

**CHEVROLET
TRUCKS**

1962

MODELS & SPECIFICATIONS



1962 CHEVROLET JOBMASTER TRUCKS



more earning power in models to match every job!

If you're out to chop costs and boost profits, there's no better place to pick your next truck than right here—in Chevrolet's better-than-ever model lineup for '62. Today's most practical answer to virtually any hauling problem can be found among the 198 Chevy models outlined on these pages. Power is *up* across the board: from the newly provided 261 Six* in light-duty models to the tough new 327 V8* in middleweights and the big new 409 V8* in heavyweights. And the 4-53 Diesel is now provided in Series D60 and D60-H! Big load capacity and low-maintenance durability are Chevy strong points, whether your truck is a pickup, panel, Carryall, Step-Van, Forward

Control, chassis-cab or tandem. Medium- and heavy-duty models are available in conventional-cab, Low Cab Forward and Tilt Cab versions—and all offer the ultimate in working efficiency for the most exacting job requirements. True *truck* components, such as advanced Independent Front Suspension, rugged Comfort-King Cabs and high-capacity frames and axles, know how to do the job in the most economical way. And, for '62, the quality and utility of Chevrolet's rear-engine Corvair 95 pickups and Corvan come thoroughly proved by a full year of service on jobs all over America. Here, to hike your earning power to new highs, is a new world of truck worth from Chevrolet!

**Optional at extra cost.*

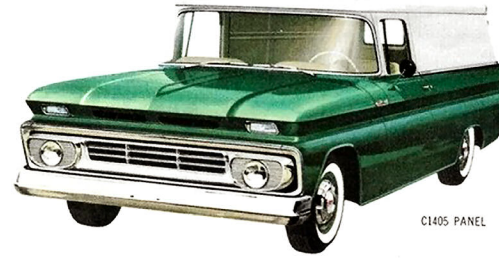


JOB-MATCHED LIGHT-DUTY MODELS

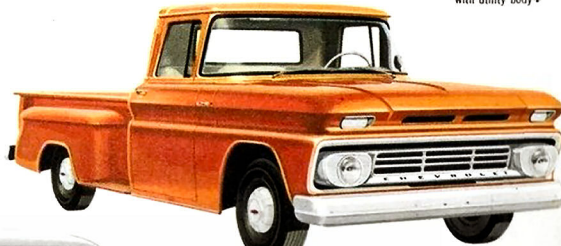
37 sure ways to save. Chevrolet Jobmaster trucks for every chore—ready to match your work with performance that puts you dollars ahead every day in the week! Each model offers crisp new styling, highlighted by a handsome new hood that improves down-front visibility and driving safety. Sixteen new pickups feature big, rugged bodies up to 9 feet long; spacious panel trucks, in two sizes, provide as much as 231 cu. ft. of cargo space. To accommodate special bodies, tough-built chassis-cabs are provided in every series. Sturdy stake models take king-sized loads with bodies as long as 12 feet. Sleek Suburban Carryalls can be equipped to carry 8 adults in comfort—or up to 1,050 lbs. of cargo with the seats removed. And for '62 Chevrolet's light-duty High Torque power lineup is bigger and better than ever: standard power plant is the famous 235 Six; and there are now two great optional (extra cost) engines—the short-stroke 283 V8 and the extra-durable 261 Six!



C1403 CHASSIS-CAB with utility body



C1405 PANEL



C1404 STEPSIDE PICKUP



C4309 STAKE



K1534 FLEETSIDE PICKUP



C1434 FLEETSIDE PICKUP



C3803 CHASSIS-CAB with van body



C1416 CARRYALL



K1406 CARRYALL

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

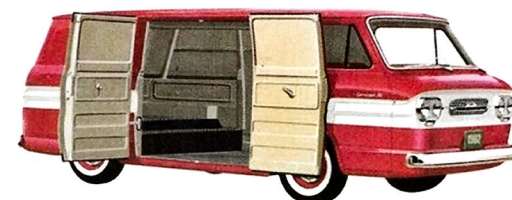
SPECIFICATIONS

| TYPE | SERIES C14 C15 | | | | SERIES K14 K15 | | | | SERIES C35 | | | | SERIES C35 | | | | SERIES C40 | | | |
|------------------------|------------------------|-----|-------|-----|------------------------|-----|-------|-----|------------------------|-----|-------|-----|------------------------|-----|-------|-----|------------|-----|--|--|
| | Model | WB | Model | WB | Model | WB | Model | WB | Model | WB | Model | WB | Model | WB | Model | WB | Model | WB | | |
| MODEL BODY TYPE WB IN. | C1403 | 113 | C1405 | 113 | C1404 | 113 | C1404 | 113 | C1404 | 113 | C1404 | 113 | C1404 | 113 | C1404 | 113 | C1404 | 113 | | |
| AXLE FRONT | Independent Suspension | | | | Independent Suspension | | | | Independent Suspension | | | | Independent Suspension | | | | | | | |
| AXLE REAR | Ratio 3.30 | | | | Ratio 3.30 | | | | Ratio 3.30 | | | | Ratio 3.30 | | | | | | | |
| WHEELS | 15" x 5 1/2" | | | | 15" x 5 1/2" | | | | 15" x 5 1/2" | | | | 15" x 5 1/2" | | | | | | | |
| WINDSHIELD WIPERS | Dual electric | | | | Dual electric | | | | Dual electric | | | | Dual electric | | | | | | | |
| TRANSMISSION | 3-speed synchro-mesh | | | | 3-speed synchro-mesh | | | | 3-speed synchro-mesh | | | | 3-speed synchro-mesh | | | | | | | |
| TIRES | 7.00-14/6PR | | | | 7.00-14/6PR | | | | 7.00-14/6PR | | | | 7.00-14/6PR | | | | | | | |
| WHEELS | 15" x 5 1/2" | | | | 15" x 5 1/2" | | | | 15" x 5 1/2" | | | | 15" x 5 1/2" | | | | | | | |
| WINDSHIELD WIPERS | Dual electric | | | | Dual electric | | | | Dual electric | | | | Dual electric | | | | | | | |

QUALITY-BUILT CORVAIR 95 MODELS



R1254 RAMPSIDE PICKUP



R1205 CORVAN

Extra-efficient design—now owner proved. Corvaire 95 pickups and Corvan have shown owners everywhere a brand of cost-cutting quality that's unique in this truck class. Everything that adds up to extra utility, efficiency and stay-on-the-job sturdiness is right here. With up to 1,850 lbs. of payload capacity, Corvaire 95's offer more cargo space than conventional 1/2-ton trucks—on a nimble 95-inch wheelbase. Low 16 1/4" floor height assures easy loading (and the Rampside pickup provides an exclusive side gate for easy no-lift loading). And there's the gas-saving aluminum 145 Six that never needs antifreeze or radiator repairs... maintenance-saving unitized body-frame... tough, double-walled body side panels... smooth 4-wheel independent suspension... a roomy, comfortable cab... and stand-out styling!

SPECIFICATIONS

| STANDARD EQUIPMENT | OPTIONAL EQUIPMENT* |
|---|---|
| AXLE, REAR: Ratio 3.89. | BUMPERS, CHROME: Front & rear. |
| BRAKES: Hydraulic, front & rear 11" x 2"; lining area 167 sq. in. | CUSTOM EQUIPMENT: Interior and exterior appearance, comfort and convenience features. |
| CLUTCH: 9 3/4" diameter. | FLOOR, BODY: Left side for Corvan model. |
| DIRECTIONAL SIGNALS: Front & rear. | FLOOR, LEVEL PICKUP BOX: Pickups only. |
| ENGINE: Turbo-Air Six; 80 h.p.; 145-cu.-in. displacement. | HEATER & DEFROSTER: Gasoline operated or direct air. |
| ENGINE: Turbo-Air Six; 80 h.p.; 145-cu.-in. displacement. | HUB CAPS, CHROME. |
| FUEL TANK: Capacity 18 1/2 gallons. | PAINT, TWO-TONE EXTERIOR: Choice of 14 combinations. |
| GVW: 4,600 lb. maximum. | RADIO: Manual. |
| SPRINGS, FRONT: Coil, capacity 1,150 lb. each. | SEAT: Full-width front; single right-hand auxiliary (for Corvan model). |
| SPRINGS, REAR: Coil, capacity 1,150 lb. each. | TIRES: 7.00-14/6PR whitewall; 7.00-14/6PR blackwall or whitewall. |
| STEERING: Ball-gear, ratio 20.0. | TRANSMISSIONS: 4-speed synchro-mesh; Powerglide. |
| SUSPENSION, FRONT: Independent, capacity 2,500 lb. | WINDSHIELD WIPERS: 2-speed electric (includes washers). |
| 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. | |

*Extra cost.

COST-SAVING FORWARD CONTROL & SCHOOL BUS MODELS

Wide choice of sturdy, economical multi-stop models. More models—more reasons for reduced delivery expense! Six big Step-Vans come fully equipped with a spacious, stylish body (8, 10 or 12 feet long) on a tough Forward Control chassis with GVW's to 10,000 lbs. For specialized door-to-door deliveries, Chevy's new Step-Van 7 gives you 211 cubic feet of load space astride an easy-handling 102-inch wheelbase. And Chevy's wide range of sturdy-built Forward Control chassis accommodate special bodies of many types and sizes. (Forward Control wheelbases range from 102 to 137 inches; GVW's from 4,300 to 10,000 lbs.) Famous Chevrolet 235 Six provides power that's best for your budget!

School buses for every pupil-transportation requirement: Five chassis-cow models ranging up to 261½ inches in wheelbase—chassis to take bodies in sizes from 30- to 66-pupil capacity. Plus eight-passenger Suburban Carryall. All provide big, safe brakes, smooth-riding Independent Front Suspension. Every model is built and equipped to national school bus standards.



56702 SCHOOL BUS CHASSIS designed for installation of school bus bodies of 54- to 60-pupil capacity*

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



P2545 STEP-VAN



P1345 STEP-VAN 7



P2542 FORWARD CONTROL CHASSIS designed for installation of delivery bodies up to 10 feet in length.



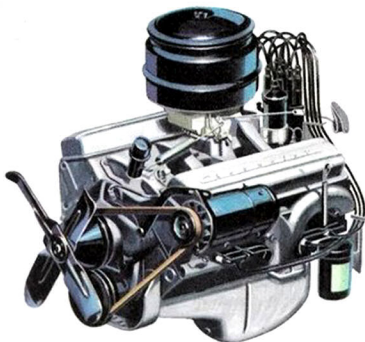
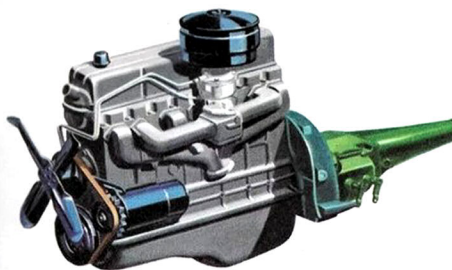
C1416 CARRYALL with capacity for driver and up to 8 pupils

HIGH-TORQUE POWER

More hustle and muscle under the hood—more money-making Chevrolet truck power for '62!

Chevy is here with the "horses"—more torque and toughness to stay ahead of any job, in nine built-to-work 1962 High Torque power plants. In the light-duty lineup, for example, standard power is provided by the most widely used truck engine in the industry, the famous-for-economy Chevrolet 235 Six. Also available is the short-stroke 283 V8* and the 150-h.p. 261 Six*, a durable load-puller that's ideal for extra-tough applications. New middleweight earning power for '62 includes the Chevrolet-GM Diesel for 15 D60 and D60-H models. Standard power for medium-duty models stems from the finest of work-whipping, gas-saving 6's, Chevrolet's 235 Six and 261 Six. A new High Torque 327 V8* is offered in Series 60. In the heavy-duty line, Chevrolet's work-proved, short-stroke 348 V8* is standard in Series 80. And the husky new 409 V8* for Series 80 puts out a brand of performance that's made to order for maximum efficiency on top-tonnage hauls. And, in Corrair 95 pickups and Corvan, the rear-mounted aluminum 145 Six offers more of the air-cooled, low-cost working ability that's won high praise from haulers over the past year. Here's a broad, modern lineup of truck power plants—a range of power that enables you to match your job with the right engine, one that's designed throughout to keep the savings coming every day you work!

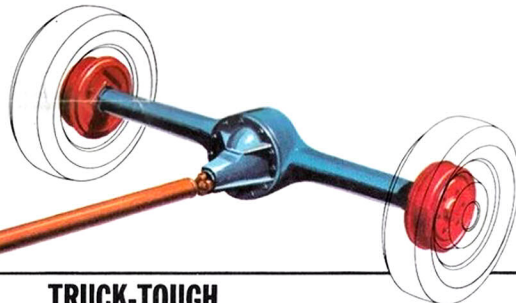
*Optional at extra cost.



JOB-MATCHED DRIVE LINE COMPONENTS

Makes no difference which '62 Chevy truck you choose, you can be certain of getting the right components—as either standard or optional equipment—to do the job with maximum dependability and least expense. The many tough-built Chevy components, outlined briefly below, make it a sure thing! Among the new features for '62 are bigger capacity 17,000-lb. rear axles and rugged Clark 5-speed transmissions for Series 60-H, and durable Spicer 4-speed auxiliary transmission for tandem models.

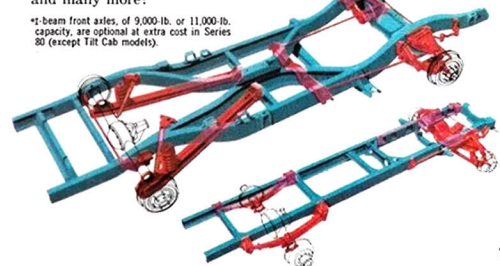
- TOUGH SYNCHRO-MESH TRANSMISSIONS**, 3-, 4- and 5-speed, mean smooth shifting and long life in every Chevy. Heavy-duty, normal or close-ratio options available.
- SMOOTH, EASY-DRIVING AUTOMATIC TRANSMISSIONS**, available in light-, medium- and heavy-duty models, cut driver effort 'way down, cushion out shocks.
- RUGGED REAR AXLES** range from 3,300- 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 truck for '62.
- TORQUE-TAILORED CLUTCHES**, in 10-, 11-, 12- and 13-inch diaphragm and coil spring types, are matched to each engine for top performance, economy and durability.
- RUGGED EATON-HENDRICKSON BOGIE** for tandem models pairs two tough-built axles in a true-tracking suspension system, delivers full-time tandem traction without inter-axle wheel fight.



TRUCK-TOUGH CHASSIS FEATURES

Stay-on-the-job stamina is standard in Chevy for '62, thanks to chassis features such as these: Smooth-going Independent Front Suspension* that paves the way to less truck wear and maintenance expense... wide-range, ride-tailored rear suspensions throughout the line... massive box-section frames, reinforced for maximum duty... big, safe brakes with extra lining area in every model... sturdy disc or cast spoke wheels... and many more!

*beam frames of 9,000-lb. or 11,000-lb. capacity, are optional at extra cost in Series 80 (except Tilt Cab models).



SPECIFICATIONS

| TYPE | SERIES F10 | | | | SERIES F20 | | | | SERIES F30 | | | | SERIES 500 | | | | SERIES 501 & 504 | | | | SERIES 507 | | | | SERIES 508 | | | |
|--------------------------------------|---------------------------------|---------------------------|------------|--------------------------------------|-----------------|--------------------------------------|------------------------|----------|-----------------|--------------------------|------------|------------------------|--------------------------|------------------------|------------|--------------------------|------------------|------|--------------------------|---------|------------|--------------------------|------------|------|--------------------------|---------|------------|--|
| | Forward Control | | School Bus | | Forward Control | | School Bus | | Forward Control | | School Bus | | School Bus | | School Bus | | School Bus | | School Bus | | School Bus | | School Bus | | School Bus | | School Bus | |
| MODEL TYPE (No. Load to 2001 LB/TON) | Model | Year | Body | Model | Year | Body | Model | Year | Body | Model | Year | Body | Model | Year | Body | Model | Year | Body | Model | Year | Body | Model | Year | Body | Model | Year | Body | |
| | P1341 | Chassis | 102 | F1042 | Chassis | 104 | F1043 | Chassis | 104 | S3001 | Chassis | 107 | S3002 | Chassis | 107 | S4001 | Chassis | 107 | S4002 | Chassis | 107 | S4003 | Chassis | 107 | S4004 | Chassis | 107 | |
| | P1342 | Step Van | 7 | F1044 | Step Van | 7 | F1045 | Step Van | 7 | S3003 | Chassis | 107 | S3004 | Chassis | 107 | S4005 | Chassis | 107 | S4006 | Chassis | 107 | S4007 | Chassis | 107 | S4008 | Chassis | 107 | |
| | | | | F1046 | Chassis | 110 | F1047 | Chassis | 110 | | | | | | | | | | | | | | | | | | | |
| | | | | F1048 | Step Van | 120 | F1049 | Step Van | 120 | | | | | | | | | | | | | | | | | | | |
| | | | | F1050 | Chassis | 137 | F1051 | Chassis | 137 | | | | | | | | | | | | | | | | | | | |
| | | | | F1052 | Step Van | 137 | F1053 | Step Van | 137 | | | | | | | | | | | | | | | | | | | |
| GVW | 4300 lb. to 4400 lb. | | | 5000 lb. to 7000 lb. | | | 7000 lb. to 10,000 lb. | | | 10,000 lb. to 14,000 lb. | | | 11,000 lb. to 12,000 lb. | | | 11,000 lb. to 12,000 lb. | | | 12,000 lb. to 13,000 lb. | | | 12,000 lb. to 13,000 lb. | | | 13,000 lb. to 14,000 lb. | | | |
| PUPIL CAPACITY, SCHOOL BUS | | | | | | | | | | 20 to 24 Pupils | | | 20 to 24 Pupils | | | 24 to 34 Pupils | | | 24 to 34 Pupils | | | 24 to 34 Pupils | | | 24 to 34 Pupils | | | |
| AXLE FRONT | Type | Independent Suspension | | 4-wheel | | 4-wheel | Independent Suspension | | | Independent Suspension | | Independent Suspension | | Independent Suspension | | Independent Suspension | | | Independent Suspension | | | Independent Suspension | | | Independent Suspension | | | |
| | Rating | 3000 lb. | | 4000 lb. | | 4000 lb. | 3000 lb. | | | 3000 lb. | | 3000 lb. | | 3000 lb. | | 3000 lb. | | | 3000 lb. | | | 3000 lb. | | | 3000 lb. | | | |
| AXLE REAR | Make & Model | Chrysler | | Chrysler | | Chrysler | Chrysler | | | Chrysler | | Chrysler | | Chrysler | | Chrysler | | | Chrysler | | | Chrysler | | | Chrysler | | | |
| | Rating | 3000 lb. | | 3000 lb. | | 3000 lb. | 11,000 lb. | | | 11,000 lb. | | 11,000 lb. | | 11,000 lb. | | 11,000 lb. | | | 11,000 lb. | | | 11,000 lb. | | | 11,000 lb. | | | |
| | Beam | 1" x 11" x 11" | | 1" x 11" x 11" | | 1" x 11" x 11" | 1" x 11" x 11" | | | 1" x 11" x 11" | | 1" x 11" x 11" | | 1" x 11" x 11" | | 1" x 11" x 11" | | | 1" x 11" x 11" | | | 1" x 11" x 11" | | | 1" x 11" x 11" | | | |
| BRAKE FACING | Brake | Drum | | Drum | | Drum | Drum | | | Drum | | Drum | | Drum | | Drum | | | Drum | | | Drum | | | Drum | | | |
| BRAKE FACING | Size Front - 3rd Max. | 11" x 2" 1/2" x 3" | | 11" x 2" 1/2" x 3" | | 11" x 2" 1/2" x 3" | 11" x 2" 1/2" x 3" | | | 11" x 2" 1/2" x 3" | | 11" x 2" 1/2" x 3" | | 11" x 2" 1/2" x 3" | | 11" x 2" 1/2" x 3" | | | 11" x 2" 1/2" x 3" | | | 11" x 2" 1/2" x 3" | | | 11" x 2" 1/2" x 3" | | | |
| | Size Rear - 3rd Max. | 11" x 2" 1/2" x 3" | | 11" x 2" 1/2" x 3" | | 11" x 2" 1/2" x 3" | 11" x 2" 1/2" x 3" | | | 11" x 2" 1/2" x 3" | | 11" x 2" 1/2" x 3" | | 11" x 2" 1/2" x 3" | | 11" x 2" 1/2" x 3" | | | 11" x 2" 1/2" x 3" | | | 11" x 2" 1/2" x 3" | | | 11" x 2" 1/2" x 3" | | | |
| | Hand Lining Area - 3rd Max. | 147 Sq. In. | | 147 Sq. In. | | 147 Sq. In. | 147 Sq. In. | | | 147 Sq. In. | | 147 Sq. In. | | 147 Sq. In. | | 147 Sq. In. | | | 147 Sq. In. | | | 147 Sq. In. | | | 147 Sq. In. | | | |
| | Brake | 6" | | 6" | | 6" | 6" | | | 6" | | 6" | | 6" | | 6" | | | 6" | | | 6" | | | 6" | | | |
| ENGINE, MID-TORQUE | Type | 235 Six | | 235 Six | | 235 Six | 235 Six | | | 235 Six | | 235 Six | | 235 Six | | 235 Six | | | 235 Six | | | 235 Six | | | 235 Six | | | |
| | Displacement | 235 Cu. In. | | 235 Cu. In. | | 235 Cu. In. | 235 Cu. In. | | | 235 Cu. In. | | 235 Cu. In. | | 235 Cu. In. | | 235 Cu. In. | | | 235 Cu. In. | | | 235 Cu. In. | | | 235 Cu. In. | | | |
| | Gross Horsepower | 135 | | 135 | | 135 | 135 | | | 135 | | 135 | | 135 | | 135 | | | 135 | | | 135 | | | 135 | | | |
| | Class. H.P. | 137 | | 137 | | 137 | 137 | | | 137 | | 137 | | 137 | | 137 | | | 137 | | | 137 | | | 137 | | | |
| | Clutch Dia., Facing Area | 10 1/2" x 11 1/2" Sq. In. | | 11" x 12 1/2" Sq. In. | | 11" x 12 1/2" Sq. In. | 11" x 12 1/2" Sq. In. | | | 11" x 12 1/2" Sq. In. | | 11" x 12 1/2" Sq. In. | | 11" x 12 1/2" Sq. In. | | 11" x 12 1/2" Sq. In. | | | 11" x 12 1/2" Sq. In. | | | 11" x 12 1/2" Sq. In. | | | 11" x 12 1/2" Sq. In. | | | |
| | Coasting Capacity | 17 Cu. Ft. | | 17 Cu. Ft. | | 17 Cu. Ft. | 17 Cu. Ft. | | | 17 Cu. Ft. | | 17 Cu. Ft. | | 17 Cu. Ft. | | 17 Cu. Ft. | | | 17 Cu. Ft. | | | 17 Cu. Ft. | | | 17 Cu. Ft. | | | |
| FRAME | Sub. Mat. Dimensions, See Chart | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Wheelbase | 102" - 137" | | 102" - 137" | | 102" - 137" | 102" - 137" | | | 102" - 137" | | 102" - 137" | | 102" - 137" | | 102" - 137" | | | 102" - 137" | | | 102" - 137" | | | 102" - 137" | | | |
| | 137" | | | 137" | | 137" | 137" | | | 137" | | 137" | | 137" | | 137" | | | 137" | | | 137" | | | 137" | | | |
| | 33 1/2" - 38 1/2" | | | 33 1/2" - 38 1/2" | | 33 1/2" - 38 1/2" | 33 1/2" - 38 1/2" | | | 33 1/2" - 38 1/2" | | 33 1/2" - 38 1/2" | | 33 1/2" - 38 1/2" | | 33 1/2" - 38 1/2" | | | 33 1/2" - 38 1/2" | | | 33 1/2" - 38 1/2" | | | 33 1/2" - 38 1/2" | | | |
| FUEL TANK | Capacity | 30 Gal. | | 15" Series F20, 18" Series F30 & F30 | | 15" Series F20, 18" Series F30 & F30 | 30 Gal. | | | 30 Gal. | | 30 Gal. | | 30 Gal. | | 30 Gal. | | | 30 Gal. | | | 30 Gal. | | | 30 Gal. | | | |
| CONVERSION | Volts | 12 | | 12 | | 12 | 12 | | | 12 | | 12 | | 12 | | 12 | | | 12 | | | 12 | | | 12 | | | |
| HOOD, HOUSINGS | Front & Rear | 102" Front & Rear | | 102" Front & Rear | | 102" Front & Rear | 102" Front & Rear | | | 102" Front & Rear | | 102" Front & Rear | | 102" Front & Rear | | 102" Front & Rear | | | 102" Front & Rear | | | 102" Front & Rear | | | 102" Front & Rear | | | |
| SPEED, FRONT | Type | Forward | | Forward | | Forward | Forward | | | Forward | | Forward | | Forward | | Forward | | | Forward | | | Forward | | | Forward | | | |
| | Capacity | 1300 lb. | | 1300 lb. | | 1300 lb. | 1300 lb. | | | 1300 lb. | | 1300 lb. | | 1300 lb. | | 1300 lb. | | | 1300 lb. | | | 1300 lb. | | | 1300 lb. | | | |
| SPEED, REAR | Type | Forward | | Forward | | Forward | Forward | | | Forward | | Forward | | Forward | | Forward | | | Forward | | | Forward | | | Forward | | | |
| | Capacity | 1300 lb. | | 1300 lb. | | 1300 lb. | 1300 lb. | | | 1300 lb. | | 1300 lb. | | 1300 lb. | | 1300 lb. | | | 1300 lb. | | | 1300 lb. | | | 1300 lb. | | | |
| STEERING | Ball-Gear Ratio, Wheel Dia. | 24.2 to 1, 17" | | 24.2 to 1, 17" | | 24.2 to 1, 17" | 24.2 to 1, 17" | | | 24.2 to 1, 17" | | 24.2 to 1, 17" | | 24.2 to 1, 17" | | 24.2 to 1, 17" | | | 24.2 to 1, 17" | | | 24.2 to 1, 17" | | | 24.2 to 1, 17" | | | |
| | Ball-Gear Ratio, Wheel Dia. | 24.2 to 1, 17" | | 24.2 to 1, 17" | | 24.2 to 1, 17" | 24.2 to 1, 17" | | | 24.2 to 1, 17" | | 24.2 to 1, 17" | | 24.2 to 1, 17" | | 24.2 to 1, 17" | | | 24.2 to 1, 17" | | | 24.2 to 1, 17" | | | 24.2 to 1, 17" | | | |
| | Ball-Gear Ratio, Wheel Dia. | 24.2 to 1, 17" | | 24.2 to 1, 17" | | 24.2 to 1, 17" | 24.2 to 1, 17" | | | 24.2 to 1, 17" | | 24.2 to 1, 17" | | 24.2 to 1, 17" | | 24.2 to 1, 17" | | | 24.2 to 1, 17" | | | 24.2 to 1, 17" | | | 24.2 to 1, 17" | | | |
| | Ball-Gear Ratio, Wheel Dia. | 24.2 to 1, 17" | | 24.2 to 1, 17" | | 24.2 to 1, 17" | 24.2 to 1, 17" | | | 24.2 to 1, 17" | | 24.2 to 1, 17" | | 24.2 to 1, 17" | | 24.2 to 1, 17" | | | 24.2 to 1, 17" | | | 24.2 to 1, 17" | | | 24.2 to 1, 17" | | | |
| | Ball-Gear Ratio, Wheel Dia. | 24.2 to 1, 17" | | 24.2 to 1, 17" | | 24.2 to 1, 17" | 24.2 to 1, 17" | | | 24.2 to 1, 17" | | 24.2 to 1, 17" | | 24.2 to 1, 17" | | 24.2 to 1, 17" | | | 24.2 to 1, 17" | </ | | | | | | | | |



COMFORT-KING **CABS** FOR '62

They're better built to treat you right and cost you less in the long run. Chevy's 1962 Comfort-King cabs bring you matchless comfort and convenience to ease long hours at the wheel. With advanced drop-frame chassis design, you get a low, full-width cab floor, making it easier to get in and out and more comfortable on the road. There are wide, deep-cushioned seats with plenty of room for three, with durable all-vinyl upholstery standard and rich cloth and vinyl trim in the extra-cost custom comfort option (including a full 6-inch foam seat cushion, which is also available as a separate option with standard trim). There are high, wide windshields for a better view of the road ahead, complemented by the new hood design that lets you see the road directly in front of the truck up to 10½-feet closer. All driving instruments and controls are clustered in a hooded anti-reflection console directly in front of the driver. Cab doors seal tight and stay rattle-free, thanks to extra-rugged Chevrolet precision construction.

Extra-quality cab construction: *Deep sculptured double-panel roof* adds rigidity to entire cab structure; *reinforced box-section pillars* support roof and frame doorways, help keep doors working right; *massive double-walled cowl arch* bridges front of cab structure, uniting door frames, dash and floor panels in an integrated, high-strength assembly; *rugged floor panel assembly* is double-braced with massive crossmembers.





MODELS & SPECIFICATIONS

CHEVROLET TRUCKS 1962



COMFORT-KING CABS FOR '62

They're better built to treat you right and cost you less in the long run. Chevy's 1962 Comfort-King cabs bring you matchless comfort and convenience to ease long hours at the wheel. With advanced drop-frame chassis design, you get a low, full-width cab floor, making it easier to get in and out and more comfortable on the road. There are wide, deep-cushioned seats with plenty of room for three, with durable all-vinyl upholstery standard and rich cloth and vinyl trim in the extra-cost custom comfort option (including a full 6-inch foam seat cushion, which is also available as a separate option with standard trim). There are high, wide windshields for a better view of the road ahead, complemented by the new hood design that lets you see the road directly in front of the truck up to 10½-feet closer. All driving instruments and controls are clustered in a hooded anti-reflection console directly in front of the driver. Cab doors seal tight and stay rattle-free, thanks to extra-rugged Chevrolet precision construction.

Extra-quality cab construction: *Deep sculptured double-panel roof* adds rigidity to entire cab structure; *reinforced box-section pillars* support roof and frame doorways, help keep doors working right; *massive double-walled cowl arch* bridges front of cab structure, uniting door frames, dash and floor panels in an integrated, high-strength assembly; *rugged floor panel assembly* is double-braced with massive crossmembers.

