

1965
**CHEVROLET
TRUCKS**

FOUR-WHEEL DRIVE MODELS

CAMPBELL - EWALD CO.
REFERENCE CENTER



CHEVROLET

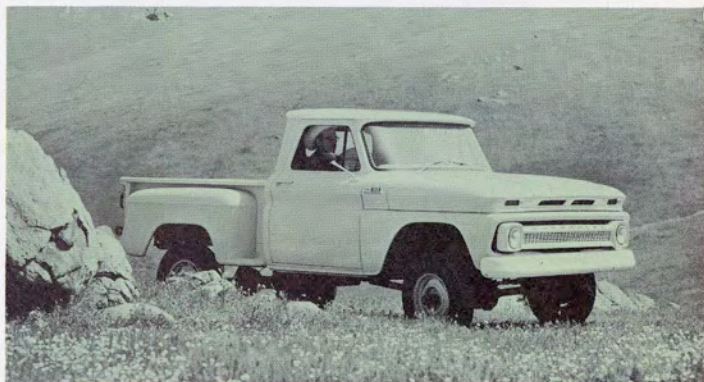


FLEETSIDE PICKUP MODEL K2534 —This sturdy 4-wheel drive pickup with 8-ft. pickup bed handles many assignments with ease and economy. With camper body*, it's ready to carry you to secret places where hunting and fishing are best. Remove the body, and it's a real money-maker on the roughest jobs.

FOUR-WHEEL DRIVE MODELS

All-round traction that tames practically any terrain is offered in Chevrolet's fleet of twelve extra-sturdy 4 x 4 models. When off-road hauling or other job requirements demand too much of the conventional 2-wheel drive, select a Chevrolet 4-wheel drive Fleetside or Stepside Pickup, a Carryall, Chassis-Cab or 7½-ft. panel model. They thrive on taking you where you want to go . . . even over the toughest terrain. Extremely versatile, they are equally at home on or off the highway. Over the road, 2-wheel drive delivers efficient, economical performance. As the route gets rough, you shift without using the clutch into 4-wheel drive for traction that digs in and keeps you rolling. Standard power plant on 4-wheel drive models is the economical High Torque 230 Six with the big 292 Six or 283 V8 available at extra cost. Two-speed transfer case gives extra torque multiplication plus the versatility of a power take-off opening that makes it possible to operate a wide range of power equipment.

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STEPSIDE PICKUP—Equipped with convenient side steps between cab and rear fenders to facilitate load handling, models K1504 and K2504 with 8-ft. bodies (K1404 with 6½-ft. body) combine utility and economy plus the 4 X 4 traction needed for severe off-road work.



FLEETSIDE PICKUP—Lower portions of body sidewalls are of double-wall construction for extra strength and to protect the appearance of outer panels. Model K1434 has 6½-ft. body; K1534 and K2534 have 8-ft. bodies.



SUBURBAN CARRYALL—With handsome station wagon styling, the 4-wheel drive Suburban Carryall is ideal for work or play; carries 8 passengers or 1,200 lbs. of cargo with the seats removed. Model K1406 is equipped with panel-type rear doors; K1416 models have station wagon-type rear doors.

Model		Body Length	Max. Payload or Body-Payload Weight	Maximum GVW
Fleetside Pickups	K1434	6½ ft.	1,750 lbs.	5,600 lbs.
	K1534	8 ft.	1,600 lbs.	5,600 lbs.
	K2534	8 ft.	3,300 lbs.	7,600 lbs.
Stepside Pickups	K1404	6½ ft.	1,800 lbs.	5,600 lbs.
	K1504	8 ft.	1,650 lbs.	5,600 lbs.
	K2504	8 ft.	3,350 lbs.	7,600 lbs.
Chassis-Cabs	K1403	6-6½ ft.	2,150 lbs.	5,600 lbs.
	K1503	7-8½ ft.	2,100 lbs.	5,600 lbs.
	K2503	7-8½ ft.	3,800 lbs.	7,600 lbs.
Suburban Carryalls	K1406	6-8 pass.	1,250 lbs.	5,600 lbs.
	K1416	6-8 pass.	1,200 lbs.	5,600 lbs.
Panel	K1405	7½ ft.	1,500 lbs.	5,600 lbs.

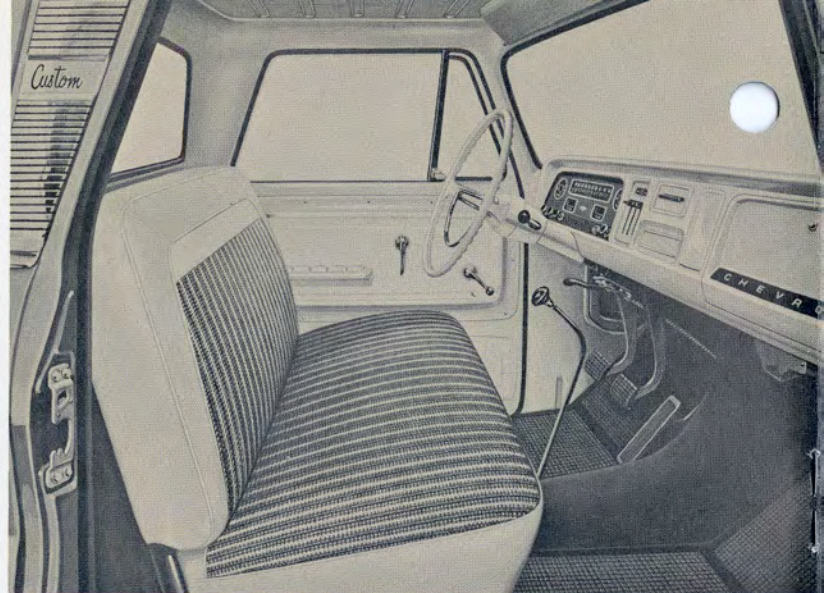
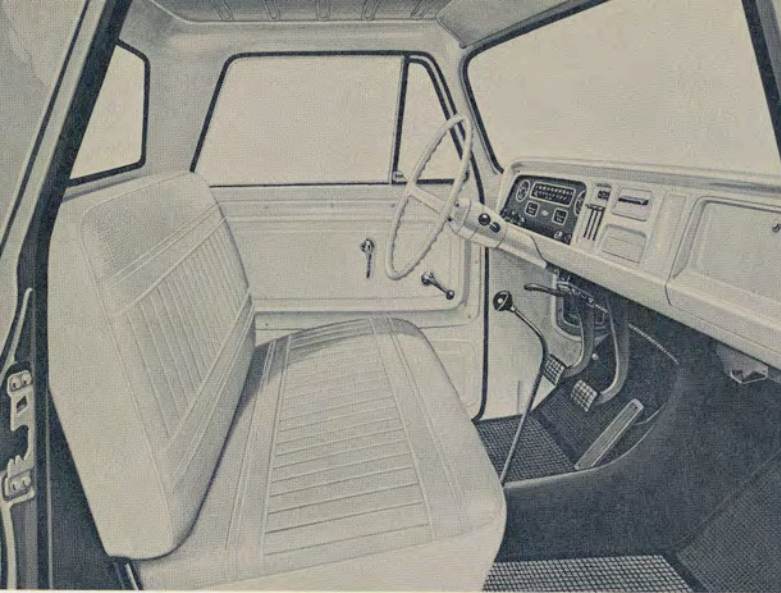


PANEL MODEL K1405—Here's an ideal delivery vehicle for rough rural routes—7½-ft. body carries 175 cu. ft. of cargo. Steel skid strips recessed in select wood floors facilitate loading and unloading.



CHASSIS-CAB MODEL K2503 WITH WRECKER BODY*—Rugged 4 X 4 chassis-cabs are available with wheelbases of 115 inches (K1403) and 127 inches (K1503 and K2503) for installation of many types of bodies or special equipment.*

*Special body or equipment is not the product of Chevrolet and is not intended to represent that of any manufacturer.



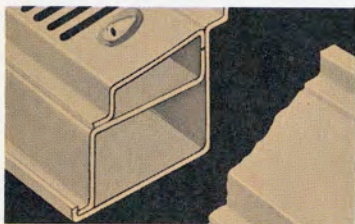
CAB FEATURES

STANDARD CAB—Roomy cabs feature deep-cushioned three-man seats with easy-to-clean vinyl upholstery. Heavy cab insulation gives exceptional quiet and extra comfort. Included in the standard cab appointments are a driver's sunshade, left door lock, heavy rubber floor mat, dome light and hooded non-glare instrument panel. A full-depth foam seat with vinyl upholstery is offered at extra cost.

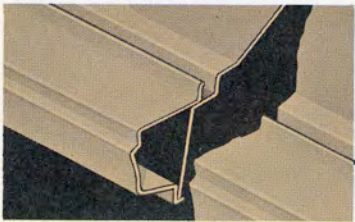


Extra-cost full-depth foam seat construction. Shown with standard vinyl upholstery.

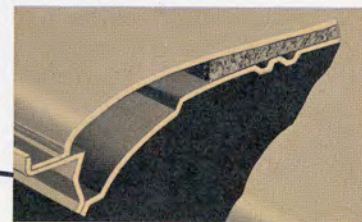
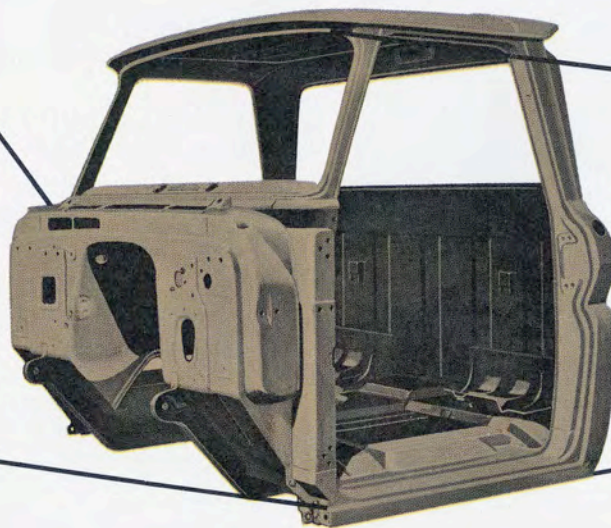
CAB WITH CUSTOM OPTIONS—Extra-cost custom options enhance cab comfort and appearance. The seat, with full-depth foam cushion, is upholstered in a handsome nylon fabric trimmed with vinyl. Other features include a driver's armrest, right and left door locks, chrome-trimmed control knobs, cigarette lighter, passenger's sunshade, horn ring, white trim on doors and trim plate for dispatch box.



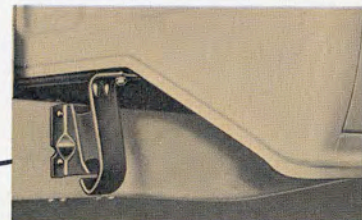
MASSIVE DOUBLE-WALLED COWL ARCH bridges front of the cab structure, uniting the door frames, dash and floor panel in a single strong, rigid assembly.



RUGGED BOX-SECTION SILLS, formed by assembly of precision-built close-fitting floor and side panel subassemblies, give extra cab durability for long life.



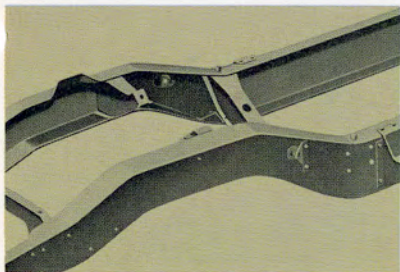
SCULPTURED DOUBLE-PANEL ROOF adds rigidity to entire cab structure. Insulation between inner and outer roof panels keeps out noise, heat and cold.



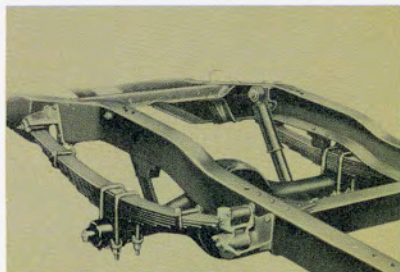
SHEAR-TYPE RUBBER CAB MOUNTS at the rear mounting position of Series K20 cabs help to reduce vibration or shock transmitted to cab from chassis.

CHASSIS FEATURES

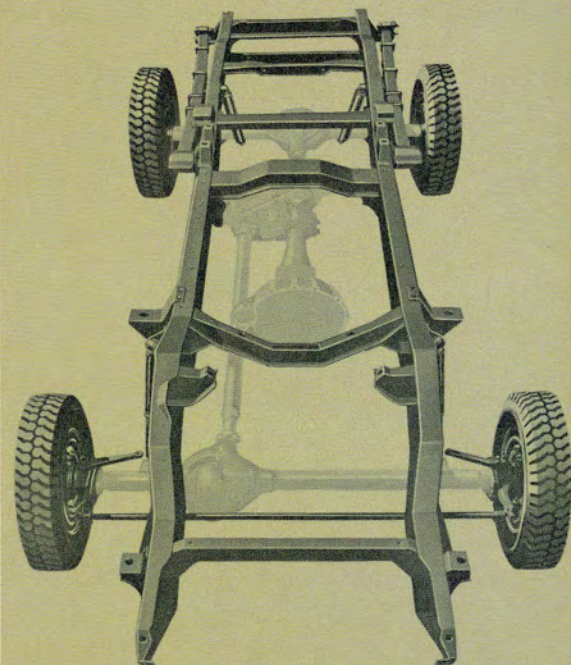
Here's a truck-designed chassis that does a truck-sized job of 4-wheel hauling for mile after rugged mile. Quality-built parallel frame construction, with extra beam strength and rigidity, assures toughness and extra stamina under severe off-road operating conditions. Chevrolet 4 x 4s are built to take the abuses of the roughest terrain over a long working life and with a minimum of maintenance. Self-adjusting brakes with generous lining area provide positive stops on command. Easy-control low-friction ball-gear steering keeps control firm and positive. Strong leaf springs are engineered with the muscle it takes to meet any off-road challenge, while durable shock absorbers control the bumps and smooth the ride. You can depend on this rugged Chevrolet chassis to deliver the staying power and long life you expect in really rough 4-wheel drive hauling.



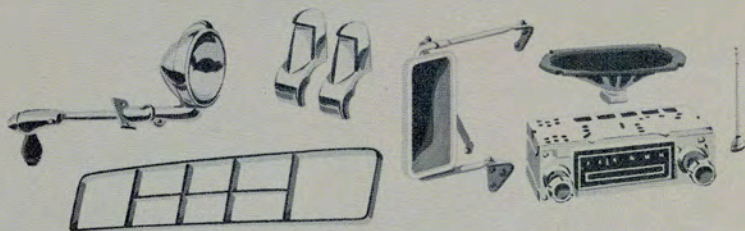
Parallel-design frames have extra strength and rigidity for off-road work.



High-capacity leaf springs are designed to take it in tough 4-wheel drive work.



HIGH-STRENGTH LADDER-TYPE FRAME combines heavy-gauge channel side rails joined by alligator-jaw crossmembers to increase frame resilience and the ability to take punishment of rough off-road hauls. Additional crossmembers put extra strength into the support areas for the shock absorbers and rear springs. All structural members are fabricated of extra-high-strength steel.



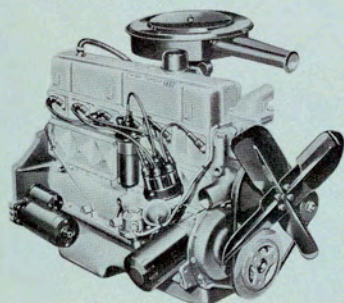
CUSTOM FEATURE ACCESSORIES

A wide variety of dealer-installed Custom Feature accessories is available to add extra comfort, convenience and safety to your 4-wheel drive truck. It's easy to custom-tailor your truck to your own special needs and preferences by choosing from items such as grille guards, air conditioner, cab clearance lights, special mirrors and seat belts. Ask your Chevrolet dealer for full details about the many Custom Feature accessories he offers for every 4-wheel drive model.

SPRING CAPACITIES (lbs. each at ground)	SERIES K10	SERIES K20
Front	1650	1750
Rear—Standard	1900	1900
—Optional	—	3150

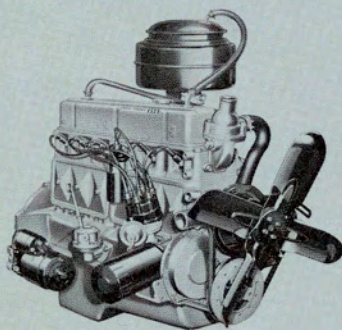
HIGH TORQUE ENGINES

Modern Chevrolet truck engines are built with the most advanced manufacturing techniques and materials. Precision molding processes produce cylinder head and block castings of uniformly high quality, strength and dimensional accuracy with substantial savings in dead weight. The end result is higher overall truck efficiency. Through many millions of miles of use, Chevrolet truck engines have proved their superiority in all types of truck service.



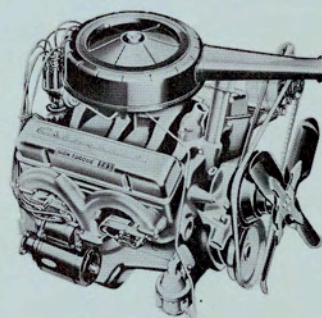
HIGH TORQUE 230 SIX

Standard power plant for all 4-wheel drive models has 230-cubic-inch displacement with $3\frac{7}{8}$ " x $3\frac{1}{4}$ " bore and stroke—free-breathing overhead valve design with low-restriction valve ports and wedge-type combustion chambers—efficient aero-type valve mechanism with hydraulic lifters—smooth-running seven-main-bearing crankshaft—140 horsepower and 220 ft.-lb. of torque for economical truck performance on or off the road.



HIGH TORQUE 292 SIX

Optional extra-cost Six for extreme service requirements—292-cubic-inch displacement with $3\frac{7}{8}$ " x $4\frac{1}{8}$ " bore and stroke—aluminized inlet valves—automatic rotators on exhaust valves faced with a tough cobalt-based alloy—hydraulic valve lifters—full-chromed top piston rings—heavy-duty seven-main-bearing crankshaft—premium aluminum bearings—170 horsepower and 275 ft.-lb. of torque to handle the toughest jobs efficiently.



HIGH TORQUE 283 V8

Optional extra-cost V8 puts lively performance into a Chevy 4-wheel drive—283-cubic-inch displacement with $3\frac{7}{8}$ " x 3" bore and stroke—efficient overhead valve design—auto-type valve mechanism with hydraulic lifters—tough five-main-bearing crankshaft—precision distributor adjustment—long-life steel-backed babbitt bearings—175 horsepower and 275 ft.-lb. of torque to keep the 283 V8 delivering the goods on your toughest truck schedules.

PERFORMANCE DATA	230 Six	292 Six	283 V8
Piston Displacement.....	230 cu. in.	292 cu. in.	283 cu. in.
Compression Ratio.....	8.5	8.0	9.0
Gross Horsepower @ rpm.....	140 @ 4400	170 @ 4000	175 @ 4400
Net Horsepower @ rpm.....	120 @ 3600	153 @ 3600	145 @ 4200
Gross Torque (ft.-lb.) @ rpm.....	220 @ 1600	275 @ 1600	275 @ 2400
Net Torque (ft.-lb.) @ rpm.....	205 @ 1600	255 @ 2400	245 @ 2000

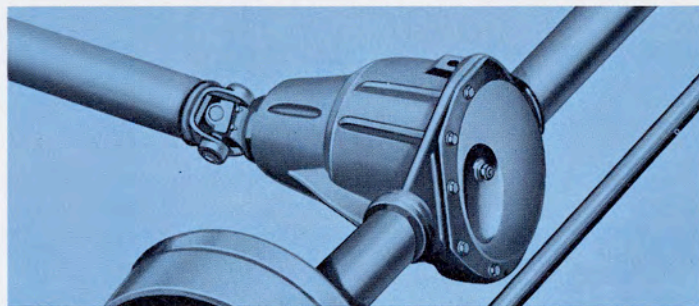
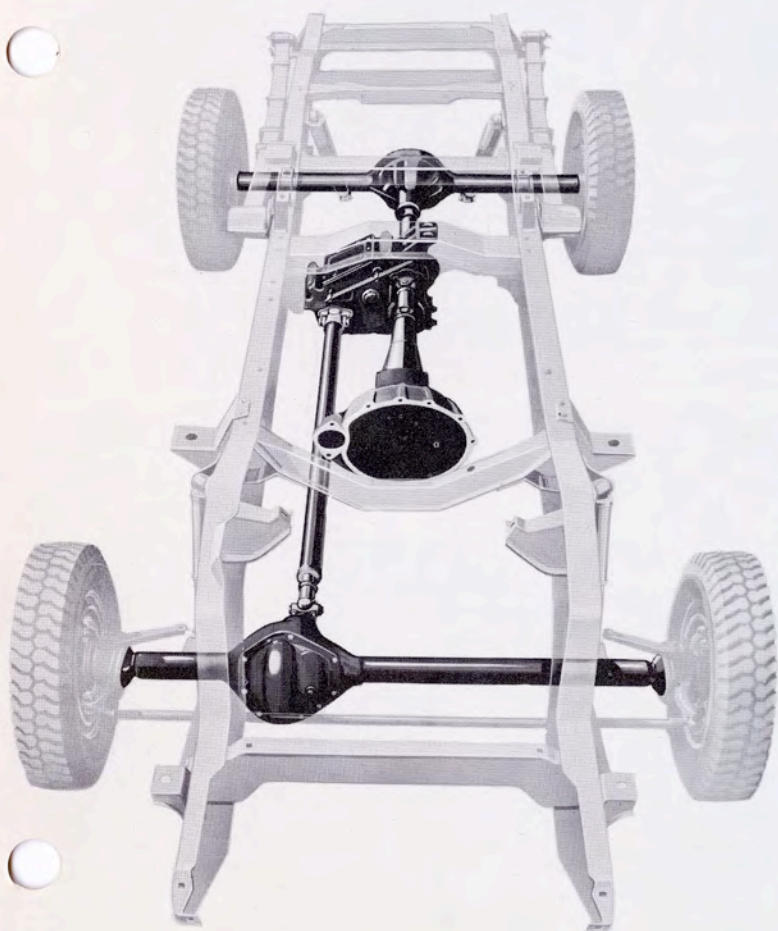
DRIVE LINE

Engine power is directed to the front and rear axles for maximum 4-wheel drive traction . . . or to the rear axle only for economical highway cruising . . . through an easy-shifting two-speed transfer case. Exceptional pulling power in the roughest terrain is assured because the transfer case directs extra power to whichever axle is getting the better traction.

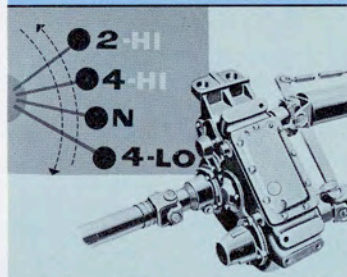
The high-capacity front and rear axles with smooth-running hypoid gears provide for big load-carrying ability as well as rugged off-road mobility.

Strong, durable yoke-and-trunnion universal joints on the front axle are especially designed to withstand brutal off-road duty while maintaining smooth easy steering. An easy-to-operate

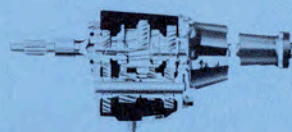
diaphragm-spring clutch smoothly engages engine power to drive components. The standard 3-speed Synchro-Mesh transmission is ideally suited to many 4-wheel drive requirements, while an optional extra-cost 4-speed Synchro-Mesh transmission is available for greater operating flexibility and adaptability. Both 3- and 4-speed transmissions feature tough gear clusters, carburized and shot-peened for long dependable service. Auxiliary equipment can be powered by the engine through an easily accessible power take-off opening on the rear of the transfer case. With the optional 4-speed transmission, an additional power take-off opening on the left side of the transmission gives even greater power versatility.



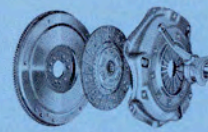
High-capacity front and rear axles are built for dependability and long life in off-road work.



Single-lever control operates transfer case. Lever has 4 positions: 2-wheel direct, 4-wheel direct, neutral and 4-wheel under-drive (1.94 gear reduction). Shifting between 2-wheel and 4-wheel drive can be made while truck is in motion without using clutch.



Rugged 3-speed Synchro-Mesh transmission is standard in all models. Heavy-duty 4-speed transmission, with power take-off opening, is optional at extra cost.



Smooth-acting 10-inch diaphragm-spring clutch is standard. Optional at extra cost and included with the 292 Six and 283 V8 engines is a heavy-duty 11-inch clutch.

SPECIFICATIONS: 4-WHEEL DRIVE MODELS

		SERIES K14 & K15 (½-TON)			SERIES K20 (¾-TON)				
GROSS WEIGHT RATINGS	GVW	4900 LB. TO 5600 LB.			5700 LB. TO 7600 LB.				
AXLE, FRONT	TYPE	TUBULAR DRIVING (RATIO 3.73) ■			TUBULAR DRIVING (RATIO 4.55) ■				
	RATING	3300 LB.			3500 LB.	3500 LB. HD			
AXLE, REAR	MAKE	CHEVROLET			CHEVROLET				
	RATING	3300 LB.			5200 LB.				
	RATIO	3.73			4.57				
BRAKES, SELF-ADJ.	SIZE FRONT	11" x 2"			12" x 2"				
	SIZE REAR	11" x 2"			12" x 2"				
	TOTAL LINING AREA	172 SQ. IN.			191 SQ. IN.				
	BOOSTER	8.3" PISTON			8.3" PISTON				
CLUTCH	DIA.; AREA (SQ. IN.)	10"; 100	11"; 124		10"; 100	11"; 124			
ENGINE, HIGH TORQUE	TYPE	230 SIX	292 SIX	283 V8	230 SIX	292 SIX	283 V8		
FRAME	SECTION MODULUS	3.62 (SERIES K14)	4.85 (SERIES K15)		4.85				
FUEL TANK	CAPACITY	18½ GAL. (20½ GAL., K1405-06-16)		21 GAL.	18½ GAL.	21 GAL.			
GENERATOR▲	AMPS	37	42	55	62	37	42	55	62
SHOCK ABSORBERS		FRONT & REAR		HD REAR	FRONT & REAR		HD REAR		
SPRINGS, FRONT	TYPE	LEAF; 44" LONG x 2½" WIDE			LEAF; 44" LONG x 2½" WIDE				
	CAP. AT GROUND	1650 LB.			1750 LB.				
SPRINGS, REAR	TYPE	LEAF; 52" LONG x 2½" WIDE			LEAF; 52" LONG x 2½" WIDE				
	CAP. AT GROUND	1900 LB.			1900 LB.	3150 LB.			
STEERING	RATIO; WHEEL DIA.	24.0 TO 1; 17"			24.0 TO 1; 17"				
TIRES	STANDARD	6.70-15/4PR FRONT, SINGLE REAR & SPARE ●			7-17.5/6PR FRONT & SINGLE REAR				
	MAXIMUM	7-17.5/6PR FRONT, SINGLE REAR & SPARE			8-19.5/8PR FRONT & SINGLE REAR				
TRANSMISSION	TYPE	SYNCHRO-MESH			SYNCHRO-MESH				
	NO. OF SPEEDS	3	4		3	4			
WHEELS	TYPE	6-STUD DISC			8-STUD DISC				
	STD. SIZE; MAX. SIZE	15" x 5.5"; 17.5" x 5.25"			17.5" x 5.25"; 19.5" x 5.25"				

▲All generators are 12-volt Delcotron alternating current type.

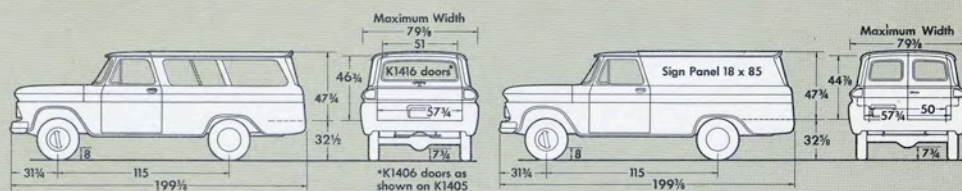
●7.10-15/4PR tires standard on Carryalls.

■Free-wheeling front hubs optional at extra cost.

EQUIPMENT SHOWN IN BLUE
OPTIONAL AT EXTRA COST

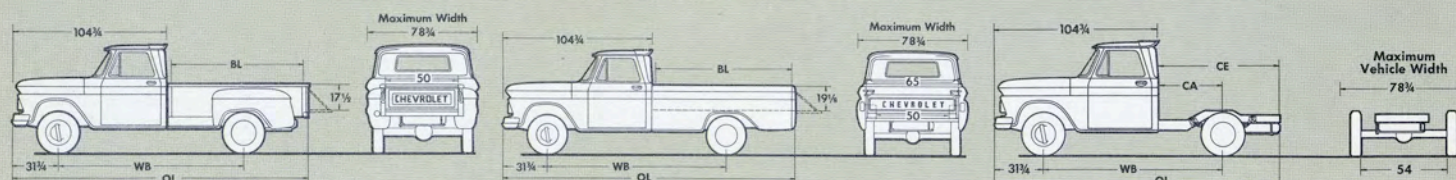
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DIMENSIONS



SUBURBAN CARRYALLS

PANEL



STEPSIDE PICKUPS

FLEETSIDE PICKUPS

CHASSIS-CAB MODELS

MODEL	WB	OL	BL	MODEL	WB	OL	BL	MODEL	WB	CA	CE	OL
K1404	115"	186¾"	78½"	K1434	115"	186¾"	78½"	K1403	115"	42"	75½"	180¼"
K1504	127"	206¼"	98"	K1534	127"	206¼"	98"	K1503	127"	54"	95½"	200¼"
K2504	127"	206¼"	98"	K2534	127"	206¼"	98"	K2503	127"	54"	95½"	200¼"