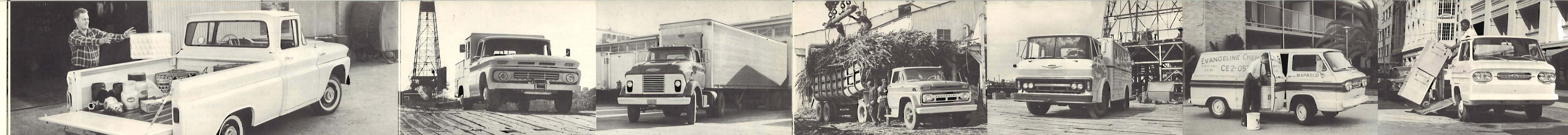


**1962
CHEVROLET
JOBMASTER
TRUCKS
ARE BUILT**

**TO
KEEP**



C1434 Fleetside pickup

C3603 chassis-cab with special utility body

E8203 diesel chassis-cab with special van trailer

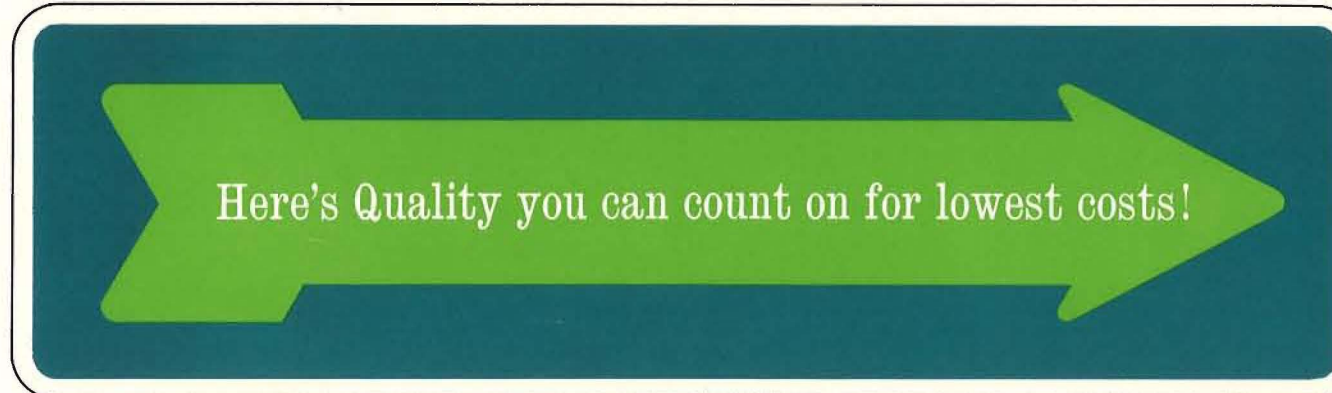
C6203 chassis-cab with special trailer

T6203 chassis-cab with special body

R1205 Corvan

R1254 Rampside pickup

WORKING & WORKING & WORKING & WORKING & WORKING & WORKING



HOW'S THIS FOR A WELL-BUILT PICKUP BODY!

- **Double-walled side panel.** The lower side panels of a Fleet-side pickup provide a *double* thickness of sheet metal. This makes the Chevrolet body stronger, and dents on the inside of the body do not show outside.
- **Extra-strong tailgate.** Double-walled construction is rigid and long lasting. Fits tightly to minimize loss of bulk cargoes.
- **Two-piece cab and body construction.** Side sheet metal stays in good shape longer, and you get the space you need to tie down load covers. Also, double wall between cab and cargo area reduces noise and vibration, gives better protection to driver.
- **Big, roomy bodies with tough wood floors.** Bodies up to 8' wide and 9' long offer an extra bonus of cargo space for bulky loads. Select-wood floors give safer footing; won't rust, either. Recessed steel skid strips make loading and unloading a breeze.

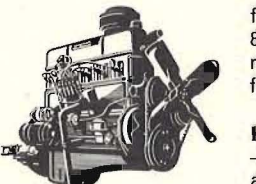


HERE'S A CAB THAT'S CONSTRUCTED TO STAY ON THE JOB!

- **Husky double-panel roof** adds rigidity to entire cab structure. Heavy insulation between panels keeps out noise, heat and cold.
- **Reinforced box-section door pillars** support roof solidly and frame doorways strongly—keep doors working right and sealing tight for the life of the truck.
- **Wide, deep foam-cushioned seats** are covered with durable all-vinyl upholstery that's good looking and easy to clean. Sturdy S-wire springs provide ideal support for greater comfort.
- **Safe, easy one-step cab entry.** Drop-frame design allows for a low, flat floor; entering or leaving has never been easier.
- **Double-braced floor** has massive crossmembers plus fore-and-aft sills for greater cab strength and durability.



HIGH-TORQUE 6's AND V8's OFFER NEW HIGHS IN PULLING POWER, SAVINGS AND STAMINA



High Torque 235 Six—With 135 hp. and 217 ft.-lbs. of torque, it's the most popular of all truck engines—famous for delivering economical, high mileage per-

formance. With an 8.25:1 compression ratio, this one's made for *savings* on any job.



High Torque 283 V8—When jobs call for the extra punch of V8 power, you can specify the High Torque 283 V8 in Series 10 through 50 models*. With 160 hp., 270 ft.-lbs. of torque and short-

stroke design, it's built to move loads briskly and economically.

New High Torque 409 V8—Biggest Chevrolet truck engine yet with 252 hp., 390 ft.-lbs. of torque to keep king-sized loads moving easily, efficiently in Series 80*. Extra-rugged components include high-strength connecting rods, Moraine 500 bearings, Roto-Coil valve rotators and many more. Standard power for Series 80 is the work-proved 348 V8.

NEW BIG DIESEL POWER!



Chevrolet offers a choice of two diesel engines for '62—the GM 4-53 for trucks in the 15,000- to 23,000-lb. GVW range, and the GM 6V-53 Diesel for the 18,500- to 25,000-lb. GVW range (51,000-lb. GCW). Two work-proved ways to save for runs calling for high mileage or excessive idling!

*Released at extra cost.



TOUGH CHEVROLET INDEPENDENT FRONT SUSPENSION GUARDS YOUR EARNING POWER!

Protects your profits by reducing maintenance costs (the truck takes less of a beating on bumps) . . . by saving payloads from undue damage caused by jolts and jars . . . and by enabling drivers to make better time over rough roads, get more done in a day!

Tough friction-free springs cushion the ride—and they do it without any stiffness or harshness built in for control purposes.

Rugged control arms give sure, safe handling while guiding wheels in precisely engineered paths to help prevent temporary misalignment by big bumps, heavy loads or cornering forces.

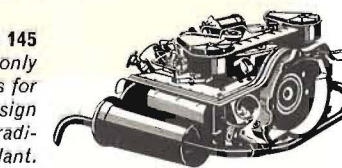
Sturdy custom-tailored shock absorbers control ride and match suspension action to road shock severity. Independently suspended wheels step over bumps individually. One wheel's action does not affect the other. You get a *smooth* ride that paves the way to bigger profits!



QUALITY IS THE KEYWORD IN CORVAIR 95 DESIGN

Three work-proved models (two pickups and a panel) with design advantages that put them in a class by themselves for quality and utility! Engine is in the rear, tucked between the rear wheels. (You'll never be bothered by engine heat or noise and there's plenty of rear-wheel traction for the soft spots.) Double-walled side panels, doors and cowl arch add stay-on-the-job strength and stamina. You get tough unitized body-frame construction, efficient transaxle drive, smooth-going 4-wheel independent suspension . . . a roster of *sturdy* truck-type components that are unmatched among trucks of this type.

Corvaire 95 power—High Torque 145 Six. Rear-mounted "pancake" Six (only 17 inches high) saves space—allows for greater cargo area. Air-cooled design eliminates expense stemming from radiator, water pump, hoses and coolant.





C6803 chassis-cab with tank body



C6803 chassis-cab with special platform body



C3603 chassis-cab with special rack body



C8203 chassis-cab with special platform trailer



C1416 Carryall



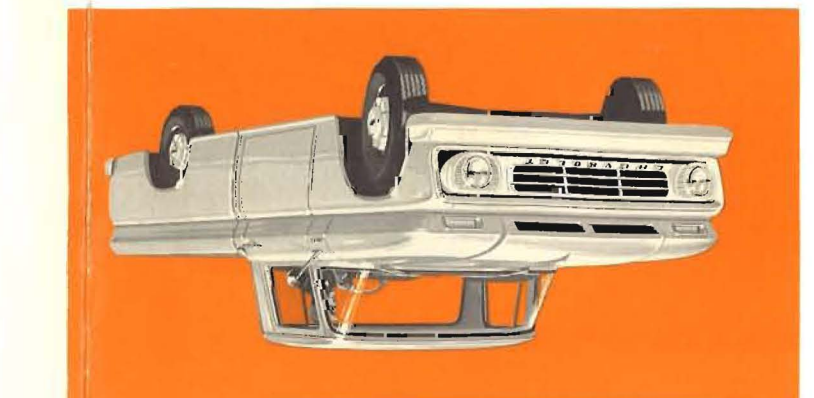
P2645 Step-Van



C8203 chassis-cab with special bottom-dump trailer



S6702 with 60-passenger school bus body



■ That's the whole Chevrolet truck story in a nutshell. They're built better to last longer and save extra dollars all the time they're working for you. Whether you're in the market for a hard-working light-duty model or a big-tonnage heavy-weight, your Chevrolet dealer is the man to see. He'll give you a close-up look at real truck value: new High Torque power, new diesels, job-matched trucks for every chore. He'll show you *quality* that makes any Chevrolet a better deal when you buy... a more valuable vehicle when it's time to trade.

Illustrations and specifications contained in this literature are based on the latest product information available at the time of publication approval. The right to reserve to make changes in price, color, model, equipment, specifications and models, and also to discontinue models, without notice, is reserved to General Motors Corporation, Detroit 2, Michigan. Form No. 62-3 JAN. 1962. Litho in U.S.A.

SAVING & SAVING & SAVING & SAVING

CHEVROLET FRAME—A STRONG REASON FOR A LONG TRUCK LIFE

To stand up for years under maximum loads Chevrolet all-welded frames are constructed of extra-high-strength 39,000-pound-per-square-inch steel. For greater rigidity in Series 50, 60, 60-H and 80, side rails are of box-section construction in the forward area. And reinforcing the front frame is a massive boxed-hat-section crossmember, which doubles as a sturdy base for the independent front suspension arms. Drop-frame design on Series 10-40 keeps cab floors closer to the ground, easier to enter or leave, and side rails are parallel on Series 30-80 in the rear for better support. Here's solid evidence of Chevrolet *quality* that helps keep costs down *low!*

WIDE CHOICE OF SYNCHRO-MESH TRANSMISSIONS TEAM UP WITH CHEVROLET POWER FOR JOB-MATCHED EFFICIENCY!

Choose from 12 standard or optional synchro-mesh transmissions or 3 auxiliaries: This wide choice of smooth-shifting, long-lasting Synchro-Mesh transmissions allows you to specify the one that's just right for your truck and your work. Whether it's the 3-speed that's standard on light-duty models, one of the heavy-duty 5-speeds or any job-matched transmission in between, you can be sure of getting extra years of quiet, dependable service. Quality features such as anti-friction bearings, rounded gear teeth that resist chipping and carburized and hardened alloy steel gears make it a sure thing! Powertake-offs provided on all 4- and 5-speeds.

SMOOTH AUTOMATIC TRANSMISSIONS SAVE WORK IN EVERY WEIGHT CLASS

Powerglide—Optional at extra cost, Powerglide transmission for Series 10 and 20 models and Corvair 95's provides convenient no-shift driving... allows the driver to devote his full attention to the road. Steering-column-mounted lever selects the five operating positions: park, reverse, neutral, drive and low.

Truck Hydra-Matic—Easy no-shift 4-speed Hydra-Matic (optional, extra cost, in Series P20 & P30) gives three forward operating ranges to limit the automatic up-shifting for hard-pulling slow speeds or down-hill braking. Fluid coupling provides engine cushion between engine, transmission and drive line—minimizes maintenance expense.

Powermatic—6-speed Powermatic transmission (optional, extra cost, in Series 60 and up) makes shorter trip times possible through power-on-shifts and efficient use of engine power by automatic shifting. Designed and built exclusively for medium- and heavy-duty trucks. Two power take-off openings; hydraulic retarder to assist braking.

WORK-TAILORED REAR AXLES, FOR TOP PAYLOAD CAPACITY, 3,300- TO 18,500-LB. CAPACITY

Chevrolet Single Speed Rear Axles are engineered for years of dependable, quiet operation. Rugged hypoid rear axles are standard in all light-duty models... full-floating axles for Series 20 and up models feature tough straddle mounted pinions and ring gear backup thrust pads.

Chevrolet Two-Speed Rear Axles (up to 18,500-lb. capacity) provide heavy-duty components for extra years of big-payload duty. Drive gears, planetary gears and differential gears are of carburized alloy steel, accurately machined and hardened for greatest durability.

Chevrolet Tandem Axles—Big, tough Eaton-Hendrickson tandem bogie keeps axles aligned, parallel; tracking stays true; steering stays stable. Rubber-bushed ball-and-socket joints help minimize tire wear on turns. Inter-axle differential shares load equally between axles.

BIG BRAKES IN EVERY CHEVROLET BOOST STOPPING POWER... LAST LONGER!

From long-lasting Torque Action brakes on light-duty models to full air brakes (optional, extra cost, on Series 60-H and 80), you can select the type of brakes that best matches your job needs.



BECAUSE CHEVROLET QUALITY'S HIGHEST

TO MAKE A LONG STORY *short...*

ARE LOWEST COSTS CHEVROLET