

**CHEVROLET FLEETSIDE,
C-20 AND C-30 CHASSIS CABS.**



**BUILD 'EM TOUGHER THAN ANY JOB.
THAT'S THE CHEVROLET WAY.**



TOUGH ENOUGH TO TAKE HARD KNOCKS IN THE BUSH. HANDSOME ENOUGH TO TAKE TO TOWN.

Chevrolet Out in the country, Chevrolet trucks have built a great reputation for rugged reliability. Today's Chevrolets carry on that tradition, with a range of tough, good-looking and comfortable trucks.

Great highway performers, these Chevys. But off the road, they'll go wherever you're game to take them. Across paddocks. Up and down hills. Through creeks. And Chevrolet trucks give you great economy all the way. City operators have been delighted to find that this kind of country toughness and reliability helps them do their jobs more efficiently. And in style.



Top of the line is the Chevrolet Fleetside pick-up. It's been a big hit wherever there's a tough job to be done. Look around town and you'll also see a growing number of Chevrolet C-20 Chassis Cabs, with a variety of bodies. The heavier, dual rear wheel C-30 Chassis Cab is another Chevrolet that has arrived in town.



CHEVROLET FLEETSIDE. BIG ON COMFORT UP FRONT.



Comfortable as a car.

Climb into a Chevrolet Fleetside and the first thing you'll notice is how easy it is. That's because the chassis design allows the cab to be set lower. Settle yourself behind the wheel and you'll see that this Chevy is very accommodating. When it comes to head and shoulder room, Chevrolet Fleetside is head and shoulders above the competition. It's built for big blokes, with 108 cm legroom and 103 cm headroom. The full width bench seat is full foam padded and trimmed in heavy duty plaid pattern vinyl. Door armrests, retractor seat belts, continuous power-boosted flow through ventilation, and heater/demister are all standard equipment. Comprehensive instrumentation includes kilometre speedometer/odometer, ammeter, fuel, oil pressure and water temperature gauges, plus indicator lights

for high beam, turn signals, low vacuum level and generator. Start up, move off and you'll find Chevrolet Fleetside drives more like a car than a truck. The ride is a fine compromise: it's designed to give you sedan smoothness on the open road, matched with rugged cross-country capability — even when there's a full load on board.

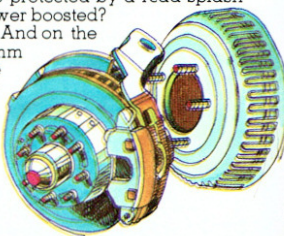
Automatic transmission? It's your option.

We've made the smooth-changing, three speed Turbo Hydramatic transmission optionally available on Chevrolet Fleetside. Great news for people who live with city traffic. If you're a country operator, you might

prefer our standard four-on-the-floor transmission. It has carefully chosen ratios to give you low speed lugging power, matched with good road performance — and economy all the way.

Front discs. Finned rear drums.

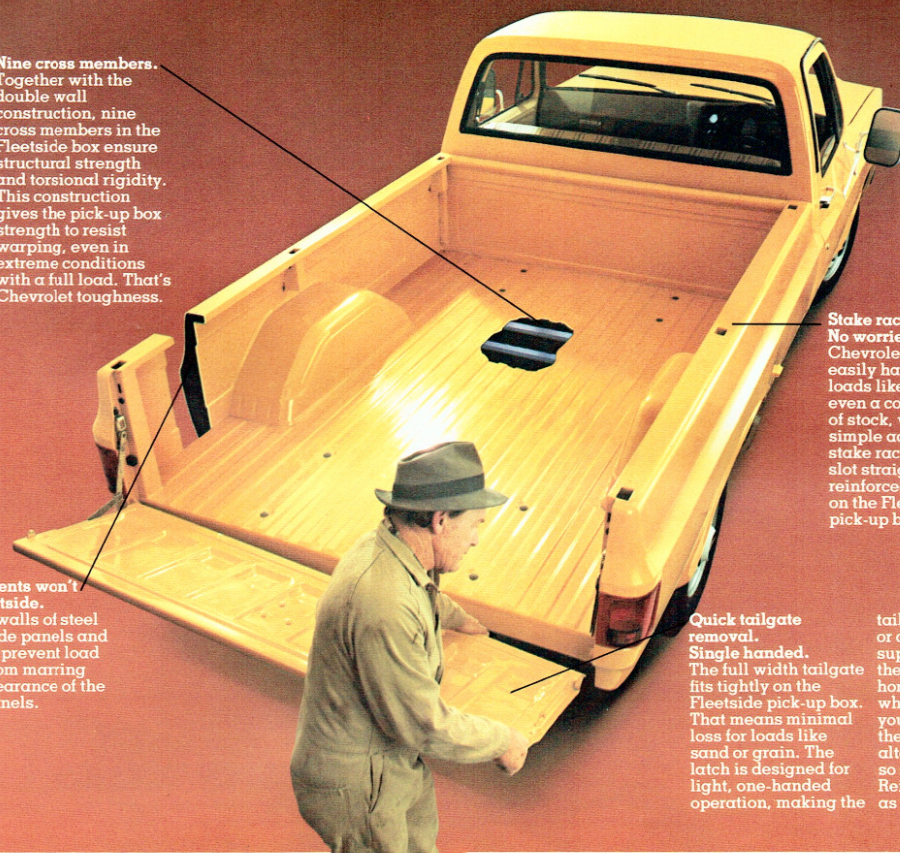
Big 318 mm self-adjusting front disc brakes are protected by a road splash shield. Power boosted? Naturally. And on the rear, 283 mm drums are finned for faster, more efficient cooling.



BIG ON LOADSPACE IN BACK.

Nine cross members. Together with the double wall construction, nine cross members in the Fleetside box ensure structural strength and torsional rigidity. This construction gives the pick-up box strength to resist warping, even in extreme conditions with a full load. That's Chevrolet toughness.

Inside dents won't show outside. Double walls of steel in the side panels and tailgate prevent load dents from marring the appearance of the outer panels.



Stake racks? No worries. Chevrolet Fleetside easily handles bulky loads like hay, or even a couple of head of stock, with the simple addition of stake racks. These slot straight into reinforced pockets on the Fleetside pick-up box.

Quick tailgate removal. Single handed. The full width tailgate fits tightly on the Fleetside pick-up box. That means minimal loss for loads like sand or grain. The latch is designed for light, one-handed operation, making the

tailgate easy to open or close. Hinged steel support straps retain the tailgate in the horizontal position when open. And if you need to remove the tailgate altogether, you can do so single handed. Reinstallation is just as easy.

Chevy's big six. (And we mean BIG.)



There's no substitute for cubes — and we give you 292 of 'em. That's 4.8 litres. It's a trucking man's engine, designed to give high torque output, and long life. Let's talk power. This engine delivers 125 bhp (94 kw) at 3600 rpm. That's just marginally less than some V8s. Durability and reliability are designed in, starting with a

dynamically balanced crankshaft. It turns on seven main bearings. The engine block features full water jacket. Pistons are aluminium alloy with forged steel connecting rods. Exhaust valves are

stellite faced for heat resistance and longer wear.

High energy ignition system.

A magnetic pulse generator and solid state electronic module eliminate the need for conventional ignition points and condenser. A new coil design provides a spark up to 85% hotter than conventional systems. So you get extended spark plug life and more complete combustion. This high energy ignition system is impervious

to moisture and road splash. It also improves cold weather starting and general ignition performance, by supplying up to 35,000 volts — much more than ordinary ignition systems.

The Chevrolet strongbox.

The Fleetside pick-up box is big. It's designed to take hard knocks and heavy loads. Flat topped wheel arches allow even packing. All metal body panels are primed for corrosion protection. The ELPO electrocoating process is used to prime the side panels, tailgate, floor panel and front panel. The process ensures that all surfaces of these more complicated components — even those not visible — receive a prime coat. It's a great rust preventative.

OKAY, SO CHEVROLET'S TOUGH.

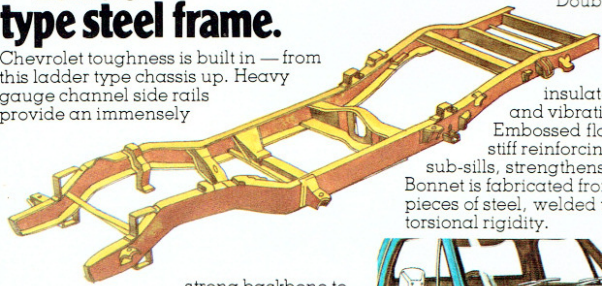


LET'S PROVE IT.



Ladder type steel frame.

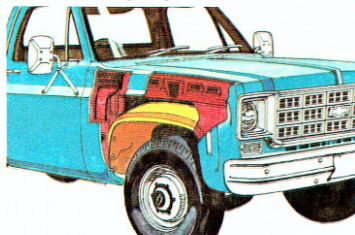
Chevrolet toughness is built in — from this ladder type chassis up. Heavy gauge channel side rails provide an immensely



strong backbone to build a Chevrolet on.

Double-walled roof has asphalt impregnated felt between the panels to insulate against noise and vibration.

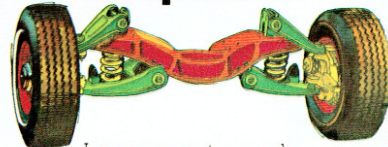
Embossed floor panel, with stiff reinforcing ribs and sub-sills, strengthens cab structure. Bonnet is fabricated from two pieces of steel, welded together for torsional rigidity.



One-piece door opening frames make possible a precision fit of doors for weather tightness. Reinforced welded steel pillars contribute to overall structural strength.

One-piece embossed rear outer panel and upper inner panel form strong double wall for torsional strength. One-piece, instrument panel is welded in to eliminate vibration. Toe panel has no openings. Drafts, dirt and water are kept out.

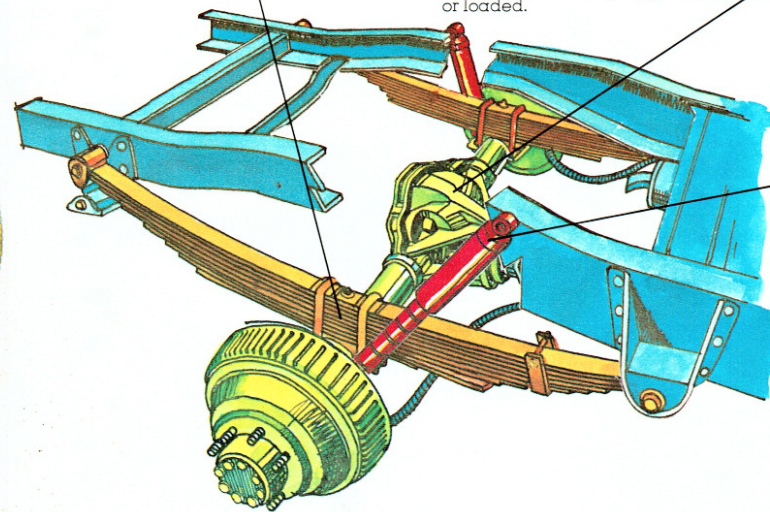
Massive girder beam front suspension.



Large suspension members and coil springs help absorb the most severe road shocks. Two-stage hydraulic shock absorbers provide additional toughness. A big stabilizer bar, optional at extra cost, brings it all together, reducing body roll and giving you crisper handling. You get a smoother ride — and so does your load.

Two stage multi-leaf rear springs.

Nine 63.5 mm wide, semi-elliptic leaf springs take up the load in two stages. Each spring has a capacity of 1293 kg. On the road, this spring assembly provides firm steady support, empty or loaded.



Big, tough Salisbury type rear axle.

The Salisbury type rear axle has several advantages over conventional rear axle design. Large ring gear, tapered roller bearings and a broad ratio coverage all provide extra strength and reliability.

Staggered rear shocker placement.

To reduce brake and power hop, one rear shock absorber is positioned slanting forward, the other slanting to the rear.

Who needs roads?

A Chevrolet Fleetside could be the toughest truck you'll ever drive. To an extent, we've shown you why on this page. But to prove Chevrolet's toughness to yourself, you'd have to take a Chevy Fleetside for a blast over your favourite piece of untamed land. When you do, don't be afraid to give it full rein. Remember, it's a Chevrolet.

BUILD A BODY ON A CHEVROLET CHASSIS CAB.

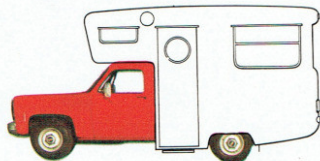
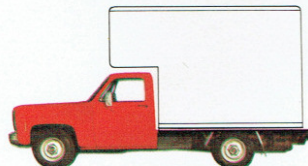
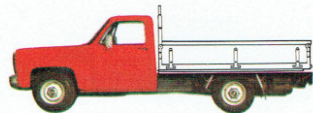
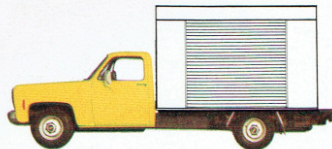
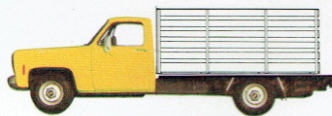


CHEVROLET C-20 CHASSIS CAB.

There's no mistaking Chevrolet's blunt, business-like styling. It's great for your

company image! And with the body of your choice on the Chevy C-20 Chassis cab, you'll really get things moving. Tray, camper body, Luton peak — doesn't matter what body your line of business (or pleasure) calls for, Chevrolet C-20 can help you operate quickly, reliably and with style.

Chevrolet is built tough for hard country driving — on or off the beaten track. It's this toughness that makes Chevrolet a rugged performer in the gruelling world of stop-start city traffic. Build 'em tougher than any job. That's the Chevrolet way.



BUSINESS WILL LOOK GOOD.



THE 4490 kg GVW CHEVROLET C-30 CHASSIS CAB.

If your job's a bit bigger than the Chevrolet C-20 can handle, here's your



answer: the hefty Chevrolet C-30 Chassis cab. It has the same generous cab comforts as the C-20. It has the same tough double wall cab construction. Same reliable 292 Chevy six cylinder engine up front, too.

But this Chevy has a 4051 mm wheelbase and dual rear wheels. Bigger sidemember channels give the Chevrolet C-30 the capacity to carry 2810 kg. The rear leaf spring capacities are uprated to handle the extra load. Brakes are bigger, too — both front discs and rear drums. Wheels and tyres are also uprated over the Chevrolet C-20.

In spite of its extra strength and capacity, Chevrolet C-30 loses little in the way of manoeuvrability. Like the C-20, it's an easy truck to drive. And that makes the Chevrolet C-30 a good working business proposition for a wide variety of operators.

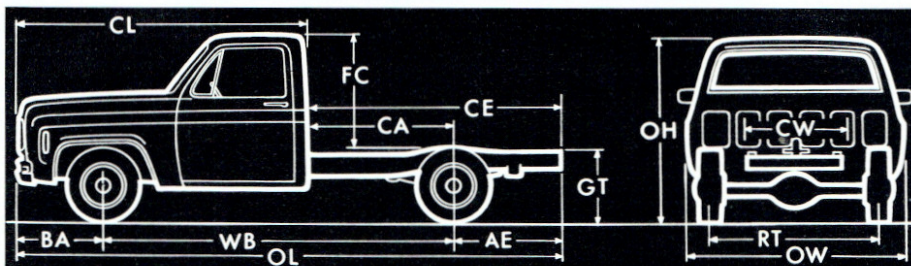
GMH Truckpower.

Chevrolet is brought to you by GMH Truckpower, Australia's strongest name in trucks. GMH Truckpower is the strength and back-up of Australia's largest truck dealer network — more than 420 GMH Truckpower dealers, coast to coast. It's the commitment of General Motors Holden's truck division to bringing you the right truck for your specific trucking task. And GMH truck division brings in trucks from all over the world, wherever they find one that's right for Australia. Chevros from America. Isuzus from Japan. And Bedfords from England.

GMH 12/20 warranty.

Every Chevrolet is covered by the GMH factory warranty which provides coverage on your new vehicle for the first 12 months or 20,000 kilometres.

CHEVROLET C-20 CHASSIS CAB. SPECIFICATIONS.



Dimensions/Chassis Weight

Lengths:	mm	(in.)
Wheelbase	WB 3340	(131.50)
Bumper — Back of Cab	BBC 2966	(109.00)
Rear Overhang	ROH 1041	(41.00)
Cab — Axle	CA 1422	(56.00)
Cab — Frame End	CE 2464	(97.00)
Front Overhang	FOH 850	(33.50)
Overall Length	OAL 5232	(206.00)

Widths:

Front Track	FT 1638	(64.48)
Rear Track	RT 1629	(64.12)
Frame Width (Rear)	FW 864	(34.03)
Overall Width	OAW 2022	(79.60)

Heights:

	mm	(in.)
Rear Frame Height	RFH 673	(26.50)
Overall Height	OAH 1809	(71.25)
Ground Clearance Front		203 (8.00)
Ground Clearance Rear		198 (7.80)

Turning Circle:

	Metres	(Feet)
Kerb to Kerb	13.80	(47.57)
Wall to Wall	15.17	(49.78)

Estimated Kerb Weights, Chassis and Cab

(With oil and water and full fuel tank) in kg and (lb)						
GVW	GCW	TYRES	FRONT	REAR	TOTAL	
3720	5500	7.50+16-10	1119	665	1784	
(8203)	(12127)		(2465)	(1467)	(3932)	

Specifications.

- **Engine:** Chevrolet Petrol.
- **Bore and Stroke:** 98.4 mm (3.875 in.) x 104.6 mm (4.12 in.).
- **Displacement:** 4773 cm³ (291 cu. in.).
- **Nett Output:** 125 bhp @ 3600 rpm.
- **Nett Torque:** (225 lb./ft.) @ 2000 rpm.
- **Compression Ratio:** 8.0:1.
- **RAC Rating:** 36.
- **Engine Lubrication:** Full pressure Max. pressure 206-310 kPa (40-60 psi) @ 2000 rpm.
- **Capacity:** 5.9 litres (10.5 imp. pt.) plus 0.85 litres (1.5 imp. pt.) for FILTER — AC Delco PF 25.
- **Fuel System:** Fuel Tank Capacity: 75.4 litres (16.6 imp. gal.).
- **Fuel Pump:** Mechanical Diaphragm, Camshaft Drive.
- **Carburettor:** Rochester — MV Single Barrel Downdraft. Automatic Choke.
- **Air Cleaner:** AC Delco oil wetted paper.
- **Suspension — Front:** Independent with coil springs. Capacity 1724 kg (3800 lb). Capacity each spring (at ground) 863 kg (1900 lb).
- **Axle, Rear:** Hypoid, cast centre pressed steel tube axle (Salisbury type). Full floating hubs. C-20: Capacity 2586 kg (5700 lb). Axle ratio 4.56:1. C-30: Capacity 3402 kg (7500 lb). Axle ratio 5.13:1.
- **Brakes, Service:** Vacuum boosted Hydraulic Self-adjusting. Discs — C-20: Front 318 mm (12.5 in.) x 33 mm (1.28 in.). Drums — Rear 330 mm (13.0 in.) x 63 mm (2.50 in.). Booster — Tandem

Mechanical Vacuum. Total swept area front 1666 cm² (258.2 sq. in.). Total swept area rear 1317 cm² (204.2 sq. in.). C-30: Front 318 mm (12.5 in.) x 38 mm (1.53 in.). Drums — Rear 330 mm (13.0 in.) x 89 mm (3.50 in.). Booster — Tandem Mechanical Vacuum. Total swept area front 1792 cm² (277.8 sq. in.). Total swept area rear 1828 cm² (283.32 sq. in.).

- **Brake, Hand:** Foot pedal operated, cable actuated to rear wheels. Facing contact C-20 = 751 cm² (116.38 sq. in.). Facing contact C-30 = 1047 cm² (162.35 sq. in.).
- **Clutch:** Mechanically Actuated: Size: Outside diameter 279 mm (11.00 in.). Inside diameter 161 mm (6.75 in.). Thickness 3.4 mm (0.135 in.). Total Frictional Area 798 cm² (123.7 sq. in.).
- **Cooling System:** Capacity: 14.0 litres. Radiator Pressure Cap: 103 kPa (15 lb) pressure. Frontal Area: 2877.4 cm² (466 sq. in.). Fan: No. of Blades x Diam. — 4 495 mm (19½ in.). Thermostat Opening: 82-88°C (180-190°F).
- **Drive Line:** Tubular Shaft, needle bearing universal joint.
- **Electric System:** Battery: 12 volt, negative grounded. Capacity at 20 hour rate = 61 amp. 9 Plates per cell. 37 amp. Delcotron generator. Starter motor: Delco Remy 12 volt, 4 pole, 4 brush, pre-engaged. Delco Remy distributor and coil.
- **Finish:** Chassis — Black. Road Wheels and Grille — Silver. Cab in a choice of

standard colours — Glacier White, Coast Ivory, Turnpike Green, Turnpike Red, Turnpike Yellow.

- **Frame:** Channel section frame — ladder type construction.
- **C-20:** Sidemember dimensions:

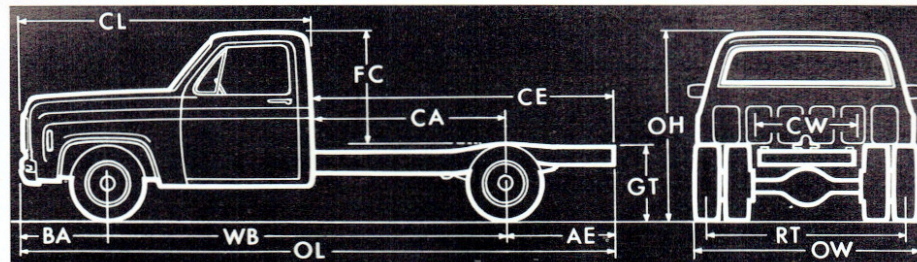
Depth 150.4 mm (5.92 in.) x width 58.4 mm (2.30 in.) x thickness 4.93 mm (0.194 in.). Section Modulus (rails only) 3.92. Width over rails — Front 713.5 mm (28.09 in.). Rear — 864.4 mm (34.03 in.). Overall length of rail: 5185 mm (204.13 in.).

C-30: Sidemember dimensions: Depth 196.6 mm (7.74 in.) width 70.6 mm (2.78 in.) x thickness 5.69 mm (0.224 in.). Section Modulus (rails only) 7.33. Width over rails — Front 715.0 mm (28.15 in.). Rear — 865.9 mm (34.09 in.). Overall length of rail: 6042 mm (237.86 in.).

- **Springs:** Two-stage heavy duty semi-elliptic design. Capacity each spring (at ground) C-20: 1293 kg (2850 lb), 9 leaves. Length, width, total thickness = 1422 mm (56 in.), 63.5 mm (2.50 in.), 81.7 mm ± 1.33 mm (3.22 in. ± 0.05 in.). C-30: 1701 kg (3750 lb), 9 leaves. One auxiliary. Length, width, total thickness = 1422 mm (56 in.), 63.5 mm (2.50 in.), 116 mm ± 2.3 mm (4.57 in. ± 0.09 in.).

Clips — flat "U" bracket riveted to No. 6 leaf, front and rear with bolted retainer plate. Insulation discs — plastic, front and rear on leaves 2, 3, and 4. Bushes — bonded metal/rubber. Heavy duty, hydraulic, double-acting shock absorbers — front and rear.

CHEVROLET C-30 CHASSIS CAB. SPECIFICATIONS.



Dimensions/Chassis Weight

Lengths:	mm	(in.)
Wheelbase	WB 4051	(159.50)
Bumper — Back of Cab	BBC 2966	(109.00)
Rear Overhang	ROH 1181	(46.50)
Cab — Axle	CA 2134	(84.00)
Cab — Frame End	CE 3315	(130.50)
Front Overhang	FOH 850	(33.50)
Overall Length	OAL 6083	(239.50)

Widths:

Front Track	FT 1646	(64.80)
Rear Track — Mean	RT 1610	(63.40)
Frame Width	FW 865	(34.09)
Overall Width	OAW 2022	(79.60)

Heights:

	mm	(in.)
Rear Frame Height	RFH 711	(28.00)
Overall Height	OAH 1809	(71.25)
Ground Clearance Front		178 (7.00)
Ground Clearance Rear		198 (7.80)

Turning Circle:

	Metres	(Feet)
Kerb to Kerb	17.22	(56.50)
Wall to Wall	17.89	(58.70)

Estimated Kerb Weights, Chassis and Cab

(With oil and water and full fuel tank) in kg and (lb)						
GVW	GCW	TYRES	FRONT	REAR	TOTAL	
4490	7300	7.50+16-6	1240	837	2077	
(9900)	(16096)		(2734)	(1845)	(4580)	

- **Steering:** Recirculating ball type (Saginaw 525) with parallelogram linkage. Gear Ratio 24:1. Two spoke steering wheel — Diameter 406.40 mm (16.0 in.). Energy absorbing steering column.
- **Transmission:** Model Chevrolet CH465. 4 speed close ratio synchromesh on 2nd, 3rd and 4th. All forward gears "Helical Type", reverse — "spur" type. Manual floor shift. Power take-off both sides. SAE 6 bolt opening.
- Ratios (to 1)**

1st	2nd	3rd	4th	Reverse
6.55	3.58	1.70	1.00	6.09

- **Wheels and Tyres C-20:** 4/7.50 x 16-10 ply (spare tyre optional). Wheels: 16 x 6.50. Type — eight stud ventilated disc, short spoke spider design. Single rear wheels. 1 piece rim. RM width 165.10 mm (6.50 in.). Offset 35.05 mm (1.38 in.). C-30: 6/7.50 x 16-6 ply (spare tyre optional). Wheels: 16 x 5.50. Type — eight stud ventilated disc, short spoke spider design. Dual rear wheels. 2 piece rims. Rim width = 139.70 mm (5.50 in.). Offset 127.00 mm (5.00 in.).
- **Standard Equipment:** — Interior: Air vents: Fresh air enters cab interior at openings on either side of instrument panel through hood grille and plenum chamber. A flow-thru ventilation feature incorporates a constantly "on" blower motor. As new air is forced in, old air enters a vent in the lower rear corner of door and exhausts to outside through a vent in the door pillar facing. RH and LH, integral with door trim panels. Ashtray: Centre of instrument panel,

incorporates cigarette lighter. Door Trim Panels: Colour-keyed, embossed moulded plastic with integral armrests. Floor Mats: Embossed black rubber. Heater and Demister: Deluxe-air; automatic blower operation with ignition switch on for power ventilation system. Ignition Switch: Column mounted. Instruments: Gauges: Speedometer/odometer calibrated in kph, ammeter, fuel, oil pressure and water temperature. Switches: Main, for control of exterior lights, wiper-washer, headlamp beam (foot), ignition, direction signal (with lane change position), hazard warning, heater. Warning Lights: Generator, brake system, direction/hazard signals and high beam. Lights: Instrument cluster and courtesy/map lights. Mirror, Rearview: 524 mm (10 in.) vinyl-edged prismatic. Seat: Full-width full foam bench type; Buckskin coloured trim with colour matched plaid inserts. Seat Belts: Three, with pushbutton release; include retractors for driver and LH front passenger. Glove Box: In LH side of instrument panel; door with turn-type latch. Sunshades: RH and LH padded; colour keyed.

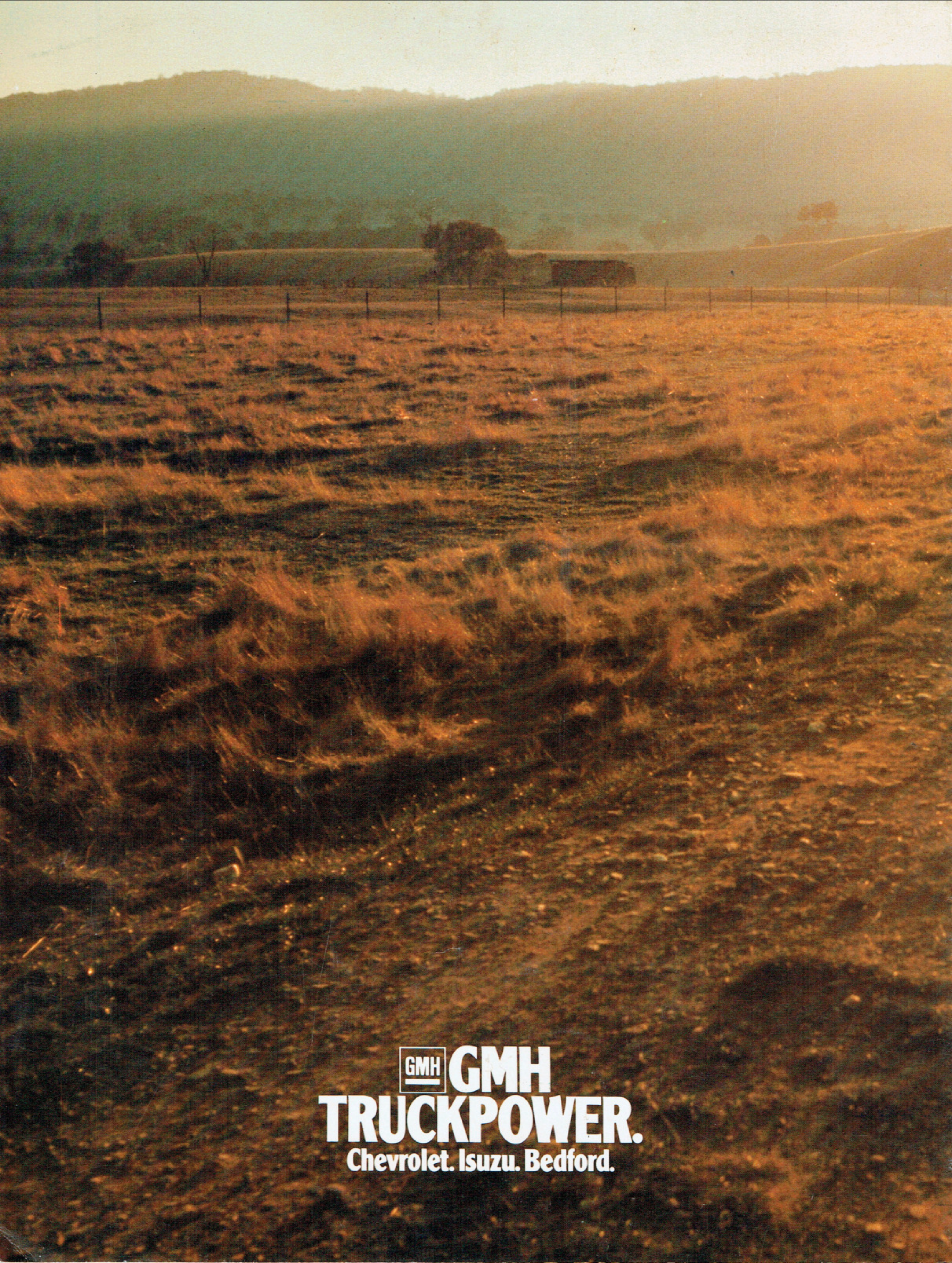
- **Standard Equipment:** — Exterior: Lights: Two rear lamps with independent turn signal/hazard warning/back-up lamp and stop tail lamp. Two sealed beam headlamps; two front mounted turn signal/hazard warning lamps, single rear

registration plate lamp and turn signal repeater lamps with see-through reflectors. Mirrors: Two 191 mm x 267 mm (7.5 x 10.5 in.) exterior rear vision mirrors tripod mounted to doors. Windshield Wipers and Washers: Electric 2 speed wipers including 2 dual-orifice washers.

- **Optional Equipment:** Fleetside Pick-Up Body. Locking differential. Stabiliser bar. Fuel tank guard. Spare tyre. C-30 is fitted with an engine speed governor to prevent over-heating with the low ratio rear axle.

PLEASE NOTE: As the policy of General Motors-Holden's is one of continual product improvement, all specifications and equipment are subject to change without notice. Bodies illustrated are not standard.

General Motors-Holden's Sales Pty Ltd.



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TRUCKPOWER.
Chevrolet. Isuzu. Bedford.