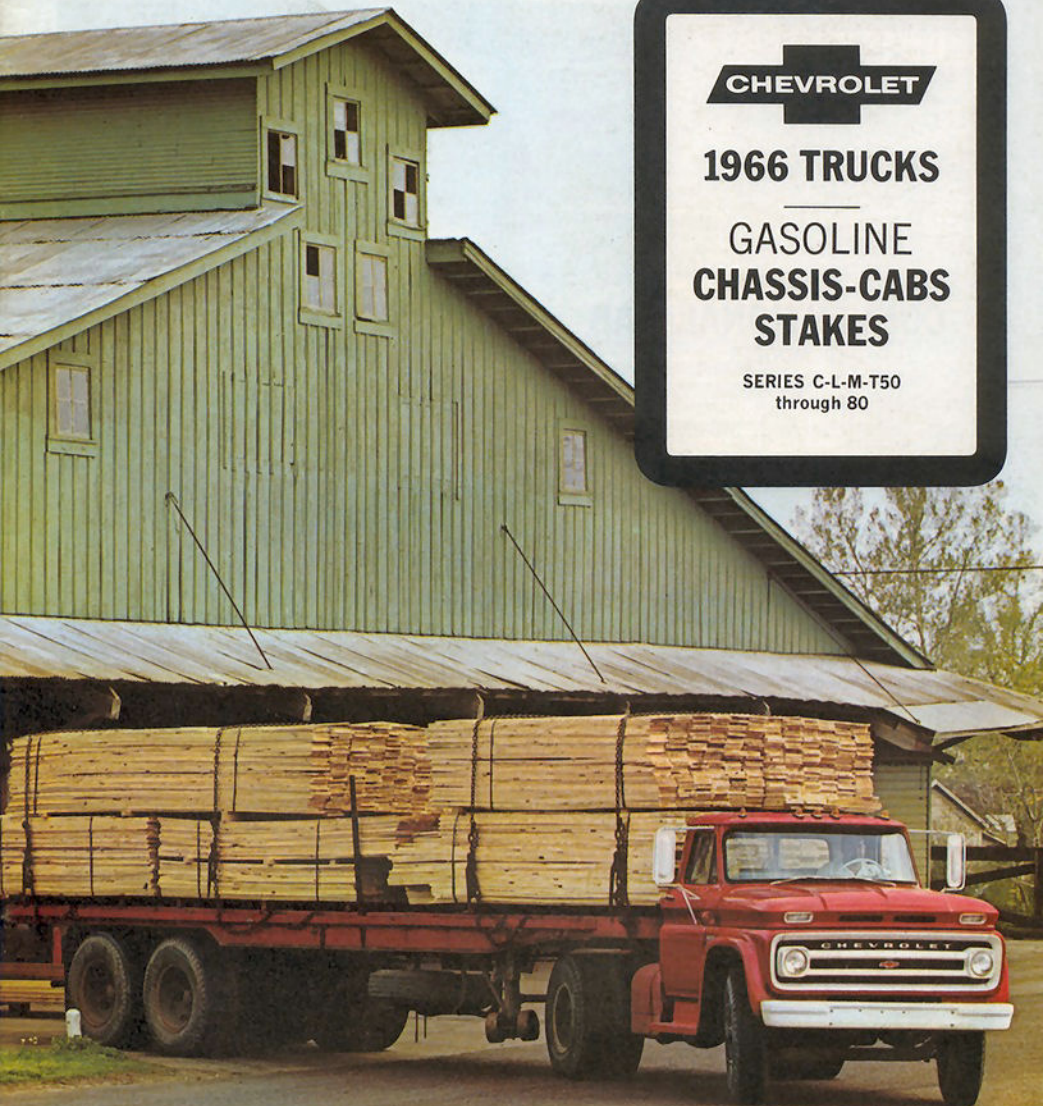




1966 TRUCKS

**GASOLINE
CHASSIS-CABS
STAKES**

**SERIES C-L-M-T50
through 80**

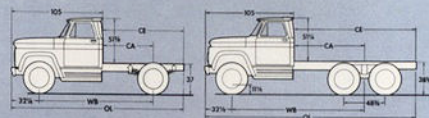


CONVENTIONAL CAB MODELS

Both single-rear-axle and tandem-rear-axle models are offered with the popular low-cost conventional-cab design. GVW ratings range from 10,001 lbs. in single-rear-axle models, and up to 45,000 lbs. in tandems. Tandem models are offered in two basic types—Series M60 trailing-axle tandems with GVW ratings to 30,000 lbs., and Series 80 dual-drive tandems with GVW ratings as high as 45,000 pounds. All three conventional-cab chassis types are available in a wide range of wheelbases, and can be equipped from a broad offering of engines, transmissions, axles and other components to handle a large variety of truck jobs at low cost.

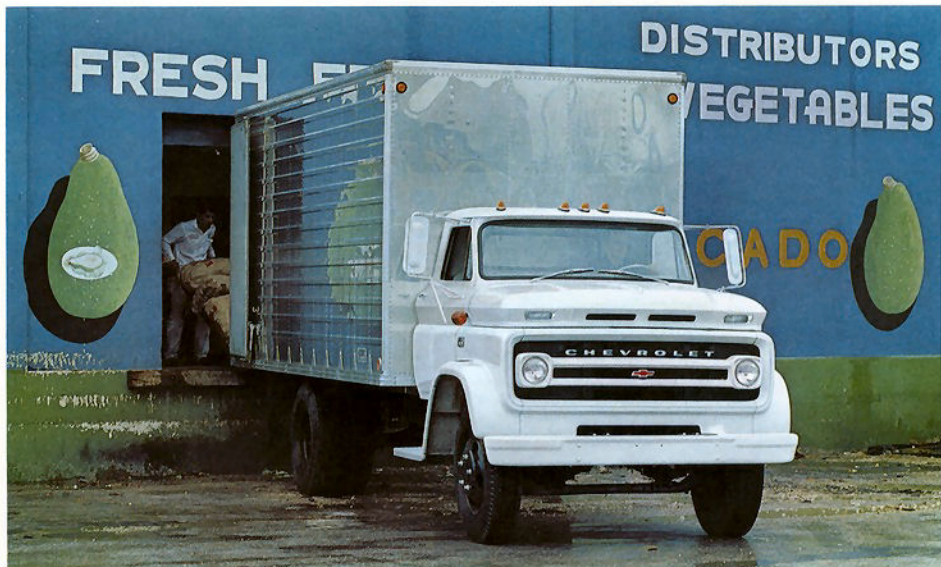


TRUCK SERIES	RANGE OF GVW RATINGS	GVW RATING
Single Rear Axle		
C50	10,001-20,000 lbs.	25,000 lbs.
C60	15,000-24,000 lbs.	42,000 lbs.
C80	18,500-32,000 lbs.	51,000 lbs.
Tandem Rear Axle		
M60	24,000-30,000 lbs.	35,000 lbs.
M80	30,000-45,000 lbs.	51,000 lbs.



DIMENSIONS

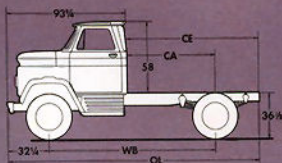
TRUCK MODELS	WB	CA	CE	OL
C51, C61, C8103	133"	60"	95"	200"
C52, C62, C8203	145"	72"	120"	225"
C53, C62, C8303	157"	84"	132"	237"
C55, C65, C8503	175"	102"	162"	267"
C68, C8803	197"	124"	226½"	331½"
M63, M8303	157"	84"	144"	249"
M65, M8503	175"	102"	174"	279"
M68, M8803	193"	120"	204"	309"



LOW-CAB FORWARD MODELS

Three Series (L50, L60, L80) offer single-rear-axle models with low-cab-forward (LCF) design. Length from bumper to back of cab is 93¼ inches, nearly a foot less than on conventional cab models. This gives more load space with the same wheelbase, or less overall length with the same body size. In addition, LCF design gives tighter turning and easier handling, plus better driver visibility because of the higher, more forward driving position. LCF models are available in a choice of five wheelbases. With the same wide range of components offered by their conventional counterparts, LCF models are well suited to numerous truck and tractor applications.

TRUCK SERIES	RANGE OF GVW RATINGS	GCW RATING
L50	10,001-20,000 lbs.	25,000 lbs.
L60	15,000-24,000 lbs.	42,000 lbs.
L80	18,500-32,000 lbs.	51,000 lbs.



DIMENSIONS

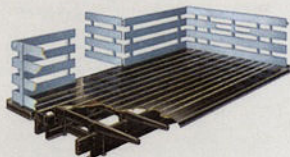
TRUCK MODELS	WB	CA	CE	OL
L52, L62, L8203	133"	72"	107"	200"
L53, L63, L8303	145"	84"	132"	225"
L6503	169"	108"	168"	261"
L56, L66, L8603	175"	114"	174"	267"
L6903	197"	136"	238"	331½"



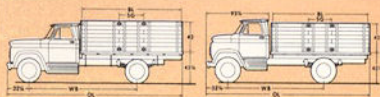
STAKE MODELS

For big-payload general-purpose hauling, three stake models are offered—conventional cab models with either 9-ft. or 12-ft. stake body, and an LCF model with 12-ft. stake body. Heavy planked platforms and hardwood stake racks are built for minimum upkeep and long life. Swinging side gates on 12-ft. bodies. All stake models are Series 50 trucks with GVW ratings extending from 10,001 lbs. to 20,000 pounds.

In addition to regularly offered stake models, both 9-ft. and 12-ft. stake bodies can be ordered as optional equipment for conventional chassis-cabs in Series 60 and 80. A 12-ft. stake body is also available for LCF chassis-cabs in Series 60 and 80.



Heavy platform planking is well reinforced for extra durability. There are heavy steel skid strips, a smooth steel rub rail all around, plus steel-lined stake pockets. Sub-structure includes heavy wood cross sills, plus deep longitudinal sills resting on the truck frame. Hardwood racks are smoothly finished, and hardware is recessed to leave interior snag-free. Swinging side gates are used on 12-ft. bodies to give easier access to the large load area.



Series C50

Series L50

DIMENSIONS

MODELS	WB	OL	BL	SG
C5109	133"	222"	9 ft.	none
C5309	157"	257"	12 ft.	35"
L5309	145"	245"	12 ft.	35"

CAB FEATURES

CONVENTIONAL AND LCF

Full-width seats are standard in all cabs, but split seats are used in tandems equipped with auxiliary transmissions in order to accommodate the shift lever. Heavy insulation and double-walled construction in critical areas give exceptional quiet and comfort. All cabs include seat belts for driver and passenger, driver's sunshade, left door lock, heavy rubber floor mat, dome light and hooded non-glare instrument panel. To tailor your cab to your own preferences, there is available a large selection of factory-installed equipment, including air conditioning, a custom comfort option, Soft-Ray glass, heater and defroster and Full-View rear window. Ask your Chevrolet dealer for full information about these items as well as the dealer-installed accessories mentioned below.



STANDARD CAB—Deep-cushioned seat is upholstered in easy-to-clean vinyl. A full-depth foam seat with vinyl upholstery is also available, as well as an adjustable Bostrom Level-Ride seat.



FULL-DEPTH FOAM SEAT—Construction of full-depth foam seat (not offered for split-seat tandems) is shown with standard vinyl upholstery. Similar construction with fabric and vinyl upholstery is included in Custom Comfort Option offered for all cabs.

CUSTOM FEATURE ACCESSORIES—Many dealer-installed accessories are offered to provide extra comfort, convenience and safety. Included are items such as grille guards, cab clearance lights, special mirrors and mud flaps. Your Chevrolet dealer can give you full information about these and the many other Custom Feature Accessories which are offered.



CAB WITH CUSTOM COMFORT OPTION—A custom comfort option is available which includes a full-depth foam seat upholstered in a handsome fabric with vinyl trim, driver's armrest, right and left door locks, cigarette lighter and passenger's sunshade.

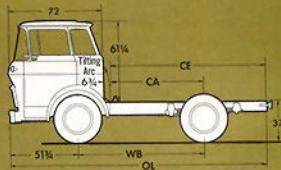




TILT CAB MODELS

Tilt cab models of single-rear-axle design are offered in three Series (T50, T60, T80) to cover the GVW range from 10,001 lbs. to 32,000 pounds. With a bumper-to-back-of-cab dimension of only 72 inches, this is the shortest cab offered by Chevrolet. With set-back front axle, short-cab design gives the maximum in driver visibility, maneuverability, favorable front-rear weight distribution, plus engine accessibility second to none. Tractor models permit the use of semi-trailers up to 42 feet in length in 50-ft. States, and longer wheelbases are suitable for the installation of bodies up to 24 feet in length.

TRUCK SERIES	RANGE OF GVW RATINGS	GCW RATING
T50	10,001-20,000 lbs.	25,000 lbs.
T60	15,000-24,000 lbs.	42,000 lbs.
T80	18,500-32,000 lbs.	51,000 lbs.

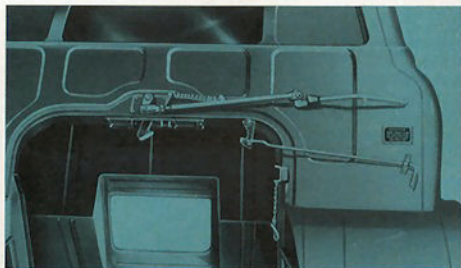


DIMENSIONS

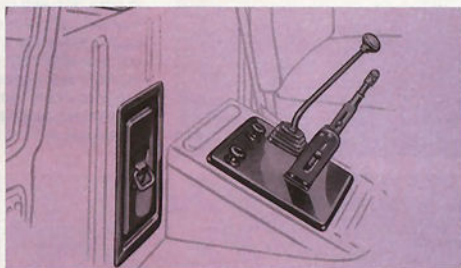
TRUCK MODELS	WB	CA	CE	OL
T52, T62, T8203	97"	70 $\frac{1}{4}$ "	118 $\frac{1}{4}$ "	196 $\frac{3}{4}$ "
T53, T63, T8303	109"	82 $\frac{1}{4}$ "	130 $\frac{1}{4}$ "	208 $\frac{3}{4}$ "
T56, T66, T8603	133"	106 $\frac{1}{4}$ "	166 $\frac{1}{4}$ "	244 $\frac{3}{4}$ "
T58, T68, T8803	145"	118 $\frac{1}{4}$ "	178 $\frac{1}{4}$ "	256 $\frac{3}{4}$ "
T59, T6903	175"	148 $\frac{1}{4}$ "	241 $\frac{1}{4}$ "	319 $\frac{3}{4}$ "

TILT CAB FEATURES

There's head and leg room to spare for the biggest drivers in the spacious Chevrolet tilt cab. A comfortable driver's seat with seat belt and durable vinyl upholstery is standard. A 2-man companion seat with matching upholstery can also be ordered. Other standard features are a dome lamp, heavy rubber floor mat, driver's sunshade, non-glare instrument cluster, and large 2-section windshield with 18-inch electric wipers. A high-level ventilation system is built in for all-weather comfort. Equipment which can be ordered to equip your tilt cab to your own preferences includes Soft-Ray glass, Bostrom Level-Ride driver's seat, heater and defroster, and right door lock.

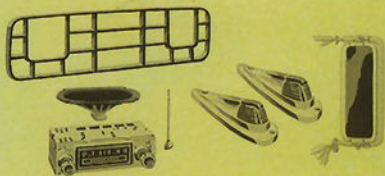


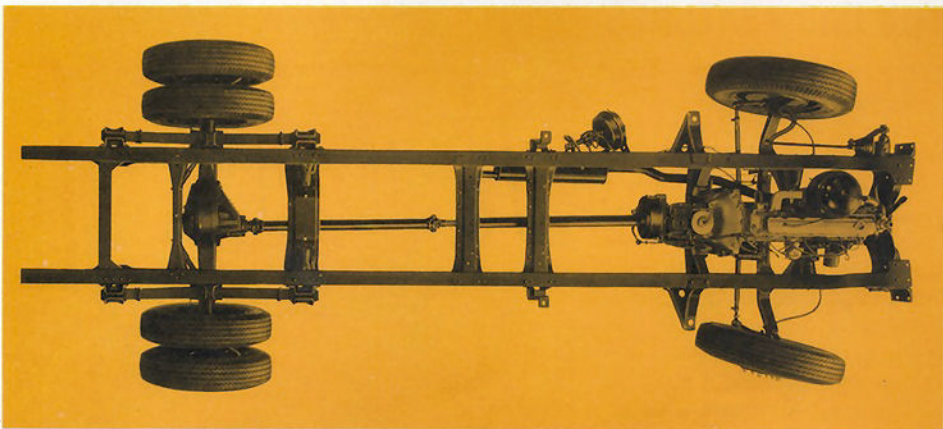
Triple-safe locking system anchors cab, but also allows quick release for tilting. With cab tilted, engine and front-end components are fully exposed to simplify servicing. For routine oil and water checking, access panels inside cab make tilting unnecessary.



Gearshift and other control linkages stay in adjustment because they are mounted on a stationary control island which does not move when the cab is tilted for servicing. Controls include gearshift lever, hand brake, choke and ignition switch.

CUSTOM FEATURE ACCESSORIES—Many dealer-installed accessories are offered to provide extra comfort, convenience and safety. Included are such items as cab clearance lights, special mirrors, mud flaps and passenger's sunshade.





CHASSIS FEATURES

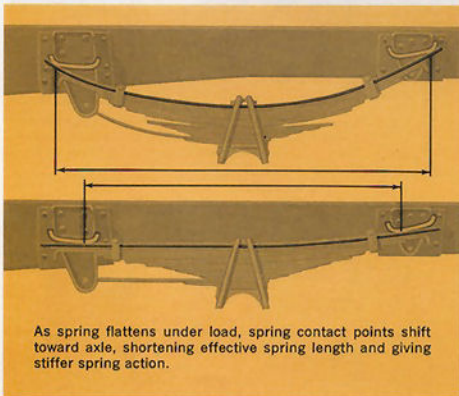
SINGLE-REAR-AXLE MODELS

Detailed availability of various components is shown in the transmission chart below and in the *Specifications* chart, page 14.

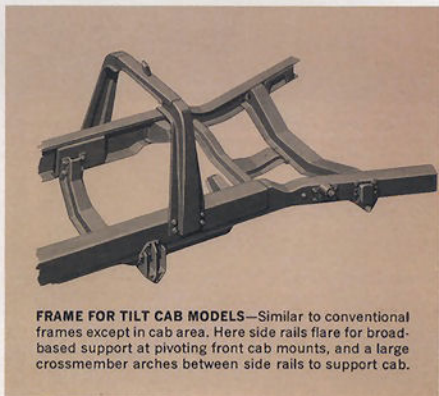
VARIABLE-RATE SPRINGS—Front and rear variable-rate springs give the best in both ride and reserve load capacity. You get soft spring action under light loads, plus extra stiffness as loads increase—easy ride and maximum load capacity from one set of springs. And you also get a flatter, more level ride for greater stability and easier, safer handling.

LADDER-TYPE FRAME—Heavy-gauge channel side rails are joined by alligator-jaw crossmembers to form a solid chassis foundation. Additional crossmembers put extra strength into areas of high stress. For Series 60 and 80 models, inverted L-section reinforcements can be ordered. Series 60 and 80 models can also be ordered with a frame of special high-tensile steel.

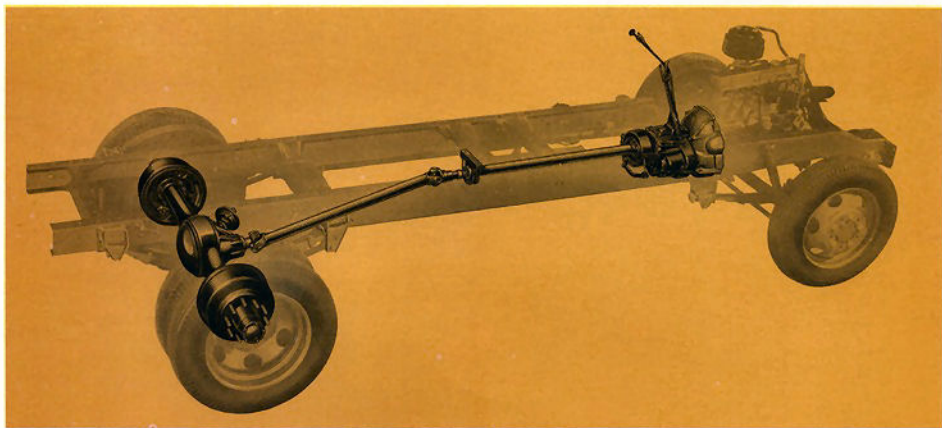
TRANSMISSIONS—Standard transmissions are a Chevrolet 4-speed for Series 50 and 60, a Spicer 5-speed for Series



As spring flattens under load, spring contact points shift toward axle, shortening effective spring length and giving stiffer spring action.



FRAME FOR TILT CAB MODELS—Similar to conventional frames except in cab area. Here side rails flare for broad-based support at pivoting front cab mounts, and a large crossmember arches between side rails to support cab.



80. A variety of New Process, Clark and Spicer transmissions are also available in both standard and close-ratio as well as the big 6-speed Allison automatic. Transmissions to fit nearly every truck need.

CLUTCHES—11-inch-diameter clutches are of diaphragm-spring design, while 12- and 13-inch units are of coil-spring design—each size torque-engineered to its type of duty.

DRIVE SHAFT—Precision-balanced tubular drive shafts and universal joints run true and smooth. Two- and three-piece shafts employ rubber-

cushioned self-aligning intermediate bearings.

FRONT AXLES—Drop-forged steel axles with I-beam section are used on all models. Capacities range from 4,000 to 11,000 pounds.

REAR AXLES—Both single- and 2-speed axles are available for all truck Series. Chevrolet axles employ hypoid gearing, while spiral-bevel drive gears are used in Eaton axles. Both types have straddle-mounted pinions and 4-pinion differentials.

BRAKES—High-capacity hydraulic systems are standard on all models, and

Series 50 and 60 feature self-adjusting brake shoe assemblies. Large diaphragm-type vacuum boosters are standard on Series 60 and 80, also available for Series 50. Both air-hydraulic and full-air systems are offered for Series 60 and 80.

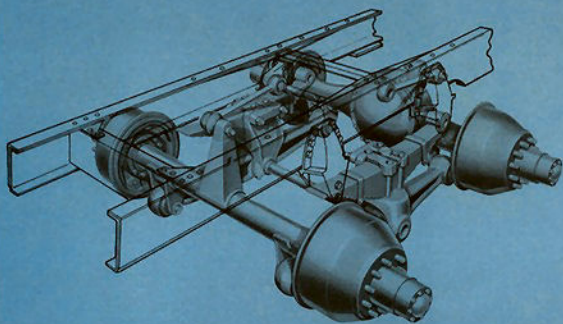
WHEELS AND TIRES—Chevrolet disc wheels are standard on Series 50 and 60. Cast-spoke wheels are standard on Series 80, and offered for Series 60. Ten-stud Budd-type disc wheels are also offered for Series 60 and 80. Tires are offered in a wide range of sizes and tread types to meet nearly every need.

TRANSMISSIONS

MAKE	CHEVROLET	NEW PROCESS 435	NEW PROCESS 540C	CLARK 2653V	CLARK 2622V ▲	SPICER 3152F	SPICER 3152A ▲	ALLISON AUTO-MATIC ●
Truck Series Available	50*, 60*	50, 60	60	60	60	60, 80*	60, 80	60, 80
Gear Ratios								
1st	7.06	6.68	7.41	7.08	7.08	7.07	6.00	5.29
2nd	3.58	3.34	4.05	4.08	4.08	3.90	3.31	3.81
3rd	1.71	1.66	2.40	2.23	2.10	2.22	1.94	2.69
4th	1.00	1.00	1.48	1.46	1.17	1.37	1.16	1.94
5th	—	—	1.00	1.00	1.00	1.00	1.00	1.39
6th	—	—	—	—	—	—	—	1.00
Rev	6.78	8.26	7.85	6.73	7.20	6.96	5.90	6.04

*Standard equipment ▲Close-Ratio

●Ratios shown are multiplied up to 2.8 times for Allison Automatic through torque converter action.



CHEVROLET-HENDRICKSON TRAILING-AXLE BOGIES

Series M60 tandem models employ a Chevrolet-Hendrickson bogie of 28,000 lbs. capacity. It consists of a forward driving axle and a tubular-beam trailing axle in a Hendrickson walking-beam suspension system. Standard drive axle has hypoid pinion and ring gear with 7.20 ratio. Also available for added operating versatility is a Chevrolet 2-speed drive axle.

CHASSIS FEATURES

TANDEM-REAR-AXLE MODELS

Besides the use of tandem bogies, there are other differences which distinguish tandem chassis from single-rear-axle chassis. All tandems employ frames with full-length reinforcements; a larger double-diaphragm vacuum brake booster is standard on tandems; power steering is standard on M80 tandems; a Spicer auxiliary transmission is offered for M80 tandems. In most other respects—front suspension design, availability of engines, brakes, etc.—tandem chassis parallel their single-rear-axle counterparts.



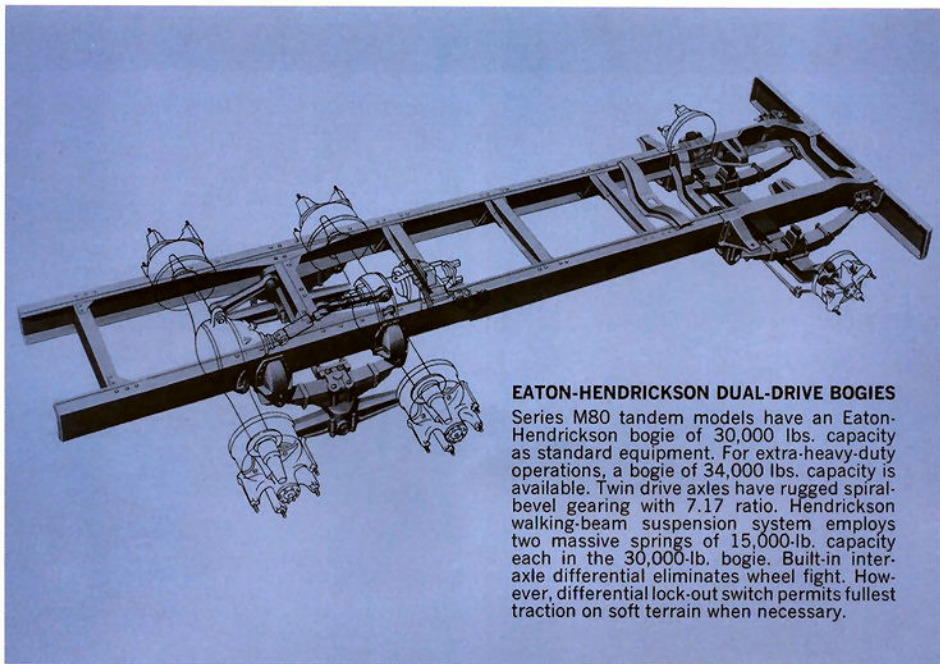
REINFORCED FRAMES—Frames on all tandem models include heavy full-length reinforcements—full channel section in the important mid-frame area, and inverted L-section from there to the end of the frame.

TRANSMISSIONS

MAKE	CHEVROLET	NEW PROCESS 435	NEW PROCESS 540C	CLARK 2653V	CLARK 2622V	SPICER 3152F	SPICER 3152A	SPICER AUXILIARY 6041	ALLISON AUTOMATIC ●
Truck Series Available	60*	60	60	60	60	60, 80*	60	80	80
Gear Ratios									
1st	7.06	6.68	7.41	7.08	7.08	7.07	6.00	2.14	5.29
2nd	3.58	3.34	4.05	4.08	4.08	3.90	3.31	1.24	3.81
3rd	1.71	1.66	2.40	2.23	2.10	2.22	1.94	1.00	2.69
4th	1.00	1.00	1.48	1.46	1.17	1.37	1.16	0.86	1.94
5th	—	—	1.00	1.00	1.00	1.00	1.00	—	1.39
6th	—	—	—	—	—	—	—	—	1.00
Rev.	6.78	8.26	7.85	6.73	7.20	6.96	5.90	—	6.04

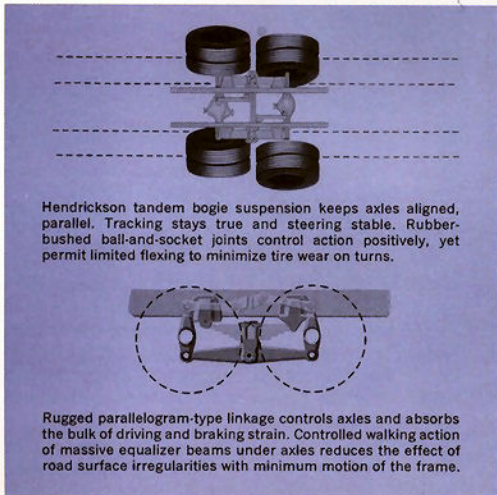
*Standard equipment

●Ratios shown are multiplied up to 3.5 times (2.8 times when auxiliary transmission is used) through torque converter action.



EATON-HENDRICKSON DUAL-DRIVE BOGIES

Series M80 tandem models have an Eaton-Hendrickson bogie of 30,000 lbs. capacity as standard equipment. For extra-heavy-duty operations, a bogie of 34,000 lbs. capacity is available. Twin drive axles have rugged spiral-bevel gearing with 7.17 ratio. Hendrickson walking-beam suspension system employs two massive springs of 15,000-lb. capacity each in the 30,000-lb. bogie. Built-in inter-axle differential eliminates wheel fight. However, differential lock-out switch permits fullest traction on soft terrain when necessary.



Hendrickson tandem bogie suspension keeps axles aligned, parallel. Tracking stays true and steering stable. Rubber-bushed ball-and-socket joints control action positively, yet permit limited flexing to minimize tire wear on turns.

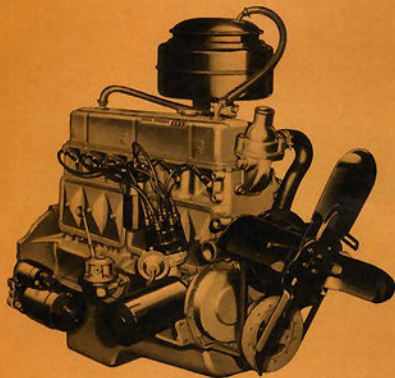
Rugged parallelogram-type linkage controls axles and absorbs the bulk of driving and braking strain. Controlled walking action of massive equalizer beams under axles reduces the effect of road surface irregularities with minimum motion of the frame.

MAIN TRANSMISSIONS—Manual transmissions are standard in all tandem models—Chevrolet 4-speed for Series M60, Spicer 5-speed for Series M80. In addition, as shown in the transmission chart on the facing page, a large number of other transmissions are also offered, including the 6-speed Allison automatic for M80 tandems.

AUXILIARY TRANSMISSIONS—For Series M80 tandems a 4-speed Spicer auxiliary transmission is offered. This transmission may be used in conjunction with either a 5-speed Spicer main transmission or the 6-speed Allison automatic. When an auxiliary transmission is ordered, the truck cab is equipped with split seats to accommodate the gearshift lever for the auxiliary transmission.

HIGH TORQUE ENGINES

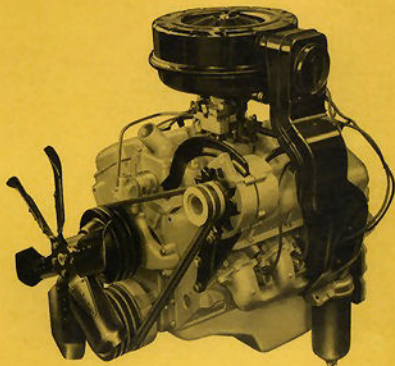
SIXES



250 SIX—Standard engine for Series 50 has gross rating of 150 horsepower.

292 SIX—Standard engine for Series 60 is also available for Series 50. Gross rating of 170 horsepower.

V8s



283 V8—Offered for extra performance in Series 50 trucks. Gross rating of 175 horsepower.

366 V8—Standard engine for Series 80 is also available for Series 60. Gross rating of 220 horsepower.

ENGINE DESIGN FEATURES

Valve-in-head design features big valves, smooth porting for top performance and fuel economy. **Alloy steel valves** designed to withstand high temperatures of big-truck service. **Hydraulic lifters and lightweight aero-type rocker arms** provide efficient valve action at all speeds. **Automatic exhaust valve rotators** in 292 Six, 283 V8 and 366 V8. **Aluminum alloy pistons** have cast-in steel struts to control thermal expansion. **Chromed top compression rings** smooth break-in, reduce wear. Top ring grooves are steel-belted in 292

Six, 283 V8 and 366 V8. **Precision-cast cylinder heads and blocks** of alloy iron are high in rigidity, low in dead weight. Full-controlled expansion. **Rugged crankshafts** feature seven main bearings in Sixes, five main bearings in V8s, plus substantial journal overlap for extra rigidity. **Positive full-pressure lubrication** maintains protective oil film between critical moving parts under all operating conditions. **Full-flow oil filters** on all engines. **Positive crankcase ventilation** in all engines removes and neutralizes harmful crankcase fumes.

ENGINE SPECIFICATIONS AND PERFORMANCE DATA

	250 SIX	292 SIX	283 V8	366 V8
Piston displacement (cu. in.)	250	292	283	366
Bore x stroke (in.)	3 $\frac{7}{8}$ x 3 $\frac{1}{2}$ $\frac{3}{32}$	3 $\frac{7}{8}$ x 4 $\frac{1}{8}$	3 $\frac{7}{8}$ x 3	3 $\frac{1}{2}$ $\frac{1}{16}$ x 3 $\frac{3}{4}$
Compression ratio	8.5	8.0	9.0	8.0
Gross horsepower @ rpm	150 @ 4200	170 @ 4000	175 @ 4400	220 @ 4000
Net horsepower @ rpm	125 @ 3800	153 @ 3600	145 @ 4200	185 @ 4000
Gross torque (ft.-lbs.) @ rpm	235 @ 1600	275 @ 1600	275 @ 2400	345 @ 2400
Net torque (ft.-lbs.) @ rpm	220 @ 1600	255 @ 2400	245 @ 2000	315 @ 2200

ENGINE, TRANSMISSION & REAR AXLE COMBINATIONS

SERIES	ENGINES	TRANSMISSIONS	REAR AXLES	
			MAKE & CAPACITY	RATIOS
C50 L50 T50	250 SIX 292 SIX 283 V8	CHEVROLET 4-SPEED †NEW PROCESS 4-SPEED	CHEVROLET 11,000 LBS.	6.17
			CHEVROLET 13,500 LBS.	6.40
			CHEVROLET 15,000 LBS.	7.20
			CHEVROLET 15,000 LBS. 2-SPEED	6.50/8.85
■ C60 ■ L60 ■ T60	292 SIX 366 V8	*CHEVROLET 4-SPEED *NEW PROCESS 4-SPEED **NEW PROCESS 5-SPEED CLARK 2653V 5-SPEED CLARK 2622V 5-SPEED CR SPICER 3152F 5-SPEED SPICER 3152A 5-SPEED CR ***ALLISON AUTOMATIC 6-SPEED	CHEVROLET 15,000 LBS.	7.20
			CHEVROLET 15,000 LBS. 2-SPEED	6.50/8.85
			CHEVROLET 17,000 LBS.	7.20
			CHEVROLET 17,000 LBS. 2-SPEED	6.50/8.85
				7.17/9.76
M60	292 SIX 366 V8	*CHEVROLET 4-SPEED *NEW PROCESS 4-SPEED **NEW PROCESS 5-SPEED CLARK 2653V 5-SPEED CLARK 2622V 5-SPEED CR SPICER 3152F 5-SPEED SPICER 3152A 5-SPEED CR	CHEVROLET-HENDRICKSON 28,000 LBS.	7.20
			CHEVROLET-HENDRICKSON 28,000 LBS. 2-SPEED	6.50/8.85
C80 L80 T80	366 V8	SPICER 3152F 5-SPEED SPICER 3152A 5-SPEED CR ‡ALLISON AUTOMATIC 6-SPEED	EATON 18,500 LBS.	7.17
			EATON 18,500 LBS. 2-SPEED	6.50/8.87
			EATON 23,000 LBS.	7.17/9.77
			EATON 23,000 LBS. 2-SPEED	6.67
		6.71/9.14		
M80	366 V8	SPICER 3152F 5-SPEED ALLISON AUTOMATIC 6-SPEED SPICER 6041 4-SPEED AUX.	EATON-HENDRICKSON 30,000 LBS.	7.17
			EATON-HENDRICKSON 34,000 LBS.	7.17

†Not available on the T50.

*Not available with the 366 V8.

**Used only with the 292 Six.

***Not available on L and T60 models.

‡Not available on L80 models.

§Includes series 60-H models.

SPECIFICATIONS

SERIES	C & L50		T50		C & L60		T60		
GVW RATINGS	10,000 TO 20,000 LBS.				15,000 TO 24,000 LBS.				
GCW RATINGS	25,000 LBS.				42,000 LBS.				
	STANDARD	OPTIONAL	STANDARD	OPTIONAL	STANDARD	OPTIONAL	STANDARD	OPTIONAL	
FRONT SUSPENSION	AXLE—TYPE	I-BEAM							
	—CAP. (LBS.)	4000	5000	5000	—	5000	7000	5000	7000
	—CAP. (LBS.)								
	SPRINGS—TYPE	VARIABLE-RATE LEAF							
	—CAP. (LBS.)	2000	3000	3000	4000	3000	3500	3000	3500
	—CAP. (LBS.)						4000		4000
—CAP. (LBS.)						4500		4500	
SHOCK ABSORBERS		OPTIONAL		OPTIONAL		OPTIONAL		OPTIONAL	
REAR SUSPENSION	AXLE—TYPE	FULL-FLOATING							
	—CAP. (LBS.)	11,000	13,500	11,000	13,500	15,000	15,000 2-SPD.	15,000	15,000 2-SPD.
	RATIO	6.17	6.40	6.17	6.40	7.20	6.50/8.85	7.20	6.50/8.85
	RATIO								
	—CAP. (LBS.)		15,000		15,000		17,000		17,000
	RATIO		7.20		7.20		7.20		7.20
	—CAP. (LBS.)		15,000 2-SPD.		15,000 2-SPD.		17,000 2-SPD.		17,000 2-SPD.
	RATIO		6.50/8.85		6.50/8.85		6.50/8.85		6.50/8.85
	RATIO						7.17/9.76		7.17/9.76
	SPRINGS—TYPE	VARIABLE-RATE LEAF							
	—CAP. (LBS.)	5500	7500	5500	7500		8750	7500	8750
	—CAP. (LBS.)		8750		8750		9200		9200
	—CAP. (LBS.)						10,400		10,400
	—CAP. (LBS.)						11,500		11,500
SHOCK ABSORBERS		OPTIONAL		OPTIONAL		OPTIONAL		OPTIONAL	
ENGINE		250 SIX	292 SIX	250 SIX	292 SIX	292 SIX	366 V8	292 SIX	366 V8
			283 V8		283 V8				
	CLUTCH—DIA. (IN.)	11	12	11	12	12	13	12	13
	—AREA (SQ. IN.)	124	150	124	150	150	178	150	178
	OIL FILTER—TYPE	FULL-FLOW							
	—CAP. (QTS.)	1		1		1	2	1	2
FUEL TANK—CAP. (GALS.)	18.5	21	18		18.5	21		18	
TRANSMISSIONS		CHEV. 4-SPD.	NP 4-SPD.	CHEV. 4-SPD.		CHEV. 4-SPD.		CHEV. 4-SPD.	NP 4-SPD.
							NP 5-SPD.		NP 5-SPD.
							CLK 5-SPD.		CLK 5-SPD.
							CLK 5-SPD. CR		CLK 5-SPD. CR
							SP 5-SPD.		SP 5-SPD.
							SP 5-SPD. CR		SP 5-SPD. CR
BRAKES	A SERVICE—TYPE	HYD.	VAC. HYD.	HYD.	VAC. HYD.	VAC. HYD.		VAC. HYD.	
	BOOSTER SIZE (IN.)		11		11		12 $\frac{1}{2}$		12 $\frac{1}{2}$
	VACUUM RESERVE TANK		OPTIONAL		OPTIONAL		OPTIONAL		OPTIONAL
	SERVICE—TYPE						AIR-HYD.		FULL-AIR
ELECTRICAL	BATTERY	53 AMP.-HR.	70 AMP.-HR.	53 AMP.-HR.	70 AMP.-HR.	61 AMP.-HR.	70 AMP.-HR.	61 AMP.-HR.	70 AMP.-HR.
	GENERATOR	37 AMP.	42, 61, 62	37 AMP.	42, 61, 62	37 AMP.	42, 61, 62	37 AMP.	42, 61, 62
FRAME	SECTION MODULUS	9.38		10.59		9.38		10.59	
	W/REINFORCEMENTS						18.91		15.95
WHEELS & TIRES	DISC WHEELS—RIM WIDTH	5.25"	6.00", 6.75" 5.0", 6.0" 6.5"	5.25"	6.00", 6.75" 5.0", 6.0" 6.5"	6.00"	6.75", 6.0" 6.5", 7.0"	6.00"	6.75", 6.0" 6.5", 7.0"
	CAST WHEELS—RIM WIDTH						6.00", 6.75" 7.50", 6.0" 6.5", 7.0"		6.00", 6.75" 7.50", 6.0" 6.5", 7.0"
	TUBELESS TIRES—SIZES	7-22.5	8-22.5 9-22.5 10-22.5	7-22.5	8-22.5 9-22.5 10-22.5	8-22.5	9-22.5 10-22.5	8-22.5	9-22.5 10-22.5
	TUBE-TYPE TIRES—SIZES		7.00-20 7.50-20 8.25-20 9.00-20		7.00-20 7.50-20 8.25-20 9.00-20		7.50-20 8.25-20 9.00-20 10.00-20		7.50-20 8.25-20 9.00-20 10.00-20

▲ Brake lining areas vary with axles—from 381 to 642 sq. in. on single axles; 633 to 1085 sq. in. on tandem axles. ■ Not available on L models. Equipment shown in black optional at extra cost.

SPECIFICATIONS

M60 TANDEM		C & L80		T80		M80 TANDEM		SERIES
24,000 TO 30,000 LBS.		18,500 TO 32,000 LBS.		30,000 TO 45,000 LBS.				GVW RATINGS
35,000 LBS.		51,000 LBS.						GCW RATINGS
STANDARD	OPTIONAL	STANDARD	OPTIONAL	STANDARD	OPTIONAL	STANDARD	OPTIONAL	
I-BEAM								AXLE—TYPE
5000	7000	7000	9000	7000	9000	7000	9000	—CAP. (LBS.)
			11,000		11,000		11,000	—CAP. (LBS.)
VARIABLE-RATE LEAF								SPRINGS—TYPE
4000	4500	3500	4500	3500	4500	4500	5500	—CAP. (LBS.)
			5500		5500		7000	—CAP. (LBS.)
			7000		7000			—CAP. (LBS.)
	OPTIONAL		OPTIONAL		OPTIONAL		OPTIONAL	SHOCK ABSORBERS
FULL-FLOATING								AXLE—TYPE
28,000	28,000 2-SPD.	18,500	18,500 2-SPD.	18,500	18,500 2-SPD.	30,000	34,000	—CAP. (LBS.)
7.20	6.50/8.85	7.17	6.50/8.87	7.17	6.50/8.87	7.17	7.17	RATIO
			7.17/9.77		7.17/9.77			RATIO
			23,000		23,000			—CAP. (LBS.)
			6.67		6.67			RATIO
			23,000 2-SPD.		23,000 2-SPD.			—CAP. (LBS.)
			6.71/9.13		6.71/9.13			RATIO
VARIABLE-RATE LEAF								SPRINGS—TYPE
15,000	17,250	9200	10,400	9200	10,400	17,250	19,500	—CAP. (LBS.)
			11,500		11,500			—CAP. (LBS.)
								—CAP. (LBS.)
								—CAP. (LBS.)
			OPTIONAL		OPTIONAL			SHOCK ABSORBERS
292 SIX	366 V8	366 V8		366 V8		366 V8		ENGINE
12	13	13		13		13		CLUTCH—DIA. (IN.)
150	178	178		178		178		—AREA (SQ. IN.)
FULL-FLOW								OIL FILTER—TYPE
1	2	2		2		2		—CAP. (QTS.)
18.5	21	21		18		21		FUEL TANK—CAP. (GALS.)
CHEV. 4-SPD.	NP 4-SPD. NP 5-SPD. CLK. 5-SPD. CLK. 5-SPD. CR SP 5-SPD. SP 5-SPD. CR	SP 5-SPD.	SP 5-SPD. CR #6-SPD. AUTO.	SP 5-SPD.	SP 5-SPD. CR 6-SPD. AUTO.	SP 5-SPD.	6-SPD. AUTO. SP 4-SPD. AUX	TRANSMISSIONS
VAC.-HYD.	12% OPTIONAL AIR-HYD.	VAC.-HYD.	12% OPTIONAL AIR-HYD. FULL-AIR	VAC.-HYD.	12% OPTIONAL AIR-HYD. FULL-AIR	VAC.-HYD.	12% OPTIONAL AIR-HYD. FULL-AIR	BRAKES
61 AMP.-HR. 37 AMP. 23.34	70 AMP.-HR. 42, 61, 62	53 AMP.-HR. 37 AMP. 11.80	70 AMP.-HR. 42, 61, 62 11.80	53 AMP.-HR. 37 AMP. 10.59	70 AMP.-HR. 42, 61, 62 10.59	53 AMP.-HR. 37 AMP. 23.34	70 AMP.-HR. 42, 61, 62	ELECTRICAL
SECTION MODULUS								FRAME
W/REINFORCEMENTS								WHEELS & TIRES
6.00"	6.75" 6.0" 6.5" 6.75" 6.5"	6.75"	7.50" 7.0" 7.5" 7.50" 6.5", 7.0"	6.75"	7.50" 7.0" 7.0" 7.50" 6.5", 7.0"	6.75"	6.75" 6.5" 7.0" 6.5" 7.0"	DISC WHEELS—RIM WIDTH
CAST WHEELS—RIM WIDTH								TIRES
8-22.5	9-22.5 10-22.5		9-22.5 10-22.5		9-22.5 10-22.5		9-22.5 10-22.5	TUBELESS TIRES—SIZES
	7.50-20 8.25-20 9.00-20	8.25-20	9.00-20 10.00-20 11.00-20	8.25-20	9.00-20 10.00-20 11.00-20	8.25-20	9.00-20 10.00-20	TUBE-TYPE TIRES—SIZES

CHEVROLET GASOLINE TRUCK MODELS



Chassis with conventional 105-inch cabs are offered in three series. Ratings to 32,000 lbs. GVW and 51,000 lbs. GCW. Five wheelbases.



Chassis with LCF 93-inch cabs offered in three series. GVW ratings to 32,000 lbs., GCW ratings to 51,000 pounds. Five wheelbases.



Chassis with short 72-inch tilt cabs offered in three series. GVW ratings to 32,000 lbs., GCW ratings to 51,000 pounds. Five wheelbases.



Tandems with conventional cabs are of two types — trailing-axle tandems to 30,000 lbs. GVW and dual-drive tandems to 45,000 lbs.

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