Chevrolet TRUCKS

Now the Chevrolet truck range incorporates the greatest truck development in years—Four-speed synchro-mesh transmission. It means faster, easier changes and greater durability. Design incorporates improved lubrication. Also includes the 3-position ignition switch; two windscreen wipers as standard equipment. These new advance design improvements combine with Chevrolet's now famous wide, roomy cab, its increased vision and greater driving comfort, and with Chevrolet's time-proved engineering features. Here's the truck that delivers the goods. It's the truck for you.

ABRIDGED SPECIFICATIONS

Specifications and Equipment Subject to Change without Notice

CHEVROLET LIGHT DUTY TRUCKS

Engine: Six-cylinder overhead valve—3¼ in. bore and 3½ in. stroke; 216·5 cu. in. displacement. S.A.E horsepower, 29·4. Brake horsepower 90 h.p. at 3,300 r.p.m. Compression ratio, 6·5 to 1. Torque 174 ft. lbs. at 1,200 to 2,000 r.p.m.

Crankshaft: Drop-forged steel, heat treated. Four main bearings. Counter-balanced. Harmonic balancer.

Lubrication: Chevrolet specialized four-way lubrication. Pressure feed to crankshaft, cam-shaft and valve rocker arms, pressure stream and dippers for connecting rods; splash to cylinder bores.

Electrical: Delco-Remy Generator and Ignition System; 6-volt 13-plate battery; 92 ampere hour capacity.

Fuel System: Carter down-draught carburettor with accelerating pump, 13-gallon tank.

Clutch: Diaphragm spring type. Dry single-plate, completely enclosed. 10½ in. disc with asbestos composition facings.

Rear Axle: Full-floating hypoid-type spiral bevel gear, straddle mounted pinion; 4 pinion differential. Ratio, 4·57 to 1.

Transmission: 4 speeds forward, one reverse-synchro mesh; helical gear on 2nd, 3rd and 4th. First and Reverse-spur gears. Hotchkiss drive.

Steering Gear: Recirculating ball bearing worm and nut steering. Ratio 26·24 to 1. 18" Steering Wheel.

Brakes: 4-wheel hydraulic service brakes, articulated shoes. Front linings 11 in. × 1¾ in.; rear 12 in. × 2 in. Handbrake operates on rear wheels.

Springs: Semi-elliptic, front and rear. Truck-type shackles. Front shock absorbers, optional.

Wheels: 17 in. ventilated steel disc with truck-type locking rim (new advanced wide base design), including spare wheel.

Tyres: 4·7·00—17 × 6T. and B. Balloon. Spare tyre at extra cost.

CHEVROLET 30-CWT. TRUCKS

Engine: Six-cylinder overhead valve truck engine, 3½ in. bore and 3¾ in. stroke; 216·5 cu. in. displacement. S.A.E. rated horsepower 29·4; Brake horsepower, 90 at 3,300 r.p.m. Compression ratio, 6·5 to 1. Torque, 174 ft. lbs. at 1,200 to 2,000 r.p.m.

Crankshaft: Drop-forged steel, heat treated. Four main bearings. Counter-balanced Harmonic balancer.

Lubrication: Chevrolet specialized four-way lubrication. Pressure feed to crankshaft, camshaft and valve rocker arms, pressure stream and dippers for connecting rods; splash to cylinder bores.

Electrical: Delco-Remy Generator and Ignition System; 6-volt 13-plate battery; 92 ampere hour capacity.

Fuel System: Carter down-draught carburettor with accelerating pump. 15 gallon tank.

Clutch: Diaphragm spring type. Dry single-plate, completely enclosed, 10½ in. disc with asbestos composition facings.

Transmission: 4 speeds forward, one reverse-synchro mesh; helical gear on 2nd, 3rd and 4th First and Reverse-spur gears. Hotchkiss drive.

Rear Axle: Full-floating hypoid-type spiral bevel gear. Straddle-mounted pinion; 4-pinion differential. Ratio: 5·43 to 1.

Steering Gear: Recirculating ball bearing worm and nut steering. Ratio 26·24 to 1. 18" Steering wheel.

Brakes: 4 wheel hydraulic service brakes, articulated shoes. Front linings 14 in. × 2 in.; rear 16 in. × 3 in. Handbrake operates on rear wheels.

Springs: Semi-elliptic. Length—front 40 in.; rear 45½ in.

Wheels: Pierced disc. Dual rear wheel equipment (including spare wheel). New advanced wide base design.

Tyres: 2 ton, 161 in. D, and 137 in. D. 2—6·50·20 × 6 Front.
4—6·50·20 × 6 Rear.

Spare tyre at extra cost.

CHEVROLET 2-TON TRUCKS

Engine: Six-cylinder overhead valve truck engine, 3½ in. bore and 3¾ in. stroke; 216·5 cu. in. displacement. S.A.E. rated horsepower, 29·4. Brake horsepower, 90 at 3,300 r.p.m. Compression ratio, 6·5 to 1. Torque, 174 ft. lbs. at 1,200 to 2,000 r.p.m.

Crankshaft: Drop-forged steel, heat treated. Four main bearings. Counter-balanced. Harmonic balancer.

Lubrication: Chevrolet specialized four-way lubrication. Pressure feed to crankshaft, camshaft and valve rocker arms. Pressure stream and dippers for connecting rods; splash to cylinder bores.

Electrical: Delco-Remy Generator and Ignition system; 6-volt, 13-plate battery; 92 ampere hour capacity.

Fuel System: Carter down-draught carburettor, with accelerating pump; 15-gallon tank.

Frame: 8⅛ × 2⅞ × ¼ on 161 in. wheelbase, 137 in. wheelbase—7 × 2⅜ × ¼;
Clutch: Diaphragm spring type. Dry single-plate, completely enclosed, 10½ in. disc with asbestos composition facings.

Transmission: 4 speeds forward, one reverse-synchro mesh; helical gear on 2nd, 3rd and 4th First and Reverse-spur gears. Hotchkiss drive.

Rear Axle: Full-floating hypoid-type spiral bevel gear. Straddle-mounted pinion; 4 pinion differential. Ratio, 6·17 to 1.

Steering Gear: Recirculating ball bearing worm and nut steering. Ratio, 26·24 to 1. 18" Steering wheel.

Brakes: Hydraulic brakes, with articulated shoes. Handbrake operates on rear wheels.

Springs: Semi-elliptic. Length—front 40 in.; rear 45½ in.

Wheels: Pierced disc. Dual rear (including spare wheel.) (New advanced wide base design.)

Tyres: 2 ton, 161 in. D. 2—7·00·20 × 8 Front.
4—7·00·20 × 10 Rear.

Spare tyre at extra cost.

CHEVROLET 3-TON TRUCKS

Engine: Six-cylinder, overhead valve truck engine, 3½ in. bore and 3¾ in. stroke; 216·5 cu. in. displacement. S.A.E. rated horsepower, 29·4. Brake horsepower 90 at 3,300 r.p.m. Compression ratio, 6·5 to 1. Torque, 174 ft. lbs. at 1,200 to 2,000 r.p.m.

Crankshaft: Drop-forged steel, heat treated. Four main bearings. Counter-balanced. Harmonic balancer.

Lubrication: Chevrolet specialized four-way lubrication. Pressure feed to crankshaft, camshaft and valve rocker arms. Pressure stream and dippers for connecting rods; splash to cylinder bores.

Electrical: Delco-Remy Generator and Ignition system; 6-volt 13-plate battery; 92 ampere hour capacity.

Fuel System: Carter down-draught carburettor, with accelerating pump; 15-gallon tank.

Clutch: Diaphragm spring type. Dry single-plate, completely enclosed, 10½ in. disc with asbestos composition facings

Transmission: 4 speeds forward, one reverse-synchro mesh; helical gear on 2nd, 3rd and 4th. First and Reverse-spur gears. Hotchkiss drive.

Frame: 8⅛ × 2⅞ × ¼.

Rear Axle: Full-floating hypoid-type spiral bevel gear. Straddle-mounted pinion. Ratio, 6·17 to 1.

Steering Gear: Recirculating ball bearing worm and nut steering. Ratio 24·24 to 1. 18" Steering wheel.

Brakes: Hydrovac Brakes, with articulated shoes. Handbrake operates on rear wheels.

Springs: Semi-elliptic. Length—front 40 in.; rear 45½ in.

Wheels: Pierced disc. Dual rear (including spare wheel.) (New advanced wide base design.)

Tyres: 3 ton, 161 in. D. 2—7·00·20 – 8 Front.
4—7·00·20 – 10 Rear.

Spare tyre at extra cost.

STANDARD EQUIPMENT (All Models)

Cowl, Engine Hood, Instrument Panel, Toe Board, Front Fenders, Short Running Boards, Front Bumper, Spare Wheel and Carrier, Headlamps, Tail and Stop Lamp, Sun Visor on driver's side only, two Windscreen Wipers, Battery, Horn under Hood, Tool Kit, Petrol Tank, Tiltray Headlamp Lens, Chassis and Wheels finished in Black.

TOOLS: Tool Box Carton, Nasco Hydraulic Jack, Hammer, Screw Driver, Spark Plug Wrench, Tyre Changing Iron, Combination Pliers, Wheel Nut Wrench, 3 Open-end Wrenches, Grease Gun, Tyre Pump, Adjustable Wrench Starting Crank.

G.M.A.C. CONFIDENTIAL PAYMENT PLAN

Convenient Hire-Purchase Terms available on your Chevrolet Truck, through General Motors *own* finance company. Because General Motors Acceptance Corporation is the largest Hire-purchase institution in the world, it is able to offer low rental charges, and arrange a payment plan fitted to your individual requirements. Your local dealer can explain the G.M.A.C. plan and arrange payments to suit you.

PROTECTIVE OWNER SERVICE POLICY

The unusual General Motors-Holden's Ltd. Owner Service Policy protects you against defective workmanship or materials for 90 days or 4,000 miles of operation. You are also entitled to 2 thorough inspections and adjustments of your Chevrolet truck without charge. Chevrolet Truck spare parts and expert service available throughout Australia.

CHASSIS DIMENSIONS AND GROSS VEHICLE WEIGHTS

Model	Light Duty	30 Cwt.	2 ton		3 ton
Wheelbase	125¼"	137"	137"	161"	161"
Back of Cab to C/L Rear Axle ...	48¼"	60"	60"	84"	84"
C/L Rear Axle to End of Frame ...	36"	34⅛"	34⅛"	34⅛"	34⅛"
Back of Cab to End of Frame ...	84"	94⅛"	94⅛"	118⅛"	118⅛"
Turning Circle	49'	53'	53	61	61'
Gross Vehicle Weight Single and Dual Rear	5,800 lbs.	9,000 lbs.	11,000 lbs.	11,000 lbs.	13,000 lbs.
Frame Sidemembers	5⅛/32 × 2¼ × 3/16	7 × 2⅜ × 7/32	7 × 2¼ × 7/32	8⅛ × 2⅛ × ¼	8⅛ × 2⅛ × ¼
NO. of Crossmembers	5	5	5	6	6

MAXIMUM PAYLOAD CAPACITY IN EACH RATING

Wheelbase	Gross Vehicle Weight	Nominal Capacity	Standard Tyre Equipment and Ply Rating
125¼ Single Rear	5,800 lbs.	Light Duty	4—7·00·17 – 6 ply.
137 Single Rear	9,000 „	30 cwt.	2—6·50·20 – 6 ply F. 2—7·00·20 – 10 ply R.
137 Dual Rear	11,000 „	2 ton	6—6·50·20 – 6 ply F. & R.
161 Dual Rear	11,000 „	2 ton	6—6·50·20 – 6 ply F. & R.
161 Dual Rear	13,000 „	3 ton	2—7·00·20 – 8 ply F. 4—7·00·20 – 10 ply R.

GENERAL MOTORS-HOLDEN'S LIMITED

BRISBANE — SYDNEY — MELBOURNE — ADELAIDE — PERTH

Printed in Australia No. 1742/R

Chevrolet TRUCKS

Now the Chevrolet truck range incorporates the greatest truck development in years—Four-speed synchro-mesh transmission. It means faster, easier changes and greater improved durability. Design incorporates improved lubrication. Also includes the 3-position ignition switch; two windscreen wipers as standard equipment. These new advance design improvements combine with Chevrolet's now famous wide, roomy cab, its increased vision and greater driving comfort, and with Chevrolet's time-proved engineering features. Here's the truck that delivers the goods. It's the truck for you.

CHEVROLET LIGHT DUTY TRUCKS

Engine: Six-cylinder overhead valve—3⅛ in. bore and 3¾ in. stroke; 216·5 cu. in. displacement. S.A.E. horsepower, 29·4. Brake horsepower 90 h.p. at 3,300 r.p.m. Compression ratio, 6·5 to 1. Torque 174 ft. lbs. at 1,200 to 2,000 r.p.m.

Crankshaft: Drop-forged steel, heat treated. Four main bearings. Counter-balanced. Harmonic balancer.

Lubrication: Chevrolet specialized four-way lubrication. Pressure feed to crankshaft, cam-shaft and valve rocker arms, pressure stream and dippers for connecting rods; splash to cylinder bores.

Electrical: Delco-Remy Generator and Ignition System; 6-volt 13-plate battery; 92 ampere hour capacity.

Fuel System: Carter down-draught carburettor with accelerating pump, 13½-gallon tank.

Clutch: Diaphragm spring type. Dry single-plate, completely enclosed. 10½ in. disc with asbestos composition facings.

Rear Axle: Full-floating hypoid-type spiral bevel gear, straddle mounted pinion; 4 pinion differential. Ratio, 4·57 to 1.

Transmission: 4 speeds forward, one reverse-synchro mesh; helical gear on 2nd, 3rd and 4th. First and Reverse-spur gears, Hotchkiss drive.

Steering Gear: Recirculating ball bearing worm and nut steering. Ratio 26·24 to 1. 18" Steering Wheel

Brakes: 4-wheel hydraulic service brakes, articulated shoes. Front linings 11 in. × 1¾ in.; rear 12 in. × 2 in. Handbrake operates on rear wheels.

Springs: Semi-elliptic, front and rear. Truck-type shackles. Front shock absorbers, optional.

Wheels: 17 in. ventilated steel disc with truck-type locking rim (new advanced wide base design), including spare wheel.

Tyres: 4·7·00—17 × 6T, and B. Balloon. Spare tyre at extra cost.

CHEVROLET 30-CWT. TRUCKS

Engine: Six-cylinder overhead valve truck engine, 3½ in. bore and 3¾ in. stroke; 216·5 cu. in. displacement. S.A.E. rated horsepower 29·4; Brake horsepower, 90 at 3,300 r.p.m. Compression ratio, 6·5 to 1. Torque, 174 ft. lbs. at 1,200 to 2,000 r.p.m.

Crankshaft: Drop-forged steel, heat treated. Four main bearings. Counter-balanced Harmonic balancer.

Lubrication: Chevrolet specialized four-way lubrication. Pressure feed to crankshaft, camshaft and valve rocker arms, pressure stream and dippers for connecting rods; splash to cylinder bores.

Electrical: Delco-Remy Generator and Ignition System; 6-volt 13-plate battery; 92 ampere hour capacity.

Fuel System: Carter down-draught carburettor with accelerating pump. 15 gallon tank.

Clutch: Diaphragm spring type. Dry single-plate, completely enclosed, 10½ in. disc with asbestos composition facings.

Transmission: 4 speeds forward, one reverse-synchro mesh; helical gear on 2nd, 3rd and 4th First and Reverse-spur gears. Hotchkiss drive.

Rear Axle: Full-floating hypoid-type spiral bevel gear. Straddle-mounted pinion; 4-pinion differential. Ratio: 5·43 to 1.

ABRIDGED SPECIFICATIONS

Specifications and Equipment Subject to Change without Notice

Steering Gear: Recirculating ball bearing worm and nut steering. Ratio 26·24 to 1. 18" Steering wheel,

Brakes: Hydraulic articulated shoes. Front linings, 14 in. × 2 in.; rear 16 in. × 3 in. Handbrake operates on rear wheels.

Springs: Semi-elliptic. Length—front 40 in.; rear 45⅞ in.

Wheels Pierced disc. Single wheel equipment (including spare wheel). (New advanced wide base design.)

Tyres: 2—6·50·20 × 6. Front.
2—7·00·20 · 10 .Rear.

Spare tyre at extra cost.

CHEVROLET 2-TON TRUCKS

Engine: Six-cylinder overhead valve truck engine, 3½ in bore and 3¾ in. stroke; 216·5 cu. in. displacement. S.A.E. rated horsepower, 29·4. Brake horsepower, 90 at 3,300 r.p.m. Compression ratio, 6·5 to 1. Torque, 174 ft. lbs. at 1,200 to 2,000 r.p.m.

Crankshaft: Drop-forged steel, heat treated. Four main bearings. Counter-balanced. Harmonic balancer.

Lubrication: Chevrolet specialized four-way lubrication. Pressure feed to crankshaft, camshaft and valve rocker arms. Pressure stream and dippers for connecting rods; splash to cylinder bores.

Electrical: Delco-Remy Generator and Ignition system; 6-volt, 13-plate battery; 92 ampere hour capacity.

Fuel System: Carter down-draught carburettor, with accelerating pump; 15-gallon tank.

Frame: 8⅞ × 2⅞ × ¼ on 161 in. wheelbase. 137 in. wheelbase—7 × 2½ × 7/32.

Clutch: Diaphragm spring type. Dry single-plate, completely enclosed. 10½ in. disc with asbestos composition facings.

Transmission: 4 speeds forward, one reverse-synchro mesh; helical gear on 2nd, 3rd and 4th First and Reverse-spur gears, Hotchkiss drive.

Rear Axle: Full-floating hypoid-type spiral bevel gear. Straddle-mounted pinion; 4 pinion differential, Ratio, 6·17 to 1.

Steering Gear: Recirculating ball bearing worm and nut steering. Ratio, 26·24 to 1. 18" Steering wheel

Brakes: Hydraulic, articulated shoes. Front linings 14 ins. × 2 ins.; rear 16 in. × 3 in. Handbrake operates on rear wheels.

Springs: Semi-elliptic. Length—front 40 ins.; rear 45⅞ in.

Wheels: Pierced disc. Dual rear wheel equipment (including spare wheel). New advanced wide base design.

Tyres: 2 ton, 161 in. D. and 137 in. D. 2—6·50·20 × 6 Front.
4—6·50·20 × 6 Rear.

Spare tyre at extra cost.

CHEVROLET 3-TON TRUCKS

Engine: Six-cylinder, overhead valve truck engine, 3½ in. bore and 3¾ in. stroke; 216·5 cu. in. displacement. S.A.E. rated horsepower, 29·4 Brake horsepower 90 at 3,300 r.p.m. Compression ratio, 6·5 to 1. Torque, 174 ft. lbs. at 1,200 to 2,000 r.p.m.

Crankshaft: Drop-forged steel, heat treated. Four main bearings. Counter-balanced. Harmonic balancer.

Lubrication: Chevrolet specialized four-way lubrication. Pressure feed to crankshaft, camshaft and valve rocker arms. Pressure stream and dippers for connecting rods; splash to cylinder bores.

Electrical: Delco-Remy Generator and Ignition system; 6-volt 13-plate battery; 92 ampere hour capacity.

Fuel System: Carter down-draught carburettor, with accelerating pump; 15-gallon tank.

Clutch: Diaphragm spring type. Dry single-plate, completely enclosed, 10½ in. disc with asbestos composition facings

Transmission: 4 speeds forward, one reverse-synchro mesh; helical gear on 2nd, 3rd and 4th. First and Reverse-spur gears, Hotchkiss drive.

Frame: 8⅞ × 2⅞ × ¼.

Rear Axle: Full-floating hypoid-type spiral bevel gear. Straddle-mounted pinion. Ratio, 6·17 to 1.

Steering Gear: Recirculating ball bearing worm and nut steering. Ratio 26·24 to 1. 18" Steering wheel.

Brakes: Hydrovac Brakes, with articulated shoes. Handbrake operates on rear wheels.

Springs: Semi-elliptic. Length—front 40 in.; rear 45⅞ in.

Wheels: Pierced disc. Dual rear (including spare wheel.) (New advanced wide base design.)

Tyres: 3 ton, 161 in. D. 2—7·00·20 × 8 Front.
4—7·00·20 × 10 Rear.

Spare tyre at extra cost.

STANDARD EQUIPMENT (All Models)

Cowl, Engine Hood, Instrument Panel, Toe Board, Front Fenders, Short Running Boards, Front Bumper, Spare Wheel and Carrier, Headlamps, Tail and Stop Lamp, Sun Visor on driver's side only, two Windscreen Wipers, Battery, Horn under Hood, Tool Kit, Petrol Tank, Tiltray Headlamp Lens, Chassis and Wheels finished in Black.

TOOLS: Tool Box Carton, Nasco Hydraulic Jack, Hammer, Screw Driver, Spark Plug Wrench, Tyre Changing Iron, Combination Pliers, Wheel Nut Wrench, 3 Open-end Wrenches, Grease Gun, Tyre Pump, Adjustable Wrench Starting Crank.

G.M.A.C. CONFIDENTIAL PAYMENT PLAN

Convenient Hire-Purchase Terms available on your Chevrolet Truck, through General Motors **own** finance company. Because General Motors Acceptance Corporation is the largest Hire-purchase institution in the world, it is able to offer low rental charges, and arrange a payment plan fitted to your individual requirements. Your local dealer can explain the G.M.A.C. plan and arrange payments to suit you.

PROTECTIVE OWNER SERVICE POLICY

The unusual General Motors-Holden's Ltd. Owner Service Policy protects you against defective workmanship or materials for 90 days or 4,000 miles of operation. You are also entitled to 2 thorough inspections and adjustments of your Chevrolet truck without charge. Chevrolet Truck spare parts and expert service available throughout Australia.

CHASSIS DIMENSIONS AND GROSS VEHICLE WEIGHTS

Model	Light Duty	30 Cwt.	2 ton		3 ton
Wheelbase	125½"	137"	137"	161"	161"
Back of Cab to C/L Rear Axle	48½"	60"	60"	84"	84"
C/L Rear Axle to End of Frame	36½"	34⅞"	34⅞"	34⅞"	34⅞"
Back of Cab to End of Frame	84½"	94⅞"	94⅞"	118⅞"	118⅞"
Turning Circle	49'	53'	53	61	61'
Gross Vehicle Weight Single and Dual Rear	5,800 lbs.	9,000 lbs.	11,000 lbs.	11,000 lbs.	13,000 lbs.
Frame Sidemembers	5 22/32 × 2½ × 5/16	7 × 2½ × 7/32	7 × 2½ × 7/32	8⅞ × 2⅞ × ¼	8⅞ × 2⅞ × ¼
NO. of Crossmembers	5	5	5	6	6

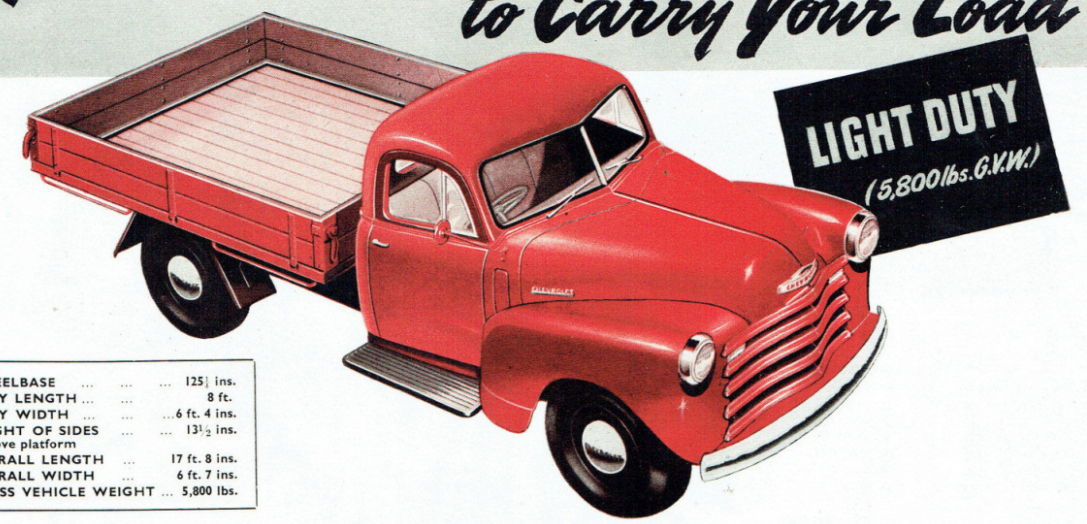
MAXIMUM PAYLOAD CAPACITY IN EACH RATING

Wheelbase	Gross Vehicle Weight	Nominal Capacity	Standard Tyre Equipment and Ply Rating
125½ Single Rear	5,800 lbs.	Light Duty	4—7·00·17 × 6 ply.
137 Single Rear	9,000 ..	30 cwt.	2—6·50·20 × 6 ply F. 2—7·00·20 × 10 ply R.
137 Dual Rear	11,000 ..	2 ton	6—6·50·20 × 6 ply F. & R.
161 Dual Rear	11,000 ..	2 ton	6—6·50·20 × 6 ply F. & R.
161 Dual Rear	13,000 ..	3 ton	2—7·00·20 × 8 ply F. 4—7·00·20 · 10 ply R.

GENERAL MOTORS-HOLDEN'S LIMITED
BRISBANE — SYDNEY — MELBOURNE — ADELAIDE — PERTH

Printed in Australia No. 1742/R

There's a CHEVROLET TRUCK to Carry Your Load



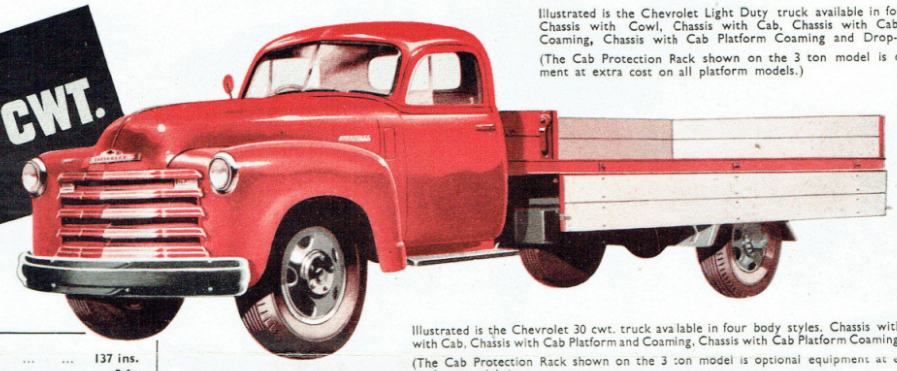
LIGHT DUTY (5,800 lbs. G.V.W.)

WHEELBASE	125½ ins.
BODY LENGTH	8 ft.
BODY WIDTH	6 ft. 4 ins.
HEIGHT OF SIDES above platform	13½ ins.
OVERALL LENGTH	17 ft. 8 ins.
OVERALL WIDTH	6 ft. 7 ins.
GROSS VEHICLE WEIGHT	5,800 lbs.

Illustrated is the Chevrolet Light Duty truck available in four body styles Chassis with Cowl, Chassis with Cab, Chassis with Cab Platform and Coaming, Chassis with Cab Platform Coaming and Drop-sides.

(The Cab Protection Rack shown on the 3 ton model is optional equipment at extra cost on all platform models.)

30 CWT.

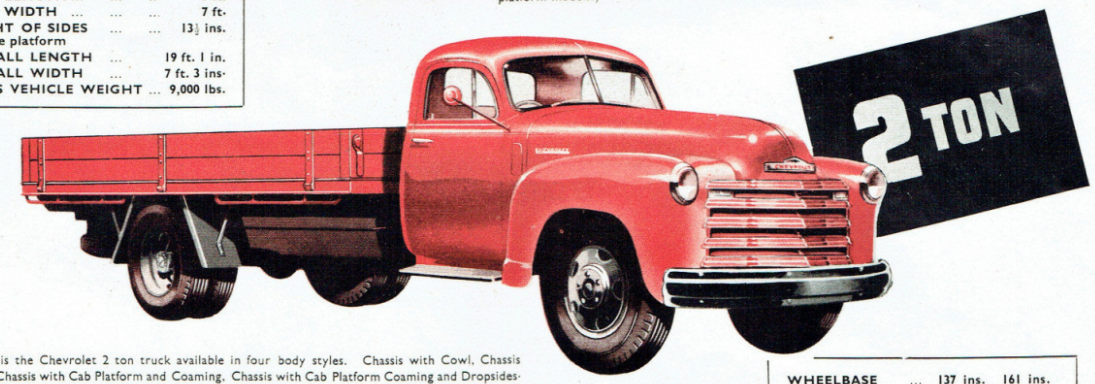


WHEELBASE	137 ins.
BODY LENGTH	9 ft.
BODY WIDTH	7 ft.
HEIGHT OF SIDES above platform	13½ ins.
OVERALL LENGTH	19 ft. 1 in.
OVERALL WIDTH	7 ft. 3 ins.
GROSS VEHICLE WEIGHT	9,000 lbs.

Illustrated is the Chevrolet 30 cwt. truck available in four body styles. Chassis with Cowl, Chassis with Cab, Chassis with Cab Platform and Coaming, Chassis with Cab Platform Coaming and Drop-sides.

(The Cab Protection Rack shown on the 3 ton model is optional equipment at extra cost on all platform models.)

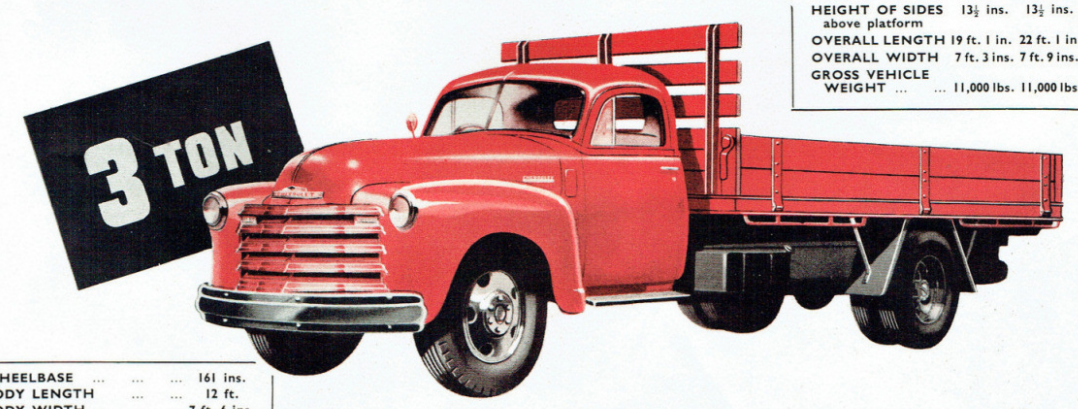
2 TON



Illustrated is the Chevrolet 2 ton truck available in four body styles. Chassis with Cowl, Chassis with Cab, Chassis with Cab Platform and Coaming, Chassis with Cab Platform Coaming and Dropsides. (The Cab Protection Rack shown on the 3 ton model is optional equipment at extra cost on all platform models.)

WHEELBASE	137 ins.	161 ins.
BODY LENGTH	9 ft.	12 ft.
BODY WIDTH	7 ft.	7 ft. 6 ins.
HEIGHT OF SIDES above platform	13½ ins.	13½ ins.
OVERALL LENGTH	19 ft. 1 in.	22 ft. 1 in.
OVERALL WIDTH	7 ft. 3 ins.	7 ft. 9 ins.
GROSS VEHICLE WEIGHT	11,000 lbs.	11,000 lbs.

3 TON



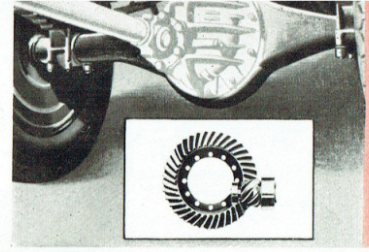
WHEELBASE	161 ins.
BODY LENGTH	12 ft.
BODY WIDTH	7 ft. 6 ins.
HEIGHT OF SIDES above platform	13½ ins.
OVERALL LENGTH	22 ft. 1 in.
OVERALL WIDTH	7 ft. 9 ins.
Gross VEHICLE WEIGHT	13,000 lbs.

Illustrated is the Chevrolet 3 ton truck available in four body styles. Chassis with Cowl, Chassis with Cab, Chassis with Cab Platform and Coaming, Chassis with Cab Platform Coaming and Dropsides. (The Cab Protection Rack shown is optional equipment at extra cost on all platform models.) Width lights are fitted on all platforms over 6 ft. 6 ins. to comply with State regulations.

HYDROVAC VACUUM-POWER BRAKES are included in this model. They supply one-half of all braking effort for safer operation on heavy duty trucks.

Built in STAMINA

Just look at this Chevrolet frame—it's as tough and as dependable as they come. Note the channel type design, the depth, flange width, and metal thicknesses which give added beam strength and toughness. It's a frame that will take its designed load easily and which will stand up to all the long years of hard gruelling work you can give it—it's the built-in stamina of these Chevrolet trucks.



FULL FLOATING HYPOID REAR AXLE

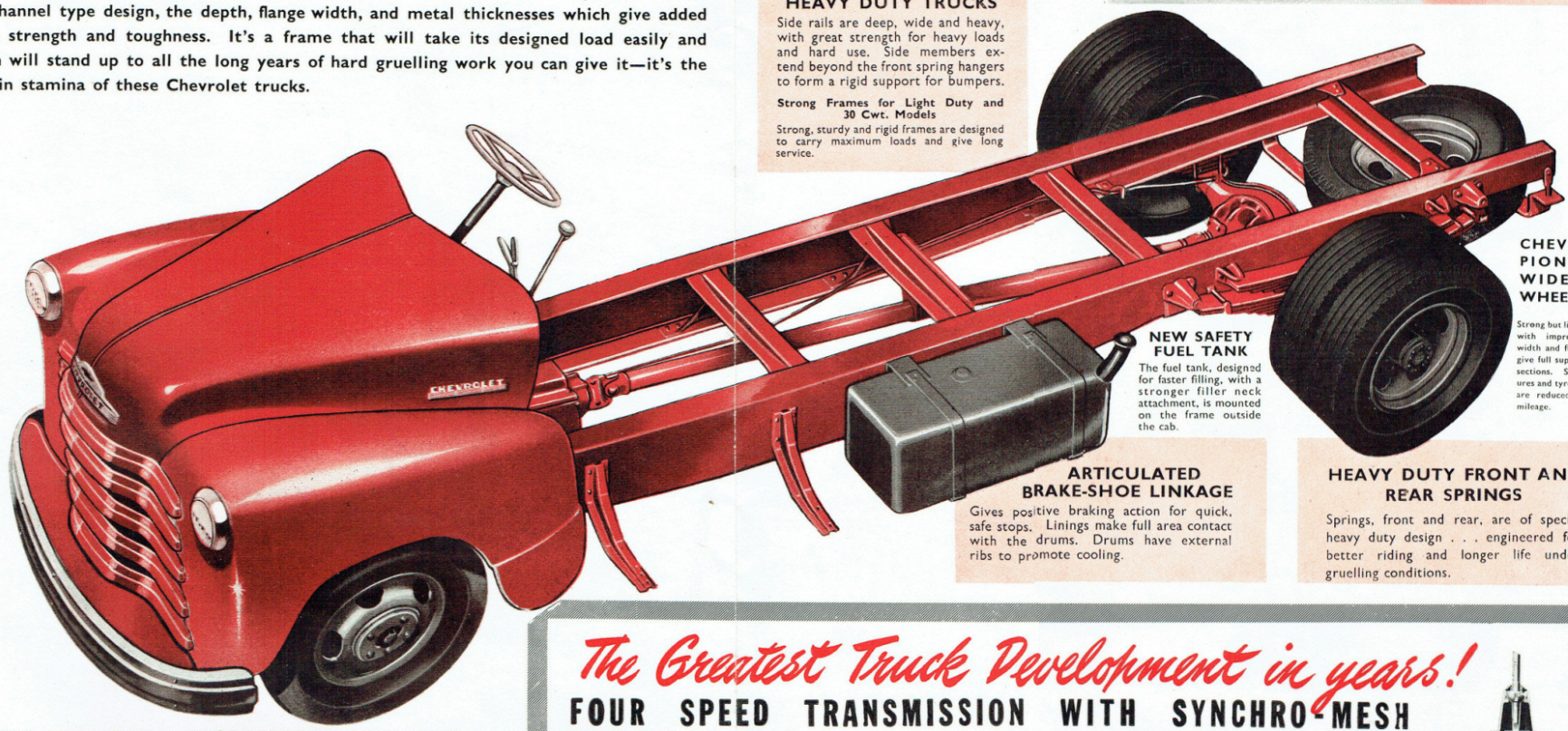
Chevrolet's Full Floating Hypoid Rear Axle on all models is geared for the maximum load. Less wear and tear on the crown wheel and pinion and a greater safety margin for sudden strain or overload, are ensured.

MASSIVE FRAMES FOR HEAVY DUTY TRUCKS

Side rails are deep, wide and heavy, with great strength for heavy loads and hard use. Side members extend beyond the front spring hangers to form a rigid support for bumpers.

Strong Frames for Light Duty and 30 Cwt. Models

Strong, sturdy and rigid frames are designed to carry maximum loads and give long service.



NEW SAFETY FUEL TANK

The fuel tank, designed for faster filling, with a stronger filler neck attachment, is mounted on the frame outside the cab.

CHEVROLET PIONEERED WIDE-BASE WHEELS . . .

Strong but lighter wheels with improved shape, width and flange height, give full support to tyre sections. Side-wall failures and tyre-to-rim rust are reduced, increasing mileage.

ARTICULATED BRAKE-SHOE LINKAGE

Gives positive braking action for quick, safe stops. Linings make full area contact with the drums. Drums have external ribs to promote cooling.

HEAVY DUTY FRONT AND REAR SPRINGS

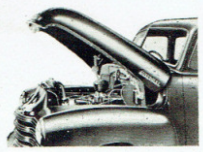
Springs, front and rear, are of special heavy duty design . . . engineered for better riding and longer life under gruelling conditions.

BALL-BEARING STEERING

Chevrolet's recirculating-ball-type steering gear provides greater capacity, strength and durability. All gears are rated for their steering loads and to give great driving ease to heavily loaded trucks.

WIDE-OPENING, BONNET

Special counter-balancers assist the upward opening movement and also hold the bonnet in its fully opened position. A safety catch holds bonnet secure when driving.



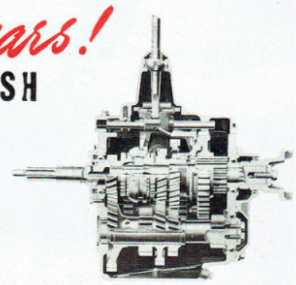
The Greatest Truck Development in years!

FOUR SPEED TRANSMISSION WITH SYNCHRO-MESH HELICAL GEARS in 2nd, 3rd and 4th Speeds . . .

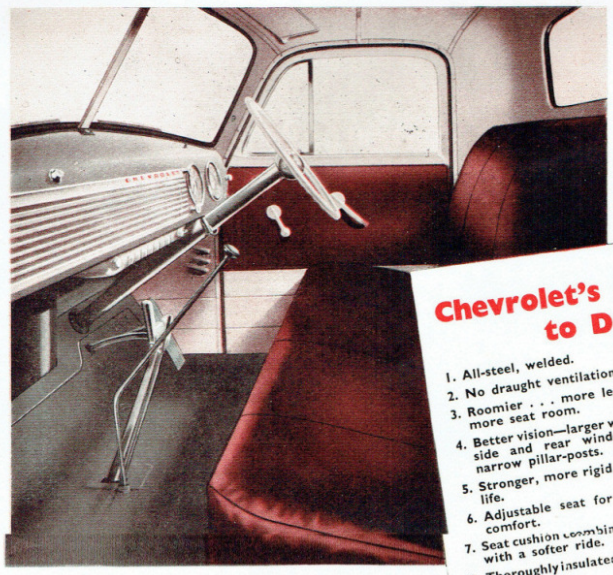
Redesigned Propeller Shaft Bearing Support

In the 137 ins. and 161 ins. wheelbases the propeller shaft bearing support is simplified, and the baffle system is improved, resulting in better sealing against water and dirt. With the addition of a permanently lubricated ball bearing, the need for lubrication is eliminated.

The New constant mesh helical type gears which are larger in diameter and have greater width, provide increased tooth area and assure stronger, more durable and quieter operating transmission.



Built in COMFORT



LARGE, ROOMY, SAFE CAB

Chevrolet was first with this new concept of truck cab design. The cab is all steel, welded, and is bigger in every way—there's more room, more vision, more comfort, and more safety. This Chevrolet Cab gives the truck-driver the best conditions ever offered in commercial vehicles.

Chevrolet's Great Contributions to Driver Comfort

1. All-steel, welded.
2. No draught ventilation.
3. Roomier . . . more leg room—more seat room.
4. Better vision—larger windshield, side and rear windows, with narrow pillar-posts.
5. Stronger, more rigid, for longer life.
6. Adjustable seat for full driver comfort.
7. Seat cushion combines durability with a softer ride.
8. Thoroughly insulated against heat and noise.
9. Fully protected from rust.
10. More rigid doors — two-piece (inner and outer panels) welded construction.
11. Improved weather-sealing in doors and windshield.
12. Starter button located on instrument panel.
13. Improved easy-to-operate door lock.
14. Concealed hinges.
15. Two Windshield Wipers bottom-mounted, sweep larger areas.
16. The 3-position ignition switch is incorporated in the instrument panel design.
17. Choke, throttle and ignition switch are conveniently grouped.
18. Rheostat control permits dimming instrument light.
19. Thermal circuit breaker (30 amps.) protects wiring up to fuse box.
20. Large package compartment.
21. Built-in ash tray.
22. Provision for installation of cigarette lighter.
23. Large, convenient storage space under seat.
24. Battery within easy reach for servicing.

MODERN INSTRUMENT PANEL

The instruments, in two large dials, have larger figures, are more easily read. Rheostat permits instrument lighting to be dimmed as desired, or turned off. Built-in ash-tray, large package compartment, make this one of the smartest panels

ELECTRICAL EQUIPMENT

The new electrical system has five individually fused circuits. The cab and chassis wiring system consists of two separate harnesses and are joined at the fuse box. A thermal circuit breaker protects body wiring.

NEW THREE-POSITION IGNITION SWITCH

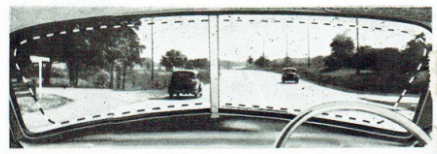
This new 3-position switch has a vertical 'on' position, and both locked and unlocked 'off' position. This permits the owner, if he wishes, to take the key, and by leaving the switch in the vertical 'on' position, allows garage attendants to drive the car. The key is still required to lock and unlock the glove box, so that any valuables may safely be left.

UNI-STEEL FLEXI-MOUNTED CAB

The well designed Chevrolet cab is an all-steel welded unit of tremendous strength and durability. Mounted on rubber, it is cushioned against road-shocks, torsion and vibration, for improved riding quality.

ADJUSTABLE SEAT

Shown is the driver's seat. The squab is adjustable both at the top and bottom, and the seat is separately adjustable through three forward positions.



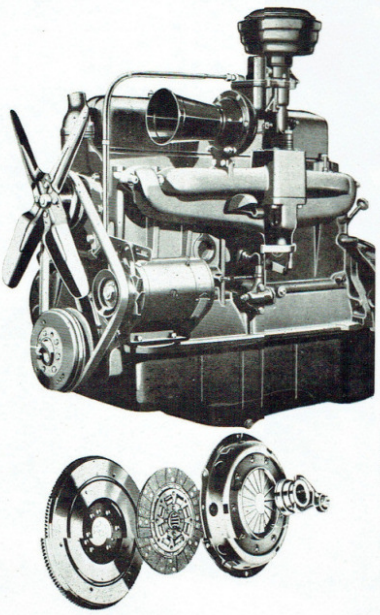
OBSERVATION CAR VISION

The dotted lines show the increased vision over earlier models—as much as 20 per cent. Note the sturdy, narrow side frames, and the large windscreen wipers pivoted from below for greater efficiency.

Built in POWER

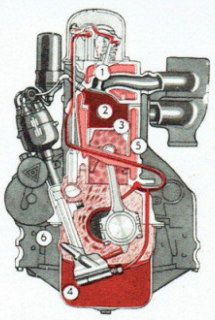
Chevrolet's famous Valve-in-head Truck Engine can do more work on a gallon of fuel than any other type of engine of the same displacement in general use.

The Engine for the Thriftmaster "light-duty" model and Loadmaster 30 cwt., 2 ton and 3 ton models has a 216.5 cubic inch displacement, and develops 174 foot-pounds of torque at 1200 to 2000 r.p.m.



10½ INCH DIAPHRAGM SPRING CLUTCH

Refinements such as double riveted linings on the clutch disc, with the provision of radial slots for quick release of the disc from the pressure plate and fy wheel facings, make this exclusive Chevrolet clutch unequalled for long, trouble-free life.



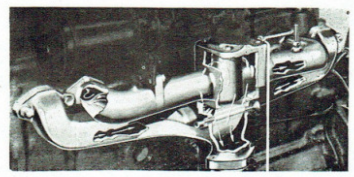
1. *Valves in head provide faster intake of fuel mixture.*
2. *"Blue-flame" combustion—compact chamber design assures maximum economy.*
3. *Cast-alloy-iron pistons—close fit is assured.*
4. *Specialized four-way lubrication—prolongs engine life.*
5. *Individual cooling of cylinders—prevents waste of power.*
6. *Crankcase ventilator—removes harmful gases.*

PERFECTED 4-WAY LUBRICATION

This exclusive Chevrolet feature ensures that every engine part receives just the amount of lubrication it needs. It gives constant and effective lubrication at any speed and unparalleled oil economy. Note Section 4 illustrated.

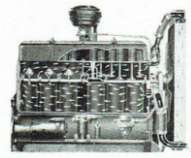
4-BEARING BALANCED CRANKSHAFT

Supported on four generously proportioned main bearings, this special Chevrolet crankshaft is balanced statically and dynamically with weight distributed where needed for strength and balance. Torsional vibration is absorbed by a rubber-floated harmonic balancer.



PRE-HEATING OF FUEL MIXTURE

Hot exhaust gases are directed around the intake manifold box—this provides a quicker warming-up and minimises use of choke. The gases are automatically diverted to the exhaust pipe when the engine has warmed sufficiently.



Between-Cylinder Cooling System

Water jackets completely surround *each* cylinder for its full length. Cylinders get cooled evenly. Uniform contraction and expansion is maintained. Piston and cylinder wear from distortion is prevented.

MANUALLY OPERATED OCTANE SELECTOR

With typical Chevrolet engineering thoroughness, a manually operated octane selector is provided in addition to the vacuum spark control operated from the carburettor riser. This allows immediate adjustment of the spark timing to suit any grade of fuel.

CAST-ALLOY-IRON PISTONS

Another Chevrolet feature. Pistons are of light-weight, cast iron; surface treated to give maximum power output over a very long period and longer trouble-free operation.