

1959 TRUCK

CHEVROLET

Engineering Features



THE 1959 CHEVROLET TRUCK



CHEVROLET ENGINEERING CENTER



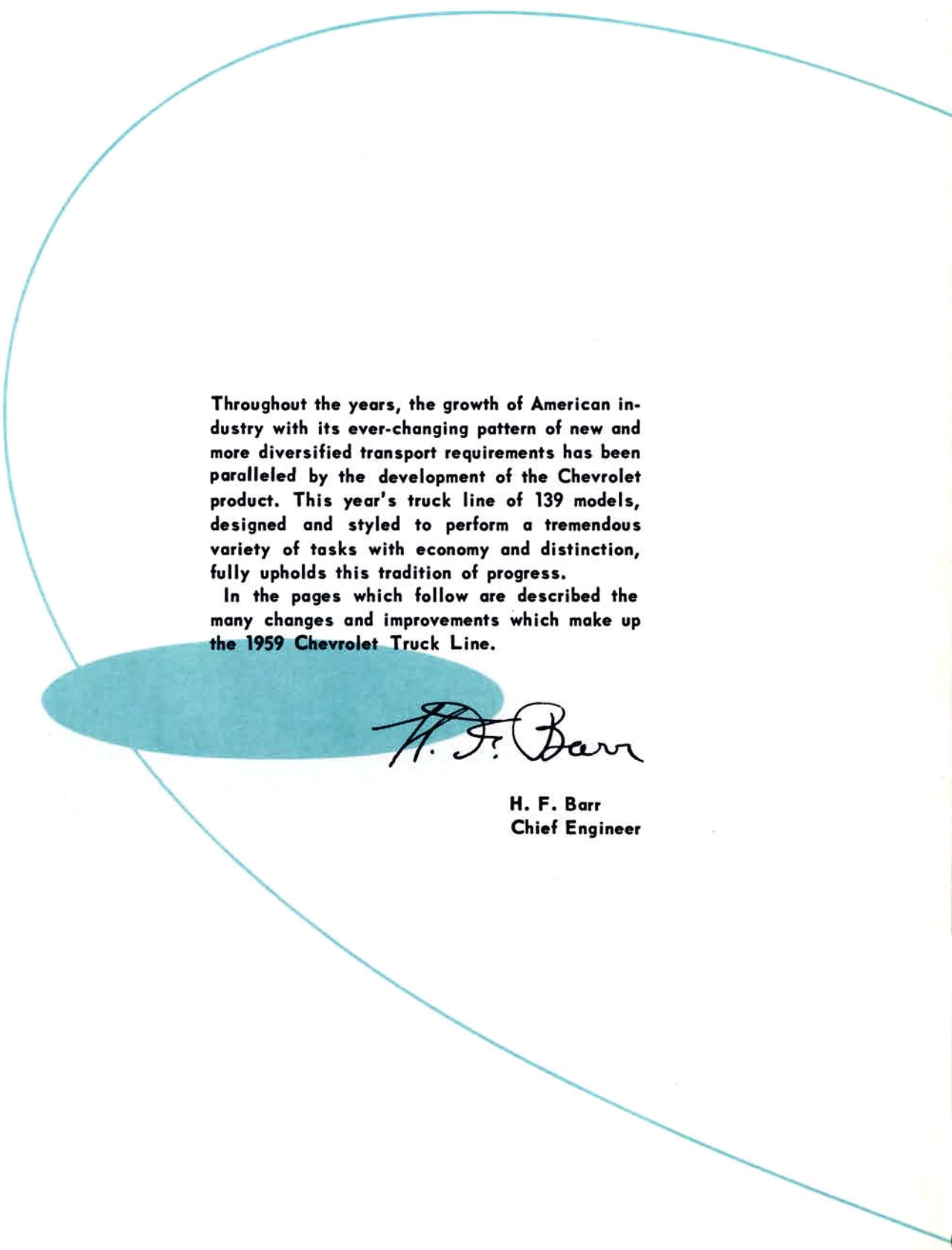
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Throughout the years, the growth of American industry with its ever-changing pattern of new and more diversified transport requirements has been paralleled by the development of the Chevrolet product. This year's truck line of 139 models, designed and styled to perform a tremendous variety of tasks with economy and distinction, fully upholds this tradition of progress.

In the pages which follow are described the many changes and improvements which make up the 1959 Chevrolet Truck Line.



H. F. Barr
Chief Engineer

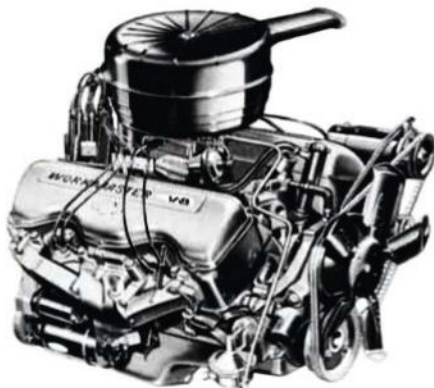
SERIES 100 TANDEM



THE 1959 CHEVROLET TRUCK

The countless services modern trucks are called upon to perform necessitate a variety of models, differing widely in size, shape and capacity; yet all have a common purpose - to contribute to the profitable operation of the owner's business.

The Chevrolet truck line-up for 1959 is again extended and the styling factor enhanced; but the greatest emphasis is on chassis and engine improvements designed to lower operating costs and lengthen the life of the vehicle.



- ✓ NEW MODELS
- ✓ STYLING REFINEMENTS
- ✓ GREATER POWER, ECONOMY, DURABILITY
- ✓ IMPROVED UTILITY

New models, new exterior colors and interior trim, new hood emblems and series designation plates, as well as important engine and chassis improvements contribute to the distinctive appearance, improved economy and greater durability of the truck line.

Perhaps the most outstanding feature of the 1959 line is the addition of the Sedan Pickup. Available as either model 1180 when equipped with the 6-cylinder engine or model 1280 with the 283 cubic inch displacement V-8, this new vehicle combines the ride and styling features of a passenger car with the load carrying ability of a pickup truck. The Sedan Delivery, now designated as model 1170 or 1270, is completely restyled and displays an entirely new body, new grille and front end sheet metal.

Five new exterior colors and new interior trim treatments combine with the restyled hood ornaments and series designation plates to impart a new, distinctive appearance to the entire line. Charcoal and silver-beige interior colors replace the charcoal and silver of 1958 on deluxe



cab models. Attractive charcoal, green or blue nylon-faced pattern cloth and matching interior paints are available on custom cab vehicles.

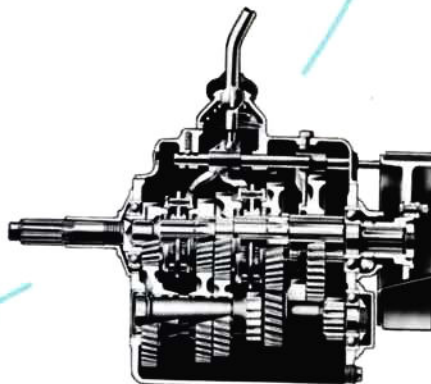
Greater economy and durability are built into the engine and chassis components. Engine improvements include a new economy camshaft on the 235 cubic inch six, valve train refinements on the 261 cubic inch six, heavy-duty pistons and a more efficient rear main bearing oil seal on the 283 cubic inch V-8, and an improved cylinder head design on the 348 cubic inch V-8.

In addition, a special small bore carburetor and a 3.38-to-1 ratio rear axle package is available optionally, in combination with the 235 cubic inch 6-cylinder engine, on Series 31 and 32 models for greater increases in operating economy.
















An optional heavier duty power train, with a 2-barrel 348 cubic inch engine, larger capacity clutch, transmission and rear axle, equips the 70 and 80 series trucks (except model 8802) with increased power and load carrying ability.

Other chassis improvements include greater brake lining areas on the 30 series models and more durable differential support bearings and oil seals on all 15,000 pound capacity axles.

A general increase in the size of the Sedan Delivery and the 3/4-ton stake rack bodies affords greater utility to the existing models. The nominal rating of the former 7-1/2 foot platform is increased to 8 feet, with a 7-inch greater overall length.



139 MODELS

VEHICLE TYPE	1/2, 3/4, 1 TON	1-1/2 TON	1-1/2 TON SPECIAL	2-TON	2-TON HEAVY	2-1/2 TON
 SEDAN DELIVERY	1170 1270					
 SEDAN PICKUP	1180 1280					
 FLAT FACE COWL	3102 3602 3802	4102 4402 4502	6102S 6402S 6502S	6102 6402 6502 6702 6802	6102H 6402H 6502H	8802 10802
 WINDSHIELD COWL	3112 3612 3812	4112 4412	6112S 6412S 6512S	6112 6412 6512	6112H 6412H 6512H	
 L.C.F. CAB CHASSIS			5103S 5303S 5403S 5703S	5103 5303 5403 5703	5103H 5303H 5403H 5703H	7103 7203 7703 9103 9203 9703
 CONVENTIONAL CAB CHASSIS	3103 3153* 3203 3603 3653*	3803 3853* 4103 4403	6103S 6303S 6403S 6503S 6703S	6103 6303 6403 6503 6703	6103H 6303H 6403H 6503H 6703H	8103 8203 8403 8503 8703 10103 10203 10403 10503 10703
 STEPSIDE PICKUP	3104 3154* 3204 3604	3654* 3804 3854*				
 FLEETSIDE PICKUP	3134 3184* 3234	3634 3684*				
 PANEL	3105 3155* 3805 3855*					
 SUBURBAN CARRYALL	3106 3156* 3116 3166*					
 CONVENTIONAL STAKE	3609 3659* 3809 3859*	4109 4409	6109S 6409S	6109 6409	6109H 6409H	8109 8409
 L.C.F. STAKE			5409S	5409	5409H	7109
 TANDEM						8413 8513 8713 10413 10513 10713
 FORWARD CONTROL	3442 3542 3742			6242 6642		
 STEP-VAN	3445 3545 3745					

* - 4-Wheel Drive Models

ON 22 WHEELBASES

NOMINAL RATING	SERIES	WHEEL-BASE	GVW	GCW
1/2 TON	11-1200	119	4900	
	3100	114	5000	
	3100 (4 x 4)	114	5600	
	3200	123-1/4	5000	
3/4 TON	3400	104	10,000	
	3500	125	6900	
	3600	123-1/4	7300	
	3600 (4 x 4)	123-1/4	10,000	
	3700	137	9600*	
1-TON	3800	135	7400	
1-1/2 TON	3800 (4 x 4)	135	14,000	
	4100	132-1/2	13,000	
1-1/2 TON SPECIAL	4400	156-1/2		
	4500	156-1/2		
	5100S	112-5/8		
	5300S	124-5/8		
	5400S	136-5/8		
	5700S	160-5/8		
	6100S	132-1/2		
	6300S	144-1/2		
	6400S	156-1/2		
	6500S	174-1/2		
2-TON	6700S	196-1/2		
	5100	112-5/8		
	5300	124-5/8		
	5400	136-5/8		
	5700	160-5/8		
	6100	132-1/2		
	6200	129-5/8		
	6300	144-1/2		
	6400	156-1/2		
	6500	174-1/2		
2-TON HEAVY	6600	153-5/8		
	6700	196-1/2		
	6800	222-1/2		
	5100H	112-5/8		
	5300H	124-5/8		
	5400H	136-5/8		
	5700H	160-5/8		
	6100H	132-1/2		
	6300H	144-1/2		
	6400H	156-1/2		
2-1/2 TON	6500H	174-1/2		
	6700H	196-1/2		
	7100	112-5/8		
	7200	124-5/8		
	7700	172-5/8		
	8100	132-1/2		
	8200	144-1/2		
	8400	156-1/2		
	8500	174-1/2		
	8700	192-1/2		
TANDEMS	8800	240		
	9100	112-5/8		
	9200	124-5/8		
	9700	172-5/8		
	10100	132-1/2		
	10200	144-1/2		
	10400	156-1/2		
	10500	174-1/2		
	10700	192-1/2		
	10800	240		
TANDEMS	8400	156-1/2		
	8500	174-1/2		
	8700	192-1/2		
	10400	156-1/2		
	10500	174-1/2		
TANDEMS	10700	192-1/2		
	8400	156-1/2		
TANDEMS	8500	174-1/2		
	8700	192-1/2		
	10400	156-1/2		
	10500	174-1/2		
	10700	192-1/2		

* - Maximum GVW of 3804 and 3805 is 7000 pounds.

** - 18,000 pounds on 6702, no GCW.

SERIES AND MODELS

A total of 139 models on 22 different wheelbases comprises the 1959 Chevrolet truck line, providing a GVW span ranging from 4000 pounds minimum on the half-ton models to 36,000 pounds maximum on the tandem axle units. All vehicles available in 1958 are continued for the new model year except the Cameo Carrier, model 3124, which was discontinued when the Fleetside Pickup trucks were introduced in mid-season 1958. Thus, included in this year's array of vehicles are 96 conventional, 22 low-cab-forward, 8 forward control, 6 tandem axle and 5 school bus models. A Sedan Delivery and the new Sedan Pickup complete the line.

The Sedan Pickup, model 11-1280, is designed to satisfy customer demands for a prestige-type light-duty truck, and further expands the total number of available pickup models to thirteen.

The Gross Vehicle Weight ratings for all 1959 trucks remain unchanged from the previous year except on the Sedan Delivery model. The maximum GVW rating for this unit has been increased from 4100 pounds in 1958 to 4900 pounds in 1959. The minimum rating is also changed from 4000 to 4400 pounds. Greater capacity 8.50-14-4 ply tires are required for the 4900 pound GVW. Ratings of the new Sedan Pickup model are identical to those of the Sedan Delivery.

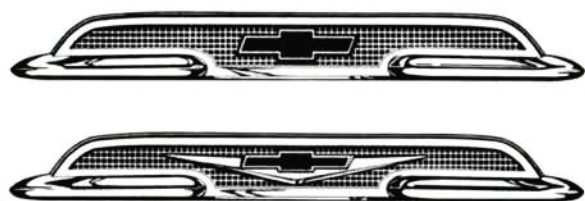
Series 70 and 80 tractors, equipped with the new heavy-duty power train, feature a higher GCW rating. The new 2-barrel 348 cubic inch engine, in combination with the heavy-duty components which comprise this drive system, provides approximately 12 percent greater pulling power. As a result, GCW ratings for these units increase from 35,000 pounds with the standard power train, to 38,000 pounds with the heavy-duty drive system.

The two digit series designations, as well as the Apache, Viking, and Spartan class identifications introduced in 1958, are retained in 1959.

STYLING

Truck owners have come to regard their vehicles as something more than income producing machinery. Increasing emphasis is being placed on their role as well groomed representatives in the field.

Early recognition of this trend has enabled Chevrolet to adopt farsighted and exacting appearance standards. Further styling refinements for 1959 promise to maintain Chevrolet's position at the styling forefront of the trucking industry.



HOOD EMBLEM

The massive, wide emblem distinguishes all cowl, cab and panel models of the 1959 line. The large red Chevrolet trademark on a black, waffle pattern background dominates the design, while the flat, bright-metal V identifies models with 8-cylinder engines.

- ✓ NEW IDENTIFYING EMBLEMS
- ✓ FIVE NEW EXTERIOR COLORS
- ✓ NEW INTERIOR COLORS AND TRIM

The size and contours of the 1959 cab, front end sheet metal and grille are unchanged. However, new colors, new hood emblems and series designation plates impart a fresh, distinctive appearance to the new models.

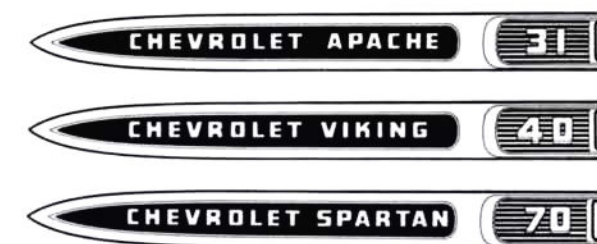
New colors include Sherwood Green (a medium green) Cadet Gray (a medium gray) Baltic Blue

(a dark blue) Galway Green (a light green) and Frontier Beige. The five new colors, used in combination with nine carryover colors, provide the 1959 line with a total of 14 solid exteriors and 13 two-color combinations. The new two-tone treatment has Bombay Ivory as the second color in all combinations and is also used on the grille, bumpers, hub caps and headlamp bezels. Pure White is available only as a solid exterior color.

Fleetside pickup models, which were first introduced in mid-season 1958, feature new two-tone paint combinations unique to these models.

SERIES DESIGNATION PLATE

The timely design of the new series designation plates simulates the contours of a rocket. The identifying areas of each plate contain, in raised block letters on a black background, the word Chevrolet and the classification identification of Apache, Viking or Spartan. The series numerals on a red ribbed background complete each design.



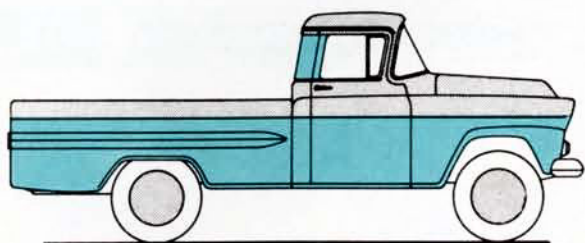
Two-toning schemes for all other models are carried over from the previous year.

The optional custom cab, as applied to the Fleetside pickup, includes a bright metal molding for the embossment on the body side panels.

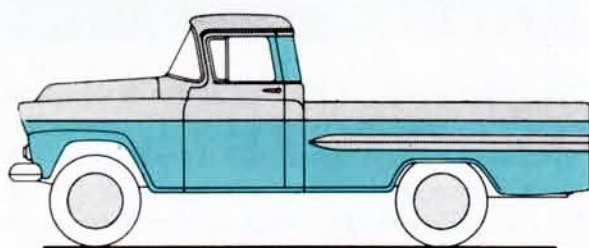
Other changes affecting exterior appearance include new hood emblems and series designation plates.

New colors and trim are also featured on the 1959 models. Deluxe cab and all panel and suburban carryall units display charcoal and silver-beige interior color schemes, with an all-new brick pattern vinyl seat trim.

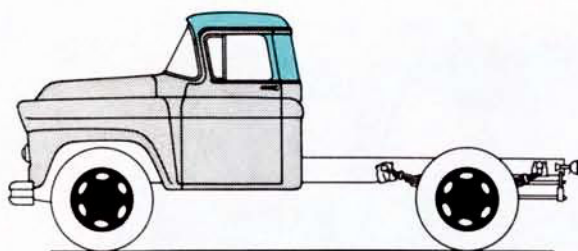
The custom cab option, providing differences in trim appointments, is again available on all cab and panel models. Additional items of comfort and refinement included in this option are bright metal control knobs, a cigar lighter, an armrest on the driver's side, a sunshade on the passenger side and bright metal windshield and window area reveal moldings. Cab models are also equipped with foam rubber seat and backrest cushions. The custom cab option, on Series 30 models, includes a bright metal grille, bumper and hub caps. Foam rubber seats are also available optionally on deluxe cabs.



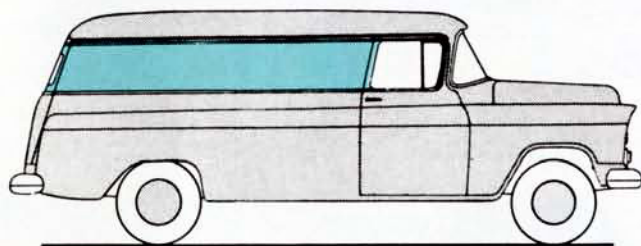
DELUXE FLEETSIDE



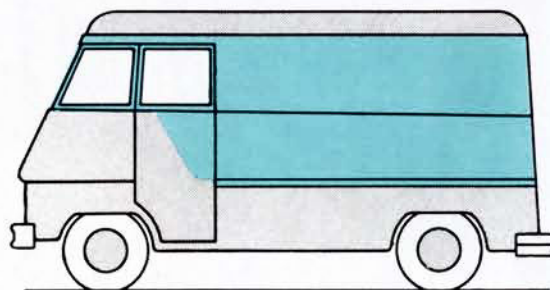
CUSTOM FLEETSIDE



DELUXE AND CUSTOM CAB



PANEL



STEP-VAN

TWO-TONING

With the addition of two new two-toning schemes on the Fleetside pickup models, the 1959 line features a total of five different two-toning methods. The carryover forms can be categorized into three basic methods, one for the deluxe and custom cab models, one for the panels and one for the Step Van models.

Two-toning on the Fleetside units consists of one color on surfaces above the crease line, except the window area, and Bombay Ivory on the remainder of the vehicle, including the window area. Custom Fleetside models with two-color exteriors also carry the main body color on the body side embossments.



CUSTOM



DELUXE

SEAT AND INTERIOR TRIM

Attractive, brick pattern, charcoal vinyl covers the cushions and backrests of deluxe cab and all panel and suburban carryall models. The cushion and backrest facings are of silver-beige leather grain vinyl. The vinyl roof insert and the floor mat, carried over from 1958, repeat the cushion and backrest color.

Interior body panels and the lower portion of the instrument panel are also painted silver-beige. Textured charcoal paint is used on the instrument panel crown and windshield garnish moldings. The steering wheel and column are charcoal colored.

A choice of three interior colors, keyed to the exteriors, is provided on the 1959 custom cab models. Durable, nylon-faced, block pattern cloth, in blue,

green or charcoal is used on cushions and backrests while silver-beige, light blue or light green leather grain vinyl forms the cushion and backrest bolsters and facings. Door insert panels are of the same color pattern cloth as the cushion and backrest. Armrests are covered with green, blue or silver-beige leather grain vinyl on the upper portion, while the lower section is charcoal plastic.

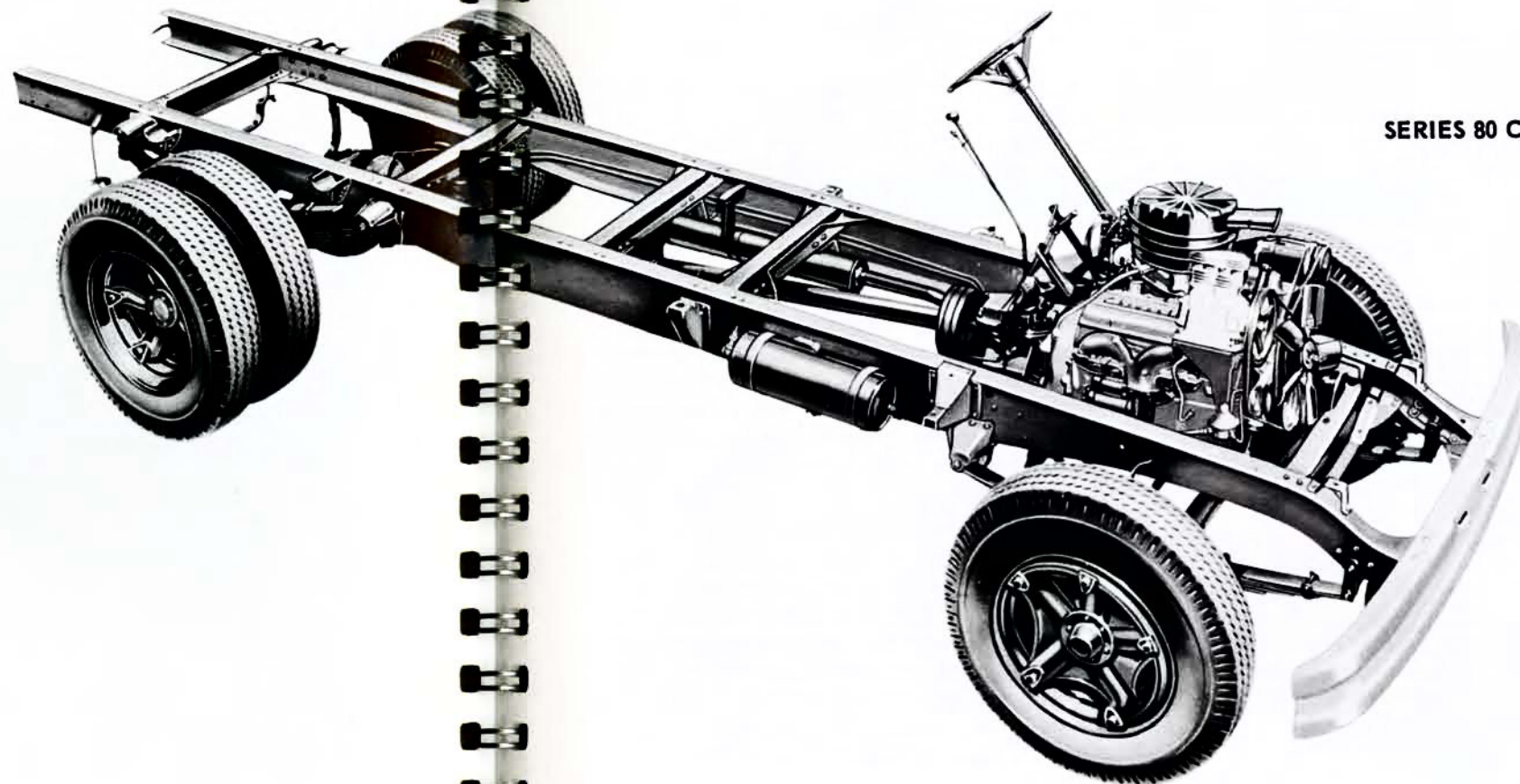
Interior body panels and the lower portion of the instrument panel are also in silver-beige, blue or green. Textured charcoal paint is used on the instrument panel crown and windshield garnish molding. The steering wheel and column are also charcoal in color, as are the floor mat and headlining.

CHASSIS

Basic chassis design establishes the road behavior as well as the load-carrying capacity of a truck; and chassis criteria are determined by Chevrolet engineers under the most realistic conditions.

Chevrolet trucks, subjected to the most adverse operating conditions to be found in the field, are the object of continuous study. By this means, extremes in field experience are translated into standards upon which laboratory and proving ground development work is based.

This systematic approach to sound chassis design is largely responsible for the advance chassis features incorporated in the 1959 models, as well as the outstanding roadability which is characteristic of Chevrolet trucks.



SERIES 80 CHASSIS

IMPROVED AXLES

LARGER BRAKES

NEW ECONOMY AXLE

REDESIGNED HYDROVAC

The 1959 chassis design features numerous revisions that contribute to greater safety and improved durability. Included are improved 15,000 pound capacity axles, redesigned Hydrovac units, stronger compressor brackets, larger brake lining areas on 1/2-ton models, improved power steering units on Series 70 and 80 and new driveline support bearings.

REAR AXLES. All 15,000 pound capacity rear axles feature important modifications which provide better oil sealing and improve the durability of differential bearings, gears and pinions. Affected are all single and 2-speed axles, used as either standard or optional equipment on Series 50, 60, 70 and 80 and tandem axle units, as well as the optional 2-speed axles for Series 40.

The revisions consist of hardened differential case hubs, revised differential carriers, bearing

retainers and gasket seals and new differential bearings.

Series 70 and 80 models, when equipped with the new 348 cubic inch displacement Workmaster Special engine, must be equipped with a heavier duty, 16,000 pound capacity rear axle. Ratios available are the same as those provided for these axles in the past and include the 7.17-to-1 single speed and either the 6.50 and 9.04-to-1 or 7.17 and 9.97-to-1 2-speed units.

COMPRESSOR BRACKETS. A new cast malleable iron air compressor mounting for use with Taskmaster engines is provided on Series 50, 60, 70 and 80 models, when these are equipped with air-hydraulic or full air brakes. Replacing the steel-plate formed design, the new support attaches firmly to bosses cast into the engine cylinder head and intake manifold.

BRAKES. All 1/2-ton models are equipped with new rear brake assemblies which have larger lining areas for better braking control and longer lining life. Each shoe and lining is 1/4-inch wider than the previous design, providing an additional 10-1/2 square inches of lining area for a total of 167-1/2 square inches. Since braking

forces at each wheel remain unchanged, the applying forces at the rear wheels are distributed over larger areas, resulting in cooler running brakes, with less fade under heavy loads.

HYDROVAC. The long stroke, 7-inch Hydrovac units feature a larger valve piston to reduce the brake pedal applying force and increase vacuum assistance in the braking range most frequently encountered. These units are standard equipment on Series 50 and 60 and available optionally on Series 40.

In brake booster vacuum systems, braking assistance is achieved through the differential between atmospheric pressure and vacuum created within the power assist unit. A poppet valve regulates atmospheric pressure supplied to a piston suspended in the vacuum chamber. Regulation of the poppet valve is through a piston actuated by hydraulic fluid from the brake master cylinder. Thus, poppet valve openings are directly dependent upon line pressure created by brake pedal application. The valve piston diameter is increased to 1/2-inch, from the former 3/8-inch, providing a greater area for the hydraulic pressure to act against. Consequently, the poppet valve is opened farther for a given

line pressure than in the past, supplying enough additional atmospheric pressure to increase assistance as much as 75 percent within the braking range most commonly used. However, since the vacuum piston or hydraulic slave piston dimensions have not changed, the maximum booster assistance is still 65 percent of total brake application.

IMPROVED DRIVELINE SUPPORT BEARINGS. New propeller shaft bearing and cushion assemblies feature greater efficiency and longer wear life. A synthetic rubber seal, in place of the felt seal previously used, is cupped outward, affording a higher degree of protection from water, dust and other abrasive substances which may enter and prove injurious to the ball bearings. In addition, the new seal is less susceptible to damage at high driveline speeds.

PARKING BRAKE LEVER. The Orscheln type parking brake lever, formerly used only on 2-ton Series 62 and 66 forward control models, is now also available optionally for Series 34, 35 and 37 forward control chassis and Step-Van models. Major advantages are flexibility of installation and convenient adjustment for brake lining wear

from inside of the cab. By rotating the handle knurled section, the adjusting rod can be lengthened or shortened. This, in turn, moves the connecting link and cable to transmit movement to the brake shoes and linings.

AIR BRAKES. Front wheel components of full air brake systems, when used in combination with the 9000 pound capacity front axle, feature a number of refinements for improved steering and braking control.

A single cast malleable iron bracket, bolted to the flange plate, supports both the air chamber and camshaft. This design replaces the separate brackets used previously and minimizes the deflections which occurred between the air chamber and camshaft on extreme brake application.

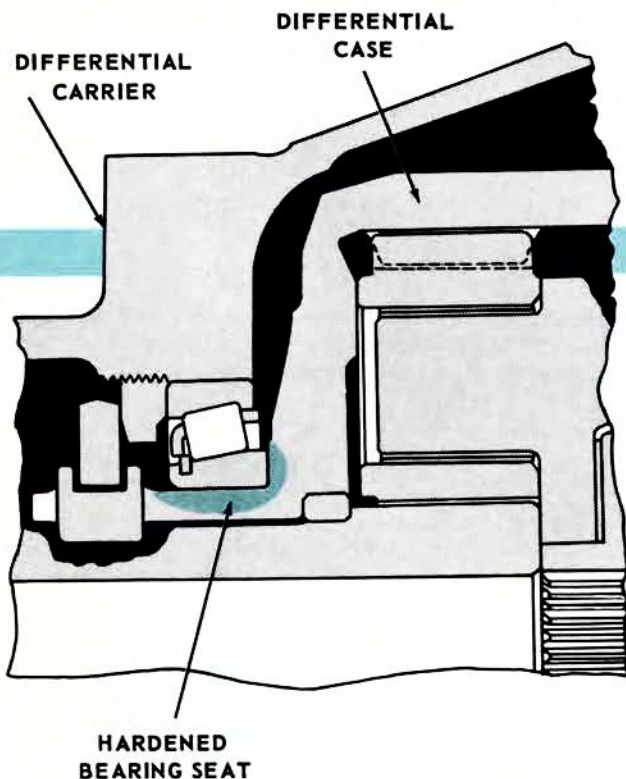
In addition, the flange plate thickness is increased from 3/16 to 1/4-inch to lend greater rigidity to all attached components. Also, by exchanging the right and left hand flange plates, the air chambers and camshafts are repositioned so that actuating cam rotation is in the same direction as that of the brake drum, for smoother brake application.

ECONOMY AXLE. A new economy rear axle, with a 3.38-to-1 ratio, is available optionally on Series 31 and 32 models, in combination with

the 6-cylinder engine and a special carburetor.

The new Chevrolet built axle is identical in design to the other units used on the 1/2-ton models and is rated at 3300 pounds capacity.

POWER STEERING. The power steering system of the Series 90 and 100 models is available also, for 1959, on Series 70 and 80 models when these are equipped with the 348 cubic inch Workmaster Special engine. The option consists of the higher capacity hydraulic pump and reservoir unit, and larger power cylinder. The pump and reservoir are mounted forward on the engine left cylinder bank and are driven by the conventional belt and pulley set-up. In addition to greater durability, the heavy-duty system reduces steering effort and gives faster turning ability even under conditions which place large portions of payload on the front axle. Because of the larger power cylinder diameter, as compared to the conventional power steering unit, steering effort is reduced by 14 percent. Faster turning is also provided due to the ability of the hydraulic pump to now supply a greater continuous fluid flow under pressure to the power cylinder, thus making it possible to turn the front wheels from straight forward to full left or right turn in approximately one half the time previously required.



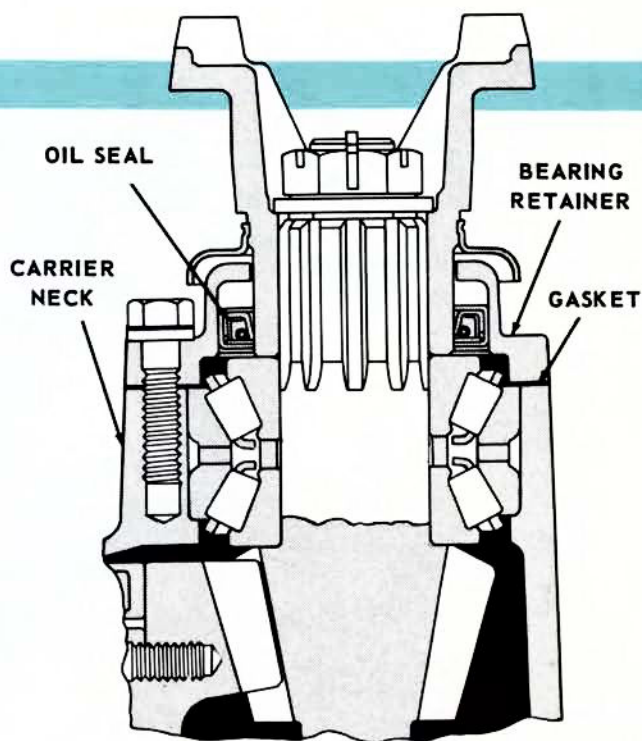
HARDENED HUBS

Induction hardening of the differential case hubs provides all 15,000 pound capacity, 2-speed rear axles with increased durability. The hardened area which is in contact with the bearing supporting the left side of the differential case furnishes a tough, wear-resistant seat to maintain bearing position. This, in turn, assures proper drive pinion and ring gear tooth contact for longer gear tooth life.

IMPROVED DIFFERENTIAL CARRIER NECK

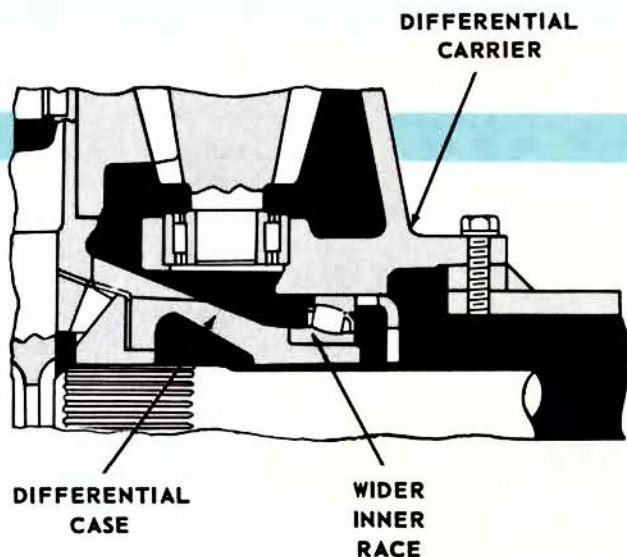
Revisions in the differential carrier, bearing retainer and gasket seal, improve drive pinion durability and provide better oil sealing for all 15,000 pound capacity single and 2-speed rear axles.

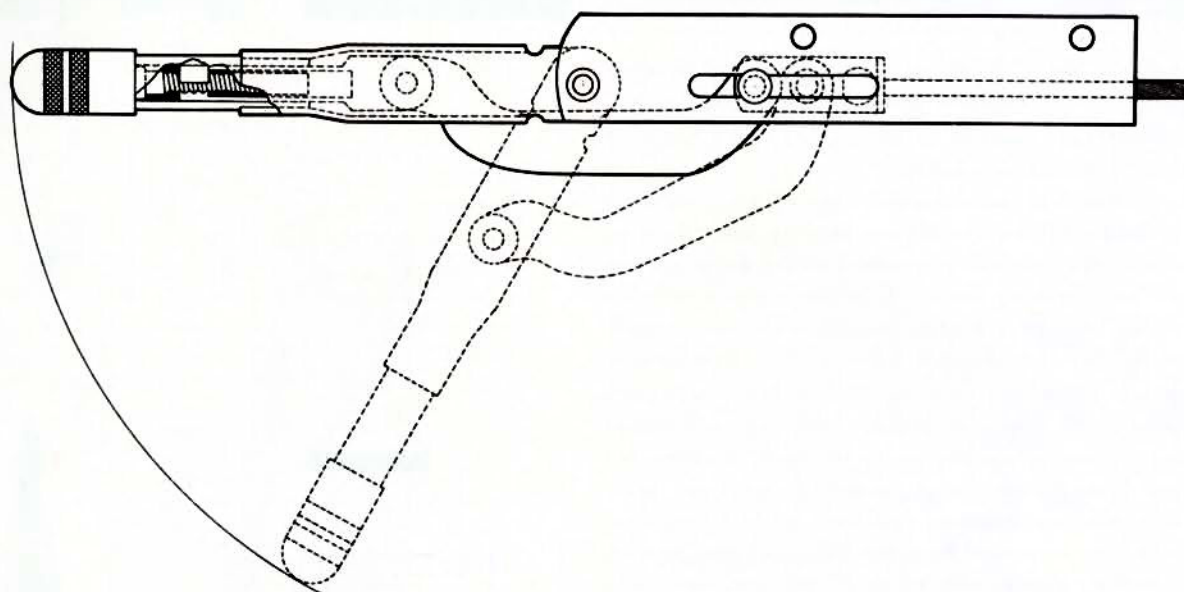
The differential carrier neck has been shortened 1/64 inch, permitting the pinion bearing outer race to extend slightly, assuring proper contact between the retainer and bearing race. This securely maintains the bearing and drive pinion position for correct tooth contact to give long durable service. The five attaching holes in the pinion bearing retainer are now reamed and fitted with close tolerance bolts for additional accuracy, assuring concentricity between retainer, oil seal and drive pinion flange to provide good oil sealing. Oil sealing between retainer and differential carrier is also improved by a thicker, cork and sponge rubber sealing gasket which has 20 percent more compressibility than the former design.



LARGER DIFFERENTIAL BEARINGS

Improvements to the 15,000 pound capacity axles include new, larger differential bearings. Inner races of the bearings which support the differential case have been increased in width by more than 1/4 inch for both the left and right sides of single-speed axles and right side only of 2-speed axles. The increased width provides larger bearing seat areas upon the case hubs, giving more rigid support to differential gears and pinions in addition to forming a firmer seat to prevent movement and wear of the bearing inner race.

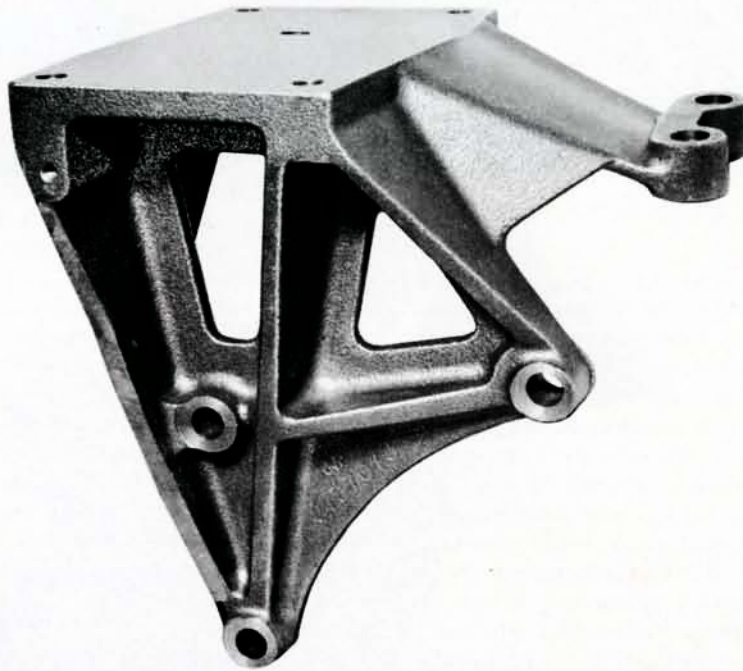




PARKING BRAKE LEVER

Simplicity of design, dependability of operation and ease of installation are the outstanding features of the Orscheln type parking brake. A pivoting control handle can be conveniently bolted anywhere in the cab at the body builders discretion.

Threaded to the inside of the knurled adjusting knob, a steel rod with a clevis end extends inside the handle toward its pivot point. A shallow U-shaped, over-center connecting link is attached to the clevis and is guided by the handle walls. The opposite end of the connecting link is joined to the parking brake pull cable by a clevis and pin which is guided by slots in the lever support. As the parking brake handle is drawn to applied position, the connecting link permits just enough travel to assume an over-center relationship between the handle and connecting link pivot points. Consequently, brake lever slippage is virtually impossible. Also, because the lever hold position is not reached until the over-center position is assumed, the brake cable must receive full lever travel. Thus, full brake lining application is always assured when brake shoes are in correct adjustment.



COMPRESSOR MOUNTING

The new compressor support is a sturdy integral unit with cast-in reinforcing ribs, capable of resisting damage from vibrations caused by heavy load conditions. The new bracket is used with air-hydraulic or full-air brake systems on Series 50, 70 and 80 and on Series 60 models with the optional Taskmaster engine.

Of cast malleable iron, the new bracket is firmly mounted to cast-in bosses on the engine, two of which are on the intake manifold and three in the front face of the cylinder head.

POWER TRAINS

An accurate measure of truck value is "load-carrying" ability. Equally important is "load-moving" potential. Heavy loads, tight schedules and a variety of operational requirements demand a power train equal to the job at hand.

To move loads ranging from 4000 to 50,000 pounds, Chevrolet offers 110 power train combinations - all of field proven design.

Many significant refinements for 1959 evidence the continuous engineering progress that makes Chevrolet trucks the most capable "load-movers" in their field.

✓ GREATER ECONOMY, DURABILITY

✓ NEW WORKMASTER SPECIAL

✓ ECONOMY 6-CYLINDER ENGINES

The 1959 truck power line-up is expanded to provide drive combinations tailored to most hauling requirements. A total of nine powerful truck engines and nine transmissions are available. A new heavy-duty power train, which features a 2-barrel carburetor version of the 348 cubic inch engine and a new close-ratio, 5-speed transmission, is released for the 70 and 80 series. Also new is a special economy package, consisting of a small throat carburetor and lower ratio rear axle, which further improves the economy of the Thriftmaster engine on Series 31 and 32 models. All engines continued from the previous year feature improved efficiency, greater durability and more favorable performance characteristics.

New for 1959 is the Workmaster Special which is the 2-barrel carburetor version of the 348 cubic inch Workmaster. Available optionally on all Series 70 and 80 models except the school bus, this power plant is identical to that available on Series 90 and 100 except for the carburetor, carburetor adapter plate, air cleaner and related carburetor controls.

The new engine, which is painted gray and identified by a "Workmaster Special" decalcomania on each rocker cover, incorporates all the performance characteristics and heavy-duty features of the original Workmaster. General specifications for this engine are: bore — 4.125 inches, stroke — 3.250 inches, compression ratio — 7.75-to-1 and displacement — 348 cubic inches.

Carryover engines are all improved for better performance and longer life. Major refinements include redesigned cylinder heads and valves on the Workmaster, heavier duty pistons and new rear main bearing oil seals on the Taskmaster and Super Taskmaster, alldipped inlet valves, lower stress valve springs, a revised lubrication system and full-flow oil filter on the Jobmaster, a lower lift camshaft and modified lubrication system on the Thriftmaster engines. In addition,

a highly efficient, thermostatically controlled, bypass cooling system is provided on the Jobmaster, Taskmaster, Super Taskmaster, Workmaster and Workmaster Special engines.

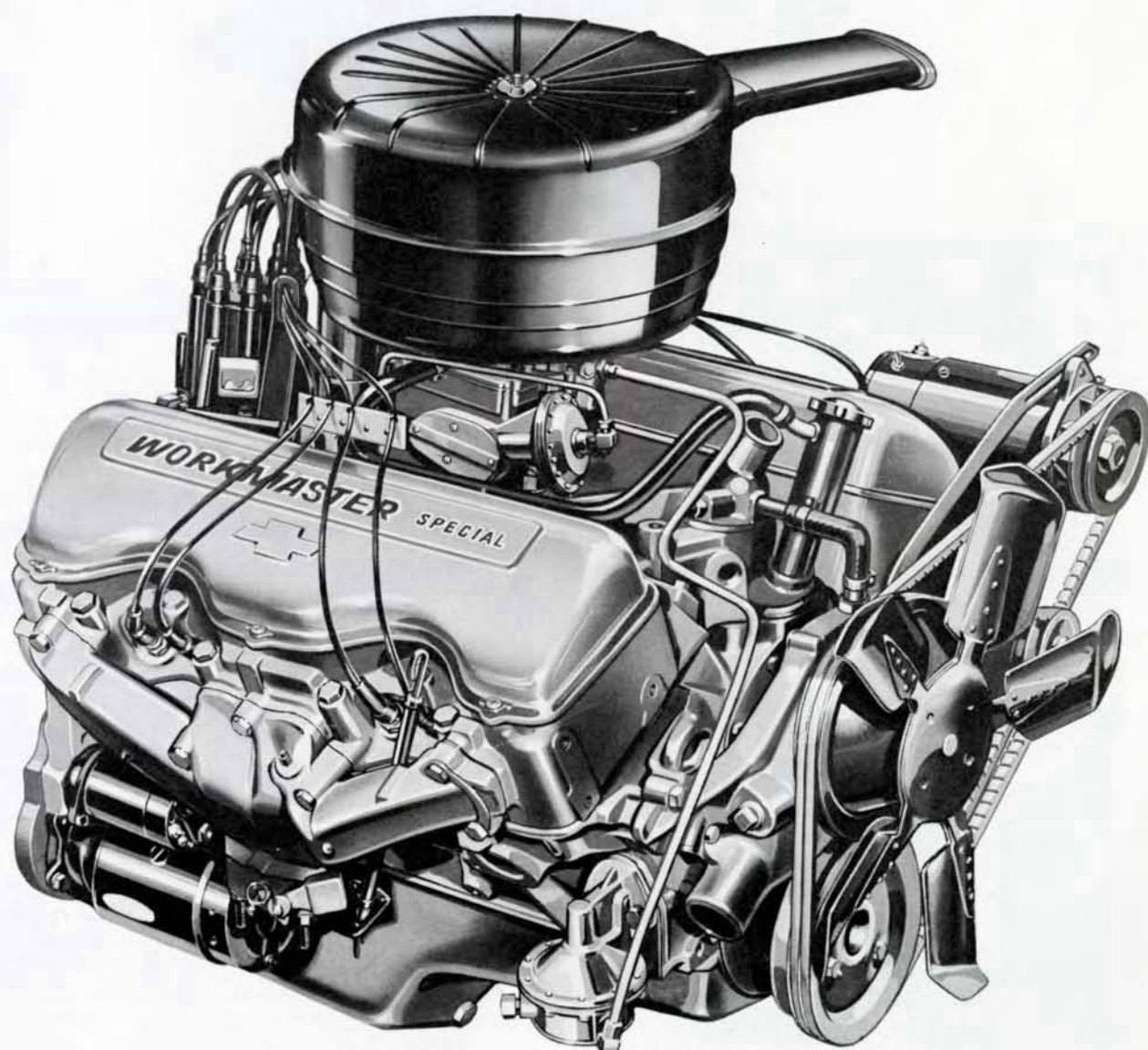
Engine identification is altered somewhat for 1959. Gray paint is again used on the 235, light-duty 283 and the 348 cubic inch displacement engines and green paint on the 261 and heavy-duty 283 cubic inch displacement units. The 322 cubic inch displacement Loadmaster is painted orange-red. Because of the redesigned rocker covers on the 235 and 261 cubic inch engines however, new decalcomanias are provided. The Jobmaster, Thriftmaster and Thriftmaster Special identifications are located on the upper surface of the rocker cover, in front of the centrally mounted oil filler cap. The Workmaster identification is unchanged, nor are the rocker covers on the Trademaster, Taskmaster or Super Taskmaster engines which again display the word "Chevrolet," in script, on the upper surface.

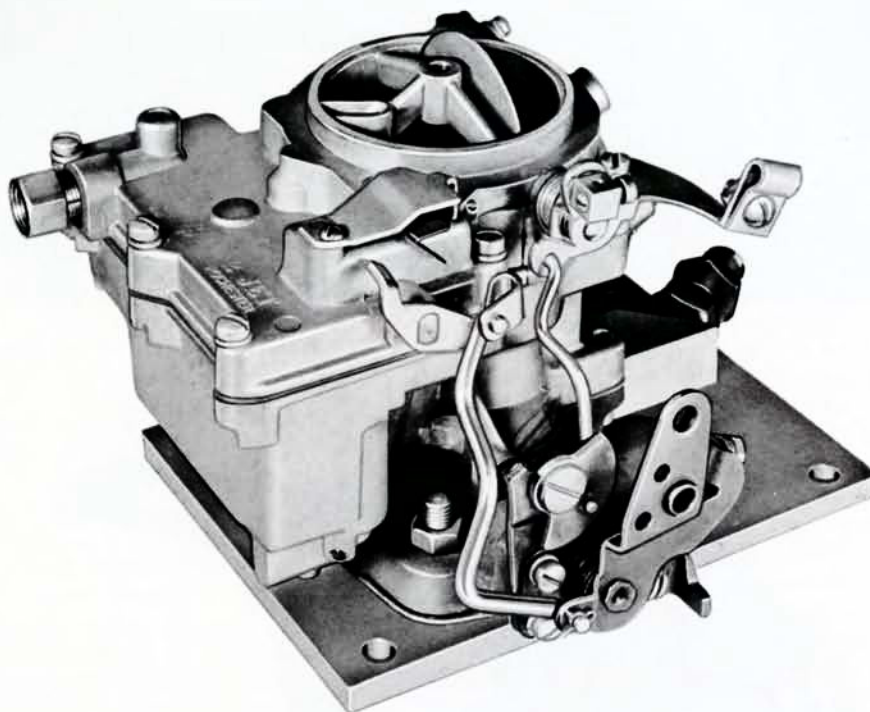
Electrical systems are revised for better performance and durability. A stainless steel distributor point spring is provided for all engines equipped with the vacuum spinner type governor. This includes Taskmaster, Super Taskmaster, Loadmaster, Workmaster and Workmaster Special engines. The new spring affords excellent resistance to failure from corrosion and provides improved ignition system performance.

Generators of increased output are available optionally on all models. The standard 30 ampere and optional 35 ampere generators are carried over from the previous year. However, for applications where output requirements are higher, 40 and 50 ampere generators are available as optional equipment. The 45 ampere generators are discontinued for 1959.

The introduction of new high-strength, low-stretch V-belts improves the performance of all the belt driven engine accessories. A greatly improved belt construction, in which rayon and dacron cords, of greater tensile strength, are utilized, results in a 50 percent reduction in belt stretch and a substantial increase in belt durability. The new design not only requires less attention in service, but also results in positive benefits to all belt drives since the possibility of slippage is minimized.

ENGINE	DISPL.	COMP. RATIO	SERIES APPLICATION	GROSS		NET	
				HP	TORQUE	HP	TORQUE
Thriftmaster	235 (1-bbl.)	8.25:1	30 and 40 Conventional	135 - 4000	217 - 2000	115 - 3600	195 - 2000
Thriftmaster Special	235 (1-bbl.)	8.25:1	34-35-37 Forward Control	135 - 4000	217 - 2000	110 - 3600	192 - 2000
Jobmaster	261 (1-bbl.)	8.0:1	60	150 - 4000	235 - 2000	130 - 3800	218 - 2000
Trademaster	283 (2-bbl.)	8.5:1	RPO 30 and 40	160 - 4200	270 - 2000	137 - 4000	250 - 2000
Taskmaster	283 (2-bbl.)	8.0:1	50 RPO 60	160 - 4200	270 - 2000	137 - 4000	250 - 2000
Super Taskmaster	283 (4-bbl.)	8.0:1	70 and 80 RPO 50 and 60	175 - 4400	275 - 2400	160 - 4000	255 - 2200
Loadmaster	322 (2-bbl.)	7.7:1	100 School Bus	195 - 4000	310 - 2200	170 - 4000	282 - 1800 - 2400
Workmaster Special	348 (2-bbl.)	7.75:1	RPO 70 and 80 except School Bus	185 - 4000	315 - 2200	160 - 3600	285 - 1800
Workmaster	348 (4-bbl.)	7.75:1	90 and 100 except School Bus	230 - 4400	335 - 2800	194 - 3800	302 - 2600





EIGHT-CYLINDER ENGINES

- ✓ **IMPROVED OIL SEALS**
- ✓ **HEAVY-DUTY PISTONS**
- ✓ **NEW WORKMASTER SPECIAL ENGINE**
- ✓ **THERMOSTATIC BYPASS COOLING**

A wider selection of power for particular hauling requirements as well as improved dependability are featured by Chevrolet's 8-cylinder engines for 1959.

The 348 cubic inch displacement Workmaster Special is available as optional equipment on all Series 70 and 80 models except the school bus. Equipped with a 2-barrel carburetor and a dual exhaust system, this engine is available only with a heavy-duty 5-speed or Powermatic transmission and 16,000 pound capacity rear axle. Tandem axle units however, continue with two

15,000 pound axles. This option provides a powerful drive train for a wider variety of uses.

With the exception of the carburetor, the carburetor attaching components and controls, the Workmaster Special is identical to the Workmaster engine in every respect. Such heavy-duty components as induction hardened journals, Moraine 400 main and connecting rod bearings, valves with fully aluminized heads and chrome plated stems, replaceable exhaust valve seats, stellite faced exhaust valves, and a roller-type timing chain are also incorporated into the new engine to duplicate the dependability, ruggedness and serviceability of the proven Workmaster.

Attachment of the 2-barrel carburetor to the manifold is achieved by means of a 3/8-inch steel adapter plate which is drilled to match the 4-barrel carburetor flange size. The adapter plate is provided with two 1-15/32 inch holes which register with the forward ports on the intake manifold. The rearmost ports are closed

off by the adapter plate. The air cleaner and silencer is identical to the one used on 4-barrel 348 cubic inch displacement engines except for modifications to adapt it to a 2-barrel air horn.

Numerous refinements are made to the carry-over 348 and 283 cubic inch displacement V-8 engines. These include cylinder heads redesigned to provide increased metal sections between valve seats and new, smaller valves on the Workmaster, more durable pistons on the heavy-duty Taskmaster and Super Taskmaster and a new rear main bearing oil seal on both the light and heavy-duty 283 cubic inch displacement engines.

The 283 cubic inch engines are further improved by the addition of intake valve stem oil seals. The oil-resistant, synthetic rubber seals feature a double lip at the upper end, thus providing an effective barrier against the possibility of drawing excessive amounts of oil past the

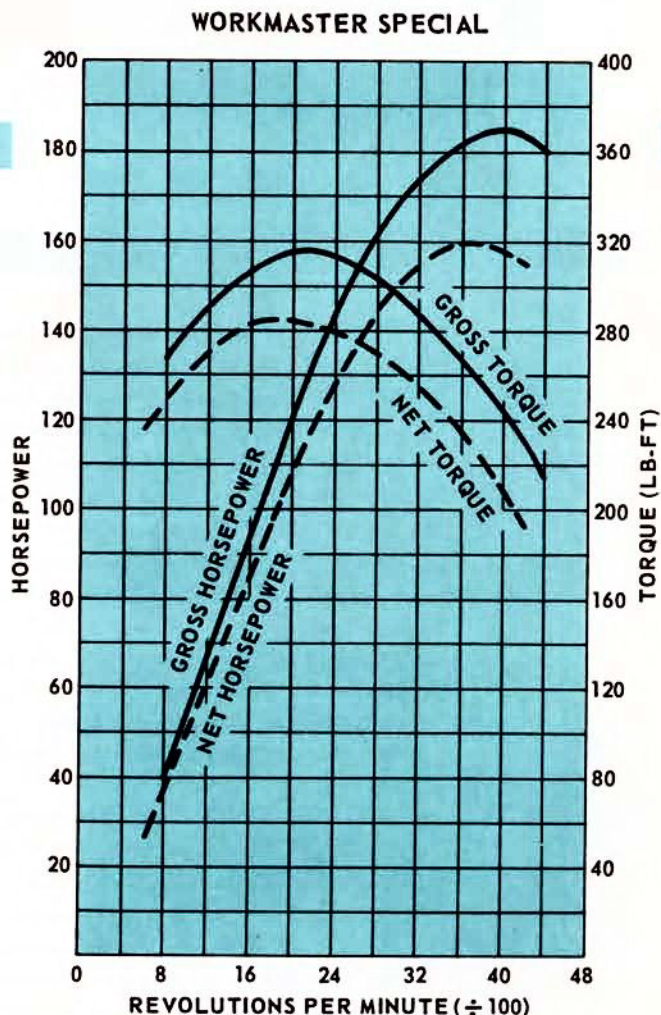
stems and into the combustion chamber during the intake stroke.

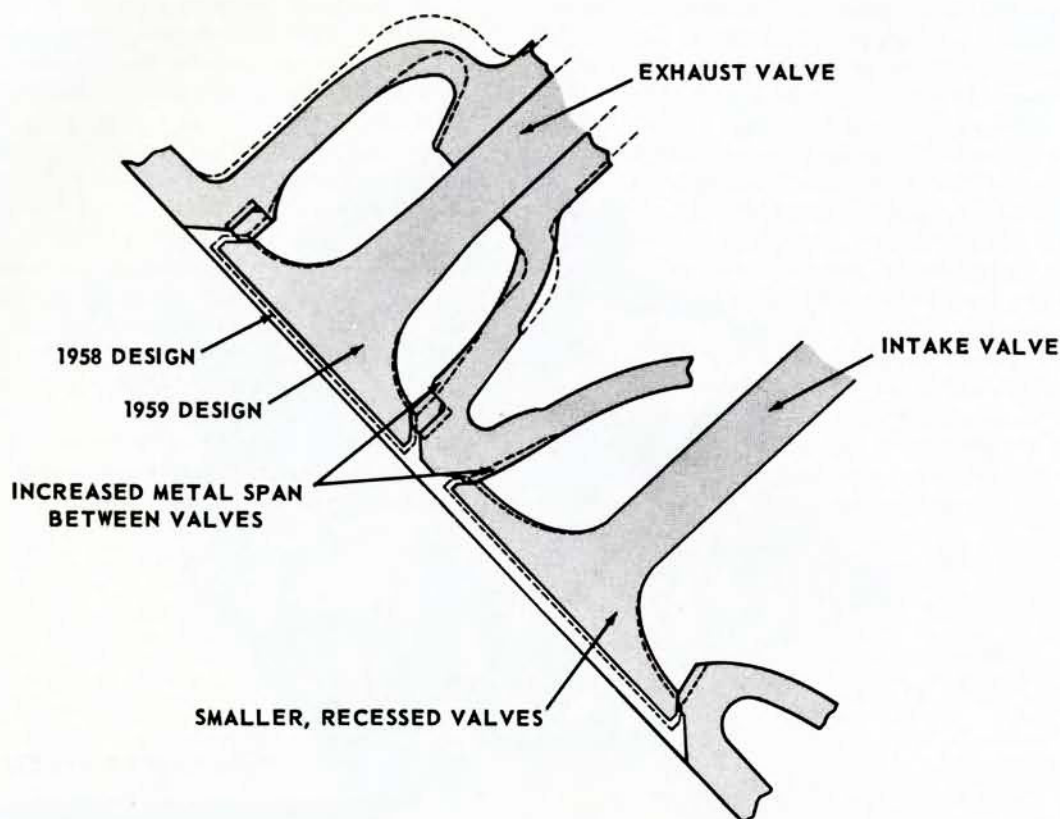
A thermostatically controlled bypass cooling system, similar to one made available on the Jobmaster six, is also incorporated into the 1959 Workmaster, Workmaster Special, Taskmaster and Super Taskmaster engines. This improvement affords better coolant circulation during engine warm-up periods. A thermostat which incorporates a primary and secondary valve is utilized. During the warm-up or until sufficient temperature is developed to open the primary valve, the radiator is bypassed as all the coolant is diverted through the secondary valve to the water pump to be recirculated throughout the engine. Advantages of the new cooling system include rapid engine warm-up and a more uniform temperature distribution in the cylinder block and head, thus minimizing the formation of hot spots and steam pockets.

POWER OUTPUT

The Workmaster Special retains all the favorable performance characteristics of the 4-barrel carburetor Workmaster. High power output and torque development at low engine rpm results from a combustion chamber design which affords a precision controlled compression ratio, high volumetric efficiency and maximum combustion turbulence.

The new engine provides the 70 and 80 series trucks with more horsepower and higher torque for both off-the-road and over-the-highway operations. This engine develops 185 gross horsepower at 4000 rpm, 315 pound-feet gross torque at 2200 rpm, 160 net horsepower at 3600 rpm and 285 pound-feet net torque at 1800 rpm.





VALVE TRAIN MODIFICATIONS

Valve train performance and durability on the Workmaster engines are improved through the use of smaller valves with fully aluminized heads. An aluminum coating, applied by a special process to the valve heads, retards the build-up of combustion deposits, a major cause of engine pre-ignition. Aldipped intake and stellite exhaust valve faces combine with this new feature to provide the valves with excellent long life.

Both intake and exhaust valves are .050 inches shorter, have a .125 inch smaller head diameter and are recessed .050 inches further into the head. This change in design eliminates the possibility of valve malfunction and exhaust valve interference with the piston.

Chrome plated valve stems are introduced to reduce valve stem scuffing and wear. In addition, solid exhaust valve stems are provided. The new stems are of super hot strength 21-4N material which, in combination with the chrome plated exterior, affords additional resistance to valve stem scuffing.

Cylinder heads have also been redesigned. A decrease in valve seat diameters to correspond with the smaller valves results in a greater span of metal between the seats. The additional metal in this critical area provides more stable seats and minimizes valve seat runout and wear. Due primarily to the recessed valves, the compression ratio for the Workmaster engines is lowered from 8.0-to-1 to 7.75-to-1, thus providing this engine with a greater operating range with existing fuels.

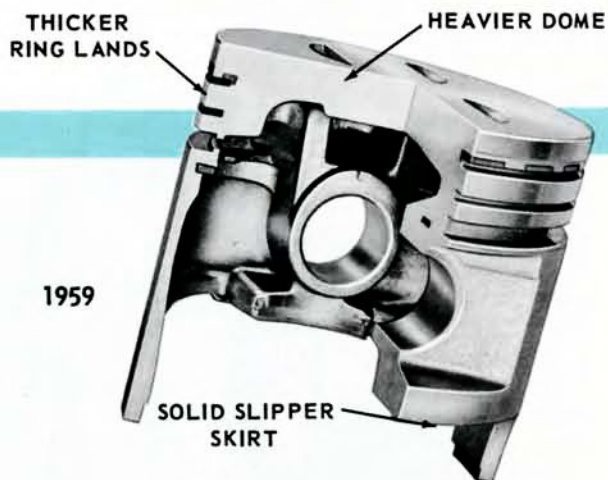
HEAVY-DUTY PISTONS

All Taskmaster and Super Taskmaster engines are provided with heavier duty pistons for improved performance and durability. The pistons are of solid slipper-skirt design with heavier construction throughout. Featured are a thicker dome, heavier lands and more rigid piston pin boss supports.

The piston dome is .100 inches thicker. The added metal not only provides this component with greater strength to withstand the high gas pressure and temperature stresses encountered in heavy-duty truck operations but also affords better heat flow from the piston to the cylinder walls.

The ring section, which contains the ring grooves and ring lands, is also improved. The lands are heavier affording additional protection to the rings from the high temperature conditions existing at the top of the piston. In addition, two machined slots at the back of the oil control ring groove, provide a more efficient oil return.

As in the former design, the new piston incorporates a cast-in-steel belt for controlled thermal expansion and an insert in the top side of the upper compression ring to reduce wear in the groove.



1959

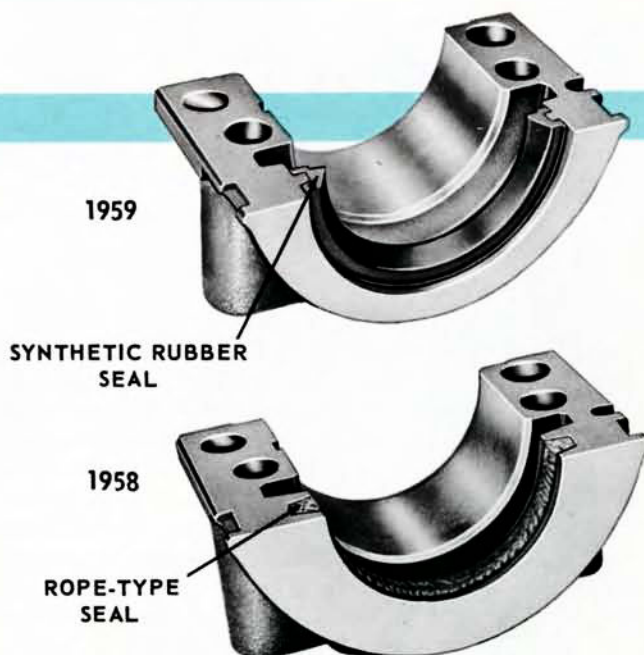


1958

NEW BEARING SEALS

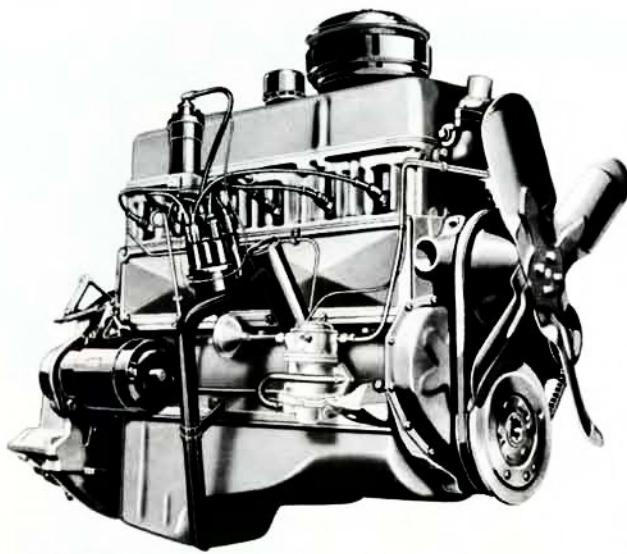
Molded rubber rear bearing oil seals are utilized in all 283 cubic inch displacement engines. The new seal is constructed of a synthetic rubber composition which is formulated to resist both dry heat and oil at high temperatures. Reinforcement is provided by a molded-in steel ring.

The ease with which the new seal is installed in the engine precludes any possibility of damage to it during this operation. Molded to fit in machined recesses, the rubber seal promotes uniformly correct installation at the engine plants. This advantage also improves engine serviceability. Service installation of the new seal is facilitated since the engine does not have to be removed from the chassis for insertion of the top half of the seal.

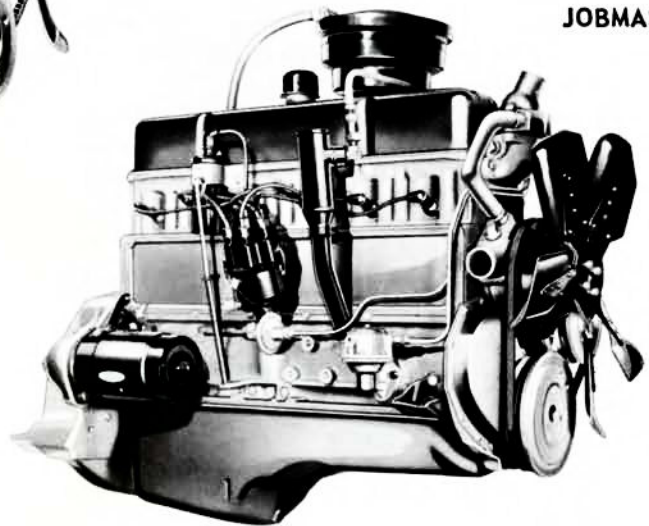


1959

1958



THRIFTMASTER



JOBMASTER

SIX-CYLINDER ENGINES

- ✓ **GREATER FUEL ECONOMY**
- ✓ **IMPROVED PERFORMANCE**
- ✓ **VALVE TRAIN REFINEMENTS**
- ✓ **THERMOSTATIC BYPASS COOLING**

Design changes to the 6-cylinder, 261 and 235 cubic inch displacement engines furnish these with new durability, economy and performance.

Heavier duty pistons, featuring a thicker dome and a cast-in steel insert in the upper compression ring groove, are released for the Jobmaster engine. The greater dome thickness provides this component with added strength to withstand the high gas-pressure and temperature stresses encountered in heavy-duty truck operations, and the steel insert reduces wear in the topside of the upper compression ring groove. A longer

piston life and more effective compression ring performance are the direct results of this improvement.

Valves and valve operating mechanisms are modified for greater durability. The Jobmaster engine valve springs now feature a longer free length. Valve open spring loads are lowered by 10 pounds resulting in an approximate 5 percent reduction of valve train stresses and a substantial improvement in valve spring life. Stellite faced exhaust valves are continued in the Jobmaster engine. All intake valve faces, however, are now alldipped. This added durability feature greatly reduces wear on both the valve face and seat and improves valve performance.

The lubrication system for both the 235 and 261 cubic inch engines is modified to provide improved oil delivery to the rocker shafts and the valve operating mechanism. The .063 case restriction, previously used for metering purposes, is enlarged to .343 inches and now serves

as a connecting passage between two oil delivery channels. With the metering orifice in the block removed, oil at full pressure is routed into the rocker shafts. The hollow shafts are flattened at the bottom and provided with a drain hole at each rocker arm mounting position to assure oil delivery to the lower area of the rocker arms. Forced through the drain hole, the oil is metered as it travels along the flat at the bottom of the shaft to an offset annulus in the rocker arm which conducts the oil around the rocker shaft to a drilled hole in the top of the rocker arm. Surplus oil is discharged to either end of the arm, thus supplying lubrication to the valve and valve operating mechanism.

A full flow oil filter, similar to that presently used on all Chevrolet 8-cylinder engines, and a new, highly efficient, thermostatically controlled, bypass cooling system are also incorporated into the 261 cubic inch engine.

A rise in fuel economy in the Thriftmaster engines is effected through the use of a new lower-lift camshaft. The decreased valve lift and smaller amount of valve overlap, resulting from this design, not only produces fuel savings but, at lower and intermediate speeds, affords higher torque than developed by the 1958 version. The torque increase in this speed range carries with it an improvement in performance.

Fuel economy tests, conducted under operating conditions which ranged from idle to high speed runs, indicate a substantial fuel savings with the 1959 Thriftmaster engine. Characteristically, the lower-lift camshaft affords best economy at lower engine speeds. The greatest improvement is realized at idle where fuel savings of 25 percent result from this refinement. Level road fuel economy, tested at speeds from 20 to 60 mph, is improved up to 10 percent.

FULL-FLOW OIL FILTER

A full-flow oil filter is provided as regular equipment on the Jobmaster engines of all except forward control models, assuring the cleanest possible supply of oil to the lubrication system. The new filter features a safety bypass valve for constant oil circulation and a replaceable filter element for maximum efficiency and serviceability.

The filter is suspended, in a vertical position, from an aluminum alloy die casting base which is attached to the intake manifold by two U-bolts. Oil taken from the crankcase is routed, by external lines, through the filter and into the main oil gallery for distribution throughout the engine.

Because of the new camshaft, valve spring force requirements are lowered, thus springs with a lower spring tension are released for the 235 cubic inch displacement engine. Stresses throughout the entire valve operating mechanism are reduced for improved valve train durability.

A change, incorporating the lower-lift camshaft on the Thriftmaster Special, was effective in mid-season of 1958.

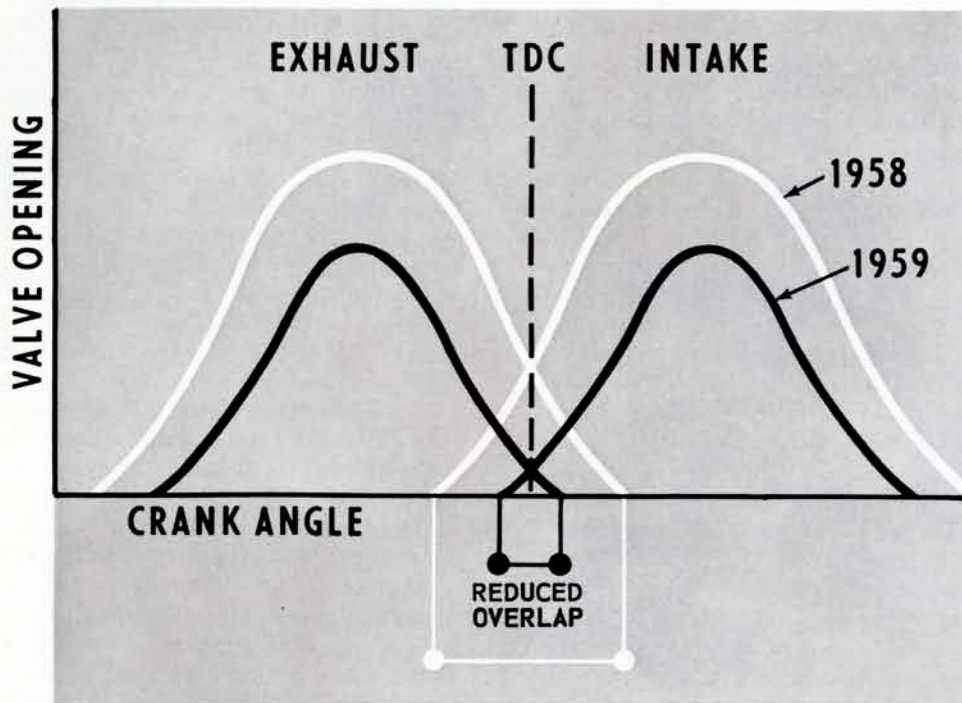
An optional economy package, consisting of a small throat carburetor and a numerically lower ratio rear axle, further improves the Thriftmaster fuel economy on Series 31 and 32 models by an additional 10 percent. The new carburetor is similar to the regular production unit except for the venturi size which is decreased from 1-11/32 to 1-1/16 inches. This design reduces the air flow, and therefore the fuel flow, through the carburetor body. The lower ratio of engine revolutions to vehicle speed, provided by the new axle, is also instrumental in attaining the higher miles per gallon values. Used in combination with the already more economical engine, this option affords an overall fuel economy improvement of 20 percent over the 1958 design.

Thriftmaster engines equipped with this maximum economy package are identified by a special "Thriftmaster Economy Option" decalcomania on the rocker cover.

The regular production 235 cubic inch displacement engines are also somewhat new in appearance for 1959. The rocker cover is redesigned with the oil filler cap moved to the center of the topside. New, smaller decalcomanias are located forward of the oil filler. The intake manifold neck height is reduced, resulting in an approximate 1-1/2 inch decrease in overall engine height and providing more space in the engine compartment.



VALVE OVERLAP

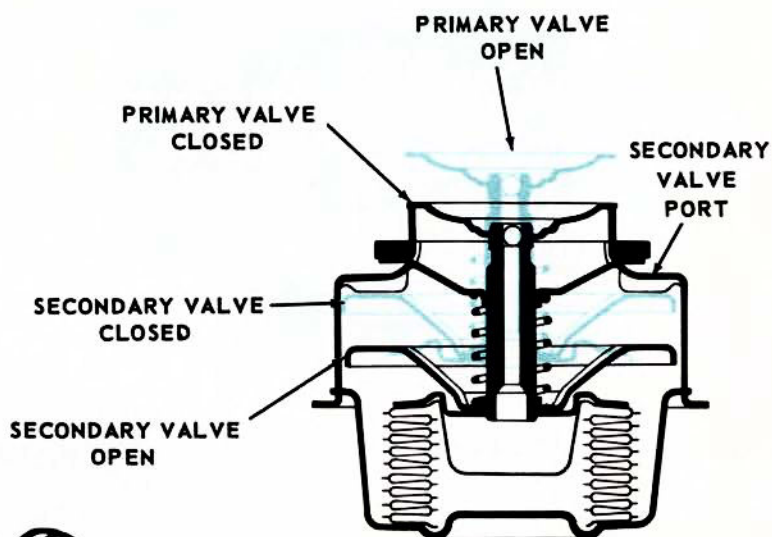
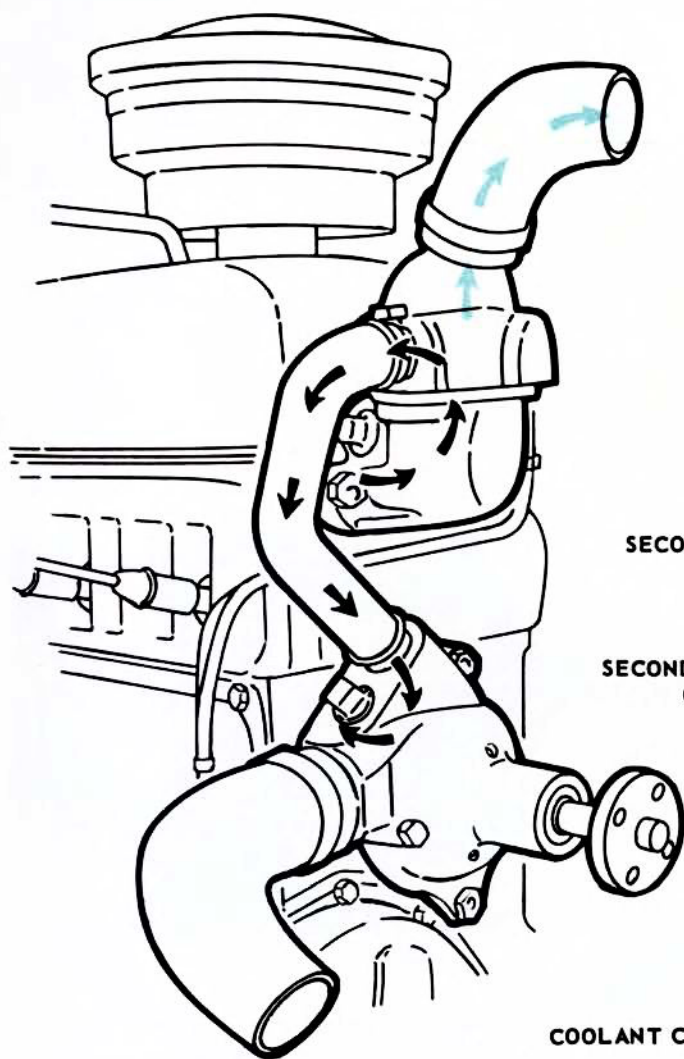


VALVE OVERLAP

One of the most important features of the new, lower lift camshaft of the Thriftmaster engine is the lesser degree of valve overlap.

A certain amount of valve overlap, the part of the cylinder cycle when intake and exhaust valves are both open, is necessary for satisfactory engine operation, particularly at high speeds. Earlier valve opening and late closing are most effective in promoting high speed performance since advantage is taken of the inertia of escaping combustion products and incoming fuel charges. At lower speeds, however, the moving gases have less momentum, and the inertia effect is decreased. Therefore, with a large amount of valve overlap, some of the fresh mixture is lost in the exhaust at low speeds. Similarly, at low speeds, late intake valve closing means that some of the charge is pushed back into the manifold during the compression stroke.

Best economy and most effective performance at lower speeds, therefore, are promoted by a relatively small amount of valve overlap and shorter periods during which valves are open. The new lower lift camshaft achieves this condition.



BYPASS TYPE THERMOSTAT

COOLANT CIRCULATION

THERMOSTATIC BYPASS COOLING

A new, highly efficient, thermostatically controlled bypass cooling system is available with the Jobmaster, Taskmaster, Super Taskmaster, Workmaster Special and Workmaster engines. It replaces the permanent type bypass cooling used previously. In heavy-duty truck operations where high engine loads are encountered, an efficient bypass cooling system is of particular advantage.

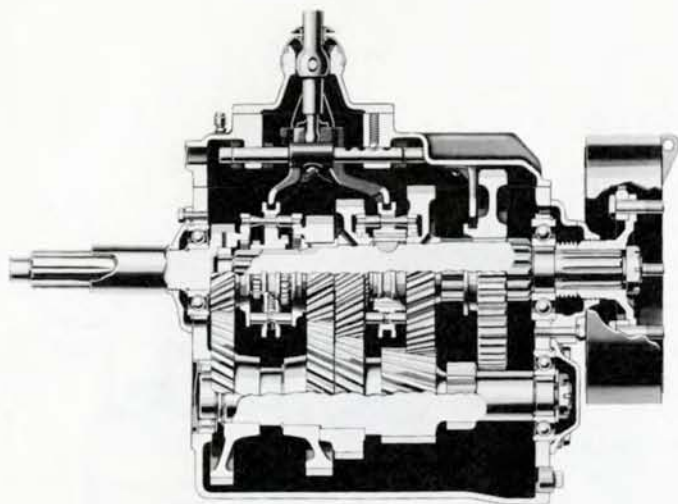
In the new design, a 160 degree thermostat, which incorporates a primary and secondary valve, is utilized. During the warm-up period, or until sufficient temperature is developed to open the primary valve, the radiator is bypassed as all the coolant is diverted through the secondary valve port to the water pump

for recirculation throughout the engine.

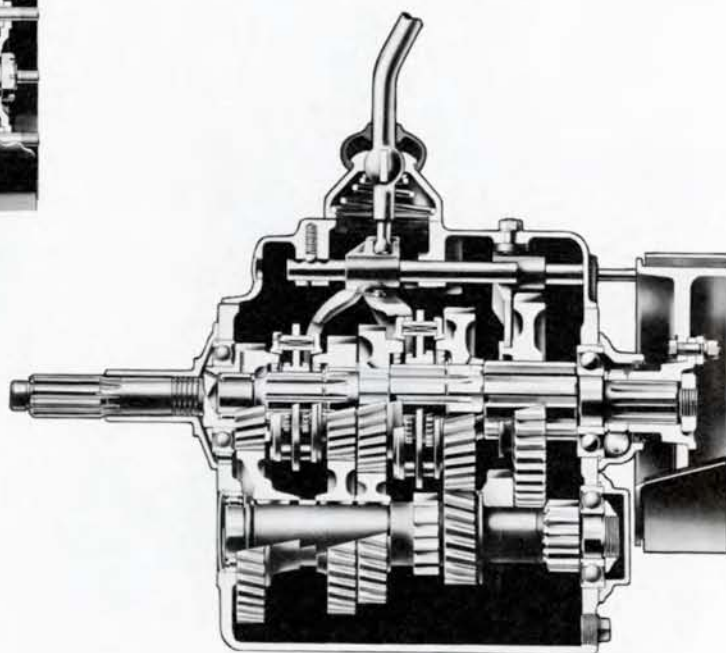
Both the primary and secondary valves are attached to the poppet valve stem and their movement is controlled by the action of the bellows. As the primary valve opens, the secondary valve closes and the bypass volume is gradually reduced as the flow to the radiator is increased. The secondary valve is fully closed when the primary valve is wide open. This eliminates further bypassing and permits full capacity circulation throughout the entire cooling system.

Advantages of the new design are constant coolant circulation regardless of engine operating condition, even temperature distribution and rapid engine warm-up with no undesirable effect on heater performance.

TRANSMISSIONS



SPICER CLOSE-RATIO



CLARK CLOSE-RATIO

- ✓ **NEW 5-SPEED TRANSMISSIONS**
- ✓ **NEW PARKING BRAKE**
- ✓ **REVISED SPEEDOMETER DRIVE GEARS**

The 3-speed, 3-speed heavy-duty, 4-speed, New Process and Spicer 5-speed, the Hydramatic and Powermatic transmissions are available again in 1959. Important additions to the line include new Clark and Spicer close ratio, 5-speed units.

The close ratio, or short fourth transmissions feature close, evenly spaced mechanical steps which provide gear combinations with up to 50 percent less reduction in comparable gears than those of the normal ratio transmissions. When used in combination with a 2-speed rear axle, the new transmissions provide a more uniform shifting pattern, resulting in vehicle performance advantages. This is particularly true for

over-the-road truck or tractor-trailer operations where sustained higher road speeds are required. Gear reduction differences of only 15 to 17 percent, from one gear to the next, keep the engine operating at a speed closer to its horsepower peak, thus furnishing more power for negotiating grades and maintaining high speeds.

No appreciable loss of performance is experienced when the new transmissions are used with single speed rear axles.

The Clark transmission is available as an option in combination with the Workmaster Special engine on all Series 70 and 80 models except the school bus. This unit features a short fourth, 1.18-to-1 ratio and a first gear ratio of 6.06-to-1 which provides ample overall reduction for maximum starting and slow speed torque.

The new Spicer close ratio 5-speed transmission is released as an option for all Series 90 and 100 models, except school bus and tandems,

providing a short fourth ratio of 1.15-to-1 and an adequate 5.99-to-1 first gear ratio.

Both new transmissions incorporate gears and mainshafts which are accurately machined from high alloy steel, carburized and hardened for maximum durability. The constant mesh helical gears, synchronized in the top four speeds, provide smooth, quiet, easy shifting. First and reverse gears are the straight spur type.

A 9-1/2 by 3 inch band-type parking brake is mounted on the rear of both new transmissions, and standard SAE 6-bolt power take-off openings are provided on both sides of the case.

The transmission gear ratios for the new units are as follows:

	CLARK	SPICER
FIRST	6.06 to 1	5.99 to 1
SECOND	3.50 to 1	3.30 to 1
THIRD	1.80 to 1	1.94 to 1
FOURTH	1.18 to 1	1.15 to 1
FIFTH	DIRECT	DIRECT
REVERSE	6.00 to 1	5.90 to 1

New transmission assemblies also have been released for all except Series 31 and 32 models. These are identical to the former units except for a new four tooth speedometer drive gear for Series 30 and a five tooth drive gear for all medium and heavy-duty models.

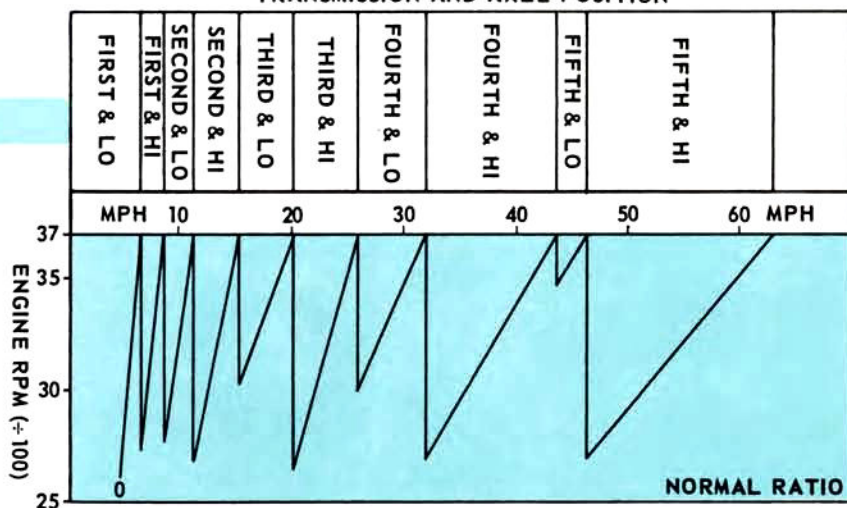
The new drive gears, in combination with the speedometer driven gears, eliminate the need for speedometer correction adapter kits for all transmission, axle and tire combinations except the Hydramatic transmission when used on the Series 36 models with maximum size tires.

The 4-speed synchromesh transmission assembly, with applications in Series 40 trucks, is provided with a new parking brake. An 8 by 2-1/2 inch band-type propeller shaft brake, similar to that used on the 4-speed transmissions of the 3/4 and 1-ton trucks, replaces the duo-grip type brake used previously. The new parking brake provides 62 square inches of lining area. Use of the duo-grip brake is now limited to the Series 50, 60, 70 and 80 models when equipped with the 4-speed transmission.

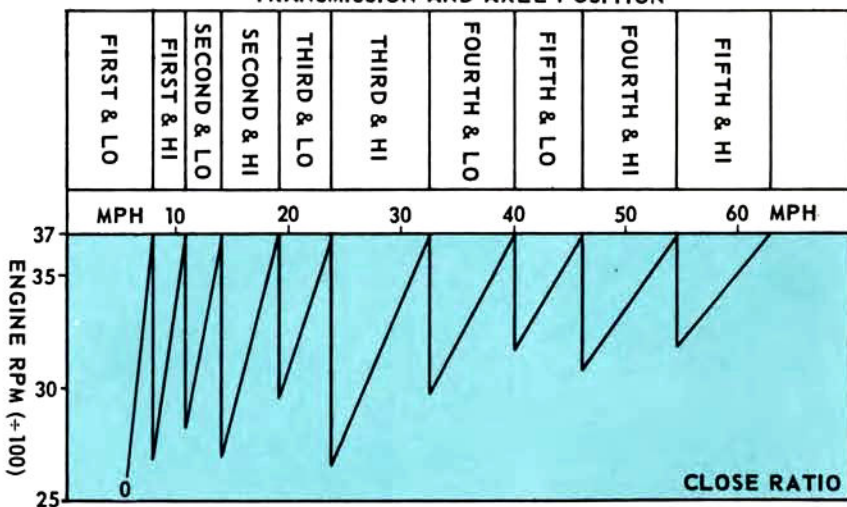
SHIFT PATTERN

These charts reflect the shifting pattern for normal and close-ratio Spicer 5-speed transmissions used in combination with a 2-speed rear axle. The evenly spaced gear combinations of the close-ratio transmission eliminate long and short range gear combinations and provide a more uniform pattern than that available with the normal ratio transmissions. In addition, lower gear reductions keep the engine operating at a speed closer to its horsepower peak, thus affording more power for negotiating steep grades and maintaining high road speeds.

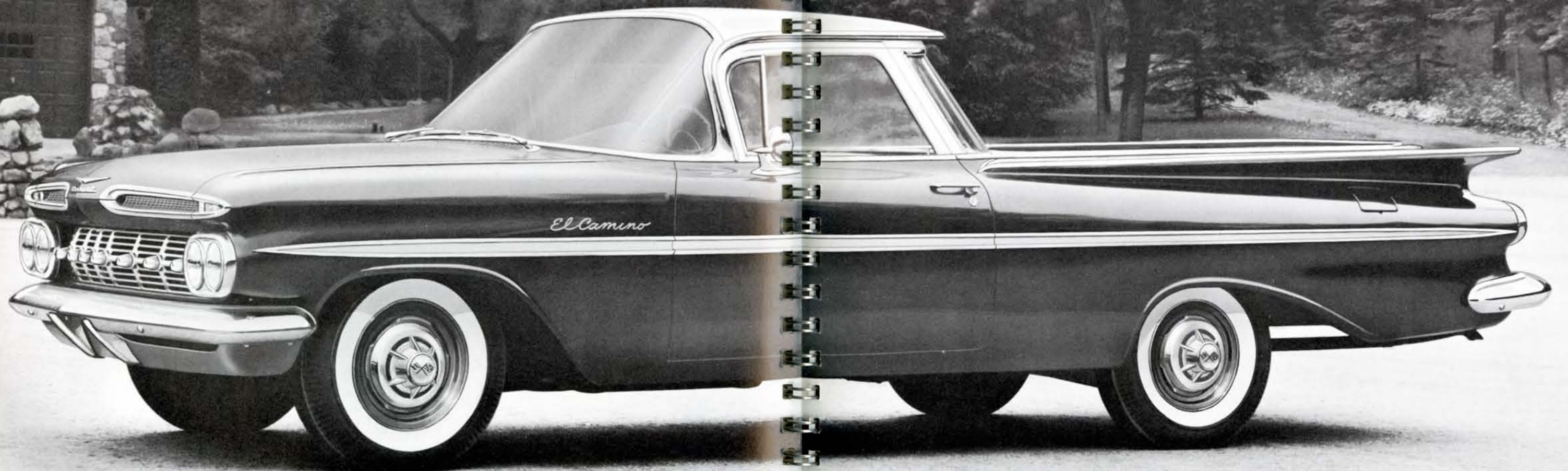
TRANSMISSION AND AXLE POSITION



TRANSMISSION AND AXLE POSITION



SEDAN PICKUP



SEDAN DELIVERY – SEDAN PICKUP

All desirable qualities of truck utility, passenger car styling and roadability are encompassed in the new Chevrolet Sedan Pickup and Sedan Delivery. The respectably large payload is carried on a chassis which features outstanding comfort and handling.

- ✓ **RESTYLED SEDAN DELIVERY**
- ✓ **ALL-NEW SEDAN PICKUP**
- ✓ **ACRYLIC PAINT EXTERIORS**
- ✓ **NEW INTERIOR TRIM**

A completely restyled Sedan Delivery and the all new Sedan Pickup model are two of the most prominent features of the Chevrolet truck line for 1959. The advanced, dual purpose styling provides these vehicles with an attractive appearance, whether in the role of personal transportation or performing tasks of a conventional truck.

Bold, slim-line styling and fleet appearance are emphasized by the low belt line, slender roof and extremely large windshield. Raked rearward at a sharp angle, the windshield is curved at the top, cutting back into the roof line to provide additional upward vision. The impression of fleetness on the Sedan Pickup is further accented by a distinctive cadet-type visor over the large wrap-around rear window.

Large visibility areas are a major feature of the 1959 styling. Windshields on the new models measure 1740.1 square inches as compared to the 1135.4 square inches on the Sedan Delivery in 1958. The full-view, wrap-around rear window on the El Camino is an ample 1034.5 square inches. Due primarily to the larger windshield, 1959 glass areas total 3958.5 square inches on

the Sedan Delivery and 4121.0 square inches on the Sedan Pickup.

Thin roof panels, deeply contoured front and rear fenders, thin pillars and the new wing deck design contribute greatly to the new slim-line styling theme. The winged deck, in addition to emphasizing length and fleet appearance, is functional in that it affords easier over-the-side loading and unloading of the Sedan Pickup.

Identifying bright metal nameplates, in script and consisting of the words "Biscayne" on the Sedan Delivery, and "El Camino" on the Sedan Pickup, are located on the front fenders, just forward of the door. The Sedan Pickup is further distinguished by a full length molding along its entire body side.

The gasoline tank filler, on both models, is concealed by an access door in the left hand rear quarter panel.

A license plate carrier, which also houses the license lamp, is mounted at the base of the V formed by the spread wing design. On the Sedan Pickup model, the carrier is hinged so that when the tailgate is lowered, it may be pulled down to display the license plate. This arrangement conforms with some state regulations which require that the plates be visible at all times.

Completing the rear view is the newly designed rear bumper. Slimmer in design, the bumper has guards attached to the lower half which follow the contour of the sheet metal as they curve inward beneath the bumper.

As in previous years, only solid color exterior combinations are available on the Sedan Delivery



model. The new Sedan Pickup features thirteen solid and ten two-tone exteriors. All exterior color combinations are listed in the Appendix.

The two-toning scheme of the Sedan Pickup consists of one color on the roof, pillars and upper rear deck, with the balance of the vehicle painted the second color.

Exterior lacquers, for the Sedan Delivery and Sedan Pickup, are all of the acrylic type. This

paint offers some important advantages over the nitrocellulose lacquer formerly used — better luster retention, greater resistance to staining, and increased adaptability to various pigments. A development of years of research, acrylic lacquer has been proven in the field by its use during previous model years for special colors that were difficult to obtain with the regular nitrocellulose lacquer.

SEDAN DELIVERY-STYLING



REAR DOOR OPENING

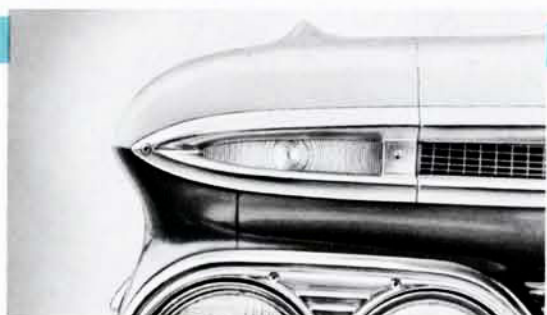
The large rear door is opened by a solid handle and key lock button. Counterbalanced by torsion rods, the door swings up and out of the way to provide maximum accessibility to the cargo area. It is held in the open position by telescoping straps.

GRILLE

Relieved of massiveness, the front end continues the slim-line styling theme. Dual headlights, framed by anodized aluminum bezels, are lowered to either end of the wide radiator grille.

The grille, also executed in anodized aluminum, is composed of seven vertical bars projecting from a lattice pattern background and is recessed beneath the overhanging crown of the hood and fenders.

The front bumper, simple in design, complements the front view. The license plate is recessed in the center of the front bumper between two integral bumper guards.

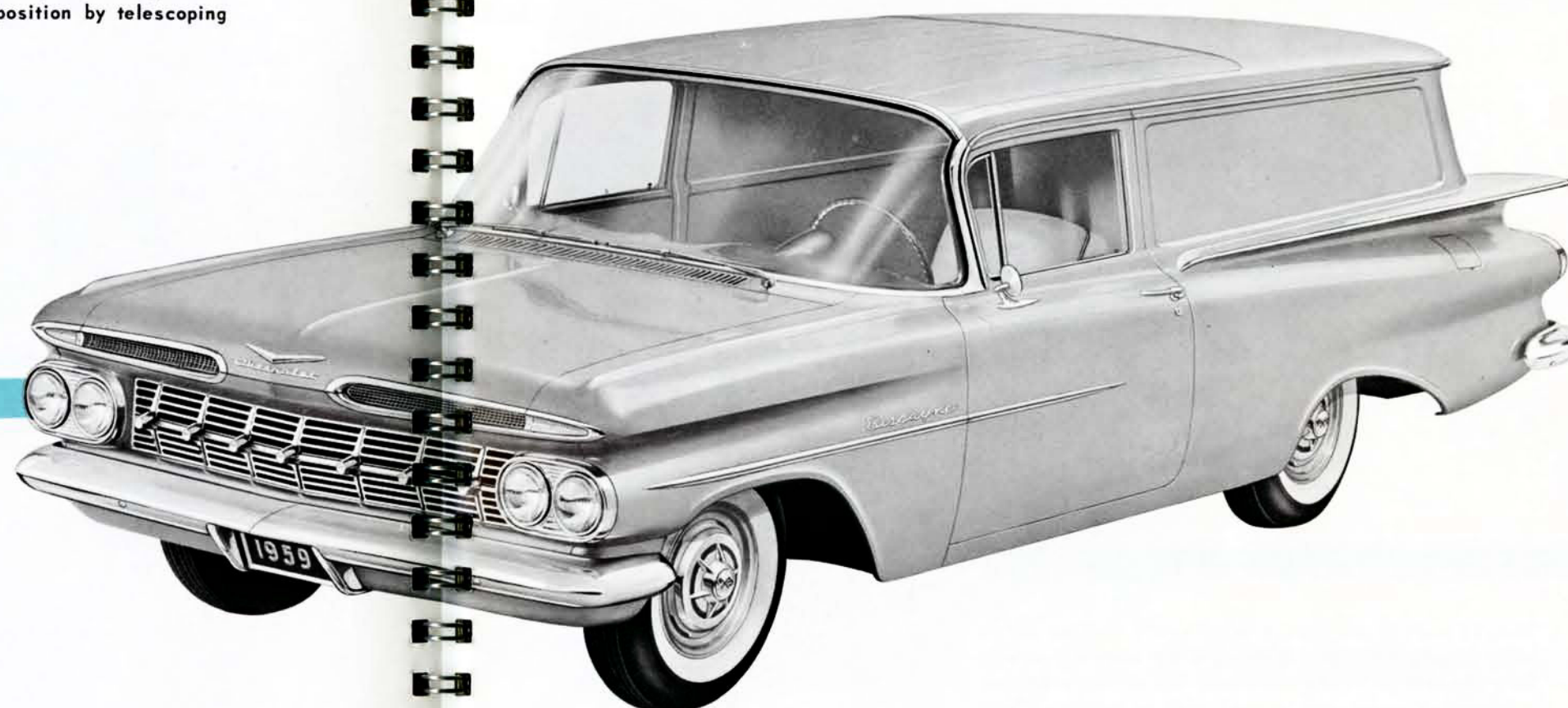


PARKING LIGHT

An elongated air inlet to the radiator, with a concave, anodized aluminum mesh insert, is located above each set of headlights. Newly styled parking and directional signal lights are recessed within the outer extremities of the air inlets.

HOOD EMBLEM

A Chevrolet nameplate, in script, appears on the forward edge of the hood on all models. A broad, anodized aluminum V, mounted above the nameplate, identifies models equipped with the 8-cylinder engine.



HUB CAPS

The smartly designed bright-metal hub caps feature six radial fins projecting inward from the outer periphery, converging on the central disk, which is decorated by two crossed flags, one checkered and the second black with a silver fleur-de-lis.



SEDAN PICKUP-STYLING



SIDE MOLDINGS

The El Camino displays a bright-metal molding which extends for almost the full length of the vehicle. Located on a line just below the nameplate, the molding embodies a depressed center area painted ivory to harmonize with either the solid or two-tone exterior. The outer edge of the winged deck and the pickup body are also outlined in bright-metal.

TAILGATE

Rotary door locks at either side secure the tailgate. It is opened by a flush mounted lift latch on the inside surface and when opened is held in the horizontal position by two hinged straps.



TAIL LIGHTS

New, 2-piece tail and stop lamp assemblies are housed on either side of the rear panel, with one-piece mounted on the fixed panel and the other on the movable tailgate or lift door. Combined, the two sections blend to form a tear drop shaped lens. Since each section contains a lamp which functions as a combination tail, stop and directional signal light, the operation of this unit is not affected by the position of the lift door or tailgate.



INTERIORS

Attractive, all-vinyl seat and sidewall trim is provided on both the Sedan Delivery and the Sedan Pickup. The Sedan Delivery has a single interior with all exterior colors, while the Sedan Pickup features interiors color-keyed to the exteriors.

The standard as well as optional passenger bucket-type seats of the Sedan Delivery are upholstered in leather grain vinyl. The cushion, backrest and seat back are medium gray, while the facings are light gray in color.

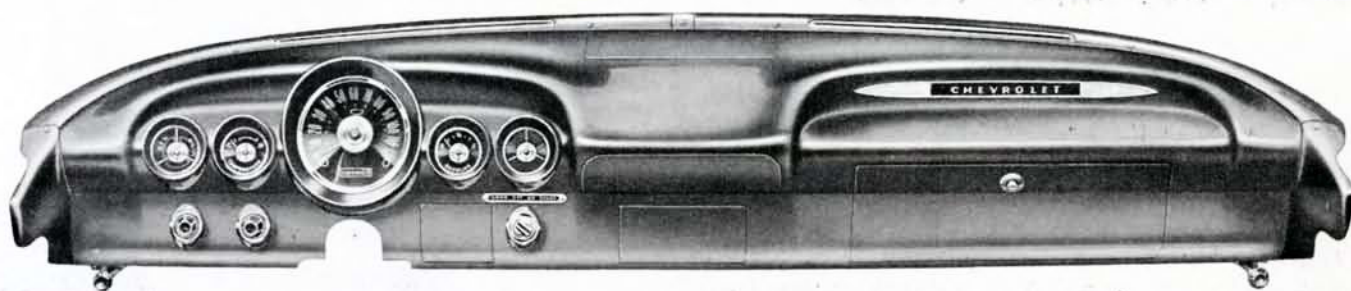
The Sedan Pickup seat is executed in medium and light tones of gray, green or blue. Medium-toned pattern vinyl, in a linear design, is used on the inner section of the cushion and lower portion of the backrest, while light-toned leather grain vinyl is used for the cushion facings and simulated bolster on the backrest. A wide ribbed insert is displayed on the cushion facing. Ad-

ditional seat decoration is afforded by the embossments on the upper portion of the backrest.

Light gray upper and medium gray lower leather grain vinyl sidewalls trim the Sedan Delivery door, while light gray, green or blue upper, and medium gray, green or blue lower leather grain vinyl covered panels are used on the Sedan Pickup. Sidewalls for both models feature simulated louver embossments on the scuff pads.

Black rubber floor mats, with a spatter motif matching the basic interior color of either gray, green or blue are provided on both models. Painted garnish moldings, vinyl headlinings and vinyl covered sunshades also carry the gray, green or blue interior color.

The load compartment on the Sedan Delivery is gray while the load space floor is black.



INSTRUMENT PANEL

Color-keyed to the interiors, the instrument panels are painted medium gray on the Sedan Delivery and either medium gray, green or blue on the Sedan Pickup.

The 1959 instrument panel is new in every detail. With deeply-contoured areas on the left and right, the panel appears to be divided into dual units. The first unit consists of a group of instruments immediately in front of the driver. Dual circular housings flank each side of the circular speedometer. On the left, within the first housing, are the tell-tale generator and oil pressure lights; the second housing contains the temperature gauge. The fuel indicator and optional electric clock housings are located to the right of the speedometer. To reduce daytime glare and nighttime reflections the instruments are hooded.

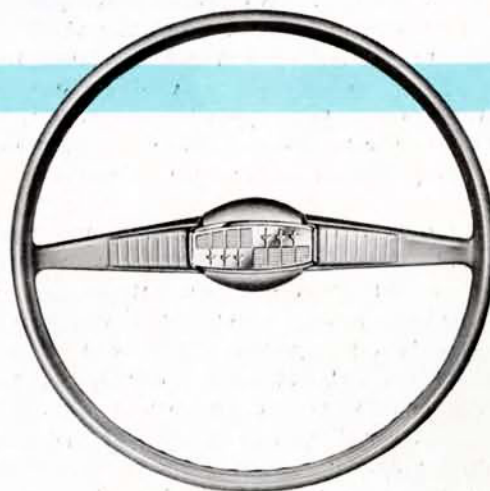
Immediately below the tell-tale light and temperature gauge housings are the main light switch and windshield wiper control knob, while the controls for the key-turn starter and optional heater are below the fuel indicator and clock. A cover plate is provided on models without the heater.

Provisions for the radio controls are located in the center of the instrument panel with the radio speaker at the top of the instrument panel crown. The wide ash tray has provisions inside for the optional cigarette lighter.

The area to the right of the radio controls constitutes the second unit of the instrument panel. In this area is the key-locked glove compartment. Immediately above, in the coved area is the word "Chevrolet".

STEERING WHEEL

The two spoke, recessed hub steering wheel is color matched to the interior. The horn button, oblong in shape, is divided into four fields, two of which are painted while two are aluminum finished.



BODY AND SHEET METAL

✓ DOUBLE-WALL PICKUP BOX

✓ INTEGRATED CONSTRUCTION

The new Sedan Pickup incorporates many design features which combine to provide outstanding integrated strength and rigidity to the body and sheet metal structure. Heavy gauge sheet steel, box-section rails and reinforcements are utilized for greater durability and driver safety. The driver's compartment is composed of four basic components, the cowl, floor, rear panel and roof, reinforced and welded into a single unit.

The cowl assembly, which embodies a plenum chamber for cab ventilation, is of double-wall construction. Arching over the frame to lend stiffness to the entire forward portion of the body, this structure is supported at the side by a box-section hinge pillar, and below the instrument panel by a reinforcing plate, which ties the pillars to the sides. The one-piece instrument panel is welded to the cowl for additional strength.

Sturdy, box-section rocker panels, combined with a heavily ribbed floor form a strong foundation for the cowl assembly and rear panel. Underbody crossmembers, which link the rocker panels, further add to the integrated strength of the cab.

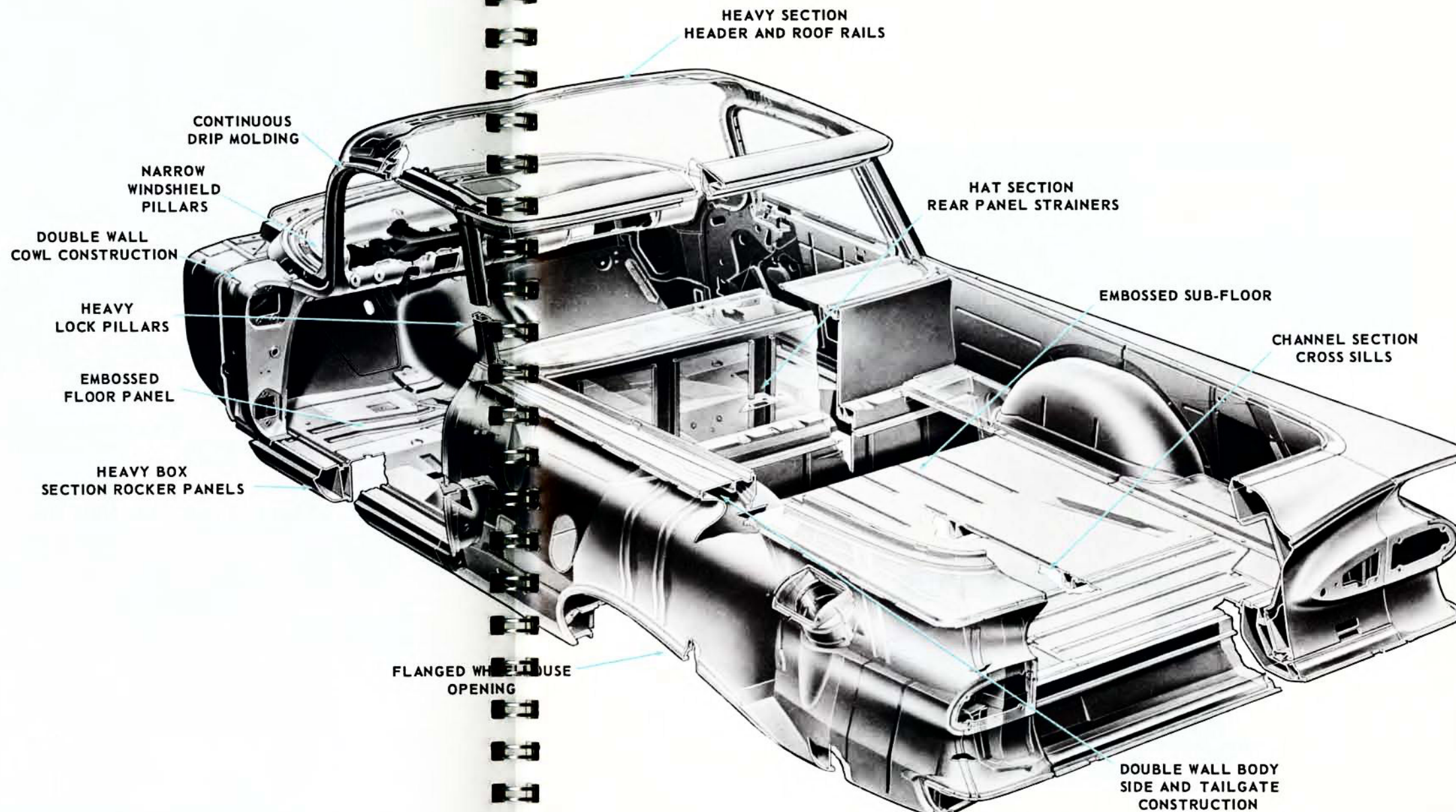
The cab compartment rear panel extends from the floor to the bottom of the backlight and is framed at the top and bottom by horizontal box-section rails and at the sides by the lock pillars. Five welded-on, vertical hat section strainers reinforce the cab rear panel and afford a more rigid front panel for the pickup body. A steel shelf, which extends into the cab compartment, is welded to the top of the rear panel.

Rigid header and roof rails, welded to the windshield and lock pillars, provide support for the single sheet, heavy-gauge, roof panel. The overhead structure also displays a continuous drip molding and a cadet-type visor over the backlight.

The integrated pickup body features double-walled side panels, a wide, tight fitting tailgate and all steel construction throughout. The box-section rocker panel, extending from the cowl to the wheelhouse opening, provides a sturdy link between the cab and body. Deeply contoured outer side panels form a smooth continuation of cab lines. Integral type rear fenders and flanged wheelhouse openings not only add to the streamline appearance of the vehicle but also improve the rigidity of the body load sides. Steel inner side panels combine with the outer panels to provide double-wall protection to the sides.

A bolted-on, 18 gauge, corrugated steel floor section, which measures approximately 72-1/2 by 44-5/8 inches, provides a solid cargo foundation. Held in place by 26 recessed bolts, this floor panel has built-in skid strips for easier load handling. A ribbed and embossed sub-floor, supported by four steel cross sills, gives additional protection to the cargo area from the road.

The wide, tight fitting tailgate also features double-walled construction. Hinged at the bottom, the tailgate lowers to a horizontal position and exposes a corrugated steel panel which adds approximately 20-1/2 inches to the body load length.



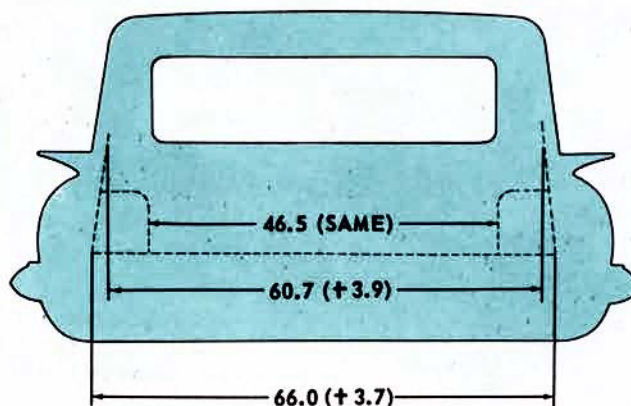
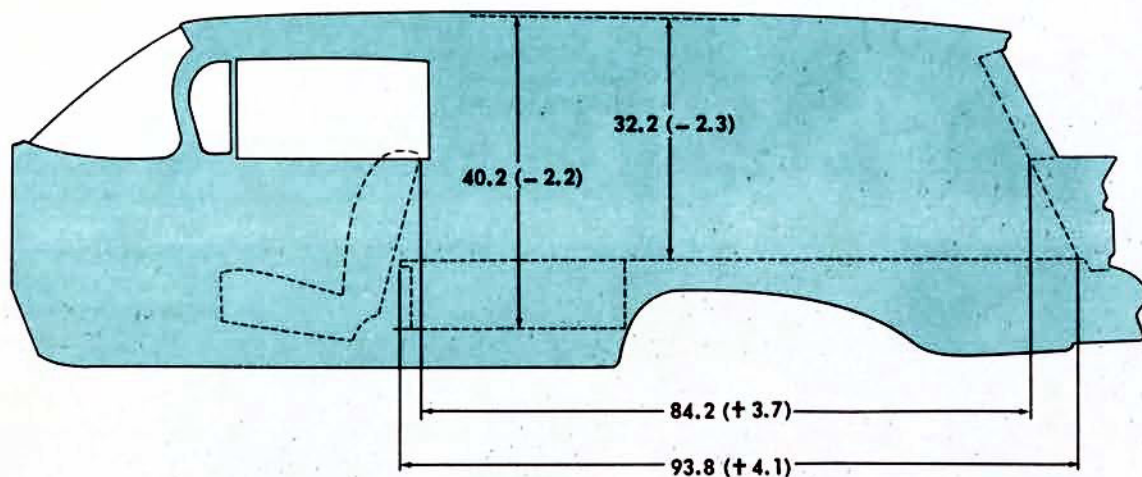
The all new Sedan Delivery body for 1959 features many structural improvements. A more durable body structure and greater sheet metal rigidity promote overall body stiffness.

The Sedan Delivery has a silhouette similar to the two passenger Brookwood station wagon. Box section construction of roof rails, windshield headers and all pillars is again utilized. However, welded-on reinforcements are added to provide excellent strength to the body shell. Stiffness to the entire forward section of the body is provided by a new cowl. Though comparable in section to the 1958 design, the new cowl embodies a modified plenum chamber which

affords up to 18 percent more air flow through the ventilation system.

Overhead rigidity is improved by five roof bows, one more than used in 1958. A panel, with widely spaced decorative grooves, extending rearward from the windshield and covering two-thirds of the roof surface, serves to stiffen the expansive Sedan Delivery roof. The body upper rear panels, framed by the upper door hinge pillar, rear body pillar and roof rails, are further strengthened by three vertical, channel section strainers. These extend from the belt line to the roof rails, affording a means for the installation of interior trim panels.

DIMENSIONAL STORY



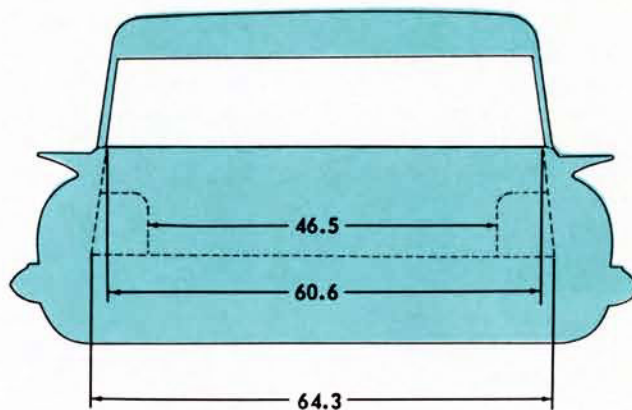
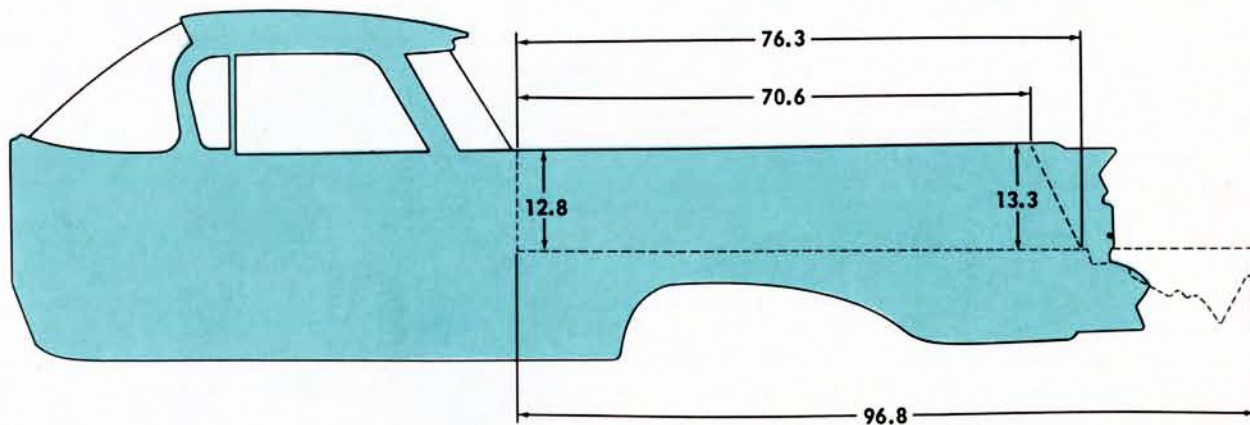
✓ INCREASED SEDAN DELIVERY CAPACITY

✓ LARGE SEDAN PICKUP LOAD AREAS

The broad scope of styling and chassis modifications also results in extensive dimensional changes to the 1959 Sedan Delivery. It is 1.8 inches longer, 2.2 inches wider and 2.1 inches lower than its 1958 counterpart. Interior dimensions are changed correspondingly. These changes are attributable to a new roof design, the lowering of the body on the chassis and the

increased wheelbase and rear overhang of the 1959 models.

While the dimensions of the driver's compartment are unchanged, extensive reportioning of the cargo area has resulted in many load space advantages. The cargo area, at the floor, is 4.1 inches longer and 3.7 inches wider. The cubic capacity of the new Sedan Delivery body is more than 2 cubic feet greater than that of the previous model. Thus, the increases in length and width more than compensate for the 2.3 inch decrease in load compartment height.



The "drop floor," first introduced in 1958, which permits an approximate 6.5 inch lowering of a section of the load floor for greater volume, is carried over on the 1959 models.

The new Sedan Pickup is offered on a 119-inch wheelbase. Basic chassis dimensions, such as overall length, width and front and rear overhang, are identical to those of the Sedan Delivery.

The El Camino features an extremely roomy pickup box which dimensionally is comparable to most 1/2-ton pickups. The body floor is more than six feet long and with the tailgate lowered,

nearly eight feet of usable space is available. Payload capacities range up to 1250 pounds.

Shaped in the form of a trapezoid, the box measures 76.3 by 64.3 inches at the floor, and 70.6 by 60.6 inches at the top. The depth ranges from 12.8 inches at the front to 13.3 inches at the rear. An ample cubic capacity of approximately 33.8 feet is provided. This capacity is exclusive of the wheelhouse displacement. Unusually favorable loading heights are afforded by the body sides which are only 38.5 inches above the road and the low platform height of 25.3 inches.

CHASSIS

- ✓ *IMPROVED REAR SUSPENSION*
- ✓ *COOLER FUNCTIONING BRAKES*
- ✓ *STRONGER FRAMES*

The Sedan Delivery chassis, also used on the new Sedan Pickup, features a number of refinements for improved stability and handling, as well as better braking control. Changes include reportioned frames, important modifications to the 4-link rear suspension design, increased brake drum and brake lining areas and decreased steering effort.

FRAMES. The advanced styling of the 1959 body and the 1.5 inch increase in wheelbase necessitates dimensional changes in frame side rails.

Sidemember extensions forward of the front crossmember are shortened 3.875 inches, sidemember length is increased 1.5 inches to the rear of the front crossmember and rear overhang is increased 4.875 inches.

A new crossmember of modified "Z" section is added to the frame to maintain dimensional stability between the sidemembers. The new crossmember interconnects sidemembers at the point where the rear suspension lateral control bar bracket attaches to the frame.

Improved rigidity and strength of the lower control arm pivot shaft mounting are gained by a modification in the front crossmember construction. Previously, the rear end of the pivot shaft was mounted in a short, flanged channel bracket welded to the underside of the frame sidemember. For 1959, a new bracket is attached vertically on the frame sidemember, and is reinforced in the horizontal plane by extending flanges out from the front crossmember bottom plate. In this design the rearmost pivot shaft mounting is more efficiently integrated into the frame structure.

Also new on the 1959 frame are brackets for receiving the rear suspension lower control arm forward ends. These brackets provide a lower mounting of the control arm ends to accommodate the new lower underbody. Frame mounting brackets for the other rear suspension articulating members are relocated to preserve the correct rear axle geometry.

REAR SUSPENSION. The rear suspension design retains virtually all of the 4-link features introduced in the 1958 models. However, it is modified to provide improved stability, roll steer characteristics, and virtual elimination of side reactions to the frame as the result of one wheel hitting a bump. All advantages of coil springs, positive control of rear axle windup, anti-squat,

and anti-lift are retained, but in an improved form.

The improvement is achieved through specializing the function of each of the two upper links. In 1958 these were mounted at one point on the axle housing and to each frame sidemember. Thus, lateral motion of the rear axle was prohibited at the point of attachment to the upper control arm, but vertical motion was allowed by the radius arm effect of the upper control arm.

A free rear axle, when one wheel passes over an obstruction, tends to roll about its center. Therefore, the former rear suspension design with lateral control at a fixed point somewhat above the axle center, was capable of producing lateral thrust on the frame when one rear wheel passed over a bump.

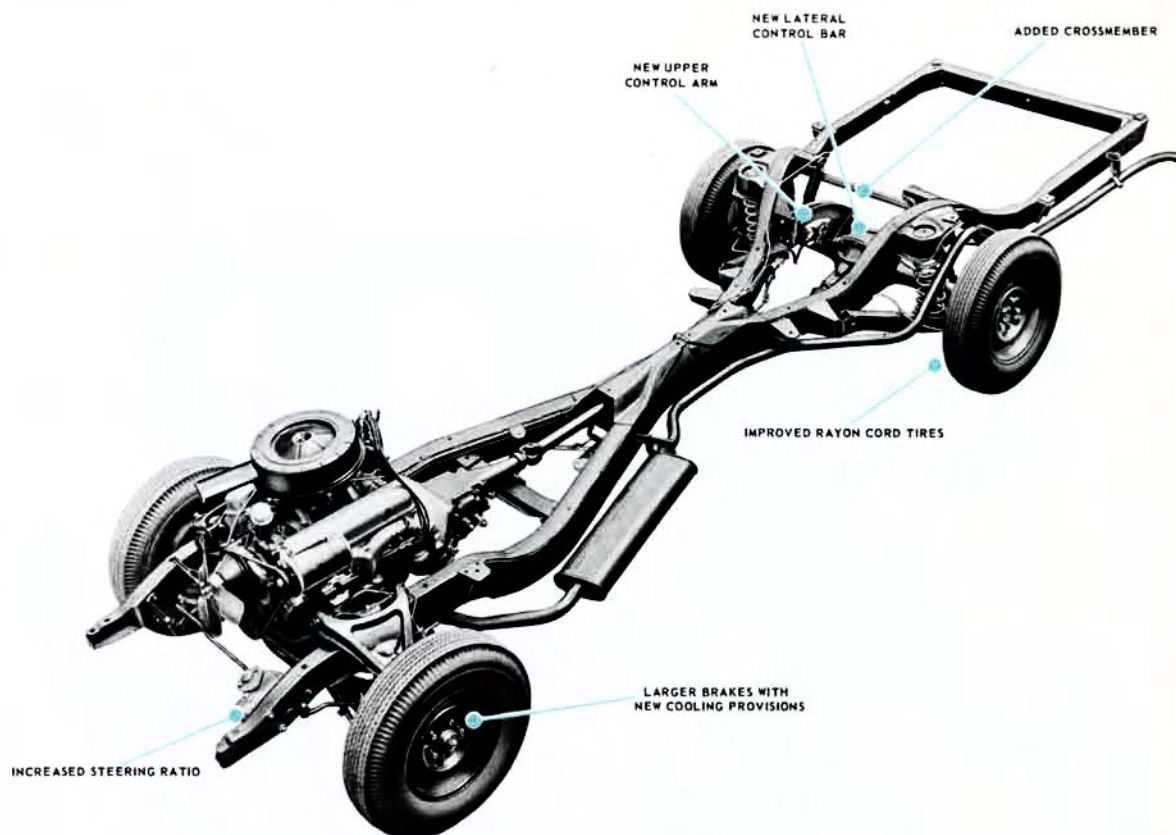
In 1959, one separate link allows vertical axle movements and helps control axle windup. Another separate link is specifically designed to control lateral movements of the axle.

The upper link is positioned parallel to the longitudinal axis of the chassis, with its forward end pivotally mounted to the right frame sidemember, and its rear end similarly mounted to the banjo area of the axle housing.

The second control bar which controls the lateral position of the rear axle is mounted in a plane essentially parallel to the rear axle. This lateral control bar is pivotally mounted, at one end, to the axle housing to the right of the banjo area, and at the other end, to the left frame sidemember. As the axle moves up and down as required for ride, it also moves laterally a slight amount as dictated by the 32-inch radius of the lateral control bar.

Essentially, the new rear suspension improves the overall ride geometry by forcing the suspension roll center to coincide with the rear axle roll center, thereby nearly eliminating any tendency of the rear suspension to cause a lateral thrust on the frame when one rear wheel passes over a bump.

BRAKES. Probably the greatest area of product improvement to the 1959 chassis is in the service brake system. Cooler-functioning brakes with the attendant advantages of greatly reduced fade and pull are the result of a number of fundamental design changes. Foremost is an increase of 27 percent in brake lining area. This is done by widening each of the front drums and shoes 3/4-inch, and widening each of the rear brake drums and shoes 1/4-inch. Brake lining area is thus increased to 199.5 square inches, compared to 157 square inches on the 1958 models. The greater brake lining area provides, for a given rate of vehicle braking, less pressure on the lining area thereby reducing heat concentration and wear.



In addition, the brake drums are widened with all of the increased width projecting into the air stream for better cooling. Also contributing to improved brake cooling are the new short spoke wheels, with 7 square inches of opening. The cooling flange added to the brake drums in mid-season 1958 is retained in 1959.

STEERING. The steering system for 1959 is modified to decrease steering effort under all conditions, and to provide geometry consistent with the increased wheelbase and increased vehicle weight.

A new 24-to-1 ratio steering gear, replaces the present ratio of 20-to-1 and combines with changes in the linkage to provide an overall ratio of approximately 28-to-1, replacing the former overall ratio of 23-to-1. This increases the driver's mechanical advantage by 12 percent, thereby decreasing steering effort under all conditions.

The 20-to-1 steering gear ratio is retained for use with the power steering option.

CHASSIS ELECTRICAL. Revised wiring in the 1959 electrical system makes the system voltage less dependent on the state of charge of the battery. Essentially all circuits now are fed from the battery terminal of the voltage regulator, and so no longer have a wire in common with the battery charging circuit.

Rectangular accessory back-up lights mount below the rear bumpers in each outer end of the valence panel. Wiring with a connector extends up through the lower fender panel and plugs into the tail light harness.

Wiring at the ignition switch is simplified by use of a single 4-way connector at the back of the switch instead of the one triple and three single connectors used previously. With these changes, the useful theft resistant qualities of the switch are retained. The ignition switch is lighted by an individual lamp, instead of by the general instrument panel lighting as in 1958.

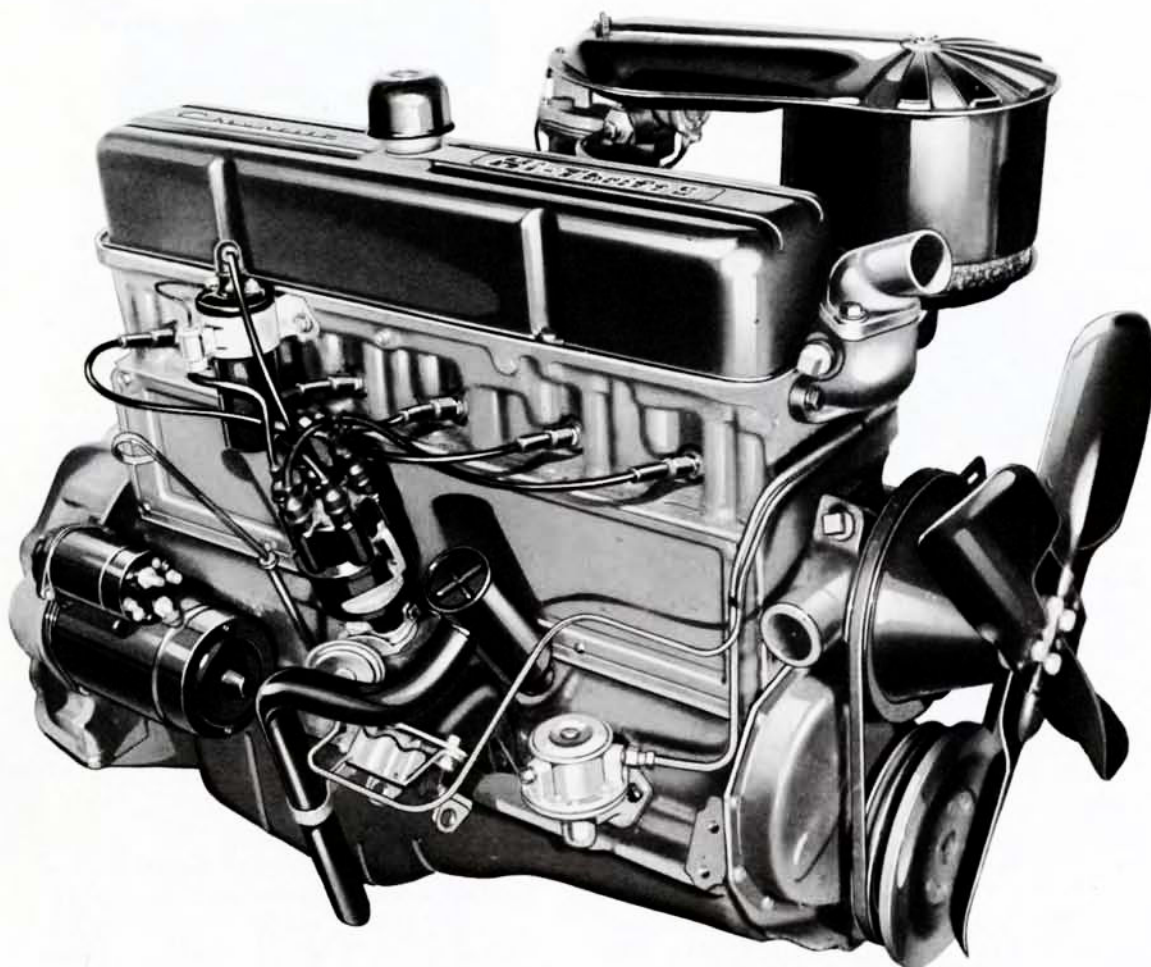
An improved, larger rheostat in the main light switch gives a wider range of illumination for the instrument and control lights. In addition, the new rheostat is more durable than the 1958 type. Also improved in durability is the dome light control, in which the contact arm closes the circuit by wiping-contact action.

The turn signal switch has been removed from the mast jacket. Now located behind the instrument panel, it is operated by means of a rod. The canceling mechanism is retained under the steering wheel hub.

Each tail light has one inboard bulb, mounted in the tail gate or rear door, and one outboard bulb in the outer rear panel. All four bulbs serve as tail lights, direction signals, and stop lights in unison. Front end lights are essentially the same as in 1958 except for new styling.

TIRE CARRIER. The spare tire and wheel of the Sedan Pickup is conventionally located behind the passenger seat providing clean and easy access as well as protection from elements of road and weather. The spare is placed vertically behind the right hand split-seat back, and rests against two brackets welded to ribs on the cab rear panel with the lower tread resting on the cab floor.

POWER TRAINS



ECONOMY 6-CYLINDER ENGINE

IMPROVED TRANSMISSION LINKAGE

A wide selection of power teams is available for the Sedan Delivery and Sedan Pickup trucks. The standard 1170 and 1180 models are equipped with a 6-cylinder engine while the 1270 and 1280 are powered by either a 2-barrel or 4-barrel 283 cubic inch displacement 8-cylinder engine. Basic driveline equipment on both the 1100 and 1200 series includes a 3-speed transmission and 3.55-to-1 axle ratio. Other transmission and axle combinations are available as shown on the power train chart.

New for 1959 is an economy 6-cylinder engine. While displacement remains at 235 cubic inches, important modifications produce about 10 percent better fuel economy than in 1958. The basic 283 cubic inch V-8 engine also carries improvements over its 1958 counterpart. Available as an option is the 283 cubic inch V-8 with a 4-barrel carburetor.

All V-8 engines, both basic and optional, are equipped with dry-type air cleaners for maximum efficiency in filtering incoming air. Carburetors have been modified to provide for the lowered hood lines of 1959 models. In V-8 engines, a sintered bronze fuel filter located in the carburetor inlet replaces the external sediment bowl filter used in 1958.

A new wider and lower radiator of greater total area than the 1958 radiator produces an improvement in cooling.

A new camshaft in the production 6-cylinder engine is the principal means for effecting the rise in fuel economy, producing the substantial improvement by means of decreased valve lift and valve overlap. This design not only produces a fuel saving, but at lower and intermediate speeds results in even higher torque than that delivered by the 1958 counterpart. The increase in torque in this speed range carries with it, of course, an improvement in performance.

Another modification that improves the economy of this engine is a new idle vent valve on

the carburetor. This valve, which is open only during engine idle, vents the float chamber to the air horn, rather than to the atmosphere. This alteration balances the carburetor internally, compensating for any air pressure drop due to air cleaner restriction. The internal vent promotes smooth engine idling and results in improved idle economy.

A lowered hood line for the 1959 Chevrolet has led to a relocation of the carburetor, lower than in 1958. The intake manifold has been redesigned accordingly.

The new radiator, redesigned to accommodate styling changes, is lower and wider than 1958. Total overall core area is slightly increased, with a corresponding improvement in cooling. Tube-on-center construction and the 13-pound pressure cap introduced in 1958 are retained.

The 283 cubic inch displacement, 2-barrel and 4-barrel V-8 engines are also improved. The oil seal used at the rear main bearing for 1959 is a molded rubber seal, replacing the asbestos-jute rope seal formerly used. The new seal is of synthetic rubber composition formulated to resist both dry heat and oil at high temperatures. It is reinforced by a molded-in carbon steel ring.

Advantages accruing from use of the new seal include more effective sealing and better quality control of the product. Molded to fit into a machined recess, the rubber seal is less subject to variation in installation than the former seal. Installation in service is greatly facilitated, because the engine does not have to be removed from the chassis for insertion of the seal.

Clutches used with 1959 engines are continued from 1958. A change in the linkage is the re-

location of the over-center spring. Formerly on the same side as the pedal arm, the spring now is on the opposite side. This modification brings about a more equal distribution of load between the nylon bushings. A swivel has been inserted between the over-center spring and its bracket to eliminate squeaking, and a removable stop bracket on the pedal facilitates service.

All 3-speed and 3-speed with overdrive transmissions are continued in 1959 without change. The linkage, however, is improved to reduce shift lever reaction to engine movement. Powerglide and Turboglide optional automatic transmissions are continued in 1959.

For conventional transmissions, a bell crank idler is added to the second and third gear linkage to reduce linkage reaction to engine vibration. The idler is pivoted on a shaft mounted to the frame sidemember. In this arrangement, rotary movements of the transmission caused by engine torque reaction have little effect on the selector lever because the link from the transmission shift lever to the bell crank is nearly parallel to the transmission axis.

For 1959, the Turboglide automatic transmission is extensively modified to increase its capacity for abuse. Changes include a stronger second turbine and shaft, 3 more pinions added to the front gearset, and multiple disk clutches replacing the reverse and forward cone clutches.

Powerglide durability is further improved with a refinement of the thrust bearing between the input and reaction sun gears. It also features mainline pressure modulation in reverse operation reducing stress and increasing smoothness of reverse application.

ENGINE-TRANSMISSION-AXLE COMBINATIONS

ENGINE	CARBURETION	GROSS HORSEPOWER	GROSS TORQUE (lbs. ft.)	TRANSMISSION	AXLE RATIO
Hi-Thrift Six	1-Barrel	135 at 4000	217 at 2000-2400	3-Speed Overdrive Powerglide	3.55:1 4.11:1 * 3.36:1
Turbo-Fire V-8	2-Barrel	185 at 4600	275 at 2400	3-Speed Overdrive Powerglide Turboglide	3.55:1 4.11:1 * 3.36:1 3.36:1
Super Turbo-Fire V-8	4-Barrel	230 at 4800	300 at 3000	3-Speed Overdrive Powerglide Turboglide	3.55:1 4.11:1 * 3.36:1 3.36:1

* - Approximately 3 months after start of production, ratio will be 3.7:1



MID-SEASON CHANGES

MID-SEASON CHANGES

Chevrolet's dynamic truck design necessarily results in a program of continuous improvement. Although each new model year brings with it a multitude of changes and refinements, these oftentimes are incorporated in the product as soon as they are available. Those occurring during the 1958 model year are covered in the following section.

- ▶ FIVE NEW FLEETSIDE MODELS
- ▶ NUMEROUS CHASSIS REFINEMENTS
- ▶ IMPORTANT ENGINE MODIFICATIONS
- ▶ IMPROVED CAB DURABILITY

FLEETSIDE PICKUP MODELS. One of the major changes of the 1958 interim model year is the release of five new smooth-side pickup box models.

Available in body lengths of 6-1/2 feet on the 114-inch wheelbase and 8 feet on the 123-1/4 inch wheelbase, these pickups are designated as models 3134 and 3234 in the 1/2-ton class and 3634 in the 3/4-ton line-up. Smooth-side vehicles are also available as 4-wheel drive models in series 31 and 36 and carry a 3184 and 3684 model designation. The new pickup box is not available in the 38 series or as a 4-wheel drive model in the 32 series.

Models with the new body are identified as the Fleetside, while those with the present pickup box, which display rear fenders and a short running board, are designated as the Stepside.

The modern functionally designed pickup body features new, deeper bolt-on steel side panel assemblies. Welded 16 gauge upper and 19 gauge lower side panels overlap, affording double wall protection to the lower half of the body load sides. Running boards are eliminated and integral type fenders in the side panel replace the individual fenders previously used, thus providing a stronger construction as well as a more streamlined appearance. Rigidity is further increased by the use of flanged wheelhouse openings. A bullet-shaped longitudinal embossment, starting at the front of the body and running the full length of the side panel, blends at the rear with the circular tail light, to impart a modern sculptured appearance.

An identifying bright metal nameplate, consisting of the word "Fleetside" in script, is located in the upper rear corner area of each side panel, directly over the windsplit. Nameplates

are not available on the Stepside pickup body.

Pickup box floors are constructed of durable, seasoned hardwood boards and flush type steel skid strips and are utilized in both the Fleetside and Stepside bodies. Unlike steel, wooden floors are not subject to corrosion or oil-canning and, wet or dry, provide safer, surer footing.

The wider, deeper tailgate slam-fits against metal finished rabbet surfaces to provide a grain and sand tight body. End gate wedges further reduce the possibility of spillage by minimizing the lateral expansion of side panels under load. In a closed position, the tailgate prominently displays the word "Chevrolet" in large, block, embossed letters.

The rear license plate bracket is located below the tailgate at the center of the vehicle and illumination is provided by a light attached to the rear cross sill. On models equipped with an

TAILGATE LOCK

A new tailgate lock design is utilized on all Fleetside pickup models. An adjustable anchor bolt and compression bar type latch holds the tailgate firmly against the body, virtually eliminating the possibility of rattle.



optional rear bumper, the license plate light is mounted on a bracket between the rear cross sill and the bumper face bar.

Introduced on the Fleetside models is a completely new compression bar type tailgate locking mechanism. Major components of this new, simple operating design are a latch, chain and an adjustable anchor bolt.

The latch, with a chain attached to one end, is anchored down on the other end to the rear face of the body side panel by means of an adjustable bolt. With the tailgate in a closed position, the latch is locked in place by fitting it over an eyebolt through which the chain "S" hook is inserted. A rubber bumper, fitted over the latch, is compressed against the tailgate to virtually eliminate rattle. Tailgate tension can be increased or decreased by adjusting the anchor bolt. The position selected for the anchor bolt

is secured by a lock nut which is provided with each bolt.

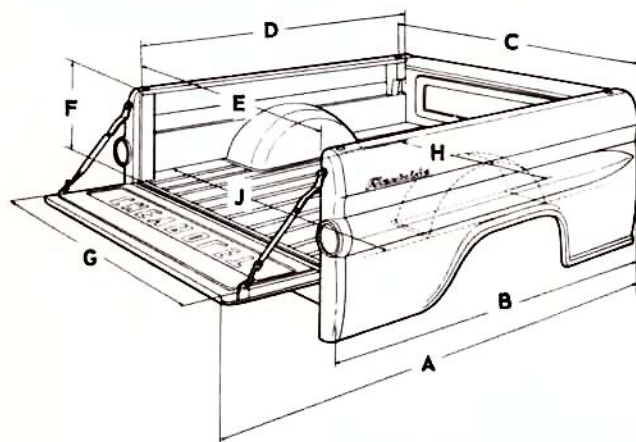
A slight amount of pressure, applied to the tailgate chain latch bar, permits the easy removal of the chain "S" hook and latch, allowing the tailgate to lower a full 180 degrees. On models equipped with an optional rear bumper, the end gate can be lowered to rest on the bumper face bar.

Horizontal positioning of the tailgate can be achieved by inserting the chain "S" hook into an eye which is exposed when the gate is lowered.

A balanced appearance is imparted to the truck by use of a bright-metal framed, circular lens on the rear face of each side panel assembly. Medium red in color, the plastic lenses are 4-3/8 inches in diameter. Since standard production provides a built-in tail and stop lamp assembly for the left hand side only, the lens

on the right side serves as a medallion. Dual tail and stop lamp assemblies for the Fleetside body are available as an accessory package.

Dimensionally, the Fleetside bodies are 50 percent wider, 9 percent deeper and have approximately 50 percent greater cubic capacities than the Stepside models.

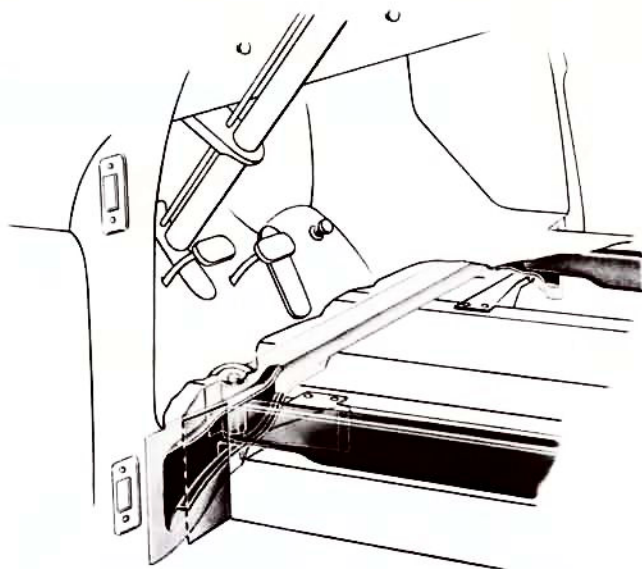


		6-1/2 FT. BODY	8 FT. BODY
A	OVERALL LENGTH - TAILGATE OPENED	101-3/16	121-1/16
B	OVERALL LENGTH - TAILGATE CLOSED	82-7/16	102-5/16
C	OVERALL WIDTH (OUTSIDE)	78-1/8	78-1/8
D	INSIDE LENGTH	78-1/8	98
E	MAXIMUM INSIDE WIDTH	75-1/16	75-1/16
F	INSIDE HEIGHT	19-1/8	19-1/8
G	TAILGATE OPENING	64-1/2	64-1/2
H	WIDTH BETWEEN WHEELHOUSES	50	50
J	INSIDE WIDTH AT FLOOR	72	72
	CUBIC CAPACITY (FEET)*	59-1/2	75-5/8

* - WHEELHOUSE DISPLACEMENT DEDUCTED

All options presently released for the Stepside pickup are also available on the Fleetside models. Some options, such as the rear bumper equipment and side mounted spare wheel carrier equipment, have been modified to match the larger Fleetside body.

IMPROVED CAB CONSTRUCTION. Front end structural rigidity on conventional cabs is improved by the use of new, stronger cab structure components. The front cross sill assemblies and door opening step fillers have been redesigned. A reinforcing plate, welded to the bottom of the present, hat-section type, front cross sill forms a crossmember of box-section which affords better resistance to torsional stresses. This, combined with a 4-gauge heavier (18 to 14)



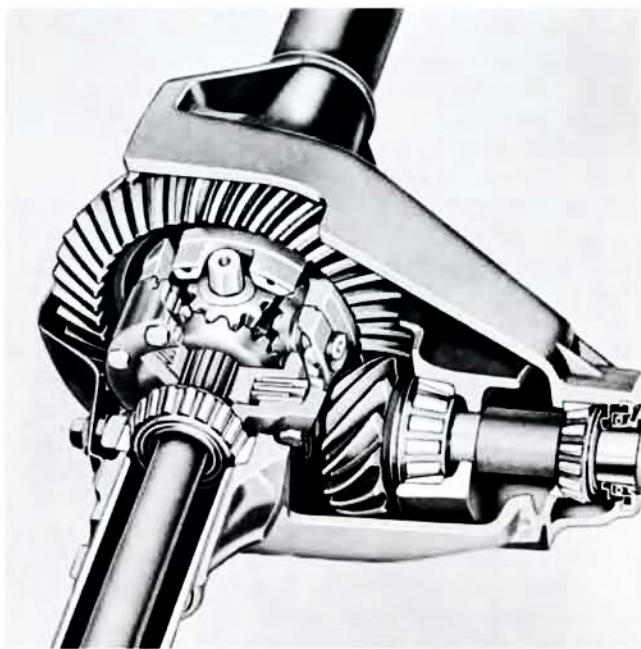
door opening step filler, results in an overall improvement in cab durability.

POSITRACTION REAR AXLE. Positraction rear axles are now available for Series 30 and 32 model 1/2-ton trucks as a Regular Production Option.

The Positraction rear axle features the ability to drive out of situations that would immobilize vehicles with conventional type axles by a better utilization of maximum traction available at the rear wheels. When one wheel of a conventional axle loses traction, engine power may be lost through useless wheel spinning. The Positraction limited-slip differential prevents this by dividing torque unevenly and distributing the major portion to the wheel with the best friction surface to move the vehicle. Elimination of useless wheel spinning also prevents consequent shock loads and possible skidding.

The axle pinion to ring gear ratio used is 3.92-to-1, and it is available with 6-cylinder or V-8 engines, and 3-speed, heavy-duty 3-speed, 4-speed, or Hydramatic transmissions.

In comparison with regular rear axles offered for Chevrolet 1/2-ton trucks, the limited-slip assembly outside appearance is similar, except for a longer differential case. Inside the case, however, torque is transmitted to side gears by four instead of two differential pinions. Each set of opposite pinions is supported by a single notched cross pin, the ends of which are assembled loosely between the two differential case halves. At the ends of each pin are two flat surfaces forming a V-shaped wedge with the faces cut in planes parallel to the pin centerline. On one pin these surfaces face the left half of the case while the surfaces of the other pin face the right half. Corresponding inclined ramps are cut in the differential case forming V-shaped cam surfaces for the pin ends to ride upon.



Differential side gears, for conventional and limited-slip designs, are splined to axle shafts in like manner and are similar. However, behind each side gear of the limited-slip differential, a cup-shaped side gear retainer is also splined to the axle shaft, and performs the function of a clutch pressure plate, in addition to transmitting auxiliary drive to the shaft.

Outer rims of the cupped retainers extend beyond their respective side gears to contact circular shoulders on the differential pinions. The opposite face of each retainer is a flat surface perpendicular to the axle shaft and parallel to a corresponding surface of the differential case. Between these two surfaces are four disk-shaped clutch plates, two of which are splined to the retainer hub, the other two being driven by the differential case through four evenly spaced tabs extending radially from each disk. The four clutch plates are positioned to provide five friction or driving surfaces between the case and the side gear retainers. It is through this clutch system that auxiliary drive may be transmitted to the axle shaft and to the regular side gear.

When torque is applied through the ring gear to the differential case, drive is transmitted through pinions and side gears to axle shafts just as in conventional differentials. In addition, the rotational force of the case moves each pinion cross pin up its respective ramp. Because the two sets of ramps are cut in opposite halves of the case, one set of pinions moves toward the right axle shaft and the other toward the left. In so doing, the side gear retainers, which contact pinion shoulders, are moved outward, pushing the clutch disks together against the case outer walls. Thus, the differential is partially locked out as torque is also transmitted through clutch disks and side gear retainers to the rear wheels.

Due to this locking effect, useless wheel spin is prevented, whether it is due to wheel hop caused by a bump, or loss of traction due to slippery surfaces, and the major portion of engine torque is supplied to the wheel most capable of driving the vehicle.

Another unique feature of Positraction is its ability to provide differential action in a turn. In this instance, the outside wheel must travel a greater distance than the inside wheel. Therefore, its rotational speed, as well as the speed of its axle shaft and side gear, is slightly increased. As the side gear overruns the differential case, the corresponding pinion cross pin is allowed to move down the cam ramps, relieving thrust loads, and permitting the clutch plates to slip. However, the other cross pin is maintained on its ramps by the driving torque of the differential case, thereby supplying additional drive to the inside wheel of the turn.

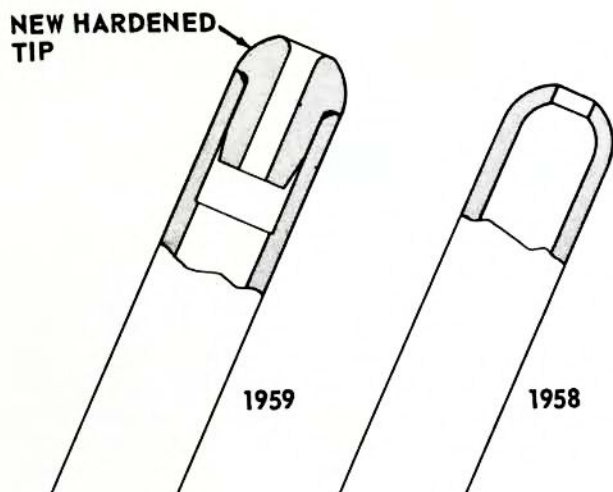
Improvements for 1959 include the availability of the air conditioning for Series 60 cab models using V-8 engines. However, a 6-bladed fan, a thermostatically controlled cycling clutch for compressor drive, and a new double-pass condenser are required, to improve cooling system efficiency.

IMPROVED REAR BEARING OIL SEAL. The 348 cubic inch Workmaster engines are equipped with a new, improved, rear bearing oil seal. The new seal, which is of the molded rubber type rather than the rope-type previously used, affords several advantages which result in better rear bearing oil sealing.



The ease with which the new seal is assembled minimizes any possibility of damage to it during this operation. Unlike the rope-type seal which was first pressed into a groove in the bearing, then cut flush with its surface, the new seal fits over a tongue in the oil seal groove, assuring a uniformly concentric seal each time. The problem of density variation experienced with the rope type seal is eliminated in the new design.

MORE DURABLE PUSH RODS. Improved wear-resistant characteristics are built into the valve



operating mechanism of the 348 cubic inch engines through the use of more durable inlet and exhaust valve push rods.

The new type is similar to that used previously in that both are constructed of case hardened, .060 x 5/16 welded steel tubing. In the new design, however, a high carbon content steel tip, fitted into the rocker arm end of the tube, replaces the hollowed out hemispherical end. The additional metal provided by the tip affords the push rod end with greater core strength and makes it less susceptible to damage from the rocker arm. A small opening through the center of the steel tip is provided for the passage of oil from the tappets to the rocker arms for distribution in the overhead valve mechanism. The wear life of the new component is more than doubled.

OVERSPEED WARNING SYSTEM. A new engine overspeed warning system has been provided for all vacuum spinner governor equipped trucks, that is, vehicles equipped with the Taskmaster, Super Taskmaster, Loadmaster, or Workmaster engines. The system is composed of a vacuum switch, oil pressure switch and an amber warning light.

The vacuum switch, which is located on a line between the distributor and the vacuum operated diaphragm on the carburetor, is a normally open switch. Increasing vacuum at not more than 15 inches of mercury will close the circuit, while decreasing vacuum at not less than 14 inches of mercury will cause the circuit to open.

Extended periods of excessive engine speed in overrun can, obviously, result in serious damage to the engine. This condition can occur on downhill runs when, regardless of the throttle position, the momentum of the truck can cause engine speeds in excess of the governed rpm. In trucks equipped with the new warning device, the increasing vacuum in the governing system,

created by the overrun condition, causes the vacuum switch to close and thereby light the warning bulb on the instrument panel. When the speed of the vehicle is retarded, decreased vacuum in the governing system opens the switch and the warning light goes off.

On flat face cowl models, the warning light is located on the instrument panel between the ignition switch and the throttle; on all other models, the light is located between the windshield wiper control and the cigarette lighter.

IMPROVED ENGINES. Greater fuel economy for the 30 series forward control models is effected through the use of a lower lift camshaft in the Thriftmaster Special engine. Decreased valve lift and a smaller valve overlap result in fuel saving of approximately 10 percent. In addition, the new design affords higher torque ratings at lower engine rpm's for an appreciable improvement in engine performance at low speeds.

Output ratings are as follows:

Gross Horsepower	135@4000 rpm
Gross Torque	217 ft. lbs. @2000 rpm
Net Horsepower	110@3600 rpm
Net Torque	194 ft. lbs. @2000 rpm

AIR CONDITIONING. Air conditioning, available on Series 30 and 40 cab models as an accessory, provides greater cab comfort to help relieve driver fatigue and promote safety. The driver's compartment is quickly cooled to the correct temperature by an electric blower and evaporator housed in a metal cabinet, mounted on the floor. Cold air distribution is directed by four circular outlets with louvers that may be rotated a full 360 degrees. All cooling system controls are conveniently mounted on the face of the cabinet, within easy reach of the driver.



The high capacity barrel-type compressor is fan belt driven and the condenser and receiver are mounted in front of the radiator. A thermostatic switch maintains nearly constant output temperatures by activating the cycling clutch.

Quick and convenient installation can be made by any dealer on Series 30 and 40 cab chassis trucks equipped with the optional heavy-duty radiators.

In addition, air conditioning is also available for Series 60 cab models with 6-cylinder Jobmaster engines. The same accessory components used for Series 30 and 40 apply, plus a new 6-bladed fan that must be procured separately. However, no radiator change is needed due to the fact that present cooling is sufficient to take care of the additional load.

In 1959, a third clutch disk with driving tabs is added to the outside of each group of clutch plates, providing a total of five plates per pile. The new disks do not provide additional driving surfaces, but replace the differential case surfaces used previously, to prevent wear and improve durability.

REAR SPRING PILE. The tandem axle spring piles for Series 80 and 100 models are increased in capacity and rate of deflection. Each lower section of the pile now has 10 leaves, including the reverse cambered spacer, in place of 9. With the 4 long leaves in the upper section, the total is 14 leaves per spring pile.

The additional leaf cuts down spring maximum deflection, to reduce metal fatigue and improve spring life. Each spring now has a capacity of 15,000 pounds at pad, 17,000 pounds at ground as compared to 12,000 and 15,000 pounds respectively. Average spring rate of deflection is 16,090 pounds per inch between a weight loading of 1,548 to 25,720 pounds.

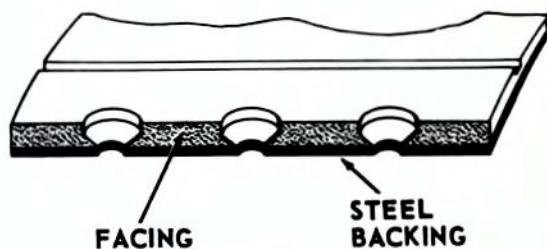
AIR-HYDRAULIC BRAKES. Previously, optional air-hydraulic brakes were available on Series 60 models only with the Taskmaster engines. To provide greater braking assistance for a larger range of trucks, air-hydraulic brakes are now available with 6-cylinder Jobmaster engines as well, on all models except school bus and forward control chassis.

Power assist components are identical to those for the other 2-ton series trucks. The same power cylinder unit is used to boost hydraulic line pressures, and is actuated by compressed air supplied by a twin-cylinder air compressor of 4 cubic feet per minute capacity. Driven by the same belt and pulley system, the compressor is mounted on the engine left side by a new support bracket. This new support is formed in two parts of steel plate 3/8-inch thick.

FRONT AXLE. The front axle for Series 31 models is revised for improved handling, control, and durability. New steering arms are

used, with heavier cross-sections, for strength and durability. A new copper and steel king pin thrust washer replaces the ball bearing type to provide smoother steering and better control.

HIGHER CAPACITY CLUTCH. Improved clutch assemblies, with greater durability and higher



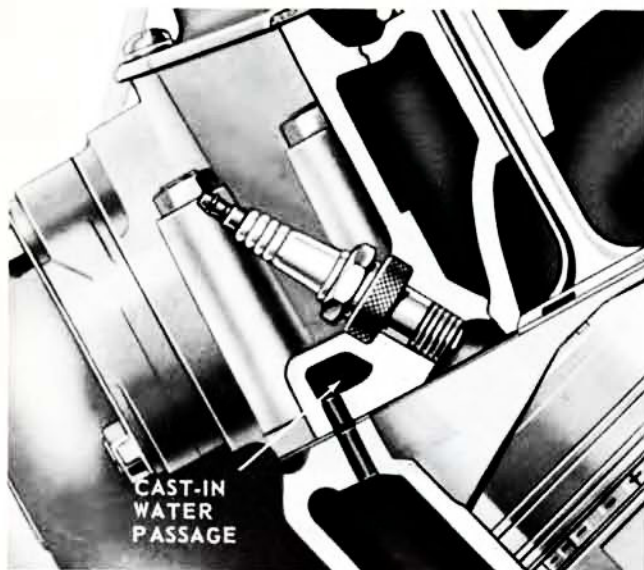
capacity, are released for the Taskmaster, Super Taskmaster, and Workmaster engines. Steel backed facings, in which the friction material is bonded to a steel ring, are furnished with both the 11 and 13-inch clutches.

In the new design, a .025 inch thick steel ring on the 11-inch clutch and a .030 inch thick steel ring on the 13-inch clutch, provide the friction rings with increased radial strength. Greater burst strength is an added benefit since the formation of circumferential cracks under stress, due to centrifugal force, is minimized. In addition, the facing material on the 11-inch clutch is a premium material which affords excellent wear characteristics.

An improved cover and pressure plate assembly, which features twelve thrust springs, in place of the nine used in the former design, provides almost 4 percent additional pressure on the clutch pressure plate. The net load is increased from 2006 to 2078 pounds. Clutch slippage, with the resultant generation of heat and clutch fade, is minimized by the increased pressure plate load. The new cover and pressure plate assembly is released for all 283 cubic inch V-8 and the 261 cubic inch displacement 6-cylinder engines.

LARGER CAPACITY FUEL FILTER. The sediment bowl type fuel filter, previously used with the Taskmaster and Super Taskmaster engines, has been replaced by a much higher capacity, paper element, fuel filter. In addition, larger diameter fuel lines, increased from 5/16 inches to 3/8 inches, have also been released for adaptation to the larger filter.

IMPROVED SPARK PLUG COOLING. Cast-in passages in the cylinder head of the 348 cubic



inch V-8 provide this engine with full circle, 360 degree spark plug cooling, instead of the approximately 270 degree cooling of the former design. This additional circulation reduces gas-ket temperatures by as much as 200 degrees and results in improved spark plug life.

The outer deck of the cylinder head, at the base of each spark plug recess, is enlarged to accommodate a jacket for the coolant. A 1/4-inch drilled hole at each recess registers with a hole in the cylinder block to provide for the passage of the coolant from the block to the head. Because of the heavier section through the spark plug recesses, new long reach, C42N spark plugs are provided.

HEAVIER DRIVELINES. Series 90 and 100 units are provided with heavier propeller shaft assemblies. The 3-1/2 x .065 tubes previously used have been replaced by 3-1/2 x .083 tubes. The increase in wall thickness provides a stronger, sturdier propeller shaft assembly and aids manufacturing by eliminating the production problems experienced with the thinner walled tubes.

FRAME REINFORCEMENTS. In obtaining the maximum rating for short wheelbase 2-1/2 ton trucks it is no longer mandatory that RPO frame reinforcements be used. Series 91, 92, 101, and 102 models may carry the maximum gross vehicle rating of 25,000 pounds without frame reinforcements, provided all other heavy-duty equipment specified is used. However, reinforcements are still necessary for Series 97, 104, 105 and 107 models for maximum ratings.

HYDROVAC. Mandatory use of heavy-duty vacuum assist brakes has been expanded for Series 50, 50H, 60 and 60H models. Series 50 and 60 models must now have the large 9-1/2 inch hydrovac, in addition to heavy-duty front and rear

springs, to be rated at a gross vehicle weight of 19,000 pounds. The heavy-duty hydrovac is also added to mandatory equipment for a 19,500 pound rating on Series 50H and 60H models.

In conjunction with the foregoing changes, the 9-1/2 inch hydrovac is no longer required with the optional Super Taskmaster V-8 engine when used on 2-ton truck models.

SHOCK ABSORBERS. Prolonged shock absorber bushing life is featured by Series 34, 35, 37, and 38 models. Larger rubber grommets make up the 2-piece bushing used at the axle attaching end of rear shock absorbers. Each bushing is slightly compressed, as it is forced into position, by the revised bracket sides which now form a gradual wedge. Bushings are further compressed as a nut is tightened upon the bolt that serves as the shock absorber mounting pin. Revised brackets and increased grommet size permit correct rubber compression.

Brackets attaching the front shock absorbers to the frame of Series 60 forward control models and all Series 80 and 100 models have been strengthened. Stiffening ribs run down the outer bracket edges, in triangular fashion, from the shock absorber mounting pin hole to two holes used for bracket-to-frame attachment. Each rib has been made longer and thicker, adding greatly to bracket rigidity.

COMPRESSOR MOUNTING. New attaching bolts are now used to mount air compressors on 283 cubic inch V-8 engines used for Series 50, 60, 70, and 80 models. The new bolts are made of higher grade steel and heat-treated. This makes it possible to increase bolt torque in assembly and provides greater resistance to fatigue from vibration or heavy power loads.

POWER STEERING. Optional power steering has been further improved for Series 50 through 100 models. The spherical joint attachment of the power cylinder piston rod to steering tie rod is revised at the bracket bushing seat. Four equally spaced radial grooves are cut in the concave spherical surface of the bushing seat to increase grease flow. Improved lubrication between the close fitting bushing and seat assures long wear-resistant operation.

Power steering pump reservoirs, used with heavy-duty 2-1/2 ton, Series 90 and 100 models, have been revised to increase hydraulic oil capacity. To assure adequate oil supply at all times, the reservoir is now 2 inches higher, increasing the hydraulic system capacity by eight tenths of a quart.

BRAKE LININGS. Trucks with full air brake systems are equipped with new brake linings for front and rear axles. The lining change is primarily to provide braking with reduced noise level and less drum wear.



APPENDIX

EXTERIOR COLORS

SOLID COLOR AND MAIN COLOR IN TWO-TONING ‡	WHEEL COLOR §	TRIM COMBINATION	
		DELUXE	CUSTOM
Baltic Blue (New)	Baltic Blue	Beige & Charcoal	Blue & Charcoal
Dawn Blue	Dawn Blue	Beige & Charcoal	Blue & Charcoal
Glade Green	Glade Green	Beige & Charcoal	Green & Charcoal
Galway Green (New)	Galway Green	Beige & Charcoal	Green & Charcoal
Tartan Turquoise	Tartan Turquoise	Beige & Charcoal	Beige & Charcoal
Frontier Beige (New)	Frontier Beige	Beige & Charcoal	Beige & Charcoal
Sherwood Green (New)	Sherwood Green	Beige & Charcoal	Green & Charcoal
Golden Yellow	Golden Yellow	Beige & Charcoal	Beige & Charcoal
Omaha Orange	Omaha Orange	Beige & Charcoal	Beige & Charcoal
Jet Black	Jet Black	Beige & Charcoal	Beige & Charcoal
Cadet Gray (New)	Cadet Gray	Beige & Charcoal	Beige & Charcoal
Yukon Yellow	Yukon Yellow	Beige & Charcoal	Beige & Charcoal
Cardinal Red	Cardinal Red	Beige & Charcoal	Beige & Charcoal
Pure White *	Jet Black	Beige & Charcoal	Beige & Charcoal

‡ - Bombay Ivory is used as the second color in all combinations.

§ - Colored wheels on series 30 with two-toning. All others - black.

* - Pure white is only available as a solid color.

INTERIOR TRIM

AREA		MATERIAL		DELUXE	CUSTOM		
		DELUXE	CUSTOM		BLUE	GREEN	BEIGE
Seats	Cushion and Backrest	Brick Pattern Vinyl	Nylon-Faced Block Pattern Cloth	Charcoal	Blue	Green	Beige
	Bolster and/or Facing	Leather Grain Vinyl		Beige	Light Blue	Light Green	Light Beige
	Cushion and Backrest Insert	None	Leather Grain Vinyl	None			
Body and Side Door Panels		Painted Metal		Beige	Lt. Blue	Lt. Green	Lt. Beige
Door Trim Panel		None	N. F. Pattern Cloth	-	Blue	Green	Beige
Cowl Side Kick Panel		Composition Board		Charcoal			
Headlining		Brick Pattern Vinyl					
Sunshade		Composition Board					
Armrest	Upper	None	L. G. Vinyl	None	Lt. Blue	Lt. Green	Beige
	Lower		Plastic		Charcoal	Charcoal	Charcoal
Floor Covering		Rubber		Charcoal			
Instrument Panel	Upper	Textured Paint		Charcoal			
	Lower	Paint		Beige	Lt. Blue	Lt. Green	Beige
Garnish Moldings	Side Window						
	Windshield	Textured Paint		Charcoal			
Steering Wheel and Column, Parking Brake Lever (Series 30) Turn Signal Lever Gearshift Lever (Series 30)		Paint		Charcoal			
Horn Button		Paint		Charcoal	Lt. Blue	Lt. Green	Beige
Control Knobs		Plastic	Metal	Black	Chrome		

SEDAN DELIVERY AND SEDAN PICKUP EXTERIOR COLORS

SOLID OR MAIN COLOR TWO-TONING	TWO-TONING	WHEEL COLOR	TRIM COMBINATION
Tuxedo Black *	Snowcrest White	Tuxedo Black	Gray
Aspen Green *	----	Aspen Green	Green
Highland Green *	Snowcrest White	Highland Green	Green
Crown Sapphire	Snowcrest White	Crown Sapphire	Gray
Frost Blue *	Harbor Blue	Frost Blue	Blue
Harbor Blue *	Frost Blue	Harbor Blue	Blue
Gothic Gold *	Satin Beige	Gothic Gold	Gray
Roman Red *	Snowcrest White	Roman Red	Gray
Snowcrest White *	----	Snowcrest White	Gray
Grecian Gray	Snowcrest White	Grecian Gray	Gray
Classic Cream	Aspen Green	Classic Cream	Green
Cameo Coral	Satin Beige	Cameo Coral	Gray
Satin Beige	----	Satin Beige	Gray

NOTE: Sedan Delivery models are available in solid exteriors and with the gray trim combination only.

* - Only colors available on Sedan Delivery.

INTERIOR TRIM

AREA			MATERIAL		TRIM COLOR			
			Sedan Delivery	Sedan Pickup	Sedan Delivery	Sedan Pickup		
						Gray	Green	Blue
Seat	Cushion and Backrest		Leather Grain Vinyl	Pattern Vinyl	Medium Gray	Medium Gray	Medium Green	Medium Blue
	Facing and Bolster		Leather Grain Vinyl		Light Gray	Light Gray	Light Green	Light Blue
	Seat Back	Upper	Leather Grain Vinyl		Med. Gray	Lt. Gray	Lt. Green	Lt. Blue
		Lower	Leather Grain Vinyl		Med. Gray	Med. Gray	Med. Green	Med. Blue
		Cross Bar	Leather Grain Vinyl		----			
Side Wall	Upper Area		Leather Grain Vinyl		Lt. Gray	Lt. Gray	Lt. Green	Lt. Blue
	Lower Area and Scuff Pad		Leather Grain Vinyl		Med. Gray	Med. Gray	Med. Green	Med. Blue
Sunshade			Composition Board		Light Gray	Light Gray	Light Green	Light Blue
Sunshade Binding			Leather Grain Vinyl					
Headlining			Pattern Vinyl					
Cowl Side Kick Panel			Composition Board		Medium Gray	Medium Gray	Medium Green	Medium Blue
Floor Covering			Vinyl Coated Rubber					
Storage Compartment			Composition Board		----			
Load Space			Paint		Med. Gray	Body Color*	Body Color*	Body Color*

* - With two-toning - the darker color.

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