



From the Advanced Thinking of Studebaker



For Budget-Minded Buyers

Here is the Low-Cost

Standard

2-DOOR SEDAN

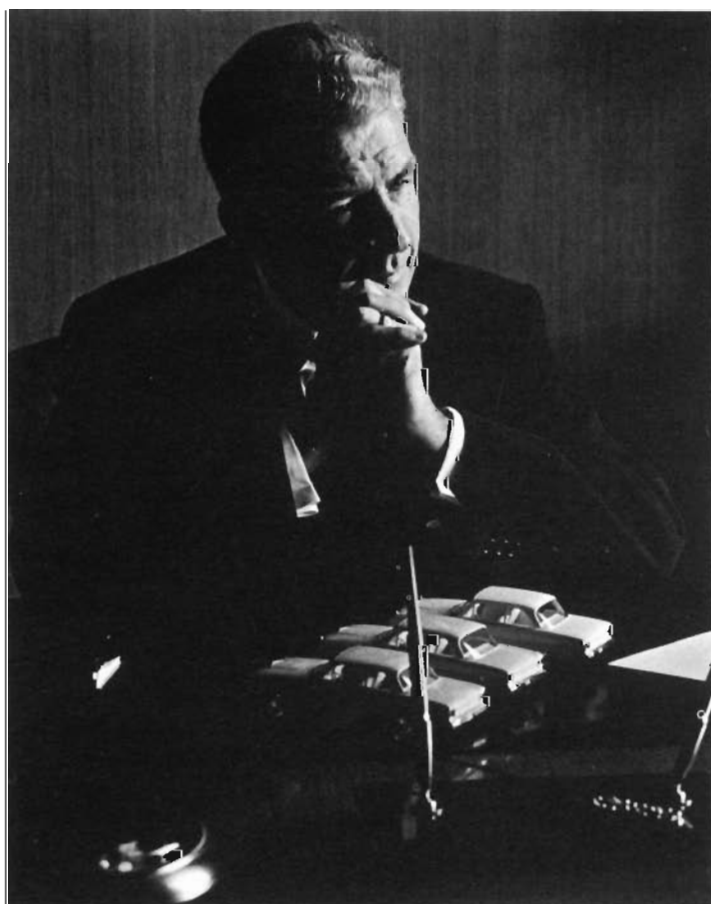
4-DOOR SEDAN

4-DOOR WAGONAIRE

*[world's only
wagon-convertible]*

CHOOSE A SIX
OR AMERICA'S
LOWEST-PRICED V-8

*Is the car I'm
considering the best
buy in...Operating and
maintenance costs?...
Styling?...Performance?
Comfort and Convenience?
Durability and
Operational Life?...
Initial Purchase Price?*



**HERE'S WHY Standard IS
THE ANSWER TO YOUR ➡
NEW CAR PURCHASE QUESTIONS**

OPERATING & MAINTENANCE COSTS

Owner records show that in all parts of the country, in all kinds of service, the Lark saves up to $\frac{1}{2}$ on gasoline, $\frac{1}{4}$ on maintenance, $\frac{1}{3}$ on repairs! It will pay you well to consider the Lark most seriously—and be sure the specifications for your next car are written to take full advantage of the many savings in the '63 Lark Standard.

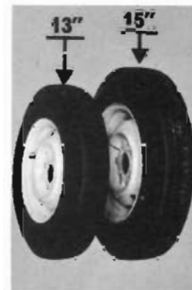
BIG 15-INCH WHEELS combined with less car weight means longer tire life.

MORE BRAKE LINING AREA per pound of weight gives you safer, surer stops as well as longer lining life!

NO COSTLY CHROME body molding to repair or replace... body stays newer longer.

FULLY VENTED GAS TANK FILLER permits quicker refueling without spillage.

ALUMINUM COATED MUFFLER and tailpipe have $2\frac{1}{2}$ times longer service life than ordinary steel mufflers and tailpipes.



OVERSIZE RADIATOR cools engine faster—solid construction resists leakage or breakage under operating conditions.



BOLT-ON CONSTRUCTION of rear fenders and front-end sheet metal reduce crash-repair time and costs as much as 50% over the welded unitized body.

TROUBLE-FREE SERVICE LIFE—In the Studebaker tradition of standing squarely behind its products, you are given a 24-month or 24,000 mile warranty—your further assurance of continued reliability.

**THE DOLLAR WISE VALUE OF STANDARD RESULTS
IN GREATER PROFIT FOR YOU**

STYLING

The Lark's exterior styling is dignified and uncluttered with over-ornamentation.

Clean, crisp lines give it a rich appearance.

Sturdy vinyl interior trim—normally extra cost—is standard.

Smart two-tone vinyl upholstery enriches the car's interior and a choice of colors is available.



Completely washable interiors give longer life—resistant to abuse without growing shabby.

The Safety-Padded Dash and easy-to-read instrument panel add a touch of luxury to the interior.

DYNAMIC STYLING DISTINGUISHES THE STANDARD!

PERFORMANCE FEATURES

The 112 H.P. Studebaker Skybolt Six engine in the Standard is designed for today's modern driving . . . gives positive response with maximum efficiency.

Delivers a lively 154 ft. lbs. of Torque which is the true measure of a car's "muscle," or ability to accelerate in traffic or on the highway.

Steel-backed, aluminum-tin plated main and connecting rod bearings provide long, quiet, trouble-free operation.

Larger diameter, extra rigid crankshaft resists vibration and keeps the engine running smoothly at all speeds.

Full-Flow oil filter gives 4000 mile oil change period—longer engine life. New high-capacity oil pump circulates more oil through the engine for better lubrication.

Oversize overhead valves permit free-breathing fuel intake.

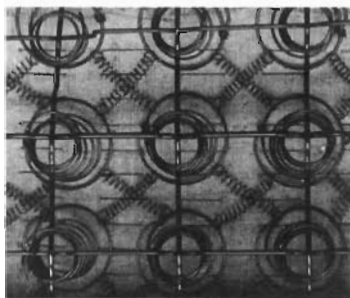
New induction-type manifold packs a greater power charge into each cylinder before firing.

Proved economical yet powerful 259 cu. in. V-8 engine is also available.



THE ALERT AND RESPONSIVE SKYBOLT SIX GIVES YOU MILE AFTER MILE OF PERFORMANCE AND ECONOMY!

COMFORT & CONVENIENCE



REINFORCED COIL-SPRING SEAT CONSTRUCTION maintains original contour even after 100,000 miles. Quality padding and foam rubber provide lasting comfort. Heavy-Duty Seat Springs with additional coils for added strength are available optionally.

FLAT FLOORS with no wells to trip over—safe entrance and exit—no "dished out" floor space to collect snow or water.

BIG COMFORTABLE PASSENGER COMPARTMENT with more "Stretch-out" legroom than some luxury cars, more "hat and head-room" than any comparable car. Plus posture-right chair high seats for driver comfort.

WIDER, MORE SPACIOUS DOOR OPENINGS make driver and passenger entry and exit effortless. Packages and bulky materials load and unload through the doors with complete ease.

PADDED DASH is not only a beauty feature but a safety feature as well.

INSTRUMENT PANEL has big direct reading dials including ammeter and oil gauge. Soft illumination for easy night reading and driving safety.

AIRCRAFT-TYPE SWITCHES for lighting and heat controls are of the rocker type and are controlled simply by a flick of the fingers—cannot come loose or drop off.

BIG WINDSHIELD area offers better visibility—gives driver complete command of the road. New wide sweep wipers with 2-speed control are electric for positive action.



STANDARD—ACTION CAR OF THE YEAR!

DURABILITY

Studebaker, like the makers of the world's most expensive cars, insists on providing you with the added quality, safety and roadability of a full steel frame of immense strength. Besides contributing to torsional rigidity, frame construction makes major collision repairs far less costly. It also provides maximum safety in surrounding the body to ward off or cushion sudden impact.



BETTER-BUILT QUALITY BODY—provides quiet, relaxing passenger car comfort. "Pride of Workmanship" and lasting beauty is built into every "Studebaker Standard." The body is built with extra strength box-section type of construction. The roof panel is supported with heavy box-section posts and all sheet metal is welded to form a completely reinforced one-piece unit. Areas such as the cowl and the rear window shelf are all welded to complete the rugged body. For plus protection, the underbody is rustproofed to rigid U.S. ordinance specifications.



BIG WIDE DOORS are of double panel design for great strength and the hinges are mounted to the box-section areas of the body shell so that the doors fit tight . . . free of rattles and drafts. And when you slam a Lark door, it slams with a deep thud—the "sound of quality."

INITIAL PURCHASE PRICE

Studebaker offers you a Budget Car with exclusive features available only at added cost on all other competitive makes or not available at all.

Studebaker brings you savings when you buy . . . and saves for you every day of the year.

STANDARD IS THE LOWEST COST AND MOST DEPENDABLE CAR FOR YOU



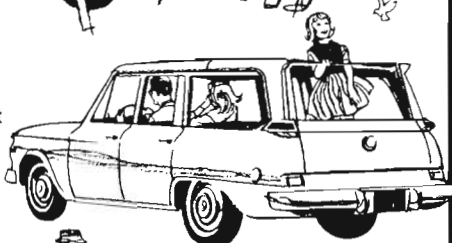
When you have asked yourself these questions, there is no doubt that your answer to bigger savings is the

STANDARD—PERFECT BUDGET CAR!

NOW AVAILABLE IN THE LOWEST-PRICED FIELD...A STATION WAGON THAT IS 3 CARS IN 1...STANDARD WAGONAIRE!

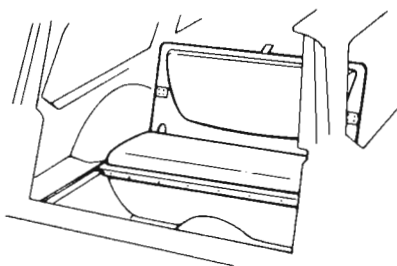


A sport wagon, a sunny open-top family sedan, a smart business van! And you can have it with optional solid steel top and pocket a saving!



LOAD CAPACITY

The sky's the limit—with Wagonaire's exclusive slide-open steel top. Great backsaver, too. You load it standing up straight. Wagonaire's flat, level tailgate makes a sturdy loading platform, and you can have it with optional fold-down concealed ladder.

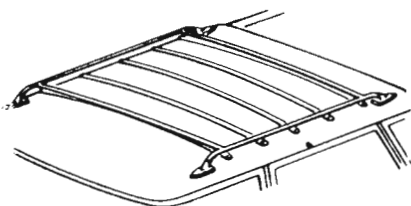
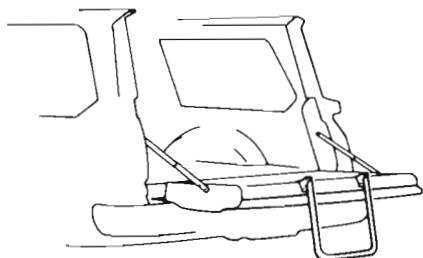


REAR-FACING THIRD SEAT

This smart option quickly converts your Wagonaire from a six to an eight passenger car. Folds flat into its own floor well when not in use. Four captive air puncture-proof tires are included with this option.

FOLD-DOWN STEP

Your Wagonaire's tailgate may be equipped with this optional convenient step, which affords easy ascent and descent from rear platform. A real energy saver when loading or unloading.



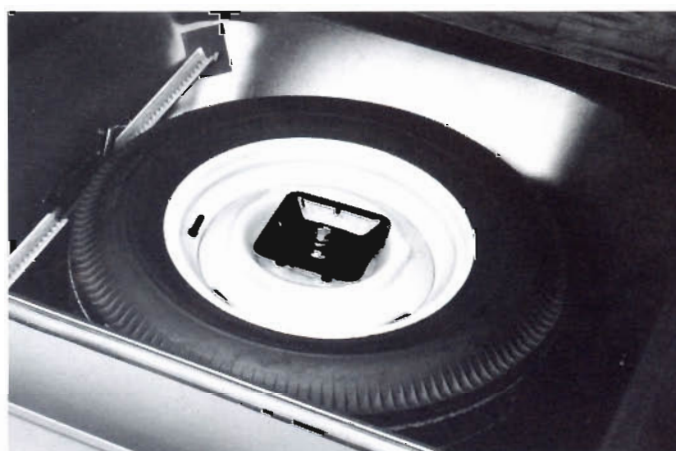
ROOF LUGGAGE RACK

A handsome option that adds still more storage space for additional loads. Heavily chrome-plated, rust-proofed rack is practical and makes a neat appearance item.



TAILGATE LOCK AND WINDOW CONTROL

Easy-to-operate tailgate window control locks securely when window is closed. Optional electric window operator available.



HIDEAWAY SPARE

Spare tire and jack fit snugly under rear floor. Small items or packages may be left here out of sight when car is unattended.



BIG CARGO AREA

95.5 inch long cargo space with second seat and tailgate lowered. Smooth, tough vinyl covered floor for easy loading, longer wear, attractive appearance.

**WAGONAIRE IS MORE THINGS
TO MORE PEOPLE THAN
ANY OTHER CAR!**

2-DOOR SEDAN smart family transportation on small budgets. (SEE COVER)



4-DOOR SEDAN extra dollar value for long-life motoring satisfaction.



4-DOOR WAGONAIRE with slide-open, steel roof for added fun and loading versatility.



4-DOOR WAGONAIRE with solid steel top. Low-cost station wagon utility and comfort.

MODEL NUMBER	63S-F2	63S-Y2
BODY STYLE	2-DOOR SEDAN	4-DOOR SEDAN
ENGINE	OHV V-8—3.0 x 4.0	
Type—Bore & Stroke (in.)	169.6	
Piston Displacement (Cu. in.)	8.25	
Compression Ratio (to 1)	112 @ 4500/21.6	
Maximum H.P. @ RPM/Taxable H.P.	154 @ 2000	
Maximum Torque at RPM	Regular/18	
Recommended Fuel/Fuel Capacity (Gal.)	Down Draft 1 Bbl.	
Carburetor	Dry—Plasticized Paper with Full Silencer/1 Pint Wet Type	
Air Cleaner—Standard/Optional	Aluminum Alloy, Tin Plated, Cam Ground "Heat Dam" Type	
Pistons	2 Compression, 1 Oil	
Piston Rings	4	
Main Bearings—Number	Intermediate Main & Connecting Rods, Replaceable Steel Backed Aluminum Lined	
Bearings	Drop Forged Steel, Integral Counterweights, Torsional Vibration Damper	
Crankshaft	Nickel Alloy, Cast Iron & Hardened Cams	
Camshaft	Celeron Non Metallic, Permanently Adjusted (Gear Drive)	
Camshaft Gear	Full Pressure	
Lubrication System	5 (Add 1 Qt. with Filter)/Full Flow/replaceable element	
Oil Capacity Qts./Oil Filter Std./Opt.	440.2 Sq. In./11 Quarts (Add 1 Qt. for Heater)	
Radiator Frontal Area/Cooling System Capacity	4 Blades/6 Blades	
Fan—Standard/Optional	Silichrome Inlet and Stellite-Faced Exhaust Valves—Chromed-Top Piston Ring—Alum. Timing Gear	
Engine H.D.—Optional	9 Plate—50 Amp./11 Plate—70 Amp.	
ELECTRICAL	35 Amp.	
Battery—Standard/Optional	40 Amp. H.D. (10 Amps. at Idle)/40 Amp. H.D. Low Cut in Single or Dual Belt	
Alternator Std.	45 Amp. Motorola/60 Amp. Single or Dual Belt Lece-Neville	
Generator—Optional	Hydraulic Self Adjusting, Self-Centering, Self-Energizing/Heavy Duty Brakes—Opt.	
Alternator—Opt.	146.4 Sq. In./195.3 Sq. In. Bonded Lining	
BRAKES	Standard 10 x 2 In./9 x 2 In.; Optional 11 x 2 1/2 In./10 x 2 In.	
Brakes Standard—Optional	S/D—Ribbed/Opt. Fined	
Lining Area—Standard and Optional	Front 62%—Rear 38%	
Drum Size—Front/Rear	Direct to Rear Wheels	
Drum Type	Optional with Standard & O.D. Transmissions	
Braking Distribution	Box Section, Double-Drop Construction	
Brakes—Parking	Ladder/4	
Hill Holder	Coil	
CHASSIS	All models have 4 leaf springs	
Type/No. of Cross members	Heavy Duty—Front & Rear	
Springs—Front	Shock Absorbers—Standard/Optional	
Springs—Rear	Direct Double Action/H.D. Front & Rear 1 1/2 In. inside Diameter	
Springs—Optional	Dry Disc Type—8 1/2 In./66 Sq. In.; Optional H.D. 9 1/2 In./78 Sq. In.	
Shock Absorbers—Standard/Optional	Conventional 3-Speed	
DRIVE TRAIN	Overdrive, Automatic; H.D. Water Cooled Automatic	
Clutch—Diameter/Effective Area	Optional	
Transmission—Standard	Optional	
Transmissions—Optional	Optional	
Rear Axle—Model 44 Heavy Duty	Optional	
Twin Traction Differential	Optional	
Rear Axle Ratio w/Conv. Trans.—Standard	3.73	3.07
Rear Axle Ratio w/Conv. Trans.—Optional	3.31/4.10	3.31
Overall Length (in.)	4.10	188
Rear Axle Ratio w/Overdrive—Standard	3.73/4.56	71%
Rear Axle Ratio w/Overdrive—Optional	3.73	71%
Rear Axle Ratio w/Automatic—Standard	4.10	109
Rear Axle Ratio w/Automatic—Optional	4.10	113
Turning Diameter	37.6" (2 Dr.)	39" (4 Dr.)

*All measurements 2" greater with occupant seated.

MODEL NUMBER	63V-F2	63V-Y2
BODY STYLE	2-DOOR SEDAN	4-DOOR SEDAN
ENGINE	OHV V-8—3.56 x 3.25	
Type—Bore & Stroke (in.)	259.2	
Piston Displacement (Cu. in.)	8.5	
Compression Ratio (to 1)	180 @ 4500 (195 @ 4500 with 4 Bbl. Carb.) 40.6	
Maximum H.P. @ RPM/Taxable H.P.	260 @ 2800 (265 @ 3000 with 4 Bbl. Carb.)	
Maximum Torque at RPM	Regular/18	
Recommended Fuel/Fuel Capacity (Gal.)	Down Draft 2 Bbl./4Bbl. with Dual Exhaust	
Carburetor—Standard/Optional	Dry—Plasticized Paper with Full Silencer/1 Pint Wet Type (N.A. with 4 Bbl. Carb.)	
Air Cleaner—Standard/Optional	Aluminum Alloy, Tin Plated, Cam Ground "Heat Dam" Type	
Pistons	2 Compression, 1 Oil	
Piston Rings	5	
Main Bearings—Number	Intermediate Main & Connecting Rods, Replaceable Steel Backed Aluminum Lined	
Bearings	Drop Forged Steel, Integral Counterweights, Torsional Vibration Damper	
Crankshaft	Nickel Alloy, Cast Iron & Hardened Cams	
Camshaft	Celeron Non Metallic, Permanently Adjusted (Gear Drive)	
Camshaft Gear	Full Pressure	
Lubrication System	5 (Add 1 Qt. with Filter)/Full Flow/replaceable element	
Oil Capacity Qts./Oil Filter Std./Opt.	440.2 Sq. In./17 Quarts (Add 1 Qt. for Heater)	
Radiator Frontal Area/Cooling System Capacity	4 Blades/6 Blades	
Fan—Standard/Optional	Silichrome Inlet and Stellite-Faced Exhaust Valves—Chromed-Top Piston Ring—Alum. Timing Gear	
Engine H.D.—Optional	9 Plate—50 Amp./11 Plate—70 Amp.	
ELECTRICAL	35 Amp.	
Battery—Standard/Optional	40 Amp. H.D. 40 Amp. Low Cut in Single or Dual Belt	
Alternator Std.	45 Amp. Motorola, 60 Amp. Single or Dual Belt Lece-Neville	
Generator—Optional	Hydraulic Self Adjusting, Self-Centering, Self-Energizing, Optional H.D.	
Alternator—Opt.	172.8 Sq. In./195.3 Sq. In. Bonded Lining	
BRAKES	Standard 11 x 2 1/2 In./10 x 2 In.; Optional 11 x 2 1/2 In./10 x 2 In.	
Brakes Standard—Optional	S/D—Ribbed, Optional, Fined	
Lining Area—Standard and Optional	Front 62%—Rear 38%	
Drum Size—Front/Rear	Direct to Rear Wheels	
Drum Type	Optional with Standard & O.D. Transmissions	
Braking Distribution	Box Section, Double-Drop Construction	
Brakes—Parking	Ladder/4	
Hill Holder	Coil	
CHASSIS	All models have 4 leaf springs	
Type/No. of Cross members	Heavy Duty—Front & Rear	
Springs—Front	Shock Absorbers—Standard/Optional	
Springs—Rear	Direct Double Action, H.D. Front & Rear 1 1/2 In. inside Diameter	
Springs—Optional	Dry Disc Type—10 In./90.6 Sq. In.; Optional H.D. 10 1/2 In./107 Sq. In.	
Shock Absorbers—Standard/Optional	Conventional 3-Speed	
DRIVE TRAIN	Overdrive, Automatic; H.D. Water Cooled Automatic	
Clutch—Diameter/Effective Area	Optional	
Transmission—Standard	Optional	
Transmissions—Optional	Optional	
Rear Axle—Model 44 Heavy Duty	Optional	
Twin Traction Differential	Optional	
Rear Axle Ratio w/Conv. Trans.—Standard	3.07	3.07
Rear Axle Ratio w/Conv. Trans.—Optional	3.31	3.31
Overall Length (in.)	3.31	188
Rear Axle Ratio w/Overdrive—Standard	3.07/3.73	71%
Rear Axle Ratio w/Overdrive—Optional	3.07	71%
Rear Axle Ratio w/Automatic—Standard	3.31	109
Rear Axle Ratio w/Automatic—Optional	3.31	113
Turning Diameter	37.6"	39"

*All measurements 2" greater with occupant seated.

SPECIFICATIONS

MODEL NUMBER	63S-P2/4-DOOR WAGONAIRE
BODY STYLE	
ENGINE	OHV V-8—3.0 x 4.0
Type—Bore & Stroke (in.)	169.6
Piston Displacement (Cu. in.)	8.25
Compression Ratio (to 1)	112 @ 4500/21.6
Maximum H.P. @ RPM/Taxable H.P.	154 @ 2000
Maximum Torque at RPM	Regular/18
Recommended Fuel/Fuel Capacity (Gal.)	Down Draft 1 Bbl.
Carburetor	Dry—Plasticized Paper with Full Silencer/1 Pint Wet Type
Air Cleaner—Standard/Optional	Aluminum Alloy, Tin Plated, Cam Ground "Heat Dam" Type
Pistons	2 Compression, 1 Oil
Piston Rings	4
Main Bearings—Number	Intermediate Main & Connecting Rods, Replaceable Steel Backed Aluminum Lined
Bearings	Drop Forged Steel, Integral Counterweights, Torsional Vibration Damper
Crankshaft	Nickel Alloy, Cast Iron & Hardened Cams
Camshaft	Celeron Non Metallic, Permanently Adjusted (Gear Drive)
Camshaft Gear	Full Pressure
Lubrication System	5 (Add 1 Qt. with Filter)/Full Flow/replaceable element
Oil Capacity Qts./Oil Filter Std./Opt.	440.2 Sq. In./11 Quarts (Add 1 Qt. for Heater)
Radiator Frontal Area/Cooling System Capacity	4 Blades/6 Blades
Fan—Standard/Optional	Silichrome Inlet and Stellite-Faced Exhaust Valves—Chromed-Top Piston Ring—Alum. Timing Gear
Engine H.D.—Optional	9 Plate—50 Amp./11 Plate—70 Amp.
ELECTRICAL	35 Amp.
Battery—Standard/Optional	40 Amp. H.D. (10 Amps. at Idle)/40 Amp. H.D. Low Cut in Single or Dual Belt
Alternator Std.	45 Amp. Motorola/60 Amp. Single or Dual Belt Lece-Neville
Generator—Optional	Hydraulic Self Adjusting, Self-Centering, Self-Energizing/Heavy Duty Brakes—Opt.
Alternator—Opt.	146.4 Sq. In./195.3 Sq. In. Bonded Lining
BRAKES	Standard 10 x 2 In./9 x 2 In.; Optional 11 x 2 1/2 In./10 x 2 In.
Brakes Standard—Optional	S/D—Ribbed/Opt. Fined
Lining Area—Standard and Optional	Front 62%—Rear 38%
Drum Size—Front/Rear	Direct to Rear Wheels
Drum Type	Optional with Standard & O.D. Transmissions
Braking Distribution	Box Section, Double-Drop Construction
Brakes—Parking	Ladder/4 solid top, X-Member, Open top
Hill Holder	Coil
CHASSIS	All models have 4 leaf springs
Type/No. of Cross members	Heavy Duty—Front & Rear
Springs—Front	Shock Absorbers—Standard/Optional
Springs—Rear	Direct Double Action/H.D. Front & Rear 1 1/2 In. inside Diameter
Springs—Optional	Dry Disc Type—8 1/2 In./66 Sq. In.; Optional H.D. 9 1/2 In./78 Sq. In.
Shock Absorbers—Standard/Optional	Conventional 3-Speed
DRIVE TRAIN	Overdrive, Automatic; H.D. Water Cooled Automatic
Clutch—Diameter/Effective Area	Optional
Transmission—Standard	Optional
Transmissions—Optional	Optional
Rear Axle—Model 44 Heavy Duty	Optional
Twin Traction Differential	Optional
Rear Axle Ratio w/Conv. Trans.—Standard	4.10
Rear Axle Ratio w/Conv. Trans.—Optional	3.73/4.56
Overall Length (in.)	4.56
Rear Axle Ratio w/Overdrive—Standard	4.10
Rear Axle Ratio w/Overdrive—Optional	4.10
Rear Axle Ratio w/Automatic—Standard	3.73
Rear Axle Ratio w/Automatic—Optional	4.10
Turning Diameter	39" (4 Dr.)

*All measurements 2" greater with occupant seated.

MODEL NUMBER	63V-P2/4-DOOR WAGONAIRE
BODY STYLE	
ENGINE	OHV V-8—3.56 x 3.25
Type—Bore & Stroke (in.)	259.2
Piston Displacement (Cu. in.)	8.5
Compression Ratio (to 1)	180 @ 4500 (195 @ 4500 with 4 Bbl. Carb.) 40.6
Maximum H.P. @ RPM/Taxable H.P.	260 @ 2800 (265 @ 3000 with 4 Bbl. Carb.)
Maximum Torque at RPM	Regular/18
Recommended Fuel/Fuel Capacity (Gal.)	Down Draft 2 Bbl./4Bbl. with Dual Exhaust
Carburetor—Standard/Optional	Dry—Plasticized Paper with Full Silencer/1 Pint Wet Type (N.A. with 4 Bbl. Carb.)
Air Cleaner—Standard/Optional	Aluminum Alloy, Tin Plated, Cam Ground "Heat Dam" Type
Pistons	2 Compression, 1 Oil
Piston Rings	5
Main Bearings—Number	Intermediate Main & Connecting Rods, Replaceable Steel Backed Aluminum Lined
Bearings	Drop Forged Steel, Integral Counterweights, Torsional Vibration Damper
Crankshaft	Nickel Alloy, Cast Iron & Hardened Cams
Camshaft	Celeron Non Metallic, Permanently Adjusted (Gear Drive)
Camshaft Gear	Full Pressure
Lubrication System	5 (Add 1 Qt. with Filter)/Full Flow/replaceable element
Oil Capacity Qts./Oil Filter Std./Opt.	440.2 Sq. In./17 Quarts (Add 1 Qt. for Heater)
Radiator Frontal Area/Cooling System Capacity	4 Blades/6 Blades
Fan—Standard/Optional	Silichrome Inlet and Stellite-Faced Exhaust Valves—Chromed-Top Piston Ring—Alum. Timing Gear
Engine H.D.—Optional	9 Plate—50 Amp./11 Plate—70 Amp.
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Battery—Standard/Optional	40 Amp. H.D. 40 Amp. Low Cut in Single or Dual Belt
Alternator Std.	45 Amp. Motorola, 60 Amp. Single or Dual Belt Lece-Neville
Generator—Optional	Hydraulic Self Adjusting, Self-Centering, Self-Energizing, Optional H.D.
Alternator—Opt.	172.8 Sq. In./195.3 Sq. In. Bonded Lining
BRAKES	Standard 11 x 2 1/2 In./10 x 2 In.; Optional 11 x 2 1/2 In./10 x 2 In.
Brakes Standard—Optional	S/D—Ribbed, Optional, Fined
Lining Area—Standard and Optional	Front 62%—Rear 38%
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Drum Type	Optional with Standard & O.D. Transmissions
Braking Distribution	Box Section, Double-Drop Construction
Brakes—Parking	Ladder/4 solid top, X-Member, Open top
Hill Holder	Coil
CHASSIS	All models have 4 leaf springs
Type/No. of Cross members	Heavy Duty—Front & Rear
Springs—Front	Shock Absorbers—Standard/Optional
Springs—Rear	Direct Double Action, H.D. Front & Rear 1 1/2 In. inside Diameter
Springs—Optional	Dry Disc Type—10 In./90.6 Sq. In.; Optional H.D. 10 1/2 In./107 Sq. In.
Shock Absorbers—Standard/Optional	Conventional 3-Speed
DRIVE TRAIN	Overdrive, Automatic; H.D. Water Cooled Automatic
Clutch—Diameter/Effective Area	Optional
Transmission—Standard	Optional
Transmissions—Optional	Optional
Rear Axle—Model 44 Heavy Duty	Optional
Twin Traction Differential	Optional
Rear Axle Ratio w/Conv. Trans.—Standard	3.31
Rear Axle Ratio w/Conv. Trans.—Optional	3.73
Overall Length (in.)	3.73
Rear Axle Ratio w/Overdrive—Standard	3.31
Rear Axle Ratio w/Overdrive—Optional	3.31
Rear Axle Ratio w/Automatic—Standard	3.31
Rear Axle Ratio w/Automatic—Optional	3.07/3.73
Turning Diameter	37.6"

*All measurements 2" greater with occupant seated.