

1960 CHEVROLET

Four-wheel-drive models



***new!
go-anywhere
versatility?
pages 2 & 3***

***new!
comfort-king
cabs?
page 4***

***new!
4-wheel-drive
unit?
page 5***

***new!
engine
features?
page 6***

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

Chevrolet's versatile 4-wheel drive for '60—tough trucks built to bull their way through!

Chevrolet for '60 offers you a choice of nine 4-wheel-drive models—trucks to whip most any operation that calls for extra traction. All are equipped with special heavy-duty frames and stronger-than-ever front axles; all are equipped to handle the stress and strain of bruising off-the-road treks. If you're on an easy highway haul, you roll along in economical 2-wheel drive. Then, when you take to the fields, you shift—without clutching—to 4-wheel drive and get the hard-pulling benefits of up to *twice* the traction!

Chevrolet gives you plenty of pulling power for tough chores that demand special equipment; chores such as ploughing, grading and light earth moving. Two great truck engines—the Thriftmaster 6 and Trademaster V8 (extra-cost option)—provide an extra measure of work-whipping, money-saving power every mile of the way. In addition, Chevy's versatility is enhanced by two power take-off openings. They make it possible to operate a wide variety of power tools with any Chevrolet 4-wheel-drive model.

Chevy's ideal for farms and ranches. You can use Chevrolet 4-wheel drive for general purpose hauling, for furnishing power, carrying hired help, pulling stumps, grading, digging postholes and trenches.

Chevy's tops for public service work! Here's tough 4-wheel drive for street cleaning, mail delivery, removing snow, road grading, fire fighting, insect control and other public projects.

Chevy's outstanding for industry! Put Chevrolet 4-wheel drive to work in pickup and wrecker for service stations, in carrying crews and tools, in hauling materials or operating mobile drills and pumps.

Chevy's right for communication and transportation duty! Chevy 4-wheel drive is a natural for surveying, transporting crews, for public address vehicles, or for mobile broadcasting and telecasting units.

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



CHEVROLET STEPSIDE PICKUPS for 1960 are available in two 4-wheel-drive models—K1404 and K2504—with box lengths of 78" and 98". They feature grainless tailgates, select wood floors with recessed steel skid strips, convenient running boards, and stake pockets for racks or sideboards.



CHEVROLET PANEL MODEL K1405 is equipped with 4-wheel drive for jobs that demand extra traction. Its 7½-foot panel body is suited for a variety of tasks such as delivery duty, surveying, construction and contracting work. Double-walled rear doors are larger for extra loading ease!



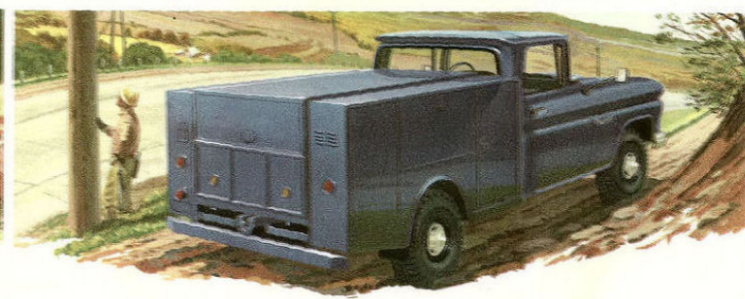
* CHEVROLET CHASSIS-CAB MODEL K2503 puts its 4-wheel drive to good use around the farm and in other off-the-road operations when equipped with any of a wide variety of special bodies designed to carry hefty loads. Here's go-anywhere hauling ability for many farm tasks!



CHEVROLET SUBURBAN CARRYALLS in the 1960 4-wheel-drive lineup are ideal for many jobs that combine passenger transportation with cargo hauling. Seating accommodates eight. Seats can be quickly removed. Model K1406 has panel rear doors. Model K1416 has tailgate and liftgate.



CHEVROLET FLEETSIDE PICKUPS take over tough chores like snow removal with the grab-hold-and-go power of Chevy's 4-wheel drive. Pickup boxes in 78" or 98" lengths feature double-walled lower side panels for extra rigidity and appearance protection. Select wood floor has recessed steel skid strips.



* CHEVROLET CHASSIS-CABS readily adapt to a wide range of special bodies like this service-utility body. New four-wheel-drive equipped models K1403 and K2503 have the hauling capacities, the pulling power, and ground clearance to get over rugged terrain with heavy loads.

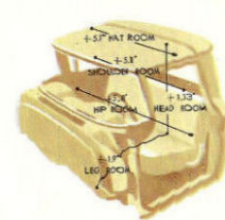
1960 Chevrolet Comfort-King cabs—give you more room, more comfort than ever before!

Everything about Chevrolet's 1960 Comfort-King cab is new. New double-walled cab and roof design contributes increased strength, increased safety, and extra durability. Cabs are inches lower for easier entry and exit, yet there's more room inside, all around. The windshield area has been increased 26% to give you a pilothouse view of the road ahead. A wider seat features new springs and thick foam padding for added driver comfort. Other conveniences include a see-at-a-glance instrument cluster and large dispatch box.

Chevrolet's optional (extra cost) Custom Cab or body features distinctive exterior styling highlights with bright accents edging windshield, side



windows and ventpanes. Custom option also includes chrome radiator grille and chrome hub caps, plus full-length side moldings on Fleetside Pickups. Custom Cab interior includes a new steady-riding seat, with extra-thick foam seat cushion and foam cushioned backrest, upholstered in silver all-nylon pattern cloth and charcoal vinyl. Door interior sidewalls feature two-tone color treatment. Other items include a right-hand sunshade, left-hand armrest, matching keylocks for both doors, and cigar lighter.

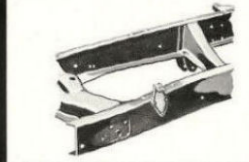


NEW, SPACIOUS INTERIOR—Bodies are lower, yet there's more interior room than ever in every important dimension. There's more head room, shoulder room and leg room. Cab seats are 5½" wider! Trucks have never been so comfortable!

ACCESSIBLE, FULL-WIDTH HOOD—Underhood maintenance is now easier than ever: New Chevy fenders are lower; and battery is right behind grille for quick servicing. New easy-lift hood stops in any open position and provides a safety catch.



Money-saving chassis features from Chevrolet for '60!



They've engineered extra huskiness into Chevrolet parallel-design frames for '60! Greater beam strength and increased rigidity enables Chevy 4-wheel-drive models to take the roughest terrain in stride and it adds to truck life.



Heavy-duty 11" diaphragm-spring clutch smooths the engagement of engine and drive line. Only very light pedal pressure is needed. New hydraulic clutch control increases clutch life, makes shifting easier.



Less steering effort is required with Chevrolet's Ball-Gear steering. Scores of polished steel balls minimize friction—keep steering light, firm and positive. Universal joint protects steering wheel from road shocks, cuts driver fatigue.



A wide variety of high capacity tube and tubeless tires is available for Chevrolet 4-wheel-drive models at extra cost. Special on-off highway tires feature self-cleaning treads with extra traction for off-the-road hauls.



Springs are designed for rugged off-the-road runs. Extra-capacity rear springs (Series K25), cushion the load, even over the toughest terrain. Thanks to a wide spring choice, spring capacities can be matched to your job.





Rugged 4-speed Synchro-Mesh transmission makes grueling hauls easier by eliminating the need for double clutching. Tough, dependable gears with a low 7.06:1 ratio. Power take-off opening on the left side for special equipment.


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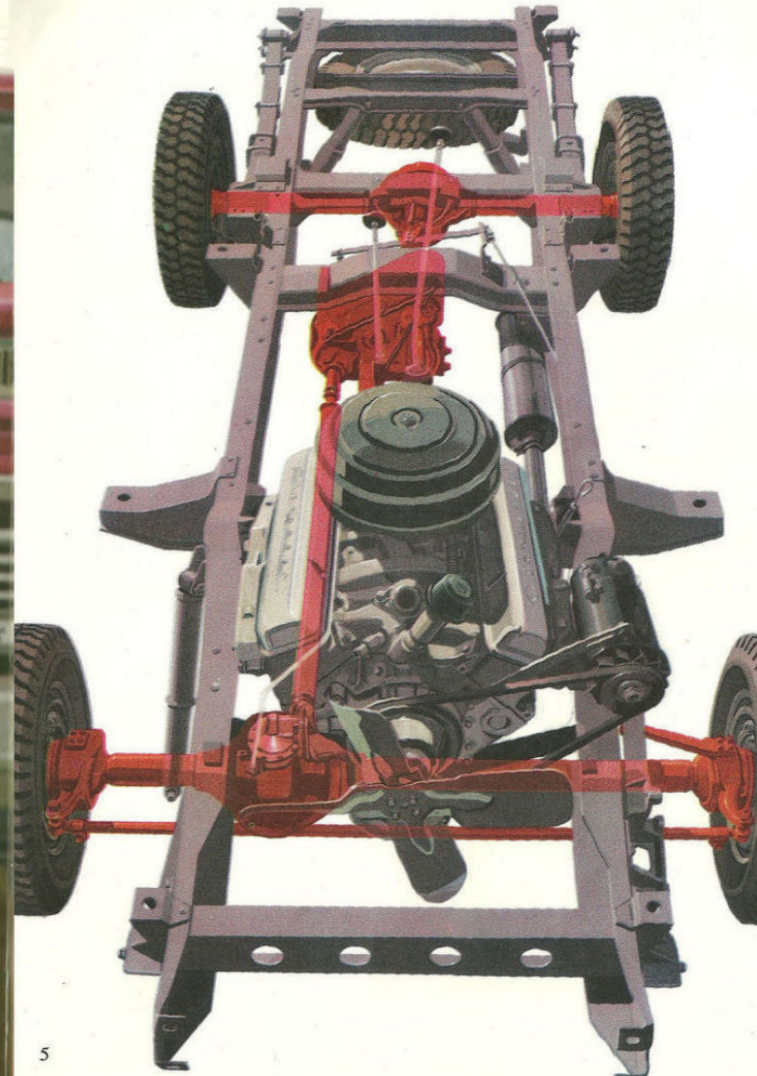
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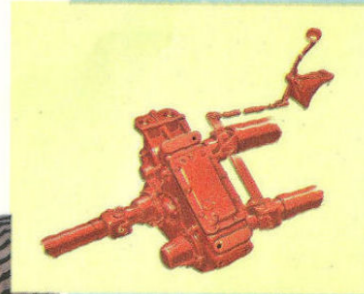
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They're geared to go where other trucks can't—
through deep mud, snow, or up towering grades!

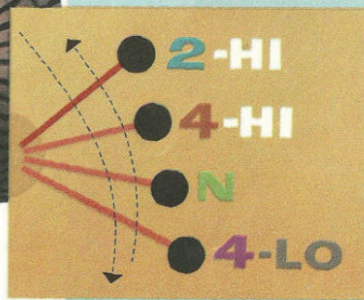
Chevrolet's 4-wheel-drive unit for 1960 offers deep-biting traction to pull you through places so rugged that they'd normally be "off limits" for trucks! Basically this advanced unit consists of a new higher capacity front-drive axle with rubber mounted transfer case that distributes power evenly to front and rear axles. When rough terrain or bad weather makes the going difficult, power is automatically transferred to whichever axle is getting the best traction. You get extra pulling power that enables the wheels to dig in and pull your payload through!

The new full-floating front axle is a tough, precision-engineered unit with fully enclosed universal joints to keep out dust and moisture. Its higher rated capacity—3,300 lbs. in Series K14 models and 3,500 lbs. in Series K25 models—is designed to provide extra strength for years of roughing it, off-the-road.



POWER TAKE-OFFS

Two power take-off openings are easily accessible and permit maximum flexibility in operating special tools. Various types of power equipment (winches, scoops, farm implements, etc.) can be connected to the openings easily. Equipment can be mounted on the front or rear of the truck. Power is available any time the engine is running, whether the truck is parked or underway. Transfer case rear opening permits direct shaft coupling for full engine power output.



SINGLE STICK CONTROL

Chevrolet's new transfer case is easily operated by a single control lever. It has four positions: 2-wheel direct drive, 4-wheel direct drive, neutral and 4-wheel underdrive. In direct drive, the transfer case has a 1 to 1 gear ratio; in underdrive, a 1.94 to 1 ratio (multiplying low transmission ratio to 13.70 to 1). Shifting between 2-wheel and 4-wheel direct drive requires no clutching and can be done at any time, stopped or moving.

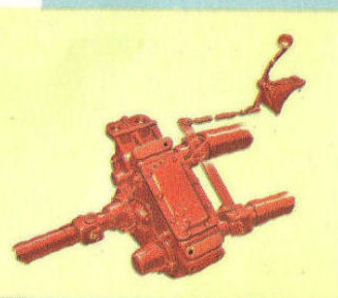
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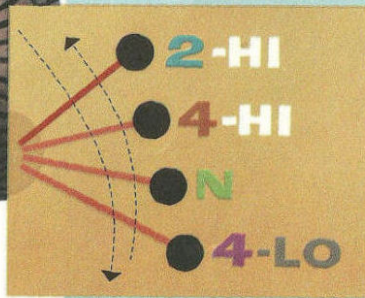
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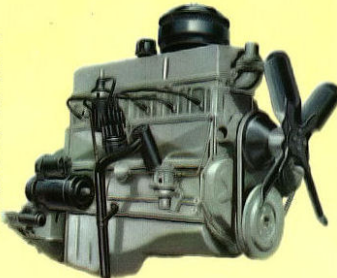
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1960's savingest 6's and V8's!

THRIFTMASTER 6

Famous for economy and durability, Chevrolet's 135-h.p. Thriftmaster 6 has powered more payloads than any other engine in the history of hauling—and it's standard in all Chevy 4-wheel-drive trucks for '60. Extra pulling power is squeezed from every drop of gas by the high 8.25 to 1 compression ratio. With 235 cu. in. of displacement and tough truck features throughout, it's built to do the job!



TRADEMASTER V8

Now, for the first time, Chevrolet's efficient V8 power is available in 4-wheel-drive trucks! Chevy's 160-h.p. Trademaster V8, optional in all models at extra cost, provides the shortest piston stroke of any comparable truck V8; and that's assurance of less engine wear, top efficiency and economy. With 283 cubic inches of displacement, it comes equipped with scores of maintenance-reducing features such as hydraulic valve lifters, full-flow oil filter and oil bath air cleaner.



COST-CUTTING ENGINE FEATURES FOR 1960

THRIFTMASTER 6		TRADEMASTER V8	
PERFORMANCE DATA		PERFORMANCE DATA	
Displacement	235.5 cu. in.	Displacement	283 cu. in.
Gross H.P.	135	Gross H.P.	160
Net H.P.	115	Net H.P.	137
Gross Torque	217 ft.-lb.	Gross Torque	270 ft.-lb.
Net Torque	195 ft.-lb.	Net Torque	250 ft.-lb.

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 gas!

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

Durable Precision Bearings. Precision type, removable main bearings and connecting rod bearings. Moraine-100 bearings are durable, highly resistant to scoring.

Engine-Saving Oil Bath Air Cleaner. Engine is protected from abrasive wear-producing dirt and dust. Filter element is constantly bathed and cleansed by oil. Capacity, 1 pint.

Economy-Contoured Camshaft. Timing and lift of inlet and exhaust valves results in top fuel economy as well as high torque output at normal driving speeds. Saves gasoline in stop-and-go driving.

SERIES K14 AND K25 SPECIFICATIONS

GVW Ratings
Series K14: 4900 lb. to 5600 lb.
Series K25: 5700 lb. to 7600 lb.

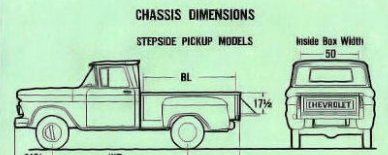
STANDARD EQUIPMENT
Axle, Front: Hypoid; ratio, 3.92 (K14), 4.55 (K25); capacity, 3300 lb. (K14), 3500 lb. (K25)
Axle, Rear: Hypoid; ratio 3.90 (K14), 4.57 (K25); capacity, 3300 lb. (K14), 5200 lb. (K25)
Brakes, Parking: Rear wheels
Brakes, Service: Hydraulic; size front and rear, 11" x 2" (K14), 12" x 2" (K25)
Clutch: Dia., 11"; facing area, 124 sq. in.
Cooling: Capacity, 17 qt.
Engine: Thriftmaster 6; Displacement, 235.5 cu. in.; Gross Horsepower, 135; Gross Torque, 217 ft.-lb.

Fuel Tank: Capacity, 17½ gal. (cab models), 17 gal. (Panel, Carryall models)
Frame: Side rails, 7½" x 2¾" x ⅜"; Section modulus, 5.09
Generator: 12-volt, 30-amp.; normal cut-in
Shock Absorbers: Front & rear; piston dia., 1"
Springs, Front: Semi-elliptic; cap. each at ground, 1650 lb. (K14), 1750 lb. (K25)
Springs, Rear: Semi-elliptic single stage; Capacity each at ground, 1900 lb.
Steering: Ball gear, ratio 24.0; Wheel dia. 17"
Tires: (K14), Five 6.70-15/6PR tubeless; (K25), Four 7-17.5/6PR tubeless
Transmission: 4-Speed Synchro-Mesh
Transfer Case: 2-Speed
Wheels: (K14), 6-stud disc with 5K rim; (K25) 8-stud disc with 5.25" rim

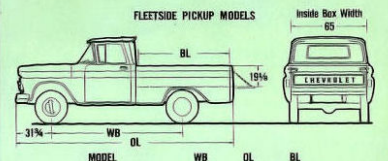
OPTIONAL EQUIPMENT AT EXTRA COST
Engine: Trademaster V8; Displacement, 283 cu. in.; Gross Horsepower, 160; Gross Torque, 270 ft.-lb.
Springs, Rear: (Series K25) Heavy-duty; capacity 3150 lb. each at ground
Tires: (K14) Sizes up to 7-17.5/6PR tubeless; (K25) Sizes up to 8-19.5/8PR

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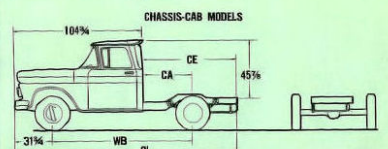
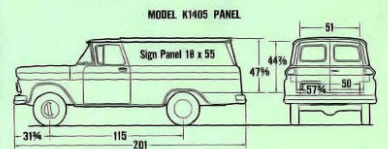
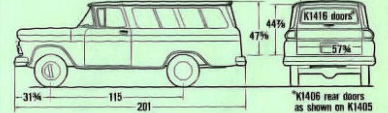
CHEVROLET MOTOR DIVISION OF GENERAL MOTORS CORPORATION, DETROIT 2, MICHIGAN
Litho in U.S.A., September 1959



MODEL	WB	OL	BL
K1404	115	186¾	78¾
K2504	127	206	98



MODEL	WB	OL	BL
K1434	115	186¾	78¾
K2534	127	206	98



MODEL	WB	CA	CE	OL
K1403	115	42	77	181¾
K2503	127	54	96¾	201¾

ACCESSORIES

Chevrolet offers a full range of accessories to meet your needs for on-the-job comfort, safety and convenience. Here are some of the many top-quality Chevrolet accessories: air conditioner, bumper guards, directional signals, flags, flares, heaters, marker lights, mirrors, mud flaps, radios, reflectors, seat belts, sun visors, and windshield washers.
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1960 CHEVROLET / Four-wheel-drive models



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new! comfort-king cabs! page 4

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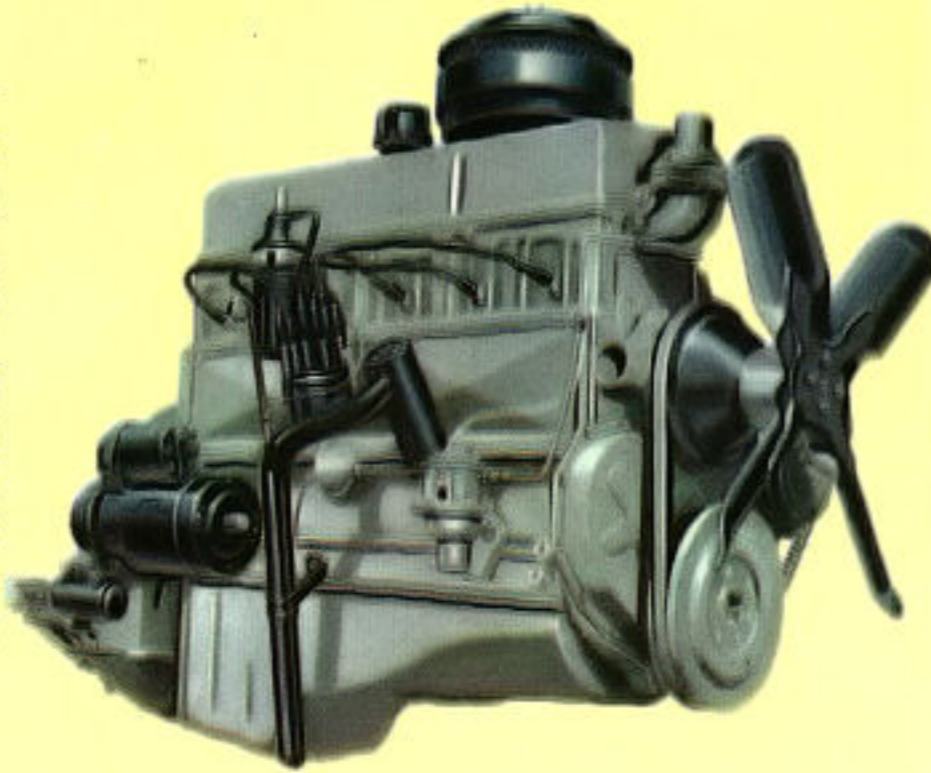
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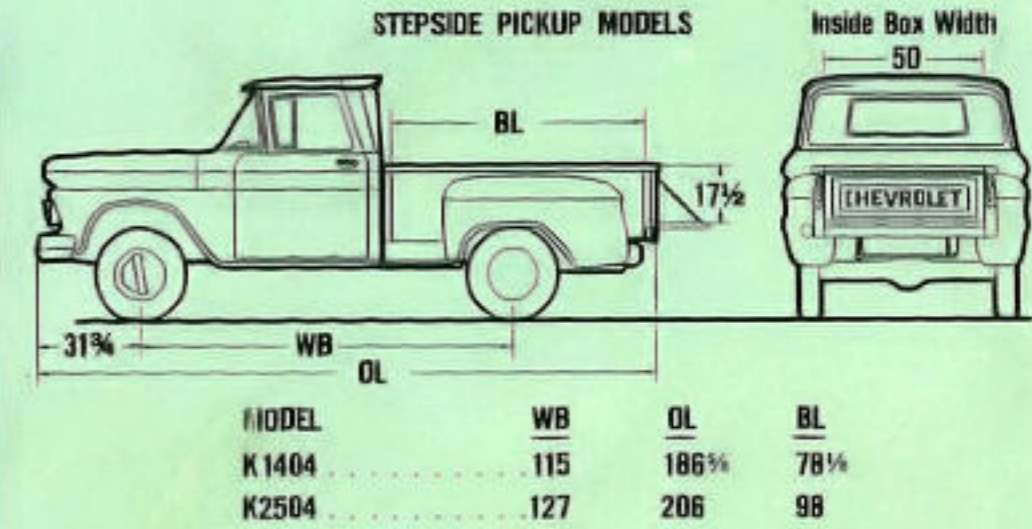
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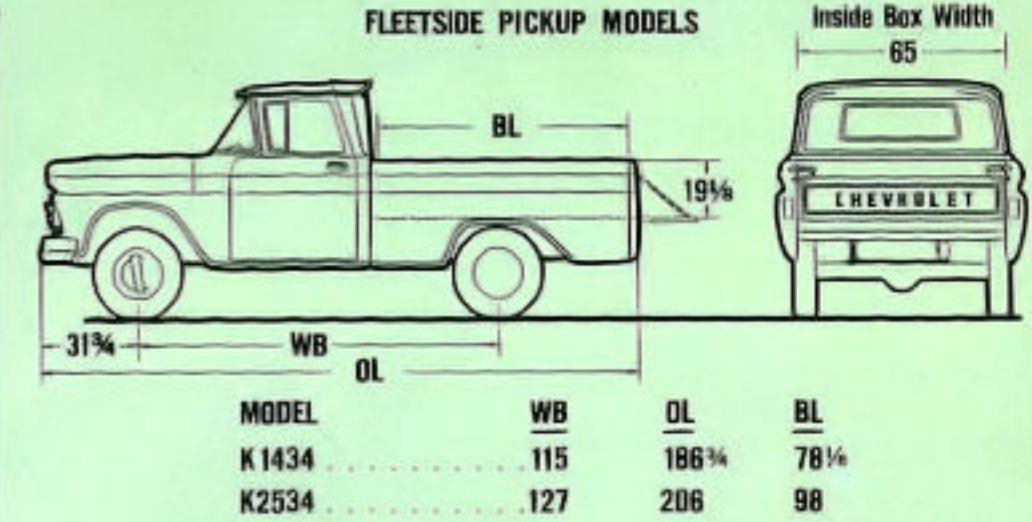
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CHASSIS DIMENSIONS

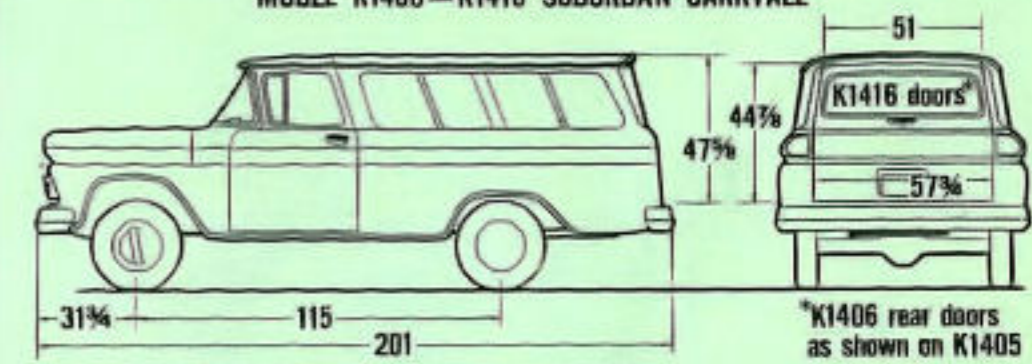
STEPSIDE PICKUP MODELS



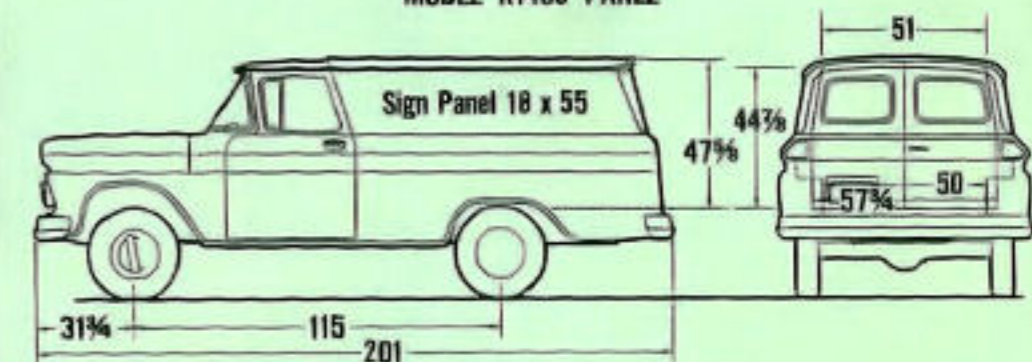
FLEETSIDE PICKUP MODELS



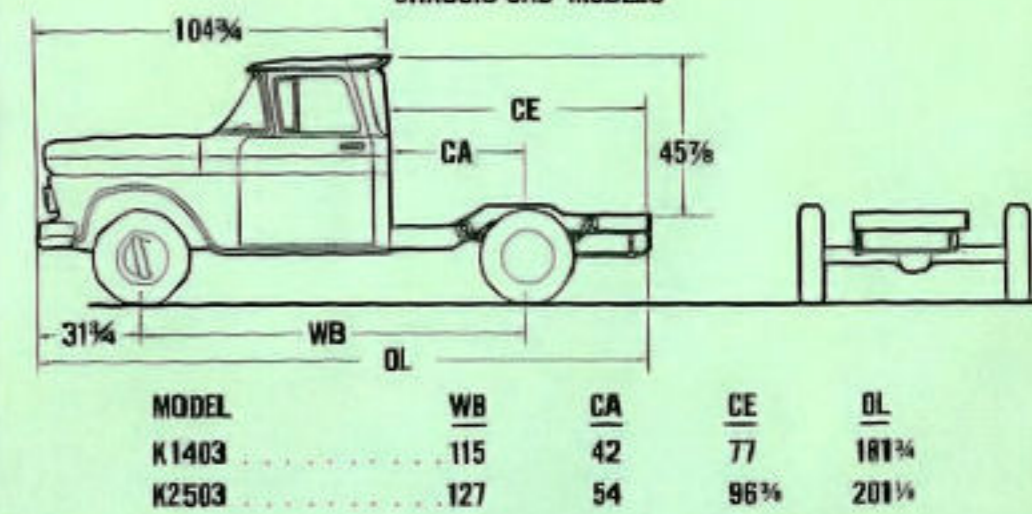
MODEL K1406—K1416 SUBURBAN CARRYALL



MODEL K1405 PANEL



CHASSIS-CAB MODELS



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