CHEVROLET SIX CYLINDER TRUCKS
SIX CYLINDERS OVERHEAD VALVES

Chevrolet trucks, already generally accepted as the most economical in America, now embody sweeping improvements and are substantially lower in price. You can now buy them for as much as $70 less than last year's prices—even then among the lowest at which trucks are sold. You can count on great power, high speed, exceptional handling ease, comfortable driving quarters, and even longer life, for Chevrolet has strengthened, enlarged and otherwise improved practically every vital part of these trucks. And you can still rely on Chevrolet for lowest fuel and upkeep costs. Chevrolet features a big special truck-type six-cylinder engine with overhead valves. Only a six-cylinder engine can give you smoothness combined with maximum economy. And overhead valves are standard in every field—racing, aviation, heavy-duty trucking—where great power and dependable performance must be combined with very low gas consumption. Together, six cylinders and overhead valves make Chevrolet trucks the most efficient hauling units you can buy.
The New CHEVROLET Sedan Delivery

The only delivery unit in the world with Body by Fisher. Handsome coach lamps illuminate wide inset side panels to provide a prominent display of your firm name. The spacious body is completely lined and equipped with a dome light and two bucket-type seats. The driver's seat is adjustable. Chrome-plated headlamps, tie-bars and radiator shell. Safety glass windshield. Load space: 57 inches long, 50½ inches wide, 44½ inches high. Weatherstripped rear door. Rear door opening: 36 inches wide, 37½ inches high. Syncro-Mesh gear-shift standard equipment.
**SPECIAL HALF-TON PANEL TRUCK**
Load space: 72½" long, 45" wide, 48" high. Rear door opening: 40½" wide, 40¼" high. Weatherstripped doors and insulated interior with dome light. Adjustable driver's seat. Chrome-plated headlamps, tie-bars and radiator shell. Accommodates articles up to 9 feet long next to driver's seat.

**STANDARD HALF-TON PANEL TRUCK**

**1½-TON PANEL TRUCK**

**REAR DOOR OF PANEL**
Rear doors on all panel models are metal covered. Door hinges and check are combined. These slam-type doors are cushioned and sealed with live rubber and have a mono-controlled door lock which latches at top and bottom.

**AMERICA'S MOST ECONOMICAL TRUCK**
**CHEVROLET EXPRESS TRUCKS**

**HALF-TON PICK-UP WITH CANOPY TOP**
Same as half-ton pick-up with the addition of a canopy top of same height as closed cab. All-metal roof. Weatherproof curtains with lift-the-dot fasteners. Top fits into full-depth stake pockets.

**HALF-TON PICK-UP TRUCK**

**END-GATE**
The strongly reinforced steel drop tail-gate on the open express model facilitates loading and is controlled by covered chains.

**1 1/2-TON OPEN EXPRESS**

**AMERICA'S MOST ECONOMICAL TRUCK**
HALF-TON CANOPY EXPRESS TRUCK
Load space: 72½" long, 45" wide, 48" high, 18½" sides. Heavy gauge steel flare boards. Side and rear curtains with lift-the-dot fasteners. Bolted-on flush-type floor straps. This model available at small extra cost with chrome-plated radiator shell, headlamps and tie-bar.

HALF-TON CANOPY EXPRESS WITH SCREEN SIDES
Load space: 72½" long, 45" wide, 48" high. Weatherproof curtains with lift-the-dot fasteners. Enclosed driver’s compartment. Strong, removable screen sides.

1½-TON CANOPY EXPRESS TRUCK

CANOPY EXPRESS END-GATE
The rear gate on the canopy express trucks is the slam-type with a concealed chain, and latches automatically when closed.

AMERICA’S MOST ECONOMICAL TRUCK
CHEVROLET STAKE TRUCKS

STANDARD 1½-TON STAKE TRUCK
Illustrated on 131” wheelbase with load space 106” long, 81½” wide, 42” stakes. Also available on 157” wheelbase with load space 141½” long, 81½” wide, 42” stakes. Rear vision steel stamping. Stake pockets welded in beaded angle iron rub rail. Steel sign panels standard equipment. Drop tailgate available at slight extra cost.

HINGED CENTER STAKE SECTIONS
The center stake sections on all stake trucks are hinged to swing forward or back, and are removable.

AMERICA’S MOST ECONOMICAL TRUCK

1½-TON SPECIAL STAKE TRUCK
Available in 131” wheelbase with load space 106” long, 75” wide, 30” stakes. Rear vision steel stamping. Stake pockets welded in beaded angle iron rub rail. Flush-type floor straps. Steel sign panels.
CHEVROLET HIGH RACK TRUCKS

1 1/2-TON 15" HIGH RACK TRUCK
Load space: 141 1/2" long, 81 1/2" wide, 66" sides. Platform supported on seven pressed steel cross sills. Stake pockets welded in angle iron rub rail. All rack bolts are counter sunk and all edges are rounded. Handy stock end-gate.

RUB RAIL AND CORNER SUPPORTS
Corners of the 15" High Rack truck are reinforced with rolled steel angles and held rigid with steel hooks and wing nuts. Racks easily removed.

CHEVROLET COMBINATION FARM TRUCKS

1 1/2-TON COMBINATION FARM TRUCK
137" wheelbase. Load space: 141 1/2" long, 75" wide, 18" side panels, 60" cattle racks. Flush-type floor straps. Stake pockets welded to steel sides. Beaded iron rub rail. Countersunk bolts on hardwood racks. Racks can be quickly removed.

COMBINATION FARM TRUCK WITH TIP TOPS
With cattle racks removed and tip tops in place, the body holds 136 bushels. Tip tops fit in stake pockets. Front and rear panels are rigidly reinforced.

AMERICA'S MOST ECONOMICAL TRUCK

COMBINATION FARM TRUCK
Without tip tops, this body holds 89 bushels. Has steel front and side panel with stake pockets and removable grain gate. Cattle racks and tip tops available at small extra cost.
**1 1/2-TON 157” WIDE EXPRESS TRUCK**
Load space: 142” long, 60” wide, 16” sides. Steel wear iron on rear of platform. Flare boards and running boards edged with angle iron. Side panels reinforced with forged braces and inside draw irons.

**TAIL-GATE ON WIDE EXPRESS**
The heavy tail-gate on wide express models has a full-length adjustable electric-welded chain.

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**1 1/2-TON 131” WIDE EXPRESS TRUCK**
Load space: 106 1/2” long, 60” wide, 16” sides. Body supported on 6 cross sills. Steel wear iron on rear of platform. Edge of flare boards and running boards reinforced with angle iron. Side panels supported by forged braces and inside draw irons. Full-length adjustable tail-gate chain.

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**CHEVROLET VAN PANEL TRUCKS**

**1 1/2-TON 157” VAN PANEL TRUCKS**

**REAR OPENING OF VAN PANELS**
Chevrolet Van Panels have a combination of drop tail-gate and wide-opening rear doors. Tail-gate chains are covered.

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**1 1/2-TON 131” VAN PANEL TRUCK**

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**AMERICA’S MOST ECONOMICAL TRUCK**
FEATURES OF THE CHEVROLET TRUCK

SIX-CYLINDER OVERHEAD VALVE TRUCK ENGINE
Owners agree that Chevrolet provides the ideal truck engine—a big, truck-type valve-in-head six, combining maximum economy with high speed and great power. Six cylinders bring freedom from destructive vibration. Overhead valves insure more power for every gallon of gas. And the Octane Selector makes anti-knock fuel of any kind of gas.

FOUR-SPEED TRANSMISSION
Chevrolet 1 1/2-ton trucks feature a 4-speed transmission with a first speed ratio through the rear axle of 39.2 to 1. Has a 6-bolt power take-off opening.

ROOMIER, MORE COMFORTABLE CAB
The new Chevrolet cab has thick seat cushions and a very comfortable seating angle. It has an insulated metal roof, insulated floor, tight-fitting doors with adjustable windows, cowl ventilator, safety glass windshield, rear vision mirror and automatic windshield wiper as standard equipment.

STRADDLE MOUNTED REAR AXLE PINION
The drive pinion is now mounted between two ball bearings, assuring proper alignment under any load.

HEAVY TRUCK-TYPE SPRINGS
Four springs of finest alloy steel assure proper support and an easy riding load on all roads.

AMERICA'S MOST ECONOMICAL TRUCK
SPECIFICATIONS

109-INCH WHEELBASE

ENGINE
Piston Displacement: 6-cylinder, valve-in-head
Piston Displacement: 206.8 cu. in.
Maximum Torque: 146 foot-pounds at 1000 r.p.m.
Brake Horsepower: 56 at 2750 r.p.m.
Bore and Stroke: 3 1/8 x 4 inches
Fuel Pump and Air Cleaner: AC
Lubrication: Combination pressure and splash
Cooling: Centrifugal pump and 4-blade fan

BRAKES
4-wheel articulated shoe type
Front: 12-inch drums, 1 1/4-inch lining
Rear: 12-inch drums, 1 1/4-inch lining
Emergency: 4-wheel internal expanding

TRANSMISSION
Syncro-Mesh, silent second, 3 speeds forward, 1 reverse

CLUTCH
Single-plate dry disc—9-inch disc

REAR AXLE
Spiral bevel gear, semi-floating
Gear Ratio: 4.11 to 1

FRAME
Steel channel, 152 1/8 inches long, 5 inches deep

WHEELS
Wire

MAXIMUM BODY LENGTH
72 1/8 inches

CHASSIS SHIPPING WEIGHT
Single Wheel: 1995 pounds

131-INCH WHEELBASE

ENGINE
Piston Displacement: 6-cylinder, valve-in-head
Piston Displacement: 206.8 cu. in.
Maximum Torque: 146 foot-pounds at 1000 r.p.m.
Brake Horsepower: 56 at 2750 r.p.m.
Bore and Stroke: 3 1/8 x 4 inches
Fuel Pump and Air Cleaner: AC
Lubrication: Combination pressure and splash
Cooling: Centrifugal pump and 4-blade fan

BRAKES
4-wheel articulated shoe type
Front: 12-inch drums, 1 1/4-inch lining
Rear: 12-inch drums, 2 1/4-inch lining
Emergency: 4-wheel internal expanding, 2 1/4-inch lining

TRANSMISSION
4 speeds forward, 1 reverse

CLUTCH
Special single-plate dry disc—10-inch disc

REAR AXLE
Extra heavy spiral bevel gear, semi-floating
Gear Ratio: 5.43 to 1

FRAME
Steel channel, 213 1/8 inches long, 7 inches deep

WHEELS
Pressed steel

MAXIMUM BODY LENGTH
144 inches

CHASSIS SHIPPING WEIGHT
Single Wheel: 2915 pounds
Dual Wheel: 3055 pounds
Average Closed Cab: 345 pounds

157-INCH WHEELBASE

ENGINE
Piston Displacement: 6-cylinder, valve-in-head
Piston Displacement: 206.8 cu. in.
Maximum Torque: 146 foot-pounds at 1000 r.p.m.
Brake Horsepower: 56 at 2750 r.p.m.
Bore and Stroke: 3 1/8 x 4 inches
Fuel Pump and Air Cleaner: AC
Lubrication: Combination pressure and splash
Cooling: Centrifugal pump and 4-blade fan

BRAKES
4-wheel articulated shoe type
Front: 12-inch drums, 1 1/4-inch lining
Rear: 16-inch drums, 2 1/4-inch lining
Emergency: 4-wheel internal expanding, 2 1/4-inch lining

TRANSMISSION
4 speeds forward, 1 reverse

CLUTCH
Special single-plate dry disc—10-inch disc

REAR AXLE
Extra heavy spiral bevel gear, semi-floating
Gear Ratio: 5.43 to 1

FRAME
Steel channel, 213 1/8 inches long, 7 inches deep

WHEELS
Pressed steel

MAXIMUM BODY LENGTH
126 inches

CHASSIS SHIPPING WEIGHT
Single Wheel: 2915 pounds
Dual Wheel: 3055 pounds
Average Closed Cab: 345 pounds

GROSS ALLOWABLE WEIGHT

Gross allowable loaded weight includes chassis, cab, body, driver and payload. Maximum gross allowable weight of the 13/16-ton truck—4100 pounds.

The gross allowable loaded weight of the 13/16-ton truck with single rear wheels shall not exceed 7900 pounds when 32 x 6, 10-ply tires are used. When 32 x 6, 8-ply tires are used, the gross allowable weight shall not exceed 7500 pounds. This includes models on both 131-inch and 157-inch chassis. The gross allowable loaded weight of the 13/16-ton truck with dual wheels shall not exceed 8300 pounds. This includes models on both 131-inch and 157-inch chassis.

Safety glass windshields standard equipment in all truck body types on 109-inch, 131-inch and 157-inch wheelbases.

Chevrolet offers several balloon and high-pressure tire options for single and dual wheel 13/16-ton trucks at very little additional cost. Chevrolet trucks can be purchased on the liberal G. M. A. C. plan with a small initial payment and easy monthly installments. The right is reserved to change specifications, colors or prices without incurring any responsibility with regard to trucks or chassis previously sold.

CHEVROLET MOTOR COMPANY, DETROIT, MICHIGAN, Division of General Motors

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