

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

ABRIDGED SPECIFICATIONS

CHEVROLET LIGHT DUTY TRUCKS

Engine: Six-cylinder overhead valve—39/18 in. bore and 315/18 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. Counterbalanced. 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: $5^{27}/_{32} \times 2\frac{1}{4} \times \frac{3}{16}$ 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, tont 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—39/16 in. bore and 315/16 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. Counterbalanced. 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

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. II 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: $7 \times 2\frac{3}{4} \times \frac{7}{32}$ 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 2½ 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-/.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-39/16 in. bore and 315/16 in. sfroke; 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. Counterbalanced. 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.

Transmission: 4 speeds forward, one reverse; synchro-mesh helical gear on 2nd, 3rd and 4th. First and Reverse-spur gears. Hotchkiss drive. Frame: 87 x 27 x 4 ins.

Rear Axle: Full-floating hypeid-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 I. 18-in. Steering Wheel.

Brakes: 4-wheel hydraulic service brakes, articulated shoes. Front linings 14 in. x 2½ 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—39/16 in bore and 315/16 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. Counterbalanced. 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. II 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: $8\frac{7}{8} \times 2\frac{7}{8} \times \frac{1}{4}$ 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 I. 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—39/16 in. bore and 315/16 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. Counterbalanced. 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. Il in, disc spring loaded plate.

Transmission: Selective synchro-mesh helical, 4 speeds forward, 1 reverse. Frame: 87 x 27 x 1 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

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

There's a Chevrolet for every job

Chevrolet trucks are factory matched to your pay-load requirements. Frame, axles, springs, brakes and power are part of a well-balanced team. Whatever your transport job you will find a Chevrolet ruck that will serve you better — and at lower cost. Illustrations show some body types that can be built on Chevrolet chassis. Your dealer can supply body builders' specifications for the type of body desired for your particular needs. Cabin mounted width lights are fitted on models from 2 tons upwards only where required by State regulations.







ABRIDGED SPECIFICATIONS

CHEVROLET LIGHT DUTY TRUCKS

torque 173 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, connecting rods, and valve tocker armiff, splash to cylinder bores.

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

Geoling: Centrifugal water pump; by-past cooling feature; ribbed cellular rock, rafial rock, r

28.26 to 7. 18 in. Steering Wheel. Brakes: 4-wheel Indicallic service brakes, articulated shoes. Front and rear difficing 12 in. 12 in. 14 mandbrake operates on rear wheels. In the control of the co

CHEVROLET 30-CWT. TRUCKS

Engine: Six-ylinder overhead valve—3½, in, bore and 3½, in, stroke; 255, tc. in, displacement, Compression ratio, 7.1 to 1, 5.A.E. or R.A.C. received to the control of the 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 tasks.

taak. Coellier Centificaal water pump; br-pass cooling feature; ribbed cellular Coellier Centificaal water pump; br-pass cooling feature; ribbed cellular coellier co

Frame: $7 \times 21 \times 7_{12}$ ins. Rear Asia: Full-licating hypoid-type final drive, straddle mounted pinion, diplined differential. Ratio, 8.43 to 1. Springs: Semi-elliptic. Length—Frost, 40 in; rear, 44 in. Steering Gears: Recirculating ball bearing worm and nut steering. Ratio 24.28 to 1. Is 1.5. Steering Western

Wheels: Pierced disc. Single wheel equipment (including spare wheel).

'dvanced wide base design.

CHEVROLET 2-TON TRUCKS

Engine: Six-cylinder overhead valve—3)¹₂₀ in, bore and 31¹/₂₁ in, stroke; 22¹/₂₂ cs. In, displacement, Compression ratio, 7,1 to 1, 5.A.E. or R.A.C. requestion ratio, 7,1 to 1, 5.A.E. or R.A.C. requestion in the control of the control Balances. Harmonic balancer. Lubrication: Pressure feed to crankshaft, cam-shaft, connecting reds and valve rocker arms, splash to cylinder bores, Fuel System: Down-draught carburettor with accelerating pump, 15-gallon Electrical: 45 ampere Delco-Remy Generator. Delco-Remy Starting Motor and Distributor. 4-volt 13-plate battery; 72 ampere hour capacity.

Clurch: Diaphragm spring type. Dry single-plate, completely enclosed. It in disc.

Rear Axie: Full-floating typeid-type final drive, straddle mounted pinion; no, 6.17 to 1. Length—front 40 in.; rear 46 in. Specifications and Equipment Subject to Change without Notice. Brakes: 4-wheel hydraulic service brakes, articulated shoes. Front linings (4 in, x 2) lin, rear IS lin, x 4 lin, Handbrake operates on propeller shaft. Waeels: 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

CHEVROLET 3-TON TRUCKS

Crankshaft: Drop-forged steel, heat treated. Four main bearings. Counter-balanced. Harmonic belancer. Desenced. Marmonic 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, IS-gallon task.

tank.

Coelleg: Centrifugal water pump; by-pass cooling feature; ribbed cellular truck radiater core. Fan and pump driven by Y-type belt. Water capacity if quarts. Radiater pressure pulso-feature processes. Bellectrical: 45 ampere bulco-Remy Generator. Delco-Remy Starting (Motor and Datributor, s-verit): T-plate battery; 72 ampere hour capacity. Clutch: Diaphragm spring type. Dry single-plate, completely enclosed.

2nd, 3rd and 6th, First and Reverse—pur gears, Hotchiss drive, Frame: §1 x 2 x ins. Rear Axier Full-floating, hypoid-type final drive, straddic mounted pinion, depinion differentials, Rative, 4:17 to 1, drive, iran, and the second pinion of the second pinion, depinion differentials, Rative, 4:17 to 1, 10 x in the second pinion of the second pinion of the second pinion, for the second pinion of the

Brakes: Hydrovac Brakes with articulated shoes. Handbrake operates on propeller shaft. Wheels: Pierced disc. Dual rear (including spare wheel). Advanced wide have dealer.

Engines: Discriptioner overhead valve—Plys In. bore and 311/s; In. stroke; 235.5 cs. in. displacement. Compression ratio 7.1 to 1. S.A.E. or R.A.C. cried borspower, 10.4. Cross have been power. [10.4 21,00 r.m., Gross Cross Archive Compression of the Compressi 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. IS-gallon tank on left side of chassis. rump operated from cammatt. Is-gallon tank on left side of chassis.

Cooling: Centrifugal water pump; by-pass cooling feature; ribbad cellula truck radiator core. Fan and pump driven by Y-type belt. Water capacity. IS quarts. Radiator, pressure can.

Saffery, 4-voll, 1-pides, 17 ampres hour capacity.

Cliebta Disphyson Spring type, Single dysplate, completely enclosed.

Transmission: Selective synthemens halfcal, 4 speeds forward, I reverse.

Franze: 18 v.2 k. julis.

Frost Asie: Estra heavy drop forged heat-treated Libeans.

Frost Asie: Estra heavy drop forged heat-treated Libeans.

Reer Asie! Times Aroped safe. Data Relice! High, 57, Lov. ESS.

Springes: Semi-dilipide; Leopith-frost, 40 ls.; res., 46 ls.

Speringe: Accivitating ball bearing yourn and not treeting. Ratio 27.55

Assertings: Accivitating ball bearing yourn and not treeting.

Tyres: Standard-6-7.50-20 x 10-ply F. and R. Optional-2-7.50-20 x 10-ply. Front, 4-3.25-20 x 10-ply Rear, 4-9.25-20 x 10-ply F, and R. Spare Tyre at

STANDARD EQUIPMENT (All Models)

G.M.A.C. CONFIDENTIAL PAYMENT PLAN

PROTECTIVE OWNER SERVICE POLICY tal General Motors-Holden's Ltd, Owner Service Policy protech y lefective workmaship or materials for 90 days or 4,000 miles . You are also entitled to 2 therbough inspections and adjustments violet fruck without charge. Chevrolet Truck genuine space par rt service available throughout Australia.

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

Advance Design

GENERAL MOTORS-HOLDEN'S LIMITED

BRISBANE — SYDNEY — MELBOURNE — ADELAIDE — PERTH

capacity loads.

changing, particularly when operating with driving easier, too, because there's less gear stress on engine parts. Plenty of power makes capacity. There is a minimum amount of at only a relatively low percentage of its total under normal conditions, the engine operates

of power, engine life is prolonged because, to match maximum payloads. With reserves engine gives Chevrolet trucks reserves of power gross torque of 193 lb. ft. at 2000 r.p.m. This gross brake h.p. at 3700 r.p.m. and providing rating) overhead valve engine developing 107 powered 6-cylinder 30.4 h.p. (S.A.E. or R.A.C. All Chevrolet trucks now have the high-

107 B.H.P. ENGINE Reserves of power with

ui £ 11 9 Overall Width (over front fenders) No. of Crossmembers Frame Sidemembers (inches) Frame Sidemembers (inches) Turning Circle ... 54 ft. 6 in.; 59 ft. 9 in. C/L Rear Axle to End of Frame 34th; in. 81 in. Chassis with GMH Cab 2 tons 4 cwt.; 2 tons 5 cwt. Estimated Kerb Weight:

Gross Vehicle Weight 8 tons 1 cwt. Overall Length (including bumper and tail light) ... 20 ft. 2 in.; 25 ft. 6 in. ui 6/1 : ui 191 --

ratios. Dual ratios, 6.70 high, 8.86 low. REAR AXLE which provides double the standard number of gear This model is equipped at no extra cost with the TIMKEN 2-SPEED

9	No. of Crossmembers
7/1 X 8/2 X 8/28	Tame Sidemembers (menes)
1) 5/105	Luming Circle
.ni #7811	sack of Cab to End of Frame
ni 916/4£	hear Axie to End of Frame
.ni 48	SECK OF CAD TO C/L Mear Axle
MH Cab I ton 19 cwt.	continued were weight: Chassis with G
1W2 & 2001 d	TIOSS VERICIE WEIGHT: 5 TOR
"IMD 81 suot \$ d tons 18 cwt.	" UOI 7 "HIRIDA DIDHIDA SSOT
ni E .11 9	Overall Width (over front fenders)
idit 11801 20 ft. 2 in.	n in 12duno Summiau) influer uniac
.mi 181	Wheelbase

with hydrovac brake power booster and heavier tyres. Chassis for the two models are identical but the 3-tonner is equipped

2	No. of Crossmembers
26,	Frame Sidemembers (inches)
.11	Turning Circle 471/5
·ui	Back of Cab to End of Frame
.ni	C/L Kear Axie to End of Frame
.ni	Back of Cab to C/L Rear Axle

Kerb Weight: Chassis with GMH Cab I ton 18 cwt.	Estimated
nicle Weight 4 tons	Gross Vel
idih (over front fenders) 6 ft. 3 in.	Overall W
ength (including bumper and tail light) 19 ft. 2 in.	Overall La
'UI LEI	Wheelbase
10110 00	

o. of Crossmembers 5
rame Sidemembers (inches)
numb Circle 4715 ft
ack of Cab to End of Frame
/L Rear Axle to End of Frame
ack of Cab to C/L Rear Axle
simpled kerb weight: Chassis with GMH Cab I ton 10 cwt.
ross Vehicle Weight 2 tons 12 cwt.
verall Width (over front fenders) 6 ft. % in.
versus rengin (inc. bumper and tail light)
/beelbase

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. with variation of axle ratio of 6.70 to 1 in high gear to 8.86 to 1 in low a 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 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 clutch The dis-

phragm spring clutch — with fewer parts to wear out than ordinary types of clutch — is improved. Use of a strap-drive on the pressure plate instead of a lug-drive ensures even longer trouble-free service.

Twin action rear brakes

stroders fre 30 cwt. to 3 ton feature hydraulic twin action rear brakes which reduce the braking effort needed. The 3 ton and 5 ton models are also equipped

Special heavy duty front & rear springs Front and rear springs are

of a special heavy duty design, correctly engineered to the gross vehicle weight. This balanced engineering results in better riding qualities and longer spring life under the toughest conditions.

Ball bearing steering with new steering column attachment

All Chevrolet trucks are fitted with the re-circulating ball-type steering gear which provides complete driving ease even when trucks are fully loaded. The new steering column support has a more resilient, durable attachment to the instrument panel with rubberised shims to absorb road vibration.

NEW rear axle assemblies Larger

rear axle housings (Light Duty to 3-ton models) are improved to take higher engine power, increase durability, ensure maximum operating efficiency and even greater axle load capacity.

NEW, improved drive-line

meet the requirements of the higher output engine for improved heavy duty operation. The new front pro-peller shaft is of larger diameter, full Hotchkiss type in

Performance, More Safety

nesh helical gears in 2nd, 3rd and 4th

and makes gear shifting easy, positive

speeds provides increased tooth area

and quiet. Vehicle momentum is easier

to maintain with heavy loads and hills

can be climbed with greater safety.

with Genuine 4-Speed

SYNCHRO-MESH

TRANSMISSION



Torque action FRONT BRAKES

benefit from the self-energising action of the large brake shoes (either in forward or reverse) developing greater braking effec-

Greater Durability, Smooth

big advantages of Chevrolet's

TWIN SHACKLE MOUNTING

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

OTHER FEATURES include:

* Starter button located on instrument panel. * Easy - to - operate door locks. * Concealed hinges. * Two windshieldwipers, 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



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 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 valve rocker cover

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

NEW expander-type oil control rings.

NEW, stronger rocker arm shaft support attachment.

NEW exhaust valve rotators to lengthen life of valves.

INCREASED OIL PRESSURE

... and these proven engine features

* Lightweight, expansion-controlled aluminium alloy pistons with cast-in 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.