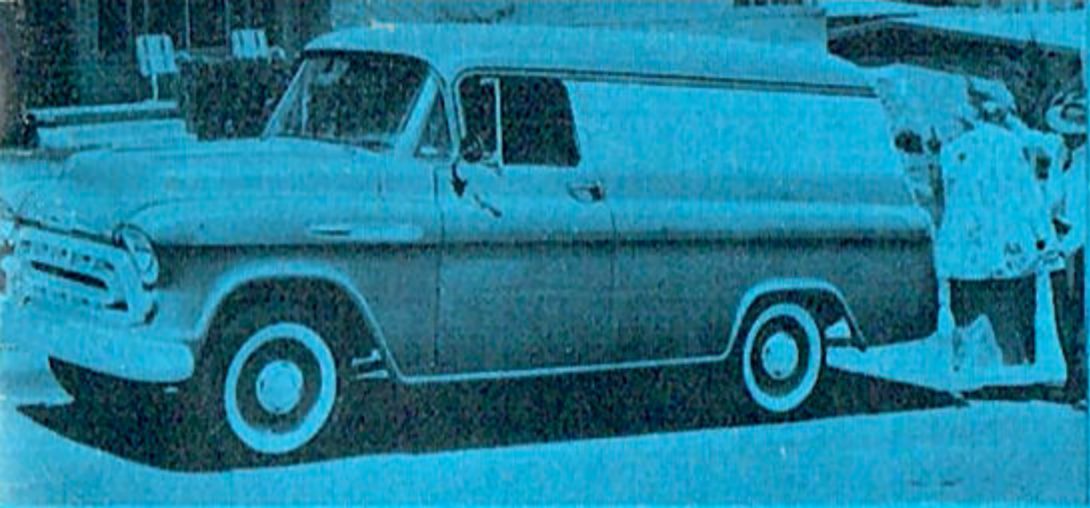


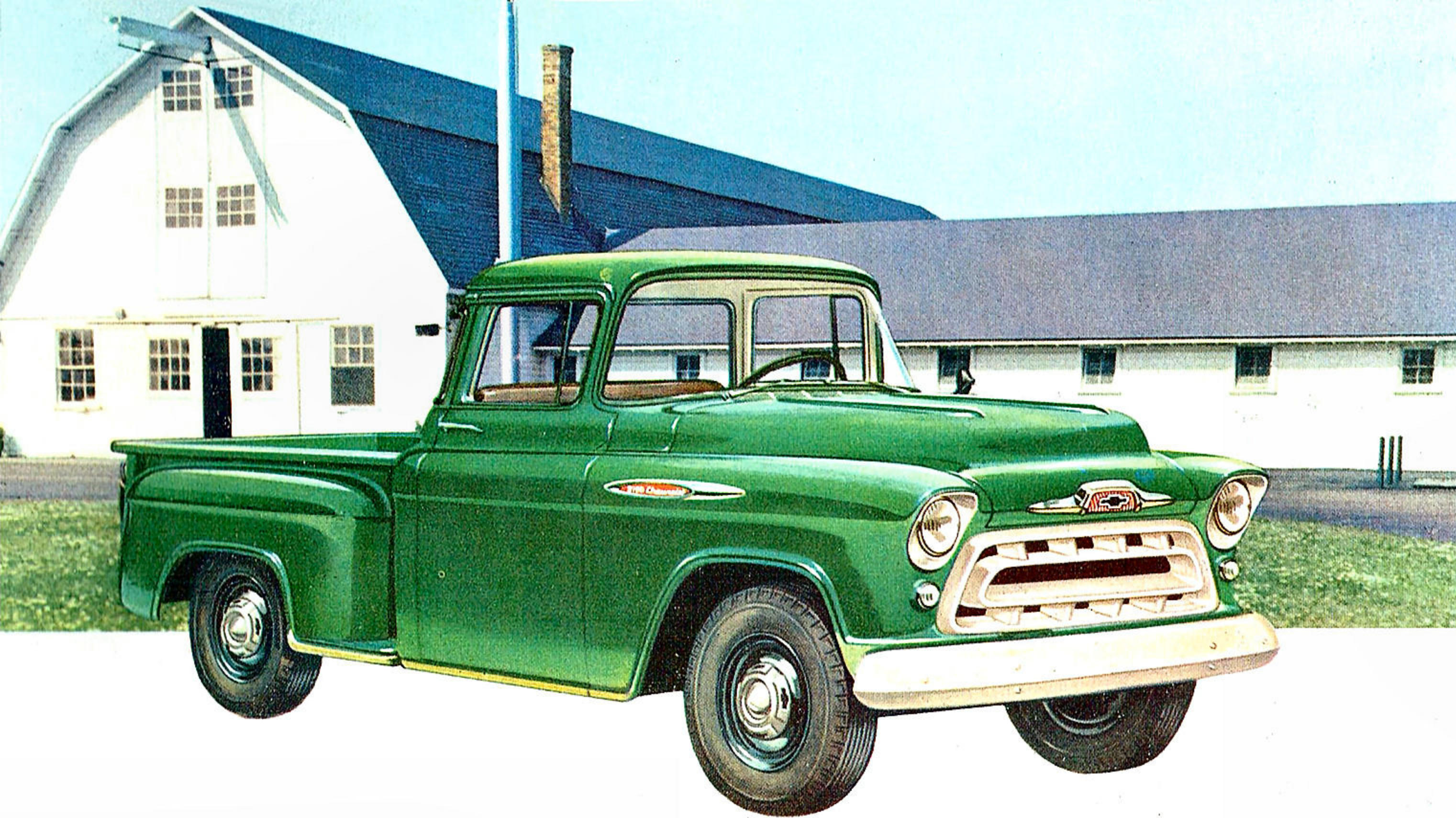
1957 CHEVROLET TASK·FORCE TRUCK LINE



THE "BIG WHEEL"
in trucks!

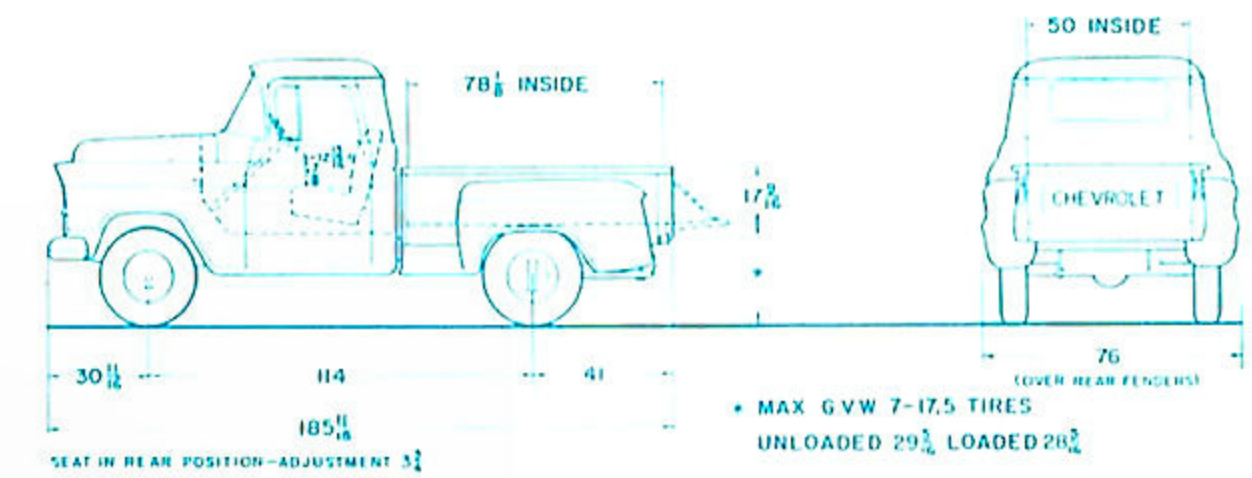


FIRST IN SALES SINCE 1937

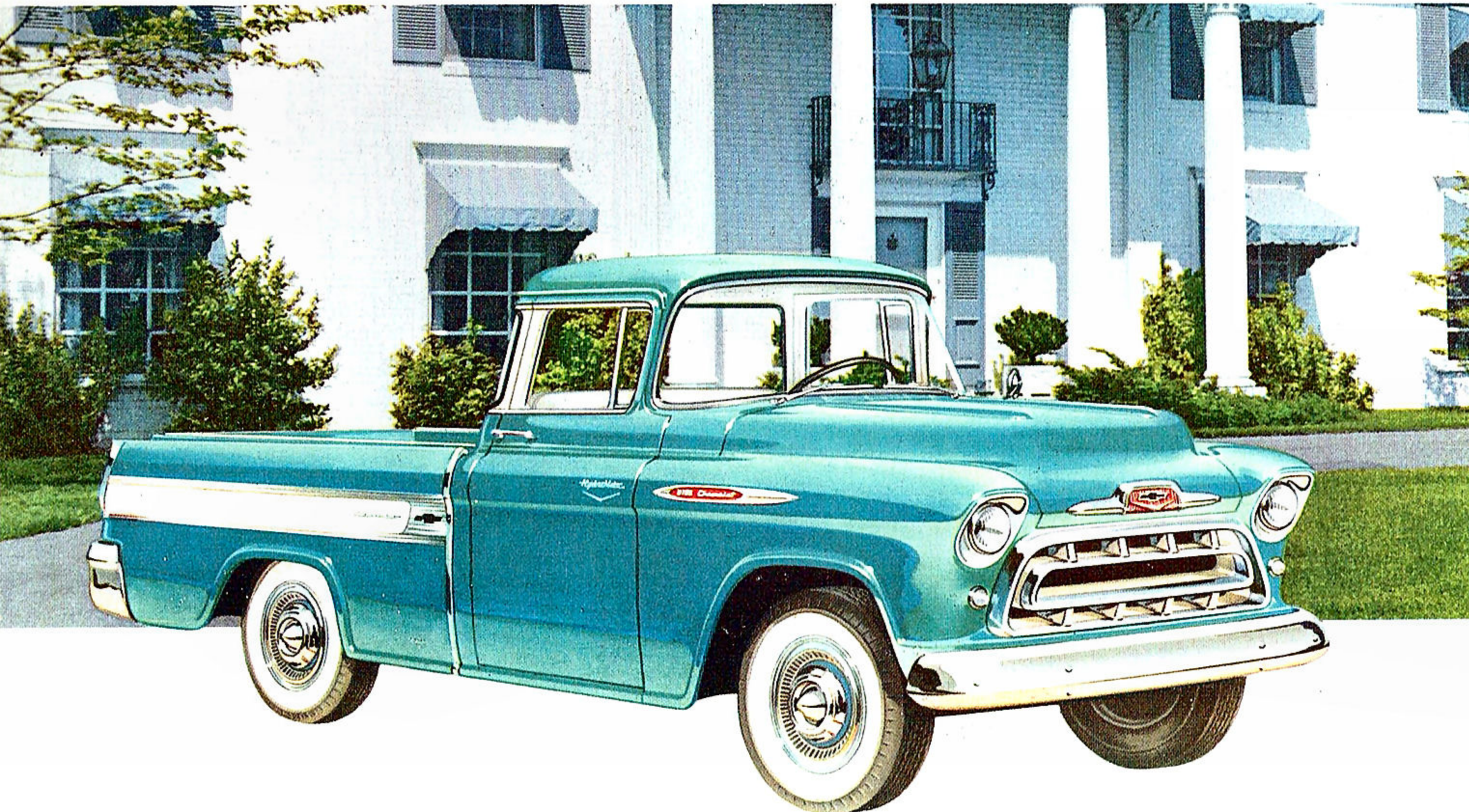


CHEVROLET PICKUP MODEL

3104

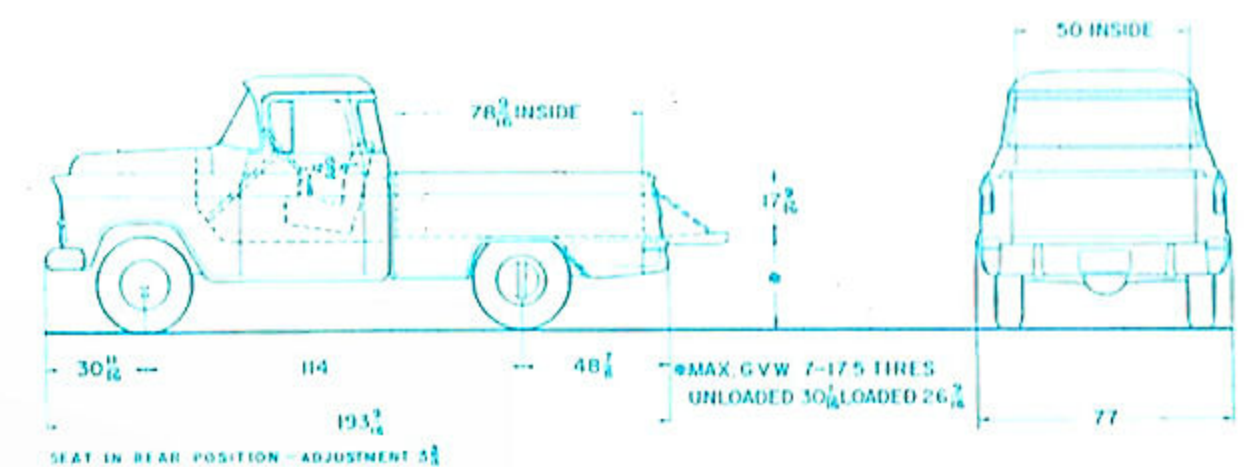


For '57, this fleet Pickup—powered by Chevrolet's famous valve-in-head high-compression Thriftmaster 6—is more than ever the value champ of its class! Maximum G.V.W. rating is 5000 lbs.; the spacious pickup box provides a full 27 square feet of load space for big, profitable payloads, up to 1650 lbs. Here are ultra-modern features such as concealed Safety Steps, panoramic windshield, Ball-Gear Steering. Here, too, are work-saving extra-cost options that make long hours behind the wheel easier than ever before . . . including Power Brakes, Power Steering, Hydraulic transmission, and a great V8, the 155-h.p. Trademaster.

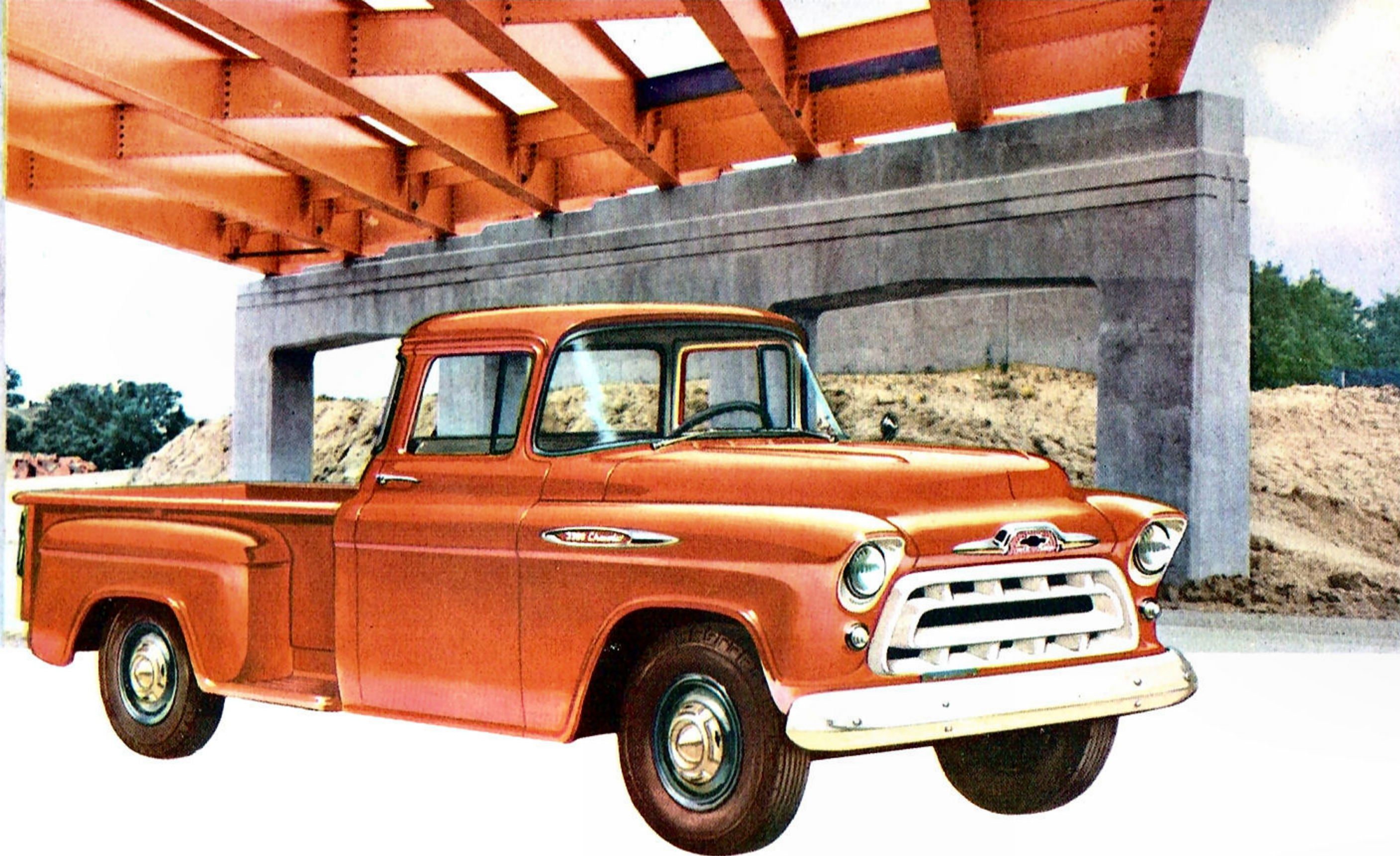


CHEVROLET CAMEO CARRIER

3124

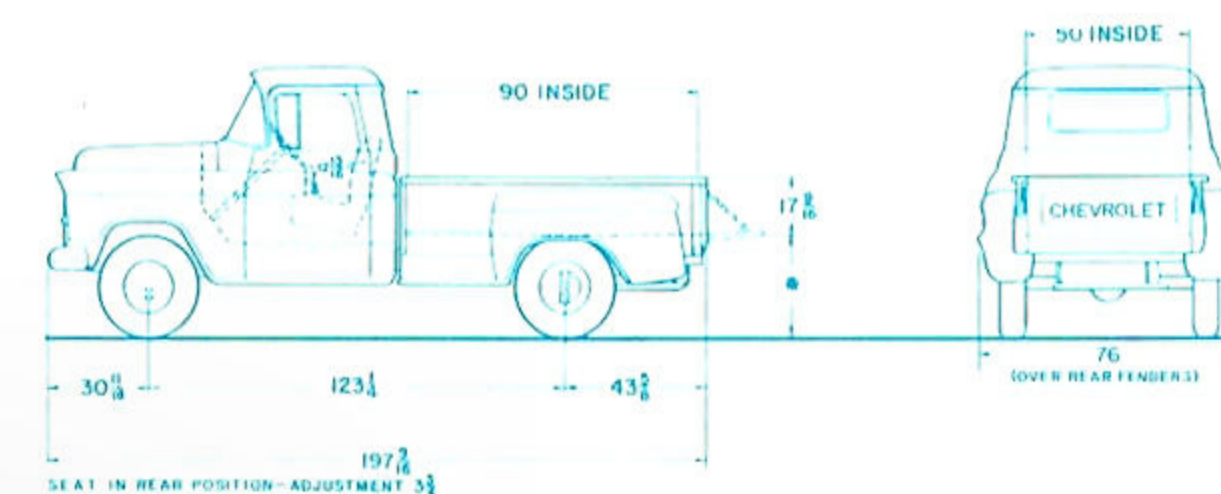


Here's the world's most glamorous truck, the Chevrolet Cameo Carrier—now more distinctive than ever! Smooth-lined pickup sides sport bright new color panels for added style. This beautiful load hauler is now available in a choice of nine flagship-styled two-tone exteriors, four interior color combinations, with special Flite-Ride Custom Cab, hideaway spare tire (accessible through a downward-opening metal door at the rear) . . . everything to bring you a new kind of pride, a new sense of pleasure on your job! And the Cameo Carrier is just as fleet as it looks, with modern power from either the famous Thriftmaster 6 or optional Trademaster V8. Payloads are up to 1500 lbs.; maximum G.V.W. is 5000 lbs.

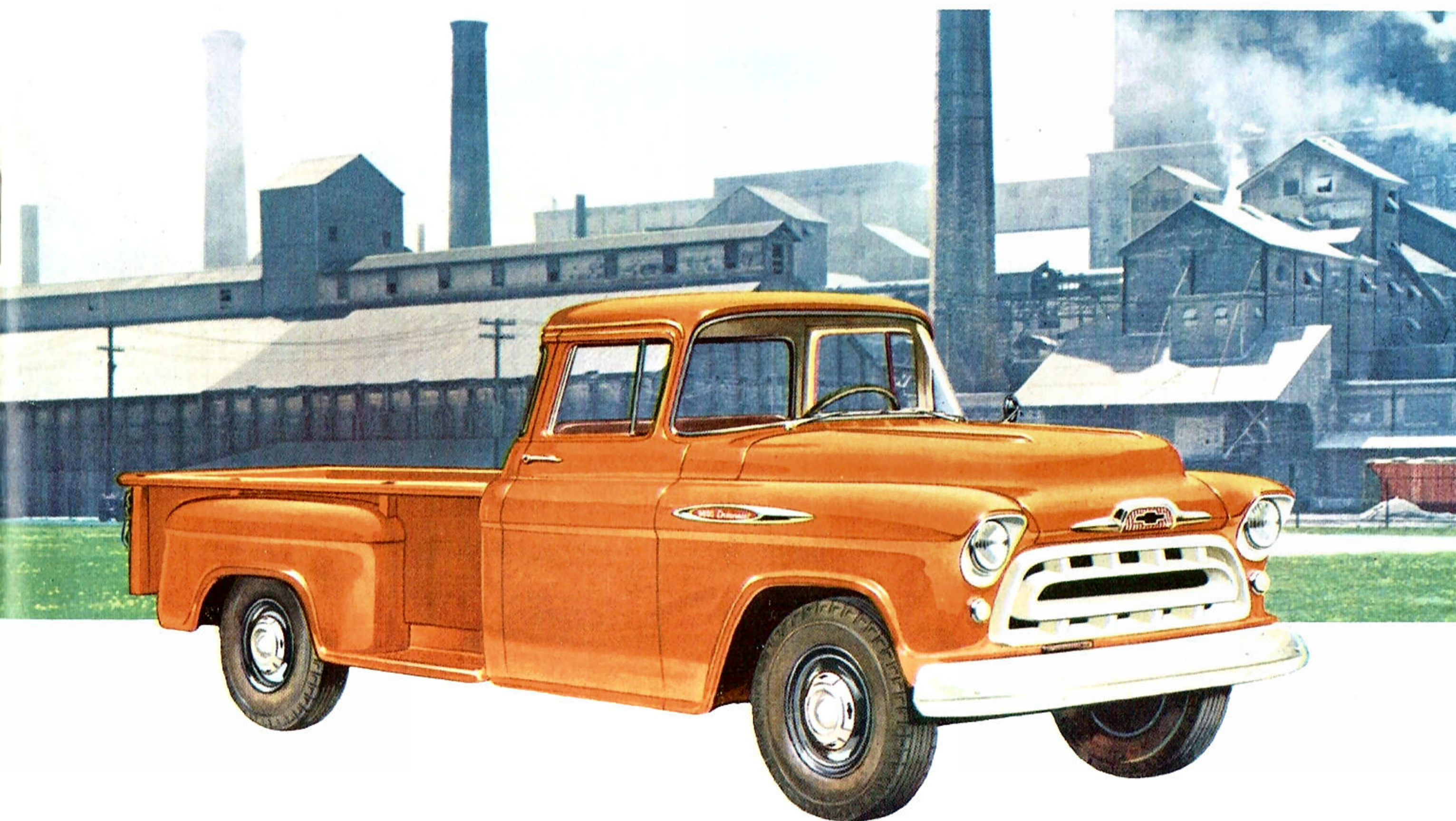


CHEVROLET PICKUP MODELS

3204—3604

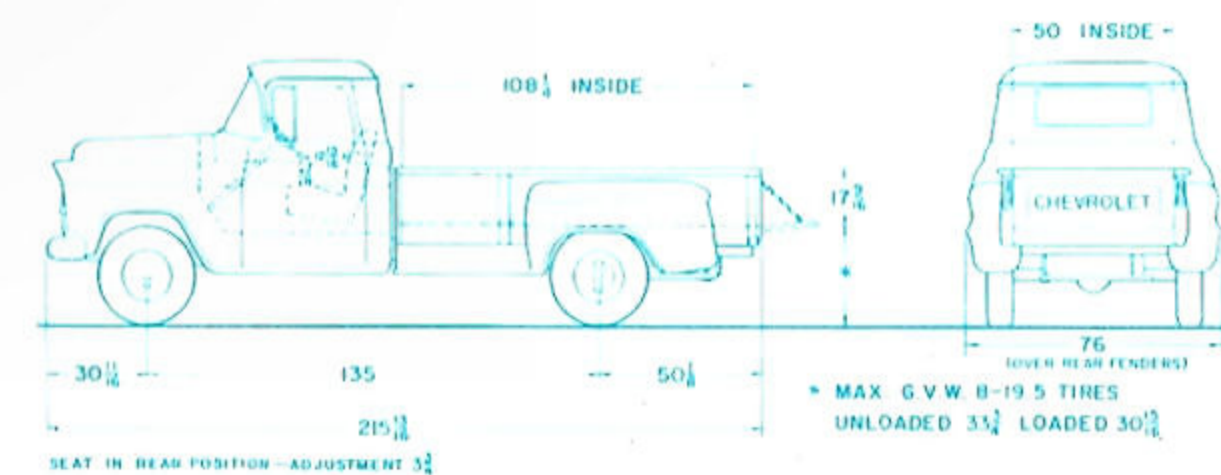


These new models are built for **big** loads, profitable hauling! G.V.W.'s are up to 5000 lbs. in Model 3204; 6900 lbs. in Model 3604; pickup boxes measure a full 50" x 90"! You'll find modern features everywhere . . . including the new Flite-Ride Cab with concealed Safety Steps and panoramic windshield . . . the famous Chevrolet truck Thriftmaster 6 engine . . . and smooth, Synchro-Mesh transmission. There's a host of advanced extra-cost options, too, such as 155-h.p. Trademaster V8, Hydra-Matic transmission, Power Steering, Power Brakes, Custom Cab and chrome equipment. They all add up to a new kind of hauling that makes business more of a pleasure than ever before.



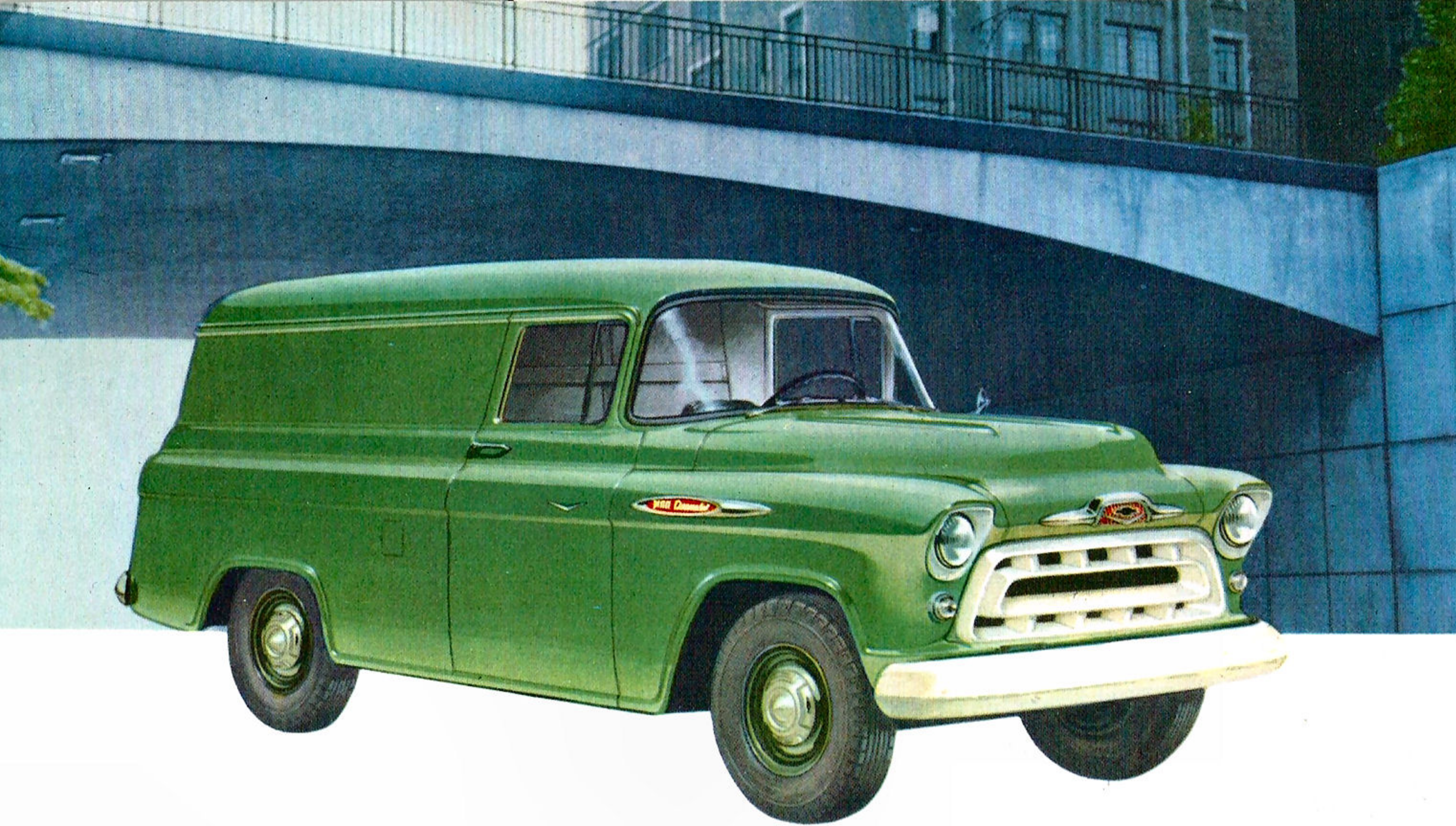
CHEVROLET PICKUP MODEL

3804



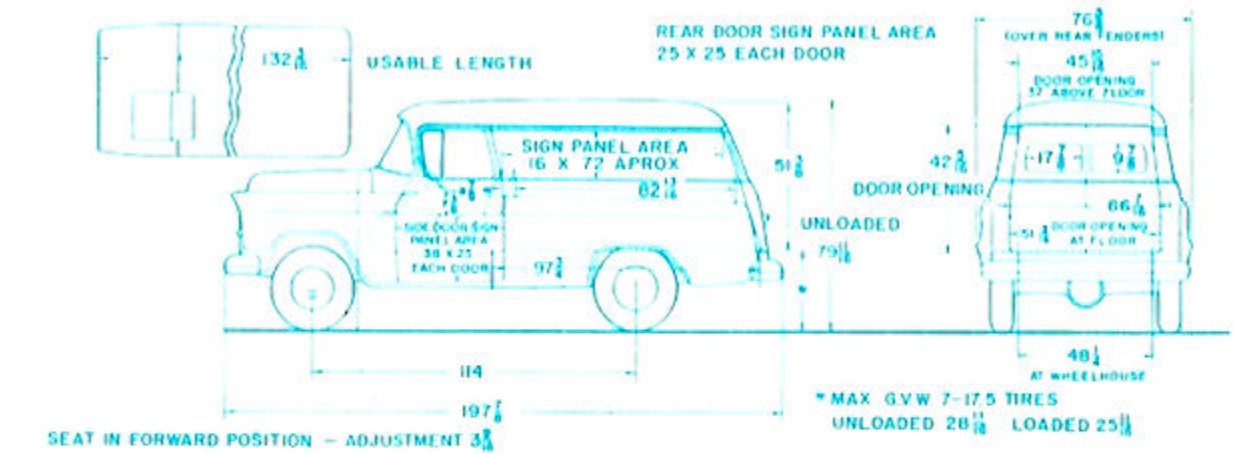
This new model is the king of modern Pickups, a big, handsome hauler that packs up to 3100 lbs. of payload with a G.V.W. of 7000 lbs.! Cargo area is extra big (108 $\frac{1}{4}$ " long) to handle bulky loads. You get all the years-ahead features found in all Chevrolet trucks —moneysaving power from short-stroke Trademaster V8* or high-compression Thriftmaster 6, tubeless tires, High-Level cab ventilation, a transmission that suits your job ideally, truck beauty and driving ease that make tough hauling jobs far more pleasant. The extra quality inherent in all new Chevrolet truck components is typified by the design of the 2-stage rear springs provided on this model. They mean softer riding for driver and cargo, whether the truck is empty or loaded.

*Optional at extra cost.

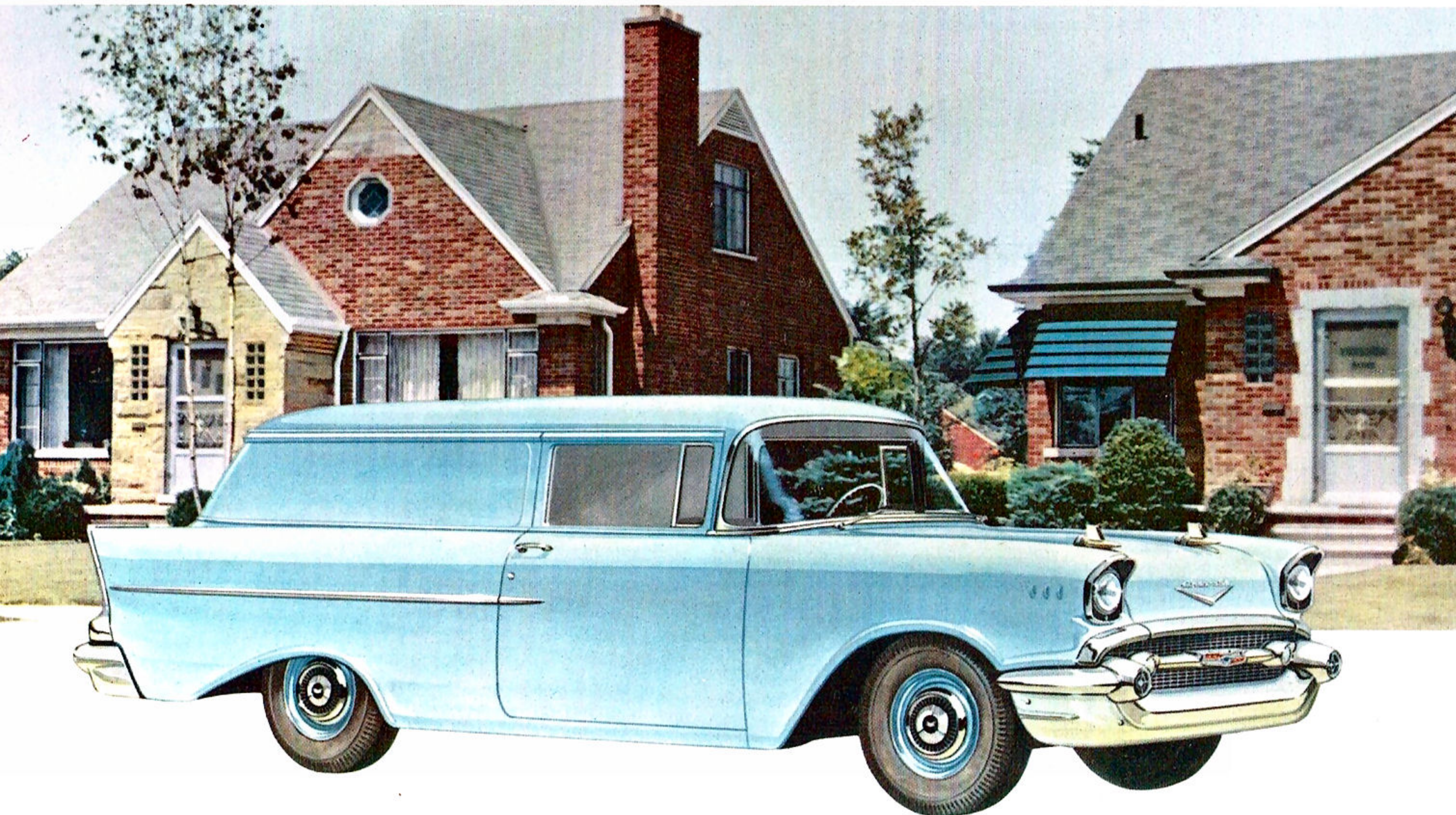


CHEVROLET PANEL MODEL

3105

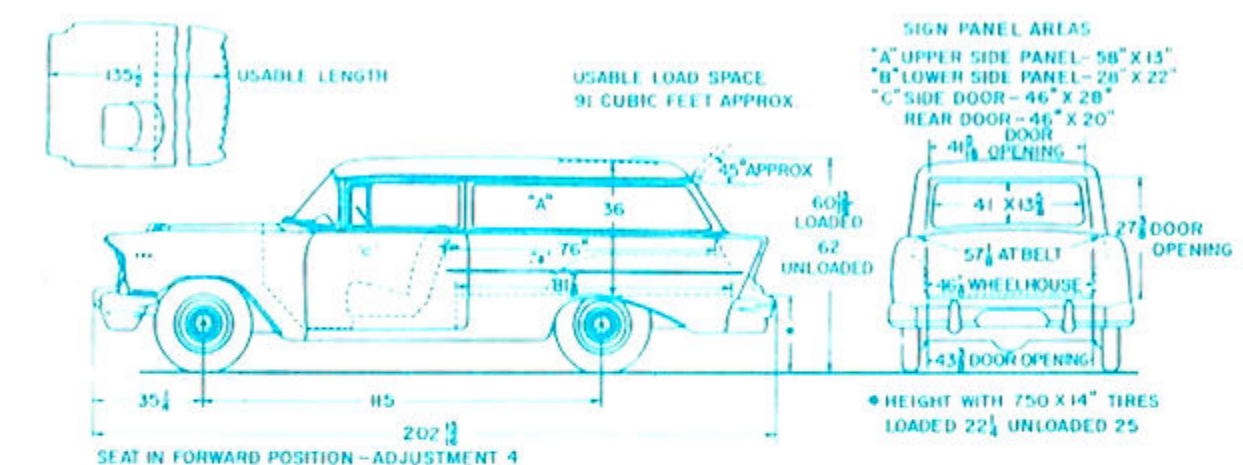


Designed for beauty, planned for duty—that's the 1957 Chevrolet Model 3105 Panel! The sleek new grille blends with smooth hood lines and gracefully curved windshield to produce a stylish appearance that's good advertising for you! Extra-easy handling stems from famous Ball-Gear Steering. And there's assurance of more profitable work with a **big** cargo area that lets you haul more—rated for payloads up to 1400 lbs.; maximum G.V.W. 5000 lbs. You'll get more done, too, thanks to the fleet, efficient power of the famous Thriftmaster 6, or the optional (extra cost) Trademaster V8.



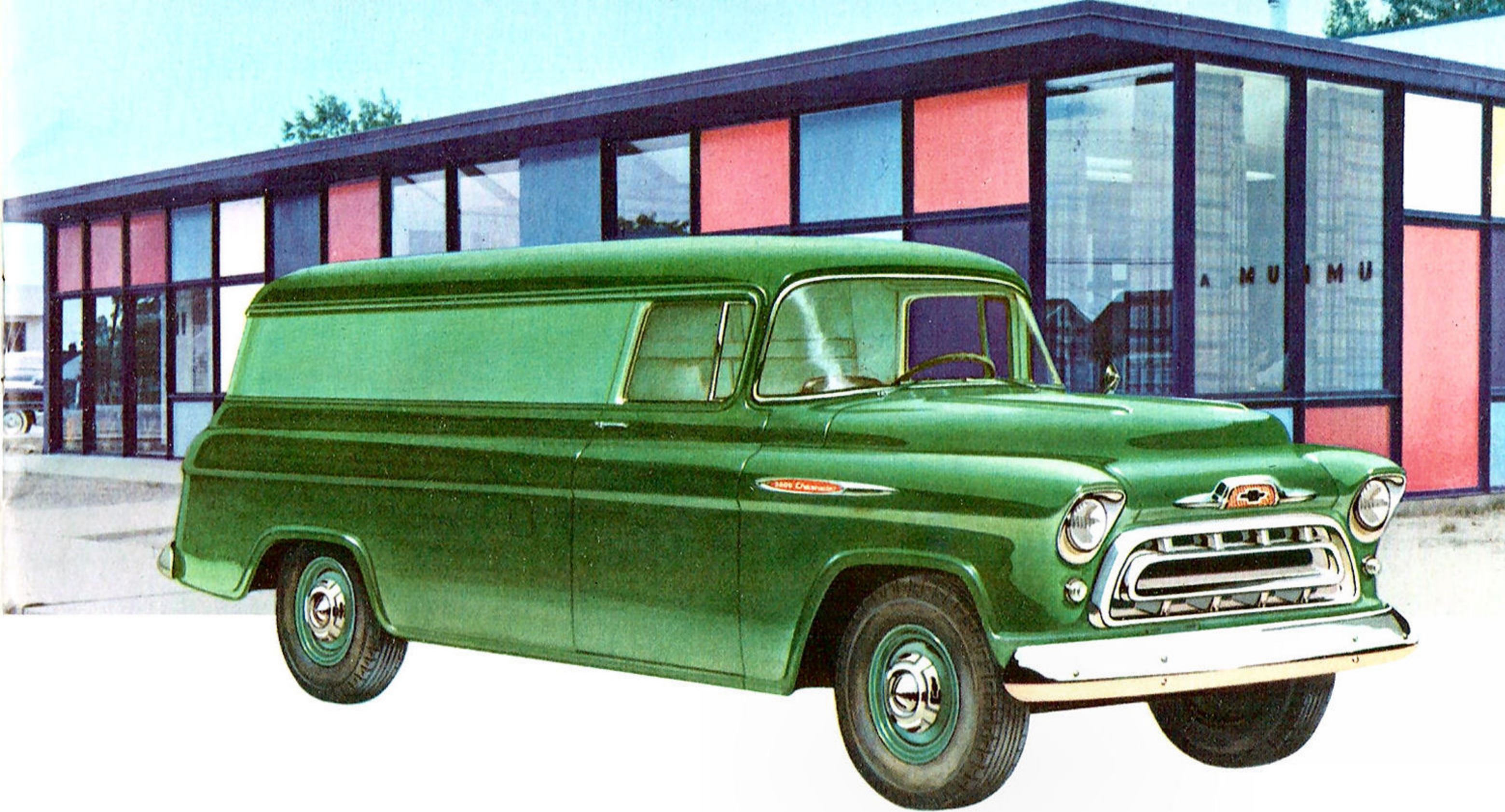
CHEVROLET SEDAN DELIVERY

1508

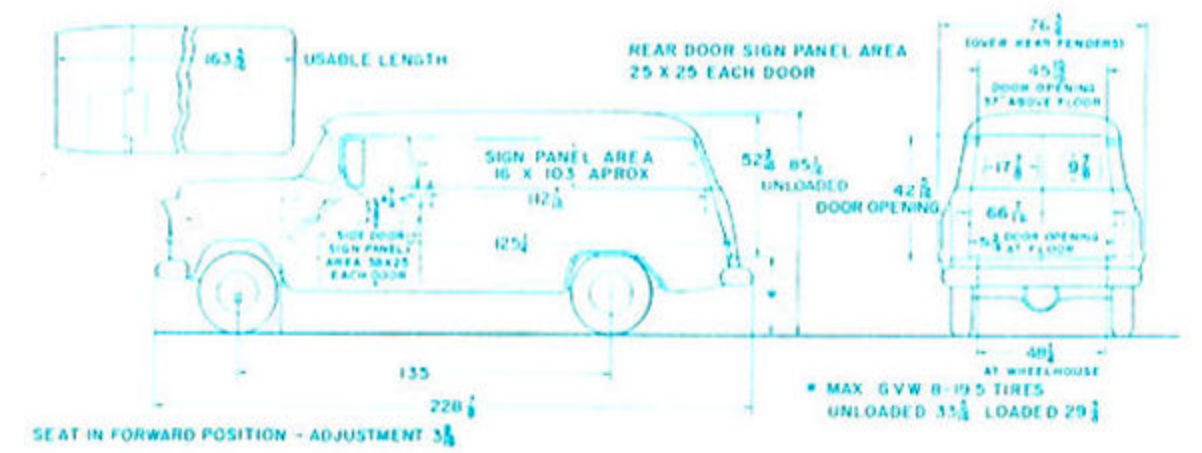


For 1957, the Chevrolet Sedan Delivery offers sleek eye-appeal surpassing that of many passenger cars! Load protection and a velvet-smooth ride are assured by the passenger car chassis with Glide-Ride front suspension, outrigger rear springs, double-acting shock absorbers. A new theft-proof rear door lock is provided as standard equipment. For economical, on-schedule delivery service, there are dynamite-packed Turbo-Fire and Super Turbo-Fire V8's* or a modern high-compression Blue-Flame 6! With a payload capacity of up to 875 lbs.—a G.V.W. of 4100 lbs.—the Sedan Delivery is the ideal vehicle for many businesses.

*Optional at extra cost.



3805

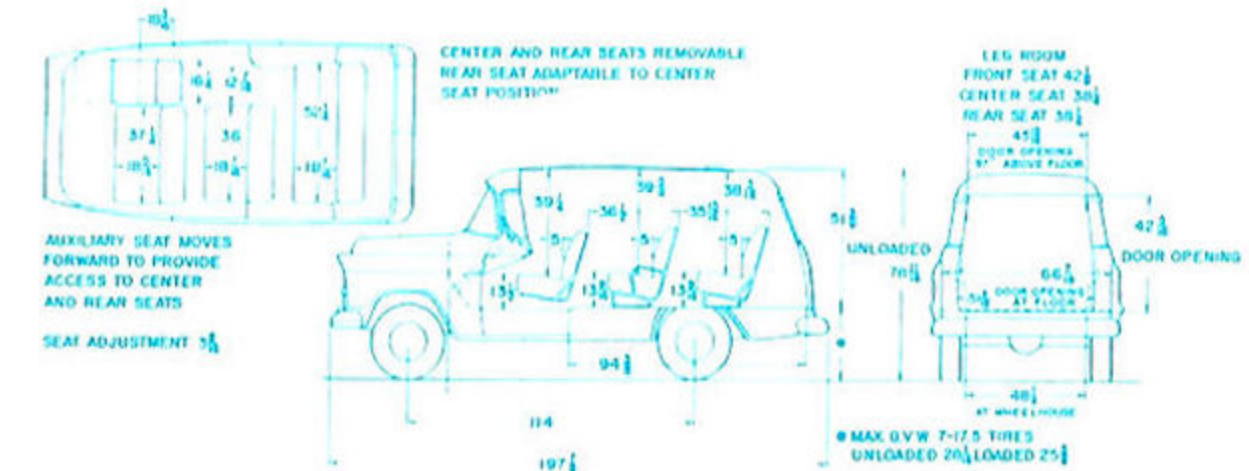


Here's the big Panel buy of 1957! This gleaming new model is designed to handle big, bulky loads with a payload capacity of up to 2700 lbs. and a maximum G.V.W. of 7000 lbs. For economical power-performance on fast-moving jobs there's the famous Chevrolet Thriftmaster 6—the world's most popular truck engine. Long hours behind the wheel are eased by features such as Nu-Flex seat, High-Level ventilation system, panoramic windshield. Extra-cost options include a great short-stroke V8—the big 155-h.p. Trademaster. If your business calls for a Panel that carries king-sized loads, this is your truck!

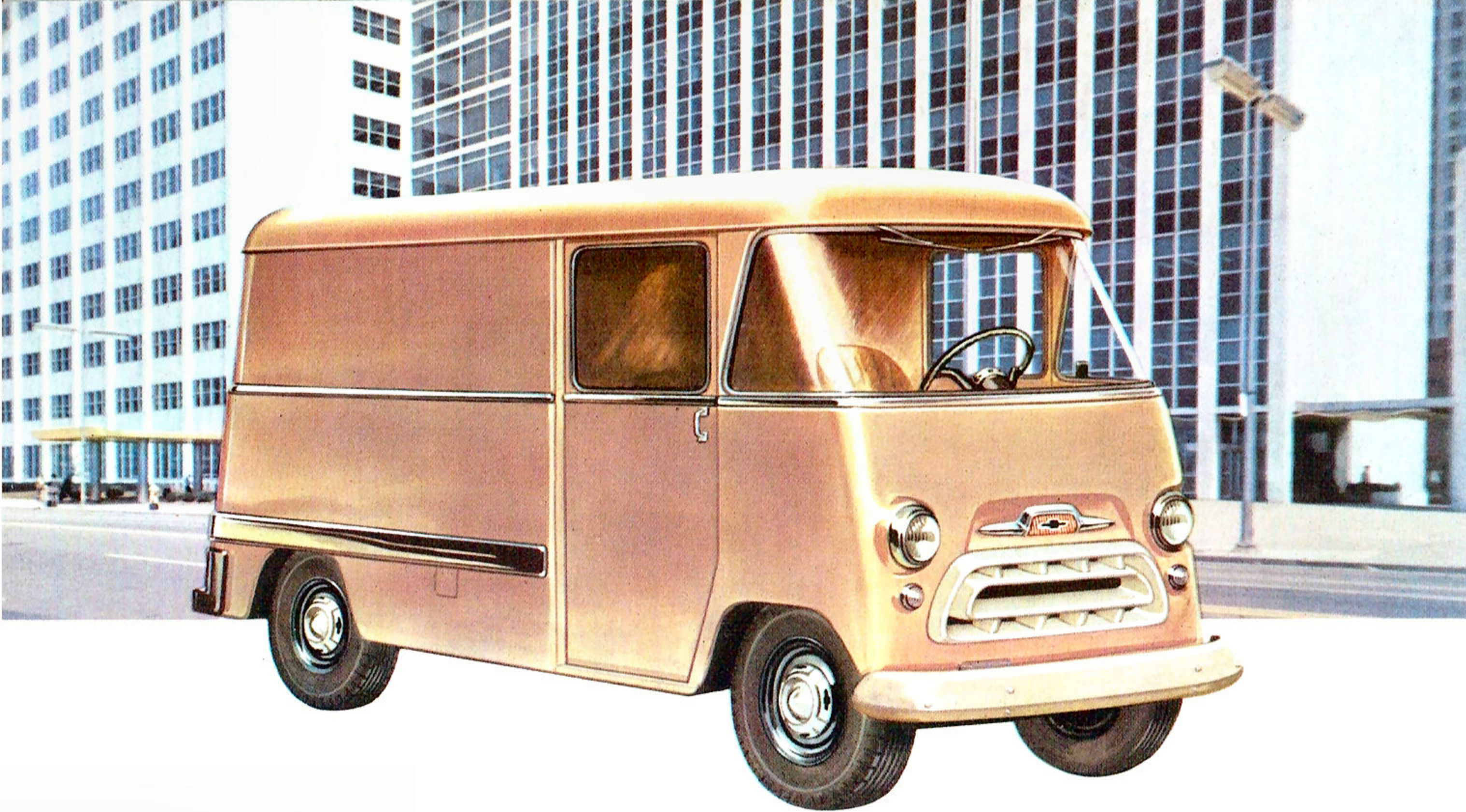


SUBURBAN CARRYALL MODELS

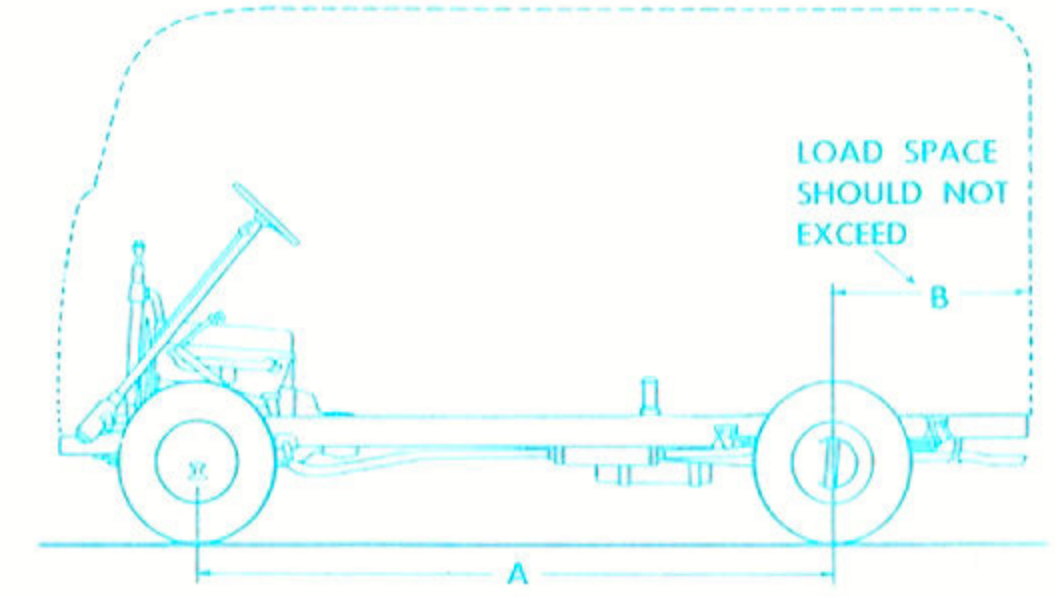
3106—3116



These unique trucks convert from big, roomy panel-type haulers to passenger vehicles—in a flash! Center and rear seats can be removed or replaced easily and quickly. There's room to carry 8 men comfortably, or, if you prefer, bulky payloads up to 1200 lbs.! Model 3106 provides full-length vertical panel rear doors; Model 3116 provides horizontal tail- and lift-gate rear doors. Ultramodern features include Chevrolet's popular high-compression Thriftmaster 6, tubeless tires, and, as extra-cost options, short-stroke Trademaster V8, Hydra-Matic transmission, Power Steering and Power Brakes.



FORWARD CONTROL CHASSIS



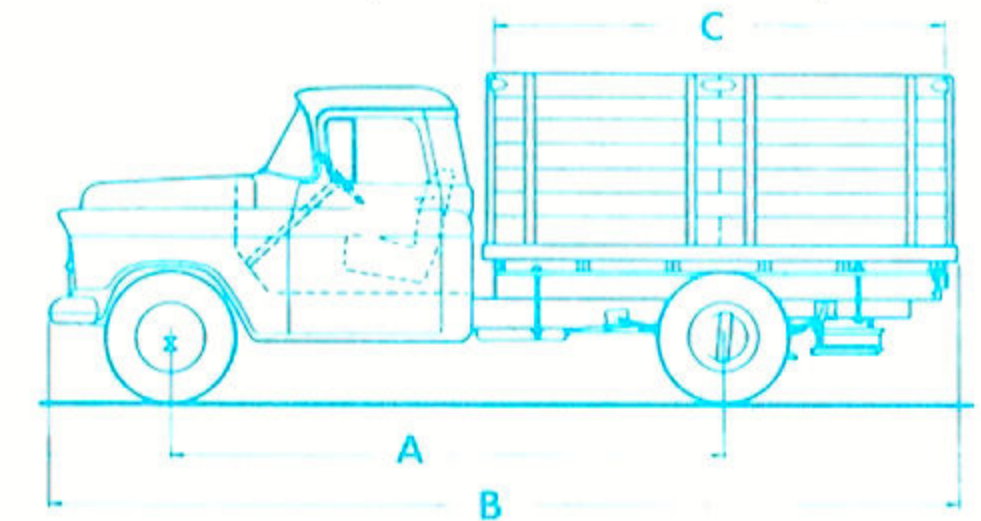
| MODEL | A | B | For Body Length |
|-------|------|---------|-----------------|
| 3442 | 104" | 37 5/8" | 8 Feet |
| 3542 | 125" | 37 5/8" | 10 Feet |
| 3742 | 137" | 37 5/8" | 12 Feet |

Chevrolet Series 3000 Forward Control Chassis models provide for easier, more economical door-to-door delivery work. Dependable, low-cost power for continuous stop-and-go driving is supplied by the famous Thriftmaster Special 6 with updraft carburetor. Direct double-acting shock absorbers and long leaf springs cushion the ride and protect the cargo. Front bumper is standard. Among the many extra-cost options now available are the new Trademaster V8, Hydra-Matic transmission (with 6-cylinder engine only)—and for the last word in easy route servicing, power brakes, too! Information on a wide range of special bodies is available from authorized Chevrolet dealers.



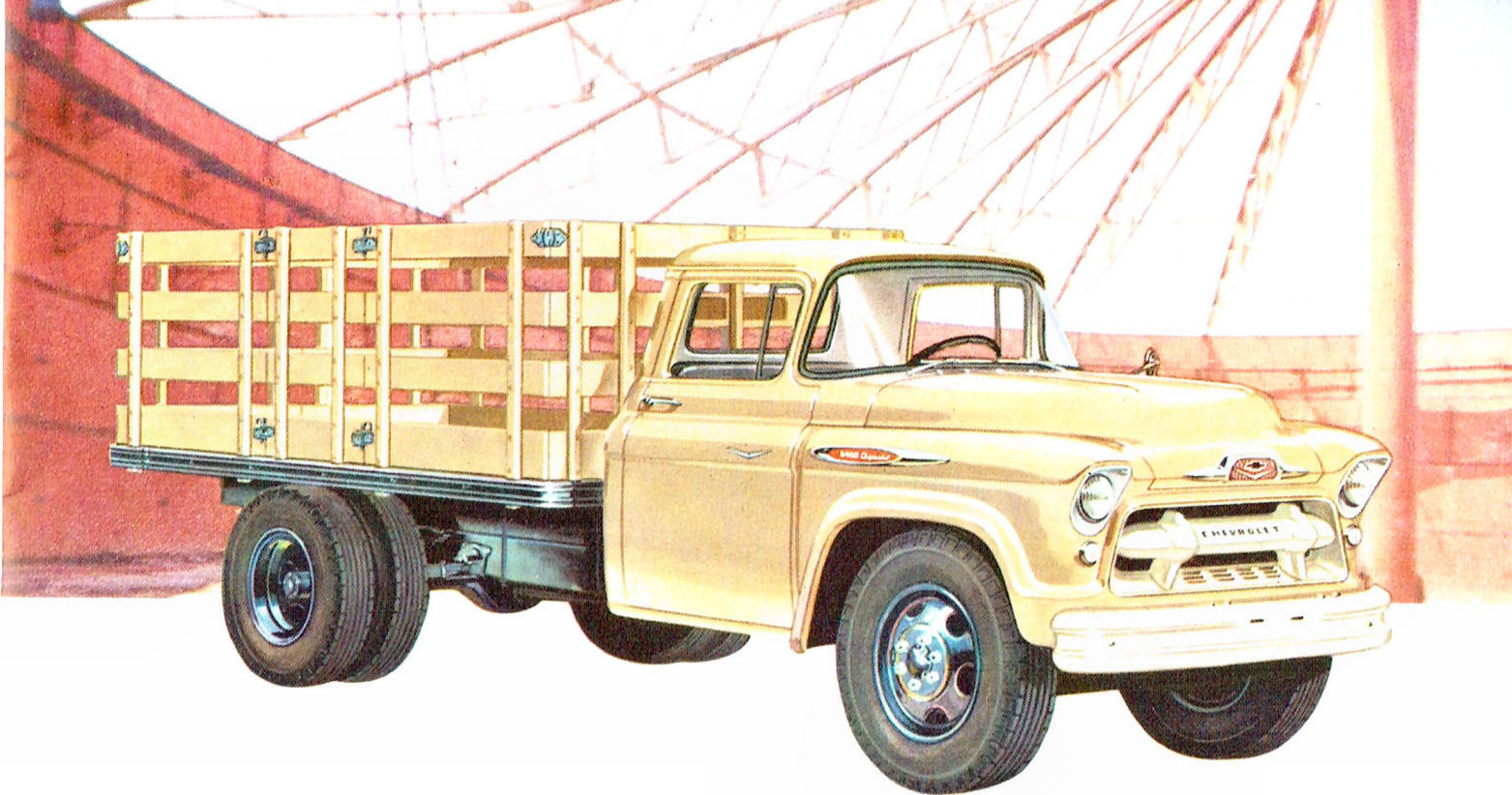
LIGHT-DUTY STAKE MODELS

3609—3809

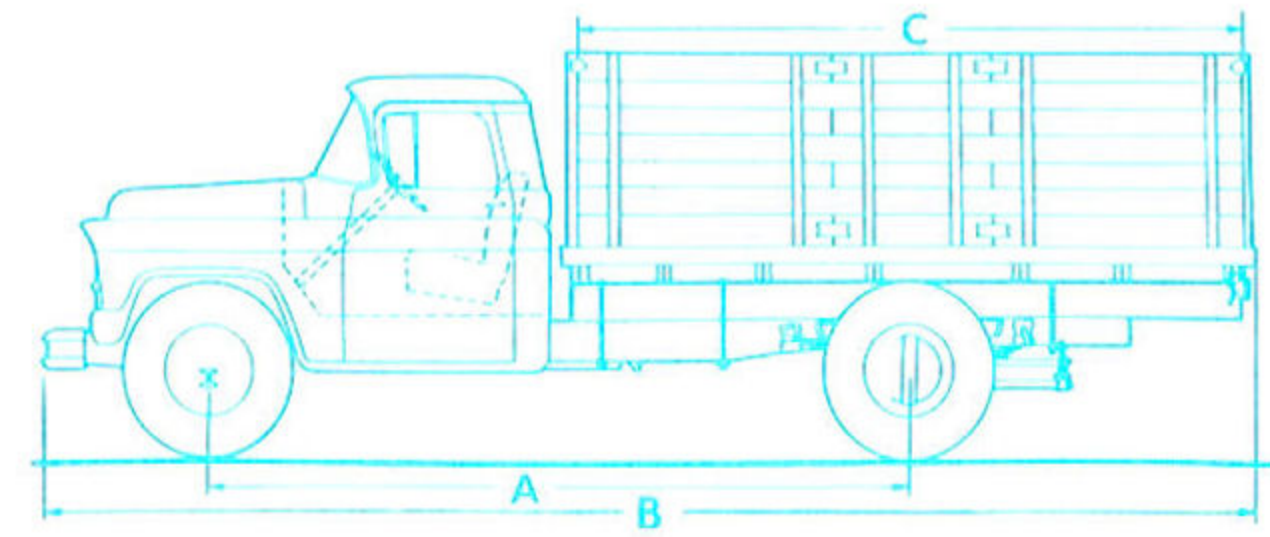


| MODEL | A | B | C |
|-------|----------|----------|------|
| 3609 | 123 1/4" | 205" | 91" |
| 3809 | 135" | 222 1/2" | 109" |

These rugged Stake models give you power, comfort, and appearance benefits—as well as some very special stake truck advantages. For instance, you can haul up to 2900 lbs. in Model 3609; up to 4200 lbs. in Model 3809, without overloading. The rugged steel-stripped hardwood platforms provide 91" length in Model 3609 and 109" length in Model 3809 inside the stakes for big, bulky loads. Racks fit snugly in reinforced steel pockets but, being made of hardwood, they are easily removed. Modern Chevrolet truck suspension gives a smooth ride that protects the load, and extra-cost options include the finest of today's truck V8 engines—the efficient short-stroke 155-h.p. Trademaster.

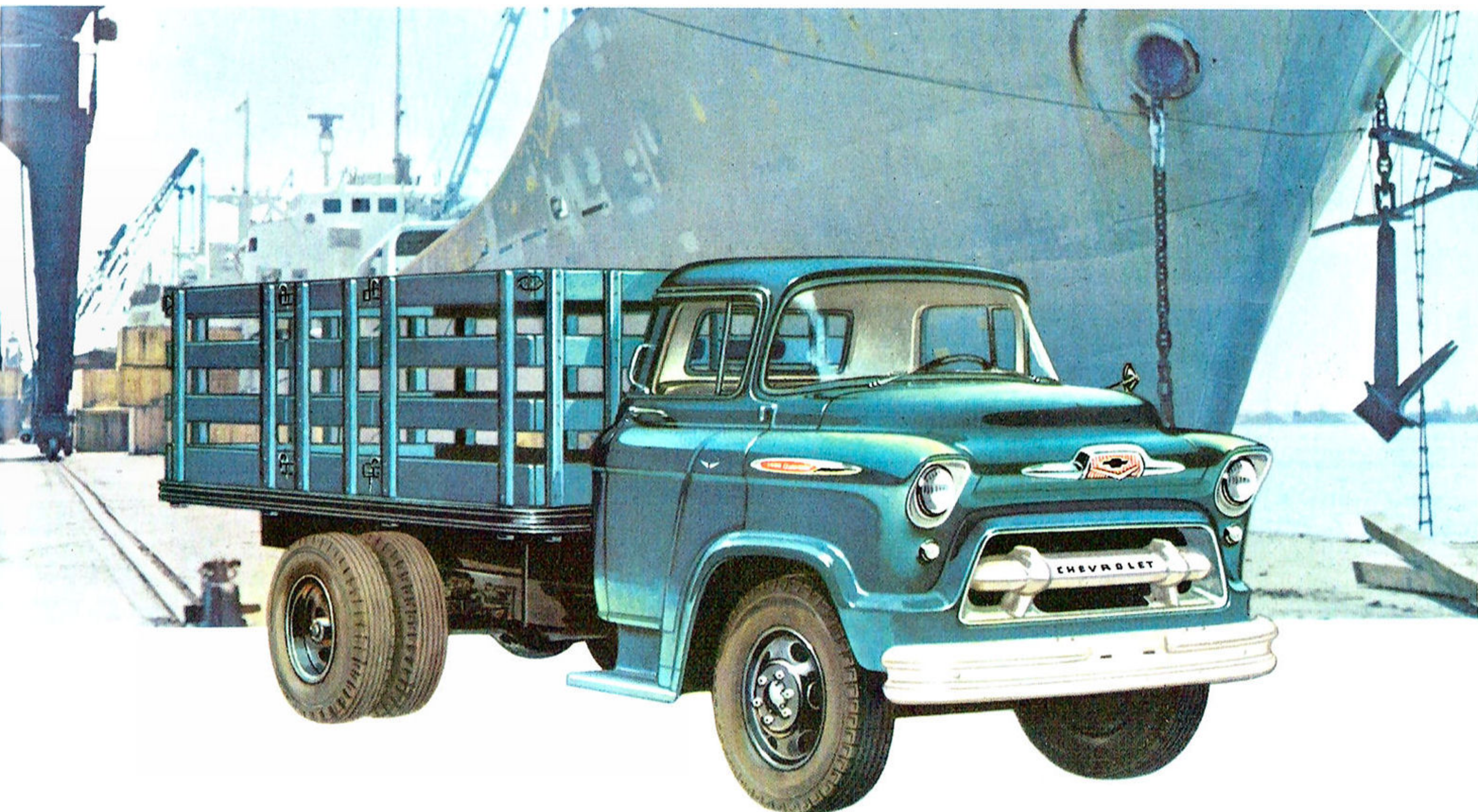


MEDIUM- AND HEAVY-DUTY CONVENTIONAL STAKE MODELS

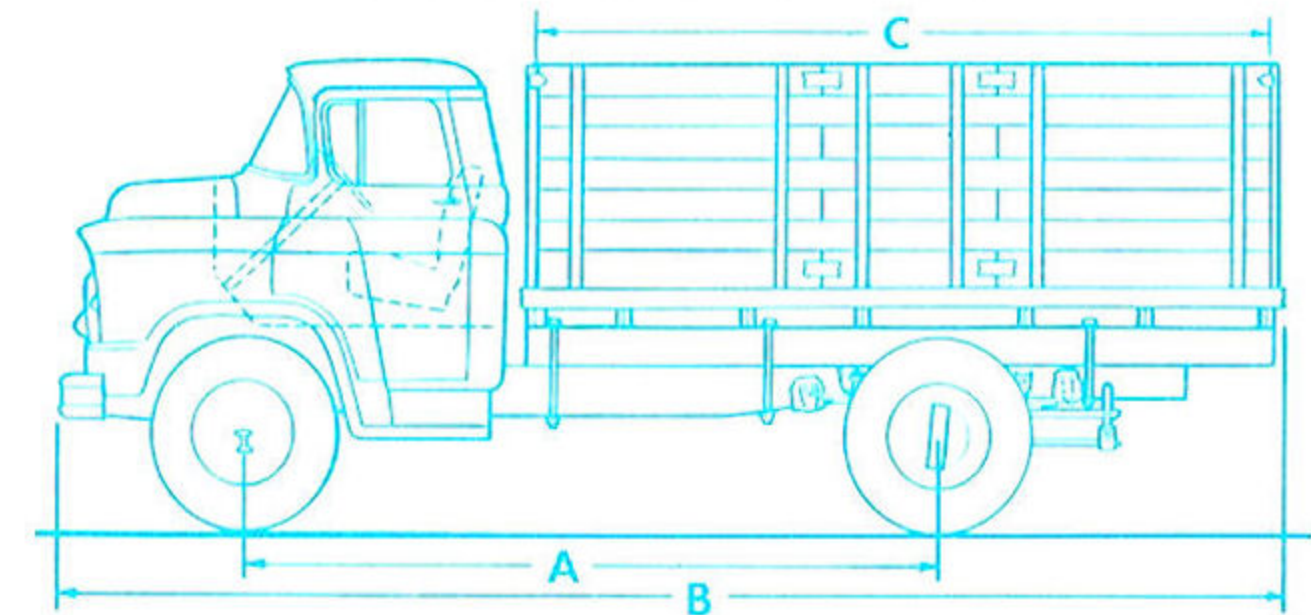


| MODEL | A | B | C |
|----------------|-------|-------|------|
| 4109-6109-8109 | 132½" | 223¼" | 104" |
| 4409-6409-8409 | 156½" | 258¾" | 144" |

New Chevrolet Series 4000 Stakes are extra rugged and dependable for a wide variety of hauling jobs; they are powered by the 140-h.p. Thriftmaster 6 or the 155-h.p. short-stroke Trademaster V8 (optional at extra cost). In Series 6000 stakes, modern features such as the new extra-durable 15,000-lb. rear axle assure great hauling under all conditions. Series 8000 heavy-duty stakes provide heavier frames, huskier suspensions, bigger front brakes, and the new 160-h.p. Taskmaster V8 to meet the requirements of bigger load-pulling jobs.

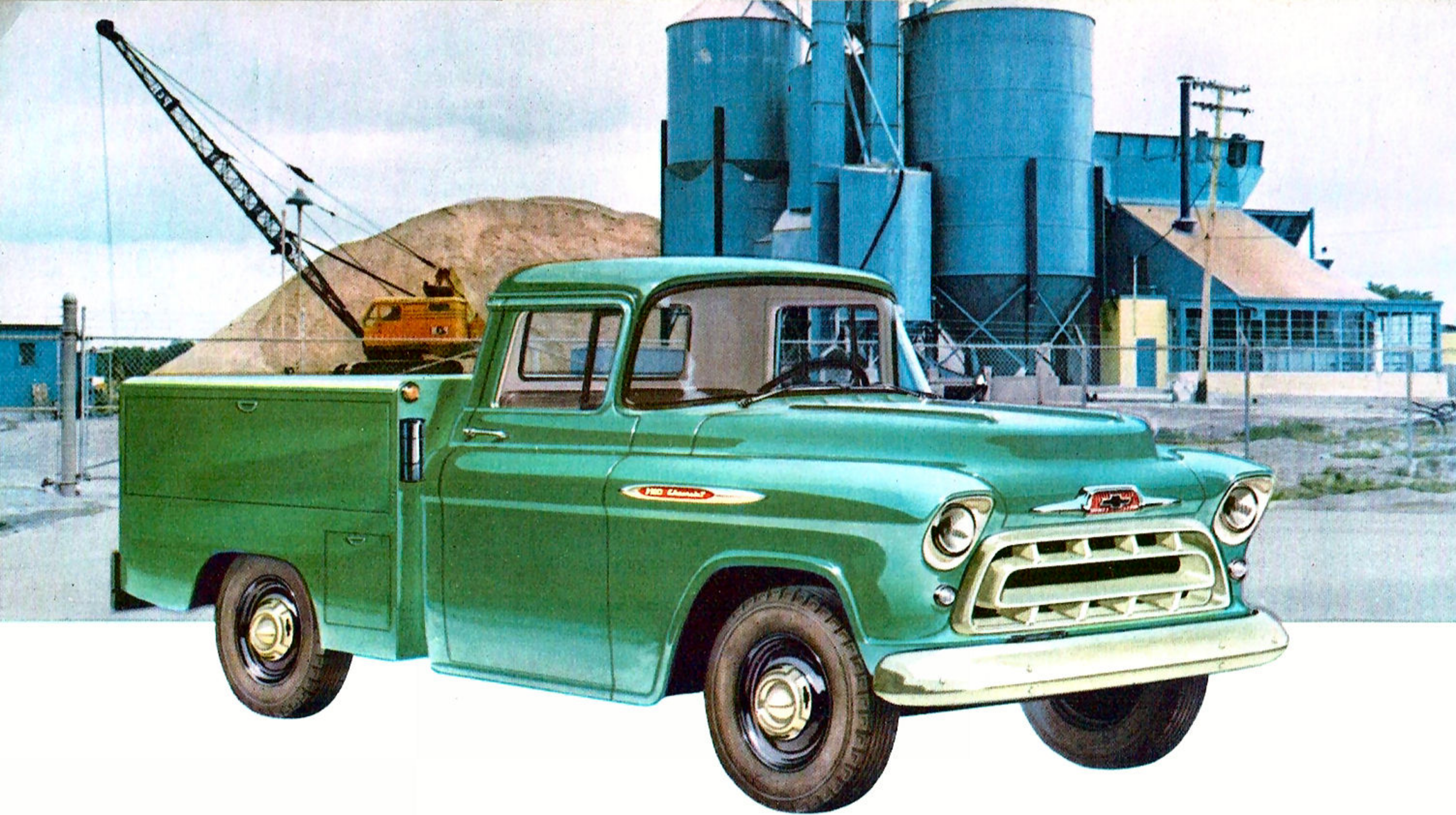


MEDIUM- AND HEAVY-DUTY L.C.F. STAKE MODELS

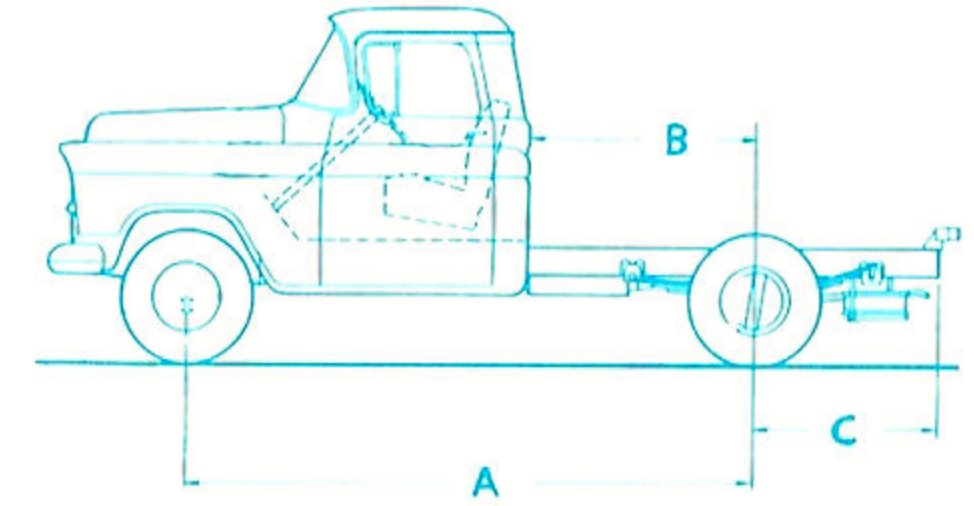


| MODEL | A | B | C |
|-------|-------|-------|------|
| 5409 | 136⅝" | 241⅝" | 144" |
| 7109 | 112⅝" | 206⅝" | 109" |

These new medium-duty and heavy-duty L.C.F. (Low Cab Forward) Stake models provide G.V.W. ratings up to 21,000 lbs. . . and because the over-all truck length is shorter than conventional models with similar body dimensions, they're ideal for many operations. Stake bodies, constructed of durable hardwood, are spacious for big, profitable payloads; the 12-foot body on Model 5409 features a swinging side gate for easier loading. And these models give you the low-cost power of the new 160-h.p., 283-cubic-inch Taskmaster V8!

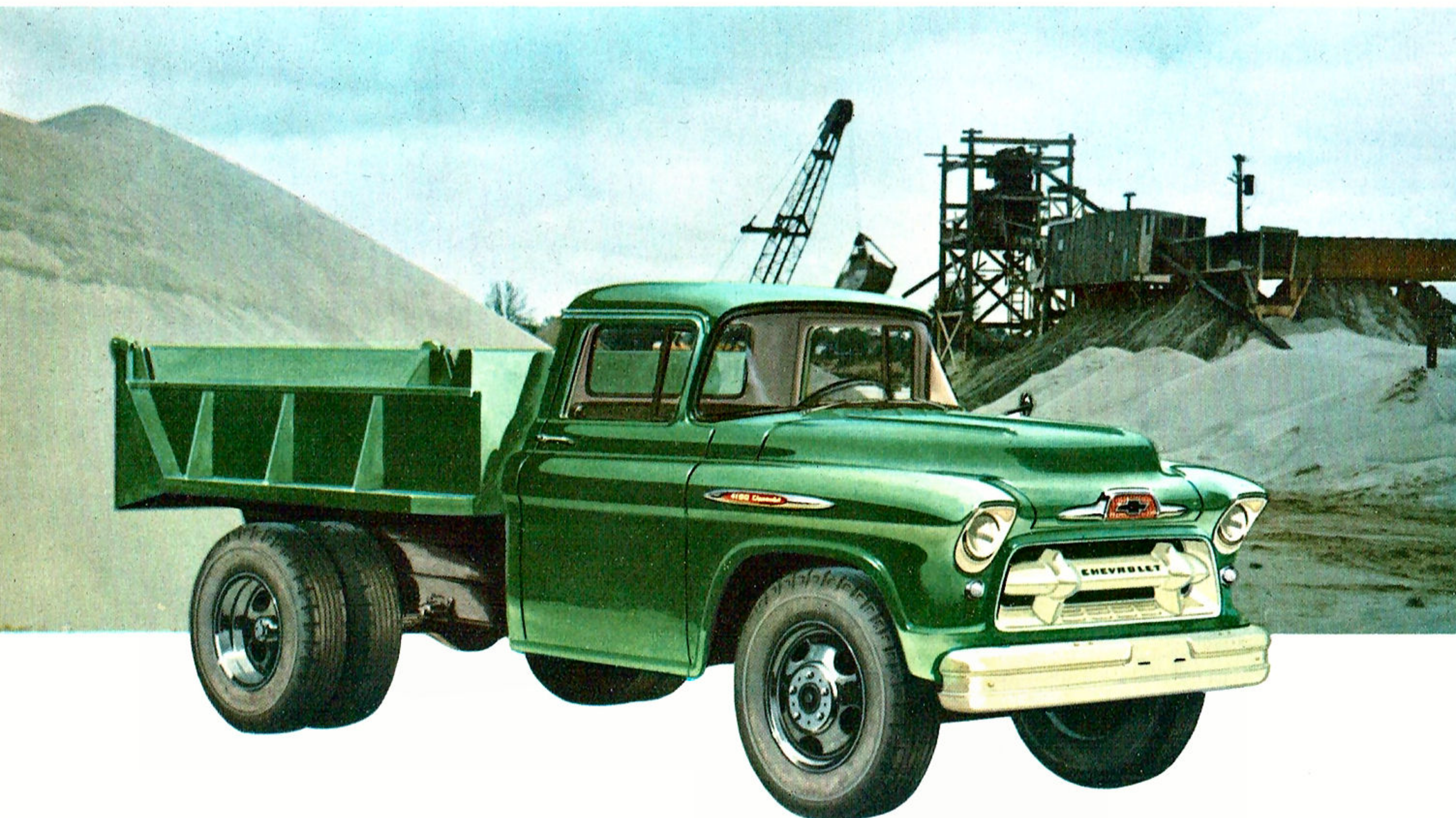


LIGHT-DUTY CHASSIS AND CAB MODELS

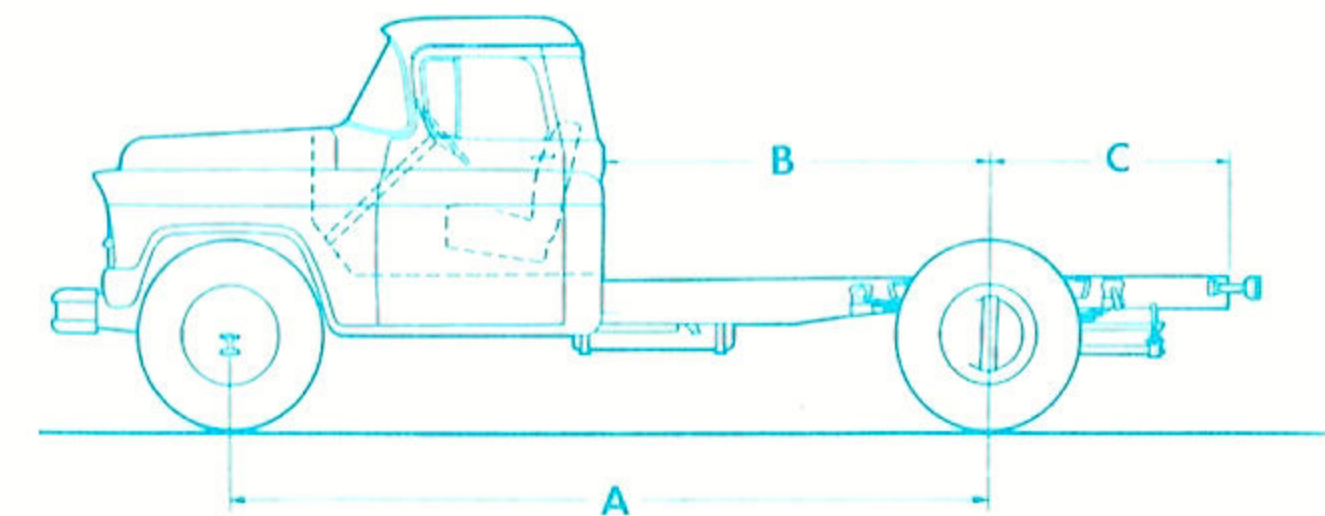


| MODEL | A | B | C |
|-------|-----------------------------------|----------------------------------|-----------------------------------|
| 3103 | 114" | 39 ¹ / ₈ " | 36 ¹ / ₁₆ " |
| 3603 | 123 ¹ / ₄ " | 48 ³ / ₈ " | 39 ³ / ₁₆ " |
| 3803 | 135" | 60 ¹ / ₈ " | 45 ¹ / ₁₆ " |

A complete line-up of modern features means more profitable hauling for you in any one of these new Chevrolet chassis and cab models. There's a Flite-Ride cab, for instance, with concealed Safety Steps, High-Level ventilation, panoramic windshield . . . there are tubeless tires, new styling inside and out, and many more famous features! Wheelbases range from 114" to 135" to accommodate a wide variety of bodies and payloads up to 4900 lbs. A modern short-stroke Trademaster V8 and Hydra-Matic transmission are available as extra-cost options.

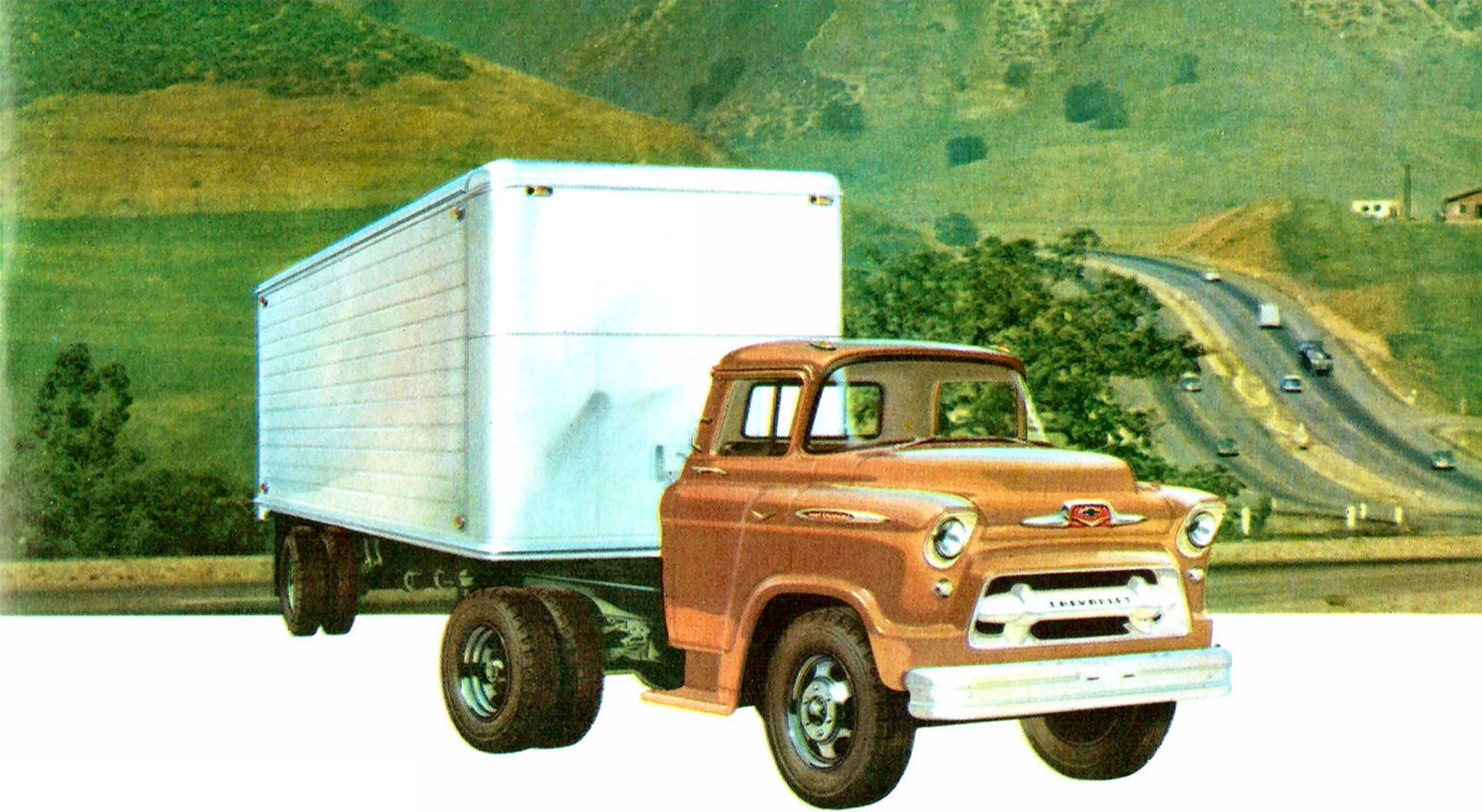


MEDIUM-DUTY CONVENTIONAL CHASSIS AND CAB MODELS

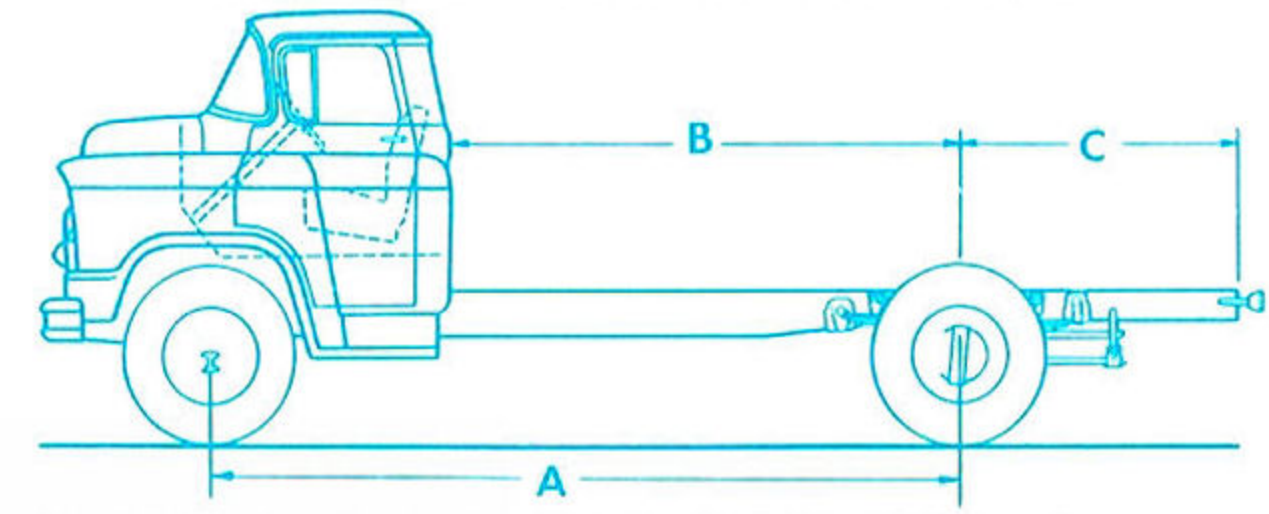


| MODEL | A | B | C |
|-------|-----------------------------------|----------------------------------|------------------------------------|
| 4103 | 132 ¹ / ₂ " | 60 ¹ / ₈ " | 34 ¹⁵ / ₁₆ " |
| 4403 | 156 ¹ / ₂ " | 84 ¹ / ₈ " | 48" |

These new 4000 Series chassis and cab models lead their class with economical power-performance to handle special bodies and payloads up to 9500 lbs. Dependable, low-cost operation becomes a certainty as these trucks team up the big 140-h.p. Thriftmaster 6 with a smooth, durable 4-speed Synchro-Mesh transmission! There's great V8 power, too, from the modern 155-h.p. Trademaster V8. It's optional at extra cost, as are advanced performance features such as Hydra-Matic transmission that makes driving far easier and saves wear on drive-line parts.

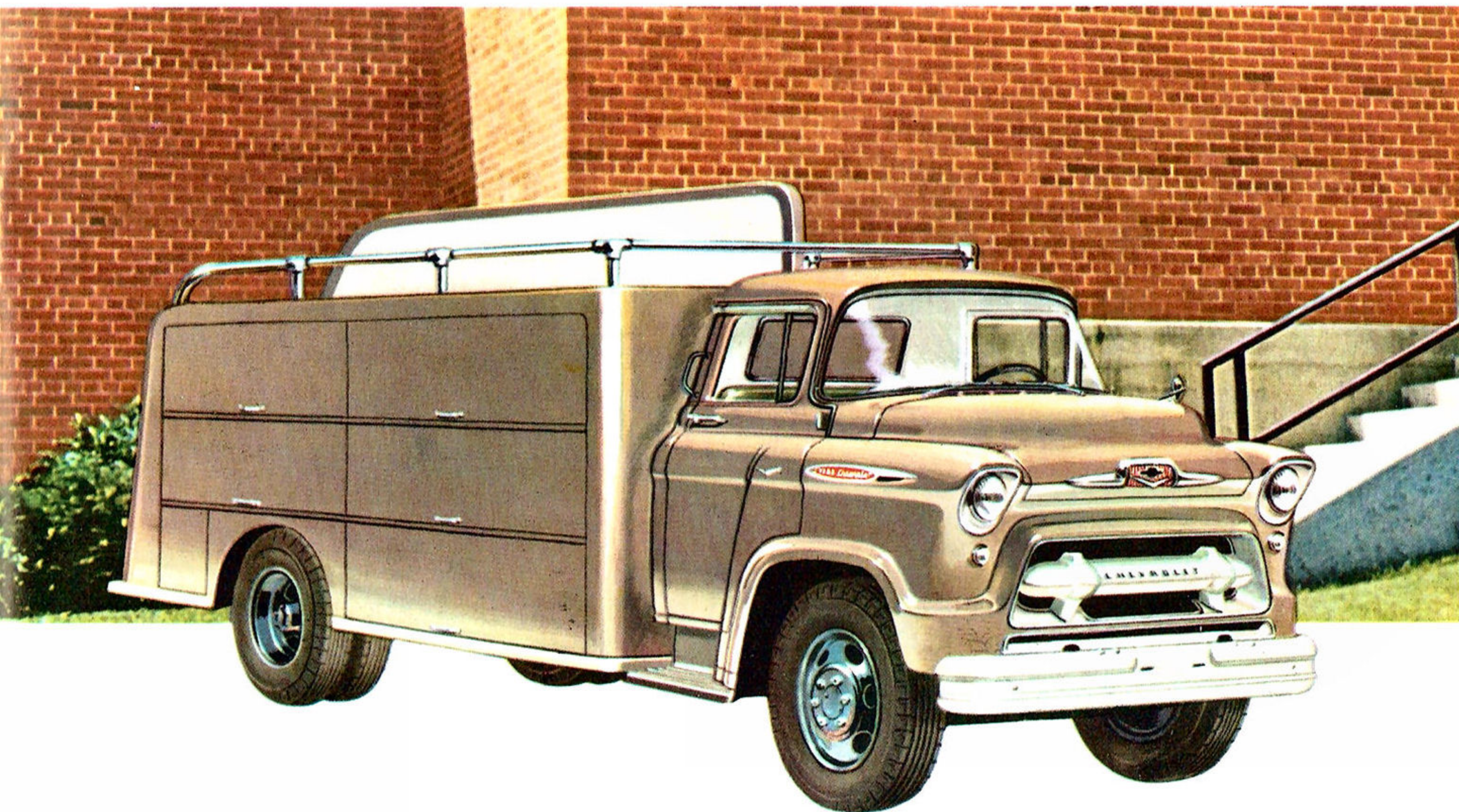


L.C.F. MEDIUM-DUTY CHASSIS AND CAB MODELS

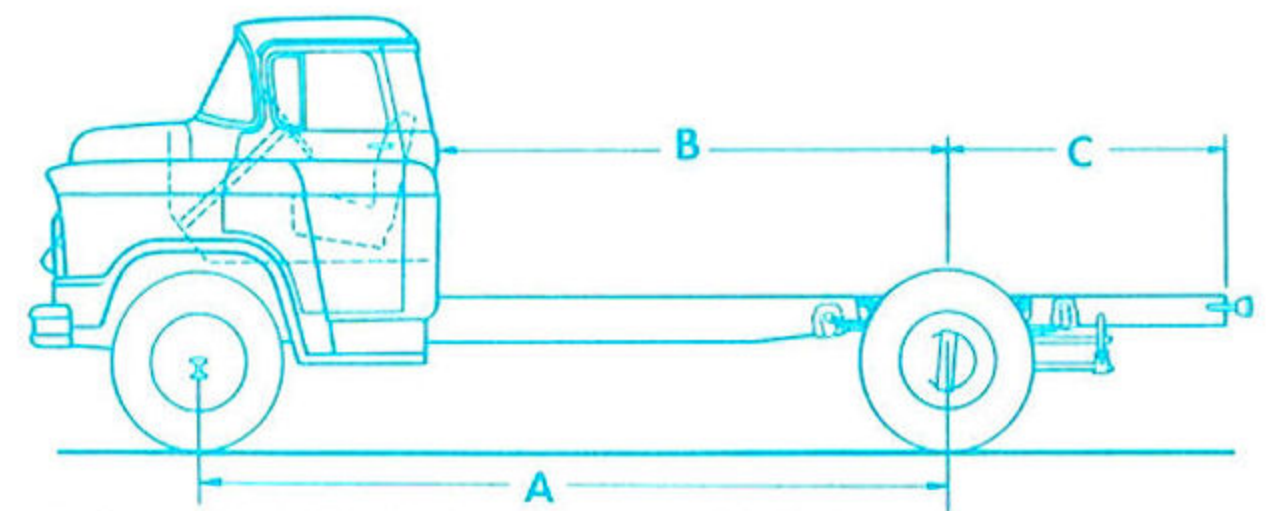


| MODEL | A | B | C |
|-------|-----------------------------------|-----------------------------------|------------------------------------|
| 5103 | 112 ⁵ / ₈ " | 60 ¹ / ₈ " | 34 ¹⁵ / ₁₆ " |
| 5403 | 136 ⁵ / ₈ " | 84 ¹ / ₈ " | 48" |
| 5703 | 160 ⁵ / ₈ " | 108 ¹ / ₈ " | 60" |

Chevrolet L.C.F. (Low Cab Forward) medium-duty chassis and cab models provide shorter overall truck length than conventional models with the same cab-to-axle dimension for many body types or tractor-trailer operation. The new 160-h.p. Taskmaster V8, with 283 cubic inches of displacement, helps keep operating costs down. The comfort and convenience of Flite-Ride cabs, with their low-level floors, auxiliary steps and assist handles, make these compact new L.C.F. models great trucks for handling heavy equipment and big payloads.

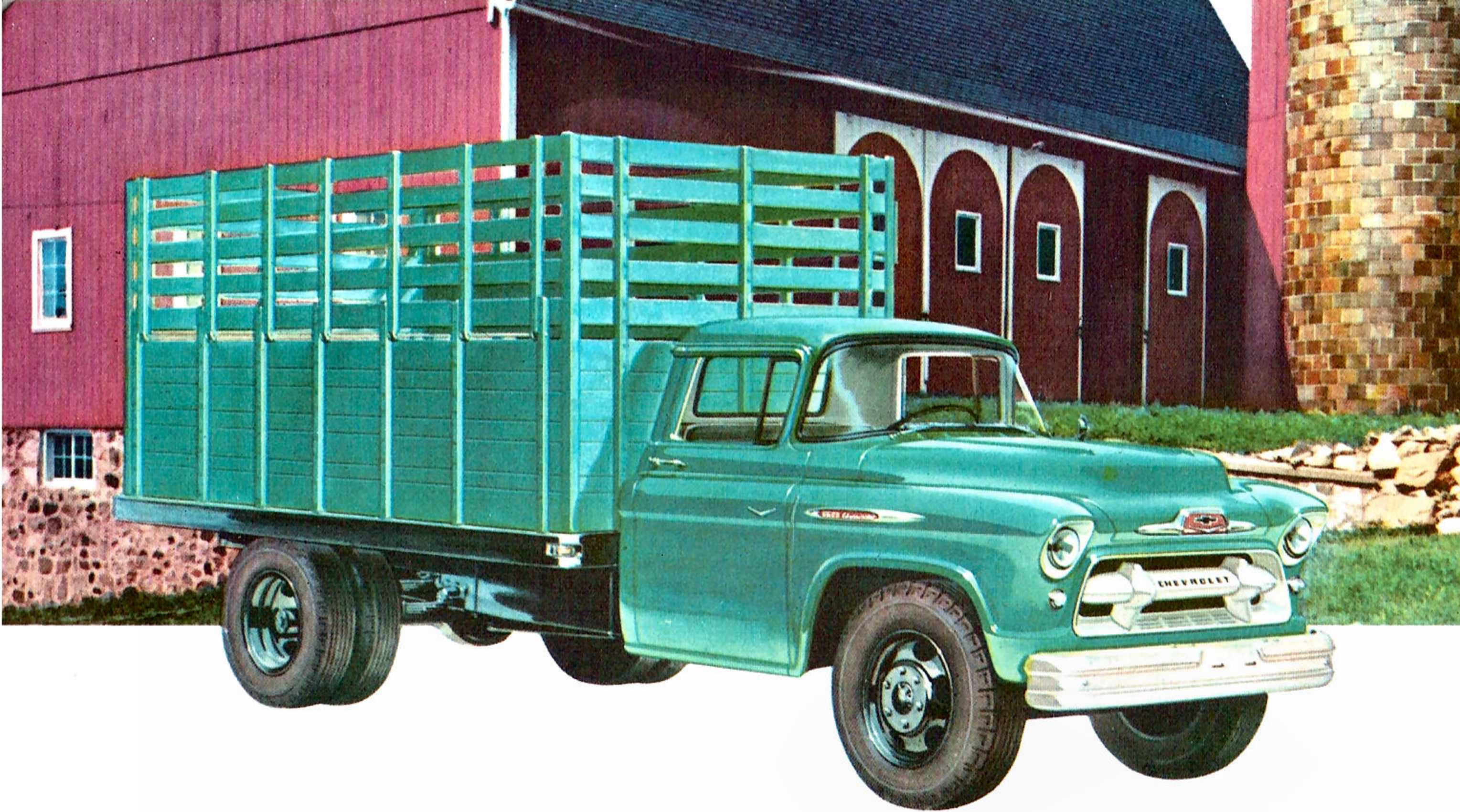


L.C.F. HEAVY-DUTY CHASSIS AND CAB MODELS

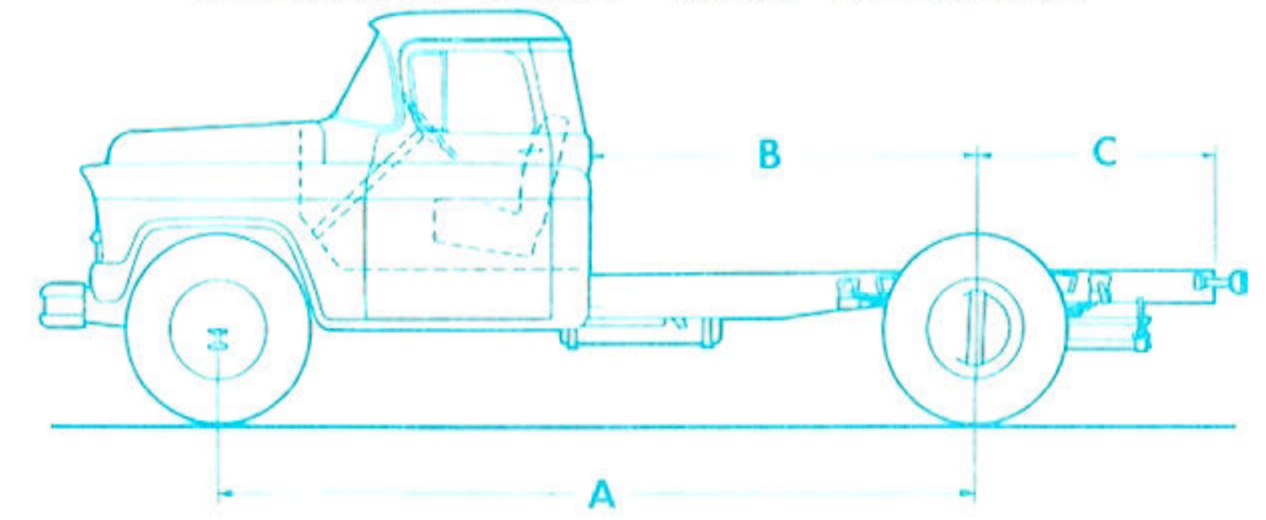


| MODEL | A | B | C |
|-----------|-----------------------------------|-----------------------------------|-----|
| 7103-9103 | 112 ⁵ / ₈ " | 60 ¹ / ₈ " | 48" |
| 7203-9203 | 124 ⁵ / ₈ " | 72 ¹ / ₂ " | 56" |
| 7703-9703 | 172 ⁵ / ₈ " | 120 ¹ / ₈ " | 84" |

These heavy-duty L.C.F.'s (Low Cab Forward) models are shorter in overall truck length than conventional models with the same cab-to-axle dimension; thus, they lend themselves ideally to tractor-trailer operation or for use with a wide variety of body types. And advanced features—such as the new 160-h.p. Taskmaster V8 in Series 7000 models and the big 195-h.p. Loadmaster V8 in Series 9000 models—make these new heavy-duty trucks the work champs of the heavy-weight class, whether used as straight trucks or tractors.

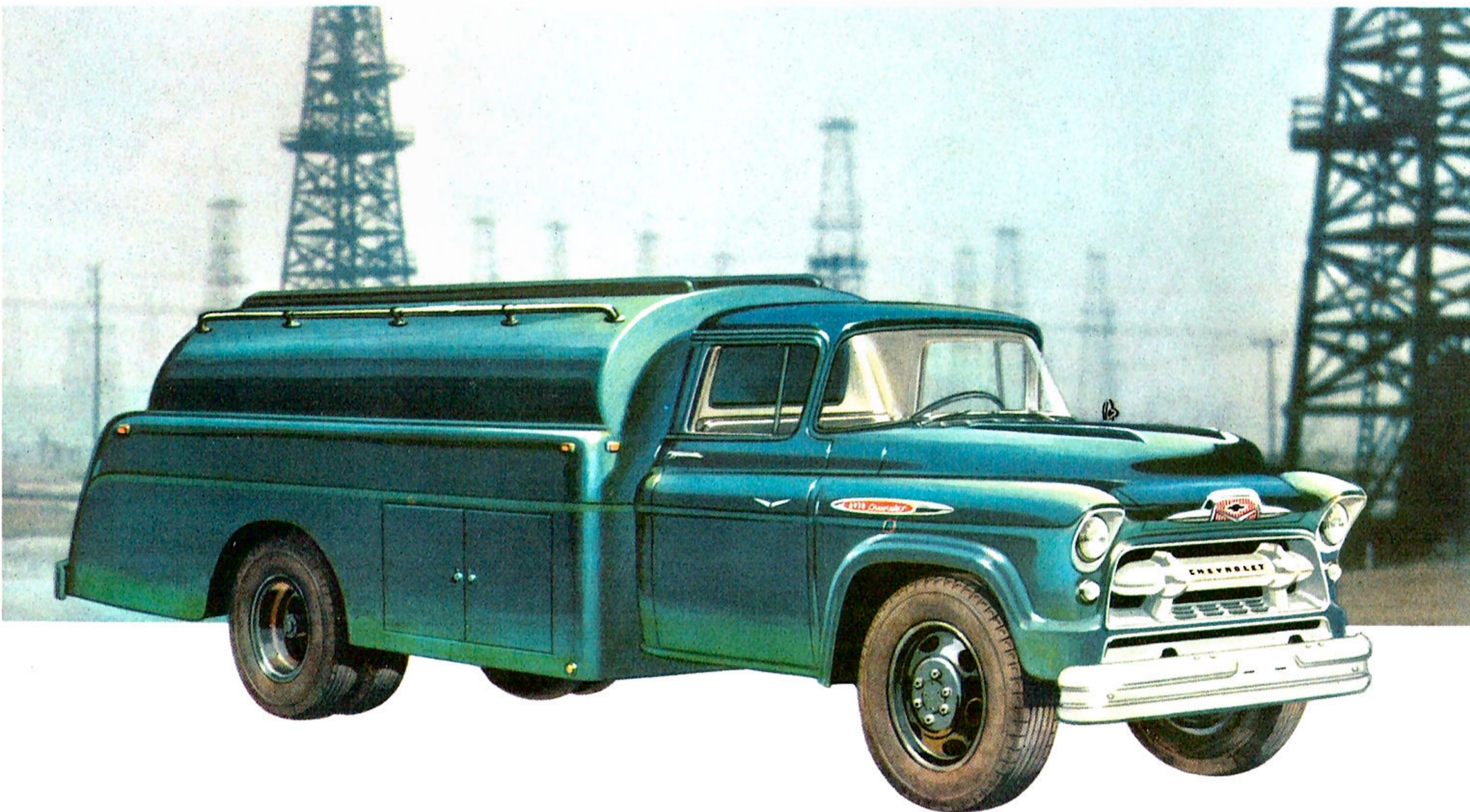


CONVENTIONAL MEDIUM-DUTY CHASSIS AND CAB MODELS

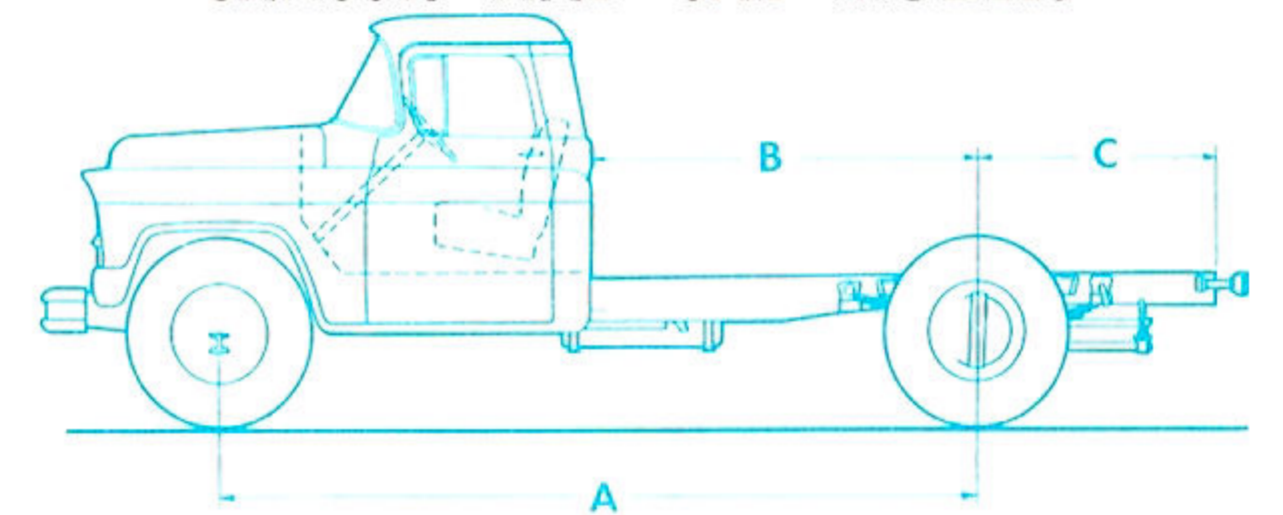


| MODEL | A | B | C |
|-------|-------|-------|------------------------------------|
| 6103 | 132½" | 60⅛" | 34 ¹⁵ / ₁₆ " |
| 6403 | 156½" | 84⅛" | 48" |
| 6503 | 174½" | 102½" | 60" |

Modern features mean better-than-ever hauling in these 1957 conventional medium-duty cab and chassis models! For example, these load-hauling champs now offer the economy and dependability of the big 148-h.p. Jobmaster 6... the higher capacity and increased durability of a new 15,000-lb. rear axle. Here are trucks designed to accommodate a wide variety of special bodies or equipment with a G.V.W. rating up to 19,500 lbs. The new 283-cubic-inch Taskmaster V8, famous New Process 5-speed transmission or revolutionary Powermatic transmission are available as extra-cost options.

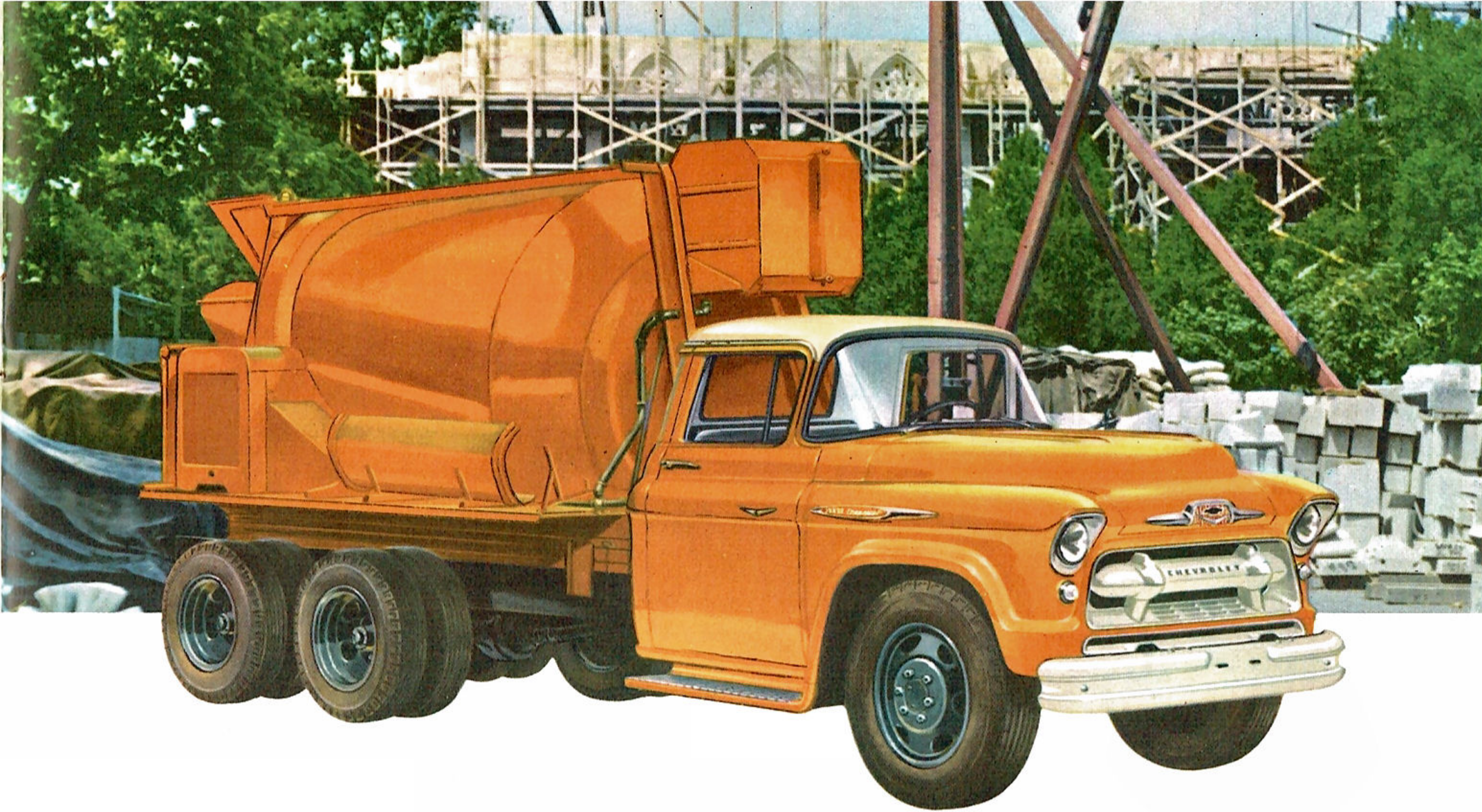


CONVENTIONAL HEAVY-DUTY CHASSIS AND CAB MODELS

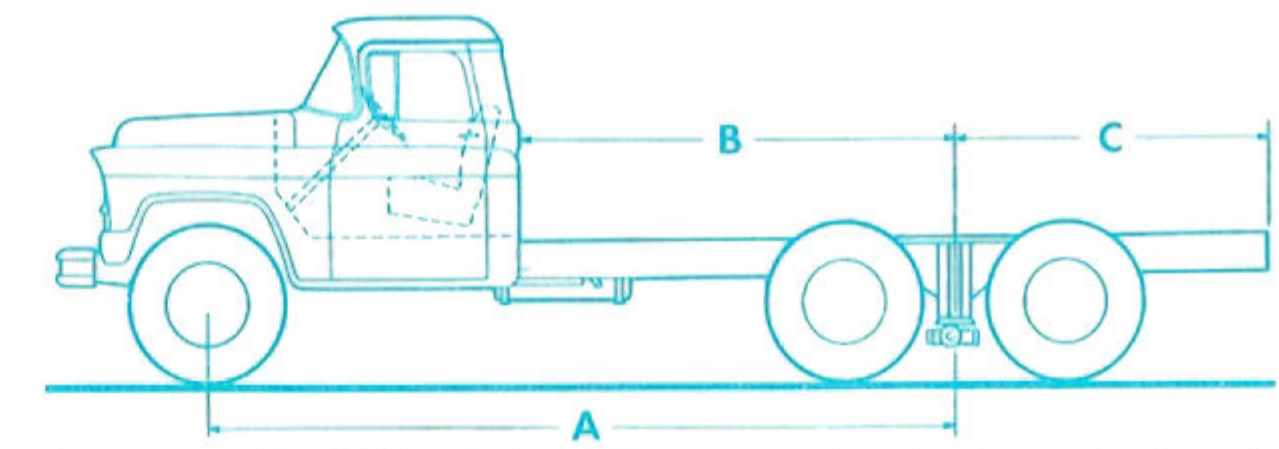


| MODEL | A | B | C |
|------------|-------|-------|-----|
| 8103-10103 | 132½" | 60⅛" | 48" |
| 8203-10203 | 144½" | 72⅛" | 56" |
| 8403-10403 | 156½" | 84⅛" | 60" |
| 8503-10503 | 174½" | 102⅛" | 72" |
| 8703-10703 | 192½" | 120⅛" | 84" |

Here are 10 new chassis and cab models with extra brawn for an endless variety of heavy-duty hauling jobs. New Series 8000 heavy-duty models take rough jobs in stride with the new 160-h.p. Taskmaster V8, G.V.W. ratings up to 21,000 lbs., rear axle capacities to 16,000 lbs., front springs with rated capacities as high as 3500 lbs. each, and rear springs with rated capacities as high as 9400 lbs. each! And new Series 10000 models provide the dynamite-packed power of the 195-h.p. Loadmaster V8, G.V.W. ratings up to 25,000 lbs., rear axle capacities up to 18,000 lbs., front springs with rated capacities as high as 4250 lbs. each, and rear springs with rated capacities as high as 10,300 lbs. each!



TRIPLE-TORQUE TANDEM OPTIONS

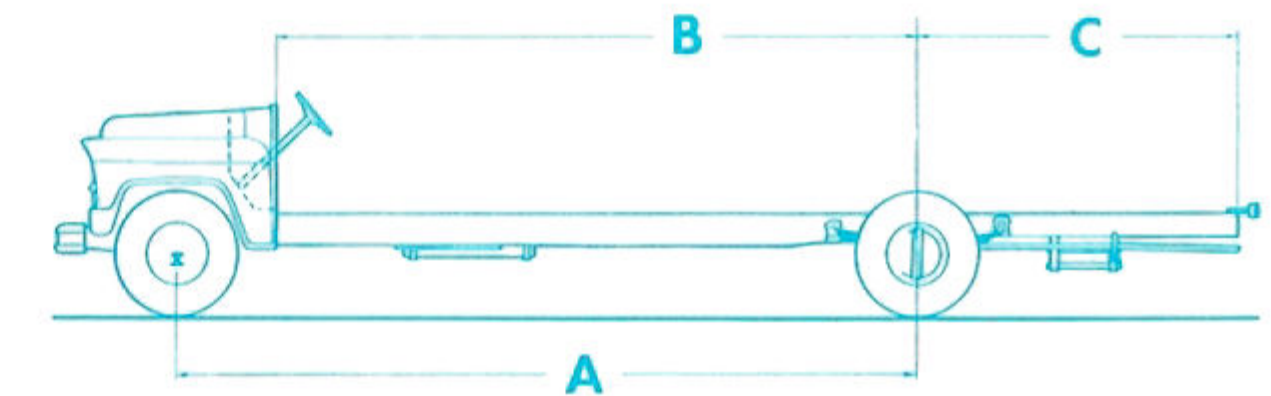


| MODEL | A | B | C |
|-------|-------|-------|-----|
| 10403 | 156½" | 84⅛" | 60" |
| 10503 | 174½" | 102⅛" | 72" |
| 10703 | 192½" | 120⅛" | 84" |

Mightiest of the Task-Force fleet for '57 are three Series 10000 models with Triple-Torque Tandem options. G.V.W. ratings range up to 32,000 lbs., G.C.W.'s to 50,000 lbs.! Tandem axle design is simple yet rugged, with two 15,000-lb. capacity axles. A choice of fully automatic Powermatic or Spicer heavy-duty 5-speed transmission is included with such Triple-Torque Tandem features as built-in 3-speed power divider, Power Steering, reinforced frame and unique single-point suspension. For use in dozens of big-truck operations, either on or off the road (such as transit mixing) these are today's top tandems!



SCHOOL BUS CHASSIS



| MODEL | A | B | C |
|-------|-------|-------|-------|
| 4502 | 156½" | 128¼" | 78¼" |
| 6702 | 196½" | 168¼" | 93¼" |
| 6802 | 222½" | 194¼" | 94¾" |
| 8802 | 240" | 211¾" | 103¼" |
| 10802 | 240" | 211¾" | 103¼" |

1957 Chevrolet School Bus chassis models are built to transport young passengers in utmost safety. Ladder-type frames are extra-rigid; easy, agile maneuverability and superior weight distribution add to riders' protection. The famous Chevrolet truck Thriftmaster 6 is standard in Model 4502 and the powerful Jobmaster 6 is standard in Models 6702 and 6802. The new Taskmaster V8 is provided as standard equipment in Model 8802 and the big 195-h.p. Loadmaster V8 is standard in Model 10802. Each of these great engines provides dependable high-power performance for safer going. And fully automatic Powermatic transmission is now available at extra cost in all school bus models except Model 4502. It makes downhill travel much safer, gives bus operation that's far easier and more economical. Chevrolet school bus chassis are designed to conform to National Minimum School Bus Standards.

Truck Power Story for '57!—Powerful Short-stroke

New Short-Stroke V8's offer extra power, more efficient performance on any job!

High-horsepower coupled with compact short-stroke design makes these new V8's the industry's finest power performers! Here, short-stroke design is carried to the highest degree of engineering perfection. It makes possible more compact components that minimize waste weight, operate more efficiently to give you more pulling power per pound and cost-cutting economy. Features such as hydraulic valve lifters, full-flow oil filter and 12-volt electrical system offer assurance of extra-dependable low-maintenance hauling. Typical of these modern V8's is the new 160-h.p. Taskmaster with 283 cubic inches of displacement and an 8 to 1 compression ratio. Pound for pound, it's the most efficient load puller on the market! Other great Chevy truck V8's include the Trademaster with 155-h.p. and the big 195-h.p. Loadmaster V8. They round out the industry's most modern line of truck engines.

TYPICAL OF NEW CHEVROLET TRUCK V8 POWER is the 283-cu.-in. Taskmaster V8 with 160 h.p. Standard in Series 5000, 7000 and 8000 (optional at extra cost in Series 6000) the Taskmaster provides a high fuel-saving 8 to 1 compression ratio.

VERTICALLY COMPACT CYLINDER BLOCK... an exceptionally rigid structure which eliminates the necessity for deep-block design. It assures a more compact engine with less dead weight, more horsepower per pound!

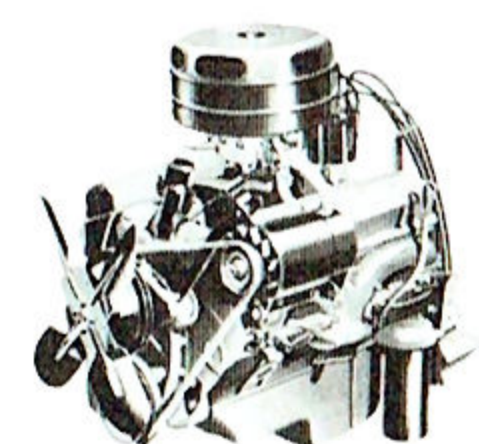
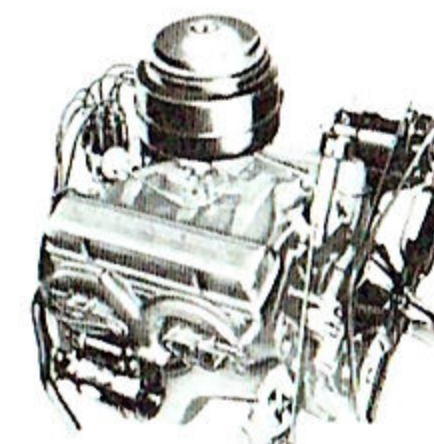
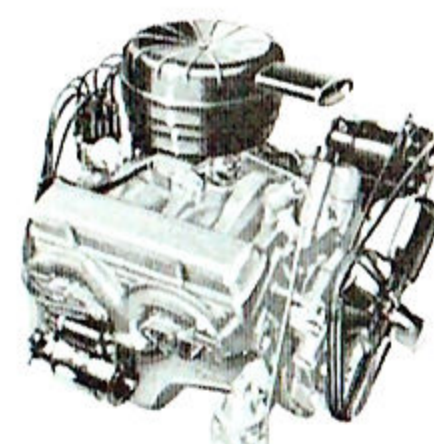
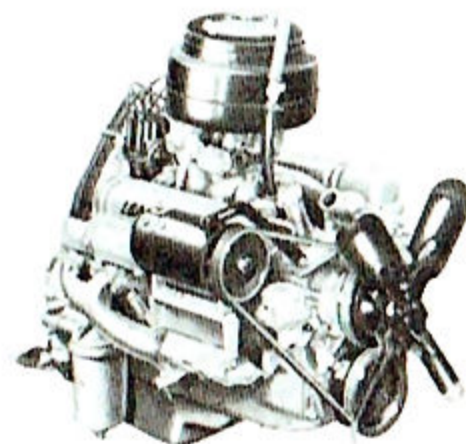
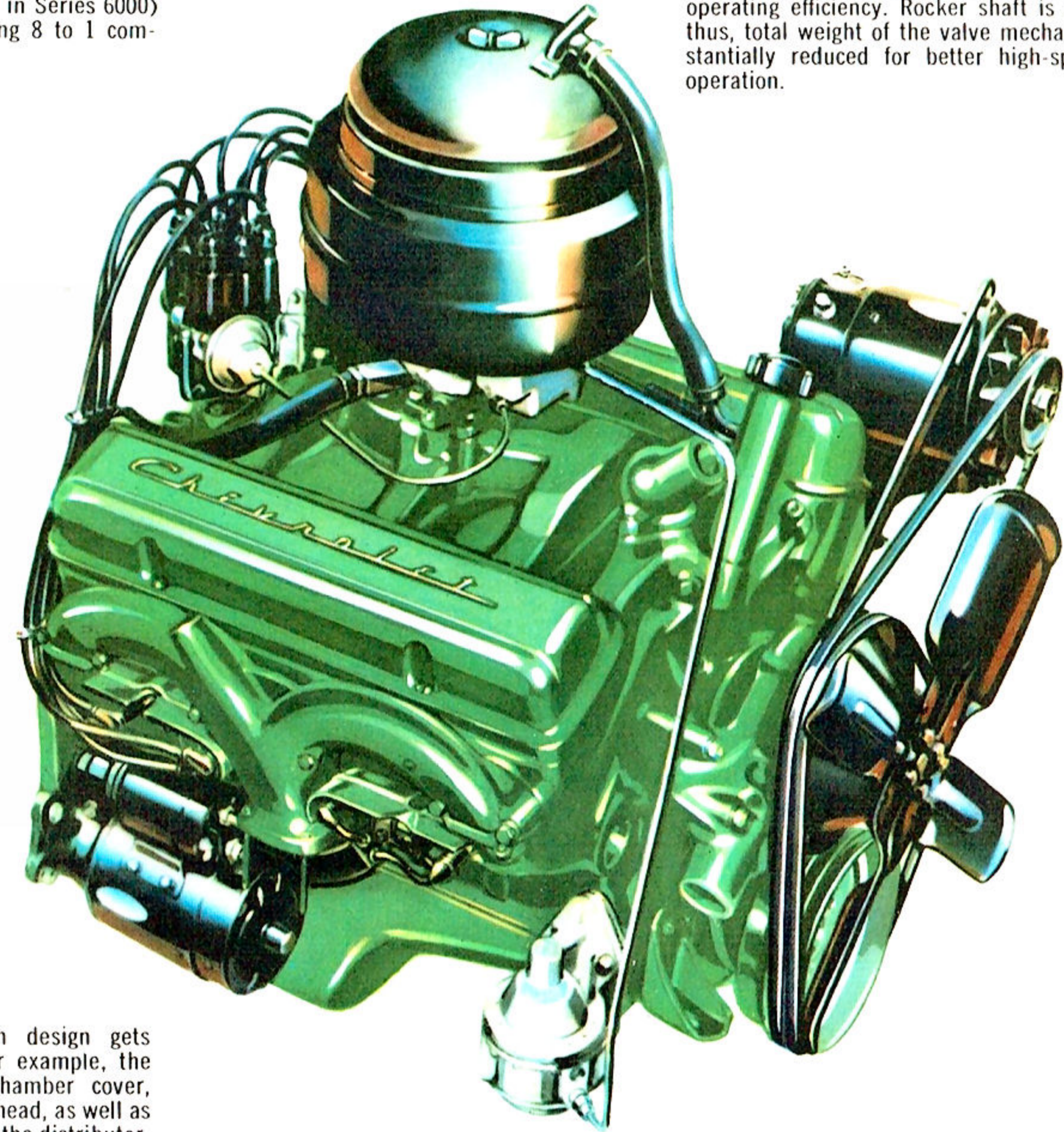
RUGGED, YET LIGHT, CRANKSHAFT. Forged steel construction provides 10% greater modulus of elasticity, 10% more rigidity than cast steel construction.

SHORT, DURABLE CONNECTING RODS. Short-stroke design with compact vertical height of the cylinder block allows for shorter connecting rods which are structurally more rigid, though light in weight.

COOLING SYSTEM WITH LESS WASTE WEIGHT. The short exhaust passages of the Chevy V8 allow total coolant capacity to be kept to a smaller volume. Cooling system capacity requirement is up to 8.5 quarts less than competitive V8's.

MULTI-PURPOSE COMPONENTS. Modern design gets maximum duty from each component. For example, the intake manifold serves also as valve chamber cover, contains water passages from each cylinder head, as well as thermostat, and serves as mounting base for the distributor.

INDIVIDUAL ROCKER ARMS. Individually mounted lightweight rocker arms help assure high speed operating efficiency. Rocker shaft is eliminated—thus, total weight of the valve mechanism is substantially reduced for better high-speed engine operation.



Super Loadmaster V8—210-h.p., 322-cu.-in. displacement, 7.7 to 1 compression ratio. Optional at extra cost in Series 9000-10000.

Loadmaster V8—195-h.p., 322-cu.-in. displacement, 7.7 to 1 compression ratio. Standard in Series 9000-10000.

Super Taskmaster V8—175-h.p., 283-cu.-in. displacement, 8 to 1 compression ratio. Optional, extra cost, in Series 5000 through 8000.

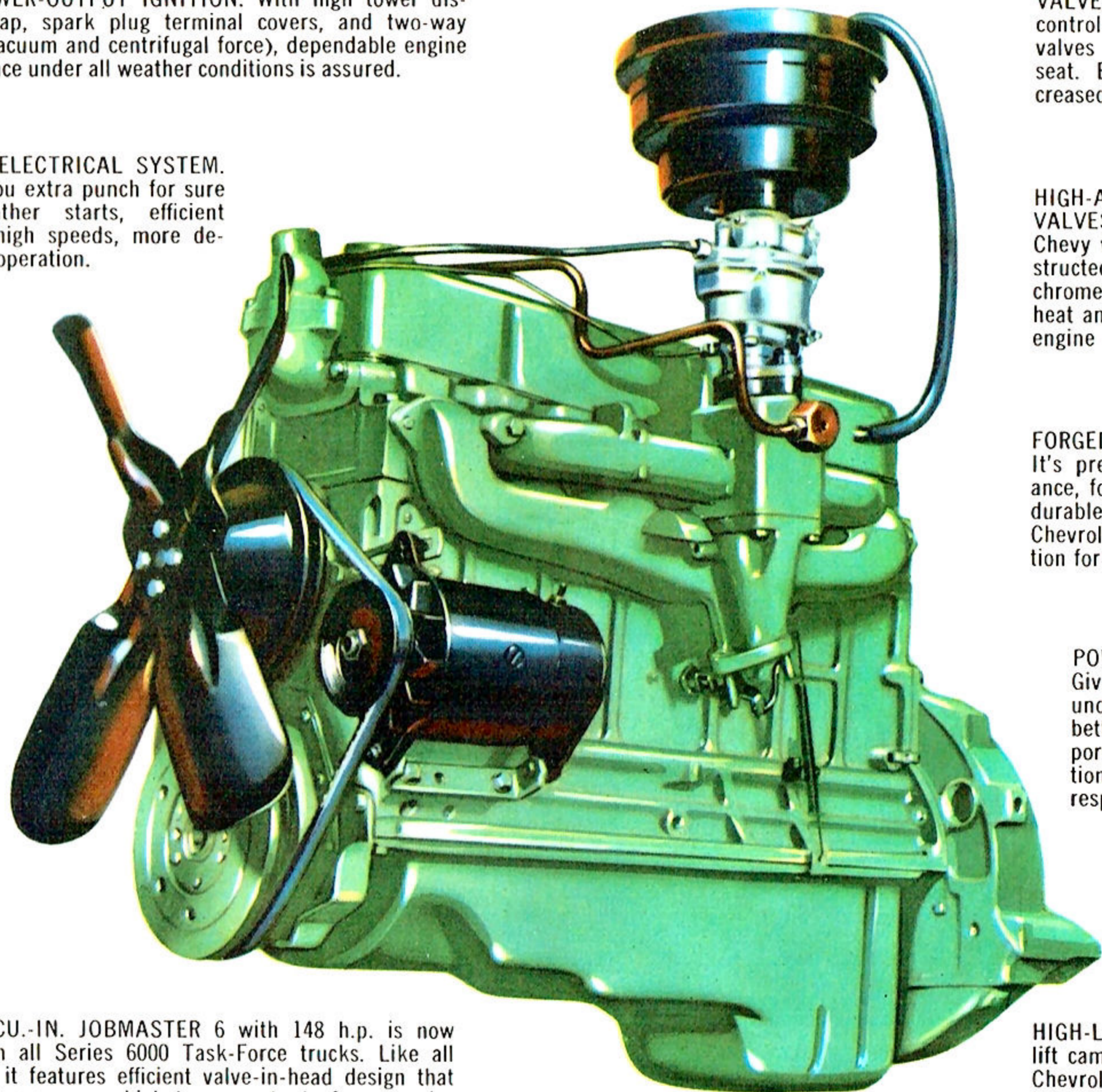
Trademaster V8—155-h.p., 265-cu.-in. displacement, 8 to 1 compression ratio. Optional at extra cost, in Series 3000-4000.

Turbo-Fire 265, Turbo-Fire 283 and Super Turbo-Fire 283. These engines are optional, extra cost in Sedan Delivery.

V8's for every model, plus a great line-up of 6's!

HIGH POWER-OUTPUT IGNITION. With high tower distributor cap, spark plug terminal covers, and two-way control (vacuum and centrifugal force), dependable engine performance under all weather conditions is assured.

12-VOLT ELECTRICAL SYSTEM. It gives you extra punch for sure cold weather starts, efficient firing at high speeds, more dependable operation.



VALVE ROTATORS. Positive and controlled rotation of exhaust valves reduces wear of the valve seat. Exhaust valve life is increased from 3 to 5 times.

HIGH-ALLOY STEEL EXHAUST VALVES. Exhaust valves in Chevy valve-in-head 6's are constructed of alloy steel with high chrome content. Thus, they resist heat and corrosion better, add to engine life.

FORGED STEEL CRANKSHAFT. It's precision-machined for balance, forged for ruggedness. The durable steel crankshaft in Chevrolet truck 6's is the foundation for smooth-running power.

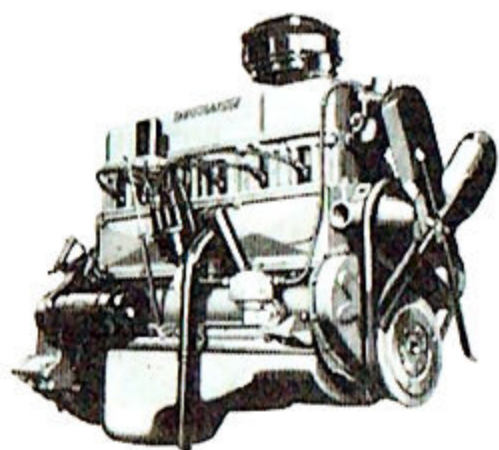
POWER-JET CARBURETOR. Gives controlled fuel mixture under all operating conditions, better protection against vapor lock, smoother acceleration at low speeds, quicker response to accelerator.

NEW 261-CU.-IN. JOBMASTER 6 with 148 h.p. is now standard in all Series 6000 Task-Force trucks. Like all Chevy 6's, it features efficient valve-in-head design that gets high horsepower—high torque output—from regular fuel.

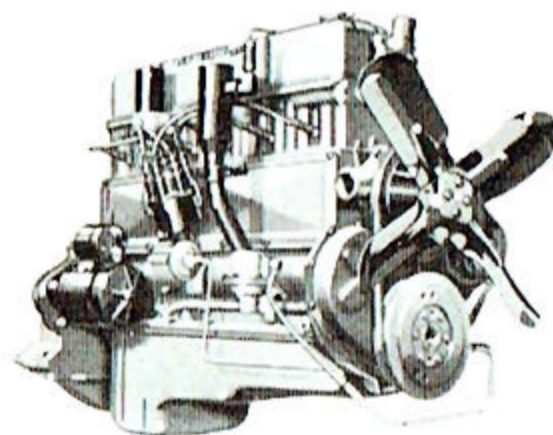
HIGH-LIFT CAMSHAFT. High-lift camshafts are provided in all Chevrolet truck 6's to permit improved engine breathing which results in high power.

1957 Chevrolet truck 6's— modern versions of the world's most popular truck engines combine high power with traditional economy

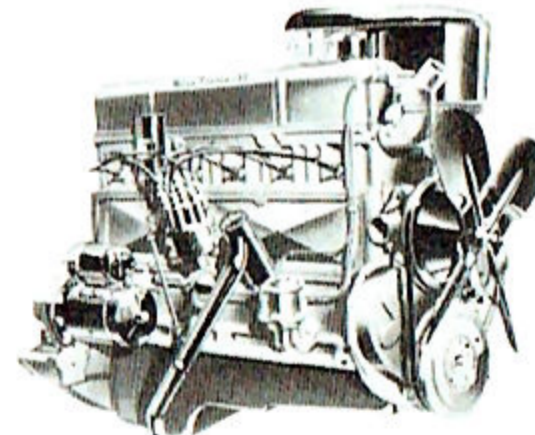
1957 Chevrolet truck 6's offer efficient valve-in-head design that keeps maintenance expense down . . . high compression ratios that get maximum power from regular grade fuel . . . and high horsepower ratings that mean faster, safer hauling! The biggest of these new 6's is the Jobmaster, a rugged valve-in-head powerplant rated at 148 h.p., with 261 cubic inches of displacement. Great road performance stems from this engine's high-torque, high-compression power. In Series 3000 and 4000, the dependable Chevrolet truck Thriftmaster 6 is provided as standard equipment. Forward control models are powered by a modified version of the Thriftmaster. Once again, the Chevy 6 stands first in its field for economical, dependable hauling!



Thriftmaster 6—140-h.p., 235-cu.-in. displacement, 8 to 1 compression ratio. Standard in Series 3000-4000.



Thriftmaster Special 6—140 h.p., 235-cu.-in. displacement, 8 to 1 compression ratio. Standard in Models 3442, 3542, 3742.



Blue-Flame 140—140 h.p., 235-cu.-in. displacement, 8 to 1 compression ratio. Standard in Sedan Delivery.

FRAMES with parallel side member construction are extra husky . . . help provide long, trouble-free truck life.

LONG LEAF 2-STAGE REAR SPRINGS are standard for a wide range of capacities to meet the needs of light-duty hauling jobs.

TORQUE-ACTION BRAKES provide brake shoes energized by wheel rotation. Bonded linings give better braking on Series 3100 and 3200—life is nearly double that of riveted type linings.

HEAVY-DUTY 4-SPEED TRANSMISSION is simple, rugged and reliable; Synchro-Mesh gears eliminate double clutching, handle big loads with ease. Power take-off opening on left side.

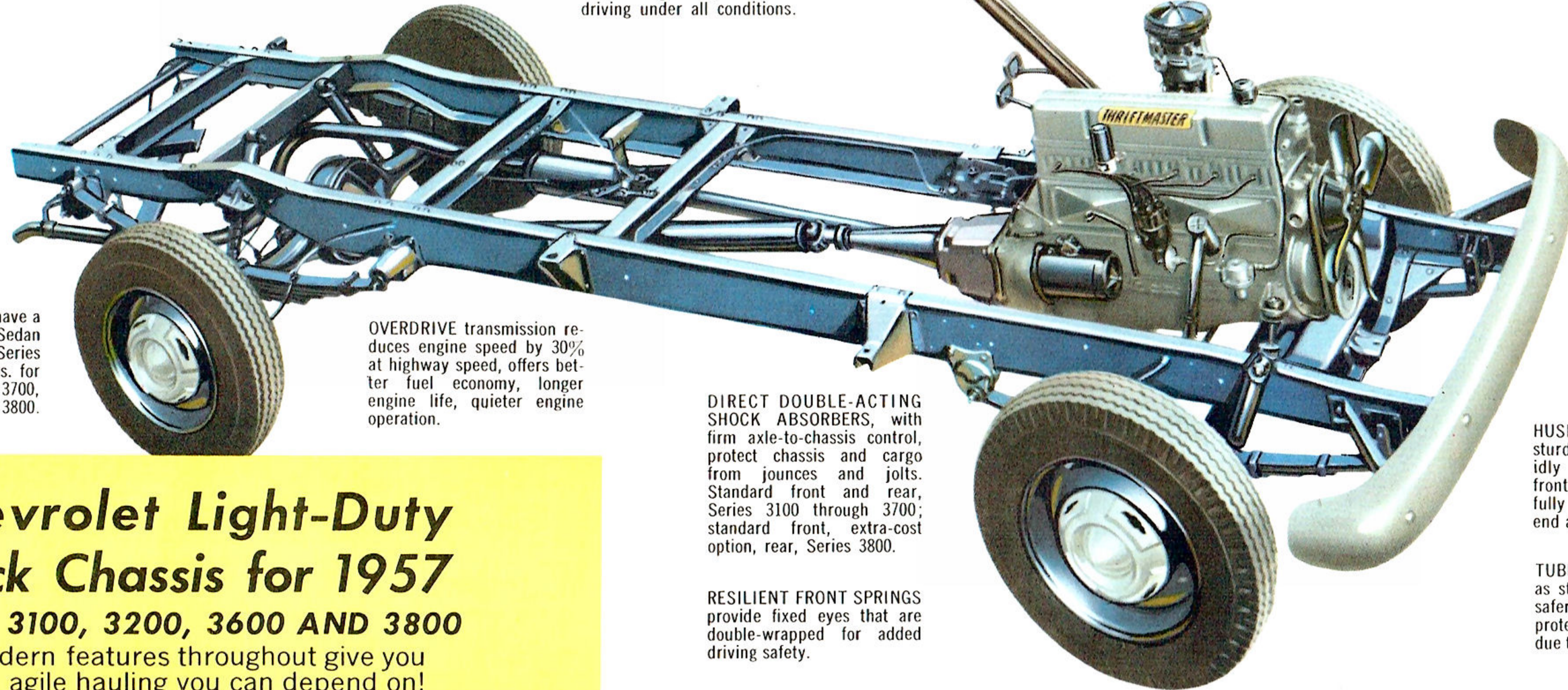
BALL-GEAR STEERING—in this modern steering mechanism, scores of polished steel balls minimize friction, keep steering light yet firm for easy maneuvering.

12-VOLT ELECTRICAL SYSTEM assures quick, easy starting in all weather; high-capacity battery and generator provide ample power for all electrical requirements.

THRIFTMASTER 6, standard in light-duty models, offers low-maintenance valve-in-head design, a high 8 to 1 compression ratio, high horsepower for faster, safer hauling!

STRONG FRONT AXLE is extremely rigid with I-beam section strengthened at points of high stress. Reverse-Elliott spindles, large hubs and wheel bearings add to steering ease and reserve capacity.

HYDROVAC POWER BRAKES, available as an extra-cost option, supply up to 37% of the braking effort, for easier driving under all conditions.



HYPOID REAR AXLES have a 3,000-lb. capacity for Sedan Delivery, 3,300 lbs. for Series 3100 and 3200, 5000 lbs. for Series 3400 through 3700, and 7200 lbs. for Series 3800.

OVERDRIVE transmission reduces engine speed by 30% at highway speed, offers better fuel economy, longer engine life, quieter engine operation.

DIRECT DOUBLE-ACTING SHOCK ABSORBERS, with firm axle-to-chassis control, protect chassis and cargo from jounces and jolts. Standard front and rear, Series 3100 through 3700; standard front, extra-cost option, rear, Series 3800.

RESILIENT FRONT SPRINGS provide fixed eyes that are double-wrapped for added driving safety.

HUSKY FRONT BUMPER is sturdily constructed and rigidly braced for maximum front end protection, gracefully styled to add to front end appearance.

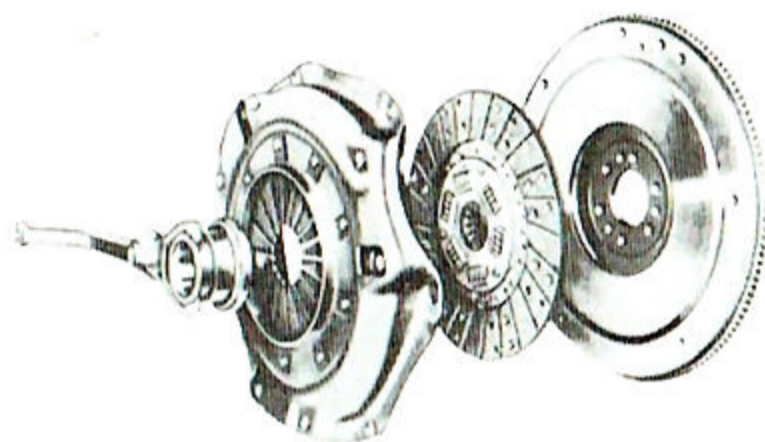
TUBELESS TIRES, provided as standard equipment, give safer driving, more load protection, less down time due to punctures or blowouts.

See Specifications, pages 23 and 24 for model application of features and optional equipment

Chevrolet Light-Duty Truck Chassis for 1957

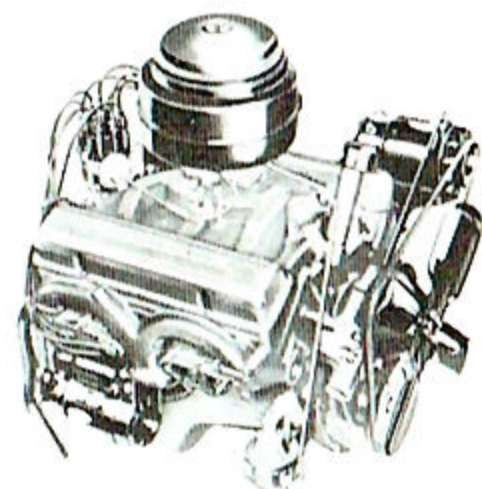
SERIES 3100, 3200, 3600 AND 3800

—Modern features throughout give you easy, agile hauling you can depend on!



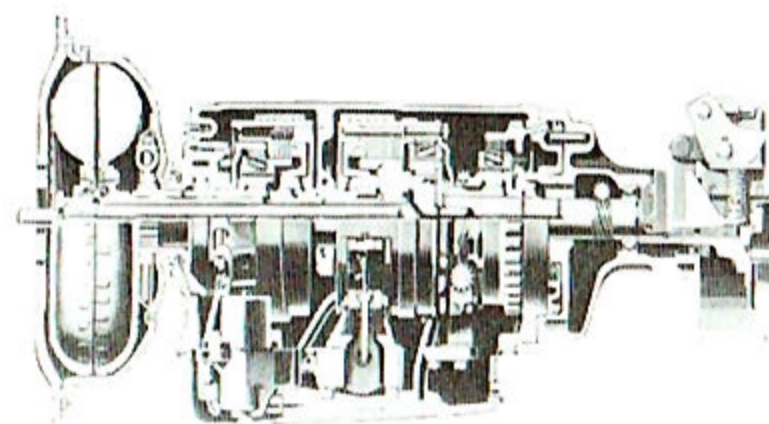
Diaphragm Spring Clutch

Provided with all 6-cylinder engines in Chevrolet Series 3000, the diaphragm spring clutch smooths the engagement of engine and drive line through easy pedal action. Sturdy construction means positive power transmission throughout the long life of the clutch.



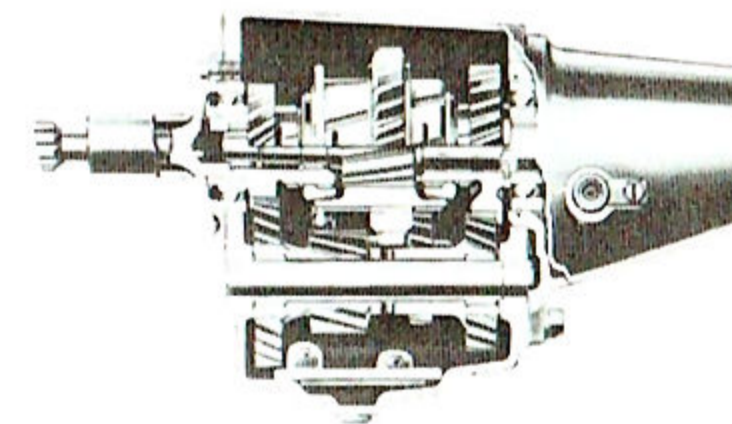
Trademaster V8

This economical short-stroke Trademaster V8 (optional, extra cost), rated at 155 h.p., will help you get more done each day! Modern features, such as hydraulic valve lifters, assure fleet low-maintenance performance; high-capacity coil spring clutch is provided with all Chevy V8's.



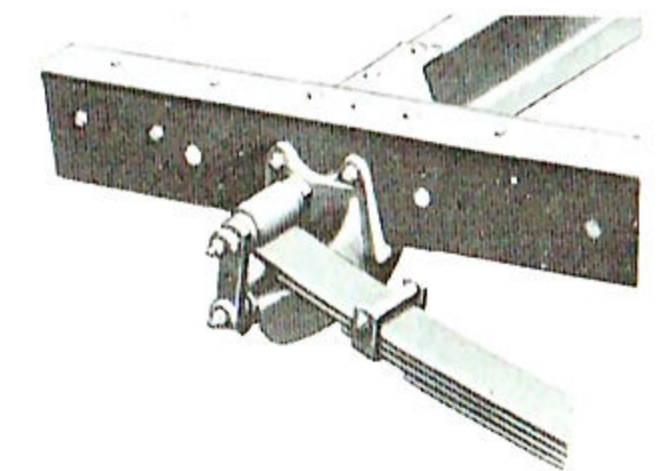
Hydra-Matic Transmission

This rugged 4-speed automatic transmission eliminates manual gear-shifting, saves time and money in traffic. It saves you maintenance money, too, because the hydraulic coupling protects drive line and rear axle components from shock loads. Optional, extra cost.



High-Efficiency Manual Transmissions

Synchro-Mesh transmissions feature strong, wide-faced helical gears that mesh smoothly, run quietly. 3-speed standard in Series 3100 through 3700. 4-speed standard Series 3800, optional all others. 3-speed heavy-duty optional, all series.



Long-Life Spring Shackles

Here's a "hidden" feature that typifies the quality design that goes into all Chevrolet truck components. Long-life spring shackles are designed to minimize the possibility of rotation of shackle pins, protect grease seals and thus add to spring life through improved lubrication.

I-BEAM FRONT AXLE is drop-forged and provides the proper strength and durability. 4500-lb. capacity, standard in Series 5000 and 6000, (optional Series 4000) and a 4000-lb. capacity in Series 4000.

THE FAMOUS JOBMASTER 6, with 148 h.p., is standard in Series 6000. Series 4000 has the Thriftmaster 6. Here's high torque and exceptional pulling power to ease the strain of heavy hauling.

NEW FRONT SPRING SHACKLES are redesigned so that special nuts draw the tapered faces together for firm and permanent alignment, greater durability and longer shackle life.

LONG LEAF FRONT SPRINGS, with rated capacities from 2050 lbs. to 2600 lbs. each, are designed for maximum road stability and riding comfort. Double-wrapped fixed eyes provide added safety.

HYDROVAC POWER BRAKES permit light pedal action because engine vacuum provides up to two-thirds of the braking effort. Standard Series 5000 and 6000. Optional Series 4000.

BALL-GEAR STEERING is the next best thing to power steering! Scores of polished steel balls minimize friction, keep steering light yet firm and positive.

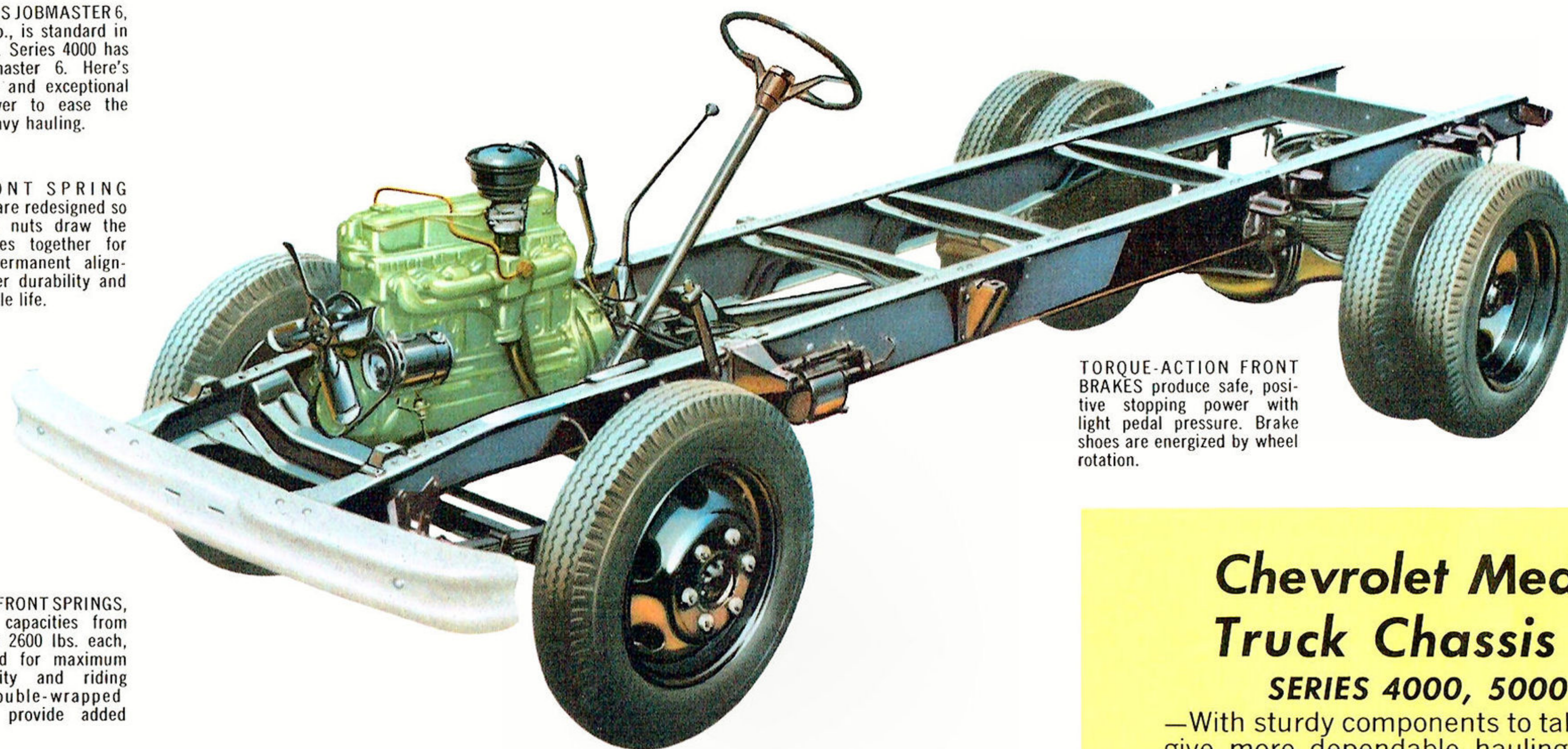
TUBELESS TIRES, with sizes ranging up to 10-22.5, front and dual rear, mean fewer delays due to punctures or blowouts, safer going. They are easier to mount, simplify servicing.

TWIN-ACTION REAR BRAKES provide maximum braking effectiveness with two cylinders at each wheel. Full-width linings dissipate heat rapidly and distribute wear.

HEAVY-DUTY REAR SPRINGS, single-stage, two-stage, and auxiliary, are available in a wide range of capacities to meet the needs of any hauling job.

SINGLE-SPEED REAR AXLES provide hefty steel axle shafts which are shot-peened for extra durability. Multi-splined wheel drive reduces axle stress. Series 4000, 11,000-pound capacity, 6.17 to 1 ratio; Series 5000 and 6000, 15,000-pound capacity, 7.20 to 1 ratio standard; ratio 6.17 to 1, available.

HUSKY FRAME features rigid parallel side-member construction; alligator-jaw attachment of cross members ties the rugged side members together for extra strength.

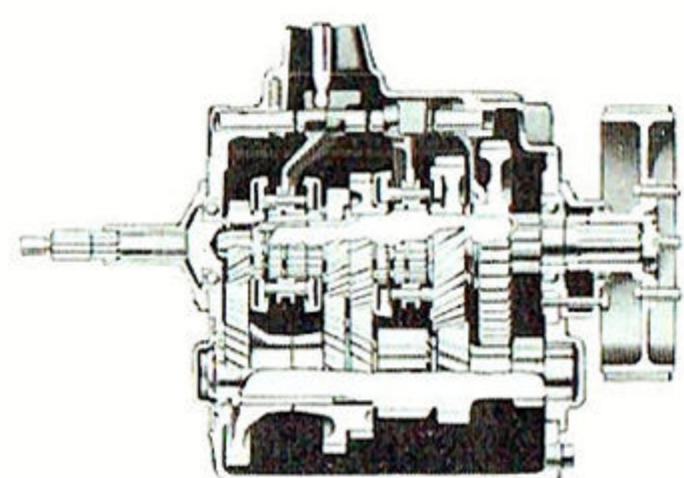


TORQUE-ACTION FRONT BRAKES produce safe, positive stopping power with light pedal pressure. Brake shoes are energized by wheel rotation.

Chevrolet Medium-Duty Truck Chassis for 1957

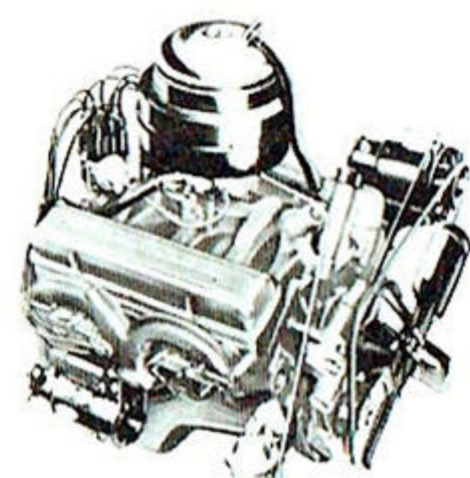
SERIES 4000, 5000 AND 6000

—With sturdy components to take tough jobs in stride, give more dependable hauling day in and day out!



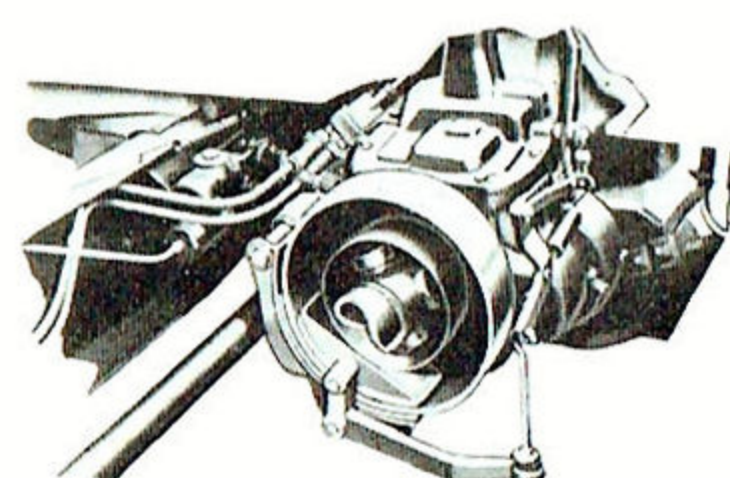
Heavy-Duty 4-Speed Synchro-Mesh Transmission

Simple, rugged, and dependable with powerful 7.06 to 1 low gear ratio. Synchro-Mesh design eliminates the need for double clutching. Power take-off opening on the left side. Provided as standard equipment on Series 4000, 5000 and 6000.



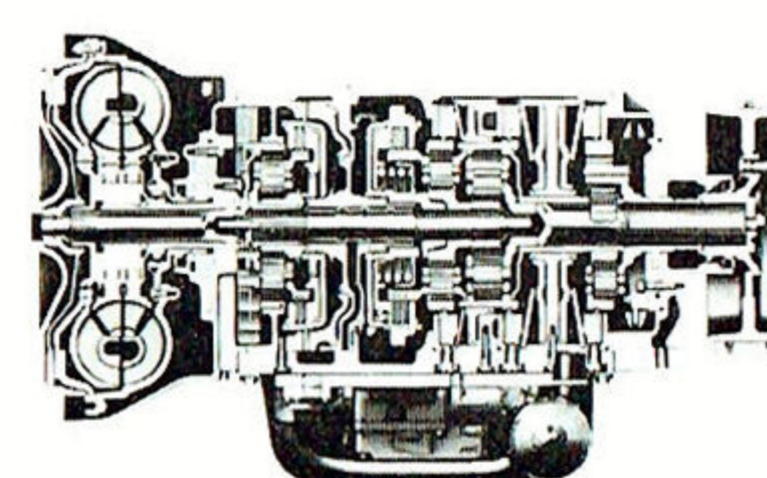
Modern Short-Stroke V8's

155-h.p. Trademaster V8 is optional, extra cost, in Series 4000; 160-h.p. Taskmaster V8 is standard in Series 5000, optional, at extra cost, in Series 6000. 175-h.p. Super Taskmaster V8 is optional, extra cost, in Series 5000, 6000.



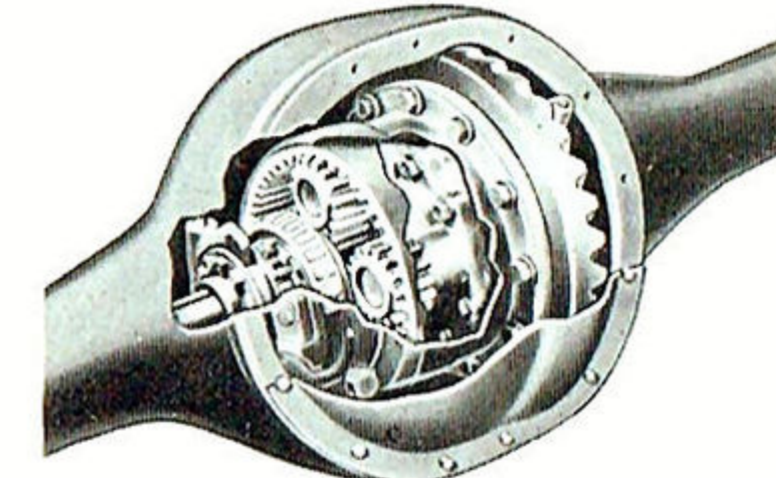
Propeller Shaft Parking Brake

This independent braking system is located behind the transmission; its force is multiplied by the rear axle gears. Capable of holding the fully loaded truck on any grade, the propeller shaft parking brake offers added evidence that you'll enjoy safe going in a Chevrolet medium-duty truck.



Powermatic Transmission

This fully automatic transmission works for you all the time! On hills, manual gear shifting is virtually eliminated. On down-grades, a Hydraulic Retarder controls truck speed, saves brakes. And you get top economy on the highway, no-shift driving in traffic! Optional, extra cost in Series 5000 and 6000.



15,000-Pound 2-Speed Axle

This precision-designed planetary-gear two-speed rear axle is provided as an extra-cost option. With a 15,000-pound capacity and 6.40/8.72 to 1 ratio, it is sufficiently versatile to meet every hauling situation . . . as well as durable enough to withstand years of hard usage.

HEAVY-DUTY FRAME provides sturdy parallel design construction and deep channel side rails to give great strength and resistance to twisting; uses alligator-jaw cross member attachments.

BIG TWIN-ACTION BRAKES—two wheel cylinders actuate two large self-energizing shoes in both front and rear brakes for maximum safety under all hauling conditions.

15000-LB. REAR AXLE with precision designed hypoid gears, straddle-mounted pinion, durable axle shafts and a strong one-piece axle housing. Ratios: 7.20 to 1 standard; 6.17 to 1 optional.

BALL-GEAR STEERING provides recirculating steel balls to minimize friction, make steering easier, add to the durability of the steering gear.

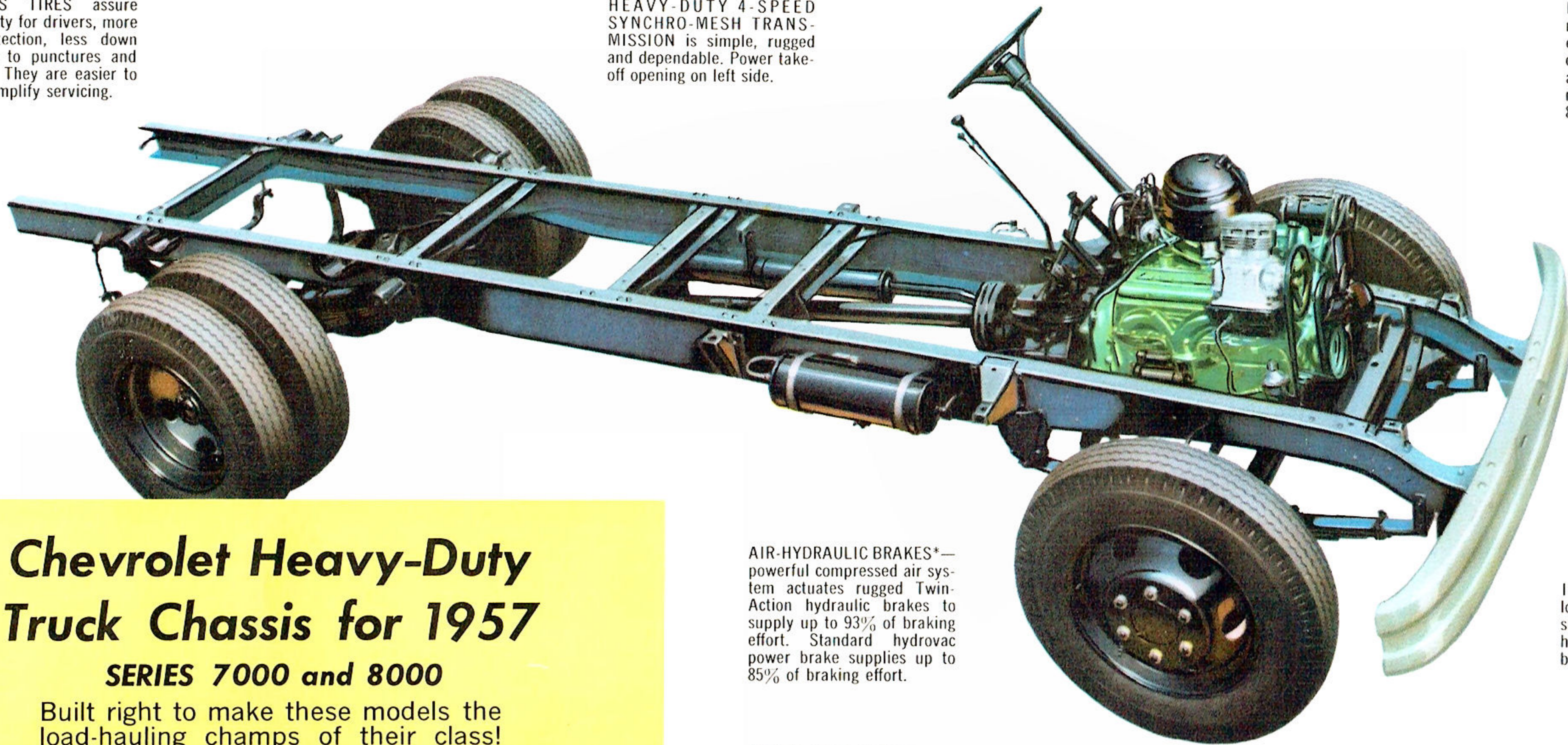
FULL-FLOW OIL FILTER is now standard on all Chevy V8's. Filter cleans all oil to bearings, cylinder walls and moving parts, for long, trouble-free engine life.

TASKMASTER V8 (standard) is new for '57 with 160 h.p. and 283 cubic inches of displacement. Modern short-stroke design makes this the most efficient load puller, pound for pound, in its class!

12-VOLT ELECTRICAL SYSTEM, with high-capacity battery and generator, assures more than ample power for all the electrical needs, and aids quick, sure starting.

TUBELESS TIRES assure more safety for drivers, more load protection, less down time due to punctures and blowouts. They are easier to mount, simplify servicing.

HEAVY-DUTY 4-SPEED SYNCHRO-MESH TRANSMISSION is simple, rugged and dependable. Power take-off opening on left side.



Chevrolet Heavy-Duty Truck Chassis for 1957

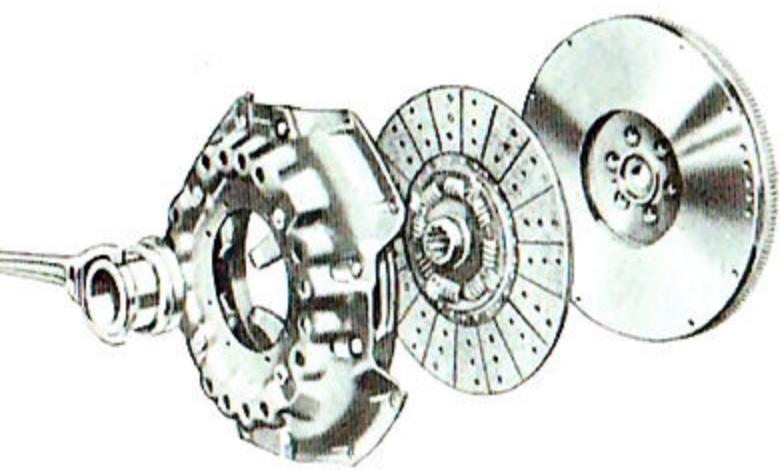
SERIES 7000 and 8000

Built right to make these models the load-hauling champs of their class!

AIR-HYDRAULIC BRAKES*—powerful compressed air system actuates rugged Twin-Action hydraulic brakes to supply up to 93% of braking effort. Standard hydrovac power brake supplies up to 85% of braking effort.

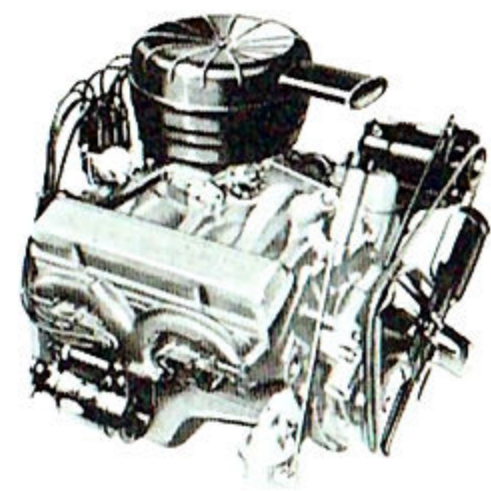
I-BEAM FRONT AXLE, with a load rating of 7000 lbs., is strengthened at points of high stress for greater durability and rigidity.

*Extra cost option.



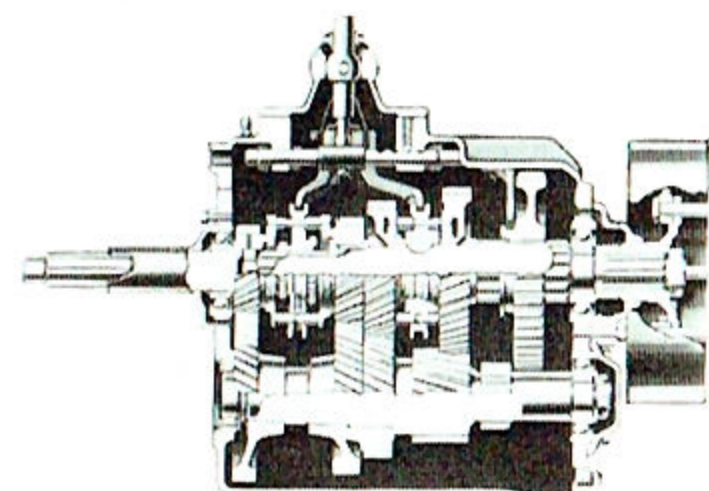
Coil Spring Clutch

The high-capacity coil spring clutch is designed to handle the surging power of high-speed, high-torque V8 engines. Heavy coil springs acting over a large diameter provide a firm grip. The coil spring clutch is built for long wear, like all Chevrolet truck driveline components.



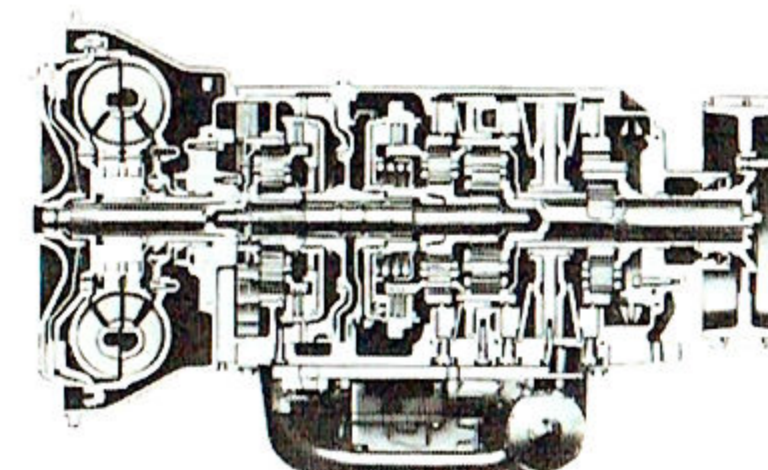
Super Taskmaster V8

For 1957, a new 175-h.p. Super Taskmaster V8 is available as an extra-cost option. Featuring a 4-barrel carburetor, dual exhaust system, and short-stroke design, this big 283-cu.-in. powerplant is built to handle man-sized jobs with ease and efficiency that keep costs down!



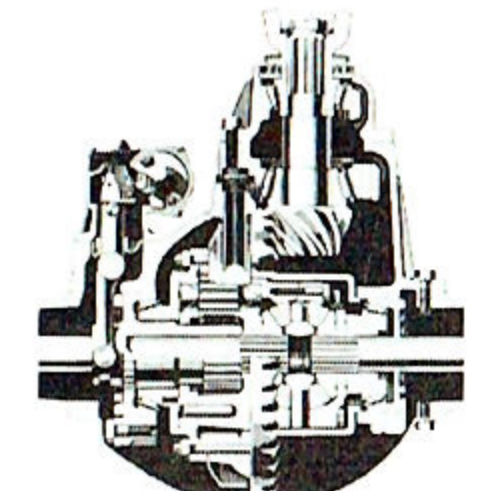
New Process 5-Speed Transmission

Here's the popular new 5-speed Synchro-Mesh transmission that brings new power, performance, flexibility and economy to Chevrolet heavy-duty truck operation. New Process transmission is optional at extra cost.



Powermatic Transmission

Revolutionary Powermatic automatic transmission, an extra-cost option, works for you all the time! On hills, manual gearshifting is virtually eliminated. On downgrades, a hydraulic retarder controls truck speed, saves brakes. And you get top economy on the highway, no-shift driving in traffic! Especially adaptable in off-highway operations.



New 16,000-Lb. Eaton Axles

Here's extra assurance of the right rear axle for every hauling situation. Two big, high-capacity 16,000-lb. Eaton axles are available as extra-cost options . . . Model 1614 hypoid single-speed axle with 7.17 to 1 ratio, and Model 16600 two-speed planetary-gear axle with 6.50/9.04 to 1 ratio.

HEAVY-DUTY FRAME, with deep channel parallel-design side rails, give a great strength and resistance to twisting. Alligator-jaw cross members and sturdy attachments are provided.

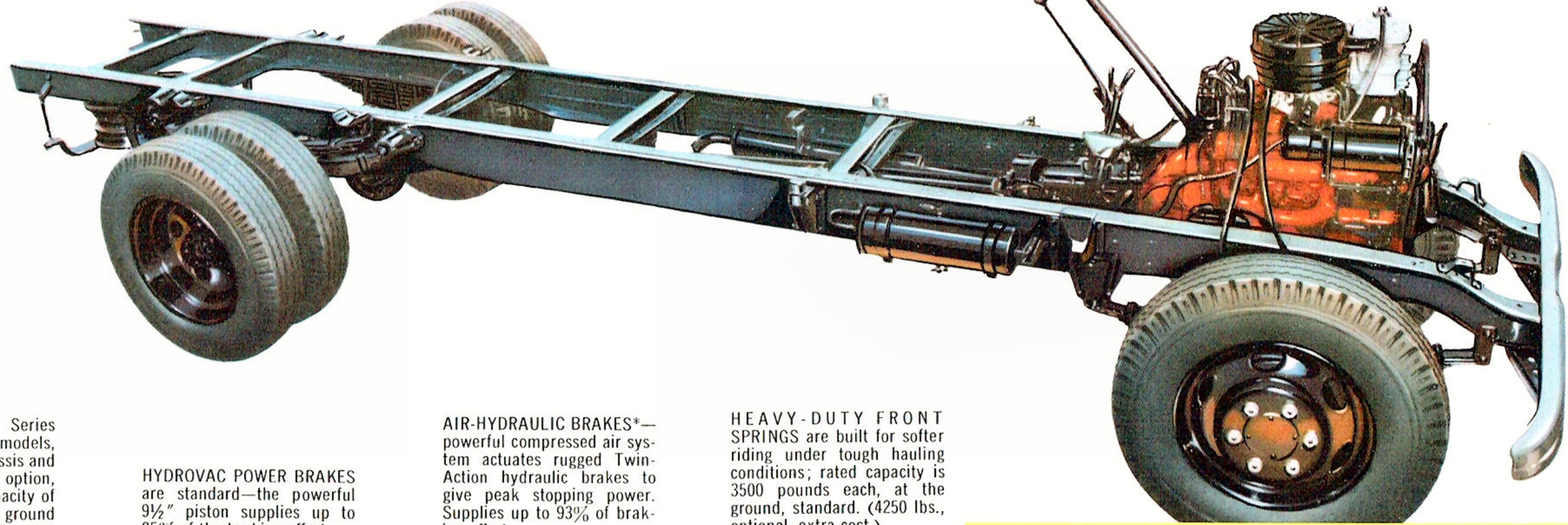
TWIN-ACTION BRAKES (front and rear) give safe, dependable braking as two wheel cylinders actuate the two large self-energizing shoes in each brake drum.

NEW PROCESS 5-SPEED SYNCHRO-MESH TRANSMISSION is standard; it gives you the advantages of five forward speeds—maximum pull in low gear, fast acceleration, outstanding economy.

BALL-GEARSTEERING makes big truck handling amazingly easy. Scores of polished steel balls minimize friction, keep steering firm and positive.

12-VOLT ELECTRICAL SYSTEM, with high-capacity battery and generator, assures ample power for all electrical needs. Aids quick starting, dependable operation.

FULL-FLOW OIL FILTER, standard on the Loadmaster V8, cleans all oil to the bearings, cylinder walls and moving parts, for long, trouble-free engine life.



REAR SPRINGS of Series 9000 and 10000 models, except school bus chassis and models with tandem option, have a high rated capacity of 7600 lbs. each, at the ground (10,300 lbs., optional, extra cost).

HYDROVAC POWER BRAKES are standard—the powerful 9½" piston supplies up to 85% of the braking effort.

16,000-LB. EATON SINGLE-SPEED REAR AXLE (standard on truck models) is built for hard usage with a heavy housing, large axle shafts and high capacity. Ratio is 7.17 to 1.

TUBELESS TIRES are safer and more dependable, assure far fewer road delays due to punctures or blowouts! Sizes up to 11-22.5 are now available for front and dual rear.

AIR-HYDRAULIC BRAKES*—powerful compressed air system actuates rugged Twin-Action hydraulic brakes to give peak stopping power. Supplies up to 93% of braking effort.

HEAVY-DUTY FRONT SPRINGS are built for softer riding under tough hauling conditions; rated capacity is 3500 pounds each, at the ground, standard. (4250 lbs., optional, extra cost.)

I-BEAM FRONT AXLE, strengthened at points of high stress, provides a load rating of 7000 lbs. Heavy-duty 9000-lb. axle is an extra-cost option on Series 10000 tandem equipped models.

Chevrolet Heavy-Duty Truck Chassis for 1957

SERIES 9000 and 10000

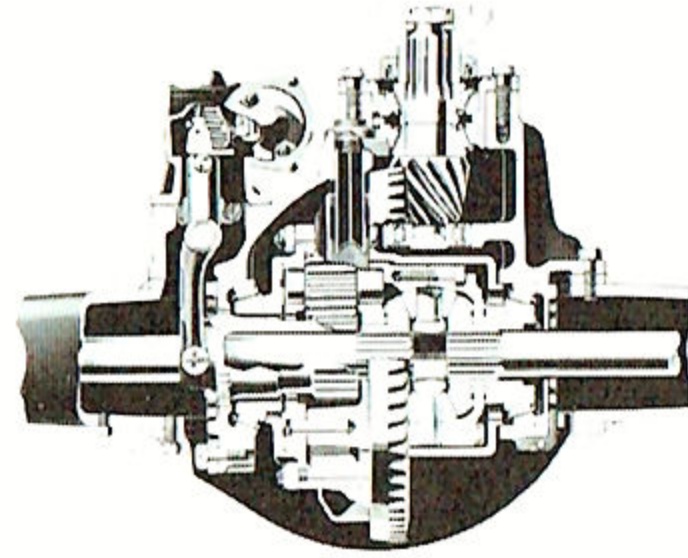
If you use big trucks, here are lots of reasons why a new Chevy heavyweight will do more for you on your job!

*Extra cost option.



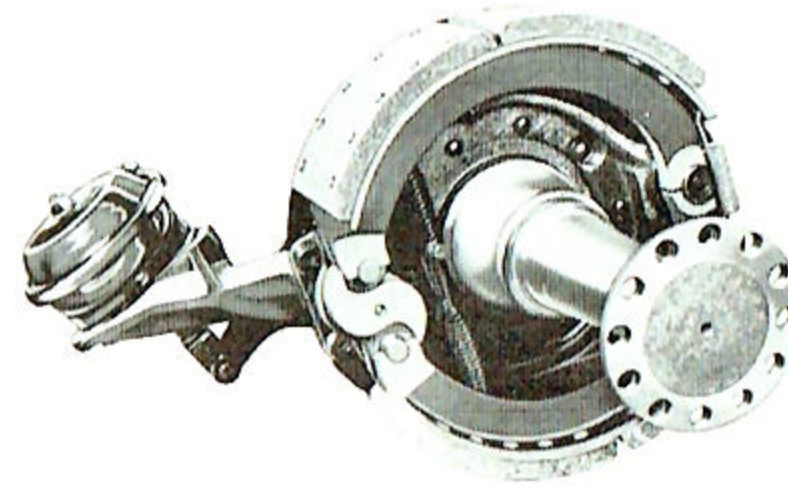
Cast Spoke Wheels

Cast spoke wheels are included on models when equipped with full air brakes and an 18,000-lb. rear axle. They are one more reason for great all-around truck operation . . . offer great strength with minimum weight, wide interchangeability and easy servicing.



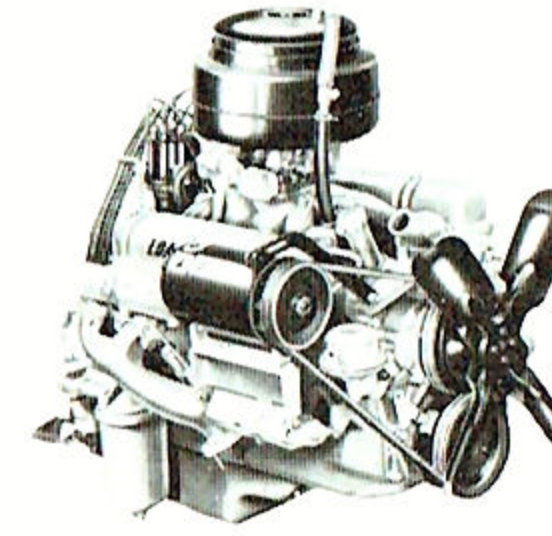
18,000-Lb. Rear Axles

Two husky 18,000-lb. capacity Eaton axles are available* (except Model 10802). There's a single-speed heavy-duty Eaton model No. 1790 with 7.17 to 1 ratio . . . and a two-speed Eaton model No. 17500 with 6.50/8.87 to 1 ratio. Heavy housings, large axle shafts and 10-stud wheel attachment.



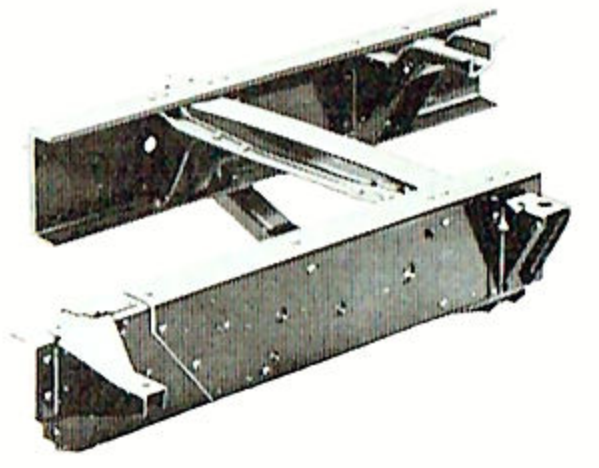
New Full-Air Brakes

Optional at extra cost on models equipped with 18,000-lb. rear axle and cast spoke wheels, these advanced brakes completely replace the standard hydraulic system. They include extra-large diaphragm-operated brake assemblies, a treadle valve to control air pressure to the wheel chambers and rugged heavy-service components.



Loadmaster V8

This big, brawny engine delivers 195 gross horsepower and 310 foot-pounds of torque with a fuel-saving compression ratio of 7.7 to 1! Also available as an extra-cost option is the Super Loadmaster V8, with 210 horsepower, 320 foot-pounds of torque and 7.7 to 1 compression ratio.



Frame Reinforcements

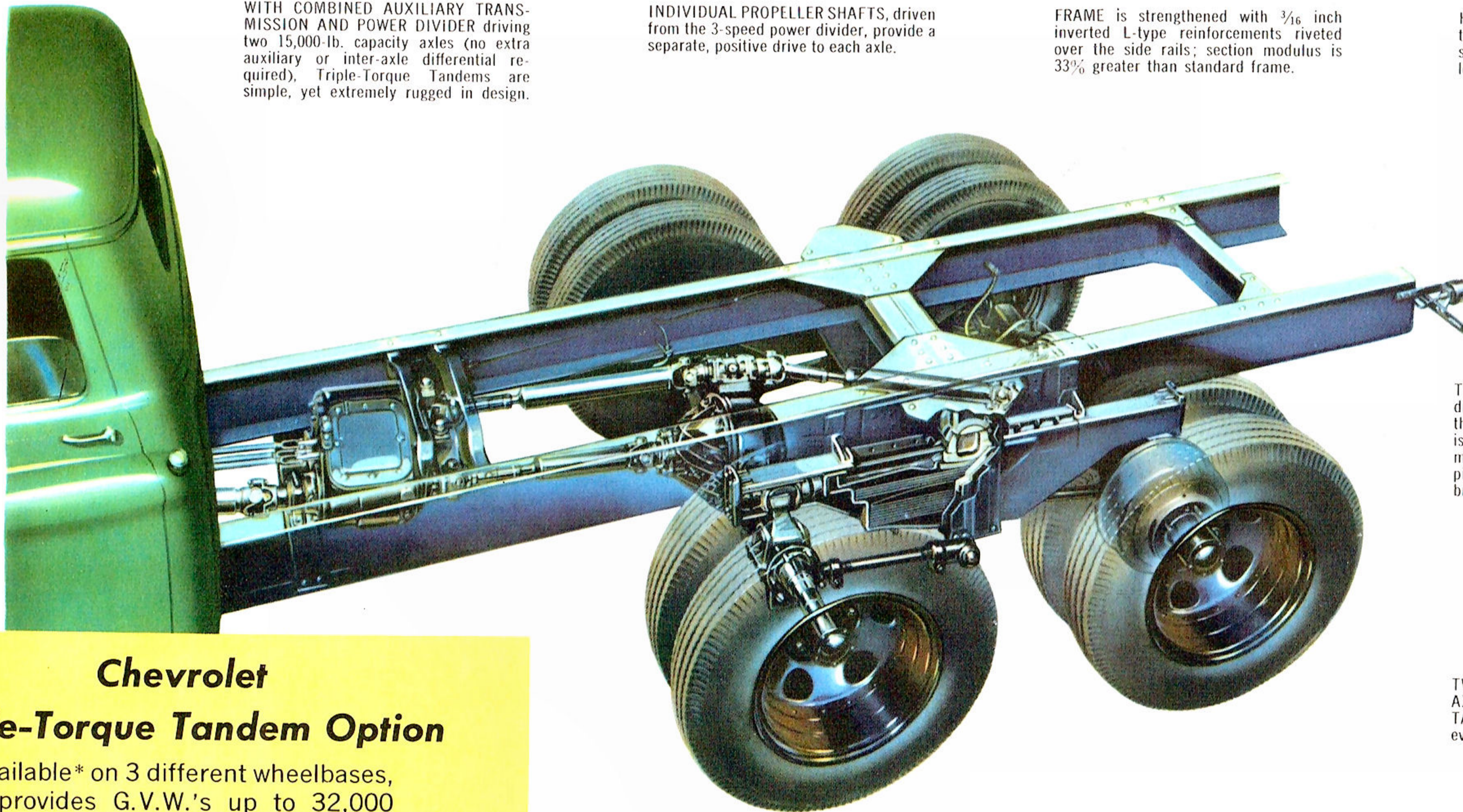
Frame reinforcements* for extra-heavy hauling are provided (when equipped for 25,000 lb. max. G.V.W.). They add to the frame's rigidity, minimize deflection and frame twist. Models with tandem option have ¾" inverted L-type reinforcement riveted over the side rail . . . for 33% increase in section modulus.

WITH COMBINED AUXILIARY TRANSMISSION AND POWER DIVIDER driving two 15,000-lb. capacity axles (no extra auxiliary or inter-axle differential required), Triple-Torque Tandems are simple, yet extremely rugged in design.

INDIVIDUAL PROPELLER SHAFTS, driven from the 3-speed power divider, provide a separate, positive drive to each axle.

FRAME is strengthened with $\frac{3}{16}$ inch inverted L-type reinforcements riveted over the side rails; section modulus is 33% greater than standard frame.

HIGH-CAPACITY TUBELESS TIRES (up to 10-22.5, 12-ply rating) give maximum service on tough jobs. Tires are uniformly loaded for long life, good traction.



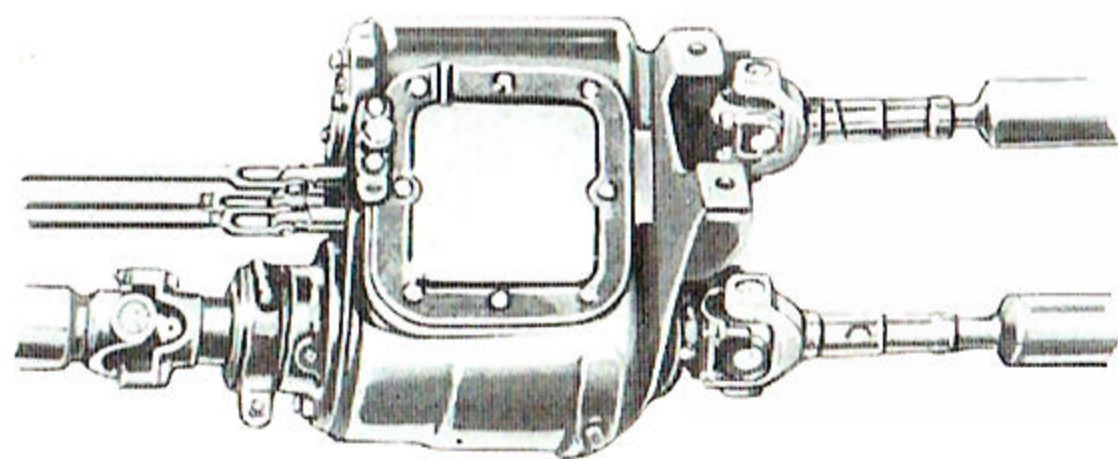
TWIN-ACTION BRAKES are full 15-inch diameter, with 4-inch wide linings on the rear brake shoes. Extra braking power is supplied by a large $1\frac{1}{4}$ -inch diameter master cylinder and an extra long stroke piston in the $9\frac{1}{2}$ -inch Hydrovac power brake.

TWO STANDARD 15,000-LB. CAPACITY AXLES with 7.20 to 1 ratio are provided. TANDEM service is easily obtained wherever Chevrolet service is available.

Chevrolet Triple-Torque Tandem Option

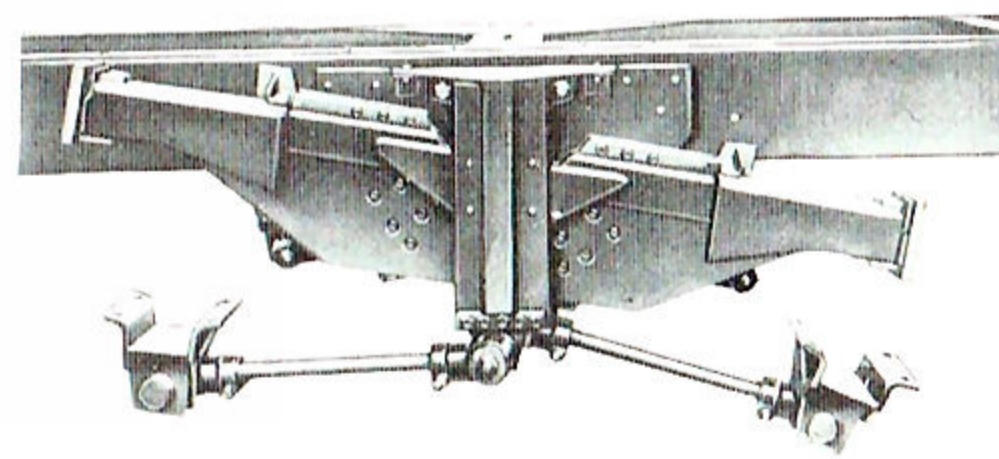
Available* on 3 different wheelbases, it provides G.V.W.'s up to 32,000 lbs., G.C.W.'s up to 50,000 lbs.!

*Optional, extra cost, in Series 10000

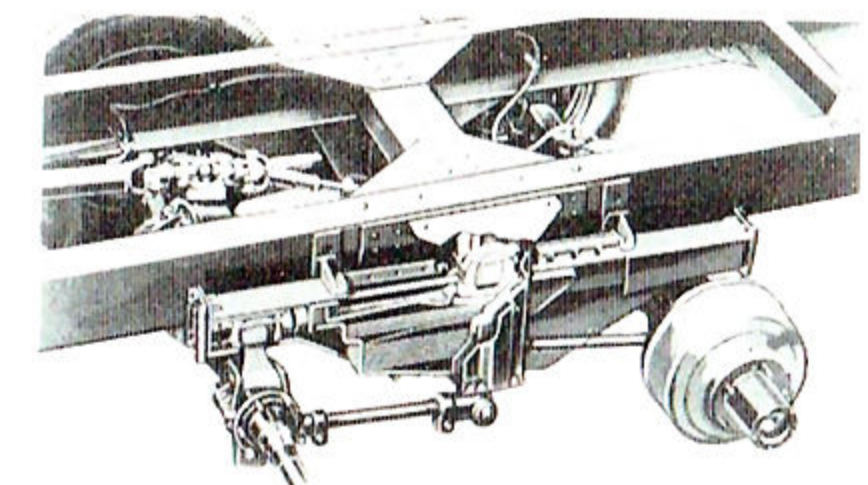


Exclusive 3-speed power divider

Designed to afford less weight, fewer parts, and less power loss than any other dual axle drive! Built-in auxiliary transmission offers choice of direct drive, 1.22 to 1 underdrive, and 2.22 to 1 puller gear—a total of fifteen forward speeds with 5-speed transmission! Power divider can be shifted instantly to single or dual axle drive at any speed.



Articulated walking beam Rocking chair action gives maximum flexibility for operation on roughest terrain. Rugged torque rods and special bushings take driving and braking forces, keep axles tracking on curves and aligned on the straightaway. True tracking on highway curves avoids scuffing, increases tire life, improves handling, and adds to operating safety.



Single-point suspension With two-stage spring pile, it provides progressive springing; cannot be overloaded because leaves seat in walking beam housing, which takes shocks under maximum payloads. Simple, non-cambered steel leaves are extra strong but light in weight. Rugged steel trunnion carries entire load—requires no lubrication.

PANORAMIC WINDSHIELD sweeps gracefully around the front of the cab to give a full 1000 square inches of forward viewing area. It makes the driver's job easier and safer.

FULL-VIEW REAR WINDOW, optional at extra cost, curves around the back of the cab, eliminating "blind spots" at the corners. Adds to truck appearance and driving safety.

VENTIPANES add to comfortable ventilation. Opened slightly, they draw stale air out of the cab; opened fully, they force fresh air in.

GOOD DOWN FRONT VISIBILITY, stemming from proper seat height, big windshield and low hood, enables the driver to see more of the road directly in front of the truck.

Your Choice of Two Great Flite-Ride Cabs

to make your work easier and safer than ever before!
Either the Flite-Ride De Luxe or the Flite-Ride Custom will give you the latest in modern cab features.



HIGH-LEVEL VENTILATION SYSTEM receives clean outside air through a wide intake at the bottom of the windshield—away from road heat and dust. A drain in the plenum chamber removes water. Cab interior remains clean and comfortable.

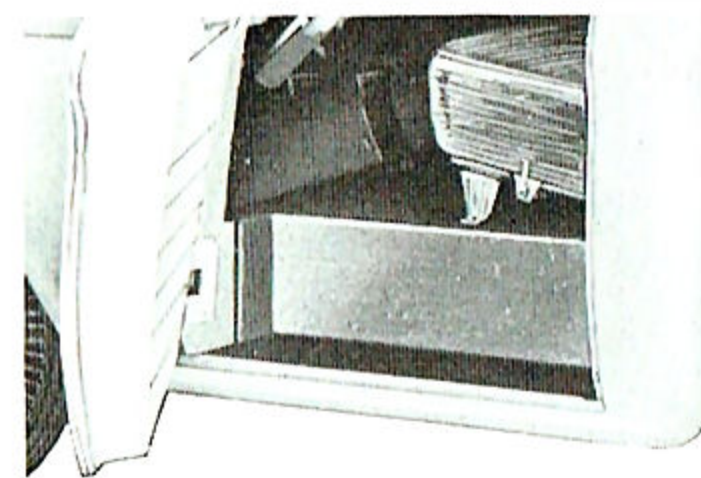
UNIT-DESIGNED ALL-STEEL CONSTRUCTION insures the precise fit of all units, makes Chevrolet cabs stronger, safer, more comfortable.

CUSTOM CAB*. Includes chrome control knobs, a cigarette lighter, dual horns, dual sunshades, an arm rest for the driver, foam rubber seat cushion, chrome windshield and window reveal moldings. Chrome-plated grille, bumper, hub caps and headlamp bezels are included on Series 3000 cab and panel models.
*Optional extra cost.



Nu-Flex Seat

Nu-Flex seat design means comfortable hauling. Deep-comfort coil springs provide ideal body support; sudden rebounds are checked by air control valves. The seat back adjusts easily to the angle you prefer. There's nothing like it for easing long hours behind the wheel!



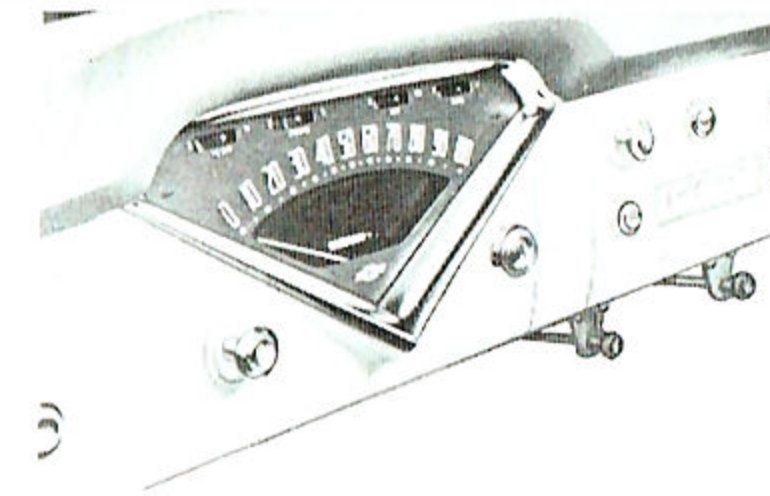
Concealed Safety Steps

Chevrolet truck concealed Safety Steps are a big improvement over the old-fashioned exposed cab steps still used on some competitive trucks. Located inside the door, they stay clear of snow, mud and ice, give you firmer, safer footing.



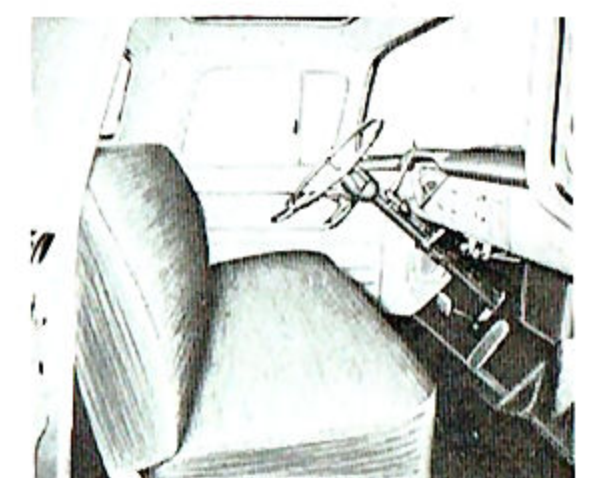
New Steering Wheel

The hub of the new Chevrolet truck steering wheel is depressed 3 inches below the plane of the wheel rim for added driver safety, easier viewing of instruments. The stylish horn button, with a bright metal bezel framing the Chevrolet emblem, enhances interior appearance.



Instrument Panel

Chevrolet truck instrument panels are strikingly handsome, with a textured no-glare finish and two-tone colors which complement exterior styling. Instruments are clustered to be read easily at a glance. Control knobs are within easy reach; locking dispatch box is standard equipment.



Color, Interiors For 1957, Chevrolet trucks are more eye-catching than ever, with a choice of 15 solid exterior colors; 14 two-tone combinations are available at extra cost. Flite-Ride De Luxe cab interior is upholstered in durable vinyl.

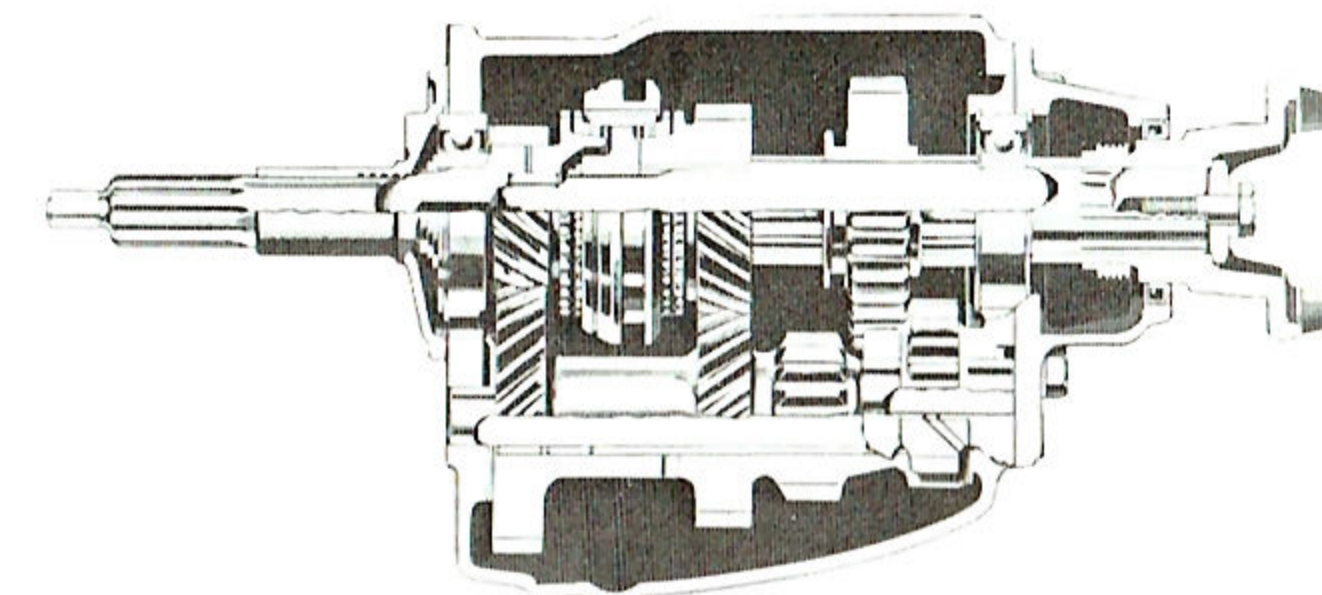
Wide Choice of Ultra-modern Transmissions

—Makes available the right transmission for your job!

The wide choice of transmissions shown here constitutes one more reason why 1957 Chevrolet Task-Force trucks will serve you better on your job! You will find, for instance, that there is now a great automatic transmission for every truck series. In Series 3000 and 4000 (except 4502), there's HYDRA-MATIC* to eliminate manual gearshifting and save you maintenance money by protecting driverline parts from shock loads. In Series 5000 through 10000, there's exclusive POWERMATIC*, the first automatic transmission

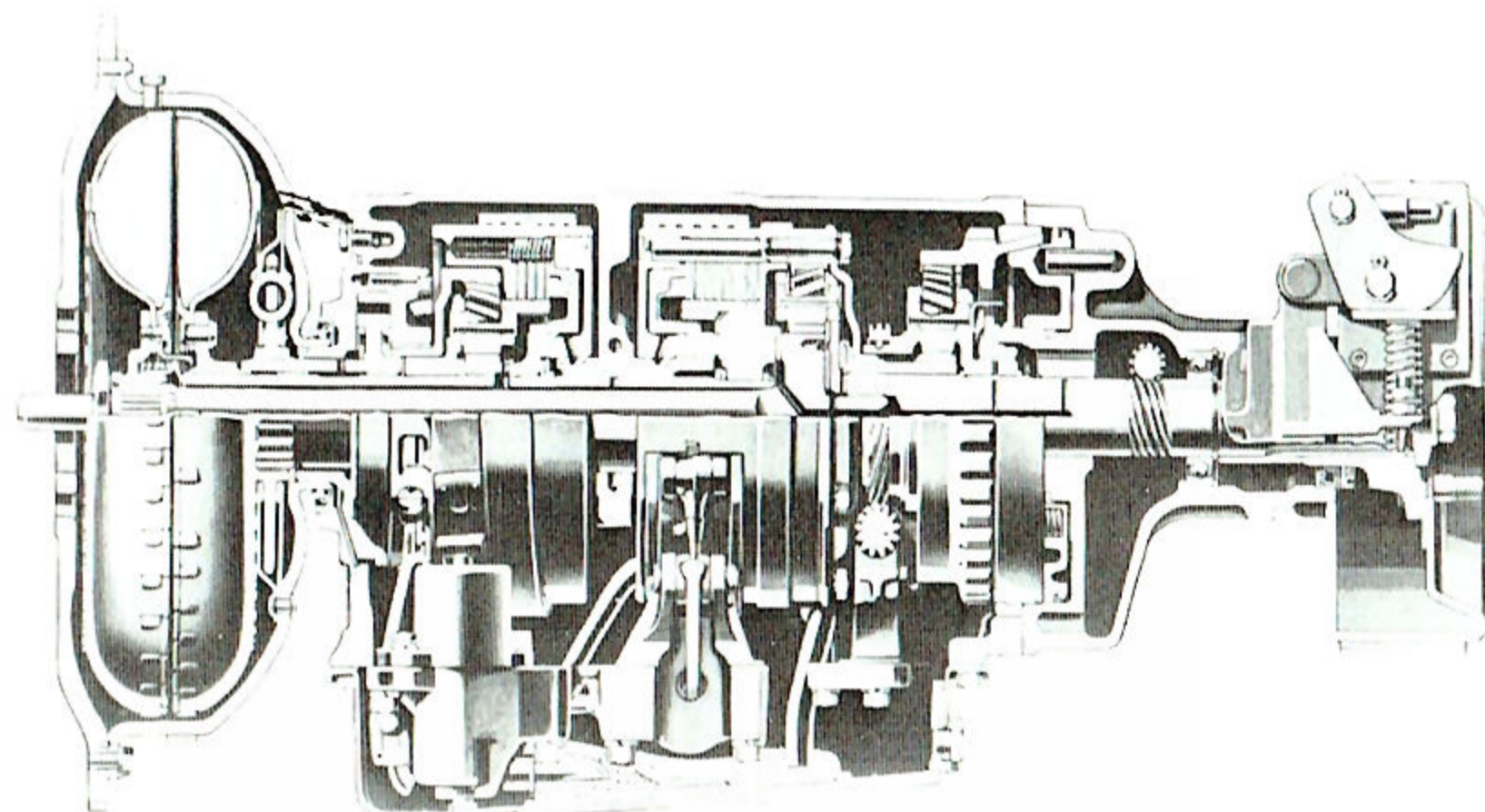
designed specially for big trucks. And Chevrolet truck conventional transmissions are great performers, too! You'll find 3- and 4-speed Synchro-Mesh transmissions, New Process and Spicer 5-speed transmissions, to add to the smooth power performance of 1957 Chevrolet trucks. With all these advanced transmissions to choose from, you get a unit that's tailored for your truck, right for the loads you carry and the roads you travel!

*Optional at extra cost.



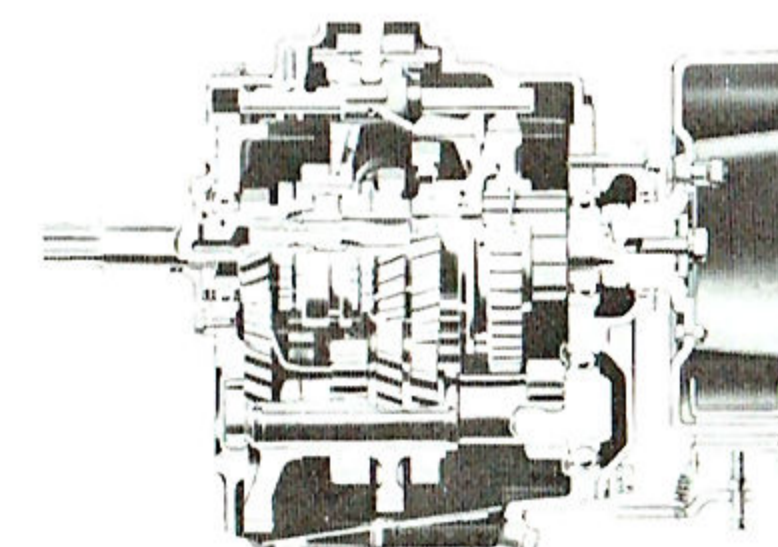
Heavy-Duty Synchro-Mesh 3-Speed

Engineered and built for extra ruggedness throughout. Higher numerical gear ratios offer more pulling power than the regular 3-speed. Excellent for stop-and-go driving and other severe service conditions. Optional at extra cost on all Series 3000, this transmission extends the convenience of steering column gear shift.



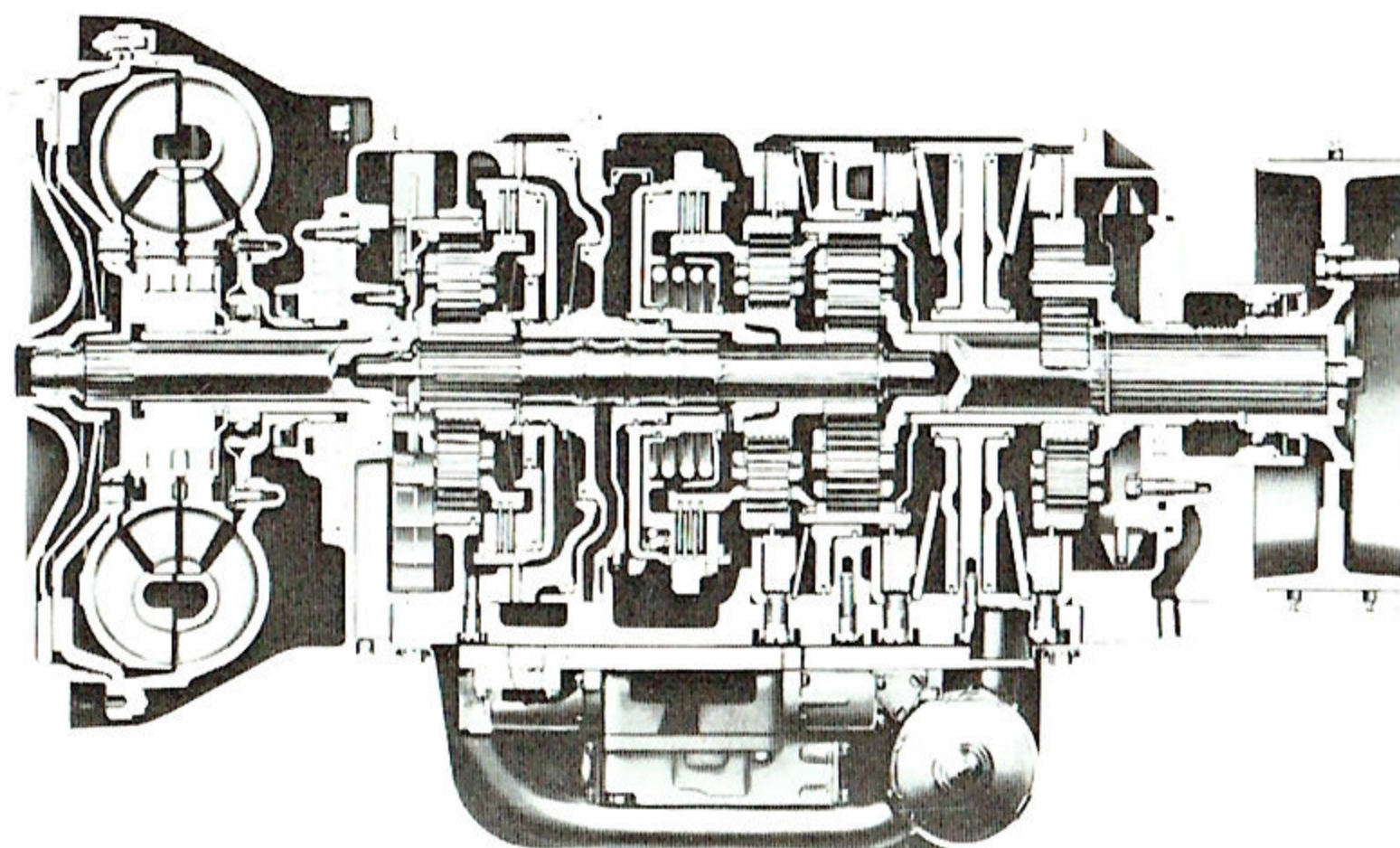
Chevrolet Truck Hydra-Matic

Proved in millions of miles of hauling, this rugged 4-speed automatic drive is far more than just a convenience. It's a moneysaver in any traffic, because the fluid coupling eliminates costly clutch repairs, and shifting is automatically controlled to prevent engine over-speeding. It's a safety measure, too, permitting the operator to forget shifting and concentrate on driving. And for additional safety, a positive parking lock holds the truck securely on the steepest grades, Hydra-Matic is optional at extra cost on all Series 3000 and 4000 truck models (except 4502), including automatic choke on conventional sixes.



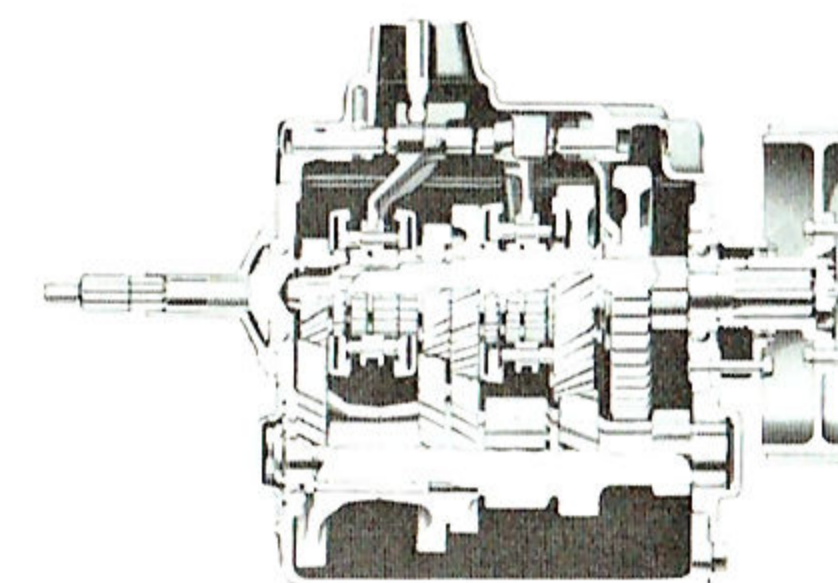
Heavy-Duty Synchro-Mesh 4-Speed

Here's the trucker's favorite for heavy hauling! Simple, rugged, and dependable with powerful 7.06 to 1 low gear ratio. Synchro-Mesh design eliminates double clutching. Power take-off opening on left side. Standard all Series 3800 through 8000, optional at extra cost on all other Series 3000.



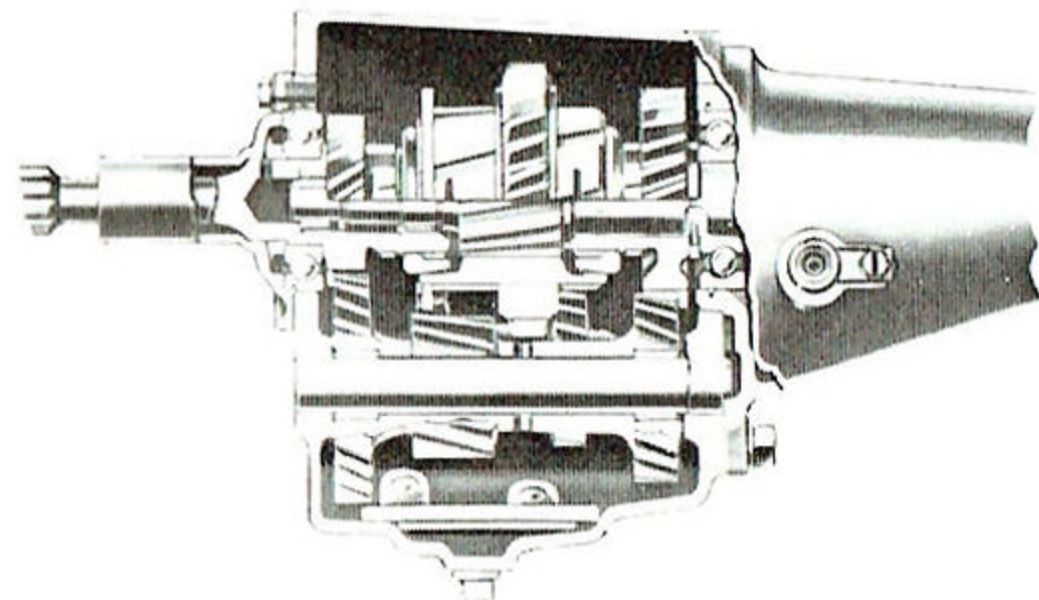
Exclusive Powermatic

There's nothing like it in the entire industry! Revolutionary Powermatic combines the convenience and proved efficiency of fully automatic shifting, the mile-after-mile economy of direct-drive cruising, and the extra safety of a powerful built-in hydraulic retarder! Three specialized drive ranges, six fully automatic forward speeds, and a high-efficiency torque converter provide ratios from 14.8 to 1 low-low to 1 to 1 in lock-up direct drive. Power take-off openings on both sides simplify special equipment installation—an exclusive Powermatic feature! Optional at extra cost on all Series 5000 through 10000 trucks and school bus chassis.



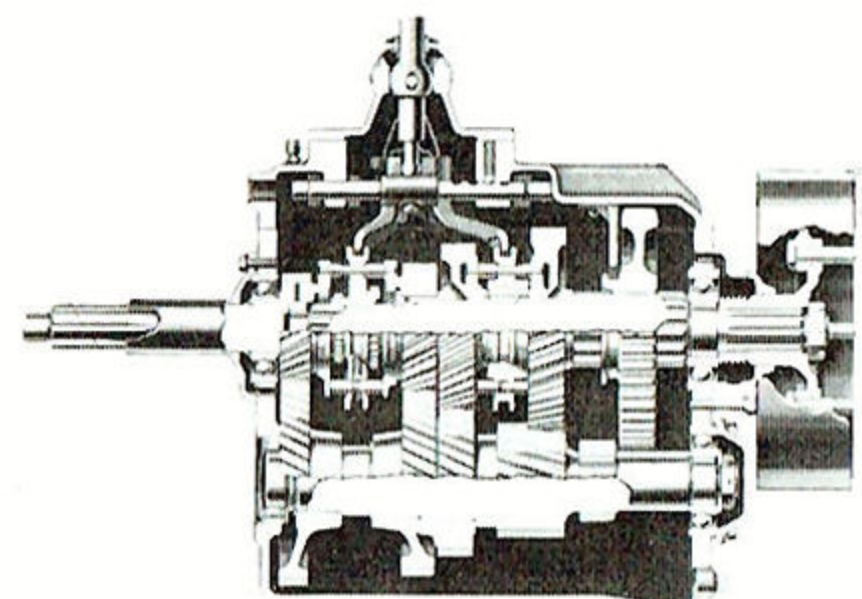
New Process 5-Speed Transmission

The New Process 5-speed transmission offers extra pulling power and greater flexibility—helps you haul more payload in less time. Power take-off openings are located on both sides. Easy shifting New Process Synchro-Mesh transmission is optional at extra cost on all Series 5000 through 8000, standard on Series 9000 and 10000.



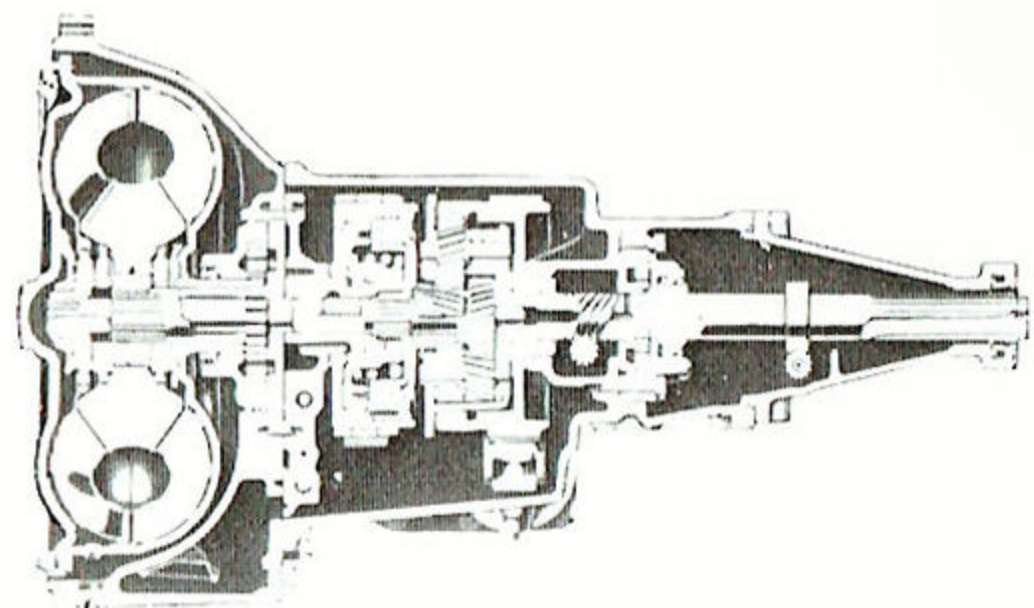
Synchro-Mesh 3-Speed

The strong, wide-faced helical gears of this modern transmission mesh smoothly, run quietly. The gears are carburized and shot-peened for extra strength and longer life! The Chevrolet Synchro-Mesh 3-speed transmission is standard on Sedan Delivery models and all Series 3100 through 3700.



Spicer 5-Speed Transmission

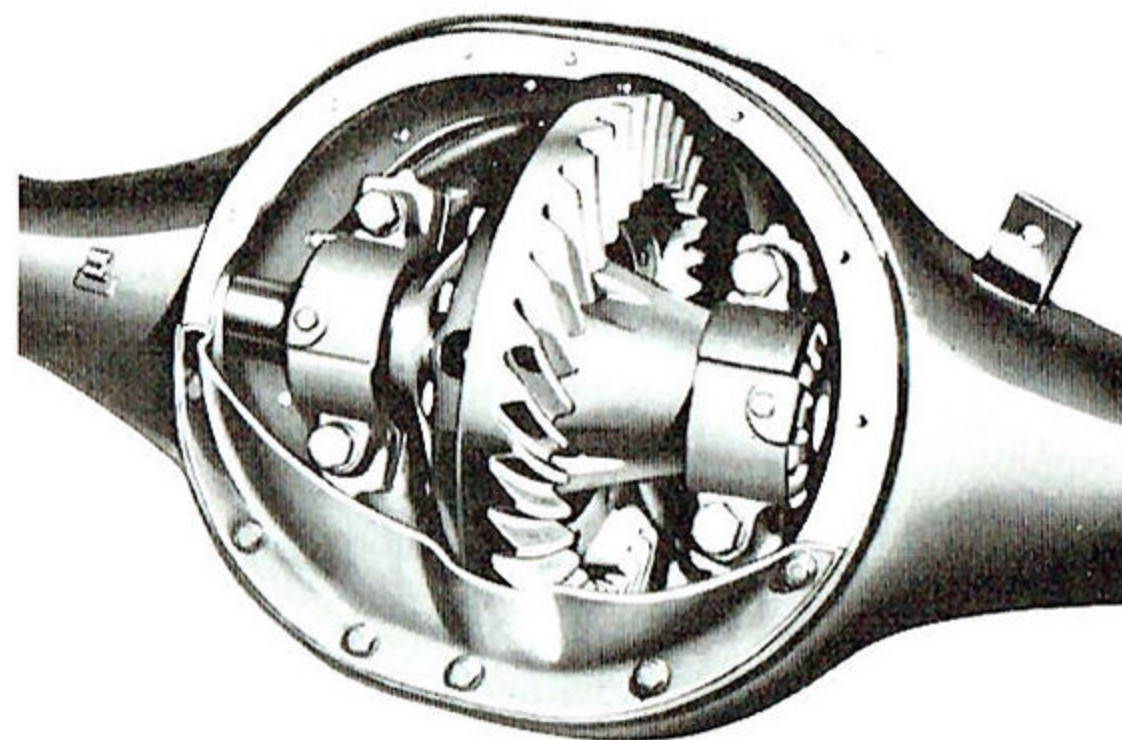
Optional at extra cost in Series 9000 and 10000, the Spicer 5-speed Synchro-Mesh transmission provides even higher torque capacity and greater numerical ratios than the standard 5-speed transmission. It is unsurpassed for durability and efficiency, provides new standards of power, performance, flexibility and economy for owners of 1957 Chevrolet heavy-duty trucks.



Powerglide and New Turboglide

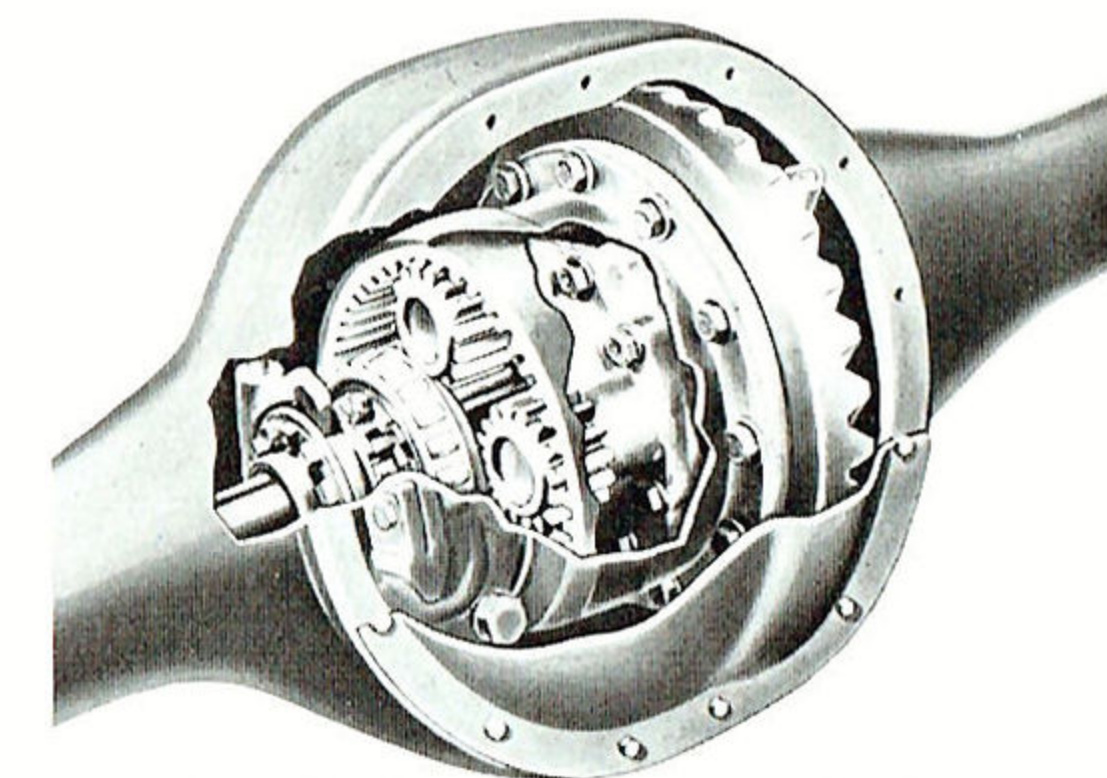
Your Sedan Delivery will make more deliveries in less time with these Chevrolet automatic drives. They virtually eliminate manual gear shifting, simplify driving, make your work safer and more economical, especially when you haul in traffic. Powerglide optional at extra cost with Blue-Flame 140, Turbo-Fire 283 or Super Turbo-Fire 283 engine. Turboglide optional at extra cost with Turbo-Fire 283 or Super Turbo-Fire 283 engine.

A Rugged Rear Axle for Every Load



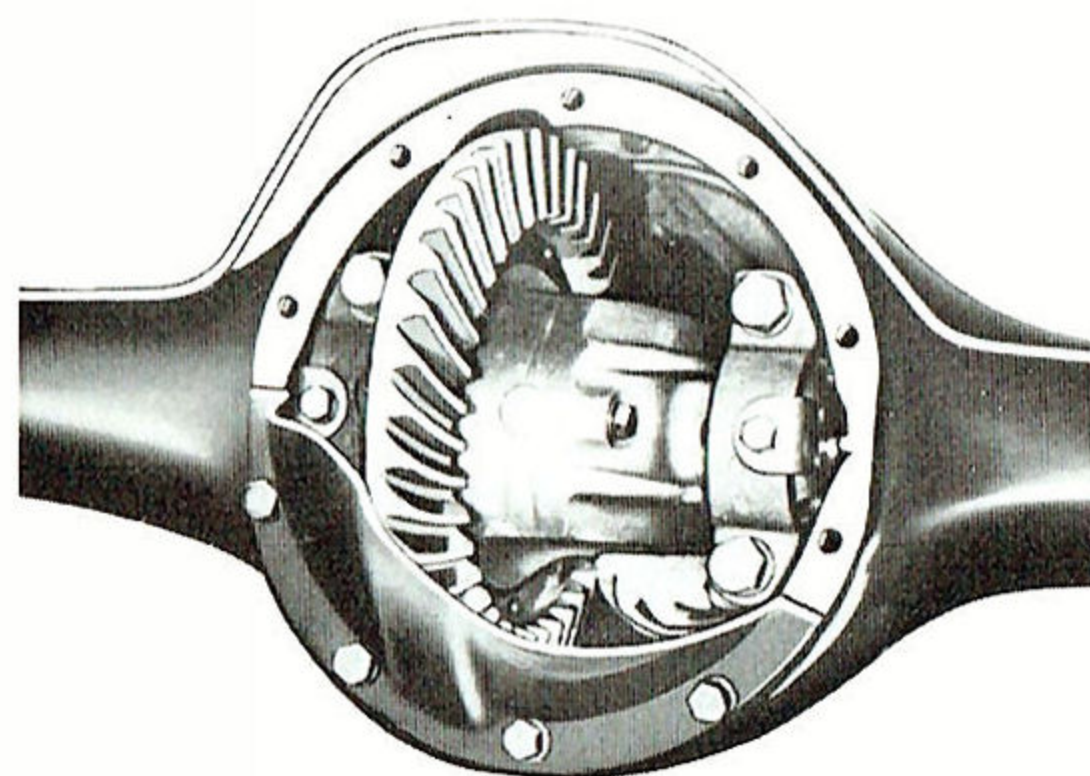
Single-speed Heavy-duty Axles

Chevrolet's rugged heavy-duty rear axles are built to deliver top performance with peak loads. A 15,000-pound capacity axle, with a choice of 7.20 to 1 or 6.17 to 1 gear ratio, is standard on all Series 5000, 6000, 7000 and 8000. Eaton Model No. 1614, a 16,000-pound capacity axle with 7.17 to 1 ratio is standard on Series 9000 and 10000 trucks except 10802 (optional at extra cost in Series 7000; 8000 and 10802). An 18,000-pound capacity Eaton Model No. 1790 axle with 7.17 to 1 ratio is optional at extra cost, in Series 9000 and 10000 trucks (except 10802).



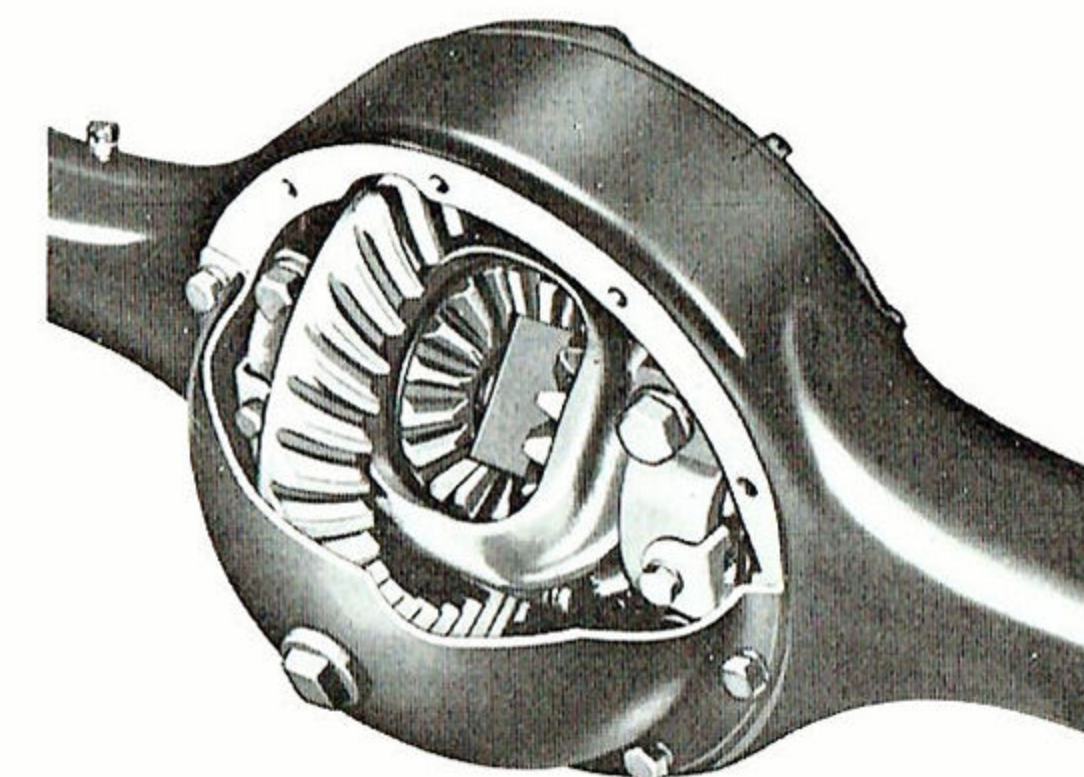
Two-Speed Planetary-Gear Axles

Versatile two-speed axles double gear selection—provide just the right ratio for every hauling situation. The Chevrolet-built 15,000-pound-capacity axle with vacuum shift is optionally available at extra cost with 6.40/8.72 to 1 ratio on all Series 4000, 5000, 6000, 7000 and 8000. A 16,000-pound capacity axle, Eaton Model No. 16600 with 6.50/9.04 to 1 ratio, or an 18,000-pound-capacity axle, Eaton Model No. 17500 with 6.50/8.87 to 1 ratio is available as extra cost option on Series 9000 and 10000 truck models except 10802 and tandems. (The Eaton 16600 2-speed axle is also available at extra cost for Series 7000-8000 truck models except 8802.)



Single-Speed Medium-duty Axle

A single-speed 11,000-pound capacity axle with 6.17 to 1 ratio is standard on all Series 4000. Hefty axle shafts are oil-quenched and shot-peened for extra durability. Full-floating construction and Chevrolet's multi-splined wheel drive reduces axle shaft stress and eliminates grease leakage. Straddle-mounted pinion and adjustable ring-gear thrust pad maintain proper gear alignment under all loads.

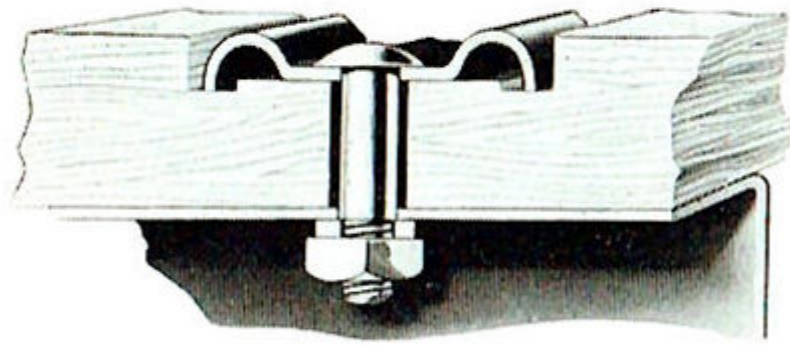


Single-Speed Light-Duty Axle

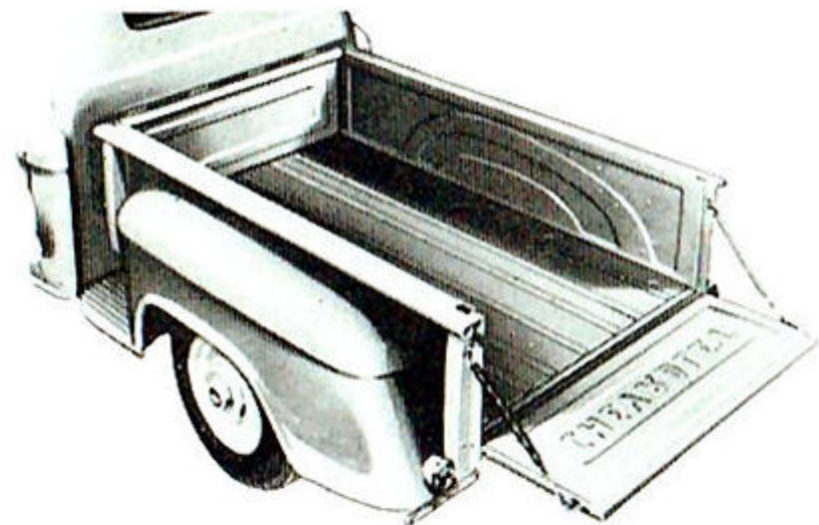
Strong, quiet-running hypoid gear axles efficiently match Chevrolet's power to the load for top-level performance at low operating cost. Semi-floating axles have a 3000-pound capacity for Sedan Delivery and 3300 pounds for Series 3100 and 3200. Full-floating axles, standard on all other Series 3000, are rated at 5000 pounds for Series 3400 through 3700, with a 7200-pound-capacity axle standard on Series 3800, optional at extra cost on Models 3442, 3542 and 3742.

Chevrolet truck bodies are built to last in rugged service

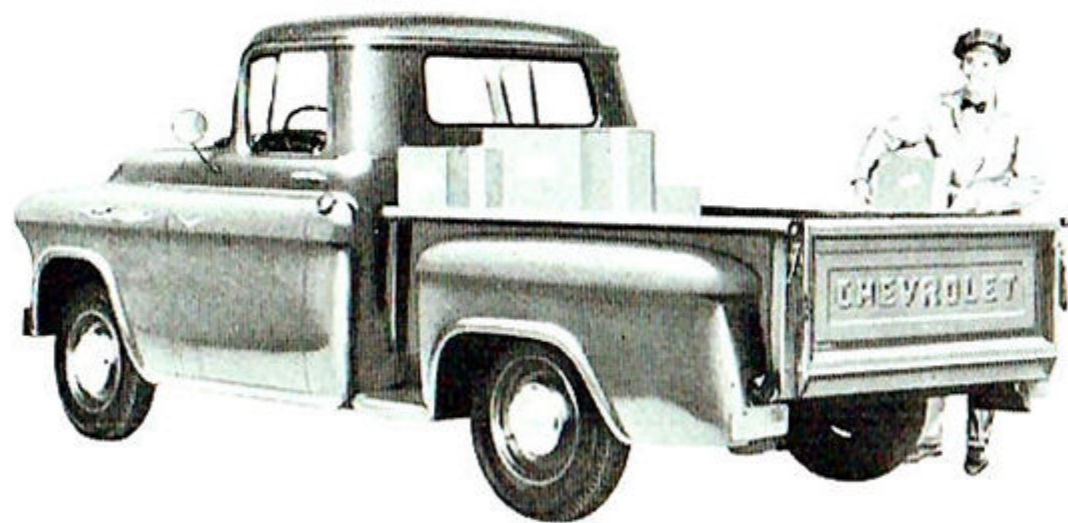
PICKUP BODIES



PICKUP FLOORS are constructed of resilient, seasoned hardwood to handle big loads throughout the long life of the truck. Full-length planks make a hard, durable surface. Flush-type skid strips, recessed in the hardwood, prevent much of the wear from loads, give the platform a longer life. They also protect the cargo from damage when loading or unloading.

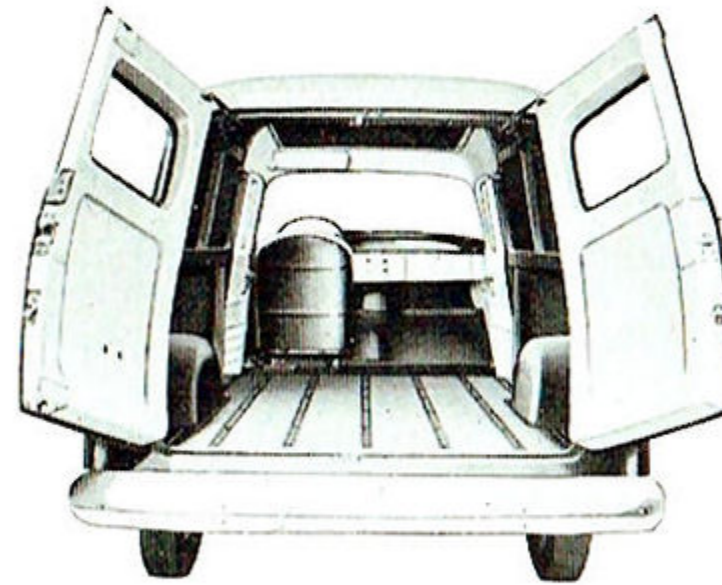


TAILGATE is 17½ inches high with an embossed panel for extra strength. Anti-rattle latch design secures the tailgate to reduce loss from spillage of bulk loads, such as grain or sand. When hauling unusually long loads, the tailgate may be lowered level with the floor.

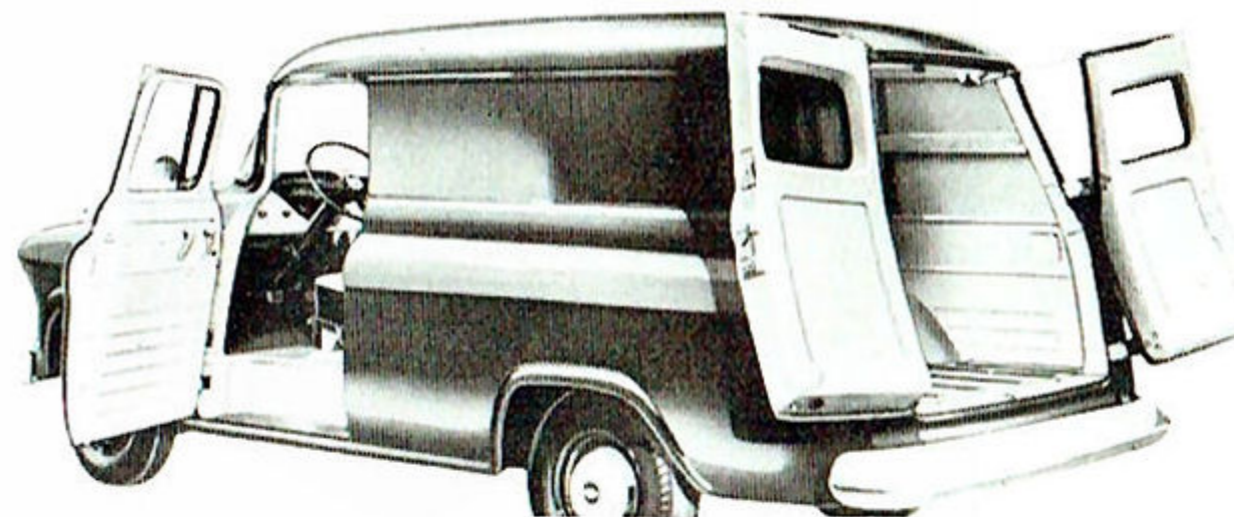


FLAT TOP SIDE PANELS make the loader's job exceptionally easy whether loading from the side or rear. Loading height is low, to speed cargo handling.

PANEL BODIES



REAR DOORS are of double-walled steel, hung on rigid pillar posts. Doors are tightly sealed all around to help keep cargoes clean and dry. Push-button door locks feature a stationary handle vertically mounted on the rear door for easier opening and closing.

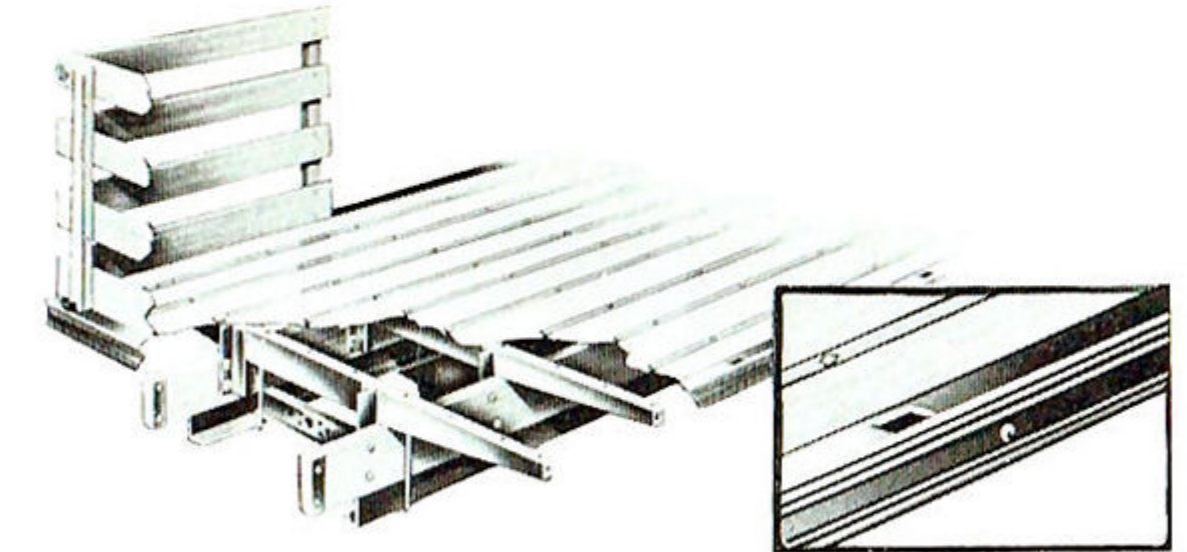


PANEL FLOOR is constructed of sturdy plywood, provides a solid, shock-cushioning cargo deck. Floor is low and wide for easy loading, with flush-type steel skid strips. A steel sheath protects the back of the driver's seat.

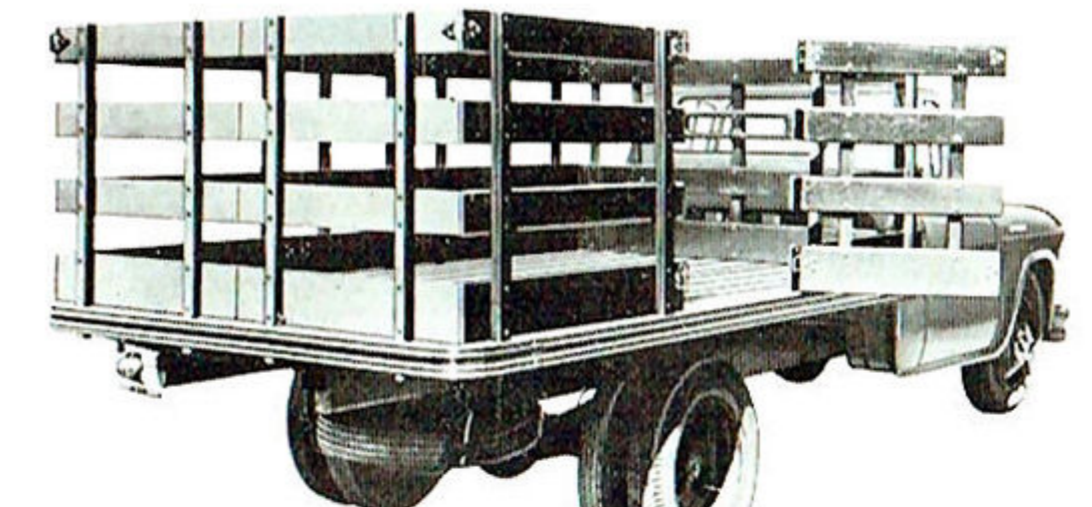


DUAL PANEL TAIL LIGHTS for 1957 add to stylish rear end appearance and after-dark driving safety. New tail light assemblies are oval-shaped and mounted flush on each rear fender.

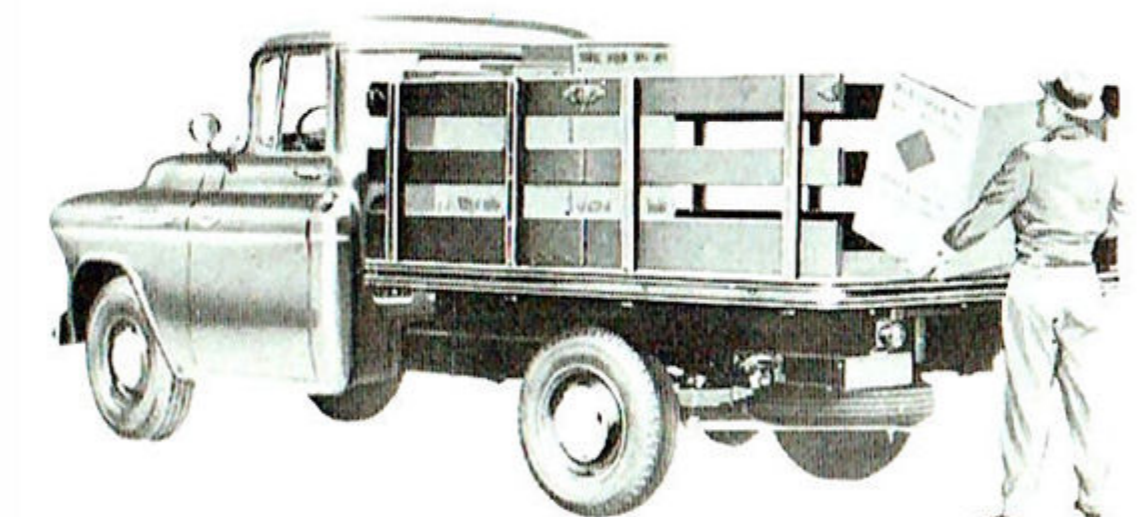
STAKE BODIES



STAKE FLOORS are of tough, seasoned hardwood construction. Steel skid strips, set flush in the floor, resist much of the wear imposed by loads. Recessed skid strips also protect cargo from damage when loading or unloading.



REINFORCED STAKE POCKETS firmly support the interlocking racks and a latch holds the racks securely to the platform. Stakes are constructed of durable hardwood, joined by inset fasteners. Wide-swinging gates facilitate loading or unloading from either side of 12-foot bodies.



HEIGHT of Chevrolet Stake platforms is low—a real labor-saving feature when loading or unloading. A strong steel rub rail with rounded corners protects the platform. Beneath the platform, steel channel cross sills support the floor and hardwood side sills elevate the platform to clear tires and prevent noisy metal-to-metal contact with frame.

| | 1508 | 3100 | 3200 | 3600 | 3800 | 4100 | 4400 | 6100 | 6400 | 6500 | 5100 | 5400 | 5700 | 7100 | 7200 | 7700 | 9100 | 9200 | 9700 | | |
|-------------------------------|-------------------------------|--|--|---|--|---|---------------------------------------|--------------------------------|--|--|---|----------------------|-------------------------------|------------------------------------|----------------------------------|------------------------------|-----------------------------|--------|--------|--|--|
| | Sedan Delivery | Chassis, Cab & Chassis Panel, Pickup Car. Sub. | Pickup | Chassis, Cab & Chassis Pickup and Stake | Chassis, Cab & Chassis Pickup, Panel & Stake | Chassis, Cab and Chassis Stake | | Chassis, Cab and Chassis Stake | | Chassis Cab & Chassis | Cab and Chassis | Cab & Chassis Stake | Cab and Chassis | Cab & Chassis Stake | Cab and Chassis | | | | | | |
| NOMINAL RATING | — | ½ Ton | | ¾ Ton | 1 Ton | 1 ½ Ton | | 1 ½ Ton Special and 2 Ton | | | 1 ½ Ton Special and 2 Ton | | | 2 ½ Ton | | | | | | | |
| GROSS VEHICLE WEIGHT Max. | 4100 lb. | 5000 lb. | | 6900 lb. | 7000-8800 | | 14000 lb. | | 19,500 Pounds. "S" Models, 15,000 lb., 32,000 G.C.W. | | | | | 21,000 Pounds, 35,000 G.C.W. | | 25,000 Pounds, 48,000 G.C.W. | | | | | |
| WHEELBASE Inches | 115" | 114" | 123 ¼" | | 135" | 132 ½" | 156 ½" | 132 ½" | 156 ½" | 174 ½" | 112 ½" | 136 ½" | 160 ½" | 112 ½" | 124 ½" | 172 ½" | 112 ½" | 124 ½" | 172 ½" | | |
| C. A. DIMENSION | — | 39 ½" | — | 48 ¾" | 60 ½" | 60 ½" | 84 ½" | 60 ½" | 84 ½" | 102 ½" | 60 ½" | 84 ½" | 108 ½" | 60 ½" | 72 ½" | 120 ½" | 60 ½" | 72 ½" | 120 ½" | | |
| FRAME | Type | Box Section | Ladder-type with Straight Through Channel Side Members | | | | | | | | | | | | | | | | | | |
| Side Rail Dimensions | 4 ½" x 4" x ½" | 6" x 2 ¼" x ¼" | 6 ½" x 2 ¼" x ¾" | | 7 ¼" x 2 ¼" x ½" | 9 ¼" x 3" x ¼" | | | | | 9 ¼" x 3 1/16" x 5/16" | | | | | | | | | | |
| Number of Cross Members | 2 | 5 | 5 | | 5 | 5 | 6 | 5 | 6 | 7 | 5 | 6 | 6 | 5 | 5 | 7 | 5 | 5 | 7 | | |
| Section Modulus, Inches Cubed | 2.044 | 2.54 | 3.37 | | 5.70 | 8.28 | 9.41 | | | 6 | 9.41 | | 11.79 | | 11.79 (15.82 with reinforcement) | | | | | | |
| AXLE, FRONT | Rating | 2450 lb. | | 2200 lb. | 2500 lb. | 3500 lb. | 4000 (4500 Opt.) | | 4500 lb. | | 4500 lb. | | 7000 lb. | | 7000 lb. | | | | | | |
| AXLE, REAR, Standard, Type | Semi-floating | | | Full-floating | | | | Full-floating | | | | Full-floating | | | | | | | | | |
| Rating | 3000 lb. | | 3300 lb. | | 5000 lb. | 7200 lb. | 11,000 lb. | | 15,000 lb. | | 15,000 lb. | | 15,000 lb. | | 16,000 lb. | | | | | | |
| Ratio | 3.55 to 1 | | 3.90 to 1 | | 4.57 to 1 | 5.14 to 1 | 6.17 to 1 | | 6.17 to 1 | | 6.17 to 1 | | 6.17 to 1 | | 7.17 to 1 | | | | | | |
| AXLE, REAR, Optional, Rating | 3000 lb. | | 3300 lb. | | None Available | | 15,000 lb. | | 15,000 lb. | | 15,000 lb. (16,000 lb. Series 7000) | | | | | 18,000 lb. | | | | | |
| Ratio | 3.36:1-4.11:1 | | 4.11 to 1 | | | | 6.40/8.72 to 1, 2 Sp. | | 7.20 to 1 | | 7.20 to 1 Heavy Duty (7.17:1 Series 7000) | | | | | 7.17 to 1 | | | | | |
| SPRING, FRONT | Size | .623 | | | | | | | | | | | | | | | | | | | |
| Number Leaves | Coil Appr. 10 | 44" x 2" | | | | 44" x 2" | | | | 52" x 2 ¼" | | | | 50" x 2 ½" | | | | | | | |
| Rated Capacity—Ground | 950 lb. | 1170 lb. | | 1300 lb. | 2050 lb. | | 2050 (2500 lb.) | | 2450 (2600 lb.) | | 3000 lb. (3500 lb. Opt.) | | 3500 lb. (4250 lb. Opt.) | | | | | | | | |
| SPRINGS, REAR, Stan. Size | 58" x 2" | 52" x 2" | | | | 52" x 2 ½" | | | | 52" x 2 ½" | | | | 56" x 3" | | | | | | | |
| Number Leaves | 5 | 7, 2-Stage | | 9, 2-Stage | 8, 2-Stage | | 10 | | 11 Main, 5 Auxiliary | | 9 Main, 6 Auxiliary | | 9 Main, 6 Auxiliary | | | | | | | | |
| Rated Capacity at Ground | 1150 lb. | 1250 lb. | | 1700 lb. | 2300 lb. | | 5000 lb. | | 6750 Pounds | | 7600 lb. | | 7600 lb. | | | | | | | | |
| SPRINGS, REAR, Opt. Size | 58" x 2" | 52" x 2" | | | | 52" x 2 ½" | | | | 52" x 2 ½" | | | | 56" x 3" | | | | | | | |
| Number Leaves | 5 or 6 | 8 | | 10 (10, 2-Stage) | | 8 (8 MAIN 5 AUX.) | | 10 Main, 5 Auxiliary | | 13 Main, 6 Auxiliary | | 11 Main, 7 Auxiliary | | 11 Main, 7 Aux. or 13 Main, 7 Aux. | | | | | | | |
| Rated Capacity—Ground | 1250 or 1350 | 1550 lb. | | 2400 (1925) | | 2400 (3450) | | 5700 lb. | | 7600 Pounds | | 9400 lb. | | 10,300 lb. | | | | | | | |
| SHOCK ABSORBERS | Front | Direct Double-Acting | | | | Direct Double-Acting (Optional) | | | | Direct Double-Acting | | | | | | | | | | | |
| Rear | Direct Double-Acting | | | | Direct Double-Acting (Optional) | | | | Direct Double-Acting (Optional) | | | | | | | | | | | | |
| BRAKES, SERVICE | Front | 11" x 2" | | 12" x 2" | | 12" x 2" | | 14" x 2 ½" | | | | 15" x 2 ¼" | | 15" x 2 ¼" | | | | | | | |
| Rear | 11" x 1 ¾" | | 12" x 2" | | 14" x 2 ½" | | 15" x 4" | | | | 15" x 4" | | 15" x 5" | | | | | | | | |
| Total Lining Area | 157 Square Inches | | | 184 Sq. In. | 228 Sq. In. | | 382 Square Inches | | | | 395 Square Inches | | 466 Square Inches | | | | | | | | |
| Parking | Hand Lever and Cabie-type | Operated Rear Wheels | Prop. Shaft | Dual Shoe Type Propeller Shaft Brake | | | | | | | Standard 9 ½" (Air-Hy, Opt.) | | | | | | | | | | |
| Brake Booster | Vac.Asst.Hy | Short Stroke 7" Hydrovac (Optional) | | | | 7" Hydrovac, Standard (9 ½" Hydrovac, Optional) | | | | 9 ½" Hydro. (Air-Hy, Opt.) | | | | | | | | | | | |
| TIRES, FRONT | Standard | 7.50-14-4 pr | | 6.70-15-4 pr | 7-17.5-6 pr | 8-17.5-6 pr | | 7-22.5-6 pr | | 8-22.5-8 pr | | 8-22.5-8 pr | | 9-22.5-10 pr | | | | | | | |
| Maximum | 7.50-14-6 pr | | 7-17.5-6 pr | | 8-19.5-8 pr | | 8-22.5-10 pr | | 10-22.5-10 pr | | 10-22.5-10 pr | | 11-22.5-12 pr | | | | | | | | |
| TIRES, REAR | Standard | 7.50-14-4 pr | | 6.70-15-4 pr | 7-17.5-6 pr | 8-17.5-8 pr | | 7-22.5-6 pr Dual | | 8-22.5-8 pr Dual | | 8-22.5-8 pr Dual | | 9-22.5-10 pr Dual | | | | | | | |
| Maximum | 7.50-14-6 pr | | 7-17.5-6 pr | | 8-19.5-8 pr D | | 8-22.5-10 pr Dual | | 10-22.5-10 pr Dual | | 10-22.5-10 pr Dual | | 11-22.5-12 pr Dual | | | | | | | | |
| ENGINE, Standard | Type | Blue-Flame 6 | | | | | | | | | | | | | | | | | | | |
| Piston Displacement | 235.5 Cu. In. | | | | 235.5 Cubic Inches | | | | 261 Cubic Inches | | | | 283 Cubic Inches | | | | 322 Cubic Inches | | | | |
| Bore and Stroke | 3 ¾" x 3 ½" | | | | 3 ¾" x 3 ½" | | | | 3 ¾" x 3 ½" | | | | 3 ¾" x 3" | | | | 4" x 3 ½" | | | | |
| Foot Lb. Gross Torque | 210 @ 2400 | | | | 210 Foot Pounds @ 2000 RPM | | | | 232 Ft. lbs. @ 2000 RPM | | | | 270 ft. lb. @ 2000 RPM | | | | 310 Foot Pounds at 2200 RPM | | | | |
| Gross Horsepower | 140 @ 4200 | | | | 140 @ 4200 RPM | | | | 148 @ 4000 RPM | | | | 160 @ 4200 RPM | | | | 195 at 4000 RPM | | | | |
| Net Horsepower | 125 @ 4000 | | | | 123 @ 4000 RPM | | | | 125 @ 3800 RPM | | | | 137 @ 4000 RPM | | | | 170 at 4000 RPM | | | | |
| Compression Ratio | 8.0 to 1 | | | | 8.0 to 1 | | | | 7.8 to 1 | | | | 8.0 to 1 | | | | 7.7 to 1 | | | | |
| ENGINE, Optional | Type | Turbo-Fire V8 | | | | | | | | | | | | | | | | | | | |
| Piston Displacement | 265 Cu. In. | | | | 265 Cu. In. | | | | 283 Cu. In. | | | | 283 Cubic Inches | | | | 322 Cu. In. | | | | |
| Bore and Stroke | 3 ¾" x 3" | | | | 3 ¾" x 3" | | | | 3 ¾" x 3" | | | | 3 ¾" x 3" | | | | 4" x 3.2" | | | | |
| Gross Torque, Foot Lb. | 257 @ 2400 | | | | 250 ft. lb. @ 2400 RPM | | | | 270 ft. lb. @ 2000 RPM | | | | 275 ft. lb. @ 2400 RPM | | | | 320 Foot Pounds at 2800 RPM | | | | |
| Gross Horsepower | 162 @ 4400 | | | | 155 @ 4200 RPM | | | | 160 @ 4200 RPM | | | | 175 @ 4400 RPM | | | | 210 @ 4000 RPM | | | | |
| Net Horsepower | 137 @ 4000 | | | | 132 @ 3800 RPM | | | | 137 @ 4000 RPM | | | | 160 @ 4000 RPM | | | | 185 @ 4000 RPM | | | | |
| Compression Ratio | 8.0 to 1 | | | | 8.0 to 1 | | | | 8.0 to 1 | | | | 8.0 to 1 | | | | 7.7 to 1 | | | | |
| CLUTCH | 9 ½" (11" opt) | | Diaphragm Spring 10" O.D. (11" Optional) | | | | Dia. Spg. 11" (10 ½ or 11" COIL-OPT.) | | Dia. Spg. 11" (11" Coil Spg. Opt.) | | | | Coil Spring Type, 11" O.D. | | | | Coil Spring Type, 13" O.D. | | | | |
| GOVERNOR | Optional | | | | Optional | | | | Optional | | | | Standard—Governed at 4000 RPM | | | | | | | | |
| AIR CLEANER | Oil wetted | | Oil Bath Type | | | | Oil Bath Type | | | | Oil Bath Type | | | | | | | | | | |
| TRANSMISSION (Standard) | 3-Speed Synchro-Mesh | | | | 4-Speed Synchro-Mesh | | | | 4-Speed Synchro-Mesh | | | | 5-Speed, New Process | | | | | | | | |
| Gearshift Location | On Steering Column | | | | On Floor of Driver's Compartment | | | | On Floor of Driver's Compartment | | | | | | | | | | | | |
| TRANSMISSION (Optional) | Powerglide | | 4-Speed Hydra-Matic | | | | 5 Speed New Process | | | | Powermatic 6-Speed | | | | | | | | | | |
| Gearshift Location | Steer. Col. | | On Steering Column | | | | Floor of Driver's Compartment | | | | Floor Driver's Comp. | | | | | | | | | | |
| Type | Overdrive 3-Speed Auto. Plan. | | — | | | | Powermatic 6-Speed | | | | 5-Speed, Spicer | | | | | | | | | | |
| Gearshift Location | On Steering Column | | — | | | | Floor of Driver's Compartment | | | | Floor Driver's Compartment | | | | | | | | | | |
| Type | Turboglide | | 3-Speed Heavy Duty | | | | — | | | | — | | | | | | | | | | |
| Gearshift Location | Steer. Col. | | On Steering Column | | | | — | | | | — | | | | | | | | | | |
| Type | — | | 4-Speed Synchro-Mesh | | | | — | | | | — | | | | | | | | | | |
| Gearshift Location | — | | Floor of Driver's Compartment | | | | — | | | | — | | | | | | | | | | |
| COOLING SYSTEM | 16 Qts. | | 17 Quarts (17 ½ Qts. Opt.) | | | | 17 ½ Qts. (18 Opt.) | | 17 Qts. | | 18 Qts. (18 ½ Qts. Opt.) | | 23 (23 ½ Opt.) | | 21 ½ Qts. (22 Qts., Opt.) | | | | | | |
| DRIVE SYSTEM | Hotchkiss | | | | | | | | | | | | | | | | | | | | |
| FUEL SYSTEM | Capacity | 17 Gals. | | | | Cab Units 17 ½ Gals. (All Other 17 Gals.) | | | | Cab Units 17 ½ Gals. (All Others 18 Gals.) | | | | 17 ½ Gallons | | 21 ½ Gallons | | | | | |

*283 Cu. In. also available.

All illustrations and specifications contained in this literature are based on the latest product information available at the time of publication approval. The right is reserved to make changes at any time without notice in prices, colors, materials, equipment, specifications and models, and also to discontinue models.

CHEVROLET MOTOR DIVISION OF GENERAL MOTORS CORPORATION, DETROIT 2, MICHIGAN

