

# 1954 Chevrolet Series 3100 1/2 Ton

2dr Pickup · 6-cyl. 235.5cid/112hp 1bbl

#1 Concours condition

**\$66,000**

↗ +243.8%

#2 Excellent condition

**\$45,600**

↗ +250.8%

#3 Good condition

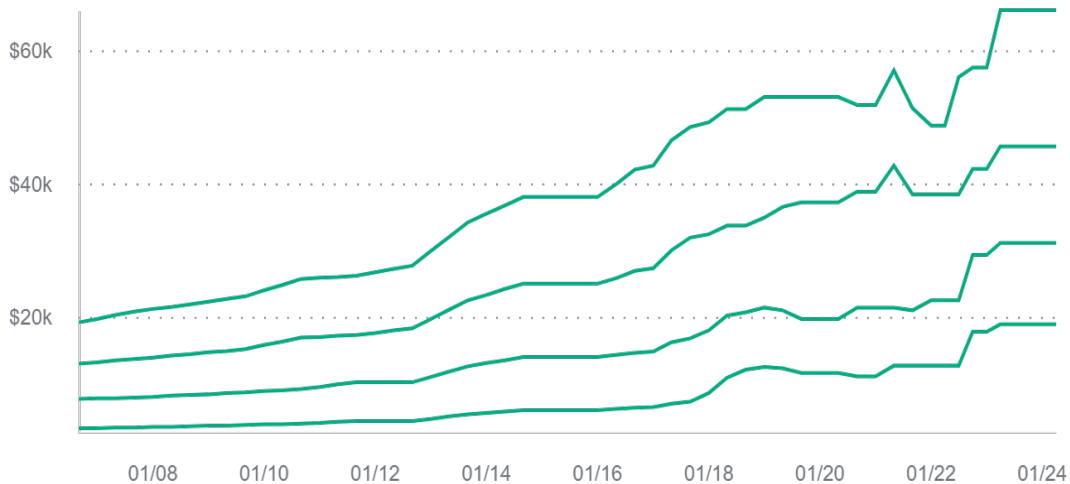
**\$31,100\***

↗ +303.9%

#4 Fair condition

**\$18,900**

↗ +472.7%



## Value adjustments

+5%  
for 5-window cab.

## Model description

In 1925, Ford was the first of the Big Three to enter the pickup market, but it was Chevrolet that stood tall as Detroit's top truck-seller by the time of World War II. Chevy resumed civilian truck production in August 1945, and really got back to business in May 1947 with its new "Advance Design" pickups. Wider, longer and lower than the prewar leftovers marketed in 1946, the Advance Design models looked thoroughly modern and featured an equally modern "alligator" hood hinged at the rear. Beneath that gator was Chevy's proven 216-cid "Stovebolt" six-cylinder.

There were few changes as the Advance Design trucks rolled into the 1950s, but Chevy continued to sell more trucks than all rivals—even with Ford's new F-series models on the market after 1948. Notable updates included vent windows being added to the doors in 1951, and a restyled grille and trendy one-piece windshield appearing in 1954. That same year a much improved 235-cid six-cylinder was installed and an optional automatic transmission was introduced. Advance Design production continued briefly into 1955 before the era came to a close and Chevy's new "Task Force" trucks were launched, and these last-run Advance Design models carried some Task Force features—accordingly, they are highly prized by collectors today.

The biggest downside to owning one of this series of Chevy 3100 is that the pre-1953 216-cid inline-six engines are weak for modern use, thanks to babbit bearings and splash lubrication. Powertrain swaps beyond the vastly superior 1953 and newer full-pressure lubrication 235-cid six are a big leap of faith and generally not a simple parts swap due to torque tube architecture for the powertrain and suspension on all but the early 1955s. However, due to the 3100's popularity for both stock restorations and street rod conversions, restorations require little more than a title and a VISA card. Frames and all sheet metal—including the cabs—are available as reproductions.

\*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)® on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

**Body styles**

2dr Pickup

2dr Suburban Carryall

**Engine types**

6-cyl. 235.5cid/112hp 1bbl

**1947-1955 Chevrolet 3100 stats**

Highest sale	Lowest sale	Most recent sale	Sales
<b>\$350,000</b>	<b>\$448</b>	<b>\$38,500</b>	<b>1906</b>

**Equipment****Additional Info**

Wheelbase - Inches: 116 in

**Vehicle's condition classification****#1. Concours**

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

**#3. Good**

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

**#2. Excellent**

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

**#4. Fair**

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.