First in VALUE
First in SALES

HAULING REQUIREMENTS

109 MODELS ON 8 WHEELBASES
Chevrolet's Famous Six Cylinder
VALVE-IN-HEAD ENGINES

DO MORE WORK PER GALLON OF FUEL
THAN OTHER ENGINES OF SAME SIZE

Chevrolet's two six-cylinder truck engines, the Thriftmaster and the heavy-duty Loadmaster, owe their well-known operating economy and superior power output to their valve-in-head design. Size for size (by cubic-inch displacement), a valve-in-head engine is more efficient than other types of engines commonly used in motor vehicles. And that means economy—because it does more work per gallon of fuel, or does any given task with less fuel.

SIX REASONS WHY CHEVROLET ENGINES EXCEL

1. Valve-in-head design, with inlet and exhaust ports in the roof of the combustion chamber, make for faster flow of fuel mixture and exhaust of burnt gases. That means less resistance during intake and exhaust strokes.
2. "Blue-flame" combustion within the compact chamber assures more power from every drop of gas.
3. Cam-ground cast-alloy pistons maintain a close fit for an extra-long period of service.
4. Specialized 4-way lubrication supplies every bearing surface in proportion to its needs.
5. Every cylinder, completely surrounded by water, warms up evenly, free from warping.
6. Crankcase ventilator expels acid-forming gases and vapors, keeps oil free from dilution.

ALUMINUM TIMING GEAR WITHSTANDS HEAVY-DUTY OPERATION

Instead of the previously used fiber composition, an aluminum alloy gear, bonded to the steel hub, is used for the camshaft gear in the heavier Loadmaster engine. Increased strength and greater resistance to wear fit the requirements of extra heavy duty.
TWO OUTSTANDING TRUCK ENGINES

- **The Thriftmaster**: Six cylinders, 216.5 cu. in. displacement. 90 h.p. at 3300 r.p.m., 174 foot-pounds torque at 1200 to 2000 r.p.m.

- **The Loadmaster**: Six cylinders, 235.5 cu. in. displacement. 93 h.p. at 3100 r.p.m., 192 foot-pounds torque at 1000 to 1900 r.p.m.

**COOLING**—Coolant is circulated from a water pump with two outlets—one on each side of the engine block. Each cylinder barrel is surrounded by coolant, which assures even expansion and freedom from warping. From the engine block, the coolant is forced into the cylinder head. Jets from copper nozzles safeguard both the valves and seats from excessive heating.

**FUSES**—Five individually fused circuits.

**MORE RIGID CRANKSHAFT**—Increased durability and smoothness are built into the redesigned crankshaft, now heavier and more rigid.

**THERMOSTATIC HEAT CONTROL**—When the engine is started cold, the fuel mixture is warmed as it passes through the manifold heat chamber, made hot by the exhaust. As the engine warms up, a thermostatic bypass valve automatically regulates the heating of the mixture. Less choking is required, and less warming-up time.
**NEW**

**GREATER DURABILITY, SMOOTHER**

**4-SPEED SYNCHRO-MESH TRANSMISSION**

Chevrolet introduces, as regular or optional equipment on all models starting with Series 3000, a four-speed synchro-mesh transmission—providing the same ease of gear-changing as is had in many passenger cars. All shifts (except into low or reverse) may be made more quickly, without possibility of clashing or stripping the gears. No longer need the driver be an expert to shift from high into third or second, for increased pulling power on a hill climb, or for safety on a steep descent. Except low and reverse, all gears are the helical constant-mesh type—assuring quieter operation and longer life.

**SPLINED REAR AXLE HUB CONNECTION**

In all heavy-duty models, an improved means of transmitting the torque (turning effort) of the rear-axle shaft to the wheel provides a more positive drive than the previous bolted flange. The flanged outer end of the shaft is splined to mate with the internally splined hub. The driving load thus is evenly distributed around the flange, instead of being taken by bolts. An effective oil-sealing gasket and a cover are bolted to the hub, but these bolts carry no driving torque.

**HEAVIER REAR SPRINGS**

The rear spring of the 4100 and 4400 series, used also as the main spring (see illustration) of heavier models, has been increased in strength and capacity. It has 11 leaves with a capacity of 4465 pounds. In combination with the auxiliary spring, the total capacity is increased to 7800 pounds.

**PROPELLER SHAFT BEARING SUPPORT**

Trucks of the 3800 and all heavier duty series, have an improved propeller-shaft bearing support. The permanently lubricated single-row ball bearing is mounted on a rubber seal, and fully sealed to exclude water and dirt.
STEERING COLUMN GEARSHIFT

To gain a completely cleared floor area in the driving compartment, both the gearshift lever and the parking brake lever have been relocated in the 3100 and 3600 series. The gearshift lever is mounted on the steering column, less than three inches below the wheel. It changes gears in the three-speed synchro-mesh transmission through mechanical linkage. The shifting pattern is the same as in passenger cars.

FOOT-OPERATED PARKING BRAKE

The new self-locking parking brake is applied by foot pressure, and released by a handle to the left of the steering column. It is far more effective than the previous hand brake.
CHEVROLET ADVANCE - DESIGN CAB

CHEVROLET ADVANCE - DESIGN CAB
Chevrolet's improved cab provides the truck driver with the best working conditions ever offered in commercial vehicles—setting new high standards of comfort, roominess, convenience, safety and utility. Unisteel construction, all-steel, all-welded, with cowl, back, top and floor joined inseparably, forms a solid and rigid unit of tremendous strength and durability. The ventilating unit, under the instrument panel, draws air from the outside, and forces stale air out, through vents under the seat. This optional equipment, at extra cost, makes it The Cab That "Breathes"—with a continuous flow of fresh air, its temperature controlled by a thermostat. It provides year-round comfort—a cab free from smoke and stale air, its windshield and windows free from fogging, regardless of the weather.

30 BIG FEATURES For Added

1. All-steel cab, completely welded, without an open joint or seam.
2. Stronger, more rigid, for longer life.
3. Complete ventilation—constant flow of fresh air for year-round comfort; cool in summer, warm in winter. (Equipment obtainable at extra cost.)
4. Roomier—more legroom, more seat room.
5. Better vision—larger windshield and windows, with narrow pillar-posts.
6. Rear-corner windows eliminate blind spots. (Deluxe cab equipment at extra cost.)
7. Inclined seat adjustment for full driver vision, maximum comfort.
8. Seat cushion combines durability with greater riding comfort.
9. Thorough insulation against heat and noise.
10. Full protection from rust.
11. Rigid doors—two-piece (inner and outer panels) welded construction.
12. Improved weather-sealing in windshield and doors.
13. Stabilized window regulators for ease of operation.

ADJUSTABLE SEATS
As the seat is shifted to suit the driver's stature, the seat cushion and back automatically change their height and slope, for maximum comfort.

GENUINE LEATHER
Seats upholstered in high quality genuine leather, over special padding for extra durability and comfort, are optional at extra cost.
Comfort, Greater Safety and Convenience

14—Door glass channels protect windows.
15—Self-adjusting door locks.
16—Concealed door hinges.
17—Two windshield wipers, bottom-mounted, sweep larger area.
18—Larger defroster openings keep windshield free from icing and fogging.
19—Easy-reading instrument panel.
20—Wiper control, choke, throttle, ignition switch, conveniently grouped in line.
21—Rheostat control permits dimming of instrument panel lights.
22—Thermal circuit breaker (30 amp.) protects wiring up to fuse box.
23—Large package compartment. (Automatic light obtainable at extra cost.)
24—Dome light conveniently located.
25—Built-in ash tray on instrument panel.
26—Provision for installation of powerful Chevrolet radio.
27—Provision for installation of cigar lighter in instrument panel.
28—Large, accessible tool box, under seat.
29—Floor mat reinforced at pedals.
30—Battery easily accessible for servicing.

Observation-Car Vision

Safety and driver efficiency are promoted by the unusually large area of glass to the front, sides, and rear of the cab. Actually, the current model cabs have at least 22 per cent more glass area than the preceding models, gained by enlarging the V-type windshield and all windows, in both height and width. Safety glass is used throughout.

Nu-Vue Rear-Corner Windows—With De Luxe Cab Equipment

Smart looking curved windows in the rear corners eliminate blind spots and enable the driver to handle his truck with greater sureness and safety. De luxe equipment also includes stainless steel window and windshield reveals, driver's arm rest, garnish mouldings, right-hand sun shade and seat back trim panel. This equipment is optional at extra cost.
CHEVROLET COMMERCIAL BODY PLANT

The world's largest exclusive truck body plant

From this great Indianapolis plant—recently enlarged—come truck bodies that are Chevrolet-designed and Chevrolet-built to equal Chevrolet chassis in excellence. Bodies are built under an advanced method of manufacturing, known as the unit-design system, which brings to truck body building unsurpassed precision of manufacture and unequalled uniformity of product, assuring highest quality at lowest cost.
Chevrolet's panel-body driver compartments incorporate many of the extra-value features of the Advance-Design Cab, and the same type of solid construction is used throughout, with liberal rust-preventive treatment. Doors are rigid, solidly mounted, effectively weather-sealed.

Pick-up bodies are 50 inches wide, 16\(\frac{1}{4}\) inches deep. Wheelhouses are eliminated—the entire floor area is usable. Flush-type steel skid-strips protect the floor planks, and seal their edges. Rigid end-gates are undistorted under uneven loading. With the end-gate hooked at only one end, it will support a 200-pound man standing on the opposite corner of the gate, and not spring out of shape or collapse.

Chevrolet stake and high-rack bodies are practical, for ease of loading—and extra-sturdy to stand hard use. Racks are square cornered, for maximum load space: front platform corners are rounded, less liable to damage. Swinging side-gates on stake bodies, and sliding end-gates on high rack bodies, facilitate loading.

STAKE POCKETS

Stake racks or canopy tops can be added, firmly hold in heavily braced pockets.

FLOORS

Flush skid-strips (right) not only make for easy loading, but hold floor boards in place and form a tight seal.
MODEL 1508  SEDAN DELIVERY  116-INCH WHEELBASE, MAXIMUM G.V.W. 4100 LB.

With its body styled on the distinctive lines of the Chevrolet passenger car, and mounted on the passenger car chassis, the Sedan Delivery is ideal for any business seeking fast and economical transportation of light loads—especially fragile or delicate merchandise.

STANDARD EQUIPMENT
- Knee-Action front suspension
- Vacuum power gearshift
- Three-speed transmission
- Rear axle ratio, 4.11:1
- Tires, 6.00-16, 4-ply rating
- Clutch, 9¾-in. diameter
- Standard air cleaner

OPTIONAL EQUIPMENT
- Heavy-duty three-speed transmission
- Economy rear axle, ratio 3.73:1
- Tires (maximum) 6.00-16, 6-ply rating
- Heavy duty clutch, 10½-in. diameter
- Truck type oil-bath air cleaner
- Parcel rack, screen partition, rear-window screen, rear door inside handle.
This all-round utility truck meets the requirements of nearly every business. The load space, 78" x 50" x 16½" is unobstructed by wheelhouses; 2 stake pockets on each side are provided for the installation of extended sides for increased load height or the mounting of canopy tops for the protection of the load. All body metal is treated to prevent rust. The sturdy end gate has an anti-rattle fastening.

**STANDARD EQUIPMENT**
- Thrift-Master engine
- Front and rear bumper
- Chute, 93½-in. diameter
- Three-speed transmission
- Tires, 6.00-16, 6-ply rating
- Single-acting shock absorbers, front and rear.

**OPTIONAL EQUIPMENT**
- Oil-bath air cleaner
- Heavy-duty clutch, 10½-in. diameter
- Four-speed heavy-duty transmission
- Rear spring, 9 leaves, 1700-lb. capacity
- Tires, maximum, 15-inch, 8-ply rating
- Double-acting shock absorbers.
Old English
FLORIST
729 SPRING ST.

MODEL 3105  *DE LUXE PANEL  116-INCH WHEELBASE, MAXIMUM G.V.W. 4600 LB.

This attractive unit provides prestige and advertising value for businesses of all types seeking speedy and efficient delivery service. The gear shift control is mounted on the steering column and the parking brake is foot operated; and combined with the adjustable seat, these features provide safe and easy handling. The body is thoroughly insulated and the dome light illuminates the interior. *Optional at extra cost—see page 45.

STANDARD EQUIPMENT
Thrift-Master engine • Three-speed transmission • Gear shift on steering column • Foot-operated parking brake • Tires, 6.00-16, 6-ply rating • Bumpers front and rear • Ride stabilizer • Single-acting shock absorbers.

OPTIONAL EQUIPMENT
Oil-bath air cleaner • Tires, maximum, 15-inch, 8-ply rating • Double-acting shock absorbers • Auxiliary seat • De luxe trim equipment • Fresh-air heater, defroster and ventilator • Choice of 12 colors.
This outstanding merchandising display and delivery vehicle has easy accessibility to the load from the sides or the rear. Protection for the load is provided by an all-steel body with one-piece roof. Waterproof curtains are attached to the sides and to the rear. The long running boards facilitate side loading. Usable load space, 150 cubic feet.

**STANDARD EQUIPMENT**
- Thrift-Master engine
- Standard air cleaner
- Radiator capacity, 15 quarts
- Three-speed transmission
- Tires, 6.00-16, 6-ply rating
- Single-acting shock absorbers, front and rear

**OPTIONAL EQUIPMENT**
- Oil-bath air cleaner
- Heavy-duty clutch
- 10½-in. diameter
- Chrome radiator grille
- Tires, maximum, 15½-8-ply rating
- Double-acting shock absorbers, front and/or rear
- Auxiliary seat
MODEL 3110 CARRYALL SUBURBAN 118-INCH WHEELBASE, MAXIMUM G.V.W. 4600 LB.

An ideal utility unit for transporting people and commodities. Ride stabilizer and shock absorbers provide a comfortable ride for eight persons. The lowered end-gate can be utilized for carrying luggage, tools or supplies or the two rear seats can be removed for larger loads. The 2-tone green unit makes a distinctive vehicle for farms, resorts, clubs, hotels and contractors.

STANDARD EQUIPMENT
Thrift-Master engine • Standard air cleaner • Clutch, 9½-in. diameter • Three-speed transmission • Tires, 6.00-16, 6-ply rating • Single-acting shock absorbers, front and rear.

OPTIONAL EQUIPMENT
Fresh-air heater, defroster and ventilator • Oil-bath air cleaner • Heavy-duty clutch, 10½-in. diameter • Four-speed heavy-duty transmission • Tires, maximum, 15-inch, 8-ply rating • Double-acting shock absorbers.
Medium-Duty

Pleasant Valley FARM

Model 3604 *De Luxe Pick-Up 124½-inch Wheelbase, Maximum G.V.W. 5000 Lb.

This unit with the all-round utility features of Model 3104 provides additional load space and capacity. The box is 87" x 50" x 16½" and there are no wheelhouses to obstruct the floor. Six stake pockets, three on each side, facilitate the mounting of additional side boards or canopy tops. A rust preventive is applied to all body metal. The sturdy end gate has an anti-rattle fastening, and will hold a 200 lb. weight on the unsupported corner.

*Optional at extra cost—see page 45.

Standard Equipment

- Thrift-Master engine
- Front and rear bumper
- Clutch, 10½-in. diameter
- Three-speed transmission
- Tires, 15-inch, 6-ply rating
- Single-acting shock absorbers, front and rear

Optional Equipment

- Oil-bath air cleaner
- Heavy-duty radiator, capacity 17½ quarts
- Four-speed heavy-duty transmission
- Wide base wheels
- Tires, maximum, 7.50-17, 8-ply rating
- Double-acting shock absorbers
Ideal for hauling merchandise that bulks large for its weight. The large platform, $87\frac{3}{4}'' \times 70\frac{3}{4}''$ is easily loaded from the rear or either side. Removable interlocking stake sides 28$\frac{3}{8}''$ high are supported in reinforced steel pockets in the rub rail. The cab that "breathes"* with a steering column gear shift control and foot-operated parking brake makes it a comfortable and safe unit to operate. *Optional at extra cost—see page 45.

**STANDARD EQUIPMENT**
- Thrift-Master engine
- Standard air cleaner
- Radiator capacity, 15 quarts
- Three-speed transmission
- Tires, 15-inch, 6-ply rating
- Single-acting shock absorbers.

**OPTIONAL EQUIPMENT**
- Oil-bath air cleaner
- Heavy-duty radiator, capacity 17$\frac{3}{4}$ quarts
- Four-speed heavy-duty transmission
- Tires, maximum, 7.50-17, 8-ply rating
- Double-acting shock absorbers.
The largest Chevrolet pick-up model with body 108\(\frac{3}{4}\)" x 50" x 16\(\frac{1}{4}\)" makes a rugged unit with a correct weight distribution for heavy loads. Long running boards facilitate side loading. Eight stake pockets, four on each side are convenient for the installation of extended sides, or for canopy tops for the protection of the load.

**STANDARD EQUIPMENT**
- Thrift-Master engine
- Heavy-duty clutch, 105\(\frac{1}{4}\)" Radiator capacity, 13 quarts
- Four-speed transmission
- Tires, 7.00-17, 6-ply rating
- Single-acting shock absorbers, front.

**OPTIONAL EQUIPMENT**
- Oil-bath air cleaner
- Heavy-duty radiator, capacity 17\(\frac{1}{2}\) quarts
- Tires, maximum, 7.50-17, 8-ply rating
- Double-acting shock absorbers, front and/or rear.
An ideal unit for those businesses which transport merchandise of unusual length and require complete load protection. The usable load space length is up to 150% inches with cubic load space of 202 cubic feet. The large glass area and adjustable seat provide maximum driving vision. A dome light illuminates the load compartment. The rear doors may be locked in an open position for curb side or dock loading. *Optional at extra cost.

**STANDARD EQUIPMENT**
- Thrift-Master engine
- Radiator capacity
- 15 quarts
- Four-speed transmission
- Front and rear bumper
- Tires: 7.00-17, 6-ply rating
- Single-acting shock absorbers, front

**OPTIONAL EQUIPMENT**
- Oil-bath air cleaner
- Heavy-duty radiator
- Capacity 171/2 quarts
- Tires: maximum, 7.50-17, 8-ply rating
- Double-acting shock absorbers, front and/or rear
- Auxiliary seat
MODEL 3909 STAKE

137-INCH WHEELBASE, MAXIMUM G.V.W., 5500 LBS.

This attractive stake unit handles loads up to 4100 lb. Available with single or dual rear tires which provide a low loading height. A large reserve of strength is assured with the full-floating rear axle (7200 lb. rating) and the heavy duty frame. The Thrift-Master valve-in-head engine with the heavy duty clutch and 4-speed synchromesh transmission provides an abundance of power for safe, economical and easy operation.

STANDARD EQUIPMENT

Thrift-Master engine • Heavy-duty clutch, 1054 • Radiator capacity, 15 quarts • Four-speed transmission • Tires, 7.00-17, 6-ply rating single rear • Single-acting shock absorbers, front.

OPTIONAL EQUIPMENT

Oil-bath air cleaner • Heavy-duty radiator, capacity 17.5 quarts • 11-leaf rear spring • Tires, maximum, 7.00-18, 8-ply rating dual rear, double-acting shock absorbers, front and/or rear.
STEERING-COLUMN GEARSHIFT CONTROL
In Chevrolet 3100 and 3600 series trucks, which have the three-speed synchro-mesh transmission, the shift lever is mounted on the steering column, leaving the cab floor clear.

FOOT-OPERATED PARKING BRAKE
Holding ability of the parking brake is greatly increased. When applied, the brakes are automatically locked. Release is by means of a convenient handle on instrument panel.

3-SPEED SYNCHRO-MESH TRANSMISSION
Positive gear changing and silent operation feature the standard transmissions. All gears are helical.

4-SPEED SYNCHRO-MESH TRANSMISSION
This improved unit, with synchro-mesh second, third and fourth speeds, is standard in the 3800 and heavier series, and may be had as an option in the 3100 and 3600 series.

RECYCLATING BALL STEERING GEAR
Friction is virtually eliminated in this gear, as the thrust of the worm is taken by scores of bearing balls that roll freely in the spiral groove of the sliding nut.

STRENGTH AND RIGIDITY BUILT INTO FRAMES
Chassis frames in all models are designed to carry their rated loads with wide margins of safety, and to provide sturdy mounting for the cab and chassis units. Above is a section of the 116-inch wheelbase 3100 chassis, a typical example of Chevrolet's advanced frame reinforcement, used to give maximum strength, rigidity and durability.
-DUTY CHASSIS FEATURES

FOR LOADS 900 to 4300 POUNDS

CHEVROLET'S EXCLUSIVE ARTICULATED BRAKE-SHOE LINKAGE

Hydraulic braking at its best has long been one of the most outstanding features of Chevrolet—the only truck that has double-articulated brake shoe linkage, providing full-area lining contact. Braking is more effective, and lining life is prolonged.

MONO-RAIL SPARE TIRE CARRIER

This wheel carrier is mounted at the rear of the chassis frame on all 3100 and 3600 series and on models 3805 and 3807. Other 3800 models have the strap type carrier at the rear of the frame.

FULL-FLOATING HYPOID-GEAR AXLE

In the 3600 and 3800 series, the axle shafts bear none of the weight of the truck. Hypoid gearing permits extra-heavy construction, its drive pinion being five times as strong as the former spiral-bevel pinion.

Four-Pinioned Differential—Four sturdy differential pinions transmit the drive to the shafts of the full-floating axle.

Straddle-Mounted Pinion—The drive pinion, in the 3600 and 3800 series, is supported between two heavy-duty roller bearings.

CHASSIS WITH OR WITHOUT CABS TO ACCOMMODATE A WIDE VARIETY OF SPECIAL EQUIPMENT

116" Wheelbase

MODEL 3102

MODEL 3103

MODEL 3112

MODEL 3122

MODEL 3602

MODEL 3603

MODEL 3612

MODEL 3622

MODEL 3802

MODEL 3803

MODEL 3812

MODEL 3822

MODEL 3832

125 1/4" Wheelbase

MODEL 3132

MODEL 3632

MODEL 3632

137" Wheelbase

MODEL 3832
To meet the demand for efficiency and economy in door-to-door delivery operation, Chevrolet has added two new chassis to its line, model 3742 (above, for 9- or 10-foot bodies) and the heavier model 3942 (see next page, for 10- or 11-foot bodies). These are designed solely for use with package delivery type of body as built by many reputable body manufacturers, that usually provide double the cubic load capacity of the standard panel trucks. Their steering column, clutch and brake pedals and other controls are mounted at the extreme front of the chassis (see page 26).
Both models feature the Thrift-Master engine with vacuum crankcase ventilation and Solenoid-operated starter push button control; a full-floating rear axle, special 5:14 to 1 ratio; single-acting shock absorbers, front and rear on 3742; front only, on 3942; double-acting shock absorbers, front and rear, optional at extra cost; front end stabilizer; rear end stabilizer optional on model 3942; heavy-duty front axle 3500 capacity; a wide choice of tire sizes up to 7.00—18—8pr., dual rear on 3942; foot-operated parking brake; recirculating ball worm steering gear (more details on page 26).
**CHEVROLET Advance-Design**

**DUBL-DUTI TRUCK FEATURES**

**DOUBLE CUBIC LOAD CAPACITY**
**NO ADDITIONAL OVERALL LENGTH**

Bodies for the Forward Control chassis, as built by leading manufacturers, take full advantage of the space gained by moving the controls and the driver's seat to the very front of the chassis.

**EASY ACCESSIBILITY TO THE LOAD**

**PUSH-BUTTON STARTER**
Push-button on instrument panel controls solenoid-operated starter.

**CHEVROLET Engineered - Chevrolet Built**

The Forward-Control chassis for Dubl-Duti package delivery bodies is not a conversion, but a model specially designed and built by Chevrolet, for gross vehicle weight up to 7,000 pounds on model 3742 and 10,000 pounds on model 3942. Front springs are increased in capacity. Front tread is about 5 inches wider than on conventional models, making front and rear treads nearly equal.

**CRANKCASE VENTILATION**
Corrosive gases are constantly drawn out by vacuum either at high or idling speeds.

**SINGLE-ACTING SHOCK ABSORBERS, FRONT RIDE STABILIZERS**
Jolting and side sway are minimized.

**GEAR SHIFT CONTROLS**
3742 mounted on the steering column. 3942 mounted on transmission.

**SPECIAL FRAME**
The chassis frame is heavily constructed and reinforced. Extended side rails form front and rear body supports and bumper mountings.

**MAXSIVE FRONT-END**
The extra-heavy front axle (3500-lb. rating) and front springs, extended side rails, and the forward-mounted steering gear, are seen in this view.
Model 4108 Platform
137-Inch Wheelbase, Maximum G.V.W. 12,500 lb.

Also available in 6000 series

This platform unit is correctly engineered for compact loads from 4300 to 7600 lb. Matched components provide the right truck for your hauling needs with a choice of two engines, frames, springs and a wide range of tire sizes. The all-steel cross-members and sturdy wood floor provide a strong support for the load.

**Standard Equipment**
- Thrift-Master engine
- Radiator capacity, 15 quarts
- Four-speed synchro-mesh transmission
- Six tires (dual rear), 6.50-20, 6-ply rating
- Rear axle ratio, 6.17:1
- Hydraulic brakes
- Rear springs, 4465 lb. capacity, each

**Optional Equipment**
- Load-Master engine
- Heavy-duty radiator
- Heavy-duty frame
- Tires, maximum, 7.50-20, 10-ply rating (dual rear)
- Rear axle ratio, 5.43:1
- Hydrovac power brake
- Auxiliary 6-leaf spring
STAKE

137-INC WHEELBASE, MAXIMUM G.V.W. 12,500 LB.

Also available in 6000 series

This ideal unit transports heavy loads with easy maneuverability because of its short over-all length. It incorporates all of the features of the 4108 model on page 27 with the addition of removable interlocking stake sides 38½" high. These stake sections are supported in deep steel pockets in the platform rub rail.

STANDARD EQUIPMENT

Thrift-Master engine • Radiator capacity, 15 quarts • Four-speed synchro-mesh transmission • Six tires (dual rear), 6.50-20, 6-ply rating • Rear axle ratio, 6.17:1 • Hydraulic brakes • Rear springs, 4465 lb. capacity, each.

OPTIONAL EQUIPMENT

Load-Master engine • Oil-bath air cleaner • Heavy-duty radiator • Heavy-duty frame • Tires, maximum, 7.50-20, 10-ply rating (dual rear) • Rear axle ratio, 5.43:1 • Hydrovac power brake • Auxiliary 6-leaf spring • Double-acting shock absorbers.
Also available with express and gate or platform only and in 6000 series.

The spacious 12-foot platform of this stake truck accommodates long loads from 4100 to 7100 lb. There is a choice of two engines, auxiliary springs, power brakes and a wide range of tires up to 7.50-20, 10 pr. to supplement the standard heavy-duty frame and four-speed synchro-mesh transmission, assuring economical and safe transportation.

**STANDARD EQUIPMENT**
- Thrift-Master engine
- Radiator capacity, 15 quarts
- Four-speed synchro-mesh transmission
- Six tires (dual rear), 6.50-20, 6-ply rating
- Rear axle ratio, 6.17:1
- Hydraulic brakes
- Rear springs, 445 lb. capacity, each
- Heavy-duty frame
- Wide-base wheels.

**OPTIONAL EQUIPMENT**
- Load-Master engine
- Oil-bath air cleaner
- Heavy-duty radiator, capacity 17½ quarts
- Tires, maximum, 7.50-20, 10-ply rating (dual rear)
- Rear axle ratio, 5.43:1
- Hydromatic power brake
- Auxiliary 6-leaf spring
- Double-acting shock absorbers.
MODEL 6103 CHASSIS AND CAB 137-INCH WHEELBASE, MAXIMUM G.V.W. 14,000 LB.

Also available as Model 6103S, Maximum G.V.W. 15,000 lb.

Equipped with a Load-Master engine, the "work horse" of the truck industry, together with Chevrolet’s exclusive four-speed synchro-mesh transmission and the optional two-speed rear axle, this unit assures powerful, quiet, and swift "over the road" operation. Tires as large as 9.00-20, 10 pr., dual rear, together with massive load-supporting components provide a sturdy unit to carry maximum allowable loads on any road.

STANDARD EQUIPMENT
Load-Master engine • Oil-bath air cleaner • Heavy-duty radiator • Four-speed transmission • Six tires (dual rear), 7.50-20, 6-ply rating • Rear axle ratio, 6.17:1 • Hydromatic brake • Rear springs, 7800-lb. capacity, each.

OPTIONAL EQUIPMENT
Tires, maximum, 9.00-20, 10-ply rating (dual rear) • Two-speed rear axle • Double-acting shock absorbers, front • Fresh-air heater, defroster and ventilator • Deluxe, cab equipment.
Stake sides, 66 1/8" high are ideally suited for the transporting of stock or bulky merchandise. The divided end gate slides to either side for easy loading. Angle irons reinforce the front corners of the body. The sturdy wood floor with flush type steel skid strips, supported by all-steel cross-members, furnishes positive and safe support for the load.

**STANDARD EQUIPMENT**
- Load-Master engine
- Oil-bath air cleaner
- Heavy-duty radiator
- Four-speed synchromesh transmission
- Six tires (dual rear), 7.50-20, 8-ply rating
- Rear axle ratio, 6.17:1
- Hydromac power brake
- Rear springs, 7800-lb. capacity, each
- Heavy-duty frame.

**OPTIONAL EQUIPMENT**
- Tires, maximum, 9.00-20, 10-ply rating (dual rear)
- Two-speed rear axle
- Double-acting shock absorbers, front
- Fresh-air heater, defroster and ventilator.
Chevrolet, with the cooperation of leading body builders, makes available school buses that meet or surpass every standard for safety, reliability, comfort and economy. Two chassis are offered, Model 4502 for bodies seating 36 pupils, and Model 6702, for 42 to 54 pupils. Features common to both chassis include: The new four-speed synchro-mesh transmission, ensuring quick, positive shifting and maximum safety on hills;

**STANDARD EQUIPMENT**
- Thrift-Master engine
- Standard air cleaner
- Radiator capacity, 15 quarts
- Four-speed Synchro-mesh transmission
- Six tires (dual rear), 6.50-20, 6-ply rating
- Rear axle ratio, 6.17:1
- Hydraulic brakes
- Two-stage rear springs, 3600-lb. capacity, each
- Governor, set at 35 m.p.h.

**OPTIONAL EQUIPMENT**
- Load-Master engine
- Oil-bath air cleaner
- Heavy-duty radiator, capacity 171/2 quarts
- Tires, maximum, 7.50-20, B- or 10-ply rating
- Rear axle ratio, 5.43:1
- Tru-Stop brake
- Hydrovac power brake
- Double-acting shock absorbers.
new splined rear axle hub connection providing a more positive and safer drive; advance wide-base wheels, reducing side-sway and prolonging life of tires; recirculating ball-bearing steering gear; thirty-gallon fuel tank; governor set for 35 m.p.h.; 35 amp. generator; 19-plate Delco battery.

STANDARD EQUIPMENT
- Load-Master engine + Oil-bath air cleaner
- Heavy-duty radiator, capacity 173g quarts
- Four-speed Synchromesh transmission
- Special heavy-duty bus frame
- Six tires (dual rear), 7.50-20, 8-ply rating
- Rear axle ratio, 6.17:1
- Hydrovac power brake
- Two-stage rear springs, 5600-lb. capacity, each
- Governor, set at 35 m.p.h.

OPTIONAL EQUIPMENT
- Tires, maximum, 8.25-20, 10- or 12-ply rating (dual rear)
- Two-speed rear axle
- Tru-Stop brake
- Double-acting shock absorbers.
SPLINED AXLE HUB CONNECTION
Greater strength with positive pulling power. Attaching bolts are eliminated.

HYPOID-GEAR FULL-FLOATING REAR AXLE
Chevrolet's hypoid gear design permits the use of a drive pinion five times as strong as that of the spiral-bevel final drive formerly used.

2-SPEED REAR AXLE
Pre-Selective Double-Line Power Shift
Optional on 5000 and 6000 series, with vacuum-power control. Greater pulling ability with maximum economy.

CHEVROLET'S EXCLUSIVE BRAKE-SHOE LINKAGE
The brake-shoe mechanism, with its exclusive articulated linkage, causes full-area lining contact. Braking is more effective, lining life is prolonged.

HYDROVAC POWER BRAKES
Vacuum power increases braking effect, saves driver's effort. The Hydrovac is regular equipment on the heavier models, optional on others.

WIDE-BASE WHEELS
These wider rims increase the air-volume of tires, prolong tire life, improve the ride, and make tire servicing easier.

RECAPITULATING-BALL STEERING GEAR
It's nearly frictionless, with scores of steel balls rolling freely between worm and nut.

REAR SPRINGS
All rear springs are correctly engineered to the gross-vehicle-weight rating. 11-leaf main spring plus 6-leaf auxiliary spring have combined capacity of 7800 lb. each side. Regular on 5000 and 6000 series, except 6702. Optional on 4000 series, except school bus chassis 4502.
STRENGTH WHERE IT IS NEEDED
FOR LOADS 4300 to 10,800 POUNDS

SURPLUS STRENGTH BUILT INTO FRAMES
Frames, redesigned for increased strength, have a wide margin of safety. Extended side rails and two heavy outriggers form a solid support for the front bumper. (Sectional views of side rails show increased depth, width and thickness.)

FRONT AXLES
Front axles, of heavy 1-beam section, are rated at 3500 lb. capacity in 4100 and 4400 models, 4500 lb. in other H.D. models.

SYNCHRO-MESH 4-SPEED TRANSMISSION
For the first time, Chevrolet provides a four speed transmission assuring positive, silent shifting into 2nd, 3rd and 4th gears. Truck operation is more efficient, and safer on hills.

DIAPHRAGM-SPRING CLUTCH
A single disc diaphragm spring takes the place of numerous coil springs and levers used in ordinary clutches. Pedal pressure required is unusually light. Other advantages are longer clutch-facings life and quiet operation under heavy loads.

CHASSIS WITH OR WITHOUT CABS TO ACCOMMODATE A WIDE VARIETY OF SPECIAL EQUIPMENT

137" Wheelbase
- Models 4102, 6102S AND 6102
- Models 4112, 6112S AND 6112
- Models 4122, 6122S AND 6122
- Models 4402, 6402S AND 6402
- Models 4412, 6412S AND 6412
- Models 4422, 6422S AND 6422
- Model 4502
- Model 6702

161" Wheelbase
- Models 4103, 6103S AND 6103
- Models 4113, 6113S AND 6113
- Models 4132, 6132S AND 6132
- Models 4403, 6403S AND 6403
- Models 4413, 6413S AND 6413
- Models 4423, 6423S AND 6423

199" Wheelbase
- Models 4432, 6432S AND 6432
ENGINE ACCESSIBILITY

Forward units of the engine can be readily reached for servicing when the hinged hood is raised. Accessibility to other units is made easy by large all-steel floor pans, held in place by quick-release (one-quarter turn) studs.

EASY ENTRANCE AND EXIT

The Chevrolet over-engine cab is as easy to enter as a Pullman car—two broad-tread steps up, then in. The driver can readily enter or leave on either side, for there is only a slight rise in the floor.

CAB SOLIDLY SUPPORTED BY STURDY SUPERSTRUCTURE

A heavy superstructure is built in as an integral part of the G.O.E. chassis frame, to form a firm foundation for the cab, which is shackled-mounted on rubber—free from weaving and distortion.

1. ALL-STEEL CONSTRUCTION
2. SHIFT LEVER IN NORMAL PLACE
3. FULL-WIDTH SEAT CUSHION
4. UNRESTRICTED LEG-ROOM
5. ALL-AROUND VISION
6. MINIMUM FLOOR OBSTRUCTION

Study the illustration (right) point by point, as numbered—and see why the advantages listed above make the Chevrolet over-engine cab outstand all others. De luxe cab equipment is shown.
FEATURES

LONG LOAD SPACE PLUS

SHORTER VEHICLE LENGTH

WHY DRIVERS PREFER CHEVROLET'S C.O.E.

The drawing (above) shows the outstanding superiority of the Chevrolet cab (left) in comfort and ease of operation. Controls are conveniently located—there's no cramping back-handed reaching for gearshift or hand-brake lever. Especially advantageous (below, left) is the absence of a blocking tunnel cutting off each side of the cab from the other.

SIX CHASSIS MODELS—THREE WHEELBASES

FOR SPECIAL BODIES AND EQUIPMENT

(Available with or without cab, also with various Chevrolet built bodies. Shown on following pages.)

MODELS 5103S AND 5103

110" WHEEL-BASE

MODELS 5112S AND 5112

134" WHEEL-BASE

MODELS 5403S AND 5403

158" WHEEL-BASE

MODELS 5703S AND 5703

MODELS 5712S AND 5712

37
MODEL 3103 CHASSIS AND CAB  110-INCH WHITELBASE, MAXIMUM G.V.W. 16,000 LB.

Also available with 9-ft. platform and stake body.

This cab-over-engine model is offered for use either as a heavy-duty tractor unit with semi-trailer or as a complete truck for bodies 92-116 inches long. Observation car vision makes it an ideal unit for tractor-trailer operation. De luxe cab equipment is shown.

STANDARD EQUIPMENT

Load-Master engine  • Governor, set at 2800 r.p.m.  • Oil-bath air cleaner  • Heavy-duty radiator, capacity 17¾ quarts  • Four-speed synchro-mesh transmission  • Six tires (dual rear), 7.50-20, 8-ply rating  • Rear axle ratio, 6.17:1  • Hydrovac brake  • Rear springs, 7000-lb. capacity, each.

OPTIMAL EQUIPMENT

Tires, maximum, 9.00-20, 10-ply rating (dual rear)  • Two-speed rear axle  • Double-acting shock absorbers, front  • Fresh-air heater, defroster and ventilator.
MODEL 5409  STAKE  134-INCH WHEELBASE, MAXIMUM G.V.W. 16,000 LB.

Also available: Models 5408(S) Platform; 5419(S) High Rack; 5429(S) Stake-Express-end-gate.

The 12-ft. body of this stake truck accommodates heavy loads up to 10,200 lb. Mounted on the cab-over-engine chassis, this truck provides a much shorter over-all vehicle length which makes it easier to handle in traffic and confined spaces. De luxe cab shown.

STANDARD EQUIPMENT
- Load-Master engine
- Governor, set at 2800 r.p.m.
- Oil-bath air cleaner
- Heavy-duty radiator, capacity 17½ quarts
- Four-speed synchro-mesh transmission
- Six tires (dual rear), 7.50-20, 8-ply rating
- Rear axle ratio, 6.17:1
- Hydrovac brake
- Rear springs, 7800-lb. capacity, each.

OPTIONAL EQUIPMENT
- Tires, maximum, 9.00-20, 10-ply rating (dual rear)
- Two-speed rear axle
- Double-acting shock absorbers, front
- Fresh-air heater, defroster and ventilator.
MODEL 5703 CHASSIS AND CAB 158-INCH WHEELBASE, MAXIMUM G.V.W. 16,000 LB.

Cab-over-engine model for special bodies up to 17½ feet long. Load-Master engine; four-speed synchro-mesh transmission; front axle 4500-lb. rating; rear axle 13,000-lb. rating; optional two-speed rear axle; heavy-duty frame; heavy-duty springs; tires as large as 9.00-20, 10 pr., dual rear, provide a sturdy chassis for extra long heavy loads.

STANDARD EQUIPMENT
Load-Master engine • Governor, set at 3800 r.p.m. • Oil-bath air cleaner • Heavy-duty radiator, capacity 17½ quarts • Four-speed synchro-mesh transmission • Six tires (dual rear), 7.50-20, 8-ply rating • Rear axle ratio, 6.17:1 • Hydrovac brake • Rear springs, 7800-lb. capacity, each.

OPTIONAL EQUIPMENT
Tires, maximum, 9.00-20, 10-ply rating (dual rear) • Two-speed rear axle • Double-acting shock absorbers, front • Fresh-air heater, defroster and ventilator.

(Deluxe cab shown)
The carrying capacity of Chevrolet Advance Design Trucks can be increased and their usefulness expanded by the installation of special equipment such as oversize front axles, oversize auxiliary transmissions, oversize wheels and tires, tandem-drive or trailing third axles, oversize rear axles.

For maximum allowable loads on any road, truck owners know Chevrolet Advance Design Trucks offer low first cost, low operating cost, low maintenance cost.
Manufacturers offer a great variety of vocational and specialized units for use with Chevrolet chassis, producing equipment for virtually every use in the service of state, county and city governments, public utilities, contractors, and others having specialized needs. Installation of...
EQUIPMENT

mechanical units is facilitated by the power take-off provision of the four-speed transmission, standard in heavier models, optional in others.

- All Chevrolet chassis are built to the S.A.E. standard CA dimensions (back of cab to center line of rear axle).

14—Utility Maintenance Trucks—Complete equipment for servicing trees, telephone lines, lighting equipment, etc.; revolving ladder is uniformly balanced. 15—Lift-Gate—Raises loads from ground to truck bed; controlled by one convenient lever.

16—Combination Grain and Stock Bodies—Proper ventilation for livestock; fillers prevent grain leakage. Hydraulic hoists available.

17—Refrigerated Bodies—Available with fully automatic refrigeration units that maintain temperatures from minus 10 degrees to plus 50 degrees (F.). Also available with dry ice system requiring no moving parts.

18—Transit Concrete Mixer Trucks—Available in 2- or 3-yard capacities; advanced type of power transmission and water system.

19—Dump Trucks—For all types of bulk material; with a variety of hydraulic power hoists.

20—Furniture Vans—Bodies up to 16 feet long, aluminum or all-steel; with a wide variety of door arrangements.

21—Municipal Maintenance Trucks—Equipped for removing snow or for general maintenance.
A CHOICE OF 12 ATTRACTIVE TRUCK COLORS

Chevrolet offers a wide range of truck colors from which the user can choose that which best suits his taste and his business. The finish is high-luster Dulux synthetic enamel, baked on. (Numbers listed are for the matching Dulux.) Note: The Sedan Delivery may be had only in standard passenger car colors, the chassis for Dub-Dub bodies in prime coat, the Carryall Suburban in two-tone green.

Option 234-A
SWIFT RED 93-1863R

Option 234-B
ARMOUR YELLOW 93-3421

Option 234-C
CAPE MAROON 93-64539

Option 234-D
CREAM MEDIUM 93-530

Option 234-E
SUN BEIGE 93-61083

Option 234-F
FORESTER GREEN 93-62006

Option 234-G
SEACREST GREEN 93-62201

Option 234-H
MARINER BLUE 93-63203

Option 234-I
WINDSOR BLUE 93-63225

Option 234-J
WHITE 93-508

Option 234-K
OMAHA ORANGE 93-082
Optional Equipment to Suit Your Needs

To meet the special needs of trucks operating under varying conditions, Chevrolet offers a variety of optional equipment and accessories. All have been tested and approved for use on Chevrolet trucks, to add to their performance ability, capacity, and efficiency. Shown on this page are some of the more important and most frequently used options.

- **Leadmaster Engine**: Standard in the heavier models, optional in others. (For details, see page 5.)
- **Two-Speed Rear Axle**: Increases maximum pulling ability, promotes economy. Vacuum-power shift to change ratios.
- **Four-Speed Transmission**: Synchronous shifting into second, third, and high gears. May be had instead of three-speed unit in all models except Sedan Delivery.
- **Hydrovac Brake**: Optional on Series 4400 models. Vacuum-power operated. Reduces driver fatigue and promotes safety.
- **Heavy-Duty Radiator**: Cap. 17½ qts. For models using standard 15-quart unit, in regions of excessive heat or high altitudes.
- **Fresh Air Heater, Defroster, Ventilator**: Draws in fresh air from the outside, heats it, circulates it throughout the cab, and forces out stale air, smoke and vapor through under-seat vents.
- **De Luxe Equipment for Panel Trucks**: Includes bright metal reveals for all window and windshield sides, window garnish moldings, bright metal trim on fenders and grille, and wheels painted body color.
- **Chrome Radiator Grille**: For Series 3000 only, or in combination with de luxe equipment.
- **De Luxe Cab**: Rear corner windows, bright metal windshield and window reveals, garnish moldings, driver's arm rest, right-hand sun shade and seat back trim panel. Chrome grille, 3000 series.
- **Wide Running Boards**: (for 3104, Pick-Up model). Easier loading and unloading. Ideal for newspaper and other jumper distribution use.
- **Oil-Bath Air Cleaner**: A heavy-duty unit, for trucks that operate in dusty regions.
- **Oil-Filter**: Protects engine bearing surfaces, by removing dirt and grit from the engine oil.
- **Right-Hand Seat**: Provides accommodation for a helper or passenger in Panel and Canopy models.
- **Genuine Leather Upholstery**: May be had for all models except Sedan Delivery.
- **Auxiliary Rear Springs**: Available for Series 4000 models, Std. on 5000, 6100, 6100 Combined Cap. 7800 lbs., each.
- **Heavy-Duty Clutch (10½ inch)**: For use in place of the regular 9½-inch clutch of 3100 Series models and the Sedan Delivery. Increases facing material area by 43 per cent, prolongs its life. Recommended for vehicles in multi-stop delivery service.
- **Back-of-Cab Wheel Carrier**: An accessible and secure carrier for use with dump trucks, tractor units. Has provision for locking.
### Specifications

#### Conventional Models

<table>
<thead>
<tr>
<th>Series</th>
<th>1500</th>
<th>3100</th>
<th>3600</th>
<th>3800</th>
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</tr>
<tr>
<td>Type</td>
<td>Front: 11” x 1 3/4”, Rear: 12” x 2”</td>
<td>Front: 11” x 1 3/4”, Rear: 12” x 2”</td>
<td>Front: 11” x 1 3/4”, Rear: 12” x 2”</td>
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<td>Front: 11” x 1 3/4”, Rear: 12” x 2”</td>
</tr>
<tr>
<td>FUEL TANK</td>
<td>Capacity, Gallons</td>
<td>16</td>
<td>16</td>
<td>16</td>
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46
### CAB-OVER-ENGINE MODELS

<table>
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<tr>
<th>MODEL</th>
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<th>5100</th>
<th>5100S</th>
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<tr>
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<td>120</td>
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<td>170</td>
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<tr>
<td>Gear</td>
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<td>2nd</td>
<td>3rd</td>
<td>4th</td>
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<td>18th</td>
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### CHASSIS FOR SCHOOL BUSES

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<th>6702</th>
<th>3742</th>
<th>3942</th>
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<tbody>
<tr>
<td>Gross, Net Horsepower</td>
<td>120</td>
<td>130</td>
<td>140</td>
<td>150</td>
</tr>
<tr>
<td>Transmission</td>
<td>11:1</td>
<td>12:1</td>
<td>13:1</td>
<td>14:1</td>
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<tr>
<td>Gear</td>
<td>1st</td>
<td>2nd</td>
<td>3rd</td>
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### DUBL-DUTI MODELS

<table>
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<tr>
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<tbody>
<tr>
<td>Gross, Net Horsepower</td>
<td>120</td>
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<td>140</td>
<td>150</td>
</tr>
<tr>
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<td>11:1</td>
<td>12:1</td>
<td>13:1</td>
<td>14:1</td>
</tr>
<tr>
<td>Gear</td>
<td>1st</td>
<td>2nd</td>
<td>3rd</td>
<td>4th</td>
</tr>
</tbody>
</table>

### SPECIFICATIONS

#### WHEELBASE

- 13,000 lb.
- 16,000 lb.

#### NOMINAL RATING

<table>
<thead>
<tr>
<th>Type</th>
<th>Frame</th>
<th>Nominal Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>AXLE, REAR (Hydraulic)</td>
<td>Full-floating</td>
<td>12,000 Pounds</td>
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</table>

#### GROSS VEHICLE WEIGHT, Max. Capacity

<table>
<thead>
<tr>
<th>Type</th>
<th>Nominal Rating</th>
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</thead>
<tbody>
<tr>
<td>AXLE, FRONT (I-Beam)</td>
<td>Full-floating</td>
</tr>
</tbody>
</table>

#### SPRINGS, REAR

<table>
<thead>
<tr>
<th>Type</th>
<th>Nominal Rating</th>
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</thead>
<tbody>
<tr>
<td>AXLE, FRONT</td>
<td>Full-floating</td>
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</tbody>
</table>

### ENGINE

- Heavy-Duty: 235-5 Cubic Inches, 6 Cylinders, Valve-in-Head
- 189 Foot-Pounds, 1000 to 1900 R.P.M.
- 174 lb./ft.
- 192 lb./ft.
- 173 lb.
- 90 at 3100 R.P.M.
- 90 at 3300 R.P.M.

### COOLING SYSTEM

- Harrison Ribbed Cellular Core, 17% Quart, Self-Adjusting Centrifugal Pump
- 2600 Engine R.P.M., High Gear
- 15-Quart, Self-Adjusting Centrifugal Pump

### AIR CLEANER

- 2-Speed Synchro-Mesh, Provision for Power Take-Off

### TRANSMISSION

- In Floor of Driver's Compartment (Mounted on transmission)
- Small, 4-Speed, Manual
- 4-Speed
- On Steering Column
- On Transmission

### BRAKES, SERVICE

- 12" x 2" Front
- 14" x 2%" Rear
- 240 Total Lining Area, Sq. In.
- Booster, Single Plate

### SHOCK ABSORBERS

- Single-Armed, D.A. Type
- D.A. Type
- 10:1

### STEERING GEAR

- 18 Capacity, Gallons

### FUEL TANK

- 16
WHEREVER YOU ARE—
THERE'S A CHEVROLET DEALER'S SERVICE STATION
CLOSE AT HAND TO GIVE EXPERT AID

Chevrolet owes its sales leadership not only to the excellence of its products, but also to its national service training program—the most comprehensive in the industry. In every dealer’s service station, mechanics are under continuous training and instruction—so that every truck owner may be assured of service by experts using up-to-date equipment and genuine Chevrolet parts.