

# 1961 STUDEBAKER TRANSTAR TRUCKS

## 1, 1½, 2 and 2 TON HEAVY DUTY

### "They're tougher than the job"



#### 289 HD V-8 ENGINE

(standard on the 6E40) is an example of rugged Studebaker engines power-matched to give economy of operation. Premium features include: Tri-metal connecting rod and main bearings; high heat resisting alloy valves; chrome-plated top piston rings for better oil seal; exhaust valve rotary caps for free turning, full seating; precision all-metal timing gears.



#### TRANSMISSIONS

have quiet, easy shifting synchromesh gears. Choose from sturdy 4-speed, versatile 5-speed direct, or economical 5-speed overdrive . . . all are heavy duty constructed to give dependable service.



#### AUXILIARY SPRINGS

save on chassis, axle and spring life . . . provide full cushioning under heaviest loads.



#### CUSTOM BUILT

**FRAME** has extremely high Section Modulus (high load-strength), but no unnecessary weight.



TRANSTAR CABS . . . SAFE, COMFORTABLE, PRACTICAL

**PAY LESS WHEN YOU BUY** — truck for truck with comparable equipment, priced up to \$150 less. **PAY LESS FOR FUEL** — operators report as high as 50% better gas economy than on comparable trucks. **PAY LESS FOR WORK DONE** — Studebakers are built beyond their rated capacity . . . "They're tougher than the job." **PAY LESS FOR MAINTENANCE** — run longer than other trucks with less down time. **PAY LESS FOR REPAIRS** — full opening hood with easy to-get-at wiring and engine components saves service time and money.

**1, 1½, 2 and  
2 TON HEAVY DUTY  
CHASSIS AVAILABILITY**



CHASSIS COWL



CHASSIS AND CAB



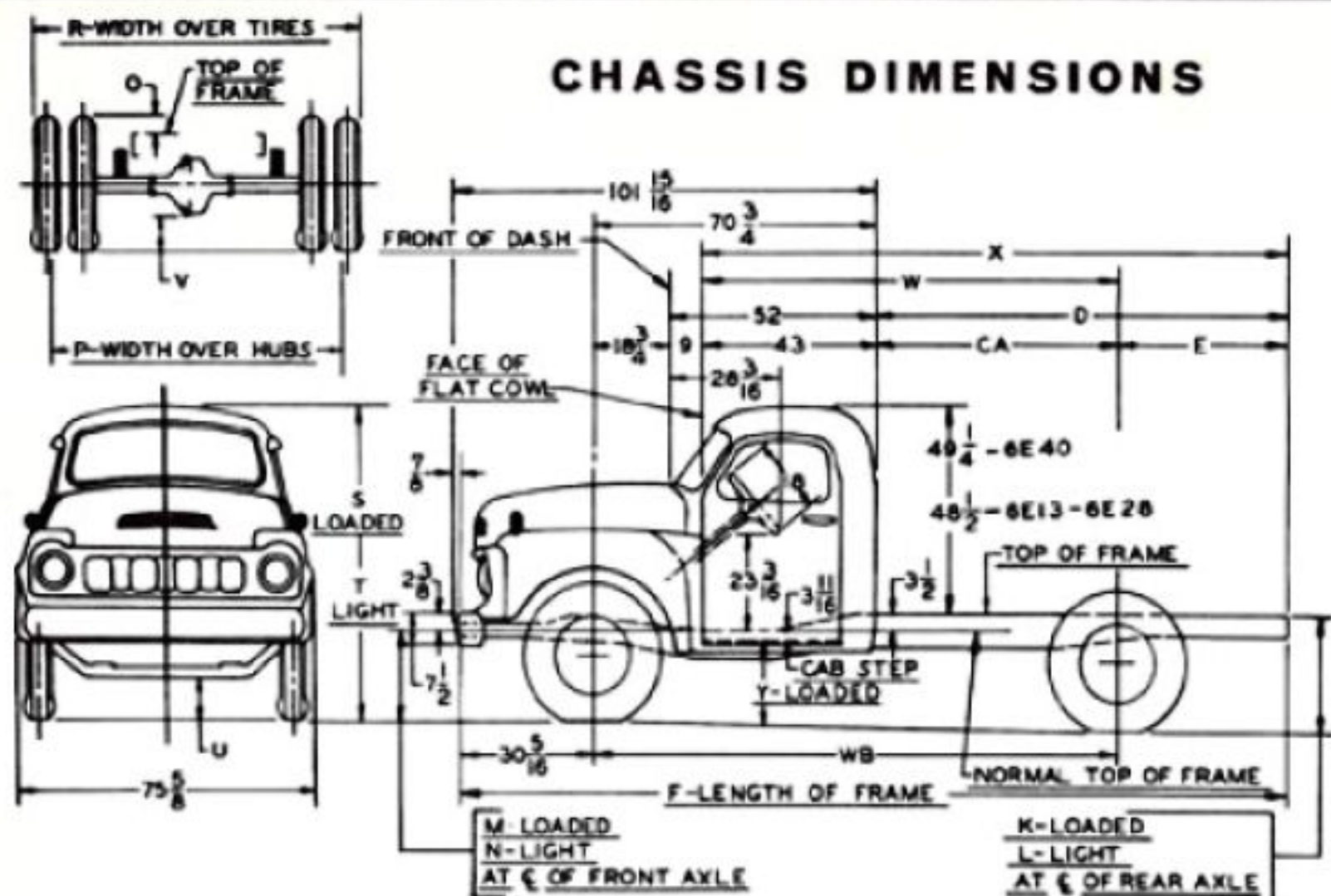
PLATFORM



STAKE

# SPECIFICATIONS...1, 1½, 2 and 2 TON HEAVY DUTY STUDEBAKER TRANSTARS

## CHASSIS DIMENSIONS



TRUCK MODEL	6E13-	6E28-	6E40-	6E40-	6E40-	6E40-	6E40-
WB Wheel Base	131	155	171	195	131	155	171
CA Cab to Rear Axle	60 1/4	84 1/4	100 1/4	124 1/4	60 1/4	84 1/4	100 1/4
CB Cab to Rear of Frame	48 1/4	48 1/4	73 1/4	84 1/4	48 1/4	48 1/4	73 1/4
F Frame Overhang	48 1/4	48 1/4	73 1/4	84 1/4	48 1/4	48 1/4	73 1/4
L Length of Frame	209 1/4	234 1/4	275 1/4	309 1/4	209 1/4	234 1/4	275 1/4
K 1 Rear—Loaded	27 1/4	30 1/4	30 1/4	32 1/4	27 1/4	30 1/4	30 1/4
L 1 Rear—Light	29 1/4	33 1/4	33 1/4	35 1/4	29 1/4	33 1/4	33 1/4
M 1 Front—Loaded	25 1/4	22 1/4	22 1/4	25 1/4	25 1/4	25 1/4	25 1/4
N 1 Front—Light	22 1/4	23 1/4	23 1/4	25 1/4	22 1/4	23 1/4	25 1/4
O Max. Height of Tire Above	67 1/4	75 1/4	75 1/4	85 1/4	67 1/4	75 1/4	75 1/4
P Width over Rear Hubs	74"	76 1/4	76 1/4	79	74"	76 1/4	76 1/4
Q Top of Cab —Loaded	73 1/4	76	76	79	73 1/4	76	76
R From Ground —Light	75 1/4	77 1/4	77 1/4	80 1/4	75 1/4	77 1/4	77 1/4
S Ground —Front	8 1/4	10 1/4	10 1/4	12 1/4	8 1/4	10 1/4	10 1/4
T Clearance —Rear	8 1/4	8 1/4	8 1/4	10 1/4	8 1/4	8 1/4	10 1/4
U Face of Flat Cowl to Rear	103 1/4	103 1/4	127 1/4	143 1/4	103 1/4	103 1/4	127 1/4
V Face of Flat Cowl to Rear	151 1/4	151 1/4	176 1/4	217	151 1/4	151 1/4	176 1/4
W Cab Step from Ground—	18 1/4	20 1/4	20 1/4	22 1/4	18 1/4	20 1/4	20 1/4
X Tires	8-17.5 6 PR—S	8-19.5 8 PR—D	8-19.5 8 PR—D	8-25-20 10 PR—	8-17.5 6 PR—S	8-19.5 8 PR—D	8-25-20 10 PR—

†Top of Frame from Ground. ‡Normal Top of Frame from Ground. §With Std. Tires and Std. Springs.  
¶With Std. Tires; Springs for Max. G.V.W. \*With Std. Tires.

### BODY DIMENSIONS

Length, normal (H.)	STAKE			PLATFORM		
	9	12	14	9	12	14
Length, inside (in.)	108 1/4	144 1/4	168 1/4	113 1/4	149 1/4	173 1/4
Width, inside (in.)	58 1/4	58 1/4	58 1/4	93 1/4	93 1/4	93 1/4
Height (in.)	30 1/4	47	47			

Manufacturer reserves the right to change specifications, designs or prices without notice and without incurring obligation. Information contained herein is from data available at time of printing.

MODEL DESIGNATION	6E13-1 TON	6E28-1½ TON	6E40-2 TON HEAVY DUTY			
<b>GENERAL</b>						
Maximum GVW (No. 1)	11,000 (with dual rear tires)	11,000 and 11,000*	19,500 (35,000 GCW) **23,000 (45,000 GCW)			
Wheelbase (in.)	131	155	171	131	155	171
Body Style & Length (ft.)	3' Stake 8' Platform	3' Stake 8' Platform	12' Stake 12' Platform	14' Stake 14' Platform	9' Stake 9' Plat	12' Stake 12' Plat
<b>ENGINE Type</b>	V8	V8	V8 Heavy Duty†			
Displacement (cc. in.)	258	258	289			
Bore, stroke (in.)	3 1/4 x 3 1/4	3 1/4 x 3 1/4	3 1/4 x 3 1/4			
Compression Ratio (to 1)	7.5	7.5	7.5			
Max. Gross HP @ rpm	180 @ 4500	180 @ 4500	218 @ 4500			
Max. Torque @ rpm	260 @ 2800	260 @ 2800	308 @ 2800			
Max. Net Torque @ rpm	225 @ 2400	225 @ 2400	268 @ 2400			
<b>COOLING SYSTEM</b> Cap. (gals.)	20 1/4	20 1/4	21 1/4			
<b>OPTIONAL ENGINE</b>	V8 289	V8 289	NA			
<b>ELECTRICAL SYSTEM</b>	12 VOLT	12 VOLT	12 VOLT			
Generator	All Models: Std. 30 Amp., Opt. 35 Amp., Opt. 40 Amp. WD early cut-in, 40 Amp. WD					
Battery	All Models: 50 amp. hr. Standard, 70 amp. hr. Optional					
<b>AXLES</b> Front, rating (lbs.)	3500	4700	1000 Std./7000 WD Opt.			
Rear, rating (lbs.)	7,000	14,000	15,000 Std./14,000 WD Opt.			
Ratio, standard (to 1)	5.24	6.7	6.8/7.2 WD			
Ratio, optional (to 1)	4.86	5.29 or 6.8	4.35-6.48-8.41-9.29			
Ratio, optional 2-speed	NA	5.92-6.12 or 6.48-6.86	6.18-6.48-6.92-7.09 WD			
<b>BRAKES</b> Service Front (in.)	12 1/2 x 2	14 x 2	15 x 2 1/4			
Service Rear (in.)	12 x 2 1/4	14 1/4 x 2 3/4, 15 x 4 Opt.	15 x 4 1/4			
Total Lineing (sq. in.)	257 1/4	257 1/4 Std./367 1/4 Opt.	428 1/4			
Brakes, optional (in.)	6 1/2	6 1/2 or 7 1/2 (7 1/2 only with WD brakes)	9 1/2 (Std.)			
Parking (type)	Transmission Band	Transmission Band	Transmission Band			
Parking, area (in.)	61 1/4	61 1/4	67 1/4			
<b>CLUTCH</b>	Dry Disc	Dry Disc	Dry Disc			
Diameter (in.)	10 1/2 Std./11 Opt.	10 1/2 Std./11 Opt.	11			
Area (sq. in.)	336.82/323.7 Opt.	336.82/323.7 Opt.	323.7			
<b>FRAME</b>						
Gross Section (in.)	8 1/4 x 2 1/4	10 1/2 x 2 1/4	10 1/2 x 2 1/4	10 1/2 x 2 1/4	Reinforcement—12" x 1/4"	
Section Modulus	5.719	5.719	6.789	6.770	Std. 9.77/Reinforcement 11.880	
<b>SHOCK ABSORBERS</b>						
Front (type)	Rotary, Double Acting	Rotary, Double Acting—Opt.	Rotary Type Double Acting Opt.			
Rear (type)	Rotary, Double Acting—Opt.	Rotary, Double Acting—Opt.	Rotary Type Double Acting Opt.			
<b>SPRINGS</b> Front, size (in.)	42 x 2	Std. 42 x 2, Opt. 42 x 2 WD	42 x 2			
Front, leaves	9	Std. 10, Opt. 11	13			
Front, capacity (lbs.)	1630	Std. 1900, Opt. 2100	Std. 2700/3000 WD Opt./2900 wd. WD Opt.			
Rear, size (in.)	45 x 2 1/4	Main 45 x 2 1/4, Aux. 33 x 2 1/4	45 x 2 1/4—with aux.			
Rear, (Std.) No. of Leaves & Cap	9—2800	Main 10, Aux. 10—5740	13 main, 10 aux., 6200			
Rear, (Opt.) No. of Leaves & Cap	9 Main, 10 Aux.—4210	12 Main, 10 Aux.—6800	13 main, 10 aux./5148			
Rear, optional extra WD	NA	13 Main, 10 Aux.—6200				
<b>TRANSMISSIONS</b> (Std. Synchronesh)	4-Speed	4-Speed	4-Speed Heavy Duty			
Optional, direct	5-Speed WD	4-Speed WD or 5-Speed WD	5-Speed Heavy Duty			
Optional, overdrive	5-Speed WD	5-Speed WD	5-Speed Heavy Duty			
<b>TIRES</b>						
Tubeless	Std. 8-17.5 6 PR (Single Rear)	Std. 8-19.5 8 PR (Dual Rear)				
Tubeless	Opt. 8-17.5 8 PR (Single Rear)	Opt. 8-22.5 8 PR (Dual Rear)				
Tubeless	Opt. 8-19.5 8 PR (Single Rear)	Opt. 9-22.5 10 PR (Dual Rear)				
Tubeless	Opt. 7-17.5 6 PR (Dual Rear)					
Tubeless	Opt. 8-17.5 8 PR (Dual Rear)					
W/Tubeless	Opt. 7.00x17 8 PR (Single Rear)	Opt. 7.50x20 8 PR (Dual Rear)	Std. 8.25x20 10 PR (Dual Rear)			
W/Tubeless	Opt. 7.50x17 8 PR (Single Rear)	Opt. 7.50x20 10 PR (Dual Rear)	Opt. 9.00x20 10 PR (Dual Rear)			
W/Tubeless	Opt. 7.00x18 8 PR (Dual Rear)	Opt. 8.25x20 10 PR (Dual Rear)				
W/Tubeless	Opt. 7.50x18 8 PR (Dual Rear)					

†All Models available in Chassis, Cab and Chassis, Cowl versions. ‡Optional Compression Ratio 7.5:1 available on all engines.  
 §Opt. Wet Air Cleaner available on all models. \*Chassis equipment required for 14,000 GVW WD frame (except 17 1/2" WB), WD rear brakes, 3 1/2" Hydraulic, WD front and extra WD rear springs, 9.25-1 8 PR tires minimum.  
 \*\*Chassis equipment required for 23,000 GVW WD front and rear axles, WD brakes, frame reinforcements (except 13 1/2" WB), WD front springs, WD rear springs, 14-Speed WD transmission (included with V8 289 engine in Model 6E28).  
 ††8.00 carburetor available (225 hp @ 4500 rpm).  
 ‡‡Generator standard on 6E40, optional on 6E13, and 6E28.  
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