

GM
CHEVROLET TRUCK

1966
#6



THE NEW CHEVROLET *Task-Force* TRUCK LINE FOR '56

New CHEVROLET *Task-Force* TRUCKS FOR 1956

The Biggest, Most Powerful Trucks Ever Offered by Chevrolet

*Built to Haul Bigger Loads -
Maintain Faster Schedules -
Save Bigger Money*



Fresh, Functional, Work-Styled Beauty . . . More Colorful Inside and Out

One design for Light-Duty—One for Medium-Duty
—Another for Heavy-Duty

Each 1956 Chevrolet Task-Force Truck has the distinctive styling that is best suited to its proportions and the work it is designed to do.

FLITE-RIDE DE LUXE CAB is work-styled and comfort-styled with the driver and the job in mind. Insulated against sound and weather it provides the utmost in comfort and safety. Wide choice of colors.

PANORAMIC WINDSHIELD gives maximum frontal visibility. Big door windows and large rear windows provide nearly complete all around visibility.

HIGH-LEVEL VENTILATION A constant stream of cool outside air comes in through the high-level intake located just below the windshield away from road heat, fumes and dust.

CONCEALED SAFETY STEPS are an important safety-plus item. Ice and snow cannot form on them because the steps are covered when the cab doors are closed.



VENTIPANES may be partially opened to draw out stale air or opened wide to force air in.

NU-FLEX SEAT Jack-stringer springs and automatic anti-rebound valves provide restful seat comfort.

FOAM RUBBER SEAT PAD* for all cabs with Nu-Flex seats is available for additional comfort.

AIRMATIC SEAT* with Foam Rubber Seat Pad. Instead of springs, two rubber compartments are inflated by manually operated air pumps—permitting individual adjustment.

FULL-VIEW REAR WINDOW* Blind spots are eliminated in the corners of the cab.

FLITE-RIDE CUSTOM CAB* Many additional features for comfort, safety and convenience are offered with a choice of many 2-tone exteriors with harmonizing 2-tone interior fabric and paint combinations.

SPARKLING CHROME* is available to enhance the appearance of Series 3000 models.

*Optional at extra cost

New '56 CHEVROLET Task-Force TRUCKS BRING ...

New POWER



The New Powerhouse Loadmaster V8

It bristles with power equal to the toughest jobs anywhere. Its tremendous 195 horsepower is developed through the 322-cubic-inch displacement and 7.7 to 1 compression ratio. It is the most powerful engine in Chevrolet's history—a bruiser for rugged extra-heavy-duty jobs. Standard Series 9000 and 10000.

New Short Stroke V8 Engines for Every Model

TRADEMASTER V8—Brilliant new 155 horsepower gives smooth, quiet, effortless power with exceptional economy. Four quarts of oil only are needed for the lubrication system. Optional Series 3000 and 4000.

TASKMASTER V8—A masterpiece for extra-heavy hauling, with valve rotators, chrome piston rings, positive crankcase ventilation and optional Full-flow oil filter. This ultra-modern 265-cubic-inch V8 produces 155 horsepower. Standard Series 5000, 7000 and 8000, optional Series 4000 and 6000.

"TURBO-FIRE V8"—Smooth, quiet and powerful, it is precision engineered with 162 horsepower for time-saving performance, 170 with Powerglide.*

"SUPER TURBO-FIRE V8"—Combining such advanced features as the ultra-high 9.25 to 1 compression, four-barrel carburetion and high-lift camshaft, 205 horsepower is produced for unsurpassed performance and economy. Optional Sedan Delivery.

Chevrolet's Famous Valve-in-Head Sixes Proved and Approved by the Millions

THRIFTMASTER—The high compression ratio of 8.0 to 1 and 140 horsepower give excellent economy, resulting in efficient power for fast acceleration and smooth, quiet operation. Standard Series 3000 and 4000.

THRIFTMASTER SPECIAL—For Forward Control trucks. A special updraft carburetor, positive crankcase ventilation and 8.0 to 1 compression are featured.

THRIFTMASTER HEAVY-DUTY—Great durability is built into this rugged 140-horsepower engine with chrome plated top piston rings and special alloy-steel valves with valve rotators which minimize deposit of scale and reduce pitting. Standard Series 6000.

JOBMASTER*—for extra-heavy duty. Because the highly efficient horsepower with a peak of 148 is developed through much of its speed range there is less need for shifting into the lower transmission gears. Thus high average road speeds are maintained. Optional Series 6000.

"BLUE-FLAME"—Here's proved and economical power with new 8.0 to 1 compression, high-lift camshaft and many other features for thrifty, dependable operation. Standard Sedan Delivery.

12-VOLT ELECTRICAL SYSTEM—All power plants are sparked by the 12-volt battery. Generator performance is improved, spark plugs last longer, and engines start quickly in any weather.

New PERFORMANCE



The Right Transmission Tailored for Every Task

NEW CHEVROLET POWERMATIC

a completely new heavy-duty automatic drive

There's nothing like it in the entire industry! Revolutionary new Powermatic combines the convenience and proved efficiency of fully automatic shifting, the mile-after-mile economy of direct-drive cruising, and the extra safety of a powerful built-in hydraulic retarder! Three specialized drive ranges, six fully automatic forward speeds, and a high-efficiency torque converter permit a range from a low-low 14.8:1 to locked-in 1:1 direct drive. Power take-off openings on both sides simplify special equipment installation—an exclusive Powermatic feature. Optional* on all Series 5000 through 10000, except school bus models.

The proved and reliable Hydra-Matic now available on all models through 1½-Ton nominal rating, Series 3000 and 4000

Millions of truck miles have proved the rugged dependability of this four-speed automatic transmission. Economical operation is realized with remarkably low maintenance costs.

2 New 5-Speed Transmissions

A new 5-speed transmission is optional* on Series 5000 through 8000, standard on Series 9000 and 10000.

A new heavy-duty 5-speed transmission is optional* on Series 9000 and 10000.

These transmissions are especially advantageous for trucks consistently carrying or hauling heavy loads or operating in hilly country. The wide choice of gear ratios available permits the engine to operate in a narrower speed range. Such operation reduces fuel consumption.

Chevrolet's Synchro-Mesh Transmissions

Proved in millions of miles of service—the primary features are smooth meshing. Rounded gear teeth resist chipping which contribute to easy shifts without double-clutching. Three-speed standard Series 3000 except Series 3800. Three-speed heavy-duty optional Series 3000. Four-speed standard Series 3800 through 8000. Optional* on all other 3000 Series.

OVERDRIVE* with 4.11 to 1 rear axle ratio reduces engine revolutions at cruising speeds, and saves gas, oil and engine wear. Optional* on Model 1508 and Series 3100 and 3200.

POWERGLIDE* a fully automatic 2-speed with torque converter, is ideal in traffic. It saves time, reduces driver fatigue and eliminates clutch repairs. Optional in Sedan Deliveries.

New More Powerful Brakes

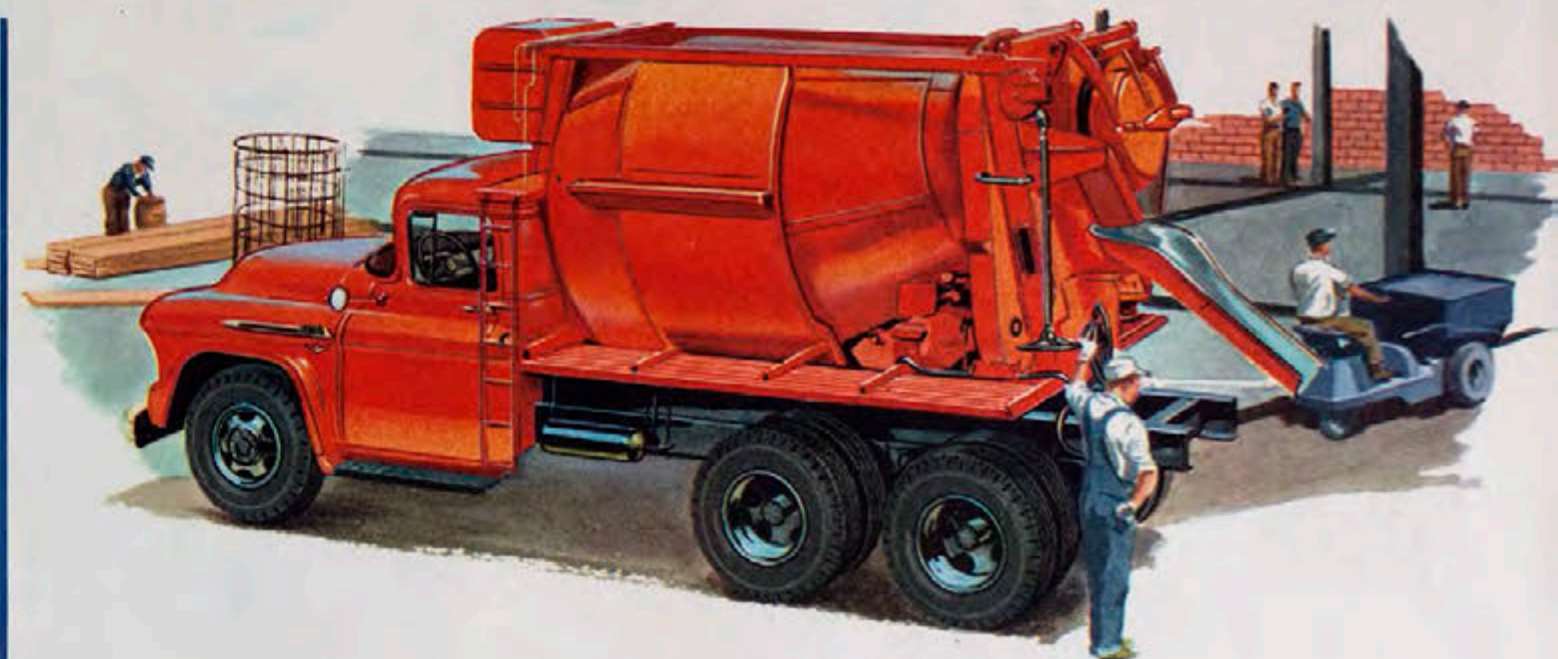
NEW AIR-OVER-HYDRAULIC POWER BRAKES*—provide high braking power for maximum braking ease and control. The compressed air source can also be used for trailer brakes. Optional Series 7-8-9 and 10000.

TWIN-ACTION AND TORQUE-ACTION Service Brakes utilize the forward motions of the wheels to increase braking effectiveness.

PROPELLER SHAFT PARKING BRAKES—standard with 4-speed and 5-speed transmissions all Series except 3100 and 3200. The heaviest loaded vehicle is held securely on any grade.

*Optional at extra cost.

New HAUL-ABILITY



Brawny Triple-Torque Tandem Options

for Models 10403, 10503 and 10703 provide Gross
Vehicle Weights up to 32,000 pounds, GCW's up to 50,000 pounds

Greater Traction—Extra Pulling Power—More Uniform Tire Loading—Smoother Ride.

Eight high-capacity tires under the load provide tremendous load-carrying ability with greater traction for the toughest off-the-road operation.

A built-in 3-speed power divider allows the driver to select the proper operating ratio and in combination with the 5-speed transmission provides 15 forward and three reverse power combinations.

The rear-most axle can be engaged or disengaged to accommodate the heavy loads or the light return runs for greatest economy.

The unique rear springs need no lubrication.

True tire tracking on curves, reduces tire wear due to scuffing and dragging.

Rear Axles are Geared to the Road for any Load

Single-unit housings on all Chevrolet truck rear axles are virtually tubular steel beams that provide tremendous strength. There are no bolts or rivets to work loose.

Chevrolet Truck Rear Axles are engineered to exceed the maximum carrying capacity of the tires.

SINGLE SPEED REAR AXLES have capacity at the ground up to new and higher 18000 pounds.

TWO-SPEED REAR AXLES are optional* on all Series 4000 through 10000 except tandems.

The low range increases the pulling power to haul the heaviest loads while the high range provides excellent economy for the light loads or empty return runs.

FRONT AXLES are rugged, drop-forged I-beam design which give stable front-end support with good maneuverability.

SPRINGS are tailored to load ratings for stability and riding comfort.

A double wrapped eye is an important safety measure.

TUBELESS TIRES Greater blow-out and puncture protection are basic features. Now standard on all models. Fewer parts in the wheel and tire assembly reduce weight and simplify maintenance.

BALL-GEAR STEERING Recirculating steel balls reduce friction between the worm and the nut, coupled with the favorable wheelbase of Chevrolet trucks, provide quick maneuverability.

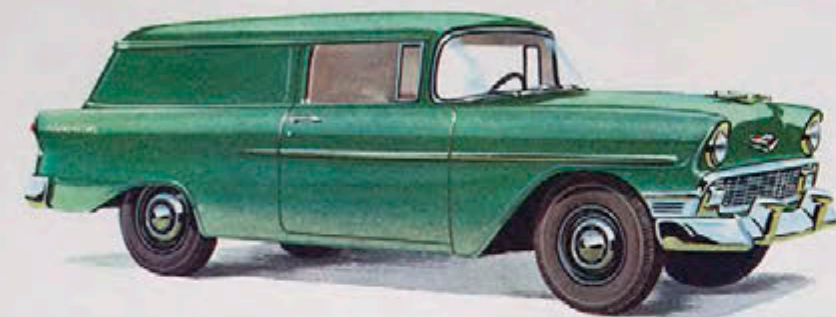
POWER STEERING* provides up to 80% of the steering effort and drivers can maneuver their trucks more easily on tight turns or the straightaway.

DIAPHRAGM SPRING CLUTCH The unique design of 18 steel fingers provides an ideal and evenly distributed pressure for smooth, safe clutch engagement in light- and medium-duty operation (except Series 5000).

COIL SPRING CLUTCH is provided when extra-heavy duty work is necessary. It meets the demands of the high-powered V8 engines and the hard clutch usage associated with rugged and tough hauling.

New '56 CHEVROLET *Task-Force* TRUCKS—THE WIDEST MODEL RANGE IN CHEVROLET'S HISTORY

Light-Duty Models

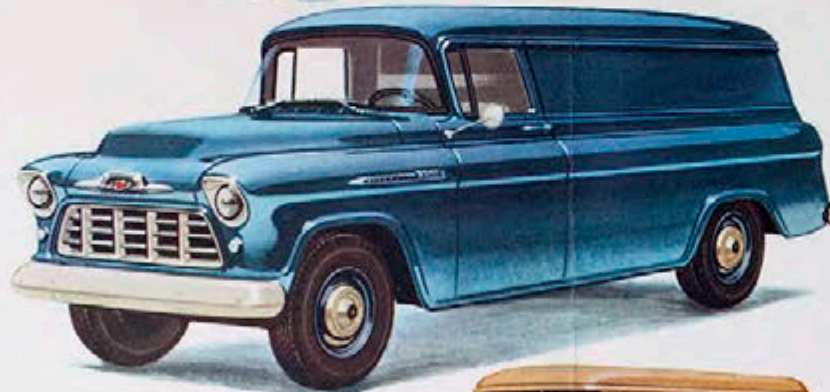


SEDAN DELIVERY

MODEL	WHEELBASE	MAX. GVW RATING
1508	115"	4100 lb.

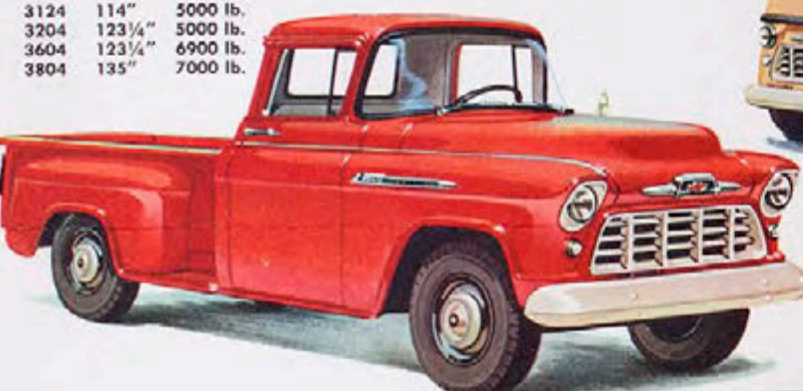
PANEL MODELS

MODEL	WHEELBASE	MAX. GVW RATING
3105	114"	5000 lb.
3805	135"	7000 lb.



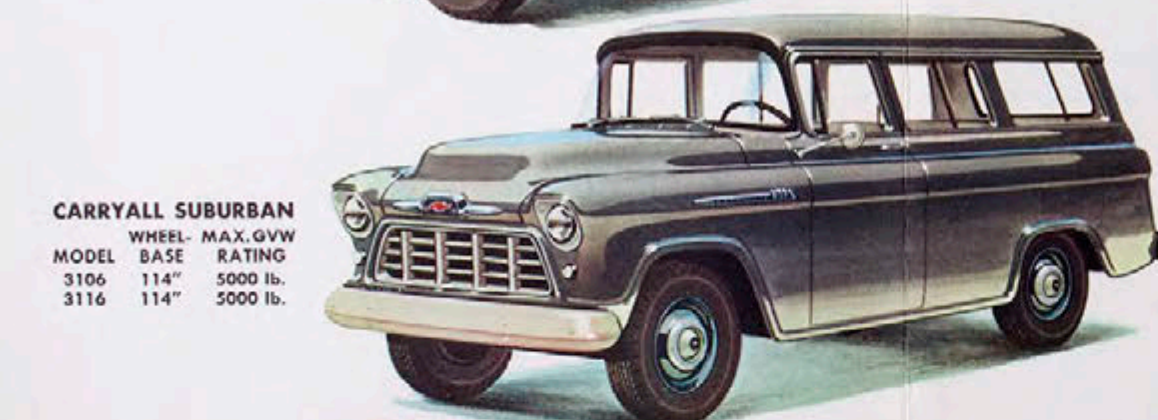
PICKUP MODELS

MODEL	WHEELBASE	MAX. GVW RATING
3104	114"	5000 lb.
3124	114"	5000 lb.
3204	123 1/4"	5000 lb.
3604	123 1/4"	6900 lb.
3804	135"	7000 lb.



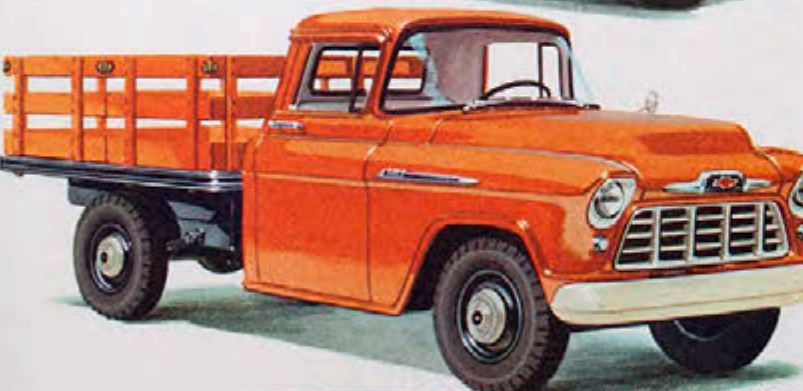
FORWARD CONTROL CHASSIS

MODEL	WHEELBASE	MAX. GVW RATING
3442	104"	10000 lb.
3542	125"	10000 lb.
3742	137"	10000 lb.



CARRYALL SUBURBAN

MODEL	WHEELBASE	MAX. GVW RATING
3106	114"	5000 lb.
3116	114"	5000 lb.



STAKE TRUCKS

MODEL	WHEELBASE	MAX. GVW RATING
3609	123 1/4"	6900 lb.
3809	135"	8800 lb.



CAB AND CHASSIS

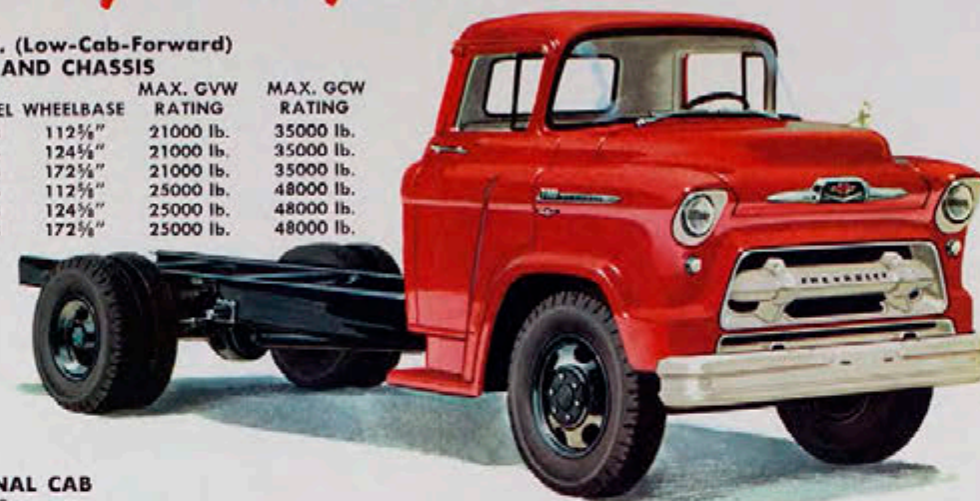
MODEL	WHEELBASE	MAX. GVW RATING
3103	114"	5000 lb.
3603	123 1/4"	6900 lb.
3803	135"	8800 lb.

Chassis with Flat-face Cowl and with Windshield also are available.

Heavy-Duty Models

L.C.F. (Low-Cab-Forward) CAB AND CHASSIS

MODEL	WHEELBASE	MAX. GVW RATING	MAX. GCW RATING
7103	112 1/2"	21000 lb.	35000 lb.
7203	124 1/2"	21000 lb.	35000 lb.
7703	172 1/2"	21000 lb.	35000 lb.
9103	112 1/2"	25000 lb.	48000 lb.
9203	124 1/2"	25000 lb.	48000 lb.
9703	172 1/2"	25000 lb.	48000 lb.

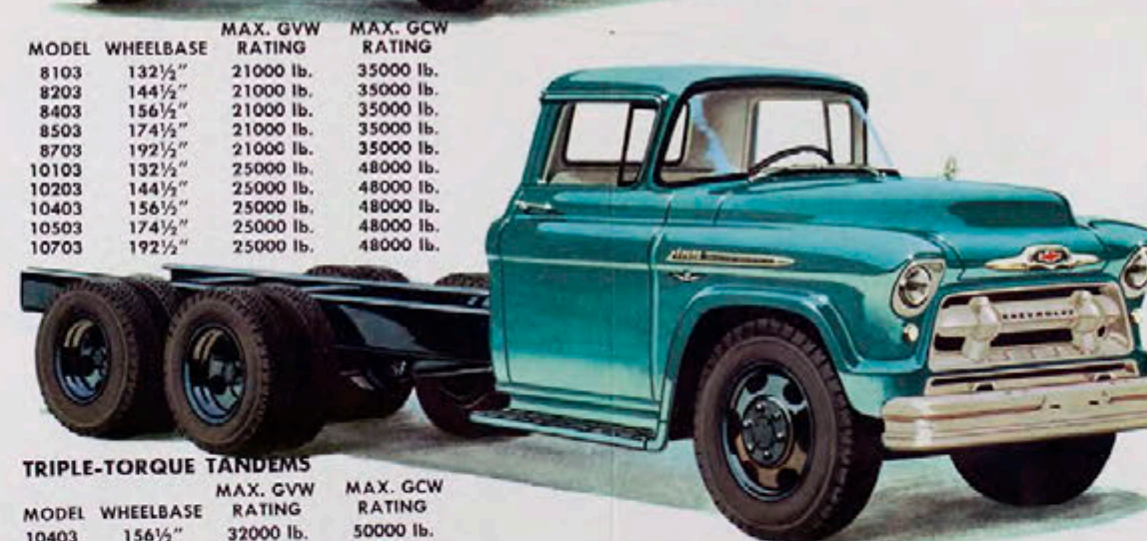


CONVENTIONAL CAB AND CHASSIS



STAKE TRUCKS

MODEL	WHEELBASE	MAX. GVW RATING
7109 L.C.F.	112 1/2"	21000 lb.
8109	132 1/2"	21000 lb.
8409	156 1/2"	21000 lb.



TRIPLE-TORQUE TANDEM

MODEL	WHEELBASE	MAX. GVW RATING	MAX. GCW RATING
10403	156 1/2"	32000 lb.	50000 lb.
10503	174 1/2"	32000 lb.	50000 lb.
10703	192 1/2"	32000 lb.	50000 lb.

SCHOOL BUS CHASSIS (Flat-Face Cowl)

MODEL	WHEELBASE	PASSENGERS
4502	154"	30 to 60
6702	194"	42 to 48
6802	220"	48 to 54
8802	240"	60
10802	240"	60



Medium-Duty Models

CONVENTIONAL CAB AND CHASSIS

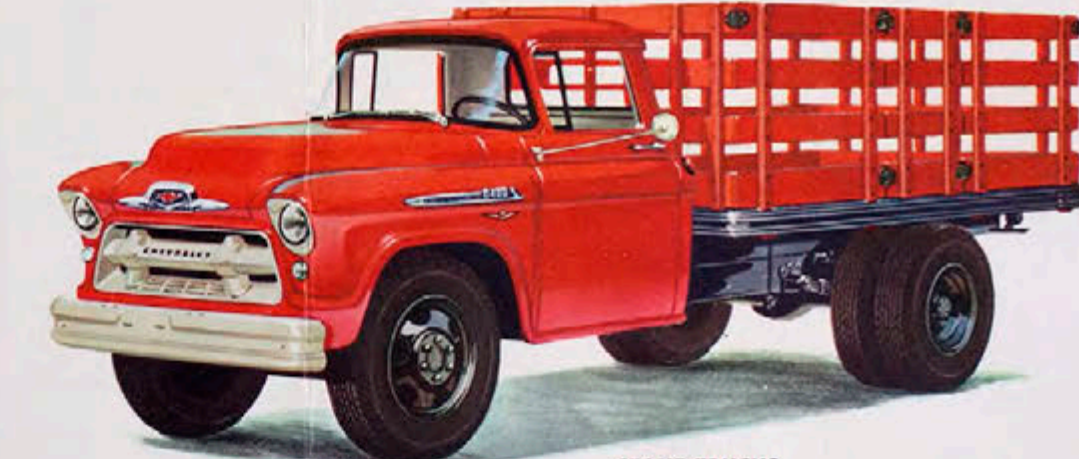
MODEL	WHEELBASE	MAX. GVW RATING	MAX. GCW RATING
4103	130"	14000 lb.	—
4403	154"	14000 lb.	—
6103	130"	19500 lb.	32000 lb.
6403	154"	19500 lb.	32000 lb.
6503	172"	19500 lb.	32000 lb.

Chassis with Flat-Face Cowl and with Windshield also are available. ***S" Models 15000 lb. GVW.



L.C.F. (Low-Cab-Forward) CAB AND CHASSIS

MODEL	WHEELBASE	MAX. GVW RATING	MAX. GCW RATING
5103	112 1/2"	19500 lb.	32000 lb.
5403	136 1/2"	19500 lb.	32000 lb.
5703	160 1/2"	19500 lb.	32000 lb.



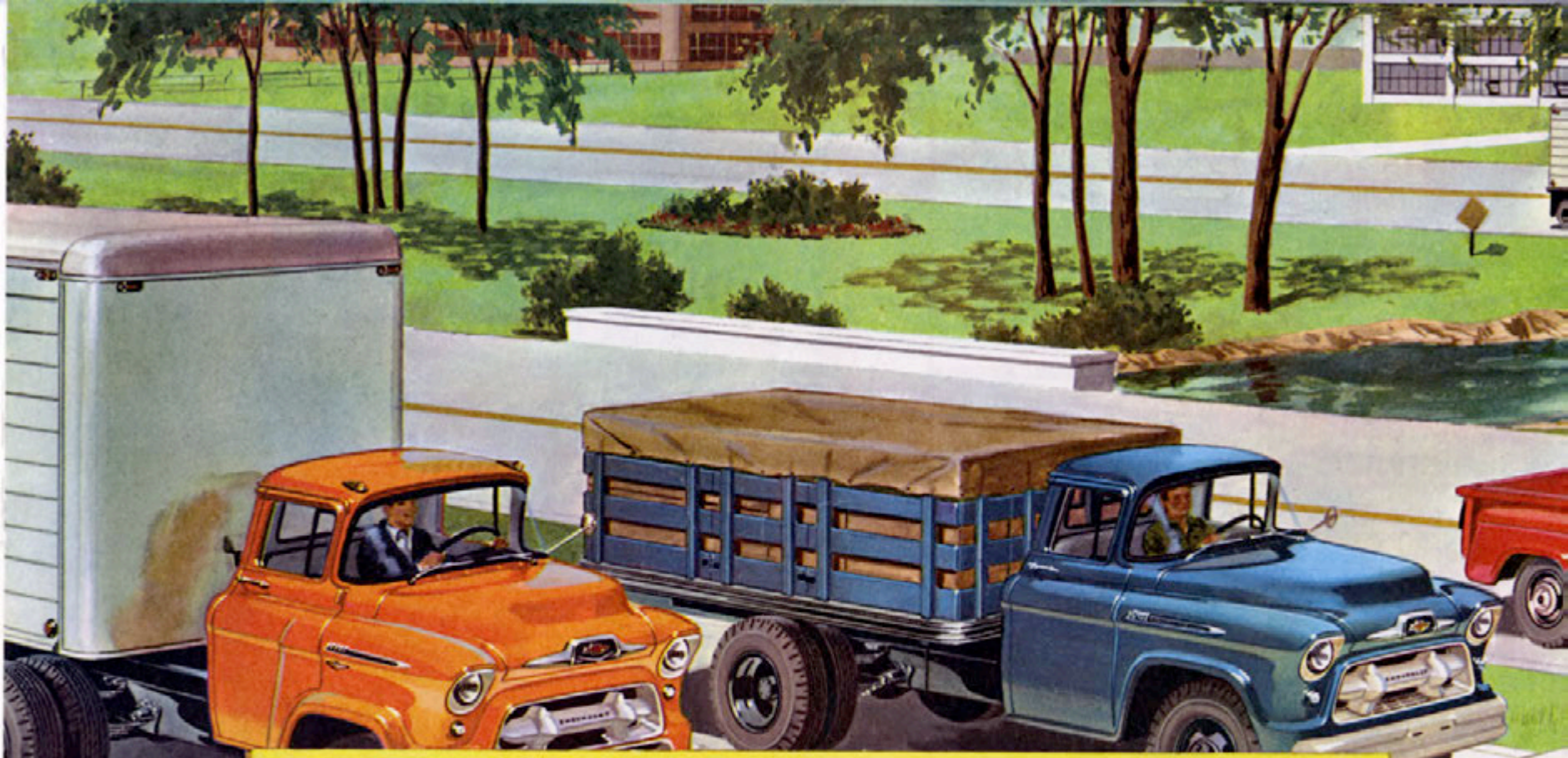
STAKE TRUCKS

MODEL	WHEELBASE	MAX. GVW RATING
4109	130"	14000 lb.
4409	154"	14000 lb.
6109	130"	19500 lb.
5409	136 1/2"	19500 lb.
6409	154"	19500 lb.

***S" Models 15000 lb. GVW.



All illustrations and specifications contained in this literature are based on the latest product information available at the time of publication approval. The right is reserved to make changes at any time without notice in prices, colors, materials, equipment, specifications and models, and also to discontinue models. CHEVROLET MOTOR DIVISION OF GENERAL MOTORS CORPORATION, DETROIT 2, MICHIGAN. Jan. 15, 1956



HERE NOW!

CHAMPS

OF

EVERY

WEIGHT CLASS!

New power . . . new models . . . new capacities! They're the most modern trucks for every hauling job!

Meet the new Task-Force fleet with models rated up to 32,000 lbs. G.V.W.—50,000 lbs. G.C.W.! It's the biggest, broadest, brawniest line of Chevrolet trucks ever built!

There's a modern short-stroke V8* for every model—ranging up to the

322-cubic-inch Loadmaster V8. And super-efficient 6's that deliver more power than ever.

Then there are new transmissions, new cab interiors, new colors, tubeless tires standard on all models. . . Chevrolet Division of General Motors, Detroit 2, Michigan.

*V8 standard in L.C.F. and Series 8000 and 10000 models; an extra-cost option in all other models.

Anything less is an old-fashioned truck!