

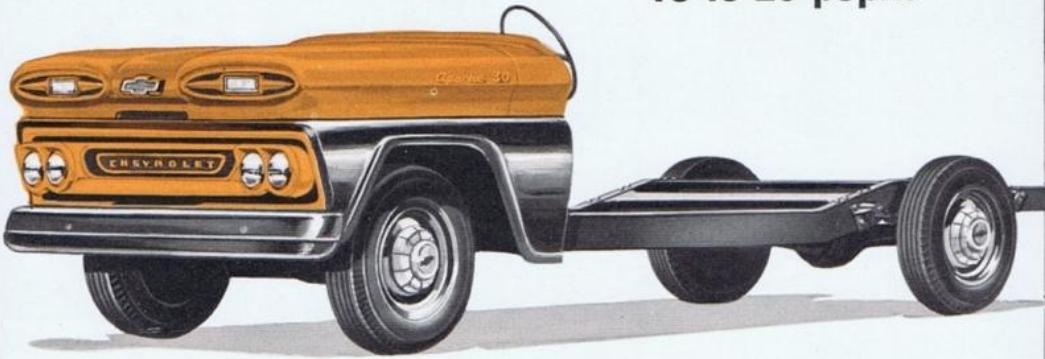
1961 CHEVROLET STURDI-BILT TRUCKS

SCHOOL
BUS
CHASSIS

Worth More because they work More



MODEL C3602
16 to 20 pupils



LIGHT
DUTY

EXTRA
safe
efficient
and
economical

CHEVROLET

SCHOOL
BUS
CHASSIS

Handle the full range
of Passenger Capacities

STANDARD EQUIPMENT

AIR CLEANER: Oil bath; capacity 1 pint. AXLE, FRONT: Independent suspension; capacity 3500 lb. AXLE, REAR: Hypoid full-floating type; ratio 5.14; capacity 7200 lb. BATTERY: 12-Volt; 54-plate; capacity 53 amp.-hr. BRAKES, SERVICE: Hydraulic with 1 1/8" master cylinder; front 11 1/8" x 2 3/4" rear 13" x 2 1/2". Effective area: drum 395 sq. in.; lining 252 sq. in. BRAKE, PARKING: 8" x 2 1/2" drum and band. BUMPER: Front only, painted. CARBURETOR: Single-barrel downdraft. CLUTCH: Dia. 10", area 100 sq. in., hydraulic control. COOLING: Capacity 14 qt.; 2" radiator core, 426 sq. in. area; 7-lb. pressure cap; thermostat 170°. CONTROLS AND INSTRUMENTS: Hand throttle and choke; headlight switch; headlight beam control; speedometer; fuel, engine temperature and oil pressure gauges; ammeter and high beam indicator light. ENGINE: Thriftmaster Six, 235.5 cu. in. displacement — Gross horsepower 135; Gross torque, ft. lb. 217. ENGINE VENTILATION: Road-draft type. EXHAUST SYSTEM: Single pipe and muffler. FRAME: 39,000 lb. test steel; max. section mod. 5.09. FUEL FILTER: Screen in fuel tank. FUEL TANK: Outside frame, capacity 16 gal. GENERATOR: 12-Volt, 30 amp.; normal cut-in. LIGHTS: Head, parking, single tail and stop. SHOCK ABSORBERS: Front: piston diameter 1". Rear: piston diameter 1 1/8". SPRINGS, FRONT: Torsion: 1-3/16" dia. x 45 3/4"; capacity 1500

lb. each at ground. SPRINGS, REAR: Semi-elliptic, 52" x 2 1/2", 10-leaf; capacity, 4150 lb. each at ground. STEERING: Ball-gear, ratio 24.0; wheel diameter 17". TIRES: Tubeless; two 8-17.5/6PR front; two 8-17.5/8PR single rear. TOOLS: Wheel wrench. TRANSMISSION: 4-speed Synchro-Mesh. Power take-off opening on left side. WHEELS: Four 17.5" x 5.25"; attachment, 8 studs on 6 1/2" circle.

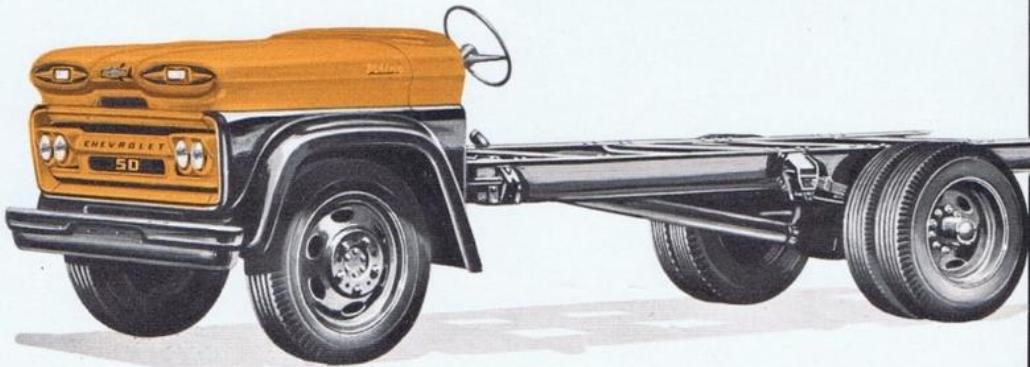
*OPTIONAL EQUIPMENT

AIR CLEANER: Oil bath; capacity 2 pints. BATTERY: HD, 12-volt; 66-plate; 70 amp.-hr. BRAKES, VACUUM POWER: 7" Hydovac. CARRIER, SPARE WHEEL: Under frame. CLUTCH: HD; dia. 11" (for 6 cyl. engine only). ENGINE: Trademaster V8; 160 gross h.p. Includes heavy-duty 11" clutch, and full-flow oil filter. ENGINE VENTILATION: Positive type (includes 2-pint oil bath cleaner). GENERATOR: 35 amp., low cut-in; 40 amp., normal cut-in; 50 amp., low cut-in. GVERNOR: With 6 cyl. engine only, 2600-3600 rpm. HORNS: Dual. JACK, MECHANICAL: Capacity 3300 lb. OIL FILTER: Capacity 1 quart (6 cyl. engine); Capacity 2 quarts (6 cyl. engine). RADIATOR: Heavy-duty 2 1/2" core. SHOCK ABSORBERS: HD, piston dia. 1 3/8"—front. SPRINGS, FRONT: Torsion, capacity 1750 lb. each. TRANSMISSION: Heavy-duty Synchro-Mesh 3-speed (Steering column gearshift). WHEEL: Spare.

MODEL S5302 — 30 to 36 pupils MODEL C5502 plus CSL61-375 — 35 to 40 pupils

STANDARD EQUIPMENT

AIR CLEANER: Oil bath; capacity 1 pint. **AXLE, FRONT:** Independent suspension; capacity 5,000 lb. **AXLE, REAR:** Chevrolet hypoid single-speed; ratio 6.60; capacity 13,500 lb. **BATTERY:** 12-volt, 66-plate, capacity 72 amp.-hr. **BRAKES, SERVICE:** Hydraulic with $1\frac{1}{8}$ " master cylinder and 11" diaphragm booster. Sizes: front 14" x 2 $\frac{1}{2}$ "; rear 15" x 4". effective area: drum 595 sq. in., lining 381 sq. in. **BRAKE, PARKING:** 10" x 2 $\frac{1}{4}$ " drum and dual shoe. **BUMPER:** Front, painted. **CARBURETOR:** Single-barrel downdraft. **CLUTCH:** Dia. 11", area 124 sq. in.; hydraulic control. **COOLING:** Capacity 14 $\frac{1}{2}$ qt.; 2" radiator core, 583-sq. in. area; 7-lb. pressure cap; thermostat 170°. **ENGINE:** Thriftmaster, 235.5 cu. in. displacement — Gross horsepower 135; Gross torque, ft. lb. 217; **ENGINE VENTILATION:** Road-draft type. **EXHAUST SYSTEM:** Full-length; single pipe and muffler. **FRAME:** 39,000-lb. test steel, max. section mod. 11.28 (S5302), 14.79 (C5502). **FUEL FILTER:** Screen in fuel tank. **FUEL TANK:** Outside frame; 16-gauge steel construction; capacity 25 gals. **GENERATOR:** 12-volt; 30-amp.; normal cut-in. **GUARDS, PROPELLER SHAFT:** Two. **GVW RATING:** 14,000 to 16,000 lb. **LIGHTS:** Head, parking, single tail and stop. **SHOCK ABSORBERS:** Front, piston dia. 1 $\frac{3}{8}$ ". **SPRINGS, FRONT:** Torsion; capacity 3,000 lb. (S5302), 2,500 lb. (C5502), each at ground. **SPRINGS, REAR:** Semi-elliptic; variable rate, 59" x 3", 9-leaf, capacity 7,500 lb. each at ground. **STEERING:** Ball-gear, ratio 28.1 (S5302), 24.0 (C5502), wheel diameter 19". **TIRES:** Six tubeless 7-22.5/6PR



(S5302), 8-22.5/8PR (C5502), front and dual rear. **TOOLS:** Wheel wrench. **TRANSMISSION:** 4-Speed Synchro-Mesh; Power take-off opening on left side. **WHEELS:** Six 22.5" x 5.25" attachment, 5 front and 10 rear studs on 8 $\frac{3}{4}$ " circle.

*OPTIONAL EQUIPMENT

AIR CLEANER: Oil bath; capacity 2 pints. (For 6-cyl. engine only). **CARRIER, SPARE WHEEL.** **ENGINE:** Jobmaster 6; 150 gross h.p. includes positive type engine ventilation and 2 pt. oil bath air cleaner. Trademaster V8; 160 gross h.p. includes 1 pt. oil bath air cleaner and full-flow

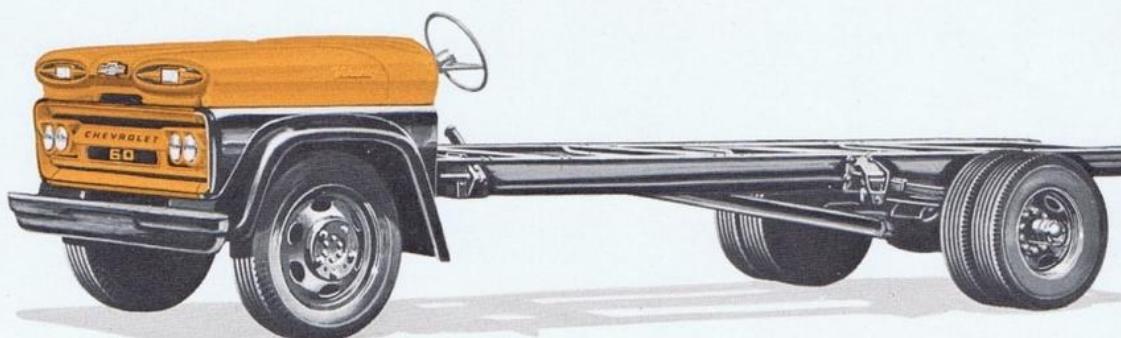
oil filter. **ENGINE VENTILATION:** Positive type for std. engine. Includes 2 pt. oil bath air cleaner. **FUEL AND VACUUM PUMP BOOSTER:** 6 cyl. engine. **GENERATOR:** 35 amp., low cut-in (C5502); 40 amp., normal cut-in; 50 amp., low cut-in. **GOVERNOR:** (For std. engine only), 2,600-3,600 rpm. **JACK,** **HYDRAULIC:** Capacity 12,000 lb. **OIL FILTER:** Capacity 1 qt. (std. engine), Capacity 2 qts. (std. engine). **RADIATOR:** Heavy-duty; 2 $\frac{1}{2}$ " core. **SHOCK ABSORBERS:** Rear. **SPRINGS, FRONT:** Torsion; capacity 3,000 lb. each (C5502) **SPRINGS, REAR:** 10-leaf, 2-stage; cap. 9,200 lb. each. **VACUUM TANK:** Vacuum brake reserve. **WHEEL:** Spare.

MEDIUM DUTY

MODEL S6202
42 to 48 pupils
MODEL S6402
48 to 54 pupils
MODEL C6502
plus CSL61-375
35 to 40 pupils
MODEL S6702
54 to 60 pupils

STANDARD EQUIPMENT

AIR CLEANER: Oil bath; capacity 2 pints. **AXLE, FRONT:** Independent suspension; capacity 5,500 lbs. (S60); 5,000 lbs. (C60). **AXLE, REAR:** Chevrolet hypoid single-speed; ratio 6.60; capacity 13,500 lbs. (S6202-S6402); ratio 7.20; capacity 15,000 lbs. (C6502-S6702). **BATTERY:** 12-volt; 66-plate; capacity 72 amp.-hr. **BRAKES, SERVICE:** Hydraulic with $1\frac{1}{8}$ " master cylinder and 11" diaphragm booster; Sizes: front 14" x 2 $\frac{1}{2}$ ", rear 15" x 4". Effective area: drum, 595 sq. in., lining 385 sq. in. **BRAKE, PARKING:** 10" x 2 $\frac{1}{4}$ " drum and dual shoe. **BUMPER:** Front, painted. **CARBURETOR:** Single-barrel downdraft. **CLUTCH:** Dia. 11"; area 124 sq. in.; hydraulic control. **COOLING:** Capacity 14 $\frac{1}{2}$ qt.; 2" radiator core, 583 sq. in. area; 7 lb. pressure cap; 160° thermostat. **ENGINE:** Jobmaster Six, 261 cu. in. displacement — Gross horsepower 150; Gross torque, ft. lb. 235. **ENGINE VENTILATION:** Positive, vacuum operated. **EXHAUST SYSTEM:** Full length; single pipe and muffler. **FENDERS:** Front only. **FRAME:** 39,000 lbs. test steel; maxi-



*OPTIONAL EQUIPMENT

AXLE, SINGLE-SPEED REAR: (S6202-S6402 only); capacity 15,000 lbs.; ratio 7.20 or 6.17 (C6502); ratio 6.17. **AXLE, TWO-SPEED REAR:** Capacity 15,000 lbs.; ratios 6.40/8.72; (C6502 only) capacity 16,000 lbs.; ratios 6.40/9.72 or 7.17/9.97. **CARRIER, SPARE WHEEL.** **ENGINE:** Taskmaster V8; 160 gross h.p. (S6702 only) Workmaster Special V8; 185 gross h.p. with Clark 5-speed transmission. **FUEL AND VACUUM PUMP BOOSTER:** 6 cylinder engine only. **GENERATOR:** 35 amp., low cut-in (C6502); 40 amp., normal cut-in, 50 amp., low cut-in. **GOVERNOR:** 6 cylinder engine; 2,700-3,600 r.p.m. **JACK,** **HYDRAULIC:** Capacity 12,000 lbs. **RADIATOR:** Heavy-duty, 2 $\frac{1}{2}$ " core. **SHOCK ABSORBERS:** Rear. **SPRINGS, FRONT:** Torsion. Capacity 3,500 lbs. each. **SPRINGS, REAR:** Variable rate; capacity 10,400 lbs. each. **STEERING:** Power. **SUSPENSION, FRONT:** Heavy-duty, capacity 7,000 lbs. (includes cast spoke wheels, front and rear). **TRANSMISSIONS:** New Process 5-Speed Synchro-Mesh (15,000 lb. rear axle required on S6202 and S6402). **VACUUM TANK:** Reserve. **WHEELS:** Cast spoke; Motor; Budd (15,000 lb. rear axle required on S6202 and S6402). **WHEEL:** Spare.

MODEL S7702 — 54 to 60 pupils
MODEL S7902 — 60 to 66 pupils
(Import model)



HEAVY DUTY

STANDARD EQUIPMENT

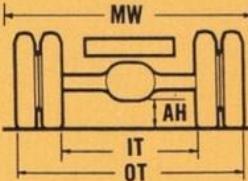
AIR CLEANER: Oil bath; capacity 2 pints. **AXLE, FRONT:** Independent suspension; capacity 7,000 lbs. **AXLE, REAR:** Chevrolet hypoid single-speed (ratio 7.20; capacity 15,000 lbs. — S7902); (ratio 7.17; capacity 16,000 lbs.—S7702). **BATTERY:** 12-volt; 66-plate; capacity 72 amp.-hr. **Brakes, Service:** Hydraulic with 1½" master cylinder and 1½" diaphragm booster; Sizes: front 15" x 3" (on S7902, rear 15" x 4", effective brake area; drum 659 sq. in., lining 548 sq. in.); (on S7702, rear 15" x 6", effective brake area; drum 848 sq. in., lining 579 sq. in.). **Brake, Parking:** 9½" x 3" drum and band. **BUMPER:** Front, painted. **CARBURETOR:** Two-barrel downdraft. **CLUTCH:** Dia. 13"; area 178 sq. in.; hydraulic control. **COOLING:** Capacity 25 qts.; 1¾" radiator core. 684 sq. in. area, 9 lb. pressure cap; 160° thermostat. **ENGINE:** Workmaster Special V8,

348 cu. in. displacement—Gross horsepower 185; Gross torque lb. ft. 315. **ENGINE VENTILATION:** Positive, vacuum operated. **EXHAUST SYSTEM:** Full-length; single pipe and muffler. **FENDERS:** Front only. **FRAME:** 39,000 lbs. test steel; maximum section modulus 16.43. **FUEL FILTER:** Two, plus screen in tank. **FUEL TANK:** Outside frame; capacity 25 gals. **GENERATOR:** 12-volt; 35 amp.; normal cut-in. **GUARDS, PROPELLER SHAFT:** Four. **GVW RATINGS:** 15,000 to 23,000 lbs. **LIGHTS:** Head, Parking, single tail and stop. **OIL FILTER:** Full-flow. **SHOCK ABSORBERS:** Front; piston diameter 1¾". **SPRINGS:** **FRONT:** Torsion (capacity 3,000 lbs.—S7702; 3,500 lbs.—S7902), each at ground. **SPRINGS, REAR:** Semi-elliptic, variable rate, 59" x 3" (9-leaf, capacity 9,203 lbs.—S7902; 10-leaf, capacity 10,400 lbs.—S7702), each at ground. **STEERING:** Ball-gear, ratio 28.1, wheel diameter 19". **TIRES:** Six tubeless 8-22.5 /8PR front and dual rear. **TOOLS:** Wheel wrench.

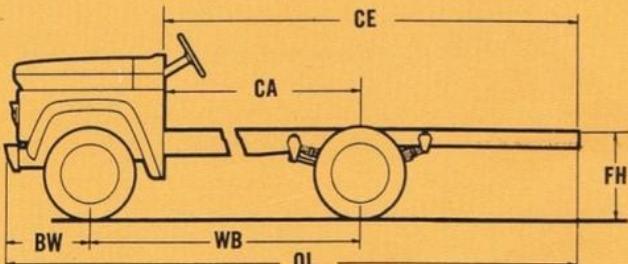
TRANSMISSION: 5-Speed Clark 265V Synchro-Mesh; power take-off opening on both sides. **WHEELS:** Cast-spoke, six 22.5" x 6.00".

OPTIONAL EQUIPMENT

AXLE, SINGLE-SPEED REAR: Eaton 1618; capacity 16,000 lbs.; ratio 7.17—S7902 only. **AXLE, TWO-SPEED REAR:** Chevrolet; cap. 15,000 lbs.; ratios 6.40/8.72—S7902 only. Eaton; capacity 16,000 lbs.; ratios 6.50/9.04—S7702 and S7902. **CARRIER, SPARE WHEEL:** GENERATOR: 40 amp., normal cut-in; 50 amp. low cut-in. **JACK, HYDRAULIC:** Capacity 12,000 lbs. **RADIATOR:** Heavy-duty, 2¾" core. **SHOCK ABSORBERS:** Rear. **SPRINGS, FRONT:** Torsion; capacity 3,500 lbs.—S7902 only. **SPRINGS, REAR:** Variable rate; capacity 10,400 lbs. each—S7902 only. **STEERING:** Power. **TRANSMISSION:** Chevrolet Powermatic—S7902 only. **VACUUM TANK:** Reserve. **WHEEL:** Spare.



DIMENSIONS (in inches)
with Standard Equipment

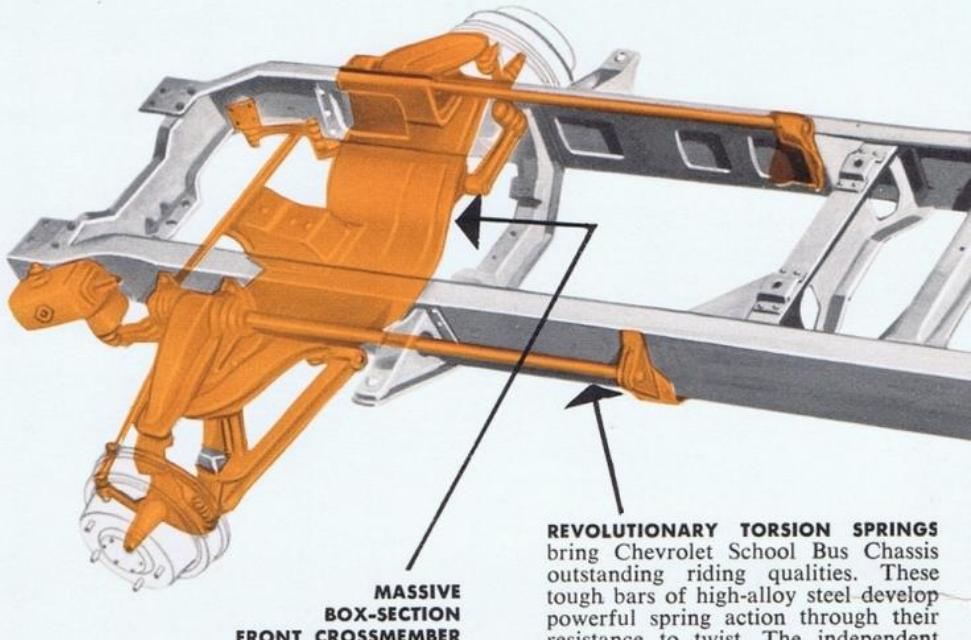


	BW	WB	CA	OL	CE	FH	OT	IT	AH	*MW
C3602	31 3/4	133	101 1/2	211 3/4	149	27	—	54	8 1/4	79 1/4
S5302	32 1/4	157	125 3/4	274 1/4	210 3/4	35 1/4	85 3/8	51 5/8	9	92 5/8
C5502	32 1/4	175	143 3/4	266 3/4	203 3/4	36 1/2	87 1/2	49 1/2	10	92 5/8
S6202	32 1/4	197	165 3/4	331 1/2	268	36	88	50	10	92 5/8
S6402	32 1/4	225 1/2	194 1/4	358 1/2	295	36	88	50	10	92 5/8
C6502	32 1/4	175	143 3/4	267 1/4	203 3/4	36 1/2	88	50	9 1/2	92 5/8
S6702	32 1/4	243	211 3/4	386 1/2	323	36	88	50	9 1/2	92 5/8
S7702	32 1/4	243	211 3/4	386 1/2	323	36 3/4	88	50	9 1/2	92 5/8
S7902	32 1/4	261 1/2	230 1/4	412 1/2	349	36 3/4	88	50	9 1/2	92 5/8

*Maximum width

TORSION-SPRING RIDE SMOOHS THE WAY

On hundreds of thousands of miles of rugged school bus routes, Chevrolet Torsion-Spring Ride has proved to be the best answer yet, to low-maintenance, high-dependability service. In glowing terms, school administration bodies are reporting on the ability of this advanced suspension, in light- medium- and heavy-duty chassis, to protect both buses and passengers from wracking bumps. The result is that Chevrolet School buses are worth more in terms of prompt schedules, longer bus life and reduced maintenance expense.



MASSIVE
BOX-SECTION
FRONT CROSMEMBER

REVOLUTIONARY TORSION SPRINGS bring Chevrolet School Bus Chassis outstanding riding qualities. These tough bars of high-alloy steel develop powerful spring action through their resistance to twist. The independent front suspension system handles braking forces, leaving the torsion-springs free to cushion the load most effectively.

In every School Bus frame, Chevrolet builds girder strength and rigidity into the front end construction. This sturdy member resists twisting . . . helps keep correct frame alignment . . . and forms a solid base for the torsion-spring front suspension system.

CHEVROLET SCHOOL BUS CHASSIS ARE WORTH MORE ON BUSY SCHOOL ROUTES

Chevrolet School Bus Chassis present an advanced concept in their field with superb Torsion Spring Ride that results in longer school bus life . . . and extra passenger comfort. In addition, maintenance costs are reduced, and students ride safer than ever before.

Front wheels are independently suspended allowing them to step surely over bumps *individually*, and sturdy torsion springs absorb jars and jolts before they can reach the bus body or passengers.

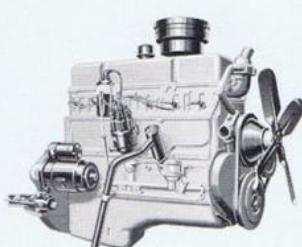
High-tensile steel frames, braced by strong, hat-shaped cross-members and a massive box-section front crossmember form a firm foundation for long-lasting ruggedness.

Featured as standard equipment on medium and heavy duty models are such safety extras as propeller shaft guards, full-length exhaust systems, vacuum power brakes and high capacity batteries.

A wide selection of 6-cylinder and V8 engines ensures dollar-saving economy and outstanding performance for each school bus chassis model.

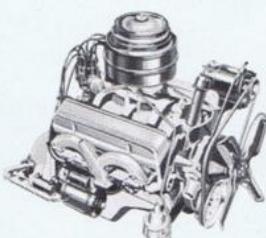
Substantially exceeding established school bus standards for safety, sturdiness and economy, Chevrolet School Bus chassis recommend themselves on every count, to school boards entrusted with supplying this vital form of transportation.

SURE-SAVING 6's AND HIGH-POWER V8's



TIGHTFISTED 6 CYLINDER engines, as standard equipment, include the fuel-saving Thriftmaster 6 on Series C30, C50 and S50 chassis, featuring economy-contoured camshaft, and in C50 and S50 series, long-life exhaust valve Rotocoils. Standard for Series C60-S60 and optional on S50-C50 is the husky 261 cu. in. Jobmaster 6 fitted with stellite-faced exhaust valves and Rotocoils.

STURDY V8 engines are provided for all series of Chevrolet school bus chassis. Optional are the short-stroke, 160 h.p. *Trademaster V8 for eager power in series C30, S50 and C50 chassis; and the tough *Taskmaster V8 equipped with aluminized, high-alloy intake valves, and highest quality Moraine-400 bearings, for Series S60 and C60 chassis. Standard for series S70 and optional on S6702, is the rugged Workmaster Special V8 that is heavy-duty built throughout.



"WORTH MORE . . . WORK MORE" ENGINE FEATURES

Economical Valve-in-head Design pioneered by Chevrolet, gives more torque, power and efficiency . . . more miles per tankful of regular gas.

Tough-Built Crankshafts of drop-forged steel for extra rigidity, toughness and resistance to wear. Dynamically balanced and equipped with a harmonic balancer for smooth performance.

Full-Pressure Lubrication System puts a pressurized film of oil between all critical moving parts. *By-pass filter is optional on Thriftmaster engine; full-flow type is standard on all other engines.

Long-Life Valves on all Chevrolet School Bus

engines are of alloy steel. Thriftmaster 6 engines on Series C50 and S50, Jobmaster 6 and all V8 engines feature protective exhaust valve Rotocoils. Workmaster Special V8 features hardened exhaust valve seat inserts to resist heat.

Carburetor Oil-Bath Air Cleaner protects every Chevrolet School Bus engine from abrasive dust and grit for longer piston, piston-ring and cylinder wall life. Incoming air is constantly cleansed by the filter and oil bath.

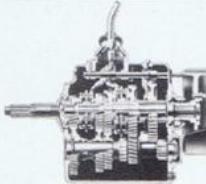
High Quality Bearings. All Chevrolet School Bus engines are equipped with precision-type, removable main and connecting rod bearings. Six cylinder and Trademaster V8 engines fea-

ture premium quality Moraine-100 bearings, and finest quality Moraine-400 bearings are standard in the Taskmaster and Workmaster Special V8.

Power-Jet Carburetors of single-throat design on Thriftmaster and Jobmaster 6's, have balanced floats to minimize flooding and gas wastage. Thermostatic manifold heat control increases efficiency during engine warm-up. Trademaster, Taskmaster and Workmaster Special V8's have 2-barrel carburetion for a balanced fuel-air mixture to each cylinder bank. Governor keeps engine speed in economical RPM range, on Taskmaster and Workmaster Special V8's.

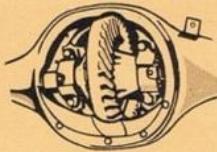
TOUGH-BUILT CHEVROLET COMPONENTS

for long life and easy handling

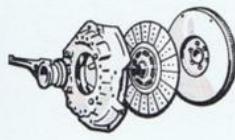


STURDY-BILT SYNCHRO-MESH TRANSMISSIONS — Standard on Series C30, C50, S50, C60 and S60 is a rugged 4-speed transmission. *Optional on Series C60 and S60, is a heavy-duty New Process 5-speed, and standard on Series C70 and on C6702 with the Workmaster Special, is a high-capacity 265V Clark 5-speed unit.

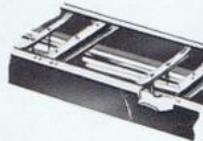
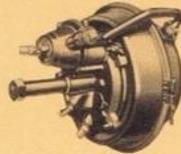
DURABLE REAR AXLES — Single-speed, full-floating type are standard on all chassis. Optional 2-speed axles for all chassis of 30-pupil capacity and over, are also available.



HYDRAULIC CLUTCH RELEASE SYSTEM offers fluid-smooth action. Disc facing is extra tough and capacities are matched to engine power.

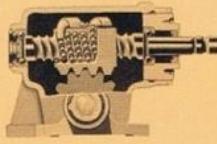


VACUUM - HYDRAULIC BRAKING with an 11" cylinder, is standard on C50, S50, C60 and S60 chassis, to provide up to 70% of stopping power. 11½" cylinder is standard on S70 chassis.



PROPELLER SHAFT GUARD protects against "whipping" in all medium and heavy duty school bus chassis.

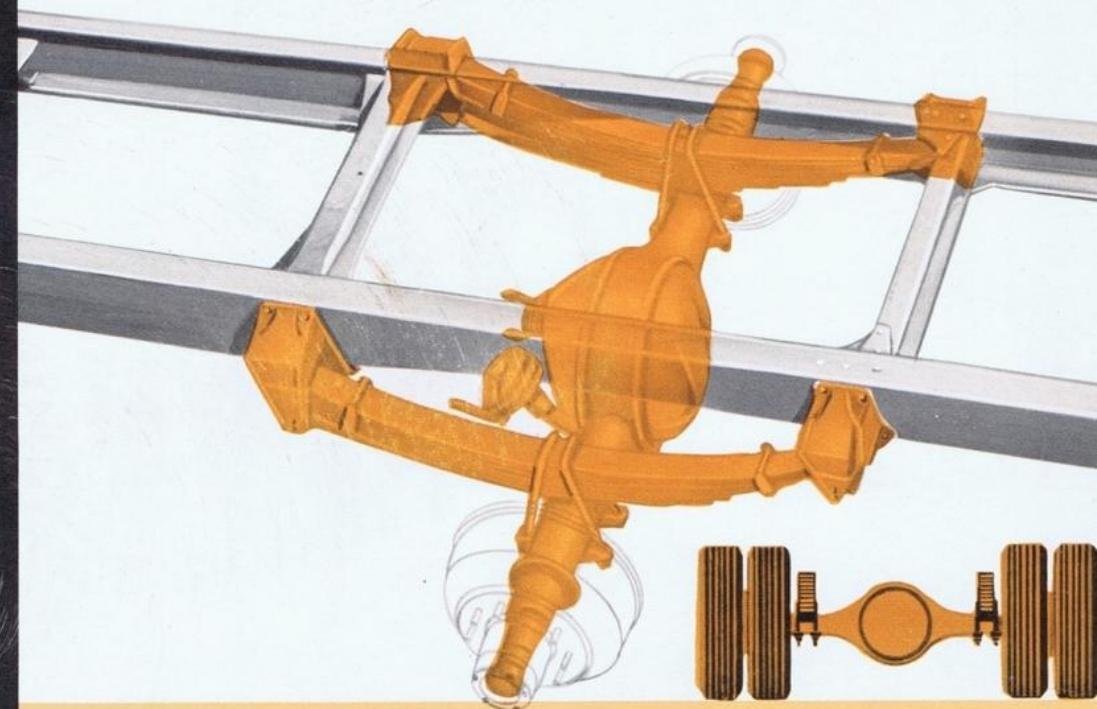
BALL-GEAR STEERING EASE results from scores of polished steel balls that minimize friction. Universal joint on the steering shaft keeps road shock away from the steering wheel.



LONG-LASTING GENERATORS are standard on all chassis, with *optional generators available for handling special demands.



FULL-LENGTH EXHAUST SYSTEMS are standard on all school bus chassis. Provide extra safety by taking fumes beyond the body.



HIGH-CAPACITY COMBINATION

of the tough-built School-bus frames fabricated from premium quality, high-tensile steel . . . resilient long leaf rear springs on series C30 or wide-range, Variable-Rate rear springs on all other chassis . . . and rugged rear axles, ensures superb handling qualities, and dependable torque transfer to the rear wheels, under all road conditions.

WIDE-RANGE VARIABLE-RATE REAR SPRINGS

Standard on Series S50, C50, S60, C60 and S70 chassis, provide high capacity, plus smooth riding whether the school bus is light or fully loaded. Special cam-contoured brackets shorten the effective spring length as the springs flatten under load. The springs get progressively firmer as the weight increases. An additional safety and comfort benefit is the increased resistance to sway on corners or curves.

