DEALERS’ CONFIDENTIAL

Price List
of
GENUINE CHEVROLET
ACCESSORIES
for
1937

Effective May 1, 1937

All prices subject to change without notice.
<table>
<thead>
<tr>
<th>Part No.</th>
<th>Unit</th>
<th>Description</th>
<th>Price</th>
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Note: All prices are in dollars and cents. For bulk purchases, please contact our sales department for bulk pricing options.
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<thead>
<tr>
<th>Description</th>
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<th>Unit</th>
<th>List Price</th>
<th>Unit Price</th>
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<td>Marker—Fender</td>
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*List price includes brackets.
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<th>Ret. Price</th>
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<td>Spout—Pouring</td>
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1937 Truck Accessories

<table>
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<th>Part No.</th>
<th>Unit</th>
<th>List Price</th>
<th>Ret. Price</th>
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<td>985080</td>
<td>Each</td>
<td>2.60</td>
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CHEVROLET
1937
SPECIFICATIONS

PREPARED BY
ENGINEERING DEPARTMENT
CHEVROLET DIVISION
GENERAL MOTORS CORPORATION
DETROIT, MICHIGAN

LITHOGRAPHED IN U.S.A.
NOVEMBER 1936
FOREWORD

The following specifications are prepared by the Chevrolet Engineering Department for use by authorized persons within the Chevrolet organization. All data contained herein pertain to cars and trucks manufactured for domestic use only. No information is furnished concerning specially built cars or trucks or those exported to other countries. Except where noted, all data quoted are for cars and trucks with regular equipment. All 1937 specifications which are the same as 1936 specifications are denoted by the symbol @.

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### CHEVROLET 1937 SPECIFICATIONS

#### SERIAL NUMBERS

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<th>MASTER</th>
<th>HALF TON</th>
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<td>UG</td>
<td>GC</td>
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<td>SC = 157 Single</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>SB = 131-1/2&quot; Dual @</td>
<td>SD = 157&quot; Dual @</td>
</tr>
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**Vehicle Serial Numbers**

- Each designation letter starts with 1001, and follows in numerical sequence at each Plant.

**Location**

- On plate under hood on right side of cowl panel.

**Engine Serial Numbers**

- Numbers: #1 and upward in numerical sequence.
- Prefix: None
- Location: Stamped on right side of engine case just in FRONT of fuel pump.

**Trans. Serial Numbers**

- Chev.-Toledo: Prefix - TD
- Saginaw: Prefix = SA
- Muncie Prod.: Prefix = MP

**Prefix**

- Each prefix will start with 00001 & run up to 99999 when prefix will change to next alphabetical letter, as follows, SA to SB, MP to MR, etc.

**Location**

- Stamped on milled surface on top of rear end of trans. case.

**Rear Axle Serial Numbers**

- Numbers: No mark
- Prefix - C
- Reg.-No mark
- Opt.-prefix - TR
- Opt. prefix - HTR
- Numerical sequence #1001 and upward

**Location**

- Stamped in casting on top forward end of differential carrier.

---

### PASSENGER CAR SYMBOLS

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<td>Coach</td>
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**REVISIONS:** Engine Serial Number Location revised
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**TRUCK WEIGHTS**

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*Notes: Weight added - sheet revised*
## CHEVROLET 1937 SPECIFICATIONS

### TRUCK WEIGHTS

#### (Continued)

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<td>On rear wheels (32 x 6-8 ply)</td>
<td>- - -</td>
<td>- - -</td>
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### TRUCK BODY WEIGHTS

|                          | HALF TON |               | 1 1/2 TON     |               |
|--------------------------|----------|---------------|---------------|
|                          | 112" W.B. | 131-1/2" W.B. | 157" W.B.     |               |
| Cab                      | 48#      | 78#           |               |               |
| Flat face cowl           |          | 105#          |               |               |
| Cowl and windshield     | 230#     | 460#          |               |               |
| Pick-up box              | 200#     | 460#          |               |               |
| Top and curtains for above box | 100# |               |               |               |
| Carryall suburban        | 1045#    |               |               |               |
| Panel                    | 926#     | 1077#         |               |               |
| Single unit (Canopy) express | 650# | 1012#         |               |               |
| Side and rear screens for above body | 60# | 75#           |               |               |
| Platform                 | - - -    | 515#          | 604#          |               |
| Stake racks              | - - -    | 230#          | 341#          |               |
| Stock racks              | - - -    | - - -         | 589#          |               |
| Express platform         | - - -    | - - -         | 680#          |               |
| Express racks            | - - -    | - - -         | 376#          |               |

**Revisions:** Chassis and body weights added
### EXTERIOR DIMENSIONS

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**Note:** Car height figures depend on tire pressures, load and load distribution.

**Revisions:**
CHEVROLET 1937 SPECIFICATIONS

PASSENGER CARS

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h = MASTER DELUXE
h' = MASTER

Supersedes Sheet No. 6 Dated 11-18-36

REVISIONS: Dimensions revised

† Taken 15° over from the car.
PASSenger CARS

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<thead>
<tr>
<th>SPORT SEDAN</th>
<th>TOWN SEDAN</th>
<th>SEDAN COACH</th>
<th>BUSINESS COUPE</th>
<th>SPORT COUPE</th>
<th>CABRIOLET</th>
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<td>19&quot;</td>
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@ - This dimension measured in car.

REVISIONS: Dimensions revised
TRUNK LUGGAGE SPACE
Capacity - 12 cubic feet

SEDAN AND COACH LUGGAGE SPACE
Capacity - 13 cubic feet
### CHEVROLET 1937 SPECIFICATIONS

**Sheet No.:** 9  
**Date:** 11-19-36

![Diagram of Chevrolet 1937 model](image)

### Table: Sport Coupe, Cabriolet, and Business Coupe

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<tr>
<th>Dimension</th>
<th>Sport Coupe</th>
<th>Cabriolet</th>
<th>Business Coupe</th>
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<th>Cabriolet</th>
<th>Business Coupe</th>
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<td>44&quot;</td>
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**Revisions:**
Unless otherwise specified, all vertical dimensions are given for loaded condition.

PASSENGER CAR CHASSIS

COUPE PICKUP
(Master Chassis)

SEDAN DELIVERY (Master Chassis)

REVISIONS: Sheet revised to latest details
CHEVROLET 1937 SPECIFICATIONS

131-1/2" 1 1/2 TON CHASSIS

131-1/2" 1 1/2 TON PANEL

131-1/2" 1 1/2 TON CANOPY EXPRESS

REVISIONS: Sheet rearranged
157" 1 1/2 TON STAKE EXPRESS

157" 1 1/2 TON STAKE

157" 1 1/2 TON STOCK RACK

REVISIONS: New sheet added.
### CHEVROLET 1937 SPECIFICATIONS

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<th>TRUCKS</th>
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<td>Conventional</td>
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<td>Cross members</td>
<td>4 (box section, one L section) and engine rear support.</td>
<td>5, channel and box section.</td>
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<td>Overall length</td>
<td>160-15/16&quot;</td>
<td>169-49/64&quot;</td>
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<td>27-9/16&quot;</td>
<td>25-45/64&quot;</td>
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<tr>
<td>at rear</td>
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<td>46&quot;</td>
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<td>Total taper per foot</td>
<td>— — — — —</td>
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<td>Channel section</td>
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<td>6-3/4&quot;</td>
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<td>3-7/8&quot;</td>
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**Note:** At spring eye centerline and outside of side rail intersection.

### FRONT WHEEL ALIGNMENT

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<td>7° 10' ± 1°</td>
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<td>Camber</td>
<td>1/4° to 3/4°</td>
<td>1/8° to 1-1/2°</td>
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<tr>
<td>Caster</td>
<td>20°</td>
<td>10° ± 1°</td>
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<tr>
<td>Toe-in</td>
<td>16&quot; to 3/32&quot;</td>
<td>5/64&quot; to 1/8&quot;</td>
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<tr>
<td>Tread</td>
<td>57-17/64&quot;</td>
<td>56-3/32&quot;</td>
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<tr>
<td>Wheel travel for steering (from neutral to stop)</td>
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<td>Wheel setting</td>
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</tr>
<tr>
<td>R.H. 4-11/16&quot;</td>
<td>Outside 20°</td>
<td></td>
</tr>
</tbody>
</table>

**Note:** Caster effect at wheel of Master Deluxe (Knee action) is obtained by trailing wheel center behind center of king pin. Caster, king pin angle and camber are taken from frame with approved Chevrolet gauge with curb weight on spindles.

Wheel setting is measured from bottom of king pin support to bottom of brake flange plate under curb load.

**REVISIONS:** Caster - camber limits revised.
At each wheel two large coil springs mounted one within the other and fully enclosed in a pressed steel housing are actuated by leverage of wheel support arm. Radius rod from unit to brake flange prevents unit from turning. Units are attached to frame king pin support member.

### Springs

<table>
<thead>
<tr>
<th>Springs</th>
<th>Outer</th>
<th>Inner</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type</td>
<td>Coil</td>
<td></td>
</tr>
<tr>
<td>Material</td>
<td>Silico Manganese Steels</td>
<td></td>
</tr>
<tr>
<td>Gauge (Dia.)</td>
<td>11/16&quot;</td>
<td>7/16&quot;</td>
</tr>
<tr>
<td>Free Length</td>
<td>9-11/16&quot;</td>
<td>1-27/32&quot;</td>
</tr>
<tr>
<td>Working Length</td>
<td>8&quot; at 2820# Load</td>
<td>1-31/32&quot; at 1000# Load</td>
</tr>
<tr>
<td>Coils, Number</td>
<td>11</td>
<td>4</td>
</tr>
<tr>
<td>Coils O.D.</td>
<td>3-10/32&quot;</td>
<td>1-31/32&quot;</td>
</tr>
<tr>
<td>Compression (Lbs./in)</td>
<td>1520#</td>
<td>8300#</td>
</tr>
</tbody>
</table>

### WHEEL SUPPORT BEARINGS

<table>
<thead>
<tr>
<th>Type</th>
<th>Special rollers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of rollers</td>
<td>Inner 49</td>
</tr>
<tr>
<td></td>
<td>Outer 49</td>
</tr>
<tr>
<td>Roller - diameter</td>
<td>3/32&quot;</td>
</tr>
<tr>
<td></td>
<td>- length, Inner 1-3/16&quot;</td>
</tr>
<tr>
<td></td>
<td>- length, Outer 31/32&quot;</td>
</tr>
</tbody>
</table>

### MASTER DELUXE PASSENGER CAR KNEE ACTION FRONT SUSPENSION

**WHEEL TRAVEL**

- For steering ................. 37° from neutral to stop
- Vertical .................. 2-7/8" normal setting to bumpers
- Ratio - wheel to spring ....... 3.52 to 1

### EFFECT OF WHEEL TRAVEL ON SPRING PRESSURE

Wheel travels on a vertical path from normal setting position 2-1/3" at the rate of 123 pounds per inch and another 23/32" at the rate of 590 pounds per inch. During the 2-1/3" wheel travel the outer spring travels 5/8" and during the 23/32" wheel travel both springs travel 1/4" at the rate of 6820 pounds per inch.

### SPRING FREQUENCY

- At curb load .......... 79 cycles per minute
- At full load .......... 76 cycles per minute
MASTER DELUXE PASSENGER CAR KNEE ACTION FRONT SUSPENSION (CONTINUED)

ARM SHAFT LEVER BEARING

<table>
<thead>
<tr>
<th>Type</th>
<th>Attachment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Special rollers</td>
<td>Pressed into wheel support arm and peened</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Number</th>
<th>Dia. - At inner bearing</th>
<th>Dia. - At outer bearing</th>
</tr>
</thead>
<tbody>
<tr>
<td>32&quot;</td>
<td>1.1890 - 1.1895&quot;</td>
<td>.7490 - .7495&quot;</td>
</tr>
<tr>
<td>Rollers - diameter</td>
<td>31/32&quot;</td>
<td></td>
</tr>
</tbody>
</table>

| Rollers - length | 31/32" |

WHEEL BEARINGS

<table>
<thead>
<tr>
<th>Make</th>
<th>New Departure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number - Inner</td>
<td>909002</td>
</tr>
<tr>
<td>Outer</td>
<td>909001</td>
</tr>
</tbody>
</table>

KING PIN BEARINGS

<table>
<thead>
<tr>
<th>Type</th>
<th>Floating bushings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length</td>
<td>1-5/16&quot;</td>
</tr>
</tbody>
</table>

KING PIN THRUST BEARING

<table>
<thead>
<tr>
<th>Type</th>
<th>Special balls</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location</td>
<td>Above knuckle</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>FRONT AXLE</th>
<th>PASSENGER</th>
<th>TRUCKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type</td>
<td>Reversed Elliott modified I-beam section</td>
<td></td>
</tr>
<tr>
<td>&quot;-beam Height</td>
<td>2&quot;</td>
<td>2-1/8&quot;</td>
</tr>
<tr>
<td>Width</td>
<td>1-5/8&quot;</td>
<td>1-3/4&quot;</td>
</tr>
<tr>
<td>Flange thickness (nominal)</td>
<td>1/4&quot;</td>
<td>7/32&quot;</td>
</tr>
<tr>
<td>Web</td>
<td>7/32&quot;</td>
<td>1/4&quot;</td>
</tr>
<tr>
<td>Road clearance at full load</td>
<td>8-6/8&quot;</td>
<td>8-3/16&quot;</td>
</tr>
<tr>
<td>King pin Diameter</td>
<td>.7365&quot; - .7340&quot;</td>
<td>.9210&quot; - .9215&quot;</td>
</tr>
<tr>
<td>Material</td>
<td>Cold drawn steel</td>
<td></td>
</tr>
<tr>
<td>King pin bushings Type</td>
<td>Cast bronze</td>
<td>Hard rolled bronze</td>
</tr>
<tr>
<td>Outside diameter</td>
<td>.9208&quot; - .9215&quot;</td>
<td>.889&quot;</td>
</tr>
<tr>
<td>Length</td>
<td>1-17/64&quot;</td>
<td>1-17/64&quot;</td>
</tr>
<tr>
<td>King pin thrust Type</td>
<td>Special balls</td>
<td></td>
</tr>
<tr>
<td>bearings Location</td>
<td>Below axle</td>
<td></td>
</tr>
<tr>
<td>Wheel bearing Make</td>
<td>New Departure</td>
<td></td>
</tr>
<tr>
<td>Number - Inner</td>
<td>909002</td>
<td></td>
</tr>
<tr>
<td>Number - Outer</td>
<td>909001</td>
<td></td>
</tr>
<tr>
<td>Spindle diameter Inner</td>
<td>1.1890&quot; - 1.1895&quot;</td>
<td>1.4051&quot; - 1.4056&quot;</td>
</tr>
<tr>
<td>Outer</td>
<td>.7490&quot; - .7495&quot;</td>
<td>.8427&quot; - .8432&quot;</td>
</tr>
</tbody>
</table>
## CHEVROLET 1937 SPECIFICATIONS

### CLUTCH
- Type: Single dry plate
- Pedal: Pass. & 1/2 TON - On brake main cyl.
- Mounting: 1 1/2 TON truck - On clutch housing
- Clutch springs: Nine
- Total clutch spring pressure: 1017 lbs.
- Clutch rated torque capacity: 192 ft.lbs.
- Pressure levers: Three
- Clutch fork: Pivot mounted on ball
- Clutch drive: Thru radial posts
- Driving discs: One
- Driven discs: One
- Disc vibration insulation: Cushion springs at hub

### DISC FACING
- Material: Asbestos composition
- Inside diameter: 6-1/4" to 6-3/8" or 8-1/4" to 8-3/8"
- Thickness: 0.128" to 0.132"
- Outside dia. - Pass. cars and HALF TON: 9" - 1 1/2 TON Truck: 10"

### TOTAL AREA
- Pass. cars: 65.87 sq.in.
- HALF TON: 95.72 sq.in.

### CLUTCH BEARINGS
- Throwout bearing-material: Carbon graphite
- Inside diameter: 1-1/2" or 1-7/8" or 2-3/8"
- Outside diameter: 3/4" or 5/8" or 3/4"
- Thickness: 8/64" or 0.100" or 0.125" or 0.138"
- Thrust bearing-material: Cast iron
- Clutch pilot bearing-material: New Departmental number: 907109

### FLYWHEEL
- Diameter: 13-6/16"
- Assembly weight: 36.4 lbs.
- Material: Cast iron
- Ring gear type: Steel, shrunk on teeth: 139 teeth in mating gear: 98 width: 1/2"

### STEERING

<table>
<thead>
<tr>
<th>Type of linkage</th>
<th>MASTER DELUXE</th>
<th>MASTER</th>
<th>TRUCKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type of gearing</td>
<td>Semi-reversible worm and ball bearing roller sector</td>
<td>Semi-reversible worm and sector</td>
<td></td>
</tr>
<tr>
<td>Ratio</td>
<td>17-1/2 to 1&quot;</td>
<td>15 to 1</td>
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</tr>
<tr>
<td>Mainshaft dia.</td>
<td>3/4&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Column dia.</td>
<td>1-1/2&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Column adj.</td>
<td>No</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wheel Type</td>
<td>Three spoke thin grip</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Material</td>
<td>Rubber and steel</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Diameter</td>
<td>17-5/16&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Turns</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Minimum turning diameter</th>
<th>Right hand</th>
<th>Left hand</th>
</tr>
</thead>
<tbody>
<tr>
<td>Min. turning dia. within a walled circle</td>
<td>Right hand</td>
<td>Left hand</td>
</tr>
</tbody>
</table>

<p>| Pitman arm shaft diameter | 1.125&quot; - 1.1245&quot;&quot; | 1.125&quot; - 1.1240&quot;&quot; |</p>
<table>
<thead>
<tr>
<th>SPRINGS GENERAL DATA</th>
<th>PASSENGER</th>
<th>ALL-FRONT</th>
<th>ALL-FRONT</th>
<th>1/2 TON REAR</th>
<th>1 1/2 TON REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type</td>
<td>Semi-elliptic*</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Material</td>
<td>Chrome Vanadium 1 1/2 TON front only*</td>
<td></td>
<td></td>
<td></td>
<td>Silico manganese steel*</td>
</tr>
<tr>
<td>Type of leaf ends</td>
<td>Tapered*</td>
<td></td>
<td></td>
<td>Curled down*</td>
<td>Flat*</td>
</tr>
<tr>
<td></td>
<td>SDL-curved down</td>
<td></td>
<td></td>
<td>1 1/2 TON front flat</td>
<td></td>
</tr>
<tr>
<td>Shackle Location</td>
<td>At rear*</td>
<td></td>
<td></td>
<td>At front*</td>
<td>At rear*</td>
</tr>
<tr>
<td>Shackle Type</td>
<td>Threaded*</td>
<td></td>
<td></td>
<td>Threads*</td>
<td>Plain*</td>
</tr>
<tr>
<td>Shackle Material</td>
<td>Gold drawn steel*</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pins Diameter</td>
<td>21/32&quot;, 11 threads per inch. Ends taper from 9/16&quot; dia. down at rate of 1-1/2 inches per foot.</td>
<td></td>
<td></td>
<td>7/8&quot;</td>
<td></td>
</tr>
<tr>
<td>Spring Eye Bolt</td>
<td>Material</td>
<td>Cold drawn steel*</td>
<td>Hardened steel*</td>
<td>Cold drawn steel*</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Diameter</td>
<td>11/16&quot;</td>
<td></td>
<td>1&quot;</td>
<td>11/16&quot;</td>
</tr>
<tr>
<td></td>
<td>Type</td>
<td>Threaded for eye bushings*</td>
<td>Inlox; rubber and steel bushing*</td>
<td>Plain*</td>
<td></td>
</tr>
<tr>
<td>Front Bushing</td>
<td>Material</td>
<td>Cold drawn steel*</td>
<td>Bronze*</td>
<td>Hot rolled steel*</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Diameter</td>
<td>7/8 O.D.*</td>
<td>1/2 I.D.*</td>
<td>7/8 O.D.*</td>
<td>1-9/64 O.D.</td>
</tr>
<tr>
<td></td>
<td>Length</td>
<td>1 3/4&quot;</td>
<td></td>
<td>1 3/4&quot;</td>
<td>2 1/2&quot;</td>
</tr>
<tr>
<td>Housing Mat'l. O.D.</td>
<td>None</td>
<td>Steel</td>
<td></td>
<td>None</td>
<td>1 5/32&quot; Dia.</td>
</tr>
<tr>
<td>Housing Length</td>
<td>None</td>
<td></td>
<td></td>
<td>2&quot;</td>
<td></td>
</tr>
<tr>
<td>Rear Bushing Type</td>
<td>Hardened for shackle pin*</td>
<td></td>
<td></td>
<td>Threaded for shackle pin*</td>
<td>Plain*</td>
</tr>
<tr>
<td>Rear Bushing Material</td>
<td>Cold drawn steel*</td>
<td></td>
<td>Bronze*</td>
<td>Cold drawn steel*</td>
<td>Hot rolled steel*</td>
</tr>
<tr>
<td></td>
<td>O.D.</td>
<td>7/8&quot;</td>
<td></td>
<td>1-9/64&quot;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Length</td>
<td>1 3/4&quot;</td>
<td></td>
<td>2 1/2&quot;</td>
<td></td>
</tr>
<tr>
<td>Spring attachment to axle</td>
<td>2 U Bolts per spring*</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Spring Material</td>
<td>Hot rolled steel*</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>U bolt Diameter</td>
<td>1/2&quot;</td>
<td></td>
<td></td>
<td>5/8&quot;</td>
<td></td>
</tr>
<tr>
<td>Spring bumper</td>
<td>Solid rubber</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Spring covers</td>
<td>None*</td>
<td>Sheet metal</td>
<td></td>
<td>None*</td>
<td></td>
</tr>
<tr>
<td>Spring mounting</td>
<td>Parallel*</td>
<td></td>
<td></td>
<td>80°4'(1/2 TON)</td>
<td>80°4' included angle</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>70°49'(1 1/2 TON) included angle</td>
<td></td>
</tr>
<tr>
<td>Distance between spring centers</td>
<td>42-5/16 DIAS</td>
<td>44-11/16&quot;</td>
<td></td>
<td>22-13/16&quot;</td>
<td>42-1/2&quot;</td>
</tr>
<tr>
<td></td>
<td>28-1/8 MASTER</td>
<td></td>
<td></td>
<td></td>
<td>42&quot;</td>
</tr>
</tbody>
</table>

REVISIONS:
###Passenger Car Springs

<table>
<thead>
<tr>
<th>Number of leaves</th>
<th>MASTER DELUXE</th>
<th>MASTER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rear</td>
<td>Front</td>
<td>Rear</td>
</tr>
<tr>
<td>Cpe &amp; Spt. Cpe</td>
<td>Pass. Cars</td>
<td></td>
</tr>
<tr>
<td>Cpe Cpe</td>
<td>Sedan Deliv.</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>7</td>
<td>9</td>
</tr>
<tr>
<td>8</td>
<td>7</td>
<td>8</td>
</tr>
<tr>
<td>9</td>
<td>8</td>
<td>8</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Gauge of leaf #1</th>
<th>MASTER DELUXE</th>
<th>MASTER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rear</td>
<td>Front</td>
<td>Rear</td>
</tr>
<tr>
<td>Cpe &amp; Spt. Cpe</td>
<td>Pass. Cars</td>
<td></td>
</tr>
<tr>
<td>Cpe Cpe</td>
<td>Sedan Deliv.</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>238&quot;</td>
<td>220&quot;</td>
</tr>
<tr>
<td>3</td>
<td>238&quot;</td>
<td>220&quot;</td>
</tr>
<tr>
<td>4</td>
<td>238&quot;</td>
<td>220&quot;</td>
</tr>
<tr>
<td>5</td>
<td>238&quot;</td>
<td>220&quot;</td>
</tr>
<tr>
<td>6</td>
<td>238&quot;</td>
<td>220&quot;</td>
</tr>
<tr>
<td>7</td>
<td>220&quot;</td>
<td>220&quot;</td>
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<tr>
<td>8</td>
<td>220&quot;</td>
<td>220&quot;</td>
</tr>
<tr>
<td>9</td>
<td>220&quot;</td>
<td>220&quot;</td>
</tr>
</tbody>
</table>

| Total thickness  | 1.850"        | 1.873" |
| Width            | 49"           | 49"    |
| Spring length    | 49"           | 49"    |
| Working height   | 1-3/4"        |        |
| Load at working  | 900#          | 900#   |
| Working height   | 7/16"         | 1/2"   |
| Load at full load| 1000#         | 1000#  |
| Deflection       | 125#/"        | 125#/" |

###Truck Springs

<table>
<thead>
<tr>
<th>Number of leaves</th>
<th>HALF TON</th>
<th>1 1/2 TON</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front</td>
<td>Rear</td>
<td>Front</td>
</tr>
<tr>
<td>8</td>
<td>5 1/2&quot;</td>
<td>10&quot;</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Gauge of leaf #1</th>
<th>HALF TON</th>
<th>1 1/2 TON</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rear</td>
<td>Front</td>
<td>Front</td>
</tr>
<tr>
<td>Cpe &amp; Spt. Cpe</td>
<td>Cpe Cpe</td>
<td>Cpe Cpe</td>
</tr>
<tr>
<td>2</td>
<td>284&quot;</td>
<td>284&quot;</td>
</tr>
<tr>
<td>3</td>
<td>284&quot;</td>
<td>284&quot;</td>
</tr>
<tr>
<td>4</td>
<td>284&quot;</td>
<td>284&quot;</td>
</tr>
<tr>
<td>5</td>
<td>284&quot;</td>
<td>284&quot;</td>
</tr>
<tr>
<td>6</td>
<td>284&quot;</td>
<td>284&quot;</td>
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<tr>
<td>7</td>
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<td>8</td>
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<td>284&quot;</td>
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<tr>
<td>9</td>
<td>284&quot;</td>
<td>284&quot;</td>
</tr>
<tr>
<td>10</td>
<td>284&quot;</td>
<td>284&quot;</td>
</tr>
</tbody>
</table>

| Total thickness  | 2,122"    | 2,400"    |
| Length           | 54-1/8"   | 54-1/8"   |
| Width            | 1-3/4"    | 2-1/2"    |
| Working height   | 3/16"     | 7/16"     |
| Load at working  | 710#      | 900#      |
| Working height   | 1100#     | 1000#     |
| Deflection rate  | 475#/"    | 645#/"    |

5 - Auxiliary springs engage at load of 1760# each.

**Revisions:**
# CHEVROLET 1937 SPECIFICATIONS

## SHOCK ABSORBERS

<table>
<thead>
<tr>
<th>Make</th>
<th>MASTER DELUXE</th>
<th>MASTER AND HALF TON</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>FRONT</td>
<td>REAR</td>
</tr>
<tr>
<td>Type</td>
<td>Double actings</td>
<td>Delco Products Company (Hydraulic)</td>
</tr>
<tr>
<td>Valve Code Numbers</td>
<td>13X (Compression)</td>
<td>18 (Rebound)</td>
</tr>
<tr>
<td></td>
<td>4CG HALF TON</td>
<td>3CG HALF TON</td>
</tr>
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</table>

## TRANSMISSION

<table>
<thead>
<tr>
<th>Type</th>
<th>Selective synchronesh, silent second</th>
<th>Conventional selective</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shift type</td>
<td>Standard</td>
<td></td>
</tr>
<tr>
<td>Number of speeds</td>
<td>3 forward 1 reverse</td>
<td>4 forward 1 reverse</td>
</tr>
<tr>
<td>Constant mesh gears type</td>
<td>Helical</td>
<td>Spur</td>
</tr>
<tr>
<td>Synchronous meshing gears</td>
<td>Second and third</td>
<td>None</td>
</tr>
<tr>
<td>Transmission location</td>
<td>In unit with engine</td>
<td></td>
</tr>
<tr>
<td>Torque capacity (ft.lb.)</td>
<td>192</td>
<td></td>
</tr>
<tr>
<td>Reverse Number</td>
<td>Two</td>
<td></td>
</tr>
<tr>
<td>Idler Inside diameter</td>
<td>(0.7818 - 0.7828)</td>
<td>(0.876 - 0.877)</td>
</tr>
<tr>
<td>Bearings Length</td>
<td>(3/4&quot;)</td>
<td>(1-1/2&quot;)</td>
</tr>
<tr>
<td>Material</td>
<td>Rolled bronze</td>
<td>Rolled brass</td>
</tr>
<tr>
<td>Mainshaft Make</td>
<td>Front-Hyatt</td>
<td>Rear-New Departure</td>
</tr>
<tr>
<td>Bearing Number Front</td>
<td>590752</td>
<td></td>
</tr>
<tr>
<td>Rear</td>
<td>954168</td>
<td>14185()</td>
</tr>
<tr>
<td>Counter Material</td>
<td>Rolled bronze</td>
<td>Steel</td>
</tr>
<tr>
<td>Shaft Make</td>
<td>Chevrolet</td>
<td>Hyatt</td>
</tr>
<tr>
<td>Size or no. Front</td>
<td>.8675 I.D. - 1.008 O.D. x 1-1/4&quot; long</td>
<td>14226()</td>
</tr>
<tr>
<td>Rear</td>
<td>.8675 I.D. - 1.008 O.D. x 1-1/4&quot; long</td>
<td>12188()</td>
</tr>
<tr>
<td>Clutch Make</td>
<td>New Departures</td>
<td></td>
</tr>
<tr>
<td>Gear No.</td>
<td>954141</td>
<td>90320()</td>
</tr>
<tr>
<td>2nd, Speed Outside diameter</td>
<td>(1.060 - 1.061)</td>
<td>(1.060 - 1.061)</td>
</tr>
<tr>
<td>Gear Length</td>
<td>(1-3/4&quot;)</td>
<td>(1-3/4&quot;)</td>
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<tr>
<td>Bearing Material</td>
<td>Copper plated surface</td>
<td></td>
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<tr>
<td>MODELS</td>
<td>DMAS MASTER HALF TON 1 1/2 TON</td>
<td></td>
</tr>
<tr>
<td>Speedometer gear ratios</td>
<td>3.166 to 1</td>
<td>2.8 to 1</td>
</tr>
<tr>
<td></td>
<td>3 to 1 (2.8 - 1 opt)</td>
<td>3.5 to 1 (4 to 1 opt)</td>
</tr>
<tr>
<td>Power take-off</td>
<td>None</td>
<td>6 bolt S.A.E. Std.</td>
</tr>
<tr>
<td>Gear Ratios</td>
<td>2.94</td>
<td>7.225()</td>
</tr>
<tr>
<td>First</td>
<td>1.66</td>
<td>3.478()</td>
</tr>
<tr>
<td>Second</td>
<td>Direct</td>
<td>1.711()</td>
</tr>
<tr>
<td>Third</td>
<td>None</td>
<td>Direct</td>
</tr>
<tr>
<td>Fourth</td>
<td>2.94</td>
<td>7.148()</td>
</tr>
<tr>
<td>Reverse</td>
<td>4748()</td>
<td>11723()</td>
</tr>
<tr>
<td>Maximum First speed</td>
<td>2718()</td>
<td>56116()</td>
</tr>
<tr>
<td>Torque of gear set (ft.lbs.)</td>
<td>3rd speed</td>
<td>27588()</td>
</tr>
<tr>
<td></td>
<td>170</td>
<td>170</td>
</tr>
<tr>
<td></td>
<td>4th speed</td>
<td></td>
</tr>
<tr>
<td></td>
<td>4748()</td>
<td>115222()</td>
</tr>
</tbody>
</table>

@ - Power take-off on left side; at 1000 engine RPM, the 33 tooth gear meshing with take off is running 425 RPM.

@@ - 95% efficiency assumed.

**REVISIONS:** Valve Code Numbers reversed
### CHEVROLET 1937 SPECIFICATIONS

<table>
<thead>
<tr>
<th>REAR AXLE</th>
<th>PASSENGER CARS</th>
<th>TRUCKS</th>
<th>1/2 TON</th>
<th>1 1/2 TON</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type</td>
<td>MASTER DELUXE</td>
<td>MASTER</td>
<td>3300#</td>
<td>9800#</td>
</tr>
<tr>
<td>Gross Rating</td>
<td>3300#</td>
<td>3300#</td>
<td>9800#</td>
<td>11800#</td>
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<tr>
<td>Housing</td>
<td>Pressed steel banjo</td>
<td>Seamless tubular steel banjo</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Final Drive Type</td>
<td>Hypoid gear</td>
<td>Spiral bevel gear</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gear Ratio</td>
<td>4.222</td>
<td>3.727</td>
<td>4.111* (3.688 opt.)</td>
<td>5.428* (6.166 opt.)</td>
</tr>
<tr>
<td>Ring Gear Teeth</td>
<td>38</td>
<td>41</td>
<td>37 (42)*</td>
<td>38 (37)*</td>
</tr>
<tr>
<td>Pinion Teeth</td>
<td>9</td>
<td>11</td>
<td>9 (11)*</td>
<td>7 (6)*</td>
</tr>
<tr>
<td>Gear Backlash</td>
<td>.006&quot; to .007&quot;</td>
<td>.006&quot; to .010&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pinion Mounting</td>
<td>Overhung</td>
<td>Straddled</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Adjustment</td>
<td>Shims and tapered collars</td>
<td>None</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front Make</td>
<td>Hyatt</td>
<td>New Departure</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bearing Number</td>
<td>905306</td>
<td>905306*</td>
<td>905306*</td>
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<tr>
<td>Rear Make</td>
<td>Hyatt</td>
<td>New Departure</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bearing Number</td>
<td>1255305</td>
<td>1255305*</td>
<td>1255305*</td>
<td></td>
</tr>
<tr>
<td>Thrust</td>
<td>Against front pinion bearing</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Differential Type</td>
<td>Two pinions</td>
<td>Four pinions</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Side Make</td>
<td>Hyatt</td>
<td>New Departure</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bearing Number</td>
<td>127861</td>
<td>902100*</td>
<td>954186</td>
<td></td>
</tr>
<tr>
<td>Wheel Make</td>
<td>Hyatt</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bearing Number</td>
<td>111103</td>
<td>111104*</td>
<td>Inner 144527</td>
<td></td>
</tr>
<tr>
<td>Axle Shaft Type</td>
<td>Wheel end upset</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Material</td>
<td>H.R. Steel G.N.C. X 3140-A*</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Normal Dia.</td>
<td>31/32&quot;</td>
<td>1-1/16&quot;*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minimum Road Clearance (Loaded)</td>
<td>6-1/2&quot;</td>
<td>8-5/8&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tread</td>
<td>59-9/16&quot;</td>
<td>59-1/4&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Drive Torque</td>
<td>Thru torque tube*</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>12.407</td>
<td>10,996</td>
<td>12,083</td>
<td>39.22*</td>
</tr>
<tr>
<td>Gear Reductions</td>
<td>44.56*</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>First speed</td>
<td>12.407</td>
<td>10,996</td>
<td>12,083</td>
<td>39.22*</td>
</tr>
<tr>
<td>Second speed</td>
<td>7.069</td>
<td>6,866</td>
<td>6,905</td>
<td>18.88*</td>
</tr>
<tr>
<td>Third speed</td>
<td>4.222</td>
<td>3,727</td>
<td>4,111</td>
<td>9.29*</td>
</tr>
<tr>
<td>Fourth speed</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>5.428*</td>
</tr>
<tr>
<td>Reverse</td>
<td>12,407</td>
<td>10,996</td>
<td>12,083</td>
<td>38.80*</td>
</tr>
<tr>
<td>Axle Shaft Torque (ft.lbs.) using optional gear ratios (1/2 TON)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3-speed transmission</td>
<td>4-speed transmission</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gear Ratio</td>
<td>Torque</td>
<td>Gear Ratio</td>
<td>Torque</td>
<td>Gear Ratio</td>
</tr>
<tr>
<td>First speed</td>
<td>11.22</td>
<td>1051</td>
<td>27.6</td>
<td>2061@</td>
</tr>
<tr>
<td>Second speed</td>
<td>6.52</td>
<td>620</td>
<td>18.27</td>
<td>1015</td>
</tr>
<tr>
<td>Third speed</td>
<td>3.82</td>
<td>552</td>
<td>6.54</td>
<td>594</td>
</tr>
<tr>
<td>Fourth speed</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Reverse</td>
<td>11.22</td>
<td>1051</td>
<td>27.65</td>
<td>2061@</td>
</tr>
</tbody>
</table>

* - Maximum allowable torque for both axles.

---

REVISIONS: 73-17/32" dim. was 73-3/8"
## CHEVROLET 1937 SPECIFICATIONS

### UNIVERSAL JOINTS

<table>
<thead>
<tr>
<th>Location</th>
<th>PASSENGER CARS AND HALF TON TRUCKS</th>
<th>1 1/2 TON TRUCKS</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>End of transmission</td>
<td>Connects front and rear propeller shafts</td>
</tr>
<tr>
<td>Type</td>
<td>Steel yoke and ring</td>
<td>Steel yoke and spider</td>
</tr>
<tr>
<td>Yokes Material</td>
<td>DF nickel chromium steel</td>
<td>DF carbon steel</td>
</tr>
<tr>
<td></td>
<td>.6565&quot;-.6875&quot;</td>
<td>.716&quot;-.7175&quot;</td>
</tr>
<tr>
<td>Bearings</td>
<td>Length</td>
<td></td>
</tr>
<tr>
<td></td>
<td>5/8&quot;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Distance between pin bearing centers</td>
<td>2-3/4&quot;</td>
</tr>
<tr>
<td></td>
<td>Clearance, on diameter, between pin</td>
<td>2-15/16&quot;</td>
</tr>
<tr>
<td></td>
<td>and bearing</td>
<td></td>
</tr>
<tr>
<td></td>
<td>.002&quot;-.005&quot;</td>
<td>.001&quot;-.003&quot;</td>
</tr>
<tr>
<td>Type of ends</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front Number</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>Yoke Inside diameter</td>
<td>.964&quot;-.857&quot;</td>
<td>1.184&quot;-.1888&quot;</td>
</tr>
<tr>
<td>Splines</td>
<td>.9885&quot;-.993&quot;</td>
<td>1.380&quot;-.3382&quot;</td>
</tr>
<tr>
<td>Rear Number</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Yoke Inside diameter</td>
<td>.907&quot;-.915&quot;</td>
<td>1.1145&quot;-.1195&quot;</td>
</tr>
<tr>
<td>Splines</td>
<td>1.057&quot;-.1.065&quot;</td>
<td>1.306&quot;-.3322&quot;</td>
</tr>
<tr>
<td>Lubrication</td>
<td>Self, from transmission</td>
<td>Self, from front shaft; plus pressure type fitting</td>
</tr>
</tbody>
</table>

### PROPELLER SHAFT

<table>
<thead>
<tr>
<th>PROPELLER SHAFT</th>
<th>PASSENGER CARS</th>
<th>TRUCKS</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>MASTER DELUXE</td>
<td>MASTER</td>
</tr>
<tr>
<td>Type</td>
<td>Tubular</td>
<td></td>
</tr>
<tr>
<td>Material</td>
<td>Nickel-chromium steel ends; carbon steel tube</td>
<td>Nickel-chromium steel</td>
</tr>
<tr>
<td>Number used</td>
<td>One</td>
<td></td>
</tr>
<tr>
<td>Type of ends</td>
<td>Splined</td>
<td></td>
</tr>
<tr>
<td>Splines at ends</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Shaft length</td>
<td>59-1/4&quot;</td>
<td>58-29/64&quot;</td>
</tr>
<tr>
<td></td>
<td>151-1/2&quot; W.B. 22-7/8&quot;</td>
<td>Front-</td>
</tr>
<tr>
<td></td>
<td>157&quot; W.B.</td>
<td>58-29/64&quot;</td>
</tr>
<tr>
<td></td>
<td>.17/64&quot;</td>
<td>131-1/2&quot; W.B. 22-7/8&quot;</td>
</tr>
<tr>
<td></td>
<td>Rear-53-11/64&quot;</td>
<td></td>
</tr>
<tr>
<td>Connection to pinion shaft</td>
<td>Splined sleeve held by rivet</td>
<td></td>
</tr>
<tr>
<td></td>
<td>MASTER DELUXE</td>
<td>AND MASTER</td>
</tr>
<tr>
<td>----------------------</td>
<td>---------------</td>
<td>------------</td>
</tr>
<tr>
<td><strong>BRAKES</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Service Type</td>
<td>Hydraulic 4 wheel, internal expanding, articulated shoe</td>
<td>Steel stamping</td>
</tr>
<tr>
<td>Brake Diameter</td>
<td>11&quot;o</td>
<td>14&quot; front &amp; 16&quot; rear</td>
</tr>
<tr>
<td>Drum Type</td>
<td>Composite; cast iron rim with cooling ribs; pressed steel web</td>
<td>Steel stamping</td>
</tr>
<tr>
<td>Lining Width</td>
<td>1-3/4&quot;o</td>
<td>2&quot; front &amp; 3&quot; rear</td>
</tr>
<tr>
<td>Thickness</td>
<td>.197-.194&quot;</td>
<td>.243-.250&quot;</td>
</tr>
<tr>
<td>Total effective area</td>
<td>158-1/4 sq.in.</td>
<td>330.2 sq.in.</td>
</tr>
<tr>
<td>Clearance</td>
<td>Adjust to slight drag; back off 4 notches</td>
<td>Adjust to slight drag; Front, back off 4 notches; Rear, 2/3 screw turn</td>
</tr>
<tr>
<td>Material</td>
<td>DNAS full moulded. All others semi-moulded</td>
<td>Steel stamping</td>
</tr>
<tr>
<td><strong>MAIN CYLINDER</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Diameter</td>
<td>1&quot;)</td>
<td>1&quot;</td>
</tr>
<tr>
<td>Piston travel for full pedal stroke</td>
<td>1-5/16&quot;o</td>
<td>1-5/16&quot;o</td>
</tr>
<tr>
<td><strong>WHEEL CYLINDER</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Diameter - front</td>
<td>1-1/4&quot;o</td>
<td>1-1/4&quot;o</td>
</tr>
<tr>
<td>Diameter - rear</td>
<td>1-3/16&quot;o</td>
<td>1-3/16&quot;o</td>
</tr>
<tr>
<td>Piston travel for full pedal stroke</td>
<td>.110&quot;o</td>
<td>.130&quot;o</td>
</tr>
<tr>
<td><strong>BRAKING PRESSURE</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front</td>
<td>52-1/2&quot;%</td>
<td>52-1/2&quot;%</td>
</tr>
<tr>
<td>Rear</td>
<td>47-1/2&quot;%</td>
<td>47-1/2&quot;%</td>
</tr>
<tr>
<td>Pedal ratio</td>
<td>4.83 to 1&quot;</td>
<td>5.03 to 1&quot;</td>
</tr>
<tr>
<td><strong>HYDRAULIC RATIO</strong></td>
<td>11.89 to 1&quot;</td>
<td>11.99 to 1&quot;</td>
</tr>
<tr>
<td>Average overall ratio pedal movement to brake shoe movement</td>
<td>57.40 to 1&quot;</td>
<td>59.9 to 1&quot;</td>
</tr>
<tr>
<td>Pedal travel</td>
<td>3-11/32&quot;o</td>
<td>3-1/2&quot;o</td>
</tr>
<tr>
<td>Pedal mounting</td>
<td>With main cylinder to frame</td>
<td>On clutch housing</td>
</tr>
<tr>
<td>Pedal pads</td>
<td>DNAS: Rubber - All others steel</td>
<td>Steel stamping</td>
</tr>
<tr>
<td>Hand brakes-type</td>
<td>Out-in system on 2 rear service brakes actuated mechanically and entirely separate from hydraulic system. Pull rods and cables operate two shoes in each brake thru toggle linkages</td>
<td>Steel stamping</td>
</tr>
<tr>
<td>Brake area (hand)</td>
<td>75-1/8 sq.in.</td>
<td>214.8 sq.in.</td>
</tr>
<tr>
<td>Lever mounting</td>
<td>To frame</td>
<td>To transmission</td>
</tr>
<tr>
<td>Brake system capacity</td>
<td>3/4 pint approximately</td>
<td>Steel stamping</td>
</tr>
<tr>
<td>Fluid recommended</td>
<td>Above zero</td>
<td>Below zero</td>
</tr>
<tr>
<td></td>
<td>-10°</td>
<td>-20°</td>
</tr>
<tr>
<td></td>
<td>#2°</td>
<td>#4°</td>
</tr>
<tr>
<td></td>
<td>Consistently -10°</td>
<td>Steel stamping</td>
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</table>
## Chevrolet 1937 Specifications

### Engineering Department

<table>
<thead>
<tr>
<th>Engine Performance</th>
<th>Passenger Cars</th>
<th>Truck</th>
<th>Half Ton</th>
<th>1 1/2 Ton</th>
</tr>
</thead>
<tbody>
<tr>
<td>Horsepower (SAE)</td>
<td>29.4</td>
<td></td>
<td>78 @ 3200 RPM</td>
<td>78 @ 3200 RPM</td>
</tr>
<tr>
<td>Max. BHP (Adv.)</td>
<td>86 at 3200 RPM</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Per cu.in. displacement</td>
<td>.393</td>
<td></td>
<td></td>
<td>.550</td>
</tr>
<tr>
<td>Max. engine speed (adv.)</td>
<td>4000 RPM</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Max. torque (advertised)</td>
<td>170 ft.lbs. at 900 to 2000 RPM</td>
<td>170 ft.lbs. at 900 to 2000 RPM</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Max. BMEP @ 60 F (Less accessories)</td>
<td>115 @ 800 RPM</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Compression Pressure</td>
<td>152# @ 1000 RPM-158# @ 2000 RPM</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>At cranking RPM</td>
<td>112# @ 65 RPM</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Piston Displacement</td>
<td>216.5 cu.in.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Per ton mile (cu.ft.)*</td>
<td>113</td>
<td>103.2</td>
<td>57.25</td>
<td>56</td>
</tr>
<tr>
<td>Per vehicle mile (cu.ft.)*</td>
<td>197.0</td>
<td>174.2</td>
<td>91.9</td>
<td>212.5</td>
</tr>
<tr>
<td>Gross weight for computations*</td>
<td>DMS</td>
<td>MASTER</td>
<td>3450#</td>
<td>3370#</td>
</tr>
<tr>
<td>Coach weight per cu.in.</td>
<td>16.08#</td>
<td>15.57#</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Engine RPM per MPH</td>
<td>52.42</td>
<td>46.28</td>
<td>21.08</td>
<td>56.55</td>
</tr>
<tr>
<td>Engine revs. per mile in high gear</td>
<td>3145</td>
<td>2777</td>
<td>3063</td>
<td>3393</td>
</tr>
<tr>
<td>Piston travel per mile in high gear</td>
<td>1860 ft.</td>
<td>1735 ft.</td>
<td>1915 ft.</td>
<td>2115 ft.</td>
</tr>
<tr>
<td>Axle ratios for above computations</td>
<td>4.222</td>
<td>3.727</td>
<td>4.111#</td>
<td>5.428#</td>
</tr>
<tr>
<td>Tire size for above computations</td>
<td>6.00-16-4 ply</td>
<td>32 x 6-8 ply</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engine and Engine complete</td>
<td>557#</td>
<td>562#</td>
<td>563#</td>
<td></td>
</tr>
<tr>
<td>Power Plant Power plant complete</td>
<td>563,20#</td>
<td>611.26#</td>
<td>658,85#</td>
<td></td>
</tr>
</tbody>
</table>

Note: Passenger car weights are based on weight of Coach, Curb weight, plus 450# for Pass.

### General
- **Type**: Valve-in-head
- **Number of cylinders**: Six
- **Cylinder arrangement**: In line cast-in-bloc
- **Bore**: 3-1/2"
- **Stroke**: 3-3/4"
- **Compression ratio**: 6.28 : 1
- **Manifold heat control**: Thermostat

### Cylinder Head
- **Type**: Detachable
- **Material**: Cast iron
- **Combustion chamber design**: "Blue Flame"

### PISTONS
- **Type**: Slipper skirt, dome head
- **Material**: Cast iron-tin plated
- **Length**: 4-1/64"
- **Pin center to top of head**: 2-13/64"
- **Distance between pin bosses**: 1-5/32"
- **Compression ring groove depth**: .150"-.152"
- **Clearance on dia.-Top land, 2nd land and 3rd land**: .0145"-.019" cold
- **Oil ring groove depth**: .173"-.183"
- **Oil ring groove holes**: .032" drill, 14 holes equally spaced
- **Side wall thickness**: .059"-.049"
- **Head thickness**: .165"-.167"
- **Piston pin bushings**: Pressed in piston
  - **Material**: Bronze
  - **O.D.**: .983"-.984"
  - **Length (each)**: 16/16"-16/16"
  - **Finish**: Diamond bore
  - **Weight (each)**: .042#
- **Piston wt. without bushings**: 1.42#
- **Total reciprocating weight**: Weight of piston, bushings, rings, pin and connecting rod upper end x 6 : 14.18#

### Piston Pins
- **Diameter (Plated)**: .6645"-.6650"
- **Length**: 3-3/32"
- **Taper and diameter limits**: .003#
- **Weight (each)**: .28#
- **Clearance in bushing**: Slip fit

### Revisions:
POWER AND TORQUE

REVOLUTIONS OF ENGINE PER MINUTE

TORQUE FOOT POUNDS

HORSEPOWER

BRAKE HORSEPOWER

Passenger Cars

400 800 1200 1600 2000 2400 2800 3200 3600 4000

0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85

100 125 150 175
POWER AND TORQUE

REVOLUTIONS OF ENGINE PER MINUTE

TORQUE FOOT POUNDS

BRake HORSEPOWER

TORQUE

HORSEPOWER

Trucks
### CHEVROLET 1937 SPECIFICATIONS

<table>
<thead>
<tr>
<th>PISTON RINGS</th>
<th>COMPRESSION</th>
<th>OIL CONTROL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number and location</td>
<td>3 above piston pin</td>
<td>Drilled or slotted</td>
</tr>
<tr>
<td>Material</td>
<td>Cast iron</td>
<td></td>
</tr>
<tr>
<td>Type</td>
<td>Plain</td>
<td></td>
</tr>
<tr>
<td>Number</td>
<td>2s</td>
<td>1s</td>
</tr>
<tr>
<td>Arrangement</td>
<td>Upper two rings</td>
<td>Under compression rings</td>
</tr>
<tr>
<td>Width</td>
<td>.1235&quot;-.1260&quot;</td>
<td>.1860&quot;-.1865&quot;</td>
</tr>
<tr>
<td>Wall thickness</td>
<td>.155&quot; max</td>
<td>.155&quot; max</td>
</tr>
<tr>
<td>Gap clearance</td>
<td>.005&quot;-.015&quot;</td>
<td>.005&quot;-.015&quot;</td>
</tr>
<tr>
<td>Ring clearance in groove</td>
<td>.0015&quot;-.003&quot;</td>
<td>.002&quot;-.0035&quot;</td>
</tr>
<tr>
<td>Weight (each)</td>
<td>.08 lbs</td>
<td>.06 lbs</td>
</tr>
</tbody>
</table>

### CONNECTING RODS

- **Type**: Pin clamped in rod
- **Material**: Drop-forged carbon steel
- **Length (center to center)**: 6-13/16"
- **Crank pin diameter**: 2.311"-2.312"
- **Crank pin length**: 1.4985"-1.5015"
- **Width at piston pin**: 1-1/8"
- **Lower end brg. - type**: Centrifugally cast
  - **Diameter**: 2.3138"-2.3158"
  - **Length**: 1-5/16"
  - **Material**: Babbitts
  - **Finish**: Diamond bore
  - **Clearance on dia.**: .001"-.0025"
- **Lwr end brg. area**: Projected: 19.39 sq.in.
- **Circumferential**: 57.7 sq.in.
- **Shims-type**: Solid
- **Material**: Brass
- **Wt. conn. rod assy. (each)**: 1.77#
- **Upper end (each)**: 4#
- **Lower end (each)**: 1.37#
- **Total rotating weight (lower end x 6)**: 8.22#
- **Conn. rod assembly center of gravity**: 5.273" from wrist pin center
- **Conn. rod end play**: .0065"-.0135"

### VALVES

<table>
<thead>
<tr>
<th>VALVES</th>
<th>INLET</th>
<th>EXHAUST</th>
</tr>
</thead>
<tbody>
<tr>
<td>Material</td>
<td>Extruded steel</td>
<td></td>
</tr>
<tr>
<td>Head diameter</td>
<td>1-41/64&quot;</td>
<td>1-15/32&quot;</td>
</tr>
<tr>
<td>Length</td>
<td>6.057&quot;-.087&quot;</td>
<td>4.735&quot;-.039&quot;</td>
</tr>
</tbody>
</table>
| Stem | Diameter | .3407"-.3417"
  - **End style**: Grooved for cup and cone |
| Spring | Valve closed | 48 to 48 lbs. |
| Pressure | Valve open | 94 to 102 lbs. |
| Lift | .305" | .3195" |
| Valve | Type | Removable |
| Stem | Diameter | .3427"-.3437"
  - **Clearance with stem**: .001"-.003" |
| Guide | Clearance with stem | .002"-.004" |
| Valve face angle | 30° | |
| Valve | Material | Cast iron |
| Seat | Cooling | Jets of water in cylinder head, directed under pressure to valve seats |
| Grinding tool clearance | 1-13/16" max dia. cutter | 1-17/32" max dia. cutter |

### REVISIONS

- **Sheet No.**: 28
- **Date**: 11-18-36
CHEVROLET 1937 SPECIFICATIONS

VALVE ROCK ARM

Ratio ........................................... 1.477 to 1%
Bushing - type .................. Cast bronze; steel-backed babbitt-lined (opt.)
   - diameter ..................... .7925"-.7935"
   - length ....................... 15/16"

Camshaft end play .......... Free-.003" max.
Effective brg. area
   - Projected ..................... 7.365 sq.in.
   - Circumferential ............... 23.99 sq.in.
Camshaft ramp - Inlet ............... .011"
   - Exhaust ..................... .014"

VALVE TAPPET

Type ........................................... 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.*
Tappet lift - Inlet ............... .2062"
   - Exhaust ....................... .2163"

CRANKSHAFT

Type ......................... 4 bearing, counterweighted
Material .................. Drop-forged steel*
Weight .............................. 68 lbs.
Offset ......................... None*
End play ....................... .004"-.007"
Clearance between oil thrower groove in crankshaft and flange on cylinder block ............. .002"-.030"
Harmonic balancer type .... Oscillating
Crankshaft pulley dia. .......... 6-1/32"

CAMSCHT

Material ...................... Drop-forged steel*
Drive type .................. Gear*
Drive gear material ... Bakelite and fabric compositions*
Crankshaft gear material ........ Steel*
Bearings - Number ............ 4
   - Thrust taken on ... Front bearings
   - Clearance on dia. ........... .0015"-.0035"

MAIN BEARINGS

Number ................................. 4
Type .................. Removable*
Material .................. Steel-backed babbitts*
Clearance ....................... .002"-.004"
Thrust taken on .. Rear intermediate bearing
Total effective bearing area:
   - Projected ..................... 13.41 sq.in.
   - Circumferential ............... 42.12 sq.in.
Main bearing shim type .......... Solid*
COOLING SYSTEM
(All models)
Capacity ............................................ 14 quarts

WATER PUMP
Type ............................................ Centrifugal
Location ............................................ On front of engine
Capacity ............................................ 47 gals. per min. @ 4000 RPM
Impeller type ............................................ Vanes
Drive ..................................................... By fan belts
Shaft forward bushing-material .... Copper-graphite composition
Bush size ............................................. .6145" x .6155" 1.016 x 13/16"
Shaft rear bushing-material ........ Copper-graphite composition
Bush size ............................................. .6145" x .6155" 1.016 x 23/32"
Packing-material .................................. Impregnated duck
- adjustment ........................................ By spring tension

RADIATOR CORE
Make ............................................ Harrison
Type ............................................ Ribbed cellular
Material ............................................ All copper
Size-Pass.cars ..................................... DIAS.-.222" x .556" x 2"
MASTER-.25" x .556" x 2"
-Trucks ........................................... .28" x .560" x 2"
Exposed core area-Pass.cars ........ 388.5 sq.in.
-Trucks ........................................... 406 sq.in.

RADIATOR HOSE
Inlet hose-location ........ From cylinder head
to core

Inlet hose-inside diameter .......... 1-1/4" 
-length, passenger cars ........ 5-5/8"
-length, trucks .................. 6-1/4"
Outlet hose-type ........ Two pieces connected
-by steel tube
- location . Core to water pump
-inside diameter ........ 1-1/2"
-length, upper hose .......... 2-3/4"
-length, lower hose .......... 5"

WATER THERMOSTAT
Make ............................................ Harrison
Type ............................................ Bellows operating poppet valve
Valve starts to open at 140° - 145° F, water valve
Valve fully open at 170° F, still water and
29.92" Hg. barometric pressure
Location ........................................ In cylinder head outlet

ENGINE FAN
Number of blades ................. 4, staggered
Diameter-Deluxe Master ........ 15-3/4"
-Trucks & Master pass. ....... 16-1/4"
Pulley-type ................................. V
-angle of V ........................................ 28°
-diameter ................................. 4-81/64"
Ratio of fan to engine speed .......... 1.393
Clearance between fan and core .......... 9-15"
Fan belt-make ............................. Various
-material .................................... One-piece vulcanized
-fabric .........................................
-length around outside ........ 42-7/8"
-maximum width .................. 11/16"

ENGINE MOUNTINGS
CUSHION BALANCED RUBBER

<table>
<thead>
<tr>
<th>PASSENGER CARS</th>
<th>HALF TON TRUCK</th>
<th>1 1/2 TON TRUCK</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 point</td>
<td>4 point</td>
<td>3 point</td>
</tr>
</tbody>
</table>

REVISIONS: Radiator Core specifications revised
EXHAUST 
SYSTEM
Huffler Type Diffusion & reson- 
ance (5-tube re- 
verse flow) Baffle
Diameter 6-1/16" 5" 
Length 18" 20-1/2" 
Exhaust Pipe Dia. 1-7/8" 
Tail Pipe Diameter 1-3/8" 1-1/2"

FUEL 
TANK 
CARS 1/2 TON 1 1/2 TON
Capacity 14 Gal. 18
(gallons) Sus. Coupe 18 3 Panel 16 18
Location At rear of At center of At under chassis; in under of chassis, next to load- 
chassis; in 
panel. chassis, next to load-
under- 
ning floor, 
ning floor, 
R.H. side 
R.H. side 
rail. rail.

TYPE 2 stamped pans welded together

ENGINE LUBRICATION

Fuel pump-type Gear- 
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 
- at high speeds.
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 up-
ner ends of push rods

Oil pressure gauge AC
Oil cleaner type Screen with by-pass 
on intake side of oil pump
Oil drain type Plug in side of oil pan
Crankcase ventilator type Suction
Oil filler Combined with ventilators
Oil screen area 18.3 sq.in.
Oil level gauge type Rod
Oil pan capacity (dry) 5-1/2 quarts
-capacity (for refill) 5 quarts

FUEL PUMP
Make AC
Model AP
Type Mechanical
Drive By camshaft
Arm throw at camshaft 1/4"
Inlet and outlet air dome Yes
Fuel filter Screen on dome

FUEL GAUGE
Make AC
Type Electric

CARBURATOR
Make Carter
Type Single adj. down-draft
Model WI-346-3
Size 1-1/4"
Accelerator pump Yes
Float level When closed, top of 
float measures 3/8" below finished 
surface of cover

AIR CLEANER
Make AC
Type Combined with silencer and flame arrester

Fuel mixture heated Yes; Passes thru 
manifold heat chamber, automatically con-
trolled by thermostat on manifold
Octane selector Yes

REVISIONS:

SUS. COUPE 18
PANEL 16
ENGINE RPM AND PISTON SPEED CHARTS - CONTINUED

REVIZIONS:
## TIRES AND WHEELS

<table>
<thead>
<tr>
<th>Passenger Cars and Half Ton Truck</th>
<th>1 1/2 Ton Truck</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Wheels Type</strong></td>
<td></td>
</tr>
<tr>
<td>Steel, short spoke disc type</td>
<td>Pierced disc</td>
</tr>
<tr>
<td><strong>Type</strong></td>
<td></td>
</tr>
<tr>
<td>Drop center, integral with wheel*</td>
<td>Integral with</td>
</tr>
<tr>
<td></td>
<td>wheel; separate</td>
</tr>
<tr>
<td></td>
<td>lock ring*</td>
</tr>
<tr>
<td><strong>Base</strong></td>
<td></td>
</tr>
<tr>
<td>(Regular tires)</td>
<td>4.00E</td>
</tr>
<tr>
<td><strong>Make</strong></td>
<td>United States or Goodrich</td>
</tr>
</tbody>
</table>

**Size of Regular tires @** 6.00-16, 4 ply

**Recommended pressure**
- Minimum 28# front 28# rear
- 875# front 915# rear
- 746
- 13.5"

**Load rating**
- See tire ratings 1 1/2 TON Trucks below

- On HALF TON Truck carry 28# pressure in front tires, 32# in rear tires, with 990# rating per rear tire.

@ - See Truck Tire options on next page.

### TIRE OPTIONS - HALF TON TRUCK

<table>
<thead>
<tr>
<th>Size</th>
<th>Make</th>
<th>Pressure</th>
<th>Revs. per mile</th>
<th>Load Rating</th>
<th>Wheel Type</th>
<th>Rim Base</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.00-16</td>
<td>U.S.</td>
<td>30# front</td>
<td>745</td>
<td>955# front</td>
<td>Short spoke steel disc type</td>
<td>4.00E</td>
</tr>
<tr>
<td>6ply</td>
<td>or</td>
<td>40# rear</td>
<td></td>
<td>1130# rear</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6&quot;(7.50-15)</td>
<td>Goodrich</td>
<td>15-20# front</td>
<td>733#</td>
<td>960-1500#</td>
<td></td>
<td>5.50 F.</td>
</tr>
<tr>
<td>6ply</td>
<td></td>
<td>15-35# rear</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.50-18</td>
<td></td>
<td>28# front</td>
<td>707</td>
<td>1050# rear</td>
<td></td>
<td>3.62 F.</td>
</tr>
<tr>
<td>4ply</td>
<td></td>
<td>32# rear</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### TIRE RATINGS - 1 1/2 TON TRUCKS

<table>
<thead>
<tr>
<th>Size</th>
<th>Pressure</th>
<th>Load Rating</th>
<th>Rolling Load Rating</th>
<th>Rolling Loaded Radius</th>
<th>Revs./mile</th>
<th>Weight tire Tube &amp; Wheel</th>
</tr>
</thead>
<tbody>
<tr>
<td>30 x 5 - 6 ply</td>
<td>70 lbs.</td>
<td>1600 lbs.</td>
<td>15.583</td>
<td>643</td>
<td>85#</td>
<td></td>
</tr>
<tr>
<td>6.00-20 - 6 ply</td>
<td>45 lbs.</td>
<td>1400 lbs.</td>
<td>15.583</td>
<td>643</td>
<td>85#</td>
<td></td>
</tr>
<tr>
<td>32 x 6 - 8 ply</td>
<td>75 lbs.</td>
<td>1950 lbs.</td>
<td>16.135</td>
<td>625</td>
<td>100#</td>
<td></td>
</tr>
<tr>
<td>6.50-20 - 6 ply</td>
<td>50 lbs.</td>
<td>1700 lbs.</td>
<td>16.135</td>
<td>625</td>
<td>90#</td>
<td></td>
</tr>
<tr>
<td>32 x 6 - 10 ply</td>
<td>80 lbs.</td>
<td>2200 lbs.</td>
<td>16.807</td>
<td>600</td>
<td>125#</td>
<td></td>
</tr>
<tr>
<td>7.00-20 - 8 ply</td>
<td>55 lbs.</td>
<td>1950 lbs.</td>
<td>16.807</td>
<td>600</td>
<td>110#</td>
<td></td>
</tr>
<tr>
<td>32 x 7 - 10 ply</td>
<td>65 lbs.</td>
<td>2550 lbs.</td>
<td>16.807</td>
<td>600</td>
<td>138#</td>
<td></td>
</tr>
</tbody>
</table>

**Revisions:** Tire options on HALF TON Truck revised
TIRE OPTIONS - 1/2 TON TRUCKS

<table>
<thead>
<tr>
<th>REAR TIRES</th>
<th>FRONT TIRES - Sizes and option numbers</th>
</tr>
</thead>
<tbody>
<tr>
<td>SIZES AND OPTION NUMBERS</td>
<td>6.00-20, 6 ply, 5&quot; rim, 3-3/4&quot; offset wheel&lt;br&gt;Reg. eqpt.</td>
</tr>
<tr>
<td>32 x 6, 10 ply 6&quot; rim, 4-1/2&quot; offset wheel&lt;br&gt;Opt. 211</td>
<td>7.00-20, 8 ply, 6&quot; rim, 4-1/2&quot; offset wheel&lt;br&gt;Opt. 216</td>
</tr>
<tr>
<td>5.50-20, 6 ply 5&quot; rim, 3-3/4&quot; offset wheel&lt;br&gt;Opt. 203</td>
<td>5x6.00 ply 5&quot; rim, 4-1/2&quot; offset wheel&lt;br&gt;Opt. 208</td>
</tr>
<tr>
<td>5x6.00, 5 x 6 ply 6&quot; rim, 4-1/2&quot; offset wheel&lt;br&gt;Opt. 210</td>
<td>5x5.70, 6 ply 5&quot; rim, 4-1/2&quot; offset wheel&lt;br&gt;Opt. 209</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>REAR TIRES</th>
<th>FRONT TIRES - Sizes and option numbers</th>
</tr>
</thead>
<tbody>
<tr>
<td>32 x 6, 8 ply 5&quot; rim, 3-3/4&quot; offset wheel&lt;br&gt;Opt. 214</td>
<td>6.00-20, 6 ply 5&quot; rim, 3-3/4&quot; offset wheel&lt;br&gt;Opt. 213</td>
</tr>
<tr>
<td>32 x 6, 10 ply 6&quot; rim, 4-1/2&quot; offset wheel&lt;br&gt;Opt. 212-193</td>
<td>6.50-20, 6 ply 5&quot; rim, 4-1/2&quot; offset wheel&lt;br&gt;Opt. 211</td>
</tr>
<tr>
<td>7.00-20, 8 ply 6&quot; rim, 4-1/2&quot; offset wheels&lt;br&gt;Opt. 220</td>
<td>8.00-20, 8 ply 7&quot; rim, 3-3/4&quot; offset wheels&lt;br&gt;Opt. 217</td>
</tr>
</tbody>
</table>

@ Panel job only with light rear springs. (1 ton).
@@ Auxiliary springs (Opt. 193) must be used with Opt. 212.

Never use a larger tire in front than in rear nor high pressure tires in front with balloon rears.

REVISIONS:
### CHEVROLET 1937 SPECIFICATIONS

#### ELECTRICAL SYSTEM

<table>
<thead>
<tr>
<th>Generator</th>
<th>PASSENGER CARS</th>
<th>TRUCKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Make</td>
<td>Master Deluxe</td>
<td>Master</td>
</tr>
<tr>
<td>Model</td>
<td>Delco-Remy</td>
<td></td>
</tr>
<tr>
<td>Ventilated by</td>
<td>Fan built into generator pulleys</td>
<td></td>
</tr>
<tr>
<td>Driven by</td>
<td>&quot;v&quot; belts</td>
<td></td>
</tr>
<tr>
<td>Generator pulley</td>
<td>28° Vc</td>
<td></td>
</tr>
<tr>
<td>Diameter</td>
<td>3-11/32&quot;</td>
<td></td>
</tr>
<tr>
<td>Speed ratio-generator to engine</td>
<td>1.80 : 1s</td>
<td></td>
</tr>
<tr>
<td>Amperes Lights off</td>
<td>15</td>
<td></td>
</tr>
<tr>
<td>-cold Lights on</td>
<td>18-21</td>
<td></td>
</tr>
<tr>
<td>Max.charging Voltage</td>
<td>8.2</td>
<td></td>
</tr>
<tr>
<td>rate-cold RPM</td>
<td>2600</td>
<td></td>
</tr>
<tr>
<td>Car speed 26 M.P.H.</td>
<td>30.6 M.P.H.</td>
<td></td>
</tr>
<tr>
<td>Amperes Lights off</td>
<td>14</td>
<td></td>
</tr>
<tr>
<td>-hot Lights on</td>
<td>16-18</td>
<td></td>
</tr>
<tr>
<td>Max.charging Voltage</td>
<td>8.1</td>
<td></td>
</tr>
<tr>
<td>rate-hot RPM</td>
<td>2800</td>
<td></td>
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<tr>
<td>Car speed 29.2 K.P.H.</td>
<td>33 K.P.H.</td>
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</tr>
<tr>
<td>Thermostat None</td>
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<td></td>
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<tr>
<td>Field fuse None</td>
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<tr>
<td>Voltage regulation None</td>
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<tr>
<td>Rated voltage 6-8s</td>
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<tr>
<td>Brush tension 14-18 oz.</td>
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</tr>
<tr>
<td>Rotation (Drive end) Clockwise</td>
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<tr>
<td>Bearings Commutator end Bronze Bushing</td>
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<tr>
<td>Drive end Balls</td>
<td></td>
<td></td>
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<tr>
<td>Cut-out Voltage at closing</td>
<td>7.2</td>
<td></td>
</tr>
<tr>
<td>Armature speed 600 R.P.M.</td>
<td></td>
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<tr>
<td>Car speed at closing 8.3 M.P.H.</td>
<td>9.4 M.P.H.</td>
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<tr>
<td>Amperes to open 1.5s</td>
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#### IGNITION

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<thead>
<tr>
<th>Type</th>
<th>Separate units, high tension dist. ground return system</th>
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<tbody>
<tr>
<td>Make</td>
<td>Delco-Remy</td>
</tr>
<tr>
<td>Model No.</td>
<td>649-6</td>
</tr>
<tr>
<td>Ignition lock-Type</td>
<td>Armored cable from coil to dash and lock switch</td>
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<tr>
<td>Current source</td>
<td>Generators</td>
</tr>
<tr>
<td>Spark control-Type</td>
<td>Full automatic</td>
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<tr>
<td>Octane selector adjustment</td>
<td>20° Vernier manual</td>
</tr>
<tr>
<td>Advance</td>
<td>17° Vacuum - 45°-50° Automatic</td>
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<tr>
<td>Firing order</td>
<td>1-5-3-4-2-6-4-2</td>
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<tr>
<td>Timing spark advance</td>
<td>30° S.T.C.</td>
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<tr>
<td>Dist. interrupter point opening</td>
<td>.018&quot; - .024&quot;</td>
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<tr>
<td>Dist. bearings</td>
<td>Cast iron</td>
</tr>
<tr>
<td>Condenser-make</td>
<td>Delco-Remy</td>
</tr>
<tr>
<td>Coil Location</td>
<td>On right side of engine</td>
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<tr>
<td>Amps. Engine stopped</td>
<td>4.5a</td>
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<tr>
<td>Drawn Engine idling</td>
<td>2.5a</td>
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<tr>
<td>Spark plug</td>
<td>ACa</td>
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<tr>
<td>Size</td>
<td>K-11 Metric</td>
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<td>Recommended gap</td>
<td>.040&quot;</td>
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## CHEVROLET 1937 SPECIFICATIONS

### SPARK ADVANCE CURVE

<table>
<thead>
<tr>
<th>ENGINE DEGREES</th>
<th>45</th>
<th>40</th>
<th>35</th>
<th>30</th>
<th>25</th>
<th>20</th>
<th>15</th>
<th>10</th>
<th>5</th>
<th>0</th>
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<tbody>
<tr>
<td>ENGINE R.P.M.</td>
<td>400</td>
<td>600</td>
<td>800</td>
<td>1000</td>
<td>1200</td>
<td>1400</td>
<td>1600</td>
<td>1800</td>
<td>2000</td>
<td>2200</td>
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<td></td>
<td>MAXIMUM</td>
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<td>MINIMUM</td>
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### BATTERY

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<thead>
<tr>
<th>Make</th>
<th>Delco³</th>
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<tr>
<td>Model</td>
<td>17M</td>
</tr>
<tr>
<td>Number of plates</td>
<td>17</td>
</tr>
<tr>
<td>Length</td>
<td>10-9/16&quot;</td>
</tr>
<tr>
<td>Width</td>
<td>7&quot;</td>
</tr>
<tr>
<td>Height</td>
<td>7-7/16&quot;</td>
</tr>
<tr>
<td>Volts</td>
<td>6V</td>
</tr>
<tr>
<td>Amperes hours capacity</td>
<td>100</td>
</tr>
<tr>
<td>Cell arrangement</td>
<td>3 - Side to side³</td>
</tr>
<tr>
<td>Shipped wet or dry</td>
<td>Options³</td>
</tr>
<tr>
<td>Charging rate</td>
<td>Start 6V</td>
</tr>
<tr>
<td></td>
<td>Finish 5V</td>
</tr>
<tr>
<td>Terminal grounded</td>
<td>Negative³</td>
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<tr>
<td>Battery mounted to</td>
<td>Frame-Right side³</td>
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</table>

### STARTING MOTOR

<table>
<thead>
<tr>
<th>Make and Model</th>
<th>Delco-Remy³, 739A</th>
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</thead>
<tbody>
<tr>
<td>Type of drive</td>
<td>Bendix³</td>
</tr>
<tr>
<td>Lock test</td>
<td>Amperage draw 525³</td>
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<tr>
<td></td>
<td>Volts 3.4V</td>
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<tr>
<td></td>
<td>Torque (ft.lbs.) 14³</td>
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<tr>
<td>No load test</td>
<td>Amperage draw 125³</td>
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<tr>
<td></td>
<td>Bolts 5.4V</td>
</tr>
<tr>
<td></td>
<td>R.P.M. 2500³</td>
</tr>
<tr>
<td>Rotation (commutator end)</td>
<td>C.C.W.³</td>
</tr>
<tr>
<td>Bearings</td>
<td>Commutator end Cast iron³</td>
</tr>
<tr>
<td></td>
<td>Drive end Graphite lubricated bushing³</td>
</tr>
<tr>
<td>Over running clutch</td>
<td>No³</td>
</tr>
<tr>
<td>Finion meshess</td>
<td>On front of flywheel³</td>
</tr>
<tr>
<td>No. of teeth in flywheel gear</td>
<td>139</td>
</tr>
<tr>
<td>Normal engine cranking speed</td>
<td>65 R.P.M.³</td>
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<tr>
<td>No. of teeth in pinion gear</td>
<td>9³</td>
</tr>
<tr>
<td>Gear ratio: Starter to flywheel</td>
<td>15.44 : 1</td>
</tr>
<tr>
<td>Starting device</td>
<td>Starterator³</td>
</tr>
</tbody>
</table>

---

**Revisions:**
## CHEVROLET 1937 SPECIFICATIONS

### LIGHTS
- **Head Lamps**
  - Type: Master Deluxe, Master, 1/2 Ton, 1 1/2 Ton
  - Diameter: 7-15/16" (2 beam), 8-3/16" (3 beam)
  - Lens Type: Guide
  - Bulb Type: Two filament
  - Number: 2320-L, 2320-L, 2320-L, 2320-L
  - Candle power, each beam: 32 Upper, 32 Upper, 32 Upper, 32 Upper
  - Lower: 21 Lower, 21 Lower, 21 Lower, 21 Lower

- **Reflector-Type**
  - Dimmed by: Tiltrays

- **Parking light bulb**
  - Size: 55" (1-1/2"

- **Tail and stop lamp**
  - Type: Combination
  - Tail light bulb size: 83-8
  - Stop light bulb size: 87-8
  - Bulb candle power: 3-8
  - Tail light in series with dash light: No
  - Stop light operation: Hydraulic switch on brake main cylinders

- **Dash**
  - Number used: 2
  - Candle power: 51-8

- **Dome**
  - Size: 61 (except HALF TON CCS-87)
  - Candle power: 1-1/2-8

- **Fuse**
  - Type: 3A
  - Volts: 6
  - Amperes: 15
  - Location: On back of ammeter

- **Lighting switch**
  - Make: Delco-Remy

### HORN
- **Make**
  - Delco-Remy

- **Type**
  - Vibrator

- **Tone adjustment**
  - Screw type

- **Location**
  - Left side of cylinder head

### RADIO
- **Location**
  - Under running boards

### ANTENNA
- **Location**
  - On dash or above W.S.

### SPL.EQUIP.
- **Location**
  - All (SEL-dash only)

### TOOLS
- **Jack**
  - Type: Special long screw
  - Raised height: Adjustable to requirements
  - Lowered height: Adjustable to requirements

- **Hand tire pump**
  - All

- **Screw driver**
  - 3-1/2" round shank

- **Adjustable auto wrench**
  - 9-8

- **Combination pliers**
  - 8-8

- **Ball peen hammer**
  - 10 oz.

- **Open end wrench**
  - All

- **Spark plug wrench**
  - All

- **Lubrication gun and oil can**
  - All

- **Wheel wrench**
  - All

- **Starting crank**
  - All

### REVISIONS:
<table>
<thead>
<tr>
<th>SPLINES</th>
<th>Passenger Cars and HALF TON Truck</th>
<th>1 1/2 TON Truck</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clutch disc hub width</td>
<td>Number 10</td>
<td></td>
</tr>
<tr>
<td>and transmission clutch gear shaft</td>
<td>Internal .174 - .175</td>
<td>.1705 - .1755</td>
</tr>
<tr>
<td>Outside dia. 1.134 - 1.144</td>
<td>1.110 - 1.121</td>
<td>1.110 - 1.121</td>
</tr>
<tr>
<td>Base eff. dia. .920 - .925</td>
<td>.918 max.</td>
<td>.920 - .925</td>
</tr>
<tr>
<td>Transmission mainshaft</td>
<td>Number 6</td>
<td></td>
</tr>
<tr>
<td>Width</td>
<td>.374 - .375</td>
<td>.3685 - .3705</td>
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<tr>
<td>Shaft</td>
<td>1.715 - 1.725</td>
<td>1.4705 - 1.4805</td>
</tr>
<tr>
<td>Second gear</td>
<td>1.715 - 1.725</td>
<td>1.4995 - 1.5035</td>
</tr>
<tr>
<td>Third &amp; fourth</td>
<td>1.715 - 1.725</td>
<td>1.4995 - 1.5035</td>
</tr>
<tr>
<td>First &amp; rev. 2.945 - 2.955</td>
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<tr>
<td>Gear clutch</td>
<td>1.745 - 1.755</td>
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<tr>
<td>Gear clutch</td>
<td>2.850 - 2.930</td>
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</tr>
<tr>
<td>First U joint on trans. mainshaft (All) &amp; 2nd U-jt. on front prop. shaft (1 1/2 TON)</td>
<td>Number 10</td>
<td></td>
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<tr>
<td>Outside dia. .985 - .993</td>
<td>.980 - .970</td>
<td>1.380 - 1.388</td>
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<tr>
<td>Base eff. dia. .849 - .857</td>
<td>.844 max.</td>
<td>1.184 - 1.186</td>
</tr>
<tr>
<td>First U joint on front prop.shaft (All); also 2nd Ujt. on rear prop. shaft (1 1/2 TON)</td>
<td>Number 10</td>
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<tr>
<td>Width</td>
<td>.160 - .162</td>
<td>.156 - .159</td>
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<tr>
<td>Outside dia. 1.057 - 1.065</td>
<td>1.030 - 1.032</td>
<td>1.306 - 1.312</td>
</tr>
<tr>
<td>Base eff. dia. .907 - .915</td>
<td>.947 - .963</td>
<td>.1145 - 1.1195</td>
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<tr>
<td>Coupling of rear end of propeller shaft and rear axle drive pinion shaft.</td>
<td>Number 10</td>
<td></td>
</tr>
<tr>
<td>Outside dia. 1.087 - 1.085</td>
<td>1.027 - 1.035</td>
<td>1.306 - 1.321</td>
</tr>
<tr>
<td>Base eff. dia. .907 - .915</td>
<td>.847 - .863</td>
<td>.11115 - 1.1195</td>
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<tr>
<td>Diff. side gears and axle shafts. (Pass. cars only)</td>
<td>Number 10</td>
<td></td>
</tr>
<tr>
<td>Width</td>
<td>.180 - .183</td>
<td>.178 - .180</td>
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<tr>
<td>Outside dia. 1.186 - 1.193</td>
<td>1.1525 - 1.1575</td>
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<tr>
<td>Base eff. dia. 1.030 - 1.044</td>
<td>1.004 - 1.014</td>
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<tr>
<td>Diff. side gears and axle shafts. HALF and 1 1/2 TON trucks.</td>
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<tr>
<td>Width</td>
<td>.189 - .192</td>
<td>.187 - .189</td>
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<tr>
<td>Outside dia. 1.2555 - 1.2625</td>
<td>1.222 - 1.227</td>
<td>1.6735 - 1.6795</td>
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<tr>
<td>Base eff. dia. 1.095 - 1.100</td>
<td>1.060 - 1.070</td>
<td>1.472 - 1.477</td>
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<tr>
<td>Wheel support arm shaft lever, Deluxe Master only.</td>
<td>Number 10</td>
<td></td>
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<tr>
<td>Width</td>
<td>.133 - .134</td>
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<tr>
<td>Outside dia. 1.3815 - 1.3865</td>
<td>1.3575 - 1.3625</td>
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<tr>
<td>Base eff. dia. 1.249 - 1.251</td>
<td>1.245 max.</td>
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## CHEVROLET 1937 SPECIFICATIONS

### ANTI-FRICTION BEARINGS

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<th>Function</th>
<th>Make</th>
<th>Part No.</th>
<th>Inside Diameter</th>
<th>Outside Diameter</th>
<th>Width</th>
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<tbody>
<tr>
<td><strong>Front Wheel</strong></td>
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<td>Inner</td>
<td>N.D.</td>
<td>#900002 P</td>
<td>Cup &amp; Cone</td>
<td>1.1932-1.1964</td>
<td>2.9665-2.9675</td>
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<td>N.D.</td>
<td>#900026 P</td>
<td>Cup &amp; Cone</td>
<td>1.4760-1.4806</td>
<td>2.0795-2.0805</td>
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<td>Outer</td>
<td>N.D.</td>
<td>#900001 P</td>
<td>Cup &amp; Cone</td>
<td>.7498 - .7505</td>
<td>2.1845-2.1900</td>
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<td>N.D.</td>
<td>#900025 P</td>
<td>Cup &amp; Cone</td>
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<td>2.2495-2.2505</td>
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<td>Chev.</td>
<td>#373467 B</td>
<td>Short Roller</td>
<td>49 rollers</td>
<td>.9330</td>
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<td>Chev.</td>
<td>#373666 B</td>
<td>Long Roller</td>
<td>42 rollers</td>
<td>.9330</td>
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<td><strong>Lever pin</strong></td>
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<td>#373464 B</td>
<td>Short Roller</td>
<td>32 rollers</td>
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<td><strong>King Pin Thrust</strong></td>
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<td>#362269 D</td>
<td>Ball Thrust</td>
<td>.735 - .780</td>
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<td><strong>Steering Worm</strong></td>
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<td>Chev.</td>
<td>261866 A</td>
<td>Taper Roller</td>
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<td><strong>Roller Tooth</strong></td>
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<td>Chev.</td>
<td>#282605 B</td>
<td>Ball</td>
<td>.4370 - .4375</td>
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<td><strong>Generator</strong></td>
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<td>N.D.</td>
<td>#901283 A</td>
<td>Ball</td>
<td>.6599 - .6693</td>
<td>1.5743-1.5746</td>
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<td><strong>Clutch-Pilot</strong></td>
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<td>N.D.</td>
<td>#903109 A</td>
<td>Ball</td>
<td>.6301 - .6506</td>
<td>1.3774-1.3780</td>
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<tr>
<td><strong>Transmission</strong></td>
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<tr>
<td>Clutch gear</td>
<td>N.D.</td>
<td>#954141 F</td>
<td>Ball</td>
<td>1.3775-1.3780</td>
<td>2.6340-2.6346</td>
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<td><strong>Main shaft</strong></td>
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<td>Front</td>
<td>H.</td>
<td>#146854 E</td>
<td>Roller</td>
<td>12 rollers</td>
<td>.1870 - .1875</td>
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<td>H.</td>
<td>#90752 F</td>
<td>Roller</td>
<td>14 rollers</td>
<td>.1873 - .1875</td>
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<td>Rear</td>
<td>N.D.</td>
<td>#954168 F</td>
<td>Ball</td>
<td>.9839 - .9843</td>
<td>2.4403-2.4409</td>
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<td>#90307 E</td>
<td>Ball</td>
<td>1.3775-1.3780</td>
<td>3.1490-3.1496</td>
</tr>
<tr>
<td><strong>Cntr shaft</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front</td>
<td>H.</td>
<td>#142286 E</td>
<td>Roller</td>
<td>1.4993-1.4994</td>
<td>2.4409-2.4415</td>
</tr>
<tr>
<td>Rear</td>
<td>H.</td>
<td>#151182 E</td>
<td>Roller</td>
<td>1.7315-1.7323</td>
<td>2.6346-2.6352</td>
</tr>
<tr>
<td><strong>Prop. shaft</strong></td>
<td>N.D.</td>
<td>#903207 E</td>
<td>Ball</td>
<td>1.3775-1.3780</td>
<td>2.6340-2.6346</td>
</tr>
<tr>
<td><strong>Rear Axle</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pinion-Fr.</td>
<td>H.</td>
<td>#905306 BC</td>
<td>Dbl. row ball</td>
<td>1.1807-1.1811</td>
<td>2.6340-2.6346</td>
</tr>
<tr>
<td></td>
<td>N.D.</td>
<td>#905206 D</td>
<td>Dbl. row ball</td>
<td>1.1807-1.1811</td>
<td>2.4403-2.4409</td>
</tr>
<tr>
<td></td>
<td>N.D.</td>
<td>#905309 D</td>
<td>Dbl. row ball</td>
<td>1.7712-1.7717</td>
<td>3.3332-3.3370</td>
</tr>
<tr>
<td>Pinion-Rr.</td>
<td>H.</td>
<td>#125630 F</td>
<td>Roller</td>
<td>1.8287-1.8291</td>
<td>3.1256-3.1250</td>
</tr>
<tr>
<td></td>
<td>N.D.</td>
<td>#903105 E</td>
<td>Ball</td>
<td>.9839 - .9843</td>
<td>2.4403-2.4409</td>
</tr>
<tr>
<td>Side Bearings</td>
<td>H.</td>
<td>#127961 SC</td>
<td>Barrel roller</td>
<td>1.6924-1.6929</td>
<td>2.9523-2.9528</td>
</tr>
<tr>
<td></td>
<td>N.D.</td>
<td>#901100 D</td>
<td>Ball</td>
<td>1.6924-1.6929</td>
<td>3.1490-3.1496</td>
</tr>
<tr>
<td></td>
<td>N.D.</td>
<td>#954136 E</td>
<td>Ball</td>
<td>2.4405-2.4409</td>
<td>3.9362-3.9370</td>
</tr>
<tr>
<td>Axle shaft</td>
<td>H.</td>
<td>#11103 BC</td>
<td>Roller</td>
<td>1.2951-1.2987</td>
<td>2.4056-2.4062</td>
</tr>
<tr>
<td></td>
<td>H.</td>
<td>#11104 D</td>
<td>Roller</td>
<td>1.5305-1.5308</td>
<td>2.7812-2.7818</td>
</tr>
<tr>
<td><strong>Rear Wheel</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inner</td>
<td>H.</td>
<td>#144527 E</td>
<td>Barrel roller</td>
<td>2.6250-2.6255</td>
<td>4.4680-4.4688</td>
</tr>
<tr>
<td>Outer</td>
<td>H.</td>
<td>#144526 E</td>
<td>Barrel roller</td>
<td>2.2500-2.2505</td>
<td>3.8750-3.8758</td>
</tr>
</tbody>
</table>

**NOTE:** Letter following bearing number indicates units using this bearing.

**SYMBOLS:** A - All; B - Master Deluxe; C - Master; D - Commercial; E - Truck; F - Pass. & Comm.; H - Hyatt; N.D. - New Departure.
1 - Water pump—fill oil cup with good grade engine oil.
2 - Front spring unit (DMAS)—keep filled with genuine shock insulation fluid.
3 - Front spring unit radius rod (DMAS)—chassis lubricant.
4 - Front spring unit spindle bushing (DMAS) remove plug and fill with petroleum jelly.
5 - King pin (two fittings) use chassis lubricant.
6 - Tie rod (fitting at each end)—use chassis lubricant.
7 - Distributor—fill and turn down grease cup—use soft, smooth cup grease.
8 - Starting motor—two or three drops of light oil.
9 - Transmission—Capacity:
   Passenger cars 1-3/4 pints,
   HALF TON 3-speed 1-1/2 pints;
   truck 4-speed transmission—6-1/2 pints. Keep filled to level of filler boss opening.
SAE 160 in summer; SAE 90 in winter; SAE 90 plus 10% kerosene in temperatures below zero.
10 - Spring bolts—each side of HALF TON and 1 1/2 TON—use chassis lubricant.
11 - Universal Joint & Propeller shaft bushing. 1-1/2 TON trucks only—use chassis lubricant.
12 - Spring seat—one at each rear spring—chassis lubricant.
13 - Rear axle differential. Passenger cars only 3-1/2 pints of special hypoid gear lubricant. HALF TON—4-1/2 pints; 1-1/2 TON—7 pints. Use SAE 160 in summer; SAE 90 in winter; SAE 90 plus 10% kerosene in temperatures below zero.
14 - Front shock absorbers—Master and HALF TON keep filled with genuine Chevrolet shock absorber fluid.
15 - Front spring shackles—use chassis lubricant.
16 - Front wheel bearings—repack with high melting point wheel bearing grease.
17 - Generator—two or three drops of light oil.
18 - Steering connecting rod—use chassis lubricant—one fitting at each end.
19 - Steering gear—use steering gear lubricant.
20 - Spring bolt—use chassis lubricant.
21 - Air cleaner—remove and clean out with gasoline. Dip screen in engine oil; keep felt pad dry.
22 - Accelerating pump shaft—remove dust cover, fill screw hole with graphite grease.
23 - Clutch release bearing—fill reservoir with SAE 160 in summer, SAE 90 in winter when squeak occurs.
24 - Rear shock absorbers—Master and HALF TON keep filled with genuine Chevrolet shock absorber fluid.
25 - Wheel bearings on 1-1/2 TON truck only—two on each side—receive lubricant from rear axle differential.
26 - Rear spring shackles—use chassis lubricant.