

FREE SAMPLE

The opening pages of

1950 Chevrolet Advance Design 3100 Restoration Guide

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Factory-Correct Restoration Reference

1950 Chevrolet Advance Design 3100 Restoration Guide

Model Years 1950

Model year	1950 - telescopic shocks; last cowl-vent year
Series	3100 = 1/2-ton, 116-inch wheelbase
Serial prefix (3100)	HP
Engine	216 Stovebolt six
Shocks	Telescopic tube type (new)
Brakes	Huck drums (last year on 1/2-ton)

Every specification in this guide was checked against factory literature, marque references, period road tests, and documented survivor vehicles. Where sources disagree or the record is silent, this guide says so rather than guessing.

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How This Guide Works

This is a **single-year restoration** guide for the 1950 Chevrolet 3100 - one year of the Advance Design (1947-1953 in this series), Chevrolet's first all-new postwar truck line. The year gets its own guide because the running changes are the restoration: fuel-tank location, shifter position, brake design, bed boards, door hardware, and the serial system itself all change inside this span, and a factory-correct truck matches its own year. Specifications were checked against the factory Chevrolet Truck Shop Manual tradition, the shop-manual compilations at 1954advance-design.com, and the Stovebolt.com serial charts. Where the record is silent or sources disagree, this guide says so instead of guessing.

Scope. Covers the 1950 3100 1/2-ton pickup on the 116-inch wheelbase, with notes where the 3600 (125.25-inch) and 3800 (137-inch) differ. GMC's New Design trucks shared the cab and chassis but ran GMC engines and trim - a GMC serial plate will not decode with Chevrolet tables. Panel, Canopy Express, and Suburban Carryall variants share the 3100 running gear covered here.

Where 1950 sits in the run

- Coming in: the post-change 1949 truck - behind-seat tank and numeric hood badges settled, but lever-action shocks and Huck brakes still fitted.
- Leaving: 1951 is the modernization year: vent windows in the doors, Bendix brakes on the half-ton, and an 8-board bed mid-year. A 1950 is the last of the original specification.

Platform Snapshot

The Advance Design was a clean break from the prewar AK Series: a roomier all-steel "Unisteel" cab wide enough for three across, a wider frame, and the five-horizontal-bar grille that defines the look. Underneath it stayed deliberately simple - a solid front axle, an enclosed torque-tube driveline, and the 216 Stovebolt six Chevrolet had refined since 1937. That simplicity is why these trucks restore well.

Fact	Detail
Model year	1950 (Advance Design, within the 1947-1953 series)
Designation	3100 = 1/2-ton; 3600 = 3/4-ton; 3800 = 1-ton
Wheelbase	3100: 116 in; 3600: 125.25 in; 3800: 137 in
Body styles	Pickup; panel; Canopy Express; Suburban Carryall; chassis-cab
Engine	216 cu in Stovebolt inline-6 (3100 standard)
Driveline	Enclosed torque tube to a hypoid rear axle
Brakes	Four-wheel hydraulic drums, Huck type (final year, 1/2-ton)
Electrical	6-volt, negative ground
Transmissions	3-speed manual (column); 4-speed manual (floor)
Shocks	Telescopic tube type (new for 1950)



The 1950 Register - What Makes a 1950 a 1950

- TELESCOPIC shock absorbers replace the lever-action type - the undertruck change of the year, and a hard dating line: lever shocks on a “1950” are earlier hardware.
- LAST year for the driver's-side cowl vent. Its handle is now flat steel, not the maroon knob of the earlier years - a small part that dates a cab precisely.
- Serial prefix is HP for the 1/2-ton (HR 3/4-ton, HS 1-ton).
- Last year of Huck brakes on the 1/2-ton (the Bendix changeover is a 1951 event) and the last year before vent windows: a 1950 door has neither a vent window nor a provision for one.
- Settled 1949 changes carry over: behind-seat tank with the filler aft of the passenger door handle, numeric 3100 hood emblems, column-shift three-speed.

Serial-Plate Decoding

There is no standardized VIN on these trucks. The serial plate lives on the driver-side door hinge pillar and carries a prefix-coded serial number: the letter prefix identifies the series and model year, followed by the assembly plant code and the consecutive unit number. Chevrolet changed the prefix scheme more than once during 1947-53, so always decode with the year-specific chart - the Stovebolt.com identification pages reproduce the factory series/year/wheelbase table.

Year	3100 prefix	Wheelbase
1950	HP	116 in

- 1950 1/2-ton prefix is HP (3/4-ton HR, 1-ton HS). The ID plate is black with silver letters.
- Engine identity is separate from the serial plate (see Engines).

Paint and trim codes. Plate paint/trim coding varies by year and plant. Read what is stamped on your truck's plate and decode it against the Chevrolet truck data book for that year; do not borrow a code table from a different year.

Engines

Engine	Years (3100)	Notes
216 Stovebolt I6	1950 standard	216.48 cu in; 3-1/2 in bore x 3-3/4 in stroke; four-main crankshaft

The 216: what you are rebuilding

- Displacement 216.48 cu in from a 3-1/2-inch bore and 3-3/4-inch stroke. Compression is 6.5:1 in early form and 6.6:1 in late Advance Design tune, which the factory rated at 92 hp for 1949.
- The 216 does NOT have a fully pressurized oiling system. The connecting rods are fed from an oil trough in the pan: spray nozzles squirt oil at the rods, and dippers on the rod caps scoop it to the bearings.
- Rod bearings are babbit cast integral with the rod - there are no modern insert shells to drop in. Clearance is set by removing copper shims stacked between rod cap and rod. If the crankshaft is ground undersize or a bearing is damaged, rod and bearing were replaced as a unit in period practice.
- That splash system is honest at truck speeds with clean oil and correct clearances; it is unforgiving of neglected oil changes and sustained high rpm. Restore it as designed.