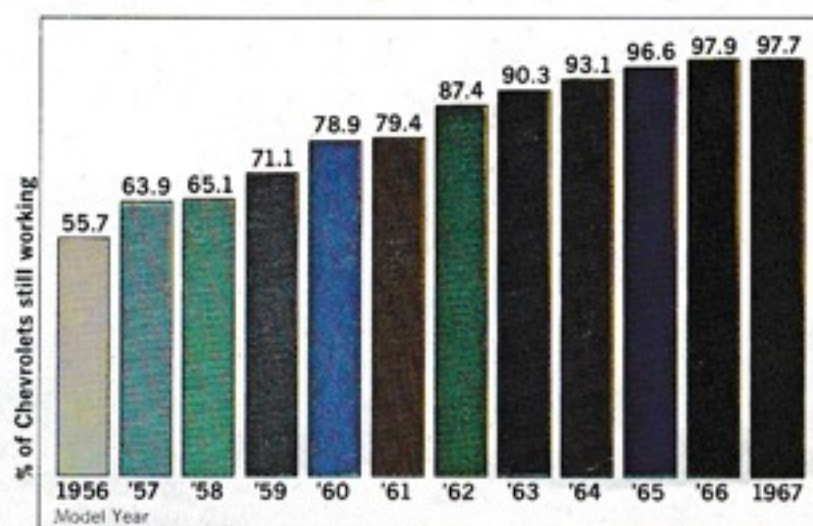
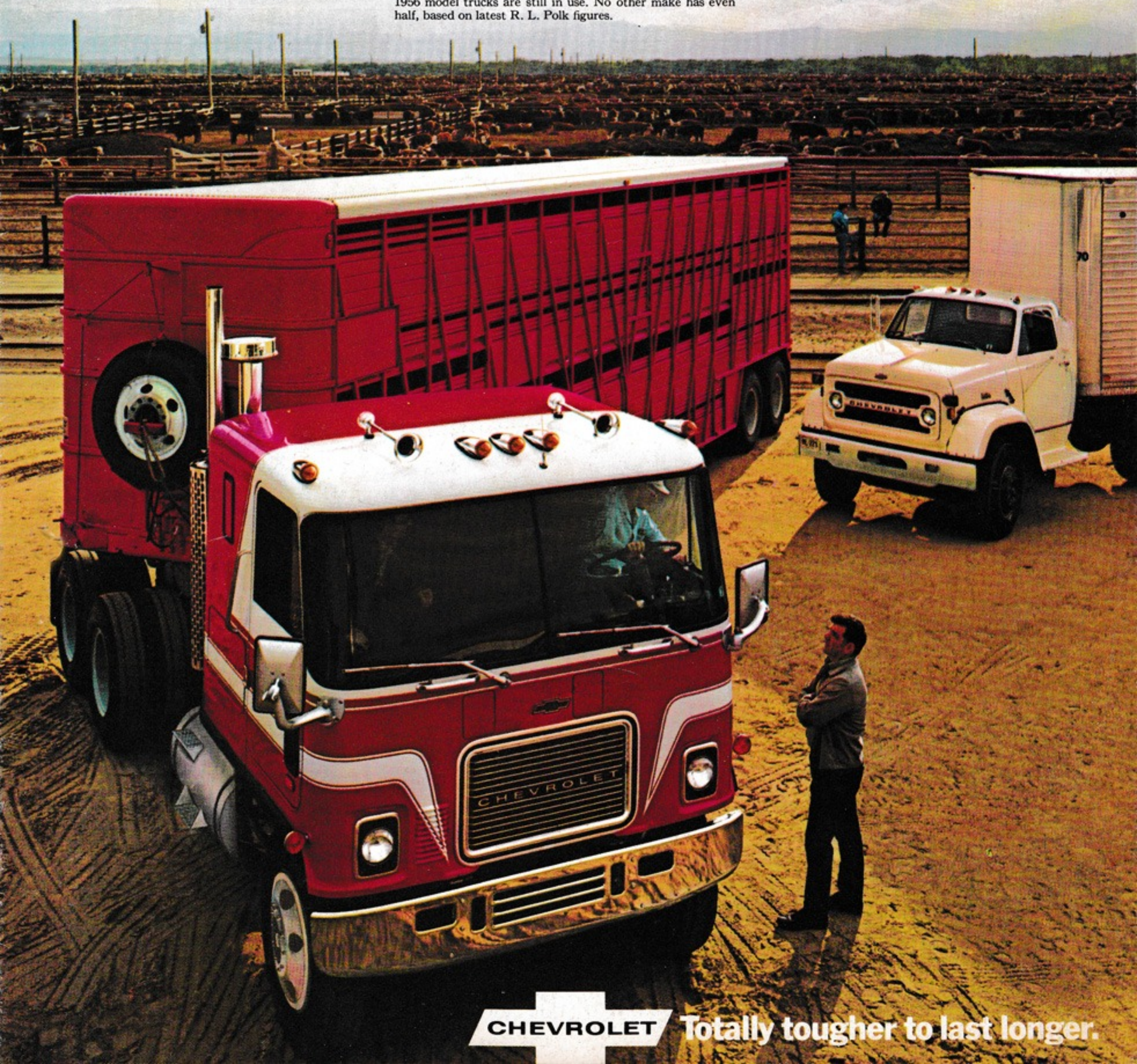


1972 CHEVROLET TRUCKS / Heavy Duty Conventional & Tilt Cab Series 70-80-90



Proof Chevy trucks last longer. Over 55% of Chevrolet's 1956 model trucks are still in use. No other make has even half, based on latest R. L. Polk figures.



CHEVROLET

Totally tougher to last longer.

Models Available

GVW's to 50,500 lbs.... GCW's to 76,800 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.

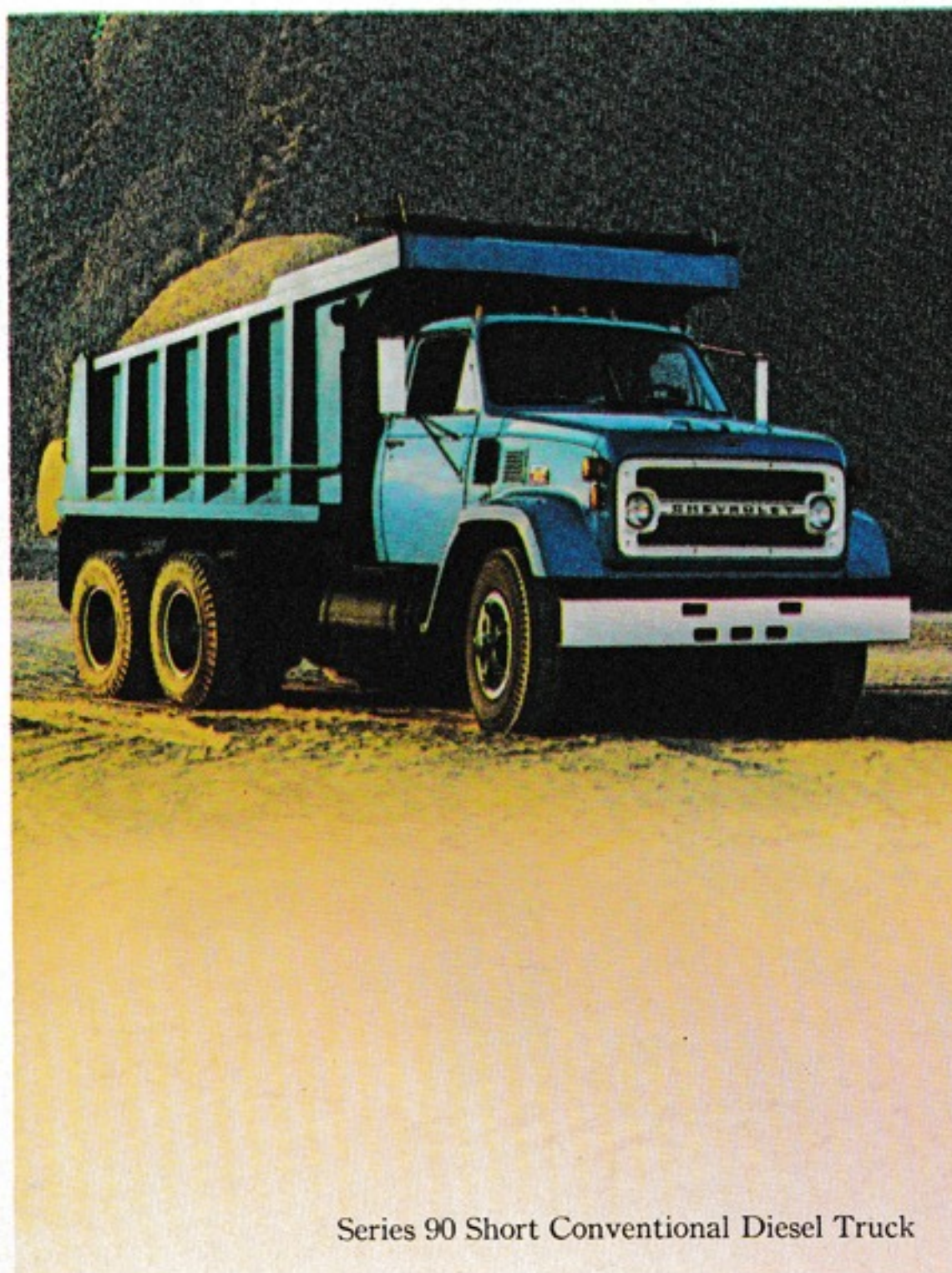
You're bound to find the right combination

Short Conventional models pages 4-7

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

Bumper-to-back-of-cab 93"
GVW range 23,000 to 50,500 lbs.
GCW range 45,000 to 76,800 lbs.

Wheelbases
Single rear axles 139" to 217"
Tandem rear axles 140" to 210"
Front axles 7,000 to 16,000 lbs.
Single rear axles 18,500 to 23,000 lbs.
Tandem rear axles 30,000 to 38,000 lbs.
Engines V6 or V8 Gasoline, Detroit Diesel, Cummins Diesel



Series 90 Short Conventional Diesel Truck

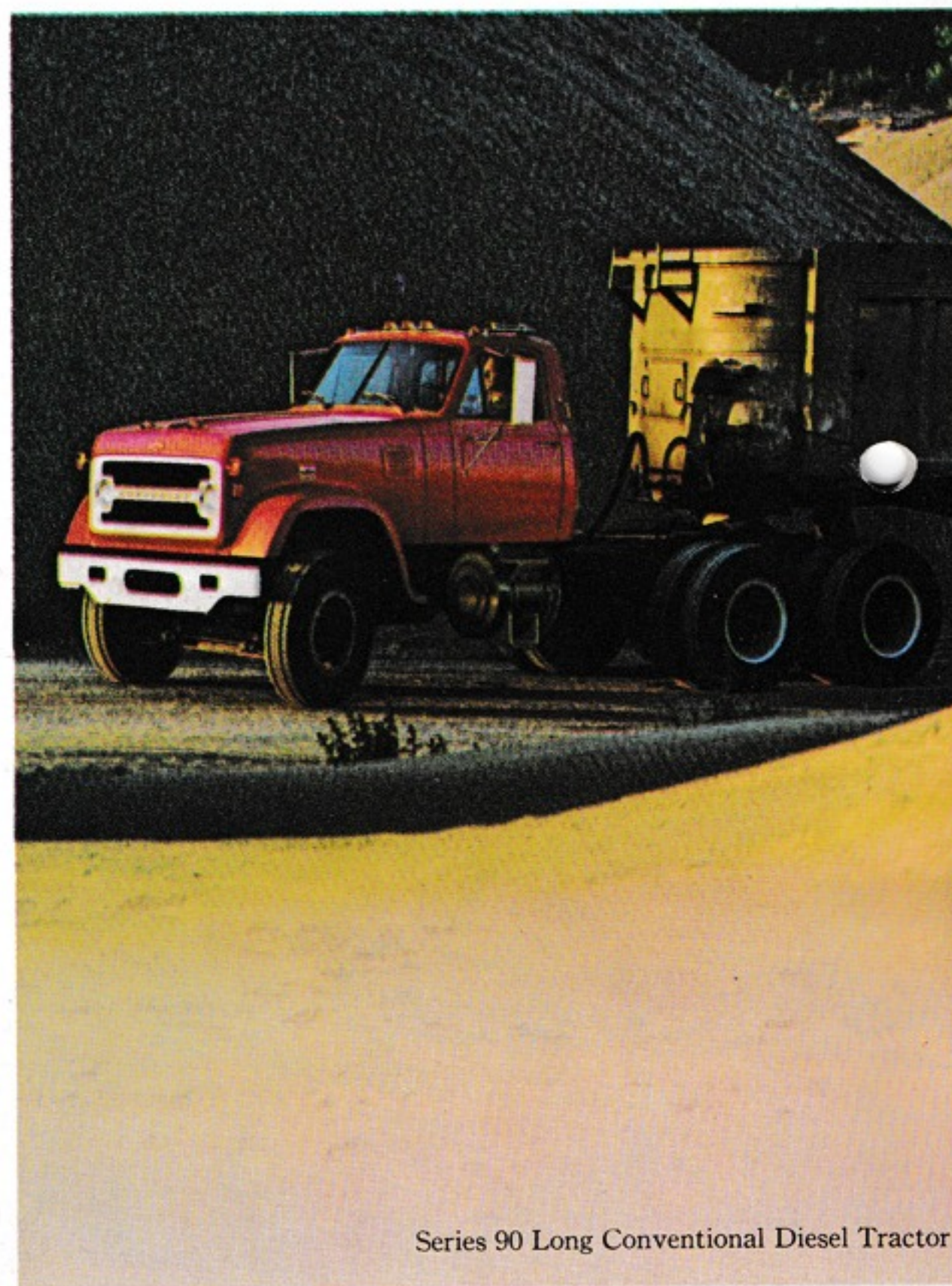
to match your particular job requirements.

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 115"
Maximum GVW 50,500 lbs.
Maximum GCW 76,800 lbs.
Wheelbases 173" to 235"
Front axles 9,000 to 16,000 lbs.
Tandem rear axles 34,000 and 38,000 lbs.
Engines Detroit Diesel, Cummins Diesel



Series 90 Long Conventional Diesel Tractor

GCW's to 76,800 lbs.

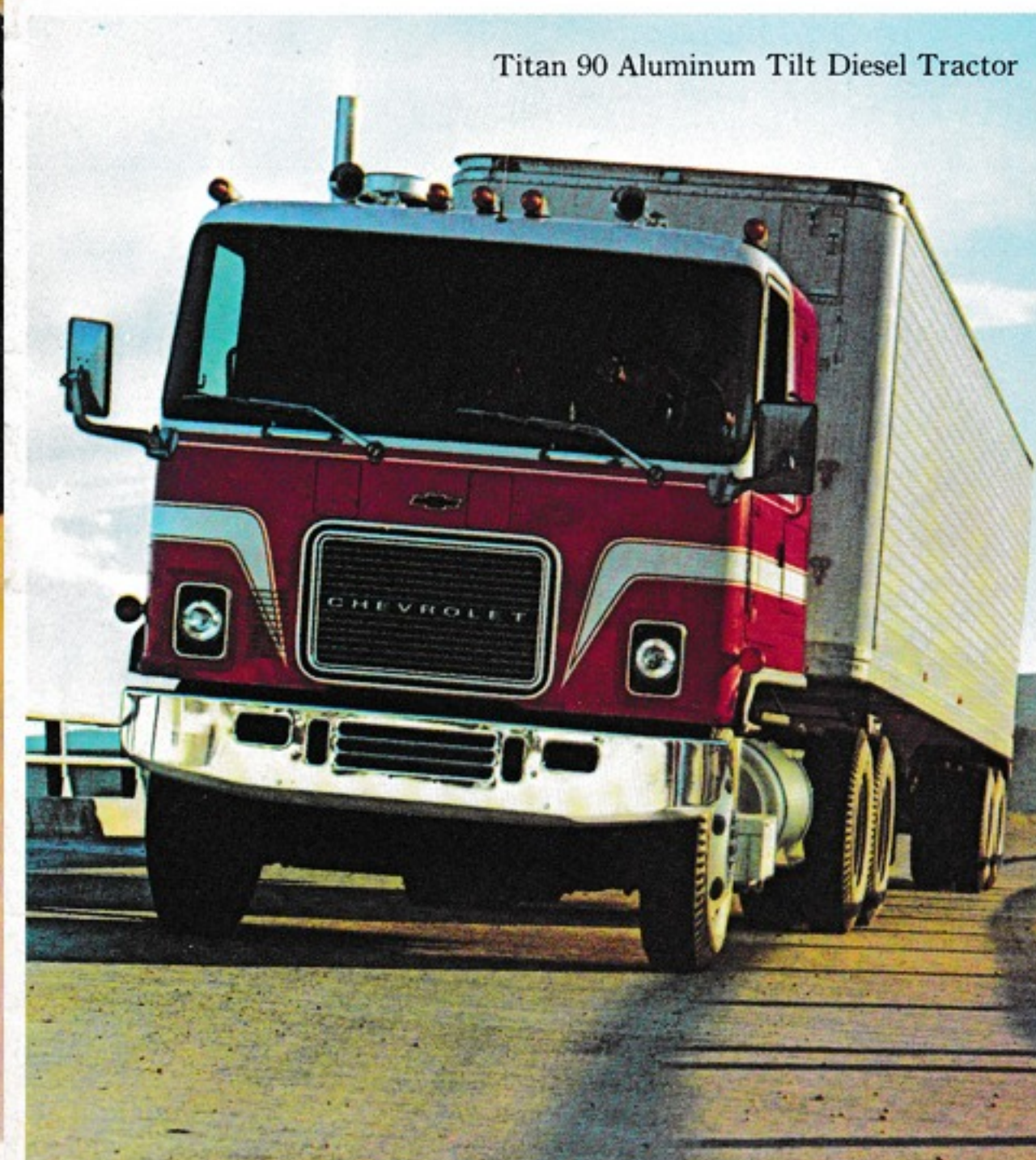
Titan 90 aluminum tilt models, pages 8-11

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 54" (74" or 86" with sleepers)

GVW range 29,000 to 50,500 lbs.
GCW range up to 76,800 lbs.

Wheelbases
Single rear axles 110" to 142"
Tandem rear axles 142" to 195"
Front axles 11,000 to 16,000 lbs.
Single rear axles 22,000 or 23,000 lbs.
Tandem rear axles 34,000 to 44,000 lbs.
Engines Detroit Diesel or Cummins Diesel



Titan 90 Aluminum Tilt Diesel Tractor

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 72"
GVW range up to 45,500 lbs.
GCW range 45,000 to 76,800 lbs.

Wheelbases
Single rear axles 97" to 175"
Tandem rear axles 158" to 175"
Front axles 7,000 to 18,000 lbs.
Single rear axles 18,500 to 23,000 lbs.
Tandem rear axles 34,000 lbs.
Engines V6 or V8 Gasoline, Detroit Diesel



Series 70 Steel Tilt Diesel Tractor



Series 90 Short Conventional Diesel Truck

Short and Long Conventionals

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

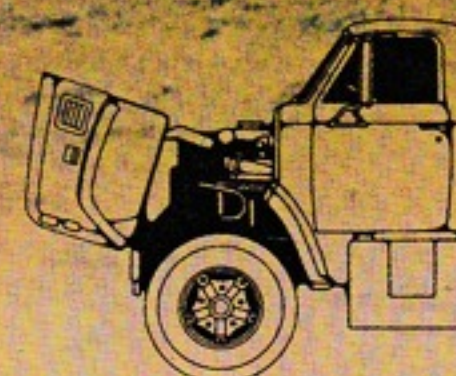
These Chevy short conventional heavyweights have established an enviable work record. The trim cab can handle extra-long payloads where overall length is a major consideration. Or, where load lengths remain the same, overall length is reduced for greater maneuverability. A broad selection of available 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.



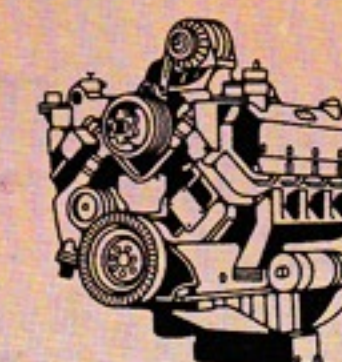
Series 90 Long Conventional Diesel Tractor



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.

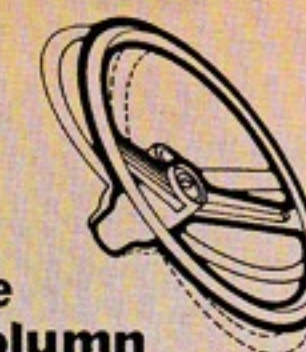
A butterfly-type steel hood is standard on Series 70 and 80 models and available on Series 90 Short Conventionals. Hood panels swing up and out of the way for routine maintenance. Removal of only eight bolts permits a fender to be removed for complete engine access.



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.



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.

Conventional Cab & Chassis

Cab Features

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



A single driver's seat is standard for diesel and Series 90 gasoline models; full-width seat for other gasoline-powered units. Both types of seats have thick foam padding over formed wire springs and are upholstered in textured vinyl. Available seating includes cloth/vinyl trim for the full-width seat; matching passenger seat for the single driver's seat; Bostrom Thin-Line, Bostrom Viking bucket seats for driver and passenger; National Cush-N-Aire driver's seat.

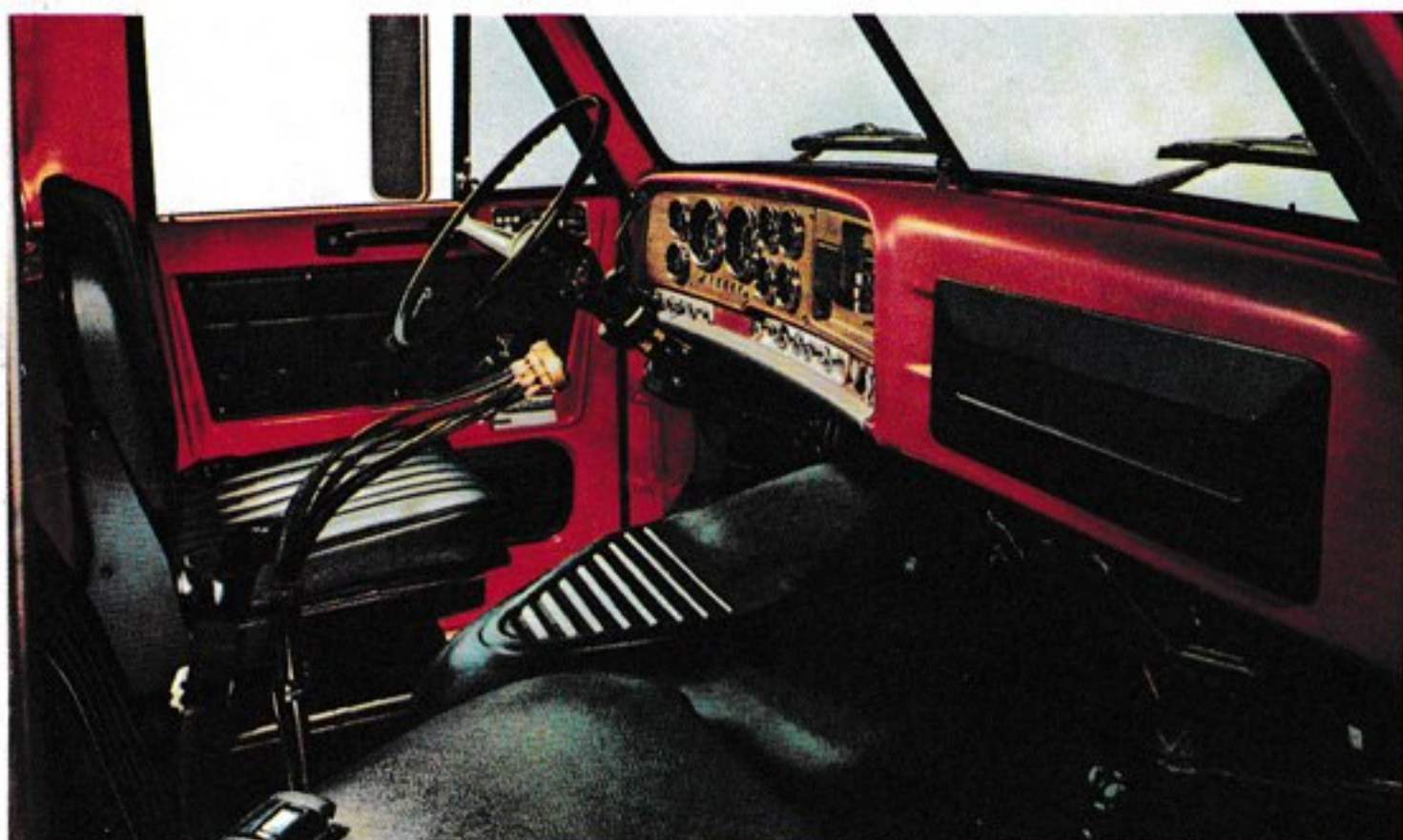
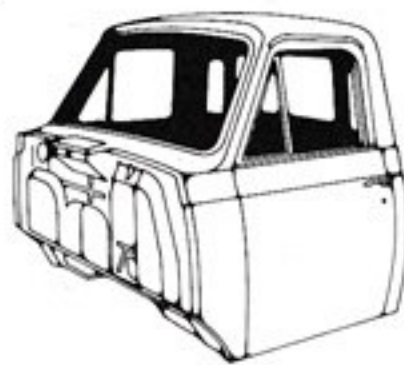
Box-section framing helps make this Chevy cab one of the toughest on the road.

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-to-read 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 factory-installed comfort equipment and special insulation are available.

Chassis Features

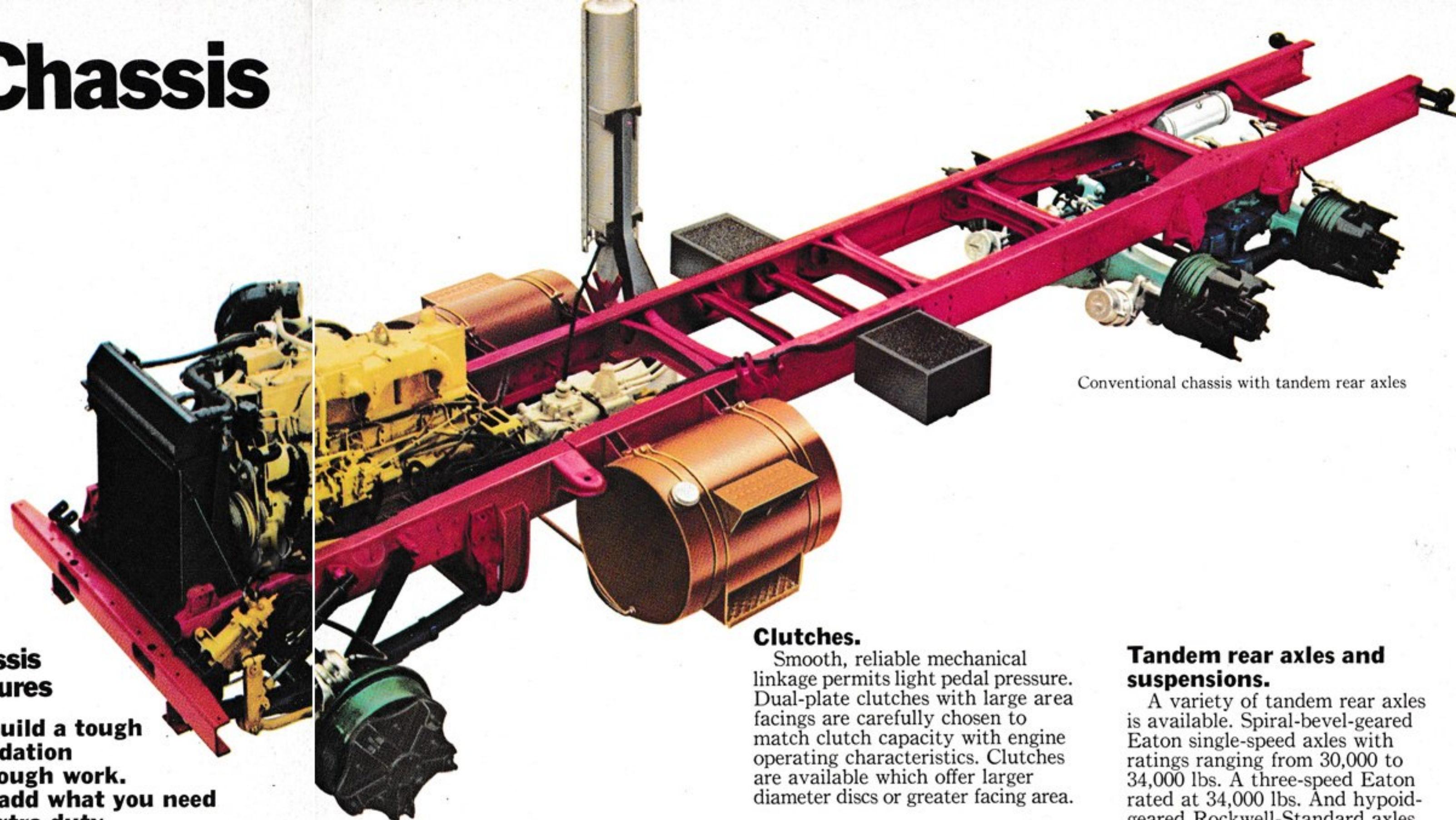
We build a tough foundation for tough work. You add what you need for extra duty.

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 cross-member 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. High-performance steel may be specified for most models where it is not standard.



Conventional chassis with tandem rear axles

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.

Clutches.

Smooth, reliable mechanical linkage permits light pedal pressure. Dual-plate clutches with large area facings are carefully chosen to match clutch capacity with engine operating characteristics. Clutches are available which offer larger diameter discs or greater facing area.

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.

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 straddle-mounted 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.

Tandem rear axles and suspensions.

A variety of tandem rear axles is available. Spiral-bevel-gear 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-gear 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 12 $\frac{3}{4}$ " 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.

Titan 90 Aluminum Tilts

Titan 90 Aluminum Tilt Diesel Tractor



Aerodynamic cab design cuts drag and helps reduce fuel consumption.

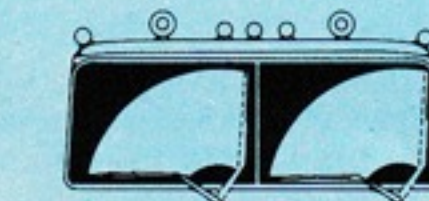
Wind-tunnel tested and proved on the road, Titan 90's sleek shape helps reduce horsepower requirements for improved fuel economy. Space-age interior makes the most of a driver's skill. BBC measurement of the standard cab is 54 inches. A 74-inch BBC sleeper cab is available with a 24"-wide bunk and an 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.

Full engine access with hydraulic tilt mechanism.

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 one-man 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.



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 console-mounted 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.

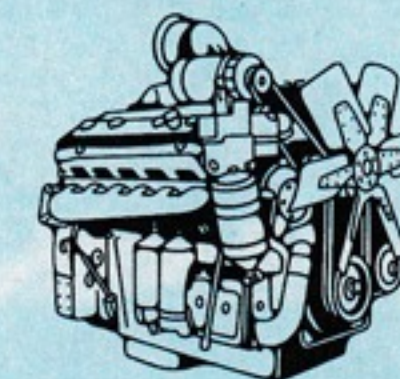
70-amp. master circuit breaker on control console protects entire cab electrical system except headlamp circuit. Headlamps and all individual circuits are protected by their own automatic circuit breakers.

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 inter-layer 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 semi-rigid 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 torture-tested 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.

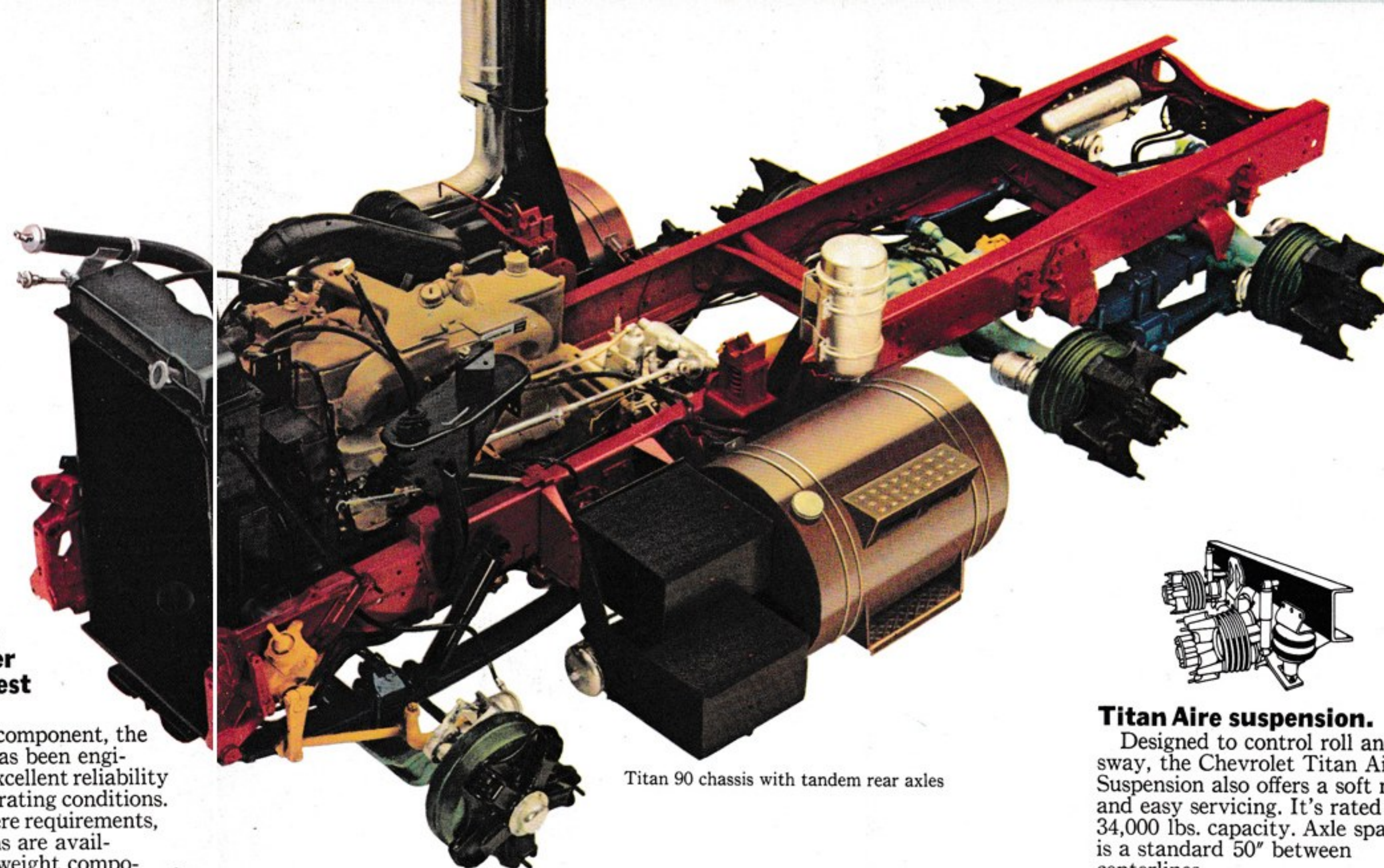
Component by component, the Titan 90 chassis has been engineered to deliver excellent reliability under extreme operating conditions. For unusually severe requirements, heavy-duty options are available. Special lightweight components may be specified where weight saving is a critical factor. The Specifications 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.



Titan 90 chassis with tandem rear axles

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. 1 3/4" diameter double-acting 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 15 1/2-inch. A 15 1/2-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.

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.



Titan Air suspension.

Designed to control roll and sway, the Chevrolet Titan Air 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 Air 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.



Cummins Diesel

V8 Gasoline

Detroit Diesel

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 gasoline-powered models. Standard V6 power plant is the 401-V6; standard V8, 637-V8. A 478-cubic-inch V6 also is available. All operate efficiently on no-lead, low-lead 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 (lbs.-ft.) @ 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	5.50 x 6.0	5.50 x 6.0	5.50 x 6.0	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 (lbs.-ft.) @ 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	4.25 x 5.0	4.25 x 5.0	4.25 x 5.0	4.25 x 5.0	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 (lbs.-ft.) @ 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	HI90	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: (Model No.)	Std.	—	401 V6	637 V8	—	—	—	—
	Avail.	—	478 V6	—	—	—	—	—
Engines, Diesel: (Model No.)	Std.	6V-53N	—	—	6-71N ■	NHC-250	NTC-270E	8V-71NE ●
	Avail.	—	—	—	6-71N ◆	NH-230	NTC-335	8V-71N ■
	Avail.	—	—	—	—	—	—	8V-71N ◆
Transmissions, Main: (Make & Model No.)	Std.	S-5752C	C-285V	C-408V	S-6852S	S-7452E	F-RT910	F-RT910
	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	—	—	—	—	—
Rear Axles, Single: (Make & Model No.)	Std.	E-17221	E-17121	E-18221	E-18221	E-18221	E-19121	E-19121
	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	JM80	JE90	JI90	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: (Model No.)	Std.	—	401 V6	637 V8	—	—	—	—	—	—	—	—
	Avail.	—	478 V6	—	—	—	—	—	—	—	—	—
Engines, Diesel: (Model No.)	Std.	6V-53N	—	—	6-71N ■	NHC-250	NTC-270E	8V-71NE ●	V903	8V-71NE ●	NTC-350	V903
	Avail.	—	—	—	6-71N ◆	NH-230	NTC-335	8V-71N ■	—	8V-71N ■	—	—
	Avail.	—	—	—	—	—	—	8V-71N ◆	—	8V-71N ◆	—	—
Transmissions, Main: (Make & Model No.)	Std.	C-385V	S-5652	F-RT910	F-RT910	S-7352B	F-RT910	F-RT910	F-RT910	F-RT910	F-RT910	F-RT910
	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: (Make & Model No.)	Std.	S-7041	S-6041	—	—	—	—	—	—	—	—	—
	Avail.	—	S-7041	—	—	S-8341C	—	S-8341C	—	—	—	—
Rear Axles, Tandem: (Make & Model No.)	Std.	E-34DS	E-30DS	R-SLHD	R-SLHD	E-34D3C	R-SLHD	R-SLHD	R-SLHD	R-SLHD	R-SLHD	R-SLHD
	Avail.	R-SLHD	E-34DS	E-34D3C	E-34D3C	E-34DS	R-SQHD	R-SQHD	—	R-SQHD	—	—
	Avail.	—	R-SLHD	—	R-SQHD	R-SLHD	—	—	—	—	—	—
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

SINGLE REAR AXLES			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-SSH	44,000	1
E-19221	23,000	2	—	—	—

MAIN TRANSMISSIONS					
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
AUXILIARY TRANSMISSIONS					
Spicer	All	4	—	—	—

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)	—	—	—	—	—	—
Engines, Gas: (Model No.)	Std.	—	401 V6	637 V8	—	—	—	—	—
	Avail.	—	478 V6	—	—	—	—	—	—
Engines, Diesel: (Model No.)	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, Main: (Make & Model No.)	Std.	S-5752C	C-285V	C-408V	S-6852S	F-RT910	F-RT910	F-RT910	F-RT910
	Avail.	A-MT41	A-AT540	—	S-7452E	—	F-RT09513	F-RT09513	—
	Avail.	—	C-282V	—	F-RT910	—	—	—	—
	Avail.	—	C-387V	—	F-RT09513	—	—	—	—
	Avail.	—	S-5652	—	—	—	—	—	—
	Avail.	—	S-5752C	—	—	—	—	—	—
Rear Axles, Single: (Make & Model No.)	Std.	E-17221	E-17121	E-18221	E-18221	E-19121	E-19121	E-19121	E-19121
	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	—	—	—	—
	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	DI90	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: (Model No.)	Std.	—	401 V6	—	—	—	—	—	—
	Avail.	—	478 V6	—	—	—	—	—	—
Engines, Diesel: (Model No.)	Std.	6V-53N	—	6-71N ■	NHC-250	NTC-270E	8V-71NE ●	V903	12V-71N
	Avail.	—	—	6-71N ◆	NH-230	NTC-335	8V-71N ■	—	—
	Avail.	—	—	—	—	—	8V-71N ◆	—	—
Transmissions, Main: (Make & Model No.)	Std.	A-MT41	S-5652	S-7352B	F-RT910	F-RT910	F-RT-910	F-RT09513	F-RT01213
	Avail.	—	—	F-RT910	F-RT09513	F-RT09513	F-RT09513	—	—
	Avail.	—	—	F-RT09513	—	—	S-8716-3B	—	—
	Avail.	—	—	—	—	—	S-8516-3B	—	—
Transmissions, Auxiliary: (Make & Model No.)	Std.	—	S-6041	—	—	—	—	—	—
	Avail.	—	—	—	—	—	—	—	—
	Avail.	—	—	—	—	—	—	—	—
Rear Axles, Tandem: (Make & Model No.)	Std.	E-34DS	E-34DS	E34D3C	R-SLHD	R-SLHD	R-SLHD	R-SLHD	R-SQHD
	Avail.	—	—	R-SLHD	E-34DS	R-SQHD	—	—	—
	Avail.	—	—	R-SLHD	—	—	E-34DS	—	—
	Avail.	—	—	R-SQHD	R-SQHD	—	R-SQHD	—	—
	Avail.	—	—	—	—	—	R-SSH	—	—
Brakes: (Type)	Std.	Full Air	Full Air	Full Air	Full Air	Full Air	Full Air	Full Air	Full Air

(1) Standard with Full Air Brake models. (2) Available with Full Air Brakes only.
A—Allison (Automatic); C—Clark; E—Eaton; F—Fuller; R—Rockwell; S—Spicer; V-H—Vacuum-Hydraulic
● With 55 mm injectors. ■ With 60 mm injectors. ◆ With 65 mm injectors.

Dimensions.

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 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

STEEL TILT TANDEM AXLE				
SERIES	WB	CA	CE	OL
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

*Dimensions reduced by 20" with 74" Sleeper Cab and by 32" with 86" Sleeper Cab.

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