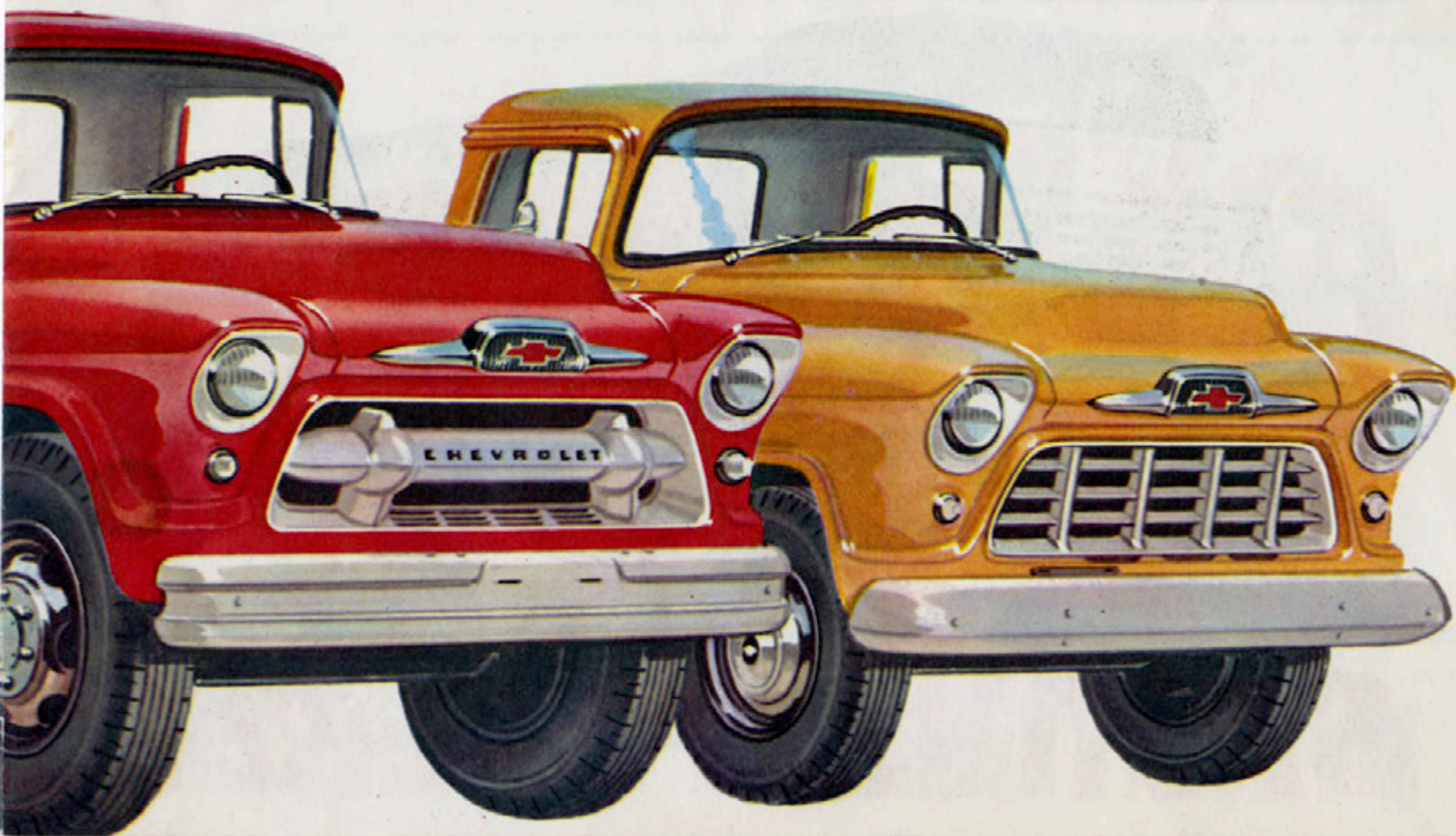


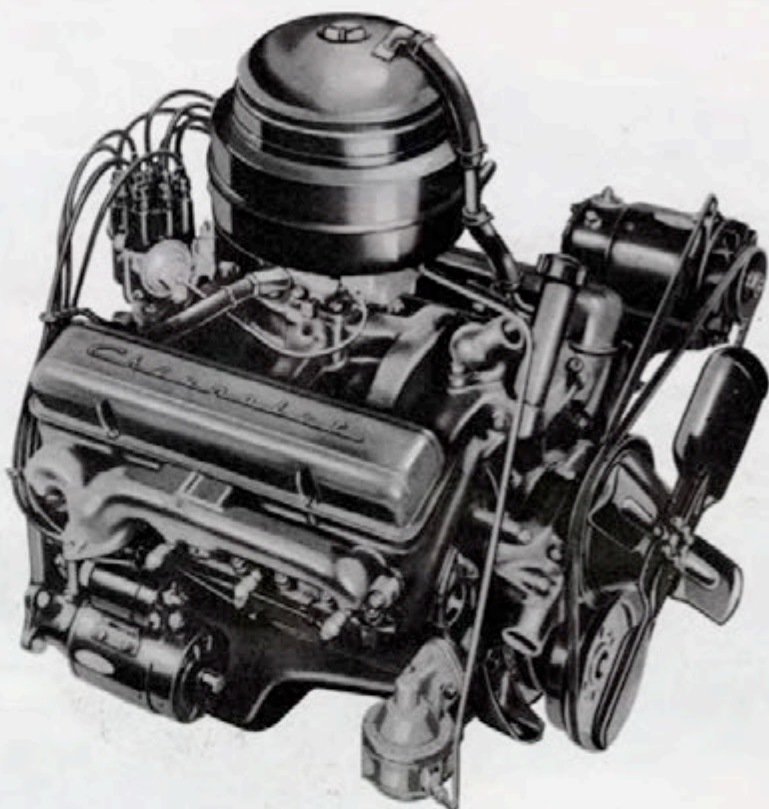
NEW 1956 CHEVROLET *Task-Force* TRUCKS

GM
CHEVROLET TRUCK

1956
#5



FINEST ENGINES IN THE INDUSTRY



TASKMASTER V8—TRADEMASTER V8

With the most advanced design in the industry and the shortest stroke of any leading truck engine, these two ultra-modern 265-cubic-inch V8 engines produce more power for '56—155 h.p.! The Taskmaster V8, with positive crankcase ventilation, exhaust valve rotators and other heavy-duty truck engine features, is standard on Series 5000, and optional on Series 4000 and 6000. Trademaster V8 is optional on all Series 3000 and 4000.

Controlled oil flow supplies each moving part with effective lubrication at all speeds—extends engine life and reduces maintenance. New full-flow oil filter is optional.



FORGED STEEL CRANKSHAFT

Precision-machined for balance—drop-forged for ruggedness! Chevrolet's steel crankshaft is the foundation for smoother running engine. On V8 models, even the counterweights are machined to precise standards.



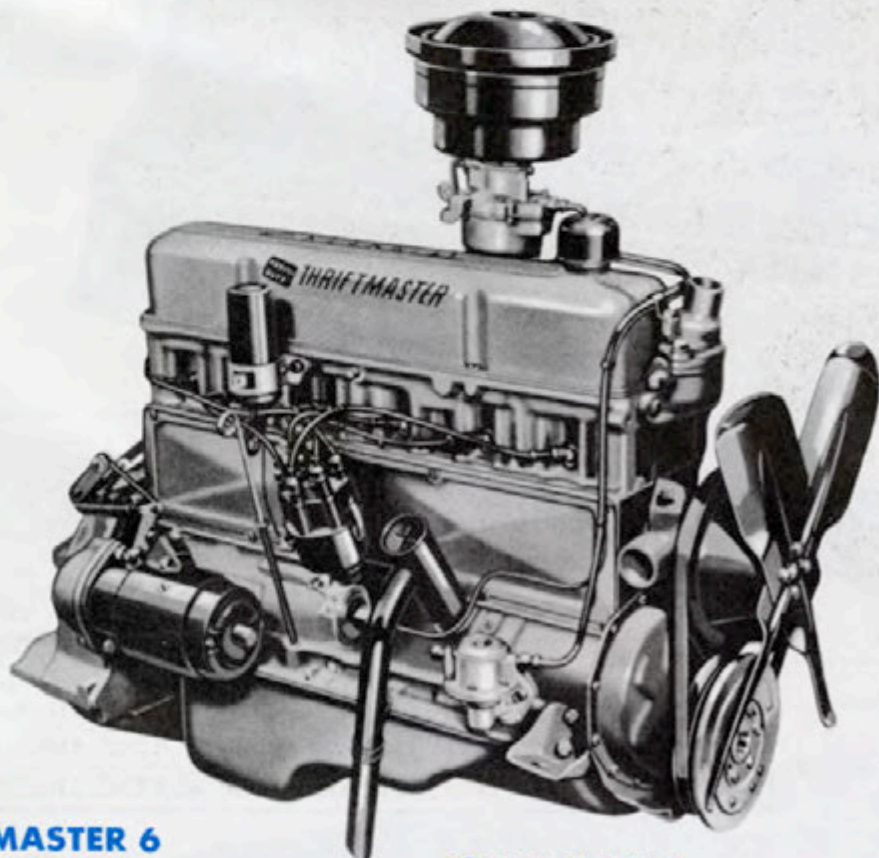
PRECISION INSERT BEARINGS

Long wearing, low-friction bearings are specially designed to withstand the stresses of heavy hauling. All Chevrolet Task-Force truck engines feature easily replaceable inserts on crankshaft main and connecting rod bearings.



ALUMINUM PISTONS

Low in weight but high in strength, Chevrolet's special alloy aluminum pistons reduce bearing loads, transfer combustion heat rapidly. Chromed-top piston ring promotes better break-in, better compression, and longer engine life.



THRIFTMASTER 6

It's America's most popular truck engine—in three powerful new 1956 versions. Famous Chevrolet 235-cubic-inch Six now features new high 8.0 to 1 compression, new high-lift camshaft, and other advances that add up to peak performance at lowest cost. 140-h.p. Thriftmaster standard on all conventional Series 3000, 4000, with Heavy-Duty Thriftmaster standard on Series 6000. Thriftmaster Special, developing 140 h.p. with updraft carburetion, is standard on Forward Control models.

JOBMASTER 6

Most powerful of all Chevrolet truck sixes, the 1956 Jobmaster develops 148 h.p. with a 7.8 to 1 compression and high-lift camshaft. Large 261-cubic-inch displacement produces extra torque and pulling power to ease the strain of heavy hauling—reduces the frequency of gear-shifting. With heavy-duty features as positive crankcase ventilation, exhaust valve rotators, and chrome-plated top rings, the Jobmaster is optional on all Series 6000.



MANIFOLD HEAT CONTROL

Hastens warm-up in any weather. Hot exhaust warms in-rushing fuel mixture, resulting in less fuel waste and better combustion. Thermostatic control permits most efficient normal operation.

OIL BATH AIR CLEANER

Sorts out the dirt, feeds the engine cleaner air. Cylinders are shielded against abrasive wear—even in the dustiest going. You get this extra protection at no extra cost on all Chevrolet truck engines.

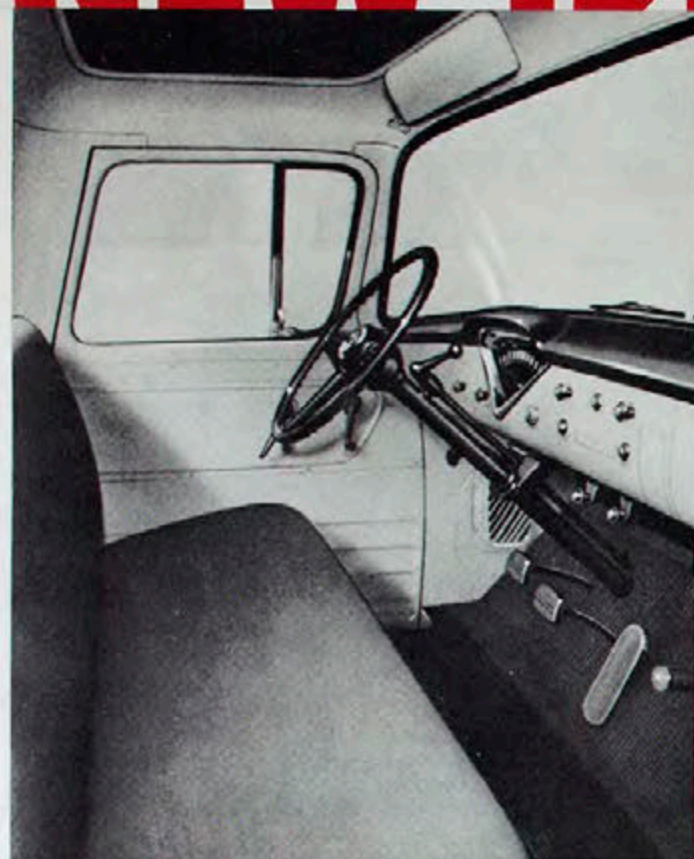


PROVED 12-VOLT SYSTEM

A double shot of electrical power! Cranking is faster, starting is quicker, with more reserve for accessories, too. New higher capacity battery has up to 41% longer warranted life in normal service.



NEW 1956 CHEVROLET *Task-Force* TRUCKS



ULTRA-MODERN CAB FEATURES

Chevrolet offers a choice of two Task-Force cabs—the Flite-Ride De Luxe and the Flite-Ride Custom—both built for extra safety, comfort, and convenience; both loaded with advanced features that single out Task-Force cabs as the most modern of any truck on the road!

In feature after feature you'll find that Chevrolet cabs combine handsome styling with maximum utility. For example, the broad panoramic windshield contributes to driving safety while accenting Chevrolet's ultra-modern Task-Force styling. High-level ventilation takes in air through louvers, supplies constant air circulation in any kind of weather. The no-glare instrument panel is strikingly handsome, designed to complement exterior styling, and instruments are clustered to be read easily at a glance. Dome light and locking dispatch box are both standard. The Flite-Ride De Luxe cab is upholstered in a handsome woven fabric with black vinyl trim.

NU-FLEX SEAT is designed for relaxed riding on roughest roads. Foam rubber cushion is optional in De Luxe cab. **AIRMATIC SEAT**, optional in all cab models.



CONCEALED SAFETY STEPS are out of sight with doors closed—stay dry, free of ice, snow or mud in any weather. Featured on all Task-Force cab models, they're an important part of Chevrolet's clean-lined functional styling. Safety steps are lower, too, for easier entrance and exit. Here's the mark of a really modern truck!

PANORAMIC VISIBILITY. A wide, wide windshield with over 1000 square inches of safety plate glass. Big-size door windows with glass-guard moldings, and a broad rear window, provide a sweep-sight view all around for safer driving. Curved, Full-View rear window is standard on the luxurious Cameo-Carrier, optional on other Task-Force cab models.

CUSTOM CAB INTERIOR. The last word in cab styling and comfort! You can tell a Flite-Ride Custom Cab right away, even before you step into it. For it's easily recognized by its bright metal outside moldings and striking new two-tone color options.

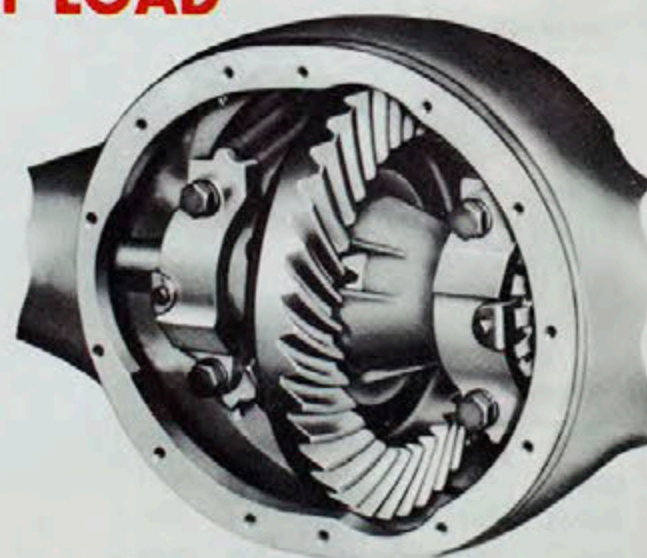
Inside, it's the driver's dream cab! Upholstery combines handsome nylon-faced pattern cloth with contrasting vinyl in either light and dark blue, light and dark green, or light gray and charcoal. Instrument panel and side panels continue the two-tone color scheme. Seats are padded with extra-soft foam rubber. Control knobs are chrome-plated. Cigarette lighter is standard, along with dual sunshades and the armrest on the driver's side.

BRIGHT COLORFUL EXTERIORS. Choose the right color for your new truck from the Task-Force array of 13 beautiful solid colors and 13 optional two-tone color combinations. And for truly distinctive appearance, a special chrome equipment option for all conventional Series 3000.

A RUGGED REAR AXLE FOR EVERY LOAD

HEAVY-DUTY SINGLE-SPEED AXLES

Chevrolet's rugged heavy-duty rear axles are built to deliver top performance with peak loads. Broad-shouldered housings carry the weight of chassis and cargo, reducing stress on full-floating axle shafts. New stronger wheel attachments and vigorous forced-flow lubrication increase durability. The 13,000-pound axle with 6.17 to 1 ratio is standard on Series 6000. The 15,000-pound capacity axle, with a 6.17:1 gear ratio, is standard on Series 5000. Optional on Series 6000 and the 7.20 to 1 gear ratio is optional on Series 5000 and 6000.



SINGLE-SPEED MEDIUM-DUTY AXLE

A single-speed 11,000-pound capacity axle with 6.17:1 ratio is standard on all Series 4000. Full-floating construction with Chevrolet's multi-splined wheel drive reduces axle shaft stress and eliminates grease leakage. Straddle-mounted pinion and adjustable ring-gear thrust pad maintain proper gear alignment under all loads.

SINGLE-SPEED AXLES FOR LIGHT DUTY

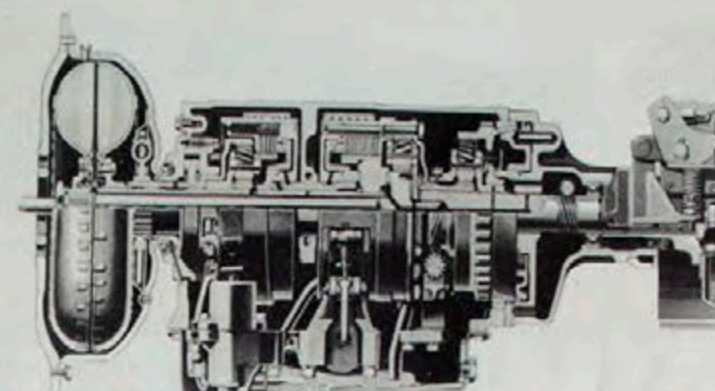
Strong, quiet-running hypoid gear axles efficiently match Chevrolet's power to the load. Semi-floating axles have a 3,000-pound capacity for Sedan Delivery and 3,300 pounds for Series 3100 and 3200. Full-floating axles, standard on all other Series 3000, are rated 5,000 pounds for Series 3400 through 3700, with a 7,200-pound-capacity axle standard on Series 3800, optional on Series 3400, 3500, and 3700.



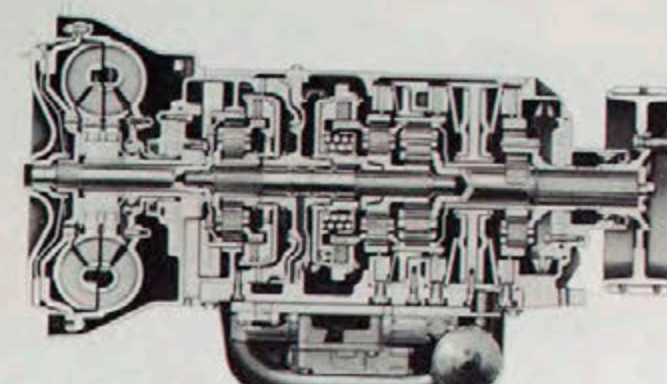
**PLANETARY-GEAR
TWO-SPEED
AXLES**

Versatile two-speed axles double gear selection—provide just the right ratio for every hauling situation. The Chevrolet-built, 15,000-pound capacity axle with vacuum shift is optionally available with 5.83/7.95:1 or 6.40/8.72:1 ratios on Series 5000 and 6000, also Series 4000 with 5.83/7.95:1 ratio only.

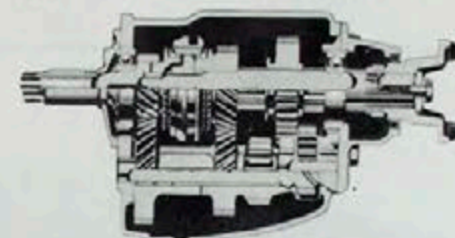
THE RIGHT TRANSMISSION FOR ANY HAULING NEED



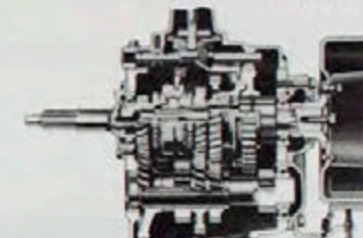
CHEVROLET TRUCK HYDRA-MATIC—proved over millions of miles of hauling—It's a money saver in any traffic, because shifting is automatically controlled to prevent engine overspeeding. It's a safety measure, too, permitting the operator to forget shifting and concentrate on driving. Reverse may be used to hold the truck securely on the steepest grades. Now optional on all Series 3000 and 4000 (except school bus).



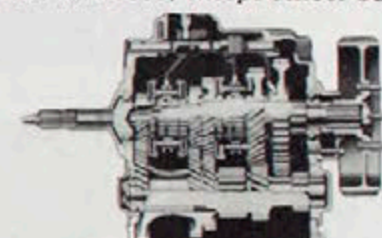
NEW CHEVROLET POWERMATIC—a completely new heavy-duty automatic drive. There's nothing like it in the entire industry! Revolutionary new Powermatic combines the convenience and proved efficiency of fully automatic shifting, and the extra safety of a powerful built-in hydraulic retarder! Power takeoff openings simplify special equipment installation—an exclusive Powermatic feature! Optional Series 5000 and 6000, except school bus models.



HEAVY-DUTY SYNCHRO-MESH 3-SPEED—Engineered and built for extra ruggedness throughout with higher numerical, more powerful gear ratios for added pulling power over the regular 3-speed. Excellent for stop-and-go driving and other severe service conditions. Optional on all Series 3000.

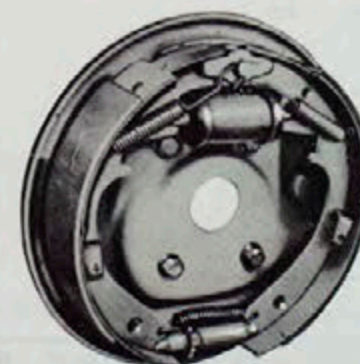


HEAVY-DUTY SYNCHRO-MESH 4-SPEED—Here's the trucker's favorite for heavy hauling! Simple, rugged and dependable, with powerful 7.06:1 low gear ratio. Synchro-Mesh design eliminates double clutching. Power takeoff opening on left side. Standard all Series 3800 through 6000, optional all other Series 3000.

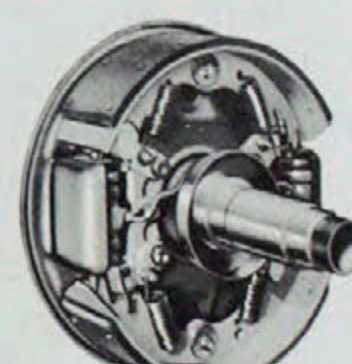


NEW 5-SPEED TRANSMISSION—New Process five-speed transmission now offers extra pulling power and greater flexibility—helps haul more payload in less time. Power takeoff openings on both sides. Easy shifting Synchro-Mesh optional on all Series 5000 and 6000.

'56 Task-Force CHASSIS FEATURES



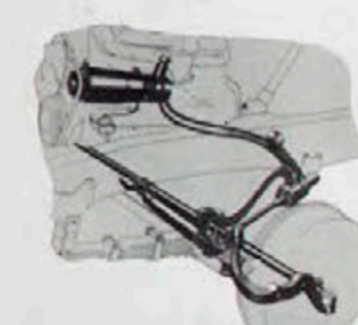
TORQUE-ACTION BRAKES produce safe, positive stopping power with light pedal action. Brake shoes are energized by wheel rotation. Featured with bonded linings on front and rear on Sedan Delivery and Series 3000; with riveted linings in front on Series 4000, 5000, 6000.



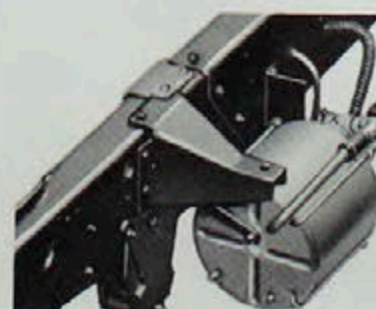
TWIN-ACTION BRAKES provide maximum braking effectiveness with two cylinders at each wheel. Full-width linings dissipate heat rapidly and distribute wear over large area. Featured on rear of Series 4000 through 6000.



BALL-GEAR STEERING. The famous saying . . . "Nothing rolls like a ball" . . . accurately describes the smooth action of this precision steering gear. Scores of polished steel balls minimize friction—keep steering light, firm and positive. Featured on all Task-Force truck models.



POWER STEERING takes the hard work out of handling even the most heavily loaded truck. Smooth hydraulic power supplies up to 80% of steering effort with full feel of the road—holds wheels steady in roughest going. Optional on all models.



HYDROVAC POWER BRAKES permit light pedal action with natural brake feel under all load conditions. Engine vacuum supplies up to two-thirds of the braking effort, reducing driver fatigue. Standard on all Series 5000 and 6000, optional on Series 3000 and 4000.



DIAPHRAGM SPRING CLUTCH—Chevrolet's famous diaphragm spring clutch with its easy pedal action smooths the engagement of engine and drive line. It's featured on all Chevrolet Sixes.

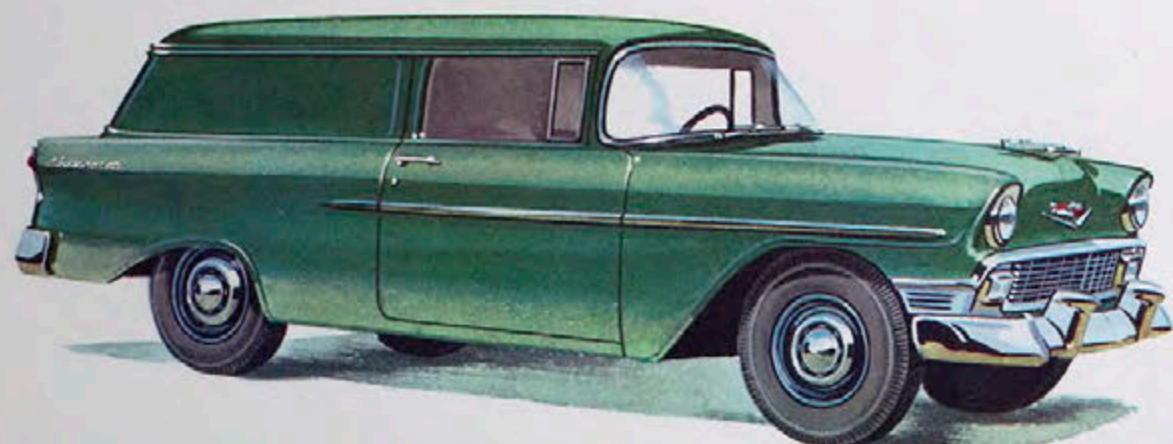
COIL SPRING CLUTCH is provided for the V8 engines when extra-heavy operation is required.



LONG LEAF SPRINGS are available in three types—single-stage, two-stage, and auxiliary—with a wide range of capacities to meet the needs of every hauling job. And for added safety, the fixed eyes of front springs are full double-wrapped on all 1956 Task-Force trucks.

NEW 1956 CHEVROLET *Task-Force* TRUCKS

SEDAN DELIVERY



MODEL 1508, MAXIMUM GVW 4100 POUNDS

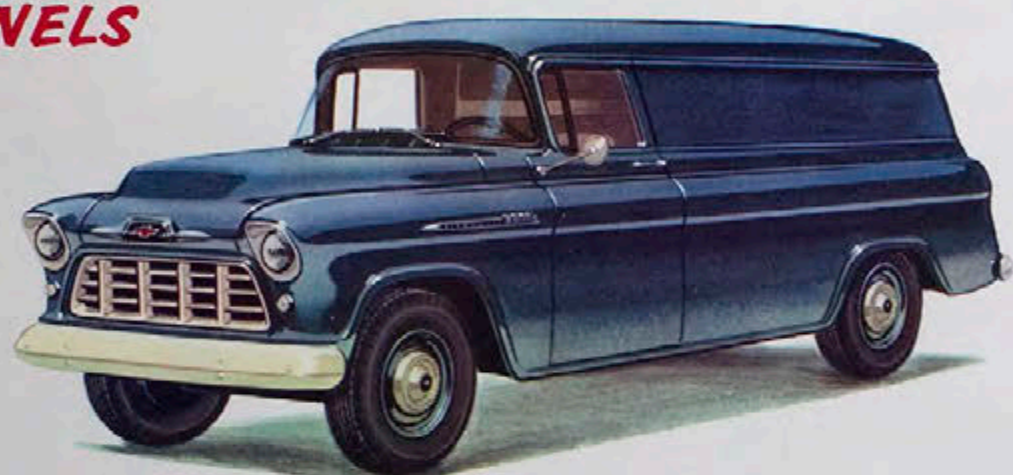


PICKUPS



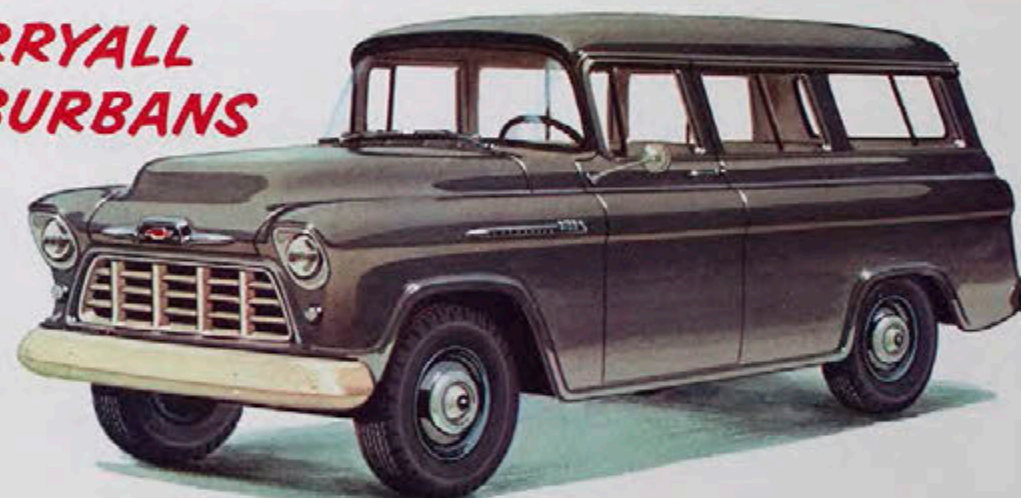
Model	A	B	C	D	E	F	Max. GVW Pounds
3104	78 1/4"	17 1/4"	114"	185 1/4"	50"	76"	5000
3124	78 1/4"	17 1/4"	114"	193 1/2"	50"	77"	5000
3204	90"	17 1/4"	123 1/4"	197 3/4"	50"	76"	5000
3604	90"	17 1/4"	123 1/4"	197 3/4"	50"	76"	6900
3804	108 1/4"	17 1/4"	135"	215 1/4"	50"	76"	7000

PANELS



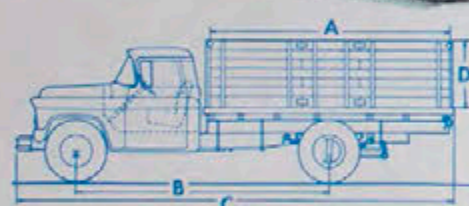
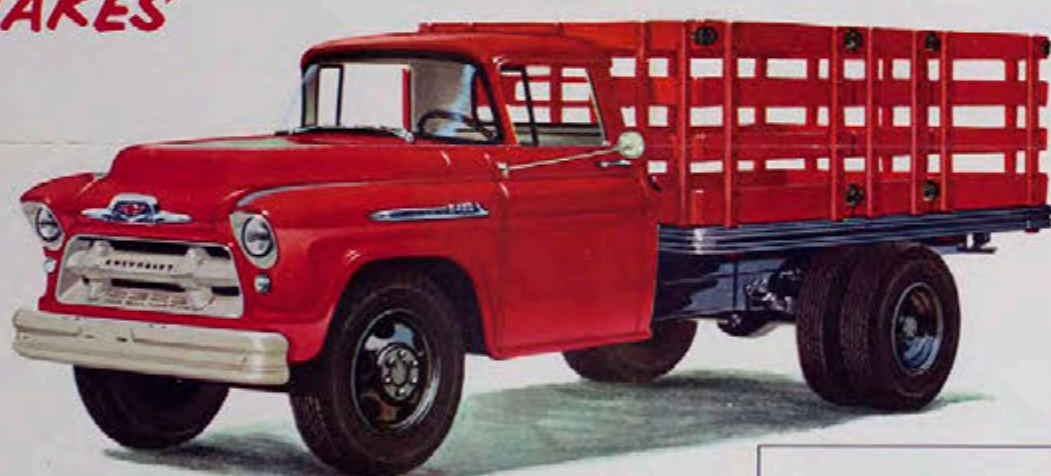
Model	A	B	C	D	E	F	G	H	Max. GVW Pounds
3105	81 1/4"	53 1/4"	94 1/4"	114"	197 3/4"	45 1/4"	42 1/4"	51 1/4"	5000
3805	112 1/4"	53 1/4"	125 1/4"	135"	228 3/4"	45 1/4"	42 1/4"	51 1/4"	7000

CARRYALL SUBURBANS



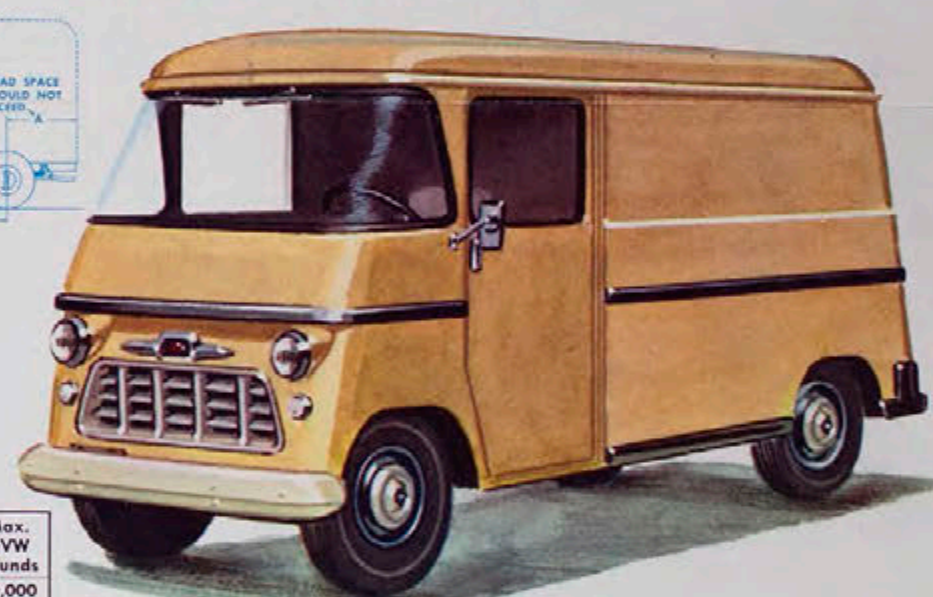
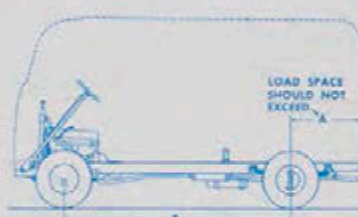
Model	A	B	C	D	E	F	Max. GVW Pounds
3106	53 1/4"	94 3/4"	114"	45 1/4"	42 1/4"	51 1/4"	5000
3116	53 1/4"	94 3/4"	114"	45 1/4"	42 1/4"	51 1/4"	5000

STAKES



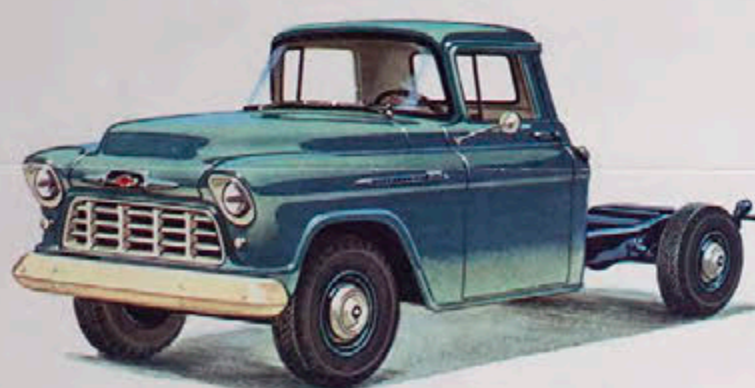
Model	A	B	C	Max. GVW Pounds
3609	91"	123 1/4"	204 1/4"	6,900
3809	109"	135"	222 1/2"	8,800
4109	109"	130"	223 1/4"	14,000
4409	144"	154"	258 3/4"	14,000
5409	144"	136 3/4"	241 1/4"	19,500
6109	109"	130"	223 1/4"	19,500
6409	144"	154"	258 3/4"	19,500

FORWARD CONTROL CHASSIS



Model	A	B	For Body Length	Max. GVW Pounds
3442	37 1/4"	104"	8 Ft.	10,000
3542	37 1/4"	125"	10 Ft.	10,000
3742	37 1/4"	137"	12 Ft.	10,000

CAB AND CHASSIS



Model	A	B	C	Max. GVW Pounds
3103	39 1/4"	36 1/4"	114"	5,000
3603	43 1/4"	39 1/4"	123 1/4"	6,900
3803	60 1/4"	45 1/4"	135"	8,800
4103	60 1/4"	34 1/4"	130"	14,000
4403	84 1/4"	48"	154"	14,000
5103	60 1/4"	34 1/4"	112 1/4"	19,500
5403	84 1/4"	48"	136 1/4"	19,500
5703	108 1/4"	60"	160 1/4"	19,500
6103	60 1/4"	34 1/4"	130"	19,500
6403	84 1/4"	48"	154"	19,500
6503	102 1/4"	60"	172"	19,500

SCHOOL BUS CHASSIS



Model	A	B	C	Pupils
4502	206 1/2"	78 1/4"	154"	30-36
6702	261 1/2"	93 1/4"	194"	48-54
6802	289"	94 1/4"	220"	48-54



SERIES

1508

31-3200*

3600

3800

4100

4400

6100&S

6400&S

6500&S

5100&S

5400&S

5700&S

4502

6702

6802

3442

3542

3742

Indian Delivery

Chassis, Cab & Chassis, Panel, Pickup, Cam. Job.

Chassis, Cab & Chassis, Panel, Pickup, Cam. Job.

Chassis, Cab & Chassis, Panel, Pickup, Cam. Job.

CHASSIS, CAB & CHASSIS, STAKE

Chassis, Cab & Chassis

Cab and Chassis

Cab and Chassis

Cab & Chassis, Stake

Cab and Chassis

SCHOOL BUS CHASSIS—FLAT-FACE COWL

FORWARD CONTROL CHASSIS

NOMINAL RATING

—

1½-Ton

¾-Ton

1-Ton

1½-Ton

1½-Ton Special and 2-Ton

36 Pupils

48 Pupils

54 Pupils

GROSS VEHICLE WEIGHT MAX.

4100 Lb.

5000

6900

7000-8800

14,000

16,000 or 19,500 Pounds—"S" Models 15,000 Pounds

12,000

16,000 or 18,000

10,000 Pounds

WHEELBASE

Inches 115"

114"

123 ½"

135"

130"

154"

130"

154"

172"

112 ½"

136 ½"

160 ½"

154"

194"

220"

104"

125"

137"

C. A. DIMENSION

—

39 ¾"

48 ¾"

60 ¾"

60 ¾"

84 ½"

60 ¾"

84 ½"

102 ½"

60 ¾"

84 ½"

108 ½"

128 ½"

168 ½"

194 ½"

—

—

—

FRAME

Side Rail Dimensions

4 ½" x 4" x 2 ½"

6" x 2 ½" x ½"

6" x 2 ½" x ½"

7 ½" x 2 ½" x ½"

9 ½" x 2 ½" x ½"

9 ½" x 3" x ¼"

9 ½" x 3" x ¼"

9 ½" x 3" x ¼"

9 ½" x 3 ½" x ½"

7 ½" x 2 ½" x ½"

Number of Cross-members

2

5

5

5

5

6

5

6

7

5

6

6

8

10

10

4

5

5

Section Modulus, Inches Cubed

2.044

2.54

3.37

5.70

8.28

9.41

9.41

9.41

9.41

10.36

5.70

AXLE, FRONT

Pounds, Rating

2450 Lb.

2200

2500

3500

4000 (4500 Opt.)

4500

4500

4500

4750

4000

AXLE, REAR (Standard)

Pounds, Rating

3000 Lb.

3300

5000

7200

13,000

15,000

11,000

13,000

5000

Ratio

3.70 to 1

3.90 to 1

4.57 to 1

5.14 to 1

6.17 to 1

6.17 to 1

6.17 to 1 Heavy-Duty

6.17 to 1

5.14 to 1

AXLE, REAR (Optional)

Pounds, Rating

3000 Lb.

3300

None Available

15,000

15,000

15,000

6.17 to 1

7200

Ratio

3.55:1 4.11:1

4.11 to 1

—

—

5.83/7.95 to 1, 2-Speed

6.17 to 1 Heavy-Duty and 7.20 to 1 5.83/7.95:1, 2-Speed

7.20 to 1—5.83/7.95 to 1 or 6.40/8.72 to 1, 2-Speed

5.83/7.95:1 2-Speed

6.17 to 1 H.D.—7.20 to 1 5.83/7.95:1 or 6.4/8.72:1, 2-sp

5.14 to 1

SPRINGS, FRONT

Size

.620

44" x 2"

44" x 2"

44" x 2"

Coil Approx.

10

6

7

8

8

8 (10 Optional)

8 (9 Optional)

8

10

8 (10 Optional)

Rated Capacity at Ground

925 Lb.

1170 Lb.

1300 Lb.

2050 Lb.

2050 Lb. (2500)

2400 Lb. (2600 Lb.)

2050 Lb.

2500 Lb.

2000 Lb. (2500 Lb.)

SPRINGS, REAR (Standard)

Size

58" x 2"

52" x 2"

52" x 2 ½"

52" x 2 ½"

52" x 2 ½"

52" x 2 ½"

52" x 2 ½"

Number of Leaves

5

7, 2-stage

9, 2-Stage

8, 2-Stage

10

11 Main, 5 Auxiliary

11 Main, 5 Auxiliary

12

13, Two-Stage

8

Rated Capacity at Ground

1050 Lb.

1250 Lb.

1700 Lb.

2300 Lb.

5000 Lb.

6750 Lb.

6750 Lb.

4350 Lb.

5500 Lb.

2400 Lb.

SPRINGS, REAR (Optional)

Size

58" x 2"

52" x 2"

52" x 2 ½"

52" x 2 ½"

52" x 2 ½"

None

52" x 2 ½"

52" x 2 ½"

Number of Leaves

5 or 6

8

10 (2-Stage)

8 1/8 MAIN 1/8 AUX

10 Main, 5 Auxiliary

13 Main, 6 Auxiliary

13 Main, 6 Auxiliary

—

15, Two-Stage

8 Main, 5 Auxiliary

Rated Capacity at Ground

1150 or 1350

1550 Lb.

2400 (1925)

2400/3450

5700 Lb.

7600 Lb.

7600 Lb.

—

6300 Lb.

3450 Lb.

SHOCK ABSORBERS

Front Direct Double-Acting

Direct Double-Acting

Direct Double-Acting (Optional)

Direct Double-Acting (Optional)

Direct Double-Acting (Optional)

Direct Double-Acting (Optional)

Direct Double-Acting (Optional)

Direct Double-Acting

BRAKES, SERVICE

Rear Front 11" x 2"

12" x 2"

12" x 2"

14" x 2 ½"

14" x 2 ½"

14" x 2 ½"

14" x 2 ½"

14" x 2 ½"

12" x 2"

Rear 11" x 1 ½"

12" x 2"

14" x 2 ½"

15" x 4"

15" x 4"

15" x 4"

15" x 4"

12" x 2" (14" x 2 ½" Optional)

Total Lining Area

158 Sq. In.

186 Sq. In.

230 Sq. In.

375 Square Inches

375 Square Inches

375 Square Inches

375 Square Inches

186 Square Inches (230 Sq. In. Opt.)

Parking Hand-Cable—Rear Wheel

Prop. Shaft

Dual Shoe Type Propeller Shaft Brake

Dual Shoe Type Prop. Shaft

Dual Shoe Type Prop. Shaft

Dual Shoe Type Prop. Shaft

Hand-Cable on Rear Wheels

Power Brake Vac. Asst. Hy.

Short Stroke 7" Hydrovac (Optional)

7" Hydrovac Standard (9 ½" Hydrovac Optional)

7" Hydrovac (Opt.)

7" Hydrovac Standard (9 ½" Hydrovac Optional)

7" Hydrovac, Optional

TIRES, FRONT

Regular 6.70—15/4 pr

7—17.5/6 pr

8—17.5/6 pr

7—22.5/6 pr

8—22.5/8 pr

9—22.5/10 pr

9—22.5/10 pr

7—22.5/6 pr

8—22.5/8 pr

8—19.5/8 pr

Maximum 6.70—15/6 pr

7—17.5/6 pr

8—19.5/8 pr

8—19.5/8 pr

8—19.5/8 pr

9—22.5/10 pr

9—22.5/10 pr

7—22.5/6 pr

8—22.5/8 pr

8—19.5/8 pr

TIRES, REAR

Regular 6.70—15/4 pr

7—17.5/6 pr

8—17.5/8 pr

7—22.5/6 pr Dual

8—22.5/8 pr Dual

10—22.5/10 pr Dual

10—22.5/10 pr Dual

7—22.5/6 pr

8—22.5/8 pr

8—19.5/8 pr

Maximum 6.70—15/6 pr

7—17.5/6 pr

8—19.5/8 pr

8—19.5/8 pr

8—22.5/8 pr Dual

10—22.5/10 pr Dual

10—22.5/10 pr Dual

7—22.5/6 pr

8—22.5/8 pr

8—19.5/8 pr

STEERING GEAR

Ratio 20.0 to 1

21.3 to 1

23.6 to 1

23.6 to 1

23.6 to 1

27.76 to 1

ENGINE, Standard

Type Blue-Flame

Thriftmaster, Valve-in-head, 6 Cylinders

Thriftmaster, Heavy Duty

Taskmaster V8, Valve-in-head

Thriftmaster, Valve-in-head

Thriftmaster, Heavy Duty

Thriftmaster, Special

Piston Displacement 235.5 cu. in.

235.5 Cubic Inches

235.5 Cubic Inches

265 Cubic Inches

235.5 Cubic Inches

235.5 Cubic Inches

Bore and Stroke 3 ¾" x 3 ¾"

3 ¾" x 3 ¾"

3 ¾" x 3 ¾"

3 ¾" x 3"

3 ¾" x 3 ¾"

3 ¾" x 3 ¾"

Gross Torque 210 at 2400

210 Foot Pounds at 2000 RPM

251 Ft. Lb. at 2000 RPM

210 Foot Pounds at 2000 RPM

210 Foot Pounds at 2000 RPM

210 Ft. Lb. at 2000 RPM

Gross Horsepower 140 at 4200

140 at 4200 RPM

155 at 4200 RPM

140 at 4200 RPM

140 at 4200 RPM

140 at 4200 RPM

Net Horsepower 125 at 4000

123 at 4000

123 at 3800 RPM

123 at 4000 RPM

123 at 4000 RPM

120 at 3800 RPM

Compression Ratio 8.0 to 1

8.0 to 1

7.5 to 1

7.5 to 1

8.0 to 1

8.0 to 1

ENGINE, Optional

Type V8, Valve-Head

Valve-in-head V8, Trademaster—3-4000; Taskmaster—4000

Jobmaster, 6 Cyl.

Taskmaster V8

None Available

SERIES ENGINE CLUTCH

Trademaster V8

Piston Displacement 265 cu. in.

265 Cu. In.

261 Cu. In.

265 Cu. Inches

—

—

—

—

Bore and Stroke 3 ¾" x 3"

3 ¾" x 3"

3 ¾" x 3 ¾"

3 ¾" x 3"

—

—

—

—

Gross Torque 257 at 2200

251 Ft. Lb. at 2000

232 Ft. Lb. at 2000

251 Ft. Lb. at 2000

—

—

—

—

Gross Horsepower 162# 170†

155 at 4200 RPM

148 at 4000 RPM

155 at 4200 RPM

—

—

—

—

Net Horsepower 137# 141†

132 at 3800 RPM

125 at 3800

132 at 3800 RPM

—

—

—

—

Compression Ratio 8.0 to 1

7.5 to 1

7.8 to 1

7.5 to 1

—

—

—

—

CLUTCH 9 ½" (11" Opt.)

Dia. Spring 10" O.D. (11" Opt.)

11" Dia. Spg.

11" Coil Spg.

11" Coil Spring

GOVERNOR

Optional at Extra Cost

Optional at Extra Cost

Optional, Extra Cost

Optional, Extra Cost

AIR CLEANER

Oil Wetted 16 Qts.

Oil Bath Type

Oil Bath Type

Oil Bath Type

Oil Bath Type

COOLING SYSTEM

17 Quarts (18 ½ Optional)

18 Qts. (18 ½ Opt.)

18 Quarts (17 & 18 ½ Qts. Opt.)

18 Quarts (18 ½ Qts. Opt.)

18 Qts. (18 ½ opt.)

18 Quarts (17 Qts. Opt.)

17 Quarts

TRANSMISSION, Standard

Type 3-Speed, Synchro-Mesh

Steering Column

4-Speed Synchro-Mesh

4-Speed Synchro-Mesh

3-Speed, Synchro-Mesh

Gear Shift Location

TRANSMISSION, Optional

Type Powerglide

4-Speed Hydra-Matic

5-Speed New Process

5-Speed New Process

3-Speed, Synchro-Mesh

Gear Shift Location

Type Overdrive

—

—

—

—

—

—

—

Gear Shift Location

Steering Column

—

—

—

—

—

—

Type 3-Speed, Heavy Duty

Gear Shift Location

Steering Column

—

—

—

—

—

—

Type 4-Speed Synchromesh

Gear Shift Location

Floor of Driver's Compartment

—

—

—

—

—

—

DRIVE SYSTEM

Hatchkiss

Hatchkiss

Hatchkiss

FUEL SYSTEM CAPACITY

Gallons 17 Gal.

Cab Units 17 ½ (Others 17)

Cab Units 17 ½ (All Others 18)

17 ½ Gallons

30 Gallons

15 ½ Gal.

18 Gal.

3-Speed Synchro-Mesh

*2204 Pickup

Wheelbase—123" C.A.—48"

All illustrations and specifications contained in this literature are based on the latest product information available at the time of publication.