



**HIGHWAYS LEAD TO FUN  
AND PLEASURE WITH  
TRAILER-MADE  
CHEVROLETS**









# TRAILERING

## YOU'RE ON AN EASY ROAD TO ADVENTURE WITH CHEVROLET

Whether you're an old hand at the game of trailering or whether it's a totally new experience, there's one outstanding fact. You are not alone! There are some who compare it to a mass exodus as Americans like yourself take to the highways on weekends and during vacation jaunts—with a trailer tagging along behind. Of course, the main reason for the popularity of trailering is the independence it allows. When you have your own boat along, you don't have to worry about the presence of a boat livery at your stop. Your particular type of trailer may mean you can spend more of your time looking *at sights* instead of *for motels*.

As trailering's popularity continues to increase, the facilities available to trailerists are becoming more abundant. Likewise, the trailers themselves are becoming more efficient. And with the more time Americans are spending or are likely to spend with trailers, the towing vehicle's role also assumes greater importance.

While all 1966 Chevrolet, Chevelle, Chevy II and Corvair models make excellent trailer-towing vehicles, the weight or bulk of the trailer often makes it highly desirable to have certain other equipment installed on the car. Not only can this specialized equipment help

the way the car rides or handles with the increased load, but it can also give you extra peace of mind over the long haul. And this is one of the purposes of this booklet—to guide you in determining what equipment will tailor your new Chevrolet product to your particular trailering needs.

For trailering, Chevrolet offers both dealer- and factory-installed equipment. All of the equipment is *designed specifically for your Chevrolet*. Most often, the cost is less to have the items installed as the car is built. For example, having special suspension items installed at the factory could cost only a few dollars, but having them installed after delivery could cost considerably more because of the extra time and labor involved.

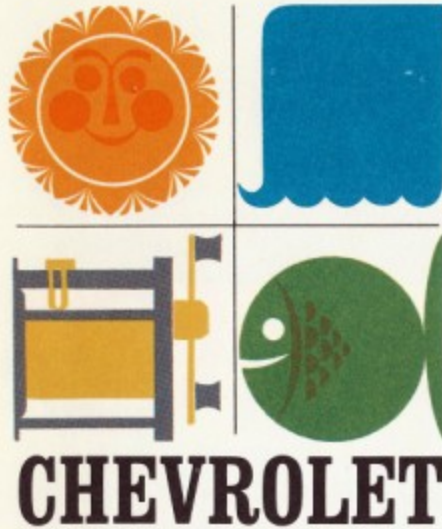
Another purpose of this booklet is to give you helpful hints on hitching and unhitching your trailer, tips on maneuvering and driving with a trailer. This is the kind of groundwork you can use to become a skilled, knowledgeable trailerist.

So use the booklet as a handy guide for any trailering you might do. And whatever your trailering needs are, be sure to consult with your Chevrolet dealer. He can be of real assistance in helping you realize the most pleasure from your trailering and traveling.









Chevrolet for 1966 is "big car" in every sense of the term except price when it comes to ease of trailering and travel. Not only does America's favorite offer the roominess and comfort of many high-priced makes, but the full-size '66 Chevrolet also means extra maneuverability, easy handling and easy upkeep—with or without a trailer behind. In models, there are three different hardtop coupes, two hardtop sedans, five regular sedans, two convertibles and seven wagons, a selection that makes it easy to choose the just-right one for your trailering and travel needs. And every one has Chevrolet's famous Jet-Smoother ride with Full Coil suspension system.

In standard form, a Chevrolet will take the weekend-type of 2,000-pound-and-under trailering in stride. You'll appreciate the built-in stamina and stability. You'll also appreciate Safety-Master brakes with their built-in cooling reserve. In fact, all you really need is a hitch. For hauling the heavyweights, you can equip your Chevrolet to your exact needs and at a moderate cost.

Check the trailer-towing recommendations shown here. Other details are shown on pages 17 and 18.

## CHEVROLET TRAILER-TOWING RECOMMENDATIONS

Extra-cost Equipment and Usage (See p. 17 for description and prices)	Extra Light Weight— up to 1000 lbs.		Light Weight— 1000-2000 lbs.		Medium Weight— 2000-3500 lbs.		Heavy Weight— 3500-5000 lbs.	
	Tongue Load—100 lbs. Max.		Tongue Load—200 lbs. Max.		Tongue Load—350 lbs. Max.		Tongue Load—500 lbs. Max.	
	Occasional	Extensive	Occasional	Extensive	Occasional	Extensive	Occasional	Extensive
Hitch	Chevrolet Frame/Body Mounted		Chevrolet Frame/Body Mounted	Chevrolet Frame/Body Mounted	Equalizer		Equalizer	
Special Front and Rear Suspension	Optional		Optional	Recommended	Recommended		Recommended	
Superlift Shock Absorbers or Automatic Level Control	Optional		Optional	Optional	Superlift Recommended Automatic Level Control Optional		Superlift Recommended Automatic Level Control Optional	
Power Brakes	Optional		Optional	Optional	Optional		Recommended	
Sintered-Metallic Brakes	Optional		Optional	Optional	Optional		Recommended	
Engines	Any Engine		Any Engine	Any Engine	195-hp 283 V8 or larger		220-hp V8 or larger	
Heavy-Duty Clutch (Available only with 6-cylinder engines.)	Optional for 6-cylinder Engine		Optional for 6-cylinder Engine	Recommended for 6-cylinder Engine	V8 clutch is adequate		V8 clutch is adequate	
Automatic Transmission*	Optional*		Optional*	Recommended	Recommended		Recommended	
Wheels & Tires—Wide Rims and Larger Size and/or Extra Ply	Optional		Optional	Recommended	Recommended		Recommended	
Power Steering	Optional		Optional	Recommended	Recommended		Recommended	
Heavy-Duty Delcotron Generator	Optional		Optional	Recommended	Recommended		Recommended	
Heavy-Duty Battery	Optional		Optional	Recommended	Recommended		Recommended	
Heavy-Duty Radiator	Optional		Optional	Recommended	Recommended		Recommended	
Temperature-Controlled Fan (Standard with 425-hp 427 V8)	Optional		Optional	Recommended	Recommended		Recommended	

\*AN AUTOMATIC TRANSMISSION IS HIGHLY RECOMMENDED FOR ITS CONVENIENCE IN TRAILER TOWING. NOT ONLY DOES IT SELECT THE MOST SUITABLE RATIO, BUT IT ALSO CUSHIONS SHIFTS TO SMOOTH OUT THE POWER FLOW UNDER ALL CONDITIONS. WHEN VEHICLE IS EQUIPPED WITH A 6-CYLINDER ENGINE, A SPECIAL PURPOSE OR MOUNTAIN REAR AXLE IS RECOMMENDED WITH AUTOMATIC WHEN TOWING IN MOUNTAINS OR IN HIGH-TEMPERATURE AREAS.

NOTE: Gross trailer weight should not exceed normal curb weight of towing vehicle. Check for local, state and federal regulations which may apply to vehicles towing trailers.

TIRES/MODEL APPLICATION			OPTION NUMBERS					
			Blackwall Rayon	Blackwall Nylon	Blackwall Special Nylon	Whitewall Rayon	Whitewall Nylon	Whitewall Special Nylon
CHEVROLET MODELS	STANDARD TIRES	EXTRA-COST OPTIONAL TIRES						
Biscayne, Bel Air, Impala, Impala SS and Caprice (all models except Wagons) with 6-cyl., 283-, 327- or 396-cu.-in. V8 engine	7.75 x 14 2-Ply Tires 4-Ply rating (also used with air conditioning except 8.25 x 14 2-Ply Tires 4-Ply rating required with 396-cu.-in. V8 in models other than Biscayne and Bel Air 2-Door Sedans)	7.75 x 14 2-Ply (4-Ply rating)		P60*	T06	P62	P61*	T07
		8.25 x 14 2-Ply (4-Ply rating)	P75	P76*	T08	P77		T09
		8.25 x 14 4-Ply (8-Ply rating)			T18			T19
Biscayne, Bel Air, Impala, Impala SS and Caprice (all models except Wagons) with 427-cu.-in. V8 engine	8.25 x 14 2-Ply Tires 4-Ply rating (also used with air conditioning)	8.25 x 14 2-Ply (4-Ply rating)		P76*	T08	P77		T09
		8.25 x 14 4-Ply (8-Ply rating)			T18		T19	
All Chevrolet Wagon models (Biscayne, Bel Air, Impala, Caprice) with 6-cyl. and all V8 engines	8.55 x 14 2-Ply Tires 4-Ply rating (also used with air conditioning)	8.55 x 14 2-Ply (4-Ply rating)		P85*		P85	P87*	
		8.25 x 14 4-Ply (8-Ply rating)			T18			T-19

\*4-Ply Tires 4-Ply rating.



## CHEVELLE TRAILER-TOWING RECOMMENDATIONS

Extra-cost Equipment and Usage (See p. 17 for description and prices)	Extra Light Weight—up to 1000 lbs.		Light Weight—1000-2000 lbs.		Medium Weight—2000-3500 lbs.	
	Tongue Load—100 lbs. Max.		Tongue Load—200 lbs. Max.		Tongue Load—350 lbs. Max.	
	Occasional	Extensive	Occasional	Extensive	Occasional	Extensive
Hitch	Chevrolet Frame/Body Mounted		Chevrolet Frame/Body Mounted		Equalizer	
Special Front and Rear Suspension	Optional		Optional	Recommended	Recommended	
Superlift Shock Absorbers	Optional		Optional	Recommended	Recommended	
Power Brakes	Optional		Optional	Optional	Optional	
Sintered-Metallic Brakes	Optional		Optional	Optional	Optional	
Engines	Any Engine		Any Engine	Any Engine	195-hp 283 V8 or larger	
Heavy-Duty Clutch (Available only with std. 6-cylinder engine)	Optional for std. 6-cylinder Engine		Optional for std. 6-cylinder Engine	Recommended for std. 6-cylinder Engine	V8 clutch is adequate	
Powerglide Transmission*	Optional*		Optional*	Recommended	Recommended	
Transmission Oil Cooler	Optional for std. 6-cylinder Engine		Optional for std. 6-cylinder Engine	Optional for std. 6-cylinder Engine	Recommended (Incl. with Powerglide V8)	
Tires—Larger Size and/or Extra Ply	Optional		Optional	Recommended	Recommended	
Power Steering	Optional		Optional	Recommended	Recommended	
Heavy-Duty Delcotron Generator	Optional		Optional	Recommended	Recommended	
Heavy-Duty Battery	Optional		Optional	Recommended	Recommended	
Heavy-Duty Radiator	Optional		Optional	Recommended	Recommended	
Temperature-Controlled Fan (V8 only)	Optional		Optional	Recommended	Recommended	

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NOTE: Gross trailer weight should not exceed normal curb weight of towing vehicle. Check for local, state and federal regulations which may apply to vehicles towing trailers.



# CHEVELLE

Pleasing proportions blended with built-in ruggedness are your keys to enjoyable trailering and travel in Chevelle for 1966. A new SS 396 series, a new hardtop sedan in the Malibu series, plus sport coupes, convertibles, regular sedans and station wagons all add up to a wide choice of models. Besides Full Coil suspension, there's Ball-Race steering for precise maneuvering of Chevelle's popular size. For the weekend and vacation towing of trailers under 2,000 pounds, Chevelle is well equipped as it stands. You even get 2-speed electric windshield wipers that don't falter under load; windshield washers and air-cooled Safety-Master brakes. So for modest trailering, all the extra you really need is a trailer hitch.

For extensive trailering or for towing heavyweights of up to 3,500 pounds, there's a complete range of moderate-cost Options and Custom Features that you can order. These include a wide choice of power teams, heavy-duty cooling system, special suspension components, sintered-metallic brakes and many other trailer-tailored items. See the recommendations on this page, the list of items on page 17 and the power teams on page 19.

## TIRES/MODEL APPLICATION

CHEVELLE MODELS	STANDARD TIRES	EXTRA-COST OPTIONAL TIRES	OPTION NUMBERS				
			Blackwall Rayon	Blackwall Nylon	Whitewall Rayon	Whitewall Nylon	Whitewall Special Nylon
Chevelle 300 and 300 Deluxe 2-Door and 4-Door Sedans with 6-cyl or 283-cu.-in. V8 engine Malibu Sport Coupe and 4-Door Sedan with 6-cyl. or 283-cu.-in. V8 engine Malibu Sport Sedan with 6-cyl. engine	6.95 x 14 2-Ply Tires 4-Ply rating (7.35 x 14 2-Ply Tires 4-Ply rating required with air conditioning in 6-cyl. Malibu Sport Sedan and in models with 283-cu.-in. V8)	6.95 x 14 2-Ply (4-Ply rating)			P67		
		7.35 x 14 2-Ply (4-Ply rating)	P57		P58		
		7.75 x 14 2-Ply (4-Ply rating)	P65	P60*	P62	P61*	
Malibu Convertible with 6-cyl. or 283-cu.-in. V8 engine Malibu Sport Sedan with 283-cu.-in. V8 engine Chevelle 300 and 300 Deluxe 2-Door and 4-Door Sedans and all Malibu models (except Wagons) with 327-cu.-in. V8 engine	7.35 x 14 2-Ply Tires 4-Ply rating (also used with air conditioning)	7.35 x 14 2-Ply (4-Ply rating)			P58		
		7.75 x 14 2-Ply (4-Ply rating)	P65	P60*	P62	P61*	
SS 396 Sport Coupe and Convertible with 325- or 360-hp 396-cu.-in. V8 engine	7.75 x 14 2-Ply Tires 4-Ply rating. Special nylon red stripe (also with air conditioning)	7.75 x 14 2-Ply (4-Ply rating) (no extra cost)					T07
Chevelle 300 Deluxe and Malibu Station Wagons with all engines	7.75 x 14 2-Ply Tires 4-Ply rating (also used with air conditioning)	7.75 x 14 2-Ply (4-Ply rating)		P60*	P62	P61*	
		7.75 x 14 4-Ply (8-Ply rating)	T14				

\*4-Ply Tires 4-Ply rating.









## CHEVY II TRAILER-TOWING RECOMMENDATIONS

Extra-cost Equipment and Usage (See p. 17 for description and prices)	Extra Light Weight—up to 1000 lbs. Tongue Load—100 lbs. Max.		Light Weight—1000-2000 lbs. Tongue Load—200 lbs. Max.	
	Occasional	Extensive	Occasional	Extensive
	Hitch	Chevrolet Frame/Body Mounted		Chevrolet Frame/Body Mounted
Special Front and Rear Suspension	Optional		Optional	Recommended
Superlift Shock Absorbers	Optional		Optional	Recommended
Power Brakes	Optional		Optional	Recommended
Sintered-Metallic Brakes	Optional		Optional	Recommended
Engines	Any Engine		Any Engine	6-cylinder or V8
Heavy-Duty Clutch (Available only for 4- and std. 6-cylinder engines.)	Optional		Optional	Recommended
Powerglide Transmission*	Optional*		Optional*	Recommended
Transmission Oil Cooler (Std. with Powerglide for all except standard 4- or 6-cylinder)	Recommended in high-temperature/mountainous areas		Recommended	Recommended
Wheels & Tires—14" Wheels and Larger Size (where available)	Optional		Optional	Recommended
Power Steering	Optional		Optional	Recommended
Heavy-Duty Delcotron Generator	Optional		Recommended	Recommended
Heavy-Duty Battery	Optional		Recommended	Recommended
Heavy-Duty Radiator	Optional		Optional	Recommended
Temperature-Controlled Fan (V8 only—std. on 350-hp V8)	Optional		Optional	Recommended

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Note: Check for local, state and federal regulations which may apply to vehicles used for hauling trailers.

# CHEVY II

Emphatically new styling for 1966 teams with proved dependability and convenient overall size to make Chevy II a practical choice for trailering and vacation pursuits. There are seven models, including sport coupes, 2- and 4-door sedans and station wagons. And there's a unique range of engines that includes two big-bore sixes and four V8's. Standard transmission's now fully synchronized in all three forward speeds to let you shift into low even while you're still moving. Gives extra power at low speeds without worry of a clash.

You can order Powerglide automatic with any engine except the 350-hp V8; 4-Speed fully synchronized transmission can be specified with any V8 engine.

Chevy II will handle trailers up to 2,000 pounds gross weight and a tongue load of up to 200 pounds. This means that just about any trailer except the real heavy-weights can be hauled with ease. Your Chevrolet dealer has all the details on a wide selection of moderately priced, specialized trailer equipment available to you. See the chart at the left for complete trailer-towing recommendations. Also check more details on pages 17 and 18.

TIRES/MODEL APPLICATION			OPTION NUMBERS	
			Blackwall Rayon	Whitewall Rayon
CHEVY II MODELS	STANDARD TIRES	EXTRA-COST OPTIONAL TIRES		
Chevy II 100 2-Door and 4-Door Sedans with 4-Cyl. engine	6.50 x 13 2-Ply Tires 4-Ply rating (also used with air conditioning)	6.50 x 13 2-Ply (4-Ply rating)		P53
Chevy II 100 2-Door and 4-Door Sedans, Nova 4-Door Sedan and Nova Sport Coupe with 6-cyl. engine		6.95 x 14 2-Ply (4-Ply rating includes 14" wheels)	P66	P67
Chevy II 100 2-Door and 4-Door Sedans with 283- or 327-cu.-in. V8 engine Nova 4-Door Sedan and Sport Coupe with 283- or 327-cu.-in. V8 engine Nova SS Sport Coupe with all engines	6.95 x 14 2-Ply Tires 4-Ply rating (also used with air conditioning)	6.95 x 14 2-Ply (4-Ply rating)		P67
All Chevy II Station Wagons (100 and Nova) with all engines	6.95 x 14 4-Ply Tires 8-Ply rating (also used with air conditioning)	6.95 x 14 4-Ply (8-Ply rating)		T11













# CORVAIR

Corvair for 1966 is a real pleasure to drive, offering added fun for those trips to your favorite recreation spots. For hauling a trailer up to 1,000 pounds of gross weight, Corvair's handy size, exceptional maneuverability and handling mean it's an ideal choice for you. And the rear-mounted engine and power team give Corvair the kind of traction you appreciate if the going gets a little on the tough side. Also, the rear-engine design makes the steering especially easy for jockeying your trailer into occasional tight places. Corvair's driving fun comes in seven models for 1966—three sport coupes, two convertibles and two sport sedans. Be sure to check the Options and Custom Feature accessories you can order for tailoring driving and trailering to your exact desires. Specific recommendations are shown on this page; other details can be found on page 17 with a complete power team listing on page 19.

## CORVAIR TRAILER-TOWING RECOMMENDATIONS

Extra-cost Equipment and Usage (See p. 17 for description and prices)	Extra Light Weight—up to 1000 lbs. Tongue Load—100 lbs. Max.	
	Occasional	Extensive
	Hitch	Corvair
Engines	Any Engine	Any Engine
Powerglide Transmission	Optional	Optional
Heavy-Duty Delcotron Generator	Optional	Recommended

NOTE: Check for local, state and federal regulations which may apply to vehicles used for hauling trailers.

TIRES/MODEL APPLICATION			OPTION NUMBERS
CORVAIR MODELS	STANDARD TIRES	EXTRA-COST OPTIONAL TIRES	Whitewall Rayon PS4
Corsa, Monza Corvair 500	7.00 x 13 2-Ply Tires 4-Ply rating (also used with air conditioning)	7.00 x 13 2-Ply (4-Ply rating)	





# SPORTVAN

Here's versatility in full measure for vacation and utility. Not only does it carry up to a ton inside, it also can be used for hauling a trailer outside. For carrying cargo, there's up to 211 cubic feet of load space with loading convenience that's hard to beat. Two big doors at the rear and two (with a handy step) at the side give exceptional loading height and width. In addition, the cargo floor is flat.

For carrying yourself and your crowd, the Sportvan stands out. One or two full-width seats can be ordered to give a people-capacity of up to eight. Either or both seats can face fore or aft—can even be used with a table in between.

For the ultimate motel-on-wheels method of travel, Sportvan is available with a complete range of built-ins when you want to go for all-the-luxuries-of-home camping. Some information on equipment is found on pages 17 and 19. Check with your Chevrolet dealer for all the equipment available for this most versatile vehicle.

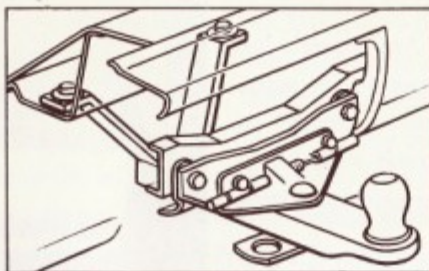




# TRAILER-MADE CHEVROLETS

## CHEVROLET FRAME/BODY MOUNTED TRAILER HITCH—

Engineered specifically for Chevrolet, Chevelle and Chevy II, this hitch makes hooking-up and going easy. It bolts securely to the frame members and other sturdy attachment points to give a strong, permanent-type installation. Tongue



loads of up to 200 pounds can be accommodated, with gross trailer load of up to 2,000 pounds. In addition to the hitch-ball, a cross-plate has provision for safety chains. For Corvaair, a special hitch design takes trailers up to 1,000 pounds (100-pound tongue load). NOTE: When figuring tongue load relative to car loading, be sure to consider heavy loads in the rear trunk or on a luggage rack, if so equipped. If this combined load weight plus tongue load exceeds recommendations, a weight-distributing equalizer trailer hitch should be used.

## PRICES

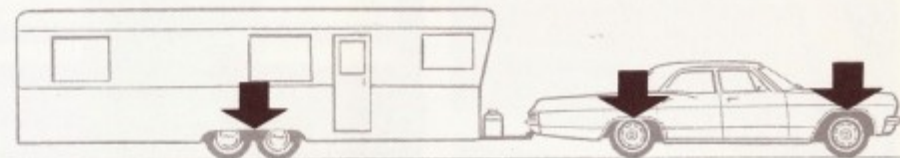
FRAME/BODY HITCH FOR CHEVROLET AND CHEVELLE (EXCEPT STATION WAGONS).....	\$12.25 PLUS INSTALLATION
CHEVY II (EXCEPT STATION WAGONS).....	\$16.50 PLUS INSTALLATION
CORVAIR.....	\$16.50 PLUS INSTALLATION
CHEVROLET AND CHEVELLE STATION WAGONS.....	\$13.25 PLUS INSTALLATION
CHEVY II STATION WAGONS.....	\$16.95 PLUS INSTALLATION

## TRAILER CLASSIFICATIONS

	EXTRA LIGHT WEIGHT	LIGHT WEIGHT	MEDIUM WEIGHT	HEAVY WEIGHT
GROSS TRAILER WEIGHT LIMITS	UP TO 1000 LBS.	1000-2000 LBS.	2000-3500 LBS.	3500-5000 LBS.
TONGUE LOAD	100 LBS. MAX.	200 LBS. MAX.	350 LBS. MAX.	500 LBS. MAX.
	CHEVROLET TRAILER HITCH RECOMMENDED		EQUALIZING TYPE HITCH RECOMMENDED	

**EQUALIZER TRAILER HITCH**—When tongue load exceeds 200 pounds, an equalizer hitch provides added safety, handling ease and comfort for passengers. Equalizer hitches are designed for specific tongue loads. Many Chevrolet dealers and most reputable trailer dealers are equipped to handle your equalizer-hitch needs. Most types fit onto extra, permanently attached frame members (near the rear wheels) and at the rear, near the bumper to add stiffness for the heaviest trailers. All equalizer types cause the car and trailer to act as a single unit. They distribute the trailer load (which would ordinarily fall on the hitch alone and cause rear-end sag) more evenly over all four wheels of the towing vehicle. Also, headlamp pattern stays on a safer plane, stability is better and the entire rig is more manageable.

When installing a hitch, it is *important* that the ball be set at least six inches from the face of the license plate to facilitate refueling.



**TIRES**—The factory installed tires on Chevrolet, Chevelle, Chevy II, Corvaair, Corvette, and Sportvan models are selected to provide the best all around tire performance for normal operation. They are also designed to operate satisfactorily with loads up to and including the full rated load capacity of the automobile when inflated as recommended.

- **Inflation Pressures**—To ensure the proper tire inflation for the owner's particular requirements, the owner should follow the recommendations in the tire inflation pressures table in the Owner's Guide. Tires should be properly inflated and inflation pressures checked periodically. This will ensure the owner of the best tire life and riding comfort, over the full range of driving conditions.

- **Optional Oversize And 8-Ply Rating Tires**—Oversize or 8-ply rating tires are not necessary on passenger cars for normal requirements. However, an extra margin of tire service is available when these options are used at loads up to and including full rated load.

Optional oversize 4-ply rating tires are available on all Chevrolet models except Wagons.

and are included with some optional V8 engines. All Wagon models include larger 4-ply rating tires as standard equipment. 8-ply rating tires are optional for all Chevrolet models including Wagons.

Oversize 4-ply rating tires are optional on all Chevelle models except Station Wagons, and SS 396 models which include special tires. 8-ply rating tires are available for Station Wagons.

Oversize 4-ply rating tires are optional on all Chevy II 100 and Nova models with 4- or 6-cylinder engine except Station Wagons, and maximum-size tires are standard on Nova Super Sport and models equipped with V8 engine. All Chevy II Station Wagons have 8-ply rating tires as standard equipment.

Oversize, truck-type, and 8-ply rating tires are optional on all Sportvan models.

In either case, these tires are applicable to extended operation at or near full rated load or trailer towing when an extra margin of tire service is desired. However, use of a larger tire or an 8-ply rating tire should not be construed as permitting an increase in the full rated vehicle load over that specified in the table in the Owner's Guide.

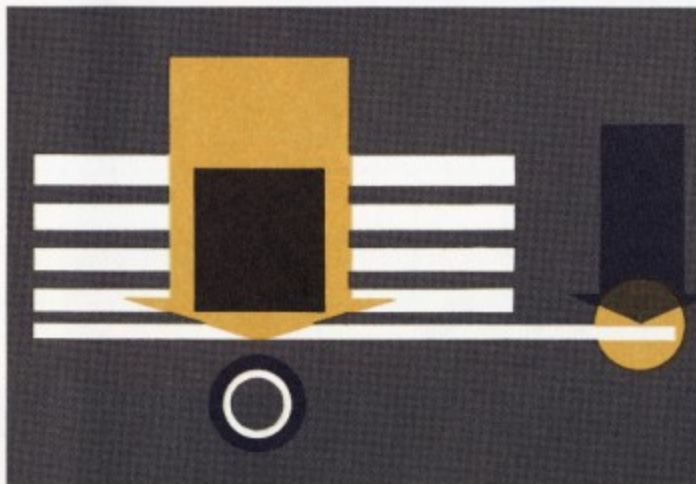




## HITCHING UP AND GOING

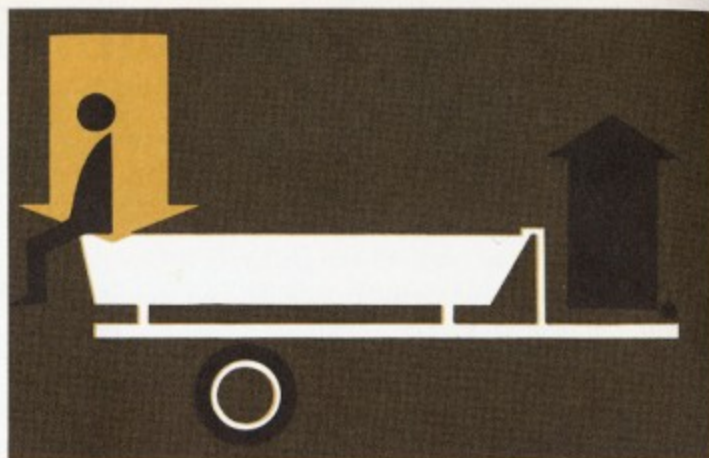
A little extra caution at first is step number one to becoming a skilled trailer hauler. It must be remembered that the car-trailer combination weighs more than the car alone, that it is longer (perhaps wider) overall. And there's the point that the trailer does not necessarily go on the same course as the towing vehicle when being towed, turned or backed. Also, you should familiarize yourself with local, state and federal regulations concerning the particular type of trailering you have planned.

- **Loading the trailer.** Whether you load the trailer before or after hitching, it is important to distribute the weight so the tongue load is no more than approximately 10 per cent of the gross trailer load. This is to help provide the best handling. Pack the heaviest items first. Because most trailers have their wheels toward the rear to increase stability, heavy weights should usually be concentrated just to the rear of the axle center line. The load concentration can be shifted slightly fore or aft to maintain the



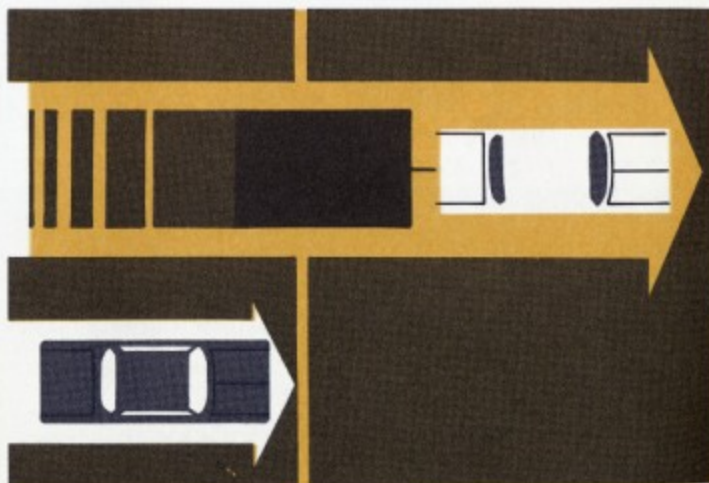
LOADING THE TRAILER

prescribed tongue load. • **Counterweighting to ease hitching or unhitching.** Have one or two persons sit on the rear of the trailer to relieve load on the hitch. This helps lessen the strain and makes it easier to handle the hitch. If the load has shifted and tongue load is too heavy to



COUNTERWEIGHTING

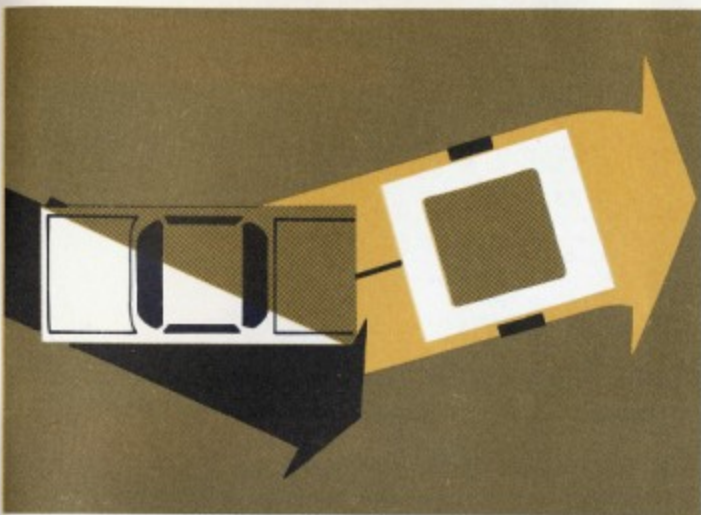
manage, use the car bumper jack to relieve the load before attempting to hitch or unhitch. • **Leave more room than normal** when passing, turning and stopping. In traffic, leave at least a car length plus a trailer length behind the vehicle ahead for each 10 mph you're traveling. It improves your safety margin and makes trailer-towing smoother. If potential emergencies appear to be developing, don't wait. • **Start your stopping earlier** because it takes considerably longer to stop the extra load. If your trailer has separate brakes, apply them first • **Cornering** is easy if you allow



LONGER STOPPING DISTANCE

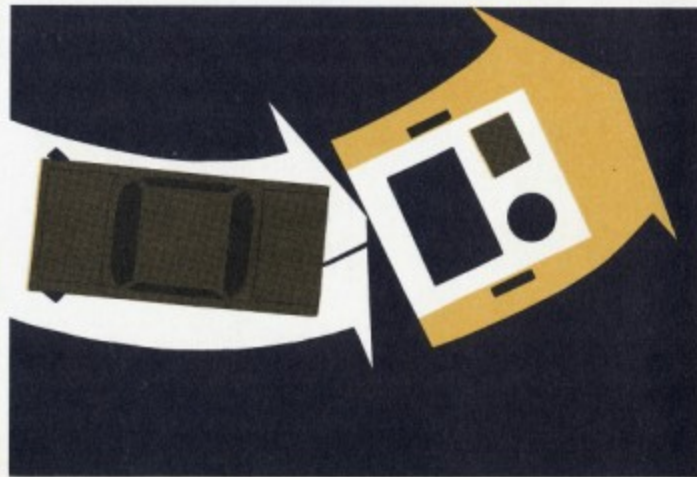


the extra margin. • *Use your directional signals farther in advance than normal* to give following traffic a chance to adjust and, in effect, give you more room. Turn at a much slower speed than normal and enter the intersection a little farther before starting to turn. This will allow the trailer wheels to clear any curb. If traffic is clear behind and turning room is restricted, you can swing slightly to the left and make more of a "roundhouse" turn. • *Always signal when changing lanes.* • *Allow additional traveling time at*



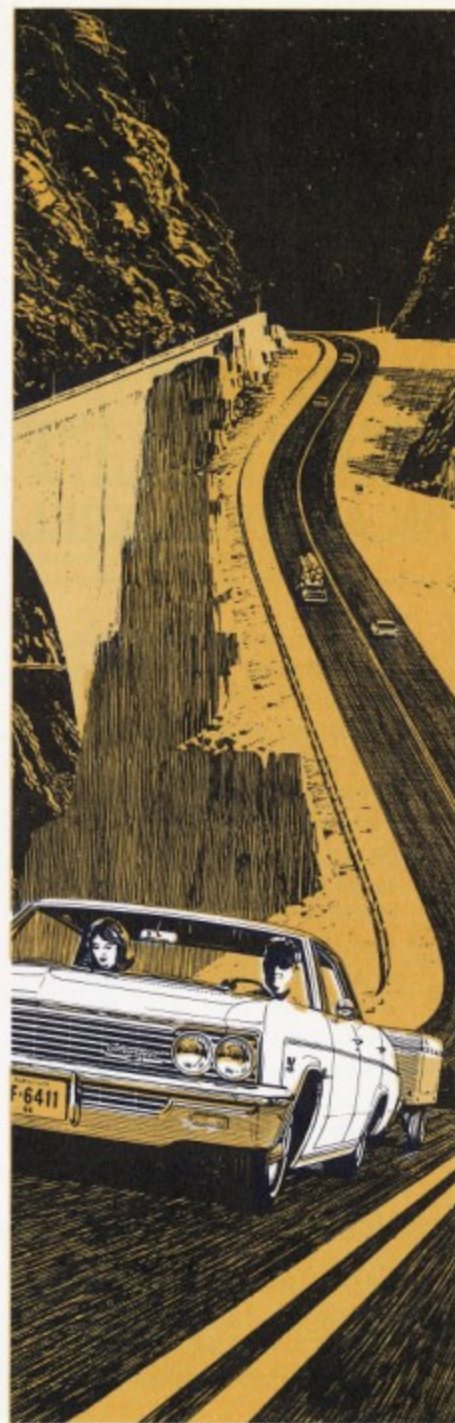
BACKING

*outside front* of the radiator and the fan will draw the water through the radiator core openings to cool it rapidly. After the engine has cooled, continue to run the engine and slowly add water or coolant. • *Slow down first and shift to a lower gear* before starting down long, steep grades, too. This allows the engine to assist in braking and helps keep some of the load off brake components. (Sintered-metallic brake linings thrive on this type of service.) • *Backing a trailer* is where practice really does make perfect. Start with the car and trailer in a straight line and back *slowly*. Don't over-correct. If the trailer begins to go out of line before it should, stop and turn front wheels only slightly and start again. Remember: the trailer moves in the opposite direction to the rear of the car. Straighten front wheels just as the trailer begins to go straight again. A cocked trailer or over-correction as shown in the illustration requires one of two steps. (Incidentally, this is where damage to car, hitch or trailer could result if a wrong move is made.) Either pull forward and start over, or stop altogether and cramp the wheels all the way (power steering's a help here) in the opposite direction of the trailer. Back *slowly* until trailer is straight. Stop again and straighten front wheels. Now continue the backing operation.



OVER-CORRECTING

*night* and reduce normal speed. Make sure you have at least *twice* your normal trailer-towing distance between your car and the one ahead. Stop occasionally to check tires, lights, safety chains and couplings. • *Hilly or mountain driving* requires extra care. Always shift to a lower gear when ascending steeper grades to help prevent overheating. (A heavy-duty radiator provides extra cooling capacity.) Should overheating occur, stop the car and run the engine at fast idle until water temperature returns to normal. Never remove radiator cap if engine water seems to be boiling—you'll only lose extra coolant and you run the risk of painful scalding or ruined clothes. If cool water is available—even ditch water might do—pour it over the



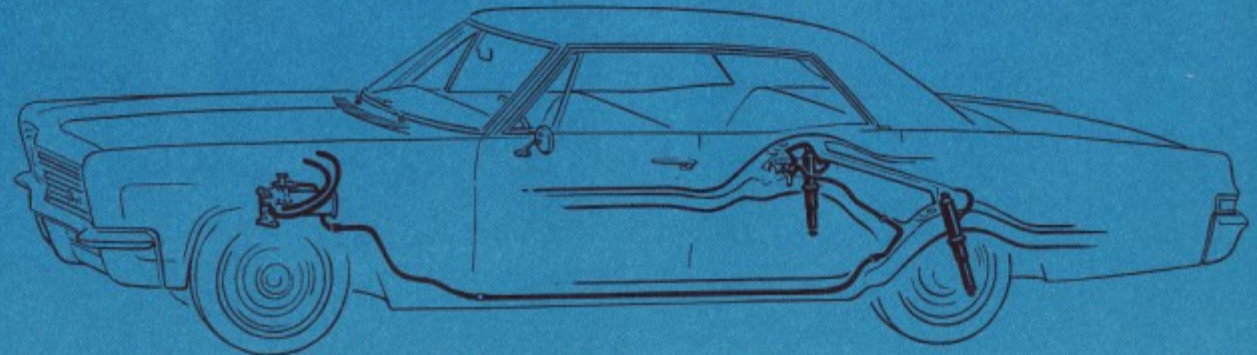




## HOW TO KEEP YOUR CHEVROLET ON AN EVEN KEEL

You can factory-order your Chevrolet to make trailer towing a heads-up affair. Under normal conditions, as the load goes up the rear end goes down. For every Chevrolet, Chevelle and Chevy II, *Superlift air-adjustable rear shock absorbers* are a simple solution. You level the car as you would inflate a tire. A single air fitting in the rear lets you or your local gasoline station attendant add air to bring the loaded rear up to proper height. After unloading, the car can be returned to normal height by letting out some of the air. Headlight pattern remains proper, and handling under load is smooth and stable. When the vehicle is unloaded, it will have a slightly firmer ride and handling.

**SUPERLIFT AIR-ADJUSTABLE SHOCK ABSORBERS AND AUTOMATIC LEVEL CONTROL** —For all full-size Chevrolet models, *automatic level control* is also available with the Superlift air-adjustable shock absorbers. This does automatically what you or your gasoline station attendant would have to do by hand. After the vehicle is loaded, the rear end will return to its normal height when the engine is started and run. Proper level is maintained automatically at all times as you drive.



Schematic diagram of the Automatic Level Control showing two-stage vacuum compressor and lines leading to Superlift rear shock absorbers.



# CHEVROLET / CHEVELLE / CHEVY II CORVAIR / SPORTVAN

**TRAILER-RECOMMENDED OPTIONAL EQUIPMENT**—On preceding pages, specific trailer-towing recommendations are given for particular car lines. The recommendations are keyed to the kinds of trailers and the extent of hauling to be done. The chart shown here gives a general description of the most popular equipment you may want to order when outfitting your new Chevrolet product for trailering. Check with your Chevrolet dealer for specific application and availability of these and other items of equipment.

ITEM	RPO NO.	SUGGESTED RETAIL PRICE	AVAILABILITY*	TRAILERING APPLICATIONS		
POWER STEERING	N40	\$94.80	Chevrolet	Does much of the steering work to make driving and parking easier. Especially helpful when backing, maneuvering or parking trailer in tight spots. Ideal for use in congested city traffic and in areas that have very winding or curving roads.		
		84.30	Chevelle, Chevy II			
POWER BRAKES	J50	42.15	Chevrolet, Chevelle, Chevy II	Reduce pedal effort considerably. Important consideration when hauling heavy loads or when operating a trailer in hilly or mountainous country.		
SINTERED-METALLIC BRAKE LININGS	J65	36.90	Chevrolet, Chevelle, Chevy II	Virtually unaffected by water and highly resistant to fading. Maintain maximum braking effectiveness under severe operating conditions such as mountain driving. When sintered-metallic brake linings are ordered, it is suggested that power brakes also be specified.		
REAR AXLE RATIOS 3.27:1	G93	N.C.	Corvair	Higher numerical ratio produces greater torque multiplication for more pulling power at the rear wheels. Especially helpful when starting or stopping on steep grades or for pulling trailers out of boat launching ramps. 3.55:1 especially recommended for extensive trailering with 6-cylinder engine-equipped Chevrolet models.		
		3.36:1	G76		2.15	Chevrolet, Chevelle, Chevy II
		3.55:1	G96		N.C.	Chevrolet, Chevy II
			2.15		Chevelle	
		3.73:1	G95		N.C.	Corvair
POSITRACTION REAR AXLE	H05	2.15	Chevrolet, Chevy II (Chevelle—N.C.)	Delivers power to the rear wheel with the most traction. Reduces possibility of getting stuck when pulling trailer over snow, sand or slippery surfaces.		
		G80	42.15		Chevrolet	
		G80	36.90		Chevelle, Chevy II	
		G81	36.90		Corvair	
HEAVY-DUTY CLUTCH (STD. 6-CYL. MODELS AND 4-CYL. CHEVY II MODELS)	M01	10.55	Chevrolet	Provides smooth shifting and long life under severe service conditions. Ideal with manual transmissions for pulling heavy trailers through hilly terrain or out of boat launching ramps.		
		5.30	Chevelle, Chevy II			
HEAVY-DUTY BATTERY	T60	7.40	Chevrolet, Chevelle, Chevy II, Corvair	Trailer taillights, turn signals, running lights and electric brakes impose a great added burden on the towing car's electrical system. The heavy-duty battery and generator provide an electrical reserve to meet increased demands. Delcotron generators are available in a wide range of capacities.		
HEAVY-DUTY DELCOTRON GENERATOR	K79	10.55	Chevrolet, Chevelle, Chevy II			
HEAVY-DUTY DELCOTRON GENERATOR	K84	15.80	Corvair	High-capacity design increases radiator cooling efficiency. Uses less power and reduces fan noise at high engine speeds. Standard on 350-hp and 425-hp V8's.		
TEMPERATURE-CONTROLLED FAN (V8 MODELS)	K02	15.80	Chevrolet, Chevelle, Chevy II (Also available on Chevrolet 6)			
HEAVY-DUTY RADIATOR	V01	10.55	Chevrolet, Chevelle, Chevy II	Extra cooling capacity. Especially recommended for heavy hauling; for all trailering in extreme hot weather or mountainous areas.		
		2.65	Chevy II 4-cyl. only			
TRANSMISSION OIL COOLER (120-HP 6-CYL. WITH POWERGLIDE)	M55	15.80	Chevelle, Chevy II. Includes heavy-duty radiator.	Recommended for trailering in high-temperature or mountainous areas, especially when trailers are more than lightweight versions.		
		3.70	Chevrolet Wagons with 275-, 325-, 390-hp engines. Chevelle & Chevy II Station Wagons			
SPECIAL FRONT AND REAR SUSPENSION	F40	4.75	Chevrolts with 275-, 325-, 390-hp engines (Except Station Wagons), Chevelle & Chevy II Models (Except Station Wagons)	Increases load-carrying ability and contributes to better handling of car when towing heavy trailer, especially over rough, bumpy terrain.		
		15.80	Chevrolts (Except Station Wagons) with 155-, 195-, 220-hp Engines			
		31.60	Chevrolet with 396-Cu.-In. V8 or larger			
SPECIAL PURPOSE FRONT AND REAR SUSPENSION	F41	10.55	Corvair	Combine with standard heavy-duty rear springs to increase load-carrying capability and provide better handling when towing a heavy trailer.		
		1.10	Chevrolet 3-Seat Station Wagons. Included on Models with 425-hp V8's.			
SPECIAL FRONT SPRINGS	F60	1.10	Chevrolet 3-Seat Station Wagons. Included on Models with 425-hp V8's.	A complete, efficient system (including Superlift shocks) to keep car level at optimum road height. Compensates for varying loads.		
AUTOMATIC LEVEL CONTROL	G66/G67	84.30	Chevrolet			
SUPERLIFT REAR SHOCK ABSORBERS	G66	36.90	Chevrolet, Chevelle, Chevy II	Contribute to better ride and handling. Adjustable by air pressure to keep car level under varying load conditions.		
WIDE-RIM WHEELS	P12	5.30	Chevrolet (Standard on Wagons)	Heavy-duty design with 6-inch rims for greater load-carrying capacity. Requires 8.25 x 14 tires.		
OVERSIZE AND HEAVY-DUTY TIRES			Chevrolet, Chevelle, Chevy II, Sportvan	Extend tire service life and increase load-carrying capacity. Available in a range of sizes and prices to meet requirements.		

\*Availability is determined by either model or equipment. Check your Chevrolet dealer for availability of specific items. N. C.—No charge.



# 1966 CHEVROLET POWER TEAMS & AXLE RATIOS

ENGINE	3-SPEED FULLY SYNCH. STANDARD	3-SPEED FULLY SYNCH. RPO M13	OVERDRIVE RPO M10	4-SPEED FULLY SYNCH.	POWERGLIDE RPO M35	TURBO HYDRA-MATIC RPO M40
STANDARD 6† 155-HP TURBO-THRIFT 250 (250-CU.-IN. SIX)	(2.85:1 LOW) SEDANS & COUPES: STD.—3.08:1 (a) OPT.—3.55:1 (b), 3.36:1 (c)		ALL MODELS: STD.—3.70:1 (a)		SEDANS & COUPES: STD.—3.08:1 (a) OPT.—3.55:1 (b) —3.36:1 (c)	
	(2.85:1 LOW) CONVERTIBLES: STD.—3.36:1 (a) OPT.—3.55:1 (b)			CONVERTIBLES: STD.—3.36:1 (a) OPT.—3.55:1 (b)		
	(2.85:1 LOW) WAGONS: STD.—3.55:1 (a)			WAGONS: STD.—3.55:1 (a)		
STANDARD V8 195-HP TURBO-FIRE 283 (283-CU.-IN. V8)	(2.85:1 LOW) BEL AIR & BISCAYNE SEDANS: STD.—3.08:1 (a) OPT.—3.55:1 (b), 3.36:1 (c)		ALL MODELS: STD.—3.70:1 (a)	(RPO M20 3.11:1 LOW) ALL MODELS: STD.—3.36:1 (a) OPT.—3.55:1 (b)	BEL AIR & BISCAYNE SEDANS: STD.—3.08:1 (a) OPT.—3.55:1 (b) —3.36:1 (c)	
	(2.85:1 LOW) OTHER MODELS: STD.—3.36:1 (a) OPT.—3.55:1 (b)				OTHER MODELS: STD.—3.36:1 (a) OPT.—3.55:1 (b)	
RPO L77 220-HP TURBO-FIRE 283 (283-CU.-IN. V8)	(2.85:1 LOW) BEL AIR & BISCAYNE SEDANS: STD.—3.08:1 (a) OPT.—3.36:1 (c), 3.55:1 (b)		ALL MODELS: STD.—3.70:1 (a)	(RPO M20 3.11:1 LOW) ALL MODELS: STD.—3.36:1 (a) OPT.—3.55:1 (b)	BEL AIR & BISCAYNE SEDANS: STD.—3.08:1 (a) OPT.—3.36:1 (c) —3.55:1 (b)	
	(2.85:1 LOW) OTHER MODELS: STD.—3.36:1 (a) OPT.—3.55:1 (b)				OTHER MODELS: STD.—3.36:1 (a) OPT.—3.55:1 (b)	
RPO L30 275-HP TURBO-FIRE 327 (327-CU.-IN. V8)	(2.54:1 LOW) WAGONS: STD.—3.31:1 (a)			(RPO M20 2.54:1 LOW) WAGONS: STD.—3.31:1 (a)	WAGONS: STD.—3.07:1 (a)	
	(2.54:1 LOW) OTHER MODELS: STD.—3.36:1 (a)			(RPO M20 2.54:1 LOW) OTHER MODELS: STD.—3.36:1 (a)	OTHER MODELS: STD.—3.08:1 (a)	
RPO L35 325-HP TURBO-JET 396 (396-CU.-IN. V8)		(2.41:1 LOW) STD.—3.31:1 (a)		(RPO M20 2.52:1 LOW) STD.—3.31:1 (a)	STD.—3.07:1 (a)	STD.—2.73:1 (a)
RPO L36 390-HP TURBO-JET 427 (427-CU.-IN. V8)		(2.41:1 LOW) STD.—3.31:1 (a)		(RPO M20 2.52:1 LOW) STD.—3.31:1 (a)		STD.—2.73:1 (a)
RPO L72 425-HP TURBO-JET 427 (427-CU.-IN. V8)		(2.41:1 LOW) STD.—3.31:1 (a)		(RPO M20 2.52:1 LOW) STD.—3.31:1 (a)  (RPO M21 2.20:1 LOW) STD.—3.31:1 (a) OPT.—3.55:1 (c), 3.73:1 (c) *4.10:1 (d), *4.56:1 (d), *4.88:1 (d)		

Note: Positraction available in all standard and optional ratios. †Not available with Caprice. (a) General purpose axle. (b) Special purpose or mountain axle. (c) Performance axle. (d) High-performance axle. \*Available as Positraction axle only.

# 1966 CHEVY II POWER TEAMS & AXLE RATIOS

ENGINE	3-SPEED FULLY SYNCHRONIZED STANDARD	4-SPEED FULLY SYNCHRONIZED RPO M20	POWERGLIDE RPO M35
STANDARD 4* 90-HP SUPER-THRIFT 153 (153-CU.-IN. FOUR)	(2.85:1 LOW) STD.—3.08:1 (a) OPT.—3.55:1 (b)		STD.—3.08:1 (a)
STANDARD 6 120-HP HI-THRIFT 194 (194-CU.-IN. SIX) and RPO L26 140-HP TURBO-THRIFT 230 (230-CU.-IN. SIX)	(2.85:1 LOW) SEDANS AND COUPES: STD.—3.08:1 (a) OPT.—3.36:1 (b)		SEDANS AND COUPES: STD.—3.08:1 (a)
	(2.85:1 LOW) STATION WAGONS: STD.—3.36:1 (a)		STATION WAGONS: STD.—3.36:1 (a)
STANDARD V8 195-HP TURBO-FIRE 283 (283-CU.-IN. V8)	(2.85:1 LOW) STD.—3.08:1 (a) OPT. (EXCEPT WAGONS)—3.36:1 (b)	(3.11:1 LOW) STD.—3.08:1 (a) OPT.—3.55:1 (b)	STD.—3.08:1 (a)
RPO L77 220-HP TURBO-FIRE 283 (283-CU.-IN. V8)	(2.85:1 LOW) STD.—3.08:1 (a) OPT. (EXCEPT WAGONS)—3.36:1 (b)	(3.11:1 LOW) STD.—3.08:1 (a) OPT.—3.55:1 (b)	STD.—3.08:1 (a)
RPO L30 275-HP TURBO-FIRE 327 (327-CU.-IN. V8)	(2.54:1 LOW) STD.—3.08:1 (a)	(2.54:1 LOW) STD.—3.08:1 (a)	STD.—3.08:1 (a)
RPO L79 350-HP TURBO-FIRE 327 (327-CU.-IN. V8)	(2.54:1 LOW) STD.—3.07:1 (a)	(RPO M20 2.52:1 LOW) STD.—3.31:1 (a)	
		(RPO M21 2.20:1 LOW) STD.—3.31:1 (a) OPT.—3.55:1 (c), —3.73:1 (c)	

Note: Positraction available in all standard and optional ratios. \*Chevy II 100 Sedans only. (a) General purpose axle. (b) Special purpose or mountain axle. (c) Performance axle.



## 1966 CHEVELLE POWER TEAMS & AXLE RATIOS

ENGINE	3-SPEED FULLY SYNCH. STANDARD	OVERDRIVE RPO M10	4-SPEED FULLY SYNCH.	POWERGLIDE RPO M35
STANDARD 6 EXCEPT SS 396 120-HP HI-THRIFT 194 (194-CU.-IN. SIX)	(2.85:1 LOW) SEDANS, COUPES & CONVERTIBLES: STD.—3.08:1 (a) OPT.—3.36:1 (b)	ALL MODELS: STD.—3.70:1 (a)		SEDANS, COUPES & CONVERTIBLES: STD.—3.08:1 (a)
	(2.85:1 LOW) STATION WAGONS: STD.—3.36:1 (a)			STATION WAGONS: STD.—3.36:1 (a)
RPO L26 EXCEPT SS 396 140-HP TURBO-THRIFT 230 (230-CU.-IN. SIX)	(2.85:1 LOW) SEDANS, COUPES & CONVERTIBLES: STD.—3.08:1 (a) OPT.—3.36:1 (b)	SEDANS, COUPES & CONVERTIBLES STD.—3.70:1 (a)		SEDANS, COUPES & CONVERTIBLES: STD.—3.08:1 (a)
	(2.85:1 LOW) STATION WAGONS: STD.—3.36:1 (a)	STATION WAGONS: STD.—3.36:1 (a)		STATION WAGONS: STD.—3.36:1 (a)
STANDARD V8 EXCEPT SS 396 195-HP TURBO-FIRE 283 (283-CU.-IN. V8)	(2.85:1 LOW) STD.—3.08:1 (a) OPT.—3.36:1 (b)	STD.—3.70:1 (a)	(RPO M20 3.11:1 LOW) STD.—3.08:1 (a) OPT.—3.36:1 (b)	STD.—3.08:1 (a)
RPO L77 EXCEPT SS 396 220-HP TURBO-FIRE 283 (283-CU.-IN. V8)	(2.85:1 LOW) STD.—3.08:1 (a) OPT.—3.36:1 (b)	STD.—3.70:1 (a)	(RPO M20 3.11:1 LOW) STD.—3.08:1 (a) OPT.—3.36:1 (b)	STD.—3.08:1 (a)
RPO L30 EXCEPT SS 396 275-HP TURBO-FIRE 327 (327-CU.-IN. V8)	(2.54:1 LOW) STD.—3.08:1 (a)		(RPO M20 2.54:1 LOW) STD.—3.08:1 (a)	STD.—3.08:1 (a)
STANDARD SS 396 ONLY 325-HP TURBO-JET 396 (396-CU.-IN. V8)	(2.41:1 LOW) STD.—3.31:1 (a) OPT.—3.55:1 (b) —3.73:1 (d) —4.10:1 (d)*		(RPO M20 2.52:1 LOW) STD.—3.31:1 (a) OPT.—3.55:1 (b) —3.73:1 (d) —4.10:1 (d)*	STD.—3.31:1 (a) OPT.—3.55:1 (b) —3.73:1 (d) —4.10:1 (d)*
RPO L34 SS 396 ONLY 360-HP TURBO-JET 396 (396-CU.-IN. V8)	(2.41:1 LOW) STD.—3.73:1 (a) OPT.—3.31:1 (c) —3.55:1 (d) —4.10:1 (d)*		(RPO M20 2.52:1 LOW) STD.—3.73:1 (a) OPT.—3.31:1 (c) —3.55:1 (d) —4.10:1 (d)* (RPO M21 2.20:1 LOW) STD.—3.73:1 (a) OPT.—3.31:1 (c) —3.55:1 (c) —4.10:1 (d)* —4.56:1 (d)* —4.88:1 (d)*	STD.—3.73:1 (a) OPT.—3.31:1 (c) —3.55:1 (d) —4.10:1 (d)*
Note: Optional Positraction rear axle available in all standard and optional ratios. (a) General purpose axle.		*Available as Positraction axle only. (c) Performance cruise axle.		(d) Performance axle.

## 1966 CORVAIR POWER TEAMS & AXLE RATIOS

ENGINE	3-SPEED FULLY SYNCHRONIZED 3.11:1 LOW STANDARD	4-SPEED FULLY SYNCHRONIZED 3.11:1 LOW RPO M20	POWERGLIDE* RPO M35
STANDARD—MONZA AND CORVAIR 500 95-HP TURBO-AIR 164 (164-CU.-IN. SIX)	STD.—3.27:1 (a) OPT.—3.55:1 (b)	STD.—3.27:1 (a) OPT.—3.55:1 (b)	STD.—3.27:1 (a) OPT.—3.55:1 (b)
RPO L62—ALL MODELS EXCEPT CORSA 110-HP TURBO-AIR 164 (164-CU.-IN. SIX)	STD.—3.27:1 (a) OPT.—3.55:1 (b)	STD.—3.27:1 (a) OPT.—3.55:1 (b)	STD.—3.55:1 (a)
STANDARD—CORSA RPO L63—MONZA AND CORVAIR 500 140-HP TURBO-AIR 164 (164-CU.-IN. SIX)	STD.—3.55:1 (a) OPT.—3.27:1 (c)	STD.—3.55:1 (a) OPT.—3.27:1 (c)	*STD.—3.55:1 (a)
RPO L87—CORSA MODELS ONLY 180-HP TURBO-CHARGED 164 (164-CU.-IN. SIX)	STD.—3.55:1 (d)	STD.—3.55:1 (d)	
Note: Optional Positraction rear axle available in all standard and optional axle ratios.	(a) General purpose (b) Special purpose or mountain (c) Performance cruise (d) High performance	*Powerglide not available on Corsa models.	

## 1966 SPORTVAN POWER TEAMS & AXLE RATIOS

ENGINE	3-SPEED FULLY SYNCHRONIZED STANDARD	POWERGLIDE RPO M35
STANDARD SPORTVAN AND CUSTOM SPORTVAN 120-HP HIGH TORQUE 194 (194-CU.-IN. SIX)	STD.—3.36:1 OPT.—3.73:1 (a) —4.11:1 (b)	STD.—3.36:1 OPT.—3.73:1 (a) —4.11:1 (b)
STANDARD DELUXE SPORTVAN RPO L26 OTHER MODELS 140-HP HIGH TORQUE 230 (230-CU.-IN. SIX)	STD.—3.36:1 OPT.—3.73:1 (a) —4.11:1 (b)	STD.—3.36:1 OPT.—3.73:1 (a) —4.11:1 (b)
Note: Optional Positraction rear axle available in all standard and optional ratios.		(a) For heavy-duty axle only. (b) For regular or heavy-duty axle.



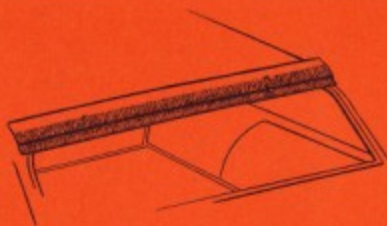


## SPECIFY THAT EXTRA MEASURE OF ENJOYABLE TRAILERING & TRAVELING

The equipment shown here represents a few of the dealer-installed items available from your Chevrolet dealer. All are specifically designed to add convenience and to make traveling more enjoyable or to help ease the strain of packing or unpacking. Besides those shown here, additional equipment includes such niceties as *speed and cruise control* (either factory- or dealer-installed on Chevrolet and dealer-installed on Chevelle). This lets you maintain steady speed and warns when pre-set maximum speed is approached. An *automatic trunk opener* lets you open your trunk — without leaving the driver's seat. *Ventilated seat cushion* permits circulation of cool or warm air around the body for exceptional driving comfort. *Remote control safety light*. Attaches permanently on right- or left-hand front fender. For auxiliary or emergency lighting; for picking out road signs or hazards. Check your Chevrolet dealer for additional items not shown or described.



**LUGGAGE CARRIER**—Adds cargo and luggage space and enhances appearance. Stanchions and rails of high-quality, weather-resistant design. Skid strips are stainless steel. Attaches permanently and provides plenty of tie-down locations. Also factory-installed.



**STATION WAGON REAR WINDOW DEFLECTOR**—Deflects air currents over rear window and helps keep it free from rain, mud, dust and debris while driving. No need for cleaning rear window between normal gas stops. Ruggedly constructed of extruded aluminum. Can also be factory-installed.



**TRAFFIC HAZARD WARNING SYSTEM**—Converts both front and rear turn-signal lights for simultaneous flashing at the flick of the knob. Warns approaching traffic of your stopped vehicle. Also factory-installed.



**FIRE EXTINGUISHER**—Dry chemical-type can put out deep layers of flame approximately 15 feet square. Also reported effective in discouraging wild-life pests in remote campsites. Gauge tells state of charge. Approved by Underwriters Laboratories and I.C.C., as well as by U.S.C.G. regulations for marine use.



**LUGGAGE CARRIER COVER**—Waterproof, fabric-backed vinyl plastic in attractive gray color. Bonded directly to a tempered hardboard floor. Steel frame shapes and holds cover in position. Weathertight zipper closing. Allows 14½-inch cargo height inside.



**REAR WINDOW DEFROSTER**—For all closed models except station wagons. Helps prevent dangerous rear window fog. Quickly removes fog from inside of glass if it has formed. Special design for quiet, draft-free operation. Can also be factory installed.



**RIGHT-HAND OUTSIDE REARVIEW MIRROR**—Matches standard left-hand outside mirror. Helps eliminate blind spots at the right rear of the car. Especially helpful in trailering. Special mirror surface helps guard against deterioration or fogging.



**TRAILER WIRING HARNESS**—Adapts to car's main wiring harness at the rear of the car. Provides leads for trailer's taillights, license light, stop and directional lights and electric brakes.



**PORTABLE HAND SPOTLIGHT**—Plugs into cigarette lighter socket. Has a long cord and throws a powerful beam for road signs, hazards and auxiliary campsite lighting.

Some extra-cost Options and Custom Features are illustrated on 1966 models and described in this booklet. Check your Chevrolet dealer for full details of standard and extra-cost equipment on any particular model. All illustrations and specifications contained in this booklet are based on the latest product information available at the time of publication approval. The right is reserved to make changes at any time without notice in prices, colors, materials, equipment, specifications and models, and also to discontinue models. Chevrolet Motor Division, General Motors Corporation, Detroit, Michigan 48202. Litho in U.S.A.