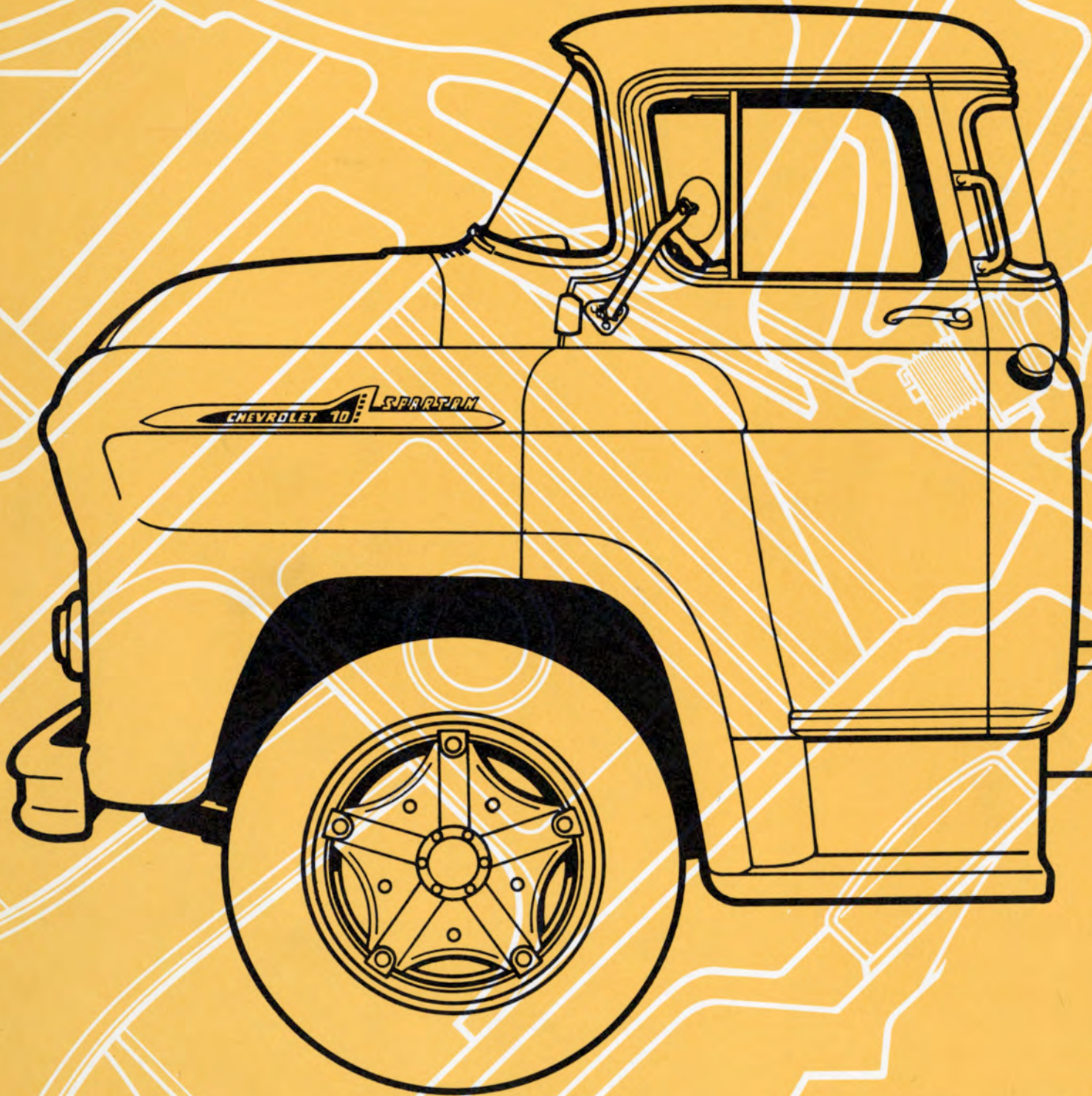


GM
CHEVROLET TRUCK

1958
#10

1958 CHEVROLET



TRUCK ENGINEERING FEATURES

1958 CHEVROLET FEATURES

CHEVROLET ENGINEERING CENTER



ENGINEERING PRODUCT INFORMATION DEPARTMENT
WARREN, MICHIGAN • OCTOBER, 1957

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In a highly competitive industry that tolerates no complacency, Chevrolet trucks have outsold all others for many years. Customer confidence is the best measure of progress in the design, quality and performance of our vehicles. The 1958 models promise to strengthen that confidence. Numerous advances in body, sheet metal and chassis design, new styling and an entirely new heavy-duty engine bid well to keep Chevrolet at the forefront of the truck field.

A handwritten signature in black ink, reading "H. F. Barr". The signature is fluid and cursive, with the first name "H." and last name "Barr" clearly distinguishable.

H. F. Barr
Chief Engineer

NEW STYLING
NEW SERIES DESIGNATION
THREE NEW STEP-VAN MODELS
NINE NEW CAB-CHASSIS MODELS
HEAVIER DUTY CHASSIS COMPONENTS
NEW 348 CUBIC INCH ENGINE

THE 1958 CHEVROLET TRUCK

An impressive array of noteworthy advancements highlights the Chevrolet truck line for 1958. The new sheet metal, seven new colors, new grille, dual headlights, new hood emblems and series designation plates contribute to an entirely new identity for all models.

Additionally, the 1958 models are classified according to a new series designation system. The last two numerals are eliminated from the series identification, with the individual series identified as the 30 for all light-duty models, 40, 50 and 60 for the medium-duty vehicles and 70, 80, 90 and 100 for the heavy-duty models. The light-duty models, only, are further reduced to Series 31, 32, 34, 35, 36, 37 or 38.

To further expand the field of application, the 1958 line is enlarged with the addition of 12 new models. Included are six new 2-ton, cab-chassis units, models 5303, 5303S, 5303H, 6303, 6303S and 6303H. These vehicles have a six foot cab-to-axle dimension which is advantageous in certain trailer operations. Three other cab-chassis vehicles, models 6703, 6703S and 6703H are also made available for 1958. The long 124-inch CA dimension permits the installation of larger size bodies, ranging from 16 to 20 feet in length. Also added to the line-up are three new forward control chassis with van-type bodies, available in 8, 10, or 12-foot lengths.

Numerous chassis changes and refinements contribute to greater vehicle durability and potential. Air brakes, previously available only on Series 90 and 100 models, are now provided on Series 70 and 80 as well. The full air brake option has also been

extended to models with tandem axle equipment. In addition, the air-over-hydraulic brake option is now available on Series 50 and 60 models.

The use of other heavy-duty chassis components has also been realigned. Many of these, previously available optionally, are now provided as standard equipment, and in other instances, the availability has been extended to cover a greater number of models. Included are cast spoke wheels which are standard equipment on all heavy-duty models, the standard 18,000 pound capacity rear axle and optional 9000 pound capacity front axle featured by Series 90 and 100 models.

Other changes contributing to greater vehicle durability and serviceability include new rear axle ratios, new power steering units on Series 90 and 100 models and new 9-leaf, 4250 pound capacity optional front springs on Series 100.

The 1958 truck line also features the introduction of a completely new engine. The powerful 348 cubic inch displacement engine is provided as standard equipment on models of the 90 and 100 series. Other engine changes include the availability of a new 283 cubic inch displacement V-8 engine on Series 30 and 40 models, and an increase in horsepower and torque ratings of the 235 and 261 cubic inch displacement, six-cylinder engines.

The Powermatic transmission, continued as optional equipment on the 2 and 2-1/2 ton models boasts the addition of a second drive range to provide greater flexibility in downhill speed control and extra convenience in city traffic.

A completely new Sedan Delivery model is also a part of the Chevrolet truck line-up for 1958.

SERIES AND MODELS

The truck line-up for 1958 consists of 128 models, on 22 different wheelbases. All vehicles available in 1957 are continued for the new model year. In addition, 12-new models are provided to further anticipate the varied demands of the trucking industry.

A new series designation method is adopted for 1958, with the last two digits of each series eliminated. The four numeral method of identification of individual models, however, remains unchanged. In addition, the light-duty models are named the Apache, the medium-duty the Viking and the heavy-duty models the Spartan.

Nine new medium-duty cab and chassis models are available for 1958. These include the LCF 5303, 5303S and 5303H on a 124-5/8 inch wheelbase and the conventional cab models 6303, 6303S, 6303H on a 144-1/2 inch wheelbase. Each of these models has a six foot cab-to-axle dimension for a more favorable load distribution in trailer operations. The

196-1/2 inch wheelbase of the conventional cab models 6703, 6703S and 6703H gives these vehicles a 124-1/8 inch cab-to-axle dimension, permitting the use of 16 to 20 foot bodies for light, bulky payloads.

The new forward control vehicles, models 3445, 3545 and 3745, combine the proven Chevrolet forward control chassis with durable, all steel van type bodies. The three new models are designated the "Step-Van" and so identified by nameplates on the body sides. The 104, 125 and 137-inch wheelbase chassis are ideally suited to the 8, 10 or 12 foot bodies, respectively. Maximum GVW rating of all three new models is 10,000 pounds.

Gross vehicle weight ratings of all existing models remain unchanged except for models 3153, 3154, 3155, 3156 and 3166 which have a new GVW of 5600 pounds. The other new models adopt the GVW ratings of their series except model 6703H which has a maximum GVW rating of 19,500 pounds.

NOMINAL RATING	SERIES	WB	GVW	GCW	SED. DEL.	FLAT FACE COWL	W/S COWL	CAB CHASSIS	PICK-UP	PANEL	SUB. CARRY-ALL	STAKE	FWD. CONT.	STEP. VAN
1/2 TON	11-1200	117-1/2	4,100	-	11-1271									
	31 ff	114	5,000	-		3102	3112	3103	3104	3105	3106			
								3153**	3124	3155**	3116			
									3154**		3156**			
											3166**			
3/4 TON	32	123-1/4	5,000	-				3203	3204					
	34	104	10,000	-									3442	3445
	35	125	10,000	-									3542	3545
	36 ff	123-1/4	6,900	-		3602	3612	3603	3604			3609		
								3653**	3654**			3659**		
1-TON	37	137	10,000	-									3742	3745
	38 &	135	9,600¢	-		3802	3812	3803	3804	3805		3809		
1-1/2 TON								3853**	3854**	3855**		3859**		
	4100	132-1/2	14,000	-		4102	4112	4103				4109		
	4400	156-1/2	14,000	-		4402	4412	4403				4409		
	4500	156-1/2	13,000	-		4502								
1-1/2 TON SPECIAL	5100S	112-5/8	15,000	-				5103S						
	5300S	124-5/8	15,000	-				5303S						
	5400S	136-5/8	15,000	-				5403S				5409S		
	5700S	160-5/8	15,000	-				5703S						
	6100S	132-1/2	15,000	-		6102S	6112S	6103S				6109S		
	6300S	144-1/2	15,000	-				6303S						
	6400S	156-1/2	15,000	-		6402S	6412S	6403S				6409S		
	6500S	174-1/2	15,000	-		6502S	6512S	6503S						
	6700S	196-1/2	15,000	-				6703S						
	5100	112-5/8	19,000	32,000				5103						
2-TON	5300	124-5/8	19,000	32,000				5303						
	5400	136-5/8	19,000	32,000				5403				5409		
	5700	160-5/8	19,000	32,000				5703						
	6100	132-1/2	19,000	32,000		6102	6112	6103				6109		
	6200	129-5/8	18,000	-									6242	
	6300	144-1/2	19,000	32,000				6303						
	6400	156-1/2	19,000	32,000		6402	6412	6403				6409		
	6500	174-1/2	19,000	32,000		6502	6512	6503						
	6600	153-5/8	18,000	-									6642	
	6700	196-1/2	18,000*	- \$		6702		6703						
2-TON HEAVY	6800	222-1/2	18,000	-		6802								
	5100H	112-5/8	21,000	32,000				5103H						
	5300H	124-5/8	21,000	32,000				5303H						
	5400H	136-5/8	21,000	32,000				5403H				5409H		
	5700H	160-5/8	21,000	32,000				5703H						
	6100H	132-1/2	21,000	32,000		6102H	6112H	6103H				6109H		
	6300H	144-1/2	21,000	32,000				6303H						
	6400H	156-1/2	21,000	32,000		6402H	6412H	6403H				6409H		
	6500H	174-1/2	21,000	32,000		6502H	6512H	6503H						
	6700H	196-1/2	19,500	32,000				6703H						
2-1/2 TON	7100	112-5/8	22,000	35,000				7103				7109		
	7200	124-5/8	22,000	35,000				7203						
	7700	172-5/8	22,000	35,000				7703						
	8100	132-1/2	22,000	35,000				8103				8109		
	8200	144-1/2	22,000	35,000				8203						
	8400 %	156-1/2	22,000	35,000				8403				8409		
	8500 %	174-1/2	22,000	35,000				8503						
	8700 %	192-1/2	22,000	35,000				8703						
	8800	240	19,500			8802								
	9100	112-5/8	25,000	48,000				9103						
	9200	124-5/8	25,000	48,000				9203						
	9700	172-5/8	25,000	48,000				9703						
	10100	132-1/2	25,000	48,000				10103						
	10200	144-1/2	25,000	48,000				10203						
	10400 fi	156-1/2	25,000	48,000				10403						
	10500 fi	174-1/2	25,000	48,000				10503						
	10700 fi	192-1/2	25,000	48,000				10703						
	10800	240	22,000			10802								

** - 4-wheel drive models.

* - 19,000 GVW on 6703.

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

\$ - 32,000 GCW on model 6703.

% - Models 8403, 8503 and 8703 with tandem axle option have a maximum GVW of 28,000 pounds and GCW of 45,000 pounds.

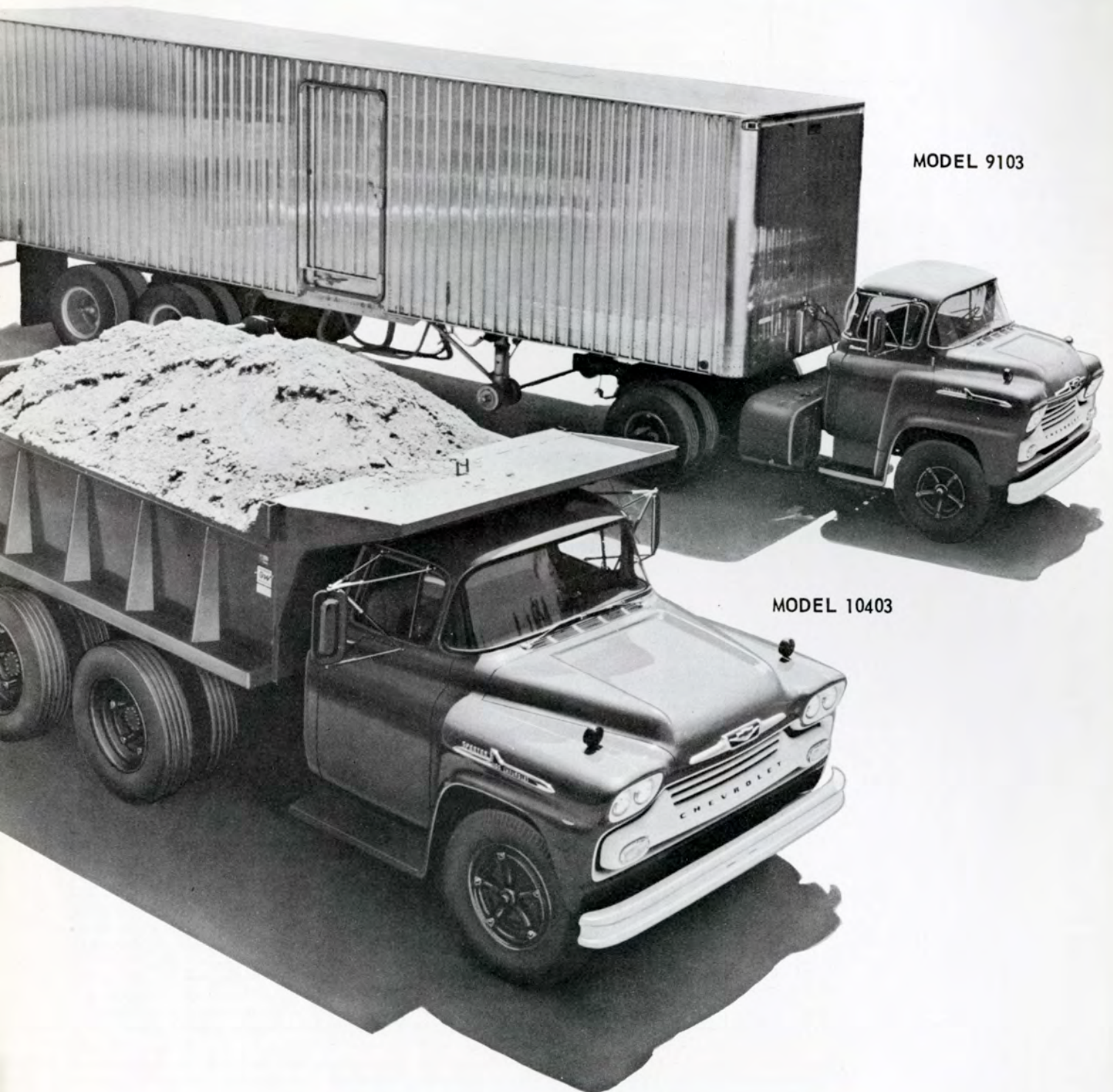
fi - Models 10403, 10503 and 10703 with tandem axle option have a maximum GVW of 36,000 pounds and GCW of 50,000 pounds.

ff - Maximum GVW of Series 31 4-wheel drive models is 5,600 pounds.

fi - Maximum GVW of Series 36 4-wheel drive models is 7,300 pounds.

& - Maximum GVW of Series 38 4-wheel drive models is 7,400 pounds.

STYLING



MODEL 9103

MODEL 10403

EXTERIOR STYLING

Chevrolet truck models for 1958 incorporate extensive styling revisions which provide the new vehicles with an entirely new identity. Components effecting the far-reaching appearance changes in-

clude an entirely new grille and sheet metal, dual headlights, new series designation plates, new hood emblems, a new method of two-toning and seven new colors.

NEW GRILLES, PARKING LIGHTS
DUAL HEADLIGHTS
NEW SERIES DESIGNATION PLATES
REDESIGNED HOOD EMBLEMS
SEVEN NEW COLORS
NEW METHOD OF TWO-TONING
NEW INTERIOR TRIM

MODEL 3124



MODEL 3445



Grilles for the new models are basically common to all series; however, the size and bulk of these conform to the work capacity of the different models. Painted Arctic Beige, the new grille design permits a greater flow of cooling air to the radiator. Parking lights, framed in bright metal, are incorporated into the grille styling.

Front fenders of all models are redesigned to house the dual headlamps which are provided as standard equipment. The new headlamp design improves both high and low beam illumination and emphasizes the width appearance of the new models.

New hood styling is featured by vehicles of all series. The drop-center design is created by the massive ridges which extend along both sides of the main hood panel, creating a valley. This impression is further emphasized by the contour rise at the hood rear edge to bring the surface to the level of the cowl area.

Also contributing to the appearance change are new hood emblems and series designation plates. In addition, a look of massiveness is provided in heavy-duty models by the cast-spoke wheels which are regular equipment on Series 70, 80, 90 and 100.

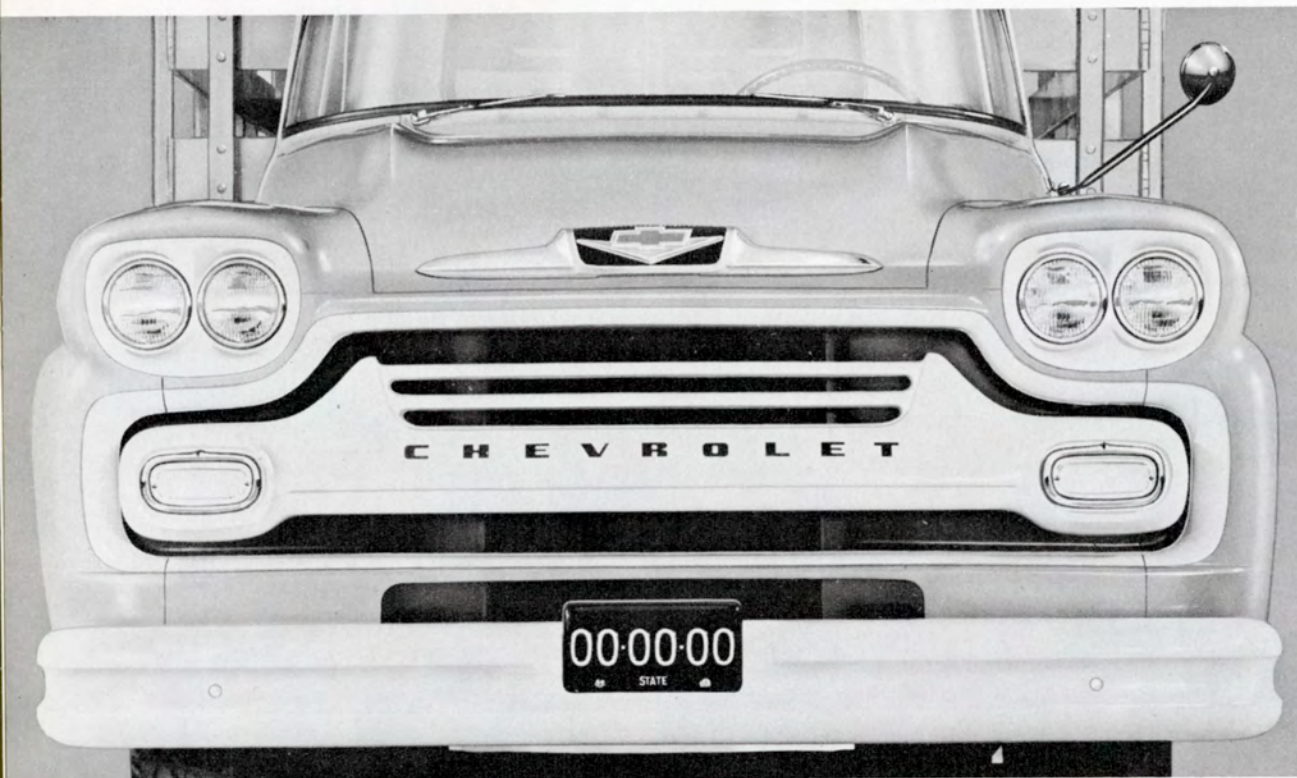
Seven new exterior colors are available on the 1958 models. These together with eight carry-over colors provide the line-up with fourteen solid and

fourteen two-tone combinations. The new colors include Marine Blue, a dark blue; Dawn Blue, a light blue; Glade Green, a dark green; Polar Green, a light green; Tartan Turquoise; Kodiak Brown, a medium brown and Oriental Green, a yellow green.

In 1958, two-toning for deluxe and custom cab, as well as the Cameo Carrier, is almost identical. The main body color is used on the sheet metal and cab below the belt line, continuing above the belt along the windshield pillar and extending around the cab along the drip molding and the embossment immediately below. The second color is used on the roof and window area, continuing around the side window, on the inside of the molding of Custom Cab and Cameo Carrier models. The second color ends on the side door lock pillar of Deluxe Cab vehicles. Panel model two-toning remains unchanged.

Two-toning on Step-Van models consists of one color on the roof and the area below the windshield on the front, and below the rub rail on the rest of the body. The second color is used for the remainder of the vehicle.

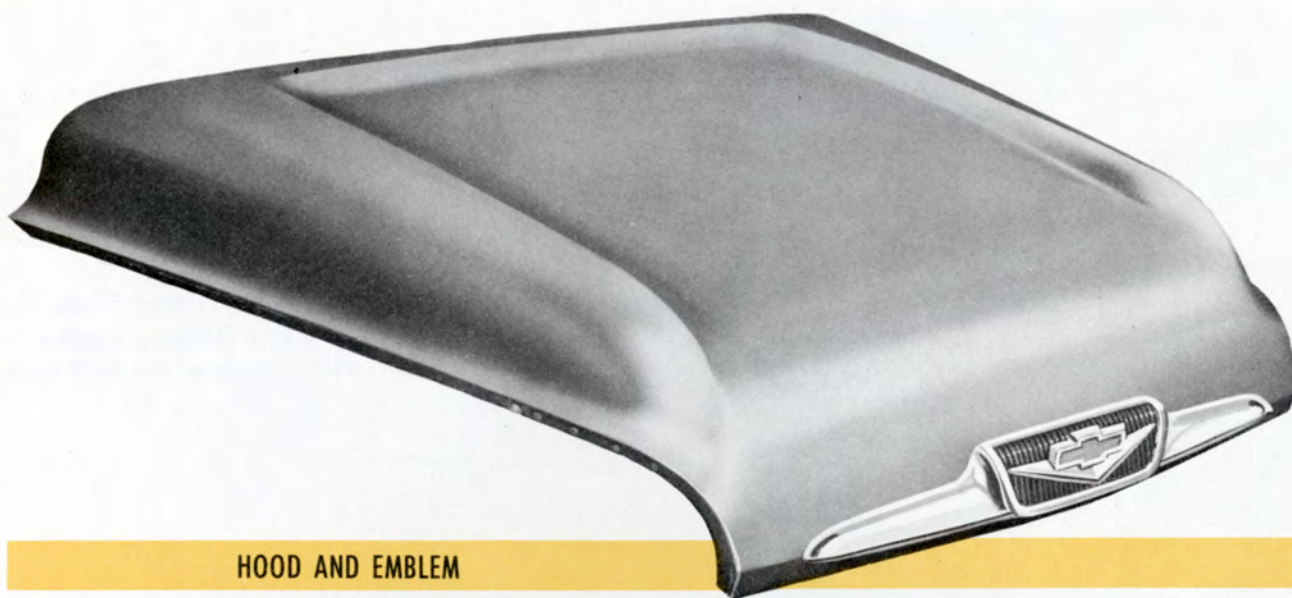
Series 30 models with the custom cab option and the Cameo Carrier again feature a bright metal grille, bumper and hub caps. In addition, bright metal wheel trim disks are provided as standard equipment on the Cameo Carrier.



GRILLE

The new grille, basically common to all series, consists of a central main element, and a series of horizontal louvers. The highly efficient as well as decorative design permits a greater flow of air past the radiator.

The word "Chevrolet," in black letters, is embossed on the main element of the grille which extends across the front of the vehicle to end in parking lights below the headlamps. The entire grille is painted Arctic Beige on all models except the Cameo Carrier and Series 30 models with the Custom Cab option. The latter are equipped with a bright-metal grille.



HOOD AND EMBLEM

The new hood panel design provides some radically different contours. Deep longitudinal ridges parallel the hood edges, forming a large flat central area which arches upward at the hood rear edge, to the cowl. This basic hood panel styling is common to all models, including the Low Cab Forward vehicles.

The hood emblems for 1958 are restyled. Consisting of a central decorative element and extended bright-metal wings, the emblem is common to all models. A red Chevrolet trademark on a black ribbed background dominates the design. A flat V, below the trademark identifies models with V-8 engines.

HEADLIGHTS AND PARKING LIGHTS

Dual 5-3/4 inch headlamps, provided as standard equipment on all except forward control and Step-Van models, are framed by an Arctic Beige bezel. Following the contemporary styling trend, the dual lamps add to the impression of vehicle width, as well as improve both high and low beam illumination.

Newly styled parking lights framed in bright-metal and forming part of the grille styling are located below the headlights.





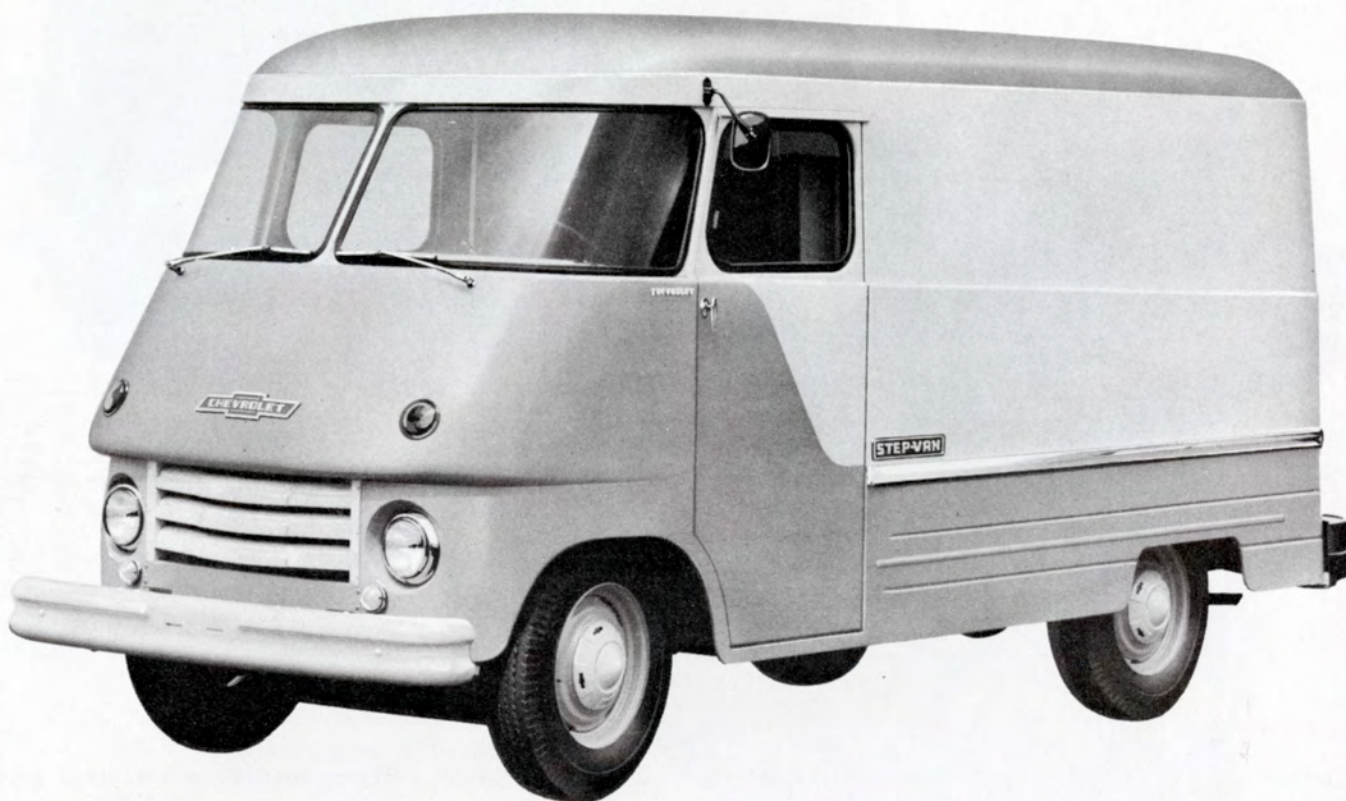
FRONT FENDERS

Broad fender crowns extend forward to form hoods over the new dual headlamps. Massive flanges, framing the wheel opening, blend into the contours of the front fender corners.



SERIES DESIGNATION PLATES

New, winged spear-type designation plates are displayed on the fender sides of all except forward control and Step-Van models. The main portion of the designation plate contains "Chevrolet" in block letters on a black background, as well as the series numerals. The rear portion of the plate features the name assigned to each of the nominal classifications - the Apache, Viking or Spartan.



STEP-VAN MODELS

The smart, functional design of the van-type bodies of the three new Step-Van models effortlessly blends into the overall styling keynote of the 1958 Chevrolet truck line.

Of all-steel construction, the new bodies complement the proven virtues of the forward control chassis to make up a highly efficient delivery vehicle.

Step-Van models are available in any of 14 solid and 14 two-tone combinations. The grille is painted Arctic Beige, as are the hub caps.

Distinguishing features include a "Step-Van" nameplate on each body side, to the rear of the doors and above the rub rail; a Chevrolet nameplate below the windshield as well as a nameplate above the grille.

CUSTOM



DELUXE



INTERIOR STYLING

Smartness and durability are featured on the interiors of the 1958 models. Deluxe cab, and all panel and Suburban Carryall models have seats trimmed in all-vinyl. An attractive, brick pattern, charcoal gray vinyl covers the cushions and backrests. Silver, leather grain vinyl is used on the cushion and backrest facings.

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

The vinyl roof insert panel, repeats the color and pattern of the cushions and backrests, while the floor mat, also in brick pattern, is charcoal colored rubber.

The custom cab option, featuring differences in trim and appointments, is again available on all cab and panel models. Additional items of comfort and refinement include bright metal control knobs, a cigar lighter, an armrest on the driver's side, a sunshade on the passenger side, and bright metal windshield reveal moldings. In addition, cab models are equipped with foam rubber cushions and backrests and bright metal window area moldings. The foam rubber cushions and backrests are also available optionally on deluxe cab vehicles.

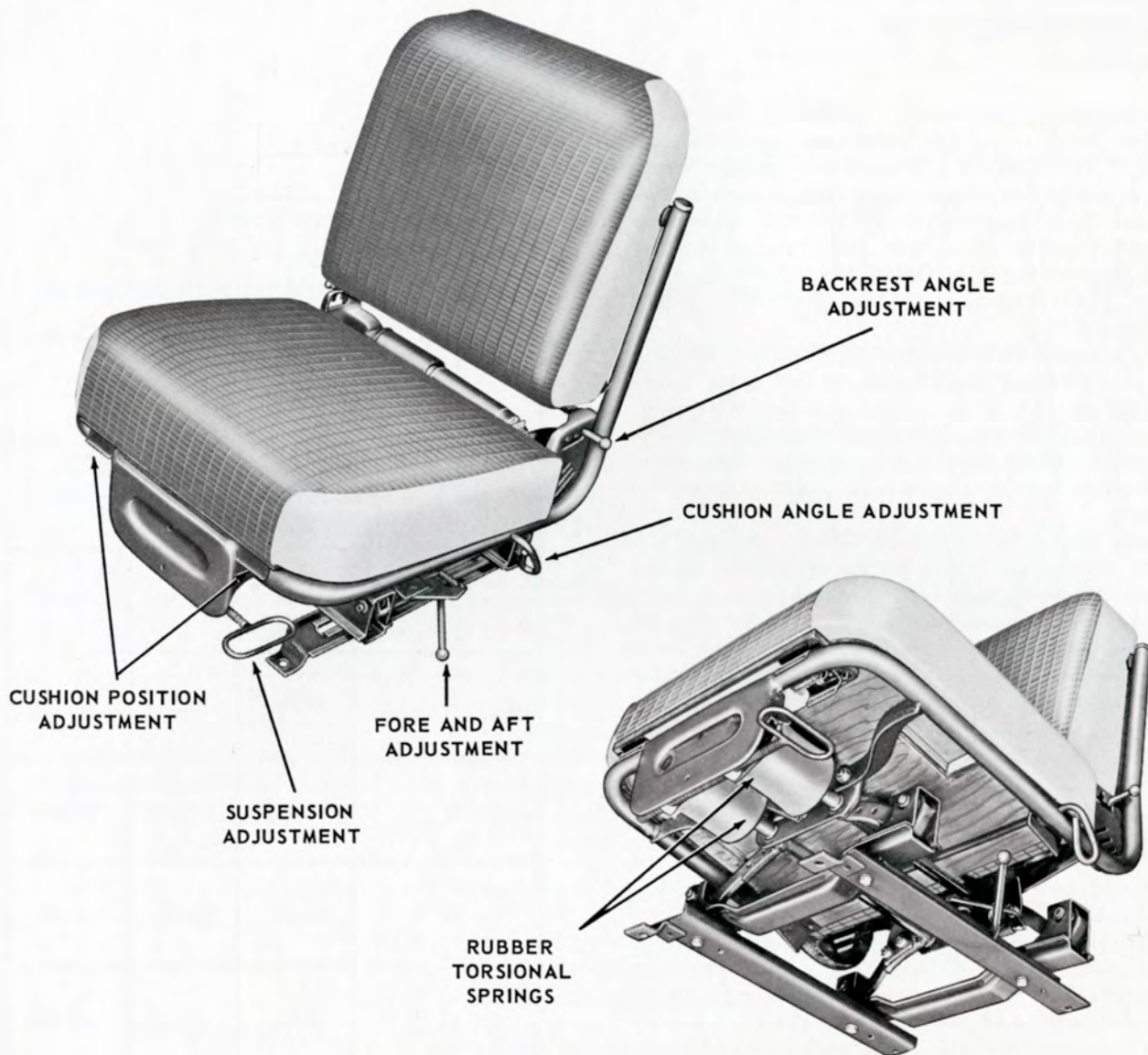
Attractive charcoal colored, nylon-faced, bark pattern cloth is used on the cushions and backrests

of custom cabs. Silver leather grain vinyl trims the cushion and backrest bolsters and facings. An insert in the backrest bolster features the pattern cloth of the cushion and backrest. With the exception of a charcoal colored, textured paint door insert panel, all interior panels, the steering wheel and column, the floor covering and headlining are the same color, pattern or composition as these components of deluxe cab models.

The Cameo Carrier, in addition to the charcoal and silver trim available on custom cab models, features a red and silver interior. The pattern cloth of the cushion and backrest is red, as is the steering wheel and instrument panel crown.

A new 20-inch steering wheel is standard equipment on heavy-duty models, while the other series continue with the 18-inch wheel. The greater lever arm action of the larger diameter wheel provides a reduction in steering effort. In addition, a psychological factor is involved, providing operators of these 2-1/2 ton models with a "big truck" feel.

For 1958, all cab models may be equipped with an optional seat which features its own torsional spring suspension to minimize further the transfer of road shock and vibration to the driver. The optional seat is trimmed in charcoal and silver vinyl. The option provides either the driver's seat alone or together with a companion seat. The right hand seat does not have the torsional spring suspension.



OPTIONAL SEAT

The scissors-type geometry of the seat suspension receives its support from two heavy rubber members which are held in torsion. The object is to maintain the cushion and backrest, as well as the driver, suspended midway between the upper and lower limits of seat travel.

An adjustment pre-stresses the rubber a certain specified amount for different possible weights of the seat occupants.

The suspension system uses self-lubricating bearings, eliminating the necessity of periodic maintenance.

The optional seat is trimmed in charcoal, brick pattern vinyl on the cushion and backrest with silver, leather grain vinyl facings.

SIZE AND ROOMINESS

For the most part, the size and roominess of models carried over from the previous year remain unchanged. All interior dimensions, except those affected by the 20-inch steering wheel of heavy-duty models, are the same as in 1957. The nine new cab-chassis models have new cab-to-axle dimensions, 72 inches for models of the 5300 and 6300 series and 124-1/8 inches for models 6703, 6703S and 6703H.

Slight revisions in bumper contours and attachments of conventional models change the front overhang measurements, with corresponding changes in overall lengths. Series 30 front overhang is increased from 30.67 to 33.23 inches. The total length of each model is thereby also greater by 2.56 inches.

The front overhang of Series 40, 60, 80 and 100 models is decreased from 33.91 to 33.31 inches with a like decrease in overall length.

New sheet metal, common to Series 40, 60, 80 and 100 models increases the width across the front fenders of all these vehicles to 86.19 inches. Low Cab Forward models also have an increase in maximum overall width across the fenders, from 84.0 to 86.22 inches.

Front wheel treads of Series 50 and 60 models have been increased to 64.64 inches. Series 70 and 80 models have a 72.21 inch front wheel tread, increased from 67.88 inches. This dimension on Series 90 and 100 models measures 71.11 inches, up from 67.88 inches.

Rear wheel treads are also increased in size. The mean rear tread of Series 70 and 80 models is increased to 70.50 inches from the former 69.84 inches. Series 90 and 100 vehicles have a 72-inch mean rear tread dimension, instead of the former 69.47 measurement.

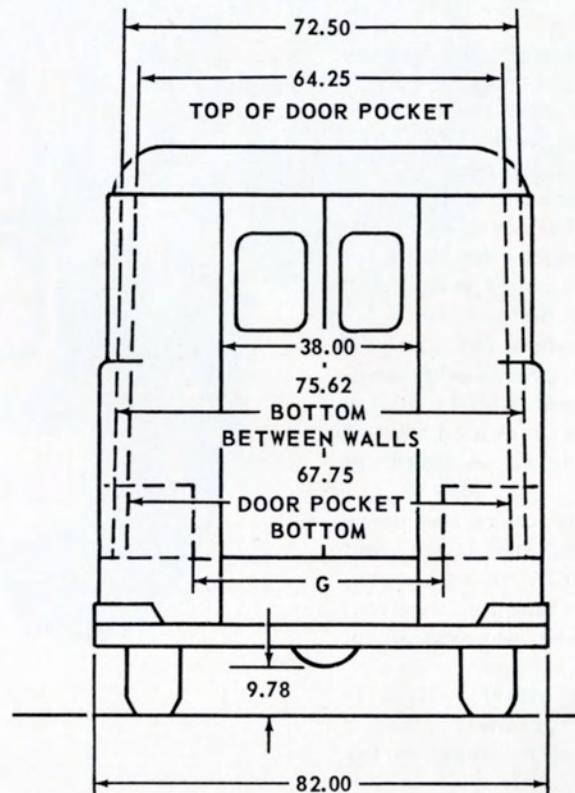
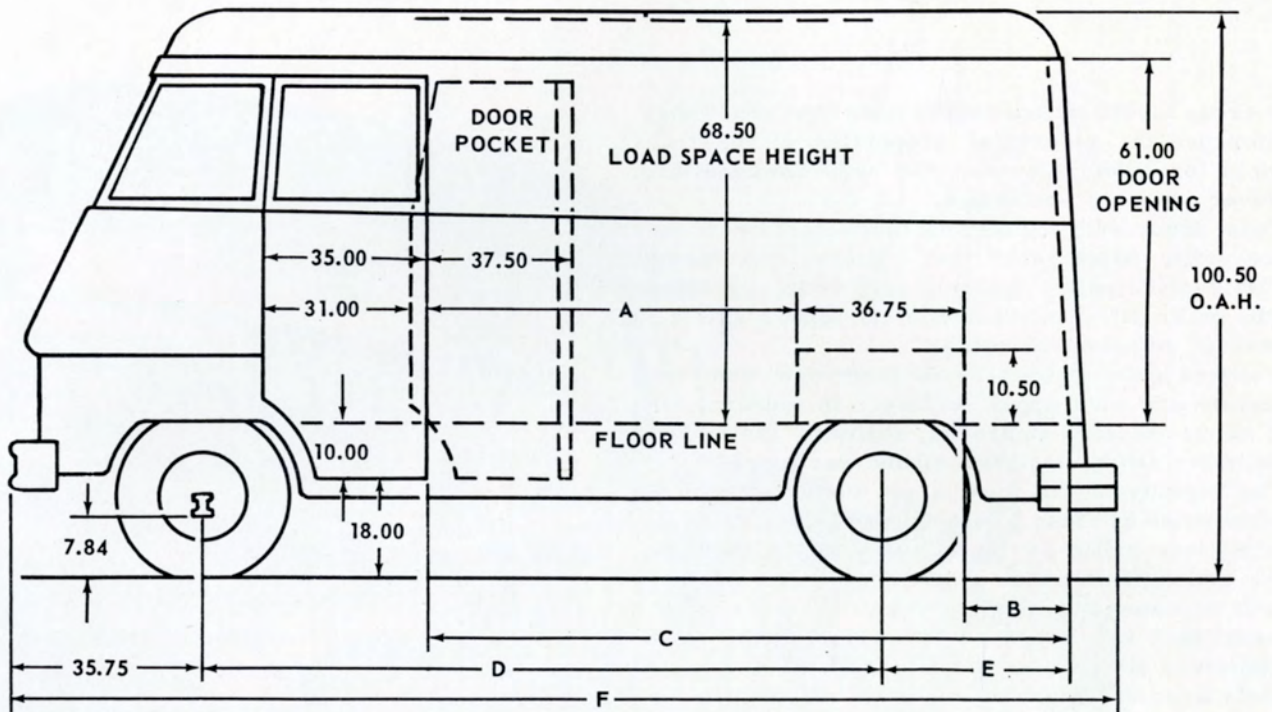
The three new forward control models with panel-type bodies provide extremely capacious load compartments. Model 3445 provides 276.5 cubic feet of load space, model 3545 has 334.2 cubic feet while model 3745 has 392.1 cubic feet. The cubic capacities are computed from the rear of the driver's seat with the seat in its rearmost position. The driver's seat has a travel of 3.5 inches.

The two-piece windshield has a total area of 2260 square inches. The right hand door window is of one-piece construction, with an area of 438 square inches. The left hand door window is a two-piece unit which can be opened. It has an area of 430 square inches. Other pertinent interior and exterior dimensions are listed in the accompanying chart and illustrations.

STEP-VAN EXTERIOR DIMENSIONS

AREA		MODEL		
		3445	3545	3745
A		38.50	58.50	70.50
B		23.75	23.75	31.75
C		99.00	119.00	139.00
D		104.00	125.00	137.00
E		53.38	53.38	60.38
F		193.12	213.12	233.12
G	Single	48.00	48.00	48.00
	Dual	42.00	42.00	42.00

GREATER OVERALL LENGTHS
EXTREMELY ROOMY STEP-VANS



BODY AND SHEET METAL

Numerous modifications to the front end sheet metal improve the structural properties of the truck models for 1958. The cab and body combinations, however, remain unchanged.

Total front end rigidity is increased by a one-piece grille filler panel that replaces the former multiple-piece unit. The new grille bar is attached to the grille filler panel and to the fender skirts by means of common mountings.

Fenders gain rigidity from their new contoured structure and wide upper surface. In addition, fender skirts receive improved stiffness distribution from their newly designed ribbed sections.

The rigidity of the front sheet metal as a whole is augmented by close integration of its components. The big new grille bar is attached to the new one-piece grille filler panel and to the fender skirts by means of common mountings, so that the stiffness of each part supplements that of the other parts.

Radiators of the 6-cylinder and 8-cylinder engine models are now mounted in the same position instead of two former mounting positions. A deep fan shroud extension is attached to the radiator of eight cylinder engines to direct the air flow for most efficient cooling.

The radiator support assembly is stronger by virtue of new deep channel contours in its construction. Large core radiators in 80 and 100 model trucks are attached to the radiator support in four places, instead of the former three-place attachment.

Flat face cowl school bus models have new rubber cushioned front body mountings. Elimination of the solid metal mountings at this location in favor of rubber mountings decreases front sheet metal and cowl stresses on these models by 40 percent.

Three different sets of front fenders for cab and panel models replace the four sets previously used. For 1958 all Series 30 cabs or panel models utilize the same fenders. Another set is provided for all Series 40, 60, 80 and 100 cab models. A third set is provided for all LCF Series.

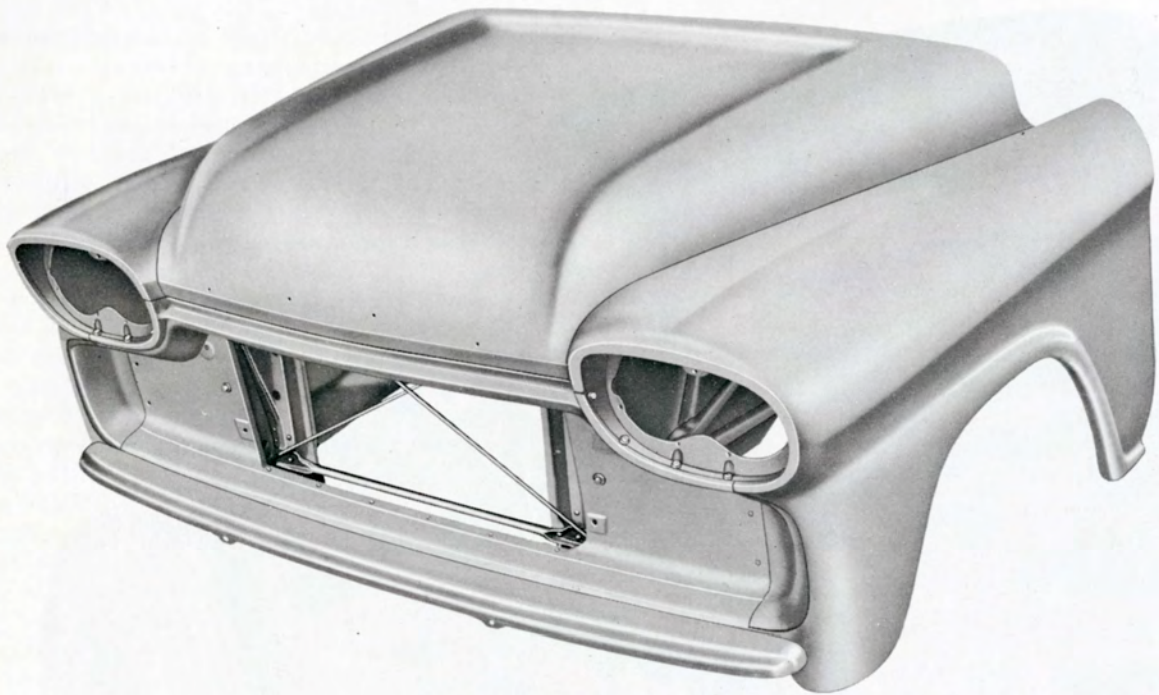
The new hood is more rigid in structure and more efficient in operation. In addition, the hood front reinforcement now flares out widely at both ends, and the rear reinforcement is increased in section, for more effective distribution and absorption of hood stresses.

New hinges reduce hood lifting effort. This is accomplished by redesigned hinge geometry, and a new method of anchoring the heavier hinge spring to the fender skirt.

IMPROVED HOOD HINGES
MORE RIGID FENDER CONTOURS
NEW ONE-PIECE FILLER PANEL

MODEL 5103



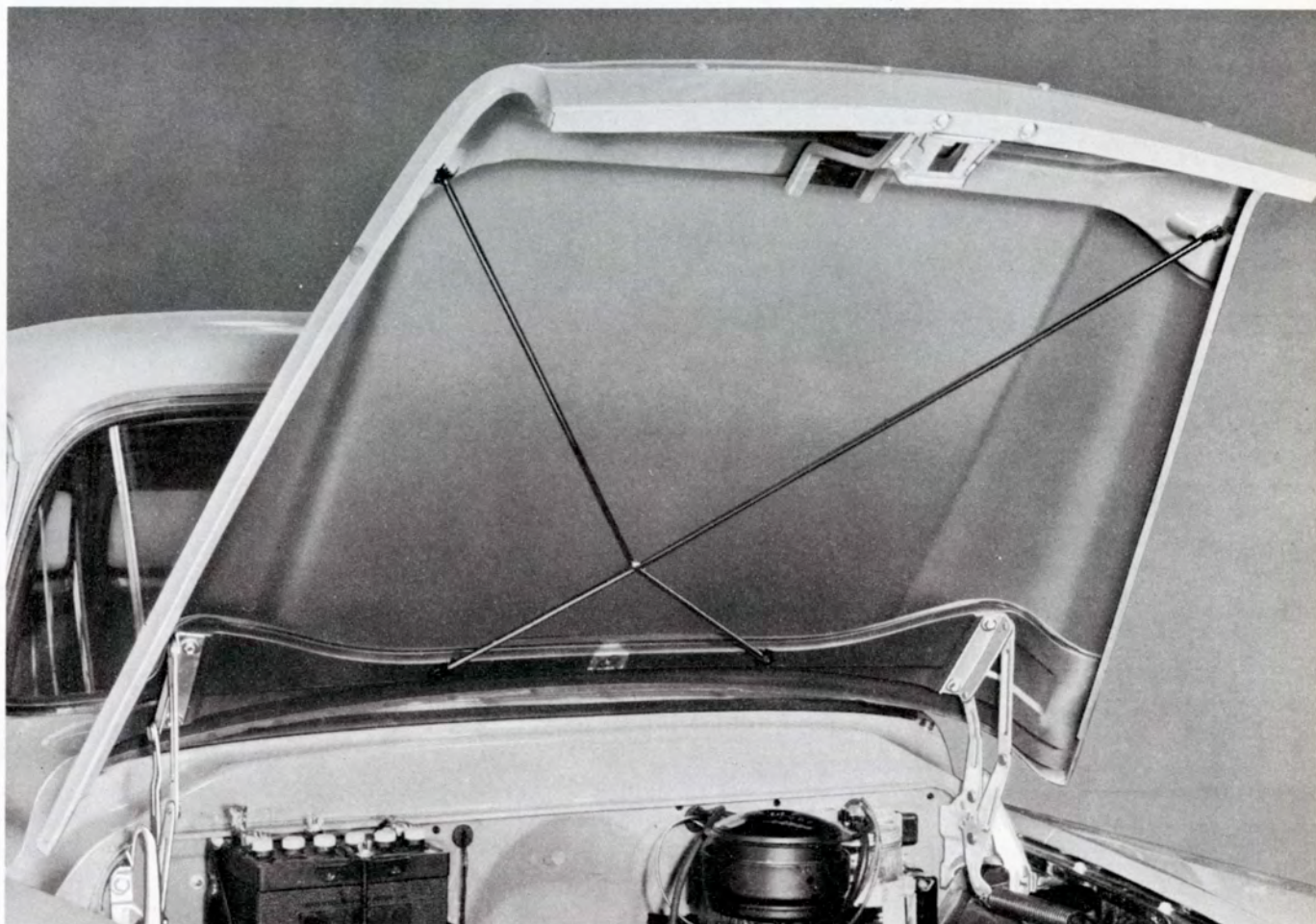


SHEET METAL

Greater rigidity for the entire sheet metal structure is provided by the one-piece grille filler panel which replaces the former multi-piece design. The grille is attached directly to the panel, and to the fender skirts as well, with common mountings.

The rigid, deeply contoured fenders are further strengthened by heavily ribbed skirts. Both the fenders and the skirts are individually attached to the filler panel. The entire unit is further augmented by the side baffles, upper and lower tie bars as well as the diagonal bracing.

Front sheet metal mounting again consists of a two-point attachment on all conventional models and a single mount on Low Cab Forward vehicles.



HOOD STRUCTURE

The new hood design provides an extremely rigid structure. Deeply contoured styling, the widely flared ends of the front reinforcement, the increased section of the rear reinforcement, the added center brace on conventional models, and the diagonal bracing all combine to effectively distribute and absorb hood stresses.

A redesigned hood hinge geometry reduces lifting effort from 35 to approximately 10 pounds. The heavier spring is anchored to the fender skirt rather than the hinge assembly. The new hinges provide greater durability and produce a hood pop-up action when the lock is released.



STEP-VAN MODELS

The new parcel delivery vehicles, combine the work proven Chevrolet forward control chassis with handsome, all-steel, van-type bodies. A divided, full wrap-around windshield, with 13-1/3 square feet of glass area, provides maximum driver visibility, while the divided window on the driver's side slides rearward for ventilation or signaling.

The low entrance step design increases driver comfort and safety as well as provides easier loading. The driver's compartment is completely finished. A built-in parcel tray is formed by the top of the engine housing and the tool box which is located to the right. The entire engine can be uncovered by releasing the housing which is secured with toggle fasteners. Access to battery, transmission, brake master cylinder and carburetor is provided by convenient service doors.

The driver's seat is fully adjustable, forward and back or up and down. It also folds for unobstructed access to load compartment. The backrest folds flat against the cushion and the entire unit swings forward, under the steering wheel.

Full-length, heavy-duty piano-type hinges attach the 38-inch wide rear doors to the body. Catches securely hold doors in the fully open position.

The U-Channel section rear bumper, of 3/16 inch steel is 4-1/2 inches wide. With a 1-inch top and bottom flange it provides protection and is used as a step for access to the load compartment. Steel brackets anchor the bumper to the frame at four points.

All chassis components of the new panel delivery vehicles are identical to those of the forward control models 3442, 3542 and 3742. This includes the Thriftmaster engine, 3-speed transmission and 5000 pound capacity rear axle. Available optionally are the 4-speed or Hydramatic transmission and 7200 pound capacity rear axle.

A number of other options, pertaining to the body, are available. Greater load accessibility may be obtained with optional 60 or 72-inch rear doors.

The 72-inch doors open against the body sides for unobstructed access to load compartment. Where greater load protection is desired, solid metal rear doors may replace the doors with windows. Shutter-type louvered panels are also available to replace the rear door glass if ventilation is desired, or else solid metal panels can be used instead of the windows for the sake of security.

Several options are also available in side door equipment. Standard sliding doors retract into the body sides and therefore require pockets into which they can be retracted. For users requiring maximum interior width along the entire inside body length, "bakery type" doors are available. These are double sectioned units which, when opened, fold together and then rest flat against the exterior of the body. Sturdy piano-type hinges attach the sections to each other and to the body. This type of door is available on both the right and left hand side or else on the right hand side only with the driver's side access sealed.

The standard 18 gauge corrugated floor can be replaced with an optional 11 gauge smooth floor for easier loading in certain applications.

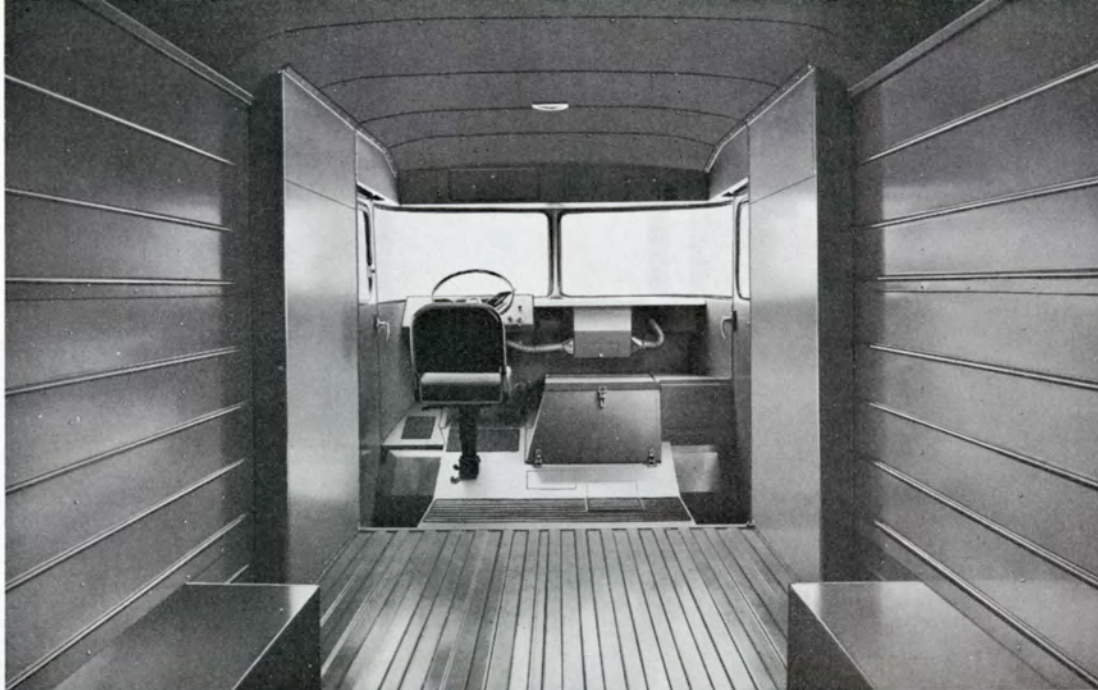
Two different seat options are also available. One is a chair type seat, in the driver's compartment, the other is a folding jump seat which mounts on the right hand side door pocket. A separate option provides a foam rubber driver's seat.

For customers requiring the driver's compartment to be closed off from the load space, plywood partitions are available.

In uses where load space area is not critical an inside mounted spare tire carrier is obtainable. It can be attached to either of the side door pockets.

Electrical options include an extra dome light for additional illumination of the load space, a right hand tail light and directional signal lamps.

Other options include a high output, fresh air hot water heater, power roof ventilators, a right hand rear view mirror and two-tone paint.



BODY STRUCTURE

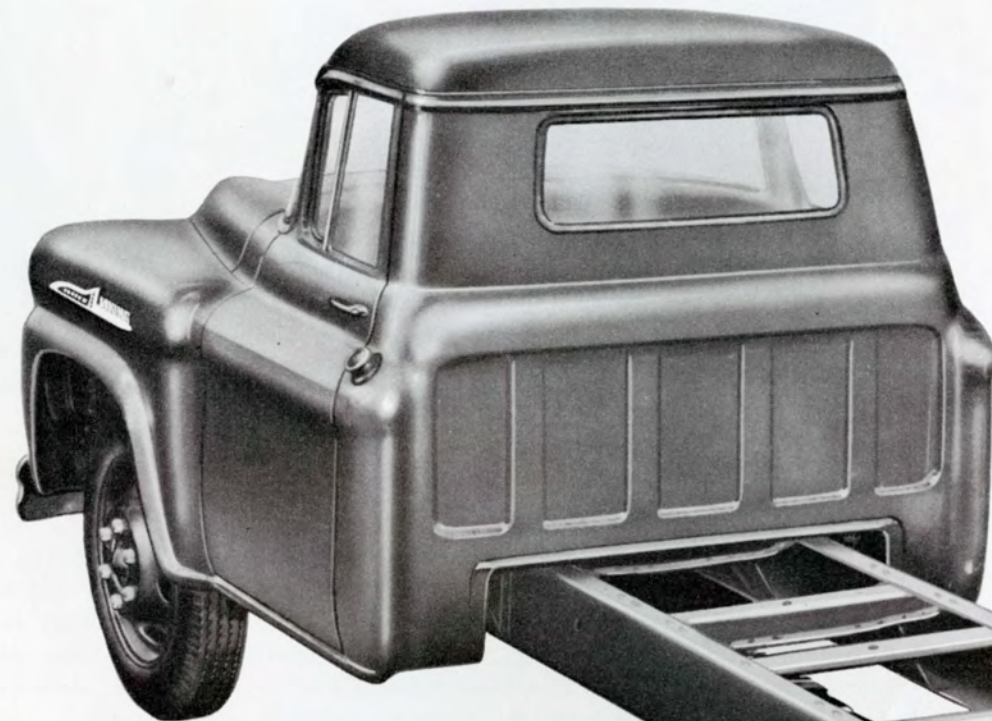
The all-steel bodies, of bolted and welded sectional construction, provide maximum load protection. The inner surfaces of the sides, roof and doors are sprayed with mastic and lined with one-inch fiber glass blankets for sound deadening and insulation against both heat and cold. The entire interior of the body is then lined with steel panels, providing a smooth surface with no projecting parts. The underside of the body is fully undercoated.

SLIDING DOORS

Full opening sliding side doors have finger tip control handles. Doors operate on ball bearing rollers and are guided by bottom-mounted nylon rollers that engage step well track for positive closing. When closed, the doors are flush with the body for a clean, unbroken appearance as well as watertight closure.



THE 1958 CHASSIS



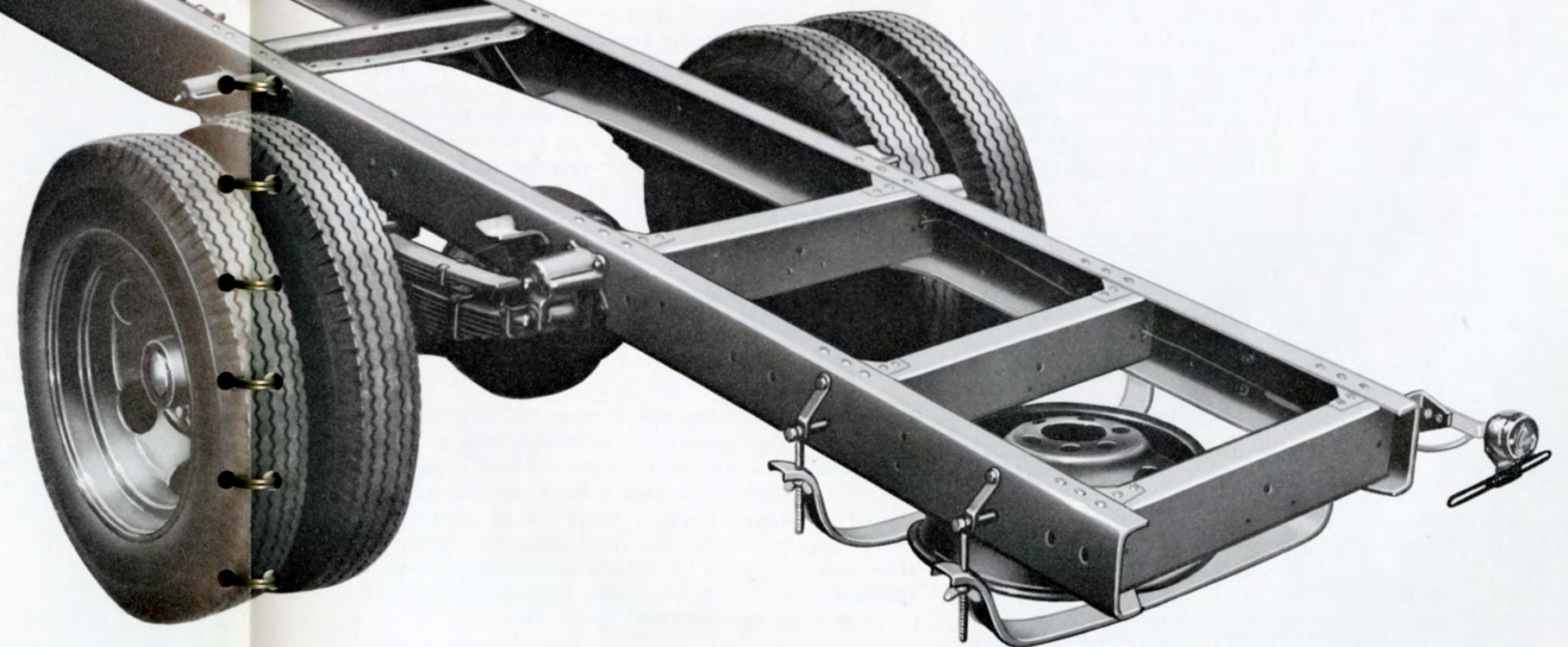
MODEL 6703

A more diversified application of optional and standard chassis equipment bolsters the entire Chevrolet line for 1958. In the heavy-duty series, previously optional cast spoke wheels and 18,000 pound capacity rear axles are now standard equipment. The light-duty forward control models are equipped with a new front axle and tires. Expanded use of such options as full air brakes for heavy-duty trucks, air-hydraulic brakes for Series 50 and 60, and the 9000 pound capacity front axle for Series 90 and 100 models, further strengthens the line.

New equipment available includes additional two-speed rear axles in both 16,000 and 18,000 pound capacities, a 3.70-to-1 ratio axle for 1/2 ton trucks, and selective drive front hubs to be used with four-wheel drive trucks.

Other important revisions include heavy-duty power steering options, standard and optional rear axles using the 15 x 4 inch brake, and an additional drive range for the Powermatic transmission.

NEW REAR AXLE RATIOS
FULL AIR BRAKES ON SERIES 70 AND 80
AIR-OVER-HYDRAULIC BRAKES ON SERIES 50 AND 60
HIGHER CAPACITY POWER STEERING OPTION
CAST SPOKE WHEELS ON HEAVY-DUTY MODELS



HEAVY-DUTY MODELS

REAR AXLE. In line with the continuing program of improvement to make Chevrolet trucks even more rugged and capable load carriers, the previous extra cost rear axle, rated at 18,000 pounds capacity, is now standard equipment for the larger 2-1/2 ton series. Included in the standard axle is the new 7.67-to-1 ratio introduced as an option in 1957 mid-season. This massive high-capacity axle is part of all Series 90 and 100 models except school bus and the optional tandem axle chassis. The 7.17-to-1 ratio rear axle is available optionally.

TWO-SPEED AXLES. To further augment the load pulling ability of all 2-1/2 ton trucks, new heavy-duty 2-speed axles are available optionally. In addition to the 16,000 pound capacity rear axle with 6.50 and 9.04-to-1 ratios, the higher ratios of 7.17 and 9.97-to-1 are offered. On the larger 18,000 pound capacity axles the 6.50 and 8.87-to-1 ratios are continued, supplemented by additional 7.17 and 9.77-to-1 ratios. The high ratio axles rated at 18,000 pounds apply to the Series 90 and 100 vehicles while the new 16,000 pound axle is available for Series 70 and 80 models only.

CAST SPOKE WHEELS. Other rugged components made a standard part of heavy-duty trucks are cast spoke wheels. Previously available only on Series 90 and 100, these lighter, stronger, and more versatile wheels are now regular equipment on all models of Series 70, 80, 90 and 100 truck and school bus chassis. Disk wheels are an option on all 2-1/2 ton models, except tandem axle vehicles.

BRAKES. Larger braking forces, ease of operation, and greater durability are provided for the smaller 2-1/2 ton, Series 70 and 80 models by the optional full air brake system.

Available in 1957 only on Series 90 and 100 models with the cast spoke wheel option, full air brakes are now obtainable with either disk or cast wheels on all regular 2-1/2 ton truck chassis. In addition, the full air system is available for tandem axle trucks of both 80 and 100 series with the standard cast wheels. School bus chassis are the only exceptions to full air brake availability.

Component parts which make up the new full air brake application are very similar or identical to former parts used. The complete system, as it applies to Series 90 and 100 models, remains unchanged except for necessary adaptations to disk wheels. Front wheel brake assemblies and actuating units for Series 70 and 80 vehicles are the same as for the larger 2-1/2 ton models on both standard and optional axles. The rear assemblies, however, are different. Nominal dimensions of Series 70 and 80 drum diameter and lining width are 16-1/2 by 4-1/2 inches as compared to 16-1/2 by 5-1/2 inches for the larger series. The brake chambers

operate through a diaphragm of 20 square inches as compared to the 24 square inches of the larger models. Tandem axle vehicles have a total of 765 square inches of brake lining area when full air brakes are used, 118 square inches more than the total with the standard brakes provided with the tandem axle option.

A new more sturdy air compressor mounting for air-hydraulic and full air brake systems is used with Series 90 and 100 models.

Replacing the welded steel plate mounting is a single malleable cast iron support with cast-in reinforcement ribs and oil drain passage for the compressor. Bosses cast into the engine cylinder head and intake manifold provide a firm base for attaching bolts.

In 1957, only one twin-cylinder air compressor unit, rated at 7-1/4 cubic feet per minute, was used for all air operated brake systems. With the expanded application of air-hydraulic and full air brakes for 1958, a new compressor is available.

When Series 50 and 60 trucks are equipped with air-hydraulic brakes, a light-duty 2-cylinder compressor rated at four cubic feet per minute is used. For tractor-trailer operations which require greater braking capacity, the compressor rated at 7-1/4 cubic feet per minute is available. This medium-duty unit is used for all applications of air systems on Series 70, 80, 90 and 100 single and tandem axle trucks, and school bus chassis.

Standard production brakes for Series 90 and 100 models have also been increased in size and durability. With the 18,000 pound capacity rear axle as regular equipment, rear brake drums are increased from 15 inches to 16 inches in diameter, and total lining area is larger by 22 square inches. The diameter change provides a longer lever arm through which brake forces act to increase applied braking effort, and the larger total lining area enhances durability.

Regular equipment rear brakes for Series 70 and 80 models are improved with added brake shoe lining area, uniform brake shoe return springs with new attachments, and new more durable flat face sliding anchor.

FRONT AXLE. The heavy-duty 9000 pound capacity front axle, previously available only on tandem axle trucks, is now offered for all 2-1/2 ton Series 90 and 100 models, except school bus chassis. Designed for heavy hauling, where it is necessary to place larger loads on the front end, this more massive axle assembly increases capacity by more than 28 percent. The 4250 pound capacity front spring is used with this optional front axle.

POWER STEERING. The new truck program also provides new power steering units for 90 and 100 series. A heavy-duty, higher capacity hydraulic

pump is mounted forward on the engine and driven by the fan belt. A new power cylinder features an increase in diameter from 2 inches to 2-3/8 inches. The larger cylinder coupled with higher pump capacity serves to reduce steering effort and provide faster steering response as well as improve durability. Pump durability is further augmented by the forward location providing better cooling. In addition it is easier to select the proper driving speeds for the pump, more closely suiting it to the particular vehicle and the job it must do.

Pitman arm stops have been added in the power steering option of medium and heavy-duty models to increase durability by not allowing power to be applied against wheel stops.

FRONT SPRINGS. A new extra heavy-duty optional front spring is available for Series 100 and all tandem axle vehicles. Capacity of the new spring is 4250 pounds. This is the same capacity as the 1957 optional spring which is continued for 1958. The new spring, however, has 9-leaves in place of the

regular 8-leaves to provide additional durability.

FRONT TREAD. Improved turning angles for heavy-duty Series 70, 80, 90 and 100 have also been provided when using the larger size tires. On both the base 7000 pound and optional 9000 pound capacity front axles the tread has been made wider by lengthening the I-beam. Spring pad centers are not changed; consequently the increase is from each spring pad outboard to the respective king pins. This places the steering knuckles outward enough to provide a full 36 degree turning angle with the largest wheels and tires even when power steering is used.

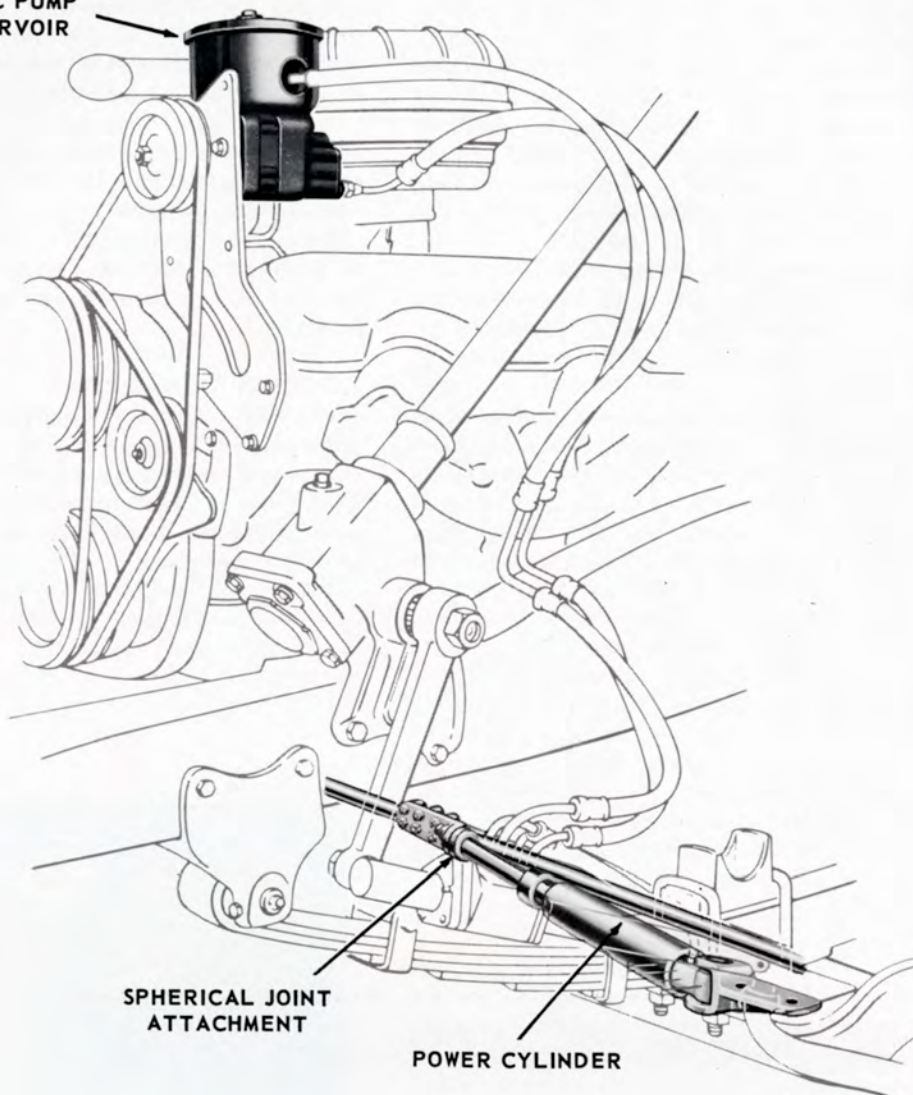
ACCELERATOR PEDAL. A new accelerator for the complete truck line provides a more comfortable position for the driver. A change in the pivot point increases mechanical advantage, resulting in reduced operating effort required. The hinge of the new pedal is built into the new base, giving the lower pivot point.

ACCELERATOR PEDAL

A new accelerator pedal is provided for all Chevrolet models. The pedal is longer and its position more nearly conforms to the angle of the driver's foot. A rubber enclosed hinge is built into the base and attaches to the floor pan. This gives a lower pivot point for a pedal position more comfortable to the driver.



HYDRAULIC PUMP
AND RESERVOIR



POWER STEERING

A higher capacity hydraulic pump and larger power cylinder are featured by the new power steering option for Series 90 and 100 models. The new unit, together with the new 20-inch steering wheel, decreases steering effort, at full load, by more than 20 percent and more than doubles steering response.

The high capacity hydraulic pump is mounted forward on the engine and driven by the fan belt. Hydraulic lines extend down to the single unit control valve and steering connecting rod. Power flow from the control valve is to a larger power cylinder with a new spherical piston rod to tie rod attachment.

The hydraulic pump is of the constant displacement vane type with a 16 percent increase in maximum capacity. A larger reservoir is mounted on top the pump from which hydraulic fluid is drawn. Pump cooling and

durability are improved due to the forward location, directly in the fan blast.

The larger power cylinder features a diameter increase from 2 inches to 2-3/8 inches. This provides nearly 19 percent more piston area and operating force. A steel spherical joint attaches the power cylinder piston rod to the tie rod bracket. The new flexible connection permits the bracket to pivot about the piston rod as the steering tie rod position changes when the wheels are moved from straight forward to the full turn angle. Thus, spherical joint attachments prevent piston rod deflection and possible binding with cylinder walls and seals to add longer life and durability.

Power steering equipment used with Series 50 and 60H plus 70 and 80 models also features the spherical joint attachment.



1957



1958

AIR COMPRESSOR MOUNTING

A cast malleable iron air compressor support is used with air-hydraulic or full air brakes on heavy-duty Series 90 and 100 models. Replacing the welded steel plate support, the new mounting features cast-in reinforcement ribs and an oil drain passage for the compressor crankcase. The stronger, more rigid support resists vibrations caused by heavy load conditions and helps prevent attaching bolts and nuts from loosening. Bosses on the new heavy-duty V-8 engine are cast into the cylinder head and intake manifold to provide a solid base for the attaching bolts.

MEDIUM-DUTY MODELS

CHASSIS. To facilitate cross-country trailer hauling as well as dump body type operations, nine new cab-chassis models are introduced in the medium-duty class. Low Cab Forward Model 5303 and the conventional Model 6303 are identical to their respective groups of series in regard to standard and optional equipment usage. The differences are the back of cab to rear axle and wheelbase dimensions.

A new model is introduced in Series 6700 for carrying big payloads of light bulky objects.

Cab and chassis Model 6703 is available on a 196-1/2 inch wheelbase. The back-of-cab to rear axle dimension is 124-1/8 inches, while other basic dimensions are identical to all other models of the 6000 series.

BRAKES. To provide greater braking forces, air-hydraulic brakes are available on all Series 50 models and Series 60 vehicles when equipped with the optional 283 cubic inch engine, except school bus and forward control chassis.

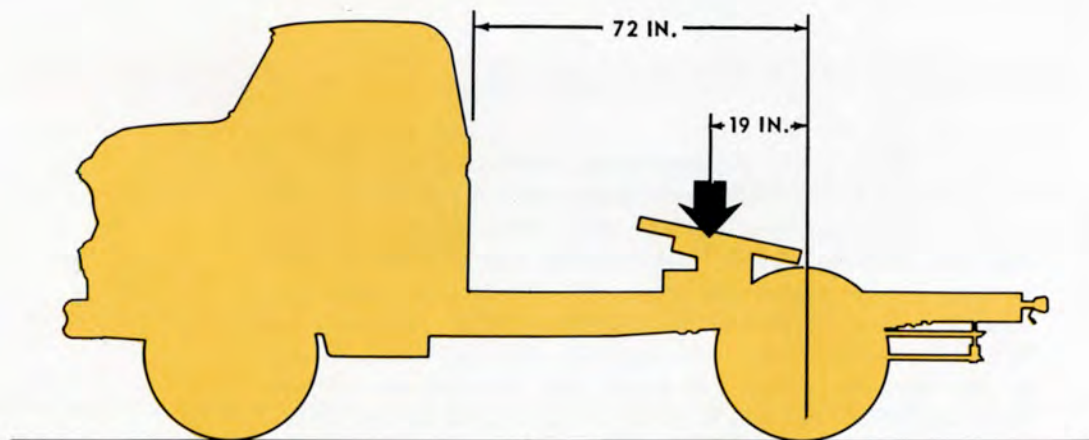
Improvements also provide greater durability for "Twin Action" rear brakes. These 15 by 4 inch units are part of all Chevrolet rear axles rated at 15,000 pound capacity and used optionally or as standard equipment on all 1-1/2 ton and 2-ton as

well as the 2-1/2 ton, Series 70 and 80 vehicles.

A new sliding pivot anchor with a flat face designed to wear longer replaces the contoured face. This face butts against the brake shoe web which has a corresponding flat surface replacing the previous grooved contact surface. Brake shoe return springs have redesigned ends which attach directly to each brake shoe rim instead of the flange. All return springs are of equal length for convenient servicing, and brake shoe facings have been increased in length, providing three additional square inches of lining area for regular trucks and seven for tandem axle vehicles.

FRAME. Frame side rails for 40, 50 and 60 series have been reformed from the front axle forward to provide a comparable bumper to top of side rail dimension with their respective 2-1/2 series. This facilitates the use of one set of front end sheet metal for all medium and heavy-duty trucks.

FUEL PUMP. Series 40 truck models with 6 cylinder engines are equipped with a combination vacuum and fuel pump. The vacuum booster pump assures constant windshield wiper operation at all times for good visibility and safe driving.



NEW CAB-TO-AXLE DIMENSIONS

The 2-ton line features models with new intermediate chassis lengths. These are available to provide a wider selection of chassis dimensions for pulling trailers or hauling van and dump type bodies.

Low Cab Forward model 5303 is built on a 124-5/8 inch wheelbase while conventional model 6303 is available on a 144-1/2 inch wheelbase. Both have a 72-inch back of cab to rear axle dimension. Models in both Series 50 and 60 have previously been available with five and seven

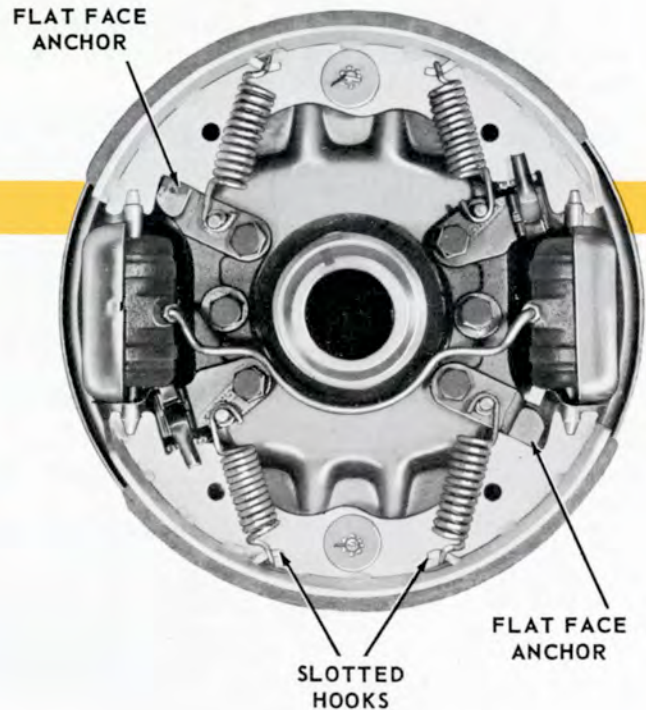
foot CA dimensions and the new vehicles now supply the desirable intermediate cab-to-axle length.

Tractor-trailer operations, in particular, benefit from the new chassis due to the larger variety of trailers that can be accommodated. With a 36-inch king pin setting on the trailer, the fifth wheel can be located up to 8 inches forward of the axle for standard width, square nose trailers, and up to 19 inches forward of the axle for round nose trailers.

REAR BRAKES

Durability and ease of service are both improved on the 15 x 4 inch brakes used on medium and heavy-duty trucks. The 15,000 pound capacity rear axle is equipped with the balanced brake design which includes new return springs and sliding brake shoe anchors.

To aid servicing, brake shoe return springs are of equal length and attach to each shoe rim by slotted hooks. Brake shoe sliding anchors with a longer wearing flat face replace the contour face design. The 15,000 pound capacity rear axles are also provided with two degrees more brake shoe lining, increasing total area for greater durability.



LIGHT-DUTY MODELS

FORWARD CONTROL MODELS. A shallow drop-section I-beam permits using 17.5 inch wheels in place of 19.5 inch components and 7-17.5-6 ply tires for a base GVW of 5600 pounds. A second new rating of 6200 pounds is available with this same axle, wheels, and tires front, but with larger 8-17.5-6 ply single rear tires.

The previous GVW of 7000 pounds is still available. However, 8-17.5-6 ply tires must be used on front, and 8-17.5-8 ply single tires rear.

Front axle ground clearance is increased approximately one inch in all cases where the new axle I-beam is used.

For the upper two ratings of 7500 and 10,000 pounds the same deep drop-section front axle, as well as the same wheels, tires, springs, rear axle and brakes are required as specified last year.

A number of other improvements have been made on Series 30 forward control models. Accelerator linkage is revised to mount on a bracket attached to the forward part of the engine by the cylinder head bolts. The new set-up makes it possible to install bodies without removing linkage from carburetor to bracket, or transmission to bracket when the Hydramatic transmission is used. Thus, correct factory settings are maintained assuring coordinated engine and transmission operation.

Other features include an optional 30 gallon fuel

tank available on 3542, 3545, 3742 and 3745 models. A redesigned offset pitman arm is used to improve steering and right turn for all Series 30 model forward controls. The channel-type wrap-around front bumper used as standard equipment on Series 38 models, is also available optionally.

REAR AXLE. To provide a selection of greater performance or increased economy with the V-8 engine, a new low ratio rear axle is available for 1/2 ton trucks, in addition to the 3.90-to-1 axle.

By using the new optional 283 cubic inch V-8 engine with the standard 3.90-to-1 ratio rear axle, outstanding power and performance are provided. To provide greater economy, yet maintain a high standard of performance, the 3.70-to-1 ratio rear axle is available optionally for all Series 31 and 32 models, except 4-wheel drive vehicles.

FRONT AXLE HUBS. Four-wheel drive models are now available with an optional front wheel hub that provides greater durability and fuel economy plus improved handling and steering control.

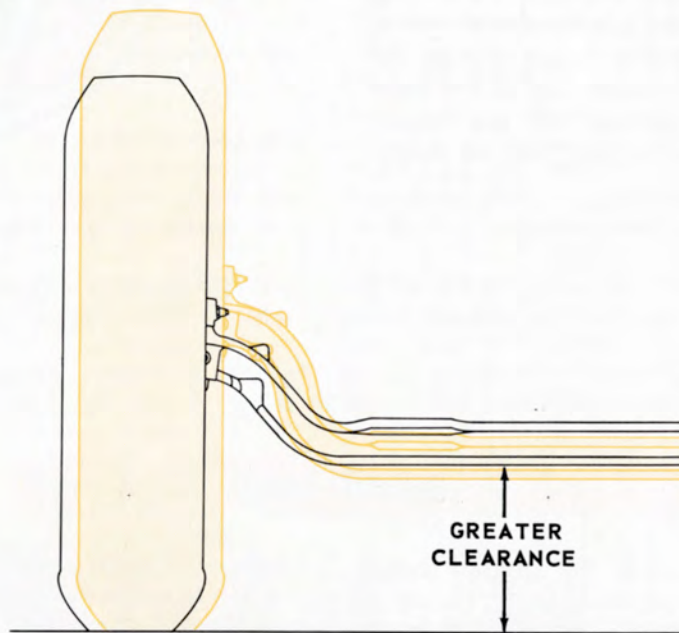
The unique locking and unlocking type hubs permit the front wheels to rotate independently of the axle shafts. When off-highway driving requires additional pulling force, hubs can be engaged and front wheel drive is again provided.

FRAME. The lengthening of Series 30 frame side rails by 2-1/2 inches, provides additional clearance for front end sheet metal.

FUEL PUMP. A vacuum booster pump, integral with the fuel pump, is used with the 6-cylinder engines in all 30 series trucks. During normal operation, manifold vacuum actuates the windshield wiper; the vacuum booster cuts in to power the wiper mechanism when manifold vacuum drops.

HYDROVAC. The hydrovac power brake unit is available as an RPO on forward control and Series 38 models only.

To make units more readily available for installation at customer's request, the vacuum assist unit is provided as an accessory for Series 31, 32, 36 and 38 models. Thus series 38 models, with this arrangement, may be equipped with power brakes as a regular production option or as a dealer installed accessory.

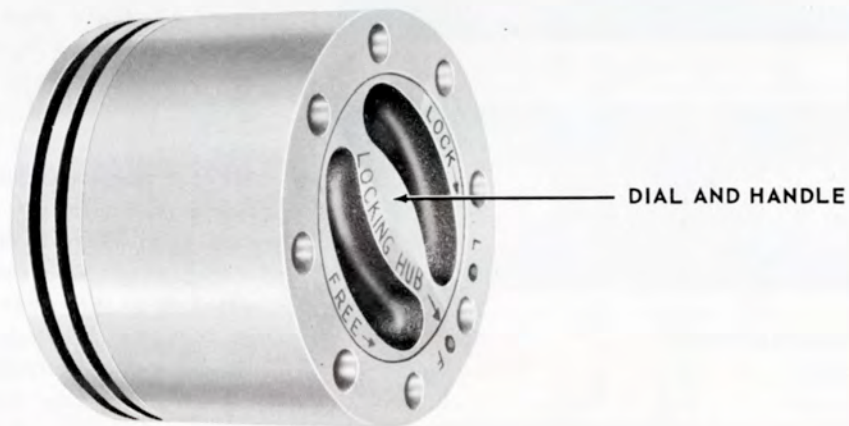
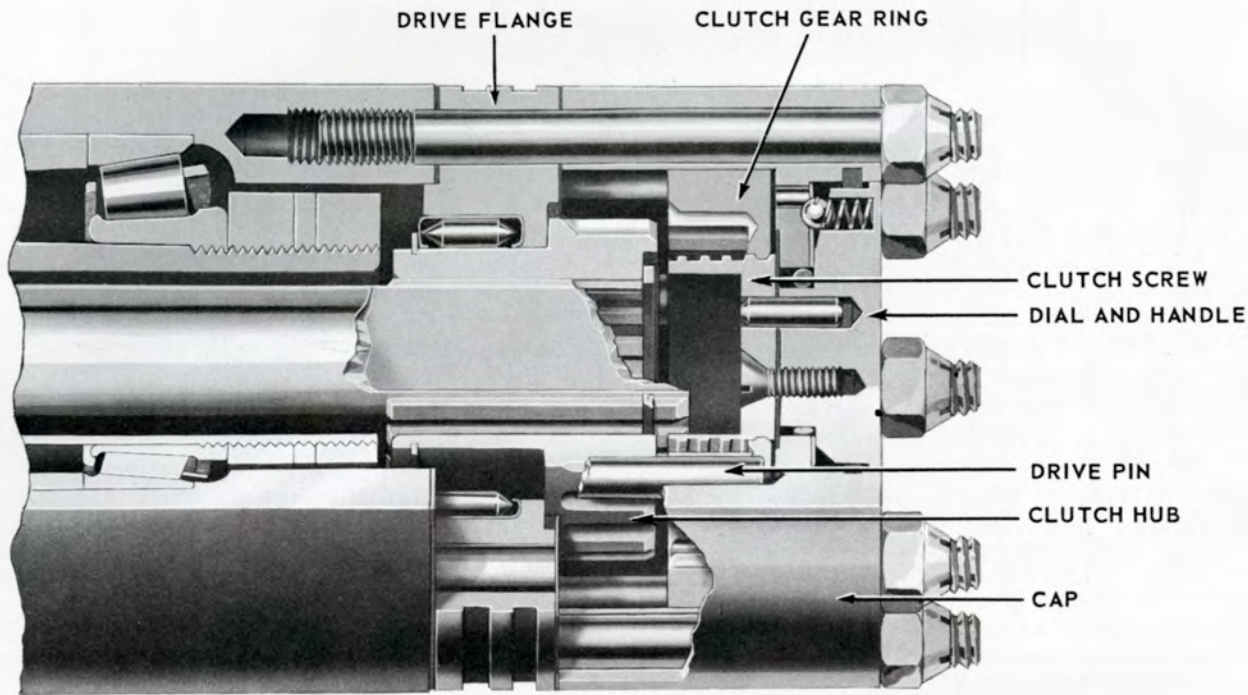


SHALLOW-DROP AXLE

An important feature of the 1958 Series 30 forward control and Step-Van models is the new front axle. A shallow drop-section I-beam provides increased road clearances, yet permits the use of smaller wheels and tires.

Base equipment for all six models are 17.5 inch wheels in place of 19.5 inch, and 7 x 17.5-6 ply tires front and rear. Base GVW has been changed to 5600 pounds. A second new rating of 6200 pounds is supplied with 17.5 inch wheels, 7 x 17.5-6 ply tires front, and 8 x 17.5-6 ply rear. The previous GVW of 7000 pounds is still available. However, the new axle with 8 x 17.5-6 ply tires must be used on the front and 8 x 17.5-8 ply tires on the rear. With the new I-beam, ground clearance increases range from 7/8 to 1-1/2 inches.

For the top two GVW ratings of 7500 and 10,000 pounds the deep drop-section axle is used, with the same wheels, tires and springs as specified last year.



FREE-WHEELING HUBS

A polished aluminum cap, bolted to the wheel hub, houses the drive mechanism and a bronze finger tip dial. Arrows indicate the proper method of setting the dial to engage or disengage the drive members.

As the dial is set to the "Lock" position, the clutch screw is rotated, forcing in the circular clutch gear to mesh with the clutch hub which is splined to the axle shaft. Drive pins, engaging both the cap and clutch gear, act as splines, yet permit the clutch gear to slide in and out to contact the clutch hub.

With the hubs engaged, the power flow is from the axle shaft end to the splined clutch hub and then to the mesh-

ing clutch gear ring. At the perimeter of the clutch ring, rotational force is transferred through the drive pins to both the cap and drive flange body, and through these, to the road wheel. Needle roller bearings and outer race are pressed into the drive flange to carry the axle shaft end.

Because disengagement is at the axle shaft end, only the wheel and hub rotate when two-wheel drive is desired. Thus the axle shafts, constant velocity universal joints, differential and propeller shaft are immobilized to save wear on the components and bolster fuel economy as well.

ELECTRICAL SYSTEM

A dual headlamp system is regular equipment for all series trucks. This new system was developed mainly to improve visibility when driving on low beam. It is especially effective when passing oncoming cars with glaring lights, on black top. On the low beam, up to 100 feet of illumination is gained beyond oncoming vehicles. Light is beamed accurately along the right hand side of the road.

A generator of increased output is used on Series 30 through 80 models to supply the additional current required by the new dual headlamp system. It is rated at 30 amperes, replacing the former 25 ampere unit. The 30 ampere generator is of the same diameter as former design, but is 1-inch longer. A 30 ampere generator was already used on the 90 and 100 series in 1957, and this same

design is carried over for the 1958 model year.

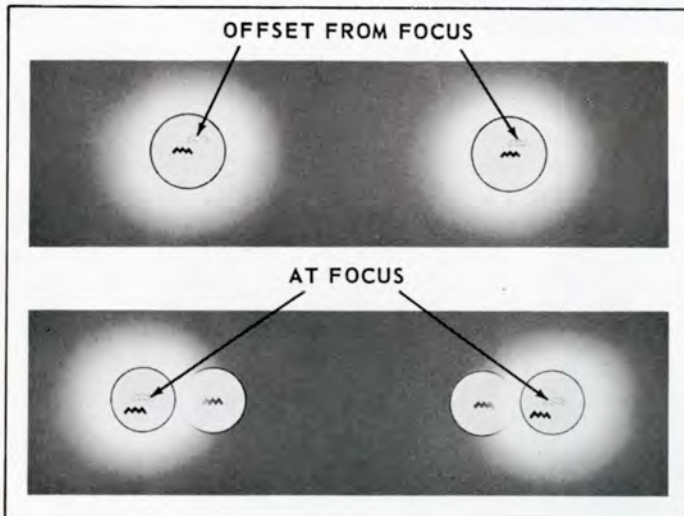
Electric windshield wipers are continued as regular equipment in all trucks with V-8 engines and in the 6000 series with either the 6-cylinder or V-8 engine. The electric windshield wiper is an improved 2-speed unit. The electric motor is of a new design, with rotary movement rather than reciprocating, and rotation is reversible. When the electric windshield wiper is turned off, the motor reverses its direction and parks the wiper blades at the bottom of the windshield. The switch is of a positive type, with two speeds and three positions (Off, Slow, Fast), replacing the bowden cable system. The more efficient motor requires less current. It draws 2.5 ampere, compared to the 3.5 ampere requirement for the former design.

DUAL HEADLAMP SYSTEM

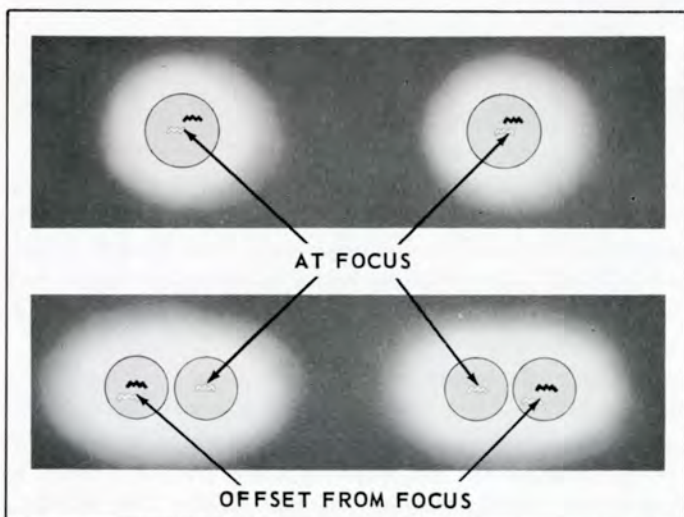
In the former single lamp system, the high-beam and low-beam filaments were incorporated in the same sealed beam unit. Since it was impossible to place both filaments at the reflector focus, the high-beam filament was favored and located at that point. The low-beam filament was placed as close to the reflector focus as possible, but that compromise left much to be desired for low-beam illumination. In the new dual headlamp system, it is possible to have both high-beam and low-beam in focus.

Each outer lamp contains two filaments, the low-beam which is at the reflector focus and the high-beam, which is somewhat off-center. The inner lamps each contain a single, high-beam filament, directly at the reflector focus.

When the dimmer switch is set for low-beam, the outer lamps only are used, utilizing the filament at the focal point. This, in combination with the lens which are scientifically designed to channel the light to the right hand side of the road, provides excellent low-beam illumination with relative darkness on the left side of the road, thus not blinding drivers of oncoming cars. When the dimmer switch is set for high-beam operation, all four headlamps are used. The two center lamps direct their illumination down the highway for country driving, while the second filament of the outer lamps provides shoulder illumination and a general body to the upper beam.



LOW-BEAM COMPARISON



HIGH-BEAM COMPARISON

TRANSMISSIONS

Revisions in transmission availability as well as improvements in design increase performance and durability of the Chevrolet truck models affected.

The addition of a second drive range on the Powermatic transmission provides greater flexibility in downhill speed control, and extra convenience in city traffic.

By providing a drive range limiting upshifts to fifth gear, downhill speed control is improved with better modulation of the hydraulic retarder range. Previously, the operator could use the hydraulic retarder in second gear, fourth gear, or sixth gear. The added drive range permits the operator to use the hydraulic retarder in fifth gear as well, thereby greatly extending the useful range of the retarder by providing speed control throughout the entire vehicle speed range.

City traffic performance also benefits from the added drive range. With upshifting limited to fifth gear, city traffic downshifting is greatly reduced,

and a more adequate performance factor maintained.

The addition of a new forward driving range has required modifications to the Powermatic quadrant. The selector gate is redesigned for easier, more positive range selection. In addition, range designations have been renamed, using numerals denoting the gears to which a particular range limits the transmission, rather than range names.

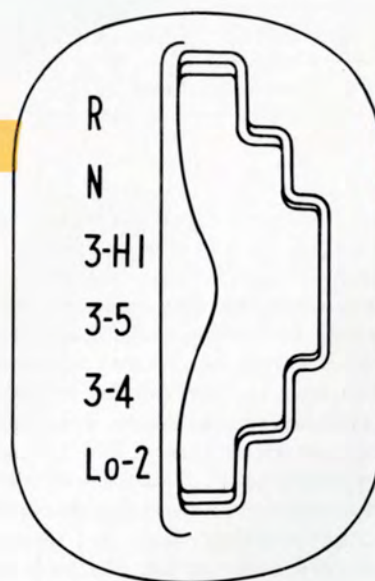
Transmission control is also improved with a flexible shaft replacing the linkage between the selector lever and the transmission valve body control levers. Benefits include reduced transmission of noise and vibration, and more accurate selector positioning.

In the interest of durability with the 348 cubic inch displacement engine, Series 90 and 100 models have the Spicer heavy-duty 5-speed transmission as regular equipment. All other transmissions of the previous year are unchanged and are again available in the same series application for 1958.

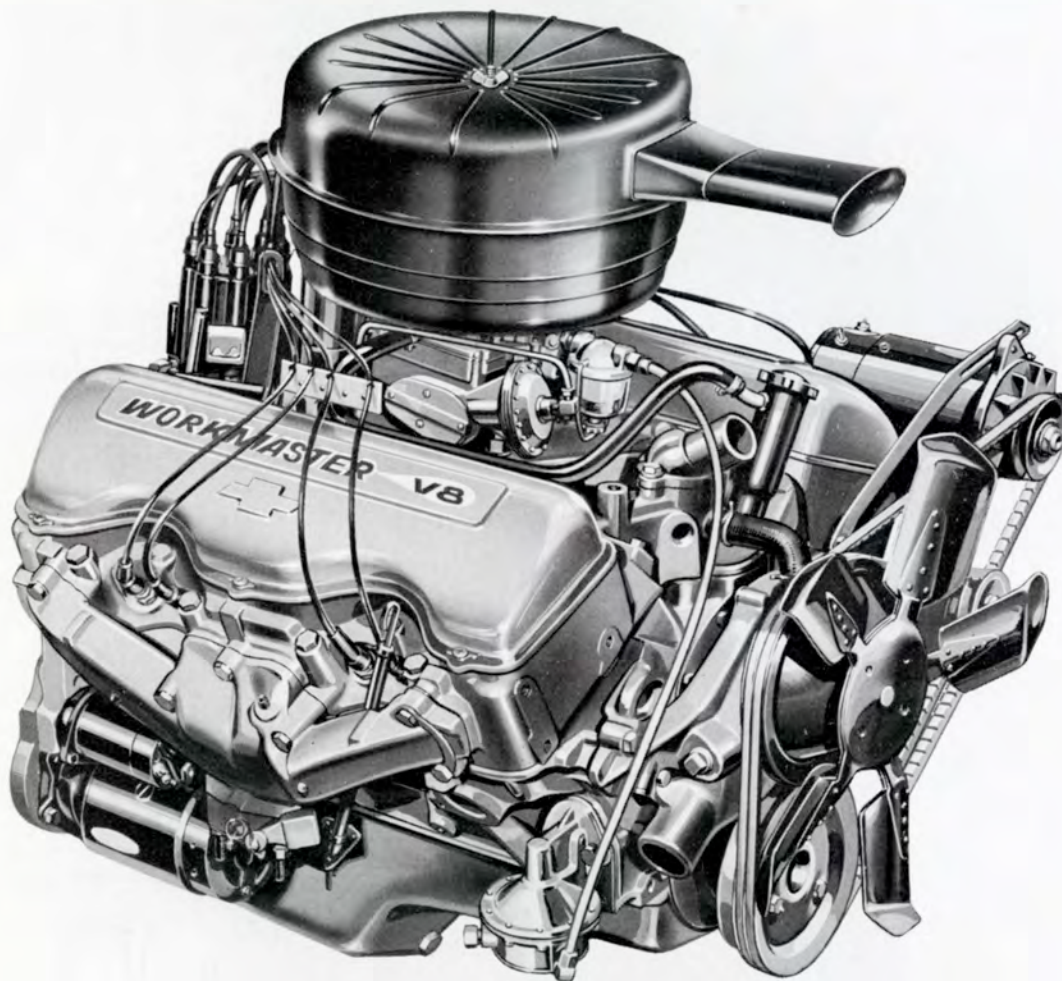
SELECTOR QUADRANT

New range designations of 3-Hi, 3-4 and Lo-2 replace the DR, INT and Lo range respectively. The added range is designated 3-5.

Blind range selection is eased through an added step in the selector quadrant gate at the 3-4 position. With this arrangement, the selector lever has unstepped travel between 3-5 and 3-Hi; selection of 3-4 or Lo-2 range requires moving the lever laterally one step for each range.



1958 TRUCK ENGINES



Eight powerful truck engines are available in the Chevrolet line for 1958. Included are all the basic engines which were available previously, as well as an entirely new, larger displacement unit featuring radical combustion chamber design. The engines range in output from 145 to 230 horsepower, providing power tailored to most trucking requirements.

The new, 348 cubic inch displacement V-8 engine is named the Workmaster. Its heavy-duty design and components make it ideally suitable to the high-power requirements of Chevrolet's largest trucks, Series 90 and 100. This engine has an 8.0-to-1 compression ratio and an output rating of 230 gross horsepower at 4400 rpm, 335 pound-feet of gross torque at 2800 rpm, 194 net horsepower at 3800 rpm and a net torque of 302 pound-feet at 2600

rpm. Included as regular equipment are a four-barrel carburetor and dual exhaust system.

Provided as standard equipment on school bus models of the 100 Series, the 322 cubic inch displacement Loadmaster engine continues unchanged, both in design and in output. The Super Loadmaster engine is discontinued.

Three different 283 cubic inch displacement V-8 engines are available for the new truck models, all boasting improvements and refinements for greater durability.

Series 30 and 40 vehicles may be equipped with an optional light-duty 283 cubic inch Trademaster which replaces the 265 cubic inch displacement engine used formerly. With a two-barrel carburetor and a compression ratio of 8.5-to-1 this engine

**MORE POWERFUL 6-CYLINDER ENGINES
IMPROVED 8-CYLINDER ENGINES
COMPLETELY NEW 348 CUBIC INCH ENGINE**

ENGINE AVAILABILITY AND OUTPUT RATINGS

ENGINE	USED IN SERIES	GROSS		NET	
		HP AT RPM	TORQUE AT RPM	HP AT RPM	TORQUE AT RPM
Thriftmaster	30 and 40 Conventional	145 - 4200	215 - 2000	125 - 4000	195 - 2000
Thriftmaster Special (updraft)	34 - 35 - 37 Forward Control	145 - 4200	215 - 2000	120 - 3800	192 - 2000
Jobmaster	60	150 - 4000	235 - 2000	130 - 3800	218 - 2000
Trademaster	RPO on 30 and 40	160 - 4200	270 - 2000	137 - 2000	250 - 2000
Taskmaster	50 RPO on 60	160 - 4200	270 - 2000	137 - 4000	250 - 2000
Super Taskmaster	70 and 80 RPO on 50 and 60	175 - 4400	275 - 2400	160 - 4000	255 - 2200
Loadmaster	100 School Bus only	195 - 4000	310 - 2200	170 - 4000	282 - 1800 - 2400
Workmaster	90 and 100	230 - 4400	335 - 2800	194 - 3800	302 - 2600

has 160 gross horsepower, 270 pound-feet of gross torque, 137 net horsepower and a net torque of 250 pound-feet.

A heavier duty version of this engine, the Taskmaster, with a two-barrel carburetor, a compression ratio of 8.0-to-1 and a number of heavy-duty components is regular equipment on Series 50 models and available optionally for Series 60 vehicles. New durability components include hardened exhaust valve faces and seats, valve rotators and a roller-type timing chain. The power output of this engine is the same as of the Trademaster.

Series 70 and 80 models are equipped with a four-barrel carburetor edition of this engine, with the same heavy-duty components. Its power output is: 175 gross horsepower, 275 pound-feet gross torque, 160 net horsepower, 255 pound-feet, net torque. This engine is also available optionally on Series 50 and 60 models.

All 6-cylinder engines are improved for better performance and longer life. The 235 cubic inch displacement Thriftmaster is standard equipment on Series 30 and 40 models. Its increased compression ratio contributes to the greater power output of 145 gross horsepower and 215 pound-feet of gross torque. Other refinements include new oil control rings and an improved oil supply to the rocker shaft. An updraft carburetor equipped Thriftmaster engine, with the same improvements and power, is provided on Series 30 forward control and Step-Van models.

Series 60 models are again equipped with the 261 cubic inch displacement Jobmaster 6-cylinder engine. Also featuring improvements for greater durability with hard faced exhaust valves, new oil control rings and improved oil supply to the rocker arm shaft, this engine provides 150 gross horsepower, 235 pound-feet gross torque, 130 net horsepower and 218 pound-feet of net torque.

WORKMASTER ENGINE



THE NEW 348 CUBIC INCH ENGINE

A completely new heavy-duty V-8 engine, designated the Workmaster, is introduced for use on Series 90 and 100 models. Built for power, ruggedness, and serviceability, this genuine truck engine has components that are distinct from those in the 283 and 322 cubic inch engines, with only a few minor exceptions.

The Workmaster, with a bore of 4.125 inches and a stroke of 3.25 inches for 348 cubic inches of displacement, has an 8.0-to-1 compression ratio. It is available on all Series 90 and 100 models except school buses.

In addition to developing higher maximum power and torque than any Chevrolet truck engine previously offered, the Workmaster is able to produce exceptionally high torque over the entire middle speed range. From 1500 rpm to 3550 rpm, the new engine can deliver more than 280 pound-feet of net torque to the drive line.

The high power output and torque development result principally from the high, precision-controlled compression ratio, high volumetric efficiency, high turbulence of the fuel mixture, and short flame travel during the period of combustion.

These characteristics are largely the product of unusual combustion chamber design. Practically all of the combustion chamber, which is entirely machined, is in the cylinder block, instead of in the head. Each top face of the block is inclined 16 degrees from the conventional position perpendicular to the cylinder bores. To form the combustion chamber, the piston is designed with a peaked head, with the top faces also at a 16 degree angle from the perpendicular. Thus, one face of the piston is parallel to the flat cylinder head, and the other face is at a 32 degree angle to the head. This angle produces the main combustion volume. To achieve the exact shape and volume desired, a

COMBUSTION CHAMBER MACHINED IN BLOCK
HEAVY DUTY COMPONENTS
COMPACT SIZE
HIGH POWER OUTPUT



portion of the top of the bore has been machined out. With the combustion chamber formed entirely by machined surfaces, compression ratio is precisely controlled.

The large flat surface of the cylinder head that forms the top of the combustion chamber allows the use of large valves and permits the rows of intake and exhaust valves to be offset from each other. Location of the valves in a flat surface eliminates much of the shrouding effect that is present when they are placed in a hollow or cove. This feature contributes to free passage of air-fuel mixture and exhaust gases for high volumetric efficiency, which is further promoted by generous sized valve ports in the head.

The position of the top faces of the piston relative to the cylinder head face results in high turbulence of the mixture during the compression stroke. The charge is thus literally squished by the piston face parallel to the head into the principal combustion

volume. The turbulence and the short flame travel that results from central location of the spark plugs produce smooth, efficient combustion.

Ruggedness is provided largely by the compact, rigid cylinder block and a heavy-duty crankshaft, which has induction hardened main and connecting rod journals. It also incorporates heavy-duty connecting rods, exhaust valves, pistons, pins, bearings, timing chain, and uniform full-jacket cylinder wall cooling. Service problems are minimized by easy access to all components, particularly to the spark plugs, and provisions are made for independent mounting of the air compressors.

Effectiveness of the positive crankcase ventilation system is promoted by four longitudinal slots in the block at the junction of the two banks of cylinders, which allow ample passage for air from the crankcase to the tappet cavity. Oil separation is effected by passing the air through a labyrinth formed by the rear end of the sheet metal oil splash guard and

cast ribs in the under side of the intake manifold.

Although the new engine has a considerably larger displacement than any previous Chevrolet truck engine, it is remarkably compact. It is but an inch and three-quarters longer than the 283 cubic inch unit, and less than three inches wider, while its overall height is almost an inch less. This compactness is obtained without any sacrifice of uniform cylinder block cooling. The full length and complete circumference of each cylinder bore are cooled, as in the smaller Chevrolet engines.

The crankshaft has surface-hardened crankpins and main bearing journals for heavy-duty service. The journals are heated by induction and quenched with water to a Rockwell C Scale hardness of 50 to 60.

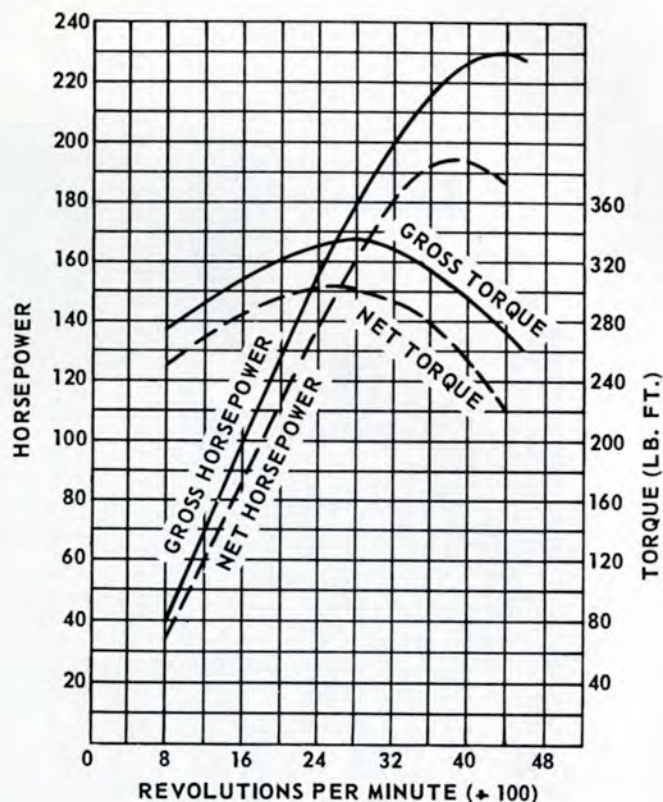
Main bearing journals are 2.5 inches in diameter, and the crankpin diameter is 2.2 inches. Both these diameters represent a 0.2 inch increase over the corresponding dimension in the 283 cubic inch engine. Crankpin and main bearing journal overlap also is greater.

Effective length of the rear main bearing is 1.290 inches, with the other four bearings each 0.992 inches long. Thus the total effective main bearing length in the Workmaster engine is 5.258 inches, with the projected main bearing area 13,140 square inches. This represents an increase of 7.7 percent in main bearing area over the 1957 heavy-duty engine used with the 90 and 100 series, and an advantage of 35.5 percent as compared with the 283 cubic inch engine.

Main bearings and connecting rod bearings are of premium heavy-duty bearing alloy, Moraine 400. This metal is unexcelled in the automotive bearing field. Connecting rod bearings, also of Moraine 400, are longer than in previous engines. Projected area of each connecting rod bearing is 1.95 square inches.

The use of rugged, heavy-duty materials in the new Workmaster engine extends also to the valves. Both exhaust and intake valves are made of high hot-strength steel. Intake valve faces are protected by an aluminum coating, and exhaust valves are provided with Stellite faces for hardness, freedom from valve burning, and long lasting, accurate seating. Tips of silicon-chromium steel with hardness of at least 49 Rockwell C assure durability and maintenance of correct dimensions. Rotators on the exhaust valves prevent any tendency to uneven wear. These rotators, of the "rotocoil" design, rest against the cylinder head, so that no weight load is imposed on the valve operating mechanism.

Sodium cooling of exhaust valves helps to prolong valve life and avoid distortion from extreme temperature differentials. The metallic sodium, which fills about one half the cavity in the hollow valve stem, melts very quickly after the engine is started. As the valve opens and closes, the liquid sodium



bounces back and forth, rapidly transferring heat away from the head of the valve.

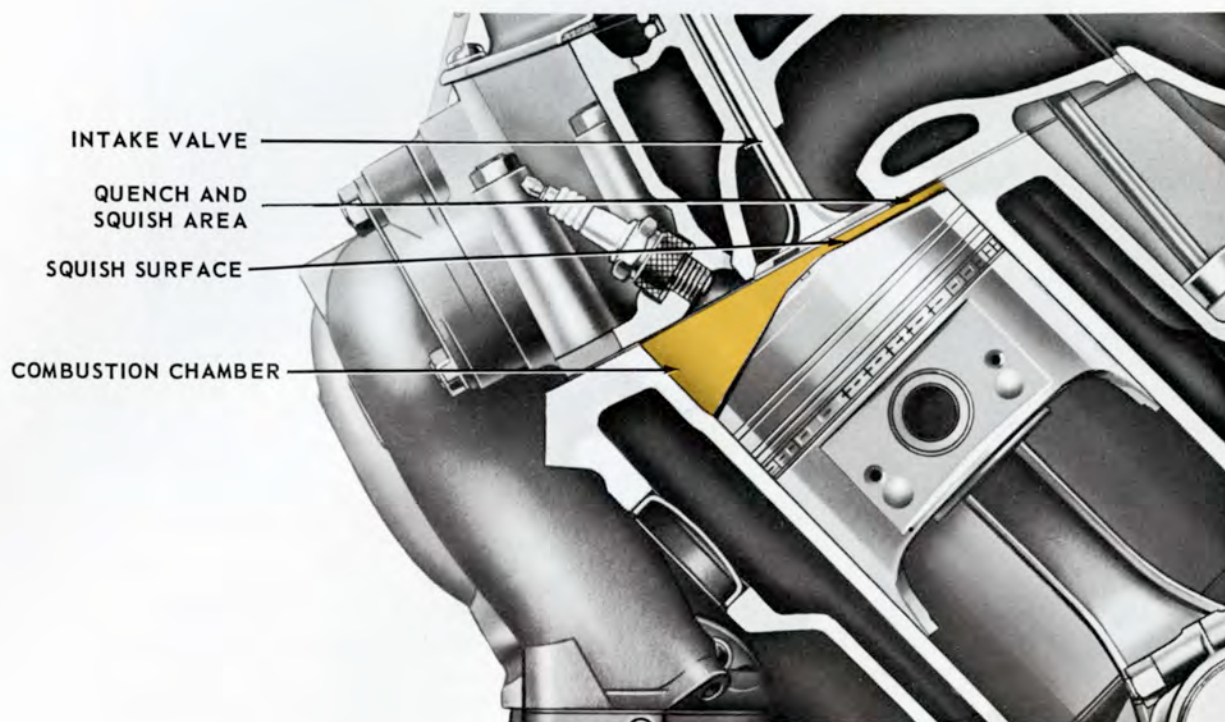
Exhaust valve seat inserts of cast chromium-silicon-nickel steel containing a high percentage of chromium prevent rapid wear of seats and preclude the pounding of the seats out of shape. These inserts have a Rockwell C hardness of about 40.

Camshaft drive is by means of a roller-type chain rather than the link-type, to afford longer life and reduce stretch. As in the Chevrolet 283 cubic inch engines, valve springs are equipped with dampers, valve lifters are hydraulic, the pressed steel rocker arms are mounted on individual studs, and push rods are hollow for lubrication. Valve guides are integral with the cylinder heads.

Since intake and exhaust valves are staggered, the push rods are of different lengths, the rods for exhaust valves being the longer.

The peaked roof pistons, of autothermic solid slipper skirt design, are of extra-strength construction, with a dome 0.400 inch thick. A cast-in steel insert in the top ring groove reduces wear in the groove.

With the higher loading involved, the Workmaster has heavier piston pins than the smaller Chevrolet engine. Diameter of piston pins is 0.988 inch, as compared with 0.926 for the piston pins in the 283 cubic inch engine.



COMBUSTION CHAMBER DESIGN

The new and efficient combustion chamber design of the new 348 cubic inch engine is made possible by new engine block geometry. The top face of the cylinder block is machined at a 16-degree angle from the typical position perpendicular to the cylinder bores. Thus, the opening at the top of each cylinder bore becomes an ellipse, rather than a circle. The area of this ellipse is somewhat larger than the usual circular opening, permitting the use of larger valves.

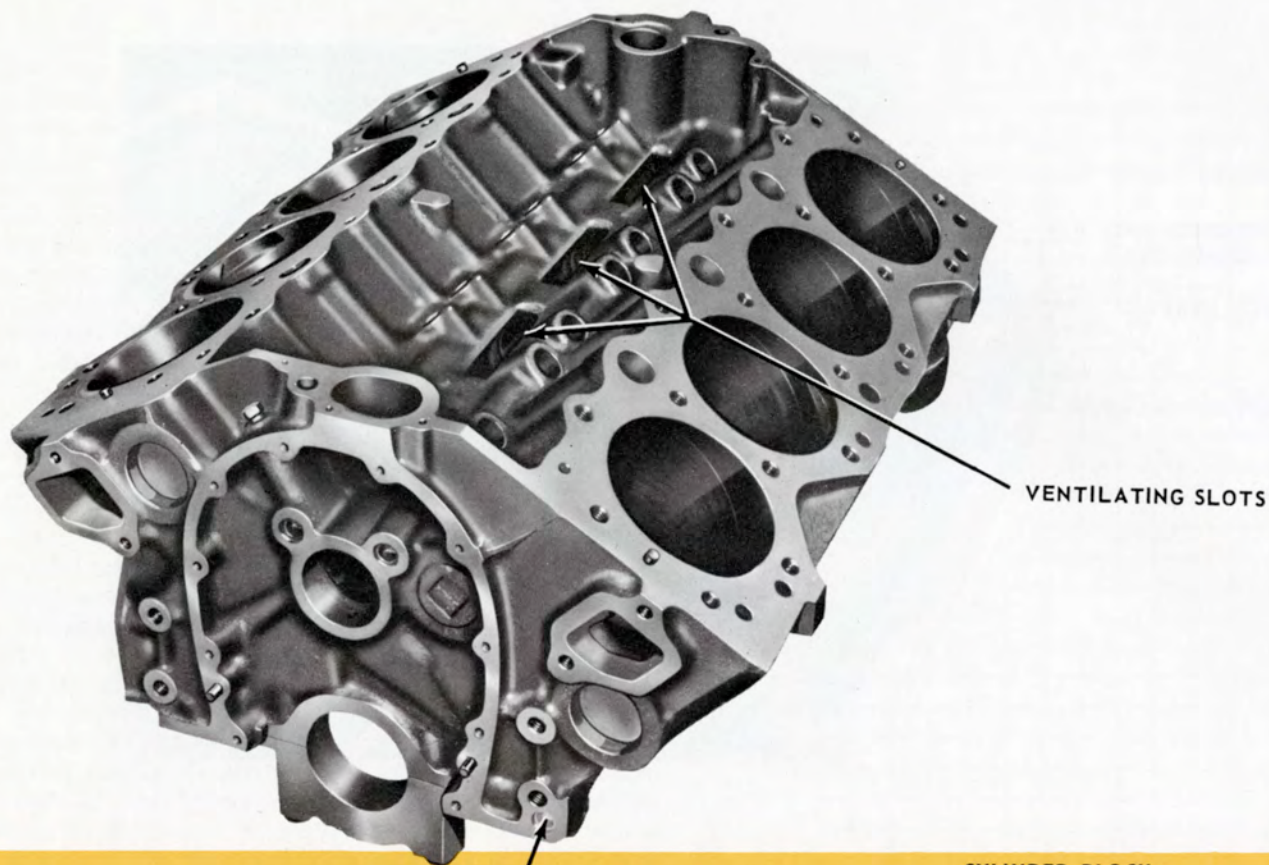
The combustion chamber, located entirely in the cylinder block, is completely machined. The top of the piston is shaped like a shallow inverted V, with one side of the V parallel to the flat cylinder head. As the piston reaches the top of its travel, there is a minimum of clearance between the head and the parallel surface of the piston. The other half of the piston, in combination with the flat face of the cylinder head and the machined surfaces in the block, forms a wedge shaped cavity. This is the main volume of the combustion chamber.

The half of the piston that is parallel to the cylinder head forms a squish surface, creating great turbulence as it forces the air-fuel mixture into the principal combustion volume. The turbulence is a vital factor in fast and efficient combustion. The face of the cylinder head also provides a large quench area, keeping the mixture farthest away from the spark plugs below self-ignition

temperature to minimize the possibility of detonation.

The spark plug is located at the approximate center of the combustion chamber, for short flame travel. Spark plug location and the large quench area produce conditions approaching the ideal in preventing detonation. The high degree of turbulence throughout the combustion chamber spreads the flame of combustion rapidly from the centrally located spark plug. The flame reaches all of the charge before any part of it rises to the temperature at which it would detonate spontaneously.

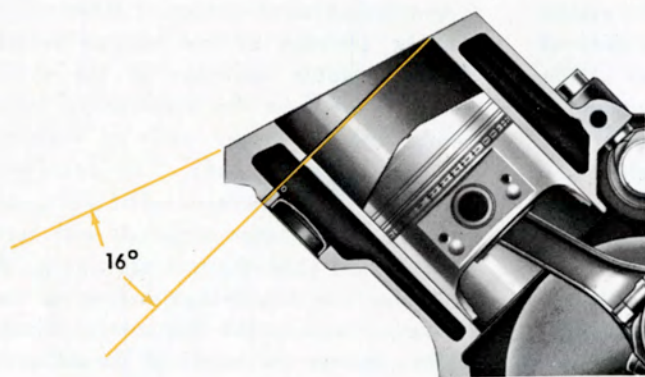
Another major advantage of the machined-in-block combustion chamber is free engine breathing through unshrouded valve openings in the cylinder heads. The valves open from the flat bottom face of the cylinder head, with no nearby walls to restrict passage of the fuel or exhaust gases. The resultant free breathing promotes high volumetric efficiency, and the cleanness of each fresh charge means it will burn relatively completely, for good thermal efficiency. An added benefit resulting from this design is that, as the air-fuel mixture is forced across the combustion chamber, the mixture passes across the heads of the exhaust valves, helping to keep them cool. The close tolerances held in the machining process provide balance of compression and combustion from cylinder to cylinder, because every chamber has the same volume, within close limits.

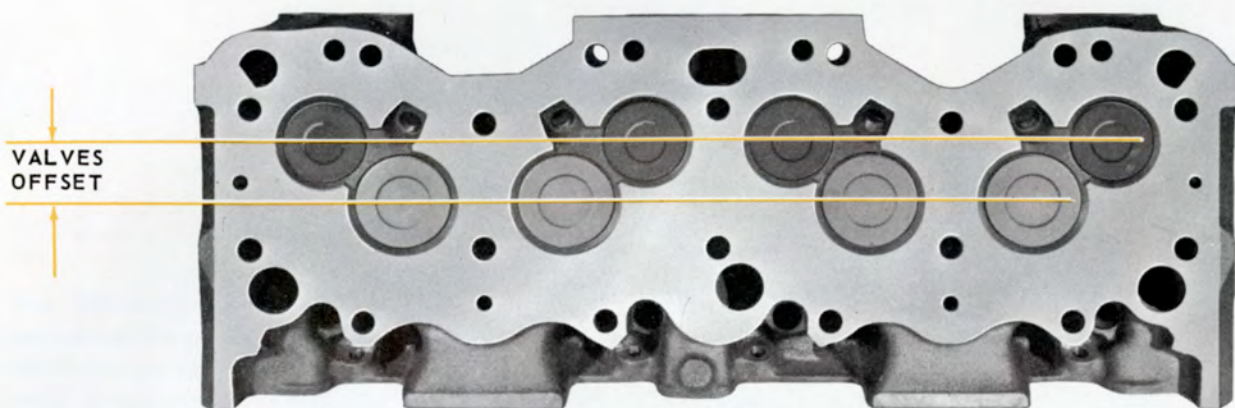


CYLINDER BLOCK

MAIN OIL GALLERY

The cylinder block of the 348 cubic inch engine is a rigid casting incorporating advantages of the 283 cubic inch V-8 block, but with a new combustion chamber at the top of the cylinder. The main combustion volume, toward the outer side of the block, is determined by the machining of the top face of the block at a 16-degree angle from the perpendicular. This arrangement leaves a wedge-shaped space between the flat face of the cylinder head and the peaked top of the piston.





CYLINDER HEAD

The bottom face of each cylinder head is a flat surface, with only minor indentations for the inlet and exhaust valves and the spark plugs, to protect these units from damage during service operations. Recesses in the outer edge of the cylinder head provide room for installation of the spark plugs, place them in a relatively cool position, and allow the use of spark plug wires which have low voltage loss because of their short length.

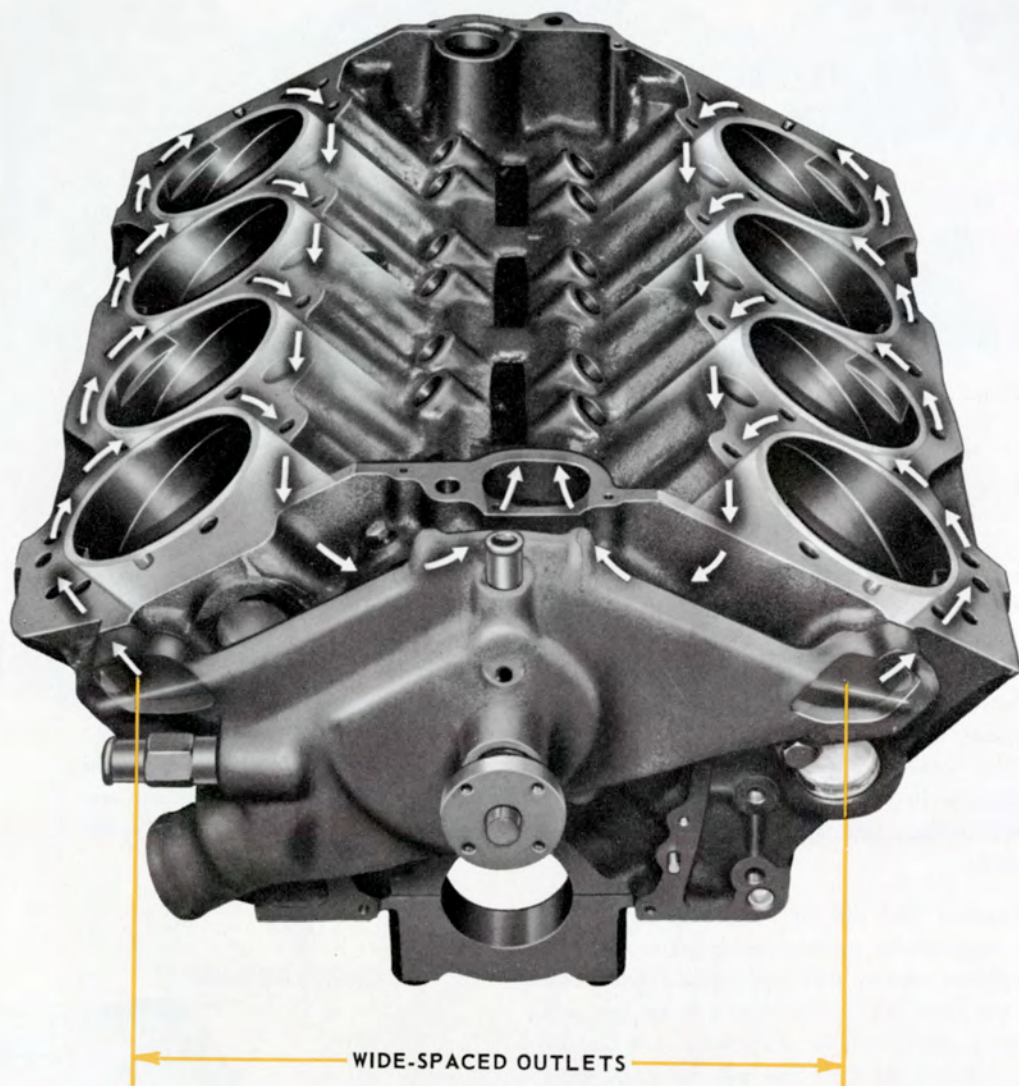
The valve guides are integral with the cylinder head. The generous water capacity in the head provides efficient full-circle cooling of the inlet and exhaust valves and approximately three-quarters of the circumference of the spark plugs.

PISTONS

Cast aluminum pistons of autothermic, slipper-skirt design are used on the 348 cubic inch engines. The top of the piston is shaped to somewhat resemble a shallow inverted V. Each piston is fitted with two compression rings and one oil control ring of the type used in the 283 cubic inch V-8 engine. The piston pin bearing is an integral part of the piston.

A steel insert in the top ring groove reduces wear in the upper side of the groove.





COOLING

Uniform, full-circle cylinder bore cooling is the result of the use of a new wide outlet water pump which puts the outlets of the pump outside of the row of bores in the cylinder block. Water is directed at an angle to all of the cylinder bores, thus giving freer movement of the coolant through the entire length of the cylinder block. Better overall coolant circulation around each bore results in less temperature differential between cylinders. A new heavy-duty bearing is used in the water pump for long pump life.

The shorter overall length of the new engines, in comparison with the 322 cubic inch engine, makes it possible to relocate the cooling fan for greater clearances, and drastically reduced noise.

EXHAUST VALVES

The 348 cubic inch heavy-duty engines for 1958 also feature sodium cooled exhaust valves. These valves have hollow stems which are partially filled with powdered sodium. At normal operating temperatures, the sodium liquefies and rebounds during valve action. This transfers the heat from the head of the valve into the stem which is cooled by the water-cooled integral valve guide. The valves run cooler, and therefore are mechanically stronger and less prone to stretch. A hard stem tip is welded on the top end of the valve for long wear and durability. Exhaust valves also are equipped with rotators to guard against unequal wear. Intake valves are aluminum coated, for long life.

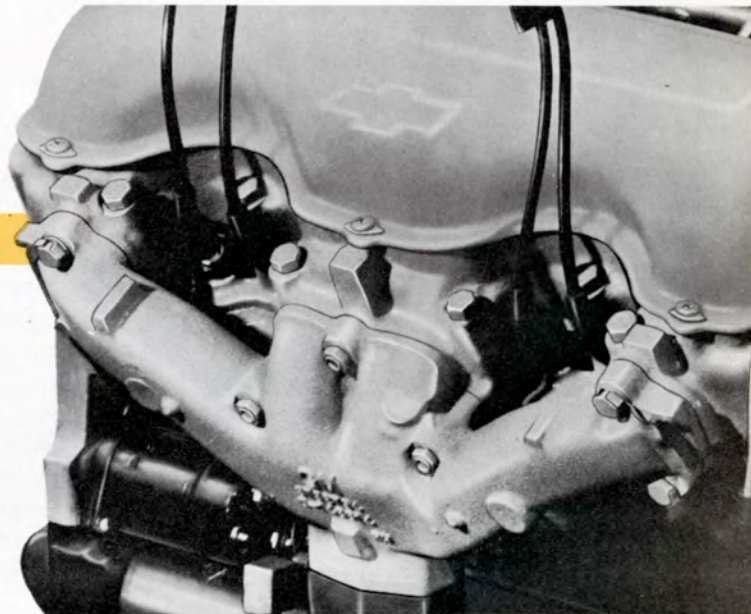


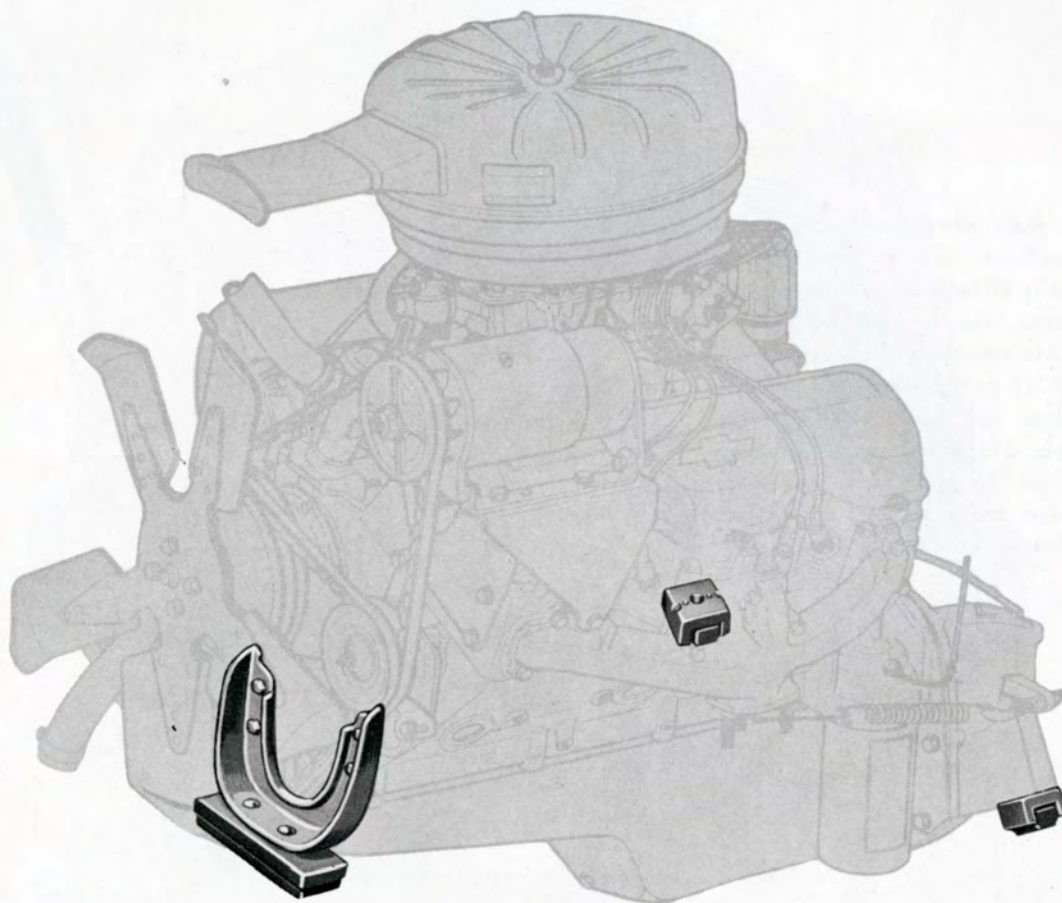
EXHAUST MANFOLD

The exhaust manifold is of a new configuration, roughly resembling a wide, shallow V with an oblong insert at its apex. This new manifold provides a "free-flow" passage for exhaust gases. The exhaust starts going down toward the exhaust pipe immediately upon leaving the head, rather than going up and down. Exhaust restriction and back pressure are minimized by the elimination of sharp bends, giving more complete scavenging of the combustion chamber of spent gases and consequent more efficient burning of fuel.

A dual exhaust system is used with the new heavy-duty engines. The exhaust systems are mounted directly under the frame side rails to provide sufficient clearance for power take-off units.

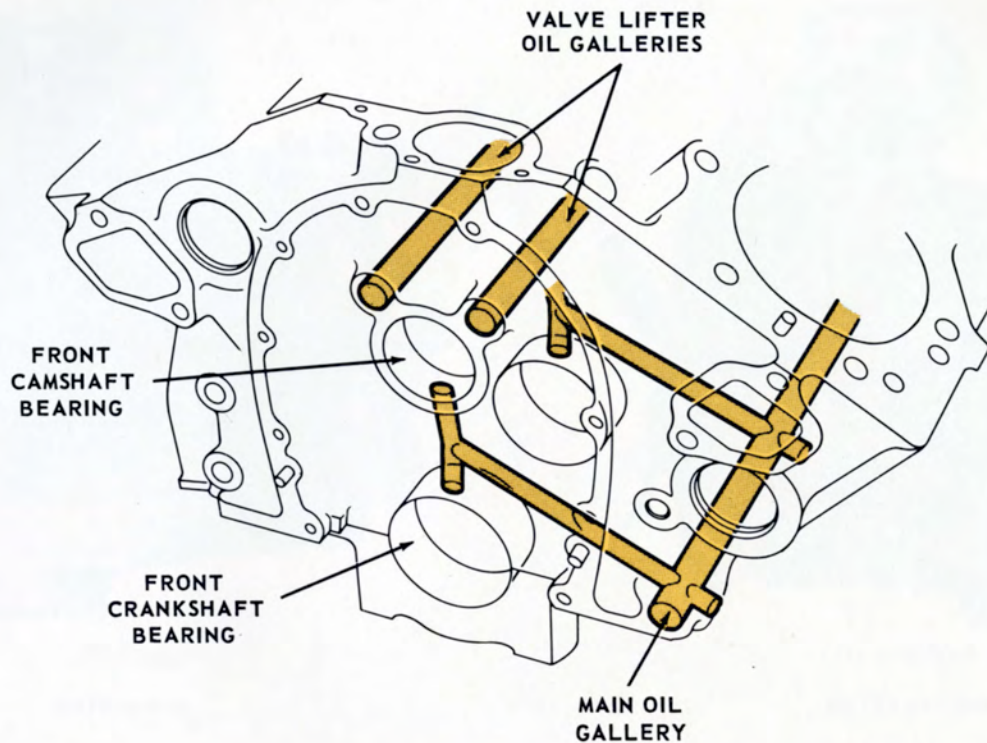
Mufflers are similar to the reverse-flow mufflers used with dual exhaust on 1957 passenger cars.





ENGINE MOUNTING

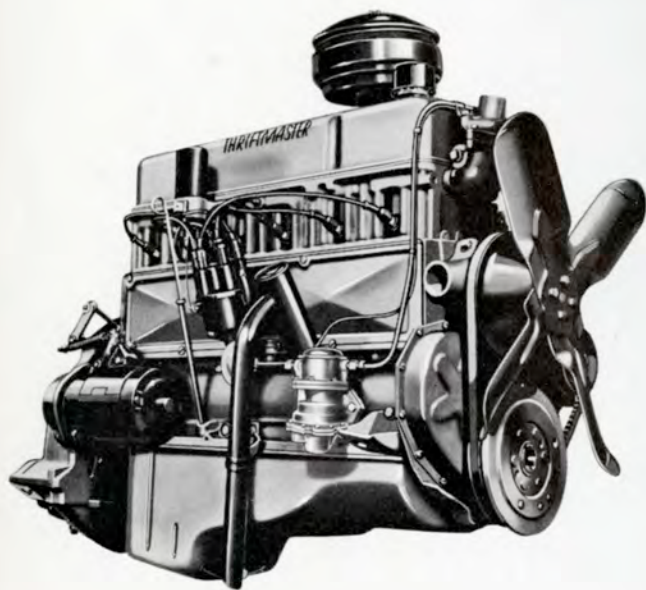
A three-point mounting system is used with the 348 cubic inch heavy-duty truck engine, with a single low mount forward and a pair of mounts at the rear. The forward mount bracket is shaped like a modified U, with the vertical arms bolted to the front of the cylinder block. The horizontal portion seats on the single front mount, which is secured to the frame front crossmember. At the rear the engine is supported by means of a mount on either side of the clutch housing. Weight of the engine subjects the front mount to compressive stress. Stress imposed on the rear mounts is largely compression, but, since these mounts are set at an angle from the horizontal, they support the engine partly by their resistance to shear. Any tendency toward rotary movement of the engine is controlled by the resistance of all three mounts to a combination of compression and shear.



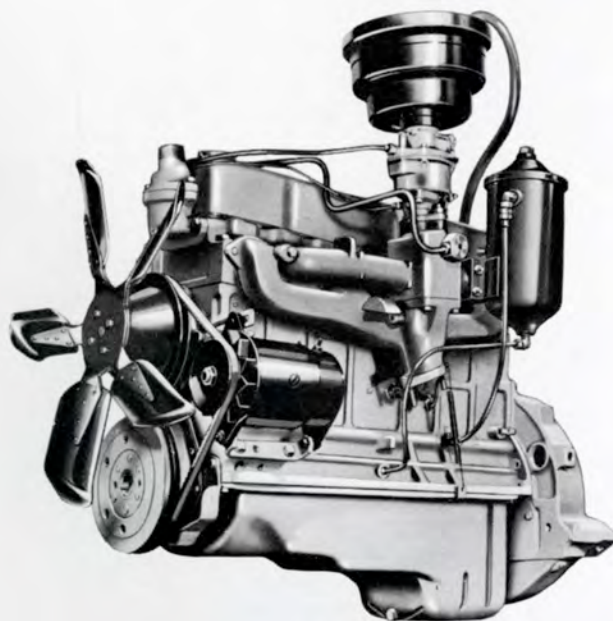
LUBRICATION SYSTEM

The full pressure lubrication system is wholly contained within the cylinder block and head castings. No external lines are used. The lubrication system is similar to that of the 283 cubic inch engine, with the exception of the main oil gallery, which extends along the lower left-hand corner of the cylinder block. Oil from the main gallery is routed through diagonal passages in the cylinder block, to vertical oil passages in the bulkheads, which connect the crankshaft main bearings and camshaft bearings. This routing supplies oil with a minimum pressure drop to both the main bearings and the connecting rod bearings. The full-flow oil filter is provided as standard equipment.

OTHER ENGINES



THRIFTMASTER



JOBMASTER

SIX-CYLINDER ENGINES

Numerous improvements to both the 235 and 261 cubic inch displacement 6-cylinder engines provide these with greater durability and a higher output. The 235 cubic inch displacement 6-cylinder engine, with a higher compression ratio of 8.25-to-1 replacing the former 8.0-to-1, and increased horsepower rating, is continued as standard equipment in the 30 and 40 series.

Lubricating oil is supplied to the rocker shaft through a drilled hole in the block from the tappet gallery. This change eliminates the external oil supply pipe to the rocker shaft. In conjunction with the new rocker shaft oil supply system, the mechanical tappets are provided with an annulus around the body, so that oil is fed from both ends of the gallery to the centrally located oil feed takeoff point.

New oil control rings with stainless steel separators also are provided. The changed design reduces plugging of the oil return slots in the piston and ring, promoting improved oil control. Stainless steel separators are included in all 1958 engines.

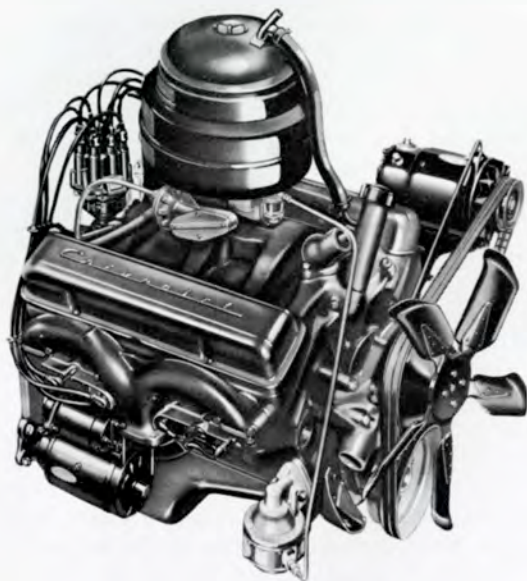
Oil control rings in the 261 cubic inch displacement heavy-duty 6-cylinder engine, standard equipment in Series 60 models, also feature rails with a heavy chrome plate, for longer life and greater wear resistance.

Further increasing durability of the 261 cubic inch engine are new exhaust valves with hard faces. The hard Stellite faces, in combination with the valve rotators, maintain a smooth surface, minimizing pitting, corrosion, and the formation of carbon deposits. The exhaust valve stems have welded-on hard tips for long life.

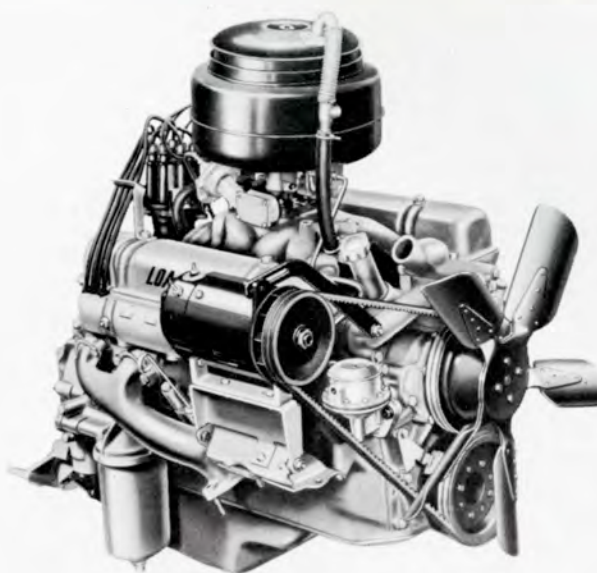
Temperature variation through the cylinder head and block is decreased by improved water flow. This improvement has been accomplished by slightly restricting the water flow into the head near the front of the block and opening the holes a corresponding amount at the rear.

The 261 cubic inch engine also has the drilled hole oil supply to the valve rocker shaft from the tappet gallery, as in the 235 cubic inch engine.

**GREATER POWER OUTPUT
IMPROVED DURABILITY**



TASKMASTER



LOADMASTER

EIGHT-CYLINDER ENGINES

A more powerful light-duty 283 cubic inch displacement V-8 engine with the high compression ratio of 8.5-to-1 is now available optionally for Series 30 and 40 models, replacing the 265 cubic inch displacement Trademaster engine which is discontinued for 1958.

The heavy-duty 283 cubic inch displacement V-8 engine, equipped with a 2-barrel carburetor, is continued as regular equipment on Series 50 models and as RPO on Series 60. A four-barrel carburetor version of this engine, standard equipment on Series 70 and 80 models, is available optionally in Series 50 and 60. A number of refinements have been made to this engine for greater durability. Included in the continuing program of engine improvement is the use of new Stellite exhaust valve faces and induction hardened exhaust valve seats in the cylinder head. The hard valve faces, in combination with the hardened seats and the valve rotators, are an excellent combination for long exhaust valve life. Stems of the exhaust valves are equipped with hard tips.

The oil control rings now feature chrome plating three times as thick as that of the former design for improved oil control and longer ring life. Similar oil rings with the heavier chrome plating are now used in all Chevrolet heavy-duty V-8 engines.

In addition, a roller-type timing chain replaces the internal tooth type chain used in 1957. The new chain is less susceptible to wear and stretching, and provides up to three times longer service life.

The heavy-duty 283 cubic inch displacement V-8 engine is equipped with a precision vacuum-spinner governor, in both two-barrel and four-barrel carburetor versions. Compression ratio is 8.0-to-1.

An important change in the cylinder head for 1958 produces a considerable reduction in spark plug temperature. Two holes have been drilled on either side of the spark plug boss, 3/16 inch in diameter. Water is fed into these holes through a cast pocket in the face of the head from another hole drilled in the top surface of the block. This measure has reduced spark plug gasket temperatures as much as 170F, and has improved temperature distribution in the head and block. Spark plug life is prolonged, and other problems caused by high temperatures are minimized. The spark plugs themselves have been improved, in both strength and heat resistance.

For greater oil filtering efficiency, the filter unit bypass valve is now provided with a 10 psi spring, rather than the 5 psi spring previously used. With more oil forced through the filter element, contamination is minimized, and engine life is increased.

FEATURES COMMON TO 6 AND 8-CYLINDER ENGINES

A new fan shroud design permits a single radiator mounting location, replacing a separate mounting system for the 6 and 8-cylinder engines, in 30, 40 and 60 series trucks. The fan shrouds, in general, are greatly improved, and all are now of one-piece construction, replacing two-piece and four-piece welded units. They fit more tightly to the core, allow less air leak, and result in quieter overall operation.

When the optional V-8 engine is used in the 30 series, a fan ring is provided. The fan ring is a tubular shaped baffle which mounts directly to the radiator frame, and channels air from the radiator to the fan.

When the RPO V-8 engine replaces the 6-cylinder engine on Series 40 or 60 models, an extension, similar to the fan ring, is mounted on the shroud. This makes it possible to position the radiator in the same location on these units, whether a V-8 or 6-cylinder engine is used.

The radiator bulkhead unit, used at the 6-cylinder position, is common to Series 30, 40, 60, 80 and 100. It is similar to the 1957 unit, but is stronger. Series 50, 70 and 90 radiator support assemblies are center mounted, on the frame crossmember similar to their 1957 counterparts.

The new grille which permits a greater flow of air past the radiator, coupled with a more efficient fan blade design permits a reduction in fan blade diameter on most 1958 engines.

The standard 6-cylinder Thriftmaster engine used with Series 31, 32 and 36 trucks has a fan with a

diameter of 17-1/2 inches, as contrasted with the 20-inch fan used in 1957. Diameter of the fan on the 34, 35, 37 and 38 series truck standard Thriftmaster engine has been reduced from 20 inches to 19 inches. Light-duty Trademaster engines used optionally with Series 40 vehicles have 19-inch fans. Optional V-8 engines on 31, 32, 36 and 38 series trucks have fans with 17-1/2 inch diameter. Thriftmaster engines on Series 40 trucks have 19-inch fans. All are 4-bladed.

On the Series 50 Taskmaster engine the 5-bladed 20-inch straight tip fan of 1957 has been replaced by a 5-bladed 19-inch curved tip fan. This holds true when the Taskmaster is used optionally on Series 60 trucks.

Jobmaster engines on Series 60 trucks with 4 and 5-speed transmissions are equipped with a 19-inch diameter 5-bladed fan with curved tips, rather than the straight tipped 20-inch fan used in 1957. With the Powermatic transmission, a 20-inch diameter fan is used but it is a curved-tip blade improvement over the 1957 version. This modification also appears in the 20-inch 5-bladed fan on the Super Taskmaster, standard equipment with Series 70 and 80 and optional with Series 50 and 60 trucks.

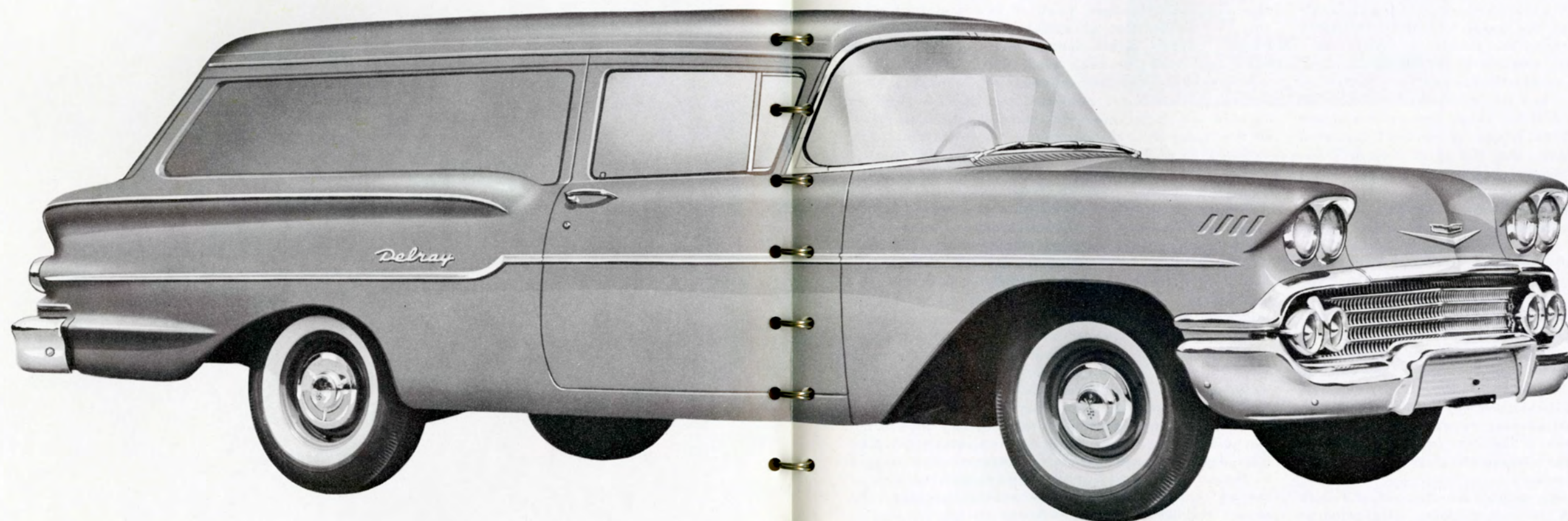
The Workmaster engine on Series 90 and 100 trucks also use a 20-inch 5-bladed fan.

All 70, 80, 90 and 100 series trucks are equipped with dual exhaust systems. The muffler is a reverse flow resonance and diffusion type, with a shell length of 29-1/4 inches. It is very similar to the passenger car muffler.

SEDAN DELIVERY

SEDAN DELIVERY

COMPLETELY NEW APPEARANCE
REDESIGNED CHASSIS
IMPROVED UTILITY



The completely new Sedan Delivery model for 1958 combines the features of passenger car styling with the functional qualities of a light-duty delivery vehicle. With a new body and chassis as well as extensive engine improvements, the outstanding new appearance is matched by performance and dependability.

EXTERIOR STYLING

The Sedan Delivery for 1958 is completely new in design. Sculptured appearance, which is the styling keynote, is accented by the wide and low vehicle lines. In addition, several basic design refinements enhance the utility of the new models.

The front end is radically new. Wide front fenders extend forward to form hoods over the dual headlamps and provide the vehicle with a road hugging quality. The clean unobstructed hood is decorated on the frontal area with a bright metal "V" mounted over a Chevrolet medallion. On models equipped with a six-cylinder engine, only the medallion is used. A wide header bar of five-piece construction borders the upper half of the radiator grille and wraps around the fenders parallel to the front face bar, then extends to the wheel opening. The center section of the header bar is attached to the hood and lifts when the hood is opened. The radiator grille is oval in shape and is composed of five horizontal bars joined by vertical concaved ribs. The entire radiator grille is of anodized aluminum. Dual parking and directional signal lamps, superimposed on the radiator grille, give balance to the headlamps located above. However, only the outboard lamps are functional.

The three-piece front bumper is redesigned for 1958 to conform with the styling theme. The center section of the face bar rises above the normal top contour line of the face bar to form a wide overhanging crown. Inside the crown area the metal is ribbed and painted silver, providing a recessed background for the front license plate. The face bar wraps around the front fender and extends to the front edge of the wheel opening.

The windshield glass area has been enlarged a total of 4.4 percent, from the former 1087.5 to 1135.4 square inches. The rear window also features an area increase, from 543.9 to 844.2 square inches or 55.2 percent.

Body side moldings emphasize the added length and lower height of the new models. Beginning at the front fender, a bright metal spear molding extends rearward to the rear quarter area, where it executes a slight dip and then continues rearward. "Delray" in script is mounted near the end of the rear quarter panel.

The symmetry of the rear fenders also reflects the styling keynote of the 1958 models. Lower and wider, the fenders display graceful sculptured contours. The fender edge is highlighted with a bright metal molding. At the outermost part of the rear fenders the wings curve inward and drop to the rear bumper.

Hub caps on the new Sedan Delivery are highlighted by two crossed flags, one checkered and the second black with the fleur-de-lis, which decorate the center area. Three radial fins extend

from the central element to the outer periphery, and promote the impression of motion.

The Chevrolet crest and bright "V" are featured on the rear door of models with the V-8 engine. Only the crest is used for models powered by the 6-cylinder engine.

The completely redesigned rear door has greater utility. Forming a portion of the roof area when closed, and swinging it out of the way when opened, the new door provides a greater opening height and width, for easier accessibility to the cargo area. The rear door is counterbalanced for easier operation and the hold-open position is maintained by a telescoping bracket at either side. A solid "U" shaped handle with a button below it, is used to open and close the rear door.

In the center of the rear bumper, under a wide crown, the area for mounting the license plate is located. A light, mounted above the license plate, in the bumper crown, provides illumination. The crown area of the rear bumper is ribbed and painted silver. The rear bumper wraps around the fenders, harmonizing with the front end treatment.

One tail light is featured within the depression of each rear fender. The light is a combination of the tail lamp, stop lamp and direction signal lamp. A back-up light is available as an accessory and is designed to fit under the crown of the rear bumper.

The fuel filler is concealed beneath a door in the left rear quarter panel.

As in previous years, only solid-color exterior combinations are available. The 1958 colors include Onyx Black (black); Glen Green (light green); Forest Green (dark green); Cashmere Blue (light blue); Rio Red (red); Fathom Blue (dark blue); Honey Beige (cream-acrylic); Snowcrest White (ivory-acrylic).

The addition of the double walled ventilation plenum, heavier gauge metal, and larger cross section of the rocker panels and the increased section of the underbody crossmembers provide greater torsional rigidity to the 1958 Sedan Delivery body.

With the 1958 ventilation system, air enters a plenum through an air scoop located on the cowl. Air enters the chamber under pressure when the car is in motion and travels through the plenum to the louvered outlets located in the right and left cowl kick pads. Push pull knobs located on the underside of the instrument panel near each outlet permit the admission and control of fresh air to the driver's compartment. An opening in the front side of the plenum allows fresh air to be circulated through the heater when the heater is in operation.

The 1958 Sedan Delivery features a 209.1 inch overall length as compared to 200.8 for the previous year. The 58.5 overall height is 1.5 inches less and the 77.7 inch width is 3.8 inches greater than that of previous models.



INTERIORS

Keeping pace with the completely new exteriors, the interiors of the Sedan Delivery models for 1958 are unmatched for utility and attractiveness.

The instrument panel for 1958 is redesigned and sweeps further rearward into the body sides of the interior. The crown area is wider and its smooth lines are broken only by provisions for the oblong speedometer housing.

The restyled instrument cluster area features the major instruments grouped into separate housings. Surrounding all instruments within the cluster is a textured insert of a bright dot design.

The long housing of the speedometer spans the entire instrument cluster. In the upper left and upper right corners of the housing are direction signals. Below the graduations of the speedometer, the tell-tale light of the generator is located in the lower left and the oil pressure light in the lower right. The high-beam indicator is centered between the tell-tale lights.

Below the speedometer housing, the temperature gauge is located at the left, with the fuel gauge at the right. Both gauges are within separate oval housings, and each gauge is surrounded by a bright metal bezel, rectangular in design, to conform with the design of the speedometer. To the left of the temperature gauge is the main light switch which also controls the brilliancy of the instrument lights as well as the dome lights.

A provision for the transmission quadrant is located above the steering column at the bottom of the instrument cluster. At the right of the quadrant is the key-turn starter with the windshield wiper control knobs at the left, creating a clean, balanced appearance. Control knobs for the ventilation outlets are located beneath the instrument panel.

A panel, to the right of the cluster area, covers the provision for the accessory radio. A cover plate also is provided for the heater provision beneath the radio. The ash tray is located to the right of the heater provision. As in 1957, the radio speaker grille is placed at the top of the instrument panel.

A foot lever parking brake is featured for 1958. The new brake pedal is of the pendulum design and is at the far left of the driver's compartment. To release, a brake release handle, mounted beneath the instrument panel, is lifted upward. "Brake Release" in white letters is printed on the handle for identification.

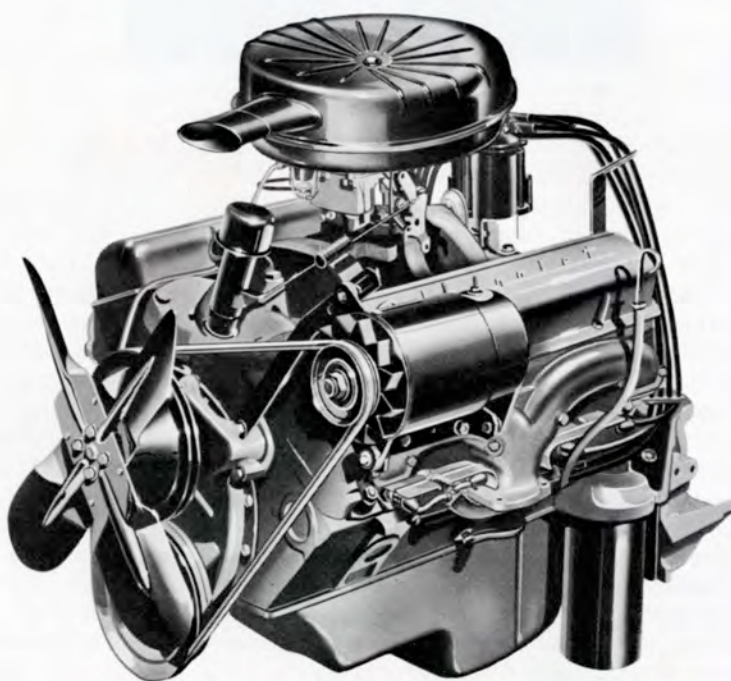
The new, 17-inch diameter steering wheel continues the deep-hub, dual spoke design. From the outer wheel rim, two spokes converge on a rectangular housing which features the horn button, decorated by a Chevrolet trademark.

The folding, bucket-type seat is standard equipment, and a passenger seat is available optionally.

Cushions and backrests are upholstered in a gunmetal colored, pattern vinyl in a small rectangular design. The facings are in silver, leather grain vinyl, while the back of backrest is in gunmetal, leather grain vinyl. The upper section and scuff pad of the sidewalls are in gunmetal, leather grain vinyl. A molded, four-rectangle panel in silver vinyl constitutes the center section of the sidewalls. Window garnish moldings, door locks and upper and lower sections of the instrument panel are painted gunmetal; the center section of the instrument panel is painted silver. Cowl kick pads are gunmetal colored and the floor covering of the driver's compartment is black textured rubber. The package area side walls and floor are painted charcoal.

A new feature of the load compartment is the provision for lowering a 29.5 inch long section of the floor just to the rear of the driver's compartment approximately 6.5 inches below the normal floor of the package area, increasing the total volume of the package compartment by 6.5 cubic feet. To take advantage of this additional volume it is necessary to remove twelve screws which hold the level floor board in position. The floor board is then removed exposing the forward bulkhead. The forward bulkhead is of two-piece construction, and the upper and lower sections are bolted together to make a unitized section. The lower portion of the

bulkhead is welded to the underbody and serves as the front support when the floor is in its lowered position. To remove the upper section of the bulkhead the six screws which join the upper section to the lower section are removed. When the upper section is separated from the lower section it is stowed in the area just to the rear of the lower section of the front bulkhead. The floor section is then lowered into position and bolted securely to the front and rear bulkheads with the twelve screws originally used to retain the floor in normal position. Taking advantage of the depressed floor increases the cargo area to 91 cubic feet.



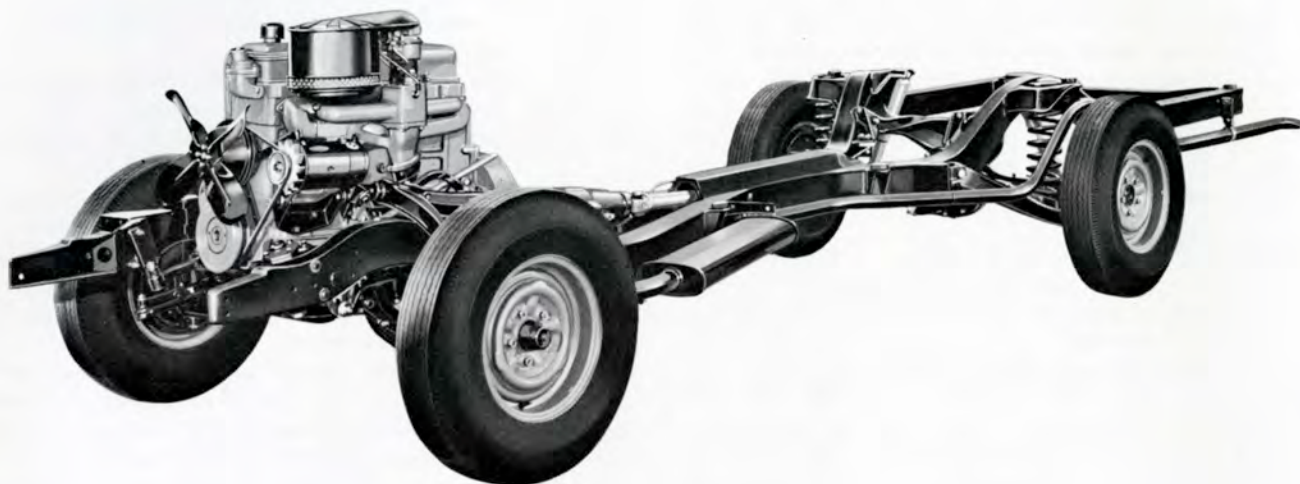
ENGINE AND CHASSIS

In line with the extensive styling and body changes, Sedan Delivery models for 1958 display a completely new chassis. Major features include greater rigidity with improvements in vehicle handling, control and overall ride. In addition, positive integration of body and chassis, together with the more powerful 6 or 8-cylinder engines provides a durable commercial unit, capable of delivering profit making payloads quickly, efficiently and safely.

ENGINE. The new Sedan Delivery is designated model 1171 with 6-cylinder equipment and model 1271 when equipped with an 8-cylinder engine. The compression ratio for the 235 cubic inch displacement engine has been increased from 8.0-to-1 to

8.25-to-1 for increased power output. It is rated at 145 gross horsepower at 4200 rpm, with 215 pound-feet of gross torque. The net ratings are 125 horsepower at 4000 rpm, with 195 pound-feet of torque at 2000 rpm.

No basic changes have been made in the 283 cubic inch displacement, V-8 engine. When equipped with a 2-barrel carburetor, power ratings remain the same as in 1957. With the 4-barrel carburetor equipment, the gross horsepower is increased to 230. The gross torque is 300 pound-feet at 3000 rpm, net horsepower is 175 at 4400 rpm and net torque is 255 pound-feet at 2800 rpm. A dual exhaust system is available optionally for both V-8 engines.



ENGINE MOUNTINGS. Engine mountings are new for all engines. A three-point system is used. The two side mounts are about six inches from the front and four inches up from the bottom of the block. With the single rubber rear mounting under the transmission extension, they bring about more positive control of engine movement, reducing the effect of engine vibration. The axes of the front mounting studs intersect on the engine torque-roll axis. Restriction of rotary motion by the engine is provided principally by resistance of the rubber pads to shear. The pads are designed with an approximate L-shaped cross section, so that the short side of the "L" is subjected to compression. If a sudden bump in the road should tend to jolt the engine downward, the resistance of both sides to compression prevents excessive engine movement. Resiliency of the rubber effectively isolates engine vibration from the chassis.

FRAME. A completely new frame features a 30 percent increase in torsional rigidity over previous design. In addition, it is designed for use with a new type suspension. All-welded box-girder side rails form an X-shaped or cruciform structure. The cross pieces of the X-design meet at a central point in an extremely strong, reinforced, box-girder center beam. A box-section unit forms the front crossmember and a channel-section, the rear.

SUSPENSIONS. Front and rear suspensions have many features for improved durability, ride, and handling control. Both the inner and outer front wheel bearings are increased in capacity. Wheel travel is increased approximately one-inch in bump and rebound for front and rear suspensions permitting a softer ride, yet reducing the possibility of "bottoming" through to spring bumpers.

A completely new 4-link rear suspension is used, providing greater cushioning of road shocks, and smooth transmission of power to the rear wheels. This suspension represents a precise, efficient adaptation of coil springs and control arms to the cruciform-type frame.

Two hat-section lower control arms are mounted outside the frame and extend rearward to the underside of the axle housing. The lower end of a coil spring seats on top of each control arm with the upper end seated firmly in a special bracket attached to the frame. Shock absorbers extend from a bracket mounted on the inner face of each side rail down to the lower control arm pivot pin on the axle housing.

A single U-shaped upper control arm attaches to the back side of the rear axle housing with the two arms extending out and forward over the differential housing to brackets on the inside frame side rails.

Primary function of the lower control arms is to transmit vehicle driving and braking forces. The

upper control arm is designed to absorb lateral thrusts and the torque imparted to the axle housing by driving the wheels. Both upper and lower control arms supplement each other in the respective primary functions performed.

In a leaf-spring suspension, the springs must take the driving, braking and lateral forces as well as vertical displacement. Because of the 4-link suspension, the coil rear springs are virtually left to perform the sole primary function of cushioning road shocks, thus resulting in extremely smooth ride and exceptional ease of vehicle control and handling. The working components of both front and rear suspensions are efficiently arranged to greatly minimize vertical movement on acceleration and braking, and further provide a more comfortable level ride.

HEADLIGHTS. A dual headlamp system is regular equipment for Sedan Delivery models. This new headlamp system was developed mainly to improve visibility when driving on low beam. It is especially effective when passing oncoming cars with glaring lights. On the low beam, up to 100 feet of illumination is gained. The light is channeled accurately along the right hand margin of the road.

The dual headlamp system is identical in operation to that of the other 1958 truck models.

GENERATOR. A generator of increased output is used to provide the additional current required by the dual headlamps and the general increased use of electrical accessories. It is rated at 30 amperes, replacing the former 25 ampere generator. The 30 ampere generator is of the same diameter as the former unit, but is 1-inch longer.

RADIATORS. A new radiator core of the Sedan Delivery models permits a smaller frontal area, while at the same time achieves a slight improvement in cooling.

The new tube-on-center radiator core, with water passages consisting of individual tubes, and air passages formed by corrugated fins, makes it feasible to use a 13-pound pressure cap in place of the 7-pound cap. Increased cap pressure permits an increased differential between water temperature and outside air making heat transfer more rapid.

CLUTCHES for both 6-cylinder and V-8 engines are improved. Smooth engagement and better cooling are features of the revised diaphragm spring and lightweight pressure plate used with 6-cylinder engines. Considerably more modification was performed on the semi-centrifugal clutch for 283 cubic inch V-8 engines. The diaphragm spring crown has been decreased and six of the fingers revised and weighted. At 4000 rpm, 350 pounds more pressure is exerted on the pressure plate for positive high torque engagement and drive. With a lower spring crown, decreased pressure plate travel, and a thinner cushion surface on the driven plate, dragging upon clutch release is prevented. The lower drag

release permits a greater mechanical advantage in the linkage, thus lowering clutch pedal effort.

TRANSMISSIONS. The regular equipment 3-speed transmission used with V-8 engines features increased durability in reverse operation. This is provided through the adoption of a radial needle thrust bearing replacing a bronze reverse thrust washer. New ratios of 2.45-to-1 in first, 1.53-to-1 in second and 2.80-to-1 in reverse improve performance by extending the effective multiplication to higher vehicle speeds.

The Turboglide and Powerglide transmissions are modified for greater torque capacity. The over-drive transmission continues essentially unchanged.

PROPELLER SHAFT. A new, 2-piece propeller shaft design provides the necessary space for lowering the underbody tunnel to meet body styling requirements. The new shaft is attached to the rear axle and transmission with conventional universal joints. A third universal joint connects the two sections of the new propeller shaft. The middle universal joint allows the shaft to dip in the middle and assume a specified angularity, which provides the space for lowering the frame center beam and the underbody. The shaft is supported within the frame center beam by a circular steel mounting with a concentric, rubber mounted ball bearing. The mounting maintains the correct angle for most efficient driveline operation. The resilient rubber of the mounting allows controlled driveline displacements during transmission of torque. The new propeller shaft is capable of a higher critical speed than past designs.

PARKING BRAKE. Quick and easy parking brake application for 1958 by means of a foot pedal increases driver comfort and safety. Brake application now requires a minimum of driver movement. Greater applying force can be exerted more easily than with the old T-handle lever. Release of the new foot operated parking brake system is also accomplished with ease.

The foot pedal and release lever are part of a single rugged assembly. Brackets attach the assembly to the dash and left hand side panel, well away from other controls.

The former necessity for leaning forward, reaching around the steering wheel to grasp the parking brake handle, and pulling out the parking lever is eliminated.

Parking brake application is accomplished by lifting the left foot a short distance to place it on the lever pedal. With the weight on the body being the applying force, brake application effort is less than that required for pull-type brakes. The brake is released easily by raising the release handle.

TIRES. Base tires for the Sedan Delivery are still 7.50-14-4 ply for the base GVW of 4000 pounds. The 8.00-14-4 ply tire is required for the maximum rating of 4100 pounds, replacing the 7.50-14-6 ply.

APPENDIX

EXTERIOR COLORS

SOLID COLOR MAIN COLOR TWO-TONING	TWO-TONING	WHEEL COLOR *	TRIM COMBINATION
Marine Blue (New)	Dawn Blue	Dawn Blue	Charcoal and Silver
Dawn Blue (New) ‡	Marine Blue	Dawn Blue	Charcoal and Silver
Glade Green (New)	Polar Green	Polar Green	Charcoal and Silver
Polar Green (New) ‡	Glade Green	Polar Green	Charcoal and Silver
Tartan Turquoise (New) ‡	Jet Black	Tartan Turquoise	Charcoal and Silver
Kodiak Brown (New) ‡	Bombay Ivory	Kodiak Brown	Charcoal and Silver
Oriental Green (New) ‡	Bombay Ivory	Oriental Green	Charcoal and Silver
Golden Yellow ‡	Jet Black	Golden Yellow	Charcoal and Silver
Omaha Orange	Bombay Ivory	Omaha Orange	Charcoal and Silver
Jet Black	Cardinal Red	Cardinal Red	Charcoal and Silver
Granite Gray ‡	Bombay Ivory	Granite Gray	Charcoal and Silver
Yukon Yellow	Bombay Ivory	Yukon Yellow	Charcoal and Silver
Cardinal Red ‡	Bombay Ivory	Cardinal Red	Charcoal and Silver Red and Silver on Cameo
Pure White	None	Jet Black	Charcoal and Silver
Bombay Ivory \$	Cardinal Red	Cardinal Red	Red and Silver

‡ - Also a Cameo Carrier trim.

\$ - Only a Cameo Carrier trim.

* - Colored wheels available only on Series 3000 models with two-toning.

Solid color Series 3000 models and all other trucks have Jet Black wheels. Cast-spoke wheels are gray.

INTERIOR COLORS

AREA		MATERIAL		COLOR		
				Deluxe Cab	Custom Cab and Cameo Carrier	Cameo Carrier Only
		Deluxe	Custom Cab and Cameo Carrier	Charcoal and Silver	Charcoal and Silver	Red and Silver
Seats	Cushion and Backrest	Brick Pattern Vinyl	Nylon Faced Bark Pattern Cloth	Charcoal	Charcoal	Red
	Bolster and/or Facing	Leather Grain Vinyl		Silver		
	Bolster Insert	None	Nylon Faced Bark Pattern Cloth	None	Charcoal	Red
Side Door Panel		Paint		Silver		
Door Trim Panel		None	Textured Paint *	-	Charcoal	Red
Cowl Side Kick Panel		Paint		Silver		
Headlining		Brick Pattern Vinyl		Charcoal		Red
Sunshade		Coated Composition Board				
Armrest	Upper	None	Leather Grain Vinyl	Silver		
	Lower		Plastic	Charcoal		
Floor Covering		Rubber		Black		
Instrument Panel	Upper	Textured Paint		Charcoal		Red
	Lower	Paint		Silver		
Garnish Moldings	Side Window	Paint		Charcoal		Red
	Windshield	Textured Paint				
Steering Wheel and Column Parking Brake Lever (30) Turn Signal Lever Gearshift Lever (30)		Paint				
Control Knobs		Plastic	Metal	Black	Bright	
Gearshift and Turn Signal Lever Knobs		Plastic		Black		

* - Except on Cameo Carrier which has a pattern cloth trim panel to match seat trim.

**INTERIOR COLORS AND FABRICS
MODELS 1171 - 1271**

AREA		MATERIAL	COLOR
Seats	Cushion	Leather Grain Vinyl	Gunmetal
	Backrest		
	Cushion Facings		Silver
	Backrest Facings		
	Back of Backrest		Gunmetal
Sidewalls	Upper Panel	Pattern Vinyl	Gunmetal
	Center Panel	Leather Grain Vinyl	Silver
	Lower Panel		Gunmetal
Cowl Side Kick Panels		Composition Board	Gunmetal
Headlining and Sunshade		Textured Vinyl	Silver
Floor Covering	Front	Rubber	Black
	Load Platform	Paint	
Load Compartment	Side Panels	Paint	Charcoal
	Wheelhouse		
	Rear Door		

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