

# '78 CHEVY MEDIUMS



**BUILT TO STAY TOUGH.**





CE65 with farm body



CE60 with van body



CE60 single axle with dump body

**SPECIAL  
VALUE-PACKED  
OPTIONS AVAILABLE  
FOR '78.  
DETROIT DIESEL POWER  
NEW TAG AXLE  
NEW TRAC PAC  
BRAKE SYSTEM.**



CE65 with tanker body



CE60 with van body



You get all the traditional advantages of tough Chevy Mediums and more for 1978. New value-packed options, like a turbocharged diesel engine, the powerful Detroit Diesel 4-53T. (Available after Jan. 1978. Check with your Chevrolet dealer.) Also a new tag axle that can mean initial cost savings when compared to tandem drives. And the available new Trac Pac<sup>®</sup> brake system that gives hydraulically braked tractors air controls for pulling air-brake semi trailers. Chevrolet's compact 97½" BBC allows installation of long bodies, good weight distribution to the front axle, easy manoeuvring in city delivery. And remember, the shorter the cab, the longer the body or trailer . . . and the bigger the payloads.

**50** Series 50 Mediums give you short-cab design in wheelbases from 125 to 167 inches for a wide range of applications. CS50 models have a 4.7 litre (292 CID) Six standard; CE50 offer 5.7 litre (350 CID) V-8 power. Standard components include a 4-speed synchromesh transmission, 5,000-lb. wide-track front axle, 11,000-lb. rear axle. GVWRs from 13,800 to 18,500 lbs.

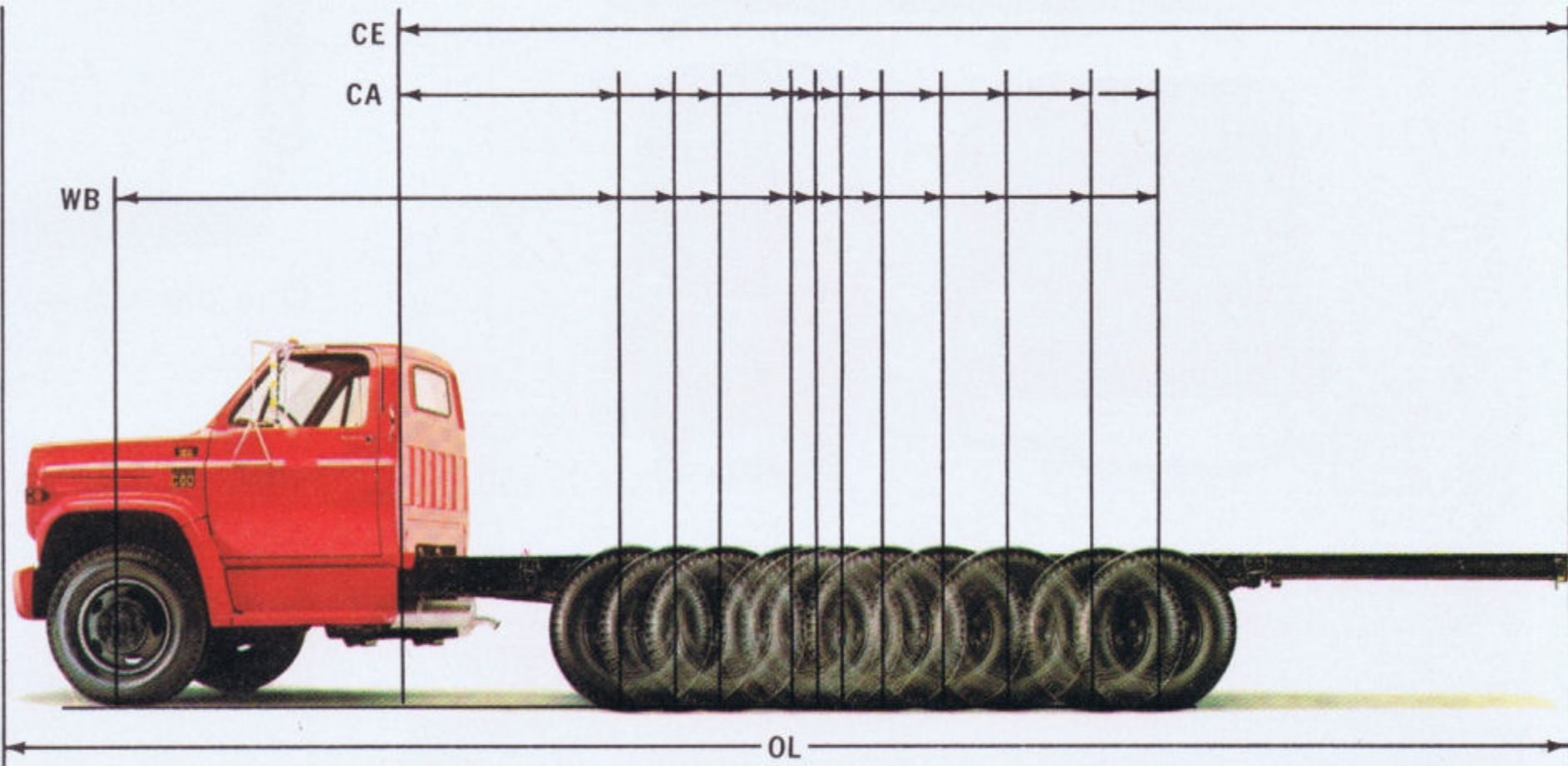
**60** Series 60 Mediums feature wheelbases from 125 to 218 inches and accommodate many body types. Detroit Diesel 4-53 is available. Other available engines include a 4.7 litre (292 CID) Six, a 5.7 litre (350 CID) V-8, a 5.9 litre (366 CID) V-8 and the 4-53T (55 mm.). Standard axles are 5,000 lbs. front, 15,000 lbs. rear. Air-brake models have a 7,000 lb. front axle, 17,000 lb. rear. GVWRs range from 16,000 to 24,000 lbs; GCWRs to 45,000 lbs. ME60 models feature tag axle tandems, GVWRs to 41,000 lbs.

**65** Series 65 Mediums give you short-cab design in wheelbases from 125 to 254 inches for big-tonnage hauling in the weight class. Standard specifications include a 5.9 litre (366 CID) V-8; 4-speed transmission; 7,000 lb. front axle with a 17,000 lb. single rear axle. ME65 has a 5-speed transmission and a tandem rear axle rated at 30,000 lbs. with hydraulic brakes, 34,000 lbs. with available air brakes. GVWRs range from 19,200 to 50,000 lbs.; GCWRs to 60,000 lbs.

If you need special equipment for off-road or heavy-duty operations, your Chevrolet Truck Specialist can help select it.

Many vehicles in this catalog are shown with available factory-installed options, Dealer accessories and special equipment from various independent suppliers.

# CHEVY MEDIUMS HAVE A SHORT 97½" BBC TO GIVE YOU GOOD MANOEUVRABILITY AND WEIGHT DISTRIBUTION



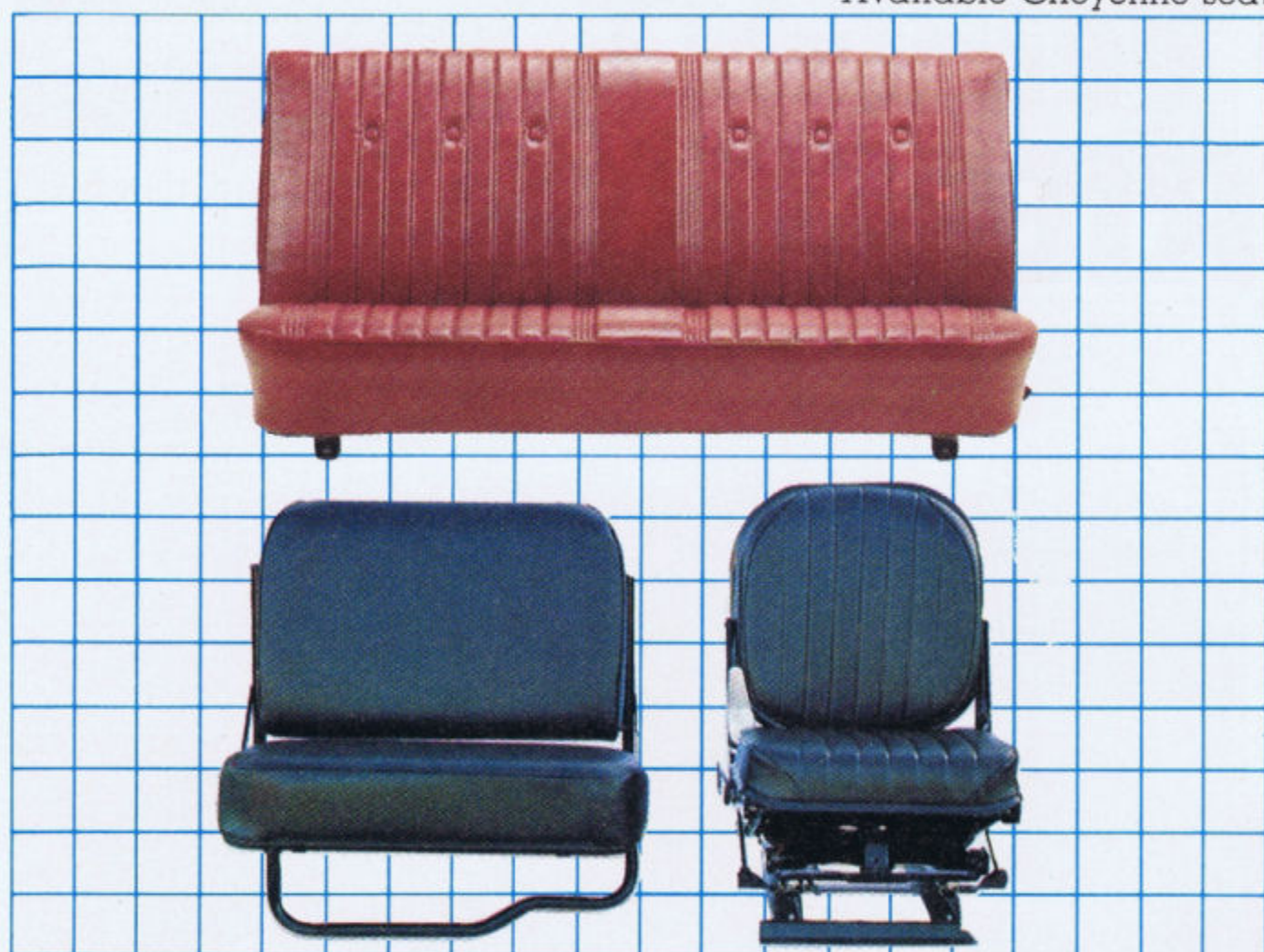
DIMENSIONS (Inches)				
SINGLE AXLE MODELS				
	WB	CA	CE	OL
CS/CE51003, CS/CE61003, CD61003, CE66003-13, CD66003	125	60	100	197
CS/CE51203, CS61203, CE61203, CE61203-13, CE66203-13, CD66203	137	72	120	217
CS/CE51403, CS61403, CD61403, CE61403-13, CE66403-13, CD66403	149	84	132	229
CS/CE51703, CS61703, CD61703, CE61703-13, CE66703-13, CD66703	167	102	162	259
CS/CE61803, CD61803, CE66803-13, CD66803	173	108	168	265
CS61903, CD61903, CE61903-13, CE66903-13, CD66903	179	114	174	271
CS62003, CD62003, CE62003-13, CE67003-13, CD67003	189	124	226¼	323
CE/CS62303, CD62303, CE67303-13, CD67303	203	138	231	328
CS/CE62503, CD62503, CE67503-13, CD67503	218	152½	253¼	350
CE67803-13, CD67803	239	173	274	371
CE68103-13, CD68103	254	188	289	386
TANDEM AXLE MODELS				
	WB	CA	CE	OL
ME66403-13	149	84	144	241
ME66703-13	167	102	174	271
ME62003, ME67003-13	185	120	204	301
ME62103, ME67103-13	195	130	214	309
ME62403, ME67403-13	209	144	228	323

WB/Wheelbase; CA/Cab-to-Axle; CE/Cab-to-end-of-Frame; OL/Overall Length



# INTERIORS TOUGH, COMFORTABLE CHEVY CABS ARE A GREAT PLACE TO WORK

Available Cheyenne seat.



Available bucket seats.

## Custom Deluxe is the standard cab.

Bench seat is chair-high, and there's ample head room even for larger-than-average drivers. Chevy design allows good leg room and adequate clearance between the steering wheel and seat back.

## Available Scottsdale interior.

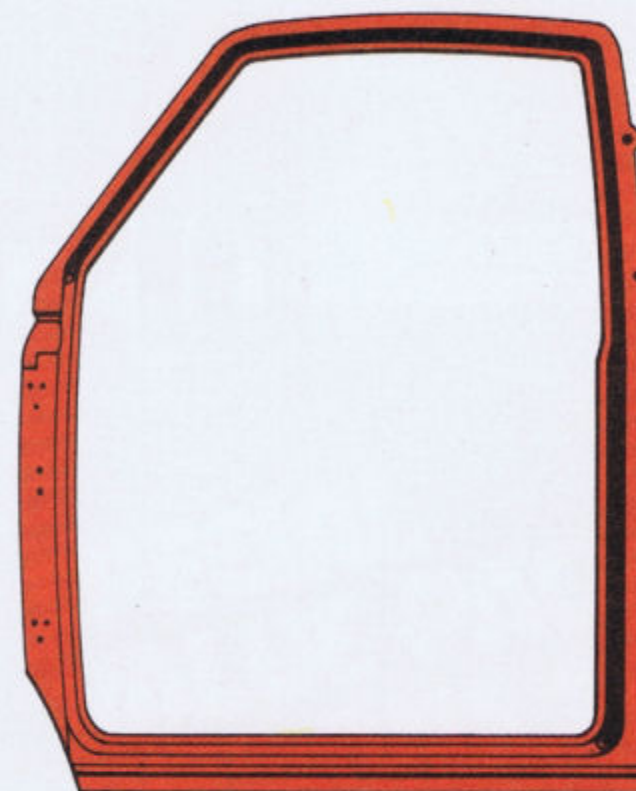
Includes custom vinyl upholstery and thick foam cushioning for the full-width seat, simulated chestnut wood trim on door panels, cigarette lighter, color-keyed floor mats, full undercoating. Seat back tilts forward for access to in-cab stowage space.

## Flow-through ventilation.

Always "on" with ignition. Blower pulls in outside air through high-level plenum, forces out stale air through exhaust vents in both doors.

## Available integral air conditioning.

Helps add to driver comfort as well as minimizing dust and pollen in cab interiors. Special "inside" setting lets operator recirculate inside air while driving through areas where noxious outside air may be present.



## One-piece door frame.

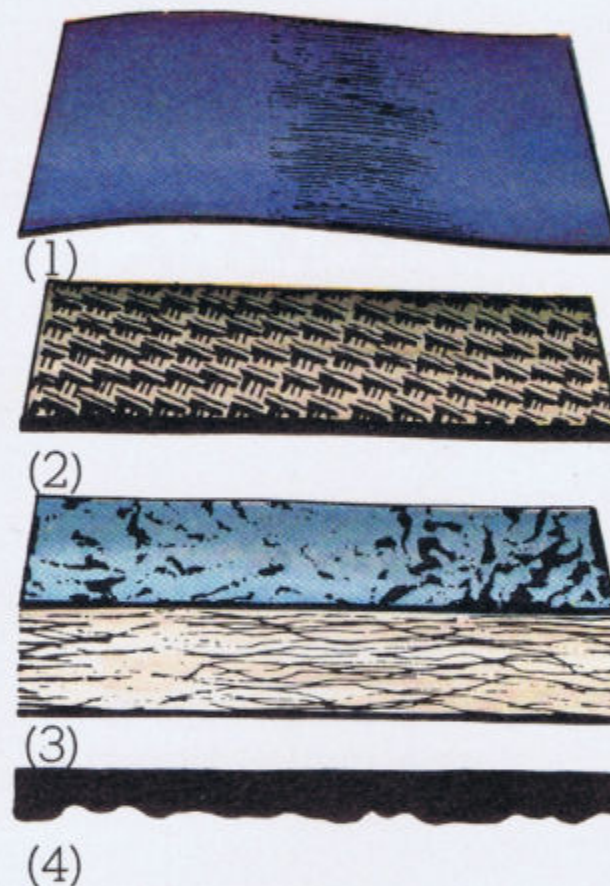
Fabricated from a single piece of metal for strength, durability. Good fit helps minimize possibility of noise, drafty gaps between body and door.

## Available Cheyenne interior.

Includes all Scottsdale items, adds instrument panel pad, door trim panels with stowage pockets, headliner, door-operated dome light switch, floor and cowl insulation.

## NOISE ABATEMENT PACKAGES.

Noise has a way of increasing driver fatigue, reducing the efficiency of every run. Chevy has a way of fighting it. Available acoustical and thermal insulation includes: (1) headliner; (2) rubber floor mats. Also furnished with available trim packages are (3) a 1/2" fiberglass mat beneath the floor covering and (4) 6 1/2 lbs of protective undercoating. Exterior noise abatement equipment for noise-restricted areas is available on all models.

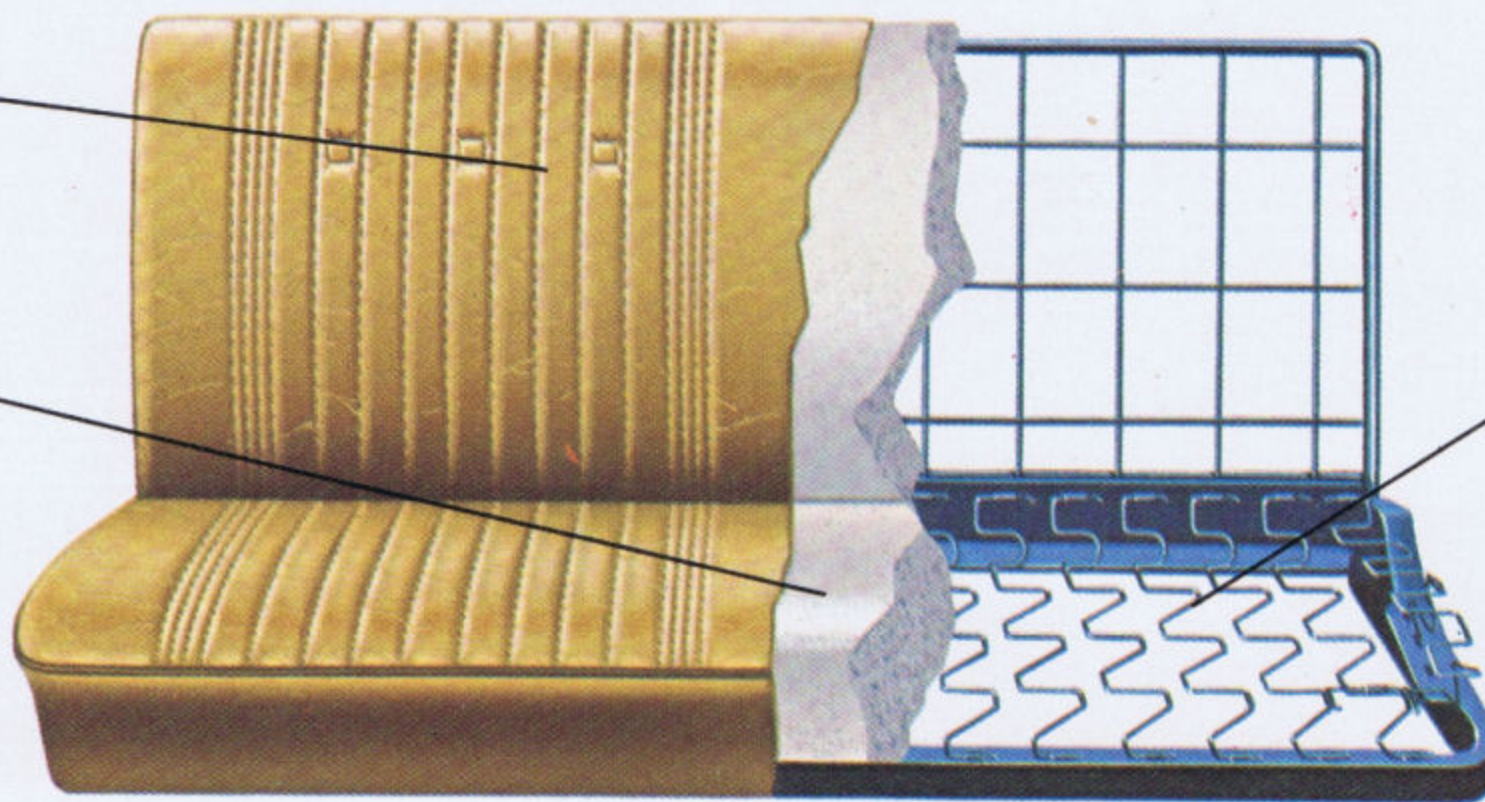


## Front serviceable instrumentation.

Easily removed and replaced. And simplified instrument panel wiring adds to convenient, easy maintenance.

Luxurious embossed vinyl upholstery for long service life, handsome appearance.

Available Scottsdale interior features full-depth urethane foam-cushioned bench seat.



High-strength steel zigzag springs give support where needed for driver comfort.

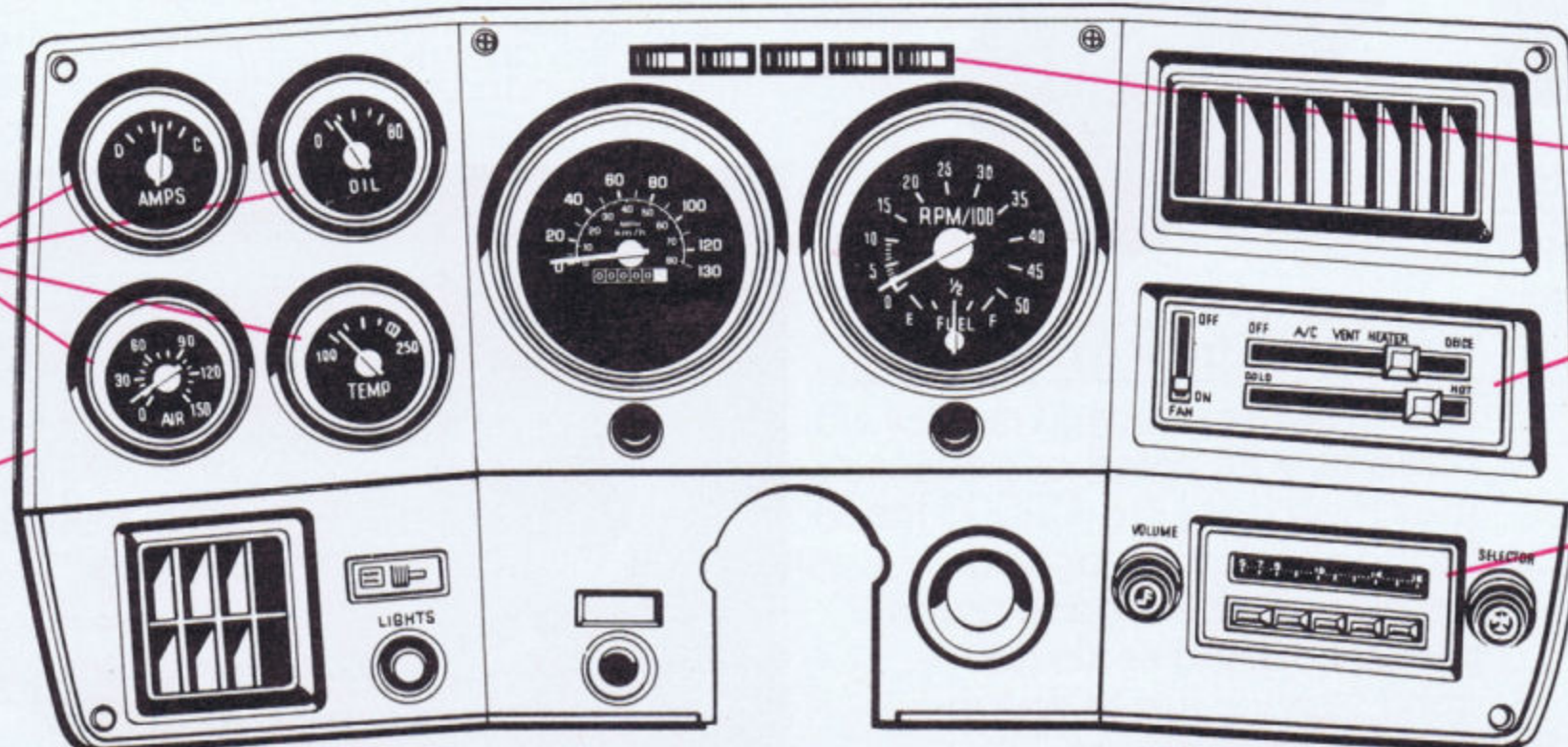




Custom Deluxe interior is standard.

Amp, oil, air and temp. gages are conveniently grouped for easy reading.

Instrumentation is housed in flat-black panel for minimum glare and reflection.



Cockpit-type warning lights monitor important functions like oil pressure, temperature, generator.

Available air conditioning.

Available radio means good company for drivers over the long haul.

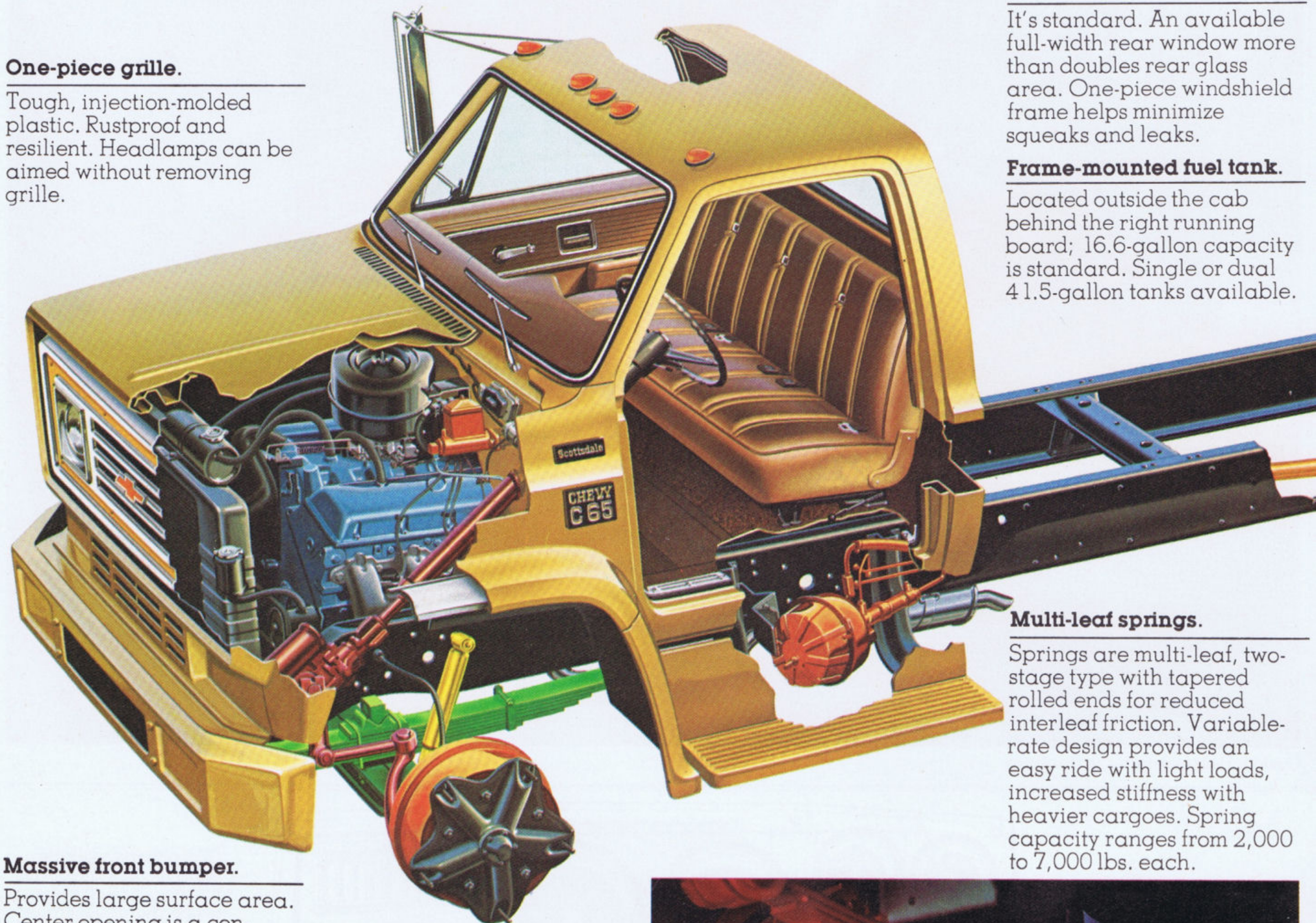


# RUGGED

## DOUBLE-WALL CONSTRUCTION HELPS SEAL AGAINST NOISE, VIBRATION AND THE ELEMENTS

### One-piece grille.

Tough, injection-molded plastic. Rustproof and resilient. Headlamps can be aimed without removing grille.



### Massive front bumper.

Provides large surface area. Center opening is a convenient step for engine servicing, an air inlet for cooling, and access to the available tow hooks.

### Recirculating ball steering.

Has an overall ratio of 28.14:1 for easy effort. Integral power steering is available for most models.

### Wide-track front axles.

Features drop-forged steel I-beams with rated capacities from 5,000 to 12,000 lbs. Standard double-acting shock absorbers have nylon piston bearing seals for good service life in rough-road or off-road use.

### Reinforced hood design.

Uses two pieces of steel welded together for torsional rigidity. Heavily embossed front and rear inner panel reinforcements add strength, help control flutter. Alligator-style hood provides easy access to engine compartment.

### Available single-wall fiber glass hood.

Includes fenders and front end in one unit which allows complete access to engine and front-end components. Cable prevents overtilting. Lightweight construction reduces vehicle weight by 82 lbs.

### Double-walled roof.

Weld in inner and outer panels forms a leak-resistant assembly. Insulation between panels helps insulate against noise.

### Heavily reinforced floor.

It's welded to body side panels, making a solid, rigid foundation for cab strength.

### One-piece door panels.

Inside and out to help improve door strength and sealing.

### Front fenders.

They're double-wall steel. Lower fender extension helps protect against road splash.

### 2,931-sq.-in. glass area.

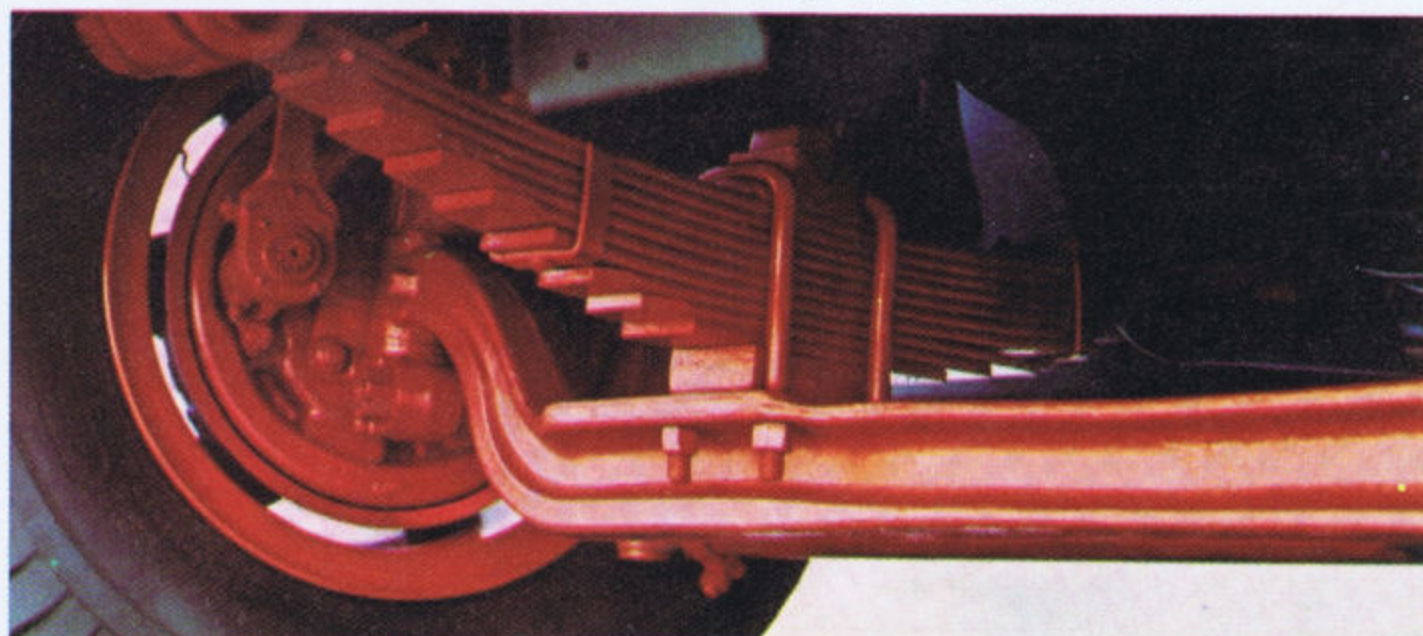
It's standard. An available full-width rear window more than doubles rear glass area. One-piece windshield frame helps minimize squeaks and leaks.

### Frame-mounted fuel tank.

Located outside the cab behind the right running board; 16.6-gallon capacity is standard. Single or dual 4 1.5-gallon tanks available.

### Multi-leaf springs.

Springs are multi-leaf, two-stage type with tapered rolled ends for reduced interleaf friction. Variable-rate design provides an easy ride with light loads, increased stiffness with heavier cargoes. Spring capacity ranges from 2,000 to 7,000 lbs. each.



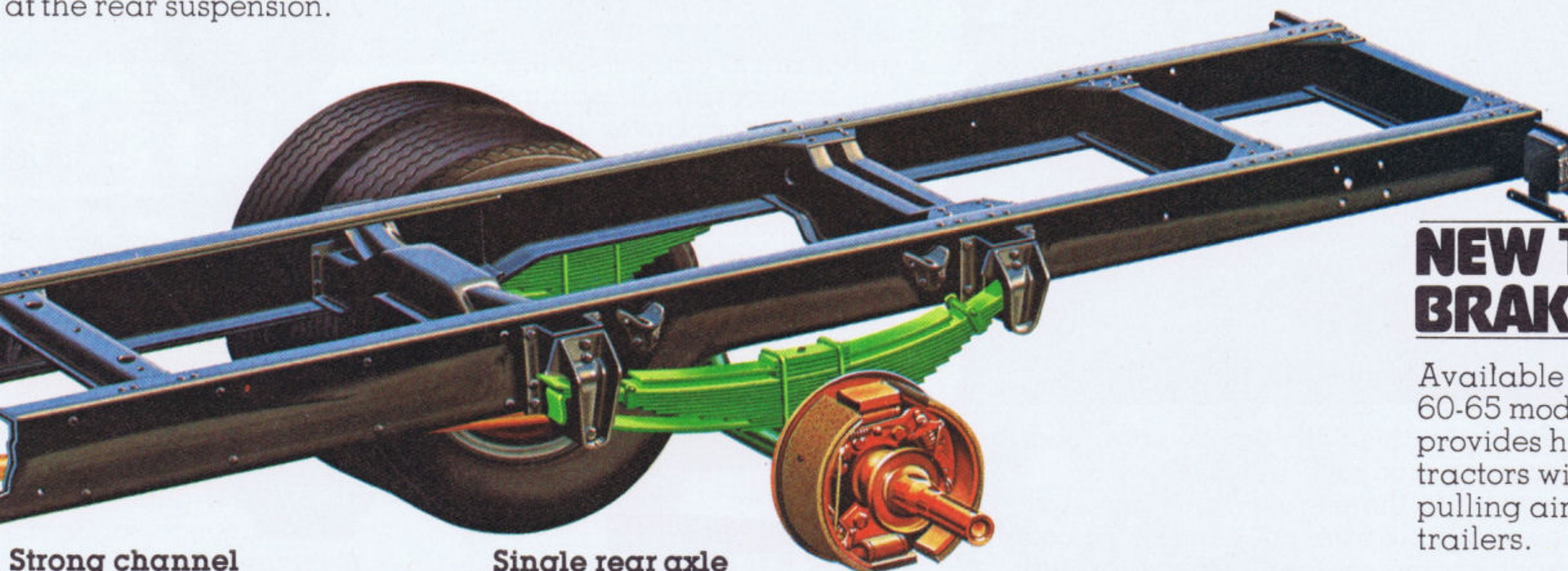
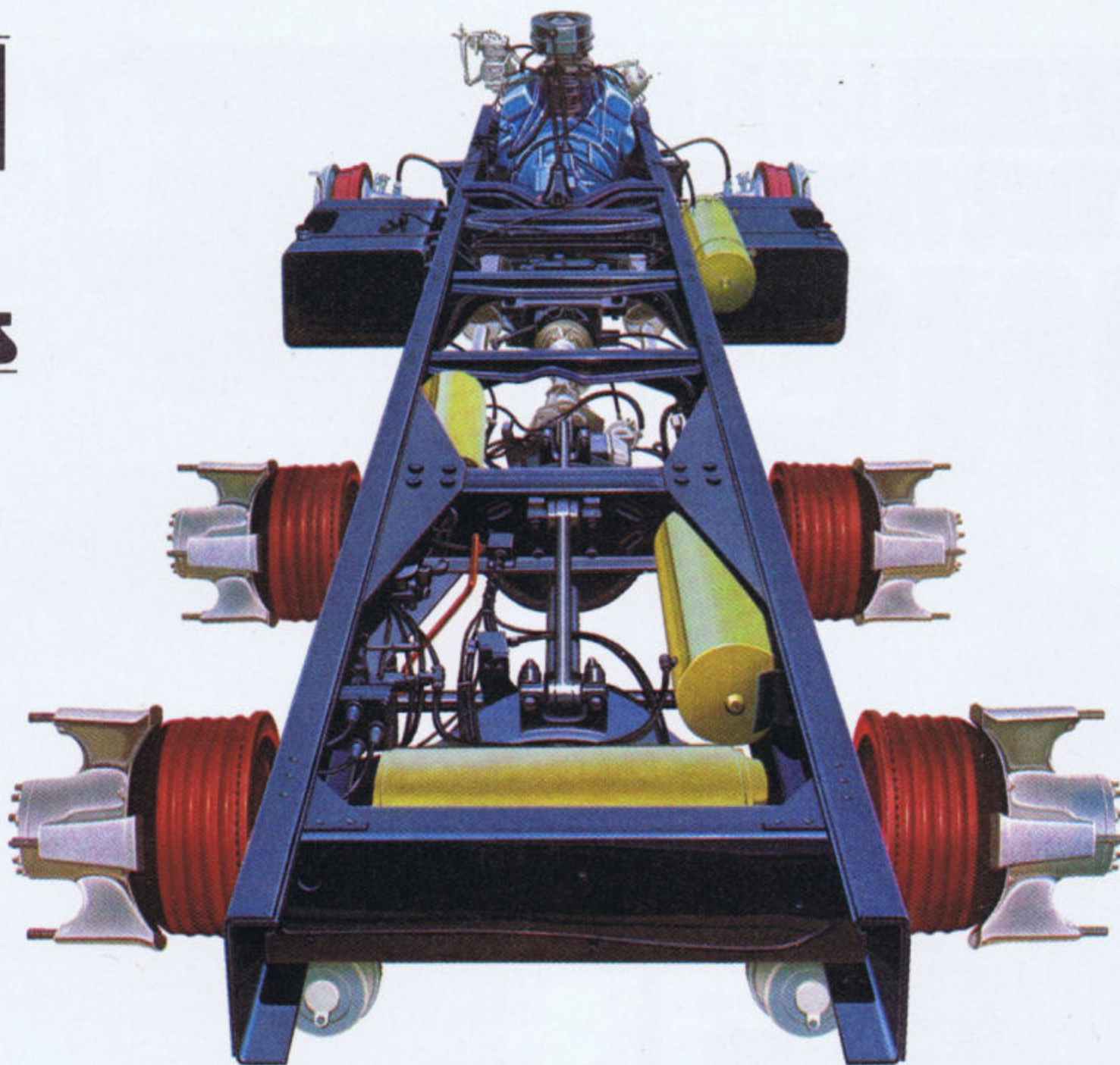


# TOUGH FRAME AND ALLIGATOR JAW CROSS MEMBERS

Single-axle models have straight full-channel side rails between cab and rear axle. Frame tapers up at rear axle, saving weight. Channel-type cross members with alligator-jaw outer ends help provide a solid, twist-resistant foundation.

## Tandem frames.

They're high-tensile steel with full-depth channel-type side rails and inverted "L" reinforcements from front spring hangers to end of frame. Bogie area is reinforced for even more stiffness at the rear suspension.



## Strong channel crossmembers.

Alligator-jaw outer ends provide a wide "bite" at both top and bottom of the frame rails. This rigid design helps prevent "laddering," the opposing front-to-rear movement of the side rails.

## Tandem axles with Hendrickson suspension.

Available in capacities of 30,000, 34,000 and 38,000 lbs. Driving and braking forces are transmitted through torque rods and equalizing beams. Springs serve only to cushion the load, which is divided equally between the axles. Built-in interaxle differential helps eliminate wheel fight, helps extend tire life. Driver-operated differential lockout supplies equal power to each axle for added traction as needed.

## Single rear axle and suspensions.

They're Chevrolet (hypoid gearing) or Eaton (spiral-bevel gears). Capacities range from 11,000 to 23,000 lbs. Single-speed axles are standard; two-speed available on Series 60 and 65. Two-stage variable-rate springs help provide a smooth ride, high carrying capacity. Radius leaf drive absorbs driving and braking thrusts. Single-leaf auxiliary rear springs and shock absorbers are available for heavy loads, rugged operation.

## Drive shafts.

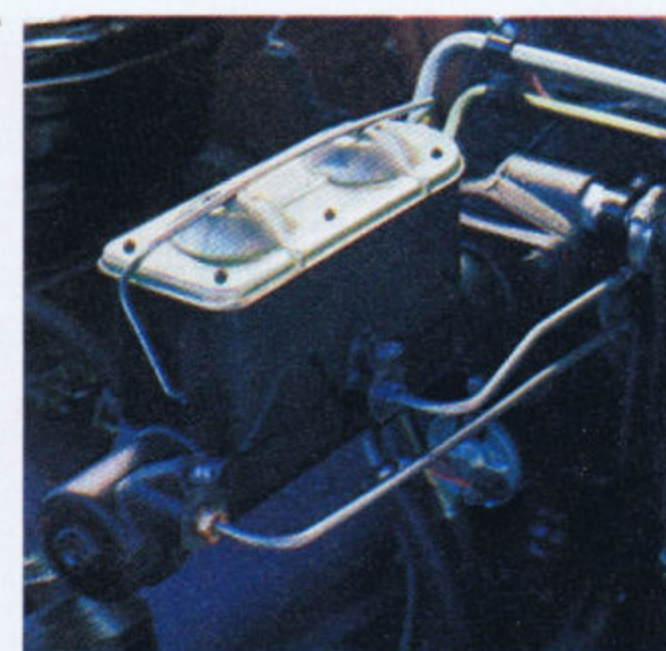
Accurately balanced for a smooth transfer of power. Universal joints are low-friction needle-bearing type. Center bearings are cushion mounted to help control vibration.

## NEW TAG AXLE

Model ME-60 tag axle Chevy mediums are available in 185, 195 and 209-inch wheelbases with GVW range from 34,000 to 41,000 lbs. Hydraulic brakes and a 45/55 Hendrickson U-340 suspension are standard.

## Drop-center XL wheels.

They're two-piece discs. The 20 x 6.0 size is standard; 20 x 6.5 available. Disc wheels are standard on Series 50 and 60 models with hydraulic brakes. Cast-spoke wheels are standard on Series 60 with air brakes and all Series 65; available for Series 60 with hydraulic brakes.



## Available Hy-Power brake system.

Delco's Hy-Power brake system provides up to 30% more stopping power at the wheel cylinders than a conventional vacuum power system. Compact design requires no vacuum booster reservoir tank. A reserve power system provides for a number of stops should the power system malfunction.

## NEW TRAC PAC BRAKE SYSTEM.

Available for all Series 60-65 models. Trac Pac provides hydraulic brake tractors with air controls for pulling air-brake semi trailers.

## Orscheln-type parking brake.

Adjusts at the lever handle. It's applied at a right angle, easy to set and release.

## Hy-Park hydraulic mechanical parking brake.

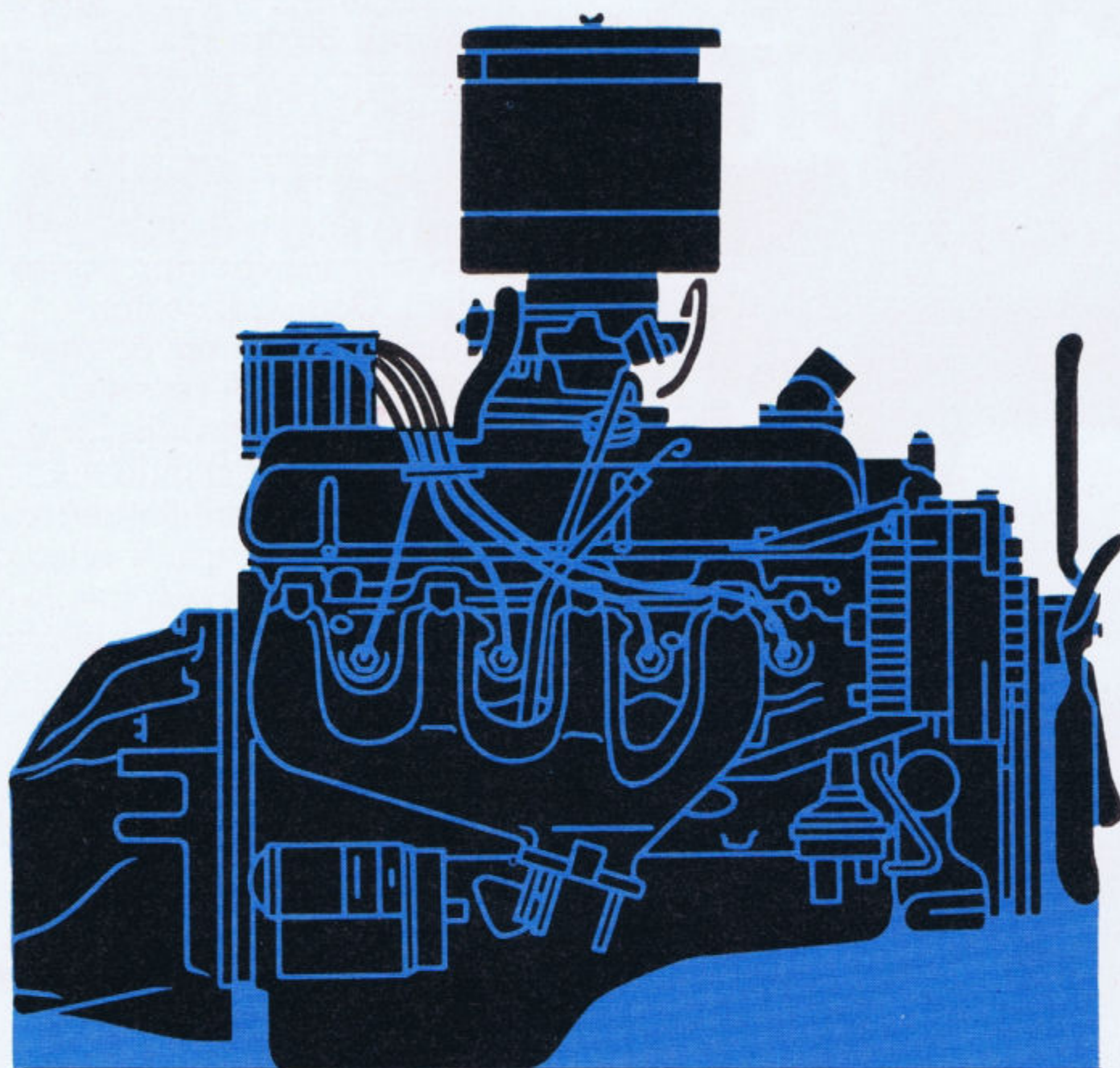
A dependable hydraulic spring set parking brake. Available on Series 60 models and Series 65 models with T 170 rear axle.

## Full air brakes.

Available for most Series 60-65 models.



# CHEVY OFFERS GASOLINE OR DIESEL ENGINES

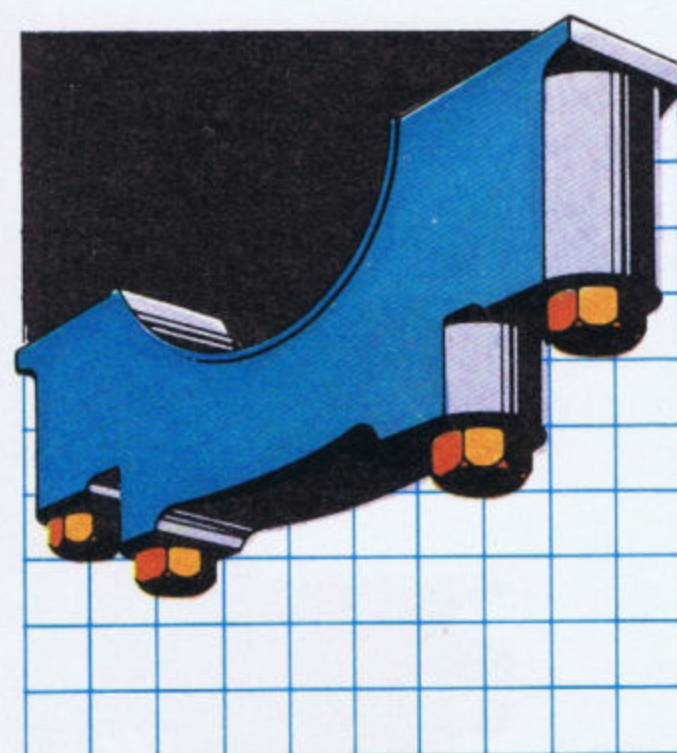


The Chevrolet Trucks in this catalog are equipped with GM-built engines produced by various divisions. Please refer to the engine chart included in this catalog or available from your dealer for complete details about engine sources and availability.

## High-torque V8s.

Engineered for rugged truck service. A 5.7 litre (350 CID) V-8 is standard in Series 60. A 5.9 litre (366 CID) V-8 is standard in Series 65 available for Series 60. The 5.7 litre (350 CID) V-8 has a forged steel crankshaft with heavy-duty bearings; 4.1 quart oil sump; ram's-horn exhaust manifold; double roller-chain camshaft drive with steel crank sprocket; full stellite exhaust valves. The 5.9 litre (366 CID) V-8 and a 6.8 litre (427 CID) V-8 available for Series 65 both

feature forged steel crankshafts, four-bolt main bearing caps, heavy bearing-support bulkheads in the lower block, heavy cylinder walls for rigidity and strength, heavy duty components throughout. The 6.8 litre (427 CID) V-8 also has a 6.6 quart oil sump. Integral ignition coil in distributor housing is standard on all series. It eliminates coil-to-distributor lead wire and provides a protective enclosure for the coil. High Energy Ignition is standard.

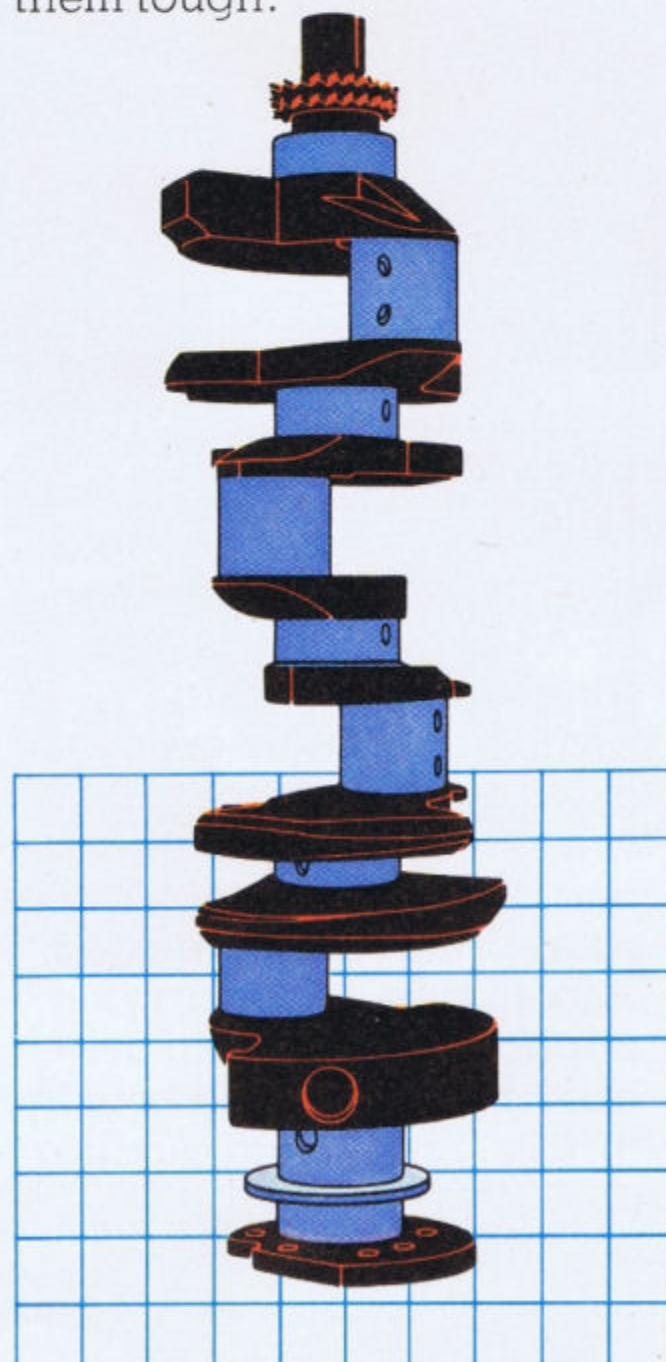


**Four-bolt main bearing cap.**

Standard on 5.7 Litre (350 CID) V-8, 5.9 Litre (366 CID) V-8 and 6.8 Litre (427 CID) V-8 engines.

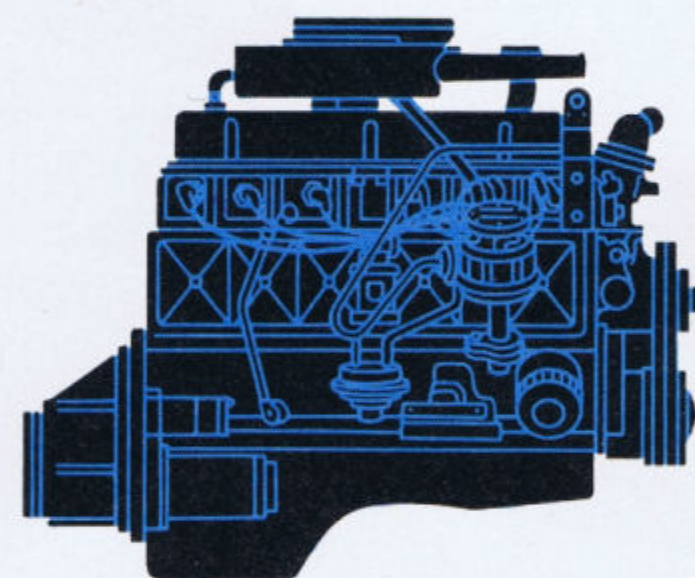
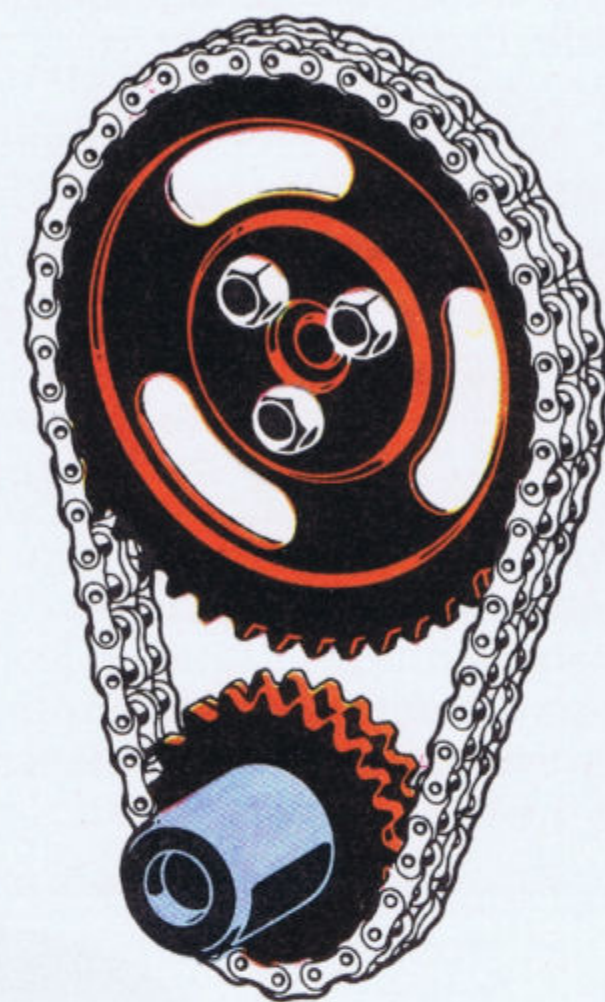
## Forged steel crankshaft.

Forging lends added strength to steel...strength that pays off in the form of long, dependable service. Dimensional accuracy is important to crankshaft life, too, so accurate air gauging is used to check over fifty vital dimensions on every crankshaft. Finally, each shaft is teamed with heavy-duty bearings to help keep them tough.



## Double roller chain camshaft.

Camshaft drive with steel crank sprocket is standard on the Series 60 with 5.7 litre (350 CID) V-8. Double chain helps achieve smooth power transfer between crankshaft and camshaft; steel crank sprocket helps promote long service life.



## 4.7 litre (292 CID) L6.

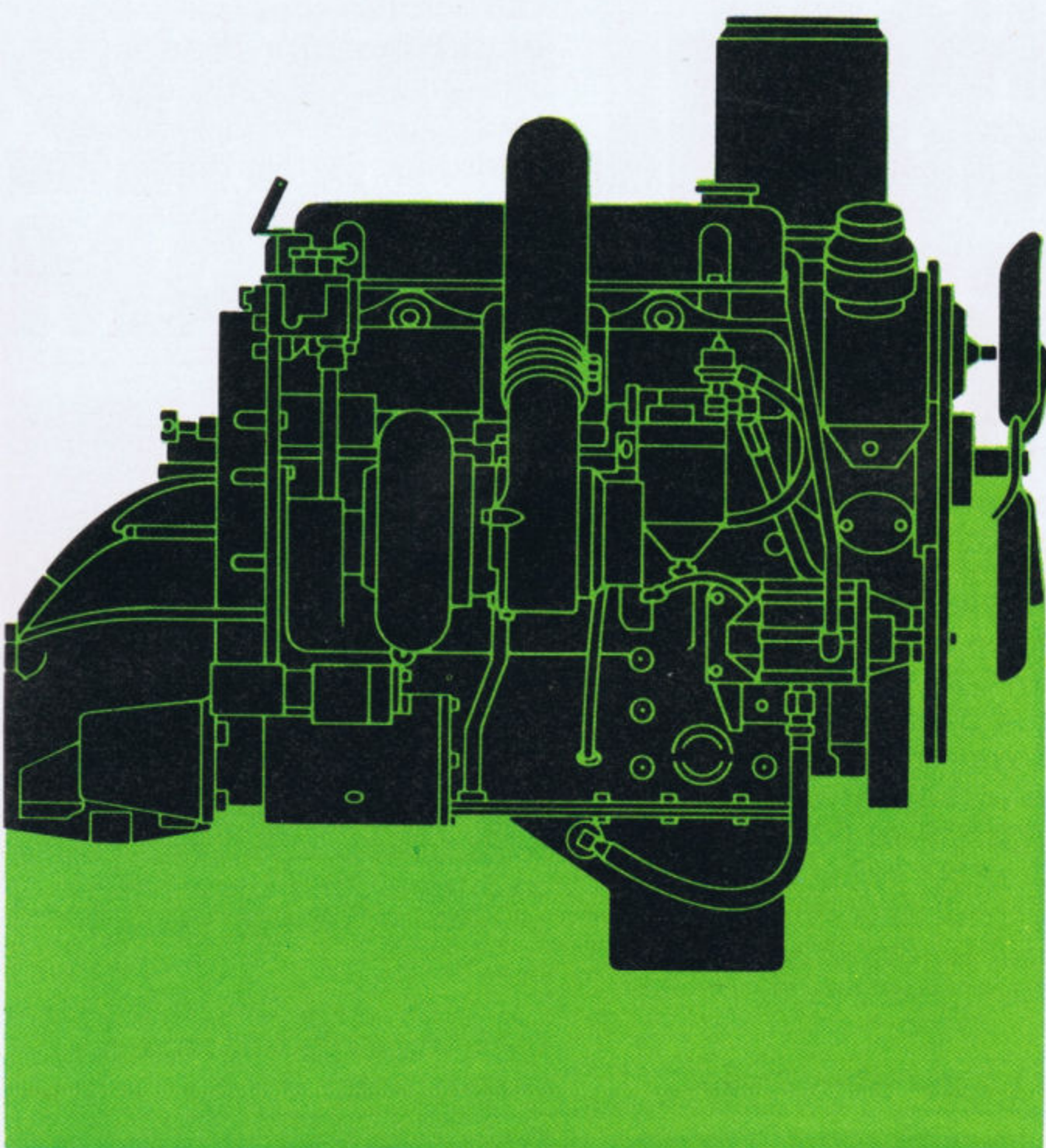
Valve-in-head design with hydraulic lifters, single-barrel carburetor and full-flow oil filter. Seven main bearings provide crankshaft support at front, rear and between each cylinder pair. Other features include aluminum alloy-steel pistons, forged steel connecting rods with trimetal bearings, aluminized-face intake valves, stellite-faced exhaust valves with positive rotators and hardened seats, gear-type oil pump with a 4.1-quart sump. High Energy Ignition is standard.

## GASOLINE ENGINE SPECIFICATIONS

DISPLACEMENT AND TYPE	4.7 LITRE (292 CID) SIX	5.7 LITRE (350 CID) V8	5.9 LITRE (366 CID) V8	6.8 LITRE (427 CID) V8
BORE AND STROKE—MILLIMETRES (INCHES)	98.4 x 104.7 (3.87 x 4.12)	101.6 x 88.4 (4.00 x 3.48)	100.08 x 95.5 (3.94 x 3.76)	114.3 x 95.5 (4.25 x 3.76)
COMPRESSION RATIO (To 1)	8.0	8.5	8.0	8.0
SAE NET HORSEPOWER @ RPM	120 x 3600	165 @ 3800	200 @ 4000	220 @ 4000
SAE NET TORQUE @ RPM	215 @ 2000	255 @ 2800	305 @ 2800	360 @ 2400

All gasoline engines are modified to operate efficiently and with lower exhaust pollutants on 91 octane (or higher) no-lead, low-lead or regular fuel.



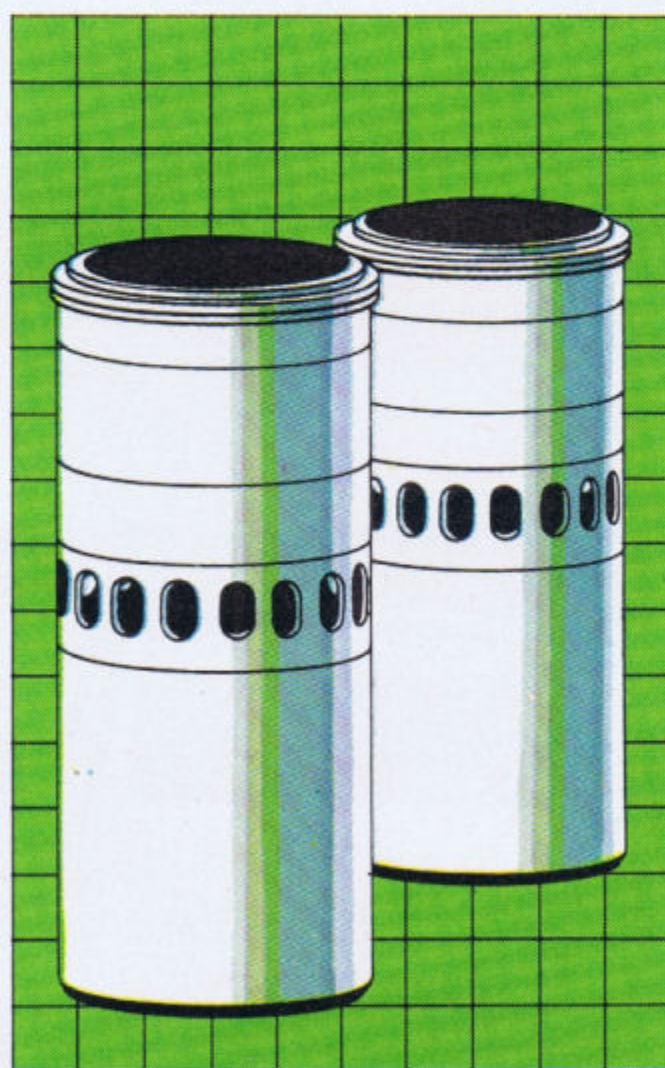


# DETROIT DIESEL 4-53T

## Turbocharged power.

Turbocharging boosts available horsepower and engine efficiency. It compresses intake gases to provide a more powerful explosion and more efficient burn. Excess air also helps cool engine. In addition, the rugged 4-53T features a tough, heavy-duty engine block with large cooling passages for good engine cooling control. Precision unit injector fuel system accurately meters, pressurizes and atomizes fuel into each cylinder under all load and road conditions. Low-lift camshaft provides less spring stress than high-lift camshaft, yet provides full scavenging of exhaust gases. (Note: 4-53 diesel

will be offered until 4-53T becomes available after Jan., 1978. Check with your Chevrolet dealer.)



## Replaceable cylinder liners.

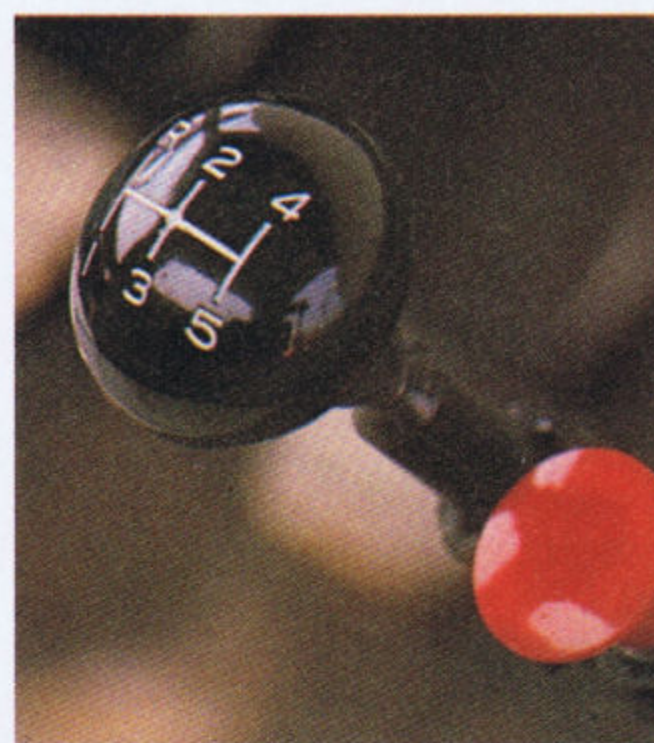
Provide ease of maintenance at low cost. Other advantages include impressive wearability and resistance to distortion.

## DIESEL ENGINES SPECIFICATIONS

DISPLACEMENT (CU. IN.) AND TYPE	4-53 DIESEL	4-53T Diesel (55)†	4-53T Diesel (60)*
BORE AND STROKE (IN.)	3.87 x 4.5	3.87 x 4.5	3.87 x 4.5
COMPRESSION RATIO	21.0 to 1	18.7 to 1	18.7 to 1
SAE NET HORSEPOWER @ RPM	126 @ 2800	146 @ 2500	160 @ 2500
SAE NET TORQUE @ RPM	265 @ 1800	350 @ 1700	385 @ 1700

†55mm Injectors \*60mm Injectors

# MANUAL OR AUTOMATIC TRANSMISSIONS



## Four-speed synchromesh transmissions standard.

PTO openings on both sides are standard on all models. Available transmissions include Clark, Spicer and New Process with overdrive, deep low or short fourth versions. See specifications for model availability.



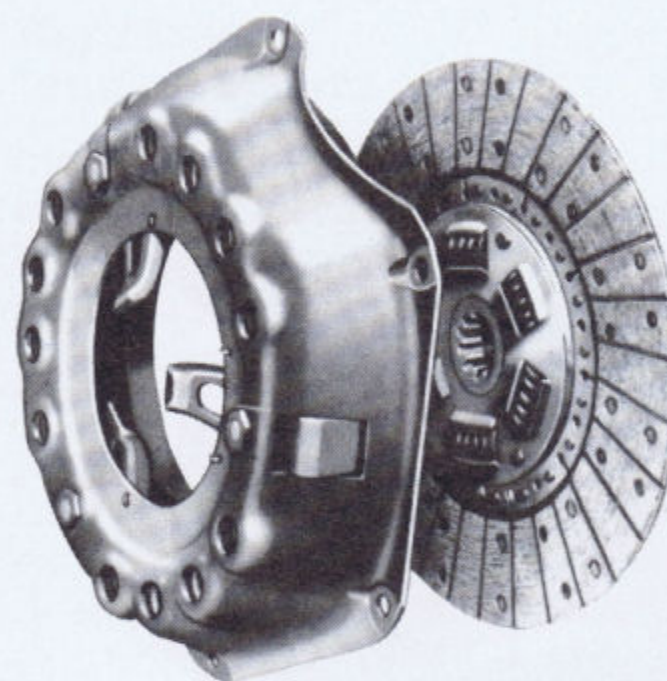
## Available automatic transmissions.

The 4-speed Allison AT540 is for general medium-duty applications with GVWRs to 33,000 lbs. Allison MT600 series automatics are offered for Series 65 models with air brakes.

Whatever the job, automatic transmissions eliminate clutch repair and replacement, help protect driveline components.

## Standard single-plate clutches.

Types include an 11-inch disc with diaphragm springs and 12-inch and 13-inch units with coil springs. Ventilated design helps dissipate heat buildup.



## TRANSMISSIONS

MAIN TRANSMISSION	CS/CE50	CS/CE60	CD60	CE65	CD65	TAN. ME60	TAN. ME65
4-SP., CHEVROLET 465	STD.	STD.	STD.	STD.			
ALLISON AT540 (AUTO.)	AVA.†	AVA.†	AVA.	AVA.			
ALLISON AT543				AVA.	AVA.		
5-SP., NEW PROCESS 540CL		AVA.*					
NEW PROCESS 542CD		AVA.†	AVA.	AVA.			
NEW PROCESS 542CL		AVA.†	AVA.	AVA.		STD.	STD.
NEW PROCESS 7550				AVA.®			
NEW PROCESS 7590				AVA.®			AVA.®
CLARK 280V			AVA.		STD.		
CLARK 285V		AVA.†		AVA.		AVA.	AVA.
CLARK 282V		AVA.†		AVA.		AVA.	
CLARK 390V				AVA.	AVA.		AVA.
CLARK 397V				AVA.	AVA.		
13-SP., FULLER RT613							AVA.
SPICER CM5052C				AVA.			AVA.
SPICER CM5252A				AVA.			
4-SP., ALLISON MT643 (AUTO.)				AVA.®			
5-SP., ALLISON MT653G (AUTO.)				AVA.®			AVA.®
<b>AUX TRANSMISSION</b>							
4-SP., SPICER 6041							AVA.
4-SP., SPICER 7041							AVA.

†With CE Models only. \*With CS Models only. ®Air Brake Model only.  
STD. Standard. AVA. Available. AUTO. Automatic.



# SPECIFICATIONS

## CONVENTIONAL SERIES 50-60-65 AND SERIES 65 TANDEMS

SERIES		CS/CE50	CS/CE60	CD60	CE65	CD65	TANDEM ME60	TANDEM ME65
MAXIMUM GVW (LBS.)		18,500	24,000	24,000	30,500*34,000*	27,500	41,000	42,000*50,000
MAXIMUM GCW (LBS.)		32,000	32,000*45,000†	24,000	60,000	—	—	60,000
FRONT AXLES	5,000 LBS.	STANDARD	STANDARD	STANDARD	—	—	—	—
	7,000 LBS.	—	AVAILABLE††	AVAILABLE	STANDARD	STANDARD	STANDARD	STANDARD
	9,000 LBS.	—	—	—	AVAILABLE	AVAILABLE	AVAILABLE	AVAILABLE
	12,000 LBS.	—	—	—	AVAILABLE	AVAILABLE	—	AVAILABLE
ENGINES, GAS	4.7 LITRE (292 CID) SIX	STANDARD*	STANDARD*	—	—	—	—	—
	5.7 LITRE (350 CID) V8	STANDARD†	STANDARD†	—	—	—	—	—
	5.9 LITRE (366 CID) V8	—	AVAILABLE†	—	STANDARD	—	STANDARD	STANDARD
	6.8 LITRE (427 CID) V8	—	—	—	AVAILABLE	—	—	AVAILABLE
ENGINES, DIESEL:	DETROIT DIESEL 4-53	—	—	STANDARD	—	—	—	—
	DETROIT DIESEL 4-53T(55)■	—	—	AVAILABLE	—	STANDARD	—	—
	DETROIT DIESEL 4-53T(60)□	—	—	—	—	AVAILABLE	—	—
TRANSMISSIONS, MAIN:	4 SPD. CHEVROLET—465	STANDARD	STANDARD	STANDARD	STANDARD	—	—	—
	ALLISON—AT540	AVAILABLE†	AVAILABLE†	AVAILABLE	AVAILABLE	—	—	—
	ALLISON—AT543	—	—	—	—	AVAILABLE	—	—
	5 SPD. NEW PROCESS—540CL	—	AVAILABLE*	—	—	—	—	—
	NEW PROCESS—542CD	—	AVAILABLE†	AVAILABLE	AVAILABLE	—	—	—
	NEW PROCESS—542CL	—	AVAILABLE†	AVAILABLE	AVAILABLE	—	STANDARD	STANDARD
	NEW PROCESS—7550	—	—	—	AVAILABLE*	AVAILABLE	—	—
	NEW PROCESS—7590	—	—	—	AVAILABLE*	AVAILABLE	—	AVAILABLE*
	CLARK—280V	—	—	AVAILABLE	—	STANDARD	—	—
	CLARK—285V	—	AVAILABLE†	—	AVAILABLE	—	AVAILABLE	AVAILABLE
	CLARK—282V	—	AVAILABLE†	—	AVAILABLE	—	AVAILABLE	—
	CLARK—390V	—	—	—	AVAILABLE	AVAILABLE	—	AVAILABLE
	CLARK—397V	—	—	—	AVAILABLE	AVAILABLE	—	—
	10 SPD. FULLER—RT610	—	—	—	—	—	—	AVAILABLE*
	13 SPD. FULLER—RT613	—	—	—	—	—	—	AVAILABLE*
	SPICER—5052C	—	—	—	AVAILABLE	—	—	AVAILABLE
	SPICER—5252A	—	—	—	AVAILABLE	—	—	—
	4 SPD. ALLISON—MT643G	—	—	—	AVAILABLE*	—	—	—
	5 SPD. ALLISON—MT653F	—	—	—	AVAILABLE*	—	—	AVAILABLE*
TRANSMISSIONS, AUXILIARY:	4 SPD. SPICER—6041	—	—	—	—	—	—	AVAILABLE
	4 SPD. SPICER—7041	—	—	—	—	—	—	AVAILABLE
REAR AXLES, (SINGLE):	11,000 LB. 1 SPD. CHEV.—11000	STANDARD	—	—	—	—	—	—
	13,500 LB. 1 SPD. CHEV.—13500	AVAILABLE	—	—	—	—	—	—
	15,000 LB. 1 SPD. CHEV.—15000	—	STANDARD	STANDARD	—	—	—	—
	2 SPD. CHEV.—15000	—	AVAILABLE	AVAILABLE	—	—	—	—
	17,000 LB. 1 SPD. CHEV.—17000	—	AVAILABLE**	AVAILABLE	STANDARD	STANDARD	—	—
	2 SPD. CHEV.—17000	—	AVAILABLE	AVAILABLE	AVAILABLE	AVAILABLE	AVAILABLE	—
	18,500 LB. 1 SPD. EATON—17121	—	—	—	AVAILABLE	—	—	—
	2 SPD. CHEV.—18500	—	—	—	AVAILABLE	AVAILABLE	—	—
	1 SPD. EATON—17101	—	—	—	—	AVAILABLE	—	—
	2 SPD. EATON—17201	—	—	—	—	AVAILABLE	—	—
	2 SPD. EATON—17221	—	—	—	AVAILABLE	—	—	—
	22,000 LB. 1 SPD. EATON—18121	—	—	—	AVAILABLE	AVAILABLE	—	—
	2 SPD. EATON—18221	—	—	—	AVAILABLE	—	—	—
	23,000 LB. 2 SPD. EATON—23221	—	—	—	AVAILABLE*	—	—	—
REAR AXLES, (TANDEM):	30,000 LB. 1 SPD. EATON—34DS	—	—	—	—	—	—	STANDARD♦
	32,000 LB. 1 SPD. ROCKWELL SLHR	—	—	—	—	—	STANDARD	—
	34,000 LB. 1 SPD. ROCKWELL SLHD	—	—	—	—	—	—	STANDARD*
	38,000 LB. 1 SPD. ROCKWELL SQHD	—	—	—	—	—	—	AVAILABLE*

\*With CS Models only.

†With CE Models only.

•Air Brake Models only.

\*\*Standard on Air Brake Models.

♦Hydraulic Brake Models and Selected Wheelbases only

■55mm Injectors.

□60mm Injectors.

## COLORS

Colors shown are available on all Chevrolet Mediums in solids, Regular two-tone, Deluxe two-tone and Shaded two-tone. Your Chevrolet dealer has recommended interior trim colors, but any combination may be ordered.



HOLLY GREEN



FROST WHITE



HAWAIIAN BLUE



RUSSET METALLIC



MAHOGANY



WHEATLAND YELLOW



BUCKSKIN



MIDNIGHT BLACK



TANGIER ORANGE



DEEP BLUE



CARDINAL RED



SANTA FE TAN

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GENERAL MOTORS OF CANADA LIMITED, OSHAWA, ONTARIO.

