



CHEVROLET TRUCKS FOR 1942

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TRUCK BUYERS KNOW TRUCK VALUES ...

..and back of the Chevrolet Truck you buy



RESEARCH

General Motors and Chevrolet have always emphasized the value of research, and consequently have always been leaders in pioneering and perfecting far-reaching developments in the automotive industry. The many outstanding features of safety, reliability, driving ease and economy, incorporated in Chevrolet trucks as a result of Chevrolet's extensive research, represent a great margin of extra value.

ENGINEERING

With the aid of the keenest engineering minds in the automotive industry, the Chevrolet Engineering Department works constantly to make Chevrolet trucks more durable, better performing, more economical—to achieve Chevrolet trucks that are even higher in quality and even greater in value than any other truck in the world. You will not find a better engineered truck than Chevrolet at any price.

PURCHASING

From nearly every state in the union—from the mines, the fields, the factories—come the materials used in General Motors products . . . carloads, shiploads, truckloads—steel, cotton, rubber, glass—all purchased in quantities so huge that immense savings are effected—savings that are passed on to the buyer of a Chevrolet truck in the form of low cost and extra values in performance, durability and economy.

and this is why... **TRUCK OPERATORS**

VALUE IS WHAT YOU GET FOR WHAT YOU PAY

are the Resources of the General Motors Corporation



MANUFACTURING

The ability to produce products of the highest quality in large volume comes only from long experience, complete facilities and good management. Year after year, Chevrolet has been the world's largest producer of motor vehicles, leading in sales because it leads in building quality products by quantity production. Chevrolet's manufacturing and sales leadership assures the Chevrolet buyer of full value.



PROVING GROUND

Day and night, through snowstorms and rain, in blistering heat and freezing cold, Chevrolet trucks are tested, tested, tested—thoroughly and scientifically—at that great outdoor laboratory, the famous General Motors Proving Ground. Chevrolet is continually striving to give the buyer a better truck—to give him greater value for his money—by constantly seeking to effect better design and to find better materials.



PERFORMANCE

On a recent 100,000-mile test run, made under the supervision of the American Automobile Association, a fully-loaded stock Chevrolet truck traveled over all kinds of terrain, in all kinds of weather, at an average speed of 33 m.p.h., at a fuel cost of less than 1-3/10 cents per mile. Certified A.A.A. reports giving details of Chevrolet's performance and economy in this and similar tests are yours for the asking.



SERVICE • PARTS

When you operate Chevrolet trucks, there is always a dealer nearby to serve you. In big cities and small, in the suburbs and along the highways, the Chevrolet dealer's Super Service sign is your guide to dependable service. Chevrolet dealers employ factory-trained mechanics; they use modern tools and equipment. Their fine service is your assurance of satisfactory, economical truck operation at all times.

BUY MORE CHEVROLETS THAN ANY OTHER TRUCK

CHEVROLET TRUCKS FOR 1942



LIGHT DELIVERY PANEL, 115" wheelbase (page 12).



LIGHT DELIVERY PICK-UP, 115" wheelbase (page 14).



THREE-QUARTER-TON PANEL, 125 $\frac{1}{4}$ " wheelbase (page 20).



HEAVY DUTY CANOPY EXPRESS, 134 $\frac{1}{2}$ " wheelbase (page 27).



LIGHT DELIVERY CANOPY EXPRESS, 115" wheelbase (page 15).



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THREE-QUARTER-TON STAKE, 125 $\frac{1}{4}$ " wheelbase (page 23).



THREE-QUARTER-TON PICK-UP, 125 $\frac{1}{4}$ " wheelbase (page 22).



COUPE PICK-UP, 116" wheelbase (page 17).



HEAVY DUTY STAKE, 134 $\frac{1}{2}$ " wheelbase (page 29).

60 MODELS • • • 9 WHEELBASES • • •



SEDAN DELIVERY, 116" wheelbase (page 17).



DUAL-DUTY PACKAGE DELIVERY, 115" wheelbase (page 13).



HEAVY DUTY DE LUXE STAKE, 160" wheelbase (page 30).



CHASSIS FOR SCHOOL BUS, 195" wheelbase.
(Also available in 160" wheelbase chassis for school bus.) (Pages 40 and 41.)



HEAVY DUTY STAKE EXPRESS, 160" wheelbase.



THREE-QUARTER-TON SPECIAL PANEL, 134 1/2" wheelbase (page 21).



HEAVY DUTY PICK-UP, 134 1/2" wheelbase (page 28).



CAB-OVER-ENGINE CHASSIS, 158" wheelbase (page 36).



HEAVY DUTY HIGH RACK, 160" wheelbase (page 31).



CAB-OVER-ENGINE CHASSIS, 132 1/2" wheelbase (page 35).



CAB-OVER-ENGINE CHASSIS, 109" wheelbase (page 34).

A TRUCK TO FIT YOUR HAULING NEEDS

A Choice of

FAMOUS CHEVROLET SIX-CYLINDER TRUCK ENGINES TO SUIT YOUR HAULING NEEDS



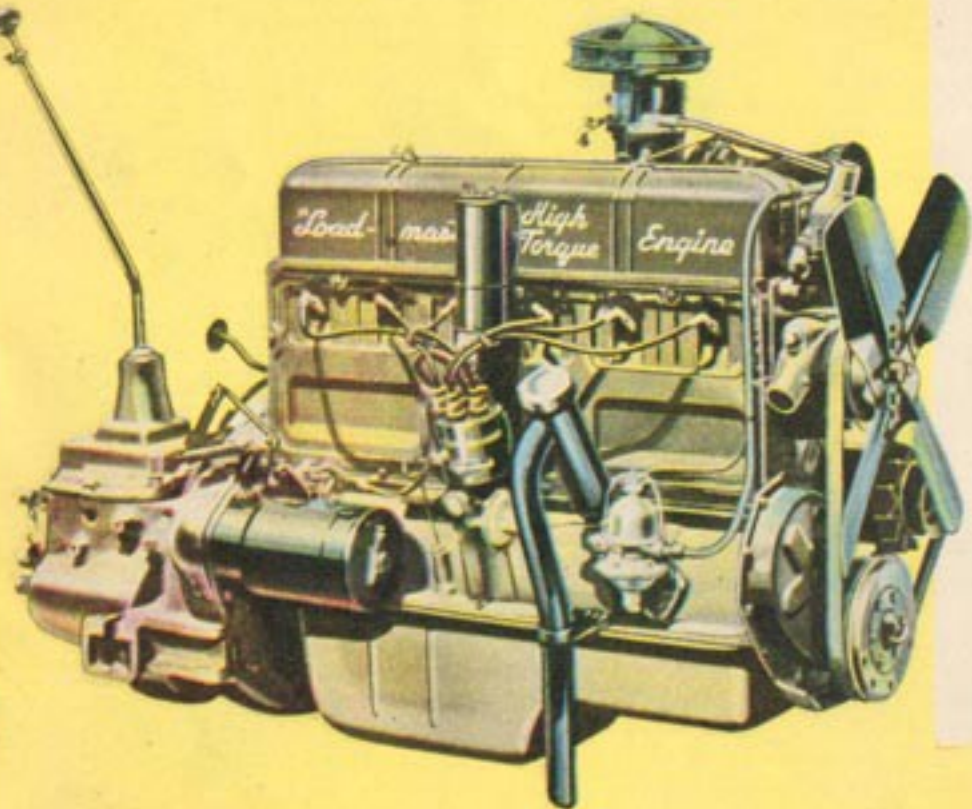
**STANDARD
ENGINE**

The Standard engine, regular equipment in all models, has the economy, power and flexibility to make it the ideal unit to meet the demands of the vast majority of hauling operations.

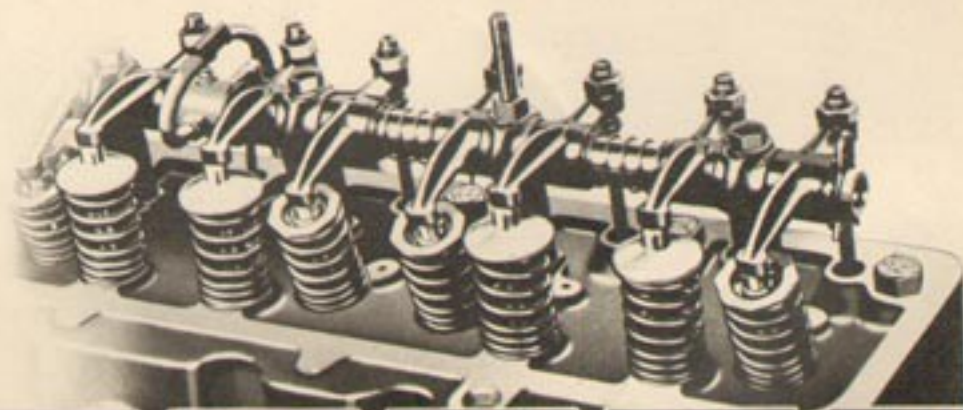


**"LOAD-MASTER"
ENGINE**

A truck user who requires extraordinary power, for extremely heavy duty work, may obtain the special "Load-Master" engine. It has greatly increased pulling power because of its unusually high torque of 192 foot-pounds.



EACH WITH CHEVROLET'S FAMOUS VALVE-



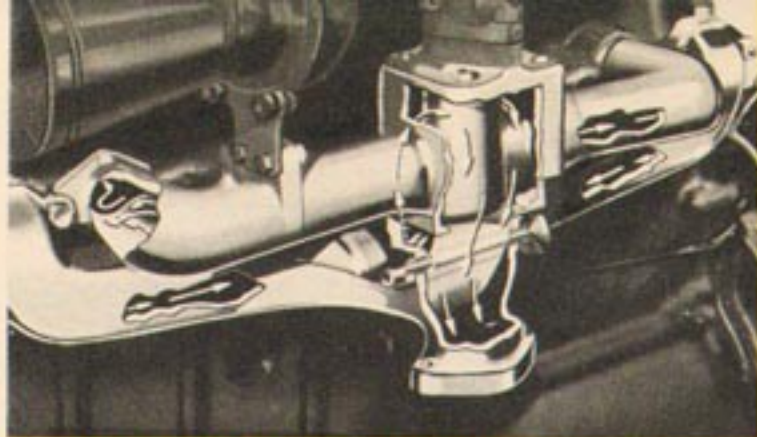


ECONOMY ENGINE

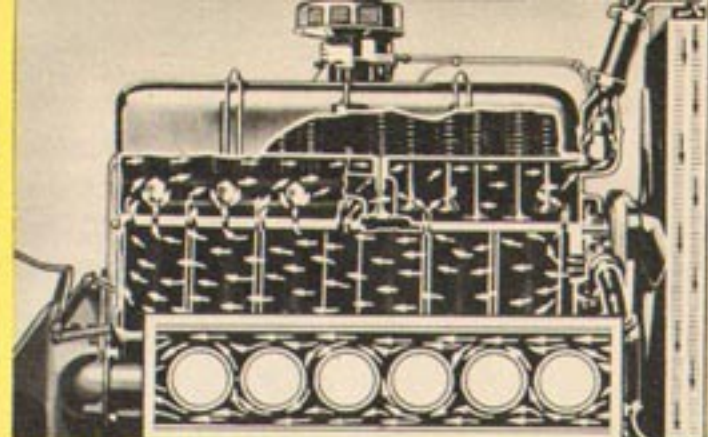
For truck operators whose business requires them to make multiple-stop deliveries, Chevrolet offers a special Economy unit. This engine is ideal also for light loads in comparatively flat country.

IN-HEAD DESIGN

It is an accepted fact among automotive engineers that of two engines, one valve-in-head and the other L-head, having the same displacement and the same compression ratio, the valve-in-head type is more efficient. As a result, the valve-in-head engine can do more work than the L-head engine per gallon of gasoline. Chevrolet's valve-in-head design is an important factor in the economy for which Chevrolet is famous.



THERMOSTATIC HEAT CONTROL—The fuel mixture passes through the manifold heat chamber when the engine is cold. As the engine warms up, the automatic by-pass valve regulates the pre-heating of the fuel to suit engine temperature. Less choking is required, and the engine warm-up period is reduced.



COOLING SYSTEM—A dual-outlet water pump leads water to both sides of the engine block, whence it flows to the cylinder head through openings which properly direct the water to cool the valve seats. Each cylinder barrel is surrounded by water; the result is even expansion and freedom from warping.



Proved CAST-IRON PISTONS

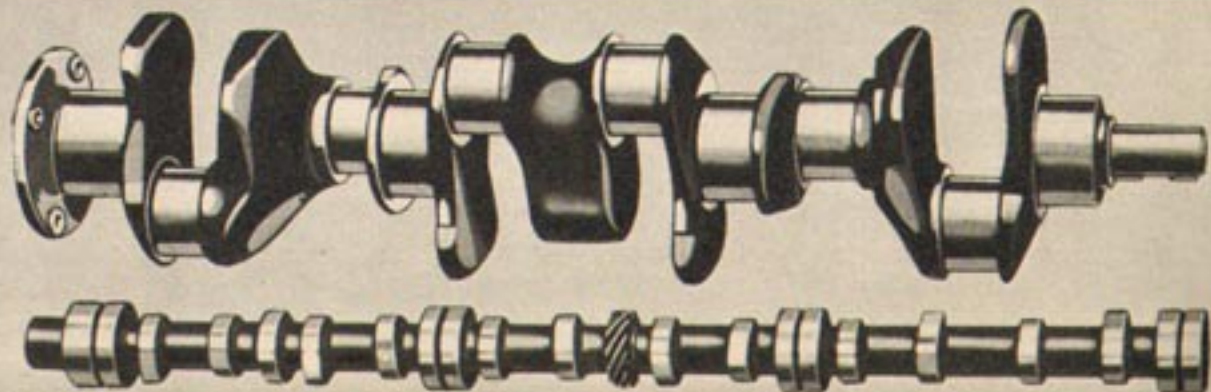
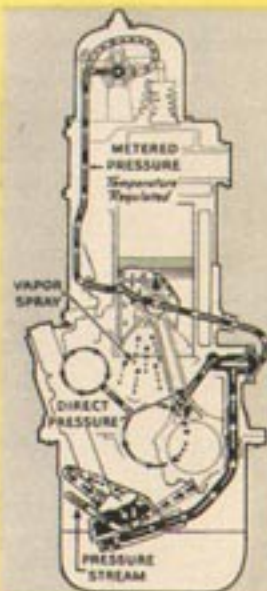
Chevrolet's lightweight cast-iron truck pistons represent the results of continued research and improvement based on Chevrolet's experience in making 80,000,000 cast-iron pistons in the last 20 years. A Chevrolet owner is assured of pistons that maintain peak performance and promote economy because they hold their close fit within the cylinders for extraordinarily long mileage.

SPECIAL FOUR-WAY LUBRICATION—

Chevrolet's lubrication system delivers oil to the bearings and operating contacts in direct accordance with their special needs:

- (1) *Direct pressure* to crankshaft main bearings and to camshaft bearings.
- (2) *Metered pressure* to the valve mechanism, the oil being led through a water-jacketed tube.
- (3) *Vapor spray* to cylinder walls.
- (4) *Pressure stream* to connecting rods.

FOUR-BEARING CRANKSHAFT—This is a 68-pound drop-forged heat-treated unit, rigidly supported on four large bearings. A rubber-mounted harmonic balancer is attached at the forward end.



CAMSHAFT

Four large bearings and low-lift cams provide unusually smooth operation.

A Comfortable DRIVER IS AN EFFICIENT OPERATOR



He gets maximum comfort and protection IN CHEVROLET'S DE LUXE ALL-STEEL CAB

Chevrolet's all-steel truck cab has a high reputation among operators and drivers everywhere because of its solid comfort, its convenience and its unusual roominess. Its extra length gives added leg room and permits the seat back to be sloped at an easy-riding angle. The cab is steel throughout, thoroughly insulated, and smoothly finished inside for good appearance and easy cleaning. Adjustable windshield, windows with crank controls, and screened cowl ventilator provide for full control of ventilation. A steel channel frames the window glass to prevent breakage.

TWO SEAT CUSHIONS

The standard cushion (below, left) is supported by resilient springs firmly linked together by small coils, covered with thick upholstery padding and high-grade artificial

leather. Optional at extra cost is genuine hand-buffed leather, over special padding and springing (below, right) for extra comfort and durability.

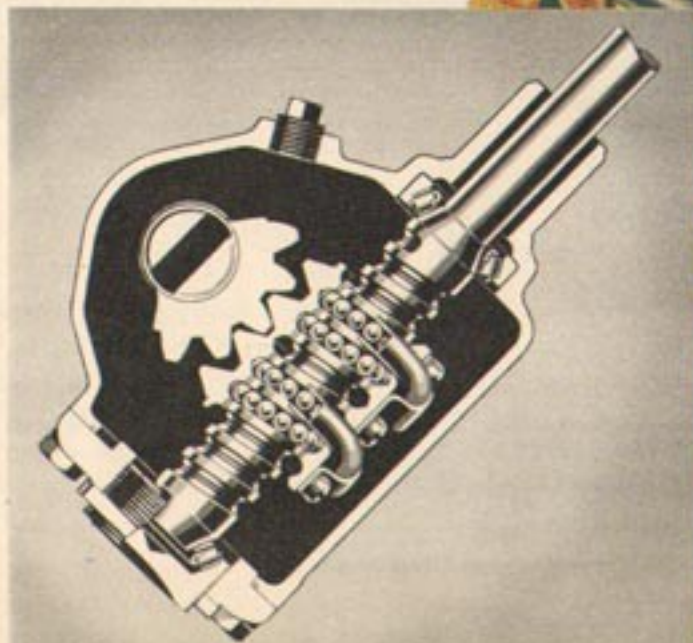


*Truck
Buyers
Say-*

**YOU CAN'T BEGIN TO APPRECIATE
THE HANDLING EASE AND COM-
FORT OF THE 1942 CHEVROLET
TRUCK UNTIL YOU TAKE THE
WHEEL AND DRIVE IT YOURSELF**

**RECIRCULATING
BALL-BEARING
STEERING GEAR
REDUCES EFFORT**

Chevrolet's advanced, ball-bearing worm-and-nut steering gives remarkable ease of handling and long, trouble-free life.



**THE
WORLD'S LARGEST
EXCLUSIVE
COMMERCIAL
BODY PLANT**



BUILDS CHEVROLET
Unit-designed
TRUCK BODIES

The same engineering staff whose outstanding skill has made Chevrolet the world's leading truck, designs Chevrolet truck bodies of equal quality and value. These *engineered* bodies are built at the Chevrolet commercial body plant in Indianapolis, under an advanced system of manufacture that assures quality results with quantity-production efficiency. This Chevrolet system—called *unit-design*—brings to truck body building the same precision of manufacture, and the same uniformity of results, as are obtained in the manufacture of Chevrolet truck chassis.

UNIT-DESIGN PANEL BODIES

From floor to roof, your fragile merchandise is protected against moisture, dirt, damage

Chevrolet Panel bodies are designed to provide all the protection that a truck user demands. Complete sealing against moisture and dirt is assured by the Chevrolet method of constructing roof, floor, side panels and doors, of welded assemblies, which are then joined solidly together by lock bolts. Door openings are protected by heavy rubber weather-stripping that forms an impervious seal.



FLOOR

The Chevrolet truck body floor is a rigid unit in itself. Steel skid strips tie down the boards and seal the joints between them.

DOORS

Doors are built up of inner and outer stampings securely clinched and welded together. Doors are hung on long-lived heavy duty hinges.



SIDE PANELS

The body is firm and rigid, because of its heavy construction and the secure attachment of side panels to floor. The side panels are formed of inner and outer stampings, fitted snugly together (with insulation between) and welded.



6-WAY BRACE

Side panels, rear door pillars and floor cross-sills are tied firmly together by this heavy steel form.



AUTOMATIC DOOR-STOP

This fully enclosed stop prevents the door from swinging out into the path of traffic.



ROOF

The roof is pressed from a single piece of steel, insulated with an asphalt felt pad.

FORM-FITTING SEAT

The heavily-padded seat cushion and back, supported in an all-steel frame, are thickly padded with durable material covering the inner coil springs.



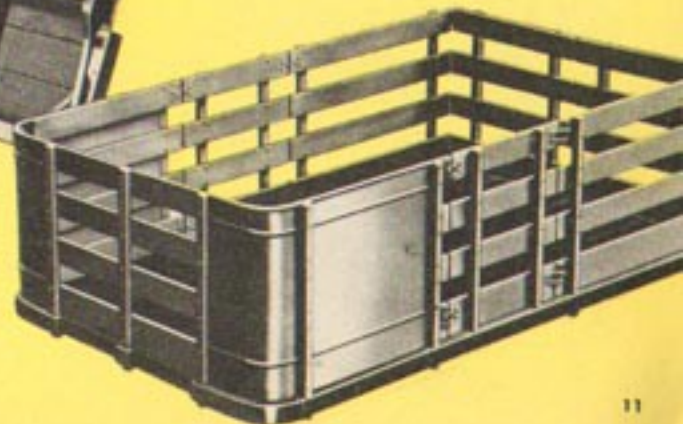
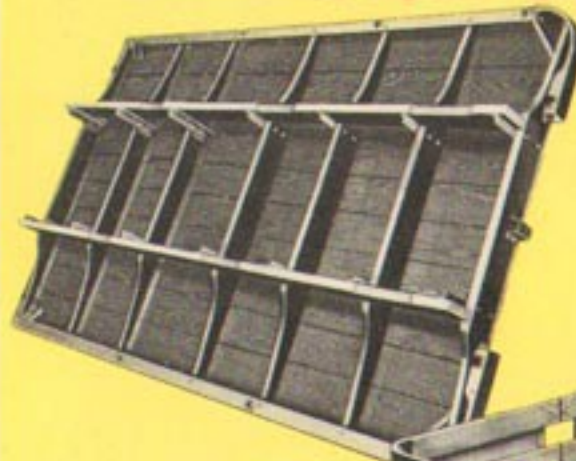
UNIT-DESIGN PICK-UP BODIES

Floors of Chevrolet Pick-up bodies are provided with extra support to withstand the severe use to which this type of body is subjected. Heavy-gauge steel is used in the side panels and flare-boards. Pick-up end-gates are built to outlast the truck. Even the lightest of Chevrolet tail-gates will bear a 200-pound man standing on one unsupported corner, and not spring out of shape.

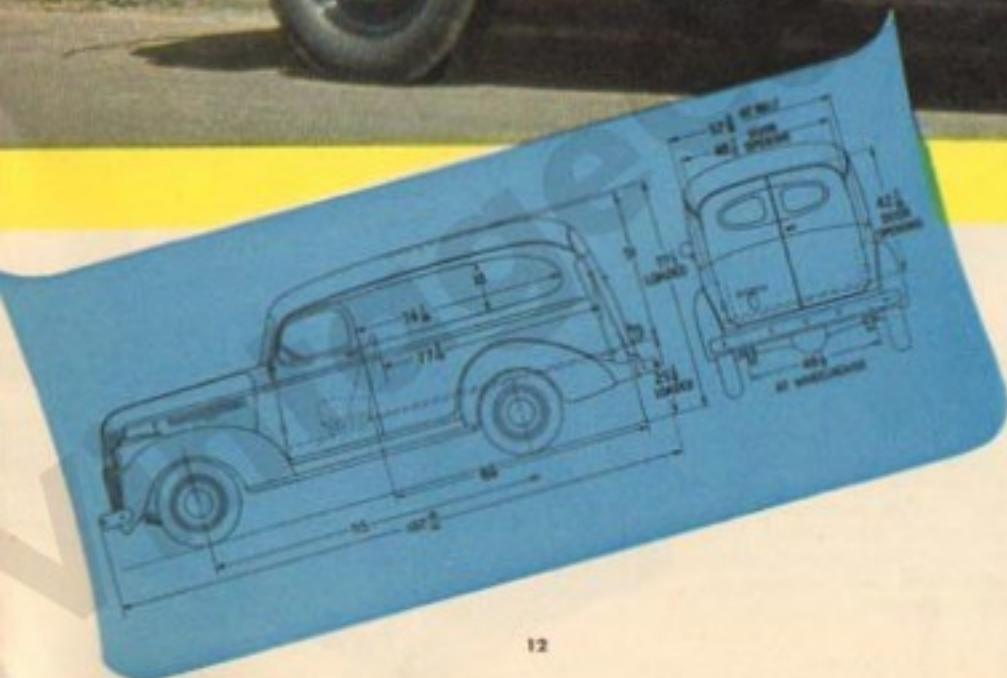


UNIT-DESIGN STAKE BODIES

Chevrolet engineering has developed a Stake body platform of outstanding design. The floor and its supports form a unit of tremendous strength.



The body shown here is typical of Chevrolet Stake construction. Note the arched rub-rail, the rounded front corners and the steel front corner panel (advertising panel optional at additional cost).



LIGHT DELIVERY PANEL . . . 115-inch Wheelbase

An ideal unit for the many types of business requiring speedy and efficient delivery service of numerous small packages of light merchandise. . . . Continuous sign panel devised for maximum advertising display. . . . Roof and sides insulated. . . . Seat adjustable over range of three inches. . . . Wood floor with steel skid strips. . . . Dome light in load compartment.

STANDARD EQUIPMENT

Shock absorbers: Single-acting, front and rear. Engine: 90 h.p., 174 ft.-lb. torque. Transmission: Three speeds. Clutch: 9 $\frac{1}{2}$ " diameter. Driver's seat: Single, bucket. Tires: 6.00-16, 4-ply; spare tire.

OPTIONAL EQUIPMENT

Shock absorbers: Double-acting, front and rear. Engine: Economy, 53 h.p., 142 ft.-lb. torque. Transmission: Four speeds. Clutch: 10 $\frac{1}{4}$ " diameter, heavy duty. Seat: Right-hand, bucket. Tires: Various options available.



DUBL-DUTI PACKAGE DELIVERY... 115-inch Wheelbase

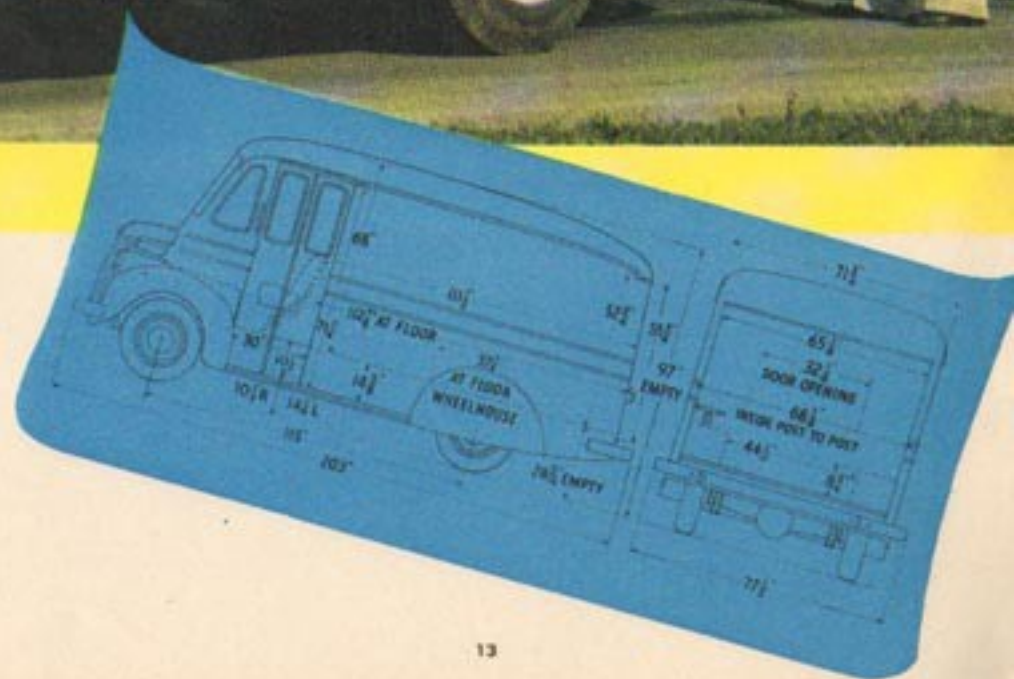
Two features give extraordinary efficiency—the large capacity, for bulky merchandise, and the extra head room and easy entrance and exit that facilitate the work of the driver in loading and unloading. Even large packages may be readily handled through the front doors. A wide choice of rear-end styles makes the Dubl-Duti adaptable to many uses.

STANDARD EQUIPMENT

Shock absorbers: Single-acting, front and rear. Engine: 90 h.p., 174 ft.-lb. torque. Transmission: Three speeds, Synchro-Mesh. Clutch: 9 $\frac{3}{4}$ " diameter. Tires: 6.00-16, 6-ply; spare tire not included.

OPTIONAL EQUIPMENT

Shock absorbers: Double-acting, front and rear. Transmission: Four speeds. Clutch: 10 $\frac{3}{4}$ " diameter, heavy duty. Tires: Various options available.





LIGHT DELIVERY PICK-UP... 115-inch Wheelbase

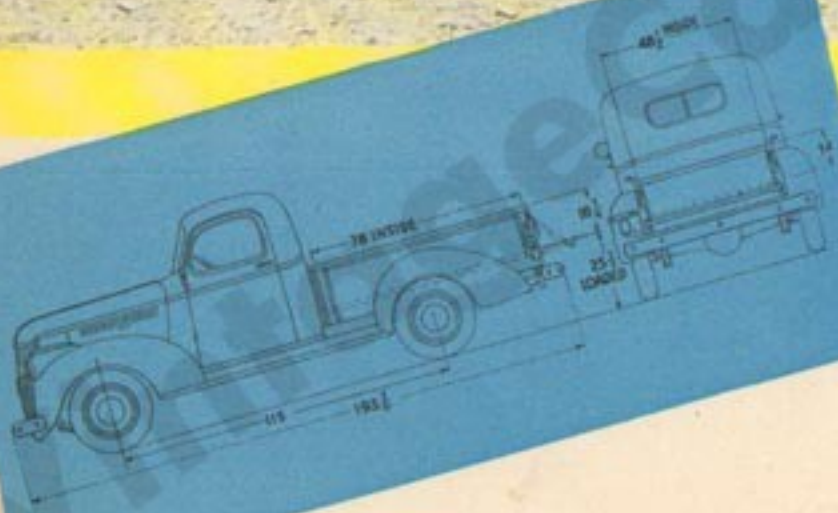
With its generous load space, this speedy and sturdy model meets the needs of truck users requiring fast delivery and economy in handling the load. . . . Standard Chevrolet all-steel cab. . . . All-steel body structure, with wood plank floor and steel skid strips. . . . All body metal treated to prevent rust. . . . Unobstructed load floor. . . . Reinforced end-gate with anti-rattle fastening.

STANDARD EQUIPMENT

Shock absorbers: Single-acting, front and rear.
 Engine: 90 h.p., 174 ft.-lb. torque. Transmission:
 Three speeds, Syncro-Mesh. Clutch: 9 $\frac{1}{4}$ " diam-
 eter. Seat: Full-width. Tires: 6.00-16, 4-ply;
 spare tire.

OPTIONAL EQUIPMENT

Shock absorbers: Double-acting, front and rear.
 Engine: Economy, 53 h.p., 142 ft.-lb. torque.
 Transmission: Four speeds. Clutch: 10 $\frac{3}{4}$ " diam-
 eter, heavy duty. Seat: Genuine leather. Tires:
 Various options available.





LIGHT DELIVERY CANOPY EXPRESS... 115-inch Wheelbase

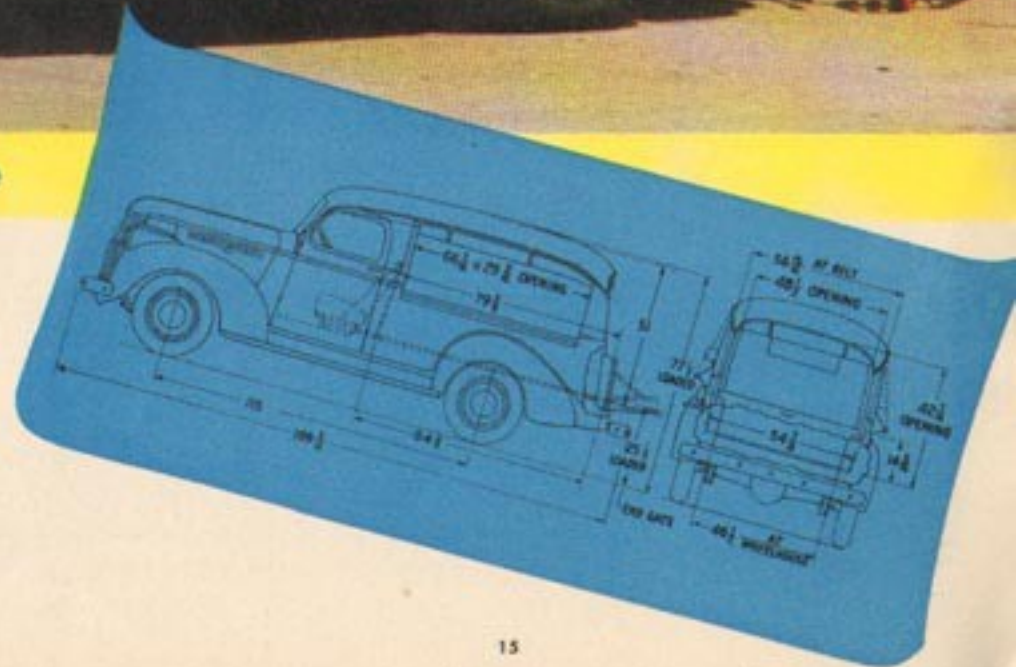
The Canopy Express combines the easy loading of the Pick-up and the weather protection of the Panel body. . . . All-steel body structure. . . . Wood floor with steel skid strips. . . . Waterproof side and rear curtains (heavy mesh wire screens at slight extra cost). . . . Easy-action slam-type tail-gate, heavily reinforced, with automatic fastening.

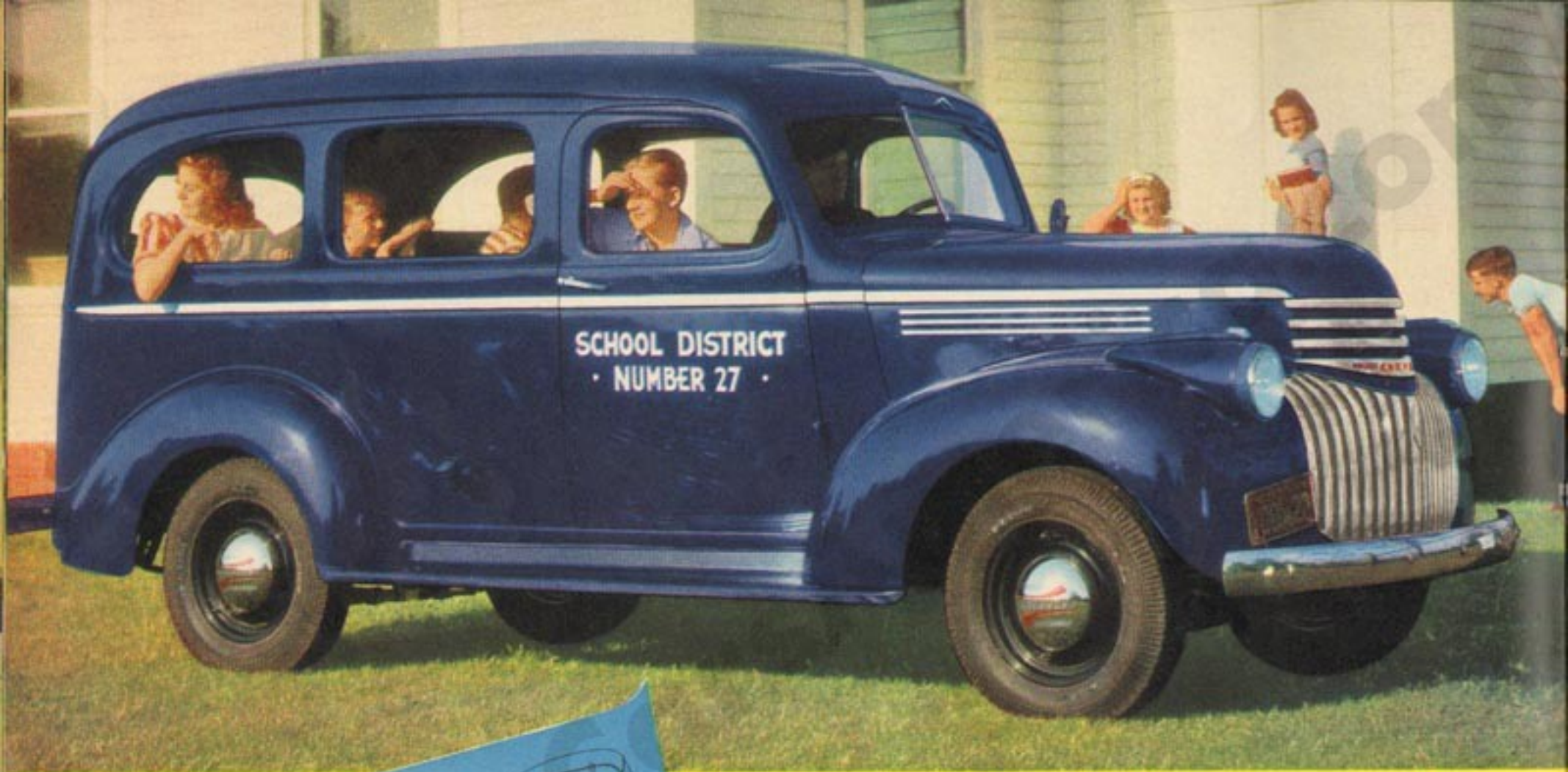
STANDARD EQUIPMENT

Shock absorbers: Single-acting, front and rear.
 Engine: 90 h.p., 174 ft.-lb. torque. Transmission: Three speeds, Syncro-Mesh. Clutch: 9 $\frac{1}{2}$ " diameter. Seat: Single, bucket. Tires: 6:00-16, 4-ply; spare tire.

OPTIONAL EQUIPMENT

Shock absorbers: Double-acting, front and rear.
 Engine: Economy, 53 h.p., 142 ft.-lb. torque. Transmission: Four speeds. Clutch: 10 $\frac{1}{4}$ " diameter, heavy duty. Seat: Right-hand, bucket. Tires: Various options available.





CARRYALL SUBURBAN . . . 115-inch Wheelbase

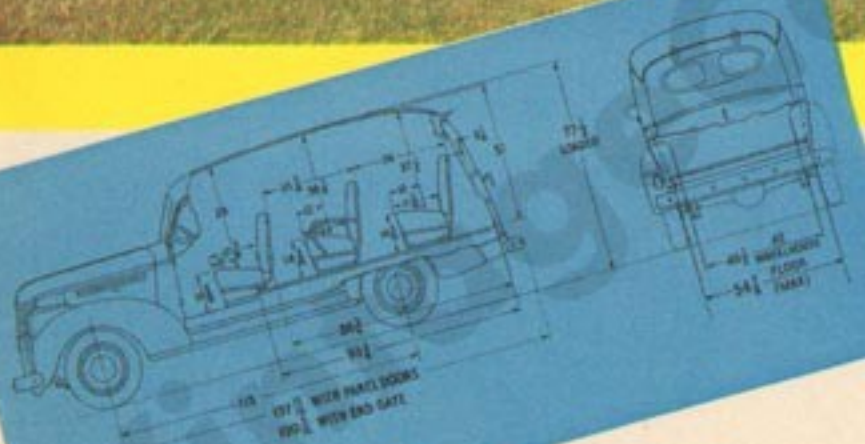
A handsome, eight-passenger vehicle, easily converted for transporting a wide variety of loads. . . . Quick-action seat fasteners facilitate change-over. . . . Specially designed for full comfort as a passenger vehicle, with large tires, ride stabilizer and shock absorbers. . . . Rear closure with upper door and tail-gate, or panel doors.

STANDARD EQUIPMENT

Shock absorbers: Single-acting, front and rear.
 Engine: 90 h.p., 174 ft.-lb. torque. Transmission:
 Three speeds, Syncro-Mesh. Clutch: 9 $\frac{1}{2}$ " diam-
 eter. Tires: 6.00-16, 4-ply; spare tire.

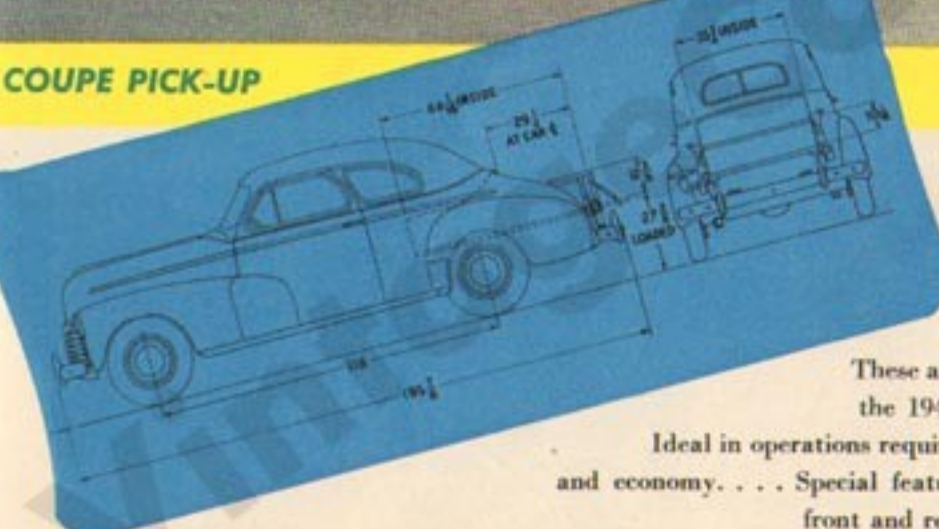
OPTIONAL EQUIPMENT

Shock absorbers: Double-acting, front and rear.
 Engine: Economy, 53 h.p., 142 ft.-lb. torque.
 Transmission: Four speeds. Clutch: 10 $\frac{1}{4}$ " diam-
 eter, heavy duty. Tires: Various options available.

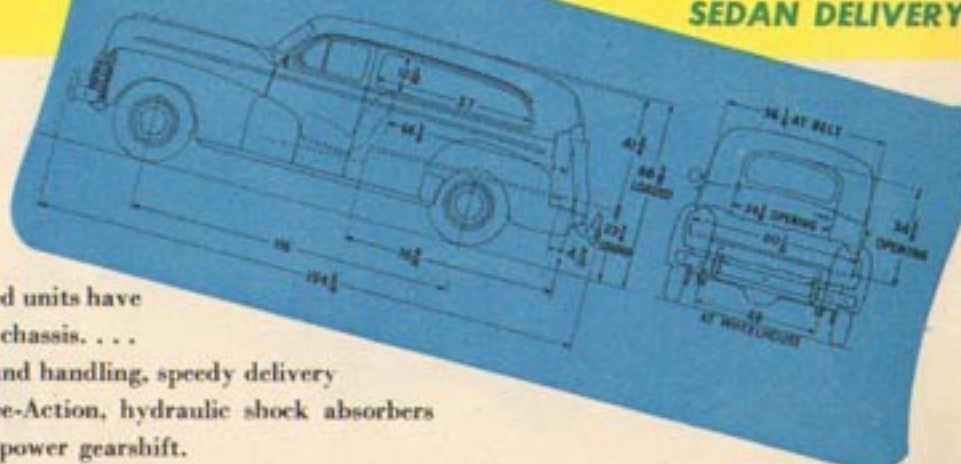




COUPE PICK-UP



SEDAN DELIVERY



These all-steel streamlined units have the 1942 passenger car chassis. . . . Ideal in operations requiring easy riding and handling, speedy delivery and economy. . . . Special features include Knee-Action, hydraulic shock absorbers front and rear, and vacuum-power gearshift.

**THERE IS A CHEVROLET CHASSIS
TO SUIT YOUR HAULING NEEDS**

Light Delivery Chassis

115-INCH WHEELBASE



FLAT-FACE COWL



**COWL
WITH WINDSHIELD**



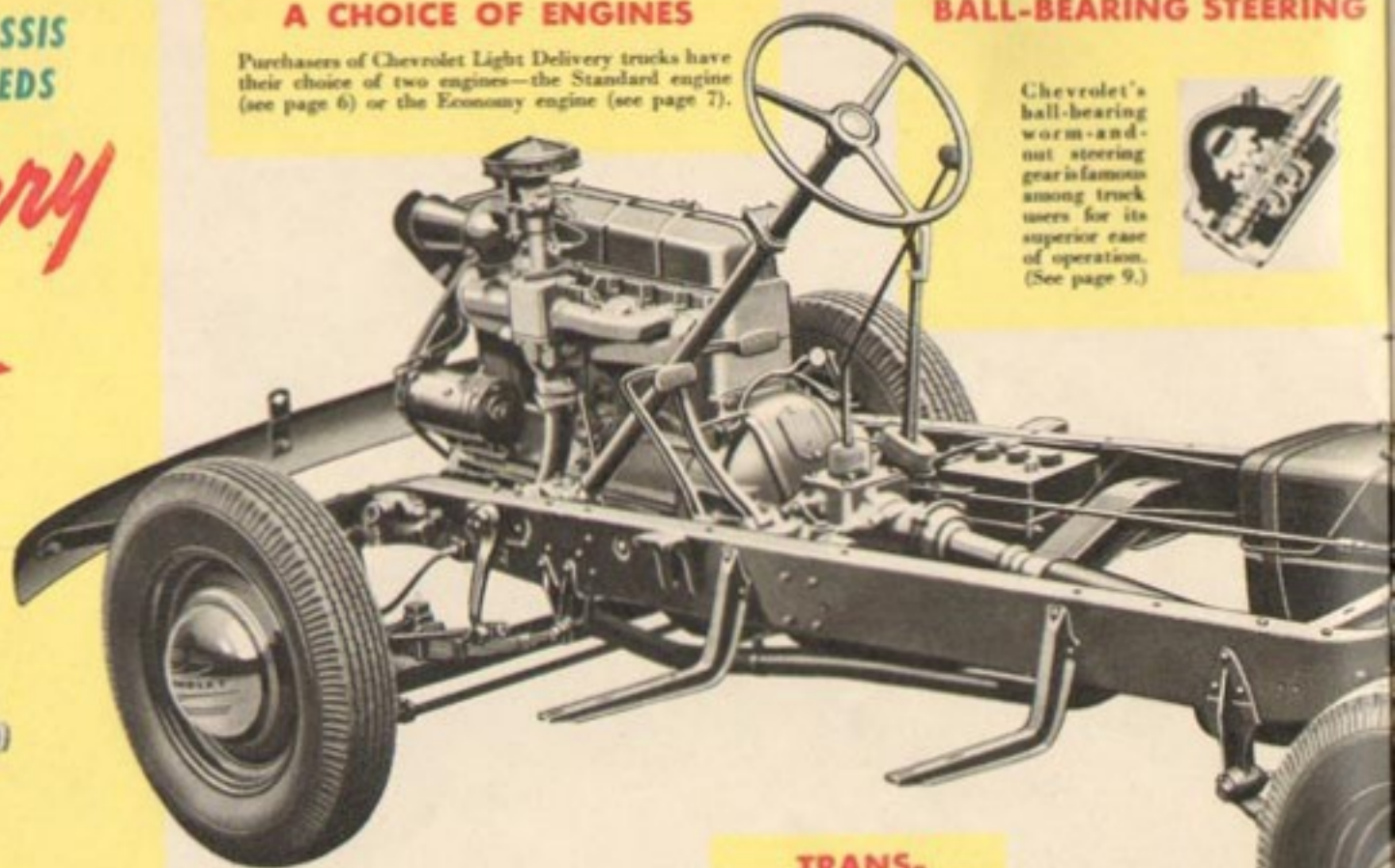
CHASSIS AND CAB

A CHOICE OF ENGINES

Purchasers of Chevrolet Light Delivery trucks have their choice of two engines—the Standard engine (see page 6) or the Economy engine (see page 7).

BALL-BEARING STEERING

Chevrolet's ball-bearing worm-and-nut steering gear is famous among truck users for its superior ease of operation. (See page 9.)



FRONT TIRES

Standard are 6.00-16, 4-ply.

FRONT SPRINGS



A soft ride is provided by long springs and shock absorbers.

TRANSMISSIONS



3-Speed

Easy shifting and silent operation in all speeds are assured by the time-tried Syncro-Mesh transmission.

4-Speed

Where an extra range of ratios is required, the heavy duty four-speed transmission may be had, at additional cost.



CLUTCH

In the Chevrolet diaphragm-spring clutch, a single disc spring is used instead of numerous separate coil springs. Advantages are unusually light pedal pressure, longer clutch-facing life and quieter operation in high gear under heavy loads.



FRONT AXLE

The drop-forged heat-treated front axle, modified I-beam section, is of high capacity.

STABILIZED FRONT END



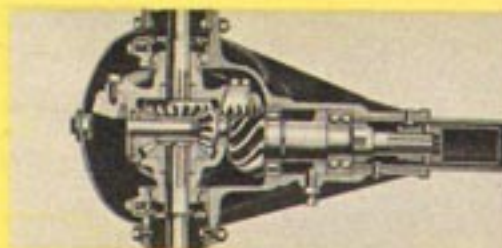
A sturdy frame of structural steel units, mounted in rubber on the front cross-member, forms a solid support and prolongs the life of the front-end units and sheet metal.

HYDRAULIC BRAKES



To the well-known advantages of hydraulic brake operation, Chevrolet adds the advantage of its exclusive brake mechanism at the wheels. Brake linings wear down slowly and evenly. Adjustment is simple and quick.

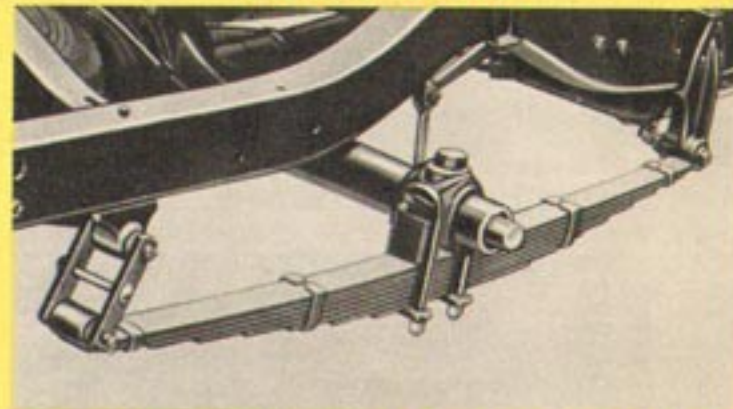
HYPOID REAR AXLE



Five times as strong where strength is important

The axle throughout is exclusively for commercial vehicle use. The hypoid ring gear and pinion, because of their heavier construction and greatly increased tooth contact, are five times as strong as the spiral bevel gear drive formerly used.

REAR SPRINGS



Rear springs are hung at the rear on threaded shackles, which provide more bearing area and better lubrication, and permit less sidesway, than conventional shackles.

MONORAIL TIRE CARRIER

The spare wheel is mounted in a special carrier designed to provide the utmost ease of handling.



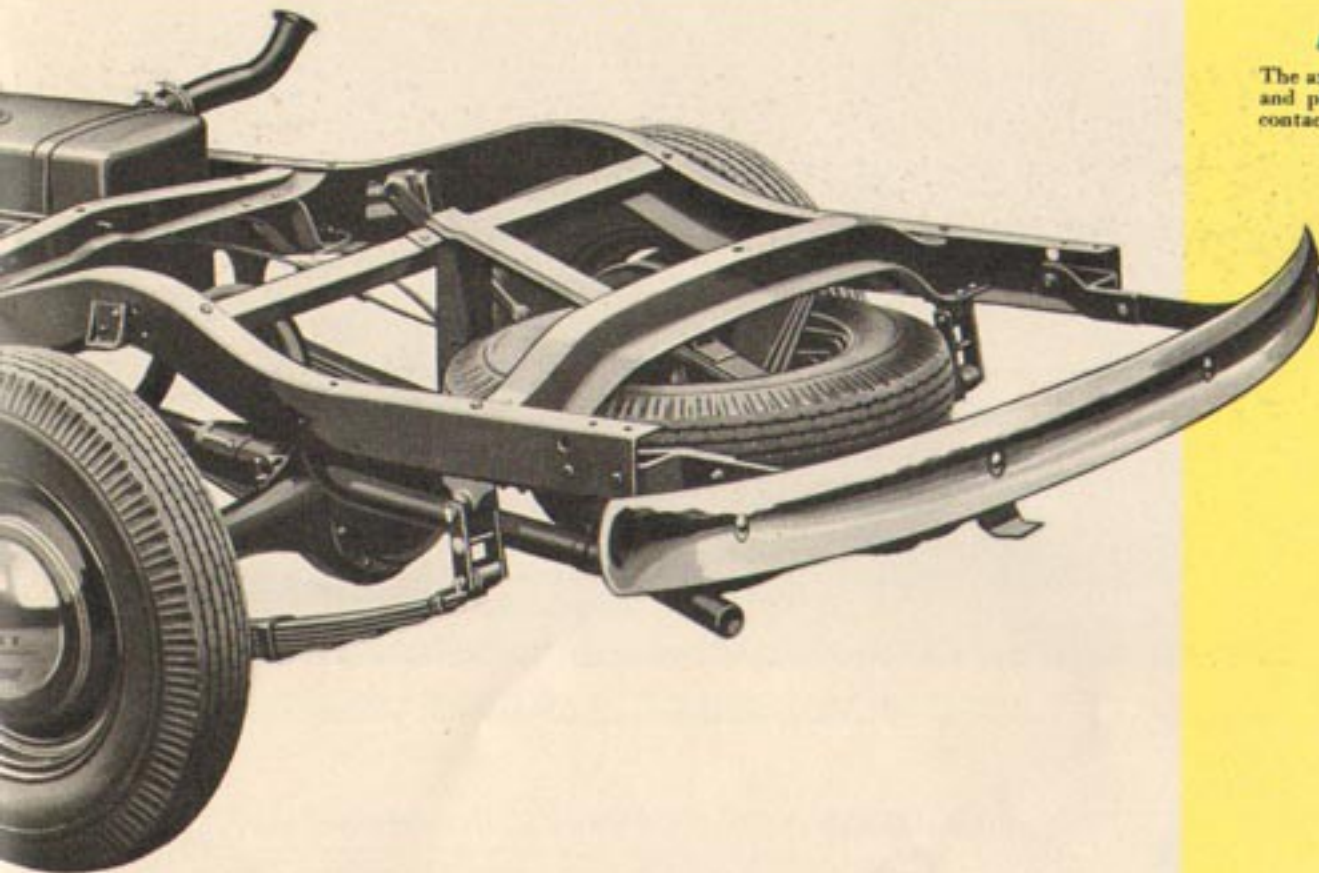
REAR TIRES

Standard rear tires are 6.00-16, 4-ply. A wide variety of tire options is offered at extra cost.



FRAME

Chevrolet uses a true truck frame, providing full-length support for the body.





¾-TON PANEL . . . 125¼-inch Wheelbase

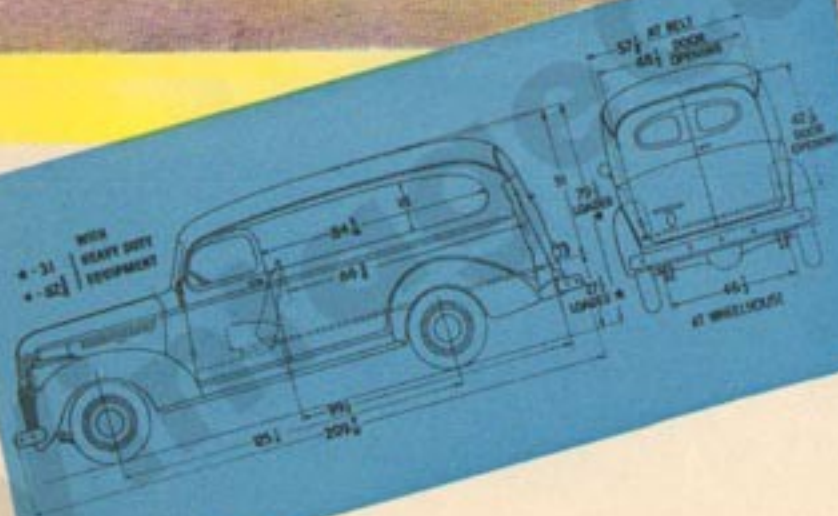
Distinctive styling with unusual spaciousness. . . . Continuous sign panel. . . . Insulated roof and side panels. . . . Seat adjustable over range of three inches. . . . Steel skid strips protect wood floor. . . . Dome light in load compartment. . . . (This body type is also obtainable on the ¾-Ton chassis with heavy duty equipment—heavier wheels, and larger tires, wheels and brakes.)

STANDARD EQUIPMENT

Shock absorbers: Single-acting, front and rear. Engine: 90 h.p., 174 ft.-lb. torque. Transmission: Three speeds, Syncro-Mesh. Radiator: 14-quart capacity. Seat: Single, bucket. Tires: 15" (7.50-15), 6-ply.

OPTIONAL EQUIPMENT

Shock absorbers: Double-acting, front and rear. Engine: Economy, 53 h.p., 142 ft.-lb. torque. Transmission: Four speeds. Radiator: Heavy duty, 16-quart capacity. Seat: Right-hand, passenger. Tires: Various options available.





¾-TON SPECIAL PANEL . . . 134½-inch Wheelbase

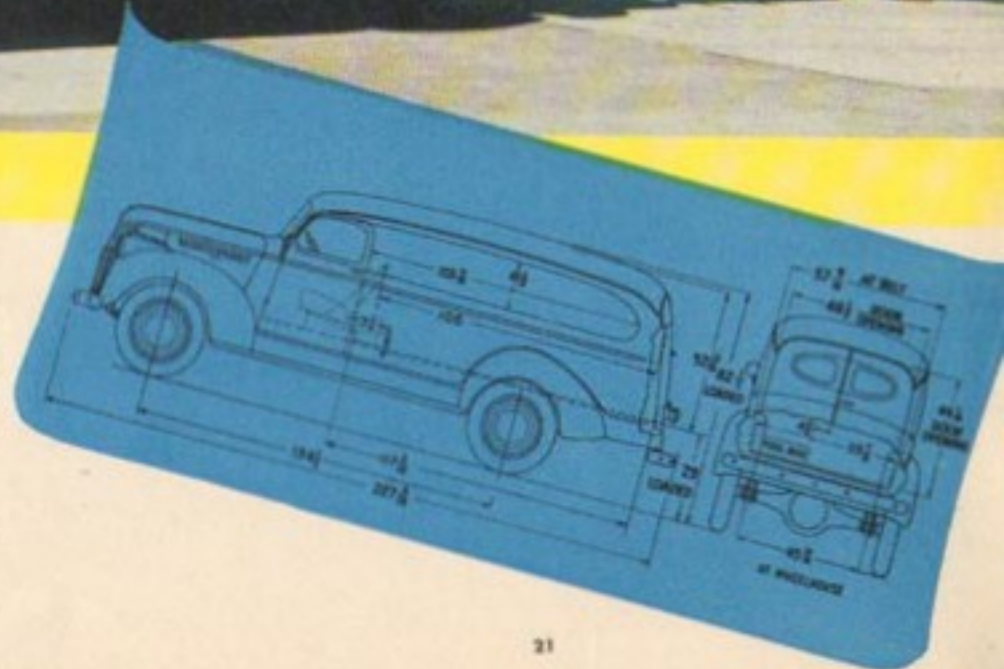
This handsome unit is designed to provide the user with extra cubic-foot load capacity and to operate at virtually no increase in cost over that of the standard 125¼-inch-wheelbase ¾-Ton model. . . . It is regularly equipped with the heavy duty four-speed transmission, special rear springs and larger rear brake drums than the standard model.

STANDARD EQUIPMENT

Shock absorbers: Single-acting, front only. Engine: 90 h.p., 174 ft.-lb. torque. Transmission: Four speeds. Radiator: 14-quart capacity. Seat: Single, bucket. Tires: 7.00-17, 6-ply.

OPTIONAL EQUIPMENT

Shock absorbers: Double-acting, front and rear. Engine: Economy, 53 h.p., 142 ft.-lb. torque. Radiator: Heavy duty, 16-quart capacity. Seat: Right-hand, passenger. Tires: Various options available.





3/4-TON PICK-UP... 125 1/4-inch Wheelbase

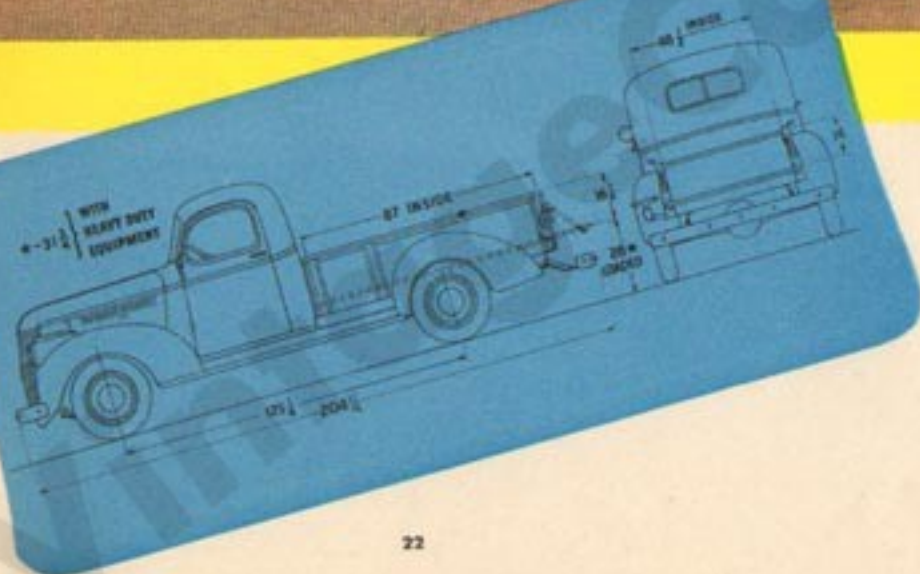
Standard Chevrolet streamlined all-steel cab. . . . Combines unusually large load space with speedy and economical operation. . . . Wide flare-boards reinforced with rigid rolled edges. . . . Skid strips in floor facilitate loading and prolong life of body. . . . Heavy, reinforced tail-gate. . . . (This body type is also furnished as 3/4-Ton with heavy duty equipment.)

STANDARD EQUIPMENT

Shock absorbers: Single-acting, front and rear.
 Engine: 90 h.p., 174 ft.-lb. torque. Transmission:
 Three speeds, Syncro-Mesh. Radiator: 14-quart
 capacity. Seat: Full-width. Tires: 15" (7.50-15),
 6-ply.

OPTIONAL EQUIPMENT

Shock absorbers: Double-acting, front and rear.
 Engine: Economy, 53 h.p., 142 ft.-lb. torque.
 Transmission: Four speeds. Radiator: Heavy
 duty, 16-quart capacity. Seat: Genuine leather.
 Tires: Various options available.





¾-TON STAKE . . . 125¼-inch Wheelbase

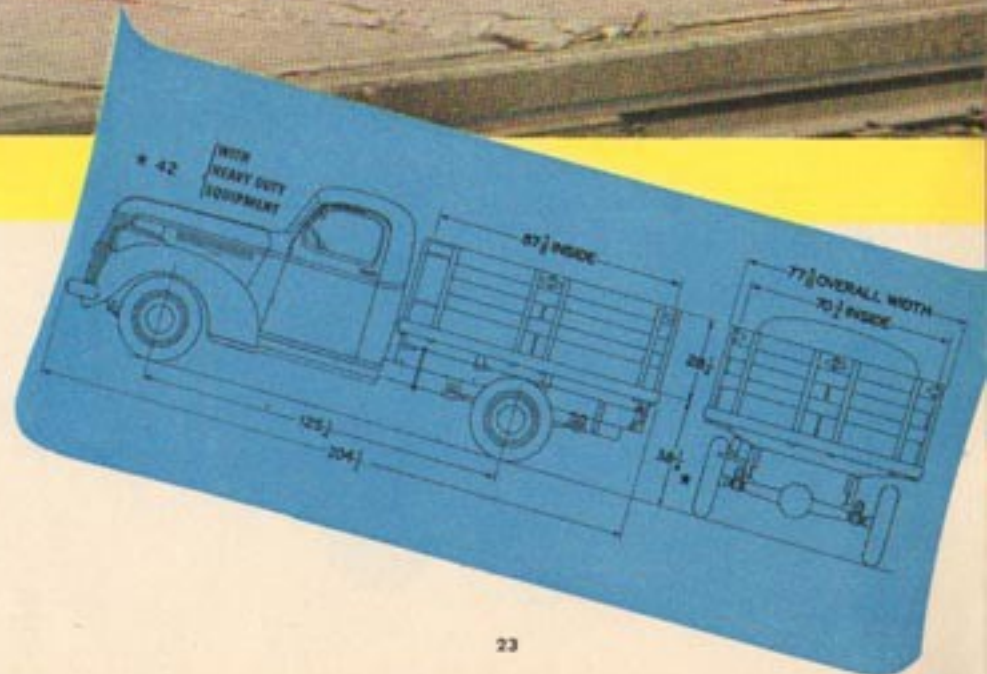
Large loading platform adapted for hauling merchandise that bulks large for its weight. . . Easily loaded from rear or either side. . . Removable interlocking stake sides supported securely in reinforced steel pockets, protected by rub-rail. . . Slats fastened to stakes with flush bolts. . . (This body type is also furnished as ¾-Ton with heavy duty equipment.)

STANDARD EQUIPMENT

Shock absorbers: Single-acting, front and rear. Engine: 90 h.p., 174 ft.-lb. torque. Transmission: Three speeds, Synco-Mesh. Radiator: 14-quart capacity. Seat: Full-width. Tires: 15" (7.50-15), 6-ply.

OPTIONAL EQUIPMENT

Shock absorbers: Double-acting, front and rear. Engine: Economy, 53 h.p., 142 ft.-lb. torque. Transmission: Four speeds. Radiator: Heavy duty, 16-quart capacity. Seat: Genuine leather. Tires: Various options available.



**THERE IS A CHEVROLET CHASSIS
TO SUIT YOUR HAULING NEEDS**

3/4 Ton Chassis

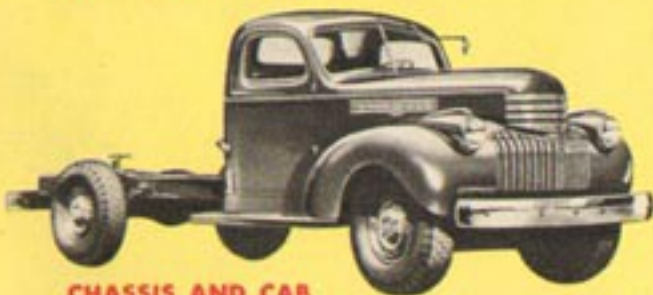
125 1/4- or 134 1/2-INCH WHEELBASE



FLAT-FACE COWL



**COWL
WITH WINDSHIELD**



CHASSIS AND CAB

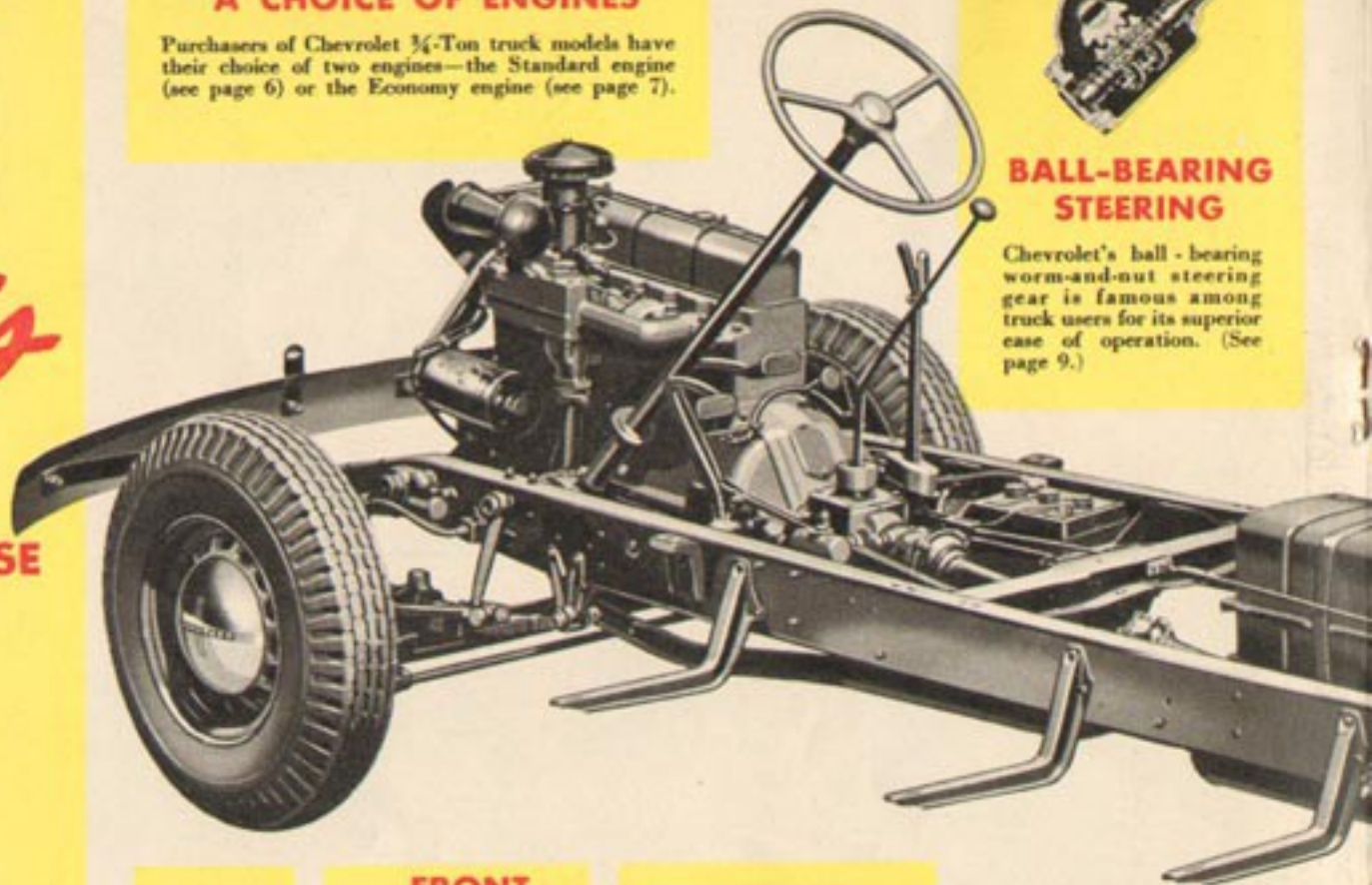
A CHOICE OF ENGINES

Purchasers of Chevrolet 3/4-Ton truck models have their choice of two engines—the Standard engine (see page 6) or the Economy engine (see page 7).



BALL-BEARING STEERING

Chevrolet's ball-bearing worm-and-nut steering gear is famous among truck users for its superior ease of operation. (See page 9.)



FRONT TIRES

Standard are 7.50-15, 6-ply.

FRONT SPRINGS



A soft ride is provided by long springs and shock absorbers.

TRANS- MISSIONS



3-Speed

Easy shifting and silent operation in all speeds are assured by the time-tried Syncro-Mesh transmission.

4-Speed

Where an extra range of ratios is required, the heavy duty four-speed transmission may be had, at additional cost.



CLUTCH

In the Chevrolet diaphragm-spring clutch, a single disc spring is used instead of numerous separate coil springs. Advantages are unusually light pedal pressure, longer clutch-facing life and quieter operation in high gear under heavy loads.

FRONT AXLE



The drop-forged heat-treated front axle, modified I-beam section, is of high capacity. The large-diameter king pin and heavy steering knuckle have a special ball thrust bearing.

STABILIZED FRONT END



A sturdy frame of structural steel units, mounted in rubber on the front cross-member, forms a solid support and prolongs the life of the front-end units and sheet metal.

HYDRAULIC BRAKES



To the well-known advantages of hydraulic brake operation, Chevrolet adds the advantage of its exclusive brake mechanism at the wheels. Brake linings wear down slowly and evenly. Adjustment is simple and quick.

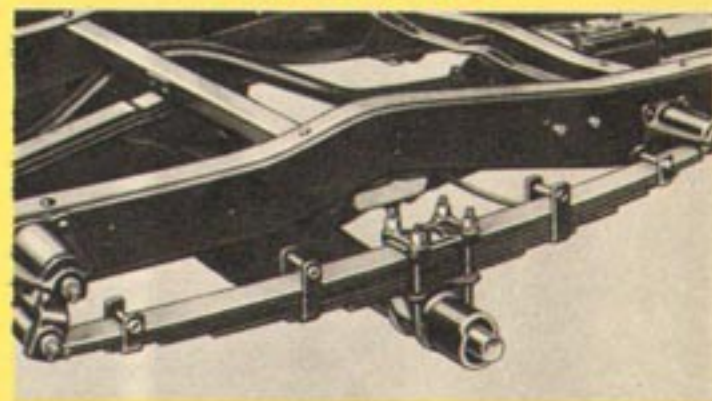
HYPOID REAR AXLE



Five times as strong where strength is important!

The axle throughout is designed for commercial vehicle use. The hypoid ring gear and pinion, because of their heavier construction and greatly increased tooth contact, are five times as strong as the spiral bevel gear drive formerly used.

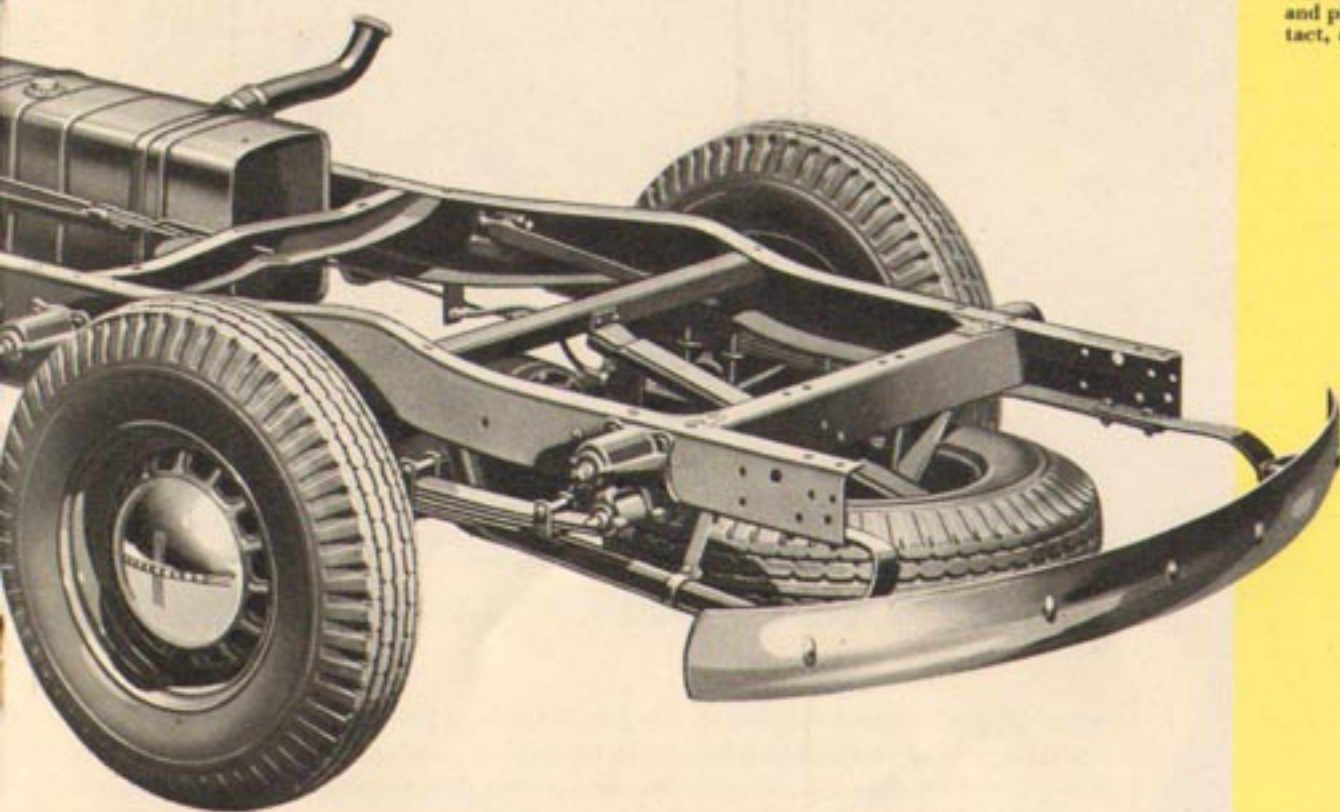
REAR SPRINGS



Rear springs are hung at the rear on clevis-type shackles, working on large-diameter bushings. Springs are of the two-stage type, for ease of riding and superior control.

MONORAIL TIRE CARRIER

The spare wheel is mounted in a special carrier designed to provide the utmost ease of handling.



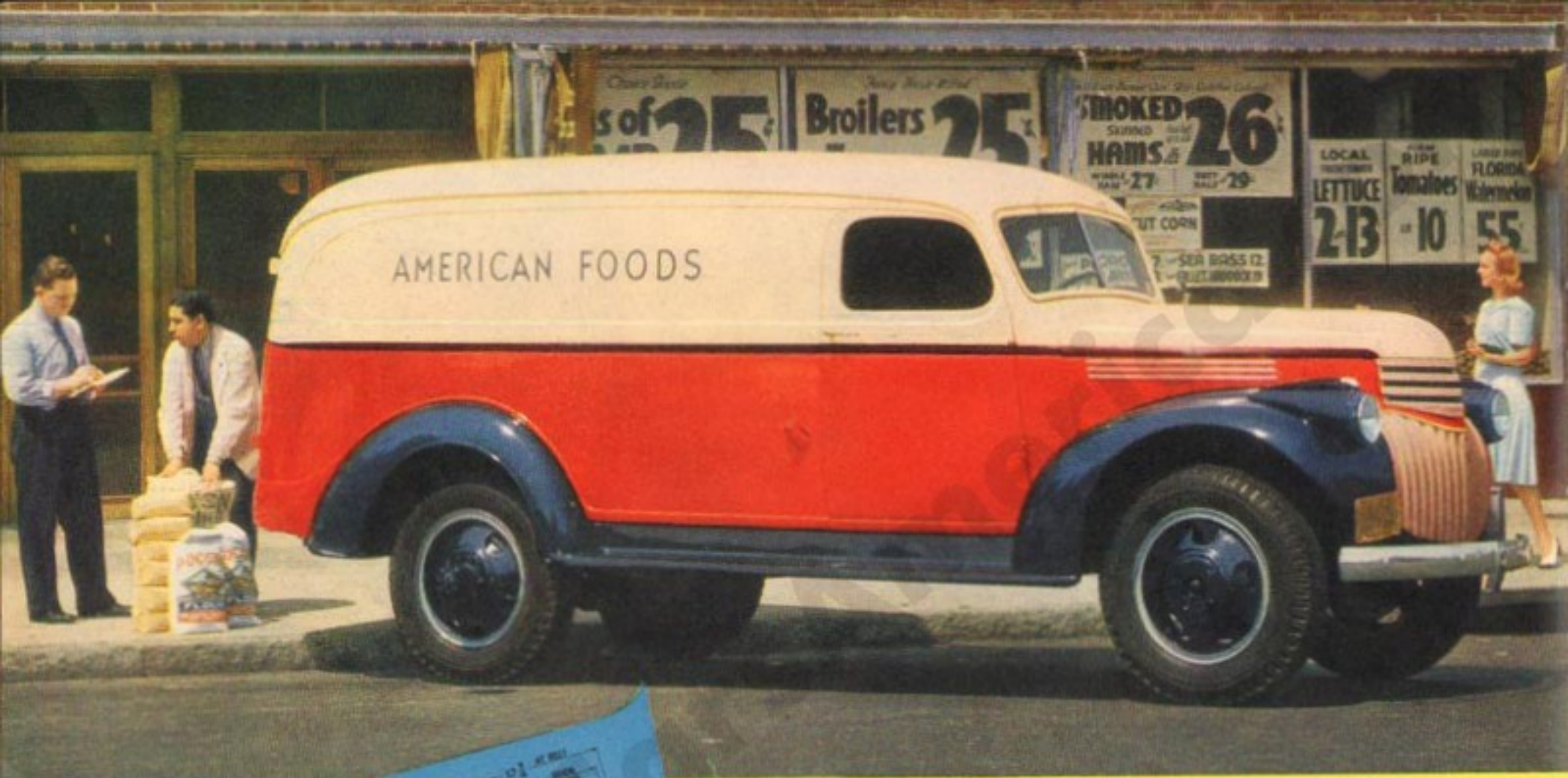
REAR TIRES

Standard rear tires are 7.50-15, 6-ply. A variety of tire options is offered at extra cost.



FRAME

Chevrolet uses a true truck frame, providing full-length support for the body.



HEAVY DUTY PANEL . . . 134½-inch Wheelbase

All-steel body, one-piece steel roof. . . Full-length sign panel. . . Roof and side panels insulated. . . Seat adjustable over range of 4½ inches. . . Extra-wide door opening. . . Automatic door-stops. . . Weather-seal surrounding door opening. . . Wood floor, with steel skid strips. . . Dome light in load compartment.

STANDARD EQUIPMENT

Rear axle: 6.17 to 1 ratio. Rear springs: Eight leaves, double-acting. Engine: 90 h.p., 174 ft.-lb. torque. Radiator: 14-quart capacity. Propeller shaft: Open. Seat: Single, bucket. Tires: Front, 6.00-20, 6-ply; rear, 6.50-20 (32 x 6), 8-ply.

OPTIONAL EQUIPMENT

Front axle: Extra-capacity rating. Rear axle: 5.43 to 1 ratio. Rear springs: Ten leaves (with dual tires). Engine: "Load-Master," 93 h.p., 192 ft.-lb. torque. Radiator: 16-quart capacity. Propeller shaft: Guard equipment. Seat: Right-hand, bucket. Tires: Various options available.



HEAVY DUTY CANOPY EXPRESS . . . 134½-inch Wheelbase

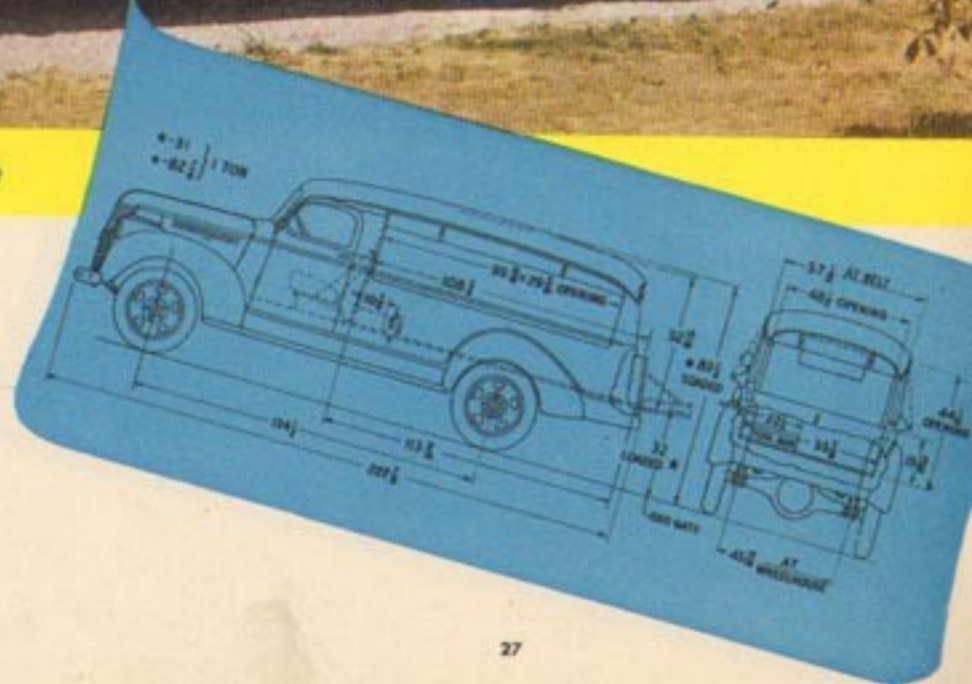
All-steel body, one-piece roof. . . . Waterproof side and rear curtains. . . . Heavy mesh screens at slight extra cost. . . . Flare-boards with tubular edge reinforcement. . . . Floors of wood, steel skid strips. . . . Easy-action tail-gate, latches automatically.

STANDARD EQUIPMENT

Rear axle: 6.17 to 1 ratio. Rear springs: Ten leaves. Engine: 90 h.p., 174 ft.-lb. torque. Radiator: 14-quart capacity. Propeller shaft: Open. Seat: Single, bucket. Tires: Front, 6.00-20, 6-ply; rear, 6.50-20 (32 x 6), 8-ply.

OPTIONAL EQUIPMENT

Front axle: Extra-capacity rating. Rear axle: 5.43 to 1 ratio. Rear springs: Double-acting, or ten-leaves (with dual tires). Engine: "Load-Master," 93 h.p., 192 ft.-lb. torque. Radiator: 16-quart capacity. Propeller shaft: Guard equipment. Seat: Right-hand, bucket. Tires: Various options available.





HEAVY DUTY PICK-UP... 134½-inch Wheelbase

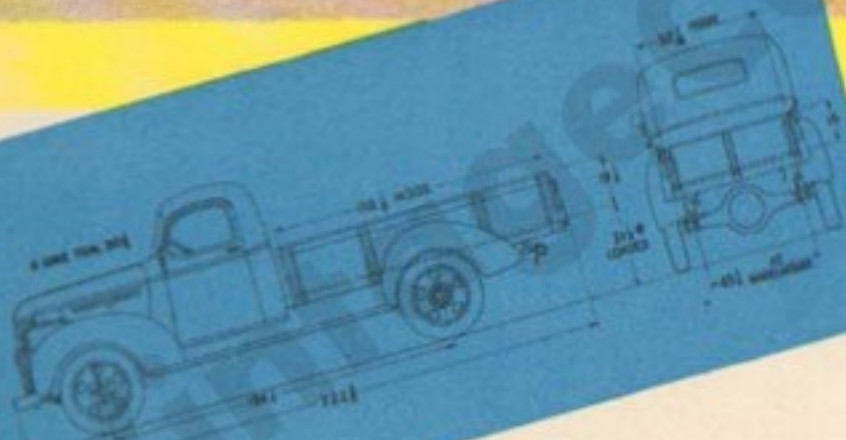
A massive unit of innumerable uses in operations requiring large capacity. . . . Long running boards promote ease of loading. . . . Good load distribution for heavy material. . . . Standard Chevrolet cab. . . . The edges of the wide flare-boards are formed in rigid triangular sections. . . . Skid strips in floor add to durability and loading ease.

STANDARD EQUIPMENT

Rear axle: 6.17 to 1 ratio. Rear springs: Ten leaves. Engine: 90 h.p., 174 ft.-lb. torque. Radiator: 14-quart capacity. Propeller shaft: Open. Seat: Full-width. Tires: Front, 6.00-20, 6-ply; rear, 6.50-20 (32x6), 8-ply.

OPTIONAL EQUIPMENT

Front axle: Extra-capacity rating. Rear axle: 5.43 to 1 ratio, or, with dual tires, special extra-capacity single-speed rear axle. Rear springs: Double-acting. Engine: "Load-Master," 93 h.p., 192 ft.-lb. torque. Radiator: 16-quart capacity. Propeller shaft: Guard equipment. Seat: Genuine leather. Tires: Various options available.





HEAVY DUTY STAKE... 134½-inch Wheelbase

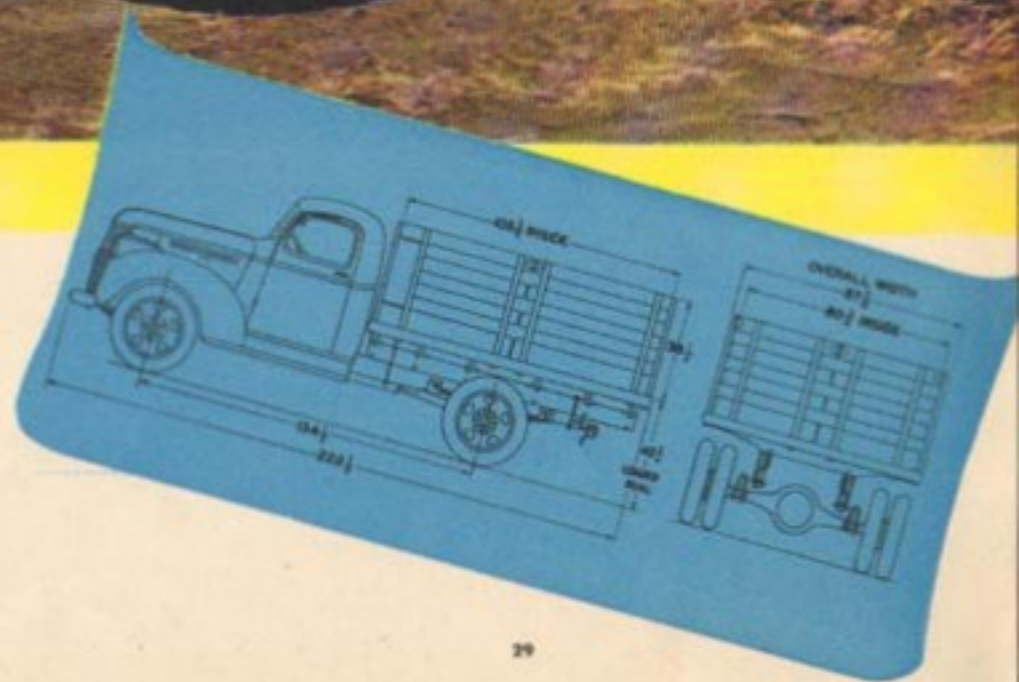
Perfectly adapted to hauling big and heavy loads. . . . Its superior load distribution makes it particularly suitable for transporting weighty merchandise with efficiency and safety. . . . The platform is a rigid, solid unit. . . . Expansion joints between boards prevent damage from swelling or shrinkage. . . . Steel skid strips prolong life of floor.

STANDARD EQUIPMENT

Rear axle: 6.17 to 1 ratio. Rear springs: Ten leaves. Engine: 90 h.p., 174 ft.-lb. torque. Radiator: 14-quart capacity. Propeller shaft: Open. Seat: Full-width. Tires: Front, 6.00-20, 6-ply; rear, 6.50-20 (32 x 6), 8-ply.

OPTIONAL EQUIPMENT

Front axle: Extra-capacity rating. Rear axle: 5.43 to 1 ratio, or, with dual tires, either two-speed rear axle, or special extra-capacity single-speed rear axle. Rear springs: Helper springs, or double-acting. Frame: Side-member plates. Engine: "Load-Master," 93 h.p., 192 ft.-lb. torque. Radiator: 16-quart capacity. Propeller shaft: Guard equipment. Seat: Genuine leather. Tires: Various options available.





HEAVY DUTY DE LUXE STAKE... 160-inch Wheelbase

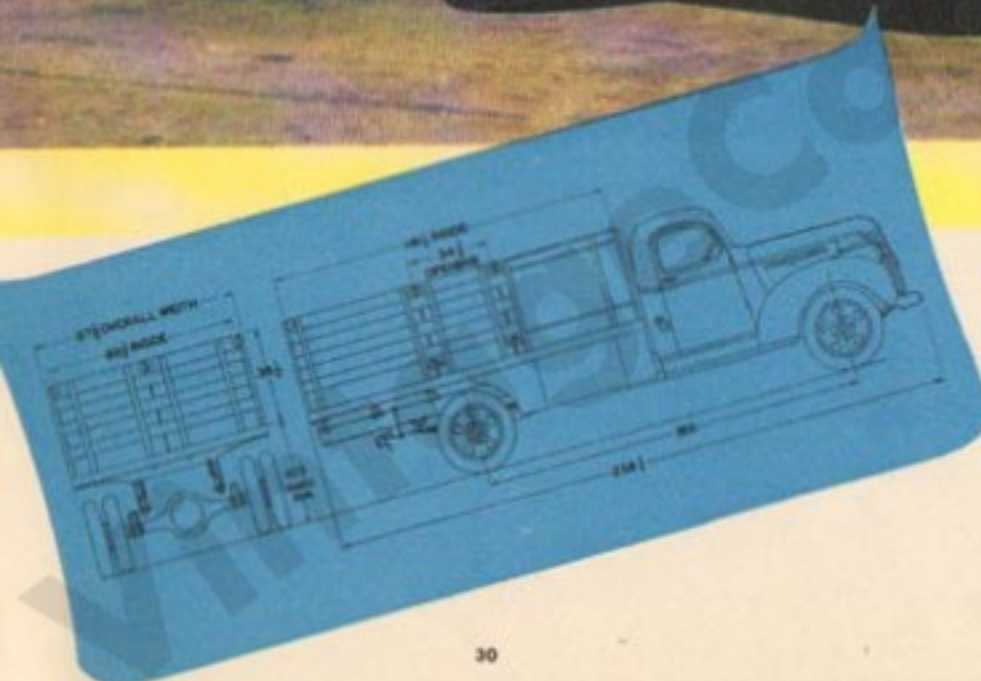
The body is of standard Chevrolet design, with the added features of advertising panels and skirts (at extra cost) that conceal the under-body and chassis. A spacious compartment, with door, is concealed by the skirt on the right-hand side. . . . The Stake Express body, with tail-gate instead of rear stake sections, also may be had on this chassis at extra cost.

STANDARD EQUIPMENT

Rear axle: 6.17 to 1 ratio. Rear springs: Ten leaves. Engine: 90 h.p., 174 ft.-lb. torque. Radiator: 14-quart capacity. Propeller shaft: Open. Seat: Full-width. Tires: Front, 6.00-20, 6-ply; rear, 6.50-20 (32 x 6), 8-ply.

OPTIONAL EQUIPMENT

Front axle: Extra-capacity rating. Rear axle: 5.43 to 1 ratio, or, with dual tires, either two-speed rear axle, or special extra-capacity single-speed rear axle. Rear springs: Helper springs, or double-acting. Engine: "Load-Master," 93 h.p., 192 ft.-lb. torque. Radiator: 16-quart capacity. Propeller shaft: Guard equipment. Seat: Genuine leather. Tires: Various options available.





HEAVY DUTY HIGH RACK... 160-inch Wheelbase

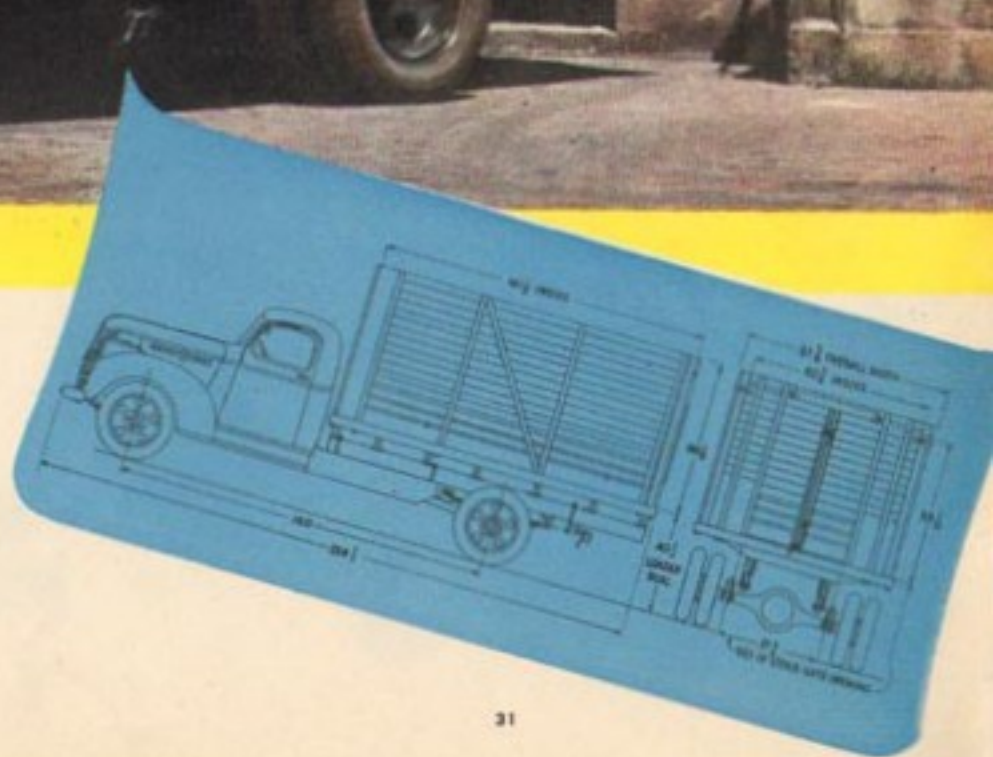
An ideal unit for bulky general merchandise. In addition, it is so designed that when used for stock hauling, livestock are completely protected from injury. . . . Safety floor and rack. . . . Slats fastened to stakes with flush bolts. . . . Divided end-gate slides to either side. . . . The easily-removable racks have steel corner reinforcements.

STANDARD EQUIPMENT

Front axle: 3500-pound rating. Rear axle: 6.17 to 1 ratio. Rear springs: Ten leaves. Engine: 90 h.p., 174 ft.-lb. torque. Radiator: 14-quart capacity. Propeller shaft: Open. Seat: Full-width. Tires: Front, 6.90-20, 6-ply; rear, 6.50-20 (32 x 6), 8-ply.

OPTIONAL EQUIPMENT

Front axle: Extra-capacity rating. Rear axle: 5.43 to 1 ratio, or, with dual tires, either two-speed rear axle, or special extra-capacity single-speed rear axle. Rear springs: Helper springs, or double-acting. Engine: "Load-Master," 93 h.p., 192 ft.-lb. torque. Radiator: 16-quart capacity. Propeller shaft: Guard equipment. Seat: Genuine leather. Tires: Various options available.



THERE IS A CHEVROLET CHASSIS
TO SUIT YOUR HAULING NEEDS

Heavy Duty Chassis

134½- or 160-INCH WHEELBASE



FLAT-FACE COWL



COWL
WITH WINDSHIELD



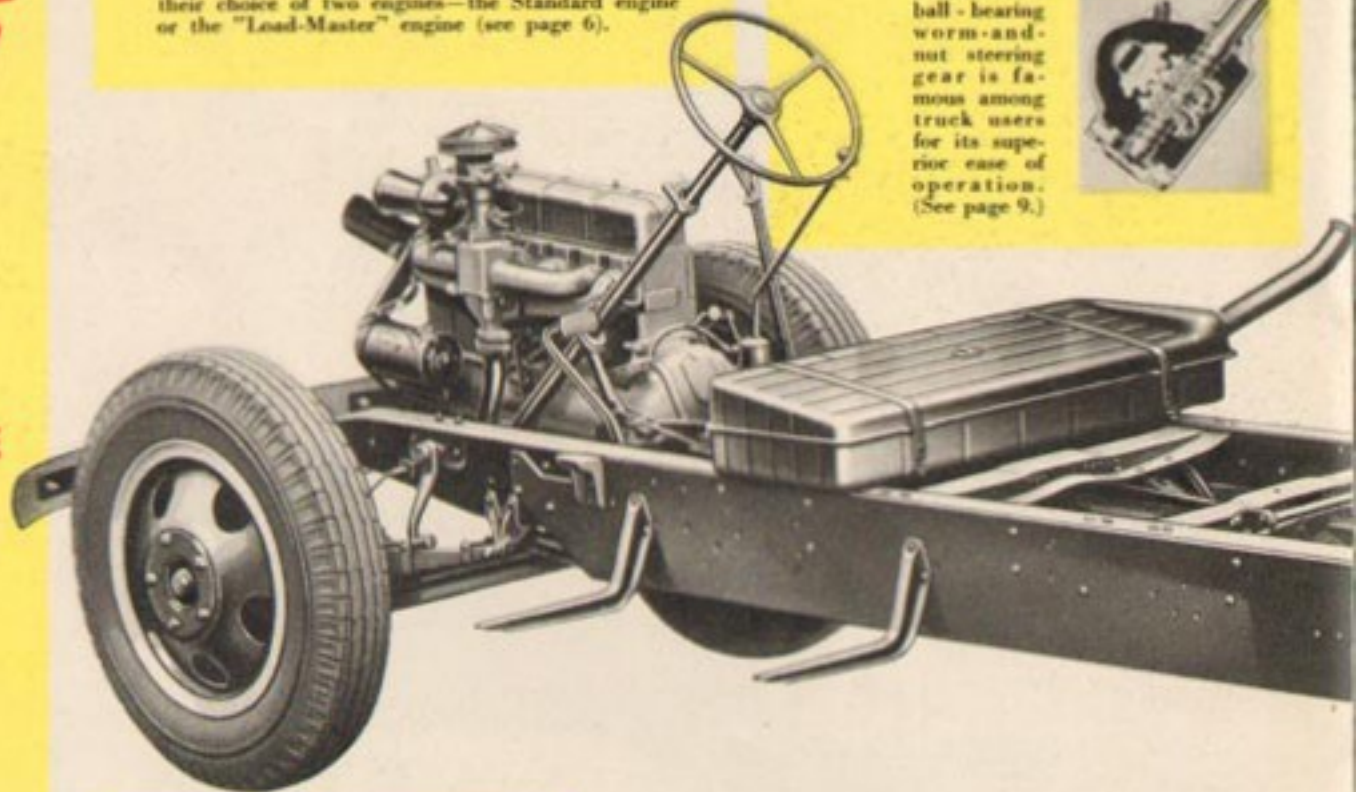
CHASSIS AND CAB

A CHOICE OF ENGINES

Purchasers of Chevrolet Heavy Duty trucks have their choice of two engines—the Standard engine or the "Load-Master" engine (see page 6).

BALL-BEARING STEERING

Chevrolet's ball-bearing worm-and-nut steering gear is famous among truck users for its superior ease of operation. (See page 9.)



FRONT TIRES

Standard are 6.00-20, 6 ply.

FRONT SPRINGS



Engineered to provide both good riding and positive control of steering.

TRANSMISSION



Ball and roller bearings are used throughout the 4-speed transmission, to maintain alignment and reduce friction. Provision is made for the mounting of a power take-off device, driven from the counter-shaft.

CLUTCH



In the Chevrolet diaphragm-spring clutch, a single disc spring is used instead of numerous separate coil springs. Advantages are unusually light pedal pressure, longer clutch-facing life and quieter operation in high gear under heavy loads.

FRONT AXLE



The drop-forged heat-treated front axle, modified I-beam section, has high capacity. The large-diameter king pin and heavy steering knuckle have a special ball thrust bearing.

STABILIZED FRONT END



A sturdy frame of structural steel units, mounted in rubber on the front cross-member, forms a solid support and prolongs the life of the front-end units and sheet metal.

HYDRAULIC BRAKES



To the well-known advantages of hydraulic brake operation, Chevrolet adds the advantage of its exclusive brake mechanism at the wheels. Brake linings wear down slowly and evenly. Adjustment is simple and quick.

HYPOID REAR AXLE

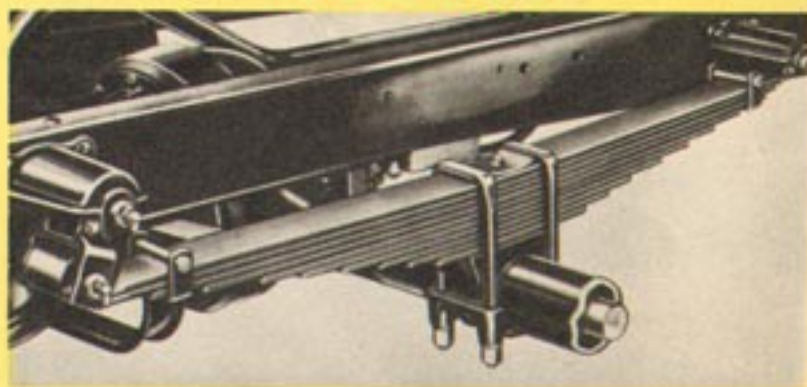


Five times as strong where strength is important



The axle throughout is designed for heavy duty use. The hypoid ring gear and pinion, because of their heavier construction and greatly increased tooth contact, are five times as strong as the spiral bevel gear drive formerly used. A two-speed rear axle (left) is optional at extra cost.

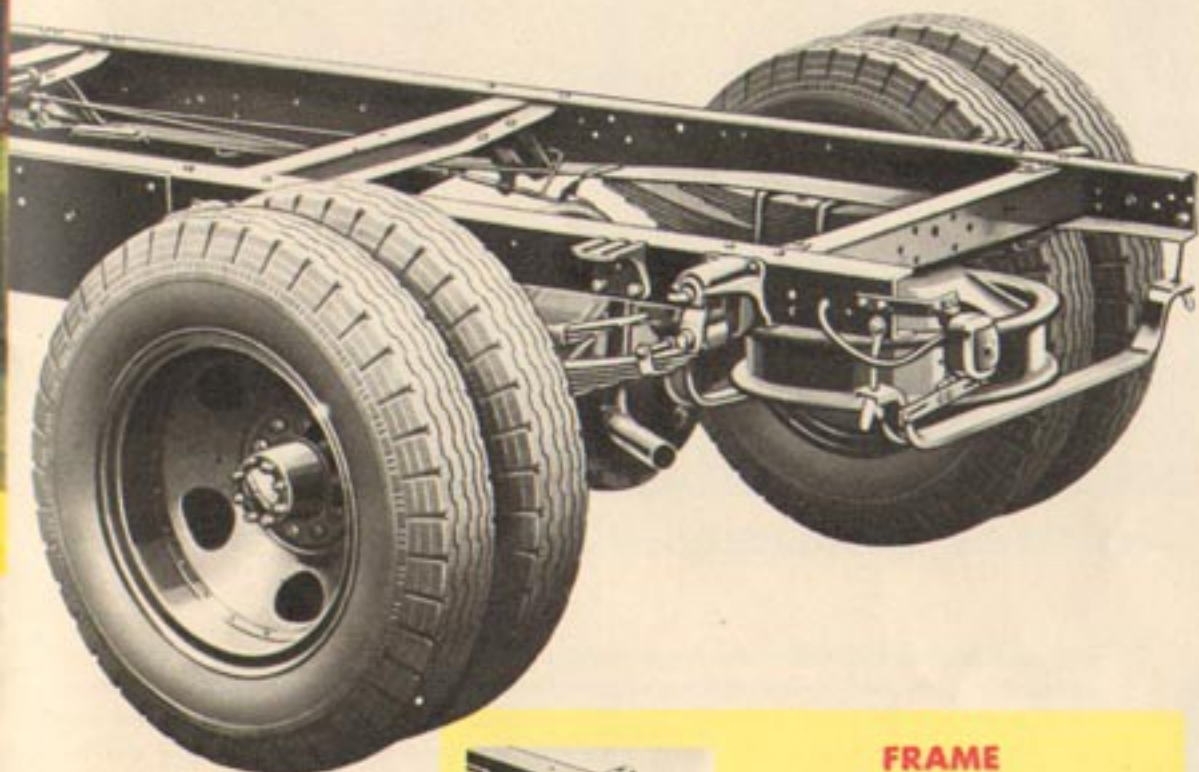
REAR SPRINGS



Rear springs are hung at the rear on clevis-type shackles, working on large-diameter bushings. Each spring is securely attached to the rear axle by two U-bolts.

REAR TIRE CARRIER

The spare wheel is carried at the rear, securely mounted in an accessible carrier attached to the frame side-rails.



REAR TIRES

Standard rear tires are 6.50-20, 8-ply. A wide variety of tire options is offered at extra cost.



FRAME

The side-rails are of deep channel-section, connected by cross-members of channel-section and inverted flanged U-section construction, rigidly joined to the side-rails by "alligator-jaw" attachments that brace the side-rails against twisting effects. Frame side-member plates are standard equipment on the 160-inch chassis.



HEAVY DUTY CAB-OVER-ENGINE... 109-inch Wheelbase

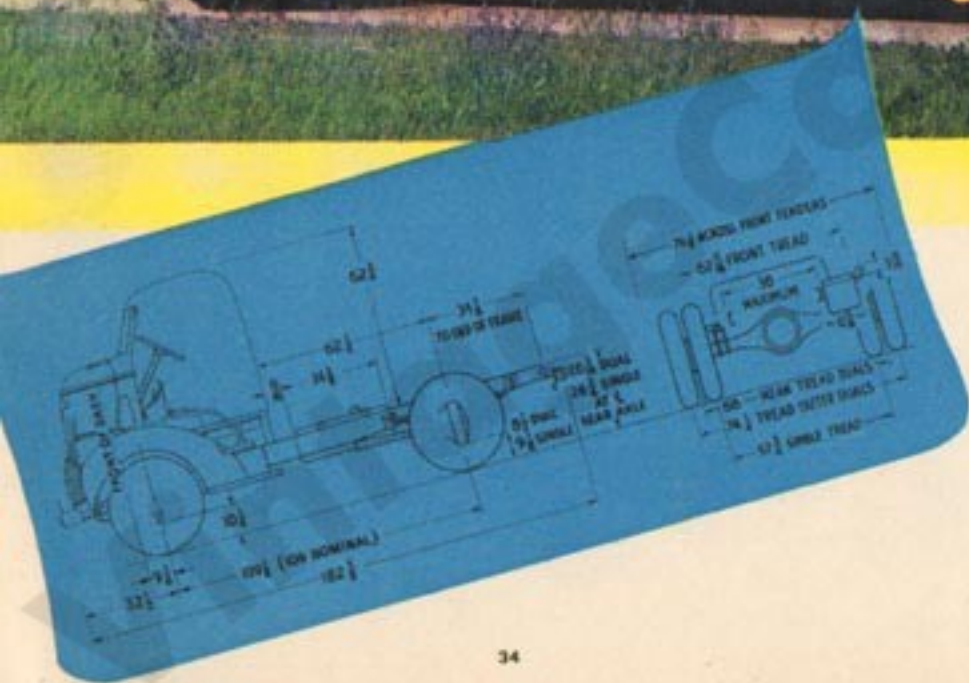
Big, spacious cab with full-width single-cushion seat (50 inches wide) riding three men in comfort. . . . Two side-ventilators in cab. . . . Extra-wide door openings. . . . Special front end, including axle, wheel bearings, springs and steering. . . . Its compactness and easy maneuverability adapt it particularly to use with semi-trailers.

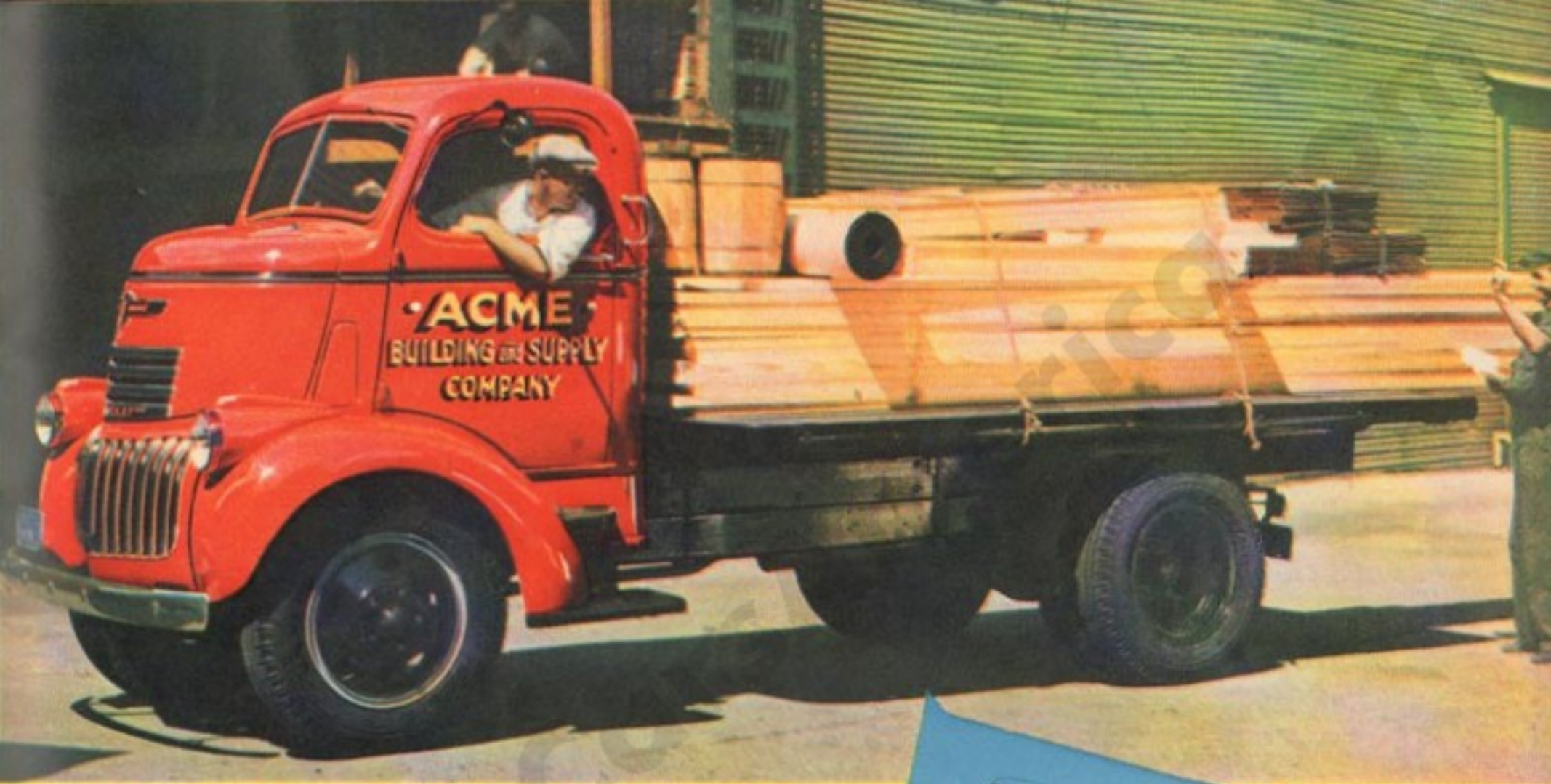
STANDARD EQUIPMENT

Rear axle: 6.17 to 1 ratio. Rear springs: Ten leaves. Engine: 87 h.p., 172 ft.-lb. torque. Propeller shaft: Open. Seat: Full-width. Air cleaner: Oil-bath. Tires: Front, 6.00-20, 6-ply; rear, 6.50-20 (32 x 6), 8-ply.

OPTIONAL EQUIPMENT

Rear axle: 5.43 to 1 ratio, or, with dual tires, two-speed rear axle, or special extra-capacity single-speed rear axle. Rear springs: Helper springs, or double-acting. Frame: Side-member plates. Engine: "Load-Master," 90 h.p., 189 ft.-lb. torque. Propeller shaft: Guard equipment. Seat: Genuine leather. Air cleaner: Oversize oil-bath. Tires: Various options available.





HEAVY DUTY CAB-OVER-ENGINE... 132½-inch Wheelbase

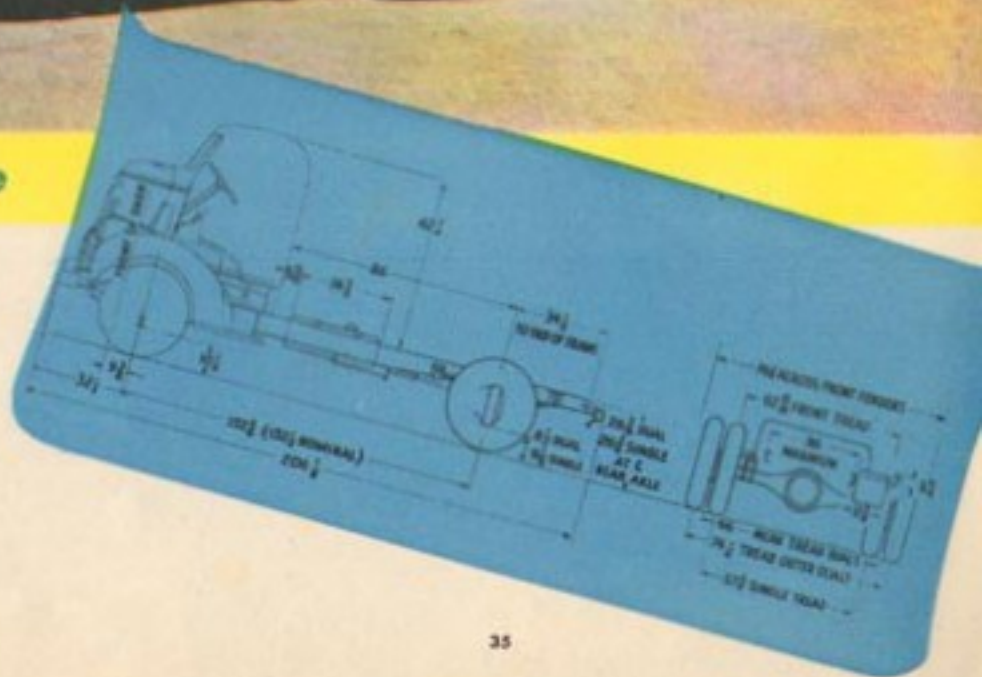
Although of relatively short wheelbase, compared with conventional models of the same capacity, this Cab-Over-Engine unit is adaptable to use with any 12-foot body. Illustrated here is the unit with a standard Chevrolet Stake, or Platform, body that would require 160-inch wheelbase in the conventional chassis.

STANDARD EQUIPMENT

Rear axle: 6.17 to 1 ratio. Rear springs: Ten leaves. Engine: 87 h.p., 172 ft.-lb. torque. Propeller shaft: Open. Seats: Full-width. Air cleaner: Oil-bath. Tires: Front, 6.00-20, 6-ply; rear, 6.50-20 (32 x 6), 8-ply.

OPTIONAL EQUIPMENT

Rear axle: 5.43 to 1 ratio, or, with dual tires, two-speed rear axle, or special extra-capacity single-speed rear axle. Rear springs: Helper springs, or double-acting. Engine: "Load-Master," 90 h.p., 189 ft.-lb. torque. Propeller shaft: Guard equipment. Seat: Genuine leather. Air cleaner: Over-size oil-bath. Tires: Various options available.





HEAVY DUTY CAB-OVER-ENGINE... 158-inch Wheelbase

Ideally suited for use, with special bodies, where a large quantity of material must be carried at one loading. . . . Ease of handling maintained by relatively short wheelbase. . . . Special bodies available through manufacturers and distributors.

STANDARD EQUIPMENT

Rear axle: 6.17 to 1 ratio. Rear springs: Ten leaves. Engine: 87 h.p., 172 ft.-lb. torque. Propeller shaft: Open. Seat: Full-width. Air cleaner: Oil-bath. Tires: Front, 6.00-20, 6-ply; rear, 6.50-20 (32 x 6), 8-ply.

OPTIONAL EQUIPMENT

Rear axle: 5.43 to 1 ratio, or, with dual tires, two-speed rear axle, or special extra-capacity single-speed rear axle. Rear springs: Helper springs, or double-acting. Engine: "Load-Master," 90 h.p., 189 ft.-lb. torque. Propeller shaft: Guard equipment. Seat: Genuine leather. Tires: Various options available.

Chevrolet Cab-Over-Engine trucks are finding wide favor, due not only to the Cab-Over-Engine's advantage of greater capacity per inch of wheelbase, but also to the superiority of Chevrolet design—especially the cab—and to their many operating advantages. Chevrolet Cab-Over-Engine trucks are Chevrolet-designed and Chevrolet-built, both cab and chassis. Their design reaps the maximum advantage of the Cab-Over-Engine type in providing large capacity with short wheelbase.

7 reasons why you want a Chevrolet Cab-Over-Engine Truck

1 LESS ROAD SPACE
SAME LOAD SPACE



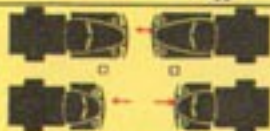
2 EASY TO PARK
AND TO SPOT



3 SHORT TURNING RADIUS
SAVES TIME AND EFFORT



4 SAVES STORAGE AND
SERVICE SPACE



5 EASY TO HANDLE
IN TIGHT PLACES



6 BETTER VISIBILITY
PROMOTES SAFETY



7 OVER-ALL LENGTH
GREATLY REDUCED



There's lots of room in CHEVROLET'S CAB-OVER-ENGINE



ALL-STEEL
CONSTRUCTION

GLASS-
GUARD

GENUINE
LEATHER
(at extra cost)

NORMAL
GEARSHIFT

EXTRA
VENTILATION

FULL-
WIDTH
SEAT

OUTSIDE
GASOLINE
FILLER

LOTS OF
LEG ROOM,
FOOT ROOM,
FOR CREW

HEAVILY
INSULATED
FLOOR

EASY TO GET IN
AND TO GET OUT

THERE IS A CHEVROLET CHASSIS
TO SUIT YOUR HAULING NEEDS

Cab-Over-Engine Chassis

WHEELBASE: 109", 132½", 158"



**COWL
WITH WINDSHIELD**



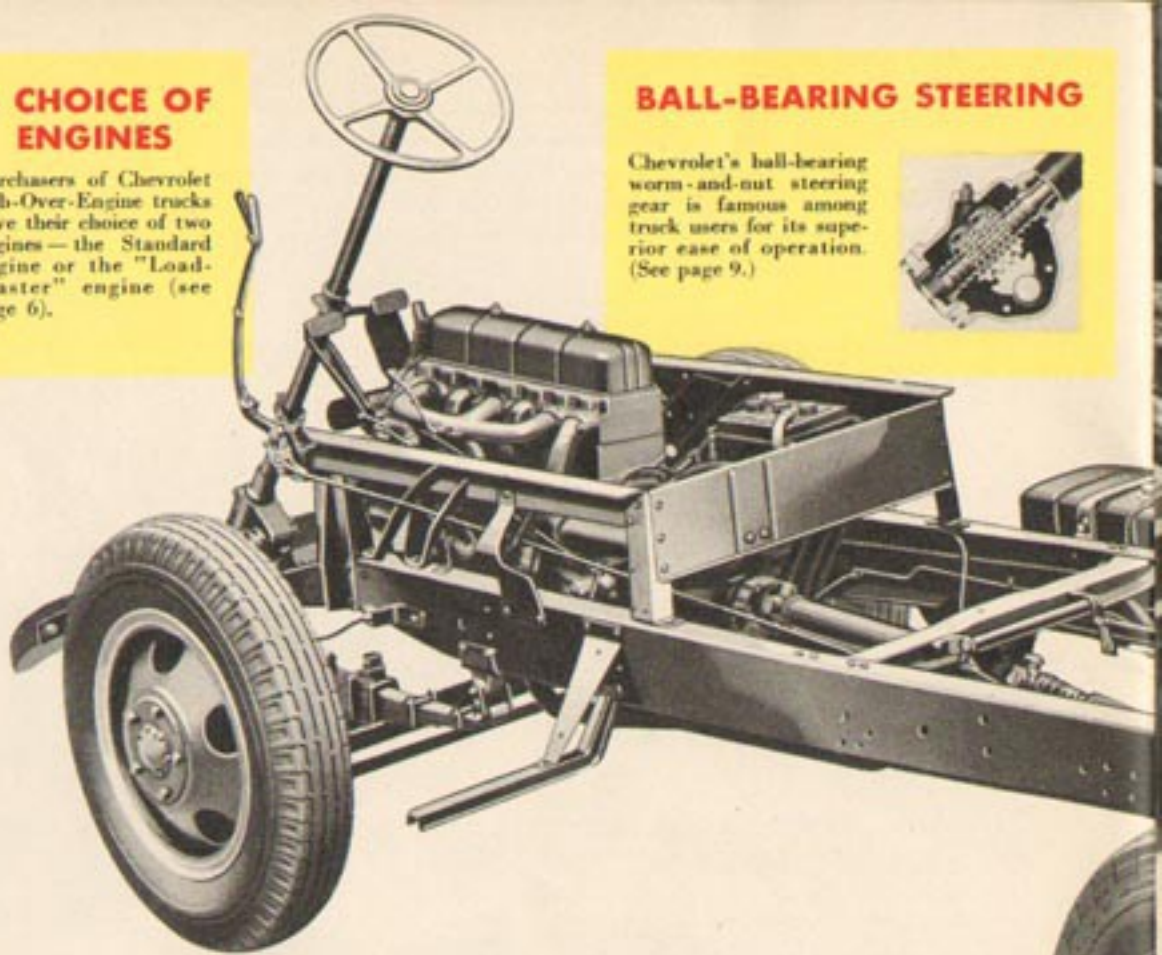
CHASSIS AND CAB

A CHOICE OF ENGINES

Purchasers of Chevrolet Cab-Over-Engine trucks have their choice of two engines—the Standard engine or the "Load-Master" engine (see page 6).

BALL-BEARING STEERING

Chevrolet's ball-bearing worm-and-nut steering gear is famous among truck users for its superior ease of operation. (See page 9.)



FRONT TIRES

Standard are 6.00-20, 6-ply.

FRONT SPRINGS



Engineered to provide both good riding and positive control of steering.

TRANSMISSION



Ball and roller bearings are used throughout the 4-speed transmission, to maintain alignment and reduce friction. Provision is made for the mounting of a power take-off device, driven from the counter-shaft.

CLUTCH



In the Chevrolet diaphragm-spring clutch, a single disc spring is used instead of numerous separate coil springs. Advantages are unusually light pedal pressure, longer clutch-facing life and quieter operation in high gear under heavy loads.



FRONT AXLE

The drop-forged heat-treated front axle, modified I-beam section, is of extra capacity. The large-diameter king pin and heavy steering knuckle have a special roller thrust bearing.

ACCESSIBLE FRONT-END UNITS



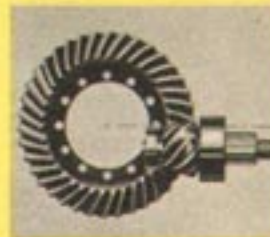
The radiator and other engine accessories, as well as the engine itself, are notably accessible. The hood is hinged at the rear, and is readily swung well up out of the way. Inside the cab, the engine cover is quickly removable to give access to the parts needing regular attention.

HYDRAULIC BRAKES



To the well-known advantages of hydraulic brake operation, Chevrolet adds the advantage of its exclusive brake mechanism at the wheels. Brake linings wear down slowly and evenly. Adjustment is simple and quick.

HYPOID REAR AXLE



Five times as strong where strength is important

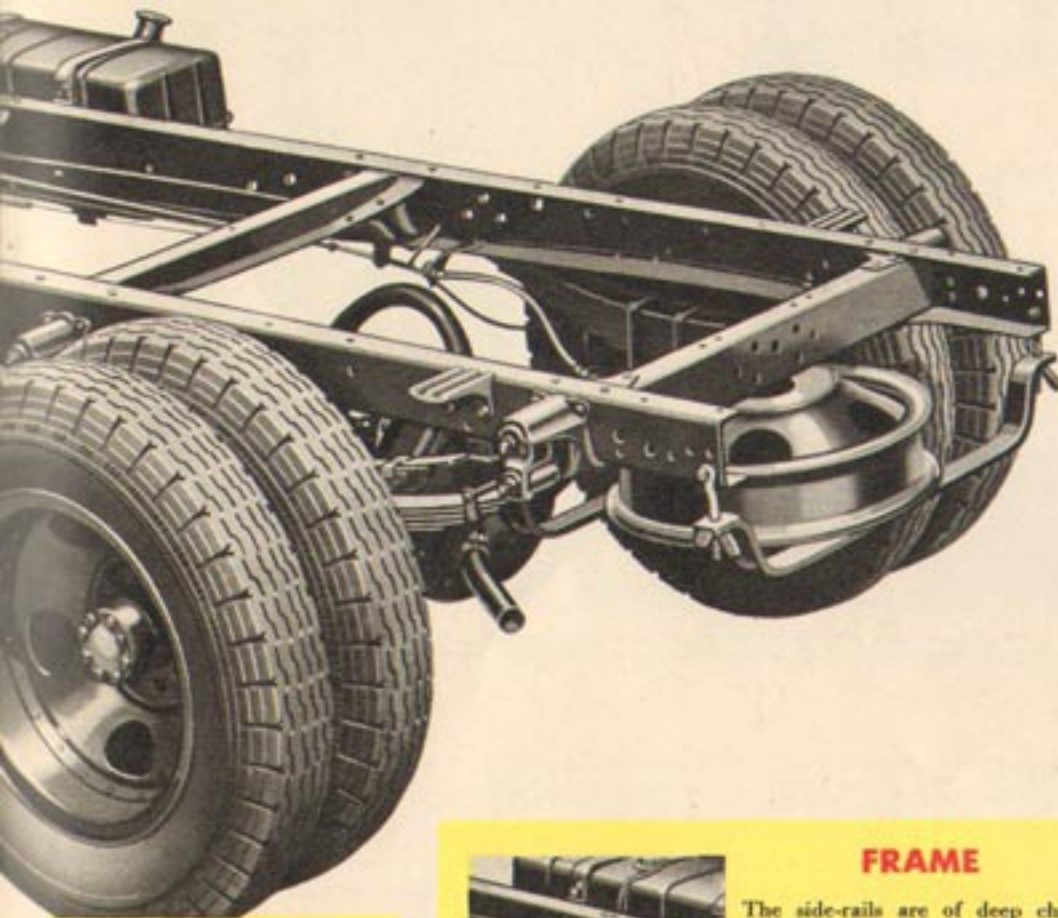


The hypoid ring gear and pinion, because of their heavier construction and greatly increased tooth contact, are five times as strong as the spiral bevel gear drive formerly used. A two-speed rear axle is optional at extra cost.

REAR SPRINGS



Rear springs are hung at the rear on clevis-type shackles, working on large-diameter bushings. Each spring is securely attached to the rear axle by two U-bolts.



REAR TIRES

Standard rear tires are 6.50-20 (32x6), 8-ply. A wide variety of tire options is offered at extra cost.



FRAME

The side-rails are of deep channel section, connected by cross-members of channel-section and inverted flanged U-section construction, rigidly joined to the side-rails by "alligator-jaw" attachments that brace the side-rails against twisting effects. Frame side-member plates are standard equipment on the 158-inch C.O.E. chassis.

REAR TIRE CARRIER

The spare wheel is carried at the rear, securely mounted in an accessible carrier attached to the frame side-rails.





HEAVY DUTY SCHOOL BUS... 195-inch Wheelbase

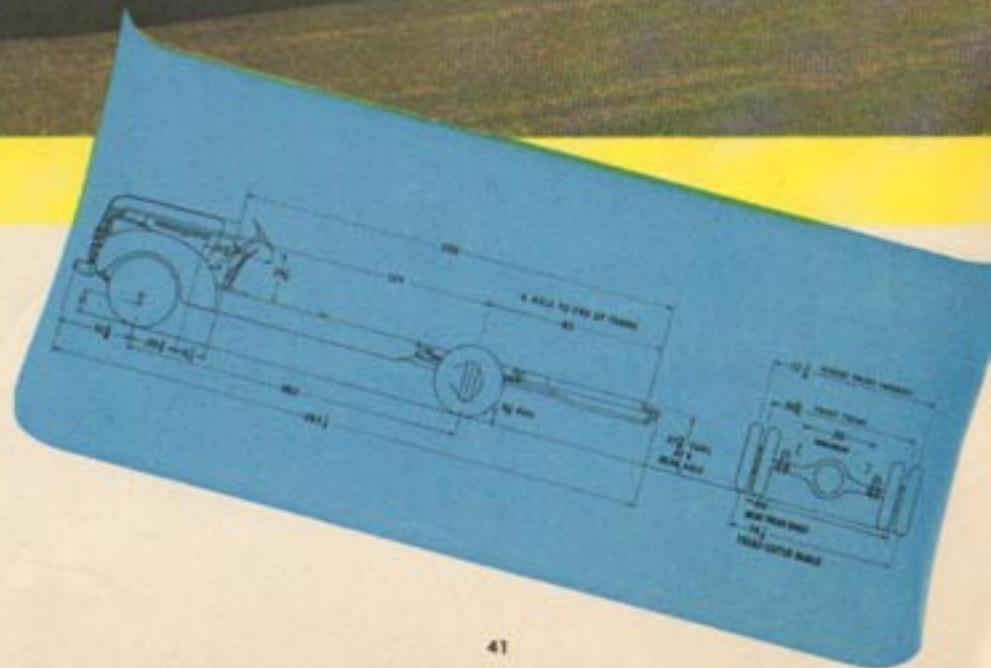
The experience and advice of leading school bus body manufacturers and of school authorities were utilized by Chevrolet engineers in designing the 195-inch and the 160-inch school bus chassis. Both are of typical Chevrolet construction throughout, adapted especially to meet the most exacting requirements of safety and comfort. Standard specifications include all items to meet the minimum requirements of the National Education Association. . . . Chevrolet heavy duty Standard truck engine, 174 foot-pounds of torque ("Load-Master" engine, 192 foot-pounds of torque, optional at extra cost). . . . Governed speed, 35 m.p.h. . . .

(Continued on next page)



HEAVY DUTY SCHOOL BUS... 160-inch Wheelbase

High-capacity hydraulic brakes (vacuum-power brakes or Tru-Stop propeller-type brakes are available, at extra cost, to meet a few special state regulations). . . . Special, extra-capacity front axle. . . . Two-stage rear springs, 11 leaves. . . . Standard tire equipment: 160-inch wheelbase, 6.50-20, 6 ply, front and dual rear; 195-inch wheelbase, 7.50-20, 8-ply, front and dual rear. Other tire options are available at extra cost. . . . Frame side-member plates. . . . 20-gallon fuel tank, mounted outside of frame. . . . 19-plate battery. . . . Drive shaft guards. . . . Bodies available through leading manufacturers.



Wherever you go

**ONE OF CHEVROLET'S 8,000 DEALERS
IS READY TO SERVE YOU**

Chevrolet's interest in its product does not end with the sale, because Chevrolet—year after year sales leader in the industry—seeks to maintain its position not only by offering the greatest value, but also by insuring continued satisfaction on the part of the buyer. Chevrolet has built up the most complete service-training organization that the industry has ever known, in order that every purchaser may be enabled to get the maximum value from his Chevrolet unit. At your Chevrolet dealer's, you are assured of efficient service by trained personnel, using genuine Chevrolet parts.

