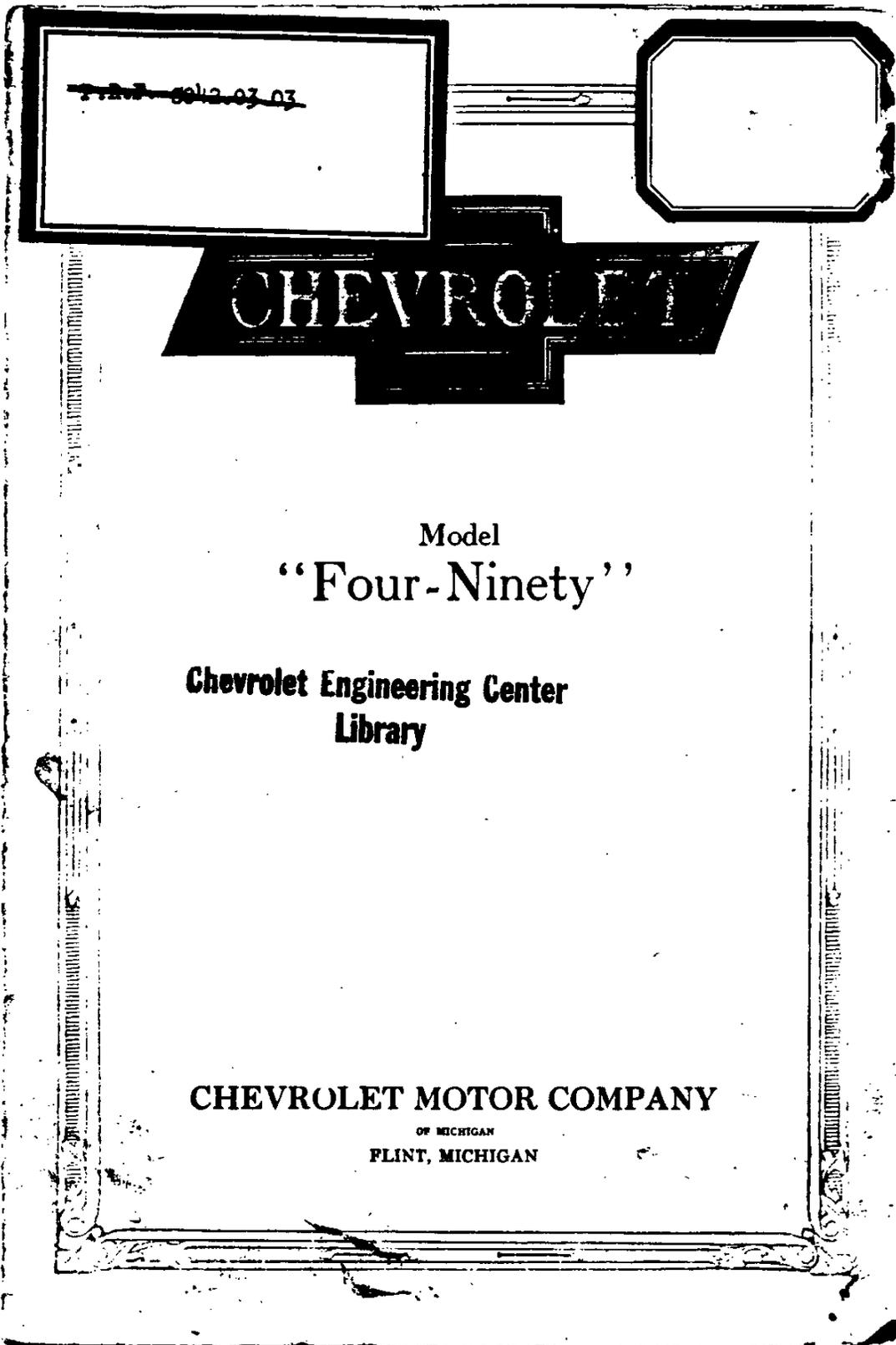


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**CHEVROLET**

Model  
"Four-Ninety"

**Chevrolet Engineering Center  
Library**

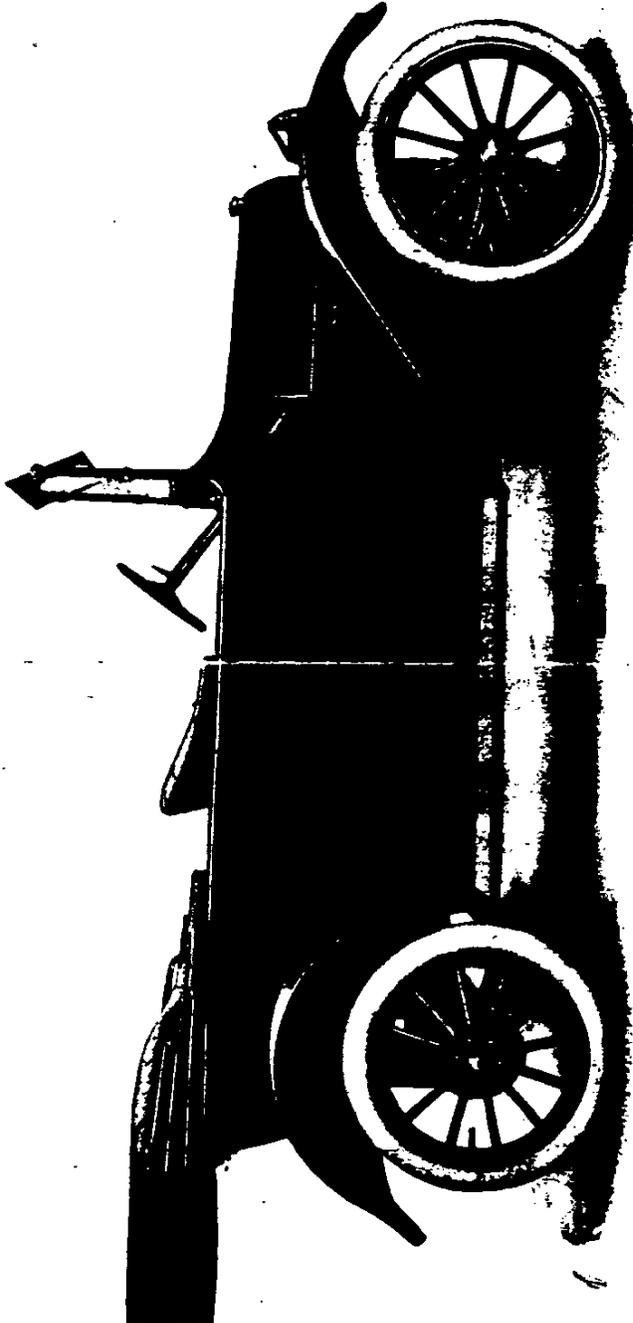
**CHEVROLET MOTOR COMPANY**

OF MICHIGAN  
FLINT, MICHIGAN

**STANDARD EQUIPMENT**

- Mohair Tailored Top
- Top Cover and Side Curtains
- Electric Horn
- Ventilating Windshield

**Chevrolet "Four-Ninety"**  
*"The Product of Experience"*



**PRICE**

With Magneto and Presto-lite Tank

**\$490.00**

*c. b. Flint, Mich.*

**STANDARD EQUIPMENT**

- Presto-lite Tank
- Complete Lamp and Tool Equipment, including Jack and Pump.

**EXTRA**

When equipped with Electric Lights and Starter

**\$60.00**

The Model "FOUR-NINETY", as its name suggests, sells for \$490 with complete equipment, including magneto and Presto-Lite tank.

Most purchasers will want the addition of an electric starter and electric lighting system. These we provide as an extra, building them into the car at the factory, and we strongly recommend the purchase of a Chevrolet "FOUR-NINETY" with this added electrical equipment.

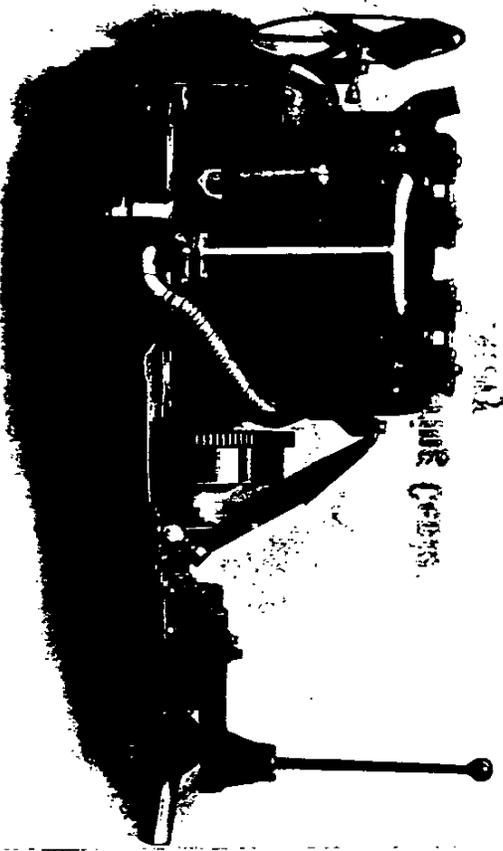
No car is really complete today without an electric starter and lighting system. It is a mistake not to have them. An attempt to correct the error by attaching a "make shift" device is usually a costly and unsatisfactory experiment. Besides, this "make shift" device or "after thought" does not carry the car makers'

warranty. When the Model "FOUR-NINETY" is purchased with electric lighting and starter, this equipment is built as part of the car and guaranteed.

The electric lighting and starting system used on the Model "FOUR-NINETY" is not the single unit, motor generator type, used on nearly every low or medium priced car on the market. On the other hand it is the reliable two-unit Auto-Lite system with Bendix drive, of the same grade and type that is used on the highest priced cars built.

This extra equipment includes electric head lamps with dimming attachment and electric tail lamp, and it is provided for only \$60 extra.

**To build a satisfactory car to sell for \$1,000.00 is not a difficult task. To build a satisfactory car to sell for \$400.00 is quite an undertaking. Cars ordinarily sold for \$400.00, are not satisfactory because they are built in enormous quantities and under great pressure, lacking refinement of detail, which, regardless of price, is now required in every automobile.—W. C. DURANT.**



Intake side of the famous Chevrolet Motor. Four-cylinder, valve-in-head type. The most powerful motor (size considered) in the world. Also showing Unit Power Plant carrying transmission on open brackets (Patent Pending).

The car has the following exclusive features, and differs in many respects from all other automobiles, irrespective of price:

It has shock absorbing, duplex front springs (patent pending) and is the easiest riding car for its size in the world.

It has a self-lubricating clutch collar, eliminating clutch collar troubles, such as friction, heating and wear (patent pending).

It has the rear wheel bearing carried on the wheel hub, just the reverse of the ordinary construction, the bearing being three times the size used in ordinary axles. This extra large bearing carried in the axle housing takes the load—the axle shaft carries no load.

It has a compound steering gear, composed of spur gears and sector, attached to body, simplest and safest ever invented. It is adjustable to wear. (Patent pending).

It has a unit power plant carrying transmission on open brackets (patent pending) which gives accessibility to clutch and allows removal of transmission, if necessary, in twenty minutes.

It has a special brake arrangement (patent pending), which insures powerful, quick acting and smooth brakes. Emergency brake internal expanding. Service brake external contracting.

It does not have a single hinge-joint to squeak or a spring shackle to rattle and only six grease cups will be found on the entire car.



Exhaust side of Chevrolet Motor, showing the method of attaching electric generator, distributor and starting motor. Also accessibility of clutch and transmission.

## The Motor

Is of the celebrated valve-in-head type.

Is DIFFERENT from ordinary valve-in-head motors. It has a detachable head which contains all the valve mechanism that can be easily disconnected, permitting the grinding of valves and removal of carbon at the bench.

Is DIFFERENT from ordinary valve-in-head motors in design, balance, proportions and accuracy of timing, resulting in a motor which produces more power for its size and weight than any other motor in the world.

Is DIFFERENT from the ordinary valve-in-head motor in that it has a very much smaller cylinder bore; but with proper port areas, perfect vaporizing of fuel, and our peculiar method of vacuum exhaust, we obtain an average of better than twenty-five miles per gallon of gasoline.

Is DIFFERENT from the ordinary valve-in-head motor in that it has the utmost accessibility to all parts and is very simple.

## Brakes

Your attention is called to the liberal construction of the brakes as used on the Model "FOUR-NINETY." (Patent pending.) No expense has been spared in this very necessary protection. Many higher priced cars do not have as large and generous braking surface; certainly none at this price.

## Axles

The axle shafts are made of the best chrome nickel steel, properly heat-treated. The same can also be said of the bevel ring and pinion. We have allowed a very liberal margin of safety in these important items. Compare them with other cars selling at the same price, or higher.

## Body

The body is of the streamline type with deep cowl, extra wide doors, flush sides, concealed hinges. Has wide seats and spacious leg room.

## Fenders

Crown, fully enclosed at front and rear between wheels and body, joined by running board. Running boards covered with linoleum and aluminum bound.

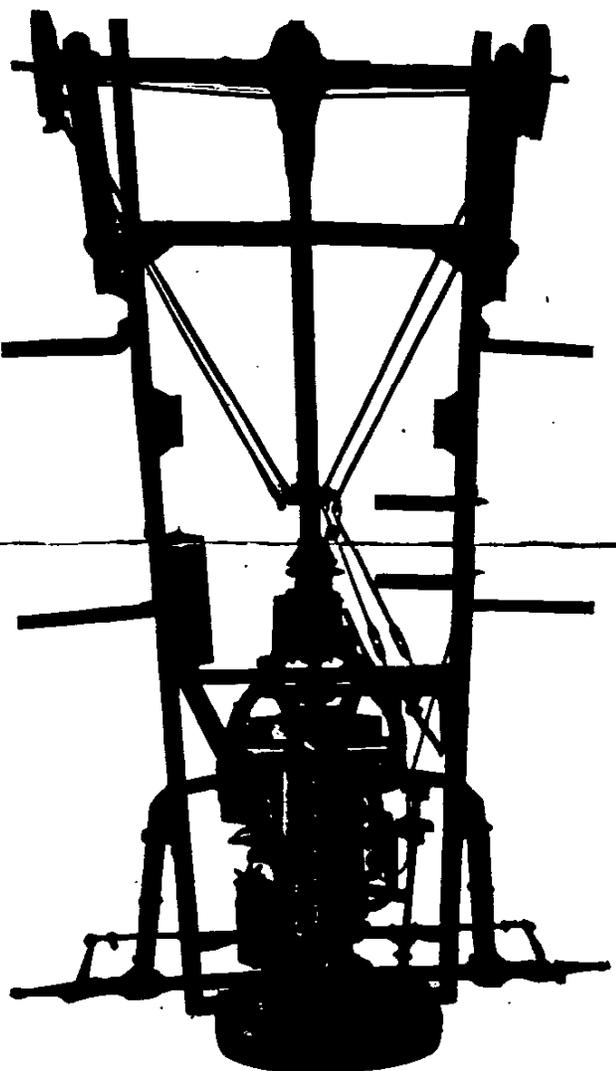
## Transmission

Is of the selective type, three speeds forward and reverse. Is practically noiseless. All gears are made of nickel steel, heat-treated in oil. Shafts and bearings are very liberal, the shifting device positive, and easy to operate. The transmission is designed to handle the car with a liberal factor of safety. *This type and grade of transmission is not usually found in this price car.*

## Springs

In addition to easy riding and comfort, proper spring suspension also means economy. If your car has proper spring suspension it is easy on tires and means that with proper care you will get the tire mileage you are entitled to. Our spring suspension does this; it has been designed to give comfort and to be easy on tires. The front springs are duplex and are shock absorbing; they are made of Chrome Vanadium steel. The rear springs are very long and are of the cantilever suspension or quarter elliptic type.

The spring suspension does away with the tendency to throw or swing the car when going over rough roads or around corners.



## Specifications Chevrolet "Four-Ninety"

- MOTOR**—Four cylinder, valve-in-head,  $3\frac{1}{4}$ " bore, 4" stroke.
- CYLINDERS**—Cast en bloc, with upper half of crank case. Head detachable.
- VALVES**— $1\frac{1}{2}$ " diameter.
- CONNECTING ROD BEARINGS**— $1\frac{1}{2}$ " x  $1\frac{1}{2}$ ".
- CRANK SHAFT BEARINGS**—Front  $2\frac{1}{8}$ " x  $1\frac{1}{2}$ "; center  $1\frac{1}{2}$ " x  $1\frac{1}{2}$ "; rear,  $2\frac{1}{8}$ " x  $1\frac{1}{2}$ ". Center bearing is bronze back, babbitt lined.
- CAM SHAFT BEARINGS**—Front  $2\frac{1}{8}$ " x  $1\frac{1}{8}$ "; center  $1\frac{1}{2}$ " x  $1\frac{1}{2}$ "; rear  $1\frac{1}{8}$ " x  $1\frac{1}{2}$ ".
- OILING SYSTEM**—Splash with positive plunger pump, individual oil pockets.
- CARBURETOR**—Zenith improved double jet.
- IGNITION**—Simms high tension magneto. Where electrically equipped, Connecticut Automatic Ignition is used.
- CLUTCH**—Cone.
- TRANSMISSION**—Selective type, sliding gear three speeds forward and reverse.
- COOLING**—Thermo-syphon system, cellular radiator of extra size, with large overhanging tank carrying head of water over valves at all times.
- REAR AXLE**—Three quarter floating, wheel bearing is carried on the wheel-hub and in axle housing. The load is carried on axle housing, and not on axle shaft. (Patent pending). Nickel steel shafts and gears. Hyatt roller bearings. Ratio  $3\frac{1}{2}$  to 1.
- FRONT AXLE**—Drop forged. I-beam with integral yokes of special steel, double heat-treated; tie rod ends, steering spindles and arms of Chrome Vanadium steel, heat-treated. Wheels fitted with cup and cone ball bearings.
- BRAKES**—Emergency, internal expanding; service, external contracting; 10" brake drums (patent pending).
- WHEELS**—Wood, artillery type, clincher rims, large hub flanges.
- TIRES**—Front 30" x  $3\frac{1}{2}$ "; rear 30" x  $3\frac{1}{2}$ ".
- DRIVE**—Left side, center control, spark and throttle underneath steering wheel. Foot accelerator.
- STEERING GEAR**—Compound spur and sector—adjustable for wear. (Patent pending). 15" steering wheel.
- SPRINGS**—Front, quadruple, lateral, quarter elliptic shock absorbing. Made of Chrome Vanadium steel. (Patent pending). Rear, long, Cantilever type.
- BODY**—Five passenger touring type, streamline with deep cowl and dash. Extra wide doors with concealed hinges.
- FINISH**—Black.
- WHEELBASE**—One hundred and two inches.
- EQUIPMENT**—Mohair tailored top, top cover and side curtains, windshield, electric horn, complete tool equipment, including pump and jack, complete lamp equipment, Presto-lite tank. Where electrically equipped the single wire lighting system is used.

**CHEVROLET MOTOR COMPANY**

OF MICHIGAN  
FLINT, MICHIGAN

7.6 1919  
*[Handwritten signature]*

# GENERAL MOTORS CORPORATION

## ENGINEERING DEPARTMENT

MANUFACTURER **CHEVROLET MOTOR CO.** MODEL **490** DATE **1-30-19**

TYPE **4 CYL.** BORE **3.6875** IN'S STROKE **4** IN'S PIST. DIS **170.8** CU IN

IGNITION **REMY** CARB **ZENITH** SIZE OF CARB **04** FUEL **GASOLINE**

H. P. RATING A L A M **218** VALVE POSITION & DIRECTION IN CYL **VERTICAL IN HEAD**



VALVE PORT DIA	1 7/16"
VALVE SEAT	45°
VALVE STEM DIA	3/11
VALVE LIFT	7/32
PISTON LENGTH	3 1/16
CONN ROD LENGTH	7 1/16
PISTON PIN DIA.	.85
PISTON PIN BRG LENGTH	2 1/16
CONN ROD BRG LENGTH	10 7/15
CONN ROD BRG DIA.	1 3/15
CRANK SHAFT (FRONT) BRG LENGTH	2 3/16
CRANK SHAFT (FRONT) BRG DIA.	1 3/15
CRANK SHAFT (CENTER) BRG LENGTH	1 5/100
CRANK SHAFT (CENTER) BRG DIA.	1 65/6
CRANK SHAFT (REAR) BRG LENGTH	2 1/16
CRANK SHAFT (REAR) BRG DIA.	1 75/10
CAM SHAFT DIA (BETWEEN CAMS)	3/4
CAM SHAFT (FRONT) BRG LENGTH	2 3/16
CAM SHAFT (FRONT) BRG DIA.	1 3/105
CAM SHAFT (CENTER) BRG LENGTH	2
CAM SHAFT (CENTER) BRG DIA.	1 27/9
CAM SHAFT (REAR) BRG LENGTH	1 7/16
CAM SHAFT (REAR) BRG DIA.	1 24/8
FLYWHEEL DIA	13 7/16
FLYWHEEL THICKNESS	3 1/16
FLY WHEEL MOMENT	.092
TYPE OF CLUTCH	Core
CLUTCH DIA	12 1/16
CLUTCH FACE	1 1/2
MAIN DRIVE SHAFT DIA	1 3/16
GEAR RATIO (INTER)	1 77/1
GEAR RATIO (LOW)	3 22/1
GEAR RATIO (REVERSE)	4 2/1
WEIGHT OF MOTOR	470
WEIGHT OF TRANS	65

CHEVROLET

1919  
Trucks  
#5

*Chevrolet  
Commercial  
Cars*

Chevrolet Engineering Center  
Library

*From the Chevy Dept. Library, Wayne  
State Univ. Coll. Tech.  
Detroit, Mich. 48202*

## Chevrolet Transportation

**C**HEVROLET Commercial Cars are built to meet the greatest need of modern business transportation. Their operation is not only dependable and efficient—it is also economical. And their capacity is especially adapted for further economy in use.

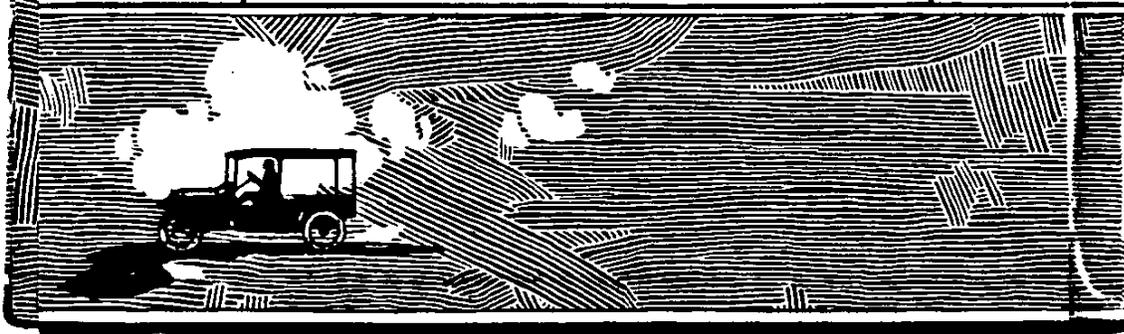
Quality rather than quantity of materials used in Chevrolet construction results in strength without unnecessary weight. Accurate balance increases sturdiness. It further reduces the power required to move chassis and body, allowing practically all the power to be applied to hauling the load itself.

This construction means a saving of fuel, tires and wear. Goods of a ton or less in weight can be transported and special trips made for single deliveries without the extra expense of operation that cars of greater capacity would require.

As the goods to be transported increase in volume other Chevrolets can be added to the fleet at a total cost no greater than that of one heavier truck. In addition to their economy the service rendered in this way is far more convenient.

To the farmer, the merchant and the manufacturer, Chevrolet "Four-Ninety" Light Delivery Wagon, Model "G" Light Truck and Model "T" One-Ton Truck offer a selection that will fulfill every transportation requirement, and prove a most sound and profitable investment in increased transportation efficiency.

p. 2



## Model G Light Truck

**T**HIS new Chevrolet commercial model is the product of years of experience in the design and manufacture of successful motor cars.

It is built especially to supply the demand for a three-quarter ton truck whose strength and performance equal cars of greater capacity yet whose operating expense is far less.

This purpose is reflected in every detail of Model "G" construction.

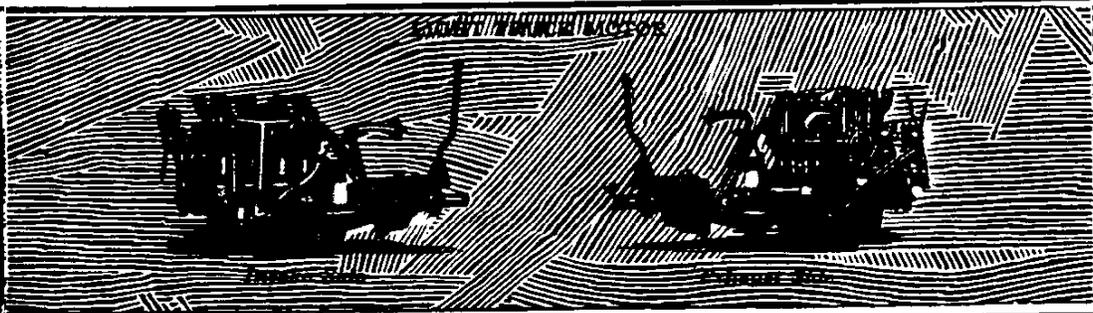
The motor is of the Chevrolet valve-in-head type, noted for its economy of fuel, its accessibility and endurance. The power it develops is ample for transporting capacity loads under every road or traffic condition.

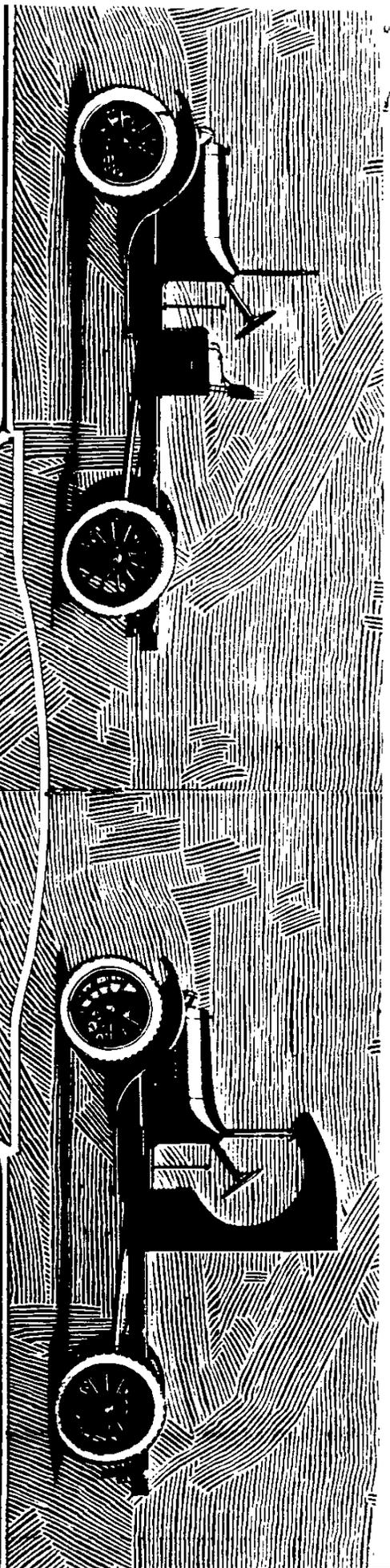
Chassis and body are balanced so as to make the utmost power available for the load itself and to reduce gasoline consumption to a minimum.

This principle relieves strain on all parts of the car. At the same time best quality steel and other materials are used to insure strength without weight, and every part subjected to strain is amply reinforced to secure dependable sturdiness and long wear.

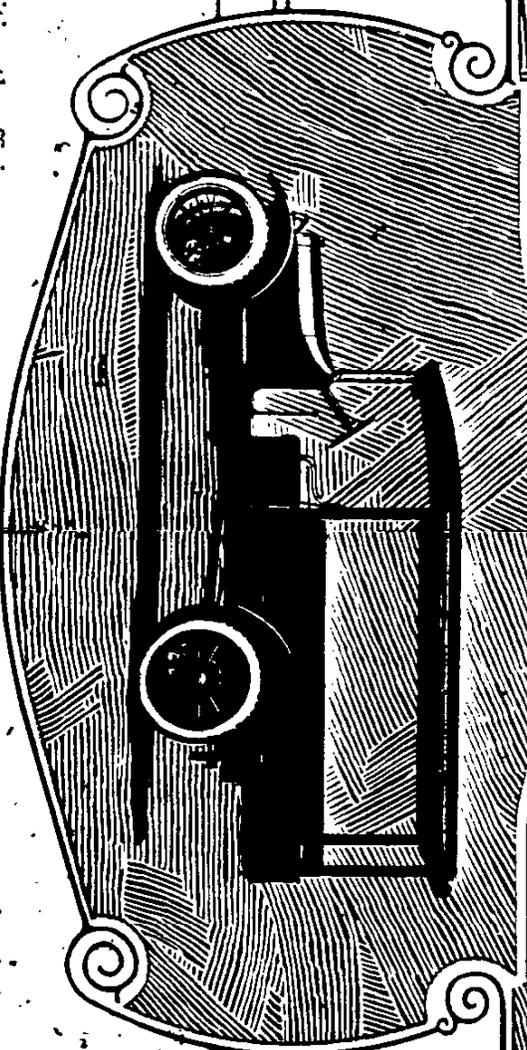
The performance of the Model "G" is equal to all light hauling requirements and is characterized by the ability to meet unusual demands.

p. 3





*Model 'G'*  
*Light Truck*  
CHASSIS WITH SEAT



*Model 'G'*  
*Light Truck*  
CHASSIS WITH CAB

In addition to its mechanical qualities, the efficiency of a truck depends upon its convenience and ease of operation.

In this respect the Chevrolet Model "G" Light Truck affords unusual value. Careful study of general commercial needs is reflected in its complete equipment.

The open express body has been especially designed for all 'round service. Ample space is provided for all loads within its rated capacity. The four-post top may be readily removed if desired. In place, however, and equipped with side curtains, it affords protection in any weather to the merchandise transported. The upholstered seat is wide enough to accommodate three people in comfort. Controls are

*Model 'G' Light Truck*  
EXPRESS BODY WITH TOP



*The Product of*  
*Experience*

conveniently located for operation with the least effort of the driver.

The electric starting motor effects a saving of fuel as well as energy. Its convenience encourages shutting off the motor even for short stops, thereby increasing the economy of operation.

Adjustable windshield, speedometer, and electric headlights adjustable for position are all standard equipment.

It is the combination of its many valuable features that makes the Chevrolet Model "G" a profitable investment. It is adaptable for a wide variety of commercial uses. It is suitable for any business in which the quick, dependable and economical transportation of merchandise is a factor.

## Specifications Model G Light Truck

**Motor:** Four-cylinder, valve-in-head type, 3 1/2" bore, 4" stroke.

**Cylinders:** Cast in block with upper half of crank case. Head detachable.

**Valves:** 1 1/2" diameter.

**Connecting Rod Bearings:** 1 3/8" diameter, 1 1/8" long.

**Crankshaft Bearings:** Front, 1 3/8" diameter, 2 1/2" long; Center, 1 1/2" diameter, 1 1/2" long; Rear, 1 3/4" diameter, 2 1/2" long.

**Camshaft Bearings:** Front, 1 1/4" diameter, 2 3/8" long; Center, 1 1/2" diameter, 2" long; Rear, 1 1/4" diameter, 1 1/2" long.

**Oiling System:** Pressure-splash, gear pump and individual oil pockets. Oil pressure gauge.

**Carburetor:** Zenith improved double jet.

**Ignition:** New improved Remy.

**Clutch:** Cone type with adjustable compensating springs.

**Transmission:** Selective type; sliding gear; three speeds forward and reverse.

**Cooling:** Water pump and fan; radiator extra size.

**Frame:** 5"; width, rear, 37"; front, 28"; length back of driver's seat, 76"; height, 23 1/2" loaded.

**Front Axle:** Drop-forged I-beam. The steering knuckles and knuckle arms are ample in size, drop-forged and heat-treated.

**Brakes:** Emergency, internal expanding type; service, external contracting type; 12" brake drums. Foot control.

**Rear Axle:** Semi-floating type, made of nickel-steel, heat-treated.

**Wheels:** Artillery type, standard dimensions, twelve hickory spokes each; front wheels equipped with Timken tapered roller bearings of extra large size.

**Tires:** All pneumatic. Demountable type, wrapped tread. Front, 31" x 4"; Rear, 34" x 4 1/2". All weather tread.

**Drive:** Left side; center control; spark and throttle under steering wheel. Foot accelerator.

**Steering Gear:** Spur and gear type, 15" steering wheel. Steering arm of drop-forged steel, heat-treated.

**Springs:** Cantilever front, one-half elliptic rear. Front springs are 21 1/8" long and 1 3/4" wide. The rear springs are 43 1/4" long and 2 1/2" wide.

**Gasoline Tank:** Capacity, 10 gallons. It is located under driver's seat.

**Wheelbase:** 120".

**Carrying Capacity:** 1,500 pounds.

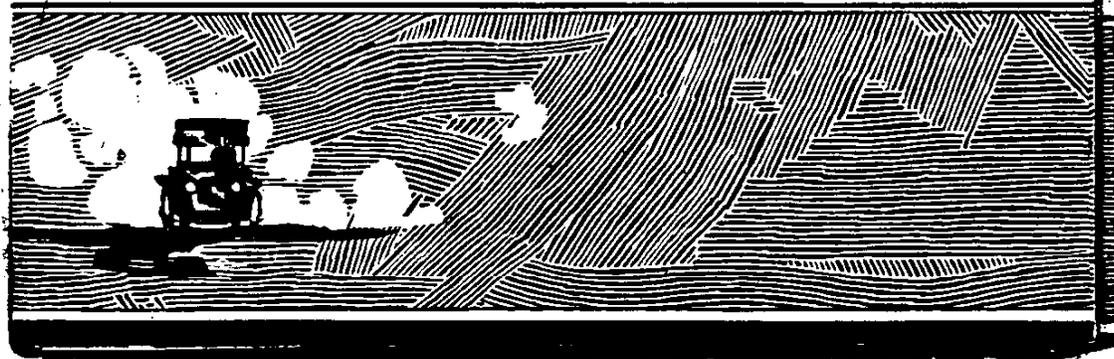
**Body:** Length of the body from inside of tail board to inside of head board is 97 1/8". Width inside of boards, 46".

**Equipment:** Electric lights and starter, highest type two-unit system. Complete lamp equipment; side curtains; adjustable windshield; speedometer; demountable rims; electric horn; complete tool equipment, including pump and jack.

**Prices:** Express Body and Top.....\$1095  
Express Body without Top 1030  
Chassis..... 920  
Chassis with Cab..... 995

All prices f. o. b. Flint, Mich.

*We reserve the right to make changes in design or construction at any time. Prices subject to change without notice.*



## Model T One-Ton Truck

ONE of the principal features of Chevrolet cars is power. In the case of commercial cars this is especially important. In no other type of motor conveyance is there so great a demand for power, nor is the power plant subjected to so great and varied strain.

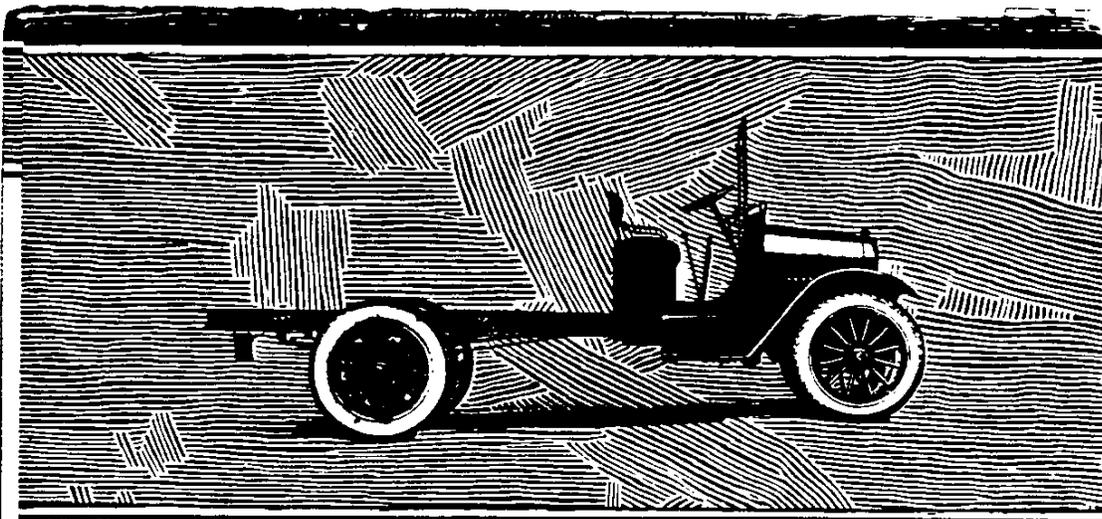
In the Chevrolet Model "T" One-Ton Truck, the motor has received particular attention. It is of the long piston stroke, valve-in-head type which provides ample power for any road condition or load within its capacity without any sacrifice of motor speed.

Yet fuel consumption is exceptionally low, for waste is reduced to a minimum. The introduction of gasoline vapor directly into the cylinder where it is exploded immediately over the piston head insures the utmost power from every gallon of fuel used.

Cylinder heads are removable, and all working parts easily accessible.

The cooling and oiling systems are of an especially high type, insuring smooth operation at all times, and an electric starting motor in addition to its convenience is an aid in conserving fuel.



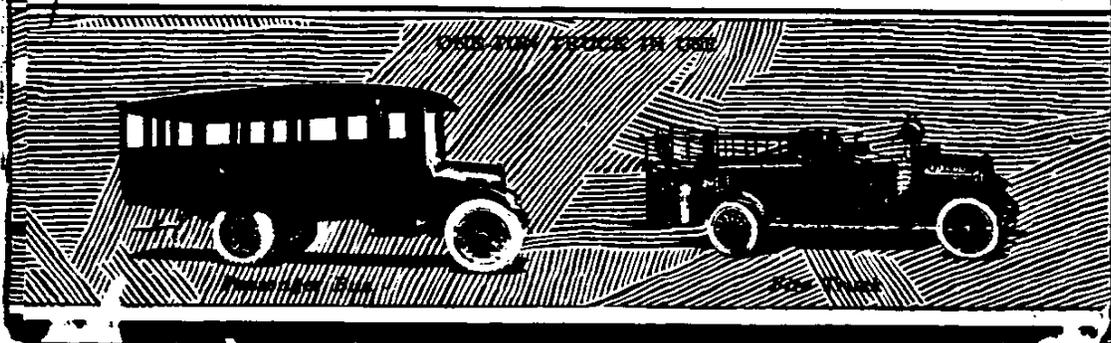


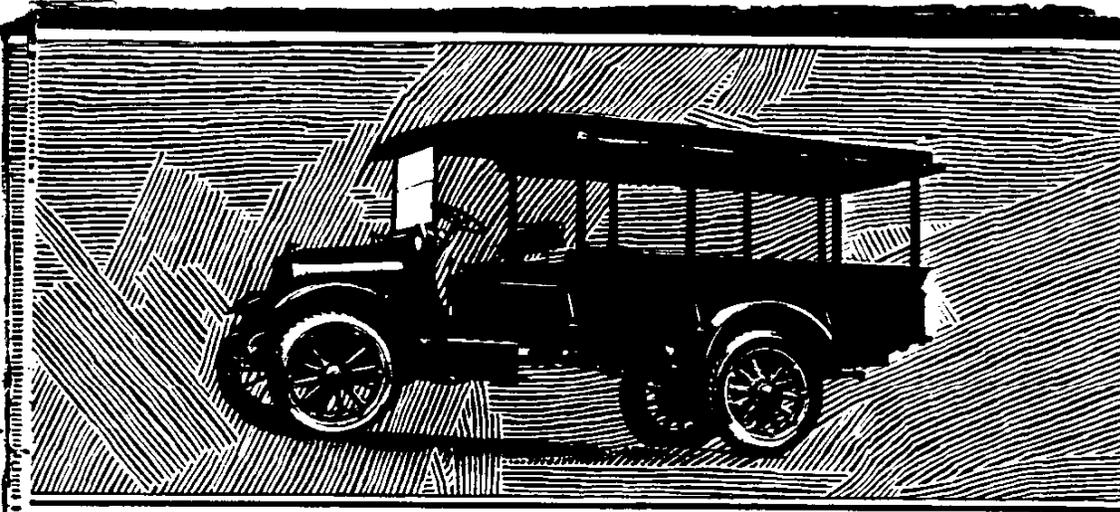
*Model "T"*  
*One Ton*  
*Truck*  
CHASSIS

The Model "T" chassis is characterized by its sturdy construction. The frame of best quality steel is well balanced and supported on springs of ample length and thickness to absorb the shocks of the road. Pneumatic tires on all four wheels provide additional protection for all parts of the car as well as the load carried.

The controls are conveniently arranged. Clutch and brake pedals are in just the right position. Gear shift and emergency brake levers are within easy reach. The ease and comfort with which the Chevrolet Truck may be operated are further increased by a good size steering wheel, adjustable windshield and electric head-lights for night driving.

The open express body affords body space for any load of the capacity of the truck, and the eight-post top and side curtains provide protection, in any weather, for the goods transported.





The efficiency of the Chevrolet Model "T" One-Ton Truck has been proved by its performance in the service of owners everywhere.

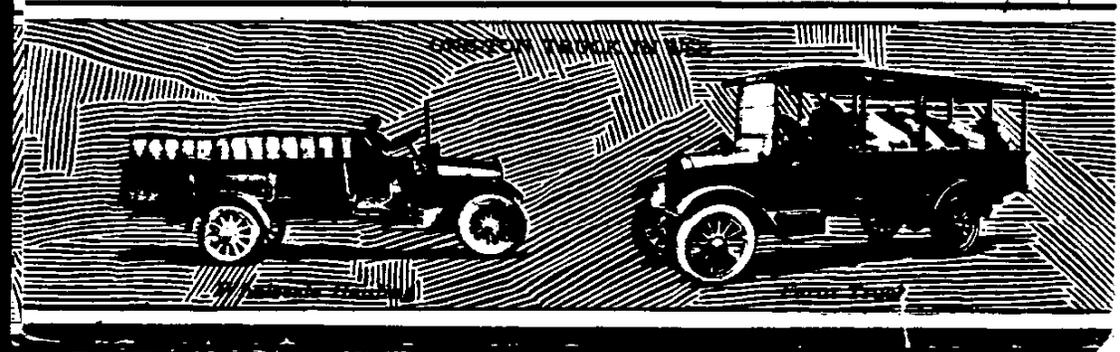
Here is a motor truck of unusual strength and endurance for its capacity. Yet records of what it has done show that its cost of operation is consistently low.

That is the real test of service in a commercial car. When you divide cost for fuel, tires and adjustments by the number of miles traveled and tons carried, you realize the practical economy of the Chevrolet One-Ton Truck. That is the purpose for which all Chevrolet cars are built—reliable, efficient transportation at low cost.

The Model "T" is a notable example of the fulfillment of that purpose. And the approval it has won illustrates the accuracy with which Chevrolet engineers have judged the greatest need of commercial transportation and supplied that need with the Chevrolet product.

*Model 'T'*  
*One Ton*  
*Truck*  
EXPRESS BODY  
WITH TOP

p. 9



## Specifications Model T One Ton Truck

**Motor:** Four-cylinder, valve-in-head type, 3 1/2" bore, 5 1/4" stroke.

**Cylinders:** Cast in block with upper half of crank case. Head detachable.

**Valves:** 1 1/2" diameter.

**Connecting Rod Bearings:** 1 1/2" x 2 1/8"; Doehler bronze back.

**Crankshaft Bearings:** Front, 1 1/2" x 2 1/2"; Center, 1 1/2" x 2"; Rear, 2" x 3 1/2".

**Center Main Bearing:** Doehler bronze back.

**Camshaft Bearings:** Front, 1 1/2" x 2 1/4"; Center, 1 1/2" x 2"; Rear, 1 1/2" x 2".

**Oiling:** Pressure and splash system; gear-driven oil pump; oil pressure gauge.

**Carburetor:** Zenith improved double jet.

**Ignition:** New improved Remy system.

**Governor:** Governor is provided and set for 25 miles maximum. It is locked.

**Clutch:** Cone, leather-faced, with adjustable compensating springs.

**Frame:** 4"; width, rear, 35 1/8"; front, 30 1/2". Length back of driver's seat, 109". Height, 25" loaded.

**Transmission:** Selective type; 3 speeds forward, and reverse.

**Cooling:** Water pump and fan. Radiator extra size.

**Front Axle:** Drop-forged I-beam. The steering knuckles and knuckle arms are ample in size, drop-forged and heat-treated.

**Rear Axle:** Semi-floating type, made of high carbon steel, heat-treated.

**Control:** Hand throttle; foot accelerator.

**Springs:** Semi-elliptic front and rear. Front springs are 38" long and 2 1/4" wide. The rear springs are 54" long and 2 1/2" wide.

**Worm Gear Drive:** The steel worm is cut, hardened and then finished by grinding. No adjustment is required at any time.

**Tires:** Front, pneumatic, 33" x 4". Demountable S. S. type, non-skid, wrapped tread. Rear, 35" x 5", pneumatic, cord type.

**Wheels:** Artillery type, standard dimensions, twelve hickory spokes each; front wheels equipped with Timken tapered roller bearings of extra large size. Demountable rims.

**Steering Gear:** Worm and gear type, 16" steering wheel. Steering arm of drop-forged steel, heat-treated.

**Gasoline Tank:** Capacity, 13 gallons; tank non-leakable. It is located under the driver's seat.

**Wheelbase:** 125".

**Carrying Capacity:** 2,000 pounds. Weight of chassis, 2,840 pounds; with body, 3,420 pounds.

**Body:** Length of body from inside of tail-board to inside of headboard is 114 1/2". Width, inside of boards, 44".

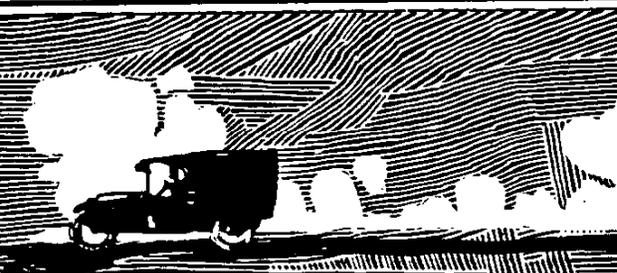
**Equipment:** Electric lights and starter, highest type two-unit system; complete lamp equipment, including head-light dimmers; electric horn; speedometer, ammeter; side curtains for driver's seat; windshield; complete tool equipment.

**Price:** Truck chassis.....\$1325  
Truck with express body..... 1460  
Truck with express body  
and eight-post top..... 1545

All prices f. o. b. Flint, Mich.

*We reserve the right to make changes in design or construction at any time. Prices subject to change without notice.*

P10



## Four-Ninety Light Delivery Wagon

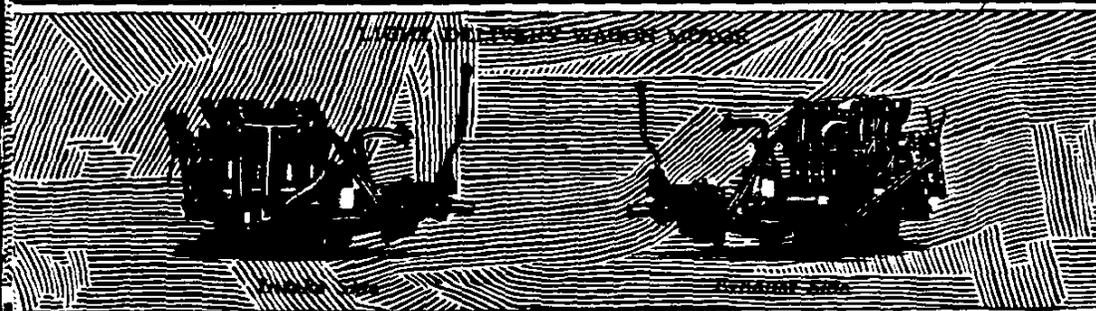
**T**HE efficiency of a commercial car depends on its motor. The dependability and endurance of the Chevrolet "Four-Ninety" Light Delivery Wagon in every-day use, its stamina under unusual load and road conditions are due principally to the famous Chevrolet valve-in-head motor.

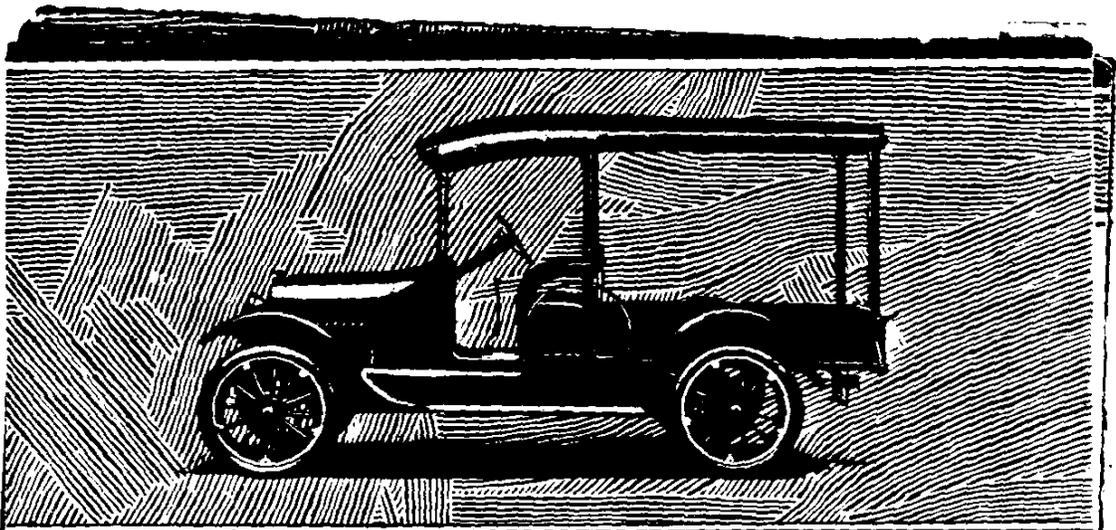
The cylinders have no side valve chambers as in other types of motors where dead gases may collect and where much of the force of explosion is wasted. The valves are in the cylinder heads. Gasoline vapor is introduced directly into the piston chamber and exploded directly above the piston head, which receives the full downward force of the blow.

As a result the utmost power is developed from fuel and a minimum of gasoline is required. This is an important feature of Chevrolet economy.

In addition the construction of the Chevrolet motor is simple. Cylinder heads are removable, affording ready access to all working parts. And there are fewer parts to require attention.

Anyone can understand this motor, and take care of it. The fact that expert attention is not required represents another saving in upkeep.





*'Four-Ninety'*  
*Light Delivery*  
*Wagon*  
ONE SEAT

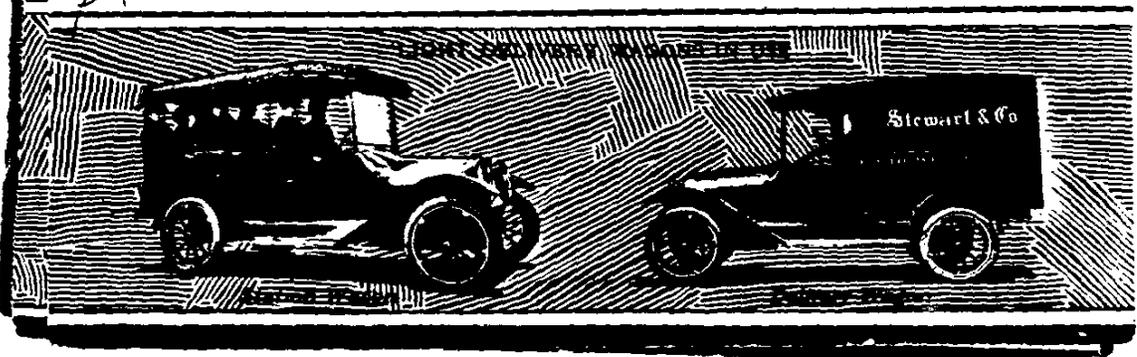
Chevrolet "Four-Ninety" Light Delivery Wagon is a profitable investment for all light hauling and delivery purposes in city or country.

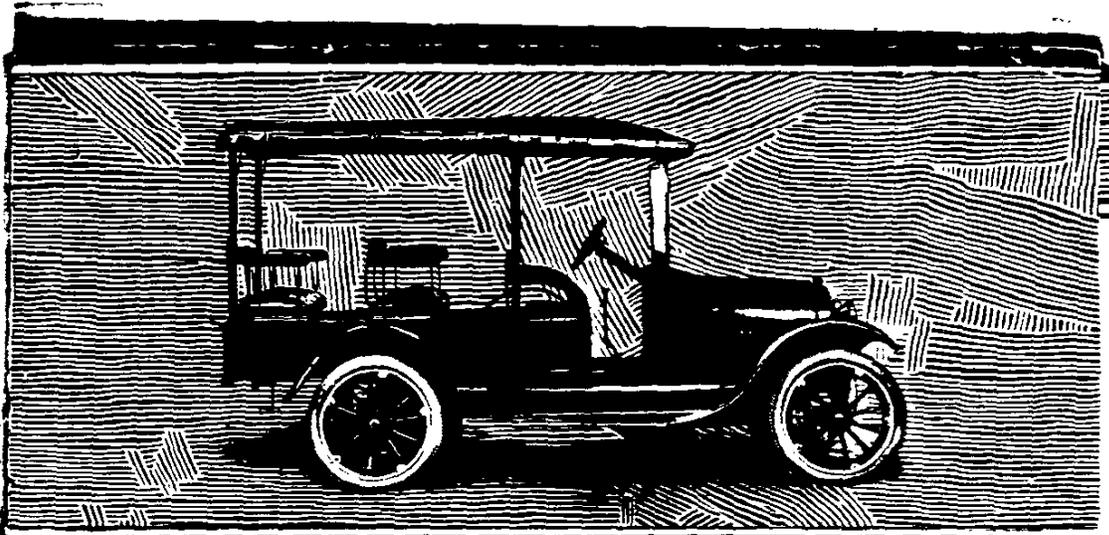
The open express body of sturdy construction is mounted on the famous Chevrolet "Four-Ninety" chassis, resulting in an enduring, dependable and convenient transportation unit that operates at minimum cost for upkeep.

Its capacity is ample for all normal farm loads or those of a merchant's delivery system.

In whatever capacity it is employed it saves time, energy and expense and increases transportation efficiency.

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Equipped with two extra well upholstered seats the Chevrolet "Four-Ninety" Light Delivery Wagon forms as efficient a passenger vehicle as it is a commercial car.

*"Four-Ninety"  
Light Delivery  
Wagon*

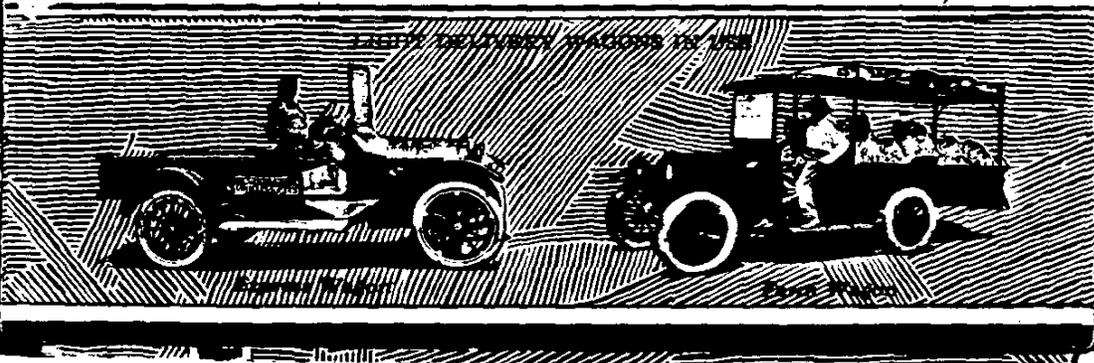
THREE SEATS

Comfortable accommodation for eight persons together with their luggage is afforded, or passengers may be carried in addition to a small quantity of merchandise.

The windshield and snug-fitting side curtains afford ample protection in any weather to both passengers and load.

The man who wishes to invest in only one car, yet who desires both hauling and passenger transportation, finds this Chevrolet model admirably suited to his requirements both in service and price.

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## Specifications Four-Ninety-Nine Delivery

**Motor:** Four-cylinder, valve-in-head type, 3 $\frac{1}{4}$ " bore, 4" stroke.

**Cylinders:** Cast in block with upper half of crank case. Head detachable.

**Valves:** 1 $\frac{1}{2}$ " diameter.

**Connecting Rod Bearings:** 1 $\frac{3}{8}$ " diameter, 1 $\frac{7}{8}$ " long.

**Crankshaft Bearings:** Front, 1 $\frac{3}{8}$ " diameter, 2 $\frac{1}{8}$ " long; Center, 1 $\frac{1}{2}$ " diameter, 1 $\frac{1}{2}$ " long; Rear, 1 $\frac{3}{4}$ " diameter, 2 $\frac{1}{4}$ " long.

**Camshaft Bearings:** Front, 1 $\frac{1}{8}$ " diameter, 2 $\frac{3}{8}$ " long; Center, 1 $\frac{1}{2}$ " diameter, 2" long; Rear, 1 $\frac{1}{4}$ " diameter, 1 $\frac{1}{4}$ " long.

**Oiling System:** Pressure-splash, gear pump and individual oil pockets. Oil pressure gauge.

**Carburetor:** Zenith improved double jet.

**Ignition:** New improved Remy.

**Clutch:** Cone type with adjustable compensating springs.

**Transmission:** Selective type; sliding gear; three speeds forward and reverse.

**Cooling:** Water pump and fan; radiator extra size.

**Wheels:** Wood, artillery type, demountable rims, large hub flanges.

**Front Axle:** Drop-forged I-beam.

**Rear Axle:** Three-quarter floating type wheel bearing carried on the wheel hub and in axle housing, not on axle shaft. Hyatt roller bearings.

**Brakes:** Emergency, internal expanding type; service, external contracting type; 10" brake drums. Foot control.

**Tires:** 30" x 3 $\frac{1}{2}$ ", non-skid front and rear.

**Drive:** Left side; center control; spark and throttle under steering wheel. Foot accelerator.

**Steering Gear:** Spur and gear, adjustable for wear; 15" steering wheel.

**Springs:** Cantilever type, front and rear

**Wheelbase:** 102".

**Equipment:** Electric lights and starter, highest type two-unit system. Complete lamp equipment, including adjustable head lamps; four-post top; side curtains; adjustable windshield; speedometer; electric horn; extra rim; tire carrier; complete tool equipment, including pump and jack.

**Price:** One Seat.....\$820  
Three Seats..... 855

All prices f. o. b. Flint, Mich.

*We reserve the right to make changes in design or construction at any time. Prices subject to change without notice.*

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## Chevrolet Service

**I**N the purchase of so important a unit of transportation as a motor truck it is well to know something more than its mechanical characteristics.

The Chevrolet Motor Company has already produced more than half a million motor cars.

In the past year alone twenty million dollars have been spent to increase the facilities for production in order to meet the growing demand for the Chevrolet product.

There are now eight great Chevrolet factories situated at the principal centers of the motor car industry throughout the United States and Canada. The present capacity of these plants is more than a thousand cars a day.

There are nineteen Chevrolet Sales Headquarters in the United States and Canada and five thousand three hundred dealers in addition to retail stores in all the principal cities.

In addition to its own vast organization and resources the Chevrolet Motor Company is a division of General Motors Corporation, one of the largest industrial organizations in the world.

The Chevrolet Motor Company is established. It cannot afford to market any but successful cars. It is in a position to afford lasting service.

Its products are known the world over. Every dealer is familiar with them and there is always a Chevrolet dealer who is interested in seeing that Chevrolet owners get out of their cars all the satisfaction that is built into them.

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