



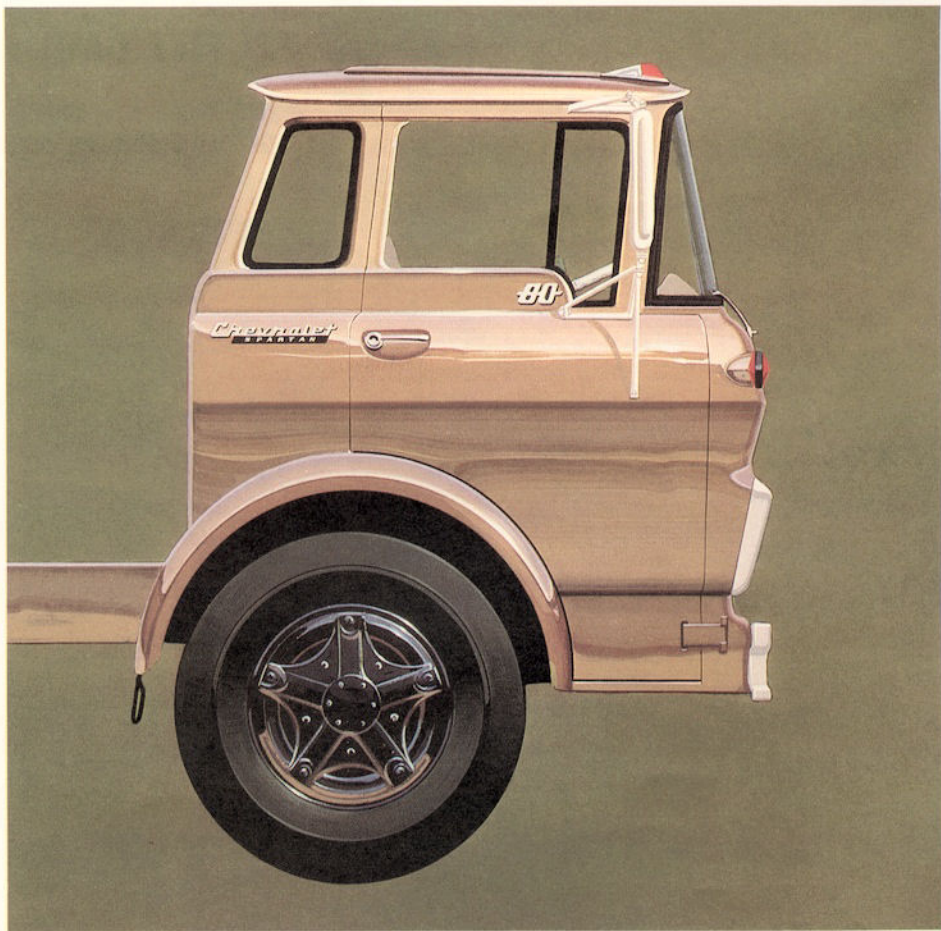
1966 TRUCKS

72" TILT CAB

**SERIES 70000 & 80000
GASOLINE MODELS**



72" TILT CABS Both single-rear-axle models (Series TM70000, TM80000) and tandem-rear-axle models (Series WM80000) are offered with short tilt-cab design. GVW ratings range up to 32,000 lbs. in single-rear-axle units, and up to 48,000 lbs. in tandems. With set-back front axle, 72" short-cab design offers a combination of maximum driver visibility, maneuverability, favorable front-rear weight distribution, plus outstanding engine accessibility. Tractor models permit the use of 42-ft. semi-trailers in states with 50-ft. overall length limits. Longer wheelbases are available for bodies up to 20 feet in length.

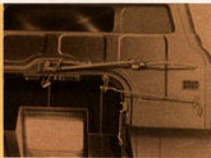




INTERIOR

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. Either a one- or two-man companion seat can also be ordered. Other standard features are a dome lamp, driver's sunshade, and large 2-section windshield with 18-inch electric wipers. Items which can be ordered to equip your tilt cab to suit your own preferences include Soft-Ray windshield, Bostrom Viking driver's seat, heater and defroster, and right door lock.

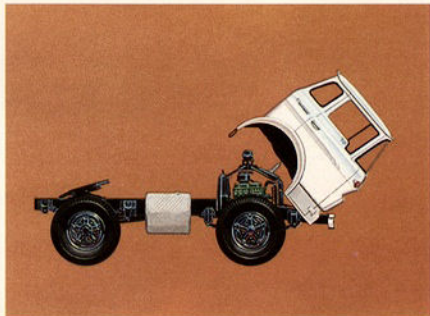
CAB LATCHING—A spring-loaded handle controls latching action, and a separate safety latch prevents accidental tilting. Control handle can be padlocked for added security.



ACCESS PANELS—Routine servicing is accomplished without tilting cab. Two removable panels inside cab give access to oil dipstick, oil filler cap and radiator cap.



CONTROL ISLAND—Gearshift lever 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.



MAINTENANCE ACCESSIBILITY—One of the most outstanding features of tilt cab design is the exceptional engine accessibility. To expose the engine and front suspension components for service, the cab is easily unlatched, tilted forward on torsion-spring counterbalanced hinges, and safely latched in tilted position. When servicing is finished, a downward pull brings the cab solidly back to driving position, where it can be firmly latched. The easy accessibility of the mechanical components greatly reduces the mechanic's work time, and helps to keep the truck on the road.

SINGLE-REAR-AXLE MODELS



TM70000—Nine TM70000 models are offered in six sizes from 72- to 150-inch CA with 84-, 108- and 120-inch sizes available in either vacuum-hydraulic or full-air brake models. GVW's range from 25,500 to 32,000 lbs., and GCW's to 60,000. High Torque 401 V6 power is backed up by a full complement of heavy-duty driveline and chassis components, including 5-speed normal-ratio transmissions, 18,500-lb. rear axles and 7,000-lb. front axles as standard equipment. Available at extra cost are heavy-duty 5-speed transmissions with either normal- or close-ratio gearing, single- or two-speed rear axles up to 23,000 lbs. in capacity, and 9,000- or 11,000-lb. front axles, along with a broad selection of other options to meet every job need and preference.



TM80000—Five models ranging from 73 to 138 inches in CA size, and all with full-air brake equipment, make up the TM80000 line of gasoline tilt cabs. With GVW's from 26,000 to 32,000 lbs., they offer GCW's as high as 65,000 lbs. with optional power. Standard engine is the 237-hp High Torque 401 V6 with the 254-hp 478 V6 available at extra cost. Standard axle equipment is 18,500-lb. single-speed rear and 9,000-lb. I-beam front. Options include single- and two-speed rear axles up to 23,000 lbs. capacity, 11,000-lb. front axle, and 5-speed New Process, Spicer or Clark close-ratio transmissions. Standard frames are of high-tensile steel, and heat-treated frame side rails are available for shorter wheelbase models to achieve maximum strength without adding weight.

TANDEM MODELS



WM80000—Chevrolet's new line of WM80000 tilt cab tandems offers models with 97-, 115- and 133-inch CA dimensions, all with full-air brakes as standard equipment. With GVW's from 36,000 to 48,000 lbs., they're rated to pull GCW's of 60,000 or 65,000 lbs. depending on engine selection. Standard power is the 237-hp 401 V6, with the 254-hp. 478 V6 available for maximum-duty applications. A 34,000-lb. Eaton-Hendrickson dual-drive bogie is standard with the Rockwell SQHD 38,000-lb. bogie available at extra cost. Standard front axle capacity is 9,000 lbs. with options of 11,000 or 15,000 lbs., and frame rails are of high-tensile steel.

ENGINES

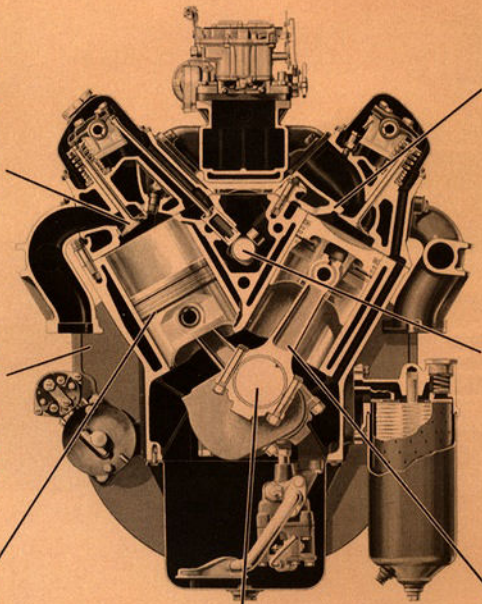
Powering all gasoline models in Chevrolet's new 70000 and 80000 series are new High Torque V6's, embodying the latest and best in big-truck engine design. High-speed short-stroke valve-in-heads, they keep friction down, breathe free and burn fuel at top efficiency, delivering maximum usable power over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

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.

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 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.

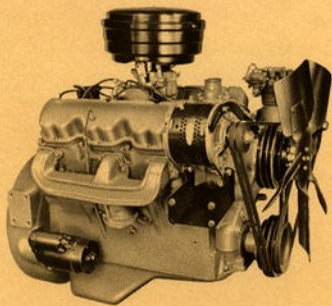


Cylinder heads of high-quality alloy cast iron are short and extra rigid with a six-bolt attachment pattern around each cylinder bore for extra-secure sealing. Large free-breathing valve ports and throats lead to fully machined combustion chambers, and integral-cast valve guides cool valves efficiently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

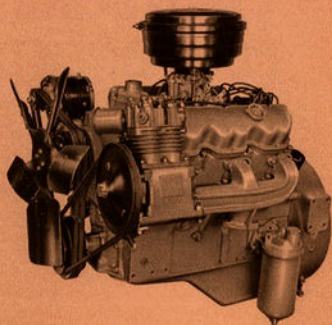
Camshafts of top-grade alloy iron feature hardened and phosphate-coated cam lobes for extra wear resistance, run in four steel-backed babbitt precision bearings.

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.

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.



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.



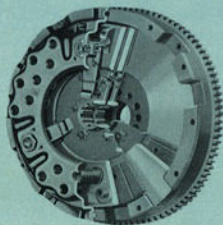
HIGH TORQUE 478—Available for all Series 80000 models and required for the maximum 65,000-lb. GCW rating, the new High Torque 478 V6 delivers outstanding performance, efficiency and durability. Though it's the biggest gasoline engine ever offered by Chevrolet, its compact V6 proportions fit easily into the Chevrolet tilt cab configuration without cab or chassis modifications.

ENGINES

	High Torque 401 V6	High Torque 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 (ft.-lbs.).....	372 @ 1600 rpm	442 @ 1400 rpm
Net Torque (ft.-lbs.).....	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

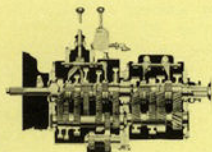
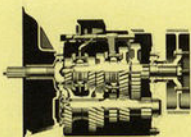
Series	Engines	Transmissions	Rear Axles	
			Make and Capacity	Ratios
TM70000	401 V6	New Process 541GL 5-Speed New Process 541GD 5-Speed CR Spicer 5652 5-Speed Spicer 5752C 5-Speed CR	% Eaton 18,500 lbs. % Eaton 18,500 lbs. 2-Spd. ■ Eaton 22,000 lbs. ‡ Eaton 22,000 lbs. 2-Spd. Eaton 23,000 lbs. 2-Spd.	6.50, 7.17, 7.60 5.57/7.60, 6.14/8.38 6.50/8.87, 7.17/9.77 6.14, 6.50, 7.17 5.57/7.60, 6.14/8.38 6.50/8.87, 7.17/9.77 6.14/8.36, 6.71/9.14
TM80000	401 V6 478 V6	** New Process 541GL 5-Speed * New Process 541GD 5-Speed CR Spicer 5752C 5-Speed CR * Clark 387V 5-Speed CR	% Eaton 18,500 lbs. % Eaton 18,500 lbs. 2-Spd. % Eaton 22,000 lbs. + Eaton 22,000 lbs. 2-Spd. ▲ Eaton 23,000 lbs. 2-Spd.	6.50, 7.17 6.14/8.38, 6.50/8.87 7.17/9.77 6.50, 7.17 5.57/7.60, 6.14/8.38 6.50/8.87, 7.17/9.77 5.43/7.39, 6.14/8.36 6.71/9.14
WM80000	401 V6 478 V6	Spicer 5652 5-Speed ‡ Spicer 6041 4-Speed Auxiliary * Spicer 7216-3B 16-Speed	Eaton 34,000 lbs. ● Rockwell 38,000 lbs.	6.50, 7.17, 7.60 7.80, 8.60

% With New Process 541GL transmission only.
* With Spicer 5652 or 5752C transmissions only.
+ With Clark 387V or Spicer 5752C transmissions only.
‡ Used with 478 V6 only.
▲ Used with Spicer 5652 main transmission.
** Used with 401 V6 only.

‡ With New Process 541GD, Spicer 5652 and Spicer 5752C transmissions only.
* Not available with New Process 541GL transmission.
● With Spicer 7216-3B transmission only.

TRANSMISSIONS

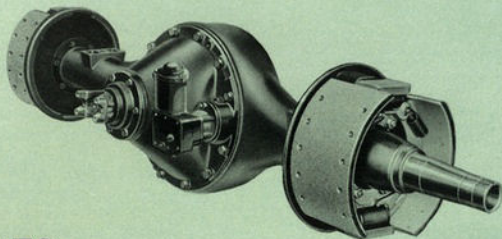
Five-speed transmissions are featured in all gasoline-powered Series 70000 and 80000 models with normal-ratio gearing standard, and close-ratio gearing available at extra cost for single-rear-axle models. Also available for WM80000 tandems are the Spicer 6041 4-speed auxiliary transmission, for use with 401 power, and the Spicer 7216-3B 16-speed transmission for use with the 478 engine. All feature hardened gears and shafts plus heavy-duty ball and roller bearings throughout to keep your truck on the job.



TRANSMISSIONS

Gear Ratios	New Process		Clark	5652	5752C	Spicer 7216-3B				
	541GL	541GD	387V			1st	2nd	3rd	4th	Rev.
1st	7.25	6.15	6.27	7.08	6.10	8.59	4.83	2.77	1.60	8.60
2nd	3.88	3.30	3.55	3.83	3.30	6.50	3.65	2.09	1.21	6.51
3rd	2.19	1.86	1.89	2.36	1.81	5.37	3.02	1.73	1.00	5.38
4th	1.37	1.17	1.18	1.45	1.17	4.45	2.50	1.43	.83	4.46
5th	1.00	1.00	1.00	1.00	1.00					
Rev.	7.22	6.13	5.11	7.50	6.46					

* Close-ratio transmission



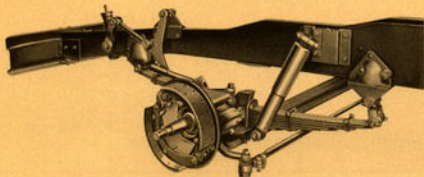
REAR AXLES

Rear axle capacity for gasoline-powered Series 70000 and 80000 Chevrolets ranges from 18,500 lbs., standard for single-rear-axle models, up to 38,000 lbs. in the optional bogie for WM80000 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. Standard equipment for WM80000 tandems is the 34,000-lb. Eaton-Hendrickson bogie, with the 38,000-lb. Rockwell SQHD available at extra cost. Your choice of gearing is available in every case to match your job needs best.

CHASSIS COMPONENTS

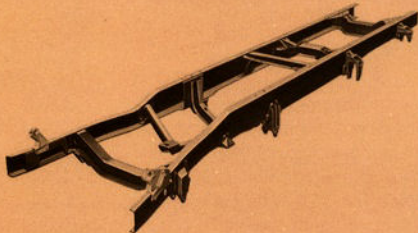
Exacting chassis engineering highlights Chevrolet's new line of heavy tilt cabs for '66. Frames are tailored to give maximum performance in both dimensional and material specifications. Suspension type, as well as component ratings, have been selected to stay together in tough duty, while delivering the easy riding qualities Chevrolet is famous for. Then, too, there's a broader-than-ever lineup of optional equipment available, including high-strength frames, extra-duty springs, power steering and trailer brake equipment. In every area you'll find every effort has been made to bring more work-power to your job.

FRONT SUSPENSION



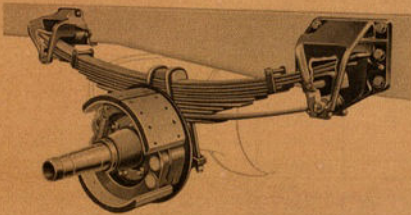
Front suspensions for Series 70000 and 80000 tilt cab models are of variable-rate or single-stage type depending on weight class. Series 70000 models are equipped with variable-rate front springs with pinned front eyes and variable contact cams at the rear, ranging from 3,500 to 5,250 lbs. each in capacity. Extra-rugged single-stage front springs are featured on Series 80000 models with 4,500- or 5,500-lb. capacity for single-rear-axle models and up to 7,500 lbs. for WM80000 tandems. I-beam front axles of 7,000- and 9,000-lb. capacity are standard with options of 11,000 lbs., available for all models and 15,000 lbs. for tandems only.

FRAMES



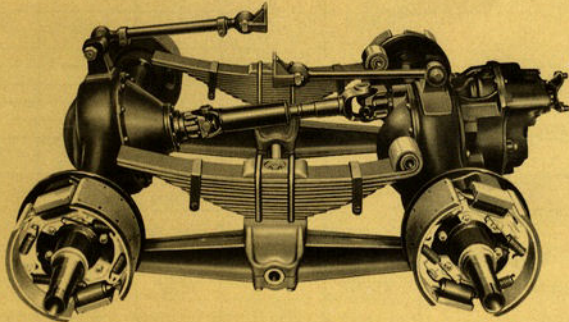
Channel-rail ladder frames are featured in Chevrolet's new heavy-duty tilt cab line, engineered to meet the demands of the weight class without excess weight. Side rails for single-rear-axle models are tapered in the rear portion, while tandem frame side rails are full-depth to the end. Frame rails for Series 80000 models are of high-tensile steel for extra strength with no added weight, and for shorter wheelbase models, ultra-strong heat-treated rails are available. Where weight is not critical, inverted-L reinforcements are available for all but the optional heat-treated frames. All tilt cab frames flare wide at the front end for broad-based cab support at the pivoting front mounts, and feature heavy-gauge arched crossmembers bridging the rails in the region of the clutch housing to support and anchor the rear of the cab.

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 half-leaf at the bottom of the spring pack, pinned to the rear spring front support for positive axle control. 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-lbs. for use with optional 22,000- and 23,000-lb. rear axles.

REAR SUSPENSION—tandem models



Hendrickson bogies are standard for WM80000 tandem tilt cabs with either the standard 34,000-lb. or optional 38,000-lb. capacity. Featured in the Hendrickson system are massive equalizer beams connecting the axles and distributing the load between them with leaf springs supporting the truck frame at four points. Rubber bushings throughout the linkage minimize maintenance requirements, and permit the axles to track true on curves without tire scrub. Spring capacities of 17,000 or 19,000 lbs. each are furnished, depending on the bogie selected.

SPECIFICATIONS

CAB TYPE	72" BBC TILT							
SERIES	TM70000		TM80000		WM80000 TANDEM			
GVW RATINGS	18,500 TO 32,000 LBS.		24,000 TO 32,000 LBS.		36,000 TO 48,000 LBS.			
GCW RATINGS	42,000 TO 60,000 LBS.		51,000 TO 65,000 LBS.		60,000 TO 65,000 LBS.			
FRONT SUSPENSION	AXLE-TYPE	I-BEAM						
	-CAP. (LBS.)	7000	9000	9000	11,000	9000	11,000	
	-CAP. (LBS.)	11,000				15,000		
	SPRINGS-TYPE	VARIABLE-RATE LEAF			SINGLE-STAGE LEAF			
	-CAP. (LBS.)	3500	5250	4500	5500	4500	5500	
	-CAP. (LBS.)					6500		
	-CAP. (LBS.)					7500		
	SHOCK ABSORBERS	STANDARD			STANDARD			
	REAR SUSPENSION	AXLE-TYPE	FULL-FLOATING					
		-CAP. (LBS.)	18,500	18,500 2-SPD	18,500	18,500 2-SPD	34,000	38,000
-CAP. (LBS.)		22,000						
-CAP. (LBS.)		22,000 2-SPD		22,000 2-SPD				
-CAP. (LBS.)		23,000 2-SPD		23,000 2-SPD				
SPRINGS-TYPE		VARIABLE-RATE LEAF						
-CAP. (LBS.)		9250	10,400	9250	11,000	17,000	19,000	
-CAP. (LBS.)		11,000						
AUX. SPRINGS-TYPE		LEAF						
-CAP. (LBS.)		2000			2000			
ENGINES	CLUTCH-DIA. (IN.)	401 V6		401 V6		401 V6		
	-AREA (SQ. IN.)	13	13 2-PLATE	13	13 2-PLATE	13	13 2-PLATE	
	-DIA. (IN.)	178		178		378		
	-AREA (SQ. IN.)	378		378		14		
	-DIA. (IN.)					218		
	-AREA (SQ. IN.)					14 2-PLATE		
	-DIA. (IN.)					393		
	-AREA (SQ. IN.)					17		
FUEL TANK-CAP. (GAL.)	18		30		17			
TRANSMISSION	SERVICE-TYPE	NP 5-SPD		NP 5-SPD		SP 5-SPD		
	BOOSTER SIZE (IN.)	NP 5-SPD CR		NP 5-SPD CR		SP 5-SPD CR		
	VACUUM RESERVE TANK	SP 5-SPD		CLK 5-SPD CR		SP 4-SPD AUX		
BRAKES	SERVICE-TYPE	%VAC-HYD		FULL-AIR		FULL-AIR		
	BOOSTER SIZE (IN.)	12 $\frac{3}{4}$						
	VACUUM RESERVE TANK	*FULL-AIR						
ELECTRICAL	BATTERY	70-AMP-HR		70-AMP-HR		145-AMP-HR		
	GENERATOR	37-AMP		42, 55, 62		37-AMP		
FRAME	SECTION MODULUS	10.61		9.40 TM812-14, 11.80 TM818-23		14.66		
	W/REINFORCEMENTS	17.65		16.95 TM812-14, 20.40 TM818-23		23.28		
WHEELS AND TIRES	DISC WHEELS-RIM WIDTH	6.5", 7.0"		7.0", 7.5"		7.0", 7.5"		
	CAST WHEELS-RIM WIDTH	6.0"		6.5"		6.5"		
	TUBE-TYPE TIRES-SIZES	8.25-20		9.00-20		9.00-20		
		9.00-20		10.00-20		10.00-20		
		10.00-20		11.00-20		11.00-20		
		11.00-20		10.00-22		11.00-22		
		10.00-22		11.00-22		10.00-22		
		11.00-22		11.00-22		11.00-22		
		11.00-22		11.00-22		11.00-22		
		11.00-22		11.00-22		11.00-22		
%Standard equipment on O3 models.								
*Standard equipment on 13 models.								
†Used only with Sp 5-sp.								
		†High-tensile frames are standard on some models with heat-treated frames available as an option. See page 10 for detailed information.						

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