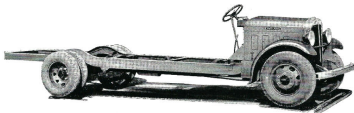


CHASSIS SPECIFICATIONS



Indiana Model 95DR Bus Chassis

Maximum Gross Rating 15,000 Lbs.

ENGINE—Six cylinder, cast endloc with removable head, L-head type. Crankshaft $2\frac{1}{2}$ in. diameter, mounted in seven main bearings, total projected bearing area 27 square inches. Bore $3\frac{3}{4}$ in. Stroke $4\frac{1}{4}$ in. Piston displacement 282 cu. in. 73 brake H. P. at 2800 R. P. M. S. A. E. horsepower 33.75. Torque 176 ft. lbs. at 1000 R. P. M. 3 point suspension. Lubrication full force feed to main bearings, connecting rod bearings and timing gears. Splash lubrication to camshaft bearings. Oil capacity 6 quarts. Water circulation by centrifugal pump. Pistons, aluminum fitted with four rings. Helical timing gears $\frac{3}{8}$ in. face. Connecting rod bearings 2 in. diameter, $1\frac{1}{2}$ in. length. Down draft carburetion.

IGNITION—Battery with distributor and coil.

RADIATOR—Fin flat tube removable core mounted in chromium plated pressed steel shell.

CLUTCH—Heavy duty, single plate, 12 in. diameter.

TRANSMISSION—Mounted in unit with motor. Helical gears, 4 speeds forward, 1 reverse. All gears heat-treated and case hardened for long wear.

PROPELLER SHAFT—Tubular with 2 oil tight dust-proof metal universal joints with self-aligning center bearings.

CONTROL—Right or left hand drive with gear shift and emergency brake levers in center. Spark and throttle controlled by hand levers on steering wheel. Foot accelerator.

STEERING GEAR—Heavy duty cam and lever, 18 in. hand wheel, drag link and tie rod, ball and socket self-adjusting construction.

WHEELS—Metal disc 20 in. base, ventilated type. Six studs.

(Continued on following page)

FUEL TANK—35 gallon tank, unmounted, standard. Mounting material furnished at extra cost.

INSTRUMENT BOARD—Speedometer driven off transmission. Ammeter, heat indicator, lighting and ignition switch, oil gauge and dash light.

FRONT AXLE—Heavy, heat-treated steel forging I-Beam section $2\frac{1}{2} \times 1\frac{1}{2} \times \frac{3}{4}$ in. Chrome nickel steel spindles. Wheel bearings taper roller. Steering thrust taken by roller bearings.

REAR AXLE—Double reduction, spiral bevel gear type, full floating, one-piece malleable iron housing. Standard ratio 6.66—1, optional 6.06 and 7.36.

FRAME—Sturdy pressed steel channel $8 \times 2\frac{1}{4} \times \frac{3}{4}$. Frame tapered to give maximum strength and minimum weight. Kick-up over front and rear axle. Frame width 42 in. Seven cross members.

SPRINGS—Silico Manganese steel semi-elliptic. Front 40 in. long, $2\frac{1}{2}$ in. wide, 10 leaves. Rear 60 in. long, 3 in. wide, 13 leaves.

BRAKES—Hydraulic four wheel internal expanding. Front drums gunite $16 \times 2\frac{3}{4}$. Rear drums gunite $16 \times 3\frac{1}{4}$. Brake lining area 356 square inches. $8\frac{1}{4}$ in. drum brake mounted on propeller shaft.

TIRES—Standard 7.50-20 balloon single front dual rear. Other balloons and high pressure tires optional at extra cost.

WEIGHT—(Approx.) 180 in. wheelbase, chassis 5,000 lbs. Total gross allowable including weight of chassis, body and load, 15,000 lbs.

WHEELBASE—180 in. standard.

Dash to center line of rear axle.....147 $\frac{1}{8}$ "

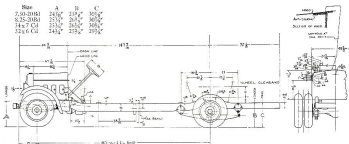
Dash to rear of frame.....219 $\frac{1}{4}$ "

STANDARD EQUIPMENT—Crown front fenders, channel bumper, jack, set of tools, electric lighting and starting equipment, electric horn, oil gauge, heat indicator, ammeter, dash light, air cleaner, speedometer and spare wheel.

(Specifications subject to change without notice)

THE STUDEBAKER PIERCE-ARROW EXPORT CORPORATION

South Bend, Indiana, U. S. A.



Indiana Model 95DR Bus Chassis—Body Builder's Dimensions