

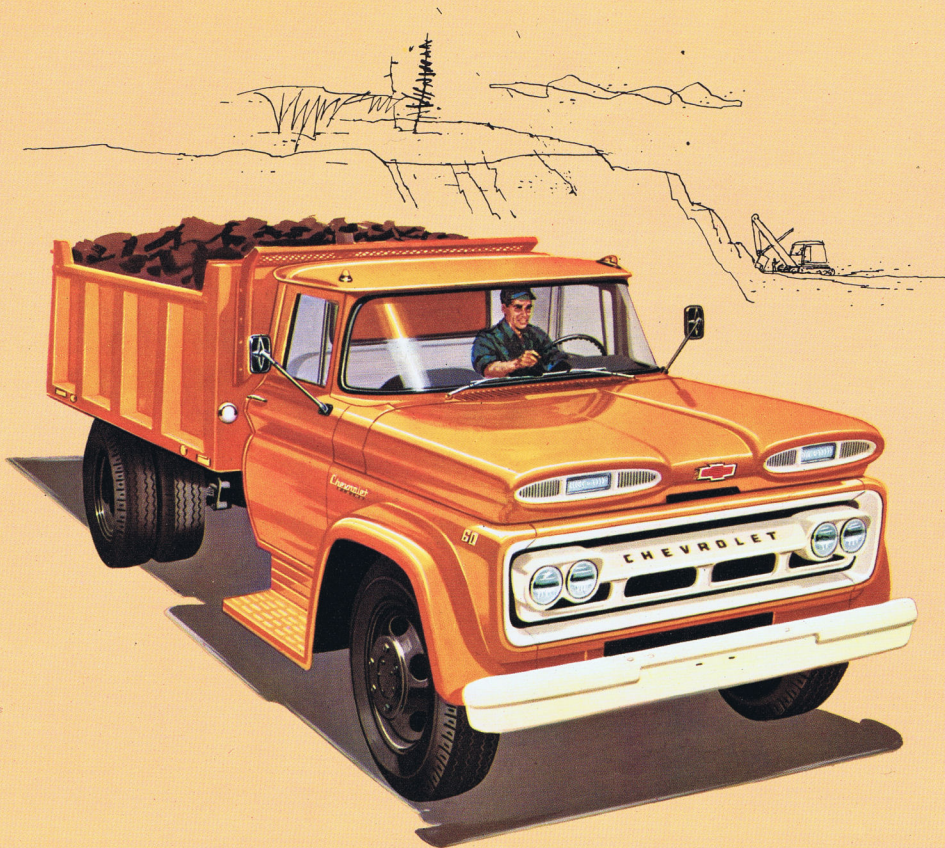


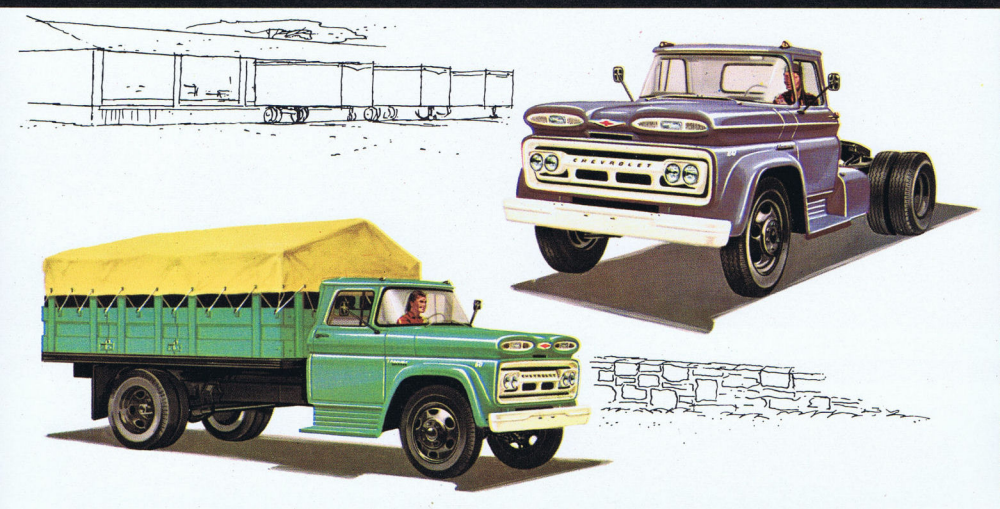
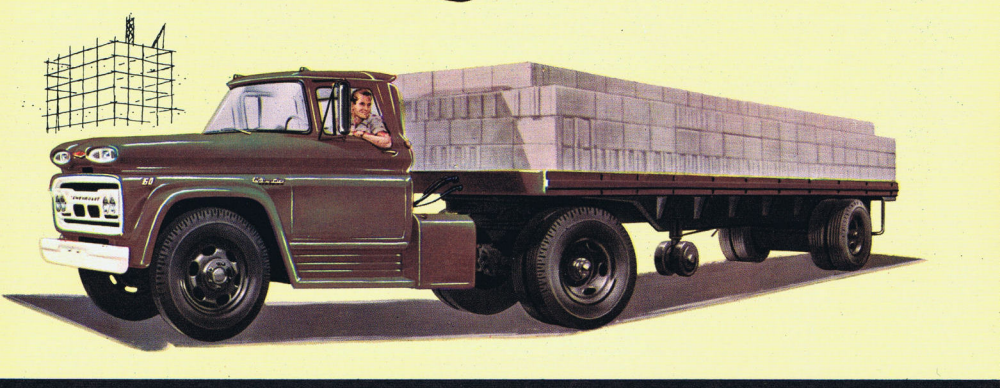
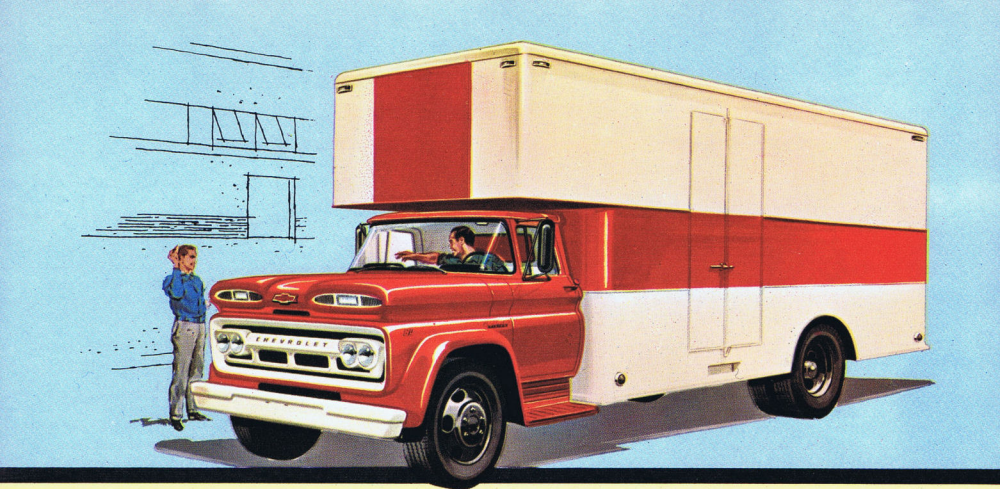
**STURDI-BILT TRUCKS**

**C 60**

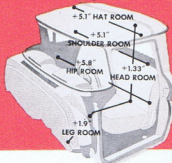
**SERIES**

**CHASSIS  
AND CAB**





# NEW COMFORT KING CABS...



## With New Roominess, New Ruggedness, New Comfort

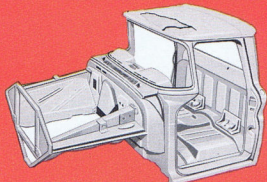
There's a brand new sensation of solid, quiet comfort in these Chevy Comfort-King cabs. Double-walled cowl housings with their high-strength arch structure . . . new triangulated front and inner construction . . . deeply contoured double-panel roof design . . . husky box-section door pillars . . . and new "Z"-bar sills that tie the cab together front and aft, are typical of Chevy's new sturdiness.

And for new comfort control over noise, heat, cold and moisture, there's improved door fit, thanks to box-section door pillars, new hinges and door latches and new weather stripping on the doors. There's new 4-point cab mounting on resilient rubber cushions and thick insulation between roof panels to add to driver comfort and efficiency.

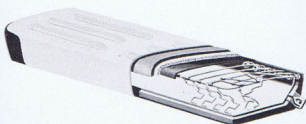
**BIG NEW CHEVY CABS** are inches roomier inside, in every direction. There's over five inches more interior width at shoulder level and hip room is nearly six inches greater. Though it is lower outside, the new cab design increases both head room and leg room.



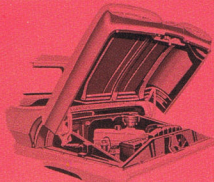
**BIGGER VIEW AHEAD** with windshield that offers 26% more vision area. Wiper sweep is increased 38%. Electric wipers standard on all models.



**NEW TRIANGULATED FRONT END** construction makes a twist-resistant base assembly. Double-panel roof offers overhead protection and thick felt insulation between roof panels cuts down noise, heat and cold. Double-walled cowl arch for high-level ventilation adds exceptional rigidity.



**CHEVY'S NEW TRUCK SEAT**—5½ inches wider, offers deep-down driver comfort and exceptional durability. Under a thick foam pad is a new seat construction of S-wire, coil and flat spring elements. You get the maximum benefit from each in a controlled, soft ride.

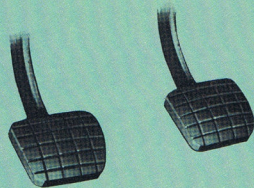


**NEW FULL-WIDTH HOOD** offers easy service accessibility. Heavy reinforcing transversally and fore and aft, add extra rigidity. Extra-rugged toggle hinges are counterbalanced for easy lifting.

**NEW SUSPENDED CLUTCH AND BRAKE PEDALS** make driving easier and since there are no longer any pedal holes in the floor, help keep out dust, moisture, road noise and fumes.

**NEW SEE-AT-A-GLANCE INSTRUMENT PANEL.** Gauges, and speedometer, as well as generator and oil pressure warning lights are gathered into a hooded cluster for quick, safe viewing. All hand controls are within easy reach. For your night driving comfort you can dim the instrument cluster lights.

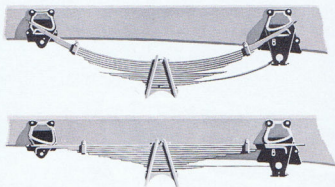
*\*Optional at extra cost*



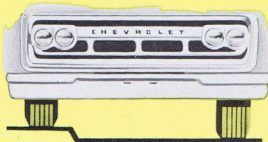
**NEW X-BRACED FRAME DESIGN** for units with 175-inch wheelbase and longer. Massive central X-member imparts top torsional strength. Inner channel reinforcements sweep in from the forward boxed-in rails then out again to the side rails just ahead of the rear spring supports. Channels are joined at the center by rivetted plates to form an extremely rigid tunnel.

**NEW HIGH-STRENGTH FRAME CONSTRUCTION.** New frames feature maximum side rail modulus increases up to 57%, with high resistance to twisting. Inner channel members reinforce the forward sections of the frame side rails, and add to the rigidity of the box-section design at the front end.

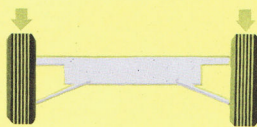
## New Torsion-spring ride and independent Front Suspension



**VARIABLE-RATE 2-STAGE REAR SPRINGS** provide outstanding riding qualities when the truck is empty or lightly loaded. Under load, spring firmness increases progressively. As illustrated above, springs ride in cam-contoured hanger brackets that vary their effective length and firmness to suit the load.

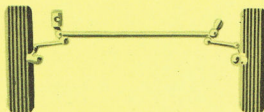


**INDEPENDENT FRONT WHEEL ACTION** lets either wheel take a bump in its stride without transferring the shock to the other one. There is a big payoff in ride and handling.

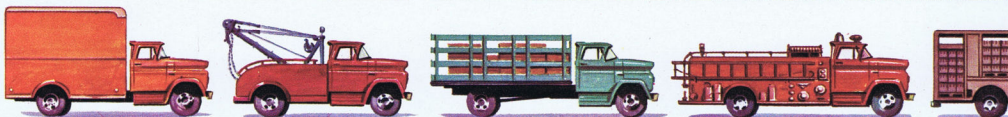
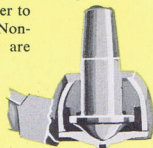


**GREATER FRONT SUSPENSION ROLL STABILITY** cuts lean and sway on corners and curves. Independent suspension creates wide-stance stability by increasing the effective spring base to the full width of the tread.

**TOP STEERING EASE AND PRECISION** result from low-friction Ball Gear and balanced relay-type steering linkage. Rigid suspension control arms ensure accurate control of wheel position. Short tie rods to each wheel help keep ride and steering independent of each other.



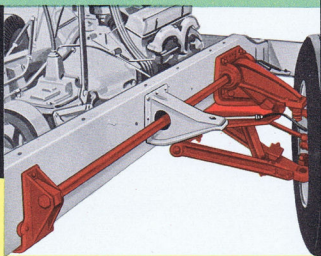
**SPHERICAL JOINT STEERING KNUCKLE PIVOTS** offer positive, low-friction steering action, with a pair of rugged ball-and-socket joints connecting each wheel support member to its control arms. Non-metallic joint liners are designed to last longer and cut friction.



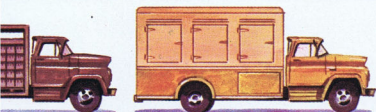
**NEW BOX-SECTION FRONT CROSS MEMBER** is of deep "hat-section" design enclosed at the bottom for full box-member rigidity. It provides both exceptional up-front strength and a solid suspension foundation. The entire suspension mounts as a unit with the cross member to form a rugged assembly that is pre-aligned accurately for extra handling precision, even in rough service.

**It's the greatest chassis design advance in trucking history—**

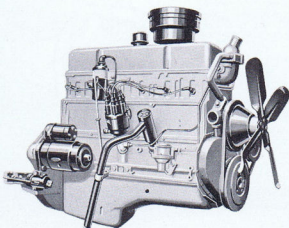
**Chevrolet's Torsion spring ride!** The completely new torsion-spring, independent front suspension system, engineered for big trucks, is teamed with variable-rate rear springs to make these rugged big Chevys ride like trucks never rode before! The pay-off is in reduced fatigue, greater alertness and safety, plus unprecedented handling ease for the man at the wheel . . . a great new way to gain cargo protection and prolonged truck life.



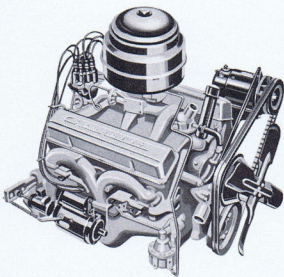
**INDEPENDENT FRONT SUSPENSION** is an effectively engineered structure that does away with the old-fashioned I-beam axle which tied one front wheel to the other. Now each wheel moves up and down, independently of the other. Parts of this assembly include a box-section front cross member, upper and lower control arm components, anti-friction spherical joints and a complete torsion-spring system. The torsion spring construction itself provides a truck ride that marks an important forward step in transportation. And the entire design brings lasting benefits in reduced roll and sway, less wheel fight, easier steering and anti-dive braking. It greatly reduces the danger of cargo damage . . . cuts driver fatigue . . . stretches truck life!



# 1960's most Economical 6's and V8's



**JOBMASTER 6** engine as standard equipment keeps bigger jobs moving for less. With a displacement of 261 cubic inches, its extra-duty features include Stellite-faced exhaust valves equipped with Roto-coils for long life in severe service, full-flow filter to keep oil cleaner, and positive crankcase ventilation to extend engine life.



**TASKMASTER V8** is loaded with extra heavy-duty features . . . Moraine-400 premium bearings . . . hard-faced high-alloy exhaust valves with hardened seats. All explain Taskmaster's outstanding durability.

## COST CUTTING FEATURES FOR 1960

**FEATURE**

**BENEFITS**

**ECONOMICAL VALVE-IN-HEAD DESIGN**

Valve-in-head design, pioneered by Chevrolet gives more torque, more power, more efficiency, easier maintenance, more miles per tankful of regular gasoline.

**TOUGH-BUILT CRANKSHAFT**

Drop-forged steel for extra rigidity, toughness and resistance to wear. Fully balanced for smooth performance.

**FULL-PRESSURE LUBRICATION**

Chevrolet's lubrication system puts a pressurized film of oil between all critical moving parts—main and connecting rod bearings and camshaft bearings. Valves and timing gears receive metered-pressure lubrication.

**LONG-LIFE VALVES**

High-quality steel inlet valves for extra durability. Exhaust valves are made of high alloy steel for extra durability at high temperatures.

**DURABLE PRECISION BEARINGS**

Precision type, removable main bearings and connecting rod bearings. These bearings are durable, highly resistant to scoring.

**12-VOLT ELECTRICAL SYSTEM**

Extra voltage provides the potent spark needed by modern high-compression power plants. A special starting circuit automatically gives more power for quick starts in any kind of weather.

**PRESSURIZED COOLING**

A radiator pressure cap keeps coolant under pressure and thus raises the boiling point of the coolant. This gives extra assurance against overheating in hot weather or on long, hard hauls.

# CHEVROLET

# SPECIFICATIONS

MODELS	C6103	C6203	C6303	C6503	C6803	C6803 PLUS C.S.L.60-670
WHEELBASE	133"	145"	157"	175"	197"	225½"
CAB TO AXLE	60"	72"	84"	102"	124"	152½"
MAXIMUM GVW	22,000 lbs.	22,000 lbs.	22,000 lbs.	22,000 lbs.	22,000 lbs.	22,000 lbs.
MAXIMUM G.C.W.	32,000 lbs.	32,000 lbs.	32,000 lbs.	32,000 lbs.	32,000 lbs.	32,000 lbs.

### AXLES: Front, Independent Suspension with Torsion Springs.

Rear, Hypoid, full floating standard  
Spiral bevel with H.D. equipment

	Standard	Optional
Capacity—Front	5,000 lbs.	7,000 lbs.
Rear	15,000 lbs.	15,000 lbs.
Ratio—Rear	Single Speed 7.20	Two Speed 6.40/8.72
		7.17 Two Speed 6.50/9.04 or 7.17/9.97

### BRAKES: Service—Hydraulic with 11" Hydrovac

	Standard	with H.D. Option
Front Drums dia.	14"	15"
Lining width	2½"	3"
Rear Drum dia.	15"	15"
Linings width	4"	6"
Lining area (sq. in.)	385	579
Drum Area (sq. in.)	595	848

Parking—Drum and dual shoe on propeller shaft

### CLUTCH: Single Disc.—Hydraulic Control

Diam 11" — Area 124 sq. in. on both 6 cyl. and 8 cyl.

Throw-out bearing—Special Ball — permanently lubricated

### COOLING SYSTEM: Radiator: Cellular construction — 583

sq. in. area.

Capacity: 14 qts.

Fan: 20" Diam., 4 Blade

Thermostat: Opens at 160°F.

### DRIVE LINE: Hotchkiss: Tubular propeller shaft.

Universal Joints: Needle bearing type.

### ELECTRICAL SYSTEM: Battery Size: 12-volt, 54 plate, — Cap. 53 amp. hr.

Generator: 12-volt, 30 amp. with current and voltage regulation.

Starter: Delco Remy 12 volt with overrunning clutch.

Starter Switch: On ignition switch.

Ignition Distributor: Automatic spark advance. Moisture proof ignition system.

Headlights: Dual sealed beam; Low and high beam in outer lamp. High beam only in inner lamp.

Stop and Tail Light: Combined.

Parking Lights: Set in hood.

### ENGINES:

	Standard Jobmaster—6	Optional Taskmaster V8
Valve-in-Head		
Bore & Stroke	3¼" x 3½½"	3⅞" x 3"
Displacement	261 cu. in.	283 cu. in.
Taxable H.P.	33.7	48.0
Gross B.H.P.	150 @ 4,000 rpm	160 @ 4,200 rpm
Gross Torque	235 @ 2,000 rpm	270 @ 2,000 rpm
Compression Ratio	8.0:1	8.0:1

Crankshaft & Connecting Rods: Forged Steel.

Main & Conn. Rod Bearings: Replaceable Moraine.

Camsheet: Cast alloy iron

### ENGINES: (Continued)

Pistons: Cast alloy aluminum with steel struts, two compression and one oil-control ring.

Valves: Hydraulic lifters on 8 cyl.; Mechanical on 6 cyl.

Intake—High alloy steel, aluminized face

Exhaust—High alloy steel, Stellite face. Rotators on both 6 and 8 cyl. engines.

Seats—Cast iron alloy (cylinder head)—6 cyl.; hardened exhaust valve seats—8 cyl.

Lubrication: Full pressure system.

Crankcase Cap—5 qts.

### FRAME: Parallel side rails with boxed-in front ends

Inverted "L" type reinforcements optional.

Side Rails 9½" x 2½" x 3/8" —C6103 C6203 C6303

9½" x 3" x 1/4" —C6503

9½" x 3½" x 9/16" —C6803

Max. Sec. Mod. C6103, C6203, C6303—Sec. mod. 11.28

C6503—Sec. mod. 14.79

C6803—Sec. mod. 15.91

### FUEL SYSTEM: Carburetor—Rochester downward 2 bbl on 8 cyl.

Air Cleaner: Oil bath; capacity 2 pints

Fuel Pump—AC diaphragm type, filter screen in fuel tank

Fuel Capacity—14½ gallons

Governor—Positive spinner type std. on 8 cyl.

### INSTRUMENTS AND CONTROLS:

- Dome light operates from light switch
- Dual circuit breaker in lighting system
- Fuel & engine temperature gauges
- Throttle & choke control • Speedometer
- Generator charging, oil pressure, & high beam indicator lights
- Dimmer switch
- Instrument panel lights rheostat controlled
- Engine over-speed warning light on 8 cyl.

### SPRINGS: Front: Torsion bar

Rear: Semi-elliptic; variable-rate

	Standard	Front	Rear
Length		58"	59"
		1¼" diam.	3" wide
Type		Torsion	9 leaves
Cap. at Ground (each)		3,000 lbs.	9,200 lbs.
Optional (each)		3,500 lbs.	10,400 lbs.

### STEERING: Ball gear, ratio 28:1, wheel diam. 19"

TIRES: Six (Standard Eqt.) front & dual rear

	Tubeless	Cap.	Tube Type	Cap.
Standard	8-22.5/8 pr.	2740		
Optional	8-22.5/10 pr.	3090	7.50 x 20/8 pr.	2740
			7.50 x 20/10 pr.	3090
	9-22.5/10 pr.	3330	8.25 x 20/10 pr.	3330
	9-22.5/12 pr.	3730	8.25 x 20/12 pr.	3730
	10-22.5/10 pr.	3960	9.00 x 20/10 pr.	3960
	10-22.5/12 pr.	4480	9.00 x 20/12 pr.	4480

### TOOLS: Wheel wrench

## SPECIFICATIONS (Cont'd.)

### TRANSMISSION:

4-speed Heavy Duty Synchro-Mesh—Standard

Ratios: 1st—7.06; 2nd—3.58; 3rd—1.71; 4th—1.00;  
Rev.—6.78

Gearshift Location—In cab floor

Power Take-off Opening—Left side

5-speed New Process 540C—Optional

Ratios—1st—7.40; 2nd—4.05; 3rd—2.40; 4th—1.48;  
5th—1.00; Rev.—7.85

Gearshift Location—In cab floor

**WHEELS:** Kelsey Disc 22.5" x 6.00" standard

Motor, Budd, and cast spoke wheels available as options with certain tire sizes

### MAJOR CHASSIS EQUIPMENT:

- Independent front suspension with torsion springs
- Frames with parallel side rails boxed-in at front end
- Ball gear steering
- Variable rate rear springs

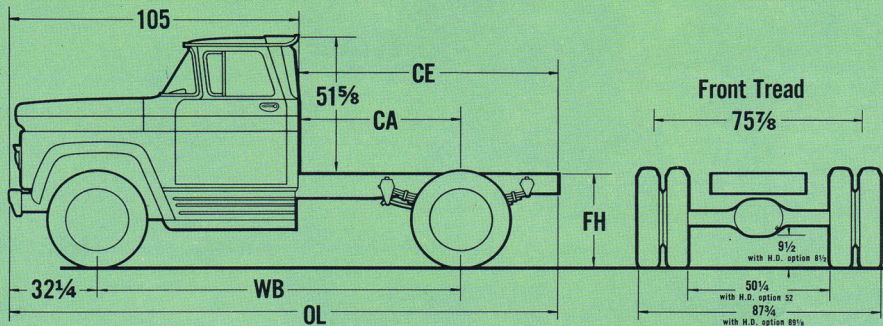
### MAJOR BODY EQUIPMENT:

- Foam padded seat
- Insulated for heat, cold & noise
- Unitized cab construction
- Electric windshield wipers
- High level air vent
- Cab dome light
- No draft ventipanes
- One-piece windshield

### MAJOR OPTIONS:

- H.D. equipment to raise GVW rating from 19,500 lbs. to 22,000 lbs.
- Two-speed rear axle
- H.D. Battery • High output Generators
- Heater & defroster
- H.D. Radiator • 5-speed Transmission
- Directional signals
- Spare wheel • Spare wheel carrier
- Air over hydraulic brakes with V8 engine

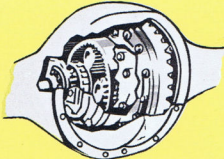
## CHASSIS DATA



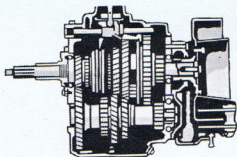
CHASSIS DIMENSION (INCHES)					BODY AND PAYLOAD DISTRIBUTION						
Vehicle Unloaded					Percentage on Front and Rear Axles						
MODEL	WB	CA	OL	CE	FH	Body Length	C6103	C6203	C6303	C6503	C6803
C6103	133	60	200 1/4	95 1/4	36 5/8	7 1/2'	10-90	—	—	—	—
C6203	145	72	225 1/4	120 1/4	36 3/4	8'	8-92	—	—	—	—
C6303	157	84	237 1/4	132 1/4	36 7/8	9'	3-97	11-89	—	—	—
C6503	175	102	267 1/4	162 1/4	36 7/8	10'	—	7-93	14-86	—	—
C6803	197	124	322 1/2	217 1/2	37	11'	—	3-97	10-90	—	—
ESTIMATED CURB WEIGHT (lb.)											
(With Standard Equipment)											
MODEL	Front	Rear	Total								
C6103	2910	2400	5310		12'	—	—	6-94	16-84	—	
C6203	2920	2410	5330		13'	—	—	3-97	13-87	—	
C6303	2950	2400	5350		14'	—	—	—	9-91	—	
C6503	3060	2520	5580		16'	—	—	—	2-98	13-87	—
C6803	3190	2680	5870		18'	—	—	—	—	7-93	—
					20'	—	—	—	—	1-99	—



**15,000-LB. FULL-FLOATING, SINGLE-SPEED AXLE** offers 7.20 to 1 gearing for extra load handling ability. Heavy-duty hypoid gearing with straddle-mounted pinion has extra torque capacity and durability for heavy duty operation. Axle shafts are induction hardened for strength and long life. \*16,000 - lb. single - speed axle included with H.D. equipment.



\***15,000-LB. TWO-SPEED AXLE** is optional. Offers ratios of 6.40 and 8.72 to 1 controlled by smooth-acting vacuum shift system. Planetary gearset supplies the extra torque multiplication, with the axle in low range. \*16,000 - lb. two - speed available with H.D. equipment.

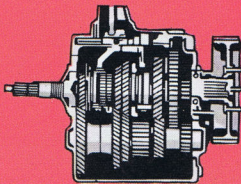


**CHEVROLET 4-SPEED TRANSMISSION** is standard and features Synchro-Mesh design for fast, clash-free shifting without double clutching. Construction advantages include hardened and shot-peened alloy steel gears, ball and roller shaft bearings, and one power takeoff opening on the left side.

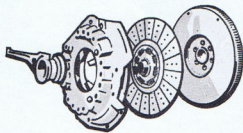
# CHEVROLET

## Big Value Features

SAVE TRUCKER'S TIME AND MONEY . . . EVERY MILE!



\***5-SPEED NEW PROCESS TRANSMISSION** ensures all the advantages of Synchro-Mesh shifting. Ratios start at low of 7.41 to 1 and progress smoothly by easy steps to direct drive in fifth. Gears of hardened shot-peened alloy steel; ball and roller bearings; two power take-off openings, one on each side.

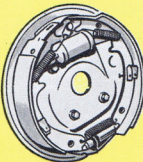


**EXTRA DUTY 11-INCH COIL SPRING CLUTCH** is standard with both 6 cylinder and V8 engines. Twelve high-strength coil springs boost torque capacity. Vented cover lengthens clutch facing life with its superior cooling ability. New hydraulic clutch actuating system makes operation smoother.

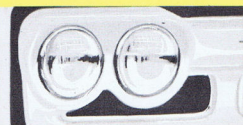
**KEY-TURN STARTING**—Here's a new driving convenience featured on all Chevy trucks. Does away with inconvenient and unsure engagement. Solenoid starter control automatically keeps starter engaged till engine is running.



\*Optional at extra cost

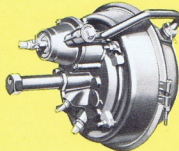


**DUAL HEADLIGHTS** are a contemporary Chevrolet styling note and provide excellent high and low-beam illumination that makes night driving safer and more pleasant.

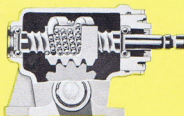


**EXTRA-BIG BRAKE LININGS** build up top stopping power and extend brake life by holding temperatures down and slowing the rate of lining wear. Torque action front brakes develop more stopping power and twin-action design rear brakes have dual, double-acting wheel cylinders.

**EFFICIENT HYDROVAC BRAKE SYSTEM** is standard on Series 60. Engine vacuum amplifies pedal pressure, yet the natural feel of the brakes is retained for utmost safety.



**EASY BALL-GEAR STEERING** keeps steering light, firm and positive because scores of polished balls minimize friction. New universal joint on the steering shaft protects the driver from road shock, reduces driving fatigue.



**GENERAL MOTORS PRODUCTS OF CANADA, LIMITED**

OSHAWA - ONTARIO

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