

CHEVROLET

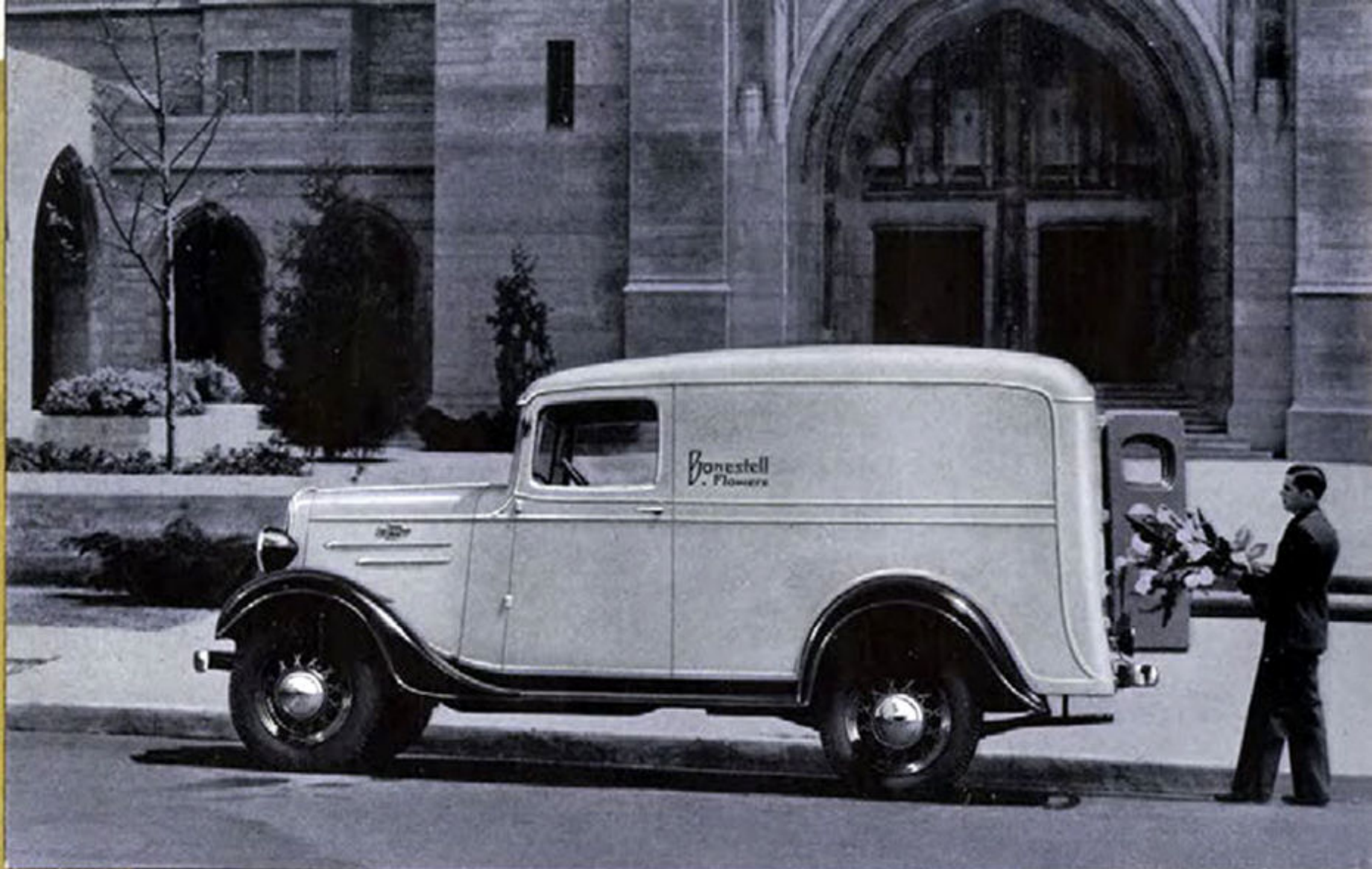
HALF TON AND 1½ TON

TRUCKS



**Chevrolet
HALF-TON
PANEL
112-Inch Wheelbase**

LOAD SPACE: 75 inches long, 52 inches wide, 51 inches high. Rear door opening: 45 inches wide, 43½ inches high. Lettering space on sign panel: 70 inches long, 21 inches high. Overall length, 169¼ inches. Overall height, 77½ inches. Cubic capacity, 115 cubic feet.



Here is a trim, fast, streamlined delivery unit that reflects its smart appearance and distinction in direct advertising value for every business that employs it. Designed for efficient and handy load distribution, its large carrying space gives maximum capacity, yet is flexible enough for economical delivery of small loads. The interior of the driver's compartment is trimmed in imitation leather of high quality. Front doors are trimmed with steel panels. Adjustable seat. Insulated body with dome light. Slam-type rear doors; mono-controlled lock; large, rubber incased windows. Rugged construction throughout.



**Chevrolet
HALF-TON
PICK-UP
with Canopy
112-Inch Wheelbase**

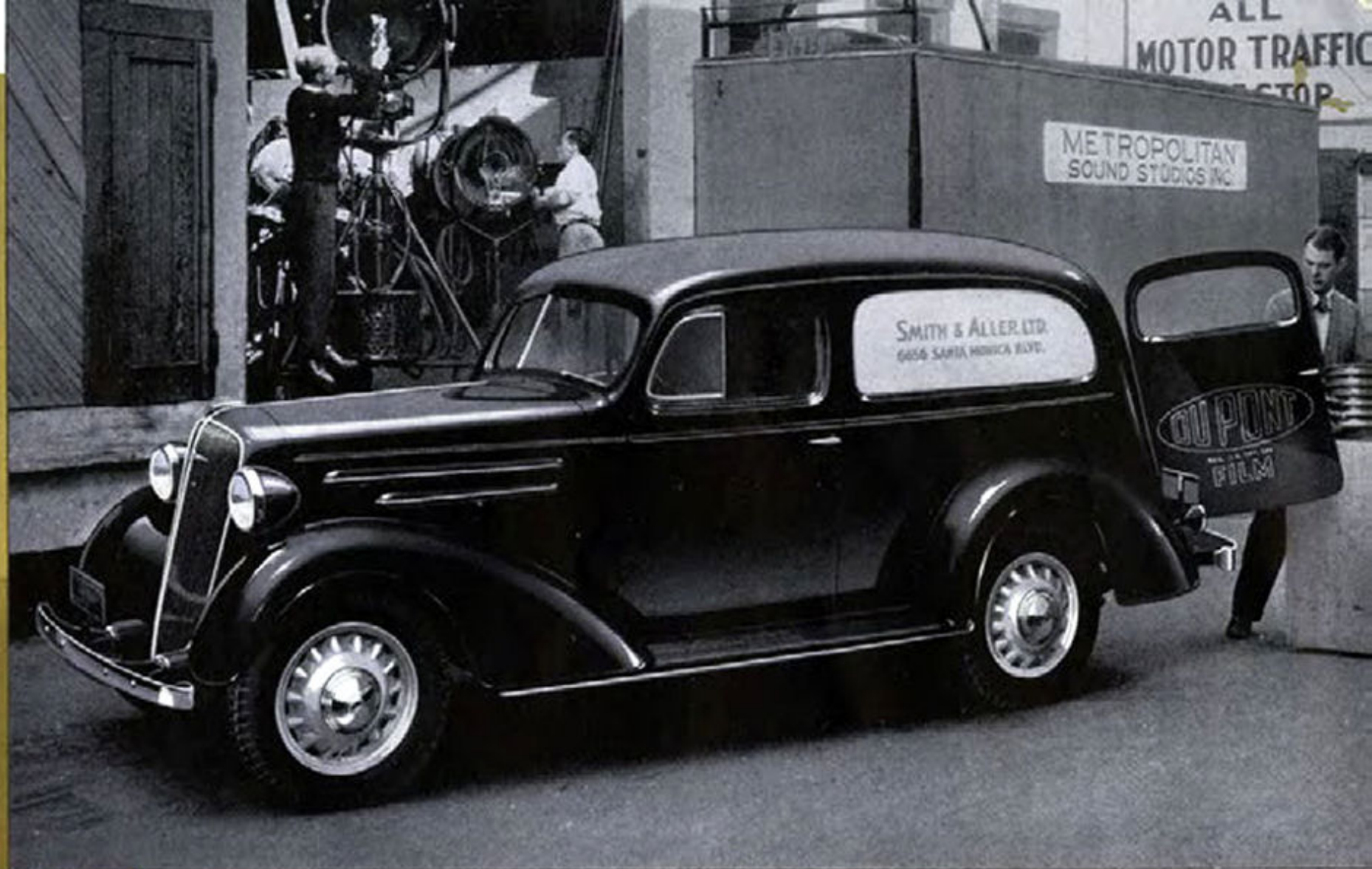
LOAD SPACE: 72 inches long, 55¼ inches wide. Sides, 46 inches high. Overall length, 172½ inches. Overall height, 74¾ inches. Height with canopy top, 49 inches.

Surprisingly large normal load capacity, which can be readily increased by attaching auxiliary sides, is a feature of this husky, fast, rugged Chevrolet pick-up. Handsome and trim in appearance, it provides large space for signs on the steel cab door and the body sides and gate. Easy loading and unloading from sides or rear is a characteristic advantage of this smartly designed unit. Strongly built body, with heavy-gauge steel sides and flare boards with tubular edge for extra strength. The cab is completely enclosed for all-weather protection. Canopy top, as illustrated, available at small extra cost.

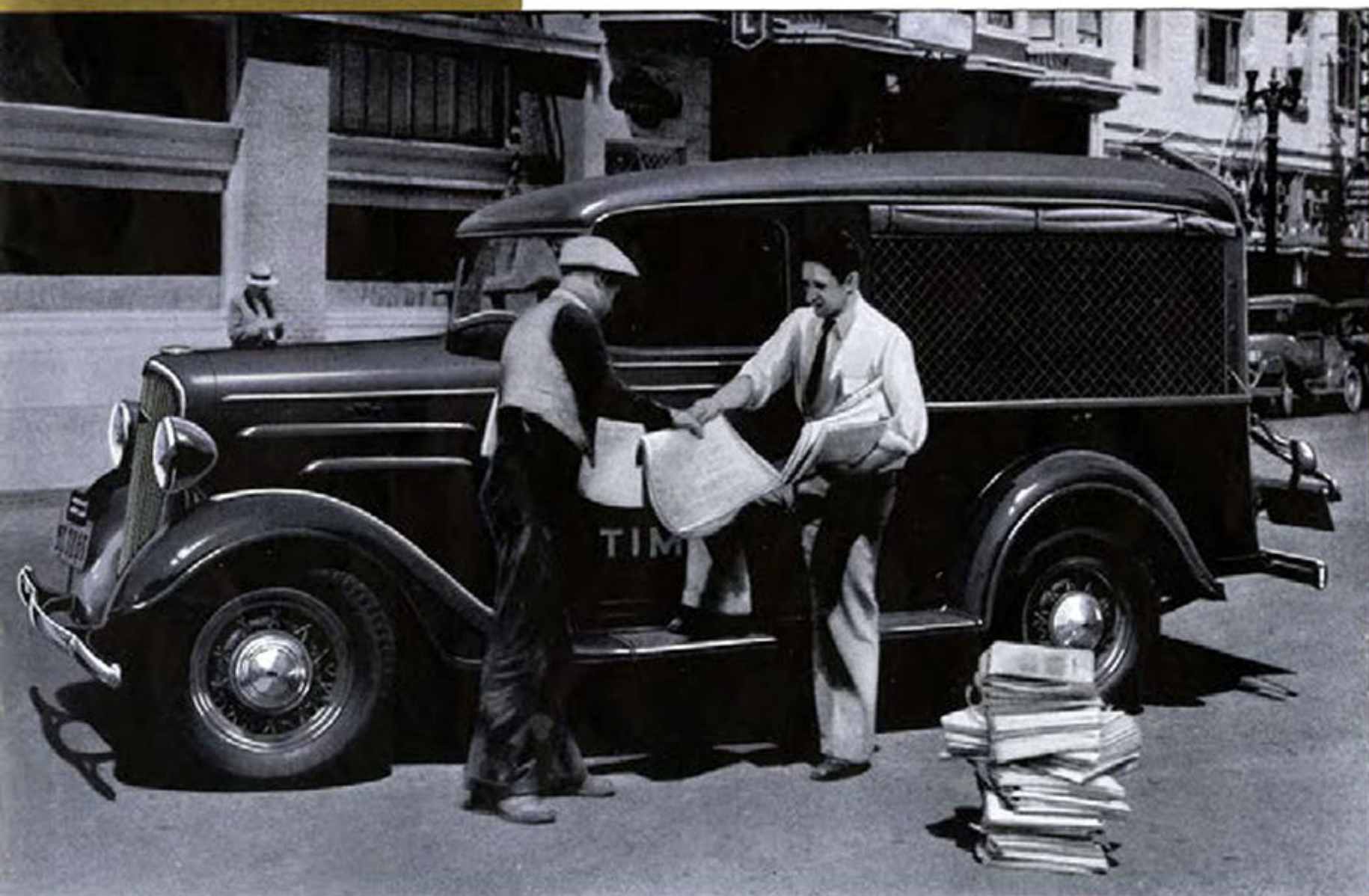


**Chevrolet
SEDAN
DELIVERY**

LOAD SPACE: 61½ inches long, 53½ inches wide, 41½ inches high. Rear door: 34½ inches high, 34½ inches wide. Lettering space on sign panel: 42 inches wide; 12½ inches high. Overall length, 182½ inches. Cubic capacity, 60 cubic feet.



Smart Fisher Body styling features this beautiful new Chevrolet Sedan Delivery. From the narrower, arched, V-shaped new radiator to the graceful beaver-tail rear end, there is hardly a mark of commercial character, except the sign panels. This unit rivals modern passenger cars in sheer beauty, and carries high advertising value, as well as giving large load carrying capacity—all with characteristic Chevrolet economy. The rear compartment is strongly lined with durable paneling to protect the load from dust, heat and cold. The extra wide rear door is equipped with a powerful lock.



**Chevrolet
HALF-TON
CANOPY
EXPRESS
with Screens
112-Inch Wheelbase**

LOAD SPACE: 75 inches long, 52 inches wide, 51 inches high. Side panels, 17½ inches high. Overall length, 169¾ inches. Overall height, 77½ inches. Cubic capacity, 115 cubic feet.

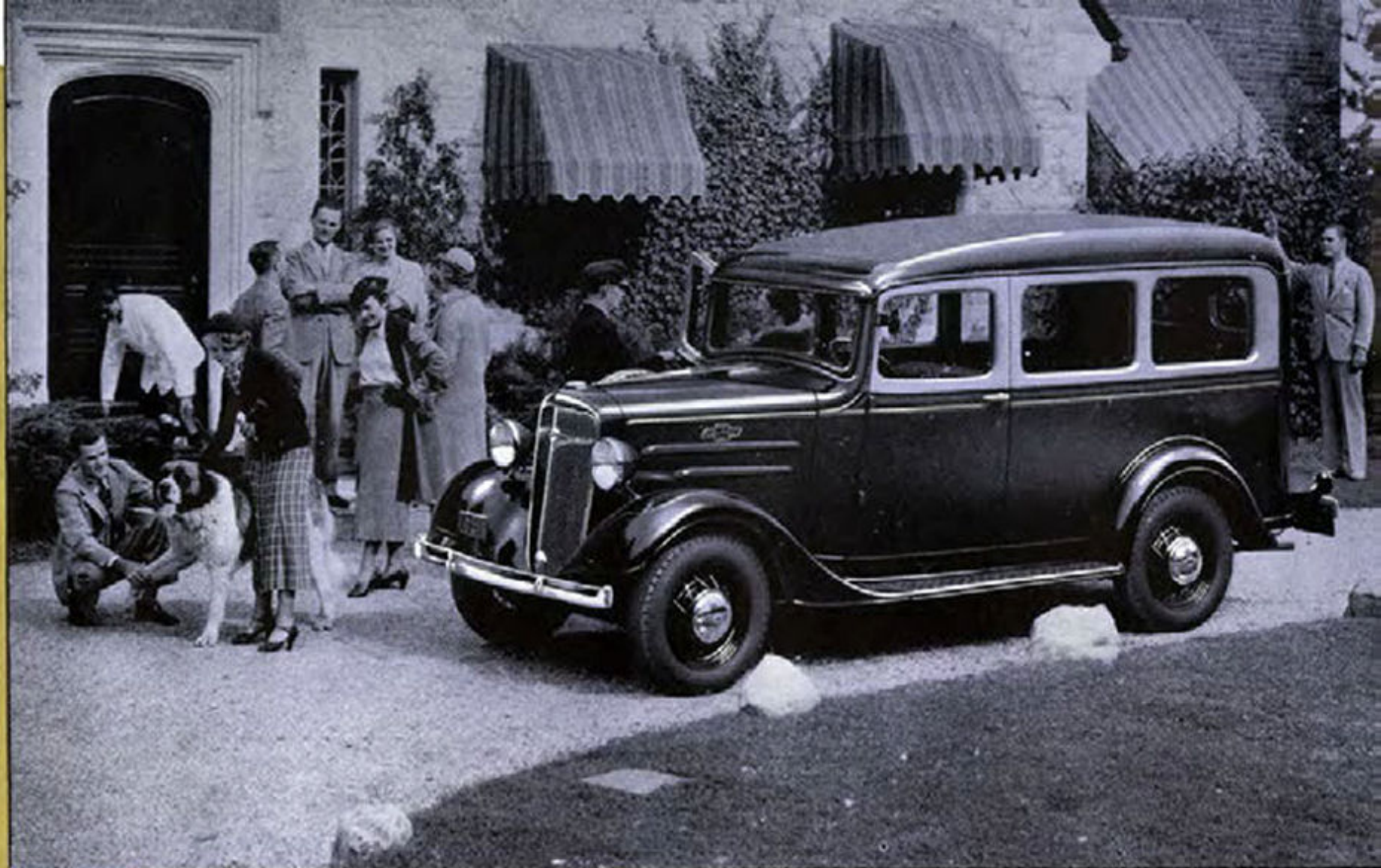
Trim, handsome appearance is coupled with rugged construction and utmost convenience in design. Side and rear openings are spaced to speed up loading and unloading. Slam-type end gate latches automatically. High-grade roll curtains with dot fasteners protect load from weather. Wide door sides give ample space for name display. Screen sides, as illustrated, are available at slight extra cost. This unit is built throughout to withstand hard usage and keep maintenance and operating costs down.



**Chevrolet
CARRYALL
SUBURBAN
8-Passenger
Capacity
112-Inch Wheelbase**

LOAD SPACE: 75 inches long, 52 inches wide, 51 inches high. Overall length, 169 $\frac{3}{4}$ inches. Overall height, 77 $\frac{3}{8}$ inches.

AISLE SPACE: At floor 12 $\frac{3}{4}$ " ; at belt, 16 $\frac{1}{8}$ ". Leg room between seats, from back of front seat to front of rear seat, 12".



This carryall is designed as a dual-purpose vehicle for passengers, or by quick, easy removal of extra seats, as a large-capacity truck for loads of merchandise or luggage. It is in wide demand for private estates, country clubs, hotels, bus and transfer companies and schools. It is ideal for dual service as a business and passenger car. There are four seats, providing for 8 passengers. Three large windows at each side are operated by crank handles. The rear door is divided, to hinge top and bottom, and to permit loading when seats are removed. The tail gate is exceptionally strong and may be let down to permit carrying trunks and bags.



**The
Chevrolet TRUCK
for
Trailer Operation**

The wide speed range within which Chevrolet's Valve-in-Head Engine develops high torque for tremendous pulling power, gives this rugged 1 $\frac{1}{2}$ -ton truck chassis unequaled advantage for semi-trailer combinations. The extra strength built into every feature of the chassis enables it to handle with ease the heavy-duty work of starting, stopping and hauling big trailer loads. Big, husky brakes, massive frame, full-floating rear axle, dual wheels and 4-speed transmission are some of the features which make this Chevrolet chassis an unrivaled tractor for trailer operation.

**Chevrolet
1½-TON
PANEL
131-Inch Wheelbase**

LOAD SPACE: 116½ inches long, 54 inches wide, 54 inches high. Rear door opening: 45 inches wide, 45¾ inches high. Lettering space on side panel: 111¾ inches long, 21¾ inches high. Overall length, 215 inches. Overall height, 83¾ inches. Cubic capacity, 195 cubic feet.



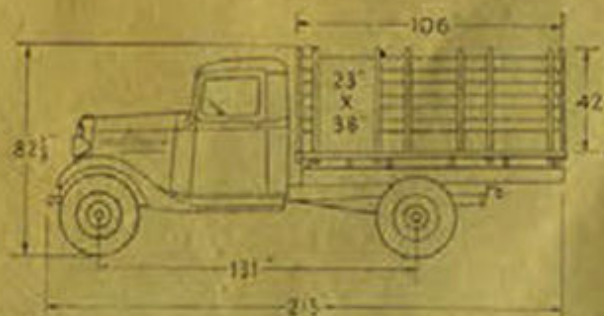
Especially designed for extra long loading space and bulk capacity, the smart, distinctive appearance of this model with streamlined effects and beaver-tail rear end, is an advertising asset to any business. Attractive color combinations are optional. The body interior is lined and insulated. Smooth floors with flanged floor straps permit easy sliding when loading. Floor extension beside driver admits articles up to 12 feet long. Driver's seat is adjustable. The compartment is dust-sealed with weatherstripping on doors and a sponge-rubber strip on body sill. Mono-controlled lock on rear doors.



**Chevrolet
1½-TON
STAKE
131-Inch Wheelbase**

LOAD SPACE: 106 inches long, 81½ inches wide, 42-inch stake sides. Lettering space on sign panel, 23 x 38 inches. Overall length, 215 inches. Overall height, 82½ inches.

This big, rugged, heavy-duty model has earned wide popularity as an ideal truck for general haulage. The big, sturdy platform provides 60 square feet of loading space. Floor straps and draw bolts anchor the heavy floor boards to arched steel cross sills. Drop tail gate with chain, in place of rear stake section, is available at small extra cost. A wide choice of color combinations is offered in this model. Equipped with the comfortable, enclosed Chevrolet cab.



**Chevrolet
1½-TON
CANOPY
131-Inch Wheelbase**

LOAD SPACE: 116½ inches long, 54 inches wide, 54 inches high. Side panels, 18¾ inches high. Overall length, 215 inches. Overall height, 83¾ inches. Cubic capacity, 186 cubic feet.



Here is a truck that combines strikingly handsome appearance with through-and-through quality construction and money-making load capacity. It is scientifically designed for utmost ease and speed in loading and unloading. The platform has flush-type floor straps, and slam-type end gate with automatic latch. The heavy-gauge steel sides have the extra strength of tubular steel flare boards. Liberal space on doors, sides and end gate for advertising. The driver's compartment is completely enclosed and storm curtains can be quickly raised or lowered. Screens, as illustrated, are available at slight extra cost.

**HOME OF
ISENBERG PAINT & COLOR WKS.**



**Chevrolet
1½-TON
OPEN EXPRESS
131-Inch Wheelbase**

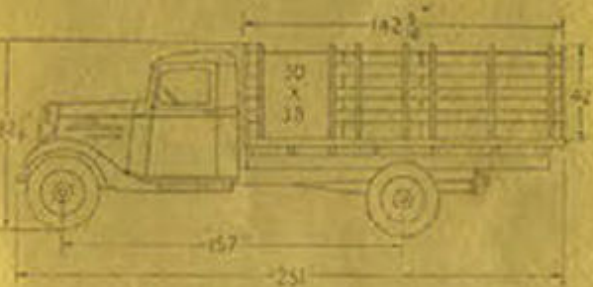
LOAD SPACE: 108 inches long, 52½ inches wide, 19¾-inch side panels. Overall length, 214½ inches. Overall height, 78 inches.

A single glance at this sturdy, handsome model with the low, easily loaded body, and strong steel side construction, tells experienced truckers that it's built for time and convenience and economy—faster trips and more of them. Its gasoline and oil economy and its large load capacity turn in more tons hauled at less cost. Built-in wheel housing. Flush-type floor straps. Special steel, drop end gate, supported when open by covered chains. With the dependability and low upkeep cost typical of Chevrolet trucks, it is readily understood why this model enjoys the highest rating among truck users everywhere.

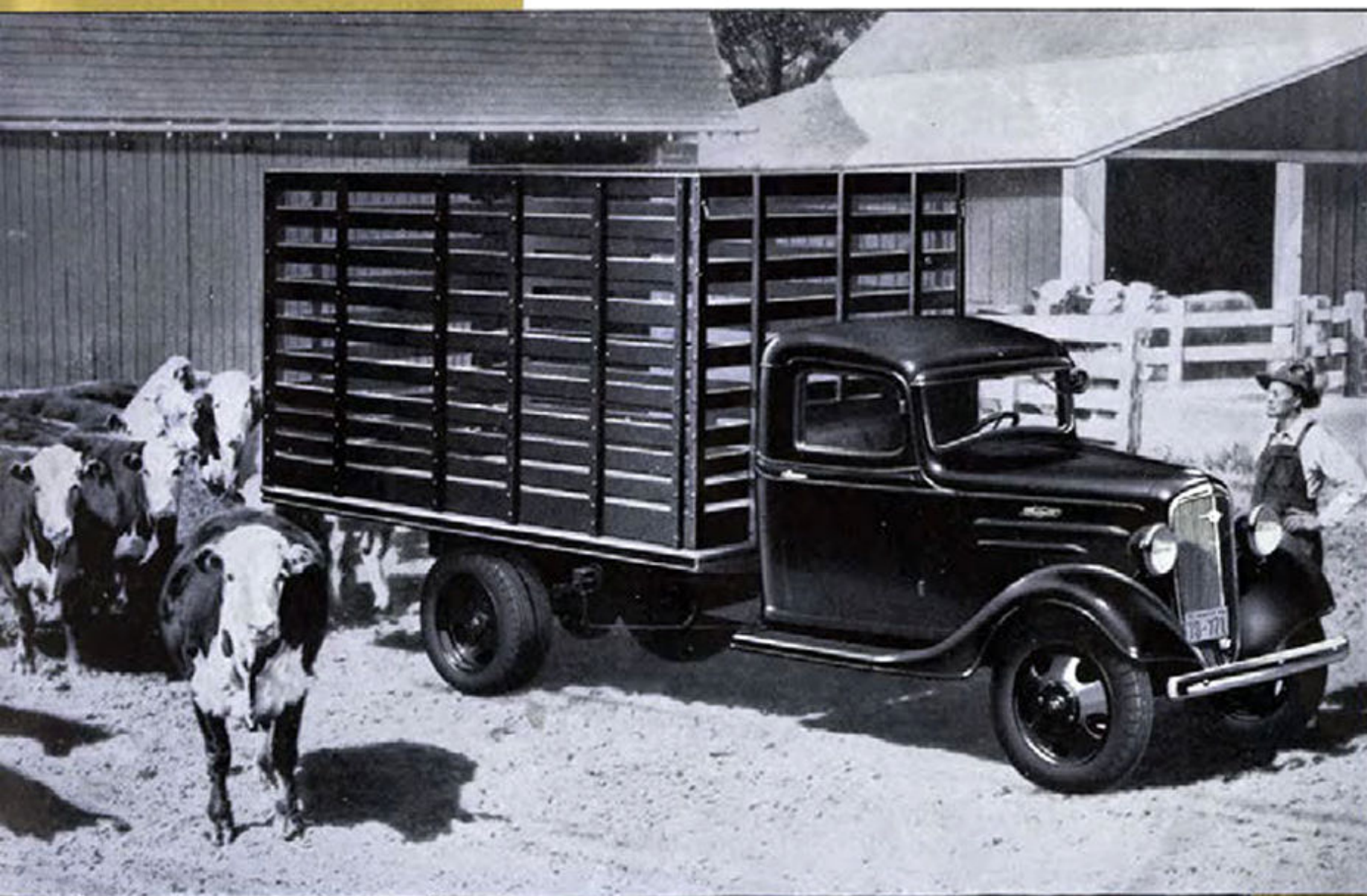


**Chevrolet
1½-TON
STAKE
157-Inch Wheelbase**

LOAD SPACE: 142½ inches long, 81½ inches wide, 42-inch stake sides. Lettering space on sign panel, 30 x 38 inches. Overall length, 251 inches. Overall height, 82½ inches.



Here is a big, rugged, powerful truck that consistently and steadily does a heavy-duty hauling job with exceptional economy in gasoline and oil. More than that, the dependability that Chevrolet has engineered into its trucks assures more continuous performance and money-making payload hours. The strong, substantial platform of this model provides more than 80 square feet of loading space. It is designed for fast, easy loading and unloading from the sides as well as the rear. Equipped with the comfortable, enclosed Chevrolet cab. Drop tail gate with chain, in place of rear stake section, is available at small extra cost.



**Chevrolet
1½-TON
HIGH RACK
157-Inch Wheelbase**

LOAD SPACE: 141½ inches long, 81½ inches wide, 66-inch sides. Overall length, 251 inches. Overall height, 106½ inches.

Especially designed for the fast, safe transport of livestock, this stout high rack truck is ideal for reaching market with money-saving speed. Smooth racks and floors are designed to prevent injury to the stock. And the big platform gives plenty of room for a full load without overcrowding. Stake pockets are welded into beaded steel rub rail. Racks are easily removed. Stock end gate can be raised, lowered, locked at any height in steel channels, or entirely removed.



Smart Appearance with All-Weather

Increased comfort for the driver, better appearance, greater operating convenience and sturdy, durable construction are featured in the improvements of Chevrolet's truck cabs for 1936, in both the half-ton and 1½-ton lines.

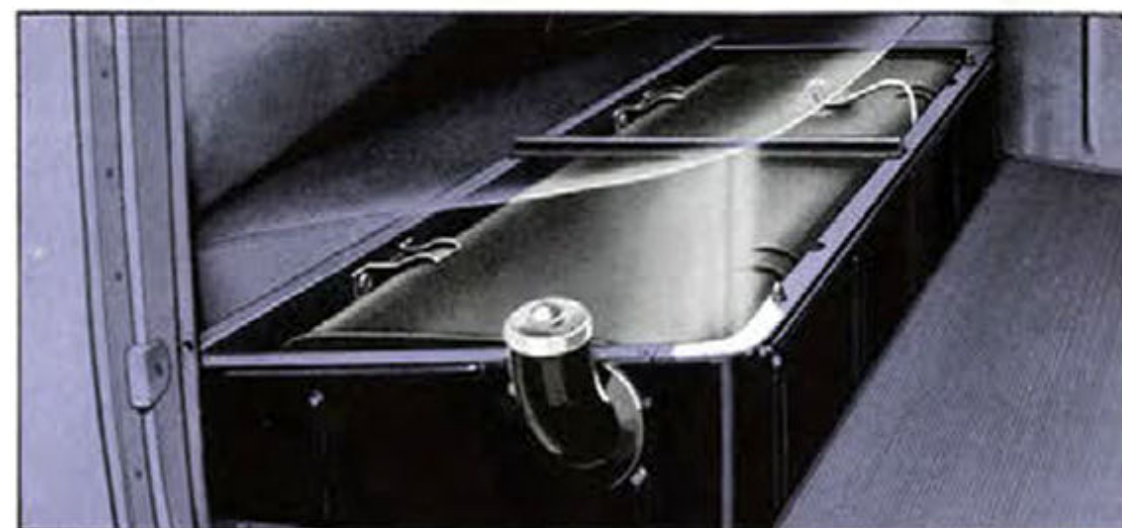
Trimmed throughout, the smoothly tailored new leather-



NEW CLEAR-VISION INSTRUMENT PANEL—Complete redesign of the new Chevrolet truck instrument panel for instantaneous reading of the target-dials is a new feature that improves and simplifies operation. Installed in a raised panel section, directly before the driver, a larger speedometer, improved lighting and figures and better grouping permit all instruments to be read at a glance. A waterproof package compartment, with lock, is a special new feature.

Comfort in CHEVROLET TRUCK CAB

type upholstery and paneling eliminate crevices and corners, making it a simple job to keep the cab spotlessly clean. The ceiling is covered by a panel which is colored and grained to match the seats, and is insulated effectively against heat and noise. Improved appearance and vision are obtained by a redesign of the windshield, with rounded lower corners.



FOUR-WAY ADJUSTABLE SEATS—The new Chevrolet cabs for both the half-ton and the 1½-ton models provide many improvements for driving comfort, including a new Four-Way Adjustment, which permits the seat and back to be arranged in four different positions, over a total range of three inches.

THE FUEL TANK in the Chevrolet 1½-ton trucks for 1936 is suspended in the cab, with no connection to the chassis frame, and is filled without removing the seat, through a neck extending through the wall of the seat riser. In all half-ton trucks, including those with cabs, the fuel tank is located at the rear of the chassis frame.



EXTRA WIDE DOORS—Chevrolet trucks are equipped with extra wide flush-type doors for easy entrance. A strong, rigid metal covering is used to face the interior. The bottom edge of the cab door extends below the floor level, preventing drafts along the floor. A special button easily operates the door catch. A door lock protects the cab.

More Money-Saving Power in

BALANCED CARBURETOR

—The new Balanced Down-Draft Carburetor is this year supplemented with an improved air cleaner, which effectually excludes foreign matter from the gas mixture, insures fast, complete combustion and more mileage from your fuel.



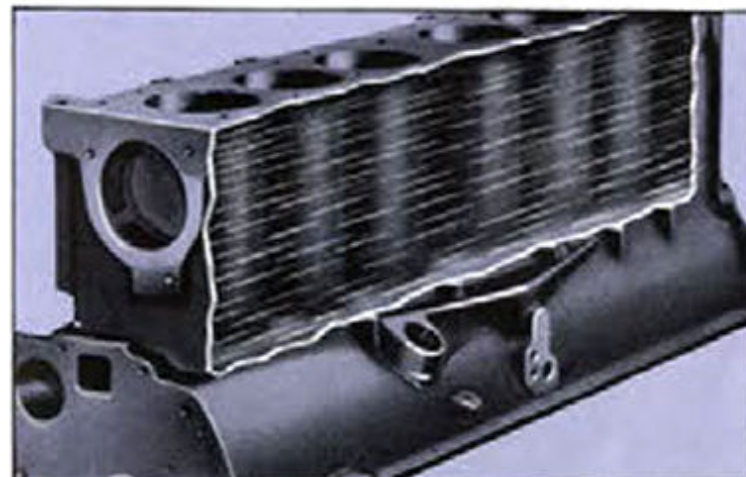
New CHEVROLET VALVE-IN-HEAD SIX-CYLINDER TRUCK ENGINE

Designed to attain the full possibilities of the famous valve-in-head type, here is an engine that sets a new pace in truck power! This dependable engine is ruggedly built to withstand hard service, and save money on every phase of operating and maintenance expense.

Greater *power* at every speed range! Greater *torque* at all load speeds—the real measure of truck power which insures the pull for steep grades as well as ability to start heavy loads with ease. Greater gasoline economy in both light delivery and heavy-duty haulage! Greater savings in oil, even, than in the thrifty Chevrolets of the past! These are the startling new results from new advancements in the Chevrolet truck engine for 1936.

BLUE-FLAME COMBUSTION

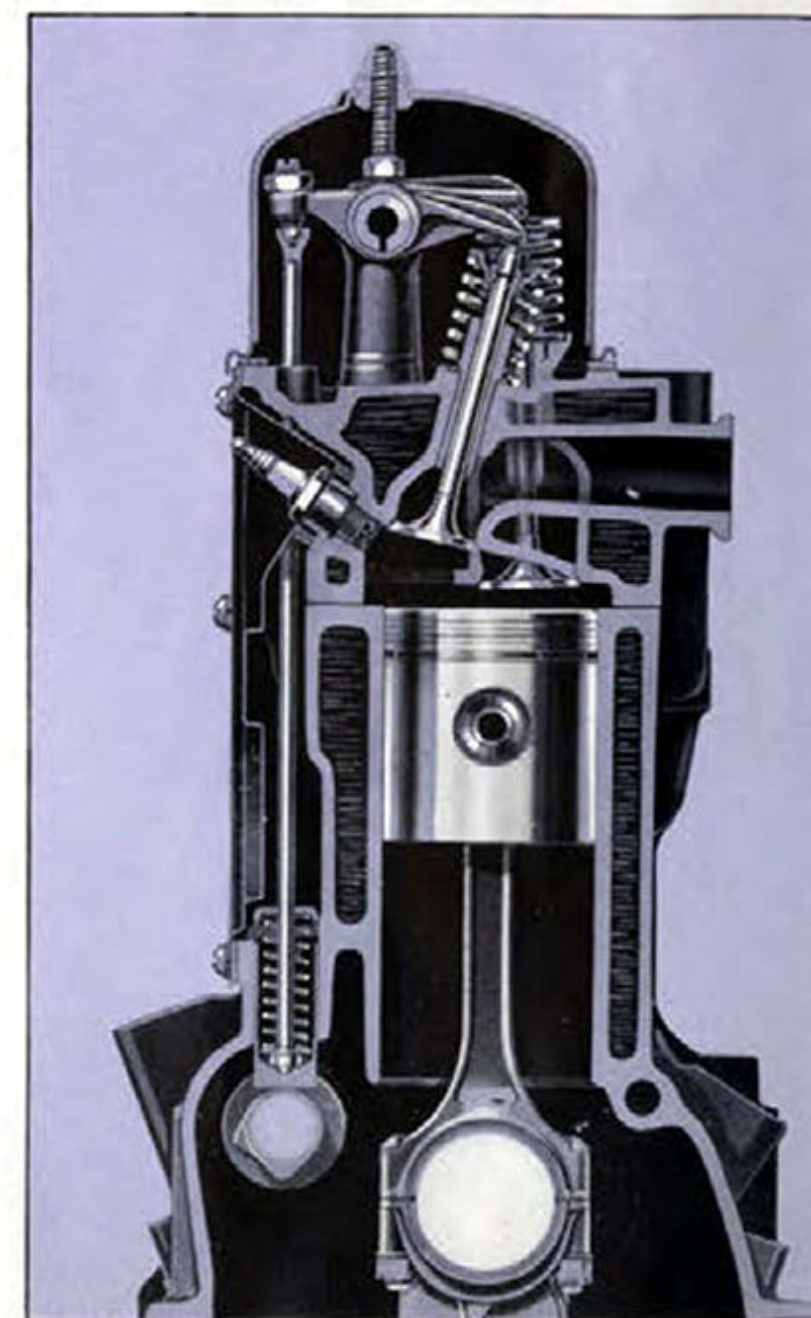
—Incorporating features never before built into a commercial head, the 1936 Chevrolet engine gets more useful power from every gallon of fuel. Large valves permit complete intake and exhaust of fuel mixture. The position of the valves and spark plugs assures complete combustion.



FULL LENGTH WATER JACKET—The improved engine cooling provided by new Full Length Water Jacket gives further protection and long, dependable service to Chevrolet engines, under extreme conditions of heat, and sustained speed on long hauls.

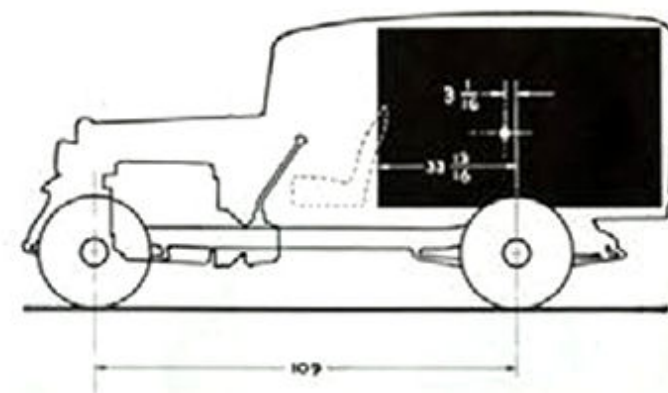


CRANKCASE VENTILATOR Baffle—another oil-saving feature in the new Chevrolet—prevents the escape of oil vapors through the breather tube, without interfering with the exhaust of corrosive gases.



THE HALF-TON FRAME
A Foundation of Rugged Strength for Chevrolet Dependability

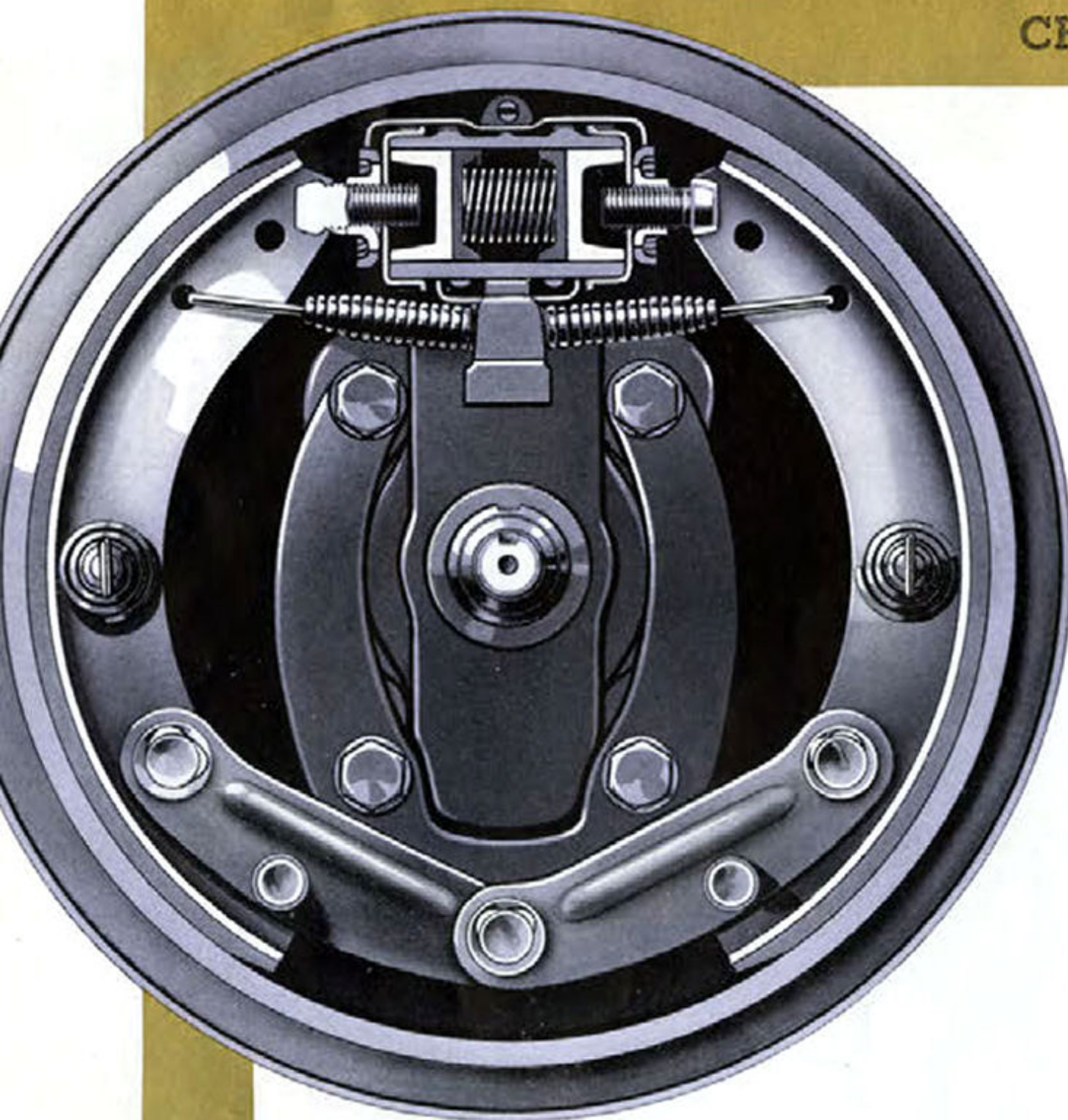
The long life that is built into every feature of the sturdy Chevrolet half-ton chassis is further safeguarded through the extraordinary strength and rigid construction of the frame. The full length frame is 164 inches long. The channel steel side members are 5 $\frac{3}{4}$ inches deep with 2 $\frac{1}{4}$ inch flanges. Rigid support is provided by five strong cross members. The 16-gallon gasoline tank is well protected by the rear cross member. A gasoline filler cap is located on the right-hand side of all Chevrolet bodies and is conveniently placed for filling. The center of the load is 3 $\frac{1}{8}$ inches ahead of the center line of the rear axle.



STABILIZED FRONT END—Mounted as a unit, the front fenders, radiator and headlamps are free of counter-strain and excessive movement. This construction not only protects the radiator core and prevents squeaks and rattles, but stabilizes the front-end balance and gives easier, safer driving on rough roads.

CHEVROLET PERFECTED

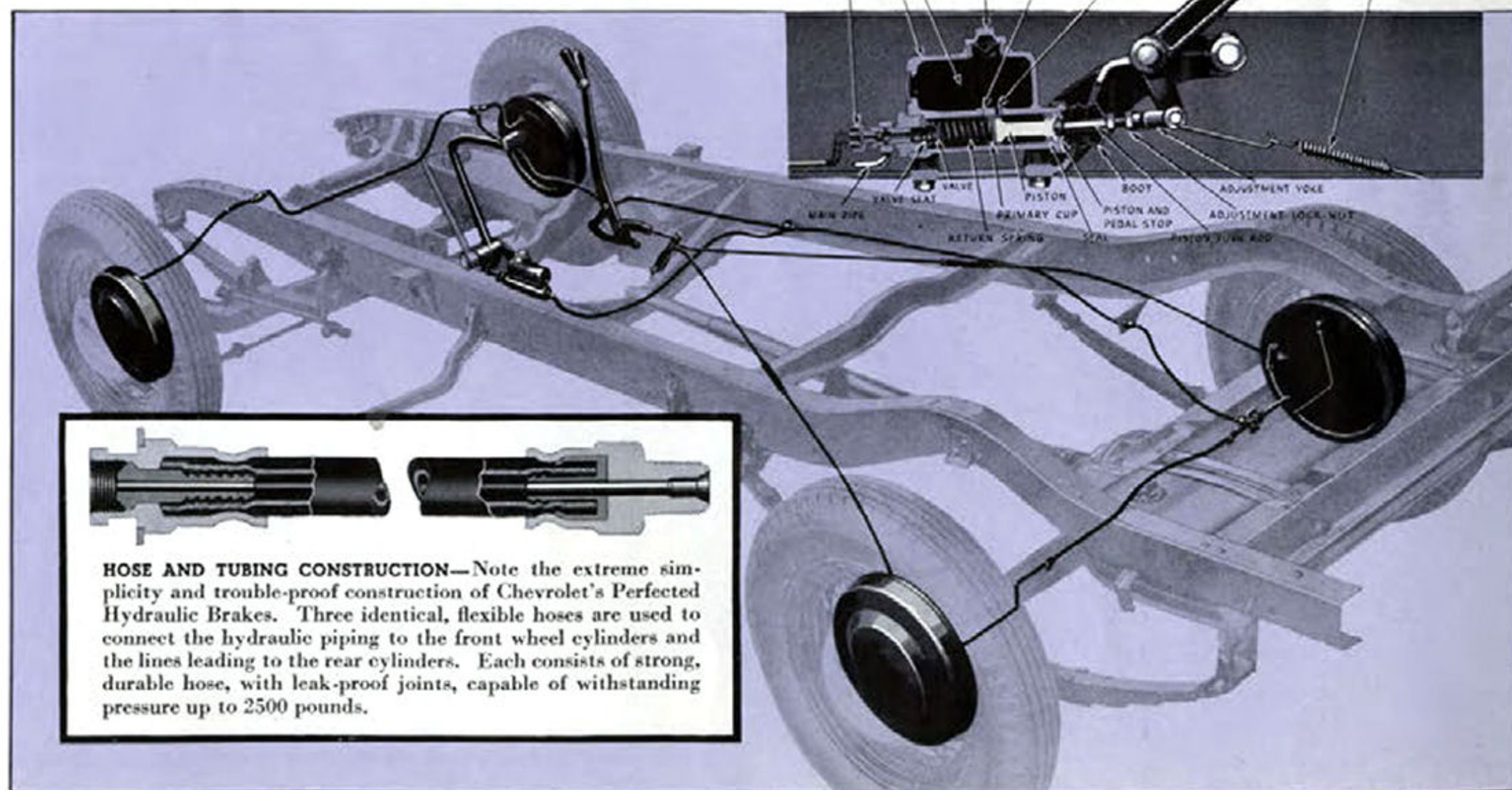
HYDRAULIC BRAKES



Chevrolet gives you the safety, operating ease and economy of Perfected Hydraulic Brakes, especially adapted to fast, stop-and-go truck haulage. One of the special advantages of the new braking system is improved smoothness in deceleration. The hydraulic principle insures equalized pressure on all four wheels, giving even distribution of the braking work. An increase in the self actuation of these brakes reduces the foot pressure required for their operation.

NEW BRAKE DRUMS AND SHOES—An important feature of the new system is the new brake drums, which are of composite construction, consisting of a cast-iron rim of heavy section, cast integral with a pressed steel web. This combines the advantages of a cast-iron braking surface with the light-weight features of a pressed steel drum. With its external ribs, which provide more cooling surface, and with the new one-piece brake shoes, it further lengthens the life of linings.

The instant, equalized action of Chevrolet Perfected Hydraulic Brakes on all four wheels, brings the car to a smooth, quick, "straight-track" stop—under control at all times. The hand brake operates independently and mechanically on the service brake shoes of the rear wheels.



HOSE AND TUBING CONSTRUCTION—Note the extreme simplicity and trouble-proof construction of Chevrolet's Perfected Hydraulic Brakes. Three identical, flexible hoses are used to connect the hydraulic piping to the front wheel cylinders and the lines leading to the rear cylinders. Each consists of strong, durable hose, with leak-proof joints, capable of withstanding pressure up to 2500 pounds.

FULL FLOATING

REAR AXLE

Chevrolet brings to low-cost, heavy-duty hauling the superior strength and efficiency of Full Floating Rear Axles with barrel-type wheel bearings. The load on the rear axle is now carried directly on the rear axle housing. This relieves the shafts of bending strains and permits them to function more efficiently, as their sole duty is to turn the rear wheels.

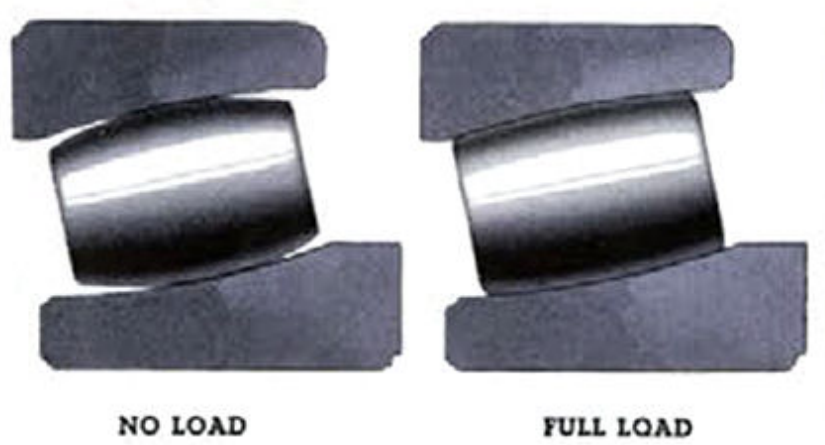
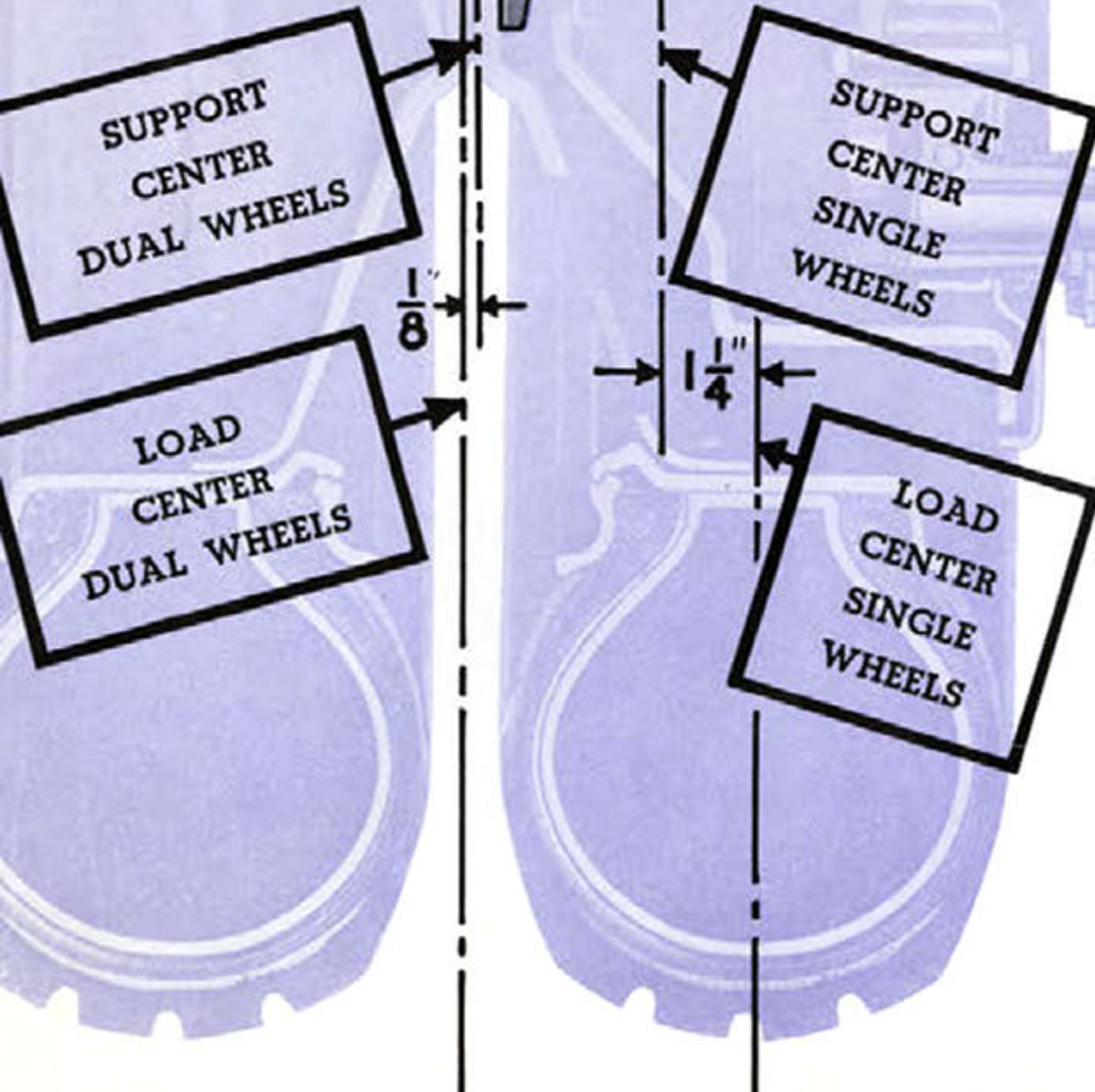
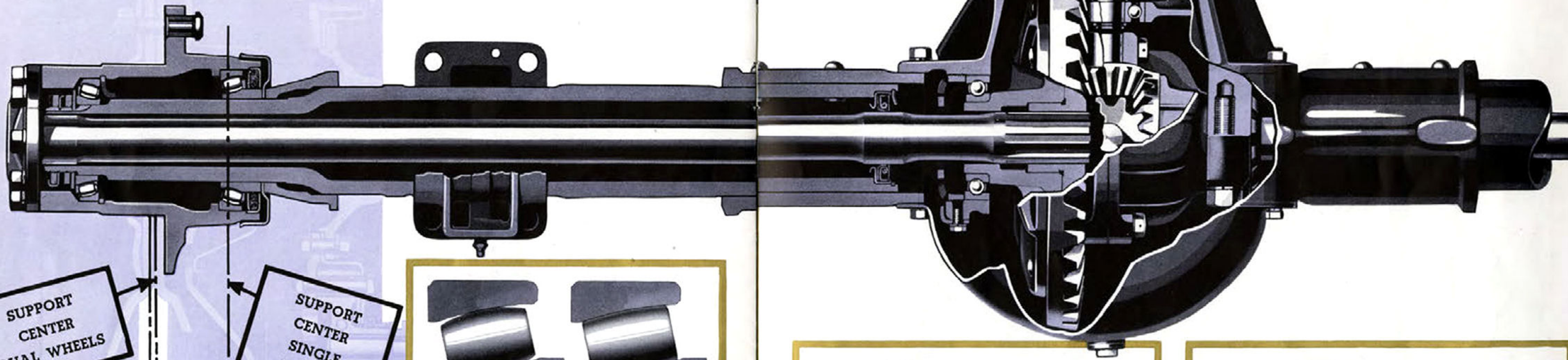
In case of axle shaft failure, due to continued excessive overloading, the truck remains supported on its four wheels, and may be towed or pushed to a service station without disturbing load.

The rear axle housing is entirely redesigned for the new type of construction, and is exceptionally

sturdy, with 35 per cent greater strength than in the 1935 models. It consists of a separate cast housing, which encases the differential and two housing tubes which enclose the axle shafts. The differential housing is a thick-walled, malleable iron casting of the banjo-type, with walls of a minimum thickness of $\frac{3}{8}$ inch, which is increased considerably at points of greatest stress. The new type rear axle increases road clearance to 9 inches.

The rear wheel hubs of heavy, malleable iron castings are completely new in design to contain the wheel bearings and to provide for the retention of the axle shafts in their housings.

REMOVABLE INSPECTION COVER—To provide for easy check-up of the rear axle housing assembly, a removable inspection cover gives ready access and complete protection from moisture, dust and dirt.



NEW BARREL TYPE BEARINGS—Designed especially and exclusively for Chevrolet, two Hyatt roller bearings, of an entirely new type, carry the load at each rear wheel. The result of 12 years of research, this new barrel type bearing combines two principal advantages. It is self-aligning, and is of three-part construction—the inner race—the roller and cage assembly—and the outer race—each of which may be serviced separately. Due to its construction, this bearing has the unique ability of taking both radial and thrust loads, and increasing its capacity as the load increases. Under increased load, the rollers and races are compressed so that more of their bearing surface is in contact. (See illustration above.)



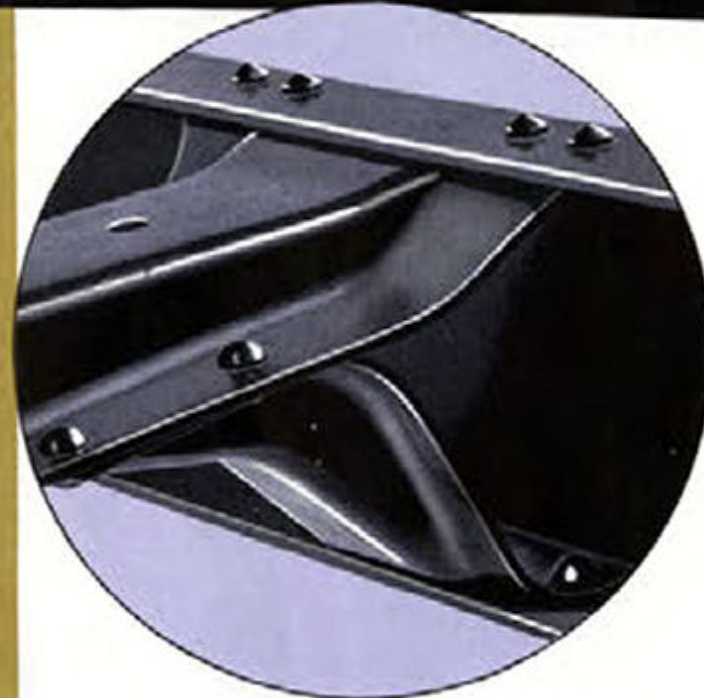
4-PINION RING GEAR—Included in the many features of quality engineering which give Chevrolet $1\frac{1}{2}$ -ton trucks exceptional rear axle dependability, is the 4-Pinion Ring Gear assembly. Wheel bearings are of the new barrel type. The torque tube flange is of exceptional strength and ruggedness.



STRADDLE-MOUNTED PINION—Among the many features which give added strength and ruggedness in Chevrolet's Full Floating Rear Axle is a straddle-mounted pinion, always aligned by two big ball bearings. It is typical of the quality Chevrolet builds throughout to assure dependable and economical truck operation.

CHEVROLET 1½-TON CHASSIS

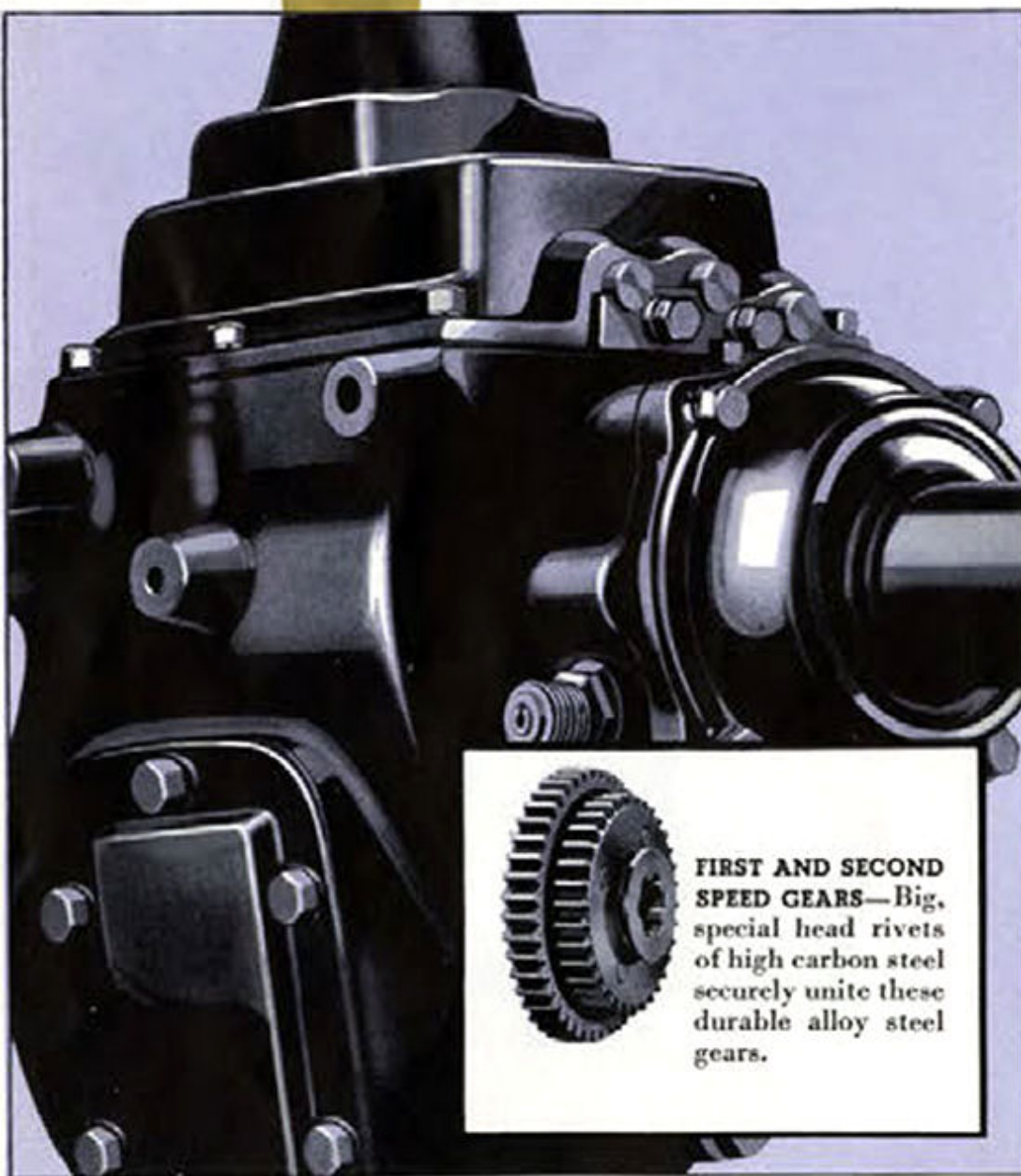
FEATURES AND TIRE DATA



ALLIGATOR JAW—The strong cross members that brace the 1½-ton frame are of the "alligator jaw" type. The illustration shows how this construction attaches to both the upper and lower flanges of the side members for extra strength and rigidity.

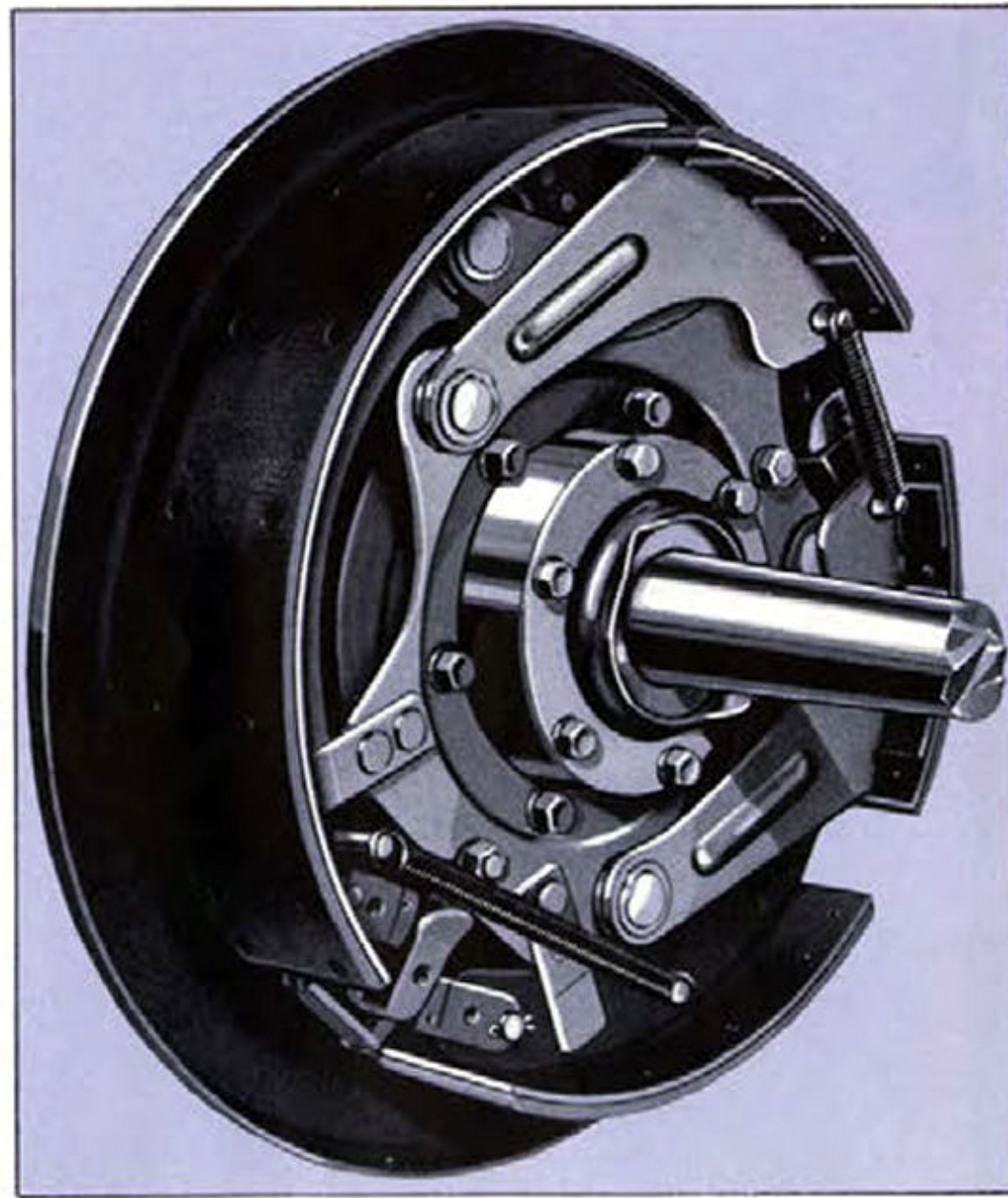
CHEVROLET 1½-TON TRUCK FRAME—The dependability of Chevrolet trucks is protected by the basic extra strength of a powerful frame. Both the 131-inch and 157-inch wheelbase trucks have frames of similar design, but extra length and an additional cross member are provided for the longer chassis. These frames have channel steel side members which are 7 inches deep and ¾ inch thick. They are rigidly supported by cross members of the most efficient type. These frames assure adequate body support for Chevrolet's large-capacity 1½-ton truck bodies.

"CROMODIZED" RUST-PROOFING OF ALL SHEET METAL PARTS—The new and superior "Cromodizing" rust-proof process has been adopted by Chevrolet for the treatment of fenders, running boards and other sheet metal parts. The "cromodizing" combines with the metal and changes it chemically to form a rust-proof surface. Accelerated tests indicate the new process doubles the life of fenders, and gives a greater resistance not only to rust, but to corrosion caused by salt and other chemicals used in the treatment of highways.



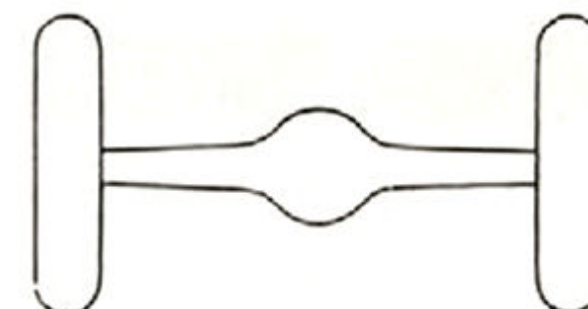
FIRST AND SECOND SPEED GEARS—Big, special head rivets of high carbon steel securely unite these durable alloy steel gears.

1½-TON TRANSMISSION—Rugged construction to withstand hard, continuous service is the outstanding characteristic of this four-speed Chevrolet truck transmission. A special low gear gives easy starting to heavily loaded trucks, without engine or clutch strain. The standard first speed gear ratio through the rear axle is 39.2 to 1. With a 6.16 to 1 optional ratio, the final reduction through the rear axle is 44.5 to 1. Bearings and gears are extra large. The transmission has a six-bolt standard S.A.E. power take-off opening.



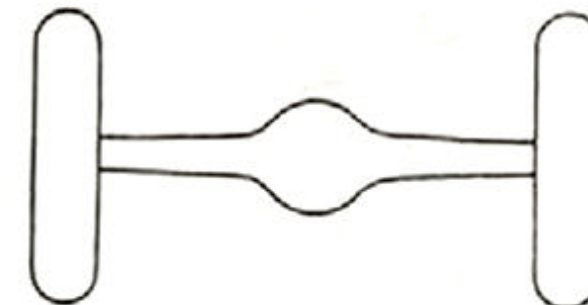
1½-TON BRAKES—Improved and refined in design and manufacture, the 1936 Chevrolet 1½-ton brakes give even greater efficiency to the extraordinarily effective and economical system which proved so successful in 1935 models. Powerful actuating linkage inside the brake drum, and extra large braking surface, give quick, positive action with extra capacity to meet increased power and load demands. A drop-forged, longer hand-brake lever is a new feature.

STANDARD AND OPTIONAL TIRE EQUIPMENT FOR CHEVROLET TRUCKS



STANDARD TIRE EQUIPMENT

Half-Ton Models—5.50-17, 4-ply
Sedan Delivery—5.25-17, 4-ply



STANDARD TIRE EQUIPMENT 1½-TON (131" and 157" W. B.) SINGLE REAR WHEEL TRUCKS

6.00-20, 6-ply FRONT 5" Rims
32 x 6, 8-ply REAR 5" Rims

OPTIONAL TIRE EQUIPMENT Available at Extra Cost

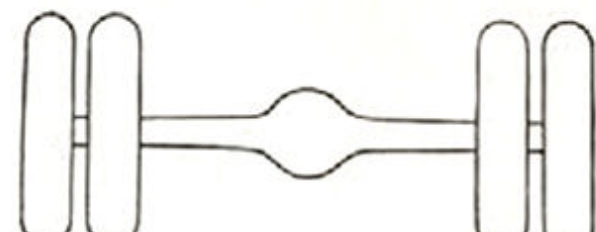
SPECIAL LOW PRESSURE TIRES AND WHEELS Available on All Half-Ton Models at Extra Cost

7.50 x 15—6-ply

1½-TON (131" and 157" W. B.) SINGLE WHEEL MODELS

Front: 30x5 6-ply 5" Rims \$ _____
Additional Price \$ _____
32x6 8-ply 5" Rims \$ _____
Additional Price \$ _____
32x6 10-ply 6" Rims \$ _____
Additional Price \$ _____
6.50-20 6-ply 5" Rims \$ _____
Additional Price \$ _____
7.00-20 6-ply 6" Rims \$ _____
Additional Price \$ _____

Rear: 32x6 10-ply 6" Rims \$ _____
Additional Price \$ _____
6.50-20 6-ply 5" Rims \$ _____
Additional Price \$ _____
7.00-20 6-ply 6" Rims \$ _____
Additional Price \$ _____



STANDARD TIRE EQUIPMENT 1½-TON (131" and 157" W. B.) DUAL REAR WHEEL TRUCKS

6.00-20, 6-ply FRONT AND REAR 5" rims. (Note) Small additional charge for dual rear wheels.

OPTIONAL TIRE EQUIPMENT Available at Extra Cost

1½-TON (131" and 157" W. B.) DUAL WHEEL MODELS

Front: 30x5 6-ply 5" Rims \$ _____
Additional Price \$ _____
32x6 8-ply 5" Rims \$ _____
Additional Price \$ _____

32x6 10-ply 6" Rims \$ _____
Additional Price \$ _____
6.50-20 6-ply 5" Rims \$ _____
Additional Price \$ _____
7.00-20 6-ply 6" Rims \$ _____
Additional Price \$ _____

Rear: 30x5 6-ply 5" Rims \$ _____
Additional Price \$ _____
32x6 8-ply 5" Rims \$ _____
Additional Price \$ _____
32x6 10-ply 6" Rims \$ _____
Additional Price \$ _____
6.50-20 6-ply 5" Rims \$ _____
Additional Price \$ _____
7.00-20 6-ply 6" Rims \$ _____
Additional Price \$ _____

TIRE CARRYING CAPACITY OF VARIOUS TIRES USED AS STANDARD AND OPTIONAL EQUIPMENT ON CHEVROLET TRUCKS

	Pounds of Capacity Per Tire	Pounds Air Pressure
5.25-17, 4-ply	885 @ 32	32 Air
7.50-15, 6-ply	1400 @ 25	25 Air
5.50-17, 4-ply, Balloon	955 @ 32	32 Air
30x5, 6-ply, High Pressure	1575 @ 75	75 Air
6.00-20, 6-ply, Balloon	1400 @ 45	45 Air
32x6, 8-ply, High Pressure	1950 @ 80	80 Air
6.50-20, 6-ply, Balloon	1650 @ 50	50 Air
32x6, 10-ply, High Pressure	2200 @ 90	90 Air
7.00-20, 8-ply, Balloon	1900 @ 55	55 Air

NOTE
*If loaded to excess, inflate with 36 to 40 pounds of air pressure. Never use a larger tire in front than in the rear. Never use High Pressure front with Balloon rear.

SPECIFICATIONS OF THE CHEVROLET HALF-TON TRUCKS

CHASSIS DIMENSIONS AND CHASSIS WEIGHTS

Wheelbase	112"
Back of cab to C/L of rear axle	32½"
C/L of rear axle to end of frame	34"
Back of cab to end of frame	66½"
Maximum load space length	75"
Turning radius	21' 10"
Chassis shipping weight (Approx.)	2185 lbs.
Chassis shipping weight with cab (Approx.)	2530 lbs.
Chassis weight front end, loaded (Approx.)	1800 lbs.
Chassis weight rear, loaded (Approx.)	2700 lbs.

The gross allowable weight of the Chevrolet half-ton truck shall not exceed 4400 lbs., which includes the chassis, cab, body, driver and payload.

FRAME—Channel steel with five cross members. Length 164". Depth of side members 5¼". Width of flanges 2¼" and thickness ¾".

ENGINE—Six-cylinder valve-in-head special truck engine—3½" bore and 4" stroke; 206.8 cubic inch piston displacement. NACC rated horsepower 26.3. Brake horsepower 72 at 3200 r.p.m. Compression ratio 6 to 1. Rated torque capacity 155 foot pounds at 900 to 1500 r.p.m.

LUBRICATION—Pressure feed to crankshaft main bearings, camshaft bearings and valve rocker arms. Pressure stream to connecting rod bearings.

COOLING SYSTEM—Centrifugal water pump; ribbed cellular truck

radiator core. Fan and pump driven by V-type belt. Water capacity—15 quarts.

IGNITION—Delco-Remy System.

GENERATOR—Delco-Remy System.

BATTERY—6-volt, 15-plate, 90 ampere hours capacity.

CARBURETOR—1¼" Carter down-draft carburetor with accelerating pump incorporated.

FUEL SYSTEM—AC fuel pump operated from camshaft. 16-gallon gasoline tank mounted at rear.

CLUTCH—Dry single-plate, completely enclosed, 9" disc equipped with braided moulded linings.

TRANSMISSION—Selective Syncro-Mesh type—three speeds forward and one reverse in unit with engine. Silent second gear. Helical type constant mesh gears. Four speed truck transmission is available at extra cost for pick-up unit when ordered from assembly plant.

FRONT AXLE—Heavy drop-forged heat treated I-beam.

REAR AXLE—Semi-floating spiral bevel gear.

STEERING GEAR—Semi-reversible—worm and sector. Ratio 14 to 1.

BRAKES—4-wheel hydraulic service brakes, articulated shoes—internal expanding type. Front and rear drums 11" inside diameter, lining width 1¾". Mechanical internal expanding emergency brakes.

SPRINGS—Semi-elliptic. Eight leaves both front and rear. Front springs 36" long—rear springs 54" long.

WHEELS—Wire with integral dropped center rims.

TIRES—Front and rear 5.50-17, 4-ply.

SPECIFICATIONS OF THE CHEVROLET SEDAN DELIVERY

CHASSIS DIMENSIONS AND CHASSIS WEIGHTS

Wheelbase	109"
Turning radius	18' 6"
Shipping weight (Approx.)	2815 lbs.

FRAME—"Box-Girder" construction, two-box section side rails connected by 3-box section cross members.

ENGINE—Six-cylinder valve-in-head, 3½" bore and 4" stroke; 206.8 cubic inches piston displacement. NACC rated horsepower 26.3. Brake horsepower 79 at 3200 r.p.m. Compression ratio 6 to 1.

LUBRICATION—Pressure feed to crankshaft main bearings, camshaft bearings, and valve rocker arms. Pressure stream to connecting rod bearings.

COOLING SYSTEM—Centrifugal water pump; ribbed cellular radiator core. Fan and pump driven by "V" type belt. Water capacity 15 quarts.

IGNITION—Delco-Remy System.

GENERATOR—Delco-Remy System.

BATTERY—6-volt, 13-plate, 90 ampere hours capacity.

CARBURETOR—1¼" Carter down-draft carburetor with accelerating pump incorporated.

FUEL SYSTEM—AC pump operated from camshaft. 14-gallon gasoline tank mounted at rear.

CLUTCH—Dry single-plate, completely enclosed, 9" disc equipped with asbestos composition linings.

TRANSMISSION—Helical constant mesh, three speeds forward and one reverse; unit power plant construction.

FRONT AXLE—I-beam section; four New Departure ball bearings in wheels.

REAR AXLE—Semi-floating spiral bevel gear.

STEERING GEAR—Semi-reversible worm and sector type. 14 to 1 ratio.

BRAKES—4-wheel hydraulic internal expanding type. Front and rear drums 11" inside diameter; lining width 1¾". Mechanical expanding emergency brakes.

SPRINGS—Semi-elliptic type; front 36" and rear 49"; threaded shackles. Delco Lovejoy shock absorbers, front and rear.

WHEELS—Steel spoke artillery.

TIRES—5.25-17, 4-ply.

EQUIPMENT—Fittings for high pressure lubrication; complete tool kit; hydraulic stoplight; rear view mirror; "V" windshield; automatic windshield wiper; two-beam headlamps; parking bulbs; adjustable sun visor and Fisher No Draft ventilation. Adjustable driver's seat, vibrator horn, theft-resisting ignition lock.

SPECIFICATIONS OF THE CHEVROLET 1½-TON TRUCKS

CHASSIS DIMENSIONS AND CHASSIS WEIGHTS

Wheelbase	131"	157"
Back of cab to C/L of rear axle	51½"	77½"
C/L of rear axle to end of frame	34½"	34½"
Back of cab to end of frame	86¾"	112¾"
Maximum load space	116½"	144"
Turning radius	25½'	29'
Chassis shipping weight (Approx.)		
(Single wheel equipment)	3065 lbs.	3090 lbs.
(Dual wheel equipment)	3175 lbs.	3235 lbs.
Chassis shipping weight with cab (Approx.)		
(Single wheel equipment)	3400 lbs.	3445 lbs.
(Dual wheel equipment)	3535 lbs.	3580 lbs.
Chassis weight front end loaded (Approx.)		
(Single wheel equipment)	1950 lbs.	2050 lbs.
(Dual wheel equipment)	2350 lbs.	3000 lbs.
Chassis weight rear loaded (Approx.)		
(Single wheel equipment)	5750 lbs.	5650 lbs.
(Dual wheel equipment)	7050 lbs.	6850 lbs.

The gross allowable weight of the Chevrolet truck with single wheels and equipped with 32 x 6 8-ply rear tires shall not exceed 7600 lbs., which includes the chassis, cab, body, driver and payload.

The gross allowable weight of the Chevrolet truck with dual wheels shall not exceed 9300 lbs., which includes chassis, cab, body, driver and payload.

When 32 x 6, 10-ply tires and Helper Springs are used, the gross allowable weight is 11,300 pounds.

FRAME—(131" wheelbase model) Channel steel with 5 cross members. Length 188¼". Depth of side members 7". Width of flanges 2¾". Thickness ¾".

(157" wheelbase model) Channel steel with 6 cross members. Length 214¼". Depth of side members 7". Width of flanges 2¾". Thickness ¾".

ENGINE—Six-cylinder valve-in-head special truck engine—3½" bore and 4" stroke; 206.8 cubic inch piston displacement. NACC rated horsepower 26.3. Brake horsepower 72 at 3200 r.p.m. Compression ratio 6 to 1. Rated torque capacity 155 foot pounds at 900 to 1500 r.p.m.

LUBRICATION—Pressure feed to crankshaft main bearings, camshaft bearings and valve rocker arms. Pressure stream to connecting rod bearings.

COOLING SYSTEM—Centrifugal water pump; ribbed cellular truck radiator core. Fan and pump driven by V-type belt. Water capacity—15 quarts.

IGNITION—Delco-Remy System.

GENERATOR—Delco-Remy System.

BATTERY—6-volt, 15-plate, 90 ampere hours capacity.

CARBURETOR—1¼" Carter down-draft carburetor with accelerating pump incorporated.

FUEL SYSTEM—AC fuel pump operated from camshaft. 17-gallon gasoline tank mounted under driver's seat.

CLUTCH—Dry single-plate, complete, enclosed, 10" disc equipped with moulded asbestos lining.

TRANSMISSION—Selective type, sliding gear, 4 speeds forward and one reverse in unit with engine. Transmission gear reduction—low speed 7.23 to 1. Second speed 3.48 to 1. Third speed 1.71 to 1. Fourth speed direct. Reverse 7.15 to 1. Standard S.A.E. 6-bolt power take-off opening located on left hand side of transmission.

FRONT AXLE—Heavy drop-forged heat treated I-beam.

REAR AXLE—Full-floating spiral bevel gear type. 4 pinion differential with straddle-mounted pinion. Standard gear ratio 5.43 to 1. Optional ratio 6.17 to 1.

STEERING GEAR—Semi-reversible—worm and sector. Ratio 14 to 1.

BRAKES—Service brakes front and rear are the articulate shoe internal expanding type. Front drums 14" in diameter with 2" width lining. Rear drums 16" diameter with 3" width lining. Cut-in type internal expanding emergency brakes operate on all wheels.

SPRINGS—Semi-elliptic. Front springs 36" long. Rear springs 45" long.

WHEELS—Pierced disc.

TIRES—Standard single wheel equipment 6.00-20, 6-ply truck type tires front and 32 x 6, 8-ply truck type tires rear. Standard dual equipment at small additional cost includes 6.00-20, 6-ply truck type tires front and rear.

(Chevrolet offers several balloon and high-pressure tire options for 1½-ton trucks at very little additional cost.)

The right is reserved to change specifications, colors, or prices without incurring any responsibility with regard to trucks or chassis previously sold. Chevrolet trucks can be purchased on the liberal G. M. A. C. Plan with a small initial payment and easy monthly installments. Accessories and spare tires extra.

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