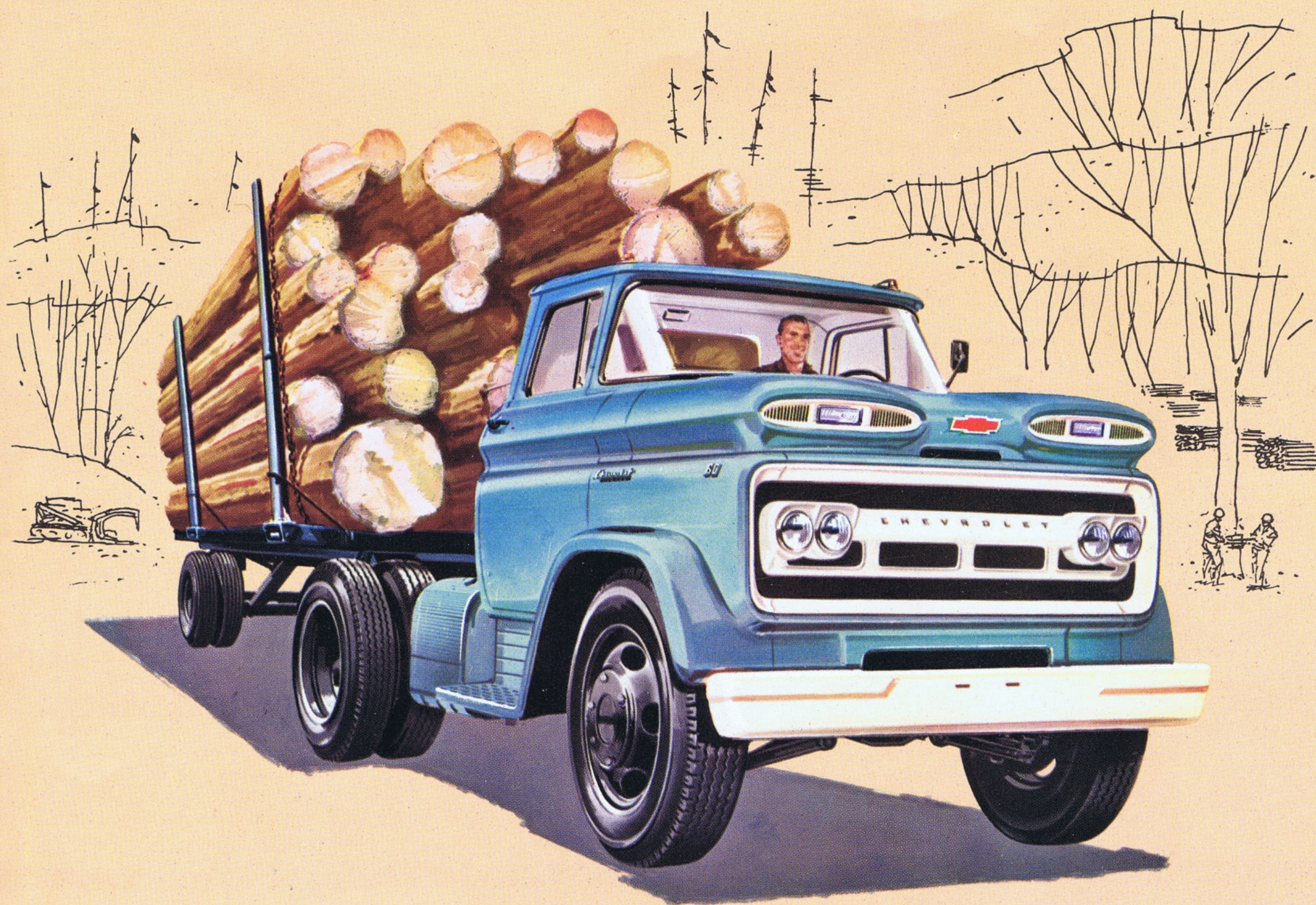


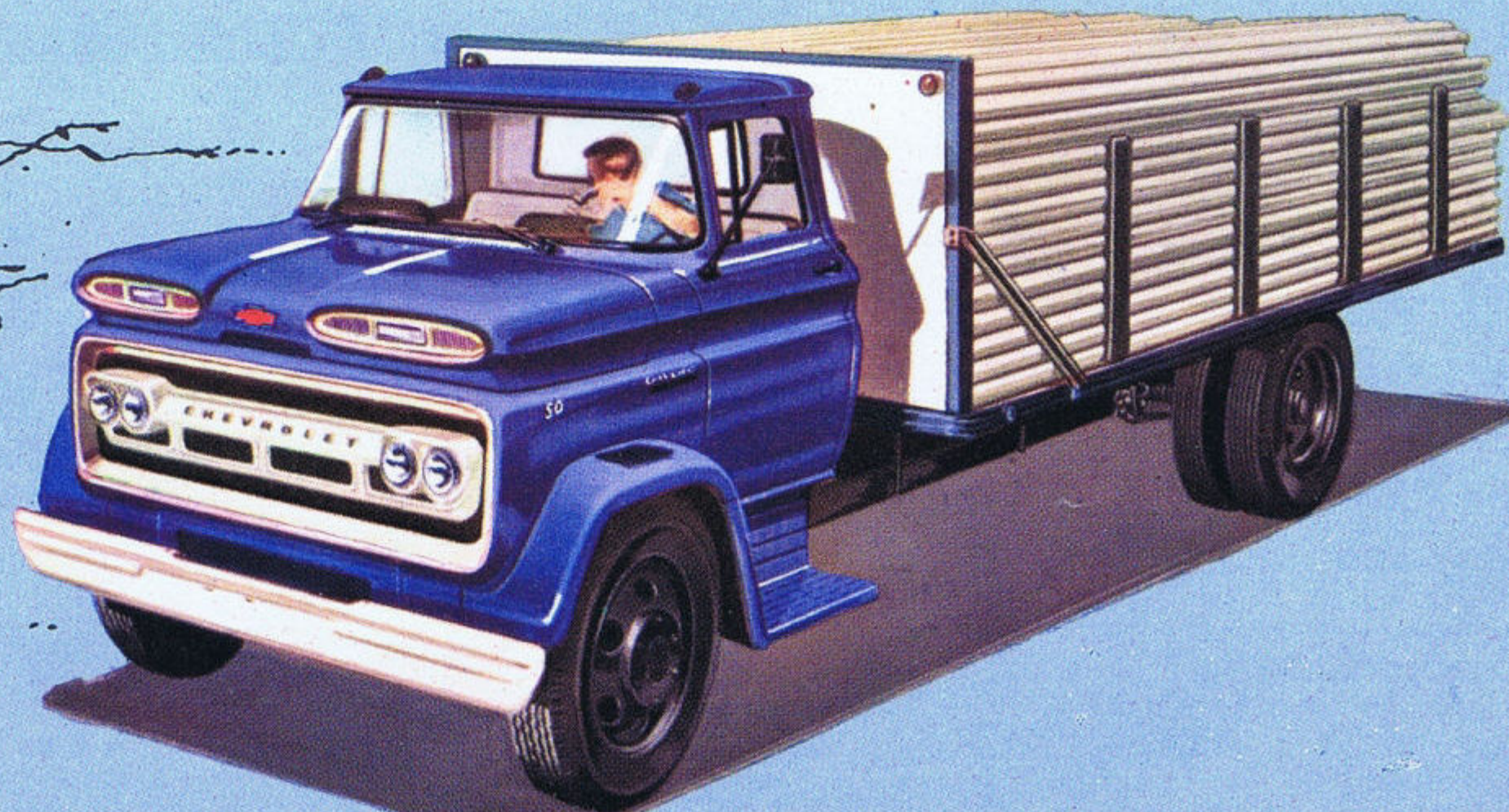
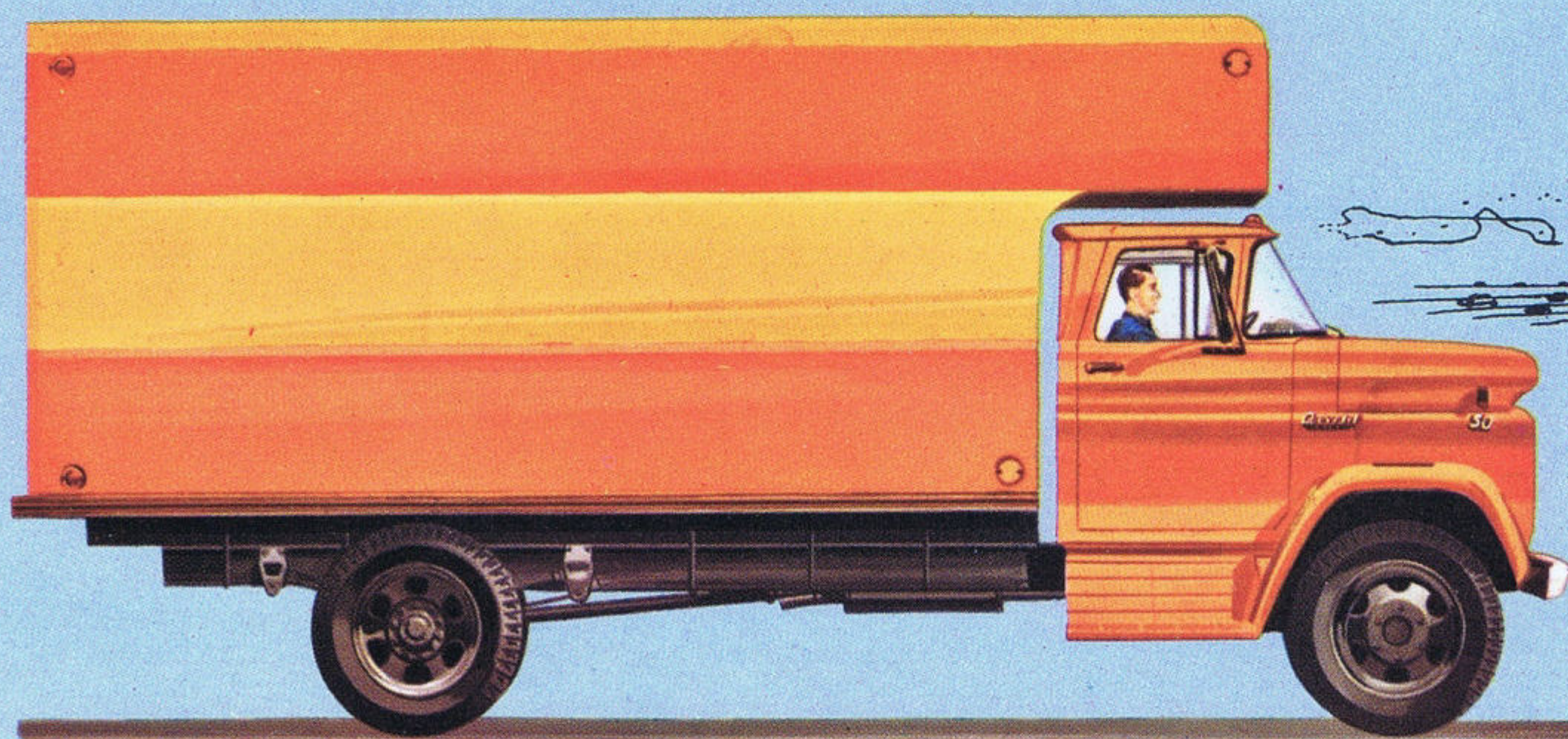
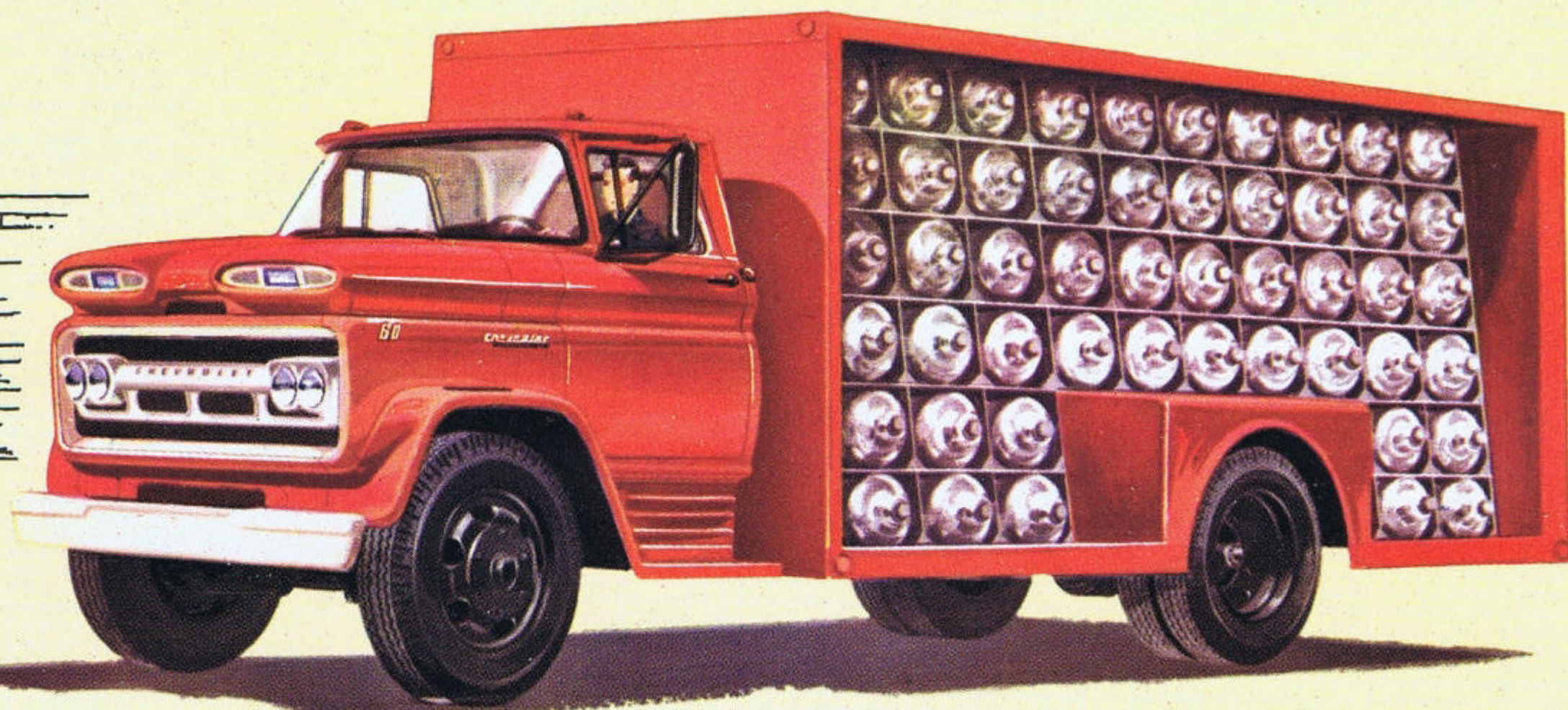
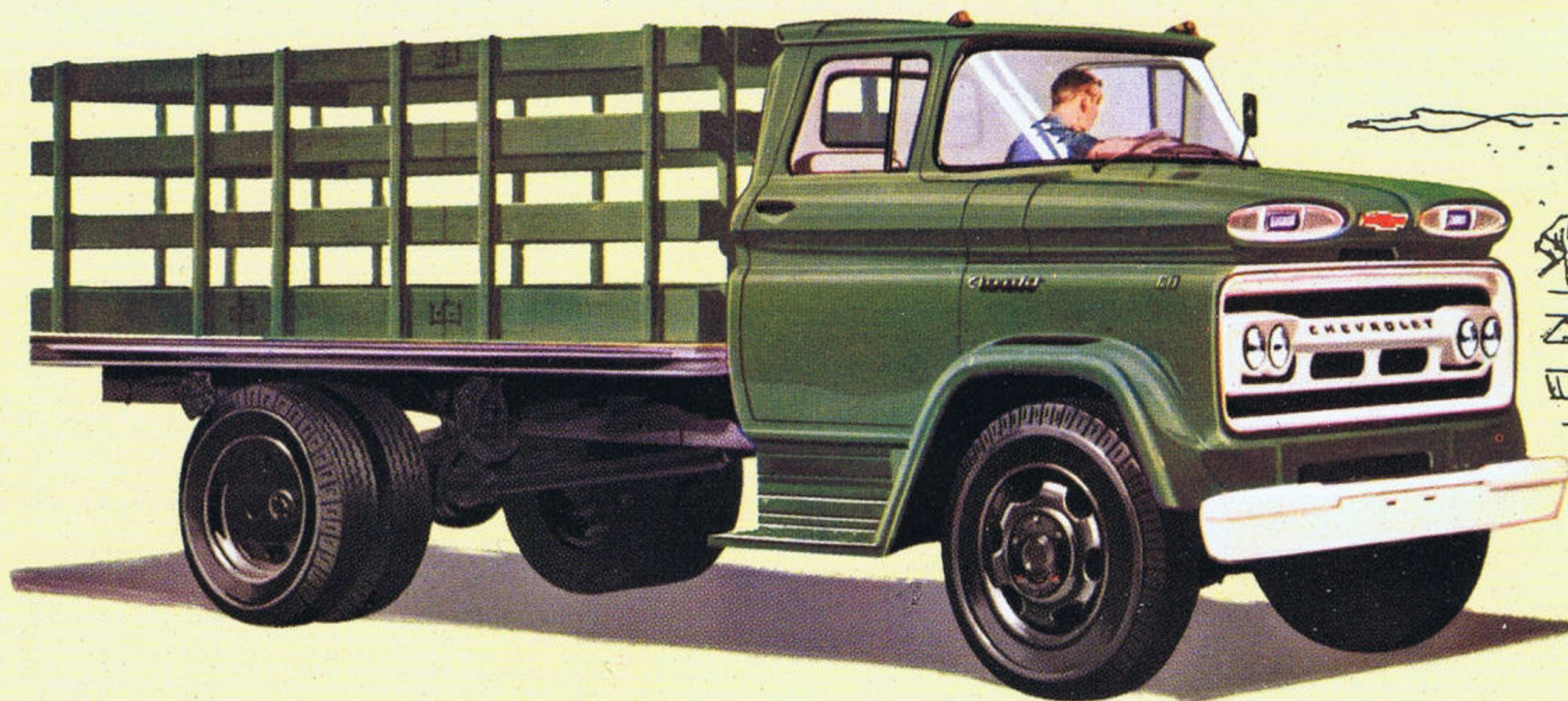


**STURDI-BILT TRUCKS**

**L.C.F.**  
**L50**  
**AND L60**  
**SERIES**





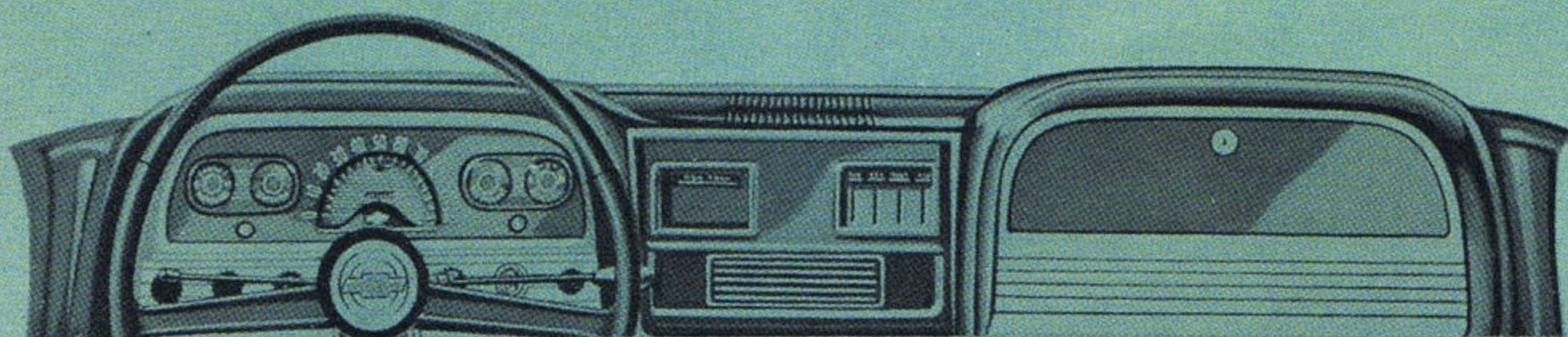




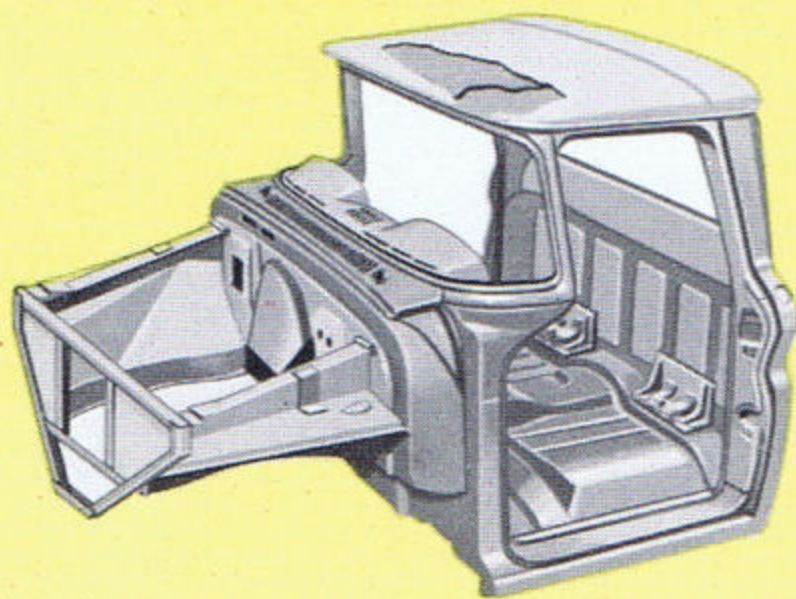
# NEW COMFORT KING CABS...

## emphasize Roominess . . . Comfort . . . Durability!

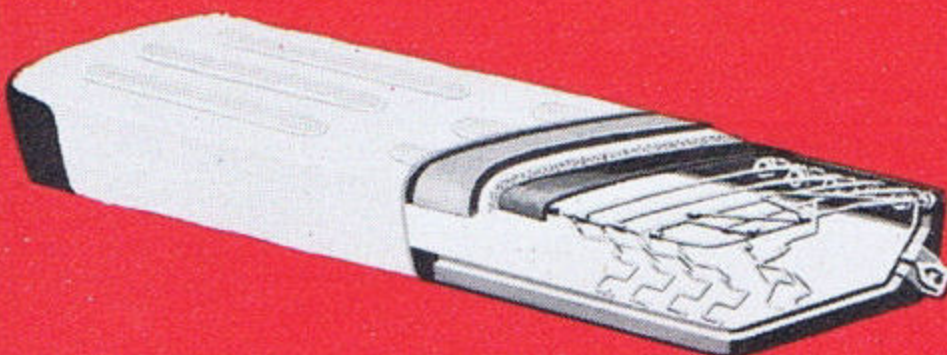
Comfort-King Cabs on Series L50 and L60 are loaded with new advantages in their extra dimensions, easy convenience, superb handling and big-load compactness. Completely new proportioning results in easier entry and better engine accessibility, yet keeps overall cab length exceptionally short. On all L.C.F. models, the compact new design results in exceptionally low bumper-to-back-of-cab measurements. New door and fender contours let doors open wide as on conventional cabs.



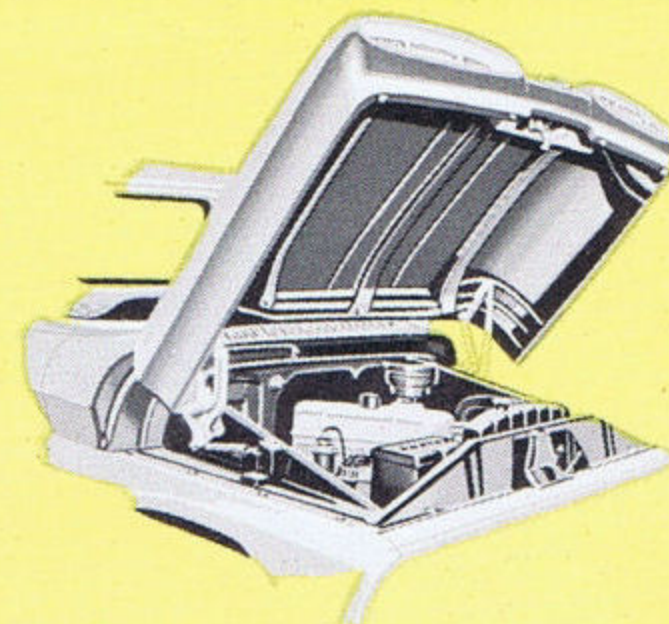
**NEW SEE-AT-A-GLANCE INSTRUMENT PANEL.** Gauges and speedometer, as well as generator and oil pressure warning lights are gathered into a hooded cluster for quick, safe viewing. All hand controls are within easy reach. For your night driving comfort, you can dim the instrument cluster lights.



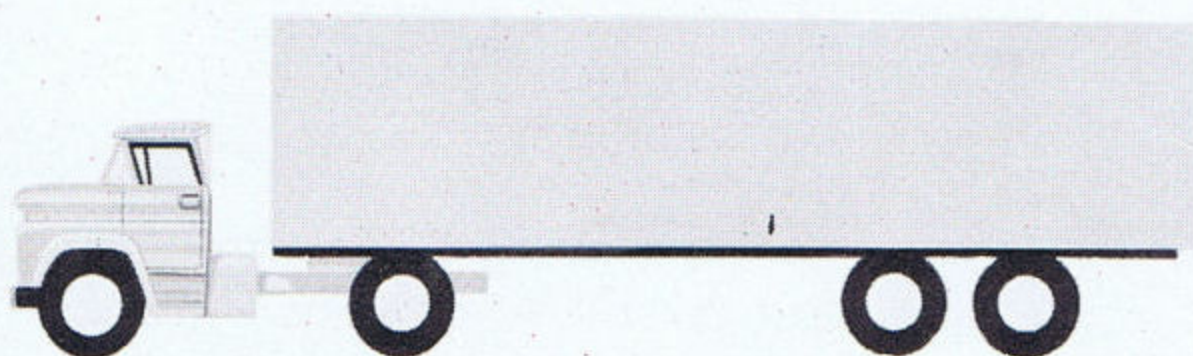
**NEW TRIANGULATED FRONT END** construction makes for a twist resistant base assembly. Double-panel roof offers overhead protection and thick felt insulation between the roof panels cuts down noise, heat and cold. Double-walled cowl arch adds exceptional rigidity.



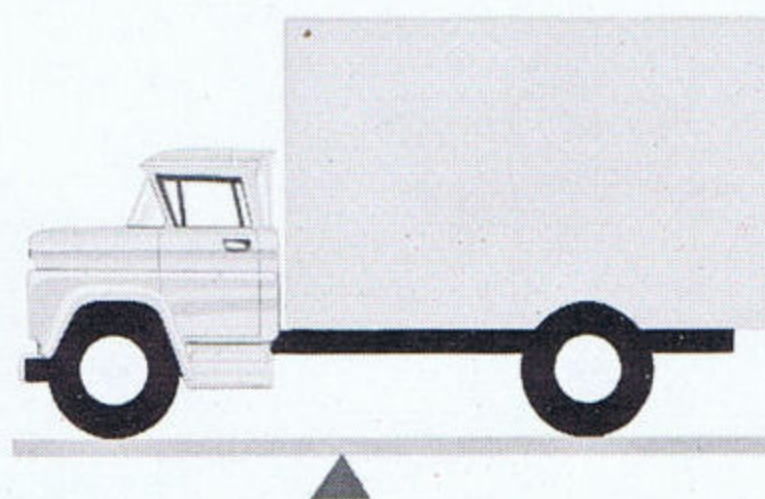
**CHEVY'S NEW TRUCK SEAT** — 5½ inches wider, offers deep-down driver comfort and exceptional durability. Under a thick foam pad is a new seat construction of S-wire, coil and flat spring elements. You get the maximum benefit from each in a controlled soft ride.



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

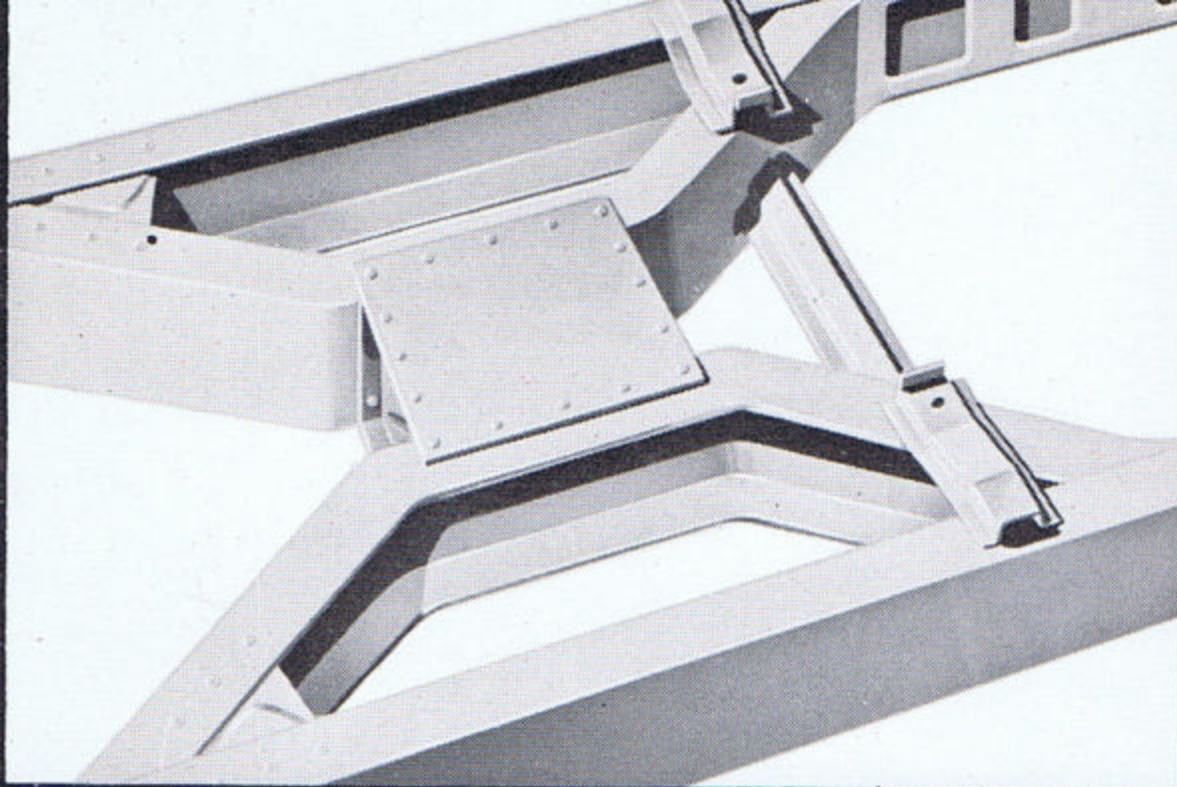


**MORE BODY AND PAYLOAD SPACE**—The compactness of Chevrolet Low Cab Forward design leaves more working space on any size of chassis. Bigger bodies or longer trailers can be handled with ease while keeping overall length down. With the minimum bumper-to-back-of-cab dimension you can get both a tractor and 35' trailer into a 45' overall length.

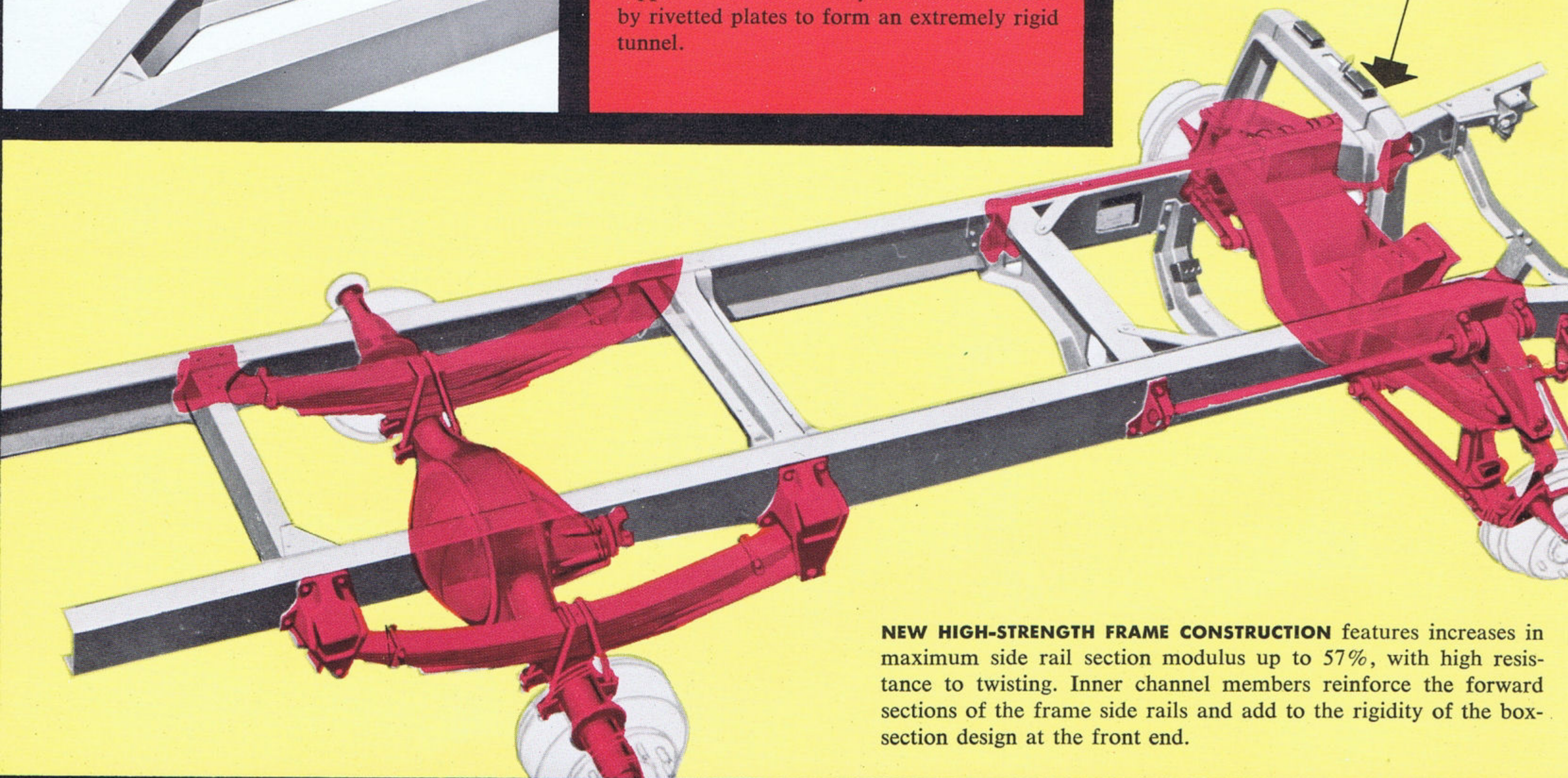


**BIGGER PAYLOADS THROUGH BETTER WEIGHT DISTRIBUTION** — Compactness puts more loadspace up front . . . permits centering loads forward to take full advantage of front suspension payload capacity. You can operate at high GVW's without exceeding rear axle ratings. Other LCF advantages include improved manoeuvrability with shorter overall length . . . shorter wheelbase . . . and up to 3' smaller turning radius.



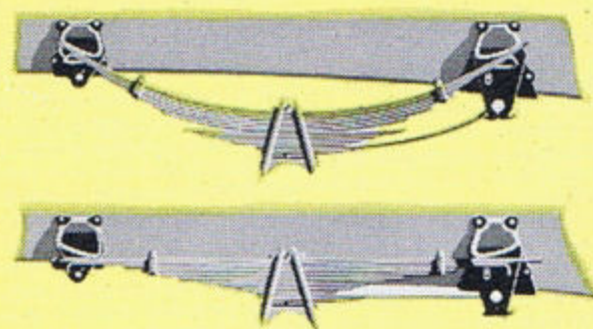


**NEW X-BRACED FRAME DESIGN** for units with 175-inch wheelbase and longer. Massive central X-member imparts top torsional strength. Inner channel reinforcements sweep in from the forward boxed-in rails, then out again to the side rails just ahead of the rear spring supports. Channels are joined at the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



**NEW HIGH-STRENGTH FRAME CONSTRUCTION** features increases in maximum side rail section modulus 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.

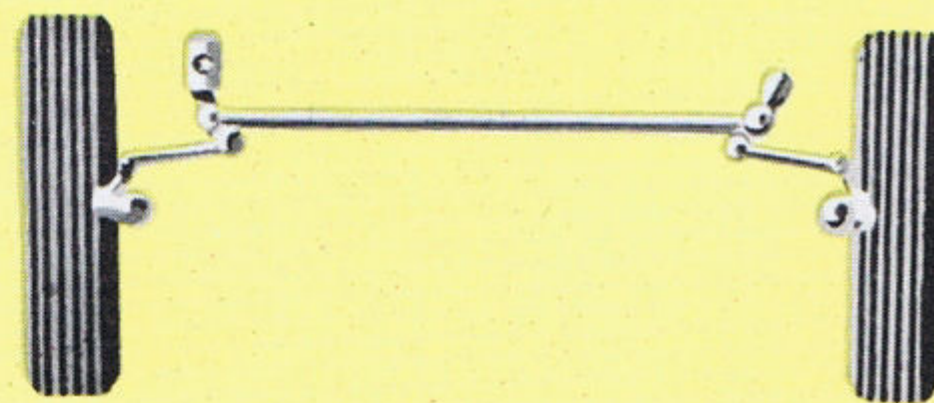
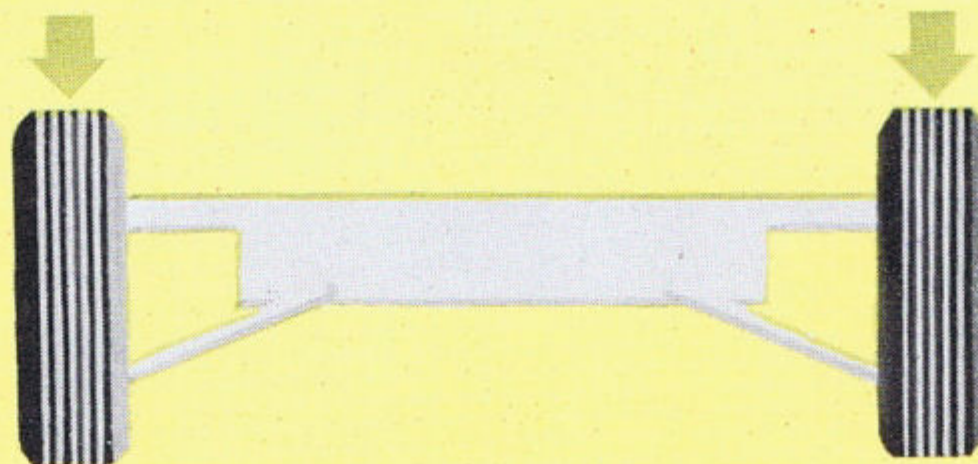
## New Torsion-spring ride and independent Front Suspension



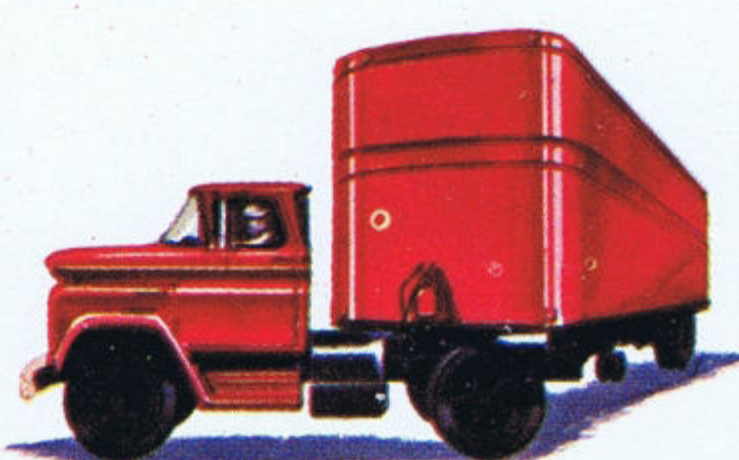
**VARIABLE-RATE 2-STAGE REAR SPRINGS** offer an *outstanding* ride when the truck is empty or lightly loaded. Spring firmness grows progressively as the load increases. Springs ride in

cam-contoured brackets that vary their effective length to suit the load.

**GREATER FRONT SUSPENSION ROLL STABILITY** cuts lean and sway on corners and curves. Independent suspension creates wide-stance 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.

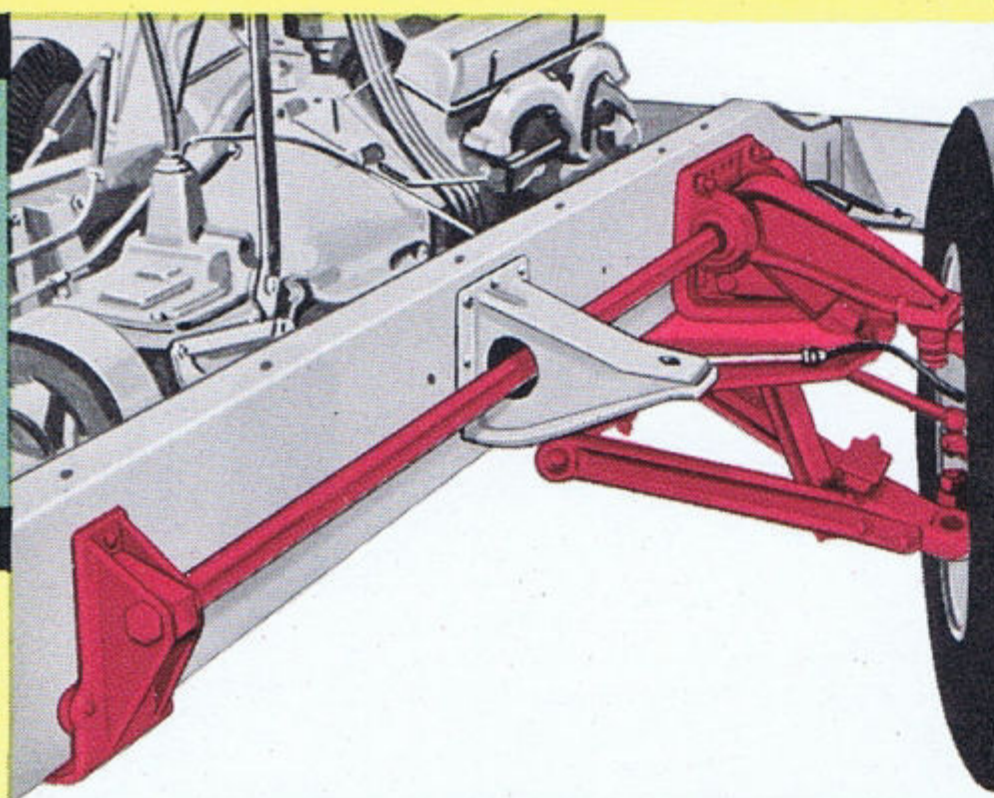




**NEW BOX-SECTION FRONT CROSS MEMBER** is of deep "hat-section" design enclosed at the bottom for full box-member rigidity. It provides both exceptional up-front strength and a solid suspension foundation. The entire suspension mounts as a unit with the cross member to form a rugged assembly that is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

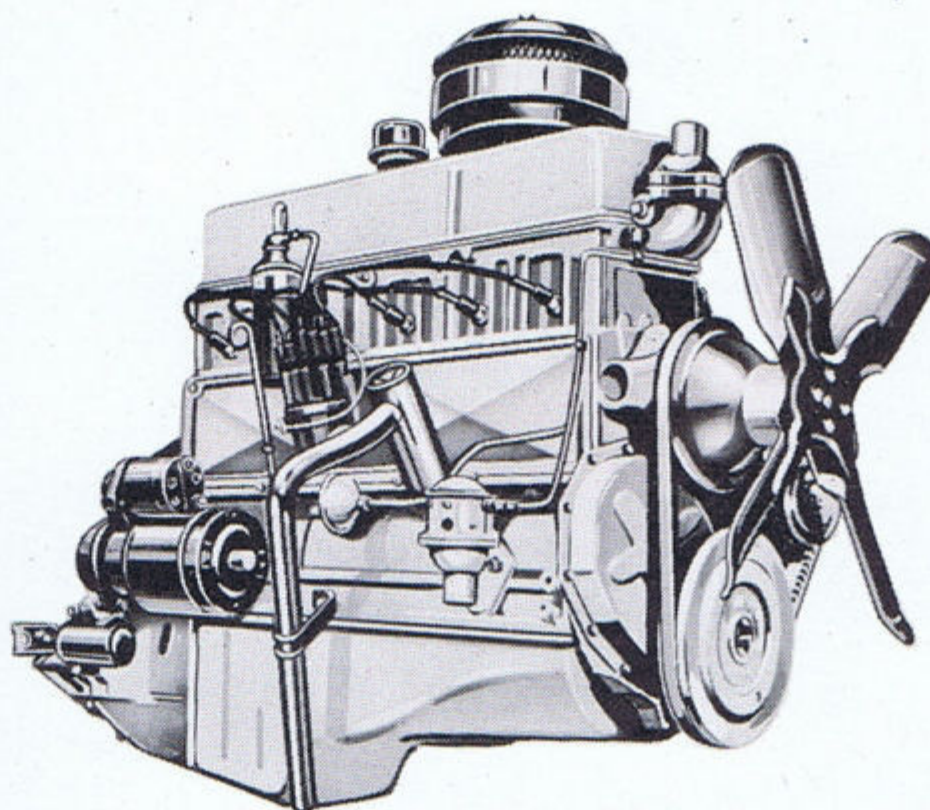
The pay-off is in reduced fatigue, greater alertness and safety, plus unprecedented handling ease for the man at the wheel. By cushioning out severe jolts, Torsion Spring Ride also takes better care of your cargo and prolongs truck life.



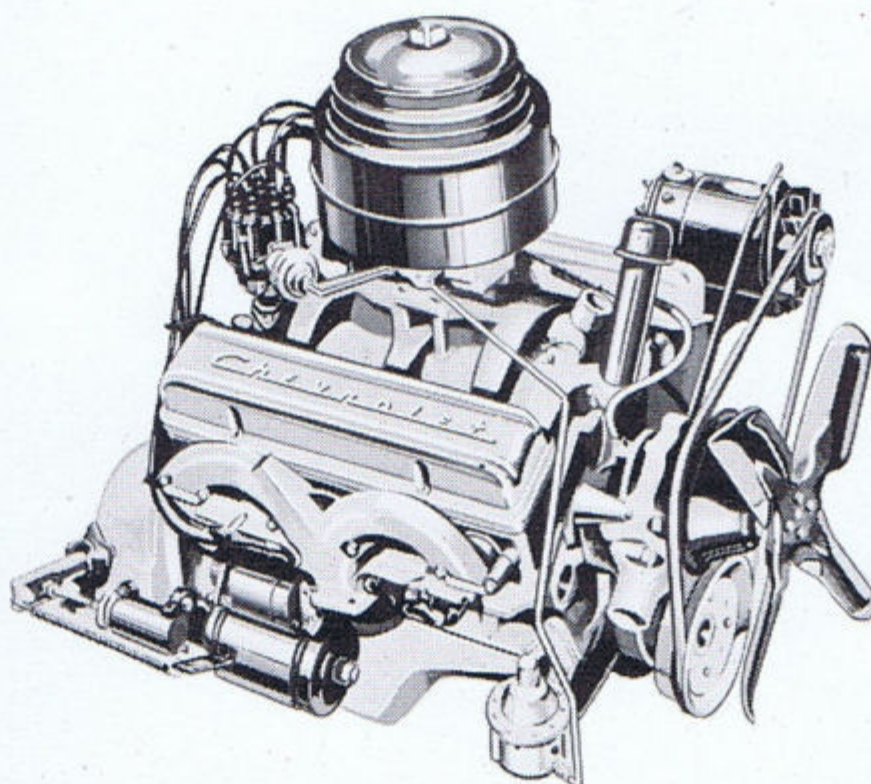
**INDEPENDENT FRONT SUSPENSION** is an effectively engineered structure that does away with the old-fashioned I-beam axle which tied one front wheel to the other. Now, each wheel moves up and down, independently of the other. Parts of this assembly include a box-section front cross member, upper and 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.



## Rugged Thrifty 6's and Power-Packed V8's for 1960 Chevrolet L.C.F. Models



**6-CYLINDER ENGINES** are offered for both series L50 and L60. The 235 cubic inch **Thriftmaster** is standard on L50 units. It is equipped with exhaust valve Rotocoils for heavy-duty operation. The 261 cubic inch **Jobmaster** keeps bigger loads moving for less on L60. Included heavy-duty features are Stellite-faced exhaust valves equipped with Rotocoils.



**V8 ENGINES\*** are optional in both series L50 and L60, with two rugged 283-cubic inch engines, developing 160 horsepower. The **Trademaster V8** available for L50 models is equipped with exhaust valve Rotocoils and an extra-large oil pan. For top performance in L60 models, there is the husky **Taskmaster V8** loaded with such heavy-duty features as chrome-faced top compression rings and Moraine-400 precision bearings.

## 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 have Rotocoil rotators for extra durability at high temperatures.

#### DURABLE PRECISION BEARINGS

Precision type, removable main bearings and connecting rod bearings. Thriftmaster 6, Jobmaster 6 and Trademaster V8 engines have premium quality Moraine-100 bearings that are durable and highly resistant to scoring. Taskmaster V8 has finest quality Moraine-400 bearings for long life on the toughest truck jobs.

#### 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.

#### ENGINE-SAVING OIL BATH AIR CLEANER

Chevy engines are protected from wear-producing dirt and dust. Pistons and rings last longer, cylinder walls receive less wear because the oil is constantly cleansed.

#### 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.

*\*Optional at extra cost*



# CHEVROLET

# SPECIFICATIONS

SERIES	L50			L60				
MODELS	L5203	L5303	L5603	*L6103	L6203	L6303	L6603	*L6903
WHEELBASE	133"	145"	175"	121"	133"	145"	175"	197"
CAB TO AXLE	72"	84"	114"	60"	72"	84"	114"	136"
MAXIMUM GVW	16,000 lbs.	16,000 lbs.	16,000 lbs.	19,500 lbs.	19,500 lbs.	19,500 lbs.	19,500 lbs.	19,500 lbs.
MAXIMUM G.C.W	25,000 lbs.	25,000 lbs.	25,000 lbs.	32,000 lbs.	32,000 lbs.	32,000 lbs.	32,000 lbs.	32,000 lbs.

**AXLES:** Front, Independent suspension  
Rear, Hypoid Single Speed

	L50 Series Standard	L60 Series Standard	L50 Series Optional	L60 Series Optional
<b>Capacity—Front</b>	5,000 lbs.	5,000 lbs.	—	7,000 lbs.
<b>Rear</b>	13,000 lbs.	15,000 lbs.	13,000 lbs.	15,000 lbs.
<b>Ratio—Rear</b>	Single Speed 6.60	Single Speed 7.20	Two-Speed 5.83/8.11	Two-Speed 6.40/8.72

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

	Series L50	Series L60
<b>Front Drums dia.</b>	14"	14"
<b>Lining width</b>	2½"	2½"
<b>Rear Drum dia.</b>	15"	15"
<b>Linings width</b>	4"	4"
<b>Lining area (sq. in.)</b>	381	385
<b>Drum Area (sq. in.)</b>	595	595

**Parking—**Drum & 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. 6 cyl.—15 qts. 8 cyl.

**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 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 Lights:** Combined

**Parking Lights:** Set in hood

## ENGINES:

	Series L50 Standard Thriftmaster-6	Series L60 Standard Jobmaster-6	Series L50 Optional Trademaster V-8	Series L60 Optional Taskmaster V-8
<b>Bore &amp; Stroke</b>	3 1/8" x 3 1/8"	3 3/4" x 3 1/8"	3 7/8" x 3"	3 7/8" x 3"
<b>Displacement</b>	235.5 cu. in.	261 cu. in.	283 cu. in.	283 cu. in.
<b>Taxable H.P.</b>	30.4	33.7	48.0	48.0
<b>Gross B.H.P.</b>	135 @ 4,000	150 @ 4,000	160 @ 4,200	160 @ 4,200
<b>Gross Torque</b>	217 @ 2,000	235 @ 2,000	270 @ 2,000	270 @ 2,000
<b>Compression Ratio</b>	8.25:1	8.0:1	8.5:1	8.0:1

**Crankshaft & Connecting Rods:** Forged steel

**Main & Conn. Rod Bearings:** Replaceable Moraine

**Camshaft:** Cast alloy iron

**Pistons:** Cast alloy aluminum with steel struts, two compression and one oil control ring on 6 cyl. and 8 cyl.

**Valves:** Hydraulic lifters on 8 cyl.; mechanical on 6 cyl.

**Intake:** Alloy steel

**Exhaust Valves—**High alloy steel

\*Imported models.

**ENGINES:** Continued:

**Valve Seats—**Cast iron alloy (cylinder head); hardened exhaust valve seats Taskmaster V8

**Lubrication:** Full pressure sytem

**Crankcase Cap—**4 qts. on Thriftmaster; 5 qts. on Jobmaster and V8's

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

**Side Rails** 9 1/16 x 2 3/32 x 7/32—L5203, L5303, L6103, L6203, L6303

9 1/8 x 3 x 1/4—L5603, L6603

9 3/16 x 3 1/32 x 9/32—L6903

**Sec Mod.** L5203, L5303, L6103, L6203, L6303—11.28

L5603, L6603—14.79

L6903—15.91

**FUEL SYSTEM:** Carburetor—Rochester downdraft 2 bbl on 8 cyl.

**Air Cleaner:** Oil bath capacity 1 pint on L50 series and 2 pint on L60 series

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

**Fuel Capacity—**14½ gallons

**Governor—**Positive spinner type standard on 8 cyl.

**INSTRUMENTS AND CONTROLS:**

- Dome light operates from light switch
- Circuit breaker in lighting system
- Fuel, oil pressure and engine temperature gauges
- Throttle & choke control • Speedometer
- Generator charging, oil pressure & high beam indicator lights
- Dimmer switch
- Instrument panel lights rheostat controlled
- Engine overspeed warning light on 8 cyl. (L60)

**SPRINGS:** Front: Torsion Bar

Rear: Semi-elliptic; variable-rqte

	Series L50		Series L60	
	Front	Rear	Front	Rear
<b>Length</b>	58"	59"	58"	59"
<b>Width</b>	1 3/16"	3"	1 1/4"	3"
	Torsion bar	9 leaves	Torsion bar	9 leaves
<b>Cap. at Ground (each)</b>	2,200 lbs.	7,500 lbs.	2,500 lbs.	9,200 lbs.

**STEERING:** Ball gear, -ratio 28.1; wheel diam. 19"

**TIRES:** Six (Standard Eqpt.) front and dual rear

L50 Series	Tubeless	Cap.	Tube Type	Cap.
<b>Standard</b>	8-22.5/8 pr.	2740		
<b>Optional</b>	8-22.5/10 pr.	3090	7.50x20/8 pr.	2740
	9-22.5/10 pr.	3330	7.50x20/10 pr.	3090
			8.25x20/10 pr.	3330
L60 Series	Tubeless	Cap.	Tube Type	Cap.
<b>Standard</b>	8-22.5/8 pr.	2740		
<b>Optional</b>	8-22.5/10 pr.	3090	7.50x20/8 pr.	2740
	9-22.5/10 pr.	3330	7.50x20/10 pr.	3090
	9-22.5/12 pr.	3730	8.25x20/10 pr.	3330
	10-22.5/10 pr.	3960	8.25x20/12 pr.	3730
	10-22.5/12 pr.	4480	9.00x20/10 pr.	3960
			9.00x20/12 pr.	4480

**TOOLS:** Wheel wrench



## SPECIFICATIONS (Cont'd.)

### TRANSMISSION:

**4-speed** Synchromesh **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** on L60

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

**Gearshift Location**—In cab floor

**Power Take-off Opening**—On both sides

**WHEELS:** Kelsey Disc 22.5" x 5.25" Standard on L50 Series  
Kelsey Disc 22.5" x 6.00" Standard on L60 Series

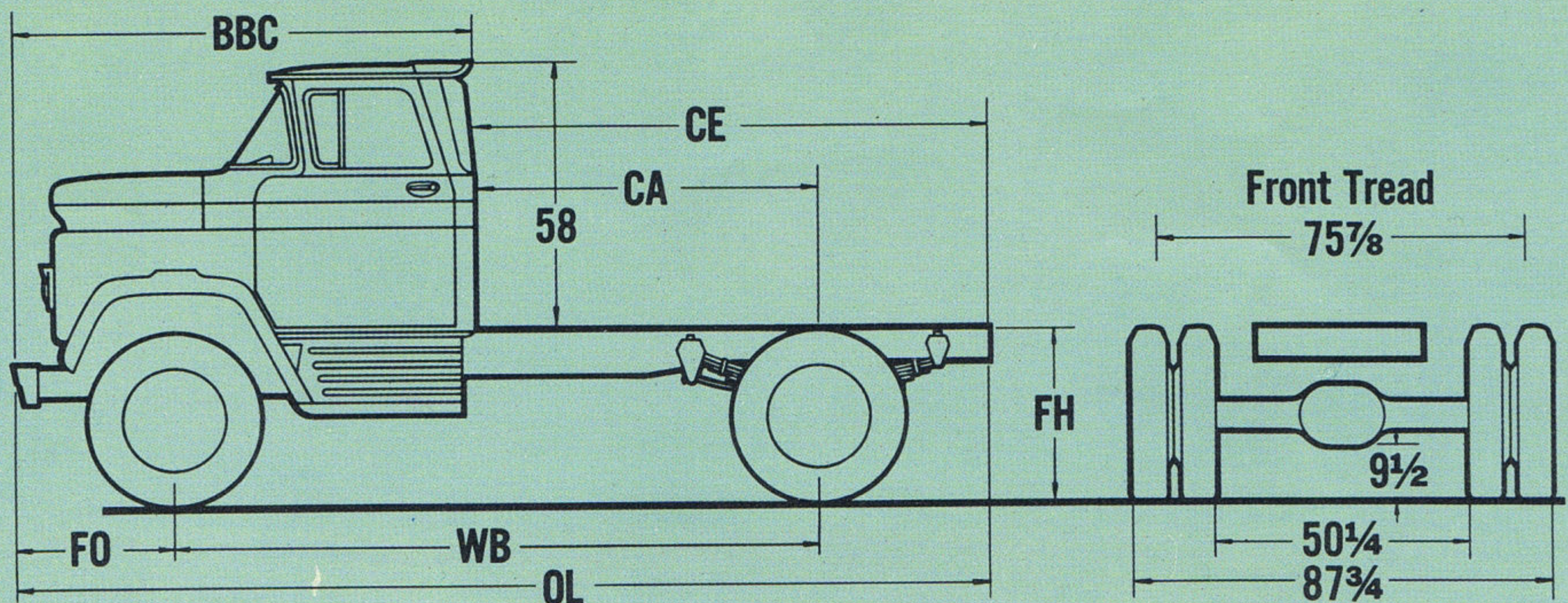
### MAJOR CHASSIS EQUIPMENT:

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

### MAJOR OPTIONS:

- Two speed rear axle
- H.D. Battery
- High output generators
- Heater & defroster
- H.D. Radiator
- 5 speed transmission on L60 Series
- Direction signals
- Spare wheel
- Spare wheel carrier

## CHASSIS DATA



CHASSIS DIMENSION (INCHES)—VEHICLE UNLOADED

Model	WB	CA	OL	CE	FH	BBC	FO
L5203	133	72	200 1/4	107	34	93 1/4	32 1/4
L5303	145	84	225 1/4	132	34 1/4	93 1/4	32 1/4
L5603	175	114	267 1/4	174	33 3/4	93 1/4	32 1/4
L6103	121	60	184 5/8	94 7/8	37 1/4	89 3/4	28 3/4
L6203	133	72	200 1/4	107	37 1/2	93 1/4	32 1/4
L6303	145	84	225 1/4	132	37 3/8	93 1/4	32 1/4
L6603	175	114	267 1/4	174	37 3/8	93 1/4	32 1/4
L6903	197	136	289 1/4	196	37 3/8	93 1/4	32 1/4

ESTIMATED CURB WEIGHT (lb.)  
(With Standard Equipment)

Model	Front	Rear	Total
L5203	3040	2180	5220
L5303	3040	2220	5260
L5603	3110	2350	5460
L6103	3200	2110	5310
L6203	3240	2110	5350
L6303	3230	2150	5380
L6603	3360	2230	5590
L6903	3460	2310	5770

BODY & PAYLOAD DISTRIBUTION  
Percentage of Front and Rear Axles

Body Length	L5203	L5303	L5603	Body Length	L6103	L6203	L6303	L6603	L6903
7 1/2'	14-86	—	—	7 1/2'	11-89	—	—	—	—
8'	12-88	—	—	8'	8-92	—	—	—	—
8 1/2'	8-92	15-85	—	9'	3-97	12-88	—	—	—
9'	3-97	11-89	—	10'	—	8-92	15-85	—	—
10'	—	7-93	—	11'	—	3-97	11-89	—	—
11'	—	3-97	23-77	12'	—	—	7-93	—	—
12'	—	—	19-81	13'	—	—	3-97	23-77	—
13'	—	—	13-87	14'	—	—	—	16-84	—
14'	—	—	6-94	16'	—	—	—	13-87	19-81
16'	—	—	1-99	18'	—	—	—	6-94	13-87
18'	—	—	—	19 1/2'	—	—	—	1-99	8-92
19 1/2'	—	—	—	21'	—	—	—	—	4-96