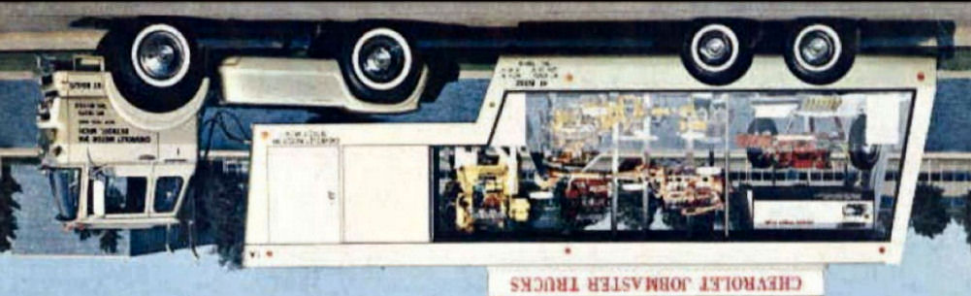


# CHEVROLET MOBILE TRUCK EXHIBIT

DISPLAYS THE FINEST IN MODERN TRUCK POWER TEAMS



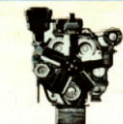




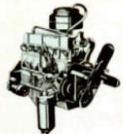
# CHEVROLET MOBILE TRUCK EXHIBIT DISPLAYS THE FINEST IN MODERN TRUCK POWER TEAMS

## TOUGH CHEVROLET TRUCK ENGINES

## RELIABLE AND ECONOMICAL POWER FOR EVERY HAULING NEED



**HIGH TORQUE 4-57 DIESEL**  
Gross horsepower ..... 130  
Gross torque (lb-ft) ... 271



**HIGH TORQUE 252 SIX**  
Gross horsepower ..... 165  
Gross torque (lb-ft) ... 280



**HIGH TORQUE 145 SIX**  
Gross horsepower ..... 80  
Gross torque (lb-ft) ... 178



**HIGH TORQUE 283 V8**  
Gross horsepower ..... 175  
Gross torque (lb-ft) ... 275



**HIGH TORQUE 327 V8**  
Gross horsepower ..... 185  
Gross torque (lb-ft) ... 305

**HIGH TORQUE 409 V8**  
Gross horsepower ..... 252  
Gross torque (lb-ft) ... 390

**HIGH TORQUE 153 FOUR**  
Gross horsepower ..... 90  
Gross torque (lb-ft) ... 152

**HIGH TORQUE 230 SIX**  
Gross horsepower ..... 140  
Gross torque (lb-ft) ... 220

**HIGH TORQUE 348 V8**  
Gross horsepower ..... 220  
Gross torque (lb-ft) ... 325

**HIGH TORQUE 6V-53 DIESEL**  
Gross horsepower ..... 195  
Gross torque (lb-ft) ... 423





# RELIABILITY TESTED ON THE BAJA ROAD

New Chevrolet trucks were tested on a rocky potholed road running a thousand miles down Mexico's Baja Peninsula. Six regular production trucks traveled the dusty, rock-strewn trail from Tijuana to Cabo San Lucas and back. The pounding punishment never stopped, but not a single truck required other than normal maintenance—a real demonstration of the toughness built into every 1963 Chevrolet truck!

## New Coil-Spring Suspensions . . .

for light-duty models. New front coil springs give ultra-smooth ride, and rugged control arms maintain wheel alignment. New 2-stage rear coil springs for 1/2- and 3/4-ton models give improved ride when empty and better load control at maximum GVW.

## New Variable-Rate Front Suspensions . . .

for medium- and heavy-duty models employ the variable-rate spring principle used for years on the rear springs of big Chevrolet trucks. This new development has made it possible to add the toughness of an I-beam front axle, yet keep Chevrolet's famous easy riding qualities.

## New Ladder-Type Frames . . .

with deep channel-section side rails and rugged cross-members add new strength and durability throughout the line of Chevrolet trucks.

## New Engines . . .

give Chevrolet trucks the most modern lineup of power plants in the industry. Three all-new in-line engines—the High Torque 153 Four, the 230 Six and the 292 Six—reduce dead weight and produce more power per pound. Along with the unique Corvair 95 air-cooled engine, two husky diesels and four power-packed V8's, there's a Chevrolet engine that's just right for every trucking need.

All illustrations and specifications contained in this literature are based on the latest product information available at the time of publication. The right is reserved to make changes at any time in prices, colors, materials, equipment, specifications and models, and also to discontinue models. **CHEVROLET MOTOR DIVISION OF GENERAL MOTORS CORPORATION, DETROIT 2, MICH.**

Standard equipment is indicated with **boldface** type; other equipment is optional.

Series	High Torque Engine	Transmission	Rear Axle Capacity (lb)	Ratio
R10	<b>145 Six</b>	<b>3-Spd Synchronesh</b> 4-Spd Synchronesh Powerglide	<b>2500</b>	<b>3.89</b>
C10	<b>230 Six</b> 292 Six 283 V8	<b>3-Spd Synchronesh</b> 3-Spd HD Synchronesh 4-Spd Synchronesh Powerglide	<b>3500</b> 3500 3500	<b>3.73</b> <b>b3.07</b> 4.11
P10	<b>153 Four</b> 230 Six	<b>3-Spd Synchronesh</b> 3-Spd HD Synchronesh 4-Spd Synchronesh Powerglide	<b>3500</b> 3500	<b>4.11</b> <b>a3.73</b>
C20	<b>230 Six</b> 292 Six 283 V8	<b>3-Spd Synchronesh</b> 3-Spd HD Synchronesh 4-Spd Synchronesh Powerglide	<b>5200</b>	<b>4.57</b>
P20	<b>230 Six</b>	<b>3-Spd Synchronesh</b> 3-Spd HD Synchronesh 4-Spd Synchronesh Powerglide	<b>5200</b>	<b>5.14</b>
C30	<b>230 Six</b> 292 Six 283 V8	<b>4-Spd Synchronesh</b> 3-Spd HD Synchronesh	<b>7200</b>	<b>5.14</b>
P30	<b>230 Six</b>	<b>4-Spd Synchronesh</b> 3-Spd HD Synchronesh 3-Spd HD Synchronesh	<b>7200</b>	<b>5.14</b>
C50 L50 S50	<b>230 Six</b> 292 Six <b>e283 V8</b>	<b>4-Spd Synchronesh</b>	<b>11,000</b> 15,000 15,000	<b>6.17</b> 6.40/8.72 7.20
S62 S64	<b>292 Six</b>	<b>4-Spd Synchronesh</b> 5-Spd New Process 540C <b>dPowermatic</b>	<b>15,000</b> 15,000	<b>7.20</b> 6.40/8.72
	327 V8	<b>4-Spd Synchronesh</b> 5-Spd Std-Ratio Clark 265V <b>f5-Spd Close-Ratio Clark 267V</b> <b>dPowermatic</b>	<b>15,000</b> 15,000	<b>7.20</b> 6.40/8.72
C60 L60 T60 S67 S69	<b>292 Six</b>	<b>4-Spd Synchronesh</b> 5-Spd New Process 540C <b>dePowermatic</b>	<b>15,000</b> 15,000 17,000 17,000 17,000	<b>7.20</b> 6.40/8.72 7.20 6.40/8.72 <b>e7.17/9.97</b>
	327 V8	<b>4-Spd Synchronesh</b> 5-Spd Std-Ratio Clark 265V <b>f5-Spd Close-Ratio Clark 267V</b> <b>dePowermatic</b>	<b>15,000</b> 15,000 17,000 17,000 17,000	<b>7.20</b> 6.40/8.72 7.20 6.40/8.72 <b>e7.17/9.97</b>
C60-H L60-H T60-H S67-H S69-H	<b>292 Six</b>	<b>4-Spd Synchronesh</b> 5-Spd New Process 540C <b>dePowermatic</b>	<b>17,000</b> 17,000 17,000	<b>7.20</b> 6.40/8.72 7.17/9.97
	327 V8	<b>4-Spd Synchronesh</b> 5-Spd Std-Ratio Clark 265V <b>f5-Spd Close-Ratio Clark 267V</b> <b>dePowermatic</b>	<b>17,000</b> 17,000 17,000 17,000	<b>7.20</b> 6.40/8.72 7.17/9.97
D60	<b>4-53 GM Diesel</b>	<b>5-Spd Overdrive Clark 264VO</b> 5-Spd Overdrive Spicer 3153	<b>15,000</b> 15,000	<b>6.17</b> <b>g5.83/7.95</b>
D60-H	<b>4-53 GM Diesel</b>	<b>5-Spd Close-Ratio Clark 267V</b> 5-Spd Close-Ratio Spicer 3152A	<b>17,000</b>	<b>4.87/6.77</b>
M80	<b>348 V8</b>	<b>5-Spd Std-Ratio Spicer 3152</b> 3-Spd Spicer Auxiliary 5831G 4-Spd Spicer Auxiliary 6041 Powermatic	<b>30,000</b> (2 Axles)	<b>7.17</b>
	409 V8	5-Spd Spicer 5652B 4-Spd Spicer Auxiliary 6041 <b>d8-Spd Fuller R46</b> Powermatic	<b>30,000</b> (2 Axles)	<b>7.17</b>
C80 L80 T80	<b>348V8</b>	<b>5-Spd Std-Ratio Spicer 3152</b> <b>f5-Spd Close-Ratio Spicer 3152A</b> <b>dhPowermatic</b>	<b>18,500</b> 18,500 18,500	<b>7.17</b> 6.50/8.87 7.17/9.77
	409V8	<b>f5-Spd Close-Ratio Spicer 5756B</b> 5-Spd Std-Ratio Spicer 5652B <b>d8-Spd Fuller R46</b> <b>dhPowermatic</b>	<b>18,500</b> 18,500 18,500	<b>7.17</b> 6.50/8.87 7.17/9.77
E80 U80	<b>6V-53 GM Diesel</b>	<b>5-Spd Close-Ratio Spicer 5756B</b> 5-Spd Fuller R46 Powermatic	<b>18,500</b> 18,500	<b>5.57/7.60</b> 5.57

a Not used with 153 Four.

b Not available with Powerglide transmission.

c Not available on School Bus.

d For use with single-speed rear axle only.

e For C and S models only.

f With two-speed rear axle only.

g With Clark 264VO transmission only.

h For C and T models only.

i With 327 V8 only.

