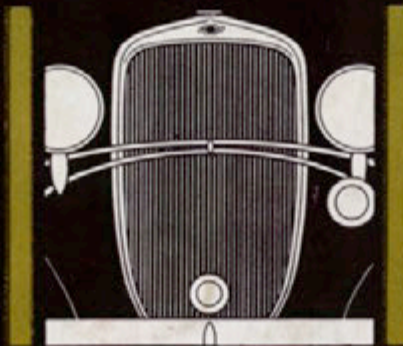


GM
CHEVROLET TRUCK

1933
#2



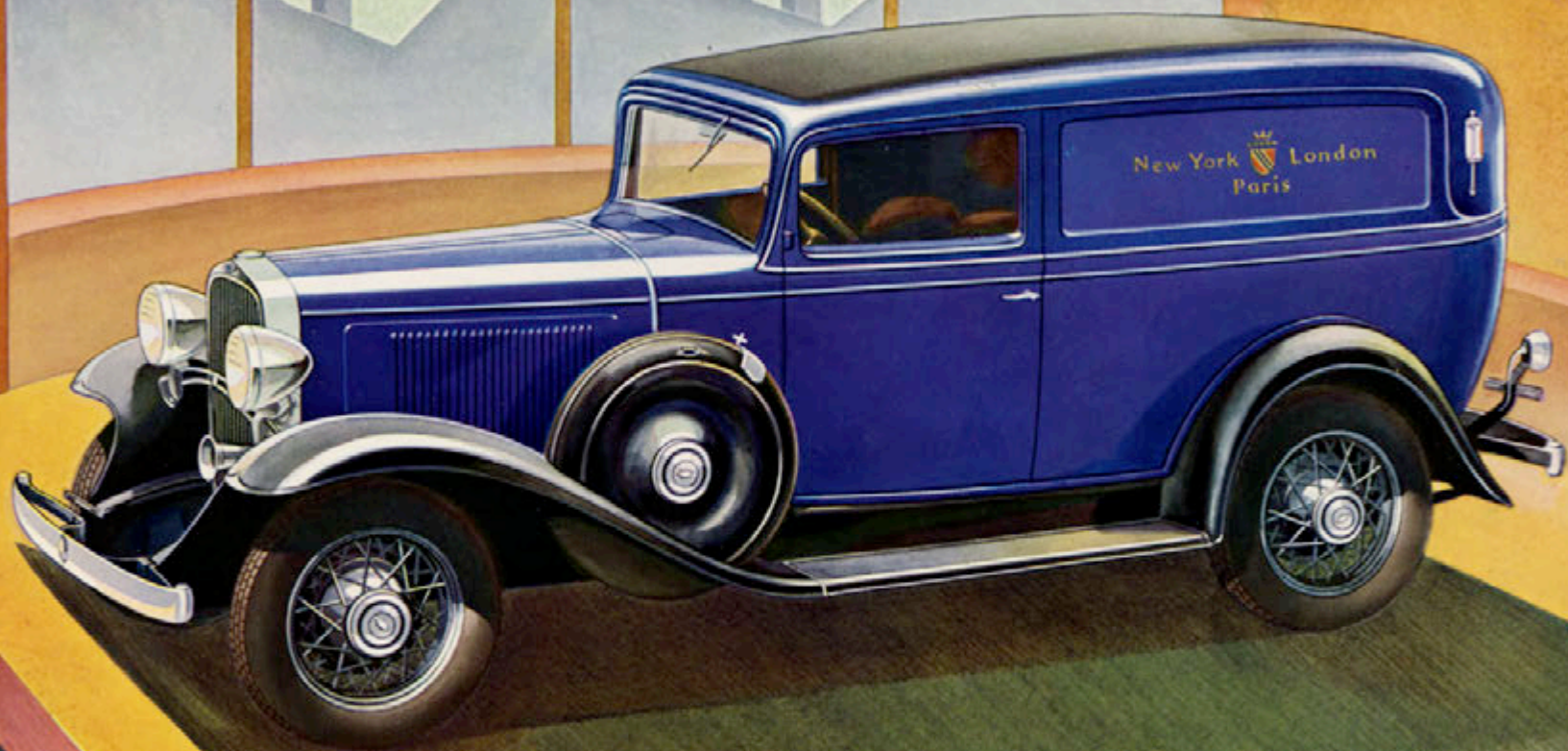
CHEVROLET SIX CYLINDER TRUCKS



A GENERAL MOTORS VALUE

SIX CYLINDERS OVERHEAD VALVES

Chevrolet trucks, already generally accepted as the most economical in America, now embody sweeping improvements and are substantially lower in price. You can now buy them for as much as \$70 less than last year's prices—even then among the lowest at which trucks are sold. You can count on great power, high speed, exceptional handling ease, comfortable driving quarters, and even longer life, for Chevrolet has strengthened, enlarged and otherwise improved practically every vital part of these trucks. And you can still rely on Chevrolet for lowest fuel and upkeep costs. Chevrolet features a big special truck-type six-cylinder engine with overhead valves. Only a six-cylinder engine can give you smoothness combined with maximum economy. And overhead valves are standard in every field—racing, aviation, heavy-duty trucking—where great power and dependable performance must be combined with very low gas consumption. Together, six cylinders and overhead valves make Chevrolet trucks the most efficient hauling units you can buy.



The New CHEVROLET *Sedan Delivery*

The only delivery unit in the world with Body by Fisher. Handsome coach lamps illuminate wide inset side panels to provide a prominent display of your firm name. The spacious body is completely lined and equipped with a dome light and two bucket-type seats. The driver's seat is

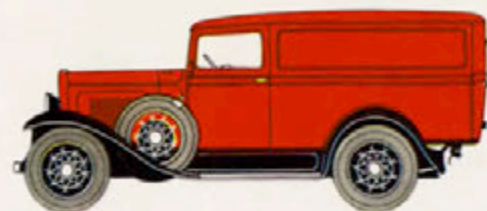
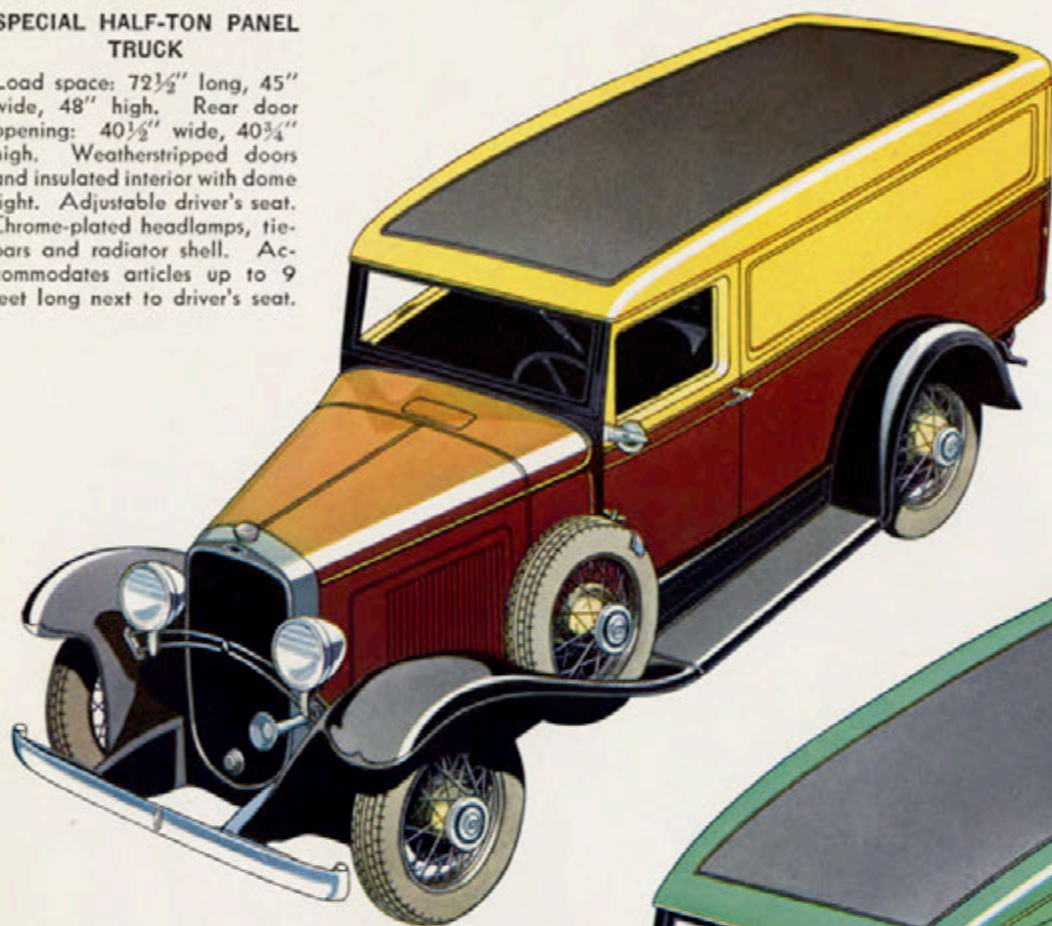
adjustable. Chrome-plated headlamps, tie-bars and radiator shell. Safety glass windshield. Load space: 57 inches long, 50½ inches wide, 44½ inches high. Weatherstripped rear door. Rear door opening: 36 inches wide, 37½ inches high. Syncro-Mesh gear-shift standard equipment.

AMERICA'S MOST ECONOMICAL TRUCK

CHEVROLET PANEL TRUCKS

SPECIAL HALF-TON PANEL TRUCK

Load space: 72½" long, 45" wide, 48" high. Rear door opening: 40½" wide, 40¾" high. Weatherstripped doors and insulated interior with dome light. Adjustable driver's seat. Chrome-plated headlamps, tie-bars and radiator shell. Accommodates articles up to 9 feet long next to driver's seat.

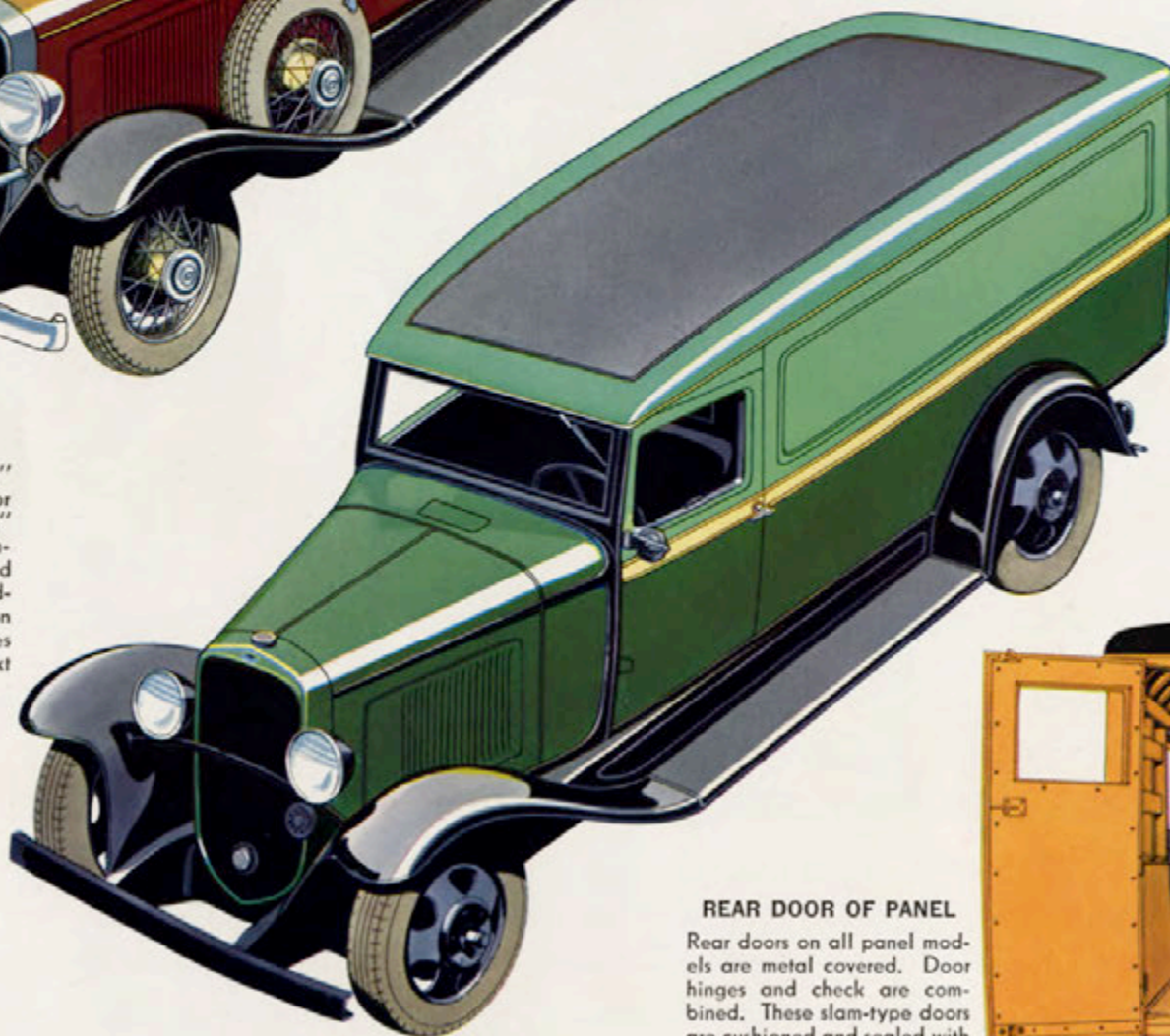


STANDARD HALF-TON PANEL TRUCK

Load space: 72½" long, 45" wide, 48" high. Rear door opening, 40½" wide, 40¾" high. French-type roof. Embossed side panels. Insulated body with dome light.

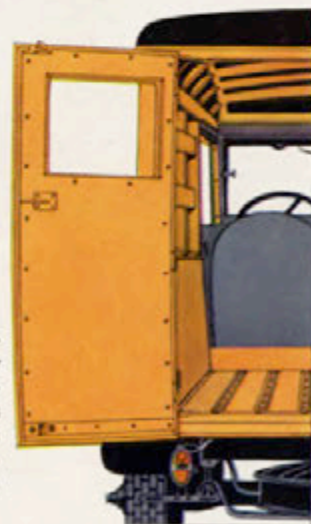
1½-TON PANEL TRUCK

Load space: 108" long, 45" wide, 53" high. Rear door opening: 40½" wide, 45½" high. French-type roof. Embossed side panels. Insulated interior with dome light. Adjustable driver's seat. Locks on all doors. Body accommodates articles up to 12 feet long next to driver's seat.



REAR DOOR OF PANEL

Rear doors on all panel models are metal covered. Door hinges and check are combined. These slam-type doors are cushioned and sealed with live rubber and have a mono-controlled door lock which latches at top and bottom.



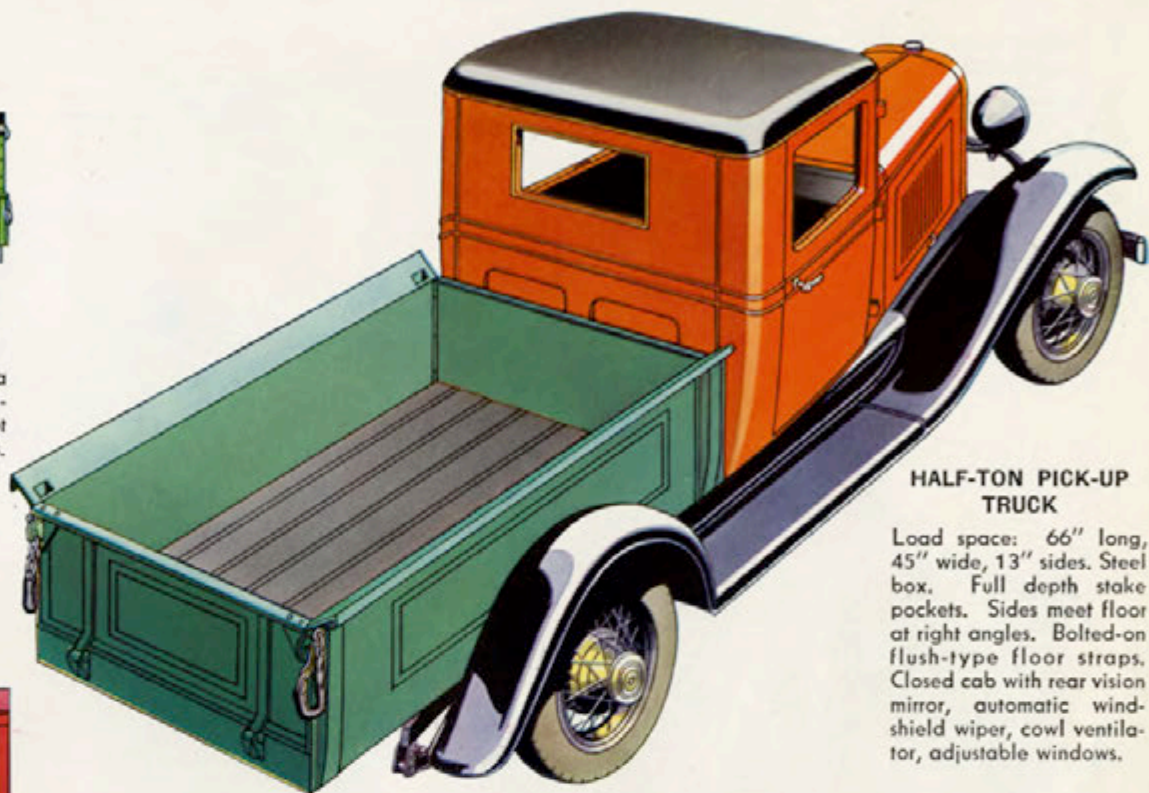
AMERICA'S MOST ECONOMICAL TRUCK

CHEVROLET EXPRESS TRUCKS



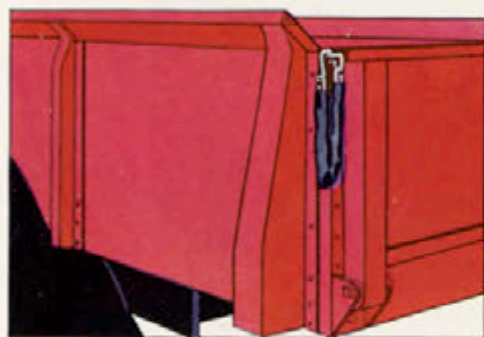
HALF-TON PICK-UP WITH CANOPY TOP

Same as half-ton pick-up with the addition of a canopy top of same height as closed cab. All-metal roof. Weatherproof curtains with lift-the-dot fasteners. Top fits into full-depth stake pockets.



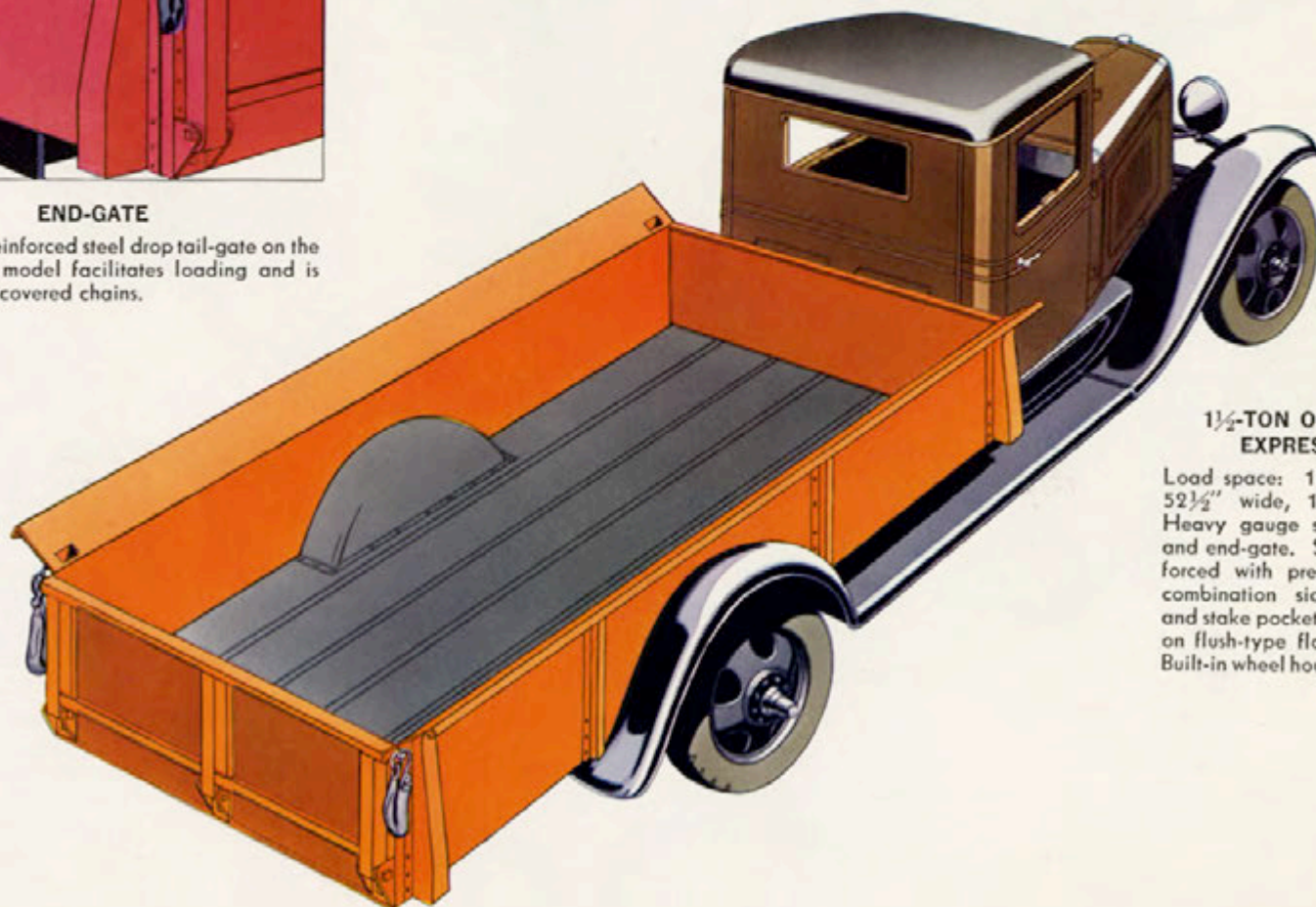
HALF-TON PICK-UP TRUCK

Load space: 66" long, 45" wide, 13" sides. Steel box. Full depth stake pockets. Sides meet floor at right angles. Bolted-on flush-type floor straps. Closed cab with rear vision mirror, automatic windshield wiper, cowl ventilator, adjustable windows.



END-GATE

The strongly reinforced steel drop tail-gate on the open express model facilitates loading and is controlled by covered chains.



1 1/2-TON OPEN EXPRESS

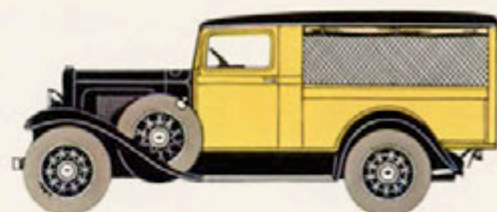
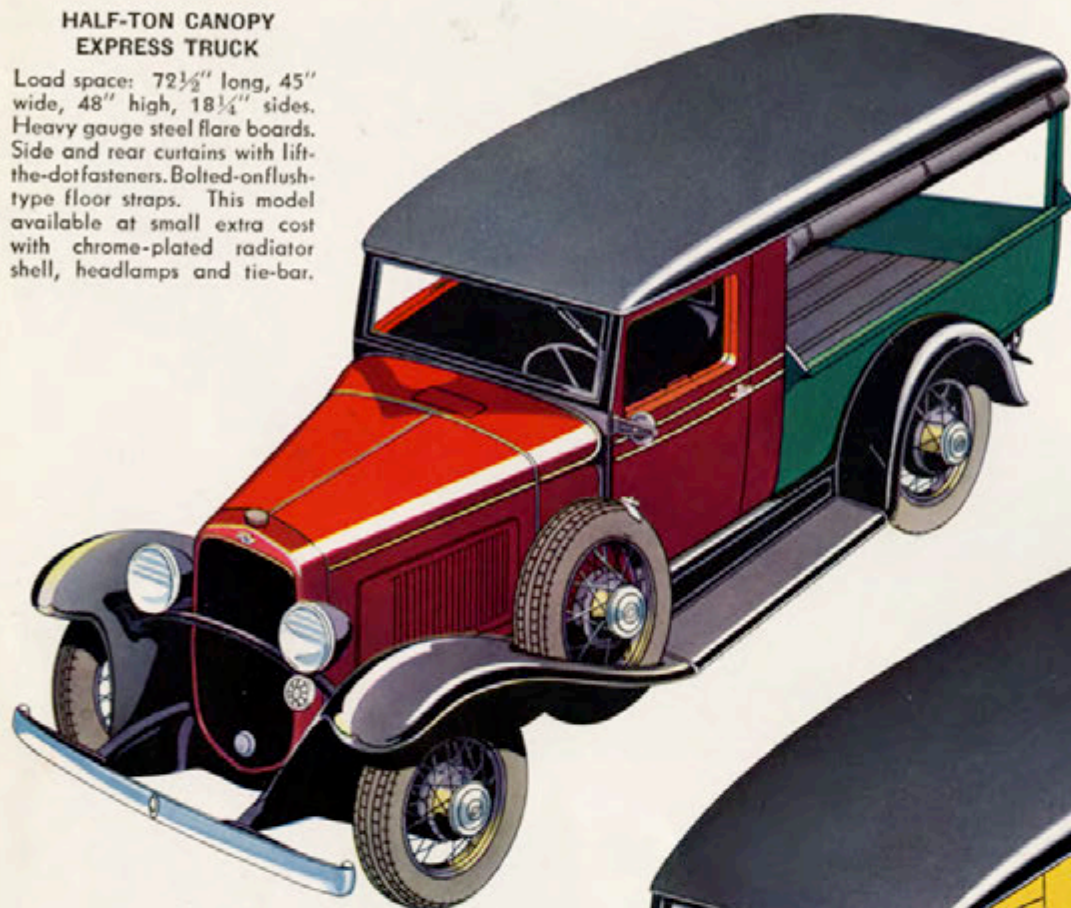
Load space: 108" long, 52 1/2" wide, 16" sides. Heavy gauge steel sides and end-gate. Sides reinforced with pressed steel combination side braces and stake pockets. Bolted-on flush-type floor straps. Built-in wheel housing.

AMERICA'S MOST ECONOMICAL TRUCK

CHEVROLET CANOPY EXPRESS TRUCKS

HALF-TON CANOPY EXPRESS TRUCK

Load space: 72½" long, 45" wide, 48" high, 18¼" sides. Heavy gauge steel flare boards. Side and rear curtains with lift-the-dot fasteners. Bolted-on flush-type floor straps. This model available at small extra cost with chrome-plated radiator shell, headlamps and tie-bar.

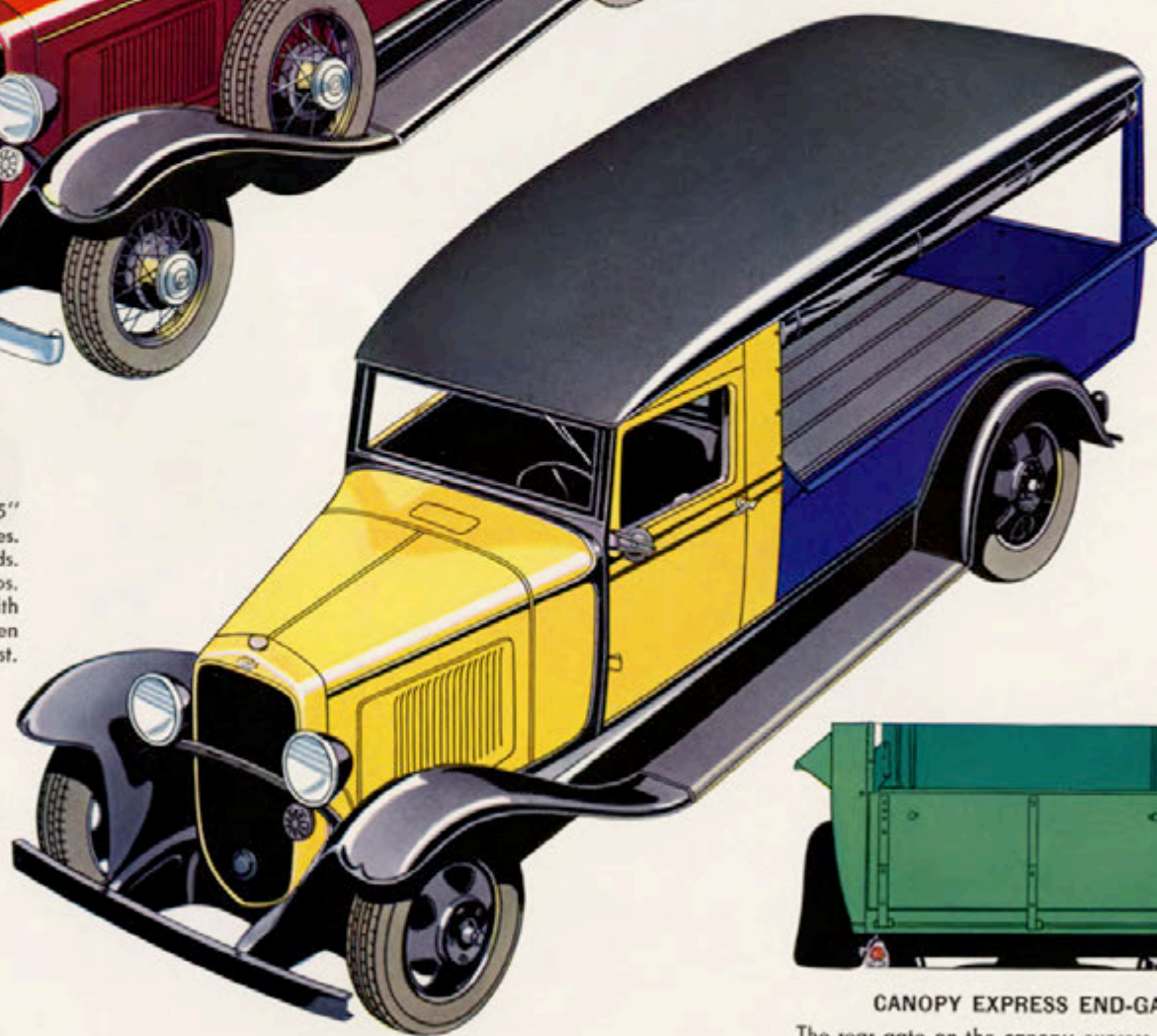


HALF-TON CANOPY EXPRESS WITH SCREEN SIDES

Load space: 72½" long, 45" wide, 48" high. Weatherproof curtains with lift-the-dot fasteners. Enclosed driver's compartment. Strong, removable screen sides.

1½-TON CANOPY EXPRESS TRUCK

Load space: 108" long, 45" wide, 53" high, 18¼" sides. Heavy gauge steel flare boards. Bolted-on flush-type floor straps. Side and rear roll curtains with lift-the-dot fasteners. Screen sides available at small extra cost.

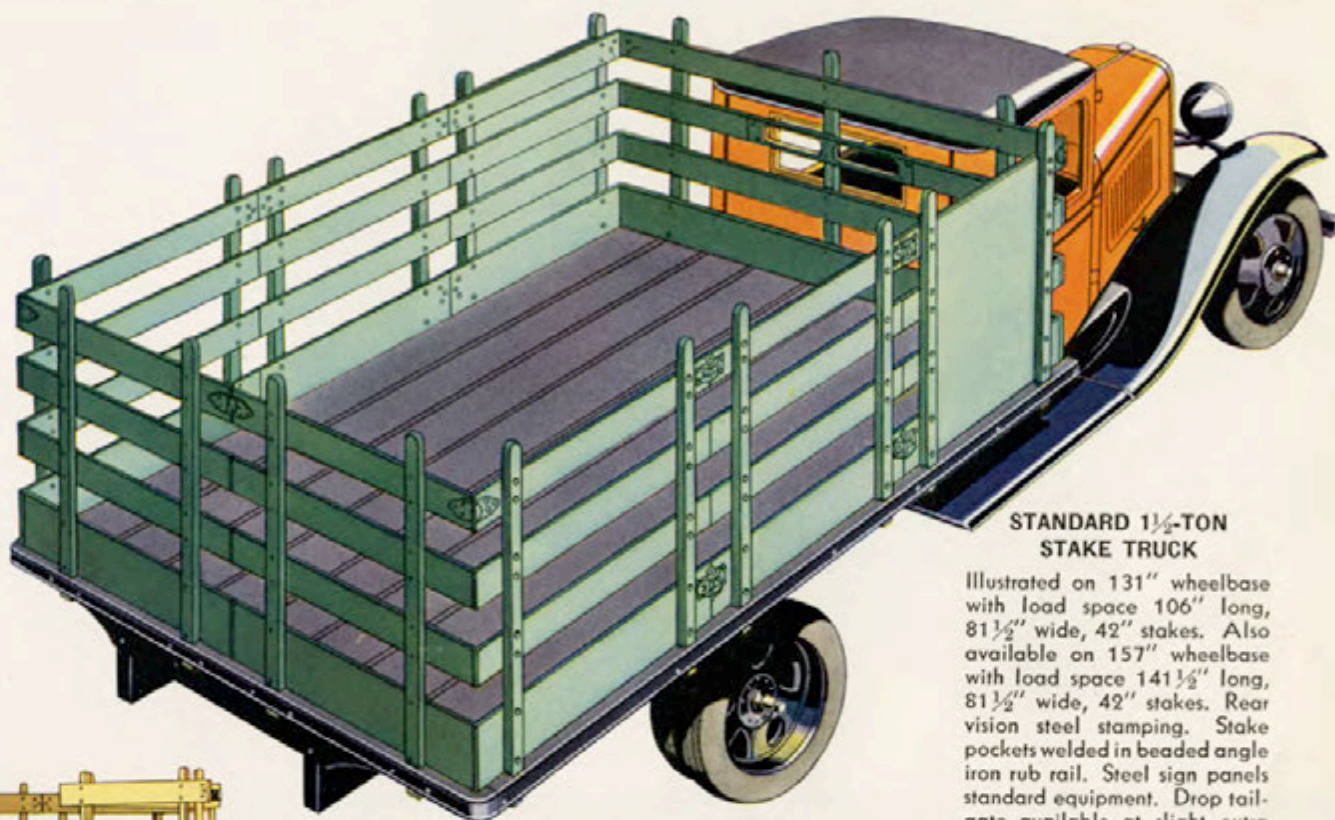


CANOPY EXPRESS END-GATE

The rear gate on the canopy express trucks is the slam-type with a concealed chain, and latches automatically when closed.

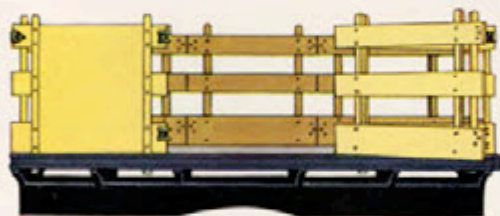
AMERICA'S MOST ECONOMICAL TRUCK

CHEVROLET STAKE TRUCKS



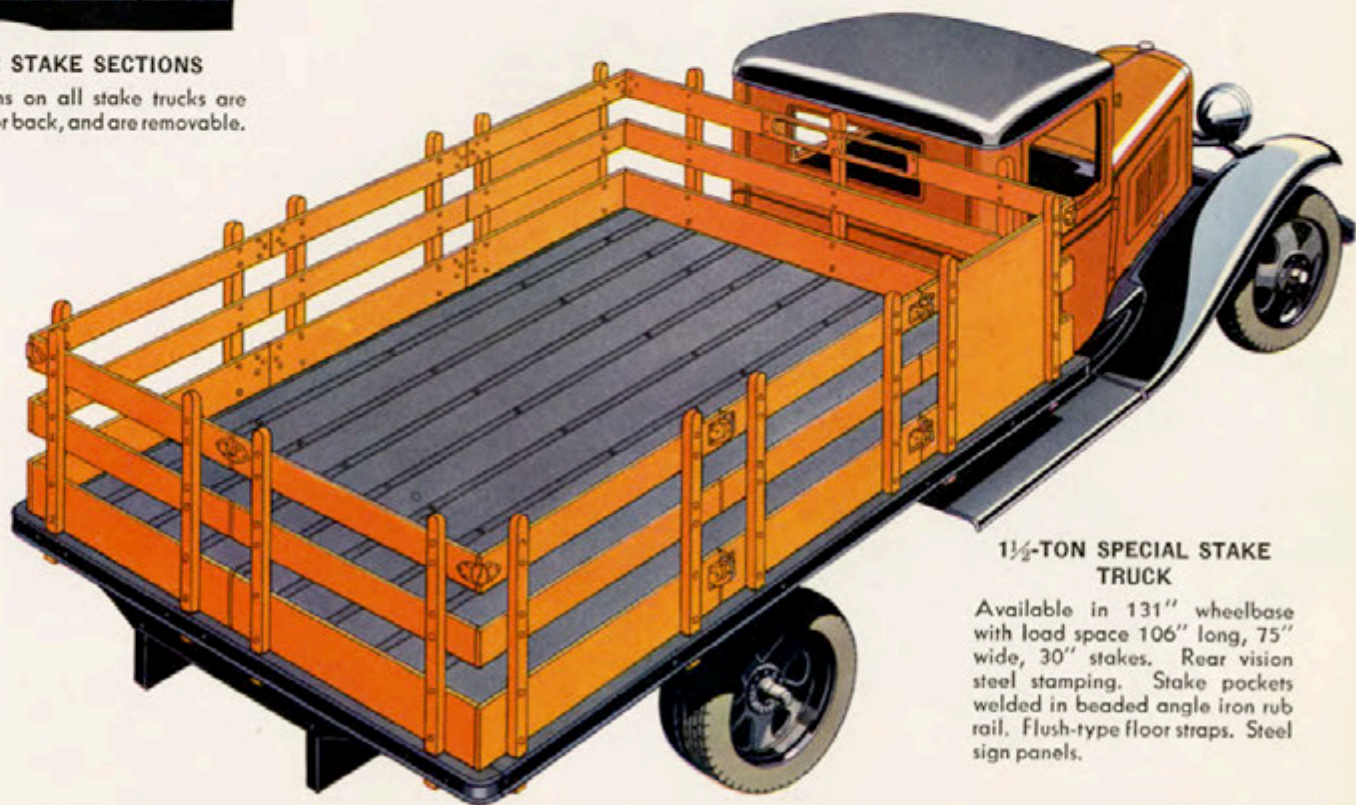
**STANDARD 1 1/2-TON
STAKE TRUCK**

Illustrated on 131" wheelbase with load space 106" long, 81 1/2" wide, 42" stakes. Also available on 157" wheelbase with load space 141 1/2" long, 81 1/2" wide, 42" stakes. Rear vision steel stamping. Stake pockets welded in beaded angle iron rub rail. Steel sign panels standard equipment. Drop tailgate available at slight extra cost.



HINGED CENTER STAKE SECTIONS

The center stake sections on all stake trucks are hinged to swing forward or back, and are removable.



**1 1/2-TON SPECIAL STAKE
TRUCK**

Available in 131" wheelbase with load space 106" long, 75" wide, 30" stakes. Rear vision steel stamping. Stake pockets welded in beaded angle iron rub rail. Flush-type floor straps. Steel sign panels.

AMERICA'S MOST ECONOMICAL TRUCK

CHEVROLET HIGH RACK TRUCKS



1½-TON 157" HIGH RACK TRUCK

Load space: 141½" long, 81½" wide, 66" sides. Platform supported on seven pressed steel cross sills. Stake pockets welded in angle iron rub rail. All rack bolts are countersunk and all edges are rounded. Handy stock end-gate.



1½-TON 131" HIGH RACK TRUCK

Load space: 104½" long, 81½" wide, 60" sides. Platform supported on six steel cross sills. Steel stake pockets welded in angle iron rub rail. Available with stock gate or drop tail-gate at small extra cost.



RUB RAIL AND CORNER SUPPORTS

Corners of the 157" High Rack truck are reinforced with rolled steel angles and held rigid with steel hooks and wing nuts. Racks easily removed.

CHEVROLET COMBINATION FARM TRUCKS



1½-TON COMBINATION FARM TRUCK

157" wheelbase. Load space: 141½" long, 75" wide, 18" side panels, 66" cattle racks. Flush-type floor straps. Stake pockets welded to steel sides. Beaded iron rub rail. Countersunk bolts on hardwood racks. Racks can be quickly removed.



COMBINATION FARM TRUCK WITH TIP TOPS

With cattle racks removed and tip tops in place, the body holds 136 bushels. Tip tops fit in stake pockets. Front and rear panels are rigidly reinforced.



COMBINATION FARM TRUCK

Without tip tops, this body holds 88 bushels. Has steel front and side panel with stake pockets and removable grain gate. Cattle racks and tip tops available at small extra cost.

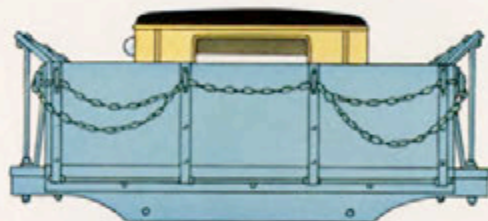
AMERICA'S MOST ECONOMICAL TRUCK

CHEVROLET WIDE EXPRESS TRUCKS



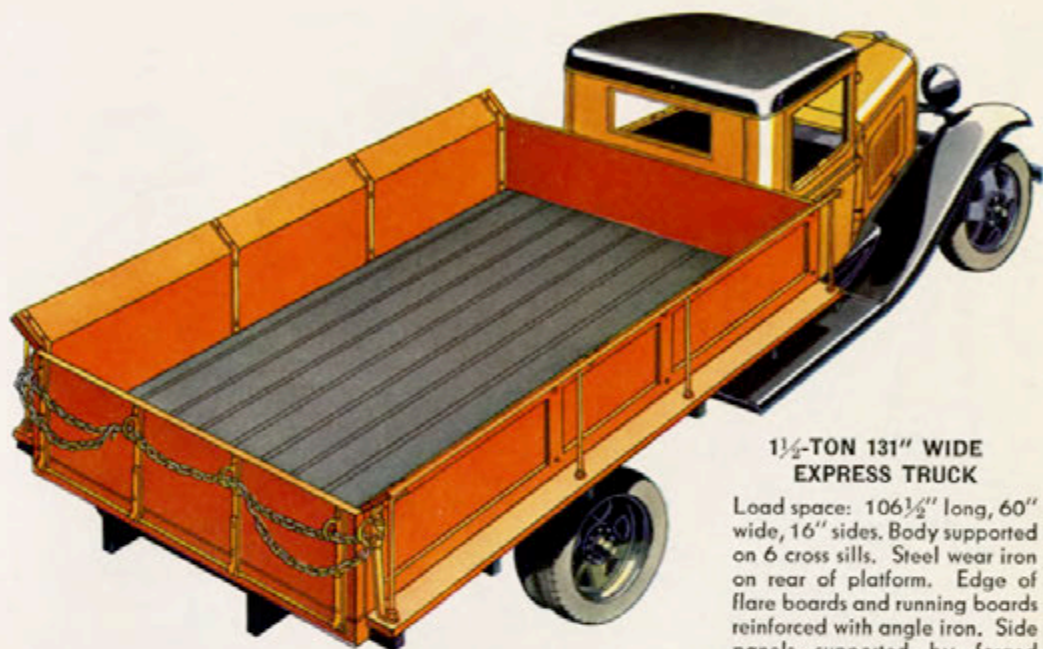
1 1/2-TON 157" WIDE EXPRESS TRUCK

Load space: 142" long, 60" wide, 16" sides. Steel wear iron on rear of platform. Flare boards and running boards edged with angle iron. Side panels reinforced with forged braces and inside draw irons.



TAIL-GATE ON WIDE EXPRESS

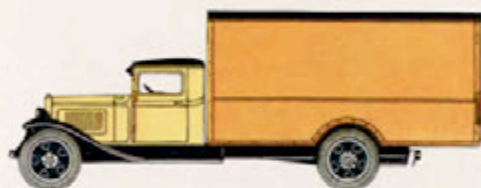
The heavy tail-gate on wide express models has a full-length adjustable electric-welded chain.



1 1/2-TON 131" WIDE EXPRESS TRUCK

Load space: 106 1/2" long, 60" wide, 16" sides. Body supported on 6 cross sills. Steel wear iron on rear of platform. Edge of flare boards and running boards reinforced with angle iron. Side panels supported by forged braces and inside draw irons. Full-length adjustable tail-gate chain.

CHEVROLET VAN PANEL TRUCKS



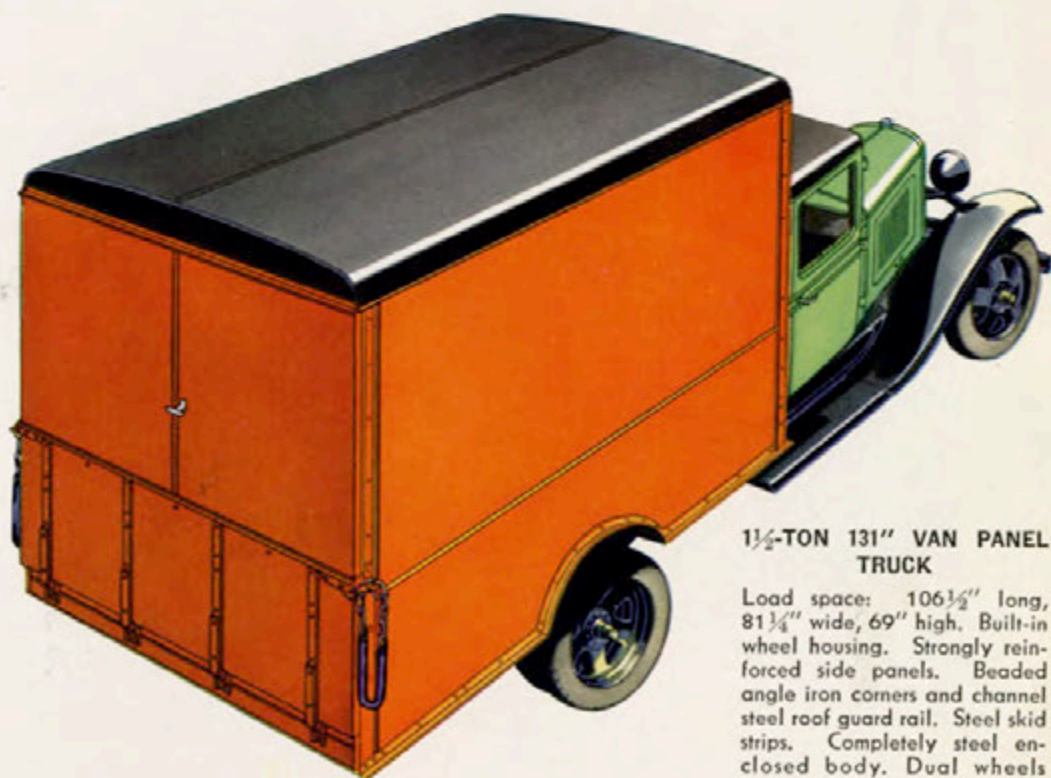
1 1/2-TON 157" VAN PANEL TRUCKS

Load space: 142 1/2" long, 81 1/4" wide, 69" high. Built-in wheel housing. Completely steel enclosed body. Beaded angle iron corners and channel steel roof guard rail.



REAR OPENING OF VAN PANELS

Chevrolet Van Panels have a combination of drop tail-gate and wide-opening rear doors. Tail-gate chains are covered.

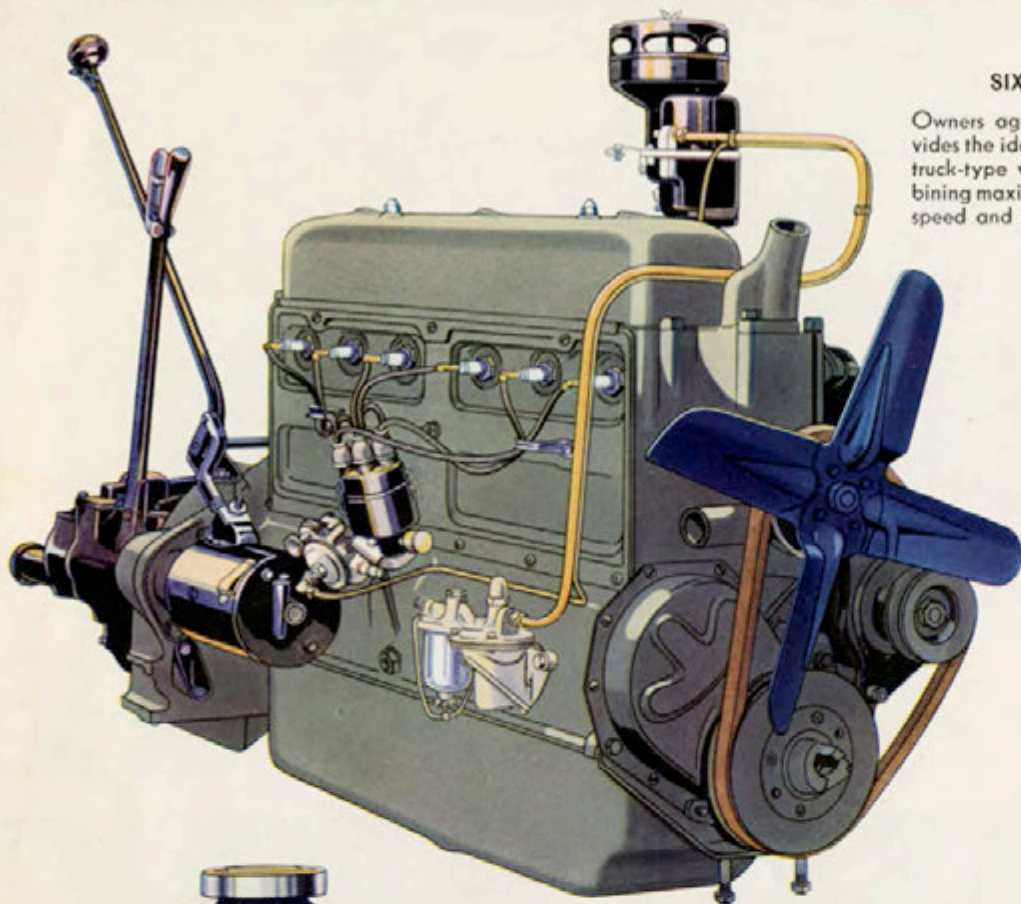


1 1/2-TON 131" VAN PANEL TRUCK

Load space: 106 1/2" long, 81 1/4" wide, 69" high. Built-in wheel housing. Strongly reinforced side panels. Beaded angle iron corners and channel steel roof guard rail. Steel skid strips. Completely steel enclosed body. Dual wheels optional at small extra cost.

AMERICA'S MOST ECONOMICAL TRUCK

FEATURES OF THE CHEVROLET TRUCK



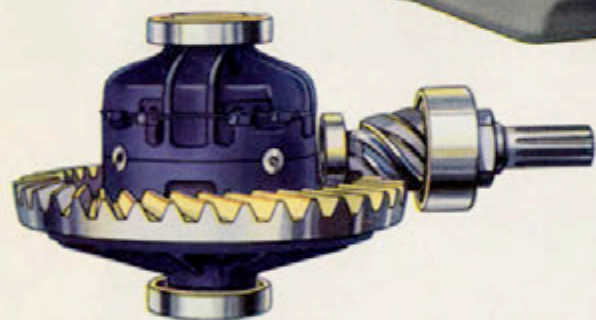
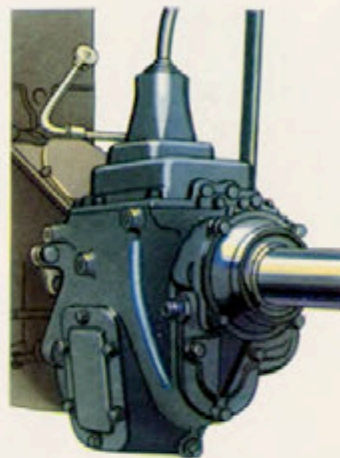
SIX-CYLINDER OVERHEAD VALVE TRUCK ENGINE

Owners agree that Chevrolet provides the ideal truck engine—a big, truck-type valve-in-head six, combining maximum economy with high speed and great power. Six cylin-

ders bring freedom from destructive vibration. Overhead valves insure more power for every gallon of gas. And the Octane Selector makes anti-knock fuel of any kind of gas.

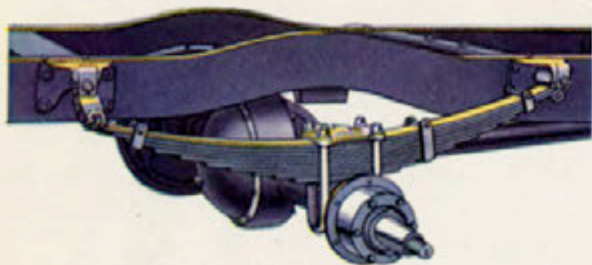
FOUR-SPEED TRANSMISSION

Chevrolet 1½-ton trucks feature a 4-speed transmission with a first speed ratio through the rear axle of 39.2 to 1. Has a 6-bolt power take-off opening.



STRADDLE MOUNTED REAR AXLE PINION

The drive pinion is now mounted between two ball bearings, assuring proper alignment under any load.



HEAVY TRUCK-TYPE SPRINGS

Four springs of finest alloy steel assure proper support and an easy riding load on all roads.

ROOMIER, MORE COMFORTABLE CAB

The new Chevrolet cab has thick seat cushions and a very comfortable seating angle. It has an insulated metal roof, insulated floor, tight-fitting doors

with adjustable windows, cowl ventilator, safety glass windshield, rear vision mirror and automatic windshield wiper as standard equipment.



AMERICA'S MOST ECONOMICAL TRUCK

SPECIFICATIONS

109-INCH WHEELBASE

ENGINE.....	6-cylinder, valve-in-head
Piston Displacement.....	206.8 cu. in.
Maximum Torque.....	146 foot-pounds at 1000 r.p.m.
Brake horsepower.....	56 at 2750 r.p.m.
Bore and Stroke.....	3 1/8 x 4 inches
Fuel Pump and Air Cleaner.....	AC
Lubrication.....	Combination pressure and splash
Cooling.....	Centrifugal pump and 4-blade fan
BRAKES.....	4-wheel articulated shoe type
Front.....	12-inch drums; 1 3/4-inch lining
Rear.....	12-inch drums; 1 3/4-inch lining
Emergency.....	4-wheel internal expanding
TRANSMISSION.....	Syncro-Mesh, silent second, 3 speeds forward, 1 reverse
CLUTCH.....	Single-plate dry disc—9-inch disc
REAR AXLE.....	Spiral bevel gear, semi-floating
Gear Ratio.....	4.11 to 1
FRAME.....	Steel channel, 152 3/4 inches long, 5 inches deep
WHEELS.....	Wire
MAXIMUM BODY LENGTH.....	72 1/2 inches
CHASSIS SHIPPING WEIGHT	
Single Wheel.....	1995 pounds

131-INCH WHEELBASE

ENGINE.....	6-cylinder, valve-in-head
Piston Displacement.....	206.8 cu. in.
Maximum Torque.....	146 foot-pounds at 1000 r.p.m.
Brake Horsepower.....	56 at 2750 r.p.m.
Bore and Stroke.....	3 1/8 x 4 inches
Fuel Pump and Air Cleaner.....	AC
Lubrication.....	Combination pressure and splash
Cooling.....	Centrifugal pump and 4-blade fan
BRAKES.....	4-wheel articulated shoe type
Front.....	12-inch drums; 1 3/4-inch lining
Rear.....	16-inch drums; 2 1/2-inch lining
Emergency.....	4-wheel internal expanding; 2 1/2-inch lining
TRANSMISSION.....	4 speeds forward, 1 reverse
CLUTCH.....	Special single-plate dry disc—10-inch disc
REAR AXLE.....	Extra heavy spiral bevel gear, semi-floating
Gear Ratio.....	5.43 to 1
FRAME.....	Steel channel, 187 1/2 inches long, 6 1/2 inches deep
WHEELS.....	Pressed steel
MAXIMUM BODY LENGTH.....	108 inches
CHASSIS SHIPPING WEIGHT	
Single Wheel.....	2830 pounds
Dual Wheel.....	2950 pounds
Average Closed Cab.....	345 pounds

157-INCH WHEELBASE

ENGINE.....	6-cylinder, valve-in-head
Piston Displacement.....	206.8 cu. in.
Maximum Torque.....	146 foot-pounds at 1000 r.p.m.
Brake Horsepower.....	56 at 2750 r.p.m.
Bore and Stroke.....	3 1/8 x 4 inches
Fuel Pump and Air Cleaner.....	AC
Lubrication.....	Combination pressure and splash
Cooling.....	Centrifugal pump and 4-blade fan
BRAKES.....	4-wheel articulated shoe type
Front.....	12-inch drums; 1 3/4-inch lining
Rear.....	16-inch drums; 2 1/2-inch lining
Emergency.....	4-wheel internal expanding; 2 1/2-inch lining
TRANSMISSION.....	4 speeds forward, 1 reverse
CLUTCH.....	Special single-plate dry disc—10-inch disc
REAR AXLE.....	Extra heavy spiral bevel gear, semi-floating
Gear Ratio.....	5.43 to 1
FRAME.....	Steel channel, 213 1/2 inches long, 7 inches deep
WHEELS.....	Pressed steel
MAXIMUM BODY LENGTH.....	144 inches
CHASSIS SHIPPING WEIGHT	
Single Wheel.....	2915 pounds
Dual Wheel.....	3055 pounds
Average Closed Cab.....	345 pounds

GROSS ALLOWABLE WEIGHT

Gross allowable loaded weight includes chassis, cab, body, driver and payload. Maximum gross allowable weight of the 1/2-ton truck—4100 pounds.

The gross allowable loaded weight of the 1 1/2-ton truck with single rear wheels shall not exceed 7900 pounds when 32 x 6, 10-ply tires are used. When 32 x 6, 8-ply tires are used, the gross allowable weight shall not exceed 7500 pounds. This includes models on both 131-inch and 157-inch chassis. The gross allowable loaded weight of the 1 1/2-ton truck with dual wheels shall not exceed 8300 pounds. This includes models on both 131-inch and 157-inch chassis.

Safety glass windshields standard equipment in all truck body types on 109-inch, 131-inch and 157-inch wheelbases.

Chevrolet offers several balloon and high-pressure tire options for single and dual wheel 1 1/2-ton trucks at very little additional cost. Chevrolet trucks can be purchased on the liberal G. M. A. C. plan with a small initial payment and easy monthly installments. The right is reserved to change specifications, colors or prices without incurring any responsibility with regard to trucks or chassis previously sold.

CHEVROLET MOTOR COMPANY, DETROIT, MICHIGAN, Division of General Motors

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AMERICA'S MOST ECONOMICAL TRUCK



CHEVROLET MOTOR COMPANY
DETROIT, MICHIGAN
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