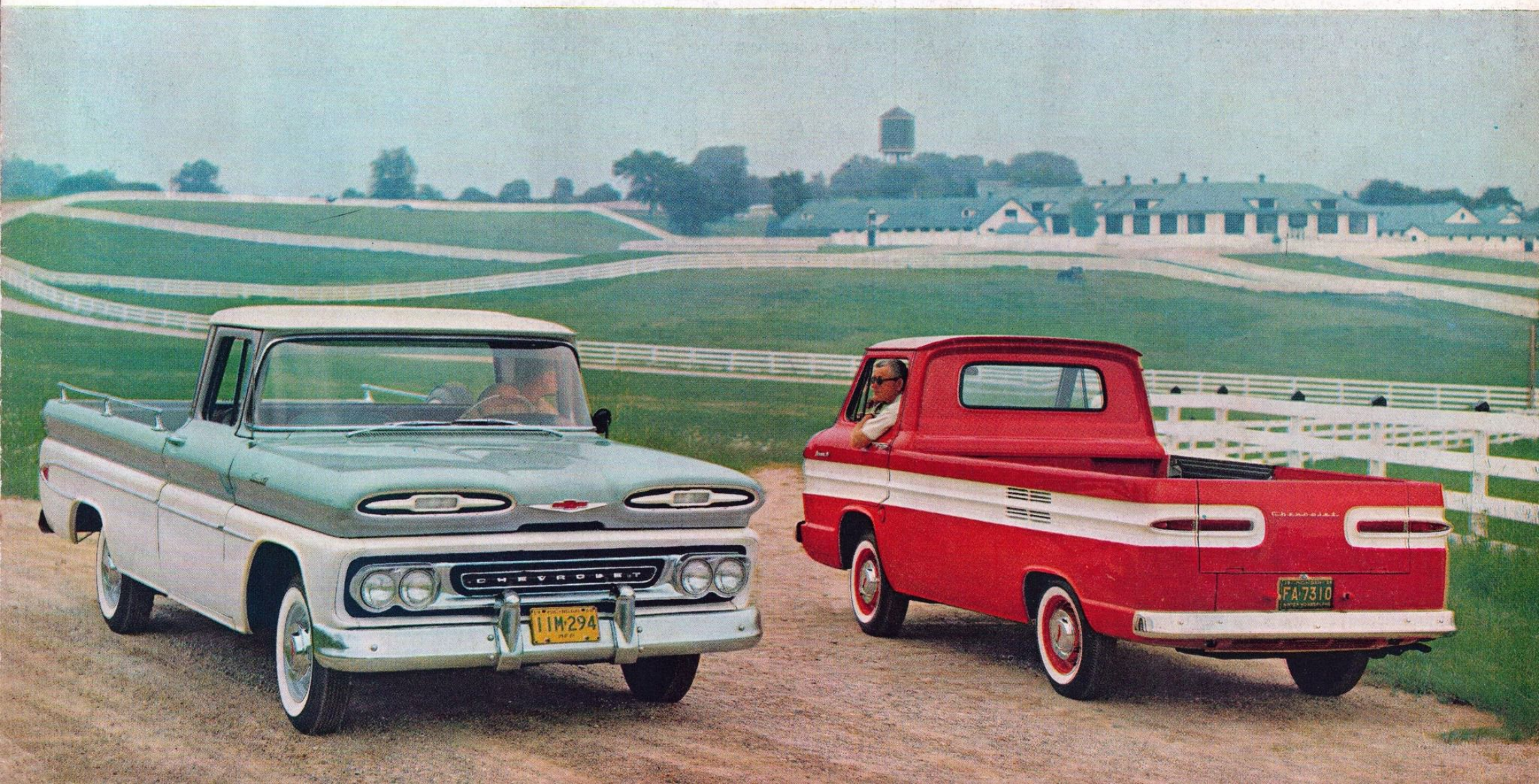


CHEVROLET TRUCKS 1961

Models & Specifications



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



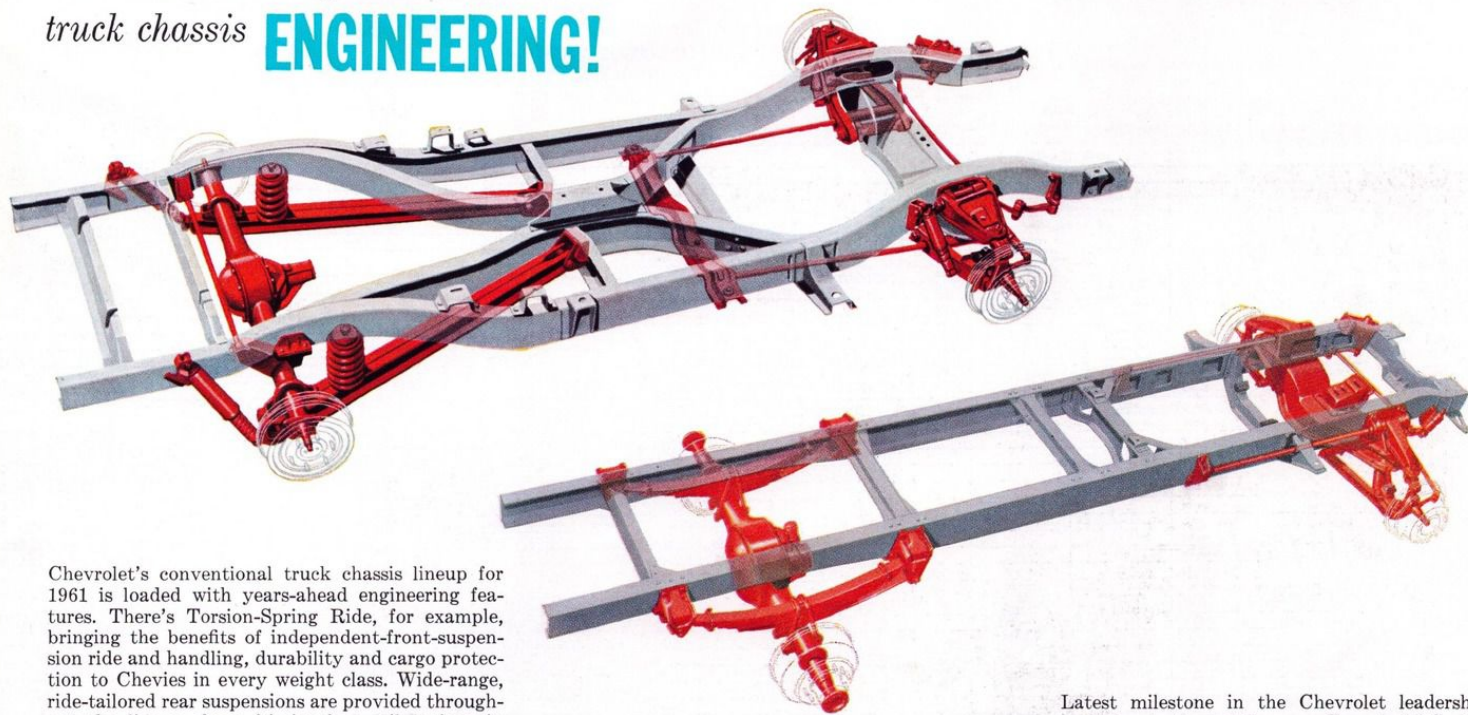
Acclaimed across America by the most satisfied truck owners ever!

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!

Chevrolet sets the pace in advanced truck chassis **ENGINEERING!**



Chevrolet's conventional truck chassis lineup for 1961 is loaded with years-ahead engineering features. There's Torsion-Spring Ride, for example, bringing the benefits of independent-front-suspension ride and handling, durability and cargo protection to Chevies in every weight class. Wide-range, ride-tailored rear suspensions are provided throughout the lineup, from friction-free coil springs in light-duty models to variable-rate leaf springs in mediums and heavies. At the top of the line, Chevy's mountain-moving tandems feature both Torsion-Spring Ride and brawny Eaton-Hendrickson tandem bogies. Rock-ribbed medium- and heavy-duty frames with box-section side rails and

massive "X" or "K" center braces provide extra load-carrying strength and resistance to twisting. Big brakes, tough transmissions, rugged rear axles and lean-muscled power complete the most modern truck chassis designs on the road today!

Latest milestone in the Chevrolet leadership tradition is the totally new Corvair 95 Series, embodying major breakthroughs in every phase of truck design. With four-wheel independent suspension, unitized body-frame construction and a space- and weight-saving rear-mounted engine, the Corvair 95's minimize bulk and weight for extra cargo capacity.

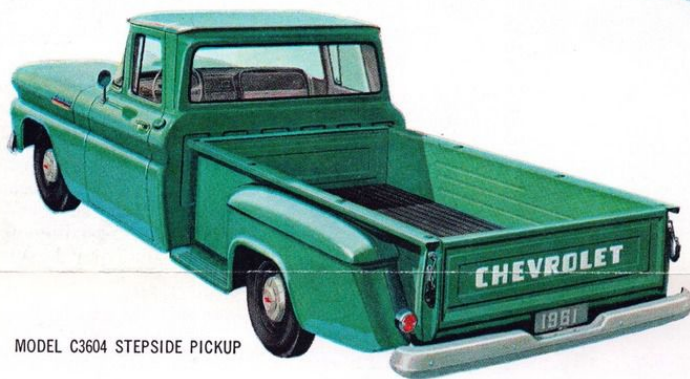
1961

APACHE MODELS

Long on looks, low on costs,
more models than ever to choose from!



MODEL C1434 FLEETSIDE PICKUP



MODEL C3604 STEPSIDE PICKUP



MODEL C1416 CARRYALL

SPECIFICATIONS

	SERIES C14 & C15				SERIES K14 & K15				SERIES C25				SERIES K25				SERIES C36				SERIES C40			
TYPE	Standard Drive				Four-Wheel Drive				Standard Drive				Four-Wheel Drive				Standard Drive				Standard Drive			
MODEL, BODY TYPE, WB (in.)	Model	Body Type	WB		Model	Body Type	WB		Model	Body Type	WB		Model	Body Type	WB		Model	Body Type	WB		Model	Body Type	WB	
	C1403	Chassis-Cab	115		K1403	Chassis-Cab	115		C2503	Chassis-Cab	127		K2503	Chassis-Cab	127		C3603	Chassis-Cab	133		C4103	Chassis-Cab	133	
	C1404	78" Stepside Pickup	115		K1404	78" Stepside Pickup	115		C2504	98" Stepside Pickup	127		K2504	98" Stepside Pickup	127		C3604	108" Stepside Pickup	133		C4109	9" Stake	133	
	C1434	78" Fleetside Pickup	115		K1434	78" Fleetside Pickup	115		C2534	98" Fleetside Pickup	127		K2534	98" Fleetside Pickup	127		C3605	101 1/2" Panel	133		C4303	Chassis-Cab	137	
	C1405	7 1/2" Panel	115		K1405	7 1/2" Panel	115		C2509	8" Stake	127						C3609	9" Stake	133		C4309	12" Stake	137	
	C1406	Suburban Carryall	115		K1406	Suburban Carryall	115																	
	C1416	Suburban Carryall	115		K1416	Suburban Carryall	115																	
	C1503	Chassis-Cab	127		K1503	Chassis-Cab	127																	
	C1504	98" Stepside Pickup	127		K1504	98" Stepside Pickup	127																	
	C1534	98" Fleetside Pickup	127		K1534	98" Fleetside Pickup	127																	
GROSS WEIGHT RATINGS	GVW 4300 lb. to 5200 lb.				4900 lb. to 5600 lb.				5500 lb. to 7500 lb.				5700 lb. to 7600 lb.				6700 lb. to 10,000 lb. *				10,000 lb. to 14,000 lb.			
AXLE, FRONT	Type Independent Suspension				Tubular Driving (Ratio 3.92 to 1) A				Independent Suspension				Tubular Driving (Ratio 4.55 to 1) A				Independent Suspension				Independent Suspension			
	Rating 2500 lb.				3300 lb.				3000 lb.				3500 lb.				2500 lb.				4000 lb.			
AXLE, REAR	Rating 3500 lb.				3300 lb.				5200 lb.				5200 lb.				7200 lb.				11,000 lb.			
	Ratio 3.90 3.38 3.90				3.90 to 1				4.57 to 1				4.57 to 1				5.14 to 1				5.43 to 1			
BRAKES, PARKING	Location Rear Wheels				Rear Wheels				Rear Wheels				Rear Wheels				Propeller Shaft				Propeller Shaft			
BRAKES, SERVICE	Size Front 11" x 2"				11" x 2"				11" x 2 1/4"				12" x 2"				11" x 2 1/4"				11" x 2 1/4"			
	Size Rear 11" x 2"				11" x 2"				11" x 2 1/4"				12" x 2"				13" x 2 1/4"				15" x 4"			
	Total Lining Area 167 Sq. In.				172 Sq. In.				239 Sq. In.				191 Sq. In.				252 Sq. In.				364 Sq. In.			
	Booster *				*				*				7" Hydraulic				17" Diaphragm							
ENGINE	Type ★ Thriftmaster, 6-Cyl. Trademaster V8				Thriftmaster, 6-Cyl. Trademaster V8				Thriftmaster, 6-Cyl. Trademaster V8				Thriftmaster, 6-Cyl. Trademaster V8				Thriftmaster, 6-Cyl. Trademaster V8				Thriftmaster, 6-Cyl. Trademaster V8			
	Displacement 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. 283 Cu. In.			
	Gross Horsepower 135 160				135 160				135 160				135 160				135 160				135 160			
	Gross Torque 217 Ft.-lb. 270 Ft.-lb.				217 Ft.-lb. 270 Ft.-lb.				217 Ft.-lb. 270 Ft.-lb.				217 Ft.-lb. 270 Ft.-lb.				217 Ft.-lb. 270 Ft.-lb.				217 Ft.-lb. 270 Ft.-lb.			
	Clutch Dia.; Facing Area (sq. in.) 10", 100 11", 124 11", 124				10", 100 11", 124 11", 124				10", 100 11", 124 11", 124				10", 100 11", 124 11", 124				10", 100 11", 124 11", 124				10", 100 11", 124 11", 124			
	Cooling Capacity 17 Qt. 17 1/2 Qt. 17 1/2 Qt. 18 Qt.				17 Qt. 17 1/2 Qt. 17 1/2 Qt. 18 Qt.				17 Qt. 17 1/2 Qt. 17 1/2 Qt. 18 Qt.				17 Qt. 17 1/2 Qt. 17 1/2 Qt. 18 Qt.				17 Qt. 17 1/2 Qt. 17 1/2 Qt. 18 Qt.				17 Qt. 17 1/2 Qt. 17 1/2 Qt. 18 Qt.			
FRAME	Side Rail Dimen.; Sec. Mod. 5 1/2" x 2 1/2" x 9 1/2", 3.91 (Series C14)				7 1/4" x 2 1/4" x 9 1/2", 5.09				5 1/2" x 2 1/2" x 9 1/2", 3.91				7 1/4" x 2 1/4" x 9 1/2", 5.09				7 1/4" x 2 1/4" x 9 1/2", 5.09				8 1/4" x 2 1/4" x 9 1/2", 6.28 (Series C41)			
	FUEL TANK Capacity 18 1/2 Gal. (20 Gal., K1405-06-16) 20 1/2 Gal.				18 1/2 Gal. (17 Gal., K1405-06-16) 20 1/2 Gal.				18 1/2 Gal. 20 1/2 Gal.				18 1/2 Gal. 20 1/2 Gal.				18 1/2 Gal. (20 Gal., C3605) 20 1/2 Gal.				18 1/2 Gal. 20 1/2 Gal.			
	GENERATOR Volts: Amps 12, 30 12, 35 12, 40 12, 50*				12, 30 12, 35 12, 40 12, 50*				12, 30 12, 35 12, 40 12, 50*				12, 30 12, 35 12, 40 12, 50*				12, 30 12, 35 12, 40 12, 50*				12, 30 12, 35 12, 40 12, 50*			
SHOCK ABSORBERS	Type Front & Rear HD Front & Rear				Front & Rear				Front & Rear HD Front & Rear				Front & Rear				Front HD Front & Rear				Front HD Front & Rear			
SPRINGS, FRONT	Type Torsion				Leaf, 44" Long x 2" Wide				Torsion				Leaf, 44" Long x 2" Wide				Torsion				Torsion			
	Cap. at Ground 1250 lb.				1650 lb. (5-leaf)				1250 lb. 1500 lb.				1750 lb. (5-leaf)				1500 lb. 1750 lb.				1750 lb. 2000 lb.			
SPRINGS, REAR	Type, Length & Width Coil				Leaf, 52" x 2 1/2"				Coil				Leaf, 52" x 2 1/2"				Coil				Leaf, 52" x 2 1/2"			
	No. of Leaves; Cap. at Ground 1250 lb. 2000 lb.				6: 1900 lb.				2000 lb. 3000 lb.				6: 1900 lb. 8: 3150 lb.				8: 2400 lb. 10: 4150 lb.				10: 5000 lb. 12: 6350 lb.			
STEERING	Ball-Gear Ratio: Wheel Dia. 24.0 to 1; 17"				24.0 to 1; 17"				24.0 to 1; 17"				24.0 to 1; 17"				24.0 to 1; 17"				24.0 to 1; 17"			
TIRES	Standard 6.70-15/4PR * Front, Single Rear & Spare				6.70-15/4PR * Front, Single Rear & Spare				7-17.5/6PR Front & Single Rear				7-17.5/6PR Front & Single Rear				8-17.5/6PR Front, 8-17.5/6PR Single Rear				8-19.5/6PR Front & Dual Rear			
	Maximum 7-17.5/6PR Front, Single Rear & Spare				7-17.5/6PR Front, Single Rear & Spare				8-19.5/6PR Front & Single Rear				8-19.5/6PR Front & Single Rear				8-17.5/6PR Front & Dual Rear				8-19.5/10PR Front & Dual Rear			
TRANSFER CASE	No. of Speeds 2				2				2				2				2				2			
TRANSMISSION	Type Synchro HD Synchro Synchro Powerglide				Synchro-Mesh Synchro-Mesh Synchro HD Synchro Synchro Powerglide				Synchro HD Synchro Synchro Powerglide				Synchro-Mesh Synchro-Mesh Synchro-Mesh				Synchro-Mesh HD Synchro-Mesh				Synchro-Mesh			
	No. of Speeds 3 3 3 4 2				3 3 3 4 2				3 3 3 4 2				3 3 3 4 2				3 3 3 4 2				3 3 3 4 2			
WHEELS	Type 6-Stud Disc				6-Stud Disc				8-Stud Disc				8-Stud Disc				8-Stud Disc				5-Stud Disc, Front; 10-Stud Disc, Rear			
	Std. Rim Size; Max. Rim. Size SK, 5.25" 5.25", 5.25"				5.25", 5.25"				5.25", 5.25"				5.25", 5.25"				5.25", 5.25"				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 6½-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 4-WHEEL DRIVE LINEUP

Three new long-wheelbase models in the 5,600-lb. 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 single-lever 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 C4309 12-ft. STAKE



MODEL C3603 CHASSIS-CAB
WITH SPECIAL VAN BODY



MODEL C1405 PANEL



MODEL K1534, 4WD FLEETSIDE PICKUP



MODEL K1406, 4WD CARRYALL

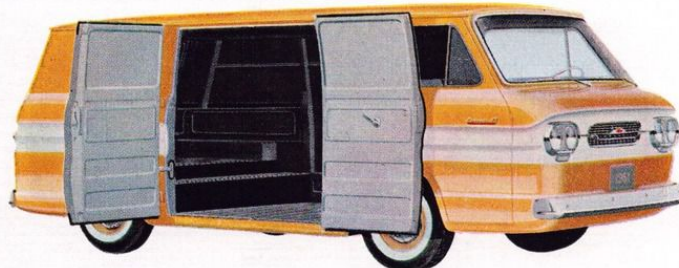
TOTALLY NEW CORVAIR 95 MODELS

For 1961, Chevrolet has taken another giant step ahead 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.

MODEL R1254 RAMPSIDE PICKUP offers unmatched ease for loading heavy objects. Rugged bridge-built cargo ramp provides level, no-lifting access to deep-well load-space. Ramp closes and latches securely flush with body side.



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.

SPECIFICATIONS

STANDARD EQUIPMENT

AXLE, REAR: Ratio 3.89.
BRAKES: Hydraulic, front & rear 11" x 2"; lining area 167 sq. in.
CLUTCH: 9½" 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 20:1.
SUSPENSION, FRONT: Independent, capacity 2,500 lb.
SUSPENSION, REAR: Independent, capacity 2,500 lb.
TIRES: Five tubeless 7.00-14/4PR.
TRANSMISSION: 3-speed synchro-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).

*Extra cost.

1961

FORWARD CONTROL AND SCHOOL BUS MODELS

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.

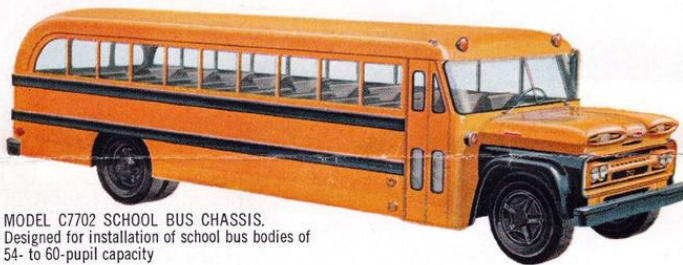
Chevrolet's school bus lineup for 1961 includes six chassis-cowl models ranging up to 261½ inches in wheelbase, plus the eight-passenger Suburban Carryall. Chassis-cowl models are built to carry bus bodies of from 30- to 66-pupil capacity. Big, sure brakes, extra frame strength and plenty of power safely 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.



MODEL P2545 FORWARD CONTROL CHASSIS with Chevrolet's 10-ft. Step-Van body



MODEL C1416 CARRYALL with capacity for driver and up to 8 pupils



MODEL C7702 SCHOOL BUS CHASSIS. Designed for installation of school bus bodies of 54- to 60-pupil capacity

SPECIFICATIONS

TYPE	SERIES P20				SERIES P30				SERIES S50			SERIES S62 & S64			SERIES S67			SERIES S77 & S79		
	Forward Control				Forward Control				School Bus			School Bus			School Bus			School Bus		
MODEL, TYPE, WB (in.) and/or BODY LENGTH	Model	Type	WB	Body	Model	Type	WB	Body	Model	Type	WB	Model	Type	WB	Model	Type	WB	Model	Type	WB
	P2342	Chassis	104	—	P3342	Chassis	104	—	S5302	Chassis-Cowl	157	S6202	Chassis-Cowl	197	S6702	Chassis-Cowl	243	S7702	Chassis-Cowl	243
	P2345	Step-Van	104	8'	P3345	Step-Van	104	8'				S6402	Chassis-Cowl	225½				S7902	Chassis-Cowl	261½
	P2542	Chassis	125	—	P3542	Chassis	125	—												
	P2545	Step-Van	125	10'	P3545	Step-Van	125	10'												
	P2642	Chassis	137	—	P3642	Chassis	137	—												
	P2645	Step-Van	137	12'	P3645	Step-Van	137	12'												
GROSS WEIGHT RATINGS	GVW				GVW				10,500 lb. to 16,000 lb.			15,000 lb. to 21,000 lb.			15,000 lb. to 21,000 lb.			15,000 lb. to 23,000 lb.		
PUPIL CAPACITY, SCHOOL BUS	3600 lb. to 7000 lb.				7500 lb. to 10,000 lb.				30 to 36 Pupils			42 to 48 (S6202) 48 to 54 (S6402)			54 to 60 Pupils			54 to 60 (S7702) 60 to 66 (S7902)		
AXLE, FRONT	Type				Type				Independent Suspension			Independent Suspension			Independent Suspension			Independent Suspension		
	Rating				Rating				5000 lb.			5500 lb.			5500 lb.			7000 lb.		
AXLE, REAR	Make & Model				Make & Model				Chevrolet			Chevrolet			Chevrolet			Chevrolet		
	Rating				Rating				13,500 lb.			13,500 lb.			15,000 lb.			15,000 lb.		
	Ratio				Ratio				6.60 to 1			6.60 to 1			7.20 to 1			7.20 to 1		
BRAKES, PARKING	Location				Location				Propeller Shaft			Propeller Shaft			Propeller Shaft			Propeller Shaft		
BRAKES, SERVICE	Size Front				Size Front				12" x 2½"			14" x 2½"			14" x 2½"			15" x 3"		
	Size Rear				Size Rear				15" x 4"			15" x 4"			15" x 4"			15" x 4"		
	Total Lining Area				Total Lining Area				381 Sq. In.			381 Sq. In.			385 Sq. In.			448 Sq. In.		
	Booster				Booster				11" Diaphragm			11½" Diaphragm			11" Diaphragm			11½" Diaphragm		
ENGINE	Type				Type				Thriftmaster 6-Cyl.			Thriftmaster 6-Cyl.			Thriftmaster 6-Cyl.			Thriftmaster 6-Cyl.		
	Displacement				Displacement				235.5 Cu. In.			235.5 Cu. In.			235.5 Cu. In.			235.5 Cu. In.		
	Gross Horsepower				Gross Horsepower				135			135			135			135		
	Gross Torque				Gross Torque				217 Ft.-lb.			217 Ft.-lb.			217 Ft.-lb.			217 Ft.-lb.		
	Clutch Dia.; Facing Area				Clutch Dia.; Facing Area				11"; 124 Sq. In.			11"; 124 Sq. In.			11"; 124 Sq. In.			11"; 124 Sq. In.		
	Cooling Capacity				Cooling Capacity				17 Qt.			17 Qt.			17 Qt.			17 Qt.		
FRAME	Side Rail Dimensions; Sec. Mod.				Side Rail Dimensions; Sec. Mod.				15"			15"			15"			15"		
	Wheelbase: 104" — 137"				Wheelbase: 104" — 137"				7¼" x 2¼" x ½"; 5.70			7¼" x 2¼" x ½"; 5.70			7¼" x 2¼" x ½"; 5.70			7¼" x 2¼" x ½"; 5.70		
	225½" — 261½"				225½" — 261½"				9½" x 2½" x ½"; 11.28			9½" x 2½" x ½"; 11.28			9½" x 2½" x ½"; 11.28			9½" x 2½" x ½"; 11.28		
FUEL TANK	Capacity				Capacity				30 Gal.			30 Gal.			30 Gal.			30 Gal.		
GENERATOR	Volts; Amps				Volts; Amps				12; 30 12; 35 12; 40 12; 50 A			12; 30 12; 35 12; 40 12; 50 A			12; 30 12; 35 12; 40 12; 50 A			12; 30 12; 35 12; 40 12; 50 A		
SHOCK ABSORBERS	Type				Type				Front			Front			Front			Front		
SPRINGS, FRONT	Cap. at Ground				Cap. at Ground				2500 lb. (8-leaf)			2500 lb. (8-leaf)			2500 lb. (8-leaf)			2500 lb. (8-leaf)		
	Type; Length & Width				Type; Length & Width				Leaf: 52" x 2½"			Leaf: 52" x 2½"			Leaf: 52" x 2½"			Leaf: 52" x 2½"		
SPRINGS, REAR	No. of Leaves; Cap. at Ground				No. of Leaves; Cap. at Ground				8; 2400 lb.			8; 2400 lb.			8; 2400 lb.			8; 2400 lb.		
STEERING	Ball-Gear Ratio; Wheel Dia.				Ball-Gear Ratio; Wheel Dia.				26.1 to 1; 18"			26.1 to 1; 18"			26.1 to 1; 18"			26.1 to 1; 18"		
TIRES	Standard				Standard				7-17.5/6PR Front & Single Rear			7-17.5/6PR Front & Single Rear			7-17.5/6PR Front & Single Rear			7-17.5/6PR Front & Single Rear		
	Maximum				Maximum				8-19.5/6PR Front & Single Rear			8-19.5/6PR Front & Single Rear			8-19.5/6PR Front & Single Rear			8-19.5/6PR Front & Single Rear		
TRANSMISSION	Make & Model				Make & Model				Chevrolet			Chevrolet			Chevrolet			Chevrolet		
	Type				Type				Synchro			Synchro			Synchro			Synchro		
	No. of Speeds				No. of Speeds				3			3			3			3		
WHEELS	Type				Type				8-Stub Disc			8-Stub Disc			8-Stub Disc			8-Stub Disc		
	Std. Rim Size; Max. Rim Size				Std. Rim Size; Max. Rim Size				5.25"; 5.25"			5.25"; 5.25"			5.25"; 5.25"			5.25"; 5.25"		

EQUIPMENT SHOWN IN LIGHT FACE ITALICS OPTIONAL AT EXTRA COST

★ Cooling capacities shown are for models with synchro-mesh transmissions.

★ Power Steering optional at extra cost on Series S60 and S70 School Buses.

★ Low cut-in type

★ Available with 4-speed synchro-mesh transmission.

Additional cooling capacity provided with Powermatic transmission.

★ 30-gallon fuel tank available on Series P25, P26, P35 and P36.

All illustrations and specifications contained in this literature are based on the latest product information available at the time of publication. The right is reserved to make changes at any time in prices, colors, materials, equipment, specifications and models, and also to discontinue models.

CHEVROLET MOTOR DIVISION OF GENERAL MOTORS CORPORATION, DETROIT 2, MICHIGAN

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1961 COMFORT-KING CABS

Where the Driver Comes First

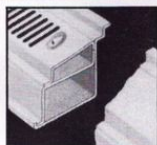


Chevrolet's 1961 Comfort-King cabs offer outstanding comfort and convenience. Nothing is spared to make long hours on the road as short and easy as possible. Tough new upholstery materials are featured, and a new full-foam rubber seat is included in a new extra-cost comfort equipment option. All instruments 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)

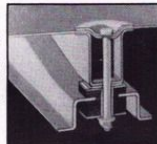
DOUBLE-WALLED COWL ARCH forms massive box-girder bridging front of cab structure, lends extra rigidity and also houses High-Level ventilation system inlet.



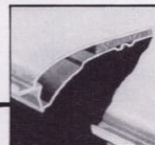
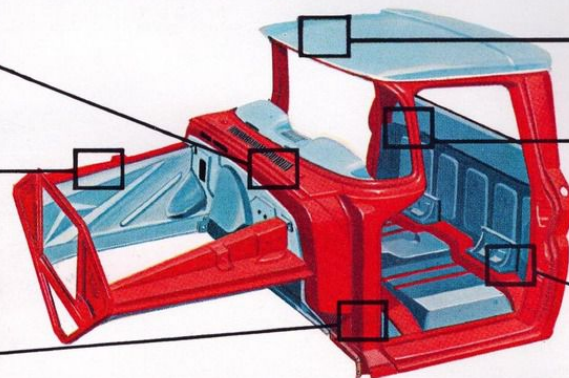
SHAKE-FREE FRONT END STRUCTURE results from rigid assembly of side skirts and radiator support, forms a solid base for mounting fenders, grille and hood.



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



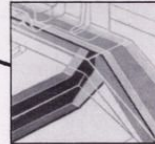
BUILT TO TAKE A BEATING!



DEEP-SCULPTURED DOUBLE ROOF PANEL is extra-rigid and heavily insulated, helps stiffen entire cab structure and keeps out noise, heat and cold.



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

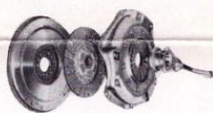


REINFORCED FLOOR AND TOE-BOARD STRUCTURE is solid-built to stay quiet, with rigid crossmembers, plus fore-and-aft sills extending forward to support toeboard.

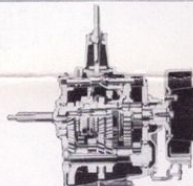
CHASSIS COMPONENTS

Tailored to the job for extra toughness in every model!

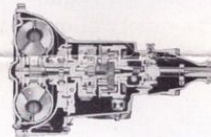
When it comes to the stuff trucks are made of, Chevrolet chassis components have plenty of what it takes to keep going on toughest jobs. Conservative ratings and capacities represent performance you can be sure your Chevy will deliver. Each component represents the best possible choice for the job, consistent 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.



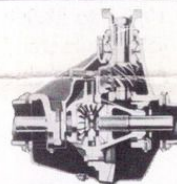
TORQUE-TAILORED CLUTCHES, in 10-, 11- and 13-inch diaphragm and coil spring types, are matched to each engine for top performance, economy and durability.



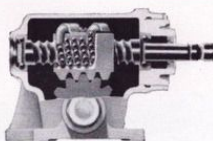
TOUGH SYNCHRO-MESH TRANSMISSIONS, 3-, 4- and 5-speed, mean smooth shifting and long life in every Chevy. Heavy-duty or close-ratio options available.



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



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.



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



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

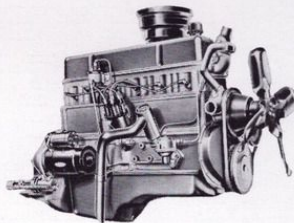
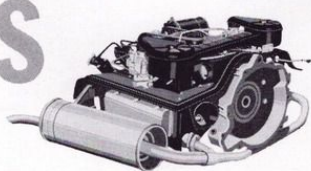


TOUGH-BUILT WHEELS and a wide choice of tires help keep your payloads rolling, with wheels and tires precision-balanced at assembly for smooth ride and long life.



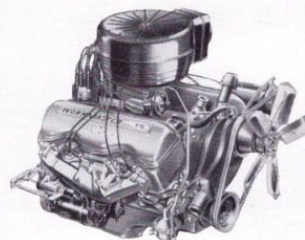
RUGGED EATON-HENDRICKSON BOGIE for Series M70 models pairs two 16,000-lb. axles in a true-tracking tandem traction system, delivers full-time tandem traction without inter-axle wheel fight.

6's



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 Jobmaster, backed by an impressive record of dollar-saving 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 big-muscled 348-cubic-inch Workmaster Special and Workmaster V8's as standard equipment.

CHEVROLET TRUCKS

1961

worth more because they work more!

