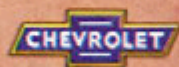


**CHEVROLET 1934
HALF-TON & 1½ TON
TRUCKS**



1934
CHEVROLET
HALF-TON AND 1½ TON
TRUCKS



CHEVROLET

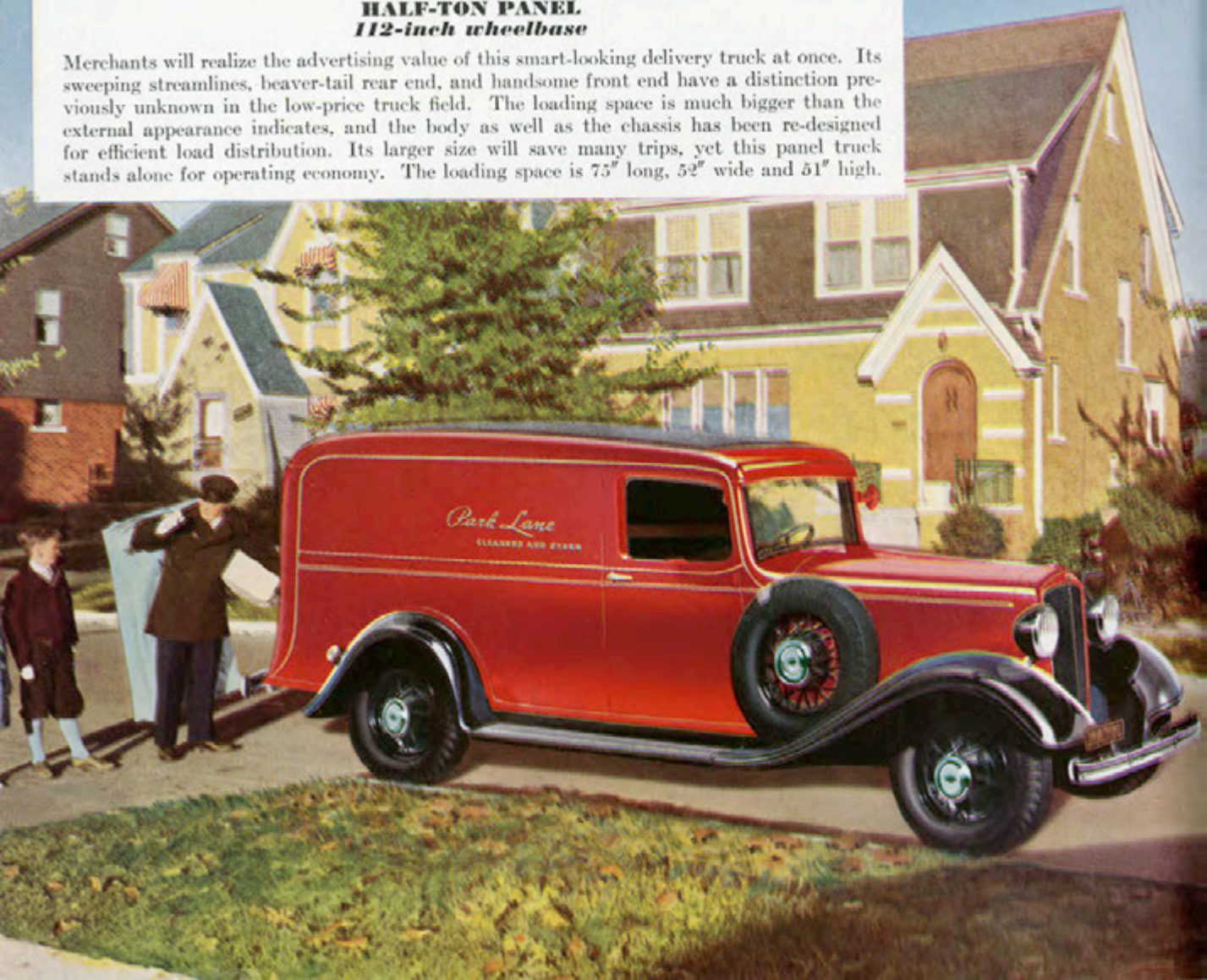
MORE POWER
MORE SPEED..

but the

*Operating Cost is
Lower than Ever*

HALF-TON PANEL
112-inch wheelbase

Merchants will realize the advertising value of this smart-looking delivery truck at once. Its sweeping streamlines, beaver-tail rear end, and handsome front end have a distinction previously unknown in the low-price truck field. The loading space is much bigger than the external appearance indicates, and the body as well as the chassis has been re-designed for efficient load distribution. Its larger size will save many trips, yet this panel truck stands alone for operating economy. The loading space is 75" long, 52" wide and 51" high.



Chevrolet Half-Ton Panel Truck Body Features



Dome Light for night deliveries, controlled by switch located near the driver.



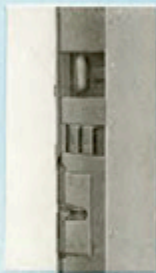
Rear Door Shock Absorbers cushion the doors against slamming. Adjustable for wear.

Adjustable Driver's Seat—movable forward or backward, and the angle of the back can also be regulated by the driver. The deep cushions are form-fitting.

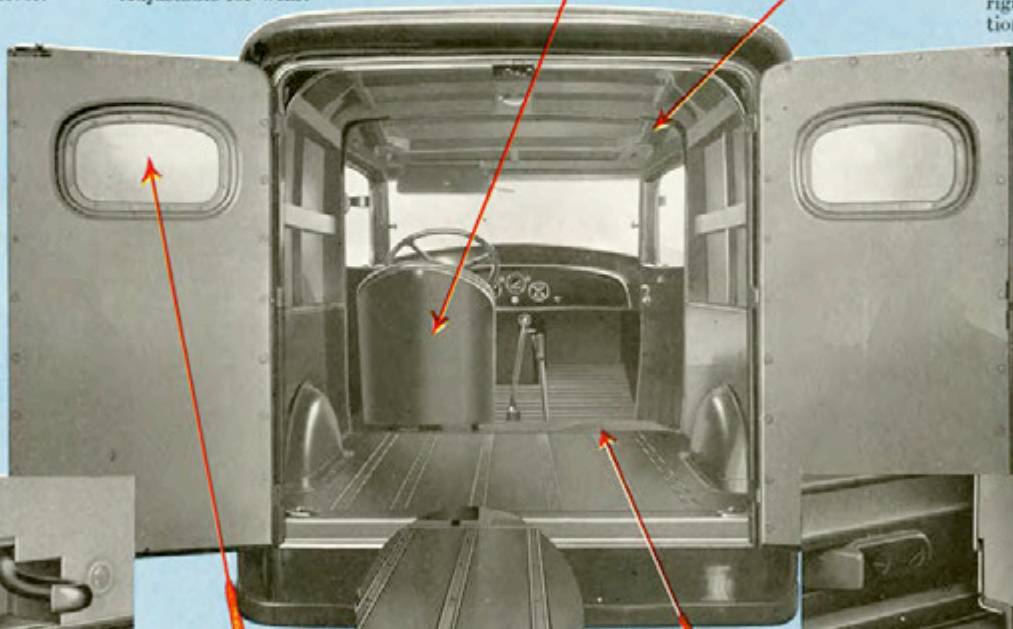
The Body Interior is neatly insulated, lined and trimmed. This construction assists in maintaining an even temperature within the body and prevents rumble.



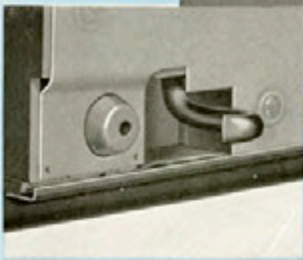
Strong Corner Braces provide maximum body rigidity and protection against strains.



Mono-Controlled Lock—a single control, in the center of the door edge.



Key Locks standard on right-hand rear door and right-hand driver's compartment door.



Door Locks at top and bottom, operated by the same control, hold the left-hand rear door firmly in place.

Rear Door Windows are attractively shaped and enlarged to increase the rear vision angle for the driver. The rear doors are newly designed for strength.



Smooth Floors with flanged floor straps for easy sliding in loading operations.

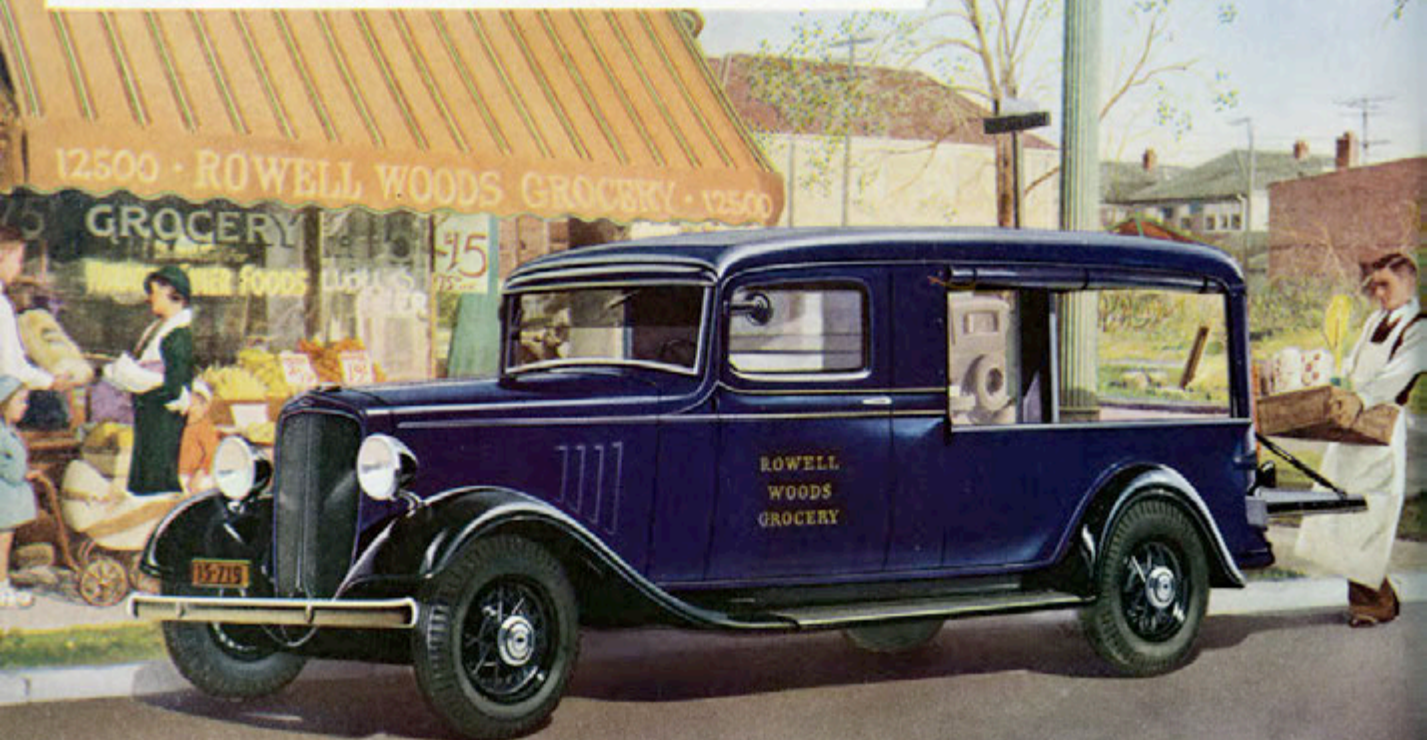
Floor Extension, utilizing the floor space beside the driver for extra load space and easier front loading. This also permits the loading of articles over 75 inches long.



Dust Seals—weatherstripping on the doors and a sponge rubber strip on the body sill—provide double protection against dirt and moisture.

HALF-TON CANOPY EXPRESS
112-inch wheelbase

Many types of delivery service require a covered truck with open sides. For this work no truck will be found quite so attractive, economical and useful as the Chevrolet Canopy Express. The body lines are smartly rounded and streamlined. The cubic loading capacity has been increased 21 per cent, with provisions for convenient side and rear loading. Big areas for advertising signs are available on the doors and tailgate. The load space is 75" long, 52" wide and 51" high.



The Chevrolet Half-Ton Canopy Express

Outstanding Body Features

Enclosed Driver's Compartment—Although the body of the Canopy Express truck is open, the driver's compartment is completely enclosed for full protection from the weather.

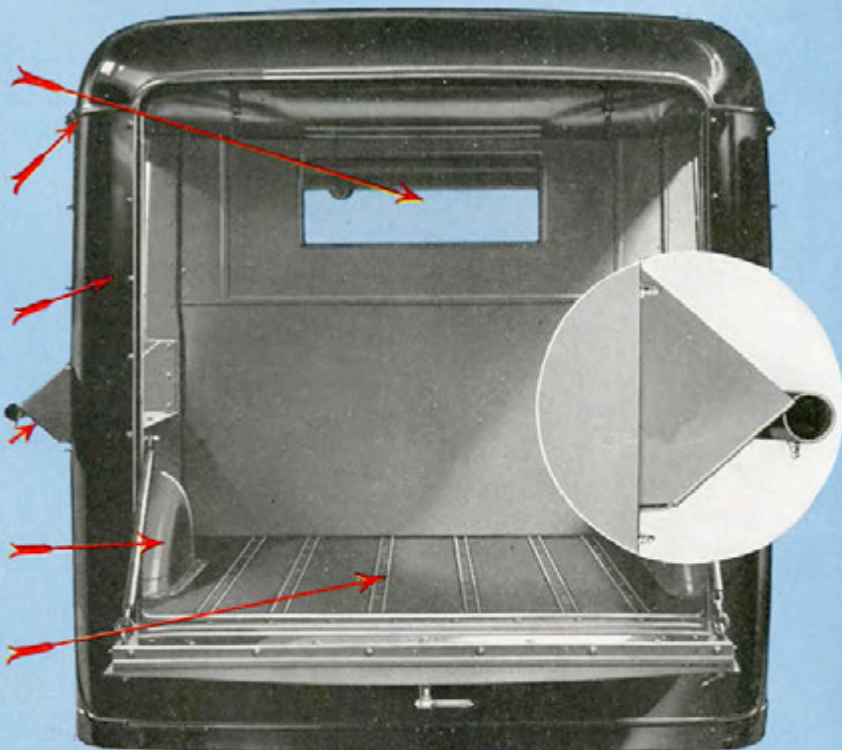
Fabricoid Curtains . . . Lift-a-Dot Fasteners—Side and rear curtains are standard equipment, with lift-a-dot fasteners to hold the curtains in place when lowered to protect loads.

Rounded Rear Pillars—The rear corners of the Canopy Express have the same streamline, beavertail lines found in the smart Panel Delivery. They are strongly built and rigidly braced.

Tubular Flared Sides—The edges of the flared steel sides are finished with a strong tubular construction, exceptionally durable and resistant to damage in service.

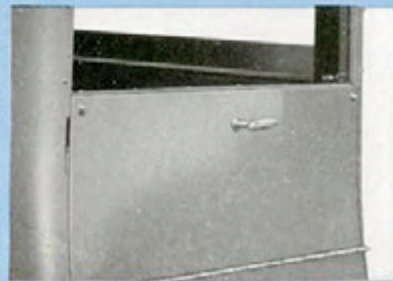
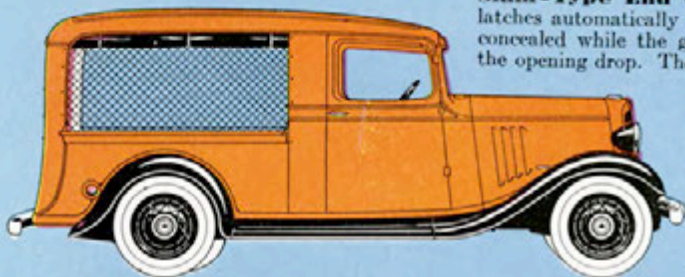
Pressed Steel Wheel Housings—These housings are made of heavy gauge steel and easily withstand the punishment of rough service.

Smooth Platform—Flanged floor straps, pulled tightly into the floor boards by bolts, seal the floor joints against dirt and slush, and provide a smooth sliding surface for loading and unloading.



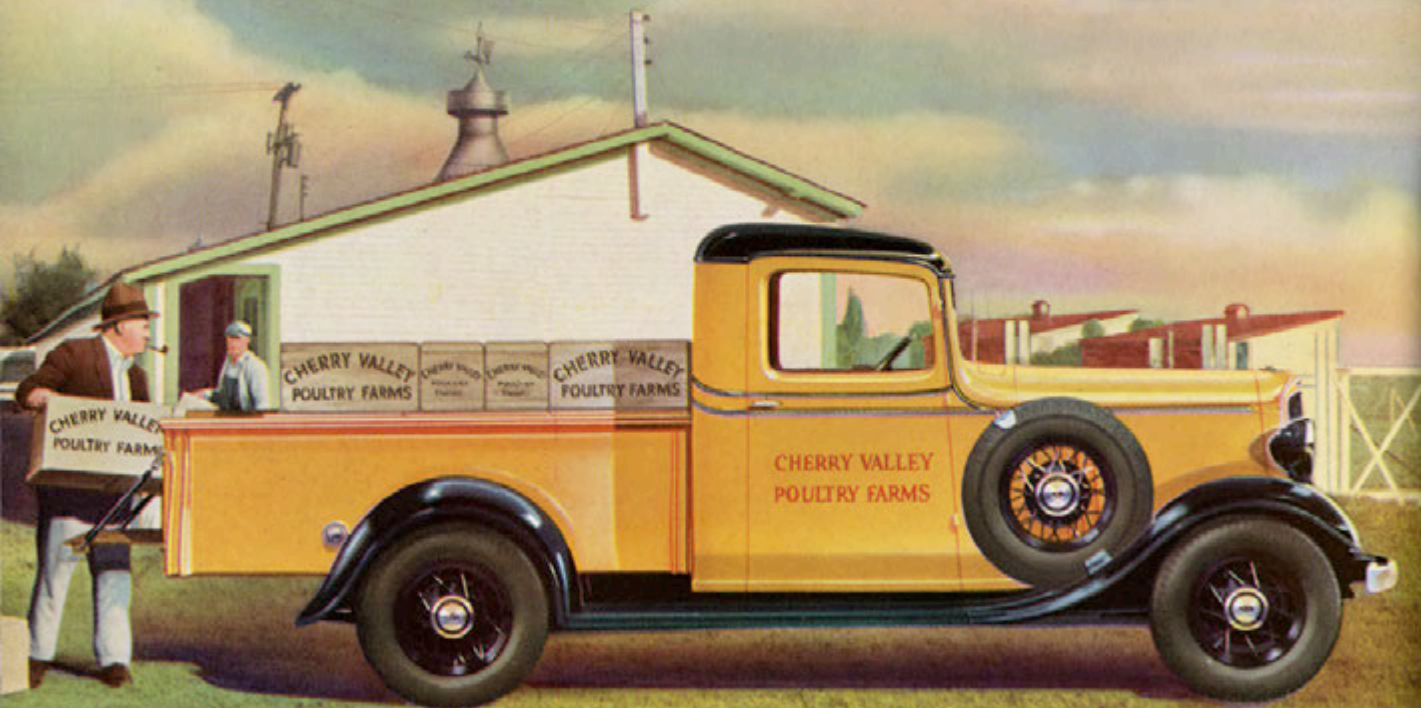
Slam-Type End Gate—The end gate latches automatically when closed. A chain, concealed while the gate is closed, regulates the opening drop. The end gate is steel lined, with a continuous hinge. One handle controls the locks at both ends of the gate.

Screen Sides—Screen sides, specially fitted for the Canopy Express, are available at a small extra cost.



HALF-TON PICK-UP
112-inch wheelbase

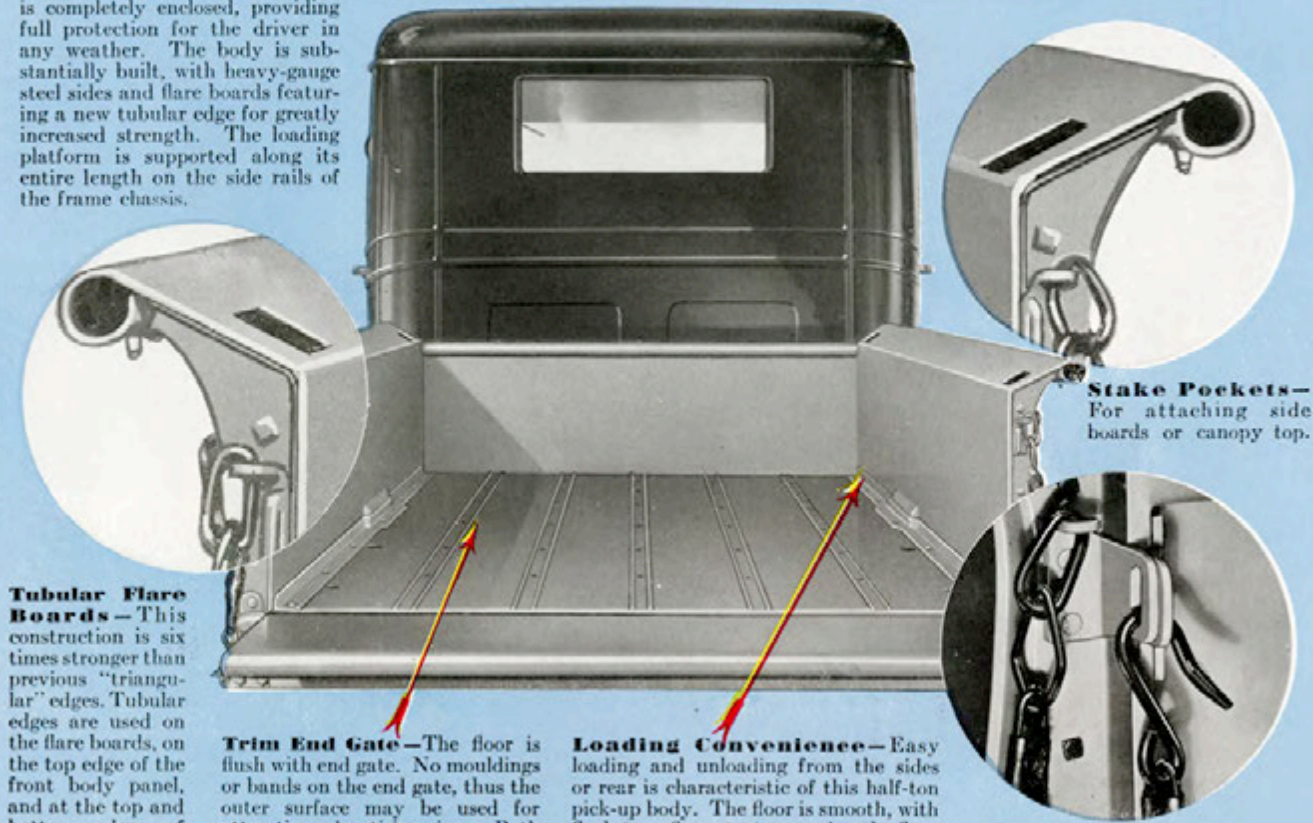
This new Chevrolet pick-up has a surprising load capacity, increased both in length and width. It looks low, but there is ample clearance for bad roads. The appearance is trim and handsome, with ample space for signs on the cab doors and body gate. The driver's compartment is completely enclosed. Although this truck is bigger and longer, it is fast and exceptionally easy to handle with the lowest operating cost available in this type of truck. The entire platform, 72" long and 45 $\frac{3}{4}$ " wide, can be used for loading. The sides are 14" high.



Chevrolet Half-Ton Pick-Up Body Features

The Chevrolet Half-Ton Pick-Up is also available with a removable canopy top at a small additional cost. This equipment is shown in detail on the following page.

The cab of the half-ton pick-up is completely enclosed, providing full protection for the driver in any weather. The body is substantially built, with heavy-gauge steel sides and flare boards featuring a new tubular edge for greatly increased strength. The loading platform is supported along its entire length on the side rails of the frame chassis.



Tubular Flare Boards—This construction is six times stronger than previous "triangular" edges. Tubular edges are used on the flare boards, on the top edge of the front body panel, and at the top and bottom edges of the end gate.

Trim End Gate—The floor is flush with end gate. No mouldings or bands on the end gate, thus the outer surface may be used for attractive advertising signs. Both the top and bottom edges are tubular, which gives the gate great strength. Chains at each end control the drop of the gate.

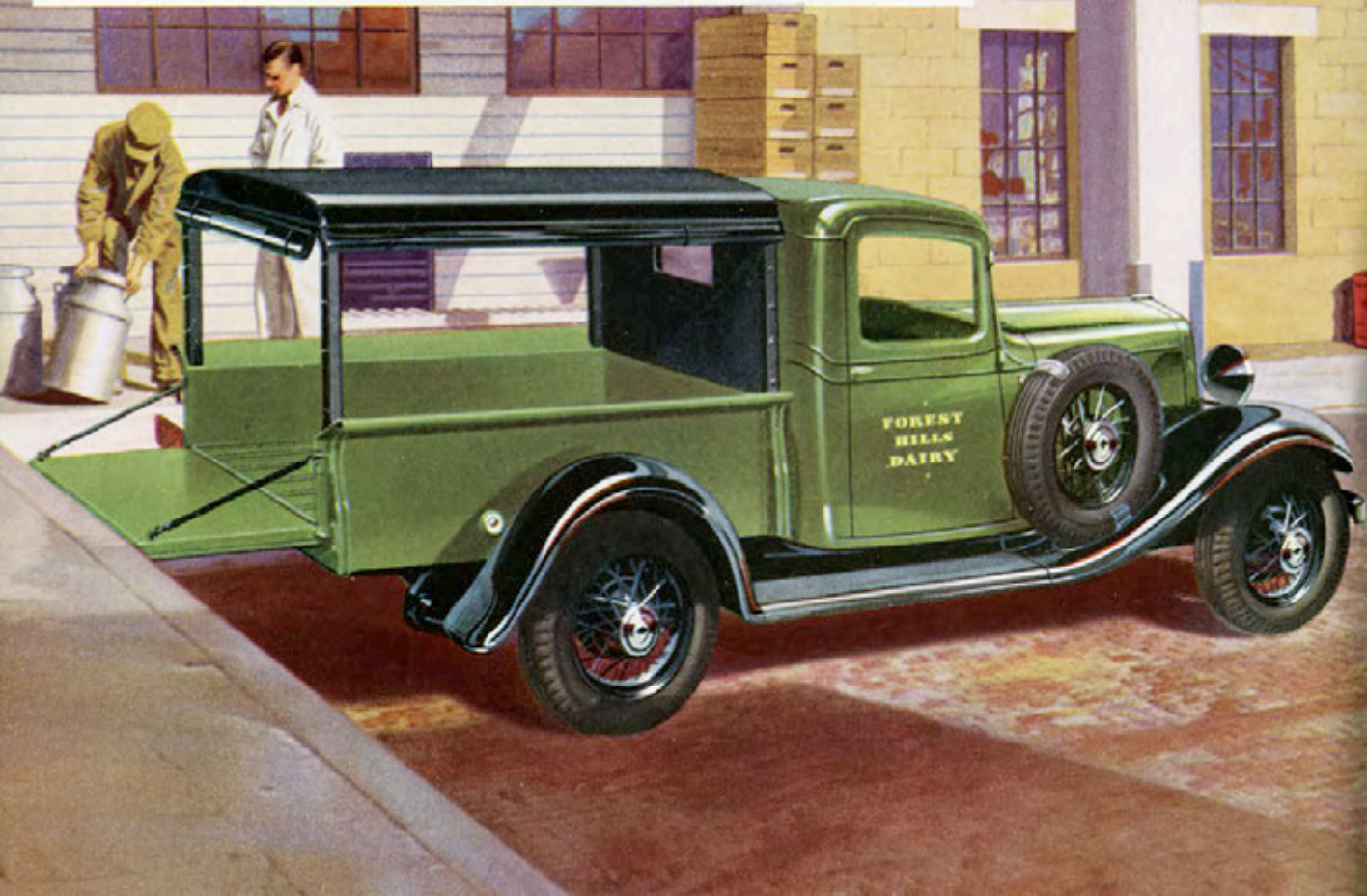
Loading Convenience—Easy loading and unloading from the sides or rear is characteristic of this half-ton pick-up body. The floor is smooth, with flush-type floor straps covering the floor joints. The sides are set at right angles to the floor. The inner surface of the end gate is also smooth to aid in loading heavy articles from the rear.

Stake Pockets—For attaching side boards or canopy top.

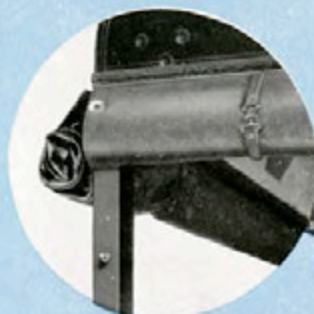
Anti-Rattler End Gate—Two slots, cut at different angles, allow the end gate hook to fasten tightly.

HALF-TON PICK-UP WITH CANOPY TOP
112-inch wheelbase

This delivery truck has many advantages for merchants. In bad weather, the top and lowered curtains protect the load from damage. When load protection is not required, the top unit can be removed. Loading and unloading operations are made easy by the open sides and smooth tailgate. Full comfort and driving convenience are provided for the driver in the fully enclosed cab. Despite its large size and big load capacity, this truck assures minimum costs for operation. The loading space is 72" long, 45 $\frac{3}{4}$ " wide and 49" high.



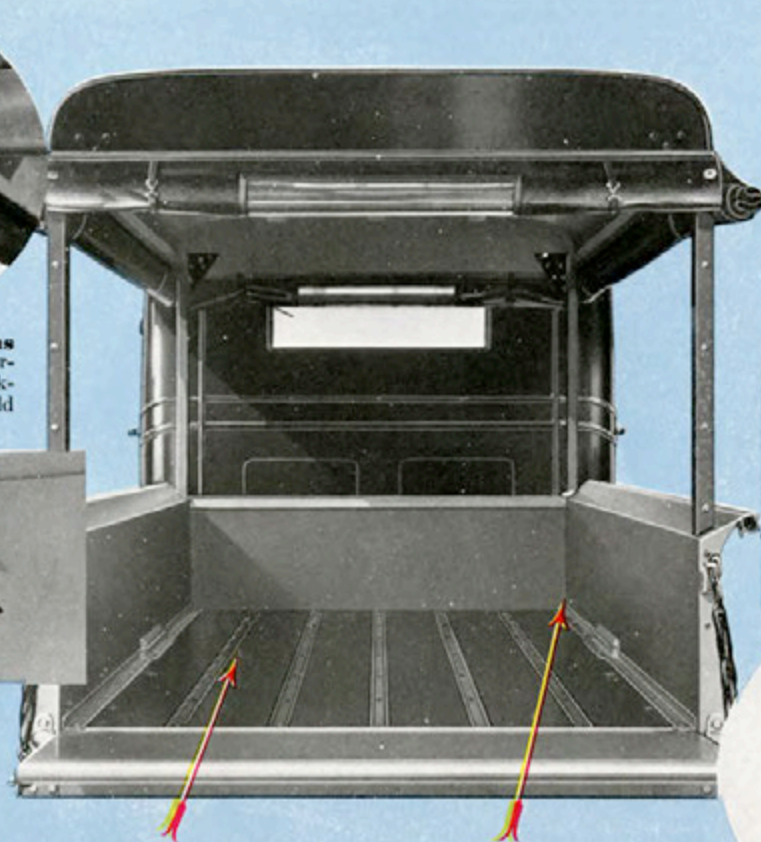
Chevrolet Half-Ton Pick-Up with Canopy Top Body Features



Side and Rear Curtains—Neat, compact, weather-proof. Can be lowered quickly. Lift-a-dot fasteners hold curtains firmly.



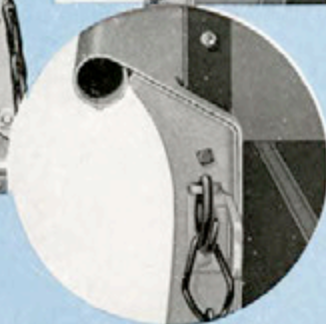
Anti-Rattler End Gate—The end gate hook fastens through two slots which are cut at different angles. When road conditions that usually cause end gate rattles are encountered the hook automatically seats more tightly in the slots.



Trim End Gate—The floor is flush with the end gate. There are no mouldings or bands on the end gate, thus the outer surface may be used for attractive advertising signs. Both the top and bottom edges are tubular, which gives the entire gate great strength. Chains at each end control the drop of the gate.

Loading Conveniences—Easy loading and unloading from the side or rear is characteristic of this half-ton pick-up body. The floor is smooth, with flush-type floor straps covering the floor joints. The sides are set at right angles to the floor. The inner surface of the end gate is also smooth to aid in loading heavy articles from the rear.

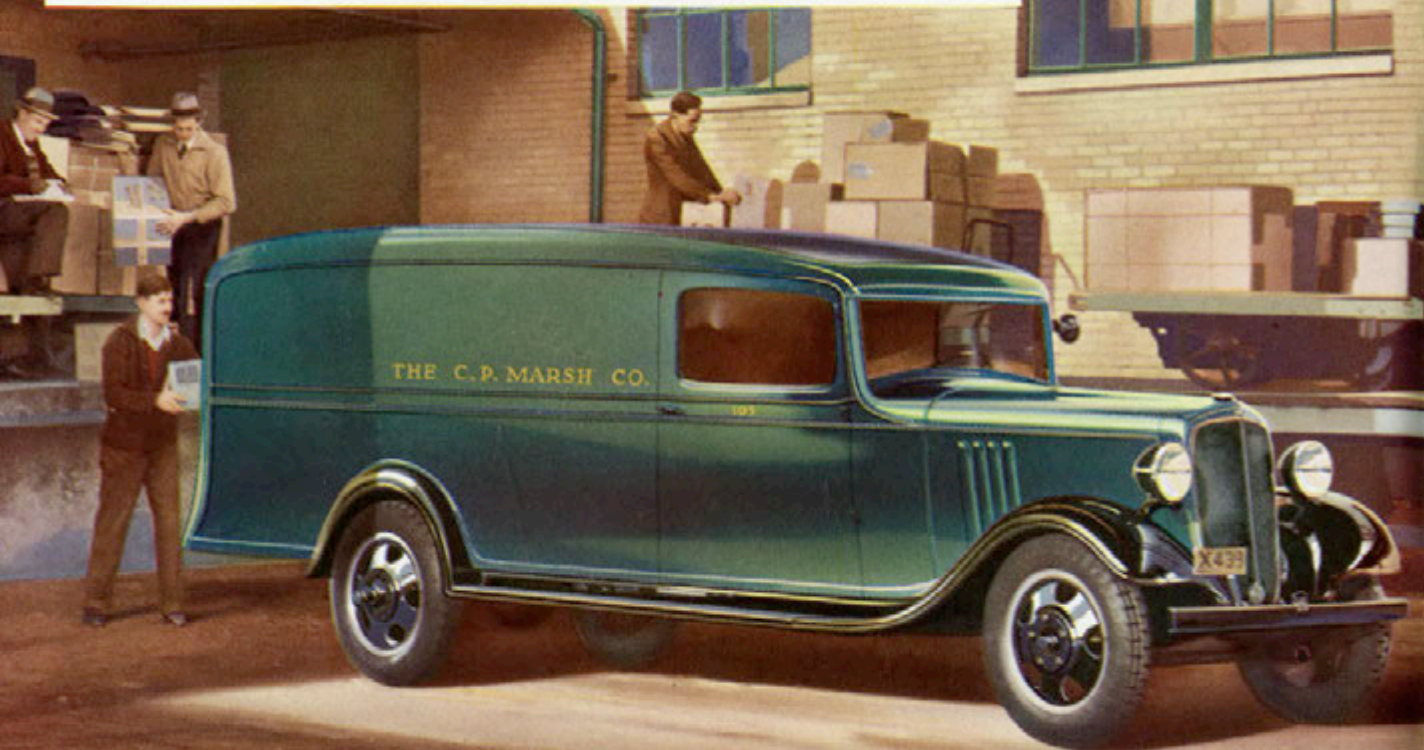
Canopy Top—This top can be installed or removed as the owner desires. The corner posts are mounted in deep, substantially-built pockets, and may also be used as side-board stakes. The steel top is completely weatherproof, strongly attached to the corner posts and braced for solidity. When the rear curtain is up, the driver has a full range of vision to the rear.



Tubular Flared Sides—Tubular edges, six times stronger than triangular edges, are used on the flare boards and front body panel, as well as on the end gate.

1½-TON PANEL
131-inch wheelbase

If your business requires extra-long load space, this is the model for your purpose. The load space has been increased 32 per cent in cubic capacity with improvements in the chassis and body for better load distribution. The appearance is considerably smarter, with new streamline effects and a beaver-tail rear end. A large area, 111" long by 20½" high, is available on each side for advertising. Many attractive color combinations are optional. The load dimensions are 116½" long, 54" wide and 54" high.



Chevrolet 1½-Ton Panel Truck Body Features



Dome Light for night deliveries, controlled by switch located near the driver.



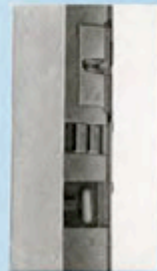
Rear Door Shock Absorbers cushion the doors against slamming. Adjustable for wear.

Adjustable Driver's Seat—movable forward or backward, and the angle of the back can also be regulated by the driver. The deep cushions are form-fitting.

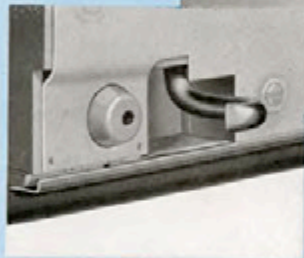
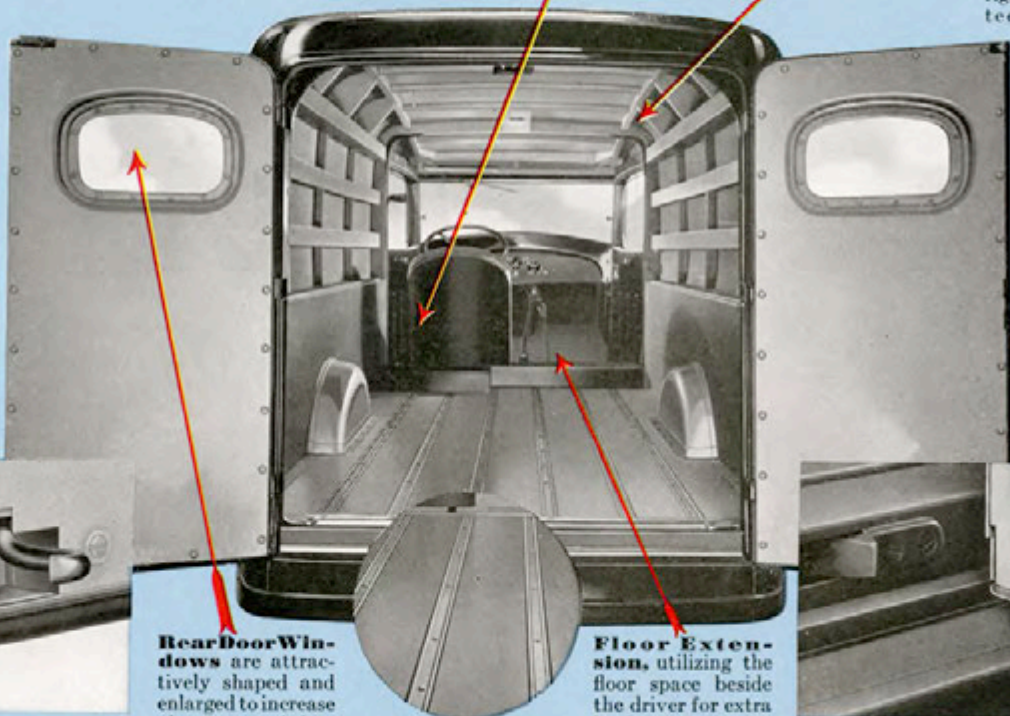
The Body Interior is neatly insulated, lined and trimmed. This construction assists in maintaining an even temperature within the body and prevents rumble.



Strong Corner Braces provide maximum body rigidity and protection against load strains.



Mono-Controlled Lock—a single control, in the center of the door edge.



Door Locks at top and bottom, operated by the same control, hold the left-hand rear door firmly in place.

Rear Door Windows are attractively shaped and enlarged to increase the rear vision angle for the driver. The rear doors are newly designed for strength.

Smooth Floors with flanged floor straps for easy sliding in loading operations.

Floor Extension, utilizing the floor space beside the driver for extra load space and easier front loading. This also permits the loading of articles up to 12 feet long.

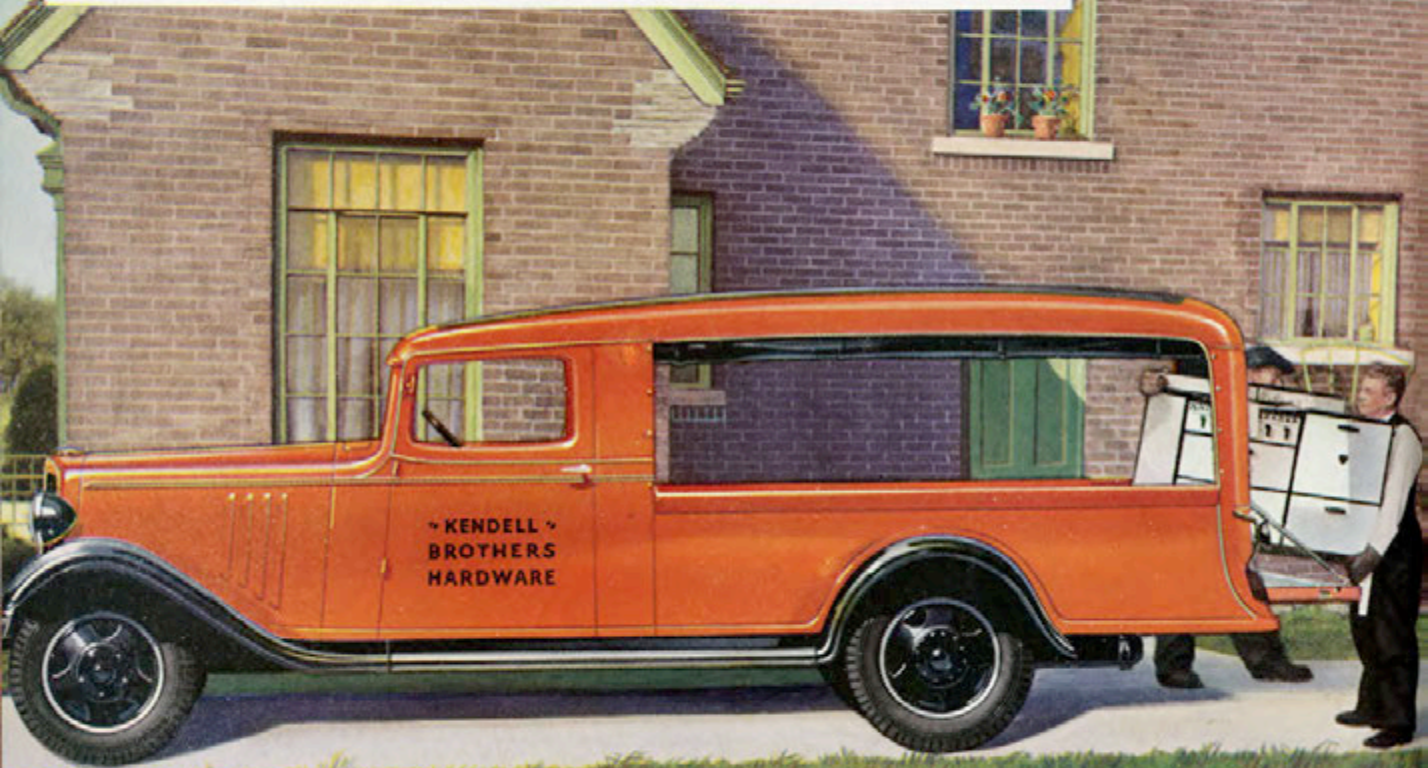


Dust Seals—weatherstripping on the doors and a sponge rubber strip on the body sill—provide double protection against dirt and moisture.

Key Locks standard on right-hand rear door and right-hand driver's compartment door.

1½-TON CANOPY
131-inch wheelbase

This handsome asset to any business. It is long, low and handsomely streamlined with the new beaver-tail rear end . . . liberal space on the doors and endgate for advertising . . . and plenty of space for handling large loads. The sides are open for easier loading, but storm curtains can be lowered quickly for protection from the weather. The cab is completely enclosed. These features, supported by surprising economy, will make the canopy model more popular than ever. The load space is 116½" long, 54" wide and 54" high.



The Chevrolet 1½-Ton Canopy Express

Outstanding Body Features

Enclosed Cab—Although the sides and rear of the 1½-ton Canopy Express are open, the driver's compartment is fully enclosed for protection and comfort in any weather.

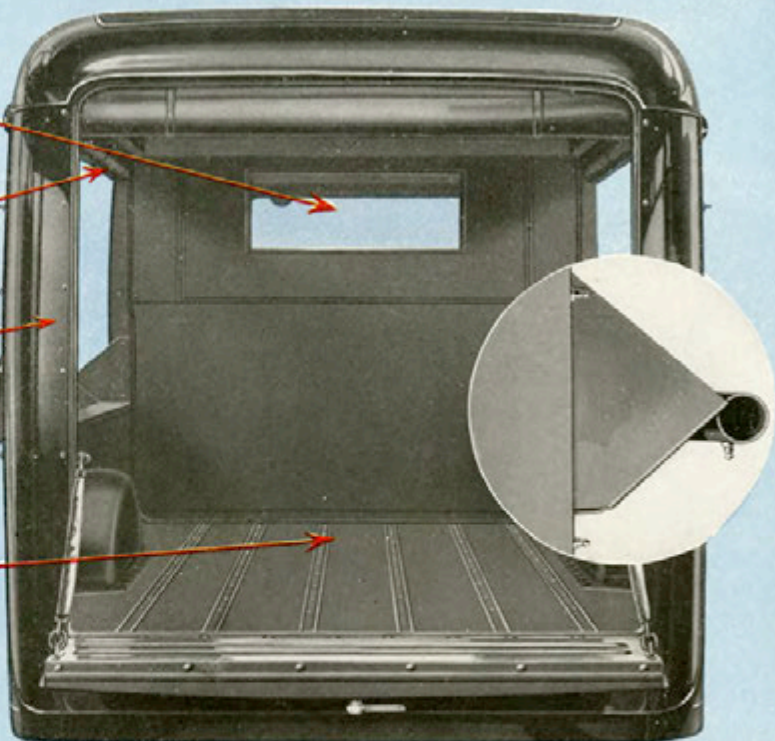
Fabricoid Curtains . . . Lift-A-Dot Fasteners—Side and rear curtains are standard equipment—neatly and compactly rolled when not in use—firmly held in place by lift-a-dot fasteners when lowered in bad weather.

Rounded Rear Pillars—The Canopy Express has the same rounded rear pillars and streamline appearance with beaver tail rear end found in the 1½-ton Panel truck. The corners and top are strongly braced for extra rigidity.

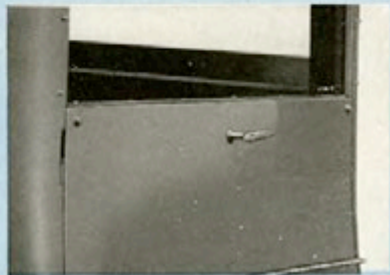
Tubular Flared Sides—The flare boards are tubular edged, giving them exceptional resistance to damage with six times the strength of triangular edges.

31 Per Cent More Load Space—The increased dimensions of the Canopy Express provide an increase of nearly one-third in cubical loading space. The platform is equipped with flush-type floor straps, giving a smooth sliding surface and sealing the floor joints. The wheel housings are pressed from heavy-gauge steel.

Screen Sides—Strong, specially fitted screen sides are available at a small additional cost.



Slam-Type End Gate—A single handle operates the latches at both ends of the rear gate. Strong chains, concealed while the gate is closed, control the drop of the gate.

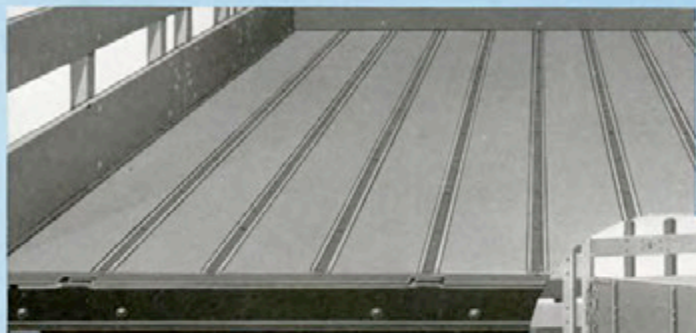


1½-TON STAKE
131-inch wheelbase

Basically, this is the same big heavy-duty model that has won such a fine reputation in the general hauling field, but greatly improved in chassis design and load distribution and a lower operating cost than ever. The platform and body are stronger with provisions for fast, easy loading. A large panel on the sides, 23" by 38", provides space for lettering. The driver's compartment is completely enclosed. The load space is 106" long, 81½" wide, with 42" stake sides.

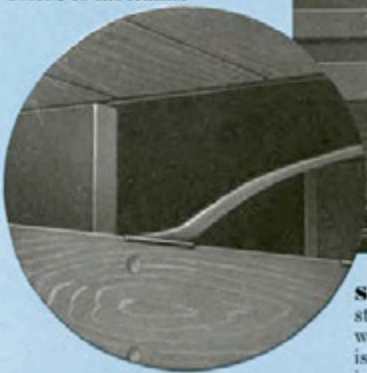


Chevrolet 1½-Ton Stake Truck, 131-inch Wheelbase, Body Features

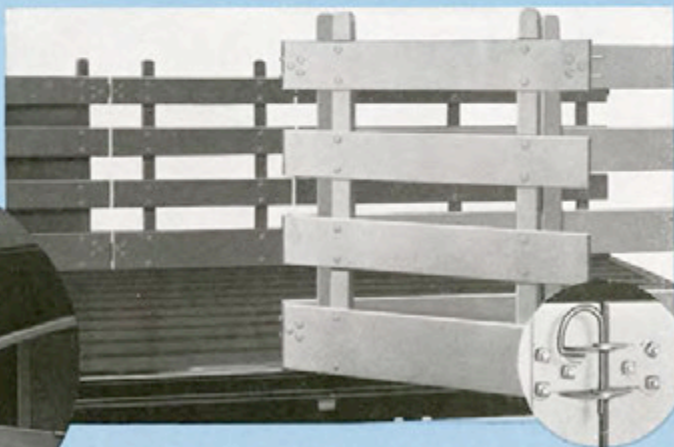


Platform Construction—Strong, substantial floor boards are drawn tight against steel cross sills by draw bolts running from the floor straps to the flanges of the sills below. The floor straps have flanges which are pulled into the wood, giving a sealed joint. Any floor board damaged accidentally can be replaced by removing the floor strap bolts.

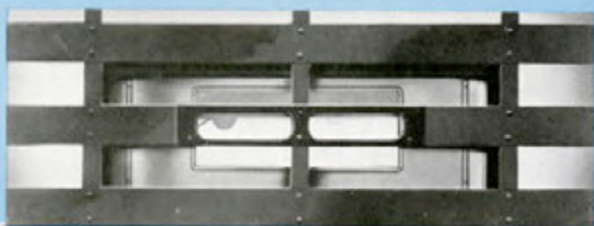
Steel Cross Sills—For maximum support, the platform boards rest directly on arched cross sills, made of heavy gauge steel with wide flanges. The cross sills are securely fastened to sub-sills bolted to the frame.



Swinging Side Gates—Center stake section swings backward, forward or can be removed. Hinge pin is shaped with a handle for easy insertion.



Welded Stake Pockets and Rub-Rail—A steel rub-rail prevents scraping from damaging the pockets or stakes.



Rear Vision Plate—To aid the driver's rear vision, this special steel stamping is mounted in the stake section directly in back of the rear cab window. This plate also protects the glass from load damage.

Express End Gate—A heavy drop tail gate with full length hinges, convenient for loading and unloading, is available at a slight extra cost.



Front Stake Posts—Unusually long articles may be carried by extending them forward alongside the cab.



1½-TON OPEN EXPRESS
131-inch wheelbase

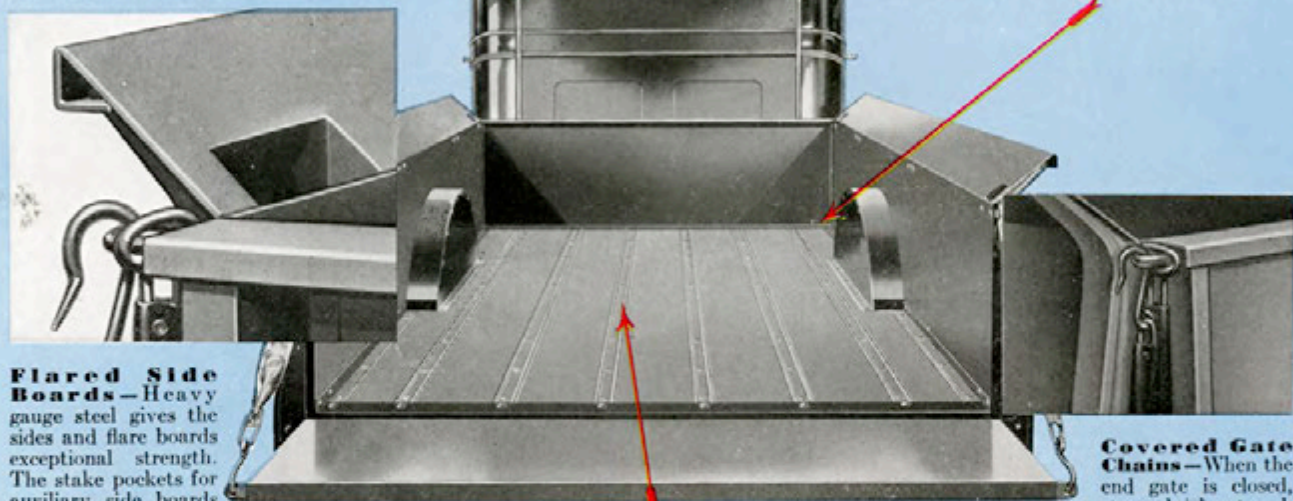
Experienced truckers will quickly note two important advantages in this model—the low, easily loaded body and the heavy-gauge steel side construction. Add to these features the fact that it uses less gas and oil than any truck of this type and it will be readily understood why this truck will be highly popular in the heavy-hauling field. Despite its low appearance, this truck provides full road clearance. The load dimensions are 108" long, 52½" wide, with sides 16" high.



Chevrolet 1½-Ton Open Express, 131-inch Wheelbase, Body Features

Enclosed Cab—The completely enclosed compartment for the driver provides comfort and protection in any weather. Full rear vision for driving and loading operations is aided by the large rear window of the cab.

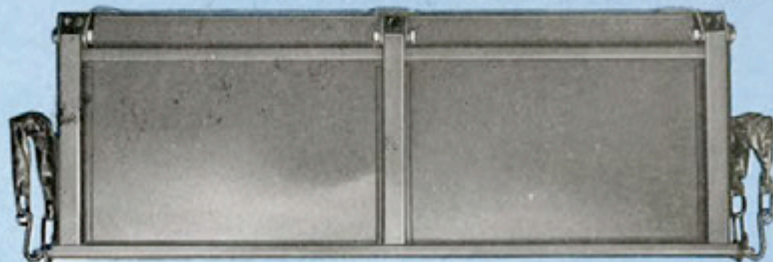
Right-Angle Corners—All sides of the body are mounted at right angles to the floor, affording maximum load capacity for articles of every shape as well as bulk loads. The wheelhousings are built in for greater strength and serve as additional side-wall braces.



Flared Side Boards—Heavy gauge steel gives the sides and flare boards exceptional strength. The stake pockets for auxiliary side boards are full depth and aid the side braces in giving unusual side-wall solidity.

Platform Construction—The solid flooring rests on steel cross sills, held firmly in place by bolts running from the floor straps to the flanges of the sills below. Flanges on the floor straps press into the wood when the bolts are drawn tight, providing a smooth sliding surface and sealing the floor joints. The smooth inner surface of the end gate also facilitates loading operations.

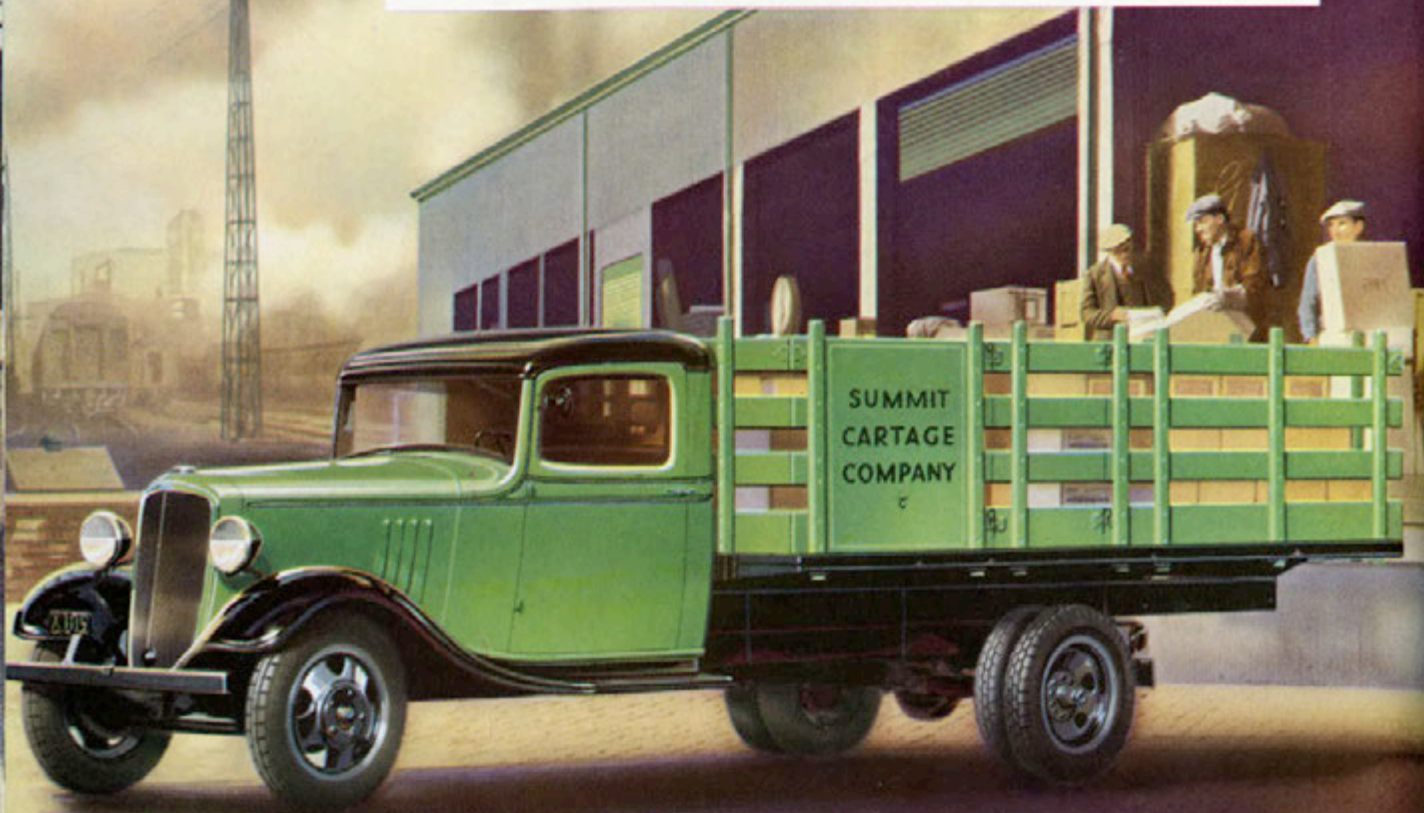
Covered Gate Chains—When the end gate is closed, strong hooks at each end of the gate provide ample strength to retain heavy bulk loads. The chains are covered to prevent rattling while the truck is in motion.



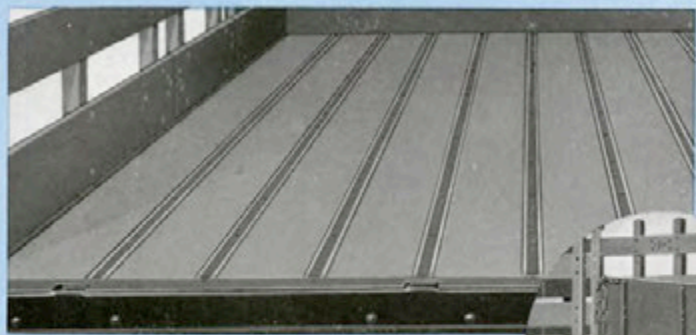
Heavy, Durable End Gate—The outside surface of the end gate provides space for a large, attractive advertising sign. When lowered for loading and unloading, its strong construction easily withstands the weight of heavy articles.

1½-TON STAKE
157-inch wheelbase

Never before has a truck combined such big load capacity with such economical performance. Its large platform easily accommodates bulky loads, and the loading operations can be carried on from the sides as well as the back. Big as it is, this truck is easy to handle in traffic and makes fast time under load. The driver's compartment is completely enclosed. A large side panel, 30" by 38", provides a large advertising area. The load space is 141½" long, 81½" wide, with 42" stake sides.

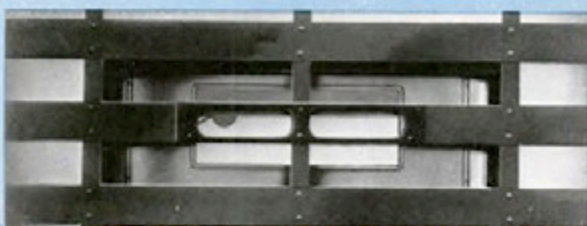


Chevrolet 1½-Ton Stake Truck, 157-inch Wheelbase, Body Features



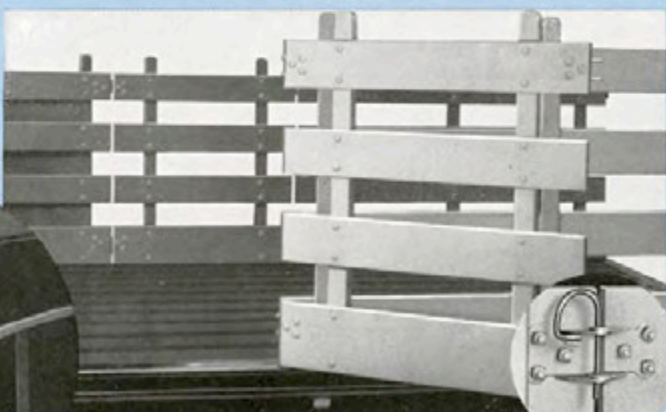
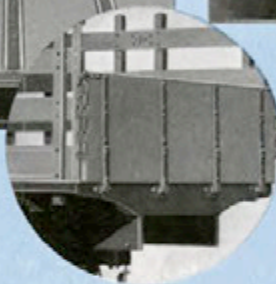
Platform Construction—Strong, substantial floor boards are drawn tight against steel cross sills by draw bolts running from the floor straps to the flanges of the sills below. The floor straps have flanges which are pulled into the wood, giving a sealed joint. Any floor board damaged accidentally can be replaced by removing the floor strap bolts.

Steel Cross Sills—The platform boards rest directly on arched cross sills made of heavy gauge steel with wide flanges. The cross sills are securely fastened to sub-sills, which are bolted to the truck frame.



Rear Vision Plate—To aid the driver's rear vision, this special steel stamping is mounted in the stake section directly in back of the rear cab window. This plate also protects the glass from load damage.

Express End Gate—A heavy drop tail gate with full length hinges, convenient for loading and unloading, is available at a slight extra cost.

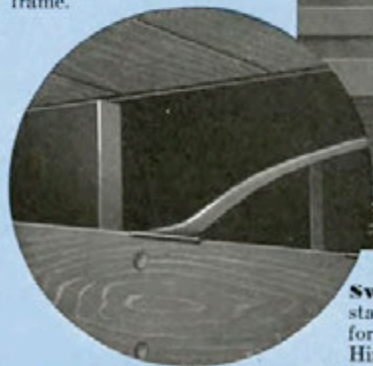


Swinging Side Gates—Center stake section swings backward or forward, and can be removed. Hinge pin is shaped with a handle for easy insertion.

Welded Stake Pockets and Rub-Rail—Steel rub-rail prevents scraping from damaging the pockets or stakes.



Front Stake Posts—Unusually long articles may be carried by extending them forward alongside the cab.

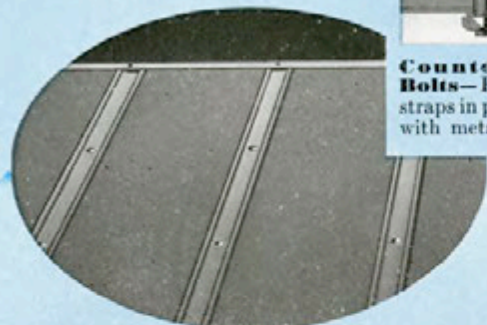


1½-TON HIGH RACK
157-inch wheelbase

This stout high rack truck provides a safe, easy ride for livestock of all kinds. The big platform has plenty of room for a full load without crowding the stock. To protect the stock, the racks and the floor are specially designed for smoothness without projections. Although this truck is big and long, it permits quick trips to market and is easy to operate in city streets, and you would expect to find such economical operation only in a much lighter truck. Loading dimensions: 141 ½" long, 81 ½" wide, 66" sides.



Chevrolet 1½-Ton High Rack Truck, 157-inch Wheelbase, Body Features



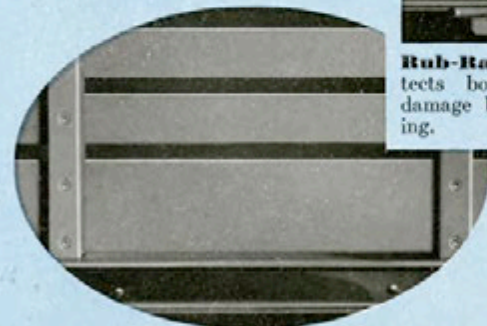
Platform Construction—The heavy, substantial floor boards are firmly secured by bolts running from the floor straps to the flanges of cross sills below.



Countersunk Bolts—Hold floor straps in place flush with metal.



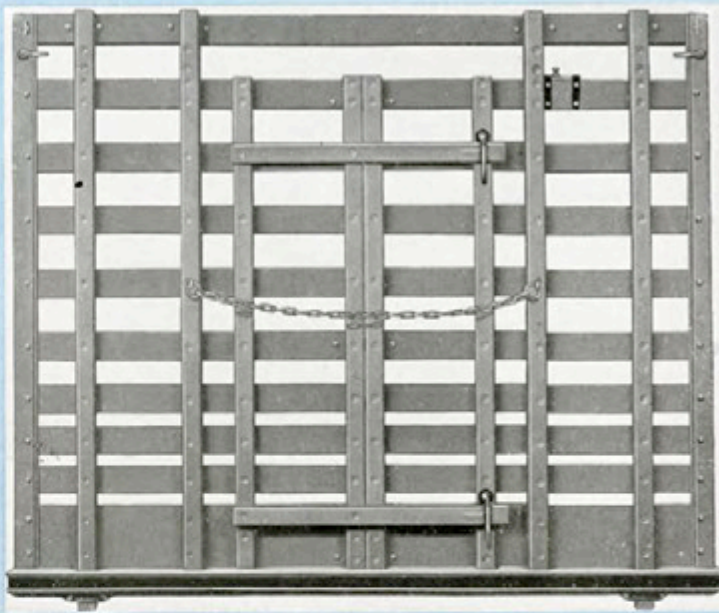
Rub-Rail—Protects body from damage by scraping.



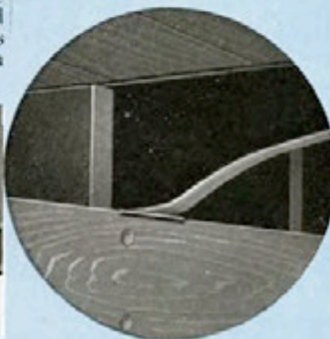
Reinforced Corners—The easily-removable racks are reinforced with rolled steel angles and held rigid with steel hooks and wing nuts. This construction assures the rigidity and strength required for high rack sections.

Rack Construction—Stakes rest in pockets welded inside rub-rail. New flush type flanged bolt for fastening slats to stakes eliminates projecting nuts and bolt ends on inside of racks, providing stronger construction.

Steel Cross Sills (Illustrated in circle at right)—The load platform is evenly and solidly supported on cross sills of flanged steel, which rest on subsills bolted directly to the truck frame.



Stock End Gate—This end gate may be raised and locked in the steel channels at any desired height. The gate and top bar can be removed easily to obtain the full opening, or the entire rack on the rear end may be removed.



CHEVROLET'S ALL-WEATHER TRUCK CAB

Insulated Cab Roof—The metal roof is a one-piece stamping, completely insulated to maintain more comfortable temperatures in warm weather. This type of roof adds to the appearance inside and out and prevents rumble.

Instrument Panel—The Chevrolet truck instrument panel is complete. It provides an ignition switch, speedometer, oil gauge, water temperature gauge, ammeter, gasoline gauge, and light and throttle controls, all of which are in plain view of the driver, with indirect illumination for night use.



Foot-Operated Headlight Control—This convenient button on the toe board operates the two-beam headlights, allowing the driver to switch the beam without removing his hands from the wheel.

Comfortable, Wide, Correctly Placed Seat
To reduce driving fatigue, the Chevrolet cab seat has the correct angle, height, and deep cushions required for greatest comfort for the driver.



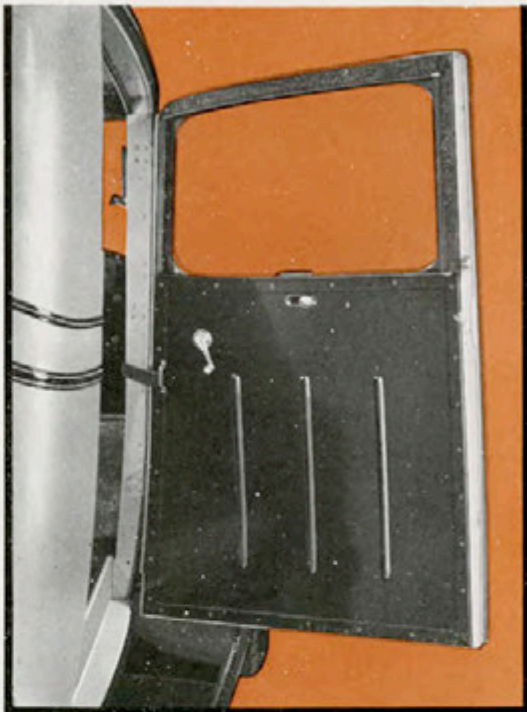
Safety Glass Windshield

Chevrolet safety plate glass is protected from moisture and separation by specially sealed edges. The glass layers are polished plate, bound together by a special cellulose material which resists the discoloring effects of sunlight.

The large windshield can be opened wide for ventilation, and the cowl ventilator circulates cool air along the rear of the dash and floor.



Overhanging Sealed Door



Wide Doors

Chevrolet doors provide extra width for easy entrance. A strong metal covering, particularly suited for truck service, is used to face the interior. The doors are neatly finished and trimmed.



The bottom edge of the cab door extends well below the floor level, preventing cold drafts along the floor.



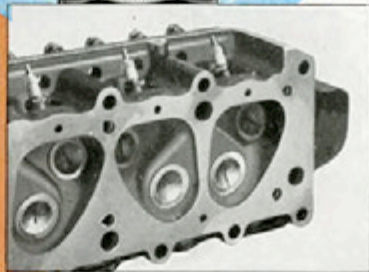
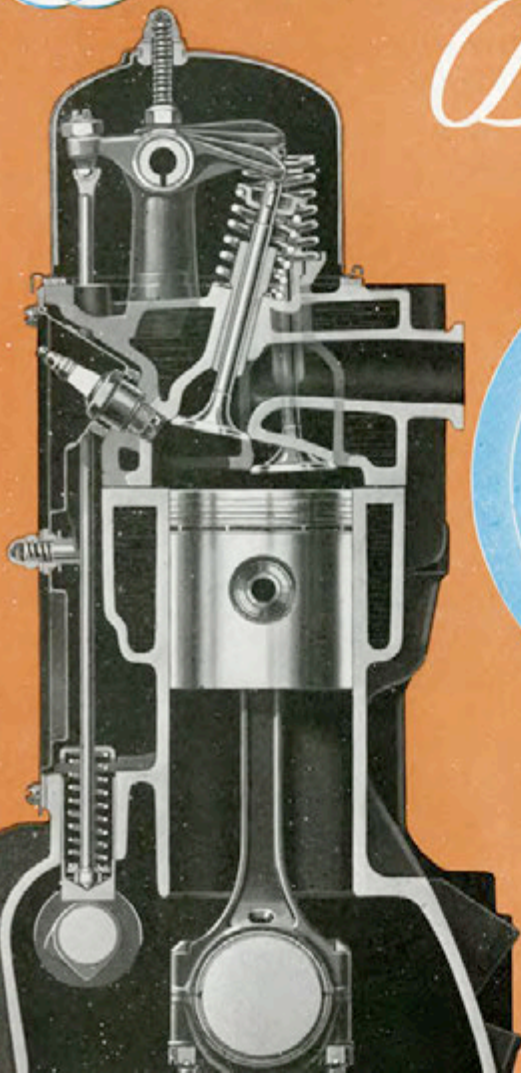
Door Latch

This special button easily operates the door catch. For protection, the cab doors are equipped with locks.

ENGINE
FEATURES

**ONLY CHEVROLET HAS THE VALVE-IN-HEAD
BLUE FLAME ENGINE**

Blue Flame COMBUSTION



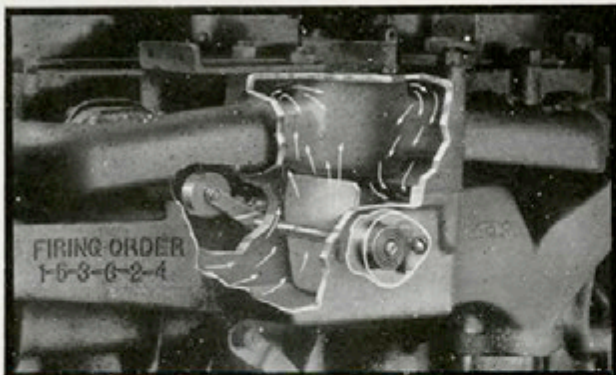
Red and yellow colors in a flame are the signs of poor combustion. A clear, steady blue is the sign of good combustion. Chevrolet engineers achieved Blue Flame combustion by re-designing the valves and cylinder head, resulting in a smooth, steady combustion that spreads over the firing chamber without detonation or shock. The exhaust valve, much enlarged, now enters the firing chamber at an angle near the spark plug. The inlet valve, also much larger, is placed away from the spark plug. Every charge of gasoline vapor is pre-conditioned for most efficient combustion, and the burned gas is quickly removed from the firing chamber through the unobstructed exhaust port.

Enlarged Valves—This photograph shows the large size of Chevrolet valves, and how the exhaust valve is tilted to increase engine efficiency.

New Double-Spring Valve Mechanism—Double springs—one at the valve, and a second spring at the lower end of the push rod—keep the operating parts in constant contact at all speeds. This not only prevents noise, but prolongs the life of all these vital parts.

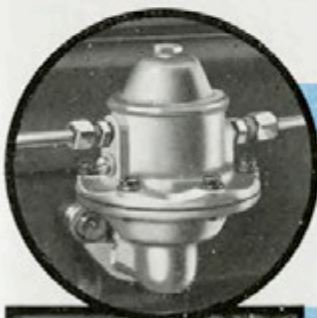
ENGINE FEATURES

FULL POWER FROM EVERY DROP OF FUEL



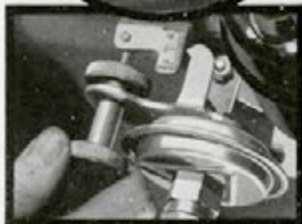
Thermostatic Heat Control

This thermostatic control regulates the fuel mixture before it enters the combustion chamber, resulting in more effective combustion and greater economy while the engine is warming in cold weather.



Fuel Pump

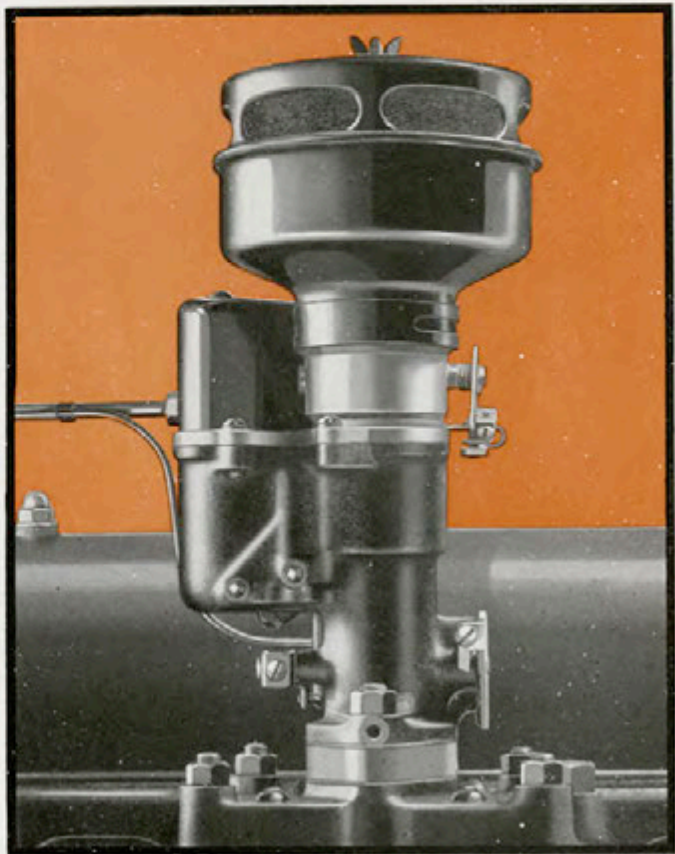
Many improvements in the construction of the fuel pump unit assure a positive supply of fuel at all times.



Octane Selector

No matter what grade of fuel the truck owner prefers to use, the Octane Selector provides an easy adjustment to regulate the Chevrolet truck engine to suit the nature of the gasoline.

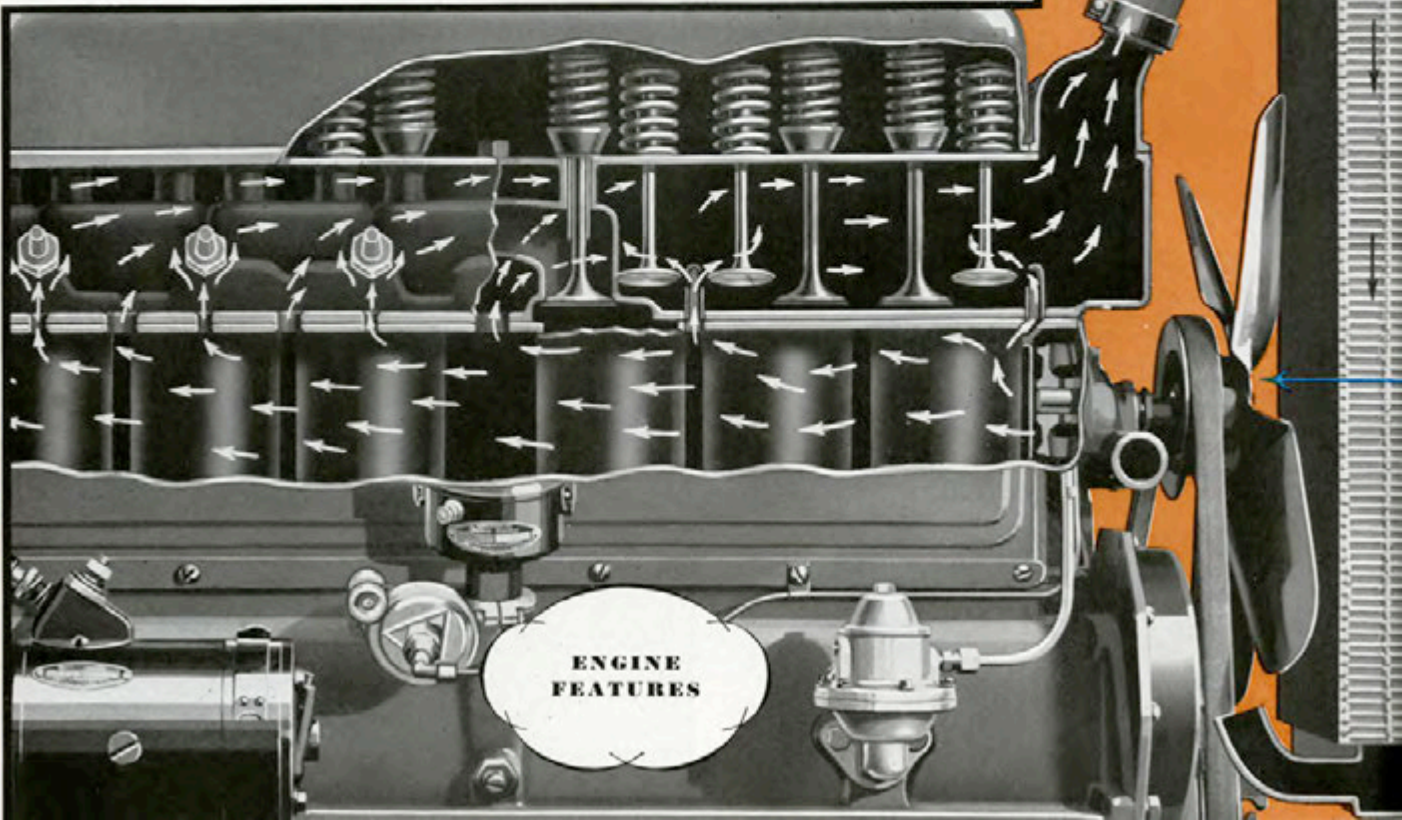
Down-draft Carburetion—In addition to Blue Flame combustion, Chevrolet truck engines provide the most efficient type of carburetion to get maximum power from every drop of fuel. Down-draft carburetion—the natural way for fuel to flow—produces the best fuel mixture for powerful combustion. For quick acceleration, an accelerating pump supplies an extra charge of fuel. A large air cleaner and flame arrester is standard equipment.



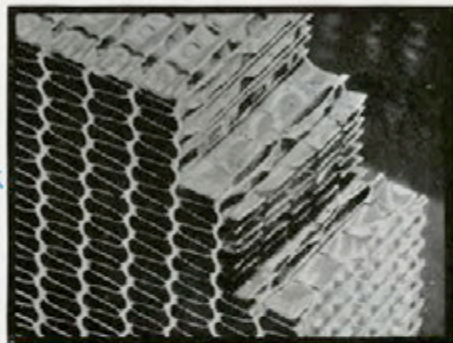
HARD PULLING DOESN'T

Each valve and cylinder is completely surrounded by water, rapidly circulated through the cooling system by a pump on the fan shaft. In addition to this cooling circulation around the valves, special spray nozzles supplied with the coolest water in the system keep a constant stream playing upon the exhaust valves as described on the next page. The entire cooling

system is carefully designed to meet trucking requirements and to prevent overheating from hard pulls in hot weather. And yet, because of this efficient circulation, the water capacity is comparatively small and can be protected against winter freezing at a low cost. The radiator core has a higher thermal efficiency and much greater strength.

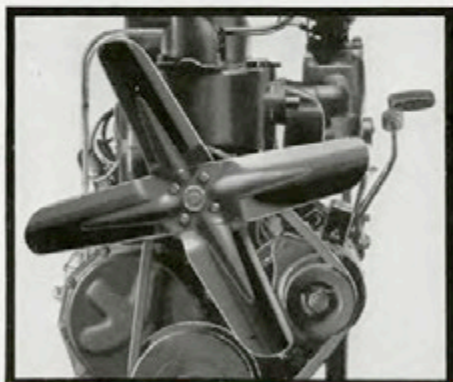


OVERHEAT CHEVROLET TRUCKS



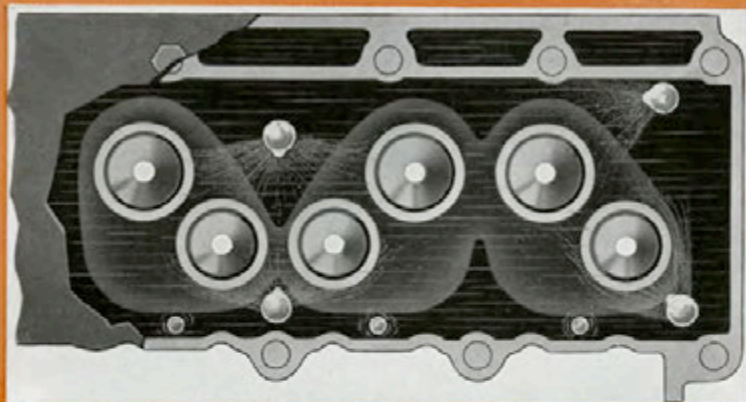
Radiator Core

The radiator core is entirely new in design, providing 18 per cent more cooling surface than previous cores of the same size.



Four-Blade Truck Fan

The Chevrolet truck fan, driven by a V-belt, creates an ample draft through the radiator core to cool the water supply on the hottest summer days.

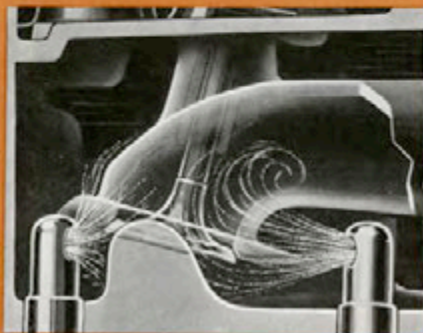


Jet-Cooled Exhaust Valves

Special Chevrolet spray nozzles, located in the cylinder head, direct a constant stream of cool water under pressure on the hot exhaust valves. The water supply for the nozzles is taken from the coolest water in the system. This method provides special cooling for the exhaust valve seats—normally the hottest points in the cylinder head—and greatly prolongs the valve life.

Spray Nozzles

This picture indicates how the Chevrolet cooling system sprays water—taken from the coolest point in the water system—around the seats of the exhaust valves, thereby quickly absorbing the heat created at these points.



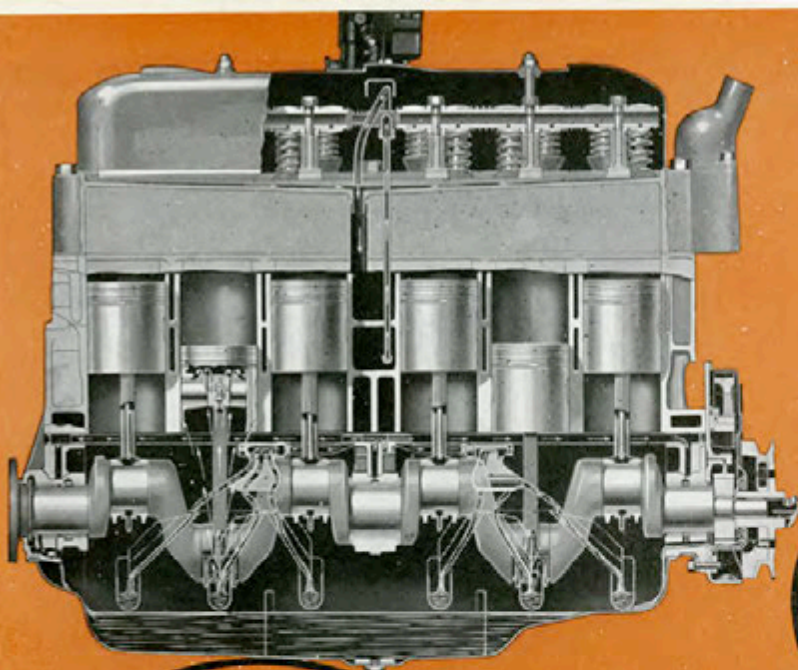
PRESSURE LUBRICATION

From Cylinder Head to Crankcase

A constant stream of oil lubricates the working parts of Chevrolet truck engines from the overhead valves to the crankcase. And yet, the lubrication system is so thoroughly protected against leaks and oil losses by seepage into the combustion chamber that the oil consumption is amazingly low. Correct and thorough lubrication has played an important part in establishing Chevrolet's reputation for long-life performance and dependability.

Oil Screen and By-Pass

Under certain conditions such as extremely cold weather, when a free and unrestricted flow of oil is desired, crankcase oil is supplied to the pump through a by-pass. Otherwise, the oil supply passes through a screen.

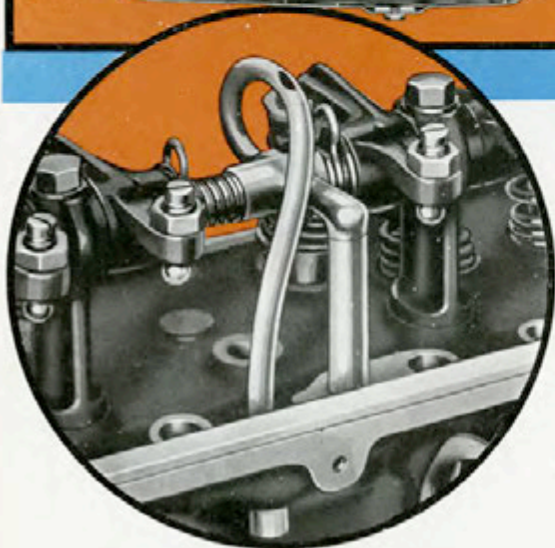


Overhead Oil Pipe

Working parts in the overhead valve system are lubricated with a steady supply of oil through the overhead pipe. This protects these precision-built parts against wear and results in quiet valve operation.

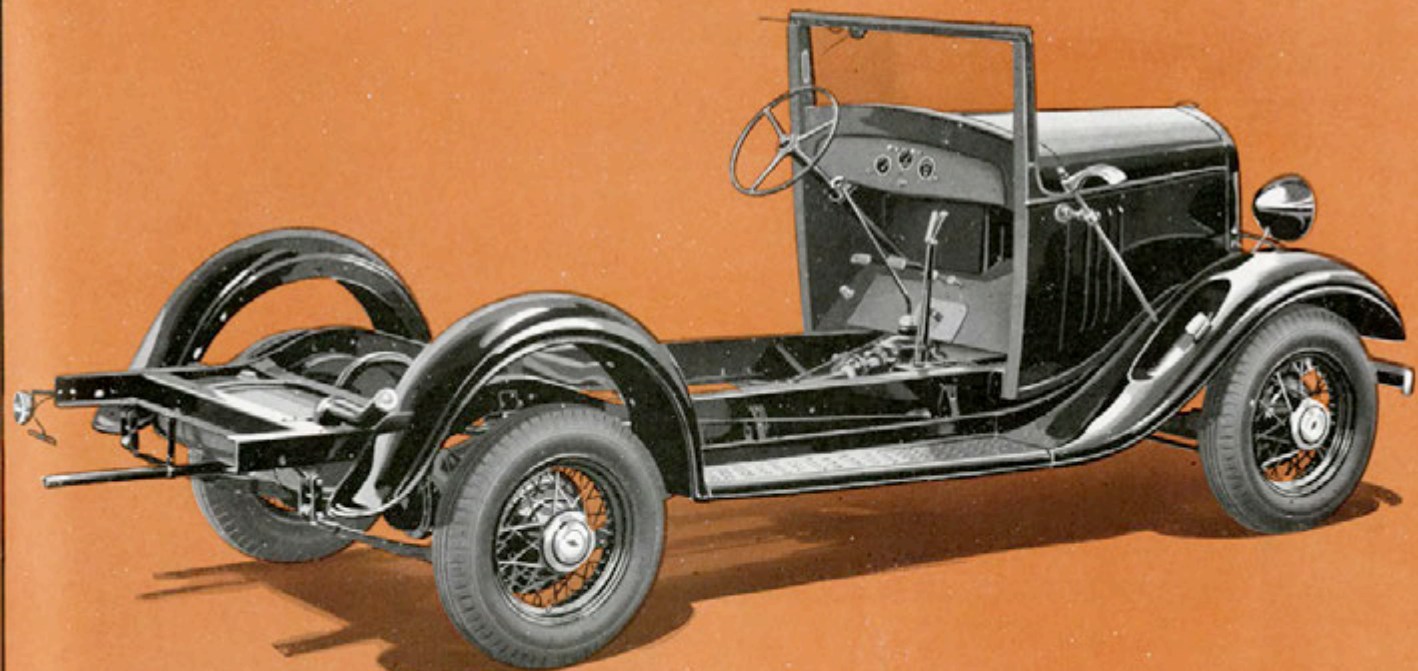
Sliding Vane Oil Pump

The Chevrolet truck oil pump has been re-designed for greater efficiency. It supplies up to five quarts of oil per mile to moving parts throughout the engine.



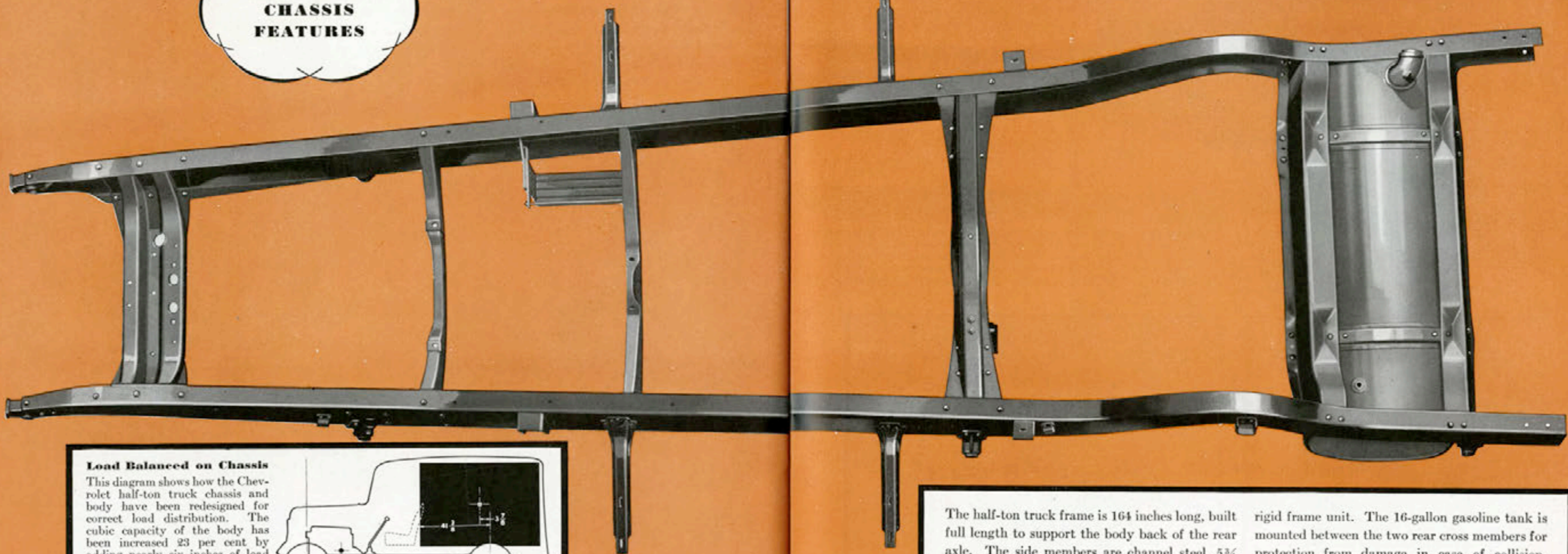
HALF-TON CHASSIS

Examination of the half-ton chassis reveals many new improvements. The engine has Blue Flame combustion—the source of additional power and a big increase in gasoline economy. The engine has been moved forward and the bodies redesigned for efficient load distribution. The wheelbase is 112 inches, with a full-length truck frame for full body support.



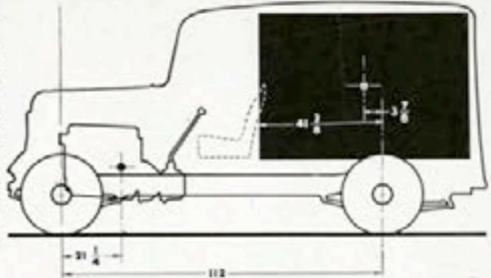
**HALF-TON
CHASSIS
FEATURES**

THE CHEVROLET HALF-TON TRUCK FRAME



Load Balanced on Chassis

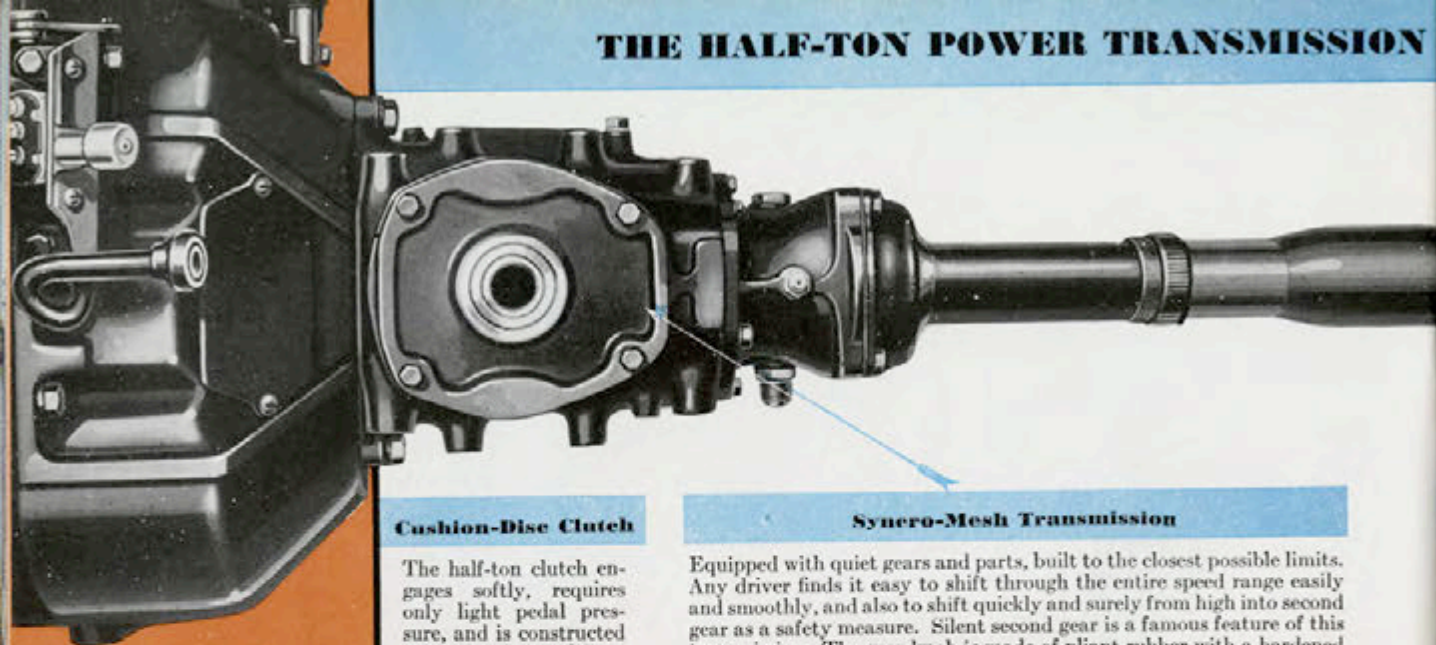
This diagram shows how the Chevrolet half-ton truck chassis and body have been redesigned for correct load distribution. The cubic capacity of the body has been increased 23 per cent by adding nearly six inches of load space ahead of the rear axle. Note how the frame supports the entire length of the truck, including the overhang in back.



The half-ton truck frame is 164 inches long, built full length to support the body back of the rear axle. The side members are channel steel, 5 $\frac{3}{4}$ inches deep with 2 $\frac{1}{4}$ -inch flanges. Six strong cross members join the side members, forming a

rigid frame unit. The 16-gallon gasoline tank is mounted between the two rear cross members for protection from damage in case of collision. The gasoline filler cap is placed in a convenient location on the right side.

THE HALF-TON POWER TRANSMISSION SYSTEM

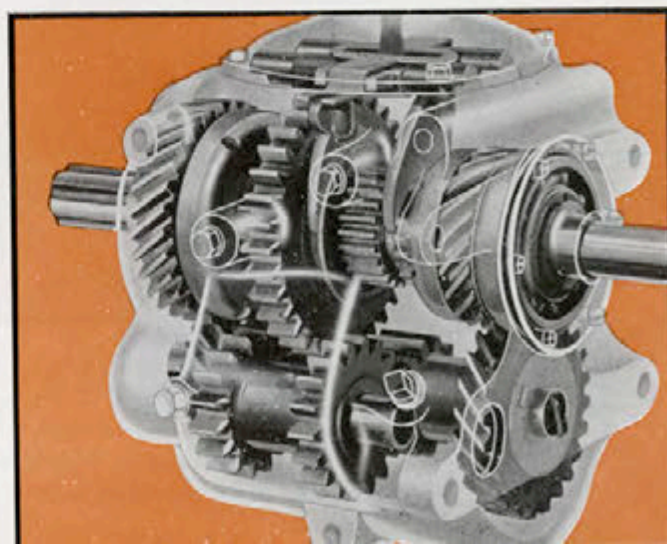


Cushion-Disc Clutch

The half-ton clutch engages softly, requires only light pedal pressure, and is constructed for unusually long life.

Synero-Mesh Transmission

Equipped with quiet gears and parts, built to the closest possible limits. Any driver finds it easy to shift through the entire speed range easily and smoothly, and also to shift quickly and surely from high into second gear as a safety measure. Silent second gear is a famous feature of this transmission. The gear knob is made of pliant rubber with a hardened glossy outer finish.



Rear Axle

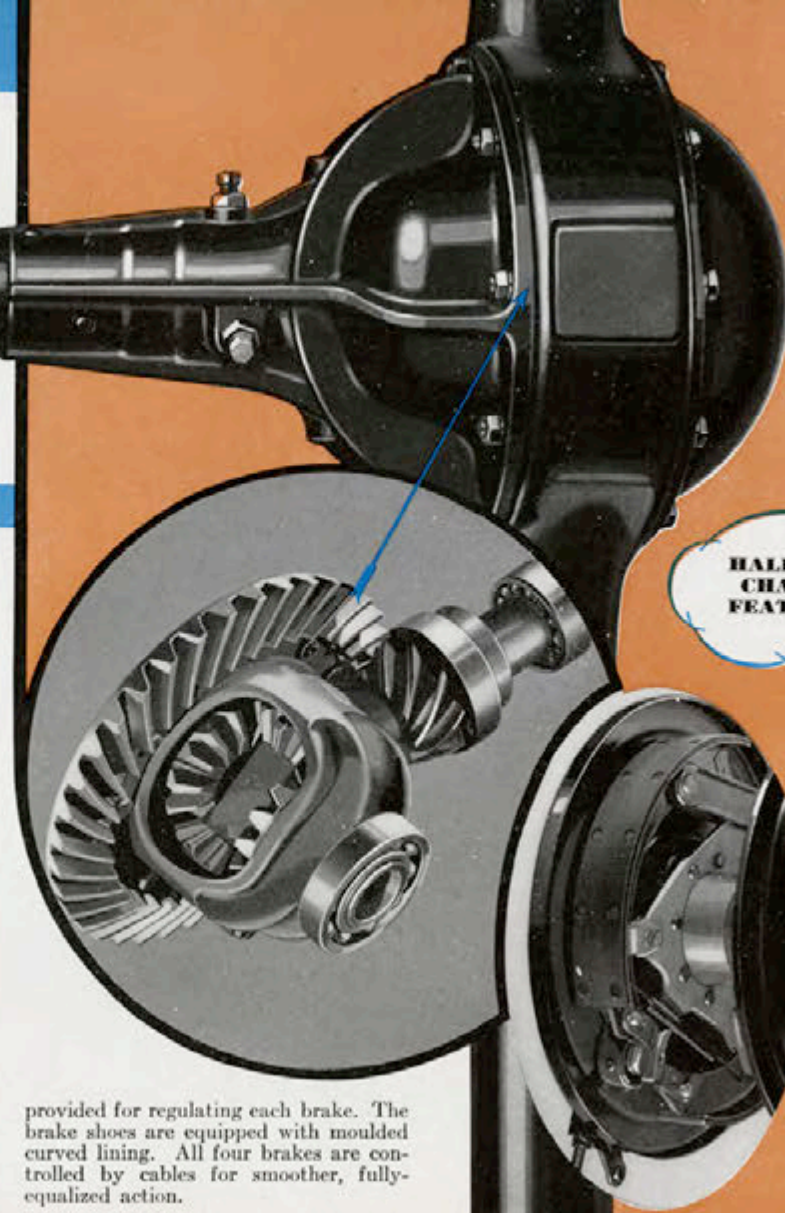
The half-ton differential gears are enclosed in a strong one-piece banjo housing, with a large removable inspection plate. The axle shafts are forged in one piece with the axle hubs for greater strength and durability. Lubricant is sealed in at the outer ends of the axle by leather seals.

Differential Assembly

The large ring gear, carefully made and matched with the pinion gear, is unusually quiet and durable. The gear ratio is 4.11 to 1. The differential unit is housed in a one-piece malleable iron case of great strength to maintain perfect gear alignment.

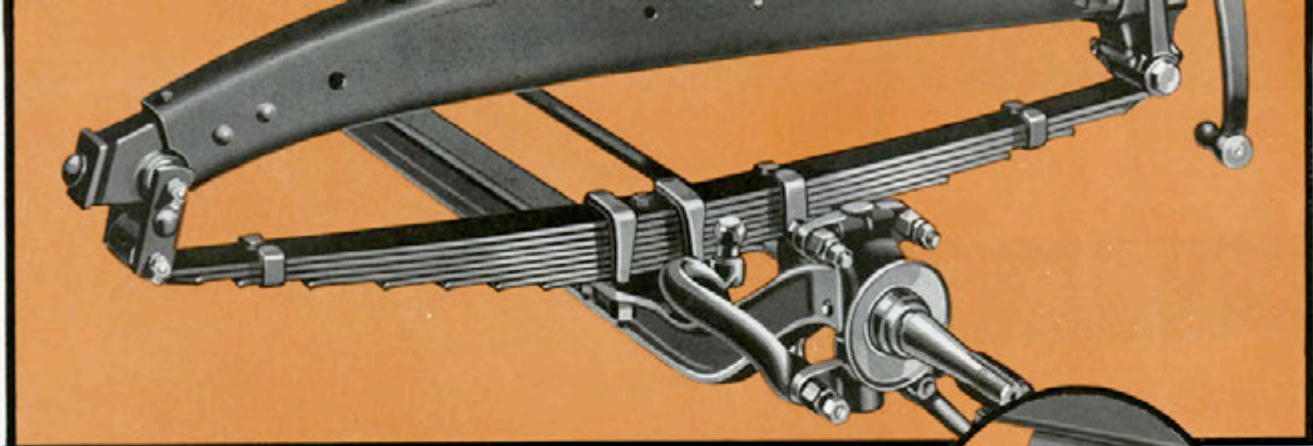
New 4-wheel Mechanical Brakes Cable Controlled—30% more brake surface

Braking surface area in the half-ton, 4-wheel mechanical brakes has been increased by 30 per cent, resulting from the improved and longer lower brake shoes. The brakes are fully enclosed and protected from water, sand and mud. A new dust shield of stamped steel has been added as further protection for the braking surfaces. Convenient adjustments are



provided for regulating each brake. The brake shoes are equipped with moulded curved lining. All four brakes are controlled by cables for smoother, fully-equalized action.

HALF-TON
CHASSIS
FEATURES

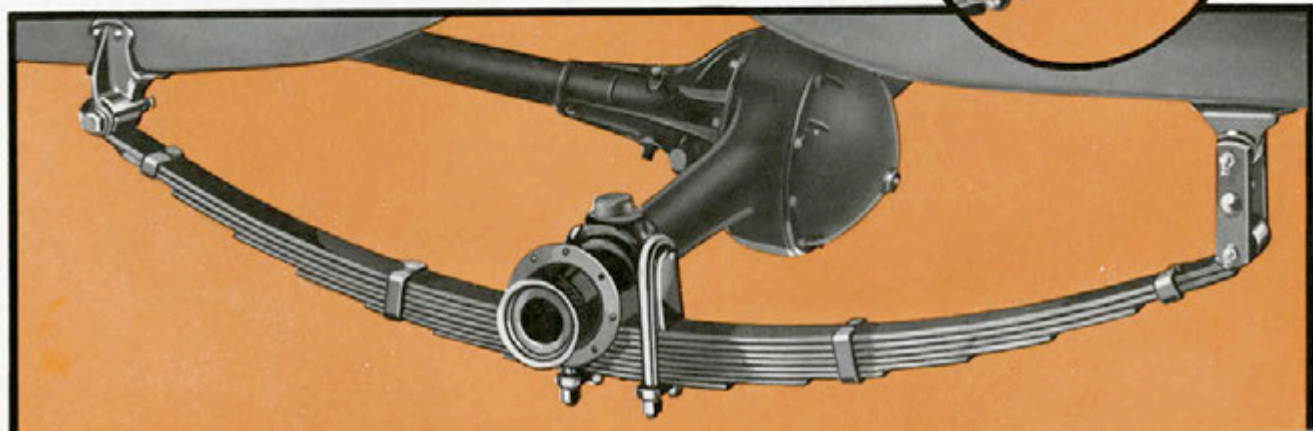


STRONGER SPRINGS FOR BIGGER LOADS

As a consequence of changes in the half-ton chassis and new load distribution, the rated load of all springs has been increased. The front spring shackles are located at the front end of the spring for steady steering. The front springs are 33 inches long and the rear springs 54 inches. Threaded shackles are used on both front and rear springs.

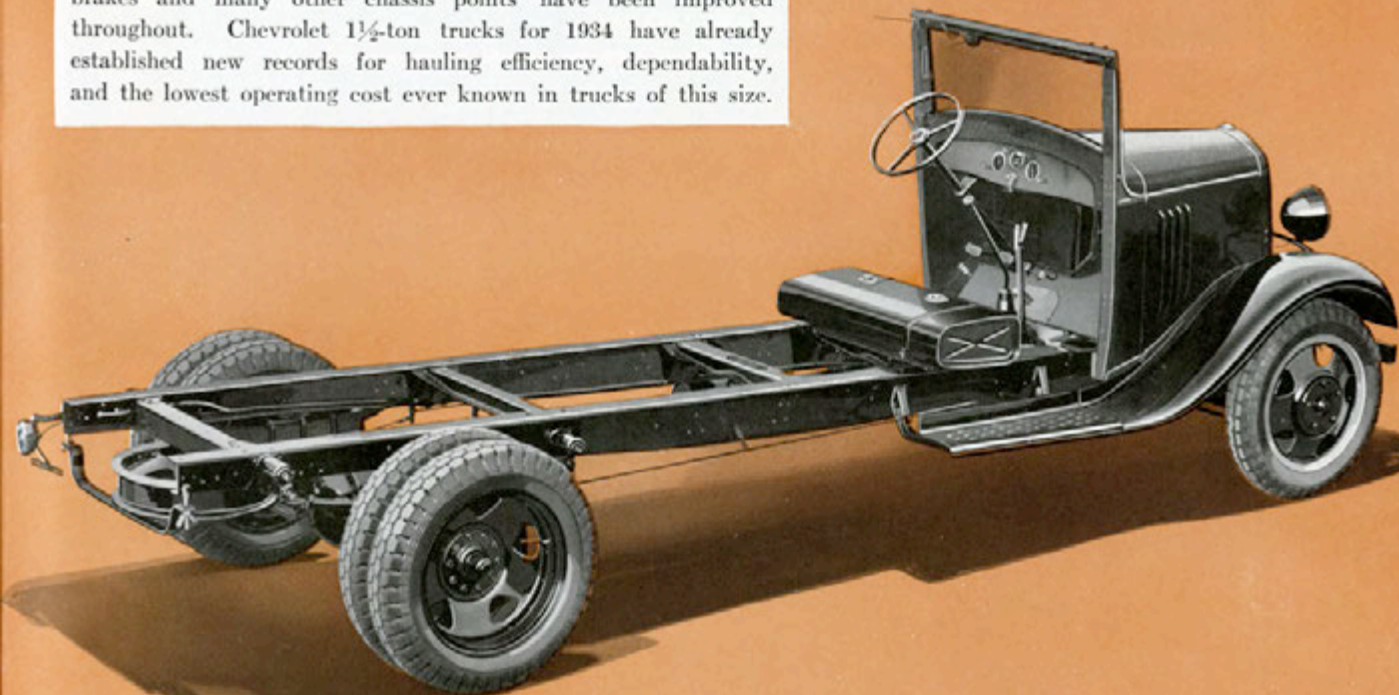
Threaded Shackles

In this shackle, the bearing surfaces are threaded, thereby increasing the bearing area and reducing wear. The threads are thoroughly lubricated through an external fitting. Noise and side sway from the shackles are virtually eliminated.



1½-TON CHASSIS

The chassis for the 131-inch and 157-inch Chevrolet trucks have been completely re-designed. The engine, frames, springs, brakes and many other chassis points have been improved throughout. Chevrolet 1½-ton trucks for 1934 have already established new records for hauling efficiency, dependability, and the lowest operating cost ever known in trucks of this size.



New Chevrolet 1½-Ton Truck Frames

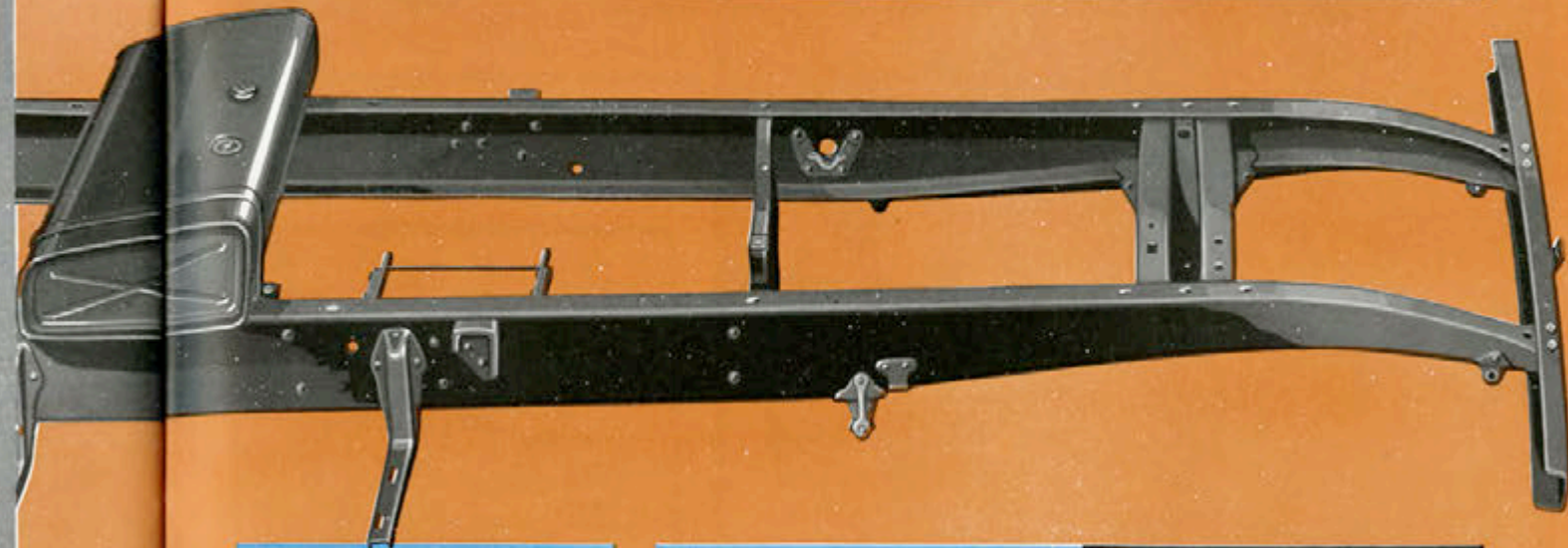
The frames for all the 1½-ton Chevrolet trucks are entirely new in design. The depth of the channel side rails has been increased to 7 inches and the thickness has been increased to $\frac{3}{8}$ of an inch. The new frames provide more ground clearance—a feature of great value in hauling work on soft or rutted ground. The

frame for the 131-inch trucks has five cross members and the 137-inch truck frame has six, assuring the tremendous frame strength and rigidity required in the daily use of these trucks. The frames are full length to provide complete support for the large capacity Chevrolet truck bodies.

1½-TON CHASSIS FEATURES

PHOTOGRAPH OF FRAME CHANNEL

7 INCHES



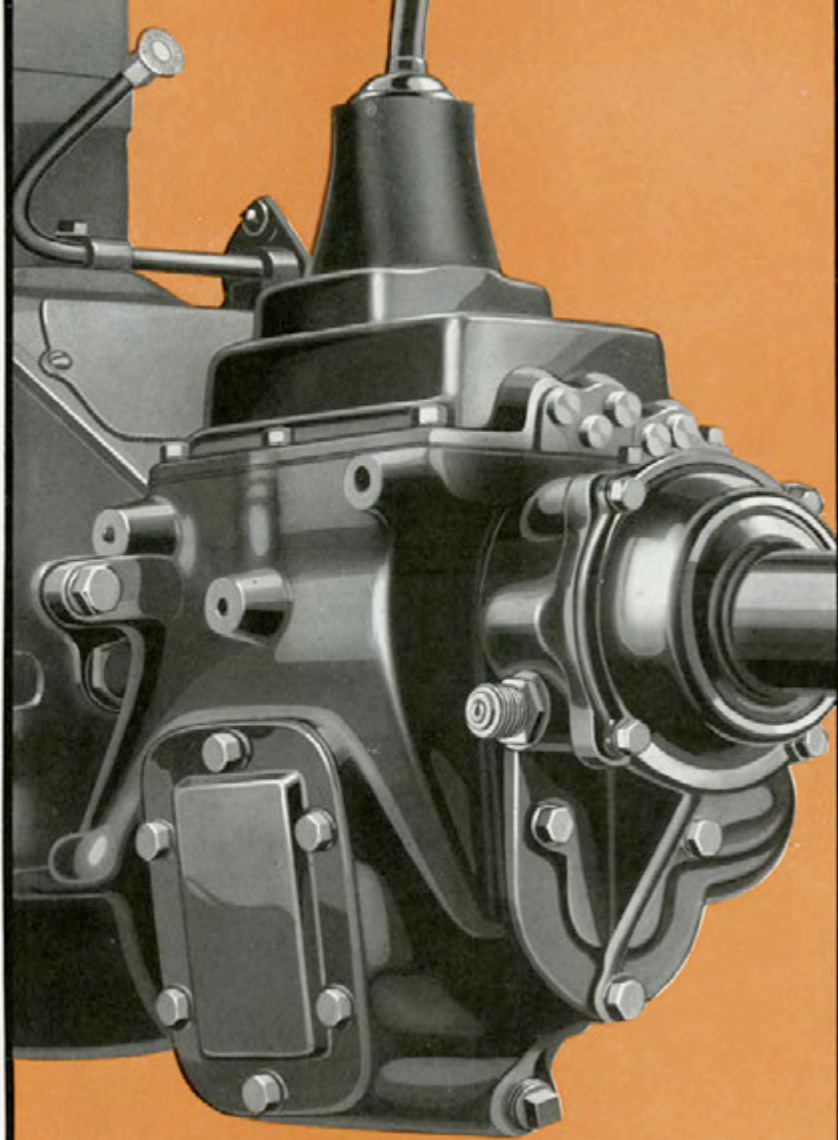
17-Gallon Gas Tank

The fuel tank in the 1½-ton truck is under the driver's seat. Its large capacity, combined with the greatly improved economy of the 1934 Chevrolet truck engine, reduces the frequency of stops for fuel.

"Alligator Jaw" Cross Members

This improved type of cross member is riveted to both flanges of the side rails and adds greatly to the strength and rigidity of the 1½-ton truck frames at mid-section.



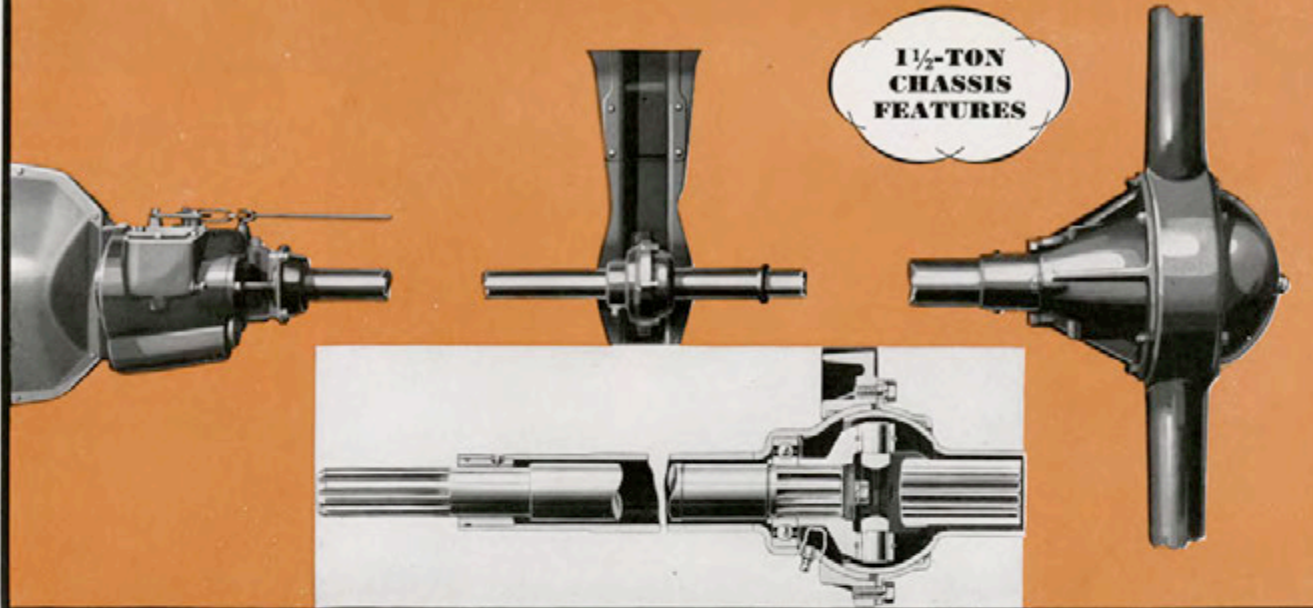


1½-TON FOUR-SPEED TRANSMISSION

This heavy duty transmission is built to withstand the punishing service of hauling heavy loads in muddy fields. The first of the four speeds provides a ratio through the standard rear axle of 39.2 to 1, permitting easy starting for capacity loads. The transmission is enclosed in a large one-piece housing. The gears, although large and durable, are easy to shift quickly and smoothly.

First and Second Speed Gears—As these gears bear the strain of starting heavy loads they are made of strong alloy steel and firmly united with large special rivets made of high carbon steel.





**1 1/2-TON
CHASSIS
FEATURES**

New Jack Shaft

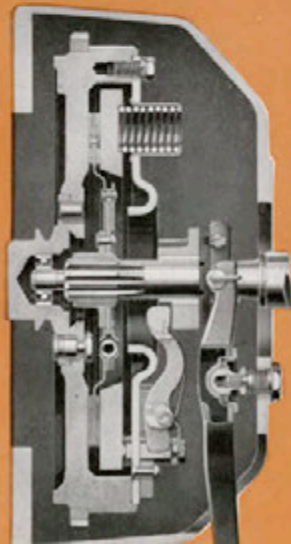
For the convenience of truck owners who require auxiliary equipment powered by the drive shaft, the Chevrolet 1 1/2-ton trucks are constructed with a jack shaft at the rear of the transmission. The propeller shaft may be dropped as a unit, allowing full access to the transmission and related parts without removing the rear axle. A universal

joint is located at each end of the jack shaft. The addition of this shaft length to the system permits a corresponding reduction in the length of the propeller shaft and torque tube to the rear axle, reducing shaft "whip" to a minimum. This new feature of the 1 1/2-ton trucks is adaptable to a wide variety of uses and is also much easier to service.

Heavy Duty Truck Clutch

This special truck-type clutch is of great importance in starting heavy loads easily. It transmits the engine power smoothly and gradually to the rear wheels with a powerful final engagement, yet a light pressure on the pedal completely

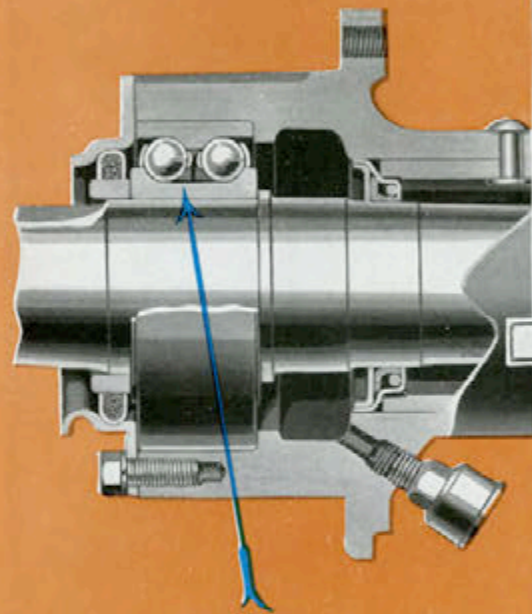
disengages the clutch faces. The bearing metal parts are thoroughly lubricated by an oil reservoir. The clutch cover is now made of steel, attached to the flywheel by nine alloy steel bolts instead of six.



NEW CHEVROLET 1½-TON REAR AXLE

Chevrolet rear axles are built to withstand the hardest hauling pulls. The pinion gear is "straddle mounted," always aligned by two big ball bearings. The differential has four pinion gears instead of only two. The axle housing is the strongest type known—a single pressed

steel unit, not bolted or welded together—with a big removable plate for convenient inspection. The standard gear ratio is 5.43 to 1. For construction work and other heavy-duty hauling a 6.16 to 1 ratio is available, giving a final reduction ratio of 44.5 to 1.



Double Row Wheel Bearings

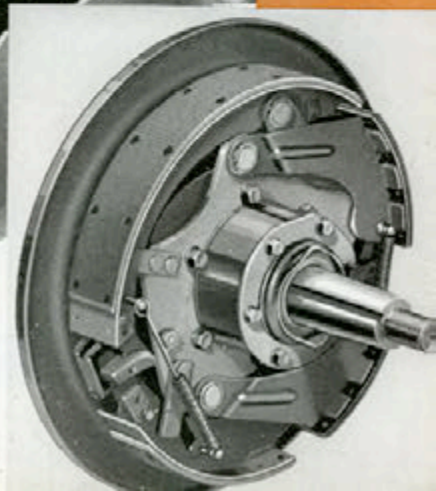
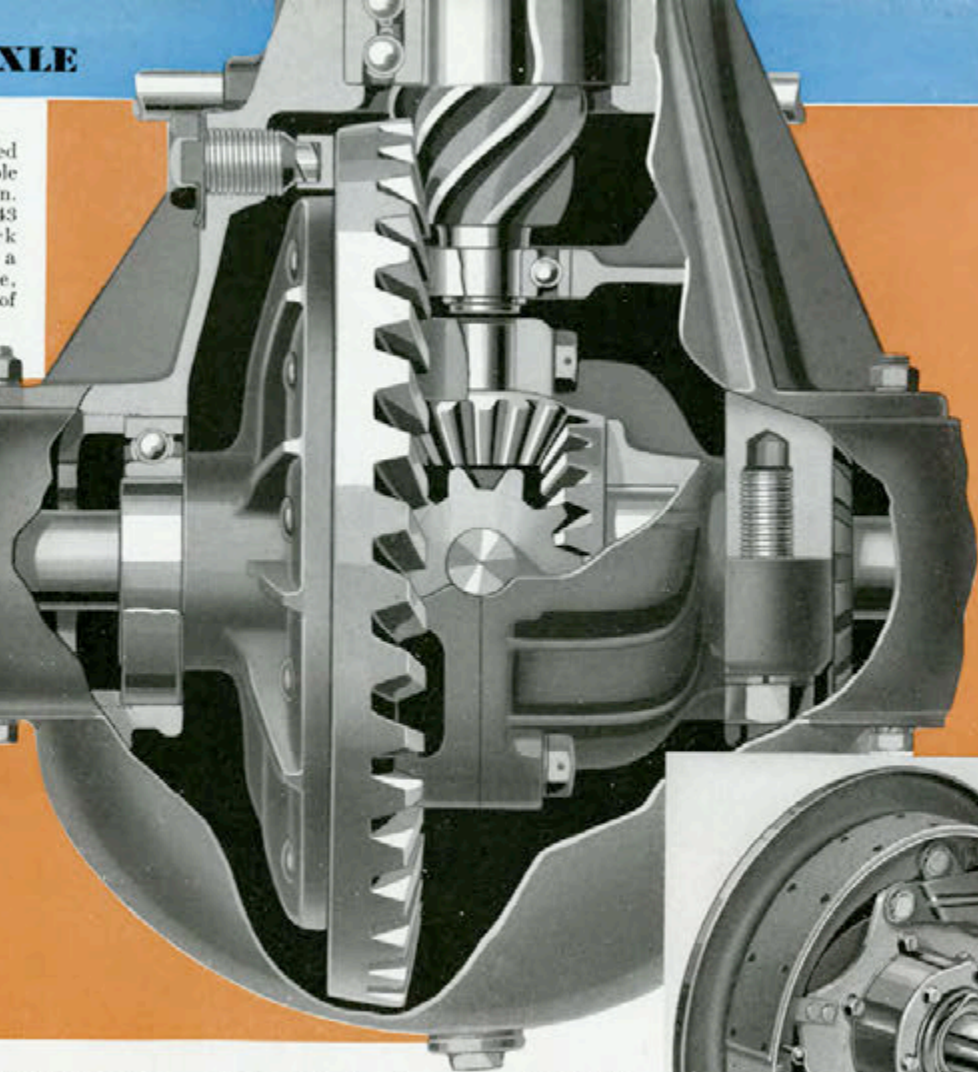
To reduce friction to a still lower point and increase the load capacity of the wheel bearings, a double row bearing is now used on Chevrolet 1½-ton trucks. This adds 15 more balls to the bearing total at each rear wheel.

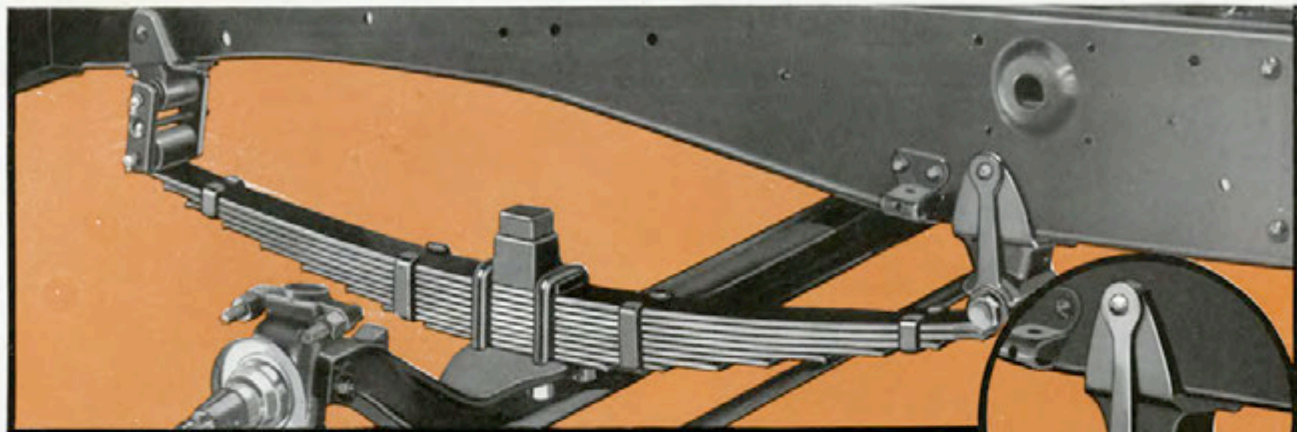
Actual Size Photo of Axle Shaft

A new increase in the size of Chevrolet 1½-ton truck rear axles brings the shaft diameter at the wheel bearings to 2.36 inches.

Brakes—Many Chevrolet truck users testify that their original brake linings have lasted well over 100,000 miles in service. In the new 1½-ton brakes, an improved type of lining is used and the total braking surface has been increased 11 per cent. Protection against water, mud and sand has been

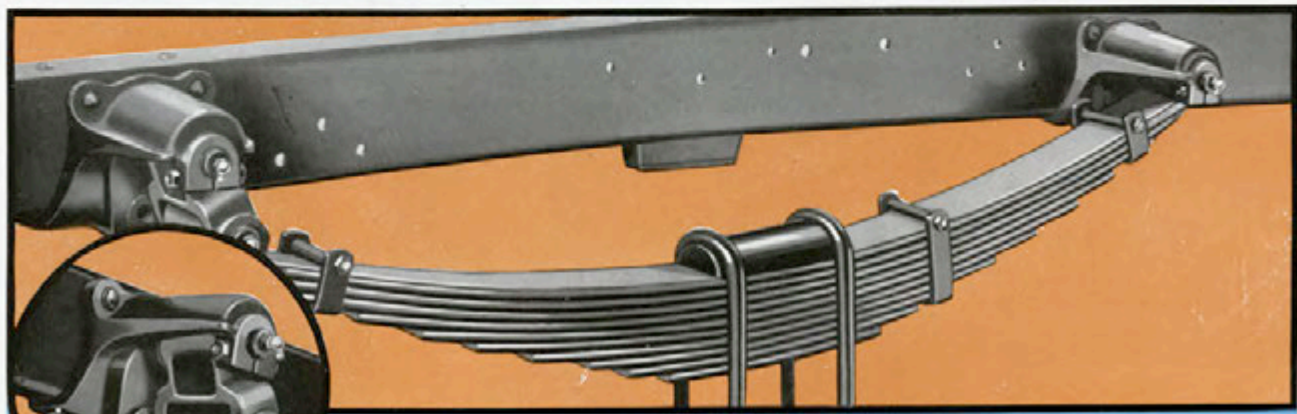
developed further by a new dust shield which extends across the gap between the brake drum and the inside of the brake plate, sealing the linings against the road and weather. Six shoes are operated by the parking brake instead of two as before.





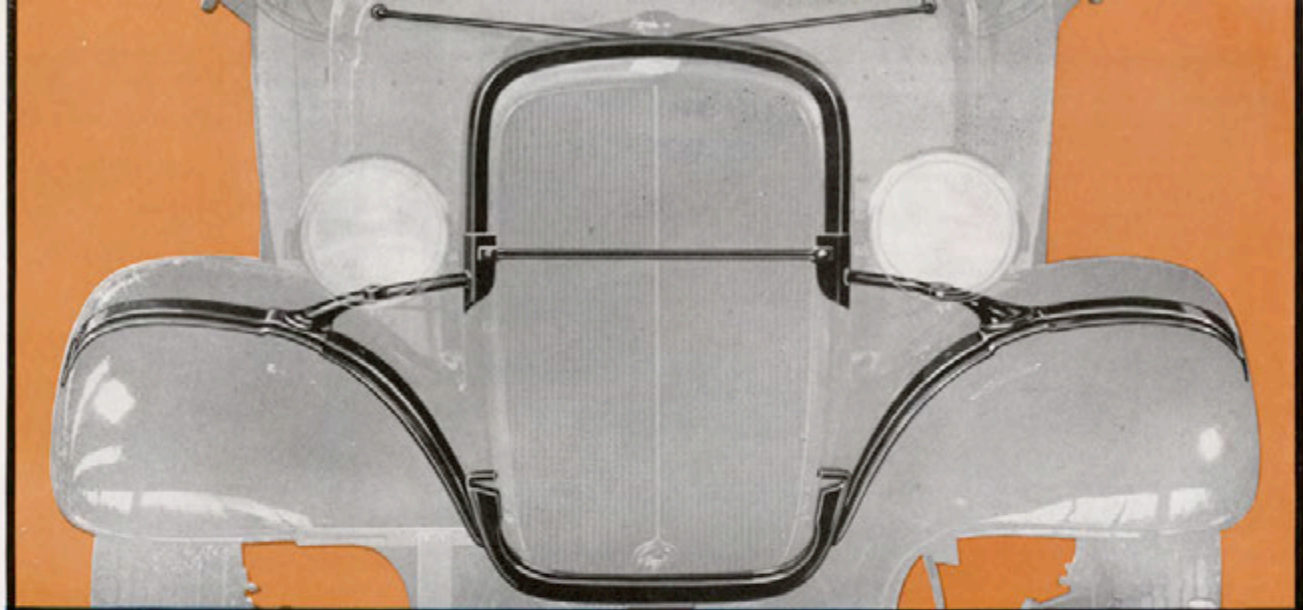
STRONGER SPRINGS WITH THREADED SHACKLES

Keeping pace with the improved chassis design and load distribution, stronger front springs are used with shackles of the threaded type at the front end of the springs for steadier steering. The bearing surfaces of the shackles are threaded, increasing the bearing area, and effectively preventing noise and side sway. Shackle lubricant, forced into threads through an external fitting, is sealed in at the threaded ends.



BIGGER CLEARANCE ON REAR SPRINGS

Rear springs on the 1½-ton trucks rest on longer seats, and "U" bolts fastening the springs to the seats are now inverted, increasing the clearance for better spring action under heavy loads. The rear shackles are unusually large with big bearing surfaces for greater strength and resistance to wear.



Stabilized Front End Mounting

The front fenders, radiator and headlamps are all mounted as a unit. This unified construction prevents excessive movements in these parts, thereby preventing rattles and squeaks, and makes driving on rough roads much easier. An important effect of the stabilized front end is the protection for the radiator core, which is relieved of the strains and twists encountered in truck service.



One-Piece Support

This support for the fenders, radiator and headlamps is securely fastened to the front cross member of the frame, resting on a rubber cushion for complete insulation.

1. CHASSIS DIMENSIONS AND CHASSIS WEIGHTS

Wheelbase.....	112"
Back of cab to centerline of rear axle.....	33½"
Centerline of rear axle to end of frame.....	34"
Back of cab to end of frame.....	66½"
Maximum load space length.....	73"
Turning radius.....	21' 10"
Chassis shipping weight.....	2110 lbs.
Chassis shipping weight with cab.....	2533 lbs.
Chassis weight front end, loaded.....	1750 lbs.
Chassis weight rear, loaded.....	2650 lbs.

The gross allowable weight of the Chevrolet Half-Ton Truck shall not exceed 4400 lbs., which includes the chassis, cab, body, driver and payload.

2. ENGINE—Six-cylinder valve-in-head special truck engine—5½" bore and 4" stroke; 206.8 cu. in. piston displacement. NACC rated horsepower, 26.3. Brake horsepower, 60 at 3000 r.p.m. Compression ratio, 5.45 to 1. Rated torque capacity, 147 foot-pounds at 800 r.p.m.

(a) Crankcase and Cylinder Block—Cylinder block cast in blue (including upper half of crankcase), head detachable.

(b) Crankshaft—Drop-forged, heat-treated, statically and dynamically balanced 63½-pound counterbalanced crankshaft equipped with three main bearings, having a projected area of 12.34 sq. in.

(c) Camshaft—Drop-forged, carbon steel, case hardened, integral cams. Ground surface on all cam and bearings. Supported on three bearings. The center bearing being steel backed babbit.

(d) Connecting Rods—Drop-forged, carbon steel, heat-treated, piston pin clamped in connecting rod. The connecting rod is 7½" long from center to center. The crank pin bearings are lubricated through a hole in the bottom of the cap, through which oil is forced by the action of a specially designed stamped dipper which dips below the oil level.

(e) Lubrication—Combination pressure and splash system. Vane type pump driven by helical gears from camshaft. Main bearings and camshaft bearings lubricated under pressure. Connecting rods, piston pins, and cylinder walls lubricated by positive splash. Valve operating parts are automatically lubricated.

(f) Cooling—Centrifugal water pump and four-blade fan driven by "V" belt from the crankshaft. Water capacity, 10½ quarts.

(g) Carburetion—Specially designed 1¼" Carter down-draft carburetor developed to work effectively with the engine and manifold. The carburetor incorporates an accelerating pump which delivers an additional charge of fuel when the throttle valve is suddenly opened from the idling position.

SPECIFICATIONS OF THE CHEVROLET HALF-TON TRUCK

(h) Air Cleaner and Flame Arrester—AC type designed specially to mount on the air intake port of the carburetor.

(i) Ignition—Delco-Remy system.

(j) Generator—Delco-Remy.

(k) Starting Motor—Delco-Remy.

(l) Engine Suspension—Three-point with rubber mountings.

(m) Exhaust—Four-port external cast iron exhaust manifold with heated intake riser.

(n) Intake—Gases heated by passing through exhaust manifold and by heated T portion of intake manifold. Thermostat installed on manifold automatically operates heat control valve.

(o) Piston—Light weight, cast iron, 3 rings above the pin. Lower ring, oil regulating type seated in groove for oil return, and piston pin lubricated by oil return from the lower ring and splash. Piston pin bosses are bronze bushed.

(p) Valves—Intake 1¼", exhaust 1½" outside diameter. One-piece extruded valves made of silicon-chromium alloy steel. Mushroom type, adjustable tappets.

(q) Crankcase Breather—Fresh air is admitted to the crankcase through the koures in valve rocker cover and oil return pipes. The fumes are exhausted from the crankcase by suction through a positive-acting tube leading away from engine through under-pan.

3. RADIATOR—Special, large Harrison ribbed cellular radiator.

4. CLUTCH—Dry, single-plate, completely enclosed 9" disc equipped with braided moulded lining.

5. TRANSMISSION—Selective Synco-Mesh type, three speeds forward and one reverse in unit with engine. Silent second gear. Helical type constant mesh gears.

6. PROPELLER SHAFT AND UNIVERSAL JOINT—Propeller shaft is made of nickel-chrome steel hardened to obtain physical properties which resist torsion and fatigue stress. The universal joint is the all-metal type—heavy drop-forged steel yokes.

7. STEERING GEAR—Semi-reversible roller bearing worm and sector type, mounted in bracket riveted to frame. 17" steering wheel. Ratio 14 to 1.

8. FRAME—One-piece pressed steel channels, 5¼" deep, ¾" thick, 2¼" flanges, 164" long, 26½" wide at front and 43½" wide at rear, kick-up 4". Five cross members of special design, cold riveted to side rails.

9. FRONT SPRING—Semi-elliptic, chrome-vanadium steel, 36" long by 1½" wide, 8 leaves.

10. REAR SPRING—Semi-elliptic, chrome vanadium steel, 54" long by 1½" wide, 8 leaves.

11. SPRING MOUNTING—Conventional type spring suspension self-adjusting shackles.

12. FRONT AXLE—Heavy drop-forged heat-treated "I" beam, specially designed for front wheel braking. New Departure ball bearings in wheels. Spindle body ball bearings.

13. REAR AXLE—Semi-floating spiral bevel gear; shafts chrome-nickel steel. Gear ratio 4.11 to 1.

14. BRAKES—Service brakes front and rear are the articulated shoe internal-expanding type. Both front and rear drums are 12" inside diameter. The lining width is 1¾". Mechanical, cut-in, 4-wheel internal-expanding emergency brakes.

15. WHEELS—Wire with integral drop center rims.

16. TIRES—Tires, front and rear, 5.50-17—4-ply.

17. FUEL TANK—16-gallon capacity located in rear with special goose neck for filling.

18. FUEL PUMP—AC type mounted on crankcase and operated from camshaft.

19. CHASSIS LUBRICATION—Fittings for high pressure lubrication.

20. CONTROL SET—Foot pedal operates front and rear service brakes. Hand brake operates cut-in emergency brakes. Gear shift lever on transmission cover. Throttle and carburetor choke on instrument panel. Foot throttle control on toe board.

21. BATTERY—Six-volt battery, 15 plates, 90-ampere-hour capacity.

22. CHASSIS EQUIPMENT—Cowl and dash with windshield, instrument panel and toe boards. Full crown fenders, front and rear. Running boards and aprons. Oil pressure gauge, electric gas gauge, speedometer, water temperature indicator, ammeter, spare wheel, spare tire fender well carrier, front and rear license brackets.

23. ELECTRICAL EQUIPMENT—Headlamps with non-glare lenses. Tail and stop lamp. Indirect lighting of instruments. Light switch. Ignition switch with coil lock. Battery, generator and starting motor. Horn button located in center of steering wheel. Foot-operated depressible beam control for headlamps.

24. SERVICE EQUIPMENT—Full set of tools, jack and Zerk pressure gun.

SPECIFICATIONS OF THE CHEVROLET 1½-TON TRUCKS

1. CHASSIS DIMENSIONS AND CHASSIS WEIGHTS—

Wheelbase.....	131"	157"
Back of cab to centerline of rear axle.....	51½"	77½"
Centerline of rear axle to end of frame.....	34½"	34½"
Back of cab to end of frame.....	86½"	112½"
Maximum load space.....	116½"	144"
Turning radius.....	25' 10½"	29'
Chassis shipping weight		
Single wheel equipment.....	2995 lbs.	3046 lbs.
Dual wheel equipment.....	3100 lbs.	3145 lbs.
Chassis shipping weight with cab		
Single wheel equipment.....	3353 lbs.	3385 lbs.
Dual wheel equipment.....	3450 lbs.	3530 lbs.
Chassis weight front end loaded		
Single wheel equipment.....	1900 lbs.	2000 lbs.
Dual wheel equipment.....	2500 lbs.	2500 lbs.
Chassis weight rear loaded		
Single wheel equipment.....	2700 lbs.	2600 lbs.
Dual wheel equipment.....	2700 lbs.	2800 lbs.
The gross allowable weight of the Chevrolet Truck with single wheels and equipped with 32 x 6 8-ply rear tires shall not exceed 7600 lbs., which includes the chassis, cab, body, driver and payload.		
The gross allowable weight of the Chevrolet Truck with dual wheels shall not exceed 9900 lbs., which includes chassis, cab, body, driver and payload.		
From 9,300 to 11,300 pounds gross allowable when equipped with 32 x 6 10-ply heavy duty Cord tires with dual wheels and Chevrolet auxiliary springs.		
2. ENGINE— Six-cylinder valve-in-head special truck engine—3 1/8" bore and 4" stroke; 206.8 cu. in. piston displacement. NACC rated horsepower 26.3. Brake horsepower 60 at 3000 r.p.m. Compression ratio 5.45 to 1. Rated torque capacity 147 foot-pounds at 800 r.p.m.		
(a) Crankcase and Cylinder Block—Cylinder block cast en bloc (including upper half of crankcase), head detachable.		
(b) Crankshaft—Drop-forged, heat-treated, statically and dynamically balanced 63½-pound counterbalanced crankshaft equipped with three main bearings, having a projected area of 12.34 sq. in.		
(c) Camshaft—Drop-forged, carbon steel, case hardened, integral cams. Ground surface on all cams and bearings. Supported on three bearings. The center bearing being steel backed babbit.		
(d) Connecting Rods—Drop-forged, carbon steel, heat-treated, piston pin clamped in connecting rod. The connecting rod is 7 1/2" long from center to center. The crank pin bearings are lubricated through a hole in the bottom of the cap, through which oil is forced by the action of a specially designed stamped dipper which dips below the oil level.		
(e) Lubrication—Combination pressure and splash system. Vane type pump driven by helical gears from camshaft. Main bearings and cam-		

- shaft bearings lubricated under pressure. Connecting rods, piston pins, and cylinder walls lubricated by positive splash. Valve operating parts are automatically lubricated.
- (f) Cooling—Centrifugal water pump and four-blade fan driven by "V" belt from the crankshaft. Water capacity, 10½ quarts.
- (g) Carburetion—Specially designed 1 1/4" Carter down-draft carburetor developed to work effectively with the engine and manifold. The carburetor incorporates an accelerating pump which delivers an additional charge of fuel when the throttle valve is suddenly opened from the idling position.
- (h) Air Cleaner and Flame Arrester—AC type designed specially to mount on the air intake port of the carburetor.
- (i) Ignition—Delco-Remy system.
- (j) Generator—Delco-Remy.
- (k) Starting Motor—Delco-Remy.
- (l) Engine Suspension—Three-point.
- (m) Exhaust—Four-port external cast iron exhaust manifold with heated intake riser.
- (n) Intake—D type; gases heated by passing through exhaust manifold and by heated T portion of intake manifold. Thermostat installed on manifold automatically operates heat control valve.
- (o) Piston—Light weight, cast iron, 3 rings above the pin. Lower ring, oil regulating type seated in groove for oil return, and piston pin lubricated by oil return from the lower ring and splash. Piston pin bosses are bronze bushed.
- (p) Valves—Intake 1 1/4", exhaust 1 1/2" diameter. One-piece extruded valves made of silicon-chromium alloy steel. Mushroom type, adjustable tappets.
- (q) Crankcase Breather—Fresh air is admitted to the crankcase through the louvers in valve rocker cover and oil return pipes. The fumes are exhausted from the crankcase by suction through a positive-acting tube leading away from the engine through under-pan.
3. **RADIATOR**—Special, large Harrison ribbed cellular radiator core.
4. **CLUTCH**—Dry, single-plate, completely enclosed, 10" disc equipped with moulded asbestos lining.
5. **TRANSMISSION**—Selective type, sliding gear, 4 speeds forward and 1 reverse in unit with engine. All gears special steel, cyanide hardened, mounted on New Departure ball bearings and Hyatt roller bearings. Control lever on ball pivot in center of floor. Transmission gear reduction low speed, 7.23 to 1; second speed, 3.48 to 1; third speed, 1.71 to 1; fourth speed, direct. Reverse 7.15 to 1. The opening on the 4-speed transmission for the power take-off is on the left side and is a six-bolt S.A.E. standard. The r.p.m. of the gear that meshes with the gear of power take-off when motor is running at 1000 r.p.m. is 425.
6. **PROPELLER SHAFT AND UNIVERSAL JOINTS**—(131" and 157" Wheelbase Chassis)—A coupling shaft transmits power from the transmission to the propeller shaft. The design allows for the application of a split propeller shaft power take-off. The coupling shaft is connected to the transmission and to the propeller shaft by two heavy duty truck universal joints.
7. **STEERING GEAR**—Semi-reversible roller bearing worm and sector type, mounted in bracket riveted to frame, 17" steering wheel. Ratio 14 to 1.
8. **FRAME**—(131" Wheelbase Chassis)—One-piece

- pressed steel 3/4" channels, 7" deep, 2 1/2" flanges and 188 1/2" long. Cross members of special design, cold riveted to side rails.
- FRAME**—(157" Wheelbase Chassis)—One-piece pressed steel channel section side members, 7" deep, 3/4" thick, 2 1/2" flanges, riveted securely to six heavy cross members. Total length of frame—214 1/2".
9. **FRONT SPRING**—Semi-elliptic, chrome-vanadium steel, 36" long by 1 1/2" wide, 9 leaves.
10. **REAR SPRING**—Semi-elliptic, silicon-manganese steel, 45" long by 2 1/2" wide, 10 leaves.
11. **SPRING MOUNTING**—Self-adjusting, front spring shackles. Conventional type rear spring suspension, drop-forged rear shackles.
12. **FRONT AXLE**—Extra heavy drop-forged, heat-treated "I" beam, specially designed for truck for front wheel braking. New Departure ball bearings in wheels. Spindle body ball bearings.
13. **REAR AXLE**—Semi-floating, spiral bevel gear type, 4-pinion differential, standard-mounted pinion. Axle shafts of chrome-nickel steel. Gear ratio 5.43 to 1. Total reduction in low 39.2 to 1. Rear axle specially designed for either dual or single wheel equipment, 6.17 ratio available.
14. **BRAKES**—Service brakes front and rear are the articulated shoe internal-expanding type on 12" diameter front drums and 16" diameter rear drums. Width of lining, front 1 1/2"; width of lining, rear, 2 1/2"; cut-in type internal-expanding emergency brakes on all wheels. Width of lining, 2 1/2" rear—1 1/4" front. Brakes adjustable at each wheel.
15. **WHEELS**—Heavy dual-type pressed-steel wheels with clamp rings.
16. **FUEL TANK**—17-gallon capacity located under seat. Filler cap located on right side.
17. **FUEL PUMP**—AC type mounted on crankcase and operated from camshaft.
18. **CHASSIS LUBRICATION**—Fittings for high pressure lubrication.
19. **CONTROL SET**—Foot pedal operates front and rear service brakes. Hand brake operates set of emergency brakes on rear wheels. Gear shift on transmission cover. Throttle and carburetor choke on instrument panel. Foot throttle control on toe board.
20. **BATTERY**—Six-volt battery, 15 plate, 90-ampere-hour capacity.
21. **CHASSIS EQUIPMENT**—Cowl and dash, with windshield, instrument panel and toe boards. Full crown front fenders. Running boards and aprons. Oil pressure gauge, electric gasoline gauge on instrument panel, speedometer, water temperature indicator, ammeter, strong pressed steel channel front bumper, spare wheel, spare wheel carrier, front and rear license brackets.
22. **ELECTRICAL EQUIPMENT**—Headlamps with non-glare lenses. Tail and stop lamps. Indirect lighting of instruments. Light switch. Ignition switch with coil lock. Battery, generator and starting motor. Horn button located in center of steering wheel. Foot-operated depressible beam control for headlamps.
23. **SERVICE EQUIPMENT**—Full set of tools, jack and Zerk pressure gun.
24. **INSTRUMENT PANEL**—In combination with dash, equipped with ammeter, oil gauge, electric gasoline gauge, speedometer, coil lock, carburetor choke, gas control, accessory button and water temperature indicator.
25. **DRIVE**—Through rear springs.
26. **TORQUE**—Through torque tube.

