



**1966 TRUCKS**

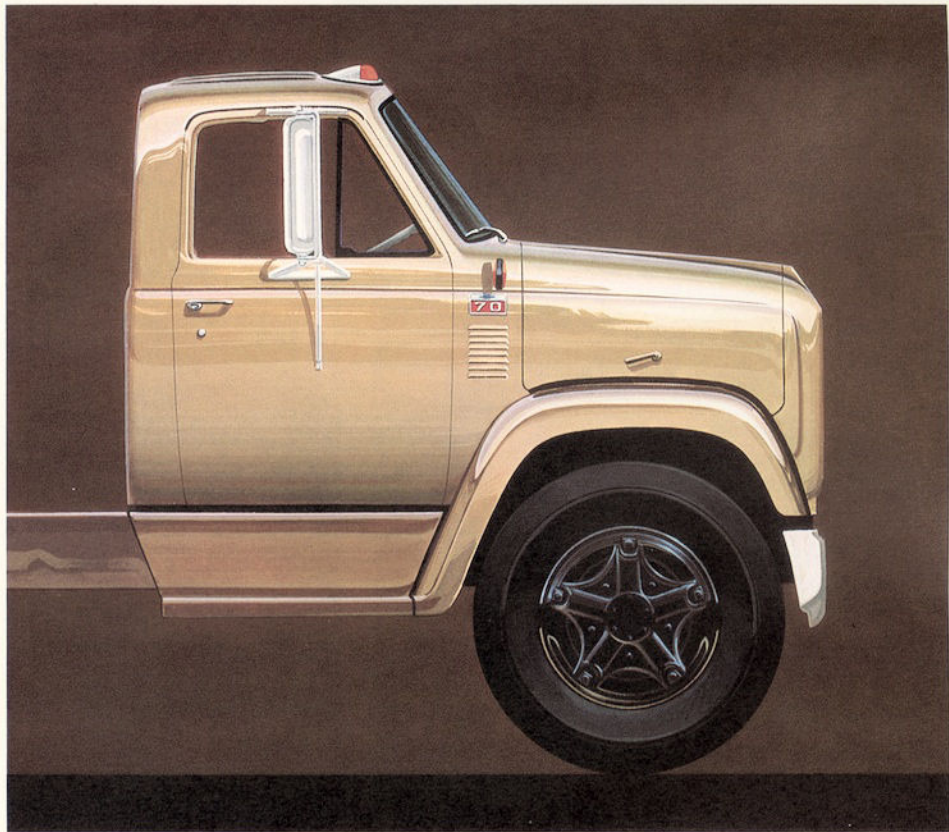
**CONVENTIONAL  
CAB**

**SERIES 70000 & 80000  
GASOLINE MODELS**



## NEW 92" CONVENTIONAL CAB

Highlighting Chevrolet's new 1966 heavy-duty truck line is a short conventional-cab design that's all new, all business and all truck. Here's conventional-cab economy and ease of maintenance along with the payloading efficiency and maneuverability that traditionally go with short-cab design. Low upkeep has been designed in throughout, with separate hood, grille, fender and running board panels, easy and economical to replace if damaged or to remove for access to other components. Cab contours are aerodynamically designed for low noise and drag, and roof and back panels heavily ribbed for rigidity. Rigid box-rail floor framing coupled with a new cab mount system assures extra durability under severe-duty stresses. And on the inside you find roominess, seating comfort, visibility, and control and instrument layout clearly planned to give a driver every possible break.



# INTERIORS

Interior layout and trim of Chevrolet's new short conventional-cab emphasize comfort and convenience, plus functional good looks. High seating position, big windshield, adjustable steering wheel and flat floor with unobstructed pedal area, all combine to put the driver completely in charge. Low-gloss finishes cut glare from all interior metal surfaces, and durable all-vinyl upholstery is standard equipment. Full-width seats are standard with a full-foam cushion in Series 80000 models, available at extra cost for 70000's. Also available are Bostrom driver and passenger seats, two custom insulation options, and two comfort equipment packages. The "Custom" package includes woven fabric upholstery, carpeting and padded sunshades.



Logical easy-to-read layout keynotes the new instrument panel with gauges and controls grouped to minimize confusion and maintenance problems. Locations are standardized with snap-in bezels in place of optional instruments and controls when the related equipment is not installed.



Adjustable steering wheel makes possible maximum long-haul comfort for any size driver, plus easy entry and exit. Lower section of universal-jointed steering column is angled sharply forward leaving driver's foot space clear.



New extra-large windshield and tapered hood assure better visibility down front and side to side. Roof pillar positioning minimizes width in driver's line of sight and new tandem wiper system clears an extra-wide sweep.

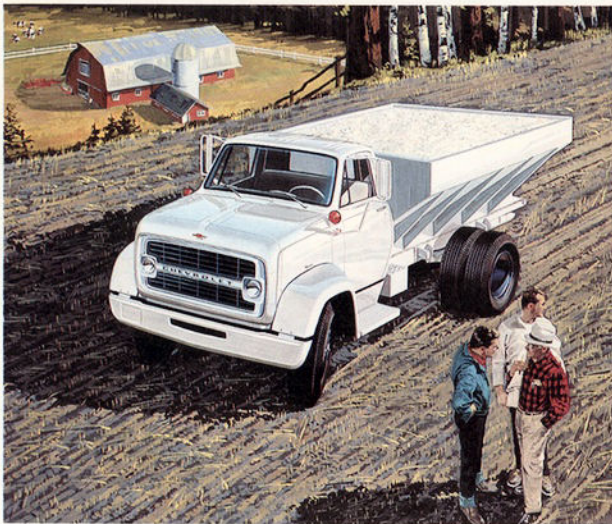


Rugged box-section framing, formed by cab floor, rear panel and door frames, results in extra-effective outer-perimeter reinforcement of entire structure. Heavy-gauge hinge pillars are tied solidly into sub-floor framing.



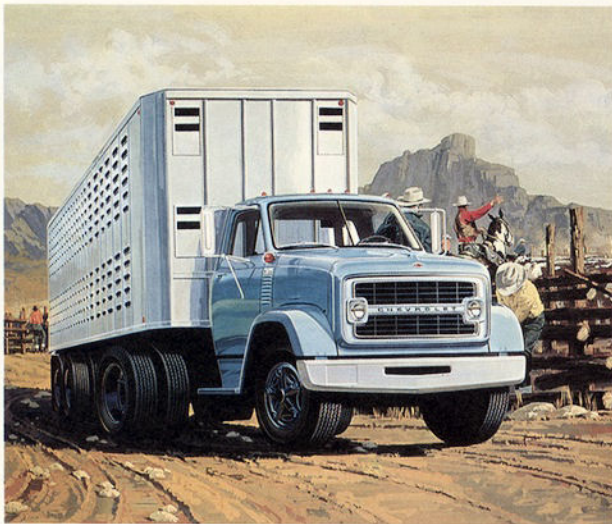
New cab mount system features wide-base outrigger support plus positioning of mounts to minimize cab stresses. Rear mounts of Series 80000 models and all tandems are angled to coincide with the natural motion of the cab.

# SINGLE-REAR-AXLE MODELS



HM70000 — With seven wheelbase sizes, five available in both vacuum and air brake models, the HM70000 series meets every need from extra-short tractor applications to installation of bodies up in the 22-foot class. GVW ratings range from 18,500 to 32,000 lbs., and GCW's go to 60,000 lbs. with big-truck chassis and power train components teamed to deliver the goods. Rear axles from 18,500 to 23,000\* lbs., 5-speed transmissions with either normal or close-ratio\* gearing, and high-torque 13-inch clutches — two-plate optional at extra cost — harness the new High Torque 401 V6 engine that powers all HM70000's.

\*optional at extra cost



HM80000 — For the biggest big-truck jobs, Chevrolet offers the HM80000 series with GVW's up to 32,000 lbs. and GCW's to 65,000. New High Torque 401 power is standard, and for maximum duty the 254-hp High Torque 478 V6 is available at extra cost. Chassis equipment is all-out heavy-duty, starting with frames of high-tensile steel for all but the longest wheelbases and extra-strong heat-treated frames for those. Offered in seven sizes ranging from 60- to 150-in. CA, all HM80000 models feature full-air brakes as standard equipment with extra-cost optional axles up to 23,000 lbs. in capacity and front axles up to 12,000 lbs.

## TANDEM-AXLE MODELS



JM70000—Six models in three sizes—84- to 120-in. CA with vacuum-hydraulic or full-air brakes—make up Chevrolet's new JM70000 tandem line. GVW's range from 36,000 to 45,000 lbs. with GCW's up to 60,000. All models are powered by the 237-hp High Torque 401 V6, backed by Spicer 5-speed transmissions. Eaton-Hendrickson 30,000-lb. dual-drive bogies are standard with optional gearing available, and 34,000-lb. Hendrickson or Page and Page bogies are available at extra cost. Other options include heat-treated frame rails, two-plate clutch, and front axle capacity up to 12,000 lbs.



JM80000—With GVW's up to 48,000 lbs. and GCW's to 65,000, these new JM80000's are the biggest trucks ever built by Chevrolet. Offered in four sizes with CA's from 84 to 143 in., all models feature full-air brakes. Standard power is the 237-hp High Torque 401 V6 with the 254-hp High Torque 478 V6 available at extra cost. Standard rear axle equipment is the 34,000-lb. Eaton-Hendrickson dual-drive bogie with optional Page and Page LWH suspension or 38,000-lb. Rockwell-Hendrickson bogie at extra cost. All JM80000 frames feature high-tensile or heat-treated side rails, and front axles range up to an optional 16,000-lb. capacity.

# ENGINES

Powering all gasoline models in Chevrolet's new 70000 and 80000 series are new High Torque V6's, embodying the latest and best in big-truck engine design. High-speed short-stroke valve-in-heads, they keep friction down, breathe free, and burn fuel at top efficiency, delivering maximum usable power over the widest speed range. In

both 401- and 478-cubic-inch sizes, they're designed and equipped throughout to stand up under the strains of toughest big-truck duty. From extra-strong head and block castings to the best available in bearing and valving materials, nothing that would make a better truck engine has been left out.

Cylinder heads of high-quality alloy cast iron are short and extra rigid with a six-bolt attachment pattern around each cylinder bore for extra-secure sealing. Large free-breathing valve ports and throats lead to fully machined combustion chambers, and integral-cast valve guides cool valves efficiently while keeping port obstructions at a minimum.

Chromium-alloy cast iron blocks are deep-skirted for extra rigidity with full-depth bearing webs broached for force-fit main bearing caps, resulting in almost complete enclosing of crankshaft. Cylinder barrels are completely surrounded by water jacketing over their full depth.

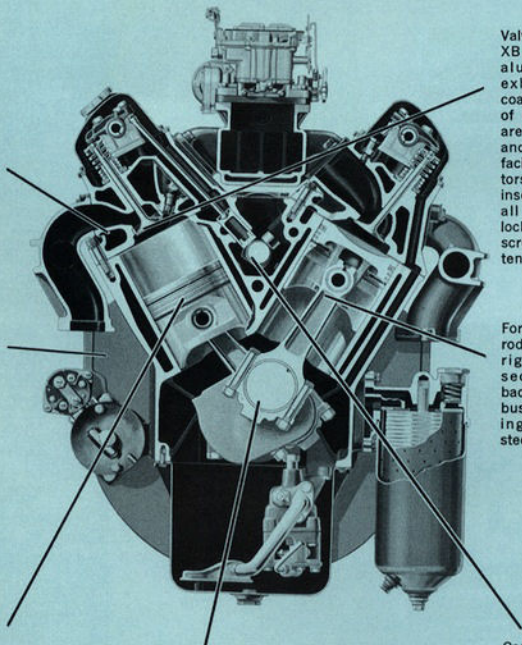
Four-ring aluminum pistons feature auto-thermic expansion control, plus steel top-ring groove inserts cast in place. Top rings are molybdenum-filled and wrist pins are full-floating. Single oil rings are of one-piece flexible U-channel design.

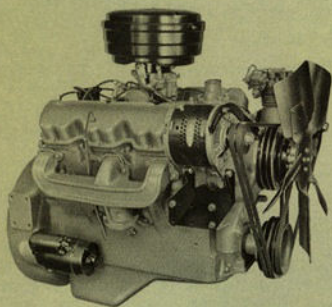
Crankshafts are of drop-forged high-strength steel with all main and rod journals hardened for wear resistance. Individual rod journals, spaced 60° apart, make possible uniform firing intervals for smooth operation. Crankshafts are statically and dynamically balanced, and include a vibration damper on the 478 engine. All main bearings are M400-type steel-backed aluminum.

Valves are of Silchrome XB steel, the intakes aluminized and the exhausts nichrome-coated to resist buildup of deposits. Exhausts are also sodium-cooled and include hard-alloy facings. Positive rotators and hard-alloy seat inserts are standard for all valves, and self-locking lash adjusting screws simplify maintenance.

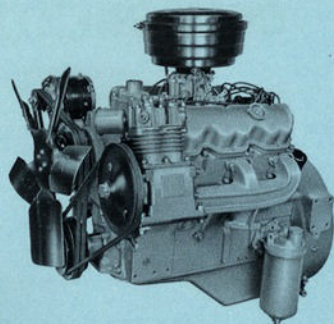
Forged steel connecting rods feature an extra-rigid I-beam cross-section with steel-backed bronze wrist pin bushings. Big-end bearings are M500-type steel-backed aluminum.

Camshafts of top-grade alloy iron feature hardened and phosphate-coated cam lobes for extra wear resistance, run in four steel-backed babbitt precision bearings.





**HIGH TORQUE 401**—Standard power for both 70000 and 80000 models, single-rear-axle and tandems, the new High Torque 401 is one of the most efficient power plants in the big-truck business. With the high-speed potential and exceptional ruggedness of short-stroke V6 design, it develops extra horsepower per cubic inch with no sacrifice of real dig-in-and-move-'em-out torque.



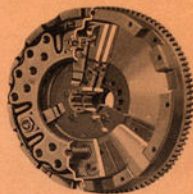
**HIGH TORQUE 478**—Available for all Series 80000 models and required for maximum 65,000-lb. GCW rating, the new High Torque 478 V6 delivers outstanding performance, efficiency and durability. Though it's the biggest gasoline engine ever offered by Chevrolet, its compact V6 proportions fit easily into the Chevrolet engine compartment with no maintenance problems.

## ENGINES

|                         | High Torque<br>401 V6 | High Torque<br>478 V6 |
|-------------------------|-----------------------|-----------------------|
| Displacement (cu. in.)  | 400.9                 | 477.7                 |
| Bore and Stroke (in.)   | 4.87 x 3.58           | 5.125 x 3.86          |
| Compression Ratio       | 7.50 to 1             | 7.50 to 1             |
| Gross Horsepower        | 237 @ 4000 rpm        | 254 @ 3700 rpm        |
| Net Horsepower          | 210 @ 3700 rpm        | 225 @ 3400 rpm        |
| Gross Torque (lbs.-ft.) | 372 @ 1600 rpm        | 442 @ 1400 rpm        |
| Net Torque (lbs.-ft.)   | 348 @ 1600 rpm        | 410 @ 1400 rpm        |
| Maximum Governed RPM    | 3700                  | 3400                  |

# DRIVELINE COMPONENTS

Backing Chevrolet's new big-truck V6's are drivelines engineered throughout to take toughest duty in stride. In addition to job-tailored standard equipment, there's a broad selection of extra-cost optional components to meet every need and preference—components known throughout the big-truck industry for performance and staying power. And a wide choice of ratios, in normal- or close-ratio transmissions, single- or two-speed axles and auxiliary transmissions for tandem models, lets you specify a truck that's literally geared to your job requirements. Get one of these big 66's going for you, and sample the big new way a Chevy turns torque into money-making ton-miles.



**CLUTCHES**—Big high-capacity coil-spring clutches, hydraulically actuated, harness the High Torque 401 and 478 engines, in 13- and 14-inch sizes, respectively. Twin-plate clutches are available at extra cost in both sizes.

## ENGINE, TRANSMISSION & REAR AXLE COMBINATIONS

| Series  | Engines          | Transmissions  | Rear Axles               |                      |
|---------|------------------|--|--------------------------|----------------------|
|         |                  |  | Make & Capacity          | Ratios               |
| HM70000 | 401 V6           | New Process 541GL 5-Speed<br>New Process 541GD 5-Speed CR<br>Spicer 5652 5-Speed<br>Spicer 5752C 5-Speed CR      | †Eaton 18,500 lbs.       | 6.50, 7.17, 7.60     |
|         |                  |  | †Eaton 18,500 lbs. 2-Spd | 5.57/7.60, 6.14/8.38 |
|         |                  |  | ■Eaton 22,000 lbs.       | 6.50/8.87, 7.17/9.77 |
|         |                  |  | ‡Eaton 22,000 lbs. 2-Spd | 6.14, 6.50, 7.17     |
| JM70000 | 401 V6           | Spicer 5652 5-Speed<br>Spicer 6041 4-Speed Auxiliary   | ‡Eaton 22,000 lbs. 2-Spd | 5.57/7.60, 6.14/8.38 |
|         |                  |  | ●Eaton 23,000 lbs. 2-Spd | 6.50/8.87, 7.17/9.77 |
| HM80000 | 401 V6<br>478 V6 | §New Process 541GL 5-Speed<br>§New Process 541GD 5-Speed CR<br>Spicer 5752C 5-Speed CR<br>*Clark 387V 5-Speed CR | Eaton 30,000 lbs.        | 6.14/8.36, 6.71/9.14 |
|         |                  |  | **Eaton 34,000 lbs.      | 7.17, 7.60           |
|         |                  |  | †Eaton 18,500 lbs.       | 7.17, 7.60           |
|         |                  |  | ‡Eaton 18,500 lbs. 2-Spd | 6.50, 7.17           |
| JM80000 | 401 V6<br>478 V6 | Spicer 5652 5-Speed<br>*Clark 401V 5-Speed<br>Spicer 6041 4-Speed Auxiliary<br>#Spicer 7041 4-Speed Auxiliary    | †Eaton 22,000 lbs.       | 6.14/8.38, 6.50/8.87 |
|         |                  |  | †Eaton 22,000 lbs. 2-Spd | 7.17/9.77            |
|         |                  |  | †Eaton 22,000 lbs. 2-Spd | 6.50, 7.17           |
|         |                  |  | †Eaton 22,000 lbs. 2-Spd | 5.57/7.60, 6.14/8.38 |
| JM80000 | 401 V6<br>478 V6 | Spicer 5652 5-Speed<br>*Clark 401V 5-Speed<br>Spicer 6041 4-Speed Auxiliary<br>#Spicer 7041 4-Speed Auxiliary    | †Eaton 22,000 lbs. 2-Spd | 7.17/9.77            |
|         |                  |  | †Eaton 22,000 lbs. 2-Spd | 6.50, 7.17           |
|         |                  |  | †Eaton 22,000 lbs. 2-Spd | 5.57/7.60, 6.14/8.38 |
|         |                  |  | †Eaton 22,000 lbs. 2-Spd | 7.17/9.77            |
| JM80000 | 401 V6<br>478 V6 | Spicer 5652 5-Speed<br>*Clark 401V 5-Speed<br>Spicer 6041 4-Speed Auxiliary<br>#Spicer 7041 4-Speed Auxiliary    | †Eaton 22,000 lbs. 2-Spd | 5.43/7.39, 6.14/8.36 |
|         |                  |  | †Eaton 22,000 lbs. 2-Spd | 6.71/9.14            |
| JM80000 | 401 V6<br>478 V6 | Spicer 5652 5-Speed<br>*Clark 401V 5-Speed<br>Spicer 6041 4-Speed Auxiliary<br>#Spicer 7041 4-Speed Auxiliary    | *Eaton 34,000 lbs.       | 6.50, 7.17, 7.60     |
|         |                  |  | **Rockwell 38,000 lbs.   | 7.80, 8.60           |

†With New Process 541GL transmission only.

‡With New Process 541GL or GD transmission.

■With Spicer 5652 or 5752C transmission only.

†With Clark 387V or Spicer 5752C transmission only. 5.57/7.60 ratio used with 478 V6 only.

\*Used with 478 V6 only.

\*\*Requires auxiliary transmission.

§With 401 V6 only.

●6.50 ratio available with Spicer 5652 transmission only. 7.17 and 7.60 ratios not available on JM81413 models.

†Used with Clark 401V main transmission.

‡With New Process 541GD, Spicer 5652 and Spicer 5752C transmissions only.

\*Not available with New Process 541GL transmission. 5.43/7.39 ratio not available with Clark 387V transmission.

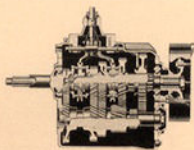
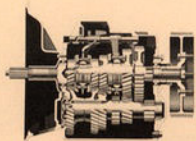
●Air brake models only.

\*\*Ratios 7.80 and 8.60 not available on JM81413 models. Used only with Clark 401V main transmission and Spicer 7041 auxiliary transmission.



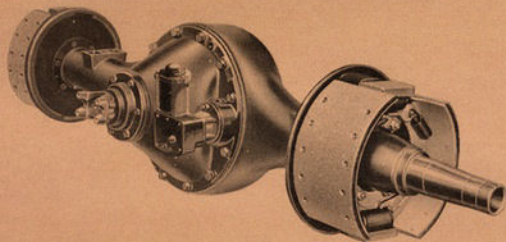
# TRANSMISSIONS

Five-speed transmissions are featured in all gasoline-powered Series 70000 and 80000 models with normal-ratio gearing standard, and close-ratio gearing available at extra cost for single-rear-axle models. Also available at extra cost for tandem models are Spicer 4-speed auxiliary transmissions, model 6041 for use with 401 power and model 7041 for the 478 engine. All feature hardened gears and shafts plus heavy-duty ball and roller bearings throughout to keep your truck on the job.



| Make               | New Process |                    | Clark             |      | Spicer |                    |
|--------------------|-------------|--------------------|-------------------|------|--------|--------------------|
|                    | 541GL       | 541GD <sup>▲</sup> | 387V <sup>▲</sup> | 401V | 5652   | 5752C <sup>▲</sup> |
| <b>Gear Ratios</b> |             |                    |                   |      |        |                    |
| 1st                | 7.25        | 6.15               | 6.27              | 7.07 | 7.08   | 6.10               |
| 2nd                | 3.88        | 3.30               | 3.55              | 4.33 | 3.83   | 3.30               |
| 3rd                | 2.19        | 1.86               | 1.89              | 2.68 | 2.36   | 1.81               |
| 4th                | 1.37        | 1.17               | 1.18              | 1.64 | 1.45   | 1.17               |
| 5th                | 1.00        | 1.00               | 1.00              | 1.00 | 1.00   | 1.00               |
| Rev.               | 7.22        | 6.13               | 5.11              | 6.90 | 7.50   | 6.46               |

<sup>▲</sup>Close-Ratio transmissions.



## REAR AXLES

Rear axle capacity for gasoline-powered 70000 and 80000 Series Chevrolets ranges from 18,500 lbs., standard for all single-rear-axle models, up to 38,000 lbs. in the extra-cost optional bogie for JM80000 tandem models. Single-rear-axle options include a two-speed in the standard rating, both single- and two-speed 22,000-lb. axles, and a 23,000-lb. two-speed for air-brake models. Tandem standard equipment includes 30,000- and 34,000-lb. bogies for JM70000 and JM80000 models, respectively, with 34,000- and 38,000-lb. capacities available at extra cost. Your choice of gearing is available in every case to match your job needs best.

# CHASSIS COMPONENTS

Completely new chassis engineering highlights Chevrolet's new short conventional-cab lineup for '66. There's a rugged new frame design tailored to duty class in both dimensional and material specifications. There are new front and rear suspensions engineered to deliver better-than-ever stability and control, along with the extra-easy ride Chevrolet is famous for. Then, too, there's a broader-than-ever lineup of optional equipment with particular emphasis on new ways to save weight for extra-efficient highway tractor operation. In every area, you'll find every effort has been made to bring more workpower to your job.

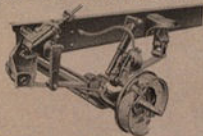
## FRONT SUSPENSION



Chevrolet's new big-truck front springs are of conventional single-stage leaf type, shackled at the rear, but with the axle offset from center toward the pinned front eye. The front section of the spring, being shorter, is relatively stiff for more positive axle control, while the longer rear section flexes more easily for better ride without loss of sure steering and handling characteristics. Springs are furnished in 3,500-, 4,500-, 5,500-, 6,500- and 7,500-lb. standard

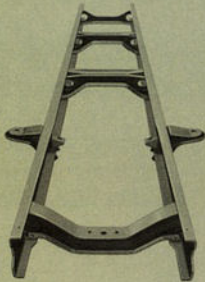
and optional capacities for use with rugged I-beam axles ranging from 7,000 to 16,000 lbs. in capacity.

**New Soft-Ride Option**—For best ride in trucks engaged in highway operations, new two-leaf front springs are available as an extra-cost



option. These springs feature tapered-leaf design for high load capacity with low friction and light weight, and are available in 3,500-, 4,500- and 5,500-lb. capacities. Front shock absorbers, optional on Series 70000 models and standard on 80000's, are required with the Soft-Ride option.

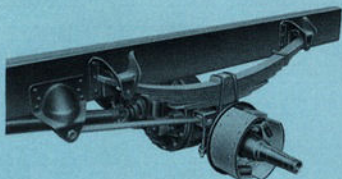
## FRAMES



Completely new frames for Series 70000 and 80000 conventional-cab models feature new straight-channel side rails, full depth to the end, with crossmember attachment to side rail webs only. Top flanges are thus free of rivets, holes, etc., for maximum strength and simplified installation of bodies and other special equipment. A new standardized crossmember design, for all but front-end application, is used single or doubled at the various stations according to frame

strength requirements, and inverted at the rear for trailer kingpin clearance. Crossmembers in all frames are of extra-high-tensile-strength steel. Side rail and optional reinforcement material is medium-carbon steel, high-tensile steel, or heat-treated chromium-manganese steel depending on wheelbase and series. High-tensile or heat-treated frame rails are optional at extra cost for most models to gain extra frame strength while keeping weight at a minimum.

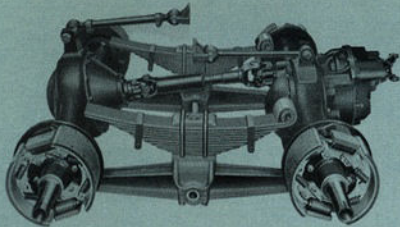
## REAR SUSPENSION—single-rear-axle models



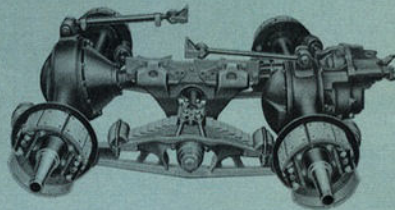
Rear axle loads ride on cam-contact variable-rate springs in all Series 70000 and 80000 single-rear-axle gasoline models. This system

results in variable spring stiffness with springs soft-acting (and easy-riding) when the load is light, yet stiffening automatically when extra load capacity is needed. Driving and braking thrust are transmitted by a new type of radius rod linking the axle to the truck frame, connected so as to isolate torque reactions which are absorbed by the springs. Rear spring capacities vary from 9,250 lbs., furnished with the standard 18,500-lb. axle in both 70000 and 80000 models, to 11,000- and 12,000-lb. optional capacities for use with optional 22,000- and 23,000-lb. rear axles.

## REAR SUSPENSION—tandem models



**Hendrickson bogies** are standard for both JM-70000 and JM80000 models with 30,000 and 34,000 lbs. capacity, respectively. The 34,000-lb. unit is also available as an extra-cost option for JM70000's, and a 38,000-lb. bogie (Rockwell SQHD) is available for JM80000's. The Hendrickson system features massive equalizer beams connecting the axles and distributing the load between them with leaf springs supporting the truck frame at four points. Spring capacities range from 15,000 to 19,000 lbs. each.



**Optional Lightweight Suspension**—Available as an extra-cost option for both JM70000 and JM-80000 tandems is the Page and Page LWH bogie, designed to ride better and require less maintenance while maximizing the payload potential of the truck. Leaf springs are inverted with tips bearing on progressive contact pads in the equalizer beams, resulting in two-stage variable-rate action plus minimum unsprung weight—a combination adding up to an exceptional tandem ride. Bogie capacity is 34,000 lbs.

# SPECIFICATIONS

| CAB TYPE                            | 92¾" BBC CONVENTIONAL                                   |            |                       |            |                       |            |                       |          |
|-------------------------------------|---|------------|-----------------------|------------|-----------------------|------------|-----------------------|----------|
| SERIES                              | HM70000   |            | JM70000 TANDEM        |            | HM80000               |            | JM80000 TANDEM        |          |
| <b>GVW RATINGS</b>                  | 18,500 TO 32,000 LBS.                                   |            | 36,000 TO 45,000 LBS. |            | 24,000 TO 32,000 LBS. |            | 36,000 TO 48,000 LBS. |          |
| <b>GCW RATINGS</b>                  | 42,000 TO 60,000 LBS.                                   |            | 45,000 TO 60,000 LBS. |            | 51,000 TO 65,000 LBS. |            | 60,000 TO 65,000 LBS. |          |
| <b>FRONT SUSPENSION</b>             | STANDARD  | OPTIONAL   | STANDARD              | OPTIONAL   | STANDARD              | OPTIONAL   | STANDARD              | OPTIONAL |
|                                     | AXLE—TYPE   |            |                       |            |                       |            |                       |          |
|                                     | —CAP. (LBS.)  |            |                       |            |                       |            |                       |          |
|                                     | 7000  |            | 9000                  |            | 7000                  |            | 9000                  |          |
|                                     | —CAP. (LBS.)  |            |                       |            |                       |            |                       |          |
|                                     | 7000  |            | 9000                  |            | 7000                  |            | 9000                  |          |
|                                     | —CAP. (LBS.)  |            |                       |            |                       |            |                       |          |
|                                     | 7000 9000 7000 9000 7000 9000 7000 12,000 12,000 16,000 |            |                       |            |                       |            |                       |          |
| SPRINGS—TYPE                        |   |            |                       |            |                       |            |                       |          |
| —CAP. (LBS.)                        |   |            |                       |            |                       |            |                       |          |
| —CAP. (LBS.)                        |   |            |                       |            |                       |            |                       |          |
| —CAP. (LBS.)                        |   |            |                       |            |                       |            |                       |          |
| —CAP. (LBS.)                        |   |            |                       |            |                       |            |                       |          |
| SHOCK ABSORBERS                     |   |            |                       |            |                       |            |                       |          |
| OPTIONAL OPTIONAL STANDARD STANDARD |   |            |                       |            |                       |            |                       |          |
| <b>REAR SUSPENSION</b>              | AXLE—TYPE   |            |                       |            |                       |            |                       |          |
|                                     | —CAP. (LBS.)  |            |                       |            |                       |            |                       |          |
|                                     | 18,500  |            | 18,500 2-SPD.         |            | 30,000                |            | 34,000                |          |
|                                     | —CAP. (LBS.)  |            |                       |            |                       |            |                       |          |
|                                     | 22,000  |            | 22,000                |            | 22,000                |            | 22,000                |          |
|                                     | —CAP. (LBS.)  |            |                       |            |                       |            |                       |          |
|                                     | 22,000 2-SPD.   |            | 23,000 2-SPD.         |            | 23,000 2-SPD.         |            | 23,000 2-SPD.         |          |
|                                     | —CAP. (LBS.)  |            |                       |            |                       |            |                       |          |
|                                     | SPRINGS—TYPE  |            |                       |            |                       |            |                       |          |
|                                     | VARIABLE-RATE LEAF                                      |            | LEAF                  |            | VARIABLE-RATE LEAF    |            | LEAF                  |          |
|                                     | —CAP. (LBS.)  |            | —CAP. (LBS.)          |            | —CAP. (LBS.)          |            | —CAP. (LBS.)          |          |
|                                     | 9250  |            | 11,000                |            | 15,000                |            | 17,000                |          |
| —CAP. (LBS.)                        |   | 12,000     |                       | 12,000     |                       | 12,000     |                       |          |
| AUX. SPRINGS—TYPE                   |   |            |                       |            |                       |            |                       |          |
| —CAP. (LBS.)                        |   |            |                       |            |                       |            |                       |          |
| 2000                                |   | 2000       |                       | 2000       |                       | 2000       |                       |          |
| <b>ENGINES</b>                      | 401 V6  |            |                       |            |                       |            |                       |          |
|                                     | CLUTCH—DIA. (IN.)                                       |            | 13                    |            | 13 2-PLATE            |            | 13                    |          |
|                                     | —AREA (SQ. IN.)   |            | 178                   |            | 378                   |            | 178                   |          |
|                                     | —DIA. (IN.)   |            |                       |            |                       |            |                       |          |
|                                     | —AREA (SQ. IN.)   |            | 378                   |            | 378                   |            | 378                   |          |
|                                     | —DIA. (IN.)   |            |                       |            |                       |            |                       |          |
|                                     | —AREA (SQ. IN.)   |            | 378                   |            | 378                   |            | 378                   |          |
|                                     | —DIA. (IN.)   |            |                       |            |                       |            |                       |          |
|                                     | —AREA (SQ. IN.)   |            | 14 2-PLATE            |            | 14 2-PLATE            |            | 14 2-PLATE            |          |
|                                     | —DIA. (IN.)   |            |                       |            |                       |            |                       |          |
|                                     | —AREA (SQ. IN.)   |            | 393                   |            | 393                   |            | 393                   |          |
|                                     | FUEL TANK—CAP. (GAL.)                                   |            |                       |            |                       |            |                       |          |
| 20                                  |   | 37         |                       | 20         |                       | 37         |                       |          |
| —CAP. (GAL.)                        |   |            |                       |            |                       |            |                       |          |
| 74                                  |   | 74         |                       | 74         |                       | 74         |                       |          |
| <b>TRANSMISSIONS</b>                | NP 5-SPD.   |            | NP 5-SPD. CR          |            | SP 5-SPD.             |            | SP 4-SPD. AUX.        |          |
|                                     | SP 5-SPD.   |            | SP 5-SPD. CR          |            | NP 5-SPD.             |            | NP 5-SPD. CR          |          |
|                                     | SP 5-SPD. CR  |            | SP 5-SPD. CR          |            | NP 5-SPD. CR          |            | NP 5-SPD. CR          |          |
|                                     | SP 5-SPD. CR  |            | SP 5-SPD. CR          |            | NP 5-SPD. CR          |            | NP 5-SPD. CR          |          |
| <b>BRAKES</b>                       | SERVICE—TYPE  |            | #VAC.-HYD.            |            | #VAC.-HYD.            |            | #VAC.-HYD.            |          |
|                                     | —TYPE   |            | *FULL-AIR             |            | *FULL-AIR             |            | *FULL-AIR             |          |
| VACUUM RESERVE TANK                 |   |            |                       |            |                       |            |                       |          |
| OPTIONAL                            |   | OPTIONAL   |                       | OPTIONAL   |                       | OPTIONAL   |                       |          |
| <b>ELECTRICAL</b>                   | BATTERY   |            | 61 AMP.-HR.           |            | 85 AMP.-HR.           |            | 61 AMP.-HR.           |          |
|                                     | GENERATOR   |            | 37 AMP.               |            | 42, 55, 62            |            | 37 AMP.               |          |
| —TYPE                               |   | 42, 55, 62 |                       | 42, 55, 62 |                       | 42, 55, 62 |                       |          |
| *FRAME                              |   |            |                       |            |                       |            |                       |          |
| SECTION MODULUS                     |   | 11.84      |                       | 14.72      |                       | 11.84      |                       |          |
| W/REINFORCEMENTS                    |   |            |                       |            |                       |            |                       |          |
| 20.38                               |   | 20.38      |                       | 23.87      |                       | 23.87      |                       |          |
| <b>WHEELS &amp; TIRES</b>           | DISC WHEELS—RIM WIDTH                                   |            |                       |            |                       |            |                       |          |
|                                     | 6.5", 7.0"  |            | 7.5"                  |            | 6.5", 7.0"            |            | 7.0", 7.5"            |          |
|                                     | 7.5"  |            | 7.5"                  |            | 7.5"                  |            | 7.5"                  |          |
|                                     | 7.5"  |            | 7.5"                  |            | 7.5"                  |            | 7.5"                  |          |
| CAST WHEELS—RIM WIDTH               |   |            |                       |            |                       |            |                       |          |
| 6.0"                                |   | 6.5", 7.0" |                       | 6.0"       |                       | 6.5"       |                       |          |
| 7.5"                                |   | 7.5"       |                       | 7.5"       |                       | 7.5"       |                       |          |
| TUBE-TYPE TIRES—SIZES               |   |            |                       |            |                       |            |                       |          |
| 8.25-20                             |   | 9.00-20    |                       | 8.25-20    |                       | 9.00-20    |                       |          |
| 10.00-20                            |   | 10.00-20   |                       | 10.00-20   |                       | 10.00-20   |                       |          |
| 11.00-20                            |   | 11.00-20   |                       | 11.00-20   |                       | 11.00-20   |                       |          |
| 10.00-22                            |   | 10.00-22   |                       | 10.00-22   |                       | 10.00-22   |                       |          |
| 11.00-22                            |   | 11.00-22   |                       | 11.00-22   |                       | 11.00-22   |                       |          |

#STANDARD EQUIPMENT ON 63 MODELS.

\*STANDARD EQUIPMENT ON 13 MODELS.

EQUIPMENT SHOWN IN BLUE OPTIONAL AT EXTRA COST.

▲HIGH-TENSILE OR HEAT-TREATED FRAMES ARE STANDARD ON SOME MODELS, OPTIONAL ON OTHERS. SEE PAGE 10 FOR DETAILED INFORMATION.

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