

**1967**  
**CHEVROLET**  
**TRUCK**  
**ENGINEERING**  
**FEATURES**

CHEVROLET MOTOR DIVISION • GENERAL MOTORS CORPORATION • PRODUCT INFORMATION DEPARTMENT • SEPTEMBER, 1966  
ENGINEERING CENTER

# 1967 CHEVROLET TRUCK ENGINEERING FEATURES



CHEVROLET

1967

The 1967 Chevrolet trucks are tangible evidence of a dynamic and competitive engineering concept which affords the truck customer unusually high standards of comfort, convenience, appearance, and safety.

Chevrolet will merchandise at the start of 1967 production a total of 406 standard truck models on 37 wheelbases, or 67 more models and two more wheelbases than offered for domestic use in 1966. Numerous product improvements are incorporated, adding to Chevrolet's tradition of greater value, reliability, and variety for its customers.

Paramount among the many new features is the body and sheet metal styling for conventional models in the Commercial and Medium-Duty lines and in the 60 Series of the Heavy-Duty line. The new styling represents the most extensive Chevrolet truck configuration change since 1960, and, with the employment of shorter front end sheet metal components for Medium and Heavy-Duty models, it obsoletes the Low Cab Forward configuration formerly offered.

Some important dimensional advantages result from the new styling such as a lower Overall Height for Commercial models, permitting easier entry and egress; shorter Bumper-to-Back-of-Cab dimensions for Medium and Heavy-Duty models, improving maneuverability; and improved forward visibility, especially for Medium and Heavy-Duty models.

Cowl and Pickup models also are newly-styled, and new front end styling affords a fresh appearance to models in the El Camino and Light-Duty Forward Control lines. In Light-Duty Forward Control applications the new front end configuration, including a curved windshield, improves vehicle aerodynamic characteristics, thereby

reducing wind resistance for improved economy and lower noise levels.

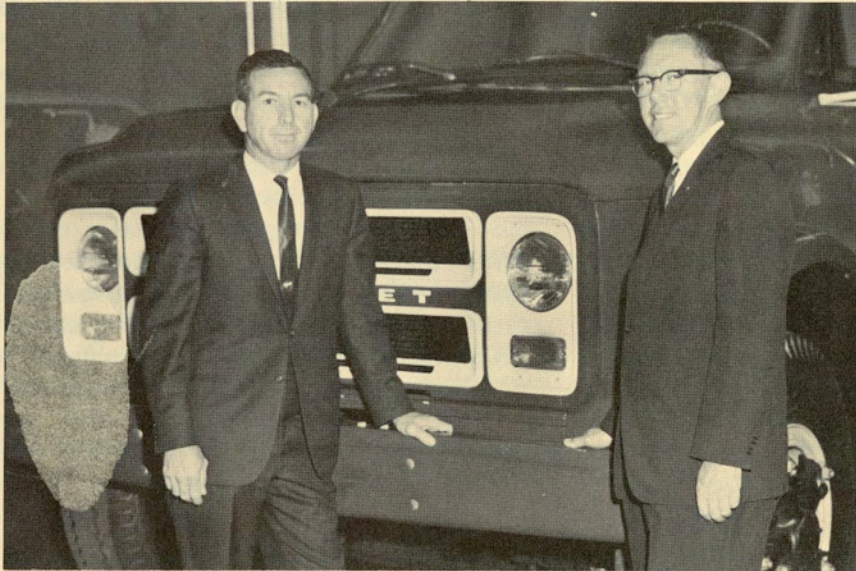
Other major new features of the 1967 truck program include new diesel-powered Forward Control models for greater economy to high-mileage operators in door-to-door delivery services; new Light-Duty Forward Control models with a 108-inch wheelbase for increased load-carrying capacity; lower 4-Wheel Drive models for improved appearance and easier entry and egress; tapered leaf springs on Light-Duty Forward Control and 4-Wheel Drive models for improved vehicle ride quality; bath-tub type front fender wheel housings on conventional models for better corrosion prevention; one-hand tailgate operation on Fleetside Pickup models along with a choice of standard steel floor or optional wood floor; increased-output base and optional engines in some model applications; and, in many instances, realigned GVWs and GCWs for closer job-tailoring.

Additional improvements in the safety area also are featured, including padded instrument panels; padded sunshades; four-way hazard warning flasher; safety door locks and hinges; thick-laminate windshield glass; dual master cylinder brake system with warning light; telescoping lower steering shaft; and energy-absorbing steering wheels.

Detailed in the following pages are the 1967 truck engineering features which represent a significant achievement in Chevrolet's continuous program of truck development.

*A.C. Mair*

**DIRECTOR OF ENGINEERING**



**Alex C. Mair, Director of Engineering, and Paul E. Hitch, Chief Engineer-Truck (right).**

## CONTENTS

Series and Models . . . . .	4
Dimensional Aspects . . . . .	6
Exterior Styling . . . . .	12
Interior Styling . . . . .	22
Body Structure . . . . .	32
Front End Sheet Metal . . . . .	44
Power Trains . . . . .	48
Chassis . . . . .	56
Interim 1966 Changes . . . . .	68
Appendix . . . . .	70
Index . . . . .	92

# SERIES AND MODELS

Model offering for domestic use is at an all-time high with 406 start-of-production vehicles on 37 wheelbases, or 67 more models and 2 more wheelbases than merchandised in the 1966 model year. Of the total, 158 are continued and 248 are added to the line-up. Though many units are all-new, such as the 108-inch wheelbase Chevy-Vans and Sportvans in the Light-Duty Forward Control Line and the diesel-powered Step-Vans and Forward Control Chassis in the Commercial Line, most of the model increase results from extended applicability of the model symboling system used in 1966 for some heavy-duty vehicles where engine type and brake type differences within a basic series constitute a separate model.

The new model symboling system, shown in a chart in the Appendix, is used for all vehicles except those in the El Camino line. Affording more concise model identification, this system employs a 2-letter prefix, with the first letter denoting chassis

type and the second the engine equipment, and a 5-digit number identifying the GVW range, the Cab-to-Axle dimension, and the body and brake type. Details of model changes are discussed below.

## Light-Duty Forward Control Line

Because of the increasing popularity of the forward control configuration, with its advantages of greater usable load space and higher cubic content, new 1/2-Ton and 3/4-Ton Chevy-Van and Sportvan units on a 108-inch wheelbase are added to the line. All 1/2-Ton units on the 90-inch wheelbase are continued.

The 3/4-Ton category, comprised only of 108-inch wheelbase models, is new to the line, and heavy-duty chassis components commensurate with the increased load-carrying capacity are utilized. GVW ratings are 5200, 5800, and 6200 pounds.

Continued 90-inch wheelbase units in the 1/2-Ton category have the same GVW

## MODEL SUMMARY

Category	Gasoline	Diesel	Total
Light-Duty	104	16	120
Medium-Duty	86	27	113
Heavy-Duty	108	65	173
Total	298	108	406

## SERIES REALIGNMENT

1966 Series	10	20	30		50	60	60H	70000	80	80000
Ton Rating	1/2	3/4	1	1-1/2	2	2 HD		2-1/2	2-1/2	3
1967 Series	10	20	30	40	50	60		70		80

ratings as offered in 1966, and these also are applicable to the new 108-inch wheelbase models in this category.

New V-8 engine models also are introduced in both weight categories and on both wheelbases. In 1967, all Sportvan models are merchandised as trucks rather than as passenger cars.

### Commercial Line

Diesel economy now is available to high-mileage operators in door-to-door delivery services with the introduction of new 3/4- and 1-Ton Step-Van, Step-Van King, and Forward Control Chassis units powered by an 82-horsepower version of the Chevy Detroit Diesel. Gasoline engine models continue.

Though not available until mid-season 1967, the Panel and Suburban line-up is revised with the introduction of new 1/2- and 3/4-Ton units on a common 127-inch wheelbase. In addition to introducing new

3/4-Ton units for the first time, this realignment cancels the former 115-inch wheelbase models as well as the 133-inch wheelbase 1-Ton Panel.

Several noteworthy GVW changes are effected, including the upgrading of the base GVW for Series CA10 models to 4400 from 4100 pounds and the upgrading of the maximum GVW for 157-inch wheelbase models in Series CA30 and all models in Series PA30 to 14,000 from 10,000 pounds.

### Medium- and Heavy-Duty Lines

As shown in the accompanying chart, series numbering in relation to nominal weight ratings is realigned for models in these lines. A new 40 Series is introduced to represent the 1-1/2 Ton category, formerly designated as the 50 Series; trucks in the 50 Series are upgraded to the 2-Ton classification; and 60 Series units are elevated to the 2-Ton Heavy-Duty category, now standard but formerly an optional

rating comprised of the 60H Series. The 80 Series models in the 2-1/2 Ton category are deleted. Other 2-1/2 Ton units, except Series HG-JG-TG70000 models, and all 3-Ton models are continued, but redesignated as the 70 and 80 Series for uniformity with other series merchandising numbers. Added to the 2-1/2 Ton category are new Series TV70 models.

Conventional Cab-Chassis models in the new Series 40, 50, and 60 are built with a 96-inch Bumper-to-Back-of-Cab (BBC) dimension which replaces both the 105-inch BBC Conventional Cab-Chassis and the 93-inch BBC Low Cab Forward-Chassis in the former 50 and 60 Series. All wheelbases for Conventional Cabs in these series are decreased eight inches.

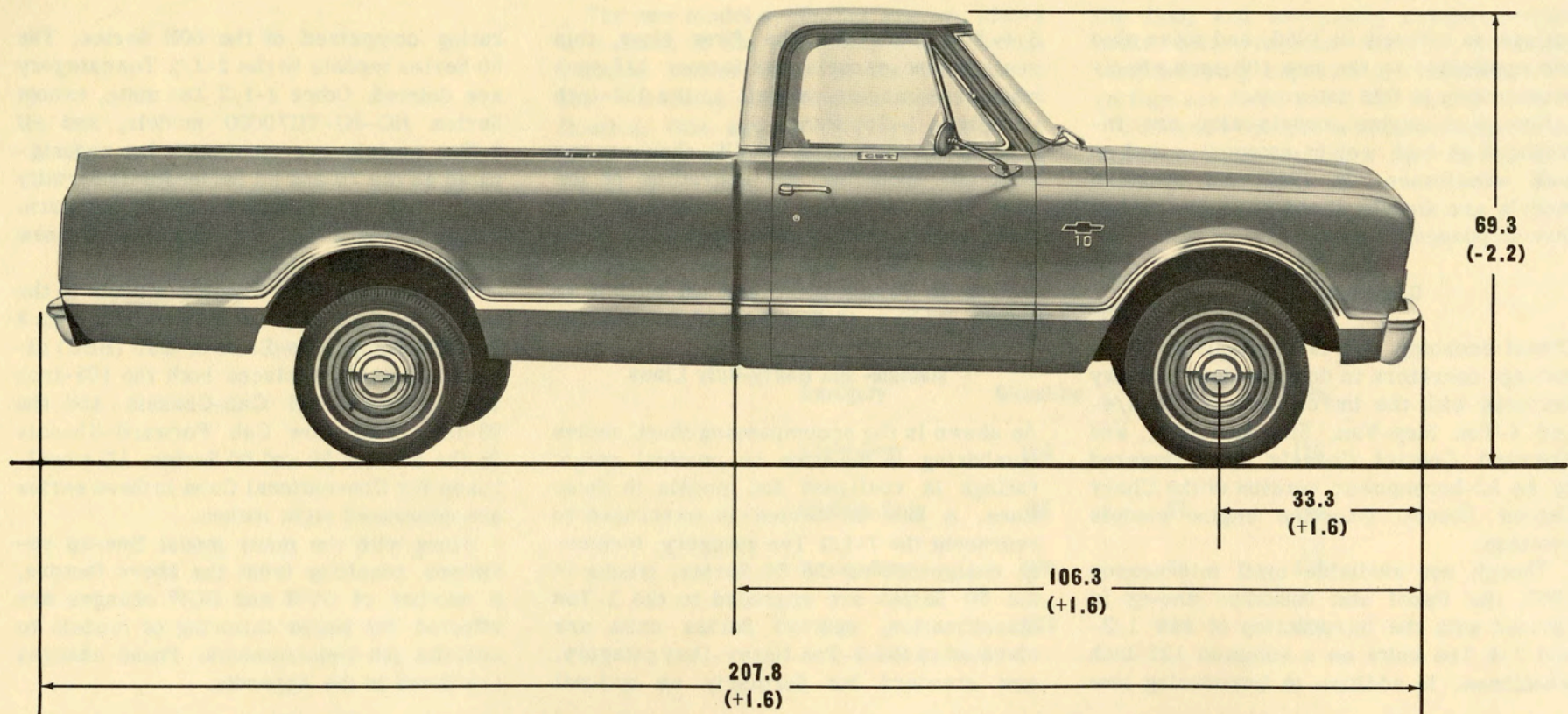
Along with the many model line-up revisions resulting from the above factors, a number of GVW and GCW changes are effected for better tailoring of models to specific job requirements. These changes are listed in the Appendix.

# DIMENSIONAL ASPECTS

Use of completely new cab and sheet metal for Series 10-60 conventional models has resulted in some important dimensional changes, including lower Overall Heights for Series 10-30 units and shorter Overall Lengths for Series 40-60 units. Benefits accruing from these and other dimensional changes include improved appearance, better forward visibility, increased maneuverability, and easier entry and egress, depending upon model type.

MODEL CA10934

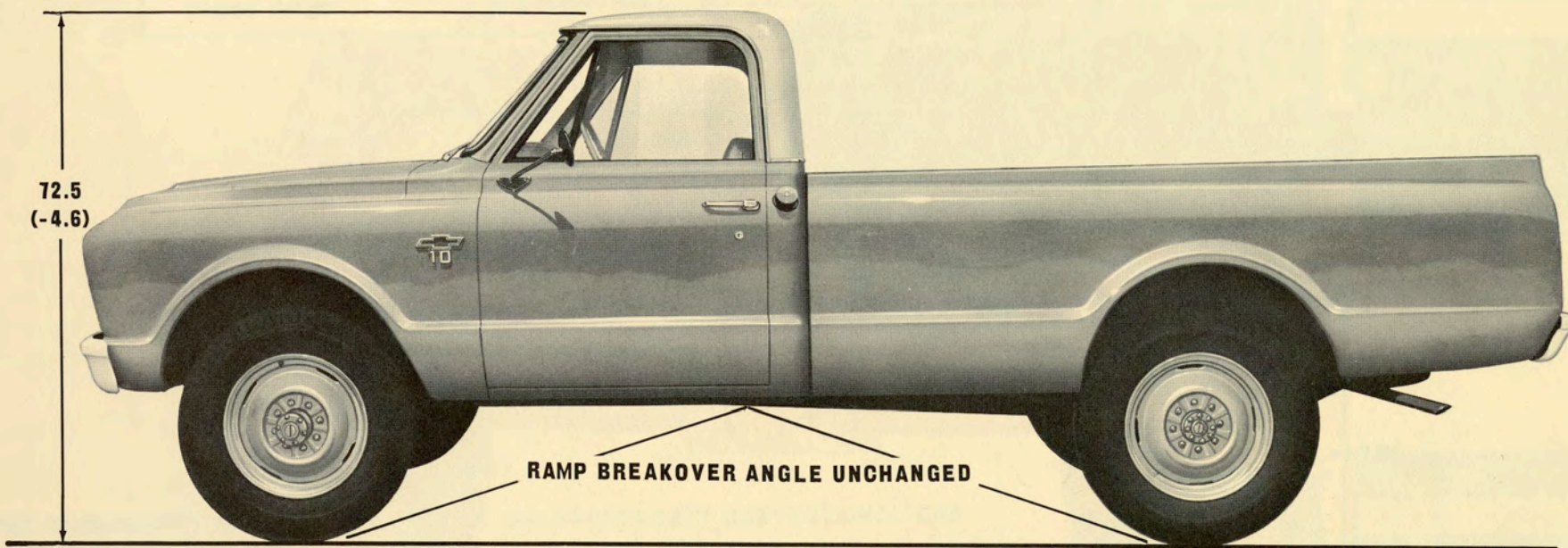
Typical of Light-Duty Models with Conventional Chassis





MODEL KA10934

Typical of Light-Duty Models with Four-Wheel Drive Chassis



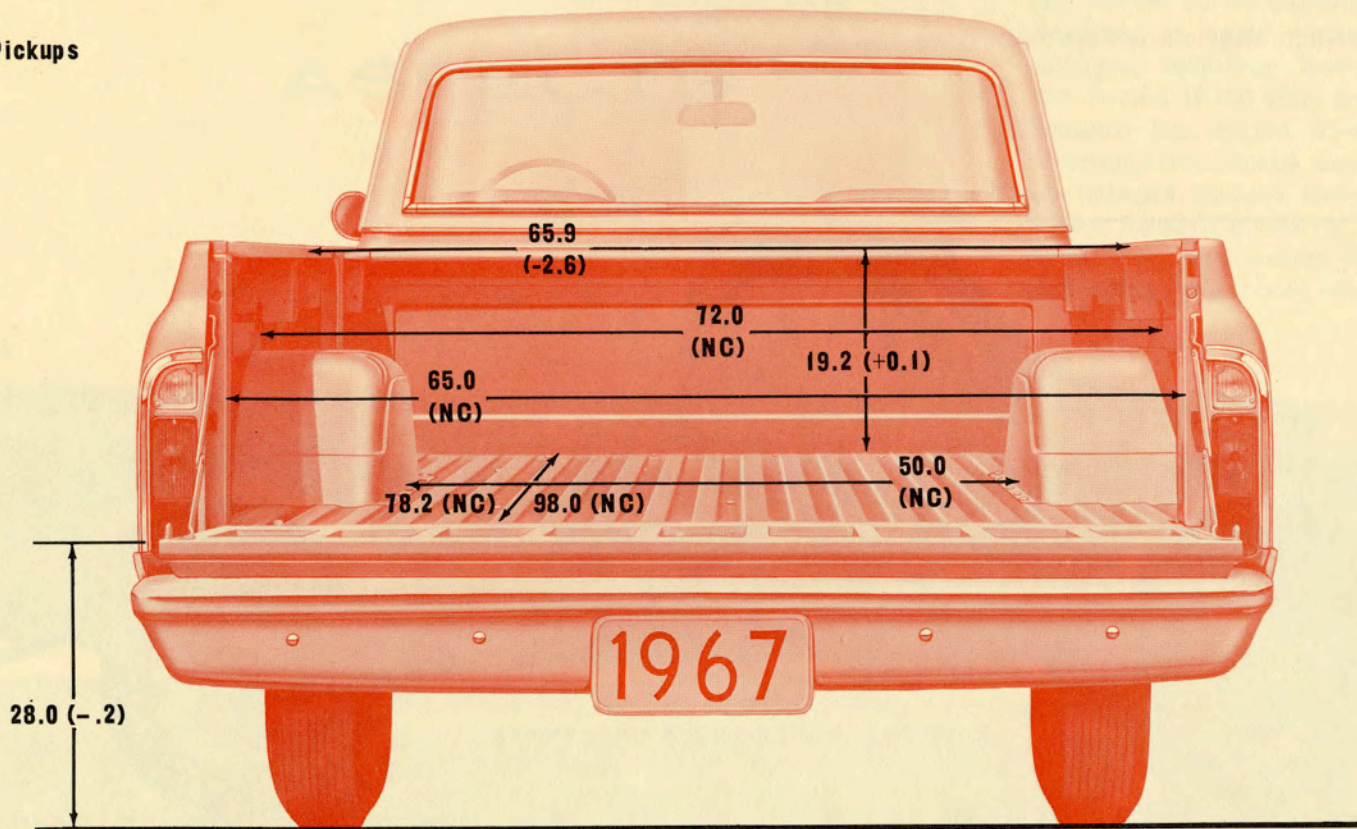
SERIES 10-30. As a result of the new styling for Series CA10-30 models, Overall Height at curb weight is reduced an average of two inches through a lower Cab-to-Frame Height and Overall Length is increased almost two inches through a longer Front Overhang, contributing to the new appearance. Other exterior dimensions are unchanged. Depending upon vehicle type and rating, a reduction of up to five inches in Overall

Height is achieved for Series KA10 and 20 models through lower Cab-to-Frame and Frame-to-Ground Heights. Not only does the reduced Overall Height improve appearance of the Four-Wheel Drive units, but also it improves entry and egress, visibility, and cargo loading. Most of the reduction in Overall Height results from the lower Frame-to-Ground Height which is made possible through repositioning the transfer case further upward and forward so that

the spring-to-axle spacers formerly required to maintain Ground Clearance at the ramp breakover point are no longer required. Though Frame-to-Ground Height is reduced in 1967, Ground Clearance at the all-important ramp breakover point, which is at the wheelbase center, is maintained.

Dimensions for the all-new Fleetside Pickup boxes are generally identical to those of the superseded units. Rail-to-Rail

## Fleetside Pickups



Width is decreased 2.6 inches, but this does not materially affect agricultural container capacity. Container loading is more efficient in 1967 as a result of the flat-top design of the wheelhouses.

Improved entrance and egress and a more comfortable driving position result for the majority of drivers with a lower Seat Height and a greater Wheel-to-Seat Cushion Clearance. The latter dimension is increased 2.3 inches through a smaller

diameter steering wheel plus a one-inch reduction in Seat Height. The decrease in Seat Height improves Entrance Room by one-quarter inch and lowers Seat-to-Ground Height one inch. Shoulder Room is increased almost a half-inch; other interior dimensions are decreased slightly.

SERIES 40-60. Improved forward visibility, better maneuverability, and shorter parking space requirements result from

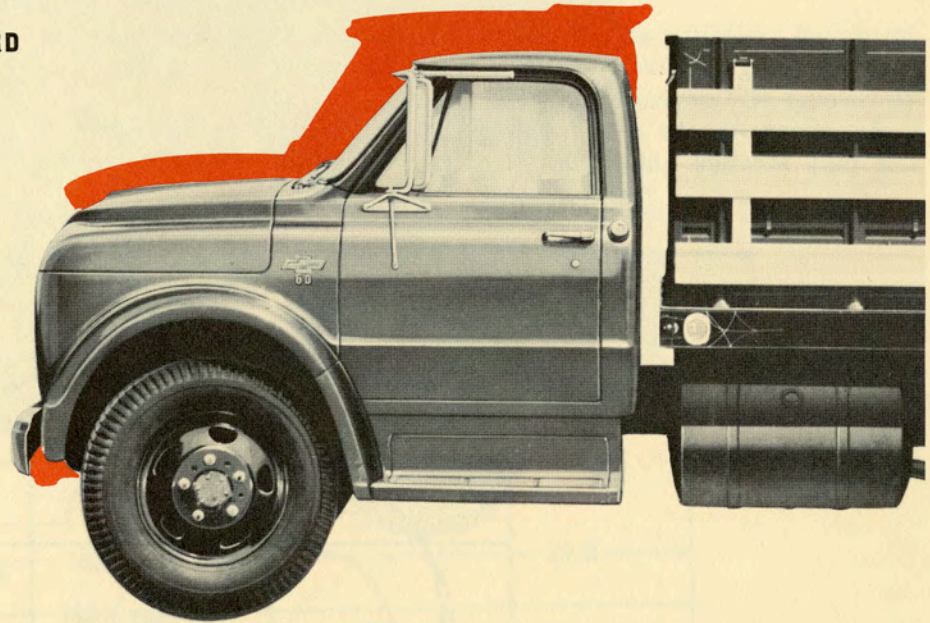
the dimensional changes to Series 40-60 Conventional Cabs.

The new cab configuration, which allows a more compatible engine location, makes it possible to shorten front end sheet metal by a full nine inches over 1966 Conventional Cabs, thus eliminating the need for the former Low Cab Forward models. The Bumper-to-Back-of-Cab dimension is now 96 inches, as compared with the previous 105 inches for Conventional Cabs and 93.3

### DIMENSIONAL CHANGES

#### 1967 MEDIUM-DUTY CONVENTIONAL CAB VS 1966 LOW CAB FORWARD

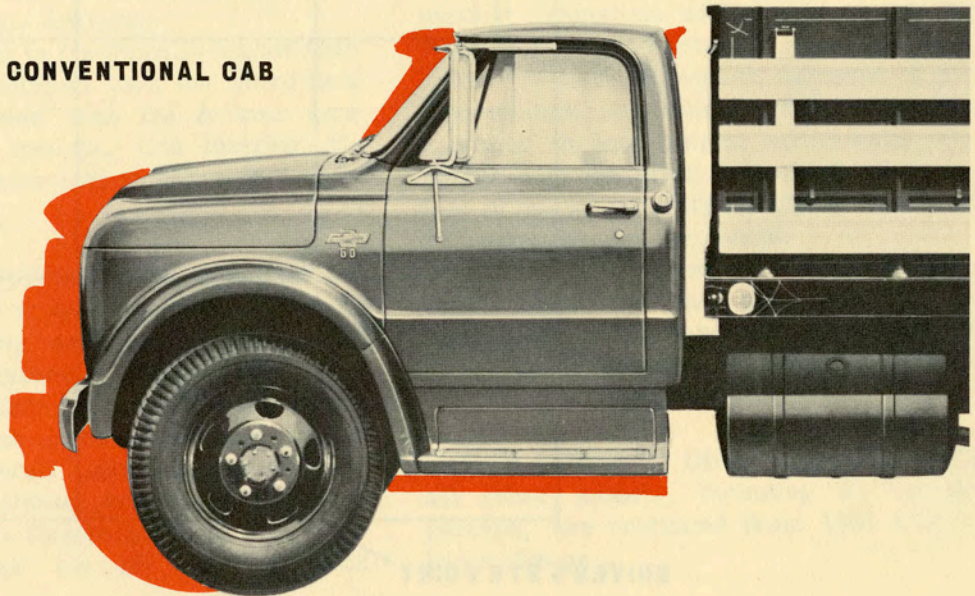
Bumper-to-Back-of-Cab	96.0 (+2.7)
Front Overhang	30.6 (-1.7)
Overall Height	86.0 (-6.0)



### DIMENSIONAL CHANGES

#### 1967 MEDIUM-DUTY CONVENTIONAL CAB VS 1966 MEDIUM-DUTY CONVENTIONAL CAB

Bumper-to-Back-of-Cab	96.0 (-9.0)
Front Overhang	30.6 (-1.7)
Overall Height	86.0 (+0.2)



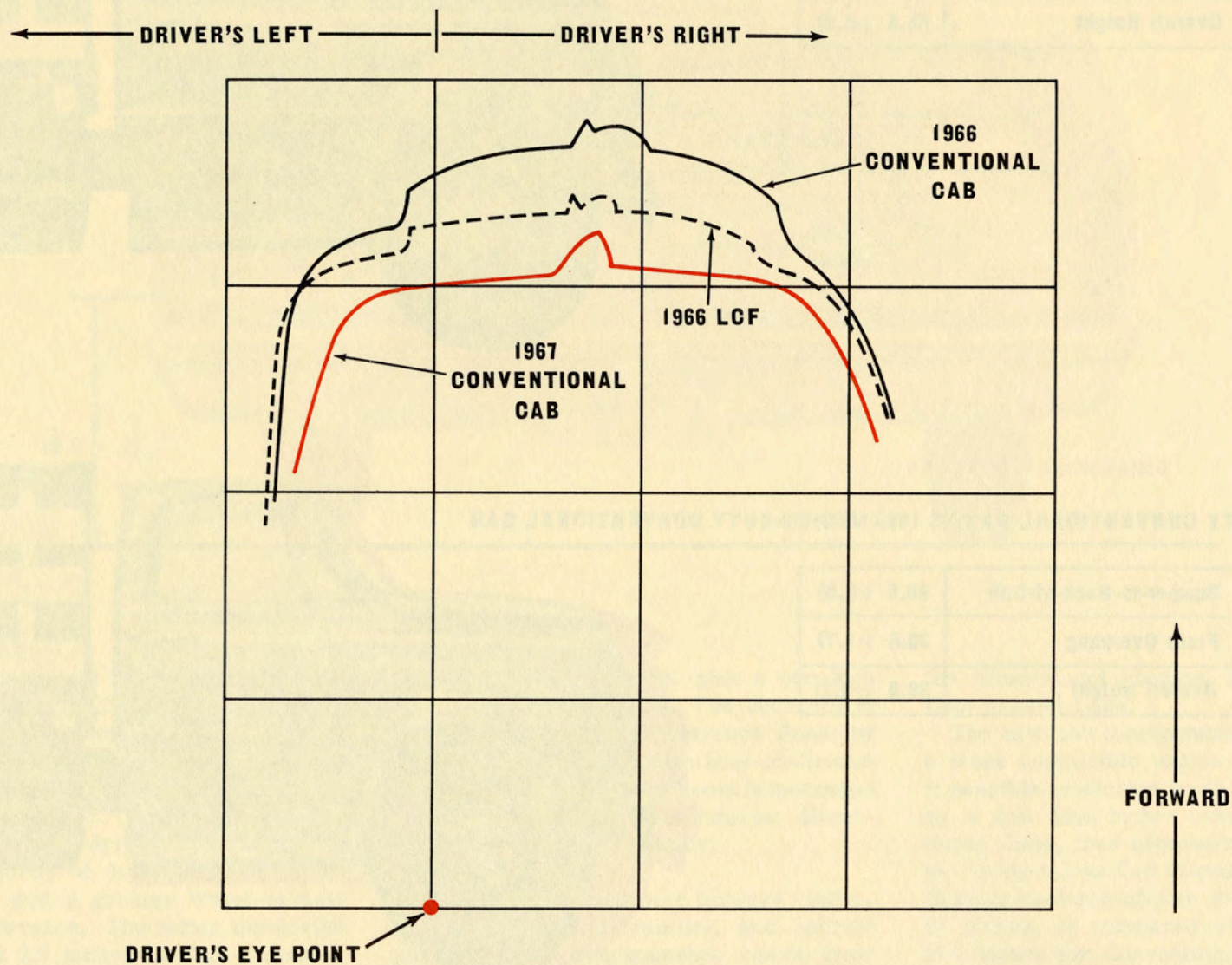
## CONVENTIONAL CAB VISIBILITY – SERIES 40-60

Improved visibility as a result of shorter front end sheet metal and greater glass area is an important feature of the new Series 40 through 60 Conventional Cabs.

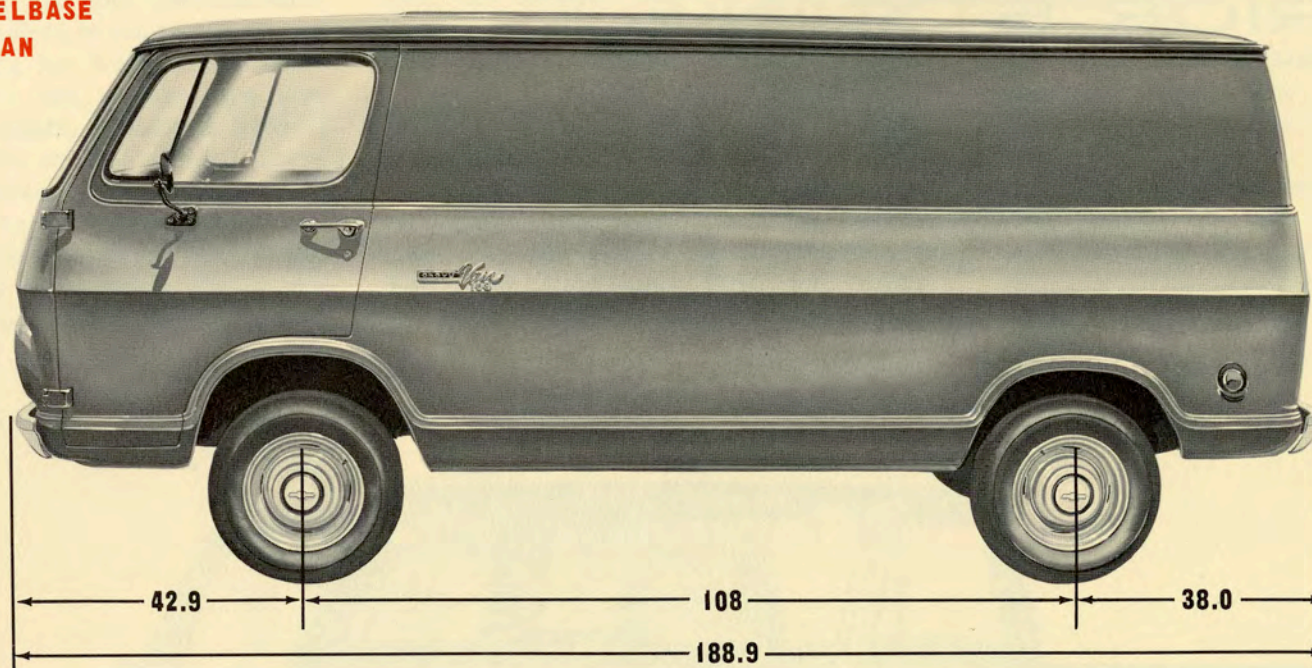
As shown in the chart below, driver visibility is increased not only straight ahead, but also to the left and right. A driver

can now see the road much closer than he could in the 1966 Conventional Cab and Low Cab Forward models.

Total daylight opening area of standard windows in the new cab is increased 290.5 square inches. With the optional rear window, total daylight opening area is increased 200.4 square inches.



**108-INCH WHEELBASE  
CHEVY-VAN**



inches for LCF's. Front Overhang also is reduced 1.7 inches.

Because of the new short-coupled cab and sheet metal, all wheelbases for Series 40 through 60 Conventional Cabs are shortened eight inches. With the shorter Front Overhang and the reduced wheelbase, Overall Lengths are decreased by 9.7 inches. Cab-to-Axle and Rear Overhang dimensions, however, remain the same as in 1966. Thus, vehicle maneuverability is improved and parking space requirements are shorter, but with no resultant loss in load length.

The 96-inch BBC dimension for Series 40-60 Conventional Cabs can be decreased on a custom basis to 92 inches should this be a requirement of the customer. Instructions for this re-work, which includes shortening the frame and substituting the

production bumper and bumper mounting brackets with custom units, are available through Chevrolet dealers.

Overall height is fractionally higher than the 1966 Conventional Cab, but more than six inches lower than the former Low Cab Forward models. Cab interior dimensions are identical to those of Light-Duty models.

CHEVY-VANS/SPORTVANS. A longer front end and a new front bumper increase both Front Overhang and Overall Length by almost three inches for carryover 90-inch wheelbase models. These changes result in a 42.9-inch Front Overhang and a 170.9-inch Overall Length. Other exterior dimensions continue, except for a slightly decreased Rear Overhang. Overall Length for the new 108-inch

wheelbase models is 189.0 inches due to the 18-inch longer wheelbase; other exterior dimensions are the same as the 90-inch wheelbase units.

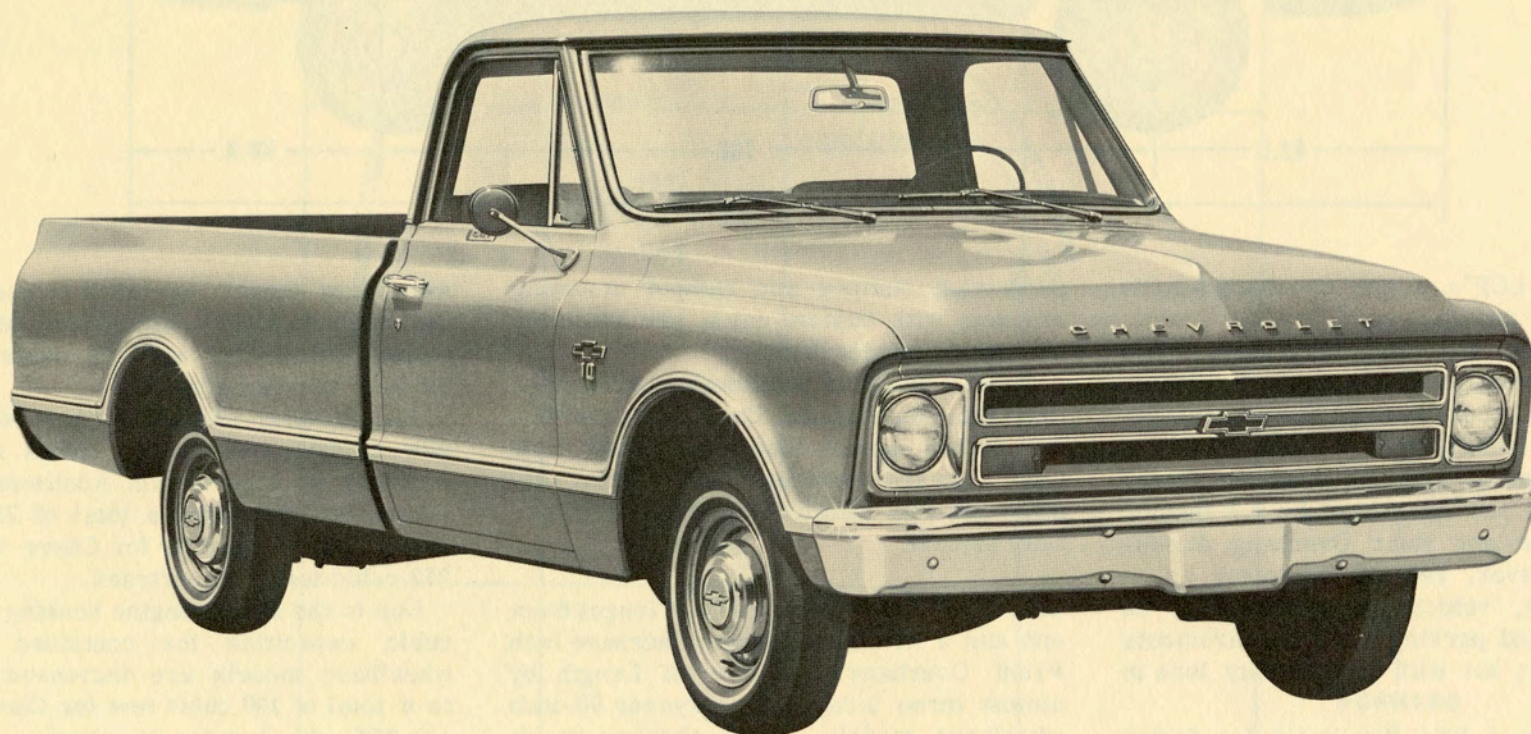
The 18-inch wheelbase increase of the new models is reflected in an identical increase in load length. Additionally, the longer vehicles offer a total of 256 cubic feet of cargo capacity for Chevy-Vans and 252 cubic feet for Sportvans.

Due to the larger engine housing in 1967, cubic capacities for continued 90-inch wheelbase models are decreased slightly to a total of 209 cubic feet for Chevy-Vans and 204 cubic feet for Sportvans.

OTHER MODELS. Dimensional aspects of all other models, including El Camino pickups, are continued from 1966 without basic change.

# EXTERIOR STYLING

light-duty models



**1967 Chevrolet Fleetside Pickup with Custom Sport Truck Equipment**

Good continuity of line and a less massive appearance are evident in the new body and sheet metal styling for light-duty conventional models. The flat, sloping hood, new integrated grille panel, and lower overall height - especially on Four-Wheel Drive models - also enhance vehicle appearance.

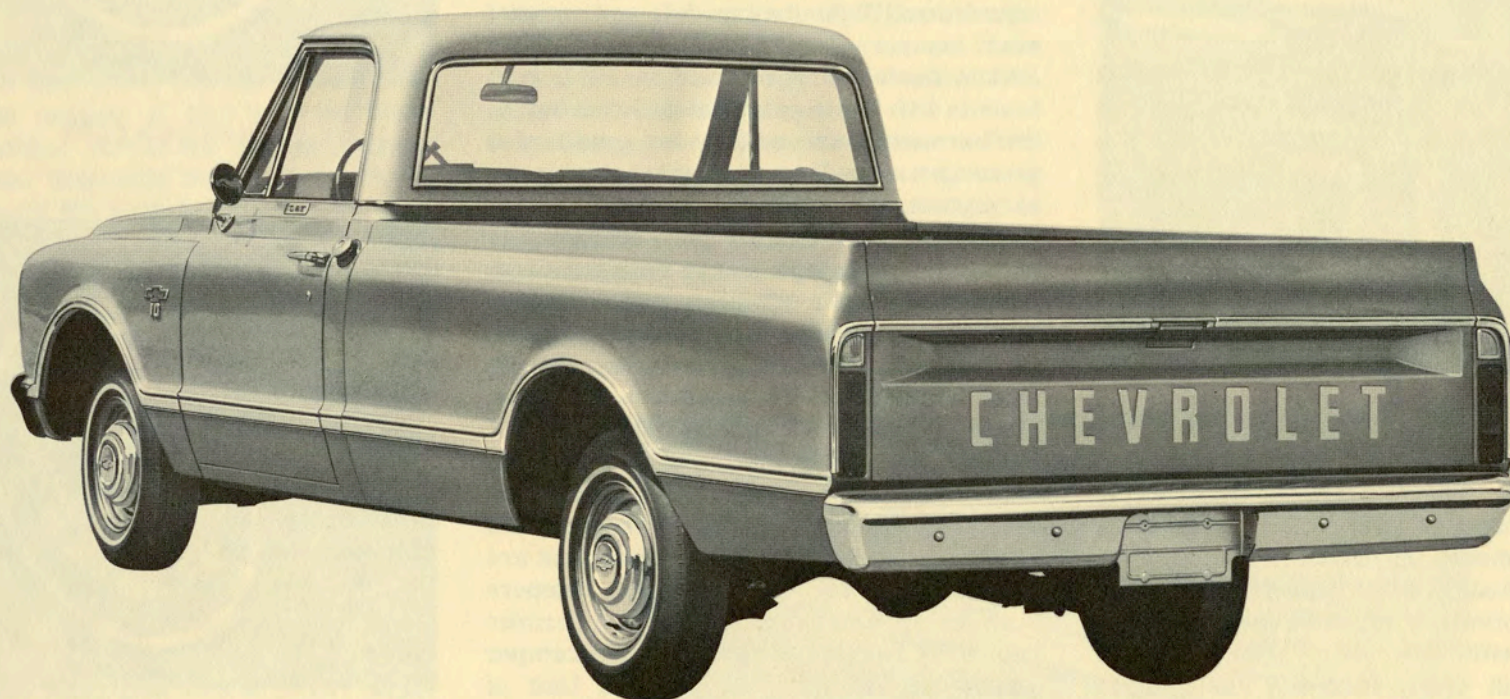
As shown, the new Fleetside Pickup box continues the handsome styling lines of the cab and front end sheet metal. Box-to-cab relationship is improved, and rear appear-

ance is refined with concealed tailgate latches and supports, integrated latch control handle, and flush-mounted rear lights.

**COLORS.** Four new exterior colors are featured for all light-duty models: Vermillion, Aqua, Medium Blue, and Light Yellow; all except Light Yellow are of the metallic type. The new colors replace the former Turquoise, Dark Aqua, Gray, and Saddle. All other exterior colors are continued,

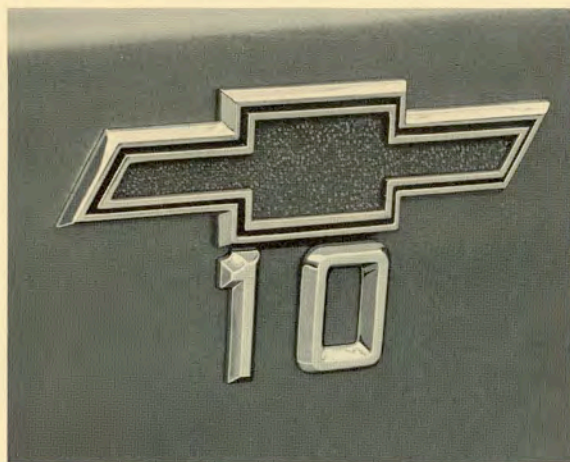
making a total of 15 solid and 13 two-tone combinations.

In 1967, two-tone paint options for Conventional Cabs, Stake Racks, Fleetside Pickups, and Stepside Pickups include a bright belt molding for the cab rear panel which, in addition to lending a decorative note, defines the separation between the main color and the contrasting secondary color. Off-White continues as the secondary two-tone color.



**Optional Chrome Hub Caps, Chrome Rear Bumper, and Trim Moldings also shown.**

**SERIES DESIGNATION PLATES** for all light-duty models are new, and are comprised of the Chevrolet emblem above the series number. The chrome plates have Red paint fill for the emblem field and Black paint fill for the depressed border around the emblem field. Step-Van models with diesel engines employ a separate diesel nameplate below the new series plate; the diesel nameplate is identical to the carry-over unit used for diesel Tilt-Cabs.

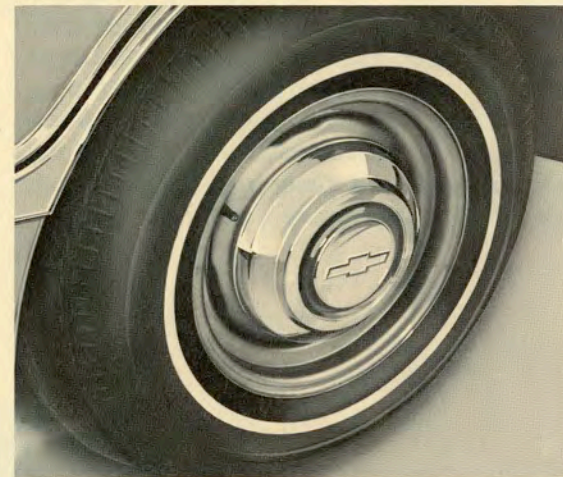


**NEW SERIES PLATES**

**HUB CAPS.** Newly-styled hub caps contribute significantly to the all-new conventional light-duty model appearance. Painted Off-White in standard applications and chrome-plated in optional applications, the caps are accented with Red paint trim. Optional chrome hub caps, formerly included in RPO V37, Chrome Bumper Equipment, are merchandised separately in 1967 as RPO P03.

The new painted hub caps also are used for Step-Vans and Forward Control Chassis.

**WHEEL TRIM COVERS** with a distinctive, new styling treatment are available for Series CA10 models having 15-inch wheels. Formerly merchandised only as a dealer-installed accessory, the covers may also be ordered in 1967 as RPO P01. The stainless steel covers are styled to give the illusion of a decorative hub cap on a bright wheel, adding a sportive note to the popular 1/2-Ton models. Black textured paint is used to finish the central portion of the cover which carries a Chevrolet emblem having Red paint fill for its field, as shown in the illustration at the right.



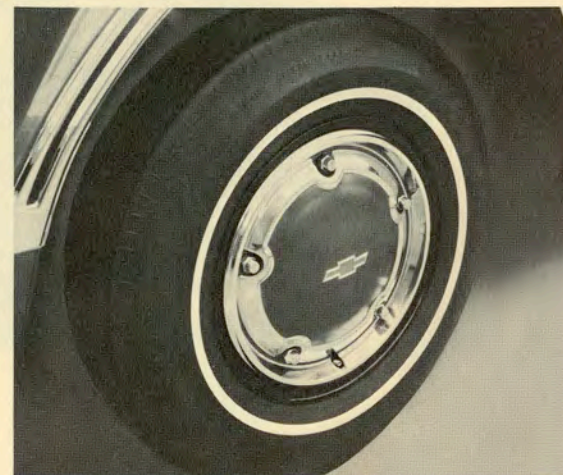
**NEW HUB CAPS**

**BUMPERS.** Standard front bumpers for conventional light-duty models and optional rear bumpers for Fleetside and Stepside Pickup models are restyled in 1967; both have an Off-White paint finish. Front bumpers have wrap-around ends for good fender protection as well as an overhanging crown to protect the centrally-mounted license plate. Recessed license plate mounting is featured for the new pickup rear bumpers.

Front and rear bumpers with a chrome finish again are available in RPO V37, Chrome Bumper Equipment. A chrome front bumper also is included in RPO Z84, Custom Sport Truck Equipment.

Rear step-type bumpers for Stepside and Fleetside Pickups, available either as a factory option or dealer accessory, are newly-styled. Several new accessories are released for use with step-type bumpers such as an Extension Unit, which permits use of the bumpers with proprietary camper equipment, and a Trailer Hitch Unit of 2-bar design.

Accessory Bumper Guards as well as the bumper-mounted accessory Grille Guard also are new for compatibility with the new styling.



**NEW WHEEL TRIM COVERS**



STEPSIDE PICKUPS for 1967 feature new fender styling for compatibility with the new cab and front end sheet metal. The pickup box structure is continued unchanged.

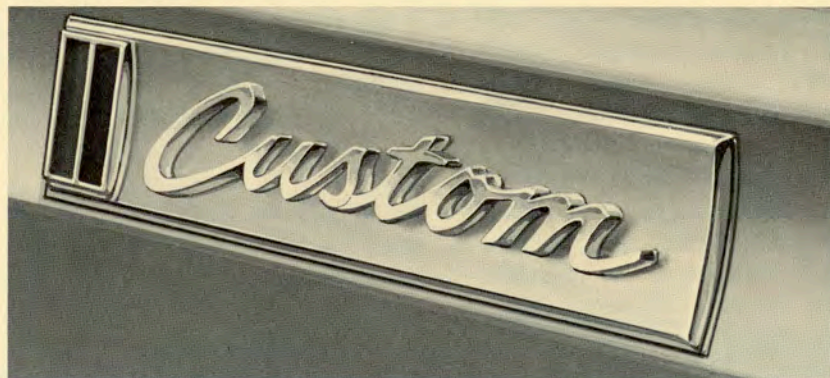
RPO B98 TRIM MOLDINGS. Formerly released only for Fleetside Pickups, RPO B98 trim moldings also are released in 1967 for all Series 10-30 Conventional Cabs, Stepside Pickups, and Stake Rack models.

The new trim moldings are used for the front fenders, front doors, and cab rear quarter panels in all applications, with additional moldings released for the sides and rear of the Fleetside Pickup box. All side moldings are accented with Black paint fill.

Moldings for the rear of the Fleetside Pickup box are plain, and run horizontally across the tailgate in line with the latch control handle, across the ends of the side panels, then vertically down the side panel ends to where the side moldings terminate.

In addition to being available as a factory option, the Fleetside Pickup trim moldings also are available as a dealer-installed accessory.

RPO Z61 CUSTOM APPEARANCE EQUIPMENT. Chrome-plated emblems on the front doors distinguish conventional light-duty models with Custom Appearance Equipment. Other distinguishing exterior trim includes bright grille panel opening moldings with Argent paint for the opening surfaces; bright headlight doors; bright windshield reveal moldings; and bright ventipane assemblies. When used with RPO Z61, bright reveal moldings are included in RPO A10, Panoramic Rear Window. A complete listing of Custom Appearance Equipment items is given in the Appendix. The Custom emblem for the front doors is illustrated above.



**NEW CUSTOM EMBLEM**

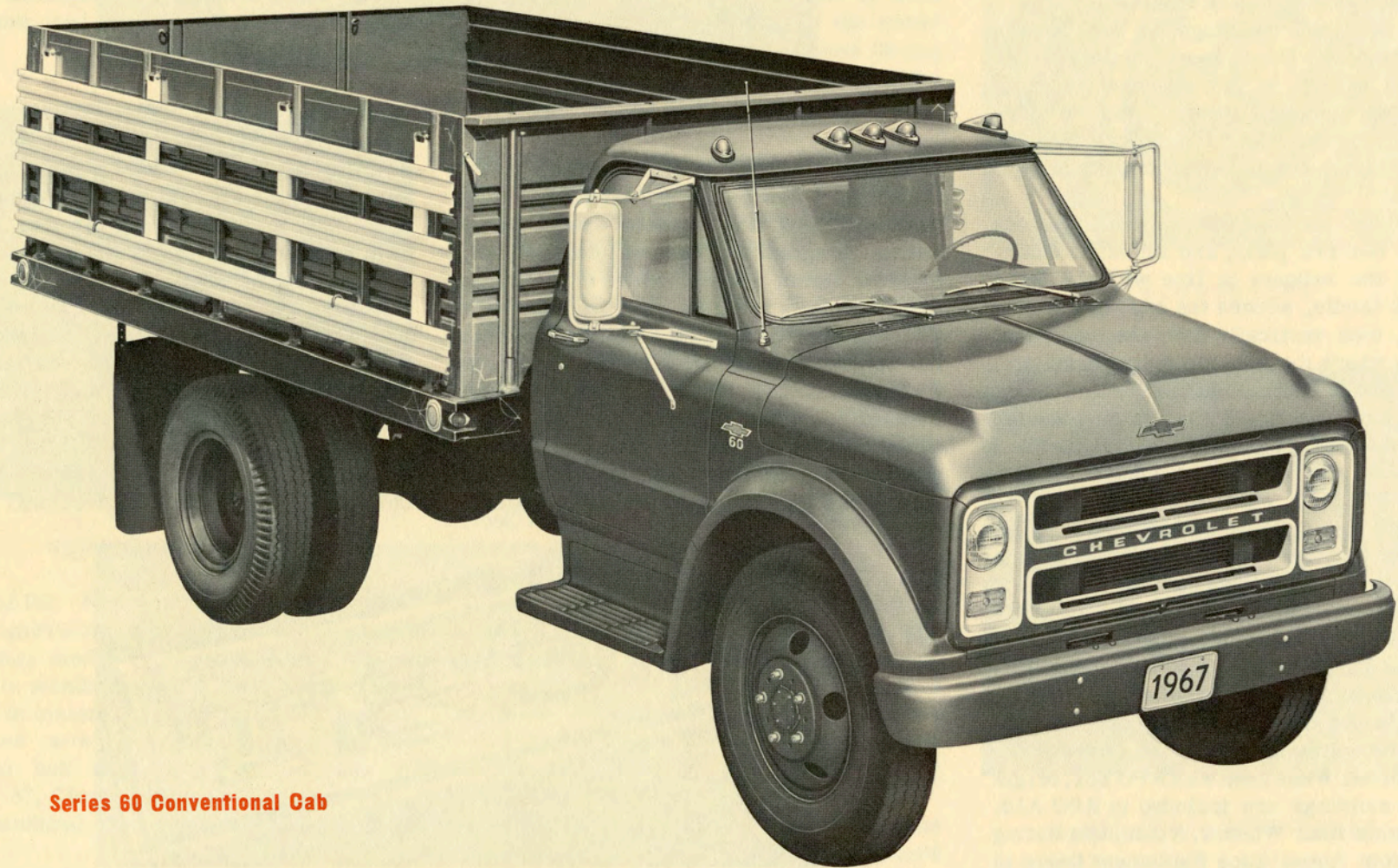
RPO Z84, CUSTOM SPORT TRUCK EQUIPMENT is a new option in 1967 for all conventional light-duty models except Stake Racks. In addition to special interior trim, exterior items are comprised of a chrome front bumper and all exterior items in RPO Z61, Custom Appearance Equipment, except for replacement of the Custom nameplates with special CST plates. All items in the Custom Sport Truck Equipment option are listed in the Appendix. The CST plates, which have a chrome finish and black paint fill for the lettering, are illustrated below.

RPO Z81 CUSTOM CAMPER EQUIPMENT. All appearance items are excluded from RPO Z81 in 1967 except for the Custom Camper nameplate which is continued from 1966 without change. When RPO Z81 is stipulated by the customer, the Custom Camper nameplate replaces the standard series designation plate on the front fenders. Formerly restricted to 3/4-Ton Conventional Cabs, Stepside Pickups, and Fleetside Pickups, applicability of RPO Z81 is extended in 1967 to comparable 1/2-Ton models and to 1-Ton Conventional Cabs.



**NEW CUSTOM SPORT TRUCK EMBLEM**

medium- and heavy-duty models



**Series 60 Conventional Cab**

The crisp styling evidenced in the new conventional light-duty models is reflected also in the new Series 40 through 60 Conventional Cabs, as shown above. Immediately apparent is the shorter front end sheet metal which results in a decreased Bumper-to-Back-of-Cab dimension. Overall styling also is enhanced with the sloping hood, and this contour along with the shorter sheet metal affords the attendant benefit of improved forward visibility.

An innovation in 1967 is the use of a front end panel with air intake openings instead of a conventional radiator grille. Separate direction signal lamps, formerly on the cowl, are eliminated and combined with parking lamps in the front end panel, improving appearance. Also new for 1967 is the use of a Chevrolet emblem on the front face of the hood panel.

Series designation plates are identical to those used for light-duty models, except for different series numbers. In diesel engine applications, the word DIESEL in chrome letters surmounts the Chevrolet emblem.

Front bumpers are well-integrated with the front end sheet metal for continuity of the styling line. A central recess in the front face of the bumper accommodates the license plate, giving it protection. Bumpers are painted the body color in 1967 rather than being painted Off-White.

As shown at the right, Series 40-60 Conventional Cabs with diesel engines, the 366 cubic inch displacement V-8 engine, or the optional heavy-duty pre-cleaner air induction system employ a new high-level air intake on the left hand side of the hood. The air intake bezel is chrome-plated.

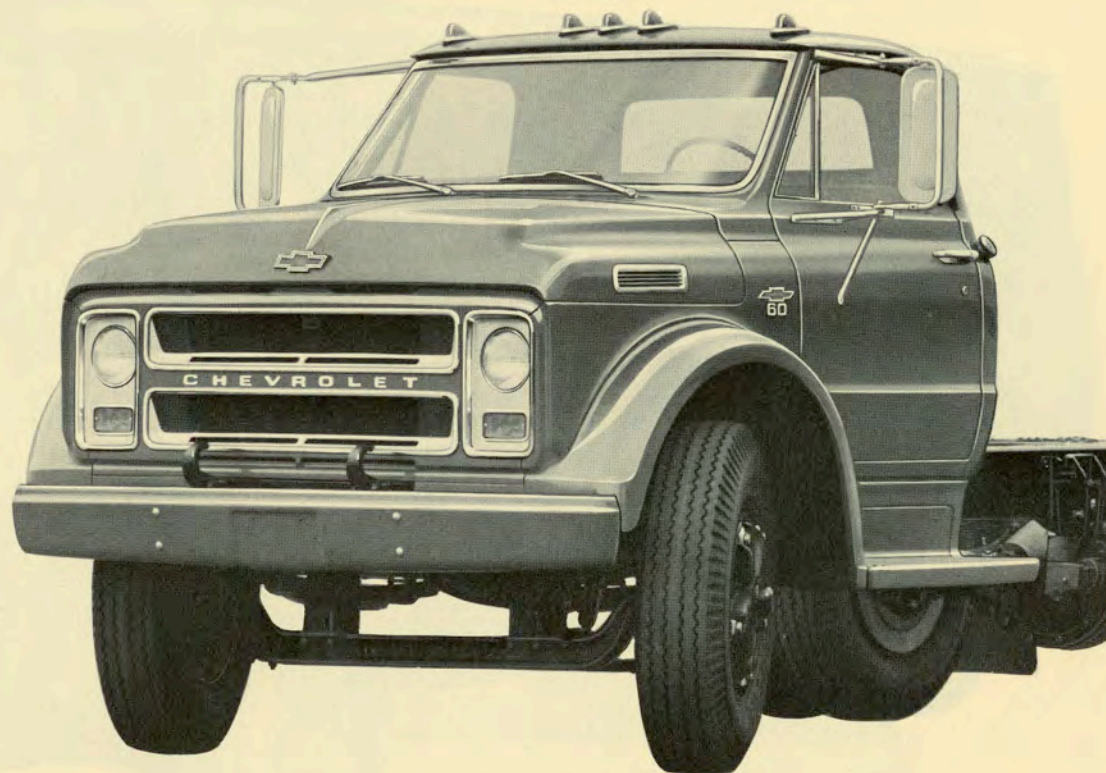
As a result of the new Conventional Cab configuration the former Low Cab Forward models are no longer offered. Styling

aspects of all Tilt-Cabs and Series 70 and 80 Conventional Cabs are continued.

All exterior colors available for light-duty models, including the four new colors, are released for all Series 40 through 80 models.

RPO Z61 CUSTOM APPEARANCE EQUIPMENT is available for Conventional Cabs in Series 40 through 60 in 1967 for the first time. In addition to Custom nameplates for the front doors, other exterior items

include bright grille opening moldings, with the opening surfaces painted Silver Gray; bright headlamp doors, with the inner surfaces painted Silver Gray; grille panel lettering painted Silver Gray; bright windshield reveal moldings; and bright ventipane assemblies. Also, when used with RPO Z61, bright reveal moldings are included in RPO A10, Panoramic Rear Window. A complete listing of Custom Appearance Equipment is given in the Appendix.

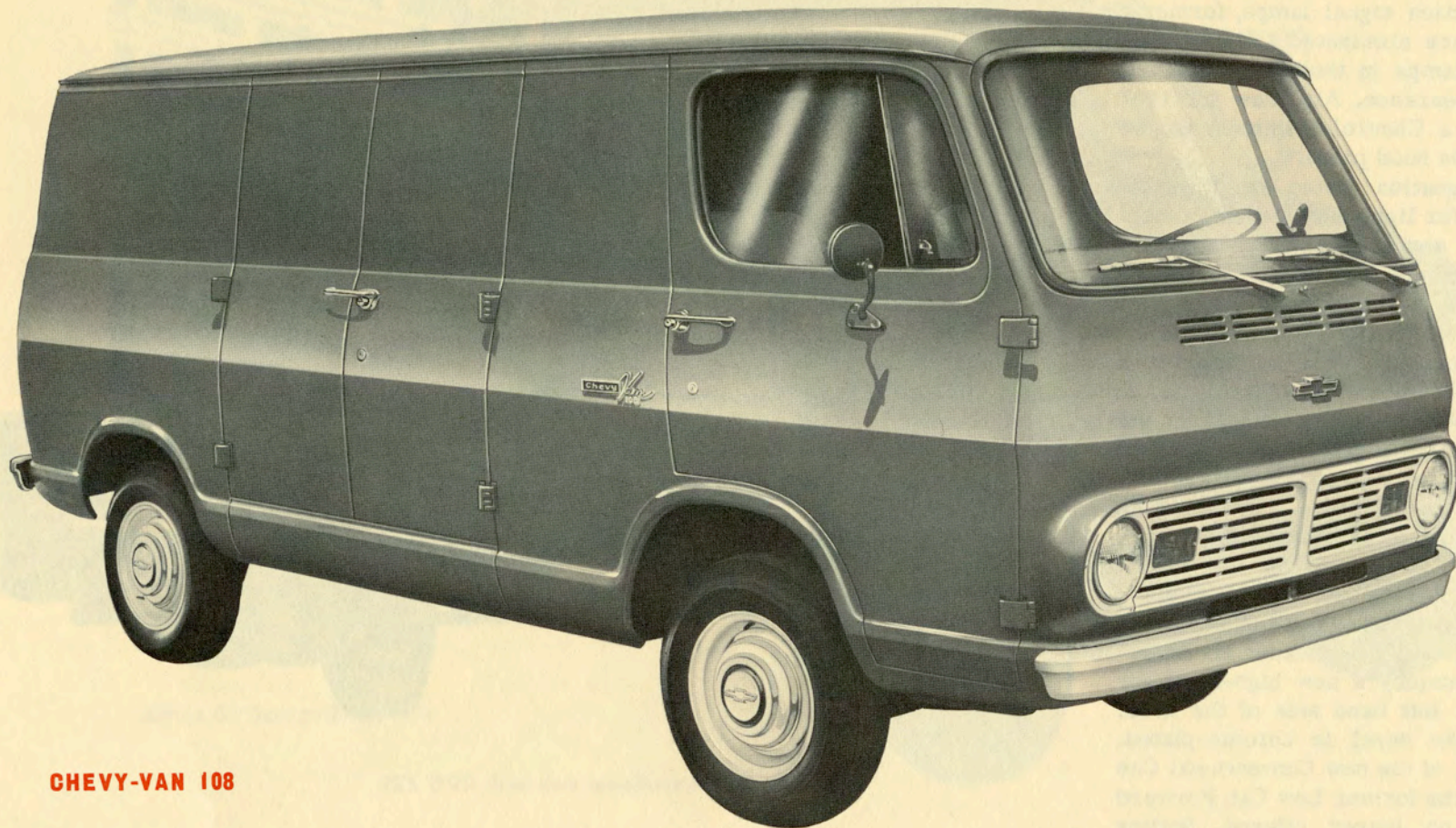


**Series 60 Conventional Cab with RPO Z61**

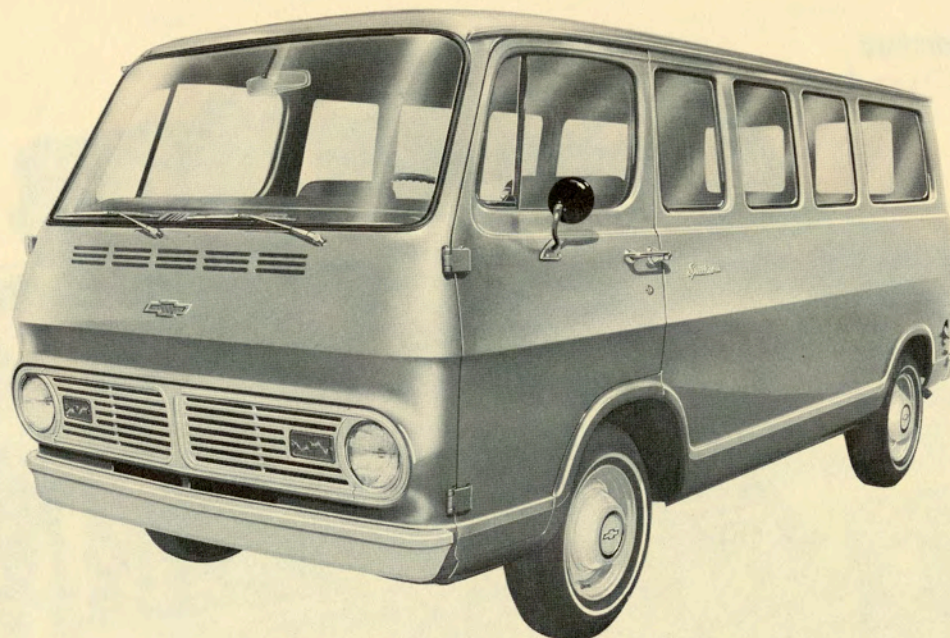
## Chevy-Vans and Sportvans

Chevy-Vans and Sportvans are given a fresh, new appearance in 1967 with a completely restyled front end as well as new styling treatments for such components as bumpers and hub caps. Four new exterior colors also are featured.

Nameplates for Chevy-Vans are new, while those for Sportvans are continued from 1966. New wheelbase identification plates are used with all nameplates to denote either the carryover 90-inch or new 108-inch wheelbase.



**CHEVY-VAN 108**



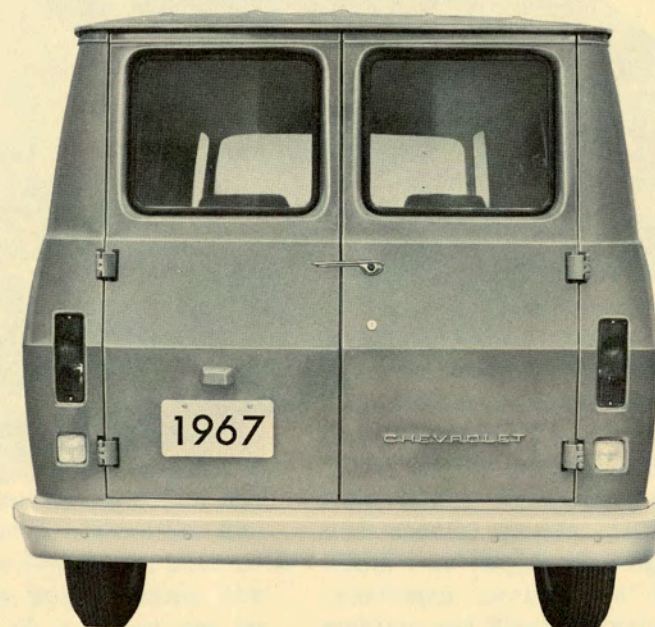
**SPORTVAN 108**

**REAR VIEW**

In addition to the new bumper, rear appearance is enhanced with a new nameplate and new license plate housing. Tail lights and backup lights also are newly-styled, with flush mounting employed for increased protection.

Deluxe Sportvans continue to be distinguishably trimmed with bright belt line moldings, bright bumpers, and bright hub caps. Bumpers and hub caps with a bright chrome finish are available optionally for all other models.

Accessory Wheel Trim Covers also are new, and two different designs are employed — one for 1/2-Ton models with 14-inch wheels and one for 3/4-Ton models with 15-inch wheels. The 14-inch unit is identical to that of the Chevy II passenger car line, while the 15-inch unit is the same as that of 1/2-Ton conventional trucks.



# El Camino Pickups



**CUSTOM EL CAMINO – FRONT VIEW**

## CUSTOM EL CAMINO – REAR VIEW



El Camino front appearance is all-new, with restyled radiator grille, grille emblem, front bumper, front fenders, and hood panel. The grille emblem carries at its center a bright Chevrolet bow-tie on a Blue ground which is flanked on each side with three fleurs de lis on a Red ground. New for 1967 is the chrome El Camino nameplate on the hood panel.

Side appearance is enhanced with new rear quarter panel nameplates and new body trim moldings. Front fender engine identification for the optional 6-cylinder engine is new.

Replacing the bright full-length vehicle side moldings and bright wheel opening moldings on standard models are new bright rocker panel moldings. Bright wheel opening moldings, rocker panel moldings, and lower rear quarter panel moldings on Custom models are replaced by new bright body side moldings and rear quarter panel moldings located low on the vehicle sides, as shown. Carryover bright trim for the body upper structure again distinguishes Custom models.

New tail lights, tailgate emblem, and Chevrolet nameplate are featured at the rear. Bumper configuration remains unchanged, but the bumper is modified to accept the backup lights formerly integral with the tail lights.

Tailgates for Custom models feature a wood-grain trim panel framed with bright moldings, as shown.

Exterior color line-up again totals 15 solid colors with 10 of the colors being of the metallic-type. Eleven of the colors are new, and eight of these are metallic. Exterior colors are again keyed with interior colors, and no 2-tone paint options are available. The effect of 2-toning can be

achieved, however, with RPO C08, Exterior Soft Trim Roof Cover, which provides a Black vinyl top for use with all exterior colors.

Hub cap design is continued from 1966, but with a new color treatment.

New optional wheel trim covers of stainless steel are distinctively styled with five slotted depressions around a central decorative insert.

V-8 engine models with RPO J52, Front Disc Brake Equipment, are distinguished with special wheels painted Silver, bright wheel trim rings, and bright decorative hub ornaments carrying a bright Chevrolet emblem and Black lettering.

# INTERIOR STYLING

## light-, medium-, and heavy-duty models

Like exteriors, the interiors of Series 10 through 60 conventional models are all new. Highlighting the host of new features are four new interior colors.

INTERIOR COLORS for all conventional models in Series 10-60 are new. Though Fawn again is employed for the instrument panel of Windshield Cowl, Flat Face Cowl, and School Bus Chassis, the tonal value is lighter in 1967. The interiors of all other conventional models in Series 10-60 are available in either Fawn, Red, Green, or Blue. Any one of the four interior colors may be used with any one of the 15 solid exterior colors or 13 two-tone exterior color combinations.

In general, the interior color is used for all main components except the instrument cluster and dispatch box door, which are Black with Argent trim, and the floor mat, which is Black.

INSTRUMENT PANELS for all Series 10-60 conventional models except Flat Face Cowl and School Bus Chassis are styled with an over-hanging crown which is padded. Non-reflective paint is used again to finish the portion of the crown rearward of the pad. Recesses are provided at the center of the panel for the ignition switch, optional radio, and optional heater controls. Knobs for the radio and control levers for the heater are smoothly contoured. The ash tray, also carried at the center of the panel, has no handle and is accessible for use through an indentation in the panel.

Instruments in the cluster are recessed, and controls — now carried in the cluster assembly — have flat, smooth-contoured knobs of Black plastic. All controls in the cluster are identified. Series 10 through 30 models utilize a cluster with warning lights to indicate oil pressure, engine temperature, and alternator malfunction; a warning light also is included for the dual master cylinder brake system. The cluster for Series 40 through 60 models employs an oil pressure gauge, temperature gauge, and ammeter instead of warning lights; this unit is available at extra cost for light-duty models. Cluster faces have a Black textured finish; bezels are painted Argent.

The dispatch box door at the far right of the panel matches the instrument cluster in shape and finish. The pushbutton latch release is recessed.

Instrument panels for Flat Face Cowl and School Bus Chassis models also are restyled. Gauge-type instrumentation again is employed, with gauges in a common circular unit to the right of the steering column and the circular speedometer to the left of the column. Smooth contoured knobs of Black plastic are used for all controls; the light switch is located at the far left of the panel, while the choke, optional throttle, and optional cigarette lighter are carried in a recess at the center of the panel. The ignition switch also is carried in the central recess. As in other conventional model applications, the ash tray — located below the central recess — has no handle and is accessible through an

indentation in the panel. The dispatch box at the far right is again without a door.

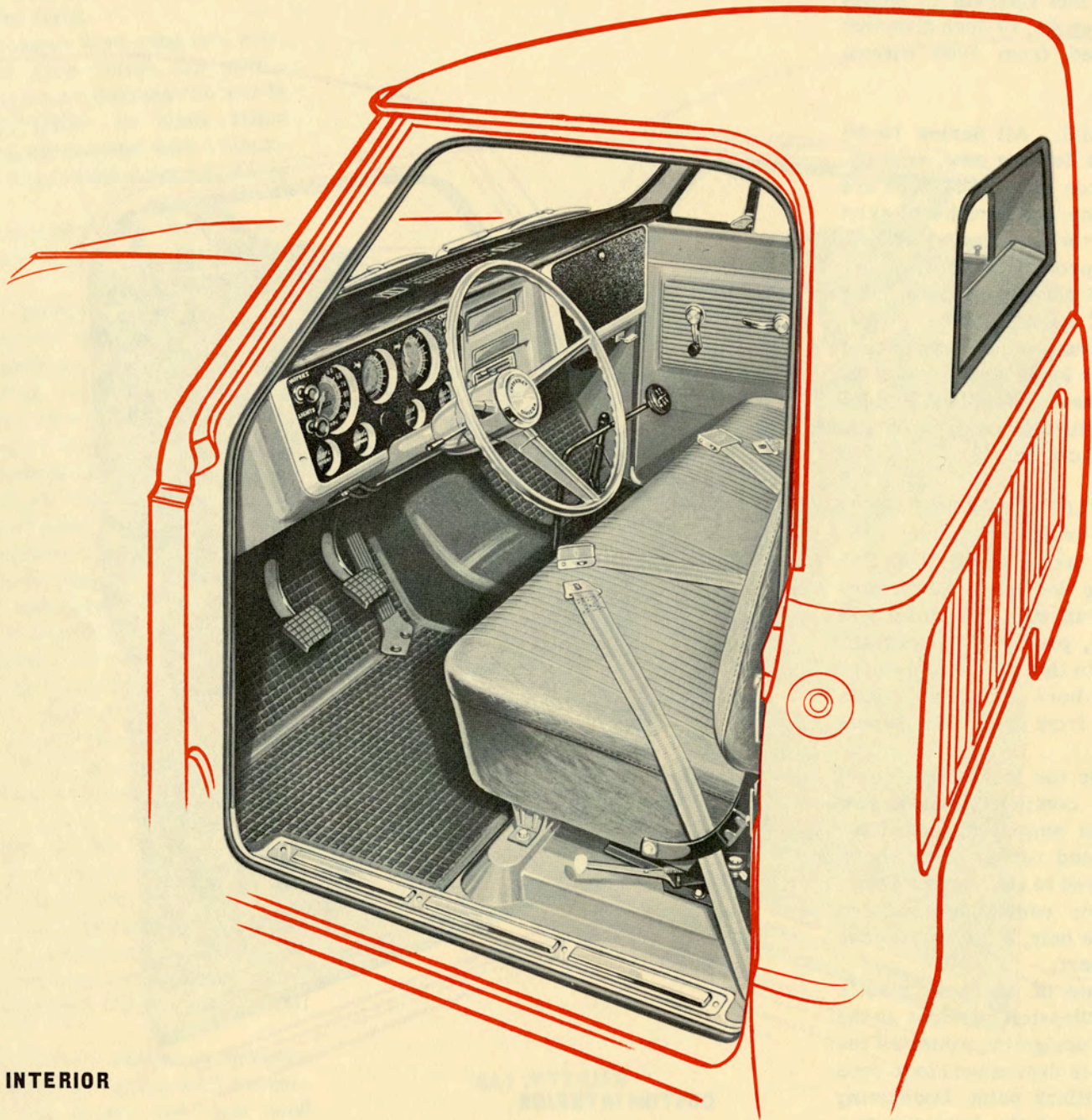
DOOR PANELS. New styling is employed for Series 10-60 conventional model front door inner panels, including access panels. Window regulator and door lock control handles also are new.

Access panels are larger and flatter in 1967, and carry decorative horizontal embossments within a rectangular area. Window and door lock control handles are identical to the units employed for the full-size Chevrolet passenger car. Plastic escutcheons between the handles and the door panel are keyed to the interior color; the soft Black vinyl knobs for the window regulator control handles are larger and flatter in 1967.

SEAT TRIMS for Series 10-60 conventional models are all-new, with embossed all-vinyl trim used in standard and RPO Z52 applications and pattern cloth/vinyl trim used in RPO Z62 applications. Trim colors match the interior color; narrow vertical Black stripes run through the elongated diamond pattern of the cloth trim.

STEERING WHEELS for all Series 10-60 conventional models except School Bus Chassis are new for 1967, and are of the deep-dish, 3-spoke, energy-absorbing type. Series 10-30 models employ a 16.5-inch diameter unit, while an 18-inch diameter unit is used for Series 40-60 models; the styling of both wheels is identical. Steering





**STANDARD INTERIOR**

wheels for School Bus Chassis in Series 40-60, which are 2-spoke, 19-inch diameter units, are continued from 1966 without basic change.

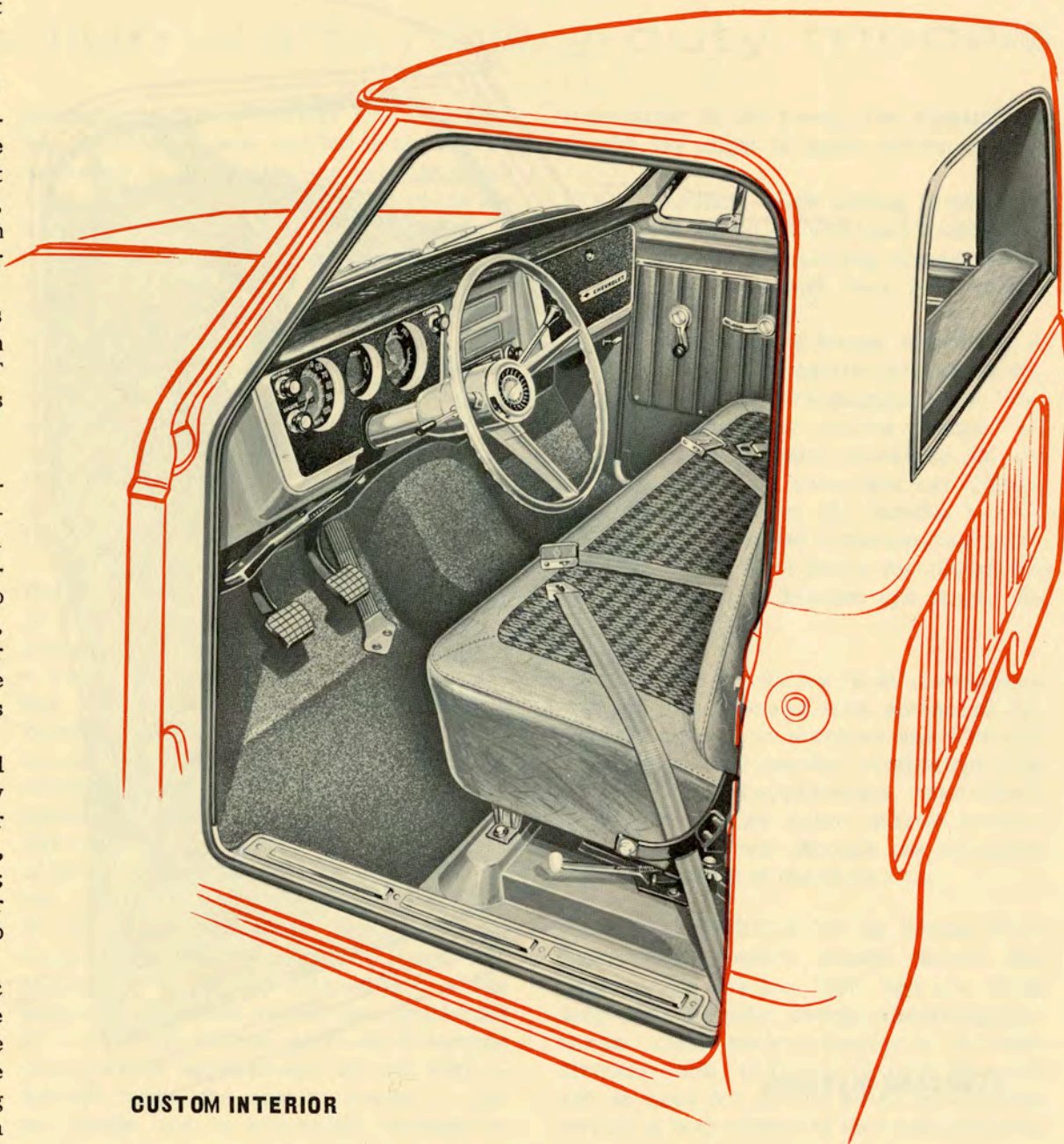
**HORN BUTTON CAPS.** All Series 10-60 conventional models feature new, smooth-contoured horn button caps. The caps are styled with a flat top and peripheral skirt which extends over the steering wheel hub, affording weather protection to the horn wiring of cowl and chassis models prior to the installation of special bodies.

Both bright and brushed chrome finishes are used for the new horn caps; decoration is afforded with the words CHEVROLET DIVISION in black-filled block-type letters within a black-filled circle.

**RPO Z61 CUSTOM APPEARANCE EQUIPMENT.** Formerly available only for conventional models in Series 10-30, RPO Z61 is now released for Series 40-60 conventional cab models as well. In addition to new exterior items, previously discussed, all interior items in this RPO are new for 1967; the former horn ring and 2-tone paint treatment for front door inner panels are discontinued.

Bright inserts for the instrument panel control knobs are continued, but a new styling treatment is employed. Added for 1967 are vinyl-coated rubber floor mats, which are color-keyed to the interior color; a dispatch box door nameplate; and, for Series 10-30 models only, a horn button cap with ornamental insert.

The new nameplate of metalized plastic is mounted on the dispatch box door at the lower right. Plate design incorporates the word CHEVROLET in depressed block-type letters filled with Black paint. Decorating the plate at the left of the lettering is a



**CUSTOM INTERIOR**

raised Chevrolet emblem with Black paint fill for the emblem field.

Replacing the former horn ring is a new, smooth-contoured horn button cap with a plastic insert; the insert carries the words CHEVROLET DIVISION in black-filled block-type letters surrounded with a black-filled decorative band divided into segments with bright ribs.

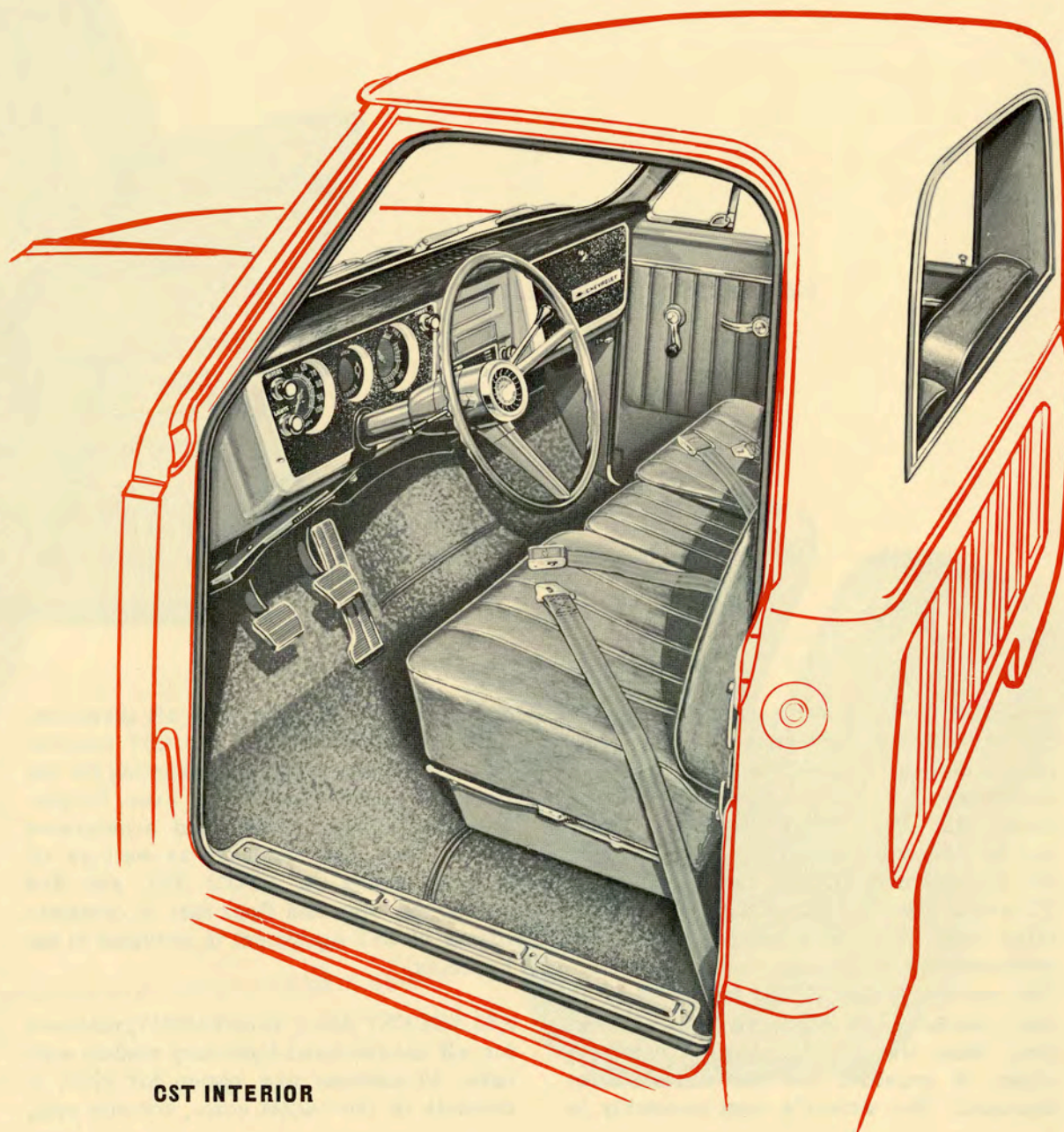
A complete listing of Custom Appearance Equipment is given in the Appendix.

Z62 CUSTOM COMFORT AND CONVENIENCE EQUIPMENT is released for all conventional models in Series 10-60. The equipment offering is expanded in 1967 with the inclusion of a right hand armrest and embossed vinyl door trim panels with bright upper retainers. Continued items are the full-depth foam seat cushion; pattern cloth/vinyl trim; left hand armrest; right hand sunshade; cigar lighter; cowl insulation; and full underbody coating.

New styling is employed for all applicable items except the armrests. The full-depth foam seat cushion and cloth/vinyl seat trim is utilized for all except Series MA60 models with RPO M70, 4-Speed Auxiliary Transmission, where vinyl-trimmed bucket seats are retained. All applicable items are color-keyed to the main interior color.

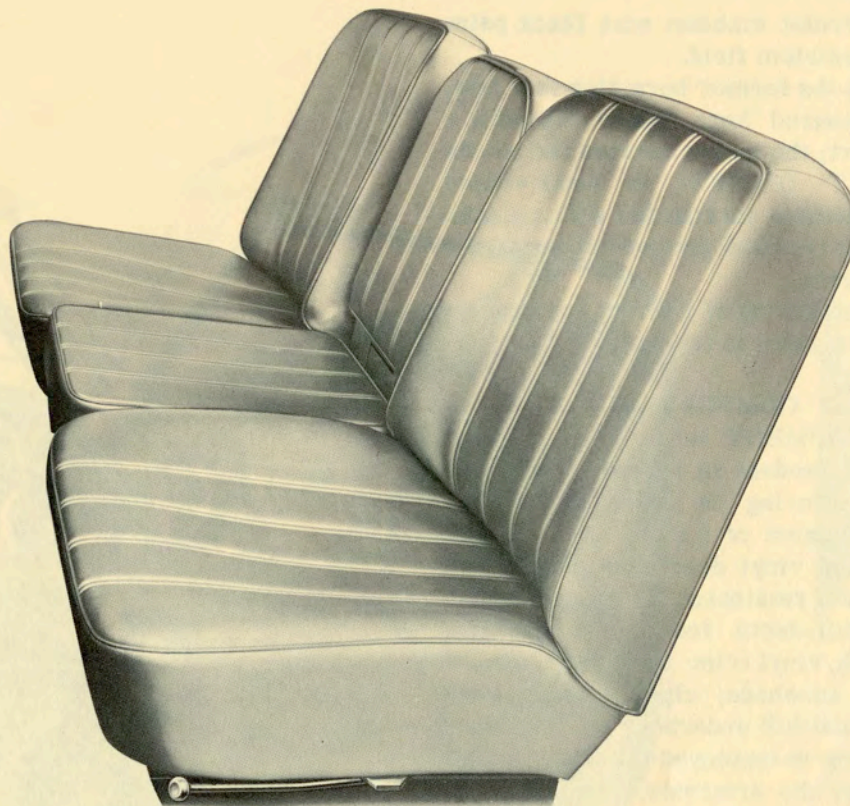
RPO Z84 CUSTOM SPORT TRUCK EQUIPMENT. In addition to the many attractive exterior appearance items included in this new option for all conventional light-duty models with cabs except Stake Racks, the interior boasts an array of features which give the CST-equipped vehicle its special distinction.

Seating for the driver and two passengers is provided in the CST option with bucket-type seats for the driver and right hand



CST INTERIOR

### CUSTOM SPORT TRUCK SEATS



passenger and a console-type seat for the center passenger. The console seat is comprised of a padded seat cushion, which can be raised to utilize the storage console underneath, and a padded backrest, which can be folded down to provide an armrest for the driver and right hand passenger. All seats are covered in solid-color, textured vinyl trim with vertical dielectric embossments on the seat cushion and backrest covers. Color choice is the same as that available in standard applications: Red, Blue, Green, and Fawn. A retaining strap is provided for the console seat backrest. The driver's seat assembly is

adjustable in the fore and aft direction.

Further distinguishing the CST interior is color-keyed, deep-pile carpeting for the floor and entire rear-of-seat area. Bright-trimmed clutch, brake, and accelerator pedals also are employed as well as all interior items in RPO's Z61 and Z62 except the seat and floor mat. A complete listing of CST equipment is provided in the Appendix.

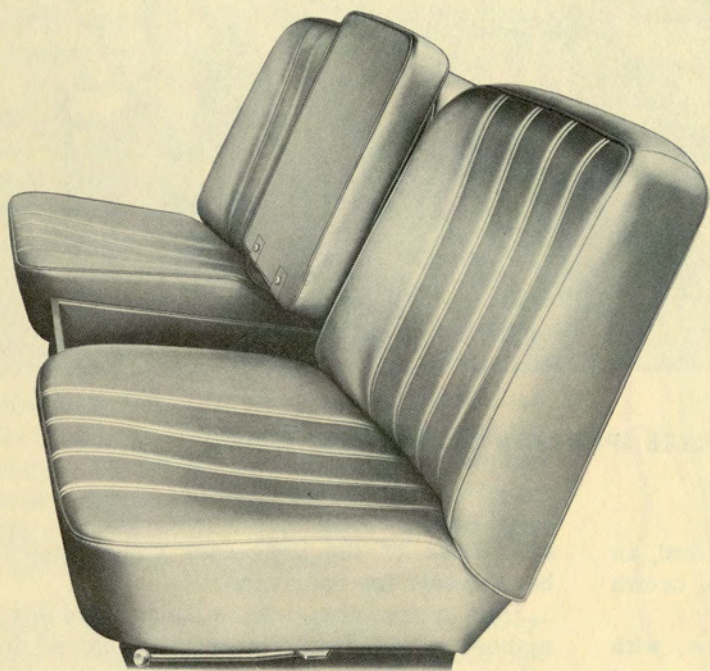
A50 BUCKET SEAT EQUIPMENT, released for all conventional light-duty models with cabs, is another new option for 1967. It consists of the bucket seats, console seat,

and carpeting provided in RPO Z84, Custom Sport Truck Equipment.

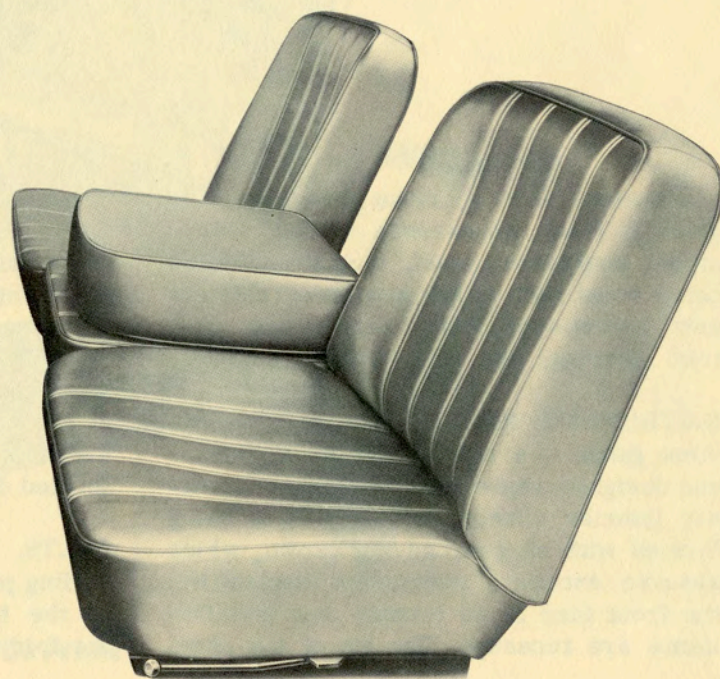
**OTHER INTERIORS.** The interiors of Step-Van, Tilt-Cab, and Series 70-80 Conventional Cab models are continued from 1966, but with several noteworthy changes.

Step-Van models feature new instrument clusters, which are identical to the units employed for Chevy-Van and Sportvan models, and Series 70-80 Tilt-Cabs and Conventional Cabs have non-reflective paint for the instrument panel and its related components. Other interior aspects of these models are continued.

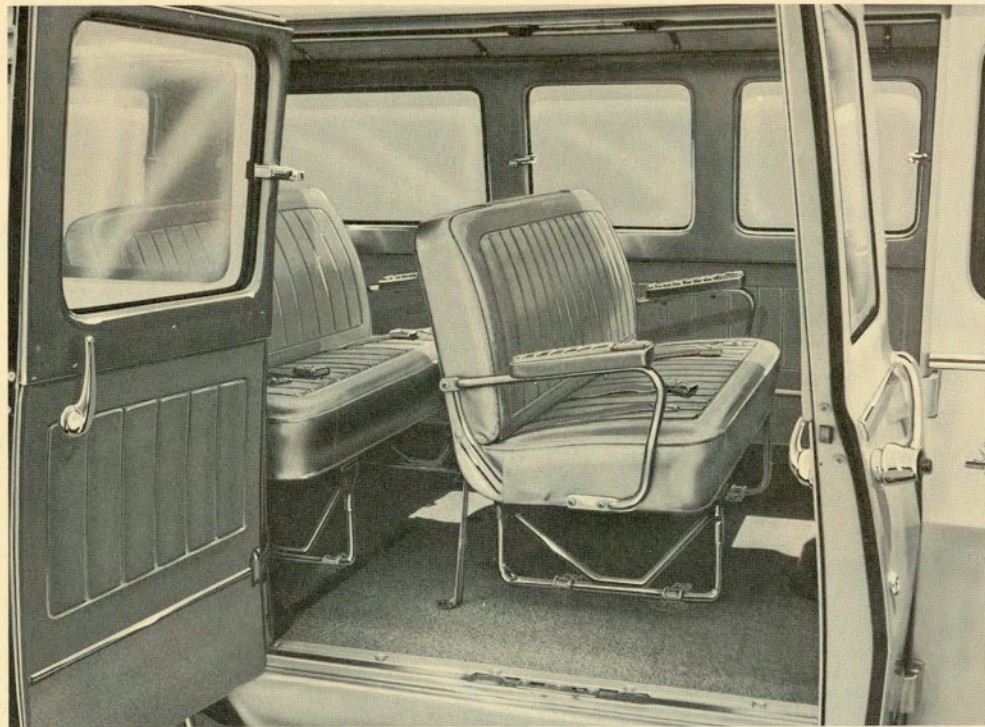
**CST CONSOLE SEAT WITH CUSHION UP**



**CST CONSOLE SEAT WITH BACKREST DOWN**



## Chevy-Vans and Sportvans



**DELUXE SPORTVAN REAR COMPARTMENT**

Chevy-Van and Sportvan interiors are given a fresh appearance with a newly-styled instrument panel, including related components such as the instrument cluster; new bucket-type front seats; new seat trim designs; and new horn button caps.

**INSTRUMENT PANEL.** The new instrument panel — a corollary of the new front end design — represents the area of greatest interior change. In addition to being formed with an overhanging crown, which assures excellent instrument readability, the front face is so formed that installed items are recessed. The lip of the panel

crown is padded in all applications and, as previously, the remainder of the crown has a non-glare paint finish.

Instrument cluster design is new, with the speedometer, fuel gauge, and assorted warning lights unitized in one assembly. The cluster face plate and bezel are painted Silver Gray. Separate control knobs with a flat, smooth-contoured configuration are located on the panel adjacent to the cluster.

**SEATS.** All front seats, except the RPO folding passenger seat for Chevy-Vans, are of the bucket-type. The configuration of the folding passenger seat is continued as

are those of the RPO rear compartment bench seats for Sportvans.

Seat trims are new, with solid-color, embossed, all-vinyl material employed in all applications. As in 1966, seat trim design for Deluxe Sportvans is peculiar to these models, and solid colors and special embossing are utilized.

**SIDEWALL AND DOOR TRIM** for Deluxe Sportvans is new for correlation with the new seat trim. Solid colors are used.

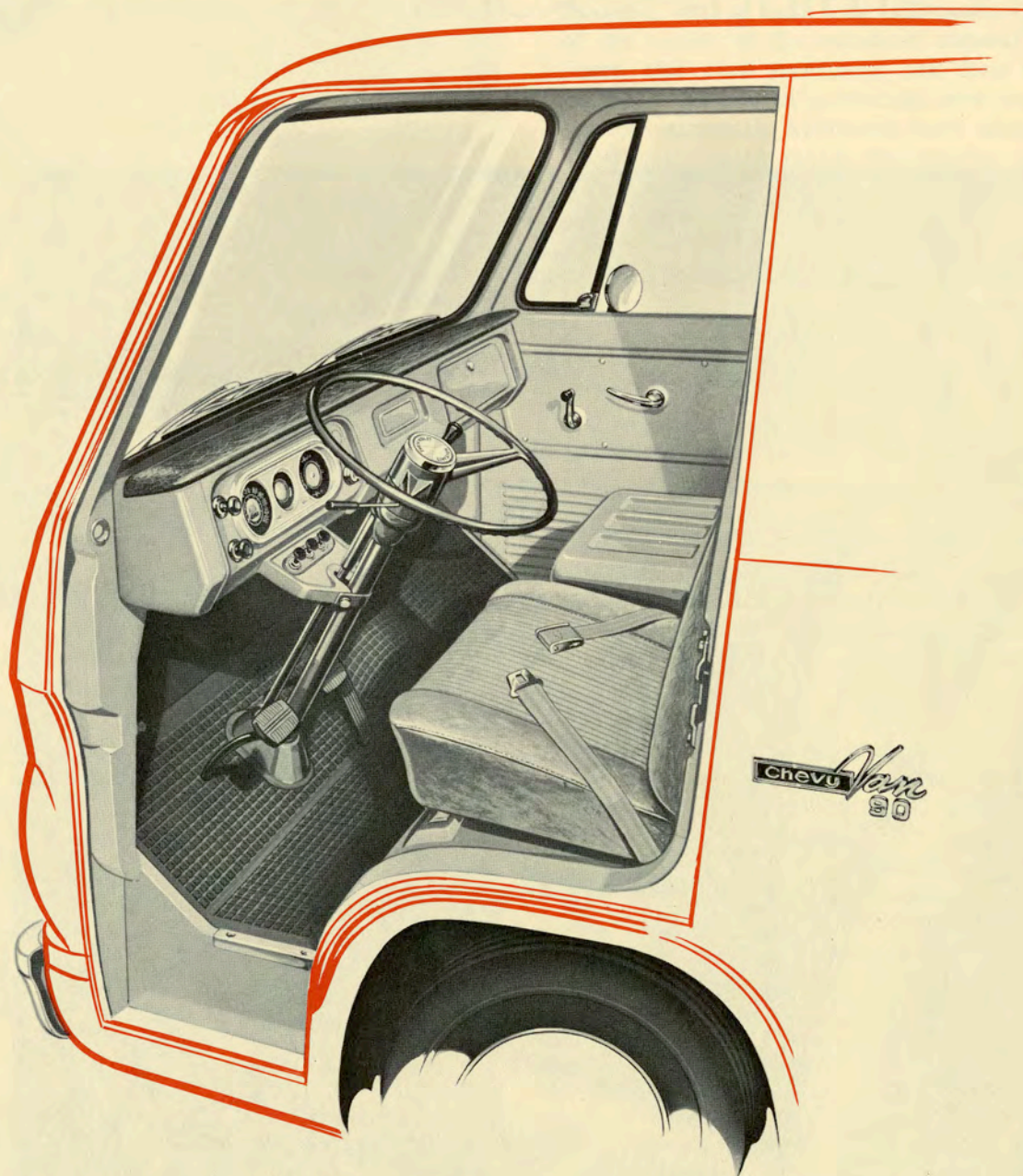
**INTERIOR COLORS.** A choice of four interior colors again is available, but

choice is unrestricted in 1967 through the elimination of color-keying with the exterior. The Fawn, Red, and Green interior colors are continued. A new Blue interior color replaces the former Turquoise.

HORN BUTTON CAPS are new, and are styled with a flat top surface and peripheral skirt which extends over the steering wheel hub. Caps are used in all applications, discontinuing the horn blowing ring formerly used for some models. Steering wheels remain unchanged.

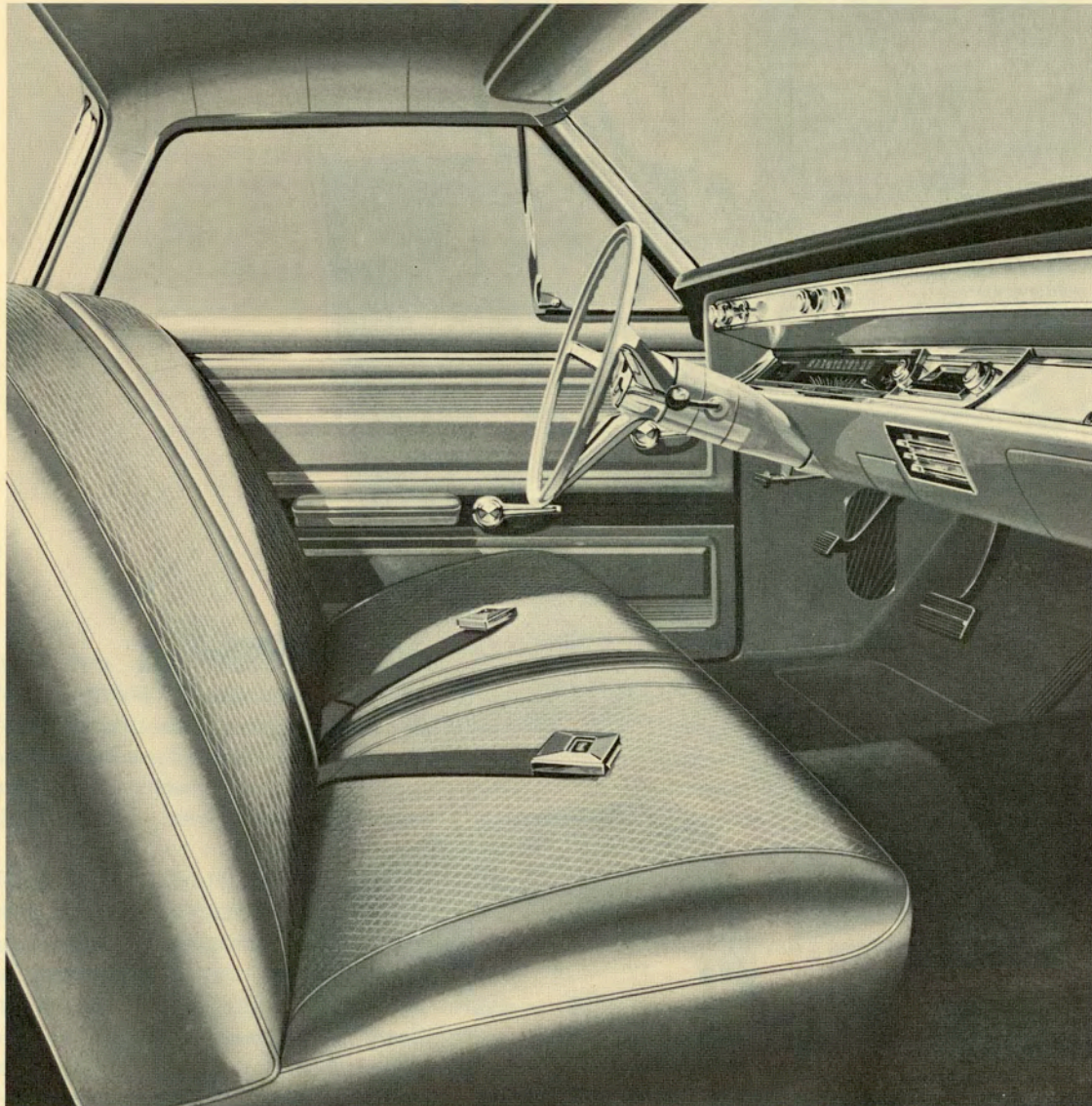
Two different caps are employed — one for Chevy-Vans and standard Sportvans and another for Custom and Deluxe Sportvans. The Chevy-Van and standard Sportvan cap is chrome-plated with both bright and brushed chrome finishes utilized. The flat top surface carries the words CHEVROLET DIVISION in black-filled block letters within a narrow black-filled decorative circle. A chrome-plated plastic insert is used for the Custom and Deluxe Sportvan cap, with the insert carrying the words CHEVROLET DIVISION in black-filled block letters surrounded with a black-filled decorative band divided into segments with bright ribs.

RPO Z60 CUSTOM EQUIPMENT for Chevy-Van models is realigned to exclude the cloth and vinyl seat trim, the 2-tone front door inner panel paint treatment, and the chrome hub caps. Also, the full-circle horn ring is replaced by the horn button cap with ornamental insert described above. All other items are continued, but new padded construction is featured for the right hand sunshade and new styling is employed for the cigar lighter knob. A complete listing of Custom Equipment is given in the Appendix.



**TYPICAL, EXCEPT DELUXE SPORTVANS**

# El Camino Pickups



El Camino interiors present an attractive new appearance with new seat trims, new sidewall trims, new colors, new steering wheels, and new instrument panel trim.

**COLORS.** Three colors, with choice dependent upon exterior color, are available for both standard and Custom models as well as Custom models with the Strato-Bucket Seat option. Fawn, Blue, and Black interiors are released for standard models, with Gold replacing Fawn for Custom models. For Custom models with optional bucket seats, Red replaces Blue.

**SEATS** again have all-vinyl trim, and trim designs again feature panel-framed inserts for the cushions and backrests.

Seats in standard applications utilize textured vinyl for all trim pieces except the inserts which are of diamond-pattern vinyl. The cushion center frame panel is embossed, and the embossed area is accented with a dark-tone band for the Fawn and Blue interiors only.

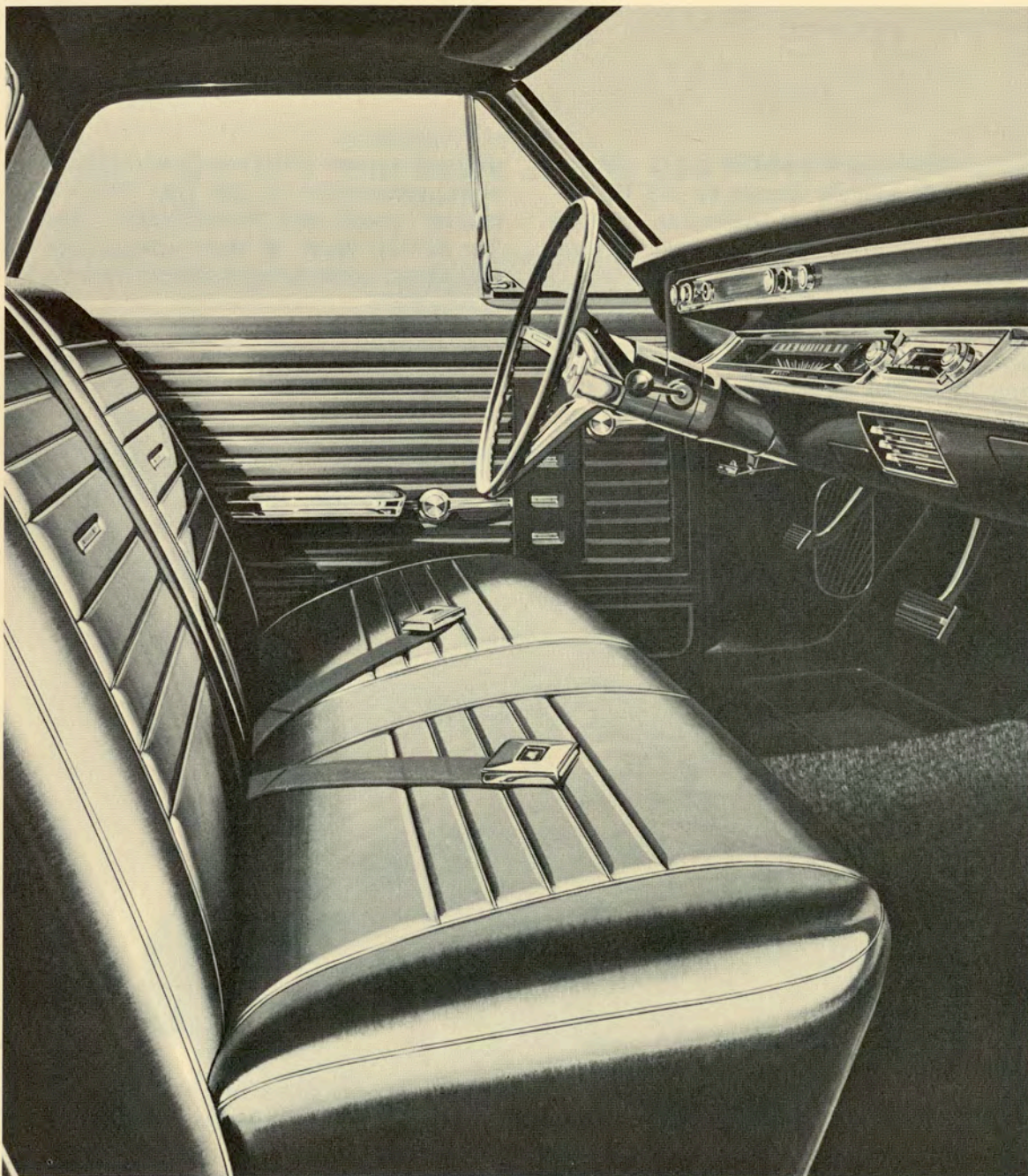
Textured vinyl is employed for all Custom seat trim pieces. Horizontally-stitched tufting adds interest to portions of the cushion and backrest inserts, and a bright rectangular button decorates the center of each backrest insert.

Trim for optional Strato-Bucket seats is similar to that of the Custom bench seat.

**SIDEWALLS.** Seat accent treatment is

**STANDARD INTERIOR**





repeated in the new embossed sidewall designs, with a dark tone horizontal band at the center of the standard sidewall for Fawn and Blue interiors, and four rectangular buttons in a vertical row on the Custom sidewall. Armrests have textured vinyl tops; bases match the interior color on standard models, while on Custom models they are metalized.

INSTRUMENT PANEL styling is continued without basic change except for new trim and new low-silhouette control knobs. Optional gauge-type instrumentation again is available for Custom Model 13680.

The upper panel area is given a new appearance in both standard and Custom applications with a new trim panel whose center is painted Silver for standard models and wood-grain trimmed for Custom models. A new appearance also is featured for the right hand portion of the central panel area with the use in Custom applications of a bright trim panel and Malibu nameplate.

STEERING WHEELS are new, with deep-dish, 3-spoke design featured for both standard and Custom models. The former horn ring is eliminated in favor of a central horn button for standard models and left and right hand spoke-integrated horn buttons for Custom models. The Custom steering wheel is available optionally at extra-cost for standard models.

**CUSTOM INTERIOR**

# BODY STRUCTURE

Many structural refinements are evident in the all-new Conventional Cabs for Series 10-60 models. Combined with proven structural features, such as strong, double-wall roof and cowl construction, these refinements result in a structure which embodies to an advanced degree the high level of quality, safety, and strength that have become the hallmarks of the Chevrolet-designed body.

Typical of the array of new features is the larger plenum, permitting increased interior air flow and improving heater performance. Other new features of Conventional Cabs include an energy-absorbing instrument panel; thick-laminate windshield glass with increased daylight opening area; improved fuel tank mounting; safety door latches and hinges with multi-position door checking; front folding seat back latches; instrument panel pad; and padded sunshades with anti-rattle retainers.

Windshield Cowl and Flat Face Cowl structures also are new for 1967 and reflect many features of the new Conventional Cabs. Body structures for Step-Van, Tilt-Cab, and Series 70-80 Conventional Cab models are continued from 1966 without basic change; cabs feature several safety-related product improvements.

## Conventional Cabs (Series 10-60)

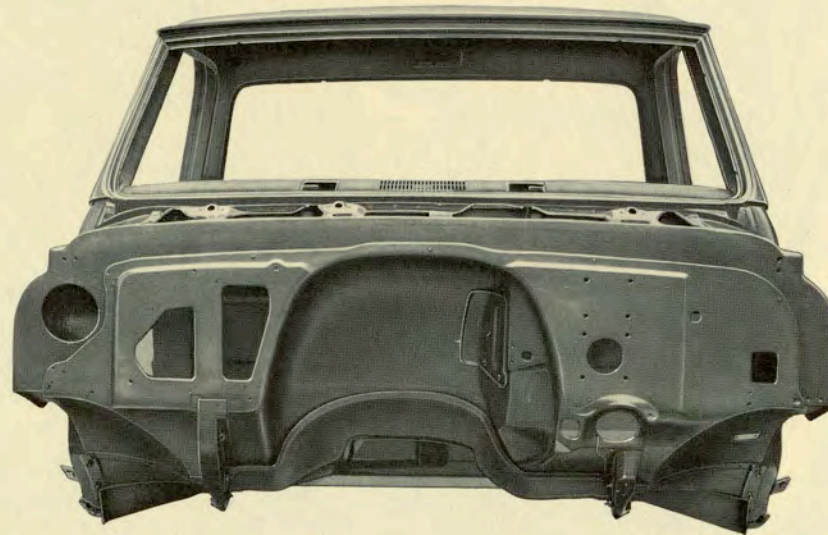
**BASIC STRUCTURE.** Two body assemblies are used in 1967 for cab models in the range between 1/2-Ton and 2-Ton Heavy-Duty: one for 1/2- through 1-Ton models

(Series 10-30) and one for 1-1/2 through 2-Ton H.D. models (Series 40-60). Differences between the two bodies are confined to the cowl area which in 1-1/2 through 2-Ton H.D. applications is designed to accommodate any engine released for these vehicles, permitting deletion of the former Low Cab Forward body and subsequently simplifying the model line-up and reducing parts, shipping space, and storage space.

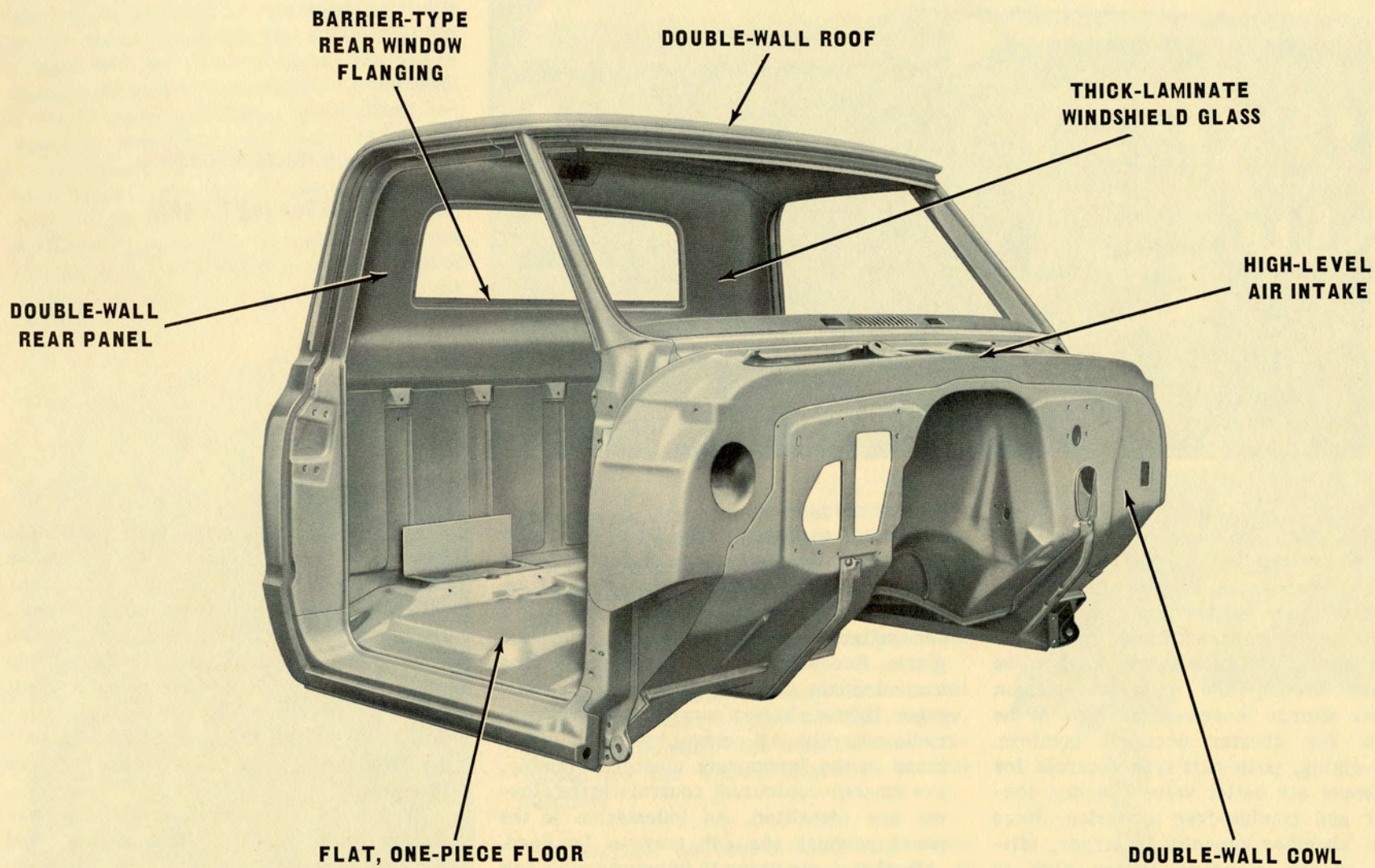
Fewer parts are used in the new cab structures. Though this results in less weight for the advantage of increased vehicle payloads, good torsional strength is maintained. Contributing to torsional strength are the retained features of double-wall roof and cowl construction in

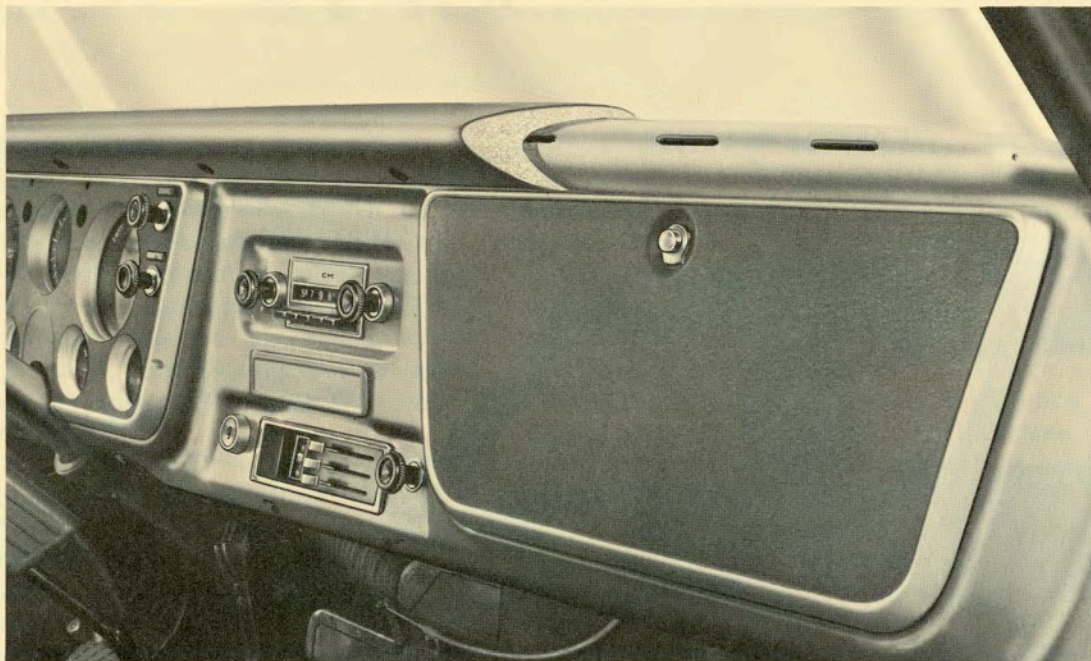
addition to new one-piece construction for such components as the rear cross sill, plenum panel, and transmission covers. The metal gauge of many components is increased, contributing further to torsional strength.

An especially rigid roof structure is provided in the new cab design which eliminates the possibility of any oil-canning and assures maximum strength in the upper body structure. These benefits are derived largely from the heavily-embossed inner roof panel and stronger roof perimeter — the latter resulting from a heavier front header and better integration of the side headers with the front and rear headers.



**SERIES 40-60 COWL STRUCTURE**





**ENERGY-ABSORBING  
INSTRUMENT PANEL**

The cab rear panel also is heavily-embossed for rigidity, and the rear window opening incorporates barrier flanging to prevent the rear window from entering the cab upon severe collision impact.

High-level ventilation is retained in the new cab design, and a larger plenum chamber affords increased air flow to the interior for greater occupant comfort. Direct-acting, push-pull type controls for the plenum air outlet valves permit convenient and trouble-free operation. Since plenum chamber capacity is larger, efficiency of the standard heater also is improved.

The instrument panel, welded-in for added structural strength, is designed with an overhanging crown to assure good in-

strument readability. The lip of the crown is energy-absorbent since it contains deceleration holes and is padded; the portion of the crown rearward of the pad has a non-reflective paint finish to eliminate glare. Recesses in the panel front face accommodate the ignition switch, optional cigar lighter, heater controls, and optional radio controls. All control knobs, including those in the instrument cluster assembly, are smooth-contoured; controls in the cluster are identified. An indentation in the panel permits the ash tray to be used.

Fuel tank mounting is improved with bolt attachment to the cab at the top and bottom rather than attachment with retaining straps. The tank is positioned further to the left to provide a space at the right for

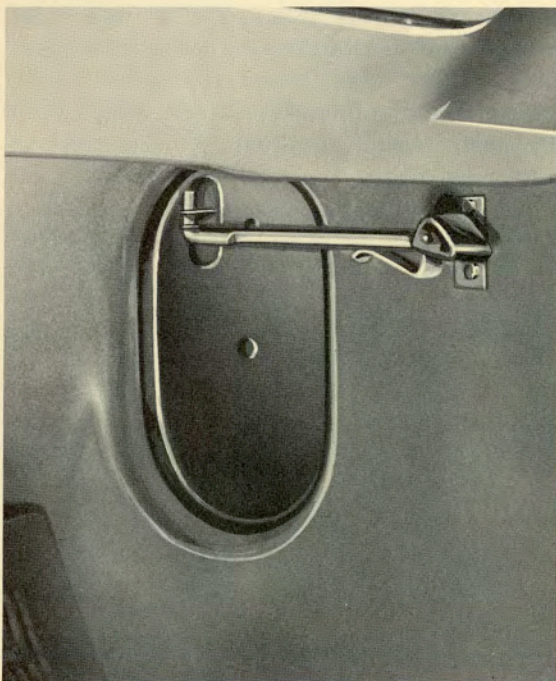
jack stowage, making the jack accessible only from the curb side of the vehicle as well as making its accessibility more convenient by removing it from under the seat. Tool stowage also is more convenient, with under-seat placement further rearward so they are readily accessible when the seat is in the foremost forward position. Indentations in the floor panel help to hold the tools in position, contributing to better retention.

Windshield glass daylight opening area is increased by 116 square inches, and plate glass with a thick laminate is utilized.

Provisions again are incorporated in the floor panel and cab rear panel for the attachment of optional front seat shoulder belt equipment.

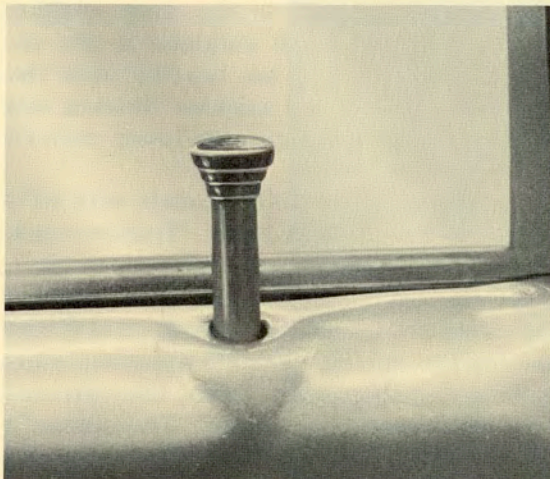
FRONT DOORS are constructed with a rolled-section upper portion, or door glass frame, welded to a stamped, double-wall lower portion. Access panels, embossed for rigidity, are easier to remove in 1967 since at the top they fit into retaining strips on the inner panel and are retained at the bottom with only four screws. The use of closed-cell rubber door seals is continued.

New rotary gear door locks afford increased reliability, and door locking is more convenient with outside key locks for both doors. New sill-mounted pushbutton type inside locks, when depressed, prevent accidental opening of the locked door from the inside as the pushbutton must be raised before the door can be opened from the inside.



**POSITIVE VENT CONTROL**

### **PUSHBUTTON DOOR LOCK**



Door hinges are again of steel for strength. The upper hinge incorporates the door check, formerly separate, and the design of the check is such that the door may be checked in any position within the limits of its travel rather than in only two positions as formerly.

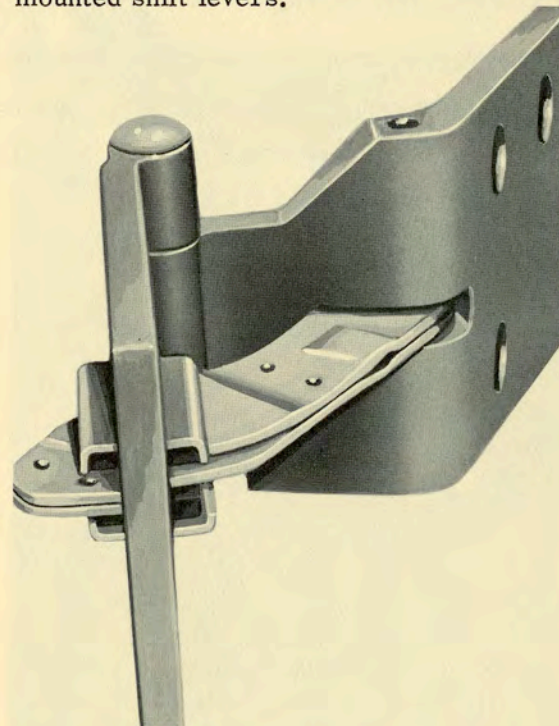
Window regulator and door lock control handles are newly-styled for 1967. Large, flat knobs of soft vinyl material are employed for the window regulator control handles.

INSULATION and sound-deadening materials again are extensively employed. In addition to a dash panel insulator, an insulator is used under the floor mat and between the outer and inner roof panels.

Mastic is used on the inner surface of the front door outer panels and on the outboard portions of the underbody outer surface.

Additional insulation is provided in RPO s Z62 and Z84, such as a cowl insulator, full underbody coating, and soft door trim panels.

TRANSMISSION COVERS of one-piece design replace the former 2-piece units for increased parts simplification and more positive sealing. The covers also are smaller to maintain floor panel rigidity. Retention is made again with screws. Transmission covers are used in all applications except Light-Duty models with transmissions having steering-column-mounted shift levers.

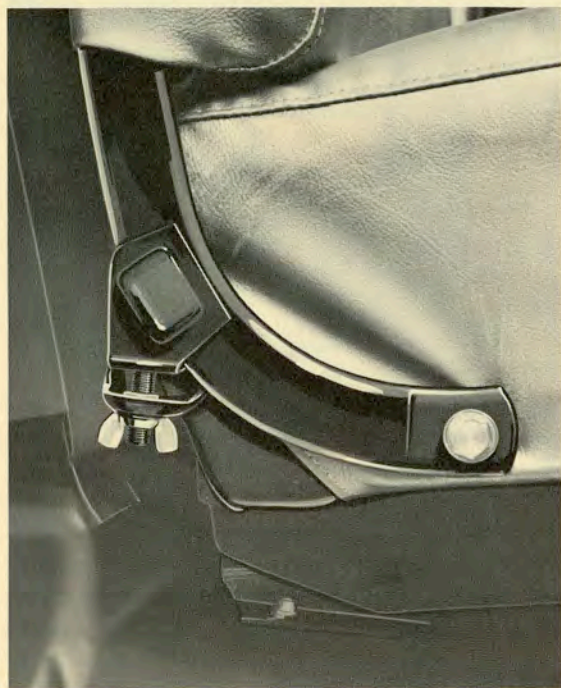


**HINGE-INTEGRATED DOOR CHECK**

MOUNTING, though refined, is essentially the same as that employed in 1966 with double-rubber biscuits used at the front and rear positions.

SEATS. The construction of the standard bench-type seat used in most applications is continued from 1966 without basic change, with the seat cushion comprised of a special wire spring and channel-section steel frame assembly covered with a wire-reinforced molded polyurethane foam pad and the backrest comprised of a coil spring and tubular frame assembly covered with a wire-reinforced cotton pad. Seat trim is again all-vinyl, but with a new embossment pattern.

The bench seat is adjustable fore and aft,



**FOLDING SEAT BACK LATCH**

and backrest angle also is adjustable. The method of adjusting the backrest also provides a means of positively retaining the backrest in the adjusted position. This is accomplished with bolt-type brackets welded to the backrest arms which fit into holes in brackets welded to the seat cushion frame, with each bolt retained in the set position with a jam nut bearing upon the upper surface of the cushion bracket and a wing nut bearing upon the lower surface of the bracket.

Seats for Series MA60 models with RPO M70, 4-Speed Auxiliary Transmission Equipment, are of the bucket-type in 1967. Unitized construction is employed, making the backrest fixed. The heavy steel frame and formed spring elements are completely molded in polyurethane foam, then covered with embossed vinyl trim. The driver's seat position is adjustable fore and aft.

Seat belts, which are continued from 1966 unchanged except for color and the addition of a Chevrolet emblem to the buckles, are again provided as standard equipment. Belt color matches the interior color. Floor-mounted seat belt retractors - available shortly after the start of production - are standard equipment.

SUNSHADES feature padded construction in 1967, as well as anti-rattle control through clips on the windshield header. A left hand sunshade again is provided as standard equipment, with a right hand unit offered as an accessory or in RPOs Z62 and Z84.

MIRRORS. Standard outside rear view mirrors for all 1/2-Ton models and 3/4-Ton Fleetside and Stepside Pickups continue to be of the short, fixed-arm type with a round mirror head. The long, folding-

arm type mirror with rectangular mirror head continues as the standard unit for all other models. Arms for short mirrors are revised to suit the new styling as are the mounts for long mirrors. All units are painted, and are mounted on the front doors. Both left and right hand mirrors are provided Series 10-30 models except in the case of Fleetside and Stepside Pickups where an inside rear view mirror is substituted for the right hand outside unit. A left hand outside mirror is provided for all models in all other series.

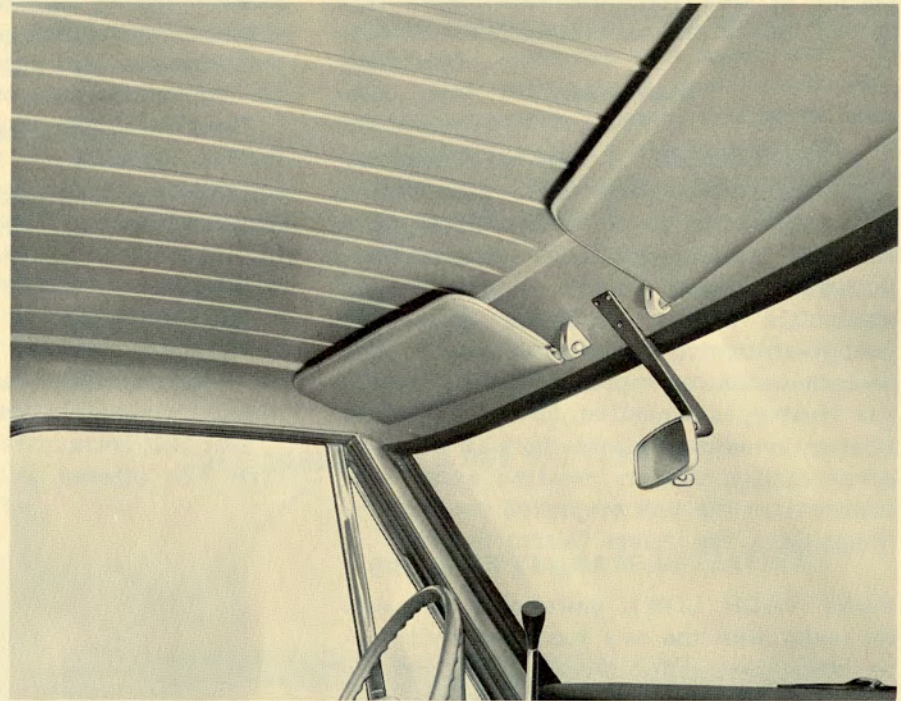
Inside rear view mirror assemblies are new for 1967, and are of the day-night type formerly offered as an accessory. Molded to the mirror glass is a soft gray vinyl backing which makes the glass shatter-resistant; the backing extends over the perimeter of the glass, and at this point is made thicker to afford a protective edge. The mirror case has a low-gloss bright finish, and the mirror bracket, which is of die-cast metal, is painted Charcoal to eliminate glare.

Optional, front door-mounted rear view mirrors, including the small and large West Coast types, are continued from 1966 without basic change. New, convex-type front view mirrors also are available; these are discussed on Page 36.

HEATERS AND DEFROSTERS. The Thrift-Air Heater, formerly available as an option and an accessory, is discontinued. The Deluxe Heater is continued in a new and improved version, and again is available as a factory option or dealer-installed accessory.

Though completely new as a result of the new body structure, the basic design of the hot water Deluxe heater is unchanged with outside air again utilized for heat-

**PADDED SUNSHADES AND NEW  
DAY-NIGHT REAR VIEW MIRROR**



ing. New horizontal-sliding controls with smooth-contoured knobs are easier to operate, and controls are again illuminated.

**AIR CONDITIONING EQUIPMENT**, available either as RPO C60 or as a dealer-installed accessory for Series 10-60 gasoline models, is extended in applicability to Four-Wheel Drive and Tandem Axle units. Improved air distribution is featured with a larger barrel-type outlet at the center of the instrument panel and new ball-type outlets at either end of the panel. New horizontal sliding controls with smooth-contoured lever knobs facilitate operation.

**RADIO.** A new pushbutton radio replaces

the former manual unit, providing more convenient operation. Flat, smooth-contoured control knobs are employed. The radio again is available either as an RPO or as an accessory.

**Conventional Cabs (Series 70-80)**

Body structures for Conventional Cab models in the 2-1/2 Ton and 3-Ton categories are continued from 1966 basically unchanged. Revisions include the use of non-reflective paint for the instrument panel; the addition of a free-wheeling feature to the front door lock inside remote control handle, preventing accidental opening of the front doors when the sill-located push-button is depressed; and the elimination of

the dispatch box door handle, with access for opening the door afforded through a depression added in the instrument panel front face.

The former RPO C41, Standard-Duty Airflow Heater and Defroster, is discontinued. RPO C42, Heavy-Duty Airflow Heater and Defroster, is continued unchanged.

New body options include RPO B70, Instrument Panel Pad, and RPO D23, Padded Sunshades.

Released as base equipment for all models, with availability shortly after the start of 1967 production, are floor-mounted seat belt retractors; the former RPO D30 Senior West Coast Mirrors, consisting of both left and right hand units; and the

former RPO U01 Cab Marker Lamps, consisting of five roof-mounted lamps with amber lenses and separate control switch.

### **Cowl Models**

WINDSHIELD COWL units are new for 1967, and reflect many of the features of the new Series 10-60 Conventional Cabs such as double-wall cowl construction, increased plenum chamber volume, larger windshield of thick-laminate glass, and energy-absorbing instrument panel with smooth-contoured knobs. RPO C41, Thrift-Air Heater, is cancelled. RPO C42, Deluxe Heater, remains available both as a factory option and a dealer-installed accessory. Identical to the unit employed for Conventional Cabs, the Deluxe Heater is new.

FLAT FACE COWL units also are new for unity with the new front end styling. A central, door-type interior ventilator is employed again as well as a special instrument panel with gauge-type instruments.

### **Tilt-Cabs and Step-Vans**

Body structures for all Tilt-Cab and Step-Van models are continued from 1966 basically unchanged, but with several new product improvements.

TILT-CABS. Windshield glass with a thick laminate and a reduced glare instrument panel are featured for all Tilt-Cab models. Optional padded sunshades, available as RPO D23, also are featured. Slated for interim 1967 introduction on Series 70 and 80 models are standard Senior West Coast Mirrors, formerly RPO D30, and standard Roof Marker Lamps, formerly RPO U01. The reduced glare instrument panel, a

feature in 1966 of Series 50 and 60 models, is extended to all models. This feature is obtained with the use of non-reflective paint for the entire instrument panel, including related components.

Thick-laminate windshield glass, offered in 1966 for Series 70 and 80 units, now also is used for models in Series 40, 50, and 60.

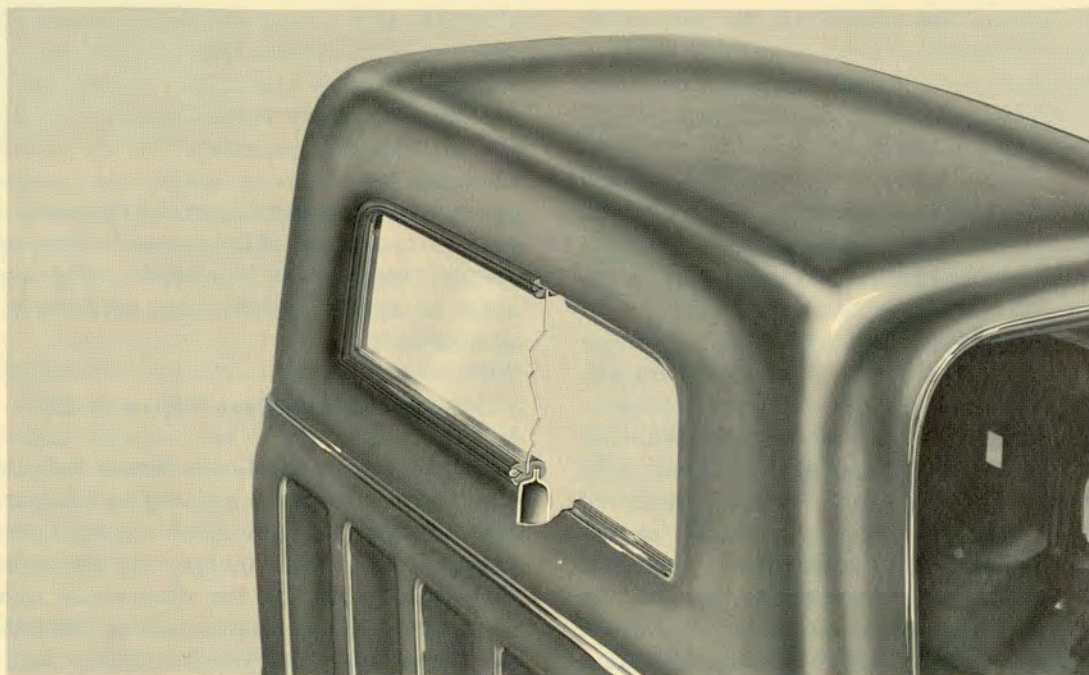
A new RPO and accessory for Tilt-Cabs is the Front Cross View Mirror with convex mirror head which gives the driver a panoramic view of the area directly in front of the vehicle. The mirror head has an 8-inch diameter and is mounted to the outside windshield header with brackets.

Seat belt retractors of the floor-mounted type are offered as standard equipment.

STEP-VANS. Both seat belt anchorages and shoulder belt anchorages are provided in production for all Step-Van models should the customer wish to install proprietary belt equipment.

Bodies for the new Series PT20-30 models are identical to those used for gasoline models except for modifications to the engine housings to accommodate the diesel engine. Additionally, heavy-duty cross sills and outriggers are employed in the body structures for Series PA30 models with the optional 14,000-pound GVW rating.

The new RPO and accessory Front Cross View Mirror described above for Tilt-Cabs also is available for Step-Van models.



**SERIES 10-60 BARRIER-TYPE REAR WINDOW FLANGING**



# pickups

Fleetside Pickup bodies are new and feature all-steel construction with the use of a steel floor instead of the former wood floor. The wood floor, however, is made available as an option. Also featured are full double-wall side panels, corrosion-resistant construction and one-hand tailgate operation.

Stepside Pickup bodies are continued without basic change, but with new fenders

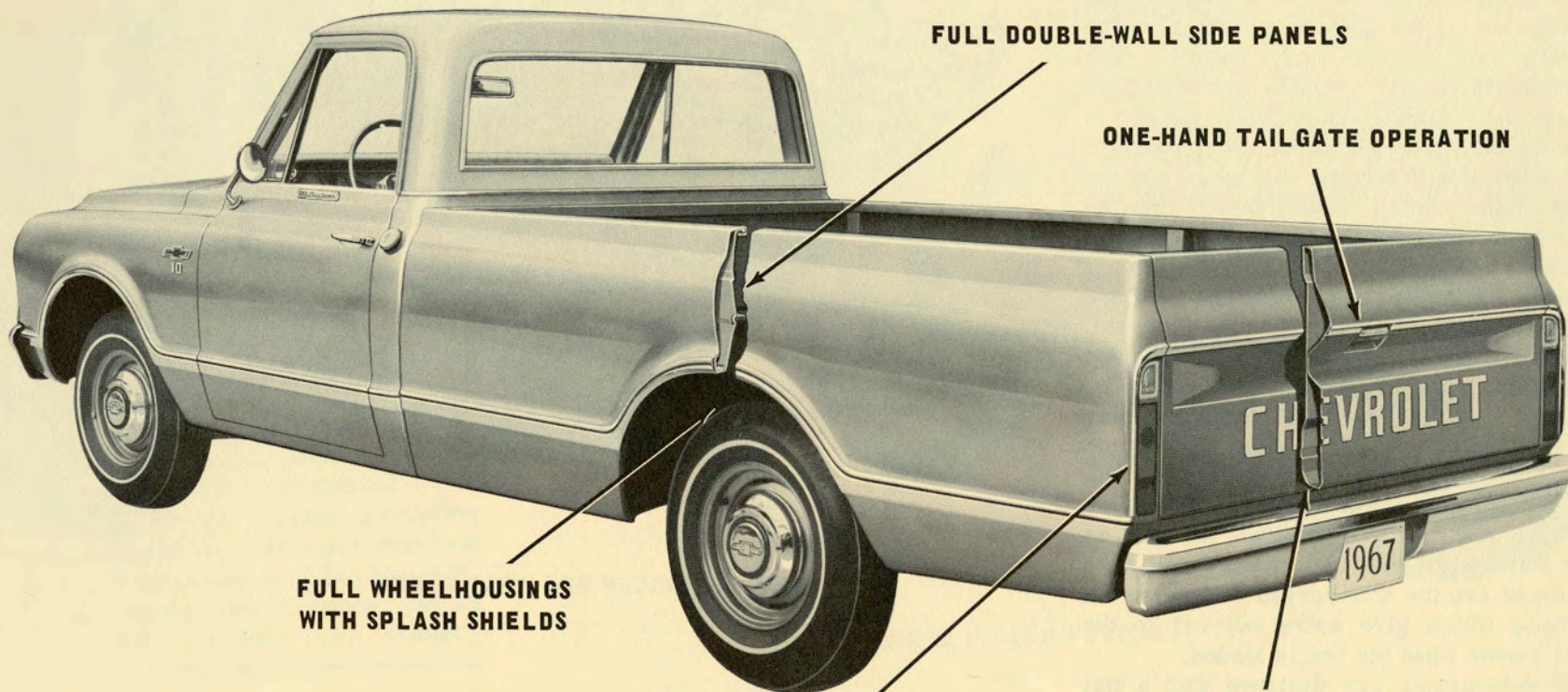
and running boards for compatibility with the new styling of the cab and front end sheet metal. El Camino pickup bodies, also basically unchanged, feature numerous product improvements in the safety area.

## Fleetside Pickups

The all-new Fleetside Pickup bodies — again available in 6.5- and 8-foot nominal

lengths — feature all-steel construction for strength and long life. In addition to the use of steel throughout the construction, greater strength is afforded with increased double-wall area for side panels and tailgate. Side panels have double-wall construction their full height and the tailgate double-wall area is enlarged at both top and bottom. This construction improvement also better protects outer panels from

## Fleetside Pickup



**FULL WHEELHOUSINGS WITH SPLASH SHIELDS**

**FULL DOUBLE-WALL SIDE PANELS**

**ONE-HAND TAILGATE OPERATION**

**DOUBLE-WALL TAILGATE**

**WRAP-AROUND SIDE PANELS WITH INTEGRATED TAIL AND BACKUP LIGHTS**

unsightly dents caused by shifting cargo.

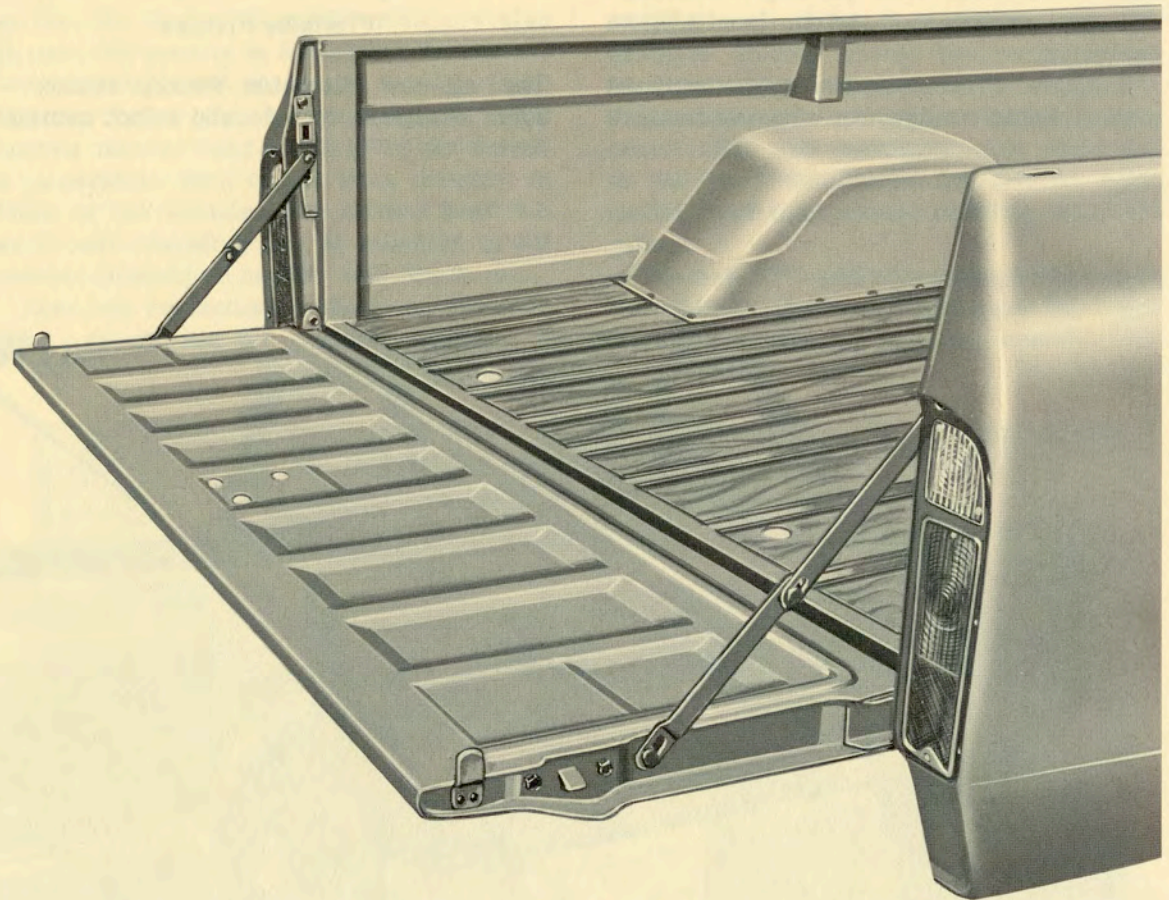
To meet certain vocational requirements, an RPO wood floor with steel skid strips, similar to that provided as standard equipment in 1966, can be ordered to replace the standard steel floor. The RPO wood floor is illustrated at the right.

Special attention is given to the problem of corrosion. One-piece outer side panels with wrap-around ends are employed, eliminating the coach joints which formerly existed with 2-piece side panel construction and separate side panel ends. Also, the one-piece tailgate is formed with only one seam which is located at the bottom where it is protected; the one-piece tailgate previously was formed with two exterior lap joints. Full wheelhousings, together with splash shields, protect the box structure more effectively, and underbody protective coating on the housings and lower portions of the sidewalls further resists corrosion.

With the use of mechanically-actuated latches instead of the former hook-type latches and with the use of hinged steel support straps instead of chains, one-hand operation is featured for the tailgate. Appearance also is improved. Latches are released through a control handle centrally located near the top of the tailgate. Closing of the tailgate is achieved with a simple push as the latches are spring-loaded.

The former grain-tight and full-width tailgate features are retained, as well as the 2000-pound load capacity feature. Also retained are the anti-spread wedges on the tailgate which give extra support to the side panels when the box is loaded.

Wheelhousings are designed with a flat top to facilitate agricultural container loading. Since dimensions for both 6.5- and 8-foot boxes are virtually unchanged, box capacity is not appreciably affected.



**FLEETSIDE PICKUP RPO WOOD FLOOR**

### Stepside Pickups

Stepside Pickup bodies with wood floors and steel skid strips are continued from 1966 without change except for newly-styled fenders and running boards which reflect the lines of the new cab and sheet metal. The 6.5-, 8-, and 9-foot nominal length box sizes also are continued. A new feature is the use of underbody protective coating in the wheelhouse area.

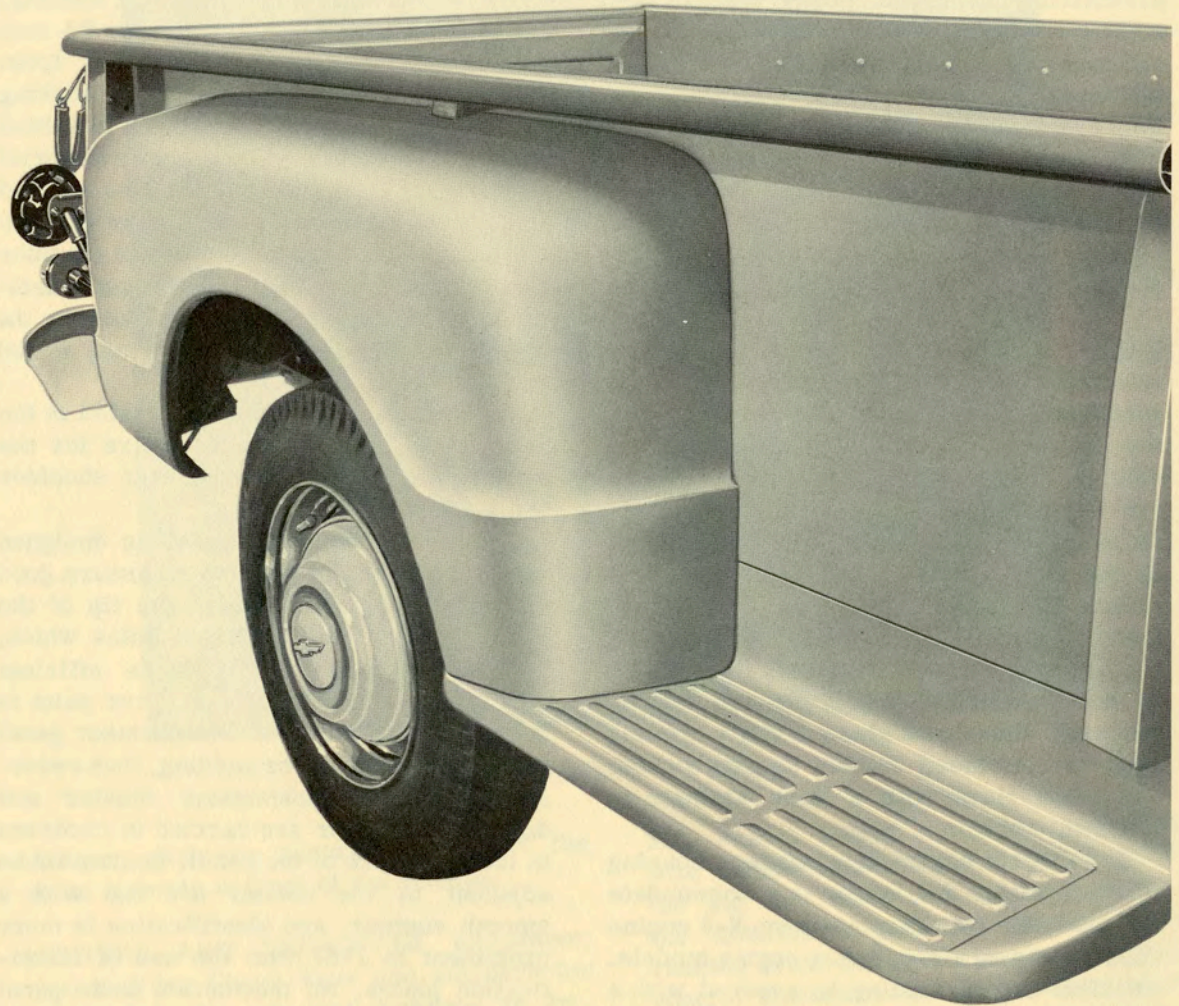
### El Camino Pickups

The basic El Camino body structure is continued, but rear quarter caps are modified to accept the newly-styled tail lights. Additionally, many safety-related product improvements are incorporated. New door lock cylinders also are utilized to increase the number of available key combinations.

An energy-absorbing instrument panel is new. This feature is obtained with the use of deceleration holes in the leading edge of the instrument panel crown along with improved padding. Smooth-contoured control knobs also are featured.

New passenger-guard door locks prevent unintentional actuation of the inside control handles by making the handles inoperative when the sill-mounted pushbuttons are depressed. Steel door hinges at both the upper and lower locations also are utilized.

Other new features include pushbutton seat belt buckles; floor-mounted seat belt retractors; folding seat back latches; soft, low-profile window control knobs; and an inside day-night mirror with shatter-resistant, vinyl-edged glass and breakaway support.



**NEW STEPSIDE PICKUP FENDERS**

# Chevy-Vans and Sportvans

The body structures for continued 90-inch wheelbase Chevy-Vans and Sportvans are essentially unchanged except that a new styling treatment is featured for the front end and instrument panel. Several other revisions contribute to overall product improvement. Body structures for the new 108-inch wheelbase units are basically the same as those of the 90-inch wheelbase models except for longer roof and side panels and the use of double right hand side doors as base equipment in all applications.

**BASIC STRUCTURE.** With its more-rounded configuration, including a curved windshield, the restyled front end improves the aerodynamic characteristics of the vehicle, thereby reducing wind resistance for improved vehicle economy and lower noise levels. Additionally, with the removal of the drip gutters from the windshield pillars as a result of the new styling, air flow through the ventipanes is improved for greater occupant comfort. The feature of double-wall front end construction is retained. Windshield glass daylight opening area is increased by 104 square inches, and plate glass with a thick laminate is utilized.

In 1967, the engine compartment housing is made wider and longer to accommodate the 283 cubic inch displacement V-8 engine used for the new 8-cylinder engine models. Efficient engine cooling is assured with a larger grille area and the incorporation in the floor panel of a tunnel leading from the front end to the engine housing. Positive retention of the engine housing cover in the open position is achieved with a support rod instead of a chain. Cover sealing is

improved with a new extruded rubber seal.

Because of space limitations as a result of the wider engine compartment housing, the floor-mounted battery box for 90-inch wheelbase Sportvans is relocated from between the engine compartment housing and right hand front wheelhouse to behind the left hand front wheelhouse. Box material is changed from formed steel to molded plastic. Battery box location for 90-inch wheelbase Chevy-Vans remains in the floor panel behind the right hand front wheelhouse. This location also is utilized for the battery in all 108-inch wheelbase model applications.

Provisions again are incorporated in the floor panel and door lock pillars for the anchoring of optional front seat shoulder belt equipment.

The new instrument panel is designed with an overhanging crown to assure good instrument readability, and the lip of the crown contains deceleration holes which, together with padding, affords efficient energy absorption. Non-reflective paint is used again to finish the instrument panel crown rearward of the padding, thus reducing glare. The instrument cluster and dispatch box door are carried in recesses in the front face of the panel. Control knobs adjacent to the cluster are flat with a smooth contour, and identification is more prominent in 1967 with the use of identification plates. An indentation in the panel beneath the ash tray permits use of the tray since the tray is without a handle.

Flat, smooth-contoured control knobs also are featured for the new RPO or accessory Pushbutton Radio, which replaces the former manual unit.

DOOR construction is basically unchanged, and safety door hinges of steel again are featured. Revisions to the front door locks improve their reliability, and the use of pushbutton inside locks, located on the window sills, prevents unintentional actuation of the door lock remote control handles.

In 1967, outside key locks are removed from the front door handle pushbuttons and located separately in the doors below the handles. Both left and right hand outside key locks are provided; formerly the right hand key lock was optional.

**SEATS.** The driver's seat and all front passenger seats, except the folding passenger seat for Chevy-Vans (RPO A57), are of the bucket-type in 1967. Construction consists of a heavy steel frame and formed spring elements completely molded in polyurethane foam, then covered with vinyl trim. Backrests are fixed, and the driver's seat is adjustable.

Seat belt buckles are revised to incorporate a Chevrolet emblem. Floor-mounted retractors - available shortly after the start of production - are standard for all seats.

Optional rear seat structures for all Sportvan models (RPOs A78 and A80) are continued except for the use of new-design all-vinyl trims. Mounting of optional rear seats, however, is improved in 1967 with a new method of attachment to the floor panel. Seat legs are secured with clamps bolted through holes in the floor panel, which is reinforced with plates on the underside, rather than with clamps bolted through slots in reinforcing plates welded to the floor panel on the top side. The

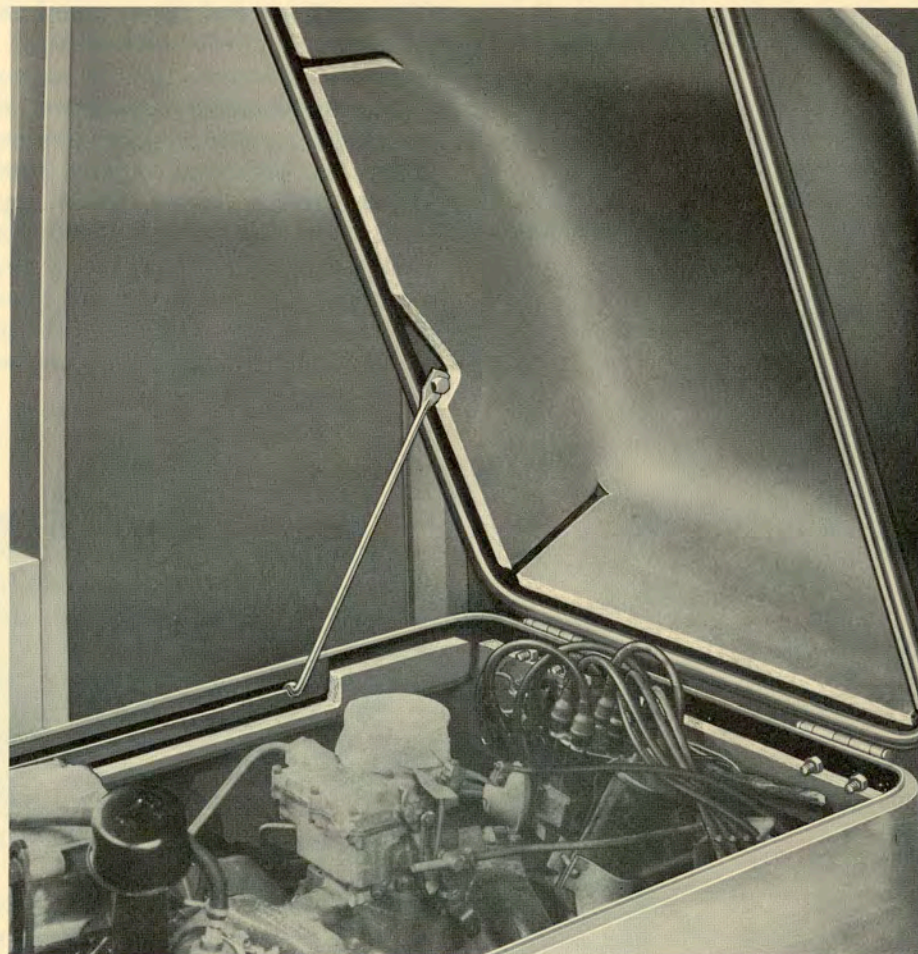
use of holes rather than slots and the use of the floor panel as well as reinforcing plates assure positive rear seat attachment.

**SUN VISORS.** Padded sun visors, formerly available on Deluxe Sportvans only, are released for all models. A left hand unit again is provided as standard equipment for Chevy-Vans and regular Sportvans, while both left and right hand units are provided Deluxe and Custom Sportvans. The feature of anti-rattle control through clips on the windshield header is retained.

**MIRRORS.** Outside rear view mirrors of the short, fixed-arm type again are utilized as standard equipment, with both left and right hand units provided for Chevy-Vans and a left hand unit only for all Sportvans. All units are located on the front doors. In Deluxe Sportvan applications the mirror case and arm are chrome-plated, whereas painted components are utilized in all other applications.

Inside rear view mirrors mounted centrally at the windshield header again are provided as standard equipment for all Sportvan models. The mirror assemblies — comprised of a mirror glass, case, and bracket — are new for 1967, and are of the day-night type with shatter-resistant, vinyl-edged glass. The mirror case has a low-gloss bright finish, and the mirror bracket, which is of die-cast metal, is painted Charcoal to reduce glare.

Optional, front door-mounted rear view mirrors, including the small and large West Coast types, continue from 1966 without basic change. New for 1967 is an RPO and accessory convex Front Cross View Mirror which is mounted at the left hand corner of the outside windshield



#### **NEW ENGINE HOUSING COVER SEAL AND SUPPORT**

header, giving a panoramic view of the area directly in front of the vehicle.

**HEATER AND DEFROSTER** equipment, optional for Chevy-Vans and standard for Sportvans, is new and features an improved control system for greater convenience.

Though heater design is new, it continues to be of the hot water type utilizing outside

air. Easier heater operation is featured with remote, rather than direct, control of the air duct valve and defroster valve in the distributor assembly through cables running from the valve levers to separate control knobs adjacent to the blower motor switch on the steering column support.

A larger heater core increases output of the dealer-installed accessory Auxiliary Heater for the rear compartment.

# FRONT END SHEET METAL

All-new front end sheet metal is utilized for Series 10-60 conventional models. Prominent features include improved corrosion preventative measures, increased structural rigidity, and greater parts simplification. Improved forward visibility also is featured in Series 40-60 applications through the shorter BBC dimension.

El Camino models have a new styling treatment for the front end sheet metal. No changes are effected for the Series 70-80 Conventional Cab front end sheet metal components.

## Series 10-60

Two basic sets of front end sheet metal are employed for conventional models in Series 10-60 — one for the light-duty Series 10-20-30 models and another for the medium-duty Series 40-50-60 vehicles. In the latter category two sets of fenders are utilized — the narrow track type for front suspensions ranging up to 7000 pounds capacity and the wide track type for the heavier-duty 9000- and 11,000-pound capacity units used optionally in Series 60 applications only.

The problem of corrosion is given careful attention in the new front end sheet metal designs, and positive preventative measures are employed such as full wheel-housings which replace conventional fender skirts; complete wheelhouse undercoating; and minimal use of coach joints through unitized component construction.

Most of the improvement in corrosion prevention results from the use of full wheel-housings of one-piece design with a smooth undersurface. The new units are attached to the fender at the wheel opening, completely surrounding the wheel and tire assembly to better protect the fender and

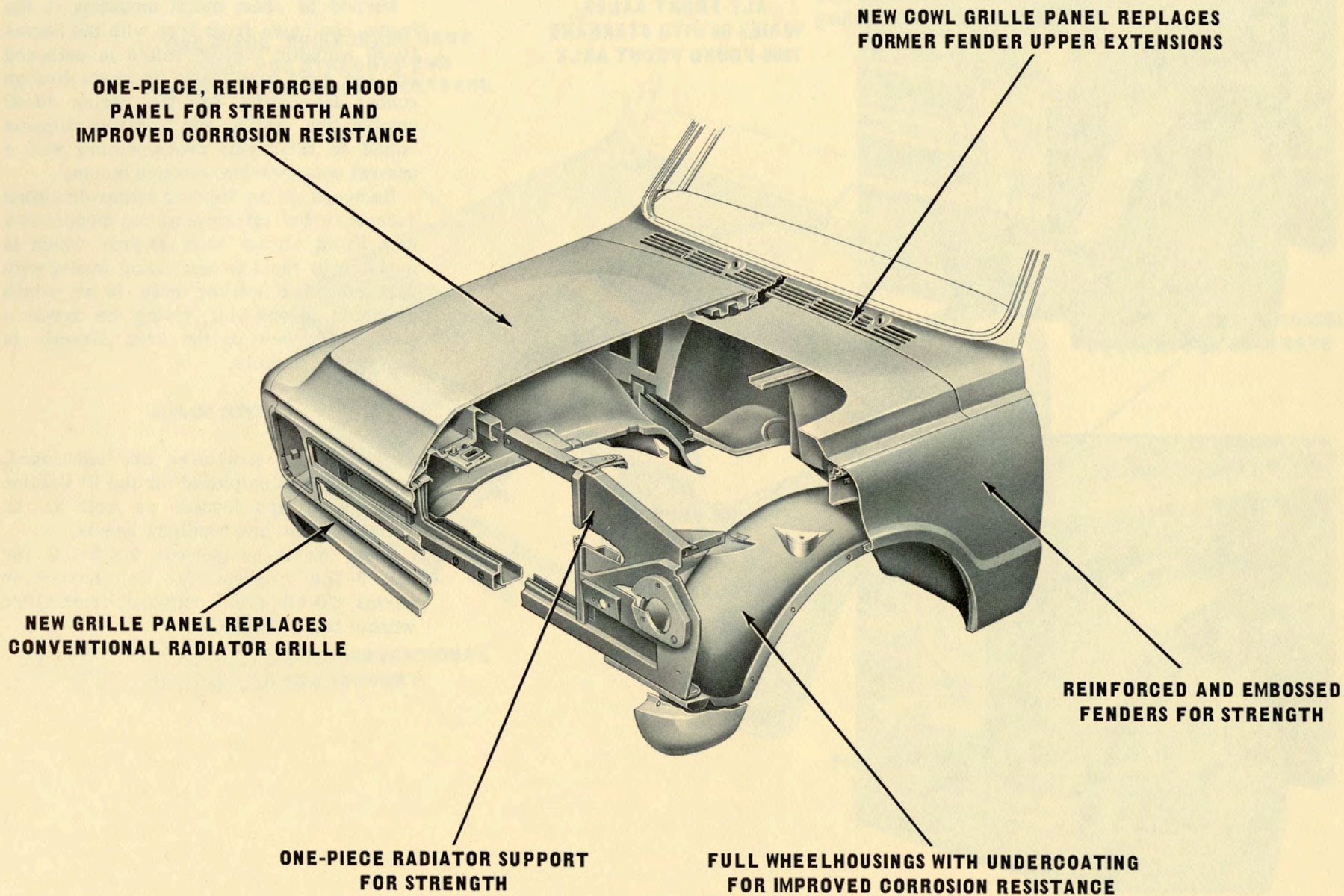
other front end sheet metal components from corrosive elements. Also, because of the smooth undersurface, moisture can not collect in pockets to cause corrosion. Further protection is afforded with the use of undercoating. Front wheelhouse undercoating previously was available only for School Bus models through RPO V77.

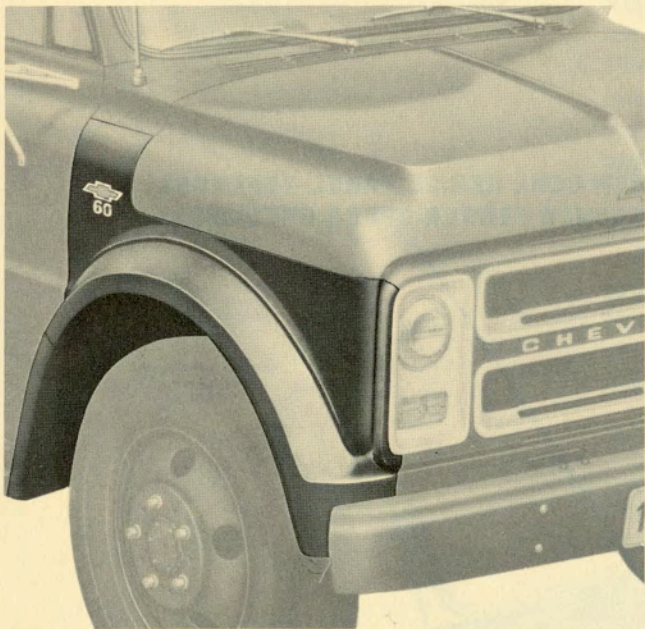
Unitized component construction also contributes to improved corrosion prevention by eliminating many moisture-collecting seams and coach joints. Hood panels are of one-piece design and new one-piece grille panels replace the former front end assemblages of radiator grilles and filler panels.

Increased parts simplification — another benefit of the new front end sheet metal designs — results in easier component repair and replacement in addition to the obvious benefits of reducing parts and storage space and simplifying shipping and manufacturing procedures. For example, a one-piece radiator support is utilized in Series 10-30 applications, eliminating the former multi-piece assembly comprised of channel sections, filler panels, baffles, and braces. The new radiator support also is inherently stronger by virtue of its one-piece construction.

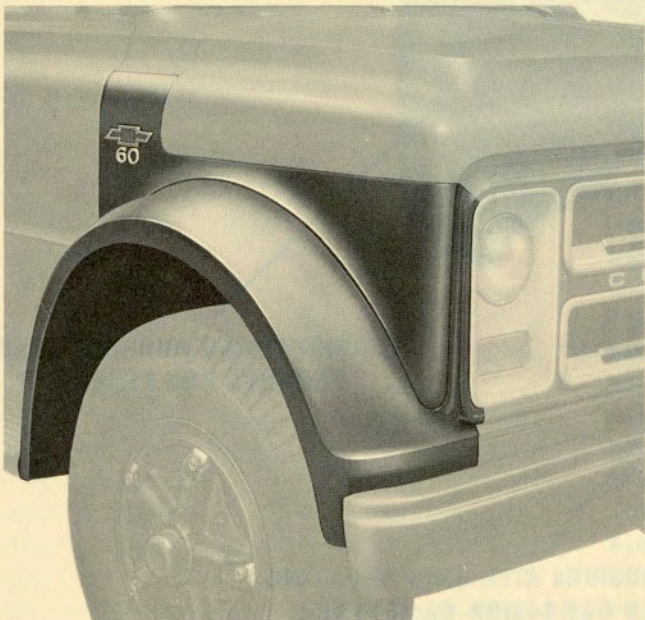
Parts simplification is evident also in the new Series 10-30 grille panel which eliminates through its unitized design the former separate radiator grille, filler panel assembly, and headlight mounting supports. Further parts simplification is achieved in the new grille assembly for Series 40-60 models which combines in one rigid unit the radiator grille and radiator support, both of which were formerly separate. The new assembly also is inherently stronger by virtue of its unitized construction. Also, the former fender upper extension

**Conventional Light-Duty Models**





**NARROW FENDERS-**  
**SERIES 40-50 WITH**  
**ALL FRONT AXLES,**  
**SERIES 60 WITH STANDARD**  
**7000-POUND FRONT AXLE**



**WIDE FENDERS-**  
**SERIES 60 WITH**  
**RPO 9000 - AND**  
**11000-POUND FRONT AXLES**

panels are eliminated through incorporation with the new cowl ventilator grille panel. Additional parts simplification is achieved by elimination of all former LCF components.

Method of sheet metal mounting to the frame continues from 1966 with the Series 10-30 radiator support bolted to outboard left and right hand frame brackets through rubber insulators, and the Series 40-60 combination grille and radiator support bolted to the frame crossmember with a central compression-rebound mount.

Released as an RPO or dealer-installed accessory for all conventional models is a new Front Cross View Mirror which is mounted to the left hand front fender with brackets. The mirror head is an 8-inch diameter convex unit, giving the driver a panoramic view of the area directly in front of the vehicle.

#### **Other Models**

Though basic structures are unchanged, new styling is employed for the El Camino hood panel and fenders as well as the radiator grille and headlight bezels.

Sheet metal components for 2-1/2 Ton and 3-Ton Conventional Cab models in Series 70-80 are continued from 1966 without basic change.



**Conventional Medium-Duty Models**

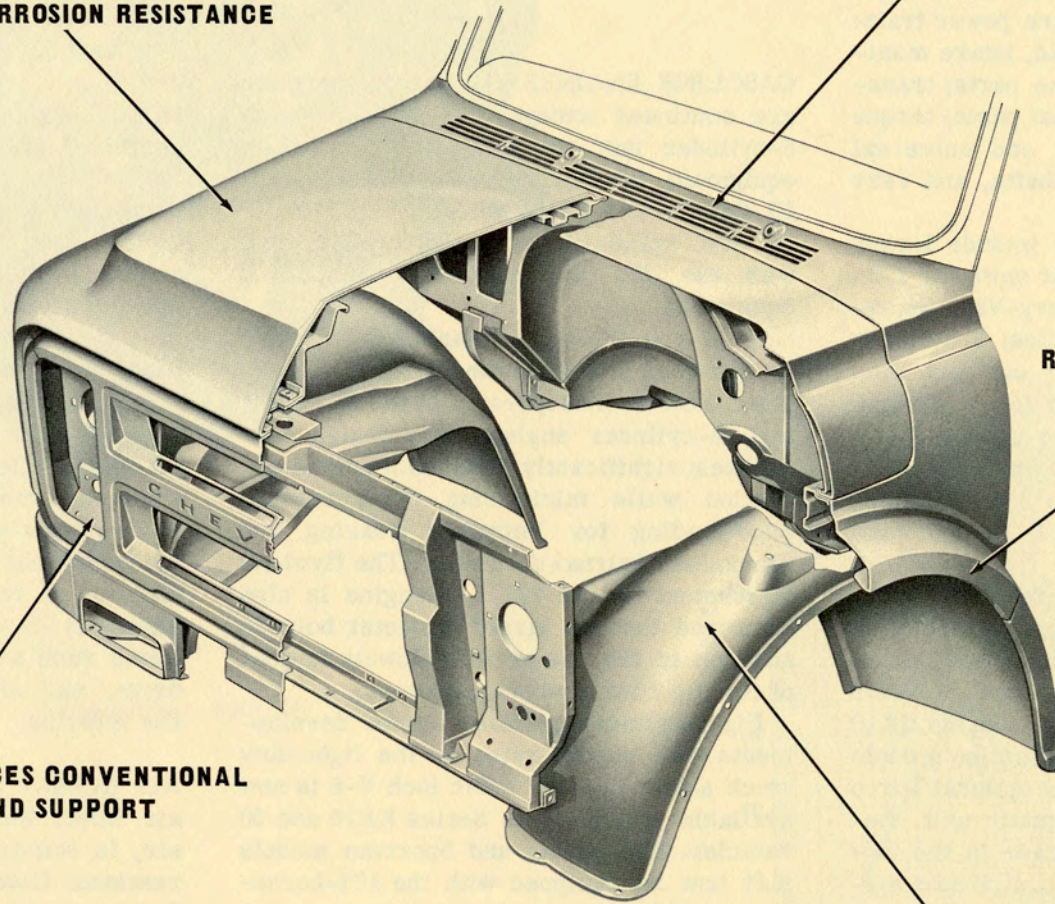
**ONE-PIECE, REINFORCED HOOD  
PANEL FOR STRENGTH AND  
IMPROVED CORROSION RESISTANCE**

**NEW COWL GRILLE PANEL REPLACES  
FORMER FENDER UPPER EXTENSIONS**

**REINFORCED AND EMBOSSED  
FENDERS FOR STRENGTH**

**NEW GRILLE PANEL REPLACES CONVENTIONAL  
RADIATOR GRILLE AND SUPPORT**

**FULL WHEELHOUSINGS WITH UNDERCOATING  
FOR IMPROVED CORROSION RESISTANCE**



# POWER TRAINS

Nineteen sixty-seven power train developments, concentrated in the light-duty line, are an important factor in the extended warranty for Series 10 through 30 trucks. All 1/2- through 1-Ton models including, El Caminos, Chevy-Vans, and Sportvans, now receive a 50,000-mile or 5-year warranty covering the entire power train: cylinder block, cylinder head, intake manifold, and all internal engine parts; transmission case and all internal parts; torque converter; propeller shaft and universal joints; differential; axle shafts, and rear wheel bearings.

Gasoline engine features include larger base and optional 6-cylinder units for 1/2-Ton Forward Control, Chevy-Van, Sportvan, and El Camino vehicles; 8-cylinder power now is available for compact vans and in revised rating form for El Camino pickups. In the diesel line-up, the D351 V-6 engine is discontinued and a new 82-horsepower version of the 3-53N powerplant is added for 3/4- and 1-Ton Forward Control models.

Many transmission improvements are effected throughout the product line. A fully-synchronized 3-speed manual transmission is now standard for most 1/2- and 3/4-Ton conventional trucks. Series CA10 and 396 engine-equipped El Camino models may now be ordered with the optional Turbo Hydra-Matic 3-speed automatic unit. Relocation of the transfer case in the new Four-Wheel Drive models contributes significantly to their improved appearance. New Clark 5-speed transmissions offer increased durability and convenience of operation for the more demanding medium-duty truck applications. Rear axles and drivelines are basically

unchanged; however, conventional line rear axle availability is revised to suit the new model alignment. Other changes include increased ratio selectivity for El Camino pickups and a new 3600-pound capacity unit to suit the new 3/4-Ton compact vans.

## Engines

**GASOLINE ENGINES.** All gasoline engines are continued except the 194 cubic inch 6-cylinder unit which formerly was base equipment for Series PS10, GS10-20, and El Camino 133-13500 models. The 230 L-6 is now standard for these applications, with the 250 L-6 available as optional equipment.

A 12-counterweight crankshaft, similar to that used in the existing 250 L-6 powerplant, now is incorporated in the 292 cubic inch 6-cylinder engine. This design contributes significantly to smooth engine operation while minimizing main bearing edge-loading for improved bearing and crankshaft journal durability. The flywheel attachment in the 292 L-6 engine is also improved through larger diameter bolts in addition to the use of three dowels instead of the two dowels previously used.

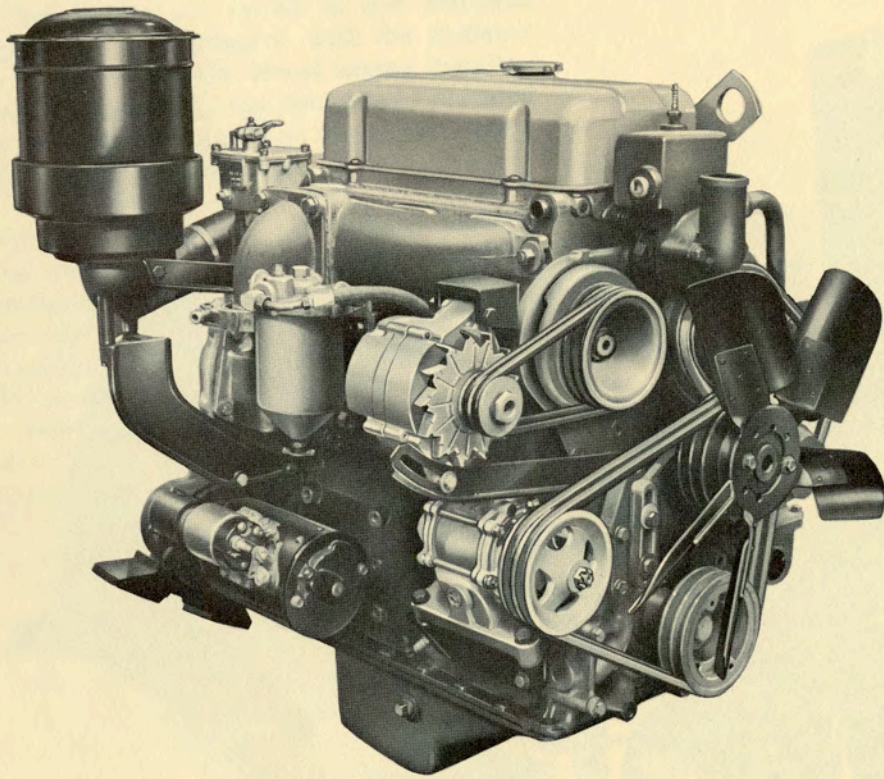
Eight-cylinder gasoline engine developments are concentrated in the light-duty truck area. The 327 cubic inch V-8 is now available optionally in Series KE10 and 20 vehicles. Chevy-Van and Sportvan models may now be equipped with the 175-horsepower 283 cubic inch displacement V-8 engine, which is standard for Series GE10-20 models.

Eight-cylinder engine realignment is evident in the El Camino optional engine offering. Certain horsepower versions are

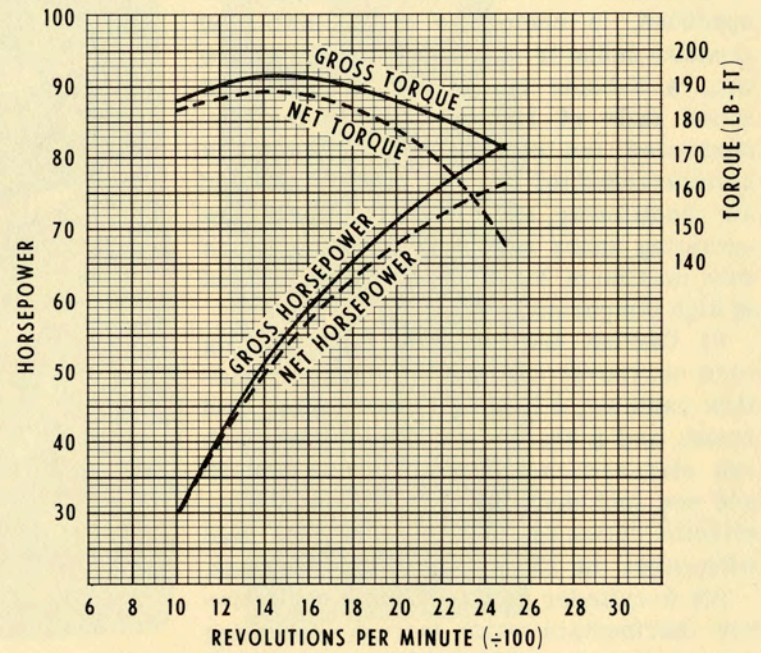
discontinued such as the 220-horsepower 283 V-8, 350-horsepower 327 V-8, 360-horsepower 396 V-8, and 375-horsepower 396 V-8 engines. Added to the line are a 325-horsepower version of the 327 V-8 engine and a 350-horsepower version of the 396 V-8 engine. Continued are the 195-horsepower 283 V-8, 275-horsepower 327 V-8, and 325-horsepower 396 V-8 engines.

**DIESEL ENGINES.** All diesel engines are continued except the D351 V-6 unit which is deleted as a result of the 1967 model realignment. A new 82-horsepower version of the Detroit Diesel 3-53N engine is standard for Series PT20-30 models. This application of diesel power provides improved operating economy, greater reliability, and lower maintenance costs for operators engaged in high-mileage, city delivery type services. The new power rating is effected through the use of 40 cubic millimeter fuel injectors which replace the 45 cubic millimeter units provided with the medium-duty, 94-horsepower version of the 3-53N engine. The engine assembly is further modified to relocate items such as the blower, alternator, fan drive, and air cleaner for installation in the vehicles.

**AIR INTAKE SYSTEMS.** A new high-level air inlet, which provides cleaner outside air, is standard for all Series 50-60 Conventional Cabs with diesel engines and for Series 40-60 Conventional Cab and Cowl models equipped with the 366 cubic inch V-8 gasoline engine or optional heavy-duty pre-cleaner air induction system. Inlet air is routed through a louvered opening in the left side of the hood to a small plastic



**3-53N DIESEL ENGINE**



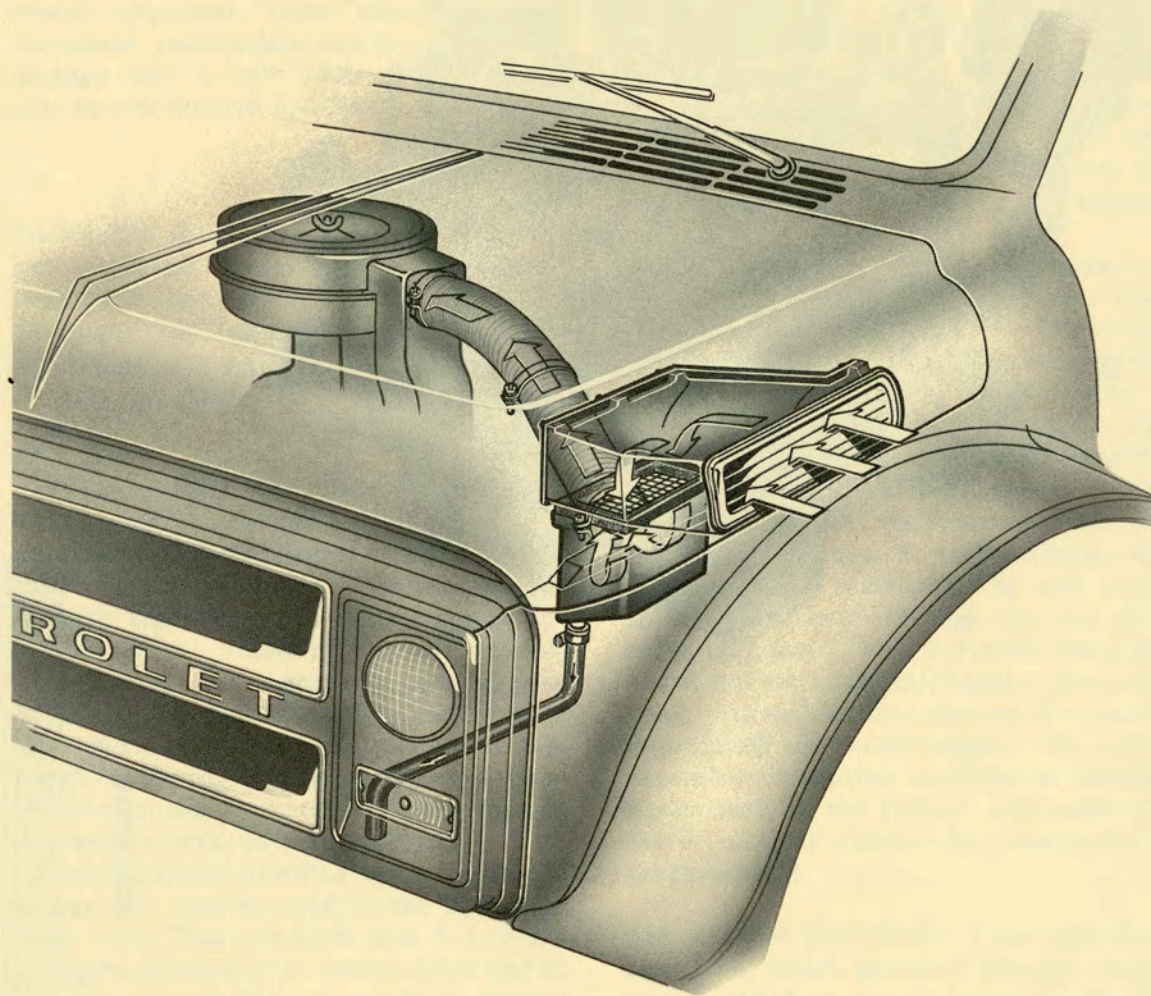
plenum, through the fender skirt panel to a second plastic elbow box where water is separated, and again through the fender skirt to an air cleaner duct.

**ENGINE COOLING SYSTEMS.** Cross-flow radiators replace the down-flow type in all gasoline and diesel engine applications of the new Series 10-60 Conventional Cab. Capacities of the new radiators remain essentially unchanged. The U-shaped, resilient, lower radiator mounting is continued and this method of support is extended to the top bracket. With the new top support, the torsional strains normally present in a solid-type attachment are substantially reduced.

Availability of RPO V05, Heavy-Duty Cooling System, is increased to include all conventional and four-wheel drive Series 10 through 60 models. This option, which is included when RPO air conditioning is specified, is comprised of an increased capacity radiator with a 15-pound pressure cap, a 5-blade fan having an increased speed ratio of 1.15-to-1, and a thermo-modulated fan clutch. RPO V05 also is recommended for use with dealer-installed air conditioning, and is available for trucks operating under severe conditions such as with maximum loads at low vehicle speed in high temperature areas.

El Camino and Series GS10-20 models have carryover cooling systems. A cross-flow radiator, a 5-blade fan with increased speed, and a thermo-modulated fan clutch are standard in the new Series GE10-20 and are included in the Powerglide Transmission option for these models when used with either the 230 L-6 or 250 L-6 engines.

All 6-cylinder gasoline engines receive new thermostats which increase operating temperature from 180 to 195 degrees Fahr-



**HIGH-LEVEL ENGINE AIR INTAKE SYSTEM**

enheit, resulting in reduced cold corrosion.

The engine oil cooler is now standard equipment and integral with the radiator in D478 and DH478 diesel engine installations. Previously, the cooler was mounted on the engine and was an extra-cost option with the D478 powerplant.

**FUEL SYSTEMS.** A 21-gallon capacity fuel tank is now base equipment for all inside-cab applications. The larger standard unit obsoletes the previously available 20-gallon fuel tank option; therefore, RPO N01 is cancelled.

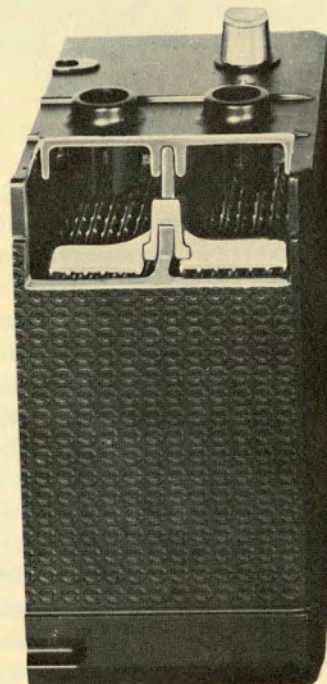
Availability of RPO K31, Manual Throttle, is extended to include all Series 10-60 applications except compact van and forward control models. This option was formerly obtainable only on Series 70-80 models.

**ENGINE ELECTRICAL.** The stored electrical supply for all models is contained in a new type battery called an Energizer. Benefits of the new design include more usable energy available to crank the engine and lengthened battery life. Electrolyte level is indicated by a plastic rod. When sufficient fluid is present, the rod appears dark. When the fluid level lowers to a prescribed amount, the rod transmits light to indicate that all cells require water. Internally, the Energizer has shorter lead connectors which reduce internal resistance. A one-piece solid cover replaces the former composition type for more positive closure. Energizer capacities, in ampere-hour ratings, are unchanged for comparable engine and model applications.

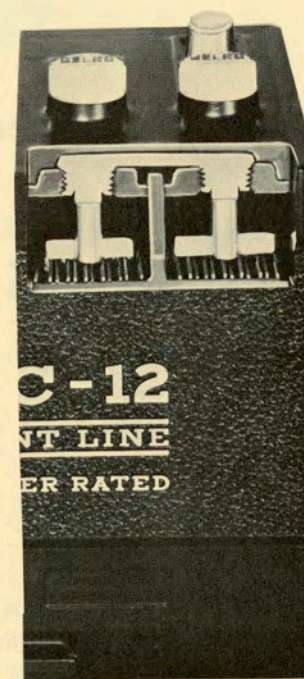
Like door lock cylinders, ignition switch assemblies are revised to increase the number of different key combinations for better theft protection. Also, improved



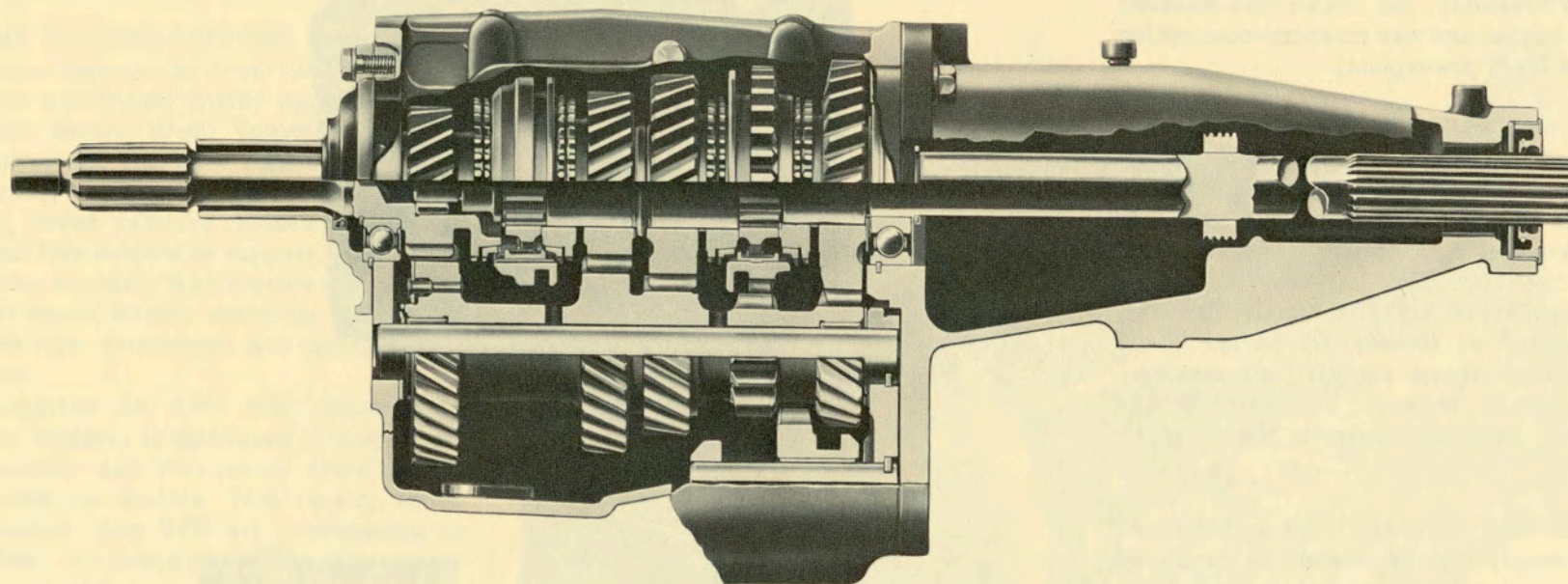
**NEW ENERGIZER**



**New  
Design**



**Conventional  
Design**



### CHEVROLET FULLY-SYNCHRONIZED 3-SPEED MANUAL TRANSMISSION

terminals provide greater current carrying capacity. Switches for Windshield Cowl, Flat Face Cowl, and Forward Control Chassis models are sealed against moisture in addition to incorporating a drain hole.

#### Transmissions

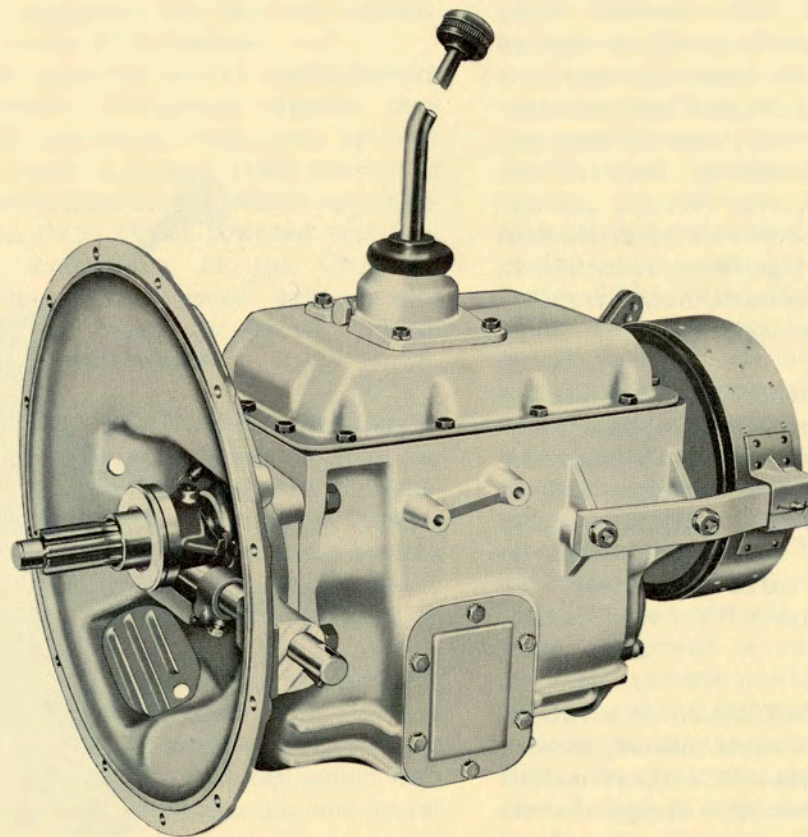
**3-SPEED MANUAL TRANSMISSIONS.** Availability of the Chevrolet fully-synchronized 3-speed manual transmission is extended to include many 1/2- and 3/4-Ton conventional truck applications. First used in 1966 for Series G10 models, the new

3-speed transmission offers significant durability and operational advantages over the replaced unit. Wider gears of constant-mesh design, larger bearings with shields, and an improved lubrication system all contribute to the gain in durability. Quiet operation is assured by a spring-loaded damper on the front face of the counter gear, constant-mesh gearing, and fine pitch gear teeth with high helix angles. Greater operating versatility is achieved since the new transmission can be downshifted into first gear, at a reasonable speed, without coming to a complete stop. The new 3-speed transmission is released

as standard equipment for all Series CA10-20 models except Series CS10 with the base 250 cubic inch engine. In this latter application, the fully-synchronized 3-speed may be ordered as an extra cost option, RPO M17. Because of the extended availability of the new Chevrolet design transmission, The Warner T89C wide-ratio 3-speed transmission, RPO M16, is cancelled. Other 3-speed transmission applications are continued. The new 3-speed transmission is illustrated above.

**4-SPEED MANUAL TRANSMISSIONS.** The Chevrolet 4-speed transmission, available

**NEW CLARK SERIES 280V  
5-SPEED TRANSMISSIONS**



in light-duty models, is improved for quieter operation. Addition of a second friction ring between the first-reverse gear and mainshaft reduces excitations in this operating area.

A light-duty version of the New Process 4-speed transmission is released as optional equipment for Series CA-PS10-30 models. Closer spaced ratios help differentiate the new unit from its previously available, medium-duty counterpart. These ratios, particularly suited for recreational type applications, are: First, 4.56-to-1; Second, 2.28-to-1; Third, 1.31-to-1; Fourth (direct), 1.00-to-1; and Reverse, 5.64-to-1.

**5-SPEED MANUAL TRANSMISSIONS.** All Clark Series 265V 5-speed transmissions are replaced by new Series 280V units offering increased durability, ease of service, and convenience of operation. New model designations and type are: 285V, wide-ratio; 282V, close-ratio; and 280VO, overdrive. Model 285V is standard for Series TT40 and CD-TD50,60 trucks; Model 282V is optional for use with 2-speed axles on Series ME50, CE-SE-TE50,60, and CD-TD50,60 vehicles; and Model 280V is optional for Series CE-ME-SE-TE50,60 and MG60 installations. Better durability results from larger bear-

ings, increased synchronizer sizes, and improvements to the low and reverse gears. New controls, featuring a die-cast rail support and a stamped steel cover, allow easier servicing. An improved power take-off operates from the countershaft fourth gear on both sides to provide added horsepower capacity with more desirable operating speeds. Driver convenience is enhanced through a revised gear shift pattern arrangement. First and Reverse positions are interchanged and relocated next to the operator, resulting in more available leverage, greater mechanical advantage, and increased control.

**TRANSFER CASE.** The 4-wheel drive transfer case is now mounted, through an adapter, directly to either the standard 3-speed or optional 4-speed transmission, eliminating the former propeller shaft and universal joint assembly. Because the transfer case is moved forward and upward along the same line as the eliminated propeller shaft, a significant reduction in chassis height is obtained. Actual transfer case design remains unchanged.

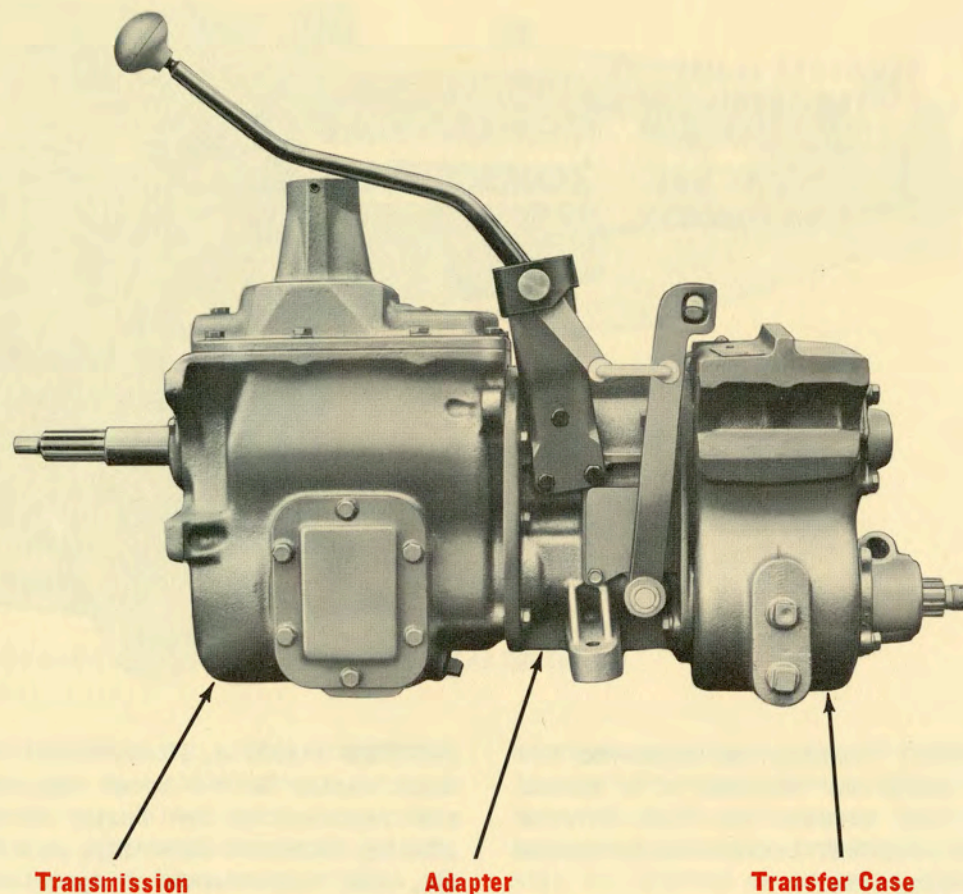
**AUTOMATIC TRANSMISSIONS.** Availability of the Turbo Hydra-Matic 3-speed automatic transmission option is increased to include Series CA10 models and El Camino pickups equipped with the 396 cubic inch engine. Also, Turbo Hydra-Matic is continued as an extra-cost option for 3/4-Ton conventional and forward control applications.

**TRANSMISSION CONTROLS.** In all light-duty applications, 3-speed manual, Powerglide, or Turbo Hydra-Matic transmissions have a new shift lever knob design wherein the outer end configuration is rounded and flattened. Material content, maximum diameter, and length of the knob are essentially unchanged.

Both routing and geometry of the 3-speed manual transmission linkage system are improved, affording easier shifting and more positive shift feel in light-duty, conventional line applications. A larger shift quadrant increases driver convenience on Powerglide equipped Chevy-Van and Sportvan vehicles.

Wired Light illumination is used for the Powerglide shift quadrant in Series CA-PS10 and CA20 applications. Wired Light is a fiber optics development by the Packard Electric Division of General Motors where-

## FOUR-WHEEL DRIVE TRANSFER CASE INSTALLATION



by light is transmitted from an existing source (bulb) to the desired area of illumination by plastic fiber strands encased in a protective jacket. In this application, the existing instrument cluster bulb is used as the light source; no additional bulb at the indicator dial is required. Also, exact

control over the illumination intensity at the dial is achieved through careful sizing of the plastic conducting fiber.

### Rear Axles

LIGHT-DUTY REAR AXLES. Standard and



optional rear axles are carried forward without change for 1/2-Ton Chevy-Van and Sportvan models. The new 3/4-Ton Series GA20 vehicles utilize a Chevrolet 3600-pound capacity, 4.11-to-1 ratio unit as standard equipment; no optional unit is released. Similar in design to the base 1/2-Ton axle of 2400-pound capacity, the new 3600-pound unit utilizes durable 3-piece housing construction and quiet hypoid gearing.

Features that differentiate the 3600-pound capacity axle from the 2400-pound unit include larger diameter ring gear and axle shafts plus increased wall thickness for the tubular portion of the housing. Positraction Differential, RPO G80, may be ordered for the 3/4-Ton models with no change in axle ratio or capacity.

Rear axle availability is expanded for El Camino models with standard, economy, performance, or special ratios being released for all engine applications. Six-cylinder engine buyers may select from the standard 3.36-to-1 or optional 3.08, 3.55, or 3.70-to-1 ratios. Identical ratios are provided for base 283 V-8 or optional 327 V-8 engine applications, with the 3.08-to-1 ratio released as standard. Higher performance, optional 327 V-8 and 396 V-8 engines may be tailored with 2.73, 3.07, 3.31, 3.55, 3.73, 4.10, 4.56, or 4.88-to-1 ratios, depending on the particular engine-transmission combination selected. Positraction Differential is available optionally with all rear axle ratios, and is required equipment when the 4.10, 4.56, or 4.88-to-1 units are specified.

Chevrolet rear axles for 1/2- and 3/4-Ton models are carried over without change. The 4.11-to-1 ratio 5200-pound capacity unit, optional for Series 20 vehicles with gasoline engines, is provided

as base equipment for the new diesel-powered Series PT20 models.

One-Ton gasoline trucks again feature the Chevrolet 7200-pound capacity rear axle with carryover base and optional ratios. A new 4.11-to-1 ratio version of this unit is released as standard equipment for Series PT30 diesel-powered vehicles. Optional availability of the Chevrolet 11,000-pound, single-speed unit permits an increased maximum Gross Vehicle Weight for 1-Ton models.

**MEDIUM-DUTY REAR AXLES.** Vehicles in the 1-1/2 Ton category again receive the Chevrolet 11,000-pound capacity, single-speed rear axle as base equipment. Optional rear axle availability for these models consists of the Chevrolet 13,500-pound capacity, single-speed unit in both gasoline and diesel ratio forms.

Single and 2-speed versions of the Chevrolet 15,000-pound capacity rear axle are released for 2-Ton models. Single-speed units are provided as base equipment with ratios tailored for both gasoline and diesel applications. The standard single-speed diesel ratio may also be ordered optionally for Series CS-CE50 models. Three optional 2-speed ratios are released to accommodate all powerplant installations.

Series 50 trailing axle tandem models feature the same availability as the 1966 Series M60 vehicles. The 28,000-pound capacity bogie again utilizes a Chevrolet, single-speed driving axle as standard with a 2-speed unit available as optional equipment.

**HEAVY-DUTY REAR AXLES.** Chevrolet 17,000 and Eaton 18,500-pound capacity rear axles are released in both single and 2-speed forms for Series 60 vehicles,

except tandems. Both gasoline and diesel models utilize the Chevrolet 17,000-pound, single-speed axle as standard with 2-speed versions available as optional equipment.

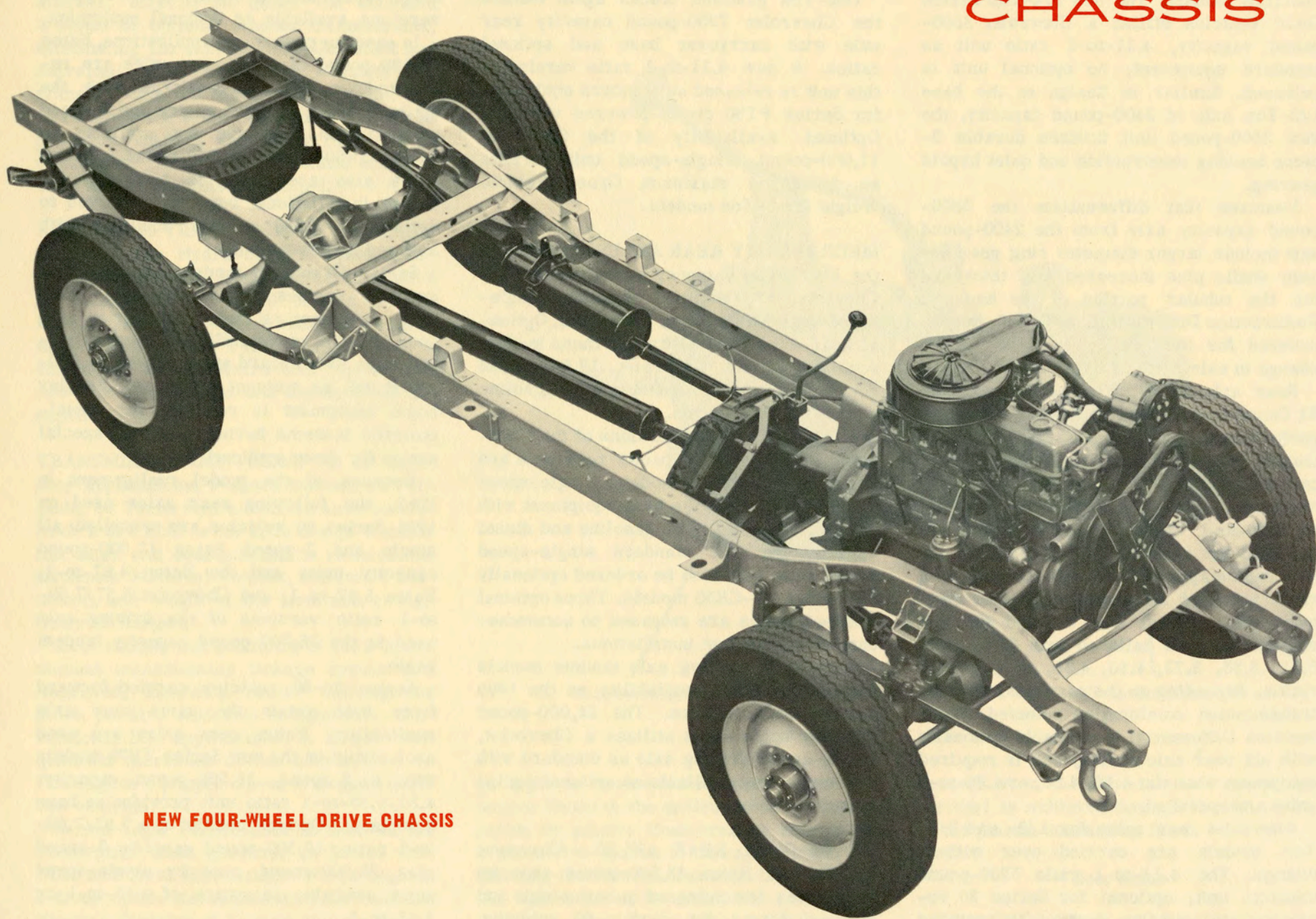
In gasoline powerplant applications, Eaton 18,500-pound capacity rear axles are restricted to vehicles equipped with the optional 366 cubic inch engine and 5-speed transmission, and are not available on Series SE60. Eaton 18,500-pound capacity axles also are available optionally for diesel installations, but are restricted to Series CG-TG60 models equipped with 5-speed transmissions.

Series 60 tandem models equipped with gasoline engines employ the same rear axle equipment as their 1966 Series M80 counterparts: an Eaton 30,000-pound capacity bogie as standard and an Eaton 34,000-pound unit as optional equipment. Similar bogie equipment is released for diesel-powered tandems having, however, special ratios for these applications.

Because of the model realignment in 1967, the following rear axles used on 1966 Series 60 vehicles are cancelled: all single and 2-speed Eaton 17,000-pound capacity units and the Eaton 4.87-to-1, Eaton 5.57-to-1, and Chevrolet 5.57/7.59-to-1 ratio versions of the driving axle used in the 28,000-pound capacity tandem bogie.

Series 70-80 vehicles carried forward from 1966 retain the same rear axle availability. Eaton rear axles are used exclusively on the new Series TV70 models with a 2-speed, 18,500-pound capacity, 4.87/6.65-to-1 ratio unit provided as base equipment. Options consist of a 5.57/7.60-to-1 ratio, 18,500-pound capacity 2-speed plus 23,000-pound capacity single-speed units available in ratios of 4.87-to-1 or 5.43-to-1.

# CHASSIS



**NEW FOUR-WHEEL DRIVE CHASSIS**

Continued evolution in Chevrolet chassis design is evidenced by significant improvements throughout the product line.

The Series KA10-20 4-Wheel Drive chassis is modernized to complement its revised power train configuration. Tapered leaf springs, an important feature of the new 4-Wheel Drive design, are also incorporated in Chevy-Van and Sportvan models.

Certain chassis improvements are safety-related. Most models are now equipped with Class A direction and lane change signals, 4-way hazard warning flasher, and energy-absorbing steering wheel. Light-duty vehicles also receive a dual hydraulic braking system and a telescoping lower steering shaft.

Other chassis changes include: frame revisions to accommodate new styling concepts; a new heavy-duty front spring option for Series CA-PA10 models; standard front shock absorbers for medium- and heavy-duty vehicles; greater displacement hydraulic brake vacuum booster for medium-duty trucks; improved optional trailer and emergency air brake systems; larger base equipment tires for all 1/2-Ton models; and standard nylon tube-type tires in all Series 40 through 80 applications.

### Frames

**LIGHT-DUTY.** Four-Wheel Drive model frames are redesigned to approximate those used for Series CA10-20 models. Support is now provided for the transfer case by a 2-piece bracket bolted to the frame right hand side rail rather than the separate crossmember previously used. Engine front mounting brackets are replaced by a hat-section type engine front support crossmember because of the additional loading

imposed by the new forward location of the transfer case.

Series CA10 through 30 frames are modified to accommodate the new cab configuration. The frame side rails now taper to a narrower section forward of the front suspension centerline. This contour is necessitated by the wider cross-flow radiator and sheet metal. Previously, the radiator was mounted to two retainers riveted to the front crossmember which served the dual function of a radiator support crossmember and a frame strengthening member. The new radiator does not employ a support crossmember mounting, but is bracketed directly to the side rails. The front crossmember, therefore, is redesigned for greater frame strength.

**MEDIUM AND HEAVY-DUTY.** Series 40 through 60 Conventional Cab model frames are shortened approximately eight inches to suit the new 96-inch BBC dimension. Basic frame design, however, is unchanged.

Frame side member outer reinforcements on Series MA50-60 tandem models are of the full-channel type, and extend to the end of the frame rails. They are so placed as to give additional support to the frame in the area of the rear suspension, which is the area subject to the greatest stress. Formerly, the outer reinforcement was of the full-channel type from the front spring rear hanger to a point forward of the rear suspension; from this point rearward, the reinforcement was of the inverted L-type.

### Suspensions

**LIGHT-DUTY.** Tapered leaf spring assemblies of two or three leaves each, depending on spring capacity, replace single-

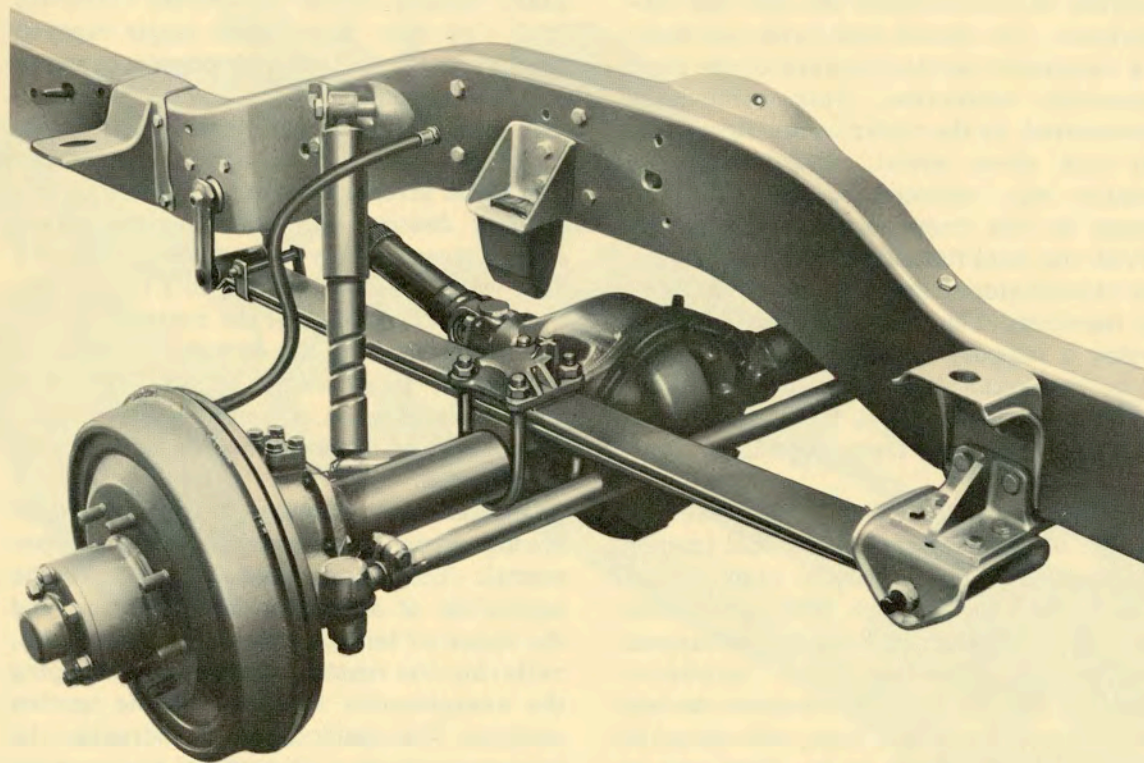
stage, multi-leaf units at the front and rear of Four-Wheel Drive and Chevy-Van and Sportvan models. In addition, the auxiliary spring option for Series CA10-20, RPO G60 now includes a single tapered leaf spring rated at 500 pounds capacity for each spring.

A constant-section, single-leaf spring, functioning as a flexible beam, experiences almost no stress at the ends. In this tapered leaf design, the cross section varies almost continuously from a thick, laterally narrower area at the axle, to a thinner but wider cross section at the outer ends, and the loaded spring is uniformly stressed throughout its working length. With each increment capable of carrying the proper proportion of the total load, less material is required.

Special shot peening of the single-leaf spring greatly improves the durability potential. The spring leaf is loaded to the equivalent of several inches of jounce, and the upper or tension side only is processed, relieving the tension stresses and trapping the compressive stresses on the tension surface. This method greatly increases the fatigue-resistance properties, as compared to the unstressed shot peening commonly associated with leaf spring manufacturing.

In the former design, spring piles, with leaves of decreasing length, distributed the stresses over the length of the spring, but not uniformly.

The tapered leaf design also contributes substantially to improvements in ride quality. Because there is relatively less metal required for an individual component, there exists a reduction in unsprung weight. Also, the front and rear spring eyes are rubber bushed, and plastic liners separate all leaves, contributing to a reduction in inter-leaf friction.



**NEW TAPERED LEAF SPRINGS  
FOUR-WHEEL DRIVE FRONT INSTALLATION SHOWN**

Spring eyes are of the Berlin type where the eye center is directly in the plane of the leaf, placing the lateral load on the centerline of the main leaf and reducing lateral deflection and stresses. Longitudinal loads also are applied centrally to the main leaf, thereby reducing the tendency of the eye to unwrap. Tapered leaf springs are used in com-

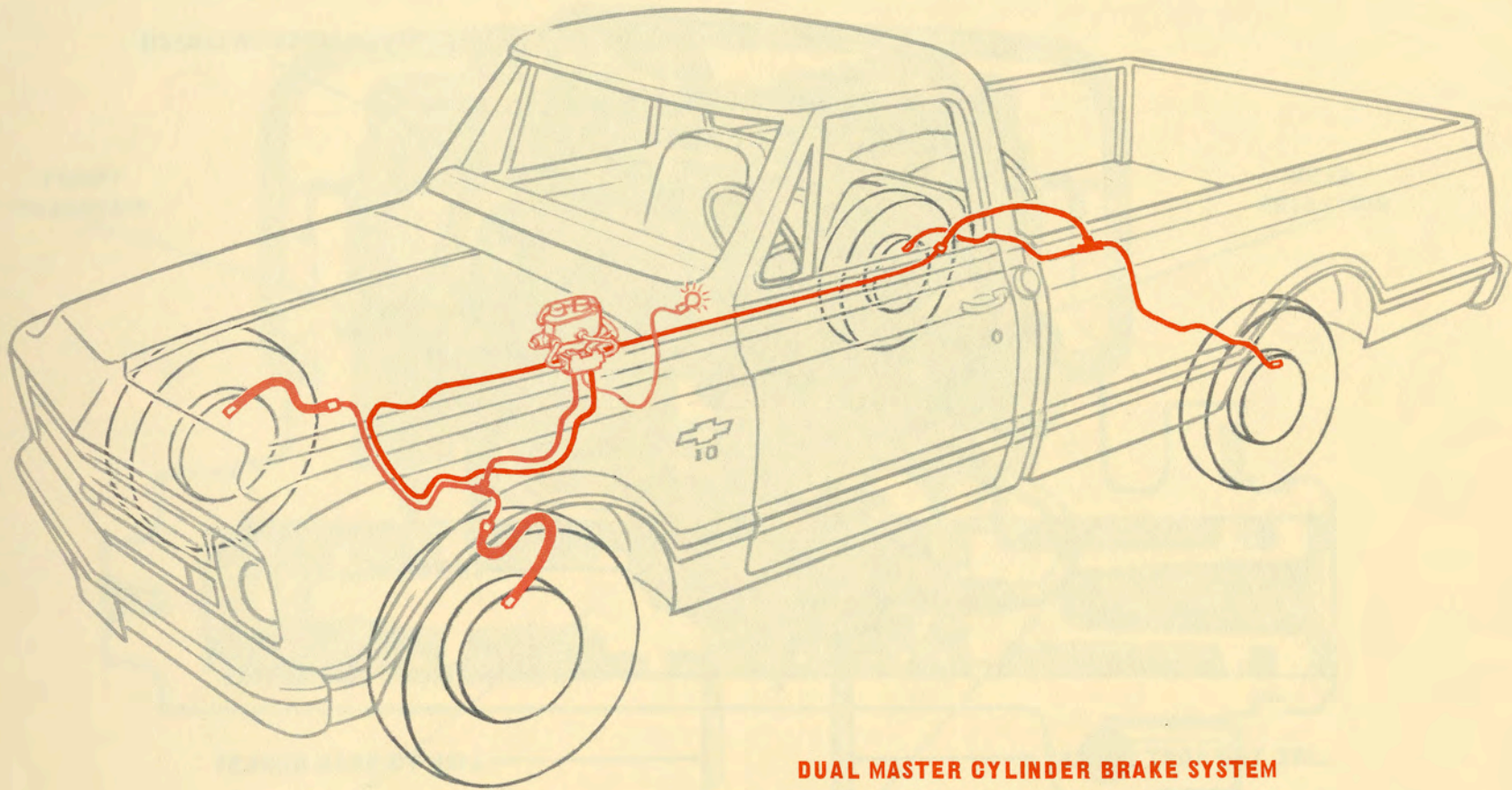
ination with a new 3000-pound capacity I-beam axle at the front of Series GA20 models. Essentially the same as the 2200-pound capacity unit released for 1/2-Ton Chevy-Van and Sportvan vehicles, the new axle features a heavier center section, increased kingpin diameter, and larger spindle bearings. Other suspensions for light-duty models

are continued from the previous year. However, certain changes in optional equipment are effected. New heavy-duty front coil springs of 1350-pound ground capacity each are offered optionally, RPO F60, for Series CA-PA10 models. Additionally, heavy-duty front leaf springs, RPO F60, are no longer required as mandatory equipment with RPO A78 and A80 in Series GA10 applications.

Heavy-duty, 1.375-inch diameter rear shock absorbers, RPO G68, are now released for Series GA10-20 models, and made mandatory equipment for Series PA30 models having either a 11000-pound capacity rear axle or a 14000-pound GVW rating. Also, availability of similar heavy-duty, 1.375-inch diameter front and rear shock absorbers, RPO F51, is extended to Series KA10-20 models.

MEDIUM- AND HEAVY-DUTY. Front and rear suspensions for 1-1/2 through 2-1/2 Ton models are continued without major design change. Significant, however, is the release of front shock absorbers as base equipment for all models. The 1.375-inch diameter units, formerly released as standard for School Bus models and available to other vehicles as RPO F52, provide improved vehicle ride and handling in their new applications.

Other suspension changes involve realignment of equipment for certain Series 40 through 60 models to achieve compatibility with revised GVW ratings. Notable among these equipment changes is the release of a 7000-pound front axle with 7000-pound springs as base equipment for all 2-Ton Tilt-Cabs and Conventional Cabs with tandem rear axles, replacing the former 5000-pound front axle with springs of various capacities.



**DUAL MASTER CYLINDER BRAKE SYSTEM**

**Brakes**

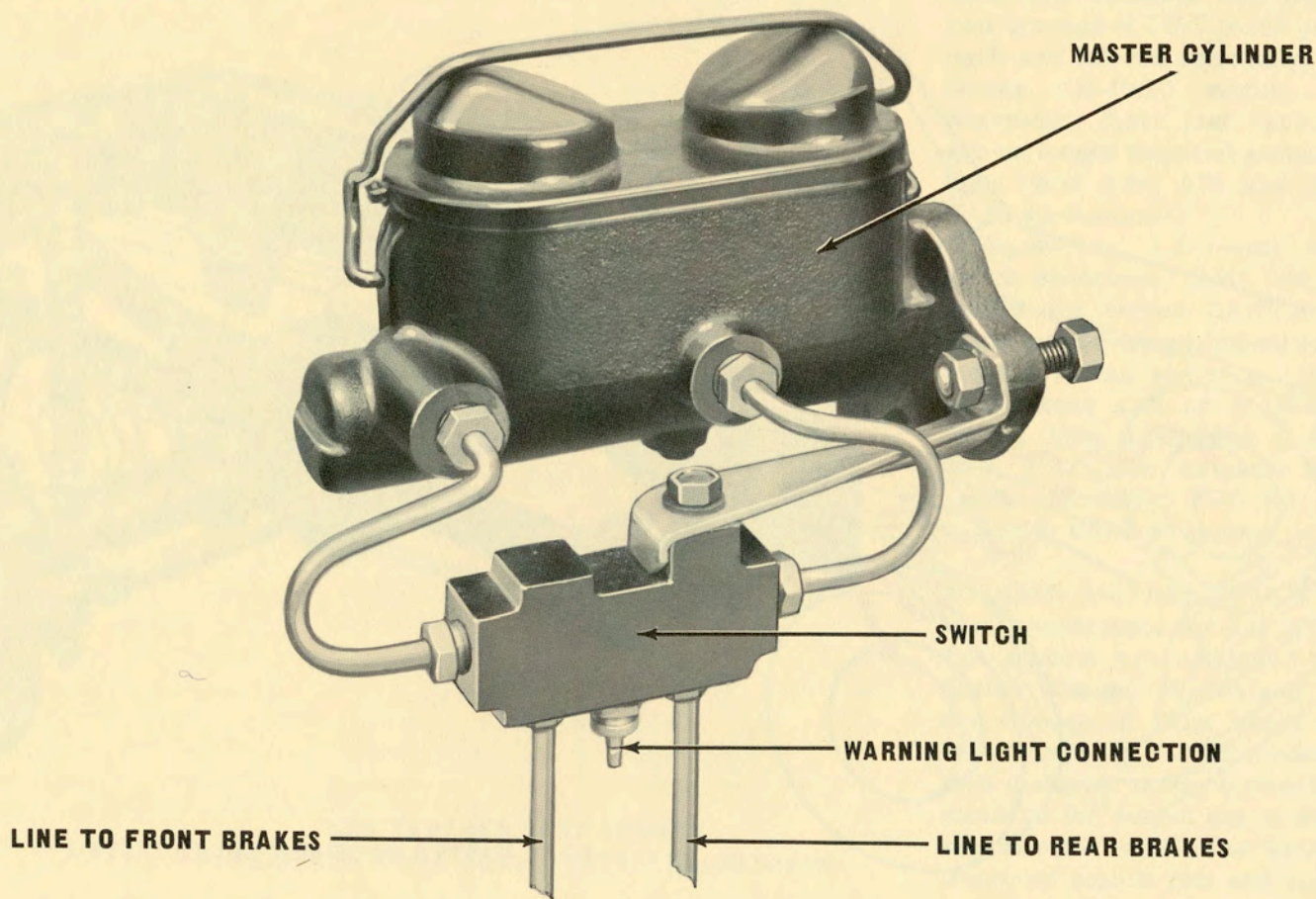
Brake sizes and materials, as related to axle capacities, are continued in application from 1966 but with significant improvement in control systems for light-duty trucks and for Series 60 Conventional Cab air brake models with the optional emergency or trailer brake systems.

**DUAL HYDRAULIC BRAKE SYSTEM.** All Series 10 through 30 trucks, including Chevy-Van, Sportvan, and El Camino models, are provided with separate front and rear braking systems as standard equipment. Should hydraulic fluid pressure loss be encountered in one system, the other remains operative. A warning light on the instrument panel signals the driver when

the brake pedal is applied after malfunction in either system occurs.

Revised piping and a dual master cylinder constitute this safety-related product improvement. The dual master cylinder is a tandem unit, with two separate pressure pistons in a common cylinder. Direct pedal lever actuation of the primary piston normally strokes the secondary piston through

## Dual Master Cylinder and Warning Light Switch



a solid head of hydraulic fluid. This floating secondary piston compensates for displacement differences and equalizes pressure in the two systems. When either system fails, the piston concerned bottoms and causes an increase in push rod stroke. The remaining piston, however, continues to operate in a normal manner. Check valves in each part of the dual master

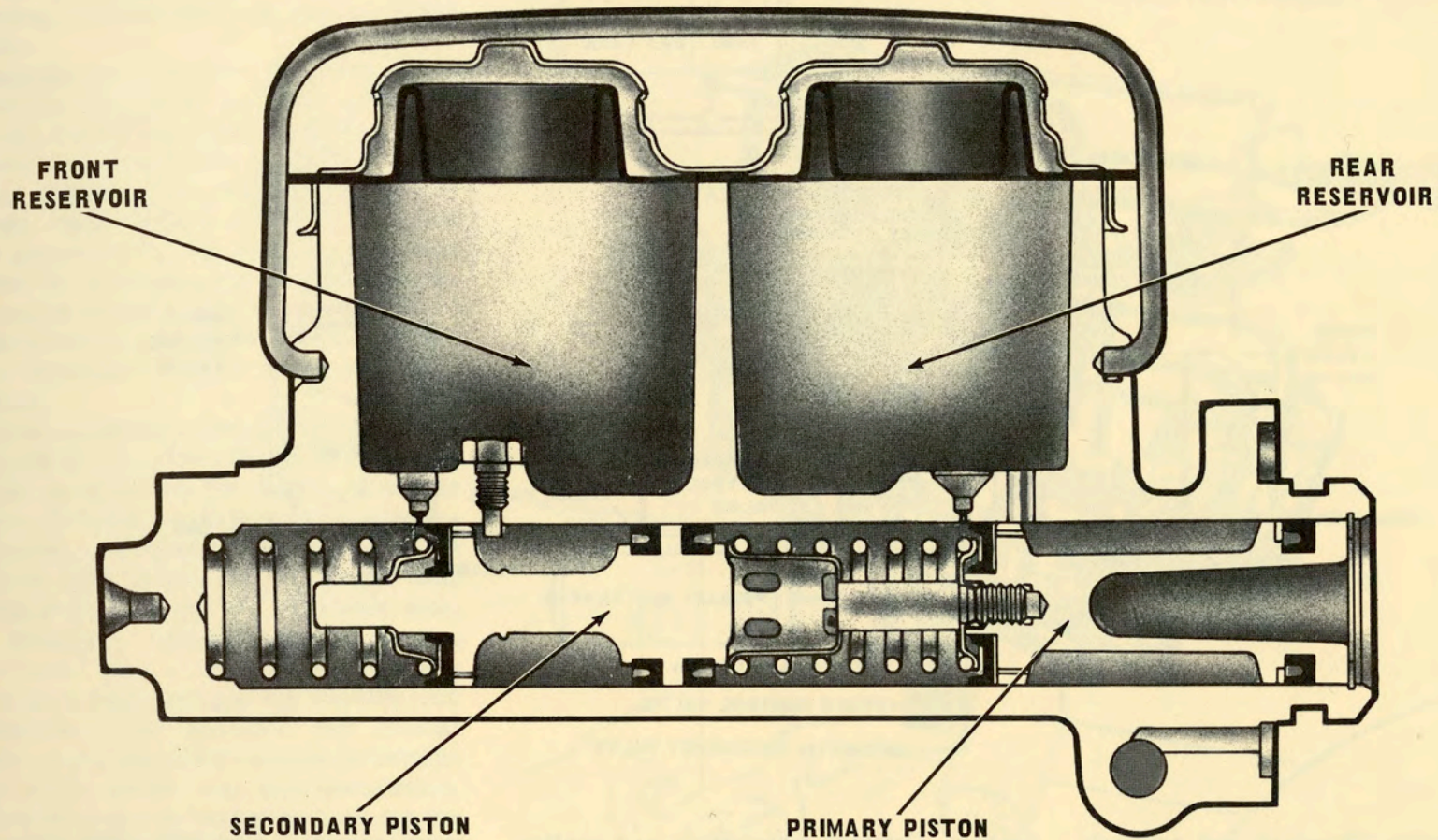
cylinder maintain a residual pressure for positive system sealing. Intake and bypass port design in the new unit is similar to that used for the former single piston master cylinder.

The pressure operated electrical switch completes a circuit to the instrument panel warning light when leakage occurs. A spring-balanced, floating piston moves to

close the switch when hydraulic pressure differential, or pressure drop, exists in the hydraulic line.

HYDRAULIC BRAKE REFINEMENTS. Aluminum is replaced by lubricant-impregnated sintered iron as brake cylinder piston material in all hydraulic brake applications. Resultant advantages include reduced piston

**Cross-Section – Dual Master Cylinder**



friction and better transmission of effort to the brake shoes.

Series 40 through 60 hydraulic brake assemblies are further improved. Rear wheel brake cylinders facilitate bleeding through relocation of the lower hydraulic line connection to a higher point on the cylinder. Hold-down pin retention in the backing plate of front and rear brake as-

semblies is revised for more positive mounting and greater resistance to dust entry.

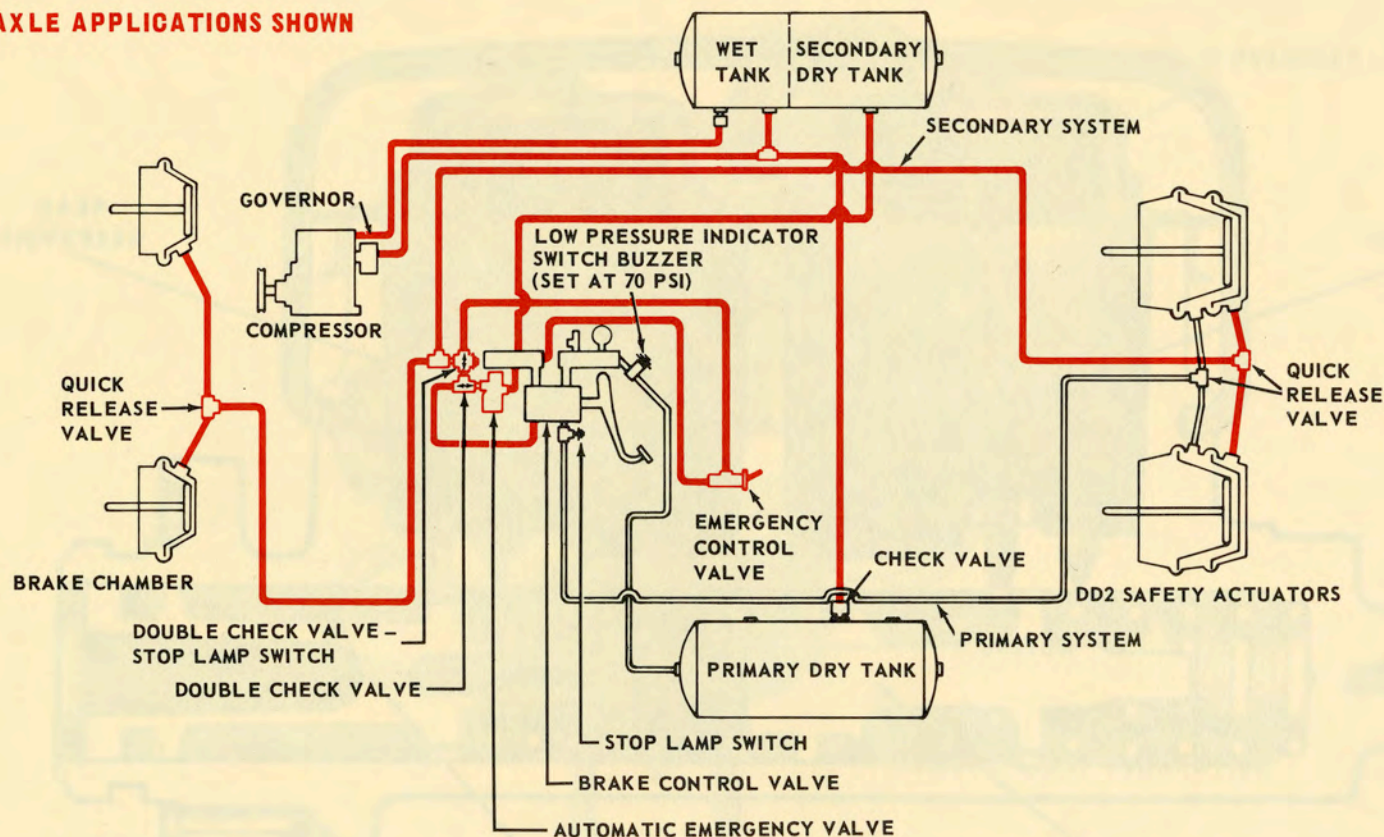
**VACUUM-HYDRAULIC BRAKES.** Improved vacuum power booster design and installation is featured for Series 40 through 60 conventional and school bus gasoline models. Booster displacement is increased to

2.6 cubic inches, replacing the former 1.6 cubic inch base and 2.3 cubic inch optional units. The greater output of the new booster eliminates the need for a heavy-duty option.

Power cylinder location is changed from the frame side rail to the front of dash in tandem with the master cylinder. Service accessibility is improved, and reduced piping and connections promote greater

## EMERGENCY AIR BRAKE OPTION

### SINGLE REAR AXLE APPLICATIONS SHOWN



system reliability. Standard and optional vacuum-hydraulic brake systems for Tilt, Tandem, and Diesel models are continued.

**AIR BRAKES.** Full air brake equipment is now available for Series 60 trucks in the form of separate models, eliminating the Regular Production Option method of release used in previous years. However, air-hydraulic brakes, RPO J72, can be ordered for Series 50 and 60 Conventional Cab models with standard vacuum-hydraulic

brakes. Optional emergency and trailer brake systems also are continued, but in revised form. Series 70 and 80 air brake equipment is carried over from 1966 without significant change.

Emergency Air Brake Equipment, RPO J75 or J77, is new. Two completely separate systems, primary and secondary, combine to function as the service brakes. In the event of failure of one system, the remaining system continues to operate until the difficulty is corrected. The pri-

mary system, on a single rear axle truck, consists of the larger diaphragm in the DD2 safety actuators, while the secondary system includes the front brakes and smaller, second diaphragm of the rear DD2 chambers. The effectiveness, or stopping ability, of the two systems is about equal.

Both systems include a warning switch connected to a single buzzer device. An air pressure gauge also is provided, but connected only to the primary system. If both the buzzer and gauge indicate failure

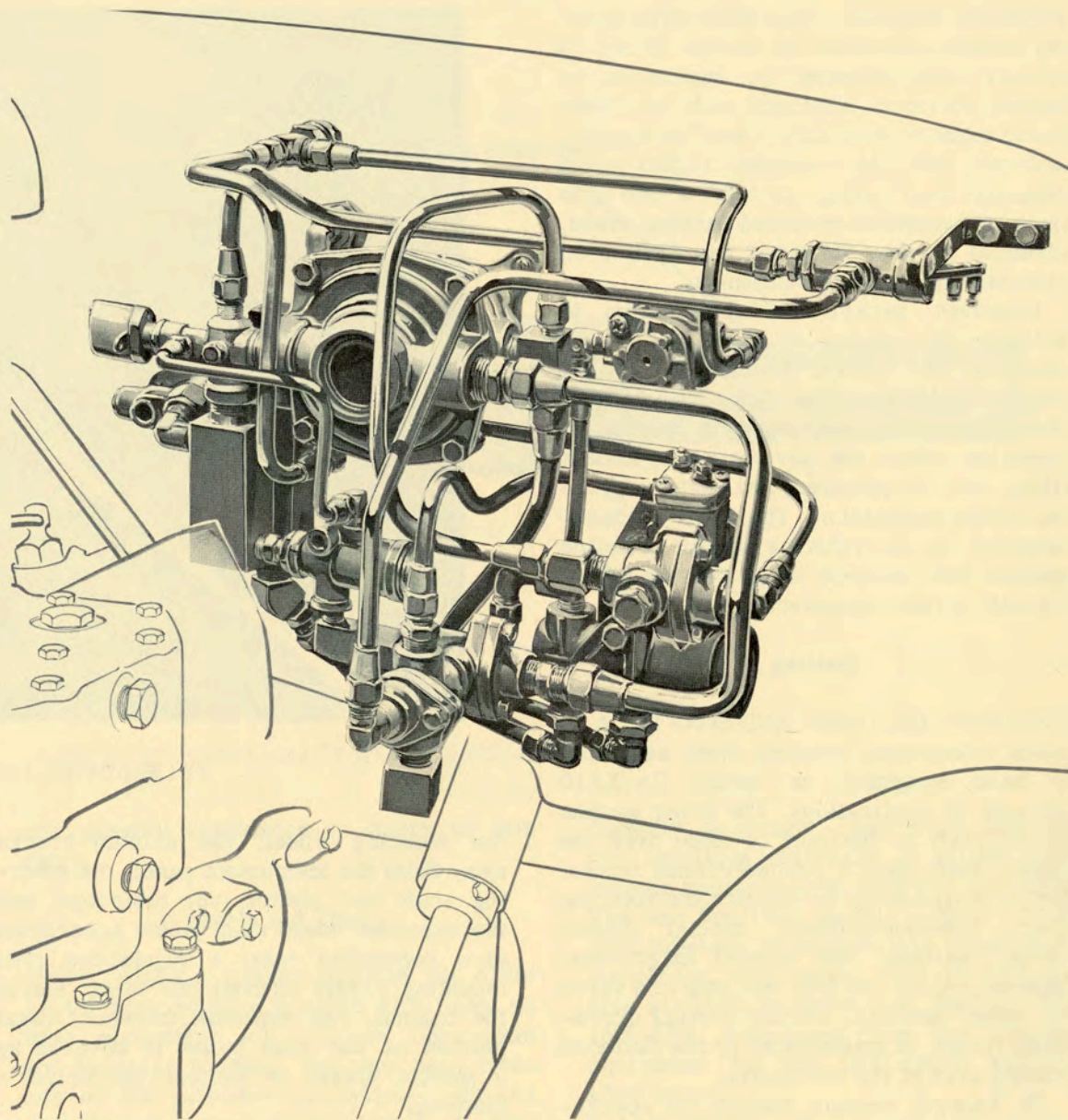


simultaneously, the problem is in the primary system. Should the buzzer sound with the gauge continuing to show normal pressure, the difficulty is in the secondary system.

Automatic and manual actuation of the secondary system is provided to comply with the California Brake Law. Secondary system brake chambers are automatically applied whenever air pressure falls below 35 psi. These brakes cannot be released until pressure in the secondary system returns to a satisfactory operating level. A separate control also is provided in the driver's compartment for manual release of the secondary system at any operating pressure.

Tandem models equipped with the emergency air brake option differ in installation, but not in principle from the single axle version. In order to provide balanced braking power, the primary system actuates the front axle brakes and the larger DD2 chambers located on the rearmost axle. The secondary system actuates tandem axle brakes only — the normal chambers of the front bogie unit and the smaller DD2 diaphragms. Both automatic and manual control of the secondary system is provided as in the single rear axle installation.

Valve location is improved both for the new emergency air brake system and trailer air brake equipment, RPO J91. All valves in both systems are now located either in the cab or engine compartment. Accessibility is improved and the warmer operating area eliminates the possibility of internal valve malfunction by freezing during cold weather. The trailer air brake option is further improved. More positive mounting of the hand control valve in the driver's compartment allows precise control of the trailer brakes.



**ENGINE COMPARTMENT VALVE ARRANGEMENT  
EMERGENCY AND TRAILER AIR BRAKE OPTIONS**

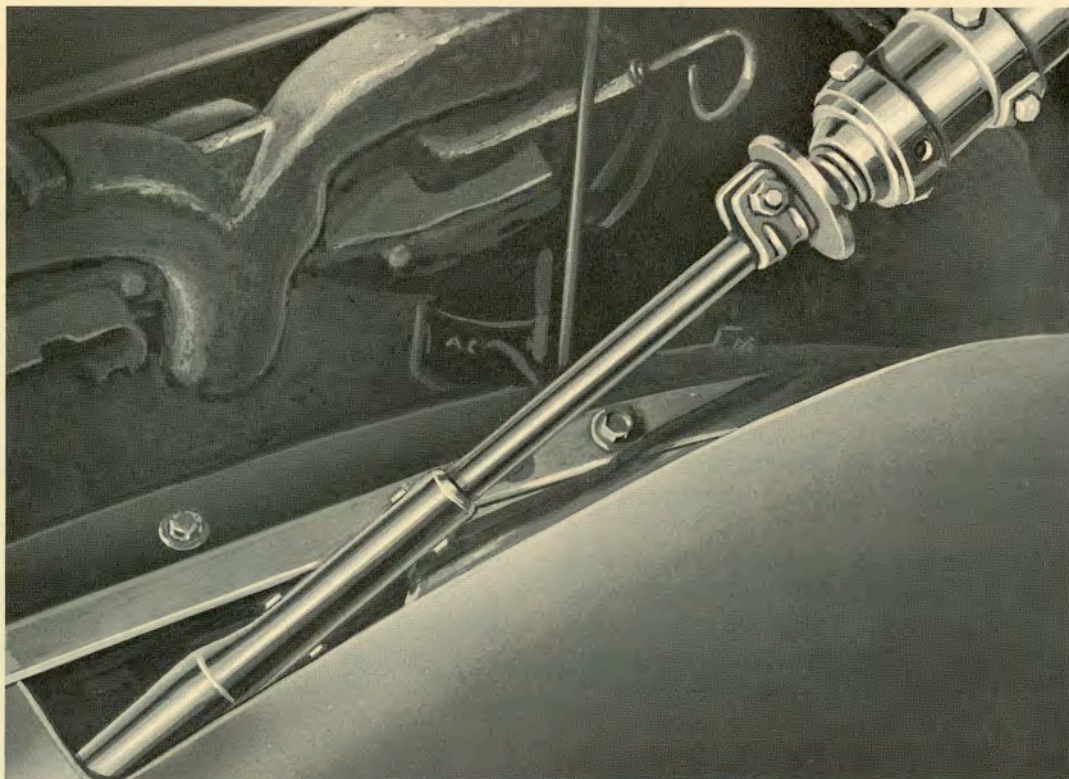
**PARKING BRAKES.** Rear wheel type parking brakes, continued on Series 10 and 20 models, are extended in application to Series 30 trucks equipped with the 7200-pound capacity rear axle. One-Ton models, ordered with the optional 11,000-pound capacity rear axle, receive a duo-grip type, transmission-mounted parking brake, identical to that provided for Series 50 vehicles, as standard equipment.

Improved parking brake actuation is achieved for Series 40 through 60 Conventional Cab trucks. Similar to that previously employed for Tilt-Cab models, the over-center, locking-type method of actuation offers the advantages of versatility, ease of operation, and positive parking brake application. The lever is dash-mounted in all vehicles except gasoline models with 4-speed transmissions where the unit is floor-mounted.

### Steering

**STEERING COLUMNS AND SHAFTS.** A 2-piece telescoping steering shaft assembly is base equipment in Series CA-KA10 through 30 applications. The lower portion of the shaft is designed to slide over the upper shaft upon a predetermined impact force great enough to displace the steering gear. Injection-molded, special plastic rivets maintain the normal longitudinal relationship of the two sections and serve as shear devices. During normal operation, torque is transmitted by the flattened mating area of the two shafts.

El Camino models feature an energy-absorbing steering column assembly comprised of a telescoping steering shaft, telescoping shifter tube, and mast jacket with expanded metal lower portion. When a predetermined force is exerted against



### TELESCOPING LOWER STEERING SHAFT

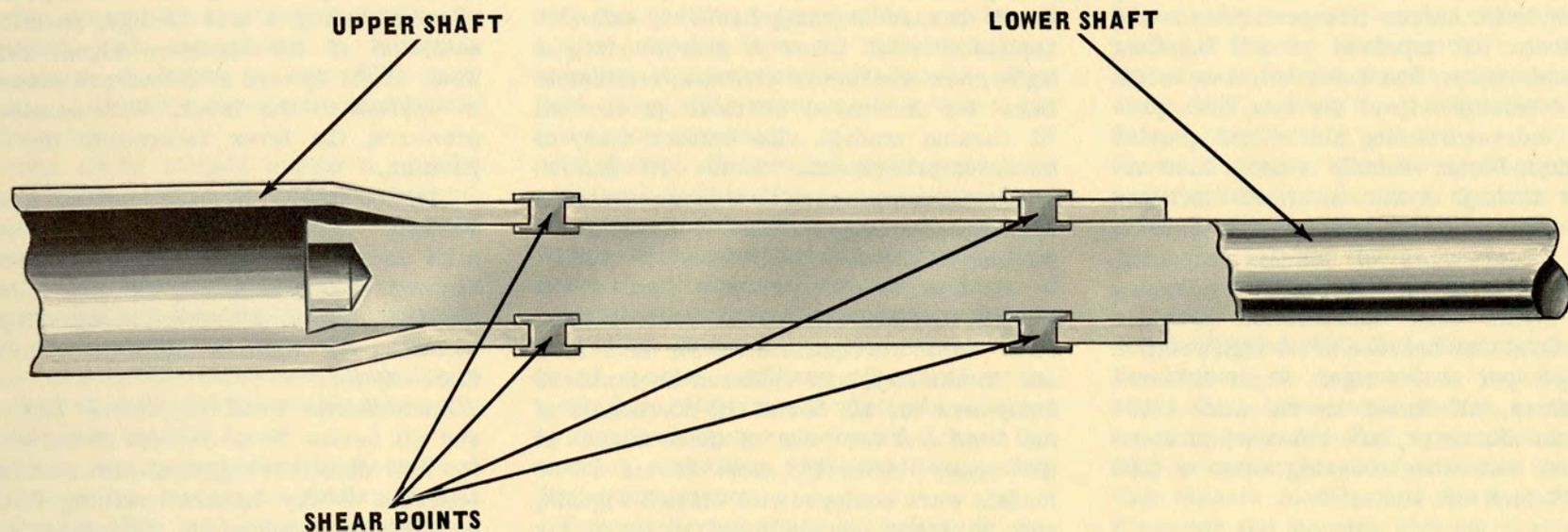
the steering wheel, the column breaks away from the instrument panel, the steering shaft and shifter tube telescope, and the expanded metal mast jacket accords at a controlled rate. A reinforced cowl mounting firmly anchors the lower end of the column. The expanded (meshed) metal portion of the mast jacket is covered by a plastic sleeve to protect the driver's clothing.

**STEERING WHEELS** continue to be of the energy-absorbing type, but new deep-dish, 3-spoke units are released for Series 10-60 models except those in Series GA

10-20, PA20-30, SA50-60, and TA40-60.

**POWER STEERING.** Availability of Power Steering, RPO N40, is extended to Series KA10-20 models and all models in Series 40. Thus, RPO N40 can now be obtained for all Series 10 through 60 trucks except Chevy-Van, Sportvan, and Forward Control models.

The Power Steering power cylinder location is changed for Series CAf0 models equipped with the optional 9000-pound capacity front axle. Now bracketed to the left side frame rail, the power cylinder is better protected and supplies force in a



### NORMAL STEERING SHAFT RELATIONSHIP

more direct manner for improved steering response.

**OTHER IMPROVEMENTS.** Pitman arm-to-steering gear attachment is improved for Series 40 through 60 Conventional Cab models with a new pinch-bolt method. The new method not only provides more positive retention, but also affords easier installation.

Series CA40, CA-MA50, and CA-MA60 models also feature better sealing at the upper steering shaft adjusting clamp location. A double-lipped rubber seal replaces the conventional felt type for longer life

and greater resistance to water or dirt entry.

### Wheels and Tires

**LIGHT-DUTY.** Larger tires of the 6.95-14-PR size replace 6.50-13-4PR units as base equipment for 1/2-Ton Chevy-Van and Sportvan models. The new base tires are of the tubeless, passenger-type, and provide approximately 80 pounds of additional capacity per unit compared to the replaced 13-inch size. Also, the new tires result in an additional 0.50-inch of ground clearance, both front and rear. Greater

capacity passenger- and truck-type tires are available optionally to satisfy higher loading requirements. New 3/4-Ton Chevy-Van and Sportvan models utilize 7.75-15-8PR tubeless passenger-type tires as base equipment, with larger 8.15-15-8PR units also available at extra-cost. Optional 8.00-16.5-6PR wide-base tires are minimum equipment for the 6200-pound maximum GVW rating.

Applicability of 8.15-15-4PR tires is now extended to all Series CA-KA-PA10 models, replacing the 7.75-15-4PR units where formerly used. The large base tire, of tubeless-highway-rayon construction,

provides better durability and longer life through an additional 120 pounds of capacity per unit.

Wide-base tubeless tires, released as optional equipment for most light-duty models, offer better tire performance and contribute to improved vehicle handling characteristics. The lower height-to-width profile relationship of the new units provides more cornering ability and greater stability. Better vehicle ride is also attained through lower maximum inflation pressure which, as compared to conventional truck tires of similar capacity, result in a seven percent lower spring rate. Nylon cord construction provides good durability because of its high relative strength per unit weight. Eight different tire sizes, all based on the same 16.5-inch rim diameter, are released in combination with wheels having either a 6.00 or 6.75-inch rim width.

MEDIUM-AND HEAVY-DUTY. Nylon tube-type tires are used exclusively in both base and optional applications for all Series 40 through 80 trucks. Nylon cord, compared to rayon material, has more relative strength per unit weight, resulting in greater durability. The elimination of tubeless-type construction achieves a more simplified tire line-up with no sacrifice in available capacities. All new base equipment tire capacities and maximum inflation pressures are identical to the previously used tubeless units. A full complement of larger size nylon tires, available with either highway or on-off road tread patterns, is released to cover all vehicle loading situations. Both cast and disk wheels of various sizes also are released to accommodate the new consolidated medium and heavy-duty tire line-up.

## Electrical

Many improvements are incorporated in the electrical systems of all Series 10 through 60 models, including standard 4-way hazard warning flashers; extended applicability of Class A direction signal lights; new instrument clusters; and fusible links for increased overload protection. El Camino models also reflect many of these improvements. Series 70 and 80 electrical systems are continued essentially unchanged except for new 4-way hazard warning flashers.

DIRECTION SIGNAL LIGHTS, which meet SAE Class A requirements for lens area and luminosity, are released as standard equipment for all Series 10-60 models at the front and for most of these models at the rear. Formerly, most Series 10-30 models were equipped with Class B signals, and no front signals were released for Flat Face Cowl and School Bus models.

All front signals, except those for Tilt-Cabs, are combined with the parking lights, eliminating in medium- and heavy-duty Conventional Cab and Windshield Cowl applications the former separate cowl-mounted, double-face front signals.

Dual combination tail, stop, and direction signal lights of the Class A type are used in all except School Bus and Flat Face Cowl applications where a single combination tail-stop-license light of the Class B type is provided for shipping purposes.

NEW DIRECTION SIGNAL CONTROL. All Series 10-60 models, except Tilt-Cabs and models in Series PA 20-30, and all El Camino models feature a new direction signal control which incorporates a lane change feature as well as a 4-way hazard

warning flasher. The hazard warning flasher was formerly a separate optional equipment item.

The new lane change feature eliminates the need to go through the detent position when signaling a lane change, permitting actuation of the direction signal switch when slight upward or downward pressure is applied to the lever. With release of pressure, the lever returns to the OFF position.

The push-pull switch for the hazard warning flasher is located on the right hand side of the direction signal control housing. When actuated, the switch automatically flashes all direction signal lights, including the indicator lights in the instrument cluster.

Since Series PA20-30, Series TA40-60, and all Series 70-80 models do not utilize the new direction signal control assembly, separate 4-way hazard warning flasher switches mounted in the instrument panel are provided for these models.

INSTRUMENT CLUSTERS are new or modified for all Series 10-60 models.

The instrument cluster for Chevy-Van and Sportvan models again utilizes warning lights to indicate low oil pressure, high engine temperature, and alternator malfunction. A warning light also is used to signal any hydraulic failure in the dual master cylinder brake system. In the new design, controls are separated from the cluster body and carried on the instrument panel adjacent to the cluster; flat knobs are utilized for controls, and the controls are identified with nameplates. The same basic cluster, but with gauges replacing warning lights, is used for all Step-Van and Forward Control Chassis models; gauges are of the air-core type for im-

proved accuracy. An RPO instrument panel-mounted tachometer is available for Series PT20-30 models.

The clusters for conventional models in Series 10-60 have recessed instruments and flat control knobs. Control knobs are identified with nameplates to facilitate recognition, including a new RPO hand throttle. Laminated die-cut circuits facilitate servicing.

Series 10-30 models utilize a cluster with warning lights to indicate low oil pressure, high engine temperature, and alternator malfunction. A warning light is employed to signal hydraulic failure in either circuit of the dual master cylinder brake system. A cluster with air-core gauges is used for Series 40-60 models, and this type of cluster is available optionally for light-duty models.

Cluster arrangement for Flat Face Cowl and School Bus models is similar to that employed in 1966, with gauges incorporated in one circular unit and the speedometer in another. Both clusters are sealed against moisture. Accuracy is improved with the use of air-core gauges, and appearance is changed with newly-styled face plates. Flat knobs are utilized for controls, and nameplates identify controls.

Clusters and controls for Series 40-60 Tilt-Cab models are continued without basic change, except for the use of air-core gauges.

Available as an RPO for all Series 10-60 models, as well as all El Camino models, is a speed warning unit, with integral speedometer dial pointer, pointer setting knob, and warning buzzer to alert the driver when the pre-set speed is reached.

**WIRING HARNESS IMPROVEMENTS.** Wiring harnesses for El Camino models and

all Series 10-60 models incorporate a fusible link which provides increased overload protection to all electrical circuits, except the starting motor circuit, not protected by fuses. The fusible link, integral with the positive battery cable, consists of a wire running from the positive battery terminal to a junction block; because of its light gauge, this wire acts as a fuse in the event of an overload.

In School Bus model applications, an additional fusible link is used between the charging circuit and regular load circuit. Wiring harnesses for School Bus models are further improved with the addition of a lead to the firewall, providing a readily accessible electrical junction for the hookup of special auxiliary electrical equipment. Also, 100-ampere wiring is released as standard equipment for all School Bus models, cancelling RPO U92, Heavy-Duty Wiring Equipment.

For all Series 10-60 models with conventional front end sheet metal, a more reliable connection between the instrument panel harness and main wiring harness is achieved with the use of a bolted and sealed bulkhead connector which replaces the former plug-in connector. These models also feature an inside location for the horn relay, giving it better protection.

Better protection also is afforded the portion of the Series GA10-20 instrument panel harness leading to the engine wiring harness with relocation from outside to inside the vehicle.

**BACKUP LIGHTS** again are provided as standard equipment for Chevy-Van, Sportvan, Fleetside Pickup, Stepside Pickup, and Stake Rack models. Except in Stepside Pickup and Stake Rack applications, where the lights are not prone to damage due

to the high location, better protection is afforded with flush-type mounting.

**HORN BUTTON CAPS** for all Series 10-60 models, except Tilt-Cabs and Series PA20-30 models, are newly-styled. In addition to having a flat top surface, the caps are so styled as to fit over the steering wheel hub, which in Flat Face Cowl, Windshield Cowl, School Bus Chassis, and 1/2 and 1-1/2 Ton Forward Control Chassis applications affords weather protection to the horn wiring prior to the installation of special bodies.

### **Custom Camper Equipment**

Availability of RPO Z81, Custom Camper Equipment, is extended to include 1/2- and 1-Ton conventional models, in addition to carryover 3/4-Ton applications. RPO Z81 is now released for Series CA10-30 Cab-chassis models and Series CA10-20 Fleetside and Stepside Pickups in all available wheelbases.

Certain chassis options must also be ordered when RPO Z81 is specified: Heavy-Duty Rear Springs, RPO G50 or G60; Front Stabilizer, RPO F59; and Rear Shock Absorbers, RPO G68. Either tube-type tires with split rims or high-flotation tubeless units must also be ordered. Tire size requirements are tailored to suit individual model loading conditions.

# INTERIM 1966 CHANGES

## General

**NEW MODEL.** A new model, HM81313, is added in the 3-ton category. This model has a 146-inch wheelbase, and is powered by the GMC 401 V-6 gasoline engine, with the GMC 478 V-6 unit available optionally. Other basic specifications are comparable to those of other Series HM-JM80 models.

**GVW CHANGES.** Intermediate GVW range selection for Series M80 models is broadened with the addition of RPO Z82, 39,000-pound GVW rating. The option includes RPO F43, 9000-pound capacity Front Axle Equipment; 10.00-20-12PR front tires; and 10.00-20-12PR dual rear tires.

**NEW SCHOOL BUS OPTIONS.** To meet National Education Association requirements, several new options are released for Series S50-60 models.

RPO K29, Vacuum T-Connector, facilitates the installation of special vacuum-operated school bus equipment by providing a readily accessible source of vacuum directly from the engine manifold.

RPO U92, Heavy-Duty Wiring Equipment, affords ammeter wiring with a 100-ampere capacity as well as a readily accessible electrical junction terminal for special auxiliary electrical equipment.

RPO V77, Chassis Sheet Metal Undercoating, provides undercoating for all front end sheet metal except the hood.

Also released is RPO N60, Corrosion-Resistant Muffler Equipment.

**ROAD HAZARD EQUIPMENT.** Released

both as an accessory and as RPO Z83 for Series C-D-G-K-L-M-N-T-U-V-X-Y10 through 80 models is a Road Hazard Unit comprised of the following: one tire inflator containing 18 ounces of sealant and propellant for temporary repair of punctured tires; two distress flares; one 12 x 13-inch red distress flag; one electrical fuse kit containing five fuses rated, respectively, 5, 9, 10, 14, and 20-amperes; and one fire extinguisher containing 17 ounces of dry chemical.

## Body

**SHOULDER HARNESS EQUIPMENT** is released as a new option (RPO A85) for all models except Flat Face Cows, Windshield Cows, Step-Vans, and Forward Control Chassis. (Actual availability in 1966 was confined to Series 10 thru 80 Conventional Cab models with gasoline engines and the standard rear window.)

Available for front seats only, whether standard or optional, the new shoulder harness units are similar in appearance to existing front seat belt units. Inboard seat belt mounting provisions on the floor are utilized for the buckle half of the harness, with new mounting provisions for the other half of the harness added in production to the upper portions of the front door lock pillars of single-unit models and to the inner rear panels of cab models.

**SIDE DOOR WINDOW GLASS** for Series C-D-L-M-V-X60 and C-L-M80 models is changed from framed laminated safety sheet to unframed solid safety sheet because of

a revision in Interstate Commerce Commission regulations. RPO A09, which provided laminated glass in frames for the front doors of Series C-D-G-K-L10 through 50 models, is cancelled.

**SINGLE-SPEED ELECTRIC WINDSHIELD WIPERS.** RPO C20, formerly cancelled, is reinstated for Series C-D-L-M-N-T-U-V-X-Y50 through 80 models, permitting deletion of the standard 2-speed electric wipers with washers.

**LESS SEAT BELT EQUIPMENT.** Applicability of RPO A48, formerly restricted to export models, is extended to domestic Series C-D-L-M-N-T-U-V-X-Y50 through 80 models.

#### **Power Train**

**NEW EL CAMINO ENGINE OPTION.** A third version of the 396 cubic inch V-8 engine is added to the El Camino line. Available as RPO L78, this power plant is equipped with a large 4-barrel carburetor, aluminum inlet manifold, mechanical valve lifters, and special camshaft. Gross output ratings are 375 horsepower at 5600 rpm and 415 pounds-feet torque at 3600 rpm.

**INCREASED TRANSMISSION AVAILABILITY.** Clark standard ratio (Model 2653V) and close-ratio (Model 2622V) 5-speed transmissions are released as optional equipment for Series 80 trucks. Formerly available only with 60 Series 8-cylinder engine installations, these units offer increased transmission selectivity

for models in the heavy-duty category.

New Process heavy-duty, standard ratio (Model 541GL) and close-ratio (Model 541GD) 5-speed transmissions are released optionally for use with Series C-S60 applications of the 327 cubic inch engine. Both units previously were available only with Series 70-80000 vehicles.

Optional availability of the Warner T16B 3-speed transmission is increased for El Camino models. Formerly obtainable only with the 396 V-8 engine, the fully-synchronized, heavy-duty Warner unit may now be ordered in combination with both standard and optional, 6- and 8-cylinder engines. Floor shift controls are provided for all installations of the Warner transmission.

#### **Chassis**

**IMPROVED LIGHT DUTY BRAKES.** An "anti-squeal" type spring is added to the front brake drum assemblies of Series C-P10 models for reduced possibility of objectionable noise.

**INCREASED POWER STEERING AVAILABILITY.** Power-assisted steering equipment may now be ordered as a Regular Production Option, RPO N40, for Series C10 through 30 trucks. Previously, power steering was obtainable for light-duty models only through special factory or dealer installations. Included equipment consists of a hydraulic pump, power cylinder, control valve, relay rod, and hoses. The power cylinder, bracket-mounted to the frame, is connected to the control valve through two hose lines, which fur-

nish the power assist to push or to pull the steering tie rod as required.

**REVISED FRONT BUMPERS.** To increase accessibility to the windshield and to the engine compartment, an opening at either side of the central opening is added to the front bumper of all Series 70000 and 80000 Conventional Cab models. Also, front bumpers for Series JG-JJ-JM-JV70000 models and all Series HM-JM80000 models are further revised at the bottom to conceal the attachment to the frame.

**EXPANDED TIRE LINE-UP.** New 7.00-16-6PR highway-type nylon and on-off road-type rayon tires are released as optional equipment for Series C-K20 and C30 models. The highway-type tire is released for both the front and rear wheels of all models. On-off road-type tires are released for both the front and rear wheels of Series K20 models, and at the rear only for Series C20-30 models. Both tire types feature better durability under severe usage as compared to the regular highway rayon-type units of the same size.

**NEW TIRE DESIGN.** Wide-base, 10-16.5-6PR nylon tires in combination with 16.5 x 8.25 wheels are released as optional equipment for all Series C-P20 and C30 models except Stepside Pickups. The lower profile of the new tire provides better tire performance, improved vehicle handling characteristics, and greater stability as compared to a conventional design tire with the same capacity. These features are particularly suited to camper type applications.

# APPENDIX

## gasoline model line-up

MODEL TYPE	ENGINE	LIGHT-DUTY			MEDIUM-DUTY		HEAVY-DUTY			SUB-TOTAL	TOTAL
		1/2-Ton	3/4-Ton	1-Ton	1-1/2 Ton	2-Ton	2-Ton H.D.	2-1/2 Ton	3-Ton		
Conventional Cab with Conventional Chassis	6-Cylinder CS10703 CS10903	CS20903	CS31003 CS31403	CS41003 CS41203 CS41403 CS41703	CS51003 CS51203 CS51403 CS51703 CS52003	CS61003 CS61203 CS61403 CS61703 CS62003 CS61013 CS61213 CS61413 CS61713 CS62013	HM71003 HM71203 HM71403 HM71703 HM72003 HM72303 HM72503 HM71013 HM71213 HM71413 HM71713 HM72013 HM72313 HM72513	HM81013 HM81213 HM81313 HM81413 HM81713 HM82013 HM82313 HM82513	46		
	8-Cylinder CE10703 CE10903	CE20903	CE31003 CE31403	CE41003 CE41203 CE41403 CE41703	CE51003 CE51203 CE51403 CE51703 CE52003	CE61003 CE61203 CE61403 CE61703 CE62003 CE61013 CE61213 CE61413 CE61713 CE62013			24	70	
Conventional Cab with Tandem Axle Chassis	6-Cylinder					MS51403 MS51703 MS52003		JM71403 JM71703 JM72003 JM71413 JM71713 JM72013	JM81413 JM81713 JM82113 JM82313	13	
		8-Cylinder					ME51403 ME51703 ME52003	ME61403 ME61703 ME62003 ME61413 ME61713 ME62013		9	22



MODEL TYPE	ENGINE	LIGHT-DUTY			MEDIUM-DUTY		HEAVY-DUTY			SUB-TOTAL	TOTAL
		1/2-Ton	3/4-Ton	1-Ton	1-1/2 Ton	2-Ton	2-Ton H.D.	2-1/2 Ton	3-Ton		
Conventional Cab with 4-Wheel Drive Chassis	6-Cylinder	KS10703 KS10903	KS20903							3	6
	8-Cylinder	KE10703 KE10903	KE20903							3	
Conventional Cab, Platform, and Stake Rack with Conventional Chassis	6-Cylinder		CS20909	CS31009	CS41009 CS41409					4	8
	8-Cylinder		CE20909	CE31009	CE41009 CE41409					4	
Conventional Cab and Stepside Pickup with Conventional Chassis	6-Cylinder	CS10704 CS10904	CS20904	CS31004						4	8
	8-Cylinder	CE10704 CE10904	CE20904	CE31004						4	
Conventional Cab and Stepside Pickup with 4-Wheel Drive Chassis	6-Cylinder	KS10704 KS10904	KS20904							3	6
	8-Cylinder	KE10704 KE10904	KE20904							3	
Conventional Cab and Fleetside Pickup with Conventional Chassis	6-Cylinder	CS10734 CS10934	CS20934							3	6
	8-Cylinder	CE10734 CE10934	CE20934							3	
Conventional Cab and Fleetside Pickup with 4-Wheel Drive Chassis	6-Cylinder	KS10734 KS10934	KS20934							3	6
	8-Cylinder	KE10734 KE10934	KE20934							3	
El Camino Sedan Pickup	6-Cylinder	13380 13580								2	4
	8-Cylinder	13480 13680								2	
Tilt Cab with Conventional Chassis	6-Cylinder				TS41203 TS41403 TS41803 TS42003 TS42503	TS51203 TS51403 TS51803 TS52003 TS52003	TS61203 TS61403 TS61803 TS62003 TS62503	TM71403 TM71803 TM72003 TM72303 TM72503	TM81213 TM81413 TM81813 TM82013 TM82313		

# gasoline model line-up

MODEL TYPE	ENGINE	LIGHT-DUTY			MEDIUM-DUTY		HEAVY-DUTY			SUB-TOTAL	TOTAL		
		1/2-Ton	3/4-Ton	1-Ton	1-1/2 Ton	2-Ton	2-Ton H.D.	2-1/2 Ton	3-Ton				
Tilt Cab with Conventional Chassis (Continued)	6-Cylinder								TM71213 TM71413 TM71813 TM72013 TM72313 TM72513		31		
	8-Cylinder				TE41203 TE41403 TE41803 TE42003 TE42503	TE51203 TE51403 TE51803 TE52003 TE52503	TE61203 TE61403 TE61803 TE62003 TE62503 TE61213 TE61413 TE61813 TE62013 TE62513				20	51	
Tilt Cab with Tandem Axle Chassis	6-Cylinder								WM81613 WM81913 WM82213		3	3	
Flat Face Cowl with Conventional Chassis	6-Cylinder	CS10702	CS20902	CS31002	CS41002 CS41202 CS41402 CS41702	CS51002 CS51402 CS51702	CS61002 CS61402 CS61702					13	
	8-Cylinder	CE10702	CE20902	CE31002	CE41002 CE41202 CE41402 CE41702	CE51002 CE51402 CE51702	CE61002 CE61402 CE61702					13	26
Flat Face Cowl with School Bus Chassis	6-Cylinder				SS41402	SS52002 SS52502 SS52802						4	
	8-Cylinder					SE52002 SE52502 SE52802 SE53102	SE62802 SE63102 SE62862 SE63162					8	12

MODEL TYPE	ENGINE	LIGHT-DUTY			MEDIUM-DUTY		HEAVY-DUTY			SUB-TOTAL	TOTAL
		1/2-Ton	3/4-Ton	1-Ton	1-1/2 Ton	2-Ton	2-Ton H.D.	2-1/2 Ton	3-Ton		
Windshield Cowl with Conventional Chassis	6-Cylinder	CS10712	CS20912	CS31012	CS41012 CS41212 CS41412 CS41712	CS51012 CS51412 CS51712	CS61012 CS61412 CS61712			13	
	8-Cylinder	CE10712	CE20912	CE31012	CE41012 CE41212 CE41412 CE41712	CE51012 CE51412 CE51712	CE61012 CE61412 CE61712			13	26
Square-Front Van with Forward Control Chassis	6-Cylinder	PS11035	PS21335 PS21535	PS31335 PS31535						5	5
Round-Front Van with Forward Control Chassis	6-Cylinder		PS20945 PS21345 PS21345	PS30945 PS31345 PS31545						6	6
Forward Control Chassis Only	6-Cylinder	PS11042	PS20942 PS21342 PS21542	PS30942 PS31342 PS31542	PS41442 PS42142					9	9
Panel Body with Light-Duty Forward Control Chassis	6-Cylinder	GS11005 GS11305	GS21305							3	
	8-Cylinder	GE11005 GE11305	GE21305							3	6
Suburban Body with Light-Duty Forward Control Chassis	6-Cylinder	GS11006 GS11306 GS11026 GS11326 GS11036 GS11336	GS21306 GS21326 GS21336							9	
	8-Cylinder	GE11006 GE11306 GE11026 GE11326 GE11036 GE11336	GE21306 GE21326 GE21336							9	18
TOTAL		50	34	20	41	45	57	31	20		298

# diesel model line-up

MODEL TYPE	ENGINE	LIGHT-DUTY			MEDIUM-DUTY		HEAVY-DUTY			SUB-TOTAL	TOTAL
		1/2-Ton	3/4-Ton	1-Ton	1-1/2 Ton	2-Ton	2-Ton H.D.	2-1/2 Ton	3-Ton		
Conventional Cab with Conventional Chassis	4-Cylinder					CD51003	CD61003				
						CD51203	CD61203				
						CD51403	CD61403				
						CD51703	CD61703				
						CD52003	CD62003				
							CD61013				
							CD61213				
							CD61413				
							CD61713				
						CD62013				15	
Conventional Cab with Tandem Axle Chassis	6-Cylinder					CG51003	CG61003	HV71213			
						CG51203	CG61203	HV71413			
						CG51403	CG61403				
						CG51703	CG61703				
						CG52003	CG62003				
						CG52303	CG62303				
						CG61013					
						CG61213					
						CG61413					
					CG61713						
					CG62013						
	8-Cylinder							HJ71213			
								HJ71413			
										2	
										36	
Conventional Cab with Tandem Axle Chassis	6-Cylinder						MG61403	JV71413			
							MG61703	JV71713			
							MG62003	JV72013			
							MG61413	JV72113			
							MG61713	JV72313			
							MG62013				
								JJ71413			
								JJ71713			
								JJ72013			
							JJ72113				
							JJ72313				
										5	
										16	
Tilt Cab with Conventional Chassis	3-Cylinder				TT41203						
					TT41403						
					TT41803						
					TT42003						
					TT42503						
										5	

MODEL TYPE	ENGINE	LIGHT-DUTY			MEDIUM-DUTY		HEAVY-DUTY			SUB-TOTAL	TOTAL	
		1/2-Ton	3/4-Ton	1-Ton	1-1/2 Ton	2-Ton	2-Ton H.D.	2-1/2 Ton	3-Ton			
Tilt Cab with Conventional Chassis (Continued)	4-Cylinder					TD51203 TD51403 TD51803 TD52003 TD52503	TD61203 TD61403 TD61803 TD62003 TD62503 TD61213 TD61413 TD61813 TD62013 TD62513			15		
	6-Cylinder					TG51203 TG51403 TG51803 TG52003 TG52303 TG52503	TG61203 TG61403 TG61803 TG62003 TG62303 TG62503 TG61213 TG61413 TG61813 TG62013	TV71213 TV71413		18		
	8-Cylinder							TJ71213 TJ71413		2	40	
Square-Front Van with Forward Control Chassis	3-Cylinder		PT21335 PT21535	PT31335 PT31535						4	4	
Round-Front Van with Forward Control Chassis	3-Cylinder		PT20945 PT21345 PT21545	PT30945 PT31345 PT31545						6	6	
Forward Control Chassis Only	3-Cylinder		PT20942 PT21342 PT21542	PT30942 PT31342 PT31542						6	6	
TOTAL		--	8	8	5	22	47	18	--		108	

# gasoline engine line-up

ENGINE	SERIES APPLICATION	CARB.	COMP. RATIO	GROSS		NET		CLUTCH SIZE (In.) and TYPE
				HP- RPM	TORQUE- RPM	HP- RPM	TORQUE- RPM	
230 L-6	Std: GS10-20 Opt: None	1-Bbl.	8.50	140 @ 4400	220 @ 1600	115 @ 3600	200 @ 1600	10-D
	Std: PS10; 13380-13580 Opt: None	1-Bbl.	8.50	140 @ 4400	220 @ 1600	120 @ 3600	205 @ 1600	13380-13580 9-1/8-D PS10 11-D
250 L-6	Std: CS10-20-30-40; KS10-20; PS20-30-40; SS40; TS40 Opt: GS10-20; PS10; 13380-13580	1-Bbl.	8.50	155 @ 4200	235 @ 1600	125 @ 3800	220 @ 1600	13380-13580 9-1/8-D (Std.)
								CS,GS,KS10-20 10-D (Std.)
								CS,KS10-20 11-D (Opt.)
								CS30-40; 11-D (Std.) PS20-30-40; SS,TS40; PS10
283 V-8	Std: CE,GE,KE10-20; CE30 Opt: None	2-Bbl.	9.00	175 @ 4400	275 @ 2400	145 @ 4200	245 @ 2000	11-D
	Std: CE,TE40 Opt: None	2-Bbl.	8.25	170 @ 4400	265 @ 2400	140 @ 4200	235 @ 2000	11-D
	Std: 13480-13680 Opt: None	2-Bbl.	9.25	195 @ 4800	285 @ 2400	150 @ 4400	245 @ 2400	10-D (3-Speed) 10.4-D (4-Speed)
292 L-6	Std: CS,MS,SS,TS50; CS,TS60	1-Bbl.	8.00	170 @ 4000	275 @ 1600	153 @ 3600	255 @ 2400	CS,TS40-50-60; 12-C SS40-50; PS40; MS50
	Opt: CS10-20-30-40; KS10-20; PS20-30-40							CS10-20-30; 11-D KS10-20; PS20-30

C - Coil Spring  
D - Diaphragm Spring

ENGINE	SERIES APPLICATION	CARB.	COMP. RATIO	GROSS		NET		CLUTCH SIZE (In.) and TYPE
				HP-RPM	TORQUE-RPM	HP-RPM	TORQUE-RPM	
327 V-8	Std: CE,SE,TE50-60; ME50 Opt: None	2-Bbl.	8.00	185 @ 4400	305 @ 2000	158 @ 4000	280 @ 2000	13-C
	Std: None Opt: CE,KE10-20; CE30	4-Bbl.	8.50	220 @ 4400	320 @ 2800	177 @ 4000	283 @ 2400	12-C
	Std: None Opt: 13480-13680	4-Bbl.	10.25	275 @ 4800	355 @ 3200	Not rated.	Not rated.	10.4-D
	Std: None Opt: 13480-13680	4-Bbl.	11.00	325 @ 5600	355 @ 3600	Not rated.	Not rated.	10.4-D
366 V-8	Std: ME60 Opt: CE,SE,TE50-60; ME50	2-Bbl.	8.00	220 @ 4000	345 @ 2400	185 @ 4000	315 @ 2200	13-C
396 V-8	Std: None Opt: 13480-13680	4-Bbl.	10.25	325 @ 4800	410 @ 3200	Not rated.	Not rated.	11-D
	Std: None Opt: 13480-13680	4-Bbl.	10.25	350 @ 5200	415 @ 3400	Not rated.	Not rated.	11-D
401 V-6	Std: HM,JM,TM70-80; WM80 Opt: None	2-Bbl.	7.50	237 @ 4000	372 @ 1600	210 @ 3700	348 @ 1600	13-C (1-plate) Std. 13-C (2-plate) Opt. 14-C (2-plate) Opt.
478 V-6	Std: None Opt: HM,JM,TM,WM80	2-Bbl.	7.50	254 @ 3700	442 @ 1400	225 @ 3400	410 @ 1400	14-C (1-plate) Std. 14-C (2-plate) Opt.

C - Coil Spring

D - Diaphragm Spring

## diesel engine line-up

ENGINE	SERIES APPLICATION	INJECTOR	COMP. RATIO	GROSS		NET		CLUTCH SIZE (In.) and TYPE
				HP-RPM	TORQUE-RPM	HP-RPM	TORQUE-RPM	
3-53N	Std: PT20-30 Opt: None	N40	21.00	82 @ 2500	193 @ 1500	76 @ 2500	188 @ 1500	11-D
	Std: TT40 Opt: None	N45	21.00	94 @ 2800	205 @ 1500	86 @ 2800	210 @ 1500	13-C
4-53N	Std: CD,TD50-60 Opt: None	N45	21.00	130 @ 2800	278 @ 1800	120 @ 2800	270 @ 1800	13-C
6V-53N	Std: HV,JV,TV70 Opt: None	N45	21.00	195 @ 2600	447 @ 1400	185 @ 2600	439 @ 1400	14-C (1-plate) Std. 14-C (2-plate) Opt.
D478	Std: CG,TG50-60 Opt: None	---	17.50	150 @ 3200	275 @ 2000	135 @ 3200	266 @ 2000	12-C (Std.) 13-C (Opt.)
DH478	Std: MG60 Opt: CG,TG50-60	---	17.50	170 @ 3200	310 @ 2000	155 @ 3200	298 @ 2000	12-C (Std.) 13-C (Opt.)
D637	Std: HJ,TJ,JJ70 Opt: None	---	17.50	195 @ 2600	450 @ 1800	185 @ 2600	440 @ 1800	14-C
DH637	Std: None Opt: HJ,TJ,JJ70	---	17.50	220 @ 2800	458 @ 2000	205 @ 2800	444 @ 2000	14-C (2-plate)

C - Coil Spring  
D - Diaphragm Spring



## diesel model rear axle line-up

<b>CAPACITY (lbs.)</b>	<b>RATIO</b>	<b>TYPE</b>	<b>STANDARD USAGE</b>	<b>OPTIONAL USAGE</b>
5,200	4.11	Hypoid	PT20	None
7,200	4.11		PT30	None
11,000	5.43		TT40	PT30
13,500	5.29		TT40	None
15,000	6.17		CD,CG,TD,TG50	None
17,000	4.86/6.61		None	CD,CG,TD,TG50
	6.17		CD,CG,TD,TG60	None
	4.86/6.61		None	CD,CG,TD,TG60
18,500	5.57/7.59		None	CD,CG,TD,TG60
	4.87		None	CG,TG60; TV70
	4.87/6.65	HV,TV70	CG,TG60	
	5.29/7.21	HJ,TJ70	None	
	5.57/7.60	HJ,HV,TJ,TV70	CG,TG60	
22,000	6.14/8.38	HJ,TJ70	None	
	4.87/6.65	None	HV70	
	5.29/7.21	None	HJ,TJ70	
	5.57/7.60	None	HJ,HV,TJ70	
	6.14/8.38	None	HJ,TJ70	
23,000	4.87	Spiral Bevel	None	TV70
	4.87/6.65		None	HV,TV70
	5.43/7.39		None	HJ,HV,TJ70
	6.14/8.36		None	HJ,TJ70
	4.88		JJ,JV70	None
30,000 (bogie)	5.57		MG60; JV70	None
	6.14		JV70	None
	6.50; 7.17		JJ70	None
	4.88; 6.50; 7.17		None	JJ70
34,000 (bogie)	5.57		None	MG60; JJ,JV70
	6.14	None	JV70	
	5.29; 7.20; 7.80	None	JJ70	
34,000 (bogie)	5.83; 6.17; 6.83	Hypoid	None	JJ,JV70

# gasoline model rear axle line-up

CAPACITY (lbs.)	RATIO	TYPE	STANDARD USAGE	OPTIONAL USAGE
2,400	3.36*	Hypoid	GA10	None
	4.11*		None	GA10
2,700	2.73*; 3.07*		None	13480,13680
	3.08*		13480,13680	13380,13580
	3.31*		None	13480,13680
	3.36*		13380,13580	13480,13680
	3.55*; 3.70*		None	13380,13480,13580,13680
	3.73*; 4.10*		None	13480,13680
2,900	4.56*; 4.88*		None	13480,13680
	3.73*; 4.11*		None	GA10
3,300	3.73		KA10	None
3,500	3.07		None	CA10
	3.73*		CA10	PS10
	4.11		PS10	None
	4.11*		None	CA10
3,600	4.11*		GA20	None
5,200	4.11		None	CA20
	4.57*		CA, PS20	None
	4.57		KA20	None
7,200	4.57		None	CA30
	5.14		CA, PS30	None
11,000	6.17		CA, PS, SS, TE, TS40	CA314; PS30
13,500	6.40		None	CA, PS, SS, TE, TS40
15,000	6.17		None	CE, CS50
	7.20	CE, CS, SA, TE, TS50	None	
	6.50/8.85	None	CE, CS, SA, TE, TS50	
	7.17/9.76	None	CE, CS50	
17,000	7.20	CE, CS, SE, TE, TS60	None	
	6.50/8.85	None	CE, CS, SE, TE, TS60	
	7.17/9.76	None	CE, CS, TE, TS60	

\* Available with slip-limiting differential.

CAPACITY (lbs.)	RATIO	TYPE	STANDARD USAGE	OPTIONAL USAGE	
18,500	6.50	Spiral Bevel	HM, TM70-80	None	
	7.17		HM, TM70-80	CE, TE60	
	7.60		HM, TM70	None	
	5.57/7.60		None	HM, TM70	
	6.14/8.38		None	HM, TM70-80	
	6.50/8.87		None	CE, TE60; HM, TM70-80	
	7.17/9.77		None	CE, TE60; HM, TM70-80	
22,000	6.14		Spiral Bevel	None	HM, TM70
	6.50			None	HM, TM70-80
	7.17			None	HM, TM70-80
	5.57/7.60			None	HM, TM70-80
	6.14/8.38			None	HM, TM70-80
	6.50/8.87			None	HM, TM70-80
	7.17/9.77			None	HM, TM70-80
23,000	6.14/8.36	Spiral Bevel	None	HM, TM70-80	
	6.71/9.14		None	HM, TM70-80	
28,000 (bogie)	7.20	Hypoid	MA50	None	
	6.50/8.85		None	MA50	
30,000 (bogie)	7.17	Spiral Bevel	ME60; JM70	None	
	7.60		JM70	None	
34,000 (bogie)	6.50		JM, WM80	None	
	7.17		JM, WM80	ME60, JM70	
	7.60		JM, WM80	JM70	
34,000 (bogie)	6.83		Hypoid	None	JM70
	7.20	None		JM70-80; WM80	
	7.80; 8.60	None		JM, WM80	
38,000 (bogie)	7.80; 8.60	Hypoid		None	JM, WM80

# transmission line-up

TRANSMISSION	RATIO or MODEL	STANDARD USAGE	OPTIONAL USAGE
3-Speed Chevrolet	2.94 Lo	CS10; KA, PS10-20	None
	2.85 Lo	CE10; CA20; GA10-20 13380,13480,13580,13680	CS10
	2.54 Lo	None	13480,13680
3-Speed Warner	T16B; 2.86 Lo	None	13380,13480,13580,13680
	T16B; 2.41 Lo		13480,13680
4-Speed Chevrolet	2.52 Lo	None	13480,13680
	2.54 Lo		13480,13680
	3.11 Lo		13480,13680
	7.06 Lo	PT20-30; CA, PS30,40; SS40; TE, TS40-50-60; CE,CG,CS,SA,TE,TG50-60; MA50	CA,KA,PS10-20
4-Speed New Process	4.56 Lo	None	CA, PS10-20-30
	6.68 Lo		CA40; SA40-50-60; MA50; CE,CG,CS,TE,TG,TS50-60
5-Speed New Process	540 CD	None	MS,SS50; CS,TS50-60
	540 GD		CG,TG50-60
	540 GL		CG,TG50-60
	541 GD		CE,SE50-60; HM, TM70-80
	541 GL	MG60; HM, TM70-80	CE,SE50-60
5-Speed Clark	280 VO	TT40; CD,TD50-60	None
	282V CR	None	ME50; CD,CE,SE,TD,TE50-60

<b>TRANSMISSION</b>	<b>RATIO or MODEL</b>	<b>STANDARD USAGE</b>	<b>OPTIONAL USAGE</b>
5-Speed Clark (Continued)	285V	None	CE,ME,SE,TE50-60
	325V		HM,JM70-80
	327V		HM70-80
	385V	JV70	JJ70; JM80
	387V	None	HJ,TJ70; HM, TM80
	401V		JM80
5-Speed Spicer	3152A CR	None	ME50; CD,CE,SE,TE50-60
	3152F	ME60	CE,SE,TE50-60; MG60
	3153	None	CD50-60
	5652	WM80	HM, JM, TM70-80
	5752	JJ70	None
	5752C	HJ,HV,TJ,TV70	HM, TM70-80
8-Speed Fuller	R46	None	TV70
10-Speed Fuller	RT510	None	JJ70
16-Speed Spicer	7216-3B	None	WM80
2-Speed Chevrolet	Powerglide	None	CA,GA,PS10-20; 13380,13480,13580,13680
3-Speed Hydra-Matic	Turbo Hydra-Matic	None	CA10-20; PS20; 13480,13680
6-Speed Allison	Automatic	None	CE,CS,SA50-60; ME,TE60; TV70
3-Speed Chevrolet	Overdrive	None	CA10; 13380,13480,13580,13680
3-Speed Auxiliary Spicer	7231A	None	JM80
4-Speed Auxiliary Spicer	6041	None	MA60; JM,WM80
	7041		JJ,JV70; JM80

# standard safety-related items

	CONVENTIONAL PICKUPS		STEP-VANS		FWD. CONT. CHASSIS		STAKE RACKS	
	STEPSIDE	FLEETSIDE	SERIES	SERIES	SERIES	SERIES	SERIES	SERIES
			10	20-30	10-30	40	10-30	40
Padded Instrument Panel	New	New	-	-	-	-	New	New
Padded Sun Visors	New	New	-	-	-	-	New	New
Seat Belts	X	X	-	-	-	-	X	X
Front Seat Shoulder Belt Anchors	X	X	-	-	-	-	X	X
Four-Way Hazard Warning Flasher	New	New	New	New	New	New	New	New
Dual Master Cylinder Brake System with Warning Light	New	New	New	New	New	-	New	-
Dual-Speed Windshield Wipers	X	X	X	X	-	-	X	X
Windshield Washer	X	X	X	X	-	-	X	X
Backup Lights	X	X	X	X	-	-	X	X
Outside Rear View Mirror - Left Hand	X	X	X	X	-	-	X	X
- Right Hand	-	-	X	X	-	-	X	-
Inside Rear View Mirror	X	X	-	-	-	-	-	-
Inside Day-Night Mirror with Shatter-Resistant, Vinyl-Edged Glass	New	New	-	-	-	-	-	-
Front Seat Belt Retractors	New	New	-	-	-	-	New	New
Telescoping Lower Steering Shaft	New	New	-	-	-	-	New	-
Energy-Absorbing Steering Wheel	New	New	X	X	X	New	New	New
Smooth-Contoured Horn Button	New	New	New	-	New(1)	New	New	New
Energy-Absorbing Instrument Panel	New	New	-	-	-	-	New	New
Smooth-Contoured Control Knobs	New	New	-	-	-	-	New	New
Folding Seat Back Latch	New	New	-	-	-	-	New	New
Lane Change Feature in Direction Signal Control	New	New	New	-	New(1)	New	New	New
Corrosion-Resistant Brake Lines	X	X	X	X	X	X	X	X
Soft, Low-Profile Window Control Knobs	New	New	-	-	-	-	New	New
Safety Door Latches and Hinges	X	X	-	-	-	-	X	X
Passenger-Guard Front Door Locks	New	New	-	-	-	-	New	New
Thick-Laminate Windshield	New	New	-	-	-	-	New	New
Reduced Glare Instrument Panel	X	X	-	-	-	-	X	X
Reduced Glare Windshield Wiper Arms & Blades	X	X	X	X	-	-	X	X
Smooth-Contoured Transmission Control Knobs	New(2)	New(2)	-	-	-	-	New(2)	-
Positive Sunshade Retention	New	New	-	-	-	-	New	New
Identified Instrument Panel Controls	New	New	-	-	-	-	New	New
Barrier-Type Rear Window Flanging	New	New	-	-	-	-	New	New
Positive Inside Fuel Tank Retention	New	New	-	-	-	-	New	New
Electrical Circuits Protected w/Fusible Link	New	New	New	New	New	New	New	New
Class A Direction Signals - Front	New	New	New	X	New(3)	X	New	X
- Rear	New	New	X	X	X	X	X	X

(1) Series 10 only.

(2) Column-mounted applications.

(3) New for Series 10; continued for Series 20-30.

	CHEVY-VANS	STANDARD SPORTVANS	CUSTOM SPORTVANS	DELUXE SPORTVANS	EL CAMINO PICKUPS
Padded Instrument Panel	New	New	New	X	X
Padded Sun Visors	New	New	New	X	X
Seat Belts	X	X	X	X	X
Front Seat Shoulder Belt Anchors	New	New	New	New	X
Four-Way Hazard Warning Flasher	New	New	New	New	New
Dual Master Cylinder Brake System with Warning Light	New	New	New	New	New
Dual-Speed Windshield Wipers	X	X	X	X	X
Windshield Washer	X	X	X	X	X
Backup Lights	X	X	X	X	X
Outside Rear View Mirror - Left Hand	X	X	X	X	X
- Right Hand	X	-	-	-	-
Inside Rear View Mirror	-	X	X	X	X
Inside Day-Night Mirror with Shatter-Resistant, Vinyl-Edged Glass	-	New	New	New	New
Tire Safety Rim	X	X	X	X	X
Energy-Absorbing Steering Column	-	-	-	-	New
Energy-Absorbing Steering Wheel	X	X	X	X	New
Smooth-Contoured Horn Button	New	New	New	New	New
Energy-Absorbing Instrument Panel	New	New	New	New	New
Smooth-Contoured Control Knobs	New	New	New	New	New
Folding Seat Back Latch	-	-	-	-	New
Pushbutton Seat Belt Buckles	-	-	-	-	New
Front Seat Belt Retractors	New	New	New	New	New
Lane Change Feature in Direction Signal Control	New	New	New	New	New
Corrosion-Resistant Brake Lines	X	X	X	X	X
Soft, Low-Profile Window Control Knobs	-	-	-	-	New
Safety Door Latches and Hinges	X	X	X	X	X
Passenger-Guard Front Door Locks	New	New	New	New	New
Thick-Laminate Windshield	New	New	New	New	X
Reduced Glare Instrument Panel	X	X	X	X	X
Reduced Glare Windshield Wiper Arms & Blades	X	X	X	X	X
Smooth-Contoured Transmission Control Knobs	New	New	New	New	New
Positive Sunshade Retention	New	New	New	New	X
Identified Instrument Panel Controls	X	X	X	X	X
Reinforced Rear Seat Anchors	-	X	X	X	-
Barrier-Type Rear Window Flanging	-	-	-	-	X
Electrical Circuits Protected w/Fusible Link	New	New	New	New	New
Class A Direction Signals - Front	New	New	New	New	-
- Rear	New	New	New	New	-

# standard safety-related items

	CONVENTIONAL CABS			TILT-CABS		FLAT FACE COWLS		WINDSHIELD COWLS	
	SERIES 10-30	SERIES 40-60	SERIES 70-80	SERIES 40-60	SERIES 70-80	SERIES 10-30	SERIES 40-60	SERIES 10-30	SERIES 40-60
Padded Instrument Panel	New	New	-	-	-	-	-	New	New
Padded Sun Visors	New	New	-	-	-	-	-	-	-
Seat Belts	X	X	X	X	X	-	-	-	-
Front Seat Shoulder Belt Anchors	X	X	X	New	New	-	-	-	-
Four-Way Hazard Warning Flasher	New	New	New	New	New	New	New	New	New
Dual Master Cylinder Brake System with Warning Light	New	-	-	-	-	New	-	New	-
Dual-Speed Windshield Wipers	X	X	X	X	X	-	-	X	X
Windshield Washer	X	X	X	X	X	-	-	X	X
Outside Rear View Mirror - Left Hand	X	X	X	X	X	-	-	-	-
- Right Hand	X	-	X	-	X	-	-	-	-
Front Seat Belt Retractors	New	New	New	New	New	-	-	-	-
Telescoping Lower Steering Shaft	New	-	-	-	-	New	-	New	-
Energy-Absorbing Steering Wheel	New	New	X	X	X	New	X	New	New
Smooth-Contoured Horn Button	New	New	-	-	-	New	New	New	New
Energy-Absorbing Instrument Panel	New	New	-	-	-	-	-	New	New
Smooth-Contoured Control Knobs	New	New	-	-	-	New	New	New	New
Folding Seat Back Latch	New	New	-	-	-	-	-	-	-
Lane Change Feature in Direction Signal Control	New	New	-	-	-	New	New	New	New
Corrosion-Resistant Brake Lines	X	X	X	X	X	X	X	X	X
Soft, Low-Profile Window Control Knobs	New	New	-	-	-	-	-	-	-
Safety Door Latches and Hinges	X	X	X	X	X	-	-	-	-
Passenger-Guard Front Door Locks	New	New	New	-	-	-	-	-	-
Thick-Laminate Windshield	New	New	-	New	New	-	-	New	New
Reduced Glare Instrument Panel	X	X	New	X	New	-	-	X	X
Reduced Glare Windshield Wiper Arms & Blades	X	X	X	X	X	-	-	X	X
Smooth-Contoured Transmission Control Knobs	New(1)	-	-	-	-	New(1)	-	New(1)	-
Positive Sunshade Retention	New	New	-	-	-	-	-	-	-
Identified Instrument Panel Controls	New	New	X	-	-	New	New	New	New
Barrier-Type Rear Window Flanging	New	New	-	-	-	-	-	-	-
Positive Inside Fuel Tank Retention	New	New	-	-	-	-	-	-	-
Electrical Circuits Protected w/Fusible Link	New	New	New(2)	New	New(2)	New	New	New	New
Class A Direction Signals - Front	New	X	X	X	X	New	New	New	X
- Rear	X	X	-	X	X	-	-	X	X

(1) Column-mounted applications.

(2) Series 70 only.



## custom equipment

RPO	DESCRIPTION
RPO Z60 - Custom Equipment (Series GA10-20 Chevy-Van Models)	1) Right hand sunshade 2) Cigar lighter 3) Load Compartment headlining 4) Left and right hand coat hooks 5) Additional horn 6) Rear load door glass 7) Bright horn button cap with ornamental insert.
RPO Z61 - Custom Appearance Equipment (Series CA,KA,MA10-60)	1) Bright radiator grille moldings 2) Bright headlight bezels 3) Bright windshield reveal moldings 4) Bright Custom emblem for front doors 5) Bright inserts for instrument panel control knobs 6) Bright Chevrolet nameplate for dispatch box door 7) Color-keyed, vinyl-coated rubber floor mat 8) Bright front door ventipane frames and posts 9) Bright rear window reveal moldings with RPO A10 Panoramic Rear Window (Cabs only) 10) Bright horn button cap with ornamental insert (Series 10-30 only)
RPO Z62 - Custom Comfort and Convenience Equipment (Series CA,KA,MA10-60)	1) Full-depth foam seat with color-keyed woven fabric and vinyl trim except Series MA60 models with RPO M70 (4-speed Auxiliary Transmission) where vinyl-trimmed bucket seats are retained 2) Left and right hand armrest 3) Right hand padded sunshade 4) Cigar lighter 5) Cowl insulation 6) Underbody coating 7) Embossed vinyl door trim panels with bright retainer
RPO Z84 - Custom Sport Truck Equipment (Series CA,KA10-30 Cabs, Stepside and Fleetside Pickup models)	1) All items in RPO Z61 (Custom Appearance Equipment) except the vinyl-coated floor mat and replacement of the Custom insert in the Custom emblems with a new insert reading CST 2) All items in RPO Z62 (Custom Comfort and Convenience Equipment) except the full-depth foam seat with cloth/vinyl trim 3) Carpeting, including area behind front seats 4) Bright frames for clutch, brake and accelerator pedals 5) Vinyl-trimmed bucket seats and center console with padded top and padded backrest 6) Chrome front bumper, as included in RPO V37.

# rating-related equipment changes

SERIES			GVW		FRONT AXLE		FRONT SPRINGS		REAR AXLE		REAR SPRINGS	
1966	1967		1966	1967	1966	1967	1966	1967	1966	1967	1966	1967
G10	GA10	BASE	3600	3900	2200	N.C.	2250	N.C.	2400	N.C.	2400	1900
		MAX	5000	N.C.	2200	N.C.	2450	N.C.	2900	N.C.	2900	3050
—	GA20	BASE	--	5200	--	3000	--	2250	--	3600	--	3050
		MAX	--	6200	--	3000	--	2750	--	3600	--	3800
C10	CA10	BASE	4100	4400	2500	N.C.	2500	N.C.	3500	N.C.	2500	N.C.
		MAX	5000	N.C.	2500	N.C.	2500	N.C.	3500	N.C.	4000	N.C.
C20	CA20	BASE	5500	N.C.	3000	N.C.	2500	2700	5200	N.C.	4000	N.C.
		MAX	7500	N.C.	3000	N.C.	3000	2700	5200	N.C.	6000	N.C.
K10	KA10	BASE	4900	4600	3300	N.C.	3300	2900	3300	N.C.	3800	3600
		MAX	5600	N.C.	3300	N.C.	3300	2900	3300	N.C.	3800	3600
K20	KA20	BASE	5700	N.C.	3500	N.C.	3500	3200	5200	N.C.	3800	N.C.
		MAX	7600	N.C.	3500	N.C.	3500	3200	5200	N.C.	6300	5000
C38	CA314	BASE	6700	N.C.	3500	N.C.	3000	N.C.	7200	N.C.	4800	N.C.
		MAX	10000	14000	3500	4000	3500	4000	7200	11000	8300	11800
P30	PA30	BASE	7500	N.C.	4000	N.C.	4000	N.C.	7200	N.C.	4800	N.C.
		MAX	10000	14000	4000	N.C.	5000	N.C.	7200	11000	6800	11800
C-P50	CA-PS40	BASE	10500	N.C.	4000	N.C.	4000	N.C.	11000	N.C.	11000	N.C.
		MAX	20000	18000	5000	N.C.	6000	N.C.	15000	13500	17500	N.C.
S50	SS40	BASE	10500	N.C.	4500	N.C.	4000	N.C.	11000	N.C.	11000	N.C.
		MAX	16000	18000	5500	N.C.	6000	N.C.	13500	N.C.	15000	17500
T50	TA40	BASE	10500	N.C.	5000	N.C.	6000	N.C.	11000	N.C.	11000	N.C.
		MAX	20000	18000	5000	N.C.	6000	N.C.	15000	13500	17500	N.C.

SERIES			GVW		GCW		ENGINE		FRONT AXLE		FRONT SPRINGS		REAR AXLE		REAR SPRINGS	
1966	1967		1966	1967	1966	1967	1966	1967	1966	1967	1966	1967	1966	1967	1966	1967
C60	CS50	MAX	21000	22000	32000	N.C.	292	N.C.	7000	N.C.	7000	N.C.	15000	N.C.	17500	20800
	CE50	MAX	21000	22000	32000	---	327	N.C.	7000	N.C.	7000	N.C.	15000	N.C.	17500	20800
	CE50	MAX	21000	22000	32000	51000	366	N.C.	7000	N.C.	7000	N.C.	15000	N.C.	17500	20800
T60	TS-TE 50	BASE	15000	N.C.	32000	---	ALL	N.C.	5000	7000	6000	7000	15000	N.C.	15000	N.C.
		MAX	21000	22000	32000	---		N.C.	7000	N.C.	7000	N.C.	15000	N.C.	17500	20800
M60	MA50	BASE	24000	N.C.	35000	---	ALL	N.C.	5000	7000	8000	7000	28000	N.C.	30000	N.C.
		MAX	30000	N.C.	35000	---		N.C.	7000	N.C.	9000	7000	28000	N.C.	30000	N.C.
C60H	CS60	BASE	15000	19000	42000	32000	292	N.C.	7000	N.C.	7000	N.C.	17000	N.C.	20800	18400
	CE60	BASE	15000	19000	42000	---	327	N.C.	7000	N.C.	7000	N.C.	17000	N.C.	20800	18400
	CE60	MAX	24000	27500	42000	51000	366	N.C.	7000	9000	7000	9000	17000	18500	20800	23000
T60H	TS60	BASE	15000	19000	42000	32000	292	N.C.	7000	N.C.	7000	N.C.	17000	N.C.	20800	18400
	TE60	BASE	15000	19000	42000	---	327	N.C.	7000	N.C.	7000	N.C.	17000	N.C.	20800	18400
	TE60	MAX	24000	27500	42000	51000	366	N.C.	7000	9000	7000	9000	17000	18500	20800	23000
M80	ME80	BASE	30000	N.C.	51000	---	327	N.C.	7000	N.C.	9000	N.C.	30000	N.C.	34500	N.C.
		MAX	45000	N.C.	51000	---	327	366	11000	N.C.	11000	N.C.	34000	N.C.	39000	N.C.
S60(ex. S69)	SA50 (ex. SE53)	BASE	15000	16000	---	---	ALL	N.C.	5500	N.C.	6000	N.C.	15000	N.C.	15000	N.C.
		MAX	21000	22000	---	---		N.C.	7000	N.C.	7000	N.C.	15000	N.C.	17500	20800
S69	SE53	BASE	15000	16000	---	---	ALL	N.C.	7000	N.C.	7000	N.C.	15000	N.C.	15000	N.C.
		MAX	21000	22000	---	---		N.C.	7000	N.C.	7000	N.C.	15000	N.C.	17000	20800
S67H S69H	SE60	BASE	24000	19000	---	---	ALL	N.C.	7000	N.C.	7000	N.C.	17000	N.C.	20800	18400
		MAX	24000	23000	---	---		N.C.	7000	N.C.	7000	N.C.	17000	N.C.	20800	N.C.
HM70	HM70	BASE	18500	25000	45000	N.C.	401	N.C.	7000	N.C.	7000	N.C.	18500	N.C.	18500	N.C.
		MAX	32000	N.C.	60000	55000	401	N.C.	9000	N.C.	9000	N.C.	23000	N.C.	24000	N.C.
HM80	HM80	BASE	24000	25500	51000	N.C.	401	N.C.	7000	N.C.	7000	N.C.	18500	N.C.	18500	N.C.
		MAX	32000	N.C.	65000	N.C.	478	N.C.	9000	N.C.	9000	N.C.	23000	N.C.	24000	N.C.
TM70	TM70	BASE	18500	24000	42000	45000	401	N.C.	7000	N.C.	7000	N.C.	18500	N.C.	18500	18400
		MAX	32000	N.C.	60000	55000	401	N.C.	9000	N.C.	7000	9000	23000	N.C.	24000	18400
TM80	TM80	MAX	32000	N.C.	65000	N.C.	478	N.C.	9000	N.C.	9000	N.C.	23000	N.C.	24000	22000
JM70	JM70	MAX	45000	N.C.	60000	55000	401	N.C.	12000	N.C.	9000	N.C.	34000	N.C.	34000	30000
JM80	JM80	BASE	36000	N.C.	60000	55000	401	N.C.	9000	N.C.	9000	N.C.	34000	N.C.	34000	N.C.
		MAX	48000	N.C.	65000	N.C.	478	N.C.	9000	12000	9000	N.C.	38000	N.C.	34000	38000

# rating-related equipment changes

SERIES			GVW		GCW		ENGINE		FRONT AXLE		FRONT SPRINGS		REAR AXLE		REAR SPRINGS	
1966	1967		1966	1967	1966	1967	1966	1967	1966	1967	1966	1967	1966	1967	1966	1967
WM80	WM80	BASE	36000	N.C.	65000	55000	401	N.C.	9000	N.C.	9000	N.C.	34000	N.C.	34000	N.C.
		MAX	48000	N.C.	65000	N.C.	478	N.C.	9000	11000	9000	N.C.	38000	N.C.	34000	38000
D60	CD50	BASE	15000	16000	32000	---	4-53	N.C.	5000	N.C.	6000	N.C.	15000	N.C.	18400	15000
		MAX	21000	22000	32000	---	4-53	N.C.	7000	N.C.	7000	N.C.	15000	N.C.	23000	20800
Q60	CG50	BASE	15000	16000	35000	N.C.	D478	N.C.	5000	N.C.	6000	N.C.	15000	N.C.	15000	N.C.
		MAX	23000	22000	35000	N.C.	D478	N.C.	7000	N.C.	7000	N.C.	16000	15000	17500	20800
N60	TG50	BASE	15000	16000	35000	---	D478	N.C.	7000	N.C.	7000	N.C.	15000	N.C.	15000	N.C.
		MAX	23000	22000	35000	---	D478	N.C.	7000	N.C.	7000	N.C.	16000	15000	17500	20800
Y60	TD50	BASE	15000	16000	32000	---	4-53	N.C.	5000	7000	8000	7000	15000	N.C.	18400	15000
		MAX	21000	22000	32000	---	4-53	N.C.	7000	N.C.	9000	7000	15000	N.C.	23000	20800
D60H	CD60	BASE	15000	19000	42000	---	4-53	N.C.	7000	N.C.	7000	N.C.	17000	N.C.	20800	18400
		MAX	24000	N.C.	42000	---	4-53	N.C.	7000	N.C.	7000	N.C.	17000	N.C.	20800	N.C.
Q60H	CG60	BASE	24000	19000	42000	35000	D478	N.C.	7000	N.C.	7000	N.C.	17000	N.C.	18400	N.C.
		MAX	24000	27500	42000	35000	D478	DH478	7000	9000	7000	9000	17000	18500	18400	23000
N60H	TG60	BASE	24000	19000	42000	35000	D478	N.C.	7000	N.C.	7000	N.C.	17000	N.C.	18400	N.C.
		MAX	24000	27500	42000	35000	D478	DH478	7000	9000	7000	9000	17000	18500	18400	23000
Y60H	TD60	BASE	15000	19000	42000	---	4-53	N.C.	7000	N.C.	9000	7000	17000	N.C.	20800	18400
		MAX	24000	N.C.	42000	---	4-53	N.C.	7000	N.C.	9000	7000	17000	N.C.	20800	N.C.
JG70	MG60	BASE	36000	30000	45000	---	DH478	N.C.	7000	N.C.	7000	9000	30000	N.C.	30000	34500
		MAX	45000	N.C.	45000	---	DH478	N.C.	12000	11000	9000	11000	34000	N.C.	34000	39000
HV70	HV70	BASE	18500	25500	51000	N.C.	6V-53	N.C.	7000	N.C.	7000	N.C.	18500	N.C.	18500	N.C.
		MAX	32000	N.C.	55000	51000	6V-53	N.C.	9000	N.C.	9000	N.C.	23000	N.C.	24000	N.C.
HJ70	HJ70	BASE	18500	25500	51000	N.C.	D637	N.C.	7000	N.C.	7000	N.C.	18500	N.C.	18500	N.C.
		MAX	32000	N.C.	65000	60000	DH637	N.C.	9000	N.C.	9000	N.C.	23000	N.C.	24000	N.C.
U80	TV70	BASE	18500	25500	51000	N.C.	6V-53	N.C.	7000	N.C.	7000	N.C.	18500	N.C.	20800	18400
		MAX	32000	N.C.	51000	N.C.	6V-53	N.C.	11000	9000	11000	9000	23000	N.C.	23000	24000
TJ70	TJ70	BASE	18500	25500	51000	N.C.	D637	N.C.	7000	N.C.	7000	N.C.	18500	N.C.	18500	18400
		MAX	32000	N.C.	65000	60000	DH637	N.C.	9000	N.C.	9000	N.C.	23000	N.C.	24000	N.C.
JV70	JV70	BASE	36000	N.C.	60000	51000	6V-53	N.C.	7000	N.C.	7000	N.C.	30000	N.C.	30000	N.C.
		MAX	45000	N.C.	60000	51000	6V-53	N.C.	12000	N.C.	9000	N.C.	34000	N.C.	34000	30000
JJ70	JJ70	BASE	36000	N.C.	55000	51000	D637	N.C.	7000	N.C.	7000	N.C.	30000	N.C.	30000	N.C.
		MAX	45000	N.C.	65000	60000	DH637	N.C.	12000	N.C.	9000	N.C.	34000	N.C.	34000	30000

# model symboling system

CHASSIS	1
C - Conventional (Conventional Cab, Panel, Suburban)	
G - Light-Duty Forward Control	
H - Conventional (Short Conventional Cab)	
J - Tandem (Short Conventional Cab)	
K - Four-Wheel Drive	
M - Tandem (Conventional Cab)	
P - Forward Control	
S - School Bus	
T - Conventional (Tilt-Cab)	
W - Tandem (Tilt-Cab)	

ENGINE	2
A - All	
D - L-4 Diesel	
E - V-8 Gasoline	
G - V-6 Diesel (GMC Truck)	
J - V-8 Diesel	
M - V-6 Gasoline	
S - L-6 Gasoline	
T - L-3 Diesel	
V - V-6 Diesel (Detroit Diesel)	

GVW RANGE	3
0 - All	
1 - 3600-5600#	
2 - 5500-8100#	
3 - 6700-10000#	
4 - 10000-20000#	
5 - 15000-23000# (single axle) 24000-30000# (tandem axle)	
6 - 15000-26000# (single axle) 30000-45000# (tandem axle)	
7 - 18500-27000# (single axle) 36000-45000# (tandem axle)	
8 - 25500-32000# (single axle) 36000-48000# (tandem axle)	

**1 2 3 4-5 6-7**

CAB-TO-AXLE DIMENSION 4-5	
00 - All	18 - 108-113"
07 - 42-47"	19 - 114-119"
09 - 54-59"	20 - 120-125"
10 - 60-65"	21 - 126-131"
12 - 72-77"	22 - 132-137"
13 - 78-83"	23 - 138-143"
14 - 84-89"	25 - 150-155"
15 - 90-95"	28 - 168-173"
16 - 96-101"	31 - 186-191"
17 - 102-107"	

BODY AND BRAKE* 6-7	
(* - Hydraulic unless otherwise specified.)	
00 - All	13 - Cab (full air brakes)
02 - Flat Face Cowl	16 - Suburban (Tail and Liftgate)
03 - Cab	26 - Custom Suburban (Panel Rear Doors)
04 - Stepside Pickup	34 - Fleetside Pickup
05 - Panel	35 - Forward Control Panel (Square-Front)
06 - Suburban (Panel Rear Doors)	36 - Deluxe Suburban (Panel Rear Doors)
09 - Cab, Platform, and Stake Rack	42 - Forward Control Chassis
12 - Windshield Cowl	45 - Forward Control Panel (Round-Front)
	62 - Flat Face Cowl (full air brakes)

# INDEX

**A**

Air brakes . . . . . 62,63  
Air conditioning . . . . . 37  
Air intake, high-level . . . . . 17,48,50  
APPENDIX . . . . . 70-91  
    Custom Equipment . . . . . 87  
    Engine Line-Up . . . . . 76-78  
    Equipment Changes . . . . . 88-90  
    Model Line-Up . . . . . 70-75  
    Model Symboling . . . . . 91  
    Rear Axle Line-Up . . . . . 79-81  
    Safety-Related Items . . . . . 84-86  
    Transmission Line-Up . . . . . 82,83  
Automatic transmissions . . . . . 54  
Auxiliary heater . . . . . 43

**B**

Backup lights . . . . . 19,39,67  
Battery . . . . . 51  
Battery box . . . . . 42  
BODY STRUCTURE . . . . . 32-43  
    Cabs and Cowsls . . . . . 32-38  
    Chevy-Vans and Sportvans . . . . . 42,43  
    Pickups . . . . . 39-41  
    Step-Vans . . . . . 38  
Brakes . . . . . 59-64,69  
Bucket seats . . . . . 25-28,30,42  
Bumpers . . . . . 14,17,19,21,69

**C**

Cab mounting . . . . . 36  
CHASSIS . . . . . 56-67  
    Brakes . . . . . 59-64  
    Custom Camper Equipment . . . . . 67  
    Electrical . . . . . 66,67  
    Frames . . . . . 57  
    Steering . . . . . 64,65  
    Suspensions . . . . . 57,58  
    Wheels and Tires . . . . . 65,66

**C**

Chevy-Van bodies . . . . . 42,43  
Colors:  
    Exterior . . . . . 13,17,18,21  
    Interior . . . . . 22,30  
Console seat . . . . . 26,27  
Controls, instrument panel . . . . .  
    . . . . . 22,28,31,34,38,41,42,66,67  
Cooling systems, engine . . . . . 50  
Corrosion prevention . . . . . 40,44  
Crankshaft . . . . . 48  
Custom Appearance Equipment . . . . .  
    . . . . . 15,17,24,87  
Custom Camper Equipment . . . . . 15,67  
Custom Comfort and  
    Convenience Equipment . . . . . 25,87  
Custom Equipment . . . . . 29,87  
Custom Sport Truck Equipment . . . . .  
    . . . . . 15,25-27,87

**D**

Diesel engines . . . . . 48,49,78  
DIMENSIONAL ASPECTS . . . . . 6-11  
Direction signal lights . . . . . 66  
Door checks . . . . . 35  
Door hinges . . . . . 35,41,42  
Door lock controls . . . . . 22,35,37,41,42  
Door locks . . . . . 35,41,42  
Door panels, inner . . . . . 22,28,30,31,35  
Dual master cylinder . . . . . 59,60

**E**

El Camino Pickup bodies . . . . . 41  
Electrical system, chassis . . . . . 66,67  
Electrical system, engine . . . . . 51,52  
Emergency air brakes . . . . . 62,63  
Energizer . . . . . 51  
Engine housing . . . . . 42,43  
Engine identification plates . . . . . 14,17,21

**E**

Engines:  
    General . . . . . 48-51  
    Line-Up . . . . . 76-78  
Equipment changes . . . . . 88-90  
Exterior colors . . . . . 13,17,18,21  
EXTERIOR STYLING . . . . . 12-21  
    Chevy-Vans and Sportvans . . . . . 18,19  
    El Camino Pickups . . . . . 20,21  
    Light-Duty Models . . . . . 12-15  
    Medium and Heavy-Duty Models . . . . . 16,17

**F**

Fenders . . . . . 44-47  
Fleetside Pickup bodies . . . . . 39,40  
Four-wheel drive models . . . . . 7,54,56-58  
Frames . . . . . 57  
FRONT END SHEET METAL . . . . . 44-47  
Fuel system . . . . . 51  
Fuel tank . . . . . 51  
Fuel tank mounting . . . . . 34  
Fusible link . . . . . 67

**G H**

Gasoline engines . . . . . 48,76,77  
Gauges, instrument cluster . . . . . 66,67  
GCW ratings . . . . . 5,88-90  
Glass area . . . . . 10,34,42  
Grille panel, cowl ventilator . . . . . 45-47  
Grille panels . . . . . 44,45,47  
Guards:  
    Bumper . . . . . 14  
    Grille . . . . . 14  
GVW ratings . . . . . 5,68,88-90  
Hazard warning flasher . . . . . 66  
Heaters and defrosters . . . . . 36,37,38,43  
Hood panels . . . . . 44,45,47  
Horn button caps . . . . . 24,29,31,67  
Hub caps . . . . . 14,18,19,21

**I J**

Ignition switch	51,52
Instrument clusters	22,28,31,38,42,66,67
Instrument panels	22,28,31,34,37,38,41,42
Insulation	35
INTERIM 1966 CHANGES	68,69
Interior colors	22,30
INTERIOR STYLING	22-31
Chevy-Vans and Sportvans	28,29
El Camino Pickups	30,31
Light, Medium, and Heavy-Duty	22-27
Jack stowage	34

**L M**

Low Cab Forward models	8,9
Manual transmissions	52,53,69
Marker lamps	38
Master cylinder	59,60,61
Mirrors	36-38,41,43,46
Models:	
Commercial Line	5
Light Duty Forward Control Line	4,5
Line-Up	70-75
Medium and Heavy-Duty Lines	5
Symboling System	4,91

**N P**

Nameplates	15,18,21
Pad, instrument panel	34,37,41,42
Panel models, conventional	5
Parking brakes	64
Pickup bodies	39,40
Plates, series	14,17
Power steering	64,65,69
POWER TRAINS	48-55
Engines	48-51
Rear Axles	54,55
Transmissions	52-54

**R**

Radiators	50
Radiator supports	44-47
Radio	37,42
Ratings, equipment	88-90
Rear Axles:	
General	54,55
Line-Up	79,81
Reinforcements, frame	57
Retractors, seat belt	36-38,42
Road hazard equipment	68

**S**

Safety-related items, general	84-86
School bus options	68
Seat belts	36,38,41,42,69
Seat construction	36,42,69
Seat mounting	42,43
Seat trim	22,28,30,36,42
SERIES and MODELS	4,5
Series designation plates	14,17
SHEET METAL, FRONT END	44-47
Sheet metal mounting	46
Shock absorbers	58
Shoulder belts	34,38,42,68
Speed warning unit	67
Sportvan bodies	42,43
Springs, suspension	57,58
Steering	64,65,69
Steering columns and shafts	64,65
Steering wheels	22,31,64
Stepside Pickup bodies	41
Stowage, jack and tool	34
Styling:	
Exterior	12-21
Interior	22-31
Suburban models, conventional	5
Sunshades	36-38,43
Suspensions	57,58
Symboling system, model	4,91

**T**

Tailgate	40
Tail lights	19,39,41,66
Tapered leaf springs	57,58
Throttle	51
Tires	65,66,69
Tool stowage	34
Trailer air brakes	63
Trailer hitch	14
Transfer case	54
Transmission controls	54
Transmission covers	35
Transmissions:	
General	52-54
Line-Up	82,83
Trim moldings	15,19,21
Two-tone exterior colors	13,21

**U**

Underbody	38
Undercoating	40,41,44
Universal joints	48

**V**

Vacuum-hydraulic brakes	61,62
Ventilation, body	34,35,42
Visibility	10,11,34,42

**W**

Warranty, power train	48
Wheelhousings	40,44,45,47
Wheels	65,66
Wheel trim covers	14,19,21
Wide-base tires	66,69
Window regulator controls	22,35,41
Windshield	34,38,42
Wired light	54
Wiring harnesses	67,68

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