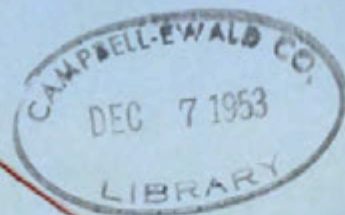


1954 CHEVROLET

*Advance-
Design*

GM
CHEVROLET TRUCK

1954
#1



FOR LOADS OF VALUE

CHEVROLET *Advance-Design* TRUCK

**TRUCK OF OUTSTANDING QUALITY,
DEPENDABILITY AND VALUE.**

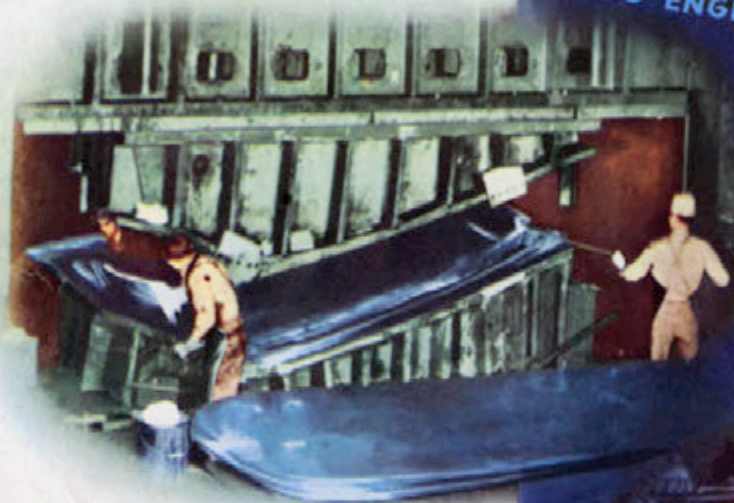
principal reason why, since 1938, more Chevrolet trucks have been bought than any other make.



SOUND ENGINEERING



QUALITY MATERIALS



CONTROLLED MANUFACTURING

CHEVROLET *Advance Design* TRUCKS

NEW HAVE

- **POWER**
- **PERFORMANCE**
- **SAFETY**
- **ECONOMY**
- **DEPENDABILITY**



PRECISION COMPONENTS ASSEMBLED TO YOUR ORDER

YOUR ASSURANCE THAT CHEVROLET *Advance-Design* TRUCKS ARE RIGHT FOR YOUR JOB!

Light-Duty MODELS



MODEL 1508 SEDAN DELIVERY 115" WHEELBASE, MAXIMUM G.V.W. 4100 LB.

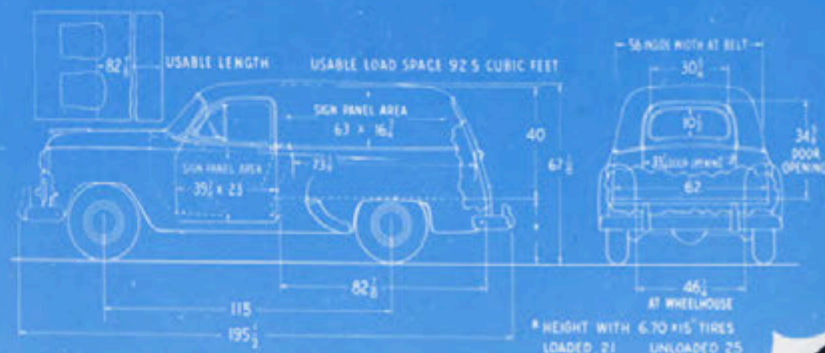
Sparkling new performance with economy makes the Sedan Delivery ideal for light delivery work. The all-steel Body by Fisher mounted on a passenger car chassis offers distinctive styling and fine appearance combined with maximum load protection. Standard equipment includes the Chevrolet valve-in-head engine and three-speed Synchro-Mesh transmission. Powerglide automatic transmission is available as an option at extra cost. Knee-action front wheel suspension, ride stabilizer and direct double-acting shock absorbers offer passenger car riding qualities in a commercial vehicle.

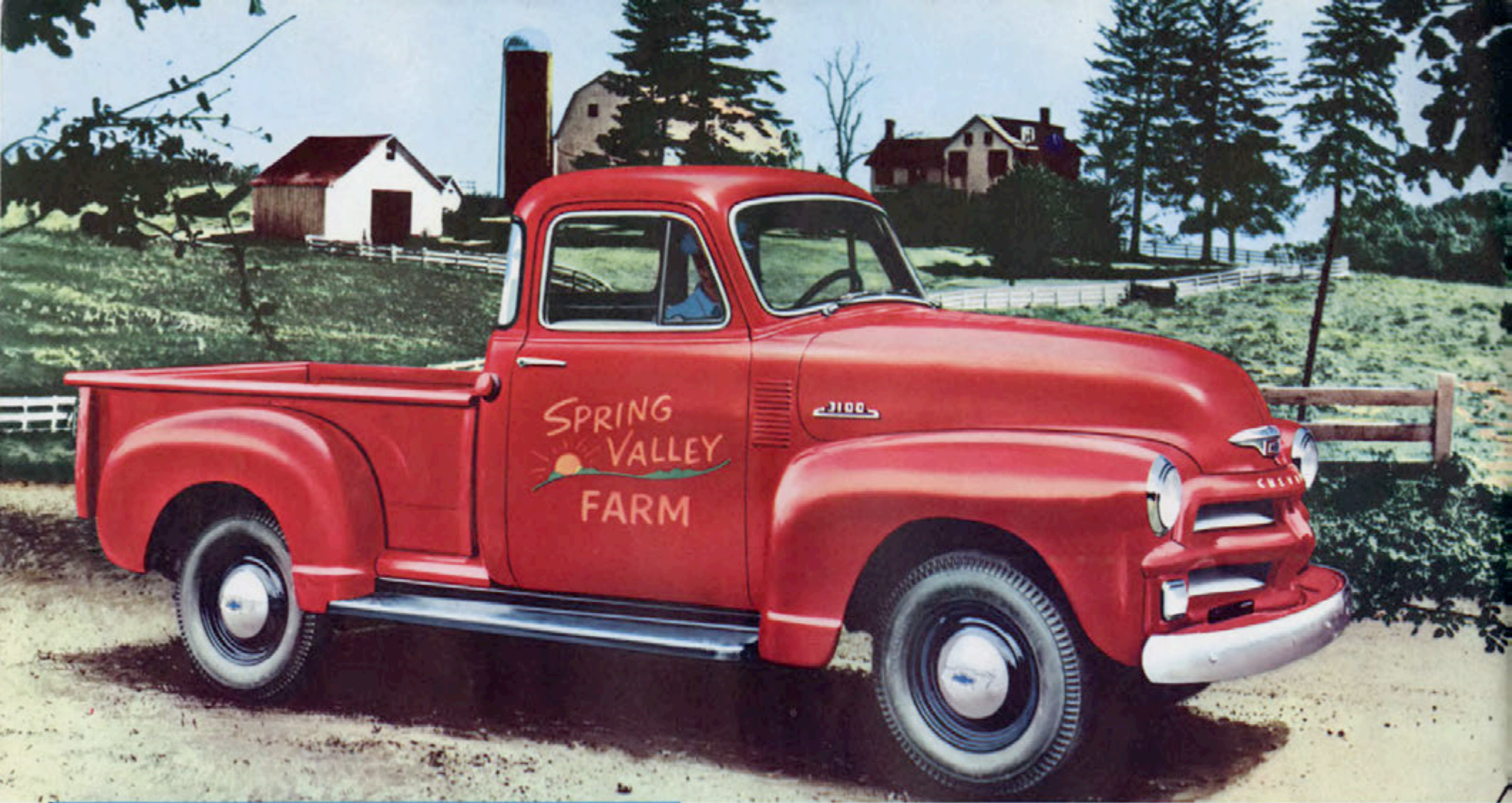
STANDARD EQUIPMENT

Knee-Action front suspension • Steering column gearshift • Three-speed Synchro-Mesh transmission • Rear axle ratio, 3.7:1 • Tires, 6.70-15, 4-ply rating • Direct double-acting shock absorbers, front and rear • Bumpers, front and rear • Ignition key starting • 45-amp. generator.

OPTIONAL EQUIPMENT

Powerglide automatic transmission • Heavy-duty 10" clutch • Oil filter 1 qt. capacity • E-Z-Eye Glass • Fuel and vacuum pump • Tires, maximum 6.70-15, 6-ply rating • Truck-type oil-bath air cleaner • Heavy-duty rear springs • Governor • 8 Passenger car colors • 45-amp. generator • 50-amp. generator. Also 40 amp. and 55 amp.





MODEL 3104 PICKUP 116" WHEELBASE, MAXIMUM G.V.W. 4800 LB.

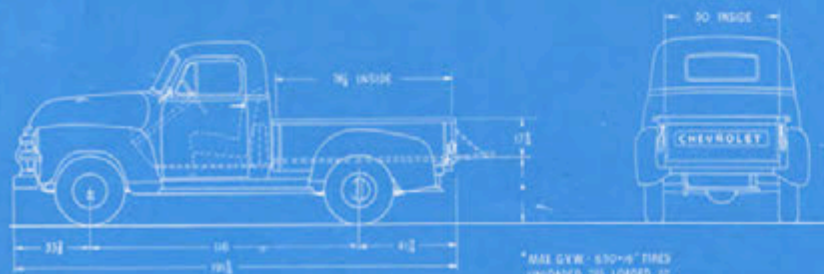
The new, stronger and deeper body of this popular model is mounted lower on the chassis for easier loading and provides 27 square feet of smooth, unobstructed floor space. Full-length floor boards, joined by flush skid strips, form the strong, wear-resistant platform. The rigid steel tail gate can be leveled to support a long load or lowered to a vertical position for easier access to the platform. The grain-tight tail gate and level side flanges make this body ideal for hauling either bulk or packaged materials. Stake pockets are provided for the installation of racks when needed.

STANDARD EQUIPMENT

Comfortmaster Cab • Thriftmaster 235 engine • Clutch 10" diameter • Three-speed Synchro-Mesh transmission • Tires, 6.00-16, 6-ply rating • Direct double-acting shock absorbers, front and rear • Steering column gearshift • Foot-operated parking brake • Front bumper • 45-amp. generator.

OPTIONAL EQUIPMENT

Comfortmaster De Luxe Cab • Ride Control Seat • 3-speed heavy-duty Synchro-Mesh transmission • 4-speed Synchro-Mesh transmission • Automatic transmission • Heavy-duty 11" clutch • Side-mounted tire carrier • E-Z-Eye Glass • Tires, maximum, 15", 6-ply rating • 45-, 50- and 55-amp. generator • Left-hand push-button door lock • Oil-bath air cleaner • 10-leaf rear springs • Rear corner windows • Governor • Rear shock absorber shields.



*MAX. G.V.W. 4800 LBS. TIRES
UNLOADED 295 LBS. LOADED 22



MODEL 3107 CANOPY EXPRESS
116" Wheelbase, Maximum G.V.W. 4800 Lb.

Similar in size to Model 3105 but has open sides and tail gate. Roll curtains protect load from weather.



MODEL 3105 PANEL 116" WHEELBASE, MAXIMUM G.V.W. 4800 LB.

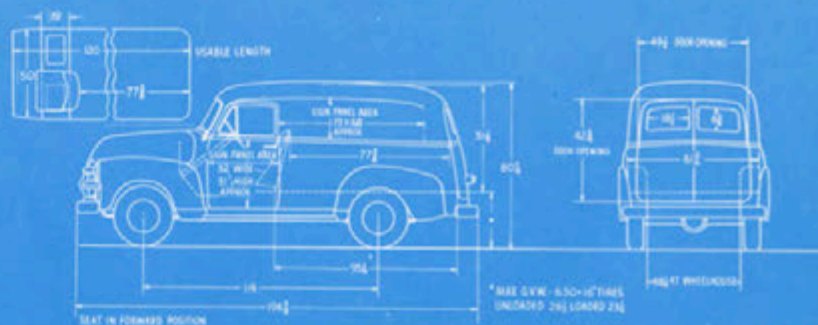
When load protection is important, this model is most practical. The all-steel body, with insulated top and sides, is tightly sealed to exclude rain and dust. Large rear doors can be opened to 90, or 180 degrees to facilitate loading or unloading. Sturdy plywood with steel skid strips provide a smooth durable floor. The steering column gearshift and foot-operated parking brake eliminate floor obstruction for easy entrance or exit from the curb side of the driver compartment.

STANDARD EQUIPMENT

Ventipanes • Right-hand push-button door lock • Thriftmaster 235 engine • Three-speed Synchro-Mesh transmission • Gearshift on steering column • Foot-operated parking brake • Tires, 6.00-16, 6-ply rating • Front and rear bumpers • Ride stabilizer, 3105 only • Direct double-acting shock absorbers, front and rear • Dual windshield wipers, 45-amp generator.

OPTIONAL EQUIPMENT

De Luxe equipment • Heavy-duty 3-speed Synchro-Mesh transmission • Automatic transmission • Four-speed Synchro-Mesh transmission • 10-leaf rear springs • Heavy-duty 11" clutch • E-Z-Eye Glass except rear-door windows • Left-hand push-button door lock • Oil-bath air cleaner • Tires, maximum, 15", 6-ply rating • Auxiliary seat • Choice of 12 Colors • Governor • 45-, 50- or 55-amp. generator • Electric Windshield Wiper.





MODELS 3106 AND 3116 SUBURBAN CARRYALL 116" WHEELBASE, MAXIMUM G.V.W. 4800 LB.

The versatility of this eight-passenger model is widely acknowledged. Within minutes it can be converted from a passenger vehicle to a cargo carrier. The easily removed center and rear seats offer the flexibility needed for a variety of combination passenger and commodity loads. The pleasing over-all appearance is enhanced by the rich maroon and gray interior trim and the bright metal reveal moulding around the one-piece windshield. Dual sunshades and arm rest on left hand door contribute to the comfort of driver and passengers. Panel-type rear doors are furnished on Model 3106; tail and lift gate forms the rear opening on Model 3116. Front and rear shock absorbers and a ride stabilizer contribute to smooth comfortable riding.

STANDARD EQUIPMENT

Maroon and gray interior trim • Right-hand push-button door lock • Ventipanes in side door windows • Thriftmaster 235 engine • Standard air cleaner • Clutch 10" diameter • Three-speed Synchro-Mesh transmission • Tires, 6.00-16, 6-ply rating • Steering column gearshift • Foot-operated parking brake • Front and rear bumpers • 45-amp. generator.

OPTIONAL EQUIPMENT

Automatic transmission • 3-speed heavy-duty transmission • Four-speed Synchro-Mesh transmission • 10-leaf rear springs • Heavy-duty 11" clutch • E-Z-Eye Glass • Choice of 12 colors • Left-hand push-button door lock • Oil-bath air cleaner • 15", 6-ply rating tires • Governor • 45-, 50- or 55-amp. generator.

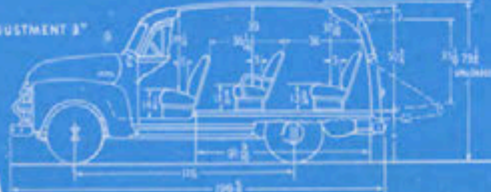
AUXILIARY SEAT MOVES FORWARD 10" TO PROVIDE ACCESS TO CENTER AND REAR SEATS



CENTER AND REAR SEATS REMOVABLE REAR SEAT ADAPTABLE TO CENTER SEAT POSITION

LEG ROOM
FRONT SEAT 42"
CENTER SEAT 37"
REAR SEAT 38"

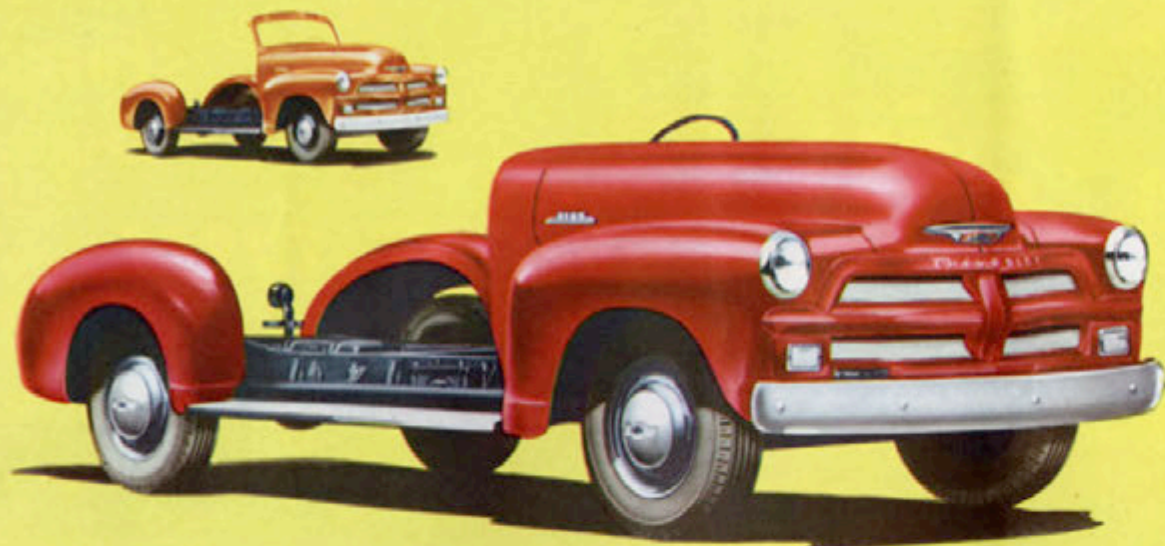
SEAT ADJUSTMENT 9"



*MAX. G.V.W. 4800 LBS. UNLOADED AT 100000 LBS.



MODEL 3102, CHASSIS and FLAT-FACE COWL • MODEL 3112, CHASSIS, COWL AND WINDSHIELD
 Accommodate 66" to 84" bodies. Weight of body and payload up to 2250 pounds



LIGHT-DUTY CHASSIS

116" Wheelbase, Maximum G.V.W. 4800 Lb.

FOR THE INSTALLATION OF VOCATIONAL BODIES

Available with the new Comfortmaster Cab, flat face cowl, or cowl and windshield, with full-length running boards and four fenders, these chassis accommodate standard and special-purpose bodies of many types. Power, economy and flexibility are offered in these units with the new Thriftmaster 235 Engine, new rear axle ratio of 3.9 to 1 and a choice of four transmissions, including the Synchro-Mesh Standard Three-Speed, Heavy-Duty Three-Speed,* Four-Speed* and the new Automatic.* Durability and dependability are increased by improvements in the design of many of the chassis components.

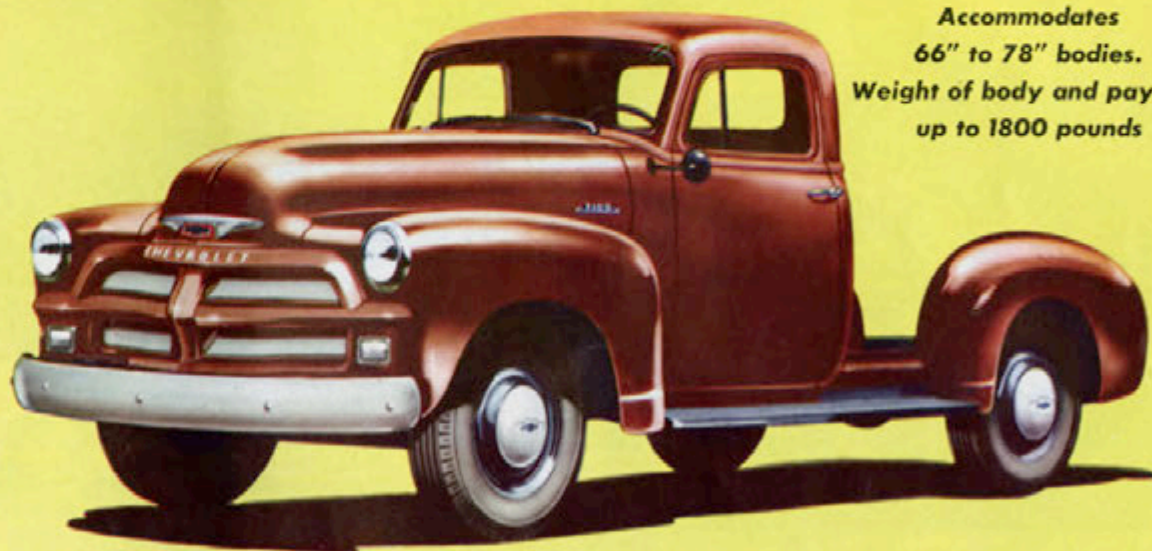
**Regular production option at extra cost.*

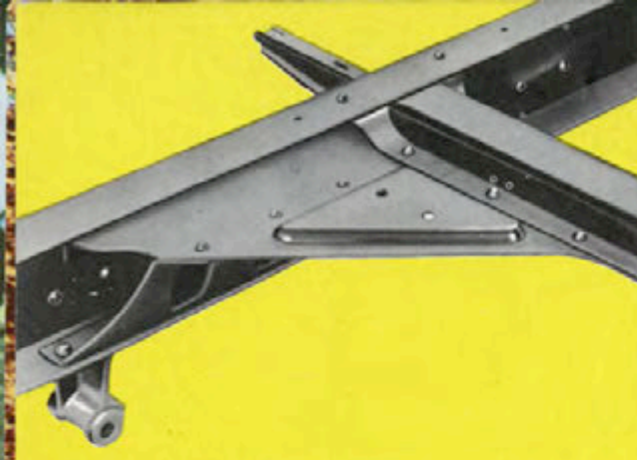
MODEL 3103—CHASSIS AND CAB

Accommodates

66" to 78" bodies.

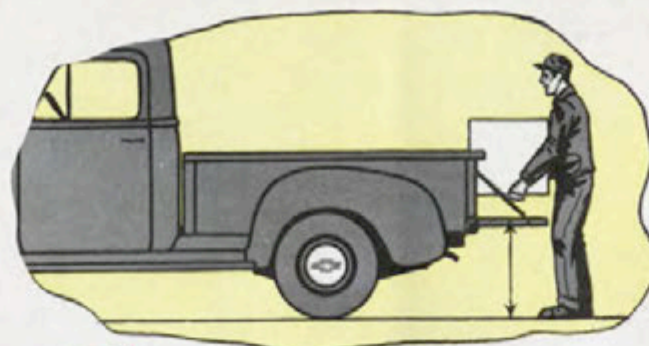
**Weight of body and payload
up to 1800 pounds**





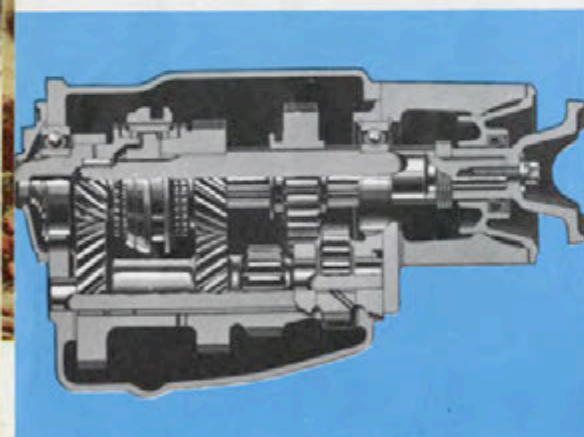
MORE RIGID FRAME

Sturdy crossmembers and strong gusset plates anchored to tough channel side rails form the solid "backbone" of the chassis. A new, heavier crossmember at the rear of the engine adds to the rigidity of the frame structure.



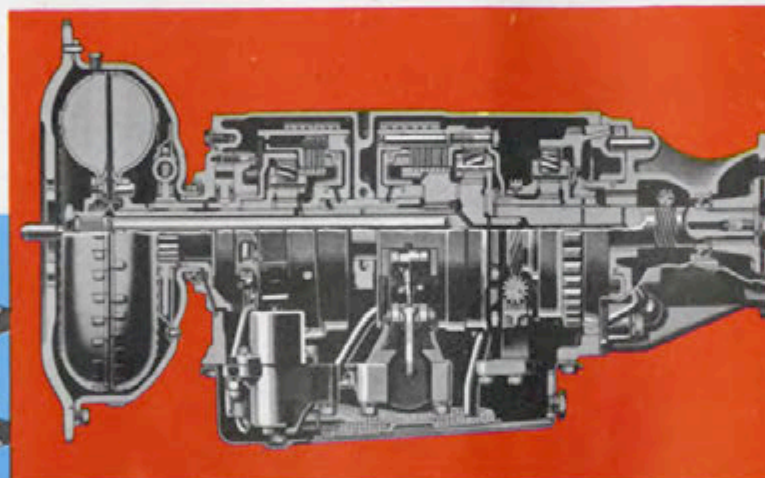
NEW LOWER LOADING HEIGHTS

Reduced frame kickup at the rear axle and modified body mountings provide a substantially lower loading height. Even though the sides of the pickup body are high, the over-the-side loading height is less.



NEW HEAVY-DUTY 3-SPEED TRANSMISSION*

Greater gear reductions and more rugged construction make this durable Synchromesh Transmission suitable for heavier duty operations than usually are required of the standard unit. Easy gearshifting is provided by the handy steering column control.

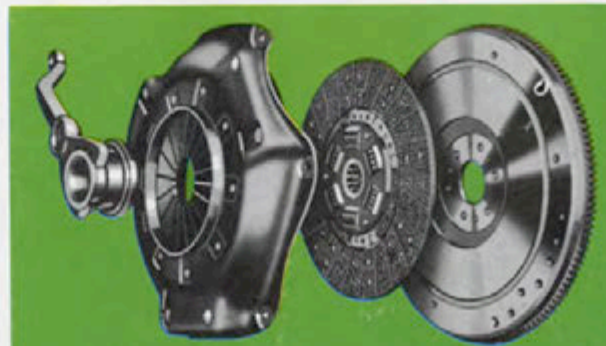


NEW AUTOMATIC TRANSMISSION*

Easier driving, easier operation and time saving in deliveries, particularly under continuous stop-and-go conditions, are provided by this automatic 4-speed transmission of hydra-matic design. The selector lever is conveniently mounted on the steering column.

NEW 10" DIAPHRAGM SPRING CLUTCH

New strap-type design provides smoother clutch action. Larger and more durable clutch facing provides longer life. Minimum pedal pressure is required by the diaphragm spring to disengage the clutch.



LIGHT-DUTY SERIES

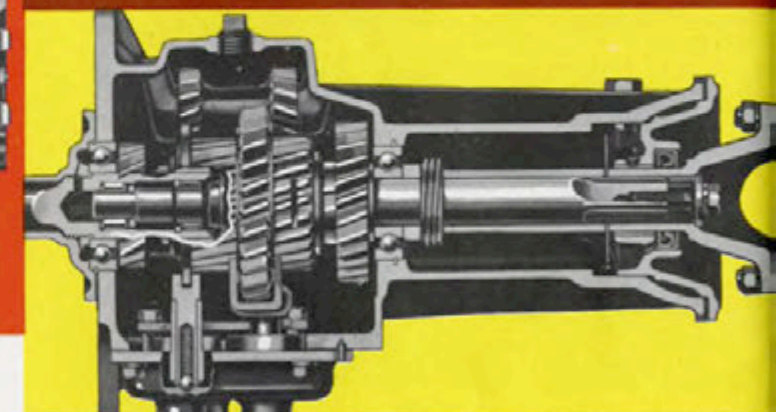
FOR PAYLOADS

NEW FEATURES...

THAT INTRODUCE A

MEASURE OF DEPENDABILITY

ENGINEERED FOR MAXIMUM ECONOMY •



STANDARD 3-SPEED SYNCHRO-MESH TRANSMISSION

Gears are carburized for increased resistance to wear. Gear teeth are chamfered to allow greater tooth contact and are shot peened to resist metal fatigue. The double row pilot bearing improves the alignment of the mainshaft assuring longer service life of the gears. Greater durability and increased capacity is the result of these important improvements.

4-SPEED SYNCHRO-MESH TRANSMISSION*

For heavy-duty operation, this transmission with lower gear ratios provides added power multiplication and increased durability. A power take-off opening is located on the left side of the case.



CHASSIS FEATURES

3100

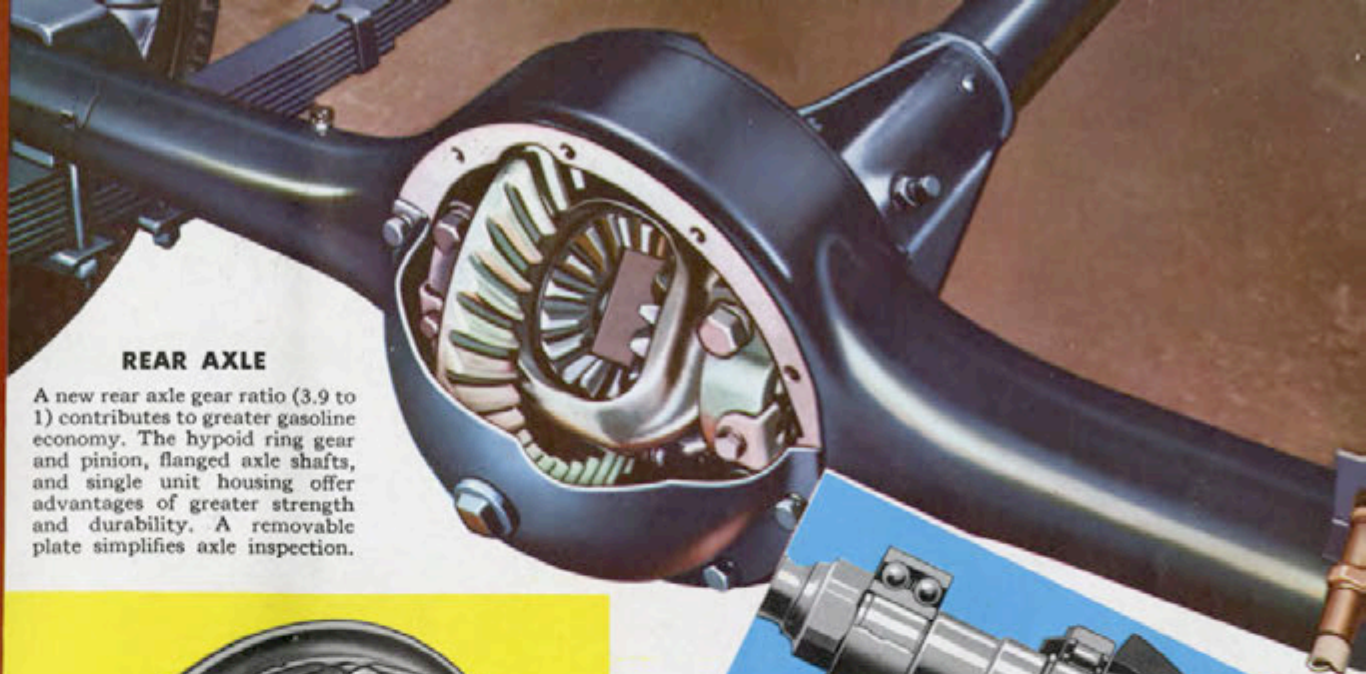
UP TO 1500 POUNDS

IMPROVED FEATURES

GREATER-THAN-EVER

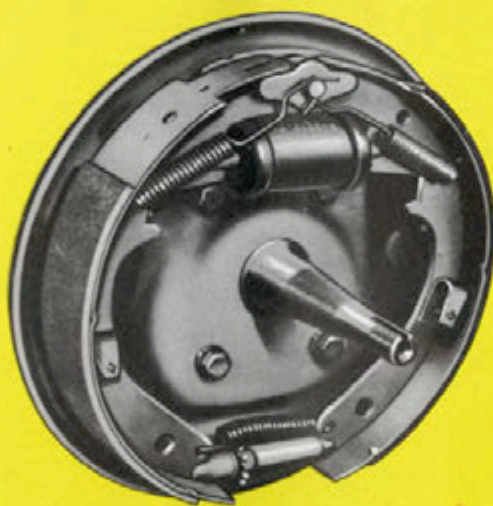
IN LIGHT-DUTY TRUCK OPERATION

EASIER LOADING • GREATER DRIVING EASE



REAR AXLE

A new rear axle gear ratio (3.9 to 1) contributes to greater gasoline economy. The hypoid ring gear and pinion, flanged axle shafts, and single unit housing offer advantages of greater strength and durability. A removable plate simplifies axle inspection.



TORQUE-ACTION BRAKES

The brake shoes, energized by the turning of the brake drums, operate with light pedal pressure. Bonded linings eliminate rivet scoring of the drums. Composite cast iron and steel drums dissipate heat quickly. Flanged drums protect the brakes from dirt and moisture.

4-SPEED TRANSMISSION GEARSHIFT

Gearshift control is provided by the floor mounted lever.

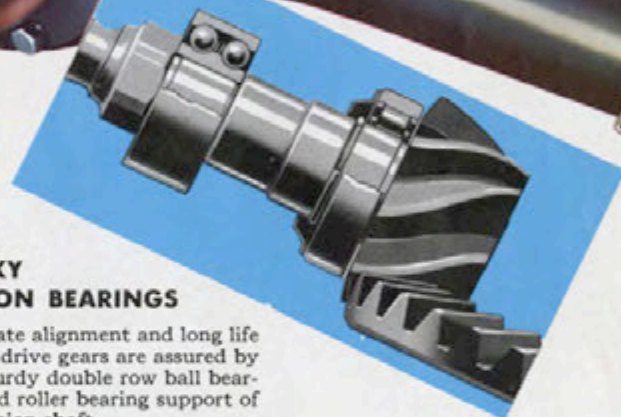


STEERING COLUMN GEARSHIFT WITH 3-SPEED TRANSMISSIONS

The gear shift lever for three-speed transmissions and the selector lever for the automatic transmission are mounted on the steering column directly below the steering wheel for quick, easy shifting. The location of these control levers and the foot-operated parking brake eliminate floor obstruction in the driver compartment.

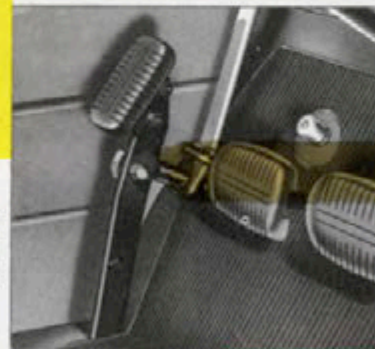
HUSKY PINION BEARINGS

Accurate alignment and long life of the drive gears are assured by the sturdy double row ball bearing and roller bearing support of the pinion shaft.



FOOT-OPERATED PARKING BRAKE

Conveniently located pedal provides positive application. Release is by hand control on instrument panel.



FRONT AXLE

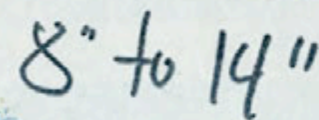
The I-Beam has a capacity of 2200 lbs. Sturdy king pins and spindles are designed to withstand road shock and contribute to easy steering.



RECIRCULATING BALL-GEAR STEERING

Easy steering is accomplished by scores of steel balls revolving in the gear nut on the worm. Friction is minimized, resulting in longer gear life.

MODELS





MODEL 3609 STAKE 125 $\frac{1}{4}$ " WHEELBASE, MAXIMUM G.V.W. 6500 LB.

Model 3608 Platform, also available

For the handling of bulky merchandise, this sturdy, dependable stake truck now provides a full 45 square feet of floor area (7 $\frac{1}{2}$ feet by 6 feet) within the stakes. The durable hardwood platform is reinforced with steel skid strips and is mounted lower for easier loading. Interlocking removable stake racks are firmly supported by reinforced steel pockets in the stronger rub rail. Heavy-duty equipment,* including dual rear wheels, is available for the maximum gross vehicle weight rating.

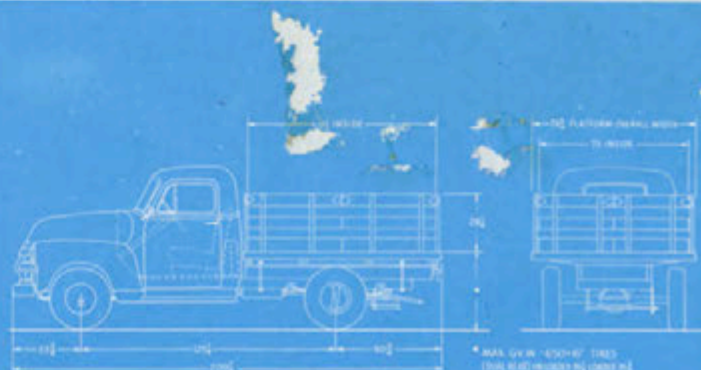
*Regular production option at extra cost.

STANDARD EQUIPMENT

Comfortmaster Cab • Thriftmaster 235 engine • Standard air cleaner • Cooling system capacity, 16 quarts • Three-speed Synchro-Mesh transmission • Tires, 15-inch, 6-ply rating • Direct double-acting shock absorbers, front and rear • Fuel tank, 17 $\frac{1}{2}$ gallons • Right-hand push-button door lock • 45-amp. generator.

OPTIONAL EQUIPMENT

Comfortmaster De Luxe Cab • Heavy-duty 3-speed Synchro-Mesh transmission • Heavy-duty 11" clutch • Automatic transmission • 8-leaf rear springs • Heavy-duty cooling system, 17-quart capacity • 6.50 x 16—6-ply tires, front and dual rear • E-Z-Eye Glass • Oil-bath air cleaner • Four-speed Synchro-Mesh transmission • Governor • Rear corner windows • Rear axle ratio, 5.14:1 • Left-hand push-button door lock • 45-, 50- or 55-amp. generator • Ride Control Seat • Elec. W/S Wiper.





MODEL 3804 PICKUP 137" WHEELBASE, MAXIMUM G.V.W. 7000 LB.

This large pickup truck has 37½ square feet of unobstructed floor space and a payload capacity of 2900 pounds. Floor boards of uniform width are joined by flush steel skid strips to make the durable platform. Deeper sides, with ends of the same height, accommodate larger loads, and the tail gate is grain-tight to prevent leakage of bulk materials. Lower platform height makes loading easier. Eight stake pockets provide for installation of racks or canopies.

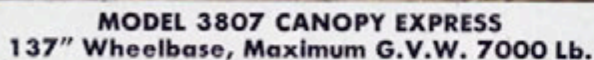
STANDARD EQUIPMENT

Comfortmaster Cab • Thriftmaster 235 engine • Cooling system capacity, 17 quarts • Four-speed Synchro-Mesh transmission • Tires, 7.00-17, 6-ply rating front, 8-ply rating rear • Direct double-acting front shock absorbers • Torque-action brakes • Foot-operated parking brake • 45-amp. generator.

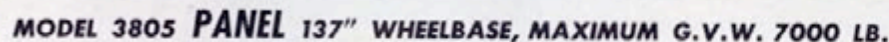
OPTIONAL EQUIPMENT

Comfortmaster De Luxe Cab • Ride Control Seat • Heavy-duty three-speed transmission • Automatic transmission • Heavy-duty clutch, 11" diameter • Rear corner windows • Side-mounted tire carrier • Oil-bath air cleaner • Heavy-duty cooling system, capacity 18 quarts • Tires, maximum, 7.50-17, 8-ply rating • Direct double-acting rear shock absorbers • Auxiliary rear springs • Governor • 45-, 50- or 55-amp. generator • Electric Windshield Wiper.





With over-all dimensions similar to those of Model 3805, this truck has open sides and a sturdy tail gate. Merchandise is weather-protected by heavy curtains.



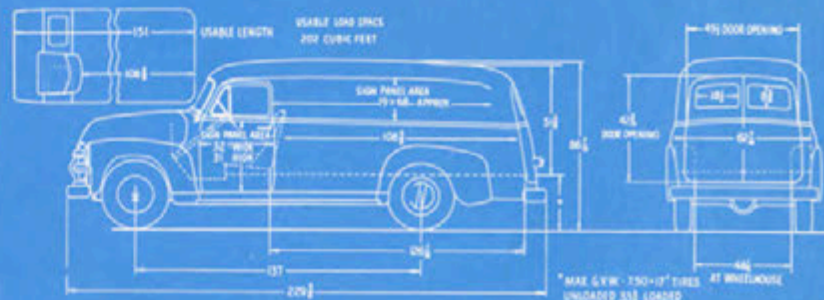
All-weather protection of bulky loads is assured in this large panel truck. Cargo items as long as 12½ feet may be carried while bulk capacity is 202 cubic feet. In the all-steel body, insulated sides and top combine with the tightly sealed, sturdy plywood floor to provide complete protection for merchandise. Steel skid strips make loading easier and protect the floor. Large rear doors open to 90° for curbside loading or to 180° for loading from a dock.

STANDARD EQUIPMENT

Ventipanes • Thriftmaster 235 engine • Cooling system capacity, 17 quarts • Four-speed Synchro-Mesh transmission • Front and rear bumpers • Tires, 7.00-17, 6-ply rating, front and 8-ply rear • Direct double-acting front shock absorbers • Foot-operated parking brake • Right-hand push-button door lock • Torque-action brakes • 45-amp. generator.

OPTIONAL EQUIPMENT

De luxe equipment • Heavy-duty clutch, 11" diameter • Heavy-duty 3-speed transmission • Automatic transmission • E-Z-Eye Glass • Oil-bath air cleaner • Heavy-duty cooling system, capacity 18 quarts • Tires, maximum, 7.50-17, 8-ply rating • Direct double-acting rear shock absorbers • Auxiliary seat • Auxiliary rear springs • Governor • Left-hand push-button door lock • 45-, 50- or 55-amp. generator, Electric Windshield Wiper.





MODEL 3809 STAKE 137" WHEELBASE, MAXIMUM G.V.W. 8800 LB.

Model 3808, Platform, also available

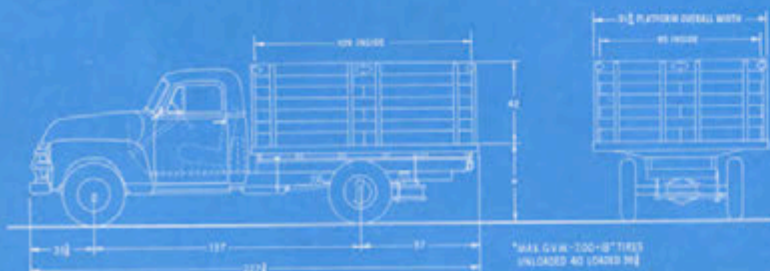
The body of this multi-purpose truck measures a full nine feet long by seven feet wide inside the 42" stake racks, and is mounted low on the chassis for easy loading. The sturdy hardwood platform with flush-type steel skid strips is protected by a steel rub rail of great strength. The rounded platform corners add to utility and appearance. Reinforced stake pockets in the rub rail support the interlocking racks firmly while a latch holds them securely to the platform.

STANDARD EQUIPMENT

Comfortmaster Cab • Thriftmaster engine • Clutch, 10" diameter • Cooling system capacity, 17 quarts • Four-speed Synchro-Mesh transmission • Tires, 7.00-17, 6-ply rating front, 8-ply rating, single, rear • Direct double-acting front shock absorbers • Foot-operated parking brake • Right-hand push-button door lock • 45-amp. generator • Torque-action brakes.

OPTIONAL EQUIPMENT

Comfortmaster De Luxe Cab • Ride Control Seat • Heavy-duty clutch, 11" diameter • Heavy-duty 3-speed transmission • Automatic transmission • Oil-bath air cleaner • Heavy-duty cooling system, capacity 18 quarts • Tires, maximum, 7.00-18, 8-ply rating (dual rear) • Direct double-acting rear shock absorbers • Auxiliary rear springs • Governor • Rear corner windows • Left-hand push-button door lock • 40-, 45-, 50- or 55-amp. generator • E-Z-Eye Glass.





MODEL 3602—CHASSIS AND FLAT-FACE COWL
MODEL 3612—CHASSIS, COWL AND WINDSHIELD



Accommodate
bodies 72" to 98".
Weight of body
and payload, up
to 3400 pounds



MODEL 3603—CHASSIS AND CAB
Accommodates bodies 72" to 92".
Weight of body and payload,
up to 3100 pounds

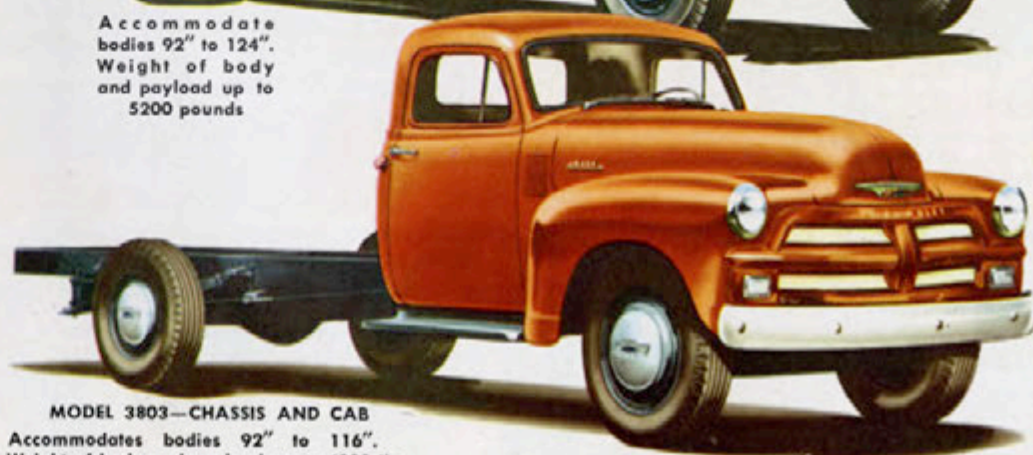
MEDIUM-DUTY CHASSIS To provide for the installation of a wide variety of standard and special-purpose bodies, two basic medium-duty chassis are regularly equipped with front fenders and short running boards and with either flat face cowl, cowl and windshield, or the new Comfortmaster Cab. The 3600 Series chassis, with 125 $\frac{1}{4}$ " wheelbase and 48 $\frac{1}{4}$ " cab-to-rear axle dimension, has a maximum gross vehicle weight rating of 6500 pounds. The 3800 Series chassis has a 137" wheelbase, 60" "CA" dimension, and a maximum G.V.W. of 8800 pounds. For improved performance and economy, both chassis now are powered by the Thriftmaster 235 engine. Other standard features include Diaphragm Spring Clutch, Synchro-Mesh Transmission and Hotchkiss drive, as well as a full-floating hypoid rear axle, two-stage rear springs, Ball-gear Steering, and Torque-Action Brakes. The new Automatic Transmission,* adding convenience of automatic gearshifting for greater driving ease is optional at extra cost.



MODEL 3802—CHASSIS AND FLAT-FACE COWL
MODEL 3812—CHASSIS, COWL
AND WINDSHIELD



Accommodate
bodies 92" to 124".
Weight of body
and payload up to
5200 pounds



MODEL 3803—CHASSIS AND CAB
Accommodates bodies 92" to 116".
Weight of body and payload, up to 4900 lbs.

MEDIUM-DUTY

SERIES 3600

FOR PAYLOADS UP

REFINED THROUGHOUT FOR

NEW STRENGTH

GREATER LOAD-

MAXIMUM

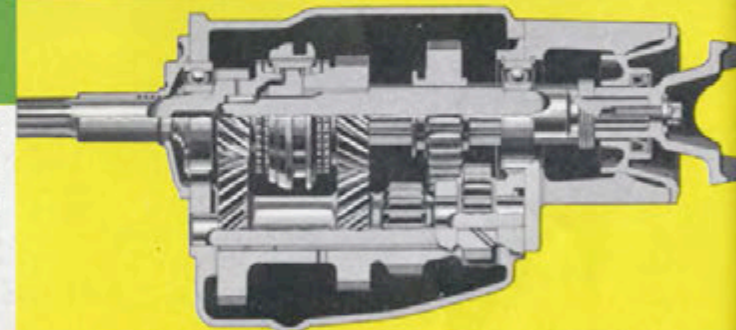
HYPOID REAR AXLE

Strength and stamina for long trouble-free service are inherent in Chevrolet truck rear axles. With hypoid gears, greater tooth contact results in a smaller but stronger ring gear and a larger, more durable pinion, while straddle-mounting of the pinion maintains true alignment of these gears, prolonging their life. For greater durability, too, four differential pinions are used. With full-floating construction, the tough single unit axle housing supports the load, relieving the axle shafts of load-carrying stress, and the shafts may be removed without disturbing the cargo or using a jack. A large removable cover simplifies inspection. The rated capacity of the 3600 Series axle is 5000 pounds; that of the 3800 Series 7200 pounds.



NEW DRIVE LINE Dual 2½" tubular propeller shafts with three universal joints transmit the engine torque to the rear axle. Driving thrust of the wheels to the chassis frame is cushioned by the rear springs for greater durability of the drive system.

NEW "U" JOINTS Simplified construction with heavier trunnions and bearings increases the capacity of the universal joints, resulting in longer life as well as meeting requirements of higher output engines.



NEW HEAVY-DUTY 3-SPEED SYNCHRO-MESH TRANSMISSION*

For heavier duty operations which do not require use of a 4-speed transmission, this 3-speed Synchro-Mesh Transmission is ideal with greater gear reductions and even more rugged construction than the regular 3-speed transmission, it is available at extra cost in both Series 3600 and 3800. To Series 3800, which is regularly equipped with the 4-speed transmission and floor-mounted gearshift, it offers the convenience of steering column gearshift.

STANDARD 3-SPEED SYNCHRO-MESH TRANSMISSION

With greatly strengthened helical gear teeth, the capacity of the 3-speed transmission of Series 3600 trucks is increased for prolonged trouble-free operation. With this Synchro-Mesh Transmission and its handy steering column control, gearshifting is always positive, smooth, quiet and easy.



NEW 10" DIAPHRAGM SPRING CLUTCH

Quiet, positive full-pressure engagement, and disengagement with unusually light pedal pressure are assured by new clutch design. Single diaphragm spring eliminates numerous coil springs and levers, reducing number of working parts.

FRONT AXLE

Tough steel is drop-forged and heat-treated to make a sturdy I-beam front axle with rugged easy-turning steering knuckles and large diameter wheel spindles. This complete unit is built to carry maximum loads and withstand severe road shocks. Rated axle capacity for 3600 Series is 2500 pounds; that for 3800 Series, 3500 pounds.



CHASSIS FEATURES

AND 3800

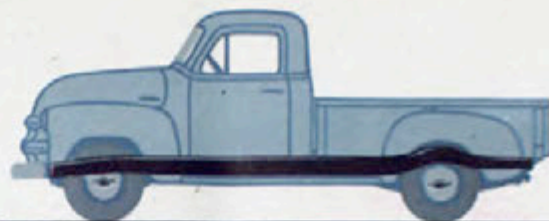
TO 4300 POUNDS

INCREASED DEPENDABILITY

AND STAMINA . . .

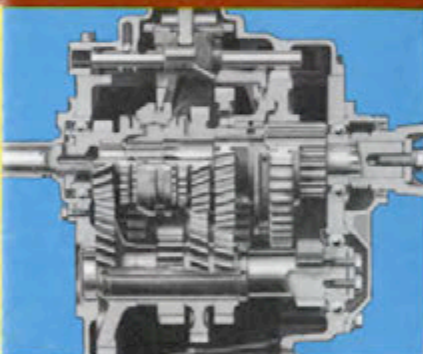
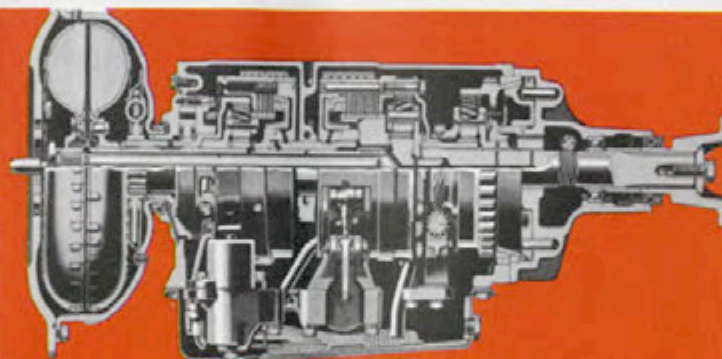
HANDLING CONVENIENCE . . .

DRIVING EASE



NEW MORE RIGID FRAMES

The frame for the 3600 Series truck is lengthened to provide proper support for longer pick-up and stake bodies. A new heavier cross-member at the rear of the engine and reinforcing gusset plates at the rear spring front hangers makes the sturdy chassis frames even more rigid.



4-SPEED SYNCHRO-MESH TRANSMISSION

A rugged unit, providing lower gear reduction when extra pulling power is needed. Easy to shift, quiet in operation. (Standard on Series 3800, optional* on Series 3600.)



GEAR SHIFT CONTROL 4-SPEED TRANSMISSION

The floor-mounted lever provides direct control of the transmission for easy gearshifting under heavy-duty operating conditions.

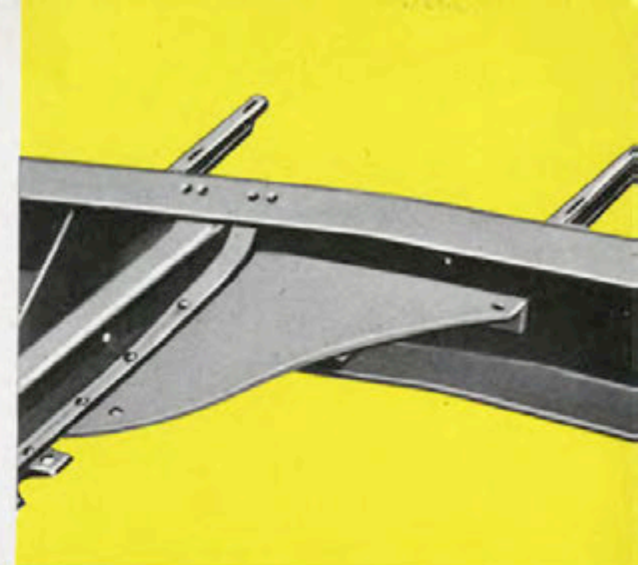
NEW AUTOMATIC TRANSMISSION*

Shifting is automatic through hydraulic power in this new 4-speed Hydra-Matic transmission, available in both Series 3600 and 3800, for easiest, simplest driving. The convenient selector lever just below the steering wheel has five positions: neutral, reverse, and three forward speed ranges, one for all normal driving, one for faster acceleration in traffic, and one for slow, heavy going.



FOOT-OPERATED PARKING BRAKE

Easily applied with foot-operated pedal and released with hand control on instrument panel.



TORQUE-ACTION BRAKES

Torque-Action brakes, both front and rear, utilize the turning action of the brake drums to energize the brake shoes for safe, smooth stops, with less pedal pressure. Bonding of the brake linings eliminates rivets and consequent scoring of the drums, and practically doubles the lining life.



STEERING COLUMN GEAR SHIFT 3-SPEED TRANSMISSIONS

Convenient shifting and a clear floor for easy entrance from the curb side of the driver compartment feature the steering column gearshift.

RECIRCULATING BALL-GEAR STEERING

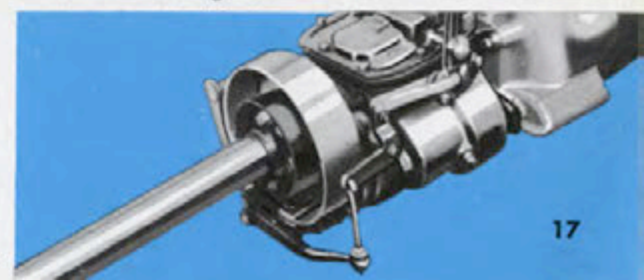
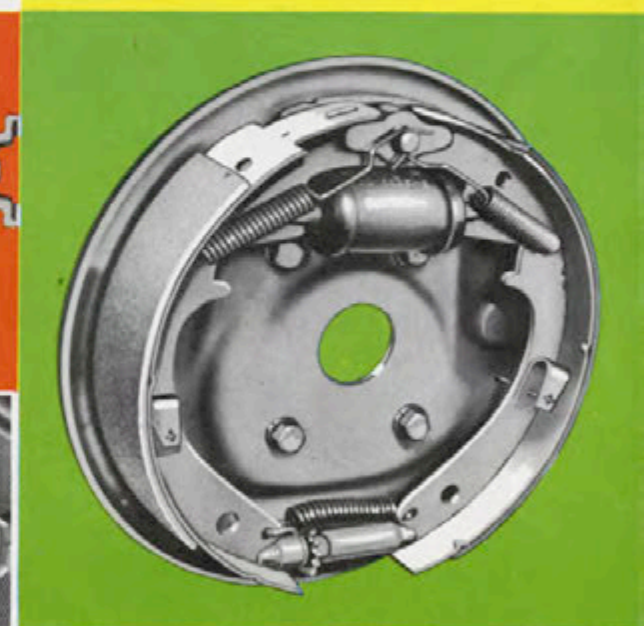
Easy steering is achieved by recirculating ball-gear design, an engineering development to reduce friction to a minimum.

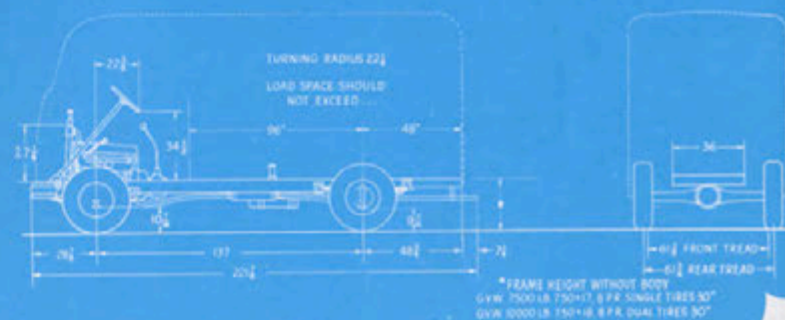
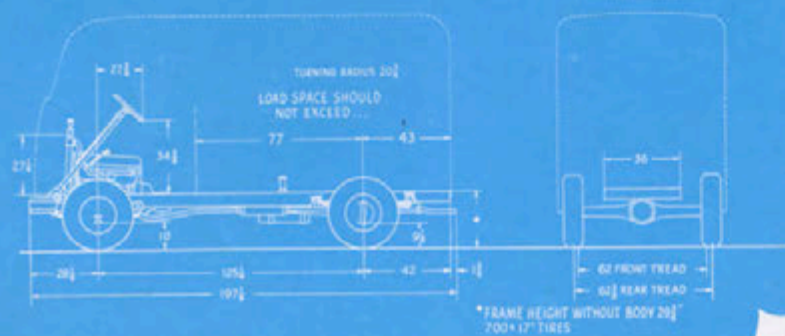


DUAL-SHOE PROPELLER SHAFT PARKING BRAKE*

With a vise-like grip, the two shoes of this brake applied to the drum on the propeller shaft provide maximum holding power and safety. Optional* on Models 3802 and 3812 with four-speed transmission only.

*Regular production option at extra cost.

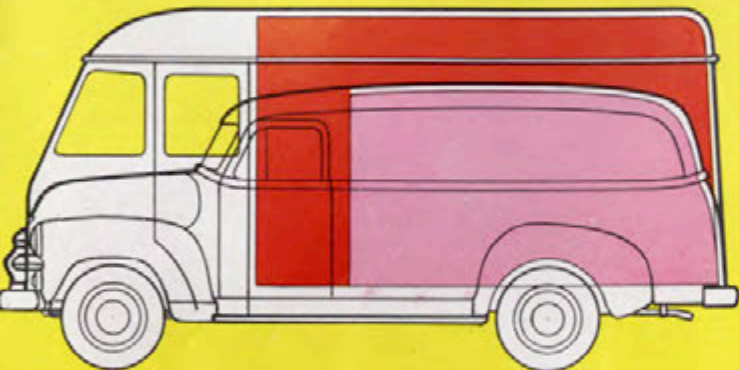




FORWARD CONTROL CHASSIS

MODEL 3742—125 1/4" Wheelbase, Maximum G.V.W. 7000 Lb.
MODEL 3942—137" Wheelbase, Maximum G.V.W. 10,000 Lb.

Because their driving controls are located far forward, these two chassis accommodate door-to-door delivery bodies of varying lengths for a wide variety of vocations. A special heavy-duty Loadmaster 235 engine, 107 gross horsepower, with closed crankcase ventilation, provides the power, economy, and durability needed in stop-and-go operation. Chassis components include heavy-duty Diaphragm Spring Clutch, Synchromesh Transmission, Hotchkiss drive, full-floating hypoid rear axle, and Torque-Action Brakes. Steering Column Gear-shift (Model 3742), Recirculating Ball-Gear Steering, Foot-Operated Parking Brake, and push-button stabilizer, semi-elliptic springs, and shock absorbers protect the load by cushioning the ride.



DOUBLE CUBIC LOAD CAPACITY NO ADDITIONAL OVER-ALL LENGTH

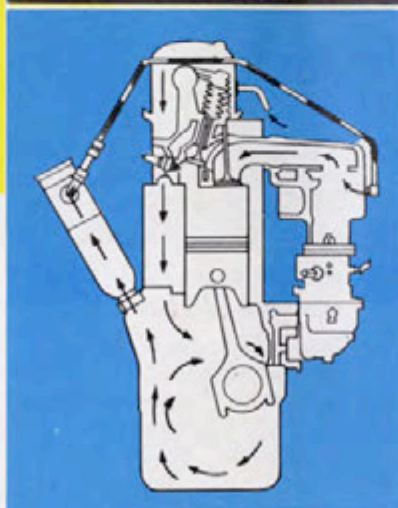
With all driving controls at the extreme front of the chassis, double the cubic load capacity of a standard panel body is available without any increase in the wheelbase.



DIRECT DOUBLE-ACTING SHOCK ABSORBERS

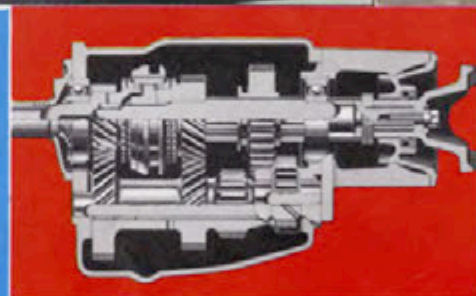
Direct, double-acting shock absorbers contribute to riding ease and load protection. Sealed for life, they require neither lubrication nor maintenance. Standard front and rear on Model 3742, and on front of 3942. Cam and lever type shock absorbers optional* on rear of Model 3942.

Easy accessibility to the load



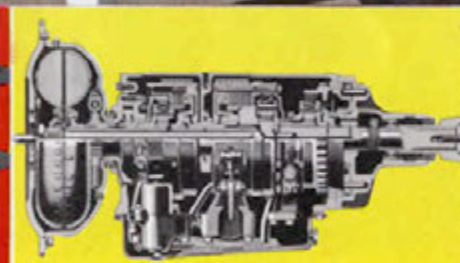
CLOSED CRANKCASE VENTILATION

The special, closed crankcase ventilation system of these models prolongs engine life by minimizing the formation of sludge, rust, corrosion, or the harmful gases generated during periods of frequent idling and slow speed operation.



NEW HEAVY-DUTY 3-SPEED TRANSMISSION*

This synchromesh transmission with steering column control is available for Models 3742 and 3942. The sturdiness and convenience of this transmission are decided advantages in frequent stop truck operation.



NEW AUTOMATIC TRANSMISSION*

Easier, simpler driving and time saving in delivery operations are provided by this hydraulically controlled, 4-speed Hydra-Matic transmission. The convenient selector lever, just below the steering wheel, provides for three forward speed ranges, neutral and reverse.

DUAL-SHOE PROPELLER SHAFT PARKING BRAKE*

Available as an option at extra cost on Model 3942 with four-speed transmission. Maximum holding power and safety is provided by the viselike grip when the two brake shoes are applied to the drum.

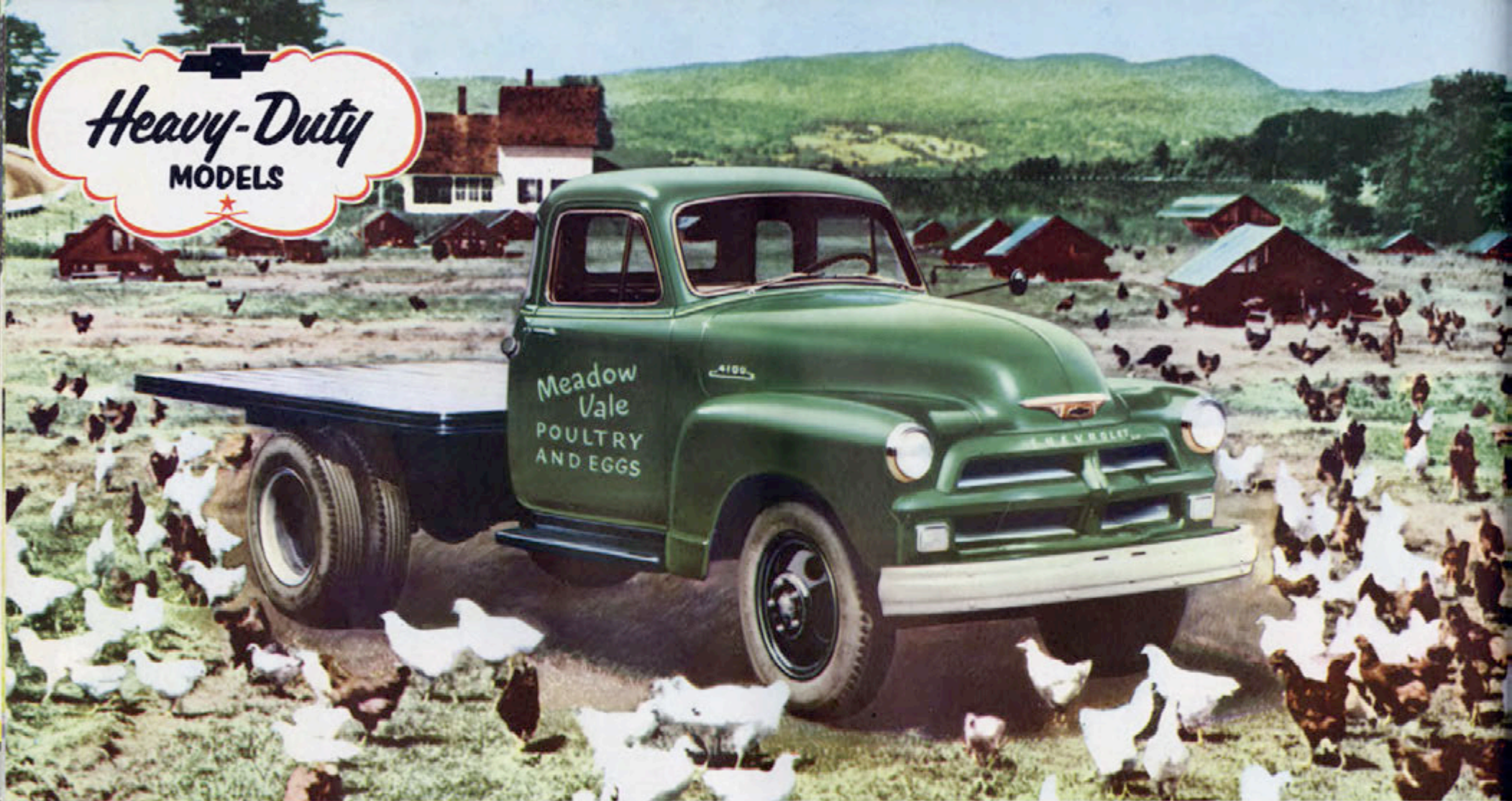
*Regular production option at extra cost.





Heavy-Duty

MODELS



MODEL 4108 PLATFORM 137" WHEELBASE, MAXIMUM G.V.W. 14,000 LB.

Models 4408-6108-6408—Platform Trucks also available

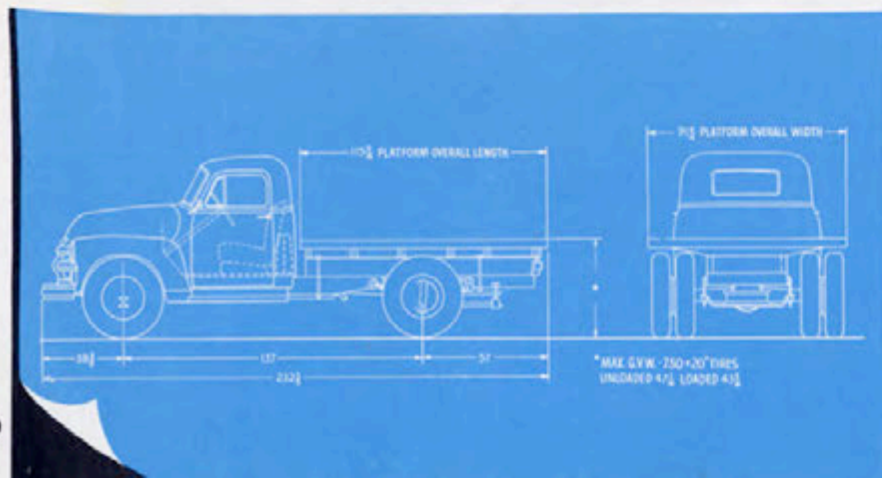
Ruggedly constructed of seasoned hardwood and steel. The smooth, wear-resistant floor, with thick boards spaced to allow for any expansion, are joined by steel skid strips inset flush with the wood. Steel cross sills form a sturdy support and are redesigned for lowest practical platform height. Steel rub rails of beaded construction offer maximum protection to all sides. Reinforced steel stake pockets are provided for racks.

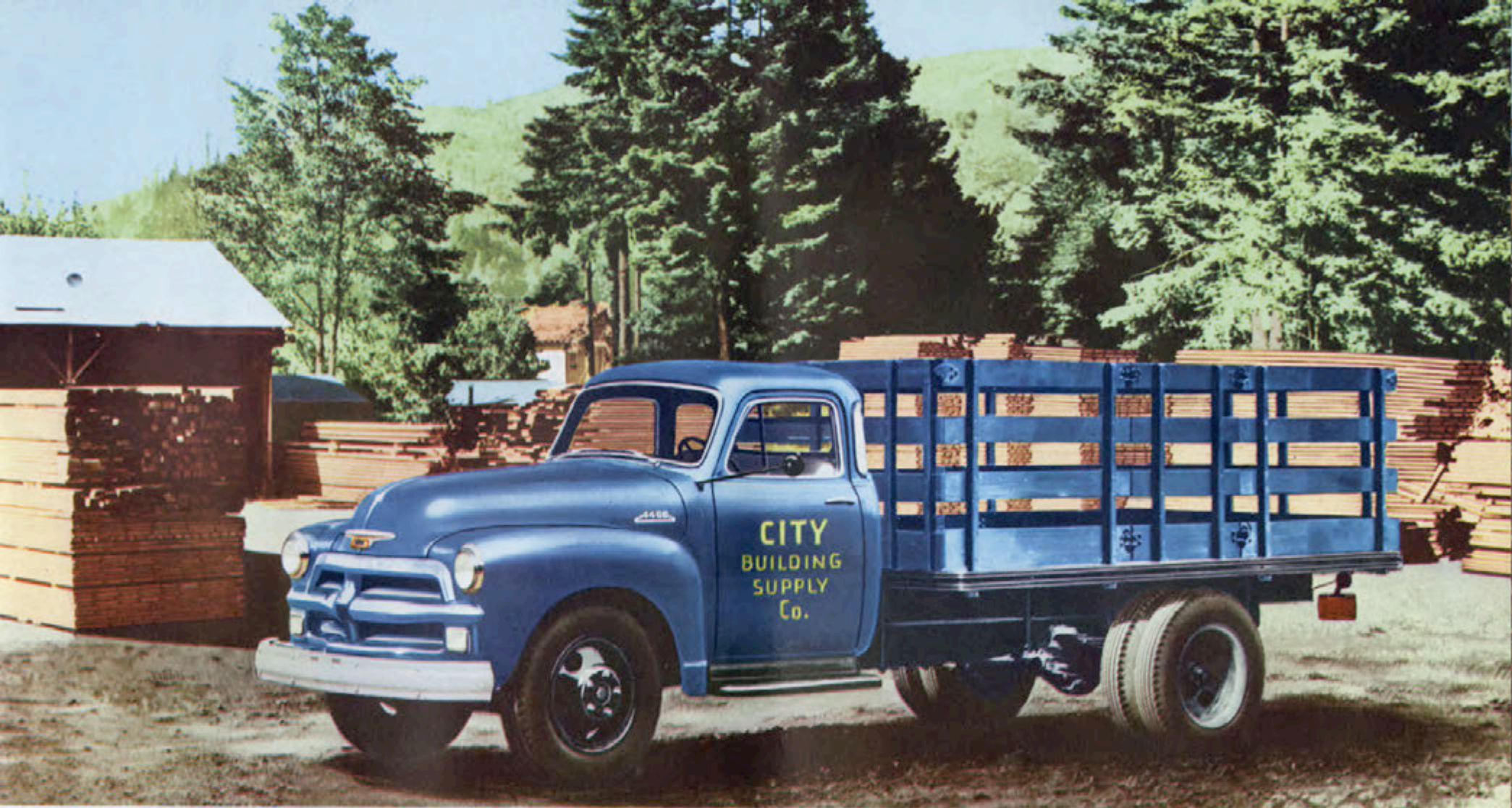
STANDARD EQUIPMENT

Comfortmaster Cab • Torque-action front and Twin-Action rear brakes • Thriftmaster 235 engine • Cooling system capacity, 17 quarts • Four-speed Synchro-Mesh transmission • Heavy-duty clutch 11" diameter • Six tires, 6.50-20, 6-ply rating • Rear axle ratio 6.17:1 • Rear springs 4465-lb. capacity at ground, each • Dual-Shoe propeller shaft-type parking brake • Right-hand push-button door lock • 45-amp. generator.

OPTIONAL EQUIPMENT

Comfortmaster De Luxe Cab • Loadmaster 235 engine • Heavy-duty cooling system capacity, 18 quarts • Heavy-duty frame • Tires, maximum, 7.50-20, 10-ply rating (dual rear) • Rear axle ratio 5.43:1 • Heavy-duty front springs • Heavy-duty front axle 4500-lb. capacity • Hydrovac power brake • Auxiliary (6-leaf) springs • Rear corner windows • Governor • Double-acting shock absorbers, front and rear • Left-hand push-button door lock • 45-, 50- or 55-amp. generator • E-Z-Eye Glass • Ride Control Seat • Elec. W/S Wiper.





MODEL 4409 STAKE 161" WHEELBASE, MAXIMUM G.V.W. 14,000 LB.

Models 4109-6109-6409—Stake Trucks also available

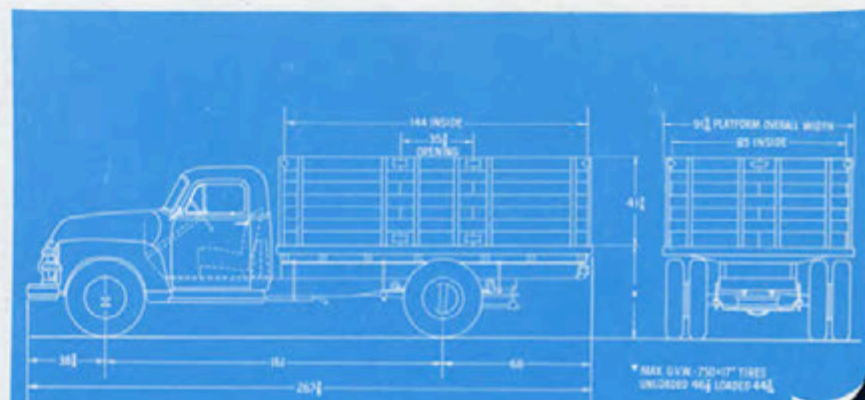
The load space of this husky stake truck measures a full twelve feet by seven feet, inside of the 42" high racks. Chevrolet stake racks are constructed of tough, seasoned hardwood, solidly joined by inset fasteners. Racks are held firmly in place by reinforced steel stake pockets and interlocking latches. On 12-foot bodies hinged center gates facilitate loading. Low platform height makes loading easier.

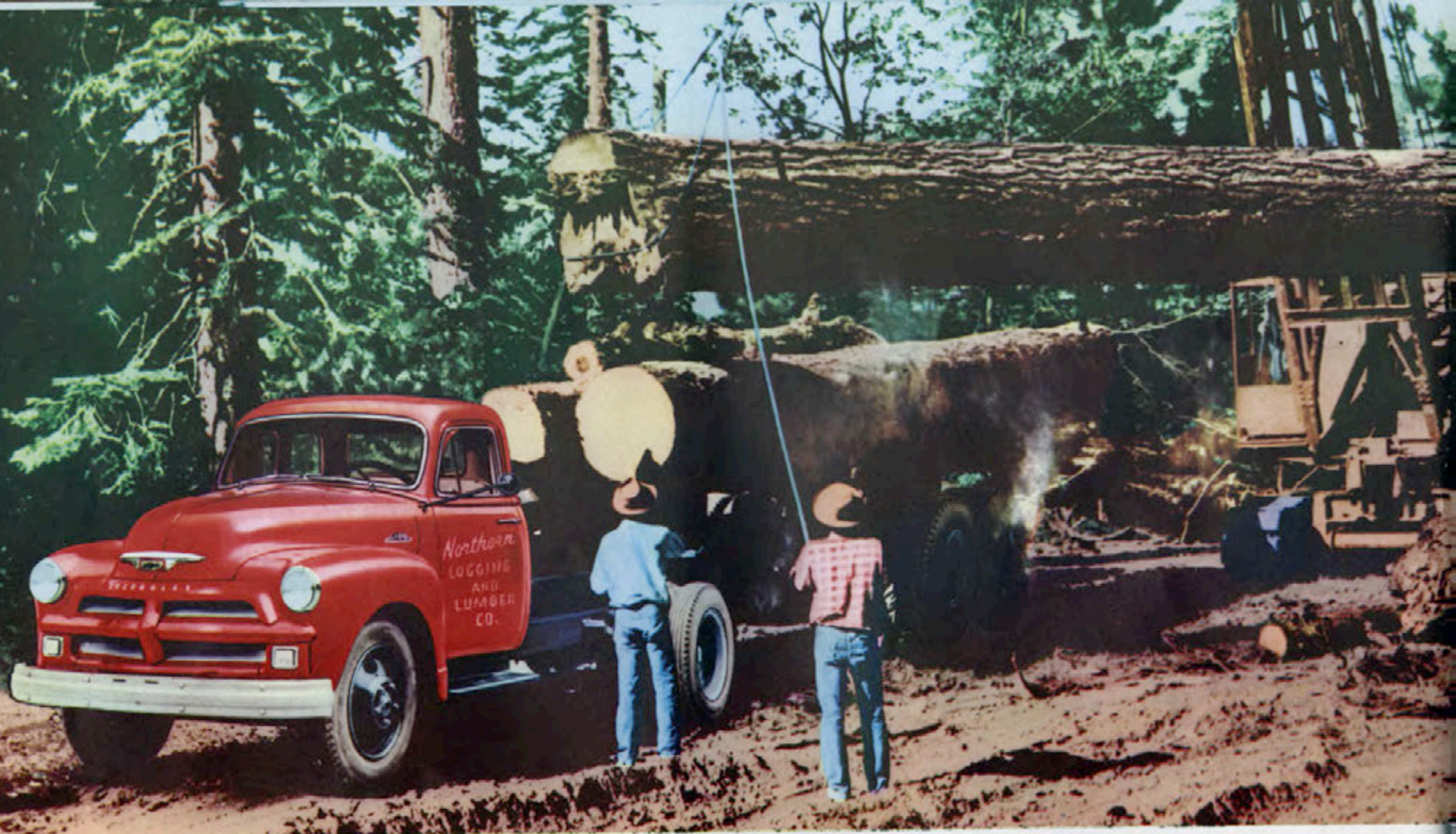
STANDARD EQUIPMENT

Comfortmaster Cab • 45-amp. generator • Torque-Action front and Twin-Action rear brakes • Thrift-master 235 engine • Cooling system capacity, 17 quarts • Four-speed Synchro-Mesh transmission • Heavy-duty clutch 11" diameter • Six tires, 6.50-20, 6-ply rating • Rear axle ratio 6.17:1 • Rear springs, 4465-lb. capacity at ground, each • Heavy-duty frame. Wide-base wheels • Dual-Shoe propeller shaft-type parking brake.

OPTIONAL EQUIPMENT

Comfortmaster De Luxe Cab • Loadmaster 235 engine • Oil-bath air cleaner • Heavy-duty cooling system capacity, 18 quarts • Tires, maximum, 7.50-20, 10-ply rating (dual rear) • Rear axle ratio 5.43:1 • Heavy-duty front springs • Heavy-duty front axle 4500-lb. capacity • Hydrovac power brake • Auxiliary (6-leaf) springs • Double-acting shock absorbers, front and rear • Governor • Rear corner windows • 45-, 50- or 55-amp. generator • E-Z-Eye Glass • Ride Control Seat • Electric Windshield Wiper • 6.13—8.1 to 1, 2-Speed R. Axle.





MODEL 6103 CHASSIS and CAB 137" WHEELBASE, MAXIMUM G.V.W. 16,000 LB.
Model 4103 Chassis and Cab also available

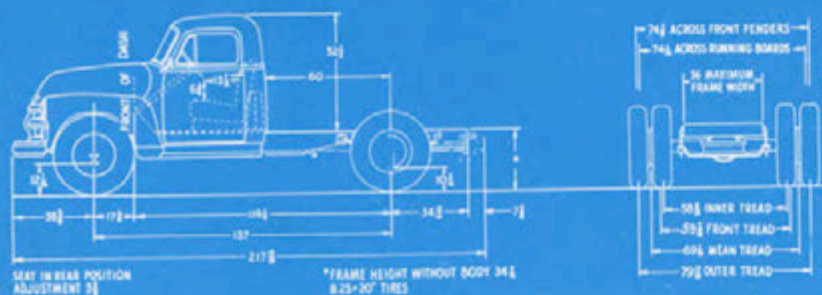
Heavy-duty components are matched to give this popular cab chassis the ability and stamina needed for long, uninterrupted service hauling maximum loads both on and off the highway. The 112-horsepower Loadmaster 235 engine is teamed with a durable 4-speed Synchro-Mesh transmission, and a rugged full-floating hypoid gear rear axle to provide exceptional pulling power with economy. The heavy-duty frame and springs form a sturdy support for body and payload under all operating conditions.

STANDARD EQUIPMENT

Comfortmaster Cab • Torque-Action front and Twin-Action rear brakes • Loadmaster 235 engine • Oil-bath air cleaner • Cooling system, 18 quarts • Four-speed Synchro-Mesh transmission • Heavy-duty clutch 11" diameter • Six tires, 7.50-20, 8-ply rating • Rear axle ratio, 6.17:1 • Hydrovac power brake • Rear springs, 7800-lb. capacity at ground, each • Dual-Shoe propeller shaft-type parking brake • 45-amp. generator.

OPTIONAL EQUIPMENT

Jobmaster 261 engine • Comfortmaster De Luxe Cab • Crankcase ventilation • E-Z-Eye Glass • Rear corner windows • 45-, 50- and 55-amp. generator • Tires, maximum (6), 8.25-20, 10-ply rating front, 9.00-20, 10-ply rating (dual rear) • Two-speed rear axle • Fuel and vacuum pump • Oil filter • Double-acting front shock absorbers • Governor • Left-hand push-button door lock • Ride Control Seat • Electric Windshield Wiper.





MODEL 6403 CHASSIS and CAB 161" WHEELBASE, MAXIMUM G.V.W. 16,000 LB.

Model 4403 Chassis and Cab also available

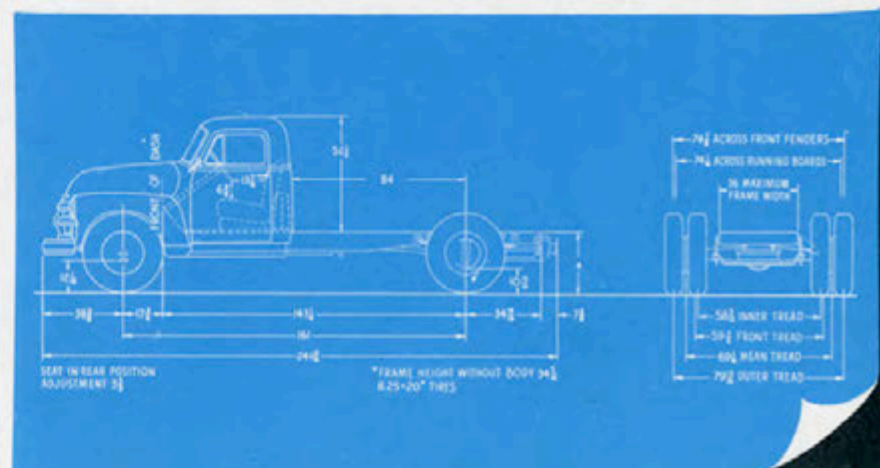
Where the going is extra hard, this rugged cab chassis may be purchased with many items of extra-heavy-duty equipment.* The 135-horsepower Jobmaster 261 engine develops greater pulling power over a wider speed range. A choice of two 2-speed rear axles with gear ratios (6.70/8.86 to 1 or 6.13/8.10 to 1) combined with the standard 4-speed transmission to give eight gear reductions to meet wide variations in power requirements. Optional tires range up to 8.25-20 front and 9.00-20 rear. *Regular production options at extra cost.

STANDARD EQUIPMENT

Comfortmaster Cab • Torque-Action front and Twin-Action rear brakes • Loadmaster 235 engine • Oil-bath air cleaner • Cooling system, 18 quarts • Four-speed Synchro-Mesh transmission • Heavy-duty clutch 11" diameter • Six tires, 7.50-20, 8-ply rating • Rear axle ratio, 6.17:1 • Hydrovac power brake • Rear springs, 7800-lb. capacity at ground, each • Heavy-duty frame • 45-amp. generator.

OPTIONAL EQUIPMENT

Jobmaster 261 engine • Comfortmaster De Luxe Cab • Crankcase ventilation • Tires, maximum (6), 8.25-20, 10-ply rating front, 9.00-20, 10-ply rating (dual rear) • Two-speed rear axle • Double-acting front shock absorbers • Fuel and vacuum pump • Oil filter • Governor • Rear corner windows • Left-hand push-button door lock • 45-, 50- or 55-amp. generator • E-Z-Eye Glass • Ride Control Seat.





MODEL 6503 CHASSIS and CAB 179" WHEELBASE, MAXIMUM G.V.W. 16,000 LB.

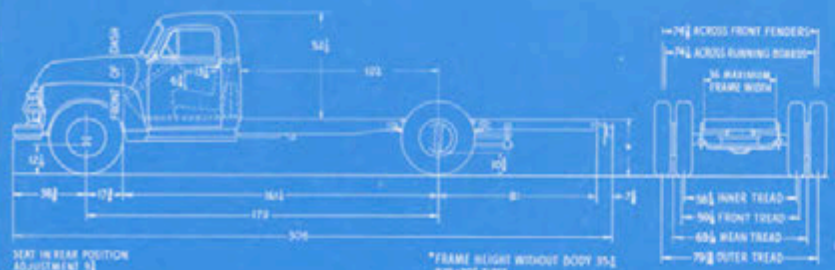
This long wheelbase chassis model is ideal for special bodies carrying extra-long or bulky loads. Braced by seven, sturdy, well-spaced crossmembers, the deep frame side rails, with husky semi-elliptic and auxiliary rear springs, provide ample support for bodies up to 16 feet in length and for combined payload and body weights up to 11,000 pounds. The new Comfortmaster Cab is designed for maximum driver comfort on long hauls. Ball-gear steering makes driving and maneuvering easy.

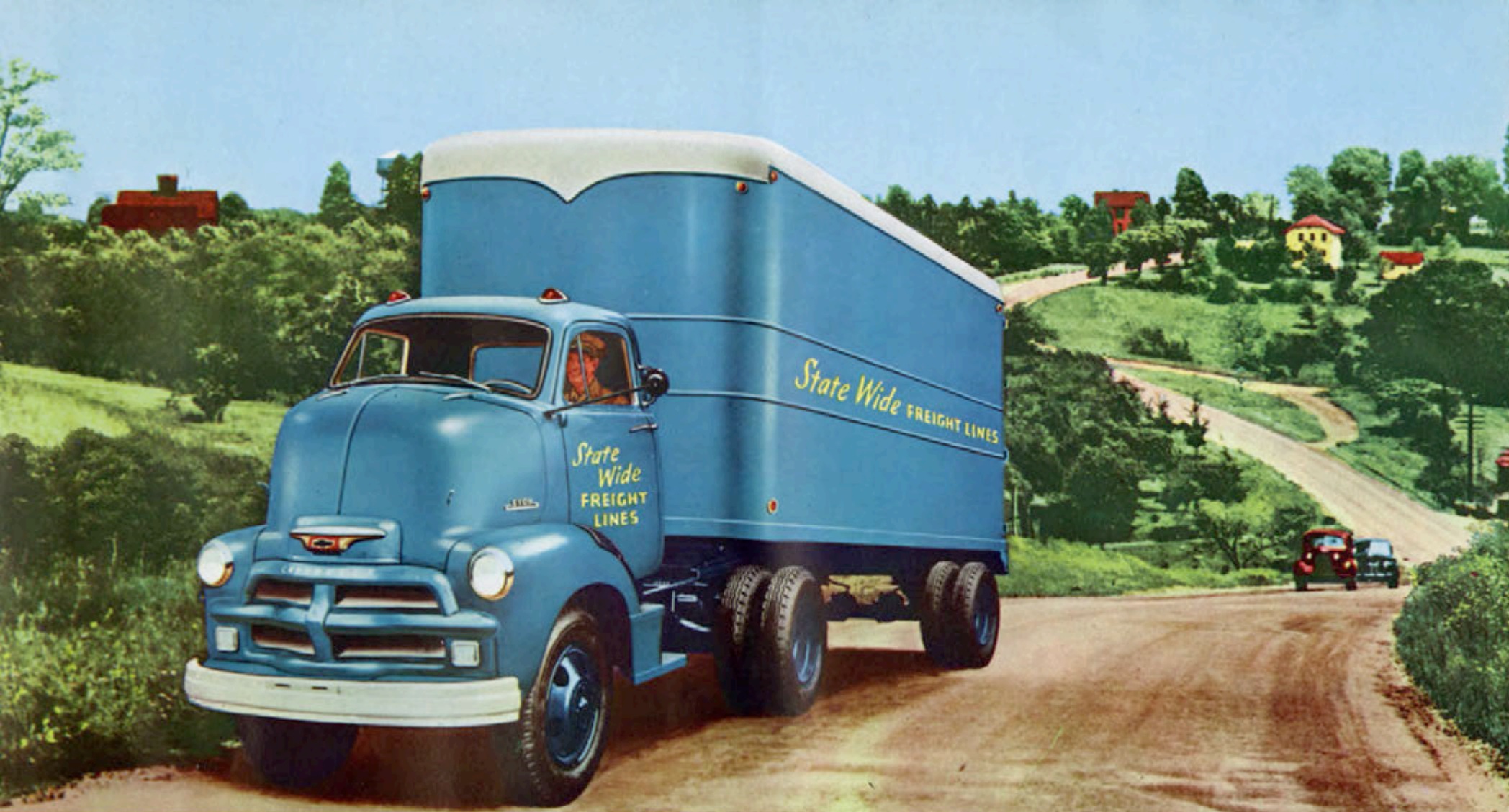
STANDARD EQUIPMENT

Comfortmaster Cab • 45-amp. generator • Torque-Action front and Twin-Action rear brakes • Ventipanes • Loadmaster 235 engine • Oil-bath air cleaner • Cooling system, 18 quarts • Four-speed Synchro-Mesh transmission • Heavy-duty clutch 11" diameter • Six tires, 7.50-20, 8-ply rating • Rear springs 7800-lb. capacity at ground, each • Dual-Shoe propeller shaft-type parking brake.

OPTIONAL EQUIPMENT

Jobmaster 261 engine • Comfortmaster De Luxe Cab • Crankcase ventilation • Tires, maximum, 8.25-20, 10-ply rating front; 9.00-20, 10-ply rating dual rear • Two-speed rear axle • Double-acting front shock absorbers • Governor • Rear corner windows • Fuel and vacuum pump • Oil filter • Left-hand push-button door lock • 45-, 50- or 55-amp. generator • E-Z-Eye Glass • Ride Control Seat • Electric Windshield Wiper.





MODEL 5103 CHASSIS and CAB 110" WHEELBASE, MAXIMUM G.V.W. 16,000 LB.

Models 5403 (134" W.B.) and 5703 (158" W.B.) Cab Chassis, 5408 Platform Truck, and 5409 Stake Truck also available

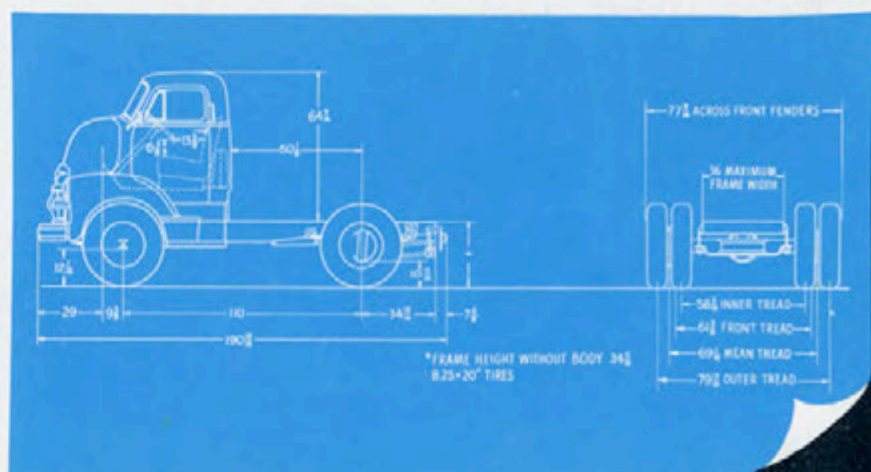
Rugged, powerful, and easy to handle in congested places, this compact cab-over-engine chassis serves well as a tractor or straight truck. The new individual adjustable ride control seat offers the maximum in driver comfort. This ride control seat with a companion two-passenger seat is standard equipment in all C.O.E. models. Safety-height platform-type steps leading to the Comfortmaster Cab, wide door openings, grab handles, convenient controls, and ventipanes also win drivers' approval.

STANDARD EQUIPMENT

Comfortmaster Cab • Loadmaster 235 engine • Oil-bath air cleaner • Cooling system, 18 quarts • Four-speed Synchro-Mesh transmission • Heavy-duty clutch 11" diameter • Tires (6), 7.50-20, 8-ply rating • Rear axle ratio 6.17:1 • Hydrovac power brake • Rear springs, 7800-lb. capacity at ground, each • Torque-Action front and Twin-Action rear brakes • 45-amp. generator.

OPTIONAL EQUIPMENT

Jobmaster 261 engine • Comfortmaster De Luxe Cab • Crankcase ventilation • Double-acting shock absorbers, front and rear • Tires, maximum, 8.25-20, 10-ply rating front, 9.00-20, 10-ply rating, dual rear • Two-speed rear axle • Rear corner windows • Governor • Fuel and vacuum pump • Oil filter • Left-hand push-button door lock • 40- and 50-amp. generator • E-Z-Eye Glass • Elec. W/S Wiper.





MODEL 6802 SCHOOL BUS CHASSIS 212" WHEELBASE, MAXIMUM G.V.W. 16,000 LB.
Models 3602, 3802, 4102, 4502 and 6702 also available

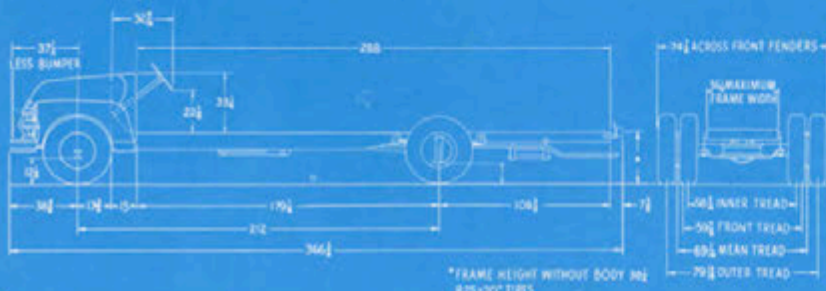
This model accommodates school bus bodies of 54-pupil capacity with 26-inch seat centers. Other Chevrolet chassis are designed for bodies from 12- to 48-pupil capacities. In the development of Chevrolet school bus chassis, particular attention is given to safety, dependability, and economy of operation. This results in chassis which meet every requirement of the National Minimum Standards as well as those of practically all the States.

STANDARD EQUIPMENT

Loadmaster 235 engine • Governor • Oil-bath air cleaner • Heavy-duty radiator, capacity 18 quarts • Four-speed Synchro-Mesh transmission • Heavy-duty clutch 11" diameter • Special heavy-duty bus frame • Tires (6), 7.50-20, 8-ply rating • Hydrovac power brake • Two-stage rear springs, 5600-lb. capacity, each • Dual-Shoe propeller shaft parking brake • Propeller shaft guards • Torque-Action front and Twin-Action rear brakes • 45-amp. generator.

OPTIONAL EQUIPMENT

Jobmaster 261 engine • Crankcase ventilation • 45-, 50- or 55-amp. generator • Tires, maximum, 8.25-20, 10- or 12-ply rating (dual rear) • Two-speed rear axle • Double-acting shock absorbers, front and rear • Fuel and vacuum pump • Oil filter • Vacuum reserve tank.





MODEL - 12, CHASSIS, COWL AND WINDSHIELD



MODEL - 02, CHASSIS AND FLAT-FACE COWL



MODEL - 03 CHASSIS AND CAB



HEAVY-DUTY CHASSIS

With gross vehicle weights from 10,000 to 16,000 pounds, chassis for a variety of vocational bodies and equipment are furnished in Chevrolet's heavy-duty Chassis model line-up. Conventional chassis, with flat-face cowl, cowl and windshield, or new Comfortmaster Cab, come in five wheelbase lengths, while cab-over-engine models, with the Comfortmaster Cab, are furnished in three wheelbases. For power and durability basic equipment includes 112-horsepower engine (in 4 & 6000 Series; 107 H.P. in 5000 Series) diaphragm spring clutch, 4-speed synchromesh transmission, heavy-duty drive line, and full floating hypoid gear rear axle. Torque action front and twin action rear brakes provide safe sure stops. The new Jobmaster engine is optional at extra cost on the 5000 (125 H.P.) and 6000 (135 H.P.) Series. Many other options are available to match Chevrolet chassis to the job.

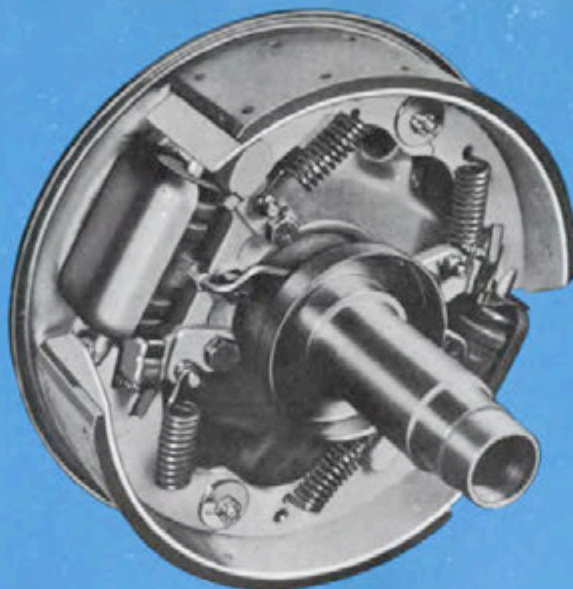
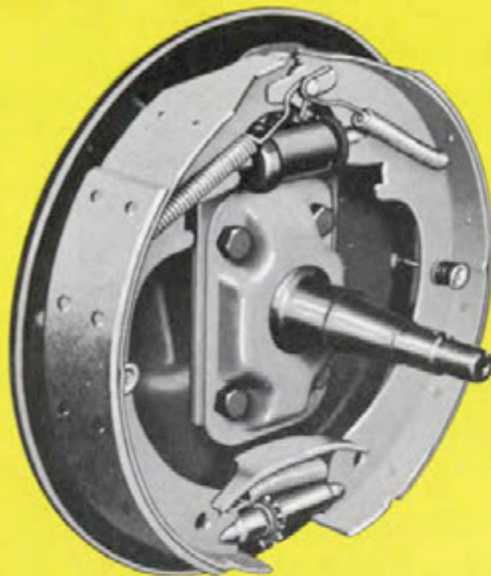
HEAVY-DUTY CHASSIS SPECIFICATIONS

Model	Body Length	Weight of Body and Payload	Wheel-Base	Model	Body Length	Weight of Body and Payload	Wheel-Base	Model	Body Length	Weight of Body and Payload	Wheel-Base
4102	92" to 124"	9900 lb.	137"	5703s	164" to 212"	10,000 lb.	158"	6403	116" to 164"	11,100 lb.	161"
4112	92" to 124"	9900 lb.	137"	6102	92" to 124"	11,600 lb.	137"	6403s	116" to 164"	10,100 lb.	161"
4103	92" to 116"	9500 lb.	137"	6102s	92" to 124"	10,600 lb.	137"	6502	156" to 204"	11,400 lb.	179"
4402	116" to 170"	9800 lb.	161"	6112	92" to 124"	11,500 lb.	137"	6502s	156" to 204"	10,400 lb.	179"
4412	116" to 170"	9700 lb.	161"	6112s	92" to 124"	10,500 lb.	137"	6512	156" to 204"	11,300 lb.	179"
4403	116" to 164"	9400 lb.	161"	6103	92" to 116"	11,200 lb.	137"	6512s	156" to 204"	10,300 lb.	179"
5103	92" to 116"	11,200 lb.	110"	6103s	92" to 116"	10,200 lb.	137"	6503	156" to 198"	11,000 lb.	179"
5103s	92" to 116"	10,200 lb.	110"	6402	116" to 170"	11,500 lb.	161"	6503s	156" to 198"	10,000 lb.	179"
5403	120" to 168"	11,100 lb.	134"	6402s	116" to 170"	10,500 lb.	161"				
5403s	120" to 168"	10,100 lb.	134"	6412	116" to 170"	11,400 lb.	161"				
5703	164" to 212"	11,100 lb.	158"	6412s	116" to 170"	10,400 lb.	161"				

Specifications for School Bus Chassis Listed on Page 39.

SERIES 5000 CAB-OVER-ENGINE CHASSIS





TORQUE-ACTION FRONT BRAKES

Quick, smooth, straight-line stops, with minimum driver effort, result from the self-energizing action of all brake shoes—either in forward or reverse motion of the truck. Pedal pressure, transmitted through double-acting hydraulic wheel cylinders (two at each rear wheel) actuates the shoes instantly for maximum braking effectiveness. Large brake size (14" by 2 1/4" front and 15" by 4" rear), rapid heat dissipation, and efficient protection from grit and moisture prolong the life of the wear-resistant molded facings.

TWIN-ACTION REAR BRAKES

DUAL-SHOE PROPELLER SHAFT PARKING BRAKE

Safe parking is assured by the powerful, dual-shoe parking brake. On application, two shoes engage a drum on the propeller shaft with a vise-like grip to hold the truck loaded to maximum gross vehicle weight, even on steep grades.

4-SPEED SYNCHROMESH TRANSMISSION

Quick, safe, easy gear-shifting, with no need to "double-clutch" on hills or level roads. Helical gears assure quiet operation and long transmission life. Power take-off opening located on the left side of transmission case.

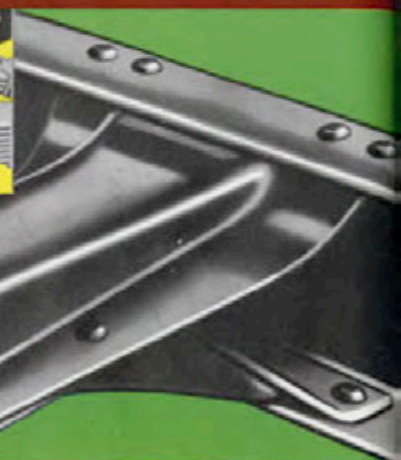
HYDROVAC

Driver effort in applying the brakes is greatly reduced by the hydrovac booster. Actuated by vacuum from the engine, this unit with a 7-inch stroke, does two-thirds of the work in the brake application. Standard on 5000-6000 Series. Optional* on 4000 Series.

RECIRCULATING BALL-GEAR STEERING

When the steering wheel is turned, recirculating steel balls roll freely between the worm and nut with a minimum amount of friction. Easier steering and longer steering gear life is the result of this Chevrolet feature.

HEAVY-DUTY
SERIES 4000 •
FOR PAYLOADS
NEW, MORE RUGGED
TO TRANSPORT HEAVY LOADS
NEW, STRONGER POWER-TRAIN
GREATER FLEXIBILITY IN

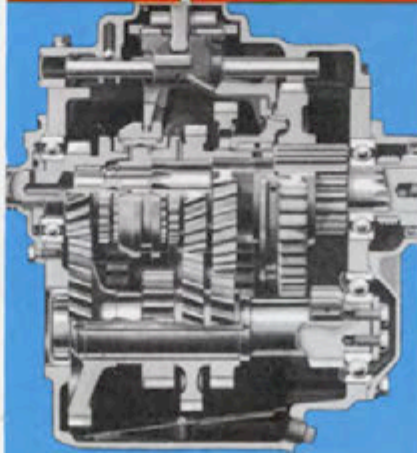
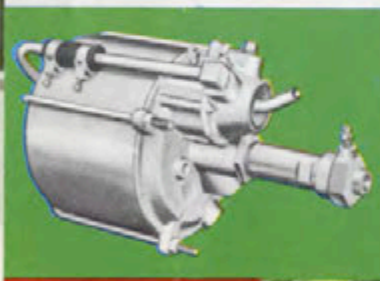
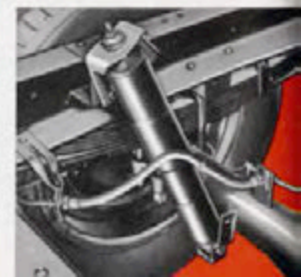


HUSKY FRAME "ALLIGATOR JAW" ATTACHMENTS

Weaving and twisting under severe operating conditions are resisted by deep channel side rails, rigidly aligned by strong structural crossmembers. Alligator jaw crossmember ends brace the side rails through both top and bottom flanges.

NEW DIRECT DOUBLE-ACTING SHOCK ABSORBERS

Positive control of spring action, resulting in a smoother more comfortable ride is provided by the new heavy-duty shock absorbers of the direct, double-acting type. No lubrication or maintenance is required by these fully sealed tubular designed units. Optional* on front of all models and at rear of school bus chassis and Series 4000 and 5000 trucks.



CHASSIS FEATURES

5000 • 6000

UP TO 5 TONS

CONSTRUCTION

SAFELY AND ECONOMICALLY...

MORE CONVENIENT LOAD-HANDLING

"ON-OR-OFF-THE-ROAD" OPERATIONS



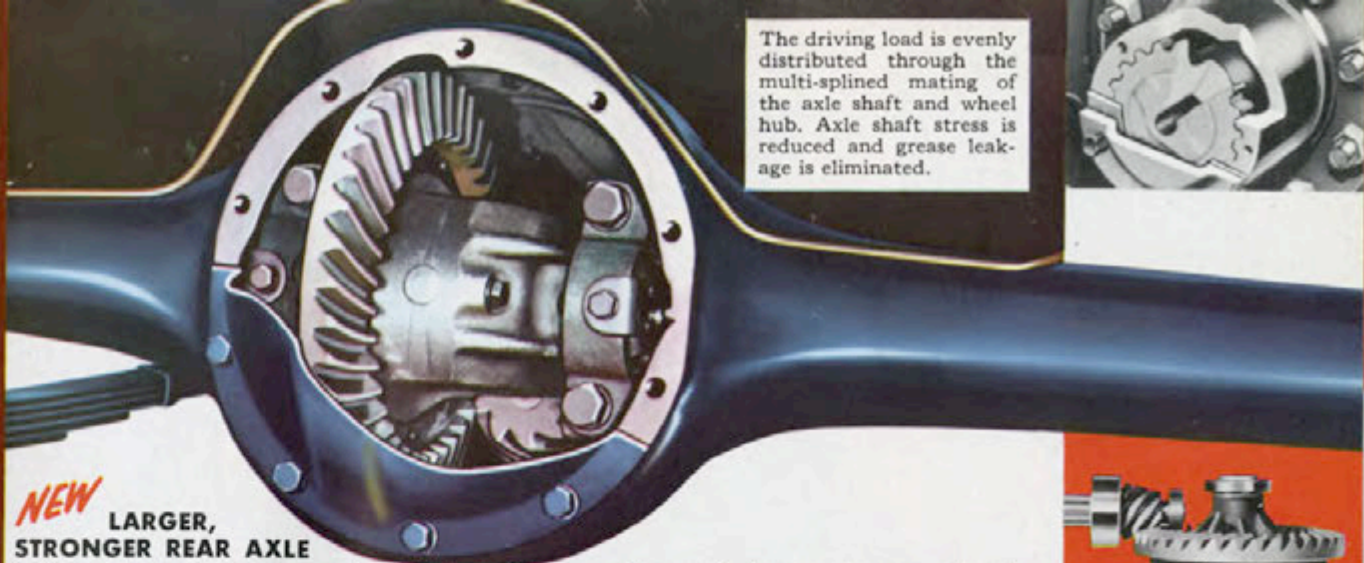
DURABLE FRONT AXLE—LARGER WHEEL BEARINGS

Rugged construction, to support heavy loads and withstand severe road shocks, is evident in the heavy I-beam, husky steering knuckles, and spindles of Chevrolet front axles. Tough steel, drop-forged and heat-treated for maximum strength, gives these axles capacities of 4000 pounds for Series 41 and 4400 and 4500 pounds for Series 4500, 5000 and 6000. For 1954, even greater durability and strength are provided in the front suspension of Series 5000 and 6000 trucks by heavier wheel hubs and new, larger wheel bearings of the tapered roller type.



HIGHER CAPACITY HEAVY-DUTY CLUTCH

Positive full-pressure engagement is assured by new strap-type drive of pressure plate. New 11-inch disc has greater facing area with higher torque capacity and longer life.

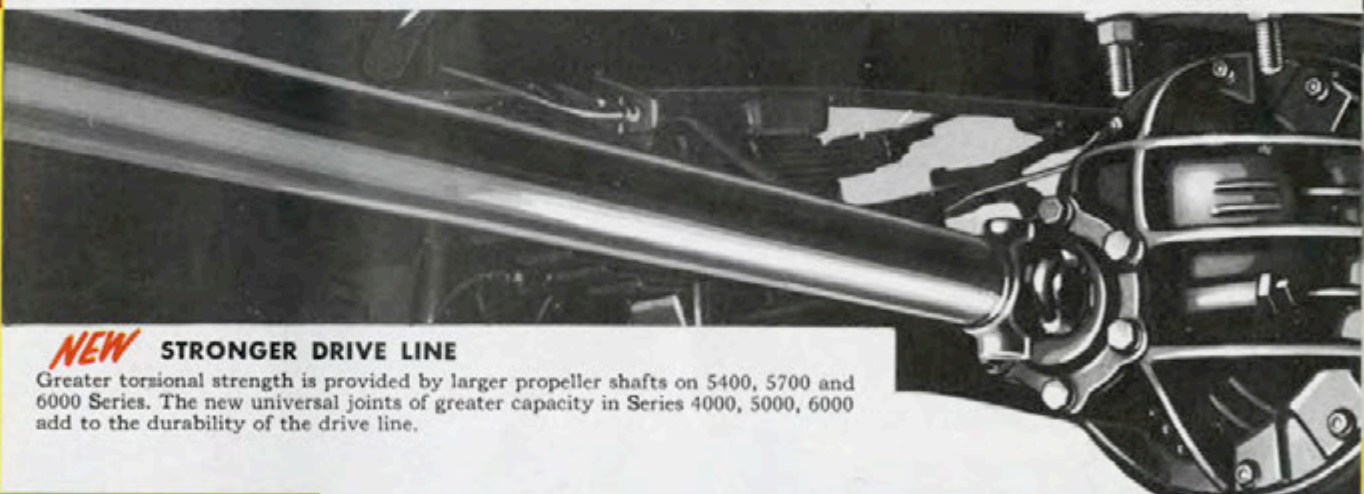


NEW LARGER, STRONGER REAR AXLE

Ability to transmit the increased engine torque for more miles results from greater strength and durability in the 13,000-pound capacity rear axle of 5000 and 6000 Series trucks. Larger axle shafts, oil-quenched at higher temperatures for increased hardness, and shot-peened for greater resistance to fatigue have long service life. Full-floating construction is strengthened by heavier wheel hubs, wheel bearings of increased capacity, and larger housings. Features of Chevrolet's famous heavy-duty rear axle design include hypoid drive gears with straddle-mounted pinion and adjustable ring gear thrust pad, four-pinion differential, and single unit housing with removable inspection plate.



STRADDLE-MOUNTED PINION

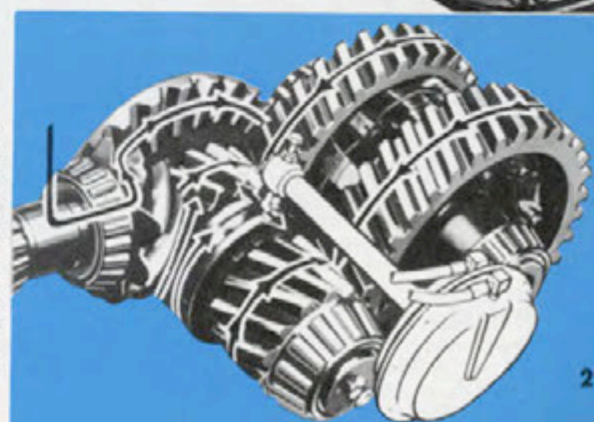


NEW STRONGER DRIVE LINE

Greater torsional strength is provided by larger propeller shafts on 5400, 5700 and 6000 Series. The new universal joints of greater capacity in Series 4000, 5000, 6000 add to the durability of the drive line.

NEW HEAVY-DUTY TWO-SPEED REAR AXLES*

Two sets of gear ratios are offered to provide a greater variety of power and speed selections for a wider range of truck uses. The 6.13-8.1 to 1 ratio can be used in normal two-speed work while the 6.7-8.86 to 1 ratio is provided for heavier duty operations where greater pulling power is required. Both axles are strengthened and made more durable by the new housing, axle shafts, wheel hubs, and wheel bearings.



The driving load is evenly distributed through the multi-splined mating of the axle shaft and wheel hub. Axle shaft stress is reduced and grease leakage is eliminated.

GREATER

WITH IMPROVED—MAXIMUM TRAFFIC HILL CLIMBING . . . LOW AND

NEW THRIFTMASTER 235 ENGINE NEW LOADMASTER 235 ENGINE 7.5 TO 1 COMPRESSION RATIO 112 HORSEPOWER

Increased compression ratio provides greater economy and more horsepower, resulting in higher top speed, faster acceleration for passing, and improved hill-climbing ability. Greater durability and smoother, quieter operation result from important new features, such as: full-pressure lubrication, lightweight expansion-controlled aluminum pistons with offset pins, insert-type connecting rod bearings, as well as more rigid crankshaft and connecting rods, twist-resistant cast alloy iron camshaft, and strengthened valve operating mechanism.

RIGID CONNECTING RODS

Stiffer drop-forged steel rods, with new precision insert-type bearings, operate lightweight aluminum pistons. Offset piston pins prevent piston slap, contributing to quietness of the engine. Chrome plated top ring standard: Loadmaster 235 and Jobmaster 261.

THRIFTMASTER 235 ENGINE

Standard equipment in the 3100, 3600, 3800 and 4000 Series trucks.

LOADMASTER 235 ENGINE

Standard equipment in 5000 and 6000 Series trucks and Models 3742 and 3942. Optional* on 4000 Series trucks.

EFFICIENT COOLING

Forced circulation of water through the full-depth cylinder water jackets and around the valve seats efficiently cools the engine to prevent waste of power, gasoline, and oil. A larger

radiator, with a fan shroud on Series 5000 and 6000, and a 4-blade fan with greater pitch on the Jobmaster 261 engine, provides for the increased cooling requirements of the more powerful engines.

WATER BY-PASS

Shorter warm-up period and more uniform temperature is provided by a passage that permits circulation of water in the engine even though the thermostat is closed.

HUSKY CRANKSHAFT—STRENGTH WHERE NEEDED

The more rigid, drop-forged steel crankshaft with four overlapping main bearings and seven counterweights is balanced statically and dynamically and equipped with a harmonic balancer to assure smooth, quiet, dependable engine performance.

VALVE OPERATING MECHANISM

The more rigid valve train works dependably under the severest operating conditions. Quietness is improved by the new four-bolt attachment of the sound-suppressing valve rocker cover.

FULL-PRESSURE LUBRICATION

Efficient lubrication provided by force-feed oiling system to main, connecting rod, camshaft, and rocker arm bearings. Pressure jets in connecting rods spurt oil on cylinder walls with each engine revolution. Oil from rocker arm bearings lubricates valve train; timing gears fed from main bearing oil gallery.

USABLE POWER

AND HIGHWAY ACCELERATION . . . HIGH SPEED OPERATION

NEW JOBMASTER 261 ENGINE 7.17 TO 1 COMPRESSION RATIO 135 HORSEPOWER

The most powerful Chevrolet truck engine ever built—with all the outstanding features developed during Chevrolet's forty years of experience in building valve-in-head engines. Larger cylinders— $3\frac{3}{4}$ inch bore and a new high lift cam providing freer entrance of fuel mixture give this engine more power for acceleration and grade-climbing. Because greater power is developed throughout its speed range, the need for frequent operation in the lower transmission gears with high engine speed is reduced, contributing to longer engine life and better operating economy—with less gearshifting.

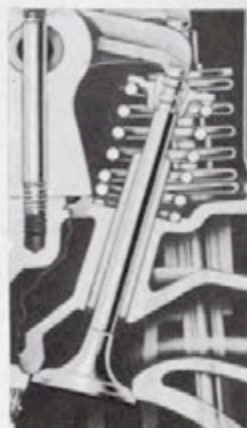


EXHAUST VALVE ROTATORS

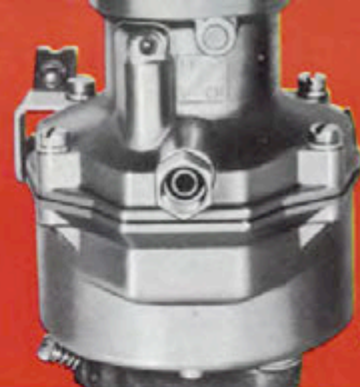
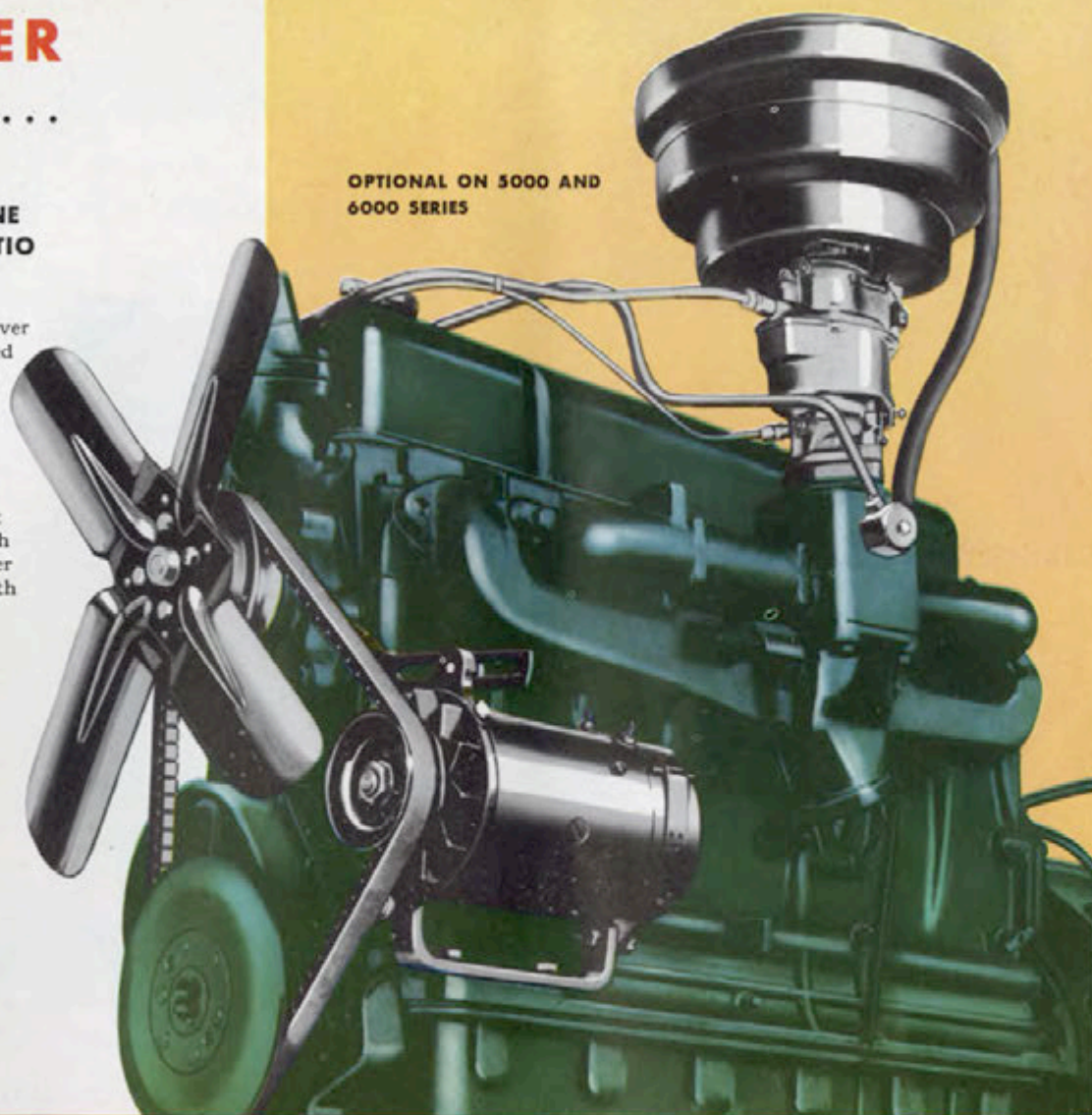
Positive and controlled rotation of the exhaust valves aids in obtaining uniform temperature of the valve heads, minimizes the deposit of scale on the valve faces and reduces pitting. Valve life is greatly increased in heavy-duty operation. (Standard in Jobmaster 261 and Loadmaster 235 Engines.)

MORE DURABLE EXHAUST VALVES

Greater resistance to heat, scaling, and pitting, with consequent longer life and dependability result from the use of steel with a high alloy content. (Standard in Jobmaster 261 and Loadmaster 235 engines.)

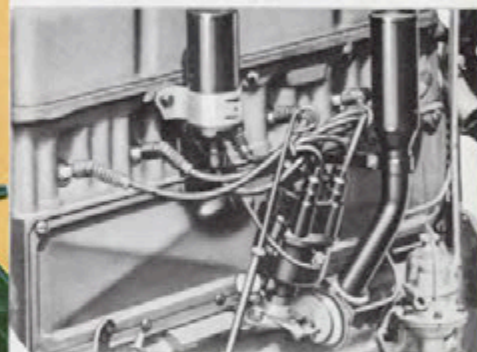


OPTIONAL ON 5000 AND
6000 SERIES



POWER-JET CARBURETION

Power-jet carburetion provides the right gasoline and air mixture to suit every operating condition. Regardless of speed or load, the greatest usable horsepower is combined with low-cost operation.



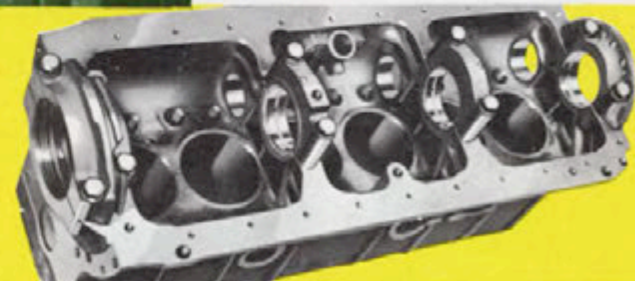
DUO-ACTION IGNITION

Vacuum power and centrifugal force automatically vary ignition timing to suit all engine speeds for efficient performance with best gasoline economy. All-weather sealing assures proper functioning for all climatic conditions.



HIGH-LIFT CAMS—CAST CAMSHAFT

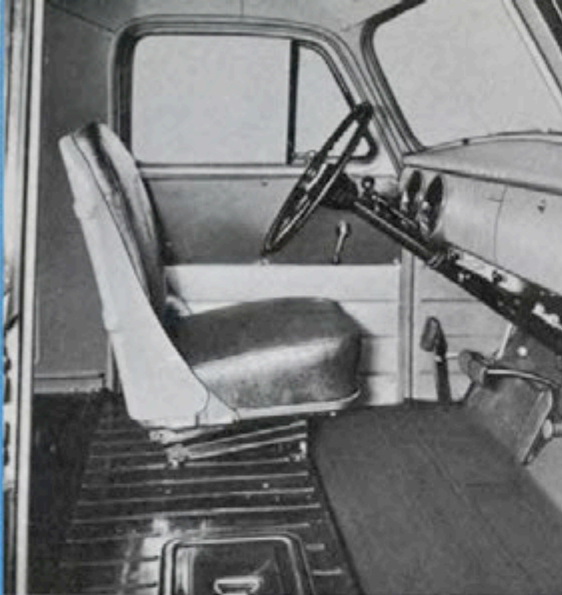
"Better breathing," with increased power in the higher engine speeds, results from the high-lift cams of the Jobmaster 261 engine. With high-lift cams, valves open wider permitting freer entrance of the intake mixture and more complete expulsion of the exhaust gases. The new cast iron camshaft resists twisting action to a greater degree and is more durable.



NEW, STURDIER CYLINDER BLOCK

Reinforcing ribs and flanges, thicker intermediate bearing bulkheads and caps for mounting the crankshaft make the new cylinder block stronger. More rigid construction contributes to longer engine life.

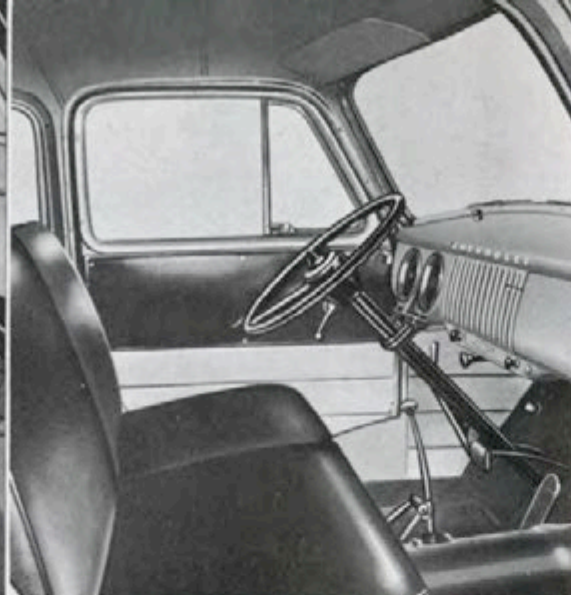
**Regular production option at extra cost.*



DRIVER'S COMPARTMENT OF PANEL TRUCK:

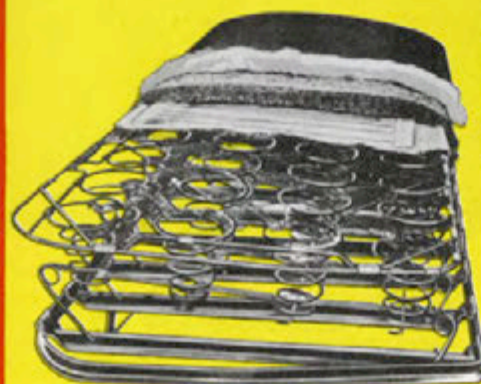
Windshield, side doors, instrument panel, and driving controls and equipment are the same as those of the Comfortmaster Cab. To give the driver easy access to the load compartment, and to provide additional length on the right side for long materials, a comfortable individual bucket type seat with folding back is furnished. By finger-tip control, this seat, like that of the cab, slides forward or back on an inclined plane for adjustment to the most comfortable driving position. A similar but stationary right hand seat to accommodate a passenger is optional* equipment.

RIDE-CONTROL SEAT: The ultimate in driver comfort is provided in the new Ride Control Seat. The seat and back cushions are built as a unit and flex as a unit, eliminating many of the discomforts generally experienced from long continuous driving periods or rough road operation. In addition, an air valve restricts sudden rebound, to prevent jouncing of the driver. Adjustment on an inclined track



CAB INTERIOR OF CAB-OVER-ENGINE

All the safety, comfort, and ease of operation offered in Chevrolet's conventional Comfortmaster Cab, plus greater height giving a better view of the road ahead, is provided in the cab of Chevrolet COE trucks. In addition, the new Ride Control Seat is standard equipment. Minimum floor obstruction and the normal position of control levers and instruments add to driver convenience. The de luxe Comfortmaster Cab is available as an option* on all cab-over-engine models. Rear corner windows (optional*) illustrated here add to safety and comfort.



FULL-WIDTH SEATS: Three-man, adjustable seat, with double-deck springs heavily padded and covered with durable leatherette provides a comfortable ride for driver and occupants.

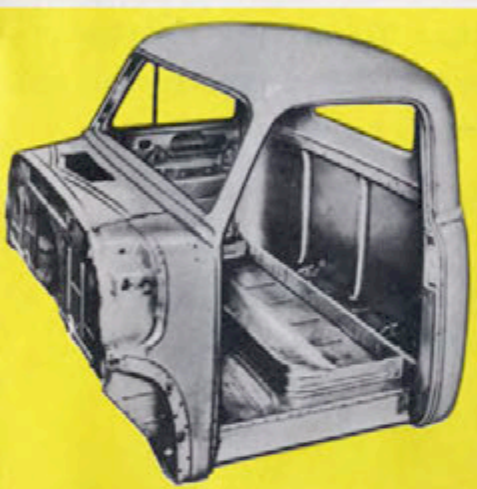
COMFORTMASTER CAB: Greater comfort, safety, convenience and refined styling are the result of the many new features of the New Comfortmaster Cab. Easy riding full-width seat accommodates three persons comfortably and is easily adjusted to most convenient driving position. Seat and back are upholstered in rich brown long-lasting leather fabric blending with the beige trim of the cab. Newly designed instruments are grouped in two clusters at each side of the steering column. Recessed into the panel they minimize light reflection. Unobstructed view of the instrument panel is provided by the re-styled three-spoke steering wheel which has finger grips molded into the upper surfaces for more comfortable steering. Re-designed locking dispatch box and ash receiver are conveniently located on instrument panel. New one-piece curved windshield of safety plate glass offers a wide range view for safe driving. Defroster openings extend the full width of the windshield. Dual windshield wipers, left hand sunshade, dome light, ventpanes and push button type door handles contribute to comfort and convenience. Double steel wall construction welded into a single unit provides the utmost in cab safety and durability. All of these outstanding features of the New Comfortmaster Cab contribute to greater driver satisfaction. This cab is standard on all 1954 Chevrolet cab model trucks.

**Regular Production option at extra cost*

New Styling

GREATER COMFORT, CONVENIENCE, AND SAFETY FEATURES OF THE DRIVER'S COMPARTMENT

Driver satisfaction was paramount in the development of the new Comfortmaster Cab and other driving compartments of Chevrolet trucks for 1954. Ample room, controlled ventilation and an easy riding adjustable seat provide comfort. High quality safety plate glass, full vision and battleship construction are safety features. Instruments and controls are located for maximum convenience. Fresh new interior trim and styling adds to the over-all pleasing appearance.



ALL-STEEL CONSTRUCTION

Driver safety is built into the all-steel Comfortmaster Cab. Cowl and back panels, strengthened by double walls and stiff braces, welded to reinforced top and floor panels form a rigid, durable unit. Double-walled all-steel doors, hung on rugged hinges extend to bottom of deep sills. Thorough sealing and insulation contribute to driver safety and comfort.



ONE-PIECE CURVED WINDSHIELD

Unobstructed view of road is provided by large one-piece curved windshield of high quality safety plate glass. Dual windshield wipers and new full-width defroster opening provide for good vision in bad weather. A fully adjustable sun shade diverts glare.



REAR CORNER WINDOWS*

All-around vision and safety, especially valuable when backing the truck, is provided by the cab rear corner windows of safety plate glass.

E-Z-EYE GLASS*

The green tint of E-Z-Eye Safety Glass reduces glare and transmission of heat, contributing to greater comfort for the driver.

*Regular production option at extra cost.

INSTRUMENT PANEL

All instruments and controls are located directly in front of the driver. The overhanging crown of the new panel prevents reflection of the instrument lights in the windshield.



STEERING WHEEL

Full view of instruments through steering wheel. Finger grips on horizontal spokes and wheel rim. Housing below wheel for installation of direction signal control.



NEW

COMFORTMASTER DE LUXE CAB*: Available for all 1954 cab models to give ultimate in comfort, safety, convenience and styling. With all of the outstanding features of the Comfortmaster standard cab maintained, the new *de luxe* model has many additional refinements: Large one-piece windshield and door windows with bright metal trim reveal moldings; rear corner windows for greater all-around vision; Dual horns with commanding tone for driving safety; right hand sunshade; driver arm rest and a cigar lighter for extra convenience. Harmonizing maroon and gray trim adds to fine appearance. These outstanding functional refinements in the *New Comfortmaster De luxe Cab* meet the most exacting requirements of today's truck buyers.

De luxe equipment* for panel models includes bright metal molding on fenders, windshield and door windows. Interior panel features include right hand sunshade, left hand arm rest, cigar lighter and dual horns.

DISPATCH BOX— ASH RECEIVER

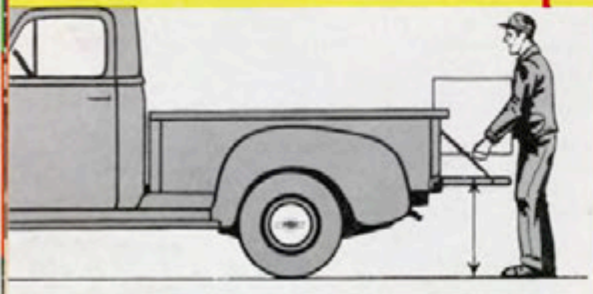
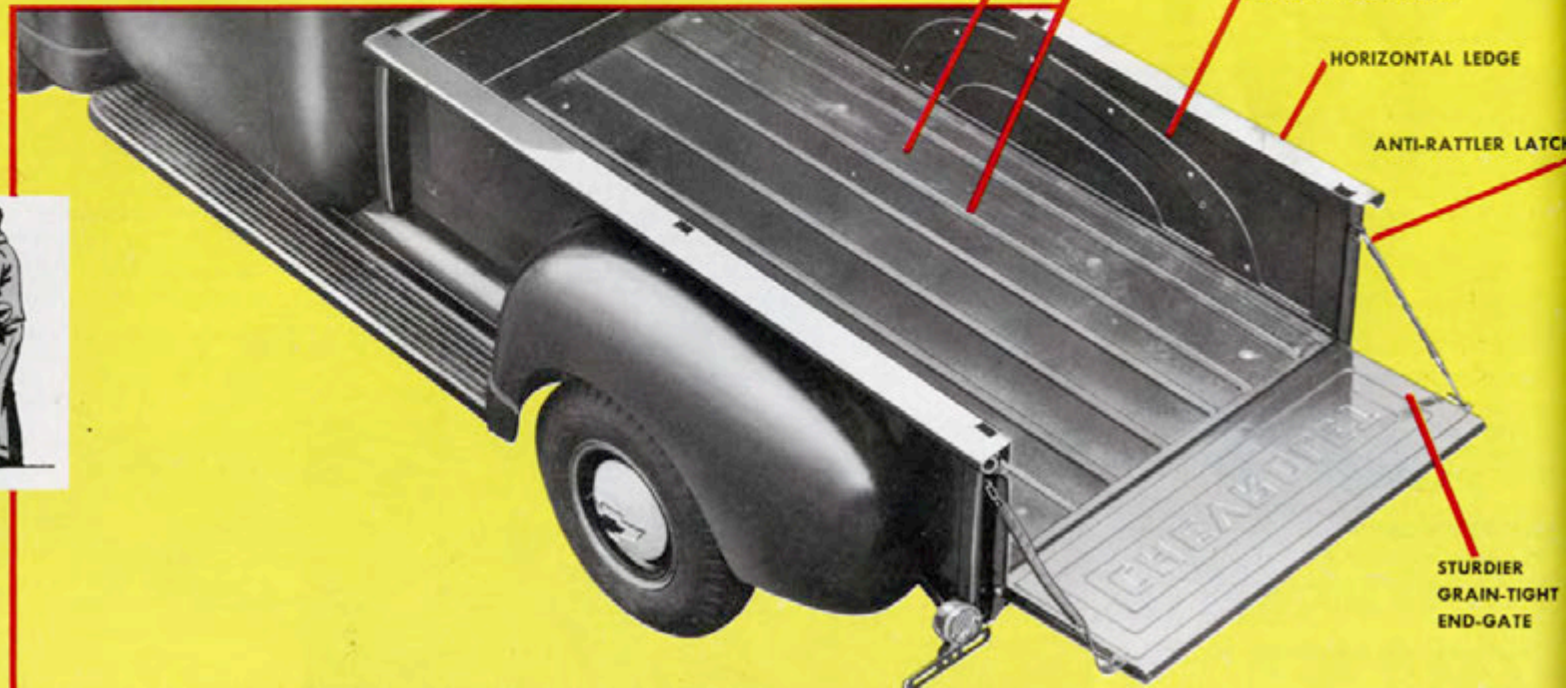
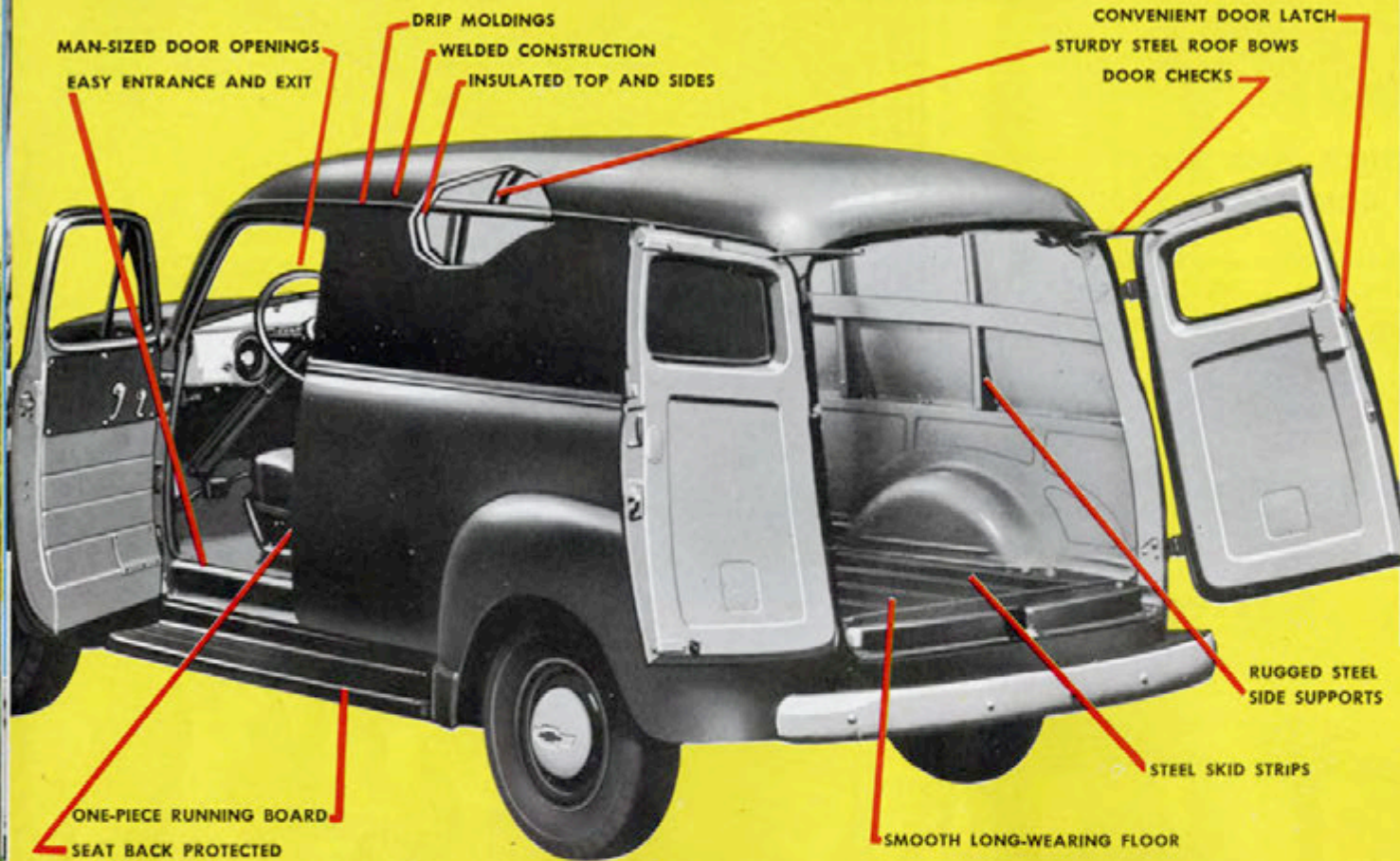
Large dispatch box equipped with a combined push-button latch and key lock. Tilt-type ash receiver, built into radio grille, lifts out for emptying.



Unit-Design

CHEVROLET DESIGNED, CHEVROLET BUILT

From the largest exclusive truck body of truck bodies that are Chevrolet designed, Chevrolet truck chassis in quality. Where such as cowls, doors, side panels, roof use in many different body types. This production methods, with consequent manufacture. This advanced method of results in tremendous savings that are superior truck bodies at lowest cost.



LOWER LOADING HEIGHTS

Ground-to-platform loading heights are reduced two inches on all pickup models.

Truck Bodies

TO EQUAL CHEVROLET CHASSIS QUALITY

plant in the world come the components signed and Chevrolet built to equal ever practical, identical sub-assemblies, panels, and platforms, are developed for permits these parts to be made by mass improved precision and high quality production, known as "unit-design," passed on to the buyer, in the form of



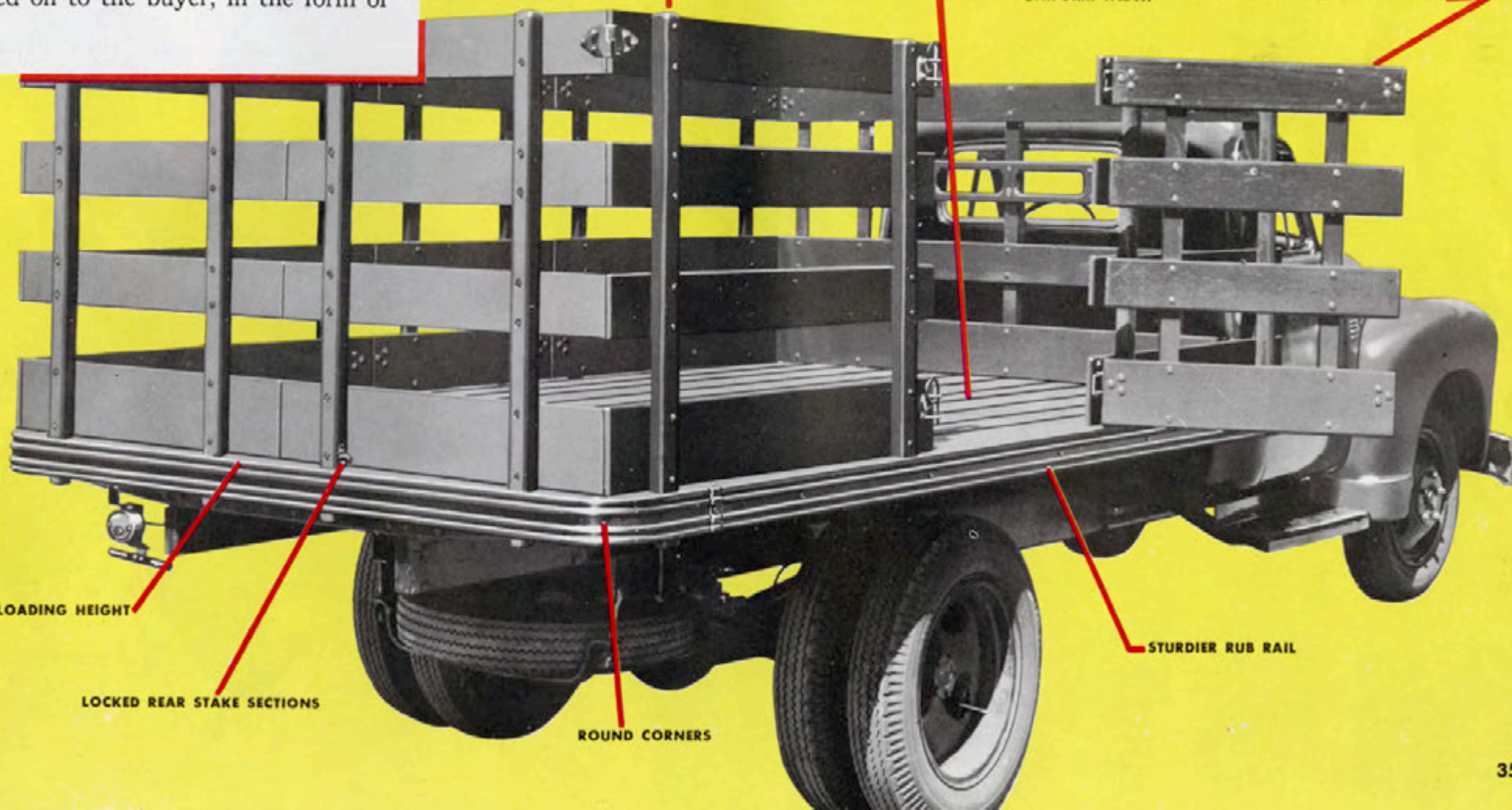
The World's Largest Exclusive Truck Body Plant . . . where Chevrolet truck bodies are designed and built.

FULL 7½-9 AND 12 FOOT LOADING LENGTH

42" WOOD STAKES ON 9 AND 12 FOOT BODIES

SMOOTH LONG-WEARING FLOOR UNIFORM WIDTH

SWINGING SIDE GATE



LOWER LOADING HEIGHT

LOCKED REAR STAKE SECTIONS

ROUND CORNERS

STURDIER RUB RAIL

Accessories

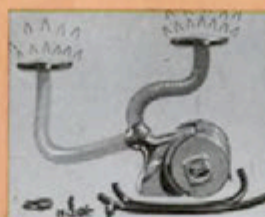


TEMPERATURE-CONTROLLED HEATING FOR BETTER VISIBILITY

Air flow, adjustable thermostat permits temperature-controlled heating and defrosting. Prevents window fogging in bad weather. Brings outside air into cab.

RECIRCULATING HEATER AND DEFROSTER FOR QUICK HEAT

Directs steady flow of heated air on windshields to remove ice and snow. Maintains clear visibility. A powerful blower produces sufficient volume of heated air for every weather condition.



RAIL TYPE GRILLE GUARD

For commercial vehicle models equipped with curved bumpers. Attractive in design, and rugged in use. Helps prevent bumper locking, protects grille, front fenders and sheet metal.

BRUSH TYPE GRILLE GUARD

For channel type bumpers. Protects entire front end from headlamp to headlamp. Saves repair dollars and reduces off-the-road time. Has unusual strength and durability; constructed of heavy, welded spring steel strips.

BUMPER UPRIGHT GRILLE GUARD

Projects 9 inches above bumper to protect grille from trucks with rear bumpers, and 4½ inches below bumper to prevent passenger car bumpers from sliding underneath.



OUTSIDE METAL SUN VISOR

Protects windshields from snow and ice in winter and keeps the truck cab cooler in summer. Soft green finish of underside reduces eye strain and fatigue. Outside is finished to match color of the cab.



CONVENIENT BUMPER STEP—FOR ALL PLATFORMS

Increases the safety of loading and unloading operations. Made of sturdy steel, it can be quickly and easily folded.



CUSTOM-BUILT TRUCK RADIO

Powerful six-tube radio. Automatic volume control, three-way tone control, chromed manual tuning. Complete with all brass antenna.



PICK-UP DIRECTION SIGNALS

Added rear lamp matches the standard left lamp. Front units use parking lamps to flash signals.



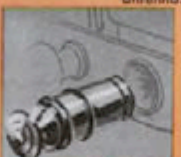
PANEL TYPE DIRECTION SIGNALS

Location of two added rear lamps provides extra styling. Parking lamps used for front signals.



HIGH NOTE HORN

Matched to standard low note horn, provides effective warning signal that can be heard above traffic noises.



CIGARETTE LIGHTER

An automatic release cigarette lighter for smokers' convenience, with lighted wall to aid replacing the lighter at night.



TRUCK CLOCK

The dependable jeweled movement is available in hand-wound or electric models. Dial is illuminated when lights are on.



QUICK ACTION FOOT-OPERATED WINDSHIELD WASHER

Gives clear vision, reduces driving hazards the year round. Foot pedal controlled. Solvent available to prevent water from freezing in winter and help remove insects in summer.



INSIDE NON-GLARE REAR VIEW MIRROR AND BRACKET

SEAT COVERS PROLONG CAB SEAT LIFE

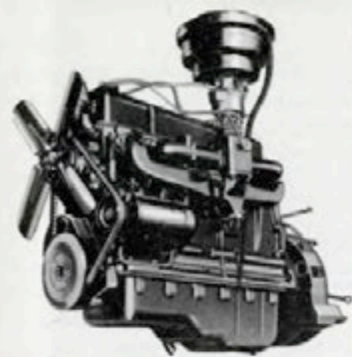
Durable and practical tailor-made covers for Chevrolet trucks and commercial vehicles. Fabric illustrated is multi-color stripe fiber. A multi-color plaid plastic seat cover is also available. Both are cool, smooth, and easy to clean.



A CHOICE OF 12 Attractive Colors

AT NO EXTRA COST





**JOBMASTER
261 ENGINE,
135 HORSEPOWER**

Greater power is developed throughout its speed range and the need for frequent operation in the lower transmission gears with high engine speed is reduced. Optional on 5000 and 6000 Series.



**LOADMASTER
235 ENGINE,
112 HORSEPOWER**

Greater power and durability for all types of heavy-duty work. Valves have higher alloy content steel. Valve rotators increase valve life. Standard 6000 Series. Optional in 4000 Series. Standard at 107 H.P. in 5000 Series and Model 3742, 3942.



HEAVY-DUTY CLUTCH—(11-inch)—For use in place of the regular 10-inch clutch of 3000 Series. Recommended for vehicles in multi-stop delivery service. 11" clutch is standard on Models 3742 and 3942.



POSITIVE CRANKCASE VENTILATION—Reduces condensation, oil dilution, sludge formation, corrosion and engine wear. Optional for all Series. Standard on Models 3742 and 3942.

REGULAR PRODUCTION *Optional Equipment* AT EXTRA COST

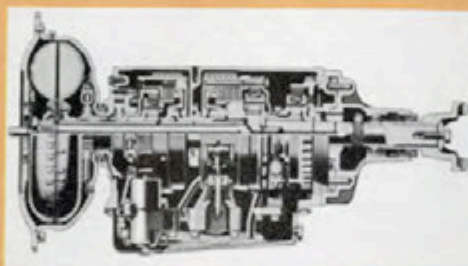


GOVERNOR—Available for installation on all engines. Controls road speed where desirable. Std. on School Buses.

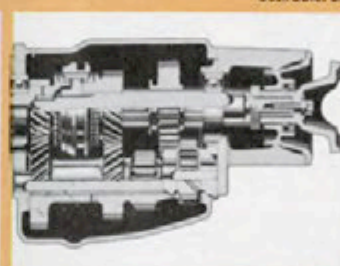


OIL FILTER—Removes dirt and grit from the engine oil.

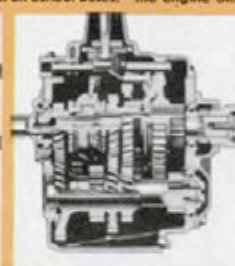
GENERATORS—Greater output for increased electrical loads. 40 ampere—Series 3, 4, 5 and 6000 and Model 1508. 50 ampere—Series 3, 4, 5 and 6000 and Model 1508. 55 ampere—Series 31-36-38 4 & 6000.



AUTOMATIC TRANSMISSION—Easier driving and operation with time saving in deliveries particularly under continuous stop-and-go conditions. Optional in 3000 Series.



HEAVY-DUTY 3-SPEED TRANSMISSION—Greater gear reductions and more rugged construction make it suitable for heavier duty operations than usually required. Optional on 3000 Series.



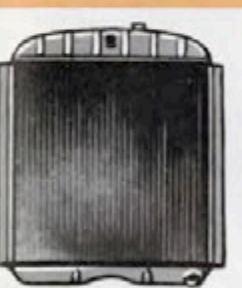
FOUR-SPEED SYNCHRO-MESH TRANSMISSION—Optional on all models with three-speed Synchromesh transmission as standard, except Sedan Delivery.



COMBINATION FUEL AND VACUUM PUMP—Provides added power for operation of windshield wipers.



OIL-BATH AIR CLEANER—A heavy-duty unit for trucks that operate in dusty regions.



RIDE CONTROL SEAT—With a companion two-passenger seat, is standard in cab-over-engine trucks and optional in standard and deluxe cabs.

HEAVY-DUTY COOLING SYSTEM—Capacity 17 quarts. For 3600 Series models using standard 16-quart, 18-quart on 3800 and 4000 Series.



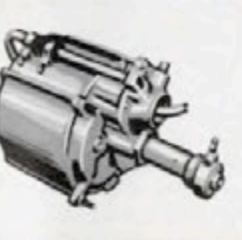
DELUXE COMFORTMASTER CAB—Right hand sun-shade, driver's arm rest, cigar lighter and dual horns provide added comfort and convenience. Maroon and gray trim enriches the interior. Chrome molding enhances the exterior.



REAR CORNER WINDOWS—Available in all cab models.



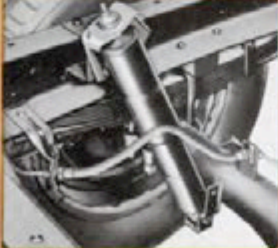
TWO-SPEED REAR AXLE—Increases maximum pulling ability, promotes economy. Vacuum-power shift to change ratios. Series 5000 and 6000.



HYDROVAC POWER BRAKE—Vacuum-power operated. Reduces driver fatigue and promotes safety. Optional on Series 4000.



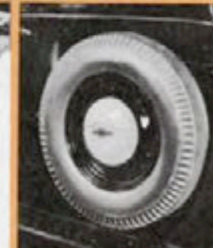
RIGHT-HAND SEAT—Provides accommodation for a passenger in Panel or Canopy Express models.



DIRECT DOUBLE-ACTING SHOCK ABSORBERS—Smooth out bounces when wheels hit bumps or holes. Direct double-acting shock absorbers are used on all series except rear of 6100, 6400, 6500 and Model 3942.



AUXILIARY REAR SPRINGS—Available for 4100 and 4400 Series models, standard on 5000 6100, 6400 and 6500. Three-leaf auxiliary available for 3800 and 3900 Series.



SIDE MOUNTED TIRE CARRIER—Convenient location for spare wheel and tire. Available for pickup models 3104-3604 and 3804.



REAR BUMPER—Greater protection for rear end of truck. Available for Models 3102-03-04-12; 3602-03-04-12 and Model 3804.

CONVENTIONAL MODELS

S E R I E S	1500	3100	3600	3800	4100	4400	6100S	6100	6400S	6400	6500S	6500
	Sedan Delivery	Chassis, Chassis and Cab, Pick-up, Panel, Carryall Suburban, Canopy Express	Chassis, Chassis and Cab, Pick-up, Platform, Stake	Chassis, Chassis and Cab, Pick-up, Panel, Canopy Express, Platform, Stake	Chassis, Chassis and Cab, Platform, Stake	Chassis, Chassis and Cab, Platform and Stake	Chassis, Chassis and Cab Platform, Stake		Chassis, Chassis and Cab, Platform and Stake		Chassis, Chassis and Cab	
WHEELBASE	115"	116"	125¼"	137"	137"	161"	137"		161"		179"	
C. A. DIMENSION	—	39"	48½"	60"	60"	84"	60"		84"		102"	
GROSS VEHICLE WEIGHT, Maximum (Maximum truck gross rating can be obtained only by adding Regular Production Options)	4100 lb.	4800 lb.	3604-5800 lb. All others-6500 lb.	3804-577000 lb. others 8800 lb.	14,000 lb.			15,000 lb.	16,000 lb.	15,000 lb.	16,000 lb.	15,000 lb. 16,000 lb.
NOMINAL RATING	—	Half-ton	¾-ton	One-ton	1½-ton			1½-ton Special	2-ton	1½-ton Special	2-ton	1½-ton Special 2-ton
FRAME	Type	Box Girder	Channel						Channel			
	Side Rail—Size	4¾x4 x 2¼ x ¼"	5¼ x 2¼ x ¾"	5¾x3 x 2¼ x ¾"	7 x 2¾ x ½"			8¾ x 2¾ x ¼"				
	Number of Cross-members	3	5	5	5	6	5	6	5	6	5	7
AXLE, REAR (Hypoid Gear)	Type	Semi-Floating			Full-Floating			Full Floating				
	Capacity	3000 lb.	3300 lb.	5000 lb.	7200 lb.	11,000 lb.			13,000 Pounds			
	Ratio	3.70 to 1	3.90 to 1	4.57 to 1 5.14 to 1 optional	5.14 to 1	6.17 to 1 (5.43 to 1 Optional)			6.17 to 1 (2-Speed—6.13 to 1 and 8.10 to 1 or 6.70 and 8.86 to 1 Optional at extra cost)			
AXLE, FRONT (I-Beam)	Rating	2300 lb.	2200 lb.	2500 lb.	3500 lb.	4000 lb.			4500 Pounds			
SPRINGS, REAR	Size	49 x 1¾"	54 x 1¾"	46 x 2"			46 x 2½"					
	Number of Leaves	8—(8 leaf, 1600 lb. optional)	8—(10 leaf, 1800 lb. optional)	7—Two-stage (8 leaf, optional)	8 Two-stage	11 11 leaf Two-stage, optional						
	Auxiliary Springs	None			3 leaf, optional	6 leaf, 31 x 2½" optional			Yes, 6 Leaves, 31 x 2½"			
	Capacity in Pounds, (At Ground) Each	1180	1450	2000 (2500 opt.)	2500 (3675 opt.)	4465 (5600 two-stage; 7800 with aux.)			7800 (5600 optional)			
SPRINGS, FRONT	Size	.59 Dia. Bar	38 x 1¼"			40 x 2"			40 x 2"			
	Number of Leaves	Coil	8			7	7, (8 optional)			9		
	Capacity in Pounds, (At Ground) Each	1050	1000	1150	1740	1740 (1900 optional)			2200			
TIRES, REAR	Regular	6.70-15, 4 pr Single With Spare	6.00-16, 6 pr Single With Spare	15", 6 pr Single	7.00-17, 8 pr Single	6.50-20, 6 pr Dual			7.50-20, 8 pr Dual			
	Maximum	7.10-15, 4 pr Single With Spare	15", 6 pr Single With Spare	7.50-17, 8 pr Single 6.50-16, 6 pr dual all except 3604	7.50-17, 8 pr Single, All Mod. 7.00-18, 8 pr DI, Exc. 3804-5 & 7	7.50-20, 10 pr Dual			9.00-20, 10 pr Dual			
TIRES, FRONT, Single	Regular	6.70-15, 4 pr	6.00-16, 6 pr	15", 6 pr	7.00-17, 6 pr	6.50-20, 6 pr			7.50-20, 8 pr			
	Maximum	7.10-15, 4 pr	15", 6 pr	7.50-17, 8 pr with Single Rr. 6.50-16, 6 pr. with Dual Rear	7.50-17, 8 pr with Single Rr. 7.00-18, 8 pr with Dual Rear	7.50-20, 10 pr			8.25-20, 10 pr if 9.00-20, 10 pr on rear 8.25-20, 12 pr if 8.25-20, 12 pr on rear			
ENGINE, 6 Cylinder, Valve-in-Head*	235 cu. in.	235.5 Cubic Inches, Thriftmaster				235.5 cu. in. Loadmaster, opt.		235.5 Cubic Inches, (261 Cubic inches, Jobmaster, optional)				
	Gross Torque, Maximum	200 ft.-lb. @ 2000 rpm				200 ft. lb. @ 2000 rpm		200 ft. lb. @ 2000 rpm (220 ft. lb. @ 2000 rpm, Jobmaster, Optional)				
	Gross Horsepower, Maximum	112 ft.-lb. @ 3700 rpm				112 at 3700 rpm		112 @ 3700 rpm (135 @ 4000 rpm, Jobmaster, Optional)				
	Net Horsepower, Maximum	105 @ 3600 rpm				105 at 3600 rpm		105 @ 3600 rpm (123 @ 3600 rpm, Jobmaster, Optional)				
COOLING SYSTEM	16 Quarts			16 qts. std., 17 qts. opt.	17 Quarts, standard, 18 Quarts optional			18 Quarts, Standard				
GOVERNOR	Optional at Extra Cost							Optional at Extra Cost				
AIR CLEANER	Combination Silencer & Flame Arrester Type, Oil Bath Type Optional at extra cost							Oil Bath Type				
CLUTCH, Single Disc, Diaphragm Spring	9½" dia. 10" opt.	10" dia. (11" optional)				11" Diameter						
TRANSMISSION	3-Speed, Synchro-Mesh				4-Speed, Synchro-Mesh			4-Speed, Synchro-Mesh				
OPTIONAL TRANSMISSION	Powerglide	3-Speed, Heavy-duty, 4-Speed, Synchro-Mesh, Automatic Transmission			3-Speed, Heavy-duty and Automatic	None Available			None Available			
GEAR SHIFT CONTROL LEVER	On Steering Column for Conv. and Powerglide	On Steering Column for 3-Speed and Automatic On Floor for 4-Speed				In Floor of Driver's Compartment (Mounted on transmission)						
DRIVE SYSTEM	Torque-tube			Hotchkiss			Hotchkiss					
BRAKES, SERVICE (Hydraulic)	Front	11" x 2"		12" x 2"	12" x 2"	14" x 2½"						
	Rear	11" x 1¾"		12" x 2"	14" x 2½"		15" x 4"					
	Total Lining Area, Sq. In.	158		186	230				375			
	Hydrovac Power Brake	None				Optional at Extra Cost			Yes			
	Parking	Hand Operated	Foot-pedal Operated			Hand Operated on Propeller Shaft						
SHOCK ABSORBERS	Front	Direct Double-acting				Direct Double-acting, Optional						
	Rear	Direct Double-acting			Direct D.-A., Opt.	Direct Double-Acting, Optional			None Available			
STEERING GEAR	Ratio	19.4 to 1		26.24 to 1			27.76 to 1					
FUEL TANK	Capacity, Gallons	16	16, except cabs 17½			18, except cabs 17½						

All illustrations and specifications contained in this literature are based on the latest product information available at the time of publication approval. The

CAB-OVER-ENGINES MODELS

CHASSIS FOR SCHOOL BUSES

FORWARD CONTROL MODELS

5100S	5100	5400S	5400	5700S	5700	3802	4502	6702	6802	3742	3942	S E R I E S					
Chassis and Cab		Chassis and Cab, Platform and Stake		Chassis and Cab		Chassis with Flat-Face Cowl				Chassis, Dual-Duty Forward-Control							
110"		134"		158"		137"	161"	199"	212"	125 1/4"	137"		WHEELBASE				
60 1/4"		84 1/4"		108 1/4"		—	—	—	—	—	—	C. A. DIMENSION					
15,000 lb.	16,000 lb.	15,000 lb.	16,000 lb.	15,000 lb.	16,000 lb.	7,600 lb. 16 pupils	12,000 lb. 30 to 36 pupils	16,000 lb. 42-48 pupils 42-54 pupils		7,000 lb.	10,000 lb.	GROSS VEHICLE WEIGHT, Maximum (Maximum truck gross rating can be obtained only by adding Regular Production Options)					
1 1/2-ton, Special	2-ton	1 1/2-ton, Special	2-ton	1 1/2-ton, Special	2-ton	—	—	—		3/4-ton	One-ton	NOMINAL RATING					
Channel						Channel						Type	FRAME				
8 3/4 x 2 3/4 x 1/4"						7 x 2 3/4 x 3/32"		8 3/4 x 2 3/4 x 1/4"		8 1 3/4 x 2 3/32 x 3/32"		5 3/32 x 2 3/4 x 3/16"	7 x 2 3/4 x 3/32"	Side Rail—Size			
5		5		6		5		8		9		5		Number of Cross-members			
Full-Floating						Full-Floating						Type	AXLE, REAR (Hypoid Gear)				
13,000 Pounds						7200 lb.		11,000 lb.		13,000 lb.		5000 lb.	7200 lb.	Capacity			
6.17 to 1 (2-Speed, 6.13 to 1 and 8.10 to 1, 6.70 and 8.86 to 1, Optional at Extra Cost)						5.14 to 1		6.17 to 1 5.43 to 1 Optional		6.17 to 1 2-Speed Optional		5.14 to 1		Ratio			
4500 Pounds						3500 lb.		4500 lb.		3500 lb.		3500 lb.		Rating	AXLE, FRONT (I-Beam)		
46 x 2 1/2"						46 x 2"		46 x 2 1/2"		46 x 2"		46 x 2"		Size	SPRINGS, REAR		
11 11 leaf, 2-stage, Optional						9		11 Two-Stage		8 8 leaf, 2-stage with aux. opt.		3 leaf, 31 x 2" Opt.		Number of Leaves			
Yes, 6 Leaves, 31 x 2 1/2"						None						None		3 leaf, 31 x 2" Opt.		Auxiliary Springs	
7800; 5600 Optional						2650		5600		2250		2250; 3675 Opt.		Capacity in Pounds, (At Ground) Each			
40 x 2"						40 x 2"						40 x 2"		Size	SPRINGS, FRONT		
9		11		7		9		8		8		1740		Number of Leaves			
2200		2400		1740		2200		1740		1740		1740		Capacity in Pounds, (At Ground) Each			
7.50-20, 8 pr Dual						See Maximum		6.50-20, 6 pr Dual		7.50-20, 8 pr Dual		15", 6 pr Single		7.00-17, 6 pr Single	Regular	TIRES, REAR	
9.00-20, 10 pr Dual						7.50-17, 10 pr Single Only		7.00-20, 10 pr Dual		8.25-20, 12 pr Dual		7.50-17, 8 pr Single		7.00-18, 8 pr Dual	Maximum		
7.50-20, 8 pr						7.50-17, 8 pr		6.50-20, 6 pr		7.50-20, 8 pr		15", 6 pr		7.00-17, 6 pr	Regular	TIRES, FRONT, Single	
8.25-20, 10 pr if 9.00-20, 10 pr on rear 8.25-20, 12 pr if 8.25-20, 12 pr on rear						7.50-17, 10 pr Single Only		7.50-20, 10 pr		8.25-20, 12 pr		7.50-17, 8 pr		7.50-17, 8 pr with Single Rear 7.00-18, 8 pr with Dual Rear	Maximum		
235.5 Cubic Inch, Loadmaster Standard (261 Jobmaster, optional)						235.5 Cu. In. Thillmaster (231.5 Cu. In. Loadmaster, Optional)		235.5 Cu. In. Loadmaster (261 Cu. In. Jobmaster, Opt.)		235.5 Cu. In. Loadmaster		235.5 Cu. In. Loadmaster		ENGINE, 6 Cylinder, Valve-in-Head			
192 Ft.-Lb. at 2000 RPM (210 Ft.-Lb. at 2000 RPM, Jobmaster, Optional)						200 Ft.-Lb. at 2000 RPM		200 Ft.-Lb. at 2000 RPM (230 Ft.-Lb. at 2000 RPM Opt.)		192 Ft.-Lb. at 2000 RPM (No Opt.)		192 Ft.-Lb. at 2000 RPM (No Opt.)		Gross Torque, Maximum			
107 at 3600 RPM (125 at 4000 RPM, Jobmaster, Optional)						112 at 3700 RPM		112 at 3700 RPM (131 at 4000 RPM Opt.)		107 at 3600 RPM (No Opt. Avail.)		107 at 3600 RPM (No Opt. Avail.)		Gross Horsepower, Maximum			
102 at 3500 RPM (114 at 3600 RPM, Jobmaster, Optional)						105 at 3600 RPM		105 at 3600 RPM (113 at 4000 RPM Opt.)		102 at 3500 RPM (No Opt. Avail.)		102 at 3500 RPM (No Opt. Avail.)		Net Horsepower, Maximum			
18 Quart Standard						17 Quart Standard (18 Qt. Optional)		18 Quart Standard		16 Quart Standard		16 Quart Standard		COOLING SYSTEM			
Optional at Extra Cost						Optional		Governed at 35 Miles per Hour		None Available		None Available		GOVERNOR			
Oil Bath Type						Yes; Oil Bath Type, Optional		Oil Bath Type		Yes; Oil Bath Type, Optional		Yes; Oil Bath Type, Optional		AIR CLEANER			
11" Diameter						10" Dia. Standard 11" Dia. Optional		11" Diameter		11" Diameter		11" Diameter		CLUTCH, Single Disc, Diaphragm Spring			
4-Speed Synchro-Mesh; Provision for Power Take-off on Left Side						3-Speed Heavy-duty and Automatic		None Available		3-Speed Synchro-Mesh		4-Speed Synchro-Mesh		TRANSMISSION			
None Available						Steer. Col. for 3-Speed and Auto. In Floor for 4-Speed		In Floor of Driver's Compartment		3-Speed Heavy-duty 4-Speed and Automatic		3-Speed Heavy-duty and Automatic		OPTIONAL TRANSMISSION			
In Floor of Driver's Compartment, Mounted on Transmission						In Floor of Driver's Compartment		In Floor of Driver's Compartment		Steering Column for 3-Speed and Automatic In Floor for 4-Speed Transmissions		Steering Column for 3-Speed and Automatic In Floor for 4-Speed Transmissions		GEAR SHIFT CONTROL LEVER			
Hotchkiss						Hotchkiss		Hotchkiss		Hotchkiss		Hotchkiss		DRIVE SYSTEM			
14" x 2 1/2"						12" x 2"		14" x 2 1/2"		12" x 2"		12" x 2"		Front		BRAKES, SERVICE	
15" x 4"						14" x 2 1/2"		15" x 4"		12" x 2"		14" x 2 1/2"		Rear		(Hydraulic)	
375						230		375		186		230		Total Lining Area, Sq. In.			
Yes						None		Opt. at Extra Cost		Yes		None		Hydrovac Power Brake			
Hand Operated on Propeller Shaft						Foot Operated		Hand Operated on Propeller Shaft		Foot-Pedal Operated		Foot-Pedal Operated		Parking			
Direct Double-acting, Optional						Direct Double Act.		Direct Double Acting, Optional		Direct Double Acting		Direct Double Acting		Front		SHOCK ABSORBERS	
Direct Double-acting, Optional						Direct Dbl. Act. Opt.		Direct Double Acting, Optional		Direct Double Act.		Dbl. Act. Opt.		Rear			
27.76 to 1						26.24 to 1		27.76 to 1		19.8 to 1		19.8 to 1		Ratio		STEERING GEAR	
18, except Cabs 17 1/2						18		30		16		16		Capacity, Gallons		FUEL TANK	

right is reserved to make changes at any time without notice in prices, colors, materials, equipment, specifications and models, and also to discontinue models.

CHEVROLET MOTOR DIVISION OF GENERAL MOTORS CORPORATION, DETROIT 2, MICHIGAN



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