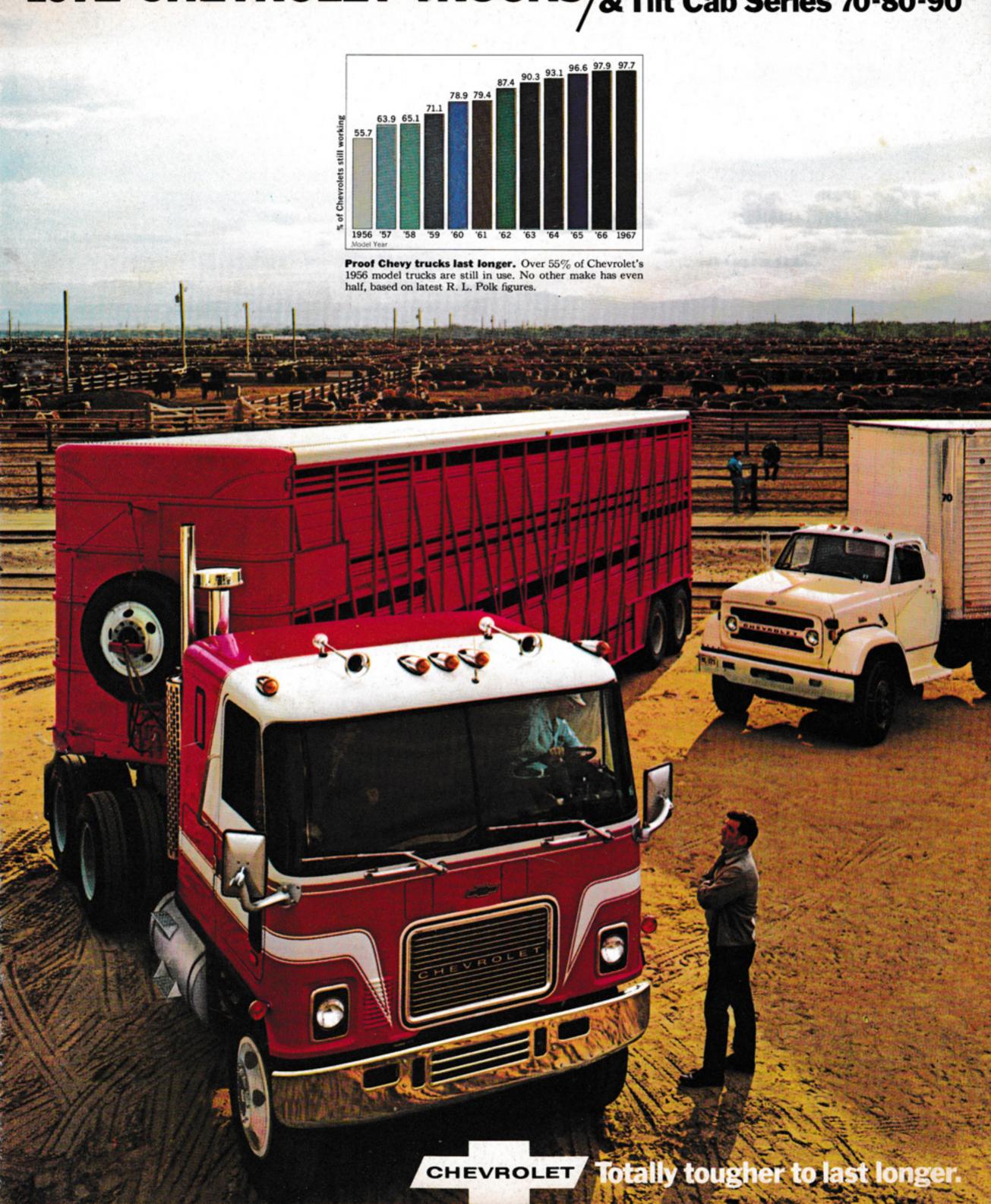
## Titan 90 Aluminum Tilts

## Aerodynamic cab design cuts drag and helps reduce fuel consumption.

Wind-tunnel tested and proved on the road, Titan 90's sleek shape helps reduce horsepower requirements for improved fuel economy. Space-age interior makes the most of a driver's skill. BBC measurement of the standard cab is 54 inches. A 74-inch BBC sleeper cab is available with a 24"-wide bunk and an 86-inch BBC with 32" or 36" bunks. All sleeper cabs include 7'4"-long bunk area, two-way screened ventilators, auxiliary heater and complete insulation. Innerspring or thick foam mattresses are available.



# 1972 CHEVROLET TRUCKS Heavy Duty Conventional & Tilt Cab Series 70-80-90



# GVW's to 50,500 lbs....

There's a Chevrolet heavy-duty truck available for practically any application you could want. Four different cab configurations . . . three lines of engines . . . and a broad selection of components.

You're bound to find the right combination

### Short Conventional models....pages 4-7

The most popular and versatile of Chevy heavyweights for truck and tractor use.

Diesel, Cummins Diesel

Series 90 Short Conventional Diesel Truck

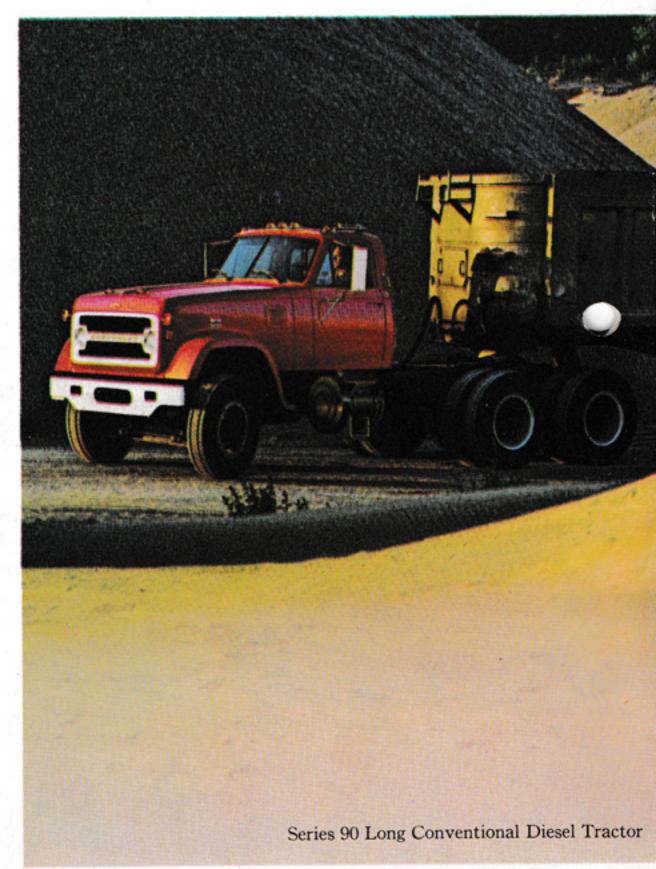
to match your particular job requirements.

The capsule information on these two pages will help direct you to the models most likely to fit your needs. More detailed data on models and available equipment may be found on pages 18 through 20.

### Long Conventional models....pages 4-7

Especially designed for hauling heavy, high-center-of-gravity loads. Ideal for operation in bridge-formula states.

Bumper-to-back-of-cab	5″
Maximum GVW 50,500 lb	S.
Maximum GCW	s.
Wheelbases	5″
Front axles9,000 to 16,000 lb	s.
Tandem rear axles 34,000 and 38,000 lb	os.
Engines Detroit Diesel, Cummins Dies	sel



# GCW's to 76,800 lbs.

### Titan 90 aluminum tilt models, pages 8-11

Inside and out, the Titan 90 is one of the most advanced line-haulers on the road. Available with or without sleeper cabs.

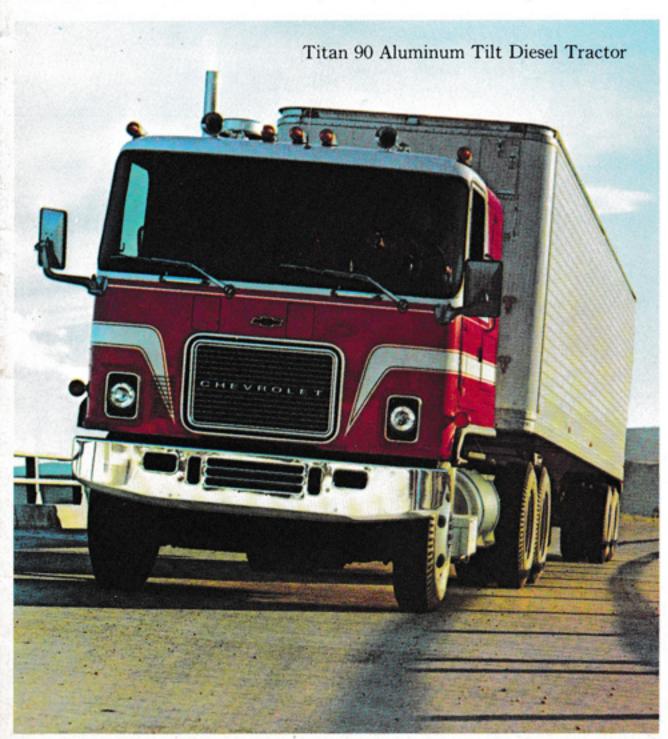
Bumper-to-back-of-cab
GVW range
Wheelbases Single rear axles

Engines....Detroit Diesel or Cummins Diesel

### Steel tilt cab models.....pages 12-15

Chevrolet short-cab efficiency at the lowest possible cost. Setback front axle improves weight distribution and maneuverability.

Bumper-to-back-of-cab	s.
Wheelbases Single rear axles	s. s.
Tandem rear axles	
Engines V6 or V8 Gasoline, Detroit Diese	ĊΙ







## Compact 93" BBC dimension allows longer trailers, bigger payloads or both.

These Chevy short conventional heavyweights have established an enviable work record. The trim cab can handle extra-long payloads where overall length is a major consideration. Or, where load lengths remain the same, overall length is reduced for greater maneuverability. A broad selection of available engines, transmissions, axles and other options makes these Chevrolets among the most versatile trucks on the road.

## Long-hooded 115" BBC permits maximum weights in bridge-formula states.

The long-nose configuration also offers a number of other advantages. There's ample room for an 8V-71 Detroit Diesel; or an NTC-350 or new V903 Cummins diesels. The entire engine is forward of the firewall, resulting in outstanding accessibility. Eliminating the "doghouse" makes more room inside the cab.





Tilting hood and fender assembly speeds engine maintenance procedures.

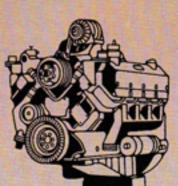
Constructed of lightweight, strong fiberglass-reinforced plastic, the hood and fender assembly standard on all 90 Series cannot rust or corrode. For servicing, the entire assembly tilts forward as a unit to expose engine, radiator and front end components. There's sufficient room between the tire and frame for a man to stand and perform most maintenance operations.

A butterfly-type steel hood is standard on Series 70 and 80 models and available on Series 90 Short Conventionals. Hood panels swing up and out of the way for routine maintenance. Removal of only eight bolts permits a fender to be removed for complete engine access.

Adjustable steering column for increased driver comfort.

A simple steering column adjustment allows a 4- to 5-inch tilting movement of the steering wheel to suit individual driver preferences. A quick-release lever is available.

Because the steering shaft enters the cab through the dash instead of the toeboard, the driver enjoys additional foot room. The location of the steering arm ball joint and direct steering linkage result in easier steering and handling, less driver fatigue.



Broad selection of power plants to match your requirements.

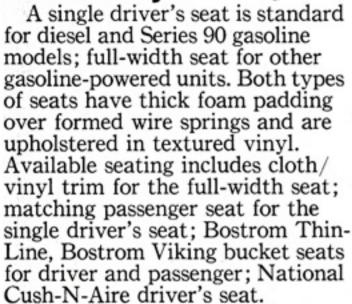
Chevy conventionals may be adapted to an almost unlimited range of applications with available power plants. Gasoline models are powered by a 401-cubic-inch V6, 478-cubic-inch V6 or 637-cubic-inch V8, depending on series. All three have established outstanding durability records on the job.

Diesel models offer a wide selection of Detroit Diesel and Cummins engines. Two-cycle Detroit Diesels available are: 6V-53N, 6-71N's and 8V-71N's. Four-cycle Cummins diesels available are: NH-230, NHC-250, NTC-270E, NTC-335, NTC-350 and the new V903.

## Conventional Cab & Chassis

### Cab Features

18-inch-high seating for excellent comfort and visibility.



**Box-section framing helps** make this Chevy cab one of the toughest on the road.

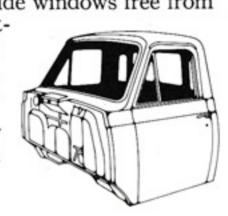
Floor panel, door opening frames and rear cross sill form a continuous box section around the sides and rear of the cab. This horizontal U-shaped structure is then welded to a vertical U-

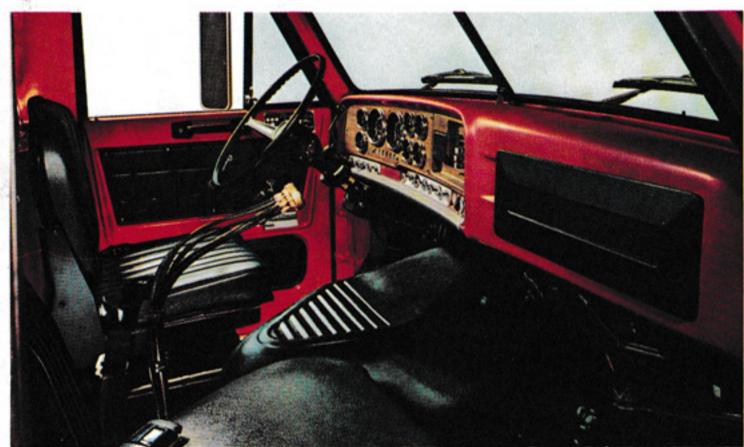
shaped structure comprised of the hinge pillars attached to the instrument panel, panel cross tie and cowl. The exceptional strength of this entire structure protects sheet metal from undue stress. prolonging the life of the cab. Four-point mounting system insulates the cab from frame vibrations.

Aerodynamic cab design adds to operating efficiency.

The shallow windshield sweep and cab configuration help minimize air resistance. This design also serves to help keep windows and mirrors free of road splash and doors and side windows free from

gravel blasting. A large screened center cowl vent is actuated by a control on top of the instrument panel.





Interior of conventional cab

Any place a man spends his working day should be this functional, this comfortable.

The standard adjustable steering column can be set at the most comfortable angle for drivers of all sizes. Non-glare instrument panel has a functional, easy-toread arrangement of gauges and controls.

An excellent view of the road is provided by the laminated wind-

shield. Soft-Ray tinted glass is available. A single rear window is standard with a pair of side rear windows available.

Standard items include windshield wipers with washers, heater and defroster, left-hand sunshade (and right-hand on 90s) rubber floor mat, left door lock, cab clearance lights and West Coast mirrors. A variety of factoryinstalled comfort equipment and special insulation are available.

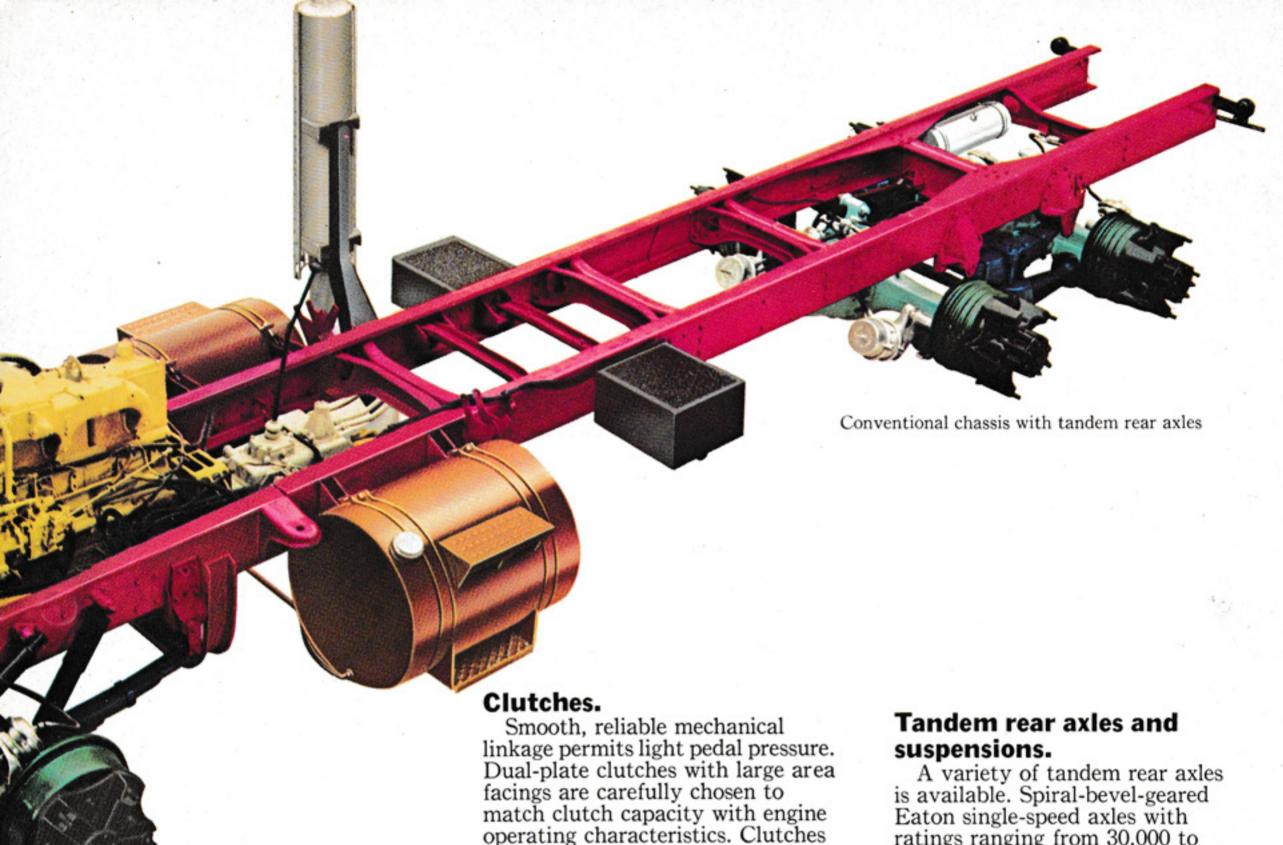


Chevrolet engineering matches chassis and driveline components for peak efficiency. Standard items have been selected according to their ability to withstand typical operating conditions. To meet special requirements, many heavier duty components are available. For more information on the availability of options for each model, refer to the Specifications Charts at the back of the book.

#### Frame.

Side rails are full-depth channels throughout their entire length. Crossmembers are attached to the side rail webs, leaving top flanges free of rivets and holes. This gives top strength and simplifies installation of bodies and other special equipment. The rear crossmember is shaped to give ample trailer kingpin clearance.

Crossmembers in all frames are of extra-high-tensile steel. Frame side rails and available reinforcements are high-tensile or high-performance steel, depending on wheelbase and series. Highperformance steel may be specified for most models where it is not standard.



### Front axles and suspensions.

I-beam front axles available in capacities ranging from 7,000 to 16,000 lbs. are teamed with two-stage leaf springs to give high front-end load capacity and durability. The axle is set forward of the spring center for improved ride and control.

The front section of the spring, being shorter and stiffer, gives excellent braking action while the longer rear section flexes more easily to give a smoother ride. Double-acting shock absorbers

are standard.

Special Soft-Ride springs are available for Series 90 models. Two-leaf semi-elliptic springs of tapered design give full capacity but help keep friction and weight to a minimum. These springs fit the standard brackets which are mounted on the outside of the chassis for roll stability.

#### 1000 To 1000 TO

Transmissions.

Depending on model and engine selections, transmission availabilities include five-speed models with either overdrive, direct or short fourth; five-speed main/four-speed auxiliary combinations; Fuller 10-speed direct transmission; Fuller 13-speed overdrive; Spicer 16-speed overdrive transmission; Allison automatics.

are available which offer larger

diameter discs or greater facing area.

### Single rear axles and suspensions.

An extended range of rear axles is available. Eaton single-speed and two-speed axles can be specified with ratings of 18,500, 22,000 or 23,000 lbs. Both types feature spiral-bevel ring and pinion gears. The two-speed Eaton axles employ a push-pull electric shift mechanism.

A single-speed 23,000-lb.Rockwell-Standard axle is available on some models. This single-reduction unit utilizes smooth-running, sturdy hypoid gears and a straddlemounted pinion gear.

All single-rear-axle models have variable-rate springs which provide soft action under light loads and progressively stiffer action as the spring deflects. A variety of tandem rear axles is available. Spiral-bevel-geared Eaton single-speed axles with ratings ranging from 30,000 to 34,000 lbs. A three-speed Eaton rated at 34,000 lbs. And hypoid-geared Rockwell-Standard axles with 34,000-lb. or 38,000-lb. ratings.

All employ interaxle differentials to eliminate wheel fight and help reduce tire wear. Driver-operated lockout provides equal power to each axle for traction when needed.

Reliable Hendrickson spring suspensions are standard.

#### Brakes.

Vacuum/hydraulic or full-air brakes are available on all gasoline models except Series 90. Full-air brakes are standard on all other conventional models.

The vacuum/hydraulic system features a 12¾" diaphragm-type vacuum booster mounted on the frame. The full-air system has wedge-type brakes standard, front and rear. "S" cam brakes are available.

Air actuated parking brake and self-adjusting rear brakes are available on models with air brakes.

#### Wheels and tires.

Cast-spoke wheels are standard. Ten-stud disc wheels are available. Tires are tube-type nylon cord. A wide range of sizes and tread patterns can be ordered to meet varying requirements.



The Titan 90 cab may be tilted and stopped at any position from zero degrees to full tilt. Engine and front-end components are fully exposed for easy service. Hydraulic mechanism makes tilting a oneman job. All controls are mounted on the right-hand frame rail, away from traffic. Both mechanical and hydraulic latches protect against unwanted tilting.

Viewing area unexcelled by any other truck in its class.

Titan 90 visibility advantages start with one of the biggest windshields in the industry. 26" wiper blades provide one of the largest wiped windshield areas available. Power is supplied by dual air wiper motors with individual controls. Specially contoured pillars offer a minimum of interference while providing maximum support. Unique right-hand sighting window in the lower door panel allows driver to see low-profile vehicles and pedestrians. And standard 9" x 14" Mono-Arm mirrors offer an excellent rear view. 000 0



### Water and oil-fill access doors speed maintenance checks.

Front service access panels allow checking and topping off of lubricant and coolant as needed with cab in the down position. Radiator sight glass facilitates fast checks of coolant level.

### Deluxe heater and defroster with dual motors and blowers.

Big heater provides cab comfort to 15° below zero. Individual blower motor controls are consolemounted with outlets under driver's and companion seats. A separate heater with individual controls is included with sleeper models, for bunk comfort to 20° below zero. Integral air-conditioning system is available with separate ducting to sleeper compartment for full coverage.

Tilt steering column adjusts quickly for driver comfort.

To accommodate his own build and preference, the driver can adjust the standard steering column. Big 21-inch steering wheel increases leverage and reduces driving effort. Positive circuit protection for long-term reliability.

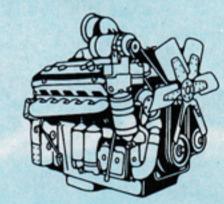
70-amp. master circuit breaker on control console protects entire cab electrical system except head-lamp circuit. Headlamps and all individual circuits are protected by their own automatic circuit breakers.

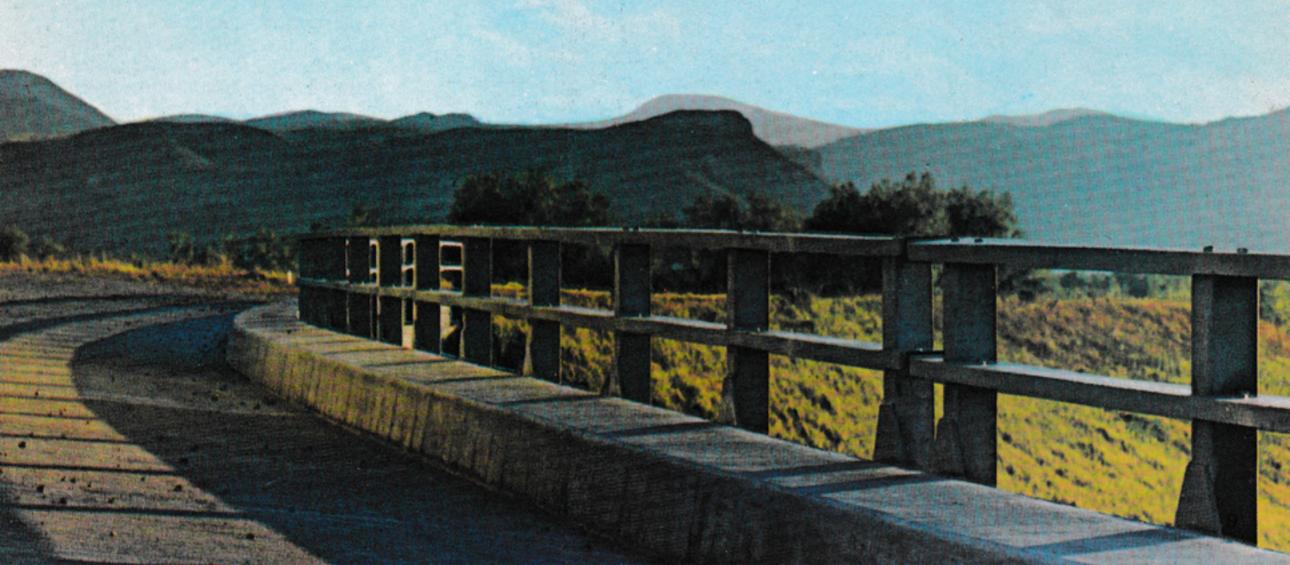
Wire terminals are soldered and connections are completely sealed to increase reliability. Harnesses are covered with neoprene, and all junctions are taped.

Removable panels on cab console expose wiring for servicing. All cab and engine wiring is color-coded for easy identification.

### Engines include the largest diesel ever offered in a Chevrolet truck.

The range of diesel power available for the Titan 90 series is more impressive than ever. Standard engines, depending on the model ordered, include: Detroit Diesel 6-71Ns, 8V-71Ns and the 12V-71N, the largest diesel Chevrolet's ever offered; Cummins NH-230, NHC-250, NTC-270E, NTC-335 and the new V903.





## Titan 90 Cab & Chassis

### **Cab Features**

Bostrom Deluxe Thin-Line driver's seat is standard.

This premium seat soaks up jolts with a hydraulic shock absorber.
6-inch adjustment range assures outstanding support and comfort. Other features include 3-position back and seat cushion tilt adjustment plus fully articulated back. Other Bostrom and National Cush-N-Aire driver's seats and matching companion seats are available.

6 layers of insulation protect drivers from temperature extremes and noise.



Titan 90 cab roof and walls are fully insulated to block out noise and afford comfort in sub-zero weather or heat waves. Black embossed vinyl forms an attractive surface. An expanded foam interlayer provides protective padding while forming a thermal and acoustical barrier. Hardboard interliner is an effective heat control barrier. 1/4-inch Tufflex serves as acoustical and thermal insulation. Polyethylene interleaf provides additional heat control. And 1/2-inch semirigid foam panels are in flush contact with all metal surfaces.

Cab construction provides top strength while holding weight to a minimum.

The Titan 90 cab was torturetested on a "shake stand" to prove its durability in a simulated 4,000 trips around the world. Cab shell construction is aluminum with contoured steel doors. Floor pans and engine tunnels are one-piece welded units, reinforced for added strength and torsional rigidity. Cab walls, roof and upper panels are welded in place. Lower side and front panels are riveted for easy replacement.



Interior of Titan 90 cab

We turned the driver's control center into a new kind of profit center.

There's no more efficient, comfortable cab on the road. Significant reductions in sound levels, cab pitch and vibration reduce driver fatigue and strain. The wraparound console groups instruments in modules according to their function and frequency of use. Standard instruments include speedometer, tachometer, coolant temperature gauge, fuel gauge, oil pressure gauge, air tank pressure gauge and voltmeter. In addition, warning lights and buzzers indicate low air pressure, low oil pressure, high coolant temperatures and low coolant level.

### Chassis Features

Piece by piece, we put together Chevy's toughest tilt chassis.

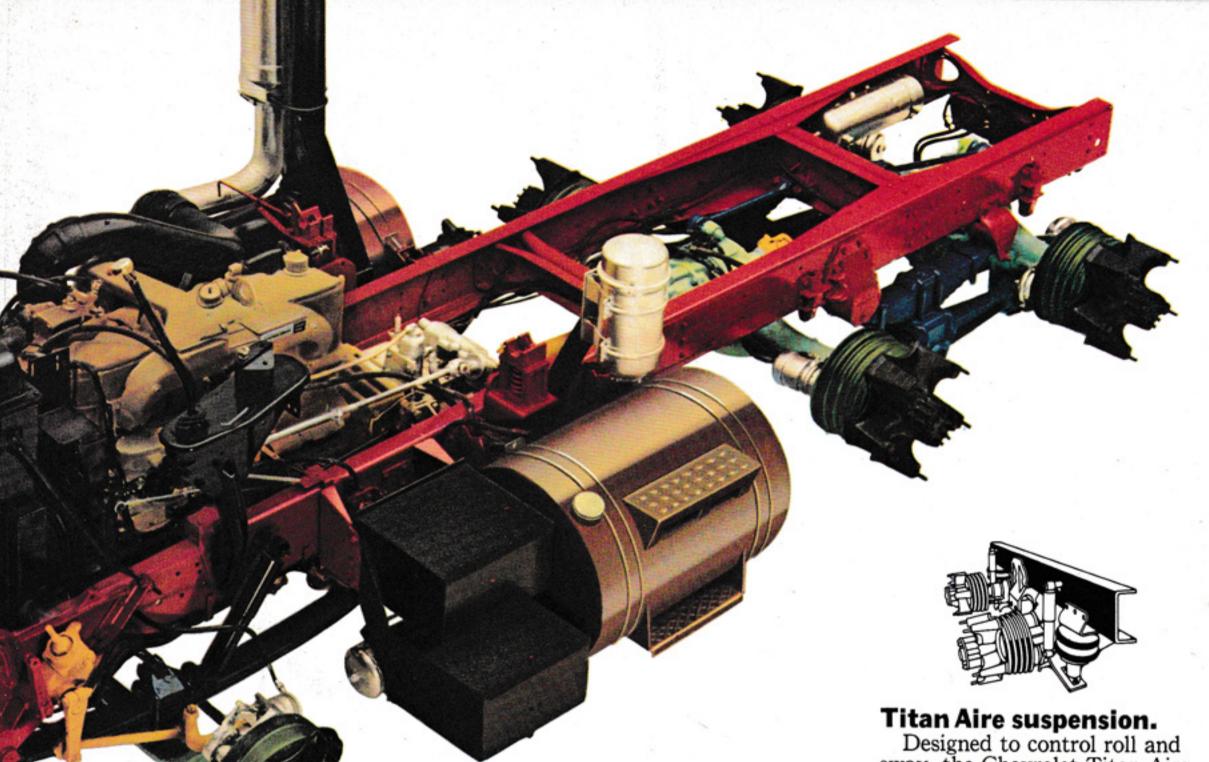
Component by component, the Titan 90 chassis has been engineered to deliver excellent reliability under extreme operating conditions. For unusually severe requirements, heavy-duty options are available. Special lightweight components may be specified where weight saving is a critical factor. The Specifications Charts at the back of the book provide detailed information on the availability of options for specific models.

### Frame.

Straight-channel full-depth frame rails are 80,000 PSI high-performance steel. They may be welded without loss of strength. L-type reinforcements are available. Dual heavy-duty crossmembers of channel type back-to-back construction are mounted to frame webs for peak strength in flanges. Rear crossmembers are contoured for kingpin clearance during trailer coupling. Cast-in tow eye with 50-ton capacity is located behind the front bumper.

Steering.

Recirculating ball steering gear plus a 21-inch diameter steering wheel combine to reduce handling effort significantly. Overall steering gear ratio is 28.14 to 1. Sharp turning angle permits completing tight turns in one pass. Power steering is included with the available 16,000-lb. front axle or is available separately.



### Front axles and suspensions.

Wide-track 12,000-lb. I-beam front axle is standard. Also available is a 16,000-lb. front axle on selected models. Four-inch-wide front springs provide a smooth, stable ride. 13/4" diameter doubleacting shock absorbers are standard for improved ride control.

#### Clutches.

Dual-disc 14-inch clutch is standard with all engines except 12V-71, which uses dual-disc 15½-inch. A 15½-inch dual-disc clutch is also available on other models. Full mechanical linkage system affords built-in leverage to provide low pedal effort and reduce driver fatigue. Clutch remains connected with cab in the tilted position. Adjustable ball joint connectors offer automatic readjustment and easy tailoring of pedal pressure.

#### Transmissions.

Transmissions offered are Fuller 10-speed direct or Spicer 5-speed direct or overdrive, as well as a Fuller 13-speed overdrive and a Spicer 16-speed overdrive.

### Single rear axles and suspensions.

Titan 90 chassis with tandem rear axles

Eaton rear axles are standard, a 22,000-lb. two-speed air-shifted axle or a 23,000-lb. single-speed axle, depending on the Titan 90 model. Both have spiral bevel drive gears. Also available is a Rockwell 23,000-lb. single-speed rear axle with hypoid drive gears. Ride-smoothing variable-rate leaf spring suspensions are utilized. 18,500-lb. or 23,000-lb. capacity springs are included, depending on axle selections. Auxiliary springs are available for improved ride control and stability with high center of gravity loads.

### Tandem rear axles and suspensions.

Standard tandem axles are Rockwell single-speed (34,000 or 38,000 lbs.) or Eaton three-speed rated at 34,000-lb. capacity. A Rockwell axle with 44,000-lb. capacity rating is available as well as an Eaton 34,000-lb. single speed. Hendrickson or Reyco spring suspensions are standard depending on model. For extra weight savings the Reyco 101 suspension may be ordered.

Designed to control roll and sway, the Chevrolet Titan Aire Suspension also offers a soft ride and easy servicing. It's rated at 34,000 lbs. capacity. Axle spacing is a standard 50" between centerlines.

Air bellows carry the load, while a leveling valve automatically maintains vehicle height under varying weights. Heavy torque bars control roll and sway, and also function as springs to absorb some road shock. There's a double-acting shock absorber at each wheel.

The Chevrolet Titan Aire suspension is virtually maintenance-free.

#### Brakes.

Every Titan 90 is equipped with full-air brakes, wedge-type front and rear. Combination parking and emergency brake is standard, and has an independent air reservoir. "S" cam front and rear brakes with parking brakes are available.

### Wheels and tires.

Cast-spoke wheels are standard; available are ten-stud disc wheels. Available Stemco wheel bearing lubrication increases component life. Front wheel seals have inspection ports for visual checks of lube level. Tires are nylon cord tube-type. To comply with varying requirements, tires in a wide range of sizes and tread patterns can be ordered.

## **Steel Tilts**

### Trim 72-inch BBC dimension: excellent weight distribution and superb maneuverability. Chevy's short tilt cab design

with setback front axle offers significant advantages. For one thing, better weight distribution.
Heavier payloads can be carried
because the front wheels are closer to the load center and can carry a larger share. Another benefit is easier operation because the shorter wheelbase reduces turning diameters and quickens steering response.
No wonder Chevrolet steel tilts are so popular with operators who

work in congested city traffic. 12

Series 70 Steel Tilt Diesel Tractor

Full engine accessibility eases maintenance procedures.

Cab tilts forward a full 55 degrees to expose the engine and front-end components. There's plenty of room for a mechanic to stand between the frame and front tire when working on the engine.

The tilting mechanism is counter-balanced for easy operation. A simple torsion-bar spring assembly serves as the front mounting and tilting pivot. The torsion bar passes through rugged cast bearing and anchor brackets attached to the frame and the cab floor. An adjusting lever at the front end of the bar permits varying the torsion for the desired amount of counter-balancing. Because it is under constant load, the tilting mechanism stays tight, quiet and shake-free.

A double-safe latching system anchors the cab securely for the road. The spring-loaded latch handle can be padlocked to prevent unauthorized tilting.

Stationary control island keeps controls in adjustment.

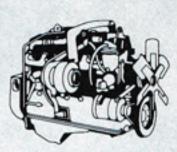
When the cab is tilted, the control island remains in place, securely mounted on the chassis frame. This arrangement helps keep the gearshift lever and other controls in adjustment. And because the controls are left in their normal positions, the engine may be operated during maintenance procedures if necessary.

### Access panels allow quick fluid level checks.

Monitoring and filling of engine crankcase and cooling system can be done without tilting the cab. A removable panel behind the available passenger seat gives access to the oil dipstick and filler cap. The radiator cap is reached through a hinged door in the shelf behind the seats.







Selection of gasoline or diesel power plants gives flexibility.

Standard gasoline engine for V6 models is 401 cubic inches. For V8 models, 637 cubic inches. Also available is a 478-cubic-inch V6. All operate efficiently on no-lead, low-lead or regular fuels.

Diesel models use the 2-cycle 6V-53N Detroit Diesel. This popular engine has established a solid reputation for long-range economy and durability.



## Steel Tilt Cab & Chassis

### **Cab Features**

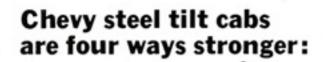
### Stretch-out roominess and good visibility make for pleasant working conditions.

Stretch-out room abounds in Chevy steel tilt cab models. The adjustable driver's seat moves fore and aft four inches to provide ample clearance under the steering wheel. The seat is positioned 20 inches above the floor for living room comfort. And the driver still has more than 40 inches of room from seat cushion to roof.

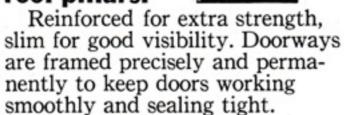
The driver's seat utilizes a thick molded-foam pad over a coil spring base. A one-passenger or twopassenger auxiliary seat is available. All seats are trimmed in textured vinyl and equipped with

retractable seat belts.

Big two-section windshield, windshield washers and dual-motor 2-speed electric wipers with 18-inch blades contribute to the all-weather efficiency and convenience built into this cab. Other standard equipment items include dome lamp, driver's sun visor and a heavy rubber floor mat.



### Box-section roof pillars.



### Sculptured roof panel.

Extra rigid with reinforced headers that form halo-type inner support panel. Heavy insulation helps keep out noise, heat and cold for extra cab comfort.

### High-strength cab framing.

Heavy-gauge hat-section sills at front, rear and sides reinforce entire structure and form a solid foundation for mounting cab on tilting mechanism.



Interior of steel tilt cab

### Functional easy-to-read main instrument cluster.

The non-glare instrument panel is easy to read under all conditions. Gauges and warning lights are contained in a raised cluster directly in front of the driver for quick monitoring with a minimum of eye movement.

### Doublereinforced cab back.

cab back.

Center section houses locking mechanism for securing cab in driving position. Heavy-gauge rear crossmember arches over the engine

to support the rear of the cab.





## The extra strength we put in keeps your loads moving longer.

Each chassis and driveline component has been carefully selected to contribute to overall stamina. Standard items are designed to withstand normal operating conditions. Heavy-duty options for most components are available to meet special requirements. For detailed information on the availability of options for each model, refer to the Specifications Charts at the back of the book.

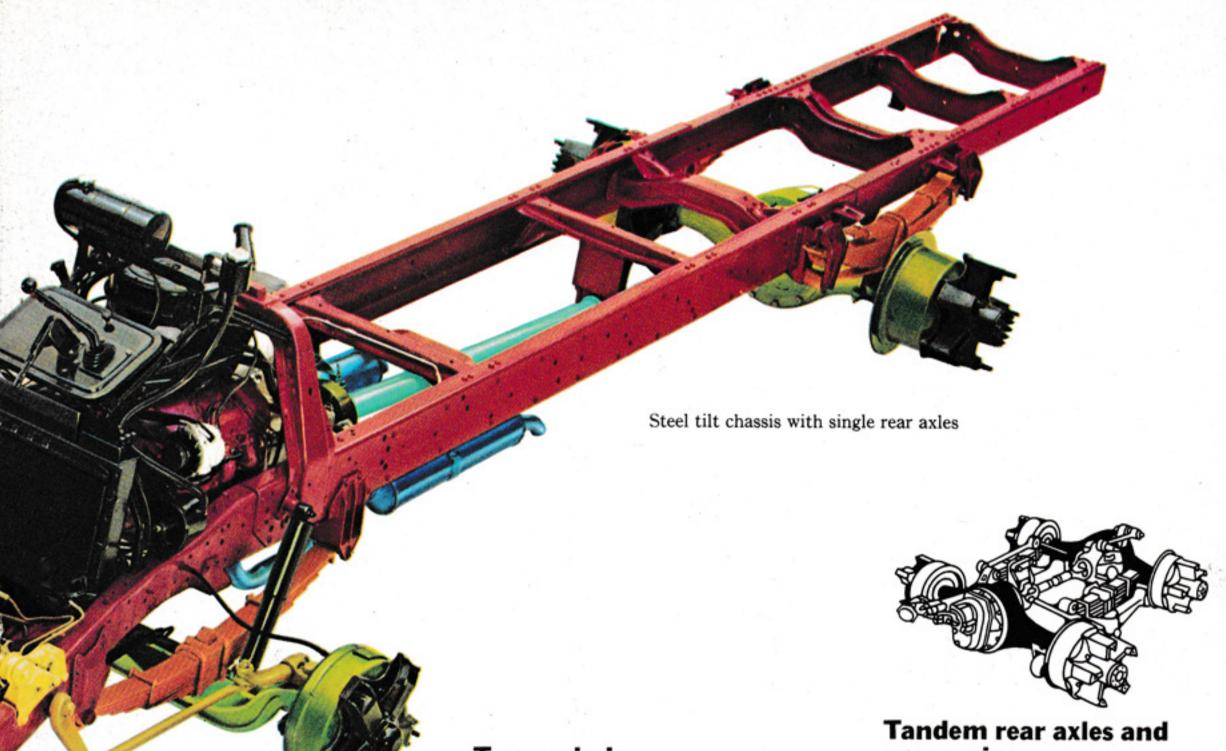
#### Frame.

Frames for steel tilt cab models feature straight full-channel side rails in the maximum stress area between the cab and the rear axle. Front portion of the frame is flared to provide broad-based support for pivoting front cab mounts. The lower edges of the rails are tapered upward behind the rear axle to conserve weight where maximum strength is not required. Channel crossmembers with alligator-jaw outer ends provide the stability needed for solid chassis foundation.

#### Steering.

Chevrolet's tilt cab steering system features a recirculating ball gear box and a 20-inch-diameter wheel for reduced driver effort.

Conventional linkage and high gear ratio permit short turning circles for excellent maneuverability. Power steering is available.



Front axles and suspensions.

I-beam front axle capacities range from 7,000 to 18,000 lbs. teamed with semi-elliptic leaf springs to give high front-end load capacity and durability. Variable-rate springs on 70 Series provide soft spring action under light loads, and extra stiffness as loads increase, for well-matched spring action under all load conditions. Series 80 and 90 trucks offer single-stage springs in capacities ranging from 4,500 to 5,500 lbs. All models have doubleacting shock absorbers as standard equipment.

### Clutches.

Smooth hydraulic actuation softens clutch engagement, permits light pedal pressure. Dual- or single-plate clutches with large area facings are carefully chosen to match clutch capacity with engine operating characteristics. Available clutches, shown in specifications, offer either larger diameter discs or dual-plate design for those jobs requiring more torque capacity or greater facing area.

### Transmissions.

Smooth-shifting 5-speed main transmissions feature helical gears and synchronizers at all gear positions, except first and reverse, for swift clashless shifting. Available transmissions recommended for two-speed axles have closer ratio spacing between fourth and direct for better performance. Allison Automatic Transmissions are also available. The MT-41 is standard on WV70 model.

#### Drive shafts.

Smooth-wall tubular drive shafts and low-friction universal joints provide high torque capacity and accurate balance for efficient transfer of power to the rear axle. Models having more than one shaft employ rubber-cushioned selfaligning intermediate bearings to minimize vibrations.

Single rear axles and suspensions.

Eaton single-speed or two-speed axles are standard, depending on model. Capacities: 18,500, 22,000 or 23,000 lbs. Both types feature spiral-bevel ring and pinion gears. The two-speed uses a push-pull electric shift mechanism.

All single-rear-axle models have variable-rate springs which provide soft action under light loads and progressively stiffer action as the spring deflects.

### suspensions.

Eaton 34DS tandem rear axle is standard; Rockwell-Standard SLHD is available. Both are rated at 34,000 lbs. Both use interaxle differentials to eliminate wheel fight and reduce tire wear. Driveroperated lockout provides equal power to each axle for traction when needed.

Reliable Hendrickson spring suspensions are standard.

#### Brakes.

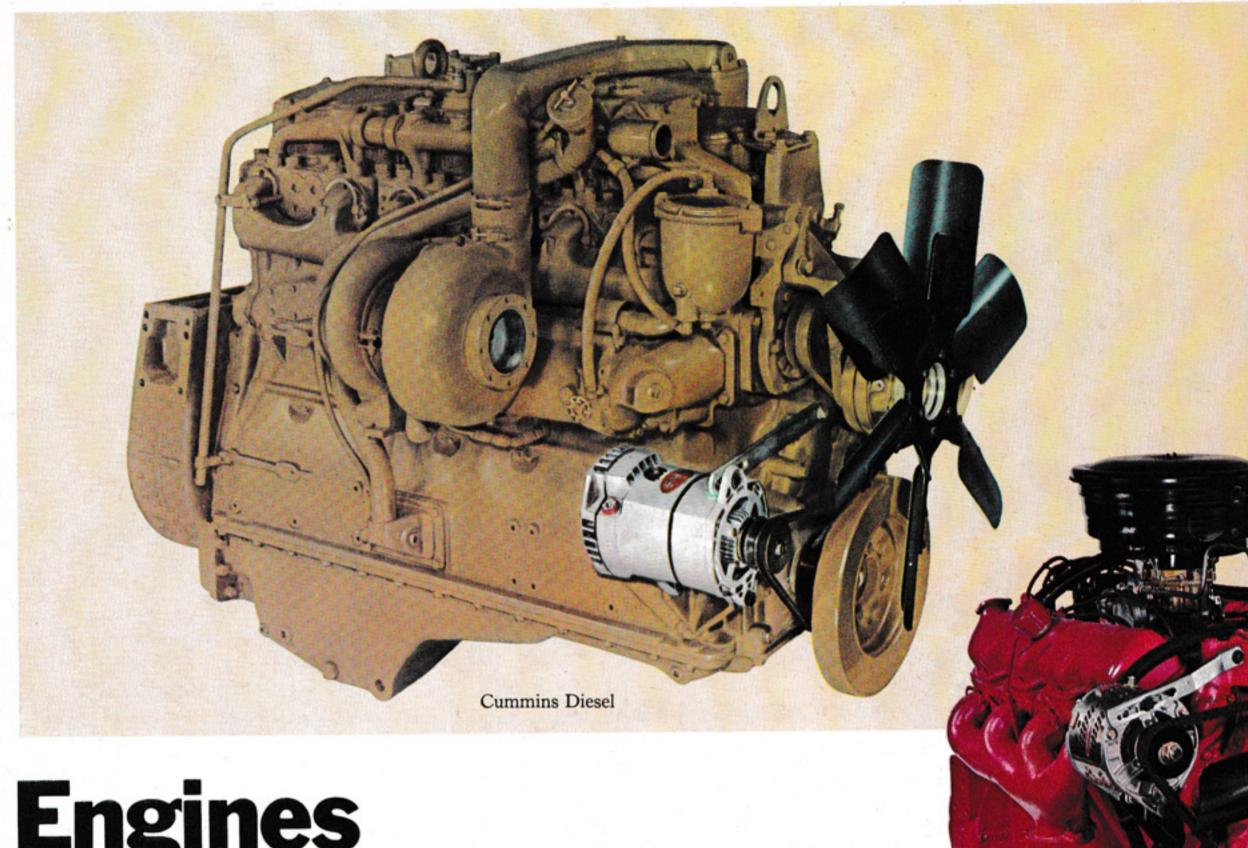
Vacuum/hydraulic or full air brakes are available on all gasoline models except Series 90. Full-air brakes are standard on all other models.

The vacuum-hydraulic system has a frame-mounted 123/4" diaphragm-type vacuum booster. In the full-air system, wedge-type brakes are standard front and rear on Series 90, "S" cam brakes are available on series 90, standard on series 70 and 80.

Air-actuated parking brake and self-adjusting rear brakes are available.

#### Wheels and tires.

Cast-spoke wheels are standard on these models. Ten-stud disc wheels also are offered. Tires are nylon cord tube-type. To meet the many different tire requirements, tires in a wide range of sizes and tread patterns can be ordered.



# **Engines**

Bigger selection than ever before, including V8 gasoline, **Cummins V8 and Detroit** V12 diesels—all new to Chevy.

Gasoline engines.

Two heavy-duty V6 engines and a V8 are available in gasolinepowered models. Standard V6 power plant is the 401-V6; standard V8, 637-V8. A 478-cubicinch V6 also is available. All operate efficiently on no-lead, lowlead or regular fuel.

Large bore/short stroke design minimizes friction and permits freer breathing, cooler operation. High torque is available over a broad range of speeds because of high volumetric efficiency.

Major components are engineered for severe service. Forged steel crankshafts have hardened main journals. Four piston rings assure excellent oil control and compression sealing. Sodium-cooled exhaust valves provide rapid heat transfer to reduce distortion. Valve rotators on both intake and exhaust valves minimize deposits and prolong valve life.

### **Cummins Diesels.**

Four-cycle Cummins diesel engines have earned a widespread reputation for dependability, durability and economy.

The new V903 is the most powerful of the naturally aspirated Cummins 4-cycle engines.

Three engines feature the Cummins T-50 turbocharger to deliver more operational power with no increase in engine size and less power loss at high altitudes.

Pressure-timed fuel system offers low maintenance costs, top fuel economy and excellent performance with low-priced diesel fuel. Drilled passages in cylinder heads eliminate threaded fuel line connections and external lines. Large intake and exhaust valves minimize restriction of air and exhaust flow, allowing maximum air charge for complete fuel combustion.

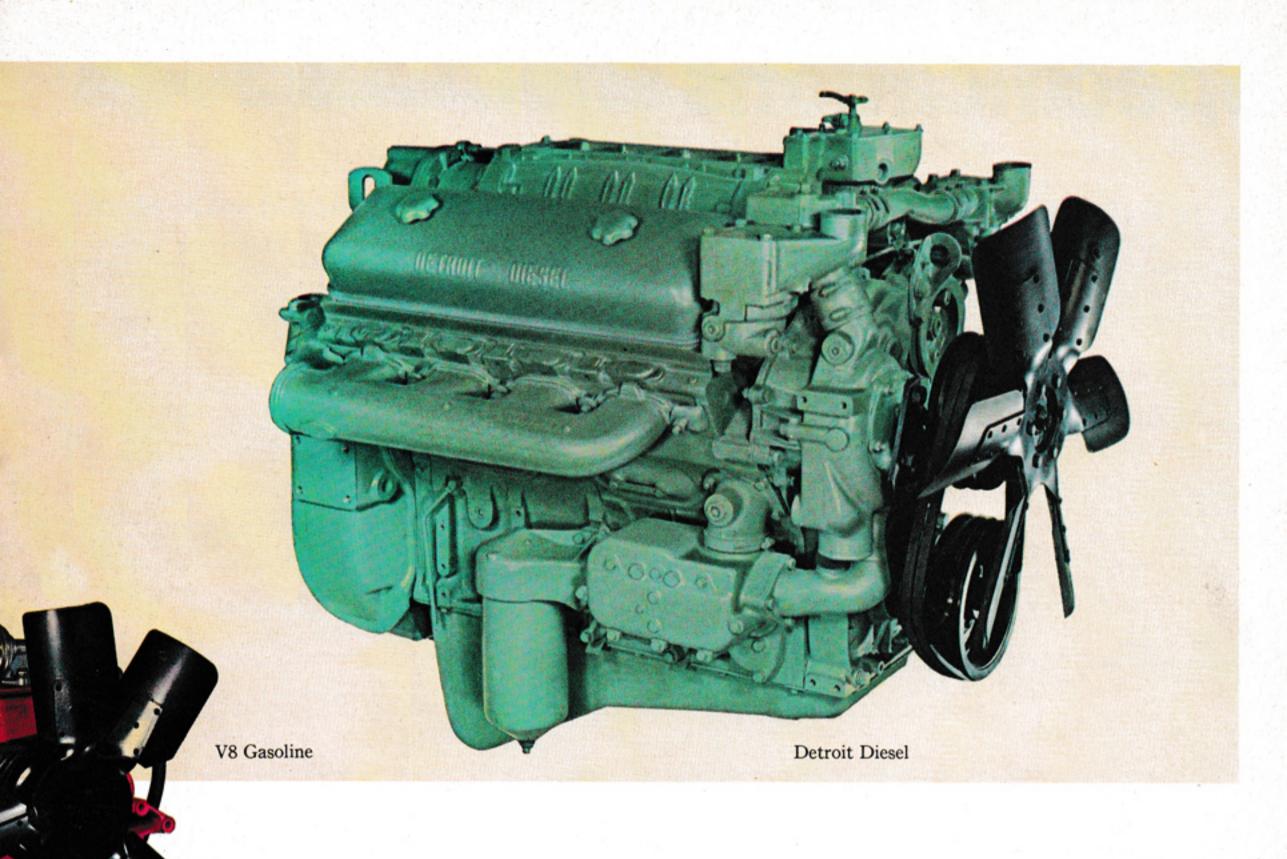
Custom horsepower rating permits best fuel economy consistent with job requirements.

### **Detroit Diesels.**

In-line Six, V6, V8 and now V12 Detroit Diesels are available in sizes from 318 to 851 cubic inches.

Work-proved two-cycle design means every down stroke is a power stroke. This lets the engine accelerate rapidly and respond quickly to power demands.

Emphasis is placed on free engine breathing. A Rootes-type blower, full-circle intake porting and four exhaust valves at each cylinder give straight-through scavenging of exhaust gases and complete filling of cylinders with air on each upward stroke. Unit injectors meter and pressurize the fuel accurately for the downward power stroke.



### Gasoline engine specifications

Displacement (cu. in.) and type	401 V6	478 V6	637 V8
Bore & Stroke (in.)	4.87 x 3.58	5.125 x 3.86	5.125 x 3.86
Compression Ratio	7.5 to 1	7.0 to 1	7.0 to 1
SAE Net Horsepower @ rpm	175 @ 3400	192 @ 3200	219 @ 2800
SAE Net Torque (lbsft.) @ rpm	298 @ 1600	371 @ 1400	478 @ 1600
Governed Engine Speed (rpm)	3400	3200	2800

### **Cummins Diesel specifications**

Make & Model	NH230	NHC250	NTC270E	NTC335	NTC350	V903
Displacement (cu. in.)	855	855	855	855	855	903
Bore & Stroke (in.)	5.50 x 6.0	5.5 x 4.75				
Compression Ratio	15.5 to 1	15.5 to 1	15.5 to 1	14.1 to 1	14.1 to 1	16.5 to 1
SAE Net Horsepower @ rpm	211 @ 2100	229 @ 2100	260 @ 1950	319 @ 2100	325 @ 2100	285 @ 2600
SAE Net Torque (lbsft.) @ rpm	591 @ 1500	633 @ 1500	821 @ 1350	890 @ 1600	939 @ 1500	685 @ 1800
Governed Engine Speed (rpm)	2100	2100	1950	2100	2100	2600

### **Detroit Diesel specifications**

Make & Model	6V-53N	6-71N	6-71N	8V-71NE	8V-71N	8V-71N	12V-71N
Displacement (cu. in.)	318	425.6	425.6	567.5	567.5	567.5	852
Bore & Stroke (in.)	3.875 x 4.50	4.25 x 5.0					
Compression Ratio	21 to 1	18.7 to 1	18.7 to 1	18.7 to 1	18.7 to 1	18.7 to 1	18.7 to 1
SAE Net Horsepower @ rpm	180 @ 2600	201 @ 2100	219 @ 2100	242 @ 1950	265 @ 2100	289 @ 2100	390 @ 2100
SAE Net Torque (lbsft.) @ rpm	403 @ 1800	552 @ 1200	575 @ 1600	696 @ 1200	732 @ 1200	758 @ 1600	1078 @ 1200
Governed Engine Speed (rpm)	2600	2100	2100	1950	2100	2100	2100
Injector Model	N45	N60	N65	N55	N60	N65	N60

# Specifications 1972 Conventional Series 70-80-90

### Single Axle Models—Conventional Cab

SERIES		HV70	HM80	HE90	H190	HN90	HC90	HH90
Maximum GVW (lbs.)		33,500	31,500	33,500	33,500	33,500	33,500	33,500
Maximum GCW (lbs.)		55,000	65,000	76,800	76,800	76,800	76,800	76,800
Front Axles (lbs.):	Std.	7,000	7,000	9,000	9,000	9,000	9,000	9,000
	Avail.	9,000	9,000	12,000	12,000	12,000	12,000	12,000
	Avail.	12,000	12,000	_	_	_	_	_
Engines, Gas:	Std.	_	401 V6	637 V8	_	_	_	_
(Model No.)	Avail.	_	478 V6	_	_	_	_	_
Engines, Diesel:	Std.	6V-53N	_	_	6-71N ■	NHC-250	NTC-270E	8V-71NE ●
(Model No.)	Avail.	_	-	_	6-71N ◆	NH-230	NTC-335	8V-71N ■
	Avail.	_	_	_	_	_	_	8V-71N ◆
Transmissions, Main:	Std.	S-5752C	C-285V	C-408V	S-6852S	S-7452E	F-RT910	F-RT910
(Make & Model No.)	Avail.	A-MT41	A-AT540	-	S-6853C	F-RT910	F-RT09513	F-RT09513
	Avail.	_	C-282V	-	F-RT910	F-RT109513	_	_
	Avail.	_	C-387V	-	-	-	_	_
	Avail.	_	S-5652	_	-	_	_	_
	Avail.	_	S-5752C	_	_	-	_	
	Avail.	_	A-MT40	_	-	_	-	_
Rear Axles, Single:	Std.	E-17221	E-17121	E-18221	E-18221	E-18221	E-19121	E-19121
(Make & Model No.)	Avail.	E-18221	E-17221	E-19221	E-19121	E-19121	R-R170	R-R170
	Avail.	E-19121	E-18121	_	R-R170	R-R170	-	_
	Avail.	E-19221	E-18221	-	E-19221	E-19221	_	
	Avail.	_	E-19221	_	_	_	_	
Brakes: (Type)	Std.	Full Air	V-H & Full Air	Full Air	. Full Air	Full Air	Full Air	Full Air

### Tandem Axle Models—Conventional Cab

SERIES		JV70	JW80	JE90	J190	JN90	JC90	JH90	JB90	MH90	MC90	MB90
Maximum GVW (lbs.)		44,500	48,500	46,500	50,500	50,500	49,500	49,500	45,500	50,500	45,500	45,500
Maximum GCW (lbs.)		60,000	65,000	76,800	76,800	76,800	76,800	76,800	76,800	76,800	76,800	76,800
Front Axles (lbs.):	Std.	9,000	9,000	9,000	9,000	9,000	9,000	9,000	12,000	9,000	12,000	12,000
	Avail.	12,000	12,000	12,000	12,000	12,000	12,000	12,000	_	12,000	-	_
	Avail.	16,000	16,000	16,000	16,000	16,000	16,000	16,000	_	16,000	_	_
Engines, Gas:	Std.	-	401 V6	637 V8	_	_	_	_	_	_	_	_
(Model No.)	Avail.	- 4	478 V6	-	_	_	_	_	_	_		_
Engines, Diesel:	Std.	6V-53N	_	_	6-71N ■	NHC-250	NTC-270E	8V-71NE ●	V903	8V-71NE ●	NTC-350	V903
(Model No.)	Avail.	_	_	_	6-71N ◆	NH-230	NTC-335	8V-71N ■	_	8V-71N ■	_	_
A. A.	Avail.	_	-		_	_	-	8V-71N ◆	-	8V-71N ◆	_	-
Transmissions, Main:	Std.	C-385V	S-5652	F-RT910	F-RT910	S-7352B	F-RT910	F-RT910	F-RT910	F-RT910	F-RT910	F-RT910
(Make & Model No.)	Avail.	A-MT41	C-401V	S-6852K	S-6852K	S-8552A	F-RT09513	F-RT09513	_	_	_	_
	Avail.	_	A-MT40	-	F-RT09513	F-RT910	_	F-T905A	_	F-RT09513	-	_
	Avail.	_	_	_	_	F-RT09513	_	-	_	S-8516-3B	-	_
	Avail.	_	_	_	_	_	_		_	S-8716-3B	_	_
Transmissions, Auxiliary	: Std.	S-7041	S-6041	_	_	_	_	-	-	-	_	_
(Make & Model No.)	Avail.	_	S-7041	_	_	S-8341C	_	S-8341C	_	_	_	_
Rear Axles, Tandem:	Std.	E-34DS	E-30DS	R-SLHD	R-SLHD	E-34D3C	R-SLHD	R-SLHD	R-SLHD	R-SLHD	R-SLHD	R-SLHD
(Make & Model No.)	Avail.	R-SLHD	E-34DS	E-34D3C	E-34D3C	E-34DS	R-SQHD	R-SQHD	_	R-SQHD	_	_
	Avail.	-	R-SLHD R-SQHD	_	R-SQHD	R-SLHD R-SQHD	_	_	7	-	-	-
Brakes:	Std.	Full Air	V·H & Full Air	Full Air	Full Air	Full Air	Full Air	Full Air	Full Air	Full Air	Full Air	Full Air

### Axle And Transmission Codes For Conventional And Tilt Series 70-80-90

SINC	GLE REAR AX	LES	TANDEM REAR AXLES				
Make & Model	Capacity (Lbs.)	No. of Speeds	Make & Model	Capacity (Lbs.)	No. of Speeds		
E-17121	18,500	1	E-30DS	30,000	1		
E-17221	18,500	2	E-34DS	34,000	1		
E-18121	22,000	1	R-SLHD	34,000	1		
E-18221	22,000	2	E-34D3C	34,000	3		
E-19121	23,000	1	R-SQHD	38,000	1		
R-R170	23,000	1	R-SSHD	44,000	1		
E-19221	23,000	2	_		-		

Make	Model	No. of Speeds	Make	Model	No. of Speeds	
Clark	All	5	Fuller	T905A	5	
Spicer	5000	5	Fuller	RT910	10	
Spicer	6000	5	Fuller	RT09513	13	
Spicer	7000	5	Fuller	RT01213	13	
Spicer	8552A	5	Spicer	8516-3B	16	
Spicer	8554A	5	Spicer	8716-3B	16	
	AL	IXILIARY TRA	NSMISSION	S		
Spicer	All	4	-		10-3	

# Specifications 1972 Tilt Cab Series 70-80-90

### Single Axle Models—Tilt Cab

SERIES		TV70	TM80	TE90	F190	FN90	FC90	FH90	FB90
Maximum GVW (lbs.)		31,000	33,000	31,500	33,500	33,500	33,500	33,500	33,500
Maximum GCW (lbs.)		51,000	65,000	76,800	76,800	76,800	76,800	76,800	76,800
Front Axles (lbs.)	Std.	7,000	7,000	9,000	12,000	12,000	12,000	12,000	12,000
	Avail.	9,000	9,000(1)	12,000	_	_	-	_	-
	Avail.	12,000	12,000 (2)	- 5	-	-	_	-	-
Engines, Gas:	Std.	-	401 V6	637 V8	_	_	- 1 / /	7-	-
(Model No.)	Avail.	_	478 V6	_	-	-	-	_	-
Engines, Diesel:	Std.	6V-53N	_		6-71N ■	NHC-250	NTC-270E	8V-71NE ●	V903
	Avail.	_	_	_	6-71N ◆	NH-230	NTC-335	8V-71N ■	-
	Avail.	-	_	_	_	_	-	8V-71N ◆	-
Transmissions, Majn:	Std.	S-5752C	C-285V	C-408V	S-6852S	F-RT910	F-RT910	F-RT910	F-RT910
(Make & Model No.)	Avail.	A-MT41	A-AT540	_	S-7452E	-	F-RT09513	F-RT09513	-
	Avail.	_	C-282V	_	F-RT910	-	_	_	1-7
	Avail.	_	C-387V	_	F-RT09513	_	_	_	_
	Avail.	_	S-5652	_	_	-	_	_	-
**	Avail.	_	S-5752C	_	_	_	_	_	
	Avail.	_	A-MT40	_	_	-	-	_	_
Rear Axles, Single:	Std.	E-17221	E-17121	E-18221	E-18221	E-19121	E-19121	E-19121	E-19121
(Make & Model No.)	Avail.	E-19121	E-17221	E-19221	E-19121	_	R-R170	R-R170	-
	Avail.	E-19221	E-18121	_	E-19221	R-R170	_	_	-
	Avail.	_	E-18221	_	R-R170	_	5- 1 <del></del>	_	-
	Avail.	-	E-19221	_	_		_	_	_
Brakes: (Type)	Std.	Full Air	V-H & Full Air	Full Air	Full Air	Full Air	Full Air	Full Air	Full Air

### Tandem Axle Models—Tilt Cab

SERIES		WV70	WM80	D190	DN90	DC90	DH90	DB90	DP90
Maximum GVW (lbs.)		44,500	45,000	45,500	49,500	50,500	50,500	45,500	50,500
Maximum GCW (lbs.)		60,000	60,000	76,800	76,800	76,800	76,800	76,800	76,800
Front Axles (lbs.):	Std.	18,000	9,000	12,000	12,000	12,000	12,000	12,000	12,000
	Avail.	_	12,000	_	_	11,000	11,000	_	_
	Avail.	_	_	-	_	16,000	16,000	-	-
Engines, Gas:	Std.	_	401 V6	_	_	_	_	-	-
(Model No.)	Avail.	_	478 V6	_	-	-	, -	_	-
Engines, Diesel:	Std.	6V-53N	_	6-71N I	NHC-250	NTC-270E	8V-71NE ●	V903	12V-71N
(Model No.)	Avail.	_	_	6-71N ◆	NH-230	NTC-335	8V-71N ■	-	315
	Avail.	_	_	-	-	_	8V-71N ◆	_	_
Transmissions, Main:	Std.	A-MT41	S-5652	S-7352B	F-RT910	F-RT910	F-RT-910	F-RT09513	F-RT01213
(Make & Model No.)	Avail.	_	_	F-RT910	F-RT09513	F-RT09513	F-RT09513	_	
	Avail.	_	_	F-RT09513	_	-	S-8716-3B	-	_
	Avail.	-	_	-	_	-	S-8516-3B	-	-
Transmissions, Auxiliary:	Std.	_	S-6041	-	-	_	-	_	-
(Make & Model No.)	Avail.	i —	-	-	-	-	-	_	- 1
	Avail.	_	_	-	-	-	_	-	
Rear Axles, Tandem:	Std.	E-34DS	E-34DS	E34D3C	R-SLHD	R-SLHD	R-SLHD	R-SLHD	R-SQHD
(Make & Model No.)	Avail.	_	R-SLHD	E-34DS	E-34DS	R-SQHD	-		-
	Avail.	_	_	R-SLHD	-	_	E-34DS	_	-
	Avail.	-	-	R-SQHD	R-SQHD	-	R-SQHD	- :	-
	Avail.	-	_	-	-	_	R-SSHD	-	-
Brakes: (Type)	Std.	Full Air	Full Air	Full Air	Full Air	Full Air	Full Air	Full Air	Full Air

<sup>(1)</sup> Standard with Full Air Brake models. A-Allison (Automatic); C-Clark; E-Eaton; F-Fuller; R-Rockwell; S-Spicer; V-H-Vacuum-Hydraulic

<sup>(2)</sup> Available with Full Air Brakes only.

<sup>•</sup> With 55 mm injectors.

<sup>■</sup> With 60 mm injectors.

# Dinensions. 1972 Conventional & Tilt Cab Series 70-80-90

CONVENTIONAL SINGLE AXLE							
SERIES	WB	CA	CE	OL			
HV71213; HM81203,-13 & HE, HI, HN, HC, HH9123	139	72	120	213			
HM81313 & HE, HI, HN, HC, HH9133	146	79	127	220			
HV71413; HM81403,-13 & HE, HI, HN, HC, HH9143	151	84	132	225			
HV71713; HM81703,-13 & HE, HI, HN, HC, HH9173	169	102	162	255			
HV72013 & HM82003,-13	191	124	226	319			
HV72313 & HM82303,-13	205	138	240	333			
HV72513 & HM82503,-13	217	150	252	345			

CONVENTIONAL TANDEM AXLE							
SERIES	WB	CA	CE	OL			
JE9123	140	73	121	214			
JE, JI, JN, JC, JH9133	146	79	127	220			
JV71413; JM81413 & JE, JI, JN, JC, JH, JB9143	151	84	140	233			
MH, MB, MC9143	173	84	140	255			
JV71713, JM81703,-13 & JE, JI, JN, JC, JH9173	169	102	162	255			
MH9173	192	103	163	278			
JV72013 & JM82003,-13	187	120	205	298			
MH9203	213	124	204	319			
JV72113; JM82113 & JE, JI, JN, JH9213	198	131	216	309			
JM82313 & JE, JI, JN, JH9233	210	143	231	324			
MH9243	235	146	226	341			

ALUMINUM TILT CAB SINGLE AXLE							
SERIES	WB	CA	CE	OL			
FH, FB9143	110	84*	132*	186			
FI, FN, FC, FH9153	118	92*	140*	194			
FI, FN, FC, FH9173	130	104*	164*	218			
FI, FN, FC, FH9193	142	116*	176*	230			

STEEL TI	STEEL TILT CAB SINGLE AXLE							
SERIES	WB	CA	CE	OL				
TV71213	97	72	120	196				
TM81213 & TE9123	98	73	123	200				
TE9133	108	83	136	213				
TV71413	109	84	137	213				
TM81413	109	84	137	209				
TE9153	116	91	151	228				
TV71813 & TM81813	133	108	168	245				
TV72013 & TM82003	145	120	180	257				
TM82013 & TE9203	146	121	200	276				
TV72313 & TM82303	163	138	198	275				
TM82313	163	138	223	307				
TV72513 & TM82503	175	150	243	320				

S <sup>-</sup>	TEEL TILT TAND	EM AXLE			
WM82213	158	133	218	.295	
WV72513	175	150	235	308	

ALUMINUM TILT CAB TANDEM AXLE							
SERIES	WB	CA	CE	OL			
DB9193	142	84	169	255			
DI, DN, DH9193	142	116*	201*	255			
DI, DN, DC, DH, DP9203	150	124*	201*	255			
DI, DN, DC, DH9233	165	139*	201*	255			
DC, DH9283	195	169*	254*	308			

<sup>\*</sup>Dimensions reduced by 20" with 74" Sleeper Cab and by 32" with 86" Sleeper Cab.

All illustrations and specifications contained in this literature are based on the latest product information available at the time of publication. The right is reserved to make changes at any time in prices, colors, materials, equipment, specifications and models, and also to discontinue models. CHEVROLET MOTOR DIVISION OF GENERAL MOTORS CORPORATION, DETROIT, MICHIGAN 48202. LITHO IN U.S.A.

AUGUST, 1971 1634

WB—Wheelbase; CA—Cab-to-center-of-axle; CE—Cab-to-end-of-frame; OL—Overall length.