

NEW HIGH TORQUE POWER!

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New Easy-View Styling!

NEW EFFICIENCY!



NEW 1962 CHEVROLET TRUCKS ARE HERE!

See Your Local Authorized Chevrolet Dealer

For '62, more than ever before . . .

IT'S CHEVROLET'S BUSINESS TO KNOW YOUR BUSINESS

(and build the best truck for the job!)

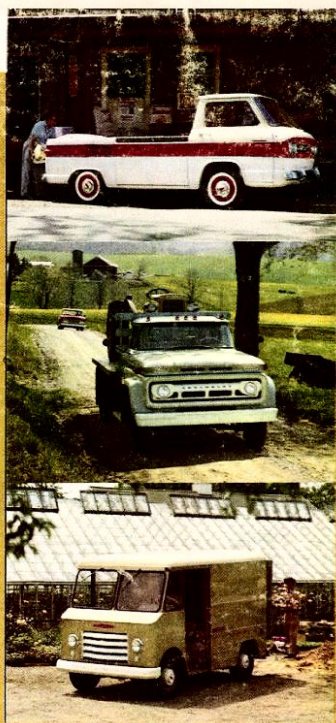


The men who build Chevrolet trucks make it their business to know *jobs* as well as trucks. To know *your* job—the kind of truck it takes, the kind of components it requires.

These men are experts—the best in the business. Their aim is two-fold: (1) to provide *quality* trucks at reasonable prices and (2) to provide the *right* trucks for specific types of work.

You're on safe ground when you invest in a work vehicle designed and built by Chevrolet—a 1962 *Jobmaster* truck with new High Torque power, new Easy-View styling, new Job-Matched efficiency, a new world of worth!

1962 CHEVROLET JOBMASTER TRUCKS



CHEVROLET

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KENNY ROSS CHEVROLET, INC.

1103 Western Avenue

Phones CE. 1-3600, CE. 1-4036

JOB-MATCHED LIGHT-DUTY MODELS



1962 STEPSIDE PICKUPS—Five husky models with convenient side running boards, GVW's from 4,300 to 7,800 lbs., wheelbases of 115, 127 and 133". Bodies up to 108 inches provide ample room for bulky loads. Independent Front Suspension gives a smooth ride that saves on truck wear, cargo damage, and maintenance. High Torque 6-cylinder or V8 engines supply plenty of low-cost power.



1962 FLETSIDE PICKUPS—New Easy-View styling pays off in both prestige appearance and safer, easier driving! Three models with tough, double-walled lower side panels provide bodies up to 98 inches long and a full 6 feet wide. Wheelbases range from 115 to 127", GVW's go up to 7,800 lbs., Comfort-King cab makes a day's work less fatiguing. And there's sure-saving power, 6 or V8!



1962 PANELS—Newly styled, sturdy-built and spacious, three big panel models for '62 offer up to 231 cubic feet of cargo with GVW ratings as high as 7,800 lbs. For economical, dependable power, Chevy's famous High Torque 235 Six-cylinder engine is standard; also, the hard-working High Torque 261 Six and 283 V8 are optional at extra cost. High, wide rear doors and low floor height ease loading.



1962 SUBURBAN CARRYALLS—Just the ticket if you mix work with pleasure! Two big models combine station wagon styling with panel truck utility. They're the most versatile of vehicles; carry up to 8 adults—or 950 lbs. of payload with the seats removed. Either station wagon or panel type rear doors can be specified. Carryall is also available with 4-wheel drive to provide up to twice the traction.

New, wider choice of High Torque power!

New for '62!—three famous work-proved engines for the Chevy light-duty line! Standard in all conventional models is the sure-saving High Torque 235 Six, the most widely used truck engine in the history of hauling. And for 1962, the extra-durable 150-h.p. High Torque 261 Six is available at extra cost. Here's High Torque power plus proved 6-cylinder economy—a combination that can put you money ahead on tough runs! And, for the extra punch of V8 power, Chevy's High Torque 283 V8 is available at extra cost.



HIGH TORQUE 261 SIX



HIGH TORQUE 235 SIX



HIGH TORQUE 283 V8

1962 STEP-VAN 7—It's route-ready, roomy, rugged with 211 cu. ft. of load space astride an easy-handling 102-inch wheelbase, powered by the economy-minded High Torque 235 Six. Also available for dollar-saving deliveries are Chevrolet regular Step-Vans and forward control chassis models to suit many special bodies.



CHEVROLET TRUCKS ARE BUILT TO KEEP RUNNING

JOB-MATCHED '62 MEDIUM-DUTY MODELS

with more earning power than ever before!

■ There's a bigger, stronger High Torque 327-cu.-in. V8* for Series 60 . . . new diesel power . . . famous, work-proved 6's and V8's for every truck in this *long* lineup! (The Chevrolet High Torque 235 Six is standard in Series 40 and 50; standard power for Series 60 is the husky Chevy High Torque 261 Six.) Every model gives you new Easy-View styling, advanced Independent Front Suspension, a sturdy, roomy cab—and tailored-to-the-job components, such as these: *Tough-built frames* with massive K-brace crossmembers and high-strength steel construction; *wide range variable-rate rear springs*† that offer high load capacity and a smooth ride, whether the truck's empty or loaded; *smooth 4-speed Synchro-Mesh transmissions* standard (fully automatic Powermatic is available as an extra-cost option in most models); *rugged rear axles* in capacities up to 17,000 lbs.; *king-sized brakes*, vacuum-hydraulic boosters standard in virtually every model—Air-Hydraulic brakes for Series 60*; *strong disc and cast-spoke wheels*. There's extra medium-duty strength and stamina designed in everywhere you look . . . more evidence that when Chevy builds a truck, it's a *truck!*

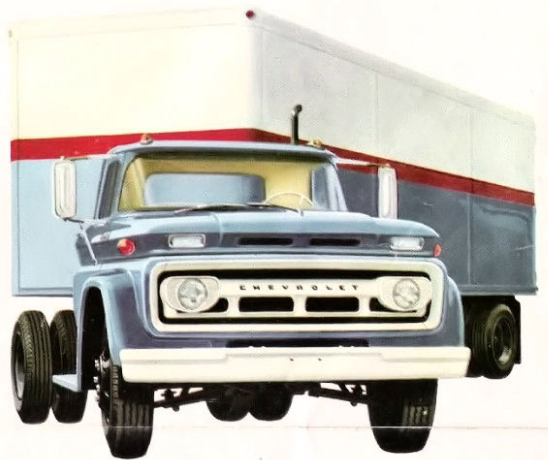


High Torque 261 Six

*Optional at extra cost.
†Series 50 and up.



1962 CONVENTIONAL-MODEL MIDDLEWEIGHTS—58 models with GVW's ranging from 14,000 to 19,500 lbs.—built-to-last trucks that know how to squeeze bonus earnings out of tight budgets. New Easy-View styling adds to appearance and driving safety; new wider range of High Torque power assures you of an engine built for less expense in *your* kind of work. Advanced-design standard equipment includes work-proved Independent Front Suspension and Comfort-King Cab.

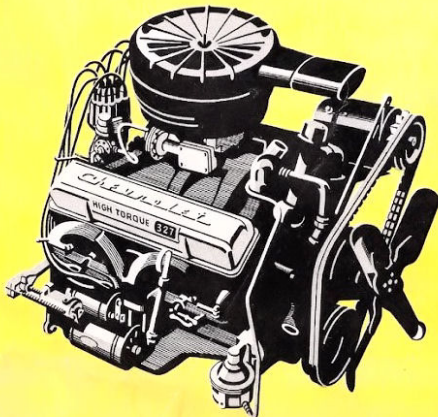


Series D60 Diesel shown here

1962 MEDIUM-DUTY LOW CAB FORWARD TRUCKS—Newly styled, newly powered, these new Chevrolet LCF models (there are 18 of them to choose from) give you extra payload capacity and better maneuverability. Only 93¼ inches long from bumper to back of cab—or 90 inches on tractor models—they are short enough to haul a 40-foot trailer without exceeding 50-foot length limits. And the *short* Low Cab Forward wheelbase means easier handling.

NEW HIGH TORQUE V8 POWER!

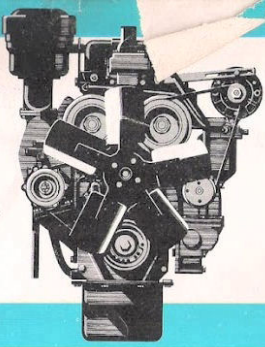
NEW HIGH TORQUE 327-CU.-IN. V8—It's the biggest Chevy medium-duty engine yet, with more power and hard-pulling torque to keep maximum payloads rolling at minimum cost. Check the specs and you'll see scores of reasons for *efficient* performance: 185 gross h.p., 305 ft.-lbs. of gross torque, durable precision bearings, fuel-metering Power-Jet carburetor, aluminized inlet valves—premium components from top to bottom! It's optional at extra cost in Series 60 and 60-H. Economical heavy-duty High Torque 261 Six is standard in these models.



1962 MEDIUM-DUTY TILT CAB TRUCKS—The latest in cab forward design—8 *Jobmaster* tilts, only 72" from bumper to back of cab, with engine accessibility no other type of truck can match. Triple-safe locking system anchors cab down securely; a torsion-bar spring makes tilting nearly effortless. Gearshift and control linkages, located in stationary island, stay in adjustment despite cab tilting.



CHEVROLET TRUCKS ARE BUILT TO KEEP WORKING



New Diesel Power! Chevrolet-GM 4-53 Diesel For '62 Chevrolet teams with the most advanced truck power plant in the industry, in a pace-setting new lineup of medium-duty money-savers. With General Motors' rugged 4-53 Diesel engine, all the performance and economy advantages of diesel power can now be realized in full in this weight class. This engine combines compact proportions, lightweight toughness and high performance to the highest degree. And the fuel economy, low upkeep and dependability it delivers in hard-pressed, high-mileage operation more than live up to traditionally high diesel engine standards. In a Chevy Diesel you get all this in the most advanced truck chassis going, specially engineered throughout to make the most of diesel power's special advantages.



■ **D60 AND D60-H MODELS FOR EVERY MIDDLEWEIGHT HAUL**—Chevy Diesels come in five wheelbase sizes, with GVW's ranging from 15,000 up to 23,000 lbs. Now you can dieselize your meanest medium-duty job with a model made-to-measure for it, and take full advantage of diesel power's saving ways. Series D60 Diesels, with GVW's up to 19,500 lbs., feature the rugged 15,000-lb. Chevrolet rear axle, plus Chevy's road-smoothing Independent Front Suspension system with a full 5,000-lb. capacity. And extra-duty springs are standard, front and rear. In the heavy-duty D60-H series you get a big 17,000-lb. Eaton two-speed rear axle as standard equipment, with 7,000 lbs. of front suspension capacity. In all models, transmission and rear axle gearing is tailored to the diesel's special brand of high torque horsepower, for best overall performance under all road and load conditions. All in all, they're engineered to deliver the goods like no other kind of medium-duty truck can. If your tough jobs are giving you equipment headaches because of high mileages, heavy loads, tight schedules or tough stop-and-go duty, check out the Chevy Diesel that's right for you!

| SPECIFICATIONS | | | | |
|--------------------------------|---|---------------------------|-----------------------------|----------------------------|
| | SERIES D60 | Series D60 Options* | SERIES D60-H | Series D60-H Options* |
| GROSS WEIGHT RATINGS | GVW 15,500 lb. to 19,500 lb. | 17,000 lb. | 15,000 lb. to 17,000 lb. | 17,000 lb. |
| AXLE, FRONT | GVW 7,000 lb. | 7,000 lb. | Independent Suspension | 7,000 lb. |
| AXLE, REAR | Make & Model Chevrolet | 15,000 lb. | Independent Suspension | Eaton 1600 17,000 lb. |
| BRAKES, SERVICE | Size Front—Std. Max. 14" x 7 1/2" | 14" x 7 1/2" | 2,857 lbs. to 17,250 lb. | 4,800 lbs. to 17,250 lb. |
| | Size Rear—Std. Max. 11" x 4 1/2" | 11" x 4 1/2" | 15" x 3 1/2" | 15" x 3 1/2" x 3 1/2" |
| | Total Lining Area—Std. Max. 88 Sq. in. | 117" Drum/Spin | 448 Sq. in. | 568 Sq. in. to 738 Sq. in. |
| | Booster | 40" Hydraulic | 115" Drum/Spin | 115" Drum/Spin |
| FRAME | Side Rail Dimensions, Sec. Mod. 12-52 (Detonator) | 12-52 (Detonator) | 12-52 (Detonator) | 12-52 (Detonator) |
| GENERATOR | Watts, Amps 2,500 W. | 4,000 W. | Tension | Tension |
| SPRINGS, FRONT | Car. or Load Variable Rate, 50" x 1 1/2" | 4,000 lb. | Variable Rate, 54" x 1 1/2" | 4,000 lb. |
| SPRINGS, REAR | Type, Length & Width 3-250 W. | 10-10-60 W. | Variable Rate, 54" x 1 1/2" | 11-11,500 W. |
| STEERING | No. of Leaves, Cap. at Ground 28.1 to 31.5" | 28.1 to 31.5" | 28.1 to 31.5" | 28.1 to 31.5" |
| TIRES, FRONT & REAR | Std. Cap. Ratio, Min. Std. 8.75-14PR Tires | 8.75-14PR Tires | 8.75-14PR Tires | 8.75-14PR Tires |
| | Maximum 9.00-20 15PR Tires | 9.00-20 15PR Tires | 9.00-20 15PR Tires | 9.00-20 15PR Tires |
| TRANSMISSION | Make & Model Chevy 364 V8 | 3-Speed Man. 3-Speed Man. | 4-Speed | 4-Speed |
| | Type 3-Speed Man. | 3-Speed Man. | 4-Speed | 4-Speed |
| WHEELS | No. of Spokes 8 | 8 | 8 | 8 |
| | Type Chevrolet Disc | Hub-Type Disc | Hub-Type Disc | Hub-Type Disc |
| | Std. Rim Size, Max. Rim Size 8.00" | 8.75" | 8.00" | 8.75" |

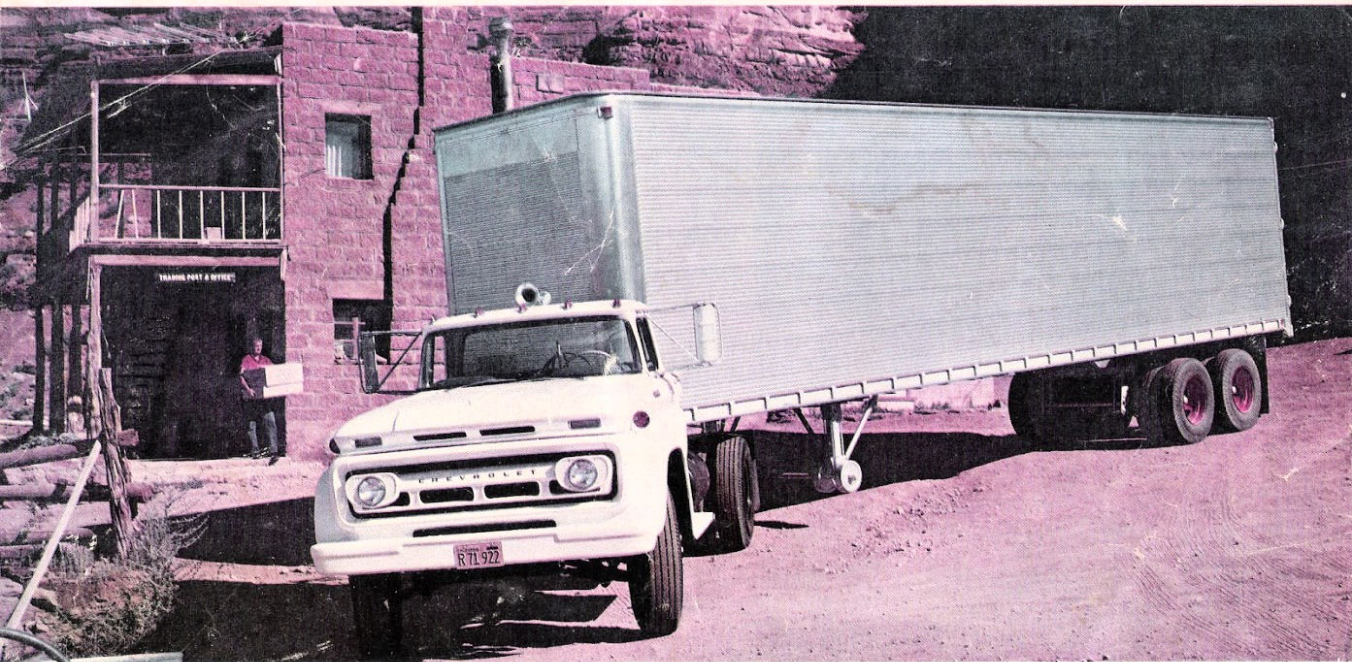
*Options at extra cost



AND WORKING AND WORKING AND WORKING AND WORKING AND WORKING AND WORKING AND WORKING AND WORKING AND

JOB-MATCHED '62 HEAVY-DUTY MODELS

new wider choice of choice hauling equipment



1962 SERIES 80 MODELS

—Here's the best of the big ones, in a complete line of brawny heavyweights with GVW's up to 25,000 lbs. From High Torque V8 power to top-duty rated components throughout, they've got what it takes to turn out money-saving ton-miles by the thousand. And they come just the way you want them, in low-cost conventional-cab models, space-saving Low Cab Forwards or ultra-compact Tilt Cabs, and on 9 different wheelbases in all. There's a Chevy Series 80 model ready and waiting to match your big job to a T, and master it in every money-saving way!



1962 TANDEM MODELS—Three super-rugged six-wheelers make up Chevy's M80 tandem series, measuring 7, 8½ and 10 feet cab-to-axle for broad coverage of the tandem duty field. They're built on extra-tough special chassis, with better-riding Chevrolet Independent Front Suspension as standard equipment, and the advanced Eaton-Hendrickson tandem bogie back under the load.

1962 HEAVY-DUTY LCF MODELS—As short as 90 inches overall from front bumper to back of cab, they'll pack an extra foot and more of cargo space into a given overall truck length, as compared with conventional-cab models. Or, they'll handle the same body with the extra maneuverability of a full-foot-shorter wheelbase. They're tops for getting in and out of tight spots, or moving bigger cargoes without exceeding legal length limits.

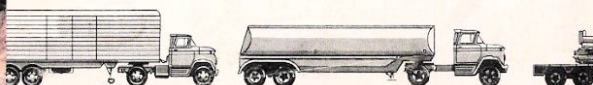


■ A full range of high-torque heavyweights tops the Chevrolet fleet for '62, in lean-muscle Series 60-H, brawny Series 80 and mountain-moving Series M80 tandems with GVW's from 23,000 to 36,000 lbs. Series 60-H and 80 models are available in conventional-cab, low cab forward and tilt cab types, to give you the kind of cargo-handling efficiency your job calls for at lowest cost. High Torque power in all models pays off in real money-saving payload performance, starting with the tough, tightfisted High Torque 261 Six, standard in 60-H models. In the bigger models you get the extra pull of the High Torque 348 V8 as standard equipment, and big new plus-displacement High Torque 409 V8's are optional at extra cost for all Series 80 models.

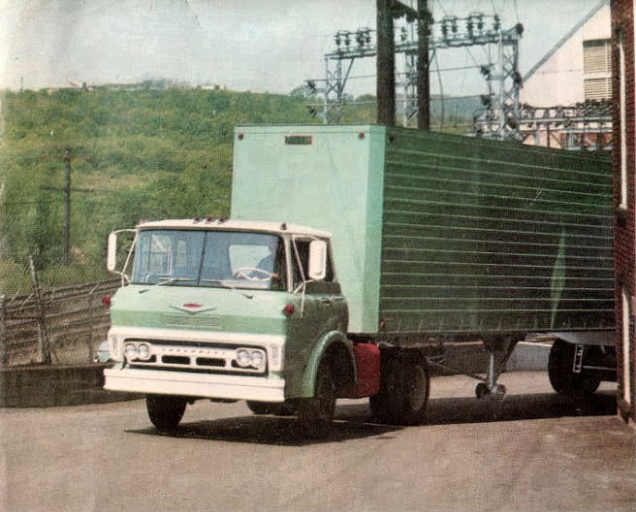
■ In chassis construction, Chevrolet's heavy-duty lineup is 'way out ahead of the industry, with an advanced design unmatched for smooth ride, sure roadability and ruggedness to spare. Chevy's Independent Front Suspension, for example, has shown its stuff to hard-to-convince truckers, by delivering more work per day while cutting down-time and upkeep expense.

■ Teamed with Independent Front Suspension to bring out its best performance are variable-rate rear suspensions for all single-rear-axle Chevy heavyweights, with wide-range action that means a better ride empty plus plenty of what it takes to handle biggest loads. Rugged frames are box-rail-reinforced and built of tough high strength steel.

■ And new for '62, for the most extreme kinds of truck-killing off-road operations, are optional I-beam front suspensions in 9,000- and 11,000-lb. capacities for Series 80 (except Tilt) and tandem models. In every Chevy heavy-weight you get rugged king-size brakes with big vacuum boosters as standard equipment, plus cast-spoke or optional heavy-duty disc wheels, tough transmissions, high-capacity coil spring clutches, precision ball-gear steering, low-drag front suspension spherical joints and much more. Add them all up and you'll get the best value in trucking today!



CHEVROLET TRUCKS ARE BUILT TO KEEP

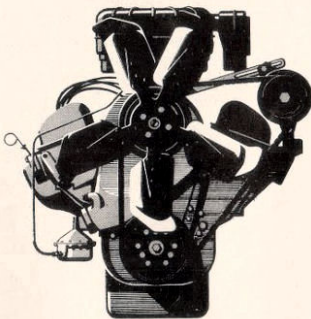


TILT CABS—Here's extra cargo space and convenience in a wide choice of T60-H and T80 Tilt Cabs to match a wide range of heavy-duty jobs. Only 72 inches long from front bumper to back wall, the Chevy Tilt Cab is unsurpassed in its class for load-moving efficiency. There's room for nearly three feet of extra cargo space without increasing overall length of your rig, and the front wheels are back close to the load so you can scale your full rated capacity easily. You get outstanding maneuverability, visibility, and ease of maintenance—the easiest way to get your work done!



60-H SERIES—Rugged heavy-duty build . . . money-saving six-cylinder power—that's the winning combination you get in every 60-H Series model. And they come in conventional-cab, LCF and tilt cab types, in sizes to match every job. Standard power is the High Torque 261 Six, with an outstanding reputation for economy, durability, dependability and payload performance. You get a full measure of built-in brawn in heavy-duty chassis components, with high 23,000-lb. GVW. And the new High Torque 327 V8 is available as an extra-cost option.

NEW
HIGH TORQUE
409
CUBIC INCH **V8**



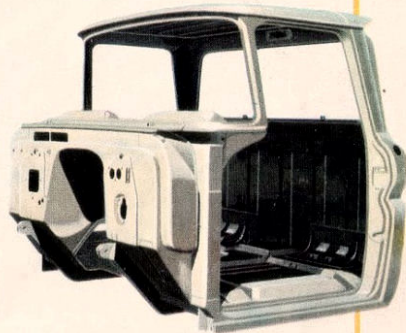
Here's the new dimension in High Torque power—409 cubic inches of efficient load-moving muscle, designed to GO and built to keep going in hard-pressed heavyweight duty. It's available as an extra-cost option for all Series 80 models, including the M80 tandems, with an extra wallop to get even king-sized loads under way in a hurry, and keep them moving easily and efficiently. You get 252 horsepower, a whopping 390 ft.-lbs. of torque, premium-quality features—a build that just won't quit!

In every weight class . . .

TOUGH TRUCK COMPONENTS CLAMP DOWN ON COSTS!

BUILT-TO-LAST COMFORT-KING CABS

Extra-rigid precision construction keeps Chevy cabs tight, solid, quiet and comfortable far longer, helps keep Chevy trucks on the job. It's the result of careful engineering of high-strength, low-weight sub-assemblies, put together to reinforce each other and contribute fully to the strength of the complete cab. You'll find Chevy doors and windows seal tighter, work better, no matter how tough the going.



ROAD-SMOOTHING, TRUCK-SAVING INDEPENDENT FRONT SUSPENSION

Chevy's free-stepping front wheels deliver remarkably smooth, sure ride and roadability, plus extra cargo protection and prolonged chassis component life. It's because each wheel is free to take bumps in stride, absorbing road shock without transmitting it through the entire chassis, cab and body. And you get Independent Front Suspension in all but Forward Control and 4-wheel drive models, duty-tailored to the requirements of each weight class.

STURDY, LADDER-TYPE BOX-SECTION FRAMES

Chevy's brand of solid backbone stems from tough-built frames, engineered for maximum efficiency in each weight class and fabricated of extra-high-strength steel. Box-section side rails, channel reinforcements, K-brace, hat-section and alligator-jaw crossmembers are selected and designed to do the job best, with minimum dead weight and maximum strength in every model.

TOUGH SYNCHRO-MESH TRANSMISSIONS

Smooth shifting, quiet operation and long gear life are featured in every Chevy truck, with sturdy built Synchro-Mesh transmissions as standard equipment. The lineup features three-, four- and five-speed units, with additional-speed, heavy-duty, close-ratio or overdrive options available for most models.

SMOOTH, EASY-DRIVING AUTOMATIC TRANSMISSIONS

Time- and trouble-saving no-shift driving is optional for many models, ranging all the way from half-ton pickups to Series M80 tandems. For light-duty models, there's the smooth, tough Chevrolet Powerglide, plus Hydra-Matic for Step-Vans and Forward Control Chassis. Mediums and heavies are available with Powermatic offering 6-speeds forward in 4 driving ranges.

RUGGED REAR AXLES

Chevrolet truck axles range in capacity from 3,300 to 18,500 lbs., featuring quiet-running hypoid drive up through the new Chevrolet-built 17,000-lb. unit, and tough, spiral bevel gearing in the Eaton 17,000-lb. 2-speed and 18,500-lb. units for Series 60, 60H and 80 models. Non-slip differentials, optional ratios and two speeds are available in many models.

PRECISION BALL-GEAR STEERING

Smooth, easy low-drag steering is a standard Chevrolet truck feature, with rolling, polished steel balls, instead of sliding gear teeth, transmitting steering effort from wheel to front suspension linkage. Lost motion is at a minimum and friction virtually non-existent, another typical example of the many easy-driving, hard-working features you'll find in every 1962 Chevrolet truck.



SAVING AND SAVING AND SAVING AND SAVING AND SAVING AND SAVING AND SAVING AND SAVING AND SAVING



Here to hoist your earning power to new highs!!!!!!

A NEW WORLD OF WORTH

in '62 Chevrolet Jobmaster Trucks

- NEW HIGH TORQUE POWER!
- NEW EASY-VIEW STYLING!
- NEW JOB-MATCHED EFFICIENCY
- ... MORE MODELS TO HANDLE MORE KINDS OF JOBS!



Look 'em over on these pages—new Chevrolet trucks for '62, built to do more work and save more ways!

There's more power in every weight class: you get a new High Torque engine choice that includes new bigger, tougher V8's in the heavier trucks, a wider selection of work-whipping light-duty power—new *diesel* power for middleweights, too! There's handsome new Easy-View styling that pays off in practical working benefits . . . more models than ever to match your work needs more perfectly (including 1962 Corvair 95's with *work-proved* efficiency!). And there's much, much more!

Meet the *Jobmasters*, from Chevrolet's new world of truck worth . . . ready to hammer down costs like no trucks have before!

New light-duty models Pp. 2 & 3

New medium-duty models Pp. 4 & 5

New heavy-duty models Pp. 6 & 7

Here they are—hot off the line to stop high costs cold...