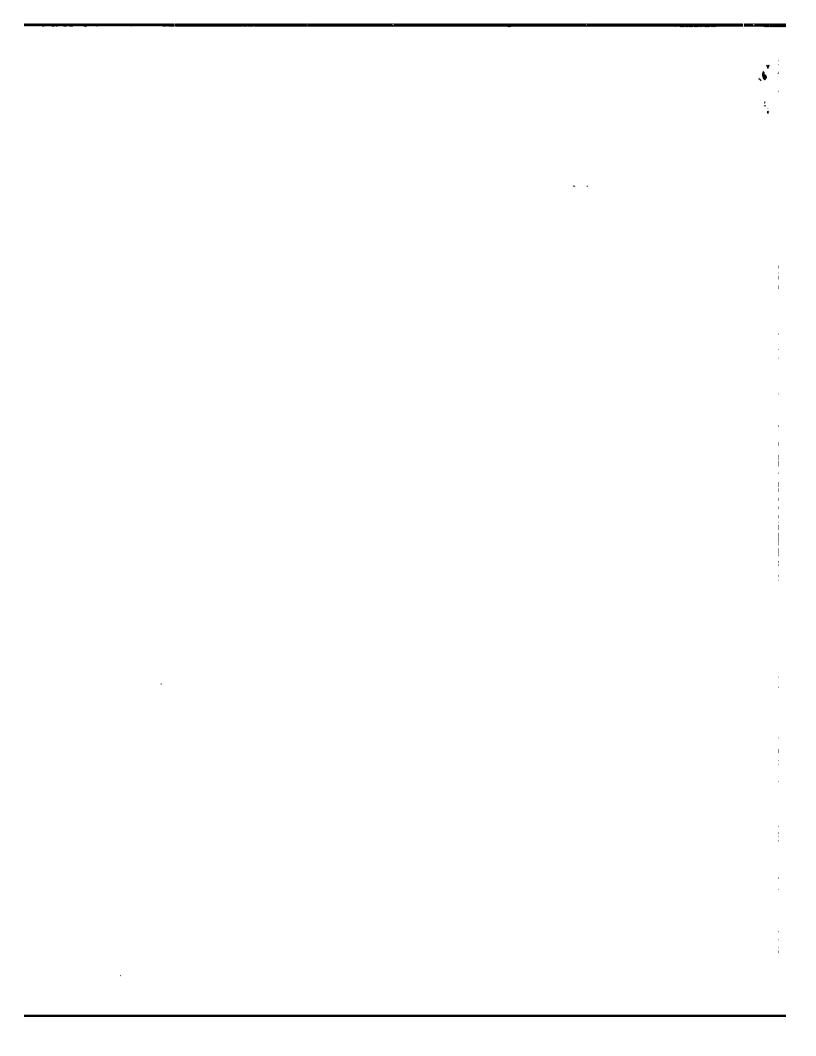
CHEVROLET



1934



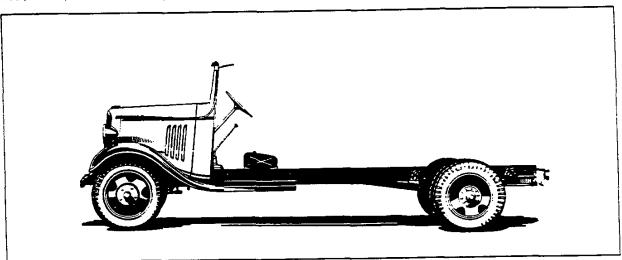
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INTRODUCTION

The announcement of the 1934 line of trucks marks another important forward step in Chevrolet progress. The entire line combines with a sturdier, more truck-like appearance, even stronger construction and greater durability. The sturdier appearance is due largely to an entirely new design of radiator, hood, fenders and aprons.

In both structure and appearance, the entire 1934 truck line is entirely new. The design was based on the requirements of modern truck service without regard to existing parts or tools. The only parts which are retained from previous models are those which could not be improved by redesign.

The cab for all trucks is entirely new, larg-

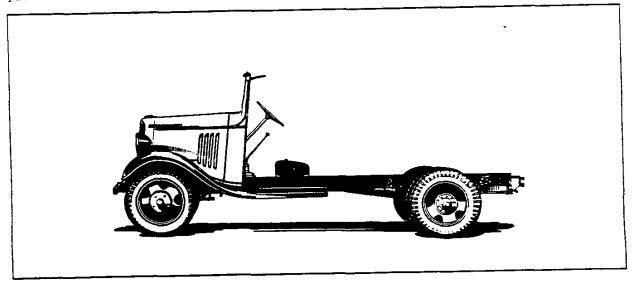


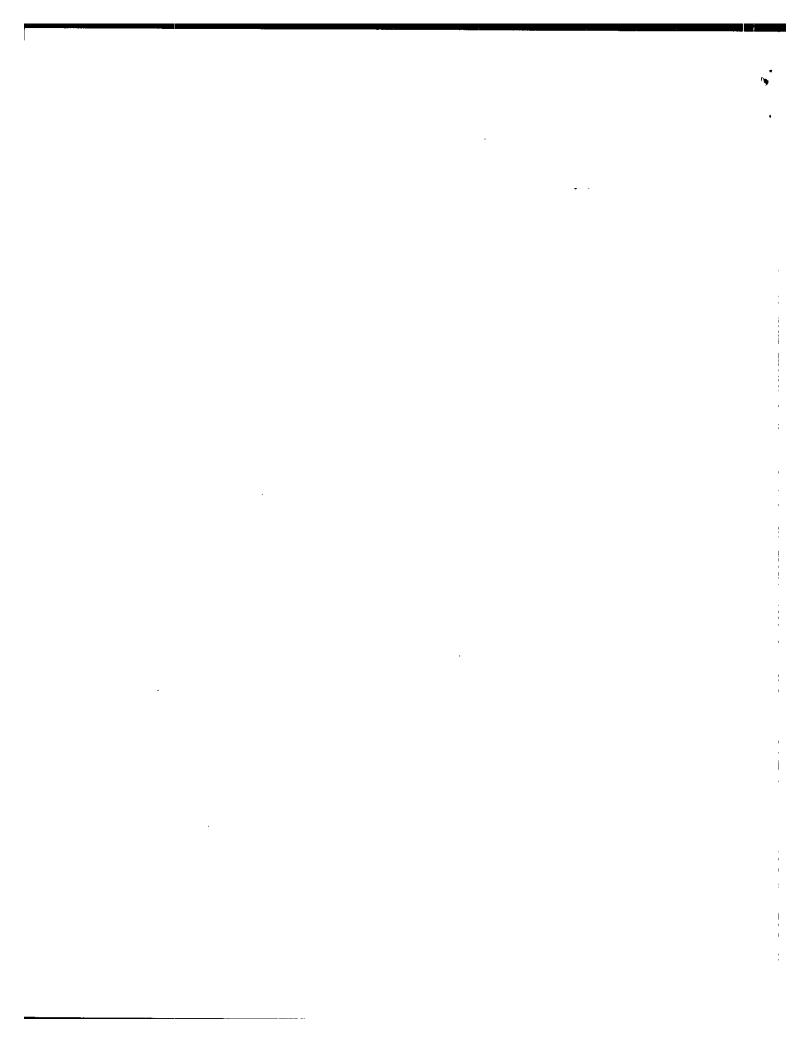
These appearance parts were designed specifically for the truck line and are made from entirely new dies. They are strictly truck parts, bearing no relation to the lighter. sleeker parts of the passenger car line. The stronger construction is also due to a complete deviation from passenger car design.

er and more comfortable.

Increases in loading space, ranging from 17 percent to 32 percent, are provided in all panel, single unit express and pick-up bodies.

Three separate and distinct chassis are included in the 1934 truck line. The 1 1/2 Ton





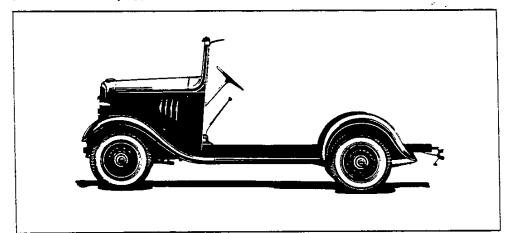
Truck is built in two models - one having a wheelbase of 157 inches and the other with a wheelbase of 131 inches. The Half Ton Delivery truck has a wheelbase of 112 inches.

Both of the 1-1/2 Ton Trucks are supplied with either single or dual wheel equipment. Each of the 1 1/2 Ton Trucks has an allowable gross weight capacity of 7600 pounds when equipped with single wheels and 9300 pounds when equipped with dual wheels.

is entirely different from, and much heavier and stronger than the passenger car frame. It has a gross weight capacity of 4400 pounds. It is powered by the same sturdy engine which is supplied in the heavier trucks. The nine-inch clutch and the three-speed syncromesh transmission transmit the abundance of power to the rear wheels. Due to its lighter load carrying capacity, the axles and wheels also are lighter than those on the heavier

trucks.

The chart on page 9 gives the specifications of the major units of Chevrolet 1-1/2 Ton Trucks from 1927 to 1934. It shows the continuous development of the truck line and the progressive elimination passenger car units. A similar chart on page 10 shows the same



Both the 1-1/2 Ton Truck chassis include the same sturdy truck units and the 131 inch wheelbase chassis has the same heavy section frame as the 157 inch. Both incorporate the same powerful special truck engine, ten-inch clutch and four-speed transmission. Both incorporate heavier and sturdier rear axles than 1933.

The Half Ton delivery truck, unlike its predecessors, is built on a special frame which

steady improvement which has resulted in the new 1934 Half Ton Truck.

In the following pages, those features of the 1934 truck line which are new for 1934 or were added to the 1933 trucks late in the season are described in detail. The following information is up-to-date as of November 1,1933 and no revisions will be made in this book to cover subsequent changes. Complete specifications will be available later in different form.

This book No229 is issued to

MR. E. A. See

and is intended for his use only.

CHEVROLET MOTOR COMPANY ENGINEERING DEPARTMENT

> November Fifteenth 1933



NEW FEATURES IN THE 1934 11/2 TON TRUCK MODELS

FRAME

- 1. Increased gross load capacity.
- 2. Frame sets higher from ground.
- 3. Increased ground clearance.
- 4. Increased torque tube clearance.
- 5. Engine moved forward in frame.
- Improved body mounting due to elimination of kick-up.
- 7. Deeper side rail section at front axle.
- Wider upper and lower side rail flanges at front end.
- Wider lower side rail flanges at front axle.
- Wider lower side rail flanges back of rear axle.
- 11. Thicker side rail stock (131* truck only).
- 12. Deeper side rail section at center
 (131* truck only).
- 13. Longer front bumper attached by 8 bolts.
- 14. Starting crank bracket added on bumper.
- Improved double channel front cross member.
- Improved "alligator jaw" second cross member.
- Improved "alligator jaw" third cross member.
- 18. Improved "alligator jaw" fourth cross member (157" truck only).
- Improved mounting of emergency brake cross shaft.
- 20. Gusseted rear cross member.
- 21. Improved front spring hangers.
- 22. Improved rear spring hangers.
- 23. More rigid steering gear bracket.

EXHAUST SYSTEM

- 24. Muffler moved back to reduce temperature of driver's compartment.
- Heavier gauge, smaller diameter exhaust pipe.
- 26. Improved exhaust pipe packing.
- 27. Improved muffler mounting.
- 28. Increased muffler road clearance.

SPRINGS

- 29. Front springs shackled at front end.
- Improved threaded front spring shackles.
- 31. Larger front spring rear eye bolts.

- 32. Heavier front springs(131" truck only).
- Longer rear spring seats with heavier nuts assembled from below.
- 34. Heavier rear springs.

FRONT AXLE

35. Heavier steering arms.

REAR AXLE

- 36. Larger diameter axle shafts.
- 37. Double row wheel bearings.
- 38. Improved wheel bearing retainers.

BRAKES

- 39. Double-articulated front brakes.
- 40. Longer lower front shoes.
- 41. Improved front brake lining.
- 42. Dust shield on front brakes.
- 43. Simplified brake linkage.
- 44. Six brake shoes for parking.

ENGINE

- 45. Increased power.
- 46. Improved performance.
- 47. Smoother operation.
- 46. Better fuel economy.
- 49. Marine head design.
- 50. Higher volumetric efficiency.
- 51. Larger inlet ports.
- 52. Larger exhaust ports.
- 53. Improved spark plug location.
- 54. Water control nozzles added.
- 55. Thicker cylinder head gasket.
- 56. Improved cam contours.
- 57. Increased exhaust valve lash.
- 58. Tappet springs added.
- 59. Improved push rod seats.
- 60. Increased valve opening.
- 61. Improved lubrication of valve mechanism.
- 62. Larger diameter rocker shafts.
- 63. Larger inlet and exhaust valves.
- 64. Wider valve seats.
- 65. Larger diameter valve stems.
- Normalized exhaust valves.
- 67. Lighter valve spring pressure.
- 68. Thicker, high carbon valve stem key.
- 69. Heat treated valve spring cap.
- Cylinder bores micromatically honed with fine grit hones.

- 71. Narrower compression rings.
- 72. Improved piston relief contour.
- 73. Tempered piston pins.
- 74. More sensitive harmonic balancer.
- 75. Improved by-pass oil screen.
- 76. Beaded gear cover.
- 77. Larger, four-bladed fan.
- 75. Push rod cover insulated by rubber grom-
- 79. Rocker arm cover insulated by rubber grommets.
- Improved inlet manifold distribution.
- 81. Insulator added between carburetor and manifold.
- 82. Counterweighted heat control.
- 83. More durable manifold gaskets.
- 84. Improved carburetion.
- 85. Improved distributor action.
- 86. More compact fuel pump.
- 87. Increased starting gear ratio.
- 55. Stronger flywheel.
- 59. Provision for improved timing adjustment.

CLUTCH

- 90. Stamped cover.
- 91. Cushion-mounted disc.
- 92. Improved pressure plate.
- 93. Balanced pressure levers.

PROPELLER SHAFT AND UNIVERSAL JOINTS

- 94. Front propeller shaft on both trucks.
- 95. Improved mounting of front propeller snaft.
- 96. Easy removal of front propeller shaft.
- 97. Larger front propeller shaft with splines at each end.

FUEL SYSTEM

- 98. 18 gallon tank capacity.
- 99. Baffle plate added to reduce fuel surge.
- 100. Three-point flexible fuel tank mounting.

STEERING MECHANISM

- 101. Improved steering geometry.
- 102. More comfortable steering wheel posi-
- 103. Improved steering column mounting.

CONTROLS

- 104. Independent hand throttle control.
- 105. Improved control pipe attachment.
- 106. Increased hand brake lever spring tension.

SHEET METAL AND RADIATOR

- 107. Improved, stabilized fender mounting.
- 108. Sloping "V" radiator.
- 109. High efficiency radiator core.
- 110. Improved radiator core mounting.
- 111. Baffle chamber added to upper radiator tank.
- 112. Longer, higher hood.
- 113. Improved hood catches.
- 114. Shallow valley between hood and fenders.
- 115. Improved fenders with deeper crowns.
- 116. Running boards with integral aprons.
- 117. Anti-squeak added.

ELECTRICAL EQUIPMENT AND INSTRUMENTS

- 118. 15 plate battery.
- Improved head lamp mounting. 119.
- 120. Improved instrument lighting
- Trumpet type horn mounted under hood. 121.
- 122. Improved horn button.
- 123. Separate stop lamp fuse.
- 124. Improved ignition switch and lock.

TOOLS

- 125. Improved "hydraulic" lubricating system.
- CAB AND SINGLE UNIT BODIES
- 126. Larger driver's compartment.
- 127. Increased leg room. 128. Improved appearance.
- 129. Sloping hinge pillars of hard wood and steel.
- 130. Drop sill construction.
- 131. Wider draft-proof doors.
- 132. Heavier, enclosed-type door hinges.
- 133. Pressed steel roof. 134. Flush doors with rounded corners.
- 135. Anti-rattle door windows.
- 136. Remote latch control on side doors.
- 137. Improved door locks.
- 138. Sloping windshield.
- 139. Improved windshield closure.
- 140. Improved floor mat.
- 141. More comfortable seats.

- PANEL AND SINGLE UNIT EXPRESS BODIES. (131" Truck Only).
- 142. Improved load distribution.
- 143. Increased floor length.
- 144. Increased floor width.

- 145. Increased load height.
 146. Increased load capacity.
 147. Increased support for full length of body.
 148. Vertical side wall loading.
 149. Beaver-tail rear end construction.
 157. Formal letting, adjustable diverses.
 158. Improved rear corner braces.
 159. Improved platform surface.
 160. Improved appearance of end gate.
 161. Central control handle for end gate.
 162. Steel-lined end gate.

- 150. Improved bracing at front body lock pillar.
- 151. Heavier gauge wheel house panel.
- 152. Arched belt rail.
- 153. Improved joint of body sides and roof section.

PANEL BODY (131" Truck Only).

154. Fully crowned body side panels.

- 155. Improved rear windows.
- 156. Improved rear door control handle.

SINGLE UNIT EXPRESS BODY (131" Truck Only).

- 157. Form-fitting, adjustable driver's seat.

- 161. Central control handle for end gate.
- 163. Improved end gate hinge.
- 164. Stronger flare board section.

STAKE BODIES

EXHAUST SYSTEM

- 165. Removable front rack section.
- 166. Improved spacing of rack sections.
- 167. Improved attachment of slats to stakes. 168. Improved side gate hinge.
- 169. Improved body bolt filler blocks.

NEW FEATURES IN THE 1934 HALF TON TRUCK

FRAME

- Increased gross load capacity.
- Longer wheelbase.
- Longer frame.
- 4. Improved load distribution.
- Engine moved forward in frame. 5.
- Frame sets higher from ground. 6.
- 7. Increased ground clearance.
- ٤. Increased torque tube clearance.
- 9. Improved body mounting due to level frame extension.
- 10. Less kick-up.
- 11. Deeper side rail section for greater
- Increased side rail flange width at 12.
- Improved front cross member attached by 13. larger rivets.
- Channel-section engine rear support of 14. heavier gauge.
- Improved *alligator jaw* third cross 15. member.
- Improved, composite rear cross member. 16.
- Stronger front spring hangers. 17.
- Reinforcement added at right front spring 18. rear hanger.
- Improved design and mounting of rear 19. spring front hanger.
- Improved rear spring rear hanger. 20.
- 21. More rigid steering gear bracket.

- Muffler moved back to reduce driving com-22. partment temperature.
- 23. Heavier gauge, smaller diameter exhaust pipe.
- 24. Improved exhaust pipe packing.
- Improved muffler mounting. 25.
- 26. Increased muffler road clearance.
- 27. Longer tail pipe with flexible support.

SPRINGS

- 28. Front springs shackled at front end.
- 29. Improved threaded spring shackles-front and rear.
- Larger front spring rear eye colts. 30.

FRONT AXLE

- 31. Heavier steering arms.
- 32. Stronger front axle I beam.

REAR AXLE

- 33. Increased spring seat centers.
- 34. Stronger axle housing cover.
- 35. Tubular propeller shaft.
- Torque tube seamless steel tubing. 36.
- Additional bearing at front of torque 37 tube for universal joint.
- 38. Stronger axle shaft.

BRAKES

- 39. Double-articulated brakes-front and rear.
- 40. Longer lower brake shoes.
- 41. Dust shields added.
- 42. Improved brake lining.
- 43. Simplified brake linkage.
- 44. Cable-operated rear brakes.

ENGINE

- 45. Increased power.
- 46. Improved performance.
- 47. Smoother operation.
- 48. Better fuel economy.
- 49. Marine head design.
- 50. Higher volumetric efficiency.
- 51. Larger inlet ports.
- 52. Larger exhaust ports.
- 53. Improved spark plug location.
- 54. Water control nozzles added.
- 55. Thicker cylinder head gasket.
- 56. Improved cam contours.
- 57. Increased exhaust valve lash.
- 55. Tappet springs added.
- 59. Improved push rod seats.
- 60. Increased valve opening
- 61. Improved lubrication of valve mechanism. 98. Tank ends strengthened by panels.
- 62. Larger diameter rocker shafts.
- 63. Larger inlet and exhaust valves.
- 64. Wider valve seats.
- 65. Larger diameter valve stems.
- 66. Normalized exhaust valves.
- 67. Lighter valve spring pressure.
- 68. Thicker high carbon valve stem key.
- 69. Heat treated valve spring cap.
- 70. Cylinder bores micromatically honed with fine grit hones.
- 71. Narrower compression rings.
- 72. Improved piston relief contour.
 73. Tempered piston pins.
- 74. More sensitive harmonic balancer.
- 75. Improved by-pass oil screen. 76. Beaded gear cover.
- 77. Larger, four-bladed fan.
- 78. Push rod cover insulated by rubber grommets.
- 79. Rocker arm cover insulated by rubber grommets.
- 80. Improved inlet manifold distribution.
- 81. Insulator added between carburetor and manifold.
- 82. Counterweighted heat control.
- 83. More durable manifold gaskets.

- 84. Improved carburetion.
- 85. Improved distributor action.
- 86. More compact fuel pump.
- 87. Increased starting gear ratio.
- 88. Stronger flywheel.
- 89. Provision for improved timing adjustment.

CLUTCH

- 90. Stamped cover.
- 91. Improved pressure plate.
- 92. Balanced pressure levers.

TRANSMISSION

- 93. Improved performance.
- 94. Increased durability.
- 95. Rubber gear shift knob.

UNIVERSAL JOINT

96. Adjustable oil seal at rear of ball.

FUEL SYSTEM

- 97. 16 gallon tank capacity.
- 99. Cast filler neck elbow on top of tank.
- 100. Separate filler neck extension with vent.

STEERING MECHANISM

- 101. Improved steering geometry.
- 102. Smaller turning radius.
- 103. More comfortable steering wheel position.
- 104. Improved steering column mounting.
- 105. Stronger pitman arm.

CONTROLS

- 106. Independent hand throttle control.
- 107. Improved control pipe attachment.
- 108. Increased hand brake lever spring tension.

WHEELS AND TIRES

- 109. Larger section tires.
- 110. Wider drop-center rims.
- 111. Angle tire valves with improved dust cap.

SHEET METAL AND RADIATOR

112. Improved, stabilized fender mounting.

- 113. Sloping "V" radiator.
- 114. High efficiency radiator core.
- 115. Improved radiator core mounting.
- 116. Baffle chamber added to upper radiator tank.
- 117. Longer, higher hood.
- 118. Improved hood catches.
- 119. Shallow valley between hood and fenders.
- 120. Improved fenders with deeper crowns.
- 121. Running boards with integral aprons.
- 122. Anti-squeak added.

ELECTRICAL EQUIPMENT AND INSTRUMENTS

- 123. 15 plate battery.
- 124. Improved head lamp mounting.
- 125. Improved instrument lighting.
- 126. Trumpet type horn mounted under hood.
- 127. Improved horn button.
- 128. Improved ignition switch and lock.

TOOLS

- 129. Improved *hydraulic* lubricating system
- 130. Improved jack.

CAB AND SINGLE UNIT BODIES

- 131. Larger driver's compartment.
- 132. Increased leg room.
- 133. Improved appearance.
- 134. Sloping hinge pillars of hard wood and 168. Steel-lined end gate. steel.
- 135. Drop-sill construction.
- 136. Draft-proof doors.
- 137. Wider doors.
- 138. Heavier, enclosed-type door hinges.
- 139. Pressed steel top panel with integral visor and mouldings.
- 140. Flush doors with rounded corners.
- 141. Anti-rattle door windows.
- 142. Remote latch control on side doors.
- 143. Improved door locks.
- 144. Sloping windshield.
- 145. Improved windshield closure with double rabbet.

- 146. Improved floor mat.
- 147. More comfortable seats.

PANEL AND SINGLE UNIT EXPRESS BODIES

- 148. Improved load distribution.
- 149. Increased floor length.
- 150. Increased floor width.
- 151. Increased load height.
- 152. Increased load capacity.
- 153. Increased support for full length of body.
- 154. Vertical side wall loading.
- 155. Beaver-tail rear end construction.
- 156. Improved bracing at front body lock pillar.
- 157. Heavier gauge wheel house panel.
- 158. Arched belt rail.
- 159. Improved joint of body sides and roof section.

PANEL BODY

- 160. Fully crowned body side panels.
- 161. Improved rear windows.
- 162. Improved rear door control handle.

SINGLE UNIT EXPRESS BODY

- 163. Form-fitting, adjustable driver's seat.
- 164. Improved rear corner braces.
- 165. Improved platform surface.
- 166. Improved appearance of end gate.
- 167. Central control handle for end gate.
- 169. Improved end gate hinge.
- 170. Stronger flare board sections.

PICK-UP BODY

- 171. Increased length.
- 172. Increased width.
- 173. Increased height.
- 174. Increased capacity.
- 175. Improved appearance.
- 176. Stronger flare board sections.
- 177. Improved end gate.
- 178. Stronger rear end construction.
- 179. Increased support for full length of body.

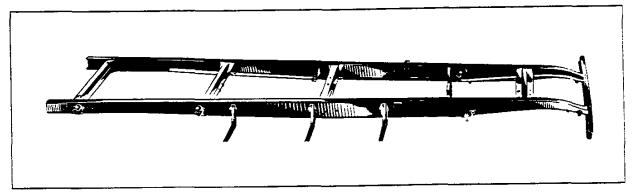
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|-------------------------------|---|---|--|-----------------|---------------------------|---------------|---------------------------|--|
| TERR | 1934 | 1913 | 1932 | 1931 | 1930 | 1929 | 1926 | 1927 |
| PHEELBASE | 112 | 108 | 1089 | # 901 | 107 | 107 | 1064 | 103 |
| CONVENTIONAL RATING | 100 × | TON | 2 101 | 101 | 1 101 | 101 | 4 TO# | 101 |
| OROBB ALLOWABLE FEIGHT | 0011 | 4 100 | 1,000 | 1,000 | 000n | 3800 | 3600 | 3400 |
| CHASSIS CURB WEIGHT | 2225 | 2125 | 2045 | 1990 | 1945 | 1930 | 1770 | 1625 |
| DASH TO CENTERLINE REAR AXLE | | 783 | 783 | 78.9 | 162 | 762 | 292 | 762 |
| SIDE MEMBER BECTION | Set 2 2 4 2 54 | 5 * 24 * 54 | 5 1 24 1 84 | 5 x 24 x 54 | 15 x 51 x 54 | 중 : | 43 x 14 x 24 | 14 1 14 1 75 |
| FRAME KICK-UP | # | 71 | 77 | ~180 2 | 1 | | İ | 24. |
| FROMI SPRING LOAD CAPACITY | 009 | 550 | 550 | 550 | 550 | 165 | 465 | 465 |
| FRONT SPRING RATE- #/18 | 385 | 365 | 385 | 365 | 365 | 310 | 310 | 310 |
| REAR SPRING LOAD CAPACITY | 1150 | 1100 | 1100 | 1100 | 1100 | 1100 | 1100 | 1100 |
| ALAR OPRING NATE- 4/18. | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 |
| I SEAN DEPTH | 25 | | ~10 | 7 | 17 | 21 | 7: | 1, |
| I BEAN WIDTH | ~ | 꺞 | 7 | ₹2 | 1 | 7- | 70 | . 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. |
| I BEAN WEB | - | -15 | ~52 | 16 | 15 | 293 | -29 | 45 |
| REAR AXLE RATIO | ¥.111 | 111.4 | 1.7 | 1.3 | 4.1 | 3.62 | 3.62 | 3.62 |
| FROMT BRAKES | 12 x 14 INT. | 12 x 14 INT | 11 4 x 19 ITT. | 11g x 1g tat. | 114 x 14 18T | 104 x 14 18T. | 10\$ x 1\$ 18T. | NOR |
| REAR BRAKES | 12 x 14 18T. | 12 x 14 1HT | 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 11g z 1g 1#T. | 11 x 1 y 187. | 11 x 2 EXT. | 11 x 2 EXT. | 11 x 2 EXT. |
| ENGINE | 6 CYLITDEN | SPECIAL TRUCK | ENGINE | e cylin | CYLINDER PASSENGER ENGINE | | 4 CTL.PASS. | 4 CYL.PASB. |
| MAX BRAKE HORSEPOWER AT RPM. | 60 at 3000 | 56 at 2750 | 53 at 2800 | 50 nt 2600 | 50 at 2600 | 46 at 2600 | 35 at 2200 | 27 at 1900 |
| MAXIMUM TORQUE-FT LBS at RPM. | 146 at 1000 | 146 at 1000 | 131 at 800 | 124 at 600 | 124 at 900 | 124 at 1000 | 108 at 1100 | 103 at 1000 |
| CLUTCH DIAMETER | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| TRANSMISSION TYPE | 3 OPEED STRCHO-MESH STLENT SECOED |) GPIED SYNCRO-MESE STIERT SECOND |) SPEED SYNCRO-MESH | 3 SPEED |) SPCKD | 3 99 (1) | 3 8PEED | 3 SPEED |
| FIRST SPEED RATIO | 3.02 | 3.02 | 3.05 | 3.32 | 1.32 | 3.32 | 1, 12 | Ct. 1 |
| SECOND SPEND RATIO | 1.70 | 1.70 | 1.60 | 1.11 | 1.71 | 1.17 | 1.77 | 1.77 |
| THIRD SPEED RATIO | 1. | 1, | | | 1 | 1 | 1. | 1. |
| REVERSE SPEED RATIO | 3.40 | 3.40 | 3.43 | ρ, μ | h.2 | 1.2 | 1,2 | 4.2 |
| 9 | 12.41 | 12.41 | 12,50 | 13.61 | 13.61 | 12.68 | 12.68 | 12.68 |
| | 14:1 | 14 ; 1 | 12:1 | 12:14 | 9.5 : 1 | 1:5.6 | 9.5 : 1 | 7:1 |
| ECTION | # 15 | 16 DIAMETER | R DIAMETER | 3 DIAMETER | S DIAMETER | 라 | o4€ 04€ | 8. A |
| FUEL TARK CAPACITY- CALLONS | | 14 | 11 | -to1 | 101 | 10d- | 100 | 10 |
| RADIATOR CORE | .30 x .45-v TYPE BRASS | 34 SEC. 3 HEX. | 34 SEC. NER. COPPER & BRASS | 34 BEC. J. HER. | 30 SEC. 2 HEX. | 30 BEC. THEX | 27 SEC. 2 HEX. BRASS 6 | 27 SEC. 3 :IEX. BRASS 6 |
| FHEELS | 17- WIRE | 16- WIRE | 18- WIRE | 19- 0190 | 19- 0130 | 20- DISC | 21- 0180 | 21- ANTILLERY |
| RIM 912E | 17 x 3.62 D.C. | 16 x 3.00 D C. | 16 x 3,00 b c. | 19 1 2.75 | 19 x 2.75 | 20 # 2.75 | 21 x 2.75 | 21 1 2.31 |
| TIRE SIZE AND PLY | = 1 | 5.25-18 - 4 | 5.25-18 - 4 | 4.75-19 - ti | 4 - 61-27.1 | 4 . co-20 - 4 | 4.50-21 - It | 4 - 04 4 x 62 |
| BODY EQUIPMENT | CAB AND L RODIES | CAB AND I BODIES | CAB AND 5 BODIES | CAB AND | CAB ONLT | CAB ONLY | CAB ORLY | CAB OWLY |
| | | | | | | | | |

DETAILS OF THE 1934 FEATURES FRAME

Both the 131 and the 157 inch wheelbase 1 1/2 Ton Truck frames are entirely new and very cilitate body mounting and to simplify the similar in general design except for those body sill construction. The frame width of differences which are occasioned by the the parallel side rails, back of the cab. is greater length of the latter.

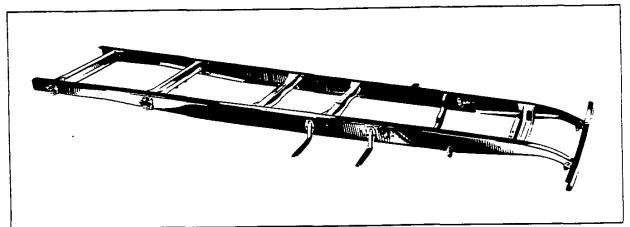
providing a continuous flat surface to faone inch less than in the previous models.



Both frames set higher from the ground, providing more generous clearance between the torque tube and the frame cross member and more ground clearance at the engine and The depth of the side rails is increased at transmission. This latter feature is particularly valuable on construction, roadbuilding and farm-hauling jobs where the ture where it sweeps downward to join the

This serves the double purpose of adding strength to the frame assembly and giving more rear spring clearance.

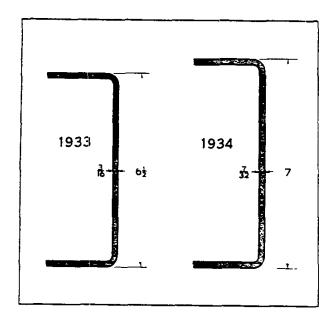
the front axle and the shape at the front end is improved by a reduction in the curva-



truck may be driven over soft or deeply rutted roads. Although the frames are higher, the body load heights from the ground are not changed.

The engine is located 3 inches farther forward in the frame, adding 2 3/4 inches to the seating and load space and providing 1/4 more clearance between the engine and the dash. In both the 131 and the 157 inch trucks, the kick-up over the rear axle is eliminated,

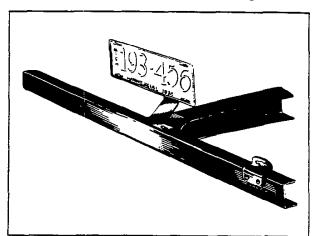
front bumper. The side rail flanges are wider at the front to form gussets for the mounting of the bumper. The lower flanges of the side rails are also increased in width at the front cross member and rearward from the rear axle. The normal section of the side rails remains unchanged in the 157 inch truck. In the 131 inch truck, however, the side rails are made from thicker stock and are 1/2 inch deeper. This improvement in



the shorter truck makes it especially adaptable to dump truck use, providing much greater strength than that of its predecessor.

FRONT BUMPER AND LICENSE TAG BRACKET

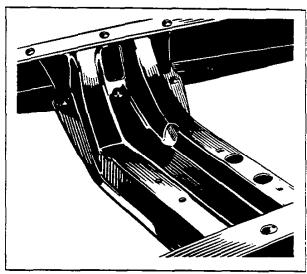
The sturdy, built-in front bumper is of channel section as heretofore. Its length is increased six inches to insure better protection. It is also attached to the side rails more securely by eight bolts, four thru each flange; the side rails being wider at the front end to provide space for the additional bolts. A bracket is securely attached to the front bumper to provide a bearing for the



starting crank close to the point of load application. The front license tag bracket is mounted to the bumper by the two upper right bumper attaching bolts.

FRONT CROSS MEMBER

The front cross member is completely redesigned. It consists of a single steel stamping similar in design to the double channel section cross member which has been successfully used on the passenger models for several years. The two channels are joined by a flange and are further strengthened by a flange extending along the front edge. At the points of attachment to the upper flanges of the side rails the front cross member spreads out to the entire width of the blank. Three rivets secure this wide, flat portion



to the upper flange of each side rail. The side rail lower flanges are sufficiently wide to contact the flange portions between and at each side of the channel sections. At these points, three more rivets attach the cross member to each of the lower flanges of the side rails. This sturdy double channel member renders the front end of the frame extremely rigid and provides an ideal means for supporting the radiator, sheet metal and front end of the engine. The new position of the front cross member, farther forward in the frame, reduces the forward overhang 2-1/4 inches. This, combined with the increased strength due to straighter side

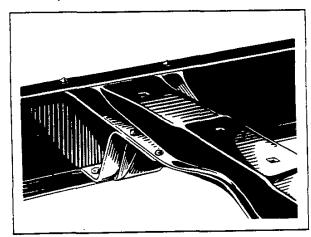
rails and the more secure front bumper mounting, makes the entire front end of the frame much more rigid and stable.

ENGINE REAR SUPPORT

The engine rear support cross member on both 1-1/2 Ton Trucks is identical. It is of the same general channel-section design which has been used so successfully in the past. Due to its greater depth at its points of attachment to the side rails on the 131 inch truck, it is more effective.

SECOND CROSS MEMBER

On both the 131 and 157 inch trucks the second cross member is of the "alligator jaw" type. The cross member is of flanged channel section flattened at its point of attachment to the upper flanges of the side rails. A bracket, also having a flanged channel sec-

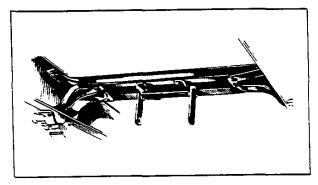


tion, is attached to the cross member at each end by four rivets thru the flanges. The brackets are flattened at their points of attachment to the lower side rail flanges. Four rivets secure this member to the upper flange of each side rail and two rivets attach the bracket to each lower side rail flange.

THIRD AND FOURTH CROSS MEMBERS

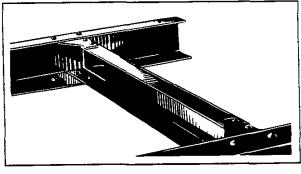
The third cross member on both of the 1-1/2 Ton Trucks and the fourth cross member on the 157 inch truck are of the "alligator jaw" type, similar in design to the second cross

member. These cross members, due to their improved design, add materially to the strength and rigidity of the frame at its mid-section. The third cross member on the 157 inch truck is depressed at the middle to provide a seat in the proper position for the rear universal joint housing. This depression forms ribs at the edge of the channel section which also serve to strengthen the cross member. Provision is made on the third cross member of the 131 inch truck and on the fourth cross member of the 157 inch



truck for mounting the emergency brake cross shaft beneath the cross member. Two heavy, stamped brackets are riveted across the channel section of the cross member, providing additional bracing for the cross member and an extremely rigid mounting for the cross shaft.

REAR CROSS MEMBER

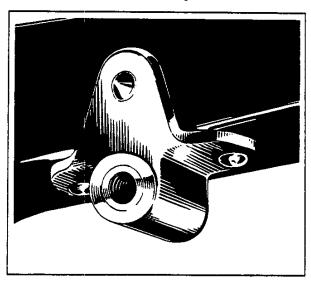


The rear cross member on both of the 1-1/2 Ton Trucks is of channel section with the open side toward the front. The lower flange is riveted directly to the side rails, while a pair of gussets insure rigid attachment of the upper flange to the side rails.

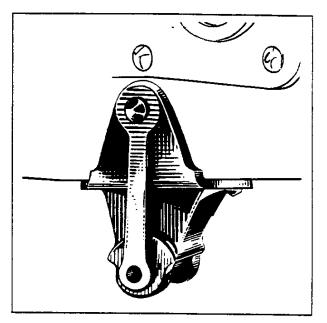
SPRING HANGERS

The front springs on both of the 1-1/2 Ton Trucks are shackled at their front ends. This necessitates the adoption of a front hanger having a solid bearing for the shackle pin.

The new front spring front hanger is of dropforged steel with a wider spread between riv-



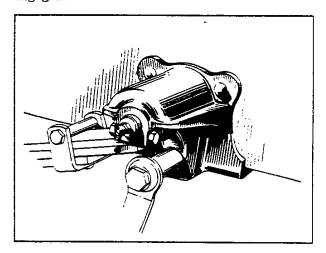
ets in the lower flange and a longer lug extending up the side of the web. This improved hanger provides a much more rigid mounting for the front end of the front spring and spreads the load over a larger area of the frame side rails. The new front spring rear hanger is a sturdy malleable iron casting of more ample proportions with very heavy ribbing. The spread of the rivets which secure this hanger to the frame is also increased. The rear spring hangers are malleable iron castings attached to the web of the side rail by two rivets located well above the spring pin. The hangers also have a lower flange which attaches by means of two more rivets to the side rail lower flange. Both rear spring hangers are reinforced by the lower flanges of the two rear cross members, the spring hangers being riveted on the bottom of the lower flange of the side rail, while the cross members rivet to the inside of the side rail. The same rivets tie these three members together, resulting in an extremely strong and rigid construction. The outer

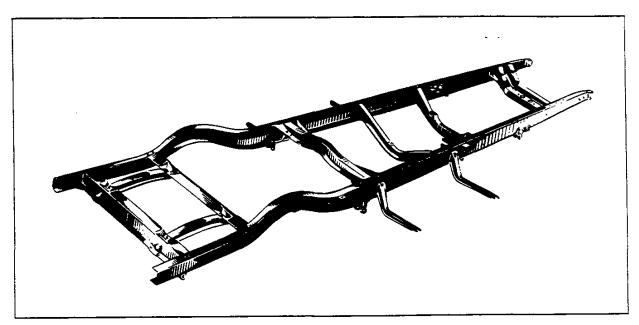


bearings for the rear spring pins are overhung from the bracket by a sturdy shrouded section.

STEERING GEAR BRACKET

The steering gear bracket is a heavy steel drop forging having less overhang than previously. It is firmly held to the frame by rivets of a larger diameter. The lower rivets, which attach it to the web of the side rail, have a greater spread. This bracket provides a more rigid support for the steering gear.

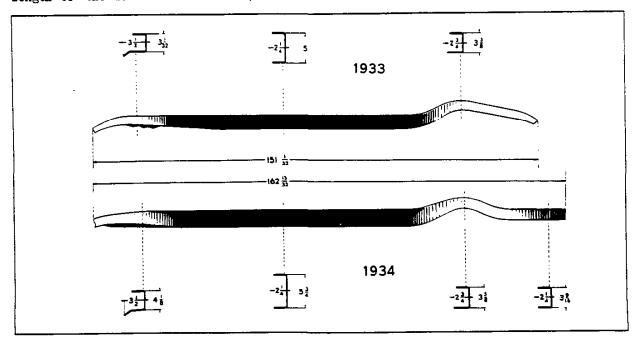




The wheelbase of the Half Ton Truck is increased from 108-9/16 inches to 112 inches. The engine sets 3-3/4 inches farther forward in the frame, providing a better distribution of the load, 1/4 inch more space between the engine and the dash and approximately 7 inches more seating and loading space ahead of the rear axle. The overall length of the frame is 164 inches, an in-

crease of 11-3/4 inches.

The frame sets higher from the ground, providing more clearance between the torque tube and frame cross members and more ground clearance at the engine and transmission. The kick-up over the rear axle is much flatter. At the rear of the kick-up the side rails continue at the same level as the portion ahead of the kick-up. This, combined



with the greater length of frame, provides a much better surface on which to mount the bodies. The side rails are 3/4 inches deeper in the mid-section and this full depth section extends over a length 25 percent greater than did the full depth section of the 1933 frame. The depth of the side rails at the front axle and rear axle is increased. The depth of the portion of the side rails behind the kick-up is uniform, providing greater strength for more secure body support. The lower flange is wider at the rear end for a greater distance in the vicinity of the kick-up, resuming its normal 2-1/4 inch width beyond the kick-up and continuing this width to the extreme rear end of the rails.

FRONT CROSS MEMBER

The Half Ton Truck uses the same front cross member which is used on the 1 1/2 Ton Trucks. It is made of heavier gauge metal than on the 1933 Half Ton Truck. It is attached by larger rivets and has a 7/16 wide flange at its front face which was not present in the 1933 member.

ENGINE REAR SUPPORT

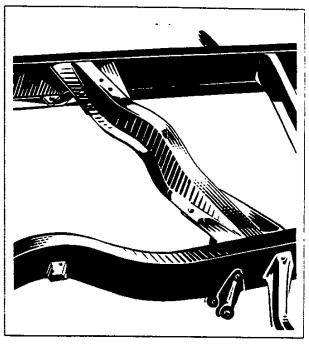
The Half Ton Truck engine rear support cross member is of the same channel-section design used on the 1 1/2 Ton Trucks. It is of heavier gauge than its 1933 predecessor and is attached to each side rail by two rivets thru the web and by one rivet thru each of the flanges..

SECOND CROSS MEMBER

The second cross member is of the same general design used so successfully in the 1933 model. It is modified to conform to the deeper side rails. An additional offset formed at each end of the upper flange adds to the strength and rigidity of this member.

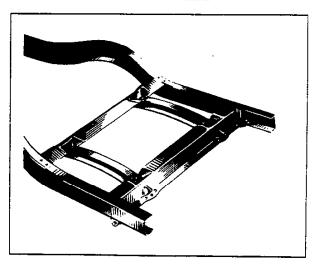
THIRD CROSS MEMBER

The third cross member is of the "alligator jaw" type and is entirely new. The cross member is of flanged channel section like its predecessor, but is of heavier gauge and has wider flanges. It is flattened at each end



where it is riveted in two places to the upper flange of the side rail. Each end is braced to the side rail lower flange by a bracket which is also of flanged channel section. The bracket is riveted, flange to flange, to the cross member by four rivets and to the side rail by two rivets. This construction imparts increased torsional strength to the mid-section of the frame, preventing undue deflection and weaving.

REAR CROSS MEMBER

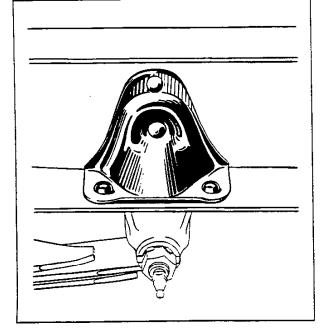


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The rear cross member is entirely new and of a decidedly different design. It consists of two "Z" section members extending across the frame and riveted to the upper and lower flanges of the side rails. Two sturdy braces of flanged channel section extend fore and aft between the cross bars, tying them together and forming a cradle for the gasoline tank. While this composite rear cross member is lighter in weight than its one-piece predecessor, it is stronger, because the composite design permits more effective use of the metal.

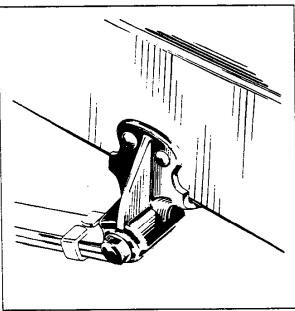
SPRING HANGERS

The front spring hangers are completely redesigned to provide for the front shackling of the front spring and to conform to the new frame design. The front spring front hangers are of malleable iron and of more compact design. They are attached to the frame by 3/8 rivets. The new front spring rear hangers are identical with those used on the 1 1/2 Ton Trucks. They are of malleable iron, of large proportions and heavily ribbed. The rivets have a greater spread and are larger in diameter. On the left-hand side of the frame, the steering gear bracket reinforces the side rail at the point where the front



spring rear hanger is attached. On the righthand side, a pressed steel reinforcement riveted inside the side rail performs this function

The rear spring front hanger is of the same general sturdy design as the hanger used at the rear of the front spring. However, at this point, two rivets are used to attach the hanger to the web of the side rails. These hangers are attached to the lower flanges of the side rails by the same rivets which attach the third cross member brace, providing an extremely rigid mounting point for the front end of the rear spring and providing



ample reinforcement for the side rails at this point. The rear ends of the rear springs are shackled from sturdy malleable iron hangers which are attached to the lower flanges of the side rails and the rear cross member by three rivets at each side.

The spring ride is increased at both front and rear springs, due to the new type of shackling, increased spring camber and the location of the spring eyes at a greater distance below the top of the frame.

STEERING GEAR BRACKET

The same strong drop-forged steering gear bracket used on the 1 1/2 Ton Trucks is also used on the Half Ton Truck.

COMPARATIVE SPECIFICATIONS

| 131* TRUCK | 1933 |
|---|---|
| Minimum ground clearance under engine | 14-7/16 15-7/16 |
| Minimum ground clearance under transmission. | 13-1/4 |
| Frame width at rear end | 37 36 |
| Gross allowable weight | 21 36 |
| 30 x 5, 6 ply duals | #7.00 # |
| | 8300# 9300# |
| 32 x 6, 8 ply singles | 7500# 7600# |
| Side rail depth (at center) | 3/16 7/32 |
| Side rail depth at front axle | 6-1/2 7 |
| Side rail lower flange width at front | 3-5/8 4-11/32 |
| Side rail lower flange width at front cross | 1-3/4 3-1/2 |
| | 7 |
| member | 3 3-5/8 |
| | 2-3/8 3-1/2 |
| Side rail depth at rear axle | 5-1/16 4-3/8 |
| Side rail depth at extreme rear end | 5-1/16 4-3/8 |
| Front bumper length | 50 56 |
| Number of bumper attaching bolts | 4 |
| Front cross member type | Single channel Double channel |
| Overall width of front cross member flange | 6-5/16 |
| Second cross member type | Flanged channel "Alligator jaw" |
| Second cross member attachment to side rails | Top flange and web Both flanges |
| Third cross member type | Plain channel with |
| | L brackets *Alligator jaw* |
| Third cross member attachment to side rails | Top flange and web Both flanges |
| Emergency brake cross shaft mounting | Overhung Straddle |
| Rear cross member type | Channel with Channel integral flanges and gussets |
| Rear cross member lower flange width | 2 2-1/4 |
| Front spring front hanger material | Steel stamping Steel drop forging |
| Front spring front hanger lower rivet spacing | 3 3-1/4 |
| Front spring front hanger side rivet height. | 1-1/8 1-3/8 |
| Front spring rear hanger material | Steel drop forging Malleable iron casting |
| Front spring rear hanger lower rivet spacing | 2-3/8 3-1/2 |
| Front spring rear hanger side rivet height | 1 1-29/32 |
| Rear spring hanger material | Steel drop forging Malleable iron casting |
| Rear spring hanger attachment | 4 rivets in web 2 rivets in web |
| man phrime maneur assertments | 2 rivets in lower flange |
| Rear spring hanger side rivet spread | 5 ····· 3-1/2 |
| Rear spring hanger bottom rivet spread | None 4-1/2 |
| Steering gear bracket rivets diameter | 5/16 |
| Steering gear bracket lower rivet spacing | 2-1/4 3-7/16 |
| Distance from frame to center of steering | <u> </u> |
| gear clamp | 1-7/8 1-21/32 |
| 157" TRUCK | , |
| Minimum ground clearance under engine | 15 15-3/8 |
| Minimum ground clearance under transmission | 13-5/8 14-1/8 |
| Frame width at rear end | 37 36 |
| Gross allowable weight | • |
| 30 x 5, 6 ply duals | 8300 # 9300 # |
| 32 x 6, 8 ply singles | 7500# 7600# |
| Side rail depth at front axle | 3-11/16 4-11/32 |
| Side rail lower flange width at front | 1-3/4 3-1/2 |

| Side rail lower flange width at front cross | 1933 |
|--|---|
| member | 3 3-5/8 |
| Side rail lower flange width at rear axle | 2-3/8 3-1/2 |
| Side rail depth at rear axle | 5-1/8 4-3/8 |
| Side rail depth at extreme rear end | 5-1/8 4-3/8 |
| Front bumper length | 50 56 |
| Number of bumper attaching bolts | 4 8 |
| Front cross member type | Single channel Double channel |
| Overall width of front cross member | 6-5/16 10-5/16 |
| Second cross member type | Channel and gussets *Alligator jaw* |
| Third cross member type | Plain channel with |
| | L brackets *Alligator jaw* |
| Third cross member attachment to side rails | Top flange and web Both flanges |
| Fourth cross member type | Plain channel with |
| | L brackets *Alligator jaw" |
| Fourth cross member attachment to side rails | Top flange and web Both flanges |
| Emergency brake cross shaft mounting | Overhung Straddle |
| Rear cross member type | Channel with Channel |
| | integral flanges and gussets |
| Rear cross member lower flange width | 2 2-1/4 |
| Front spring front hanger material | Steel stamping Steel drop forging |
| Front spring front hanger lower rivet spacing | 3 3-1/4 |
| Front spring front hanger side rivet height. | 1-1/8 1-3/8 |
| Front spring rear hanger material | Steel drop forging Malleable iron casting |
| Front spring rear hanger lower rivet spacing | 2-3/8 3-1/2 |
| Front spring rear hanger side rivet height | 1 1-29/32 |
| Rear spring hanger material | Steel drop forging Malleable iron casting |
| | |
| Rear spring hanger attachment | 4 rivets in web 2 rivets in web |
| | 2 rivets in lower flange |
| Rear spring hanger side rivet spread | 2 rivets in lower flange 5 3-1/2 |
| Rear spring hanger side rivet spread Rear spring hanger bottom rivet spread | 2 rivets in lower flange 5 3-1/2 None |
| Rear spring hanger side rivet spread Rear spring hanger bottom rivet spread Steering gear bracket rivets diameter | 2 rivets in lower flange 5 |
| Rear spring hanger side rivet spread Rear spring hanger bottom rivet spread Steering gear bracket rivets diameter Steering gear bracket lower rivet spacing | 2 rivets in lower flange 5 3-1/2 None |
| Rear spring hanger side rivet spread Rear spring hanger bottom rivet spread Steering gear bracket rivets diameter Steering gear bracket lower rivet spacing Distance from frame to center of steering | 2 rivets in lower flange 5 |
| Rear spring hanger side rivet spread Rear spring hanger bottom rivet spread Steering gear bracket rivets diameter Steering gear bracket lower rivet spacing Distance from frame to center of steering gear clamp | 2 rivets in lower flange 5 |
| Rear spring hanger side rivet spread Rear spring hanger bottom rivet spread Steering gear bracket rivets diameter Steering gear bracket lower rivet spacing Distance from frame to center of steering gear clamp HALF TON TRUCK | 2 rivets in lower flange 5 |
| Rear spring hanger side rivet spread Rear spring hanger bottom rivet spread Steering gear bracket rivets diameter Steering gear bracket lower rivet spacing Distance from frame to center of steering gear clamp HALF TON TRUCK Gross allowable weight | 2 rivets in lower flange 5 |
| Rear spring hanger side rivet spread Rear spring hanger bottom rivet spread Steering gear bracket rivets diameter Steering gear bracket lower rivet spacing Distance from frame to center of steering gear clamp HALF TON TRUCK Gross allowable weight Wheelbase | 2 rivets in lower flange 5 |
| Rear spring hanger side rivet spread Rear spring hanger bottom rivet spread Steering gear bracket rivets diameter Steering gear bracket lower rivet spacing Distance from frame to center of steering gear clamp HALF TON TRUCK Gross allowable weight Wheelbase Overall frame length | 2 rivets in lower flange 5 |
| Rear spring hanger side rivet spread Rear spring hanger bottom rivet spread Steering gear bracket rivets diameter Steering gear bracket lower rivet spacing Distance from frame to center of steering gear clamp HALF TON TRUCK Gross allowable weight Wheelbase Overall frame length Frame height from ground (under rated load). | 2 rivets in lower flange 5 |
| Rear spring hanger side rivet spread Rear spring hanger bottom rivet spread Steering gear bracket rivets diameter Steering gear bracket lower rivet spacing Distance from frame to center of steering gear clamp HALF TON TRUCK Gross allowable weight Wheelbase Overall frame length Frame height from ground (under rated load). Minimum ground clearance under engine | 2 rivets in lower flange 5 |
| Rear spring hanger side rivet spread Rear spring hanger bottom rivet spread Steering gear bracket rivets diameter Steering gear bracket lower rivet spacing Distance from frame to center of steering gear clamp HALF TON TRUCK Gross allowable weight Wheelbase Overall frame length Frame height from ground (under rated load). Minimum ground clearance under engine Minimum ground clearance under transmission. | 2 rivets in lower flange 5 |
| Rear spring hanger side rivet spread Rear spring hanger bottom rivet spread Steering gear bracket rivets diameter Steering gear bracket lower rivet spacing Distance from frame to center of steering gear clamp HALF TON TRUCK Gross allowable weight Wheelbase Overall frame length Trame height from ground (under rated load). Minimum ground clearance under engine Minimum ground clearance under transmission. Height of kick-up | 2 rivets in lower flange 5 |
| Rear spring hanger side rivet spread Rear spring hanger bottom rivet spread Steering gear bracket rivets diameter Steering gear bracket lower rivet spacing Distance from frame to center of steering gear clamp HALF TON TRUCK Gross allowable weight Wheelbase Overall frame length Frame height from ground (under rated load). Winimum ground clearance under engine Minimum ground clearance under transmission. Height of kick-up Side rail depth at front axle | 2 rivets in lower flange 5 |
| Rear spring hanger side rivet spread Rear spring hanger bottom rivet spread Steering gear bracket rivets diameter Distance from frame to center of steering gear clamp HALF TON TRUCK Gross allowable weight Verall frame length Overall frame length Trame height from ground (under rated load). Minimum ground clearance under engine Minimum ground clearance under transmission. Height of kick-up Side rail depth at front axle | 2 rivets in lower flange 5 |
| Rear spring hanger side rivet spread Rear spring hanger bottom rivet spread Steering gear bracket rivets diameter Steering gear bracket lower rivet spacing Distance from frame to center of steering gear clamp HALF TON TRUCK Gross allowable weight Wheelbase Overall frame length Frame height from ground (under rated load). Winimum ground clearance under engine Winimum ground clearance under transmission. Height of kick-up Side rail depth at front axle Side rail depth (at center) Flange width at rear end of side rails | 2 rivets in lower flange 5 |
| Rear spring hanger side rivet spread | 2 rivets in lower flange 5 |
| Rear spring hanger side rivet spread | 2 rivets in lower flange 5 |
| Rear spring hanger side rivet spread | 2 rivets in lower flange 5 |
| Rear spring hanger side rivet spread | 2 rivets in lower flange 5 |
| Rear spring hanger side rivet spread Rear spring hanger bottom rivet spread Steering gear bracket rivets diameter Steering gear bracket lower rivet spacing Distance from frame to center of steering gear clamp HALF TON TRUCK Gross allowable weight Wheelbase Overall frame length Frame height from ground (under rated load) Minimum ground clearance under engine Minimum ground clearance under transmission Height of kick-up Side rail depth at front axle Side rail depth (at center) Flange width at rear end of side rails Front cross member gauge Front cross member front flange width Front cross member rivet diameter Engine rear support type Engine rear support gauge | 2 rivets in lower flange 5 |
| Rear spring hanger side rivet spread Rear spring hanger bottom rivet spread Steering gear bracket rivets diameter Steering gear bracket lower rivet spacing Distance from frame to center of steering gear clamp HALF TON TRUCK Gross allowable weight Wheelbase Overall frame length Frame height from ground (under rated load) Winimum ground clearance under engine Winimum ground clearance under transmission Height of kick-up Side rail depth at front axle Side rail depth (at center) Flange width at rear end of side rails Front cross member gauge Front cross member front flange width Front cross member rivet diameter Engine rear support type Engine rear support gauge Third cross member gauge | 2 rivets in lower flange 5 |
| Rear spring hanger side rivet spread Rear spring hanger bottom rivet spread Steering gear bracket rivets diameter Steering gear bracket lower rivet spacing Distance from frame to center of steering gear clamp HALF TON TRUCK Gross allowable weight Wheelbase Overall frame length Frame height from ground (under rated load) Minimum ground clearance under engine Minimum ground clearance under transmission Height of kick-up Side rail depth at front axle Side rail depth (at center) Flange width at rear end of side rails Front cross member gauge Front cross member front flange width Front cross member rivet diameter Engine rear support type Engine rear support gauge Third cross member gauge Third cross member gauge Third cross member gauge | 2 rivets in lower flange 5 |
| Rear spring hanger side rivet spread Rear spring hanger bottom rivet spread Steering gear bracket rivets diameter Steering gear bracket lower rivet spacing Distance from frame to center of steering gear clamp HALF TON TRUCK Gross allowable weight Wheelbase Overall frame length Frame height from ground (under rated load) Winimum ground clearance under engine Winimum ground clearance under transmission Height of kick-up Side rail depth at front axle Side rail depth (at center) Flange width at rear end of side rails Front cross member gauge Front cross member front flange width Front cross member rivet diameter Engine rear support type Engine rear support gauge Third cross member gauge | 2 rivets in lower flange 5 |

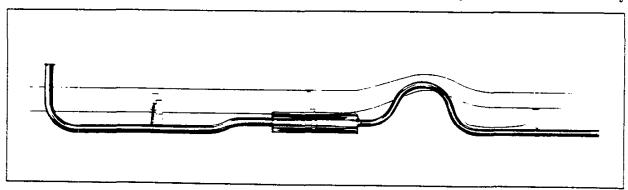
| | 1933 |
|--|---|
| Third cross member brace type | Folded Flanged channel |
| Rear cross member type | One piece Composite |
| Rear cross member gauge | 3/32 |
| Front spring front hanger rivet diameter | 5/16 |
| Front spring rear hanger material | Steel drop forging Malleable iron casting |
| Front spring rear hanger lower rivet spacing | 2-3/6 3-1/2 |
| Front spring rear hanger side rivet height | 1 |
| Front spring rear hanger reinforcement | None |
| Rear spring front hanger material | Steel stamping Malleable iron casting |
| Rear spring front hanger rivet diameter | 5/16 11/32 |
| Rear spring rear hanger attachment | 2 rivets ? rivets |
| Front spring ride (load to metal) | 3-1/8 3-1/2 |
| Rear spring ride (load to metal) | 5-1/4 5-9/16 |
| Steering gear prachet rivets diameter | 5/16 |
| Steering gear bracket lower rivet spacing | 2-1/h |
| | 2-1/4 5-7/16 |

EXHAUST SYSTEM

On both the 1 1/2 Ton Trucks and the Half Ton Truck, the muffler is moved nearly 22 inches farther toward the rear of the chassis in relation to the dash. This prevents the heat of the muffler from entering the cab, adding to the comfort of the driver. The muffler sets higher from the ground, providing more road clearance. It is located farther from the side rails, insuring better circulation of air around it and consequently better cooling of the exhaust gases. The muffler is of the same concentric tube type used during the latter part of the 1933 season. It is improved by the addition of a "French" type lock on the nut which secures the inner and intermediate tupes in place. This lock is a steel stamping which is bent up around four sides of the nut and has four prongs which are pressed into holes in the heavy reinforcement on the baffle plate, insuring a secure, permanent lock which is not affected by the constant expansion and contraction of the exhaust system, due to varying tem-

perature conditions. The muffler is supported at the middle by a stamped bracket attached to the web of the side rail of both 1 1/2 Ton Trucks and suspended from the third cross member of the Half Ton Truck. This bracket is flexible to provide for fore and aft movement caused by the heat of the exhaust system. At its inner end a cylindrical seat is provided for the muffler body. A flexible strap hooks into a slot in the bracket and passes around the muffler, clamping it securely to the bracket by means of a draw bolt.

The exhaust pipe is more rigid, because of its heavier gauge and smaller diameter. The packing at the exhaust manifold outlet is composed of four layers of asbestos composition similar to that used in the cylinder head gaskets. These are clipped together to form a thick packing ring which insures a leak-proof, durable seal. The exhaust pipe is supported from the second cross member by a stronger spring which is occasioned by



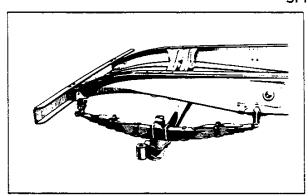
the increased weight of the pipe. On the Half Ton Truck the length of the muffler tail pipe is increased to provide for the increased length of the chassis. Its

outlet is below and behind the gasoline tank. The tail pipe is supported by a relatively flexible clamp bracket at the rear of the frame rear cross member.

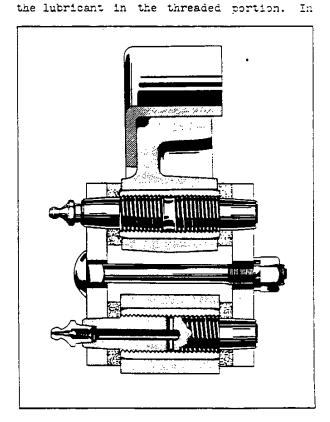
COMPARATIVE SPECIFICATIONS

| | 1933 1934 |
|--|---------------------------------------|
| Distance from dash to front of muffler Road clearance under muffler (1 1/2 Ton | 26-1/2 48-1/8 |
| Trucks) Road clearance under muffler (Half Ton Truck) Muffler bolt nut lock Exhaust pipe outside diameter Exhaust pipe gauge Exhaust pipe packing | · · · · · · · · · · · · · · · · · · · |

SPRINGS



On both the 1 1/2 Ton Trucks and the Half Ton Truck, the front springs are shackled at the front. This arrangement provides better steering geometry and insures steadier steering control. The rear springs are shackled at the rear end, as heretofore. The front spring shackles on both the 1 1/2 Ton Trucks and the Half Ton Truck, as well as the rear spring shackles on the Half Ton Truck, are of the threaded type. In this design, a threaded sleeve is pressed into the spring hanger and into the shackled eye of the spring. A threaded pin with tapered ends is screwed into the sleeve with each end projecting an equal distance. The shackles are plain, heavy-gauge stampings with tapered holes which fit tightly on the tapered ends of the pins. A draw bolt, having a square shoulder under its round head. engages the outer shackle to prevent rotation of the bolt. A nut at the inner side of the inner shackle serves to draw both shackles up snugly on the pins. The pins are drilled from their outer end to the center where a cross hole connects it with the threaded portion. Lubrication fittings are assembled in the end of the central hole to provide for lubrication of the threads. Cork washers are assembled at each end between the shackle and the hanger, and between the shackle and the spring, to retain

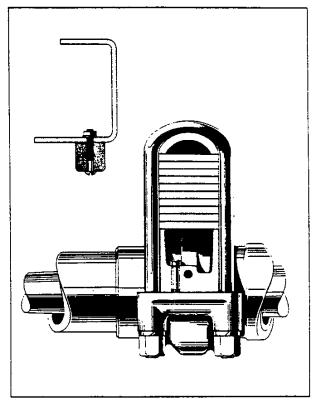


action, this shackle, being tight on the pin, oscillates it in the thread. Since the angular movement of both the pins in any shackle is practically the same, both screw in and out of their sleeves an equal and very slight amount. This design uses all of the relatively large surface of the threads for bearing, reducing wear to a minimum and insuring long life of the bearing members. With the increase in bearing surface and the elimination of the oscillating movement at the tapered bearings side sway is practically eliminated. This also reduces wear and its attendant noise. The sleeves and pins are hardened and the pins cadmium plated on the threaded portion to prevent rusting. The front shackle center distance is increased to 2-3/16 inches. On the entire line of trucks the front spring rear eye bolt is increased in diameter to provide more bearing surface. Extra heavy nuts secure the bolts at their inner ends A star washer assembles under the nut with an internal tang engaging a keyway in the bolt shank. After the nut is drawn up, the external ears of the washer are bent up on the flats of the nut, locking it securely in place. The shackling and mounting of the rear springs on the 1 1/2 Ton Trucks is continued as heretofore.

The load specifications, the rate per inch and the camber of all front springs in the truck line are changed to suit the design conditions of the new chassis and the greater loads which are imposed, due to the redistribution of the load. Both 1 1/2 Ton Trucks use the same front springs. This provides an additional leaf for the 131 inch truck and increases the gauge of its main leaf, which also increases its rate.

The rear springs on the 1 1/2 Ton Trucks remain unchanged. However, they are supported on longer seats and the "U" bolts which secure the rear springs to their seats are assembled with the nuts below, insuring more

clearance from the frame at bumper position and increased accessibility for assembling and adjustment. The bolt spacer on top of the spring is a sturdy malleable iron casting which now provides a seat for the "U" portion of the bolts. Bosses are added to the spring seat cap for the nuts at the



threaded ends of the "U" bolts. These nuts are considerably thicker, providing increased thread engagement and greater strength. On the Half Ton Truck the rear springs have more camber and their rated load capacity is increased. They are much stiffer, due to an increase in gauge of the four lower leaves. They are spread 1-1/2 inches farther apart and are set more nearly parallel.

COMPARATIVE SPECIFICATIONS

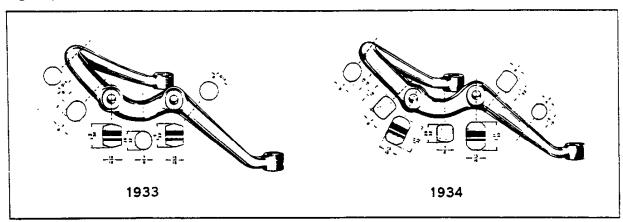
| | 1933 | 1934 |
|---|-----------------------|--------|
| Front spring shackle location | Rear | Front |
| Front shackle type | Self-adjusting, | |
| | taper-seated | readed |
| Front spring rear eye bolt diameter | 9/16 | 11/16 |
| Rated load of Half Ton Truck front spring | 550# 710 # | · 790# |
| Rated load of Half Ton Truck rear spring | 1060# - 1150# 1100# - | 1200# |

| | 1933 1934 |
|--|--------------------------|
| Rated load of 157" Truck front spring | 700# - 800# 900# - 1000# |
| Camber of Half Ton Truck front spring | 3/4 1 |
| Camber of Half Ton Truck rear spring | 1-3/8 1-3/4 |
| Camber of 131" Truck front spring | 3/4 5/8 |
| Camber of 157* Truck front spring | 9/16 5/8 |
| Gauge of 131" Truck front spring main leaf | .259 |
| No. of leaves in 131 Truck front spring | 8 9 |
| Total thickness of 131 Truck front spring | 1.946 2.209 |
| Rate per inch of Half Ton Truck front spring | 385 # |
| Rate per inch of 131" Truck front spring | 385 # 585# |
| Rate per inch of 157" Truck front spring | 4 6 5# 585# |
| Rear spring shackle type (Half Ton Truck) | Self-adjusting, |
| | taper-seated Threaded |
| Rear spring center distance (Half Ton Truck) | 39-1/2 41 |
| Rear spring seat length (1 1/2 Ton Trucks) | 5-3/4 6-1/8 |
| Rear spring "U" bolt nut location (1 1/2 Ton | |
| Trucks) | Above Below |
| Rear spring "U" bolt nut thickness | 17/32 7/8 |

FRONT AXLE

The steering arms on both the 1 1/2 Ton Half Ton Truck, the front axle "I" beam is Trucks and the Half Ton Truck are drop forged from high-grade alloy steel having a higher carbon content. Their sections are bosses are solid for their entire length, increased in size and are built up from with a diameter equal to that of the thrust practically round shape to a modified rec- flanges at the top and bottom. A lug is tangular shape. Both of these improvements added along the bottom edge just inward are factors in the increased strength and from the king pin at each end to provide rigidity of the steering mechanism. On the for easy engagement of the jack.

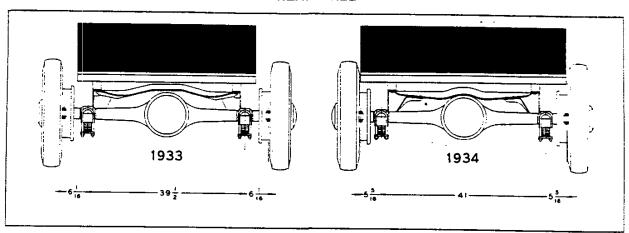
strengthened by an increase in the depth of its section at the middle. The king pin



COMPARATIVE SPECIFICATIONS

| | 1933 |
|--|--------------------------------|
| Steering arm section at bolts | 15/16 x 1-5/32 15/16 x 1-11/32 |
| Steering arm section at large end | 7/8 diameter 7/8 x 1-1/32 |
| _ | rectangular |
| Steering arm section between bolts | Elliptical Rectangular |
| I beam depth at middle (Half Ton only) | 1-7/8 2-1/8 |

REAR AXLE



On the Half Ton Truck the rear spring seats are spread farther apart to a center distance of 41 inches. This imposes the load on the axle closer to the wheel bearings, reducing the bending strain on the housing. The axle housing cover is made of heavier gauge stock. This provides greater strength, preventing breakage of the cover and giving more reinforcement to the housing. The propeller shaft is of tubular design, which increases its rigidity, due to its larger diameter, reduces its weight and thereby reduces its tendency to "whip" at high speeds. The tubular portion of the shaft is of high grade steel tubing.

At its front end a stub shaft of solid alloy steel is pressed into the tube and automatically arc welded in place. At its rear end an internally splined coupling of alloy steel is also pressed into the tube and automatically arc welded. After welding, the machining is completed and the shaft is tested

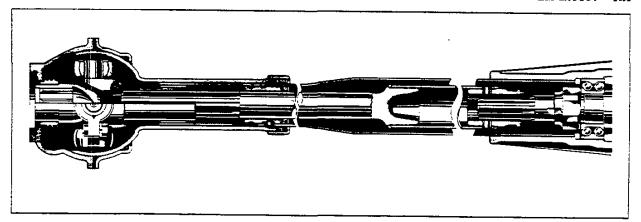
torsionally to insure the efficiency of the welded joints. They must withstand a twisting load of 12,000 inch-pounds.

The splined coupling at the rear end of the tube fits snugly over the spline of the drive pinion, to which it is secured by a pin which passes thru both parts and is riveted over at its ends. This prevents longitudinal movement of the propeller shaft on the drive pinion.

The torque tube is of seamless steel tubing. At its front end, a hard bronze bushing is provided to bear on the shank of the universal joint yoke to insure alignment and to prevent whipping at high speeds.

The forward bearing lock sleeve on the pinion shaft is of a heavier section and is treated to give greater strength for resistance against cracks.

The axle shafts are made of high-grade alloy steel which produces a stronger shaft, due to its increased core hardness. The

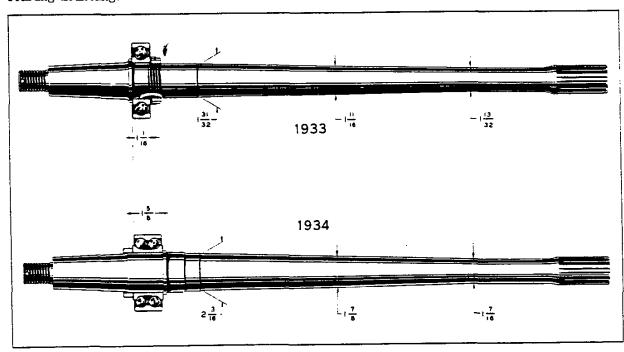


wheel bearing is more securely mounted on the shaft by means of a heavier press fit and increased length of the inner race. On the 1 1/2 Ton Trucks, the sturdy rear

On the 1 1/2 Ton Trucks, the sturdy rear axle with four-pinion differential and straddle-mounted drive pinion which has performed so satisfactorily for the past year is continued for 1934 with a major design improvement in the axle shaft and wheel bearing mounting.

tapered portion at the outer end of the shaft is also increased 7/64 in diameter.

The new wheel bearing is of the double row type with a much greater width and 15 additional balls to carry the load. The outer edge of the bearing remains in the same position. A shoulder is provided on the shaft at the inner edge of the bearing. This permits assembly of the bearing from the outer end of the shaft and retention of the bear-



The axle shaft is stronger, due to an appreciable increase in diameter and more rigid, because of the double taper construction. The diameter just outside of the inner spline is increased 1/32, at the end of the inner tapered portion the increase amounts to 3/16, and at the inner edge of the wheel bearing the diameter is 7/32 larger. The larger wheel bearing necessitates an increase of 19/64 in shaft diameter. The

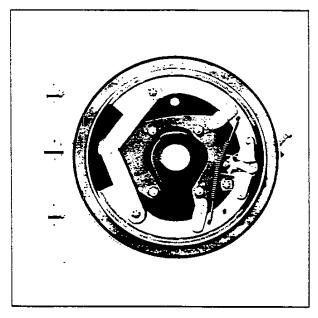
ing by means of a heavy wall collar, which is pressed securely against the inner race under heavy pressure. This retaining means eliminates the threading of the shaft at a point of relatively high stress with the attendant danger of cracks beginning at the weakened thread section. This commination of larger and stronger shafts and bearings provides adequate strength to support the greater allowable weight.

COMPARATIVE SPECIFICATIONS

| HALF TON TRUCK | 1933 1934 |
|--|------------------------------|
| Produce perment permed and | 39-1/2 |
| Axle housing cover gauge Propeller shaft type | Solid Tubular |
| Propeller shaft size | 1.057 diameter 1.70 diameter |
| Propeller shaft coupling pin diameter | 3/32 wall 1/4 5/16 |

| | 1933 |
|--------------------------------|------------------------------------|
| Torque tube material | Welded steel tubing Seamless steel |
| | tubing |
| Torque tube front bearing | None Hard bronze |
| Axle Shaft | |
| Diameter at inner end | 1-13/32 1-7/16 |
| Diameter at end of inner taper | 1-11/16 |
| Diameter inside of bearing | 1-31/32 2-3/16 |
| Diameter at wheel bearing | 2.166 2.364 |
| Diameter at end of hub taper | 2.155 2.223 |
| Wheel Bearing | |
| Type | Single row Double row |
| Bore diameter | 2.165 2.362 |
| Wiath | 1-1/16 1-5/8 |
| Number of balls | 13 28 |
| Diameter of balls | 23/32 5/8 |
| Bearing retention | Threaded nut Pressed collar |

BRAKES



While the diameter and lining width of both front and rear brakes on the Half Ton and the 1 1/2 Ton Trucks remains unchanged from 1933, the brakes are more effective. The front and rear brakes on the Half Ton Truck and the front brakes on the 1 1/2 Ton Truck are of the double-articulated shoe type, with both the upper and lower shoes swinging on links pivoted at the anchor plates. The additional length of contact surface, produced by the increase in the length of the lower shoes, provides more uniform support

for the drums, prevents undue distortion under heavy braking pressure, as well as increasing the braking efficiency. The thermal condition is also improved, because with increased lining contact, the heat generated by braking friction is less concentrated and hence is dissipated more readily. The linings are specially manufactured of improved material which insures more uniform performance under all climatic conditions, eliminating the tendency of the brakes to grab or snatch in damp or cold weather. The linings are moulded to the curvature of the shoes, eliminating the distortion due to after-forming. The greater length of the lower linings increases the total effective braking area to 170.2 sq.inches on the Half Ton Truck and to 204.8 sq.inches on the 1 1/2 Ton Trucks.

The articulating links are flat and of thicker stock, providing increased bearing area. The four links of each brake straddle the anchor plate at their central pivot point. The upper links are assembled next to the plate, with the lower links straddling them. At the central pivot point, a light spring washer exerts pressure endwise of the pivot pin, maintaining contact between the parts. A shim is provided, when necessary, to prevent rattle. Both upper and lower shoes are guided, as heretofore, with light tension springs at the upper guide to prevent cocking of the shoes.

The retracting springs, which keep the rol-

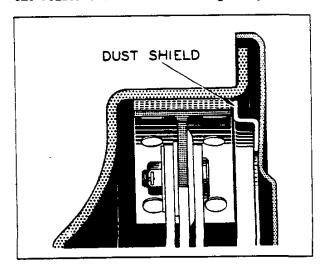
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ler sectors in contact with the cams, are built up of a coil member having the end coils wound to a taper, and a separate hook member pivoting in each end. This insures more accurate alignment of the hook ends.

The central portion of the spring bends slightly around an extension of the centralizer pivot, which extends thru the anchor plate for that purpose. This insures the proper direction of the spring tension.

The geometry of the brake mechanism is designed for perfect operation, but as the lining wears this geometry changes, slightly and gradually. This alters the pull of the retracting spring when the brakes are released, which results in a tendency for the shoe to drag at either heel or toe. To eliminate this tendency, a heavy four-lobed spring washer is added at the link pivot of each shoe. The pivot permits a perfect relation of the shoe to its links to be set when the brakes are applied. The friction in the spring washer maintains this relation when the brakes are released, so that both heel and toe are equi-distant from the drum and there is no tendency to drag.

The roller sectors are redesigned by an en-

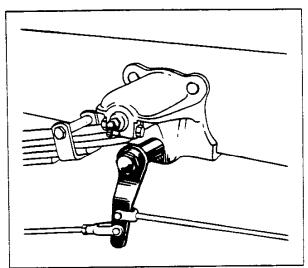


largement of the rolling surface. This larger surface is sufficient to provide for the entire roll of both shoes. While some of this surface is unnecessary, it obviates the need for right and left hand shoes. This is an important economic feature from a service standpoint. Increased bearing area at the cam shoulder is provided by the full circu-

lar collar.

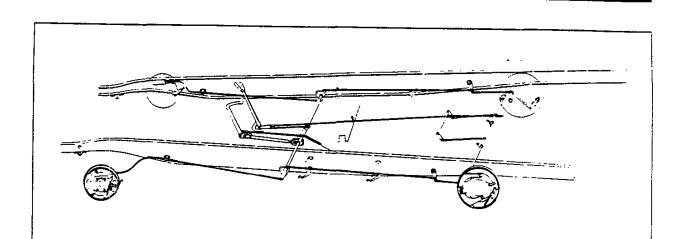
Another important factor in the continued uniform brake performance is the addition of a stamped steel dust shield which effectively excludes dust and dirt from the brake flange plate and extends across the gap between the plate and the brake drum.

On the 1 1/2 Ton Trucks an improved and simplified system of brake linkage is used. A single, solid cross shaft is provided, from which both service and parking brakes are operated. This shaft is supported by three bearings, one rigidly mounted at the outside of each frame side rail and the third adjustably braced from the pedal stop. The service brake lever is securely pinned to the cross shaft at the left of the center bearing, and the hand brake pickup lever is welded to the cross shaft to the right of the center bear-



ing. Thus the operating lever for each braking system is supported between two bearings so that in the event that the cross shaft should break at any point in its entire length at least one of the braking systems would still be operative and its operating lever supported between two bearings.

The brake cross shaft is mounted on the frame 10-3/8 inches farther toward the rear in relation to the transmission, providing ample space for the installation of auxiliary transmission units and eliminating the offset in the shaft, which was formerly necessary to provide clearance for power take-off controls. To provide greater strength to com-



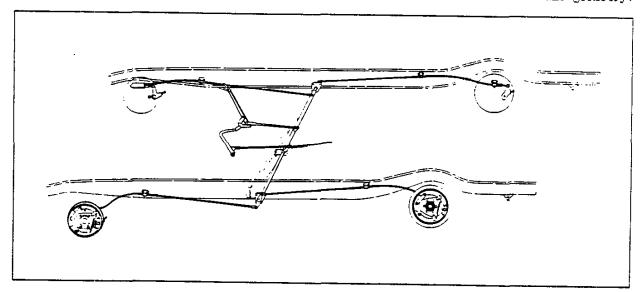
pensate for its increased length, the brace rod which supports the center cross shaft bearing is increased in diameter.

With this simplified brake linkage, the service brakes operate as heretofore, with one shoe in each of the four brakes operative for forward braking and the same number of shoes at the bottom of the brake operative for reverse braking. However, when the hand lever is set, the same service brake shoes are operative with the addition of the two rear parking brake shoes. Thus four shoes are provided for service braking and six shoes for parking.

The service brake idler levers are mounted on the rear spring front hangers and they are spaced farther from the frame, reducing the offset in the levers. The length of the levers is reduced to provide correct brake geometry. Supports are provided for the pull rods where necessary to prevent rattles.

On the Half Ton Truck, the brake linkage is also improved and simplified. A single cross shaft is rigidly supported on the frame by three bearings, two at the outside of the frame side rails and one at the middle on the second cross member. This provides the same simplicity and safety described in connection with the 1 1/2 Ton Truck.

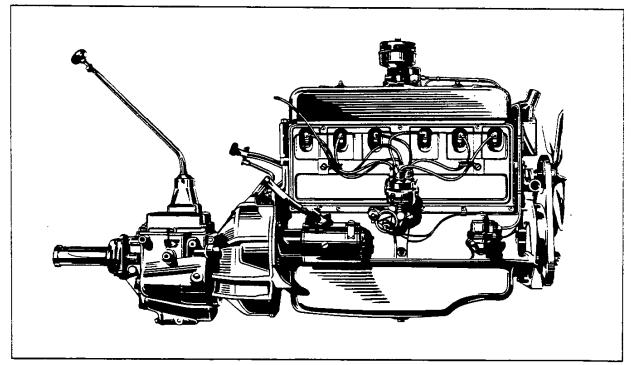
The rear brakes on the Half Ton Truck are operated by cables similar to those operating the front brakes. This insures uniform action of all brakes and entirely eliminates the effect of axle movement on brake geometry.



HALF TON FRONT AND REAR 1 1/2 TON FRONT

COMPARATIVE SPECIFICATIONS

| 1 1/2 100 11001 | 1933 |
|--|---------------------------------------|
| Lower shoe length | 6-3/16 12-5/32 |
| Lower shoe operation | Pivoted Articulated |
| Link thickness | 1/8 5/32 |
| Dust shield | None Pressed steel |
| Brake lining type | Semi-moulded flat Semi-moulded curved |
| Total brake lining area (Half Ton Truck) | 128.4 sq.in 170.2 sq.in. |
| Total brake lining area (1 1/2 Ton Truck) 1 1/2 TON TRUCK | 183.9 sq.in 204.8 sq.in. |
| Parking brake operation | Separate Cut-in |
| No.of shoes operative for service braking | 4 4 |
| No. of shoes operative for parking braking | 2 6 |
| Brake cross shaft brace diameter | .585 |
| Brake cross shaft offset | 1-9/16 None |
| Service brake idler lever length | 4-1/8 3-7/16 |
| Service brake idler lever offset | 1-3/8 1 |
| HALF TON TRUCK | |
| Number of brake cross shafts | 2 1 |
| Rear brake connections | Rods Cables |

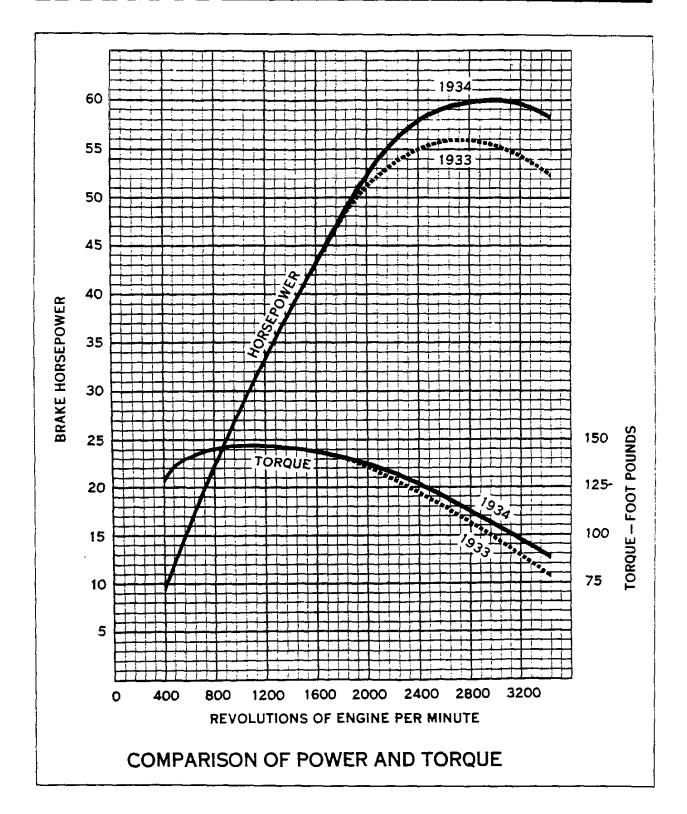


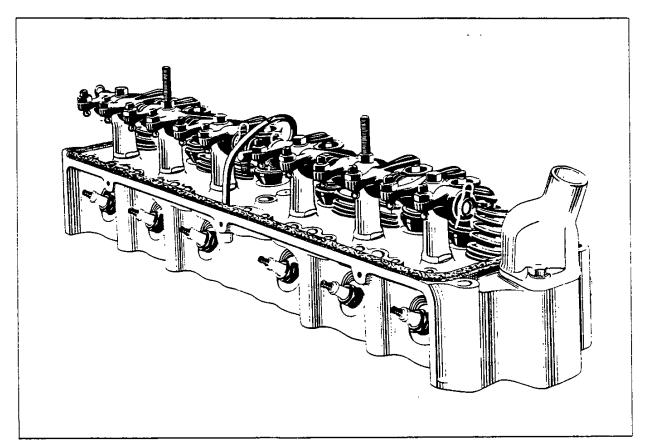
ENGINE

Ton Truck the same improved 1934 special features and many refinements. truck engine supplies the motive power. It The 3-5/16 bore and 4 inch stroke are reis more powerful, smoother and more econom- tained, but with the same displacement of

In both the 1 1/2 Ton Trucks and in the Half whole, it incorporates several unique design

ical. While this engine is not new as a 206.8 cubic inches more power is developed





in the higher speed range, due principally to the improved head design and increased valve size.

CYLINDER HEAD

One of the most important parts in any overhead valve engine is the cylinder head. It contains not only the combustion chambers and spark plugs, but the valves, inlet ports, exhaust ports and the necessary water passages to maintain the proper temperatures of all these important parts. For this reason, the Chevrolet cylinder head is given a great deal of attention from a standpoint of design, development and test. The 1934 Chevrolet head incorporates design features which have never before been built into a commercial head. The possibilities of this type of head design were discovered three years ago when the Chevrolet engineering organization was asked to design a race type engine with very small piston displacement

and which was required to deliver exceptionally high power. This naturally demanded valves of larger diameter than could be placed in the available space in the conventional manner. The design which accomplished the desired results paved the way for the 1934 Chevrolet marine head. It is now made available to the public with a background of intensive design and laboratory development. combined with thousands of Proving Ground test miles over a period of three years.

In the past, two outstanding compromises in combustion chamber design have been accepted by automotive engineers as being necessary and unavoidable:-

First:- It has always been believed that detonation and shock control require opposite treatment. That is, when corrections in combustion chamber shape were made to reduce detonation, it has been assumed that the shock characteristics must necessarily become worse.

Second: - It was generally believed that when

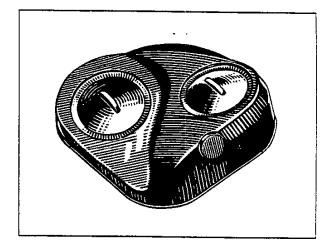
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the heat flow within the combustion chamber is corrected for detonation, by making the head of material having high heat conductivity, power and economy losses were a necessary compromise.

In the Chevrolet Marine head, these compromises are overcome. Detonation is controlled by absorbing the heat from the last gas burned. Power and economy are saved by not absorbing heat from the gas which is burned first. This is accomplished by the arrangement of the valves.

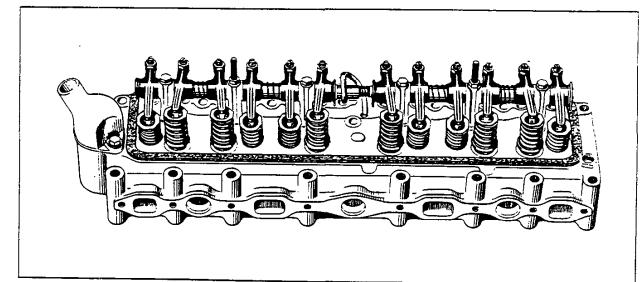
It has been conclusively proved that in an internal combustion engine the flame travels from the spark plug gap in ever increasing zones, substantially spherical in shape. The relation of the distance the flame travels to the volume of the gas burned in a given interval, determines the rate of pressure rise. To be smooth and free from both knock and shock, this pressure change must be gradual and uniform.

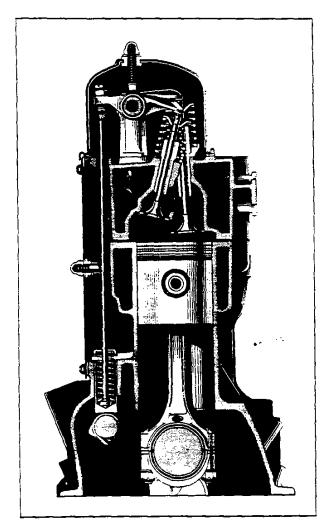
In the Chevrolet Marine head, the exhaust valve is located relatively close to the spark plug, in the area of the first gas burned. The inlet valve is located at the opposite side of the combustion chamber, farthest from the spark plug, in the area of the last gas burned. This serves to control the mixture temperature by allowing the excess heat to pass from the last unburned part of the charge to the cool inlet valve. Thus the entire mixture is conditioned, because the heat absorption is controlled.



Shock control is made possible with detonation control, because the inlet valve is used as a heat absorber and the need for a clearance space which shortens the effective combustion chamber, as in ordinary heads, is eliminated with its attendant harshness. In the Chevrolet design, the full length of the combustion chamber is available for shock control. These design advantages permit an increase in the compression ratio without the difficulties and harshness which usually accompany such an increase.

In addition to its detonation and shock control, the Chevrolet Marine head has the added advantage of high volumetric efficiency. By volumetric efficiency is meant the relation of the volume of gas entering the com-





bustion chamber to the volume of gas swept by the piston. In other words, volumetric efficiency is a measure of the filling ability of the combustion chamber.

The amount of explosive mixture awept by the piston, traveling thru a certain length of stroke, represents the amount of fuel available. The valving of any engine determines how completely and how effectively the fuel charge is permitted to enter and leave the combustion chamber where its useful work is accomplished.

In the Chevrolet Marine head, the valves are large enough and so located that they permit the incoming charge of fuel mixture to enter the combustion chamber, do its work, and leave the chamber after its work is done, without restriction, making use of the volume

of mixture efficiently and with the least possible disturbance.

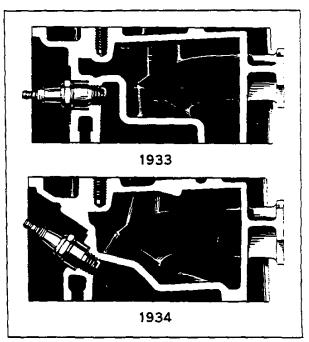
The inlet and exhaust ports are also increased in area to insure free, unrestricted flow to the inlet valves and from the exhaust valves, which is also an important factor in attaining high efficiency.

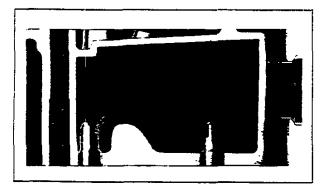
BPARK PLUGS

The spark plugs are located high in the combustion chamber, very close to the exhaust valves. They enter the chamber at an angle with the spark gap between the electrodes located so that they are always surrounded by fresh explosive mixture at the instant of ignition.

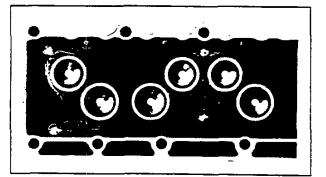
WATER CONTROL NOZZLES

The new Marine head also embodies the results of many years' experience in providing ample water space around the valves and spark plugs in addition to means for most effective delivery and distribution of water. The coldest water in the system is naturally that which has just been pumped back into the cylinder block after circulating thru the radiator. By an entirely new method of distribution control, the coldest water in the system





is taken into the cylinder head and directed toward the exhaust valve seats, which are normally the hottest point in the head. This directional control is accomplished by means of eight small stamped copper nozzles which are pressed into the lower wall of the cylinder head close to the exhaust valve seat walls. These nozzles are of two kinds - one has a single opening and is used at the ends of the head to direct a single stream of water at the single exhaust valves of the end cylinders, and to direct a stream of cold water from the left side of the head between the siamesed exhaust valve seats. The other two nozzles have two openings each. They are located at the right side of the head and direct their water streams directly at the four siamesed exhaust valve seats. Each nozzle has a key drawn longitudinally in its collar to match with corresponding notches in the head to accurately control the direction of the water streams. In addition to directing the flow of relatively cold water to the hot exhaust valve seats, the nozzles also serve to insure better distribution of the bulk of cooling water in the head and to maintain constant circulation.

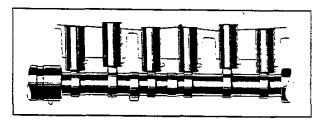


CYLINDER HEAD GASKET

The thickness of the cylinder head gasket is increased to increase its strength and to facilitate handling. It is made of high grade asbestos with steel inserts to provide reinforcing strength. Between the combustion chambers, where the gasket width is relatively small, stamped steel reinforcements are crimped over the edges of the gasket to protect the gasket material from the heat of combustion and to insure a more durable seal at these points.

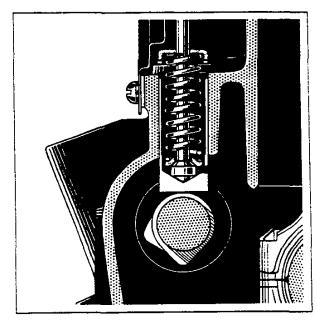
VALVE MECHANISM

The entire valve mechanism has been improved and refined to reduce noise to a minimum and to insure proper valve action. The camshaft diameter between cams is increased to provide greater rigidity with a corresponding increase in the cam base circle diameter.



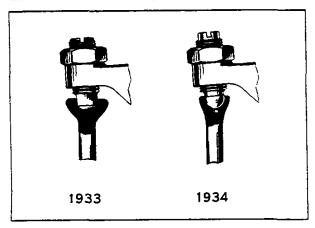
The width of the cams is reduced to prevent their edges riding on the contact surface of the tappets. To insure constant rotation of all tappets in the same direction, the cams are all offset from the tappet center to a greater amount and toward the front of the engine in each case. The tappet holes in the crankcase are reamed at a slightly greater angle relative to the cam surfaces. The length of the ramp on the exhaust cams is increased to insure greater durability. This permits the exhaust valve clearance to be increased to .013 when hot.

An additional spring is introduced in each valve train. This spring seats on a collar at the lower end of the push rod, while its upper end bears against a retainer stamping bolted to the leage of the crankcase. Each spring exerts a pressure of 40 pounds between the push rod, tappet and cam surface when the valve is open and 18 pounds when the valve is closed. This spring pressure at

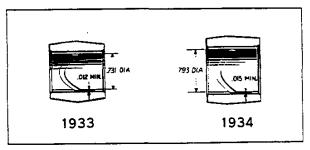


the lower end of the valve train maintains constant contact between the operating parts at all speeds and relieves the valve seats and the valve retainer parts at the upper end of the train of some pressure, prolonging their life accordingly. This division of spring load in the valve train is a very important factor in the quiet operation of the valve mechanism and the increased durability of the parts.

The push rods are of solid bar steel with upset integral ends as heretofore, but much better seating at both ends is assured by the improved quality of the surface finish at seating points. The lower end is larger in diameter with a spherical upper surface



to provide a seat for the washer on which the tappet spring rests. At the upper end the spherical cup in which the rocker arm adjusting screw seats is redesigned to fit the screw end more closely. A small cavity in the bottom of the cup serves as a recervoir for oil. The cup end is blended down to the rod diameter more gradually, increasing the strength of the cup walls and preventing the beginning of cracks. The seating surfaces at both ends of the push rod, in the tappet and on the adjusting screw, are smoother and true to shape, reducing wear and prolonging their life. The lubrication of the upper end is improved by the closer fit around the ball end on the adjusting screw. Due to the new valve spacing and angularity, three different rocker arms are required. The exhaust valve rocker arms for all cylinders are identical, but for the inlet valves the valve end of the rocker arms is offset from the push rod end, necessitating right and left hand arms. The rocker arms are entirely different from the 1933 arms, because of the angularity of the valves. Their sec-



tions are much stronger, especially on the push rod end. The rocker arm ratio is increased with a corresponding increase in valve lift.

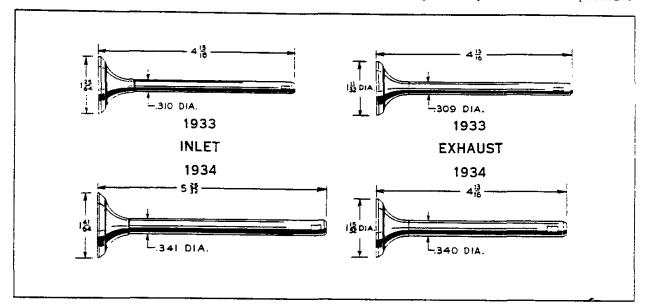
The rocker arm bushings have slightly deeper grooves to insure better lubrication of the valve mechanism at low engine speeds. The rocker arms and bushings are increased in diameter to compensate for the larger diameter rocker shafts. While the outside diameter of the shafts is 1/16 larger, the inside diameter is maintained, providing a thicker wall, which increases the rigidity of the entire valve mechanism, increasing the durability of all the parts by reducing bearing loads and consequent wear.

The rocker shaft supports are higher to provide proper rocker arm geometry in connec-

tion with the angular valve arrangement. The length and width of their bases are also increased slightly, giving better support.

The inlet valves are 3/16 larger in diameter at the head and the exhaust valves are 1/8 larger. These increased diameters provide ample area thru which the fuel mixture and the exhaust gases may pass. The width of the valve seat surface in the cylinder head is also increased. This provides more surface over which the reduced spring pressure is

insure better alignment and, due to their increased rigidity, they reduce operating deflections. The length of the inlet valve guide is increased to provide better support for the stem which must of necessity be longer to reach the lower inlet valve seat thru the deeper head. The inlet valves are fitted to a closer clearance in their guides. This tends to insure more quiet operation. The valve springs for the Marine head were very carefully developed to insure positive



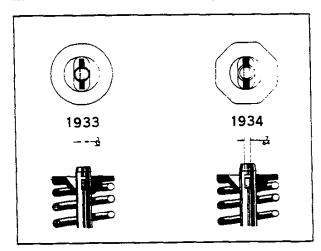
distributed, resulting in longer life of both valves and seats. It is quite obvious that heat can be conducted from the exhaust valve only while it is resting on its seat, and that the flow of heat from it is proportional to the surface in contact. Hence, the larger and wider valve seats permit much better cooling of the exhaust valves. Both the increased diameter and the greater width are effective in this respect, because both tend to increase the contact area. The head of the inlet valve is reduced in thickness, which also reduces its weight. A normalizing heat treatment is added to the exhaust valves to prevent excessive warpage due to the heat of combustion. The stems of both inlet and exhaust valves are 1/32 larger in diameter. This provides additional guide bearing surface and increases durability. The larger diameter valve stems also have an effect on the quietness of the valve train, because they seating under all conditions and to prevent periodic surge, even at the increased engine speeds. They exert a slightly greater pressure when the valves are open and a considerably lower pressure when the valves are closed. It is this lower pressure that increases the durability of valves and seats. It is made possible by the addition of the tappet springs described before. With this double spring arrangement, the valve springs are required to carry only the inertia loads imposed by the valves and rocker arms, the push rod and tappet inertia loads being taken by the tappet springs. The use of identical springs for both inlet and exhaust valves is made possible by the addition of a spacer at the base of the inlet valve guides which compensates for the greater length of the inlet valve stems.

The valve spring retainer parts are reproportioned to balance their strength and to in-

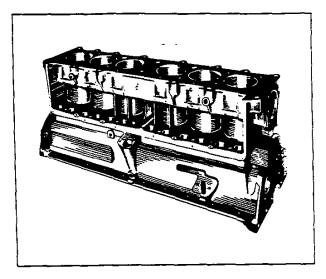
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crease their durability. The valve stem key is made of tempered steel having a higher carbon content to reduce wear and to increase its durability. Due to the increased diameter of the valve stems, it is possible to punch a larger key slot in their upper end without reducing the strength at this point. Advantage of this condition is taken in increasing the thickness of the key. This provides increased bearing area in both the valve and the valve spring cap, balancing the load carried by each. The valve spring cap is made more durable by the addition of a heat treatment which presents a hard surface to resist wear, backed up by a fine grained core structure.

From the foregoing detail discussion of improvements in the design and manufacture of the parts which constitute the valve train, it will be appreciated that quietness and durability in a mechanism of this kind are not the result of one big change in design. On the contrary, they are the result of constant and painstaking attention to the minutest of details. Not a single one of the



many improvements in the valve train can be pointed out as being the cause of the unusually quiet operation or durability of the 1934 Chevrolet engine. Each detail factor has its bearing on the perfection of the final overall result, and none of them can be omitted without some noticeable effect on the operating conditions. The engineering experience gained in perfecting the new valve mechanism proves, without a doubt, the importance of apparently minor details.

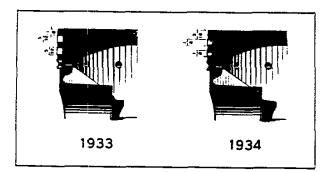


CYLINDER AND CRANKCASE

In essentials of design and construction the cylinder and case remains unchanged. However, many minor changes are made necessary to provide for changes in the design of related parts and units. The ribbing on the right hand side is redesigned to provide for the addition of the tappet springs. The ribs which formerly extended up this side of the cylinder block at #3 and #4 cylinders are each replaced by two shorter ribs straddling the two cylinder barrels. The top of each cylinder bore has a conical relief at one side to clear the inlet valve. Bosses are added for the throttle control mechanism and the pad on the right side of the crankcase is reshaped to provide for the new fuel pump. An important factor in reducing oil consumption is the honing of the cylinder bores. In the 1934 cylinder block, the hones used are made up of finer grains and their feed is micromatically controlled. This produces a smoother surface, true to size and absolutely round.

PISTON AND RINGS

The combination of piston and rings has received especially careful engineering consideration during the development of the 1934 engine. Narrower compression rings are located farther from the top of the light cast iron pistons. The narrower ring surface provides a better seal and reduces the required

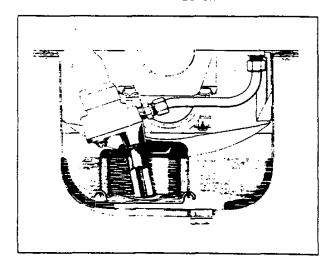


break-in period. The piston skirts are carefully ground to an improved contour to compensate for expansion due to heat. The piston pins are tempered after carburizing to relieve the strains caused by heat treatment and to prevent shrinkage under operating temperatures. In fitting these tempered pins in service, a looser fit is required than with the former untempered pins, because they do not shrink and, consequently, will retain their initial fit for a much longer period.

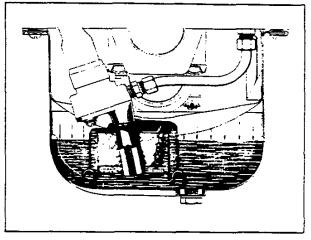
HARMONIC BALANCER

The harmonic balancer is recalibrated to the new engine characteristics, insuring smoother operation and freedom from vibration and over-run roar. Each spring bank includes two additional springs of slightly thinner gauge, producing a tuning of 140 cycles per second. The entire balancer assembly is balanced statically within 1/2 inch ounce.

OILING SYSTEM



During the 1933 season the oil pump screen has been entirely redesigned. It is of the cylindrical, by-pass type. The cylindrical pressed steel cover bolts to the oil pump cover by means of a hollow bolt, the head of which extends to the bottom of the screen and serves as a suction pipe. The cylindrical screen, with its pressed steel bottom and open reinforced top, slips over the suction tube and is held in place by a spring snap-wire which engages a notch in the bottom of the screen and bayonet lock slots in the cover. The screen has a larger area and is easily removed for cleaning. In normal operation, the open top the screen is above the oil level and oil is sucked into the pump inlet thru the side walls of the screen. In cold weather particles of ice may collect at the screen, clogging it either entirely or



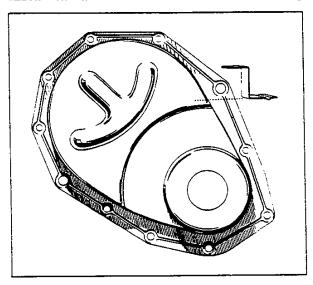
partially. Under this condition, suction at the pump combined with atmospheric pressure in the crankcase forces the oil thru the by-pass into the screen chamber, thus insuring lubrication under all conditions. When the screen surface is freed from the ice or other substance, which may have caused clossing, the oil again resumes its normal course passing thru the screen.

During the 1933 season the restriction at the lower end of the oil filler and ventilator was reduced to facilitate ventilation and filling.

The oil pan is deeper, to compensate for the shallow step at the front end. The new shape at this point is occasioned by the new engine position farther forward in the chas-

sis. The front step is provided to clear the front axle and the steering tie rod in bumper position.

Cil leakage at the gear cover joint at the front end of the engine is reduced to a minimum by the addition of narrow embossed beads which extend around the entire attaching



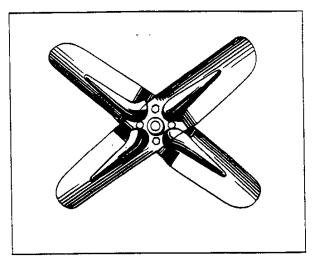
flange, blending into the bolt bosses. This increases the rigidity of the flange, providing a more effective and leak-proof seal. This permits the use of a harder paper gasket which also improves the seal.

WATER OUTLET

The water outlet casting at the front of the cylinder head is redesigned to make provision for the new thermostat which is supplied when required, as a service accessory at slight additional cost. The new water outlet eliminates the necessity for a separate adapter for thermostat installations by providing sufficient space within the outlet casting.

FAN

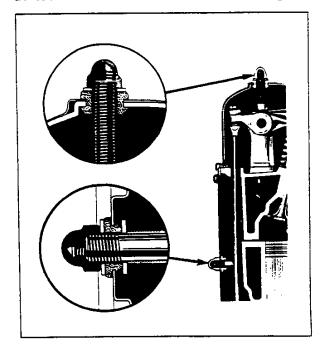
On all truck engines, a larger diameter four bladed fan is used. The blades are broader and have greater pitch. These features combine to provide a greater volume of air at a higher velocity for more effective cooling. The staggered blade feature is also included in the larger fan to reduce noise.

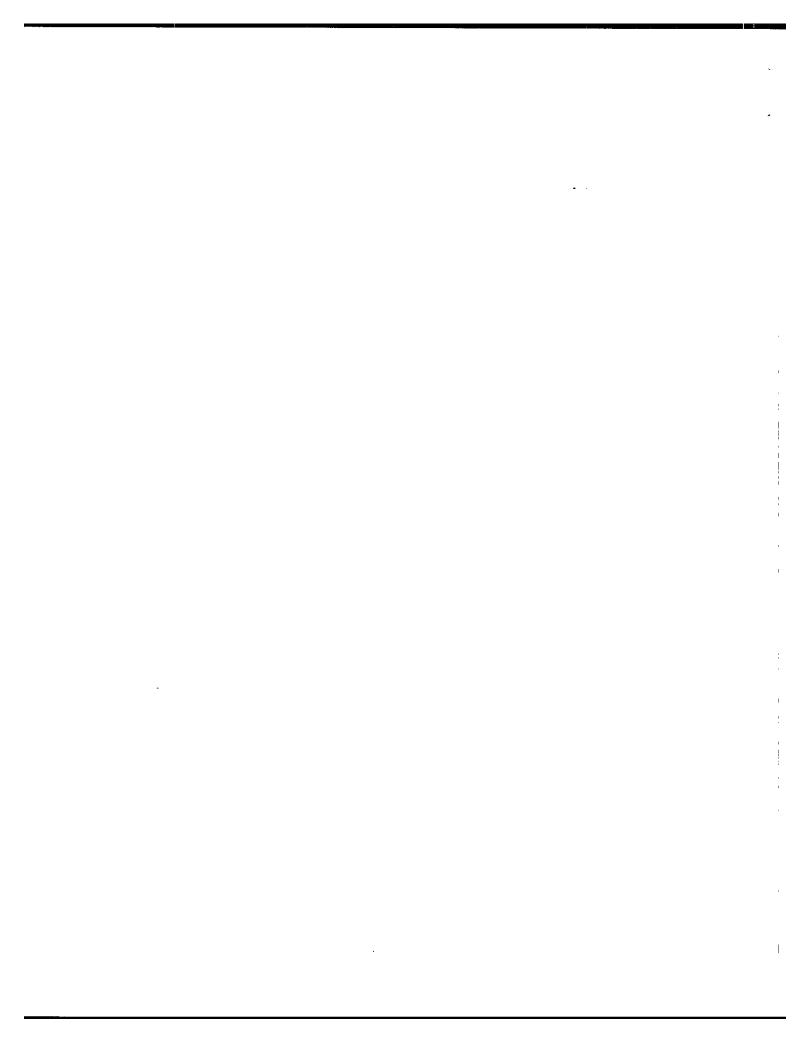


PUSH ROD COVER

The push rod cover is redesigned to provide for the angular position of the spark plugs and to insure clearance for the tappet spring retainer. The edges are stiffened by embossed beads and the center section is stiffened by the intersecting horizontal and vertical ribs. The continuous horizontal rib accents the length of the engine.

To reduce resonance, rubber grommets are added at each of the three studs. The center grom-

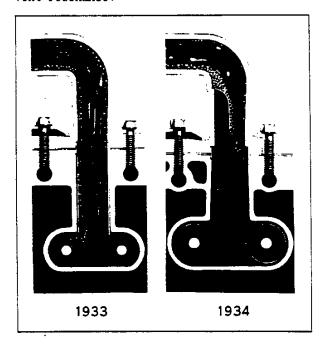




met also prevents distortion of the cover and possible contact between the cover and the push rods with the resulting noise.

VALVE ROCKER COVER

The valve rocker cover is wider and deeper to fit the new Marine head and its valve mechanism. The three louvres are broader and streamlined in shape. They blend gracefully into the cover contour, presenting a distinctive appearance. The two studs which fasten the cover are insulated by rubber grommets to prevent resonance.

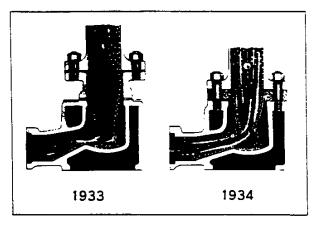


INLET MANIFOLD

An important factor in the improved economy and distribution of the 1934 truck engines is the new special truck inlet manifold. It is designed especially to suit the requirements of the truck engine. The ports and arm sections are smaller. The arms are "D" section as before, with the flat at the bottom; and at their ends a spiral trough is cast in their inner surface, producing "Vortex Flow" arms. These spiral troughs pick up the heavy ends of the fuel mixture which liquify on the walls of the manifold at the bend of the end arms. Instead of permitting the liquid particles to follow the wall to

the entrance of the inlet ports where they would tend to feed a rich mixture to one cylinder of the end pair and cause unequal distribution, the trough changes their natural course, forcing the liquid fuel particles to the center of the port at the bottom. This forces them into the air stream where they are equally distributed to both the cylinders fed by the end arms. This design feature eliminates the port sleeves and does a better job of equalizing distribution, especially in the higher speed range.

At the center of the inlet manifold the low



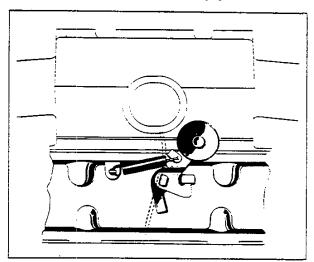
dividing wall between the main central chamber and the center arm is located farther from the outer wall. This, in combination with the tapering riser sleeve, permits full opening of the throttle valve without the danger of causing unequal distribution of the liquid particles of fuel which drip from the edge of the throttle valve. In its new position, the wall acts as a divider, directing a portion of the liquid toward the center port and the remainder to the central catch basin from which it finds its way to the end ports, regardless of the throttle valve position. The full throttle opening, which is available due to this manifold improvement, improves the performance in the lower speed range.

The cast iron riser between the inlet manifold and the carburetor body is replaced by a thick pad of insulating material which restricts the flow of heat from the manifold and so reduces the percolation of the fuel in the carburetor. This aids starting at high temperatures when the engine is hot.

The stamped riser sleeve protrudes thru the insulator with its flange resting on the top surface. This prevents the insulating material from disintegrating and being carried into the engine. In designing the insulator and sleeve, provision is made to insure use of the proper combination and for visual external identification of same. The insulator for the truck engine is stamped with a *T* and when this is visible the sleeve within can only be the one which is intended for use on the truck.

EXHAUST MANIFOLD

The exhaust manifold ports are relocated and enlarged to agree with the increase in the size of the head ports. Provision is also made for the smaller exhaust pipe.



The heat control mechanism is improved by the addition of a counterweight which cooperates with the return spring to prevent the heat valve from rattling, due to varying pressures within the manifold. An extension is provided on the lever at the inner end of the heat valve shaft, to which the counterweight is riveted.

In the "heat on" position, the return spring supports the counterweight. When the manifold temperature rises sufficiently to rotate the valve toward the "heat off" position, the weight opposes the spring. It moves thru its arc until it passes the center or maximum load position of the spring. It continues to move downward, overcoming the spring pull un-

til the valve lies horizontal in the "heat off" position. The counterweight holds it in this position against the varying internal gas pressure until the changing temperature again causes the thermostat to change the valve position.

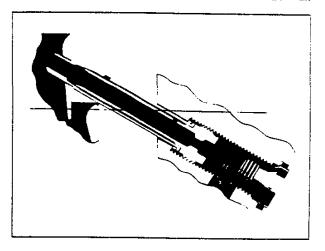
The thermostat action is improved by a reduction in the number of its coils and the use of better material.

During the 1933 season, the gaskets, which seal the joints between the head and the manifold, were improved by the addition of corrugations between the contact surfaces. These compensate for expansion and contraction of the exhaust manifold, due to temperature changes and prevent leakage and gasket breakage. The gaskets are made of asbestos composition reinforced by a perforated steel facing, which also adds considerably to their durability.

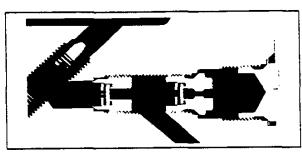
CARBURETOR

The truck carburetor is especially designed and calibrated to cooperate with the special inlet manifold to supply the proper fuel mixture for the requirements of the truck engine. In the carburetor, as in the valve mechanism, the improved performance and economy are not due to any drastic redesign, but to a number of detail refinements, which combine to give the desired result.

The smaller diameter venturi causes the fuel mixture to pass thru the carburetor at a higher velocity, insuring more perfect atomization. This permits the engine to pull down to lower speeds at full throttle in

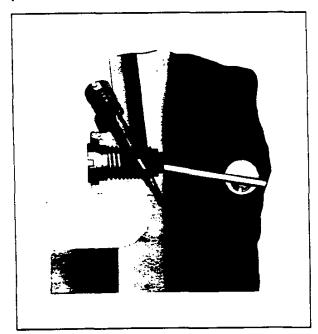


high gear. The shrouded nozzle, formed by the two concentric nozzle tubes, admits air to the gas stream, insuring more uniform full throttle mixture ratio thruout the



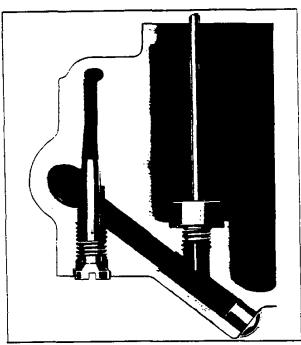
speed range. The accelerating pump check valves are hexagonal discs of bakelite held in place by triangular stamped retainers. They insure more prompt pump delivery on acceleration.

The idle adjustment is redesigned, in combination with the other carburetor design improvements. Its effect is felt only at



speeds below 20 miles per hour. This obviates the danger of affecting the performance and economy thruout the speed range by a misadjustment of the idle setting. The new metering rod and jet are recalibrated to insure better economy by providing for more accurate setting.

The carburetor air horn is attached by larger screws to provide a stronger support for the overhanging weight imposed on them by the air cleaner, which is mounted on the air horn. To facilitate starting at extremely low temperatures, the hinged section of the choker valve is permitted to open farther and more freely when fully choked. No manip-



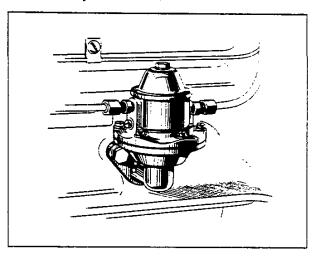
ulation is needed for initial start, as the larger opening permits additional air to be drawn in to allow the engine to run 400 to 600 revolutions per minute for a few seconds, after which the driver can adjust the choke to a position which gives smooth running for driving away.

The possibility of a clogged pump jet is greatly reduced by the use of a strainer screen having finer mesh and finer wire. The vent hole in the carburetor bowl cover is increased in diameter to reduce the possibility of percolation. The carburetor body flange is strengthened by the addition of reinforcing ribs at each side of the attaching bolts. An offset is added to the accelerating pump link to increase its rigidity and to prevent bending under extreme pressures. The bearing in the carburetor body for the throttle shaft is increased in length to increase the durability.

IGNITION DISTRIBUTOR

In the ignition distributor, a felt pad is pressed against the shaft to minimize the variation in firing between cylinders, due to wear. This feature also helps to overcome manufacturing variations by maintaining a constant relation between the operating cam and its contacts.

The shape of the governor weights is changed and they are hardened to eliminate wear and thus insure more permanent control of the automatic spark advance.



FUEL PUMP

The fuel pump is improved in both efficiency and appearance by a simplification in design. The filter chamber is located on top of the pump where it is housed in the attractive pressed steel cover. The valves are concealed in this cover where they are safe from tampering. The air dome is thoroughly cleaned before assembly, thus eliminating soldering flux which might corrode the outlet valve spring. The diaphragm assembly is riveted together to prevent loosening. The mounting flange is smaller, neater and designed to eliminate warpage, thus providing a better oil seal.

STARTING MOTOR

The starting motor and flywheel combination is improved in design to provide a higher gear ratio for cold starting and to increase the centrifugal strength. The 1934 starter pin-

ion has 9 teeth which engage the 132 teeth of the flywheel ring gear, producing a ratio of 14.6 to 1 as compared with the 1933 ratio of 10.4 to 1. The teeth of the starter pinion and flywheel ring gear are redesigned to insure more quiet operation while cranking. The ring gear is shrunk on the flywheel directly in line with the flywheel web. This tends to reinforce the flywheel and prevent distortion due to heat caused by the friction of clutch engagement. The flywheel is made from better material, which resists bursting, due to centrifugal force at extremely high engine speeds.

NEON TIMING LIGHT

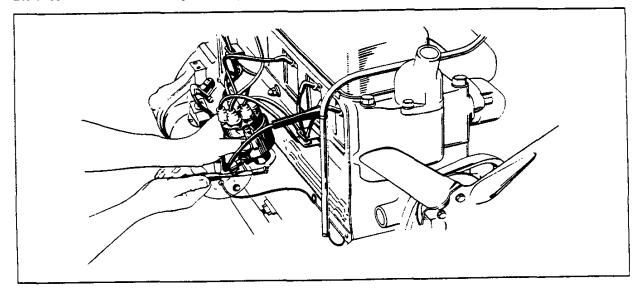
In the 1934 engines, provision is made for more accurate timing adjustment. An opening is provided in the front wall of the clutch housing in line with the flywheel rim on the right hand side. Instead of the usual timing mark on the flywheel, a bright steel ball is pressed into a hole in the flywheel, located so as to line up with the timing pointer at the center of the clutch housing opening when the distributor breaker points break contact. With this arrangement, it is possible to use the new Neon timing light, which is available to service stations as



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shop equipment. This light lies just in front of the clutch housing opening with its terminal connected to #1 spark plug. As the engine turns over under its own power at idling speeds, the make and break of contact in the ignition system lights the Neon tube intermittently, producing a stroboscopic effect as it illuminates the timing pointer and ball. The stroboscopic effect makes the ball appear to stand still in relation to the pointer and permits adjustment of the distributor position, while the

engine is idling, by rotating the distributor until the ball appears to remain exactly in line with the pointer. When this adjustment is attained, the distributor may be locked in position with the assurance that the timing is correct. With this arrangement, the mechanic is enabled to obtain much more accurate adjustment with much less difficulty. The use of the Neon timing light in adjusting the distributor setting on 1934 engines is strongly recommended.



COMPARATIVE SPECIFICATIONS

| | 1933 | |
|---|---|---|
| Maximum horsepower | 56 60 | ı |
| Engine RPM at maximum horsepowerCYLINDER HEAD | 2750 3000 |) |
| Type | Conventional overhead Marine valve | |
| Compression ratio | 5.2:1 5.45:1 | - |
| Inlet port diameter | 1-3/16 1-9/32 | |
| Exhaust port size | 1-1/32 x 1-3/4 1-3/16 x 1-3/1 | |
| Spark plug location | In pocket Near exhaust valve | |
| Cylinder head gasket thickness | .045 | |
| Camshaft diameter between cams | 1-1/10 | |
| Inlet cam base circle diameter | 1.235 1.29 1.235 1.29 | |
| Exhaust cam base circle diameter | 3/32 | • |
| Cam offset from tappet | 1/2 | 5 |
| Cam width | 3/64 5/3 | 2 |
| Tappet angularity in length of case | 300 40 | 0 |
| Exhaust cam ramp | .006 | 6 |
| Inlet valve clearance (hot) | • | |

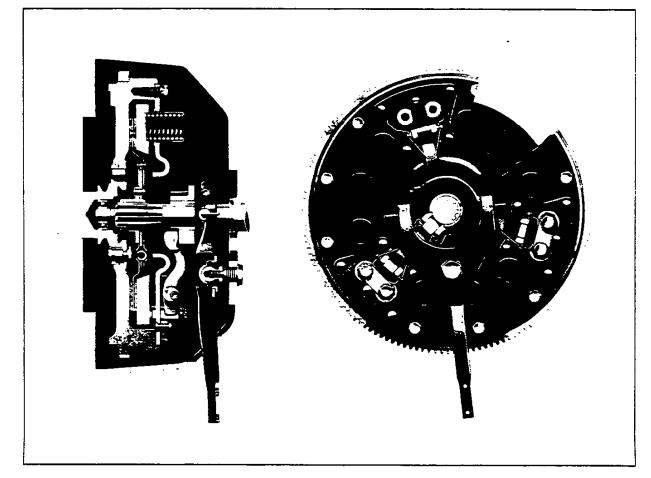
| , | | |
|---|--|-----------------|
| | 1933 | 1934 |
| Exhaust valve clearance (hot) | .008 | .013 |
| Tappet spring pressure (valve open) | None | 110# |
| Push rod diameter at lower end | 13/32 | 15/32 |
| Push rod upper seat diameter | .437 | .34€ |
| Inlet valve lift | .314 | .316 |
| Exhaust valve lift | .314 | .309 |
| Rocker arm ratio | 1.463 : 1 1.47 | 77 : 1 |
| Rocker shaft outside diameter | .729 | .790 |
| Inlet valve head diameter | 1-29/64 1- | -41/54 |
| Exhaust valve head diameter | 1-11/321 | -15/32 |
| Valve seat width | .030050 | 093 |
| Valve stem diameter | .310 | .341 |
| Exhaust valve heat treatment | None Norm | allied |
| Valve spring load with valve open | 95# | . 98# |
| Valve spring load with valve closed | 57# | |
| Valve stem key material | | carbon |
| | untreated tempered fla | t Wire |
| Valve stem key thickness | 3/32 | . (/54 |
| Valve spring cap treatment | None Carb | nurized |
| Compression piston ring width | 5/32 | . 1/0 |
| Piston pin treatment | Carburized Carb | empered |
| | | • |
| Gauge of balancer springs | .014 | . 95 |
| Total number of balancer springs | | ndrical |
| Oil pump screen type | Spherical Cylin without by-pass with h | |
| | 13.2 sq.1n | so.in. |
| Oil pump screen area | 1-1/32 | 1-5/32 |
| Diameter of lower ventilator hole Oil pan depth | 6-13/32 | 5-17/32 |
| Fan diameter | 15-3/4 | 16-1/- |
| Fan blade width | 2-5/16 | 2-11/16 |
| Fan blade width | 1 | 1-11/32 |
| Push rod cover insulation | None 3 rubber g | rommets |
| Rocker arm cover insulation | None 2 rubber 5 | rommets |
| Inlet manifold section | 1-5/32 | 1-1/16 |
| Inlet manifold end arms | #D# section "Yorte | x-Flow" |
| Inlet manifold riser | Cast iron Insulating m | aterial |
| Heat valve operation | Spring Counte | |
| nead vario operation | | . spring |
| Main carburetor venturi diameter | 1-3/16 | 1-1/15 |
| Carburetor nozzle type | Plain | |
| Accelerating pump check valves | Monel balls Hex. bakelit | e discs. |
| Tale adjusting screw diameter | 1/4 |)/)< |
| Carburetor air horn attaching screws | #10 | #±4 |
| Choker valve opening at full choke | 90 | 320 |
| Strainer screen mesh | .0052 | 0036 |
| Strainer screen wire diameter | .070 | 194 |
| Carburetor bowl cover vent hole | None Felt pad and | i spring |
| Ignition distributor shaft positioning | Soft F | iardened |
| Ignition distributor governor weights | 10.4:1 | 14.6 : 1 |
| Starter gear ratio | 10 | 9 |
| Number of starter pinion teeth | | 132 |
| Number of ring gear teeth | ### ********************************** | - |

CLUTCH

The 1934 Truck Clutch is entirely new in design. The ten-inch disc in the 1 1/2 Ton Trucks is improved by the addition of the cushion-mounted hub which has proved so satisfactory in previous passenger models. The drive is taken thru eight cushion springs, each of which exerts a pressure of 90 pounds. Eight stop pins are provided between the springs. The addition of the cushion-mounted disc prevents the transmission of vibrations thru the drive system, eliminating transmission rattle on over-run and drive. The larger number of stop pins is provided on the truck to handle the heavier loads imposed by the rotating parts of the drive system when overrun occurs.

On the Half Ton Truck, the same design of cushion disc is provided. However, the nine inch diameter and the four stop pins are retained. The spring pressure in the Half Ton

Truck disc is increased to 90 pounds. The clutch mechanism, except for the disc details already described, is identical on both the 1 1/2 Ton and the Half Ton Trucks. The clutch cover is a sturdy steel stamping with a circular reinforcing rib pressed into its inner edge. At the three points where the levers are mounted, heavy malleable iron castings are secured by rivets to reinforce the cover at its points of maximum loading. The clutch cover is attached to the flywheel by nine alloy steel bolts. The drive is taken by posts cast on the pressure plate and accurately milled flat at their adjacent sides to contact the broached edges of holes in the clutch cover. This permits more accurate centering than the previous radial drive pins. The pressure plate is entirely new in design with the driving slots omitted. and with better provision for the dissipa-



tion of heat by means of deep, short depressions well distributed over the rear surface of the plate.

The pressure levers are sturdy steel forgings carefully designed for strength and weight distribution. This is an important factor in obviating any tendency of the levers to throw out due to centrifugal action at high speeds.

The levers are pivoted on pins which bear in the reinforcements on the outside of the cover. Torsion springs are provided to maintain contact of the pressure levers to prevent rattles.

This new, improved clutch combines softer engagement, lighter pedal pressure and greater durability.

1934

1934

COMPARATIVE SPECIFICATIONS

1933

| Cover material Number of attaching bolts | Cast iron Pressed steel |
|---|----------------------------------|
| Disc mounting at hub (1 1/2 Ton) | Solid Cushing |
| Drive | Radial pins Pressure plate roots |

TRANSMISSION

The transmissions on both the 1 1/2 Ton Trucks and the Half Ton Truck have been improved in several minor respects. However, the results are quite noticeable in smoother action, greater durability and improved performance of the unit.

In the syncro-mesh transmission on the Half Ton Truck, closer limits are held and finer finish is maintained in the manufacture of the second and third speed clutch, the first and reverse gear and the clutch gear.

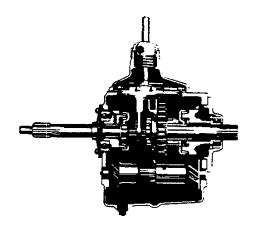
The gearshift lever length and offset are changed to place the knob in the most comfortable position for shifting and to compensate for the new forward position of the

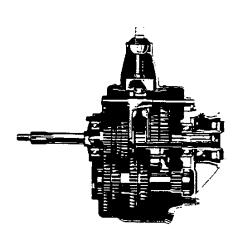
engine and transmission in relation to the body. The gearshift knot is made entirely of rubber. The outer surface is hard rubber with a bright, black finish, while the core is relatively soft rubber. The threads on the lever are eliminated and the knot pushes tightly on to the shank of the lever. The resilient grip reduces vibration and prevents noise from being transmitted audibly into the driving compartment.

On the $1\ 1/2$ Ton Trucks, the rigidity of the reverse gear shifter yoke is increased by an increase in the depth of the rib. This prevents bending of the yoke under all conditions.

COMPARATIVE SPECIFICATIONS 1933

| Gearshift knob (Half Ton) | Bakelite Hard and soft rubber |
|------------------------------------|-------------------------------|
| Reverse yoke rib depth (1 1/2 Ton) | 3/8 |



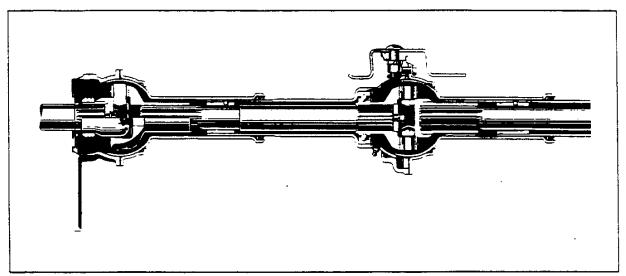


PROPELLER SHAFT AND UNIVERSAL JOINT

Both of the 1 1/2 Ton Trucks for 1934 have a propeller shaft extension with a universal joint at each end. On previous models this provision was made only on the long wheelbase truck to permit the use of the same rear axle on both the trucks. The new extension member is of such length that it may readily be replaced by an auxiliary transmission or other mechanical accessory that may be driven from the rear of the regular four-speed transmission.

The addition of the propeller shaft extension on the 131 inch truck permits a reduction in

removal of the universal joint bushings. The extension member is contained in a pressed steel housing, spherically seated in the support. A steel tube is butt-welded to the housing and telescopes into the forward torque ball. A bushing at its front end provides support for the shaft. At the rear end a high grade ball bearing is pressed into the stamped housing to provide support for the rear end of the shaft. This support is much more definite and positive, because the ball bearing mounts directly on the shaft instead of on the universal joint yoke,



the length of the propeller shaft and torque tube of the rear axle, reducing the tendency to "whip" to a minimum. The same shorter rear axle member is used on the 157 inch truck, with a longer extension member. The new propeller shaft extension is larger and stronger. The shaft is larger in diameter, with wider splines, also of larger diameter, at its front end. The rear end is now splined and is also increased in diameter.

On both the 131 inch and 157 inch trucks, the forward universal joint is mounted on the rear end of the transmission main shaft as usual, with the pressed steel torque ball seating in the transmission rear coverand retained by a pressed steel collar. The rear universal joint is supported by a strong malleable iron casting which is bolted to the intermediate frame cross member from below. This cast support has pockets at the sides to permit easy

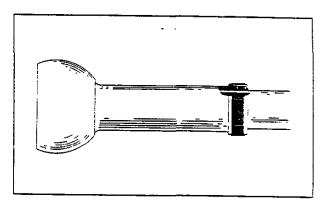
as heretofore.

The joint yokes at both ends of the front propeller shaft are larger and stronger in their shanks to compensate for the increased size and strength of the shaft. The joints are identical except for minor differences occasioned by their related parts. A milled notch has been added to each of the bushings to insure easy disassembly of the retaining rings.

In the design of the entire drive line from the transmission to the rear axle, special consideration has been given to ease of assembly for adjustments and possible repairs. With the new arrangement, the propeller shaft extension may be dropped as a unit, permitting the removal of the transmission without removing the rear axle. This, in addition to the provision for the installation of auxiliary transmissions and like accessories,

makes the 1934 line of 1 1/2 Ton Trucks much more adaptable to varied uses and much easier to service.

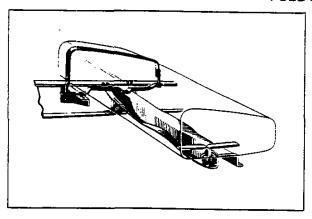
On the Half Ton Truck the oil seal at the rear end of the universal joint ball is improved in design. This seal is effected by a felt packing ring, which is pressed against the tube and the end of the ball by a threaded sleeve engaging the thread on the end of the ball. Steel washers at each side of the packing protect it from abrasion. The thread permits adjustment to compensate for wear and to insure a perfect seal under all conditions.



COMPARATIVE SPECIFICATIONS

| 1 1/2 TON TRUCKS ONLY Front propeller shaft provided on Front propeller shaft diameter at middle Front propeller shaft front spline diameter Front propeller shaft front spline width Front propeller shaft rear end | 1933 1934 157" truck only All 1 1/2 Ton Trucks 1.215 1.475 1.190 1.254 .182 197 7/8 square 1-3/3 diameter |
|--|---|
| Front propeller shaft rear mounting Front propeller shaft housing attachment Front propeller shaft rear bearing mounting. Torque tube ball attachment Provision for rear joint removal Front universal joint rear yoke shank diameter Rear universal joint front yoke shank diameter Provision for joint lock ring removal HALF TON TRUCK ONLY | Thru cross member Below cross member Pressed and pinned Welded On joint yoke On shaft bolts 6 bolts None Cast pockets 1.562 1.663 1-3/8 1-3/4 None Milled notch |
| Universal joint ball seal | Fixed Adjustable Cork Felt |

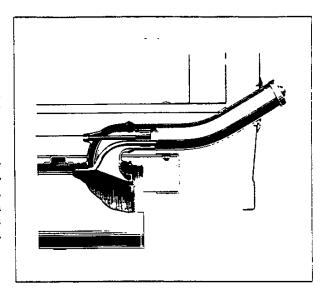
FUEL SYSTEM



On both 1 1/2 Ton Trucks, an increase in the length of the fuel tank under the driver's seat provides space for 18 gallons of fuel. A baffle plate soldered across the middle of

the tank reduces the cross-surge of the fuel, protecting the ends of the tank from fatigue loading and cracks which might result from this continual liquid hammering on the ends. The tank is mounted at three points, two of which are on the intermediate cross member by means of a conventional strap with threaded ends and one on a separate bracket. The third mounting point at the left hand side has a relatively flexible bracket attached to the tank. This mounts in a "U" shaped bracket by means of a long pin about which the tank may flex and swivel. This mounting permits a limited amount of movement, relieving the seams of undue strains which might cause leakage. The filler cap is provided with a ball-check vent to insure adequate fuel feed and to prevent fumes from entering the driver's compartment.

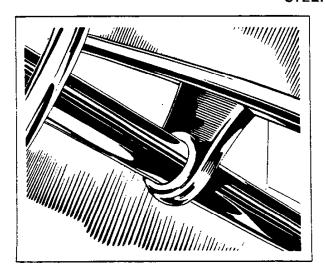
On the Half Ton Truck the width of the fuel tank at the rear of the chassis is increased to provide space for 16 gallons of fuel. The ends of the tank are depressed to insure greater strength to withstand the pressure of the fuel inside. At the right hand end of the tank a sturdy malleable iron filler neck elbow is securely soldered around its flange to the top wall of the tank. An integral arm extends to the fuel tank end, bracing and supporting the elbow. This elbow provides for the attachment of various filler neck extensions to accommodate the different bodies which may be mounted on the Half Ton Truck chassis. The filler neck extensions are large in diameter and each has a vent tube, clipped inside, to facilitate filling. They are drawn securely up to a beveled, gasket seat on the cast elbow.



COMPARATIVE SPECIFICATIONS

| 1 1/2 TON TRUCKS | 1933 |
|-------------------------|----------------------------------|
| Fuel tank capacity | 15 gallons 18 gallons |
| Fuel tank length | •• |
| Fuel tank baffle plates | None One in middle |
| Fuel tank mounting | 4 point, rigid 3 point, flexible |
| HALF TON TRUCK | |
| Fuel tank capacity | 14 gallons 16 gallons |
| Fuel tank width | 13-7/8 16 |
| Filler neck location | End Top |
| Filler neck type | Steel tubing Cast |
| Filler neck extension | Integral Separate |
| | |

STEERING

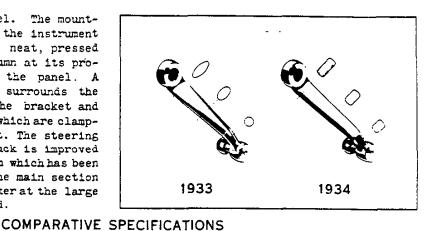


With the adoption of front shackled front springs on both 1 1/2 Ton Trucks and the Half Ton Truck, the steering geometry is improved. With the front spring pivoted from its solid mounting at the rear, the path thru which the spring travels very nearly coincides with the path of the steering drag link. This insures steadier steering and eliminates any tendency of the front wheels to "shimmy".

The improved geometry of the steering mechanism also permits the trucks to turn in a smaller circle.

The steering wheel is moved farther out from the center of the trucks and sets parallel to the centerline. This insures greater driving comfort by obviating the tendency of the driver to instinctively twist his body

in line with the steering wheel. The mounting of the steering column to the instrument panel is also improved. A neat, pressed steel bracket locates the column at its proper position in relation to the panel. A split rubber grommet entirely surrounds the column, insulating it from the bracket and its pressed steel cap, both of which are clamped in place by a steel "U" bolt. The steering pitman arm on the Half Ton Truck is improved by the adoption of the same arm which has been used on the 1 1/2 Ton Trucks. The main section of the armis rectangular, thicker at the large end and wider at the small end.



| | 1933 | 1934 |
|--|---------------------|-------------|
| Turning diameter (157* Truck) | 59.25 ft | 57.25 ft. |
| Turning diameter (131" Truck) | 50.88 ft | |
| Turning diameter (Half Ton Truck) | 42.63 ft | 37.63 ft. |
| Distance from centerline to steering wheel | 9-3/8 | |
| Steering column mounting | "U" bolt and Rou | ind grommet |
| | strip rubber and do | uble clamp |
| Pitman arm section at upper end (Half Ton | 9/16 x 1-3/8 5 | 5/8 x 1-3/8 |
| Truck) | elliptical r | |

CONTROLS

On the 1934 trucks the accelerator control and hand throttle controls are separate and independent, and the hand throttle control is more sensitive. This permits operation of the throttle button on the instrument panel without depressing the accelerator and a much wider range of button movement. In the new design a cast bell crank is mounted on the side of the cylinder block within a stamped lever which is actuated by movement of the bell crank when the throttle is opened by the accelerator. Two separate retracting springs are provided. The lighter of these is attached to the stamped lever to return the carburetor lever after operation by the hand control. The lightness of this spring facilitates the sensitive movement of the hand control button. The heavier spring operates to return the foot accelerator control. The throttle rod to the carburetor lever is connected to the stamped lever and is actuated by either the hand control or foot accelerator. A boss is provided on the cylinder block to act as a definite stop for the accelerator control bell crank in the

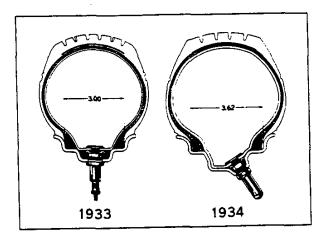
Pitman arm section at lower end (Half Ton

closed position. The double spring arrangement provides just the right resistance for both hand and foot operation. It permits driving for long periods without tiring the foot and much easier throttle button operation which permits more accurate setting. The clips which attach the vacuum control pipe to the carburetor gasoline pipe are redesigned. They snap over the pipes from the side instead of endwise. This insures more secure attachment and permits clipping at right angles where necessary.

9/16 round rectangular

9/16 x 3/4

The hand brake lever is redesigned to insure quieter operation and increased strength. The torsion spring at the latch has two coils which increase the pressure, insuring more definite engagement of the pawl and eliminating rattles. The latch is attached to the lever and pawl rod by special screws having TT sections under their heads to prevent rotation and insure firm attachment under all conditions. The new shape at the lower end of the hand brake lever prevents cocking or disengagement of the sector and insures proper pawl contact.



diameter, which also shortens the spoke lengths. The rim is of the popular drop-center type. The shoulders of the rim are

wider, providing perfect seating for the larger section tire and permitting the mounting of much larger section tires at the owner's discretion.

The tire valve protrudes from the rim at a considerable angle, insuring ease of access for checking pressures and for inflating the tires. A dust cap is provided which covers the entire valve stem. This cap is small. neat in appearance and very easy to attach. It consists of an outer cap which encases the entire protruding portion of the tire valve stem, having within it a threaded nut and a rubber seal. In operation, the inner nut screws down on the valve thread and, when a tight joint is secured, the outer cap may be pushed down in contact with the rim nut. In removing the cap for inspection or inflation, the operation is reversed.

COMPARATIVE SPECIFICATIONS

| HALF TON TRUCK | 1933 |
|-------------------------|-------------------------------|
| | 5.25-18, 4 ply 5.50-17, 4 ply |
| maaa amalattan proscure | 32# |
| na _ tath (at choulder) | 3.00 3.02 |
| Tire valve stem | Straight Alle |
| Tire valve cap | Screw type Screw-push type |

SHEET METAL AND RADIATOR

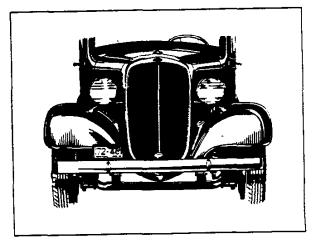
The radiator, fenders and splash guards of any vehicle are largely responsible for its appearance and character. In the 1934 line of trucks, these parts are designed to present an outer appearance in keeping with the structure and mechanical units which they cover. All of the sheet metal parts are entirely new in design and they are made from completely new tools and dies. They are stailored to the product on which they are used.

The sloping "V" front radiator sets farther ahead of the front axle, blending into the massive hood which widens out to meet the broad cowl. The front fenders are broad and deeply crowned with a sturdy bead along their edges. The fenders blend gracefully into the strong, steel running boards which have the narrow splash aprons stamped integral, eliminating a joint which might cause rattles and the formation of rust.

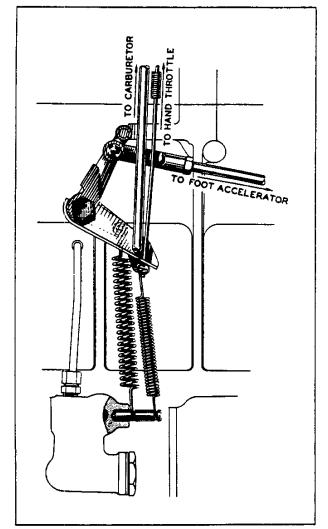
The appearance of sturdiness at the front end is further increased by the shallower "valley" between the hood and fenders. All of these sheet metal appearance features combine

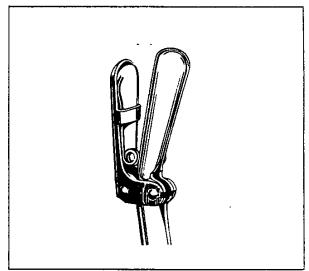
to carry out the appearance of strength and mass without sacrificing a certain individual sleekness, which characterizes all Chevrolet products.

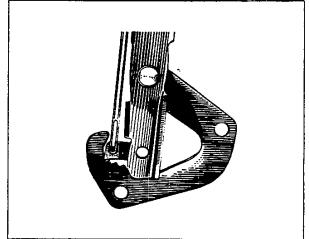
The stabilized mounting of the front fenders, head lamps and radiator is continued with some improvements in design. The support is a heavy, flanged, channel-section stamping











COMPARATIVE SPECIFICATIONS

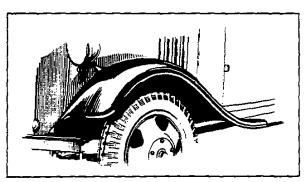
| | 1933 | 1934 |
|---|-----------------|------------|
| Hand and foot throttle control | Inter-connected | . Separate |
| Number of throttle control return springs | 1 | 2 |
| Hand brake lever spring coils | 1 | 2 |
| Hand brake lever latch screws | Round head | . To head |

WHEELS AND TIRES

On the Half Ton Truck, the tires are of larger sectional diameter on smaller diameter rims, presenting a sturdier, more massive aptheir greater air capacity, require lower inflation pressures, providing a somewhat easi-

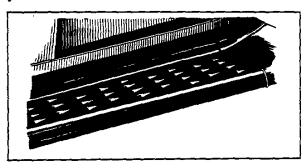
tread and the road surface, prolonging the potential life of the tires proportionately. The wheels are of the same sturdy, rivetedpearance. The larger section tires, with spoke construction which has proved so satisfactory on former Half Ton Trucks. While the number and diameter of the spokes reer ride. The increased section also provides mains unchanged, the wheels are even stronga somewhat greater contact area between the er than before, because of the smaller rim the side panels, further accentuate the appearance of strength and massiveness.

The front fenders are also more massive in appearance. They extend much lower at the front, concealing a larger portion of the tires and chassis mechanism. The crowns are



deeper and the beading broader. The higher hood ledge, which produces the shallow "valley" also makes the entire fender more rigid. The fender skirt is ribbed both vertically and horizontally to further increase the rigidity.

The radiator splash guard is designed to harmonize with and carry thru the attractive contours of both the radiator and fenders. It matches the "V" shape of the radiator and sweeps forward and downward in a graceful curve. At the sides it sweeps outward, blending into the fender contours smoothly without a break. It is extended behind the radiator shell and grille up to the bottom of the core, hiding the front engine support. It also prevents loss of air thru the bottom of the



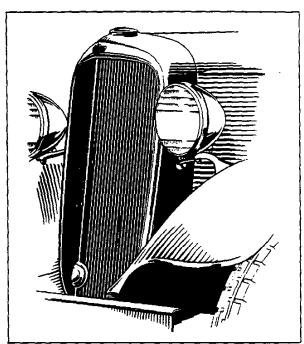
radiator shell, thus increasing the cooling efficiency of the radiator.

The running boards for the entire truck line are narrower and have the low vertical splash apron formed integral. They are entirely of pressed steel with a broad bead along their

lower edges and diamond shapes embossed above the tread surface. The decrease in width is occasioned by the increase in the width of the cab and bodies. The drop sill construction of the cab and bodies permits the integral splash guard construction, which eliminates the usual joint where dirt may collect and rust form along the edges. The running boards are strengthened by stamped reinforcements which are securely welded at the front and rear ends.

Anti-squeak material is introduced at all points where sheet metal parts might rub to cause squeaks.

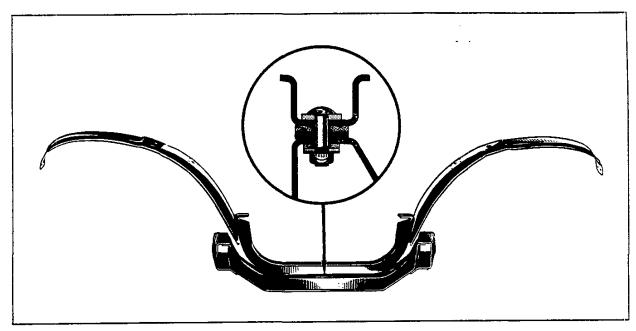
The rear fenders on the 1 1/2 Ton Trucks set approximately one inch lower in relation to



the frame. On the Half Ton Trucks, the rear fenders have a deeper crown and a broader bead to match the beads on the running boards and front fenders.

The radiator is mounted on the support at the sides instead of the bottom as heretofore. This improvement results in a stronger, more secure mounting. Separate reinforced arms are bolted at each side of the support for the mounting of the front fenders.

The radiator is higher and narrower than its 1933 predecessor, but because of its increased width at the "shoulders", it appears to be

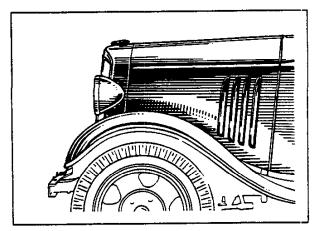


mounted on the frame front cross member by two bolts spaced closely together. It is insulated from the frame by rubber cushions above and below the cross member. The addition of the lower rubber cushion increases the flexibility of the mounting. Fabric shims are provided under the upper rubber cushion. This insures proper relation of the fenders and radiator under all conditions. The hood is longer and higher, sloping to fit the slope of the radiator and cowl. Because of the shallow "valley" between the hood and the fenders, the side panels of the hood are shorter in height and therefore more rigid. A sturdy reinforcing flange is formed along the lower curved edge of the hood, backing up the wider tapering bead to further increase the strength and rigidity of the hood. A broad, pressed steel reinforcement, having a deep channel rib stamped at the middle reinforces the hood at the central catch to prevent distortion and weave. Three pads of anti-squeak material are securely glued between the side panel and this central reinforcement to prevent rattles and squeaks. The central hinge is continuous, presenting a neater appearance and preventing the formation of rust, which occurs in the many joints of a piano type hinge.

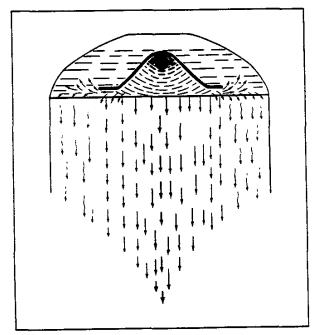
Steel-reinforced, rubber bumpers are riveted securely at the rear corners of the hood to

protect the finish of the cowl when the hood is raised. These bumpers are much larger, sturdier and neater in appearance. The single internal catch at the center of each side panel is stronger, because of the increased thickness of the operating lever and smoother acting due to the increase in the length of the bearing.

The entire appearance of the hood shows a marked improvement, because it is designed specifically to harmonize with its mating parts. The moulding treatment is exceptionally smooth and harmonious, blending gracefully into the mouldings of the cowl. Four broad vertical sloping louvres at the rear of



chamber is of inverted "V" shape and is located at the center of the upper tank around the inlet fitting. At high speed and on heavy pulls, the water temperature increases, building up pressure in the baffle chamber. This local pressure forces the hot water to pass downward thru the center passages of the core, where it is cooled most effectively by the fan blast. The hot water in the baf-



fle chamber, which cannot be handled instantly by the center core passages, is discharged thru the ends of the baffle chamber and is diffused by contact with the water in the upper part of the tank, almost eliminating the turbulence in the top tank. The core passages at the sides, beyond the influence of the baffle action, continue to conduct the water downward from the upper tank by gravity and suction.

The radiator overflow pipe is located at the side of the core, instead of at the rear, as heretofore, providing more generous clearance for the larger fan and better protection for the pipe.

The water outlet fitting at the bottom of the radiator core extends farther toward the rear, also providing increased fan clearance. The front of the radiator is provided with an attractive metal grille, which accentuates the "V" formation of the shell and provides protection for the core. The tall, vertical *U* section bars also accentuate the height of the radiator.

The grille is securely bolted to the shell around its entire periphery. It is stamped from a single sheet of steel, in which the many narrow vertical ribs or bars are pressed. In the deeply relieved valleys between the ribs, many holes with curved sides are pierced. The small but strong cross bars, produced by the piercing, tie the grille together at hundreds of points, also hiding the core from view, while they themselves are scarcely visible, because of their depth in the grille. This stamped grille is not only more attractive than grilles of composite structure, but it is also proof against the rattles and squeaks which might be caused by the loosening of the component parts of the built-up variety. A decorative bead which is combined with the crank hole rim extends up the center of the grille, accentuating the height of the grille. An attractive snap cover fills the starting crank hole.

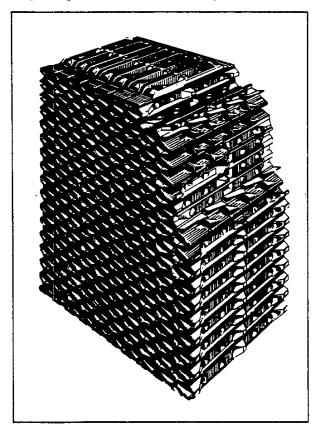
The radiator shell is finished in the same color as the body, while the grille and its central bead and the crank hole cover are black enameled. The chrome plated, die cast radiator cap of the same design as on the 1933 passenger models, lies close to the radiator top to form an unobtrusive closure for the filler opening.

COMPARATIVE SPECIFICATIONS

| ALL MODELS Hood length Hood height at rear Center hinge type Bottom reinforcement | Piano |
|---|-------|
| Vertical reinforcement | None |

sturdier and more massive. The shell is made in two halves with the joint near the bottom. The two mounting brackets attach to the upper half and rest on the support member. The shell is well reinforced by an angle section member which follows the upper contour of the shell and attaches securely at the ledge which supports the forward end of the hood. It also attaches to the head lamp supports at each side. The bracing of the shell is completed by the sturdy "U" section bar, ahead of the core and behind the grille, which extends across the shell, tying the two sides together. Provision is made for attaching the core to the shell at four points along the face and at three points along each

The radiator core is also entirely new in the truck line. It is of the ribbed cellular type which was so satisfactory on the 1933 Passenger cars. It is scientifically designed to provide better cooling at all speeds, combining mechanical excellence with exceptionally high thermal efficiency. It is much



stronger physically than the usual cellular type of core, yet it retains all of the flexibility usually found in this type. The unusual strength is secured by the use of rib forms in both tubes and spacers and by the introduction of "knees" spaced at short intervals in the tube walls to support the walls and to maintain the tube area. The tube spacers are firmly located at definite intervals along the tube walls, and both tubes and spacers are provided with broad contact areas, securely soldered for the entire depth of the core to insure maximum strength. These soldered contacts also allow the heat to flow from the tubes to the spacers with high thermal efficiency.

This construction provides an exposed cooling surface per square foot of frontal area, which is 18 percent greater than that in the previous hexagonal core of the same proportions.

Efficient turbulence is created in the air passages by the deflecting action and the vortex-producing edges of the louvres. This is evidenced by the unusually high temperature rise of the air as it passes thru the core.

The water passages are of adequate size, being designed with great care to provide sufficient area and to insure free flow of water to the pump. This free flow is greatly assisted by the rolling contours of the passage walls and by the supporting *knees* which maintain the tube areas.

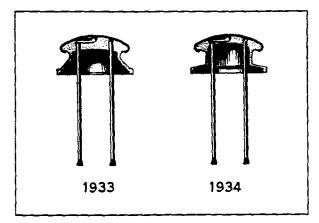
The possibility of leaks, caused by strained metal, is greatly reduced by the use of especially processed core stock and by the elimination of sharp bends or angles in the tube walls

It is thoroughly proved by laboratory tests, road tests and by a year of successful operation in the hands of the motoring public, that this new core dissipates a much greater amount of heat per pound of metal and per square foot of frontal area at all speeds than the hexagon type of core used in the previous truck models.

The radiator cores on both 1 1/2 Ton Trucks and on the Half Ton Truck are identical except for material, the former being copper and the latter brass.

Another important factor in the improved cooling of the 1934 trucks is the addition of a baffle chamber in the upper tank. This

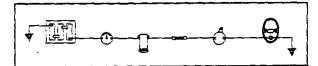
vibrator type with a long trumpet, thru which a pleasing tone gives ample warning, without startling pedestrians and motorists. The removal of the horn from the front end of the truck presents a neater, more balanced frontal appearance. Its location under



the hood protects the horn from moisture, snow and ice.

The horn button is redesigned to provide more sensitive control. The soft rubber bellows under the metal button is more flexible, because of its cylindrical section, which terminates in a large, shallow cup base. Flexure occurs at the junction of the base and side walls with very little effort.

On the 1 1/2 Ton Trucks, the stop lamp now derives its current from the ignition cir-

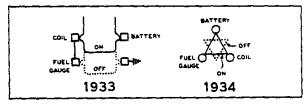


cuit and is operative only when the ignition switch is turned on. This is done to prevent excessive operation of the stop lamp and the consequent drain on the battery when parking with the brake set. With the new cut-in parking brake system, the stop lamp

switch is operated by both the foot pedal and the hand lever. With the stop lamp connected to the lighting circuit, as heretofore, the stop lamp would be illuminated whenever the car was parked with the brake set. This improved arrangement of the wiring leaves the stop lamp circuit unprotected by the lighting circuit fuse and, therefore, a separate fuse is introduced in the stop lamp wiring.

This fuse is encased in a metal cartridge made in two pieces, which are held together by a bayonet lock. It is located under the cowl in the wire leading from the ignition switch to the stop lamp switch. It insures greater protection against fires in case of a short circuit in the stop lamp wiring. The ignition switch was improved early in the 1933 season. This improvement is now fully described, because of its important bearing on safety.

The late 1933 and all of the 1934 ignition



switches are of the rotary type, with no ground connection. This prevents fires from starting when thieves try to wire around the lock to the ammeter, grounding the wire and building up heat. With the new, improved switch, there is no connection from the switch to either side of the battery and consequently there is no possibility of building up heat in a wire which might be left connected by a frustrated thief, with the attendant fire hazard. In addition to this safety feature, the lock mechanism is larger, stronger and much more difficult to pick. The lock features are identical with those incorporated in the door locks and are more fully described under body features.

COMPARATIVE SPECIFICATIONS

| | 1933 | 34 |
|-----------------------------|-----------------------|-----|
| Number of plates in battery | 13 | 15 |
| Head lamp length | 8-9/32 6-15/ | /16 |
| Instrument light slots | 1.0 - 4.0 | L/S |
| Horn | Wafer type Trumpet ty | ype |
| Horn location | Outside Under ho | ood |
| Horn button diaphragm shape | Deep cone Shallow co | one |

| | 1933 1934 |
|-------------------------------|-------------------------------------|
| Hood bumper | Rubber button Reinforced rubber pad |
| Hood catch lever thickness | 1/8 5/32 |
| Length of hood handle bearing | 5/32 9/32 |
| Running board width at front | 11-1/2 10-9/16 |
| Running board bead width | 9/16 3/4 |
| Running board apron | Separate Integral |
| Anti-squeak | None At all metal |
| | contact points |
| HALF TON TRUCKS ONLY | |
| Running board length | 45-1/8 49-7/8 |
| Front fender crown depth | 4-1/4 4-13/16 |
| Rear fender crown depth | 4-1/16 5-3/8 |
| Fender bead width | 9/16 3/4 |
| ALL MODELS | |
| Radiator design | Conventional Sloping "V" |
| Radiator height | 33 -3/8 36-3/16 |
| Radiator width at top | 21-5/8 20-7/8 |
| Radiator shell depth | 3-11/16 6-13/16 |
| Radiator grille rib width | 1/16 1/8 |
| Space between grille ribs | 3/8 7/16 |
| Radiator cap | Round Stream-lined |
| Radiator core construction | Hexagon cellular Ribbed cellular |

ELECTRICAL EQUIPMENT AND INSTRUMENTS

On the Half Ton Truck and both 1 1/2 Ton Trucks, a fifteen-plate battery is supplied. This has a higher discharge rate and insures ample current over a longer period of time for cold starting.

Under this condition, the battery delivers current only until the plates have absorbed all of the electrolyte in that solution which is in direct contact with the plates. With the two additional plates, this absorption requires more time at a given discharge rate, permitting the engine to be cranked continuously for a longer time without discharging the battery.

Interchangeability is maintained by keeping the outside dimensions of the battery the same, so that it fits in the same space as heretofore.

The head lamps are of the same general design as those used on the 1933 passenger models. They are shorter than those used on the previous truck models and hence present a more massive appearance, harmonizing well with the sturdy appearance of the trucks. The head lamp bodies are black enameled and the rims around the lenses are chromium plated. The head lamps are mounted on short, sturdy supports attached to the fenders and extending

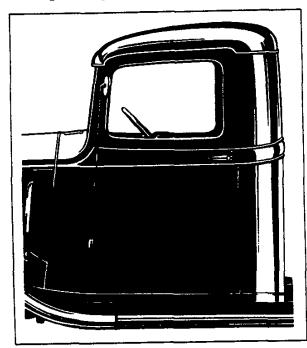
to the side of the radiator shell. At its inner end the head lamp support attaches to the radiator tie bar on the inside of the radiator shell. At its outer end the support flares gracefully into an elliptical flange, which seats snugly on the curvature of the fender. It is tapped to receive a bolt from below, which attaches it securely to the front fender support.

Insulating washers are provided at each end of the supports to preserve the finish of the fenders and radiator shell. On each support, a boss having a spherical seat extends forward to support the head lamp. Each head lamp has a concave, spherical depression at its attaching bolt. This depression engages the boss on the support, providing universal adjustment. The attaching bolt which is built into each head lamp holds it securely to the support.

The lighting of the instruments is improved by a reduction in the area of the slots in the instrument lamp socket retainer. They are shorter and narrower, throwing less light on the instrument dials with a consequent reduction in glare.

The horn is mounted under the hood to the forward inlet manifold studs. It is of the

passenger cars, is now adapted to the truck cab. This construction permits the use of overlapping doors to protect the cab occupants from dangerous floor drafts, and it also eliminates the need for a separate running board apron. The sill panels and the bottom body moulding are formed in one piece, adding to the appearance and eliminating a moulding joint. The hinge pillars are of extremely strong construction, consisting of hard wood entirely encased in steel. The large radius, fitting the upper corner of the door, also

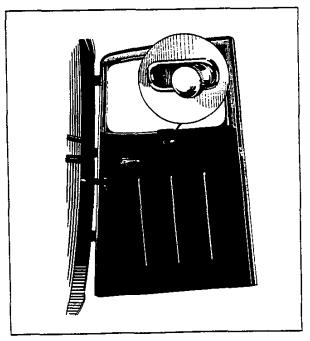


adds to the strength of the hinge pillar. They slope for their entire length at approximately the same angle as the windshield, providing door openings which are much wider at the bottom to permit much easier entry to and egress from the cab. The hinge pillar is braced at its junction with the roof side rail and the windshield header by a new and much stronger bracket which is secured by larger screws. Above the door openings, the wood header is covered by a one-piece steel header panel which adds considerably to the structural strength at this point. A downturned flange on this panel also supports the door weatherstrip. An integral gutter, similar to that used on passenger car bodies, is added in the top surface of the flush type

door and provides further protection from rain. The door hinges are much larger and heavier. They are of the enclosed type which has been used so successfully on the passenger bodies.

The front of the cowl slopes at the same angle as the hinge pillars and windshield, carrying out the fast, streamline front end appearance. The steel roof is a one-piece steel stamping, including the visor and drip mouldings. The visor is smaller and neater, of the "cadet" type. Being formed integral with the top panel, it presents a much cleaner appearance without unsightly attaching screws. The top panel slopes backward from the windshield in a graceful curve which terminates in a very good-looking rounded and panelled back. The drip mouldings over the doors are also formed integral with the top panel. They resemble passenger body mouldings, shedding the water well over the doors instead of catching and spilling it down the edge of the windshield, as was the case with the separate troughtype mouldings.

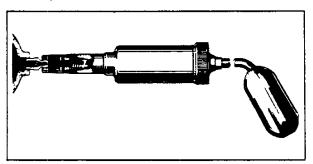
The larger doors set flush with the pillars and have well-rounded corners at the top. The corners of the door windows are also rounded to a larger radius and have rubber bumpers to prevent rattling. The cab doors may now be locked securely to protect the



| | 1933 | 193 |
|---------------------------|-------------------------|------------|
| Stop lamp circuit fuse | General lighting system | Separat |
| Ignition switch type | Grounded N | on-grounde |
| Ignition switch operation | Push and turn | Rotar |

TOOLS

During the 1933 season a new type of chassis lubrication system was adopted. This new and improved means of lubrication is continued in the 1934 line of trucks and is known as the "Alemite hydraulic lubricating system". The fittings are relatively small and very com-



pact. They have a hexagonal shoulder at the middle with a pipe thread at the inner end and a flattened ball at the outer end. Their short, compact proportions insure greater durability, making the fittings less subject to breakage from contact with flying stones,

etc. The new ball-end fitting permits the grease gun connector to grasp the fitting with a light spring pressure when the contact is first made, and with a vise-like grip when pressure is applied to the grease. The greater the grease pressure, the tighter the connector grasps the fitting. The new style fittings and the gun, which is supplied with them, make possible the application of much higher pressures to all lubrication points. This provides more effective lubrication, insuring longer life of the bearing parts so lubricated. On the 1 1/2 Ton Trucks, these new fittings are provided at 25 points and at 23 points on the Half Ton Truck.

The jack which is furnished as tool equipment with the Half Ton Truck is of improved design. The base is larger and heavier, providing better support. The operating mechanism is stronger to lift the heavier load. The handle socket is located just above the base, where it is easier to operate. The handle is longer and has a spring loaded ball at the end to hold it in the socket by friction.

COMPARATIVE SPECIFICATIONS

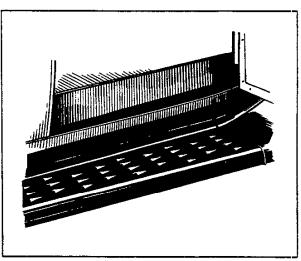
1933 1934
Alemite bayonet Alemite hydraulic

Type of lubricating fittings

CAB

The cab, which is supplied for all two-unit bodies on both the 1 1/2 Ton Trucks and the Half Ton Truck, is bigger, better looking and more comfortable. It is 53 inches long, an increase of two inches; its width is increased 4-13/16 inches to 58-7/16 inches; its height is 53-3/4 inches above the sill, an increase of 1-1/4 inches. This increased space in all directions insures more comfort for the driver and occupants of the cab. In appearance the cab is much smoother and massive. While many features of passenger body design have been adapted to the cab, its appearance and construction are extremely truck-like, blending most effectively with the sturdy appearance of the front end sheet metal.

The drop-sill construction, so popular in



its back to provide insulation against engine noise and heat, thus adding more comfort. The seat cushion is more comfortable, due to its increased width, depth and angularity. The seat back is higher and also sets at a

greater angle. The improved seat cushion and back cushion springs also contribute to the increased comfort. The card rack at the left of the seat back is larger, as is the space back of the seat for tools.

1024

COMPARATIVE SPECIFICATIONS

| | 1933 | 1934 |
|------------------------------|---------|----------|
| Overall length | 51 | 53 |
| Overall width | 53-5/8 | 58-7/16 |
| Overall height | 52-1/2 | 57-11/16 |
| Windshield slope | None | 8-1/2° |
| Windshield slope | 42-3/8 | 44-5/8 |
| Width inside at hinge pillar | 48-1/8 | 52-1/2 |
| Width inside at lock pillar | 40-1/0 | =1 0/16 |
| Inside height | 50-1/8 | 70 = /9 |
| Door width at bottom | 28 | |
| Seat cushion length | 17-1/8 | |
| Seat cushion width | 44-1/4 | 47-5/8 |
| Seat cushion angle | 17-1/2° | 19-1/20 |
| | 19 | 21-3/4 |
| Seat back height | 13 | ••••• |

BODIES

The 1934 truck body line includes the following:-For use on the 112 inch wheelbase Half Ton

Pick-Up Body Pick-Up Body with Top Panel Body Single Unit Express Body

Truck chassis -

For use on the 131 inch wheelbase 1 1/2 Ton Truck chassis -

Platform Body
Stake Rack Body
Express Platform Body
Express Rack Body
Two-Unit Open Express Body
Panel Body
Single Unit Express Body

For use on the 157 inch wheelbase 1 1/2 Ton Truck chassis -

Platform Body
Stake Rack Body
Stock Rack Body
Express Platform Body
Express Rack Body
Farm Body
Farm Rack Body
Farm Tip Top Body

The new features of design and construction in these bodies are discussed in detail in the following pages. Ali of the commercial body units provided for Chevrolet trucks are safe to buy and safe to operate, because the engineering of the chassis and the various body units is co-ordinated. The chassis are designed to provide for the body mounting requirements and the bodies are designed to fit the chassis properly. During the development period close contact between the chassis and body engineering organizations is maintained and each takes full account of the other's requirements. Thus, excessive overhang is eliminated and equalized load distribution is assured. Obviously, such provisions cannot be made when the chassis and bodies are designed independently.

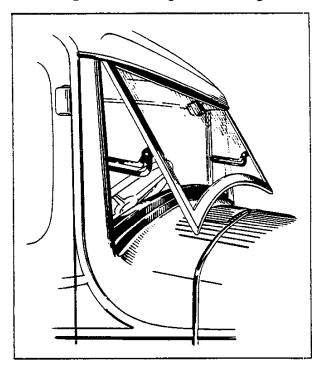
PANEL BODIES

The panel bodies for both the 131 inch 1 1/2 Ton Truck and the Half Ton Truck are styled to be as smartly individual in the truck field as the Chevrolet passenger cars are in their field. In designing this smart line of bodies, however, appearance was of secondary importance in comparison to the consideration which was given to the structure, size and appointments which meet the most exacting needs of their class of hauling. Many lines of business were surveyed and the peculiar hauling

truck and the contents of the cab from theft. The door handles are of an entirely new, streamline design. They are neat in appearance, but strong and sturdy in construction. The grip, extending entirely to one side of the shank, is sufficiently long and broad to suit the needs of the truck driver. The right hand door of the cab has a high-grade plate tumbler lock mounted flush with the door handle. Not only is the addition of locks to the cab doors an important safety feature, but the locks themselves incorporate features which have never before been available in automotive locks. Locks, at best, can only deter and delay the thief from entry. They cannot absolutely insure the exclusion of unauthorized persons because they are usually limited to a size which precludes the incorporation of sufficient material to prevent destruction. In the 1934 door locks, many features have been added to prevent the average thief from defeating the lock within a length of time which the experience of the insurance underwriters indicates to be reasonable.

The keys bear no number for the enlightenment of the thief. However, provision is made to permit the owner to have full knowledge of his key numbers. When the car is purchased, each key is furnished with an integral tab upon which the key number is marked. A record of this number is made by the owner after which the tab is broken from the key and destroyed. Instead of the usual 200 different keys for all cars, 1000 key changes are provided with the new locks. This results in a reduction in a thief's chances of finding the proper key by the "cut and try" method to only 20 percent of his former chances. Experience has already shown that this cumbersome method would undoubtedly require more time than a thief can safely afford to spend on any one "job". Another feature is the matching of keys to fit both the door lock and the ignition lock. To further prevent "forcing" the lock, the handles containing key locks are free turning when locked. They are arranged to return to their horizontal position automatically, as in the passenger cars. When the key is turned in the lock and removed, a slide snaps in place over the key opening. This slide protects the lock from dust. Both doors have a remote latch control located on the inside near the center of the doors.

The windshield slopes at an angle of 8-1/2 degrees, approximately the same as that of the panel bodies. This relieves the driver's eyes of strain by deflecting disconcerting reflection of approaching and following vehicles well below the level of his eyes. The windshield is hinged at the top, as heretofore, but each of its brackets has three notches which permit locking it mechanically in any one of three positions. The swing arm for the windshield is much sturdier, having a bent-over lip which insures alignment with the roof rails and adds considerably to the strength. The swing arm mounting to the

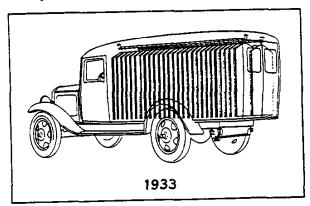


body is much simpler and presents less obstruction to vision, being concealed partly within the pillar. The bottom edge of the windshield is curved upward to conform to the cowl curvature. The rubber weather-stripping around the windshield is improved to insure more waterproof closure. A double rabbet is provided to seat the weatherstrip securely. The windshield cowl bar is hard wood covered with a steel panel. The rubber tubing to the windshield wiper is encased in the hinge pillar, presenting a much neater appearance. The floor mat is more attractive in appearance and has a thick jute pad cemented to

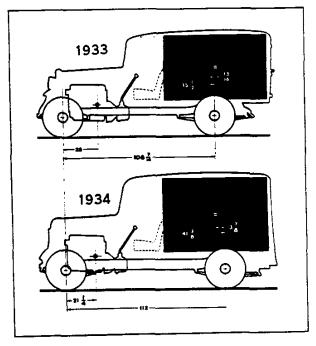
its nominal cubic capacity 32 percent. The comparative diagrams at the right show how the increased wheelbase in the Half Ton Truck affects the load distribution in combination with the longer body and new position of the engine. It is evident from these comparative diagrams that the center of the load is considerably farther ahead of the rear axle, distributing the load on the chassis much more effectively, and that the engine in its new position farther forward in the chassis also tends to improve the balance of the chassis.

The dimensions of the 131 inch truck panel body were determined from a study of the package or container size of a great many different commodities. The dimensions adopted accommodate to the best advantage the standard package sizes used by the greatest number of potential users. The following chart shows the increased load of standard size cartons, packages and containers, which may be carried in the new 131 inch panel body.

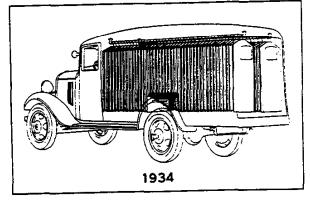
| • | QUANTITY | |
|---------------------------|------------|----------|
| COMMODITY | IN 1933 PA | NEL BODY |
| Beer - cases | | 80 |
| Wilk - cases | | 68 |
| Butter- cases | | 152 |
| Butter- insulated cases . | | 108 |
| Laundry - cartons | | 66 |
| Eggs - crates | | , 36 |
| Produce - bushel boxes | | 35 |
| Cleaners - bags | | 54 |
| Groceries - bushel basket | s | 51 |
| Cheese - cartons | | 26 |
| Bakery - boxes | | 10 |
| Bakery - Doxes | | |



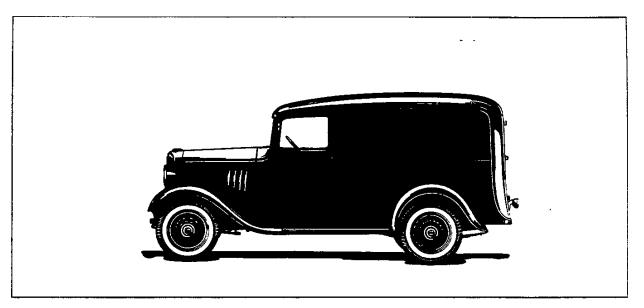
The cuts above and on the following page show the loading of cleaners' bags and pro-



| QUANTITY CARRIED | PERCENT |
|--------------------|---------------------------------------|
| IN 1934 PANEL BODY | INCREASE |
| 91 | 14 |
| 80 | |
| 164 | 8 |
| 136 | 26 |
| 73 | 10 |
| Щ | 22 |
| 47 | 34 |
| 84 | |
| 61 | |
| 26 | · · · · · · · · · · · · · · · · · · · |
| 13 | 30 |



duce boxes in the 1 1/2 Ton Panel Truck in comparison with the 1933 Panel Truck.



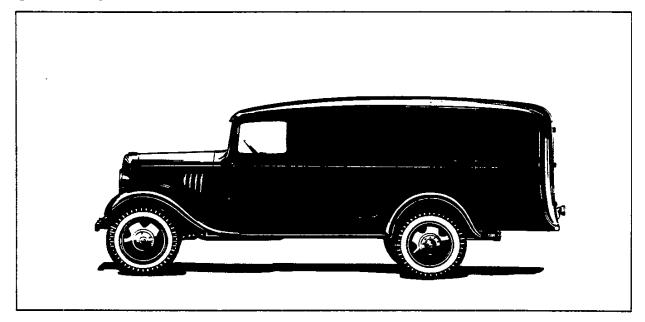
needs of each were studied. The results of this survey are embodied in the new panel bodies. The new body shape and dimensions are dictated to a considerable extent by the needs of various industries.

These smart, efficiently proportioned panel bodies are entirely new. They are designed solely for commercial transportation purposes. No compromise has been made to permit the use of existing tools or parts of either passenger cars or previous truck bodies.

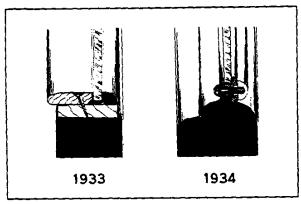
Both panel bodies are considerably larger in size. The Half Ton Truck panel body has floor space 7-1/8 inches wider and 2-3/8 inches longer than its predecessor.

In addition, the height under the center top bowis 3 inches greater. This additional size in all directions provides an increase of 23 percent in the nominal cubic capacity.

The panel body for the 131 inch 1 1/2 Ton Truck is 8-1/2 inches longer, 9-1/8 inches wider and 1-1/4 inches higher, increasing



The side doors are also wider and higher, permitting easier access to the loading compartment, as well as the driver's compartment. With this increased opening, side loading and unloading is greatly facilitated. This is usually quite impractical with the small Sedan doors usually found in panel bodies. As in the cab, the hinge pillar slopes from the top to the bottom of the door, providing much greater clearance between the seat cushion and the door, and making it much easier for the driver to step in and out of the body. In appearance, the panel bodies are unusual and striking. Their newness and their complete departure from past truck and passenger body designs is evident in every line and curve. The front of the body blends perfectly with the sturdy, streamline front end of the chassis, while the rear of the body sweeps outward at the bottom in the popular beaver-tail shape. The new and dis-



tinctive rear window treatment combines with the beaver-tail to present an appearance unlike that of any other commercial vehicle. The rear windows have a deep-set appearance with a neat moulding surrounding them.

The new one-piece cowl is well rounded and higher as well as wider. It blends gracefully into the sloping windshield pillars, which also have well-rounded edges. The corners of the large side doors are also rounded.

The body side panels are fully crowned in every direction. They extend downward four inches below the top of the frame, meeting the curved-up flanges of the running boards. It is this overhanging side panel design that makes possible the additional height of the panel bodies without presenting a top-

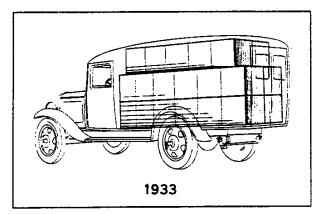
heavy appearance, which is so commonly seen in panel bodies of this height. The overhanging, full-crowned panels lend to the bodies an appearance of being built close to the ground. This construction, which eliminates the separate running board aprons, also eliminates the annoying squeaks which are usually present where separate aprons are used in connection with the running boards. The new "French" roof is also crowned in every direction. Applied drip mouldings are replaced by integral mouldings pressed into the panels at the time they are formed. This construction presents a much neater appearance and insures greater durability by preventing the formation of rust at the breaks which usually occur between the panels and applied mouldings. This pressed drip moulding blends gracefully into the windshield pillar moulding at the front and into the sweeping beaver-tail moulding at the rear of the side panels.

The interior of the panel bodies presents the same new and different appearance which is so evident on their exterior. The new windshield, glazed with high-grade safety glass, is designed to provide the maximum visibility. The bottom of the windshield is curved to fit the cowl contour and the closure is improved by the introduction of a double rabbet similar to that of the cab. The instrument panel is more rounded and attaches to a curved belt rail.

The door lock arrangement is the same as that used on the cab. The new metal lining panels are also similar to those in the cab. The interior of the panel bodies is finished in a light colored paint which has the ability to reflect a large amount of light, making the entire interior appear bright and cheery, helping the operator to find packages, etc., more readily.

The form-fitting seat, which has proved so popular in the 1933 line of panel bodies, is retained. It is adjustable to suit the driver's requirements, by the same ratchet adjustment used on the driver's seat of the passenger cars. The driver's seat is trimmed in Fabrikoid, which is extremely durable and very rich in appearance.

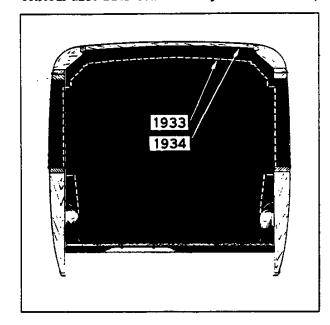
The floor mat is the same as that used in the cab. It is more attractive in appearance and provides insulation against engine noise and heat.

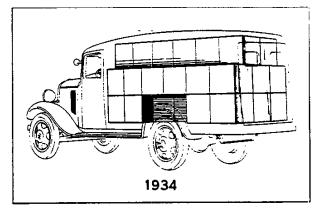


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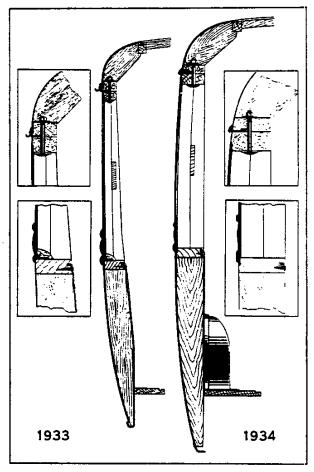
The increased length of both panel bodies is accomplished without increasing the load on the rear axle. The additional space gained ahead of the axle by moving the engine forward is utilized to carry more of the pay load ahead of the axle. On the Half Ton Truck chassis, the improved side rail construction supports the entire loading floor of the body. On the 131 inch truck chassis, the same support is provided by a frame extension.

Due to the new pillar contour, which permits a vertical lining panel with the widest point of the body at the belt line instead of at the roof, the increased inside width of both panel bodies does not increase the outside width by the same amount. This new pillar contour also adds considerably to the rounded,

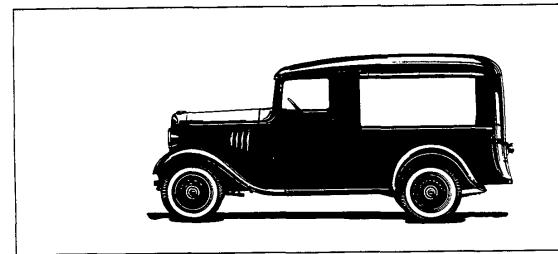




streamline appearance of the bodies. The rear doors are enlarged proportionately to the increased inside dimensions to facilitate the handling of bulkier packages. Their width is approximately the same as the distance between the wheelhouses.



| HALF TON TRUCK Inside length at floor Inside width at floor Inside height under center bow Rear door width Rear door height Nominal cubic capacity 131 INCH 1 1/2 TON TRUCK | 1933 1934 72-5/8 |
|---|------------------|
| Inside length at floor Inside width at floor Inside width between wheelhouses Inside height under center bow Rear door width Rear door height Nominal cubic capacity | 108 |



SINGLE UNIT EXPRESS BODIES

The single unit express bodies for both the 112 inch Half Ton Truck chassis and the 131 inch 1 1/2 Ton Truck chassis include many of the features of the panel bodies. They, too, are larger and better looking, with the attractive drop-sill construction and the distinctive, streamlined "beaver-tail" design. The nominal cubic capacity of this body for the 112" chassis is increased 21 percent, while that on the 131 inch chassis is 31 percent greater.

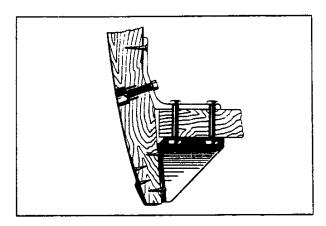
As in the panel bodies, the entire platform of the Half Ton Truck body is supported by the frame side rails and the same effective support on the 131 inch chassis is provided by a frame extension. The same new pillar contour used in the panel bodies is also adopted for the express body with the same advantages already described. The express

bodies also include larger side doors, slanting hinge pillar, French roof, integral drip mouldings, sloping windshield, metal lining panels and increased bracing for side wall loading. In addition to these features, which are common to the panel bodies, the express bodies are equipped with the new form-fitting, adjustable driver's seat and new rear corner braces, which add considerably to the strength of these bodies.

Counterbores are added to the platform floor boards to present an unobstructed platform surface by preventing the body bolts from protruding above the floor.

The end gate locks are controlled by a single handle at the center, facilitating loading and unloading. The end gates are steel lined and present an unusually clean appearance, because of the neat continuous hinge.





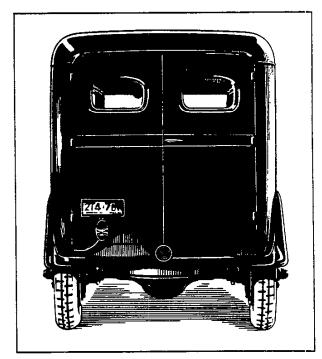
Improved bracing is provided at the front body lock pillar for side wall loading. Due to the new side panel construction and pillar contour, it is possible to introduce a concealed gusset-type brace between the side sill and the bottom of the lock pillar. The heavy gauge wheelhouse panel also acts as a side sill brace for unusual loading conditions. The curved plan line of the body side permits the use of an arched belt rail, providing greater strength at the center of the loading compartment where it is most necessary. The rear corners of the body are well braced above and below. The joints between the roof section and the body sides are greatly improved by flanges on the side panels, which extend upward to the rubber sealing strip on the under side of the roof rails. The thickness of the top bows is increased to 1-1/4 inches, adding considerably to the strength of the roof.

Due to the new rear door construction, the lining panels are greatly improved in appearance. The deep, recessed openings for the rear door windows provide a stronger, sturdier construction and eliminate the need for wood garnish mouldings. The rear door locks are continued with the same exclusive features which proved so successful in the 1933 panel bodies. The center control handle of these locks is redesigned so that it does not extend into the loading compartment.

This is a very important factor in the protection of fragile loads such as baked goods, tobacco, package candy, etc.

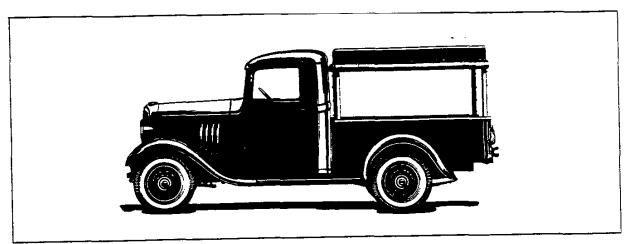
The right hand front doors of all panel and single unit express bodies are equipped with the same high-grade, theft-resisting locks described under cab features. The left front doors of these bodies are fitted with internal locks also similar to those on the cab. The right hand rear doors of all panel bodies are also provided with key locks.

On the panel bodies, the tail lamp and license tag are mounted on the left hand rear door. When the truck is being loaded or unloaded thru the rear doors, the tail lamp is swung to the side with the door. To insure safety even under this condition, a red reflex glass lens 3-1/2 inches in diameter is provided at the center of the body just below the doors. This reflects the rays from the head lamps of approaching cars to warn their drivers of the presence of the truck.



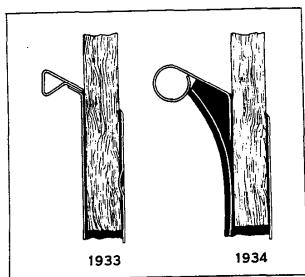
COMPARATIVE SPECIFICATIONS

| PANEL BODIES | 1933 | 1934 |
|-----------------------------|-----------|--------|
| Side door width at belt | 29 | 29-5/8 |
| Side door width at floor | 29 | 32 |
| Side door height from floor | <u>45</u> | 46-3/8 |



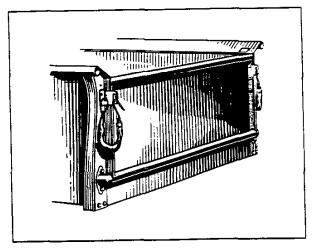
The pick-up body for the Half Ton Truck chassis is entirely new in design. It is larger, more durable and cleaner in appearance. The length, width and height are increased, providing 18 percent more cubic capacity. These increased dimensions are commensurate with the increase in wheelbase and improved chassis structure. The increase in the size of this body was not made for competitive reasons, but because the new chassis offers this increased load carrying capacity.

The Chevrolet type of sectional assembly construction is continued in the new pick-up body. The sections consist of a platform, an end gate, a pair of side panels and a front panel. In the event that any one of these sections should be damaged in a colli-



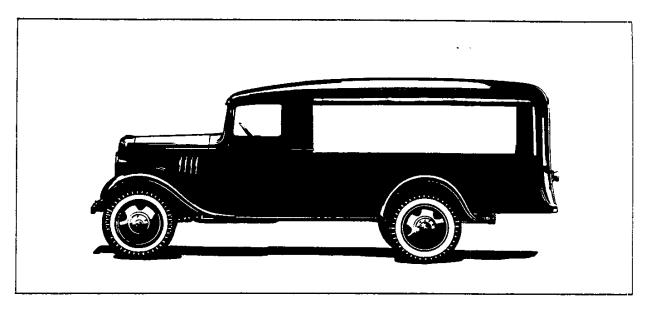
sion, or otherwise, the complete section can be replaced without any welding or refinishing.

The side panels of the new pick-up body are clean and smooth in appearance, presenting unusual opportunities for utilizing this space to paint signs for advertising purposes. The new side panels are wider and great-



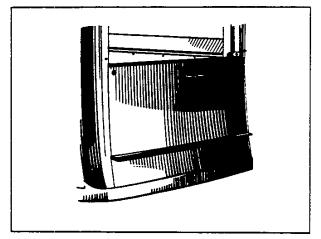
ly strengthened by the tubular section along the outside. This tubular section, in addition to its distinctive appearance, is 600 percent stronger than the former triangular section. This same tubular section is also used at the top of the front end panel, adding greatly to its strength and rigidity. The strength of this tubular section is also utilized in bracing the front end of the side panels by means of concealed nuts which are welded into the ends of the tubular sec-

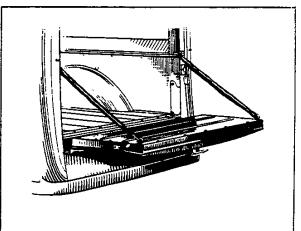
CHEVROLET 1934 TRUCK ENGINEERING FEATURES

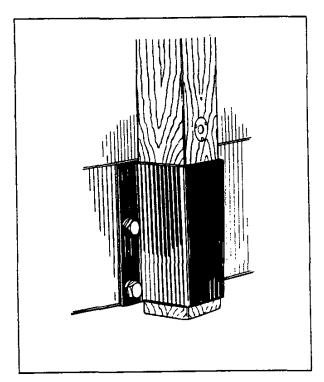


COMPARATIVE SPECIFICATIONS

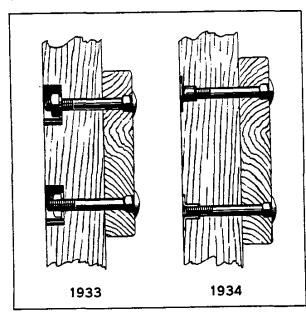
| SINGLE UNIT EXPRESS | 1933 | 1934 |
|----------------------------------|------------|------------|
| Side door width at belt | 29 | |
| Side door width at floor | 29 | |
| Side door height from floor | 45 | 46-3/8 |
| Rear gate width | 40-1/2 | |
| HALF TON TRUCK | | • |
| Inside length at floor | 72-5/8 | 75 |
| Inside width at floor | 44-7/8 | 52 |
| Inside height under center bow | 4 5 | |
| Nominal cubic capacity | 85 cu.ft | 103 cu.ft. |
| 131 INCH 1 1/2 TON TRUCK | | • |
| Inside length at floor | 108 | 116-1/2 |
| Inside width at floor | ₩-7/8 | 54 |
| Inside width between wheelhouses | 44-7/8 | 45-5/8 |
| Inside height under center bow | 52-3/4 | |
| Nominal cubic capacity | 142 cu.ft | |
| | | |





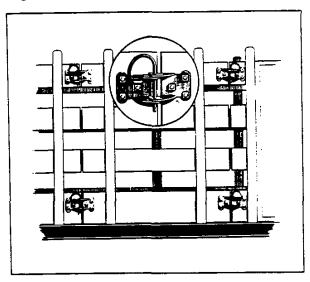


racks is increased and the front rack section is now removable for loading and unloading without the necessity of removing the attaching bolts. The bolts are replaced by the addition of a taper at the bottom of the stakes which fit in the pockets added to the



platform. The deep counterbores in the stakes at the points where the slats attach are eliminated by a new method of slat attachment. Instead of the standard nuts with a counterbore large enough to clear a socket wrench and deep enough to sink the entire nut below the surface, an anchor nut having a thin flange is used. With this new construction, the surface of the stake is still smooth and without projecting nuts, while the stake section is stronger, because of the smaller counterbore, which also improves the appearance.

The design of the hinge pin for the side loading gates is also improved. The offset at the center of the pin is eliminated, making it easier to insert or remove the pin.



The contour of the handle at the top of the pin provides a better grip for removal.

Easy insertion is insured by the tapered end at the bottom of the pin. Spring clips are provided on the hinges to prevent the pins from creeping out of engagement when traveling over rough roads.

On the 157 inch stake body, the stakes are respaced to provide three rack sections on each side. This respacing increases the width of the sign panel and improves its proportion relative to the length of the body. This also provides more area for advertising purposes. The width of the side loading gates is maintained and the rear side racks each have three stakes instead of two, as heretofore.

tion. The upper bolts of the side panels are threaded into these nuts, producing an especially strong construction. Tubular sections are also used at the top and bottom of the end gate. At the top this tube serves as a strong structural member and also to enhance the appearance. At the bottom the end of the tube forms a very sturdy hinge and also serves to stiffen the bottom of the

end gate. The rear gate is free from mould-

ings and band irons, offering another ef-

fective place to paint advertising signs.

The new stake pockets are deep-drawn and wider at the bottom. The new rear cross sill is heavier and longer, extending inside of the stake pockets which attach to it. This new rear end construction makes a more rigid opening around the end gate. The loading platform is supported for its entire length on the chassis frame side rails. It is attached by six body bolts. The floor of the pick-up body is of wood and is clamped down by wear irons of the same type as are used on the heavy duty stake and platform bodies.

COMPARATIVE SPECIFICATIONS

| PICK-UP BODIES | 1933 1934 |
|--------------------------------|--------------------|
| Nominal cubic capacity | 22 cu.ft 26 cu.ft. |
| Inside length | |
| Inside width | 44-7/8 45-3/4 |
| Inside height | 13 14 |
| Number of body hold-down bolts | 4 6 |

PLATFORM BODIES

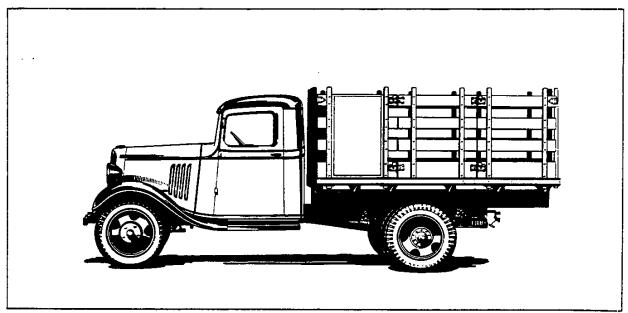
The sturdy construction of the 1933 platform for the 131" and 157" wheelbase chassis is continued for 1934 with little change. The body mounting is revised somewhat to agree with the new chassis frames. The filler blocks for the long body bolts are thicker and grooved out for the bolts. This prevents excessive creeping of the bolts along the main sill in the event that they are not properly tightened. Stake pockets are added

at the front of the platform and the stake pockets and side rub rails for the long body are respaced to fit the new stake racks.

STAKE BODIES

While the general design and overall size of the stake bodies remains the same as in the 1933 line, several improvements are incorporated.

The width of the three upper slats of all



the member and two bolts thru the web. RADIATOR GUARD

This unit is a sturdy, lattice-type framework of strip steel used to protect the radiator and head lamps from damage which might occur when driving thru brush. It is mounted at its base by strong brackets to the front of the frame. Braces at either side extend from the top of the guard thru the fenders to the frame to which they are bolted. Rubber grommets are provided on these braces at the fenders. This unit is available for use on both 1 1/2 Ton Trucks and Half Ton Trucks.

REAR SPRINGS

Rear springs, lighter than those furnished as standard equipment, are available for use on 1 1/2 Ton Trucks. These provide easier riding for trucks carrying light loads.

AUXILIARY SPRING

Auxiliary rear springs are available in pairs for use on the 1 1/2 Ton Trucks. These are bolted above the regular springs. They take their load on sturdy brackets which are firm-

ly bolted to the frame at the front and rear of each spring.

OIL FILTER

The oil filter is a neatly designed efficient unit which may be installed easily on the dash. It is available for use on both 1 1/2 Ton Trucks and Half Ton Trucks.

BUMPERS

Strong, attractive front and rear bumpers are available for use on the Half Ton Trucks. They extend fully across the width of the truck, providing ample protection.

SHOCK ABSORBERS

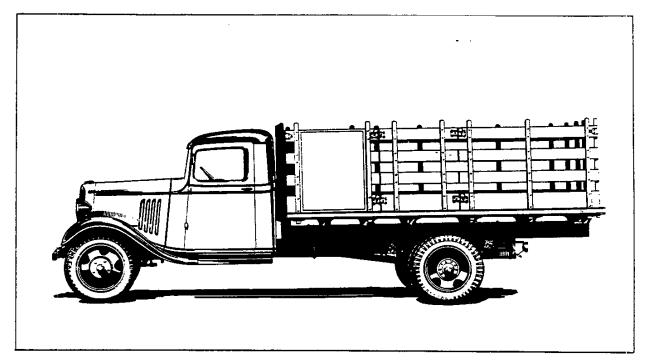
Double-acting shock absorbers are available for use on both 1 1/2 Ton Trucks and Half Ton Trucks. They are supplied in sets of four, one at each wheel.

FENDER WELL TIRE CARRIERS

Fender well tire carriers on either side of the truck are optional equipment at the factory at extra cost. They are available for both the 1 1/2 Ton Trucks.







SPECIAL HALF TON CHASSIS

The special Half Ton chassis embodies all the improvements and features of the standard Half Ton chassis with the additional refinements of improved riding comfort and improved appearance. Front and rear shock absorbers provide the additional riding comfort, while a discreet use of chrome plate enhances the frontal appearance. This finish is used at the face of the radiator shell on the raised bead which frames the grille, while the remainder of the shell is painted to match the hood. The faces of the vertical ribs of the grille, its central bead which accentuates the apex of the "V" shape and the starting crank hole cover are also chrome plated. The entire head lamps and their supports, as well as the hood catch handles, are likewise chrome plated.

SPECIAL EQUIPMENT

Special equipment, to meet the many different needs of truck owners, is available at slight additional cost. Holes are provided in the frames where necessary to facilitate the installation of the following new or redesigned equipment.

TOWING HOOKS

These hooks are furnished in pairs for use at the front spring horns of either the 1 1/2 Ton Trucks or the Half Ton Trucks. They are sturdy drop forgings capable of withstanding hard usage. They can be installed easily.

TOWING RING EQUIPMENT

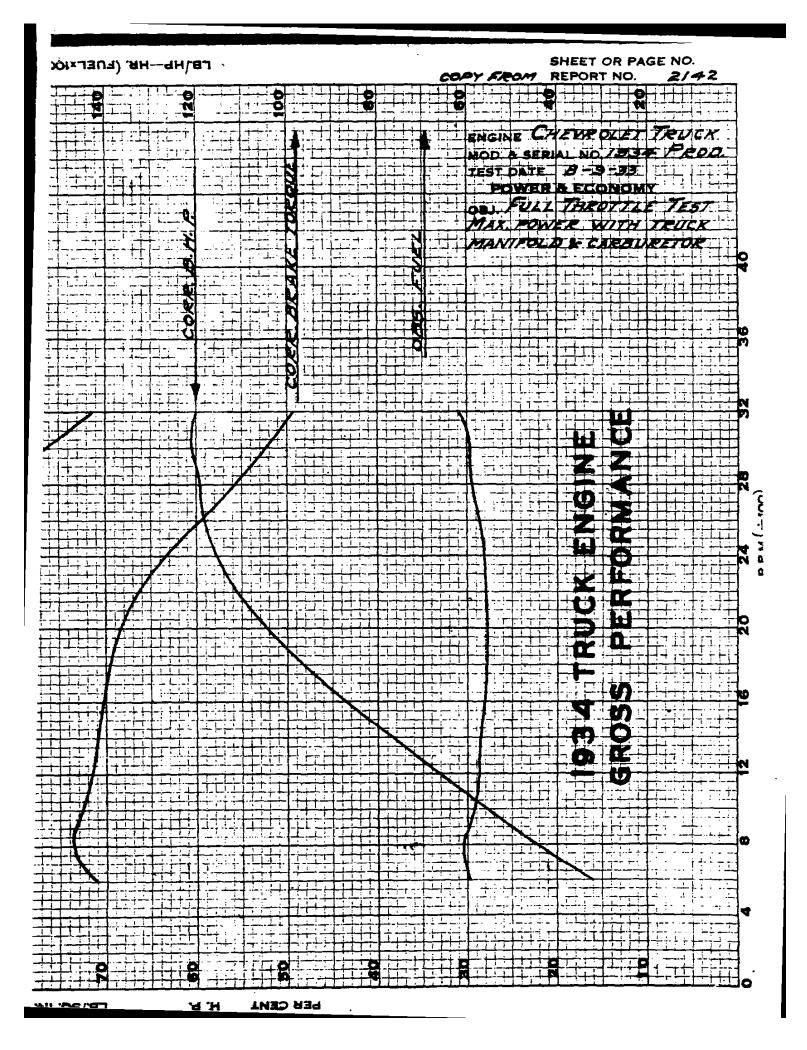
A towing ring is available for use at the rear ends of 1 1/2 Ton Trucks. The ring is attached to the frame rear cross member by an eye bolt. At the opposite side of this member, a heavy coil spring is mounted on the eye bolt to take the shock of the load over rough roads. A large angle-section brace reinforces the entire rear of the frame, relieving the rear cross member from strains and bending. This brace is of *V* shape and fastens to the frame at three points, one at each side rail and one at the apex of the *V* at the rear cross member. It is fastened at each of these points by two bolts thru the upper flange of

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TECHNICAL TEST REPORT



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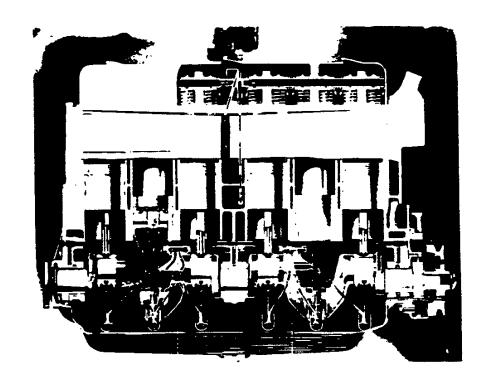
NO. OF SHEETS 24.

WORK ORDER 3502.

DATE 3-6-34.

FILE NO.____ 5

LONGITUDINAL SECTION OF ENGINE



LIST OF PARTS TO USE ON SCALE IN CONNECTION WITH WEIGHT PRESENTATION

| <u>Item</u> | Weight |
|--|--|
| Rear fender Wiring harmer. Tail pipe Exhaust pipe assembly Muffler assembly Brake rods | 11. 2.3 6.25 3.75 11.75 6.54 41.52 - Dodge |
| Running board Intake manifold Steering gear and mast jacket assembly Two metal spring covers One front fender Steering wheel Headlamp Metal tire cover Front bumper | 19,25 11,6 28,50 5,50 27,87 5,25 4,09 9, 23, 175,58 - Plymouth DeLuxe |
| One wire wheel assembly Horn assembly Brake cross shaft assembly Tool kit and crank Rear spring assembly Oil pan Sedan foot rest Air cleaner Two tires and tubes Ignition coil and lock assembly Speedometer cable Radiator shell and support assembly | 26. 2.90 7. 14. 33.5 9. 3.05 3.5 14.5 2.7 1.66 6.40 329.79 - Terraplane |
| Gas tank assembly Toe board assembly Front floor board assembly | 20.5 4.0 <u>8.0</u> 362.29 - Ford |

SPORT SEDAN

This model is also called a Close-Coupled Sedan, or Trunk Sedan.

It is a four-door sedan with a trunk designed into the rear end of the body, the trunk being stamped in one piece with the rear panel. This construction gives the car a much more streamlined appearance than the other 1934 Chevrolet models. This streamlining is further accentuated by the shape of the rear roof, the radius of the roof at this point being much larger than that of any other 1934 Chevrolet and blanding into the lines of the trunk.

The trunk is large, all available space being utilized to afford the most room. The floor space at its maximum width measures 49-1/2; at its minimum width at the rear this is 46-1/2. From front to rear the floor space measures 17-3/4" at the center of the car. These measurements were made on a production car. The trunk is lined with "IB" board on the floor as well as all sides. This board is a sort of paper composition.

As on the Town Sedan, the trunk is locked by two hasps, each of which incorporates a lock. These locks are identical and operated by the same key. They are of the same type as the door and ignition locks, having a dust cover to protect the merhanism.

The spare wheel is mounted at the rear of the trunk upon the same type of wheel carrier used on the other models. The angle of the wheel conforms with that of the trunk. Fender well equipment is extra.

A special rear bumper with a greater arch provides correct protection for both the trank, spare wheel and fenders.

A frame extension is added to the rear of the chassis to provide mounting points for the bumpers and spare wheel carrier. This increases the distance between front and rear bumper mountings to 183-1/2".

As on the Team Sedan, rubber seals are used where metal extends thru the trunk. This occurs at the bumper mountings and the fuel tank filler.

The tail lump is the same as that used on the Town Sedan and the fuel tank filler extends thru the trunk as on that model.

The car body is large, having plenty of leg room. In the front seat there is 39" lagroom (The same as the 1934 sedan) with the seat in neutral position from the toe heard and floor intersection to the seat back, measured as one would sit. In the rear seat there is 44" legroom measured from the intersection of the front seat back and the floor to the rear seat back, with the front seat in neutral position. This is as much room as is provided in competitive sedans and only 3" less than the 1934 Master Sedan.

The rear quarter windows in this model are different from those in all. the other 1934 models, as each is an entire M.D.V. unit, operated by a "T" handle. This obvious the M.D.V. post as on the Master Sedan.

Sport Sedan (continued)

The maximum height for luggage space in the trunk of this model is $19-5/8^n$. This dimension is made at the center of the car from the floor to the base of the gutter, which is located under the cover hinge line.

Sport Seden - continued.

It is equipped with the same equipment as the 1934 Master Sedan. This includes:-

Mohair or Bedford cord uphelstery.

Arm rests at all seats.

Adjustable sum deflecter

Adjustable driver's seat

Assist cords at each year door

Ash tray in back of front seat

Bear window shade

Metal robe rail

Carpet-covered foot rest

Dome light

Master sedan hardware

The shipping weight is 3155# and the curb weight 3265#.

BONBRIGHT.

| Front door effective opening to pillar | 27-3/4 |
|--|-------------------|
| Rear door effective opening to pillar | 21-1/4 |
| Rear door effective opening to front seat back | 20-1/4 |
| Driver's seat adjustment | 4-1/4 |
| Windshield glass width | 41-3/16 |
| Windshield glass height | 10 - 1/8 |
| Bear window glass width | 32 |
| Rear window glass height | 8-1/8 |
| N.D.V. opening- front windsw | 11-5/8 |
| H.D.V. epening- rear quarter window | 7 |
| H.D.V. post width | 11/16 |
| Shipping weight | 3080 # |
| Curb weight | 3190 # |

1934 CHEVROLET MASTER SEDAN BODY DIMENSIONS

| Windshield to rear window glass (at base) | 87-3/4 |
|---|---------------------|
| Rear window glass to steering wheel base | 71-1/4 |
| Rear window glass to instrument panel base | 87-3/4 |
| Dash to rear window glass | 102-3/8 |
| Inside width between front pillars at belt | 41-1/8 |
| Inside width between center pillars at belt | 49-1/2 |
| Inside width between rear pillars at belt | 51-1/2 |
| Maximum inside height | 46-1/2 |
| Head room front seat (neutral) | 36 |
| Head room rear seat | 36 |
| Front seat cushion width at front | 39-1/4 |
| Front seat cushion width at rear | 42-1/4 |
| Front seat overall width at rear | 44-3/4 |
| Rear seat min. width between arm rests | 46-1/4 |
| Rear seat cushion width at rear | ///- 1/2 |
| Rear seat elbow room | 537/8 |
| Rear seat shoulder room at belt | 50-1/4 |
| Front seat leg room (clutch pedal to seat back) | 36 – 1/8 |
| Front seat leg room (toe board intersection to seat back) | 70.3/5 |
| Rear seat leg room | 39-1/8 |
| _ | 47 |
| Instrument panel to front seat back | 32 |
| Instrument panel to front seat back at bottom | 28 |
| Front seat back to rear cuspion back at top | 40-1/4 |
| Front seat back to rear cushion back at bottom | 33-1/8 |
| Steering wheel to front seat back (radius) | 12-7/8 |
| Front seat and floor intersection to rear seat corner | 29 |

Charles to the

| | | Curb Weight | Approx.with Passengers |
|------------------------|-------|----------------|---------------------------|
| Coach - Front | | 1530₽ | 1660₽ |
| Rear | | 1575₽ | 2195# |
| Curb | | 3105₽ | 3855# |
| Sedan - Front | | 1535# | 1655# |
| Rear | | 1655₽ | 2285# |
| Carb | | \$190 4 | 3940₽ |
| Business Coupe - Front | Front | 15304 | 1635# |
| 7 | Rear | 1475# | 1670₽ |
| - | Curb | 3005₽ | 3305₽ |

Ţ

Chevrolet Master

1934 SPECIFICATIONS

| | | , | 1934 | 4 SPECIFICATIONS | LIONS | Chevrol | Chevrolet Master | /1 | 1/26/34 |
|---------------------|----------------------------|------------|-----------------------------|------------------------|---|--------------------|--------------------|----------------------------|------------------------------|
| | Length over Duspers | Wheel base | Front Bumpers to Axle | Rear Bun- to per to | Max.width over Fenders | Shipping Weight | Curb | Max. Height Shipping | Curb Land |
| Sedan | 91/L-8L1 | 112 | 25-1/8 | 91/6 -0 11 | Frent- 68-25/32 | 3080₽ | 3190₽ | 70-3/16 | 69-13/16 168 3 |
| Coach | 211 91/1-8/1 | 112 | 25-7/8 | 91/6-0 ₁ | 68-1/8 Front- 68-25/32 | 2995∯ | 3105# | 4/1-69 | 7; 5% 28/L2-89 |
| Town Sedan | 311 26/71 . 971 | 112 | 25-7/8 | 41-21/32 | 68-1/8 Front- 68-25/32 | 3020 f | 31.30# | 91/6-02 | 70-1/8 /69 3 |
| Close Coupled Seden | 183-1/2 | 112 | 25-7/8 | 45-5/8 | 68-1/8 Front- 68-25/32 | 6 | ~ | ~ | 174% |
| Coupe 2 | 91/1-8/1 | 112 | 25-7/8 | 91/6-04 | 68-1/8 Front 68-25/32 | 2895∯ | 3 905 # | 10-1/# | 3/ 87/ 91/21 -6 9 |
| Sport Coupe | 17&-1/16 | 311 | 25-1/8 | 1004 | 68-1/8 Front- 68-25/32 | \$395₽ | 3105# | 69-15/16 | 69-1/2 1/68 15 |
| Cabriolet | 317-2/16 | 112 | 25-7/8 | 91/6-01 | 68-1/8 Front- 68-25/32 | çum | ~ | curb ht. + 7/16 | 168 15 |
| Sport Boadster | 211 91/1 -8 71 | 112 | 26-7/8 | 91/6 - 011 | 68-1/8 Front- 68-25/32 Rear- 68-1/8 | 6 | ~ | Curb ht. + 7/16 | e~ |
| | | | | | | | | | |

Shipping and curb weights include spare tire and bumpers, and oil. Curb weights include 87 lbs. of gasoline and 23 lbs. of water.

11.11

EUCATIONAL DATA

1934 Chevrolet Master Passenger Engine

| HPM at maximum horsepower (50 H.P.) Number of cylinders Clearance volume per cylinder Bore Stroke Compression ratio Connecting rod length (center to center) Connecting rod assy. center of gravity | 3300 6 126.9 c.c. 3-5/16 4 5.45 : 1 7-1/2 1.71 from benterline of large end |
|---|---|
| Piston pin diameter Crank pin diameter Main bearings diameter #1 #2 #3 Connecting rod weight (Complete, including bushings) Piston weight (Complete, including piston pin, rings and bushings) Piston weight, including bushings Piston pin weight 3 Piston rings weight Firing order Timing | 1 2-1/8 2-1/16 2-1/8 2-1/8 2-3/16 1.99# 2.364# 1.83# .4# .134# 1-5-3-6-2-4 Intake opens 40 before top dead center Intake closes 340 after bottom dead center |

Crankshaft balance

The entire crankshaft is balanced dynamically within 1/2 ounce inch. Each half of the crankshaft is balanced 59.6% including crankshaft proper only.

Exhaust opens 47° before

Exhaust closes 40 after top dead center

bottom dead center

4

Miles per hour at 3300 RPM in high gear

Mex. B.H.P.

Piston travel - ft.per mile in high gear

Weight- Front spring unit LH (as per assy. 374244)

Weight- Front spring unit RH (as per assy. 374245)

65-1/5

80 at 3300

2005

56-1/2 lbs. 54-1/2 lbs.

CHEVROLET SEDAN BODT DIMERSIONS

| | 1929 | 3330 | ria Fia |
|---|-----------|--------|------------|
| | 26 | ₽ | 81-3/4 |
| Windshield to rear window (set.) | 98-1/2 | 2/1-96 | 39-1/5 |
| Inside of dash to rear window glass (wer.) | 41-1/8 | 11-1/8 | 91/L-14 |
| Inside width between front pillars at per- | 48-1/2 | 1/5 | 149-3/8 |
| Inside width between center pillars at cer- | 50-1/8 | 50-1/8 | 2/1-15 |
| Inside width between rear pillars at belt | | | |

Sheet # 2

Connecting red whipping stresses

When calculated, they were found very small and negligible.

Torque, B.H.P. and Priction H.P.

See page #16 Report 3501

| | - | 1934 SPECIFICATIONS | ications | | | Chippeciet Stahdard | STANDARD | 1/29/34 2/28/34 | Sheet #1 |
|----------------|-----------------------|---------------------|--------------------|------------------------------|------------------------------|---------------------|----------------|----------------------------|---|
| 7 | . Length over Bumpers | * Theel- | Front Bumper to | Rear Bumper to CL Axle | Max.width over Fenders | Shipping Weight | Curb Weight | Max. Height Shipping | Overall Car Length over Spapertire |
| Coach | 91/2-021 | 101 | 25-19/32 | 37-21/32 | 8/1-99 | 2565# | 2655 ₽ | 68-5/16 computed | 91/£1-091 |
| Compe | 91/1-011 | 101 | 25-19/35 | 37-21/32 | 8/1-99 | | | 66-5/8 computed | |
| Phaeton | 91/1-011 | 101 | 26-19/32 | 37-21/32 | 8/1-99 | | | | |
| Sport Bondster | 91/1-011 | 107 | 25-19/32 | 31-51/35 | 8/1-99 | | | | |

Shipping and curb weights include spare tire, bumpers and oil. Curb weights include 69 lbs. of gasoline and 21 lbs. of water.

Sheet # 3

COACH BODY DIMENSIONS

(measured on body)

| Windshield to rear window glass (at base) | 81 |
|--|---------------------|
| Rear window glass to steering wheel base | 63-13/16 |
| Rear window glass to instrument panel base | 80-13/1 6 |
| Dash to rear window glass | 95-3/8 |
| Inside width between front pillars at belt | 41-1/8 |
| Inside width between rear pillars at belt | 50 – 5/8 |
| Maximum inside height | 46 |
| Head room front seat | 36 |
| Head room rear seat | 3 5 |
| Front seat cushion width at front (two seats) at maximum bulge of cushion | 41-1/2 |
| Front seat cushion width at rear (single) | 18-3/4 |
| Front seat cushion width at rear (two seats) | 40 |
| Front seats overall width at rear (two seats) | 41-3/4 |
| Max. width across front seat cushion piping (single) at top of cushion | 19-7/8 |
| Max. width across front seats cushion piping (two seats) at top of cushion | 40-1/2 |
| Rear seat min. width between arm rests | 111- 3/8 |
| Rear seat cushion width at rear | 43-7/8 |
| Rear seat elbow room | 50-3/4 |
| Rear seat shoulder room at belt | 50-1/4 |
| Front seat leg room (clutch pedal to seat back) | 33-3/4 |
| Front seat leg room (toe board intersection to seat back) | 36 |
| Rear seat leg room | 42-3/4 |

Chevrolet Standard 2/14/34 Sheet # 4

| Instrument panel to driver's seat back | 29- 1/2 |
|--|-------------------|
| Instrument panel to dash | 14-1/2 |
| Front passenger seat back to rear cushion back at top | 32 |
| Front passenger seat back to rear cushion back at bottom | 27– 1/2 |
| Steering wheel to driver's seat back (radius) | 12-3/8 |
| Door effective opening to pillar | 28-7/8 |
| Door opening min. width at belt (between pillars) | 37 |
| Door opening min. width at belt (over braid in pillars) | 36-3/8 |
| Driver's seat adjustment | 4 |
| | 41 |
| Windshield glass width | ₹. |
| Windshield glass width Windshield glass height | 10-1/4 |
| • | |
| Windshield glass height | 10-1/4 |
| Windshield glass height Rear window glass width | 10-1/4 32 |
| Windshield glass height Rear window glass width Rear window glass height | 10-1/4 32 8 |

COACH BODY FRATURES

Body construction

Fisher steel plus hardwood.

Body finish

Duco

Draft-proof door construction

Yes

Type of ventilation

Fisher no-draft

Draft deflector operation

By crank handle

Sun visor

One universal sun visor swiveling at left front corner with means for fastening its extreme end to either the windshield header or above the driver's door, to pre-

went rattling.

Rear window curtain

Tes

Assist cords

Yone

Ash trays

Hone

Robe rail

Yone

Foot rest

Hone

Upholstery

Seats and sides are mohair -

no option

Head lining

Cloth, with curved corners and piping at junctions of ceiling

and sides

Adjustable driver's seat

Not automatic - Provision is made for periodical seat adjustment

Safety glass

In windshield and draft deflectors

Arm rests in front doors

Eone

Arm rests in rear seat

Yes - each side

Dome lamp switch

At lamp

Floor carpet in rear compartment

Yes - it has bound edges and fits neatly.

Mouldings

Door pockets

Inside hardware

Outside hardware

Door latches

Windshield wiper

Rear view mirror

Walnut colored and grained metal at windshield, all windows and H.D.V. posts.

One cloth door pocket in right front doors.

Plain design - nickel plated.

Chrome plated.

Push buttons in window sills - walnut colored.

Yes

Adjustable.

CONTROLS and INSTRUMENTS

Starterator

To

Accelerator pedal

Treadle

Starter

Button type

Rubber pedal covers

Tone

Head light dimmer switch

Foot control

Instrument panel

Black Duco

Instrument grouping

In center panel.

Speedometer

Tes - Wo trip indicator

Ammeter

Tes

Gasoline gauge

Electric

Oil gauge

Tes

Light control button

Tes

Choke control button

Tes

Throttle control button

Yes

Accessory button

Tes

Electrolock button

Tes

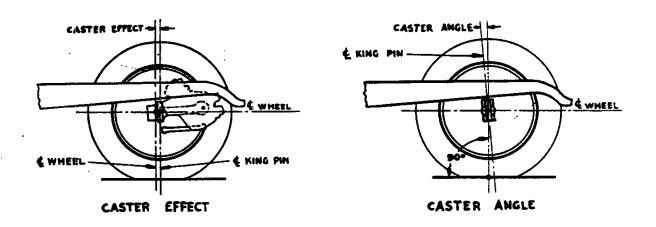
Glove compartment January

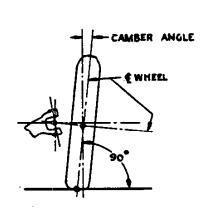
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| | | | | | | 177 | | | | • |
|---|--|---|---------------------------------------|--------------------|--|--|--------------------------------|--|-------------------------|--|
| DEL | Tire no. | TIRE SIZE | | TIRE PHESSURE | TIRE REVS. PER MILE | AXLE HATIO | Speno- Neter Ratio | (LESS ADAPTER) ODOMETER COR- RECTION MULTIPLY READING BY | adai'ter Ratio | (WITH ADAPTER ODOMETEN CON- RECTION MULTIPLY READING BY |
| acter Passenger) ad Commercial) | 374455 | 5.50-17 4 1 | 4 Ply | . 88 | 730 | 4.111 | • | 1,000 | | |
| or Special Tire) ises-Fassenger) nd Commercial) | | 6.00-17 4 16.25-16 4 16.50-16 4 1 | אוא אוא אוא | 8 8 8 8 5 8 8 8 | 7111 744 740 735 | 11.4 11.4 11.4 | mmm | 1.026 .982 .987 .994 | | |
| tandard Passenger | 374486 | 5.25-17 4 1 | Ply | 32 | 750 | 4.111 | m | 46. | | |
| fility Models) ith 5.43 Rear) xle) | 359706 359446 359446 359783 355032 368289 | 30 x 50-20 6 13 2 x x 6 6 10 1 2 x 50-20 6 10 1 2 x 50-20 6 10 1 2 x 50-20 8 10 10 10 10 10 10 10 10 10 10 10 10 10 | | 5 చ్రిచక్కి | 635 635 635 786 860 860 | 5.00 5.00 5.00 5.00 5.00 5.00 5.00 5.00 | ພູພູພູພູພູພູ ພູພູພູພູພູພູພູ | 1.004 1.004 1.032 1.016 1.076 | 31/11 91/71 91/71 | 1,012 1,012 972 |
| tillity Models) th 6.17 Rear) xle) | 359706 358278 359783 358279 355032 368280 | 30 x 5 61 32 x 6 81 32 x 6 81 32 x 6 101 7.50-20 81 | 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 | 585585 5 | \$600 \$53 \$600 \$600 \$600 | 6.166 6.166 6.166 6.166 6.166 6.166 | аааааа | 1.010 1.039 1.082 1.082 1.082 | 17/16 17/16 17/15 | 1.018 1.018 .978 |

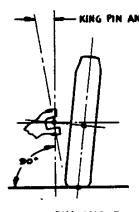
Engineering Department Chevrolat Motor Company

CHEVROLET 1934 FRONT WHEEL ALIGNMENT

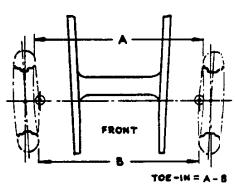








KING PIN ANGLE



TOE-IN

: 1

SPECIFICATIONS AT CURB LOAD

| | CASTER ANGLE | CAMBER ANGLE | KING PIN ANGLE | TOE IN |
|--------------------|-----------------|-----------------|-------------------|-------------|
| MASTER PASSENGER | * NEG. 1/2" ±1" | 1°± 3/4° | 73/4 = 3/4 | 5/64 TO 1/8 |
| STANDARD PASSENGER | 1/4 ± 1/2° | 1° ± 1/2° | 7"10"=1" | 5/4T0 1/8 |
| HALF TON TRUCK | 11/4 = 1/2 | 1° ± 1/2° | 7°10′±1° | 5/4T01/8 |
| 1/2 TON TRUCK | 21/4 = 1/2 | 1° ± 1/2° | 7*10'±1* | 5/64 TO 1/8 |

+ CASTER EFFECT.

6-29-34

FISHER FISHER DWN FISHER OWN ONS Body Make • * = 5.45 17-5.25 2 Tee Star 545 550-17 ŧ 3 ; = Page Special : = 411 = 3 2 4.11 ۾. <u>۾</u> ق ŧ N N 4 23 4 5 3 3 3 $\omega | \omega$ e a P Į. 701 • • \$ 33 * = = \$ * = = 2.4 27/2 7-2 7-2 2.4 D B N 5 5 20 01 SPRET ROAD Lie Models on Ascerding Price Stale Beginning with the Lowest Price SPORT COURCE TOWN SECIEN CLUB SEDAM SPORT ADMA Sheet No. 1 **AMPETON** MORICET COACH Savos Bedy Model COUPE-2 COACH SECON STANDARD Make and Model 1437EK : = * 3 • 3 SEATING ARRANGEMENT DIAGRAM IMPORTANT—To save your time, where an item is common to several models, use arrows to indicate the fact as Only standard equipment included in the F.O.B. price shown in column 3 should be listed on this sheet. Please arrange body models in an ascending price scale with the lowest priced model at the top and the highest priced 1 n.a.c.c. specification sheet Body Details and Equipment Make of Car....... Name of Maker..... 4 DIRECTIONS -DIVINITION OF THE PROPERTY OF Address..... BODY DIMENSION DIAGRAM model at the bottom. 1 follows:

4416 (4.2) 4576 (6576 3576 46 (6576 3576 45 (647676 33% 43% 66 33% 5 65% 68% ĮĮ. Pe ZZE F. F. J. of 2/E2 482 84 71.1 761 7/11 1-11 4/02 % N 402 37.45 336 376 15 E ş \$ EFGH ; * 2 ; 3 • 17.18.1812 18 2 18 2 48621196 113 188 14 14 14 14 11 0% 9 2 1 Name tance trans
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Carlina > \$: $\boldsymbol{\varphi}$ \$ 8/,6/ 9,50 1/20 В Fee Se < \$-[J Seating Colomn Adjust- Adjust-Sole (Give (Give Range in Range in inches) 4 0N 0N Ş : : 2 : : A 4 કૃ : • : = 3 ŧ • ons למרס POLO ERETERS 500 207 31.97 202 32.07 • = : President President States S QUANT MENST. THANK THOUSE 3 : : . 2 = : e ta . ₹ : \$ \$ 2 3 7.84.7EK 37866 njj] 73215 \$ • = * ody 3766 7925 Way IJį = 3 : * 2 **†11** ð.

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PHARTON
COACH COACH
SEDAN
COUPE-2
ANNET COUPE TOWN SEDAN List Models on According Price Scale State as Short No. 1 SORT ROAD. CLUB 350AN CABRICLET Body Model BUNDE Make and Model STANDARD MASTER > ₹ * = 3 |=

Equipment

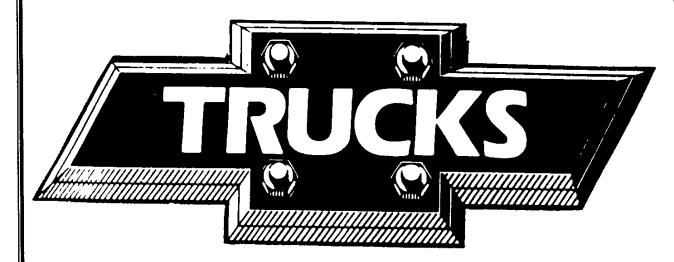
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| | Spring Contract Make | | שפשע | | ,, | , | : | • | • | " | | | | SE CO | 3 | • | ; | | | | • | | | | _ | | | |
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| | Combination Tail and Sup Light Make | | GUIDE | 16 | " | " | , | • | , | ,, | | | | 30119 | • | * | 3 | | | | | | | | | | | . |
| - | Bodine Light (Yes No) | | 011 | | | 7 | | | : | | | | | NO | * | * | ** | | | | | | | | | | | ļ. |
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| - | Bumper Make | | Ş. | , | - | | | , | | | | | | OWN | ,, | | = | | | | | | | | | | | |
| m e n | Radiator grill (Ye e | | 631 | • | 8 | • | * | , | • | | | | | 76.5 | • | : | : | | | | | | | | | | | - |
| i p r | | | | HSNER | | | | • | | | | | | | | | | | | | | | | | | | | |
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1935 Chevrolet Junt

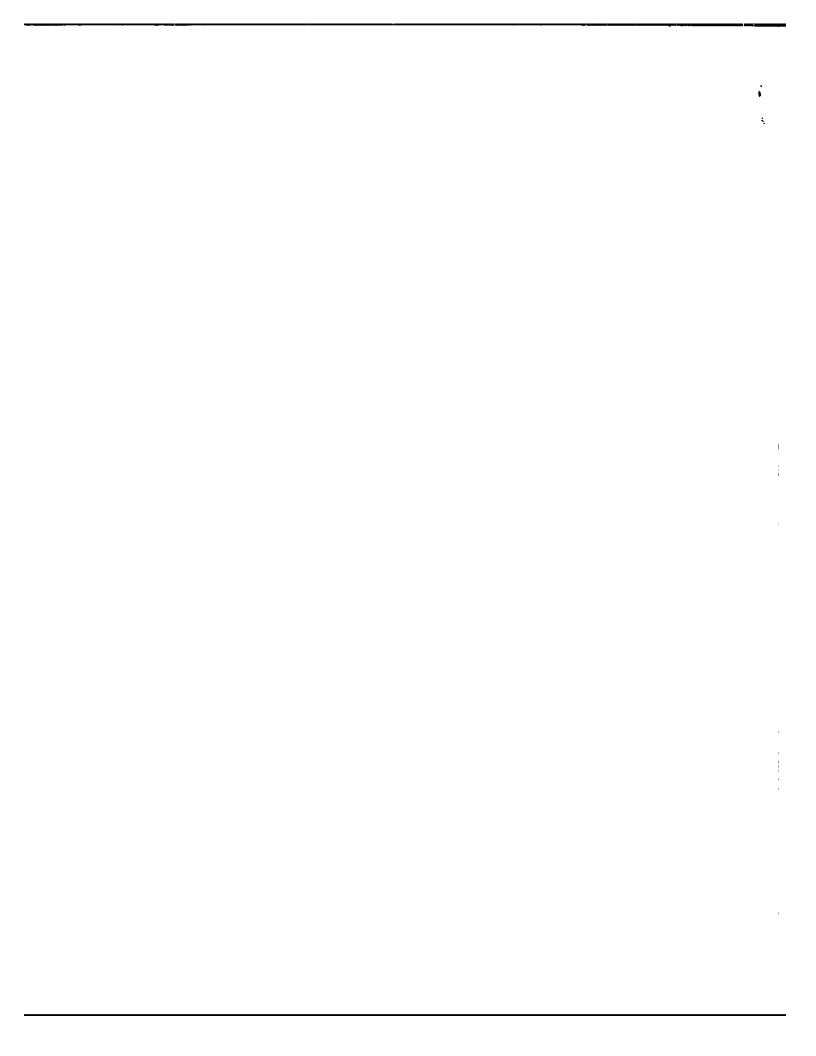




CHEVROLET



1935



SHEET NO. 1 DATE 2-1-35

SPECIFICATIONS THE VROIT 1935 TRUCKS

ENGINEERING DEPT.

TRUCK DATA SHEET

Commercial Models

| Symbol | <u>Type</u> | Rating | Series | W.B. |
|--------|---|-----------------|--------|------|
| CCh | Commercial Chassis | 1/2 Ton | EB | 112 |
| CCab | Commercial Chassis with Cab | 1/2 Ton | EB | 112 |
| CCbx | Commercial Chassis with Cab and Pick-Up Box | 1/2 Ton | EB | 112 |
| SCCh | Special Commercial Chassis | 1/2 Ton | EB | 112 |
| CPan | Commercial Chassis with Panel Body | 1/2 T on | EB | 112 |
| SCPan | Special Commercial Chassis with Panel Body | 1/2 T on | EB | 112 |

Utility Models

| Symbol | | Type | Rating | Series | W.B. |
|--------|---------|--|-----------|------------|------|
| UCh | Utility | Chassis-Single Rear Wheels | 1-1/2 Ton | QA | 131 |
| UCab | | Chassis with Cab-Single Rear Wheels | 1-1/2 Ton | • | 131 |
| UPan | Utility | Chassis with Panel Body-Single Rear Wheels | 1-1/2 Ton | QA | 131 |
| DCh | | Chassis-Dual Rear Wheels | 1-1/2 Ton | | 131 |
| DCab | Utility | Chassis with Cab-Dual Rear Wheels | 1-1/2 Ton | QB | 131 |
| DSt | Utility | Chassis with Stake Body-Dual Rear Wheels | 1-1/2 Ton | QB | 131 |
| ULCh | Ut1l1ty | Long Chassis-Single Rear Wheels | 1-1/2 Ton | QC | 157 |
| ULCa | Utility | Long Chassis with Cab-Single Rear Wheels | 1-1/2 Ton | QC | 157 |
| DLCh | Utility | Long Chassis-Dual Rear Wheels | 1-1/2 Ton | ðΣ | 157 |
| DLCa | Utility | Long Chassis with Cab-Dual Rear Wheels | 1-1/2 Ton | QD | 157 |
| DLSt | Utility | Long Chassis with Stake Body-Dual Rear | | | |
| | • | Wheels | 1-1/2 Ton | O D | 157 |

Engine Serial Numbers

Commercial: K4864097 and up

Utility: T4864097 and up

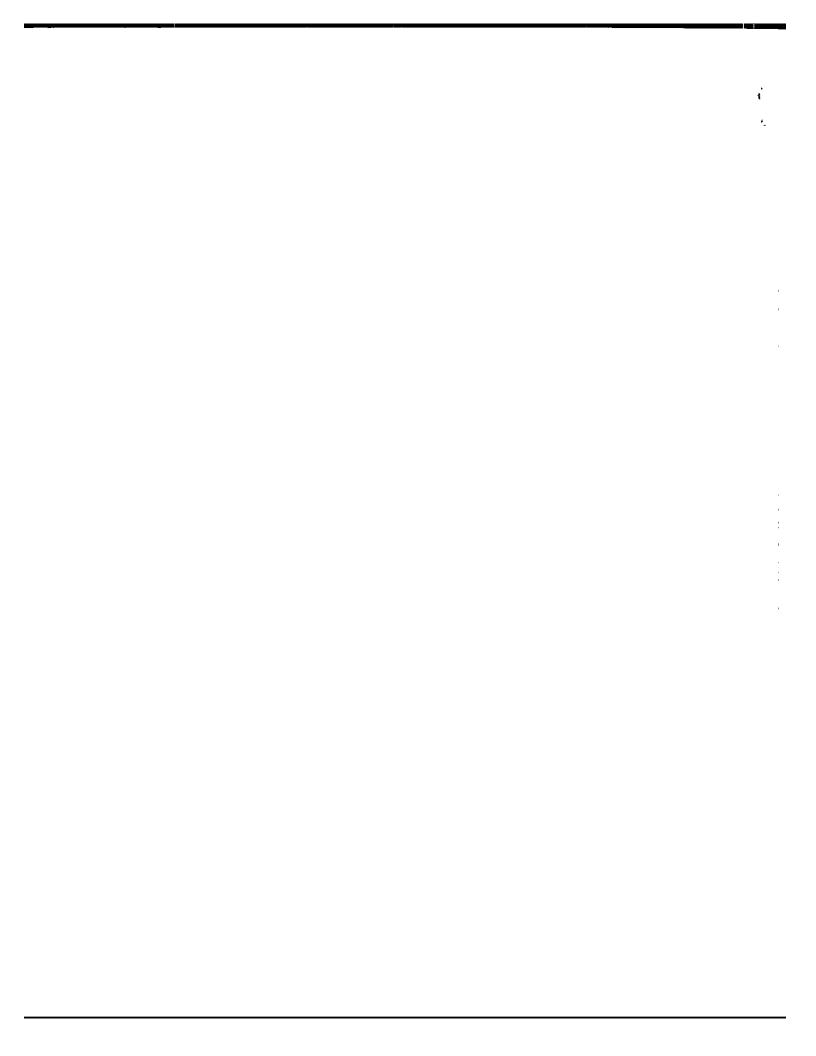
Location:

Stamped on Pad on Right Side of Engine just to rear of Fuel Pump.

Vehicle Serial Numbers

Numbered in numerical sequence starting with 1001, type distinguished by series letter.

* ORIGINAL COPY



S-2348

ECIFICATIONS 1935 TRUCKS

ENGINEERING DEPT.

Supersedes sheet #2 dated 2-1-35

| OIL-FUEL-WATER CAPACITIES |
|--|
| Crankcase Capacity |
| Motor Lubricant Recommended Summer S.A.E. #20 for temperatures above 75° F. 20-W for temperatures between 32° F. and 75° F. above zero. |
| Winter 10-W for temperatures between 32° F. above zero and 15° F. below zero. For lower temperatures, 10-W oil diluted with 10% kerosene is recommended. |
| Transmission Capacity |
| Commercial |
| Rear Axle Capacity |
| Commercial |
| Short Propeller Shaft |
| Utility |
| Transmission and Rear Axle Lubricant |
| Summer - S.A.E. #160 |
| Gasoline Tank Capacity |
| Commercial |
| Cooling System Capacity |
| Chassis equipped with Hydraulic Type Fittings for high pressure lubrication. Use Regular Chassis Lubricant. |

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ENGINEERING DEPT.

FRAME

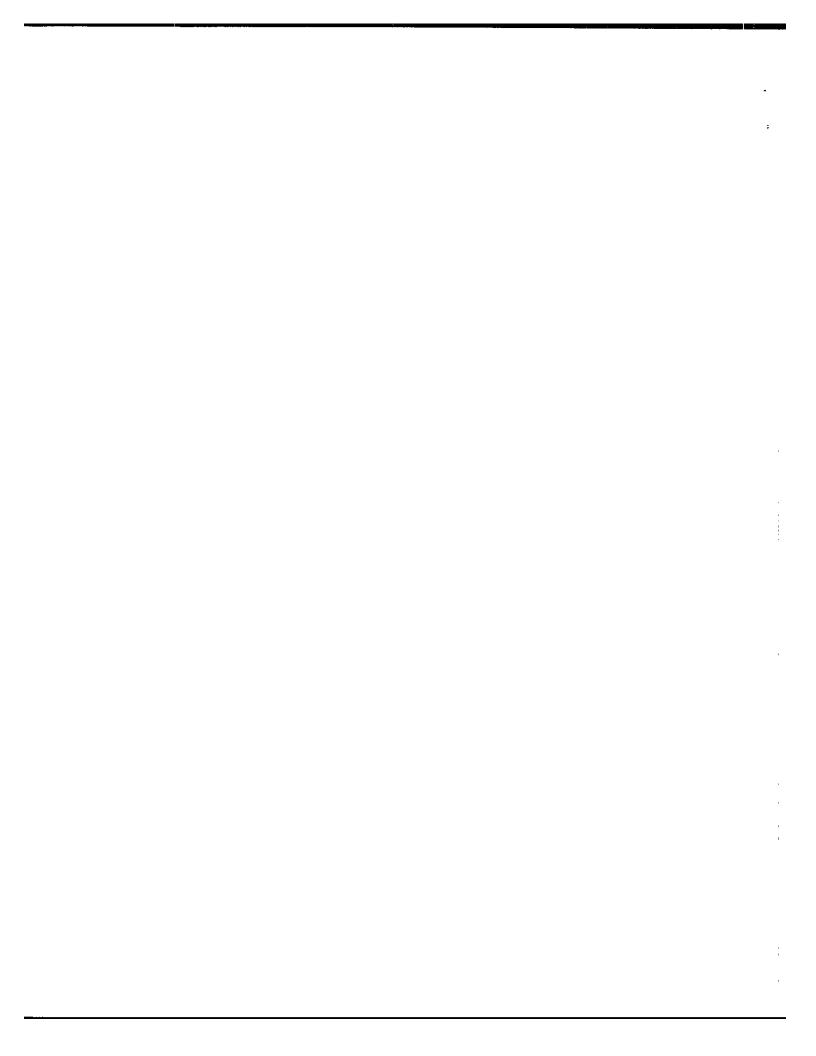
Material: G.M.C. #1025 H. R. Pressed Steel (Channel Section Side and Cross Members)

| · | | UCh UCab | ULCh ULCa |
|------------------------------------|------------|---------------------------|------------------|
| | Commercial | DCh DCab | DLCh DLCa |
| Overall length: | 164 | % 188 - 1/4 | % 214-1/4 |
| Width at front: | # 26-1/8 | # 26-7/16 | # 26-7/16 |
| Width at rear: | # 43-57/64 | 36 | 36 |
| Depth of Side Member: | 5-3/4 | 3 | .7 |
| Side Member Flange width: | 2-1/4 | 2-3/8 | 2-3/8 |
| Side Member thickness: | 9/64 | 7/32 | 7/32 |
| Kick up - Front: | None | None | None |
| Kick up - Rear | 4 | None | None |
| Number of Cross Members: | 5 | * 5 | * 6 |
| Frame taper per foot (total): | 1.393 | 1.147 | 1.147 |
| Section Modulus of Side Member: | 2.40 | 4.87 | 4.87 |
| Ult. strength lbs./sq. inch: | 60,000 | 60,000 | 60,000 |
| Tensile strength lbs./sq. inch: | . 41., 000 | 41,000 | 41,000 |
| Percent of elongation in 2 inches: | 35 to 40 | 35 to 40 | 35 t o 40 |
| | | | |

- # At spring eye centerline and outside of side member intermection.
- * Front bumper not counted.
- % Over front bumper.

SPRINGS

| Front | | |
|-------------------|-------------|--|
| Type: | Semi-ellip | tic Commercial Utility |
| Material: | Chrome Carl | |
| Number | of leaves: | 2 0 .284*, 6 0 .259* totalling 8 0 2.122* Commercial 1 0 .340*, 8 0 .259* totalling 9 0 2.512* Utility |
| Working | height: | 1-1/2" under load of 710# to 790# Commercial 7/8" under load of 900# to 1000# Utility |
| Rate of | deflection: | 475 lbs. per inch Commercial 630 lbs. per inch Utility |
| Length: Width: | | 36" Commercial Utility 1-3/4" Commercial Utility |
| Rear Bu | shing size: | 7/8" O.D. x 11/16" I.D. x 1-11/16" - Special Threaded Front Bushing: $7/8$ " O.D. x 1-3/4" Commercial Utility |
| Shackle | (at front): | Self adjusting steel type. Shackle min with tapered ends threaded into 7/8" outside diameter steel bushing. Diameter |
| ŧ | | of pin 9/16" tapering down at the rate of 1-1/2" per foot. Commercial Utility |
| | | |



ENGINEERING DEPT.

SPRINGS CONTINUED

Front - Continued

Shock Absorbers:

Single acting

SCCh SCPan

Rear

Type:

Semi-elliptic

Material:

Chrome Carbon Steel

Silico Manganese Steel

Commercial

Number of Leaves:

Utility 1 @ .340", 3 @ .300", 4 @ .284" to total 8 @ 2.376" Commercial

6 @ .340", 4 @ .3125" to total 10 @ 3.290" 1-3/4" under load of 1100# to 1200#

Utility Commerical

Working height:

7/16" under load of 2800# to 3100#

Utility

Rate of deflection:

200 lbs. per inch

Commercial

840 lbs. per inch

Utility

Spring Bushing:

7/8 O.D. x 11/16" I.D. x 1-11/16" Front

Commercial Commercial

7/8 O.D. x 1-3/4 (Special Threaded) Rear

1-1/8" O.D. x 7/8" I.D. x 2-1/2" Front & Rear Utility

Shackles:

Self adjusting steel type. Shackle pin with tapered ends threaded into 7/8" O.D. steel bushing. Diameter of pin 9/16" tapering down at the rate of 1-1/2" per foot. Commercial

Conventional type: 7/8" dia. straight pins

Shock Absorbers:

Single acting

SCCh SCPan

FRONT AXLE

Type:

Reverse Elliott - Modified I Beam Section Commercial Utility

Clearance for Jack:

9# Commercial

10"

Utility

Road Clearance:

8-3/4 Commercial

10-1/2 Utility

King Pin Transverse Inclination:

7º10 plus or minus 1º 1º plus or minus 1/2º

Commercial Utility

Spindle Transverse Inclination:

1-3/4 plus or minus $1/2^{\circ}$

Commercial Utility Commercial

Caster Angle:

2-3/4 plus or minus 1/20

Utility

Toe In:

5/64 to 1/8

Commercial Utility

Tread:

Commercial

57-9/16 56-13/32

Utility

Bearings:

N.D. 909002 Inner - N.D. 909001 Outer Commercial N.D. 909024 Inner - N.D. 909023 Outer Utility

 $3/4 \times 1-17/64$ Split Bronze

Commercial

King Pin Bearings:

Utility

15/16 x 1-17/64

King Pin Thrust Bearing: Special Ball on lower end

Diameter of King Pin:

3/4# Commercial

15/16" Utility

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ENGINEERING DEPT.

REAR AXLE

Pressed Steel Housing - Semi Floating Type: 4.111 to 1 (9-37) Gear Ratio: Commercial

5.428 to 1 (7-38) or 6.166 to 1 (6-37) Optional Utility

Spiral Bevel Gear Final Drive Type:

Distance between Spring Centers: 41 Commercial

42 Utility

Minimum Road Clearance: 8-3/8 Commercial

> 8-1/16 DCh DCab DLCh DLCa 8-11/16 UCh UCab ULCh ULCa

7-1/2 Clearance for Jack: Commercial

> 10-7/16 DCh DCab DLCh DLCa 11 UCh UCab ULCh ULCa

Shims and tapered collar Pinion Adjustment:

Pinion Shaft Bearing: N.D. 905206 Front Hyatt 125630 Rear Commercial

N.D. 905309 Front N.D. 901305 Rear Utility

Pinion Shaft Thrust: On Front Bearing

Differential Bearing: N.D. 902100 Commercial

N.D. 902101 Utility

Axle Shaft Bearing: Hyatt #1502 Commercial

N.D. 905125 Utility

.006 - .010 Gear Back Lash:

Tread: 57-9/16 Commercial

> 56-1/16 UCh UCab ULCh ULCa

63-9/16 (Mean) 7-1/2 Dual Centers DCh DCab DLCh DLCa

Commercial Axle Shaft Thread Size: None

1-1/4-12 Utility

BRAKES

Service

Type: Mechanical 4 Wheel Internal Expanding (Articulated Shoe Type)

Dia. of Front Brake: 12 Commercial 14 Utility Dia. of Rear Brake: 12 Commercial Utility 16

Width of Lining: 1-3/4 Front and Rear Commercial

Front 3 Rear Utility 2 3/16 Front and Rear Commercial Utility 1/4 Front and Rear

48-5/8" Front 48-5/8" Rear Length of Lining: Commercial

52-3/4" Rear 57-3/4" Front Utility

Thickness of Lining:

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ENGINEERING DEPT.

BRAKES CONTINUED

Service - Continued

Effective Braking Area:

85.1 Sq. Ins. Front

85.1 Sq. Ins. Rear

170.2 Sq. Ins. Total

Commercial

115.4 Sq. Ins. Front 273.6 Sq. Ins. Total

158.2 Sq. Ins. Rear Utility

Special Moulded

1/4

Emergency
Type: Mechanical, cut-in system, 4 Wheel Internal Expanding

Diameter of Drum: 12

Front and Rear

3 Rear

Commercial

14 Front 16 Rear

Utility

Width of Lining:

Lining Material:

1-3/4 Front and Rear

Conmercial

2 Front

Utility

Thickness of Lining:

3/16 Front and Rear

Commercial Utility

Total Effective Length of Lining:

97-1/4

Commercial

135.4

Utility

Total Effective Braking Area:

170.2 Sq. Ins.

Front and Rear

Commercial

348.6 Sq. Ins.

).000 -

Utility

Lining Material:

Special Moulded

ENGINE

Type: Valve in Head - Marine Head

Compression Ratio: 5.6 to 1

Number of Cylinders:

6

Max. Torque: 150 Ft. Lbs. @ 1000 to 1400

Cylinder Arrangement:

In Line

R.P.M.

Bore: 3-5/16 Stroke:

)ı

206.8 Cu. Ins.

Piston Displacement: Rated Horse Power:

26.3

Max. Brake Horse Power:

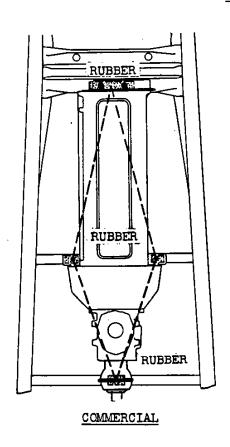
68.5 @ 3200 R.P.M.

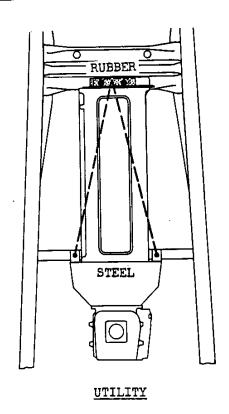
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PECIFICATIONS CHEVROLET 1935 TRUCKS

ENGINEERING DEPT.

POWER PLANT MOUNTING





CAMSHAFT

Type of Drive:

Gear

Gear Material:

Bakelite and Fabric Composition - Mating Gear Steel

Camshaft Bearings:

Front, Iron, in cylinder case, center and rear, steel backed

babbitt.

Bearing Clearance (on diameter):

.002 - .0035

Camshaft End Play:

.003

Bearing which takes thrust:

Number one

Number of Bearings: 3

Bearing Sizes

Diameter: 1-13/16 Effective Length: 1-1/2

1-25/32 Diameter: Effective Length: 1-3/16 Diameter:

1-5/8 Effective Length: 1-1/16

Total Length:

1-27/32

Total Length:

2-1/16

Total Length:

1-3/8

Effective Bearing Area: 6.98 Sq. Ins.

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ENGINEERING DEPT.

PISTONS

Cast Iron - Tin Plated - Bronze Bushed Material:

3-11/16 Length: Pin Center to Top of Head: 1-7/8

Distance between Pin Bosses: 1-3/32 Depth of Piston Ring Groove: .161 - .178

.013 - .016 Cold Clearance on Diameter, Top Land:

.013 - .016 Cold Second Land:

> .013 - .016 Cold Third Land: .0015 - .003 Cold Skirt:

.192 - .171 Depth of Piston Ring Groove:

PISTON RINGS

Number of Rings used: Number of Oil Control Rings:

Cast Iron Cast Iron Material: Material:

3/16 Width: Number of Compression Rings: 2 .145 1/8 Thickness: Width:

.145 Max. Gap Clearance: .005-.015 Thickness:

.005 - .015 Ring Clearance in Piston Groove: .0015-.003 Gap Clearance:

Ring Clearance in Piston Groove: .0015 - .003

PISTON PINS

Pin Bearing: In Piston Pin Bushing:

Diameter: .9900 - .9895 Outside Diameter: 1.128 - 1.126

15/16 2-29/32 Length: Length: Bronze Material: Taper and Diameter Limits: .0003

CONNECTING RODS

. Pin clamped in Rod Lower End Bearing:

2-1/8 Diameter: Material: Drop Forged Carbon Steel 1-9/32 Length (Center to Center): 7-1/2 Length: 2-1/8 Material: Babbitt Crankpin Diameter:

Clearance (On Diameter): .0005 - .002 Crankpin Length: 1-1/2 15/16 Type of Bearing: Centrifugally Cast Width at Piston Pine .

Steel or Brass - Solid Type of Shims:

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ENGINEERING DEPT.

EXHAUST SYSTEM

Exhaust Pipe Diameter:

2

Muffler Type:

Resonance

Diameter:

Length:

20-1/2*

VALVES

Inlet Valve

Material:

Extruded Steel

Head Diameter:

1-45/64

Valve Length:

6-1/16

Stem Diameter:

11/32

Style of Stem End:

Split Tapered Key

Tappet Clearance:

.006 Hot

Spring Pressure:

42-48 Lbs. Valve Closed

Spring Pressure:

94-102 Lbs. Valve Open

Tappet Spring Pressure: 38-44 Lbs. Valve Open

Tappet Spring Pressure: 16-20 Lbs. Valve Closed

Valve Lift:

.316

Type of Stem Guide: Removable

Valve Stem & Guide Clearance: .001 - .003

30° Angle of Valve Face:

Exhaust Valve

Material:

Extruded Steel

Head Diameter:

1-15/32

Valve Length:

4-13/16

Stem Diameter:

11/32

Split Tapered Key Style of Stem End:

Tappet Clearance: .013

Spring Pressure: 42-48 Lbs. Valve Closed

Spring Pressure: 94-102 Lbs. Valve Open

Tappet Spring Pressure: 38-44 Lbs.

Valve Open

Tappet Spring Pressure: 16-20 Lbs.

Valve Closed

.309 Valve Lift:

Type of Stem Guide:

Removable

Valve Stem & Guide Clearance: .002-.004

Angle of Valve Face:

30°

CRANKSHAFT

Number of Main Bearings: 3

.001-.003

Main Bearing Clearance: Main Bearing Material: Steel & Babbitt

Crankshaft Pulley Diameter: 6-1/32 Torsional Vibration Dampener used: Yes

69 Lbs. Weight of Crankshaft:

Clearance between Oil Thrower Groove in

Crankshaft and Flange on Cylinder

Block: .002 - .032

Bearing which takes thrust: #2

Amount of Crankshaft Offset: None

Amount of End Play:

.004 - .007

Bearing Sizes

#1

#2

Diameter: 2-1/16

1-49/64

Diameter: 2-1/8 Length:

Diameter: 2-3/16

#3

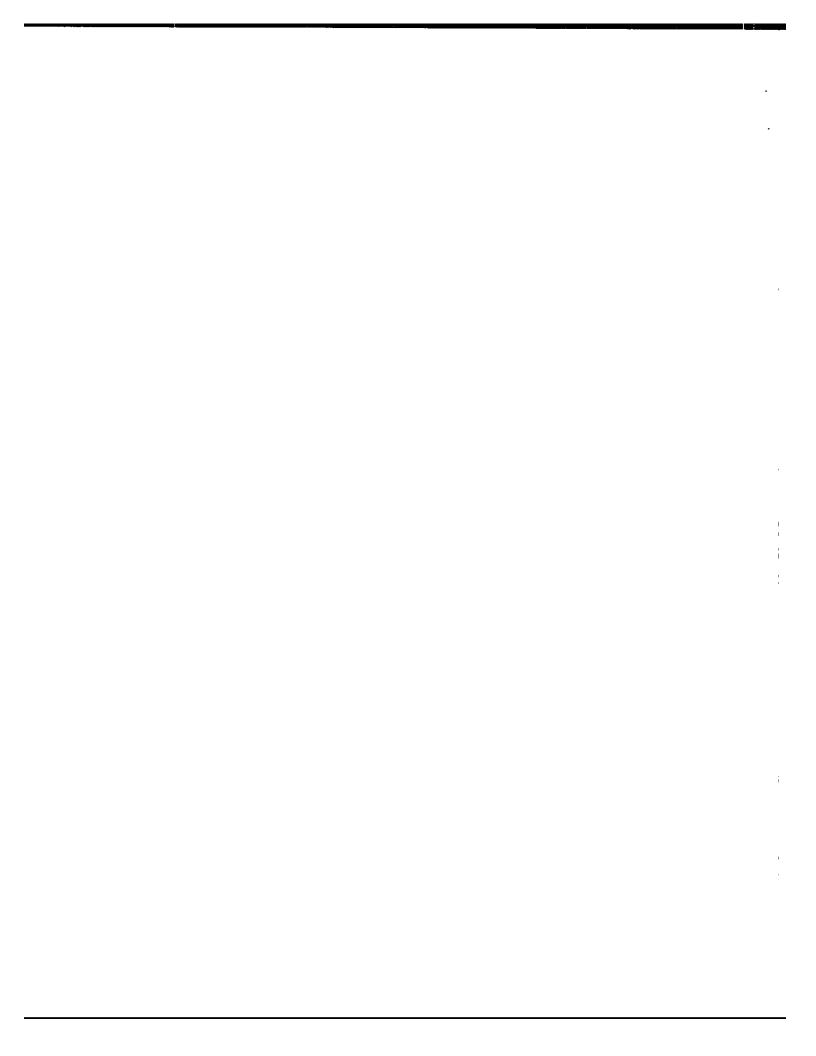
Length: Projected Bearing Area:

1-7/8 12.34 Sq. Ins.

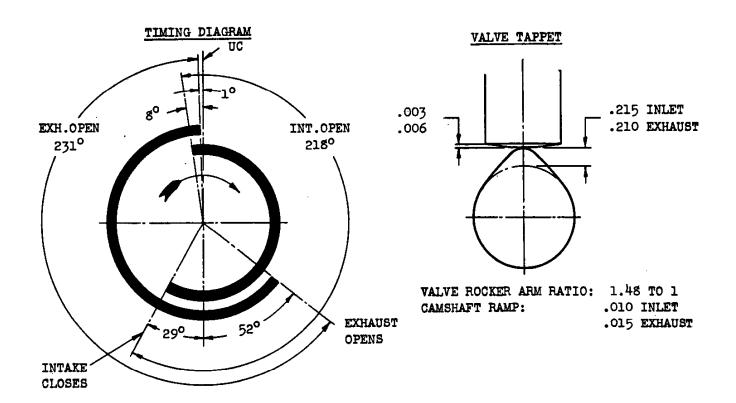
Length:

2-11/64

CHANGES



ENGINEERING DEPT.



FUEL SYSTEM

Carburetor

Carter - Down Draft Make:

Yes (Screen in Fuel Pump)

Model: W-l Gasoline Filter:

1-1/4 Size:

Air Cleaner Type: Cleaner, Silencer & Frame Arrester Fuel Mixture Heater: Yes-Passes through Manifold Heat

Single Adjustment Type:

Chamber, automatically controlled

by Thermostat on Manifold.

Fuel Feed

Mechanical Pump - Camshaft Driven Type:

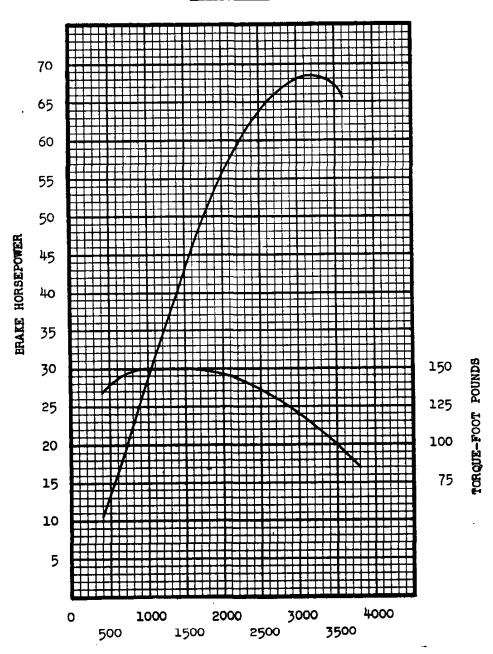
AC - Type W-1 Make: Fuel Pump Arm Throw at Camshaft:



SPECIFICATIONS THEVROLET 1935 TRUCKS

ENGINEERING DEPT.

POWER CURVES

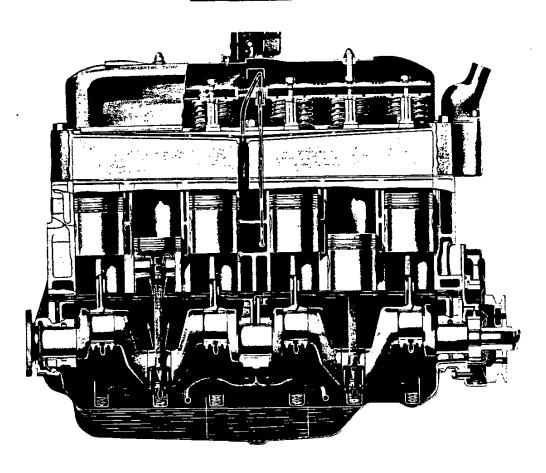


REVOLUTIONS OF ENGINE PER MINUTE

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ENGINEERING DEPT.

LUBRICATION SYSTEM



Type: Combination Pump, Splash and Pressure Stream

Pressure Feed to Crankshaft Main Bearings, Camshaft Bearings and Valve Rocker Arms

Pressure Stream to Connection Rod Lower Bearing

Oil Pump Type:

Oil Cleaner Type: Pressure, Pounds: Screen with by-pass on Intake Side of Oil Pump

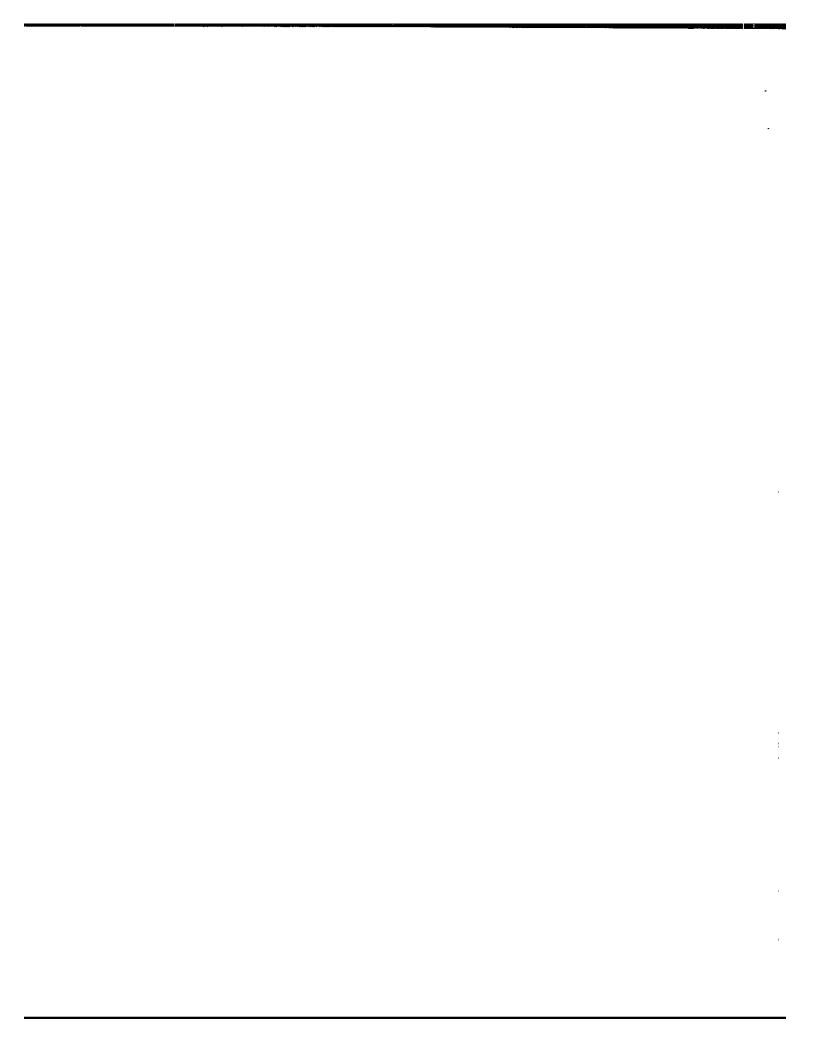
Ranges from 6.5 • 500 R.P.M. to 14.5 • 3500 R.P.M.

Type of Oil Level Gauge: Rod Type of Oil Drain:

Plug

Area of Oil Screen:

14.5 Sq. Ins.





ENGINEERING DEPT.

COOLING SYSTEM

Water Circulator:

Capacity of Pump:

Radiator Shell Material:

Shell Finish:

Radiator Core Type:

Core Material and size:

Special Cores Available:

Exposed Core Area:

Radiator Hose Size:

Number of Fan Blades: Diameter of Fan: Fan Pulley: Diameter of Pulley: Fan Belt Material: Fan Belt Length (Outside): Fan Shaft Bearings: Centrifugal type pump.

45 gallons per minute at 3600 Engine R.P.M.

G.M.C. 1010 Steel

Composite with front chromium plated balance

painted to match hood SCCh SCPan
Painted to match hood all over Commercial

(except SCCh SCPan) Utility

Grille furnished on all models.

Ribbed Cellular

379393 all Brass .25 x .40 x 2-1/8 Commercial 379389 all Copper .25 x .40 x 2-1/8 Utility

379389 used for production on Utility can be used

on Commercial and is 12% cooler than 379393.

601383 all Copper .25 x .40 x 3 (with shroud) is intended for use on Utility models when operated in extremely high altitudes, tropical or extreme high temperatures or heavy service where it is necessary to use low and second speeds for long periods of time.

When Truck is operated in low gear at 5 miles per hour 601383 is 30% more efficient than regular core (601389) and ranges in efficiency to 6% increase over production where Truck is operated in high gear at 40 miles per hour.

386.0 Sq. Inches

4 16-1/4#

"V" type - Angle of "V" 280

4-21/64

Vulcanized fabric (one piece)
39-3/4" Width: 21/32"

Front, Durex Composition - Rear, Bronze

Upper (Inlet) 1-1/4" x 9-15/16"

Lower (Outlet) $1-1/2^n \times 4-1/4^n$ (2 pieces)



SPECIFICATIONS THEVROLET 1935 TRUCKS

ENGINEERING DEPT.

CLUTCH

Type: Single Plate Dry - Single Cushioned Plate Clutch

Number of Driving Discs: One

Number of Driven Discs: One

Facing Material: Braided Moulded Commercial Moulded Asbestos Utility

Type: Disc

Inside Diameter: 6-1/4

Outside Diameter: 9 Commercial 10 Utility

Area of Clutch Surface: 65.87 Sq. In. Commercial 95.72 Sq. Ins. Utility

Thickness: .122 - .126

Number of Pieces: Two

Total Clutch Spring Pressure: 1017 Lbs.

Rated Torque Capacity of Clutch: 170 Ft. Lbs. Commercial

190 Ft. Lbs. Utility

Bearings

Throwout: Graphite Ring Stock - I.D. 1-1/2 x 0. D. 2-3/8 x 3/4

Thrust: Cast Iron

Clutch Pilot: New Departure Ball #907109 Commercial
New Departure Ball #907502 Utility

New Departure Ball #907502

<u>Lubrication</u>
Oiler provided for Clutch Release Bearing - No other lubrication necessary.

Clutch Adjustable: Yes

Clutch Throwout Lever Mounted on Ball:

Flywheel

Diameter: 12-5/8*
Weight: 34-3/4 Lbs.

Number of Teeth: 132 - Mating Gear on Starting Motor, 9 Teeth

Width of Teeth: 1/2"

TRANSMISSION

Type: Selective Synchro-Mesh - Silent Second - Standard Shift Commercial

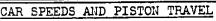
Constant Mesh Gears: Helical Selective Conventional: Utility Constant Mesh Gears: Spur

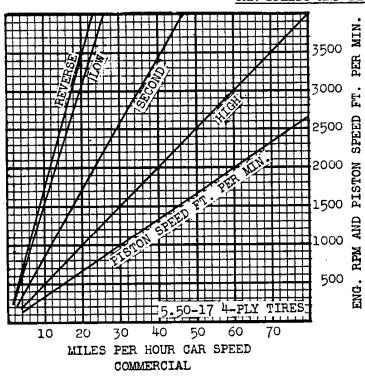
Location: In unit with Engine

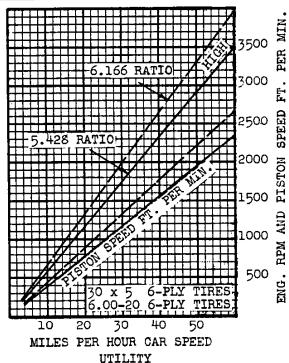
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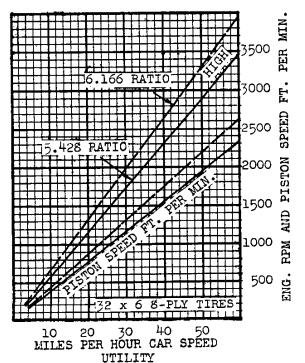
SPECIFICATIONS THE VROLET 1935 TRUCKS

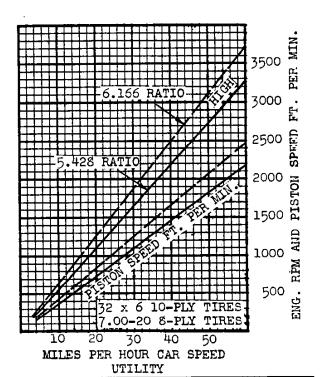
ENGINEERING DEPT.













SPECIFICATIONS CHEVROLET 1935 TRUCKS

ENGINEERING DEPT.

TRANSMISSION CONTINUED

Number of Speeds:

3 forward and 1 reverse 4 forward and 1 reverse

Commercial Utility

Power Take Off - Utility

The Revolutions Per Minute of the Gear that meshes with the gear of Power Take Off when motor is running at 1000 Revolutions Per Minute is 425.

| Gear | Ratios |
|------|--------|
|------|--------|

| | Commercial | <u>Utility</u> |
|--------------|------------|----------------|
| First Speed | 3.02 | 7.23 |
| Second Speed | 1.70 | 3.48 |
| Third Speed | Direct | 1.71 |
| Fourth Speed | | Direct |
| Reverse | 3.40 | 7.15 |

Total Gear Reductions

| | | Utility | Utility |
|--------------|---------------|-------------|-------------|
| | Commercial | 5.428 Ratio | 6.166 Ratio |
| First Speed | 12.41 | 39.24 | 44.6 |
| Second Speed | 6 .9 9 | 18.92 | 21.46 |
| Third Speed | 4.11 | 9.28 | 10.54 |
| Fourth Speed | | 5.428 | 6.166 |
| Reverse | 13.97 | 38.81 | 44.09 |

Engine Torque of Gear Set

| | Commercial | <u>Utility</u> |
|---------------|----------------|-----------------|
| First Speed ' | 453.0 Ft. Lbs. | 1084.5 Ft. Lbs. |
| Second Speed | 255.0 Ft. Lbs. | 522.0 Ft. Lbs. |
| Third Speed | 150 Ft. Lbs. | 256.5 Ft. Lbs. |
| Fourth Speed | | 150 Ft. Lbs. |
| Reverse | 510.0 Ft. Lbs. | 1072.5 Ft. Lbs. |

Bearings

| | Commercial | <u>Utility</u> |
|----------------------------|-------------------------|----------------------|
| Reverse Idler: | 7/8 x 1 Bronze (2 used) | 7/8 x 1-1/2 Bronze |
| Main Shaft-Front: | N.D. 903208 | N.D. 903209 |
| Main Shaft-Rear: | n.d. 907506 | N.D. 903307 |
| Countershaft-Front: | 7/8 x 1-1/4 Bronze | Hyatt 1 42260 |
| Countershaft-Rear: | 7/8 x 1-3/8 Bronze | Hyatt 121856 |
| Mainshaft Pilot: | Hyatt 142638 | Hyatt 141854 |
| Second Speed Gear Bushing: | 1-5/16 x 1-5/8 Bronze | |





ENGINEERING DEPT.

TRANSMISSION CONTINUED

Bearings Continued

Speedometer Gear Ratio: 3.0 to 1 Commercial

4 to 1 Utility (6.166 Rear Axle Ratio)

3.5 to 1 Utility (5.428 Rear Axle Ratio)

<u>UNIVERSALS</u>

Type: Steel Yoke

Material: Drop Forged Nickel Chromium Steel Commercial

Drop Forged Carbon Steel Utility

Pin Diameter: 11/16 Commercial

23/32 Utility

Pin Bearing Length: 37/64 Commercial

43/64 Utility

Number of Bearings: 4

Distance between Pin Bearing Centers: 2-3/4 Commercial

2-15/16 Utility

Clearance (On Dia.) between Pin and Bearings: .002 - .005

Type of End (Transmission): Spline

Commercial Number of Splines: 6 .992 Inside Diameter of Splines: Commercial Outside Diameter of Splines: 1.182 Commercial Number of Splines: 10 Utility Inside Diameter of Splines: 1.185 Utility Outside Diameter of Splines: 1.384 Utility

Type of End (Propeller Shaft): Spline

Number of Splines: 10

Inside Diameter of Splines: .911 Commercial 1.117 Utility

Ouside Diameter of Splines: 1-1/16 Commercial 1.313 Utility

Auxiliary Propeller Shaft Universal Joint: Utility

Type of End (Front): Spline

Number of Splines: 10 Utility

Inside Diameter of Splines: 1.185
Outside Diameter of Splines: 1.384
Type of End (Rear): Spline

Number of Splines: 10 Utility

Inside Diameter of Splines: 1.117
Outside Diameter of Splines: 1.313

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ECIFICATIONS 1935 TRUCKS

ENGINEERING DEPT.

UNIVERSALS CONTINUED

Number of Universal Joints:

One

Commercial

OWT

Utility

Method of Lubrication: (Front)

Self, from Transmission

Commercial & Utility

(Rear)

Self, from Auxiliary Propeller Shaft Housing - Utility

PROPELLER SHAFTS

Type:

Tubular with splined ends

Commercial

One piece

Utility

Material:

Nickel Chromium Steel Ends and Carbon Steel Tube

Commercial

Nickel Chromium Steel

Utility

Length:

52-11/32

Commercial Utility

53-11/64

10

Number of Splines (Front):

10

Number of Splines (Rear):

Propeller Shaft connected to Drive Pinion Shaft by Splined Sleeve. (Sleeve is separate

on Utility models).

Auxiliary Propeller Shaft used on Utility models and allows the use of a split

propeller shaft power take off.

Type of Ends:

Spline

Number of Splines:

10 Front - 10 Rear

Material:

Nickel Chromium Steel

Length:

UCh UCab DCh DCab 15-15/16

41-15/16 ULCh ULCa DLCh DLCa

STEERING GEAR

Type:

Semi-Reversible - Worm and Sector

14 to 1

Steering Wheel turns locked to locked position of wheels: 3.03

Type of Steering:

Fore and Aft

Diameter of Steering Post:

1-1/2

Diameter of Steering Wheel:

17-1/4

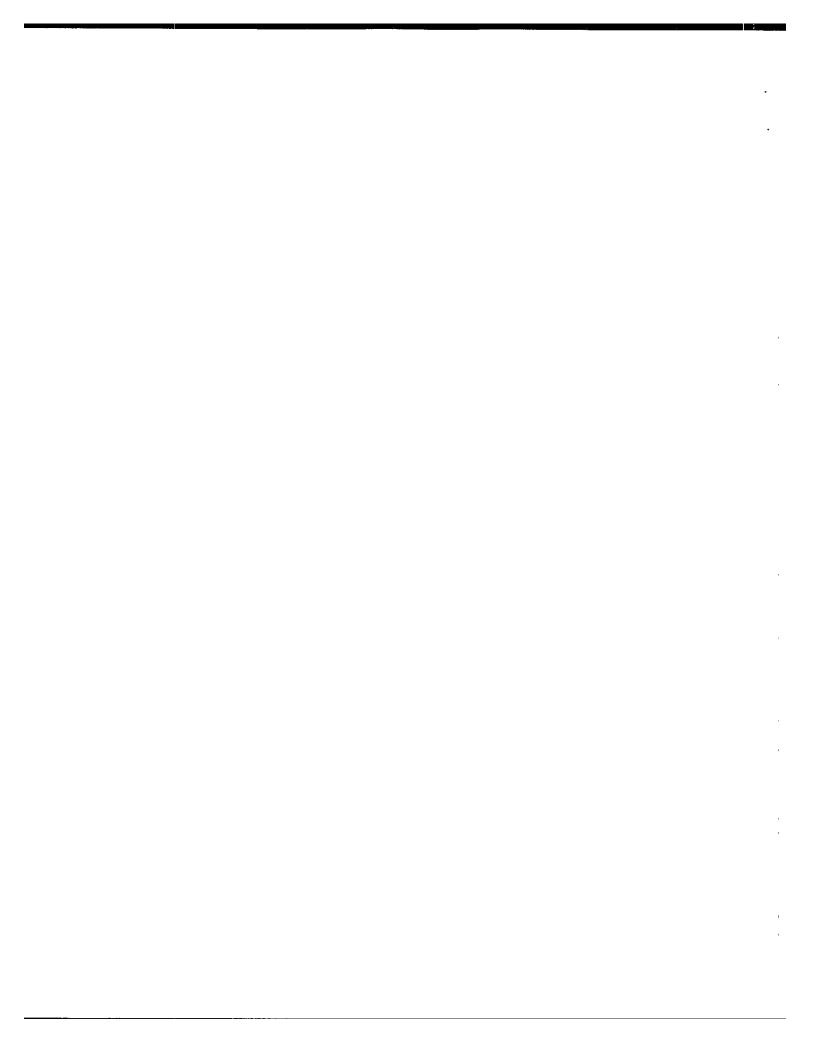
Steering Gear Mast Jacket Bushing:

I.D. $-3/4 \times 0.D$. 1.412 x 1-9/64

Steering Gear Cross Shaft Bushing: 2 Reqd. I.D. .997 x O.D. 1.126 x 1-1/8

Minimum Turning Diameter

L.H. 38 Commercial 51 UCh UCab DCh DCab 56-1/2 ULCh ULCa DLCh DLCa



SPECIFICATIONS THE VROIET 1935 TRUCKS

ENGINEERING DEPT.

WHEELS

Type:

Wire

Pierced Type Disc

Commercial

Utility

RIMS

Type:

Drop Center, Integral with Wheel

3.62 Base

Commercial

Integral with Wheel, Separate Lock Ring -

5 Base

Utility

Integral with Wheel, Separate Lock Ring -

6 Base

Utility when 32 x 6

10-ply or larger tires are used.

TIRES

Regular

5.50-17

4-Ply Front and Rear

Commercial

TRUCK TIRE OPTIONS

| <u>DUAL REAR</u> Front sizes and option no's. that can be used with dual Rears ar Size & option shown on same line as the listed Rear Number | | | | | | rs are |
|--|-------------------------------|---------------------|---------------------------------|--|--------------------|---------------------------------|
| 30x5 - 6 ply Opt.45 | *** | *** | *** | 30x5 - 6 Opt.44 | *** | *** |
| 32x6 - 8 ply Opt.47 | 6.00-20 - 6 Regular | *** | *** | 30x5 - 6 Opt.44 | 32x6 - 8 Opt.46 | *** |
| 32x6 - 10 ply Opt.50 6" rim ** | 6.00-20-6 Regular | 6.50-20-6 Opt.51 | 7.00-20-8 Opt.54 6# rim * | 30 x5 - 6 Opt. ⁴⁴ | 32x6 - 8 Opt.46 | 32x6 - 10 Opt.48 6" rim " |
| 6.00-20-6 Regular | 6.00-20-6 Regular | *** | ** | *** | *** | *** |
| 6.50-20-6 Opt.53 1-3/16 Spacer | 6.00-20-6 Regular | 6.50-20-6 Opt.51 | *** | · 佐 新 作 作 | *** | *** |
| 7.00-20-8 Opt.56 6" rim ** | 6.00-20-6 Regular | 6.50-20-6 Opt.51 | 7.00-20-8 Opt.54 6" rim * | *** | *** | *** |

| | | | |
|--|-------------|--|--|

SPECIFICATIONS CHEVROLET 1935 TRUCKS

ENGINEERING DEPT.

TIRES CONTINUED

| SINGLE REAR Size & option Number | Front Sizes | Front Sizes & Option No's. that can be used with single Rears are shown on same line as the listed Rear | | | | |
|----------------------------------|----------------------|---|---------------------------------|------------------|------------------|-------------------------------|
| 32x6 - 8 ply Regular | 6.00-20-6 Regular | *** | *** | 30x5-6 Opt.44 | 32x6-8 Opt.46 | *** |
| 32x6 - 10 Opt.49 6 rim * | 6.00-20-6 Regular | 6.50-20-6 Opt.51 | 7.00-20-8 Opt.54 6" rim * | 30x5-6 Opt.44 | 32x6-8 Opt.46 | 32x6-10 Opt.48 6" rim * |
| 6.50-20-6 opt.52 | 6.00-20-6 Regular | 6.50-20-6 Opt.51 | *** | *** | *** | *** |
| 7.00-20-8 Opt.55 6" rim * | 6.00-20-6 Regular | 6.50-20-6 Opt.51 | 7.00-20-8 Opt.54 6" rim * | 特殊特殊 | 操作格特 | *** |

* 3-1/4 offset wheel

4-11/32 offset wheel - not to be used on bodies with wheel houses.

All rims 5" (3-3/4 offset) except where 6" rims are shown.

*** Never use a larger tire in front than in rear.

**** Never use a high pressure tire in front with a balloon rear.

Auxiliary spring option #35 must be used with option #50

| | <u>RATING</u> | | | | |
|---------------|---------------|-------------|-----------------|-------------|--|
| | Pressure | Loaded Rad. | Revs./M1. | Load Rating | |
| 5.50-17 4-Ply | 36 Lbs. | 13.85" | 730 | 1200 Lbs. | |
| 30 x 5 6-Ply | 70 Lbs. | 15.68" | 643 | 1600 Lbs. | |
| 6.00-20 6-Ply | 45 Lbs. | 15.68" | 643 | 1400 Lbs. | |
| 32 x 6 8-Ply | 75 Lbs. | 15.88# | 635 | 1950 Lbs. | |
| 6.50-20 6-Ply | 50 Lbs. | 16.13" | 625 | 1650 Lbs. | |
| 32 x 6 10-Ply | 80 Lbs. | 16.6" | 600 | 2200 Lbs. | |
| 7.00-20 8-Ply | 55 Lbs. | 16.6" | 600 | 1900 Lbs. | |

Manufacturer of Tires: U.S. Rubber Company and Goodrich.

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ECIFICATIONS CHEVROLE 1935 TRUCKS

ENGINEERING DEPT.

HUBS

Thread Size:

Commercial Front - None Commercial Rear - None

Front - 2-3/8-16 - Internal Utility

Rear - 2-3/4-16 - Utility

GENERATOR

Model:

943 J

Driven by:

320 "V" Belt

Generator Pulley:

"V" Type, Diameter 3-11/32", Angle of "V" 280

Ratio of Generator Speed to Engine Speed:

1.80 to 1

Maximum Charging Rate, Hot:

12 Amps.

Voltage at Max. Charging Rate, Hot:

7.6 2200

R.P.M. at Max. Charging Rate, Hot:

22 M1./hr. Commercial

Car Speed at Max. Charging Rate, Hot:

DCh DCab DLCh DLCa (5.43 Rear 20 M1./hr.

Axle)

20-1/2 Mi./hr. UCh UCab ULCh ULCa

(5.43 Rear Axle)

Maximum Charging Rate, Cold:

Voltage at Max. Charging Rate, Cold:

R.P.M. at Max. Charging Rate, Cold:

Car Speed At Max. Charging Rate, Cold:

17 Amps.

8.1

2100

21-1/2 Mi./hr. Commercial

19-1/2 Mi./hr. DCh DCab DLCh DLCa

(5.43 Rear Axle)

20 Mi./hr.

UCh UCab ULCh ULCa

(5.43 Rear Axle)

Thermostat:

No No

Field Fuse:

Third brush Voltage Regulation:

Rated Voltage:

8.5

Brush Tension:

14-18 oz.

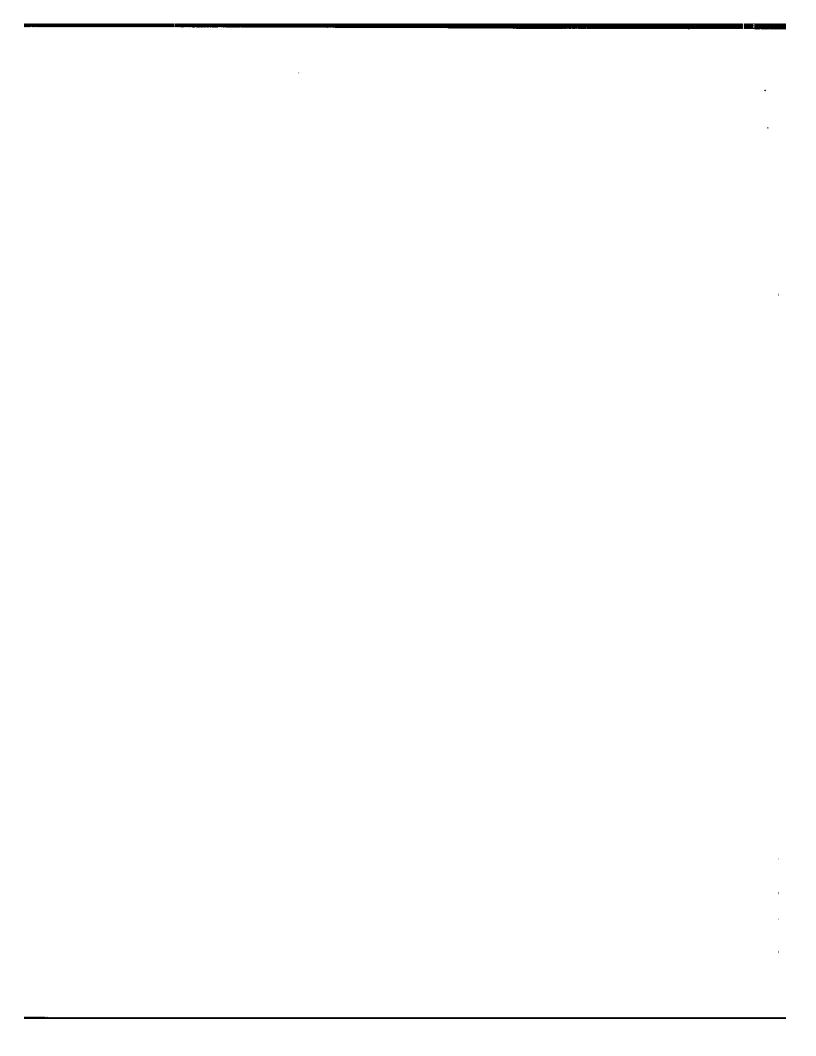
Rotation (Drive End): Clock wise

Bearings:

Commutator End - Bronze Bushing

Drive End

- Ball Bearing



PECIFICATIONS 1935 TRUCKS

ENGINEERING DEPT.

GENERATOR CONTINUED

Cutout:

Voltage to Close - 7.2

- 660 Armature Speed

Car Speed

Commercial - 7 Mi./hr.

6 Mi./hr.

DCh DCab DLCh DLCa (5.43 Rear Axle)

8 Mi./hr.

UCh UCab ULCh ULCa (5.43 Rear Axle)

.Amperes to open:

1 to discharge

BATTERY

Make: Model: Delco-Remy

Amp. hours capacity:

90 on all Side to Side

15 P or 15 Q

Cell arrangement: Shipped wet of dry:

Optional

Number of Plates:

15 8-15/16

Charging rate, start:

4-1/2 Amp.

Length: Width:

6-7/8

Charging rate, finish: 4-1/2 Amp.

Height:

7-7/8

Which terminal is grounded:

Neg.

Volts:

Where is battery mounted: Frame-Right Side

IGNITION SYSTEM

Type:

Separate units high tension distributor ground return system.

Make:

Delco-Remy

Model Number:

645 G

Current Source:

Generator

Spark Control Type: Full Automatic

Vacuum Retard:

Oo

Vacuum Advance:

12°

Automatic Advance: 280

Manual Advance: Firing Order:

200 Vernier Adjustment 1-5-3-6-2-4

Timing, Spark advanced: Distributor interrupter point openings:

5º B.T.D.C.

.018 - .024

Distributor upper bearing type:

Cast Iron

Distributor lower bearing type:

Cast Iron

Condenser make:

Delco-Remy

Amps. drawn, Engine stopped:

Amps. drawn, Engine running:

1.5 to 3600 Generator R.P.M.

Spark Plug make:

A.C. K-11 metric

.032

Recommended gap:



PECIFICATIONS 1935 TRUCKS

ENGINEERING DEPT.

STARTING MOTOR

Model:

738 G

Drive Type:

Bendix

Normal Amp.

70

Normal Speed:

2000 R.P.M.

Normal Torque:

2 Ft. Lbs. @ 2000 R.P.M.

Lock Torque:

14 Ft. Lbs.

Voltage:

3.4

Amps.:

525

No Load Bench Test R.P.M.:

3500

Voltage:

Amps.:

125

Roatation (Commutator End): C.C.W.

Bearing Type:

Commutator end:

Cast Iron

Drive end:

Graphite Bushing

Outboard:

9/16 x 5/8 x 3/4 Rolled Bronze

Over-running Clutch:

Pinion:

Meshes on front of Flywheel

Starting Motor turns engine approximately 65 times per minute.

BENDIX DRIVE

Number of Teeth:

Starter Gear Ratio: 14.66 - 1

LIGHTING SYSTEM

Type:

Two Beam

Head Lamp Lens:

Twilite Monogram

Diameter:

9-7/16

Inside diameter of Rim: 9-1/16*

Head Lamp Bulb:

T-1110

Candle Power:

21 Upper and Lower

Two Filament Bulb: Yes

How are Head Lamps dimmed: Depressed Beam

In Head Lamp

Parking Light Bulb:

T-55

Candle Power:

Bulb:

1-1/2

Tail and Stop Lamp Type:

Combination

Tail Light Bulb:

T-63

Stop Light Bulb:

T-63

Candle Power:

3

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PECIFICATIONS 1935 TRUCKS

ENGINEERING DEPT.

LIGHTING SYSTEM CONTINUED

Tail and Dash Light in Series:

Dash Light Bulb:

Bulb:

Candle Power:

Dome Light:

Bulb:

Candle Power:

Fuse:

Volts:

Amperes:

No

Yes (2 used)

T-63

Panel Bodies

Tire Changing Iron

2500 lb. Capacity Jack

Hand Tire Pump

Lubrication Gun

Starting Crank

Utility

Commercial

Utility

T-63

Type 3AG

15

TOOLS

3-1/2* Rond Shank Screw Driven

6" Combination Pliers

10 oz. Ball Pein Hammer

9# Adjustable Auto Wrench

Open End Wrench

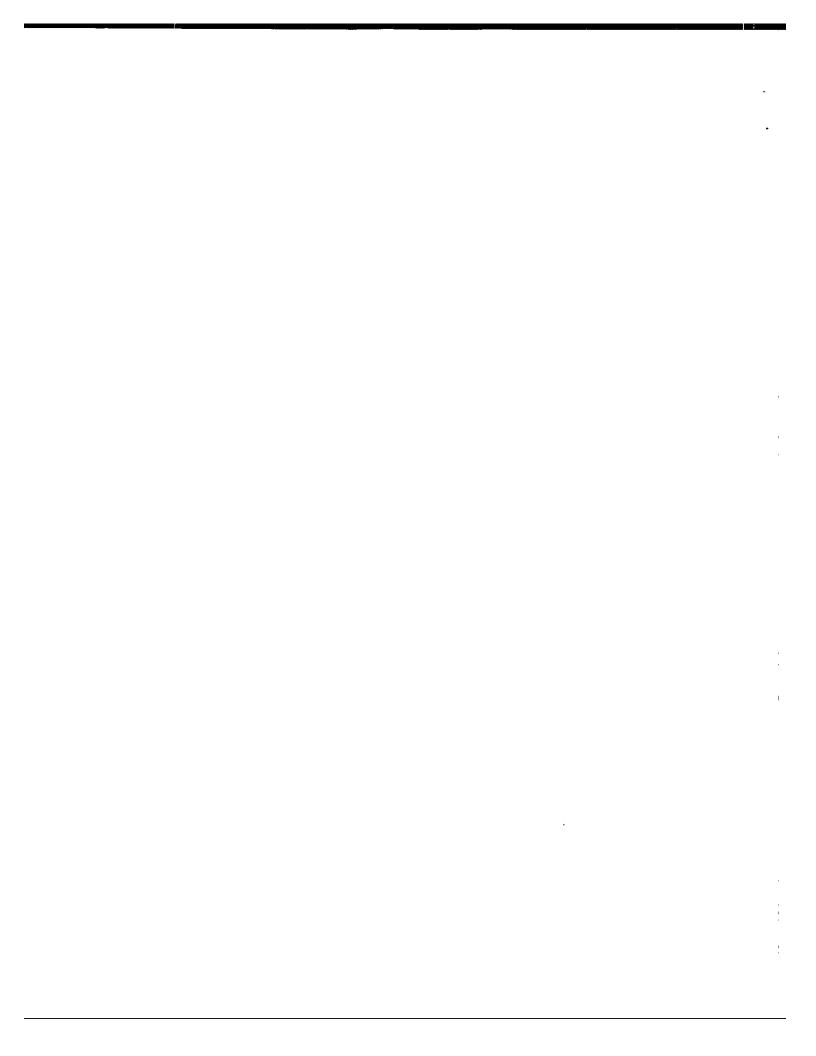
Spark Plug Wrench

3500 lb. Capacity Jack 8-1/16" Commercial - 9-1/2" Utility

Oil Can

Lowered Height of Jack: Raised Height of Jack:

14-1/16 Commercial - 15-1/2 Utility



Price List of GENUINE CHEVROLET ACCESSORIES

for

1935



JUNE 1. 1938

PRINTED IN U. S.

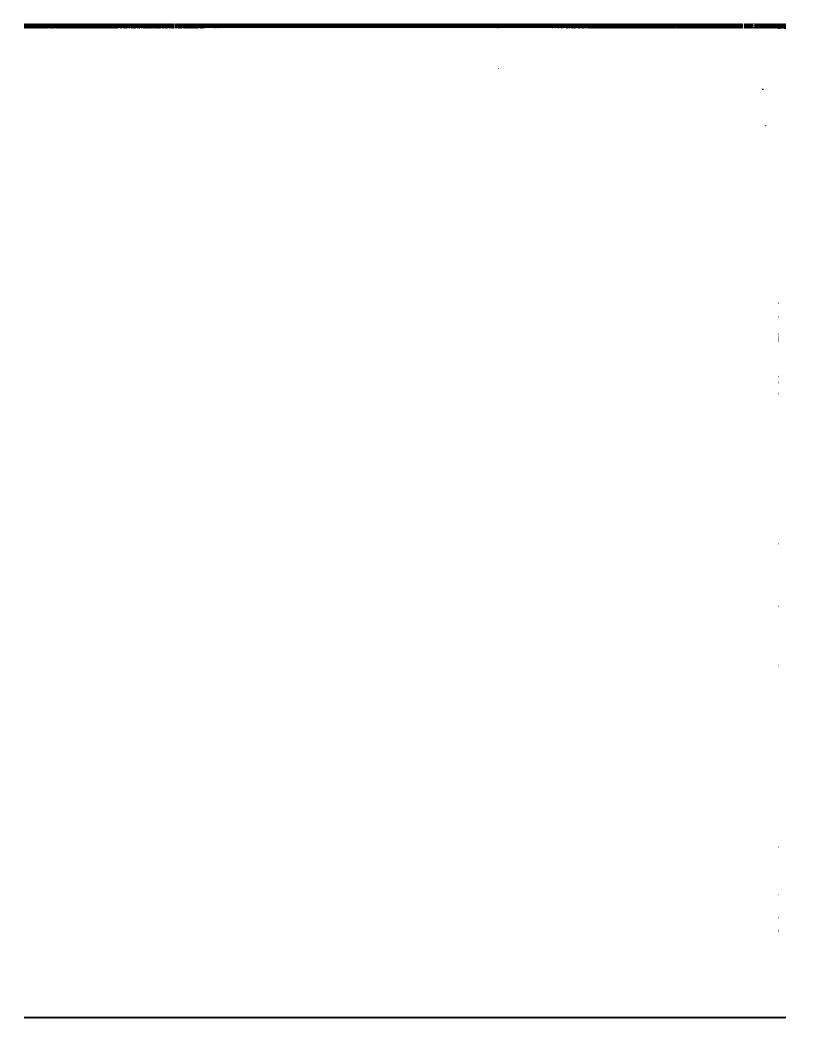
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1935 Accessories

| | | • | | |
|--|-----------|------------|----------------------|----------|
| Description | Part No." | Uni | List Price | Net |
| Anti-freeze | 600137 | १-gai. can | \$ 2.95 | 1.450 |
| Ball—Gearshift | 600231 | Each | .50 | .30 |
| Battery-13 Plate | | Each | 8.95 | |
| Battery-15 Plate | | Each | 9.95 | 2.5 |
| Bulton, Hoin | | Each | .50 | .3 a |
| | | | | 7. |
| Cap, Radiator—Master | | Each | 3.75 | |
| Cap, Radiator and Lock—Standard. | | Each | 3.75 | 7 /3 |
| Cap, Gas Tank Locking | | Each | 1.50 | 80 |
| Carrier, Interior Baggage | 601431 | Each | 4.25 | 2.55 |
| Carrier, Luggage—Black—Standard | 600416 | Each 4 | ·~ 3 7.00 | 34'- |
| Carrier, Luggage-Prime-Standard | | Each 10 | | |
| Chamois Unit | | | N.4 | 6.60 |
| Cleaner, Glass-1 Gal | | Each | 5.00 | 2.13 |
| Cleaner-Upholstery-Half Gal | | | 1,25 | 71 |
| Clark P. V. Maria 20 Ham | 401450 | Can | | |
| Clock, R. V. Mirror—30 Hour Clock, R. V. Mirror (Elec.) | 601659 | Each | 4.00 | 2.50 |
| Clock, K. V. Mirror (Elec.) | 601495 | Each | 8.75 | 5,50 |
| Clock, Glove Panel (Elec.)—Mstr | 601443 | Each | 10,25 | : 30 |
| Cover, Seat (Coupe) De Luxe-Std | 600557 | Set | 5.50 | • |
| Cover, Seat (Coach) De Luxe—Std | 600555 | Set | 9.50 | 5.70 |
| Cover, Seat (Sedan) De Luxe-Std | 600553 | Set | 9.95 | 5 |
| Cover, Seat (Coupe) De Luxe—M | | Set | 5.50 | 2 3 3 |
| Cover, Seat (Coach) De Luxe—M | | I | 9.95 | 5.4. |
| | | Sei | | 6. 45 |
| Cover, Seat (Sedan) De Luxe—M | | Şet | 9.95 | |
| Cover, Seat (Coupe) Special—Std | | Şet | 4.50 | 3 72 |
| Cover, Seat (Coach) Special—Std | | | 6.75 | |
| Cover, Seat (Sedon) Special—Std | 600559 | Set | 7.00 | 4,50 |
| Cover, Seat (Coupe) Special—M | 601634 | Set | 4,50 | 2.70 |
| Cover, Seat (Coach) Special—M | | Set | 6.95 | 4. 15 |
| Cover, Seat (Sedan) Special—M | | Set | 6.93 | 4.10 |
| Cover, Seat (Coupe—San Tay) | | Set | 3.69 | 2.20 |
| | | Set | 1.95 | 1.30 |
| Cover, Front Seat (Coach—San Toy). | | | | 2.5 |
| Cover, Front Seat (Sedan—San Toy). | | Set | 3.69 | 2.2 |
| Cover (Coach and Sedan Rear Seat— | | | | 2.40 |
| San Toy) | 601448 | Set | 3.95 | J |
| Cover, Metal Tire—Rear—Black— | | | | |
| Master | | Each | 6.50 | 4.00 |
| Cover, Metal Tire-Rear-Prime- | • | | | |
| Master | 601399 | Eoch | 6.50 | 4.00 |
| Cover, Metal Tire Fender Well- | | PG. | 0.50 | |
| Black-Master | 379238 | Each | 6.50 | 4.03 |
| Face Main To Card M 1 | 317230 | Egen | 0.30 | -7 |
| Cover, Metal Tire Fender Well- | | | 4 = 4 | 4.00 |
| Prime—Master | 001 400 | Each | 6.50 | |
| Cover, Metal Tire-Black-Std | 601436 | Each | 5.50 | 3.75 |
| Cover, Metal Tire—Prime—Std | 601445 | ∧² Each | 5.50 | J. 3.5 |
| | | | | |



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|---|-------------|------------------|----------|-------------|
| • | | Umb | Price ' | ' |
| | Part No. | | | .65 |
| Description | | Each | \$ 1.00 | 55 |
| | 600404 | | 1.00 | 127 |
| Moster · · · · · · | 474159 | Each | 3.00 | 6.7% |
| Cover, Fabric Tire—Master Cover, Fabric Tire—Standard | 601168 | Each | 9.75 | <u> </u> |
| | 601698 | Set of 5 | 9.75 | 5 |
| | | Set of 5 | 9.75 | 1.95 |
| | | Set of 5 | 7,75 | . • • |
| Disc. Wheel—Standard—Chrome. Disc. Wheel—Standard—Chrome. Disc. Wheel—Standard—Chrome. | 364165 | Each | .75 | 45 |
| Disc-Wheel-Standard Pt. | 363639 | Each | .7 | |
| Dressing, Top-Black Di | 303037 | Each | | , , |
| Disc-Wheel—Standard—Chrome- 14 Disc-Wheel—Standard—Chrome- 13.2 Dressing, Top—Black—Pt. 10.0 Dressing, Top—Clear—Pt. 14.0 Dressing, Top—Black—Gal. | 363641 | Each | 4.7 | |
| Top-lan-rich | 600420 | Pair | 2.4 | <u>.</u> |
| 74 0 DO-BIOCK | 304350 | Set of 4 | 3.4 | م. ر. |
| HA.ODIEST. | 600481 | Each | .9 | |
| 40.0 Frame Standard Standard | 364339 | Each | 1. | |
| Ho. o Frame, Library Standard. Ho. o Guards, Bumper Standard. Los Gun, Anti-Squeak. Lever Ext. | 601468 | Each | 15. | () |
| Si & Gun, All Broke Lever Ext | 601083 | | 10. | 95 |
| # Gun, Anti-Squeak J. Gun, Anti-Squeak J. Handle, Brake Lever Ext. Heater, Super Hot Water Heater, Super Hot Water | 601085 | Each | 3. | |
| Heater, Super Hot Water | nen. 600125 | | 9. | |
| Heater, Super Hot Water Heater, Outdraft Hot Water Hors, Matched Pair—Standar | 600780 |) 14" | Ö | EV 2-1. |
| Hitch, Iraller - Standar | 60144 | , , | 4 | 00 43 |
| 40 Hitch, Irailer—Std. Cpe. and 40 Hitch, Irailer—Std. Cpe. and 41 Horns, Matched Pair—Master | 60178 | 5 5000 | <u> </u> | 00 1.40 |
| Homs, Matched Pair—Standard Homs, Matched Pair—Master 37/ Homs, Matched Pair—Master | 60168 | A FREE | ٠ . | .50 1.75 |
| 57. Homs, Matched Pair—Masser 1. Homs, Matched Pair—Standard | 60166 | a Each | | "111 (|
| 16. 6 Indicator, Headlamp Beam 16. 6 Indicator, Head—Standard 16. 6 Indicator, Head—Standard 16. 6 Jack—Universal 18. 6 Jack—Universal | 60165 | 6 Eacl | | 3.00 |
| Ho o Jack Universal Compartment Ho, V Lamp, Luggage Compartment Ho, V Lamp, R. H. Tail (Trunk)—Ma | 60149 | A Eac | | - 00 / |
| Ho. V Lamp, Luggage Compartment Ho. V Lamp, R. H. Tail (Trunk)—Ma Ho. C Lamp, R. H. Tail (Others)—No James, R. H. Tail (Others)—No | ster. 6014 | no Eac | h · | 3.00 |
| AS OLOMB, R. H. Tall Chark | aster . OUT | V | | 200 1.50 |
| 70.0 Lamp. R. H. Tail (Others) St | d 3646 | <u> </u> | | 3.00 |
| Month B H. Tall (Cooper, C | 3040 | ~~ _ | eh | 1.20 |
| The Family B. H. Tail (Ollien) | DU17 | | | 3.00 |
| 17.6 Lampy Ciagrette | 6007 | _ | | 2.14 |
| Hub Cap-Standard | 601 | | | |
| 40.0 Lock, Matal Tite Cover (Red) | 3641 | | l. can | |
| Ho.o Lock, Hub Cap—Standara. Ho.o Lock, Metal Tire Cover (Real Ho.o Lock, Metal Tire Cover (Real Ho.o Lubricant—Dry (3 oz.) A. Jubricant—Dry (1/2 Gal.) | 364 | | ich | 1.23 |
| 40 5 Lubricum Dry (1/2 Gal.) | 601 | - | ach_ | 1.00 |
| 40.3 Lubricant—Dry (3 oz.) 40.3 Lubricant—Dry (½ Gal.) | 601 | 640 - | - (S | 0.13 |
| 40.3 Lubricant—Dry (1/2 Gal.) 40.3 Lubricant—Dry (1/2 Gal.) 37.7 Marker, Fender 37.5 Mirror, Visor Vanity 37.7 Moulding, Wheel—Master 37.7 Moulding, Wheel—Standa | |)510 <u>2</u> ei | of 5 | 6.75 |
| 21.5 Mirror, Visowheel-Master | 40 | 3490 20 | of 5 | .55 °° c |
| Mirot, Visor Vanity Mirot, Visor Vanity Moulding, Wheel-Master Moulding, Wheel-Standa | 10 36 | 3415 12 | al. care | POA |
| Moulding, Wheel—Standa | | 3614 1 9 | al, can | 51.00 |
| | | 1914 | cach | A PA 1.1" |
| Polish—GalDe Luxe— | 7 Tuberr 25 | 4915 | Each | |
| | | 11916 | Each | |
| | | 1662 | Each | Q 5() 3 |
| 10 1 Dadip Coming - 1 | -5 1000 | 01651 | Each | E EO 2.35 |
| | | 01660 | Each | 14.00 24.75 |
| | | 01574 | Each | 41.00 |
| | | 01574 | Each | |
| 38 - Radio Chassis De Luxe | nster | 01573 | Each | 5.50 |
| 38 - Radio Chassis De Luxe-Mile 9 Radio Control Unit-Mile 9 Radio Control Unit-Str | ndard | 01664 | | |
| 70: INUVITE: 111-11-310 | | | | |



| Percription Description | Part No. | Unit 1/0 | List Price | NLT |
|---|---|--|--|---|
| 3% CAntenna Unit (to adapt 1934 Ra 11% C to 1935 Cars) | 601768 601754 601521 601458 601452 601451 601454 er 601418 | Each Ho.05 Each Ho.6 Each Ho.6 Pair Joseph Hole Joseph Ho.7 Pair Ho.7 Pair Ho.7 Each Ho.6 Each Ho.6 | 8.00 15.95 1.50 1.50 8.00 8.00 2.00 3.85 | 4.75 8.50 1.75 4.6. 4.6. 1.10 2.30 3.30 |
| 40.0 | | | | |
| H 5. U | ccessorie | S | | |
| Bracket, R. V. Mirror—Ext. Board, Extension Running (R-157 45.0 Board, Extension Running (L-157 47.0 Board, Extension Running (L-131 47.0 Board, Extension Running (R-131 47.0 Board, Extension Running (R-131 47.0 Board, Extension Running Board (R-1) 47.0 Apron, Ext. Running Board (R-1) 47.0 Fender, Dual—Right 47.1 Fender, Dual—Left 50.0 Filter, Oil 47.0 Governor 47.0 Hooks, Tow 48.1 Shock Absorber—Double Acting 48.2 Shock Absorber—Double Acting 48.3 Shock Absorber—Double Acting 48.4 Shock Absorber—Double Acting 48.5 Shock Absorber—Double Acting 48.7 Shock Absorber—Double Acting | 7) 600442 ") 600441 ") 600449 57') 600458 57') 600457 363564 363563 601465 601657 600533 600532 1066226 1066231 1066232 1066232 1066232 1066232 | Each #0.0 Seach # | 2.50 2.50 2.75 2.75 2.50 2.50 6.00 6.00 3.25 2.00 3.25 2.00 3.25 2.00 3.25 | 130 160 160 160 160 160 160 160 170 170 170 170 170 170 170 170 170 17 |
| 40.9 \$List Price Includes Brackets. | | | | |

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