

'79 Chevrolet V8



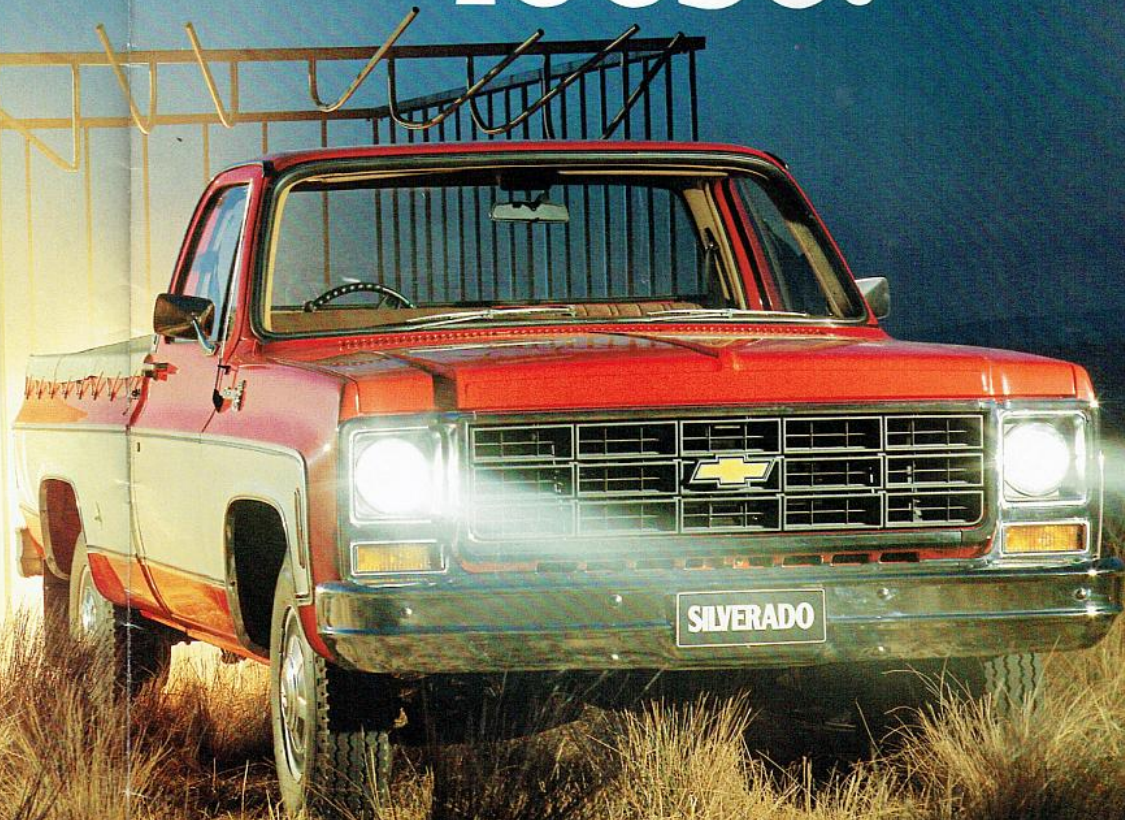
**We're not releasing the new Chevrolet V8.
The Brute's turned itself loose.**



And with its new 165 bhp V8, whipped by a 4 barrel carb and high-energy electronic ignition, it's raring to go.

Top of the new Chevy line for '79 is a beautiful Brute – the Silverado pickup, also the C-20 and C-30 cab-chassis for toting your choice of special tray, van, camper body or Luton Peak. One way or another, you'll find there's a Chevrolet that fits into your future.

The Brute's loose.





the lower door panels to the door map-pockets, and soft vinyl headlining. In the driver's seat you're greeted by a comprehensive display of instruments, custom steering wheel with steering lock and chrome shift lever. Controls for the flow-through ventilation are close to hand. (There's provision for air conditioning.)

Radio, heater, the works.

The rest of Silverado's driving comfort features read like a luxury car catalogue: radio, heater-demister with three-speed fan, windshield wiper-washers, big lock-up glove-box, ash tray with inbuilt cigarette lighter, courtesy lights, inertia reel seat belts, twin padded sun visors, door armrests and a foot-operated parking brake.

On the road - surprise! It's quiet inside Silverado. All that carpet, plus heavy insulation in the firewall and under the bonnet soak up engine and road noise. Silverado adds up to a stunning combination of Brute power, silky quiet, good looks and the ability to work for a living.

V8 power for work and play.

Chevy Silverado and C-20 Fleetside pickups, also C-20 and C-30 cab chassis, now give you the extra power and torque of a barrel-chested V8 - Chevrolet's classic 350 cubic inch (5.7 litre) engine, proved in the U.S. by thousands of users in all 50 states.

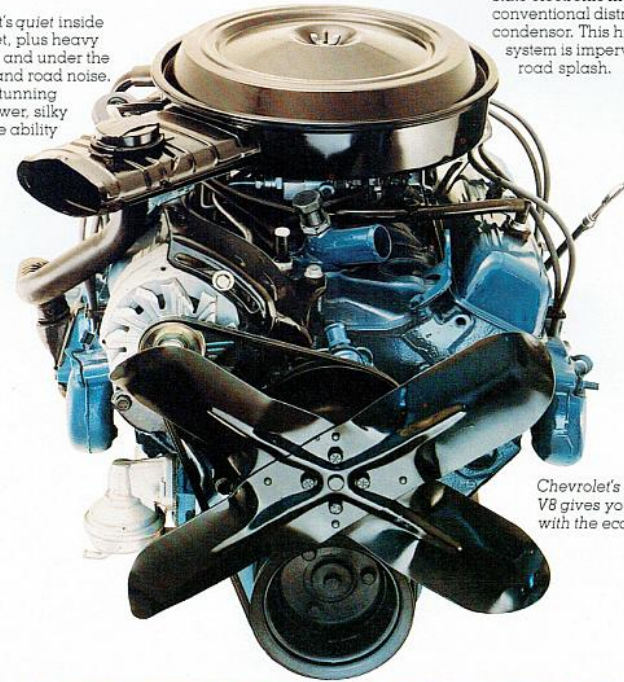
Over-square dimensions, with a big bore of 101.6 mm and stroke of 88.4 mm keep piston speeds down and wear to a minimum. A compression ratio of 8.5 to 1 and specially designed combustion chamber shape permits this engine to run on Standard fuel, a meaningful saving these days.

Low revs - low wear.

Chevy's V8 develops full power of 165 bhp at a low, lazy 3800rpm, which means engine moving parts are at lower stress. In contrast, Chevy's major competitor produces its maximum at 4500 rpm on Super grade fuel.

The 4-barrel Rochester carburettor features automatic choke for controlled warm-up and fuel-saving. Overhead valves are operated by hydraulic valve-lifters which eliminate the need for tappet adjustments.

A magnetic pulse generator and solid state electronic module dispense with conventional distributor points and condenser. This high-energy ignition system is impervious to moisture and road splash.



Chevrolet's 350 cubic in. (5.7 litre) V8 gives you the power you need, with the economy of Standard fuel.

Silverado - great style for town and country.

Good-looking enough to park beside any prestige car in town, tough enough to hack it outback - that's the new Chevy Silverado.

You can make it work like a dog for its living, carrying big loads from fat pigs to fence posts. And with its V8 power, you can tote caravans, floats or boats. The Silverado is versatile enough to do it all while you sit back in sedan-type luxury and enjoy it.

Finished like a car.

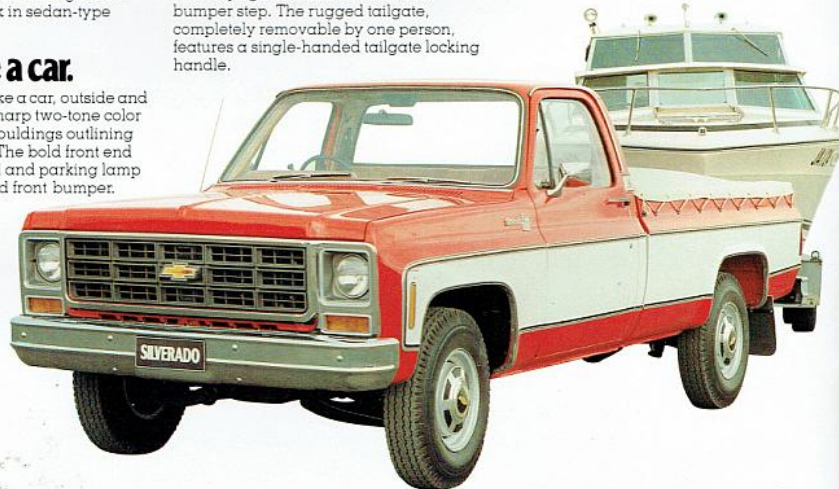
Silverado is finished like a car, outside and in. Outside there's a sharp two-tone color scheme with bright mouldings outlining the body color stripe. The bold front end features integral head and parking lamp bezels, with a chromed front bumper.

Windshield, rear window, tailgate, cab back panel, wheel arch and tail-light mouldings and hub caps are all brightwork too, and set off with twin exterior rear view mirrors and a Silverado nameplate on the front fenders.

At rear a fitted tonneau with bows - covers the pickup box completely. There are twin courtesy lights each side of the rear bumper step. The rugged tailgate, completely removable by one person, features a single-handed tailgate locking handle.

Sedan comforts.

Inside? You could practically live in there, with limousine refinements like a wide, comfortable bench seat upholstered in gold corduroy, color-keyed carpeting that goes wall-to-wall and up



Chevy's tough THM-400 automatic transmission is optional on Silverado, C-20 and C-30's.



Built tough to take all the rough stuff you can hand out.

Under the stylish exterior of Chevy's '79 models is the kind of construction and engineering that's made the name a legend of reliability in Australia and overseas.

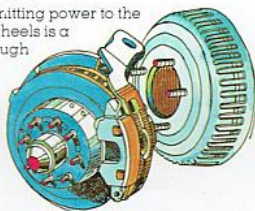
Because they're built tough to work off the road, in places like construction sites in the city, and creek crossings in the bush, Chevrolet has no trouble with metropolitan roads. Around the suburbs, you'll probably never use its enormous basic durability.

Two-stage springs.

At the rear are semi-elliptic leaf springs 63.5 mm (2½ in.) wide, each with nine leaves (10 leaves in the C-30 model) and designed to take up your load in two stages. To reduce brake and power hop, rear shock absorbers are offset — one facing forward, one facing to the rear.

Up front is a massive girder beam with extra-large upper and lower wishbones and coil springs to give you independent suspension, like a car only much tougher, with two-stage hydraulic shock absorbers. The result is a smooth ride for you — and your load.

Transmitting power to the rear wheels is a big, tough



Salisbury-type rear axle/differential which features extra-large crown wheel with fully floating hypoid drive.

When you hit Chevy's brake pedal, the world stops. Big 318 mm (12½ in.) diameter self-adjusting disc brakes up front, and at the rear 330 mm (13 in.) twin-shoe drum brakes, finned for fast cooling, make safe, controlled braking easy. They're power-boosted, too, for light pedal pressures.

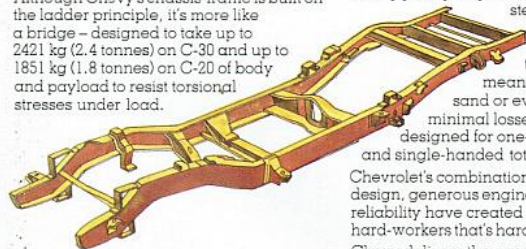
Double walls of steel.

In the body department Chevrolet is a lot more than just handsome sheet metal shapes. All major panels feature double-wall strength. Roof, doors, guards, bonnet, plus box sides and tailgate on pickup models, have one-piece inner and outer panels.

Welded together, each pair of panels gives Chevy enormous torsional rigidity. Even the cab floor panel is embossed, with stiff reinforcing ribs and sub-sills to further strengthen the cab structure.

Ladder-type steel frame.

Although Chevy's chassis-frame is built on the ladder principle, it's more like a bridge — designed to take up to 2421 kg (2.4 tonnes) on C-30 and up to 1851 kg (1.8 tonnes) on C-20 of body and payload to resist torsional stresses under load.



Noise-reducers.

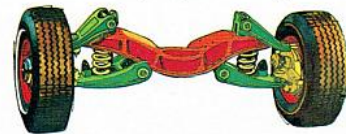
The roof panels contain a sandwich of asphalt-impregnated felt to help deaden noise and reduce vibration.

One-piece door frames make possible a precision fit of doors for weather-tightness. Chevy pickup trays feature a ribbed

steel floor for slide-loading and a closely fitting tailgate which means you can carry sand or even grain with minimal losses. The tailgate is designed for one-hand operation, and single-handed total removal.

Chevrolet's combination of thoughtful design, generous engineering and proven reliability have created a range of hard-workers that's hard to beat for value. Chevy delivers the goods year-in, year out with few if any complaints. With regular maintenance and proper loading it will probably outlast your needs. Many old Chevrolets are still

around to prove we mean it when we say, "We build Chevy tougher than any job!"



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.



C20

Cab-chassis, or Fleetside pickup.

The Chevy C-20 comes as a handsome Fleetside pickup, or as a basic cab-chassis to take the body of your choice. Flatbed, tray and dropside, tow-truck, camper body, Luton Peak – whichever suits your application, Chevy's a great base to build a business or a pastime on. Your GMH Truckpower Dealer can order the body style you specify or you can drive it away to fit up as you please. That rugged ladder-type chassis and massive suspension, together with Chevy's new V8 power, means you can load it up with a total body/payload up to 1851 kg (1.85 tonnes) and go practically anywhere.

Cab comforts.

The C-20 cab, like the Silverado, gives you the big head and shoulder room you need with a full-width, padded bench seat

upholstered in hard-wearing grained vinyl. Door arm-rests, courtesy light, inertia reel seat belts, full-time power ventilation through the three speed fan, flow-through ventilation and heater-demister are standard equipment. The instrument panel gives you a full range of gauges. To add to your convenience, there are twin padded sun visors and twin exterior rear vision mirrors.

Auto or manual.

The floor shift controls a tough, quiet 4-speed gearbox with synchromesh on all but First gear, married to a hefty 302 mm (11.875 in.) diam. clutch. Three-speed Turbo Hydramatic automatic transmission with column shift is an optional extra with the new V8 – a great help particularly if you operate in metropolitan traffic.



C30

The long wheelbase, dual wheel cab-chassis.

Built to lug 2.3 tonnes.

The Chevy C-30 for '79, now with V8 Brake power, is made for the man who wants to carry heavier loads than the C-20 handles. C-30 has the same generous cab comforts as the C-20, and the same tough double-wall cab construction. But this one has deeper, wider, thicker chassis sidemembers, dual rear wheels, a wider front track, plus a 4051 mm (159 in.) wheelbase which is 28 in. longer than the C-20.

Rear leaf springs are more than 1 1/4 in. thicker overall with an extra, auxiliary leaf spring. On the front and rear suspension are heavy duty, double-acting hydraulic shock absorbers.

All this extra strength upgrades the C-30's carrying capacity 2421 kg (2.4 tonnes).

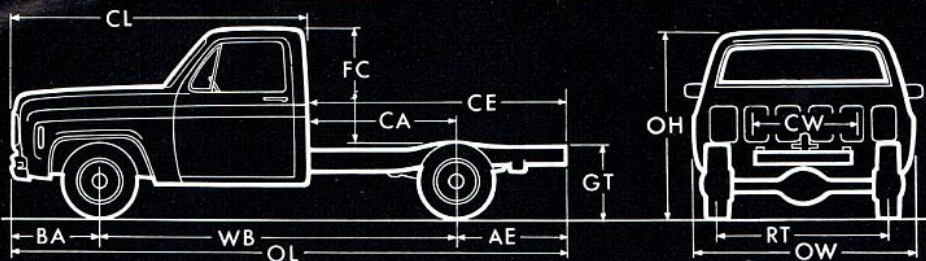
Beefed up for bigger loads.

Tyres and brakes on the C-30 are also beefed up for bigger loads. Front discs and rear drums have a total swept area of 3620 sq. cm., or more than 17.5% more than the C-20.

For all its extra length, strength and carrying capacity, the Chevy C-30 still handles and manoeuvres easily. For all kinds of reasons, it's the truck you want when you want to do a big, tough job.

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 410 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 that are right for Australia. Chevrolets from America. Isuzus from Japan. And Bedfords from England.



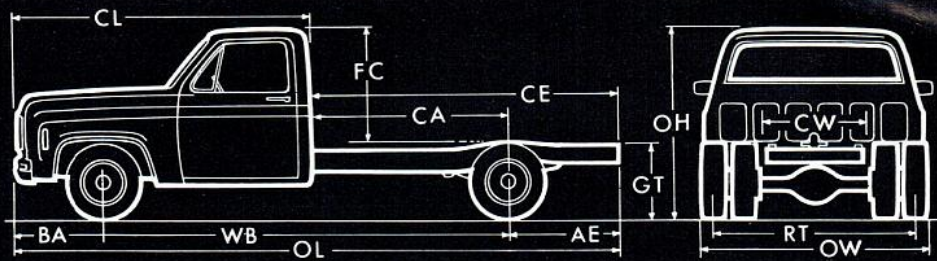
Dimensions/Chassis Weight

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:		
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

GWV	GCW	TYRES	FRONT	REAR	TOTAL
3720 kg	5500 kg	7.50+16-10	1156 kg	713 kg	1869 kg



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:		
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

GWV	GCW	TYRES	FRONT	REAR	TOTAL
4490 kg	7300 kg	7.50+16-6	1268 kg	801 kg	2069 kg

C20/C30 Specifications

Engine: Chevrolet V8 petrol.

Bore and Stroke: 101.6 mm x 88.4 mm.

Displacement: 5.7 litres (350 c.i.).

Nett Output: 123 kW (165 bhp) @ 3800 rpm.

Nett Torque: 346 Nm (255 lb/ft) @ 2800 rpm.

Compression Ratio: 8.5:1.

RAC Rating: 51.2.

Engine Lubrication: Control full pressure. Normal pressure 310 kPa (45 psi) @ 2000 rpm.

Capacity: 3.8 litres (6.6 imp. pt.) plus 0.9 litres (1.8 imp. pt) for filter.

Fuel System: Fuel tank capacity 75.4 litres (16.6 imp. gal.).

Carburettor: Rochester Quadrajel - 4 barrel - automatic choke.

Air Cleaner: Oil wetted paper element.

Suspension - Front: Independent with coil springs capacity

1724 kg (3800 lb). Capacity each spring (at ground) 862 kg (1900 lb).

Axle Rear: Hypoid, fully floating shafts.

C-20 - capacity 2586 kg (5700 lb) - ratio 4.10:1.

C-30 - capacity 3402 kg (7500 lb) - ratio 5.13:1.

Brakes, Service:

C-20 - vacuum boosted. Front - self adjusting discs 318 mm (12.5 in.) x 33 mm (1.28 in.).

C-30 - duo servo self adjusting drums 330 mm (13.0 in.) x 63 mm (2.5 in.).

C-30 - Hydro boosted. Front - self adjusting discs 318 mm (12.5 in.) x 38 mm (1.53 in.).

C-30 - duo servo self adjusting drums 330 mm (13.0 in.) x 89 mm (3.5 in.).

Swept Area:

C-20 Front, 1666 cm². Rear 1317 cm².

Swept Area:

C-30 Front 1792 cm². Rear 1828 cm².

Brake Parking: Foot pedal operated - cable to rear wheels.

Clutch: Mechanically actuated - outside diameter 302 mm (11.875 in.). Area 962 cm² (149.2 sq. in.).

Cooling System: Capacity 24.5 litres (5.4 gals.). - Radiator pressure cap 103 kPa (15 lb) - Frontal area Manual 3096 cm² (480 sq. in.) - Auto 3496 cm² (542 sq. in.) - Thickness 50 mm (1.96 in.) - Fan - Manual 4-blade. Auto 7-blade rpm controlled flex fan.

Drive Line: 2 piece tubular shaft needle bearing universal joints.

Electrical System: Battery 12 volt, 61 amp hours @ 20 amp rate, 9 plates per cell. Generator - Delcotron 37 amp. Starter Motor - Delco Remy 12 volt, 4-pole, 4 brush, pre-engaged. Distributor - High Energy unit, Delco Remy.

Frame: Channel section frame - ladder type construction. Sidemember dimensions - width x depth x thickness.

C-20 - 58.4 mm (2.30 in.) x 150.4 mm (5.92) x 4.93 mm (.194 in.). Section Modulus 3.92.

C-30 - 70.6 mm (2.78 in.) x 156.6 mm (7.74 in.) x 5.69 mm (.224 in.). Section Modulus 7.33.

Rear Springs: Two stage heavy duty semi elliptic design.

C-20 - 9 leaf 1293 kg (2850 lb) ea. @ ground. Length x width x total thickness = 1422 (56 in.) x 63.5 mm (2.50 in.) x 81.7 mm (3.22 in.).

C-30 - 9 leaf +1 auxiliary. 1701 kg (3750 lb) ea. @ ground. Length x width x total thickness = 1422 mm (56 in.) x 63.5 mm (2.50 in.) x 116 mm (4.57 in.).

Heavy duty, hydraulic, double acting shock absorbers front and rear.

Steering: Recirculating ball type (Saginaw 525) with parallelogram linkage - ratio 24:1 - Wheel diameter 406.4 mm (16.0 in.).

Transmission (Standard): Chevrolet CH465, 4-speed close ratio, synchromesh on 2nd, 3rd and 4th gears. Forward gears "Helical" type - reverse "Spur" type - floor mounted. Power take off both sides. SAE 6 bolt opening.

1st	2nd	3rd	4th	Reverse
6.56	3.58	1.70	1.00	6.09

Transmission (Optional): Turbo-hydrumatic THM400 - 3-speed automatic transmission - column mounted.

Ratios (to 1):

1st	2nd	3rd	Reverse
2.48	1.48	1.00	2.10

Wheels and Tyres:

C-20: 5/16 x 6.5, 8 stud, 1-piece wheels. 4/7.50 x 16-10 ply tubed tyres (spare tyre optional).

C-30: 7/16 x 5.5, 8 stud, 2-piece wheels. 6/7.50 x 16-6 ply tubed tyres (spare tyre optional).

Standard Equipment:

Interior: Air Vents: Flow Thru ventilation incorporating a constantly "on" blower motor. Central ashtray: incorporating cigarette lighter. Door trim panels, floor mats, heater and demister, ignition switch and lockable steering column. Instruments: Speedometer, odometer, ammeter, fuel, oil pressure and water temperature gauges. Switches: Exterior lights, wiper-washers, headlamp high/low beam (foot), direction signal indicators, hazard warning flashers. Warning Lights: generator, brake system, direction/ hazard signals and high beam. Interior courtesy light, 524 mm (10 in.) interior rear view mirror, full width bench seat, 3 seat belts including outboard retractors. Lockable glove box and padded sunshades.

Exterior: Two sealed beam headlamps, two front mounted turn signal/hazard warning lamps, two rear lamps incorporating turn signal/hazard warning/back-up lamp and stop lights - rear registration plate lamp. Two external rear view mirrors, front bumper, windshield wipers and washers. 9 tonne capacity hydraulic jack and wheel nut wrench.

Optional Equipment: Fleecepick up body including rear mud flaps. Automatic transmission. Laminated windscreen. Silverado pack. Spare tyre.

C-20 - 7.50 x 16-10 ply.

C-30 - 7.50 x 16-6 ply.

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Estimated Kerb Weights, Chassis and Cab.
(with oil, water and full fuel tank)

MODEL	C/C	GVM	GCM	FRONT	REAR	TOTAL
C-20 Man.	C/C	3720	5500	1156 kg	713 kg	1869 kg
C-20 Auto.	C/C	3720	5500	1117 kg	698 kg	1815 kg
C-20 Man.	P/U	3720	5500	1152 kg	902 kg	2054 kg
C-20 Auto.	P/U	3720	5500	1113 kg	887 kg	2000 kg
C-30 Man.	C/C	4490	7300	1268 kg	801 kg	2069 kg
C-30 Auto.	C/C	4490	7300	1229 kg	786 kg	2015 kg



GMH **GMH**
TRUCKPOWER.
Chevrolet. Isuzu. Bedford.