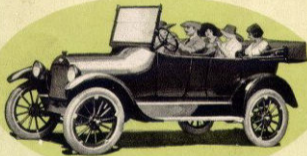


CHEVROLET



For
Economical Transportation

THE present-day value of an automobile lies in its degree of utility. The more it serves the more it saves. And in measuring the value of the Chevrolet by these standards, its real worth is revealed.

Like a true friend, the Chevrolet will wear well. It will not fail you in time of need. It will not be a burden to keep. And the closer your acquaintance grows the greater will be the charm in its possession.

The Chevrolet represents an unusual value. This you will appreciate at first glance. But to know the full extent of its real worth, you must know more of the efficiency of its service—its capabilities for practical time- and labor-saving utility.

The popularity that Chevrolet cars have attained is a reflection of the sound judgment of the thousands of discriminating purchasers who were convinced that the vast resources and sound manufacturing

policies of the Chevrolet Motor Company were adequate to insure the production of thoroughly worthwhile products.

And the remarkable records that Chevrolet cars have made in the hands of these owners is conclusive proof that Chevrolet quality has an unquestionable right to the recognition and endorsement of all who believe in sane spending and sound values.

All prices quoted in this catalog are subject to change without notice.

CHEVROLET MOTOR COMPANY

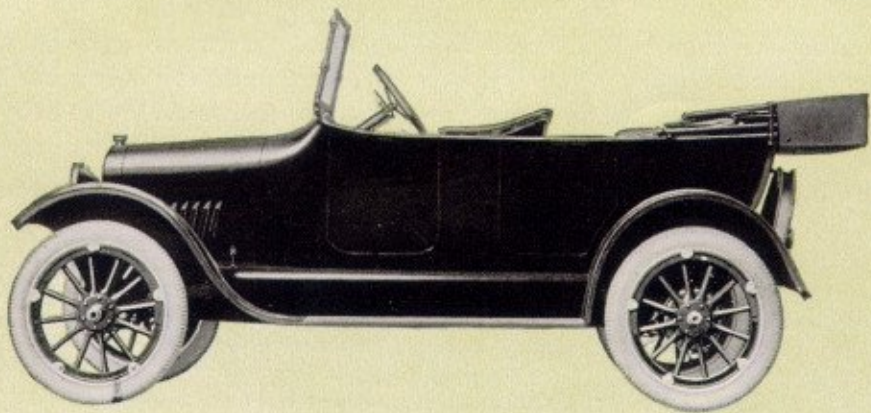
Factories :

Flint, Mich.; North Tarrytown, N. Y.; St. Louis, Mo.; Oakland, Cal.; Toledo, O.;
Bay City, Mich.; Fort Worth, Tex.; Oshawa, Ont.

Sales Headquarters :

Atlanta, Ga.; Kansas City, Mo.; Minneapolis, Minn.; Chicago, Ill.; Denver, Col.;
Omaha, Neb.; Cincinnati, O.; Boston, Mass.; Flint, Mich.; St. Louis, Mo.;
Oakland, Cal.; North Tarrytown, N. Y.; Oshawa, Ont.;
Winnipeg, Man.

Chevrolet "Four-Ninety" Touring \$735 f. o. b. Flint, Mich.



*A fully equipped, easy riding touring car with
ample power for all transportation needs*

Specifications MODEL "FOUR-NINETY" TOURING CAR

Motor: Four-cylinder, valve-in-head type, $3\frac{1}{8}$ " bore, 4" stroke.

Cylinders: Cast en-bloc (including upper half of crank case). Head detachable.

Valves: $1\frac{1}{2}$ " diameter.

Connecting Rod Bearings: $1\frac{3}{8}$ " diameter, $1\frac{7}{8}$ " long.

Crankshaft Bearings: Front, $1\frac{3}{8}$ " diameter, $2\frac{5}{8}$ " long; Center, $1\frac{3}{4}$ " diameter, $1\frac{1}{2}$ " long; Rear, $1\frac{3}{4}$ " diameter, $2\frac{1}{4}$ " long.

Camshaft Bearings: Front, $1\frac{5}{8}$ " diameter, $2\frac{3}{8}$ " long; Center, $1\frac{5}{8}$ " diameter, 2" long; Rear, $1\frac{3}{4}$ " diameter, $1\frac{7}{8}$ " long.

Oiling System: Splash, gear pump and individual oil pockets. Oil pressure gauge.

Carburetor: Zenith improved double jet.

Ignition: New improved Remy.

Clutch: Cone type with adjustable compensating springs.

Transmission: Selective type, sliding gear; three speeds forward and reverse.

Cooling: Water pump; radiator extra size.

Front Axle: Drop-forged I-beam.

Rear Axle: Three-quarter floating, wheel bearing carried on the wheel-hub and in axle housing, not on axle shaft. Hyatt roller bearings.

Brakes: Emergency, internal expanding type; service, external contracting type; 10" brake drums. Foot control.

Wheels: Wood, artillery type, demountable rims, large hub flanges.

Tires: 30" x $3\frac{1}{2}$ ", non-skid front and rear.

Drive: Left side; center control; spark and throttle under steering wheel. Foot accelerator.

Steering Gear: Spur and gear, adjustable for wear. 15" steering wheel.

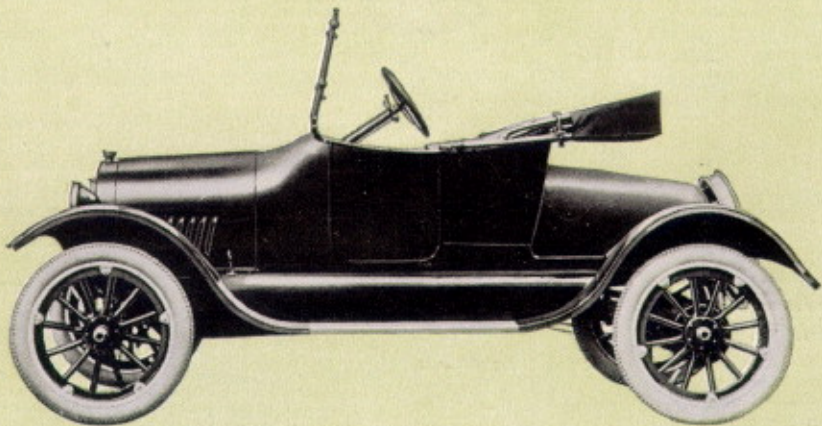
Springs: Quarter-elliptic, front and rear.

Body: Five-passenger Touring Car.

Wheelbase: 102".

Equipment: Electric lights and starter, highest type two-unit system, single wiring used. Complete lamp equipment; top, top cover and side curtains; tilted windshield; speedometer; electric horn; extra rim and carrier on rear; complete tool equipment, including pump and jack. Foot-rest, robe rail, pockets in each door.

Chevrolet "Four-Ninety" Roadster \$715 f. o. b. Flint, Mich.



Here is a two-passenger car of a trim, pleasing type which appeals especially to those who want the utmost in comfort, convenience and economy

Specifications MODEL "FOUR-NINETY" ROADSTER

Motor: Four-cylinder, valve-in-head type, $3\frac{1}{8}$ " bore, 4" stroke.

Cylinders: Cast en-bloc (including upper half of crank case). Head detachable.

Valves: $1\frac{1}{2}$ " diameter.

Connecting Rod Bearings: $1\frac{3}{8}$ " diameter, $1\frac{3}{8}$ " long.

Crankshaft Bearings: Front, $1\frac{3}{8}$ " diameter, $2\frac{5}{16}$ " long; Center, $1\frac{1}{2}$ " diameter, $1\frac{1}{2}$ " long; Rear, $1\frac{3}{4}$ " diameter, $2\frac{1}{4}$ " long.

Camshaft Bearings: Front, $1\frac{5}{8}$ " diameter, $2\frac{3}{8}$ " long; Center, $1\frac{3}{8}$ " diameter, 2" long; Rear, $1\frac{1}{4}$ " diameter, $1\frac{1}{16}$ " long.

Oiling System: Splash, gear pump and individual oil pockets. Oil pressure gauge.

Carburetor: Zenith improved double jet.

Ignition: New improved Remy.

Clutch: Cone type with adjustable compensating springs.

Transmission: Selective type, sliding gear; three speeds forward and reverse.

Cooling: Water pump; radiator extra size.

Front Axle: Drop-forged I-beam.

Rear Axle: Three-quarter floating, wheel bearing carried on the wheel-hub and in axle housing, not on axle shaft. Hyatt roller bearings.

Brakes: Emergency, internal expanding type; service, external contracting type; 10" brake drums. Foot control.

Wheels: Wood, artillery type, demountable rims, large hub flanges.

Tires: 30" x $3\frac{1}{2}$ ", non-skid front and rear.

Drive: Left side; center control; spark and throttle under steering wheel. Foot accelerator.

Steering Gear: Spur and gear, adjustable for wear. 15" steering wheel.

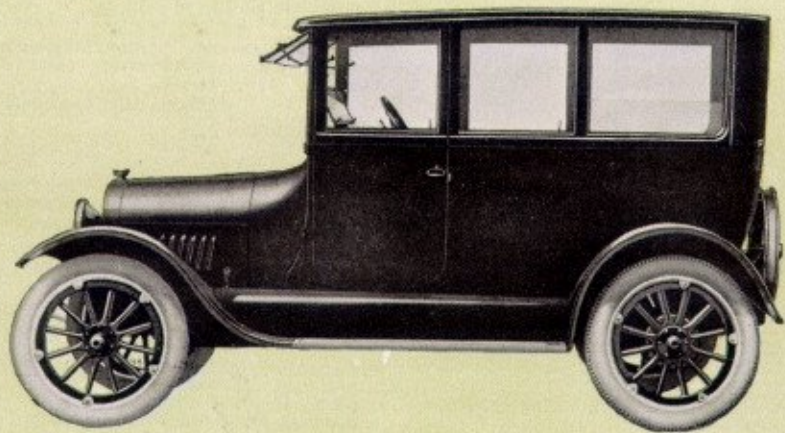
Springs: Quarter-elliptic, front and rear.

Body: Two-passenger Roadster.

Wheelbase: 102".

Equipment: Electric lights and starter, highest type two-unit system, single wiring used. Complete lamp equipment; top, top cover and side curtains; tilted windshield; speedometer; electric horn; extra rim and carrier on rear; complete tool equipment, including pump and jack. Pockets in each door.

Chevrolet "Four-Ninety" Sedan \$1185 f. o. b. Flint, Mich.



A comfortable car for all seasons and conditions of weather. Can be used either as an open or closed car with permanent overhead protection

Specifications MODEL "FOUR-NINETY" SEDAN

Motor: Four-cylinder, valve-in-head type, $3\frac{1}{8}$ " bore, 4" stroke.

Cylinders: Cast en-bloc (including upper half of crank case). Head detachable.

Valves: $1\frac{1}{2}$ " diameter.

Connecting Rod Bearings: $1\frac{1}{8}$ " diameter, $1\frac{1}{8}$ " long.

Crankshaft Bearings: Front, $1\frac{1}{8}$ " diameter, $2\frac{1}{8}$ " long; Center, $1\frac{3}{8}$ " diameter, $1\frac{1}{2}$ " long; Rear, $1\frac{3}{4}$ " diameter, $2\frac{1}{4}$ " long.

Camshaft Bearings: Front, $1\frac{1}{8}$ " diameter, $2\frac{1}{8}$ " long; Center, $1\frac{3}{8}$ " diameter, 2" long; Rear, $1\frac{1}{4}$ " diameter, $1\frac{1}{8}$ " long.

Oiling System: Splash, gear pump and individual oil pockets.

Carburetor: Zenith improved double jet.

Ignition: New improved Remy.

Clutch: Cone type.

Transmission: Selective type, sliding gear; three speeds forward and reverse.

Cooling: Water pump; radiator extra size.

Front Axle: Drop-forged I-beam.

Rear Axle: Three-quarter floating type, wheel bearing carried on the wheel-hub and in axle housing, not on axle shaft. Hyatt roller bearings.

Brakes: Emergency, internal expanding type; service, external contracting type; 10" brake drums. Foot control.

Wheels: Wood, artillery type, demountable rims, large hub flanges.

Tires: Front, 31" x 4", plain; rear, 31" x 4" non-skid.

Drive: Left side; center control; spark and throttle under steering wheel. Foot accelerator.

Steering Gear: Spur and gear, adjustable for wear. 15" steering wheel.

Gasoline Supply: 12-gallon tank, hung on rear; Stewart vacuum system.

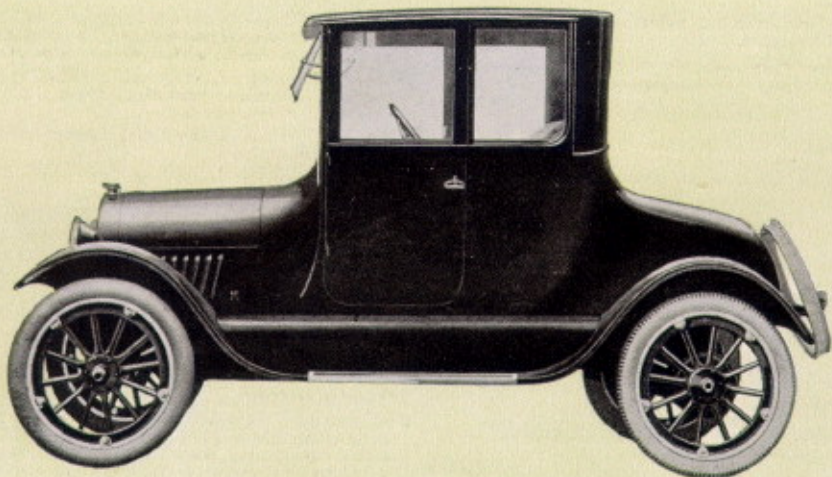
Springs: Quarter-elliptic, front and rear.

Body: Five-passenger Sedan with divided front seats; right hand seat reversible. Body is of solid post construction.

Wheelbase: 102".

Equipment: Electric lights and starter; highest type 2-unit system, single wiring used. Complete lamp equipment, including headlight dimmers; speedometer; electric horn; extra rim and carrier on rear; complete tool equipment, including pump and jack.

Chevrolet "Four-Ninety" Coupe \$1110 f. o. b. Flint, Mich.



Mechanical efficiency, design that meets approval of the discriminating taste, completeness of equipment—all are ideally combined in this Chevrolet model

Specifications MODEL "FOUR-NINETY" COUPE

Motor: Four-cylinder, valve-in-head type, 3 $\frac{1}{4}$ " bore, 4" stroke.

Cylinders: Cast en-bloc (including upper half of crank case). Head detachable.

Valves: 1 $\frac{1}{2}$ " diameter.

Connecting Rod Bearings: 1 $\frac{3}{8}$ " diameter, 1 $\frac{7}{8}$ " long.

Crankshaft Bearings: Front, 1 $\frac{3}{8}$ " diameter, 2 $\frac{1}{8}$ " long; Center, 1 $\frac{3}{8}$ " diameter, 1 $\frac{1}{2}$ " long; Rear, 1 $\frac{3}{4}$ " diameter, 2 $\frac{1}{8}$ " long.

Camshaft Bearings: Front, 1 $\frac{1}{8}$ " diameter, 2 $\frac{3}{8}$ " long; Center, 1 $\frac{3}{8}$ " diameter, 2" long; Rear, 1 $\frac{1}{4}$ " diameter, 1 $\frac{1}{8}$ " long.

Oiling System: Splash, gear pump and individual oil pockets.

Carburetor: Zenith improved double jet.

Ignition: New improved Remy.

Clutch: Cone type.

Transmission: Selective type, sliding gear; three speeds forward and reverse.

Cooling: Water pump; radiator extra size.

Front Axle: Drop-forged I-beam.

Rear Axle: Three-quarter floating type, wheel bearing carried on the wheel-hub and in axle housing, not on axle shaft. Hyatt roller bearings.

Brakes: Emergency, internal expanding type; service, external contracting type; 10" brake drums. Foot control.

Wheels: Wood, artillery type, demountable rims, large hub flanges.

Tires: Front, 31" x 4", plain; rear, 31" x 4", non-skid.

Drive: Left side; center control; spark and throttle under steering wheel. Foot accelerator.

Steering Gear: Spur and gear, adjustable for wear. 15" steering wheel.

Gasoline Supply: 10-gallon tank.

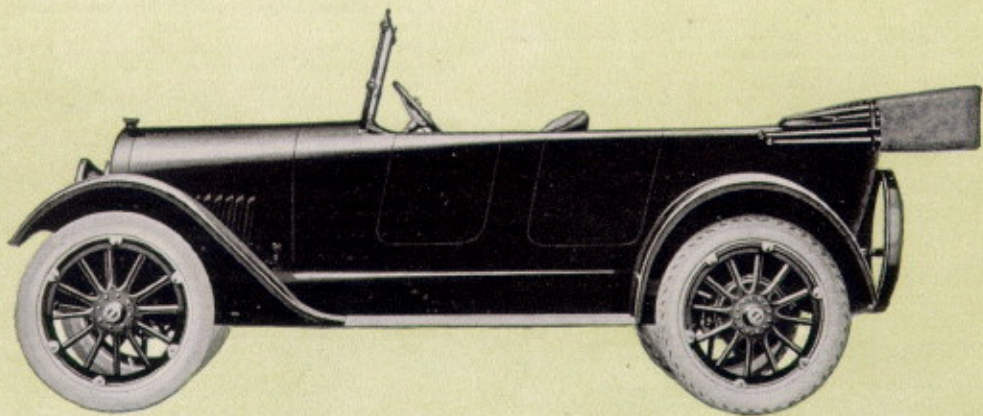
Springs: Quarter-elliptic, front and rear.

Body: Two-passenger Coupe. Body is of solid post construction.

Wheelbase: 102".

Equipment: Electric lights and starter, highest type two-unit system, single wiring used. Complete lamp equipment, including headlight dimmers; speedometer; electric horn; extra rim and carrier on rear; complete tool equipment, including pump and jack.

Chevrolet Model "FB 50" Touring Car \$1235 f. o. b. Flint, Mich.



Here is a big, splendid-looking car of a smart new design which is sure to distinguish itself by a noteworthy performance

Specifications MODEL "FB 50" TOURING CAR

Motor: Four-cylinder, valve-in-head type, $3\frac{1}{8}$ " bore, $5\frac{1}{4}$ " stroke.

Cylinders: Cast en-bloc with upper half of crank case. Head detachable.

Valves: $1\frac{1}{2}$ ", enclosed.

Connecting Rod Bearings: $1\frac{1}{2}$ " x $2\frac{1}{8}$ ".

Crankshaft Bearings: Front, $1\frac{1}{2}$ " x $2\frac{1}{8}$ "; Center, $1\frac{1}{2}$ " x 2"; Rear, 2" x $3\frac{1}{2}$ ".

Center Main Bearings: Doehler bronze back.

Camshaft Bearings: Front, $1\frac{5}{16}$ " x $2\frac{1}{4}$ "; Center, $1\frac{1}{2}$ " x 2"; Rear, $1\frac{1}{2}$ " x 2".

Oiling System: Gear pump. Oil pressure gauge on dash.

Carburetor: Zenith improved double jet.

Electric System: Generator, starting motor, and lighting system. Two-unit type.

Ignition: New improved Remy system.

Clutch: Cone, leather faced, with adjustable compensating springs.

Transmission: Selective type, three speeds forward and reverse.

Front Axle: Drop-forged I-beam, with integral yokes. Wheels fitted with New Departure ball bearings.

Rear Axle: Three-quarter floating type. Shafts run on Hyatt roller bearings.

Cooling: Water pump; radiator extra size.

Brakes: Service, external contracting; emergency, internal expanding (hand-controlled); 12" brake drums.

Springs: Front, semi-elliptic; rear, semi-cantilever.

Tires: 33" x 4", non-skid on rear. Plain tread on front.

Drive: Left side, center control.

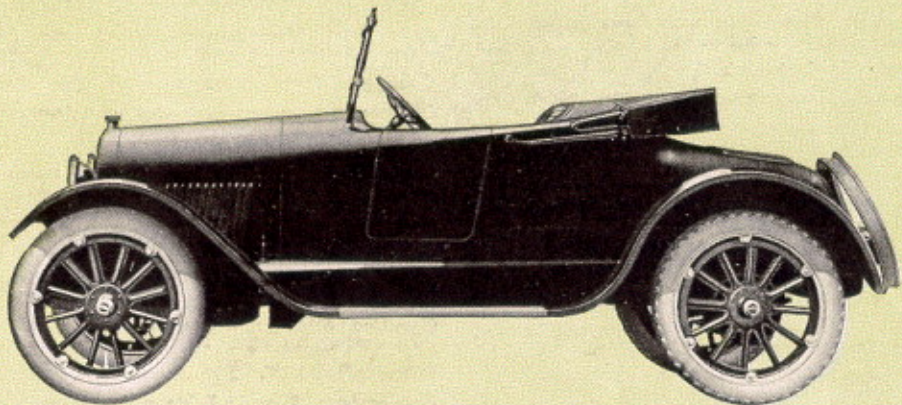
Steering Gear: Worm and gear wheel, 17" steering wheel with inserted spider.

Gasoline Supply: Seventeen-gallon tank hung on rear, with gauge. Stewart vacuum system.

Wheelbase: 110".

Equipment: Electric lights and starter; highest type two-unit system, single wiring used. Complete lamp equipment, including headlight dimmers; electric horn; speedometer; demountable rims, with extra rim; tire carrier; license holder.

Chevrolet Model "FB 20" Roadster \$1210 f. o. b. Flint, Mich.



Here is a decidedly distinctive roadster—a car to be proud of, at a price which puts it easily within your means

Specifications MODEL "FB 20" ROADSTER

Motor: Four-cylinder, valve-in-head type, $3\frac{1}{4}$ " bore, $5\frac{1}{4}$ " stroke.

Cylinders: Cast en-bloc with upper half of crank case. Head detachable.

Valves: $1\frac{1}{2}$ ", enclosed.

Connecting Rod Bearings: $1\frac{1}{2}$ " x $2\frac{1}{8}$ ".

Crankshaft Bearings: Front, $1\frac{1}{2}$ " x $2\frac{1}{8}$ "; Center, $1\frac{3}{4}$ " x 2"; Rear, 2" x $3\frac{1}{2}$ ".

Center Main Bearings: Doehler bronze back.

Camshaft Bearings: Front, $1\frac{3}{4}$ " x $2\frac{1}{4}$ "; Center, $1\frac{1}{2}$ " x 2"; Rear, $1\frac{3}{4}$ " x 2".

Oiling System: Gear pump. Oil pressure gauge on dash.

Carburetor: Zenith improved double jet.

Electric System: Generator, starting motor, and lighting system. Two-unit type.

Ignition: New improved Remy system.

Clutch: Cone, leather faced, with adjustable compensating springs.

Transmission: Selective type, three speeds forward and reverse.

Front Axle: Drop-forged I-beam. Wheels fitted with New Departure ball bearings.

Rear Axle: Three-quarter floating type. Shafts run on Hyatt roller bearings.

Cooling: Water pump; radiator extra size.

Brakes: Service, external contracting; emergency, internal expanding (hand-controlled); 12" brake drums.

Springs: Front, semi-elliptic; rear, semi-cantilever.

Tires: 33" x 4", non-skid on rear. Plain tread on front.

Drive: Left side, center control.

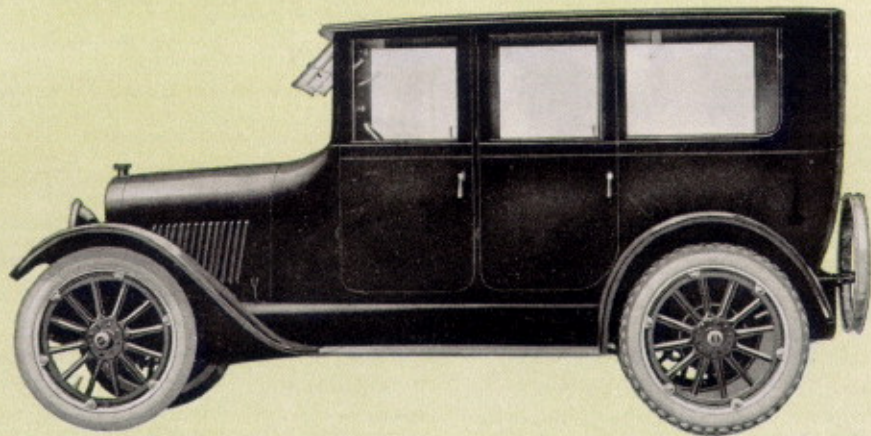
Steering Gear: Worm and gear wheel, 17" steering wheel with inserted spider.

Gasoline Supply: Seventeen-gallon tank hung on rear, with gauge. Stewart vacuum system.

Wheelbase: 110".

Equipment: Electric lights and starter; highest type two-unit system, single wiring used. Complete lamp equipment, including headlight dimmers; electric horn; speedometer; demountable rims, with extra rim; tire carrier; license holder.

Chevrolet Model "FB 40" Sedan \$1795 f. o. b. Flint, Mich.



A beautiful five-passenger Sedan. In this model smartness of design has been added to a luxurious and comfortable interior

Specifications MODEL "FB 40" SEDAN

Motor: Four-cylinder, valve-in-head type, $3\frac{1}{4}$ " bore, $5\frac{1}{4}$ " stroke.

Cylinders: Cast en-bloc with upper half of crank case. Head detachable.

Valves: $1\frac{1}{2}$ ", enclosed.

Connecting Rod Bearings: $1\frac{1}{2}$ " x $2\frac{1}{8}$ ".

Crankshaft Bearings: Front, $1\frac{1}{2}$ " x $2\frac{1}{4}$ "; Center, $1\frac{3}{4}$ " x 2"; Rear, 2" x $3\frac{1}{2}$ ".

Center Main Bearings: Doehler bronze back.

Camshaft Bearings: Front, $1\frac{3}{4}$ " x $2\frac{1}{4}$ "; Center, $1\frac{1}{2}$ " x 2"; Rear, $1\frac{3}{4}$ " x 2".

Oiling System: Gear pump. Oil pressure gauge on dash.

Carburetor: Zenith improved double jet.

Electric System: Generator, starting motor, and lighting system. Two-unit type.

Ignition: New improved Remy system.

Clutch: Cone, leather faced, with adjustable compensating springs.

Transmission: Selective type, three speeds forward and reverse.

Front Axle: Drop-forged I-beam. Wheels fitted with New Departure ball bearings.

Rear Axle: Three-quarter floating type. Shafts run on Hyatt roller bearings.

Cooling: Water pump; radiator extra size.

Brakes: Service, external contracting; emergency, internal expanding (hand-controlled); 12" brake drums.

Springs: Front, semi-elliptic; rear, semi-cantilever.

Tires: 33" x 4", non-skid on rear. Plain tread on front.

Drive: Left side, center control.

Body: Five-passenger Sedan, with divided front seats. The body is of solid post construction.

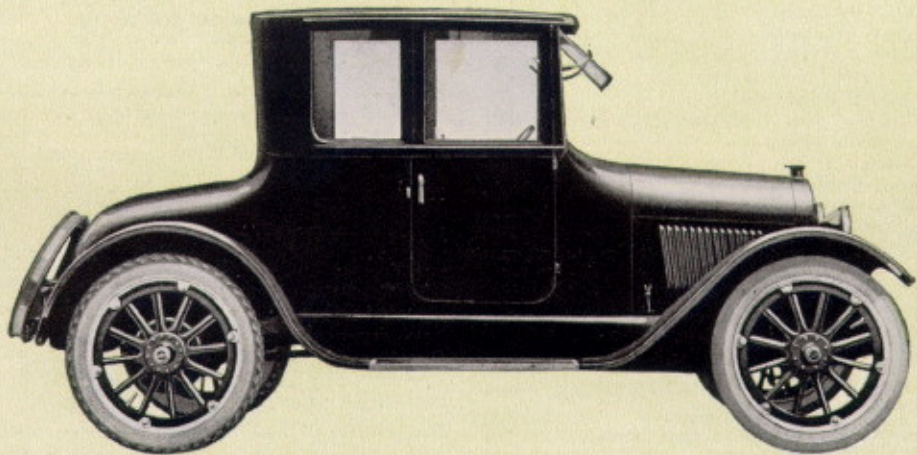
Steering Gear: Worm and gear wheel, 18" steering wheel, tilting type.

Gasoline Supply: Seventeen-gallon tank hung on rear, with gauge. Stewart vacuum system.

Wheelbase: 110".

Equipment: Electric lights and starter; highest type two-unit system, single wiring used. Complete lamp equipment, including headlight dimmers; electric horn; speedometer; demountable rims, with extra rim; tire carrier; license holder.

Chevrolet "FB 30" Coupe \$1795 f. o. b. Flint, Mich.



A smart coupe possessing every feature for convenience and comfort

Specifications MODEL "FB 30" COUPE

Motor: Four-cylinder, valve-in-head type, 3 $\frac{1}{4}$ " bore, 5 $\frac{1}{4}$ " stroke.

Cylinders: Cast en-bloc with upper half of crank case. Head detachable.

Valves: 1 $\frac{1}{2}$ ", enclosed.

Connecting Rod Bearings: 1 $\frac{1}{2}$ " x 2 $\frac{1}{8}$ ".

Crankshaft Bearings: Front, 1 $\frac{1}{2}$ " x 2 $\frac{1}{8}$ "; Center, 1 $\frac{1}{2}$ " x 2"; Rear, 2" x 3 $\frac{1}{2}$ ".

Center Main Bearings: Doehler bronze back.

Camshaft Bearings: Front, 1 $\frac{1}{8}$ " x 2 $\frac{1}{4}$ "; Center, 1 $\frac{1}{2}$ " x 2"; Rear, 1 $\frac{1}{2}$ " x 2".

Oiling System: Gear pump. Oil pressure gauge on dash.

Carburetor: Zenith improved double jet.

Electric System: Generator, starting motor, and lighting system. Two-unit type.

Ignition: New improved Remy system.

Clutch: Cone, leather faced, with adjustable compensating springs.

Transmission: Selective type, three speeds forward and reverse.

Front Axle: Drop-forged I-beam. Wheels fitted with New Departure ball bearings.

Rear Axle: Three-quarter floating type. Shafts run on Hyatt roller bearings.

Cooling: Water pump; radiator extra size.

Brakes: Service, external contracting; emergency, internal expanding (hand-controlled); 12" brake drums.

Springs: Front, semi-elliptic; rear, semi-cantilever.

Tires: 33" x 4", non-skid on rear. Plain tread on front.

Drive: Left side, center control.

Body: Four-passenger; solid post construction.

Steering Gear: Worm and gear wheel, 18" steering wheel, tilting type.

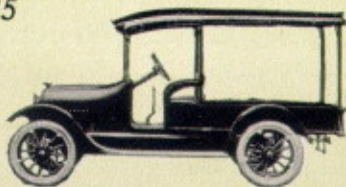
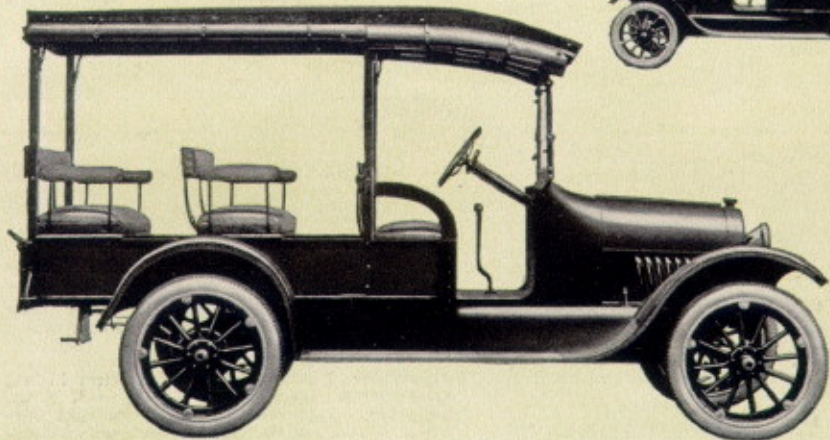
Gasoline Supply: Seventeen-gallon tank hung on rear, with gauge. Stewart vacuum system.

Wheelbase: 110".

Equipment: Electric lights and starter; highest type two-unit system, single wiring used. Complete lamp equipment, including headlight dimmers; electric horn; speedometer; demountable rims, with extra rim; tire carrier; license holder.

Chevrolet Light Delivery Wagon \$735

With Two Extra Seats \$770 f. o. b. Flint, Mich.



A Light Delivery Wagon sturdily constructed and amply powered for all transportation needs. It is speedy, easy riding and saving with fuel and tires

Specifications CHEVROLET LIGHT DELIVERY WAGON

Motor: Four-cylinder, valve-in-head type, $3\frac{1}{8}$ " bore, 4" stroke.

Cylinders: Cast en-bloc (including upper half of crank case). Head detachable.

Valves: $1\frac{1}{2}$ " diameter.

Connecting Rod Bearings: $1\frac{3}{8}$ " diameter, $1\frac{7}{8}$ " long.

Crankshaft Bearings: Front, $1\frac{3}{8}$ " diameter, $2\frac{5}{8}$ " long; Center, $1\frac{3}{4}$ " diameter, $1\frac{1}{2}$ " long; Rear, $1\frac{3}{4}$ " diameter, $2\frac{1}{8}$ " long.

Camshaft Bearings: Front, $1\frac{5}{8}$ " diameter, $2\frac{3}{8}$ " long; Center, $1\frac{3}{2}$ " diameter, 2" long; Rear, $1\frac{3}{4}$ " diameter, $1\frac{1}{8}$ " long.

Oiling System: Splash, gear pump and individual oil pockets. Oil pressure gauge.

Carburetor: Zenith improved double jet.

Ignition: New improved Remy.

Clutch: Cone type with adjustable compensating springs.

Transmission: Selective type, sliding gear; three speeds forward and reverse.

Cooling: Water pump; radiator extra size.

Front Axle: Drop-forged I-beam.

Rear Axle: Three-quarter floating, wheel bearing carried on the wheel-hub and in axle housing, not on axle shaft. Hyatt roller bearings.

Brakes: Emergency, internal expanding type; service, external contracting type; 10" brake drums. Foot control.

Wheels: Wood, artillery type, demountable rims, large hub flanges.

Tires: 30" x $3\frac{1}{2}$ ", non-skid front and rear.

Drive: Left side; center control; spark and throttle under steering wheel. Foot accelerator.

Steering Gear: Spur and gear, adjustable for wear. 15" steering wheel.

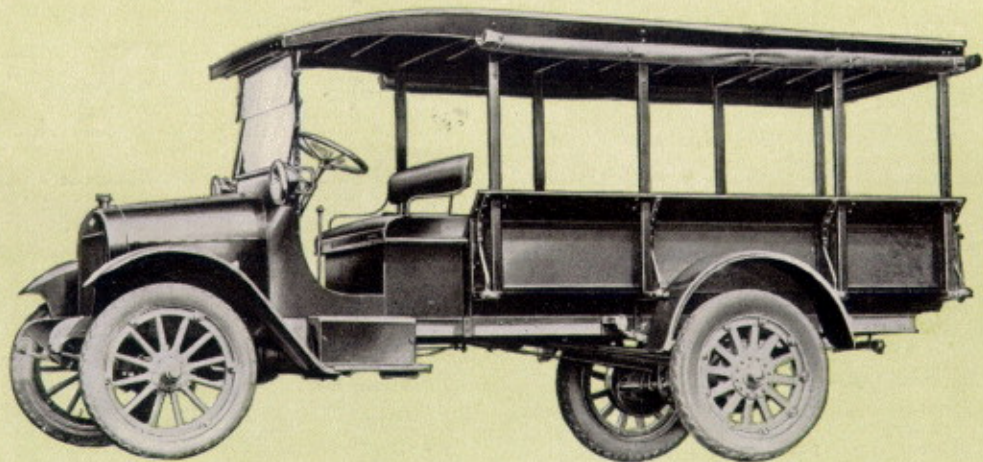
Springs: Quarter-elliptic, front and rear.

Wheelbase: 102".

Equipment: Electric lights and starter, highest type two-unit system, single wiring used. Complete lamp equipment, four-post top, side curtains; adjustable windshield; speedometer; electric horn; extra rim; complete tool equipment, including pump and jack.

Chevrolet 1-Ton Truck, Express Body and Top

\$1545 f. o. b. Flint, Mich.



Here is a one-ton worm drive truck that can be used profitably for all purposes where quick and economical delivery is vitally necessary

Specifications CHEVROLET (Model T) ONE-TON TRUCK

Motor: Four-cylinder, valve-in-head type, $3\frac{1}{4}$ " bore, $5\frac{1}{4}$ " stroke.

Cylinders: Cast en-bloc with upper half of crank case. Head detachable.

Valves: $1\frac{1}{2}$ " enclosed.

Connecting Rod Bearings: $1\frac{1}{2}$ " x $2\frac{3}{8}$ "; Doehler bronze back.

Crankshaft Bearings: Front, $1\frac{1}{2}$ " x $2\frac{1}{8}$ "; Center, $1\frac{3}{4}$ " x 2"; Rear, 2" x $3\frac{1}{2}$ ".

Center Main Bearings: Doehler bronze back.

Camshaft Bearings: Front, $1\frac{1}{8}$ " x $2\frac{1}{4}$ "; Center, $1\frac{1}{2}$ " x 2"; Rear, $1\frac{3}{4}$ " x 2".

Oiling System: Pressure and splash system. Gear driven oil pump. Pressure gauge on dash.

Carburetor: Zenith improved double jet.

Ignition: New improved Remy System.

Governor: Governor is provided and set for 25 miles maximum. It is locked.

Clutch: Cone, leather-faced, with adjustable compensating springs.

Frame: 4"; width, rear $35\frac{1}{8}$ "; front, $30\frac{1}{2}$ ". Length back of driver's seat, 109". Height, 25" loaded.

Transmission: Selective type; 3 speeds forward and reverse.

Cooling: Water pump.

Front Axle: Drop-forged I-beam. The steering knuckles and knuckle arms are ample in size, drop-forged and heat-treated.

Rear Axle: Semi-floating, made of Chrome Vanadium steel, heat-treated.

Control: Hand throttle; foot accelerator.

Springs: Semi-elliptic front and rear. Front springs are $37\frac{1}{2}$ inches long and $2\frac{1}{4}$ inches wide. The rear springs are 53 inches long and $2\frac{1}{2}$ inches wide.

Worm Gear Drive: The steel worm is cut, hardened, and then finished by grinding. No adjustment is required at any time.

Tires: Front, pneumatic 33" x 4", non-skid, wrapped tread. Rear, 35" x 5", pneumatic, cord type.

Wheels: Artillery type, standard dimensions, twelve hickory spokes each; front wheels equipped with Timken tapered roller bearings of extra large size.

Steering Gear: Worm and gear type, 16" steering wheel. Steering arm of drop-forged steel, heat-treated.

Gasoline Tank: Capacity 13 gallons, tank non-leakable. It is located under the driver's seat.

Wheelbase: 125".

Carrying Capacity: 2000 pounds. Weight of chassis, 2840 pounds; with body 3420 pounds.

Body: Length of the body from inside of tail board to inside of head board is $114\frac{1}{2}$ ". Width inside of boards, 44".

Prices: Truck chassis, \$1325; truck with express body \$1460; truck with express body and eight-post top, \$1545, F. O. B. Flint, Mich.



“The Product of Experience”