8.25-20	9.00-20	8.25-20	9.00-20
			10.00-20		10.00-20		10.00-20		10.00-20		10.00-20		10.00-20
			11.00-20		11.00-20		11.00-20		11.00-20		11.00-20		11.00-20
			10.00-22				10.00-22				10.00-22		10.00-22
			11.00-22				11.00-22				11.00-22		11.00-22

#STANDARD EQUIPMENT ON 03 MODELS. *STANDARD EQUIPMENT ON 13 MODELS. EQUIPMENT SHOWN IN BLUE OPTIONAL AT EXTRA COST. *HIGH-TENSILE OR HEAT-TREATED FRAMES ARE STANDARD ON SOME MODELS, OPTIONAL ON OTHERS. SEE PAGE 10 FOR DETAILED INFORMATION.

AUGUST 1965