

WHEN YOU BUY A CHEVROLET Advance TRUCK

you have the assurance that the vast resources of Chevrolet will provide a TRUCK OF OUTSTANDING QUALITY, DEPENDABILITY AND VALUE.

This is the Chevrolet tradition and the principal reason why, since 1938, more Chevrolet trucks have been bought than any other make.

10 TO Minimana)) SOUND ENGINEERING QUALITY MATERIALS CONTROLLED MANUFACTURING PRECISION COMPONENTS ASSEMBLED TO YOUR ORDER YOUR ASSURANCE THAT CHEVROLET Advance TRUCKS ARE RIGHT FOR YOUR JOB!

FOR 1954

CHEVROLET Advance TRUCKS

HAVE

- PERFORMANCE
- SAFETY
- ECONOMY
- DEPENDABILITY



MODEL 1508 SEDAN DELIVERY 115" WHEELBASE, MAXIMUM G.V.W. 4100 LB.

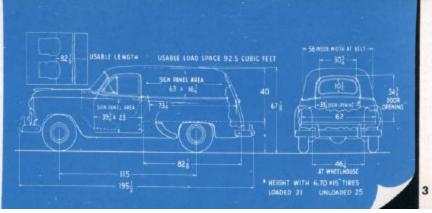
Sparkling new performance with economy makes the Sedan Delivery ideal for light delivery work. The all-steel Body by Fisher mounted on a passenger car chassis offers distinctive styling and fine appearance combined with maximum load protection. Standard equipment includes the Chevrolet valve-in-head engine and three-speed Synchro-Mesh transmission. Powerglide automatic transmission is available as an option at extra cost. Knee-action front wheel suspension, ride stabilizer and direct double-acting shock absorbers offer passenger car riding qualities in a commercial vehicle.

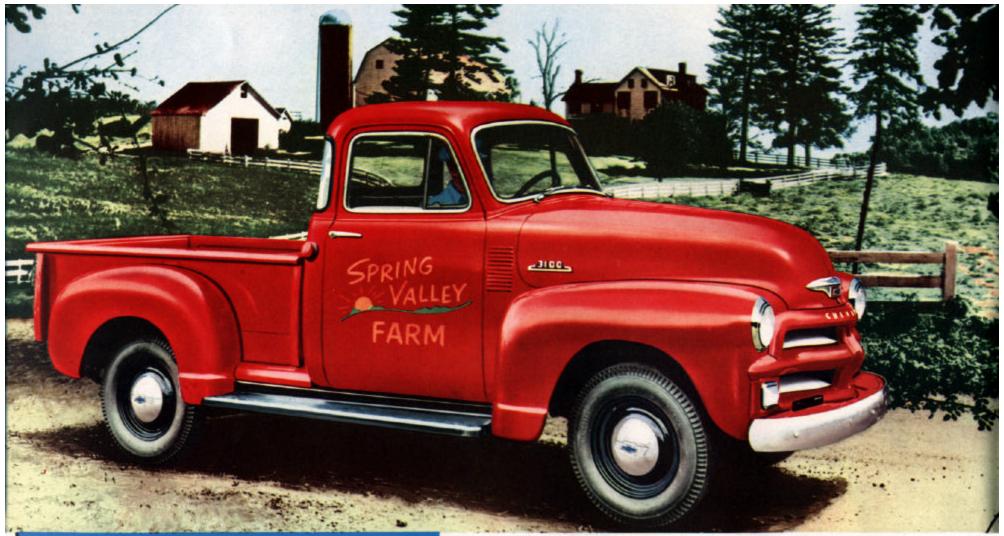
STANDARD EQUIPMENT

Knee-Action front suspension • Steering column gearshift • Three-speed Synchro-Mesh transmission • Rear axle ratio, 3.7:1 • Tires, 6.70-15, 4-ply rating • Direct double-acting shock absorbers, front and rear • Bumpers, front and rear • Ignition key starting • 45-amp. generator.

OPTIONAL EQUIPMENT

Powerglide automatic transmission • Heavy-duty 10° clutch • Oil filter 1 qt. capacity • E-Z-Eye Glass • Fuel and vacuum pump • Tires, maximum 6.70-15, 6-ply rating • Truck-type oil-bath air cleaner • Heavy-duty rear springs • Governor • 8 Passenger car colors • 45-amp, generator • 50-amp, generator. Also 40 amp. and 55 amp.





NAME OF THE STREET OF THE STRE

MODEL 3104 PICKUP 116" WHEELBASE, MAXIMUM G.V.W. 4800 LB.

The new, stronger and deeper body of this popular model is mounted lower on the chassis for easier loading and provides 27 square feet of smooth, unobstructed floor space. Full-length floor boards, joined by flush skid strips, form the strong, wear-resistant platform. The rigid steel tail gate can be leveled to support a long load or lowered to a vertical position for easier access to the platform. The grain-tight tail gate and level side flanges make this body ideal for hauling either bulk or packaged materials. Stake pockets are provided for the installation of racks when needed.

STANDARD EQUIPMENT

Comfortmaster Cab • Thriftmaster 235 engine • Clutch 10° diameter • Three-speed Synchro-Mesh transmission • Tires, 6.00-16, 6-ply rating • Direct double-acting shock absorbers, front and rear • Steering column gearshift • Foot-operated parking brake • Front bumper • 45-amp, generator.

OPTIONAL EQUIPMENT

Comfortmaster De Luxe Cab • Ride Control Seat • 3-speed heavy-duty Synchro-Mesh transmission • 4-speed Synchro-Mesh transmission • Automatic transmission • Heavy-duty 11" clutch • Sidemounted tire carrier • E-Z-Eye Glass • Tires, maximum, 15", 6-ply rating • 45-, 50- and 55-amp. generator • Left-hand push-button door lock • Oilbath air cleaner • 10-leaf rear springs • Rear corner windows • Governor • Rear shock absorber shields.



MODEL 3105 PANEL 116" WHEELBASE, MAXIMUM G.V.W. 4800 LB.

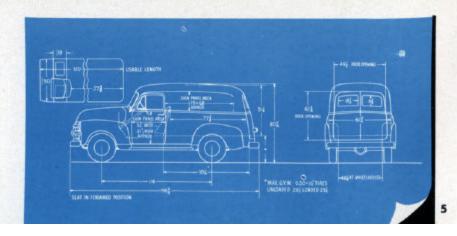
When load protection is important, this model is most practical. The all-steel body, with insulated top and sides, is tightly sealed to exclude rain and dust. Large rear doors can be opened to 90, or 180 degrees to facilitate loading or unloading. Sturdy plywood with steel skid strips provide a smooth durable floor. The steering column gearshift and foot-operated parking brake eliminate floor obstruction for easy entrance or exit from the curb side of the driver compartment.

STANDARD EQUIPMENT

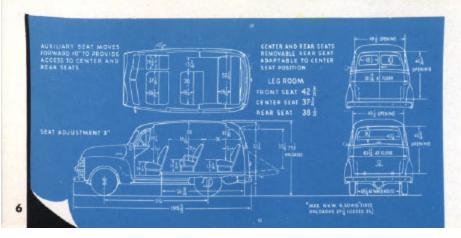
Ventipanes • Right-hand push-button door lock • Thriftmaster 235 engine • Three-speed Synchro-Mesh transmission • Gearshift on steering column • Foot-operated parking brake • Tires, 6.00-16, 6-ply rating • Front and rear bumpers • Ride stabilizer, 3105 only • Direct double-acting shock absorbers, front and rear • Dual windshield wipers, 45-amp generator.

OPTIONAL EQUIPMENT

De Luxe equipment • Heavy-duty 3-speed Synchro-Mesh transmission • Automatic transmission • Four-speed Synchro-Mesh transmission • 10-leaf rear springs • Heavy-duty 11" clutch • E-Z-Eye Glass except rear-door windows • Left-hand push-button door lock • Oil-bath air cleaner • Tires, maximum, 15", 6-ply rating • Auxiliary seat • Choice of 12 Colors • Governor • 45-, 50- or 55-amp. generator • Electric Windshield Wiper.







MODELS 3106 AND 3116 SUBURBAN CARRYALL 116" WHEELBASE, MAXIMUM G.V.W. 4800 LB.

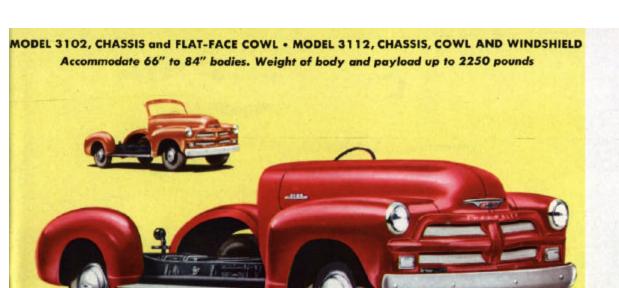
The versatility of this eight-passenger model is widely acknowledged. Within minutes it can be converted from a passenger vehicle to a cargo carrier. The easily removed center and rear seats offer the flexibility needed for a variety of combination passenger and commodity loads. The pleasing over-all appearance is enhanced by the rich maroon and gray interior trim and the bright metal reveal moulding around the one-piece windshield. Dual sunshades and arm rest on left hand door contribute to the comfort of driver and passengers. Panel-type rear doors are furnished on Model 3106; tail and lift gate forms the rear opening on Model 3116. Front and rear shock absorbers and a ride stabilizer contribute to smooth comfortable riding.

STANDARD EQUIPMENT

Maroon and gray interior trim • Right-hand pushbutton door lock • Ventipanes in side door windows • Thriftmaster 235 engine • Standard air cleaner • Clutch 10" diameter • Three-speed Synchro-Mesh transmission • Tires, 6.00-16, 6-ply rating • Steering column gearshift • Foot-operated parking brake • Front and rear bumpers • 45-amp, generator.

OPTIONAL EQUIPMENT

Automatic transmission • 3-speed heavy-duty transmission • Four-speed Synchro-Mesh transmission • 10-leaf rear springs • Heavy-duty 11" clutch • E-Z-Eye Glass • Choice of 12 colors • Left-hand pushbutton door lock • Oil-bath air cleaner • 15", 6-ply rating tires • Governor • 45-, 50- or 55-amp. generator.



LIGHT-DUTY CHASSIS

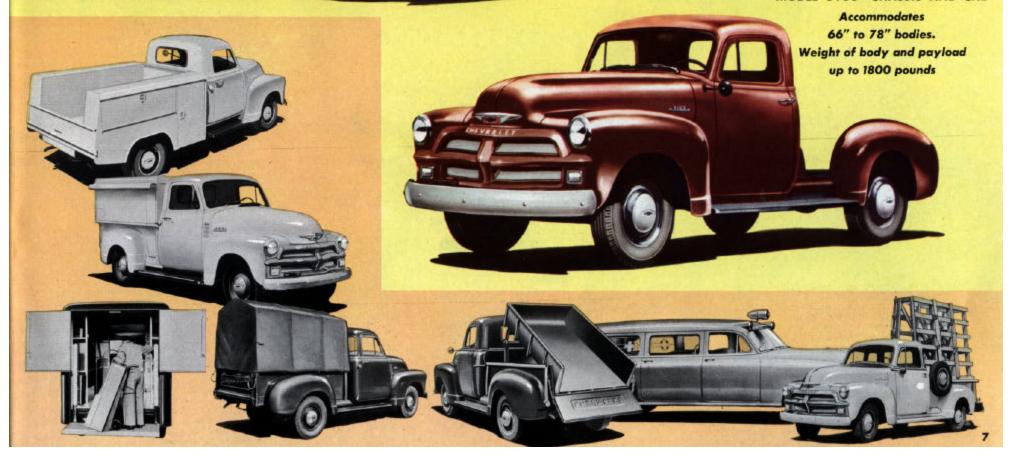
116" Wheelbase, Maximum G.V.W. 4800 Lb.

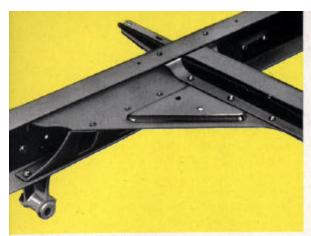
FOR THE INSTALLATION OF VOCATIONAL BODIES

Available with the new Comfortmaster Cab, flat face cowl, or cowl and windshield, with full-length running boards and four fenders, these chassis accommodate standard and special-purpose bodies of many types. Power, economy and flexibility are offered in these units with the new Thriftmaster 235 Engine, new rear axle ratio of 3.9 to 1 and a choice of four transmissions, including the Synchro-Mesh Standard Three-Speed, Heavy-Duty Three-Speed,* Four-Speed* and the new Automatic.* Durability and dependability are increased by improvements in the design of many of the chassis components.

*Regular production option at extra cost.

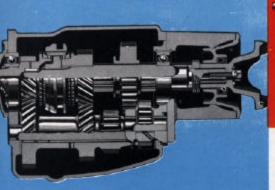
MODEL 3103-CHASSIS AND CAB





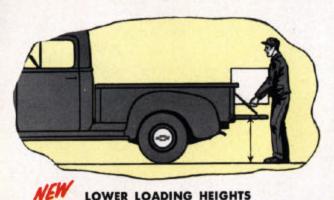
MORE RIGID FRAME

Sturdy crossmembers and strong gusset plates anchored to tough channel side rails form the solid "backbone" of the chassis. A new, heavier crossmember at the rear of the engine adds to the rigidity of the frame structure.

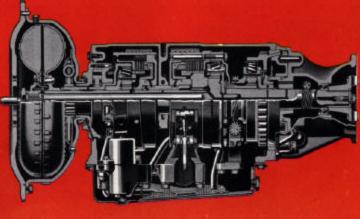


WEW HEAVY-DUTY 3-SPEED TRANSMISSION*

Greater gear reductions and more rugged construction make this durable Synchromesh Transmission suitable for heavier duty operations than usually are required of the standard unit. Easy gearshifting is provided by the handy steering column control.



Reduced frame kickup at the rear axle and modified body mountings provide a substantially lower loading height. Even though the sides of the pickup body are high, the over-the-side loading height is less.



NEW AUTOMATIC TRANSMISSION*

Easier driving, easier operation and time saving in deliveries, particularly under continuous stop-and-go conditions, are provided by this automatic 4-speed transmission of hydra-matic design. The selector lever is conveniently mounted on the steering column,

NEW 10" DIAPHRAGM SPRING CLUTCH

New strap-type design provides smoother clutch action. Larger and more durable clutch facing provides longer life. Minimum pedal pressure is required by the diaphragm spring to disengage the clutch.



LIGHT-DUTY SERIES

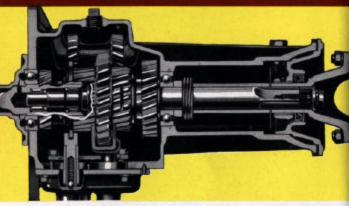
FOR PAYLOADS

NEW FEATURES . . .

THAT INTRODUCE A

MEASURE OF DEPENDABILITY

ENGINEERED FOR MAXIMUM ECONOMY .



STANDARD 3-SPEED SYNCHRO-MESH TRANSMISSION

Gears are carburized for increased resistance to wear. Gear teeth are chamfered to allow greater tooth contact and are shot peened to resist metal fatigue. The double row pilot bearing improves the alignment of the mainshaft assuring longer service life of the gears. Greater durability and increased capacity is the result of these important improvements.

4-SPEED SYNCHRO-MESH TRANSMISSION

For heavy-duty operation, this transmission with lower gear ratios provides added power multiplication and increased durability. A power take-off opening is located on the left side of the case.



CHASSIS FEATURES 3100

UP TO 1500 POUNDS

IMPROVED FEATURES

GREATER-THAN-EVER

IN LIGHT-DUTY TRUCK OPERATION

EASIER LOADING • GREATER DRIVING EASE



STEERING COLUMN **GEARSHIFT WITH** 3-SPEED TRANSMISSIONS

The gear shift lever for three-speed transmissions and the selector lever for the automatic transmission are mounted on the steering column directly below the steering wheel for quick, easy shifting. The location of these control levers and the footoperated parking brake eliminate floor obstruction in the driver com-



4-SPEED TRANSMISSION GEARSHIFT

Gearshift control is provided by the floor mounted lever.



TORQUE-ACTION BRAKES

REAR AXLE

A new rear axle gear ratio (3.9 to 1) contributes to greater gasoline economy. The hypoid ring gear and pinion, flanged axle shafts,

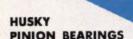
and single unit housing offer advantages of greater strength and durability. A removable plate simplifies axle inspection.

The brake shoes, energized by the turning of the brake drums, operate with light pedal pressure. Bonded linings eliminate rivet scoring of the drums. Composite cast iron and steel drums dissipate heat quickly. Flanged drums protect the brakes from dirt and moisture.



RECIRCULATING BALL-GEAR STEERING

Easy steering is accomplished by scores of steel balls revolving in the gear nut on the worm. Friction is minimized, resulting in longer gear life.



Accurate alignment and long life of the drive gears are assured by the sturdy double row ball bear-ing and roller bearing support of the pinion shaft ..



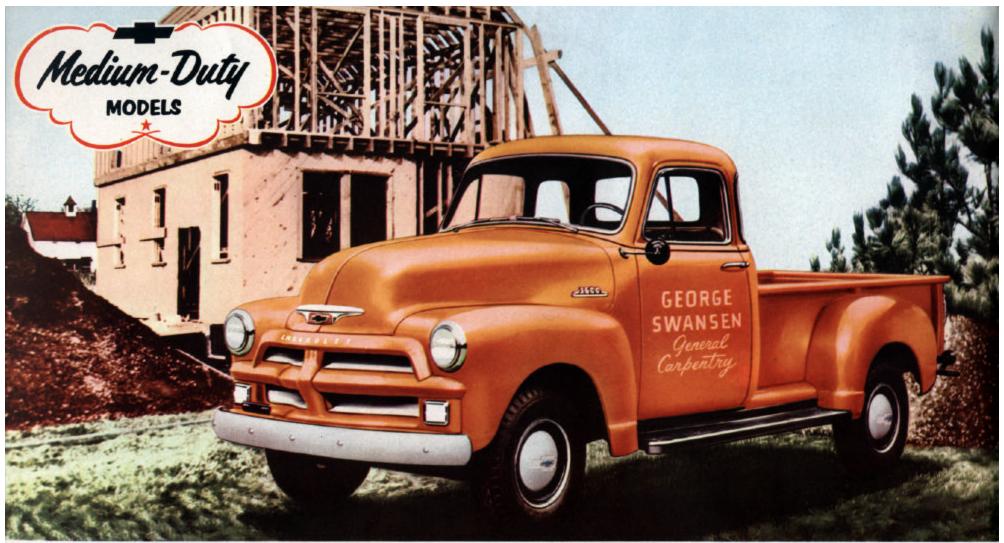
FOOT-OPERATED PARKING BRAKE

Conveniently located pedal provides positive application. Release is by hand control on instrument panel.

FRONT AXLE

The I-Beam has capacity of 2200 lbs. Sturdy king pins and spindles are designed to withstand road shock and contribute to easy steering.





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MODEL 3604 PICKUP 1251/4" WHEELBASE, MAXIMUM G.V.W. 5800 LB.

The stronger, longer, and deeper body of this all-purpose model provides a clear load space, $90^{\circ} \times 50^{\circ}$ with $17\frac{1}{2}^{\circ}$ sides and ends, and is mounted lower on the chassis for easier loading. Steel skid strips set flush with the wear-resistant floor boards. The rigid, grain-tight tail gate may be leveled to support long loads or dropped for easier access to the body. Six built-in stake pockets simplify the addition of stake racks or canopy top.

STANDARD EQUIPMENT

Comfortmaster Cab • Thriftmaster 235 engine • Front bumper • Clutch 10° diameter • Three-speed Synchro-Mesh transmission • Tires, 15-inch, 6-ply rating • Direct double-acting shock absorbers, front and rear • Torque-action brakes • Foot-operated parking brake • Right-hand push-button door lock • 45-amp, generator.

OPTIONAL EQUIPMENT

Comfortmaster De Luxe Cab • Heavy-duty 3-speed Synchro-Mesh transmission • Automatic transmission • Heavy-duty 11" clutch • E-Z-Eye Glass • Side-mounted tire carrier • Oil-bath air cleaner • Four-speed Synchro-Mesh transmission • Tires, maximum, 7.50-17, 8-ply • 8-leaf rear springs • Heavy-duty radiator, 17-quart capacity • Rear corner windows • Rear axle ratio, 5.14:1 • Left-hand push-button door lock • Rear bumper • 45-, 50- or 55-amp. generator • Ride Control Seat • Electric Windshield Wiper.



MODEL 3609 STAKE 1251/4" WHEELBASE, MAXIMUM G.V.W. 6500 LB. Model 3608 Platform, also available

For the handling of bulky merchandise, this sturdy, dependable stake truck now provides a full 45 square feet of floor area (7½ feet by 6 feet) within the stakes. The durable hardwood platform is reinforced with steel skid strips and is mounted lower for easier loading. Interlocking removable stake racks are firmly supported by reinforced steel pockets in the stronger rub rail. Heavy-duty equipment,* including dual rear wheels, is available for the maximum gross vehicle weight rating.

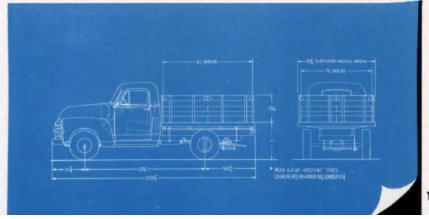
*Regular production option at extra cost.

STANDARD EQUIPMENT

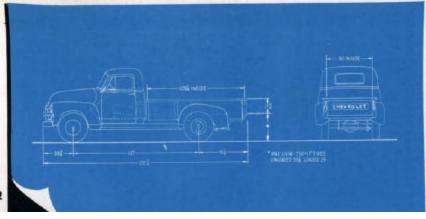
Comfortmaster Cab • Thriftmaster 235 engine • Standard air cleaner • Cooling system capacity, 16 quarts • Three-speed Synchro-Mesh transmission • Tires, 15-inch, 6-ply rating • Direct double-acting shock absorbers, front and rear • Fuel tank, 17½ gallons • Right-hand push-button door lock • 45-amp. generator.

OPTIONAL EQUIPMENT

Comfortmaster De Luxe Cab • Heavy-duty 3-speed Synchro-Mesh transmission • Heavy-duty 11° clutch • Automatic transmission • 8-leaf rear springs • Heavy-duty cooling system, 17-quart capacity • 6.50 x 16—6-ply tires, front and dual rear • E-Z-Eye Glass • Oil-bath air cleaner • Four-speed Synchro-Mesh transmission • Governor • Rear corner windows • Rear axle ratio, 5.14:1 • Left-hand push-button door lock • 45-, 50- or 55-amp. generator • Ride Control Seat • Elec. W/S Wiper







MODEL 3804 PICKUP 137" WHEELBASE, MAXIMUM G.V.W. 7000 LB.

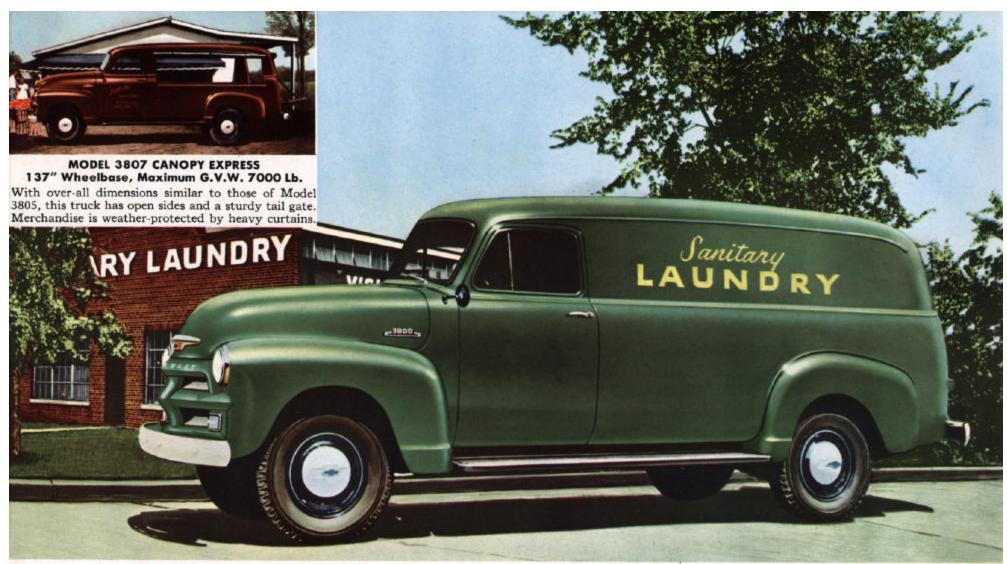
This large pickup truck has $37\frac{1}{2}$ square feet of unobstructed floor space and a payload capacity of 2900 pounds. Floor boards of uniform width are joined by flush steel skid strips to make the durable platform. Deeper sides, with ends of the same height, accommodate larger loads, and the tail gate is grain-tight to prevent leakage of bulk materials. Lower platform height makes loading easier. Eight stake pockets provide for installation of racks or canopies.

STANDARD EQUIPMENT

Comfortmaster Cab • Thriftmaster 235 engine • Cooling system capacity, 17 quarts • Four-speed Synchro-Mesh transmission • Tires, 7.00-17, 6-ply rating front, 8-ply rating rear • Direct double-acting front shock absorbers • Torque-action brakes • Footoperated parking brake • 45-amp. generator.

OPTIONAL EQUIPMENT

Comfortmaster De Luxe Cab • Ride Control Seat • Heavy-duty three-speed transmission • Automatic transmission • Heavy-duty clutch, 11" diameter • Rear corner windows • Side-mounted tire carrier • Oil-bath air cleaner • Heavy-duty cooling system, capacity 18 quarts • Tires, maximum, 7.50-17, 8-ply rating • Direct double-acting rear shock absorbers • Auxiliary rear springs • Governor • 45-, 50- or 55-amp, generator • Electric Windshield Wiper.



MODEL 3805 PANEL 137" WHEELBASE, MAXIMUM G.V.W. 7000 LB.

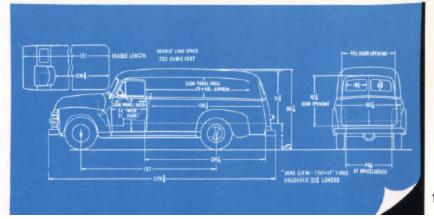
All-weather protection of bulky loads is assured in this large panel truck. Cargo items as long as 121/2 feet may be carried while bulk capacity is 202 cubic feet. In the all-steel body. insulated sides and top combine with the tightly sealed, sturdy plywood floor to provide complete protection for merchandise. Steel skid strips make loading easier and protect the floor. Large rear doors open to 90° for curbside loading or to 180° for loading from a dock.

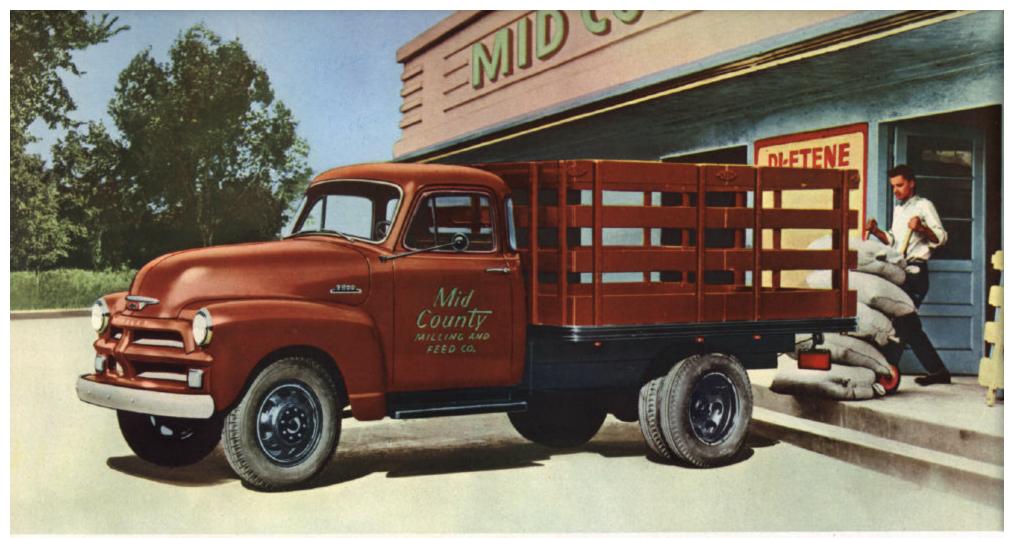
STANDARD EQUIPMENT

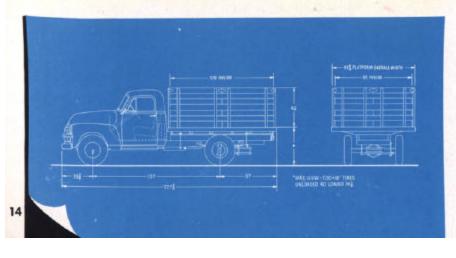
Ventipanes • Thriftmaster 235 engine • Cooling system capacity, 17 quarts . Four-speed Synchro-Mesh transmission . Front and rear bumpers . Tires, 7.00-17, 6-ply rating, front and 8-ply rear . Direct double-acting front shock absorbers . Foot-operated parking brake . Right-hand push-button door lock • Torque-action brakes • 45-amp, generator.

OPTIONAL EQUIPMENT

De luxe equipment . Heavy-duty clutch, 11" diameter • Heavy-duty 3-speed transmission • Automatic transmission • E-Z-Eye Glass • Oil-bath air cleaner . Heavy-duty cooling system, capacity 18 quarts . Tires, maximum, 7.50-17, 8-ply rating . Direct double-acting rear shock absorbers . Auxiliary seat . Auxiliary rear springs . Governor . Left-hand push-button door lock • 45-, 50- or 55-amp. generator. Electric Windshield Wiper.







MODEL 3809 STAKE 137" WHEELBASE, MAXIMUM G.V.W. 8800 LB. Model 3808, Platform, also available

The body of this multi-purpose truck measures a full nine feet long by seven feet wide inside the 42" stake racks, and is mounted low on the chassis for easy loading. The sturdy hardwood platform with flush-type steel skid strips is protected by a steel rub rail of great strength. The rounded platform corners add to utility and appearance. Reinforced stake pockets in the rub rail support the interlocking racks firmly while a latch holds them securely to the platform.

STANDARD EQUIPMENT

Comfortmaster Cab • Thriftmaster engine • Clutch, 10" diameter • Cooling system capacity, 17 quarts • Four-speed Synchro-Mesh transmission • Tires, 7.00-17, 6-ply rating front, 8-ply rating, single, rear • Direct double-acting front shock absorbers • Foot-operated parking brake • Righthand push-button door lock • 45-amp, generator • Torque-action brakes.

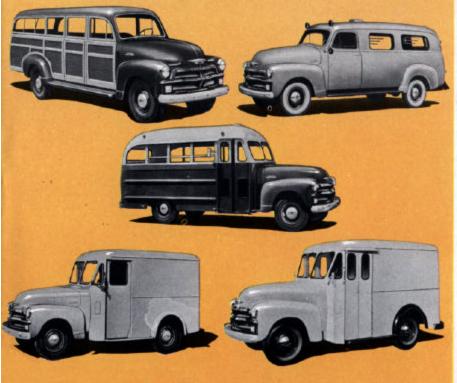
OPTIONAL EQUIPMENT

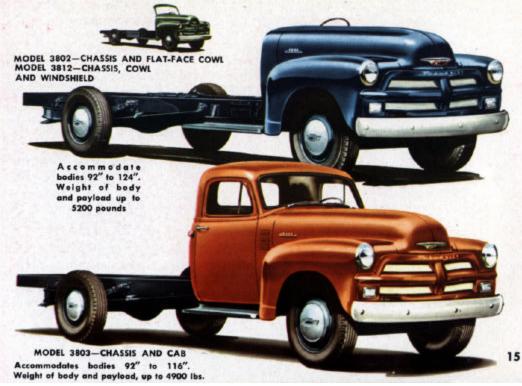
Comfortmaster De Luxe Cab • Ride Control Seat • Heavy-duty clutch, 11" diameter • Heavy-duty 3-speed transmission • Automatic transmission • Oil-bath air cleaner • Heavy-duty cooling system, capacity 18 quarts • Tires, maximum, 7.00-18, 8-ply rating (dual rear) • Direct double-acting rear shock absorbers • Auxiliary rear springs • Governor • Rear corner windows • Left-hand push-button door lock • 40-, 45-, 50- or 55-amp, generator • E-Z-Eye Glass.

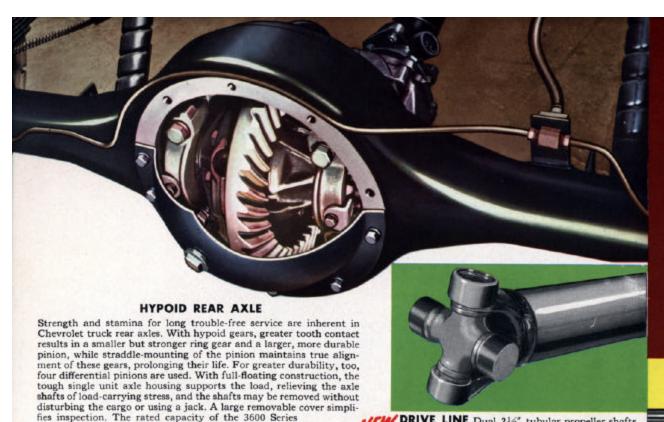


MEDIUM-DUTY CHASSIS To provide for the installation of a wide variety of standard and special-purpose bodies, two basic medium-duty chassis are regularly equipped with front fenders and short running boards and with either flat face cowl, cowl and windshield, or the new Comfortmaster Cab. The 3600 Series chassis, with 125½" wheelbase and 48½" cab-to-rear axle dimension, has a maximum gross vehicle weight rating of 6500 pounds. The 3800 Series chassis has a 137" wheelbase, 60" "CA" dimension, and a maximum G.V.W. of 8800 pounds. For improved performance and economy, both chassis now are powered by the Thriftmaster 235 engine. Other standard features include Diaphragm Spring Clutch, Synchro-Mesh Transmission and Hotchkiss drive, as well as a full-floating hypoid rear axle, two-stage rear springs, Ball-gear Steering, and Torque-Action Brakes. The new Automatic Transmission,* adding convenience of automatic gearshifting for greater driving ease is optional at extra cost.









with three universal joints transmit the engine torque to the rear axle. Driving thrust of the wheels to the chassis frame is cushioned by the rear springs for greater durability of the drive system.

JOINTS Simplified construction with

heavier trunnions and bearings increases the capacity of the universal joints, resulting in longer life as well as meeting requirements of higher output engines.



FRONT AXLE

Tough steel is drop-forged and heat-treated to make a sturdy I-beam front axle with rugged easy-turning steering knuckles and large diameter wheel spindles. This complete unit is built to carry maximum loads and withstand severe road shocks. Rated axle capacity for 3600 Series is 2500 pounds; that for 3800 Series, 3500 pounds.

axle is 5000 pounds; that of the 3800 Series 7200 pounds.

STANDARD 3-SPEED SYNCHRO-MESH TRANSMISSION

With greatly strengthened helical gear teeth, the capacity of the 3-speed transmission of Series 3600 trucks is increased for prolonged trouble-free operation. With this Synchro-Mesh Transmission and its handy steering column control, gearshifting is always positive, smooth, quiet and easy.

MEDIUM-DUTY

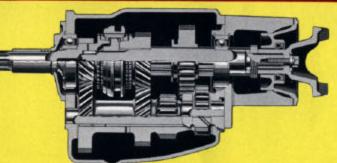
SERIES 3600

FOR PAYLOADS UP

REFINED THROUGHOUT FOR

NEW STRENGTH

GREATER LOAD-MAXIMUM



NEW HEAVY-DUTY 3-SPEED SYNCHRO-MESH

For heavier duty operations which do not require use of a 4-speed transmission, this 3-speed Synchro-Mesh Transmission is ideal with greater gear reductions and even more rugged construction than the regular 3-speed transmission, it is available at extra cost in both Series 3600 and 3800. To Series 3800, which is regularly equipped with the 4-speed transmission and floor-mounted gearshift, it offers the convenience of steering column gearshift.



NEW 10" DIAPHRAGM SPRING CLUTCH

Quiet, positive full-pressure engagement, and disengagement with unusually light pedal pressure are assured by new clutch design. Single diaphragm spring eliminates numerous coil springs and levers, reducing number of working parts.

CHASSIS FEATURES

AND 3800

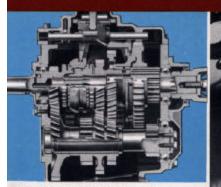
TO 4300 POUNDS

INCREASED DEPENDABILITY

AND STAMINA . . .

HANDLING CONVENIENCE . . .

DRIVING EASE



4-SPEED SYNCHRO-MESH TRANSMISSION

A rugged unit, providing lower gear reduction when extra pulling power is needed. Easy to shift, quiet in operation. (Standard on Series 3800, optional* on Series 3600.)



STEERING COLUMN GEAR SHIFT 3-SPEED TRANSMISSIONS

Convenient shifting and a clear floor for easy entrance from the curb side of the driver compartment feature the steering column gearshift.

RECIRCULATING BALL-GEAR STEERING

GEAR SHIFT CONTROL

duty operating conditions.

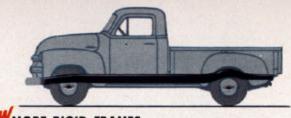
4-SPEED TRANSMISSION

The floor-mounted lever provides

direct control of the transmission

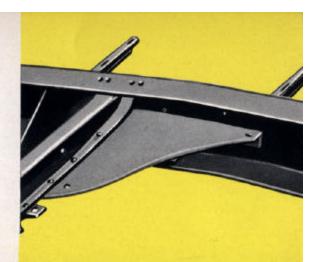
for easy gearshifting under heavy-

Easy steering is achieved by recirculating ball-gear design, an engineering development to reduce friction to a minimum.



MORE RIGID FRAMES

The frame for the 3600 Series truck is lengthened to provide proper support for longer pick-up and stake bodies. A new heavier cross-member at the rear of the engine and reinforcing gusset plates at the rear spring front hangers makes the sturdy chassis frames even more rigid.



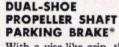
NEW AUTOMATIC TRANSMISSION

Shifting is automatic through hydraulic power in this new 4-speed Hydra-Matic transmission, available in both Series 3600 and 3800, for easiest, simplest driving. The convenient selector lever just below the steering wheel has five positions: neutral, reverse, and three forward speed ranges, one for all normal driving, one for faster acceleration in traffic, and one for slow, heavy going.



FOOT-OPERATED PARKING BRAKE

Easily applied with footoperated pedal and released with hand control on instrument panel.



With a vise-like grip, the two shoes of this brake applied to the drum on the propeller shaft provide maximum holding power and safety. Optional* on Models 3802 and 3812 with four-speed transmission only.

*Regular production option at extra cost.



TORQUE-ACTION BRAKES

Torque-Action brakes, both front and rear, utilize the turning action of the brake drums to energize the brake shoes for safe, smooth stops, with less pedal pressure. Bonding of the brake linings eliminates rivets and consequent scoring of the drums, and practically doubles the lining life.



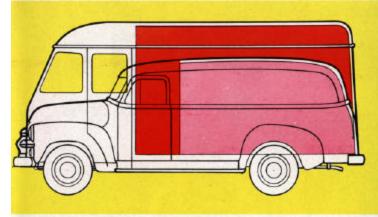




FORWARD CONTROL CHASSIS

MODEL 3742—1251/4" Wheelbase, Maximum G.V.W. 7000 Lb. MODEL 3942—137" Wheelbase, Maximum G.V.W. 10,000 Lb.

Because their driving controls are located far forward, these two chassis accommodate door-to-door delivery bodies of varying lengths for a wide variety of vocations. A special heavy-duty Loadmaster 235 engine, 107 gross horsepower, with closed crankcase ventilation, provides the power, economy, and durability needed in stop-and-go operation. Chassis components include heavy-duty Diaphragm Spring Clutch, Synchromesh Transmission, Hotchkiss drive, full-floating hypoid rear axle, and Torque-Action Brakes. Steering Column Gearshift (Model 3742), Recirculating Ball-Gear Steering, Foot-Operated Parking Brake, and push-button starting contribute to ease of operation. A front ride stabilizer, semi-elliptic springs, and shock absorbers protect the load by cushioning the ride.



DOUBLE CUBIC LOAD CAPACITY NO ADDITIONAL OVER-ALL LENGTH

With all driving controls at the extreme front of the chassis, double the cubic load capacity of a standard panel body is available without any increase in the wheelbase.



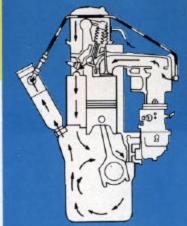
DIRECT DOUBLE-ACTING SHOCK ABSORBERS

Direct, double-acting shock absorbers contribute to riding ease and load protection. Sealed for life, they require neither lubrication nor maintenance. Standard front and rear on Model 3742, and on front of 3942. Cam and lever type shock absorbers optional* on rear of Model 3942.

Easy accessibility to the load

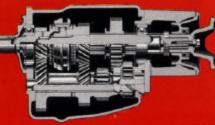






CLOSED CRANKCASE VENTILATION

The special, closed crankcase ventilation system of these models prolongs engine life by minimizing the formation of sludge, rust, corrosion, or the harmful gases generated during periods of frequent idling and slow speed operation.



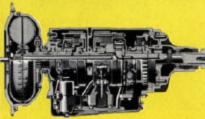
NEW HEAVY-DUTY 3-SPEED TRANSMISSION*

This synchromesh transmission with steering column control is available for Models 3742 and 3942. The sturdiness and convenience of this transmission are decided advantages in frequent stop truck operation.

DUAL-SHOE PROPELLER SHAFT PARKING BRAKE*

Available as an option at extra cost on Model 3942 with four-speed transmission. Maximum holding power and safety is provided by the viselike grip when the two brake shoes are applied to the drum.

*Regular production option at extra cost.

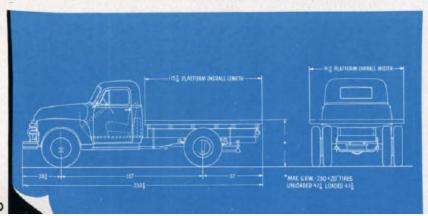


AUTOMATIC TRANSMISSION*

Easier, simpler driving and time saving in delivery operations are provided by this hydraulically controlled, 4-speed Hydra-Matic transmission. The convenient selector lever, just below the steering wheel, provides for three forward speed ranges, neutral and reverse.







MODEL 4108 PLATFORM 137" WHEELBASE, MAXIMUM G.V.W. 14,000 LB. Models 4408-6108-6408—Platform Trucks also available

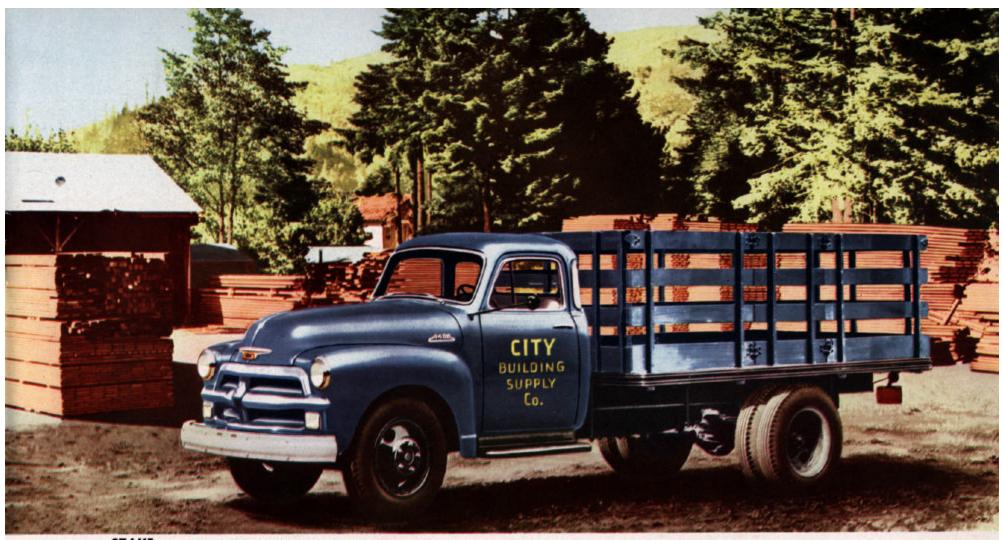
Ruggedly constructed of seasoned hardwood and steel. The smooth, wear-resistant floor, with thick boards spaced to allow for any expansion, are joined by steel skid strips inset flush with the wood. Steel cross sills form a sturdy support and are redesigned for lowest practical platform height. Steel rub rails of beaded construction offer maximum protection to all sides. Reinforced steel stake pockets are provided for racks.

STANDARD EQUIPMENT

Comfortmaster Cab • Torque-action front and Twin-Action rear brakes • Thriftmaster 235 engine • Cooling system capacity, 17 quarts • Four-speed Synchro-Mesh transmission • Heavy-duty clutch 11" diameter • Six tires, 6.50-20, 6-ply rating • Rear axle ratio 6.17:1 • Rear springs 4465-lb. capacity at ground, each • Dual-Shoe propeller shaft-type parking brake • Right-hand push-button door lock • 45-amp. generator.

OPTIONAL EQUIPMENT

Comfortmaster De Luxe Cab • Loadmaster 235 engine • Heavy-duty cooling system capacity, 18 quarts • Heavy-duty frame • Tires, maximum, 7.50-20, 10-ply rating (dual rear) • Rear axle ratio 5.43:1 • Heavy-duty front springs • Heavy-duty front axle 4500-lb. capacity • Hydrovac power brake • Auxiliary (6-leaf) springs • Rear corner windows • Governor • Double-acting shock absorbers, front and rear • Left-hand push-button door lock • 45-, 50- or 55-amp. generator • E-Z-Eye Glass • Ride Control Seat • Elec. W/S Wiper.



MODEL 4409 STAKE 161" WHEELBASE, MAXIMUM G.V.W. 14,000 LB. Models 4109-6109-6409—Stake Trucks also available

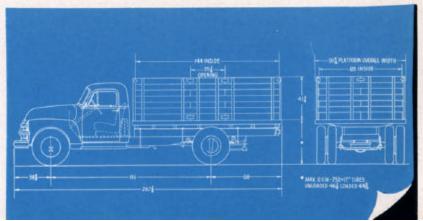
The load space of this husky stake truck measures a full twelve feet by seven feet, inside of the 42" high racks. Chevrolet stake racks are constructed of tough, seasoned hardwood, solidly joined by inset fasteners. Racks are held firmly in place by reinforced steel stake pockets and interlocking latches. On 12-foot bodies hinged center gates facilitate loading. Low platform height makes loading easier.

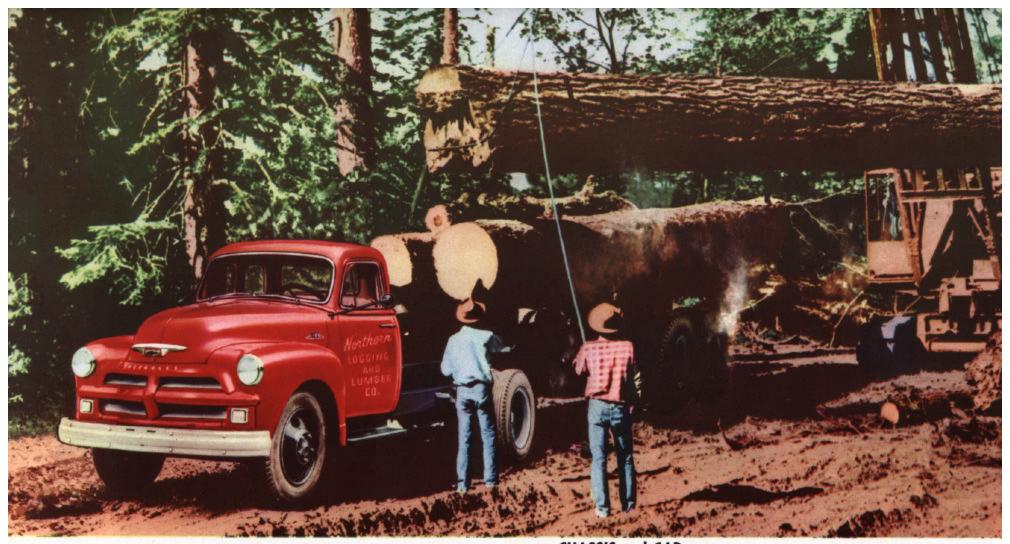
STANDARD EQUIPMENT

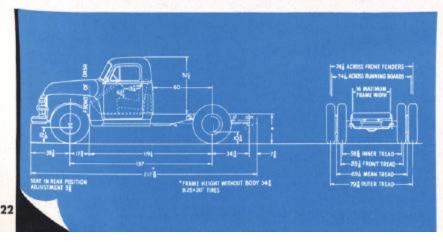
Comfortmaster Cab • 45-amp. generator • Torque-Action front and Twin-Action rear brakes • Thrift-master 235 engine • Cooling system capacity, 17 quarts • Four-speed Synchro-Mesh transmission • Heavy-duty clutch 11° diameter • Six tires, 6.50-20, 6-ply rating • Rear axle ratio 6.17:1 • Rear springs, 4465-lb. capacity at ground, each • Heavy-duty frame. Wide-base wheels • Dual-Shoe propeller shaft-type parking brake.

OPTIONAL EQUIPMENT

Comfortmaster De Luxe Cab • Loadmaster 235 engine • Oil-bath air cleaner • Heavy-duty cooling system capacity, 18 quarts • Tires, maximum, 7.50-20, 10-ply rating (dual rear) • Rear axle ratio 5.43:1 • Heavy-duty front springs • Heavy-duty front axle 4500-lb. capacity • Hydrovac power brake • Auxiliary (6-leaf) springs • Double-acting shock absorbers, front and rear • Governor • Rear corner windows • 45-, 50- or 55-amp. generator • E-Z-Eye Glass • Ride Control Seat • Electric Windshield Wiper • 6.13—8.1 to 1, 2-Speed R. Axie.







MODEL 6103 CHASSIS and CAB 137" WHEELBASE, MAXIMUM G.V.W. 16,000 LB. Model 4103 Chassis and Cab also available

Heavy-duty components are matched to give this popular cab chassis the ability and stamina needed for long, uninterrupted service hauling maximum loads both on and off the highway. The 112-horsepower Loadmaster 235 engine is teamed with a durable 4-speed Synchro-Mesh transmission, and a rugged full-floating hypoid gear rear axle to provide exceptional pulling power with economy. The heavy-duty frame and springs form a sturdy support for body and payload under all operating conditions.

STANDARD EQUIPMENT

Comfortmaster Cab • Torque-Action front and Twin-Action rear brakes • Loadmaster 235 engine • Oil-bath air cleaner • Cooling system, 18 quarts • Four-speed Synchro-Mesh transmission • Heavy-duty clutch 11" diameter • Six tires, 7.50-20, 8-ply rating • Rear axle ratio, 6.17:1 • Hydrovac power brake • Rear springs, 7800-lb. capacity at ground, each • Dual-Shoe propeller shaft-type parking brake • 45-amp, generator.

OPTIONAL EQUIPMENT

Jobmaster 261 engine • Comfortmaster De Luxe Cab • Crankcase ventilation • E-Z-Eye Glass • Rear corner windows • 45-, 50- and 55-amp. generator • Tires, maximum (6), 8.25-20, 10-ply rating front, 9.00-20, 10-ply rating (dual rear) • Two-speed rear axle • Fuel and vacuum pump • Oil filter • Double-acting front shock absorbers • Governor • Left-hand pushbutton door lock • Ride Control Seat • Electric Windshield Wiper.



MODEL 6403 CHASSIS and CAB 161" WHEELBASE, MAXIMUM G.V.W. 16,000 LB. Model 4403 Chassis and Cab also available

Where the going is extra hard, this rugged cab chassis may be purchased with many items of extra-heavy-duty equipment.* The 135-horsepower Johnaster 261 engine develops greater pulling power over a wider speed range. A choice of two 2-speed rear axles with gear ratios (6.70/8.86 to 1 or 6.13/8.10 to 1) combined with the standard 4-speed transmission to give eight gear reductions to meet wide variations in power requirements. Optional tires range up to 8.25-20 front and 9.00-20 rear.

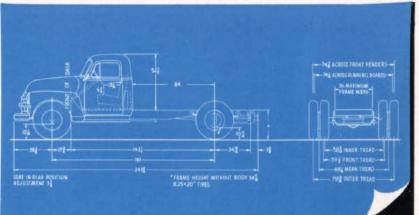
*Regular production options of extra cost.

STANDARD EQUIPMENT

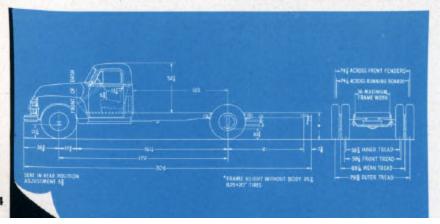
Comfortmaster Cab • Torque-Action front and Twin-Action rear brakes • Loadmaster 235 engine • Oil-bath air cleaner • Cooling system, 18 quarts • Four-speed Synchro-Mesh transmission • Heavy-duty clutch 11° diameter • Six tires, 7.50-20, 8-ply rating • Rear axle ratio, 6.17:1 • Hydrovac power brake • Rear springs, 7800-lb. capacity at ground, each • Heavy-duty frame • 45-amp. generator.

OPTIONAL EQUIPMENT

Jobmaster 261 engine • Comfortmaster De Luxe Cab • Crankease ventilation • Tires, maximum (6), 8.25-20, 10-ply rating front, 9.00-20, 10-ply rating (dual rear) • Two-speed rear axle • Double-acting front shock absorbers • Fuel and vacuum pump • Oil filter • Governor • Rear corner windows • Lefthand push-button door lock • 45-, 50- or 55-amp. generator • E-Z-Eye Glass • Ride Control Seat.







MODEL 6503 CHASSIS and CAB 179" WHEELBASE, MAXIMUM G.V.W. 16,000 LB.

This long wheelbase chassis model is ideal for special bodies carrying extra-long or bulky loads. Braced by seven, sturdy, well-spaced crossmembers, the deep frame side rails, with husky semi-elliptic and auxiliary rear springs, provide ample support for bodies up to 16 feet in length and for combined payload and body weights up to 11,000 pounds. The new Comfortmaster Cab is designed for maximum driver comfort on long hauls. Ball-gear steering makes driving and maneuvering easy.

STANDARD EQUIPMENT

Comfortmaster Cab • 45-amp. generator • Torque-Action front and Twin-Action rear brakes • Ventipanes • Loadmaster 235 engine • Oil-bath air cleaner • Cooling system, 18 quarts • Four-speed Synchro-Mesh transmission • Heavy-duty clutch 11° diameter • Six tires, 7.50-20, 8-ply rating • Rear springs 7800-lb. capacity at ground, each • Dual-Shoe propeller shaft-type parking brake.

OPTIONAL EQUIPMENT

Jobmaster 261 engine • Comfortmaster De Luxe Cab • Crankcase ventilation • Tires, maximum, 8.25-20, 10-ply rating front; 9.00-20, 10-ply rating dual rear • Two-speed rear axle • Double-acting front shock absorbers • Governor • Rear corner windows • Fuel and vacuum pump • Oil filter • Left-hand push-button door lock • 45-, 50- or 55-amp. generator • E-Z-Eye Glass • Ride Control Seat • Electric Windshield Wiper.



MODEL 5103 CHASSIS and CAB 110" WHEELBASE, MAXIMUM G.V.W. 16,000 LB. Models 5403 (134" W.B.) and 5703 (158" W.B.) Cab Chassis, 5408 Platform Truck, and 5409 Stake Truck also available

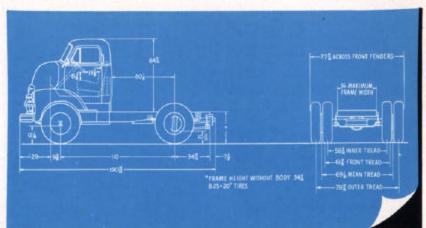
Rugged, powerful, and easy to handle in congested places, this compact cab-over-engine chassis serves well as a tractor or straight truck. The new individual adjustable ride control seat offers the maximum in driver comfort. This ride control seat with a companion two-passenger seat is standard equipment in all C.O.E. models. Safety-height platform-type steps leading to the Comfortmaster Cab, wide door openings, grab handles, convenient controls, and ventipanes also win drivers' approval.

STANDARD EQUIPMENT

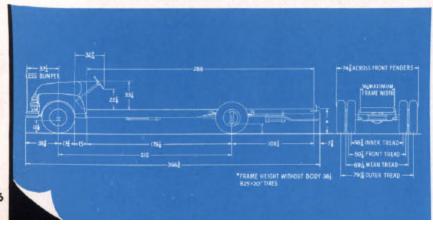
Comfortmaster Cab • Loadmaster 235 engine • Oilbath air cleaner • Cooling system, 18 quarts • Fourspeed Synchro-Mesh transmission • Heavy-duty clutch 11" diameter • Tires (6), 7.50-20, 8-ply rating • Rear axle ratio 6.17:1 • Hydrovac power brake • Rear springs, 7800-lb. capacity at ground, each • Torque-Action front and Twin-Action rear brakes • 45-amp. generator.

OPTIONAL EQUIPMENT

Jobmaster 261 engine • Comfortmaster De Luxe Cab • Crankcase ventilation • Double-acting shock absorbers, front and rear • Tires, maximum, 8.25-20, 10-ply rating front, 9.00-20, 10-ply rating, dual rear • Two-speed rear axle • Rear corner windows • Governor • Fuel and vacuum pump • Oil filter • Lefthand push-button door lock • 40- and 50-amp. generator • E-Z-Eve Glass • Elec. W/S Wiper.







MODEL 6802 SCHOOL BUS CHASSIS 212" WHEELBASE, MAXIMUM G.V.W. 16,000 LB. Models 3602, 3802, 4102, 4502 and 6702 also available

This model accommodates school bus bodies of 54-pupil capacity with 26-inch seat centers. Other Chevrolet chassis are designed for bodies from 12- to 48-pupil capacities. In the development of Chevrolet school bus chassis, particular attention is given to safety, dependability, and economy of operation. This results in chassis which meet every requirement of the National Minimum Standards as well as those of practically all the States.

STANDARD EQUIPMENT

Loadmaster 235 engine • Governor • Oil-bath air cleaner • Heavy-duty radiator, capacity 18 quarts • Four-speed Synchro-Mesh transmission • Heavy-duty clutch 11" diameter • Special heavy-duty bus frame • Tires (6), 7.50-20, 8-ply rating • Hydrovac power brake • Two-stage rear springs, 5600-lb. capacity, each • Dual-Shoe propeller shaft parking brake • Propeller shaft guards • Torque-Action front and Twin-Action rear brakes • 45-amp. generator.

OPTIONAL EQUIPMENT

Jobmaster 261 engine • Crankcase ventilation • 45-, 50- or 55-amp. generator • Tires, maximum, 8.25-20, 10- or 12-ply rating (dual rear) • Two-speed rear axle • Double-acting shock absorbers, front and rear • Fuel and vacuum pump • Oil filter • Vacuum reserve tank.



HEAVY-DUTY CHASSIS

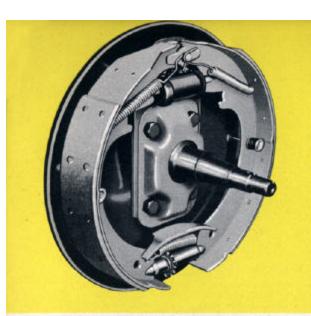
With gross vehicle weights from 10,000 to 16,000 pounds, chassis for a variety of vocational bodies and equipment are furnished in Chevrolet's heavy-duty Chassis model line-up. Conventional chassis, with flat-face cowl, cowl and windshield, or new Comfortmaster Cab, come in five wheelbase lengths, while cab-over-engine models, with the Comfortmaster Cab, are furnished in three wheelbases. For power and durability basic equipment includes 112-horse-power engine (in 4 & 6000 Series; 107 H.P. in 5000 Series) diaphragm spring clutch, 4-speed synchromesh transmission, heavy-duty drive line, and full floating hypoid gear rear axle. Torque action front and twin action rear brakes provide safe sure stops. The new Jobmaster engine is optional at extra cost on the 5000 (125 H.P.) and 6000 (135 H.P.) Series. Many other options are available to match Chevrolet chassis to the job.

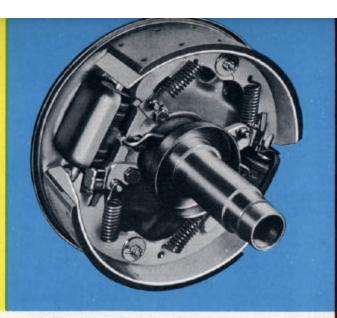
HEAVY-DUTY CHASSIS SPECIFICATIONS

Medel	Body Length	Weight of Body and Payload	Wheel- Base	Model	Body Length	Weight of Body and Payload	Wheel- Base	Model	Body Length	Weight of Body and Payload	Wheel Base
4102	92" to 124"	9900 lb.	137"	5703s	164" to 212"	10,000 lb.	158"	6483	116" 10 164	" 11,100 lb	151"
4112	92" to 124"	9830 lb.	137"	6102	92" to 124"	11,600 lb.	137"	6403s	116" to 164	10,100 lb	. 161"
4103	92" to 116"	9500 lb.	137"	6102s	92" to 124"	10,600 lb.	137"	6502	156" to 284	" 11,400 lb	179"
4402	116" to 179"	9800 lb.	161"	6112	92" to 124"	11,500 lb.	137"	6502s	156" to 204	10,400 lb	179"
4412	116" to 170"	9700 lb.	161"	6112s	52" to 124"	10,500 lp.	137"	8512	156" to 204	" 11,300 lb	. 173"
6403	116" to 164"	9400 lb.	161	6103	92" to 116"	11,200 lb.	137"	6512s	156" to 204	" 10,300 lb	179"
5103	92" to 116"	11,200 lb.	110"	6183s	92" to 116"	10,200 lb.	137"	6583	156" to 198	" 11,000 lb	175"
5103s	92" to 116"	10,200 lb.	110"	6402	116" to 178"	11,500 lb.	161"	6503s	156" to 198	" 10,000 lb	179"
5483	120" to 168"	11,100 lb.	134"	6402s	116" to 178"	10,500 lb.	161"				
5403s	120" to 168"	10,100 lb.	134"	6412	116' to 170'	11,400 lb.	151"	Speci	fications for	School Bu	5
5783	154" to 212"	11,100 lb.	158"	6412s	116' to 170'	10,400 lb.	161"	Chas	sis Listed or	Page 39.	









TORQUE-ACTION FRONT BRAKES

TWIN-ACTION REAR BRAKES

Quick, smooth, straight-line stops, with minimum driver effort, result from the self-energizing action of all brake shoes—either in forward or reverse motion of the truck. Pedal pressure, transmitted through double-acting hydraulic wheel cylinders (two at each rear wheel) actuates the shoes instantly for maximum braking effectiveness. Large brake size (14" by 2½" front and 15" by 4" rear), rapid heat dissipation, and efficient protection from grit and moisture prolong the life of the wear-resistant molded facings.



HYDROVAC

Driver effort in applying the brakes is greatly reduced by the hydrovac booster. Actuated by vacuum from the engine, this unit with a 7-inch stroke, does two-thirds of the work in the brake application. Standard on 5000-6000 Series. Optional* on 4000 Series.

RECIRCULATING BALL-GEAR STEERING

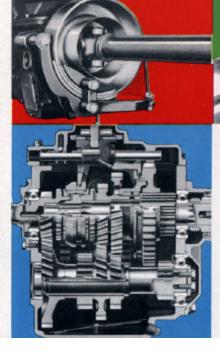
When the steering wheel is turned, recirculating steel balls roll freely between the worm and nut with a minimum amount of friction. Easier steering and longer steering gear life is the result of this Chevrolet feature.

DUAL-SHOE PROPELLER SHAFT PARKING BRAKE

Safe parking is assured by the powerful, dual-shoe parking brake. On application, two shoes engage a drum on the propeller shaft with a vise-like grip to hold the truck loaded to maximum gross vehicle weight, even on steep grades.

4-SPEED SYNCHROMESH TRANSMISSION

Quick, safe, easy gearshifting, with no need to "double-clutch" on hills or level roads, Helical gears assure quiet operation and long transmission life. Power take-off opening located on the left side of transmission case.



HEAVY-DUTY

SERIES 4000 •

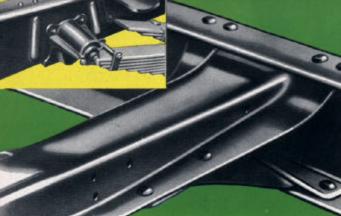
FOR PAYLOADS

NEW, MORE RUGGED

TO TRANSPORT HEAVY LOADS

NEW, STRONGER POWER-TRAIN

GREATER FLEXIBILITY IN



HUSKY FRAME "ALLIGATOR JAW" ATTACHMENTS

Weaving and twisting under severe operating conditions are resisted by deep channel side rails, rigidly aligned by strong structural crossmembers. Alligator jaw crossmember ends brace the side rails through both top and bottom flanges.

NEW DIRECT DOUBLE-ACTING SHOCK ABSORBERS

Positive control of spring action, resulting in a smoother more comfortable ride is provided by the new heavy-duty shock absorbers of the direct, double-acting type. No lubrication or maintenance is required by these fully sealed tubular designed units. Optional* on front of all models and at rear of school bus chassis and Series 4000 and 5000 trucks.



CHASSIS FEATURES

5000 • 6000

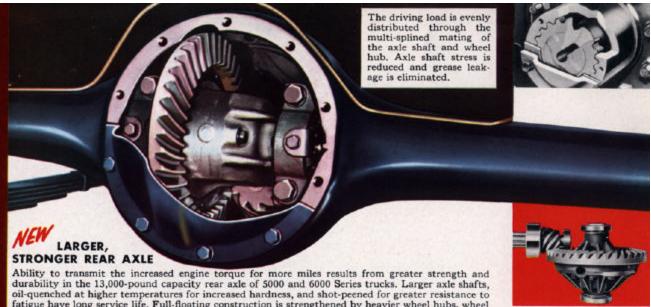
UP TO 5 TONS

CONSTRUCTION

SAFELY AND ECONOMICALLY . . .

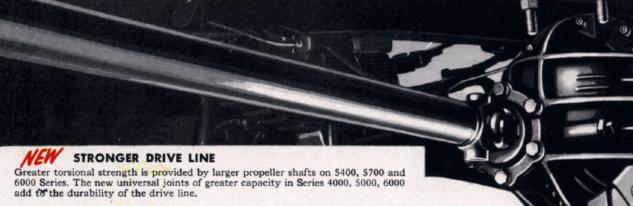
MORE CONVENIENT LOAD-HANDLING

ON-OR-OFF-THE-ROAD" OPERATIONS





Ability to transmit the increased engine torque for more miles results from greater strength and durability in the 13,000-pound capacity rear axle of 5000 and 6000 Series trucks. Larger axle shafts, oil-quenched at higher temperatures for increased hardness, and shot-peened for greater resistance to fatigue have long service life. Full-floating construction is strengthened by heavier wheel hubs, wheel bearings of increased capacity, and larger housings. Features of Chevrolet's famous heavy-duty rear axle design include hypoid drive gears with straddle-mounted pinion and adjustable ring gear thrust pad, four-pinion differential, and single unit housing with removable inspection plate.



DURABLE FRONT AXLE—LARGER WHEEL BEARINGS

Rugged construction, to support heavy loads and withstand severe road shocks, is evident in the heavy I-beam, husky steering knuckles, and spindles of Chevrolet front axles. Tough steel, drop-forged and heat-treated for maximum strength, gives these axles capacities of 4000 pounds for Series 41 and 4400 and 4500 pounds for Series 4500, 5000 and 6000. For 1954, even greater durability and strength are provided in the front suspension of Series 5000 and 6000 trucks by heavier wheel hubs and new, larger wheel bearings of the tapered roller type.



HIGHER CAPACITY HEAVY-DUTY CLUTCH

Positive full-pressure engagement is assured by new strap-type drive of pressure plate. New 11-inch disc has greater facing area with higher torque capacity and longer life.

VEW HEAVY-DUTY TWO-

Two sets of gear ratios are offered to provide a greater variety of power and speed selections for a wider range of truck uses. The 6.13-8.1 to 1 ratio can be used in normal two-speed work while the 6.7-8.86 to 1 ratio is provided for heavier duty operations where greater pulling power is required. Both axles are strengthened and made more durable by the new housing, axle shafts, wheel hubs, and wheel bearings.



STRADDLE-MOUNTED

PINION



RIGID CONNECTING RODS

Stiffer dropforged steel rods, with new precision insert-type bearings, operate lightweight aluminum pistons. Offset piston pins prevent piston slap, contributing to quietness of the engine. Chrome plated top ring standard: Loadmaster 235 and Jobmaster 261

THRIFTMASTER 235 ENGINE

Standard equipment in the 3100, 3600, 3800 and 4000 Series trucks.

GREATER

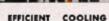
WITH IMPROVED—MAXIMUM TRAFFIC
HILL CLIMBING . . . LOW AND

NEW THRIFTMASTER 235 ENGINE NEW LOADMASTER 235 ENGINE 7.5 TO 1 COMPRESSION RATIO 112 HORSEPOWER

Increased compression ratio provides greater economy and more horsepower, resulting in higher top speed, faster acceleration for passing, and improved hill-climbing ability. Greater durability and smoother, quieter operation result from important new features, such as: full-pressure lubrication, lightweight expansion-controlled aluminum pistons with offset pins, insert-type connecting rod bearings, as well as more rigid crankshaft and connecting rods, twist-resistant cast alloy iron camshaft, and strengthened valve operating mechanism.

LOADMASTER 235 ENGINE

Standard equipment in 5000 and 6000 Series trucks and Models 3742 and 3942. Optional* on 4000 Series trucks.



Forced circulation of water through the full-depth cylinder water jackets and around the valve seats efficiently cools the engine to prevent waste of power, gasoline, and oil. A larger

radiator, with a fan ahroud on Series 5000 and 6000, and a 4-blade fan with greater pitch on the Johnsster 261 engine, provides for the increased cooling requirements of the more powerful engines.

WATER BY-PASS

Shorter warm-up period and more uniform temperature is provided by a passage that permits circulation of water in the engine even though the thermostat is closed.

HUSKY CRANKSHAFT—STRENGTH WHERE NEEDED

The more rigid, drop-forged steel crankshaft with four overlapping main bearings and seven counterweights is balanced statically and dynamically and equipped with a harmonic balancer to assure smooth; quiet, dependable engine performance.



The more rigid valve train works dependably under the severest operating conditions. Quietness is improved by the new four-bolt attachment of the sound-suppressing valve rocker cover.



FULL-PRESSURE LUBRICATION

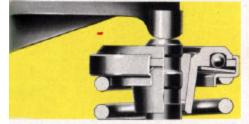
Efficient lubrication provided by force-feed oiling system to main, connecting rod, camshaft, and rocker arm bearings. Pressure jets in connecting rods spurt oil on cylinder walls with each engine revolution. Oil from rocker arm bearings lubricates valve train; timing gears fed from main bearing oil gallery.

USABLE POWER

AND HIGHWAY ACCELERATION . . . HIGH SPEED OPERATION

NEW JOBMASTER 261 ENGINE 7.17 TO 1 COMPRESSION RATIO 135 HORSEPOWER

The most powerful Chevrolet truck engine ever built—with all the outstanding features developed during Chevrolet's forty years of experience in building valve-in-head engines. Larger cylinders —3¾ inch bore and a new high lift cam providing freer entrance of fuel mixture give this engine more power for acceleration and gradeclimbing. Because greater power is developed throughout its speed range, the need for frequent operation in the lower transmission gears with high engine speed is reduced, contributing to longer engine life and better operating economy—with less gearshifting.

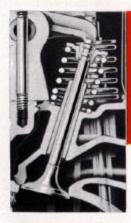


EXHAUST VALVE ROTATORS

Positive and controlled rotation of the exhaust valves aids in obtaining uniform temperature of the valve heads, minimizes the deposit of scale on the valve faces and reduces pitting. Valve life is greatly increased in heavy-duty operation. (Standard in Johnaster 261 and Loadmaster 235 Engines.)

MORE DURABLE EXHAUST VALVES

Greater resistance to heat, scaling, and pitting, with consequent longer life and dependability result from the use of steel with a high alloy content. (Standard in Jobmaster 261 and Loadmaster 235 engines.)

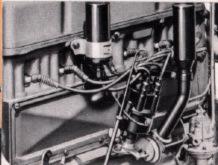






POWER-JET CARBURETION

Power-jet carburction provides the right gasoline and air mixture to suit every operating condition. Regardless of speed or load, the greatest usable horsepower is combined with lowcost operation.



DUO-ACTION IGNITION

Vacuum power and centrifugal force automatically vary ignition timing to suit all engine speeds for efficient performance with best gasoline economy. All-weather sealing assures proper functioning for all climatic conditions.



HIGH-LIFT CAMS-CAST CAMSHAFT

"Better breathing," with increased power in the higher engine speeds, results from the high-lift cams of the Jobmaster 261 engine. With high-lift cams, valves open wider permitting freer entrance of the intake mixture and more complete expulsion of the exhaust gases. The new cast iron camshaft resists twisting action to a greater degree and is more durable.



NEW, STURDIER CYLINDER BLOCK

Reinforcing ribs and flanges, thicker intermediate bearing bulkheads and caps for mounting the crankshaft make the new cylinder block stronger. More rigid construction contributes to longer engine life.

*Regular production option at extra cost.



DRIVER'S COMPARTMENT OF PANEL TRUCK: Windshield, side doors, instrument panel, and driving controls and equipment are the same as those of the Comfortmaster Cab. To give the driver easy access to the load compartment, and to provide additional length on the right side for long materials, a comfortable individual bucket type seat with folding back is furnished. By finger-tip control, this seat, like that of the cab, slides forward or back on an inclined plane for adjustment to the

most comfortable driving position. A similar

but stationary right hand seat to accommodate a passenger is optional* equipment.

CAB INTERIOR OF CAB-OVER-ENGINE

All the safety, comfort, and ease of operation offered in Chevrolet's conventional Comfortmaster Cab, plus greater height giving a better view of the road ahead, is provided in the cab of Chevrolet COE trucks. In addition, the new Ride Control Seat is standard equipment. Minimum floor obstruction and the normal position of control levers and instruments add to driver convenience. The de luxe Comfortmaster Cab is available as an option* on all cab-over-engine models. Rear corner windows (optional*) illustrated here add to safety and comfort.

RIDE-CONTROL SEAT: The ultimate in driver comfort is provided in the new Ride Control Seat. The seat and back cushions are built as a unit and flex as a unit, eliminating many of the discomforts generally experienced from long continuous driving periods or rough road operation. In addition, an air valve restricts sudden rebound, to prevent jouncing of the driver. Adjustment on an inclined track

permits driver to select a convenient driving position. This seat, with a companion two-passenger seat, is standard in COE trucks and optional* in the Comfortmaster, standard and de luxe cabs.







FULL-WIDTH
SEATS: Three-man,
adjustable seat, with
double-deck springs
heavily padded and
covered with durable
leatherette provides a
comfortable ride for
driver and occupants.

COMFORTMASTER CAB: Greater comfort, safety, convenience and refined styling are the result of the many new features of the New Comfortmaster Cab. Easy riding full-width seat accommodates three persons comfortably and is easily adjusted to most convenient driving position. Seat and back are upholstered in rich brown long-lasting leather fabric blending with the beige trim of the cab. Newly designed instruments are grouped in two clusters at each side of the steering column. Recessed into the panel they minimize light reflection. Unobstructed view of the instrument panel is provided by the re-styled three-spoke steering wheel which has finger grips molded into the upper surfaces for more comfortable steering. Re-designed locking dispatch box and ash receiver are conveniently located on instrument panel. New one-piece curved windshield of safety plate glass offers a wide range view for safe driving. Defroster openings extend the full width of the windshield. Dual windshield wipers, left hand sunshade, dome light, ventipanes and push button type door handles contribute to comfort and convenience. Double steel wall construction welded into a single unit provides the utmost in cab safety and durability. All of these outstanding features of the New Comfortmaster Cab contribute to greater driver satisfaction. This cab is standard on all 1954 Chevrolet cab model trucks.

New Styling

GREATER COMFORT, CONVENIENCE, AND SAFETY FEATURES OF THE DRIVER'S COMPARTMENT

Driver satisfaction was paramount in the development of the new Comfortmaster Cab and other driving compartments of Chevrolet trucks for 1954. Ample room, controlled ventilation and an easy riding adjustable seat provide comfort. High quality safety plate glass, full vision and battleship construction are safety features. Instruments and controls are located for maximum convenience. Fresh new interior trim and styling adds to the over-all pleasing appearance.



REAR CORNER WINDOWS*

All-around vision and safety, especially valuable when backing the truck, is provided by the cab rear corner windows of safety plate glass.

E-Z-EYE GLASS*

The green tint of E-Z-Eye Safety Glass reduces glare and transmission of heat, contributing to greater comfort for the driver.

*Regular production option at extra cost.

ALL-STEEL CONSTRUCTION

Driver safety is built into the all-steel Comfortmaster Cab. Cowl and back panels, strengthened by double walls and stiff braces, welded to reinforced top and floor panels form a rigid, durable unit. Double-walled all-steel doors, hung on rugged hinges extend to bottom of deep sills. Thorough sealing and insulation contribute to driver safety and comfort.



ONE-PIECE CURVED WINDSHIELD

Unobstructed view of road is provided by large one-piece curved windshield of high quality safety plate glass. Dual windshield wipers and new full-width defroster opening provide for good vision in bad weather. A fully adjustable sun shade diverts glare.

INSTRUMENT PANEL

All instruments and controls are located directly in front of the driver. The over-hanging crown of the new panel prevents reflection of the instrument lights in the windshield.



STEERING WHEEL

Full view of instruments through steering wheel. Finger grips on horizontal spokes and wheel rim. Housing below wheel for installation of direction signal control.



COMFORTMASTER DE LUXE CAB*: Available for all 1954 cab models to give ultimate in comfort, safety, convenience and styling. With all of the outstanding features of the Comfortmaster standard cab maintained, the new de luxe model has many additional refinements: Large one-piece windshield and door windows with bright metal trim reveal moldings; rear corner windows for greater all-around vision; Dual horns with commanding tone for driving safety; right hand sunshade; driver arm rest and a cigar lighter for extra convenience. Harmonizing maroon and gray trim adds to fine appearance. These outstanding functional refinements in the New Comfortmaster De luxe Cab meet the most exacting requirements of today's truck buyers.

De luxe equipment* for panel models includes bright metal molding on fenders, windshield and door windows. Interior panel features include right hand sunshade, left hand arm rest, cigar lighter and dual horns.

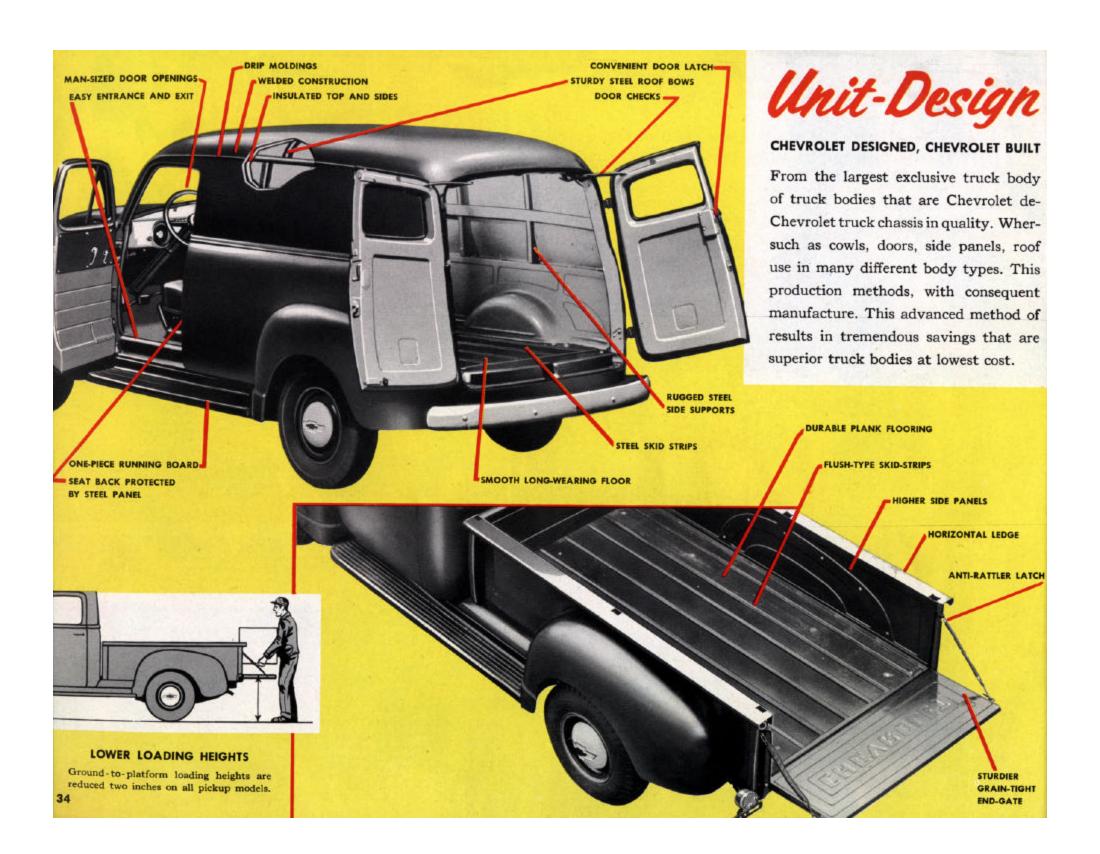


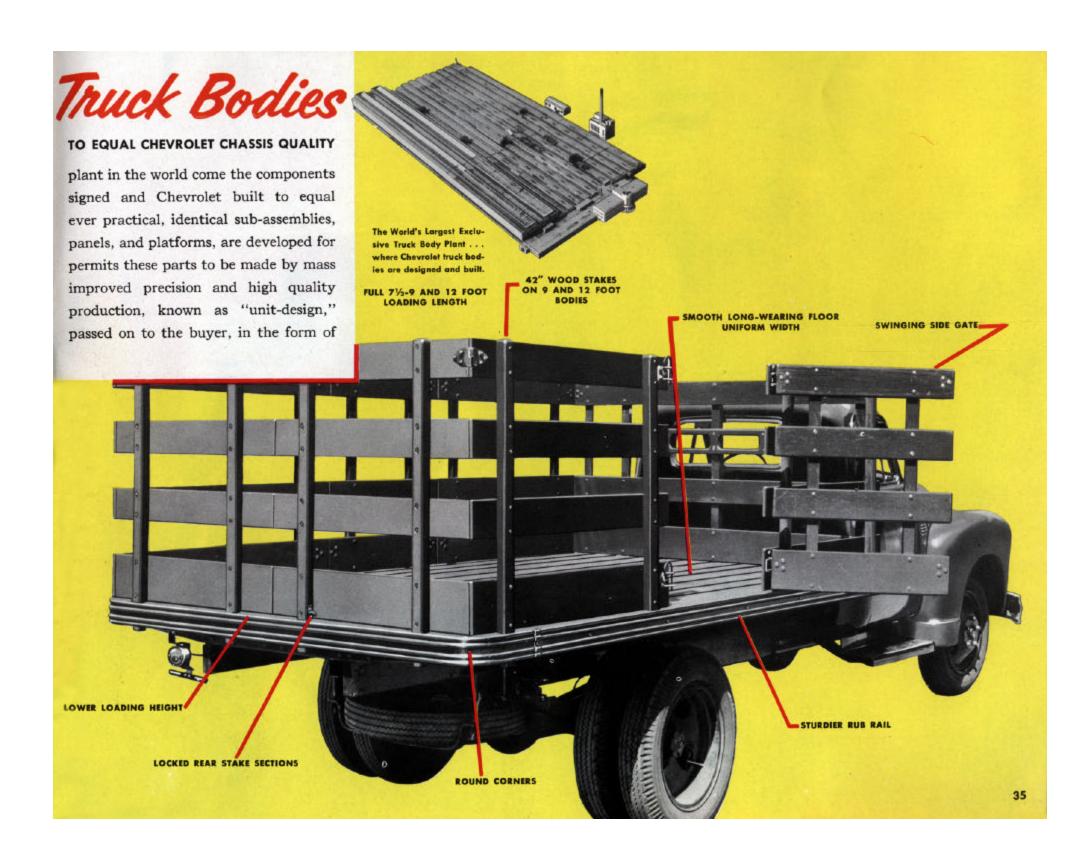
Large dispatch box equipped with a combined push-button latch and key lock. Tilt-type ash receiver, built into radio grille, lifts out for emptying.

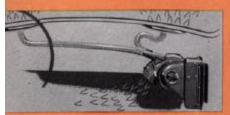










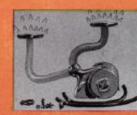


TEMPERATURE-CONTROLLED HEATING FOR BETTER VISIBILITY

Air flow, adjustable thermostat permits temperature-controlled heating and defrosting. Prevents window fog-ging in bad weather. Brings outside air into

RECIRCULATING HEATER AND DEFROSTER FOR QUICK HEAT

heated air on wind shields to remove ice and snow. Maintains dear visibility. A powerful blower produces sufficient volume of heated air for every weather condition.



RAIL TYPE GRILLE GUARD

For commercial vehicle models equipped with curved bumpers. Attractive in design, and rugged in use. Helps prevent bumper locking, protects grille, front fenders and theat metal.

BRUSH TYPE GRILLE GUARD

For channel type bumpers. Protects entire bility; constructed of heavy, welded spring

Projects P inches above bumper to protect grille from trucks with rear bumpers, and 4½ inches below bumper to prevent passenger car bumpers



OUTSIDE METAL SUN VISOR

Protects windwhields from snow and ice in winter and keeps the truck cab cooler in summer. Soft green finish of underside reduces eye strain and fotigue. Outside is finished to match color of



CONVENIENT BUMPER STEP-FOR ALL PLATFORMS

Increases the safety of loading and unloading operations. Made of sturdy steel, it can be quickly and easily folded.



CUSTOM-BUILT TRUCK RADIO

Powerful six-tube radio. Automatic volume control, three-way tone control, chromed manual



PICK-UP

DIRECTION SIGNALS Added rear lamp matches the standard left lamp. Front units use parking lamps to flash signals.



PANEL TYPE DIRECTION SIGNALS

VENTSHADES

Windows can be

lowered in any weather for driv-

lowered

Location of two added rear lamps provides extra styling. Parking lamps used for front



Matched to standard vides effective warning signal that can be heard above traffic

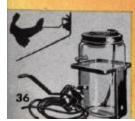


An automatic release cigarette lighter for smokers' convenience. with lighted well to aid replacing the lighter at night.



TRUCK CLOCK

The dependable jaweled movement is available in handwound or electric models. Dial is illuminated when lights are



QUICK ACTION FOOT-OPERATED INDSHIELD WASHER

Gives clear vision, reduces driving haz-ards the year round. Foot pedal controlled. Solvent available to prevent water from freezing in winter and help remove insects in



REAR VIEW

MIRROR AND

BRACKET

SEAT COVERS PROLONG CAB SEAT LIFE

Durable and practical tallor-made covers for Chevrolet trucks and commercial vehicles. Fabric illustrated is multi-color stripe fiber. A multi-color plaid plastic seat cover is also available. Both are cool, smooth, and easy



A CHOICE OF 12 Attractive Colors

AT NO EXTRA COST





JOBMASTER 261 ENGINE, 135 HORSEPOWER

Greater power is de-veloped throughout its speed range and the need for frequent operation in the lower transmission gears with high angine speed is reduced. Optional on 5000 and 6000 Series.



HEAVY-DUTY CLUTCH-(11-inch)-For use in place of the regular 10-inch clutch of 3000 Series. Recom-mended for vehicles in multi-stop dalivery service. 11" clutch is standard on Models 3742 and 3942.



POSITIVE CRANKCASE VENTILA TION-Reduces condensation, ail dilution, sludge formation, corrosion and engine wear. Optional for all Series. Standard on Models 3742 and 3942.

REGULAR PRODUCTION Optional Equipment

AT EXTRA COST



GOVERNOR-Available for OIL FILTERinstallation on all engines. Removes dirt Controls road speed where and grit from





Series 3, 4, 5 and 6000 and Model 1508.





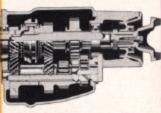


LOADMASTER 235 ENGINE, 112 HORSEPOWER

Greater power and durability for all types of heavy-duty work. Valves have higher allay content steel. Valve rotators increase valve life. Standard 6000 Series. Optional in 4000 Series. Standard at 107 H.P. in 5000 Series and Model 3742, 3942.



AUTOMATIC TRANSMISSION - Easier driving and operation with time saving in deliveries particularly under continuous stop-and-go conditions. Optional in 3000 Series.



HEAVY-DUTY 3-SPEED TRANSMISSION

Greater gear reductions and more rugged construction make it suitable for heavier duty operations than usually required. Optional on 3000 Series.



FOUR-SPEED SYNCHRO-MESH TRANSMISSIONthree-speed Synchro-Mesh transmission as standard,



COMBINATION FUEL AND VACUvides added power for operation of



OIL-BATH AIR CLEANER-A heavy-duty unit for trucks that operate in dusty regions.



HYDROVAC POWER BRAKE-

acuum-power operated. Re-

ates safety. Optional on Series

RIDE CONTROL SEAT

With a companion two-pas-senger seat, is standard in cab-over-engine trucks and optional in standard and de luxe cabs.





RIGHT-HAND SEAT-Provides accommodation for a pas-senger in Panel or Canopy Express models.



SHOCK ABSORBERS—Smooth out bouncs when wheels hit bumps or holes. Direct double-acting shock absorbers are used on all series except rear of 6100, 6400, 6500 and Model 3942.



DIRECT DOUBLE-ACTING DELUXE COMFORTMASTER CAB-Right hand sun-shade, driver's arm rest, tigar lighter and dual horns provide added comfort and convenience. Marcon and gray trim enriches the interior. Chrome molding enhances the exterior.



REAR CORNER WINDOWS-Available in all cab



TWO-SPEED REAR AXLE-increases maxinum poling ability, promotes economy. Vacuum-power shift to change ratios. Series 5000 and 6000.



AUXILIARY REAR SPRINGS— Available for 4100 and 4400 Series models, standard on 5000 6100, 6400 and 6500. Three-leaf auxiliary available for 3800 and 3900 Series.



SIDE MOUNTED TIRE CARRIER-Convenient location for spare wheel and tire. Available for pickup models 3104-3604 and 3804.



REAR BUMPER—Greater protection for rear end of truck. Available for Models 3102-03-04-12; 3602-03-04-12 and Model 3804.

CONVENTIONAL MODELS

					JHYEN	HONAL	MUD	ELD					
	1500	3100	3600	3800	4100	4400	61005	6100	64005	6400	65005	6500	
SERIES	Sedan Delivery	Chassis, Chassis and Cab, Pick-up, Fanel, Canyall Suburban, Canopy Express	Chassis, Chassis and Cale, Pick-up, Platform, Stake	Chessis, Chessis and Cab, Pick-up, Panel, Conopy Express, Pletform, Stoke	Chessis, Chessis and Ceb, Platform, Stoke	Chassis, Chassis and Cab. Platform and Stake	Chassis, Chas Platform	Chassis, Chassis and Cab Platform, Stake		Chassis, Chassis and Cab, Platform and Stake		uis and Ceb	
WHEELBASE	115"	116"	1251/4"	137"	137"	161"	137	·**	161"		179	y"	
C. A. DIMENSION	-	39"	48¼"	60"	60"	84"	60	60" 84"		102	102"		
GROSS VEHICLE WEIGHT, Maxim (Meximum truck gross rating can be obtained or by adding Regular Production Options)	4100 lb.	4800 lb.	3604- 5800 lb. All others-6500 lb.	3804-5-7 7000 lb. others 8800 lb.	14,0	ю 1ь.	15,000 lb.	15,000 lb. 16,000 lb. 15,000 lb.		16,000 lb.	15,000 lb.	16,000	
NOMINAL RATING	-	Half-ton	%-ton	One-ton	11/5	-ton	11/2-ton Special	2-ton	11/2-ten Special	2-ton	11/2-ton Special	2-ton	
FRAME	rpe Box Girder			Channel					Chan	inel			
Side Roil—S	ize 43%4 x 2% x %"	5% x 2% x %4"	52%1 x 2% x 1/4"		7 x 2% x 3/32"		No. of Control	GIA PC	8% x 29	8% × 2% × ¼"			
Number of Cross-memb	ers 3	5	5	E STATE OF	5	6	5			6	1	7	
AXLE, REAR (Hypoid Gear) To	rpe Semi-F	Floating		Full-Flo	oting		Full Floating			100			
Соро	ity 3000 lb.	3300 lb.	5000 lb.	7200 lb.	11,0	00 lb.	The state of the s	The state of the state of	13,000 (ounds	Patrick Hill	170	
R	3.70 to 1	3.90 to 1	4.57 to 1 5.14 to 1 optional	5.14 to 1	6.17 to 1 (5.4	3 to 1 Optional)	6.17 to 1 (2-Speed - 6.13 to 1 and 8.10 to 1 or 6.70 and 8.86 to 1 Opti		o 1 Optional at extra	n cost)			
AXLE, FRONT (I-Beam) Rai	ing 2300 lb.	2200 lb.	2500 lb.	3500 lb.	400	00 1Ь.			4500 P	ounds	A THE SHARE OF THE	25000	
AND DESCRIPTION OF THE PARTY OF	ize 49 x 1%"	54 x 1¾"	46 x	2"	20 0-50	47.000	46 x	21/5"		and the Albert	F-270102		
	8-(8 leaf,	8-(10 leaf,	7—Two-stage	8	710371252	1014-115-1		71170	11	113-3 1140	THE RELEASE		
Number of Lea	1600 lb. optional)	1800 lb. optional)	(8 leaf, optional)	Two-stage				11 leaf Two	-stage, optional				
Auxiliary Spri	ngs	None		3 leaf, optional	6 leaf, 31 x	2½" optional		Yes, 6 Leaves, 31 x 2½" 7800 (5600 optional)		The state of			
Capacity in Pounds, (At Ground) E	ach 1180	1450	2000 (2500 opt.)	2500 (3675 opt.)	4465 (5600 two-si	tage; 7800 with aux	.)						
SPRINGS, FRONT	ize .59 Dia. Bar	38 :	c 134"	The state of the s	40 x 2"			100 A 100	40 x 2"			16411	
Number of Lea	res Coil		8	7	7, (8 o	ptional)			9				
Capacity in Pounds, (At Ground) E	sch 1050	1000	1150	1740	1740 (190	O optional)			220	00			
TIRES, REAR Regi	6.70-15, 4 pr Single With Spare	6.00-16, 6 pr Single With Spare	15", 6 pr Single	7.00-17, 8 pr Single	6.50-20,	6 pr Dual			7.50-20, 8 pr Dual		113		
Maxim	7.10-15, 4 pr Single With Spare	15", 6 pr Single With Spare	7.50-17, 8 pr Single 6.50-16, 6 pr dual all except 3604	7.50-17, 8 pr Single, All Med. 7.00-18, 8 pr Dl. Exc. 3804-5 & 7	7.50-20,	10 pr Dual			9.00-20, 10	0 pr Dual			
TIRES, FRONT, Single Regi	lar 6.70-15, 4 pr	6.00-16, 6 pr	15", 6 pr	7.00-17, 6 pr	6,50-2	20, 6 pr	111111111111111111111111111111111111111		7.50-20), 8 pr		B 1915	
Maxim	7.10-15, 4 pr	15", 6 pr	7.50-17, 8 pr with Single Rr. 6.50-16, 6 pr. with Dual Rear	7.50-17, 8 pr with Single Rr. 7.00-18, 8 pr with Dual Rear		20. 10 pr		8.25-20, 10 pr if 9.00-20, 10 pr on rear 8.25-20, 12 pr if 8.25-20, 12 pr on rear					
ENGINE, 6 Cylinder, Valve-in-Head*	235 cu. in.	235.	Cubic Inches, Thriftm	The second secon	235.5 cu. in. L	oodmaster, opt.	S Marie	235.5 Cul	sic Inches, (261 Cubic	c inches, John	aster, optional)	11000	
Fower Gross Torque, Maxim	um		200 fi-lb. @ 2000 rpm		The second secon	@ 2000 rpm	2 112 12 13		. @ 2000 rpm (220 l		The second secon	tional)	
Optional Gross Horsepower, Maxim	um	12.5	112 ft-lb. @ 3700 rpm			700 rpm	The state of	The second secon	700 rpm (135 @ 400				
Delivery Net Horsepower, Maxim	um	A STATE OF STREET	105 @ 3600 rpm	STATE OF THE OWNER, OF THE OWNER,		3600 rpm	1000		600 rpm (123 @ 360				
COOLING SYSTEM	16	Quarts	16 qts. std., 17 qts. opt.	17 Querts	standard, 18 Quar		100000		18 Quarts,				
GOVERNOR	THE SECTION IN		Optional at E				A CONTRACTOR	The Manager	Optional at		Marie Callega		
AIR CLEANER	C	ombination Silencer	& Flame Arrester Typ		ational at extra cas		1000		Oil Both		EV .	10000	
CLUTCH, Single Disc, Diaphragm Spi	0167 45-	- ANNA CONTRACTOR	10" dia. (11' option			Total State of the last of the		11" Diamete		200	N235-125-135	- 11111	
TRANSMISSION		3-Speed, Synchro-Me	The State of the S	1	Africal	Synchro-Mesh			4-Speed, Syn	chro-Mosh			
OPTIONAL TRANSMISSION	Powerglide	3-Speed, Heavy-dut	y. 4-Speed. Synchro-Mesh.	3-Speed, Heavy-duty	4-speed,	Jynchro-mesn	M	e Available	4-speed, syn	None Availat	da	1	
GEAR SHIFT CONTROL LEVER	On Steering Column for Conv. and Powerglide	Automot	ic Transmission oring Column for 3-Speed and matic On Floor for 4-Speed	and Automatic		A. Plane			d on tennemberlant	Hone Availat			
DRIVE SYSTEM	1000	The state of the s	metic On Floor for 4-Speed		1	in Ploor of	Univer's Compart	mem (Mounte	d on transmission) Hotch	Atra	17.5		
		re-tube		Hotchk	iss	15 11511137		1 4 5 1 10					
	The second second	x 2"	12" x 2"	12" x 2"	1000000		14" x 2½"		2011				
	The second second	x 1%"	12" x 2"	14" x 21/5"			15" x 4"						
Total Lining Area, Sq.		58	186	230			375						
Hydrovac Power Br	NAME OF TAXABLE PARTY.	None			Optional at	Extra Cost	Yes						
SUCCY ADSORPTION			Foot-pedal Operated			Hand Operated on Propeller Shaft							
	ont		ouble-acting			Direct Double-acting, Optional							
	ear	Direct Double-actin	9	Direct DA., Opt.	Direct Double-A	Acting, Optional	None Available						
	ntio 19.4 to 1			26.24 to 1			27.76 to 1						
FUEL TANK Capacity, Gall	ons 16	14	pt cobs 171/2					B, except cabs	441/				

	TROL MODELS	3742	JSES 6802	6702	4502	3802	5700	57005	****			5100c
Control of the Contro	3742	3/42	0002	0/02	4502	3002	3700	37005	5400	54005	5100	5100S
SERIES	Ferward-Centrel	Chassis with Plat-Face Cowl			Later Control	and Cob	Chessis	Marm and Steke	Chassis and Ceb, Ple	and Cab	Chassis	
WHEELBAS	137"	1251/4"	212"	199"	161"	137"	8"	158	5 ¹¹	134	"	110
C. A. DIMENSIO	-	-	-	-	-		1/4"	108	4"	849	."	60%
GROSS VEHICLE WEIGHT, Maximum (Meximum truck gross rating can be obtained and by adding Regular Production Options)	10,000 lb.	7,000 lb.	00 lb. 42-54 pupils	16,00 42-48 pupils	12,000 lb. 30 to 36 pupils	7,600 lb. 16 pupils	16,000 lb.	15,000 lb.	16,000 lb.	15,000 lb.	16,000 lb.	15,000 lb.
NOMINAL RATIN	%-ton One-ton		-		-	70-1 - TOTAL	2-ton	1½-ton, Special	2-ton	1½-ton, Special	2-ton	sten, Special
Type FRAN			-	Channel					nel	Chan		
Side Rail—Size	7 x 2% x %2"		815/16 x 21	8% x 2% x ¼"	7 x 2% x 1/32"				8% x 27			
Number of Cross-members		* 5		9	8	5		6		5		5
Type AXLE, REAR (Hypoid Geo	TOOD IL	FOOD II		Full-Fi	*1 000 II	7000 II				Full-Flo		
Capacity	7200 lb.	5000 lb.	The state of the s	13,00	11,000 lb.	7200 lb.			The second comment	13,000 F		
Ratio	to 1	5.14	Optional	6.17 2-Speed	6.17 to 1 5.43 to 1 Optional	5.14 to 1	1)	Optional at Extra Cost	'0 and 8.86 to 1,	o 1 and 8.10 to 1, 6.7	1 (2-Speed, 6.13 t	6.17 to
Rating AXLE, FRONT (I-Bean	O lb.		00 lb.	450	3500 lb.	The state of the s		ounds	4500 P		F. ALL V 198	
Size SPRINGS, REA	€ 2"	46 x	46 x 2½"			46 x 2"			21/2"	46 x 1	Harman Land	
Number of Leaves			n			9		Species - Shirt		11	THE RESERVE	
	with aux. opt.		-Stage						11 leaf, 2-stag		LAC DE	
Auxiliary Springs	3 leaf, 31 x 2" Opt.	None 2250	1000	400	None	0/50				Yes, 6 Leave		
Capacity in Pounds, (At Ground) Each Size SPRINGS, FRON	2250; 3675 Opt.	2250	2011	600	3	2650				7800; 5600		
Number of Leaves		1	9	7 9		n		40 x 2"		1	9	
Capacity in Pounds, (At Ground) Each		1740			2	1740		400				220
TIRES, REA	7.00-17, 6 pr Single	15", 6 pr Single		7.50-20 Du	6.50-20, 6 pr Dual	See Maximum				7.50-20, 8		
Maximum	7.00-18, 8 pr Dual			8.25-20 Du	7.00-20, 10 pr Dual	7.50-17, 10 pr Single Only			0 pr Dual	9.00-20, 10		
Regular TIRES, FRONT, Sing	7.00-17, 6 pr	15", 6 pr	0, 8 pr	7.50-20	6.50-20, 6 pr	7.50-17, 8 pr	100000000000000000000000000000000000000	A SHOULD BE), 8 pr	7.50-20		
Maximum	7.50-17, 8 pr with Single Rear 7.00-18, 8 pr with Dual Rear	7.50-17, 8 pr	, 12 pr	8.25-20	7.50-20, 10 pr	7.50-17, 10 pr Single Only				8.25-20, 10 pr if 9.0 8.25-20, 12 pr if 8.2		
ENGINE, 6 Cylinder, Volve-in-Hee		monter. Cyflanel) (381 Cu. In. Johnnester. Opt.) Anna S. III.			235.5 Cu. In. 1	Cubic Inch, Laadmaster Standard (261 Johnaster, optional)				235.5 Cubic		
Gross Torque, Maximum	RPM (No Opt.)				200 FtLb. at	7 D. S. S. F. C.	210 FtLb. at 2000 RPM, Johnaster, Optional)			The second secon	Maria Tale	
Gross Horsepower, Maximum	107 at 3600 RPM (No Opt. Avail.) 102 at 3500 RPM (No Opt. Avail.)		PM OWL)	112 at 370 (13) at 4000 ft	O RPM	112 at 370	Vocable Committee	600 RPM (125 at 4000 RPM, Jahmaster, Optional)				
Net Horsepower, Maximum			105 of 3600 RPM (193 of 3600 RPM Opt.)		O RPM	105 et 360	500 RPM (114 at 3600 RPM, Johnnaster, Optional)				102 of 35	
COOLING SYSTE	Standard	(18 Qt. Optional) 18 Quart Standard			17 Quart Standard	18 Quart Standard						
GOVERNO	None Available		Mark State of the		Governed at 35	Optional		Optional at Extra Cost				
AIR CLEANE	ype, Optional	Yes; Oil Bath 1				Oil Bath Type				113000		
CLUTCH, Single Disc, Diophrogm Sprin			11" Diam			10' Die. Stendard 11' Die. Optional		THE RESERVE		11" Dia	4.6	
TRANSMISSIO	4-Speed Synchro-Mesh 3-Speed Heavy-duty	3-Speed Synchro-Mesh 3-Speed Heavy-duty					wer Take-off on I	esh; Provision for Po	-Speed Synchro-M	4	(2-1-10 m)	
OPTIONAL TRANSMISSIO	and Automotic	4-Speed and Automatic		oilable	None Av	3-speed Heavy-duty and Automatic			vailable	None A		
GEAR SHIFT CONTROL LEVE	d Transmissions	Steering Column for 3-5 In Floor for 4-Spec	riment	ver's Compo	In Floor of Dri	Steer. Col. for 3-Speed and Auto. In Floor for 4-Speed		onsmission	nt, Mounted on T	Driver's Compartmen	In Floor of	1
DRIVE SYSTE			15.10				Hotchkiss					
Front BRAKES, SERVIC			14" x 2½"		12" x 2"				14" x		State of the last	
Rear (Hydraulic)	14" x 2½"	12" x 2"		15" x 4"		14" x 21/3"			15"x 4"			
Total Lining Area, Sq. In. Hydrovac Power Brake	230	375		230				37				
Parking Parking		Non Foot-Pedal		Ye on Propeller	Opt. at Extra Cost	None Foot Occupted				Hand Operated or	The second	
Front SHOCK ABSORBER	Foot-Pedal Operated Direct Double Acting			_	Hand Operated of Direct Double	Proof Operated Direct Double Act.						
Rear		Direct Double Act.	-	-	Direct Double	Direct Dbl. Act. Opt.		Direct Double-acting, Optional Direct Double-acting, Optional			THE RESERVE OF	37.775
Ratio STEERING GEA		19.8		6 to 1		26.24 to 1		27.76 to 1			W-125 - 25	
	and the same of th	.770		- 10 1					MARKET TO THE REAL PROPERTY.			
Capacity, Gallons FUEL TAN	6	16		30		18			Cabs 171/2	M. excent		

right is reserved to make changes at any time without notice in prices, colors, materials, equipment, specifications and models, and also to discontinue models.

When you buy a Chevrolet Advance-Design truck you are assured of the highest quality and value. Proper maintenance and service will keep your truck in the most efficient and economical operating condition. Thousands of Chevrolet dealers located throughout the country with trained mechanics, modern equipment and a supply of Genuine Chevrolet Parts are in a position to provide prompt and efficient service that will save you time and money.

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