

owner guide

GASOLINE MODELS
"S" SERIES

GMC
TRUCKS

This "Owner Guide" includes important information which will be of interest to you, as the owner of this GMC Truck. It includes brief specifications, capacities, lubricant recommendations, and other service information on your specific truck.

Current maintenance procedures and the know-how which are important to the successful operation of your truck are in the hands of your GMC Dealer. All GMC Dealer organizations have the facilities and knowledge to give your GMC truck the service that it deserves.

Operation from the standpoint of the driver is completely and pictorially covered in the accompanying booklet "Operating Your New GMC Truck." From this booklet the driver of your truck can obtain driving tips which will add to his skill and contribute to economical, long-life hauling for your business.

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GMC Truck & Coach Division reserves the right to make changes at any time without notice in materials, equipment, specifications, and models and also to discontinue models.

CHASSIS SERIAL NUMBER

The chassis serial number is stamped on an identification plate, shown at left. Plate is mounted on cab left door hinge pillar and is visible when door is open. This plate includes the truck Model number, chassis serial number, certified gross and net horsepower, and maximum gross vehicle weight. On Series 300 and up, the chassis serial number is also shown on the parts identification plate, shown below, which is mounted on inside of dash compartment door. For further explanation of load capacities, refer to "Load Capacity Chart" later in this book.



ENGINE SERIAL NUMBER

The engine serial number on 270 and 302 engines is stamped on a boss on the crankcase adjacent to the distributor. On 336 engine, serial number is stamped on the cylinder block on right side below the manifold, ahead of the drain cock. On 370 engine, number is stamped on a pad on top of left cylinder block, between the rear and center exhaust ports. Serial number on 503 engine is stamped on left rear corner of crankcase just above the starter.

Always refer to serial numbers of chassis and engine, and model numbers of other units (transmission, distributor, etc.) when ordering parts or requesting service information.



270 AND 302



336



370



503

PARTS IDENTIFICATION PLATE



19-7150

The "GMC TRUCK SERVICE PARTS IDENTIFICATION" plate is mounted on inside of dash compartment door on truck series 300 and up. This plate includes, in addition to model and serial numbers, type numbers of axles, transmissions, and engine. Spring, brake, and wheel information

is also shown. This information is stamped on the plate at the factory and represents only the equipment on the vehicle when it was shipped from the factory. Always refer to this information when ordering parts.

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MODEL DATA

*Truck Series	WHEELBASES AVAILABLE								Brake Equipment	GMC Engine
	1	2	3	4	5	6	7	8		
100	114"	123 1/4"	—	—	—	—	—	—	Hydraulic	270A
100-8	114"	123 1/4"	—	—	—	—	—	—	Hydraulic	336
150	—	123 1/4"	—	—	—	—	—	—	Hydraulic	270A
150-8	—	123 1/4"	—	—	—	—	—	—	Hydraulic	336
PM150	104"	125"	137"	—	—	—	—	—	Hydraulic	270A
250	114"	123 1/4"	135"	—	—	—	—	—	Hydraulic	270A
250-8	114"	123 1/4"	135"	—	—	—	—	—	Hydraulic	336
PM250	104"	125"	137"	—	—	—	—	—	Hydraulic	270A
300	132 1/2"	144 1/2"	156 1/2"	174 1/2"	—	—	—	—	Vac.-Hyd.	270A
S300	—	—	—	—	196 1/2"	—	—	—	Vac.-Hyd.	270A
P350	130"	—	154"	—	—	—	—	—	Vac.-Hyd.	270B
350	132 1/2"	144 1/2"	156 1/2"	174 1/2"	196 1/2"	—	—	—	Vac.-Hyd.	270B
350-8	132 1/2"	144 1/2"	156 1/2"	174 1/2"	196 1/2"	—	—	—	Vac.-Hyd.	336
P350	115"	127"	139"	157"	179"	—	—	—	Vac.-Hyd.	270B
P350-8	115"	127"	139"	157"	179"	—	—	—	Vac.-Hyd.	336
370	132 1/2"	144 1/2"	156 1/2"	174 1/2"	196 1/2"	—	—	—	Vac.-Hyd.	270B
370-8	132 1/2"	144 1/2"	156 1/2"	174 1/2"	196 1/2"	—	—	—	Vac.-Hyd.	336
F370	115"	127"	139"	157"	179"	—	—	—	Vac.-Hyd.	270B
F370-8	115"	127"	139"	157"	179"	—	—	—	Vac.-Hyd.	336
S370	—	—	—	—	196 1/2"	222 1/2"	242 1/2"	256 1/2"	Vac.-Hyd.	270B
S370-8	—	—	—	—	196 1/2"	222 1/2"	242 1/2"	256 1/2"	Vac.-Hyd.	336
450V	134"	146"	158"	176"	194"	—	—	—	Vac.-Hyd.	302
450A	134"	146"	158"	176"	194"	—	—	—	Air	302
450-8V	134"	146"	158"	176"	194"	—	—	—	Vac.-Hyd.	336
450-8A	134"	146"	158"	176"	194"	—	—	—	Air	336
P450V	115"	127"	139"	157"	179"	197"	—	—	Vac.-Hyd.	302
P450A	115"	127"	139"	157"	179"	197"	—	—	Air	302
P450-8V	115"	127"	139"	157"	179"	197"	—	—	Vac.-Hyd.	336
P450-8A	115"	127"	139"	157"	179"	197"	—	—	Air	336
S450V	—	—	—	—	224"	241 1/2"	260"	—	Vac.-Hyd.	302
S450A	—	—	—	—	224"	241 1/2"	260"	—	Air	302
SFM460V	—	—	—	—	179"	209"	—	—	Vac.-Hyd.	302
SFM460A	—	—	—	—	179"	209"	—	—	Air	302
W500V	—	—	153"	176"	194"	—	—	—	Vac.-Hyd.	336
W500A	—	—	153"	176"	194"	—	—	—	Air	336
MW500V	—	—	153"	176"	194"	—	—	—	Vac.-Hyd.	336
MW500A	—	—	153"	176"	194"	—	—	—	Air	336
550V	134"	146"	158"	176"	194"	—	—	—	Vac.-Hyd.	370
550A	134"	146"	158"	176"	194"	—	—	—	Air	370
P550V	—	127"	139"	157"	179"	197"	—	—	Vac.-Hyd.	370
P550A	—	127"	139"	157"	179"	197"	—	—	Air	370
W550	—	146"	158"	176"	194"	—	—	—	Air	370
MW550	—	146"	158"	176"	194"	—	—	—	Air	370
FW550	—	139"	151"	157"	165"	175"	—	—	Air	370
PMW550	—	139"	151"	157"	165"	175"	—	—	Air	370
600	134"	146"	158"	176"	194"	—	—	—	Air	570
F600	—	127"	139"	157"	179"	197"	—	—	Air	370
630	141"	153"	165"	183"	201"	—	—	—	Air	503
F630	116"	140"	—	—	—	—	—	—	Air	503
W630	—	153"	165"	185"	201"	—	—	—	Air	503
660	141"	153"	165"	—	—	—	—	—	Air	503
F660	116"	140"	—	—	—	—	—	—	Air	503
W660	—	—	165"	177"	185"	201"	—	—	Air	503
FW660	—	148"	164"	—	—	—	—	—	Air	503
W670	—	—	—	177"	183"	191"	—	—	Air	503
RA600	—	140"	164"	—	—	—	—	—	Air	503

(*) The letters prefixing the truck series number: A—Air Suspension; P—Dual-Purpose or Cab-over-engine Cab; M—Automatic Transmission (Hydra-Matic or Torqmatic); F—Package Delivery; R—Tractor; S—School Bus; W—Dual Rear Axles. The letters suffixing the truck series number: A—Air Brakes; V—Vacuum-Hydraulic Brakes. The suffix -8 on some models indicates 8-cylinder engine.

The third digit of the series number is the wheelbase number, designating the model.

Thus, an MW500A is a 500 series truck having an automatic transmission, dual rear axles, air brakes, with a 155" wheelbase; or an FA602 is a 600 series truck having a dual-purpose cab, air suspension, and a 127" wheelbase.

TRANSMISSION AND

TRUCK SERIES	STANDARD		REGULAR PRODUCTION OPTIONS				
	TRANS.	AXLE	WHEN STANDARD TRANSMISSION IS USED			WHEN AUTO	
			AXLE OPTIONS			OPT. TRANS.	
100	SM318	SP45 (3.07)	.....	SP45 (3.50)	.....	177CA	
100-B	SM319	SP45 (3.07)	.....	SP45 (3.50)	.....	177CA	
150	SM318	SP90 (4.56)	.....	.....	.....	216U	
150-B	SM318	SP90 (4.56)	.....	.....	.....	300GH	
PM150	216U	SP90 (4.56)	.....	.....	.....	.....
250	SM429	H072 (5.14)	.....	.....	.....	210U	
250-B	SM429	H109 (5.14)	.....	.....	.....	300GHC	
PM250	210U	H072 (5.14)	.....	.....	.....	.....
300	SM429	H110 (5.43)	.....	H110 (6.17)	E1358 (5.83-8.10)	E1356 (5.33-8.81)	210UC
3300	SM429	H110 (5.43)	.....	H110 (6.17)	E1358 (5.83-8.10)	E1356 (5.33-8.81)	.....
P350	SM429	H150 (6.17)	.....	T150 (6.40-8.72)	.....	.....
350	SM429	H150 (6.17)	.....	T150 (6.40-8.72)	.....	H150 (7.20)	330GP
350-B	SM429	H150 (6.17)	.....	F341 (5.93-8.10)	F341 (6.48-8.86)	H150 (7.20)	330GP
F350	SM429	H150 (6.17)	.....	T150 (6.40-8.72)	.....	H150 (7.20)	330GP
F350-B	SM429	H150 (6.17)	.....	F341 (5.93-8.10)	F341 (6.48-8.86)	H150 (7.20)	330GP
370	SM429	H150 (6.17)	.....	T150 (6.40-8.72)	G361 (6.10-8.48)	H150 (7.20)	MT300-1
370-B	SM429	H150 (6.17)	.....	G361 (6.61-9.09)	G361 (6.10-8.48)	H150 (7.20)	MT300-2
F370	SM429	H150 (6.17)	.....	T150 (6.40-8.72)	G361 (6.10-8.48)	H150 (7.20)	MT300-1
F370-B	SM429	H150 (6.17)	.....	G361 (6.61-9.09)	G361 (6.10-8.48)	H150 (7.20)	MT300-2
375	SM429	H150 (6.17)	.....	T150 (6.40-8.72)	.....	H150 (7.20)	MT300-3
375-B	SM429	H150 (6.17)	.....	G361 (6.61-9.09)	G361 (6.10-8.48)	H150 (7.20)	MT300-4
450V	540GD14	H140 (5.80)	H340 (7.17-9.86)	H340 (6.61-9.09)	E17900 (6.50-8.87)	E1790A (7.17)	MT300-1
450A	540GD14	H140 (5.80)	H340 (7.17-9.86)	H340 (6.61-9.09)	E17901 (6.50-8.87)	E1791A (7.17)	MT300-1
450-BV	540GD13	H140 (5.80)	H340 (7.17-9.86)	H340 (6.61-9.09)	E17900 (6.50-8.87)	E1790A (7.17)	MT300-2
450-BA	540GD13	H140 (5.80)	H340 (7.17-9.86)	H340 (6.61-9.09)	E17901 (6.50-8.87)	E1791A (7.17)	MT300-2
F450V	540GD14	H140 (5.80)	H340 (7.17-9.86)	H340 (6.61-9.09)	E17900 (6.50-8.87)	E1790A (7.17)	MT300-1
F450A	540GD14	H140 (5.80)	H340 (7.17-9.86)	H340 (6.61-9.09)	E17901 (6.50-8.87)	E1791A (7.17)	MT300-1
F450-BV	540GD13	H140 (5.80)	H340 (7.17-9.86)	H340 (6.61-9.09)	E17900 (6.50-8.87)	E1790A (7.17)	MT300-2
F450-BA	540GD13	H140 (5.80)	H340 (7.17-9.86)	H340 (6.61-9.09)	E17901 (6.50-8.87)	E1791A (7.17)	MT300-2
S450V	540GD14	H140 (5.80)	H340 (6.61-9.09)	MT300-3
S450A	540GD14	H140 (5.80)	H340 (6.61-9.09)	MT300-3

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REAR AXLE EQUIPMENT

REGULAR PRODUCTION OPTIONS

MATIC TRANSMISSION IS USED		WHEN OPTIONAL TRANSMISSION IS USED									
AXLE OPTIONS		OPT. TRANS.		AXLE OPTIONS			OPT. TRANS.		AXLE OPTIONS		
SP45 (3.07)	SP45 (3.92)	SM420	SP45 (3.07)	SP45 (3.92)	SP45 (3.92)	T888	SP45 (3.07)	SP45 (3.92)			
SP45 (3.07)	SP45 (3.92)	SM420	SP45 (3.07)	SP45 (3.92)	SP45 (3.92)						
SP80 (4.56)		SM420	SP80 (4.56)			T888	SP80 (4.56)				
SP80 (4.56)		SM420	SP80 (4.56)								
		SM318	SP80 (4.56)								
H072 (5.14)											
H108 (5.14)											
		SM420	H072 (5.14)								
H118 (6.17)											
H150 (6.17)	H150 (7.20)	SM00D11	H150 (6.17)	H150 (7.20)	T150 (6.40-8.72)						
H150 (6.17)	H150 (7.20)	SM00D11	H150 (6.17)	H150 (7.20)	F341 (5.93-8.10)	F341 (6.48-8.86)					
H150 (6.17)	H150 (7.20)	SM00D11	H150 (6.17)	H150 (7.20)	T150 (6.40-8.72)						
H150 (6.17)	H150 (7.20)	SM00D11	H150 (6.17)	H150 (7.20)	F341 (5.93-8.10)	F341 (6.48-8.86)					
H150 (6.17)		SM00D11	H150 (6.17)	H150 (7.20)	T150 (6.40-8.72)		SM00D14	T150 (6.40-8.72)	G381 (6.61-9.09)	H150 (7.20)(6.17)	G381 (6.16-8.48)
H150 (6.17)		SM00D11	H150 (6.17)	H150 (7.20)	G381 (6.61-9.09)	G381 (6.16-8.48)					
H150 (6.17)		SM00D11	H150 (6.17)	H150 (7.20)	T150 (6.40-8.72)		SM00D14	T150 (6.40-8.72)	G381 (6.61-9.09)	H150 (7.20)(6.17)	G381 (6.16-8.48)
H150 (6.17)		SM00D11	H150 (6.17)	H150 (7.20)	G381 (6.61-9.09)	G381 (6.16-8.48)					
H150 (6.17)		SM00D11	H150 (6.17)	H150 (7.20)	T150 (6.40-8.72)		SM00D14	T150 (6.40-8.72)	G381 (6.61-9.09)	H150 (7.20)(6.17)	G381 (6.16-8.48)
H150 (6.17)		SM00D11	H150 (6.17)	H150 (7.20)	G381 (6.61-9.09)	G381 (6.16-8.48)					
H150 (6.17)		SM00D11	H150 (6.17)	H150 (7.20)	T150 (6.40-8.72)		SM00D14	T150 (6.40-8.72)	G381 (6.61-9.09)	H150 (7.20)(6.17)	G381 (6.16-8.48)
H150 (6.17)		SM00D11	H150 (6.17)	H150 (7.20)	G381 (6.61-9.09)	G381 (6.16-8.48)					
E1790A (7.17)	H182 (6.83)	SM00G11	H340 (7.17-9.86)		E1790A (7.17)	E17800 (7.17-9.77)	H140 (6.80)				
E1791A (7.17)	H182 (6.83)	SM00G11	H340 (7.17-9.86)		E1791A (7.17)	E17801 (7.17-9.77)	H140 (6.80)				
E1790A (7.17)	H182 (6.83)	SM00G12	H340 (7.17-9.86)		E1790A (7.17)	E17800 (7.17-9.77)	H140 (6.80)				
E1791A (7.17)	H182 (6.83)	SM00G12	H340 (7.17-9.86)		E1791A (7.17)	E17801 (7.17-9.77)	H140 (6.80)				
E1790A (7.17)	H182 (6.83)	SM00G11	H340 (7.17-9.86)		E1790A (7.17)	E17800 (7.17-9.77)	H140 (6.80)				
E1791A (7.17)	H182 (6.83)	SM00G11	H340 (7.17-9.86)		E1791A (7.17)	E17801 (7.17-9.77)	H140 (6.80)				
E1790A (7.17)	H182 (6.83)	SM00G12	H340 (7.17-9.86)		E1790A (7.17)	E17800 (7.17-9.77)	H140 (6.80)				
E1791A (7.17)	H182 (6.83)	SM00G12	H340 (7.17-9.86)		E1791A (7.17)	E17801 (7.17-9.77)	H140 (6.80)				
	H182 (6.83)										
	H182 (6.83)										

TRANSMISSION AND

TRUCK SERIES	STANDARD		REGULAR PRODUCTION OPTIONS				
	TRANS.	AXLE	WHEN STANDARD TRANSMISSION IS USED			WHEN AUTOMATIC TRANS. IS USED	
			AXLE OPTIONS			OPT. TRANS.	AXLE OPTION
SFM400V	330GN	H350 (6.75-12.64)					
SFM400A	330GN	H350 (6.75-12.64)					
W300V	540GD13	E22M (6.70)	E22M (7.07 or 7.79)	E22M (7.79) & 5831B Aux.	E22M (7.07) & 5831B Aux.	E22M (6.70) & 5831C Aux.	
W300A	540GD13	E22M (7.07)	E22M (7.79)	E22M (7.79) & 5831B Aux.	E22M (7.07) & 5831B Aux.		
MW300V	MT30G-2	E22M (7.07)	E22M (7.79)				
MW300A	MT30G-2	E22M (7.07)	E22M (7.79)				
550V	541GD11	E1780A (7.17)	E17800 (8.50-8.87)	E17800 (7.17-9.77)			MT40G L182 (7.2)
550A	541GD11	E1791A (7.17)	E17801 (8.50-8.87)	E17801 (7.17-9.77)			MT40G L182 (7.2)
F550V	541GD11	E1780A (7.17)	E17800 (8.50-8.87)	E17800 (7.17-9.77)			MT40G L182 (7.2)
F550A	541GD11	E1791A (7.17)	E17801 (8.50-8.87)	E17801 (7.17-9.77)			MT40G L182 (7.2)
W550	541GD12	E34M (7.80)	E34M (7.80) & 8041 Aux.	E34M (8.60)	E34M (8.60) & 8041 Aux.		
MW550	MT40G	E34M (7.80)					
FW550	541GD12	E34M (7.80)	SLDD (7.67) & 8041 Aux.	E34M (7.80) & 8041 Aux.	E34M (8.60) & 8041 Aux.	SLDD (8.43) & 8041 Aux.	
FMW550	MT40G	E34M (7.80)	SLDD (7.67)				
600	541GD11	E1883 (7.17)	E1883 (7.17-9.77)	E8803 (7.50)			MT40G R140 (8.83)
700	541GD11	E1883 (7.17)	E1883 (7.17-9.77)	E8803 (7.50)			MT40G R140 (8.83)
630	683Q	E1883 (6.50)	E1883 (5.57-7.60)	E1883 (6.50-8.87)	E8803 (7.50)		
730	683Q	E1883 (6.50)	E1883 (5.57-7.60)	E1883 (6.50-8.87)			
W830	R46	SLDD (5.90)					
800	683Q	E19503 (6.14-8.36)	U200 (7.79) & 8341A Aux.	RT248 (7.21)	U200 (7.79)		
760	683Q	E19503 (6.14-8.36)					
W860	836	SW3020 (5.40)	S000 (5.78)				
FW860	R98	SLDD (5.90)					
W870	683Q & 8341A Aux.	SW456 (3.25)	SW456 (8.20)	SFDD4600 (9.02)			
RA800	683Q	E1883 (5.57-7.60)	E1883 (6.50-8.87)	E19503 (6.14-8.36)	E19503 (6.71-8.13)		

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REAR AXLE EQUIPMENT—Cont'd

**REGULAR PRODUCTION OPTIONS
WHEN OPTIONAL TRANSMISSION IS USED**

OPT. TRANS.	AXLE OPTIONS				OPT. TRANS.	AXLE OPTIONS				OPT. TRANS.	AXLE OPTION
941GD13	E28M (7.67) (7.79)	E28M (7.67) (7.79)	E22M (6.70)	E22M (6.70)							
	E28M Aux. & S831B Aux.										
941GD13	E28M (7.67) (7.79)		E28M (7.79)	E28M (7.67)							
	E28M Aux. & S831B Aux.										
941GD11	E1780D (7.17-9.77)	E1780D (6.50-8.87)	E1795A (7.17)		941GD12	E1795A (7.17)	E1780D (6.50-8.87)	E1780D (7.17-9.77)			
941GD11	E1780I (7.17-9.77)	E1780I (6.50-8.87)			941GD12	E1791A (7.17)	E1780I (6.50-8.87)	E1780I (7.17-9.77)			
941GD11	E1780D (7.17-9.77)	E1780D (6.50-8.87)			941GD12	E1795A (7.17)	E1780D (6.50-8.87)	E1780D (7.17-9.77)			
941GD11	E1780I (7.17-9.77)	E1780I (6.50-8.87)			941GD12	E1791A (7.17)	E1780I (6.50-8.87)	E1780I (7.17-9.77)			
941GD11	E1880D (7.17-9.77)				941GD12	E188D (7.17)	E1880D (7.17-9.77)	E880D (7.60)			
941GD11	E1880D (7.17-9.77)				941GD12	E188D (7.17)	E1880D (7.17-9.77)	E880D (7.60)			
883D	E880D (7.60)				883C		E1880D (5.57-7.60)		883C	E1880D (6.50-8.87)	
883C	E1880D (6.50-8.87)										
R36	S1D0 (5.90)				883D & 804T Aux.	S1D0 (7.67)			883D & 8341A Aux.	S1D0 (7.67)	
883D & 804T Aux.	R1240 (7.21)								883C	E1950D (6.71-9.13)	
883C	E1950D (6.71-9.13)								889	R148 (6.14)	
883D & 804T Aux.	SW3028 (7.25)	S0D0 (7.54)			883D & 8341A Aux.	SW3028 (7.25)	S0D0 (7.54 or 6.44)				
883D & 804T Aux.	S1D0 (7.00)										
883C	E1880D (6.50-8.87)	E1880I (5.57-7.60)	E1950D (6.71-9.13)	E1950D (6.14-8.36)							

LOAD CAPACITY RATINGS

The following table lists capacity ratings for all truck series covered by this book. These ratings are maximum. In no case may the actual weight at front or rear axle exceed the rated capacity of axles. Tires should be selected on the

basis of load and road conditions. All tires should be inflated as recommended by the tire manufacturer for the maximum load carried on the tires.

Load Capacity Chart

Truck Series	Axle Rating		Standard GVW	Standard GCW	OPTIONAL RATINGS		
	Front	Rear			GVW	GCW	Required Components
100	2,200	3,300	5,000	.....	.....	.....	.....
100-S	2,200	3,300	5,000	.....	.....	.....	.....
150	3,000	5,000	6,900	.....	.....	.....	.....
150-S	3,000	5,000	6,900	.....	.....	.....	.....
PM150	4,000	5,000	7,000	.....	.....	.....	.....
250	3,500	7,300	9,600	.....	.....	.....	.....
250-S	3,500	7,300	9,600	.....	.....	.....	.....
PM250	4,000	7,300	10,000	.....	.....	.....	.....
300	4,000	11,000	15,000	22,000	22,000	H.D. Frt. & Rear Axles & Springs	.....
S300	4,750	11,000	15,000	16,000	.....	H.D. Rear Axle	.....
P350	4,500	15,000	16,000	19,500	.....	H.D. Frt. & Rear Springs & 7000 lb. Frt. Axle	.....
350	4,500	15,000	16,000	32,000	19,500	H.D. Rear Springs	.....
350-S	4,500	15,000	16,000	32,000	19,500	H.D. Rear Springs	.....
P350	4,500	15,000	16,000	32,000	19,500	H.D. Rear Springs	.....
P350-S	4,500	15,000	16,000	32,000	19,500	H.D. Rear Springs	.....
370	4,500	15,000	19,500	32,000	22,000	H.D. Front Axle & Springs	.....
370-S	4,500	15,000	19,500	32,000	22,000	H.D. Front Axle & Springs	.....
P370	4,500	15,000	19,500	32,000	22,000	H.D. Front Axle & Springs	.....
P370-S	4,500	15,000	19,500	32,000	22,000	H.D. Front Axle & Springs	.....
S370	4,750	15,000	19,500	.....	22,000	H.D. Front Axle & Springs	.....
S370-S	4,750	15,000	19,500	.....	22,000	H.D. Front Axle & Springs	.....
450V & A	7,000	17,000	22,000	38,000	25,000	H.D. Rear Axle & Springs	50,000
450-SV & A	7,000	17,000	22,000	38,000	25,000	H.D. Rear Axle & Springs	50,000
F450V & A	7,000	17,000	22,000	38,000	25,000	H.D. Rear Axle & Springs	50,000
F450-SV & A	7,000	17,000	22,000	38,000	25,000	H.D. Rear Axle & Springs	50,000
S450V & A	7,000	17,000	22,000	.....	.....	.....	.....
SFM460V & A	11,000	17,000	22,000	.....	.....	.....	.....
W500V	7,000	22,000	28,000	45,000	*35,000	H.D. Rear Axle	55,000
W500A	7,000	28,000	35,000	55,000	37,000	H.D. Front Axle & Springs	55,000
MW500V & A	7,000	28,000	35,000	55,000	37,000	H.D. Front Axle & Springs	55,000
550V & A	7,000	18,000	25,000	60,000	.....	.....	.....
P550V & A	9,000	18,000	26,000	60,000	.....	.....	.....
W550	9,000	34,000	43,000	60,000	45,000	H.D. Front Axle & Springs	80,000
MW550	9,000	34,000	43,000	60,000	45,000	H.D. Front Axle & Springs	80,000
PW550	9,000	34,000	43,000	60,000	45,000	H.D. Front Axle & Springs	80,000
FMW550	9,000	34,000	43,000	60,000	45,000	H.D. Front Axle & Springs	80,000
600	9,000	21,000	29,000	55,000	.....	.....	.....
P600	9,000	21,000	29,000	55,000	.....	.....	.....
630	9,000	21,000	29,000	55,000	.....	.....	.....
P630	11,000	21,000	32,000	55,000	.....	.....	.....
W630	9,000	34,000	43,000	60,000	.....	.....	.....
660	9,000	22,000	30,000	65,000	46,000	H.D. Front & Rear Axle & Springs	80,000
P660	11,000	22,000	33,000	65,000	.....	.....	.....
W660	11,000	36,000	46,000	70,000	.....	.....	.....
PW660	11,000	34,000	43,000	70,000	.....	.....	.....
W670	11,000	48,000	59,000	90,000	63,000	H.D. Front & Rear Axles	90,000
KA800	9,000	21,000	29,000	55,000	33,000	H.D. Front & Rear Axles	55,000

*37,000 with 28M Rear Axle and Heavy Duty Front Axle and Springs.

Explanation of GVW and GCW

Gross Vehicle Weight (GVW) is defined as "The Maximum Gross Vehicle Weight shall include the weight in pounds of the truck chassis with lubricants, water, and full tank or tanks of fuel, plus the weights of the cab or driver's compartment, body, special chassis and body equipment, and payload."

Gross Combination Weight (GCW) rating applies to a

truck with trailer (or combination of trailers) attached. GCW expresses the total weight of the truck, trailer (or trailers), and the payload in the truck and trailers.

The maximum weight ratings for each truck are stamped on the identification plate (page 2), and are listed in the table above. The Warranty is void if these weights are exceeded.

CARE OF YOUR GMC TRUCK

Your GMC Dealer has the facilities and the know-how to maintain your truck economically and with the least amount of dead-line time. Many service operations are exacting and require special equipment or tools and should be accomplished by qualified mechanics.

The beginning of good truck care is good driving and good driver care. All phases of driving are covered in the booklet "Operating Your New GMC Truck" which accompanies each new truck. Every driver should read the operating book and should become familiar with the information in this book.

Consult your GMC Dealer for a planned Preventive Maintenance program for your particular truck and operation. Preventive maintenance

means regular, common-sense truck care designed to prevent trouble, keep your truck in top operating condition, and save the expenses of breakdowns and delays. Preventive care of your GMC is a planned program, carried out at regular mileage intervals, and based on a great deal of practical, time-tested experience. The DRIVER'S DIRECTORY, included with most trucks, gives the location and telephone number of expert GMC service stations throughout the country.

The service data which follows is brief; however, the information will serve to acquaint you with some of the important service specifications and lubrication requirements. Other detailed information can be obtained from your GMC dealer.

OWNER PROTECTION POLICY

GMC TRUCK OWNER PROTECTION POLICY is placed in the dash compartment or tool compartment of each new GMC Truck. This policy, when properly signed by the dealer, entitles the owner to after-delivery free service in accordance with the terms of the policy. The services outlined in

the policy will be accomplished—no charge—except for filter elements, oils, and lubricants used in engines, oil bath air cleaners, transmissions, rear axles, and chassis. The services assure you that your truck will be expertly conditioned during the initial period of use.

ENGINE DATA

Engine Type	270	302	336	370	303
Piston Displacement (Cu. In.)	269.5	301.6	330.9	370.7	602.7
Bore	3 ¹⁵ / ₁₆ "	4"	3 ¹⁵ / ₁₆ "	4"	4 ¹ / ₂ "
Stroke	4"	4"	3 ³ / ₄ "	3 ¹ / ₂ "	5 ¹ / ₂ "
Compression Ratio	7.75:1	7.5:1	7.3:1	7.65:1	6.5:1
S.A.E. Horsepower	34.55	38.40	45.8	51.2	49.56
Maximum Gross Horsepower	130 (270A) 140 (270B)	160	200	232	217
Maximum Recommended Speed (rpm)	3400	3400	3600	3400	2600
Valve Lash (Hot)					0.012"
Intake	0.012"	0.012"			0.018"
Exhaust	0.020"	0.020"			0.018"
Cylinder Head Bolt Torque (ft.-lbs.)	90-100	90-100	90-95	65-70	75-80
Idling Speed (rpm)					
With Mech. Transmission	400-450	400-450	400-450	400-450	400-450
With Auto. Trans. (in neutral)	450	450	450	450	450
Spark Plugs					
Make and Type	AC "44 Com."	AC "44 Com."	*AC "44 Com." or AC "45"	AC "C-43 Com."	AC "44 Com."
Gap	0.030"	0.030"	44 Com.-0.030" 45-0.035"	0.030"	0.030"
Ignition Timing ⁽¹⁾	5° BUDC (on steel ball)	5° BUDC (on steel ball)	6° BUDC ⁽²⁾	TDC ⁽³⁾	8° BUDC (on steel ball)
Firing Order	1-5-3-6-2-4	1-5-3-6-2-4	1-8-4-3-6-5-7-2	1-8-7-3-6-5-4-2	1-4-2-6-3-5
Distributor					
Point Gap	0.016"	0.016"			0.018"-0.024"
Breaker Lever Spring Tension	19-23 oz.	19-23 oz.			17-21 oz.

(*) AC "45" used on Series 100-8 through 250-8.
AC "44 Com." used on Series 350-8 through 500.

(1) These are recommended factory settings for average nation-wide regular fuel. Timing must be retarded as required when lower octane fuel is used.

(2) In line with mark on crankshaft damper.

(3) On trailing edge of notch on crankshaft damper.

CAPACITIES

Lubricant Capacities

Crankcase

270 Engine.....	8 qts. (9½ qts. w/filter)
302 Engine.....	8 qts. (10½ qts. w/filter)
336 Engine.....	5 qts. (6 qts. w/filter)
370 Engine.....	5 qts. (6 qts. w/filter)
563 Engine.....	12 qts. including filter

Above capacities are for normal refill. Add oil as indicated if oil filter is drained and element changed. Capacities given are approximate—always check the dip stick level. Fill to "FULL" mark—do not overfill.

Transmissions

(Refer to pages 4 through 7 for Truck Series application)

Mechanical

GMC SM318 (Corp.)	1½ pts.
GMC SM319 (Corp.)	2¾ pts.
Warner T89B	2¾ pts.
GMC SM420 (4-Spd.)	6 pts.
New Process 540 & 541	10 pts.
Spicer 6852 & 6853	17 pts.
Fuller R46	17 pts.
Fuller R96	36 pts.

Auxiliary

Spicer 5831	4 pts.
Spicer 6041	8 pts.
Spicer 8341	12 pts.

Hydra-Matic

177CA	*9 qts.
210U	9 qts.
210UC	9½ qts.
300GH	9 qts.
300GHC	9½ qts.
330GP	12 qts.
350GN	14 qts.

*Add 1 quart for 8-cylinder models.

Torqmatic

MT30G	11 qts.
MT40G	11 qts.

Rear Axles

(Refer to pages 4 through 7 for Truck Series application)

Hypoid	Pts. or Lbs.		Pts. or Lbs.
GMC H072	6½	Timken R140	30
GMC H110	14	Timken H162	24
GMC H150	19½	Double Reduction	
Spicer 45	3½	Eaton 8803	22
Spicer 60	5½	Timken RT240	36
Timken B100	10	Timken U200	38
Two-Speed		Dual⁽¹⁾	
Eaton 1350	13	Eaton 22M	12 ⁽²⁾
Eaton 17800 & 17801	22	Eaton 28M	17 ⁽²⁾
Eaton 18803	22	Eaton 34M	
Eaton 19503	24	Front Unit	28 ⁽²⁾
GMC T150	16½	Rear Unit	31
Timken F341	16	Timken SFDD4600	28 ⁽²⁾
Timken G361	24	Timken SLDD	28 ⁽²⁾
Timken H340	22	Timken SQDD	22 ⁽²⁾
Timken H350	24	Timken SW456	28
Single Reduction		Timken SW3020	28
Eaton 1790A & 1791A	22	Torque Divider	
Eaton 1893	21	Eaton 22M & 28M	9
Timken H140	20	Eaton 34M	3

⁽¹⁾ Capacities given are for each axle. ⁽²⁾ Does not include torque divider. ⁽³⁾ Add 2 pts. at differential lock.

CAPACITIES (Cont.)

Fuel Tank Capacities

Series 100 thru 250 (6 & 8 Cyl.)	17½ gal.
PM150 & PM250	
No. 1 wheelbase	15½ gal.
No. 2 & 3 Wheelbase	18 gal.
Conventional 300 thru 370 (6 & 8 Cyl.)	17½ gal.
P350	30 gal.
Conventional 450 thru 600	22½ gal.
All "S" and "SFM" Models	30 gal.
All "F" 350 thru 600	22½ gal.
All Series 630 thru 670	17½ gal.
Series RA800	105 gal.

Cooling System Capacities

Series 100 thru 250	17 qts.	Series F350 & F370	18 qts.
Series 100-8 thru 250-8	25 qts.	SFM400	19½ qts.
PM150, PM250, & P350	17 qts.	Series MW550 & FMW 550	23 qts.
Series 300	22 qts.	Series W500	30 qts.
Series 350 thru 450	23 qts.	Series MW300	29 qts.
Series F370 (Torqmatic)	22 qts.	Series 550 and 600	24 qts.
Series 350-8 thru 450-8	30 qts.	Series 630 and up	29 qts.

NOTE: Add 1 quart when Hydra-Matic equipped or subtract 1 quart when Torqmatic equipped.

FRONT END ALIGNMENT

Caster Angle

All except "T" Models 630 and up	1° plus or minus 30'
"F" Models 630 and up (with offset springs)	2½" maximum

Camber Angle

Series 100 thru 370	1° 30'
Series 450 and up	1°

Toe-in

Series 100 and 100-8	$\frac{3}{16}$ " - $\frac{1}{2}$ "
Series 150 thru 370	$\frac{1}{8}$ " - $\frac{1}{4}$ "
Series 450 and 500	$\frac{1}{16}$ " - $\frac{3}{16}$ "
Series 550 and up	$\frac{1}{8}$ " - $\frac{1}{4}$ "

LIGHT BULB DATA

Location	Bulb No.	Contact	Candle-power	Location	Bulb No.	Contact	Candle-power
Headlight				Stop Light (Suburban tailgate)	1141	S.C.	21
Conventional 100 thru 370				Jumbo Stop Light	1143	S.C.	32
Inside light (No. 1)	4001	—	37½W	*Stop, Tail, & Turn Signal (100 thru 250)	1034	D.C.	32-4
Outside light (No. 2)	4002	—	37½-50W	*License Plate (Suburban Pickup)	67	S.C.	3
All other models	5440	—	50-40W	Stop, Tail, & License Plate	1034	D.C.	32-4
*Spot Light	4435	S.T.	30W	*Backup Light	1073	S.C.	32
Parking Light				Instrument Lights	57	M.B.	2
All except "F" 630				School Bus 300, 370	53	M.B.	1
and up	67	S.C.	3	*Parking Brake	53	M.B.	1
"F" 630 and up	57	M.B.	2	Tell-tale Lights	57	M.B.	2
*Parking & Turn Signal (100 thru 250)	1034	D.C.	32-4	*Cigar Lighter	53	M.B.	1
*Marker or Clearance	67	S.C.	3	*Radio Dial Light	57	M.B.	2
or	57	M.B.	2	*Heater Control Light	53	M.B.	1
*Identification	67	S.C.	3	Dome Light	93	S.C.	
Taillight (Suburban tailgate)	67	S.C.	3	Turn Signal Flasher Light	53	M.B.	1
*Turn Signal	1073	S.C.	32				

*Optional or accessory equipment.

PROPER TIRE INFLATION

Definite tire inflation pressures are established for each tire size depending upon the load imposed on the tires. For greater riding comfort, prolonged tire life, and to reduce wear and tear on the truck chassis, tires should be inflated for the loads car-

ried. The "Load and Inflation Table" shown below indicates the proper inflation pressures. In no case should the combined front and rear tire load exceed the maximum loads previously shown on "Load Capacity" chart.

**TIRES FOR TRUCKS IN HIGHWAY SERVICE
LOAD AND INFLATION TABLE**

Tire and Rim Association Standard Tire Loads at Various Inflation Pressures

Tire Size	Ply Rating	24	26	28	30	32	34	36				
7.10-15	4	1025	1080	1140	1195							
8.50-16	6			1165	1225	1280	1330	1380				
7.10-15	6		1025	1080	1140	1195	1245	1300				
TIRE SIZE		Ply Rating	40	45	50	55	60	65	70	75	80	85
Tubeless	Tube											
7-17.5		6	1420	1520								
7-17.5		8	1420	1520	1620	1715	1800					
8-17.5		8	1620	1735								
8-17.5	7.00-17	8	1620	1740								
8-17.5		8	1620	1735	1850	1965	2060					
8-17.5	7.00-17	8	1620	1740	1850	1960	2060					
8-19.5	7.50-17	8	1830	1960	2090	2230	2330	2440				
8-19.5	7.00-18	8	1690	1810	1920	2040	2140					
7-22.5	6.50-20	6	1640	1760	1870							
7-22.5		8	1640	1760	1870	1980	2080	2180				
7-22.5	7.00-20	8	1820	1950	2080	2200	2310					
7-22.5	7.00-20	10	1820	1950	2080	2200	2310	2420	2530	2630		
8-22.5	7.50-20	8	2060	2210	2350	2490	2620	2740				
8-22.5	7.50-20	10	2060	2210	2350	2490	2620	2740	2860	2980	3090	
9-22.5	8.25-20	10	2400	2570	2730	2890	3040	3180	3330			
9-22.5	8.25-20	12	2400	2570	2730	2890	3040	3180	3330	3460	3600	3730
10-22.5	9.00-20	10		3040	3240	3440	3620	3790	3960			
10-22.5	9.00-20	12			3240	3440	3620	3790	3960	4120	4280	4450
11-22.5	10.00-20	12			3600	3820	4020	4220	4410	4580		
11-22.5	10.3-20(e)	14							4290	4510	4730	4940(?)
11-22.5	10.3-20(d)	14							3820	4020	4220	4410(?)
12-22.5	11.00-20	12			4060	4300	4520	4740	4950	5150		
11-24.5	10.00-22	12			3860	4080	4290	4500	4700	4880		
12-24.5	11.00-22	12			4320	4580	4810	5050	5270	5450		

NOTE: Underlined figures indicate maximum recommended load.
 (e) Single (d) Dual
 (?) 5140 @ 90 lbs.; 5350 @ 95 lbs.
 (?) 4580 @ 90 lbs.; 4750 @ 95 lbs.

TUBELESS TIRE REPAIRS

Special procedures and equipment are necessary for removing, mounting, and repairing tubeless tires. Take the job to your GMC Dealer or to a reliable tire shop. Note: Tubes are now available for use in tubeless tires in case of emergency where repair facilities are not available.

WHEEL NUT TORQUE

Kelsey-Hayes Type (Series 100) .. 45-60 ft.-lbs.

Kelsey-Hayes Type

(Series 150 and 250) 65-90 ft.-lbs.
 Kelsey-Hayes Type (Series 300) .. 150-200 ft.-lbs.
 Budd Type (Inner and Outer)* ... 400-450 ft.-lbs.
 Dayton Type—

Tighten nuts alternately and evenly to:

Front 175 ft.-lbs.
 Rear 200 ft.-lbs.

*Loosen outer nuts, tighten inner nuts, then tighten outer nuts.

LUBRICATION

One of the most important items of good truck care is the lubrication of all necessary points with the **Right Lubricant**, at the **Right Time**, and in the **Right Way**. It is therefore recommended that you confer with your GMC Dealer on all important phases of lubricating your new GMC Truck.

THE RIGHT LUBRICANT

Many reputable oil dealers can furnish the right lubricants when advised of the correct specifications or descriptions. The following descriptions are general and in no way apply to any particular brand. The lubricant manufacturer must be responsible for the quality and satisfactory performance of his product. His reputation is your best indication of quality.

Engine Oil

Heavy Duty engine oils ("E" on "Interval Chart") are recommended for your GMC Trucks. The oil industry markets various types of engine oil under certain service designations, such as "ML," "MM," "MS," "DG," and "DS."

Engine

For maximum protection, use oils designated as for service "DG" of the MIL-L-2104A type. Under severe stop and start operations during cold weather, oils marked as "FOR SERVICE DS" may be used. Desirable oils provide adequate protection against wear, oxidation or break down, and engine cleanliness.

Hydra-Matic

Engine oil designated only as "FOR SERVICE DG," and of the MIL-L-2104A type, should also be used in Hydra-Matic transmission. Use only the same make and type of oil used at oil change, whenever it is necessary to replenish oil. If oil meeting above specifications cannot be obtained, "Automatic Transmission Fluid—Type A" may be used for transmission; however, **ENGINE OIL AND TYPE A FLUID MUST NOT BE MIXED**. See your GMC dealer for MIL-L-2104A type oils approved for Hydra-Matic.

Viscosity

Atmospheric temperatures and severity of service determine the viscosity or grade of oil to use. If cold starting is a problem, the use of lighter oils will lessen such starting difficulties. For correct viscosity of oil used in engine and Hydra-Matic transmission at various atmospheric temperatures, refer to "Viscosity Chart." The use of lighter oil in transmission may reduce the possibility of slippage due to insufficient warm-up of transmission. (Do not use S.A.E. 5W in Hydra-Matic.)

For operation at temperatures consistently be-

The following information includes brief description of the various types of recommended lubricants, recommended intervals for most points, and brief explanation of the correct methods of checking and applying lubricants.

low 0°F., ATF Fluid—Type A should be used for Hydra-Matic transmission.

Special Lubricating Oil

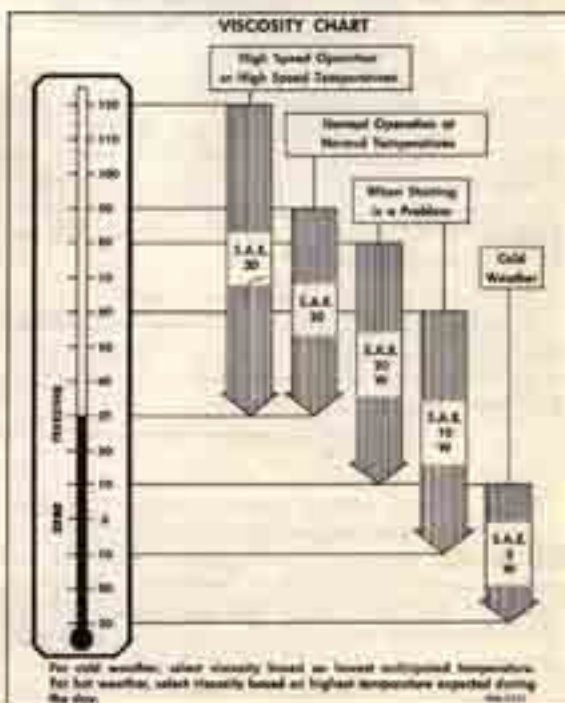
The special lubricating oil ("ES" on "INTERVAL CHART") must be an S.A.E. 50 engine oil of good quality. Oils such as Aviation Grade Engine Oil or S.A.E. 50 engine oils marked for service "DG" may be used. Ordinary oils are not satisfactory.

Chassis Lubricant

Chassis lubricant ("C" on "INTERVAL CHART") must be a high grade calcium, lithium, or aluminum soap pressure gun lubricant. A sodium soap grease may be used, but more frequent applications may be required during wet weather.

Multi-Purpose Gear Lubricant

The "Multi-Purpose" lubricant ("MP" on "INTERVAL CHART") must be of the latest non-corrosive type and proven quality. The lubricant



LUBRICATION (Cont.)

must conform to or exceed requirements of "Military Specification MIL-L-2165."

On Timken axles, S.A.E. 140 should be used the year around except in cases of extremely low temperatures. If trucks are parked in temperatures below 20°F., or operated in temperatures consistently below 0°F., it is advisable to use S.A.E. 90.

On all other axles, S.A.E. 90 may be used the year around except in below zero weather, then use S.A.E. 80. If operating consistently above 100°F. temperature, S.A.E. 140 may be used.

Gear Oil

Gear oil ("G" on "INTERVAL CHART") must be straight gear oil of the best quality. Oils undergo chemical changes at high temperatures with thickening as the result. This instability, which should not be confused with viscosity (body), may produce oil that is too thick for adequate lubrication. Gear oils most resistant to thickening are filtered, steam refined cylinder stock or bright stocks.

On Fuller transmissions, use S.A.E. 90 for cold weather and S.A.E. 140 for warm weather. Spring seat bearing (some models) use S.A.E. 250 the year around.

Worm Gear Lubricant

Worm gear lubricant ("WG" on "INTERVAL CHART") is a specially compounded lubricant for use in worm-gear axles under severe service conditions. This lubricant is a highly refined straight mineral oil with lubricity additives and/or load carrying ingredients, and can be obtained from many oil companies. On worm drive axles, use S.A.E. 140 the year around except in extremely low temperatures. If truck is parked outside below 20°F. or operates in temperatures consistently below 0°F., use S.A.E. 90.

Steering Gear Lubricant

Steering gear lubricant ("SG" on "INTERVAL CHART") must be a special steering gear lubricant, No. 0 grade with low cold test characteristics and extreme pressure properties.

High Temperature Grease

High temperature grease ("S2" on "INTERVAL CHART") should be a short fiber non-fluid sodium soap grease having a high melting point (275° min.).

Shock Absorber Fluid

The fluid ("S-6" on "INTERVAL CHART") used in Hydrovac unit is a special shock absorber fluid, such as Delco.

Hydraulic Brake Fluid

The fluid ("S-12" on "INTERVAL CHART") used in hydraulic master cylinder must be a genuine heavy duty brake fluid meeting the heavy duty standard of S.A.E. 70R1, such as Delco Super 11 or Wagner Lockheed 21-B. Do not use a fluid that does not meet the heavy duty standard of S.A.E. 70R1.

Cup Grease

The cup grease ("S16" on "INTERVAL CHART") must be a No. 2½ soft smooth cup grease.

Hydra-Matic Fluid

Fluid ("S-19" on "INTERVAL CHART") recommended as optional for truck Hydra-Matic (See ENGINE OIL recommendations) and standard for Power Steering, must be an "Automatic Transmission Fluid-Type A" supplied by a reputable dealer from containers bearing the Armour Institute Qualification Number prefix "AQ-ATF."

Torqmatic Fluid

Fluid ("S-24" on "INTERVAL CHART") used in Torqmatic transmission should be "Automatic Transmission Fluid-Type C." If "ATF-Type C" fluid is not available "ATF-Type A" fluid may be used, however "Type A" and "Type C" should not be mixed. For extended low temperature operation use "ATF-Type A."

Many reputable oil suppliers can furnish "Type C" fluid. See your GMC dealer for "Type C" fluids approved for Torqmatic.

Gasoline

Good quality regular grade gasoline is recommended for best engine performance. In selecting gasoline for your GMC Truck, consider the reputation of the refiner or marketer. He is responsible for the quality and performance of his product and his reputation will be your best indication of quality.

Using fuels of low quality results in severe en-

gine knock, with possible damage to vital engine parts. Since the vehicle manufacturer considers such engine damage as misuse of the engine, the best available regular grade gasoline should be used. If detonation "spark knock" or "rap" is experienced on best available fuel, it is suggested that your GMC Truck Dealer be contacted for engine adjustment.

LUBRICATION (Cont.)

Interval Chart

Points	Recommended Intervals	Lub. (1) Symbol
All Gun-Type Lubricating Fittings (except Universal Joints)	1,000	C
Universal Joints	1,000	MP
Crankcase Oil—Check Level	Daily	E
—Drain & Refill	As Required ⁽²⁾	E
Transmission (GM & New Process)—Check Level	1,000	MP
—Drain & Refill	10,000 ⁽³⁾	MP
Transmission (Spicer)—Check Level	1,000	ES
—Drain & Refill	10,000 ⁽³⁾	ES
Transmission (Fuller)—Check Level	1,000	G
—Drain & Refill	10,000 ⁽³⁾	G
Transmission (Hydra-Matic)—Check Level	1,000	E
—Drain & Refill	15,000 ⁽³⁾	E
Transmission (Torqmatic)—Check Level	1,000	S24
—Drain & Refill	10,000 ⁽⁴⁾	S24
Auxiliary Transmission—Check Level	1,000	ES
—Drain & Refill	10,000 ⁽²⁾	ES
Air Cleaners—Service	1,000	E
Rear Axles (except worm)—Check Level	1,000	MP
—Drain & Refill	10,000 ⁽³⁾	MP
Rear Axles (worm)—Check Level	1,000	WG
—Drain & Refill	10,000 ⁽³⁾	WG
Axle Shift Unit (2 Speed)	10,000	E
Steering Gear Housing—Check Level	1,000	SG
Front Wheel Bearings—Clean & Repack	20,000 ⁽²⁾	S2
Rear Wheel Bearings—Clean & Repack		
Bevel (GMC)	**	S16
Bevel (Timken, Eaton, and Spicer)	**	S2
D. Red. (Eaton)	**	S2
D. Red. (Timken)	20,000 ⁽²⁾	S2
Worm (Timken)	20,000 ⁽²⁾	S2
2-Spd. (Eaton) Series 300	20,000 ⁽²⁾	S16
2-Spd. (Eaton) Series 450 & Up	20,000 ⁽²⁾	S2
2-Spd. (GMC)	**	S16
2-Spd. (Timken) Series 350 & 370	20,000 ⁽²⁾	S16
2-Spd. (Timken) Series 450 & Up	20,000 ⁽²⁾	S2
22M (Eaton Tandem)	**	S16
28M and 34M (Eaton Tandem)	**	S2
Spring Seat Bearings—Clean & Repack	20,000 ⁽²⁾	S2
Oil Can Points	1,000	E
Brake Master Cylinder—Check Level	1,000	S12
Hydrovac—Check	10,000	S6
Clutch Release Bearing—Grease Cup (Some Models)	1,000	S2
Distributor Grease Cup—1 Turn (Some Models)	1,000	S2
Power Steering Reservoir—Check Level	1,000	S19

(1) Lubricant symbols are previously explained under "THE RIGHT LUBRICANT."

(2) Or once a year, whichever occurs first.

(3) It is recommended that the original lubricant in axles and mechanical transmissions be drained and new lubricant used at the first 3,000 miles, at 2,000 miles for automatic transmission and at 500 miles for engine crankcase. Regular draining intervals as indicated may then be used.

(4) Every 3 months or 5,000 miles in off-highway use.

** Lubrication required only at time of installation.