



CHEVROLET

1966 TRUCKS

**GASOLINE & DIESEL
CHASSIS-CABS
STAKES**

SERIES 50, 60 & 80
SERIES 70000 & 80000



**HERE'S CHEVROLET
MEDIUM- & HEAVY-DUTY**

WORK- POWER

'66!

Chevy trucks are built to do bigger things in '66 with a big new line of trucks with GCW ratings as high as 65,000 lbs! There's more power, too, throughout the line: a new hi-cube Six for Series 50 models and a rugged new V8 for medium-duty Chevies; two husky new V6s and a pair of new diesels for heavyweights. Here are new models...new sheet metal...new cabs in Chevrolet's heavy-duty trucks for 1966!

WORKPOWER '66:

CONVENTIONAL CAB



C60-H Tractor

Chevy's rugged conventional cab models are the popular choice for most kinds of hauling jobs. Operators like the roomy, comfortable cab interiors that can be personalized with many Custom Feature Accessories. And Chevy's variable-rate leaf springs all around smooth the ride for driver and cargo — yet give strong support for heavy loads. With heavy-gauge steel frames, tough alligator-jaw crossmembers and heavily reinforced steel cabs, these Chevies are built to last. Pick from single-rear-axle models or sturdy tandems. And you can select the High Torque power you need — 6-cylinder or V8 gasoline or diesel. Good performance is assured with a 4- or 5-speed transmission, single- or 2-speed axle. Automatic transmissions are available, too.

LOW-CAB-FORWARD



L60 with van body

Chevy LCF cabs measure only 93¼ inches from bumper-to-back-of-cab — nearly one foot shorter than conventional cabs. This makes possible an additional foot of body length with the same wheelbase or shorter overall length with the same size body. LCF design also provides for a tighter turning radius and exceptional maneuverability. And better visibility results from the higher, more forward driver position. Drivers will also appreciate Chevy's many Custom Comfort Features, including the availability of a full-depth foam seat. LCFs offer a wide range of load-carrying and performance components similar to those on conventional models. Select your LCF from single-rear-axle models in the 50 and 60 Series with 6-cylinder or V8 power.



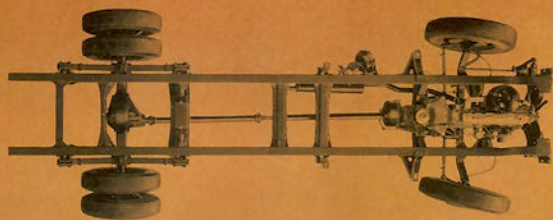
Medium-duty stake models are available with 9-ft. bodies in the 50 and 60 Series with conventional cabs. Twelve-foot bodies in both conventional and LCF.



Chevy 60 Series gasoline and diesel tandems are rated up to 30,000 lbs. GVW, 35,000 lbs. GCW. Select a single- or 2-speed axle to match load and terrain.



The LCF's short 93¼-inch bumper-to-back-of-cab dimension provides for greater load length within a given wheelbase or shorter overall length with the same body size. Five wheelbases from 133" to 197" are available.



1

1 Tough ladder-type frames of high-strength steel designed to take a beating and stay on the job. New for '66, a frame of special high-tensile steel available on 60 Series models for the most brutal operating conditions.

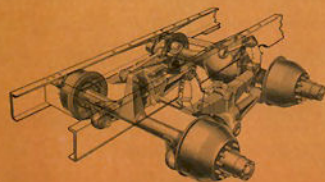
2 Chevy 60 Series tandems combine front driving and tubular trailing axle with Hendrickson suspension system. Bogie capacity is 28,000 lbs.

3 Easy-riding, hefty variable-rate leaf springs front and rear, except tandem bogie. Broad selection of capacities to match your loads.

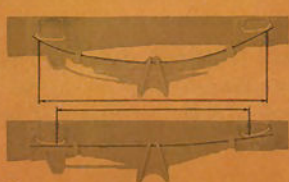
4 Self-adjusting brakes, front and rear, are standard on 50 and 60 Series models for '66. When required, brakes are adjusted automatically during reverse stops. Maintenance costs are reduced and better pedal response is assured.



4



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MEDIUM-DUTY CHEVIES

Series 50 and 60: GVW ratings from 10,000 to 24,000 lbs., GCW ratings up to 42,000 lbs.

TILT CAB



N60-H Tractor

Chevy's tilt cab models combine the advantages of an ultra-short 72-inch cab and maximum engine accessibility. Tractor models permit the use of semi-trailers up to 42 feet long in states with 50-ft. length limits. Longer wheelbase models are suitable for bodies up to 24 feet in length. Short-cab tilt models provide the ultimate in maneuverability and driver visibility. For convenience, oil and water checks are made through hinged panels inside the cab. Triple-locking system of the cab is released easily when necessary for complete engine and front suspension accessibility. The cab can be locked in the full-tilt position. Convenient clutch and brake pedals and a non-tilting gear-shift installation give positive operation of driving controls.



Big men climb aboard and drive in roomy comfort. Visibility, excellent. Vinyl upholstered driver's seat and seat belt are standard. Matching 2-man companion seat is also available.



Engine and front suspension are completely exposed with cab tilted, speeding and simplifying maintenance. Cab tilts forward on torsion-spring counterbalanced hinges. Locking system is triple-safe yet quickly released for tilting.

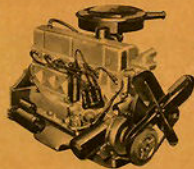


No need to tilt the cab for routine engine checks. Hinged panels provide easy access for checking or adding oil and water. Saves time. Encourages regular check by driver.



Stationary control island contains shift lever, hand brake, choke and ignition on gas models, plus fuel and air shut-off valves (no choke) on diesels. Short direct-acting linkage is not affected by tilt feature, stays in adjustment.

NINE BIG SAVING GASOLINE AND DIESEL ENGINES

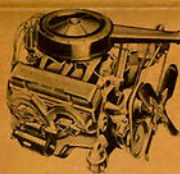


High Torque 250 Six — New for '66. Thrifty and smooth. With 150 hp and 235 ft.-lbs. of torque, this new Six is destined to be a favorite for economy, power and stay-on-the-job toughness.

High Torque 292 Six — Popular power plant with plenty of pull. Rated at 170 hp and 275 ft.-lbs. of torque.



3-53N Diesel—A sturdy 159-cu.-in. 2-cycle Chevy-GM-Detroit Diesel with plenty of fuel-saving economy. 94 hp and 205 ft.-lbs. of torque.



High Torque 283 V8 — Here's responsive V8 power that's truck-built to last. 175 hp and 275-ft.-lbs. of torque.



4-53N Diesel—Chevy-GM-Detroit 2-cycle saver with 130 hp and 278 ft.-lbs. of torque.

D351 Diesel — Here's V6 Torq-Flow power and economy. 130 hp and 234 ft.-lbs. of torque.



High Torque 366 V8 — New for '66. This advanced 366-cu.-in. V8 offers 220 hp and 345 ft.-lbs. of torque.



D478 Diesel — Four-cycle Torq-Flow power, 150 hp and 275 ft.-lbs. of torque.



DH478 Diesel — Top power in a Torq-Flow for Chevy middle-weights. Earning a wide reputation for economy, 170 hp and 310 ft.-lbs. of torque.

WORKPOWER/'66:

Chevy's built for bigger things in '66. It's the year Chevrolet takes a giant step forward by presenting a new line of heavier duty trucks with GCW ratings as high as 65,000 lbs. These are the biggest Chevies ever built. They will enable many truckers with heavy-duty operations, such as long over-the-road hauls, to take advantage of Chevrolet economy and reliability for the first time.



Conventional Cab HM 70000

Bigger choice of big trucks for bigger truck jobs!

New heavyweights are offered in two cab types — the popular 72-inch tilt cab with set-back front axle and easy maintenance accessibility, plus the all-new 92 3/4-inch short conventional. Here's a design that combines conventional cab economy with the pay-loading efficiency and maneuverability of short-cab design. Cab is contoured for low noise and drag, and has an interior with plenty of room and a new adjustable steering wheel for comfortable long-haul driving.

GVW ratings go up to 32,000 lbs. for single-rear-axle models, to 48,000 lbs. for tandems. And for tractor work there are models rated up to 65,000 lbs. GCW.

A husky new engine line-up includes two new V6 gasoline engines, plus two V6 diesels and two all-new V8 diesels. Gross power ratings

go up to 254 hp in gasoline engines, to 220 hp in the diesel line. With six engines to choose from, you can power a new Chevrolet heavyweight for just about any kind of big truck job.

Rounding out the heavy-duty line is the biggest selection of equipment Chevrolet has ever offered. New frames are engineered for long, rugged service. Special high-tensile steel or heat-treated frames for the roughest jobs. Transmissions include a wide selection of 5-, 10- and 16-speed units, plus auxiliaries for tandems. Axle capacities range up to 16,000 lbs. for front axles, up to 23,000 lbs. for rear axles. And tandem bogie capacities range from 30,000 to 38,000 lbs., the largest ever offered by Chevrolet. Throughout the line there are components designed to do bigger jobs.

CHEVY HEAVYWEIGHTS

Series 70000 and 80000: GVW ratings from 24,000 to 48,000 lbs., GCW ratings from 42,000 to 65,000 lbs.



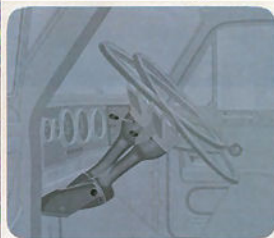
Conventional Cab JJ 70000 Diesel Tandem



Comfortable, functional cab interior features all-vinyl upholstered driver's seat in 70000s, full-width seat in 80000s.



Sturdy box-section framing around doors results in integrated assembly, reinforces and strengthens entire cab.



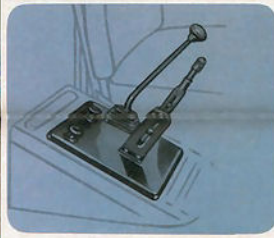
Adjustable steering column permits driver to select steering wheel angle providing maximum driving comfort.



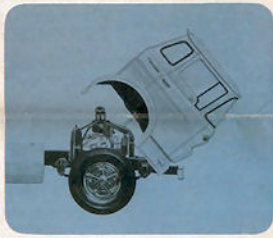
Large windshield, sloping hood assure exceptional down-front visibility. Tandem wipers sweep an extra-wide area.



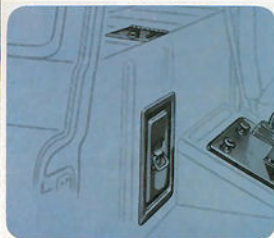
Tilt Cab WM 80000 Tandem



Stationary control island permits direct-acting linkage that's not affected by tilt feature. Controls stay in adjustment.



Engine and front suspension are completely exposed with cab tilted. Quick, easy maintenance. Locking is triple-safe.



No need to tilt cab for routine engine checks. There's easy access through hinged panels to check oil and water.



Roomy comfort for big men. Visibility, excellent. Vinyl upholstered driver's seat is standard. Companion seat available.

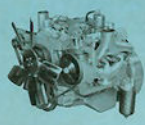
BEST CHOICE OF BIG TRUCK POWER IN CHEVY HISTORY!



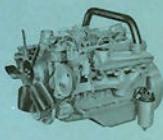
New High Torque 401-cu.-in. V6 — Gasoline, 237 hp, 372 ft.-lbs. of torque.



New High Torque 478-cu.-in. V6 — Gasoline, 254 hp, 442 ft.-lbs. of torque.



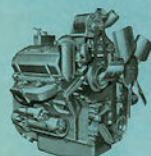
DH478 Diesel — Torq-Flow 4-cycle V6, 170 hp, 310 ft.-lbs. of torque.



New D637 Diesel — Torq-Flow 4-cycle V8, 195 hp, 450 ft.-lbs. of torque.



New DH637 Diesel — Torq-Flow 4-cycle V8, 220 hp, 458 ft.-lbs. of torque.



6V-53N Diesel — Chevy-GM-Detroit 2-cycle, 195 hp, 447 ft.-lbs. of torque.

WORKPOWER/'66:

CONVENTIONAL CAB MODELS

There's heavyweight hauling with plenty of big-truck stamina in single-rear-axle gasoline-powered C80 models. GVW ratings from 18,500 to 32,000 lbs. And GCW ratings up to 51,000 lbs., and in '66 Chevy introduces the new High Torque 366 V8 gasoline engine. This hi-cube power plant, with 220 hp and 345 ft.-lbs. of torque, is tough-muscled to move big loads and stay in top condition for the long pull. Backed by the standard Spicer 5-speed, a close-ratio 5-speed or the Allison fully automatic transmission, you're in command all the way. Front axle capacities up to 11,000 lbs. and single- or 2-speed rear axles up to 23,000 lbs. are available. Selection of five wheelbases.

C80 with special body



LOW CAB FORWARD MODELS

LCF models are available in the L80 Series with GVWs up to 32,000 lbs., GCWs to 51,000 lbs. Short 93¼-inch bumper-to-back-of-cab dimension gives you nearly an extra foot of load length within the same overall length — or shorter, more maneuverable unit length with same size body compared with conventional cab design. Specification choices are similar to conventional models. For example, large diaphragm-type vacuum booster brakes are standard, with air-hydraulic and full-air brakes available at your option. Standard cast-spoke wheels may be ordered. Or ask for 10-stud Budd-type disc wheels. L80 Series models come in three wheelbases: 133, 145 and 175 inches. These gasoline models are powered by the new hi-cube 366 V8.

L80 with van body



TILT CAB MODELS

Both gasoline- and diesel-powered units are available in 80 Series single-rear-axle tilt cab models. The T80 gasoline models, in your choice of 4 wheelbases, use the new 220 hp 366 V8. U80s, available in 2 wheelbases, are powered by the rugged 6V-53N Chevy-GM-Detroit Diesel rated at 195 hp. Ultra-short 72-inch bumper-to-back-of-cab dimension and Chevy's tilt design have many operator advantages. Greatest load length within a given overall length available in a Chevy truck; favorable front axle weight distribution with setback front axle; excellent driver visibility and maneuverability. Tilt feature provides engine accessibility second to none. GVWs up to 32,000 lbs., GCWs to 51,000 lbs.

T80 Tractor



SERIES 80 HEAVYWEIGHTS

Series 80: GVW ratings from 18,500 lbs. to 45,000 lbs., GCW ratings up to 51,000 lbs.



TANDEM MODELS

Chevy's M80 Series tandem now features the new 366-cu.-in. V8 gasoline engine. M80 conventional cab tandems come in three wheelbases, 157, 175 and 193 inches, with GVW ratings to 45,000 lbs. and a GCW rating of 51,000 lbs. Many extra-strength and stamina features, such as full-length frame reinforcement, power steering and big double-diaphragm brakes, are standard equipment. Eaton-Hendrickson dual-drive tandem axle can be ordered in 30,000- or 34,000-lb. capacities. Built-in inter-axle differential eliminates wheel fight. Differential lock-out switch permits fullest traction on soft terrain. If you're looking for a tough tandem at low cost, check the M80s.

M80 Tandem

1966 TRUCK SELECTOR

GVW Ratings from 10,000 to 48,000 lbs. GCW Ratings from 25,000 to 65,000 lbs.

Series	Engines		CA Dimension (in.)	Wheelbase (in.)	Maximum GVW Rating (lbs.)	Maximum GCW Rating (lbs.)
	Standard	Optional				
Stakes C50 9-ft. or 12-ft. body	250 Six	292 Six 283 V8	—	133-157	20,000	—
L50 12-ft. body	250 Six	292 Six 283 V8	—	145	20,000	—
105" BBC Conventional Chassis-Cab C50	250 Six	292 Six 283 V8	60-102	133-175	20,000	25,000
C60	292 Six	366 V8	60-124	133-175	24,000	42,000
M60 Tandem	292 Six	366 V8	84-120	157-193	30,000	35,000
C80	366 V8	366 V8	60-124	133-197	32,000	51,000
M80 Tandem	366 V8	366 V8	84-120	157-193	45,000	51,000
D50 Diesel	3-53N		60-124	133-175	20,000	25,000
Q50 Diesel	D351		60-124	133-197	20,000	25,000
D60 Diesel	4-53N		60-124	133-197	24,000	42,000
Q60 Diesel	D478	DH478	60-150	133-223	24,000	42,000
V60 Diesel Tandem	D478	DH478	84-120	157-193	30,000	35,000
X60 Diesel Tandem	4-53N		84-120	157-193	30,000	35,000
92¾" BBC Conventional Chassis-Cab						
HM70000	401 V6		60-150	127-217	32,000	60,000
JM70000	401 V6		84-102	151-169	32,000	60,000
HM80000	401 V6	478 V6	60-150	127-217	32,000	65,000
JM80000	401 V6	478 V6	84-143	151-210	48,000	65,000
HG70000 Diesel	DH478		60-150	127-217	32,000	45,000
JG70000 Diesel	DH478		84-143	151-210	45,000	45,000
HJ70000 Diesel	D637	DH637	72-84	139-151	32,000	65,000
JJ70000 Diesel	D637	DH637	84-143	151-210	45,000	65,000
HV70000 Diesel	6V-53N		72-84	139-151	32,000	55,000
JV70000 Diesel	6V-53N		84-143	151-210	45,000	55,000
LCF Chassis-Cab						
L50	250 Six	292 Six 283 V8	72-114	133-175	20,000	25,000
L60	292 Six	366 V8	72-136	133-197	24,000	42,000
L80	366 V8		72-114	133-175	32,000	51,000
Tilt Chassis-Cab						
T50	250 Six	292 Six 283 V8	70-148	97-175	20,000	25,000
T60	292 Six	366 V8	70-148	97-175	24,000	42,000
TM70000	401 V6		72-150	97-175	32,000	60,000
TM80000	401 V6	478 V6	73-138	98-163	32,000	65,000
WM80000 Tandem	401 V6	478 V6	97-115	112-158	48,000	65,000
N50 Diesel	D351		70-148	97-175	20,000	25,000
N60 Diesel	D478	DH478	72-150	97-175	24,000	42,000
Y60 Diesel	4-53N		72-150	97-175	24,000	42,000
U80 Diesel	6V-53N		72-84	97-109	32,000	51,000
TG70000	DH478		72-150	97-175	32,000	45,000
TJ70000	D637	DH637	72-84	97-109	32,000	65,000

**CHECK CHEVY'S LONG
STRONG LINE OF LIGHT-
DUTY TRUCKS FOR '66!**



C1534 Fleetside Pickup



C2509 Stake



Chevy-Van



Step-Van 7



C1405 Panel

**HERE'S CHEVY'S
BIG NEW COLOR
CHOICE FOR '66!**



Dark Aqua



Dark Blue



Light Blue



Dark Green



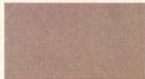
Light Green



Orange



Red



Saddle



Silver



Turquoise



Dark Yellow

Also available but
not shown are
black, gray, white
and off-white.

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