

CHEVROLET

Advance Design

TRUCKS



**with NEW engine features, NEW chassis strength
NEW front-end design**

ABRIDGED SPECIFICATIONS

CHEVROLET LIGHT DUTY TRUCKS

Engine: Six-cylinder overhead valve— $3\frac{9}{16}$ in. bore and $3\frac{15}{16}$ in. stroke; 235.5 cu. in. displacement. Compression ratio, 7.1 to 1. S.A.E. or R.A.C. rated horsepower, 30.4. Gross brake horsepower 107 at 3,700 r.p.m. Gross torque 193 lbs. ft. at 2,000 r.p.m.

Crankshaft: Drop-forged steel, heat treated. Four main bearings. Counter-balanced. Harmonic balancer.

Lubrication: Pressure feed to crankshaft, cam-shaft, connecting rods, and valve rocker arms, splash to cylinder bores.

Fuel System: Down-draught carburettor with accelerating pump, 13-1/3 gallon tank.

Cooling: Centrifugal water pump; by-pass cooling feature; ribbed cellular truck radiator core. Fan and pump driven by V-type belt. Water capacity, 13-1/3 quarts. Radiator pressure cap.

Electrical: 45 amp. Delco-Remy Generator. Delco-Remy Starting Motor and Distributor. 6-volt 13-plate battery; 92 ampere hour capacity.

Clutch: Diaphragm spring type. Dry single-plate completely enclosed. 10 in. disc.

Transmission: 4 speeds forward, one reverse; synchro-mesh helical gear on 2nd, 3rd and 4th. First and Reverse—spur gears. Hotchkiss drive.

Frame: $5\frac{27}{32} \times 2\frac{1}{4} \times \frac{3}{16}$ ins.

Rear Axle: Full-floating hypoid-type final drive, straddle mounted pinion; 4-pinion differential. Ratio, 4.57 to 1.

Springs: Semi-elliptic, front and rear. Truck-type shackles. Shock absorbers, front and rear.

Steering Gear: Recirculating ball bearing worm and nut steering. Ratio 26.24 to 1. 18 in. Steering Wheel.

Brakes: 4-wheel hydraulic service brakes, articulated shoes. Front and rear linings 12 in. x 2 in. Handbrake operates on rear wheels.

Wheels: 17 in. ventilated steel disc with truck-type locking rim (advanced wide base design), including spare wheel.

Tyres: Standard—4-7.00 x 17 x 6-ply T. & B. Balloon. Optional—4-7.50 x 17 x 8 ply. Spare Tyre at extra cost. Chrome plated hub caps and bumper.

CHEVROLET 30-CWT. TRUCKS

Engine: Six-cylinder overhead valve— $3\frac{9}{16}$ in. bore and $3\frac{15}{16}$ in. stroke; 235.5 cu. in. displacement. Compression ratio, 7.1 to 1. S.A.E. or R.A.C. rated horsepower, 30.4. Gross brake horsepower 107 at 3,700 r.p.m. Gross torque 193 lbs. ft. at 2,000 r.p.m.

Crankshaft: Drop-forged steel, heat treated. Four main bearings. Counter-balanced. Harmonic balancer.

Lubrication: Pressure feed to crankshaft, cam-shaft, connecting rods and valve rocker arms, splash to cylinder bores.

Fuel System: Down-draught carburettor with accelerating pump, 15-gallon tank.

Cooling: Centrifugal water pump; by-pass cooling feature; ribbed cellular truck radiator core. Fan and pump driven by V-type belt. Water capacity, 14 quarts. Radiator pressure cap.

Electrical: 45 amp. Delco-Remy Generator. Delco-Remy Starting Motor and Distributor. 6-volt, 13-plate battery; 92 ampere hour capacity.

Clutch: Diaphragm spring type. Dry single-plate, completely enclosed. 11 in. disc.

Transmission: 4 speeds forward, one reverse; synchro-mesh helical gear on 2nd, 3rd and 4th. First and Reverse—spur gears. Hotchkiss drive.

Frame: $7 \times 2\frac{1}{4} \times \frac{7}{32}$ ins.

Rear Axle: Full-floating hypoid-type final drive, straddle mounted pinion, 4-pinion differential. Ratio, 5.43 to 1.

Springs: Semi-elliptic. Length—front, 40 in.; rear, 46 in.

Steering Gear: Recirculating ball bearing worm and nut steering. Ratio 26.24 to 1. 18-in. Steering Wheel.

Brakes: 4-wheel hydraulic service brakes, articulated shoes. Front linings 14 in. x $2\frac{1}{2}$ in.; rear, 15 in. x 4 in. Handbrake operates on propeller shaft.

Wheels: Pierced disc. Single wheel equipment (including spare wheel). Advanced wide base design.

Tyres: Standard—2-6.50-20 x 6-ply Front, 2-7.00-20 x 10-ply Rear. Optional—2-7.00-20 x 8-ply Front, 2-7.00-20 x 10-ply Rear. 2-6.50-20 x 6-ply Front, 2-7.00-20 x 8-ply Rear. 4-7.00-20 x 8-ply F. and R. 4-7.00-20 x 10-ply F. and R. Spare Tyre at extra cost.

CHEVROLET 2-TON TRUCKS

Engine: Six-cylinder overhead valve— $3\frac{9}{16}$ in. bore and $3\frac{15}{16}$ in. stroke; 235.5 cu. in. displacement. Compression ratio, 7.1 to 1. S.A.E. or R.A.C. rated horsepower, 30.4. Gross brake horsepower, 107 at 3,700 r.p.m. Gross torque 193 lbs. ft. at 2,000 r.p.m.

Crankshaft: Drop-forged steel, heat treated. Four main bearings. Counter-balanced. Harmonic balancer.

Lubrication: Pressure feed to crankshaft, cam-shaft, connecting rods and valve rocker arms, splash to cylinder bores.

Fuel System: Down-draught carburettor with accelerating pump, 15-gallon tank.

Cooling: Centrifugal water pump; by-pass cooling feature; ribbed cellular truck radiator core. Fan and pump driven by V-type belt. Water capacity, 14 quarts. Radiator pressure cap.

Electrical: 45 ampere Delco-Remy Generator. Delco-Remy Starting Motor and Distributor. 6-volt 13-plate battery; 92 ampere hour capacity.

Clutch: Diaphragm spring type. Dry single-plate, completely enclosed. 11 in. disc.

Transmission: 4 speeds forward, one reverse; synchro-mesh helical gear on 2nd, 3rd and 4th. First and Reverse—spur gears. Hotchkiss drive.

Frame: $8\frac{1}{2} \times 2\frac{1}{2} \times \frac{1}{4}$ ins.

Rear Axle: Full-floating hypoid-type final drive, straddle mounted pinion; 4-pinion differential. Ratio, 6.17 to 1.

Springs: Semi-elliptic. Length—front 40 in.; rear 46 in.

Specifications and Equipment Subject to Change without Notice.

Steering Gear: Recirculating ball bearing worm and nut steering. Ratio 26.24 to 1. 18-in. Steering Wheel.

Brakes: 4-wheel hydraulic service brakes, articulated shoes. Front linings 14 in. x $2\frac{1}{2}$ in.; rear 15 in. x 4 in. Handbrake operates on propeller shaft.

Wheels: Pierced disc. Dual rear wheel equipment (including spare wheel). Advanced wide base design.

Tyres: Standard—6-6.50-20 x 6-ply F. and R. Optional—2-6.50-20 x 6-ply Front, 4-7.00-20 x 8-ply Rear. 6-7.00-20 x 8-ply F. and R. Spare Tyre at extra cost.

CHEVROLET 3-TON TRUCKS

Engine: Six-cylinder overhead valve— $3\frac{9}{16}$ in. bore and $3\frac{15}{16}$ in. stroke; 235.5 cu. in. displacement. Compression ratio, 7.1 to 1. S.A.E. or R.A.C. rated horsepower, 30.4. Gross brake horsepower, 107 at 3,700 r.p.m. Gross torque 193 lbs. ft. at 2,000 r.p.m.

Crankshaft: Drop-forged steel, heat treated. Four main bearings. Counter-balanced. Harmonic balancer.

Lubrication: Pressure feed to crankshaft, cam-shaft, connecting rods and valve rocker arms, splash to cylinder bores.

Fuel System: Down-draught carburettor with accelerating pump, 15-gallon tank.

Cooling: Centrifugal water pump; by-pass cooling feature; ribbed cellular truck radiator core. Fan and pump driven by V-type belt. Water capacity 14 quarts. Radiator pressure cap.

Electrical: 45 ampere Delco-Remy Generator. Delco-Remy Starting Motor and Distributor. 6-volt, 13-plate battery; 92 ampere hour capacity.

Clutch: Diaphragm spring type. Dry single-plate, completely enclosed. 11 in. disc.

Transmission: 4 speeds forward, one reverse; synchro-mesh helical gear on 2nd, 3rd and 4th. First and Reverse—spur gears. Hotchkiss drive.

Frame: $8\frac{1}{2} \times 2\frac{1}{2} \times \frac{1}{4}$ ins.

Rear Axle: Full-floating hypoid-type final drive, straddle mounted pinion, 4-pinion differential. Ratio, 6.17 to 1.

Springs: Semi-elliptic. Length—front, 40 in.; rear, 46 in.

Steering Gear: Recirculating ball bearing worm and nut steering. Ratio 26.24 to 1. 18 in. Steering Wheel.

Brakes: Hydrovac Brakes with articulated shoes. Handbrake operates on propeller shaft.

Wheels: Pierced disc. Dual rear (including spare wheel). Advanced wide base design.

Tyres: Standard—2-7.00-20 x 8-ply Front, 4-7.00-20 x 10-ply Rear. Optional—6-7.00-20 x 10-ply F. and R. Spare Tyre at extra cost.

CHEVROLET 5-TON TRUCKS

Engine: Six-cylinder overhead valve— $3\frac{9}{16}$ in. bore and $3\frac{15}{16}$ in. stroke; 235.5 cu. in. displacement. Compression ratio 7.1 to 1. S.A.E. or R.A.C. rated horsepower, 30.4. Gross brake horsepower, 107 at 3,700 r.p.m. Gross torque 193 lbs. ft. at 2,000 r.p.m. Heavy duty engine mountings.

Crankshaft: Drop forged steel, heat treated. Four main bearings. Counter-balanced. Harmonic balancer.

Lubrication: Pressure feed to crankshaft, cam-shaft, connecting rods and valve rocker arms, splash to cylinder bores.

Fuel System: Down-draught carburettor with accelerating pump—A.C. Fuel Pump operated from camshaft. 15-gallon tank on left side of chassis.

Cooling: Centrifugal water pump; by-pass cooling feature; ribbed cellular truck radiator core. Fan and pump driven by V-type belt. Water capacity, 15 quarts. Radiator pressure cap.

Electrical: 45 ampere Delco-Remy Generator, Starting Motor and Distributor. Battery, 6 volt, 13-plate, 92 ampere hour capacity.

Clutch: Diaphragm Spring type. Single dry-plate, completely enclosed. 11 in. disc spring loaded plate.

Transmission: Selective synchro-mesh helical, 4 speeds forward, 1 reverse.

Frame: $8\frac{1}{2} \times 2\frac{1}{2} \times \frac{1}{4}$ ins.

Front Axle: Extra heavy drop forged heat-treated I-beam.

Rear Axle: Timken 2-speed axle. Dual Ratios: High, 6.7, Low, 8.86.

Springs: Semi-elliptic. Length—front, 40 in.; rear, 46 in.

Steering: Recirculating ball bearing worm and nut steering. Ratio 27.76 to 1.

Brakes: Hydrovac Brakes. Handbrake operates on propeller shaft.

Wheels: 5-stud, ventilated steel disc. Dual rear wheel equipment, including spare wheel.

Tyres: Standard—6-7.50-20 x 10-ply F. and R. Optional—2-7.50-20 x 10-ply, Front, 4-8.25-20 x 10-ply Rear, 6-8.25-20 x 10-ply F. and R. Spare Tyre at extra cost.

STANDARD EQUIPMENT (All Models)

Cowl, Engine Hood, Instrument Panel, Toe Board, Front Fenders, Short Running Boards, Front Bumper, Spare Wheel and Carrier, Headlamps, Tail and Stop Lamp, Sun Visor on driver's side only; two Windscreen Wipers, Battery, Horn under Hood, Tool Kit, Petrol Tank, Sealed Beam Headlamps, Chassis and Wheels finished in Black.

TOOLS: Tool Bag, Nasco Hydraulic Jack, Hammer, Screwdriver, Spark Plug Wrench, Tyre Changing Iron, Combination Pliers, Wheel Nut Wrench, 3 Open-end Wrenches, Tyre Pump, Adjustable Wrench.

G.M.A.C. CONFIDENTIAL PAYMENT PLAN

Convenient Terms are available on your Chevrolet Truck, through General Motors own finance company G.M.A.C. Because General Motors Acceptance Corporation is the largest Hire-purchase institution in the world, it is able to offer low rental charges, and arrange a payment plan fitted to your individual requirements. Your local dealer can explain the G.M.A.C. plan and arrange payments to suit you.

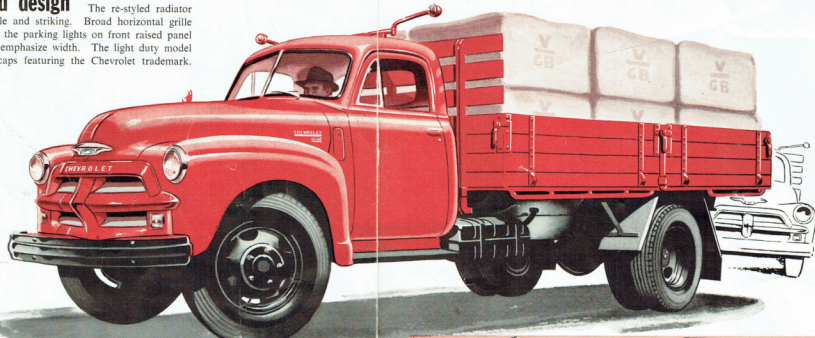
PROTECTIVE OWNER SERVICE POLICY

The unusual General Motors-Holden's Ltd. Owner Service Policy protects you against defective workmanship or materials for 90 days or 4,000 miles of operation. You are also entitled to 2 thorough inspections and adjustments of your Chevrolet truck without charge. Chevrolet Truck genuine spare parts and expert service available throughout Australia.

GENERAL MOTORS-HOLDEN'S LIMITED

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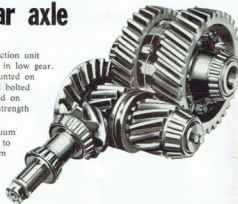
NEW front-end design The re-styled radiator grille is sturdy yet simple and striking. Broad horizontal grille bars and the location of the parking lights on front raised panel on front of each fender emphasize width. The light duty model has bold, re-styled hubcaps featuring the Chevrolet trademark.



5 TON MODEL

NEW Timken two-speed rear axle

The new Timken Two-Speed Rear Axle is standard equipment on Chevrolet 5-ton models. The two-speed rear axle is a double reduction unit with variation of axle ratio of 6.70 to 1 in high gear to 8.86 to 1 in low gear. A hypoid ring gear and pinion are used. The drive pinion is mounted on two Timken tapered roller bearings and the ring gear is keyed and bolted to the double reduction shaft. The double reduction shaft mounted on Timken tapered roller bearings has been designed for maximum strength and simplicity of servicing. Shifting from one axle ratio to the other is accomplished by a vacuum cylinder mounted on the differential carrier and connected directly to a shifter fork. Through the use of this vacuum shift, the shift from low to high, or from high to low, can be made quickly without declutching and without loss of momentum, which results in a considerable saving in both time and operating costs.



NEW, improved drive-line

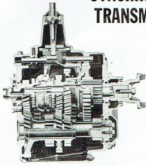
Propeller shafts and universal joints are modified to meet the requirements of the higher output engine for improved heavy duty operation. The new front propeller shaft is of larger diameter, full Hoeksloot type in the light duty model.



Torque action FRONT BRAKES

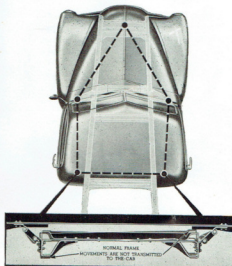
With this system, all models benefit from the self-energizing action of the large brake shoes (either in forward or reverse) developing greater braking effectiveness.

Greater Durability, Smooth Performance, More Safety with Genuine 4-Speed SYNCHRO-MESH TRANSMISSION



4-speed transmission with synchro-mesh helical gears in 2nd, 3rd and 4th speeds provides increased tooth area and makes gear shifting easy, positive and quiet. Vehicle momentum is easier to maintain with heavy loads and hills can be climbed with greater safety.

4 big advantages of Chevrolet's TWIN SHACKLE MOUNTING



Better load distribution. Better repair accessibility. Less noise transmission. Less load strain on the cab. This special mounting distributes the load strain over two points and permits the chassis to twist and move naturally without imposing excess load on the cab.

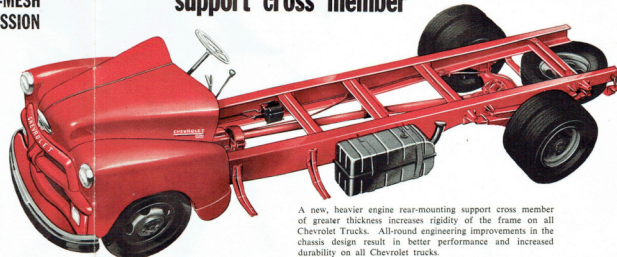
Chevrolet's all-steel cab provides COMFORT AND SAFETY

The all-steel, welded Chevrolet cab is built for comfort, safety and durability. Wide, deep and roomy, it provides comfortable seating for three people. The seat is adjustable. The large windshield, side and rear windows with narrow pillar posts, ensure good road vision at all times. The cab is thoroughly insulated against heat, noise and weather.

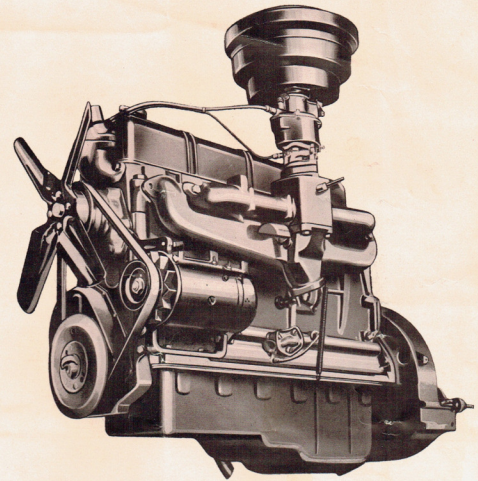
OTHER FEATURES include:

- * Starter button located on instrument panel.
- * Easy - to - operate door locks.
- * Concealed hinges. * Two windshield-wipers, bottom - mounted. * 2 - position ignition switch. * Grouped choke, throttle and ignition switch. * Large package compartment. * Built - in - ash - tray. * Provision for installation of cigarette lighter. * Large storage space under seat. * Battery within easy reach. * Thermal circuit breaker (30 amp.) to protect wiring up to fuse box.

MORE RIGID FRAMES with new engine rear support cross member



A new, heavier engine rear-mounting support cross member of greater thickness increases rigidity of the frame on all Chevrolet Trucks. All-round engineering improvements in the chassis design result in better performance and increased durability on all Chevrolet trucks.



7 IMPROVEMENTS TO FAMOUS ENGINE DESIGN

Chevrolet pioneered the overhead valve engine and has more experience in making this type of engine than any other manufacturer. More than

30,000,000 O.H.V. engines have been produced by the Chevrolet factory. Now come seven big improvements to the proven Chevrolet design.

NEW, more rigid crankshaft

Narrower bearing journals increase the overall stiffness of the new crankshaft. Journals and crank arms are drilled to provide lubrication to the connecting rod bearings.



NEW expander-type oil control rings.

NEW, stronger rocker arm shaft support attachment.

NEW cylinder head

The new cylinder head has four drilled and tapped holes for attaching the valve rocker cover at its gasket ledge. Inlet valve guides are shorter, too.

NEW exhaust valve rotators to lengthen life of valves.

NEW valve rocker cover

The new valve rocker cover gives quieter engine operating and better gasket sealing for protection against oil leakages.

INCREASED OIL PRESSURE

... and these proven engine features

- * Lightweight, expansion-controlled aluminum alloy pistons with cast-iron steel struts across the piston bosses to control thermal expansion and assure a full-contact fit in the cylinder bore through the complete range of operating temperatures. * Full-pressure lubrication system. * Precision interchangeable big end bearings. * Full-length water jackets.