

# 1960 CHEVROLET

**Series 70 and 80  
heavy-duty  
chassis-cab models**



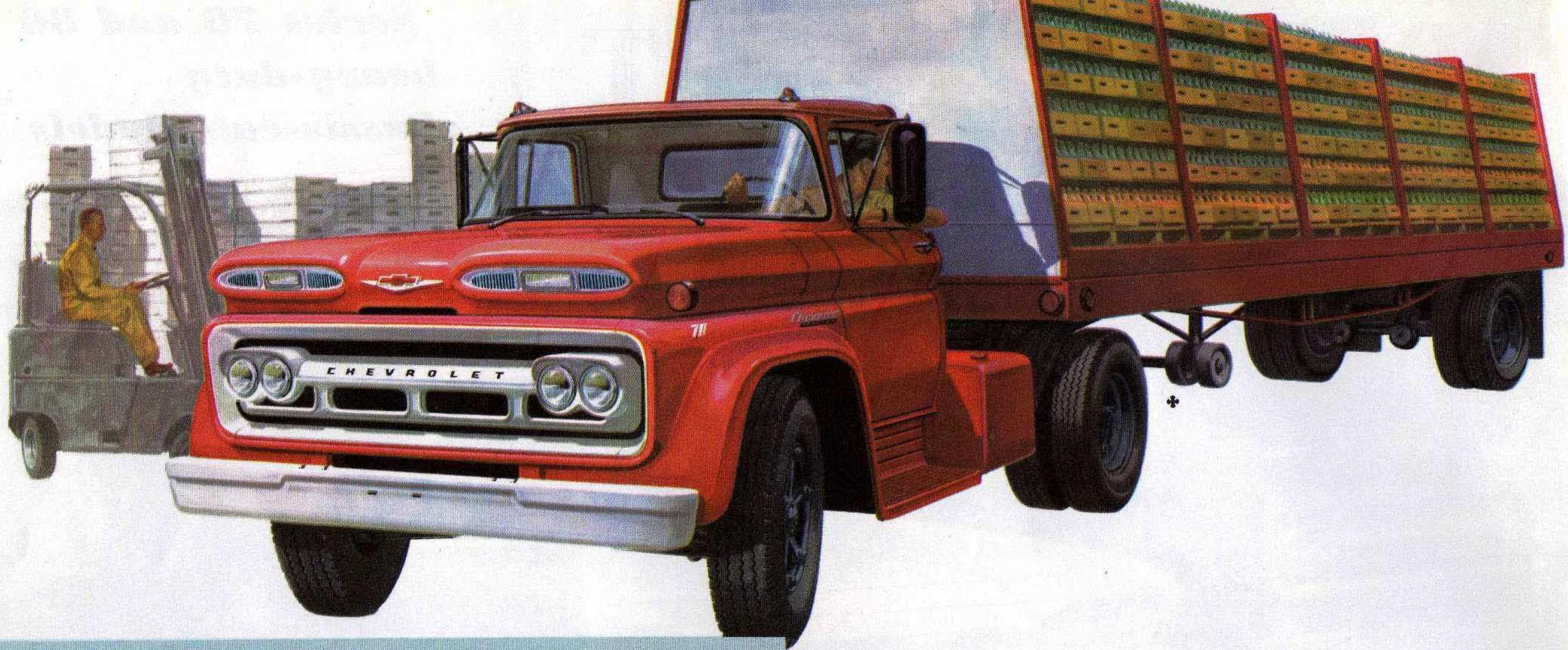
***new!  
fore-runner  
styling!  
pages 2-5***

***new!  
torsion-spring  
ride!  
pages 7, 8 and 9***

***new!  
comfort-king  
cabs!  
pages 10 and 11***

***new!  
chassis  
components!  
page 13***

***Chevrolet...  
first choice  
of truck buyers  
since 1937!***



**TOTALLY NEW C70 SERIES—  
New stamina, new style  
in new low-cost Chevrolet Heavies!**

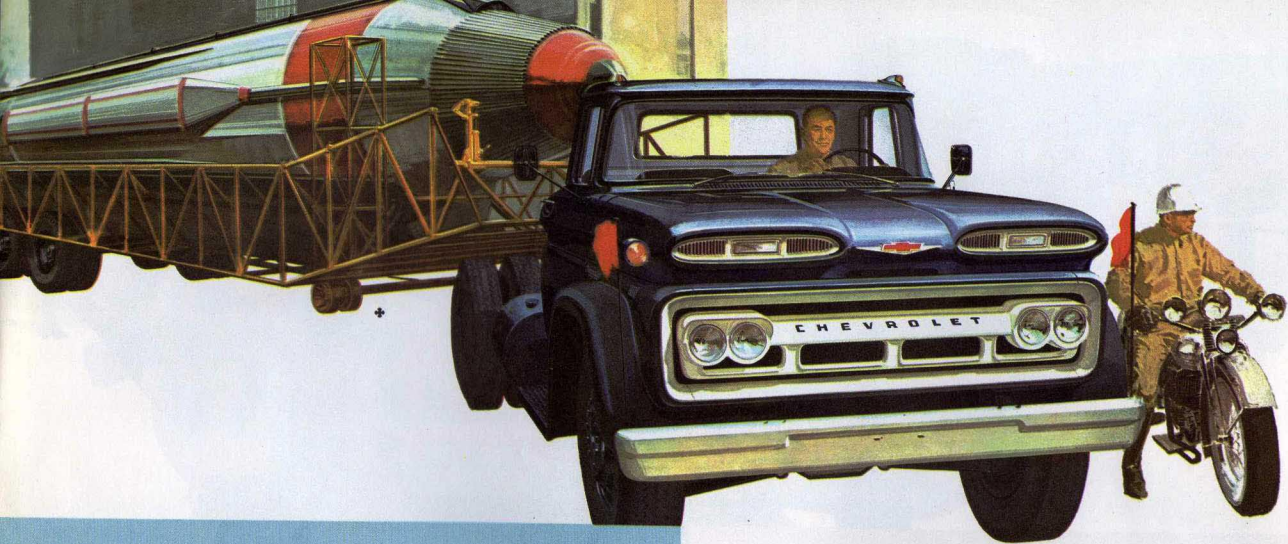
Five new C70 Chassis-Cab models offer extra brawn and big truck features throughout. New 5-speed heavy-duty transmission and tough 185-horsepower Workmaster Special V8 engine—348 cubic inches big—develop plenty of torque to take off with the heaviest loads. Transmission is also available in optional close-ratio form, for top over-the-road performance with 2-speed rear axle, optional at extra cost.

As standard equipment, there's a new, more durable 16,000-lb. single-speed axle, with spiral bevel gearing and a revolutionary new easy-riding, cargo-cradling, 7,000-lb. torsion-spring independent front suspension. New variable-rate rear springs team up with the new front suspension, for truly remarkable ride and roadability whether deadheading or loaded down.

New box-rail reinforced frames feature massive "K" braces on shorter wheelbase models, "X" braces on 157-inch and longer. This extra brawn all adds up to the best value in their weight class, with a top GVW of 23,000 lbs., and GCW's up to 42,000 lbs. New, bigger brakes offer over 45 per cent more effective lining area, actuated by a new 11½-inch diaphragm vacuum-hydraulic power unit. Rugged cast-spoke wheels are standard equipment and heavy-duty 10-stud Budd-type disc wheels are optional at extra cost.



✦ Body and/or vocational equipment are not the products of Chevrolet and are not intended to represent those of any manufacturer.

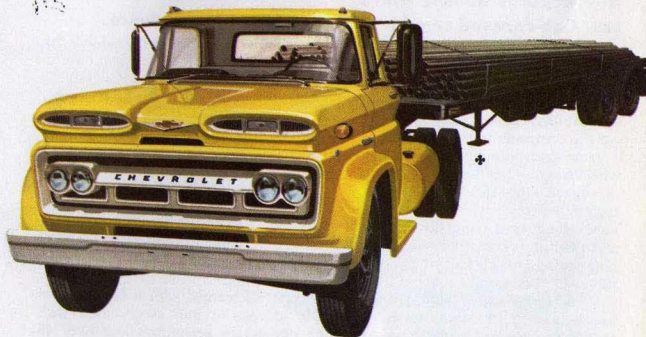


**TOTALLY NEW C80 SERIES—  
Rugged Heavyweight Champs  
Take the Biggest Jobs in Stride**

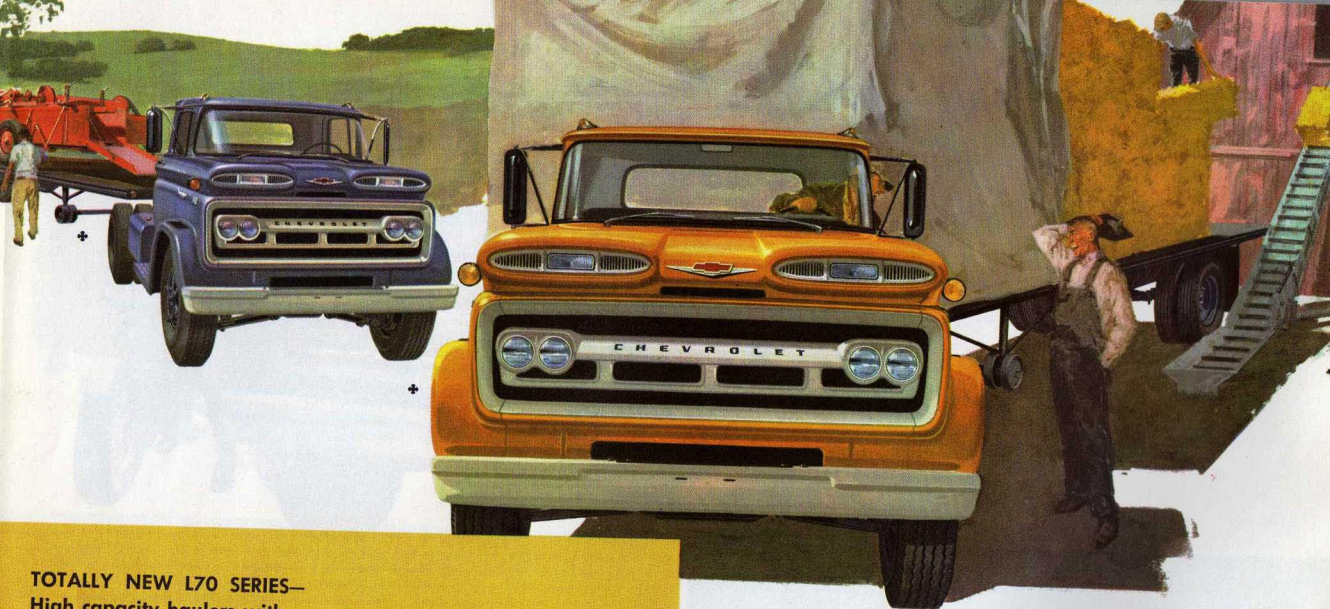
Chevy's biggest conventional trucks come in five tough-built chassis-cab models. They're built and equipped to top big-truck standards throughout, right down to new, brawnier, box-rail reinforced frames. Massive "K" braces add great stiffness on short-wheelbase models, while "X" braces are standard on 157-inch and longer models.

The rugged new 7,000-lb. torsion-spring independent front suspension and 18,500-lb. rear axle with 9,200-lb. variable-rate rear springs add up to ride and handling characteristics unprecedented in big trucks. For extra brawn, an optional 9,000-lb. front suspension and 11,500-lb. rear springs are available as extra-cost options. GVW's go up to 25,000 lbs., with GCW's up to 48,000 lbs.

The Series 80's big 348-cubic-inch Workmaster V8 engine develops 230 h.p. and 335 lb.-ft. of torque, to get big loads moving easier and faster for less. Over 30 per cent more brake lining area and a big new 11½-inch doubler-diaphragm brake unit offer stopping power to match. Standard wheels are of rugged cast-spoke design with heavy-duty 10-stud Budd-type disc wheels available as extra-cost optional equipment.



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**TOTALLY NEW L70 SERIES—**

**High capacity haulers with**

**Low-Cab-Forward compactness, new driver convenience.**

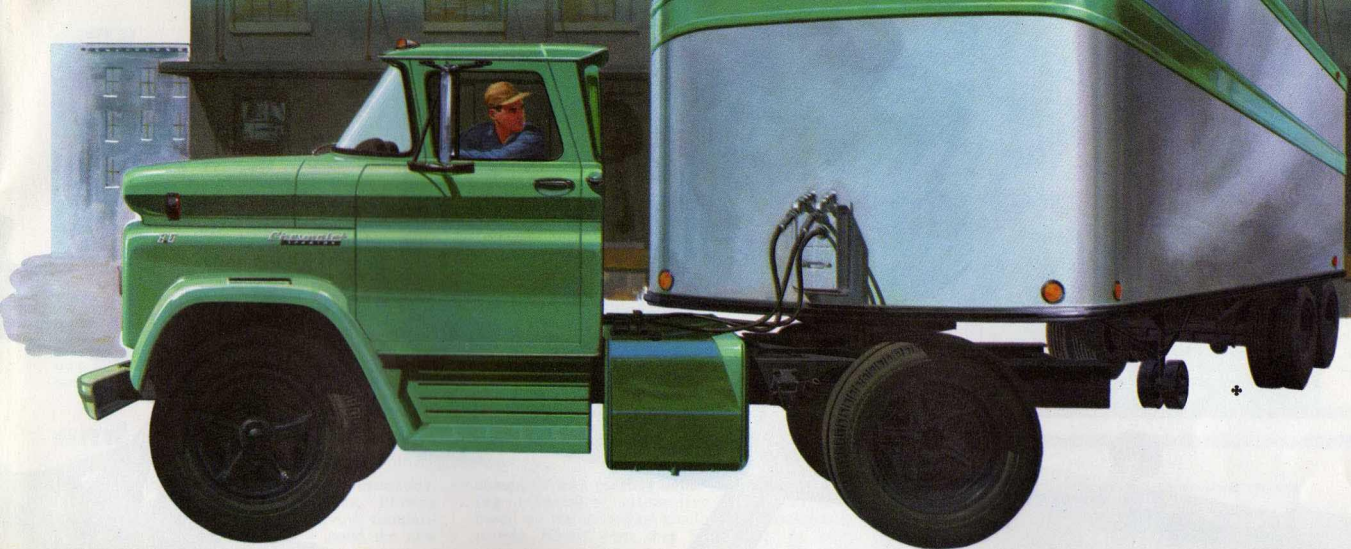
Four new L70 chassis-cab models rating up to 23,000 lbs. GVW and 42,000 lbs. GCW combine big-load brawn with the extra loadspace and easy handling of Chevrolet LCF design. In addition to profit-making compactness, Chevrolet's new Comfort-King 90 cabs feature entry and exit ease plus new engine accessibility. There's extra muscle for top payload performance with heavy-weight components throughout.

New frames feature box-rail reinforcements, plus big "K" braces on shorter wheelbase models and a rigid "X" brace on the 175-inch-wheelbase chassis. A rugged new 16,000-lb. spiral-bevel rear axle, plus 9,200-lb. standard rear springs, offers high load capacity and long life in toughest duty. Revolutionary new torsion-spring independent front suspension features a 7,000-lb. capacity, and offers a revelation in big-truck ride and roadability. And new variable-rate rear springs match front suspension performance, no matter what the load or the road conditions.

The big 348-cubic-inch Workmaster Special V8 teamed with a new 5-speed heavy-duty transmission, turns out torque aplenty to pull away easily with maximum-capacity loads. New 11½-inch diaphragm brake unit and over 45 per cent more effective brake lining area furnish extra stopping power.



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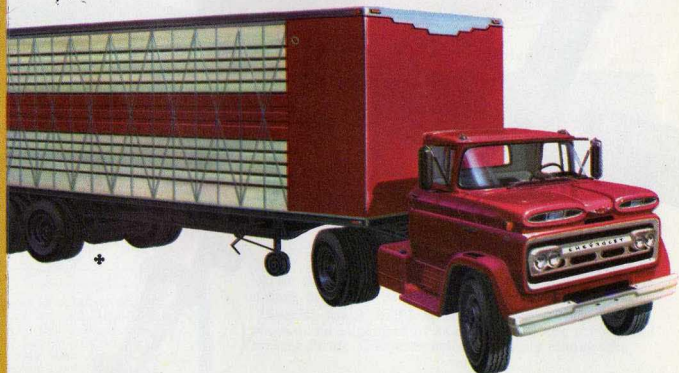
## TOTALLY NEW L80 SERIES—

### Compact, all-muscle Low-Cab-Forward heavyweights for biggest loads and roughest duty.

Four rugged, compact chassis-cab models make up the L80 series, with GVW's to 25,000 lbs. and GCW's to 48,000 lbs. These Low Cab Forward huskies feature new Comfort-King 90 cabs combining big-payload compactness with new engine accessibility and entry-and-exit ease.

Powered by the brawny 348-cubic-inch Workmaster V8, developing 230 h.p. and 335 lb.-ft. of torque, they'll keep big loads moving fast and economically. Standard transmission is a 5-speed Spicer heavy-duty Synchro-Mesh with a special close-ratio version available for top performance with the optional (extra cost) 2-speed rear axle.

New, more rugged frames are box-rail-reinforced, with a heavy "K" brace on shorter wheelbases, and "X" brace on the 175-inch model. New easy-riding torsion-spring independent front suspension cushions driver and cargo alike, with a big 7,000-lb. capacity to handle heavy loads. Rear springs are variable-rate to bring out unprecedented new ride and handling qualities, whether deadheading or loaded to capacity. Standard equipment includes an 18,500-lb. single-speed axle and 9,200-lb. rear springs. Two-speed rear axle, a rugged 9,000-lb. front suspension and 11,500-lb. rear springs are available at extra cost.

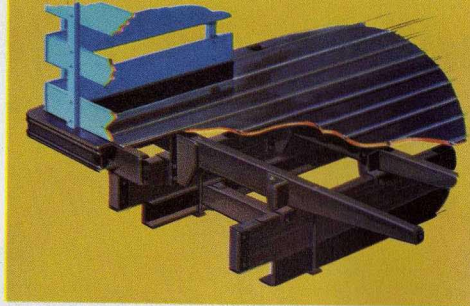


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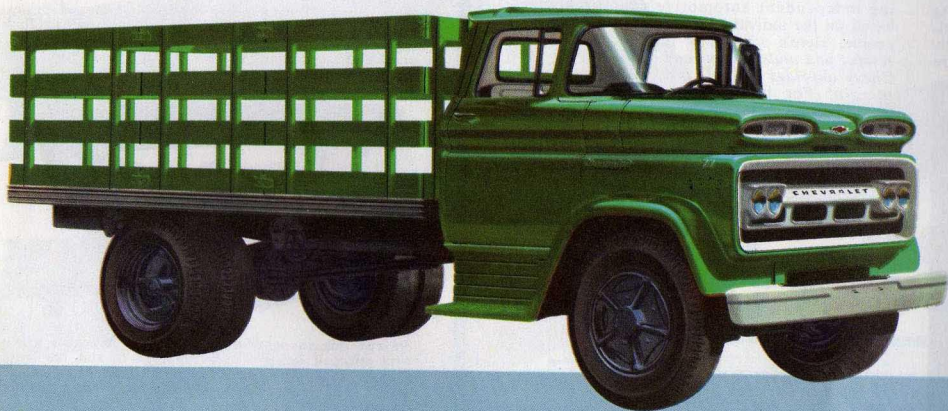
## ***Chevrolet stake bodies—built to last under heavy-load pounding***

Better built Chevrolet stake bodies, furnished in 9- and 12-foot lengths, are available at extra cost as regular production options\* on all Series 70 and 80 models with 60" and 84" cab-to-axle dimensions. Platforms and stake racks feature top durability; they're built of seasoned and weatherproofed select woods, joined and reinforced with tough steel at stress and wear points.

Side racks of 12-foot bodies include central swinging gate for maximum loading convenience from either side. All floor bolts and rack hardware are recessed or outside the cargo area, leaving smooth interior surfaces for cargo protection. Steel-lined stake pockets support rack sections firmly and add lasting ease of removal and installation.

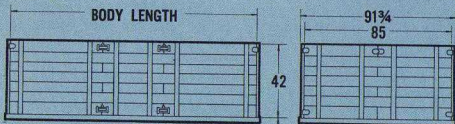


Platforms are built up of select wood planks on steel channel cross sills, joined and sealed with flush-recessed steel skid strips. While sealing the floor joints tightly, skid strips permit free expansion and contraction, and offer big bonuses in easy cargo handling and durability. Platforms are edged all around by a smooth-contoured steel rub rail for protection against loading-dock damage. Wood sub-sills between the truck frame and the platform body cross sills offer cushioned body support.



***Totally  
new  
roadability,  
ruggedness,  
and  
driving  
comfort  
with 1960  
Chevrolet***

***torsion***



### **TRUCK MODELS\***

	<b>BODY LENGTH</b>
C7103—L7103 .....	9-ft.
C7303—L7303 .....	12-ft.
C8103—L8103 .....	9-ft.
C8303—L8303 .....	12-ft.

\*With Chevrolet stake body, optional at extra cost.

**new ruggedness, new comfort!**

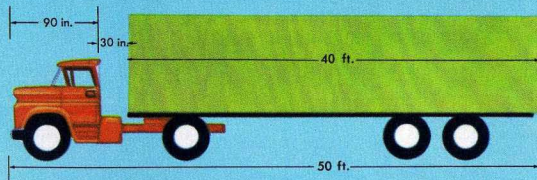


New Comfort-King 90 cabs of L70 and L80 models feature new comfort, convenience and roominess, plus easy-handling, big-payload compactness. Completely new proportioning throughout pays off in easier entry and better engine accessibility, while keeping the overall cab length exceptionally short. A two-position front bumper, mounted to the rear on short-wheelbase models, makes possible a bumper-to-back-of-cab dimension of less than 90 inches. New door and fender contours let doors open wide as on a conventional cab, for outstanding entry and exit ease.

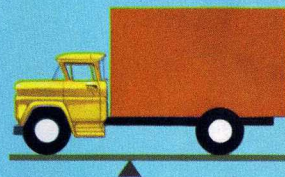


New eye-saving instrument panel features a Safety-Etched instrument cluster grouping all operating instruments and signals directly in front of the driver. New etched cluster face cuts distracting reflections, and the non-glare instrument panel top saves driver's eyes, too. A dimmer is incorporated into the light switch for controlling intensity of instrument illumination at night. A roomy locking dispatch box occupies the matching area at the right.

**Handle bigger loads easier with  
Chevrolet Low Cab Forward models**



**More Body and Payload Space**—The compactness of Low Cab Forward design leaves more working space on any size chassis. Bigger bodies or longer trailers can be handled with ease, while keeping overall length within limits. With 90-inch bumper-to-back-of-cab dimensions, you can easily get a tractor and 40-foot trailer into a 50-foot overall length!

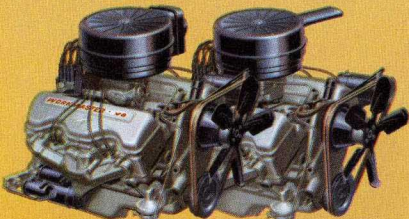


**Bigger Payloads Through Better Weight Distribution**—LCF compactness also means more load space up front, permits centering loads forward to take full advantage of front suspension capacity. You can operate at higher GVW's without exceeding rear axle ratings. Where rear axles are loaded up to legal limits, Chevrolet's Low Cab Forward models are the answer for extra-payload operation.



**Short-Wheelbase Maneuverability**—With LCF design, any body size fits a shorter chassis than with conventional-cab models. You get a double-barreled bonus in easy-handling maneuverability, because both overall length and wheelbase are shorter. Turning-circle diameters for Low Cab Forward models run up to 3 feet smaller than those of conventional-cab trucks with comparable body lengths.

## 1960's best big-truck V8 power for all heavy-duty Chevies!



Workmaster V8

Workmaster Special V8

**WORKMASTER SPECIAL V8**—Now standard equipment, the big 348-cubic-inch Workmaster Special V8 powers all C70 and L70 series models. With two-barrel carburetor and 7.75 to 1 compression ratio, it develops 185 h.p. and 315 ft-lbs. of torque to get big loads moving easily and keep 'em moving fast and economically.

Here's a heavy-duty truck-engineered engine in every detail, with all the built-in extra durability that tough jobs demand. For long-lasting operating smoothness, wedge-shaped combustion chambers are fully machined—entirely in cylinder block—capped by flat-surfaced cylinder heads. New intake manifold eases breathing and equalizes fuel distribution for balanced power output from all cylinders.

**WORKMASTER V8**—For economical big-payload performance, all C80 and L80 models are equipped with the 348-cubic-inch Workmaster V8, developing 230 horsepower and 335 ft-lbs. of torque. Engineered from the crankshaft out for the toughest big-truck duty, the Workmaster now features a new better-breathing intake manifold, and the new inside-outside carburetor fresh air system.

The versatile 4-barrel carburetor normally operates on just two barrels for top economy, and opens all four barrels only when extra power is needed. New cooling and exhaust system features boost heavy-duty performance and durability. More than ever, the Workmaster can take it, and keep on taking it, in the toughest kind of going!

Wedge-Head design, with combustion chambers machined in block and peak-domed pistons—smoother performing, more efficient with 7.75 to 1 compression ratio.

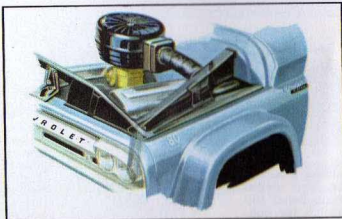
New bigger intake manifold for easier breathing and greater efficiency, plus more uniform distribution of fuel-air mixture.

Aluminized inlet valve heads resist formation of deposits, last longer.

Piston top ring groove steel-lined for peak durability—top compression ring and oil control ring chrome-plated for long life.

Positive-shift starter drive for sure, shock-free starter engagement, freedom from clashes and kickouts.

Moraine "400" premium-alloy main and connecting rod bearings last up to 7 times longer than conventional bearing alloys.



New inside/outside carburetor fresh air system is standard equipment with the Workmaster V8 on all series C80 and L80 models. With cold engine, air is drawn from under the hood for faster warmup and more efficient carburetion. As underhood temperature rises, thermostatic damper automatically admits cooler outside air from duct behind radiator grille. Above 100°F, underhood temperature, only outside air is admitted. In hot weather or extreme service, the engine breathes better—efficiency and power stay high.

Big 2-pin, on bath cleaner filters harmful abrasive dust out of carburetor air supply.

Exhaust valve Rotocoils assure positive valve rotation, reduce hot-spot formation and prolong valve life up to 3 times.

Stellite-faced exhaust valves offer long wear and extra-high heat resistance.

Exhaust valve seat inserts of hardened high-alloy steel stand up under heavy pounding at high temperatures.

Forged high-carbon steel crankshaft with induction hardened main and connecting rod journals—high on strength and long on wear—precision-balanced for lasting smoothness of operation.

Full-pressure lubrication system with positive gear-type oil pump, plus full-flow oil filter which continuously cleans all the oil.

