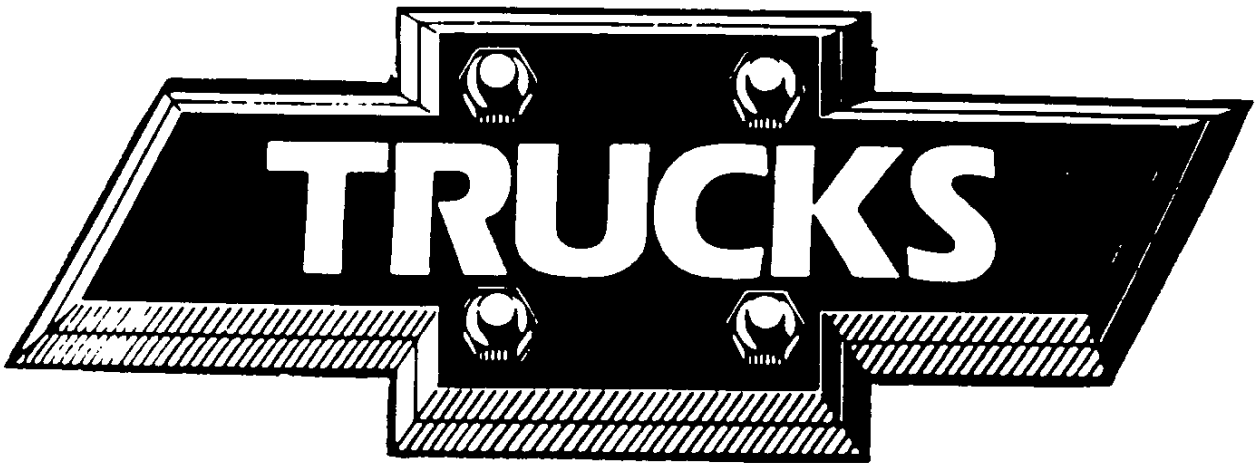
CHEVROLET



1936

ORIGINAL

CHEVROLET
ENGINEERING
DEPARTMENT

SHEET NO 1
DATE 2-20-36

1936 ONE HALF TON TRUCK
SPECIFICATIONS

Supersedes Sheet No. 1 Dated 12-19-35

FOREWORD

The following specifications are compiled by the Chevrolet Engineering Department for use by authorized persons within the Chevrolet organization. All data contained herein pertain to Half Ton Trucks manufactured for domestic use only. No information is furnished concerning specially built trucks or trucks exported to other countries.

SERIAL NUMBERS

Model designation letters ..... FB
Vehicle serial numbers ..... 1001 and up in numerical sequence, the numbers being preceded by the model designation letters.
Vehicle serial number location .... On plate on right hand side of dash.
Engine serial numbers ..... K5500179 and up in numerical sequence, the number being preceded by the engine designation letter.
Engine serial number location ..... Stamped on pad on right side of engine cylinder and case just to rear of fuel pump.
Transmission serial numbers:
Chevrolet-Toledo ..... DE 00001 and up
Warner Gear Co. ..... WM 64037 and up
Trans. serial number location- ..... Stamped on milled surface on top rear end of transmission case.
Rear axle serial number ... 2,160,237 and up
Rear axle serial no. location ..... Stamped in rough casting on top forward end of differential carrier.

TRUCK AND BODY SYMBOLS

TRUCK TYPE SYMBOLS

Chassis with cowl ..... CCH
Chassis with cab ..... CCAB
Chassis with cab and pickup ..... CCBX
Chassis with panel body ..... CPAN

INDIANAPOLIS BODY SYMBOLS

Pick-up ..... PUB
Pick-up top (used with PUB) ..... PUBT
Panel ..... CPN
Single unit express ..... CXST
Closed suburban ..... CCS

TRUCK WEIGHTS

	SHIPPING WEIGHT	CURB WEIGHT
Chassis		
On front wheels	1290#	1335#
On rear wheels	805#	910#
Total	2095#	2245#
Chassis with cab		
On front wheels	1435#	1480#
On rear wheels	1015#	1120#
Total	2450#	2600#
Pick-up		
On front wheels	1425#	1470#
On rear wheels	1250#	1355#
Total	2675#	2825#
Pick-up top		
On front wheels		
On rear wheels		
Total	e 2785#	2935#
Panel		
On front wheels	1385#	1430#
On rear wheels	1510#	1615#
Total	2895#	3045#
Single unit express		
On front wheels		
On rear wheels		
Total	e 2880#	3030#
Closed suburban		
On front wheels	1460#	1485#
On rear wheels	1795#	1900#
Total	3255#	3385#

Shipping weight ..... Total weight of truck without a load, spare tire, gasoline or water, but with all oil and grease, tools and spare wheel.

Curb weight ..... Shipping weight plus gasoline (100#), water (30#) and 5-50-17-4 ply spare tire (22#).

e - Traffic Department estimate

REVISIONS

Weights Revised.
Curb Weight Note Revised.

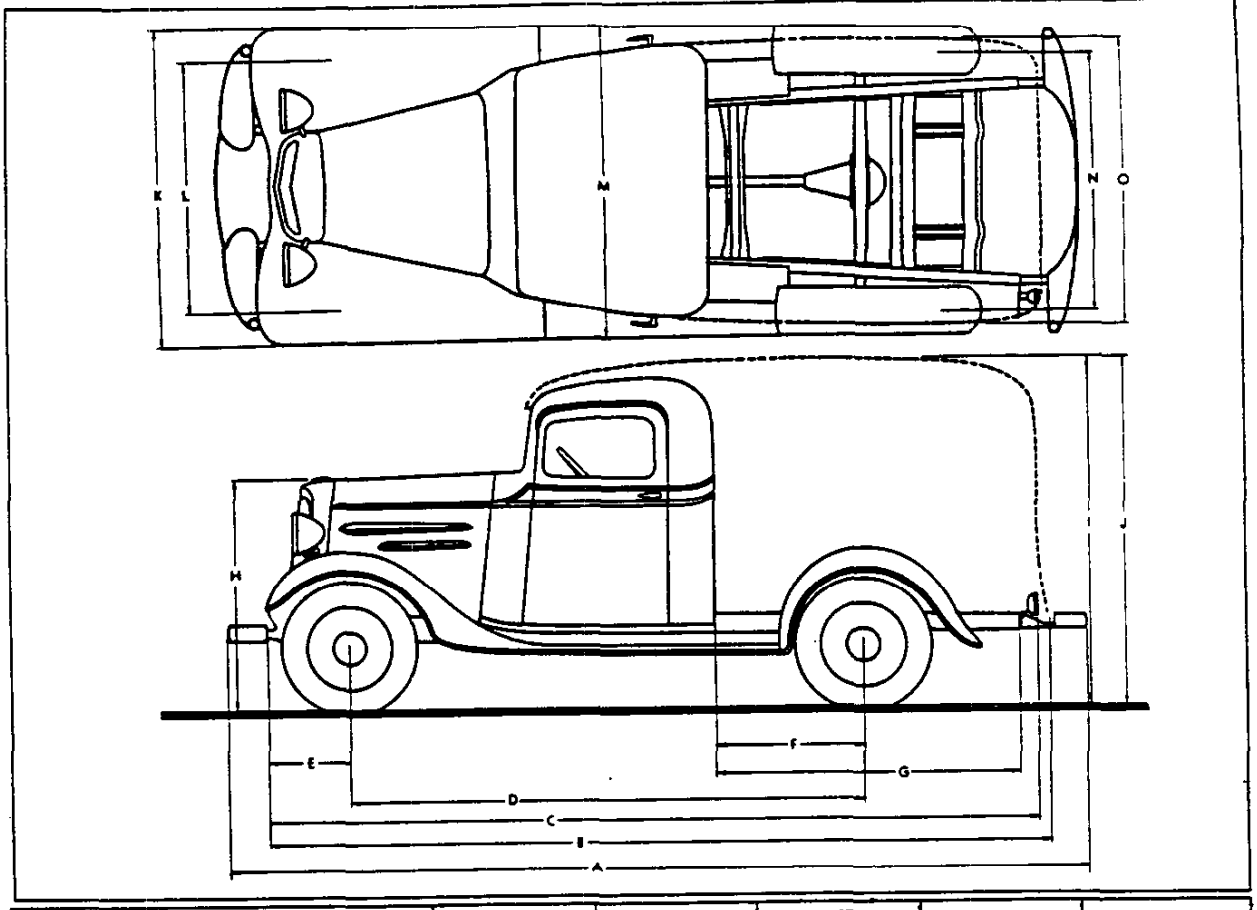
GROSS ALLOWABLE WEIGHT - SEE BACK OF SHEET

CHEVROLET
ENGINEERING
DEPARTMENT

SHEET NO. 2
DATE 1-28-36

1936 ONE HALF TON TRUCK
SPECIFICATIONS

Supersedes Sheet No. 1-2 dated 11-29-35



OVERALL SIZES	CHASSIS WITH CAB	PANEL	PICK-UP WITH CANOPY	CANOPY EXPRESS	SUBURBAN CARRYALL
A- Length with bumpers	183-13/16"	183-13/16"	183-13/16"	183-13/16"	183-13/16"
B- Length without bumpers	168-3/4"	172-1/2"	172-9/16"	170-7/16"	172-1/2"
C- Chassis length	168-3/4"	164-9/16"	164-9/16"	164-9/16"	164-9/16"
D- Wheelbase	112"	112"	112"	112"	112"
E- Front axle to frame end	18-5/8"	18-5/8"	18-5/8"	18-5/8"	18-5/8"
F- Cab to rear axle	32-1/2"		32-1/2"	32-1/2"	
G- Cab to frame end	66-1/2"		66-1/2"	66-1/2"	
H- Radiator height	51-1/16"	51-1/16"	51-1/16"	51-1/16"	51-1/16"
I- Body height (loaded)	72-1/16"	77-1/16"	75-3/8"	77-1/16"	77-1/16"
J- Body height (empty)	74-9/16"	80-7/16"	79"	80-7/16"	80-7/16"
K- Width across front fenders	68-13/16"	68-13/16"	68-13/16"	68-13/16"	68-13/16"
L- Front tread	56-3/8"	56-3/8"	56-3/8"	56-3/8"	56-3/8"
M- Width at running boards	67-1/8"	67-1/8"	67-1/8"	67-1/8"	67-1/8"
N- Rear tread	57-25/32"	57-25/32"	57-25/32"	57-25/32"	57-25/32"
O- Body width	58-7/16"	60-1/4"	54-3/8"	68-15/16"	60-1/4"
Load space length		75"	72"	73-5/8"	75"
Floor front to rear axle		41-7/16"	31-5/8"	40-1/16"	41-7/16"
Load space height		51"	47-5/8"	51"	51"
Load space width		52"	46"	52"	52"
Rear opening width		45"	45-3/4"	45"	45"
Rear opening height		43-9/16"	41-7/8"	42-5/16"	34"
Sides height from floor			16"	17-1/4"	
Capacity		114 cu.ft.	94 cu.ft.	111 cu.ft.	8 Pass.

REVISIONS

Tread revised.

1936 ONE HALF TON TRUCK
SPECIFICATIONS

UNIT CAPACITIES OIL - FUEL - WATER

ENGINE

Crankcase capacity ..... 5-1/2 quarts
Crankcase capacity for refill ..... 5 quarts
(Approximately 1 pint remains in system after draining crankcase).
Lubricant recommended ..... Lubricant Should be satisfactory within prevailing Atmospheric temperature range, as below:-
10° F.below zero to 45° F.above .... SAE 10W
10° F.above zero to 80° F.above .... SAE 20W
30° F.above zero to 80° F.above .... SAE #20
Over 50° F.above zero ..... SAE #30
Below 20° F.above zero ..... SAE 10W diluted with 10%kerosene

TRANSMISSION

Capacity ..... 2-1/2 pints or 2-1/4 lbs.
Lubricant recommended:
Summer ..... SAE #160
Winter ..... SAE #90
Temperatures below zero ..... SAE #90 diluted with 10% kerosene

REAR AXLE

Capacity ..... 4-1/2 pints or 4 pounds
Lubricant recommended:
Summer ..... SAE #160
Winter ..... SAE #90
Temperatures below zero..... SAE #90 diluted with 10% kerosene

HYDRAULIC BRAKE SYSTEM

Capacity ..... 3/4 pint,approx.
Fluid make recommended ..... Delco,only
Above 10° F. below zero ..... Delco #5
Above 20° F. below zero ..... Delco #4
30° F. above zero to 30° F.below .. Delco #3
Consistently below 10° F.below zero-Delco #1

FUEL TANK

Capacity ..... 16 gallons

COOLING SYSTEM

Capacity ..... 15 quarts

CHASSIS LUBRICATION

Type ..... High-pressure system
Fittings type ..... Hydraulic
Lubricant ..... Regular chassis lubricant

FRAME

Type ..... Channel section side and cross members
Overall length ..... 164-9/16"
Width at front ..... 26-1/8" *
* At spring eye centerline and outside of side rail intersection.
Width at rear ..... 44-15/16"
Side rail depth ..... 5-3/4"
Side rail flange width ..... 2-1/4"
Side rail thickness ..... 9/64"
Kickup- Front ..... None
Kickup- Rear ..... 4"
No. of cross members 5
Frame taper per foot (total) ..... 1.393"
Section modulus of side rail 2.40
Material ..... GMC 1025 H.R.pressed steel
Ultimate strength ..... 60,000#/sq.in.
Tensile strength ..... 41,000 lbs. per sq.in.
Elongation in 2" ..... 35% to 40%

FRONT SPRINGS

Type ..... Semi-elliptic
Material ..... Chrome carbon steel
Length ..... 36"
Width ..... 1-3/4"
Number of leaves 8
Thickness of leaves #1 and #2 ..... .284"
#3 thru #8 ..... .259"
Total spring thickness ..... 2.122"
Rate of deflection ..... 475#/in.
Working height ..... 1-1/2" under load of 710# to 790#
Type of leaf spring ends ... Curled downward
Spring shackle location ..... At front end.
Spring shackle type ..... Threaded pins with taperedends threaded intosteel bushings at spring horn and spring eye.
Front bushing type ..... Threaded
Front bushing outside dia. ..... 7/8"
Front bushing length ..... 1-3/4"
Front bushing material .... Cold drawn steel
Rear bushing type ..... Plain
Rear bushing outside dia. ..... 7/8"
Rear bushing length ..... 1-11/16"
Rear bushing material ..... Bronze
Spring shackle pin type ..... Threaded
Shackle pin dia. .... 21/32"- 11 thds./inch. 9/16"dia. ends taper down 1-1/2"per foot.
Shackle pin material ..... Cold drawn steel
Spring eye bolt diameter ..... 11/16"
Spring eye bolt material .. Cold drawn steel
Spring attachment to axle ..... Two U bolts
Spring U bolt dia. ..... 1/2" dia.
Spring mounting ..At included angle of 6°59'
Spring centers at axle ..... 26-13/16"

1936 ONE HALF TON TRUCK
SPECIFICATIONS

Supersedes Sheet No. 4 dated 11-29-35

REAR SPRINGS

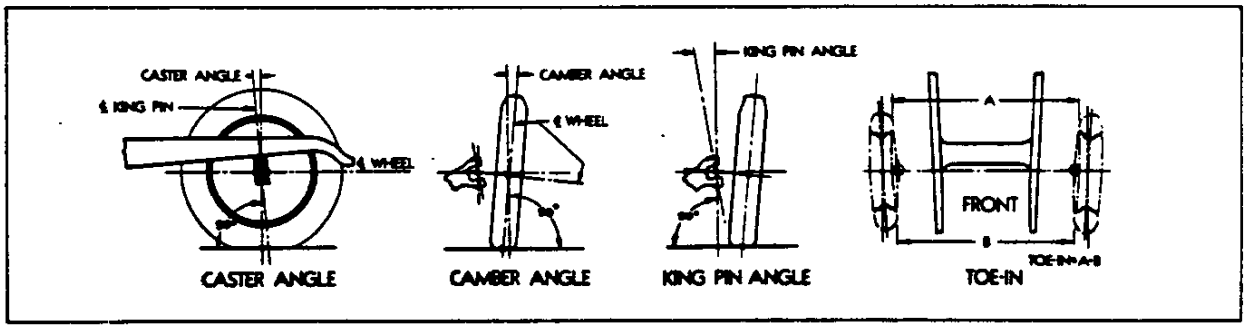
Type ..... Semi-elliptic
Material ..... Chrome carbon steel
Length ..... 54-1/8"
Width ..... 1-3/4"
Number of leaves 8
Gauge of each leaf ..... .300"
Total spring thickness ..... 2.400"
Rate of deflection ..... 200#/in.
Working height ..... 7/16" under load of 1100# to 1200#
Type of leaf spring ends ..... Flat
Spring shackle location ..... At rear end
Spring shackle type ..... Threaded. Steel pins with taperedends threaded into steel bushings at spring hanger and spring eye.
Front bushing type ..... Plain bronze
Front bushing outside dia. ..... 7/8"
Front bushing length ..... 1-11/16"
Rear bushing type ..... Threaded
Rear bushing outside dia. ..... 7/8"
Rear bushing length ..... 1-3/4"
Rear bushing material ..... Cold drawn steel
Spring shackle pin type ..... Threaded
Spring shackle pin dia. ..... 21/32"- 11 threads per inch. Ends taper from 9/16" diameter down at rate of 1-1/2" per foot.
Shackle pin material ..... Cold drawn steel
Spring attachment to axle ..... Two U bolts per spring
U bolt diameter ..... 1/2"
U bolt material.. Hot rolled steel hardened.
Spring bumper type ..... Rubber, solid.
Spring mounting.. At included angle of 4°16'
Distance between spring centers ..... 41"

FRONT AXLE

Type ..... Reversed Elliott modified I beam section
I beam height ..... 2-1/8"
I beam width ..... 1-3/4"
I beam flange thickness-nominal ..... 7/32"
I beam web ..... 1/4"
Road clearance at full load ..... 8-7/16"
King pin dia. ..... .734"
King pin material ..... Cold drawn steel
King pin bushings type ..... Split bronze
King pin bushings outside dia. ..... .853"
King pin bushings length ..... 1-17/64"
King pin thrust bearing type .. Special ball
King pin thrust bearing location ..... Below knuckle
Wheel bearings make ..... New Departure
Wheel inner bearings number 909002
Wheel outer bearings number 909001

FRONT WHEEL ALIGNMENT

King pin transverse inclination 7°10':1°
Spindle trans.inclination(camber)... 1°:1/2°
Caster angle ..... 1-3/4°:1/2°
Toe-in ..... 5/64" to 1/8"
Tread ..... 56-3/8"



REAR AXLE

Type ..... Semi-floating
Housing type ..... Pressed steel banjo
Final drive type ..... Spiral bevel gears
Teeth in ring gear 37
Teeth in pinion 9
Gear ratio ..... 4.111 to 1
Gear back lash ..... .005 to .007
Pinion adjustment.. Shims and tapered collar
Pinion shaft front brg.-Make.. New Departure
Pinion shaft front brg.-No. 905206
Pinion shaft rear brg.-Make ..... Hyatt
Pinion shaft rear brg.-No. 123630
Pinion bearings in sleeve ..... No
Pinion thrust ..... On front bearing
Differential type ..... Two pinion
Differential side brg.-Make .. New Departure
Differential side brg.-No. 902100
Axle shaft brg.(wheel)-Make ..... Hyatt
Axle shaft Brg.(wheel)-No. 111104
Axle shaft design ..... Wheel end upset

Tread revised.

REVISIONS

1936 ONE HALF TON TRUCK
SPECIFICATIONS

Supersedes Sheet No. 5 dated 11-29-36 5

REAR AXLE - CONTINUED

Axle shaft material ..... H.R.Steel
Axle shaft diameter ..... 1-1/16" Min.
Oil capacity ..... 4-1/2 pints or 4 pounds
Road clearance under full load ..... 8-1/4"
Tread- ..... 57-25/32"
Drive torque ..... Taken thru torque tube

PROPELLER SHAFT

Type ..... Tubular with splined ends
Material ..... Nickel-chromium steel ends, carbon steel tube
Length ..... 52-11/32"
Number of front splines 10
Number of rear splines 10
Propeller shaft connected to drive pinion shaft by splined sleeve.

BRAKES

SERVICE

Type ..... Hydraulic, 4 wheel internal expanding, articulated shoe
Brake drum diameter ..... 11"
Brake drum type ..... Composite. Cast iron rim with cooling ribs, pressed steel web.
Lining width ..... 1-3/4"
Lining thickness ..... .187"-.194"
Lining length per brake ..... 22-5/8"
Total effective braking area- 158-1/4 sq.in.
Lining material ..... Special moulded
Lining clearance .... Adjust to slight drag, back off 4 notches
Hydraulic main cylinder size ..... 1" dia.
Main cylinder piston travel for full pedal stroke ..... 1.292"
Hydraulic wheel cyl.size-Front .. 1-1/4" dia.
Hydraulic wheel cyl.size-Rear .. 1-3/16" dia.
Wheel cylinder piston travel for full pedal stroke ..... .108"
Braking pressure-Front 52-1/2%
Braking pressure-Rear 47-1/2%
Pedal ratio ..... 5.03 to 1
Hydraulic ratio ..... 11.89 to 1
Average overall ratio ..... 59.9 to 1
(Pedal movement to brake shoe movement)
Pedal travel ..... 6-1/2"
Pedal mounting ..... With main cylinder to frame

EMERGENCY

Type ..... Cut-in system on 2 rear service brakes. Actuation mechanical and entirely separate from hydraulic actuation. Pull rods and cables operate two shoes in each brake thru toggle linkage.
Total effective braking area.. 79-1/8 sq.in.
Hand brake lever mounting .....To trans.

ENGINE

Type ..... Valve-in-head
Number of cylinders ..... Six
Cylinder arrangement .. Cast-en-bloc, in line
Bore ..... 3-5/16"
Stroke ..... 4"
Compression ratio ..... 6 to 1
Piston displacement ..... 206.8 cu.in.
CLEARANCE VOLUME 411.7 cc
Piston disp.per ton mile ..... 78.3 cu.ft.*
Piston disp.per truck mile ... 172.1 cu.ft.*
(* These figures computed, using a gross allowable weight of 4400#).
Rated horsepower 26.3
Max.brake horsepower (Adv.)... 72 at 3200 RPM
Max.engine speed (Adv.)..... 3800 RPM
Max.torque (Adv.)..... 155 foot pounds at 900 to 1500 RPM
Max.B.M.E.P (Adv.)..... 113 lbs.per sq.in.
Engine RPM per MPH 50
Engine revs.per mile in high gear 3000
Piston travel per mile in high gear- 2000 ft.
Engine weight complete-Dry ..... 579#
Power plant wt.complete-Dry ..... 647.50#
(Engine, clutch and transmission)

CYLINDER HEAD

Type ..... Detachable
Material ..... Cast iron
Combustion chamber design ..... "Blue Flame"

PISTONS

Material ..... Cast iron tin plated
Length ..... 3-11/16"
Pin center to top of head ..... 1-7/8"
Distance between pin bosses ..... 1-3/32"
Comp.ring groove depth ..... .159"- .176"
Oil ring groove depth ..... .169"- .190"
Clearance on dia.-Top land .0144"-.0184" cold
2nd, land .0144"-.0184" cold
.00175"-.00325" 3rd. land .0144"-.0184" cold
Clearance on dia.-Skirt.. .0015"-.003" cold
Oil ring groove holes ..... 5/32" drill, 12 holes equally spaced
Piston pin bushings ... 2, pressed in piston
Piston pin bushing material ..... Bronze
Piston pin bushing O.D. .... 1.128"-1.1265"

Tread revised.

REVISIONS

CHEVROLET
ENGINEERING
DEPARTMENT

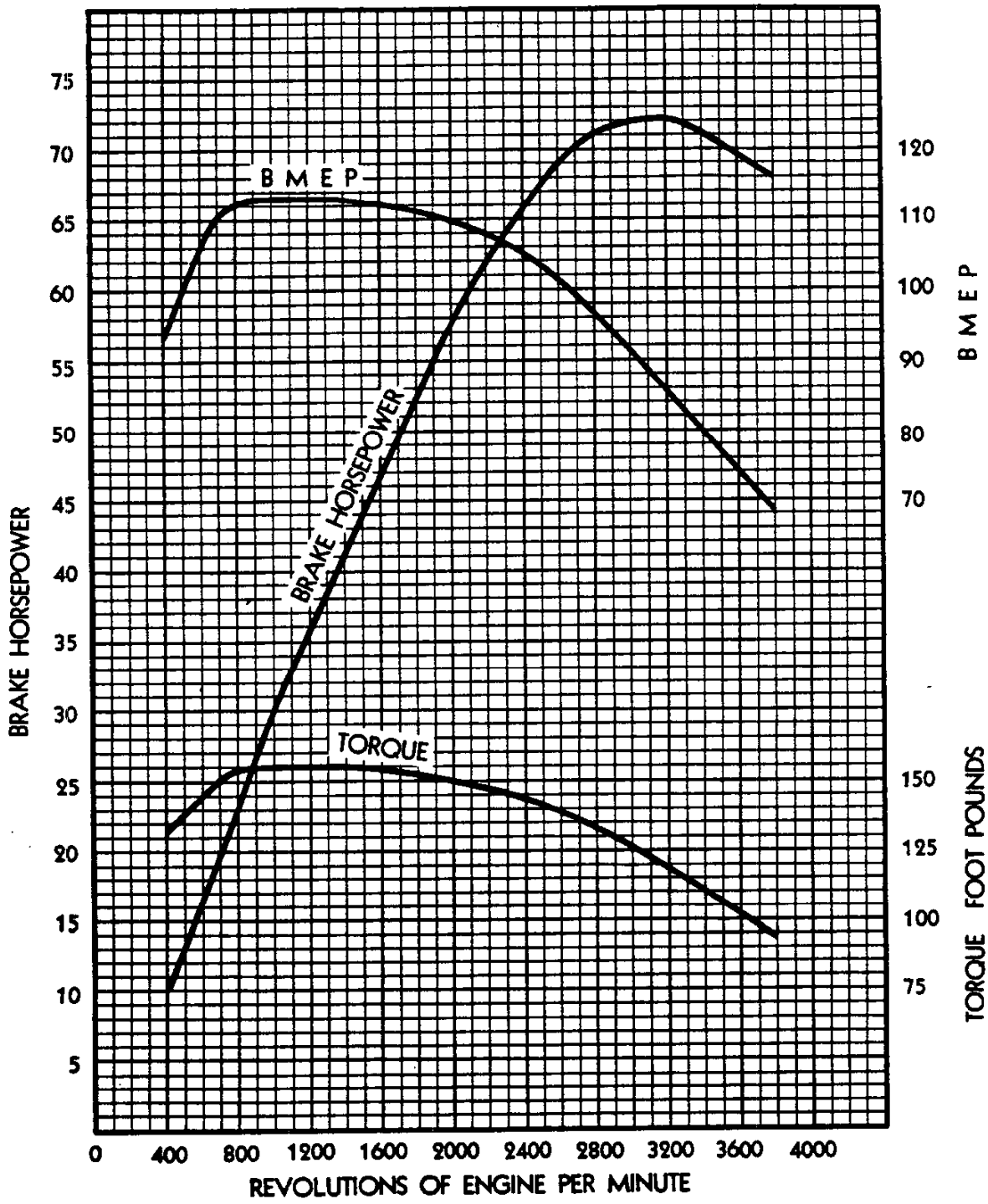
SHEET NO. 6
DATE 1-28-36

1936 ONE HALF TON TRUCK

SPECIFICATIONS

SUPERSEDES SHEET NO. 6 DATED 11-29-35

ADVERTISED ENGINE GROSS PERFORMANCE



CORRECTED TO 103° F. - G.M.C. STANDARD
DATA BASED ON REPORT #5487, SHEET 6, REPORTED 8-21-35.
FOR USE IN ALL ADVERTISEMENTS AND TECHNICAL MAGAZINES.

TITLE REVISED.

REVISIONS.

CHEVROLET
ENGINEERING
DEPARTMENT

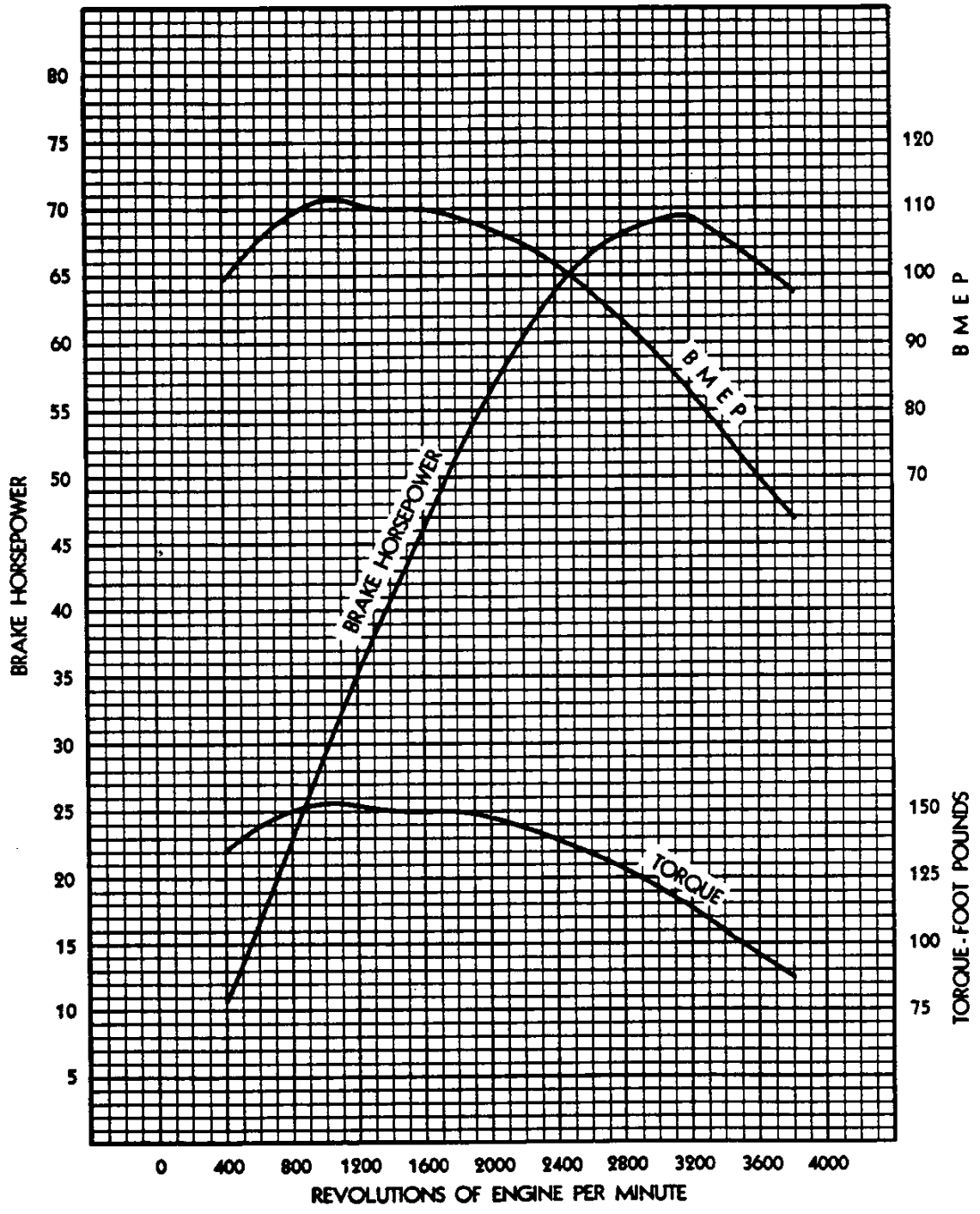
SHEET NO. 6-A
DATE 1-28-36

1936 ONE HALF TON TRUCK

SPECIFICATIONS

NEW SHEET

STOCK ENGINE GROSS PERFORMANCE



RUN WITHOUT ACCESSORIES. CORRECTED TO 103° F. - G.M.C. STANDARD
DATA FROM REPORT #5696-2, SHEET 16, REPORTED 11-27-35.
FOR ENGINEERING REFERENCE ONLY.

REVISIONS

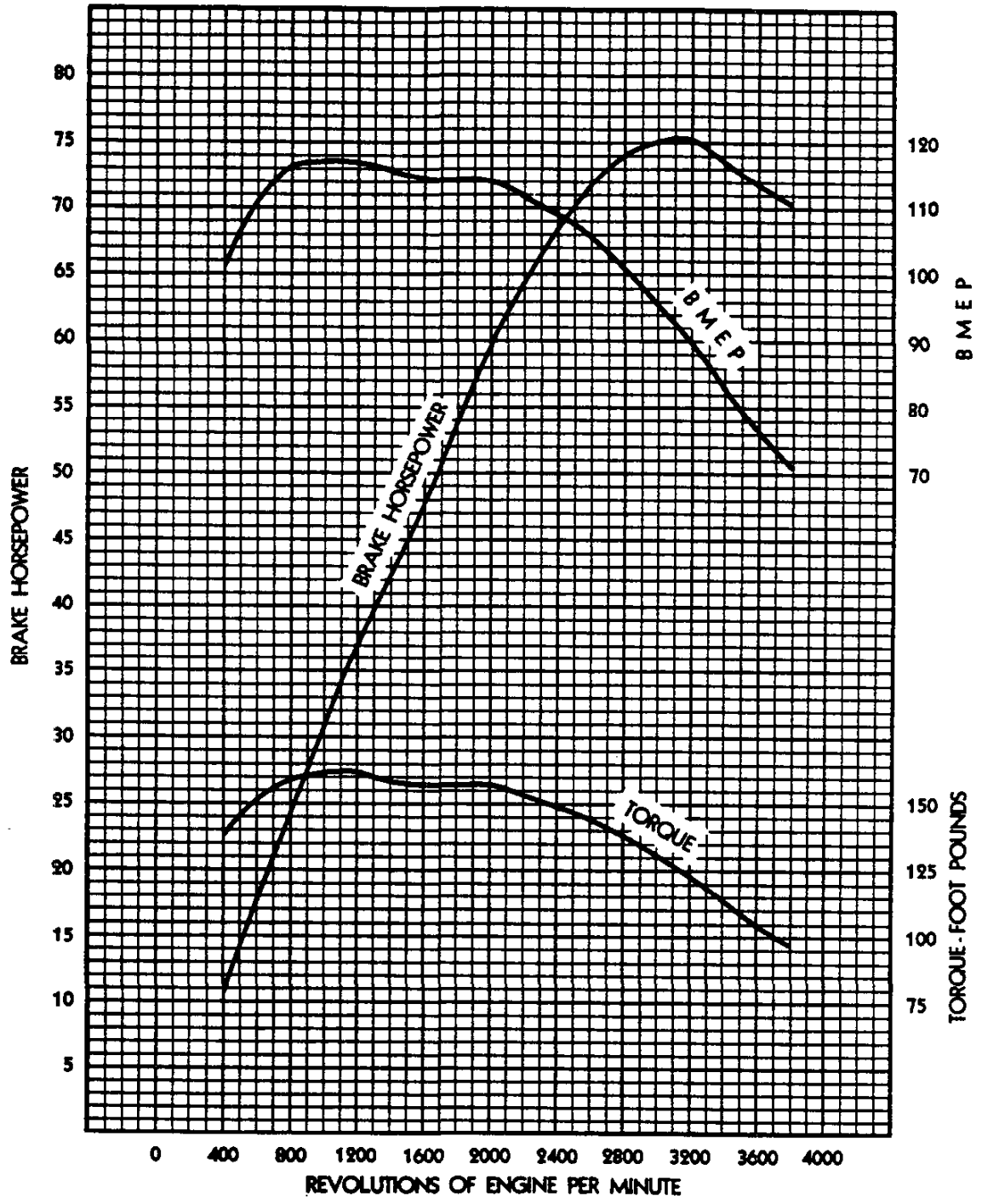
CHEVROLET
ENGINEERING
DEPARTMENT

SHEET NO. 6-B
DATE 1-28-36

1936 ONE HALF TON TRUCK
SPECIFICATIONS

NEW SHEET

ENGINE GROSS PERFORMANCE



RUN WITHOUT ACCESSORIES. CORRECTED TO 29.92" HG. AND 60° F. - S.A.E. STANDARD
DATA FROM REPORT #5487-2, SHEET 5, REPORTED 10-18-35.
FOR USE ONLY WHEN REQUESTED OR IN COMPETITIVE COMPARISONS WHERE COMPETITORS USE S.A.E. CORRECTION.

REVISIONS

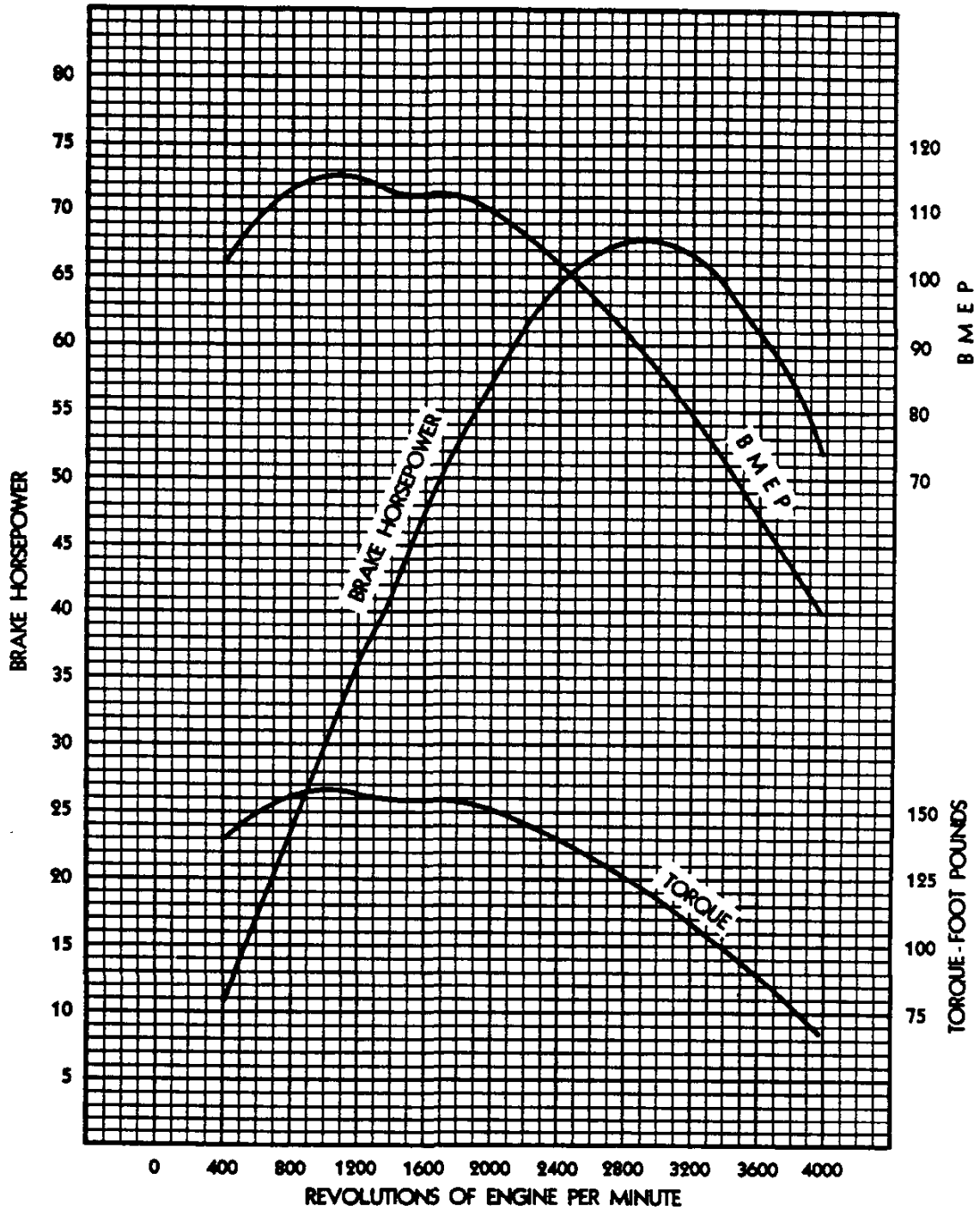
CHEVROLET
ENGINEERING
DEPARTMENT

SHEET NO. 6-C
DATE 1-28-36

1936 ONE HALF TON TRUCK
SPECIFICATIONS

NEW SHEET

ENGINE NET PERFORMANCE



RUN AS INSTALLED WITH MUFFLER AND ALL ACCESSORIES.
CORRECTED TO 29.92" HG. AND 60° F. - S.A.E. STANDARD.
DATA FROM REPORT #5696-4, SHEET 8, REPORTED 12-20-35.
FOR USE BY U.S. GOVERNMENT, FLEET USERS AND MANUFACTURERS OF FIRE ENGINES OR WHEN SPECIFICALLY REQUESTED.

REVISIONS

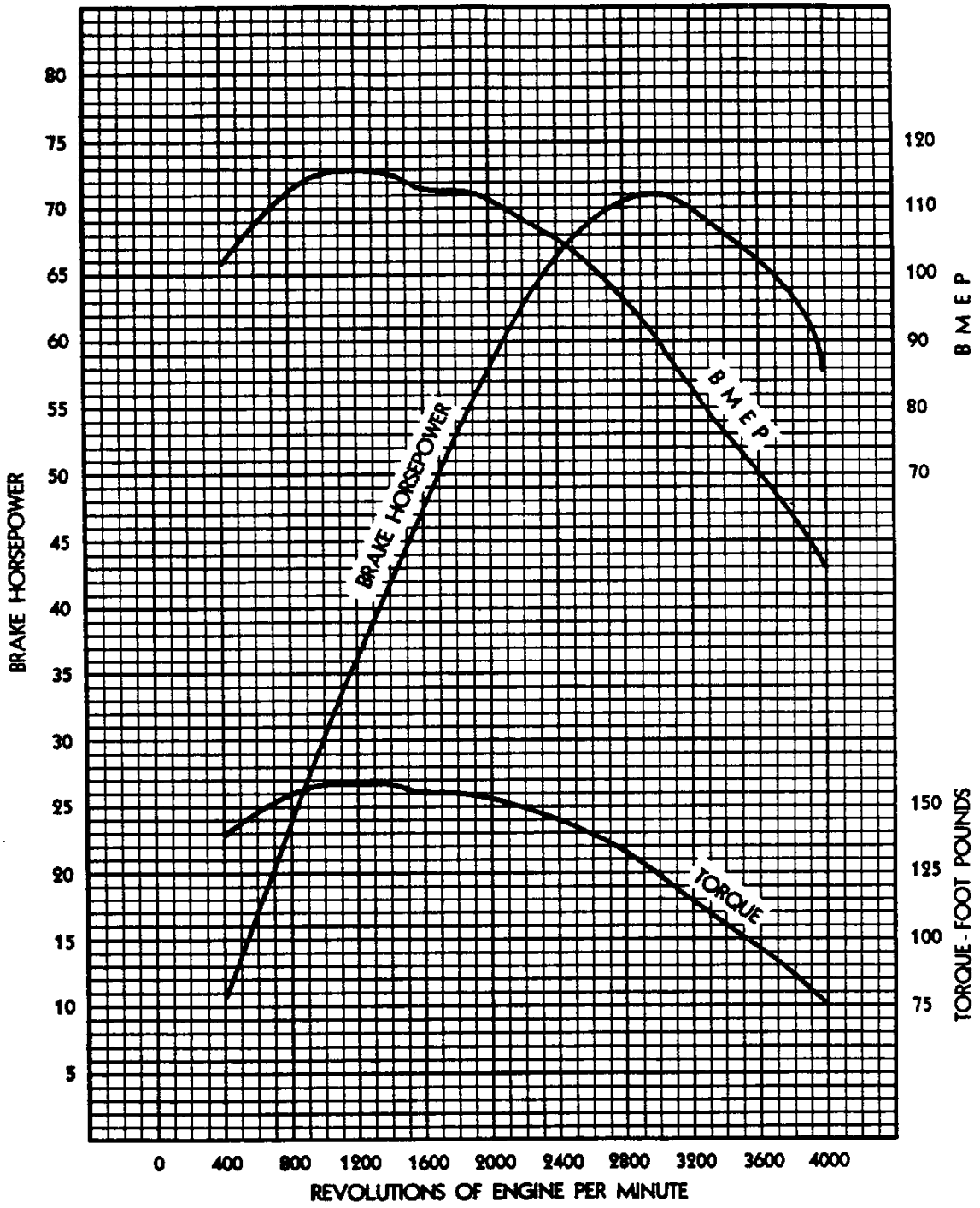
CHEVROLET
ENGINEERING
DEPARTMENT

SHEET NO. 6-D
DATE 1-28-36

1936 ONE HALF TON TRUCK
SPECIFICATIONS

NEW SHEET

ENGINE NET PERFORMANCE



RUN WITH ALL ACCESSORIES BUT WITHOUT MUFFLER.
CORRECTED TO 29.92" HG. AND 60° F. - S.A.E. STANDARD.
DATA FROM REPORT #5696-4, SHEET 9, REPORTED 12-20-35.
FOR USE BY U.S. GOVERNMENT, FLEET USERS AND MANUFACTURERS OF FIRE ENGINES OR WHEN SPECIFICALLY REQUESTED.

REVISIONS

1936 ONE HALF TON TRUCK
SPECIFICATIONS

Length of Compressed Spring (Valve Closed)-1.875"
Length of Compressed Spring (Valve Open)-1.562"

ENGINE - CONTINUED

PISTONS - CONTINUED

Piston pin bushings length (each)	15/16"
Piston pin bushings finish	Reamed
Piston wt.without bushings (each)	1.71#
Piston pin bushings wt. (each)	.065#
Total reciprocating weight:	
Wt. of piston, bushings, rings, pin and connecting rod upper end x 6	17.37#

PISTON PINS

Diameter	.9900"-.9895"
Length	2-29/32"
Taper and Diameter limits	.0003"
Weight (each)	.389#
Clearance in bushing	Slip fit

PISTON RINGS

Number of rings used	3
Material	Cast Iron
Location	Above pin

COMPRESSION RINGS

Number	2
Location	Upper two rings
Width	1/8"
Wall thickness	.145"max.
Gap clearance	.005"-.015"
Ring clearance in piston groove	.0015"-.003"
Weight (each)	.04#

OIL CONTROL RINGS

Number	1
Location	Below compression rings
Material	Cast Iron
Width	3/16"
Wall thickness	.145"
Gap clearance	.005"-.015"
Ring clearance in piston groove	.0015"-.003"
Weight (each)	.05#

CONNECTING RODS

Type	Pin clamped in rod
Material	Drop-forged carbon steel
Length (center to center)	7-1/2"
Crank pin diameter	2-1/8"
Crank pin length	1-1/2"
Width at piston pin	15/16"
Lower end brg.type	Centrifugally cast
Bearing diameter	2-1/8"
Bearing length	1-9/32"
Total brg.area	Projected- 16.32 sq.in. Circumferential- 51.4 sq.in.
Bearing material	Babbitt
Bearing clearance (on dia.)	.0005"-.0010" by selection
Shims- Type	Solid
Shims- Material	Brass and aluminum
Wt.conn.rod assy. (each)	2.016#
Upper end (each)	0.526#
Lower end (each)	1.49#
Total rotating wt. (Wt. of connecting rod lower end x 6)	8.94#
Conn. rod assembly center of gravity:-	5.54" from wrist pin center
Conn. rod end play	.004-.011

Length of Compressed Spring (Valve Closed) - 1.875"
Length of Compressed Spring (Valve Open) - 1.562"

INLET VALVE

Material	Extruded steel
Head diameter	1-41/64"
Valve length	6-1/16"
Stem diameter	11/32"
Style of stem end	Grooved for cup and cone
Spring pressure (valve closed)	42-48#
Spring pressure (valve open)	94-102#
Valve lift	.285"
Type of stem guide	Removable
Valve stem and guide clearance	.001"-.003"
Angle of valve face	30°
Valve seat material	Cast Iron
Valve seat cooling	Jets of water in cyl. head directed under pressure to valve seats.
Port diameter	1 7/8"

EXHAUST VALVE

Material	Extruded steel
Head diameter	1-15/32"
Valve length	4-13/16"
Stem diameter	11/32"
Style of stem end	Grooved for cup and cone
Spring pressure (valve closed)	42-48#
Spring pressure (valve open)	94-102#
Valve lift	.305"
Type of stem guide	Removable
Valve stem and guide clearance	.002"-.004"
Angle of valve face	30°
Valve seat material	Cast iron
Valve seat cooling	Jets of water in cylinder head directed under pressure to valve seats.
Port diameter	1 15/16"

VALVE ROCKER ARM

Ratio	1.477 to 1

VALVE TAPPET

Type	Adjustable, Cylindrical
Material	Cast iron
Outside diameter	.989"-.990"
Operating tappet clearance:	
Inlet valve	.006" hot
Exhaust valve	.013" hot
Tappet spring pressure:	
Valve open	38-44 lbs.
Valve closed	16-20 lbs.
Valve tappet lift- Inlet	.1959"
Valve tappet lift- Exhaust	.2096"

1936 ONE HALF TON TRUCK
SPECIFICATIONS

Supersedes Sheet No. 8 Dated 11-29-35

ENGINE - CONTINUED

CAMSHAFT

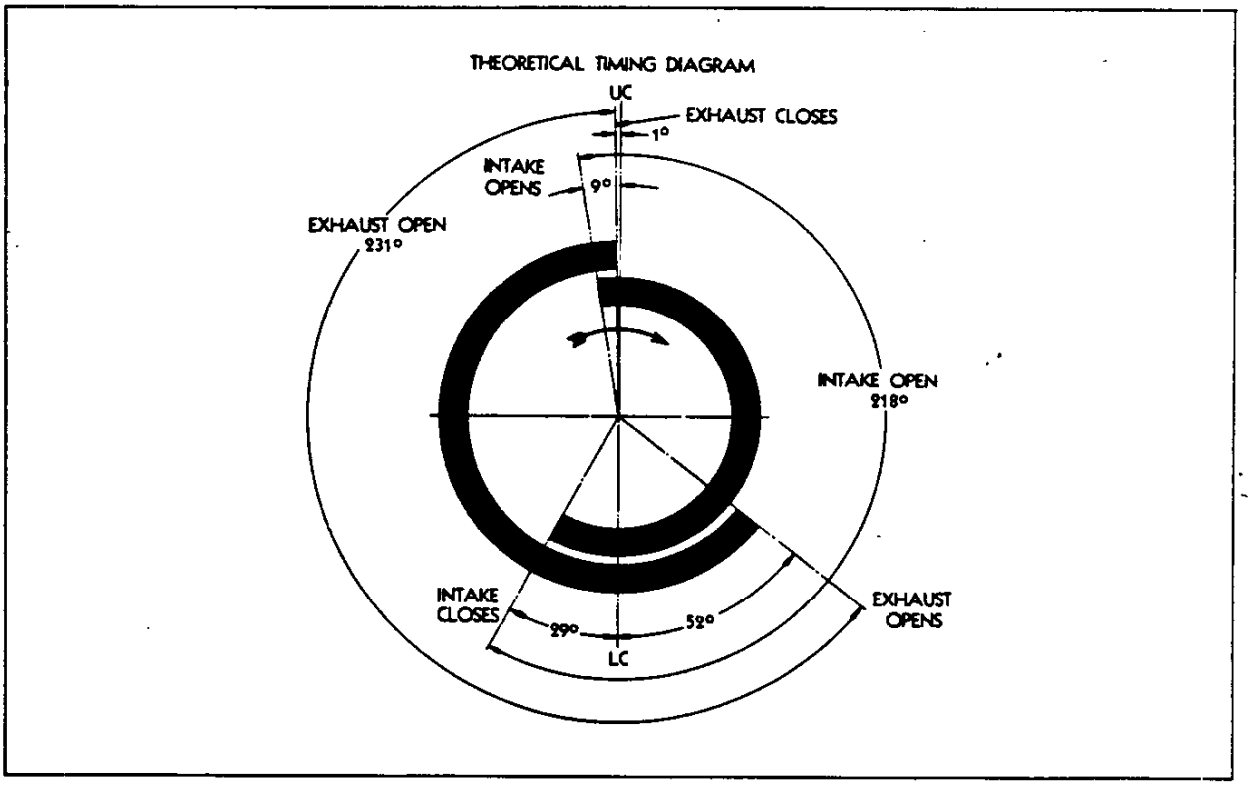
Material..... Drop-forged steel
Drive type.....Gear
Drive gear material .... Bakelite and fabric composition.
Crankshaft gear material..... Steel
Number of bearings..... 3
Thrust taken on..... Front bearing
Brg.clearance on dia. ..... .003"-.005"
Camshaft end play..... 1/32" either side of pinion centerline with pinion running free.
Front brg. material..... Cast iron,machined in crankcase
Front brg. diameter..... 1-13/16"
Front brg.effective length..... 1-1/2"
Front brg.total length..... 1-27/32"
Center brg. material... Steel-backed babbitt
Center brg. diameter..... 1-25/32"
Center brg.effective length..... 1-3/16"
Center brg.total length..... 2-1/16"
Rear brg.material..... Steel-backed babbitt
Rear brg.diameter..... 1-5/8"
Rear brg.effective length..... 1-1/32"
Rear brg.total length..... 1-3/8"
Effective brg.area:- Projected- 6.50 sq.in.
Circumferential-20.45 sq.in.
Camshaft ramp- Inlet..... .0111"
Camshaft ramp- Exhaust..... .014"

CRANKSHAFT

Type..... 3 brgs., ~~counterweighted~~ & Counterweighted
Material..... Drop-forged steel
Weight..... 69 lbs.
Offset..... None
End play..... .004"-.007"
Clearance between oil thrower groove in crankshaft and flange on cyl.block.. .002"-.032"
Harmonic balancer type..... Oscillating
Crankshaft pulley dia. ..... 6-1/32"

MAIN BEARINGS

Number 3
Type..... Removable
Material..... Steel-backed babbitt
Clearance..... .001"-.003"
Thrust taken on ..... Center bearing
Front bearing- Diameter..... 2-1/16"
Effective - Length..... 1-49/64"
Center bearing- Diameter..... 2-1/8"
Effective - Length.....1-13/16"
Rear bearing- Diameter..... 2-3/16"
Effective - Length..... 2-11/64"
Total effective bearing area:
Projected ..... 12.38 sq.in.
Circumferential..... 38.88 sq.in.
Main bearing shim type..... Solid



Timing Diagram Revised.

REVISIONS

1936 ONE HALF TON TRUCK
SPECIFICATIONS

Supersedes Sheet No. 9 Dated 11-29-35

POWER PLANT MOUNTING

Type ..... Cushion balanced, 4 point rubber
Front mounting ..... 1 point
Side mounting ..... 2 points
Rear mounting ..... 1 point

FUEL SYSTEM

Fuel tank capacity ..... 16 gallons
Fuel tank location ..... At rear of chassis
Fuel tank type ..... Separate tank ends crimped to body of tank.
Fuel pump make ..... AC
Fuel pump model ..... W
Fuel pump type ..... Mechanical
Fuel pump drive ..... By camshaft
Fuel pump arm throw at camshaft ..... 1/4"
Air dome in fuel pump ..... Yes
Fuel filter ..... Screen in pump
Fuel gauge make ..... AC
Fuel gauge type ..... Electric
Carburetor make ..... Carter
Carburetor type ..... Single adj.down-draft
Carburetor model WI-319-S
Carburetor size ..... 1-1/4"
Carburetor accelerator pump ..... Yes
Carb.float level ..... When closed, top of bowl measures 3/8" below finished surface of cover.
Air cleaner make ..... AC
Air cleaner type .... Combined with silencer and flame arrester
Fuel mixture heated ..... Yes- Passes thru Manifold heat chamber, automatically controlled by thermostat on manifold.
Octane selector ..... Yes

EXHAUST SYSTEM

Muffler type ..... Baffle
Diameter ..... 5"
Length ..... 20-1/2"
Mounting ..... Single point
Exhaust pipe diameter ..... 2"
Tail pipe diameter ..... 1-1/2"

COOLING SYSTEM

Cooling system capacity ..... 15 quarts
Water pump type ..... Centrifugal
Pump capacity ..... 47 gal./min.at 4000 RPM
Water pump impellor type ..... Vane
Water pump drive ..... By fan belt
Radiator core make ..... Harrison
Radiator core type ..... Ribbed cellular
Radiator core material ..... All copper
Radiator core size .... .25" x .55" x 2-1/8"
Radiator core exposed area ... 386.3 sq. in.
Engine fan-No.of blades ..... 4 (staggered)
Diameter ..... 16-1/4"
Pulley type V
Pulley angle of V ..... 28°
Pulley diameter ..... 4-21/64"
Fan belt make ..... Various
Belt material .. One-piece vulcanized fabric
Belt length around outside ..... 39-3/4"
Belt maximum width ..... 11/16"
Fan shaft bearing material:
Front ..... Copper graphite composition
Rear ..... Copper graphite composition
Radiator inlet hose location ..... From cyl. head to core
Radiator inlet hose inside dia. ..... 1-1/4"
Radiator inlet hose length ..... 9-15/16"
Rad.outlet hose number ..... Two (connected by steel tube)
Outlet hose location .... Core to water pump
Outlet hose inside dia. ..... 1-1/2"
Outlet hose length ..... 4-1/4" each

ENGINE LUBRICATION

Type ..... Pump, splash and pressure stream
Oil pump type ..... Vane
Oil pump drive ..... From camshaft
Main brg.lubrication ..... Direct pressure Oil is pumped thru drilled passages in cylinder case directly to main bearings
Camshaft brg.lubrication ....Direct pressure thru passages from main bearings.
Timing gear lubrication ..... Gravity feed from camshaft front bearing overflow.
Connecting rod brg.lubrication....By dippers at low speeds. By pressure streams at high.
Cylinder bore lubrication ..... Splash
Wrist pin lubrication ..... Splash
Valve rocker mechanism lubrication:-
Pressure. Oil pipe from low pressure side of oil distributor carries oil to valve Rocker arms, springs, valve stems and upper ends of push rods.
Oil pressure gauge ..... AC
Oil cleaner type ..... Screen with by-pass on intake side of oil pump

Water Thermostat Notes Removed.

REVISIONS

1936 ONE HALF TON TRUCK
SPECIFICATIONS

Supersedes Sheet No. 10 Dated 11-29-35

ENGINE LUBRICATION - CONTINUED

Oil screen area ..... 14.5 sq.in.
Oil level gauge type ..... Rod
Oil pan capacity ..... 5-1/2 quarts
Oil pan capacity for refill ..... 5 quarts
(Approximately 1 pint remains in system after draining crankcase).
Oil drain type ..... Plug in side of oil pan
Oil filler ..... Combined with crankcase ventilator
Crankcase ventilator type ..... Suction

CLUTCH

Type ..... Single dry plate.
Clutch springs ..... Nine
Total clutch spring pressure ..... 1017 lbs.
Pressure levers ..... Three
Clutch fork ..... Pivot mounted on ball
Clutch drive ..... Radial post
Driving disc ..... One
Driven disc ..... One
Disc vibration insulation .. Cushion springs located at hub
Disc facing material .. Asbestos composition
Disc facing inside diameter ..... 6-1/4"
Disc facing outside diameter ..... 9"
Disc facing total area ..... 65.87 sq.in.
Disc facing thickness ..... .122"-.128"
Clutch rated torque capacity ... 185 ft.lbs.
Throwout brg.material ..... Carbon graphite
Throwout bearing inside dia. ..... 1-1/2"
Throwout bearing outside dia. ..... 2-3/8"
Throwout bearing thickness ..... 3/4"
Thrust bearing material ..... Cast iron
Clutch pilot bearing make .... New departure
Clutch pilot bearing number 907109
Clutch lubrication ..... Oiler provided for release bearing. No other lubrication is necessary.
Clutch adjustment ..... Yes
Flywheel ring gear type ... Steel- shrunk on
Flywheel ring gear teeth 133
(Mating gear on starting motor has 9 teeth)
Flywheel ring gear width ..... 1/2"
Flywheel diameter ..... 12-5/8"
Flywheel assembly weight ..... 33 pounds
Flywheel material ..... Cast iron

TRANSMISSION

Type ..... Selective syncro-mesh. constant mesh silent second.
Shift type ..... Standard
No. of speeds ..... 3 forward, 1 reverse
Constant mesh gears ..... Helical
Synchronous meshing gears .. Second and third
Transmission location .. In unit with engine
Free wheeling ..... None
Automatic overdrive ..... None
Oil capacity ... 2-1/2 pints or 2-1/4 pounds
Input torque capacity ..... 185 foot pounds

GEAR RATIOS

First speed 3.022
Second speed 1.701
Third speed ..... Direct
Reverse 3.400

TOTAL GEAR REDUCTIONS

First speed 12.423
Second speed 6.993
Third speed 4.111
Reverse 13.977

TORQUE OF GEAR SET

First speed ..... 468.4 ft.lbs.
Second speed ..... 263.7 ft.lbs.
Third speed ..... 155.0 ft.lbs.
Reverse ..... 527.0 ft.lbs.

AXLE SHAFT TORQUE

First speed ..... 1926 ft.lbs.
Second speed ..... 1084 ft.lbs.
Third speed ..... 637 ft.lbs.
Reverse ..... 2166 ft.lbs.

SPEEDOMETER GEARS

Ratio ..... 3 to 1

BEARINGS

Reverse idler bearings:
- Number ..... Two
- Inside diameter ..... 7/8"
- Length ..... 1"
- Material ..... Bronze

Mainshaft front bearing:
- Make ..... New Departure
- Number 903208

Mainshaft rear bearing:
- Make ..... New Departure
- Number 907506

Countershaft front bearing:
- Inside diameter ..... 7/8"
- Length ..... 1-1/4"
- Material ..... Bronze

Countershaft rear bearing:
- Inside diameter ..... 7/8"
- Length ..... 1-3/8"
- Material ..... Bronze

REVISIONS

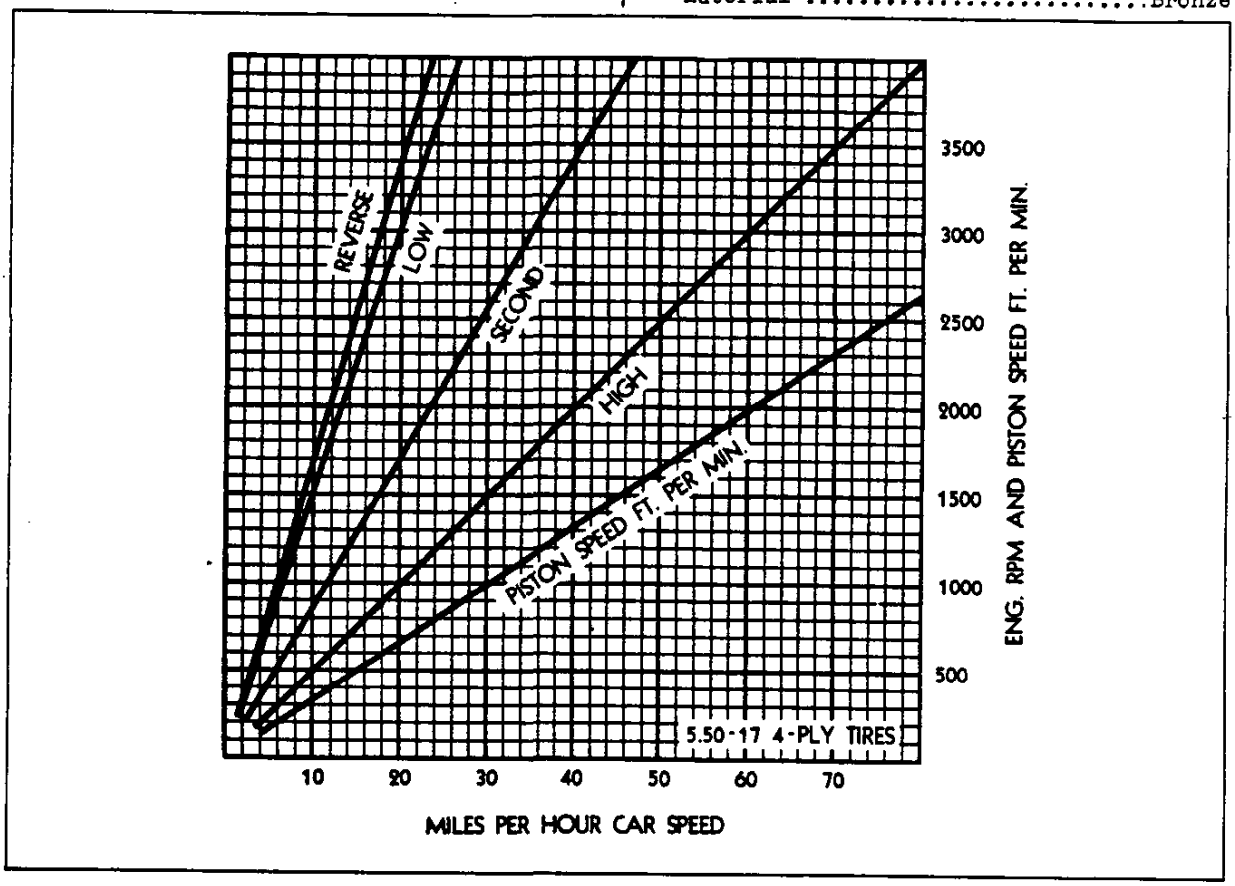
Clutch Rated Torque Capacity Revised.
Trans. Input Torque Capacity Revised.

1936 ONE HALF TON TRUCK
SPECIFICATIONS

TRANSMISSION - CONTINUED

Mainshaft pilot bearing:
- Make ..... Hyatt
- Number 142638

Second speed gear bearing:
- Inside diameter ..... 1-5/16"
- Length ..... 1-5/8"
- Material ..... Bronze



UNIVERSAL JOINT

Number of universal joints ..... One
Type ..... Steel Yoke
Yoke material ..... Drop forged nickel chromium steel
Pin diameter ..... 11/16"
Pin bearing length ..... 37/64"
Number of bearings 4
Distance between pin brg.centers .... 2-3/4"
Clearance (on diameter)between pin and bearing ..... .002"-.005"

Type of end (transmission) ..... Splined
- Number of splines 6
- Inside dia. of splines ..... .989"-.994"
- Outside dia. of splines .. 1.181"-1.182"

Type of end (propeller shaft) ..... Spline
- Number of splines 10
- Inside dia. of splines ..... .907"-.915"
- Outside dia. of splines .. 1.057"-1.065"

Method of lubrication ..... Self, from transmission.

STEERING

Type ..... Fore and aft
Steering gear type ..... Semi-reversible worm and sector
Steering gear ratio ..... 14 to 1
Steering post diameter ..... 1-1/2"
Steering wheel type .. Three-spoke, thin grip
Steering wheel material ... Rubber and steel
Steering wheel dia. ..... 17" or 17-5/16"
Steering wheel turns 3-1/2
Min.turning dia.-R.H. ..... 37-1/3 ft.
Min.turning dia.-L.H. ..... 38 ft.

CHEVROLET
ENGINEERING
DEPARTMENT

SHEET NO. 12
DATE 1-28-36

1936 ONE HALF TON TRUCK
SPECIFICATIONS

Supersedes Sheet No. 12 dated 11-29-35

TIRES AND WHEELS

TIRE SIZE AND PLY	TIRE MAKE	PRES-SURE	REVS. PER MILE	LOAD RATING	WHEEL TYPE	RIM BASE
5.50-17-4 (Regular)	U.S. or Goodrich	32#	730	1000#	Steel	3.62" F
5.50-17-6 (Opt.)	U.S. or Goodrich	40#	727	1140#	Steel	3.62" F
Fleetway "15" (Opt.)						
7.50-15-6	U.S.	15-25#	733	960-1400#	Steel	5.50" F
Commercial "15" (Opt.)						
7.50-15-6	Goodrich	15-25#	733	960-1400#	Steel	5.50" F

ELECTRICAL

GENERATOR

Make ..... Delco Remy
Model 946-C
Driven by ..... 32° "V" belt
Generator pulley type ..... "V"
Diameter ..... 3-11/32"
Angle of "V" ..... 28°
Speed ratio-Generator to engine .. 1.80 to 1
Max.charging rate-Hot ..... 14-16 Amps.
Volt.at max.charging rate-Hot 8.1
RPM at max.charging rate-Hot 2200
Car speed at max.charg.rate-Hot ..... 24 MPH
Max.charging rate-Cold ..... 16-18 Amps.
Volt.at max.charging rate-Cold 8.2
RPM at max.charging rate-Cold 1700
Car speed at max.charg.rate-Cold ... 19 MPH
Thermostat ..... No
Field fuse ..... No
Voltage regulation ..... Third brush and field resistance
Rated voltage 8.2
Brush tension ..... 14-18 oz.
Rotation (drive end) ..... Clockwise
Commutator end brg. ..... Bronze bushing
Drive end brg. ..... Ball
Cutout Voltage to close 7.2
Armature speed 660
Car speed ..... 6-1/2 MPH
Amperes to open ..... 1 to discharge

BATTERY

Make ..... Delco Remy
Model ..... 15-X or 15-Y
No.of plates 15
Length ..... 8-11/16"- 8-15/16"
Width ..... 6-3/4"- 6-7/8"
Height ..... 7-3/4"- 7-7/8"
Volts 6
Amp.hours capacity ..... 90 on all
Cell arrangement ..... Side to side
Shipped wet or dry ..... Optional
Charging rate- Start ..... 6 Amp.
Charging rate- Finish ..... 5 Amp.
Which terminal grounded ..... Negative
Battery mounted on ..... Frame, right side

IGNITION

Type ..... Separate units high tension dist. ground return system
Make ..... Delco Remy
Model number 645-T
Current source ..... Generator
Spark control type ..... Full automatic
Octane selector adj. .... 20° Vernier manual
Vacuum advance ..... 17°
Automatic advance ..... 25°
Firing order 1-5-3-6-2-4
Timing- Spark advance ..... 5° B.T.D.C.
Dist.interrupter pt.openings ..... .018"
Dist.upper brg.type ..... Cast iron
Dist.lower brg.type ..... Cast iron
Condenser make ..... Delco Remy
Coil-Amps.drawn-Engine stopped 4.8
Coil-Amps.drawn-Engine idling 2.5
Spark plug make ..... AC
Spark plug size ..... K-11 metric
Recommended spark plug gap ... .032"-.035"

STARTING MOTOR

Model ..... Delco Remy 738-G
Drive type ..... Bendix
Lock torque ..... 14 ft.lbs.
Voltage 3.4
Amps. 525
No load bench test RPM 2500
Voltage 5.4
Amps. 125
Rotation (commutator end) ..... C.C.W.
Commutator end brg. ..... Cast iron
Drive end brg. ..... Graphite bushing
Outboard brg. ..... Yes
Over-running clutch ..... No
Pinion meshes ..... On front of flywheel
No.of teeth in flywheel 133
Starting motor turns engine ..... Approx. 65
Brush Tension ____ times per minute 24-28 oz.
Bendix Drive:
Number of teeth 9
Starter gear ratio ..... 14.78 to 1

REVISIONS

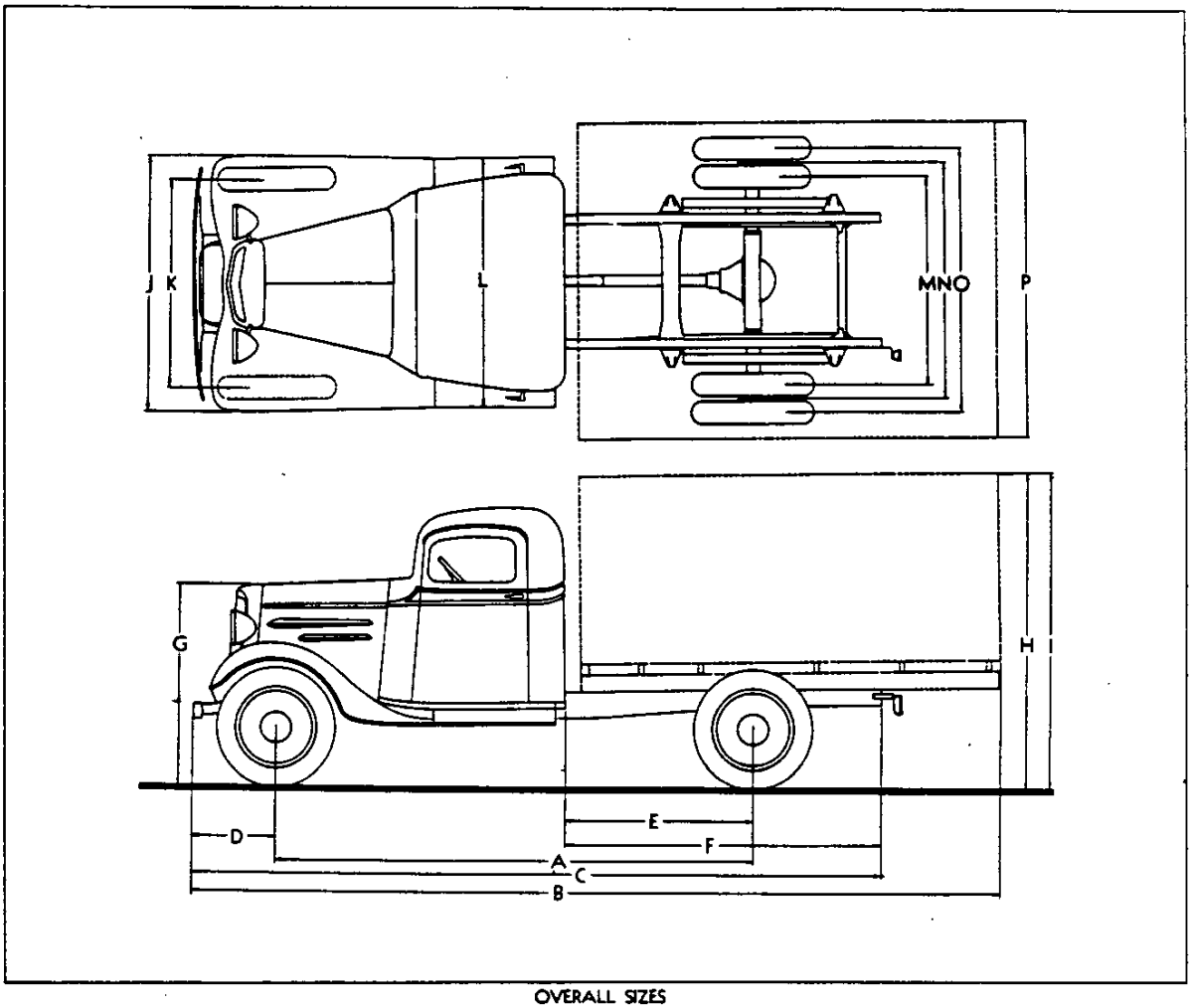
Wheel types note revised.
Tire pressures and ratings revised.

CHEVROLET
ENGINEERING
DEPARTMENT

SHEET NO. 2
DATE 12-19-35

1936 ONE AND ONE HALF TON TRUCK
SPECIFICATIONS

Supersedes Sheet No. 2 dated 11-29-35



OVERALL SIZES

	CHASSIS & CAB	PANEL	STAKE	SINGLE UN.EXP.	OPEN EXPRESS	CHASSIS & CAB	STAKE	STOCK RACK
A- Wheelbase	131"	131"	131"	131"	133"	157"	157"	157"
B- Overall length	194"	215"	214-1/2"	216-1/8"	214-3/4"	220"	251-3/8"	254-1/2"
C- Chassis length	188-1/2"	188-1/2"	188-1/2"	188-1/2"	188-1/2"	214-1/2"	214-1/2"	214-1/2"
D- Front axle to bumper	28-5/8"	28-5/8"	28-5/8"	22-5/8"	28-5/8"	22-5/8"	22-5/8"	22-5/8"
E- Cab to rear axle	51-1/2"	----	51-1/2"	51-1/2"	51-1/2"	77-1/2"	77-1/2"	77-1/2"
F- Cab to frame end	86-3/8"	----	86-5/8"	86-3/8"	86-3/8"	112-3/8"	112-3/8"	112-3/8"
G- Radiator height *	54-5/8"	54-5/8"	54-5/8"	54-5/8"	54-5/8"	54-5/8"	54-5/8"	54-5/8"
H- Max. Height (Loaded) *	75-11/16"-D **	84"-S	82-1/4"-D	83-3/4"-D	75-11/16"-D **	75-11/16"-D **	82-1/4"-D	106-5/16"-D
	75-5/8"-S **	----	82-7/16"-S	84"-S	75-5/8"-S **	75-5/8"-S **	82-7/16"-S	106-1/2"-S
I- Max. Height (Empty) *	78-1/16"-D **	86-3/16"-S	85"-D	86-5/8"-D	78-1/16"-D **	77-3/4"-D **	84-7/8"-D	108-3/4"-D
	78-1/8"-S **	----	84-1/4"-S	85-7/8"-S	78-1/8"-S **	77-3/4"-S **	84"-S	106"-S
J- Width across front fenders	68-13/16"	68-13/16"	68-13/16"	68-13/16"	68-13/16"	68-13/16"	68-13/16"	68-13/16"
K- Front tread *	56-37/64"	56-37/64"	56-37/64"	56-37/64"	56-37/64"	56-37/74"	56-37/64"	56-37/64"
L- Width at running boards	67-1/16"	67-1/16"	67-1/16"	67-1/16"	67-1/16"	67-1/16"	67-1/16"	67-1/16"
M- Rear tread-inner wheels *	56-1/32"	56-1/32"	56-1/32"	56-1/32"	56-1/32"	56-1/32"	56-1/32"	56-1/32"
N- Mean rear tread *	63-17/32"	----	63-17/32"	63-17/32"	63-17/32"	63-17/32"	63-17/32"	63-17/32"
O- Rear tread outer wheels *	71-1/32"	----	71-1/32"	71-1/32"	71-1/32"	71-1/32"	71-1/32"	71-1/32"
P- Body width	58-7/16"	82-1/2"	86-11/16"	70-7/16"	61-16/16"	58-1/2"	86-11/16"	88-1/16"
- Load space length	----	116-7/16"	105-5/8"	115"	108"	----	141-1/2"	141-1/2"
- Floor front to rear axle	----	60-7/16"	46-11/16"	51-1/2"	49"	----	72-11/16"	72-11/16"
- Load space height	----	54"	42"	54"	----	----	----	----
- Load space width	----	54"	81-5/8"	54"	52-3/8"	----	81-5/8"	81-9/16"
- Rear opening width	----	45"	81-5/8"	45"	52-3/8"	----	81-5/8"	81-9/16"
- Rear opening height	----	45-3/8"	42"	14-1/4"	16"	----	42"	66-1/16"
- Sides height from floor	----	----	42"	18-9/16"	19-27/32"	----	42"	66-1/16"
- Capacity	----	194 cu.ft.	219 cu.ft.	193 cu.ft.	65 cu.ft.	----	275 cu.ft.	441 cu.ft.

* These dimensions are figured with regular tires on front and rear wheels.
Tire size - 6.00-20 - 6 ply on front and rear when dual wheels are used.
32 x 6 - 8 ply on rear wheels when single wheels are used.

** Over Cab.
D Dual wheels.
S Single wheels.

Single Un. Exp. Load Space Length Revised. REVISIONS

Gives alternate weight on both

CHEVROLET
ENGINEERING
DEPARTMENT

SHEET NO 3
DATE 2-20-36

1936 ONE AND ONE HALF TON TRUCK
SPECIFICATIONS

Supersedes Sheet No. 3 Dated 12-19-35

CHASSIS AND BODY WEIGHTS

	SHIPPING WEIGHT	CURB WEIGHT
131" W.B. SINGLE WHEELS		
Chassis		
On front wheels	1600#	1690#
On rear wheels	1410#	1510#
Total	3010#	3200#
Chassis with cab		
On front wheels	1775#	1875#
On rear wheels	1580#	1670#
Total	3355#	3545#
Panel		
On front wheels	1660#	1750#
On rear wheels	2365#	2465#
Total	4025#	4215#
131" W.B. DUAL WHEELS		
Chassis		
On front wheels	1580#	1670#
On rear wheels	1530#	1615#
Total	e 3110#	3285#
Chassis with cab		
On front wheels	1780#	1870#
On rear wheels	1675#	1760#
Total	3455#	3630#
Chassis with stake body		
On front wheels	1750#	1840#
On rear wheels	2515#	2600#
Total	4265#	4440#
157" W.B. SINGLE WHEELS		
Chassis		
On front wheels	1700#	1800#
On rear wheels	1375#	1465#
Total	e 3075#	3265#
Chassis with cab		
On front wheels	1880#	1980#
On rear wheels	1540#	1630#
Total	e 3420#	3610#

	SHIPPING WEIGHT	CURB WEIGHT
157" DUAL WHEELS		
Chassis		
On front wheels	1675#	1775#
On rear wheels	1500#	1575#
Total	e 3175#	3350#
Chassis with cab		
On front wheels	1865#	1955#
On rear wheels	1655#	1740#
Total	3520#	3695#
Chassis with stake body		
On front wheels	1835#	1935#
On rear wheels	2705#	2780#
Total	e 4540#	4715#

Shipping weight ..... Total weight of truck without a load, spare tire, gasoline or water, but with oil and grease, tools and spare wheel.

Curb weight ..... Shipping weight plus gasoline, water and spare tire.

e - Traffic Department estimate

131" W.B.

Platform	527 lbs.
Stake rack	296 lbs.
Express platform	524 lbs.
Express racks	332 lbs.
Two unit open express	459 lbs.
Panel	1079 lbs.
Single unit express	1012 lbs.

Enter for above body — 74.5

157" W.B.

Platform	685 lbs.
Stake racks	341 lbs.
Stock racks	589 lbs.
Express platform	679 lbs.
Express racks	376 lbs.

UNIT CAPACITIES OIL - FUEL - WATER

ENGINE

Crankcase capacity ..... 5-1/2 quarts

Crankcase capacity for refill ..... 5 quarts (Approximately 1 pint remains in system after draining crankcase).

Lubricant recommended ..... Lubricant should be satisfactory within prevailing atmospheric temperature range, as below:-

10°F. below zero to 45°F. above ..... SAE 10W
10°F. above zero to 80°F. above ..... SAE 20W
30°F. above zero to 80°F. above ..... SAE #20
Over 50°F. above zero ..... SAE #30
Below 20°F. above zero ..... SAE 10W diluted with 10% kerosene

TRANSMISSION

Capacity ..... 6-1/2 pints

Lubricant recommended:
- Summer ..... SAE #160
- Winter ..... SAE #90
- Temperatures below zero ..... SAE #90 diluted with 10% kerosene

REAR AXLE

Capacity ..... 6-3/4 pints

Lubricant recommended:
- Summer ..... SAE #160
- Winter ..... SAE #90
- Temperatures below zero ..... SAE #90 diluted with 10% kerosene

HYDRAULIC BRAKE SYSTEM

Capacity ..... 3/4 pint, approx.

REVISIONS

Weights Added and Revised.
Note Added.

1936 ONE AND ONE HALF TON TRUCK
SPECIFICATIONS

UNIT CAPACITIES - CONTINUED

Brake fluid make recommended ... Delco, only
Above 10°F. below zero ..... Delco #5
Above 20°F. below zero ..... Delco #4
30°F.above zero to 30°F.below ..... Delco #3
Consistently below 10°F.below zero- Delco #1

FUEL TANK

Capacity ..... 17 gals. (18, in cab tank)

COOLING SYSTEM

Capacity ..... 15 quarts

CHASSIS LUBRICATION

Type ..... High-pressure system
Fittings type ..... Hydraulic
Lubricant ..... Regular chassis lubricant

FRAME

Type ..... Channel section side and cross members.
Overall length (131" W.B.) ..... 188-1/2"
(157" W.B.) ..... 214-1/2"
Width at front ..... 26-7/16"*
* At spring eye centerline and outside of side rail intersection.
Width at rear ..... 36"
Side rail depth ..... 7"
Side rail flange width ..... 2-3/8"
Side rail thickness ..... 7/32"
Kickup-Front ..... None
Kickup-Rear ..... None
No. of cross members (131" W.B.) 6
(157" W.B.) 7
Frame taper per foot (total) ..... 1.147"
Section modulus of side rail 4.87
Material ..... GMC 1025 HR pressed steel
Ultimate strength ..... 60,000#/sq.in.
Tensile strength ..... 41,000 lbs. per sq.in.
Elongation in 2" ..... 35% to 40%

FRONT SPRINGS

Type ..... Semi-elliptic
Material ..... Chrome Vanadium steel
Length ..... 36"
Width ..... 1-3/4"
Number of leaves 9
Thickness of leaf #1 ..... .340"
#2 thru #4 ..... .284"
#5 thru #9 ..... .259"
Front spring thickness ..... 2.487"
Rate of deflection ..... 645#/in.
Working height ..... 7/8" under load of 900# to 1000#
Type of leaf spring ends ... Curled downward
Spring shackle location ..... At front end
Spring shackle type ..... Threaded pins with tapered ends threaded into steel bushings at spring horn and spring eye.
Front bushing type ..... Threaded
Front bushing outside dia. ..... 7/8"
Front bushing length ..... 1-3/4"
Front bushing material .... Cold drawn steel
Spring shackle pin type ..... Threaded
Shackle pin dia. ..... 21/32" 11 threads per in. Ends taper down from 9/16" dia. at rate of 1-1/2" per foot.
Shackle pin material ..... Cold drawn steel
Rear bushing type ..... Plain
Rear bushing outside dia. ..... 7/8"
Rear bushing length ..... 1-11/16"
Rear bushing material ..... Bronze
Spring eye bolt diameter ..... 11/16"
Spring eye bolt material .. Cold drawn steel
Spring attachment to axle ..... Two U bolts
Spring U bolt dia. ..... 1/2"
Spring bumper type ..... Solid rubber
Distance between spring centers .. 26-13/16"

REAR SPRINGS

Type ..... Semi-elliptic
Material ..... Silico manganese steel
Length ..... 45"
Width ..... 2-1/2"
Type of leaf spring ends ..... Flat

ALL EXCEPT UPAN

Number of leaves 10
Gauge of leaves #1 thru #6 ..... .340"
#7 thru #10 ..... .3125"
Total spring thickness ..... 3.290"
Rate of deflection ..... 840#/in.
Working height ..... 7/16" under load of 2800# to 3100#

UPAN

Number of leaves 8
Gauge of leaves #1 thru #4 ..... .312"
#5 thru #8 ..... .284"
Total spring thickness ..... 2.384"
Rate of deflection ..... 490#/in.
Working height ..... 1" under load of 1425# to 1575#

1936 ONE AND ONE HALF TON TRUCK
SPECIFICATIONS

REAR SPRING MOUNTING

Bushing type ..... H.R. Steel
Bushing outside dia. ..... 1-9/64"
Bushing length ..... 2-1/2"
Spring pin type ..... Plain
Spring pin dia. ..... 7/8"
Spring pin material ..... Cold drawn steel
Note- Spring pin is used at front eye and at both ends of shackle. Bushing is used at both ends of spring.

Spring shackle location ..... At rear
Spring shackle type ..... Mall. iron casting
Spring attachment to axle ..... Two U bolts per spring
U bolt diameter ..... 5/8"
U bolt material ..... Hot rolled steel
Spring bumper type ..... Rubber, solid
Spring mounting ..... Parallel to each other
Distance between spring centers ..... 42"

FRONT AXLE

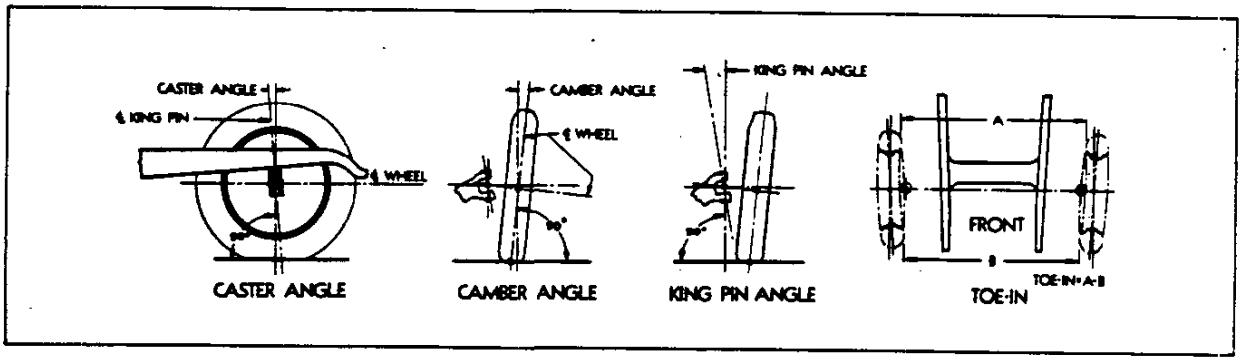
Type ..... Reversed Elliott modified I beam section
I beam height ..... 2-11/32"
I beam flange width ..... 2-1/16"
I beam flange thickness (nominal) .... 5/16"
I beam web ..... 3/8"
Road clearance at full load ..... 10-1/2"
Diameter of king pin ..... .921"

King pin brg's.type- Split hardrolled bronze
King pin bearing outside dia. ..... 1.0465"
King pin bearing length ..... 1-17/64"
King pin thrust bearing ..... Special ball
King pin thrust brg. location.. Below knuckle
Wheel inner brg's. make ..... New Departure
Wheel inner brg's. number 909026
Wheel outer brg's. number 909025

FRONT WHEEL ALIGNMENT

King pin transverse inclination ... 7°10':1°
Spindle trans. inclination (camber) 1°:1/2°
Caster angle ..... 2-3/4°:1/2°

Toe-in ..... 5/64" to 1/8"
Tread ..... 56-37/64"



REAR AXLE

Type ..... Full floating
Housing type ..... Malleable iron banjo seamless steel tubular ends
Final drive type ..... Spiral bevel gears
Gear ratio ..... 5.428 to 1 (38-7)
Gear ratio-optional ..... 6.166 to 1 (37-6)
Gear back lash ..... .005" to .007"
Pinion mounting ..... Straddle
Pinion shaft bearings-Make ... New Departure
Pinion shaft front brg.-No. 905209
Pinion shaft rear brg.-No. 901305
Pinion thrust ..... On front bearing
Differential side brg.-Make .. New Departure
Differential side brg.-No. 902100

Differential type ..... Four pinion
Axle shaft brg. (wheel)-Make ..... Hyatt
Axle shaft inner brg. (wheel)-No. ... 592227
Axle shaft outer brg. (wheel)-No. ... 592223
Axle shaft type ..... Hub forged integral
Axle shaft diameter ..... Normal 1-3/8"
Axle shaft material ..... H.R. Steel
Oil capacity ..... 6-3/4 pints
Road clearance under full load:
  Standard single wheels ..... 9"
  Standard dual wheels ..... 8-3/4"
Tread-Std. Inner wheel ..... 56-1/32"
  Std. Outer wheel ..... 71-1/32"
  Std. Mean ..... 63-17/32"
Drive torque ..... Taken thru torque tube

1936 ONE AND ONE HALF TON TRUCK
SPECIFICATIONS

PROPELLER SHAFTS

Number used 2
Use of two shafts permits split propeller shaft power take-off.
Propeller shafts type ..... Solid, one piece
Material ..... Nickel chromium steel
Front shaft length (131" W.B.) ... 15-15/16"
Front shaft length (157" W.B.) ... 41-15/16"
Rear shaft length ..... 53-11/64"
Type of propeller shaft ends ..... Splined
Number of splines at each end 10

BRAKES

SERVICE BRAKES

Type ..... Hydraulic, 4 wheel internal expanding, articulated shoes.
Brake drum type ..... Steel stamping
Front brake drum diameter ..... 14"
Rear brake drum diameter ..... 16"
Front brake lining width ..... 2"
Rear brake lining width ..... 3"
Front brake lining length ..... 57-3/4"
Rear brake lining length ..... 71-5/8"
Total effective braking area .. 330.2 sq.in.
Brake lining material ..... Special moulded
Lining clearance ..... Adjust to slight drag
Front, back 4 notches; rear, 2/3 screw turn.
Hydraulic main cylinder size ... 1-1/4" dia.
Main cylinder piston travel for full pedal stroke ..... 1.267"
Hydraulic wheel cyl.size-Front .. 1-1/4" dia.
Hydraulic wheel cyl.size-Rear ... 1-1/2" dia.
Wheel cylinder piston travel for full pedal stroke ..... .130"
Braking pressure-Front 30.68%
Braking pressure-Rear 69.32%
Pedal ratio ..... 6.167 to 1
(Pedal plus pendulum lever)
Hydraulic ratio ..... 9.759 to 1
Average overall ratio ..... 60 to 1
(Pedal movement to brake shoe movement)
Pedal travel ..... 7-3/8"
Pedal mounting ..... With main cyl. to frame

EMERGENCY BRAKES

Type ..... Cut-in system on two rear service brakes. Actuation mechanical and entirely separate from hydraulic actuation. Pull rods and cables operate two shoes in each brake thru toggle linkage.
Total effective braking area .. 214.8 sq.in.
Hand brake lever mounting ..... To trans.

ENGINE

Type ..... Valve-in-head
Number of cylinders ..... Six
Cylinder arrangement .. Cast-en-bloc, in line
Bore ..... 3-5/16"
Stroke ..... 4"
Compression ratio ..... 6 to 1
Piston displacement ..... 206.8 cu.in.
CLEARANCE VOLUME ——— 111.2 cc
Piston disp. per ton mile ..... 57.3 cu.ft.*
Piston disp. per truck mile ... 206.2 cu.ft.*
(*Computed using single rear 32 x 6 - 8 ply tires 5.428 axle ratio, 7600# gross wt.)
Rated horsepower 26.3
Max. brake horsepower (Adv.) .. 72 at 3200 RPM
Max. engine speed (Adv.) ..... 3800 RPM
Max. torque (Adv.) ..... 155 foot pounds at 900 to 1500 RPM
Max. B.M.E.P. (Adv.) ..... 113#/sq. in.
Engine RPM per MPH 57.45*
Engine revs. per mile in high gear 3447*
Piston travel per mile in high gear-2300 ft.*
(*Computed using single rear 32 x 6 - 8 ply tires 5.428 axle ratio, 7600# gross wt.)
Engine weight complete-Dry ..... 581.5#
Power plant weight complete-Dry .... 674.6#
(Engine, clutch and transmission)

CYLINDER HEAD

Type ..... Detachable
Material ..... Cast iron
Combustion chamber design ..... "Blue Flame"

PISTONS

Material ..... Cast iron tin plated
Length ..... 3-11/16"
Pin center to top of head ..... 1-7/8"
Distance between pin bosses ..... 1-3/32"
Comp. ring groove depth ..... .159"-.176"
Oil ring groove depth ..... .169"-.190"
Clearance on dia.-Top land- .0144"-.0184" cold
2nd. land- .0144"-.0184" cold
.0015-.0032 3rd. land- .0144"-.0184" cold
Clearance on dia.-Skirt- .0015"-.003" cold
Oil ring groove holes ..... 5/32" drill, 12 holes equally spaced
Piston pin bushings .... 2, pressed in piston
Piston pin bushings material ..... Bronze
Piston pin bushings-O.D. .... 1.128"-1.1265"

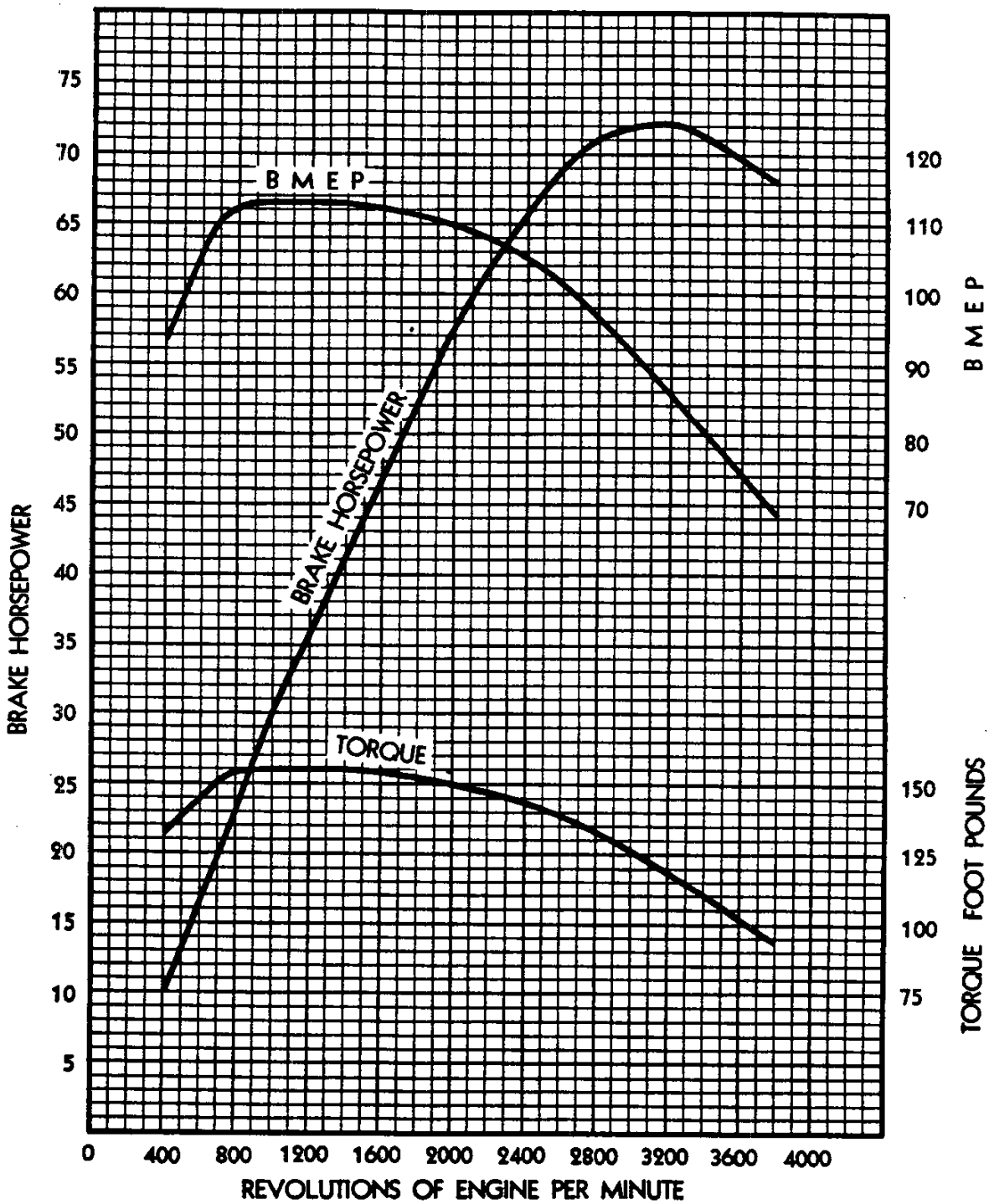
CHEVROLET
ENGINEERING
DEPARTMENT

SHEET NO. 7
DATE 1-28-36

1936 ONE AND ONE HALF TON TRUCK
SPECIFICATIONS

SUPERSEDES SHEET NO. 7 DATED 11-29-35

ADVERTISED ENGINE GROSS PERFORMANCE



CORRECTED TO 105° F. - G.M.C. STANDARD
DATA BASED ON REPORT #5487, SHEET 6, REPORTED 8-21-35.
FOR USE IN ALL ADVERTISEMENTS AND TECHNICAL MAGAZINES.

TITLE REVISED.

REVISIONS

CHEVROLET
ENGINEERING
DEPARTMENT

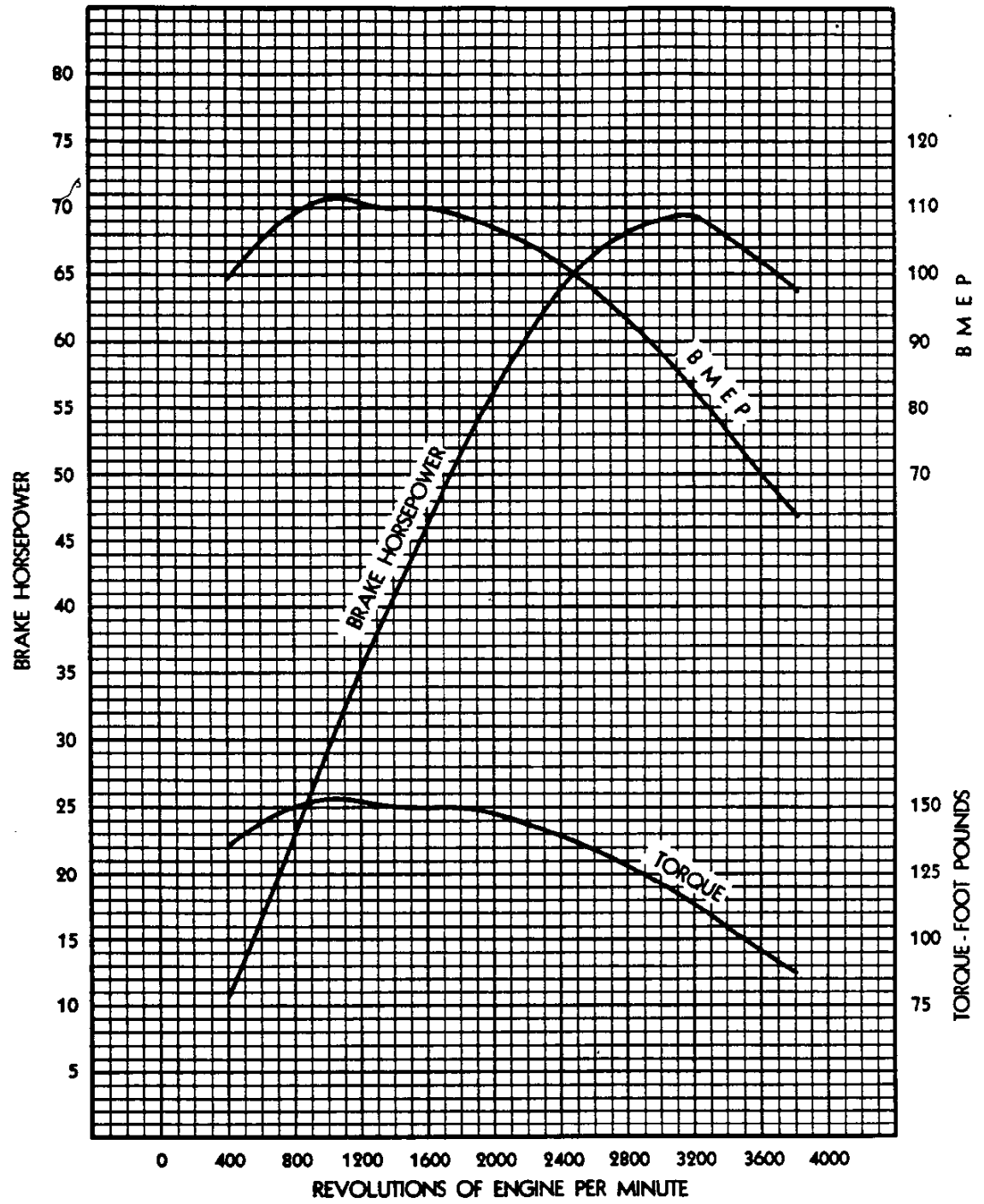
SHEET NO 7-A
DATE 1-28-36

1936 ONE AND ONE HALF TON TRUCK

SPECIFICATIONS

NEW SHEET

STOCK ENGINE GROSS PERFORMANCE



RUN WITHOUT ACCESSORIES. CORRECTED TO 103° F. - G.M.C. STANDARD
DATA FROM REPORT #5396-2, SHEET 16, REPORTED 11-27-35.
FOR ENGINEERING REFERENCE ONLY.

REVISIONS

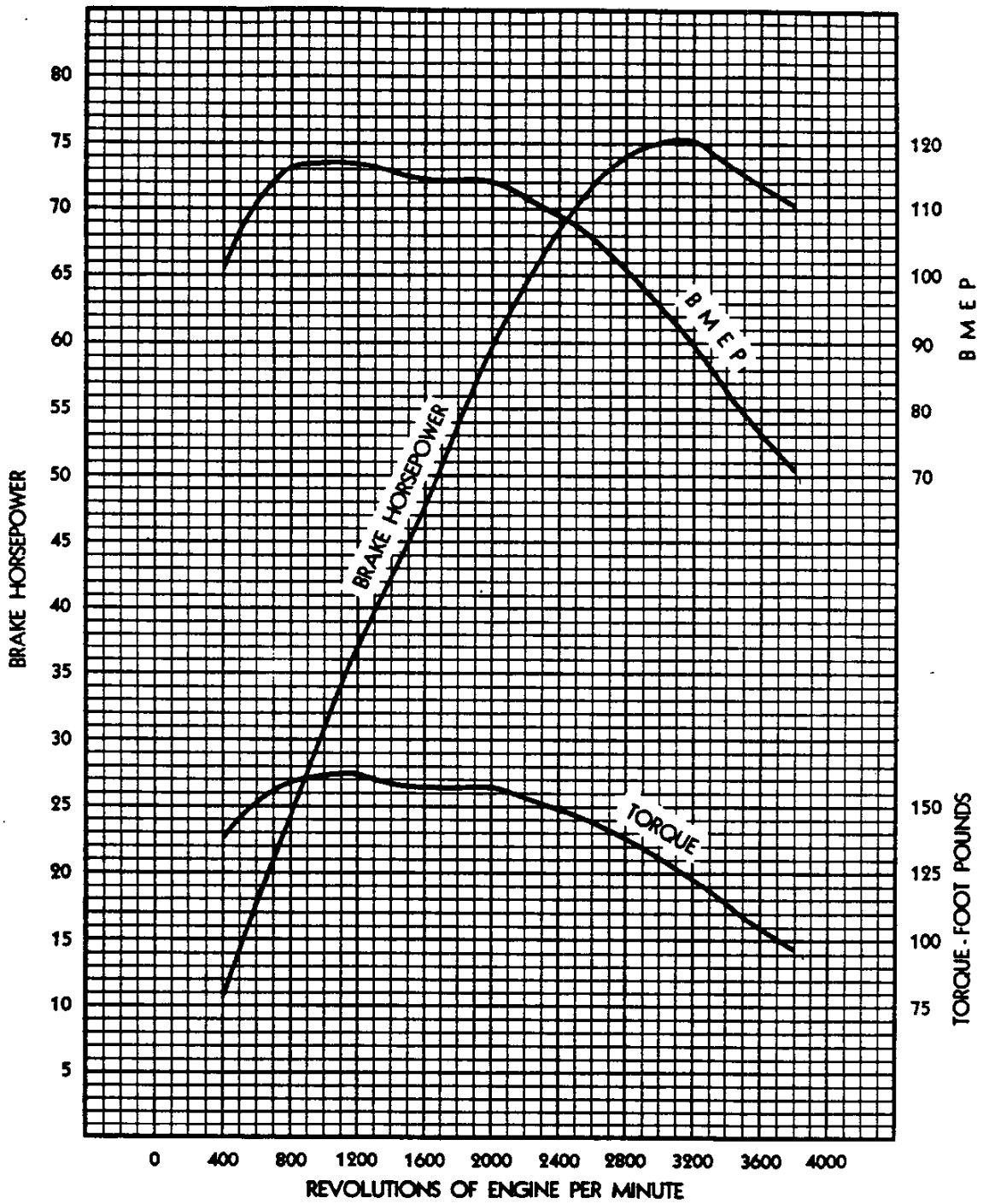
CHEVROLET
ENGINEERING
DEPARTMENT

1936 ONE AND ONE HALF TON TRUCK
SPECIFICATIONS

SHEET NO. 7-B
DATE 1-28-36

NEW SHEET

ENGINE GROSS PERFORMANCE



RUN WITHOUT ACCESSORIES. CORRECTED TO 29.92" HG. AND 60° F. - S.A.E. STANDARD
DATA FROM REPORT #5487-2, SHEET 5, REPORTED 10-18-35.
FOR USE ONLY WHEN REQUESTED OR IN COMPETITIVE COMPARISONS WHERE COMPETITORS USE S.A.E. CORRECTION.

REVISIONS

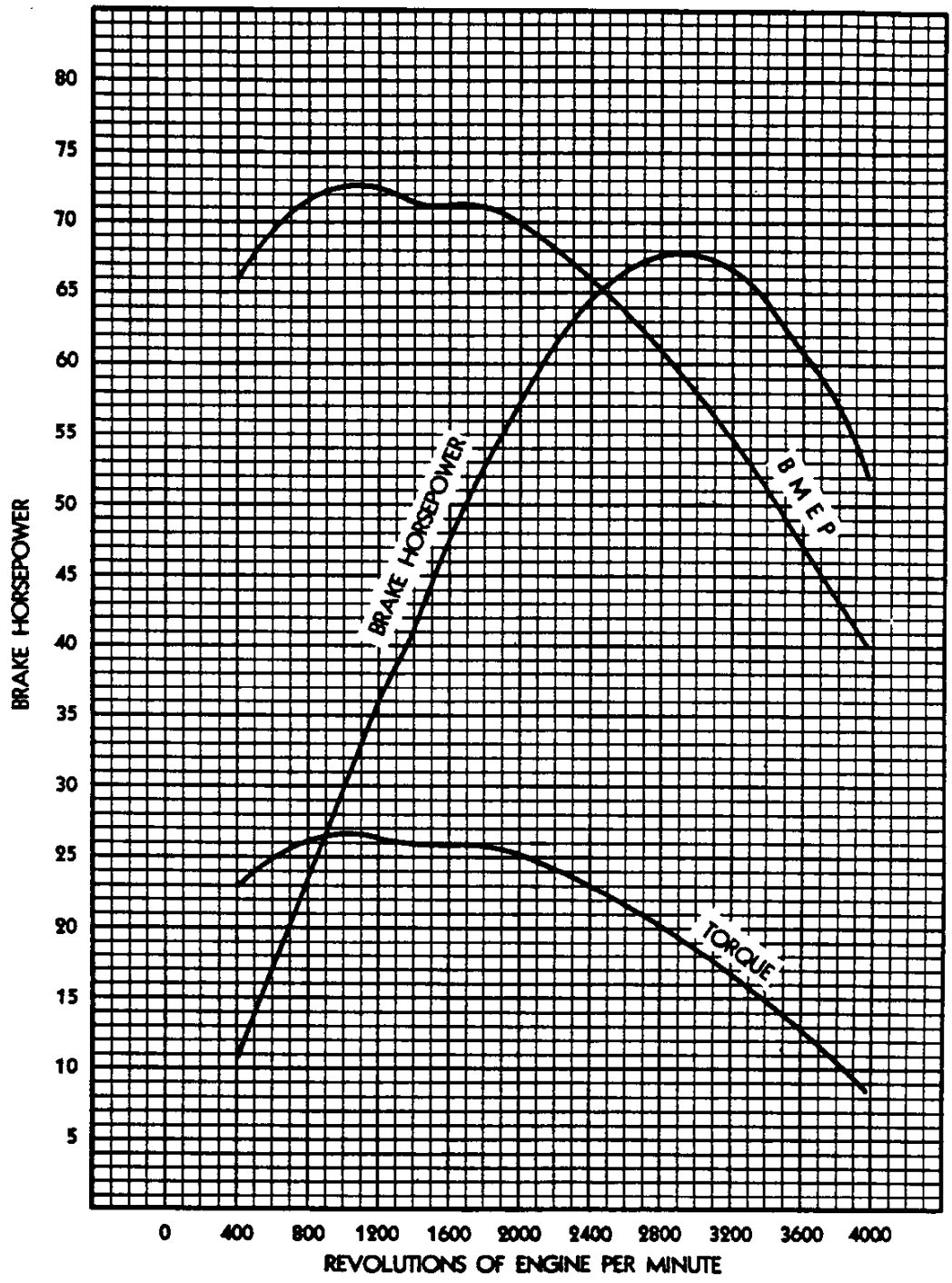
CHEVROLET
ENGINEERING
DEPARTMENT

SHEET NO. 7-C
DATE 1-28-36

1936 ONE AND ONE HALF TON TRUCK
SPECIFICATIONS

NEW SHEET

ENGINE NET PERFORMANCE



RUN AS INSTALLED WITH MUFFLER AND ALL ACCESSORIES.
CORRECTED TO 29.92" HG. AND 60° F. - S.A.E. STANDARD.
DATA FROM REPORT #5696-4, SHEET 8, REPORTED 12-20-35.
FOR USE BY U.S. GOVERNMENT, FLEET USERS AND MANUFACTURERS OF FIRE ENGINES OR WHEN SPECIFICALLY REQUESTED.

REVISIONS

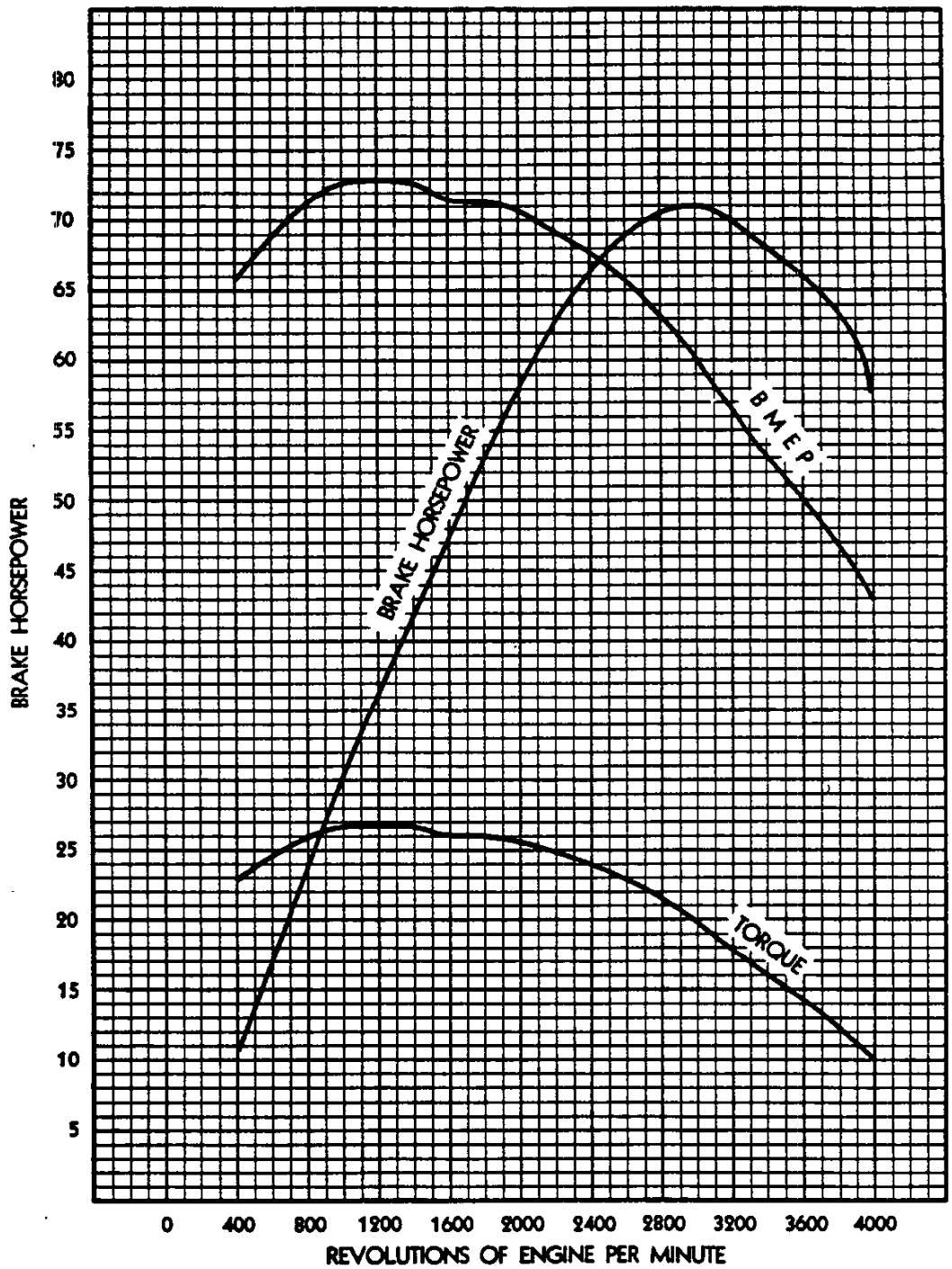
CHEVROLET
ENGINEERING
DEPARTMENT

SHEET NO 7-D'
DATE 1-28-36

1936 ONE AND ONE HALF TON TRUCK
SPECIFICATIONS

NEW SHEET

ENGINE NET PERFORMANCE



RUN WITH ALL ACCESSORIES BUT WITHOUT MUFFLER.
CORRECTED TO 29.92" HG. AND 60° F. - S.A.E. STANDARD.
DATA FROM REPORT #5696-4, SHEET 9, REPORTED 12-20-35.
FOR USE BY U.S. GOVERNMENT, FLEET USERS AND MANUFACTURERS OF FIRE ENGINES OR WHEN SPECIFICALLY REQUESTED.

REVISIONS

1936 ONE AND ONE HALF TON TRUCK
SPECIFICATIONS

ENGINE - CONTINUED

PISTONS - CONTINUED

Piston pin bushings length (each)	15/16"
Piston pin bushings finish	Reamed
Piston wt.without bushings (each)	1.71#
Piston pin bushings wt. (each)	.065#
Total reciprocating weight:	
Wt. of piston, bushings, rings, pin and connecting rod upper end x 6	17.37#

PISTON PINS

Diameter	.9900"-.9895"
Length	2-29/32"
Taper and Diameter limits	.0003"
Weight (each)	.389#
Clearance in bushing	Slip fit

PISTON RINGS

Number of rings used	3
Material	Cast Iron
Location	Above pin

COMPRESSION RINGS

Number	2
Location	Upper two rings
Width	1/8"
Wall thickness	.145"max.
Gap clearance	.005"-.015"
Ring clearance in piston groove	.0015"-.003"
Weight (each)	.04#

OIL CONTROL RINGS

Number	1
Location	Below compression rings
Material	Cast Iron
Width	3/16"
Wall thickness	.145"
Gap clearance	.005"-.015"
Ring clearance in piston groove	.0015"-.003"
Weight (each)	.05#

CONNECTING RODS

Type	Pin clamped in rod
Material	Drop-forged carbon steel
Length (center to center)	7-1/2"
Crank pin diameter	2-1/8"
Crank pin length	1-1/2"
Width at piston pin	15/16"
Lower end brg.type	Centrifugally cast
Bearing diameter	2-1/8"
Bearing length	1-9/32"
Total brg.area	Projected- 16.32 sq.in. Circumferential- 51.4 sq.in.
Bearing material	Babbitt
Bearing clearance (on dia.)	.0005"-.0010" by selection
Shims- Type	Solid
Shims- Material	Brass and aluminum
Wt.conn.rod assy. (each)	2.016#
Upper end (each)	0.526#
Lower end (each)	1.49#
Total rotating wt. (Wt. of connecting rod lower end x 6)	8.94#
Conn. rod assembly center of gravity:	5.54" from wrist pin center
Conn. rod end play	.004-.011

Length of Compressed Spring (Valve Closed) 1.875"
Length of Compressed Spring (Valve Open) 1.562"

INLET VALVE

Material	Extruded steel
Head diameter	1-41/64"
Valve length	6-1/16"
Stem diameter	11/32"
Style of stem end	Grooved for cup and cone
Spring pressure (valve closed)	42-48#
Spring pressure (valve open)	94-102#
Valve lift	.285"
Type of stem guide	Removable
Valve stem and guide clearance	.001"-.003"
Angle of valve face	30°
Valve seat material	Cast Iron
Valve seat cooling	Jets of water in cyl. head directed under pressure to valve seats.
Port diameter	1 1/4"

EXHAUST VALVE

Material	Extruded steel
Head diameter	1-15/32"
Valve length	4-13/16"
Stem diameter	11/32"
Style of stem end	Grooved for cup and cone
Spring pressure (valve closed)	42-48#
Spring pressure (valve open)	94-102#
Valve lift	.305"
Type of stem guide	Removable
Valve stem and guide clearance	.002"-.004"
Angle of valve face	30°
Valve seat material	Cast iron
Valve seat cooling	Jets of water in cylinder head directed under pressure to valve seats.
Port diameter	1 3/4"

VALVE ROCKER ARM

Ratio	1.477 to 1

VALVE TAPPET

Type	Adjustable, Cylindrical
Material	Cast iron
Outside diameter	.989"-.990"
Operating tappet clearance:	
Inlet valve	.006" hot
Exhaust valve	.013" hot
Tappet spring pressure:	
Valve open	38-44 lbs.
Valve closed	16-20 lbs.
Valve tappet lift- Inlet	.1959"
Valve tappet lift- Exhaust	.2096"

1936 ONE AND ONE HALF TON TRUCK
SPECIFICATIONS

Supersedes Sheet No. 9 Dated 11-29-35

ENGINE - CONTINUED

CAMSHAFT

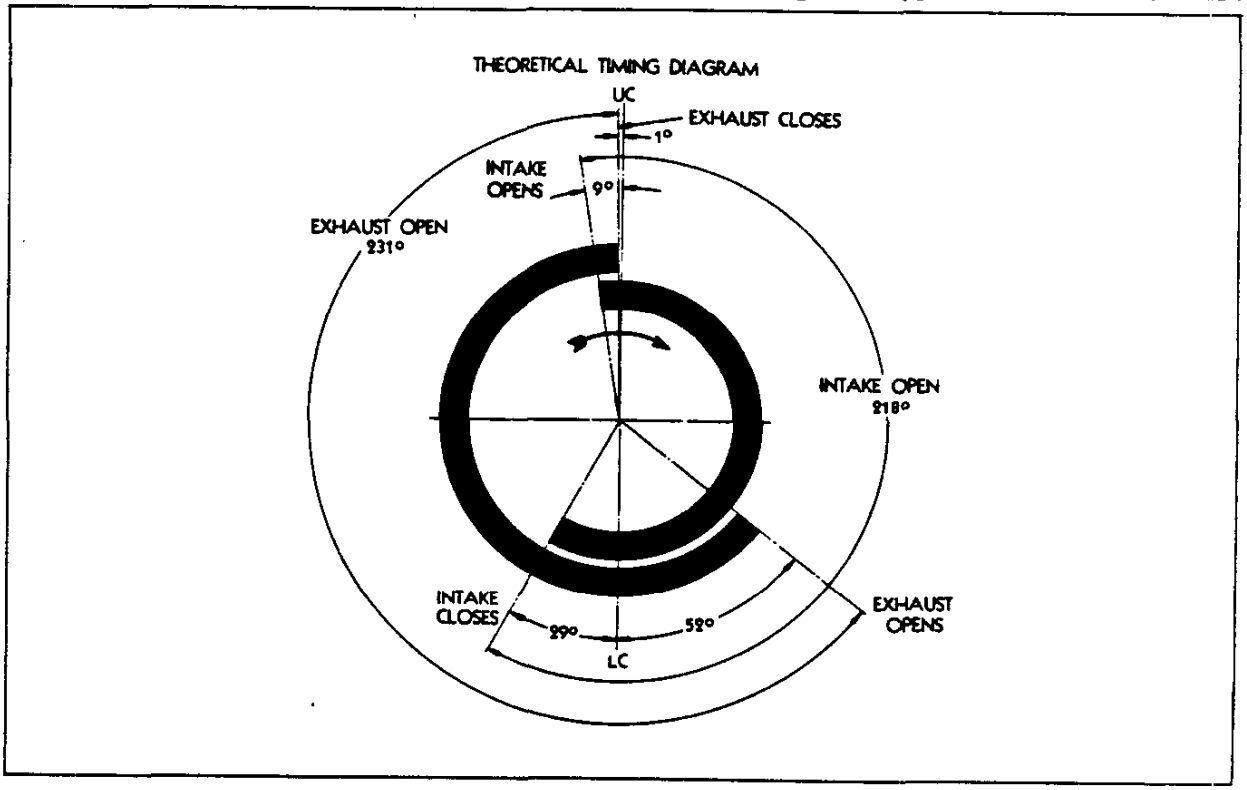
Material..... Drop-forged steel
Drive type.....Gear
Drive gear material .... Bakelite and fabric composition.
Crankshaft gear material..... Steel
Number of bearings..... 3
Thrust taken on..... Front bearing
Brg.clearance on dia. ..... .003"-.005"
Camshaft end play..... 1/32" either side of pinion centerline with pinion running free.
Front brg. material..... Cast iron,machined in crankcase
Front brg. diameter..... 1-13/16"
Front brg.effective length..... 1-1/2"
Front brg.total length..... 1-27/32"
Center brg. material... Steel-backed babbitt
Center brg. diameter..... 1-25/32"
Center brg.effective length..... 1-3/16"
Center brg.total length..... 2-1/16"
Rear brg.material..... Steel-backed babbitt
Rear brg.diameter..... 1-5/8"
Rear brg.effective length..... 1-1/32"
Rear brg.total length..... 1-3/8"
Effective brg.area:- Projected- 6.50 sq.in.
Circumferential-20.45 sq.in.
Camshaft ramp- Inlet..... .0111"
Camshaft ramp- Exhaust..... .014"

CRANKSHAFT

Type..... 3 brgs., ~~counterweighted~~
Material..... Drop-forged steel
Weight..... 69 lbs.
Offset..... None
End play..... .004"-.007"
Clearance between oil thrower groove in crankshaft and flange on cyl.block.. .002"-.032"
Harmonic balancer type..... Oscillating
Crankshaft pulley dia. ..... 6-1/32"

MAIN BEARINGS

Number 3
Type..... Removable
Material..... Steel-backed babbitt
Clearance..... .001"-.003"
Thrust taken on ..... Center bearing
Front bearing- Diameter..... 2-1/16"
Effective - Length..... 1-49/64"
Center bearing- Diameter..... 2-1/8"
Effective - Length.....1-13/16"
Rear bearing- Diameter..... 2-3/16"
Effective - Length..... 2-11/64"
Total effective bearing area:
Projected ..... 12.38 sq.in.
Circumferential..... 38.88 sq.in.
Main bearing shim type..... Solid



REVISIONS

Timing Diagram Revised.

1936 ONE AND ONE HALF TON TRUCK
SPECIFICATIONS

Supersedes Sheet No. 10 Dated 11-29-35

POWER PLANT MOUNTING

Type ..... 3 point
Front mounting ..... 1 point, rubber
Rear mounting ..... 2 point, solid

FUEL SYSTEM

Fuel tank capacity..17 gals.(18, in cab tank)
Fuel tank location ..... Under seat
Fuel tank mounting ..... Flexibly to frame, except on cabs into which it is built.
Fuel pump make ..... AC
Fuel pump model ..... W
Fuel pump type ..... Mechanical
Fuel pump drive ..... By camshaft
Fuel pump arm throw at camshaft ..... 1/4"
Air dome in fuel pump ..... Yes
Fuel filter ..... Screen in pump
Fuel gauge make ..... AC
Fuel gauge type ..... Electric
Carburetor make ..... Carter
Carburetor type ..... Single adj. down-draft
Carburetor model WI-319-S
Carburetor size ..... 1-1/4"
Carburetor accelerator pump ..... Yes
Carb. float level ..... When closed, top of bowl measures 3/8" below finished surface of cover.
Air cleaner make ..... AC
Air cleaner type .... Combined with silencer and flame arrester
Fuel mixture heated ..... Yes- Passes thru manifold heat chamber, automatically controlled by thermostat on manifold.
Octane selector ..... Yes

EXHAUST SYSTEM

Muffler type ..... Baffle
Diameter ..... 5"
Length ..... 20-1/2"
Mounting ..... Single point
Exhaust pipe diameter ..... 2"
Tail pipe diameter ..... 1-1/2"

COOLING SYSTEM

Cooling system capacity ..... 15 quarts
Water pump type ..... Centrifugal
Pump capacity ..... 47 gal/min. at 4000 RPM
Water pump impellor type ..... Vane
Water pump drive ..... By fan belt
Radiator core make ..... Harrison
Radiator core type ..... Ribbed cellular
Radiator core material ..... All copper
Radiator core size ..... .20 x .55" x 2-1/8"
Radiator core exposed area .... 386.3 sq.in.
Engine fan-No. of blades ..... 4 (staggered)
Diameter ..... 16-1/4"
Pulley type V
Pulley angle of V ..... 28°
Pulley diameter ..... 4-21/64"
Fan belt make ..... Various
Belt material .. One-piece vulcanized fabric
Belt length around outside ..... 39-3/4"
Belt maximum width ..... 11/16"
Fan shaft bearing material:
Front ..... Copper graphite composition
Rear ..... Copper graphite composition
Radiator inlet hose location ..... From cyl. head to core
Radiator inlet hose inside dia. ..... 1-1/4"
Radiator inlet hose length ..... 9-15/16"
Rad. outlet hose number ..... Two (connected by steel tube)
Outlet hose location .... Core to water pump
Outlet hose inside dia. ..... 1-1/2"
Outlet hose length ..... 4-1/4" each

ENGINE LUBRICATION

Type .....Pump, splash and pressure stream.
Oil pump type ..... Vane
Oil pump drive ..... From camshaft
Main brg. lubrication ..... Direct pressure Oil is pumped thru drilled passages in cylinder case directly to main bearings
Camshaft brg. lubrication ... Direct pressure thru passages from main bearings.
Timing gear lubrication .....Gravity feed from camshaft front bearing overflow.
Connecting rod brg. lubrication .. By dippers at low speeds. By pressure streams at high.
Cylinder bore lubrication ..... Splash
Wrist pin lubrication ..... Splash
Valve rocker mechanism lubrication:-
Pressure. Oil pipe from low pressure side of oil distributor carries oil to valve Rocker arms, springs, valve stems and upper ends of push rods.
Oil pressure gauge ..... AC
Oil cleaner type ..... Screen with by-pass on intake side of oil pump

Water Thermostat Notes Removed.

REVISIONS

1936 ONE AND ONE HALF TON TRUCK
SPECIFICATIONS

ENGINE LUBRICATION - CONTINUED

Oil screen area ..... 14.5 sq.in.
Oil level gauge type ..... Rod
Oil pan capacity ..... 5-1/2 quarts
Oil pan capacity for refill ..... 5 quarts
(1 pint remains in system after draining)
Oil drain type ..... Plug in side of oil pan
Oil filler ..... Combined with crankcase ventilator
Crankcase ventilator type ..... Suction

CLUTCH

Type ..... Single dry plate
Clutch springs ..... Nine
Total clutch spring pressure ..... 1017 lbs.
Pressure levers ..... Three
Clutch fork ..... Pivot mounted on ball
Clutch drive ..... Radial post
Driving disc ..... One
Driven disc ..... One
Disc vibration insulation....Cushion springs located at hub
Disc facing material... Asbestos composition
Disc facing inside diameter ..... 6-1/4"
Disc facing outside diameter ..... 10"
Disc facing total area ..... 95.72 sq.in.
Disc facing thickness ..... .122"-.128"
Clutch rated torque capacity ... 190 ft.lbs.
Throwout brg.material ..... Carbon graphite
Throwout bearing inside dia. ..... 1-1/2"
Throwout bearing outside dia. ..... 2-3/8"
Throwout bearing thickness ..... 3/4"
Thrust bearing material ..... Cast iron
Clutch pilot bearing make .... New Departure
Clutch pilot bearing number 907109
Clutch lubrication ..... Oiler provided for release bearing. No other lubrication is necessary.
Clutch adjustment ..... Yes
Flywheel ring gear type ... Steel- shrunk on
Flywheel ring gear teeth 133
(Mating gear on starting motor has 9 teeth)
Flywheel ring gear width ..... 1/2"
Flywheel diameter ..... 12-5/8"
Flywheel assy.weight..... 33# pounds
Flywheel material ..... Cast iron

TRANSMISSION

Type ..... Selective conventional
Shift type ..... Standard
No.of speeds .....4 forward,1 reverse
Constant mesh gears ..... Spur
Transmission location . In unit with engine
Power take-off ..... At engine speed of 1000 RPM, the 31 tooth transmission gear meshing with power take off is running 425 RPM.
Oil capacity .....6-1/2 pints
Max.input torque capacity ..190 foot pounds

GEAR RATIOS

First speed 7.226
Second speed 3.478
Third speed 1.711
Fourth speed ..... Direct
Reverse 7.148

TOTAL GEAR REDUCTIONS

Axle ratio	5.428 ..	6.166
First speed	39.26 ..	44.56
Second speed	18.88 ..	21.45
Third speed	9.29 ..	10.55
Fourth speed	5.428 ..	6.166
Reverse	38.81 ..	44.07

TORQUE OF GEAR SET

First speed	1120.0 ft.lbs.
Second speed	539.1 ft.lbs.
Third speed	265.2 ft.lbs.
Fourth speed	155.0 ft.lbs.
Reverse	1107.9 ft.lbs.

AXLE SHAFT TORQUE

Axle ratio....	5.428	6.166
First speed ..	6086 ft.lbs. ..	6906 ft.lbs.
Second speed .	2926 ft.lbs. ..	3324 ft.lbs.
Third speed ..	1439 ft.lbs. ..	1635 ft.lbs.
Fourth speed ..	941 ft.lbs. ...	956 ft.lbs.
Reverse speed .	6015 ft.lbs. ...	6833 ft.lbs.

SPEEDOMETER GEARS

Ratio (5.428 axle ratio) ..... 3.5 to 1
Ratio (6.166 axle ratio) ..... 4 to 1

BEARINGS

Reverse idler bearings:
Number ..... Two (rolled brass)
Size ..... 7/8" I.D. x 1-1/2"
Mainshaft front bearings:
Make ..... New departure
Number 903209

1936 ONE AND ONE HALF TON TRUCK
SPECIFICATIONS

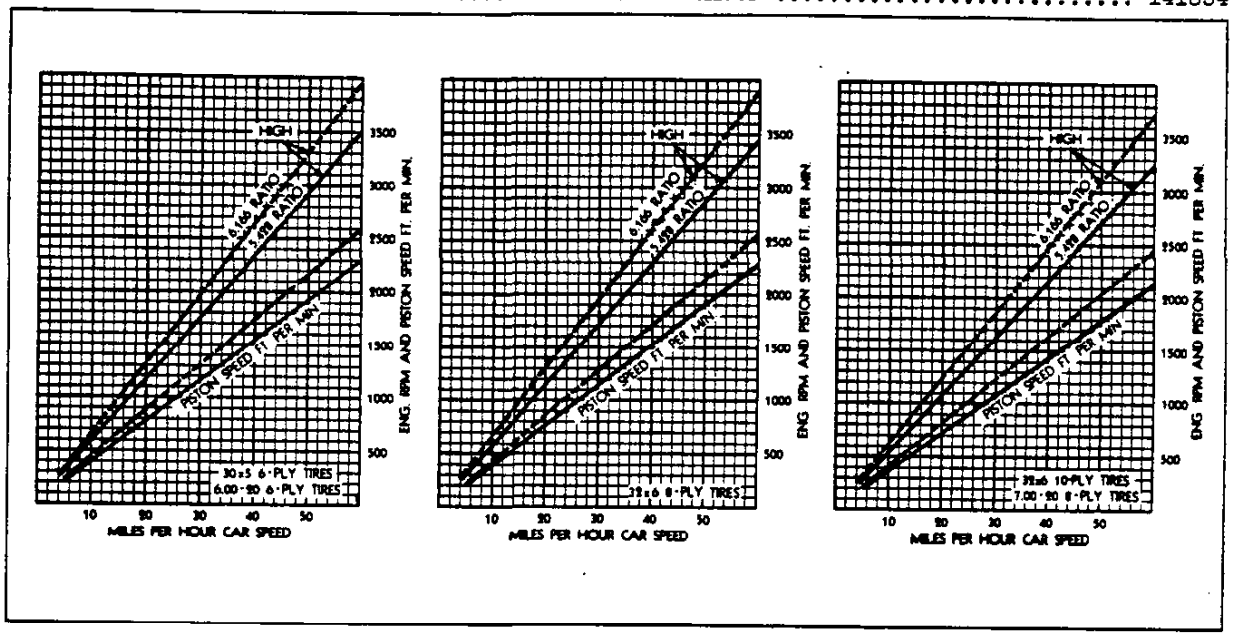
TRANSMISSION BEARINGS - CONTINUED

Mainshaft rear bearing:
- Make ..... New Departure
- Number 903307

Countershaft front bearing:
- Make ..... Hyatt
- Number 142260

Countershaft rear bearing:
- Make ..... Hyatt
- Number 121856

Mainshaft pilot bearing:
- Make ..... Hyatt
- Number 141854



UNIVERSAL JOINTS

- No.of universal joints ..... Two
- Location of frt.joint .. End of transmission
- Location of rear joint ..... Connects front and rear propeller shafts.
- Type ..... Steel yoke
- Yoke material ..... Drop forged carbon steel
- Pin diameter ..... 23/32"
- Pin bearing length ..... 43/64"
- No.of bearings 4
- Distance between pin brg.centers .. 2-15/16"
- Clearance (on diameter) between pin and bearing ..... .001"-.003"
- Type of ends ..... Spline
- No.of splines 10

Inside diameter of splines:
- Front end of front joint ..... 1.185"
- Rear end of front joint ..... 1.117"
- Front end of rear joint ..... 1.185"
- Rear end of rear joint ..... 1.117"

Outside diameter of splines:
- Front end of front joint ..... 1.384"
- Rear end of front joint ..... 1.3135"
- Front end of rear joint ..... 1.384"
- Rear end of rear joint ..... 1.3135"

Method of lubrication:
- Front joint ..... Self,from transmission
- Rear joint .... Self,from front propeller shaft housing

STEERING

- Type ..... Semi-reversible worm and sector
- Ratio ..... 14 to 1
- Steering wheel turns. 2-3/4

- Type of steering ..... Fore and aft
- Diameter of steering post ..... 1-1/2"
- Diameter of steering wheel . 17" or 17-5/16"
- 131" WB turning dia. ..... 48.6' RH, 51' LH
- 157" WB turning dia. ..... 56.5' RH, 58' LH

FT. FT.

1936 ONE AND ONE HALF TON TRUCK
SPECIFICATIONS

SUPERSEDES SHEET NO. 13 DATED 1-28-36

TRUCK TIRE OPTIONS

Size & opt.no. SINGLE REAR	Front sizes and option numbers that can be used with single rear are shown on same line as the listed rear					
32x6-8 Regular	6.00-20-6 Regular	***	***	30x5-6 Opt.190	32x6-8 Opt.192	***
32x6-10 Opt.198 6" rim *	6.00-20-6 Regular	6.50-20-6 Opt.202	7.00-20-8 Opt.205,6"rim* Opt.309,6"rim**	30x5-6 Opt.190	32x6-8 Opt.192	32x6-10 Opt.196,6"rim* Opt.309,6"rim**
6.50-20-6 Opt.203	6.00-20-6 Regular	6.50-20-6 Opt.202	***	****	****	****
7.00-20-8 Opt.207 6" rim *	6.00-20-6 Regular	6.50-20-6 Opt.202	7.00-20-8 Opt.205,6"rim* Opt.309,6"rim**	****	****	****
32x7-10 Opt.214 7" rim #	6.00-20-6 Regular	6.50-20-6 Opt.202	7.00-20-8 Opt.205,6"rim* Opt.309,6"rim**	30x5-6 Opt.190	32x6-8 Opt.192	32x6-10 Opt.196,6"rim* Opt.309,6"rim**
DUAL REAR 30x5-6 Opt.191	***	***	***	30x5-6 Opt.190	***	***
32x6-8 Opt.195	6.00-20-6 Regular	***	***	30x5-6 Opt.190	32x6-8 Opt.192	***
32x6-10 Opt.200 ## 6" rim **	6.00-20-6 Regular	6.50-20-6 Opt.202	7.00-20-8 Opt.205,6"rim* Opt.309,6"rim**	30x5-6 Opt.190	32x6-8 Opt.192	32x6-10 Opt.196,6"rim* Opt.309,6"rim**
6.00-20-6 Regular	6.00-20-6 Regular	***	***	****	****	****
6.50-20-6 Opt.204 1-5/16" Spacer	6.00-20-6 Regular	6.50-20-6 Opt.202	***	****	****	****
7.00-20-8 Opt.209 6" rim **	6.00-20-6 Regular	6.50-20-6 Opt.202	7.00-20-8 Opt.205,6"rim* Opt.309,6"rim**	****	****	****

* 3-1/4" offset wheel. # 2-3/8" offset wheel.
** 4-11/32" offset wheel - not to be used on bodies with wheel houses.
All rims 5" (3-3/4" offset) except where larger rims are shown.
*** Never use a larger tire in front than in rear.
**** Never use a high pressure tire in front with a balloon rear.
Auxiliary spring option number 132 must be used with option number 200.

TIRE RATING

Size	Pressure	Revs./mile	Load Rating
30x5-6 ply	70 Lbs.	643	1600 Lbs.
6.00-20-6 ply	45 Lbs.	643	1400 Lbs.
32x6-8 ply	75 Lbs.	635	1950 Lbs.
6.50-20-6 ply	50 Lbs.	625	1700 Lbs.
32x6-10 ply	80 Lbs.	600	2200 Lbs.
7.00-20-8 ply	55 Lbs.	600	1950 Lbs.
32x7-10 ply	85 Lbs.	603	2550 Lbs.

Opt. 309 Added.

REVISIONS

1936 ONE AND ONE HALF TON TRUCK
SPECIFICATIONS

Supersedes Sheet No. 14 Dated 11-29-35

WHEELS AND TIRES - CONTINUED

Type ..... Pierced type disc

Base ..... 5", except when 32 x 6-10 Ply or larger tires are used

RIMS

Type ..... Integral with wheel separate lock ring

TIRES

Make ..... U.S. and Goodrich Rubber Co.

ELECTRICAL

GENERATOR

Make ..... Delco-Remy
Model 946-C
Driven by ..... 32° "V" belt
Generator pulley .... "V" type;3-11/32" dia.
Angle of "V" ..... 28°
Speed ratio-Generator to engine .. 1.80 to 1
Max.charging rate-Hot ..... 14-16 Amps.
Volt.at max.charging rate-Hot 8.1
RPM at max.charging rate-Hot 2200
Car speed at max.charg.rate-Hot ..... 24 MPH
Max.charging rate-Cold ..... 16-18 Amps.
Volt.at max.charging rate-Cold 8.2
RPM at max.charging rate-Cold 1700
Car speed at max.charg.rate-Cold .... 19 MPH
Thermostat ..... No
Field fuse ..... No
Voltage regulation ..... Third brush and field resistance
Rated voltage 8.2
Brush tension ..... 14-18 oz.
Rotation (drive end) ..... Clockwise
Commutator end brg. ..... Bronze bushing
Drive end brg. ..... Ball
Cutout Voltage to close 7.2
Armature speed 660
Car speed ..... 6-1/2 MPH
Amperes to open ..... 1 to discharge

BATTERY

Make ..... Delco Remy
Model ..... 15X or 15Y
No.of plates 15
Length ..... 8-11/16"- 8-15/16"
Width ..... 6-3/4"- 6-7/8"
Height ..... 7-3/4"- 7-7/8"
Volts 6
Amp.hours capacity ..... 90 on all
Cell arrangement ..... Side to side
Shipped wet or dry ..... Optional
Charging rate- Start ..... 6 Amp.
Charging rate- Finish ..... 5 Amp.
Which terminal grounded ..... Negative
Battery mounted on ..... Frame, right side

IGNITION SYSTEM

Type ..... Separate units high tension dist. ground return system
Make ..... Delco Remy
Model number 645-T
Current source ..... Generator
Spark control type ..... Full automatic
Octane selector adj.....20° Vernier manual
Vacuum advance ..... 17°
Automatic advance ..... 25°
Firing order 1-5-3-6-2-4
Timing- Spark advance ..... 5° B.T.D.C.
Dist.interrupter pt.openings .....018"
Dist.upper brg.type ..... Cast iron
Dist.lower brg.type ..... Cast iron
Condenser make ..... Delco Remy
Coil-Amps.drawn-Engine stopped 4.8
Coil-Amps.drawn-Engine idling 2.5
Spark plug make ..... AC
Spark plug size ..... K-11 metric
Recommended spark plug gap .....032"-.035"

STARTING MOTOR

Model .....Delco-Remy 738-G
Drive type ..... Bendix
Lock torque ..... 14 ft.lbs.
Voltage 3.4
Amps. 525
No load bench test RPM 2500
Voltage 5.4
Amps. 125
Rotation (commutator end) ..... C.C.W.
Commutator end brg. ..... Cast iron
Drive end brg. ..... Graphite bushing
Outboard brg. ..... Yes
Over-running clutch ..... No
Pinion meshes ..... On front of flywheel
No.of teeth in flywheel 133
Starting motor turns engine .... Approx. 65 times per minute
BRUSH TENSION — 24-28 oz.
Bendix Drive:
Number of teeth 9
Starter gear ratio ..... 14.78 to 1

LIGHTING SYSTEM

Headlamps:
Type ..... Two beam
Diameter ..... 9-1/8"
Lens type ..... Twilite
Lens diameter ..... 8-11/32"
Bulb type ..... Two filament
Bulb number 1110L
Bulb candlepower ..... 21 each beam

Rim Base Data Revised.

REVISIONS

1936 ONE AND ONE HALF TON TRUCK
SPECIFICATIONS

ELECTRICAL - CONTINUED

How are headlamps dimmed? ... Depressed beam
Parking lights:
- Bulb location ..... In headlamps
- Bulb size 55
- Bulb candlepower 1-1/2

Tail and stop lamp:
- Type ..... Combined
- Tail light bulb size 63
- Tail light candlepower 3
- Stop light-bulb size 87
- Stop light candlepower 15
- Tail light in series with dash light...No

Dash light:
- No.of bulbs used 2
- Bulb size 51
- Bulb candlepower 1

Dome light: (Panel bodies)
- Bulb size 63
- Bulb candlepower 3

Fuse:
- Type 3-A
- Volts 6
- Amperes 15

TOOLS

3-1/2" round shank screw driver.
6" combination pliers.
10 oz. ball peen hammer.
9" adjustable auto wrench.
Open end wrench.
Spark plug wrench.
Hand tire pump.
Lubrication gun.
Oil can.
Starting crank.
3500# capacity jack.
Lowered height of jack 9-1/2".
Raised height of jack 15-1/2".

1936
SPECIFICATIONS
The Chevrolet Commercial Chassis

Engine: Own make, Master Model—six-cylinder, valve-in-head type.

Cylinders: Cast en bloc (including upper half of crankcase), head detachable.

Bore: 3 1/8 inches. **Stroke:** 4 inches.

Displacement: 206.8 cubic inches. **Compression Ratio:** 6 to 1.

Brake Horsepower: 72 at 3200 r.p.m., S.A.E. **Horsepower:** 26.3.

Crankshaft: Drop forged, heat treated, statically and dynamically balanced crankshaft equipped with 3 main bearings, which have a projected area of 12.34 square inches. Weight of crankshaft 69 pounds.

Camshaft: Drop forged, carbon steel, case hardened, integral cams. Ground surfaces on all cams and bearings. The cam contours are specially designed with a long ramp for quiet operation and long life. Three bearing camshaft.

Connecting Rods: Drop forged, carbon steel, heat treated, piston pin clamped in connecting rod. The connecting rod is 7½ inches long from center to center. The crank pin bearings are lubricated through a hole in the bottom of the cap, through which oil is forced by the action of an oil stream directed at the connecting rod dipper at high speeds.

Lubrication: Combination pressure, pressure stream and positive splash. Vane-type pump. Pressure feed to crankshaft main bearings, camshaft bearings and valve rocker arm shaft. Crankcase refill capacity, 5 quarts.

Cooling: Centrifugal pump; 4-blade fan; cooling system capacity, 15 quarts.

Carburetor: Special balanced design 1¼-inch down-draft Carter, including acceleration pump. Automatic heat control.

Air Cleaner: AC type combined with intake silencer and flame arrester designed specially to mount on the air intake port of carburetor.

Starting and Ignition: Delco-Remy. Full automatic spark.

Engine Suspension: Four-points, all rubber.

Piston: Light weight, cast iron, electroplated finish, 3 rings above pin, 2 compression—1 oil control.

Exhaust: Four-port external cast iron exhaust manifold with heated intake chamber.

Intake: Three-port type; gases heated by passing through exhaust manifold.

Valves: Intake 1 11/16 inches in diameter. Exhaust 1 11/16 inches in diameter. One-piece silicon chromium alloy steel.

Radiator: Harrison, ribbed cellular type.

Clutch: Single dry-plate, completely enclosed, asbestos composition facings.

Rated Torque Capacity of Clutch: 170 ft. lbs.

Transmission: Selective Syncro-Mesh type, 3 speeds forward, 1 reverse, in unit with engine. Gear ratios: Low, 3.02 to 1; Second, 1.70 to 1; High, direct; Reverse, 3.40 to 1.

Engine Torque of Gear Set: 155 ft. lbs. in high or third speed; 263.5 ft. lbs. in second speed; 468.1 ft. lbs. in first speed; 527 ft. lbs. in reverse.

Propeller Shaft and Universal Joint: Propeller shaft is made of nickel chrome steel hardened to obtain physical properties which resist torsion and fatigue stress. The universal joint is the all metal type—heavy drop forged steel yokes.

Steering Gear: Semi-reversible, roller bearing, worm and sector. Ratio 14 to 1, 17¼-inch steering wheel.

Turning Radius: 19 feet.

Frame: One-piece steel channel, 5¾ inches deep, 2¼-inch flanges, 1/4-inch thick, 164 inches long. Cross members of special design riveted to side members.

Front Springs: Semi-elliptic, chrome-vanadium steel, 36 inches long and 1 3/4 inches wide, 8 leaves.

Rear Springs: Semi-elliptic, chrome-vanadium steel, 54 inches long and 1¾ inches wide, 8 leaves.

Spring Mounting: Conventional type spring suspension, threaded shackles.

Front Axle: Drop-forged, heat treated "I" beam, designed for front wheel braking. New Departure ball bearings in wheels. Spindle body ball bearings.

Clearance Under Front Axle: 8¾ inches minimum.

Rear Axle: Semi-floating, spiral bevel gears; shafts, chrome-nickel steel; gear ratio 4.111 to 1.

Clearance Under Rear Axle: 8 3/8 inches minimum.

Axle Shaft Torque: 637 ft. lbs. in high or third speed; 1083 ft. lbs. in second speed; 1923 ft. lbs. in first speed; 2165 ft. lbs. in reverse.

Brakes: Four-wheel hydraulic, internal expanding, articulated shoe type, 11 inch diameter drums, front and rear. 1¾-inch width of lining. Separate mechanical hand brake system cut in on rear wheels.

Wheels: Wire, with internal drop center rims.

Tires: Balloons, 5.50—17, 4-ply.

Fuel Tank and Pump: 16 gallons. Tank located at rear and has a special filler neck; fuel pump AC type mounted on crankcase and operated from camshaft.

Chassis Lubrication: Hydraulic type fittings for high pressure lubrication.

Control Set: Foot pedal operates front and rear service brakes through hydraulic pressure. Hand brake operates two rear brakes under separate mechanical system. Gear-shift on transmission cover. Throttle and carburetor choke on instrument board. Foot throttle control on toe board.

Chassis Equipment: Cowl with one-piece safety glass ventilating type windshield and cowl ventilator; dash; instrument panel; toe boards; full-crown fenders, front and rear; running boards and aprons; oil pressure gauge, speedometer; water temperature indicator; ammeter; electric gas gauge; spare wheel; spare wheel carrier; front and rear license brackets; package compartment in right side of instrument panel.

Electrical Equipment: Headlamps with non-glare lenses; tail and stop lamps; indirect lighting of instruments; light switch; ignition switch with coil lock; 90-ampere-hour battery; ventilated generator; starting motor; horn button in center of steering wheel; foot operated depressible beam control for headlamps; vibrator horn.

Service Equipment: Full set of tools; jack and lubrication gun.

Instrument Panel: In combination with cowl equipped with ammeter, electric gas gauge, oil pressure gauge, speedometer, coil lock type ignition switch, carburetor choke, gas control, and water temperature indicator. Instruments grouped at left side of panel in front of driver, package compartment at right side.

Cab Equipment: Automatic windshield wiper; rear view mirror; rubber floor mat.

General Dimensions and Weights:

Wheelbase: 112 inches.

Front of Dash to Center Line of Rear Axle: 85½ inches.

Back of Cab to Center Line of Rear Axle: 32½ inches.

Tread: 57 1/8 inches Rear—56 1/8 Front.

Overall Chassis Length: 164 5/8 inches to rear end of frame, 168¾ inches over tail and stop lamp.

Maximum Body Width Between Fenders: 45 1/8 inches.

Chassis Shipping Weight: 2185 lbs. approximate.

Chassis and Cab Shipping Weight: 2530 lbs. approximate.

Weight on Each Front Tire: 900 lbs. approximate. (Truck loaded to its rated capacity.)

Weight on Each Rear Tire: 1350 lbs. approximate. (Truck loaded to its rated capacity.)

Weight on Each Front Spring Pad: 740 lbs. approximate. (Truck loaded to its rated capacity.)

Weight on Each Rear Spring Pad: 1135 lbs. approximate. (Truck loaded to its rated capacity.)

The gross allowable weight of the Chevrolet Light Delivery shall not exceed 4400 pounds, including chassis, cab, body, driver and pay load.

PRINTED IN U. S. A.

1936
SPECIFICATIONS
The Chevrolet Utility 131-Inch Wheelbase Single Wheel 1½-Ton Truck

Engine: Own make, Master Model—six-cylinder, valve-in-head type.

Cylinders: Cast en bloc (including upper half of crankcase), head detachable.

Bore: 3 1/8 inches. STROKE: 4 inches.

Displacement: 206.8 cubic inches. COMPRESSION RATIO: 6 to 1.

Brake Horsepower: 72 at 3200 r.p.m.. S.A.E. HORSEPOWER: 26.3.

Crankshaft: Drop forged, heat treated, statically and dynamically balanced crankshaft equipped with 3 main bearings, which have a projected area of 12.34 square inches. Weight of crankshaft 69 lbs.

Camshaft: Drop forged, carbon steel, case hardened, integral cams. Ground surfaces on all cams and bearings. The cam contours are specially designed with a long ramp for quiet operation and long life. Three bearing camshaft.

Connecting Rods: Drop forged, carbon steel, heat treated, piston pin clamped in connecting rod. The connecting rod is 7½ inches long from center to center. The crank pin bearings are lubricated through a hole in the bottom of the cap, through which oil is forced by the action of an oil stream directed at the connecting rod dipper at high speeds.

Lubrication: Combination pressure, pressure stream and positive splash. Vane-type pump. Pressure feed to crankshaft main bearings, camshaft bearings and valve rocker arm shaft. Crankcase refill capacity, 5 quarts.

Cooling: Centrifugal pump; 4-blade fan; cooling system capacity, 15 quarts.

Carburetor: Special balanced design 1¼-inch down-draft Carter, including acceleration pump. Automatic heat control.

Air Cleaner: AC type combined with intake silencer and flame arrester, designed especially to mount on the air intake port of carburetor.

Starting and Ignition: Delco-Remy. Full automatic spark.

Engine Suspension: Three-point, single rubber front.

Piston: Light weight, cast iron, electroplated finish, 3 rings above pin, 2 compression—1 oil control.

Exhaust: Four-port external cast iron exhaust manifold with heated intake chamber.

Intake: Three-port type; gases heated by passing through exhaust manifold.

Valves: Intake 1 11/16 inches in diameter. Exhaust 1 11/16 inches in diameter. One-piece silicon chromium alloy steel.

Radiator: Special truck Harrison ribbed cellular type.

Clutch: Single dry plate, 10-inch diameter, completely enclosed.

Rated Torque Capacity of Clutch: 190 ft. lbs.

Transmission: Selective type sliding gear, 4 speeds forward, 1 reverse, in unit with engine. Gear ratios: Low, 7.23 to 1; Second, 3.48 to 1; Third, 1.71 to 1; High, direct; Reverse, 7.15 to 1. Transmission case provided with 6 bolt S.A.E. standard power take-off opening. R.P.M. of gear that meshes with power take-off when engine is running at 1000 r.p.m. is 425.

Engine Torque of Gear Set: 155 ft. lbs. in high or fourth speed; 265 ft. lbs. in third speed; 539 ft. lbs. in second speed; 1120 ft. lbs. in first speed or low, and 1108.2 ft. lbs. in reverse.

Propeller Shaft and Universal Joints: A coupling shaft transmits power from the transmission to the propeller shaft. The design allows for the application of a split propeller shaft power take-off. The coupling shaft is connected to the transmission and to the propeller shaft by two heavy duty all metal 4 spider type universal joints.

Steering Gear: Semi-reversible, roller bearing, worm and sector. Ratio 14 to 1. 17¼-inch steering wheel.

Turning Radius: 25½ feet to left—24½ feet to right.

Frame: One-piece channel side members, 7 inches deep, 1/3-inch thick with 2 5/16-inch flanges riveted securely to five heavy cross members. Total length of frame 188¼ inches.

Front Springs: Semi-elliptic, chrome-carbon steel, 36 inches long by 1¾ inches wide, 9 leaves.

Rear Springs: Semi-elliptic, silicon manganese steel, 45 inches long by 2½ inches wide, 10 leaves. 7/8-inch diameter pins.

Spring Mounting: Self adjusting front and conventional type drop forged rear shackles.

Front Axle: Extra-heavy drop-forged, heat treated "I" beam, specially designed for truck for front wheel braking. New Departure ball bearings in wheels. Spindle body ball bearings.

Clearance Under Front Axle: 10½ inches.

Rear Axle: Full-floating, spiral bevel gears; shafts, chrome-nickel steel; special barrel-type wheel bearings; gear ratio, 5.43 to 1. Total low 39.2 to 1. Regular, 6.17 to 1. Total low 44.6 optional.

Clearance Under Rear Axle: 8 11/16 inches, with standard 32 x 6—8-ply rear tires. Up to 9 1/16 inches with optional tires.

Axle Shaft Torque: 811 ft. lbs. in high or fourth speed; 1438 ft. lbs. in third speed; 2932 ft. lbs. in second speed; 6082 ft. lbs. in first speed; 6015 ft. lbs. in reverse with regular 5.43 axle ratio; and 956 ft. lbs. in high or fourth speed; 1633 ft. lbs. in third speed; 3326 ft. lbs. in second speed; 6913 ft. lbs. in low speed and 6833 ft. lbs. in reverse with optional 6.17 axle ratio.

Brakes: Four-wheel hydraulic, internal expanding articulated shoe type on 14-inch diameter front drums and 16-inch diameter rear drums. Width of lining 2 inches front, 3 inches rear. Separate mechanical hand brake system cut in on rear wheels.

Wheels: Pierced disc demountable at hub.

Tires: Truck type pneumatic, 6.00-20—6-ply front and 32 x 6—8-ply rear with 20 x 5 wheel standard. Optional sizes available.

Fuel Tank and Pump: 17 gallons. Located under seat; fuel pump AC type mounted on crankcase and operated from camshaft.

Chassis Lubrication: Hydraulic type fittings for high pressure lubrication.

Control Set: Foot pedal operates front and rear service brakes through hydraulic pressure. Hand brake operates two rear brakes under separate mechanical system. Gear-shift on transmission cover. Throttle and carburetor choke on instrument board. Foot throttle control on toe board.

Chassis Equipment: Cowl with one-piece safety glass ventilating type windshield and cowl ventilator; dash; instrument panel; toe boards; full crown front and rear fenders; running boards and aprons; oil pressure gauge; speedometer; water temperature indicator; ammeter; electric gas gauge; channel steel front bumper; spare wheel carrier; spare wheel, front and rear license brackets, package compartment with lock in right side of instrument panel.

Electrical Equipment: Headlamps, with non-glare lenses; tail and stop lamps; indirect lighting of instruments; light switch; ignition switch with coil lock; 90-ampere-hour battery; ventilated generator; starting motor; horn button in center of steering wheel; foot operated depressible beam control for headlamps; vibrator horn.

Service Equipment: Full set of tools; jack and lubrication gun.

Instrument Panel: In combination with cowl, equipped with ammeter, electric gas gauge, oil pressure gauge, speedometer, coil lock type ignition switch, carburetor choke, gas control, and water temperature indicator. Instruments grouped at left side of panel in front of driver, package compartment with lock at right side of panel.

Cab Equipment: Automatic windshield wiper; rear view mirror; rubber floor mat.

General Dimensions and Weights:

WHEELBASE: 131 inches.
FRONT OF DASH TO CENTER LINE OF REAR AXLE: 104½ inches.
BACK OF CAB TO CENTER LINE OF REAR AXLE: 51½ inches.
BACK OF CAB TO END OF FRAME: 86 3/16 inches.
TREAD: FRONT 56 1/16 inches. Rear 56 1/16 inches with 20 x 5 wheels—standard.
OVERALL LENGTH: 188¼ inches to rear end of frame: 193 5/16 inches front of bumper to rear of combination tail and stop lamp.
MAXIMUM BODY WIDTH BETWEEN FENDERS: 45 7/16 inches.
MAXIMUM LOADING SPACE BACK OF CAB: 116½ inches.
MAXIMUM OVERHANG BACK OF REAR AXLE: 61 11/16 inches.
HEIGHT OF FRAME FROM GROUND: 26 1/16 inches at center line of rear axle and 25 inches at center line of front axle for 7600 lbs. gross.
CHASSIS SHIPPING WEIGHT: 3065 lbs. approximate.
CHASSIS AND CAB SHIPPING WEIGHT: 3400 lbs. approximate.
WEIGHT ON EACH FRONT TIRE: 975 lbs. approximate. (Truck loaded to its rated capacity.)
WEIGHT ON EACH REAR TIRE: 2875 lbs. approximate. (Truck loaded to its rated capacity.)
WEIGHT ON EACH FRONT SPRING PAD: 750 lbs. approximate. (Truck loaded to its rated capacity.)
WEIGHT ON EACH REAR SPRING PAD: 2430 lbs. approximate. (Truck loaded to its rated capacity.)

The gross allowable weight with 32 x 6—8-ply rear tires shall not exceed 7600 pounds including chassis, cab, body, driver and pay load.

PRINTED IN U. S. A.

1936

SPECIFICATIONS

The Chevrolet Utility 131-Inch Wheelbase Dual Wheel 1½-Ton Truck

Engine: Own make, Master Model—six-cylinder, valve-in-head type.

Cylinders: Cast en bloc (including upper half of crankcase), head detachable.

Bore: 3 7/8 inches. **Stroke:** 4 inches.

Displacement: 206.8 cubic inches. **Compression Ratio:** 6 to 1.

Brake Horsepower: 72 at 3200 r.p.m.. S.A.E. **Horsepower:** 26.3.

Crankshaft: Drop forged, heat treated, statically and dynamically balanced crankshaft equipped with 3 main bearings, which have a projected area of 12.34 sq. inches. Weight of crankshaft 69 pounds.

Camshaft: Drop forged, carbon steel, case hardened, integral cams. Ground surfaces on all cams and bearings. The cam contours are specially designed with a long ramp for quiet operation and long life. Three bearing camshaft.

Connecting Rods: Drop forged, carbon steel, heat treated, piston pin clamped in connecting rod. The connecting rod is 7½ inches long from center to center. The crank pin bearings are lubricated through a hole in the bottom of the cap, through which oil is forced by the action of an oil stream directed at the connecting rod dipper at high speeds.

Lubrication: Combination pressure, pressure stream and positive splash. Vane-type pump. Pressure feed to crankshaft main bearings, camshaft bearings and valve rocker arm shaft. Crankcase refill capacity, 5 quarts.

Cooling: Centrifugal pump; 4-blade fan; cooling system capacity, 15 quarts.

Carburetor: Special balanced design 1¼-inch down-draft Carter, including acceleration pump. Automatic heat control.

Air Cleaner: AC type combined with intake silencer and flame arrester, designed specially to mount on the air intake port of carburetor.

Starting and Ignition: Delco-Remy. Full automatic spark.

Engine Suspension: Three-point, single rubber front.

Piston: Light weight, cast iron, electroplated finish. 3 rings above pin, 2 compression—1 oil control.

Exhaust: Four-port external cast iron exhaust manifold with heated intake chamber.

Intake: Three-port type; gases heated by passing through exhaust manifold.

Valves: Intake 1 11/16 inches in diameter. Exhaust 1 11/16 inches in diameter. One-piece silicon chromium alloy steel.

Radiator: Special truck Harrison, ribbed cellular type.

Clutch: Single dry plate. 10 inches diameter, completely enclosed.

Rated Torque Capacity of Clutch: 190 ft. lbs.

Transmission: Selective type, sliding gear, 4 speeds forward, 1 reverse, in unit with engine. Gear ratios: Low 7.23 to 1; Second, 3.48 to 1; Third, 1.71 to 1; High, direct; Reverse, 7.15 to 1. Transmission case provided with 6 bolt S.A.E. standard power take-off opening. R.P.M. of gear that meshes with power take-off when engine is running at 1000 r.p.m. is 425.

Engine Torque of Gear Set: 155 ft. lbs. in high or fourth speed; 265 ft. lbs. in third speed; 539 ft. lbs. in second speed; 1120 ft. lbs. in first speed or low, and 1108.2 ft. lbs. in reverse.

Propeller Shaft and Universal Joints: A coupling shaft transmits power from the transmission to the propeller shaft. The design allows for the application of a split propeller shaft power take-off. The coupling shaft is connected to the transmission and to the propeller shaft by two heavy duty all metal 4 spider universal joints.

Steering Gear: Semi-reversible, roller bearing, worm and sector. Ratio 14 to 1. 17¼-inch steering wheel.

Turning Radius: 25½ feet to left; 24⅓ feet to right.

Frame: One-piece channel side members. 7 inches deep, 7/32-inch thick with 2 5/16-inch flanges, riveted securely to five heavy cross members. Total length of frame 188¼ inches.

Front Springs: Semi-elliptic, chrome carbon steel, 36 inches long by 1¾ inches wide, 9 leaves.

Rear Springs: Semi-elliptic, silicon manganese steel, 45 inches long by 2½ inches wide, 10 leaves, ⅞-inch diameter pins.

Spring Mounting: Self adjusting front and conventional type drop forged rear shackles.

Front Axle: Extra-heavy, drop-forged, heat treated "I" beam, specially designed for truck for front wheel braking. New Departure ball bearings in wheels. Spindle body ball bearings.

Clearance Under Front Axle: 10½ inches.

Rear Axle: Semi-floating, spiral bevel gears, shafts, chrome-nickel steel; special barrel-type wheel bearings; gear ratio 5.13 to 1. Total low 39.2 to 1. Regular 6.17 to 1. Total low 44.6 optional.

Clearance Under Rear Axle: 8 11/16 inches minimum with standard 6.00-20—6-ply tires. Up to 9⅛ inches with optional tires.

Axle Shaft Torque: 841 ft. lbs. in high or fourth speed; 1438 ft. lbs. in third speed; 2932 ft. lbs. in second speed; 6082 ft. lbs. in first speed; 6015 ft. lbs. in reverse, with regular 5.13 axle ratio; and 956 ft. lbs. in high or fourth speed; 1633 ft. lbs. in third speed; 3326 ft. lbs. in second speed; 6913 ft. lbs. in low speed and 6833 ft. lbs. in reverse with optional 6.17 axle ratio.

Brakes: Four-wheel hydraulic, internal expanding articulated shoe type on 14-inch diameter front drums and 16-diameter rear drums. Width of lining 2-inches front, 3-inches rear. Separate mechanical hand brake system cut in on rear wheels.

Wheels: Dual ventilated disc type—interchangeable front and rear.

Tires: Balloons 6.00-20—6-ply. Optional sizes available.

Fuel Tank and Pump: 17 gallons. Located under seat: fuel pump AC type mounted on crankcase and operated from camshaft.

Chassis Lubrication: Hydraulic type fittings for high pressure lubrication.

Control Set: Foot pedal operates front and rear service brakes through hydraulic pressure. Hand brake operates 2 rear brakes under separate mechanical system. Gear-shift on transmission cover. Throttle and carburetor choke on instrument board. Foot throttle control on toe board.

Chassis Equipment: Cowl with one-piece safety glass ventilating type windshield and cowl ventilator; dash; instrument panel; toe boards; full-crown front fenders; running boards and aprons; oil pressure gauge; speedometer; water temperature indicator; ammeter; electric gas gauge; channel steel front bumper; spare wheel carrier; spare wheel; front and rear license brackets. Package compartment with lock in right side of instrument panel.

Electrical Equipment: Headlamps with non-glare lenses; tail and stop lamp; indirect lighting of instruments; light switch; ignition switch with coil lock; 90-ampere-hour battery; ventilated generator; starting motor; horn button in center of steering wheel; foot operated depressible beam control for headlamps; vibrator horn.

Service Equipment: Full set of tools; jack and lubrication gun.

Instrument Panel: In combination with cowl, equipped with ammeter, electric gas gauge; speedometer, coil lock type ignition switch, carburetor choke, gas control, water temperature indicator and oil pressure gauge. Instruments grouped at left side of panel in front of driver, package compartment with lock at right side of panel.

Cab Equipment: Automatic windshield wiper; rear view mirror; rubber floor mat.

General Dimensions and Weights:

- **Wheelbase:** 131 inches.
- **Front of Dash to Center Line of Rear Axle:** 101½ inches.
- **Back of Cab to Center Line of Rear Axle:** 51½ inches.
- **Back of Cab to End of Frame:** 86⅝ inches.
- **Tread:** Front, 56 7/8 inches; Rear, 63½ inches mean; 7½ inches dual tire centers.
- **Overall Length:** 188¼ inches to rear end of frame; 193⅝ inches front of bumper to rear of combination tail and stop lamp.
- **Maximum Loading Space Back of Cab:** 116½ inches.
- **Maximum Overhang Back of Rear Axle:** 61 11/16 inches.
- **Height of Frame from Ground:** 26 inches at center line of rear axle and 25 inches at center line of front axle for 9300 lbs. gross.
- **Chassis Shipping Weight:** 3175 lbs. approximate.
- **Chassis and Cab Shipping Weight:** 3535 lbs. approximate.
- **Weight on Each Front Tire:** 1175 lbs. approximate. (Truck loaded to its rated capacity.)
- **Weight on Each Rear Tire:** 1765 lbs. approximate. (Truck loaded to its rated capacity.)
- **Weight on Each Front Spring Pad:** 950 lbs. approximate. (Truck loaded to its rated capacity.)
- **Weight on Each Rear Spring Pad:** 3015 lbs. approximate. (Truck loaded to its rated capacity.)

The gross allowable weight shall not exceed 9300 lbs., including chassis, cab, body, driver and pay load.

When 32 x 6, 10-ply tires and auxiliary springs are used, the gross allowable weight is 11,300 lbs.

PRINTED IN U. S. A.

1936

SPECIFICATIONS

The Chevrolet Utility 157-Inch Wheelbase Single Wheel 1½-Ton Truck

Engine: Own make, Master Model—six-cylinder, valve-in-head type.

Cylinders: Cast en bloc (including upper half of crankcase), head detachable.

Bore: 3 $\frac{1}{16}$ inches. STROKE: 4 inches.

Displacement: 206.8 cubic inches. COMPRESSION RATIO: 6 to 1.

Brake Horsepower: 72 at 3200 r.p.m., S.A.E. HORSEPOWER: 26.3.

Crankshaft: Drop forged, heat treated, statically and dynamically balanced crankshaft equipped with 3 main bearings, which have a projected area of 12.34 square inches. Weight of crankshaft, 69 pounds.

Camshaft: Drop forged, carbon steel, case hardened, integral cams. Ground surfaces on all cams and bearings. The cam contours are specially designed with a long ramp for quiet operation and long life. Three bearing camshaft.

Connecting Rods: Drop forged, carbon steel, heat treated, piston pin clamped in connecting rod. The connecting rod is 7½ inches long from center to center. The crank pin bearings are lubricated through a hole in the bottom of the cap, through which oil is forced by the action of an oil stream directed at the connecting rod dipper at high speeds.

Lubrication: Combination pressure, pressure stream and positive splash. Vane-type pump. Pressure feed to crankshaft main bearings, camshaft bearings and valve rocker arm shaft. Crankcase refill capacity, 5 quarts.

Cooling: Centrifugal pump; 4-blade fan; cooling system capacity, 15 quarts.

Carburetor: Special balanced design 1¼-inch down-draft Carter, including acceleration pump, automatic heat control.

Air Cleaner: AC type combined with intake silencer and flame arrester. Designed specially to mount on the air intake port of carburetor.

Starting and Ignition: Delco-Remy. Full automatic spark.

Engine Suspension: Three-point, single rubber front.

Piston: Light weight, cast iron, electroplated finish. 3 rings above pin, 2 compression—1 oil control.

Exhaust: Four-port external cast iron exhaust manifold with heated intake chamber.

Intake: Three-port type; gases heated by passing through exhaust manifold.

Valves: Intake 1 $\frac{11}{16}$ inches in diameter. Exhaust 1 $\frac{11}{16}$ inches in diameter. One-piece silicon chromium alloy steel.

Radiator: Special truck Harrison, ribbed cellular type.

Clutch: Single dry plate, 10 inches diameter, completely enclosed.

Rated Torque Capacity of Clutch: 190 ft. lbs.

Transmission: Selective type, sliding gear, 4 speeds forward, 1 reverse, in unit with engine. Gear ratios: Low, 7.23 to 1; Second, 3.48 to 1; Third, 1.71 to 1; High, direct; Reverse, 7.15 to 1. Transmission case provided with 6 bolt S.A.E. standard power take-off opening. R.P.M. of gear that meshes with power take-off when engine is running at 1000 r.p.m. is 425.

Engine Torque of Gear Set: 155 ft. lbs. in high or fourth speed; 265 ft. lbs. in third speed; 539.4 ft. lbs. in second speed; 1120.6 ft. lbs. in first or low, and 1108.2 ft. lbs. in reverse.

Propeller Shaft and Universal Joints: A coupling shaft transmits power from the transmission to the propeller shaft. The design allows for the application of a split propeller shaft power take-off. The coupling shaft is connected to the transmission and to the propeller shaft by two heavy duty all metal 4 spider type universal joints.

Steering Gear: Semi-reversible, roller bearing, worm and sector. Ratio 14 to 1. 17¼-inch steering wheel.

Turning Radius: To left 29 feet; to right 28¼ feet.

Frame: One-piece pressed steel channel side members, 7 inches deep, $\frac{1}{13}$-inch thick, 2 $\frac{3}{8}$-inch flanges, riveted securely to six heavy cross members. Total length of frame 214¼ inches.

Front Springs: Semi-elliptic, chrome-carbon steel, 36 inches long by 1¾ inches wide, 9 leaves.

Rear Springs: Semi-elliptic, silicon manganese steel, 45 inches long by 2½ inches wide, 10 leaves. ⅞-inch diameter pins.

Spring Mounting: Self-adjusting front and conventional type drop forged rear shackles.

Front Axle: Extra-heavy drop-forged, heat treated "I" beam, specially designed for truck for front wheel braking. New Departure ball bearings in wheels. Spindle body ball bearings.

Clearance Under Front Axle: 10½ inches.

Rear Axle: Full-floating, spiral bevel gears; shafts, chrome-nickel steel; special barrel-type wheel bearings; gear ratio, 5.43 to 1. Total low 39.2 to 1. Regular, 6.17 to 1. Total low 44.6 optional.

Clearance Under Rear Axle: 8 $\frac{11}{16}$ inches minimum with standard 32 x 6—8-ply tires. Up to 9 $\frac{1}{16}$ inches with optional tires.

Axle Shaft Torque: 841 ft. lbs. in high or fourth speed; 1438 ft. lbs. in third speed; 2932 ft. lbs. in second speed; 6082 ft. lbs. in first speed; 6015 ft. lbs. in reverse, with regular 5.43 axle ratio; and 956 ft. lbs. in high or fourth speed; 1633 ft. lbs. in third speed; 3326 ft. lbs. in second speed; 6913 ft. lbs. in low speed and 6833 ft. lbs. in reverse with optional 6.17 axle ratio.

Brakes: Four-wheel hydraulic, internal expanding articulated shoe type on 14-inch diameter front drums and 16-inch diameter rear drums. Width of lining 2 inches front, 3 inches rear. Separate mechanical hand brake system cut in on rear wheels.

Wheels: Pierced disc demountable at hub.

Tires: Truck type pneumatic, 6.00-20—6-ply front and 32 x 6—8-ply rear standard. Optional sizes available.

Fuel Tank and Pump: 17 gallons. Located under seat; fuel pump AC type mounted on crankcase and operated from camshaft.

Chassis Lubrication: Hydraulic type fittings for high pressure lubrication.

Control Set: Foot pedal operates front and rear service brakes through hydraulic pressure. Hand brake operates two rear brakes under separate mechanical system. Gear-shift on transmission cover. Throttle and carburetor choke on instrument board. Foot throttle control on toe board.

Chassis Equipment: Cowl with one piece safety glass ventilating type windshield and cowl ventilator; dash; instrument panel; toe boards; full-crown front fenders; running boards and aprons; oil pressure gauge; speedometer; water temperature indicator; ammeter; electric gas gauge; channel steel front bumper; spare wheel carrier; spare wheel; front and rear license brackets. Package compartment with lock in right side of instrument panel.

Electrical Equipment: Headlamps, with non-glare lenses; tail and stop lamps; indirect lighting of instruments; light switch; ignition switch with coil lock; 90-ampere-hour battery; ventilated generator; starting motor; horn button in center of steering wheel; foot operated depressible beam control for headlamps; vibrator horn.

Service Equipment: Full set of tools; jack and lubrication gun.

Instrument Panel: In combination with cowl equipped with ammeter, electric gas gauge, oil pressure gauge, speedometer, coil lock type ignition switch, carburetor choke, gas control, and water temperature indicator. Instruments grouped at left side of panel in front of driver, package compartment with lock at right side of panel.

Cab Equipment: Automatic windshield wiper; rear view mirror; rubber floor mat.

General Dimensions and Weights:

WHEELBASE: 157 inches.

FRONT OF DASH TO CENTER LINE OF REAR AXLE: 130½ inches.

BACK OF CAB TO CENTER LINE OF REAR AXLE: 77½ inches.

BACK OF CAB TO END OF FRAME: 112 $\frac{3}{8}$ inches.

TREAD: Front, 56 $\frac{1}{16}$ inches; Rear, 56 $\frac{1}{16}$ inches with 20 x 5 wheels—standard.

OVERALL LENGTH: 214¼ inches to rear end of frame: 219 $\frac{5}{8}$ inches front of bumper to rear of combination tail and stop lamp.

MAXIMUM LOADING SPACE BACK OF CAB: 147¼ inches.

MAXIMUM OVERHANG BACK OF REAR AXLE: 71 $\frac{3}{8}$ inches.

HEIGHT OF FRAME FROM GROUND: 26 $\frac{1}{8}$ inches at center line of rear axle and 25 inches at center line of front axle for 7600 lbs. gross.

CHASSIS SHIPPING WEIGHT: 3090 lbs. approximate.

CHASSIS AND CAB SHIPPING WEIGHT: 3445 lbs. approximate.

WEIGHT ON EACH FRONT TIRE: 1025 lbs. approximate. (Truck loaded to its rated capacity.)

WEIGHT ON EACH REAR TIRE: 2825 lbs. approximate. (Truck loaded to its rated capacity.)

WEIGHT ON EACH FRONT SPRING PAD: 800 lbs. approximate. (Truck loaded to its rated capacity.)

WEIGHT ON EACH REAR SPRING PAD: 2380 lbs. approximate. (Truck loaded to its rated capacity.)

The gross allowable weight with 32 x 6—8-ply rear tires *shall not* exceed 7600 lbs., including chassis, cab, body, driver and pay load.

PRINTED IN U. S. A

1936

SPECIFICATIONS

The Chevrolet Utility 157-Inch Wheelbase Dual Wheel 1½-Ton Truck

Engine: Own make, Master Model—six-cylinder, valve-in-head type.

Cylinders: Cast en bloc (including upper half of crankcase), head detachable

Bore: 3 1/16 inches. **Stroke:** 4 inches.

Displacement: 206.8 cubic inches. **Compression Ratio:** 6 to 1.

Brake Horsepower: 72 at 3200 r.p.m., S. A. E. **Horsepower:** 26.3.

Crankshaft: Drop forged, heat treated, statically and dynamically balanced crankshaft equipped with 3 main bearings, which have a projected area of 12.34 square inches. Weight of crankshaft 69 pounds.

Camshaft: Drop forged, carbon steel, case hardened, integral cams. Ground surfaces on all cams and bearings. The cam contours are specially designed with a long ramp for quiet operation and long life. Three bearing camshaft.

Connecting Rods: Drop forged, carbon steel, heat treated, piston pin clamped in connecting rod. The connecting rod is 7½ inches long from center to center. The crank pin bearings are lubricated through a hole in the bottom of the cap, through which oil is forced by the action of an oil stream directed at the connecting rod dipper at high speeds.

Lubrication: Combination pressure, pressure stream and positive splash. Vane-type pump. Pressure feed to crankshaft main bearings, camshaft bearings and valve rocker arm shaft. Crankcase refill capacity, 5 quarts.

Cooling: Centrifugal pump; 4-blade fan; cooling system capacity, 15 quarts.

Carburetor: Special balanced design 1¼-inch down-draft Carter, including acceleration pump. Automatic heat control.

Air Cleaner: AC type combined with intake silencer and flame arrester, designed specially to mount on the air intake port of carburetor.

Starting and Ignition: Delco-Remy. Full automatic spark.

Engine Suspension: Three-point, single rubber front.

Piston: Light weight, cast iron, electroplated finish. 3 rings above pin, 2 compression—1 oil control.

Exhaust: Four-port external cast iron exhaust manifold with heated intake chamber.

Intake: Three-port type; gases heated by passing through exhaust manifold.

Valves: Intake 1 11/16 inches in diameter. Exhaust 1 11/16 inches in diameter. One-piece silicon chromium alloy steel.

Radiator: Special truck Harrison ribbed cellular type.

Clutch: Single dry plate, 10 inches in diameter, completely enclosed.

Rated Torque Capacity of Clutch: 190 ft. lbs.

Transmission: Selective type, sliding gear, 4 speeds forward, 1 reverse, in unit with engine. Gear ratios: Low, 7.23 to 1; Second, 3.48 to 1; Third, 1.71 to 1; High, direct; Reverse, 7.15 to 1. Transmission case provided with 6 bolt S. A. E. standard power take-off opening. R. P. M. of gear that meshes with power take-off when engine is running at 1000 R. P. M. is 425.

Engine Torque of Gear Set: 155 ft. lbs. in high or fourth speed; 265 ft. lbs. in third speed; 539.4 ft. lbs. in second speed; 1120.6 ft. lbs. in first or low, and 1108.2 ft. lbs. in reverse.

Propeller Shaft and Universal Joints: A coupling shaft transmits power from the transmission to the propeller shaft. The design allows for the application of a split propeller shaft power take-off. The coupling shaft is connected to the transmission and to the propeller shaft by two heavy duty all-metal 4-spider type universal joints.

Steering Gear: Semi-reversible, roller bearing, worm and sector. Ratio 14 to 1. 17¼-inch steering wheel.

Turning Radius: To left, 29 feet; to right, 28¼ feet.

Frame: One-piece pressed steel channel side members, 7 inches deep, 3/16-inch thick, 2 5/16-inch flanges, riveted securely to six heavy cross members. Total length of frame 214¼ inches.

Front Springs: Semi-elliptic, chrome-carbon steel, 36 inches long by 1¾ inches wide, 9 leaves.

Rear Springs: Semi-elliptic, silicon manganese steel, 45 inches long by 2½ inches wide, 10 leaves. ⅞-inch diameter pins.

Spring Mounting: Self-adjusting front and conventional type drop forged rear shackles.

Front Axle: Extra-heavy, drop-forged, heat treated "I" beam, specially designed for truck for front wheel braking. New Departure ball bearings in wheels. Spindle body ball bearings.

Clearance Under Front Axle: 10½ inches.

Rear Axle: Full-floating, spiral bevel gears; shafts, chrome-nickel steel; special barrel-type wheel bearings; gear ratio, 5.43 to 1. Total low, 39.2 to 1. Regular, 6.17 to 1. Total low, 44.6 optional.

Clearance Under Rear Axle: 8 11/16 inches minimum with standard 6.00-20—6-ply tires. Up to 9 1/16 inches with optional tires.

Axle Shaft Torque: 841 ft. lbs. in high or fourth speed; 1438 ft. lbs. in third speed; 2932 ft. lbs. in second speed; 6082 ft. lbs. in first speed; 6015 ft. lbs. in reverse with regular 5.43 axle ratio; and 956 ft. lbs. in high or fourth speed; 1633 ft. lbs. in third speed; 3326 ft. lbs. in second speed; 6913 ft. lbs. in low speed and 6833 ft. lbs. in reverse with optional 6.17 axle ratio.

Brakes: Four-wheel hydraulic, internal expanding, articulated shoe type on 14-inch diameter front drums and 16-inch diameter rear drums. Width of lining 2 inches front, 3 inches rear; separate mechanical hand brake system on rear wheels.

Wheels: Dual type pierced disc—interchangeable front and rear.

Tires: Balloons, 6.00-20—6-ply. Optional sizes available.

Fuel Tank and Pump: 17 gallons. Located under seat; fuel pump AC type mounted on crankcase and operated from camshaft.

Chassis Lubrication: Hydraulic type fittings for high pressure lubrication.

Control Set: Foot pedal operates front and rear service brakes through hydraulic pressure. Hand brake operates two rear brakes under separate mechanical system. Gear-shift on transmission cover. Throttle and carburetor choke on instrument board. Foot throttle control on toe board.

Chassis Equipment: Cowl with one-piece safety glass ventilating type windshield and cowl ventilator; dash; instrument panel; toe boards; full-crown front fenders; running boards and aprons; oil pressure gauge; speedometer; water temperature indicator; ammeter; electric gas gauge; spring steel front bumper; spare wheel carrier; spare wheel; front and rear license brackets; package compartment with lock in right side of instrument panel.

Electrical Equipment: Headlamps, with non-glare lenses; tail and stop lamps; indirect lighting of instruments; light switch; ignition switch with coil lock; 90-ampere-hour battery; ventilated generator; starting motor; horn button in center of steering wheel; foot operated depressible beam control for headlamps; vibrator horn.

Service Equipment: Full set of tools; jack and lubrication gun.

Instrument Panel: In combination with dash, equipped with ammeter, electric gas gauge, oil pressure gauge, speedometer, coil lock type ignition switch, carburetor choke, gas control, and water temperature indicator, instruments grouped at left side of panel in front of driver, package compartment with lock at right side of panel.

Cab Equipment: Automatic windshield wiper; rear view mirror; rubber floor mat.

General Dimensions and Weights:

Wheelbase: 157 inches.

Front of Dash to Center Line of Rear Axle: 130½ inches.

Back of Cab to Center Line of Rear Axle: 77½ inches.

Back of Cab to End of Frame: 112⅛ inches.

Tread: Front, 56 1/16 inches; Rear, 63½ inches mean; 7½ inches dual tire centers.

Overall Length: 214¼ inches to rear end of frame; 219⅝ inches front of bumper to rear of combination tail and stop lamp.

Maximum Loading Space Back of Cab: 147¼ inches.

Maximum Overhang Back of Rear Axle: 71⅜ inches.

Height of Frame from Ground: 26 inches at center line of rear axle and 25 inches at center line of front axle for 9300 lbs. gross.

Chassis Shipping Weight: 3235 lbs. approximate.

Chassis and Cab Shipping Weight: 3580 lbs. approximate.

Weight on Each Front Tire: 1500 lbs. approximate. (Truck loaded to its rated capacity.)

Weight on Each Rear Tire: 3425 lbs. approximate. (Truck loaded to its rated capacity.)

Weight on Each Front Spring Pad: 1050 lbs. approximate. (Truck loaded to its rated capacity.)

Weight on Each Rear Spring Pad: 2915 lbs. approximate. (Truck loaded to its rated capacity.)

The gross allowable weight shall not exceed 9300 lbs. including chassis, cab, body, driver and pay load.

When 32 x 6, 10-ply tires and auxiliary springs are used, the gross allowable weight is 11,300 lbs.

PRINTED IN U. S. A.

January 10, 1936
February 10, 1936

1936 1/2 TON COMMERCIAL

112" Wheelbase	Flint Agreement Shipping Weight			Curb Weight			Loaded Weight			Unsprung Weight	
	Total	Front	Rear	Total	Front	Rear	Total	Front	Rear	Front	Rear
Commercial Chassis	2095#	1290#	805#	2245#	1335#	910#	4400#			262#	362#
Comm. Chassis & Cab (Composite Cab)	2475	1460	1015	2625	1505	1120	4400			262	362
Comm. Cab & Box (Composite Cab)	2700	1450	1250	2850	1495	1355	4400	1725	2675	262	362
Comm. Chassis & Cab (Steel Cab)	2450	1435	1015	2600	1480	1120	4400			262	362
Comm. Cab & Box (Steel Cab)	2675	1425	1250	2825	1470	1355	4400	1725	2675	262	362
Commercial Panel	2895	1385	1510	3045	1430	1615	4400	1600	2800	262	362
Spec. Commercial Chassis	*2225e.	1330	895	2355	1355	1000	4400			262	362
Spec. Comm. Chassis & Cab (Composite Cab)											
Spec. Comm. Cab & Box (Composite Cab)	*2315	1505	1310	2945	1530	1415	4400	1725	2675	262	362
Spec. Comm. Cab & Box (Steel Cab)	2765	1475	1290	2895	1500	1395	4400	1725	2675	262	362
Spec. Comm. Panel	* 3000	1440	1560	3130	1465	1665	4400	1600	2800	262	362
Carryall Suburban	* 3255	1460	1795	3385	1485	1900	4400	1600	2800	262	362
Comm. Cab & Box S	2660	1415	1245	2810	1460	1360	4400	1725	2675	254	354
Spec. Comm. Cab & Box S	2750	1460	1300	2890	1485	1405	4400	1725	2675	254	354
Spec. Comm. Panel S	2970	1420	1550	3100	1445	1655	4400	1600	2800	254	354

S Note: Steel Wheels

* Note: Includes Spare Tire in Fender Well, Front and Rear Bumpers.
Shipping Weight includes oil in engine, transmission, differential, and brake system, spare wheel in Fender Well.
Curb Weight = Shipping weight plus gasoline, water and spare tire. (Gas 100#) (Water 30#) (Spare Tire 5.50-17-4 Ply 22#)

e note: Tranffic estimated weight.

January 10, 1936

1936 1-1/2 TON TRUCKS
Mechanical Brakes
Composite Cab

131" Wheelbase	Flint Agreement Shipping Weight			Curb Weight			Loaded Weight			Unsprung Weight	
	Total	Front	Rear	Total	Front	Rear	Total	Front	Rear	Front	Rear
U" Chassis with Cowl & W/S.	3055#	1610#	1445#	3245#	1700#	1545#	7600#	1900#	5700#	415#	895#
U" Chassis and Cab	3420	1820	1600	3610	1910	1700	7600	1900	5700	415	895
U" Panel	4065	1670	2395	4255	1760	2495	6400	2115	4285	415	875
ual Chassis & Cab	3520	1615	1705	3695	1905	1790	9300	2300	7000	415	1023
ual Chassis & Cab 6.00-20-6 Ply Front 32 x 6-8 Ply Rear	3575	1810	1765	3765	1900	1865	9300	2300	7000	415	1083
ual Chassis & Cab with 32 x 6-8 Ply ront and Rear	3615	1820	1795	3805	1910	1895	9300	2300	7000	445	1083
ual Chassis & Cab with 32 x 6-10 Ply ront & Rear & Aux. Rear Springs	3845	1880	1965	4055	1965	2090	11300	2500	8800	505	1203
ual Chassis & Cab with 6.00-20-6 Ply Front 32 x 6-10 Ply Rear	3755	1800	1955	3965	1885	2080	11300		-	415	1203
ual Chassis & Cab with 6.50-20-6 Ply ront & 32 x 6-10 Ply Rear	3790	1805	1985	4000	1890	2110	11300	2500	8800	430	1203
ual Cab & Stake	4305	1745	2560	4480	1835	2645	9300	2500	6800	415	1023
ual Chassis with Cowl & W/S.	3180 e.	1615	1565	3355	1705	1650	9300	2300	7000	415	1023

ipping Weight includes Oil in Engine, Transmission & Differential & Spare Wheel.
rb Weight = Shipping Weight plus Gas, Water & Spare Tire (Gas 105#, Water 30#) Total 135#, Cab 385#.

note: Traffic estimated weight.

January 10, 1936

1936 1-1/2 TON TRUCKS
MECHANICAL BRAKES
COMPOSITE CAB

157" Wheelbase

	Flint Agreement Shipping Weight			Curb Weight			Loaded Weight			Unsprung Weight	
	Total	Front	Rear	Total	Front	Rear	Total	Front	Rear	Front	Rear
"U" Long Chassis with Cowl & W/S.	3130#e.	1730#	1400#	3320#	1830#	1490#	7600#	2000#	5600#	415#	895#
"U" Long Chassis with Flat Cowl, No W/S. 32 x 6-19 Ply Ft. & Rr.	3285	1745	1540	3495	1840	1655	7900	1900	6000	415	895
"U" Long Chassis & Cab	3495	e.1925	1570	3685	2025	1660	7600	2000	5600	415	895
Dual Long Chassis with Cowl & W/S. 6.00-20-6 Ply Ft. & Rear	3255	e.1720	1535	3430	1820	1610	9300	2500	6800	415	1023
Dual Long Chassis with Flat Cowl no W/S. 6.00-20-6 Ft., 32x6-8 Rr.	3270	1600	1670	3460	1700	1760	9300	2500	6800	415	1083
Dual Long Chassis with Flat Cowl no W/S. 32 x 6-8 Ply Ft. & Rr.	3300	1630	1670	3490	1730	1760	9300	2500	6800	445	1083
Dual Long Chassis & Cab	3580	1895	1685	3755	1995	1760	9300	2500	6800	415	1023
Dual Long Chassis & Cab with 6.00-20-6 Ply Ft. & 32x6-8 Ply Rr.	3665	1915	1750	3805	2015	1340	9300	2500	6800	415	1083
Dual Long Chassis & Cab with 6.00-20-6 Ply Ft. & 32 x 6-10 Ply Rr.	3870	1930	1940	4080	2025	2055	11300	2700	8600	415	1203
Dual Long Chassis & Cab with 32 x 6-10 Ply Front & Rear	3940	2005	1935	4150	2100	2050	11300	2700	8600	505	1203
Dual Long Cab with 6.50-20-6 Ply Front & 32 x 6-10 Ply Rear	3850	1905	1945	4060	2000	2060	11300			430	1203
Dual Long Cab with 7.00-20-8 Ply Front & 32 x 6-10 Ply Rear	3890	1945	1945	4100	2040	2060	11300			479	1203
Dual Long Stake 6.00-20-6 Ply Front And 32 x 6-8 Ply Rear	4685	1950	2735	4875	2050	2825	9300			415	1083
Dual Long Stake with 32 x 6-8 Ply Front and Rear	4725	1900	2825	4915	2000	2915	9300			445	1083
Dual Long Stake with 6.00-20-6 Ply Front & 32 x 6-10 Rear	4840	1900	2940	5050	1995	3055	11300			415	1203

e note: Traffic estimated weight.

January 10, 1936
February 19, 1936

1936 1-1/2 TON TRUCKS
Hydraulic Brakes

131" Wheelbase	Flint Agreement Shipping Weight			Curb Weight			Loaded Weight			Unsprung Weight	
	Total	Front	Rear	Total	Front	Rear	Total	Front	Rear	Front	Rear
"U" Chassis Cowl & W/S.	3010#	1600#	1410#	3200#	1690#	1510	7600#	~~1900#~~	~~5700#~~	405#	833#
"U" Chassis Cowl & W/S. (32 x 6-10 Ply Front & Rear)	3265	1720	1545	3475	1805	1670	7900	~~1800~~	~~6100~~	495	893
"U" Cab with Open Express Body 6.00-20-6 Ply F. & 32 x 6-8 Ply R.	3800	1755	2045	3990	1845	2145	7600			405	833
"U" Panel with 6.00-20-6 Ply F. & 32 x 6-8 Ply R.	4025	1660	2365	4215	1750	2465	6400	2115	4285	405	813
"U" Chassis & Cab (Composite Cab)	3370	1785	1585	3560	1885	1675	7600	~~1900~~	~~5700~~	405	833
"U" Chassis & Cab (Steel Cab)	3355	1775	1580	3545	1875	1670	7600	~~1900~~	~~5700~~	405	833
Dual Chassis	3110 e.	1580	1530	3285	1670	1615	9300	~~2300~~	~~7000~~	405	962
Dual Cab with 6.00-20-6 Ply F.& R. (Steel Cab)	3455	1780	1675	3630	1870	1760	9300	~~2300~~	~~7000~~	405	962
Dual Cab with 6.00-20-6 Ply F.& R. (Composite Cab)	3445	1780	1665	3620	1870	1750	9300	~~2300~~	~~7000~~	405	962
Dual Cab with 32 x 6-8 Ply F. & R. (Steel Cab)	3525	1830	1695	3715	1920	1795	9300	~~2300~~	~~7000~~	435	1022
Dual Cab with 32 x 6-10 Ply F.& R. (Composite Cab)	3795	1865	1930	4005	1950	2055	11300	~~2500~~	~~8800~~	495	1142
Dual Cab with 32 x 6-10 Ply F.& R. (Steel Cab)	3810	1865	1945	4020	1950	2070	11300	~~2500~~	~~8800~~	495	1142
Dual Stake with 6.00-20-6 Ply F.& R. (Steel Cab)	4265	1750	2515	4440	1840	2600	9300	1800	7500	405	962
Dual Stake with 32 x 6-8 Ply F. & R. (Steel Cab)	4335	1790	2545	4525	1880	2645	9300	1800	7500	435	1022

e note: Traffic estimated weight.

January 10, 1936
February 19, 1936
March 18, 1936

1936 1-1/2 TON TRUCKS
Hydraulic Brakes

	Flint Agreement Shipping Weight			Curb Weight			Loaded Weights			Unsprung Weight	
157" Wheelbase	Total	Front	Rear	Total	Front	Rear	Total	Front	Rear	Front	Rear
6.50-20 6 Ply F.&R.(Steel Cab)	3450# e	1895#	1555#	3635#	1995#	1640#	7600#				
"U" Long Chassis,Cowl & W/S.	3075#	e.1700#	1375#	3265#	1800#	1465#	7600#	~~2000#~~	~~5600#~~	405#	833#
"U" Long Chassis & Cab (Composite Cab)	3445	e.1900	1545	3635	2000	1635	7600	~~2000~~	~~5600~~	405	833
"U" Long Chassis & Cab (Steel Cab)	3420	e.1880	1540	3610	1980	1630	7600	~~2000~~	~~5600~~	405	833
Dual Long Chassis with 6.00-20-6 Ply F. & R.	3175	e.1675	1500	3350	1775	1575	9300	~~2500~~	~~6800~~	405	962
Dual Long Cab with 6.00-20-6 Ply F. & R. (Composite Cab)	3535	1885	1650	3710	1985	1725	9300	~~2500~~	~~6800~~	405	962
Dual Long Cab with 32 x 6-8 Ply F. & R. (Composite Cab)	3650	1925	1725	3840	2025	1815	9300	~~2500~~	~~6800~~	435	1022
Dual Long Cab with 32 x 6-10 Ply F. & R. (Composite Cab)	3870	1965	1905	4080	2060	2020	11300	~~2700~~	~~8600~~	495	1142
Dual Long Cab with 32 x 6-10 Ply F. & R. (Steel Cab)	3880	1965	1915	4090	2060	2030	11300	~~2700~~	~~8600~~	495	1142
Dual Long Cab with 32 x 6-8 Ply F. & R. (Steel Cab)	3610	1895	1715	3800	1995	1805	9300	~~2500~~	~~6800~~	435	1022
Dual Long Cab with 6.00-20-6 Ply F. & 32 x 6-8 Ply R.(Steel Cab) (Aux. Springs)	3645	1855	1790	3835	1955	1880	9300	~~2500~~	~~6800~~	405	1022
Dual Long Cab with 6.00-20-6 Ply F. & R. (Steel Cab)	3520	1865	1655	3695	1955	1740	9300	~~2500~~	~~6800~~	405	962
Dual Long Stake with 32 x 6-8 Ply F. & R. (Steel Cab)(Aux.Sprgs.)	4695	1925	2770	4885	2025	2860	9300	2100	7200	435	1022
Dual Long Stock with 32 x 6-10 Ply F. & R.	5105	1940	3165	5315	2035	3280	11300			495	1142
Dual Long Chassis Flat Cowl,no W/S. 6.00-20-6 Ply F. & R.	3155	1655	1500	3330	1755	1575	9300	~~2500~~	~~6800~~	405	962
e note: Traffic estimated weight.											
Dual Long Cab with 6.00-20 6 Ply F & 32x6 10 Ply R.(Steel Cab)	3780 e	1875	1905	3990	1970	2020				405	1142
Dual Long Stake with 6.00-20-6 Ply F&R.	4540 e	1835	2705	4715	1935	2780	9300	2100	7200	405	962
Dual Long Stake with 6.50-20-6 Ply F&R.	4590 e	1850	2740	4775	1950	2825	9300	2100	7200	420	993
Dual Long Platform with 6.00-20-6 ply Front and 32 x 6 - 8 ply Rear	4265	1870	2395	4455	1970	2485	9300				

SPECIAL CHASSIS FOR BUS SERVICE

General

The 1936 Chevrolet 1-1/2 Ton Truck Chassis with 157-inch wheelbase, flat face cowl and dual rear wheels may be used for bus service when approved by the Engineering Department as to body size and type, load distribution and service conditions. When used for this purpose this chassis will include the following special equipment.

12-Volt Electrical Equipment.

A 12-volt, 450-watt, current-voltage regulated Delco-Remy generator.

The generator cuts in at 500 generator RPM, which corresponds to an engine idling speed of 300 RPM - about 4-1/2 to 5 miles an hour road speed.

Maximum generator output of 33 amperes is reached at a road speed of 9 or 10 miles an hour.

Above this speed, the maximum output is available when needed. Without current-voltage regulation, output would fall off at high road speeds.

A relatively high charging rate at low speeds assures good battery charging even in heavy traffic and with frequent starts and stops as in city bus service.

The current and voltage regulator, with cutout, is mounted on the front of the dash in a closed box.

The generator is protected from exhaust heat by an insulated shield attached to the exhaust manifold above the generator.

The ignition coil is mounted on the front of the dash to protect it from engine heat under severe conditions of bus operation.

The heavy generator is securely mounted on a steel support that is 50% thicker than is regularly used. The generator brace strap is short and rigid.

To provide clearance at the rear of the generator, an extension is added to the oil filter and ventilator pipe.

An ammeter calibrated to read plus or minus 50 amperes is provided on the instrument panel.

A resistance unit on the electrical gas gauge adapts it to the 12-volt electrical system.

The battery is a 12-volt, 15-plate battery with 138 ampere-hour capacity.

Two heavy hangers with a rigid carrier support the battery outside the frame at the right front side, behind the door step.

The battery is easily shielded against spray of slush and water by attaching a metal shield ahead of the battery. (Shield to be furnished by body source).

The starter has a lock torque value of 15 foot-pounds.

Other changes in the electrical system include a 12-volt vibrator horn, lamp bulbs, coil and distributor.

Special Clutch

Smooth engagement, ease of operation and length of life for the clutch are increased by use of an oil-sealed ball bearing release collar in which the bearing is piloted on the sleeve of the clutch gear bearing retainer.

The clutch fork is not fastened to the release bearing collar, but operates against hardened wear plates by contact with extension lugs or arms. This assures alignment of the clutch actuating parts.

A coil spring returns the clutch release collar to its original position when the clutch pedal is released.

Brakes

To obtain long life under multiple stop conditions encountered in city bus operation, special brake drums and linings are provided. If desired, the regular braking system may be supplemented by a suspended two line vacuum type Booster system.

Shock Absorbers

Double-acting Delco shock absorbers at front and rear are available.

Tires and Special Wheels.

Complete interchangeability of wheels and tires is obtained by use of specially designed 4-1/8" offset wheels (20" x 5") using 6.50-20, 6 ply tires. No spacers are required between the rear wheels since the 8-1/4" spacing between tire centers at each wheel is the Tire and Rim Association standard for this size tire.

Rear Axle Ratio

With 6.17 to 1 rear axle ratio, speedometer gears of the correct ratio are installed.

Ball Bearing Water Pump

An oil-sealed ball bearing at the pulley end of the water pump is provided in place of the regular copper-graphite composition bushing and oil cup. The water pump packing nut is notched so it is easily adjusted with a screw driver. A spring steel lock maintains adjustment.

Engine Fan

A heavy-gauge fan with its center reinforced by a star-shaped plate is provided. The reinforcement insures against localization of stresses, particularly when the engine is repeatedly "gunned" during waits at stop signals and other traffic obstructions.

Accessories Drive

Larger pulleys are provided. They are made of cast iron. A special heavy vulcanized belt on these pulleys drives the generator and water pump.

Compiled by:
Chevrolet Engineering Dept.,
March 19, 1936

3-20-36

When checking art of Chevrolet Trucks maintain regular color schemes except when the art illustrates a truck especially painted for some company and has the companies name painted on it.

1936 Truck colors

Exteriors

Regular Body Colors

1. Swift Red with Silver striping.
2. Export Blue with Silver striping.
3. Brewster Green with Gigolo Green striping.

Optional Body Colors

Circassion Brown	Omaha Orange
Airdale Brown	Black
Boatswain Blue	White
Apple Green	Hollywood Tan
Armour Yellow	X.F. Crinkle Brown
Cream Medium	Bordeaux Maroon

Extra fine Aluminum Lining Powder

Optional striping (used with optional colors)

Chess Blue	Lafayette Red
White	Gigolo Green
Emerald Green	Gold Bronze Powder
Moulding Black	

Interiors

Crinkle Bwown (on cab jobs only)

Crinkle Green (on panel jobs only)

Door panels

Mouldings

Headlining

Leather (Imitation) (Brown on cab jobs only.
(Green on panel jobs only.

Crushed grain seats.

Interiors

Black

Instrument panel

Exteriors

Black

Windshield frame

Stake platform

Fenders

Headlamp body

Headlamp supports

Running board aprons

Radiator splash guards

Chassis

Rear view mirror

Bumper brackets

Wheels

Chrome or Nickel plated

Exteriors	Interiors
Grille edging	Windshield crank regulator
Front face of grille bars	Glove panel lock
Bumper bars (front & rear).	Ignition lock
Door handles	Instrument rims

1936 Chevrolet Truck 12-19-35
Dimensions (As quoted in advertising)

Type	Wheelbase	Load Space Length	Width	Height
Coupe Pick-Up	109"	60"	41"	12-1/4 (Side Panels)
Sedan Delivery	109"	61-1/2"	53-1/2"	41-3/8"
Carryall Suburban	112"	75"	52"	51" (8 Passenger capacit,
Half Ton Panel	112"	75"	52"	51"
Half Ton Pick-Up	112"	72"	45-3/4"	16"
Half Ton Canopy Express	112"	75"	52"	51"
1-1/2 ton Panel	131"	116-1/2"	54"	54"
1-1/2 ton Canopy Express	131"	115"	54"	54"
1-1/2 ton Stake	131"	105-1/2"	81-1/2"	42" Stake Sides
1-1/2 ton Open Express Pick-Up	131"	108"	52-1/2"	19-3/4"
1-1/2 ton Stake	157"	141-1/2"	81-1/2"	42" Stake Sides
1-1/2 ton High Rack	157"	141-1/2"	81-1/2"	66" Sides
1-1/2 ton Stake Express	157"	142-1/4"	81-1/2"	42" Stake Sides
1-1/2 ton Platform	157"	145-1/4"	87-1/4"	

1936

Overall Panel Truck Dimensions.

(Half Ton Models)

Year	Wheelbase	Length	Max. Width Over Fenders	Loaded Weight
1932-33	108-9/16"	168-5/16" *	68-5/8"	75"
1934-35	112"	169-7/8" *	68-13/16"	78"

(1-1/2 Ton Models)

1932-33	131"	207-1/4" #	68-5/8"	83"
1934-35	131"	215" #	68-13/16"	84"

* Note: Lengths measured from front tip of spring horn to rear of panel body.

Note: Lengths measured from front bumper to rear end of panel body.

On 1932 and 1933 Half Ton and 1-1/2 Ton Panel models, the rear door handle projects approximately 2-1/2" beyond the rear end of the body.

On 1934 and 1935 Half Ton and 1-1/2 Ton Panel models, the tail lamp projects approximately 2-1/2" beyond the rear end of the body.

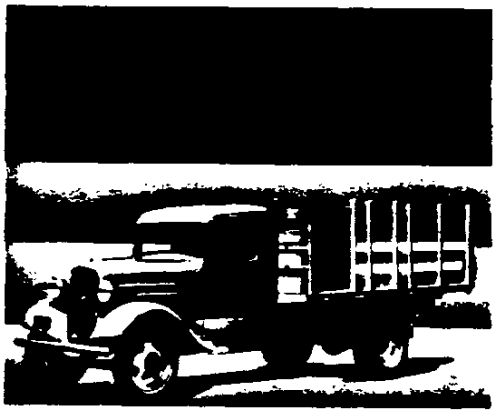
CHEVROLET 10-8-35

1936

1-1/2 Ton Truck Overall Sizes

Wheelbase	131"	157"
Overall Length Stake Express Body (Longest Body)	214-29/32"	
Overall Length Stock Rack Body (Longest Body)		253-11/32"
Max. Width over Rear Tires (32 x 6 - 10 Ply Duals)	78-1/16"	78-1/16"
Max. Width over Body (Platform Body)	87-5/16"	
Max. Width over Body (Stock Rack Body)		88-1/16"
Max. Height (Panel Body)	89" Approx.	
Max. Height (Stock Rack Body)		110" Appro
Min. clearance under running board	16-15/16"	16-15/16"
Turning Diameter (to outer edge of Fender) Max.	51-1/2 ft.	58-1/2 ft.
Turning Diameter (to outer edge of front Wheel) Max.	51 ft.	58 ft.

Copy to Bob Clark



CHEVROLET 1936 ENGINEERING FEATURES

TRUCKS

INTRODUCTION

The HALF TON and 1 1/2 TON truck models, which have proved so satisfactory for the past season, are retained for 1936 with many improvements. The choice of body types for the 1 1/2 TON truck line is the same as in 1935. The line of HALF TON trucks is augmented by the addition of the Suburban Carryall body type, late in the 1935 season.

Both lines are improved in appearance, performance, durability and economy.

The appearance is improved by new, more attractive styling of the sheet metal and new cab and body interior treatment.

On the HALF TON trucks, hydraulic brakes, like those on the MASTER passenger cars, provide better deceleration.

The rear axle of the 1 1/2 TON trucks is now of the "full-floating" type. It is structurally stronger and more dependable, due to new housing construction, as well as the new wheel end design.

The engine, which powers both models, incorporates all the improvements of the 1936 passenger car engines. It is more powerful, with increased fuel and oil economy, greater durability and better cooling.

In addition to these, many other changes of importance are made in the two truck lines. Complete lists of the new features are on the next few pages. The progress charts following the lists of features show how progressively Chevrolet trucks have been improved.

NEW FEATURES IN THE 1936 HALF TON TRUCKS

BRAKES

Hydraulic brakes.
Reduced brake pedal pressures.
Easier brake adjustment.
One-piece brake shoes.
Composite cast iron and steel brake drums.
Quicker heat dissipation from linings.
Rigid brake main cylinder and pedal mounting to frame.
Hydraulic stop lamp switch.
Separate mechanical hand brake system with cable control to rear wheels.

ENGINE

Higher compression ratio.
Increased fuel economy.
Faster acceleration.
"Balanced" carburetor.
"Round-nose" camshaft.
Greater durability of valve train.
Full-length water jackets around cylinders.
Improved cooling of cylinder walls.
Lower oil temperatures.
More rigid crankcase.
Greater durability of engine parts.
Rifle-drilled oil passage in crankcase.
Baffle added at crankcase ventilator.
Increased oil economy.
Improved oil pump drive mechanism.
Counterbored exhaust valve guides.
Increased durability of flywheel ring gear.
Improved engine cooling.
More efficient air cleaner.

CLUTCH

"Shot-blasted" disc cushion springs.
More accurate release lever alignment.

STEERING

Larger pitman shaft and bushings.

CHEVROLET 1936 ENGINEERING FEATURES TRUCKS

Stronger pitman arm.

WHEELS
Stronger, more rigid wire wheel rim section.
More stable mounting of wheel carrier to cowl.

SHEET METAL
More attractive streamlined sheet metal.
More massive radiator appearance.
Chrome-plated radiator grille.
Chrome-plated grille moulding.
Chevrolet emblem located on body of grille
Two horizontal streamlined hood louvres on each hood side panel.
Chevrolet emblem added to hood side panels above louvres.
Front fender nose extends lower.
Valances added to front fenders.

INSTRUMENTS
Improved instruments in front of driver.
Parcel compartment with lock added to instrument panel.
Stronger, more simple instrument mounting.
New instrument panel finish.
New type ignition and door lock key.

ELECTRICAL
Ventilated generator.
More direct battery ground connection.

CAB
Rounded corners at bottom of windshield.
All-steel doors with steel trim panels.
Interior of cab entirely trimmed.
Adjustable seat and back cushions.

BODIES
Rounded corners at bottom of windshield.
All-steel front doors with steel trim panels.
Improved seat trim.
Suburban Carryall body added to line.

SPECIAL EQUIPMENT
Steel spoke wheels with low pressure tires.
Finger-grip fire extinguisher.
Oil temperature regulator.
Fan shroud.

NEW FEATURES IN THE 1936 ONE AND ONE-HALF TON TRUCKS

REAR AXLE
"Full-floating" rear axle.
Increased rear axle life.
Improved service conditions.
Stronger,more rigid,malleable iron rear axle differential housing.
Seamless steel rear axle housing tubes.
Barrel-type rear wheel bearings.
Interchangeable, stronger rear spring seats.

BRAKES
Drop-forged, longer hand brake lever.

ENGINE
Higher compression ratio.
Increased fuel economy.
"Balanced" carburetor.
"Round-nose" camshaft.
Greater durability of valve train.
Full-length water jackets around cylinders.
Improved cooling of cylinder walls.
Lower oil temperatures.
More rigid crankcase.
Greater durability of engine parts.
Rifle-drilled oil passage in crankcase.
Baffle added at crankcase ventilator.
Increased oil economy.
Improved oil pump drive mechanism.
Counterbored exhaust valve guides.
Increased durability of flywheel ring gear.
Improved engine cooling.
More efficient air cleaner.

CLUTCH
Improved clutch performance.
Longer clutch life.
"Shot-blasted" disc cushion springs.
More accurate release lever alignment.

PROPELLER SHAFTS AND UNIVERSAL JOINTS
More rigid joint of front propeller shaft housing and front unifersal joint ball sleeve.
Lubrication fitting added to forward propeller shaft housing.
Graphite-coated universal joint ball seals.
Increased propeller shaft and joint durability.

FUEL TANK
Fuel tank suspended below seat in cab.
External fuel tank filler at side of cab seat.
Stronger fuel tank end construction.

STEERING
Larger pitman shaft and bushings.
Stronger pitman arm.
More rigid steering gear to frame attachments.

FRONT SPRINGS
Double-lock front spring stops.
Wider, heavier front spring alignment clips.

CHEVROLET 1936 ENGINEERING FEATURES TRUCKS

WHEELS
Continuous type wheel rim clamp rings.
Stronger front wheel hubs.
Increased front wheel bearing capacity.
Stronger front wheel spindles.
Improved dual-wheel spacer design.
More stable mounting of wheel carrier to cowl.

SHEET METAL
More attractive streamlined sheet metal.
More massive radiator appearance.
Chrome-plated radiator grille.
Chrome-plated grille moulding.
Chevrolet emblem located on body of grille.
Two horizontal streamlined hood louvres on each hood side panel.
Chevrolet emblem added to hood side panels above louvres.
Fender nose extends lower.
Valances added to front fenders.
Chrome-plated spring steel front bumper of greater width.

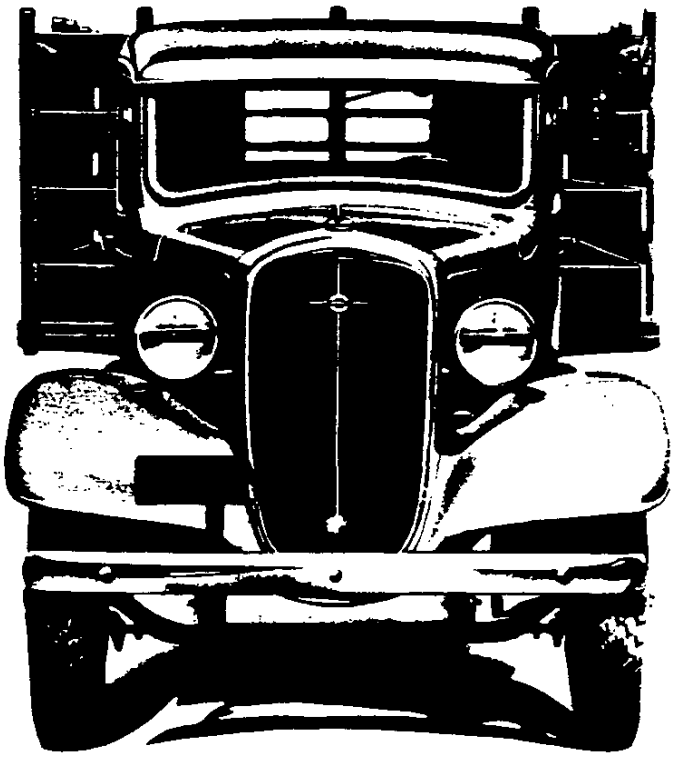
INSTRUMENTS
Improved instruments in front of driver.
Parcel compartment with lock added to instrument panel.
Stronger, more simple instrument mounting.
New instrument panel finish.
New type ignition and door lock key.

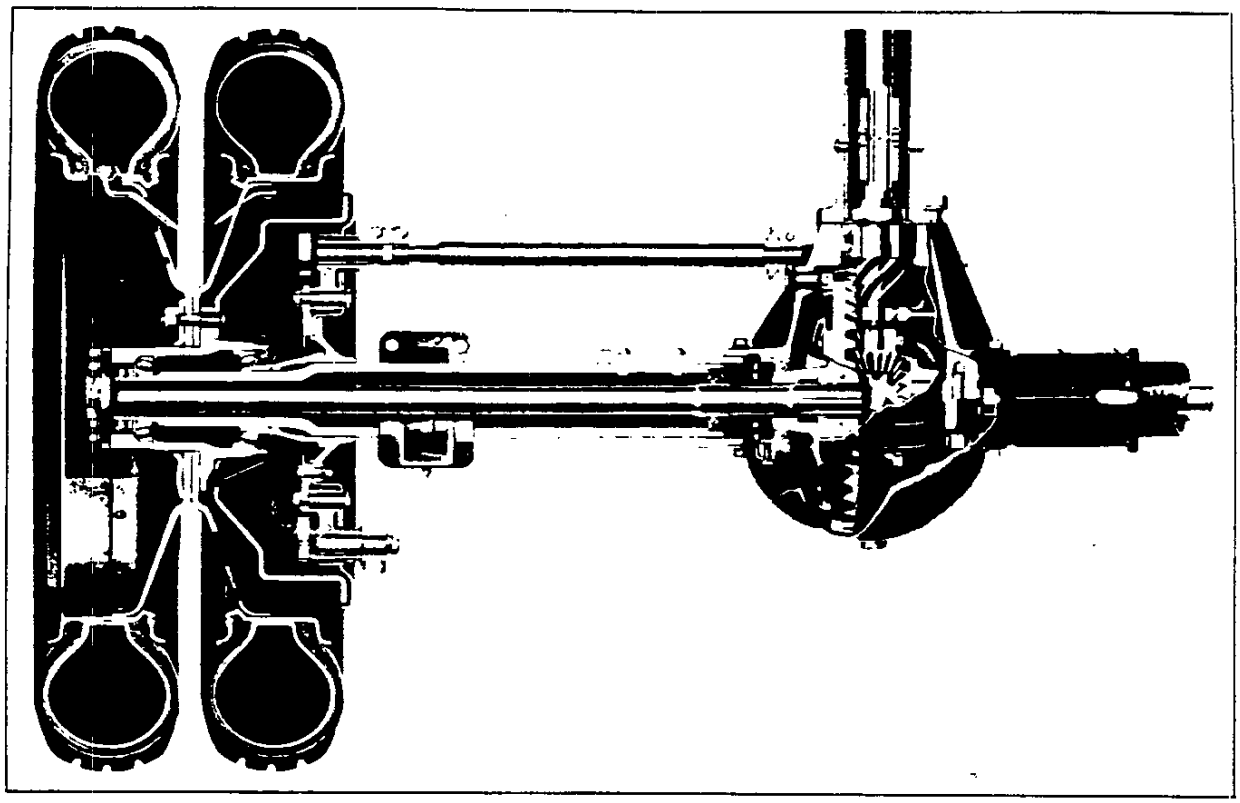
ELECTRICAL
Ventilated generator.
More direct battery ground connection.

CAB
Rounded corners at bottom of windshield.
All-steel doors with steel trim panels.
Interior of cab entirely trimmed.
Adjustable seat and back cushions.

BODIES
Rounded corners at bottom of windshield.
All-steel front doors with steel trim panels.
Improved seat trim.

SPECIAL EQUIPMENT
Redesigned auxiliary springs.
Finger grip fire extinguisher.
Oil temperature regulator.





REAR AXLE

FULL FLOATING REAR AXLE

The rear axle of the 1 1/2 TON trucks is of the "full floating" type.

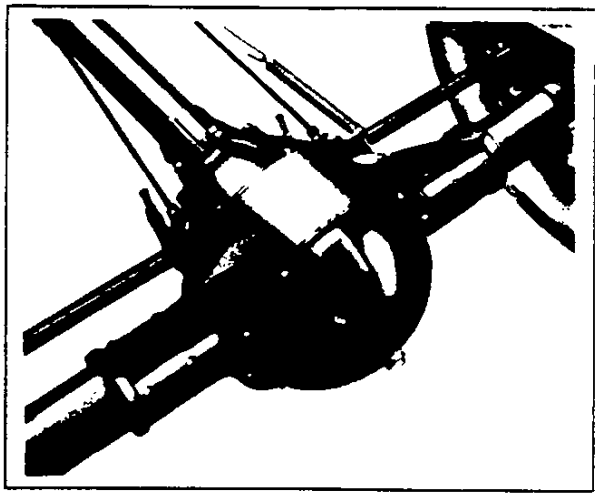
Rear axle loads, which formerly were carried on the ends of the axle shafts, are now carried directly on the rear axle housing. This relieves the shafts of bending strains and permits them to function more efficiently, as they now have only one duty- to turn the rear wheels.

In case of axle shaft failure due to continued excessive overloading, the truck remains supported on its four wheels. Because of this, the truck may be towed or pushed to a service station and the repairs may be made more easily and quickly, without the necessity of removing the load or jacking up the axle.

REAR AXLE HOUSING

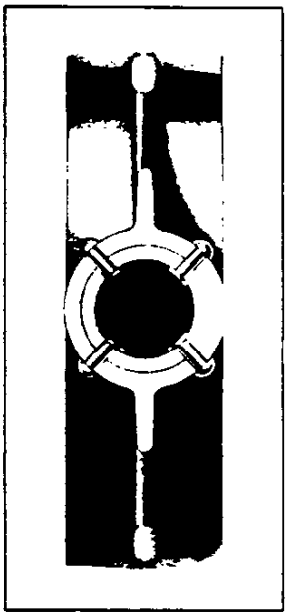
The rear axle housing is entirely redesigned for the new type of construction and is exceptionally sturdy, being thirty-five percent stiffer than that of the 1935 trucks. It consists of a separate cast housing, which encases the differential and two housing tubes which enclose the axle shafts.

The housing encasing the differential is a thick-walled, malleable iron casting of the banjo type, similar in the shape of its central portion to the pressed steel housing of the previous model. Its walls are thicker, having a minimum thickness of 9/32", which is increased to a considerable extent at the points of greatest stress. The central banjo



portion is 5/8" smaller in diameter than before, thereby increasing the road clearance 5/16" at its lowest point.

Two integral cylindrical arms extend from either side of the banjo, to provide support for the inner ends of the housing tubes. The arms are exceptionally strong, having walls 1/2" thick, which are reinforced and braced by heavy flanges at the arm extremities and by two heavy ribs, one above and one below. These latter extend from the outer circumference of the housing banjo to the flanges at the ends of the arms.



The housing tubes are formed from seamless steel tubing and are then heat-treated to increase their strength and toughness.

These tubes are each pressed a distance of 5 7/8" into the arms of the cast housing under a pressure of not less than twelve tons and then each is riveted to its respective arm by eight 3/8" diameter rivets. This type of joint precludes the possibility of breakage at the center of the housing. The minimum wall thickness of the housing tubes is 3/8". The outer end of each tube is contracted to provide for the mounting of the wheel bearings and its extreme outer end is threaded to provide means for the adjustment of the bearings.

The axle housing flanges, which in 1935 served to support both the brake anchor and flange plates and the wheel bearings, are replaced by simply constructed flanges, which support only the plates. Each of these flanges is a drop-forged steel ring, which is forced onto its respective tube and then welded around its entire inner end, making it an integral part with the tube.

REAR WHEEL HUBS

The rear wheel hubs are entirely redesigned to contain the wheel bearings and to provide for the retention of the axle shafts in their housings. The hubs are heavy malleable iron castings capable of bearing a great load. Due to the use of special wheel bearings in the new construction, the pilot upon which the wheels fit is 4 3/4" in diameter, an increase of 1/2".

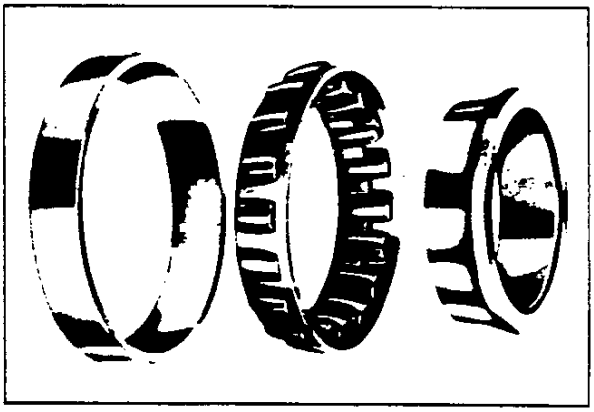
REAR WHEEL BEARINGS

The load at each wheel is carried on two Hyatt roller bearings of an entirely new type, designed especially and exclusively for the Chevrolet Motor Company and its associates. This type of bearing, which is the result of over twelve years of research, combines two features found together in no other type of bearing.

It is self-aligning and is of three-part construction. These three parts are the inner race, the roller and cage assembly and the outer race, each of which may be serviced separately.

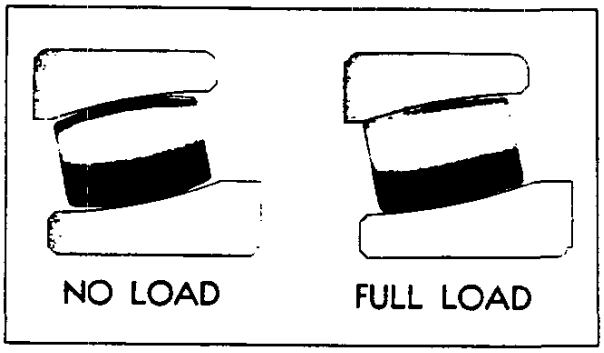
This type of bearing takes both radial and thrust loads and provides an exceptionally large capacity in a relatively small space. The space saved on the truck rear axle is of great importance, as it allows the bearings to be encased by the wheel hub, with only a small increase in the hub diameter. The rollers and both inner and outer races are made from high-grade electric furnace steel, a very elastic steel, which is especially tough, not breaking down under heavy loading.

Due to its construction, this type of bearing has the unique quality of increasing its capacity as the load increases. The rollers are shaped like small barrels, their bearing surfaces being ground radially. The bearing surfaces of the races are likewise ground radially, but on a larger radius, so that under a light load, the contact between these surfaces of the roller and races is slight. As the load increases, the elasticity of the material permits the rollers and races to be compressed so that more of their bearing sur-



face is in contact. Therefore, the greater the load, the greater the bearing contact and capacity.

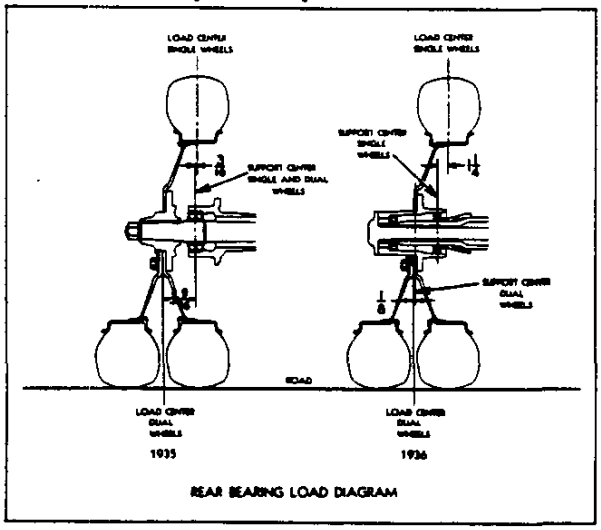
The inner and outer wheel bearings, used on the "full-floating" truck rear axle, are of two different sizes, the inner bearing being larger and fifteen percent greater in capacity than the outer. There are eighteen rollers in the outer bearing and nineteen rollers of



a greater diameter in the inner.

The large inner bearing, which is designed to take most of the load when single wheels are used, is located just outboard of the wheel center. The outer bearing is located so that when dual wheels are used, the center of support between the two bearings is over three inches farther outward and more directly in line with the dual wheel centers, thus taking the load more directly.

The outer races of the bearings are pressed into their respective positions in the wheel



REAR BEARING LOAD DIAGRAM

hub. The thrust of the inner bearing is taken by a shoulder in the hub. The thrust of the outer is taken by a spring steel snap ring, which fits in an annular groove inboard of the bearing. This ring is split, with the two ends bent inward where they may be grasped by pliers when removing the race. The inner races are slip-fitted on the housing, permitting them to gradually creep around the housing, so that their wear is uniformly distributed around their circumferences. The inner race of the inner bearing, along with the oil deflector, which prevents oil from entering the brake drum, is located on the housing by a malleable iron spacer between the oil deflector and the housing flange plate. The inner race of the outer bearing is held on the end of the axle housing and adjustment for both bearings is provided by two large nuts, which are threaded onto the housing end. These nuts are threaded rings having six radial slots on their outer surface for assembly and removal. A nut lock, having eleven external radial tangs and one internal tang, is located between the nuts. The internal tang fits into the keyway on the end of the axle housing to prevent the lock from turning. The other tangs are so located that one of three tangs may be bent into a slot of the inner nut and one of the eight remaining tangs, which are bent outward, may be bent around the outer nut to engage one of its slots. The provision of these numerous tangs permits locking the nuts in many positions, thereby providing many adjustments for the bearings. The one adjustment serves for both bearings, as the entire wheel hub moves inward when the adjustment is taken up.

REAR AXLE SHAFT

The axle shaft, which now serves only to turn the rear wheels, is splined to the differential by the same splines as heretofore, while its outer end is upset to form a thick disc-like flange, by which it is retained to the wheel hub. Eight 7/16" diameter bolts and lockwashers on a 3 7/8" circle bolt the flange to its hub. Two diametrically opposed, tapped holes are provided in the flange for an axle shaft puller, in case the shaft should stick at the differential. Ordinary removal or installation of the shaft is extremely simple. For removal, the shaft is pulled out by hand after the eight flange bolts have been removed. For installation, the shaft is pushed into its housing tube, after which the eight bolts are installed. In the installation, the shaft is aligned with its differential gear thru the steel case of an oil seal, which is located around the shaft at the inner end of the housing tube. This

case protects the oil seal and has a spun flange which guides the shaft into position. For its entire length between its splined inner end and its flanged outer end, except for a local enlargement for an oil seal, the shaft is 1 3/8" in diameter and has no contact with the housing by which it is encased. As the torsional stress of the shaft tends to localize at its outer end, provision is made at this point to prevent fatigue or breakage by means of a taper to a slightly larger diameter just inboard of the flange.

OIL SEALS

A leather oil seal, similar to that used at the outer end of the previous rear axle housing, is located at the inner end of each housing tube, to prevent oil from the differential from leaking into the tube. It consists of a strip of leather, which is held around the axle shaft by a coiled spring. The leather and spring are housed in a steel case, which is held in the end of the tube by a spring steel snap ring, which permits easy replacement.

Another oil seal is provided in the inner end of the wheel hub just inside the bearing, to maintain an oil level in the hub sufficient to lubricate the bearings. This seal consists of a ring of absorbent felt which encircles the inner race of the inner wheel bearing and which is contained in a steel casing pressed into the end of the wheel hub. Oil which may leak past this seal from the hub is thrown out of the drum before it gets near the brake linings by means of an oil deflector similar to that previously used. A paper gasket, under the axle shaft flange, prevents oil leakage at the connection to the wheel hub.

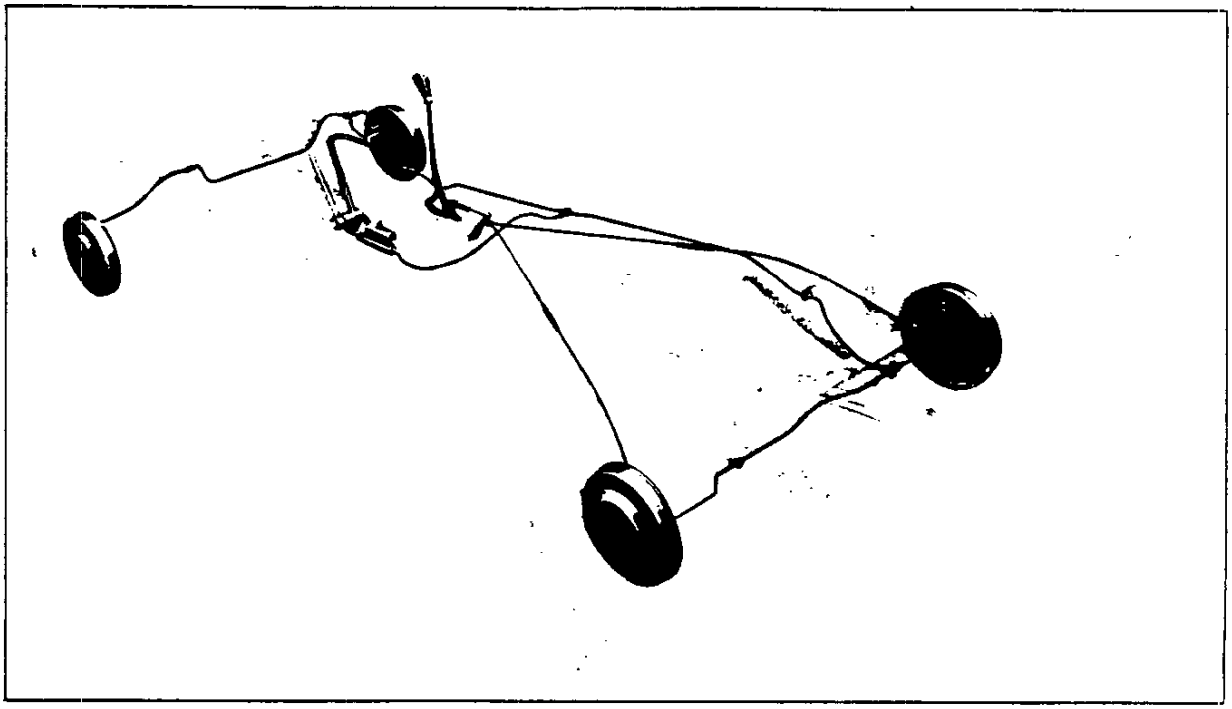
SPRING SEATS

The spring seats and caps are redesigned for interchangeability, the seat and cap assembly on the right being identical with that on the left. This simplifies service. In addition, both seats and caps are made stronger. Metal is added at each end of the seats to provide a better seat for the spring "U" bolts. This increases the total spring seat width from 3 3/4" to 4 3/8". On the caps, likewise, metal added between the bosses for the "U" bolts adds strength. The screws which hold each seat and cap together now are inserted from below, so that the cap may be removed without removing the spring. Dowels are used in place of rivets to retain the spring seat anchor plates to the rear axle housing tubes. These dowels are 1/8" larger in diameter than the rivets. When assembled in position, they are spotwelded in place, while the ends of the anchor plates are welded to the tubes. The method of fastening makes the anchor plates integral parts of their respective housing tubes.

COMPARATIVE SPECIFICATIONS

	1935	1936
Rear axle type	Semi-floating	Full-floating
Axle housing rigidity	100%	135%
Axle housing type	Pressed steel banjo with integral tubes	Malleable iron banjo with seamless steel tubular ends
Banjo wall thickness	1/4"	9/32" min.
Rear axle road clearance- single wheels	8 11/16"	9"
Rear axle road clearance- dual wheel	8 1/16"	8 3/8"
Axle housing arm wall thickness	1/4"	1/2"
Axle housing tube thickness	1/4"	7/16" min.
Overall length of housing assembly	58" between faces of end flanges	71"
Rear seat anchor plates fastening to housing	2 rivets, (3/8" dia.)	2 dowels, (1/2" dia.) welded in and ends of plates welded to tube
Spring seat assembly	Separate right and left hand assemblies	One assembly for either right and left
Spring seat length	3 3/4"	4 3/8"
Spring seat bolts removal	Removed from inside seat	Removed from below cap
Axle shaft type	Tapered spindle	Hub forged integral

	1935	1936
Axle shaft diameter	2.223"	Normal 1 3/8"
Wheel bearings per wheel	Double row N.D.	2 Hyatt barrel-type bearings
Wheel hub pilot diameter	4 1/4"	4 3/4"
Distance between wheel hub flanges	62 7/8"	62 7/8"
Distance between wheel bearings	56 3/8"	58 9/16" Inner 68" Outer
Tread- Standard single wheels	56 1/16"	56 1/16"
- Standard duals, outer wheels	71 1/16"	71 1/16"
- Dual outer wheels with spacer	73 7/16"	73 7/16"
Wheel hub fastening	Nut, lockwasher and cotter pin	2 ring nuts and lock



BRAKES

HALF TON HYDRAULIC BRAKES

The hydraulic brake system of the HALF TON trucks incorporates all of the design features and advantages of the brakes on the MASTER passenger cars.

Its adaptation to the HALF TON truck, however, is different from that of the MASTER, due to the differences in the two chassis.

BRAKE DRUMS

The brake drums are of composite cast iron and steel and are eleven inches in diameter. This changes the service braking area from 170 square inches to 155 1/4 square inches, as on the MASTER. The cast iron braking surface more than compensates for the smaller linings. The rear brake drums are identical with the MASTER and cause the same minor changes in the rear axle. The front brake drums are identical with those on the MASTER Conventional model and differ from the MASTER Knee-action model only in the attachment to the front wheel hubs.

These front drums are drawn slightly deeper than the MASTER and mount on the inside of the hub flange, instead of outside. The drums are held permanently to the hub by the wheel bolts and pilot on their hubs within the same close limits.

Within the drums, the mechanism is identical with that of the MASTER, except for the material of the brake shoe linings and the accessibility to the front wheel cylinders for shoe adjustment. The front wheel cylinders are ad-

justed through holes in the brake flange plates, as on the rear wheels.

MAIN CYLINDER

The main cylinder is identical with that of the MASTER model and incorporates the same hydraulic stop lamp switch and brake pedal stop. It is mounted with the brake and clutch pedals on a rigid cast malleable iron bracket, which is bolted to the transmission and clutch housing, instead of to the frame, by five bolts, two to the transmission and three to the housing.

In this arrangement, the brake pedal is supported alone between two bosses directly ahead of the main cylinder, to which it is connected by the same type of linkage as on the MASTER. Its location is slightly to the rear of its previous position. The clutch pedal is supported on a short shaft from an individual boss on the bracket ahead of the brake pedal and is redesigned for its new mounting. The offset of its shank is reduced one inch and its pivot bearing is lengthened 1/8". As on the MASTER, it is stopped by a rubber block attached to the under side of the toe-boards, instead of by a sheet metal stop at its pivot end. It is adjusted in the same manner as previously, while the brake pedal is adjusted at its link to the main cylinder.

HYDRAULIC PIPING

The arrangement of the hydraulic piping on the HALF TON trucks is very similar to that of the STANDARD passenger cars. The main pipe from the main cylinder crosses the frame in the channel of the second cross member to a "T" connector in the channel of the right side rail. From this "T", two pipes, clipped in the side rail channel, extend in opposite directions.

The rear line joins a flexible hose at a frame bracket at the start of the rear axle kickup. The hose extends to piping on the rear axle housing, which leads to the rear wheel cylinders, as on both passenger car models.

The pipe extending forward from the "T" is connected to the front wheel brake hoses in a very similar manner to that of the STANDARD. The pipe lines are of the same diameter, thickness and material as on the MASTER and STANDARD models and the connectors are the same. Altogether, there are only slightly more than twenty feet of piping held securely to the frame and rear axle by twelve clips and five rigidly supported connectors. In all cases, the lines are fully protected by their supporting members or by wire armor.

HALF TON BRAKES

The hand brake linkage of the HALF TON trucks is almost identical with that of the STANDARD passenger cars, except for the mounting of the hand brake lever and the length of the pull rods. The hand brake lever and sector are mounted on the right side of the transmission in the same position as before. They are connected, like the STANDARD, to a long idler lever which pivots on a stamped bracket riveted to the second cross member. As on the MASTER model, the hand brake lever is longer, while a heavy spring is incorporated in the yoke of its pull rod to the idler lever.

Two long pull rods, attached to the idler lever in the same manner as on the STANDARD, extend in a "V" to meet their respective rear wheel brake cables just ahead of the third cross member. Each cable is attached to the third cross member by a bracket bolted below the member. From this point, the same mechanical linkage as in the MASTER and STANDARD operates the rear brakes.

This linkage is much more simple than before, as there are but three pull rods, instead of five, the cross shaft with its leverage and bearings is eliminated and four acting joints replace the previous ten. This arrangement reduces friction and noise and increases the efficiency and durability of the linkage.

HAND BRAKE LEVER

On the 1 1/2 TON trucks, the hand brake lever is three inches longer, to provide more leverage and, therefore, easier brake application. It is much stronger, being of drop-forged steel, instead of a steel stamping.

COMPARATIVE SPECIFICATIONS

HALF TON TRUCK BRAKES	1935	1936
Service brake type	4 wheel mechanical	4 wheel hydraulic
Hand brake type	4 wheel mechanical	Mechanical at rear wheels
Brake shoe construction	Two pieces, face and web welded together	One piece, face and web rolled integral

	1935	1936
Brake shoe actuation	By cam turning on roller sector	By piston in wheel cylinders
Limited articulation	Reverse shoes only	Forward and reverse shoes
Brake shoe guides	Guides from anchor plate straddle shoe web	Conical spring holds shoe edge against guides on brake flange plate
Brake drum construction	Pressed steel	Composite, cast iron and steel
Brake drum size	12"	11"
Brake lining effective area	170 sq.in.	158 1/4 sq.in.
Brake dirt shield	Split ring	Continuous ring
Brake dirt shield welds to flange plate	11	18
Brake flange plate diameter	14 5/16"	13 3/16"
Wheel cylinder size	None	Front 1 1/4"; Rear 1 3/16"
Brake shoe adjustment	By turning brake cam	By turning adjusting wheels at wheel cylinders
Brake main cylinder size	None	1" dia.
Brake main cylinder mounting	None	Integral with brake and clutch pedals
Service brake linkage adjustments	5 adj.yokes	One at pedal
Stop lamp switch operation	Mechanical linkage	Hydraulic pressure
Hand brake linkage	Mechanical cut-in on service brakes	Mechanical linkage in two rear brakes
Hand braking area	170 sq.in.	79 1/8 sq.in.
Hand brake lever length- pivot to grip end	17 5/16"	19 13/16"
Hand brake cross shaft diameter	1 1/8"	None
Clutch pedal shank offset	2 5/8"	1 5/8"
Clutch pedal pivot bearing length	1 5/16"	1 7/16"
1 1/2 TON BRAKES		
Hand brake lever material	Stamped steel	Drop-forged steel
Hand brake lever length from pivot to start of handle	13 3/8"	16 3/8"

ENGINE

The special truck engine used in the Chevrolet HALF TON and 1 1/2 TON trucks is more powerful, smoother in operation, more durable and more economical.

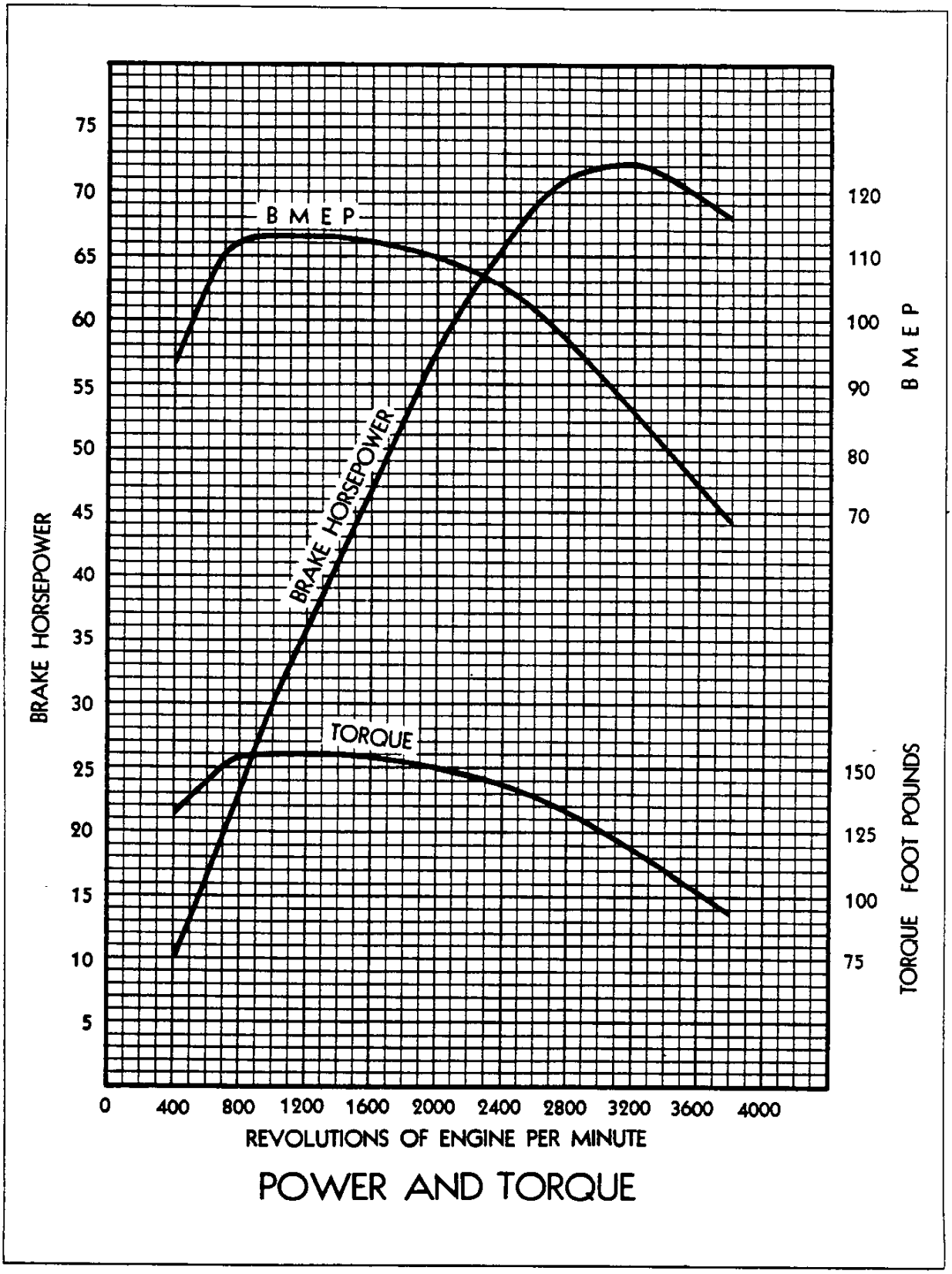
The improved engine incorporates all the design features of the 1936 MASTER engine, except for the special truck parts, none of which, except the air cleaner, have been changed.

The truck engine differs from the MASTER passenger car engine in the following particulars; clutch housing, flywheel underpans, engine mountings and underpans, fan, starter pedal hookup and air cleaner.

As heretofore, the truck engine is governed internally to assure economical operation and great durability. The horsepower output is increased throughout the speed range, the maximum of 72 horsepower being developed at 3200 RPM. 30 horsepower is developed at 1000 RPM, and 57.5 HP at 2000 RPM. The torque, of course, is also increased throughout the speed range, reaching a maximum of 155 foot pounds, which is maintained from 900 to 1500 RPM. The increase in torque insures better pulling power and the ability to start heavy loads more easily. The chart on the following page shows the 1936 power, torque and brake mean effective pressure.

ENGINE COOLING

Engine cooling for both truck lines is improved by changes in the radiator core specifications. The radiator core of the HALF TON truck is now of copper, instead of brass. This increases the radiator efficiency, due to the better thermal conductivity of copper. Copper also takes a better and stronger solder bond, which is more thermally efficient. The specifications for the 1 1/2 TON truck radiator core



POWER AND TORQUE

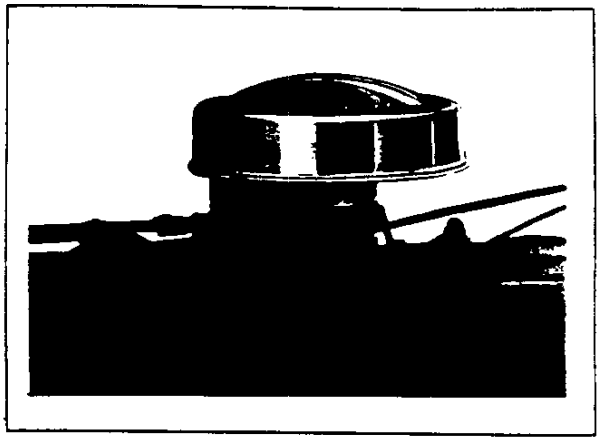
are changed to enlarge the cooling surface of the air fins, thereby increasing the cooling efficiency of the radiator to a great extent.

AIR CLEANER

The truck air cleaner is entirely new. It has greatly increased cleaning capacity, as a result of various new design features. A substantial increase in the area of copper gauze greatly increases the length of time that the filter will operate before it must be cleaned.

The filtering element is no longer directly above the carburetor throat, but is relocated and redesigned, so that collected dirt cannot drop into the air intake passage.

In previous designs, the air blast from the cooling fan tended to blow dust into the air cleaner, but in the new design, the body of the cleaner is arranged to form a shield for the filtering element to prevent this action. The windows, or air openings, are now located on the rear of the cleaner, which is the side opposite to that receiving the fan blast. The air taken into the cleaner is therefore free



from much of the foreign matter in the air stream, especially the smaller abrasive particles, which do the greatest damage to the engine.

COMPARATIVE SPECIFICATIONS

	1935	1936
Maximum horsepower at RPM	68.5 at 3200	72 at 3200
Horsepower at 1000 RPM	28.5	30
Horsepower at 2000 RPM	55.5	57.5
Maximum torque	150 ft.lbs.	155 ft.lbs.
Engine RPM at maximum torque	1000 to 1400	900 to 1500
Compression ratio	5.6 to 1	6 to 1
Carburetor float chamber vent	To atmosphere	To air horn
Carburetor air horn attachment	2 screws	3-screws
Carburetor idle port	One slot	2 punched holes
Oil pump rotor shaft diameter	1/2"	9/16"
Oil pump rotor pin diameter	5/32"	3/16"
Distributor shaft tang width	9/64"	11/64"
Oil pump set screw taper diameter	7/32"	5/16"
Exhaust valve guide counterbore	None	.362" dia. x 1/4" deep
Crankcase ventilator baffle	None	Sheet metal
Inlet manifold ports diameter	1 1/4"	1 5/32"
Valve rocker cover gasket pieces	Stapled together	Dovetailed into each other and stapled
Valve spring pressure- Valve open	104 lbs.	98 lbs.
Oil distributor body gasket	Paper- .030" thick	Cork- .055" thick
Flywheel ring gear teeth	132	133
Starter gear ratio	14.66 to 1	14.78 to 1
Radiator core specifications- HALF TON TRUCK	386 sq.in. of .25" x .40" brass	386 sq.in. of .25" x .55" copper
Radiator core specifications- 1 1/2 TON TRUCK	386 sq.in. of .25" x .40" copper	386 sq.in. of .20" x .55" copper

CLUTCH

CLUTCH DISC CUSHIONING SPRINGS

The clutch disc cushioning springs of both the HALF TON and 1 1/2 TON trucks are "shot-blasted" in the same manner as those of the MASTER car, lengthening their life twenty times and thus increasing the life of the disc.

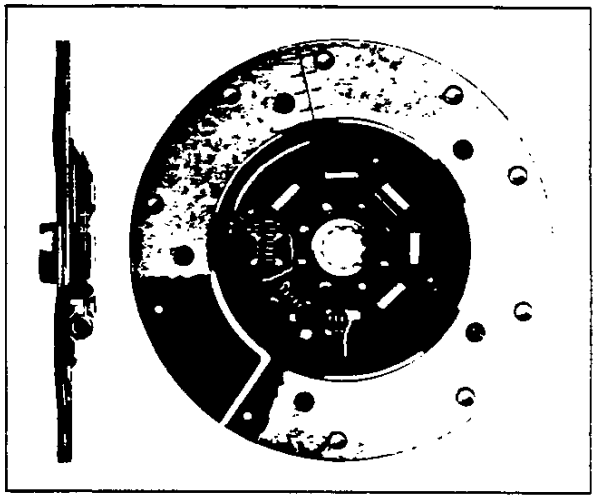
CLUTCH PRESSURE LEVERS

In both truck models, the arrangement of the bolts which attach the clutch cover to the flywheel is revised, as on the MASTER and STANDARD passenger cars, so that the designed relation of the pressure levers with the release bearing plate is maintained more accurately at both the initial and service installations of the cover assembly.

1 1/2 TON TRUCK CLUTCH DISC

The clutch disc of the 1 1/2 TON truck is identical with that used on all other Chevrolet models, except that the facings are 10" in diameter, as on the former trucks. The new disc greatly improves the smoothness of engagement and eliminates chatter and jerking. The rim of the clutch driven plate is divided into five equally-spaced blades, formed by slits extending across the rim and partially around the periphery of the dished portion of the plate. Each blade is depressed toward the flywheel face with a smooth radial wave. The rim of the plate is tempered so that these waves keep their shape regardless of the number of engagements or relatively high temperatures encountered in severe service.

The clutch faces conform to the shape of the waves, so that when the clutch is disengaged there are five raised portions on the face nearest the flywheel and five similar portions on the opposite face where the lining contacts the pressure plate. Upon engagement, these raised portions encounter the faces of the flywheel and pressure plate, gradually flattening under the clutch spring pressure until



full engagement is accomplished. In this manner, the shock of the full driving load of the engine is not applied all at once, but is spread out so that the torque is smoothly absorbed.

COMPARATIVE SPECIFICATIONS

	1935	1936
Clutch disc cushioning springs	Not "shot-blasted"	"Shot-blasted"
Clutch engagement- 1 1/2 TON trucks	Warped driven plate	Waved driven plate
Driven plate treatment- 1 1/2 TON truck	None	Heat treated

The syncro-mesh transmission used on the HALF TON trucks, as well as on the MASTER passenger cars, is retained for 1936 with only two minor changes. These do not affect the operation of the transmission in any way.

SPEEDOMETER GEARS

The transmission rear bearing retainer is revised to locate the speedometer drive gear above the engine center, instead of below, so that the speedometer cable will clear the new brake main cylinder, mounted on the side of the transmission. This necessitates a change from a left hand spiral to a right hand spiral on both the speedometer drive and driven gears. The gear ratios are not changed.

GEARSHIFT LEVER

The gearshift lever is bent to agree with the new adjustable seat of the cab. This locates the knob so that the same room is provided between it and the seat in the seat forward position, as was provided with the stationary seat. Of course, there is now more room with the seat in its rearmost position. The knob is still as accessible for shifting as before and does not interfere with the instrument panel.

COMPARATIVE SPECIFICATIONS

	1935	1936
Speedometer drive gear location	Below engine center	Above engine center
Speedometer gearing	Left hand spiral	Right hand spiral
Gearshift pivot to knob- Vertical	19 1/4"	20 5/8"
Gearshift pivot to knob- Horizontal	10 5/8"	8 1/4"

PROPELLER SHAFT

During 1935, several important changes were made at the forward propeller shaft of the 1 1/2 TON trucks on both the 131 inch and 157 inch wheelbases to increase the life of the shaft and its bearings and the universal joints. The front propeller shaft housing was lengthened to increase its bearing 2 7/16" in the forward universal joint ball sleeve. This not only makes the joint of these two pieces more rigid and stronger, but also provides improved alignment for the propeller shaft and universal joint.

A hydraulic lubrication fitting was added midway between the two universal joints in the front propeller shaft housing, to permit better lubrication of the rear joint by assuring additional lubricant supply. This fitting takes the place of a pipe plug formerly used at this point for the initial greasing at assembly plants.

In addition to these changes, the cork packings at the universal joint balls are coated with graphite. This prevents oil leakage around the ball joint by minimizing the friction between the ball and the packings, thereby adding considerably to the life of the packing.

COMPARATIVE SPECIFICATIONS

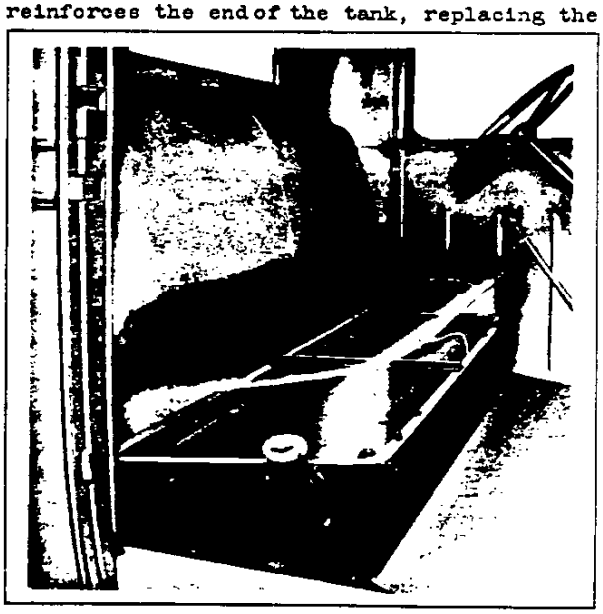
	1935	1936
Length of front propeller shaft housing in universal joint ball sleeve	3 1/4"	5 11/16"
Lubrication to front propeller shaft	Thru pipe plug	Thru hydraulic lubrication fitting
Universal joint ball packings	Cork	Graphited cork

FUEL SYSTEM

The fuel tank is suspended in the cab of the 1936 1 1/2 TON trucks with no connection to the chassis frame, except for a flexible hose to the fuel pipe. This suspension relieves the tank of twisting and weaving, which are present when the tank is supported by the frame. In addition, the fuel tank is filled, without removing the seat cushion, through a neck which extends to a convenient location at the right of the seat through the wall of the seat riser.

The fuel tank is suspended in the cab from the seat riser by two straps, one at each end. These are hooked into brackets at the seat riser bar and pass under the tank. Integral trunnion bolts, riveted to their other ends, extend through brackets bolted to the seat riser front bar. Tension on these bolts draws the tank tightly into the two pairs of brackets. The brackets are rigid steel stampings, formed to fit the contour of the tank.

The flexible hose, which forms the connection from the tank to the fuel pipe, consists of a metal tube, the walls of which are formed like the folds of an accordion and covered by a braid of brass wire. Connectors are soldered in leak-proof joints at each end. The flexibility of the hose compensates for movement between the cab and chassis and thus precludes possible strain on the fuel pipe. In all other body types of the 1 1/2 TON truck line, the tank is mounted on the chassis frame, as in 1935. In all HALF TON trucks, including those with cabs, the fuel tank is located at the rear of the chassis frame, as heretofore. In all 1 1/2 TON cab and body types, the tank is made more leak-proof by a redesign of its heads or ends. In this new design, each head is formed with a smooth, dome-like bulge, which reinforces the end of the tank, replacing the former two crossed ribs. The smooth contour of the dome is not subject to strains, which formerly were apt to cause breaks in the comparatively sharp corners of the crossed ribs.



CHEVROLET 1936 ENGINEERING FEATURES TRUCKS

COMPARATIVE SPECIFICATIONS

	1935	1936
1 1/2 TON TRUCK CABS:		
Fuel tank mounting	Supported by frame	Mounted in cab
Fuel tank filler	Beneath seat cushion	Extends thru right end of seat
Fuel tank flexible tube	None	Accordion folded tube covered by brass braid
1 1/2 TON CAB AND TRUCK BODY TYPES:		
Fuel tank end reinforcement	Crossed depressed ribs	Dome-like depression

STEERING

The steering gear of the HALF TON and 1 1/2 TON trucks is redesigned for better, more uniform operation, longer life and greater strength.

PITMAN SHAFT AND BUSHINGS

The pitman shaft and its bushings are increased 1/8" in diameter and the bushings are each lengthened 1/8". The enlargement of the shaft increases its torsional strength twenty-seven percent, providing a greater factor of safety. The greater length and diameter of the bushings increases their bearing area on the shaft twenty percent.

With the enlargement of the shaft and bushings, the life of these parts is increased to a great extent and the shaft alignment is retained longer, with no sloppiness in movement due to worn bushings. Changes incidental to these improvements are an increase in the pitman shaft housing diameter, with a consequent enlargement of its seat in the steering gear bracket and cap, which attach the gear and the chassis frame.

The bracket and cap, which attach the steering gear to the frame of the 1 1/2 TON trucks, are redesigned for greater strength and rigidity. They are both malleable iron castings, instead of drop forgings. Further strength is added to the cap by the addition of two parallel ribs on its external diameter.

PITMAN ARM

The pitman arm is sturdier, being of wider section, with a uniform taper between the pitman shaft and connecting rod bosses. The pitman shaft boss of the arm is enlarged to fit the new pitman shaft and is increased in strength.

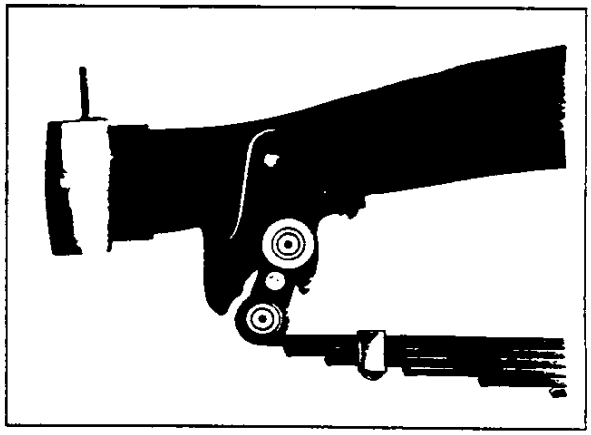
COMPARATIVE SPECIFICATIONS

	1935	1936
Pitman shaft diameter	1"	1 1/8"
Pitman shaft bushings length	1 1/8"	1 1/4"
Pitman shaft bushings area	3 17/32 sq.in.	4 13/32 sq.in.
Pitman shaft housing O.D.	1 5/8"	1 3/4"
Pitman arm taper	Partial	Full
Pitman arm width- Upper end	1 3/16"	1 1/2"
Pitman arm width- Lower end	3/4"	3/4"
Pitman arm upper boss diameter	1 5/8"	1 13/16"

FRONT SPRING

The front spring front hanger of the 1 1/2 TON trucks was redesigned during the 1935 season to incorporate two stops, which prevent undue movement of the front axle in the event of spring main leaf breakage, thereby maintaining steering control. These two stops are heavy lugs, cast integral with the hanger, one ahead of the spring eye and one behind, with sufficient clearance to provide for normal spring and shackle movement.

If the spring should break between the axle and the rear spring eye, the natural tendency of the axle is to shift forward suddenly on the side of the broken spring. The stops prevent this, as, when such breakage occurs,



the spring eye immediately contacts the heavy forward lug which takes the load, stopping forward movement of the spring and axle. The second stop, that just behind the eye on the hanger, checks the rebound from this contact, preventing the spring and axle from moving backward.

In addition, the possibility of fanning of the spring leaves is prevented by improvements in the three forward clips which hold the spring leaves together. These clips, which are of the clinch type, are much stronger than before, being of heavier gauge material, 1/4" wider. These clips provide greater resistance to opening under spring flexure, thereby maintaining the alignment of the spring leaves.

COMPARATIVE SPECIFICATIONS

	1935	1936
Front spring stops	Single	Double
Stop taken on	Shackle pin	Spring eye
Clinch clip thickness	5/32"	3/16"
Clinch clip width	3/4"	1"

WHEELS

The wire wheels of the HALF TON trucks are made stronger and more rigid by an increase in the metal thickness of the rim from .130" to .156" and by a new design of the forty-eight spoke holes, to provide stronger and more rigid riveting of the spokes to the rim. The Chevrolet monogram on the hub cap is enlarged to improve the hub cap appearance. The length of the monogram is 2 1/4", instead of 1 7/8". Due to enlargement of the rear wheel hubs of the 1 1/2 TON truck "full-floating" rear axle, the hub bore of all wheels, both front and rear, the wheel bolt rings and the front wheel hub are increased to 4 3/4" in diameter, an enlargement of 1/2".

RIM CLAMP RINGS

The split wheel rim clamp rings, which were optional with continuous rings early in the past season on 1 1/2 TON truck wheels, are discontinued. Continuous clamp rings only are now furnished.

This type of clamp ring is simple in design and easy to remove or apply. The continuous construction of both its base and flange form a perfect support entirely around the tire. There is no tendency to misalignment, due to mismatched ends and no local weakness or yielding of the flange that may occur in split clamp rings. These features give greater rigidity, eliminate localized deflection and provide proper conditions to enable the tires to travel more miles.

FRONT WHEEL HUB

Early in the 1935 season, the front wheel hubs, bearings and spindles of the 1 1/2 TON truck were redesigned for greater strength. The front wheel hubs were made stronger by the addition of an inner flange and formed ribs on the body between the wheel flange and the drum flange. Greater capacity was provided in both the inner and outer wheel bearings by the use of a larger number of balls of slightly smaller diameter, to provide more bearing contact.

FRONT WHEEL SPINDLES

On the spindles, the diameters of the inner and outer bearing seats and the tapered portion of the spindle, which interconnects these, are machined for uniform section. A greater increase in the diameter of the shoulder, where each spindle connects to its steering knuckle, strengthens the entire forging, preventing breaking under overloading at this point.

DUAL WHEEL SPACER

The spacer used with 6.50-20, 6 ply tires, when dual rear wheel equipment is furnished on the 1 1/2 TON trucks, is redesigned. The outer wheel now pilots on the hub of the "full-floating" rear axle, instead of on the spacer, as before. This arrangement provides a longer and better pilot, which greatly facilitates the interchanging of wheels.

WHEEL CARRIER

The fender well wheel carriers of both the HALF TON and 1 1/2 TON trucks are stronger and neater in appearance, due to changes in design late in the 1935 season.

The upper brace of the wheel carrier tie bolt to the cowl is entirely redesigned, so that it does not contact the cowl panel, thus preventing cracking of the panel by movement of the carrier. In this new design, a channel section steel reinforcement, located inside of

the cowl, is bolted at three places to the dash and at two to the door front pillar. A short, neat and sturdy, drop-forged brace, bolted by an integral stud to this reinforcement, through a large clearance hole in the cowl panel, extends outward to brace the wheel carrier tie bolt that extends upward from the fender. The clearance hole, which is large enough so that the brace does not contact the metal of the cowl panel, is hidden by a ferrule under the inner shoulder of the brace. The carrier tie-bolt is offset, so that its upper end is closer to the wheel. At this end, it passes through a boss in the outer end of the upper brace, where it is held by sleeve bolt and nut in a strong and rigid attachment that prevents rattling.

A stronger and more rigid support for the wheel is provided by the addition of a strong support bracket at the fender. This bracket is a heavy steel stamping, bolted at four places to the fender behind the wheel center.

COMPARATIVE SPECIFICATIONS

	1935	1936
HALF TON TRUCK:-		
Wheel rim metal thickness	.130"	.156"
Hub cap monogram length	1 7/8"	2 1/4"
1 1/2 TON TRUCKS:-		
Wheel pilot diameter	4 1/4"	4 3/4"
Wheel rim clamping type	Optional-split or continuous	Continuous only
Front wheel inner bearing	11 balls, 9/16" dia.	12 balls, 17/32" dia.
Front wheel outer bearing	9 balls, 15/32" dia.	10 balls, 7/16" dia.
Front wheel inner bearing I.D.	1 5/16"	1 13/32"
Front wheel outer bearing I.D.	3/4"	27/32"
Wheel carrier upper brace	Strap bolt through cowl bolts in two places to dash	Separate brace bolted to new cowl panel reinforcement
Cowl panel reinforcement	None	Heavy channel section steel stamping bolted to dash and door hinge pillar
Wheel support bracket	None	Heavy steel stamping

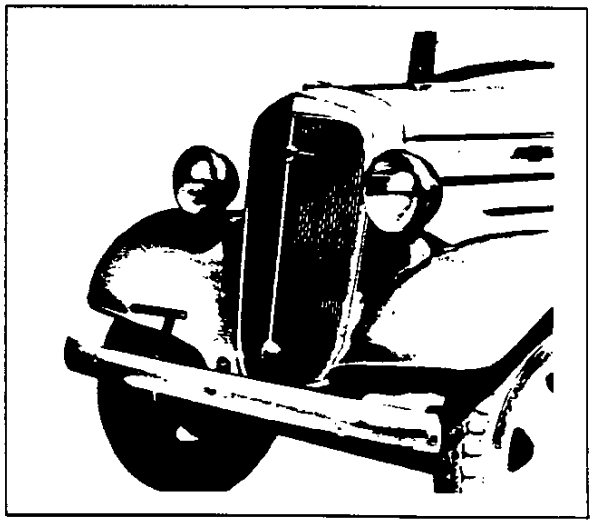
SHEET METAL

The radiator, hood, fenders and splash guard of any vehicle are largely responsible for its appearance and character. In the 1935 HALF TON and 1 1/2 TON trucks, a new treatment of these parts imparts an appearance of smart sturdiness, thoroughly in keeping with the structure and durable mechanism of these two lines of trucks.

RADIATOR

The sloping "V" radiator is made more massive by an increase in width at its base. Its shell is of composite finish. The shell proper is painted the same color as the hood, while the integral, embossed moulding which frames the grille is chrome-plated. The vertical bar "V" grille, which heretofore was black; the vertical center moulding which accentuates the "V" of the grille; and the starting crank hole cover, are all chrome-plated, creating a new, brighter frontal appearance.

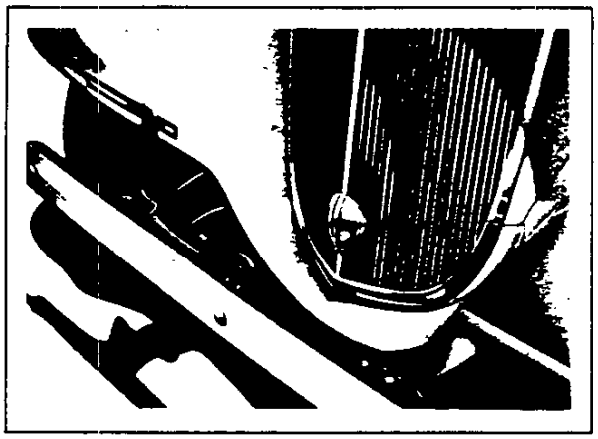
The blue Chevrolet emblem, now mounted on the body of the grille well below the grille frame, is effectively set off by an attractive disc-



like medallion in vermillion and chrome-plate. Slender, chrome-plated arms, tapering horizon-

tally from the medallion, add a touch of smartness.

The radiator splash guard, integral with the lower portion of the shell, is reshaped with



smoother lines which sweep cleanly into the front of the fenders.

HOOD

The hood side panels are restyled in the modern manner, to create an appearance of greater hood length. Two streamlined horizontal louvres, similar in design to those of the passenger cars, decorate each side panel. These louvres are of different lengths, the longer being located above. The upper portion of each louvre protrudes, while the lower portion is depressed in the panels. This treatment is so accomplished, that the protruding portion and the depressed portion beautifully balance

one another. The lower edge of the upper portion of each is striped with a painted line of color contrasting with that of the hood. A large Chevrolet emblem, located between the upper louvre and the side panel hinge moulding, adds to the smart appearance. Its embossed surfaces are chrome-plated upon a blue background.

The hood side panel reinforcement is redesigned to increase the panel rigidity and to reinforce the new louvres to prevent their vibration.

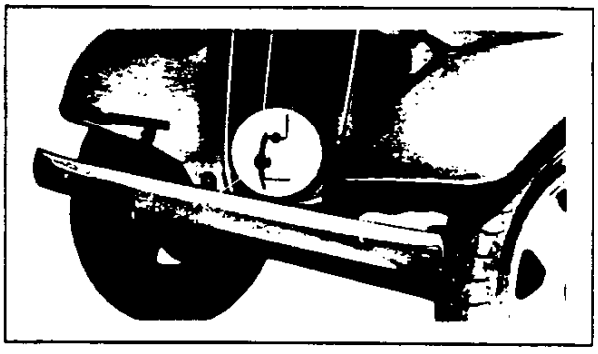
FRONT FENDERS

The front fenders are more streamlined in design and greatly improved in appearance. At the front of each, the nose extends lower to conceal more of the chassis mechanism, while

attractive valances, blending into the running boards, hide the mechanism from the sides.

BUMPER

On the 1 1/2 TON trucks, the addition of a chrome-plated, spring steel bumper bar, bolted to the front of the frame, improves the appearance to a great extent, provides more protection for the fenders, reinforces the frame front end, providing more rigidity and adds a cushion against shock. The new bumper bar is of convex section and is 62" long, adding 3" more protection at each side. It is 4" deep, which is 7/8" deeper than the former bumper. It bows inward gradually from the car center, so that the outer ends are close enough to the fenders to prevent hooking. The former front bumper now acts as a brace for the bumper bar and is redesigned to con-

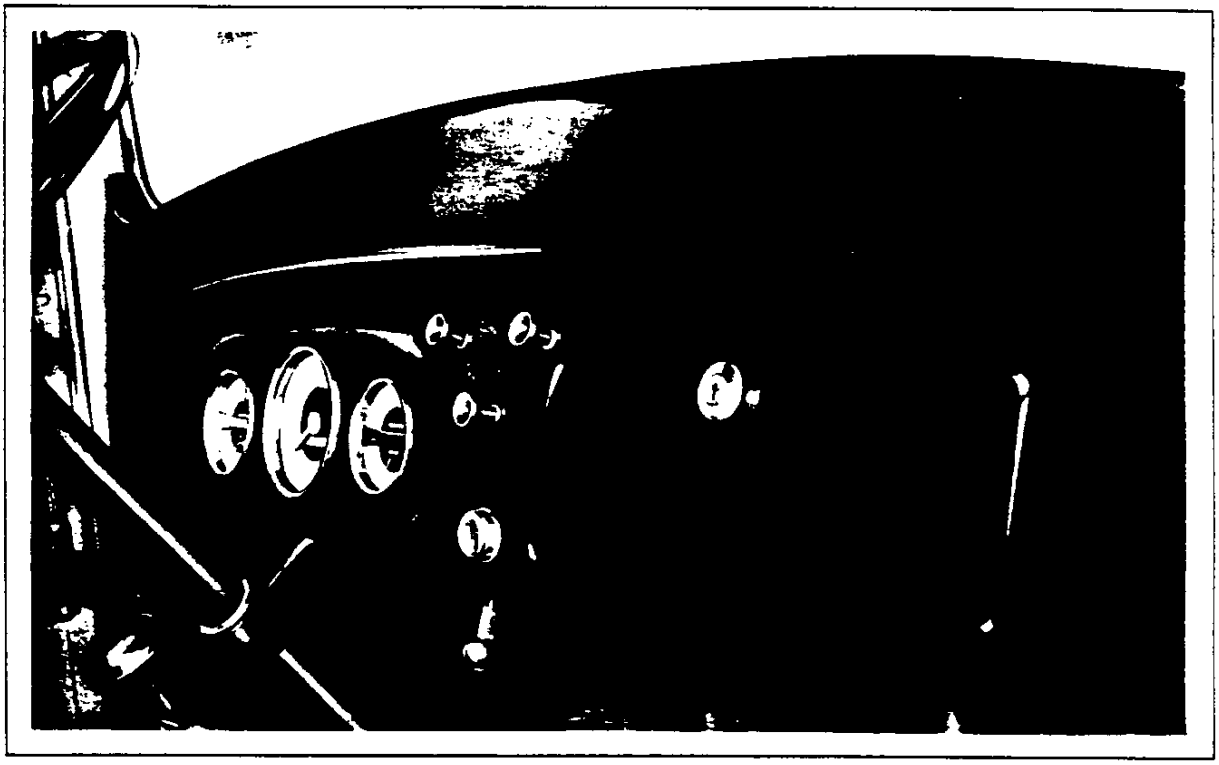


form in section with the bar. It is shorter than before, providing an overhang for the bar of 7 3/4" at each side. Three equally spaced carriage bolts, with stainless steel capped heads, attach the bar to this bumper. They may be removed easily, thus facilitating replacement of the bar.

CHEVROLET 1936 ENGINEERING FEATURES TRUCKS

COMPARATIVE SPECIFICATIONS

	1935	1936
Radiator shell finish	Painted hood color	Chrome-plated grille frame and painted shell
Radiator grille finish	Black	Chrome-plated
Radiator Chevrolet emblem location	On radiator shell	On body of grille
Chevrolet emblem finish	Blue and white	Blue on vermillion disc Chrome-plated side arms
Hood louvres in each side panel	Four vertical louvres	Two streamlined horizontal louvres
Hood Chevrolet emblem	None	Chrome-plate and blue
Front fender valances	None	Streamlined
FRONT BUMPER- 1 1/2 TON TRUCKS		
Bumper type	Rigid frame member	Flexible bar bolted to rigid frame member
Bumper finish	Black enamel	Chrome-plate
Bumper width	56"	62"
Bumper section	Channel 5/32" x 3 1/8" x 1 3/4" flanges	Convex 9/32" x 4" reinforced by channel section 1/8" x 3" x 1 3/8" upper flange x 2" lower flange



INSTRUMENTS

INSTRUMENT PANEL

The instrument panel of both the HALF TON and 1 1/2 TON trucks is entirely different and is greatly improved in appearance. In the new design, the instruments are located in a raised portion of the main panel in front of the driver; the controls are grouped at the center of the main panel, while a package compartment is provided at the right. The raised portion which carries the instruments, the compartment door and the main panel are finished in brown paint to match the upholstery.

The instruments are all MASTER passenger instruments in three groups, which are attached individually to the instrument panel. The package compartment, of the same size as that of the MASTER, is a safe receptacle, since its walls are of water-proof material, lined with fabric and there is a lock in its chrome-plated knob.

The throttle, light and choke controls and ignition lock are accessibly located between the instrument groups and the compartment, with the controls in a triangular arrangement above the ignition lock. The buttons of these controls are jet black bakelite with cream figures.

INSTRUMENTS

The instruments consist of the speedometer at the center, fuel and water temperature gauges combined in one instrument at the left and the combined ammeter and oil pressure gauge at the right. In comparison with previous truck instruments, these are much improved. The speedometer is over one inch larger in diameter and has much larger figures. All of the instruments are set deeper into the panel and each is framed by a narrow, chrome-plated rim of sharp "V" section.

The figures and graduations upon the dials are more pleasing in shape and more easily read. They are colored jet black upon an ivory background. A large jet black target at the center of each dial directs the eye to the figures, facilitating reading. The pointers are reshaped and are of the same red color as on the MASTER passenger car, which causes them to stand out sharply.

The instruments are effectively illuminated by two bulbs at the back of the panel, located above and between the three instrument groups and by an improved distribution of light over the surface of each instrument, effected by the saucer shape of the new dials. The windors, through which the light shines on the instrument dials, are narrower on all instruments and are covered with clear pyralin. The length of the lighting windows is reduced on the speedometer and increased on the other instruments to aid in the more effective distribution of light. The lens of each instrument is concave, instead of convex, to eliminate reflections.

IGNITION AND DOOR LOCK KEY

The lock tumblers used in the ignition and right front door locks of all cabs and closed truck models are identical and are opened by the same key. The same system of numbering, used for the past year on the passenger cars, is now used for this key.

The removal number tab, which permits only the owner and maker to have knowledge of the key number, is pressed into the body of the key at the point where the hole for the key ring is generally located. After the owner has made a record of this number, he may easily remove the tab from the key, leaving a hole for his key ring.

COMPARATIVE SPECIFICATIONS

	1935	1936
Instrument panel finish	Black	Brown
Instrument location	At center of panel	In front of driver
Package compartment size	None	4 3/4" x 12 3/4" x 9 1/2"
Instrument attachment	On common carrier	Separate
Instrument rim	None	Chrome-plated
Speedometer diameter	3"	4 1/8"
Instrument dial finish	White figures and pointers on black	Black figures & target on ivory; red pointers
Dial shape	Flat	Concave
Lens shape	Convex	Concave
Instrument windows	Light blue pyralin	Clear pyralin
Ignition and door lock keys	Separate keys	Same key for both

ELECTRICAL

Several important improvements are made in the electrical equipment of both the HALF TON and 1 1/2 TON trucks.

VENTILATED GENERATOR

The generator is the same ventilated generator used on the STANDARD Passenger cars. It operates more efficiently than the previous truck generator. Its temperature stabilized at about eighty degrees above that of the atmosphere, so that under normal operating conditions, there is no possibility

of its burning out.

BATTERY AND GROUND CIRCUIT

As on the MASTER and STANDARD Passenger cars, the truck batteries are redesigned with the negative terminal at the rear inner corner of the battery. This is the general practice and therefore any standard make of battery may be used. The batteries for all trucks are grounded directly to the power-plant by means of a ground strap bolted to the transmission rear bearing retainer on the HALF TON trucks and to the forward universal ball joint collar on the 1 1/2 TON trucks. In both cases, the number of joints is decreased from four to two. This improves the cold weather starting, as on the passenger cars.

COMPARATIVE SPECIFICATIONS

	1935	1936
Generator type	Not ventilated	Ventilated
Generator stabilizing temperature	None	80 degrees F above atmosphere
Breaks in battery to ground circuit	4	2

CAB AND BODIES

Many refinements are made for 1936 in the cab and enclosed bodies of both the HALF TON and 1 1/2 TON truck lines.

The windshield is improved in appearance by a redesign of its lower corners. These are now rounded with a large radius, instead of being pointed, as heretofore.

Shortly after the beginning of production, the cab doors and the side doors of the other bodies will be constructed entirely of steel instead of the usual composite steel and hardwood construction. This design provides great strength and overcomes any tendency of the door to loosen and rattle.

The entire interior of the cab is trimmed.

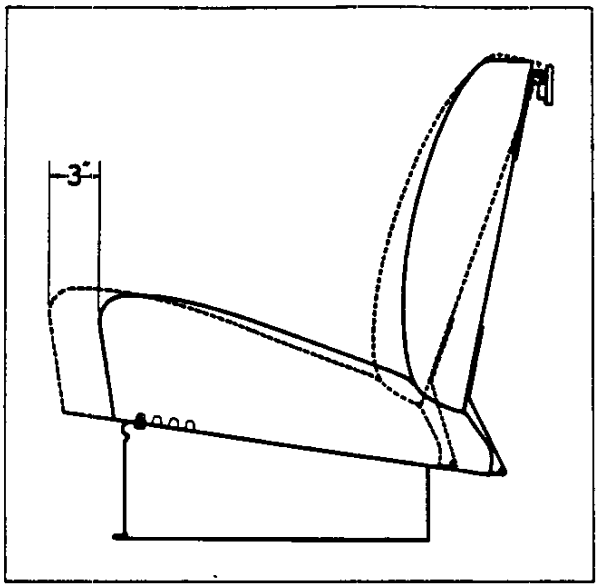
The seat and back cushions and the rear and side panels are trimmed in brown, crushed-grain, imitation leather of a very high quality. The ceiling is covered by a panel which is colored and grained to match the trim of the seats. Heavy jute above this panel insulates against heat and noise. The trim panels of the doors are of the same brown color as the instrument

panel. Panels of embossed board matching the trim are added at each side of the cowl.

The seats of the other enclosed truck bodies are trimmed in the same brown material as the

cab, while the door trim panels are also painted brown.

In the cab, driving comfort is improved considerably by the addition of a seat and back



adjustment, which permits the seat and back to be located in four different positions for a total adjustment of three inches.

SUBURBAN CARRYALL BODY

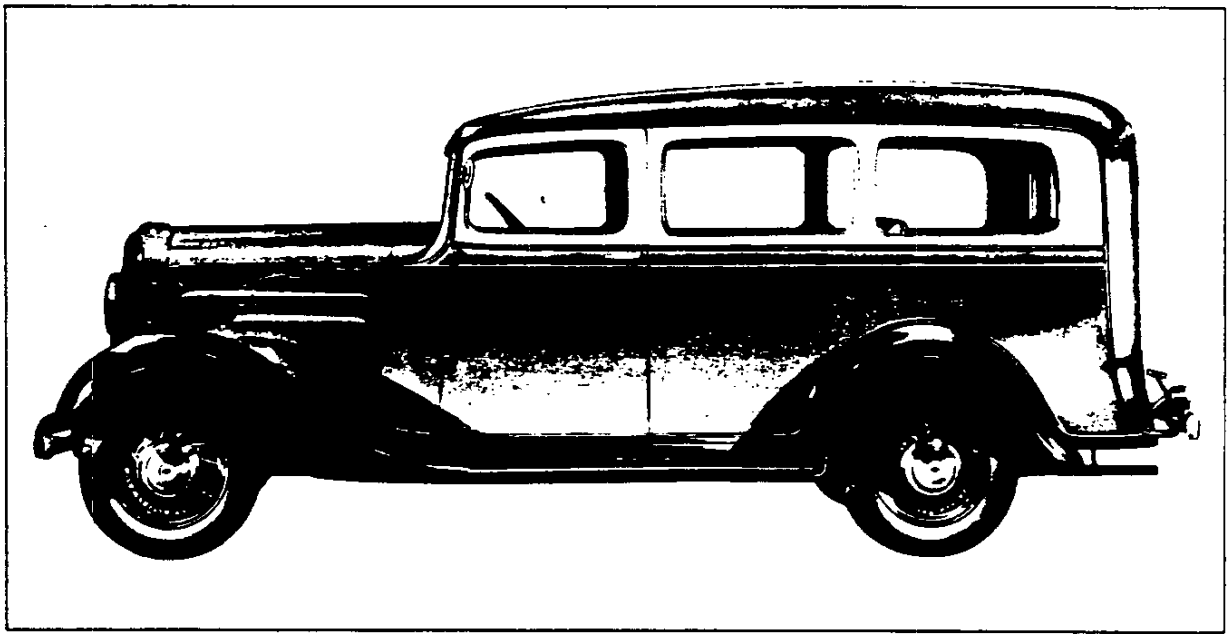
Late in the 1935 season, the Suburban Carryall, or Station Wagon, body was added to the line of HALF TON trucks.

This body is the only completely enclosed station wagon built at this time. It is designed to be used as a passenger carrying vehicle or to carry loads of merchandise or produce. It also can be used to serve many other purposes. It is in great demand by estates, hotels, country clubs, transfer companies, short line bus companies and schools. It is an ideal car for camping tourists and for the man in a small business who cannot afford two cars. It is mounted on the special HALF TON truck chassis which incorporates all the new features of the HALF TON truck and includes the additional appearance features of wire wheels with chrome-plated hub caps, chrome-plated head lamps and bumpers and full-length running boards.

The body is identical in size and contour with the HALF TON truck panel body and seats eight passengers comfortably. When desired, the seats for the passengers may be easily removed to provide a load space equal to that of the HALF TON panel truck.

Three large windows at each side, two windows in the rear door and the large windshield provide exceptional visibility. All side windows open by crank handles, to provide more than adequate ventilation. All windows are carefully sealed, so that when closed the passengers are well protected.

There are four seats in this body. The driver's seat is exceptionally wide, providing room for both the driver and a passenger. At its side, a small folding seat permits the entrance of passengers to the rear seats. The second seat accommodates two people. An aisle



at its right side permits access to the third seat, which seats three people.

All seat cushions and backs are upholstered in brown, crushed-grain imitation leather of high quality.

Both the second and third seats are fastened to the body floor by four wing screws each. These screws are easily loosened by hand to permit the removal of the seats.

The rear door is divided into two portions, an upper door which hinges at the top and a tail gate that hinges at the bottom.

The upper door permits loading when the seats are removed. It is spring balanced, opening part way automatically when its handle is turned, after which it is lifted upward until it is in a horizontal position, where it is locked by a lock arrangement in a brace at the right side. It may be closed with ease and safety. When closing, the lock is unlatched, after which the door falls to a partially opened position from which it may be slammed shut. It is hinged on the rear opening pillars by an invisible hinge located a short distance below the top of the opening.

The lower door is hinged at the bottom on a piano type hinge. When open, it is supported by two heavy chains, one at each side. Waterproofed cloth covering the chains protects them from rust.

The lower door, or tail gate, is exceptionally strong and may be used to carry small trunks or luggage.

Within the body, metal panels extending from the floor to the windows increase the durability of the interior.

Two rear view mirrors are furnished. These are the regular swivel type mirror on the windshield header bar and a special mirror mounted on the upper hinge of the left door. An adjustable internal sun shade provides additional protection for the driver's eyes.

In all other respects, this new body is identical with the HALF TON truck panel body.

COMPARATIVE SPECIFICATIONS

	1935	1936
CAB:		
Windshield lower corners	Sharp	Rounded
Door construction	Steel and wood	All-steel
Interior trim	On seats, seat backs and ceiling	On seats, seat backs, rear and side panels, ceiling and cowl
Seat trim material	Green imitation leather	Brown crushed grain imitation leather
Door trim panel and instrument panel finish.	Black	Brown
Seat adjustment	None	Seat cushion and back adjustable- 3"
TRUCK BODIES:		
Windshield lower corner	Sharp	Rounded
Door construction	Steel and wood	All-steel
Seat trim material	Green imitation leather	Brown crushed grain imitation leather
Door trim panel and instrument panel finish.	Black	Brown

SPECIAL EQUIPMENT

The following new special equipment is available, at extra cost, for use on the HALF TON or 1 1/2 TON trucks, as indicated.

STEEL WHEELS AND OVERSIZE TIRES

On the HALF TON trucks, a combination of pressed steel wheels of the MASTER passenger type, with low pressure 7.50-15, 6 ply oversize tires, is available as special equipment.

This combination is very suitable for models in which fragile goods are carried, especially in delivery service. The massive appearance is attractive.

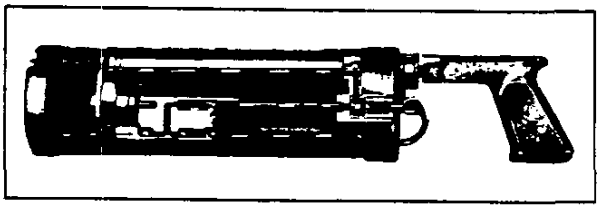
As only sixteen pounds of air are used in the tires, they absorb more vibrations, provide a better ride and last longer.

AUXILIARY SPRING

The auxiliary spring, available on the 1 1/2 TON trucks as special equipment with dual wheel installations, is redesigned along more simple lines. There are only six leaves, instead of eight and these are of greater thickness. This reduces the spring weight over seven pounds and increases the spring rate of deflection from 1520 pounds per inch to 1610.

FIRE EXTINGUISHER

The fire extinguishers available for both truck models are all improved in design. The most outstanding is the new "pistol grip" extinguisher, which is one of the most accurate shooting pump-type extinguishers made. It has features that insure efficiency, dependability, longer life and lower maintenance costs. It is very efficient, because it works instantly; it shoots all of its chemical straight at the fire; and, it may be used in places where pumping would be impossible. The extinguisher shoots straight, because the pump does not have to be operated while shooting. This does away



with the previous difficulty of trying to aim and pump at the same time and therefore the stream of chemical goes directly to the fire. It takes less chemical to put out a fire, because all the chemical can be placed where it will do the most good. The maintenance cost is low, because the extinguisher, itself, is air-tight, thus preventing leakage or evaporation of the chemical. The only expense is refilling when the chemical has been used. The air pump operates easily and has the capacity to build up air pressure to shoot a continuous stream of chemical a distance of thirty feet or more. As it is an air pump, not a liquid pump, the pump handle, shaped like that of a piston, is free at all times. The trigger, simple in design and positive in action, releases a shut-off valve, causing air pressure to shoot the chemical out of the extinguisher. When the trigger is released, a spring closes the valve and the chemical is shut off instantly.

The pick-up tubes, which extend from end to end inside of the extinguisher, are connected to the pick-up bracket assembly, which oscillates easily on a central axis, permitting the tubes to be at points where the chemical is lowest. A die-cast ring holds the air pump and pickup bracket assembly in perfect alignment. The discharge nozzle does not protrude, but is recessed in the end of the extinguisher.

FAN SHROUD

Late in the 1935 season, a fan shroud was made available at extra cost for use on both HALF TON and 1 1/2 TON trucks. This shroud consists of a sheet metal shield, located to the back of the radiator core above the fan and a large diameter sheet metal cylinder around the fan. At slow, lugging speeds, this shroud provides good cooling by assuring air circulation thru that portion of the core above the fan, which at these speeds is normally unaffected by road speed air flow.

OIL TEMPERATURE REGULATOR

The same oil temperature regulator furnished as special equipment on the passenger cars is available at extra cost on both lines of trucks. It cools the engine oil in warm weather and heats it in cold weather, thereby improving truck performance and making operation more economical.

MASTER PASSENGER CARS

MASTER PASSENGER CARS-- Continued

MASTER PASSENGER CARS-- Continued

V

W

Z

STANDARD PASSENGER CARS

A

B

CHARTS

COMPARATIVE SPECIFICATIONS

C

D

E

F

STANDARD PASSENGER CARS-- Continued

F- continued

G

H

I

J

K

L

M

N

O

P

R

STANDARD PASSENGER CARS-- Continued

S

T

U

V

W

HALF TON TRUCKS

A

B

CHARTS

COMPARATIVE SPECIFICATIONS

C

HALF TON TRUCK- Continued

HALF TON TRUCK- Continued

ONE AND ONE HALF TON TRUCKS

1 1/2 TON TRUCK- Continued

1936 MODEL SYMBOL CHART

SYMBOL		TYPE	DESCRIPTION
MASTER	STANDARD		
PCH	PCHC	PCH	PASSENGER CHASSIS — FOR MOUNTING OUTSIDE BODIES
SED	SEDC	SED	SEDAN — 5 PASSENGER CLOSED-4 DOOR
COA	COAC	COA	COACH — 5 PASSENGER CLOSED-2 DOOR
CPE2	CPE2C	CPE2	COUPE 2 — 2 PASSENGER CLOSED-5 WINDOW
SCPE	SCPEC		SPORT COUPE — 2 PASSENGER CLOSED-SPORT WITH RUMBLE SEAT
		CBL	CABRIOLET — 2 PASSENGER CLOSED-CONVERTIBLE, RUMBLE SEAT
TSED	TSEDC	TSED	TOWN SEDAN — 5 PASSENGER CLOSED-2 DOOR
CSED	CSEDC	CSED	CLOSE COUPLED SEDAN — 5 PASSENGER CLOSED-4 DOOR
		SDL	SEDAN DELIVERY — 3 DOOR CLOSED PANEL DELIVERY
		CPE2B	COUPE 2 WITH PICK-UP BOX — 2 PASSENGER CLOSED WITH PICK-UP BOX MOUNTED
CCH			COMMERCIAL CHASSIS WITH COWL — FOR MOUNTING OUTSIDE BODIES
CCAB			COMMERCIAL CHASSIS WITH CAB — 2 DOOR CAB FOR OUTSIDE BODIES
CCBX			COMMERCIAL CHASSIS WITH CAB & PICK-UP — 2 DOOR CAB WITH PICK-UP BOX MOUNTED
CPAN			COMMERCIAL CHASSIS WITH PANEL BODY — 3 DOOR CLOSED PANEL BODY
UCH			UTILITY CHASSIS WITH COWL — FOR MOUNTING OUTSIDE BODIES (131" W.B.)
UCAB			UTILITY CHASSIS WITH CAB — 2 DOOR CAB FOR OUTSIDE BODIES (131" W.B.)
UPAN			UTILITY CHASSIS WITH PANEL BODY — 3 DOOR CLOSED PANEL BODY (131" W.B.)
DCH			UTILITY DUAL WHEEL CHASSIS WITH COWL — FOR MOUNTING OUTSIDE BODIES (131" W.B.)
DCAB			UTILITY DUAL WHEEL CHASSIS WITH CAB — 2 DOOR CAB FOR OUTSIDE BODIES (131" W.B.)
DST			UTILITY DUAL WHEEL CHASSIS WITH STAKE BODY — 2 DOOR CAB WITH STAKE BODY (131" W.B.)
ULCH			UTILITY SINGLE WHEEL LONG CHASSIS WITH COWL — FOR MOUNTING OUTSIDE BODIES (157" W.B.)
ULCA			UTILITY SINGLE WHEEL LONG CHASSIS WITH CAB — 2 DOOR CAB FOR OUTSIDE BODIES (157" W.B.)
DLCH			UTILITY DUAL WHEEL LONG CHASSIS WITH COWL — FOR MOUNTING OUTSIDE BODIES (157" W.B.)
DLCA			UTILITY DUAL WHEEL LONG CHASSIS WITH CAB — 2 DOOR CAB FOR OUTSIDE BODIES (157" W.B.)
DLST			UTILITY DUAL WHEEL LONG CHASSIS WITH STAKE BODY — 2 DOOR CAB WITH STAKE BODY (157" W.B.)

REMARKS

DATE NOV. 26, 1935

592344

January 10, 1936
February 19, 1936
March 16, 1936

1936 PASSENGER CARS
Standard

	Flint Agreement Shipping Weight			Curb Weight			Loaded Weight			Unsprung Weight	
109" Wheelbase	Total	Front	Rear	Total	Front	Rear	Total	Front	Rear	Front	Rear
Sedan	2775#	1325#	1450#	2895#	1335#	1560#	3645#	1490#	2155#	227#	297#
Coach	2750	1330	1420	2870	1340	1530	3620	1485	2135	227	297
Coupe	2645	1320	1325	2765	1330	1435	3065	1470	1595	227	294
Cabriolet	2745	1350	1395	2865	1360	1505				227	294
Town Sedan	*2775	1305	1470	2895	1315	1580	3645	1480	2165	227	297
Club Sedan	*2805	1320	1485	2925	1330	1595	3675	1470	2205	227	297
Sedan Delivery	2705	1380	1325	2825	1410	1415	3625	1465	2160	230	299
Coupe-Pick-Up	2750 e.	1390	1360	2870	1400	1470				227	297
Coupe-Pick-Up	2760	1390	1370	2830	1400	1480	3680	1465	2215		
Coach S.D.	2745	1330	1415	2865	1340	1525				227	297
Town Sedan S.D.	2770	1305	1465	2890	1315	1575				227	297
				6 Wheels & Tires - Fenderwells							
Coupe	2720	1455	1265	2840	1465	1375				227	294
Club Sedan	2895	1440	1455	3015	1450	1565				227	297

*Note: No Tire Cover
S.D. Note: Steel Doors.
Note: Shipping weight includes Oil in Engine, Transmission, Differential, & Brake System, Spare Wheel & Tire & Tire Cover, Front & Rear Bumpers. (No Bumper Guards)
Curb Weight = Shipping weight plus gas (39#) & water (31#) Total 120#.
e note: Traffic estimated weight.

December 9, 1935

MANUFACTURERS SPECIFICATION WHEEL ALIGNMENT - 1936 Models

	Passenger Cars	Trucks
Make Vehicle CHEVROLET	1. Master (Ind.) 2. STANDARD 3. Master (Conv.)	1/2 Ton 1-1/2 Ton
Caster (in degrees)	# 1. 0° (x) 2. 2-3/4 1/2 3. 3° ± 1/2	1-3/4° ±1/2° 2-3/4° ±1/2°
King Pin Inclination (in degrees)	# 1. 7°-45' 2. 7°-10' ± 1 3. 7°-10' ± 1	7°-10' ± 1° 7° 10' ± 1°
Camber (in degrees)	# 1. 1/4° 2. 1° ±1/2° 3. 1° ±1/2°	1° ±1/2° 1° ±1/2°
Toe-In (in inches)	1. 1/16" to 3/32" 2. 5/64" to 1/8" 3. 5/64" to 1/8"	5/64" to 1/8" 5/64" to 1/8"

(x) Caster effect at wheel is obtained by trailing center of wheel behind Center of King Pin.

Note:- On Master Inee Action Models, King Pin Caster, Wheel Camber, and King Pin Angle, checks must be made from the Frame with approved Chevrolet gauge, with weight on spindle.

Note:- Above dimensions are the same as those for 1935 models except that the STANDARD Caster angle was 1-3/4° ± 1/2° and the MASTER CONVENTIONAL Caster angle was 2-3/4° ± 1/2°.