CHEVROLET TRUCKS



Models & Specifications



CHEVROLET TRUCKS FOR 1961 Years-ahead design pays off in toughest duty

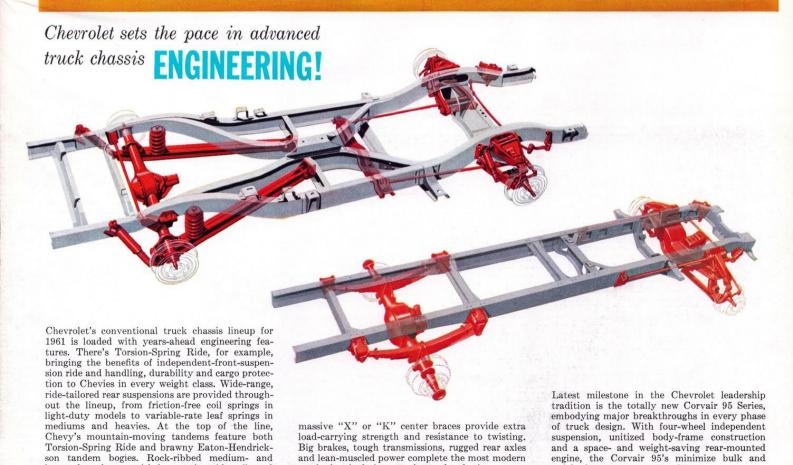


Acclaimed across America by the most satisfied truck owners ever!

Here are the newest ideas in trucks, now backed by a full year of overwhelming public acceptance. For 1961, six new models expand the line to 189, built on 18 different wheelbases to take the measure of any trucking job. The Chevrolet line ranges from bustling light-duty pickups to mountain-moving tandems, including four-wheel drive models, spacious Step-Vans, Forward Control and School Bus chassis. Medium-and heavy-duty models are available in conventional-cab, Low-Cab-Forward and Tilt Cab versions, offering the ultimate in payload

efficiency for the most exacting job requirements. And, in addition to work-proved conventional trucks, the 1961 Chevrolet fleet offers three *totally* new models in the precedent-shattering Corvair 95 Series—spearheading a completely new concept in light-duty trucking!

weight for extra cargo capacity.



truck chassis designs on the road today!

heavy-duty frames with box-section side rails and

PACHE MODELS



		SERIES	C14 & C15	SERIES	K14 & K15	SER	IES C25	SER	IES K25	SE	RIES C36	SERIES C40				
TYPE			dard Drive	Four-V	Vheel Drive	Stand	ard Drive	Four-W	fheel Drive		dard Drive	Standard Drive				
MODEL; BODY TYPE; WB (in.	.)	Model B	ody Type Wil	Model 8	ody Type WB	Model Bo	dy Type WB		ody Type WB		lody Type WB					
		C1403 CI	hassis-Cab 115	K1403 C	assis-Cab 115	C2503 Ch	assis-Cab 127	-	assis-Cab 127		hassis-Cab 133	-	ody Type W			
		C1404 78" St	epside Pickup 115	K1404 78" S	epside Pickup 115	C2504 98" Ste	pside Pickup 127		epside Pickup 127		Stepside Pickup 133					
		C1434 78" Flo	eetside Pickup 115	K1434 78" FI	setside Pickup 115		etside Pickup 127		etside Pickup 127		½' Panel 133					
		C1405 7½	i' Panel 115	K1405 75	' Panel 115		Stake 127					-	nassis-Cab 15			
		C1406 Subur	ban Carryall 115		ban Carryall 115		127			C3609	9' Stake 133	C4309 1	2' Stake 15			
		C1416 Subur	ban Carryall 115		bon Carryall 115											
		C1503 Ch	assis-Cab 127		assis-Cab 127											
		C1504 98" Ste	pside Pickup 127		epside Pickup 127											
			eetside Pickup 127	10.00												
GROSS WEIGHT RATINGS	gvw		to 5200 lb.													
AXLE, FRONT	Туре		ent Suspension		to 5600 lb.		to 7500 lb.		to 7600 lb.	6700 lb. 1	10,000 lb. +	10,000 lb	. to 14,000 lb.			
	Rating		ioo Ib.		(Ratio 3.92 to 1) A		nt Suspension		(Ratio 4.55 to 1) ▲	Independ	ent Suspension	Independent Suspension				
AXLE REAR	AXLE, REAR Roting 3500 lb.				00 lb.		00 lb.		00 lb.	35	500 lb.	4000 lb.				
,	Ratio	3.90 3.38	Positroction, 3500 lb.		00 lb.	520	ю 1ь.	52	00 lb.	7:	200 lb.	11,000 lb.				
BRAKES, PARKING	Location		3.90		0 to 1	4.57	to 1	4.57	to 1	5.1	14 to 1	5.43 to 1				
			Wheels	Rea	Wheels	Rear	Wheels	Rear	Wheels	Prope	eller Shaft	Propeller Shaft				
	Size Front		" x 2"	11	x 2"	11"	x 214"	12"	x 2"	11	" x 214"					
	Size Rear		" x 2"	11	x 2"	11"	x 2%"	12"	x 2"	13"	x 2½"	15" x 4"				
Total Lir	ning Area	167	Sq. In.	172	Sq. In.	239	Sq. In.	191	Sq. In.	252	Sq. In.	364 Sq. In.				
	Booster		•				•				fydrovac	-	iaphragm			
ENGINE		★ Thriftmaster, 6-Cyl	. Trademaster V8	Thriftmaster, 6-Cyl.	Trademaster V8	Thriftmaster, 6-Cyl.	Trademaster V8	Thriftmaster, 6-Cyl.	Trademoster V8	Thriftmaster, 6-Cyl.		Thriftmaster, 6-Cvl.	Trademaster V8			
Disp	placement	235.5 Cu. In.	283 Cu. In.	235.5 Cu. In.	283 Cu. In.	235.5 Cu. In.	283 Cu. In.	235.5 Cu. In.	283 Cu. In.	235.5 Cu. In.	283 Cu. In.	235.5 Cu. In.				
Gross Ho	orsepower	135	160	135	160	135	160	135	160	135.3 CO. III.	160		283 Cu. In.			
Gro	ss Torque	217 Ftlb.	270 FtIb.	217 Ftlb.	270 Ftlb.	217 Ftlb.	270 FtIb.	217 Ftlb.	270 Ftlb.	217 Ftlb.	270 Ftlb.	135	160			
Clutch Dia.; Facing Are	a (sq. in.)	10", 100 11", 124	11", 124	10"; 100 11"; 124		10": 100 11": 124	11", 124	10": 100 11", 124	11", 124	10", 100 11", 124	-	217 Ftlb.	270 Ftlb.			
Cooling	Capacity	17 Qt. 17½ Qt.	171/2 Qt. 18 Qt.		1 171/2 Qt. 18 Qt.	17 Qt. 17½ Qt.	17½ Qt. 18 Qt.		1735 Qt. 18 Qt.			11"; 124	11"; 124			
FRAME Side Rail Dimen.;	Sec. Mod.	512" x 212" x 14	1½" x 2½" x ½"; 3.39 (Series C14)		x 714; 5.09	5½" x 2½"					17½ Qt. 18 Qt.	17½ Qt. 18 Qt.				
			1"; 3.91 (Series C15)	7710 XX	X 716; 3.07	3/1 X 2/1	X 732 ; 3.91	7716" x 2%	× 3/16"; 5.09	7916" x 21	4" x ¾16"; 5.09	81/4" x 21 1/14" x 1/14"; 6.28 (Series C41)				
FUEL TANK	Capacity	18½ Gal. (20 Gal., C		181- 0-1 (17 0-1)	1405-06-16) 20½ Gal.							8½4° x 23½32°x ½32°; 7.29 (Series C43)				
GENERATOR Vol	Its; Amps	12; 30 12; 35	12, 40 12, 504	12; 30 12; 35		18½ Gal.	201/2 Gol.	18½ Gal.	201/2 Gal.	18½ Gal. (20 Gal		18½ Gal.	201/2 Gal.			
SHOCK ABSORBERS		Front & Regr	HD Front & Rear		12; 40 12; 50+ & Regr	12; 30 12; 35	12, 40 12, 504	12; 30 12; 35	12: 40 12: 504	12; 30 12; 35	12, 40 12, 504	12; 30 12; 35	12, 40 12, 504			
SPRINGS, FRONT	Type	To	rsion			Front & Rear	HD Front & Rear		& Rear	Front	HD Front & Rear	Front	HD Front & Rear			
Con. or	t Ground		50 lb.		ng x 2" Wide	Tor			ng x 2" Wide	To	orsion	Torsion				
SPRINGS, REAR Type; Length			Coil		. (5-leaf)	1250 lb.	1500 lb.	1750 lb.	(5-leaf)	1500 lb.	1750 lb.	1750 lb.	2000 lb.			
No. of Leaves; Cap. o		1250 lb.			2" x 21/2"	C	oil	Leaf; 52	" x 2½"	Leaf; 5	2" x 212"	Leaf; 5:	2" x 2½"			
STEERING Ball-Gear Ratio; W			2000 lb.		P00 lb.	2000 lb.	3000 Пь,	6; 1900 lb.	8, 3150 lb.	8; 2400 lb.	10, 4150 lb.	10; 5000 lb.	12, 6350 lb.			
	Standard		o 1; 17"		o 1; 17"	24.0 to	1; 17"	24.0 to	1; 17"	24.0	to 1; 17"	24.0 1	o 1; 17"			
			, Single Rear & Spare		Single Rear & Spare	7-17.5/6PR From	t & Single Rear	7-17.5/6PR From	nt & Single Rear	8-17.5/6PR Front; 8	3-17.5/8PR Single Rear	8-19.5/6PR Fro	8-19.5/6PR Front & Dual Rear			
	Maximum 7-17.5/6PR Front, Single Rear & Spare			7-17.5/6PR Front,	Single Rear & Spare	8-19.5/8PR From	nt & Single Rear	8-19.5/8PR From	nt & Single Rear	8-17.5/8PR Fr	ont & Dual Reart	8-19.5/10PR Front & Dual Rear				
	of Speeds				2				2			O-17-39 TOTA TTOM & DOG REGE				
TRANSMISSION		Synchro HD Synchro Synchro Powerglide		Synchro-Mesh	Synchro-Mesh	Synchro HD Synchro	Synchro Powerglide	Synchro-Mesh	Synchro-Mesh	Synchro-Mesh	HD Synchro-Mesh	Sunch	Sunday Mark			
	of Speeds	3 3 4 2		3 4		3 3	4 2	3	4	4	3	Synchro-Mesh				
WHEELS	Туре	6-Stu	6-Stud Disc 6-Stud Disc				Disc	8-Stud	Disc		od Disc	4				
Std. Rim Size; Max. Rim Size 5K; 5.25"				5.25"			0-3101		0.316		5-Stud Disc, Front; 10-Stud Disc, Rear 5.25"; 5.25"					

Chevrolet's smart-styled Apache models, in Series 10, 20, 30 and 40, bring you the brand of thrift that has made the name "Chevrolet" mean economical transportation. From 47 models, ranging from 61/2-foot Pickups to 12-foot Stakes, you can pick the one best truck for every light- and medium-duty requirement. With new four-wheel drive models, the Apache line now includes 13 pickups. Spacious panels come in two sizes, and versatile chassis-cabs are available in each series to meet every special-body requirement. Sleek, roomy Suburban Carryalls offer full passenger-car comfort for eight adults—and with rear seats removed, as much cargo space as a 7½-foot panel. In every model, Chevrolet's sensational combination of riding smoothness and working toughness adds up to the outstanding value in its class!



NEW LARGER

Three new long-wheelbase models in the 5,600lb. GVW, K15 series expand Chevy's 4-wheel drive selection to 12 models. Including 8-foot Fleetside and Stepside pickups, and a chassis-cab model suitable for 8-foot special bodies, they add to the versatility of Chevy's traction-champ team. All feature extra-capacity, fully enclosed front axles, plus Chevy's smooth-working two-speed transfer case with singlelever drive selection. Dual power take-off openings permit driving a wide variety of front- or rear-mounted auxiliary equipment. For extra payload punch, V8 power is available at extra cost for all models.



MODEL K1534, 4WD FLEETSIDE PICKUP



MODEL K1406, 4WD CARRYALL

TOTALLY NEW CORV

For 1961, Chevrolet has taken another giant stepahead of the industry, with three precedent-shattering Corvair 95 models! They're totally new from road to roof, in concept, configuration and components, and they're built to handle more payload for their size and weight than any other trucks on the road! Body and frame are "unitized," combined in a single assembly, featuring high strength, low weight, and lots of load space. The years-ahead Corvair 95 power team also reflects the unit design principle, combining engine, transmission and rear axle gearing in one package, tucked between the rear wheels. Further, Corvair 95 proportions cradle the bulk of the cargo amidships,

retaining near-perfect weight distribution whether empty or fully loaded. And coil springs cushion the ride at all four wheels, with fully independent suspension, front and rear, for handling no conventional chassis can match.

MODEL R1244 LOADSIDE PICKUP features an amazing 1,900-lb. payload capacity, with deep-well load floor boosting cubage to 80 cubic feet. Versatile three-section level load floor is optional at extra cost.

SPECIFICATIONS

AXLE, REAR: Ratio 3.89. BRAKES: Hydraulic, front & rear 11" x 2"; lining area 167 sq. in. CLUTCH: 91/4" diameter.

DIRECTIONAL SIGNALS: Front & rear. ENGINE: Turbo-Air Six; 80 hp; 145-cu-in displacement. FUEL TANK: Capacity 18 gallons.

GVW: 4,600-lb. maximum.
SPRINGS, FRONT: Coil, capacity 1,150 lb. each.
SPRINGS, REAR: Coil, capacity 1,150 lb. each.

STEERING: Ball-gear, ratio 20.0. SUSPENSION, FRONT: Independent, capacity 2,500 lb. SUSPENSION, REAR: Independent, capacity 2,500 lb.

TIRES: Five tubeless 7.00-14/4PR.
TRANSMISSION: 3-speed sychro-mesh.
WINDSHIELD WIPERS: Dual electric; single-speed.

OPTIONAL EQUIPMENT*

BUMPERS, CHROMED: Front & rear.

CUSTOM EQUIPMENT: Interior and exterior appearance, comfort and convenience features.

DOORS, BODY: Left side for Corvan model. FLOOR, LEVEL PICKUP BOX: Pickups only. HEATER & DEFROSTER: Gasoline operated or direct air.

HUB CAPS, CHROMED, PAINT, TWO-TONE EXTERIOR: Choice of 14 combinations. RADIO: Manual.

SEAT: Full-width front for Corvan model.

TIRES: 7.00-14/4PR whitewall; 7.00-14/6PR blackwall or whitewall. TRANSMISSIONS: 4-speed synchro-mesh; Powerglide. WINDSHIELD WIPERS: 2-speed electric (includes washers).





MODEL R1205 CORVAN means good news for light-duty delivery van operators everywhere. Big right-side double doors offer curb-level, walk-in access to over 191 cubic feet of protected inside load-space. Wide-opening rear doors are standard and left-side double doors are optional at extra cost.

Economy Champs of the Middleweight Field!

Chevrolet's lineup of 1961 Viking models brings you big-truck muscle at lowest cost. These middleweights make short work of toughest truck hauls. Offered in Series 50, 60 and 60-H models, the Viking line features extra-broad weight-class coverage, with maximum GVW's ranging from 16,000 to 22,000 lbs. All series offer both conventional and Low-Cab-Forward models, and for the ultimate in payload efficiency, Series 60 and 60-H also include Tilt Cabs. Economical 6-cylinder power is standard in every model—rugged 261-cubic-inch Jobmaster 6 in Series 60 and 60-H, and a special extra-duty Thriftmaster 6 in Series 50's. Powerful, efficient V8's are also available at extra cost for every Viking model.





Body and/or vocational equipment are not the products of Chevrolet and are not intended to represent those of any manufacturer.

SPARTAN MODELS

The Heavy-Duty Haulers
with the History-Making Ride!

MODEL L7603 CHASSIS-CAB
with milk lank body

MODEL C7503 CHASSIS-CAB
with refuse body

Chevy's 1961 Spartan line offers the best of the big ones, with 31 hard-muscled heavyweight models to choose from. The wide range of wheelbases fills the bill for every requirement, from close-coupled tractor duty up to 1914-foot body installations. Series 70 and 80 carry maximum GVW's of 23,000 and 25,000 lbs., each available in a full line of conventional cab, Low-Cab-Forward and Tilt Cab models. The M70 Tandem series, with conventional cab sheet metal, offers GVW's up to 36,000 lbs., to take the biggest jobs in stride. Standard in all Spartan models, Chevrolet's heavy-duty torsion-spring independent without precedent in the big-truck field. Series 70 and 80 single-rear-axle models feature wide-range variable-rate rear suspensions. Series M70 Tandems are equipped with smooth-riding, true-tracking Eaton-Hendrickson tandem bogies. Big 348-cubic-inch V8's power all Spartan heavy-franches are equipped with smooth-riding, true-tracking Eaton-Hendrickson tandem bogies.

weight models, with the 185-hp. Workmaster Special in Series 70's and the 230-hp. Workmaster in Series 80's and M70 tandems. Both are engineered and built throughout for the toughest heavy-duty hauls, with a big reserve of stay-on-the-job durability.

MODEL C8303 CHASSIS-CAB with platform trailer +

SPECIFICATIONS

	The second second	STATE OF THE PERSON.			1000	-			No. of Concession, Name of Street, or other party of the Concession, Name of Street, or other pa	Marie Control				ALC: NAME OF	and the second	AND DESCRIPTIONS	A Contract of			
			SERIES C	50 & LSO		1	SERIES	C60 & L60			SERIES C	60-H E 160-I	н		SERIES TO		SERIES TOO-H			
TYPE		C50 Chassis	Cob & Stoke	L50 Chesni	Cob & Stoke	C60 Che	ssin-Cob	160	L60 Chassis-Cob		essis-Cob	160-H	Chassis-Cab		Tilt Cob & C	opeis	Tilt Cob & Chossis			
MODEL: WHEELBASE; CAB-	AXLE or BODY LENGTH	Model V	VB CA/Body	Model 1	VB CA/Body	Model WI	CA	Model	WB CA	Model 1	VB CA	Model	WB CA	Model	Wheelber	e Cob-Arie (Model	Wheelbose	Cols-Axio (
		C3103 1	13 60	L5203 1:	3" 72"	C4103 133	60"	16103	121 60	C6103-H 1	33. 60.	14103-H	121" 60"	76203	97"	77	T6203-H	97"	77	
		C5109 13	13 9-ft.	L5303 1	5" 84"	C6203 145	72	L6203	133" 72"	C6203-H 1	45 72	16203-H	133" 72"	16303	109"	89"	T6303-H	109"	89"	
		C5203 14	15 72	15309 1	15" 12-h,	C6303 157	14"	L6303	145" 84"	C6303-H 1	57" 84"	16303-H	145" 84"	16603	103	113"	T6603-H	133"	113"	
		C5303 15	7 64	15603 T	5" 114"	C6503 175	102"	L6603 +	175" 114"	C6503-H 1	75" 102"	L6603-H	175" 114"	76803	145	125	T6803-H	145"	125"	
		C5309 13	57° 12-h.			C4803 193	1241	L6903	197" 136	C6803-H 1	97" 124"	16903-H	197 136							
		C\$503 1	75" 102"					1000	and the last		100									
GROSS WEIGHT RATINGS	ovw	14,000 lb: to 16,000 lb.					15,000 lb.	to 19,500 l	h		15,000 lb	to 22,000 l	lb.	.1	5,000 lb. to 19	500 lb.	15,	000 lb. to 22,00	00 lb.	
	OCW		25,0	00 fb.			32,0	00 lb.			32,	000 lb.			32,000 lb			32,000 lb.		
AXLE, FRONT	Type		Independen	t Suspension			Independe	or Suspensio	in .		Independ	een Suspensi	en .	1	ndependent Sys	pension	Inc	dependent Syspe	ension	
	Rating		5000 lb.				5000 lb.	7000	b		71	000 Ль.	71	9	000 lb.	7000 Ib.	7000 fb.			
AXLE, REAR	Make & Model		Che	erolet			Ch	revolet		Enton	1618	East	un 16800		Chevrolet		Eston 161	8	Earton 16800	
	Roting	13,000 lb.		15,000 fb.			15,0	000 lb.		16,000	16.	16,000 /b.			15,000 lb		16,000 fb		16,000 lb.	
	Ratio		6.60 to 1 6.40/8.72 to 1, 2-5pd.		7.20 to 1 6.40/8.72 to 1, 2-Spd.				7.17	01 6	50/9.04 to 1	7.17/9.97 to 1	7,20 to 1	6.40/	1.72 to 1, 2-Sed.	7.17 to 1 0.50/9.04 to 1 7.17/9.97 t				
BRAKES, PARKING	Location	-	Prepuli	er Sheft			Propel	er Shaft			Prope	ller Shaft			Propeller Sho	fr .		Prepaller Shot		
BRAKES, SERVICE	Size Front		14" x 25"			14" x 21s" 15" x 3"					15	' x 3"		14" x 3	155"	15" x 3"	15' x 3'			
	Size Reor	15" x 4"		15" + 4"			15	x 4"	4		15	* 6	-	15" x 4"				15' + 6'		
	Total Lining Area	381.5	lq. In.	305	Sq. In.	385 54	. In.	44	1 Sq. In.		579 Sq. In.	-	369 Sq. In.	385 Sq.	in.	448 So. In.	579	Sq. In.	569 Sq. 6	
	Bosster	11" Die	phragm	1197.0	lephrage .	11" Diophrag	m 1115	Diophrogm	Air-Hydrouli	1115" Diop	lvogm A	r-Hydrovlic	Full-Air	11" Disphrag	m 1115" Disph	ragm Air-Hydraulic	1155" Displyo		olie Full-Air	
ENGINE	Type	Thriftmas	ter, 6-Cyl.	Traden	outer V8	Johnson	. G-Cyl.	HD To	skmoder VS	Johnson	r 6-Cyl	HD I	askmaster VB	Johnnester 6-Cyl. MD Foskmos		5) Toskmoster V8	Johnsoner 6		D Tookmouter V8	
	Displacement	235.5	Cv. In.	283 Cu. In.		261 Cu. In.			3 Cu. In.	261 C	v. le.	2	83 Cu. In.	261 Cu.	la.	283 Cv. In.	261 Cu. In.		283 Cu. In.	
	Gross Horsepower	1	15	160		150	•		160	11	0		160	150		160	150		160	
	Gross Torque	217 ftlb.		17 Ftlb. 270 Ftlb.		235 F	Ab.	2	0 Ft.4b.	235 8	235 Ftlb.		270 ftfb.		ъ.	270 ftlb.	235 Ftlb.		270 Ftlb.	
	Clutch Dia; Facing Area	117, 12	4 Sq. In.	11', 12	4 Sq. In.	117: 124	Sq. In.	117	124 Sq. In.	117, 124	So. In.	117	124 Sq. In.	117, 124 5	a la	11", 124 Sq. In.	117: 124 Se	in 1	1", 124 Sq. In.	
	Cooling Capacity	17 Qt.	1715 Qt.	18 Qt.	1815 Qt.	17 Qt.	17% Qt.	18 Qt	18% QL	17 Qt.	17% Qt.	18 Qr.	1815 Or.		25% Quer			25% Quarts	7 111 04 111	
FRAME Side Ro	il Dimensions; Sec. Med.											-	-							
C& L Wheelbose: 121"-157"	T Wheelbase: 97"-109"		91/a" x 2*1/a" x 7/a"; 11.28			9%s" x 2°%s" x %s", 12.51 + (15.96 W/(-Reinf.)				916" + 3	1907 x 1907.	12.96 (17.63	W/Estaint 1	911-1 - 2716	C = 50.00 12.00	(17.43 W/L Build	815-7 × 9215-7	97/a" x 2"7/a" x 7/a"; 12.96 (17.62 W/L-Rainf		
175	133"		9%" x 2"			9% x 3' x %; 14.79 (18.73 W/LReinf.) 9% x 3% x %; 15.91 (19.63 W/LReinf.)						79 (18.73 W				8.73 W/Lifeinf.)	9%" x 3" x %"; 1479 (1873 W/L-Reinf.)			
197	145"											5.91 (19.83)								
FUEL TANK	Capacity	18% (Selfere	2011	2019 Gallons		1811 Gollons		2019 Gollans				5 Gollens	99/4" x 29/4" x 9/4"; 15.91 (19.83 W/L-Reint.) 18 Gollens			99% × 35% × 5%; 15.91 (19.83 W/L-Reint 18 Gellees			
GENERATOR	Volts: Amps		12, 35 12,		(Lew Cut-in)		, 55 12		50 (Eaw Cut-in	1812 0			50 (Low Cut-in)	12: 30 12:			12.52			
SHOCK ABSORNES	Tonic Joseph	In In			in the County	12) 30 13 Free		40 (2)	Rear Caron	12; 30 Fee						12; 50 (Low Cut-in)		15 12, 40 1	12; 50 (Low Cut-i	
SPRINGS, FRONT	Type	- "	Yor		Har	Free		_	Rear	Fre			Reor	free		Rear	Front		Rear	
SPRINGS, PROMI	Cop. of Ground	2500 lb.	300		2000 0			nien	Total In	-		ersion			Tersion			Tersion		
SPEINGS, REAR	Type: Length & Width	2500 16.			3500 lb.	3000 fb.		ю љ.	4000 lb.	3500	_		1000 fb.	3500		4000 lb.		4000 lb.		
			Varioble Ret		•			te: 59" x 3			able Rote;		•	Veriet	ile Rate; 59" x 3	•	Veriable	e Rate; 59" x 3"		
	f Leaves; Cap. at Ground	9; 7500 lt	-), 10,400 Ть.	9; 7500 lb.			11, 11,500 lb	10, 10,	10.101		11,500 B.	9; 7500 lb.	9, 9200 lb.	11: 11,500 B.	10, 10,400	lb. 1	12, 11,500 B.	
	Il-Geor Ratio; Wheel Dis.		28.1 %				28,1 1	1, 19"			28.1	te 1; 19"			28.1 to 1; 2	0"	-	28.1 to 1; 20		
TIRES, FRONT & DUAL REA		8-22.5 071		7.50-20)		8-22.5/8PR	Tubeless	7.50.2	O/RPR Tube	8-22.5/8P6	Tubeless	8.25-2	O/IOPR Tube	8-22.5/8PR	Tubeless	1.50-20/8PR Tube	8-22.5/8PR T	obeless 8.2	25-20/10PR Tube	
	Maximum	9-22.5/10	R Tubuless	8.25-20/	TOPE Tube	10-22.5/108	R Tubeless	9.00-2	O/TOPR Tybe	10-22.5/104	8 Tubeless	9.00-2	Offdek Tube	10-22.5/10PR	Tobeless 9	00-20/10PR Tube	10-22-5/1000	Tubeless 9.0	00-20/10PR Tube	
TRANSMISSION	Make & Model		Chevralet		COLUMN TO SERVICE	Chevrolet	New Pro	cess 540C	Chevrolet	Chevrolet	Chevrolet New Pro		recess 540C Chevrolet		New Process 5	40C A Cherrolet	Chevrolet	New Process 540	OC A Chevrole	
	Type		Synch	ro-Mesh		Synchre	Sy	nchra	Powernotic	Synchre	. 5	ynchro	Powermotic	Synchre	Syechra	Fewermotic	Synchro	Synchro	Powermeni	
	No. of Speeds		100	4		4		5	- 6	4		5	6	4	5	6	4	5		
WHEELS	Type	5-51	ud Disc, Front	10-Sted Disc	Reer	5-Stud Disc, I	front; 10-Sh	d Dist, Rea	Cout *	Cost		Budd 10	-Sted Disc	5-Stud Disc: F	rent: 10-Stud D	sc. Rear Cost &	Cod	A.	odd 10-Stud Disc	
	Rim Size: Marc. Rim Size	\$25° 475°			4.00"; 6.75"											6.00": 7.50				

	SERIES C70 & 170					1	SERIES T70				SERIE	5 CHO & LI	10			SERIES TOO		SERIES M70					
TYPE			C70	Chassis-Cal		L70	Chassis-Cab		Tilt Cob & Chessis				nsis-Cab	1.0	0 Chassis-0	cob	,	ilt Cub & Chess	da	Tondem Chassis-Cab			
MODEL: WHEELBASE	CAB-AXU		Model	W8	CA	Medul	ws c	A Model	Wheel	lbase.	Cob-Axle (Model	VB CA	A Model	Wa	CA	Model	Wheelbose	Cob-Asia (Model	Wheelbese	Ceb-	
			C7103	133"	60"	17103	121 6	77203	97	-	77"	C8103 1	33" 6	0" L8103	121"	60"	18203	97	77	M7303	157"		
			C7203	145	72"	17203	123 7	77303	109	-	89"	C8203 1	45 7	2 LE203	123"	72"	T8303	109	89"	MI7503	175"	10	
			C7303	157	84"	17303	145" 8	17603	133	3"	113"	C8303 1	57" 8	4° L8303	145	84"	T8603	133"	113	M7803	193"	12	
			C7503	175	102	17603	175" 11	17803	145		125"	C8503 1	75 10:	2" L8603	175	114"	T8803	145	125				
			C7803	197	124						-0.77	C6803 1	97" 12	C									
GROSS WEIGHT RA	TINGS	gvw		15,000	1b. 1	23,000	lb.		15,000 lb. to	23,000 lb.			18,500 B	b. to 25,00	10 fb.		10,1	00 lb. to 25,000	D Ib.	24	000 lb. to 36,000	D fb.	
		GCW		42,000 lb.				42,000	lla.			5	1,000 lb.				\$1,000 lb.			\$1,000 lb.			
AXLE, FRONT		Type		Indepe	ndent	Syspens	iian		Independent	Suspension			Independ	dent Susper	naion		Ind	spendent Suspen	nijen	Inc	Sependent Suspen	nion	
		Rating			7000	lb.		7000 lb.		9000	h.	700	Th.		9000 lb.		7000 lb.	90	000 Bu	7000 lb		9000 lb.	
AXLE, REAR		Make & Madel	Euton	1618		Esta	14800	Esten 161		Enter 10	1006	Eaten 17	OA .	Est	n 17800		Euron 1790A	Fate	ne 17800		2) Euton Series 30	00	
		Rating	16,00	10 Th.		16.0	100 lb.	16,000 lb. 16,000 lb.			18,500 lb. 18,500 lb.			18,500 lb.		500 lb.	16,000 fb. fash						
		Batio				1 7.17 to 1	6.50/3	9.04 to 1 1	7.17/9.97 % 1	7.67 to	7.67 to 1 -0.50//			77 14 1									
BRAKES, PARKING		Location	Propeller Shaft					Propeller Shaft				Propeller Staffs					Prepaller Shoft		Propeller Shafe				
BRAKES, SERVICE		Size Front			15"	. 2"			15" x 5"		15" x 25" +		15" + 3"			3191.4	15"		175" + 215" 4	157	* 3"	175" + 3	
		Size Rear			15	6			15" x 6"		15" + 6"		15" x 7"		1.25		15		157 27		. 6	15	
		Total Lining Area		579 Sq.	In.		569 Sq. Ja.	579 Sq	. In.	589 Sq. (n.	600 Sq. In. +	642	q. le.	A33 S	s. in. 664		642 Sq. In					Ja. 9815a	
		Booster	1115" Die	meandan	ALLE	diam'r.	Full Air	1115" Disphre				111y Duel-D					111'y Dual Dioph.			1111 Dvel-Disek			
NGINE		Type	Workmaster Special VB						Warkmaster !		74.000			kmaster VI				Workmoster VE	and a remove	TTT DOS-Dispo	Workmaster V8		
		Displacement	348 Cu. In.					-	348 Cu					B Cv. In.				348 Cu. In.			348 Cu. In.	-	
		Gross Horsenower	185					_	163					230				230			230		
	-		315 Ftlb.					215 Ft			335 Pt./b.						335 Rlb.		-	335 Ftlb.	_		
	Clute	h Dia; Focing Area				5q. 1a.		-	13 178			13"; 178 Sq. In.						13': 178 Sq. In.		13'; 178 Sq. In.			
	-	* Cooling Capacity	30 Qt. 31 Qt.				37% Quarts			30 Qt 31 Qt						3711 Querts	6 /	30 Qt.	10 , 170 34 11.	31 04			
FRAME 1	ide Rail Di	mensions; Sec. Mod.			_	_		-					-		31 (31)	_		av il donie		30 41		31 01.	
C. L. & M. Wheelbose: 1			97% × 2°7% × 7% 12.96 (17.63 W/Lifeid.)					9041 + 910	97/a" x 2*7/a" x 7/a"; 12.96 (17.63 W/(-Reinf.)				9764" x 2°761" x 761"; 12.96 (17.62 W/L-Raint.)					s 5/s/: 12.96 /17	AT W/C Build 1		-	_	
	57 -175	133	9's x 3' x 's 1479 A (1873 W/LReid)					9% x 3" x % 14"; 1479 (1873 W/LReinf.)			916" x 3" x 16"; 1479 & (1872 W/L-Rold.)						15': 14.79 /18.7		9%' x 3%a' x %a'; 19.84 (Incl. Reinl.)				
	93"-197"	145				9%s' x 3%s' x %s' :15.91 (19.83 W/L-Reinf.)				9%s' x 3%s' x %s'; 15.91 (10.82 W/(.Reinf.)						500 15.91 /19.		916 x 316 x 116; 19,84 (Incl. Reinf.)					
PUBL TANK		Copecity	9%s" x 3%s" x %s"; 15.91 (19.83 W/Likeinf.) 20% Gelfens				7/10 (4.1)	18 Gellens							9714 X 3715	18 Gollans	ST W. Fabrier 1	20's Gollens					
DENERATOR		Volts: Amps	12: 35	72.			50 /tow Cut	10.00	12. 40		(Low Cut in)	12. 31	12, 40		50 (Taw)	0.41-1	12: 35 1:		50 /Low Cut-in)	12: 25		50 /ke= C	
SHOCK ABSORBERS	_	1,500,500,500		Feget		141	Recy Con	Fran			eor.	12; 33 Fe		12	Bane	Lucial	Fonet	0.40 12	Face	12, 23	Frant	20 (10m C	
SPRINGS, FRONT		Type		rrpin	Tors	lan.	Ketr	Fron	Tersio		***	. 10	-	tarries	Rear	_	Freeze	Torsion	Recr		Tamina		
A SHOULD SHOULD		Cop. at Ground	3000	16	3500		4000 B.	4000			5. 4	2500 B		4000 B	1100	6.4	4000 Ib		4500 th. +	4000 lb.		4500 Ib. +	
SPRINGS; REAR		pe; Length & Width	3000	Voriable					nciable Rate:				_	1000		10. *				1000 10	Handrickson RT32	-911	
		es: Cop. at Ground	9; 920			400 lb.	11, 11,500 8		10. 10.40		11.500 fb.	9: 9200 B		10,400 lb.	11, 11,	one is		ole Rate; 59" x		17.250 lb.		19,500 fb.	
STEERING		r Rotio: Wheel Dis.	+; 920			1: 19"	rs; 11,300 ii	F, 9200 IS.	28.1 to 1		C 11,000 IB.	+; 9200 B			10,11,	w a.		10, 10,400 lb.	11, 11,500 lb.	17,230 16.		17,310 81	
TIRES, FRONT & DUA		Standard	4 20 4	BFR Tubel			20/10PR Tube							to 1; 19"			9-22.5/10PR Tul	28.1 to 1; 20"	20/1099 Tube	71771117	28.1 to 1; 19"		
mers, recent a pos	a sene	Maximum		/TOPR Tube			20/10PR Tube		8-22.5/8PR Tubeless 8-25-20/10PR Tube 10-22.5/10PR Tubeless 9:00-20/10PR Tube			9-22.5/10PR Tubeless 8.25-20/10PR Tube 11-22.5/12PR Tubeless 10.00-20/12PR Tube								8-22.5/8PR Tubeless 7.50-20/10PR Tub			
TEANSMISSION		Make & Medel	11.000	SV Clock					Clork 2		Chevrolet	11-22.5/12 Spicer 3152					11-22.5/12PR Tu		0-20/12PR Tube	10-22.5/10 PR 1		0-20/12PR	
IAMPER MANUAL PROPERTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PART		A SECURE AND ADDRESS OF THE PARTY OF THE PAR	Syncho		Synchr												Spicer 3152	Spicer 3152A	Chevrolet	Spicer 3152		Spicer 5183	
		Type			lynehr		Fovernot		h Synchro	mean I I	Fowermotic	Synchro	- Sy	rechro-Mash	Fire	rermatic	Synchre-Mesh	Synchro-Mesh	Powermetic	Synchro	Powermotic	Syneh	
		No. of Speeds	5	-	-	_	_	5			6	5		. 5		6	5	5	6	5	6	3	
WHEELS		Type		Cost			10-Shull Dise	Cos			Stud Disc	0	nd .		64 10-Stud	Disc	Cost		of 10-Stud Dire	Cost		d 10-Soud C	
		Size: Mox. Rim Size	6.00" 7.50"				4.00°; 7.50°				6.75"; 7.50"					6.75" 7.50"		4.00"; 7.50"					

Handy, Multi-Stop, Forward Control Models. Plus a Full Line of Stronger, Safer, Smoother Riding School Bus Chassis.

Six spacious Chevrolet Step-Van models for '61 come fully equipped, ready to roll, with built-right all-steel bodies in 8-, 10- and 12-foot lengths and maximum GVW's of 7,000 and 10,000 lbs. In addition, tough Chevrolet Forward Control chassis are available separately, in the same wheelbases and GVW's, to accommodate bodies of all leading manufacturers.

Chevrolet's school bus lineup for 1961 includes six chassiscowl models ranging up to 2611/2 inches in wheelbase, plus the eight-passenger Suburban Carryall. Chassis-cowl models are built to carry bus bodies of from 30- to 66-pupil capacity. Big, sure brakes, extra frame strength and plenty of power safely handle big capacity loads. School bus chassis models are offered in Series S50, S60 and S70, with GVW's from 10,500 to 23,000 lbs. All are built and equipped to national school bus standards. A wide variety of optional equipment permits meeting specific local requirements at lowest cost.





			SEKIES I	P20		SELIES F30				JERRES 350				SERIES SOL & SOT				JENIES	307	SERIES STY W STY			
TYPE	Forward Control				Forward Control				School Bus			School Bus					School	Bus	School Bus		5		
MODEL: TYPE: WB (in.	and/or BODY LENGTH	Model	Type	WB	Body	Model	Type	WB Box	dy Mos	lel	Type	WB	Model	T	уре	WB	Model	Тур	oe .	WB	Model	Туре	WB
		P2342	Chassis	104	-	P3342	Chassis	104 -	- S53	02 C	Chassis-Co	owl 157	56202	Chass	sis-Cowl	197	\$6702	Chassis	-Cowl	243	\$7702	Chassis-C	owl 243
		P2345	Step-Van	104	8'	P3345	Step-Var	104	8'				\$6402	Chas	sis-Cowl	22512					57902	Chassis-Co	owl 2611/2
		P2542	Chassis	125	_	P3542	Chassis	125 -															
		P2545	Step-Van	125	10	P3545	Step-Var																
		P2642	Chassis	137	-	P3642	Chassis	137 -															
			Step-Van	137	12		Step-Van			_													
		P2645			12	P3645	00 lb. to	7.47	2	10 500 1	lb. to 16,	000 II	151	000 lb +	o 21,000 lb		15	000 lb. to	21.000 I	h.	15.0	00 lb. to 23	.000 lb.
GROSS WEIGHT RATI		-	6600 lb. to 7	/000 Ib.		/3	00 lb. to	10,000 1Б.			to 36 Pu	-		-	48 to 54	(\$6402)		54 to 60			54 to 60 (5)		to 66 (\$7902)
PUPIL CAPACITY, SCI						-					dent Sus				Suspension	(30402)	lac	dependent S			2.7 (2.22.42	pendent Sus	
AXLE, FRONT	Туре	4000 lb.			-	I-Bea			The state of the s	-	pension	5500 I		7000	n.	5500 lb		_	00 lb.	mac	7000 lb.		
	Rating				110	-	4000				5000 lb.		5500 1			ID.	3300 10	Chevro		00 10.	Chevrolet Eaton 1618 Eaton 16800		
AXLE, REAR	Make & Model		Chevro				Chevro				Chevrolet			Chev							15.000 lb.	16.000	
	Rating				7200 lb.			-	13,500 lb. 15,000 lb.			13,500 lb. 15,000 lb.				7,20 to 1 6,40/8,72 to 1, 2-Spd.				10,000			
	Ratio				5.14 to 1			6.60	6.60 to 1 6.40/8.72 to 1; 2-Spd.			6.60 to 1 7.20 to 1 6.40/8.72 to 1				7.20 to 1			7.20 6.40/8.72 7.17 to 1 6.50/9.04				
BRAKES, PARKING	Location		Rear Wh				Propeller				peller Sho			Propelle				Propeller					
BRAKES, SERVICE	Size Front	12" x 2"			12" x 2"				14" x 2½"			14" x 2½" 15" x 3"			14" x 2½" 15" x 3"					15" x 3"			
	Size Rear		12" x	2"			13" x	21/2"	1:	" x 4"		15" x 4"	15" x 4"	15"		" x 4"		15" x			15" x 4		15" x 6"
	Total Lining Area	a 185 Sq. In.			225 Sq. In. 7" Hydrovae			38	Sq. In.		385 Sq. In.	381 Sq. In.	385 S	iq. In. 44	B Sq. In.	385 Sq.	In.	448	Sq. In.	448 Sq. I		579 Sq. In.	
	Booster	r 7" Hydrovac						11"	11" Diaphragm		1/2" Diaphragm	11" Diaph	ragm	111/2" Dic	phragm	11" Diaphr	agm	111/2"	Diaphragm	1	11/2" Diaphr	agm	
ENGINE	Туре	Thri	ftmaster Spa	ecial 6-Cy	1.	Thri	ftmaster Sp	ecial 6-Cyl.	Thrifte	naster 6-C	yl. T	rademaster V8	Johnaster	6-Cyl.	Taskmas	er V8	Johnaster 6-Cyl	l. Taskmaste	r V8 Wo	rk. Spec. V8+	Wor	kmaster Spe	cial V8
	Displacement		235.5 Cu	. In.			235.5 C	a. In.	235	5 Cu. In.		283 Cu. In.	261 Cu. In. 283 Cu. In.		261 Cu. In. 283 Cu. In. 348 Cu. In.			348 Cu. In.		348 Cu. Ir	n.		
	Gross Horsepower		135				135			135		160	150		16	1	150	160		185		185	
	Gross Torque		217 Ft	Jb	100		217 Ft		21	7 Ftlb.		270 FtIb.	235 Ft	235 Ftlb. 270 Ftlb.		235 Ftlb. 270 Ftlb. 315 Ftlb.			315 Ftlb.		315 Ftlb		
	Clutch Dia.; Facing Area		11"; 124 5				11"; 124 Sq. In.			124 Sq. In.	. 1	1", 124 Sq. In.	11": 124 5	ia. In.	11", 124	Sq. In.	11"; 124 Sq. In. 11"; 124 Sq. In. 13"; 178 Sq. In.			3"; 178 Sq. In.		13"; 178 Sq.	In.
	Cooling Capacity		17 Qt.			17 Qt.				171/2 (8 Qt. 18½ Qt.	17 Qt.	17% Ot.	18 Qt.	8½ Qt.	17 Qt. 171/2 Qt	. 18 Qt. 18	½ Qt. 3	0 Qt. 31 Qt.	30 Qt.		31 Qt.
FRAME Side Ro	il Dimensions; Sec. Mod.		17 01				- 17 0	**	17 41		4												4
-	Wheelbase: 104" - 137"		4" x 2%" x	7/ 6 70		71/	* - OH * -	7/32"; 5.70															
	157"	,	* X Z 74 X	731 ; 3.70			A 274 A	731 , 3.70		91/16" x 23	31/" - 7/	Sec. 11 20											
	197"					-				7716 X Z	731 A 7	32 ; 11.20	01/	" - 21/"	x %32"; 15.2								
	The San Control of the Control of th					-								-			91/4	" x 3½6" x	3/14"- 16 d	43	91/4"	x 31/16" x 1/1	a": 16.43
	2251/2" — 2611/2"					1512 (Series P33) * 18 (Series P35 & P36)			P041	30 Gal.			9¼" x 3½6" x ¾6"; 16.43 30 Gal.				30 Gal.				30 Gal.		
FUEL TANK	Capacity	-							-								12: 30	12, 35		12 60 4	12; 30 1		40 12; 50 ▲
GENERATOR	Volts; Amps	12; 30	12; 35		12; 50 ▲	12; 30	-	12, 40 12, 50			35 12;	40 12; 50 A			12, 40		12; 30 Front	12) 33		12; 30 A Rear	Front	2, 33 12,	Rear
SHOCK ABSORBERS			Front &	-			Front &			Front		Rear	Front		Rec	-	Pront	Torsio		neur	Front	Torsion	Near
SPRINGS, FRONT	Туре	Lea	f; 44" Long	-	de	-	-	x 2" Wide			Torsion	"	****	Torr			2002 "			00 lb.	3000 lb		3500 lb.
	Cap. at Ground		2000 lb. (2000 Пь. (-	2500 lb. (10-le	of) 2	500 lb.		3000 lb.	2500 I		3000	Ib.	3000 lb					able Rate; 5	
SPRINGS, REAR	Type; Length & Width		Leaf; 52"				Leaf; 52"	x 212"			Rate; 59	-		-	te; 59" x 3"			riable Rate;					
No. of	No. of Leaves; Cap. at Ground 8; 2400 lb.			8; 2400 I	. 8 M	ain; 5 Aux.; 3450	lb. 9;	7500 lb.		9; 9200 lb.	9; 7500		9; 920	0 lb.	9; 9200			0,400 lb.	9; 9200 I		10; 10,400 lb.		
STEERING . Bo	all-Gear Ratio; Wheel Dia.		26.1 to 1	; 18"		26.1 to 1; 18"			28	8.1 to 1; 1	9"	100	28.1 to				28.1 to 1				28.1 to 1; 1		
TIRES	Standard	7-17.5	/6PR Front	& Single	Rear	8-19.5	/6PR Front	& Single Rear	7	-22.5/6PR	Front &	Dual Rear	8-22.5	/8PR From	nt & Dual F	ear		/8PR Front				8PR Front &	
NAME OF THE PERSON OF THE PERS	Maximum	8-17.	7.5/8PR Front & Single Rear			8-19.5	/8PR From	& Dual Rear	9	-22.5/10PR	R Front &	Dual Rear	10-22.5/10PR Front & Dual Rear					5/10PR From				10PR Front	
TRANSMISSION	Make & Model		Chevro	olet		911	Chevr	olet		(Chevrolet	X .	Chevrolet	New Proc	ess 540C	hevrolet	Chevrolet	New Proces	s 540C	Chevrolet	Clark 26		Chevrolet
	Type	Synchro H	D Synchro S	ynchro H	ydra-Matic	Synchro	HD Synd	hro Hydra-Mi	otic		Synchro		Synchro	Syno	chro P	owermatic	Synchro	Synchi	ro	Powermatic	Synchro	0	Powermatic
	No. of Speeds	3	3		4	4	3	1 4			4		4	5	5	6	4	5		6	5		6
WHEELS	Туре		8-Stud I				8-Stud	Disc	Di	sc (5-Stud	Front, 10	0-Stud Rear)	Disc (5-Stud	Front, 1	0-Stud Rear	Cast	Disc (5-Stud	Front, 10-St	ud Rear	Cast	Cast	Bu	odd 10-Stud Disc
	Rim Size: Max. Rim Size		5.25": 5				5.25":				25": 6.75			6.00": 6.75"				6.00"; 6.	75"			6.00"; 7.50)"
	IN LIGHT FACE ITALICS					60. 1	2.000	models with syn	1		, 0, 0		eering optional			60 and \$7	O School Buses			Low cut-in type			



1961 COMFORT-KING

Where the Driver Comes First



STANDARD SEAT 6" Foam Rubber Cushion Chevrolet's 1961 Comfort-King cabs offer outstanding comfort and convenience. Nothing is spared to make long hours on the road as short and easy as possible. Tough new upholstery materials are featured, and a new full-foam rubber seat is included in a new extra-cost comfort equipment option. All instruments are centered directly in front of the driver and a safety-etched instrument cluster face minimizes reflections. Wide windshields give you real pilot-house command of the road with big, powerful electric wipers to keep bad-weather seeing at its best. Big doorways and low full-width floors make entry and exit a breeze. Everything works together to help keep drivers fresh on long, tough schedules.

Optional custom cab equipment is offered in four separate groups for 1961. Now you can "build in" the features you want from a selection including:

- Custom Comfort Equipment (interior)
- Custom Appearance Equipment (exterior, Series 10-40)
- Custom Chrome Equipment (exterior, Series 10-40)
- Custom Side Molding Equipment (exterior, Fleetside pickups only)

DOUBLE-WALLED COWL ARCH forms massive box-girder bridging front of cab structure, lends extra rigidity and also houses High-Level ventilation system inlet.

SHAKE-FREE FRONT END STRUC-TURE results from rigid assembly of side skirts and radiator support. forms a solid base for mounting fenders, grille and hood.

RESILIENT DOUBLE-CUSHION CAB MOUNTS support cab firmly, quietly, at four points. Deep cushions absorb frame deflections, isolate cab structure from strain.









PANEL is extra-rigid and heavily insulated, helps stiffen entire cab structure and keeps out noise, heat

DEEP-SCULPTURED DOUBLE ROOF

RUGGED BOX-SECTION PILLARS frame doorways in permanent alignhelp keep doors working smoothly and sealing tight with minimum maintenance.

REINFORCED FLOOR AND TOF-BOARD STRUCTURE is solid-built to stay quiet, with rigid crossmembers, plus fore-and-aft sills extending forward to support toeboard.

CHASSIS

COMPONENTS

Tailored to the job for extra toughness in every model!

When it comes to the stuff trucks are made of, Chevrolet chassis components have plenty of what it takes to keep going on toughest jobs. Conservative ratings and capacities represent performance you can be sure your Chevy will deliver. Each component represents the best possible choice for the job, consistent with the high standards of durability and over-all economy you expect from Chevrolet. To meet especially severe requirements and individual preferences, a wide variety of optional chassis equipment is offered.



TORQUE-TAILORED CLUTCHES, in 10-, 11- and 13-inch diaphragm and coil spring types, are matched to each engine for top performance, economy and durability.



PRECISION BALL-GEAR STEERING substitutes rolling steel balls for sliding gear teeth, to minimize friction and steering -and it's standard in every Chevrolet.



TOUGH SYNCHRO-MESH TRANSMIS-SIONS, 3-, 4- and 5-speed, mean smooth shifting and long life in every Chevy. Heavy-duty or close-ratio options available.



BIG SURFFOOTED BRAKES feature extra lining area in every model, with big vacuum-hydraulic power units in mediumand heavy-duty models. Air-hydraulic and full-air systems are also available.



SMOOTH FASY-DRIVING AUTOMATIC TRANSMISSIONS, available in light-, medium- and heavy-duty models, cut driver effort 'way down, cushion out shocks.



TOUGH-BUILT WHEELS and a wide choice of tires help keep your payloads rolling, with wheels and tires precision-balanced at assembly for smooth ride and long life.



RUGGED REAR AXLES, range from 3,500 to 18,500-lb. capacity, tailored for top payload performance in each weight class. Two-speeds and optional ratios available.



RUGGED EATON-HENDRICKSON BOGIE for Series M70 models pairs two 16,000-lb. axles in a true-tracking suspension system, delivers full-time tandem traction without





From Chevrolet-world's leading manufacturer of 6-cylinder engines-here's a new lineup of lean-muscled power for 1961 trucks. Four in all, they're standard in models up through 22,000-lb. GVW. First, there's the unprecedented Turbo-Air 6-lightweight, air-cooled, horizontally opposed Corvair 95 power plant. The 235-cubic-inch Thriftmaster and Thriftmaster Special sixes power Apache and Forward-Control models and, with extra-duty equipment, the Series 50 Vikings. And, for Series 60 and 60-H models, there's the rugged 261-cubic-inch Johnaster, backed by an impressive record of dollarsaving dependability.

V8's



Spirited V8 power is available at extra cost for all 1961 Chevrolet Apache and Viking models, including four-wheel drives. The 283-cubic-inch Trademaster V8 puts extra snap in Series 10 through 50 models, with special extra-duty equipment for the Series 50 application. For Series 60 and 60-H Vikings the extra-rugged Taskmaster V8 is available. At the top of the Chevrolet line, Series 70 and 80 Spartans feature the bigmuscled 348-cubic-inch Workmaster Special and Workmaster V8's as standard equipment.

CHEVROLET TRUCKS

worth more because they work more!

