

GM  
CHEVROLET TRUCK

1938  
#3

# CHEVROLET

1938 #3

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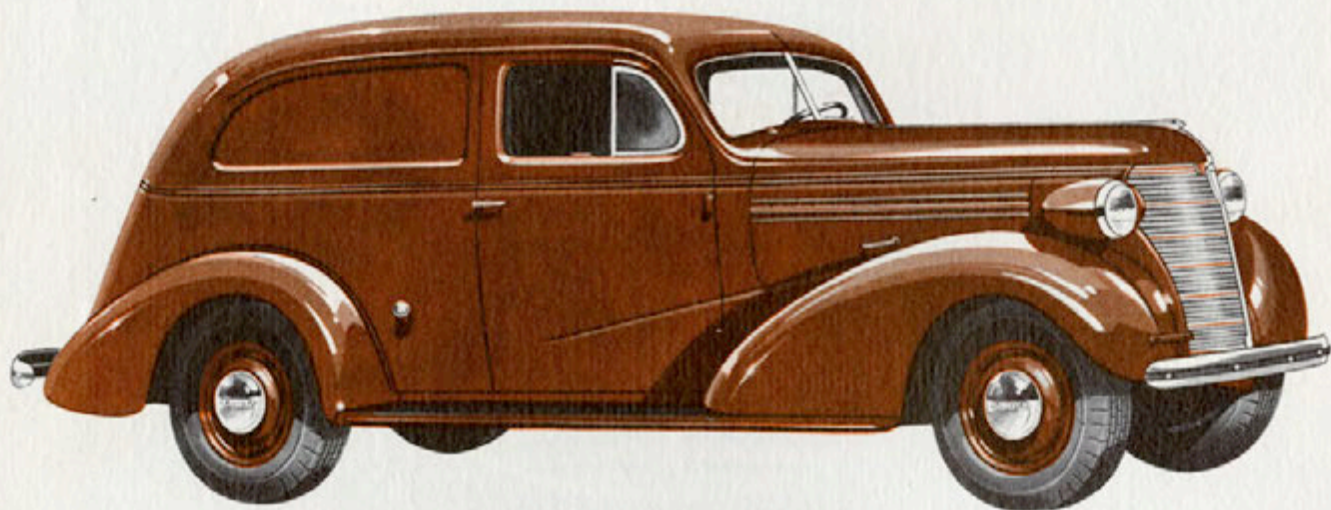
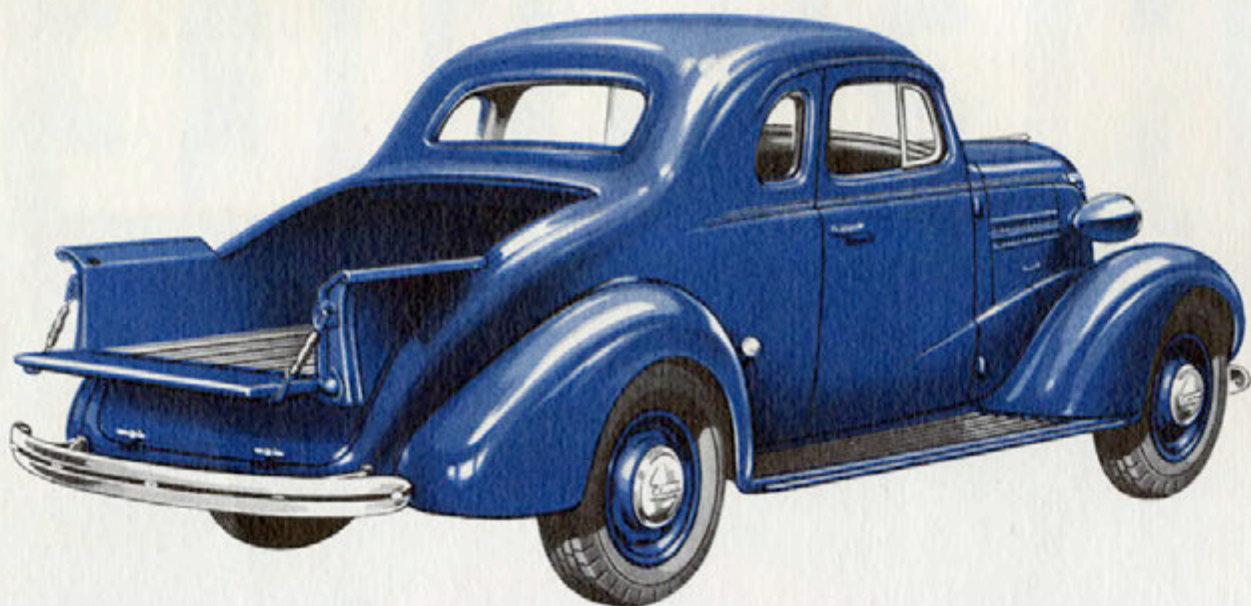
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FOR ECONOMICAL TRANSPORTATION

# TRUCKS 1938





### **COUPE PICK-UP**

112¼-inch wheelbase

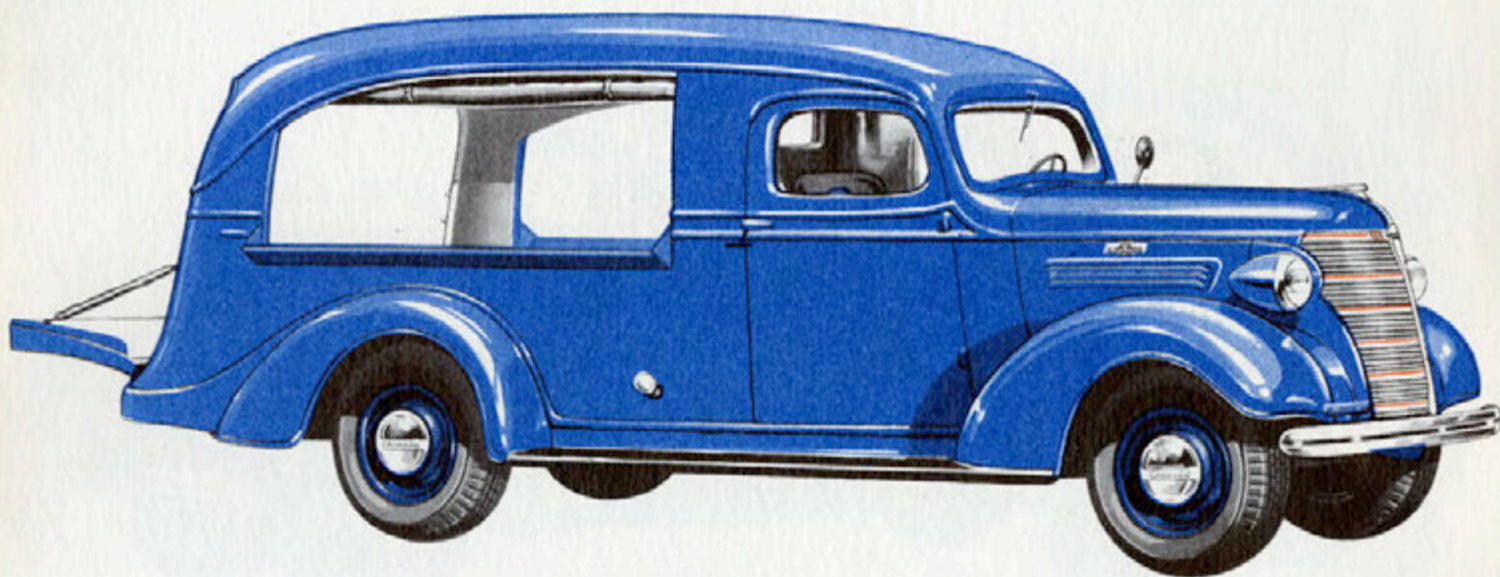
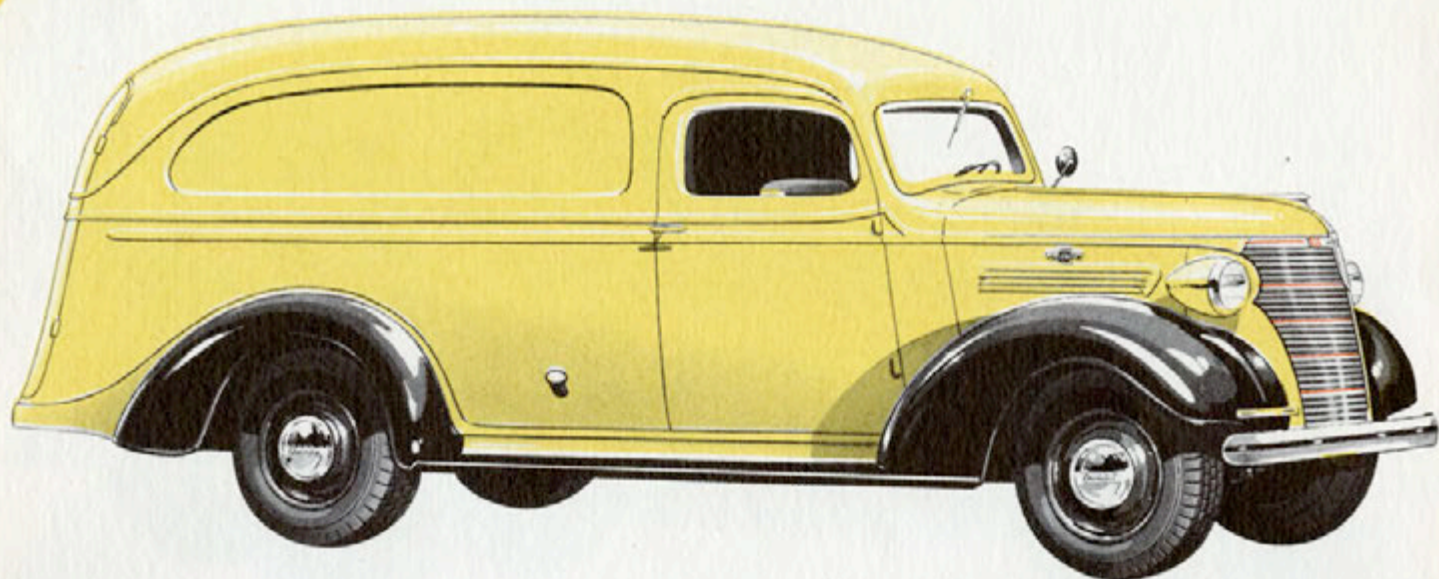
This most useful unit is a Master passenger car business coupe with a pick-up box in the rear. A rear deck lid, by which the truck can be converted into a coupe when the pick-up box is removed, is furnished. The load space is 66½ inches long, 38¾ inches wide, and 12 inches high to the top of the flare-boards.

### **SEDAN DELIVERY**

112¼-inch wheelbase

This strikingly good-looking body is mounted on the Master passenger car chassis, assuring easy riding, economy and speedy action. The body is all-steel. Load space measures 66 inches long, 54 inches wide, 41½ inches high.





### HALF-TON PANEL

112-inch wheelbase

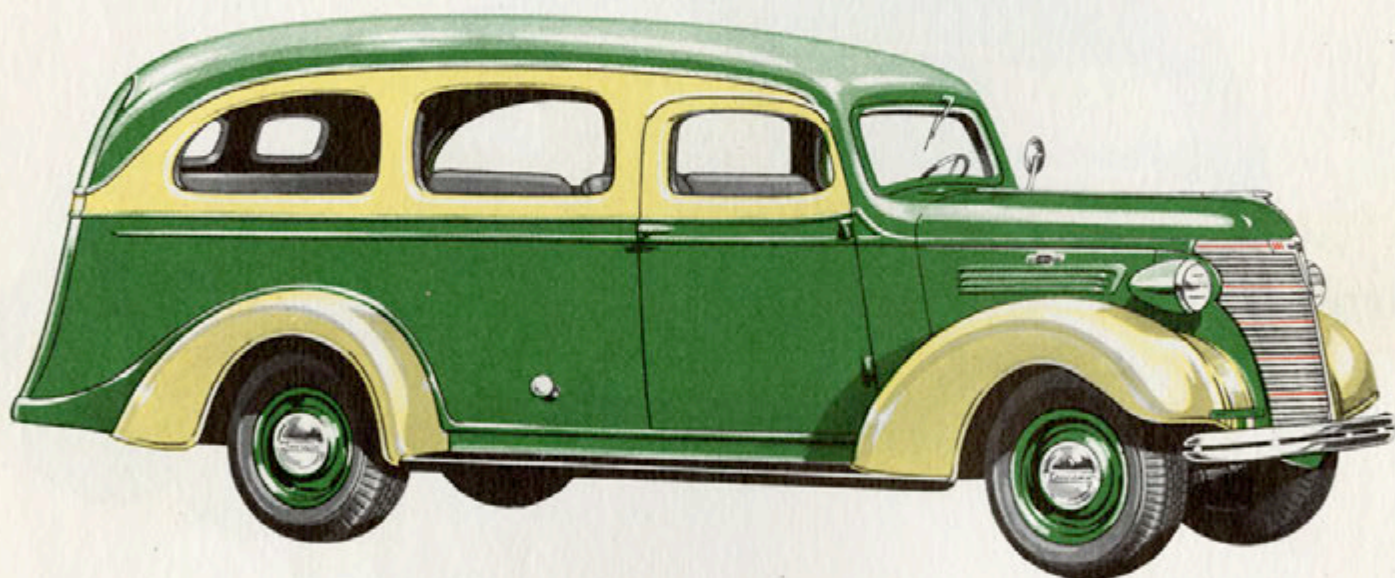
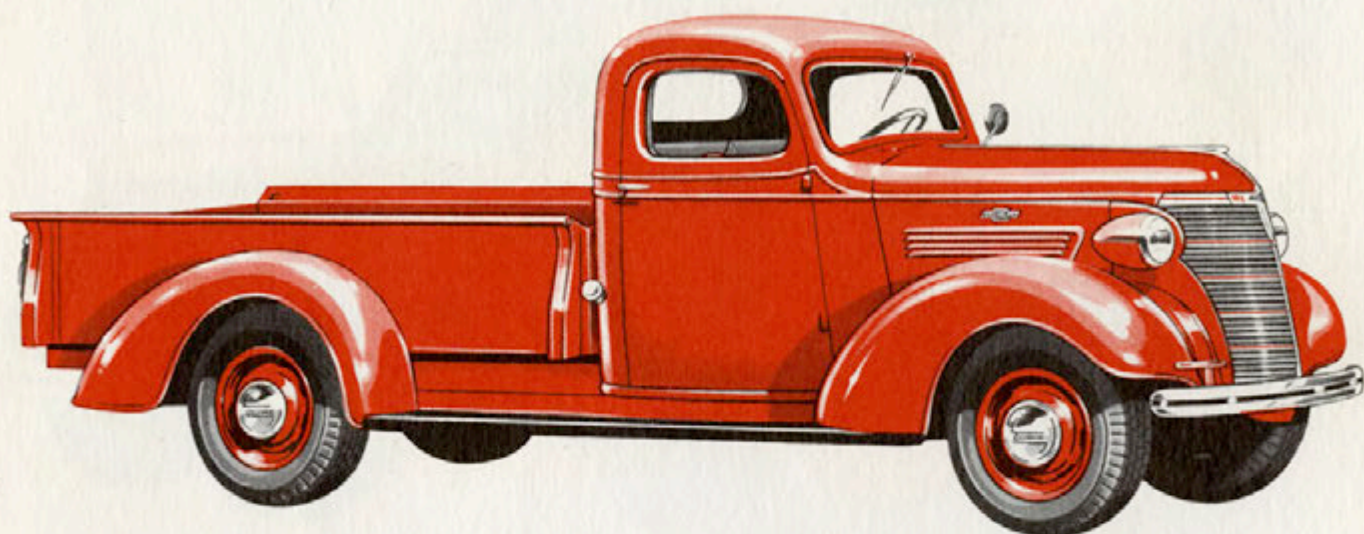
The fully streamlined body is all-steel construction, with one-piece steel roof. Steel skid-strips protect the heavy wood floor. The loading platform is  $86\frac{1}{2}$  inches long. The load space is  $56\frac{1}{2}$  inches wide and 51 inches high; rear door opening,  $47\frac{1}{4}$  inches wide by 43 inches high. Shock absorbers are standard equipment.

### HALF-TON CANOPY EXPRESS

112-inch wheelbase

This practical model has the same general lines as the Panel body, but with open sides. Roll curtains protect the load in case of need. The body is finished with substantial steel flare-boards on the sides. The heavy, slam-type tail-gate can be operated with one hand. The load space is  $81\frac{1}{8}$  inches long,  $56\frac{1}{4}$  inches wide, 51 inches high.





### **HALF-TON PICK-UP**

112-inch wheelbase

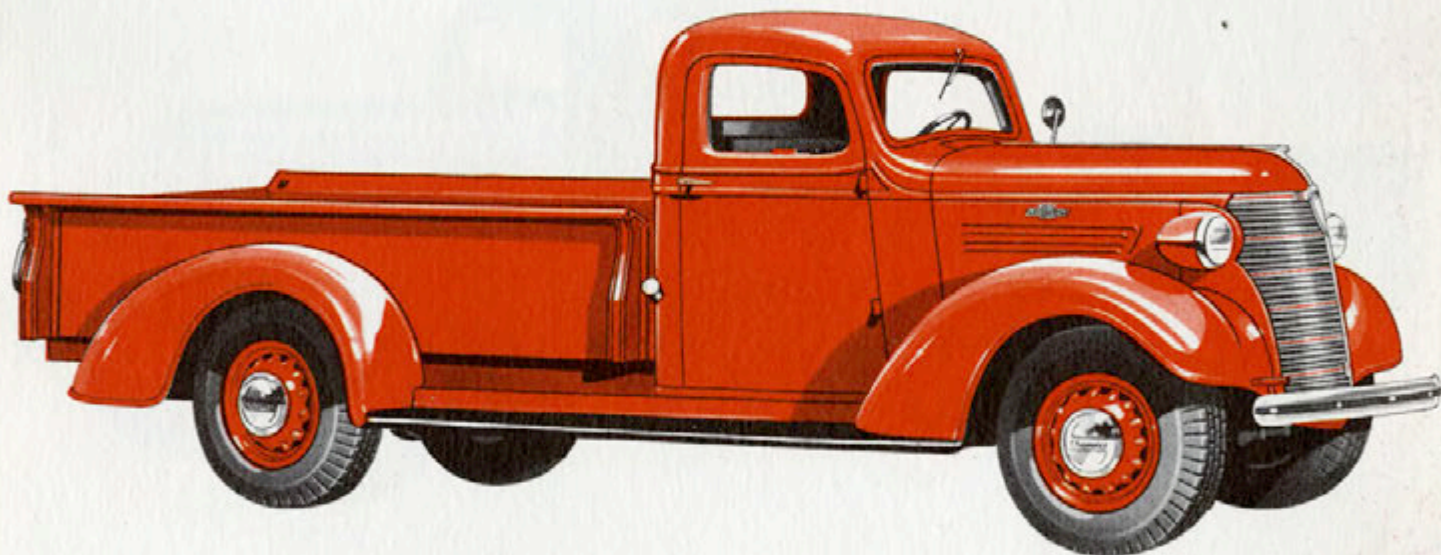
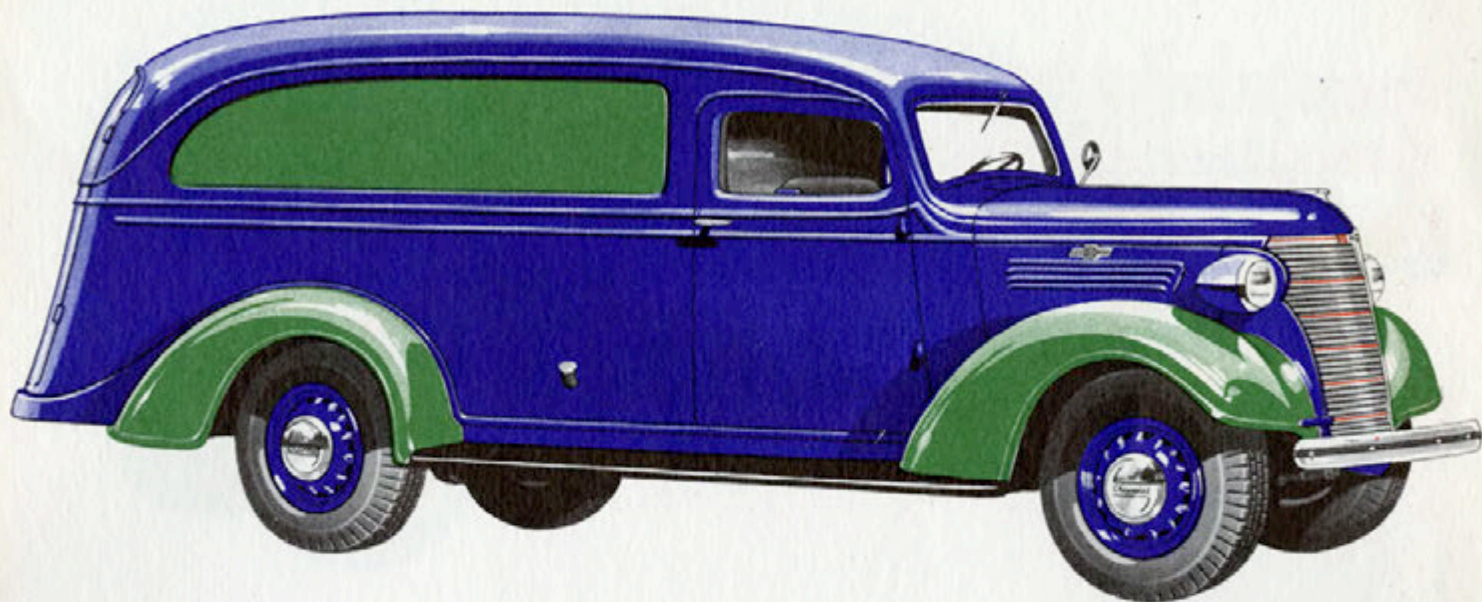
This model, with streamline cab, combines speedy, economical and efficient commercial car operation with handsome appearance. Load space is 77 inches long by 45 $\frac{3}{4}$  inches wide; height to top of flare-boards, 16 inches. Bodies are dipped to prevent rusting. Shock absorbers are regular equipment.

### **CARRYALL SUBURBAN**

112-inch wheelbase

Here's an ideal unit for use for passengers or, alternatively, for transporting varied loads. Large tires, shock absorbers and upholstered seats complete the comfortable car. The seats are readily removed. The rear end is closed by a two-section door, hinged top and bottom.





### **3/4-TON PANEL**

122 $\frac{1}{4}$ -inch wheelbase

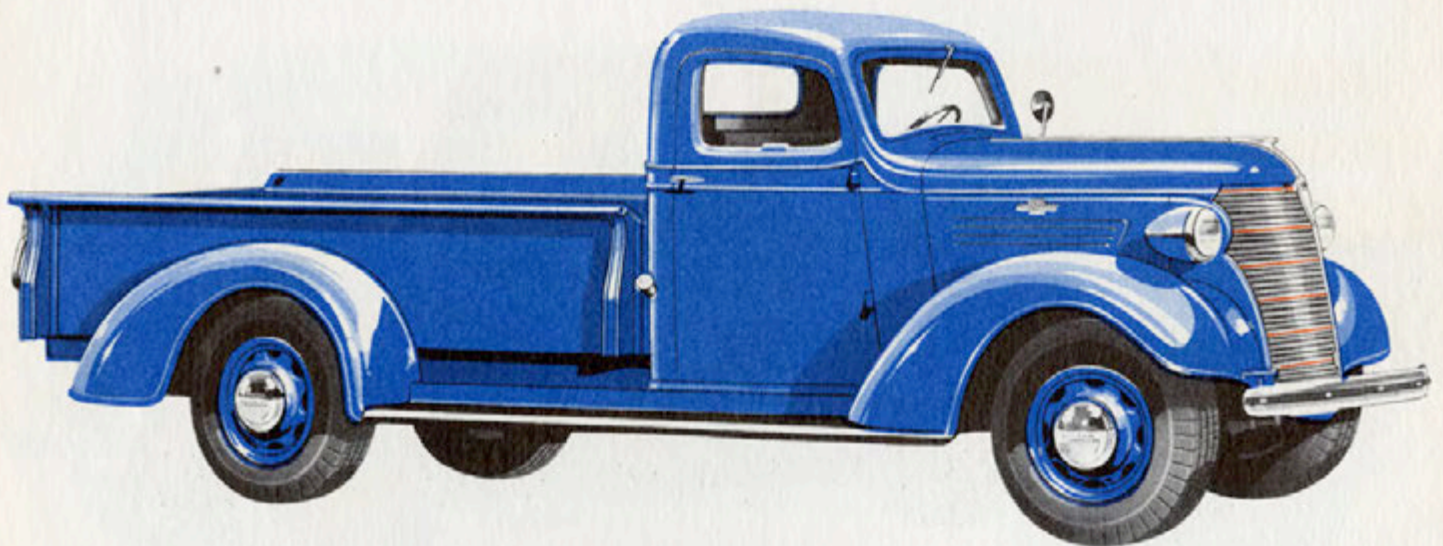
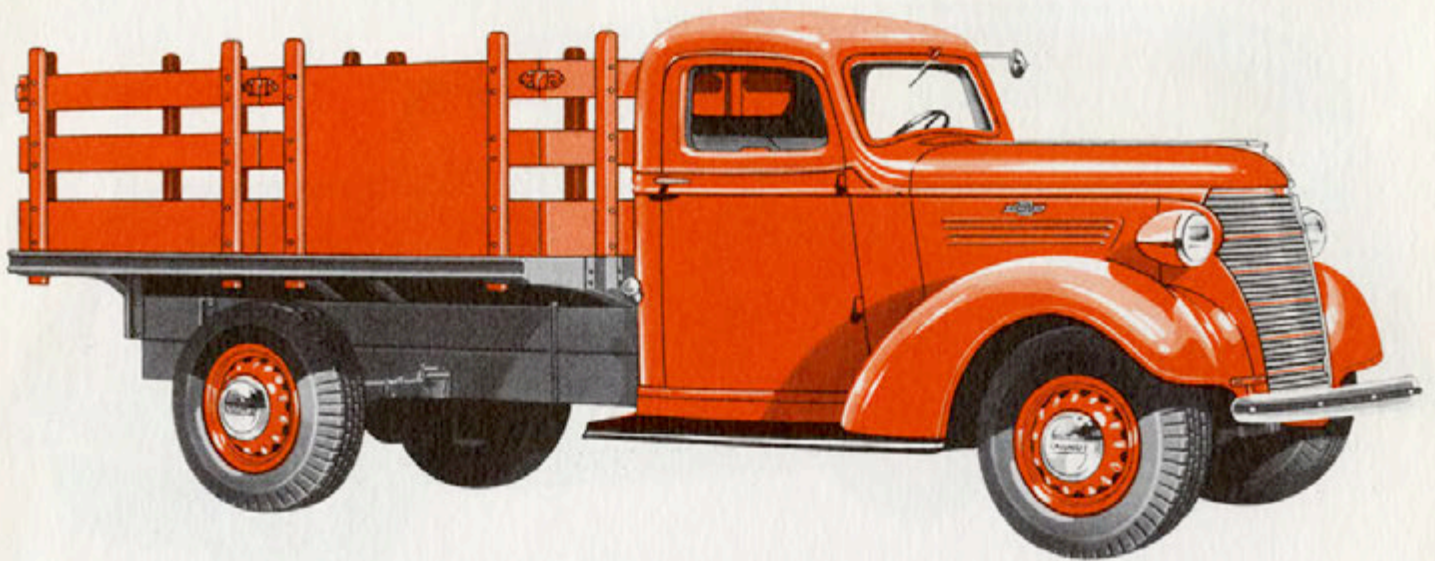
The style and distinctive appearance of the light delivery vehicle are made available for use with heavier loads in this modernly styled, all-steel body (wood floor with steel skid-strips). The load platform measures 97 $\frac{1}{2}$  inches long, 54 $\frac{3}{8}$  inches wide; the maximum width of the load space is 56 $\frac{1}{4}$  inches; the height, 51 inches; capacity is 158 cubic feet.

### **3/4-TON PICK-UP**

122 $\frac{1}{4}$ -inch wheelbase

Its unusually large load space, combined with its speed and flexibility, provides a vehicle of wide application—offering truck capacity with delivery car economy. The load space measures 87 inches long, 45 $\frac{3}{4}$  inches wide, 16 inches high.





### **3/4-TON STAKE**

122 $\frac{1}{4}$ -inch wheelbase

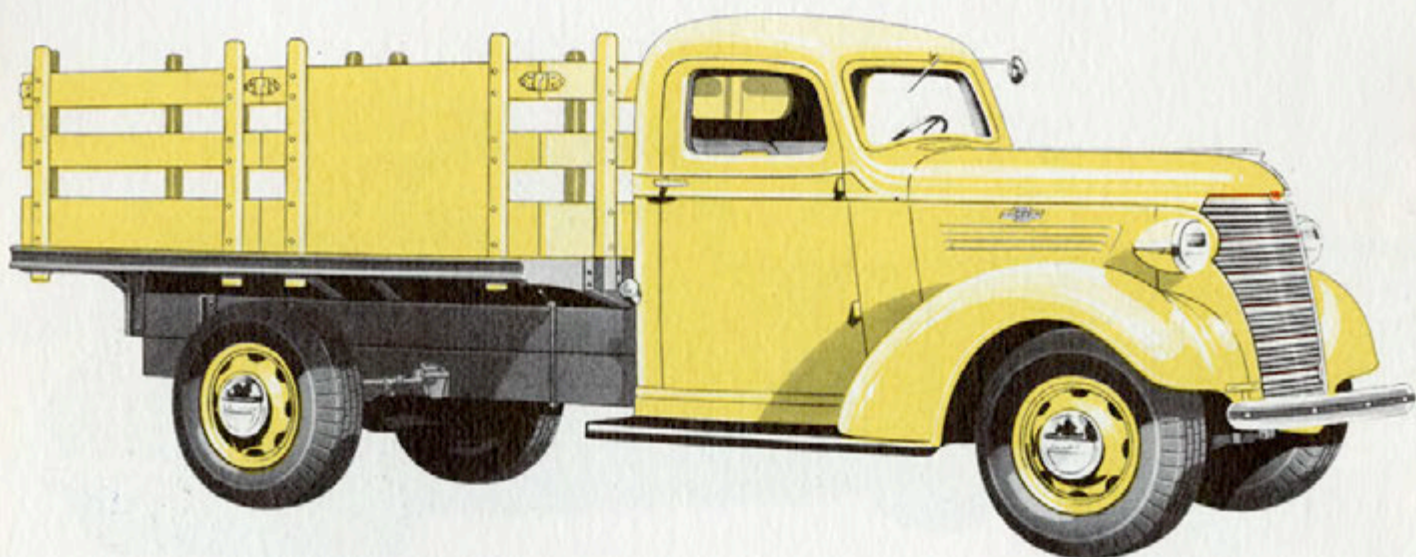
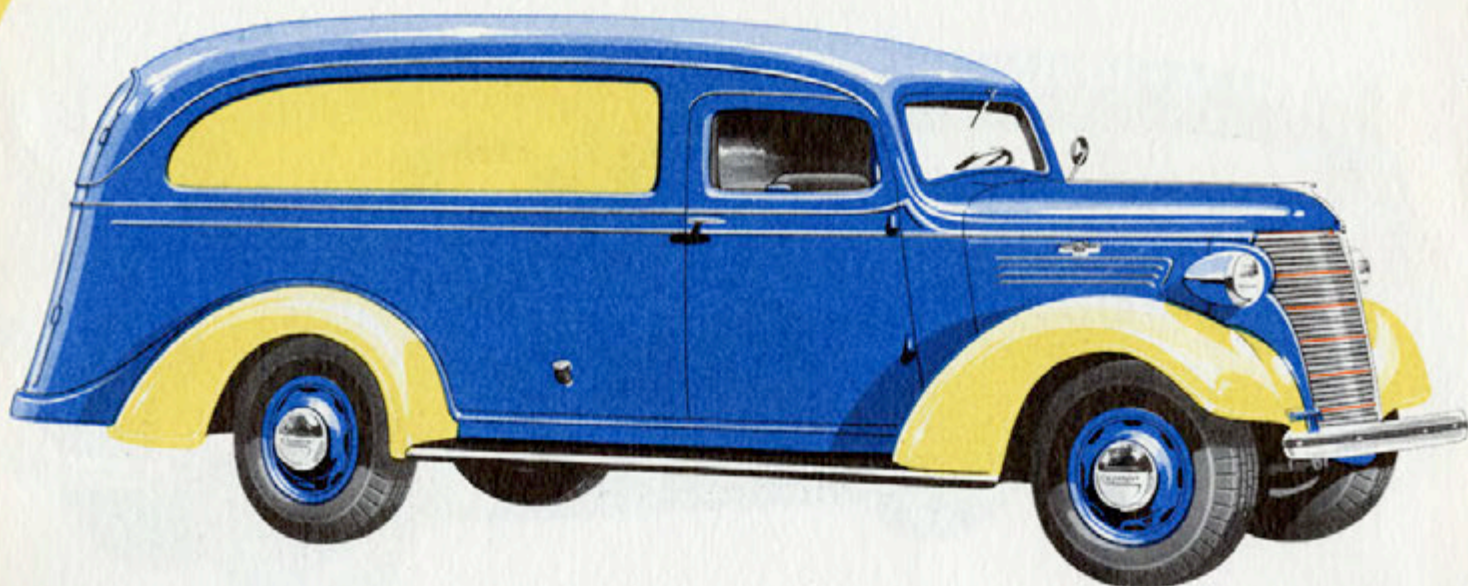
The body is designed to facilitate loading from either side as well as at the rear. Merchandise which bulks large for its weight is readily accommodated by the large loading platform. The stake sides are firmly supported in reinforced steel sockets which are protected by a sturdy rub-rail. The load space is 87 $\frac{1}{2}$  inches long, 71 $\frac{3}{8}$  inches wide, and 28 $\frac{1}{4}$  inches high to the top of the slats.

### **1-TON PICK-UP**

122 $\frac{1}{4}$ -inch wheelbase

Load capacity by bulk is the same as in the corresponding  $\frac{3}{4}$ -ton truck, but the increase in the size and strength of springs as well as wheels, tires and brakes gives it additional weight capacity. The load space measures 87 inches long, 45 $\frac{3}{4}$  inches wide, 16 inches high.





### 1-TON PANEL

122 $\frac{1}{4}$ -inch wheelbase

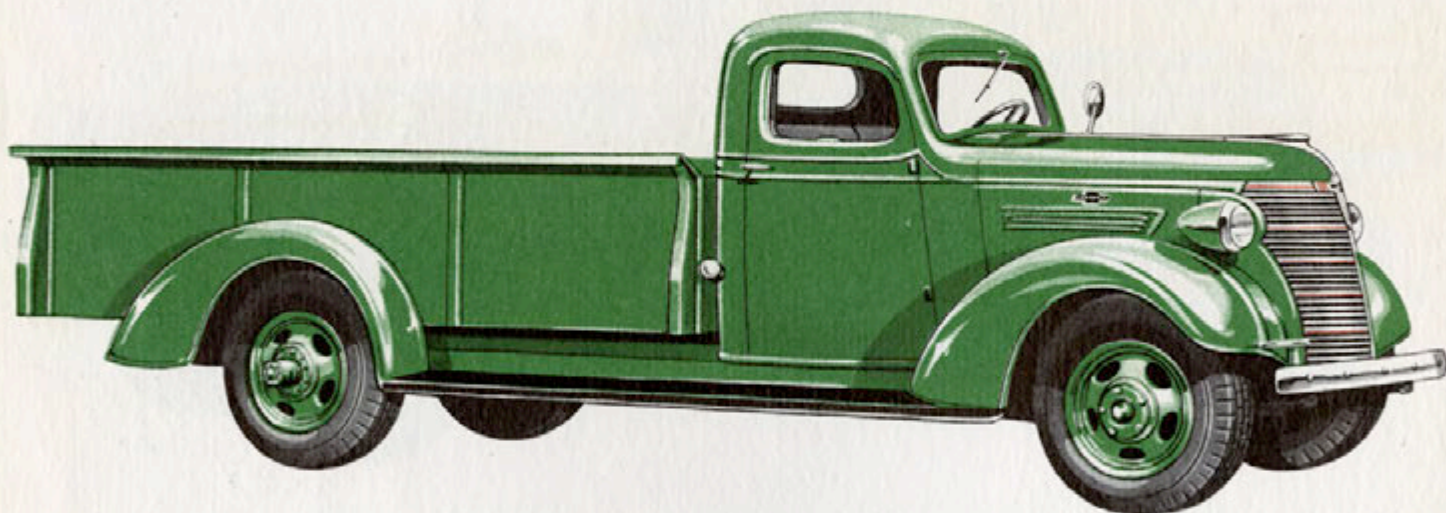
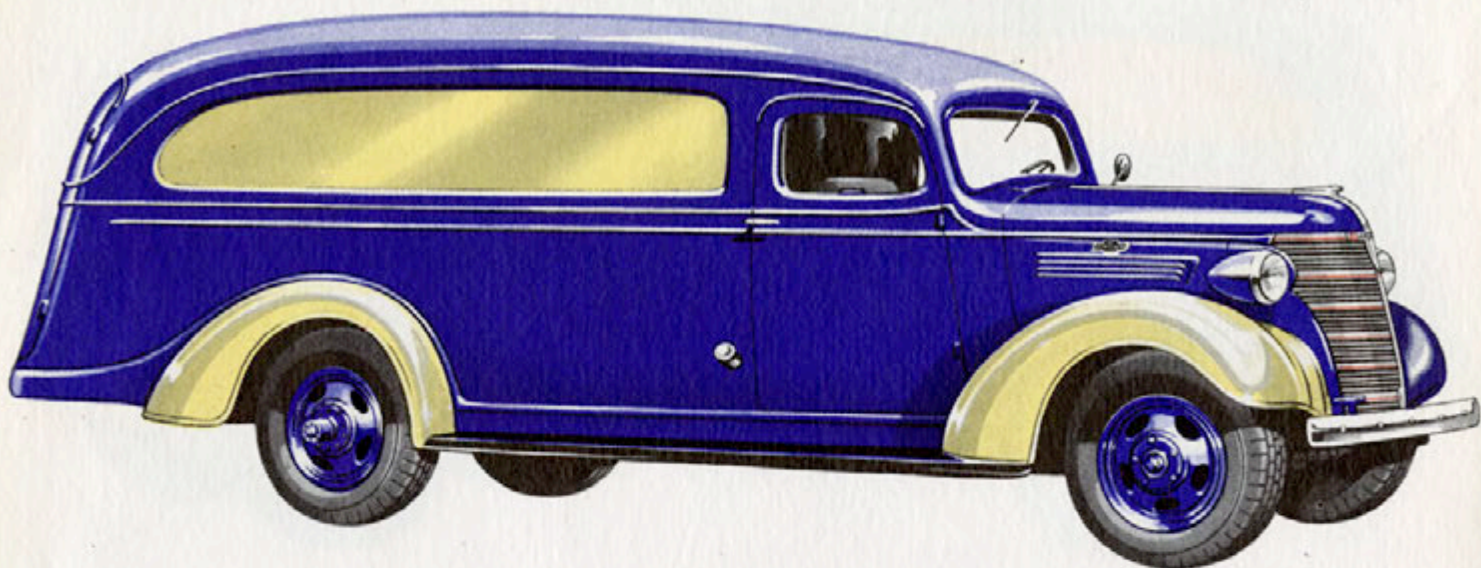
The body is identical with that of the  $\frac{3}{4}$ -ton Panel truck, having the same capacity (158 cubic feet). The payload center is 9 inches ahead of the rear axle. Larger chassis units provide for additional payload weight.

### 1-TON STAKE

122 $\frac{1}{4}$ -inch wheelbase

The body is the same as that of the  $\frac{3}{4}$ -ton model. Greater capacity in springs and brakes, with larger wheels and tires, fits this model to handle still greater loads with efficiency and economy. The load space is 87 $\frac{1}{4}$  inches long, 71 $\frac{1}{8}$  inches wide, 28 $\frac{1}{4}$  inches high to the top of the slats.





### **1½-TON PANEL**

131½-inch wheelbase

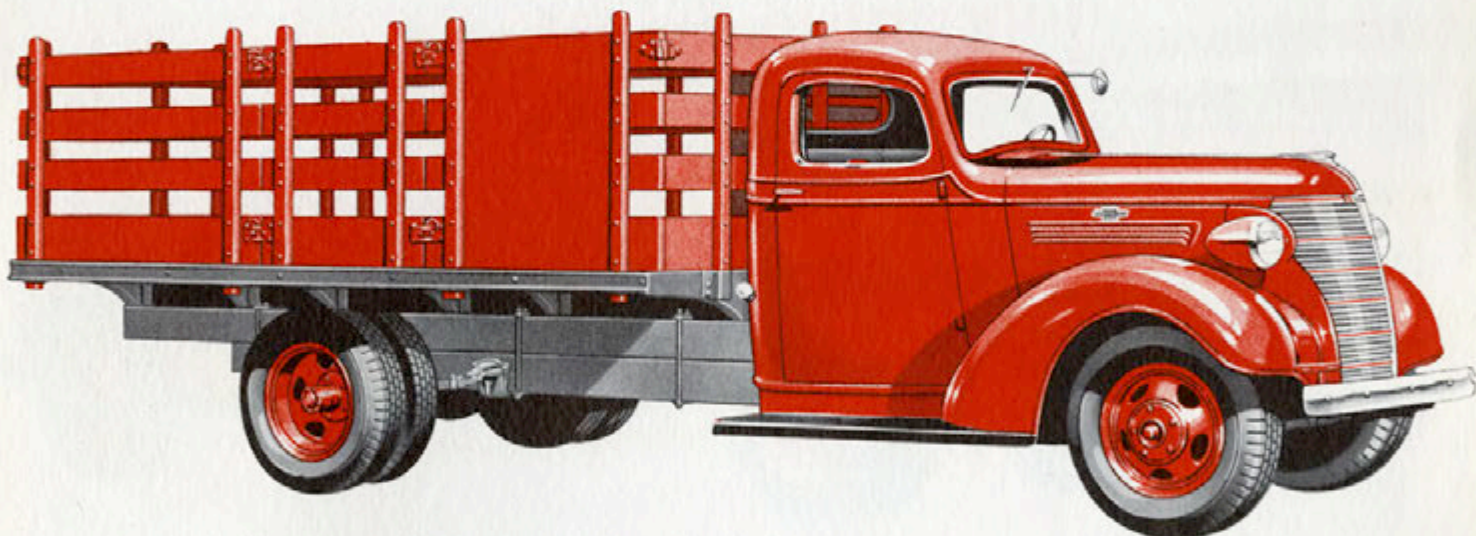
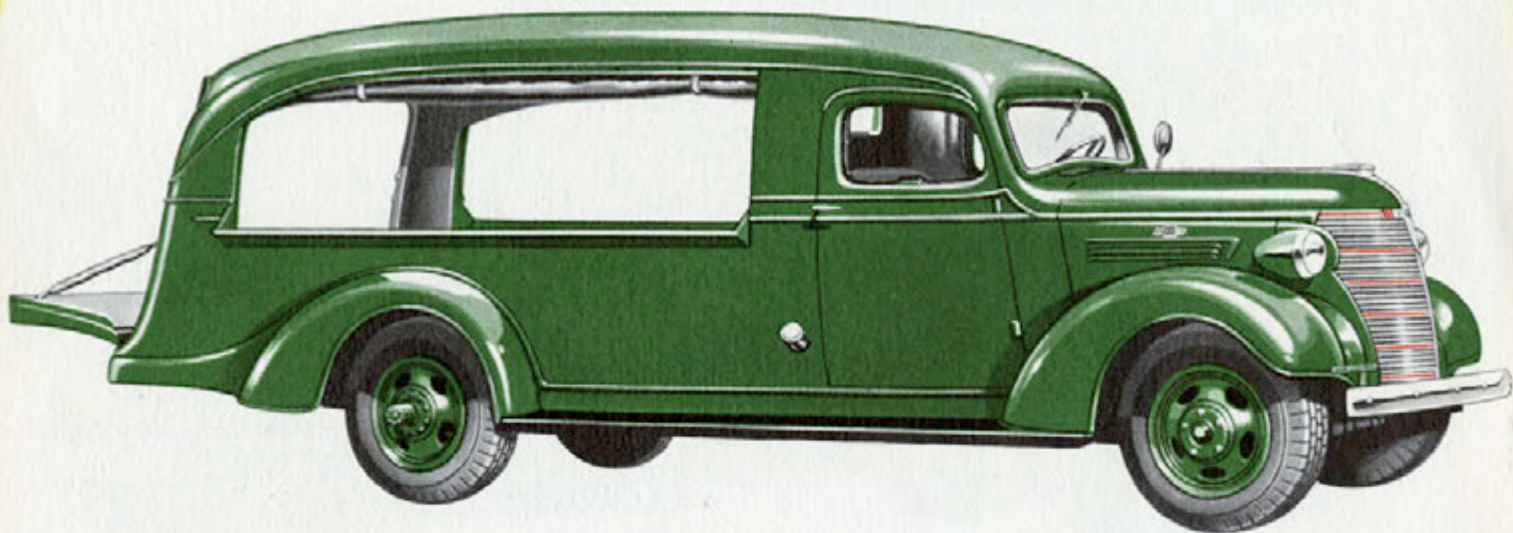
Its beautiful streamline design, steel top and beaver-tail rear make this truck outstanding in appearance, and of high advertising value. The load space is 112¼ inches long, 57¼ inches wide, and 53¾ inches high. The rear door opening is 47¾ inches wide by 44¾ inches high.

### **1½-TON PICK-UP**

131½-inch wheelbase

The Pick-up, or Open Express, on the 1½-ton chassis is a vehicle of innumerable uses and of wide application. With its all-steel cab, it brings handsome appearance to this strictly commercial vehicle. The load space is 108¾ inches long, 52½ inches wide, 19¾ inches high to the top of the flare-boards.





### **1 1/2-TON CANOPY EXPRESS**

131 1/2-inch wheelbase

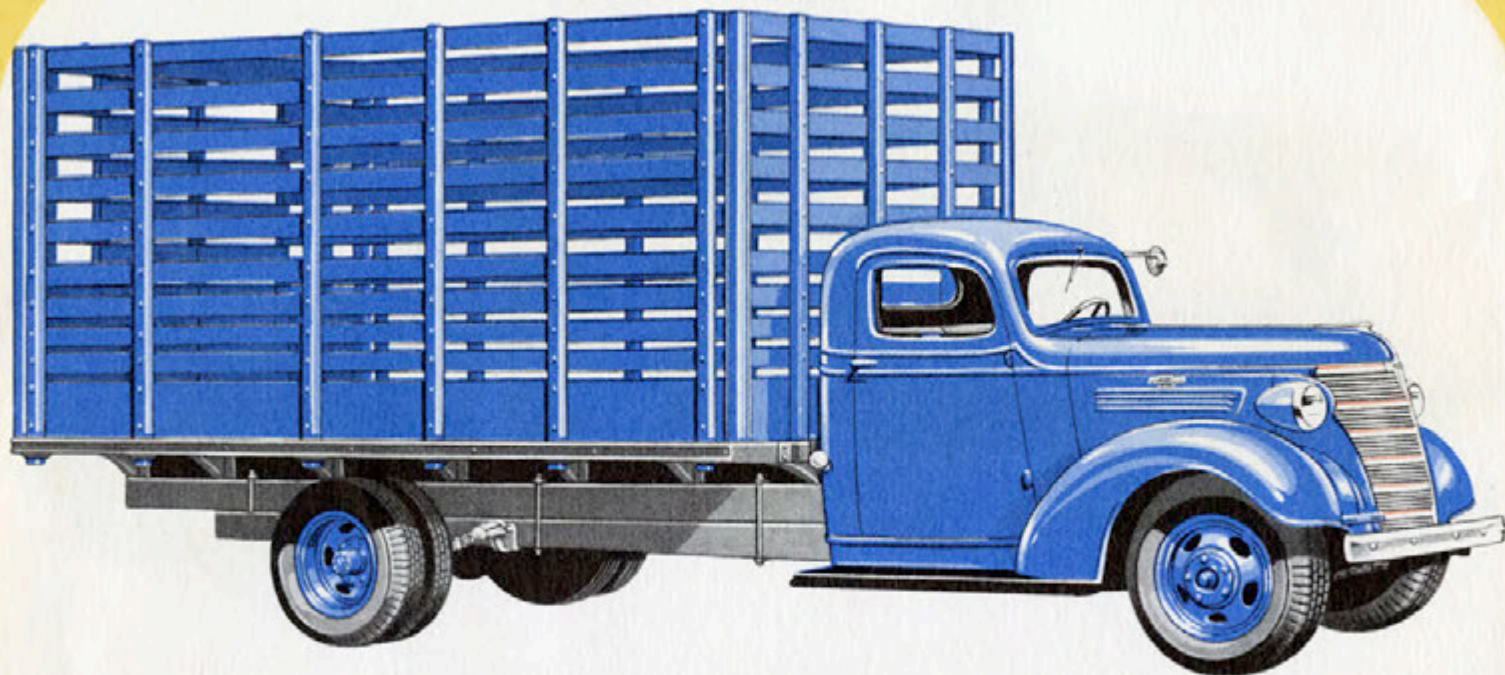
This model combines fine appearance with rugged construction and money-making load capacity. Roll curtains protect the load in bad weather. Screen sides are available at small additional cost. The load space is 110 7/8 inches long, 56 3/4 inches wide, 53 3/8 inches high.

### **1 1/2-TON STAKE**

131 1/2-inch wheelbase

Special construction features of the platform and the stakes assure extra durability and promote ease of loading, from either the sides or the rear. The body is 105 1/4 inches long, 81 5/8 inches wide, 38 3/8 inches high to the top of the slats.





### **1½-TON STOCK RACK**

157-inch wheelbase

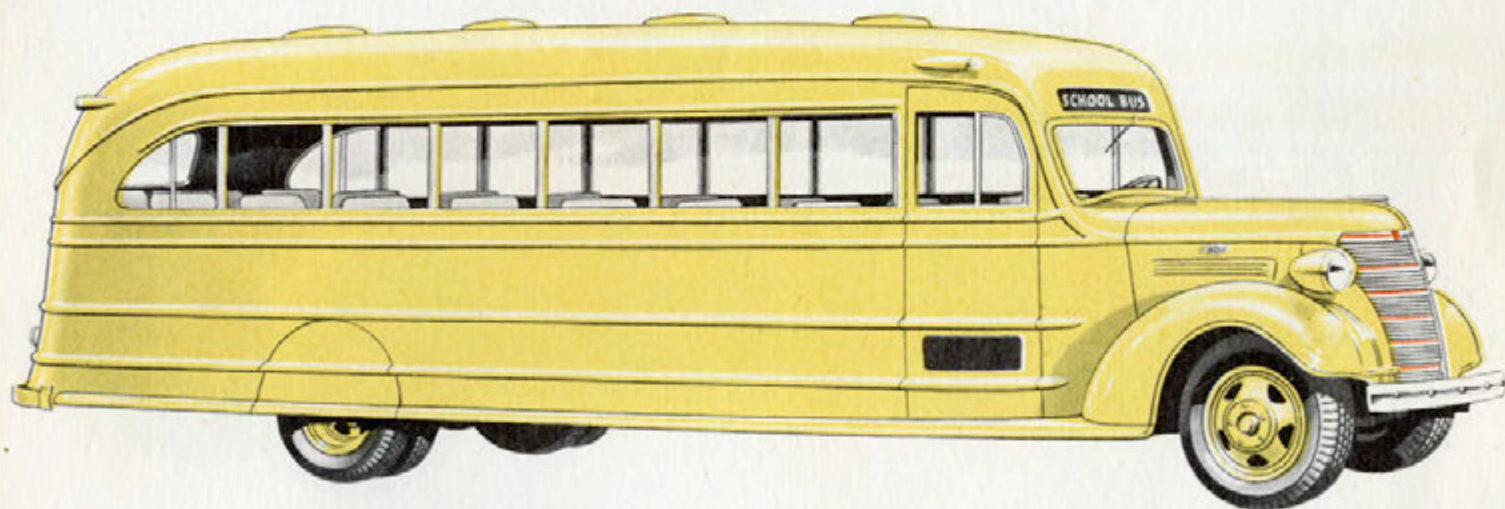
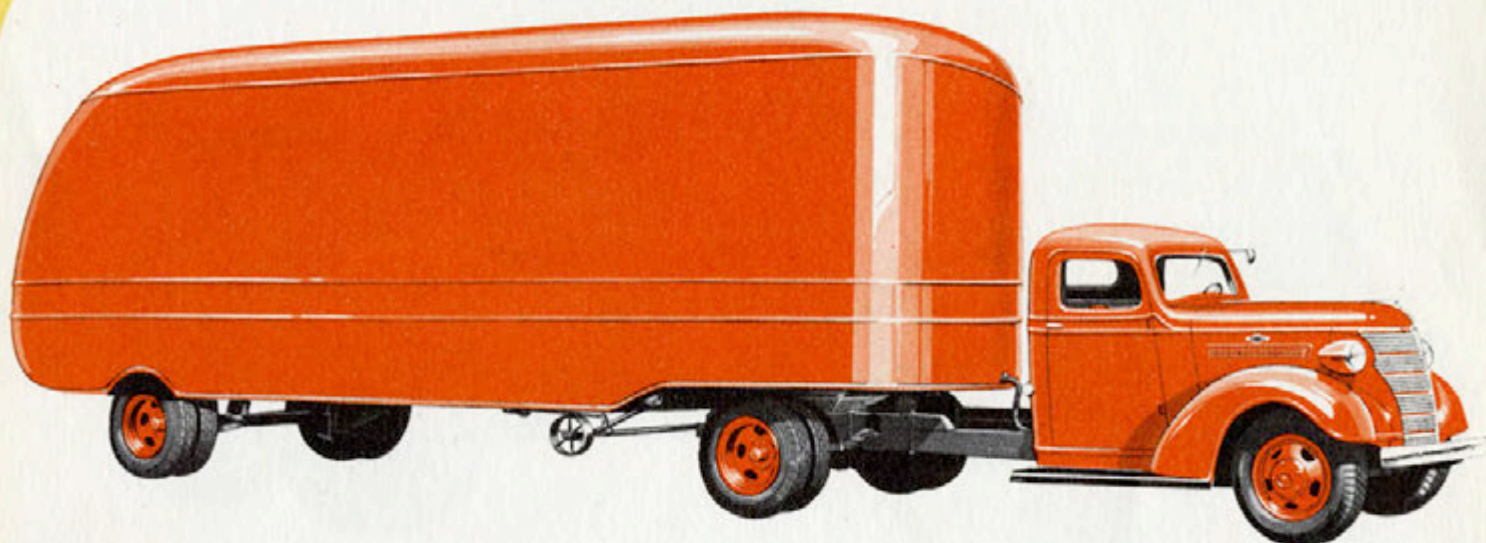
The floors and racks are especially designed to prevent injury to stock. The end-gate opens horizontally, instead of swinging on vertical fasteners. Loading of stock is facilitated and safety is gained by this arrangement. The load space is 141½ inches long, 81¾ inches wide, 66½ inches high.

### **1½-TON STAKE**

157-inch wheelbase

This body is ideal for transporting materials that bulk large for their weight. A tail-gate for extended loads may be had at a slight added charge. The body is 141½ inches long, 81½ inches wide, 38½ inches high to the top of slats.





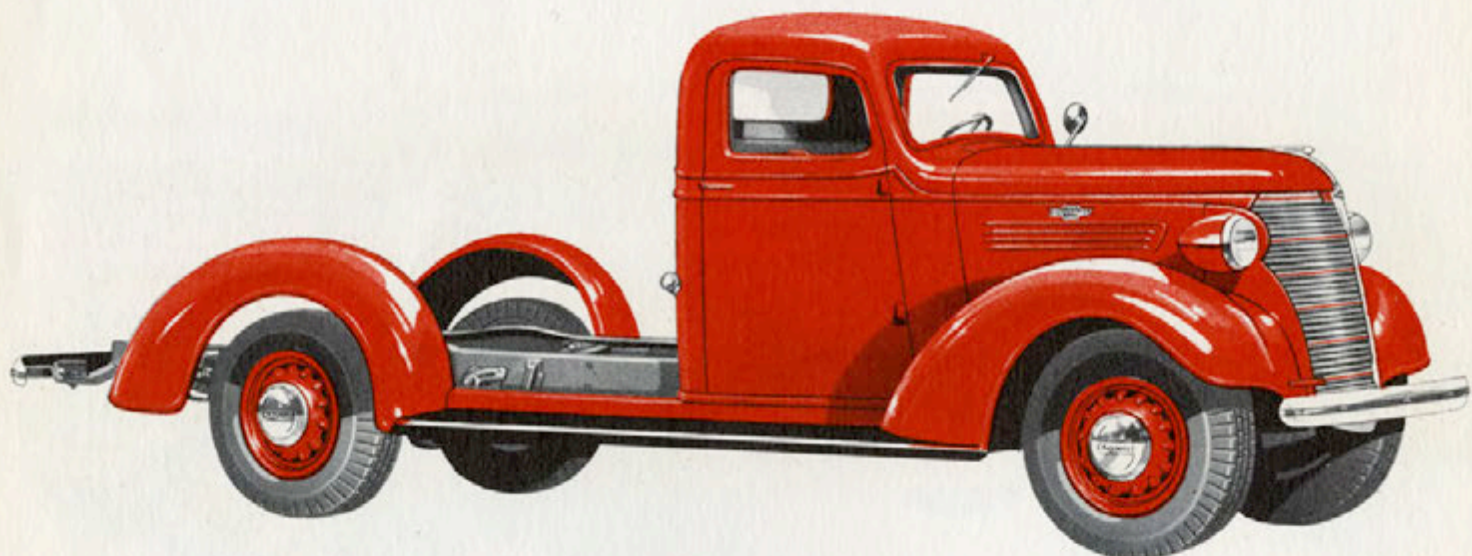
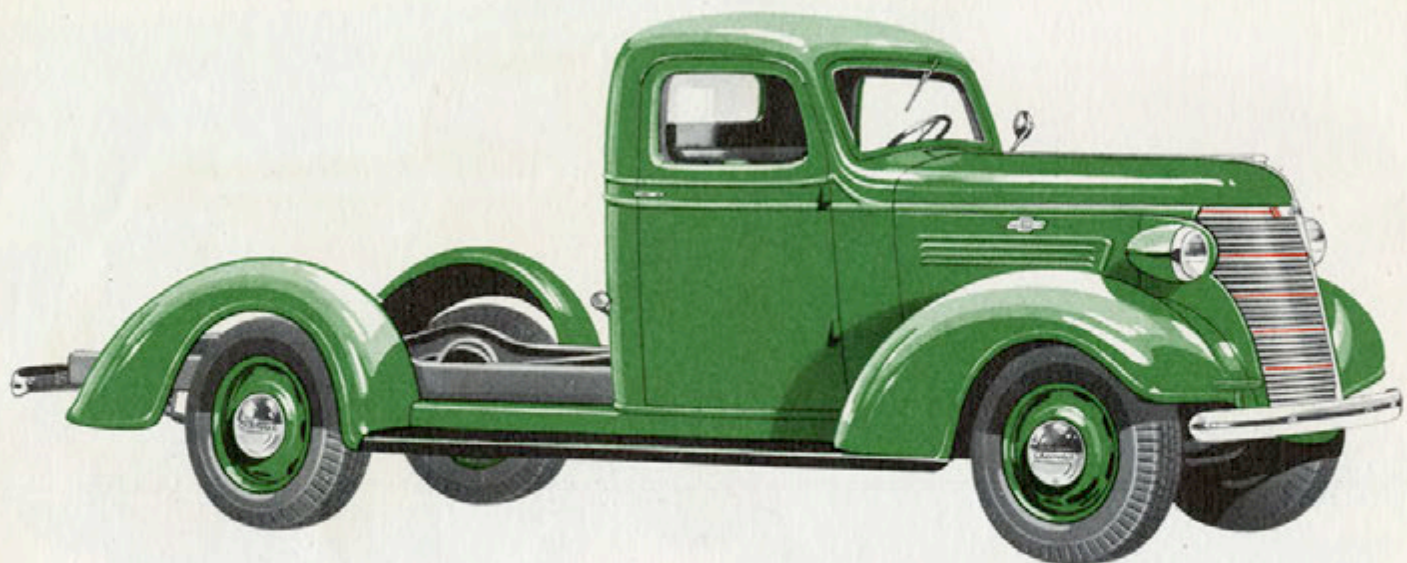
### **1½-TON POWER UNIT FOR TRAILER**

The Chevrolet 1½-ton chassis, because of its high power and its unusual ability to maintain full pulling power over a wide range of speeds, is especially well fitted for use with a semi-trailer. Its short wheelbase, 131½ inches, greatly facilitates ease of handling.

### **201-INCH CHASSIS FOR SCHOOL BUS**

This newly designed chassis for school bus operation incorporates special features to add to the safety and riding qualities that are so highly important in this particular field. The frame is specially constructed of one-piece channels with eight cross-members. The front axle is an extra-heavy I-beam. Hydraulic brakes have special 14-inch front and 16-inch rear drums. Progressive-type rear springs take care of light and full loads. The flat-face cowl permits easy mounting of bodies. Distance from cowl rear face to end of frame is 242¾ inches.





### HALF-TON CHASSIS

112-inch wheelbase

Shipping weight with cab, 2,575 pounds. Back of cab to center line of rear axle, 38 $\frac{1}{4}$  inches; back of cab to end of frame, 76 $\frac{1}{2}$  inches. Turning radius, 19 $\frac{1}{2}$  feet. Transmission, three speeds (four-speed transmission obtainable at small extra cost). Rear axle gear ratio, 4.111 to 1.

### $\frac{3}{4}$ -TON AND 1-TON CHASSIS

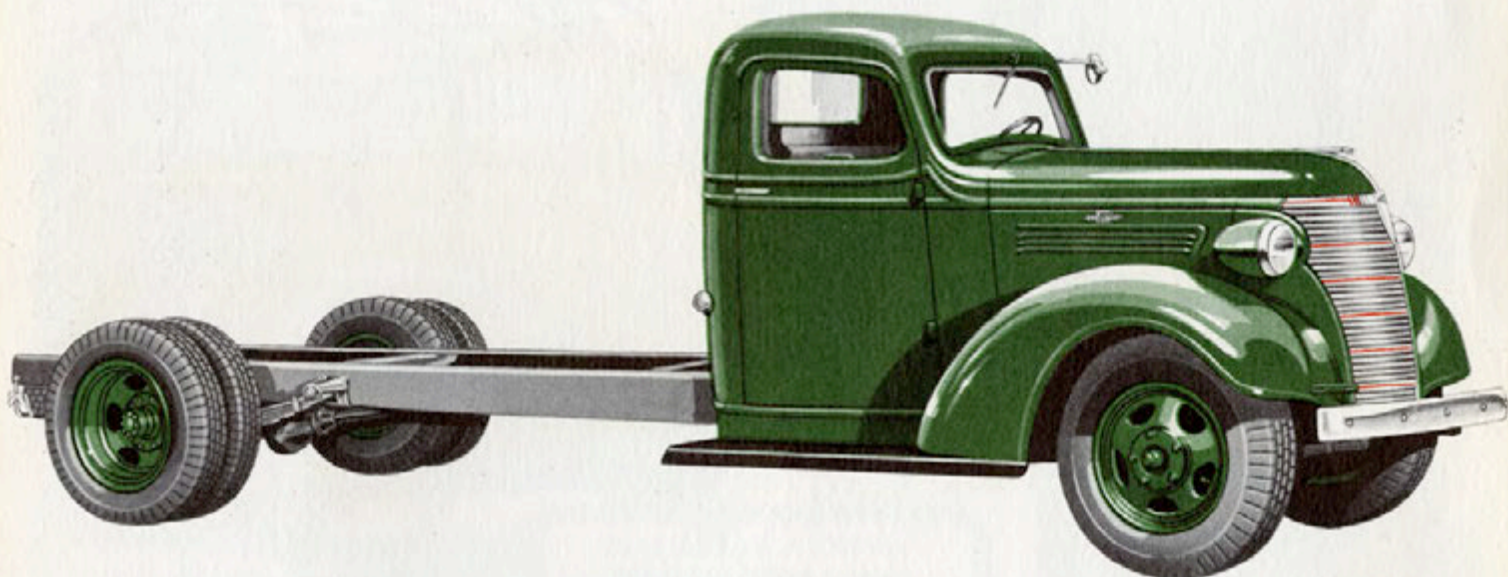
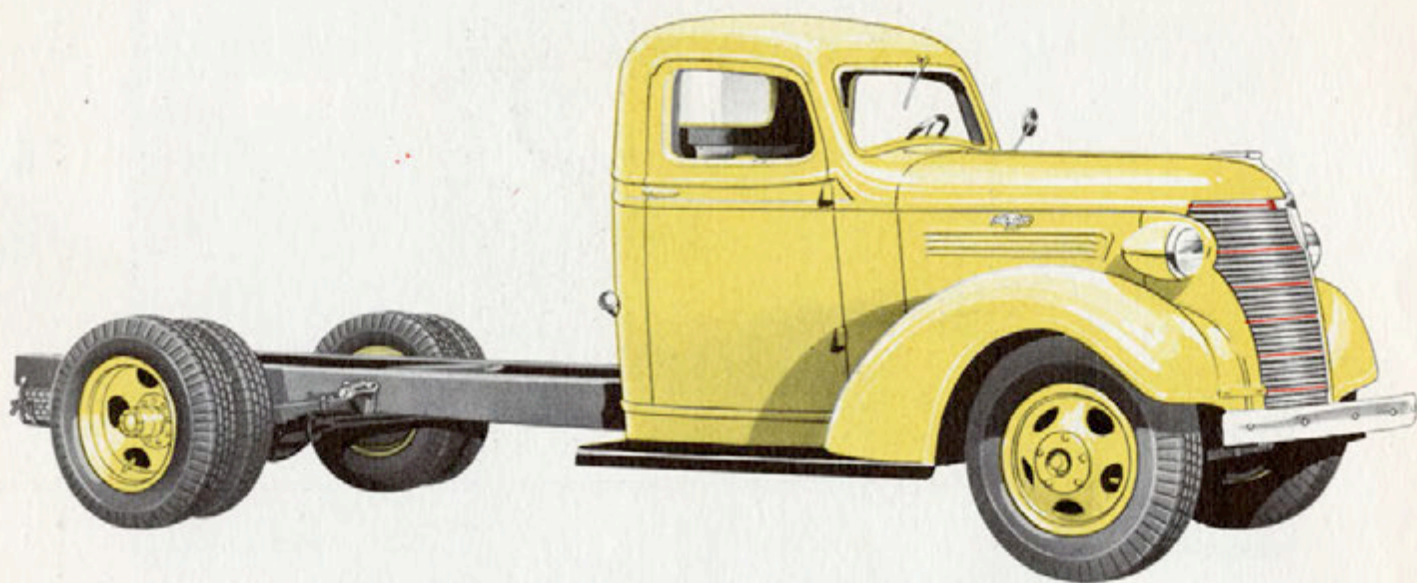
122 $\frac{1}{4}$ -inch wheelbase ( $\frac{3}{4}$ -Ton Chassis Shown)

Shipping weight with cab, 2,780 pounds— $\frac{3}{4}$ -ton; 2,950 pounds—1-ton. Back of cab to center line of rear axle, 48 $\frac{1}{2}$  inches; back of cab to end of frame, 86 $\frac{3}{4}$  inches. Turning radius, 21 feet. Transmission, three speeds (four-speed transmission obtainable at small extra cost). Rear axle gear ratio, 4.111 to 1.

The 1-ton chassis has stronger rear springs and larger wheels, tires and brakes than the  $\frac{3}{4}$ -ton chassis.

These chassis are obtainable with or without flat-face cowl. For chassis may be obtained with windshield assembly





### 1½-TON CHASSIS

131½-inch wheelbase

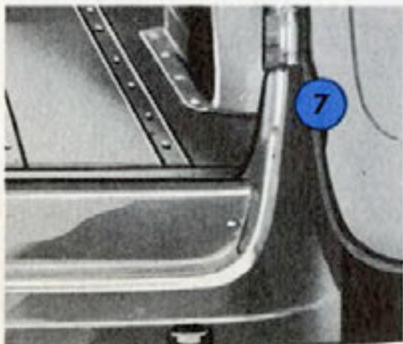
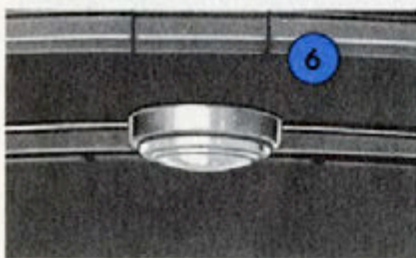
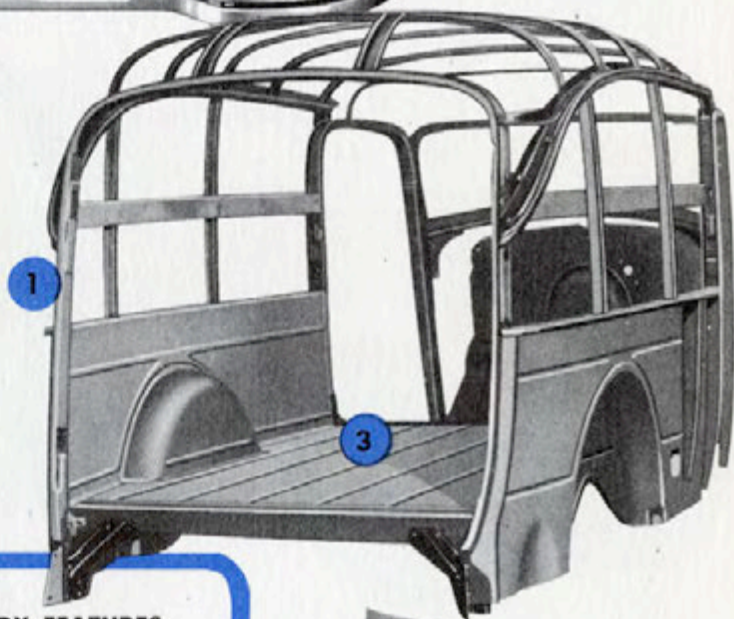
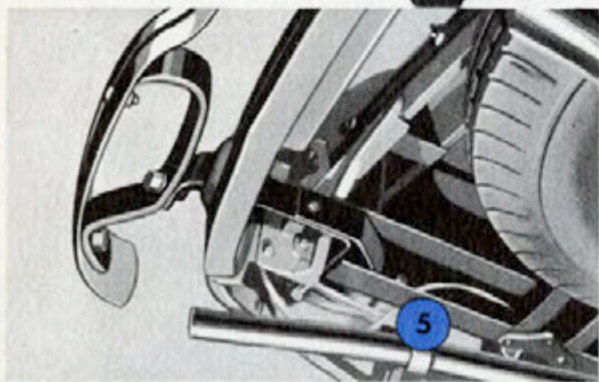
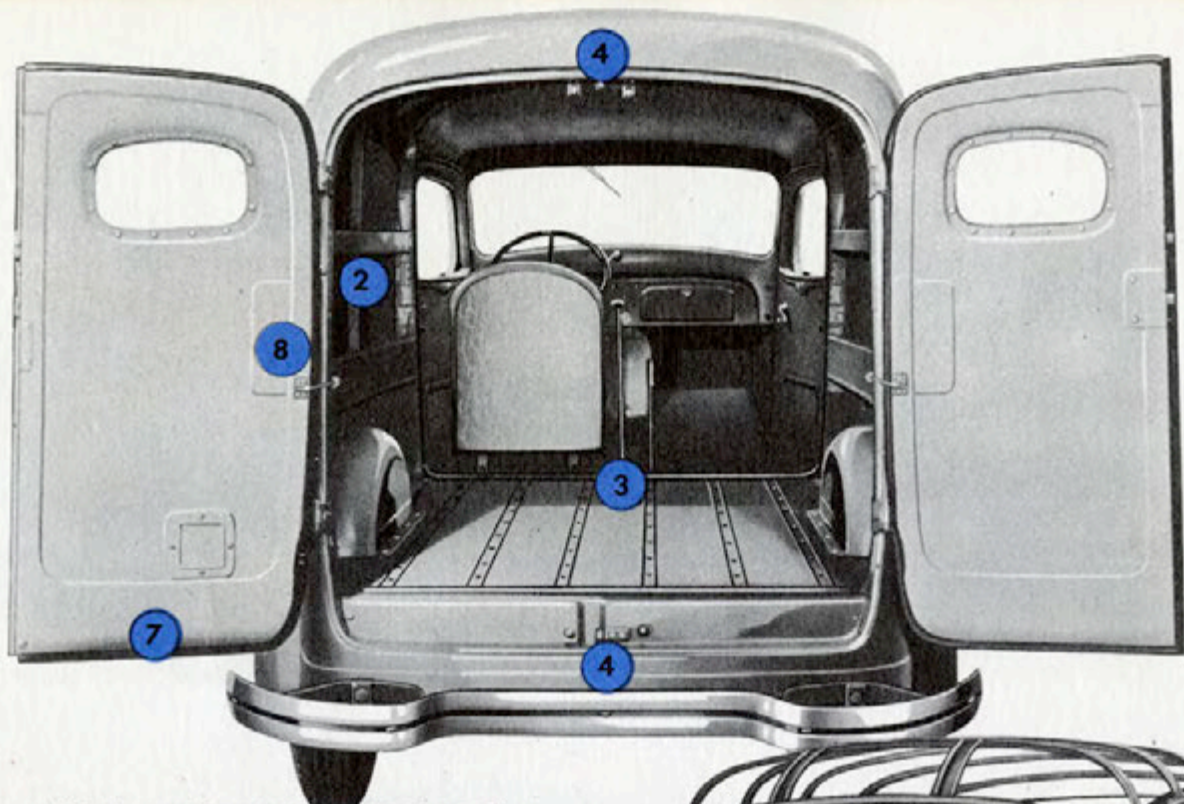
May be equipped with either single wheels or dual rear wheels. Shipping weight with cab, 3,390 pounds, s.w.; 3,490 pounds, d.w. Back of cab to center line of rear axle, 57¾ inches; back of cab to end of frame, 92¾ inches. Turning radius, 25½ feet. Transmission, four speeds, with opening for power take-off. Rear axle gear ratio, 5.43 to 1, or 6.17 to 1.

### 1½-TON CHASSIS

157-inch wheelbase

May be equipped with either single wheels or dual rear wheels. Shipping weight with cab, 3,435 pounds, s.w.; 3,560 pounds, d.w. Back of cab to center line of rear axle, 83¼ inches; back of cab to end of frame, 118½ inches. Turning radius, 30½ feet. Transmission, four speeds, with opening for power take-off. Rear axle gear ratio, 5.43 to 1, or 6.17 to 1.





#### PANEL BODY FEATURES

**1. ALL-STEEL BODY CONSTRUCTION**—The entire body structure is steel except the floor. Ribs and flanges strengthen the structure.

**2. INSULATION**—Panels and steel roof are insulated against heat and noise.

**3. FLOOR**—Load compartment floors are of wood, for silence and durability; skid-strips are steel, for long life.

**4. REAR DOOR LATCH**—Provides secure locking, top and bottom, of rear doors.

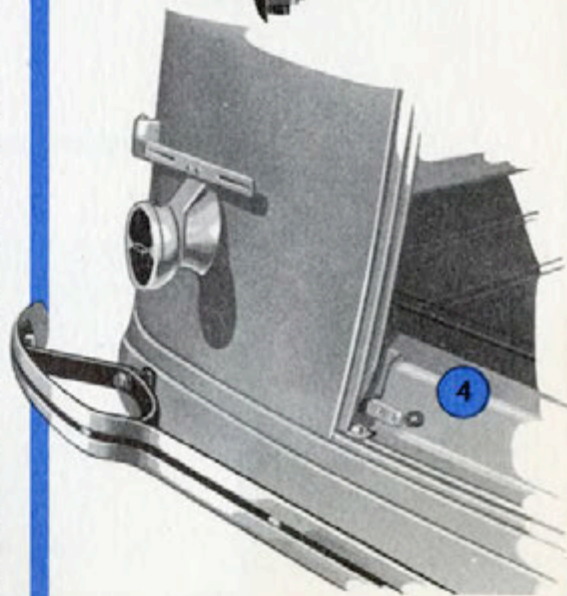
**5. BODY BRACES**—Attached underneath, they leave the floor unobstructed.

**6. DOME LIGHT**—The load compartment can be illuminated.

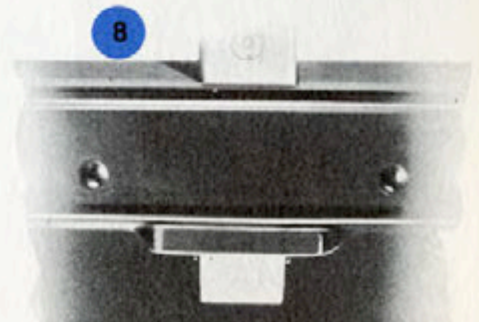
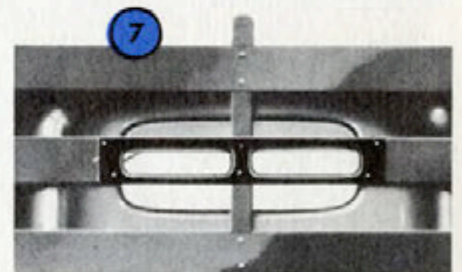
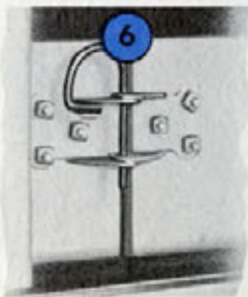
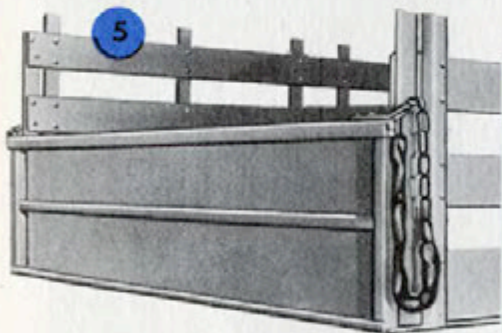
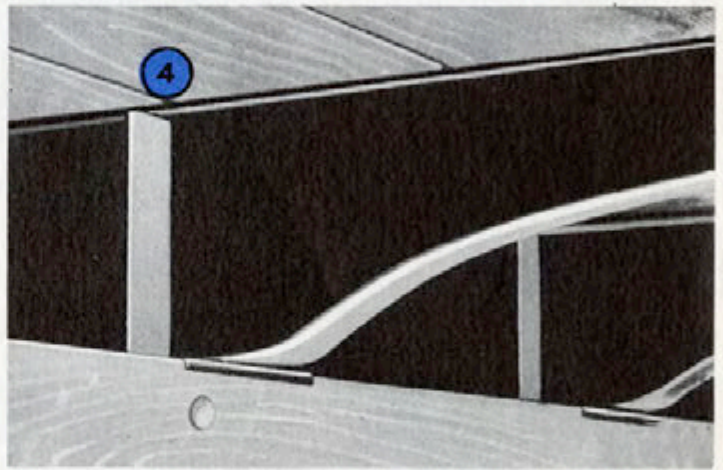
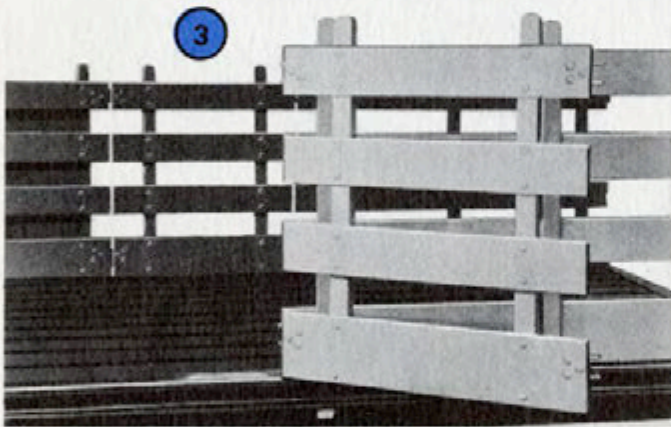
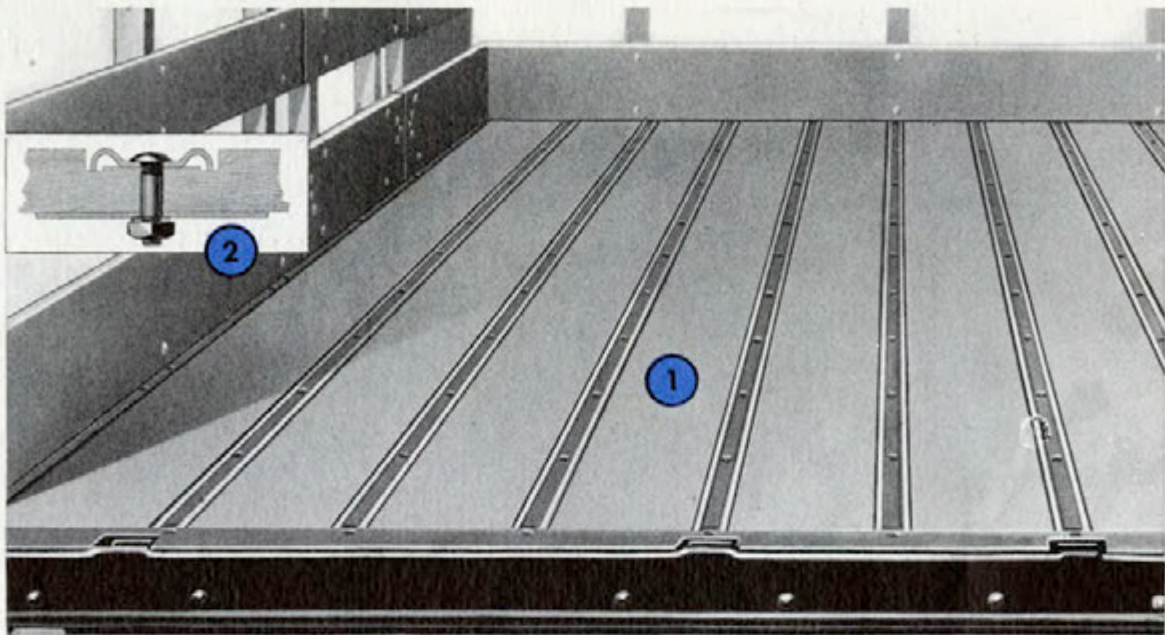
**7. WEATHER-SEAL**—Weatherstripping at the door openings excludes dust and moisture.

**8. DOOR-CHECK LINKS**—Keep doors open until pushed shut. (Half-ton.)

(Illustrations are of half-ton model.)



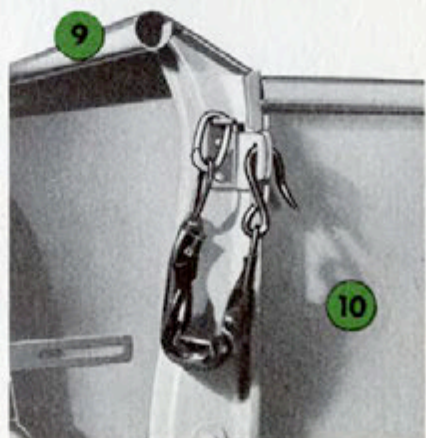
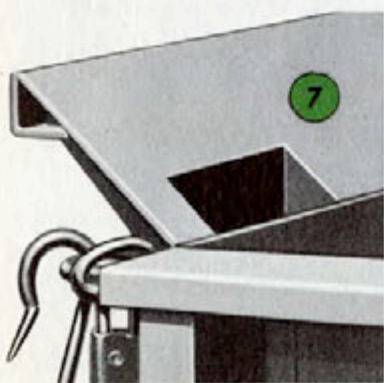
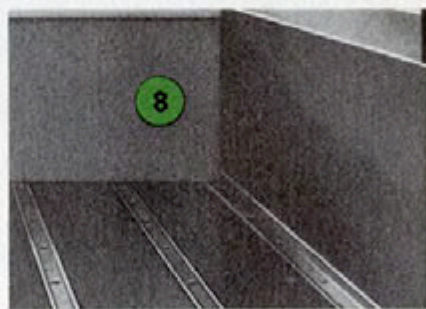
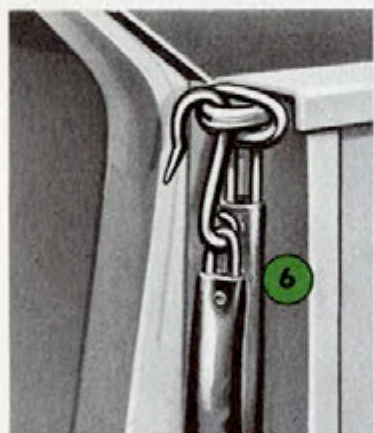
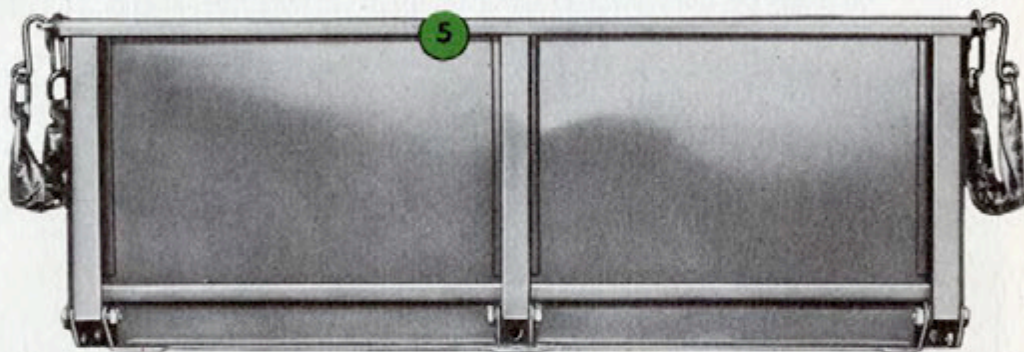
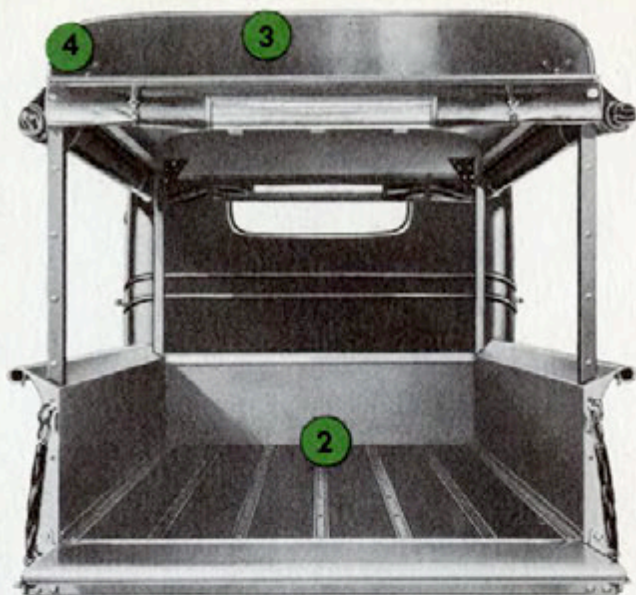
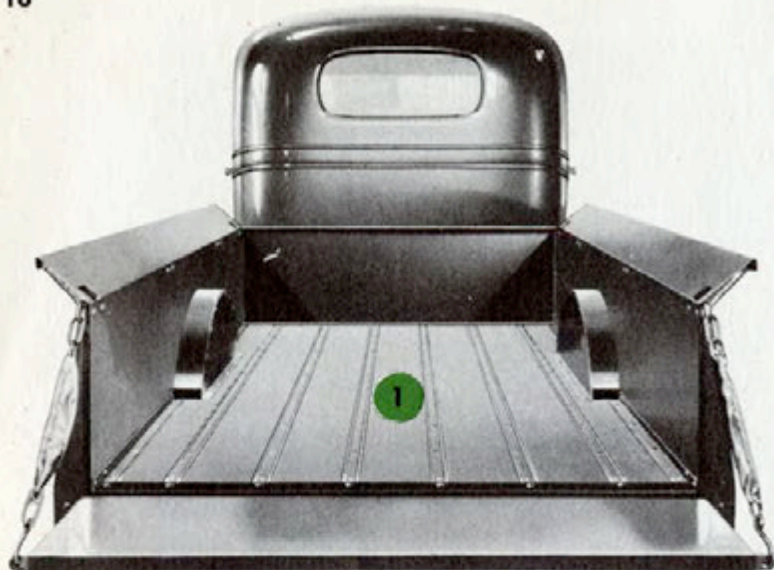




### STAKE BODY FEATURES

1. **PLATFORM CONSTRUCTION**—Heavy wood floor-boards are securely anchored by steel skid-strips.
2. **RECESSED FLOOR BOLTS**—Only the skid-strips project above the floor level.
3. **SWINGING SIDE-GATES**—Center stake section may be swung open or removed. (1½-ton trucks.)
4. **STEEL CROSS-SILLS**—Platform supported on strong, rigid cross-members.
5. **EXPRESS END-GATE**—The 157-inch wheelbase stake body may be fitted with a steel end-gate at a small extra charge.
6. **HINGE PINS**—Positive fastening, yet may be removed easily. (1½-ton trucks.)
7. **REAR-VISION PLATE**—Steel stamping through which the driver can see to the rear.
8. **STAKE POCKETS AND RUB-RAIL**—Stake pockets have strong braces. Steel rub-rail protects stakes and pockets.





#### PICK-UP BODY FEATURES

**1. 1½-TON LOAD SPACE** — The wide floor and high flare-boards make a body of large capacity, and facilitate loading.

**2. HALF-TON LOADING SPACE** — The floor is flat and unobstructed; flare-boards rise squarely from the floor. The full space is available for load carrying.

**3. CANOPY TOP** — Durable, easily installed. (Furnished for half-ton models only, at slight additional charge.)

**4. SIDE AND REAR CURTAINS** — Weatherproof material; quickly raised or lowered. (Furnished with half-ton Canopy top.)

**5. DURABLE END-GATES** — All-steel construction, strongly reinforced, the end-gates may be used to support extended loads.

**6. END-GATE FASTENINGS** — Strong hooks, attached to covered chains, provide secure fastening and strong support.

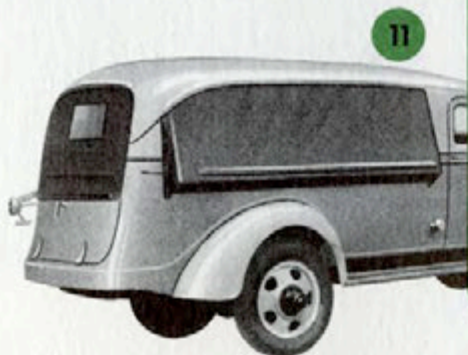
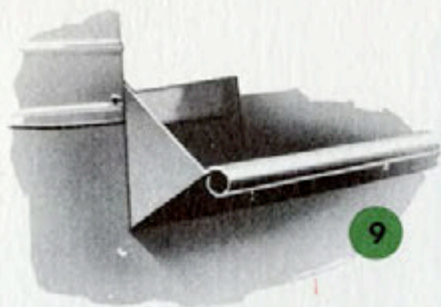
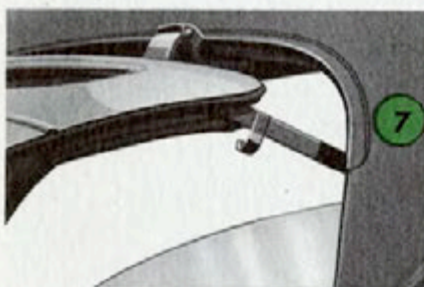
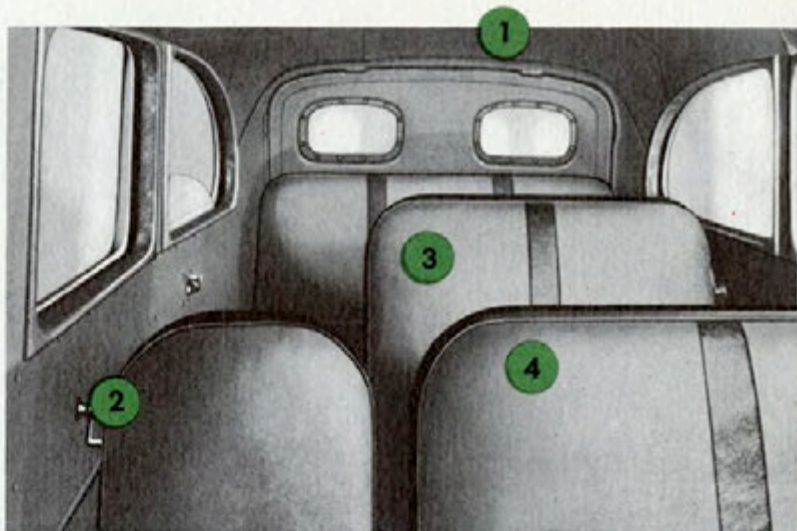
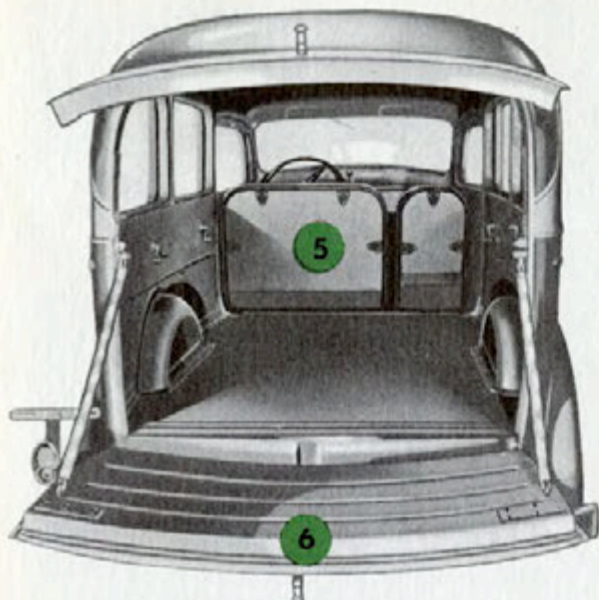
**7. FLARE-BOARDS** — Triangular section reinforcement means extra strength and durability (1½-ton).

**8. SMOOTH FLOOR** — Flat and unobstructed; skid-strips facilitate loading and prolong life.

**9. TUBULAR EDGED FLARE-BOARDS** — The edges are rolled for extra strength and to facilitate loading. (Half-ton.)

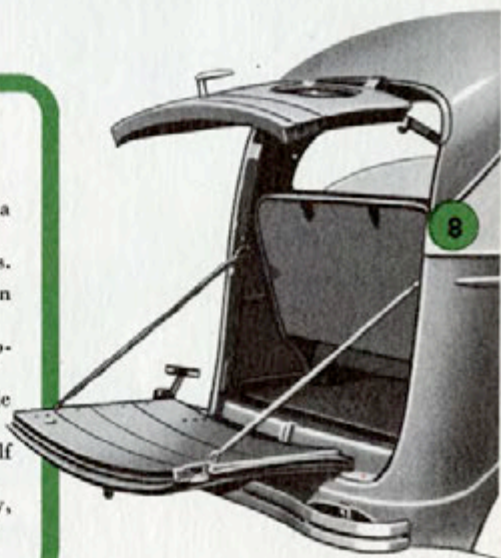
**10. ANTI-RATTLE** — On the half-ton, ¾-ton and 1-ton, cross-angle slots automatically wedge the hook securely in place.





#### CARRYALL SUBURBAN BODY FEATURES

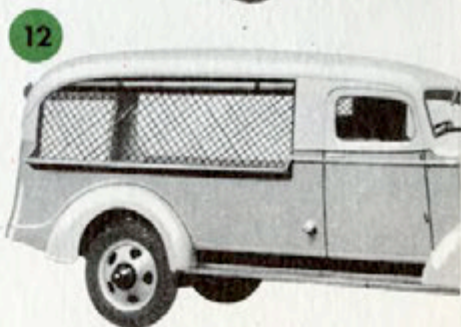
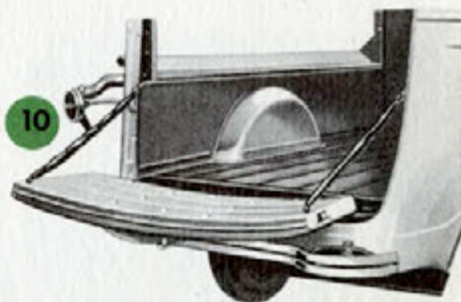
1. Entire interior is trimmed to give a passenger car finish.
2. Windows are equipped with crank lifts.
3. The wide, deep seats are trimmed in leather-type upholstery.
4. Tubular seat frames enhance the appearance and promote long life.
- 5-6. Seats are easily removed to provide space for dead loads.
7. A safety latch secures the upper half of the inner door when open.
8. The rear closure is divided horizontally, opening up and down.



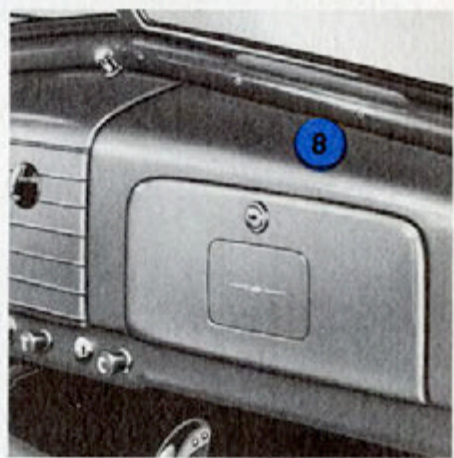
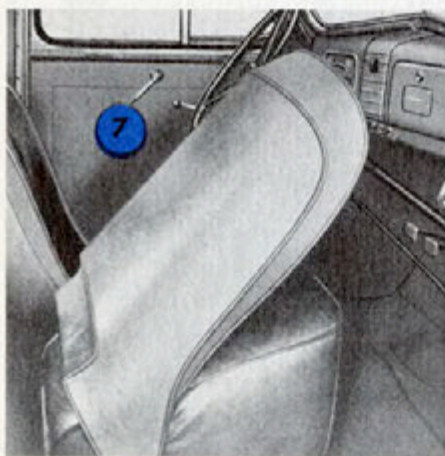
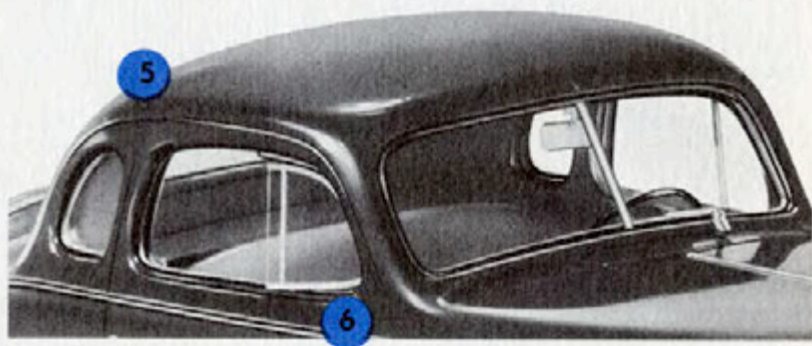
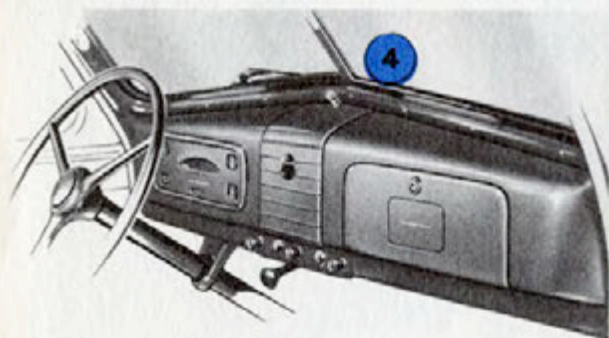
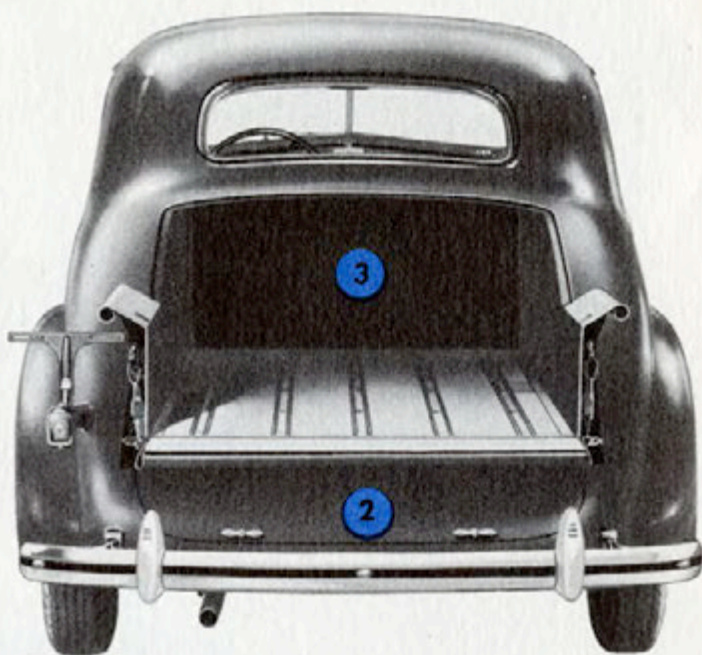
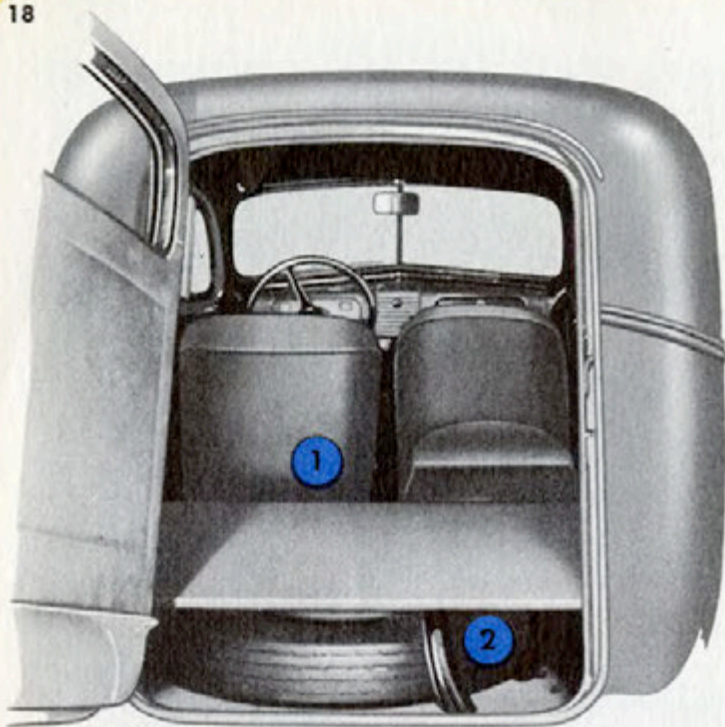
#### CANOPY EXPRESS BODY FEATURES

**STEEL BODY CONSTRUCTION**—Sides are braced and reinforced throughout. The seamless steel roof is reinforced with steel bows.

9. **FLARE-BOARDS**—Edges are tubular, for stiffness and durability.
10. **SLAM-TYPE END-GATE**—All-steel; latches automatically when closed.
11. **OILED DUCK CURTAINS**—Standard equipment for side and rear openings.
12. **SCREEN SIDES**—These protective screens are obtainable at a slight extra cost.







### SEDAN DELIVERY AND COUPE PICK-UP BODY FEATURES

**1. SEDAN DELIVERY LOAD SPACE**—Floor, cowl, panels and roof are welded together to form an all-silent, all-steel body of 77-cubic-foot load capacity.

**2. SPARE TIRE COMPARTMENT**—The wheel and tire are carried under the load platform, easily accessible.

**3. COUPE PICK-UP LOAD SPACE**—The deck is 66 $\frac{1}{4}$  inches long (inside measurement with tail-gate closed) by 38 $\frac{7}{8}$  inches wide. The flare-boards are 12 inches high.

**4. INSTRUMENT PANEL**—The indicator dials are directly before the driver. All controls are easily accessible.

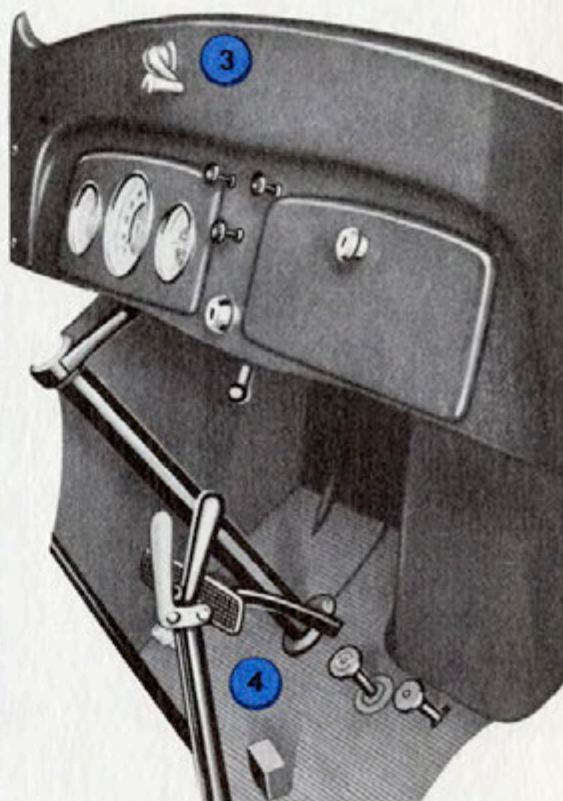
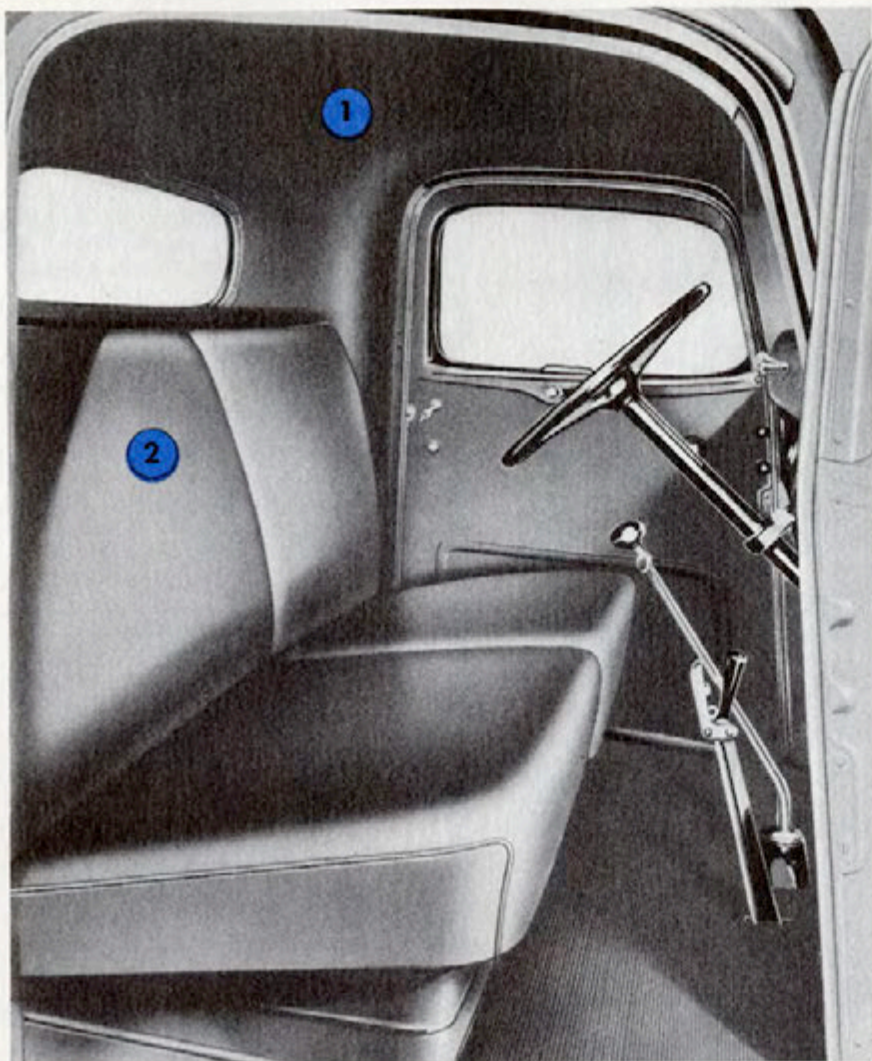
**5. TURRET TOP**—The roof is a single steel stamping, reinforced and insulated.

**6. NO DRAFT VENTILATION**—Air circulation is under complete control.

**7. EXTRA SEAT (SEDAN DELIVERY)**—The right-hand seat may be folded forward to facilitate front loading.

**8. PACKAGE COMPARTMENT**—The driver's record books and small packages may be kept under lock and key.





### ALL-STEEL CAB FEATURES

**1. TOP**—The smooth steel roof, strong and silent, is thoroughly insulated.

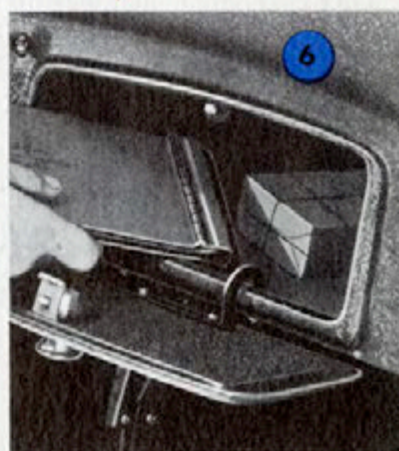
**2. DRIVER'S SEAT**—Inside the durable rubberized fabric upholstery are a latex-bound hair pad and resilient springs.

**3. INSTRUMENT DIALS**—The clear-vision indicators are directly before the driver.

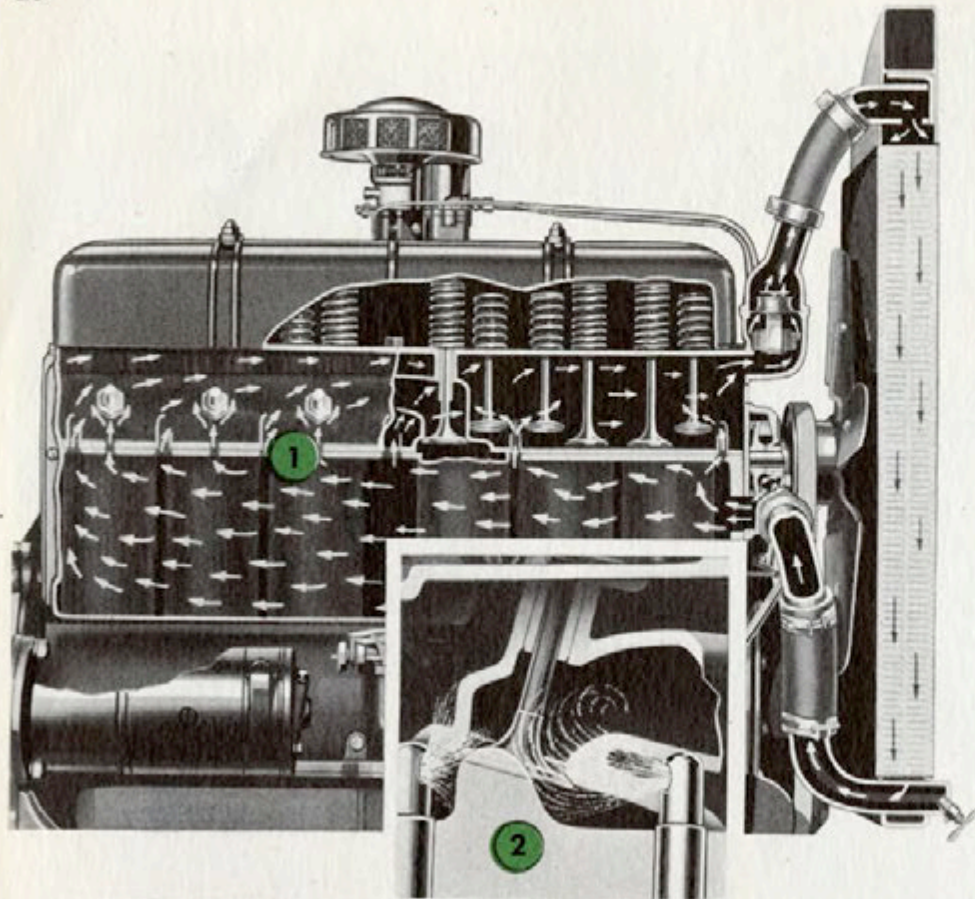
**4. CONTROLS**—Pedals and control levers are grouped for accessibility and easy operation.

**5. GAS TANK FILLER**—The occupants of the cab may remain seated as the gas tank is filled from outside the cab.

**6. PACKAGE COMPARTMENT**—A spacious compartment with locking cover adds much to the driver's convenience.







## FEATURES CHEVROLET HIGH- VALVE-IN-HEAD

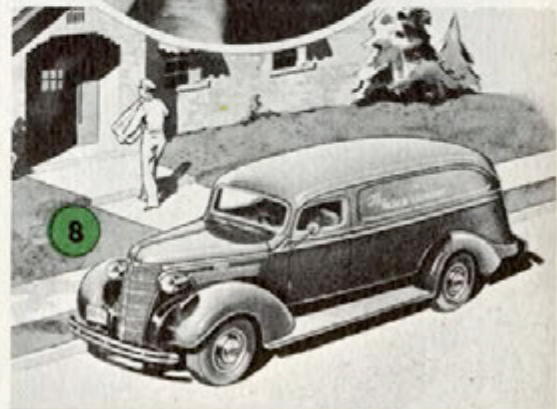
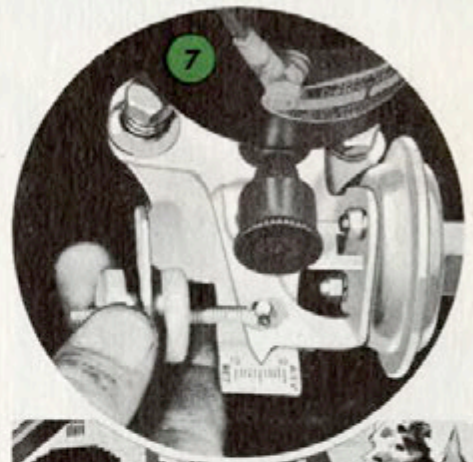
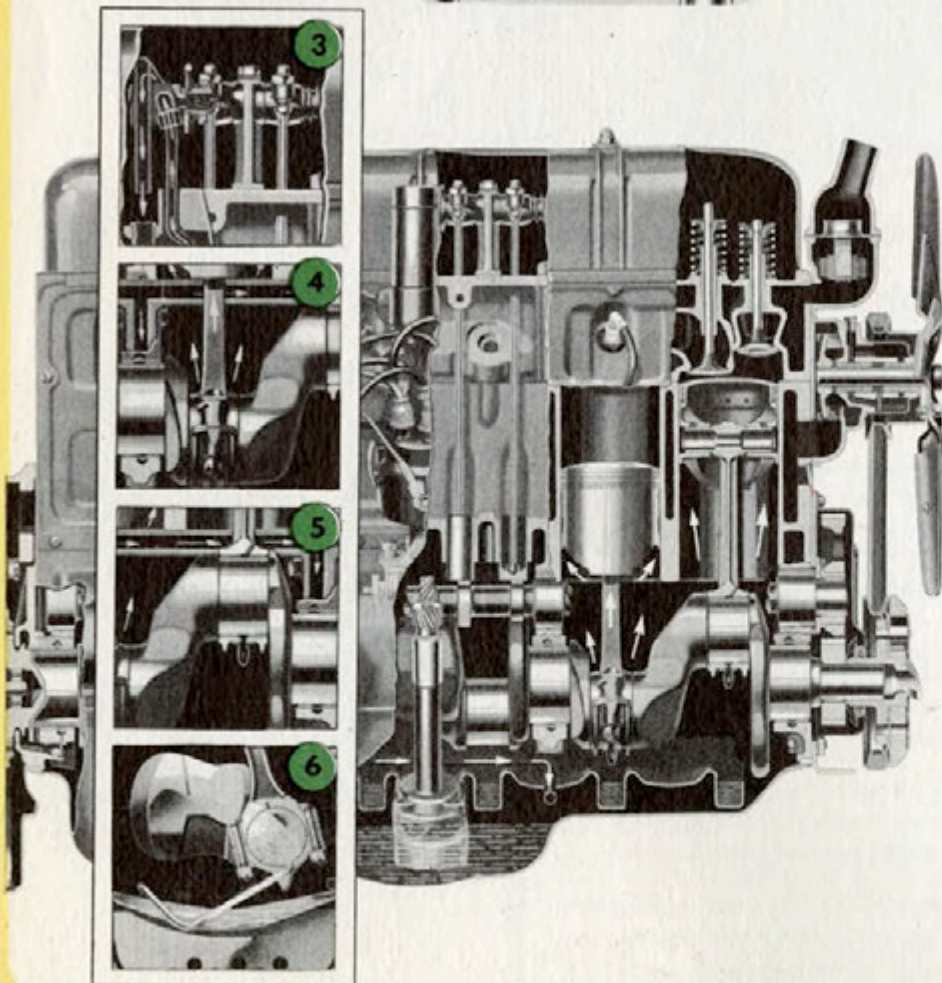
**1. FULL-LENGTH WATER JACKETS**—Each cylinder barrel is completely surrounded by water over its entire length; the piston, therefore, is always within water-cooled cylinder walls.

**2. VALVE SEAT COOLING**—Water forced through eight spray nozzles circulates constantly around the exhaust valve seats and prevents them from attaining excessively high temperatures.

**3-4-5-6. FOUR-WAY LUBRICATION**—(3) Oil through a water-jacketed tube supplies the valve-operating mechanism. (4) Piston pins and cylinder walls are constantly bathed in a heavy mist of oil. (5) Direct pressure oil supplies the crankshaft and camshaft bearings. (6) Connecting rods are lubricated at low speeds by oil picked up by dippers. At higher speeds, jets of oil under pressure are forced directly into the path of the connecting rod dippers.

**7. OCTANE SELECTOR**—It takes only a few seconds to adjust the ignition timing to suit any grade of fuel.

**8. ECONOMY ENGINE**—Chevrolet makes available to fleet owners a special Economy Model engine in which fuel consumption and engine speed are restricted to fit the needs of the owner.





## OF THE COMPRESSION TRUCK ENGINE

**9. VALVE-IN-HEAD**—The valve mechanism is on top of the cylinder head, readily accessible for adjustment. Extra power and maximum economy are attained by the compact arrangement of the valves directly over the piston.

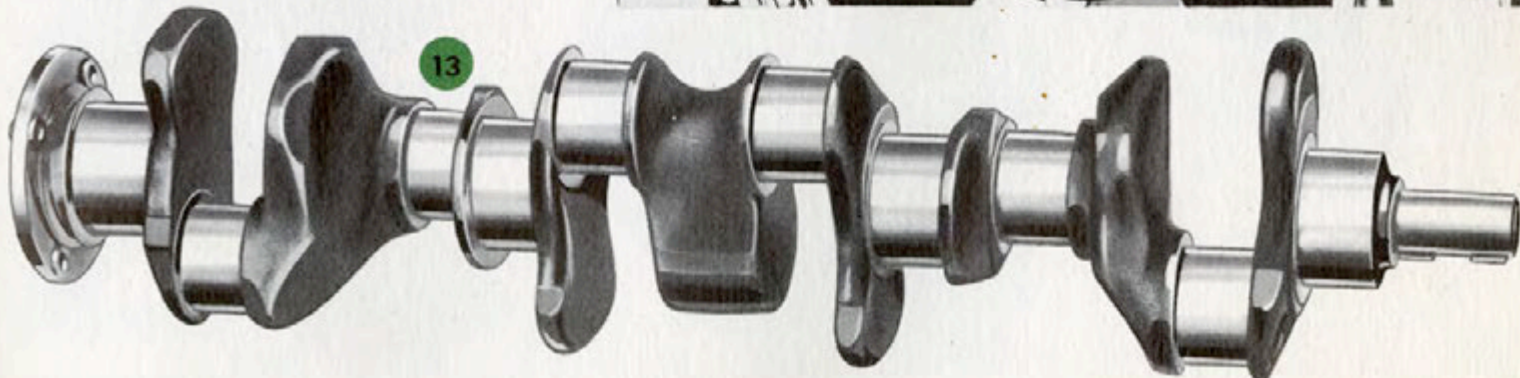
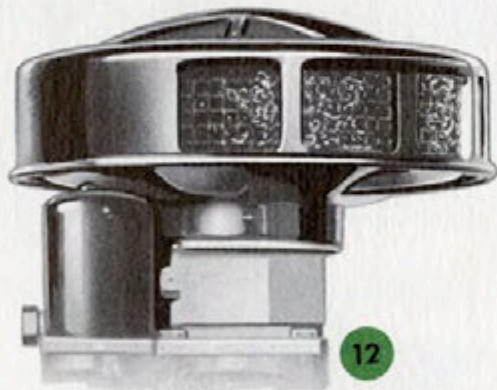
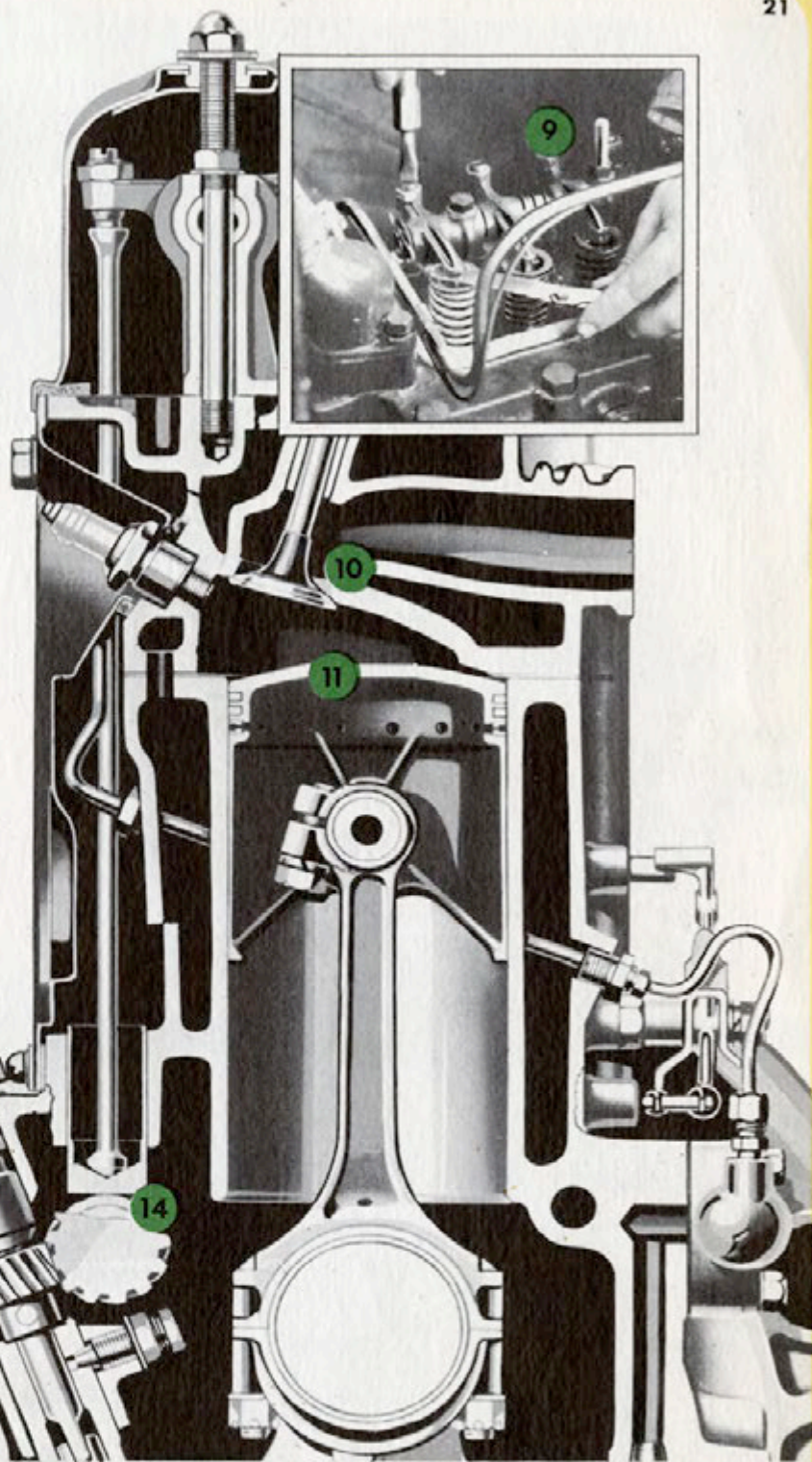
**10. BLUE-FLAME COMBUSTION**—The combustion chamber, of exclusive design, insures the economical utilization of fuel, which burns with a blue flame—indicating freedom from waste or detonation (roughness).

**11. DOME-HEAD PISTONS**—Chevrolet truck pistons are especially designed for strength and durability. Electroplating helps maintain their perfect fit.

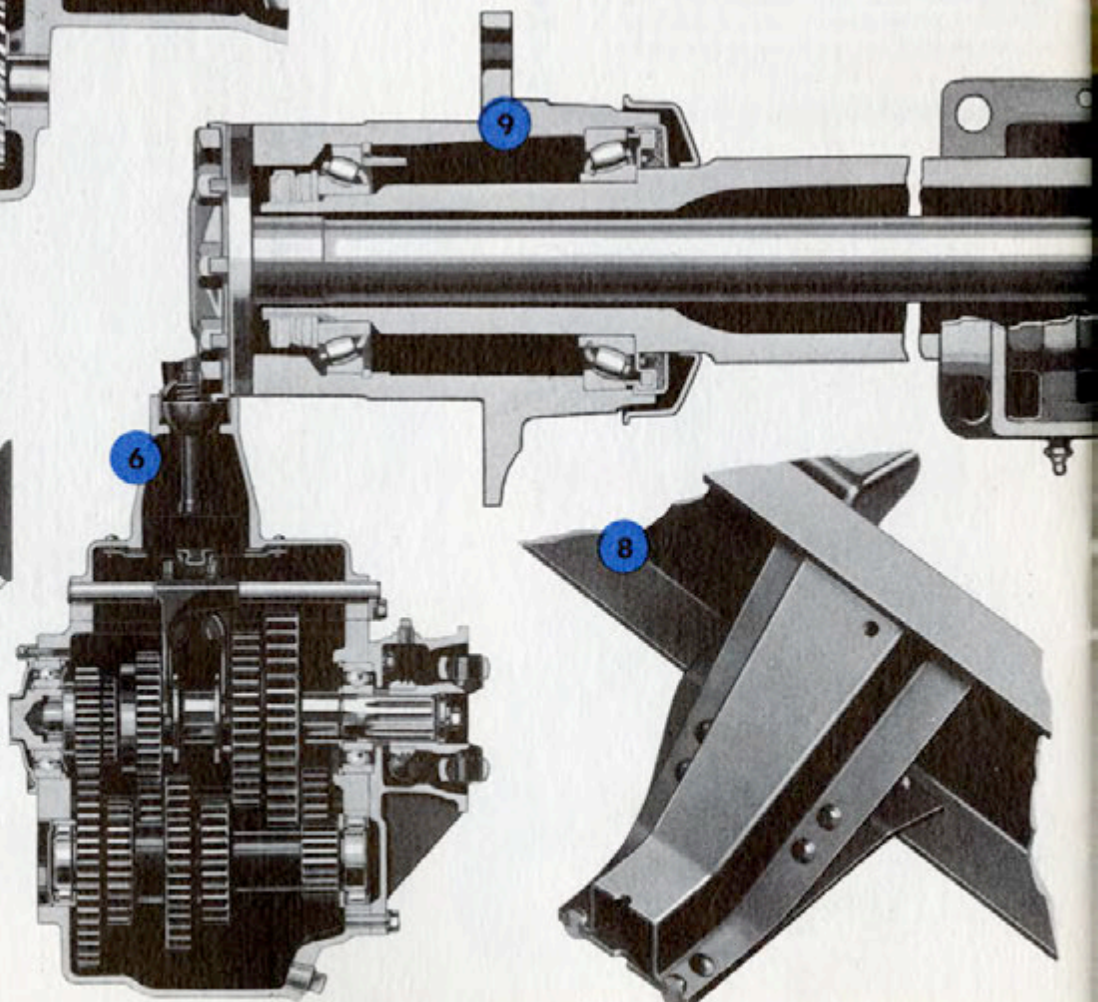
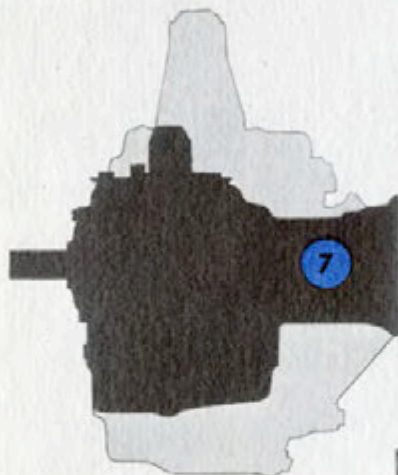
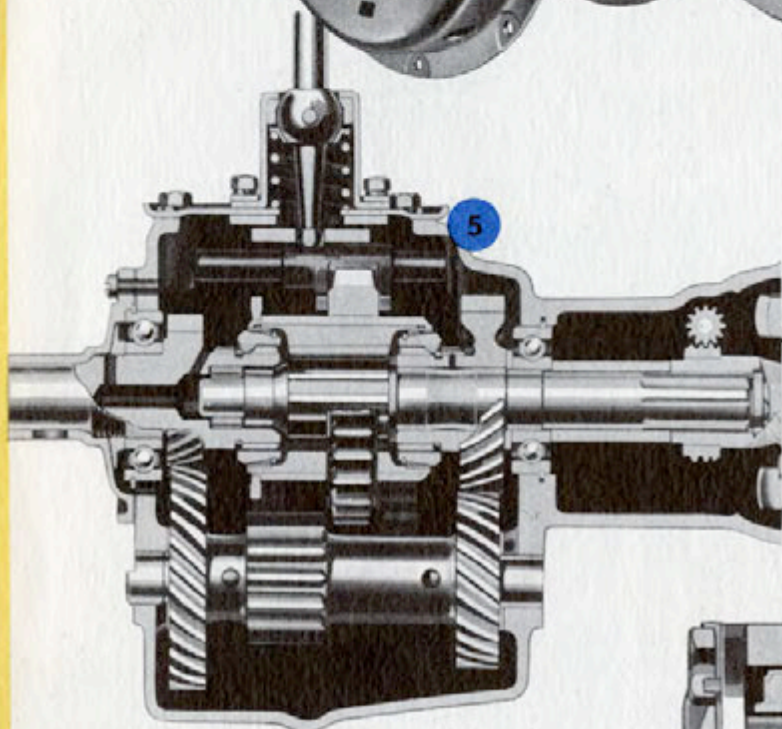
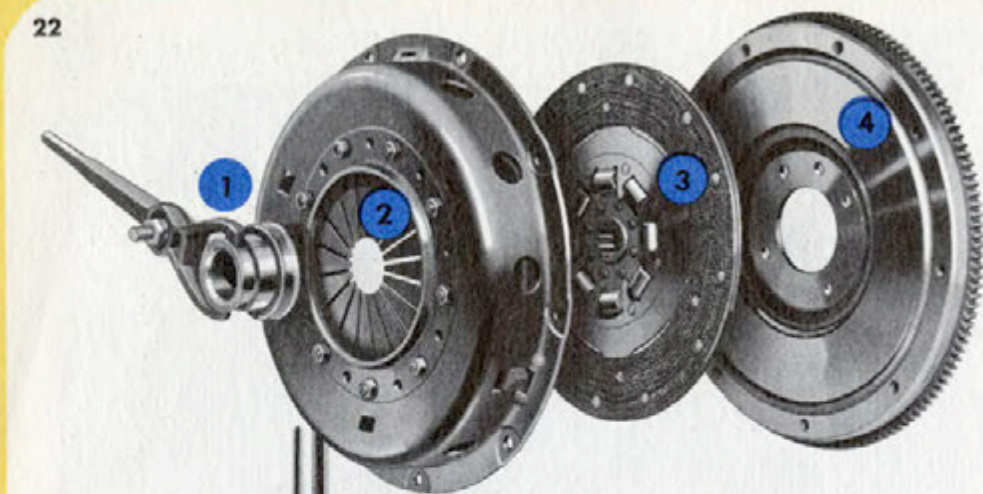
**12. AIR CLEANER**—Mounted above the down-draft carburetor, the air cleaner safeguards the engine from undue wear. The filtering element is readily removable for cleaning.

**13. FOUR-BEARING CRANKSHAFT**—This 68-pound crankshaft is forged with integral counterweights. Bearings are above the average in size.

**14. FOUR-BEARING CAMSHAFT**—Efficient operation and long life are assured by the alignment of the sturdy camshaft on four large bearings.







## CHEVROLET TRUCK

**1-2-3-4. CLUTCH**—All Chevrolet models offer the advantages of a clutch utilizing a single diaphragm disc spring, which takes the place of nine separate coil springs. The clutch is lighter in weight, smoother and more positive in action. The illustration shows (1) the ball bearing throw-out, (2) diaphragm spring in its cover, (3) the radial-wave clutch plate, and (4) the flywheel. In  $\frac{3}{4}$ -ton and larger models, a  $10\frac{3}{4}$ -inch plate is used; in the half-ton, a 9-inch plate.

**5. SYNCRO-MESH TRANSMISSION**—Positive action in gear-shifting is assured by the sturdy synchronizing device. A smooth-acting interlock device is an added safeguard. (The Syncro-Mesh transmission is regular equipment in models up to and including the 1-ton.)

**6-7. FOUR-SPEED TRANSMISSION**—This sturdy heavy-duty unit is regular equipment in  $1\frac{1}{2}$ -ton and school bus chassis, and may be installed (7) in other models, in place of the 3-speed transmission, at a small extra charge.

**8. FRAME CONSTRUCTION**—"Alligator-jaw" cross-member ends provide for secure attachment to the side-rails in all models.

**9. FULL-FLOATING REAR AXLE (1 $\frac{1}{2}$ -TON)**—The one-piece seamless steel housing, of alloy steel, carries the entire weight of the

SEE SPECIFICATIONS FOR DETAILS OF



## CHASSIS FEATURES

load—the drive-shafts have no other duty than to turn the rear wheels.

**10. PERFECTED HYDRAULIC BRAKES**—Chevrolet's braking system combines the many advantages of hydraulic brake actuation with the extra advantages that result from its exclusive design of brake shoe mechanism within the drums. Brakes vary in size according to vehicle capacity (see specifications).

**11. STRADDLE-MOUNTED PINION (1½-TON)**—Correct alignment of the drive pinion is maintained by two ball bearings, one of them mounted to the rear of the pinion.

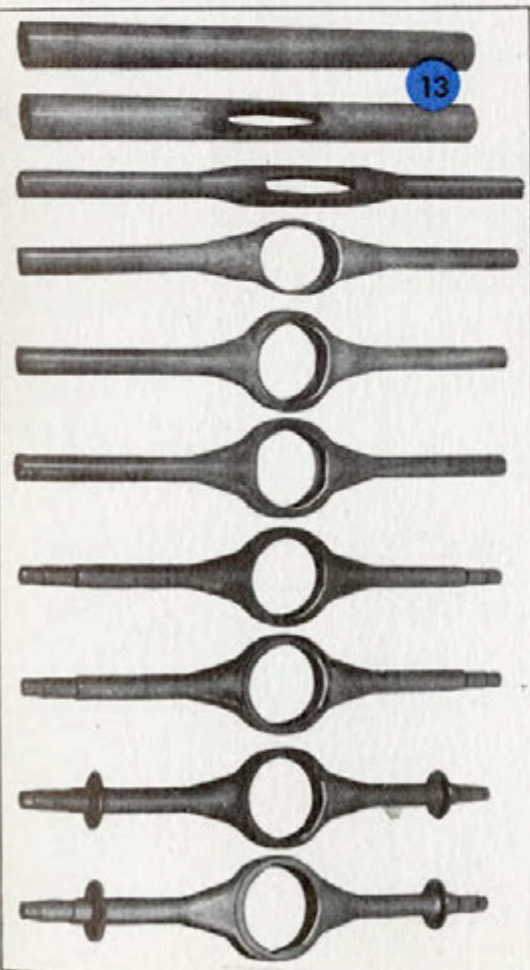
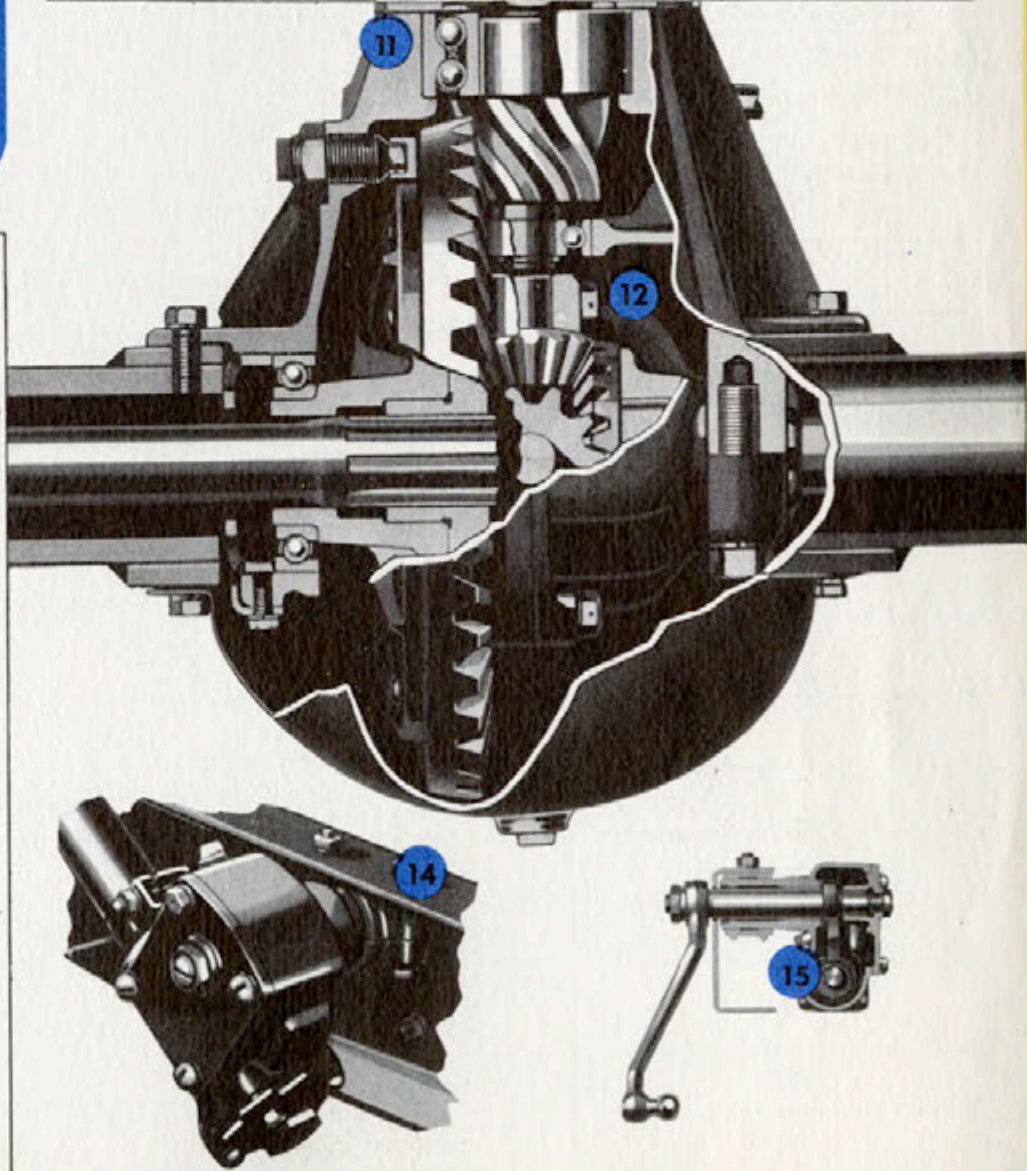
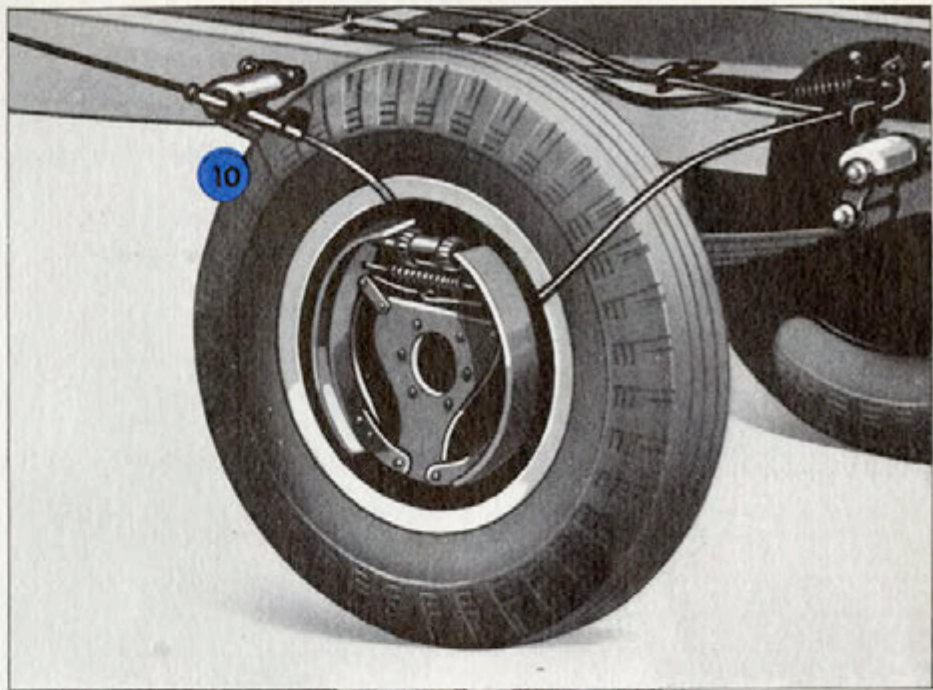
**12. FOUR-PINION DIFFERENTIAL (1½-TON)**—The heavy load delivered by the drive-shaft is transmitted through four differential pinions.

**13. ONE-PIECE HOUSING (1½-TON)**—This unit, noted for its strength, is formed from seamless heavy-wall tubing of alloy steel.

**14. STEERING GEAR**—The underslung worm-and-sector steering gear is securely bracketed inside the chassis side-rail flanges.

**15. STRADDLE-MOUNTED SECTOR**—Accurate alignment results from mounting the steering-gear sector between large bearings.

THE UNITS ILLUSTRATED ON THIS PAGE





# SPECIFICATIONS

## ENGINE

Six-cylinder valve-in-head— $3\frac{1}{2}$ " bore and  $3\frac{1}{4}$ " stroke. S.A.E. rated horsepower, 29.4. Brake horsepower, 78 at 3200 r.p.m. Rated torque capacity, 170 foot-pounds at 850 to 1550 r.p.m. 85 h.p. at 3200 r.p.m., Sedan Delivery and Coupe Pick-up.

- (a) *Crankcase and Cylinder Block*—Cylinder block cast en bloc (including upper half of crankcase); head detachable.
- (b) *Crankshaft*—Drop-forged steel, heat-treated, 4 main bearings.
- (c) *Camshaft*—Drop-forged steel, case-hardened, four bearings.
- (d) *Connecting Rods*—Drop-forged steel, heat-treated;  $6\frac{1}{4}$ " long, center to center.
- (e) *Lubrication*—Combination direct pressure, pressure stream and splash system. Gear-type oil pump.

(f) *Cooling*—Centrifugal water pump, 4-blade fan. Water capacity, 14 quarts.

(g) *Carburetion*—Specially designed,  $1\frac{1}{4}$ " Carter down-draft carburetor.

(h) *Air Cleaner and Flame Arrester*—AC type.

(i) *Ignition*—Delco-Remy. Octane selector.

(j) *Generator*—Delco-Remy.

(k) *Starting Motor*—Delco-Remy.

(l) *Engine Suspension*—Rubber mountings.

(m) *Piston*—Slipper type—tin-plated cast-iron. 3 rings above pin—pin bosses are bronze-bushed.

(n) *Valves*—Intake,  $1\frac{1}{4}$ "; exhaust,  $1\frac{1}{8}$ ", outside diameter.

(o) *Crankcase Breather*—Fumes are exhausted by a suction tube to the outside of underpan.

**RADIATOR**—Harrison ribbed cellular core.

## GROSS ALLOWABLE WEIGHTS

(including chassis, cab, body, driver and payload)

Half-ton—6.00-16, 4 ply tires	4400 lb.
Half-ton—15" (7.50-15), 6 ply tires	4600 lb.
$\frac{3}{4}$ -ton—15" (7.50-15), 6 ply tires	5200 lb.
1-ton—7.00-17, 6 ply tires	5800 lb.

1 $\frac{1}{4}$ -ton (131 $\frac{1}{2}$ ", 157" wheelbases.)			
Rear Wheels	Rear Tires	Gross Weight	With Helper Springs
Single	32x6, 8 ply	7600 lb.	
Dual	6.00-20, 6 ply	9300 lb.	
Dual	32x6, 10 ply		11,300 lb.*
Dual	7.50-20, 8 ply		11,300 lb.*

\*13,300 lb. with governor limiting speed to 45 m.p.h., and front tires 6.50-20, 6 ply, or larger.

	Sedan Delivery	Coupe Pick-up	Half-Ton	$\frac{3}{4}$ -Ton	1-Ton	1 $\frac{1}{4}$ -Ton	1 $\frac{1}{2}$ -Ton	Chassis for School Bus
Wheelbase	112 $\frac{1}{4}$ "	112 $\frac{1}{4}$ "	112"	122 $\frac{1}{4}$ "	122 $\frac{1}{4}$ "	131 $\frac{1}{4}$ "	157"	201"
Back of cab to center line of rear axle			38 $\frac{1}{4}$ "	48 $\frac{1}{2}$ "	48 $\frac{1}{2}$ "	57 $\frac{1}{4}$ "	83 $\frac{1}{4}$ "	
Center line of rear axle to end of frame			38 $\frac{1}{4}$ "	38 $\frac{1}{4}$ "	38 $\frac{1}{4}$ "	34 $\frac{1}{4}$ "	34 $\frac{1}{4}$ "	77 $\frac{1}{4}$ "
Back of cab to end of frame			76 $\frac{1}{2}$ "	86 $\frac{1}{4}$ "	86 $\frac{1}{4}$ "	92 $\frac{1}{2}$ "	118 $\frac{1}{2}$ "	
Turning radius	20'	20'	19.5'	21'	21'	25.5'	30.5'	
Approximate chassis shipping weights in pounds	Single wheels	2810	2829	2190	2410	2580	3030	3075
	Dual wheels						3120	3200
	With cab, single wheels			2575	2780	2950	3390	3435
	With cab, dual wheels						3490	3560
Clutch	Disc	9"	9"	9"	10 $\frac{1}{4}$ "	10 $\frac{1}{4}$ "	10 $\frac{1}{4}$ "	10 $\frac{1}{4}$ "
	Type	Dry single-plate, completely enclosed. Diaphragm type spring.						
Transmission	Selective Synchro-Mesh type, 3 speeds forward, 1 reverse.				Selective sliding gear, 4 speeds forward, 1 reverse.			
	4-speed transmission available on these models at extra cost.							
Propeller Shaft	Tubular steel with solid ends.			Coupling shaft connects transmission and propeller shaft with heavy-duty truck universal joints. Also allows for power take-off.			Two Coupling shafts connect transmission and propeller shaft with 3 heavy "U" joints.	
Universal Joints	Yoke and ring type.			All-metal type, drop-forged steel yokes.				
Steering Gear	Semi-reversible; worm and roller.		Semi-reversible, roller bearing worm and straddle-mounted sector type. 17" steering wheel.					
Frame	4 $\frac{1}{2}$ " deep 3 $\frac{1}{2}$ " flanges $\frac{1}{2}$ " box-section 4 cross-members		5 $\frac{1}{4}$ " deep 2 $\frac{1}{4}$ " flanges $\frac{1}{4}$ " channel 5 cross-mbrs.		5 $\frac{1}{2}$ " deep 2 $\frac{1}{4}$ " flanges $\frac{1}{4}$ " channel 5 cross-members		7" deep 2 $\frac{1}{2}$ " flanges $\frac{1}{2}$ " channel 5 cross-mbrs.   6 cross-mbrs.	
	7 $\frac{1}{8}$ " deep 2 $\frac{1}{2}$ " flanges $\frac{1}{4}$ " channel 8 cross-members							
Front Spring	Semi-elliptic, 36" long 1 $\frac{3}{4}$ " wide 8 leaves   9 leaves		Semi-elliptic, 36" long 1 $\frac{3}{4}$ " wide 8 leaves		Semi-elliptic, 36" long 1 $\frac{3}{4}$ " wide 9 leaves		Semi-elliptic, 36" x 1 $\frac{3}{4}$ " 11 leaves	
Rear Spring	Semi-elliptic 49" long 1 $\frac{3}{4}$ " wide 8 leaves		Semi-elliptic 54 $\frac{1}{2}$ " long 1 $\frac{3}{4}$ " wide 8 leaves		Semi-elliptic 45" long 2" wide 8 leaves   9 leaves		Semi-elliptic, 45" long 2 $\frac{1}{2}$ " wide 10 leaves Special soft-riding springs 8 leaves. Standard on 131 $\frac{1}{2}$ " w.b. Panel.	
							Semi-elliptic progressive type 45" long, 2 $\frac{1}{2}$ " wide 13 leaves	
Front Axle	Drop-forged, heat-treated "I" beam. New Departure ball bearings in wheels.				Heavy-duty drop-forged "I" beam.		Extra-heavy drop-forged "I" beam. Roller type kingpin thrust bearing.	
Rear Axle	Hypoid semi-floating		Semi-floating, spiral bevel gear, 4.111 to 1. One-piece tubular steel house.		Full-floating, 4-pinion differential, straddle-mounted pinion. One-piece seamless steel housing.			
Brakes	Hydraulic service brakes, front and rear, double-articulated shoe, internal-expanding. Mechanical emergency brakes cut in on rear wheels.							
Wheels	11" drums, front and rear, 1 $\frac{3}{4}$ " lining.				11" front drum 14" rear drum		14" front drums, 16" rear drums, 2" front lining, 3" rear lining.	
	Short-spoke steel disc, integral drop-center rims.				Pierced disc lock ring rim.		Heavy dual-type pressed steel wheels—lock ring rim.	
Fuel Tank	18 gallon		16 gallon 18 gal. in cab		18 gallon, filler outside on right-hand side of truck.			

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 General Motors Installment Plan—monthly payments to suit your purse. Accessories on all trucks and spare tires on 1 $\frac{1}{4}$ -ton models are at extra cost.