

**CHEVROLET
TRUCKS**

1962

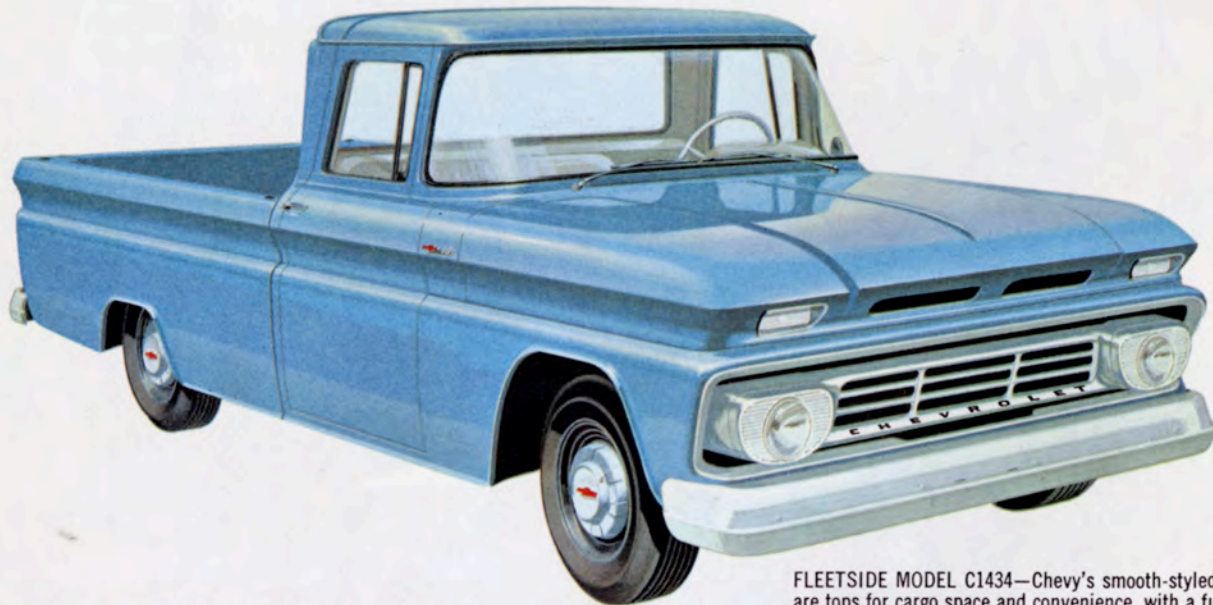
CAMPBELL-EWALD CO.
REFERENCE CENTER

**PICKUP
CHASSIS-CAB
STAKE
SERIES C10 THROUGH C40**



SERIES 10 THROUGH 40 TRUCK SELECTOR

		Pickup or Stake Body Length	Maximum Body Length	Maximum Payload or Body-Payload Capacity
FLEETSIDE PICKUPS	C1434	6½-ft.		1500 lb.
	C1534	8-ft.		1400 lb.
	C2534	8-ft.		3400 lb.
STEPSIDE PICKUPS	C1404	6½-ft.		1550 lb.
	C1504	8-ft.		1450 lb.
	C2504	8-ft.		3400 lb.
	C3604	9-ft.		3400 lb.
CHASSIS-CABS	C1403		6½-ft.	1900 lb.
	C1503		8½-ft.	1850 lb.
	C2503		8½-ft.	3850 lb.
	C3603		9½-ft.	6000 lb.
	C4103		9½-ft.	9600 lb.
	C4303		13-ft.	9500 lb.
STAKES	C2509	8-ft.		3200 lb.
	C3609	9-ft.		5200 lb.
	C4109	9-ft.		8800 lb.
	C4309	12-ft.		8450 lb.



FLEETSIDE MODEL C1434—Chevy's smooth-styled Fleetside pickups are tops for cargo space and convenience, with a full 6 feet of interior width and big 65-inch tailgates. Available in both 6½- and 8-foot lengths, all feature select wood cargo floors for safer footing, plus tough double-walled sides that withstand rough loads.

PICKUP MODELS

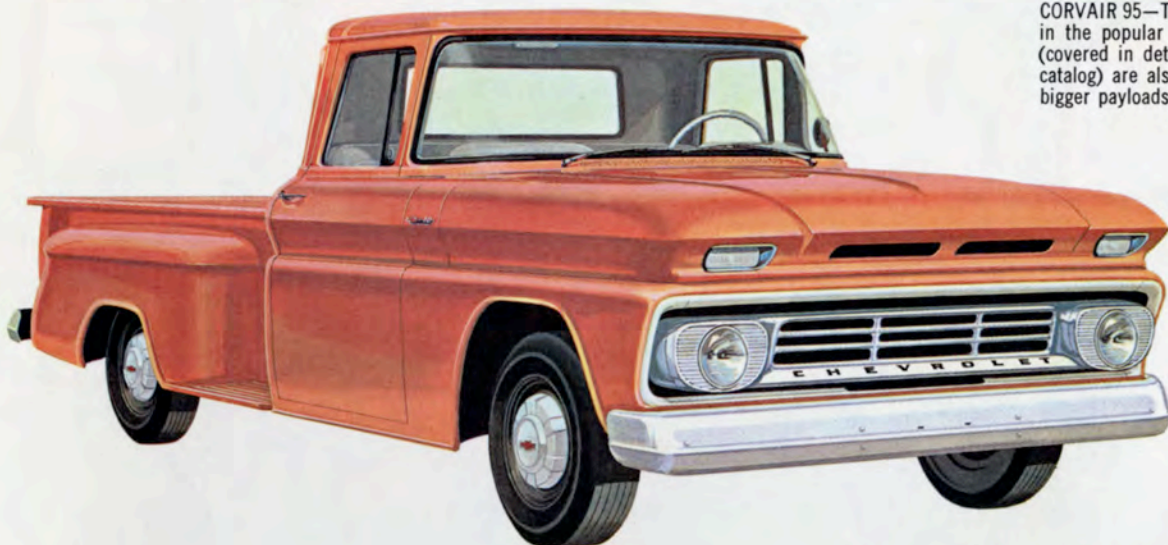
Here's Chevy's new fleet of big-saving pickups, in a range of sizes, types and ratings to meet every pickup need. Each model offers crisp new styling highlighted by a handsome new hood that improves down-front visibility and driving safety. And each one comes ready for *work!* Husky Fleetside pickups and handy Stepsides, in 6½-, 8- and 9-foot lengths, offer money-making GVW's ranging all the way up to 7,800 lbs. All feature rugged tailgates with anti-rattle latches and support chains, plus select wood floors with steel cargo skid

strips. And every Chevrolet conventional pickup gives you the smooth ride and sure handling of advanced independent front suspension chassis design, plus the bonus features of lower loading height and extra room and comfort in the cab. They're powered right, too, to save you big money, with the thrifty 235 Six standard, plus optional 6 or V8 power for extra-rugged service or top performance. So pick the pickup that suits *you* to a "T"—put it to work and you'll find out in a hurry just how easily your job can be done!

4-WHEEL DRIVE PICKUPS—Also included in the Chevrolet pickup line is a full selection of four-wheel-drive models, covered in a separate catalog—ask your dealer.



CORVAIRE 95—Two quality-built pickup models in the popular rear-engine Corvaire 95 series (covered in detail in the separate Corvaire 95 catalog) are also available, designed to move bigger payloads in the thriftiest way possible.



STEPSIDE MODEL C1404—These easy-working Chevy Stepsides offer convenient running boards to speed load handling, plus clear-through cargo space a full 50 inches wide. They're available in three body sizes and three weight-class series, ranging up to 9 feet in length and 7,800 lbs. GVW to make light work of your toughest pickup job.



STAKE MODEL C4309—For the big jobs in the 10,000- to 14,000-lb. GVW class, Chevy's Series 40 models have what it takes. They're available with 9- and 12-foot stake bodies or as chassis-cabs suitable for a wide variety of special body equipment. Stake bodies are of select wood with steel skid strips and snag-free interior surfaces, and are also available in 8- and 9-foot lengths on Series C20 and C30 models.

CHASSIS-CABS & STAKES

To take the measure of every job right up through 14,000 lbs. GVW, Chevrolet offers a full range of chassis-cab models in Series C10 through C40, plus 8-, 9- and 12-foot stake models in Series C20, C30 and C40. All feature Chevy's advanced easy-riding independent front suspension design, with super-smooth coil rear springs in 10's and 20's, and ride-tailored leaf rear springs in 30's and 40's. Wheelbases ranging all the way from 115 to 157 inches are tailored to take the widest variety of bodies and special equipment. One and all, they're powered to pay off in the toughest kind of tight-budget duty, with the famous, tight-fisted 235 Six as standard equipment. Extra-cost options offer top durability and performance with the heavy-duty 261 Six or the 283 V8.



CHASSIS-CAB MODEL C3603 (with special van body)—With dual rear wheels available on Series C30 chassis-cab and stake models, GVW's go all the way to 10,000 lbs., to let you pile on king-size payloads. For the chassis-cab, just about every type of body equipment is readily available, made to fit.

CHASSIS-CAB MODEL C1403 (with special utility body)—Versatility to meet every requirement is featured in Chevy's Series C10 chassis-cabs, with wheelbases of 115 and 127 inches and GVW's ranging from 4,300 to 5,200 lbs. For bigger jobs, the C2503 offers up to 7,500 lbs. GVW on a 127-inch wheelbase.



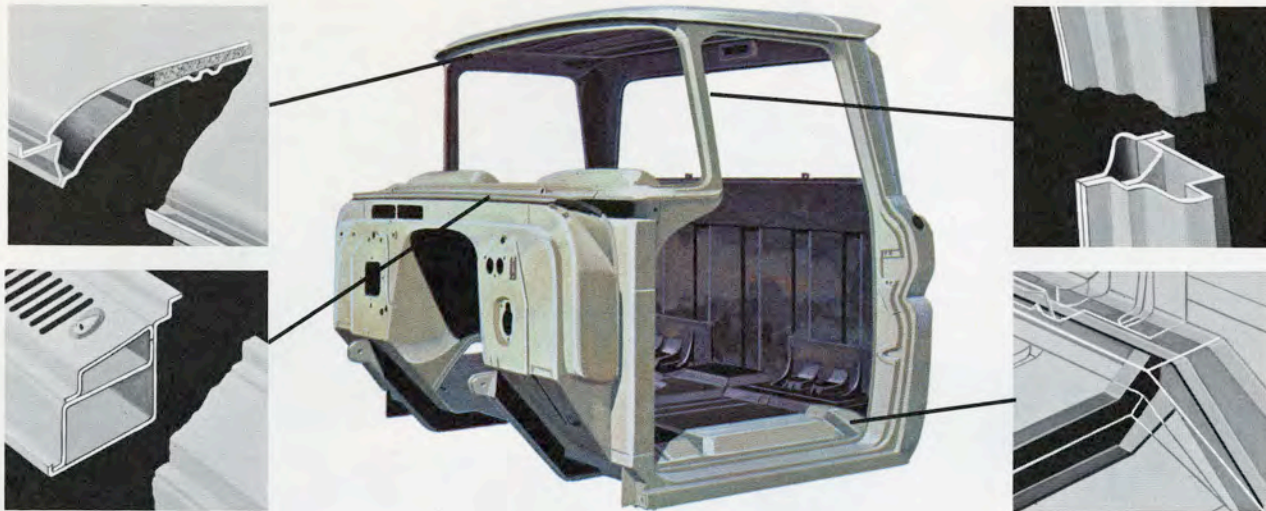


CAB & BODY FEATURES

Chevrolet's 1962 Comfort-King cabs are designed for extra comfort and convenience—the kind that eases long hours at the wheel. With advanced drop-frame chassis design, you get a low, full-width cab floor, easier to get in and out of and more comfortable on the road. There are wide, deep-cushioned seats with plenty of room for three, with durable all-vinyl upholstery standard and rich cloth and vinyl trim in the extra-cost custom comfort option (including a full 6-inch foam seat cushion, which is also available as a separate option with standard trim—see inset). There are high, wide

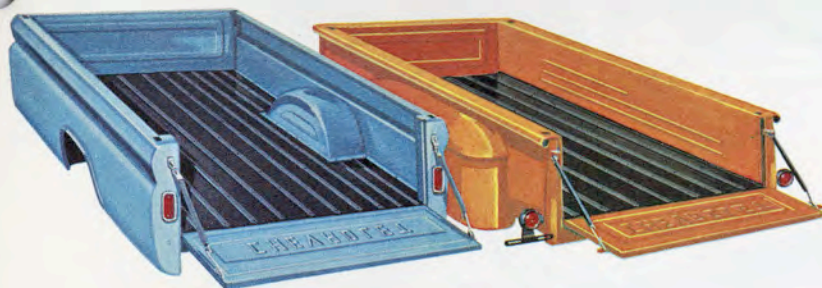
windshields for a better view of the road ahead, complemented by the new hood design that lets you see the road directly in front of the truck 8½ feet closer. All driving instruments and controls are clustered in a hooded anti-reflection console directly in front of the driver. Cab doors, and pickup tailgates, too, seal tight and stay rattle-free, thanks to extra-rugged Chevrolet precision construction.



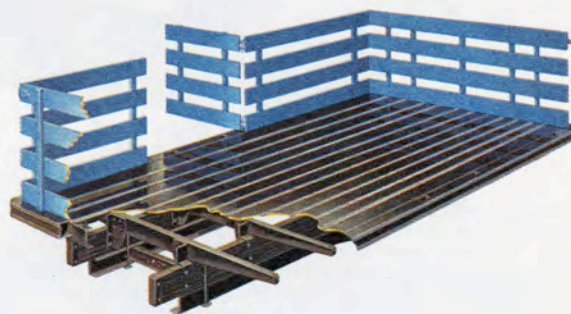


Here's extra-quality construction that keeps Chevy cabs solid and tight through a long, hard-working life: ■ *deep sculptured double-panel roof* adds rigidity to entire cab structure, heavily insulated between panels to keep out noise, heat and cold; ■ *reinforced box-section pillars* support roof and frame doorways, help keep doors working right and sealing tight for life;

■ *massive double-walled cowl arch* bridges front of cab structure, uniting door frames, dash and floor panels in an integrated, high-strength assembly; and ■ *rugged floor panel assembly* is double-braced with massive crossmembers plus fore-and-aft sills. Reinforced cab mounting points ride on new floating-action mounts, for better isolation from frame vibration.



PICKUP BODIES Long on capacity and the last word in convenience, Chevrolet pickup bodies in both Fleetside and Stepside types are built to make your tough jobs easier for many years to come. Fleetside bodies are tops for looks and load space, a full six feet wide inside and available in 6½- and 8-foot lengths. Double-walled side panels protect the exterior surfaces against dents caused by shifting cargo, and a separate front panel protects the back of the cab. The Stepside body, in 6½-, 8- and 9-foot lengths, offers unobstructed load space a full 50 inches wide from end to end, plus handy running boards for easy access to cargo from either side. In either type, you get the surer footing of select wood flooring, with recessed steel skid strips for easy loading and



unloading. Both feature wide tight-sealing tailgates with plenty of strength for extra-long loads, plus positive anti-rattle latches and support chains.

STAKE BODIES Models C2509, C3609, C4109 and C4309 come equipped with rugged stake bodies, designed and built for maximum cargo convenience and a long, hard-working life. Platforms of tough 1¼-inch select wood planking are built on high-strength frameworks of steel cross sills and shock-cushioning wood subsills. Round-cornered steel rub rails edge platforms for protection against docking damage and injury. Wear-resistant steel-lined stake pockets support stake racks of top-quality hardwood, with assembly hardware recessed to leave interior surfaces smooth and snag-free.

CUSTOM EQUIPMENT

For your convenience in equipping your truck exactly as you like it, Chevrolet cab and body custom equipment is divided into these four extra-cost option groups:

CUSTOM COMFORT OPTION: Full 6-inch foam rubber seat cushion with special cloth and vinyl trim . . . special cab insulation . . . left-hand arm rest . . . outside key lock on right-hand door . . . right-hand sunshade and chrome cigar lighter.

CUSTOM CHROME OPTION: Chrome-plated front bumpers and hubcaps for Series C10 through C30 models with single rear wheels (hubcaps excluded with duals) . . . Chrome rear bumpers also available as separate option.

CUSTOM APPEARANCE OPTION: Bright metal grille assembly, windshield reveal molding and upper rear quarter panel trim plates . . . special steering wheel with chrome horn ring and bright metal instrument panel details . . . two-tone door sidewall panels and dispatch box door.

CUSTOM SIDE MOLDING: Full-length bright metal side molding for Fleetside pickups only, with contrasting color insert area.

CHASSIS FEATURES

X-BRACED DROP FRAME DESIGN—Series C10 and C20 frames feature deep-drop side rails for lower cab and load floor heights, reinforced with a massive central X-brace for maximum twist resistance. For an extra margin of rigidity, side rails are of full box-section construction in the wheel kickup areas. All-welded construction of extra-high-strength steel results in a stay-tight structure good for many years of hard work.

BRAWNY BOX-SECTION FRONT CROSSMEMBER—Reinforcing the front of the frame is a massive boxed-hat-section crossmember, doubling as a rigid base for the independent front suspension arms. Its rugged construction and wide-base mounting resist road shock and braking forces, and help keep front wheels in precise alignment.

PRECISE, LOW-DRAG STEERING—Friction and lost motion are at a minimum throughout the Chevrolet steering system, with a precision recirculating-ball steering gear, balanced relay-type linkage and smooth-working spherical joints at the wheel spindle supports. You get light, easy steering and quick, sure response, built in to stay right with less maintenance.

FREE-STEPPING INDEPENDENT FRONT SUSPENSION—Here's the key to Chevrolet's remarkable ride and roadability—each front wheel is free to take bumps, ruts and potholes in stride with virtually no effect on the other. Rugged control arms guide each wheel precisely and independently, with action specially engineered to keep wheel tread constant at the road surface for minimum tire wear. Loads stay more level and there's less wheel fight, shimmy and sway, and resilient, friction-free torsion bars soak up the worst bumps the roads have to offer. Topping it off, there's the firm, consistent ride control of positive double-acting shock absorbers as standard equipment.

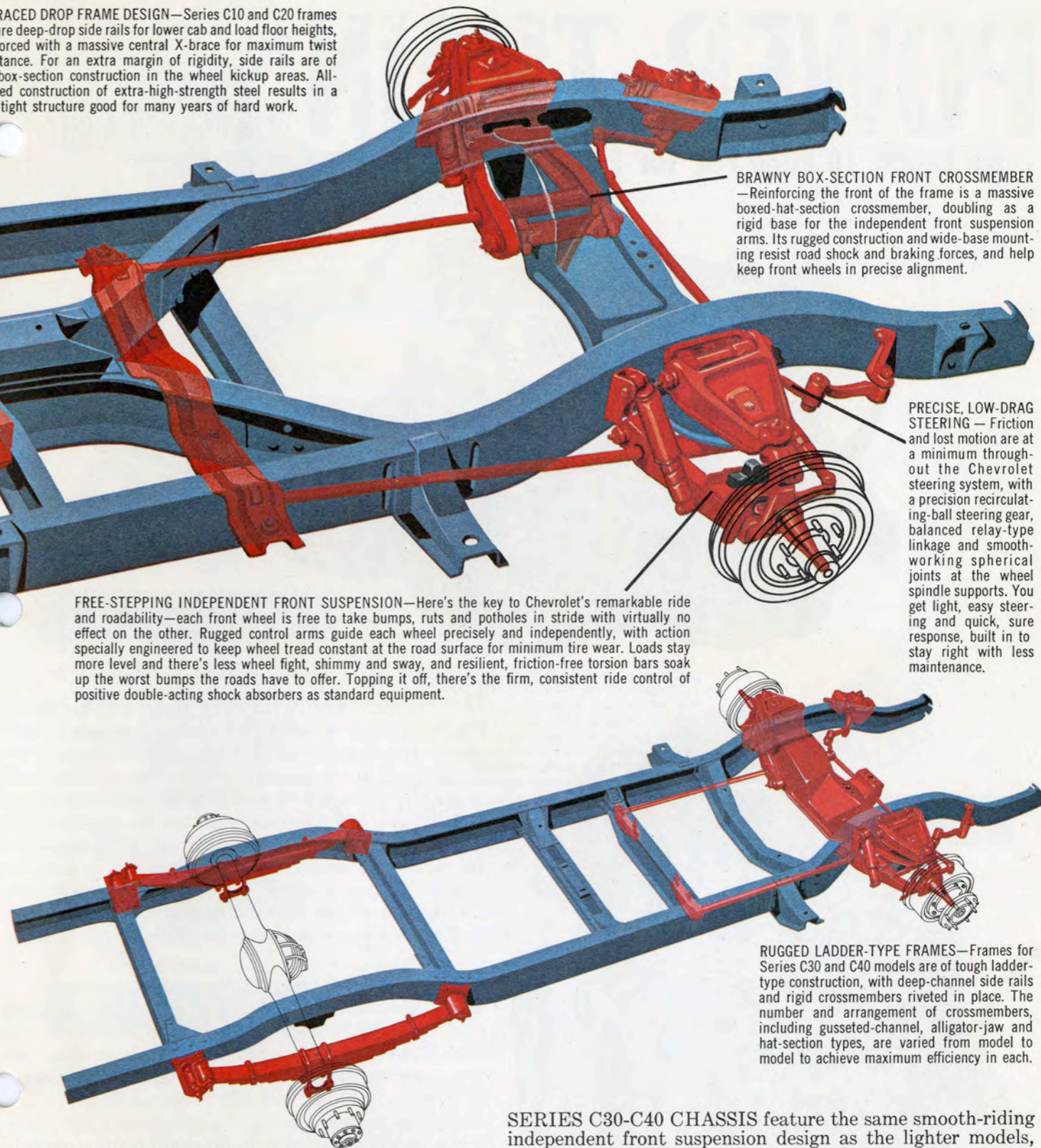
RIDE-TAILORED REAR COIL SPRINGS—Deep, friction-free coil springs on Series C10 and C20 models cushion the ride at the rear to match the action of the torsion-spring independent front suspension. Not required to absorb driving and braking forces, they're engineered for maximum cushioning effectiveness, and positioned wide for extra resistance to roll and sway. Direct, double-acting shock absorbers are located next to the springs, complementing their action with positive ride control.

CONTROL ARMS AND LATERAL STABILIZER—Rear axles of Series C10 and C20 models are guided precisely and positively by king-size control arms and a lateral stabilizer, for firm, sure steering and handling under all road and load conditions. Driving and braking forces are transmitted and absorbed by the extra-long control arms, virtually eliminating rear-end lift or dip when braking or accelerating.



Here's the advanced Chevrolet chassis design that's won highest praise from truck operators everywhere, engineered throughout to do more work per day and stay on the job longer. The triple profit protection of independent front suspension ride—easier on cargo, truck and driver—has proved itself a practical, paying advantage on jobs all over the country. The better stability and surer, safer

handling that go with it make possible higher safe speeds, for more money-making trips per day on even the tightest schedules. Lower loading heights and easy cab entry and exit, made possible by Chevy's drop-frame design, cut driver fatigue still further and promote greater safety and efficiency. There are many more work- and money-saving features—and no matter how you add them up they're bound to total out to the biggest and best value in trucking today!



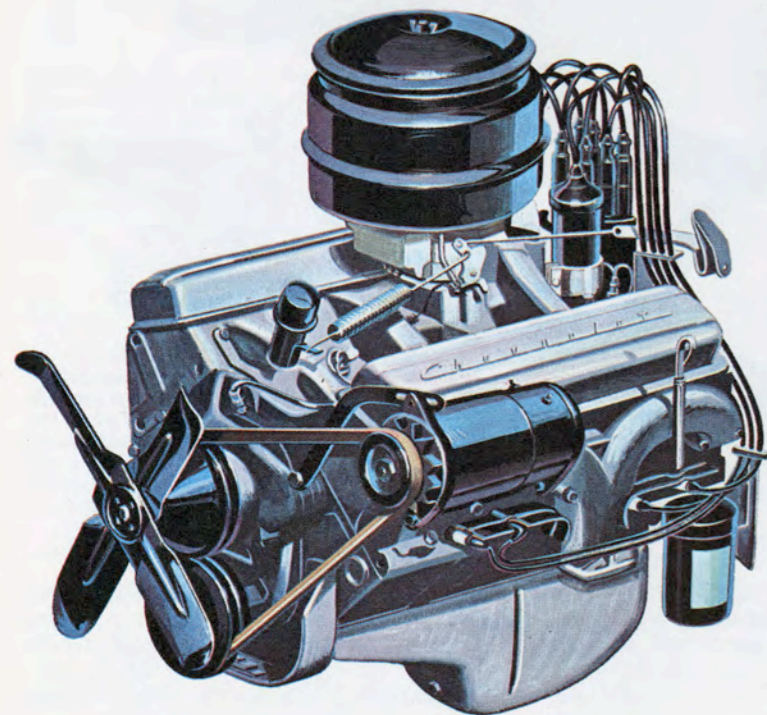
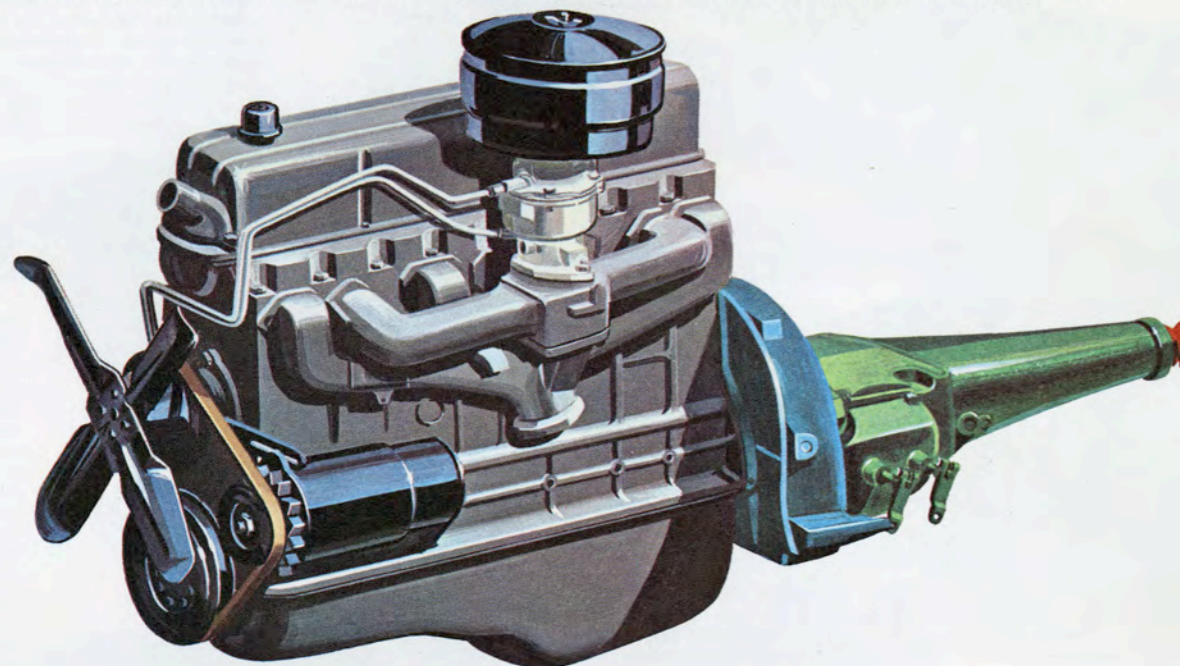
RUGGED LADDER-TYPE FRAMES—Frames for Series C30 and C40 models are of tough ladder-type construction, with deep-channel side rails and rigid crossmembers riveted in place. The number and arrangement of crossmembers, including gusseted-channel, alligator-jaw and hat-section types, are varied from model to model to achieve maximum efficiency in each.

RESILIENT LONG-LEAF REAR SPRINGS—Leaf rear springs for Series C30 and C40 models are designed and shackled for best riding qualities consistent with top load-carrying capacity, to take maximum advantage of the smoother ride inherent in independent front suspension design. Single-stage springs are standard in Series C30 models and two-stage design is featured in C40's. Optional heavier duty springs are available at extra cost.

SERIES C30-C40 CHASSIS feature the same smooth-riding independent front suspension design as the lighter models, combined with bigger, brawnier frames and rear suspension components to stand the gaff of bigger payload operation. Drop-frame design is also featured, to keep cab floors closer to the ground, easier to get in and out of, and side rails are parallel in the rear for better body support.

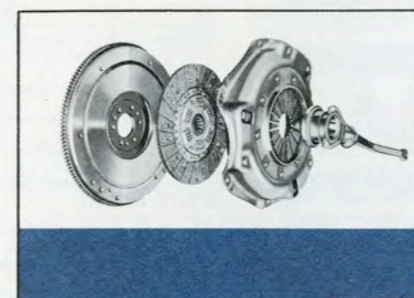
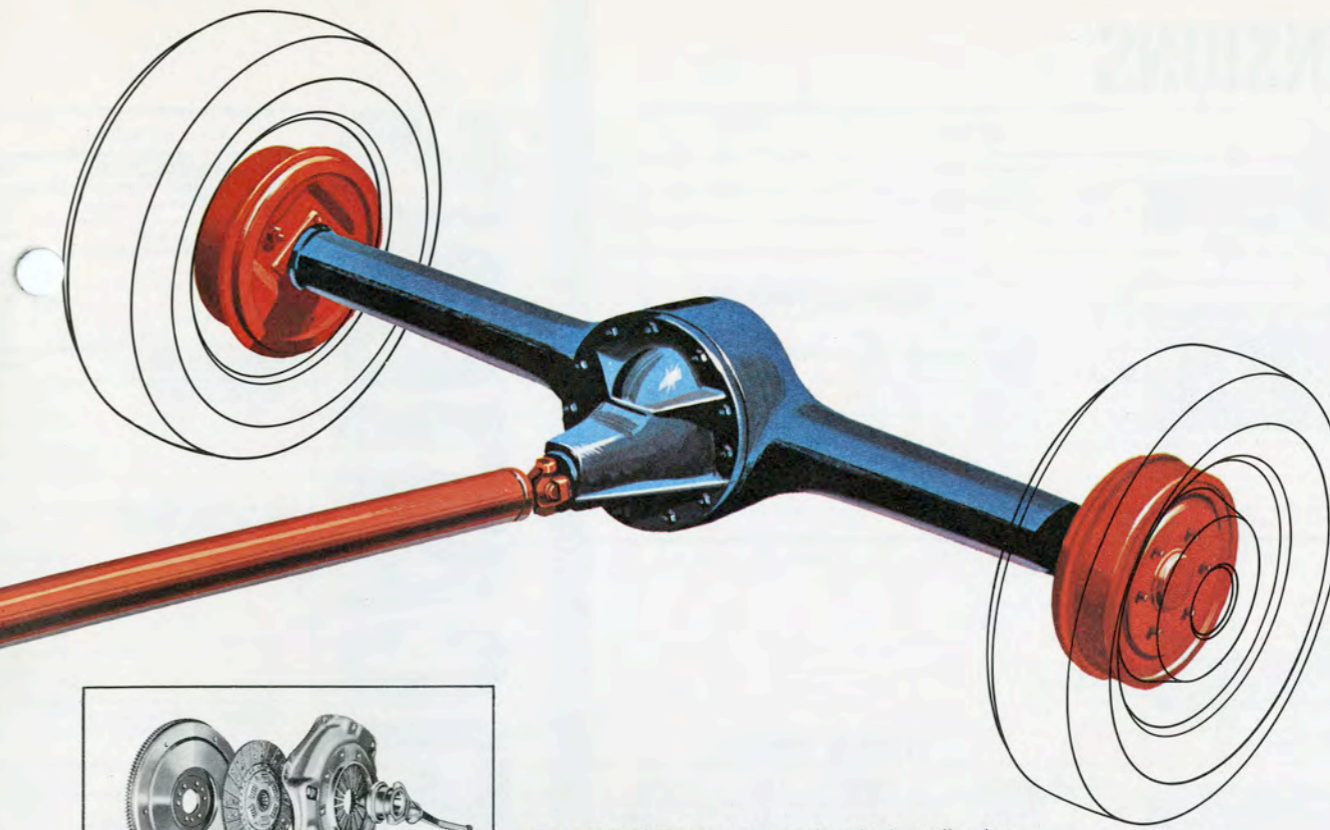
POWER TRAIN

ENGINEERED RIGHT
FROM ENGINE TO ROAD FOR TOP ECONOMY AND PAYLOAD PERFORMANCE

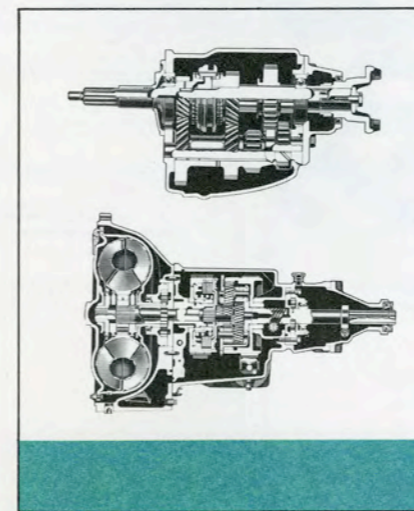


6's From the world's leading designer and builder of 6-cylinder engines come standards of economy, durability and High Torque payload performance that are unsurpassed in the industry. Standard equipment in all Series C10 through C40 models is the famed-for-saving 235 Six, with 135 horsepower and 217 ft.-lbs. of torque. It's powered more payloads than any other engine in the history of hauling! And for extra-severe duty requirements, you can order the heavy-duty 150-hp. 261 Six, now available for the first time as a regular-production extra-cost option for all light-duty models.

V8's The extra punch of V8 power is yours at nominal extra cost in all Series C10 through C40 models with the High Torque 283 V8, a proved design unmatched for money-saving durability and fuel-stretching efficiency. It turns out 160 hp. with 270 ft.-lbs. of torque to get your biggest loads moving—pronto!—and get them where they're going quicker. Standard features include hydraulic valve lifters, full-flow oil filter, oil bath air cleaner and extra-duty Moraine 100 bearings, all working to keep the 283 on the job no matter how tough the going gets!



CLUTCH Long-wearing clutches tailored to the power in every Chevy model, with easy-acting diaphragm-spring types in 10- and 11-inch sizes for standard-powered C10-20-30's and C40's, respectively. With 261 Six and 283 V8 engine options, heavy-duty 11-inch coil spring clutches are included in all models. Smooth-working hydraulic control is standard.



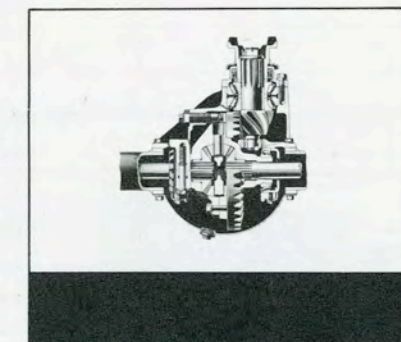
TRANSMISSION Tough, quiet-shifting Synchro-Mesh transmissions are standard equipment in every model, with 3-speeds for Series C10's and C20's, 4-speeds for C30's and C40's. A wide choice of extra-cost options includes a 4-speed for 10-20 models and a 3-speed heavy-duty for 10-20-30's. Also available for Series 10 and 20 models is the smooth, fully automatic Powerglide transmission.

DRIVE LINE Precision-balanced Chevrolet drive lines are fabricated of high-quality steel tubing, and equipped with efficient needle-bearing universal joints throughout. All C20, C30 and C40 models, and C15's with optional Synchro-Mesh transmissions, feature two-piece drive lines with short, rigid shaft sections and cushion-mounted, self-aligning ball-type center bearings!

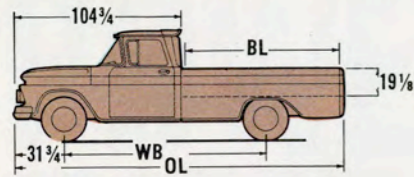
REAR AXLE Rugged, quiet-running hypoid rear axles are standard in all light-duty models, with capacities ranging from 3,500 to 11,000 lbs. to match job requirements. Full-floating axles for Series 20 models and up feature straddle-mounted pinions and ring gear backup thrust pads, plus induction-hardened shafts and 4-pinion differentials for top durability. Spin-limiting differentials are available at extra cost in Series C10 through C30.

BRAKES Sure-stopping Torque-Action brakes with self-energizing action are standard on Series C10, 20 and 30 models and on the front wheels of Series C40's. Series C40 rear wheels feature big Twin-Action brakes with two double-acting cylinders for each wheel. Vacuum boosters are available at extra cost for Series C30's and 40's.

TIRES A wide range of tubeless and tube-type tires are offered to meet every GVW requirement. Both highway and on-off-road treads are available on either regular rayon-cord or nylon bodies.

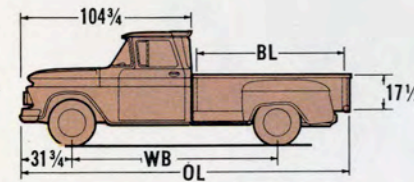
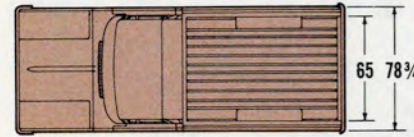


DIMENSIONS



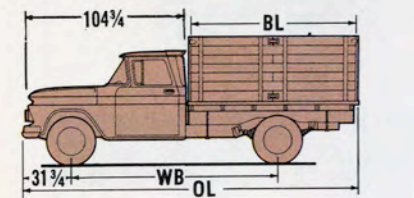
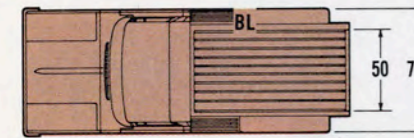
FLEETSIDE PICKUPS

MODEL	WB	OL	BL
C1434	115"	186 3/4"	78 1/8"
C1534	127"	206"	98"
C2534	127"	206"	98"



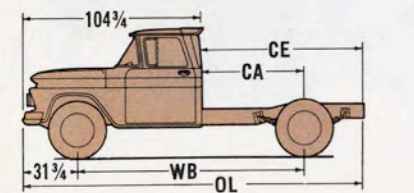
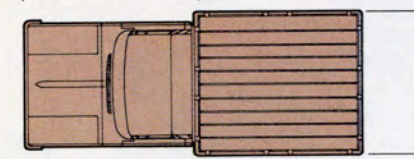
STEPSIDE PICKUPS

MODEL	WB	OL	BL
C1404	115"	186 5/8"	78 1/8"
C1504	127"	206"	98"
C2504	127"	206"	98"
C3604	133"	216 1/4"	108 1/4"



STAKE MODELS

MODEL	WB	OL	BL	BW
C2509	127"	210 3/4"	98"	73"
C3609	133"	221 3/8"	109"	85"
C4109	133"	221 3/8"	109"	85"
C4309	157"	256 1/2"	144"	85"



CHASSIS-CAB MODELS

MODEL	WB	OL	CA	CE
C1403	115"	180 1/4"	42"	75 1/2"
C1503	127"	200 1/4"	54"	95 1/2"
C2503	127"	211 1/4"	54"	95 1/2"
C3603	133"	199 3/4"	60"	107"
C4103	133"	235 3/4"	60"	95"
C4303	157"	200 1/4"	84"	131"

SPECIFICATIONS

		SERIES C14 & C15			SERIES C25			SERIES C36			SERIES C40		
GROSS WEIGHT RATINGS	GVW	4300 lb. to 5200 lb.			5500 lb. to 7500 lb.			6700 lb. to 10,000 lb. †			10,000 lb. to 14,000 lb.		
AXLE, FRONT	Type	Independent Suspension			Independent Suspension			Independent Suspension			Independent Suspension		
	Rating	2500 lb.			3000 lb.			3500 lb.			4000 lb.		
AXLE, REAR	Make	Chevrolet			Chevrolet			Chevrolet			Chevrolet		
	Rating	3500 lb.			5200 lb.			7200 lb.			11,000 lb.		
	Ratio	Positraction, 3.50 lb.			No-Spin, 5200 lb.			No-Spin, 7200 lb.			No-Spin, 11,000 lb.		
BRAKES, PARKING	Location	Rear Wheels			Rear Wheels			Propeller Shaft			Propeller Shaft		
	Size Front	11" x 2"			11" x 2 3/4"			11" x 2 3/4"			11" x 2 3/4"		
BRAKES, SERVICE	Size Rear	11" x 2"			11" x 2 3/4"			13" x 2 1/2"			15" x 4"		
	Total Lining Area	167 Sq. In.			239 Sq. In.			252 Sq. In.			364 Sq. In.		
ENGINE, HIGH TORQUE	Booster	•			•			7" Hydrovac			11" Diaphragm		
	Type	★ 235 Six			261 Six			283 V8			235 Six		
	Displacement	235.5 Cu. In.			261 Cu. In.			283 Cu. In.			235.5 Cu. In.		
	Gross Horsepower	135			150			160			135		
	Gross Torque	217 Ft.-lb.			235 Ft.-lb.			270 Ft.-lb.			217 Ft.-lb.		
	Clutch Dia.; Facing Area (Sq. In.)	10"; 100			11"; 124			11"; 124			11"; 124		
FRAME	Side Rail Dimensions; Sec. Mod.	5 1/2" x 2 1/2" x 1/4"; 3.39			5 1/2" x 2 1/2" x 3/32"; 3.91			7 1/8" x 2 3/4" x 3/16"; 5.09			8 1/4" x 2 1/8" x 3/16"; 6.28 (Series C41)		
											8 3/16" x 2 3/32" x 7/32"; 7.29 (Series C43)		
FUEL TANK	Capacity	18 1/2 Gal.			20 Gal.			18 1/2 Gal.			20 Gal.		
GENERATOR	Volts; Amps	12; 30			12; 35			12; 40			12; 30		
SHOCK ABSORBERS	Front & Rear	HD Front & Rear			Front & Rear			HD Front & Rear			Front		
SPRINGS, FRONT	Type	Torsion			Torsion			Torsion			Torsion		
	Cap. at Ground	1250 lb.			1250 lb.			1500 lb.			1750 lb.		
SPRINGS, REAR	Type; Leng. Width	Coil			Coil			Leaf; 52" x 2 1/2"			Leaf; 52" x 2 1/2"		
	No. of Leaves; Cap. at Ground	1250 lb.			2000 lb.			2000 lb.			3000 lb.		
STEERING	Ball-Gear Ratio; Wheel Dia.	24.0 to 1; 17"			24.0 to 1; 17"			24.0 to 1; 17"			24.0 to 1; 17"		
	Standard	6.70-15/4PR Front, Single Rear & Spare			7-17.5/6PR Front & Single Rear			8-17.5/6PR Front; 8-17.5/8PR Single Rear			8-19.5/6PR Front & Dual Rear		
TIRES	Maximum	7-17.5/6PR Front, Single Rear & Spare			8-19.5/8PR Front & Single Rear			8-17.5/8PR Front & Dual Rear			8-19.5/10PR Front & Dual Rear		
	Make	Chevrolet			Chevrolet			Chevrolet			Chevrolet		
TRANSMISSION	Type	Synchro			HD Synchro			Synchro			Powerglide		
	No. of Speeds	3			3			4			2		
WHEELS	Type	6-Stud Disc			8-Stud Disc			8-Stud Disc			5-Stud Disc, Front; 10-Stud Disc, Rear		
	Std. Rim Size; Max. Rim Size	5.00"; 5.25"			5.25"; 5.25"			5.25"; 5.25"			5.25"; 5.25"		

EQUIPMENT SHOWN IN LIGHT FACE ITALICS OPTIONAL AT EXTRA COST

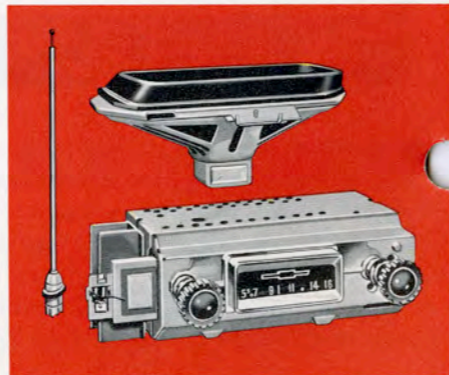
†40, 48 and 62 amp Delcotron AC generators also available as extra cost options.

★ 235 Six engine with maximum economy carburetor and 3.38 ratio rear axle available as extra cost option on Series C14 and C15 with standard 3-speed Synchro-Mesh transmission.

‡Max. GVW 7800 lb. for Series C36 Pickup. † Available as accessory item.

■ Dual rear tires not available on Pickup. Max. tires on C36 Pickup are 8-19.5/10PR front and single rear.

All illustrations and specifications contained in this literature are based on the latest product information available at the time of publication. The right is reserved to make changes at any time in prices, colors, materials, equipment, specifications and models, and also to discontinue models.
CHEVROLET MOTOR DIVISION OF GENERAL MOTORS CORPORATION, DETROIT 2, MICHIGAN



CUSTOM FEATURES

Quality-built radios, designed to fit and styled to harmonize with the Chevrolet instrument panel, are available directly from your Chevrolet dealer. Both manual-tuning and push-button types are offered. With these and many other dealer-installed custom features, you can personalize your Chevrolet truck and tailor it exactly to your liking. The following list is typical of the variety available:

Air Conditioner
Bumper Guards
Cigar Lighter
Flares
Flags
Grille Guards
Heaters

Marker Lights
Mirrors
Mud Flaps
Reflectors
Safetylight
Seat Belts
Sun Visors
Windshield Washers

1962 CHEVROLET TRUCKS

PICKUP
CHASSIS-CAB
STAKE
SERIES C10 THROUGH C40

