

CHEVROLET HALF-TON AND 1½-TON TRUCKS

GM
CHEVROLET TRUCK

1936
#1

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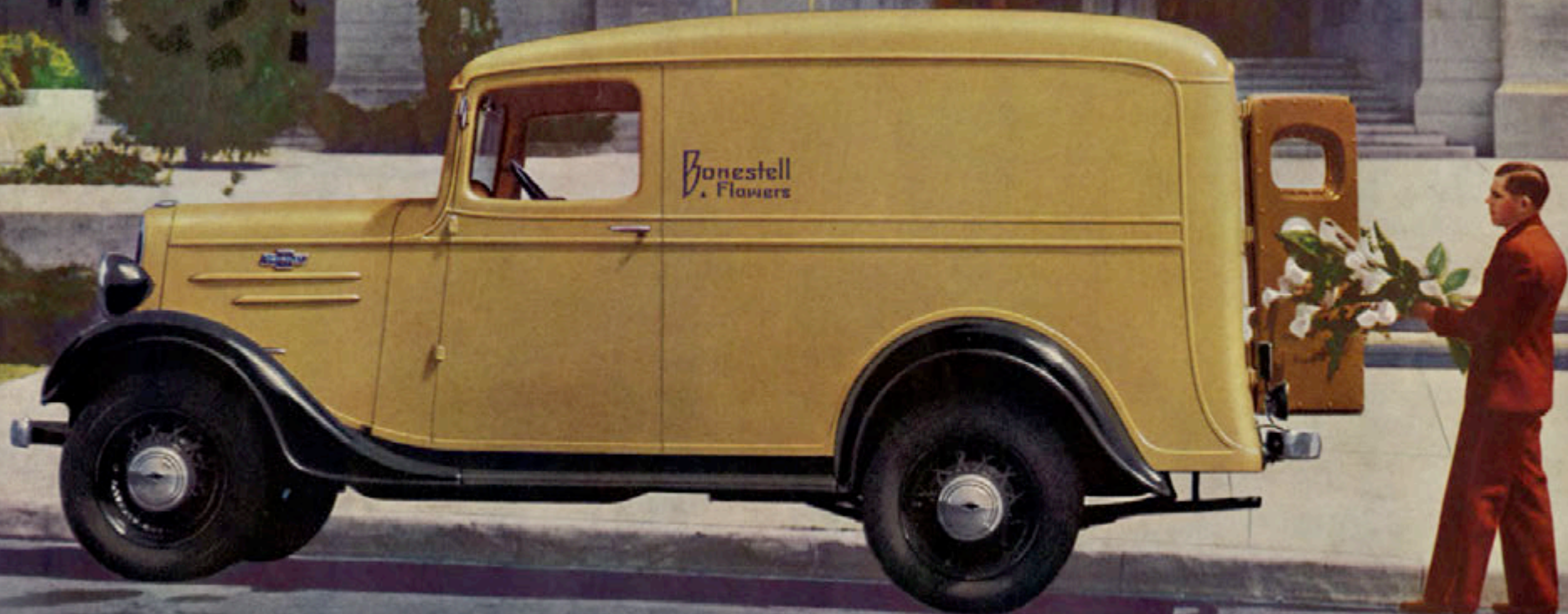
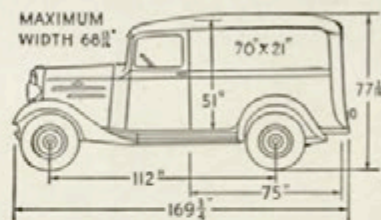


FEB 33

HALF-TON PANEL

112-inch wheelbase

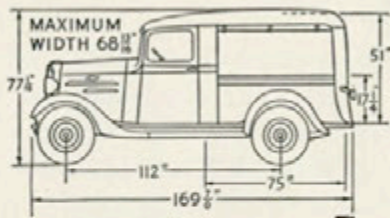
You can see at a glance the advertising value to your business of this fast, smart delivery unit. It is designed to carry a maximum load with ease, yet give you economical delivery on small loads. The driver's compartment is trimmed in leather type upholstery of high quality. Front doors are trimmed with steel panels. Rugged construction throughout.



HALF-TON CANOPY EXPRESS

112-inch wheelbase

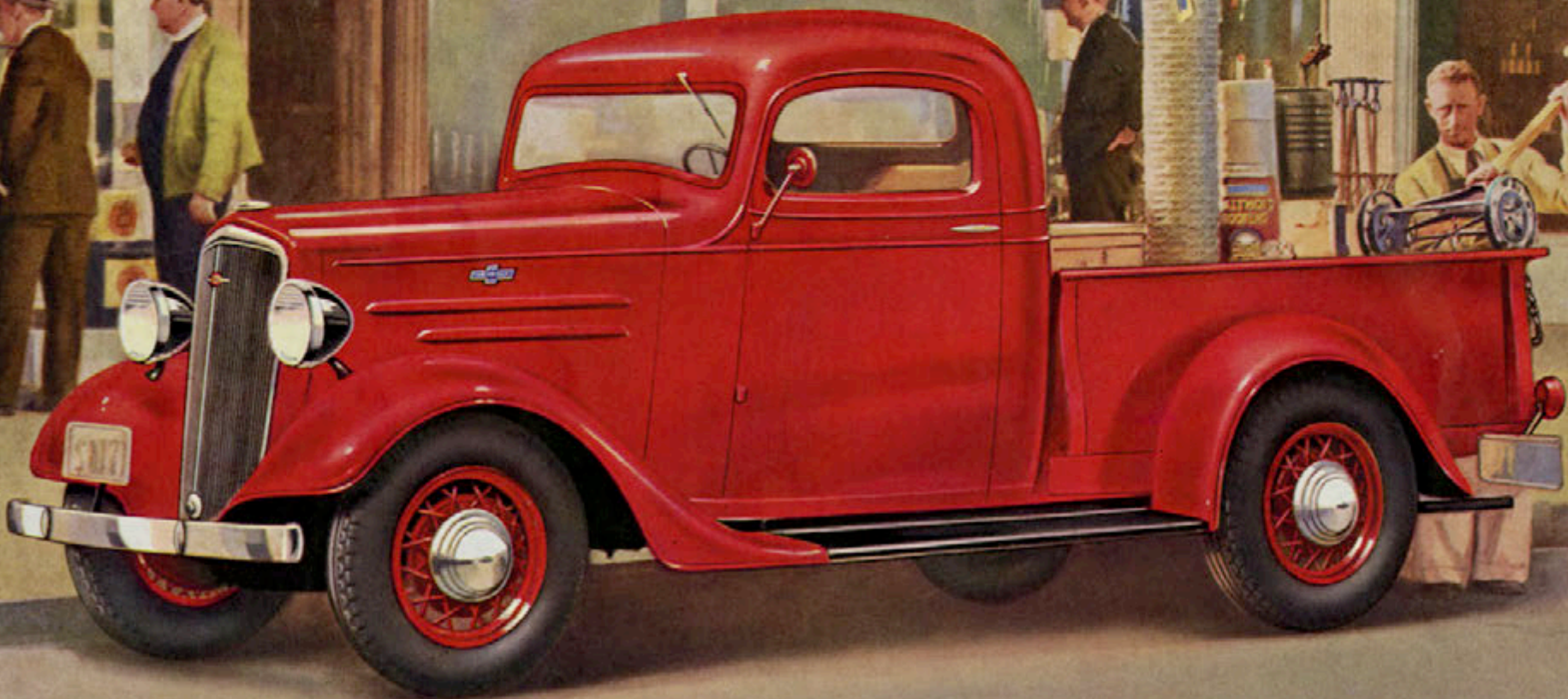
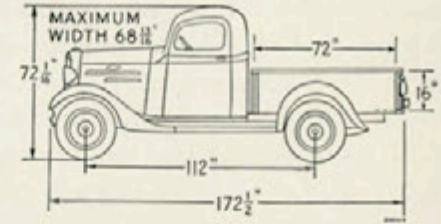
You can see that this unit is built to withstand hard usage and keep costs down. Trim appearance is coupled with rugged construction and utmost convenience. Side and rear openings to speed up loading. You have big sign display spaces on doors and tail gate.



HALF-TON PICK-UP

112-inch wheelbase

Extra long and wide, this sturdy Chevrolet Pick-Up gives you extraordinary load capacity. Its low appearance is trim and handsome. It has ample road clearance. It is fast and exceptionally easy to handle, with the lowest operating and upkeep cost found in any truck of this type.



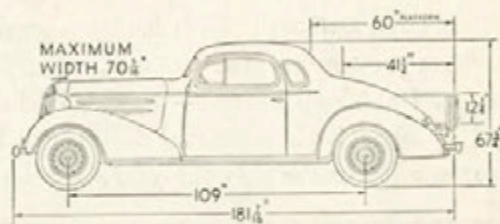
53

5" TSE X

COUPE PICK-UP

109-inch wheelbase

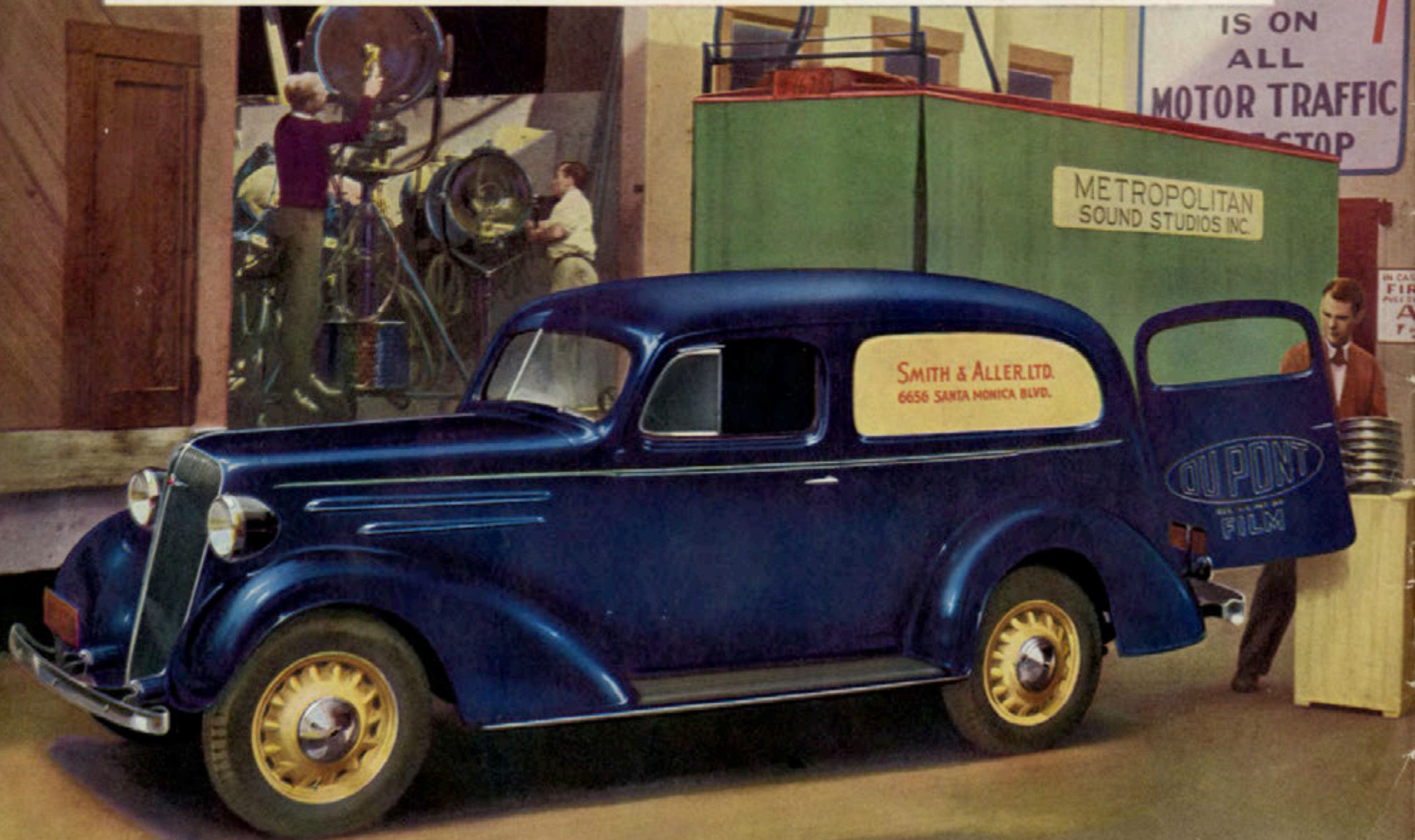
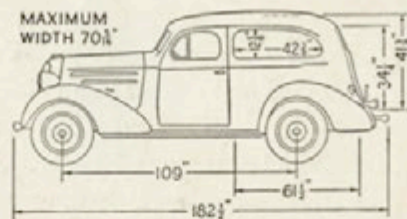
Here's a speedy, smart Pick-Up of surprisingly large capacity, which you can load and unload in a twinkling. Exceptionally economical on gas, oil and tires, and ruggedly built to withstand gruelling service. Step pad on each end of the rear bumper. Extra strong end gate with tubular top and bottom edges and chain-controlled drop. It is a Standard passenger car adapted for commercial use.



SEDAN DELIVERY

109-inch chassis

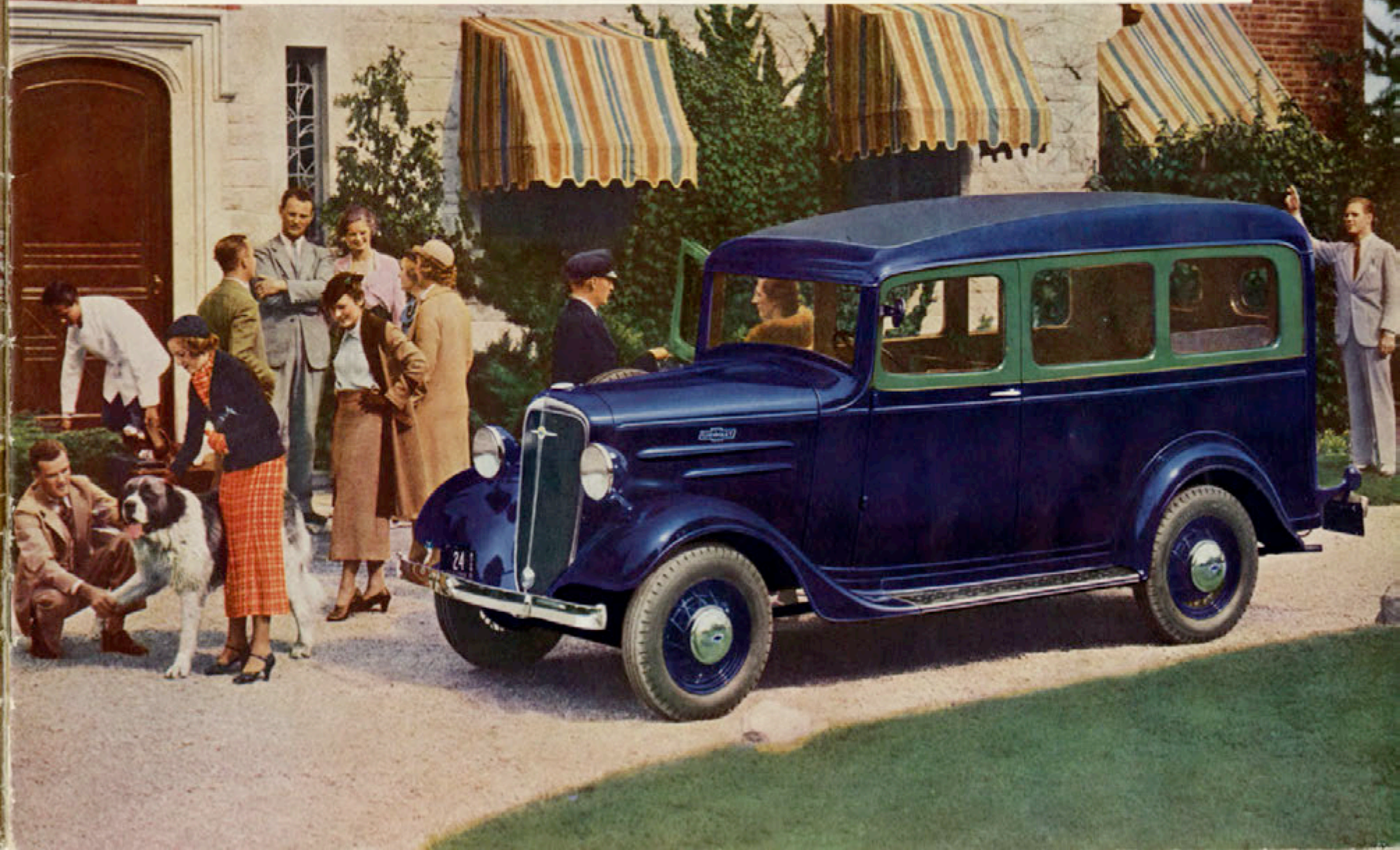
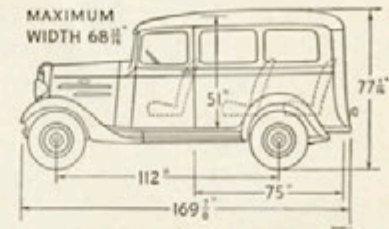
Your customers will be pleased and proud to have their purchases arrive in a sleek, smart new Chevrolet Sedan Delivery! With hardly a mark of commercial character except the sign panels, it reflects prestige on your business, and signalizes to the public a fast, prompt, clean delivery service. But it's all business—with big loading space, and extraordinary economy in gas, oil, tires and upkeep. Such additional features as No Draft Ventilation and Turret Top and passenger car comfort make this the year's outstanding value in commercial transportation.



CARRYALL SUBURBAN

112-inch wheelbase

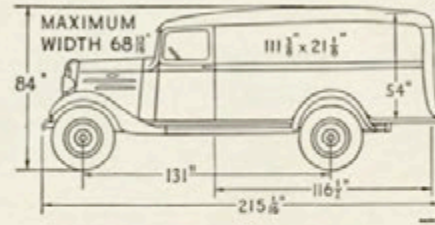
This all-purpose vehicle combines the advantages of a passenger car and a light delivery unit. There are four seats, providing for eight passengers. By quick, easy removal of seats it becomes a large-capacity unit for loads of merchandise, produce or luggage. Its utility is proved by its wide demand by private estates, country clubs, hotels, bus and transfer companies, airports, as well as operators who use it for business and pleasure. Chrome-plated hub caps and bumpers and full-length running boards are standard, smart appearance features.



1½-TON PANEL

131-inch wheelbase

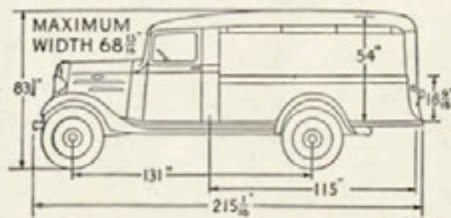
If your business requires extra long load space, this is the model for your purpose. The roomy body accommodates exceptionally large, bulky packages or crates. Extension of the floor beside the driver admits articles up to 12 feet in length. The smart, distinctive appearance of this unit is an advertising asset to your business. Attractive color combinations are optional. This model is equipped with special panel body springs.



1½-TON CANOPY

131-inch wheelbase

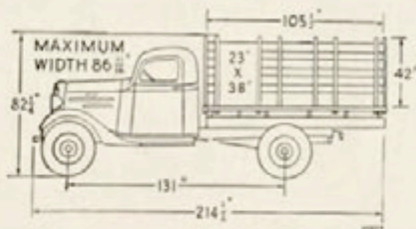
You'll share the admiration of experienced truck owners for the way this model combines fine appearance with rugged construction and money-making load capacity. It is scientifically designed for ease and speed in loading and unloading. There is liberal space on doors, sides and end gate for your advertising.



1½-TON STAKE

131-inch wheelbase

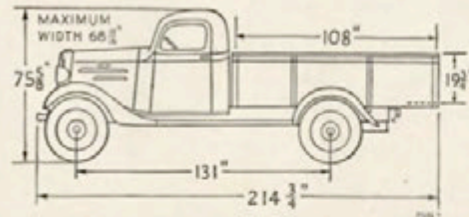
This rugged heavy-duty model has won a great following in the general hauling field, because of its adaptability, dependable performance and low operating cost. The platform and body are sturdily constructed, and specially designed for fast, easy loading operations.



1½-TON OPEN EXPRESS PICK-UP

131-inch wheelbase

You will quickly note two important advantages in this model—the low, easily loaded, large capacity body, and the heavy-gauge steel side construction. Add to these features outstanding oil and gas economy, and you will understand why it has won wide popularity in the heavy hauling field.



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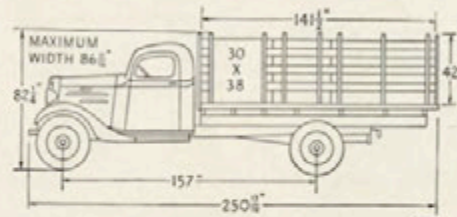
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PAINTER

1½-TON STAKE

157-inch wheelbase

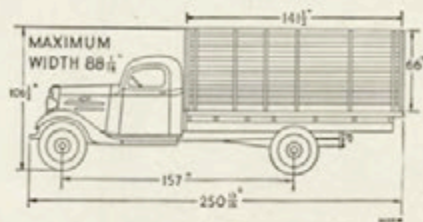
You'll find this big, rugged truck, with large load capacity, exceptionally easy to handle in traffic, and powered to make fast time under load. Loading operations are done from the sides as well as the back. Its big platform accommodates bulky loads. This model offers a wide choice of color combinations. It is equipped with the comfortable, enclosed Chevrolet cab.



1½-TON HIGH RACK

157-inch wheelbase

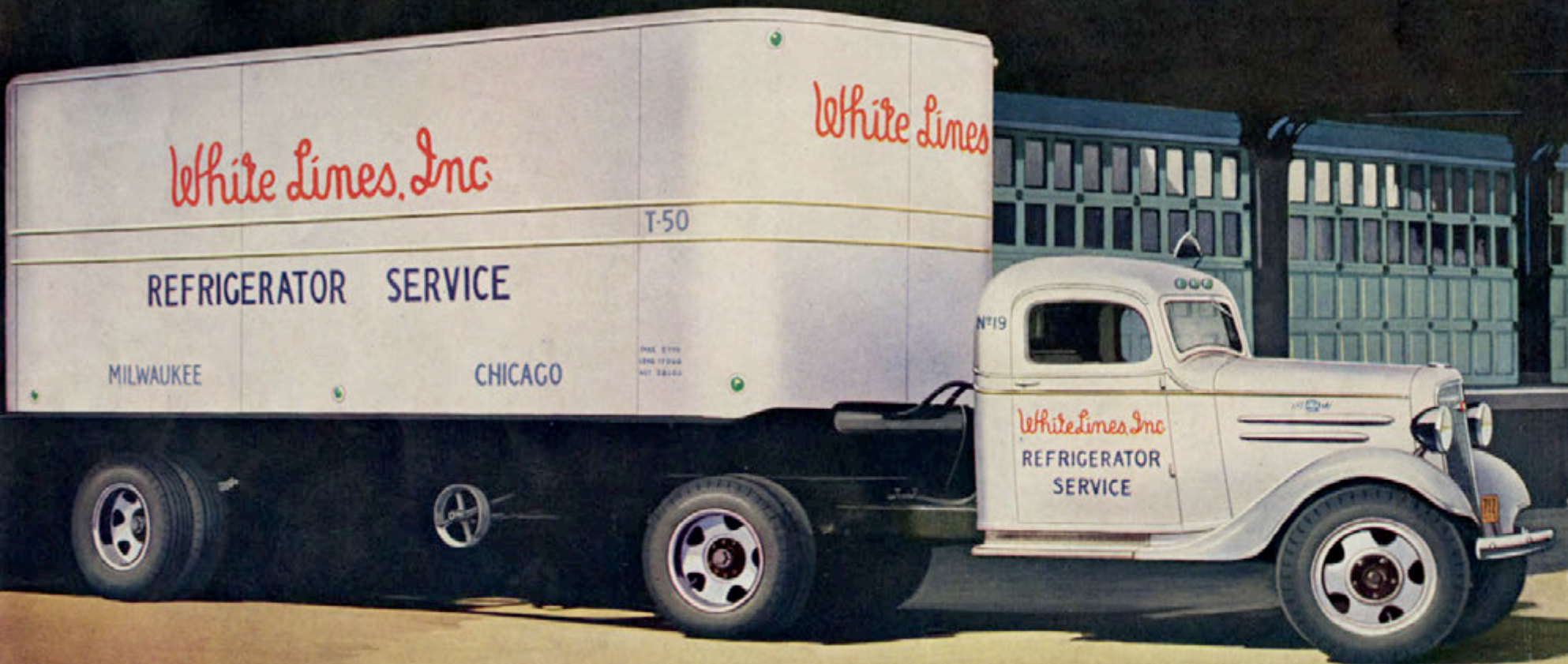
Your livestock loads will ride easily and safely in this stout high rack model. Smooth racks and floors are designed to prevent injury to the stock. And the big platform gives plenty of room for a full load without overcrowding. Big as it is, this truck is built for fast trips to market, and handles easily in city traffic. It gives operating economy heretofore found only in much lighter trucks.



CHEVROLET SEMI-TRAILER

131-inch wheelbase

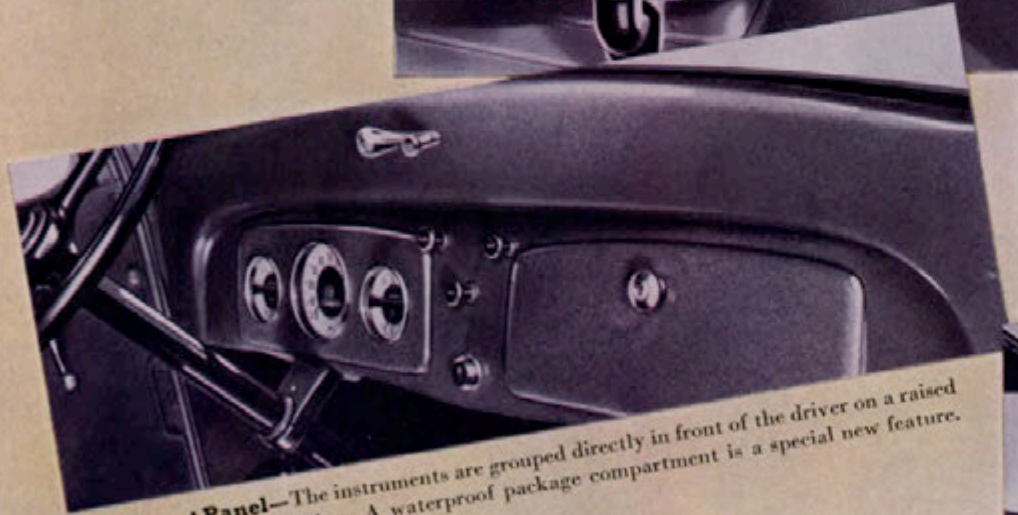
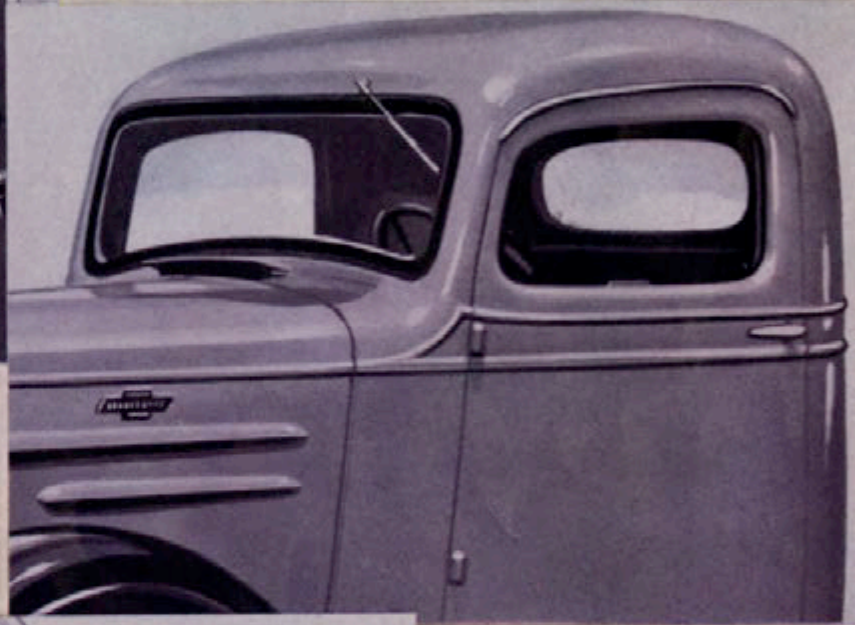
In this model, you get both speed and tremendous load capacity, due to the high torque which Chevrolet's valve-in-head engine develops through a wide range of speed. It makes this chassis unequalled for semi-trailer combinations. The extra strength built into every feature of the chassis enables it to handle easily and economically the heavy-duty work of starting, hauling and stopping under heavy trailer loads.





THE CHEVROLET NEW DE LUXE CAB

You and your drivers will be pleased with every feature of the smart, trim, comfortable new Chevrolet truck cab. The entire interior of the cab is trimmed. The seat, back cushion and side panels are done in leather type upholstery of high quality, and the ceiling is paneled to match. Heavy jute above the panel insulates against heat and noise. The steel trim *panels* of the doors and the instrument panel have a "crackled" finish harmonizing in color with the upholstery. The seat back may be adjusted at four different angles, to assure comfort.



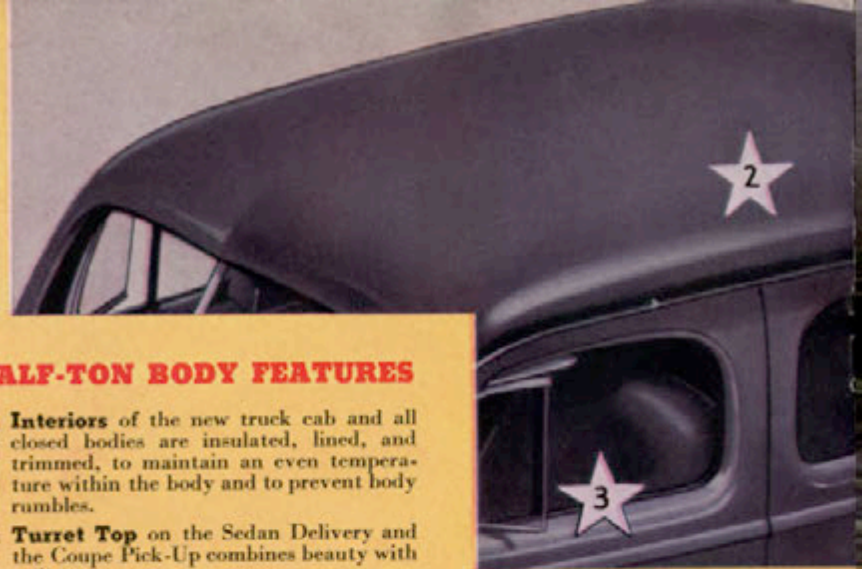
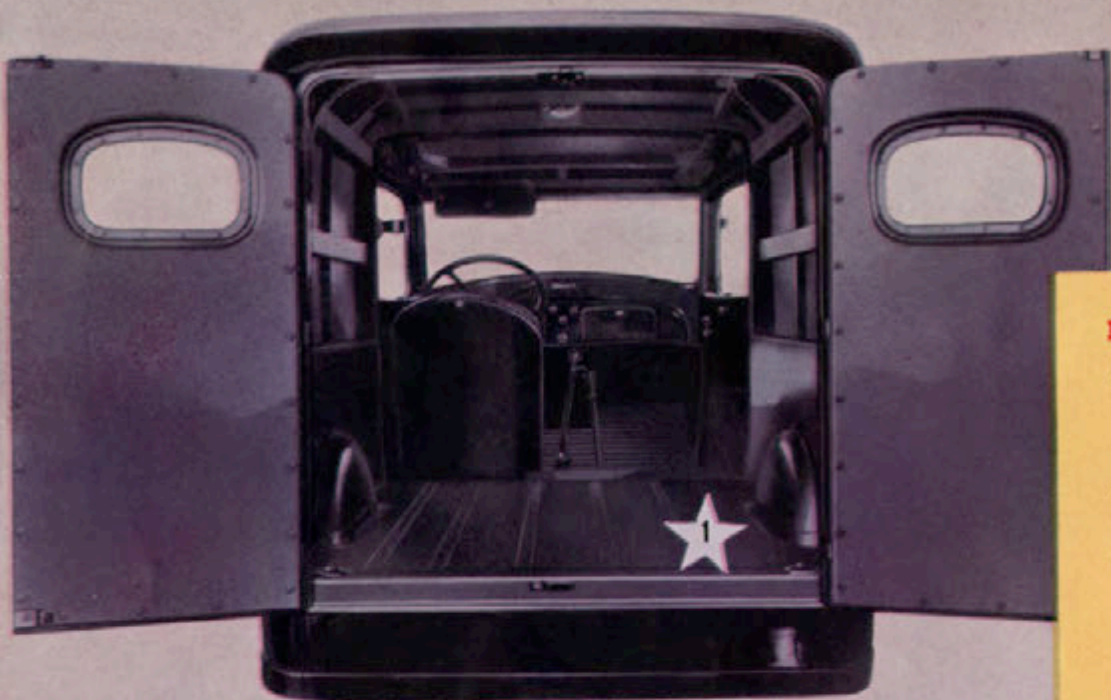
Instrument Panel—The instruments are grouped directly in front of the driver on a raised panel with indirect lighting. A waterproof package compartment is a special new feature.



The Fuel Tank is suspended under the cab seat on 1½-ton cab models, with no connection to the chassis frame. The tank is filled without removing the seat cushion, through a neck extending through the seat riser.



Doors—The new Chevrolet cab doors are constructed entirely of steel, providing great strength and overcoming any tendency of the doors to sag, loosen or rattle.



HALF-TON BODY FEATURES

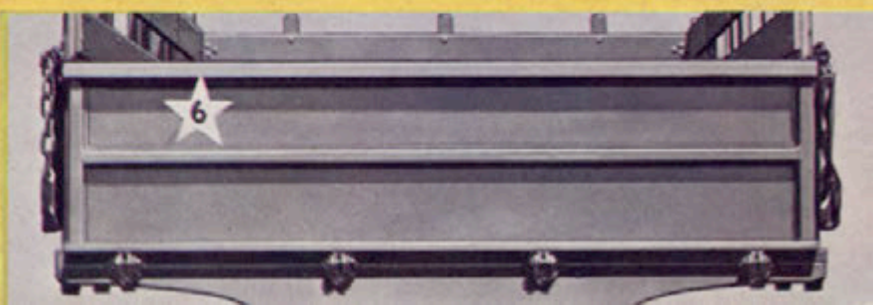
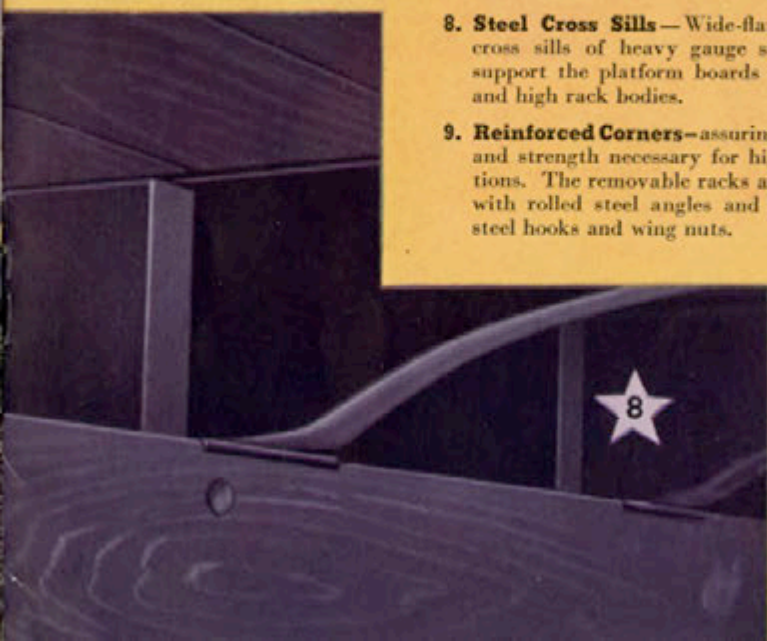
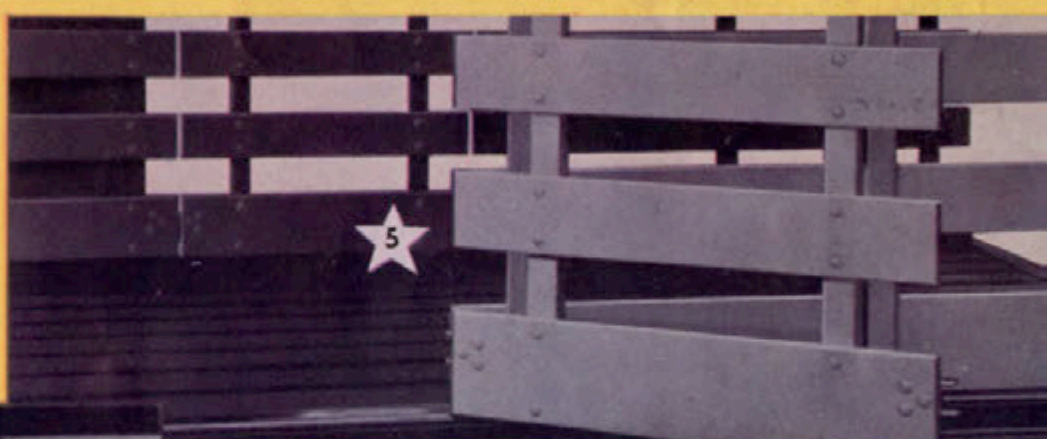
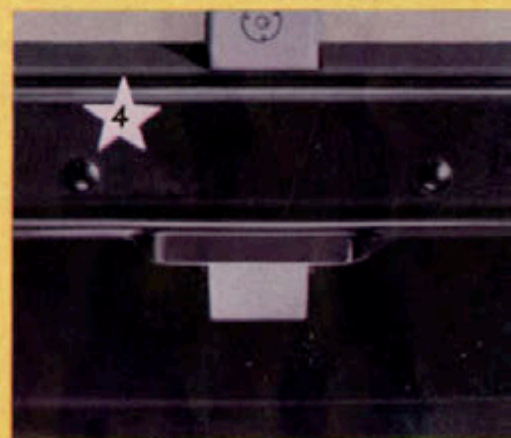
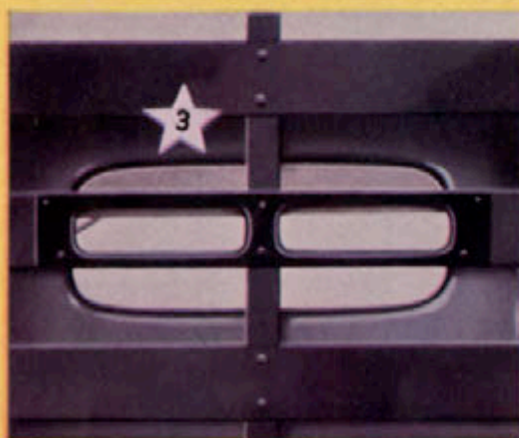
- 1. Interiors** of the new truck cab and all closed bodies are insulated, lined, and trimmed, to maintain an even temperature within the body and to prevent body rumbles.
- 2. Turret Top** on the Sedan Delivery and the Coupe Pick-Up combines beauty with utility.
- 3. No Draft Ventilation** in the Sedan Delivery and the Coupe Pick-Up admits fresh air in any quantity; keeps out rain; prevents drafts; and increases driver efficiency.
- 4. Dome Light**, controlled by convenient switch, in Panel body, Carryall Suburban, Sedan Delivery and Coupe Pick-Up. Also in 1½-ton Panel.
- 5. Strong Corner Braces** in Panel, Canopy and Carryall Suburban bodies keep bodies rigid in service and give protection from load strains. Also in 1½-ton Panel and Canopy.
- 6. Sealed Doors**—dropped-sill construction and thorough insulation at all doors keep out cold, dust and moisture.
- 7. Anti-Rattler**—at the end gates of Pick-Up bodies, the slots in the fastening brackets are cut at counter angles so that the chain hooks wedge tightly.
- 8. Smooth Floors**—made of heavy boards joined together by flush floor straps, permit easy loading.
- 9. Floor Boards** of Pick-Up and Canopy bodies have tubular outer edges, which are especially rigid and resistant to damage.
- 10. End Gate on Canopy**—slam type with continuous hinge, latches automatically. Single handle operates both ends of gate.





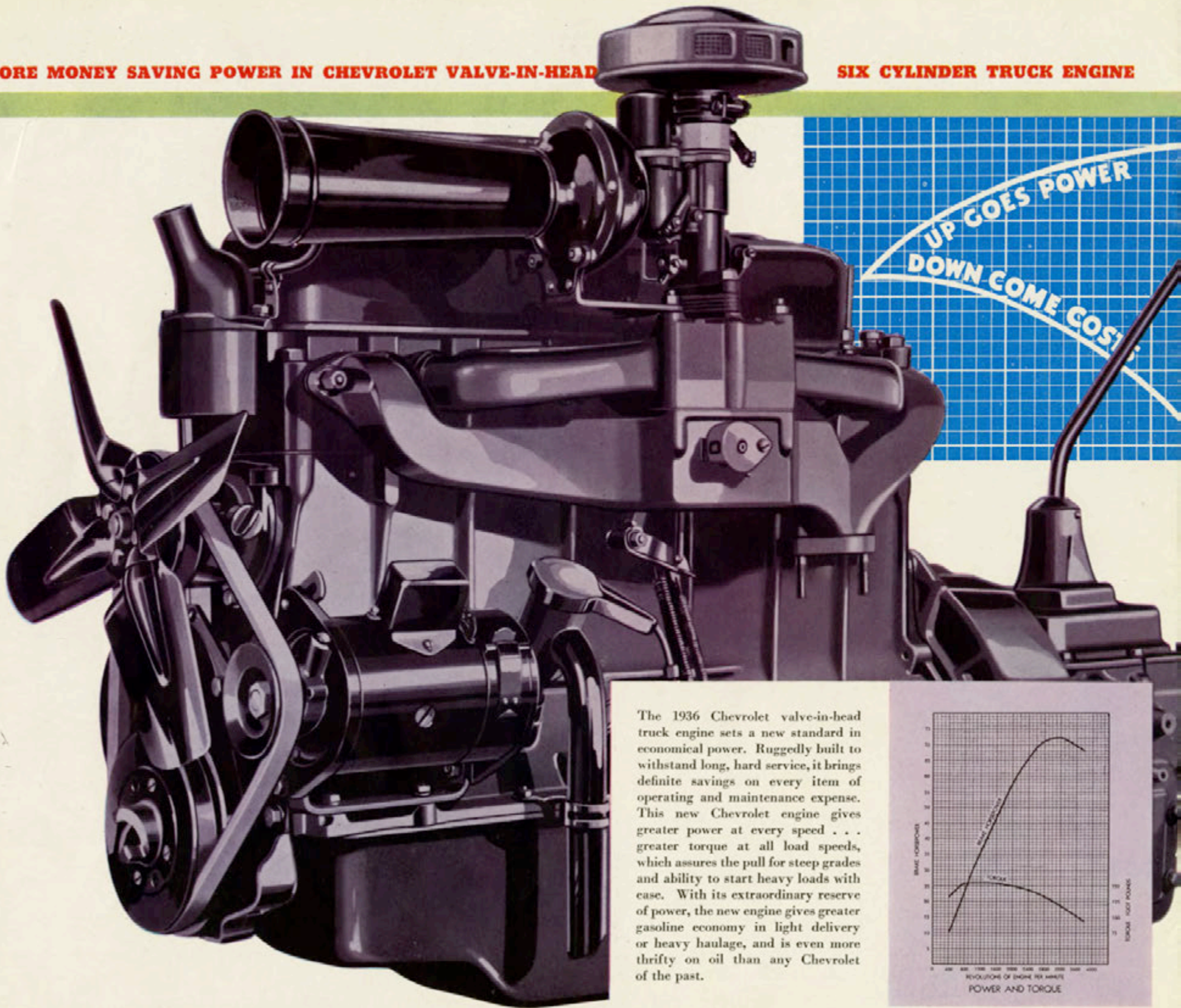
1½-TON BODY FEATURES

- 1. Countersunk Bolts**—to hold floor straps flush with metal.
- 2. Stake Platform**—exceptionally sturdy. Floor straps and draw bolts firmly anchor floor boards to steel cross sills. Any floor board can be quickly replaced by unbolting floor straps.
- 3. Rear Vision Plate**—a special steel stamping mounted in the stake section aids driver vision and protects cab window from load damage.
- 4. Stake Pockets** of welded steel, combined with a steel rub rail, protect pockets and stakes from damage.
- 5. Swinging Side Gate**—the center stake section swings backward or forward. It can also be removed.
- 6. Express End Gate**—A drop tail gate with four sturdy hinges, convenient for loading operations, is available at slight extra cost on stake models.
- 7. Hinge Pins**—shaped with handles for easy insertion, support stake side gate and may be removed for removal of the gate.
- 8. Steel Cross Sills**—Wide-flanged, arched cross sills of heavy gauge steel directly support the platform boards of the stake and high rack bodies.
- 9. Reinforced Corners**—assuring the rigidity and strength necessary for high rack sections. The removable racks are reinforced with rolled steel angles and braced with steel hooks and wing nuts.



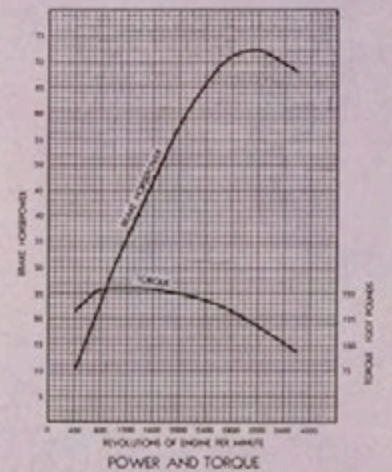
MORE MONEY SAVING POWER IN CHEVROLET VALVE-IN-HEAD

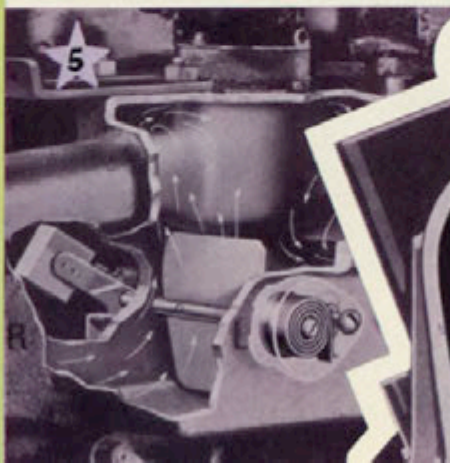
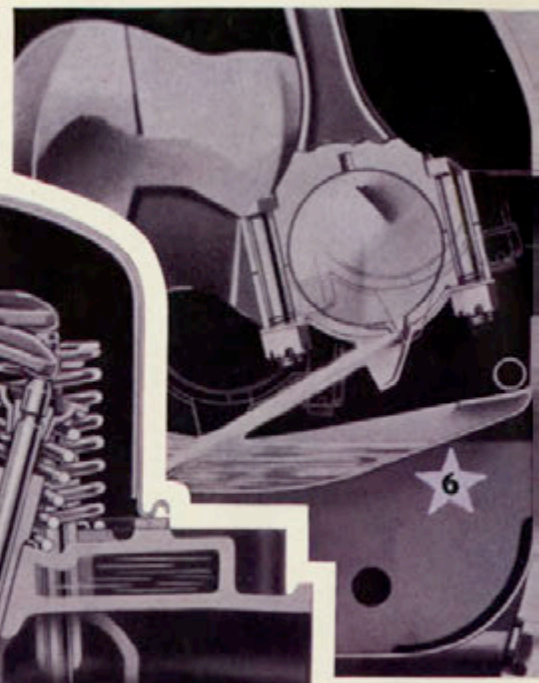
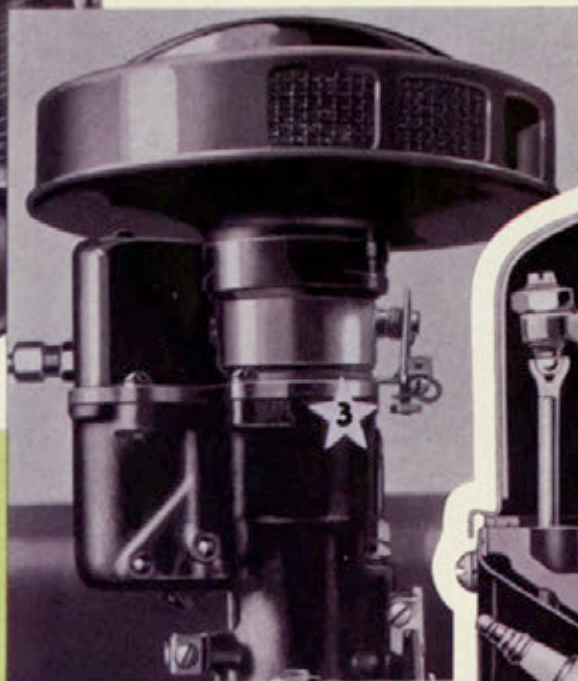
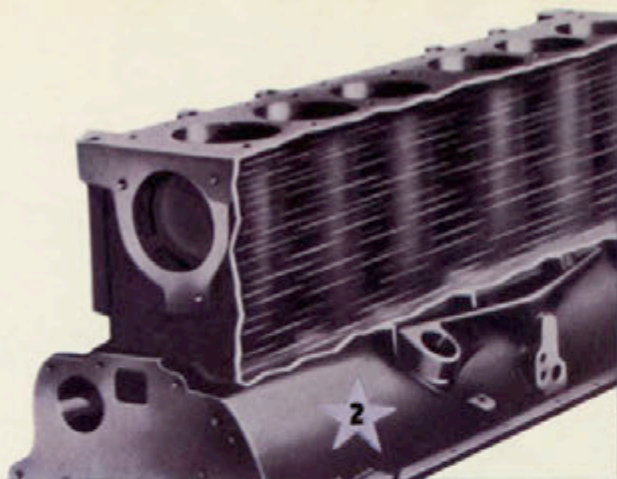
SIX CYLINDER TRUCK ENGINE



**UP GOES POWER
DOWN COME COSTS**

The 1936 Chevrolet valve-in-head truck engine sets a new standard in economical power. Ruggedly built to withstand long, hard service, it brings definite savings on every item of operating and maintenance expense. This new Chevrolet engine gives greater power at every speed . . . greater torque at all load speeds, which assures the pull for steep grades and ability to start heavy loads with ease. With its extraordinary reserve of power, the new engine gives greater gasoline economy in light delivery or heavy haulage, and is even more thrifty on oil than any Chevrolet of the past.





1. "Blue-Flame" Combustion—the sign of completely efficient burning of the fuel mixture, is the result of an exclusive Chevrolet principle that eliminates "ragged" combustion, and obtains more useful power from every gallon of gas.

2. Full-Length Water Jackets—extending to the bottom of the bores, provide uniform cooling. RESULT: bores remain round; pistons retain full contact; parts run cooler; oil temperature is lower.

3. Balanced Carburetor—maintains fixed gas mixture of maximum efficiency . . . greatly improves economy.

4. Electroplated Pistons—processed to obtain ideal bearing surface, for greater smoothness and longer life.

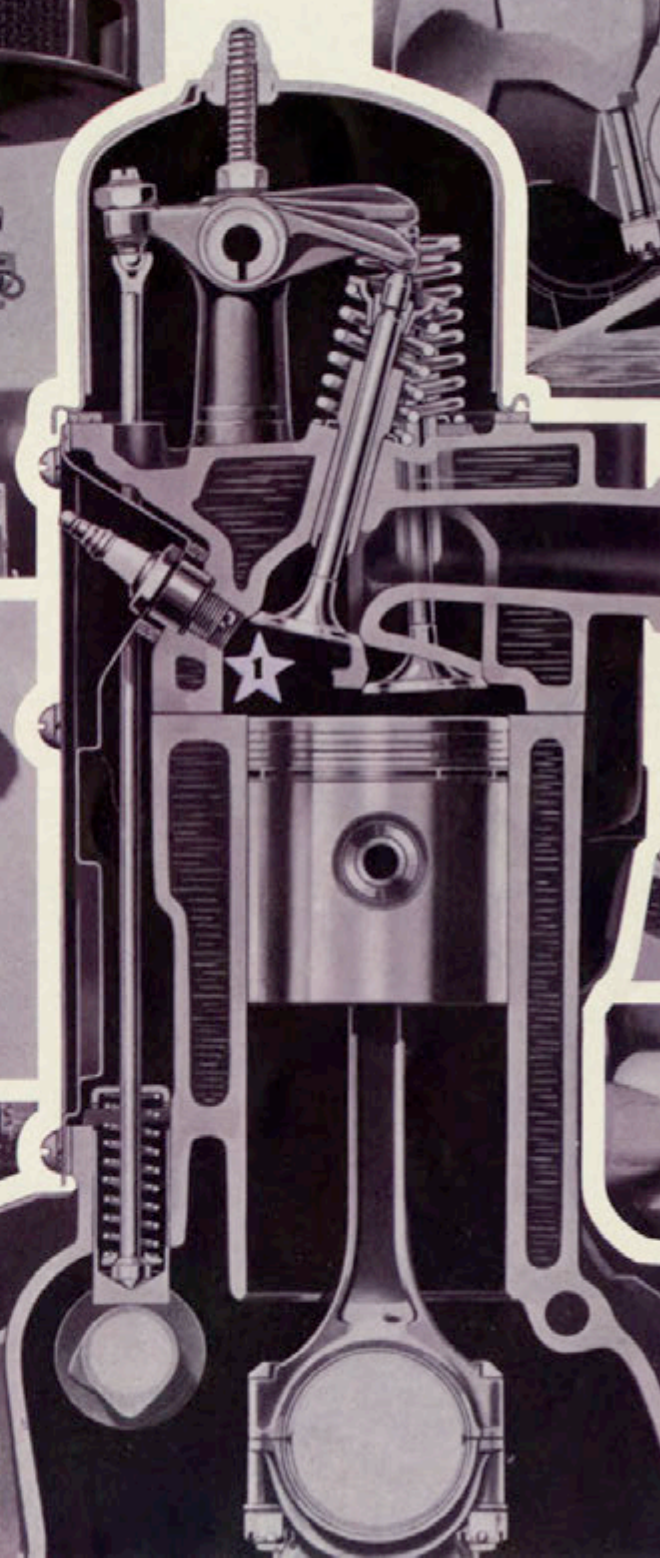
5. Thermostatic Heat Control—regulates the fuel mixture for finest performance with economy of gas.

6. Pressure Stream Lubrication—keeps every vital moving part drenched in cool oil.

7. Spray Cooled Valve Seats—assure valve efficiency in long service; provide extra economy.

8. Octane Selector—a simple adjustment that regulates the engine for any grade of fuel.

9. Improved Oil Pump—the new Chevrolet oil pump has been re-designed and strengthened, for greater efficiency and for longer trouble-free service. It incorporates a screen which prevents dirt from entering the bearings.



CHEVROLET HALF-TON

CHASSIS FEATURES

Synco-Mesh Transmission

Silence, and swift, accurate shifting up or down through the speeds, have made Synco-Mesh Transmission a practical demand among modern drivers. Its great flexibility is an added safety factor. Silent second gear is a famous feature of this transmission. A four-speed truck transmission is available on the half-ton Pick-Up unit at slight additional cost, when ordered from the assembly plant.

"Radial Wave" Clutch — This development greatly improves the smoothness of the clutch engagement and eliminates jerking and chatter. Upon engagement the "radial waves" on the driven plate gradually flatten under the spring pressure, against the faces of the fly-wheel and pressure plate, cushioning the shock of the engine load and smoothly absorbing the torque.

Stabilized Front-End Mounting

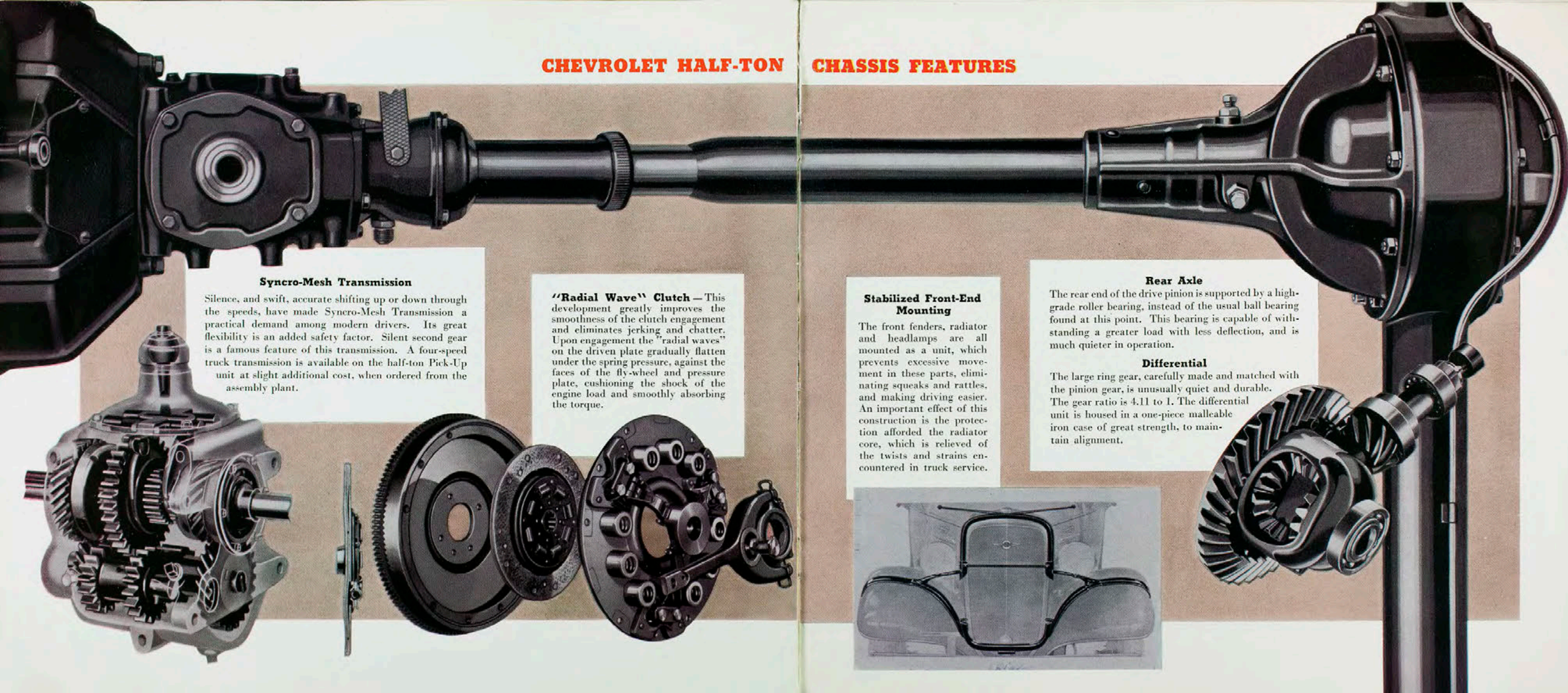
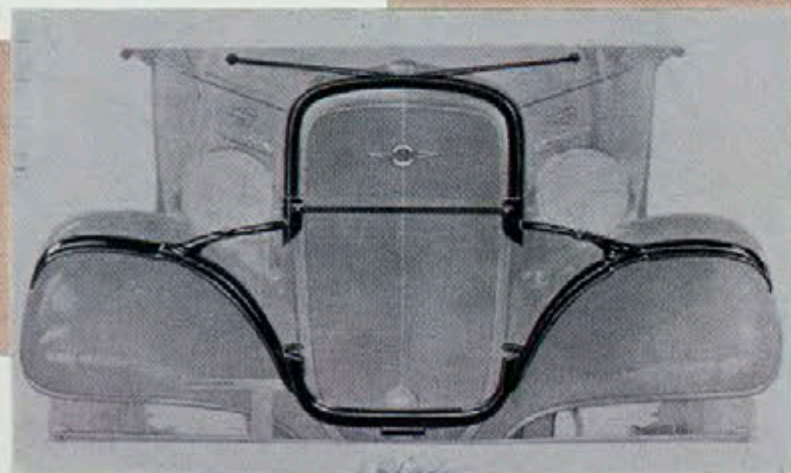
The front fenders, radiator and headlamps are all mounted as a unit, which prevents excessive movement in these parts, eliminating squeaks and rattles, and making driving easier. An important effect of this construction is the protection afforded the radiator core, which is relieved of the twists and strains encountered in truck service.

Rear Axle

The rear end of the drive pinion is supported by a high-grade roller bearing, instead of the usual ball bearing found at this point. This bearing is capable of withstanding a greater load with less deflection, and is much quieter in operation.

Differential

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 alignment.

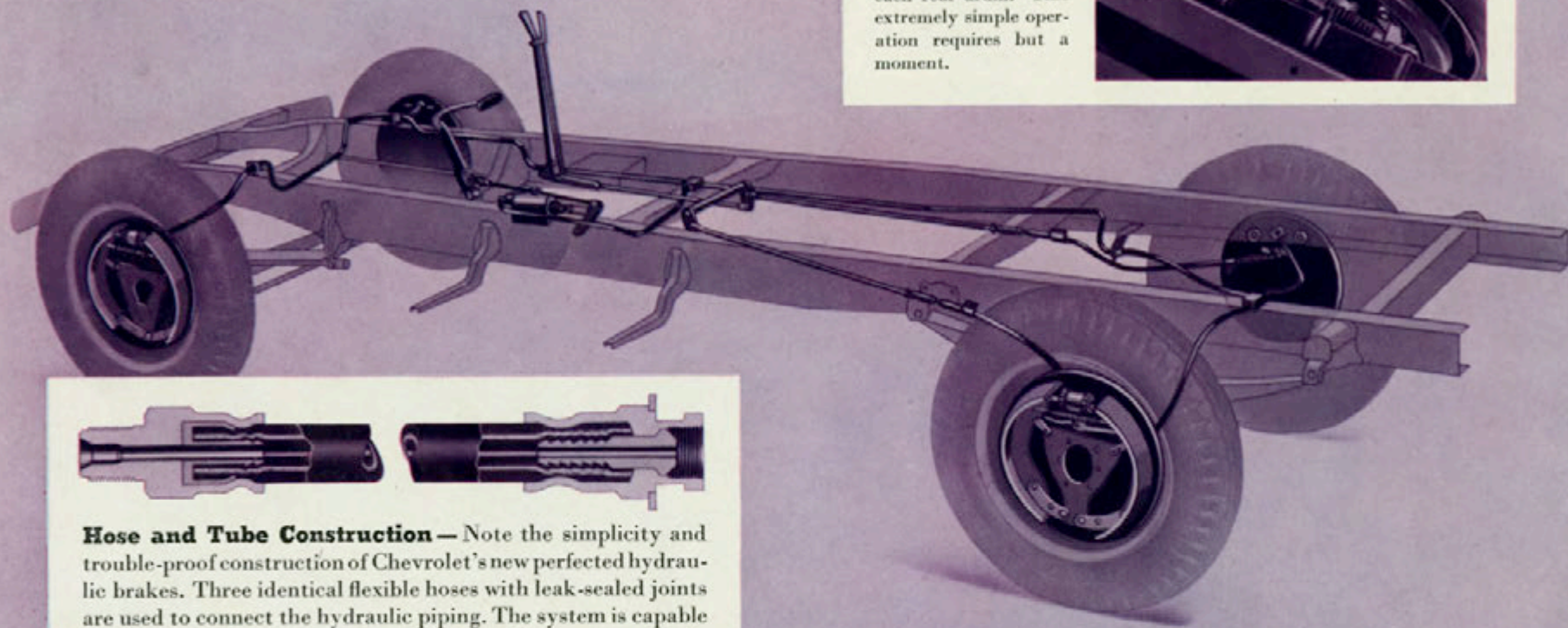


CHEVROLET PERFECTED HYDRAULIC BRAKES

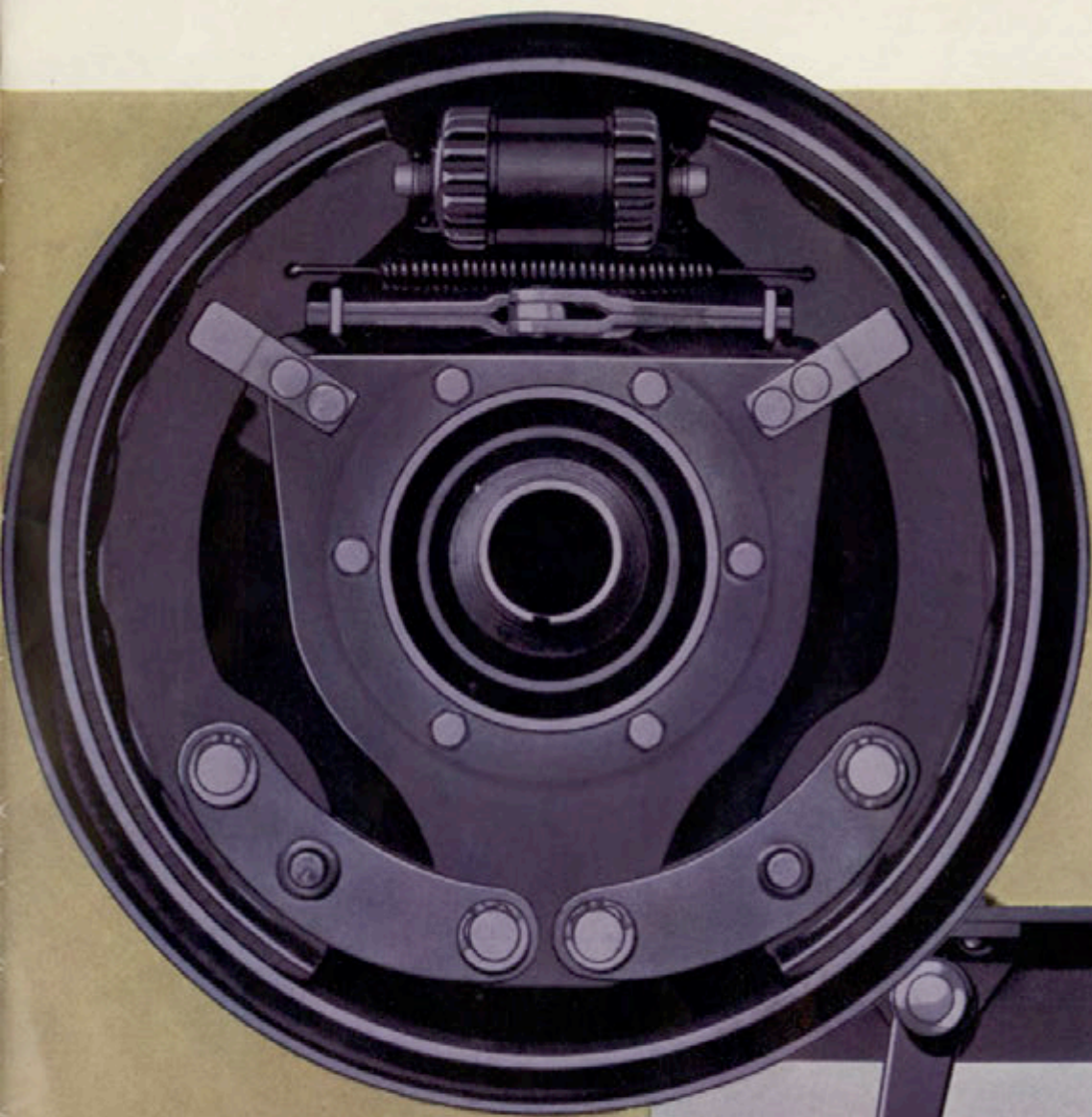


Chevrolet gives you the safety, operating ease and economy of perfected hydraulic brakes especially adapted to truck haulage. The hydraulic principle insures fast, permanently equalized pressure on all four wheels, and improved smoothness in deceleration.

Adjustment of the rear brakes is made easily by turning two screws which extend outside the flange of each rear drum. This extremely simple operation requires but a moment.

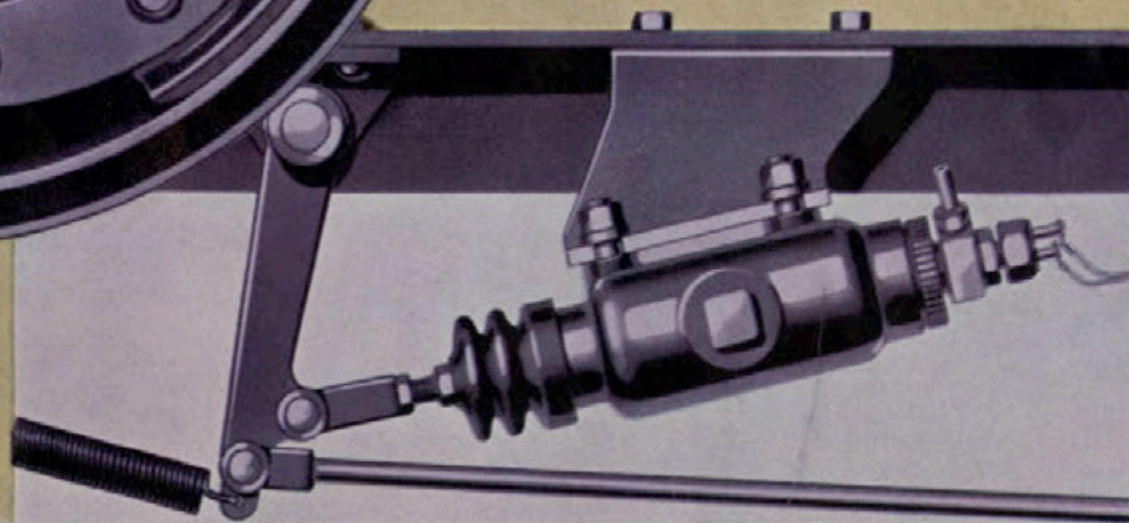


Hose and Tube Construction— Note the simplicity and trouble-proof construction of Chevrolet's new perfected hydraulic brakes. Three identical flexible hoses with leak-sealed joints are used to connect the hydraulic piping. The system is capable of withstanding pressure up to 5000 pounds per square inch.



ARTICULATED BRAKE SHOES


Both the forward and reverse shoes of Chevrolet's perfected hydraulic brakes are articulated to permit the shoes to adjust themselves, with equal pressure, into the brake drum. This means uniform wear on the brake lining and smooth, equalized braking action on each shoe of all four wheels.



CHEVROLET 1½-TON CHASSIS FEATURES

Chevrolet 1½-Ton Truck Frame—The foundation of strength and dependability in the 1½-ton Chevrolet trucks is the rugged, rigid, full-length frame. It protects and reinforces every other part in long-lived reliability. The channel steel side rails are 7 inches deep by ¾ of an inch thick. The frame of the 131-inch chassis has six cross mem-

bers, including the front bumper brace, and the 157-inch chassis has seven. The frames are full length to provide complete support for the large-capacity Chevrolet truck bodies, and are specially designed to give greater ground clearance, for hauling in soft or rutted ground.



1. 4-Speed Transmission

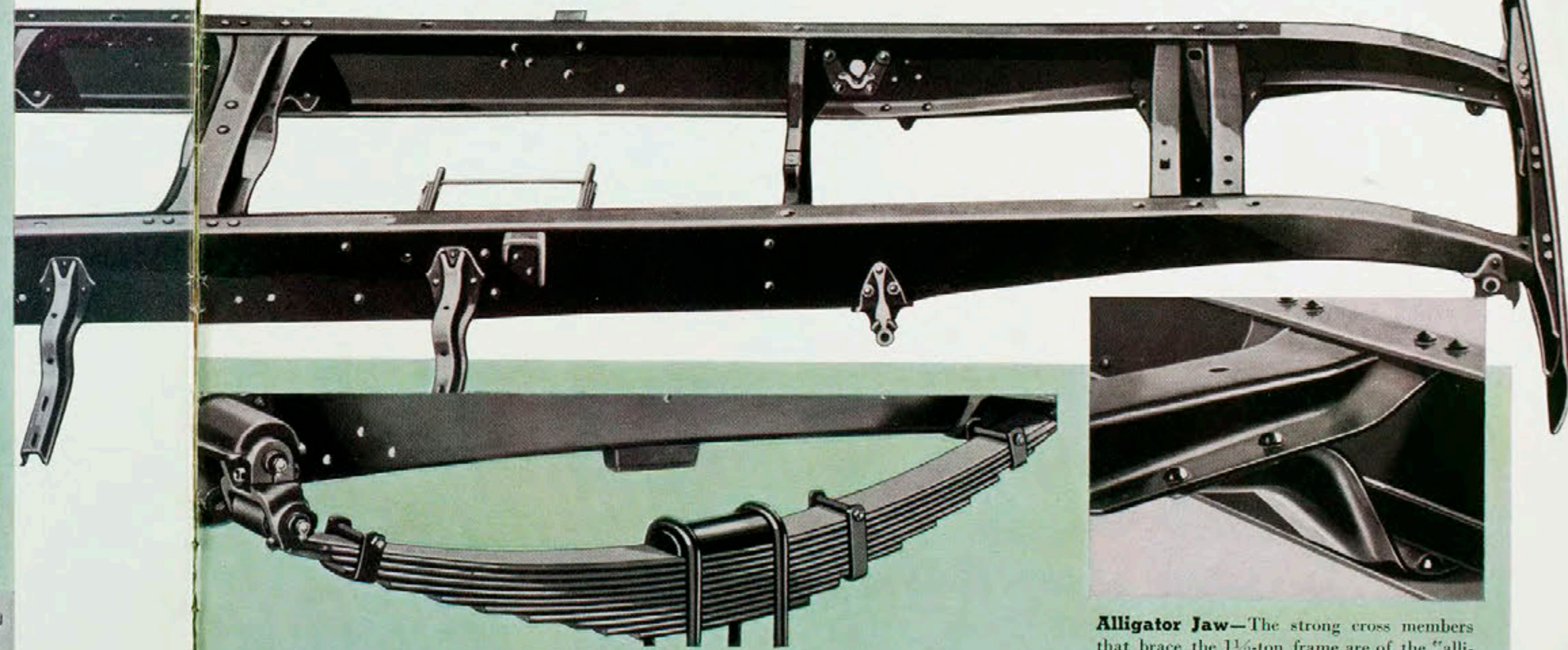
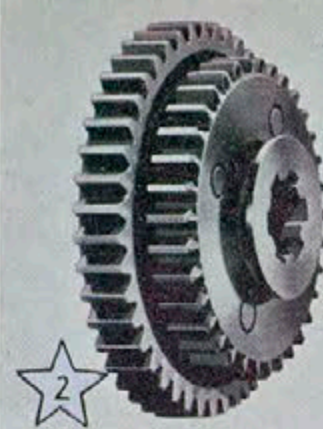
A special low gear gives easy starting to heavily loaded trucks. Standard first speed gear ratio through the rear axle is 39.2 to 1. With a 6.16 to 1 optional ratio, the final reduction through the rear axle is 44.5 to 1. The transmission has a standard S.A.E. power take-off opening.

2. First and Second Speed Gears

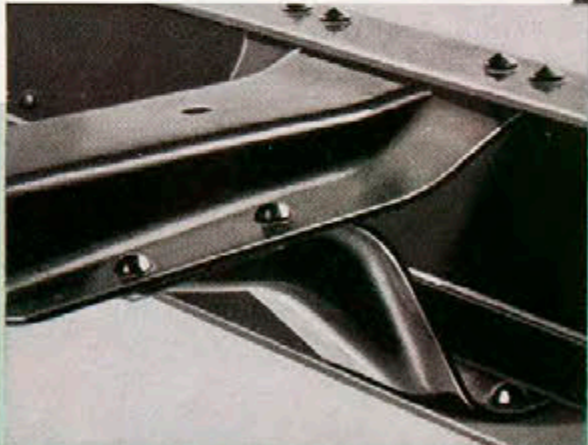
Built to stand the strain of starting capacity loads, these gears are made of strong alloy steel, and are united by big, special head rivets of high carbon steel.

3. Jack-Shaft

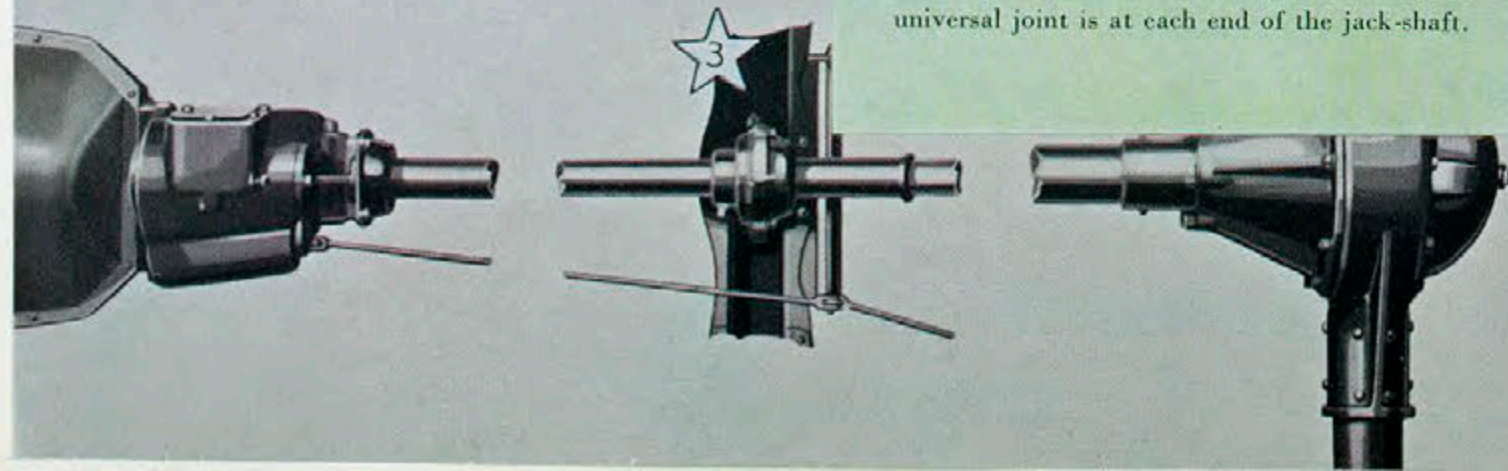
Chevrolet 1½-ton trucks are constructed with a jack-shaft at the rear of the transmission, to power auxiliary equipment from the drive shaft. The propeller shaft may be dropped as a unit, allowing full access to the transmission and related parts, without removing the rear axle. A universal joint is at each end of the jack-shaft.



1½-Ton Rear Springs—Rear springs are fastened by inverted "U" bolts to long seats, giving extra clearance for better spring action under heavy loads. Rear shackles are unusually large, for greater strength and durability.



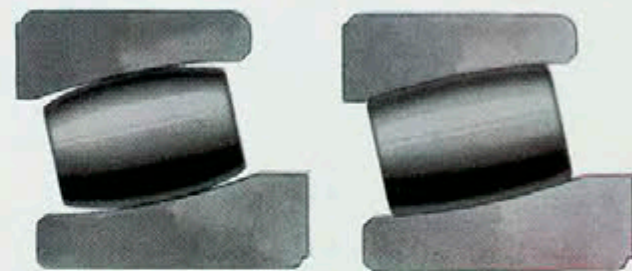
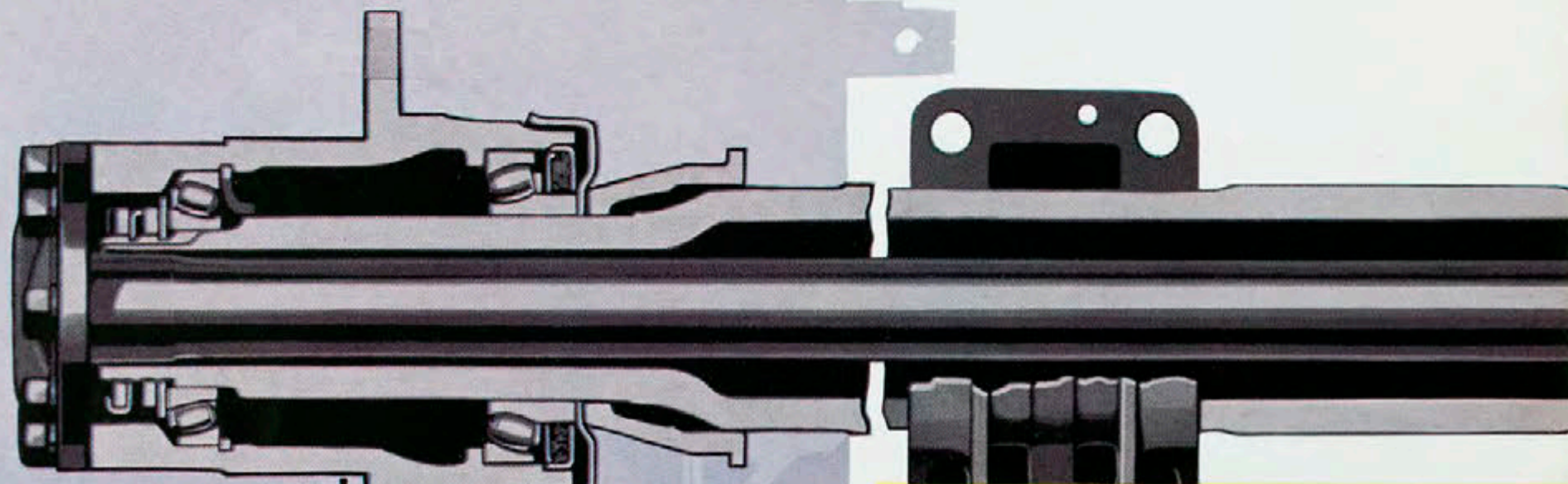
Alligator Jaw—The strong cross members that brace the 1½-ton frame are of the "alligator jaw" type. The illustration shows how this construction attaches to both the upper and lower flanges of the side members, for extra strength and rigidity.



CHEVROLET FULL-FLOATING REAR AXLE

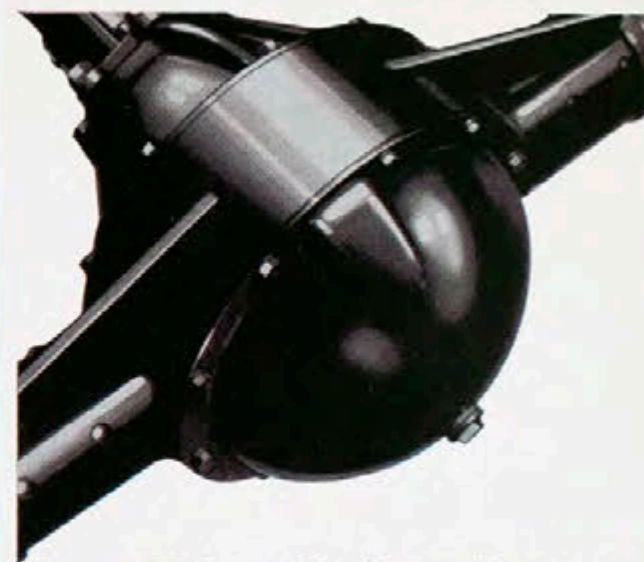
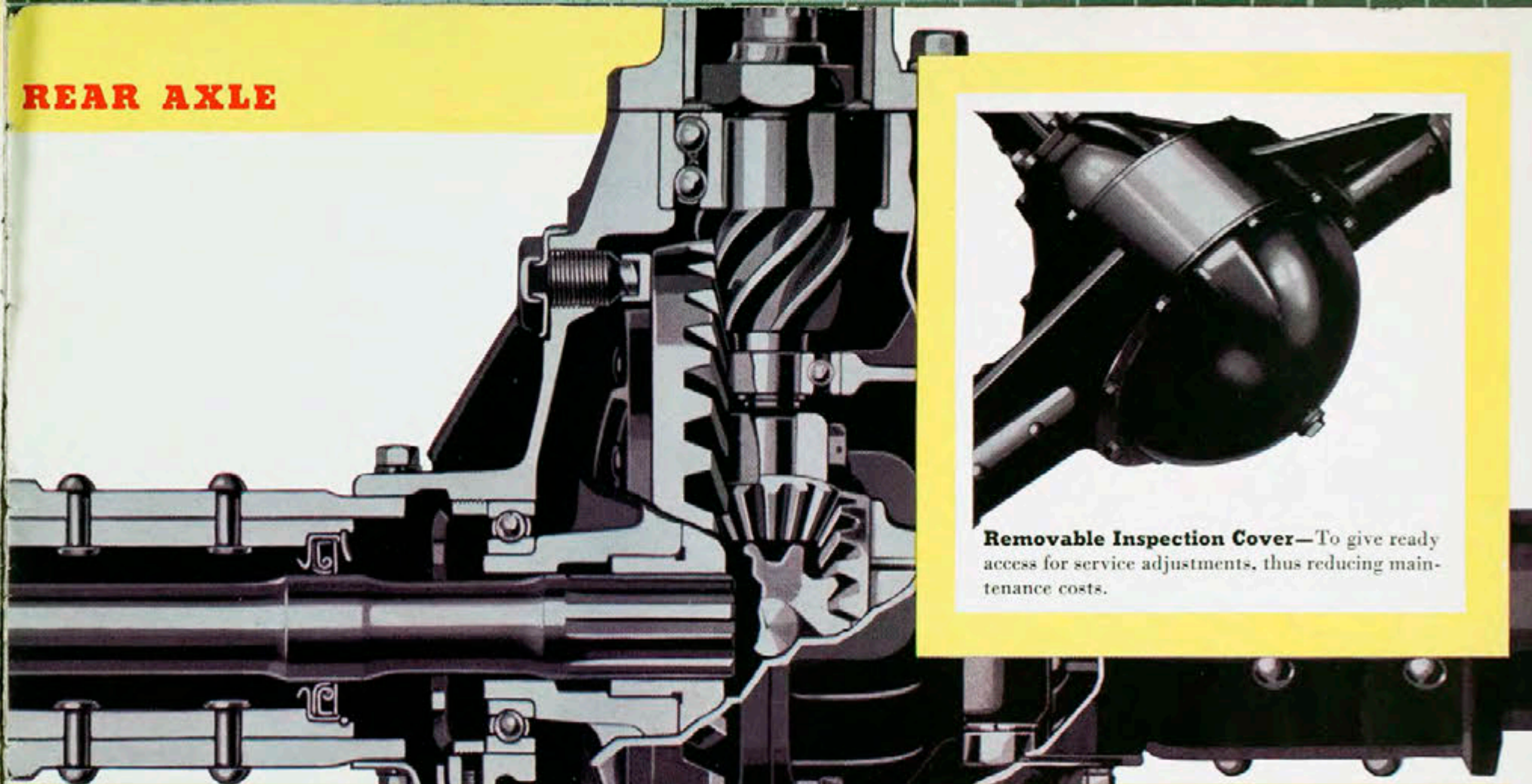
Chevrolet brings to low-cost, heavy-duty hauling the superior strength and efficiency of a full-floating rear axle with "barrel" type wheel bearings. The load on the rear axle is now carried directly on the rear axle housing. This relieves the shafts of bending strains, and permits them to function more efficiently, as their sole duty is to turn the rear wheels. In case of

damage to the axle shaft, the truck may be towed to a service station without removing load. The rear axle housing is entirely re-designed, with 35 per cent greater strength than in the 1935 models. Road clearance is increased to 9 inches. New design rear wheel hubs contain the wheel bearings.



NO LOAD FULL LOAD

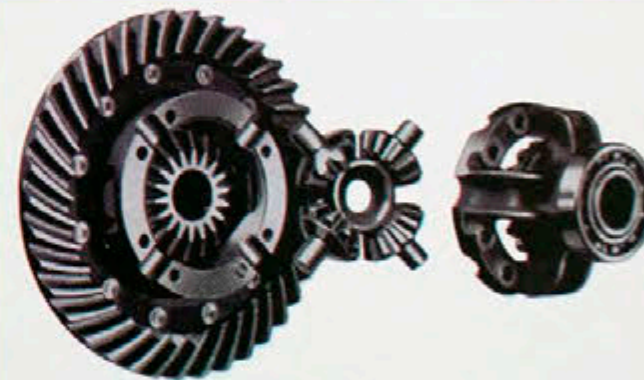
New "Barrel" Type Bearings—Exclusive to Chevrolet. Self-aligning and of three-part construction, each of which may be serviced separately. Take both radial and thrust loads, and increase capacity as load increases. (See illustration.)



Removable Inspection Cover—To give ready access for service adjustments, thus reducing maintenance costs.



Straddle-Mounted Pinion—Always aligned by two large ball bearings; gives added strength and ruggedness in Chevrolet's full-floating rear axle.



4-Pinion Differential—Another feature of quality engineering which contributes to exceptional rear axle dependability in Chevrolet trucks.

SPECIFICATIONS OF THE CHEVROLET HALF-TON TRUCKS

CHASSIS DIMENSIONS AND CHASSIS WEIGHTS

Wheelbase.....	112"
Back of cab to C/L of rear axle.....	32½"
C/L of rear axle to end of frame.....	34"
Back of cab to end of frame.....	66½"
Maximum load space length.....	75"
Turning radius.....	18¾'
Chassis shipping weight (Approx.).....	2095 lbs.
Chassis shipping weight with cab (Approx.).....	2475 lbs.
Chassis weight front end, loaded (Approx.).....	1750 lbs.
Chassis weight rear, loaded (Approx.).....	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. When special low pressure tires are used, the weight is 4600 lbs.

FRAME—Channel steel with five cross members. Length 164½". Depth of side members 5¾". Width of flanges 2¼" and thickness ¾".

SPECIFICATIONS OF THE CHEVROLET

CHASSIS DIMENSIONS AND CHASSIS WEIGHTS

Wheelbase.....	109"
Turning radius.....	19'

FRAME—"Box Girder" construction, two box-section side rails connected by 4 cross members.

ENGINE—Six-cylinder valve-in-head, 3½" bore and 4" stroke; 206.8 cubic inches piston displacement. NACC rated horsepower 26.3. Brake horsepower 79 at 3200 r.p.m. Compression ratio 6 to 1.

LUBRICATION—Pressure feed to crankshaft main bearings, camshaft bearings, and valve rocker arms. Pressure stream and dippers for connecting rod bearings.

COOLING SYSTEM—Centrifugal water pump; ribbed cellular radiator core. Fan and pump driven by "V" type belt. Water capacity—15 quarts.

SPECIFICATIONS OF THE CHEVROLET 1½-TON TRUCKS

CHASSIS DIMENSIONS AND CHASSIS WEIGHTS

Wheelbase.....	131"	157"
Back of cab to C/L of rear axle.....	51½"	77½"
C/L of rear axle to end of frame.....	34½"	34½"
Back of cab to end of frame.....	86½"	112½"
Maximum load space.....	116½"	141½"
Turning radius.....	24.3'	28.25'
Chassis shipping weight (Approx.).....		
(Single wheel equipment).....	3005 lbs.	3095 lbs.
(Dual wheel equipment).....		3235 lbs.
Chassis shipping weight with cab (Approx.).....		
(Single wheel equipment).....	3395 lbs.	
(Dual wheel equipment).....		3535 lbs.
Chassis weight front end loaded (Approx.).....		
(Single wheel equipment).....	1900 lbs.	2000 lbs.
(Dual wheel equipment).....		2500 lbs.
Chassis weight rear loaded (Approx.).....		
(Single wheel equipment).....	5700 lbs.	5600 lbs.
(Dual wheel equipment).....		6800 lbs.

The gross allowable weight of the Chevrolet truck with single rear wheels equipped with 32 x 6 8-ply 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 rear wheels shall not exceed 9300 lbs., which includes chassis, cab, body, driver and payload, except that when 32 x 6, 10-ply tires and Helper Springs are used, the gross allowable weight is 11,300 pounds. When 6.50-20, 6-ply

ENGINE—Six-cylinder valve-in-head special truck engine—3½" bore and 4" stroke; 206.8 cubic inch piston displacement. NACC rated horsepower 26.3. Brake horsepower 72 at 3200 r.p.m. Compression ratio 6 to 1. Rated torque capacity 155 foot pounds at 900 to 1500 r.p.m.

LUBRICATION—Pressure feed to crankshaft main bearings, camshaft bearings and valve rocker arms. Pressure stream and dippers for connecting rod bearings.

COOLING SYSTEM—Centrifugal water pump; ribbed cellular truck radiator core. Fan and pump driven by V-type belt. Water capacity—15 quarts.

IGNITION—Delco-Remy System.

GENERATOR—Delco-Remy System.

BATTERY—6-volt, 15-plate, 90 ampere hours capacity.

CARBURETOR—1¼" Carter down-draft carburetor with accelerating pump incorporated.

FUEL SYSTEM—AC fuel pump operated from camshaft. 16-gallon gasoline tank mounted at rear.

IGNITION—Delco-Remy System.

GENERATOR—Delco-Remy System.

BATTERY—6-volt, 13-plate, 90 ampere hours capacity.

CARBURETOR—1¼" Carter down-draft carburetor with accelerating pump incorporated.

FUEL SYSTEM—AC pump operated from camshaft. 14-gallon gasoline tank mounted at rear.

CLUTCH—Dry single-plate, completely enclosed, 9" disc equipped with braided-moulded asbestos composition linings.

TRANSMISSION—Helical constant mesh, three speeds forward and one reverse.

FRONT AXLE—I-beam section; four New Departure ball bearings in wheels.

REAR AXLE—Semi-floating; spiral bevel gear.

STEERING GEAR—Semi-reversible worm and sector type. 14 to 1 ratio.

front tires, 32 x 6, 10-ply dual rear tires, helper springs and governor are used, the gross allowable weight is 12,300 lb.

FRAME—(131" wheelbase model) Channel steel with 6 cross members including front bumper brace. Length 188½". Depth of side members 7". Width of flanges 2½". Thickness ¾". (157" wheelbase model) Channel steel with 7 cross members including front bumper brace. Length 214½". Depth of side members 7". Width of flanges 2½". Thickness ¾".

ENGINE—Six-cylinder valve-in-head special truck engine—3½" bore and 4" stroke; 206.8 cubic inch piston displacement. NACC rated horsepower 26.3. Brake horsepower 72 at 3200 r.p.m. Compression ratio 6 to 1. Rated torque capacity 155 foot pounds at 900 to 1500 r.p.m.

LUBRICATION—Pressure feed to crankshaft main bearings, camshaft bearings and valve rocker arms. Pressure stream and dippers for connecting rod bearings.

COOLING SYSTEM—Centrifugal water pump; ribbed cellular truck radiator core. Fan and pump driven by V-type belt. Water capacity—15 quarts.

IGNITION—Delco-Remy System.

GENERATOR—Delco-Remy System.

BATTERY—6-volt, 15-plate, 90 ampere hours capacity.

CARBURETOR—1¼" Carter down-draft carburetor with accelerating pump incorporated.

FUEL SYSTEM—AC fuel pump operated from camshaft. 17-gallon gasoline tank mounted under driver's seat; 18 gallons in cab tank.

CLUTCH—Dry single-plate, completely enclosed, 9" disc equipped with braided moulded asbestos composition linings.

TRANSMISSION—Selective Syncro-Mesh type—three speeds forward and one reverse in unit with engine. Silent second gear. Helical type constant mesh gears. Four speed truck transmission is available at extra cost when ordered from assembly plant.

FRONT AXLE—Heavy drop-forged heat treated I-beam.

REAR AXLE—Semi-floating spiral bevel gear.

STEERING GEAR—Semi-reversible—worm and sector. Ratio 14 to 1.

BRAKES—4-wheel hydraulic service brakes, articulated shoes—internal expanding type. Front and rear drums 11" inside diameter, lining width 1¾". Mechanical internal expanding emergency brakes.

SPRINGS—Semi-elliptic. Eight leaves both front and rear. Front springs 36" long—rear springs 54½" long.

TIRES—Front and rear 5.50-17, 4-ply.

CHEVROLET SEDAN DELIVERY AND COUPE PICK-UP

BRAKES—4-wheel hydraulic internal expanding type. Front and rear drums 11" inside diameter; lining width 1¾". Mechanical internal expanding emergency brakes.

SPRINGS—Semi-elliptic type; front 36" and rear 49"; threaded shackles. Delco-Lovejoy shock absorbers, front and rear.

WHEELS—Steel spoke artillery.

TIRES—5.25-17, 4-ply. Balloon. Capacity 885 lbs. at 32 lbs. air pressure.

EQUIPMENT—Fittings for high pressure lubrication; complete tool kit; hydraulic stoplight; rear view mirror; "V" windshield; automatic windshield wiper; two-beam headlamps; parking bulbs; adjustable sun visor and Fisher No Draft ventilation. Adjustable driver's seat, vibrator horn, theft-resisting ignition lock.

CLUTCH—Dry single-plate, complete, enclosed, 10" disc equipped with moulded asbestos composition lining.

TRANSMISSION—Selective type, sliding gear, 4 speeds forward and one reverse in unit with engine. Transmission gear reduction—low speed 7.23 to 1. Second speed 3.43 to 1. Third speed 1.71 to 1. Fourth speed direct. Reverse 7.15 to 1. Standard S.A.E. 6-bolt power take-off opening located on left-hand side of transmission.

FRONT AXLE—Heavy drop-forged heat treated I-beam.

REAR AXLE—Full-floating spiral bevel gear type. 4 pinion differential with straddle-mounted pinion. Standard gear ratio 5.43 to 1. Optional ratio 6.17 to 1.

STEERING GEAR—Semi-reversible—worm and sector. Ratio 14 to 1.

BRAKES—Hydraulic service brakes front and rear are the articulated shoe internal expanding type. Front drums 14" in diameter with 2" width lining. Rear drums 16" diameter with 3" width lining. Cut-in type internal expanding emergency brakes operate on rear wheels.

SPRINGS—Semi-elliptic. Front springs 36" long. Rear springs 45" long.

WHEELS—Pierced disc.

TIRES—Standard single wheel equipment 6.00-20, 6-ply truck type tires front and 32 x 6, 8-ply truck type tires rear.

Standard dual equipment at small additional cost includes 6.00-20, 6-ply truck type tires front and rear.

(Chevrolet offers several balloon and high-pressure tire options for 1½-ton trucks at very little additional cost.)

The right is reserved to change specifications, colors, or prices without incurring any responsibility with regard to trucks or chassis previously sold. Chevrolet trucks can be purchased on the new G. M. A. C. 6% Time Payment Plan with a small initial payment and easy monthly installments. Accessories and spare tires extra.

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