

1960 CHEVROLET

Models and Specifications



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

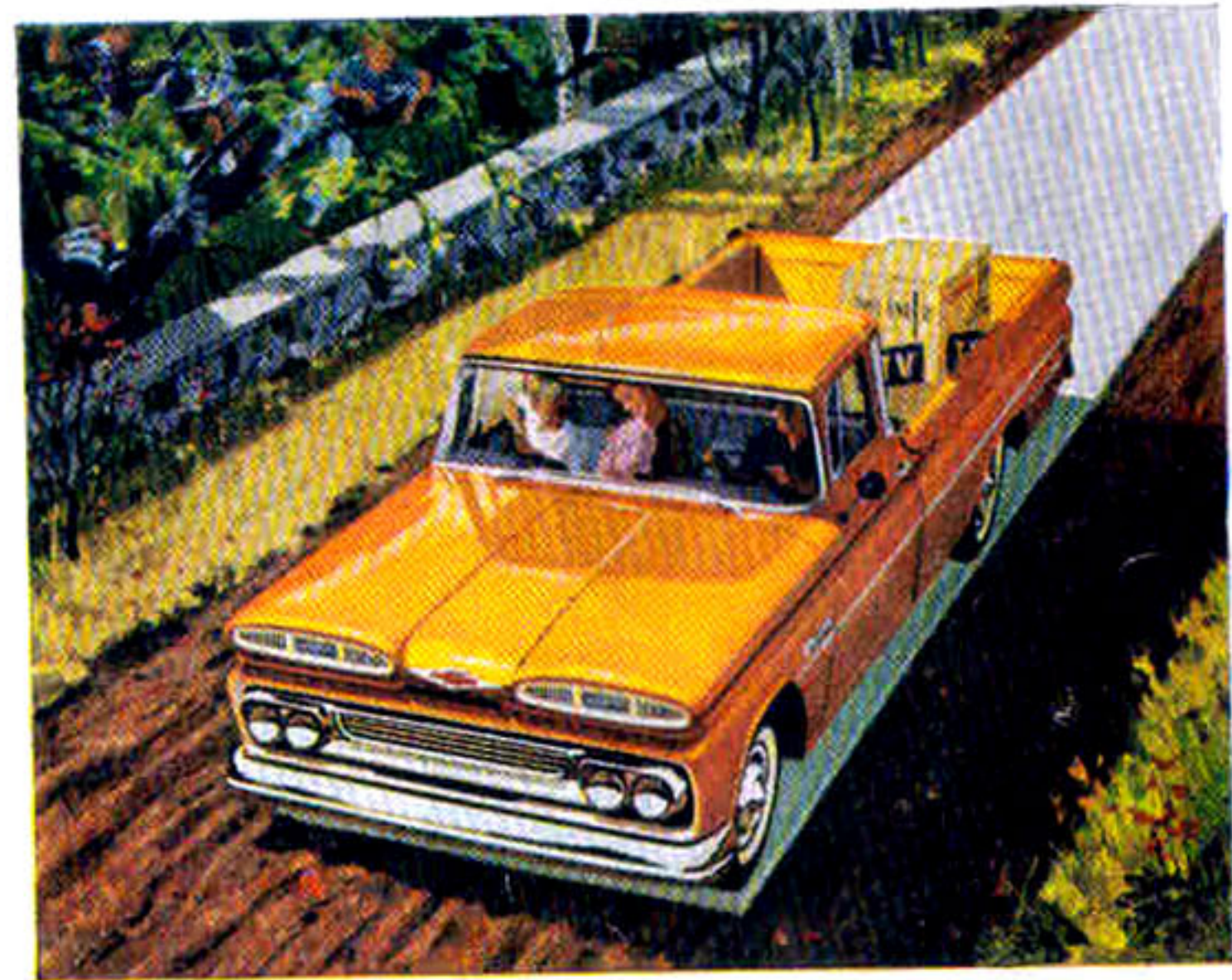
Revolutionary new Chevrolet truck torsion-spring ride...

the next best thing to paving every road in America!

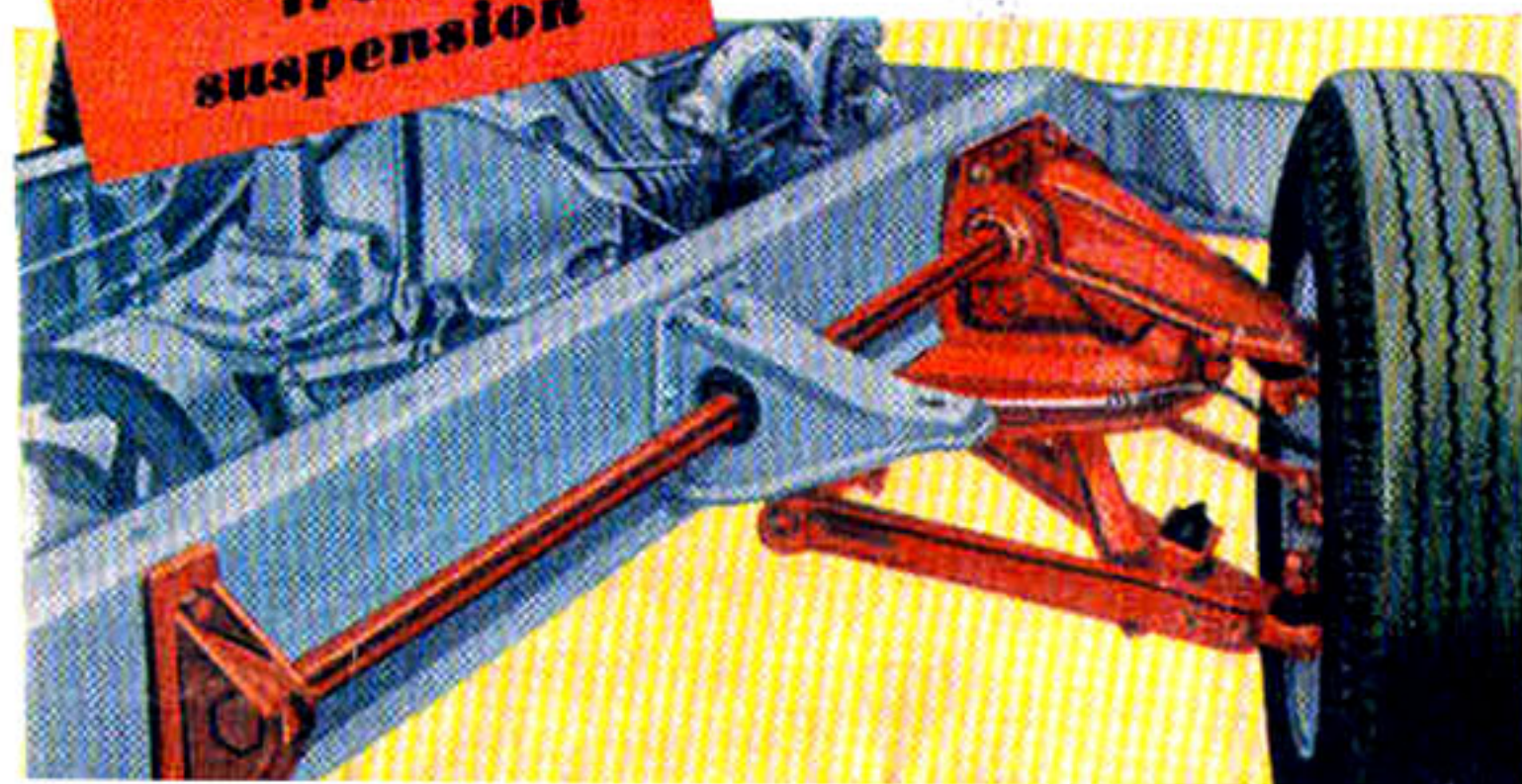
It's the biggest news since trucks began . . . the smoothest — and *toughest* — thing that ever came between a road and a load! With the totally new 1960 line, Chevrolet introduces a new KIND of truck, geared to the newest trends in transportation. Here is a new concept in truck engineering, one that provides truly remarkable new ride, roadability, and truck ruggedness. The revolutionary new ride cushions cargo and driver alike, and prolongs truck life by softening the effects of road shock on every compo-

nent. Surer, easier handling and steering mean greater safety on the road — braking dive, fore-and-aft pitch, and cornering lean and sway are cut way down. Higher safe speeds are possible for shorter run times and bigger truck-operating profits!

Inches lower outside, Chevrolet's new Comfort-King cabs offer new entry-and-exit ease, plus new roominess inside in every comfort dimension — more head room, more leg room, more hip and shoulder room, seat width and usable floor space. In addition, there's a new engine lineup, new stopping power and new payload-carrying frame strength, plus new cargo-handling convenience and service accessibility. All this is yours in Chevrolet trucks for 1960!

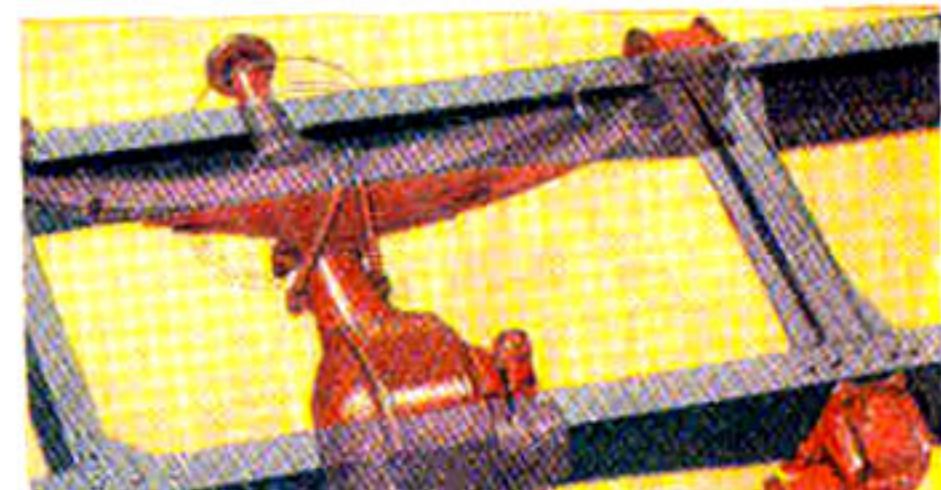
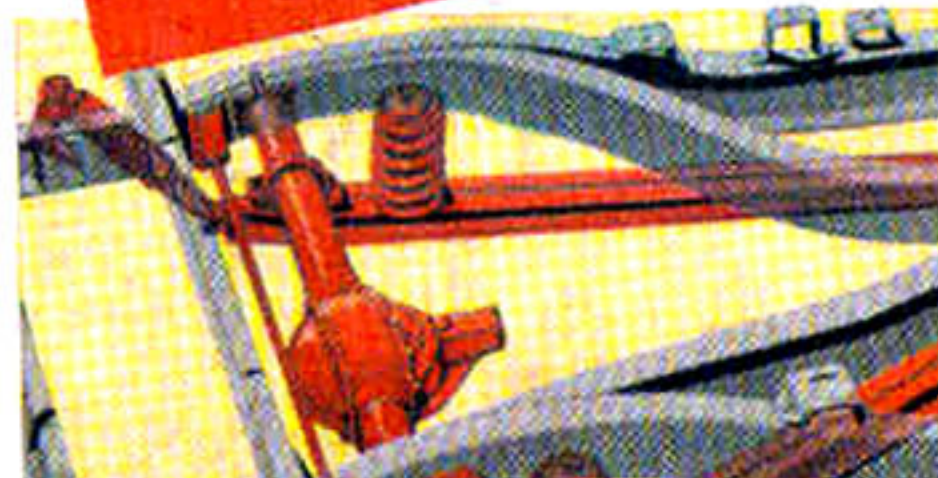


new
torsion-spring
independent
front
suspension



new

*ride-balanced rear suspensions
—tailored for top riding qualities
and big-payload capacity*



Revolutionary new independent front suspension systems with torsion bar springing are the biggest reason for Chevy's remarkable new ride and handling ease. Gone is the jolting I-beam front axle between the wheels, along with the erratic steering and wrenching wheel fight when one wheel takes a bump. Smooth, friction-free torsion springs cushion out small bumps as well as big ones, and reduce road shock like no truck suspension has ever done before. And in repeated torture testing, these new Chevrolet torsion springs have outlasted conventional springs without a sign of failure! Capacities and component arrangement differ between light-duty and medium- and heavy-duty models, but all feature top durability and high load capacity.

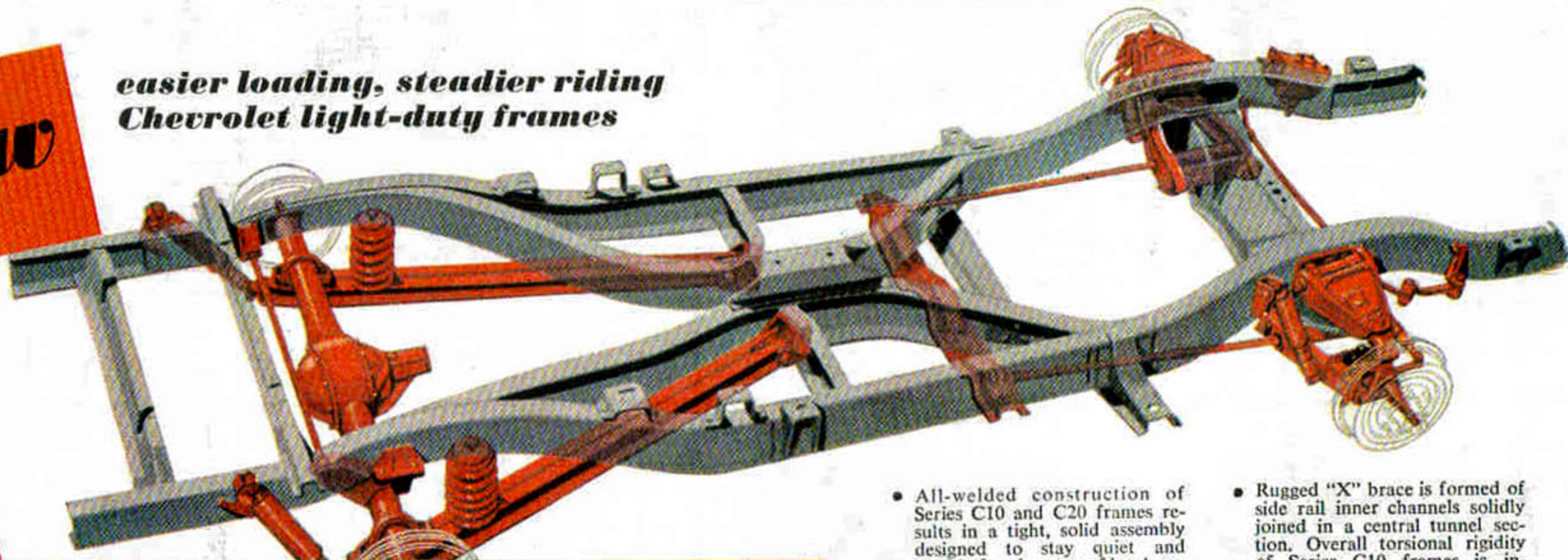
Series 10 and 20 — For unprecedented light-truck ride, high-capacity coil springs cushion the rear axle. With precise axle control by rugged radius arms and lateral stabilizer, springs are free to cushion with maximum effectiveness.

Series 30 and 40 models feature new leaf spring rear suspensions. Length, thickness and shape of leaves combine for a very effective cushioning action. New shackles add to durability and control.

Series 50, 60, 70 and 80 — New variable-rate rear leaf springs combine new high load capacity and wide-range cargo protection with unprecedented big-truck ride. Cam-contoured hanger brackets shorten effective spring length as springs are deflected, increasing firmness in response to increasing load — by as much as five times at rated capacity. Special lower half-leaf serves as control arm, eliminating conventional eyes, pins and shackles.

**easier loading, steadier riding
Chevrolet light-duty frames**

new



ruggedness and roadability in medium- and heavy-duty frames

new

Many frames for Series 50 through 80 models feature new strength, stamina and torsional rigidity. Frame rail section modulus has been increased as much as 57% in some models, boosting Chevy's ability to stand up under heaviest loads. Box-section rail design up front, and a massive "K" or "X" brace cross-member add up to top stamina in roughest going.

Longer wheelbase frames for Series 50 through 80 trucks combine front and rear box-rail sections with a brawny central "X" brace, giving up to 4.8 times more torsional rigidity. In every Chevrolet frame, all structural members are of premium-quality, high-tensile-strength steel.

- All-welded construction of Series C10 and C20 frames results in a tight, solid assembly designed to stay quiet and trouble-free in years of hard use.
- Rugged "X" brace is formed of side rail inner channels solidly joined in a central tunnel section. Overall torsional rigidity of Series C10 frames is increased by more than *ten* times!
- New Series C10 and C20 frames feature box-section side rail rigidity, with new inner channel members welded in to enclose outer channels in forward and rear sections. Tapering frame design offers broad-based body support, plus wide-stance rear stability.
- Deep box-section front cross-member adds extra frame stiffness up front and forms a firm base for the new independent suspension system — precision front wheel alignment is built in to last longer.
- Series P20, P30, C30 and C40 frames feature deep single-channel construction. Parallel-rail design permits easy installation of special bodies.
- New drop-center frame design, featured in most light-duty models, keeps center of gravity down for top stability on the road. Also, it makes possible lower cab heights for easier entry and exit.



Model C1434 Fleetside Pickup



Model C3604 Stepside Pickup

Totally new for 1960...

Sparkling New Models — Pickups, Panels, Stakes, Suburban Carryalls and Chassis-Cabs — with revolutionary new ride, style and ruggedness!

In Chevy's big new light-duty lineup, covering the field from busy 6½-foot pickups through hard-working 12-foot stakes, you're sure to find the one best truck for your job! Pickups are offered in three sizes, with GVW's up to 7,800 lbs.; there are both sleek, high-capacity Fleetside models and



Model C1404 Stepside Pickup



Model C3605 10½-ft. Panel



Model C1403 Chassis-Cab with special service-utility body

SPECIFICATIONS

TYPE	SERIES C14 & C15			SERIES K14			SERIES C25			SERIES K25			SERIES C36			SERIES C40						
	Standard Drive			Four-Wheel Drive			Standard Drive			Four-Wheel Drive			Standard Drive			Standard Drive						
MODEL BODY TYPE, WB (in.)	Model	Body Type	WB	Model	Body Type	WB	Model	Body Type	WB	Model	Body Type	WB	Model	Body Type	WB	Model	Body Type	WB				
	C1403	Chassis-Cab	115	K1403	Chassis-Cab	115	C2503	Chassis-Cab	127	K2503	Chassis-Cab	127	C3603	Chassis-Cab	133	C4103	Chassis-Cab	133				
	C1404	78" Stepside Pickup	115	K1404	78" Stepside Pickup	115	C2504	98" Stepside Pickup	127	K2504	98" Stepside Pickup	127	C3604	108" Stepside Pickup	133	C4109	9' Stake	133				
	C1434	76" Fleetside Pickup	115	K1434	78" Fleetside Pickup	115	C2534	98" Fleetside Pickup	127	K2534	98" Fleetside Pickup	127	C3605	10 1/2' Panel	133	C4303	Chassis-Cab	157				
	C1405	7 1/2' Panel	115	K1405	7 1/2' Panel	115	C2509	8' Stake	127				C3609	9' Stake	133	C4309	12' Stake	157				
	C1406	Suburban Carryall	115	K1406	Suburban Carryall	115																
	C1416	Suburban Carryall	115	K1416	Suburban Carryall	115																
	C1503	Chassis-Cab	127																			
	C1504	98" Stepside Pickup	127																			
	C1534	98" Fleetside Pickup	127																			
GROSS WEIGHT RATINGS	GVW			4300 lb. to 5200 lb.			4900 lb. to 5600 lb.			5500 lb. to 7500 lb.			5700 lb. to 7600 lb.			6700 lb. to 10,000 lb. †			10,000 lb. to 14,000 lb.			
AXLE, FRONT	Type	Independent Suspension			Tubular Driving (Ratio 3.92 to 1) ▲			Independent Suspension			Tubular Driving (Ratio 4.55 to 1) ▲			Independent Suspension			Independent Suspension					
	Rating	2500 lb.			3200 lb.			3000 lb.			2500 lb.			3500 lb.			4000 lb.					
AXLE, REAR	Rating	3500 lb.			Positraction, 3500 lb.			3200 lb.			5200 lb.			7200 lb.			11,000 lb.					
	Ratio	3.90 3.38 3.90 to 1			3.90 to 1			4.57 to 1			4.57 to 1			5.14 to 1			6.17 to 1					
BRAKES, PARKING	Location	Rear Wheels			Rear Wheels			Rear Wheels			Rear Wheels			Propeller Shaft			Propeller Shaft					
BRAKES, SERVICE	Size Front	11" x 2"			11" x 2"			11 1/2" x 2 1/4"			12" x 2"			11 1/2" x 2 1/4"			11 1/2" x 2 1/4"					
	Size Rear	11" x 2"			11" x 2"			11 1/2" x 2 1/4"			12" x 2"			13" x 2 1/2"			15" x 4"					
	Total Lining Area	167 Sq. In.			167 Sq. In.			239 Sq. In.			190 Sq. In.			252 Sq. In.			368 Sq. In.					
	Booster	•			•			•			•			7" Hydrovac			11" Diaphragm					
ENGINE	Type	★ Thriftmaster, 6-Cyl.		Trademaster V8		Thriftmaster, 6-Cyl.		Trademaster V8		Thriftmaster, 6-Cyl.		Trademaster V8		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.		235.5 Cu. In.		283 Cu. In.		235.5 Cu. In.		283 Cu. In.		235.5 Cu. In.		283 Cu. In.		
	Gross Horsepower	135		160		135		160		135		160		135		160		135		160		
	Gross Torque	217 Ft.-lb.		270 Ft.-lb.		217 Ft.-lb.		270 Ft.-lb.		217 Ft.-lb.		270 Ft.-lb.		217 Ft.-lb.		270 Ft.-lb.		217 Ft.-lb.		270 Ft.-lb.		
	Clutch Dia.; Fading Area (sq. in.)	10 1/2; 100 11 1/2; 124		11 1/2; 124		11 1/2; 124		11 1/2; 124		10 1/2; 100 11 1/2; 124		11 1/2; 124		10 1/2; 100 11 1/2; 124		11 1/2; 124		11 1/2; 124		11 1/2; 124		
	Cooling Capacity	17 Qt. 17 1/2 Qt.		17 1/2 Qt. 18 Qt.		17 Qt. 17 1/2 Qt.		17 1/2 Qt. 18 Qt.		17 Qt. 17 1/2 Qt.		17 1/2 Qt. 18 Qt.		17 Qt. 17 1/2 Qt.		17 1/2 Qt. 18 Qt.		17 1/2 Qt. 18 Qt.		17 1/2 Qt. 18 Qt.		
FRAME	Side Roll Dimen.; Sec. Mod.	5 1/2" x 2 1/2" x 1 1/2"; 3.39 (Series C14)			7 3/8" x 2 1/2" x 3/4"; 5.09			5 1/2" x 2 1/2" x 3/4"; 3.91			7 3/8" x 2 1/2" x 3/4"; 5.09			7 3/8" x 2 1/2" x 3/4"; 5.09			8 1/2" x 2 1/2" x 3/4"; 6.28 (Series C41)			8 3/8" x 2 1/2" x 3/4"; 7.29 (Series C43)		
		5 1/2" x 2 1/2" x 3/4"; 3.08 (Series C15)																				
FUEL TANK	Capacity	18 1/2 Gal. (20 Gal., C1405-06-16)		20 1/2 Gal.		18 1/2 Gal. (17 Gal., K1403-06-16)		20 1/2 Gal.		18 1/2 Gal.		20 1/2 Gal.		18 1/2 Gal. (20 Gal., C3605)		20 1/2 Gal.		18 1/2 Gal.		20 1/2 Gal.		
GENERATOR	Volts, Amps	12; 30 12; 35 12; 40 12; 50♣		12; 30 12; 35 12; 40 12; 50♣		12; 30 12; 35 12; 40 12; 50♣		12; 30 12; 35 12; 40 12; 50♣		12; 30 12; 35 12; 40 12; 50♣		12; 30 12; 35 12; 40 12; 50♣		12; 30 12; 35 12; 40 12; 50♣		12; 30 12; 35 12; 40 12; 50♣		12; 30 12; 35 12; 40 12; 50♣				
SHOCK ABSORBERS		Front & Rear		HD Rear		Front & Rear		HD Front & Rear		Front & Rear		HD Front & Rear		Front		HD Front & Rear		Front		HD Front & Rear		
SPRINGS, FRONT	Type	Torsion			Leaf; 44" Long x 2" Wide			Torsion			Leaf; 44" Long x 2" Wide			Torsion			Torsion					
	Cap. at Ground	1250 lb.			1650 lb. (10-leaf)			1250 lb. 1500 lb.			1750 lb. (10-leaf)			1500 lb. 1750 lb.			1750 lb. 2000 lb.					
SPRINGS, REAR	Type; Length & Width	Coil			Leaf; 52" x 2 1/2"			Coil			Leaf; 52" x 2 1/2"			Leaf; 52" x 2 1/2"			Leaf; 52" x 2 1/2"					
	No. of Leaves; Cap. at Ground	1250 lb.		2000 lb.		6; 1900 lb.		2000 lb. 3000 lb.		6; 1900 lb. 8; 3150 lb.		8; 2400 lb. 10; 4150 lb.		10; 5000 lb. 12; 6350 lb.								
STEERING	Ball-Gear Ratio; Wheel Dia.	24.0 to 1; 17"			24.0 to 1; 17"			24.0 to 1; 17"			24.0 to 1; 17"			24.0 to 1; 17"			24.0 to 1; 17"					
TIRES	Standard	6.70-15/4PR Front, Single Rear & Spare			6.70-15/6PR Front, Single Rear & Spare			7-17.5/6PR Front & Single Rear			7-17.5/6PR Front & Single Rear			8-17.5/6PR Front; 8-17.5/8PR Single Rear			8-19.5/6PR Front & Dual Rear					
	Maximum	7-17.5/6PR Front, Single Rear & Spare			7-17.5/6PR Front, Single Rear & Spare			8-19.5/8PR Front & Single Rear			8-19.5/8PR Front & Single Rear			8-17.5/8PR Front & Dual Rear †			8-19.5/10PR Front & Dual Rear					
TRANSFER CASE	No. of Speeds	2			2			2			2			2			2					
TRANSMISSION	Type	Synchro		HD Synchro		Synchro		Powerglide		Synchro-Mesh		Synchro-Mesh		Synchro-Mesh		HD Synchro-Mesh		Synchro-Mesh				
	No. of Speeds	3		3		4		2		3		3		4		3		4				
WHEELS	Type	6-Stub Disc			6-Stub Disc			8-Stub Disc			8-Stub Disc			8-Stub Disc			5-Stub Disc, Front; 10-Stub Disc, Rear					
	Std. Rim Size; Max. Rim Size	5K; 5.25"			5K; 5.25"			5.25"; 5.25"			5.25"; 5.25"			5.25"; 5.25"			5.25"; 5.25"					

EQUIPMENT SHOWN IN LIGHT FACE ITALICS OPTIONAL AT EXTRA COST

• Available as necessary item.

♣ Low cut-in type

▲ 6PR tires standard on Models C1406-C1416.

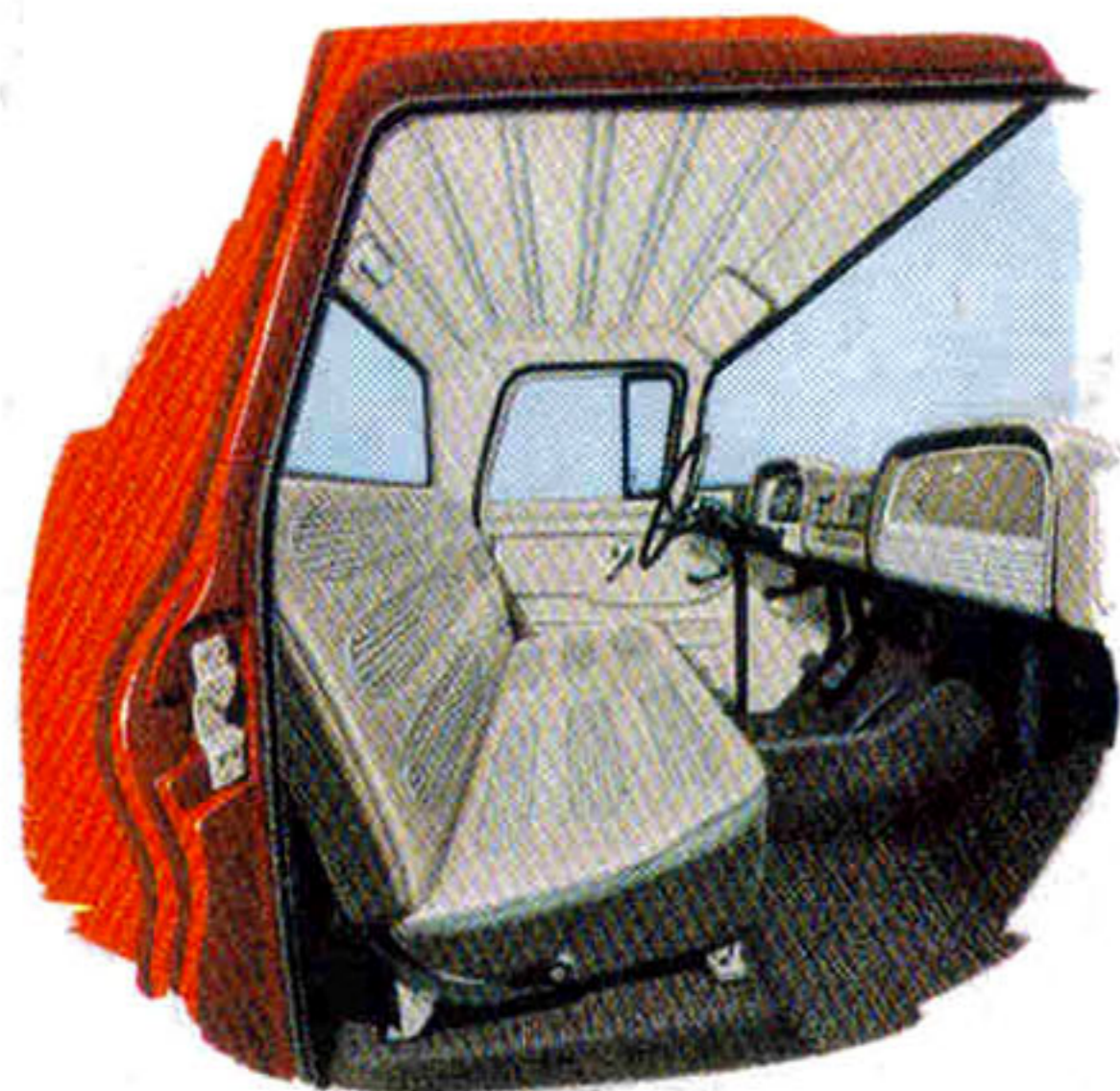
★ Thriftmaster engine with maximum economy carburetor and 3.38 ratio rear axle available as extra cost option on Series C14 and C15 with standard 3-speed Synchro-Mesh transmission.

▲ Free-wheeling front hubs optional at extra cost.

♣ Max. GVW 7800 lb. for Series C36 Pickup and Panel.

† Dual rear tires not available on Pickup or Panel. Max. tires on C36 Pickup and Panel models are 8-19.5/10PR front and single rear.

New 1960 comfort-king cabs with new ruggedness, new roominess!



There's new easy-going, quiet comfort and real man-sized roominess in these extra-rugged new Chevrolet cabs for 1960. A 26 percent increase in windshield area gives you a pilothouse view of the road ahead, and longer wiper blades keep more of it clear in bad weather. Nearly six inches more hip room, plus more shoulder room, head room, leg room and new door sealing all contribute to Chevy's new concept in driver comfort. In addition, you get a new *kind* of truck seat and new suspended clutch and brake pedals . . . plus scores of other advanced features that add up to working conditions as pleasant as any driver could ask for!

Chevrolet's Comfort-King Custom Cab (optional at extra cost) features distinctive exterior styling highlights with chrome door pillar and rear belt line moldings, plus bright accents edging windshield, side windows and ventipanes. Custom Cab also includes chrome radiator grille and chrome hub caps on Series 10, 20 and 30 single-wheel models, plus full-length side moldings on Fleetside pickups. 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 extras include a right-hand sunshade, left-hand armrest and key locks for both doors, and cigar lighter.

- New double-panel roofs are deeply sculptured — and inner panels ribbed — for maximum rigidity. Thick felt insulation between panels helps keep out noise, heat and cold.

- Doubled-walled cowl forms high-strength arch structure up front, makes a big contribution to cab torsional rigidity.

- New triangulated structure of fender skirts and radiator bulkhead forms rigid base for entire front end sheet metal assembly.

- New door hinges, new weather stripping and improved latch design keep doors sealed more positively against dust and moisture.

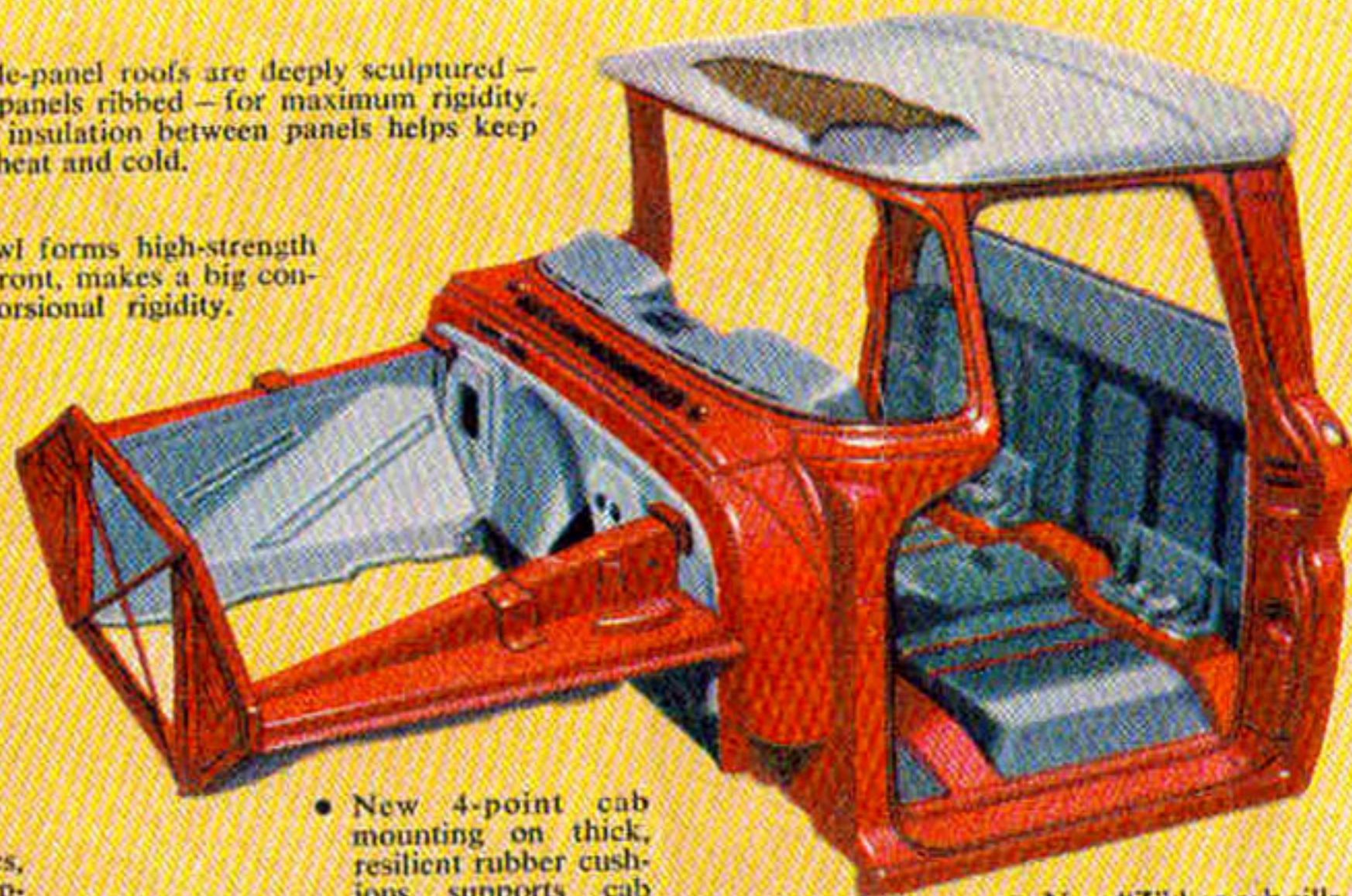
- New suspended clutch and brake pedals eliminate hard-to-seal pedal holes in floor, help keep dust and moisture, road noise and fumes out of cab interior.

- New 4-point cab mounting on thick, resilient rubber cushions supports cab securely on frame with maximum isolation from road shock and noise.

- Elimination of interior step cutout makes floor width fully usable. Convenient running boards ease entry and exit on Series 50 and up models.

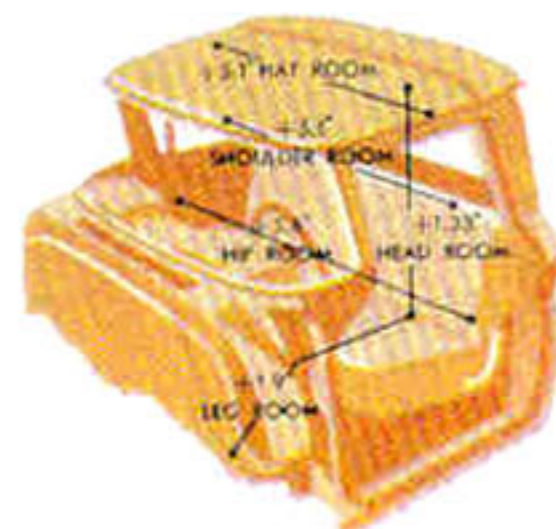
- New "Z"-bar cab sills extend full length of cab floor. They tie in solidly fore and aft with new hat-section cross sills.

- Box-section door pillars add extra stiffness to cab and help to keep close door alignment and tight sealing.



Chevrolet's new seat combines real driver comfort with outstanding new durability and ride control. Under its thick foam cushion is a new spring design combining S-wire, coil and flat spring elements.

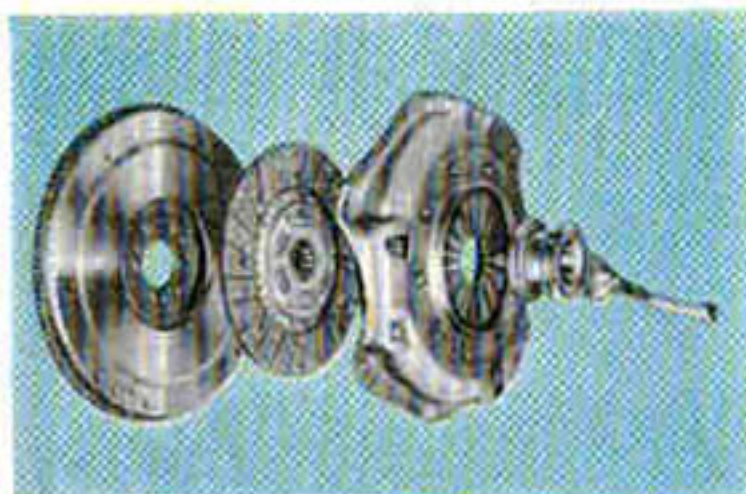
There's more room inside in every comfort dimension, as shown at the right — yet, Chevy cabs are inches lower outside.



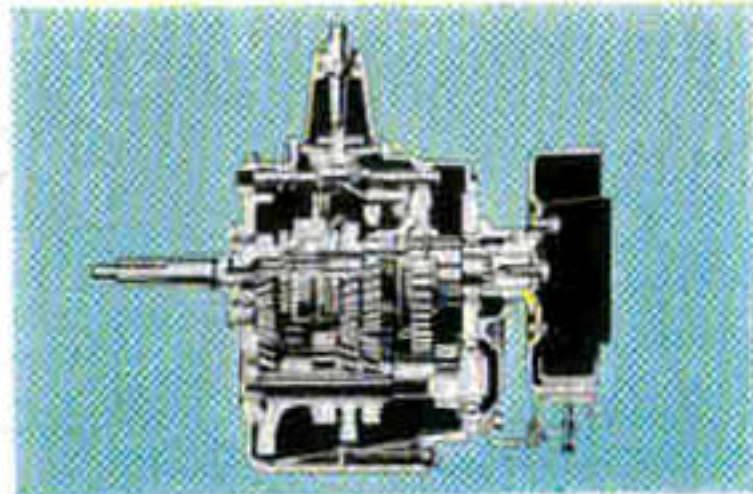
ACCESSORIES

Chevrolet offers a full range of accessories to meet your needs for on-the-job comfort, safety and convenience. Safety equipment includes windshield washers, directional signals, marker lights, reflectors, mud flaps, flags and flares. Among other high-quality Chevrolet accessories are air conditioning, radios, heaters, step-bumper, sun visors, grille guards, power brakes, mirrors, seat belts.

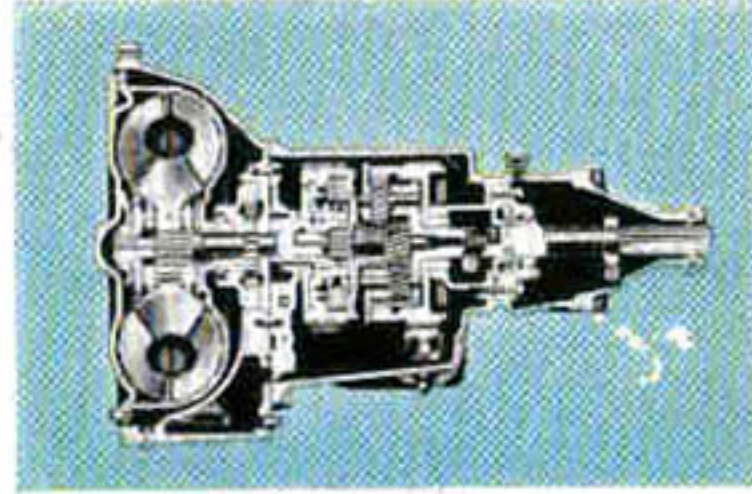
Tough-service components add extra durability in all models!



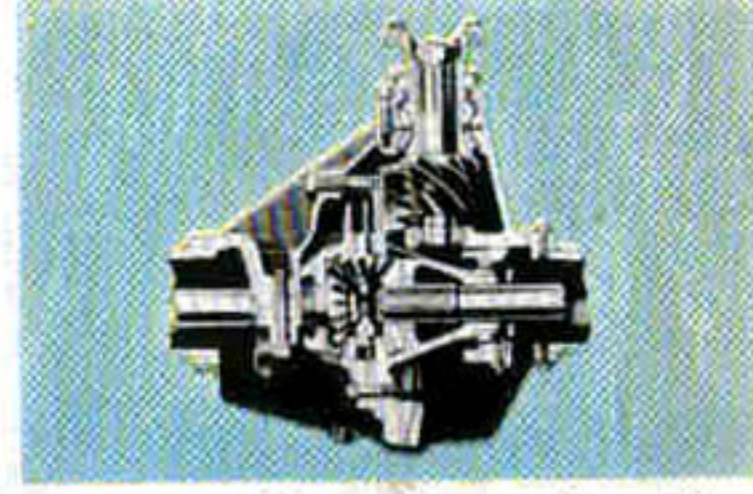
Long-lasting clutches with new hydraulic control — Clutches are power-matched to engine and class of service. Durable, easy-operating 10- and 11-inch diaphragm-spring units are furnished with the Thriftmaster 6 engine. Jobmaster 6 and Trademaster and Taskmaster V8's feature 11-inch high-capacity coil-spring clutches, and a 13-inch coil-spring unit is furnished with Workmaster and Workmaster Special V8's. With new hydraulic actuation on most models, pedal action is fluid-smooth.



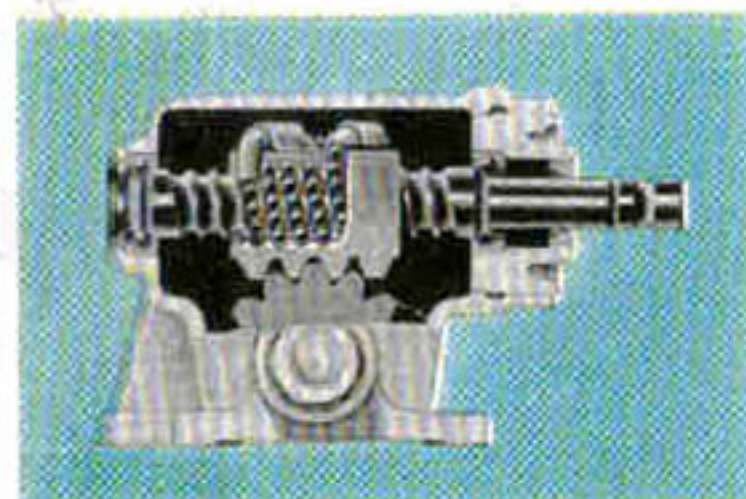
Rugged Synchro-Mesh Transmissions — A wide range of tough-built Synchro-Mesh transmissions tailors Chevrolet's power team lineup for peak performance in every kind of duty. Included are conventional 3-speed and optional 3-speed heavy-duty* units for light trucks; 4-speeds for larger light-duty trucks and all medium-duty Series 50 and 60 models; and a big line of 5-speed units, optional in Series 60 models* and standard in 70's and 80's.



Three automatic drives available — A new Chevrolet Powerglide* unit, now available in Series C10 and C20 models, offers automatic driving ease tailored to the light-duty field. Chevrolet Hydra-Matic*, available in all Forward Control models, features fluid-cushioned drive-line protection for severe stop-and-go service. In Series 60, 70 and 80 models, rugged 6-speed Chevrolet Powermatic* is available, for unparalleled big-truck driving ease and convenience.



Wide range of rugged rear axles — Chevrolet's new rear axle lineup offers new ruggedness in many models, plus tailored payload performance throughout the line. Chevrolet-built full-floating axles offer increased durability with new induction-hardened axle shafts. Spartan models are equipped with Eaton axles, including a new 16,000-lb. Series 70 axle and an 18,500-lb. unit for Series 80's, both featuring rugged spiral bevel gearing and Inductalloy axle shafts.



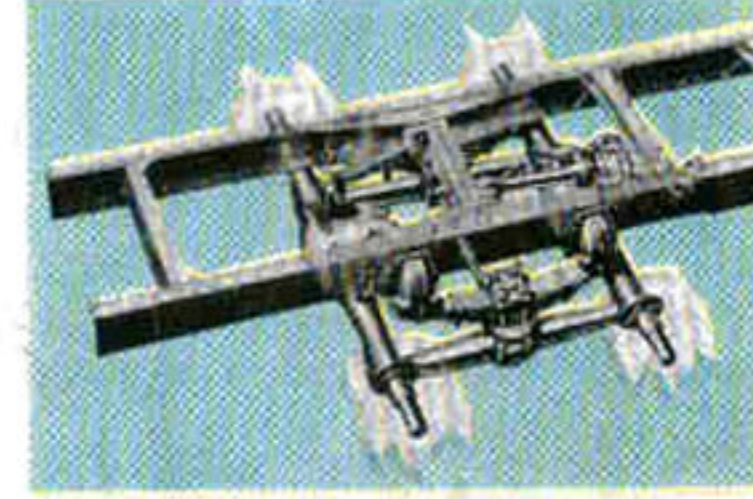
Low-friction Ball-Gear steering in every model — In the Chevrolet Ball-Gear unit, steering effort is transmitted smoothly through a continuous train of rolling, polished steel balls. Steering gear friction is at a minimum. In addition, the new independent front suspension features low-friction spherical joints, reducing steering effort still further. So outstanding is Chevy's new handling ease that power steering* is now offered only for Series 60 and heavier models.



Big brakes for top stopping power — New braking area in most light-duty and all heavy-duty models tailors braking performance to load capacity, with increases in lining area of up to 48 percent. New vacuum-hydraulic power units on Series 50 through 80 models—optional* on 40's—feature increased size for bigger power boost and surer "feel." For Series 60, 70 and 80 models, optional air-hydraulic brakes* are available, and full-air brakes* are also offered for 70's and 80's.



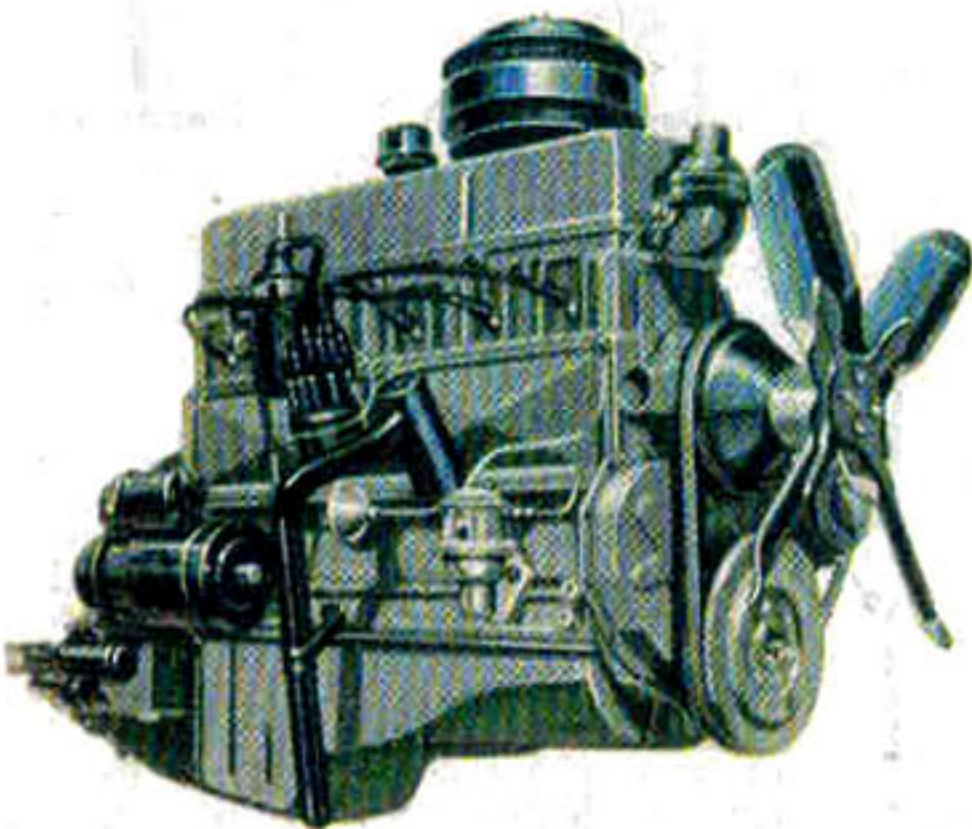
Rugged wheels to keep big loads rolling longer — Durable disc wheels are standard on all Series 10 through 60 models, with cast-spoke type on Series 70 and 80 Spartans. Optional at extra cost are cast-spoke wheels for Series 60 models** and 10-stud heavy-duty Budd-type disc wheels for 70's and 80's. New 5- and 10-stud disc wheels on medium-duty models simplify maintenance. All wheel and tire assemblies are factory balanced. **With 7,000-lb. front suspension.



New Eaton-Hendrickson tandem axle for M70 models — Two Eaton 16,000-lb. axles and Hendrickson RT320 suspension are combined for added durability in Series M70 tandem models. Inter-axle differential in power divider eliminates wheel "fight" between axles due to mismatched tires, and can be locked out for full two-axle traction in tough going. Rugged equalizer beams and torque rods offer positive axle control.

*Optional at extra cost.

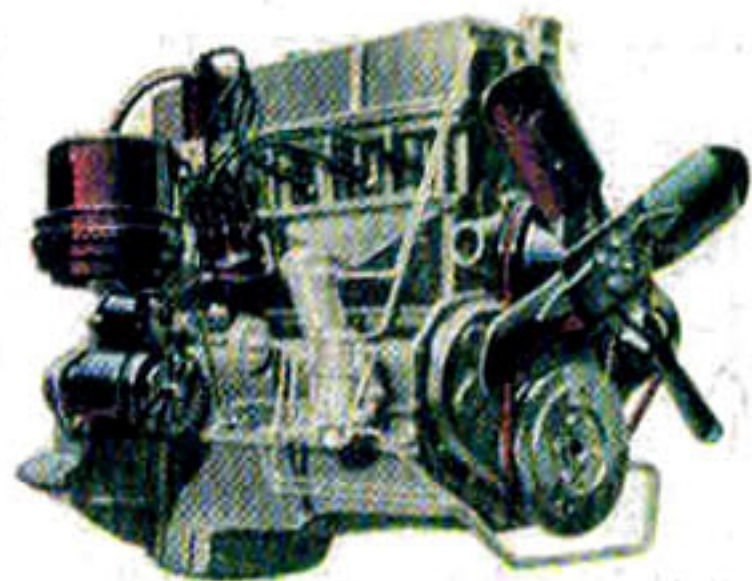
1960 Chevrolet truck power—engineered for extra savings and longer life



THRIFTMASTER 6

Series 10 through 50 (except P20 & P30)

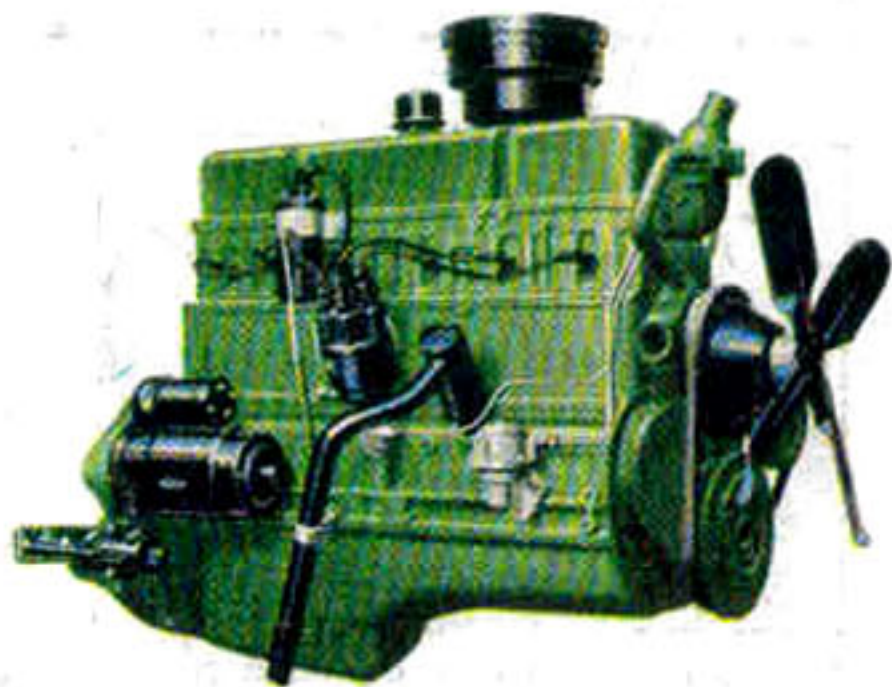
Here's 235 cubic inches of lean, hustling muscle with a well-earned reputation for top truck economy. It's now standard equipment up through the Series 50 models, including the new Low Cab Forward L50's. With an 8.25 to 1 compression ratio, it develops a smooth 135 h.p., using low-cost regular grade fuel. Extra-quality and durability features include new key-turn positive-shift starter, plus high-alloy steel exhaust valves, heavy-duty bearings and oil-bath air cleaner. In the Thriftmaster as supplied for Series 50 models, exhaust valve Rotocoils are also standard equipment, boosting durability for heavier service.



THRIFTMASTER SPECIAL 6

Series P20 and P30 models

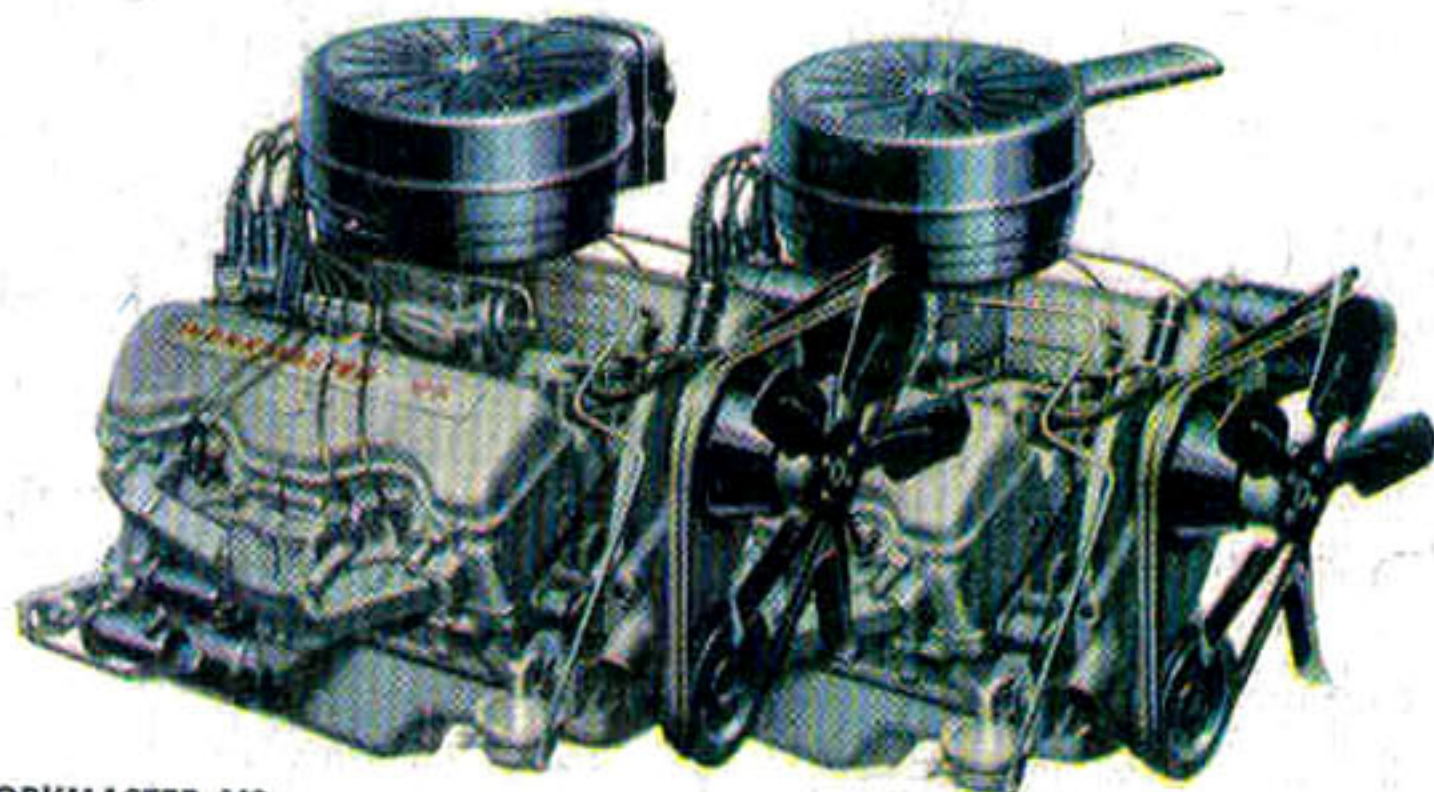
Specially equipped for tough stop-and-go duty of Forward Control models, the Thriftmaster Special develops 135 h.p. with 235 cubic inches of displacement. Standard equipment includes economy-contoured camshaft, positive shift starter, high-alloy steel exhaust valves, heavy-duty bearings and oil-bath air cleaner, plus a sealed, positive crankcase ventilation system and a thrifty updraft carburetor.



JOBMASTER 6

All Series 60 models

Here's a big-truck six with top toughness and economy, and 261 cubic inches of hard-working displacement. Built to keep going and saving on every kind of job, the 150-h.p. Jobmaster is loaded with heavy-duty truck engine features. Heavy-duty bearings, plus Stellite-faced exhaust valves equipped with positive-acting Rotocoils, combine to produce stamina and dependability for toughest duty.



WORKMASTER V8

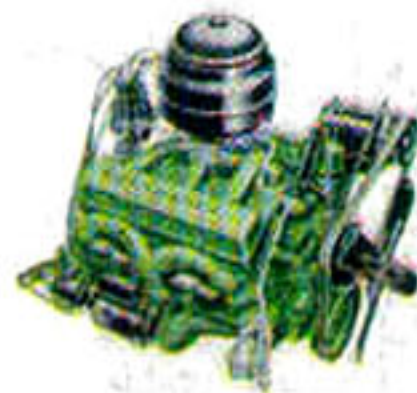
M70 Tandems and all Series 80 models

With 348 cubic inches of big-engine muscle, the 230-h.p. Workmaster is built to deliver big-payload performance with top operating economy. Heavy-duty valve system includes hydraulic lifters, plus Stellite-faced exhausts with Rotocoil rotators, and hardened seat inserts. Four-barrel carburetor, premium-alloy Moraine 400 bearings, 5-blade heavy-duty fan, full-flow oil filter and 2-pint oil-bath air cleaner are standard equipment.

WORKMASTER SPECIAL V8

Series C70, L70, S70 and T70 models

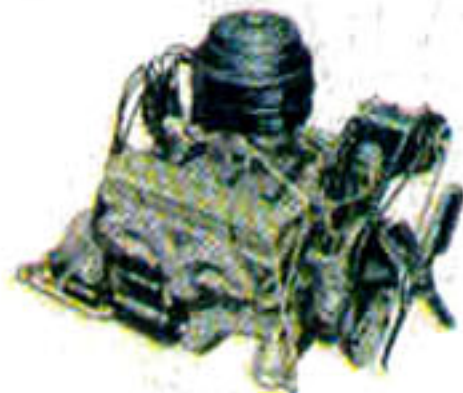
Big displacement—348 cubic inches—and two-barrel carburetor economy are efficiently combined in the 185-h.p. Workmaster Special V8 engine. Combustion chambers are precision-machined entirely in the block for balanced power output and lasting smoothness. Durability features are the same as the Workmaster V8, including heavy-duty valves, premium-alloy bearings, oil filter and oil bath air cleaner.



TASKMASTER V8*

All Series 60 models

For rough-duty V8 performance in big Series 60 Viking models, the 160-h.p., 283-cubic-inch Taskmaster offers a full complement of heavy-truck-engine features. Exhaust valves are hard-faced, of high-alloy steel, with hardened seats and positive-acting Rotocoils. Top compression rings are chrome-faced, crankshaft bearings are of premium alloy, and standard equipment includes a governor, full-flow oil filter and 2-pint oil-bath air cleaner.



TRADEMASTER V8*

Series 10 through 50 (except Series P20 & P30)

Here's optional V8 power for all light-duty conventional trucks, and medium-duty Series 50 models as well. With its 283-cubic-inch displacement, 8.5 to 1 compression ratio, wedge-type combustion chambers, and high-efficiency short-stroke design, the Trademaster turns out 160 h.p. with 270 lb.-ft. of torque. For heavier duty in the Series 50 installation, the Trademaster is also equipped with high-alloy steel valves, exhaust valve Rotocoils, and a 5-quart oil pan.

*Optional at extra cost.