

IN LIGHT-, MEDIUM- AND  
HEAVY-DUTY MODELS,  
CHEVROLET TRUCKS ARE

# All Muscle



AHEAD OF  
INTERNATIONAL IN

- STYLING
- PERFORMANCE
- OVER-ALL CONSTRUCTION

TASK•FORCE



TRUCKS

## "ACROSS THE LINE" CHEVROLET LEADS INTERNATIONAL IN:

**STYLING**—It's **no contest** when Chevrolet's modern, functional lines are compared with IHC's "boxy" appearance.

**BUMPERS**—Chevrolet's full wrap-around bumper with corner braces provides **real** fender protection. IHC's fenders protrude **outside** the bumper, exposed to costly damage. Bumpers have **no** corner braces.

**STEP HEIGHT**—On ½-ton models, Chevrolet's 15.79" step height means easier entrance and exit. IHC's high 17" step height adds to driver's discomfort when entering or leaving.

**SEATS**—Chevrolet Nu-Flex seats, with metal air-binds and relief valves, provide **positive** reduction in seat bounce. IHC's less expensive cardboard air-bind with **no** air relief valves can buckle in damp weather.

**SEAT TRACK**—The front edge of Chevrolet's ball-bearing seat track is **flush** with the seat edge. IHC's track protrudes **beyond** the seat-edge where its sharp edges can be hazardous.

**HEADROOM**—Task • Force cabs—40.3 big inches for greater driver comfort and working ease. IHC—only 38".

**CAB ROOF**—Chevrolet's "Steel Halo" roof panel and vinyl-and-jute headlining provide extra **durability** and driver **comfort**. IHC's cabs lack this reinforcement. IHC's vinyl-covered burlap headlining in standard cabs and thin sponge rubber in Custom cabs are cemented directly to the roof, providing little or no insulation.

**POWER VERSATILITY**—The Task • Force line has a V8 engine available in every series—PLUS a **full** line of Sixes. IHC offers **no** V8's in its entire "A" line.

**AIR CLEANERS**—Chevrolet's positive **oil-bath** air cleaner is standard on **all** engines. IHC's paper-element-type air cleaner is difficult to clean thoroughly and requires frequent replacement.

**CLUTCH ACCESSIBILITY**—IHC's cross member is bolted to the frame, permitting it to be moved for clutch service. The bolts depend upon mechanical tightening for rigidity. Chevrolet's cross member is riveted solidly to the frame. There is no need to move it to work on the clutch.

**SECTION MODULUS**—Across the line, Chevrolet Truck frames have as much or more section modulus than IHC frames.

**FRAME CROSS MEMBERS**—Chevrolet's alligator-jaw cross members, attached to top and bottom flanges of the frame side rail, reduce frame distortion. The wider jaws permit greater bracing and contact area than the narrow, hat-shaped attachment.

**REAR-SPRING HANGERS**—On medium- and heavy-duty models, Chevrolet's rear-spring hangers are stronger because they are mounted to **both** the frame side and bottom. IHC mounts the **front** hanger on the **side only**—rear hanger on the **bottom only**.

## CHEVROLET OWNERS CAN



# LIGHT-DUTY MODELS

## PICKUPS

IHC

Two pickup styles—standard box and the optional flush-type box which is tied to the Custom cab and available only at considerable extra cost. The inner lining of the flush-type box is **not** braced enough to protect against damage and rattles in ordinary operation. All IHC boxes have steel floors which are noisy, slippery when wet and costly to repair.

CHEVROLET

Floors in Task-Force pickups are rugged wood planks secured by steel skid strips. As a result, they are durable, easy to maintain, and provide better footing even for live cargo.

## ENGINES

STANDARD ENGINES IN 1/2-TON MODELS

	Chevrolet Turbomaster	International 30-220**	Chevrolet Advantage
Gross H.P.	140	112.3	27.5
Ft. Lbs. Torque	210	195.4	15.0
Cu. In. Displacement	235.5	230.5	15.0
Compression Ratio	8.0:1	7.5:1	.5

\*Standard in 3000 and 4000 Series \*\*Standard in A-100 Series

Maximum economy and load-pulling dependability are standard with Chevrolet.

OPTIONAL ENGINES IN 1/2-TON MODELS

	Chevrolet Turbomaster V8*	International 89-264**	Chevrolet Advantage
Gross H.P.	155	151.5	1.5
Ft. Lbs. Torque	250	240	2.0
Compression Ratio	8.0:1	7.5:1	.5

\*Optional in 3000 and 4000 Series \*\*Optional in A-100 Series

Chevrolet's optional V8 with short-stroke design and hydraulic valve lifters means more modern power and better performance.

In standard and optional engines, Chevrolet leads in both horsepower and torque and offers the pickup buyer a choice of Six or V8 power.

## TRANSMISSIONS

Chevrolet's greater transmission versatility offers Chevrolet salesmen additional opportunities to fit the truck to the owner's needs.

### CHEVROLET HAS MORE LIGHT-DUTY TRANSMISSION OPTIONS

CHEVROLET	INTERNATIONAL
Std. 3-Speed Overdrive	Std. 3-Speed Overdrive
Hydra-Matic	T-26 Automatic
H.D. 3-Speed	
H.D. 4-Speed	

With heavy-duty 3- and 4-speed units NOT available from IHC, Chevrolet can better match performance to job needs.

## SPRINGS

Standard Rear Springs	{ Chevrolet 1/2-ton.....2,200 lbs. total
	{ IHC 1/2-ton.....1,800 lbs. total
	+ 400 lbs. for Chevrolet owners to haul bigger payloads.
Optional Rear Springs	{ Chevrolet 1/2-ton.....2,700 lbs. total
	{ IHC 1/2-ton.....2,400 lbs. total
	+ 300 lbs. for Chevrolet to complete the load-carrying sweep over IHC.

# HAUL Bigger PAYLOADS!

# MEDIUM-DUTY MODELS

## ENGINES

Chevrolet provides owners real engine versatility in medium-duty models. The standard Jobmaster delivers plenty of power for most jobs.



**CHEVROLET** LEADS IHC'S STANDARD ENGINE  
IN COST-**SAVING** POWER

**JOBMASTER — 6000 SERIES**  
7.8:1 COMPRESSION RATIO  
MAX. TORQUE AT 2000 R.P.M.

**ED-244 — A-160 SERIES**  
7.5:1 COMPRESSION RATIO  
MAX. TORQUE AT 2400 R.P.M.

The higher compression ratio of the standard Jobmaster cuts cost per ton-mile. And, for power where it's needed most, peak torque is delivered more nearly in the normal driving range.



**HAS OPTIONAL V8  
POWER ON DEMAND**

<p><b>TASKMASTER V8</b> (Optional to 6000 Series, Standard in 5000 Series L.C.F.'s.)</p> <p>160 H.P. 270 Ft. Lbs. Torque 283 Cu. In. Displacement 8.0:1 Compression Ratio</p>	<p><b>SUPER TASKMASTER V8</b> (Optional to 6000 Series)</p> <p>175 H.P. 279 Ft. Lbs. Torque 293 Cu. In. Displacement 8.0:1 Compression Ratio</p>
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There is no gasoline engine available as an option in IHC's medium-duty A-Line — nothing to match Chevrolet's fast-stepping V8 power.

Chevrolet's optional V8 engines are **unchallenged** by IHC.

## POWERMATIC

Over the highway or in rugged off-the-road operations, Powermatic frees the driver of frequent shifting, permitting him to keep his eyes and mind on the road.



**POWERMATIC** 5000 AND 6000 SERIES

A REAL TRUCK  
AUTOMATIC  
JOB-TESTED  
AND  
PERFORMANCE-  
PROVED

Precision, full-power shifts keep engines operating in the most effective range for convenience plus reduced operating costs. IHC has no fully automatic transmission in the A-line.

## REAR AXLES

Standard Rear Axles	{	Chevrolet Series 6000.....	15,000 lbs.
		IHC A-160 Series.....	13,500 lbs.
		+ 1,500 lbs. for Chevrolet which means <b>more</b> hauling capacity for <b>more</b> profits.	
Optional Rear Axles	{		15,000 lbs.—single-speed
		Chevrolet 6000 Series.....	15,000 lbs.—2-speed
			16,000 lbs.—single- or 2-speed
		IHC A-160 Series.....	13,500 lbs.—2-speed

Buyers can select the truck best-suited to their **needs** with Chevrolet's optional rear-axle line-up.

**CHEVROLET OWNERS CAN  
MAKE FASTER SCHEDULES**



## ▶ FRONT SPRINGS

Standard	Chevrolet Series 6000.....	3,500 lbs. total
	IHC A-160 Series.....	3,400 lbs. total
Optional	Chevrolet Series 6000.....	4,400 lbs. total
	IHC A-160 Series.....	3,660 lbs. total

Task • Force front-spring ratings exceed IHC by 100 lbs. standard, and 1,240 lbs. optional capacity—more strength for longer life.

## ▶ REAR SPRINGS

Chevrolet 6000 Series.....	11,900 lbs. total (Std.)
	13,600 lbs. total (Opt.)
	16,400 lbs. total (Opt.)
IHC A-160 Series.....	10,200 lbs. total (Std.)
	10,800 lbs. total (Opt.)

Task • Force standard main and auxiliary rear springs have 1,700 lbs. more total capacity—optional springs are rated 2,800 lbs. heavier than IHC for over a ton more payload!

# HEAVY-DUTY MODELS

STANDARD ENGINES IN HEAVY-DUTY MODELS

	Chevrolet Taskmaster V8*	International 80-247-9**	Chevrolet Advantage
Gross H.P.	160	140.5	19.5
Fl. Lbs. Torque	270	254.2	15.8
Cyl. In. Displacement	283	282.5	.5
Compression Ratio	8.0:1	6.5:1	1.5

\*Standard in 6000 Series \*\*Standard in A-160 Series

More power does bigger jobs better, more easily and faster.

Chevrolet's heavy-duty V8's move bigger loads faster.

## ▶ ENGINES

Hydraulic valve lifters and exhaust valve rotators mean more modern power and greater owner benefits.

### CHEVROLET'S OPTIONAL ENGINE GIVES STILL GREATER PERFORMANCE



Super Taskmaster V8 (6000 Series)  
175 H.P.  
8.0:1 Compression Ratio

BD-309 Six (A-160 Series)  
154 H.P.  
6.5:1 Compression Ratio



21 more gross horsepower and a much higher compression ratio give Chevrolet's optional V8 even more power plus dollar-saving economy.

CHEVROLET HAS **BIG TRUCK POWER**  
FOR **BIG TRUCK LOADS** . . .

# HEAVY-DUTY MODELS

## ▶ POWERMATIC

Chevrolet heavy-duty owners, **too**, get **peak** automatic transmission efficiency from Powermatic. Precise, full power shifts provide maximum use of engine power **not** available from IHC.

## ▶ FRONT AXLES

Chevrolet has more front-axle "beef"!

Chevrolet 8000 Series.....	7,000 lbs.
IHC A-180 Series.....	5,500 lbs.

+ **1,500 lbs.** for Chevrolet means **more** front-end protection with heavy-duty loads over **all** kinds of terrain.

## ▶ FRONT SPRINGS

Chevrolet has **bigger** front springs.

Chevrolet 8000 Series.....	{ 5,100 lbs. total (Std.)
	{ 6,000 lbs. total (Opt.)
IHC A-180 Series.....	{ 4,000 lbs. total (Std.)
	{ 4,300 lbs. total (Opt.)

+ **1,100 lbs.** for Chevrolet standard springs—**1,700 lbs.** more load protection from optional springs than provided by IHC.

## ▶ REAR AXLES

Chevrolet offers a **wider** choice of rear axles.

Chevrolet 8000 Series.....	{ 15,000 lbs. single-speed (Std.)
	{ 15,000 lbs. single- or 2-speed (Opt.)
	{ 16,000 lbs. single- or 2-speed (Opt.)
IHC A-180 Series.....	{ 16,000 lbs. single-speed (Std.)
	{ 16,000 lbs. 2-speed (Opt.)

Chevrolet can give owners the **right** axle for the particular job—a wider choice than IHC offers.

## ▶ REAR SPRINGS

Chevrolet rear springs have **more** capacity.

Chevrolet 8000 Series.....	{ 13,450 lbs. total (Std.)
	{ 16,800 lbs. total (Opt.)
IHC A-180 Series.....	{ 13,200 lbs. total (Std.)
	{ 15,000 lbs. total (Opt.)

For **bigger** single-axle loads, Task • Force Trucks have **250** more pounds **standard** rear-spring capacity and **1,800** more pounds **optional** rear-spring capacity.

CHEVROLET OWNERS ENJOY



# CAB FORWARD MODELS

CHEVROLET L.C.F.'s OUTHAUL IHC!

## STANDARD ENGINES IN L.C.F. AND AC MODELS

	Chevrolet Turbocharger V6*	International 40-234**	Chevrolet Advantage
Rated H.P.	160	150.5	16.5
15.144. Torque	270	248.0	22.0
G.I. 16.0 (Opt.)	280	260.2	18.7
Compression Ratio	8.0:1	7.5:1	8

\*Standard in 5000 and 7000 Series \*\*Standard in AC-100 and A-100 Series

And Chevrolet has an optional gas engine, not available from IHC, plus Powermatic.

## ENGINES

Task • Force L.C.F. models have the same kind of engine superiority that marks conventional cab models.

## FRONT AND REAR SPRINGS

### Chevrolet 5000 Series IHC AC-160 Series Advantage

#### Front Springs

(Total)	Std. 4,200 lbs.	3,300 lbs.	+ 900 lbs.
	Opt. 4,600 lbs.	3,400 lbs.	+1,200 lbs.

#### Rear Springs

(Total)	Std. 11,900 lbs.	10,200 lbs.	+1,700 lbs.
	Opt. 13,600 lbs.	10,800 lbs.	+2,800 lbs.

There is also **more** muscle in the 5000 and 6000 H Series—a 7,000-lb. front axle, a 16,000-pound rear axle, and springs rated at 5,200 lbs. in front—16,400 lbs. at the rear.

## REAR AXLES

Chevrolet 5000 Series.....	15,000 lbs. single-speed (Std.) 15,000 lbs. single-speed (Opt.) 15,000 lbs. 2-speed (Opt.) 16,000 lbs. single-speed (Opt.) 16,000 lbs. 2-speed (Opt.)
IHC AC-160 Series.....	13,500 lbs. single-speed (Std.) 13,500 lbs. 2-speed (Opt.)

**1,500 lbs. more standard and optional rear-axle capacity plus** an extra option places Chevrolet way ahead of IHC's AC models.

## CHEVROLET VS. IHC 10000 SERIES R-LINE

IHC's R-Line lacks the up-to-the-minute work design that is part of every Chevrolet Truck.

**CHEVROLET HAS MORE MODERN HEAVY-DUTY POWER**

International V6  
Standard in 7000 and 9000 Series  
160 H.P.  
210 FT. Lbs. Gross Torque  
8.0:1 Compression Ratio

Chevrolet V6  
Standard in 7000 Series  
160 H.P.  
210 FT. Lbs. Gross Torque  
8.0:1 Compression Ratio

Chevrolet's short-stroke Loadmaster V6 delivers 20 more H.P., with more torque at a much higher compression ratio.

## ENGINES

Chevrolet's greater horsepower and torque mean loads get there **faster** and easier!

## CLUTCHES

Chevrolet's bigger, more rugged clutches mean **less maintenance** and **down time** for owners.

**CHEVROLET HAS A BIGGER CLUTCH**

Chevrolet 7000 Series

International 9-190 Series

Chevrolet's standard clutch is big and rugged—built to provide longer clutch life and more efficient transfer of power with less maintenance.

# LOWER OPERATING COSTS!

# TANDEMS

## CHEVROLET TANDEMS HAVE THE WIDEST OPERATING RANGE (8000-10000 SERIES)

### 3-Speed Auxiliary

In dual-drive trucks, Chevrolet's standard 3-speed auxiliary transmission provides 15 gear combinations when used with the 5-speed transmission.

IHC's standard 2-speed auxiliary provides only 10 combinations.

## TRANSMISSIONS

In off-the-road and other operations requiring maximum torque and gear reduction, Chevrolet's tandems **beat IHC by 5 gear combinations.**

## FRONT AXLES

Chevrolet tandems are built to haul maximum payloads.

## CHEVROLET TANDEMS HAVE OPTIONAL FRONT AXLES

8000 SERIES (CHEVROLET) A-180 SERIES (INTERNATIONAL)



9,000 POUNDS

A 9,000-pound optional front axle is available to tandem buyers in addition to the standard 7,000-pound unit. IHC offers only a standard 7,000-pound axle — no optional front axle is available in comparable IHC G.V.W.'s.

## CHEVROLET TANDEM BRAWN HAULS BIGGER LOADS LONGER

	G.V.W.	REAR AXLES
Chevrolet 8000	26,000 Lbs.	15,000 Lbs. ea.
IHC A-180	30,000 Lbs.	14,000 Lbs. ea.
Chevrolet 10000	36,000 Lbs.	15,000 Lbs. ea.
IHC H-100	35,000 Lbs.	14,000 Lbs. ea.

Task-Force Tandems have 2,000 pounds more rated standard bogie capacity from the two big 15,000-pound rear axles. Here is clear-cut muscle superiority over IHC — tandem strength for the roughest jobs!

## REAR AXLES

Chevrolet tandems provide operating flexibility not found with IHC, and all Task-Force tandems have **2,000 lbs. more rated standard bogie capacity** than IHC models with comparable G.V.W.'s.

Examine any Task-Force model for across-the-line, cab-and-chassis advantages over IHC and you will **know** for certain that Chevrolet is far ahead in **eye appeal, power** and **over-all rugged construction.**



CHEVROLET MOTOR DIVISION  
GENERAL MOTORS CORPORATION  
DETROIT 2, MICHIGAN