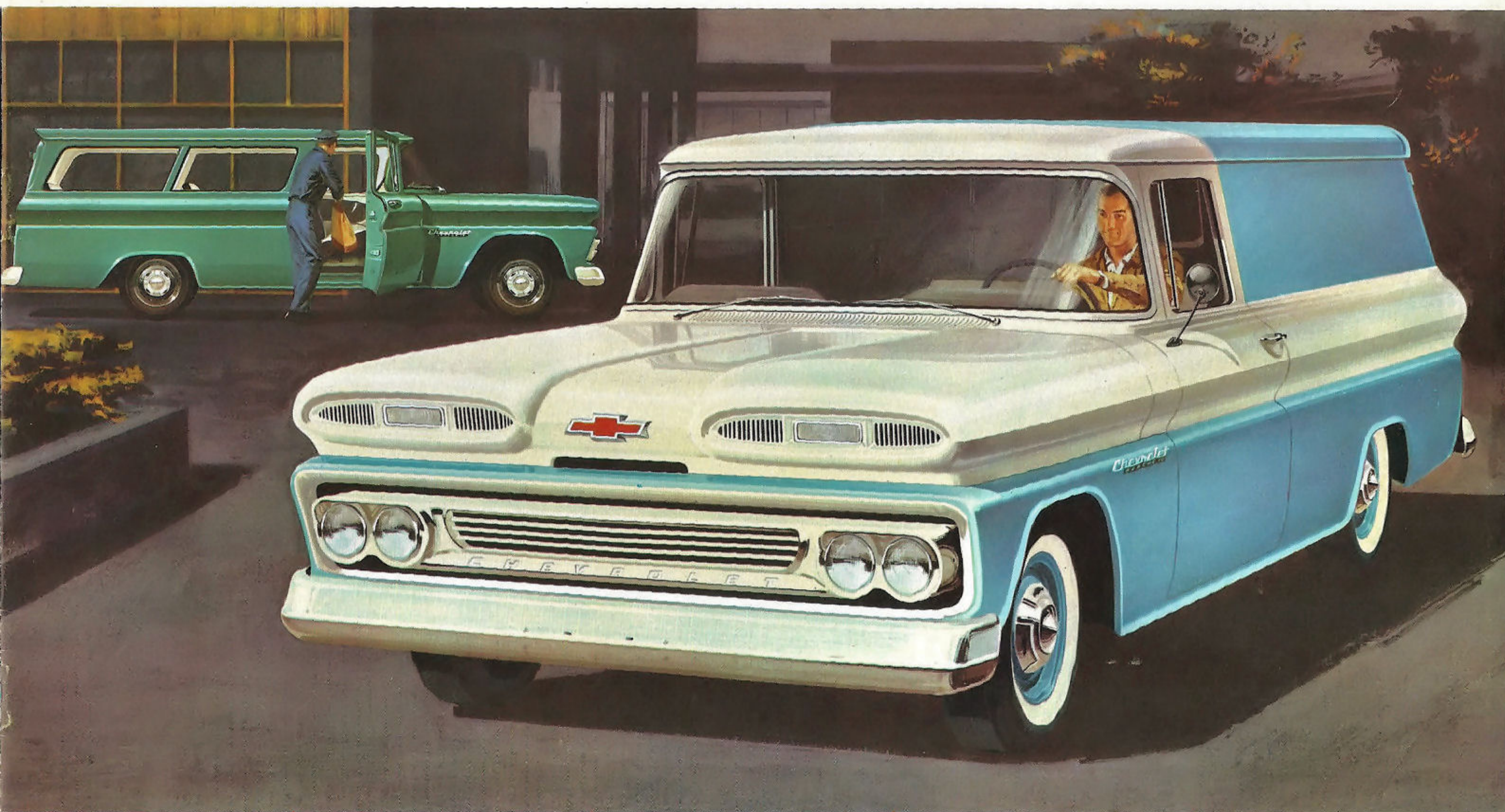


1960 CHEVROLET / *Suburban carryalls and panels*



***new!
fore-runner
styling!
pages 2 & 3***

***new!
comfort-king
interior!
page 4***

***new!
torsion-spring
ride!
pages 5, 6 & 7***

***new!
chassis
components
pages 8 & 9***

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

New fore-runner styling... as practical as it is handsome!



SUBURBAN CARRYALL MODEL C1416—Here's the new Suburban Carryall for 1960 showing off its bold Fore-Runner styling and new, low silhouette. This handy hauler "doubles in brass"—it can transport eight passengers or up to 950 lbs. of payload. Center and rear seats can be removed and put back with very little effort.



1960 SUBURBAN CARRYALLS—designed for double duty!

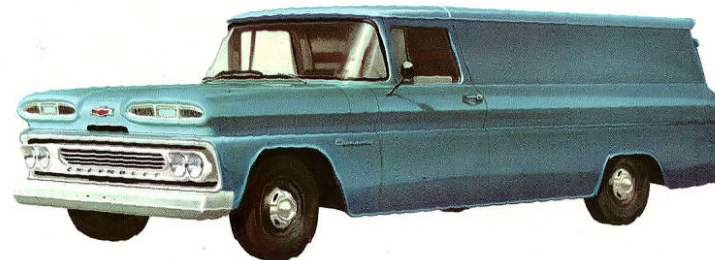
It's the most versatile of trucks for '60—serves as an eight-passenger carrier or doubles as a husky panel-type hauler. To carry cargo, the center seat can be taken out and replaced by wide rear seat—or both seats can be removed for maximum loads of up to 950 lbs. Attractively styled inside as well as out, the 1960 Chevrolet Carryall features a handsome two-tone interior with new roominess for passengers, cargo and driver. Doors and windows fit tight, sealing out dust and moisture. And to take care of your own special hauling needs, you can choose from a wide variety of options plus a choice of station wagon or panel-type rear doors.

TWO TYPES OF REAR DOORS—Side-hinged panel-type rear doors are provided on model C1406. Model C1416 offers a tailgate and liftgate combination. In its horizontal position, the tailgate forms an extension of the truck floor for carrying extra-long loads.



1960 CHEVROLET PANELS—all new in style, ride and capacity!

These 1960 panels are completely new—designed to make your work easier and more economical than ever. Here are newly styled panels that can carry more (up to 3,050 lbs. of payload!) and do more work per day. New torsion springs and front suspension cradle the load and driver; give a totally new kind of ride that's far smoother than anything you've ever known in trucks before! Cabs and cargo floors are lower for easier entrance and loading. Wider and higher rear doors and telescoping door checks allow you to pile cargo right up to the roof. Longer bodies take outsized loads with room to spare. And you'll find driving more enjoyable with such built-in conveniences as soft foam seats, wider windshields, key-turn starting and hydraulic-clutch control.



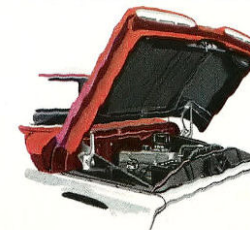
PANEL MODEL C3605—This hard-working beauty hustles big payloads of up to 3,050 lbs. with new 7,800-lb. maximum G.V.W. It's a new high in load carrying capacity for panel models.



EASY ENTRY! New, low height ensures direct entrance into the driver's compartment from the ground. This no-step feature cuts driver fatigue, gives safer footing. And Chevy bodies for '60 offer more inside room, too.



BIGGER VIEWING AREA—Increased windshield area gives 26% more visibility! Wiper area is 38% greater for a clearer working view in stormy weather. Electric wipers are standard on all Chevy Panels and Carryalls.



NEW FULL-WIDTH HOOD—Underhood maintenance is easier; fenders are 4" lower; battery is right behind grille for quick servicing. Easy-lift hood is spring-counterbalanced to stop in any position and provides a safety catch.

LOWEST EVER! Chevy's Panels and Carryalls for '60 are as much as 7" lower from ground to roof! This new lowness provides easier entry, easier loading, road-hugging stability on turns. Yet, load-space is increased by 17 cubic feet.

INCREASED ROAD CLEARANCE—New independent front suspension eliminates the low-hanging I-beam front axle. Clearance from ground to front suspension cross member is 2" more than I-beam axle trucks.

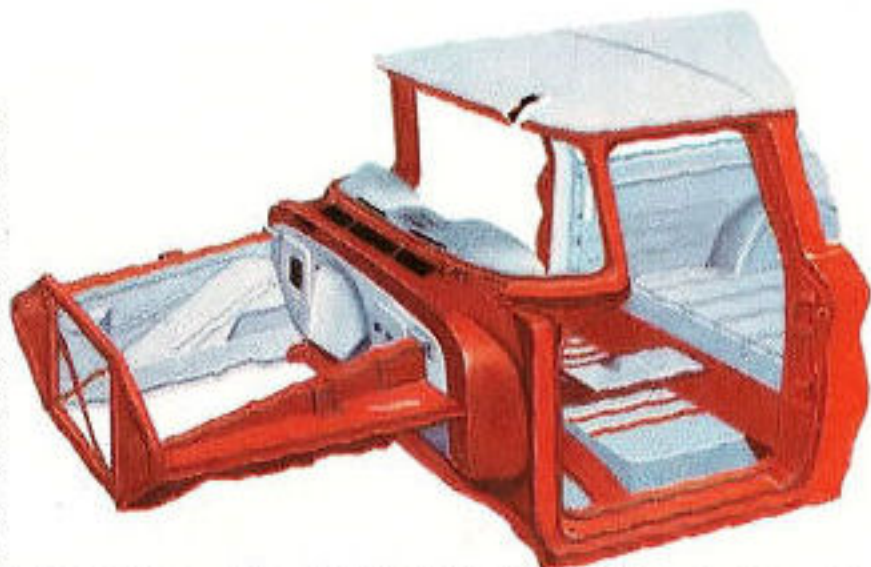


***New comfort-king
driver compartment
with **more** room, **more**
comfort, **more**
safety than ever before!***

Everything about the Chevrolet driver compartment is new for '60. And it all adds up to new highs in comfort, safety and driving ease! Bodies are as much as 7" lower for easier entry and exit, yet there's more room inside, all around. The windshield area has been increased 26 percent to give a pilothouse view of the road ahead. Wider seats feature new springs and thick foam padding for added comfort. Other conveniences include a see-at-a-glance instrument cluster, dispatch box and non-glare instrument panel. Bodies are effectively sealed against entry of dust or rain by special weather strip around all doors. In every way, Chevrolet Panels and Carryalls for '60 are designed to increase efficiency and make driving easier.

**RIGID, DURABLE
BODY CONSTRUCTION**

Chevrolet's 1960 bodies are designed to achieve maximum rigidity and to seal out dust, moisture and noise. Chevy's new triangulated front end construction forms a twist-resistant base for the entire front sheet metal assembly. A new double-panel roof gives the driver extra overhead protection. At the same time, the thick felt insulation between the panels helps keep out noise, heat or cold. A double-walled cowl arch for High-Level ventilation adds to the exceptional cab rigidity. Box-section door pillars give extra body stiffness, help maintain close door alignment and tight sealing. New hinges, new weather stripping and improved latch design keep side doors and rear doors sealed more positively against dust and moisture.



NEW FOAM-PADDED SEATS—Here's real comfort and exceptional durability. Under a thick foam pad is a new seat construction of S-wire, coil and flat spring elements. You get maximum benefit from each for a controlled soft ride. Panel models have a single driver's seat; auxiliary seat is optional at extra cost. Carryall models have seats for 8 passengers—3 in the front, 2 in the center, and 3 in the rear seat.

CUSTOM TRIM—Extra comfort and convenience, plus eye-catching style, are yours at low extra cost in optional Custom Panel and Carryall models. Exterior sparkle is added by bright-chromed grille, hub caps and rear quarter pillar moldings, plus bright accents edging windshield, ventpanes and side windows. Extra bright accents also highlight the instrument panel, including control knob trim rings and "Chevrolet" script on the dispatch box, plus a bright chrome cigar lighter. A left-hand armrest, dual sunshades and key locks for both right and left doors add comfort and convenience touches to complete the Custom package.

NEW SEE-AT-A-GLANCE INSTRUMENT PANEL—Gauges, warning lights and speedometer 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. Generator and oil pressure warning lights are provided.



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

The biggest news since trucks began!

Chevrolet for '60 leads the way in advanced truck chassis engineering

By actual test—the toughest . . .

At the General Motors Proving Ground, 4,009 acres of outdoor automotive torture chamber at Milford, Michigan, Chevrolet's 1960 truck line has been performance- and payload-proved in the toughest test program ever devised. Proved beyond question is the toughness of this revolutionary new kind of truck chassis. Thousands of hours of continuous torture-testing and hundreds of thousands

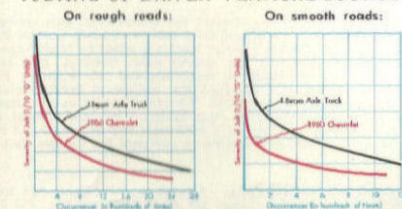
of ton-miles of big-payload operation showed the ruggedness and quality of Chevrolet's new chassis under every kind of highway, back road and cross-country condition. Road-wracked and payload-pounded, these new Chevrolets came through and kept on going, setting new standards for toughness and stamina . . . and for comfort and roadability, too!

and best riding trucks ever built!

Employing the very latest in test instrumentation, recording and analytical techniques, Proving Ground engineers have made exhaustive comparison studies to find out just how good the new Chevrolet ride really is. Their ride test data were

compared with comfort limits established by leading independent automotive ride researchers, based on the individual reactions of thousands of people. Here's what they found out: *In every respect and under every road condition, the 1960 Chevy out-rides old-style trucks by a tremendous margin!* For instance, in terms of vertical "bounce," the most noticeable of the many factors that add up to riding quality, Torsion-Spring Ride eliminates as much as 78 percent of the uncomfortable harshness of comparable I-beam front-axle trucks! In other respects, too—pitch, side shake and sway and their effects on both driver and cargo—Chevrolet is way ahead on every count!

JOLTING OF DRIVER—VERTICAL BOUNCE



Ride test data were analyzed in terms of number of jolts registered of various sizes, or levels of severity, resulting in comparison graphs like these. Thus in this example, comparing 1960 Chevrolet and old-style I-beam-axle trucks of 5,000-lb. GVW rating, Torsion-Spring Ride reduces the jolts harsh enough to cause actual discomfort by 58 percent on rough roads and 78 percent on smooth roads!

CONTROL ARMS AND LATERAL STABILIZER (SERIES C14 MODELS)—These rear suspension control arms maintain proper alignment of the axle. The driving and braking forces are taken by the double channel control arms, while side thrust is taken by the lateral stabilizer, leaving the springs free to cushion the truck and the load with maximum effectiveness.

RISE-BALANCED REAR SUSPENSIONS—tailored for top riding qualities and big payload capacity

DEEP COIL SPRINGS (Series C14)—Designed with a low deflection rate to cushion the load more effectively. The road shocks that used to be transmitted to the frame are effectively cushioned by these frictionless coil springs! Their wide-base positioning gives greater resistance to roll and sway, and the suspension is designed to provide built-in understeer for safer truck control.

Rear coil springs are available in standard and heavy-duty ratings (optional at extra cost) so that spring capacity can be matched to the load and tailored for best riding qualities.

RESILIENT, LONG-LEAF SPRINGS (Model C3605)—These leaf springs are newly designed for improved ride, safer truck control and greater spring durability. Length, thickness and shape of each leaf, and positioning of clips are such that the spring has very effective cushioning action. New tension-type shackle provides moderate understeer characteristic for safer truck control.

X-MEMBER CENTER SECTION—Chevrolet frames in Series C14 models provide a new twist-resistant toughness, thanks to the X-girder reinforcement between the deep-channel side rails. This special method of frame construction gives greater strength and rigidity to the frame, increasing its payload carrying ability.

STRONG BOX-SECTION SIDE RAILS—Front and rear side-rail areas are box-sections. This construction combines the approximate torsional rigidity of a tube with the stiffness of a deep channel for extra huskiness and extra load carrying ability.

Series C14 frame.

Series C36 frame.

-spring ride

With Torsion-Spring Ride, Chevrolet introduces an entirely new concept of hauling that makes everything else obsolete. Riding in a 1960 Panel or Carryall, you'll find, is a new experience in trucking. The bumps, jounces and jolts you've come to accept as normal in a truck ride have been reduced to an amazingly low minimum. The result is a truck that's far easier on the driver, easier on fragile cargoes, and longer lasting, too, because of fewer jolts to the truck chassis. Here is a ride that must be experienced to be appreciated!

RIGID DROP-FRAME CONSTRUCTION—Chevrolet Carryalls and Panels are up to 7" lower in height because of the drop-frame design. This drop-frame construction contributes greatly to a driver's efficiency; makes it easier to get in and out of the truck, easier to load cargo. The lower frame also results in a lower center of gravity, providing greater stability.

INDEPENDENT FRONT SUSPENSION—For 1960, Chevrolet provides a completely new front suspension. Gone is the old-fashioned I-beam axle, which joined one front wheel to the other. In its place is a front wheel suspension system which allows each wheel to move up and down independently of the other. Suspension components include a box-section front suspension cross member; an upper and lower control arm system, anti-friction spherical joints and torsion bar springs.

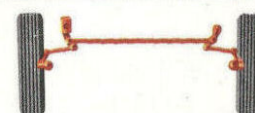
Many new improvements in truck ride and handling stem from this totally new suspension system: less roll and side sway, less wheel fight, easier steering and anti-dive braking. All this is designed to reduce the danger of cargo damage, cut down driver fatigue and greatly increase truck life. By cushioning out the severe jolts, Chevrolet torsion-spring independent front suspension cuts stress and strain on chassis and body. And, even the springs last longer . . . in extensive torture testing, Chevrolet's new torsion springs have outlasted conventional springs without a trace of failure!

HUSKY BOX-SECTION CROSS MEMBER—Extra strength and rigidity is built into the front end of Chevrolet's new frame, using a strong box-section front cross member. It resists twisting and helps maintain frame alignment; provides a sturdy base for the independent front suspension system.

BETTER RIDE ALL AROUND—Chevy's new, independent front suspension allows the wheels to absorb road shocks separately, keeping the load on a level with the road. Cargo, truck and driver . . . all benefit from this new design!

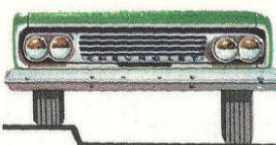
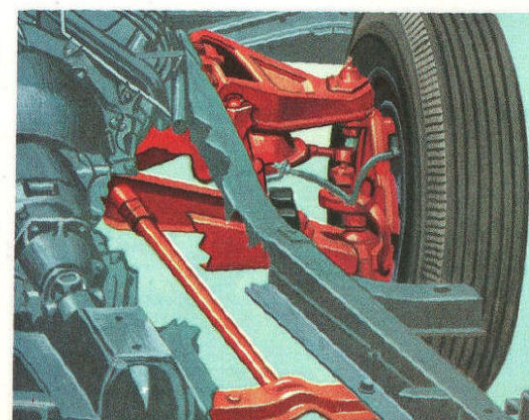


INCREASED ROLL STABILITY—Effective spring-center width is almost doubled, due to the new independent front wheel suspension. An upper and lower control arm system projects effective spring centers outboard to the center point of the tires. This results in greater roll stability and a greater resistance to lean and sway. By utilizing this increased roll stability, these trucks move cargo faster and more safely, make more big payload runs per day.



IMPROVED HANDLING—Chevrolet's entirely new parallel arm design closely controls up and down movement in both front wheels, making steering much easier. Wheel fight is minimized. Minimum effort is required to keep the truck on a straight course, empty or with a full payload.

ANTI-FRICTION SPHERICAL JOINTS—In Chevy's new independent front suspension system, spherical joints take the place of king pins, bushing and thrust bearings. Friction is reduced, taking much of the effort out of steering. Lubricated, wear-resistant joints are designed for extra-long life.



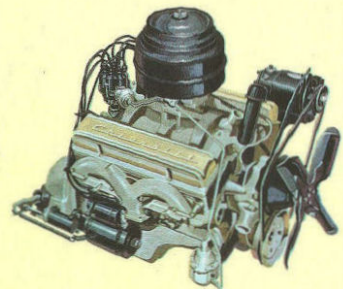
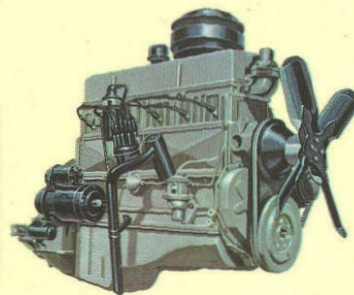
1960's *savingest* 6's and V8's

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 Panels and Carryalls for '60. Extra pulling power is squeezed from every drop of gas by the high 8.25 to 1 compression ratio. And with the Maximum-Economy Option (optional at extra cost, Series C14), fuel economy can be boosted even higher . . . by as much as 10%!

TRADEMASTER V8

This husky Chevy V8 (optional at extra cost) provides the *shortest piston stroke* in its class for less engine wear, more efficiency and economy. It offers 283 cubic inches of displacement and scores of maintenance-reducing features such as hydraulic valve lifters, full-flow oil filter and durable Moraine-100 bearings. You'll find that this 160-h.p. V8 has what it takes to lick the toughest delivery grind and keep costs *down*.

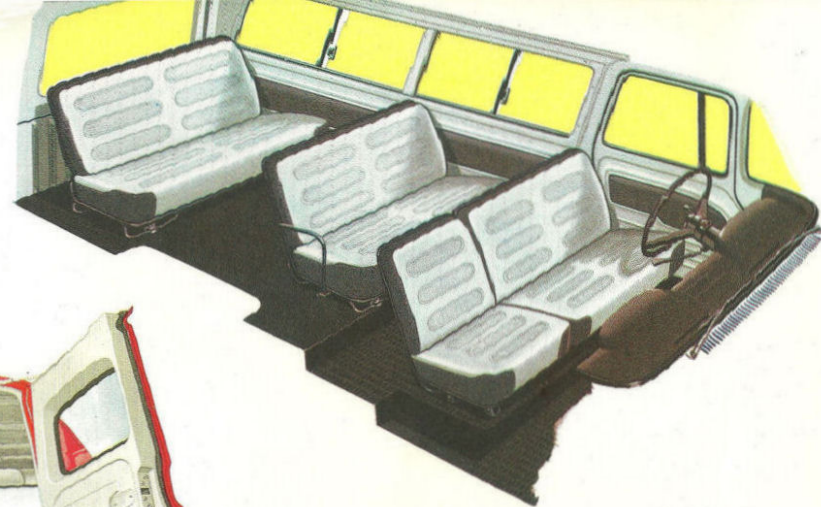


COST-CUTTING ENGINE FEATURES FOR 1960

FEATURE	THRIFTMASTER 6	TRADEMASTER V8
	PERFORMANCE DATA Displacement . . . 235.5 cu. in. Gross H.P. . . . 135 Net H.P. . . . 115 Gross Torque . . . 217 ft.-lb. Net Torque . . . 195 ft.-lb.	PERFORMANCE DATA Displacement . . . 283 cu. in. Gross H.P. . . . 160 Net H.P. . . . 137 Gross Torque . . . 270 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.
	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. 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. Oil capacity, 1 pint.
	ECONOMY-CONTOURED CAMSHAFT	Timing and lift of inlet and exhaust valves result in top fuel economy as well as high torque output at normal driving speeds. Saves gasoline in stop-and-go driving.
	POWER-JET CARBURETOR	Rochester single-throat carburetor with dual balanced floats to minimize flooding or waste of gasoline.
		Rochester 2-barrel carburetor provides balanced fuel-air mixture to each bank of 4 cylinders.

1960 Suburban Carryall —a stylish new way to carry 8 passengers or big cargoes!

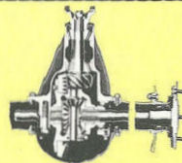
There's plenty of room for big cargoes (up to 950 lbs.) or hefty commuters (eight adults) in this roomy Carryall with removable center and rear seats. The three-passenger front seat is divided so that the right section can be folded forward to give easy access to the center and rear seats. Floor section in front of the center seat has been dropped to a level with the front compartment for more leg room and easier entrance.



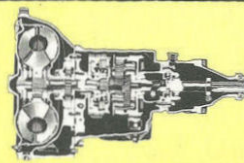
1960 Chevrolet panels offer more cargo room, new loading ease.

Loading is much less effort, thanks to Chevrolet's new panel design. Floors are inches lower to the ground. Rear door openings are 7" wider and 2" higher. Loads slide smoothly in and out on steel skid strips on thick weather proofed five-ply wood floors. And the cargo space in Chevrolet's 1960 panels has been increased 17 cubic feet for a total load space of 177 cubic feet in model C1405, 230 cubic feet in model C3605. All models have telescoping rear door checks that you can stop automatically at 90° or 180°. These 2-position door checks fold under the header rail, so that there is no interference with the cargo. Rear doors fit extra tight, sealing out dust and moisture with wider spaced hinges, closed-cell sponge rubber seals and upper and lower wedges on both doors.

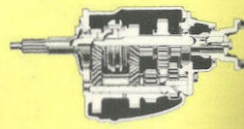
*durable chassis
 components
 save money every mile!*



SEMI-FLOATING REAR AXLE—Load capacity is increased to 3,500 lbs. Strong, quiet-running hypoid gears are matched with Chevy power for top performance at low operating cost. Standard, Series C14 models.



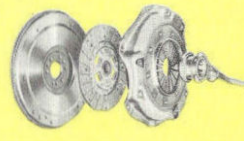
POWERGLIDE TRANSMISSION—You can concentrate on driving and leave the gear shifting to this fully automatic transmission—owner proved over millions of highway miles. Makes deliveries go faster. Optional on Series C14 at extra cost.



SYNCHRO-MESH TRANSMISSIONS—Smooth, quiet shifting. Carburetor and shot-peened gears for long service. Series C14 has 3-speed as standard and HD 3-speed or 4-speed as optional at extra cost. Model C3605 has 4-speed as standard, HD 3-speed optional at extra cost.



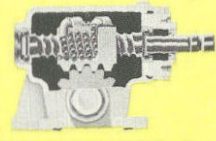
KEY-TURN STARTING—Here's a new driver convenience featured on all Chevrolet Panels and Carryalls. Does away with inconvenience and unsure engagement. Solenoid starter control automatically keeps starter engaged till engine is running.



NEW HYDRAULIC CLUTCH CONTROL—Chevy's new control system is designed for increased clutch life and smoother shifting. Suspended pedals eliminate floor openings. 10" clutch with Thriftmaster 6; 11" clutch with Trademaster V8.



TORQUE-ACTION BRAKES—Energized by wheel rotation to produce safe, straight-line stops with minimum pedal pressure. Hydrovac power brakes (available at extra cost) reduce braking effort by 37 percent.



EASY BALL-GEAR STEERING—Scores of polished steel balls minimize friction—keep steering light, firm and positive. New universal joint protects steering wheel from road shocks—lessens driver fatigue.

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	Mirrors
Bumper guards	Radios
Directional signals	Reflectors
Flags	Safetylight
Flares	Seat belts
Grille guards	Sun visors
Heaters	Windshield washers
Marker lights	Wheel covers

SPECIFICATIONS

		SERIES C14				SERIES C36			
GROSS WEIGHT RATINGS	GVW	4300 lb. to 5200 lb.				6700 lb. to 7800 lb.			
AXLE, FRONT	Type	Independent Suspension				Independent Suspension			
	Rating	2500 lb.				3500 lb.			
AXLE, REAR	Make	Chevrolet				Chevrolet			
	Rating	3500 lb.		Positraction, 3500 lb.		7200 lb.			
	Ratio	3.90	3.38	3.90 to 1		5.14 to 1			
BRAKES, PARKING	Location	Rear Wheels				Propeller Shaft			
BRAKES, SERVICE	Size Front	11" x 2"				11½" x 2¾"			
	Size Rear	11" x 2"				13" x 2½"			
	Total Lining Area	167 Sq. In.				252 Sq. In.			
	Booster	●				7" Hydrovac			
ENGINE	Type	★ Thriftmaster, 6-Cyl.		Trademaster V8		Thriftmaster, 6-Cyl.		Trademaster V8	
	Displacement	235.5 Cu. In.		283 Cu. In.		235.5 Cu. In.		283 Cu. In.	
	Gross Horsepower	135		160		135		160	
	Gross Torque	217 Ft.-lb.		270 Ft.-lb.		217 Ft.-lb.		270 Ft.-lb.	
	Clutch Dia.; Facing Area (Sq. In.)	10"; 100	11"; 124	11"; 124		10"; 100	11"; 124	11"; 124	
	Cooling Capacity	17 Qt.	17½ Qt.	17½ Qt.	18 Qt.	17 Qt.	17½ Qt.	17½ Qt.	18 Qt.
	FRAME	Side Rail Dimensions; Sec. Mod.	Side Rail 5½" x 2¼" x ⅛"; 3.39 Sec. Mod.				Side Rail 7⅞" x 2¾" x ⅜"; 5.91 Sec. Mod.		
FUEL TANK	Capacity	20 Gallons				20 Gallons			
GENERATOR	Volts; Amps	12; 30	12; 35	12; 40	12; 50	12; 30	12; 35	12; 40	12; 50
SHOCK ABSORBERS		Front & Rear		HD Rear		Front		HD Front & Rear	
SPRINGS, FRONT	Type; Dia. & Length	Torsion; 1⅞" x 45¾"				Torsion; 1⅞" x 45¾"		Torsion; 1⅞" x 45¾"	
	Cap. at Ground	1250 lb.				1500 lb.		1750 lb.	
SPRINGS, REAR	Type	Coil				Leaf; 52" Long x 2½" Wide			
	Capacity at Ground	1250 lb.		2000 lb.		2400 lb. (8-leaf)		4150 lb. (10-leaf)	
STEERING	Ball-Gear Ratio; Wheel Dia.	24.0 to 1; 17"				24.0 to 1; 17"			
TIRES, FRONT & SINGLE REAR	Standard	6.70-15/4PR (Spare Incl.)				8-17.5/6PR Front; 8-17.5/8PR Rear			
	Maximum	7-17.5/6PR (Spare Incl.)				8-19.5/10PR			
TRANSMISSION	Make	Chevrolet				Chevrolet			
	Type	Synchro	HD Synchro	Synchro	Powerglide	Synchro-Mesh		HD Synchro-Mesh	
	No. of Speeds	3	3	4	2	4		3	
WHEELS	Type	6-Stud Disc.				8-Stud Disc.			
	Std. Rim Size; Max. Rim Size	5K; 5.25"				5.25"; 5.25"			

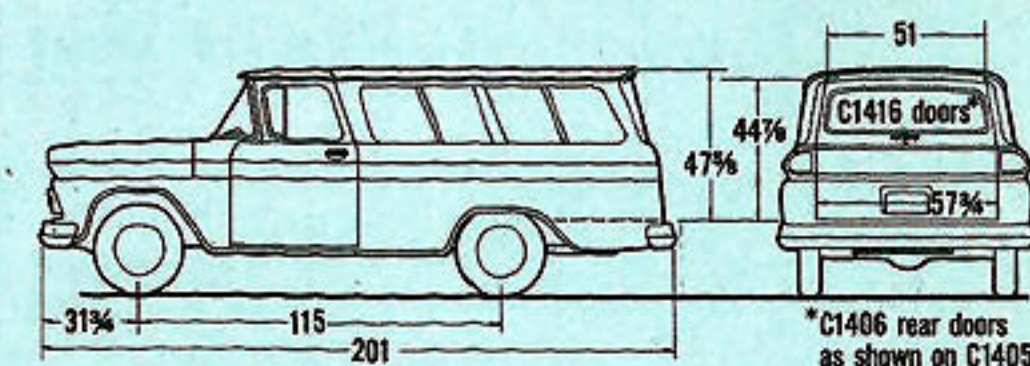
EQUIPMENT SHOWN IN LIGHT FACE ITALICS OPTIONAL AT EXTRA COST

● Available as accessory item.

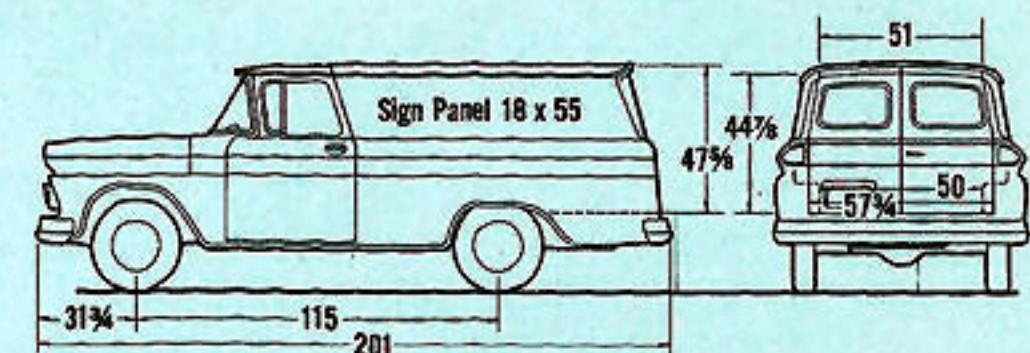
★ Thriftmaster engine with maximum economy carburetor and 3.38 ratio rear axle available as extra cost option on Series C14 with standard 3-speed Synchro-Mesh transmission.

CHASSIS DIMENSIONS

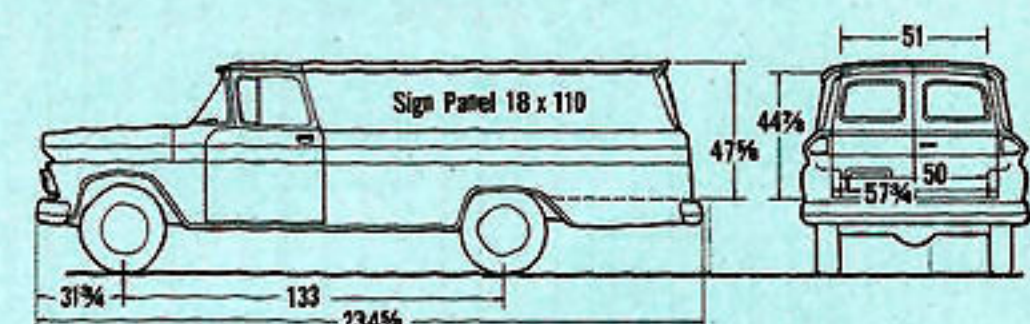
MODEL C1406-C1416 SUBURBAN CARRYALL



MODEL C1405 PANEL



MODEL C3605 PANEL



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