

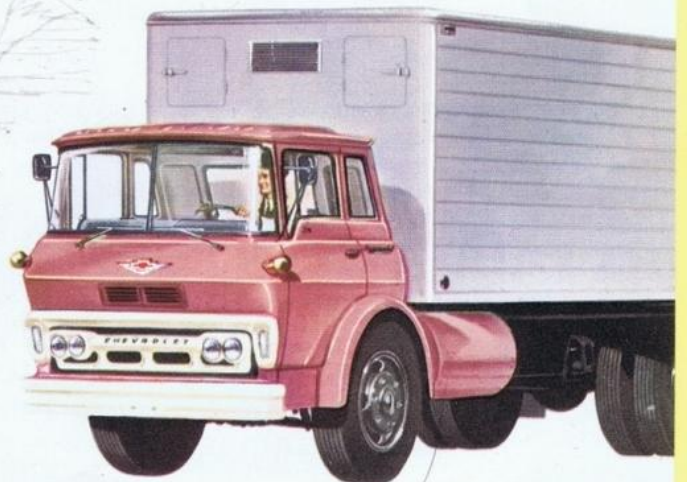
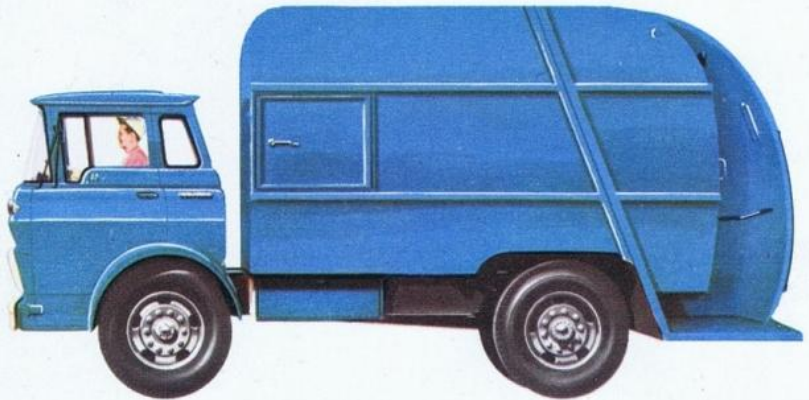
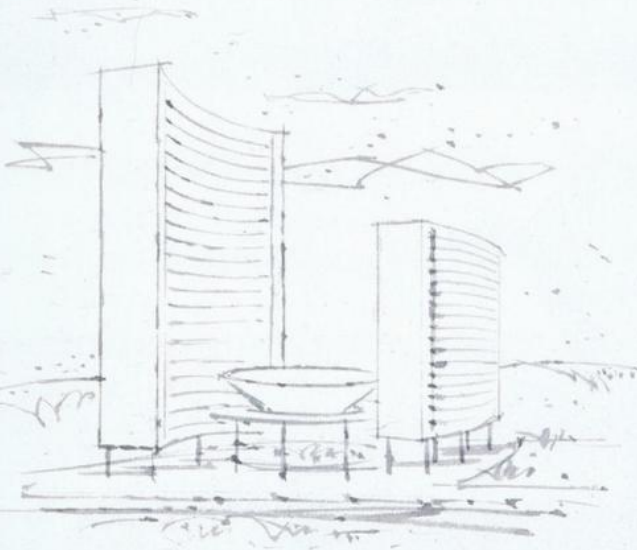
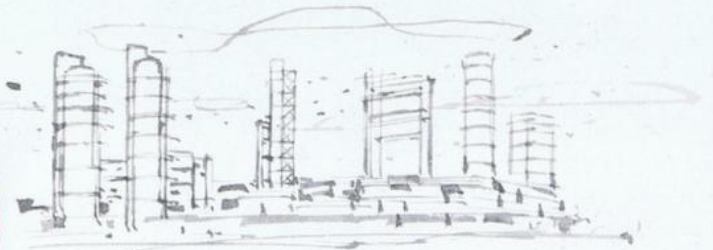
1961 CHEVROLET

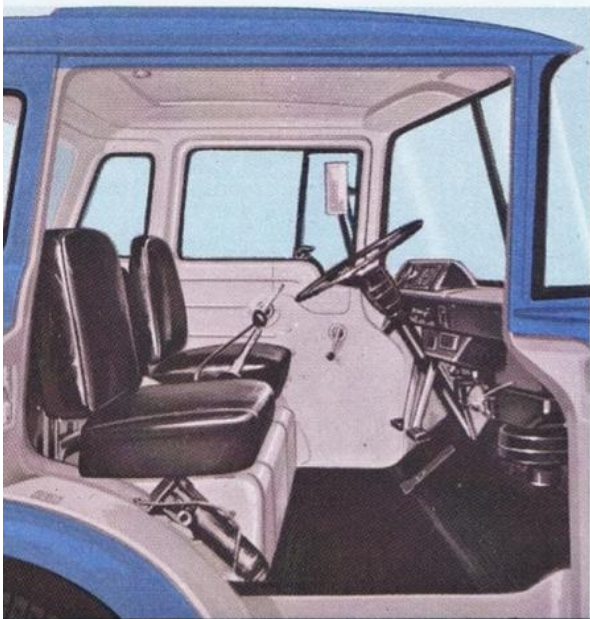
STURDI-BILT TRUCKS

TILT CABS

Worth More because they work More







Easy
to get in
and out

Deep wide Tilt-Cab doors, convenient steps and close-to-the-road design help drivers get the job done faster, with less fatigue, in multiple-stop service.

You get a new command of the road, behind the wheel of a Chevy Tilt Cab, starting with the vast view through the giant two-piece windshield. Powerful electric wipers with 18" blades keep seeing at its best in bad weather, as well. With over 6½ feet of interior width, there's lots of room in every direction to make the biggest drivers feel at home. The deep-cushioned driver's seat and *a matching seat to accommodate either one or two passengers, feature resilient coil-spring construction under thick foam rubber pads.

EXTRA SPACE . . . EXTRA ROOM . . . EXTRA DRIVING EASE

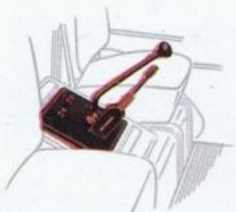
1961 COMFORT KING CABS



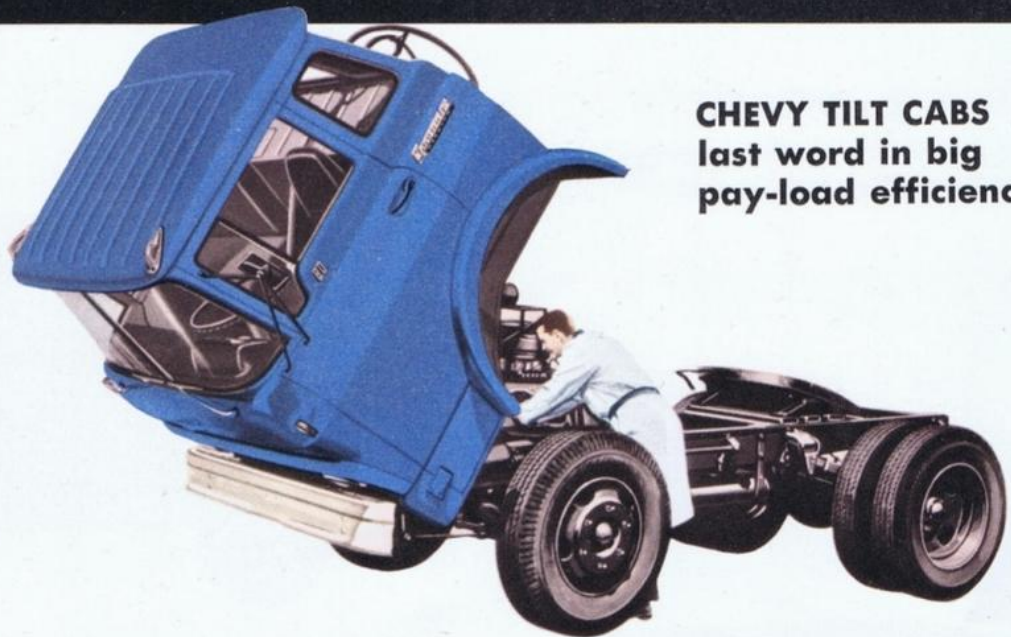
OIL AND WATER ACCESS PANELS inside the cab make tilting unnecessary for routine checking and filling of crankcase and cooling systems. Removable panel behind the helper's seat backrest, exposes oil dipstick and filler cap; spring hinged door above the seats covers the radiator cap.



COUNTERBALANCED TILTING makes raising cab virtually effortless. Rugged torsion-bar spring does the bulk of the work. Heavy cast hinge brackets attached to chassis frame and cab, support the front of the cab. The torsion bar passing through these brackets doubles as an effective hinge pin to save space.



STATIONARY CONTROL ISLAND mounted on the chassis, stays put when the cab is lifted. Provides positive, direct-acting control linkage requiring minimum maintenance. Gearshift lever, parking brake, choke, hand throttle and ignition switch are grouped conveniently at the driver's right hand.



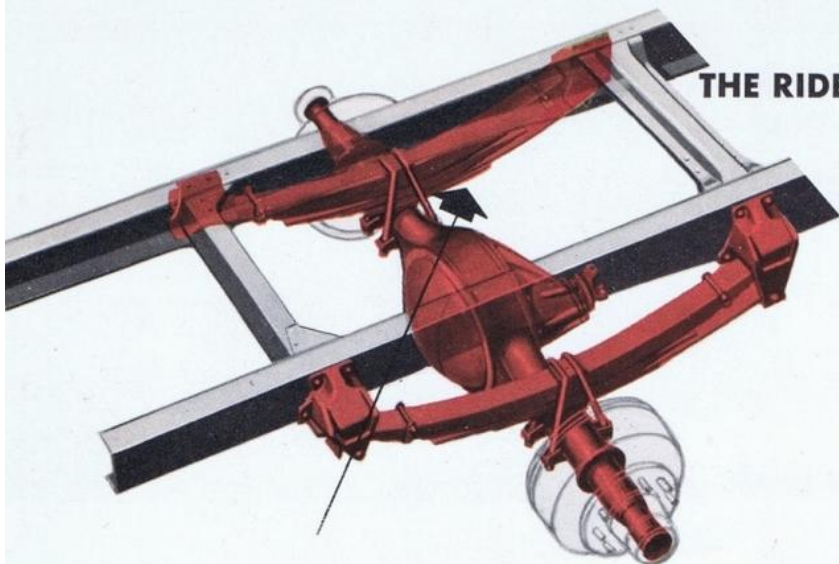
CHEVY TILT CABS
last word in big
pay-load efficiency

For moving bigger payloads faster, Chevy Tilt Cabs lead the medium-, and heavy-duty hauling field.

Bonus capacity stems from extra-short design, only 72" from front bumper to back of cab. That means more space for body and payload . . . all the benefits of short-wheelbase manoeuvrability . . . and better weight distribution for handling heavier payloads.

Total engine accessibility is unmatched in any other kind of truck. Easy, positive-acting controls release the cab's double-safe locking system. It tilts forward on torsion-spring counterbalanced hinges completely exposing the engine and front suspension for service. A quick pull downward locks the cab solidly in driving position, where it is secured by a manual safety latch which can be padlocked for extra security.

Tilt-Cab design greatly reduces the time and cost for maintenance in many operations . . . cuts down time to let the truck spend more time working.

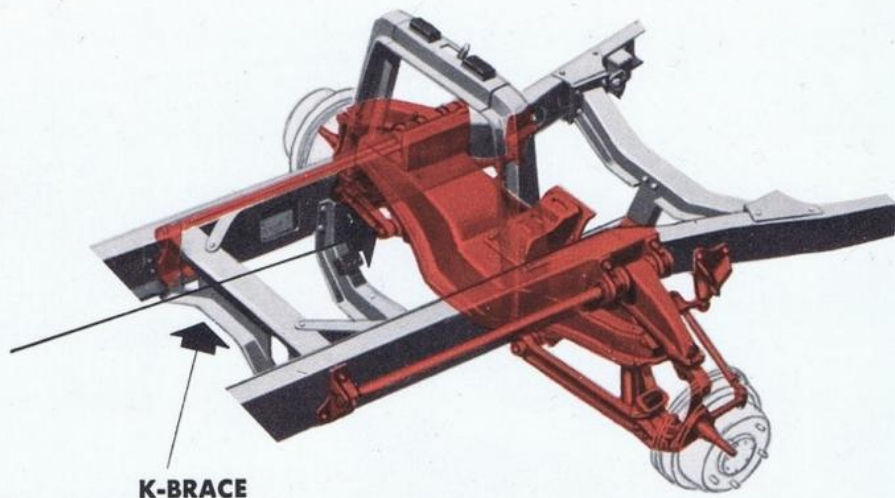


THE RIDE THAT'S REVOLUTIONIZED TRUCKING

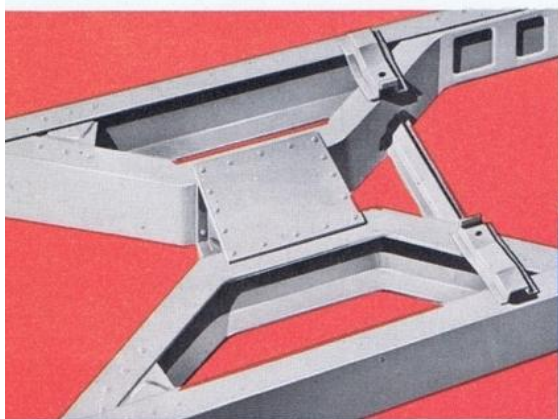
On hundreds of thousands of truck jobs everywhere, Chevy Torsion-Spring Ride has proved to be the best answer to low-maintenance, high-profit hauling. In glowing terms, Chevy truck owners report on the remarkable ability of this advanced truck suspension to protect cargoes and drivers from wracking bumps . . . to allow faster safe speeds, lengthen truck life and reduce upkeep expense. More than ever, it's a sure answer to a bigger day's work, a better day's pay.

HIGH-CAPACITY COMBINATION of the Tilt-Cab sturdy frame, fabricated of premium quality high-tensile-strength steel . . . massive wide-range, variable-rate rear springs . . . and a massive full-floating rear axle, insures superb rugged-load handling, and dependable torque transfer to the rear wheels, under all kinds of road or job conditions.

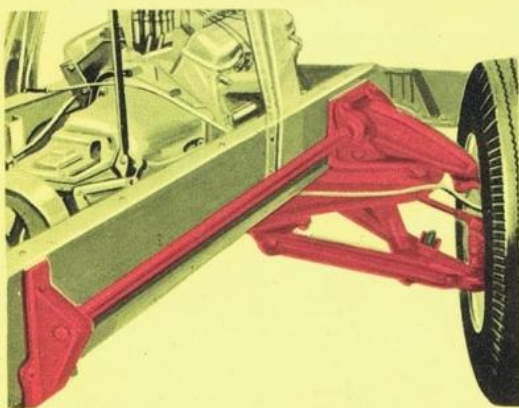
MASSIVE BOX-SECTION FRONT CROSSMEMBER in every Tilt-Cab frame, builds tough-muscled strength and rigidity into the front-end construction . . . helps preserve accurate frame alignment even under heavy-duty service demands . . . and it forms a rock-firm base for the torsion-spring front suspension system.



MASSIVE INNER CHANNEL REINFORCEMENTS that build up full box-rail rigidity in the front section of the high-capacity Tilt-Cab frame, tie into the huge central crossmember in the form of a strong "X" brace as illustrated at the left, for long wheelbase models, and a sturdy "K" brace for all others, as shown above.

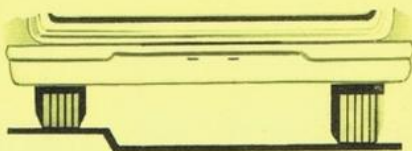


TORSION-SPRING RIDE INDEPENDENT FRONT SUSPENSION



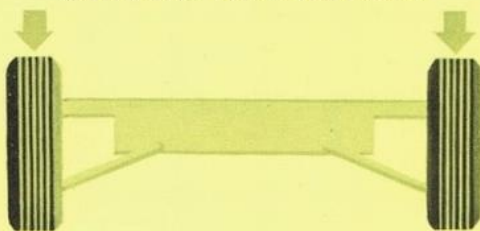
INDEPENDENT FRONT SUSPENSION smooths the way to bigger earnings for truckers. Each front wheel suspended independently of the other, is free to roll individually over bumps and ruts. At the same time, the shock-resistant torsion-bar springs absorb jolts and jars before they reach the cab and cargo. Complemented by the specially designed variable rate rear springs, it results in a new high standard of truck performance . . . improved handling . . . with less roll, sway and shimmy.

**Optional at extra cost*

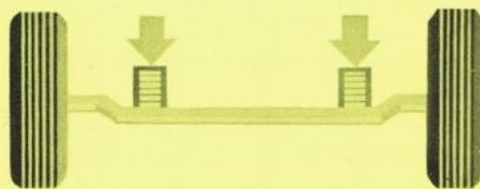


FREE-STEPPING FRONT WHEEL ACTION lets each wheel take bumps without passing on the effect to the other, as happens with solid front axles. Cuts road shock and wheel fight. Short-and-long-arm suspension linkage keeps tread width uniform regardless of wheel deflection; tire contact stays at its best under all conditions.

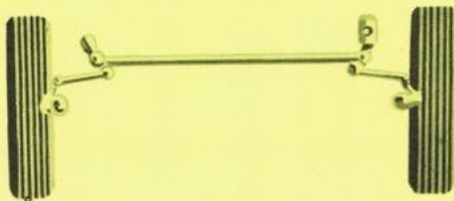
INDEPENDENT FRONT SUSPENSION



I-BEAM FRONT AXLE

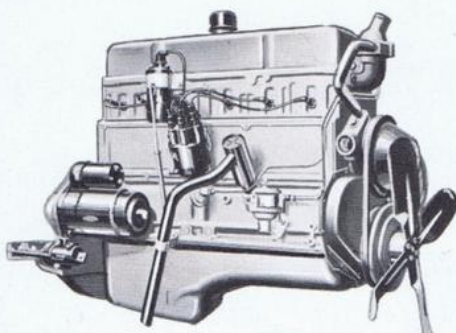


WIDE STANCE ROLL STABILITY is achieved by the independent front suspension design that reduces lean and sway. In an independent system, the effective spring base width equals the full width of the tire tread . . . nearly doubles the spring base possible with an I-beam axle.

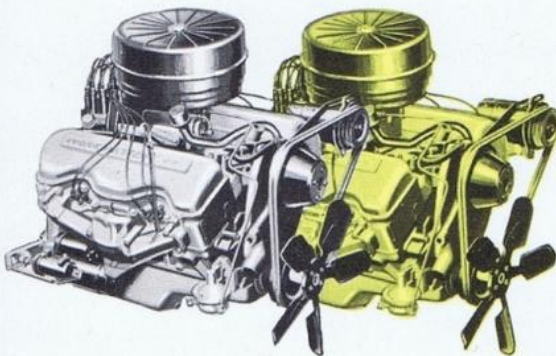


STURDY STEERING CONTROL ARMS matched up with low-friction ball gear steering and balanced relay-type linkage, contribute to outstanding steering ease and accuracy. Short tie rods to each wheel keep the ride and steering action independent of each other.

STURDI-BILT 6 AND V8 ENGINES



Famous Chevy engines - specially engineered for tilt-cab service



ECONOMY-WISE JOBMASTER 6 furnishes low-cost power as standard, on all series T60 Tilt Cab models. Renowned for extra ruggedness and boasting a husky 261 cu. in. displacement, it's fully equipped for strenuous big-truck duty. Features include free-breathing valve-in-head design for that extra edge of efficiency, rugged forged-steel crankshaft, premium quality bearings, and heavy-duty valves.

***283 CU.-IN. TASKMASTER V8** is optional on Series T60 Tilt Cabs for eager efficient power to haul heavy-duty loads. Engineered in every detail to deliver the goods in roughest service, the Taskmaster is rated at 160 h.p. and 270 ft. lbs. of torque.

WORKMASTER V8 engines as standard equipment, power the heaviest of the Tilt-Cabs. The Workmaster Special on Series T70 trucks is rated at 185 h.p. with a torque of 315 ft. lbs.; and the Workmaster on Series T80 units rates at 230 h.p. and 335 ft. lbs. of torque. Both engines feature a full roster of heavy-duty components to keep them staying and paying on toughest big-truck jobs.

"WORTH MORE...WORK MORE" ENGINE FEATURES

ECONOMICAL VALVE-IN-HEAD DESIGN pioneered by Chevrolet, gives more torque, more power, more efficiency—more miles per tankful of regular gas.

TOUGH-BUILT CRANKSHAFT of drop-forged steel for extra rigidity, extra toughness, and greater resistance to wear. Dynamically balanced and equipped with harmonic balancer for smooth performance.

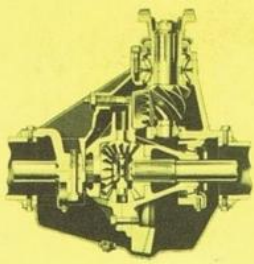
FULL-PRESSURE LUBRICATION puts a pressurized film of oil between all critical moving parts. Full-flow oil filter is standard equipment.

LONG-LIFE VALVES are made of alloy steel for extra durability. Exhaust valves fitted with Rotocoils, are hard-faced for increased life on heavy hauls. Workmaster Special and Workmaster engines feature hardened exhaust valve seat inserts.

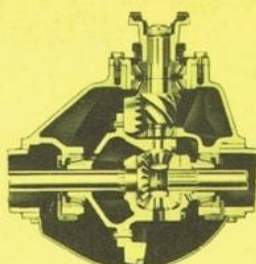
DURABLE PRECISION BEARINGS: All engines feature precision-type, removable main and connecting rod bearings. Jobmaster 6 engine has premium quality Moraine-100 bearings, durable and highly resistant to scoring, and V8 engines all have finest quality Moraine-400 bearings for long life on toughest truck jobs.

ENGINE SAVING OIL BATH AIR CLEANERS protect Chevy truck engines from wear-producing dirt and dust to give pistons, rings and cylinder walls long-lasting efficiency. Filter element and oil bath constantly cleanse the air to the carburetor.

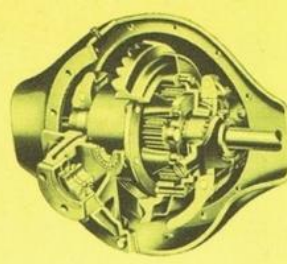
POWER-JET CARBURETOR on Jobmaster 6 of single-throat design, has dual balanced floats to minimize flooding and waste of gasoline. Taskmaster and Workmaster Special V8s have 2-barrel carburetor for a balanced fuel-air mixture to each cylinder bank. Workmaster V8 has 4-barrel carburetor for high performance under heavy-duty power demand, allowing 2-barrel economy when maximum output is not needed.



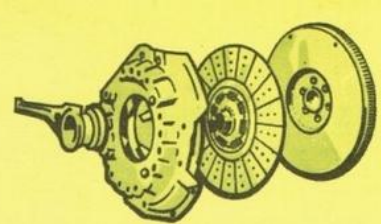
15,000 LB. SERIES T60 REAR AXLE is a husky-built full-floating, hypoid, heavy-duty unit for handling big-truck loads easily. A sturdy *2-Speed axle is optional with vacuum power shifting and 6.40/8.72 ratios.



16,000 LB. REAR AXLE FOR T60 WITH H.D. OPTION AND T70 delivers a high torque output with a gear ratio of 7.17. Features spiral-bevel gears and induction hardened axle shafts. Optional *2-Speed units have easy electric shifting and ratios of 6.50/9.04 and 7.17/9.97.



18,000 LB. SERIES T80 REAR AXLE is engineered to put real brawn into the toughest kind of going. Extra-sturdy spiral-bevel gear design and straddle mounted pinion insure long-life alignment on heaviest work. Optional *2-Speed axles have electric shift, with ratios of 7.17/9.77 and 6.50/8.87.

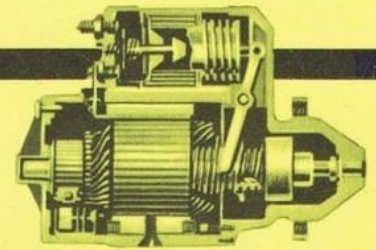


EXTRA-DUTY, HIGH-TORQUE CLUTCHES. 11" clutches on all Series T60 trucks and 13" units on Series T70 and T80 models offer capacity to team perfectly with their respective engines. Clutches are of the rugged coil-spring type with open, ventilated cover design.

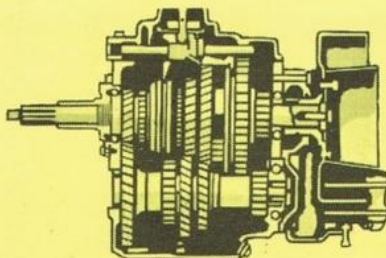
CHEVROLET

truck-tough COMPONENTS

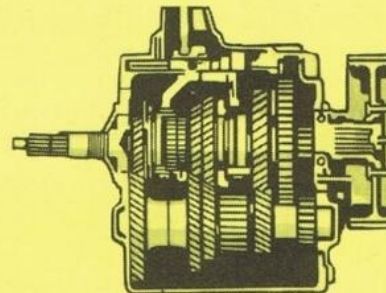
FOR LONG LIFE - EASY HANDLING - MORE MILES PER DOLLAR



KEY-TURN STARTING is a driver convenience on all Chevy trucks that provides sure engagement. The solenoid control automatically keeps the starter engaged until the engine is running.



TOUGH, SMOOTH 4-SPEED SYNCHRO-MESH TRANSMISSION is standard on Series T60 Tilt Cabs. With gears of hardened, shot-peened alloy steel, and ball and roller shaft bearings, it offers ratios of 7.06 in 1st, 3.58 in 2nd, 1.71 in 3rd, 1.00 in 4th, and 6.78 in reverse. Power take-off on left side.



5-SPEED TRANSMISSIONS

Power Take-off openings on both sides

1st	2nd	3rd	4th	5th	Rev.
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T60 *NEW PROCESS 540C (opt.)					
7.40	4.05	2.40	1.48	1.00	7.85

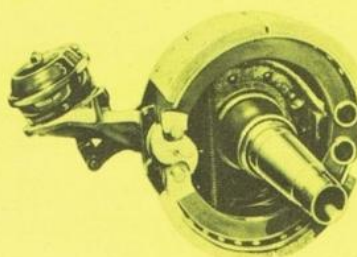
T70 CLARK 265V (std.)					
7.58	4.38	2.40	1.48	1.00	7.51

CLARK 267V (opt.)					
6.06	3.50	1.80	1.18	1.00	6.00

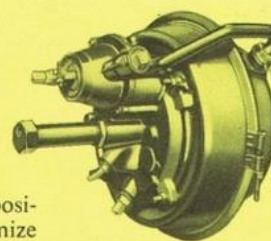
T80 SPICER 3152 (std.)					
7.55	4.17	2.45	1.45	1.00	7.44

SPICER 3152A (opt.)					
5.99	3.30	1.94	1.15	1.00	5.90

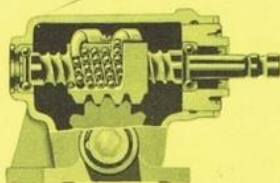
***FULL-AIR BRAKES** offer extra-powerful compressed-air stopping power, as an option on all Tilt Cab models. Extra-thick linings are included for greater safety and durability. *Air-over-hydraulic brakes are also optional for effective braking, and the compressed air provides a source of power for trailer brakes.



BALL-GEAR STEERING is light, firm and positive. Scores of polished steel balls minimize friction . . . an important advantage in handling heavy-duty loads . . . and a feature that saves on maintenance for the life of the truck.



HEAVY-DUTY STOPPING POWER is standard on all Tilt Cab models, with extra-large brake linings, and high-capacity vacuum-hydraulic power units that amplify pedal pressure by nearly 200 per cent. Series T60 and T70 trucks have single diaphragm units, with 11" diameter on T60, and 11½" diameter on T60 with H.D. option and T70 models. Double-diaphragm 11½" unit is standard on Series T80.



*Optional at extra cost

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OSHAWA - ONTARIO

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