

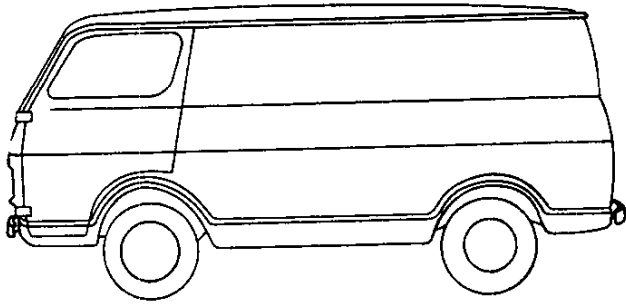


GENERAL

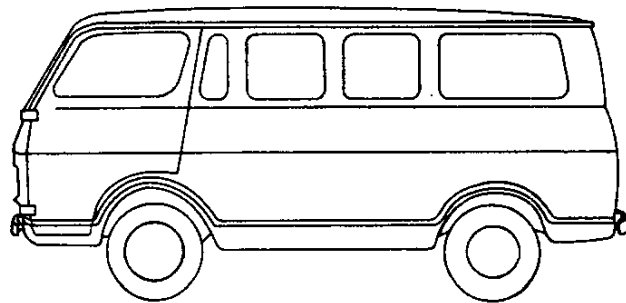
| | |
|---|----------|
| Model Identification | 2 |
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Revised: February, 1966

Model Identification



G1205 PANEL



G1206 SPORTVAN
G1226 CUSTOM SPORTVAN
G1236 DELUXE SPORTVAN

GENERAL

| | |
|------------------------------------|---|
| <i>Model Identification</i> | 2 |
| <i>Vehicle Weights</i> | 2 |
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*For complete Specifications on the Sedan Pickup, Please refer to
the 1966 CHEVROLET PASSENGER CAR SPECIFICATIONS.*

MODEL IDENTIFICATION

13380 Standard 6-Cylinder Sedan Pickup
 13480 Standard 8-Cylinder Sedan Pickup
 13580 Custom 6-Cylinder Sedan Pickup
 13680 Custom 8-Cylinder Sedan Pickup

VEHICLE WEIGHTS

| MODEL | WITH STANDARD EQUIPMENT | | | | | | CUBIC CAPACITY (CU.FT.) | BODY & OR PAYLOAD | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | LOAD LENGTH (IN.) |
|-------|-------------------------|------|-------|----------------|------|-------|-------------------------|-------------------|--|--------|-------------------|
| | ESTIMATED SHIPPING | | | ESTIMATED CURB | | | | | PAYLOAD DISTRIBUTION | | |
| | FRONT | REAR | TOTAL | FRONT | REAR | TOTAL | | | % FRONT | % REAR | |
| 13380 | 1656 | 1301 | 2957 | 1655 | 1449 | 3104 | | 1220 | | | |
| 13480 | 1755 | 1324 | 3079 | 1764 | 1472 | 3236 | 38.5 | 1085 | 0 | 100 | 101.5 |
| 13580 | 1647 | 1295 | 2942 | 1646 | 1443 | 3089 | | 1220 | | | |
| 13680 | 1760 | 1328 | 3088 | 1765 | 1472 | 3237 | | 1085 | | | |

LENGTHS

Box length at floor - tailgate closed 78.5
 Box length at floor - tailgate open 101.5
 Box length at belt 73.5

HEIGHTS

Box height - front 15.3
 Box height - rear 14.8
 Top of tailgate to ground 21.6
 Wheelhouse height 9.5
 Platform height - design 21.7
 Platform height - curb 22.2

WIDTHS

Tailgate width 59.8
 Rear load floor width (between wheelhouses) 46.0
 Box width at floor - front 59.8
 Box width at floor - rear 64.8
 Box width at belt - front 59.5
 Box width at belt - rear 58.5
 Tailgate opening at floor 55.5

FRONT SUSPENSION

Rated capacity 1900 Lbs.

FRONT SPRINGS

| | | |
|------------------------------|------------------|-----|
| Rated capacity (each spring) | Sprung | 840 |
| | Ground | 950 |

REAR AXLE

Rated capacity 2700 Lbs.

Ratio

| | |
|--|--------|
| Base 133-13580 and RPO (G76) 134-13680 | 3.36:1 |
| Base 134-13680 | 3.08:1 |
| Overdrive | 3.70:1 |
| 134-13680 with 327 V-8 engine | 3.08:1 |

REAR SPRINGS

Rated capacity (each spring)

| | | |
|-----------|------------------|------|
| Base | Sprung | 950 |
| | Ground | 1100 |
| RPO (F40) | Sprung | 1200 |
| | Ground | 1350 |

BRAKE SIZE

| | |
|-----------------|---------------|
| Front | 9-1/2 x 2-1/2 |
| Rear | 9-1/2 x 2 |

TIRE SIZE

Front and rear 7.35-14-4 PR (2 ply construction)

ENGINE AVAILABILITY

| 133-13580 | | |
|-----------|--------------------|----------------|
| BASE | 194 Cubic Inch L-6 | 120 Horsepower |
| RPO (L26) | 230 Cubic Inch L-6 | 144 Horsepower |

| 134-13680 | | |
|-----------|--------------------|----------------|
| BASE | 283 Cubic Inch V-8 | 195 Horsepower |
| RPO (L77) | 283 Cubic Inch V-8 | 220 Horsepower |
| RPO (L30) | 327 Cubic Inch V-8 | 275 Horsepower |
| RPO (L35) | 396 Cubic Inch V-8 | 325 Horsepower |
| RPO (L34) | 396 Cubic Inch V-8 | 360 Horsepower |

TRANSMISSION AVAILABILITY

| 133-13580 | 134-13680 |
|------------|-------------------------|
| 3-Speed | 3-Speed & 3-Speed H. D. |
| Overdrive | 4-Speed |
| Powerglide | Overdrive |
| | Powerglide |



Serial Numbers and Identification—Cont'd.

ENGINE IDENTIFICATION

194 6-CYLINDER

- SC — Used on G1205-06-26 with RPO (K19)
- SD — Used on G1205-06-26 with RPO (K19 and M35)
- SG — Base on G1205-06-26
- SH — Used on G1205-06-26 with RPO (L90)
- SI — Used on G1205-06-26 with RPO (M35)
- SJ — Used on G1205-06-26 with RPO (L90 and M35)

230 6-CYLINDER

- SK — Base on G1236; used on G1205-06-26 with RPO (L26)
- SL — Used on G10 with RPO (M35)
- SM — Used on G10 with RPO (L90)
- SR — Used on G10 with RPO (K19)
- SS — Used on G10 with RPO (K19 and M35)

EXAMPLE:

| <u>F</u> | <u>02</u> | <u>10</u> | <u>SG</u> |
|--------------------|-----------|-----------|------------------|
| SOURCE DESIGNATION | MONTH | DAY | TYPE DESIGNATION |
| F - FLINT | | | |
| T - TONAWANDA | | | |
| S - SAGINAW | | | |

Revised: February, 1966

Serial Numbers and Identification—Cont'd.

REAR AXLE IDENTIFICATION

EXAMPLE:

| <u>HI</u> | <u>05</u> | <u>19</u> |
|------------------|-----------|-----------|
| TYPE DESIGNATION | MONTH | DAY |

HI – Base on G10
HJ – Used on G10 with RPO H05
HK – Used on G10 with RPO H04
HL – Used on G10 with RPO H06
HM – Used on G10 with RPO G80 (3.36).
HN – Used on G10 with RPO G80 (3.73)
HO – Used on G10 with RPO G80 (4.11) 2900 Lbs.
HP – Used on G10 with RPO G80 (4.11) 2400 Lbs.

TRANSMISSION IDENTIFICATION

3-SPEED – CHEVROLET

QX – Base on G10
RC – Used on G10 with RPO R24-R25-T12-T13.

POWERGLIDE

TM – Used on G1205-06-26 with RPO R24-R25-T12-T13.
TY – Used on G1205-06-26 with RPO M35
UX – Used on G1236 with RPO M35; on G1205-06-26
with RPO M35 and L26.
UY – Used on G10 with RPO R24-R25-T12-T13 and L26

Revised: February, 1966

Regular Production Options

| RPO | DESCRIPTION | AVAILABILITY |
|-----|---|--------------|
| A07 | Body Glass - 10 Windows | G1205 |
| A08 | RH Side Body Glass - 4 Windows | G1205 |
| A09 | Laminated Glass Equipment | ALL |
| A11 | Tinted Glass Equipment - Windshield Only | ALL |
| A12 | Rear Door Glass Equipment | G1205 |
| A13 | Side Door Glass Equipment | G1205 |
| A18 | Swing-Out Rear Door Glass | G1206-26-36 |
| A57 | Auxiliary Seat Equipment - One Passenger Folding | G1205 |
| A61 | Stationary Auxiliary Seat Equipment | G1205 |
| A78 | Center Seat | G1206-26-36 |
| A80 | Center and Rear Seat | G1206-26-36 |
| B70 | Instrument Panel Pad | G1206-26 |
| C42 | Heater Equipment - Deluxe | G1205 |
| C48 | Less Heater | G1206-26-36 |
| C60 | Air Conditioning | ALL |
| D29 | Jr. West Coast Mirror Equipment | ALL |
| D32 | Rear View Mirror | G1206-26-36 |
| E85 | Body Side Door Equipment | G1205 |
| F59 | Front Stabilizer Equipment | ALL |
| F60 | Heavy Duty Front Spring Equipment | ALL |
| G50 | Heavy Duty Rear Spring Equipment | ALL |
| G80 | Positraction Rear Axle Equipment | ALL |
| H04 | 4.11 Rear Axle Equipment - 2900# Capacity | ALL |
| H05 | 3.73 Rear Axle Equipment - 2900# Capacity | ALL |
| H06 | 4.11 Rear Axle Equipment - 2400# Capacity | ALL |
| K19 | Air Injector Reactor | ALL |
| K24 | Closed Engine Positive Ventilation Equipment - Type B | ALL |
| K37 | Governor | ALL |
| K48 | Oil Bath Air Cleaner Equipment | ALL |
| K67 | H.D. Starting Motor Equipment | ALL |
| K76 | 5-61 A/C Generator Equipment | ALL |
| K79 | 12-42 A/C Generator Equipment | ALL |
| K81 | 23-62 A/C Generator Equipment | ALL |
| L26 | 230 L-6 Engine Equipment | G1205-06-26 |
| M35 | Powerglide Transmission Equipment | ALL |
| T60 | Heavy Duty Battery Equipment | ALL |
| U42 | Direction Signal Equipment - Class A | ALL |
| U60 | Manual Radio Equipment | ALL |
| V01 | H.D. Radiator | ALL |
| V37 | Chrome Bumper | G1205-06-26 |
| V74 | Hazard Warning Switch | ALL |
| Z55 | Special Vehicle Identification Number Plate | ALL |
| Z60 | Custom Equipment | G1205 |
| Z73 | H.D. Equipment - 5000# GVW | ALL |

Revised: February, 1966

Dealer Installed Accessories

| ITEM | MODELS |
|---|--------------------------------------|
| AIR CONDITIONING | G1206-26-36 |
| ARM REST LH OR RH DOOR | G1206-26-36 (G1205 RH only) |
| BUMPER GUARD, FRONT | G1205-1206-26-36 (Painted or Chrome) |
| CAMPER UNIT (CAMPSTER) | All |
| CAMPER SLEEPER UNIT (INSIDE) | G1206-26-36 |
| CAR TOP SLEEPER UNIT | G1206-26-36 |
| CLOCK, UNIVERSAL | G1206-26-36 |
| COMPASS, AUTO | All |
| COVER, WHEEL TRIM | All (13" and 14" Wheels) |
| DEFLECTOR - RAIN | G1206-26-36 |
| DRAPERY UNIT | G1206-26-36 |
| FIRE EXTINGUISHER | All |
| HEATER AND DEFROSTER | All |
| HEATER, AUXILIARY | All |
| INSECT SCREEN, RADIATOR | All |
| LAMP DIRECTION SIGNAL | All |
| LAMP, DOME (AUTOMATIC) | G1206-26-36 |
| LAMP, PORTABLE SPOT | All |
| LAMP, STRAIGHT SHAFT SPOT | G1206-26-36 |
| LAMP SWITCH AND FLASHER- TRAFFIC HAZARD | All |
| LIGHTER, CIGARETTE | G1205-06 |
| LITTER CONTAINER | All |
| LOCK, GAS TANK FILLER | All |
| LUGGAGE CARRIER, ROOF | G1206-26-36 |
| MIRROR, INSIDE NON-GLARE | G1206-26-36 |
| MIRROR, OUTSIDE REAR VIEW | G1206-26-36 |
| MIRROR, JUNIOR WEST COAST | G1206-26-36 (6" x 11") |
| RADIO, AM MANUAL | All (Includes Left Front Antenna) |
| REFLECTOR, REFLEX | All (Red or Amber) |
| SEAT BELT RETRACTOR | All (Front Seat) |
| SEAT CUSHION, VENTILATED | All |
| SUNSHADE UNIT | G1205-06 |
| TOOL KIT | All |
| WASHER-WINDSHIELD | All |

Revised: February, 1966

Load Capacity Chart

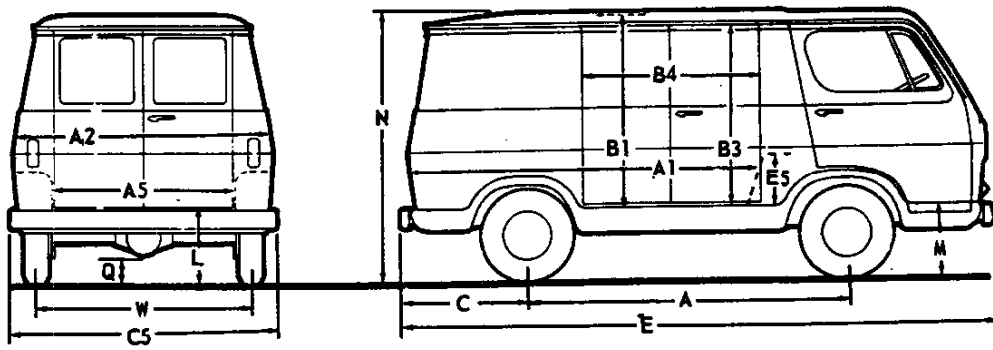
| Model | Wheel-base | Gross Vehicle Weight | Gross Combination Weight | Tires and Equipment § | | | | Recommended Tires | | Minimum Mandatory Equipment for GVW Rating | |
|-------|------------|----------------------|--------------------------|-----------------------|-----------------------|--------------------|----------------------|-------------------|-----------|--|---|
| | | | | Front Axle Capacity | Front Spring Capacity | Rear Axle Capacity | Rear Spring Capacity | Front | Rear | | |
| | | | | | | | | Front | Rear | | |
| G1205 | 90 | 3600* | ---- | 2200 | 2250 | 2400 | 2400 | 6.50-13-4 | 6.50-13-4 | RPO G50 Heavy-Duty Rear Springs. | |
| | | 4500S | | | | | | 7.00-13-8 | 7.00-13-8 | | RPO F60 Front Springs, RPO G50 Rear Springs, RPO H04, or H05 Rear Axle. |
| | | 5000** | | | | | | 7.00-13-8 | 7.00-13-8 | | |

Revised: February, 1966



DIMENSIONS AND WEIGHTS

| | |
|----------------------------------|----------|
| Exterior Dimensions | 3 |
| Interior Dimensions | 4 |
| Vehicle Weights | 5 |



| | | |
|-----------------|------|----------|
| SIGN PANEL AREA | SIDE | 21 X 100 |
| | REAR | 21 X 50 |

Exterior Dimensions

| | | | |
|----|--|--------|---------|
| | Base GVW | | 3600 |
| | Maximum GVW | | 4850 |
| A | Wheelbase | | 90.00 |
| A1 | Load area inside length | | 88.50 |
| A2 | Load area inside width | | 67.75 |
| A5 | Distance between wheelhousings | | 50.00 |
| B | Front overhang | | 40.00 |
| B1 | Floor to roof inside | | 54.25 |
| B3 | Side and rear door opening height | | 48.18 |
| B4 | Side and rear door opening width | | 49.72 |
| B7 | Door opening to front of wheelhouse | | 67.50 |
| B9 | Load space at header | | 83.50 |
| C | Rear overhang | | 38.30 |
| C3 | Wheelhouse depth | | 31.50 |
| C4 | Wheelhouse height | | 10.50 |
| C5 | Across rear bumper | | 72.74 |
| C7 | Top of floor to bottom side of panel at side load door | | 10.25 |
| C8 | Top of floor to bottom of door - driver's compartment | | 5.75 |
| D7 | Bottom of steering wheel to top of floor | | 25.25 |
| E | Overall length | | 168.30 |
| E5 | Top of floor to top of engine housing | | 19.50 |
| L | Loading or frame height, Base GVW | Curb | 22.05 |
| | | Loaded | 21.66 |
| L | Loading or frame height, Max. GVW | Curb | 23.22 |
| | | Loaded | 21.71 |
| M | Step height, Base GVW | Curb | 17.65 |
| | | Loaded | 16.28 |
| M | Step height, Maximum GVW | Curb | 18.46 |
| | | Loaded | 16.75 |
| N | Overall height, Base GVW | Curb | 77.28 |
| | | Loaded | 76.40 |
| N | Overall height, Maximum GVW | Curb | 78.27 |
| | | Loaded | 76.66 |
| P | Ground clearance, Base GVW | Front | 6.34 |
| Q | | Rear | 6.00 |
| P | Ground clearance, Max. GVW | Front | 6.79 |
| Q | | Rear | 6.39 |
| V | Front tread | | 61.20 |
| W | Rear tread | | 61.56 |
| | Cubic capacity | | 211.20 |
| | Tires, Base GVW | Front | 6.50-13 |
| | | Rear | 6.50-13 |
| | Tires, Maximum GVW | Front | 7.00-13 |
| | | Rear | 7.00-13 |

Interior Dimensions

| | | G1205 | G1206 G1226 G1236 |
|----------------|--|-----------------------|-------------------------|
| HEIGHTS | | | |
| H-1 | Headroom - front | 36.0 | |
| H-2 | Headroom - intermediate | | 37.5 |
| H-2A | Headroom - rear | | 37.5 |
| H-3 | Seat chair height - front | 17.2 | |
| H-8 | Seat chair height - intermediate | | 17.2 |
| H-8A | Seat chair height - rear | | 17.2 |
| H-13 | Steering wheel clearance | 7.2 | |
| Hc-1 | Center floor to roof rail | 53.6 | |
| Hc-3 | Top of wheelhouse to roof rail | 39 | |
| Hc-4 | Front door window height | | 17.3 |
| Hc-5 | Intermediate side window height | | 15.9 |
| Hc-6 | Rear side window height | | 15.9 |
| LENGTHS | | | |
| L-3 | Intermediate compartment room | | 44.5 |
| L-3A | Rear compartment room | | 28.6 |
| L-4 | Leg room - front | 42.0 | |
| L-5 | Leg room - intermediate | | 39.5 |
| L-5A | Leg room - rear | | 39.5 |
| L-7 | Steering wheel to seat back clearance | 16.0 | |
| Lc-1 | Center floor length | 60.5 | |
| Lc-2 | Load length at belt | 23.0 | |
| Lc-3 | Load length at floor | 28.0 | |
| WIDTHS | | | |
| W-1 | Hat room - front seat | 59.8 | |
| W-2 | Hat room - intermediate seat | | 59.8 |
| W-2A | Hat room - rear seat | | 59.8 |
| W-3 | Shoulder room - front seat | 65.0 | |
| W-4 | Shoulder room - intermediate seat | | 65.0 |
| W-4A | Shoulder room - rear seat | | 65.0 |
| W-5 | Hip room - front seat | 20.0 each | |
| W-6 | Hip room - intermediate seat | | 52.3 |
| W-6A | Hip room - rear seat | | 52.3 |
| Wc-1 | Seat cushion width - front | 20.0 drv., 18.0 pass. | |
| Wc-2 | Seat cushion width - intermediate | | 55.3 |
| Wc-3 | Seat cushion width - rear | | 55.3 |
| Wc-4 | Front door window width | 24.5; CV 7.5 | |
| Wc-5 | Intermediate side window width | | 19.3 |
| Wc-6 | Rear side window width | | 32.3 |
| Wc-7 | Rear compartment maximum width | 68.0 | |
| Wc-8 | Steering wheel to door inner panel clearance | 6.4 | |

Vehicle Weights

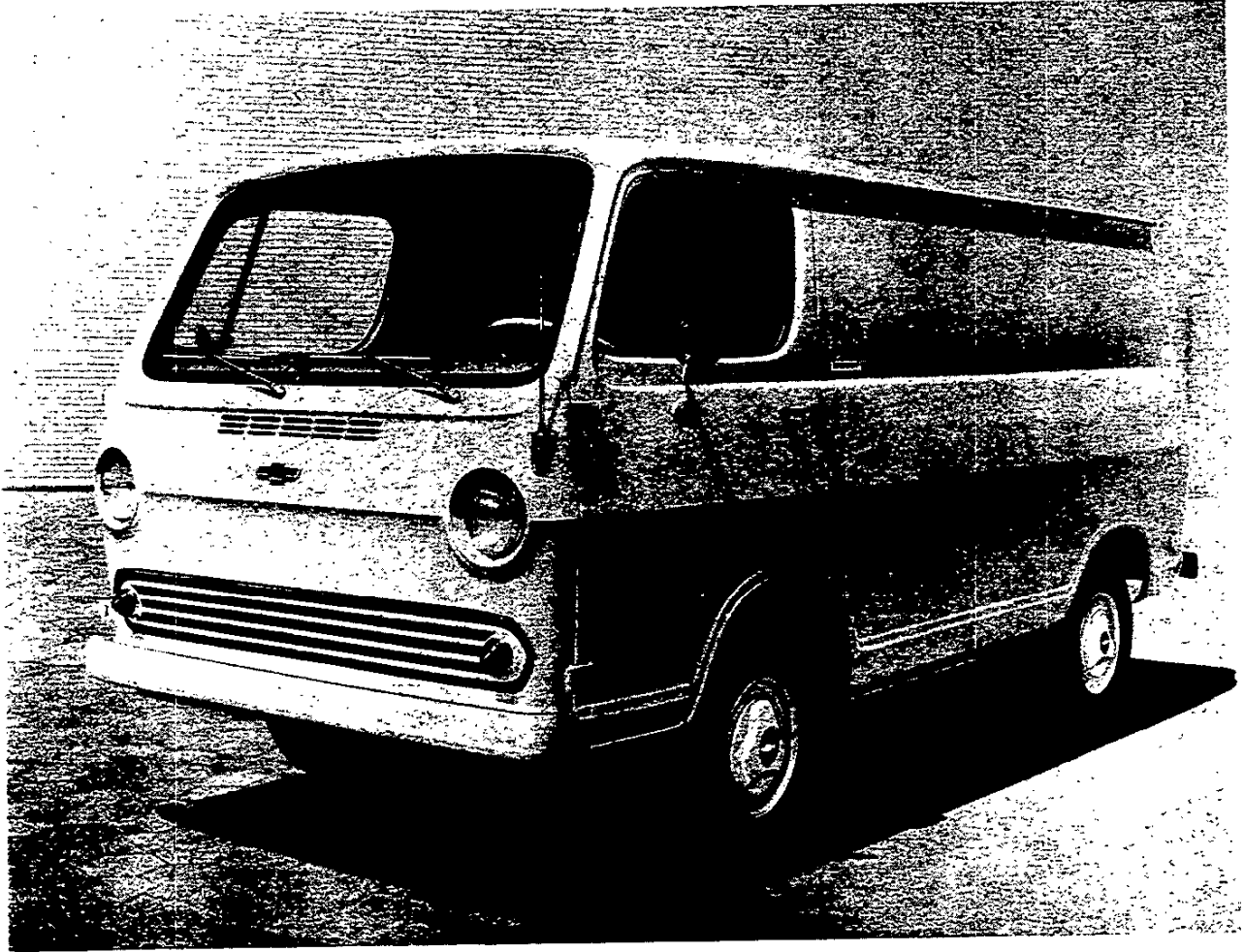
| MODEL | WITH STANDARD EQUIPMENT | | | | | | CUBIC CAPACITY (CU.FT.) | BODY & OR PAYLOAD | WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW | | LOAD LENGTH (IN.) |
|-------|-------------------------|------|-------|--------|------|-------|-------------------------------|-------------------------|---|-----------|-------------------------|
| | SHIPPING * | | | CURB * | | | | | PAYLOAD DISTRIBUTION | | |
| | FRONT | REAR | TOTAL | FRONT | REAR | TOTAL | | | % FRONT | % REAR | |
| G1205 | 1682 | 1075 | 2757 | 1682 | 1197 | 2879 | 211.2 | 2036 | 18 | 82 | 88.5 |
| G1206 | 1779 | 1186 | 2965 | 1779 | 1308 | 3087 | | | | | |
| G1226 | 1840 | 1226 | 3066 | 1840 | 1348 | 3188 | | | | | |
| G1236 | 1906 | 1218 | 3124 | 1906 | 1340 | 3246 | | | | | |

* - Estimated weight



BODY

| | |
|-------------------------------------|----------|
| Appearance | 3 |
| Colors | 4 |
| Regular Production Equipment | |
| Exterior | 5 |
| Interior | 6 |
| Equipment - General | 7 |
| Electrical Equipment | 8 |



1966 Chevrolet G10 Series Trucks - BODY - 2

Appearance

CUSTOM EQUIPMENT

RPO Z60

BREATHABLE SEAT TRIM
RIGHT HAND SUNSHADE
CIGAR LIGHTER
CHROME HUBCAPS
REAR WINDOW GLASS
HEADLINING-LOAD COMPARTMENT
ADDITIONAL HORN
COAT HOOKS
STEERING WHEEL WITH HORN
BLOWING RING

Colors

| RPO NO. | BODY COLOR | INTERIOR TRIM COLORS | | | | |
|---------|------------------|-------------------------|-----------------|-----------|-------|-----|
| | | CLOTH TRIM (G1226 ONLY) | FAWN | TURQUOISE | GREEN | RED |
| | | VINYL TRIM (ALL MODELS) | STD. | 601 | 603 | 605 |
| | BODY COLOR | STD.* | 609 | 611 | 613 | |
| SOLID | 500 | Black | X | | | |
| | 503 | Light Green | | | X | |
| | 505 | Dark Green | | | X | |
| | 507 | Light Blue | X | | | |
| | 508 | Dark Blue | X | | | |
| | 510 | Turquoise | | X | | |
| | 511 | Dark Aqua | | X | | |
| | 514 | Red | X | | | X |
| | 516 | Orange | X | | | |
| | 519 | Dark Yellow | X | | | |
| | 521 | White | | X | | X |
| | 522 | Gray | X | | | X |
| | 523 | Silver | | X | | |
| | 525 | Saddle | X | | | |
| | 526 | Off-White | | X | | X |
| | TWO-TONE | 530 | Off-White/Black | X | | |
| 533 | | Off-White/Light Green | | | X | |
| 535 | | Off-White/Dark Green | | | X | |
| 537 | | Off-White/Light Blue | X | | | |
| 538 | | Off-White/Dark Blue | X | | | |
| 540 | | Off-White/Turquoise | | X | | |
| 536 | | Off-White/Dark Aqua | | X | | |
| 544 | | Off-White/Red | X | | | X |
| 546 | | Off-White/Orange | X | | | |
| 549 | | Off-White/Dark Yellow | X | | | |
| 552 | | Off-White/Gray | X | | | X |
| 553 | Off-White/Silver | | X | | | |
| 555 | Off-White/Saddle | X | | | | |

* - RPO (607) on G1226

Revised: February, 1966

1966 Chevrolet G10 Series Trucks - BODY - 4

Regular Production Equipment

EXTERIOR

| MODEL NUMBER | G1205 | G1206 | G1226 | G1236 |
|-----------------------------------|--------------|----------------------|-----------------|-----------------|
| MERCHANDISING NAME | CHEVY-VAN | SPORTVAN | CUSTOM SPORTVAN | DELUXE SPORTVAN |
| BUMPERS - FRONT & REAR | | Painted | | Bright |
| HUB CAPS | | Painted | | Bright |
| REAR VIEW MIRROR - L. H. | Std.-painted | Opt.-painted | Std.-painted | Std.-bright |
| - R. H. | Std.-painted | Opt.-painted | | Opt.-bright |
| BODY BELT MOLDING | | None | | Bright |
| BOW TIE EMBLEM, FRONT END PANEL | | Standard | | |
| BRIGHT SIDE NAMEPLATES | | Standard | | |
| CHEVROLET SCRIPT, R. H. REAR DOOR | | Standard | | |
| HEADLAMP BEZELS | | Painted | | Bright |
| TAIL LAMP BEZELS | | None | | Bright |
| LOAD DOORS Double R. H. side | Optional | Standard | | |
| Double rear | | Standard | | |
| LOCKS | | Key type - all doors | | |
| GLASS Front doors | | Drop | | |
| Side doors | Opt.-fixed | Std.-swing out | | |
| Rear doors | Opt.-fixed | Std.-fixed | | |
| | | Opt.-swing out | | |
| Front quarter, L & R. H. | Opt.-fixed | Std.-fixed | | |
| Rear quarter, L & R. H. | Opt.-fixed | Std.-fixed | | |
| L. H. side, front & rear | Opt.-fixed | Std.-swing out | | |
| FRONT DOOR VENTIPANE & POSTS | | Painted | | |
| RETRACTABLE SIDE DOOR STEP | None | Standard | | |
| LIGHTS Head | | Single | | |
| Parking, tail & stop | | Standard | | |
| Direction signal | | Std.-front and rear | | |
| WINDSHIELD WIPERS | | Electric | | |

Regular Production Equipment—Cont'd.

INTERIOR

| MODEL NUMBER | G1205 | G1206 | G1226 | G1236 |
|-------------------------------|-------------------------------|--|-----------------|-----------------|
| MERCHANDISE NAME | CHEVY-VAN | SPORTVAN | CUSTOM SPORTVAN | DELUXE SPORTVAN |
| REAR VIEW MIRROR | None | | Std.-Painted | |
| GLOVE BOX DOOR (non-lockable) | | | Std.-Painted | |
| DOMES LAMPS | | | Front & Rear | |
| CIGAR LIGHTER | Optional | Accessory | Standard | |
| COAT HOOKS | Opt.-Two | None | Four | |
| PADDED INSTRUMENT PANEL | None | | Optional | Standard |
| SPARE TIRE COVER | | None | | Standard |
| SUNSHADE L. H. | | Standard | | Std.-Padded |
| R. H. | Optional | Accessory | Standard | Std.-Padded |
| HORN RING OR BUTTON | Std.-Button Opt.-Horn ring | Button | Horn ring | |
| ARMRESTS Front L. & R. H. | Std.-L.H.; Opt.-R.H. | | Standard | |
| Rear L. & R. H. | None | Included with seat options, integral with seats | | |
| ASH TRAY Front | | Std. - In instrument panel | | |
| Rear L. & R. H. | None | Included with seat options, integral with armrests | | |
| SEATS Driver | | Standard | | |
| Sgl. front passenger | Optional | Standard | | |
| Second 3-Passenger | None | Optional | | |
| Third 3-Passenger | None | Optional | | |
| LOCKS Inside front | | Handle detent | | |
| Inside front cargo door | None | Push button | | |
| HEATER (outside air type) | Optional | Standard | | |
| NUMBER OF HORNS | Std.- one; Opt.-two | Two | | |
| SEAT BELTS Front | | Standard | | |
| Rear | None | Optional | | |

Equipment—General

BUMPERS

| | |
|----------------|---------------|
| TYPE | Pressed steel |
| THICKNESS | 0.111 inch |
| OVERALL HEIGHT | 4.00 in. |
| OVERALL WIDTH | 72.24 in. |
| FINISH, STD. | Painted |
| , RPO | Chrome-plated |

WINDSHIELD WIPERS

| | |
|--------------|---|
| MAKE | Delco |
| TYPE | Single-speed * |
| LINKAGE TYPE | Parallel acting |
| WIPER BLADES | 16-inch, natural rubber |
| BLADE TRAVEL | 108.5 degrees, R.H.; 85.5 degrees, L.H. |

* - Two-speed wiper/washer combination available as RPO.

HORN

| | |
|--------|----------|
| MAKE | Delco |
| TYPE | Vibrator |
| NUMBER | One |

TOOLS

| | |
|----------------------------------|----------------------|
| TYPE | Screw type |
| CAPACITY | 4000 lbs |
| RAISED HEIGHT | 12.12 in. |
| LOWERED HEIGHT | 5.62 in. |
| WHEEL NUT WRENCH, JACK HANDLE | L shaped socket type |

GLASS TYPE AND VISIBILITY AREA

| | TYPE | AREA |
|---------------------------------|------------------------|---------|
| WINDSHIELD | Laminated safety plate | 1314.05 |
| VENTI-PANES | Solid safety sheet | 182.58 |
| FRONT DOOR WINDOWS (BOTH DOORS) | Solid safety sheet | 802.36 |
| REAR WINDOWS (BOTH DOORS) * | Solid safety sheet | 690.38 |
| TOTAL | | 2989.37 |

* - Optional equipment

Revised: February, 1966

1966 Chevrolet G10 Series Trucks — BODY — 7

Electrical Equipment

LAMP USAGE

| APPLICATION | TRADE NUMBER | RATING |
|---------------------------------|--------------|--------|
| DOME LIGHTS | 211 | 12CP |
| LICENSE PLATE LAMP | 1155 | 4 CP |
| PARKING AND DIRECTION SIGNAL | 1157 | 4-32CP |
| TAIL, STOP AND DIRECTION SIGNAL | | |
| TURN SIGNAL INDICATOR | 1445 | 1CP |
| UPPER BEAM INDICATOR | | |
| RADIO DIAL LAMP | 1893 | 2CP |
| INSTRUMENT ILLUMINATION | 1895 | 2CP |
| TEMPERATURE TELL-TALE | | |
| OIL PRESSURE TELL-TALE | | |
| GENERATOR TELL-TALE | | |
| HEADLAMP | 6012 | 50W |
| | | 40W |

FUSE AND CIRCUIT BREAKER USAGE

| DEVICE OR CIRCUIT PROTECTED | TYPE FUSE & AMPERES | LOCATION |
|-----------------------------|------------------------|-----------------------|
| TAIL, STOP, DOME LIGHTS | 3 AG/AGC - 15 AMP | Fuse block/under dash |
| RADIO | 3 AG/AGC - 2.5 | Fuse block/under dash |
| HEATER | 3 AG/AGC - 10 | Fuse block/under dash |
| INSTRUMENT LIGHTS | 3 AG/AGC - 3 | Fuse block/under dash |
| WINDSHIELD WIPER MOTOR | SAE - 20 | Fuse block/under dash |
| HEAD LAMP & PARK LAMP | 15 Amp Circuit Breaker | Light switch |

Electrical Equipment—Cont'd.

HEADLAMPS

| | |
|----------------------|--------------------------------------|
| MAKE AND TYPE | Guide, single sealed beam |
| LOCATION | At extreme sides of front panel |
| SEALED BEAM DIAMETER | 7.04 |
| DIMMED BY | Foot switch (raises and lowers beam) |
| HIGH BEAM INDICATOR | In Speedometer dial |

PARKING LIGHTS

| | |
|-----------|---|
| LOCATION | Below headlights -- in outer edges of grill |
| BULB TYPE | Dual filament, parking and turn signal |

TAIL AND STOP LAMPS

| | |
|------|---|
| MAKE | Guide lamp |
| TYPE | Comb. tail, stop, directional signal unit |

REAR LICENSE LIGHTS

| | |
|----------|---|
| TYPE | Single |
| LOCATION | On L.H. rear load door above license mounting |

INSTRUMENT PANEL LIGHTING

| | |
|------------------------|--|
| FUEL GAUGE | White light |
| SPEEDOMETER DIAL | |
| HIGH BEAM INDICATOR | Red (when lighted) |
| OIL PRESSURE INDICATOR | "OIL" (black letters on red background). Visible at low pressure |
| GENERATOR | Tell-Tale (lights at low gen. charge) |
| MAIN SWITCH | Three-position pull type, with integral dome lamp switch and Rheostat to control instrument panel lighting |

DOME LIGHTS

| | |
|----------|---|
| LOCATION | At center of roof panel, rear of front seats, and at center of roof panel, rear of load compartment |
|----------|---|

DIRECTION SIGNAL

| | |
|-----------------|---|
| MAKE | Guide Lamp |
| TYPE | Flasher, front and rear, self-cancelling |
| TURN INDICATORS | Green lighted arrows at outer edge of instrument cluster face |



CHASSIS

| | |
|---------------------------------------|----|
| <i>Front Suspension</i> | 2 |
| <i>Front Stabilizer</i> | 2 |
| <i>Front Springs</i> | 3 |
| <i>Shock Absorber Data</i> | 4 |
| <i>Rear Springs</i> | 5 |
| <i>Rear Axle Specifications</i> | 6 |
| <i>Brake Specifications</i> | 8 |
| <i>Steering</i> | 9 |
| <i>Turning Radii</i> | 10 |
| <i>Wheels and Tires</i> | 11 |

Front Suspension

| RATED CAPACITY (LBS.) | | 2200 | |
|-----------------------|---|----------------------------------|---------------|
| MAKE | | Chevrolet | |
| TYPE | | Reverse Elliot (modified I-beam) | |
| | Material | Drop forged AISI C1040 | |
| I-BEAM DATA | Distance between King Pin C/L's | 54.36 | |
| | C/L of Wheel to Bottom of I-Beam @ Pad | 5.21 | |
| | Section Modulus (in. ³) | 0.84 | |
| | Diameter | 0.8170-0.8174 | |
| KING PIN DATA | Length | 5.38 | |
| | Type | Delrin #500 | |
| | | Length | 1.280 |
| | Bushing | I.D. | 0.8204-0.8174 |
| | | O.D. | .9370 |
| | Thrust Bearing | Washer Type | |
| SPINDLE DIAMETER | Inner | 1.2493-1.2498 | |
| | Outer | 0.7492-0.7497 | |
| WHEEL ATTACHMENT | Number of Studs | Five | |
| | Bolt Circle | 4.75 in. | |
| WHEEL BEARINGS | | Tapered single row roller | |

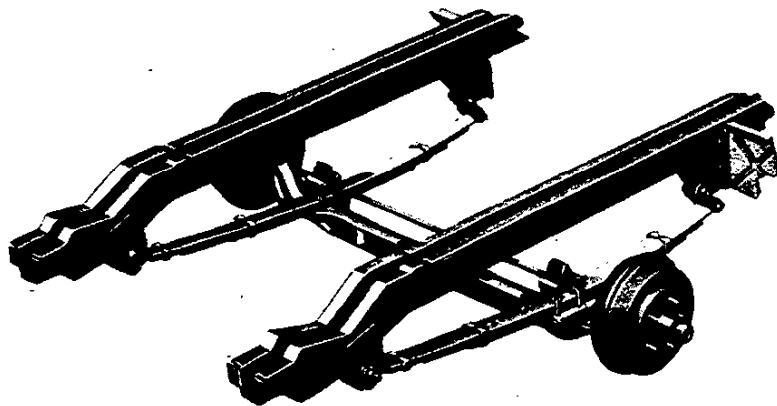
Front Stabilizer

RPO F59

| | |
|--------------|-------------|
| TYPE | Link |
| MATERIAL | C1070 Steel |
| BAR DIAMETER | .865 |

Front Springs

| RATED CAPACITY (LBS) (EACH SPRING) | SPRUNG | 1000 | 1100 |
|--|---|---|------------------------------|
| | GROUND | 1125 | 1225 |
| SERIES APPLICATION | | STANDARD | RPO (F60) |
| TYPE | Semi-elliptical, unsymmetrical leaves with anti-windup single stage | | |
| MATERIAL | Chrome carbon steel | | |
| NUMBER OF LEAVES | 6 | | |
| LEAF THICKNESS | | 4 @ .262; 2 @ .237 | 2 @ .291; 3 @ .262; 1 @ .237 |
| TOTAL AVERAGE CLAMPED RATE OF DEFLECTION | | 1.522 | 1.605 |
| LENGTH AND WIDTH | | 176 | 208 |
| SPRING CLIPS - TYPE AND POSITIONS | | 48 x 2 Clinch with rivet - two forward, one rear of I-beam | |
| SPRING BUMPERS | | Hard rubber | |
| SPRING HANGERS | Front | Stamped hanger welded to frame | |
| | Rear | Rubber bushed shackle | |
| SPRING EYE BUSHING | I.D. | .564-.569 | |
| | O.D. | 1.240-1.260 | |
| | Material | Rubber | |



Revised: February, 1966

Shock Absorber Data

FRONT

| | |
|-------------------|--|
| MAKE | Delco |
| TYPE | Direct acting hydraulic |
| MOUNTING LOCATION | Upper mounted to bracket in tire well Lower mounted with 1/2" bolts thru "1" beam |
| PISTON DIAMETER | 1" |
| PISTON TRAVEL | 9.75" |

REAR

| | |
|-------------------|--|
| MAKE | Delco |
| TYPE | Direct acting |
| MOUNTING LOCATION | Upper mounted to frame rail Lower mounted to extension welded on axle shaft |
| PISTON DIAMETER | 1" |
| PISTON TRAVEL | 7.25" |

Rear Springs

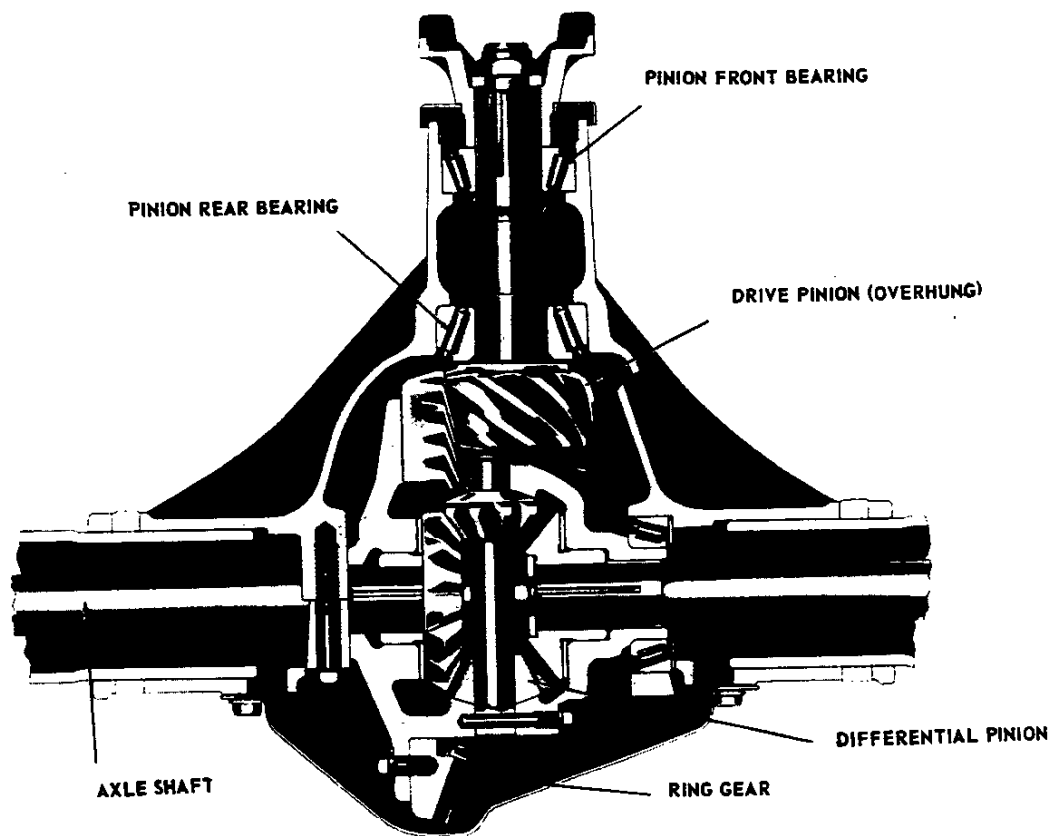
| RATED CAPACITY (LBS) (EACH SPRING) | SPRUNG GROUND | 1000 | 1225 |
|---------------------------------------|------------------|---|-----------|
| | | 1200 | 1450 |
| SERIES APPLICATION | | STANDARD | RPO (G50) |
| TYPE | | Semi-elliptical single-stage | |
| MATERIAL | | Chrome carbon steel | |
| NUMBER OF LEAVES | | 6 | 7 |
| LEAF THICKNESS | | 4 @ .291 | 4 @ .291 |
| | | 2 @ .262 | 3 @ .262 |
| TOTAL THICKNESS | | 1.688 | 1.850 |
| INCHES OF CAMBER AT LOAD (lbs.) | | -1.34 @ 882 lbs. | |
| AVERAGE CLAMPED RATE OF DEFLECTION | | 258 | 315 |
| LENGTH & WIDTH | | 48 x 2 | |
| SPRING CLIP TYPE | | Clinch with rivet | |
| SHACKLE END | | Rubber bushed | |
| Type | | Rear | |
| Location | | Forward | |
| FIXED END | | Forward | |
| ATTACHMENT TO AXLE | | U-Bolt, spacer and plate | |
| U-BOLT DIAMETER | | 1/2" | |
| BUMPER | | Rubber, knock down type mounted to frame rail | |
| SPRING CENTERS | | 47.1 | |

Revised: February, 1966

Rear Axle Specifications

| SERIES APPLICATION | | STANDARD | RPO (H06) | RPO (H05) | RPO (H04) | |
|-----------------------------|-----------------------|---------------------------------|--------------|--------------|--------------|--|
| RATED AXLE CAPACITY (lbs) | | 2400 lbs | | 2900 lbs | | |
| RATIO | | 3.36:1* | 4.11:1* | 3.73:1* | 4.11:1* | |
| MAKE | | Chevrolet | | | | |
| TYPE | | Salisbury | | | | |
| BRAKE SIZE | | 9-1/2" X 2" | | | | |
| WHEEL MOUNTING | Type | 5-Bolt | | | | |
| | Bolt size | 7/16 | | | | |
| | Bolt circle | 4.75 | | | | |
| HOUSING | Type | Carrier & tube | | | | |
| | Construction | 3-piece | | | | |
| | Hsg.section OD & wall | 3.0 x .22 | | | | |
| RING AND PINION GEARS | Type | Hypoid | | | | |
| | Number | 11 | 9 | 11 | 9 | |
| | Drive of teeth | 37 | 37 | 41 | 37 | |
| | Ring gear | Pitch dia. | 8.125 | 8.875 | 8.875 | |
| | Face | 1.240 | | 1.406 | | |
| GEAR BACKLASH | | .005-.008 | | | | |
| DRIVE PINION | Mounting | Overhung | | | | |
| | Adjustment | Shims | | | | |
| | Thrust | Against rear pinion bearing | | | | |
| DIFFERENTIAL TYPE | | 2-pinion | | | | |
| AXLE SHAFT | Type | Integral shaft and drive flange | | | | |
| | Material | Hot rolled carbon steel | | | | |
| | Hub attachment | Bolted | | | | |
| LUBRICANT CAPACITY (pints) | | 3.5 | | 4.5 | | |

* Available with Positraction differential



Brake Specifications -

| | | | |
|--------------------------|------------------------------------|-----------------|--|
| TYPE | | | Duo-Servo, 4-wheel hydraulic, self-adjusting |
| DRUM | Type | | Composite, web cast into rim |
| | Material | Rim Web | Cast iron alloy HR steel |
| | Diameter | Front Rear | 9.5 9.5 |
| | Effective area | | 228.6 sq. inches |
| | Material | | Full molded asbestos composition |
| LINING | Width | Front Rear | 2.50 2.00 |
| | Facing | Primary Shoes | .17 |
| | Thickness | Secondary Shoes | .20 |
| | Attachment | | Bonded |
| | Effective area | | 168.9 |
| MASTER CYLINDER | Piston diameter | | 1.00 |
| | Location | | Underbody, bracket mounted |
| | Available piston travel | | 1.09 |
| WHEEL CYLINDER | Diameter | Front Rear | 1.13 0.813 |
| | Brake Distribution | Front Rear | 59.5% 40.5% |
| BRAKE LEVER RATIOS | Pedal | | 5.8:1 |
| | Hydraulic | | 3.78 |
| | Overall | | 21.924 |
| PARKING BRAKE | Type | | Mechanical pull type, cable to rear service brakes |
| | Effective lining area Operation | | 76.8 Full lever - bracket mounted to engine cover |

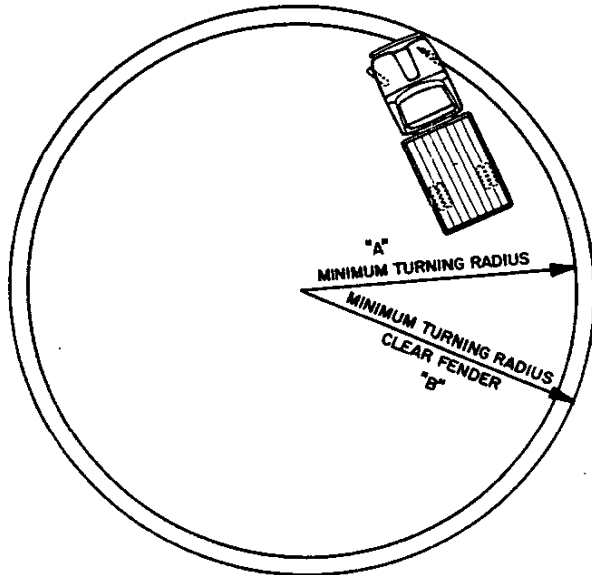
Steering

| | | |
|------------------------|----------|---|
| MAKE AND TYPE | | Saginaw recirculating ball |
| RATIO | Gear | 20:1 |
| | Overall | 25:1 |
| MOUNTING | | Frame rail channel |
| STEERING SHAFT TYPE | | Single |
| PITMAN SHAFT BUSHING | | Cast bronze |
| PITMAN SHAFT | Location | Straddle mounted in steering gear housing |
| | Diameter | .974 |
| LINKAGE TYPE | | Conventional |
| STEERING WHEEL | Type | 2 spoke |
| | Diameter | 17 inches |
| ANTI-FRICTION BEARINGS | Type | Single row ball |
| | Part No. | 5666693 |

Steering—Cont'd.

"A" DIMENSION = Measured to the edge of the front tire at the outside of the circle. This indicates radius clearance required at curb height.

"B" DIMENSION = Measured to outer extremity of truck (front bumper or fender) indicating required wall-to-wall radius clearance.



| SERIES | WHEEL-BASE | "A" (FEET) | "B" (FEET) |
|--------|------------|---------------|---------------|
| G10 | 90.00 | 16.27 | 17.68 |

Wheel and Tires

| TIRE DESCRIPTION | | | | | WHEEL DESCRIPTION | | |
|------------------|-------------------|-----------|-------------------|----------------|-------------------|-------------|-----------------|
| SIZE | AVAIL- ABILITY | TYPE | CON- STRUCTION | CAPACITY | SIZE | OFF- SET | ATTACH- MENT |
| 6.50-13-4PR | Base | Blackwall | Passenger | 840# @ 24 psi | 13 x 5.50J | 1.0 in. | Five Stud |
| 6.50-13-4PR | RPO (P53) | Whitewall | | 840# @ 24 psi | | | |
| 7.00-13-8PR | RPO (R15) | Blackwall | | 1170# @ 36 psi | 13 x 5.50K | | |
| 7.00-13-8PR | RPO (R16) | Whitewall | | 1170# @ 36 psi | | | |
| 7.35-14-4PR | RPO (T12) | Blackwall | | 1290# @ 36 psi | 14 x 5.00J | | |
| 7.35-14-4PR | RPO (T13) | Whitewall | | 1290# @ 36 psi | | | |
| 7.00-13-8PR | RPO (R14) | Blackwall | Truck | 1315# @ 60 psi | 13 x 5.50K | | |
| 7.00-14-6PR | RPO (R24) | Blackwall | | 1145# @ 45 psi | 14 x 6.0J | | |
| 7.00-14-8PR | RPO (R25) | Blackwall | | 1365# @ 60 psi | | | |



POWER TRAINS

| | |
|--|----|
| <i>Power Team Combinations</i> | 3 |
| <i>Six Cylinder Engines</i> | |
| <i>High Torque 194</i> | 5 |
| <i>High Torque 230</i> | 7 |
| <i>Clutches</i> | 18 |
| <i>Transmission Specifications</i> | 21 |



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Power Team Combinations

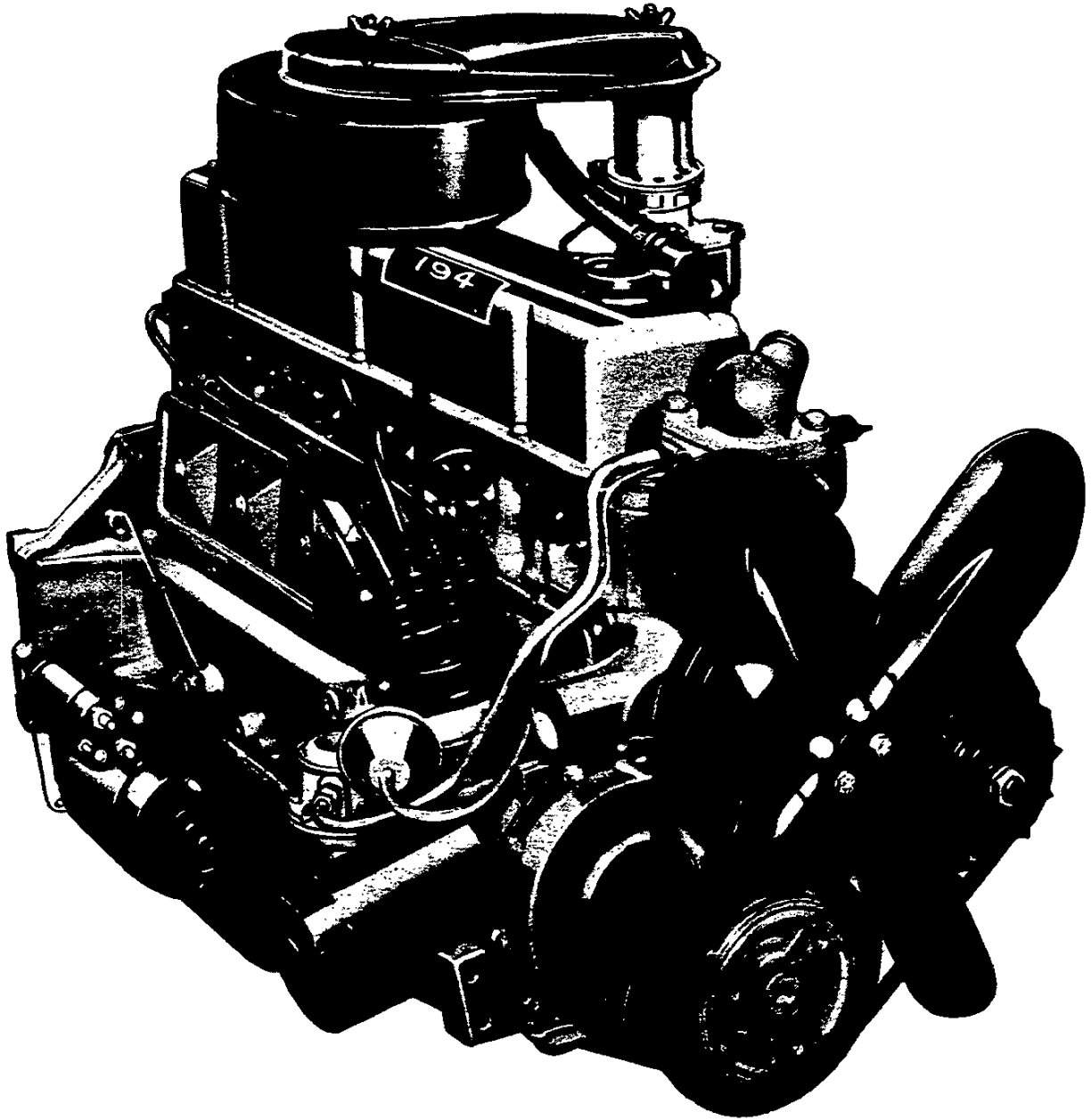
| SERIES | ENGINE | CLUTCH | AXLE | TRANSMISSION | AVAILABILITY |
|-------------------------------------|-----------------------------------|---------|--------|---------------------|--------------|
| G1205, 06, 26 | High Torque 194 cu. in. L-6 | 10 inch | 3.36:1 | 3-Speed Synchromesh | Standard |
| | | | 3.36:1 | Powerglide | Optional |
| | | | 3.73:1 | 3-Speed Synchromesh | Optional |
| | | | 3.73:1 | Powerglide | Optional |
| | | | 4.11:1 | 3-Speed Synchromesh | Optional |
| | | | 4.11:1 | Powerglide | Optional |
| G1236 RPO (L26) G1205, 06, 26 | High Torque 230 cu. in. L-6 | 10 inch | 3.36:1 | 3-Speed Synchromesh | Standard |
| | | | 3.36:1 | Powerglide | Optional |
| | | | 3.73:1 | 3-Speed Synchromesh | Optional |
| | | | 3.73:1 | Powerglide | Optional |
| | | | 4.11:1 | 3-Speed Synchromesh | Optional |
| | | | 4.11:1 | Powerglide | Optional |

| TRANSMISSION | ENGINE | AXLE | TOTAL GEAR REDUCTION | | | |
|--------------|--------|--------|----------------------|------|------|---------|
| | | | 1ST | 2ND | 3RD | REVERSE |
| 3-Speed | L-6 | 3.36:1 | 9.88 | 5.64 | 3.36 | 9.88 |
| | | 3.73:1 | 10.97 | 6.27 | 3.73 | 10.97 |
| | | 4.11:1 | 12.08 | 6.90 | 4.11 | 12.08 |

| TRANSMISSION | ENGINE | AXLE | TOTAL GEAR REDUCTION* | |
|--------------|--------|--------|-----------------------|-----------------|
| | | | DRIVE | LOW AND REVERSE |
| Powerglide | 194 | 3.36:1 | 8.06-3.36 | 14.68-6.12 |
| | | 3.73:1 | 8.94-3.73 | 16.30-6.79 |
| | | 4.11:1 | 9.86-4.11 | 17.96-7.48 |
| | 230 | 3.36:1 | 7.06-3.36 | 12.43-5.91 |
| | | 3.73:1 | 7.83-3.73 | 13.80-6.56 |
| | | 4.11:1 | 8.63-4.11 | 15.21-7.23 |

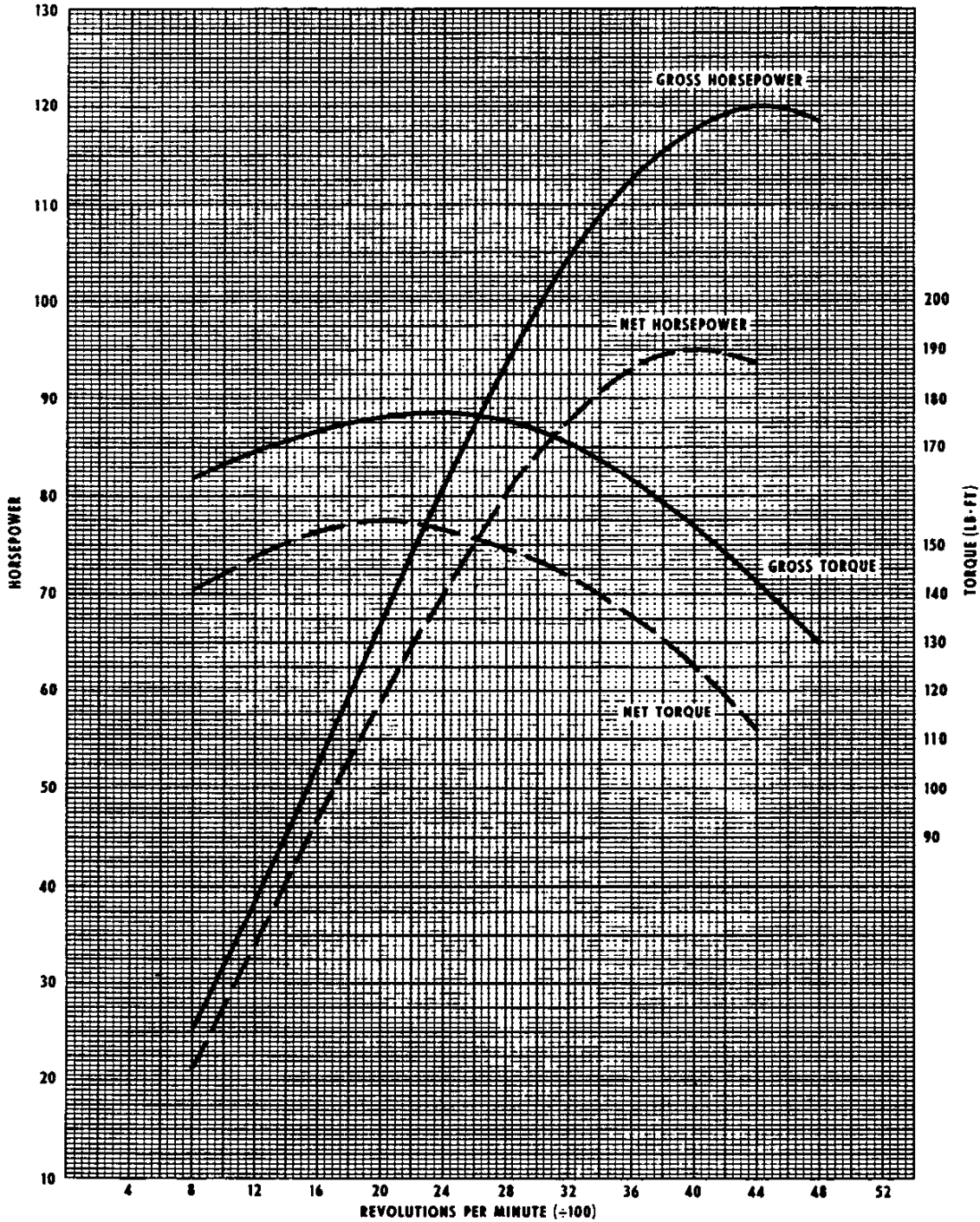
Six Cylinder Engines

HIGH TORQUE 194



CYLINDERS 6
 PISTON DISPLACEMENT, CU. IN. 174
 BORE - STROKE (In.) 3.56 x 3.25
 COMPRESSION RATIO 8.9:1
 APPLICATION G10

GROSS HP 129 @ 4000 RPM
 GROSS TORQUE, LB.-FT. 177 @ 2400 RPM
 NET HP 95 @ 4000 RPM
 NET TORQUE, LB.-FT. 155 @ 3000 RPM
 CORRECTED TO BAROMETRIC PRESSURE OF 29.92 IN.HG.
 AND 40 DEG. F. DRY AIR.



The data on this sheet are true as represented.
 Engineering Center
 Chevrolet Motor Division
 General Motors Corporation

D. H. McPherson
 D. H. McPherson
 Chief Engine Engineer

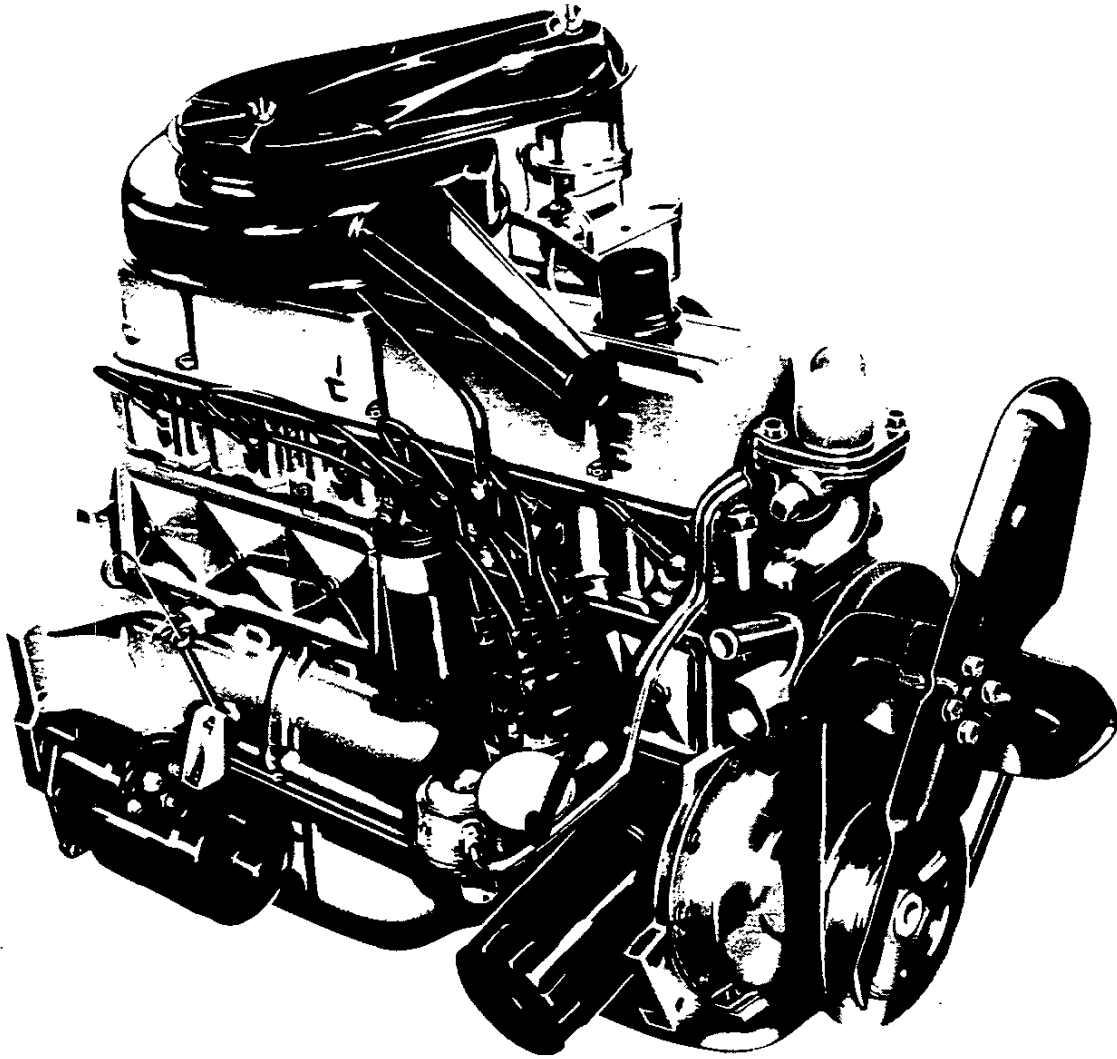
State of Michigan
 County of Washtenaw

On this 21st day of *August*, 1965, personally appeared
 before me, D. H. McPherson, known to me to be both, who makes oath that
 the data on this sheet are true as represented.

Donald C. Lind
 Donald C. Lind
 Notary Public, Oakland County, Michigan
 Acting in Washtenaw County, Michigan
 My Commission Expires July 23, 1967

Six Cylinder Engines—Cont'd.

HIGH TORQUE 230

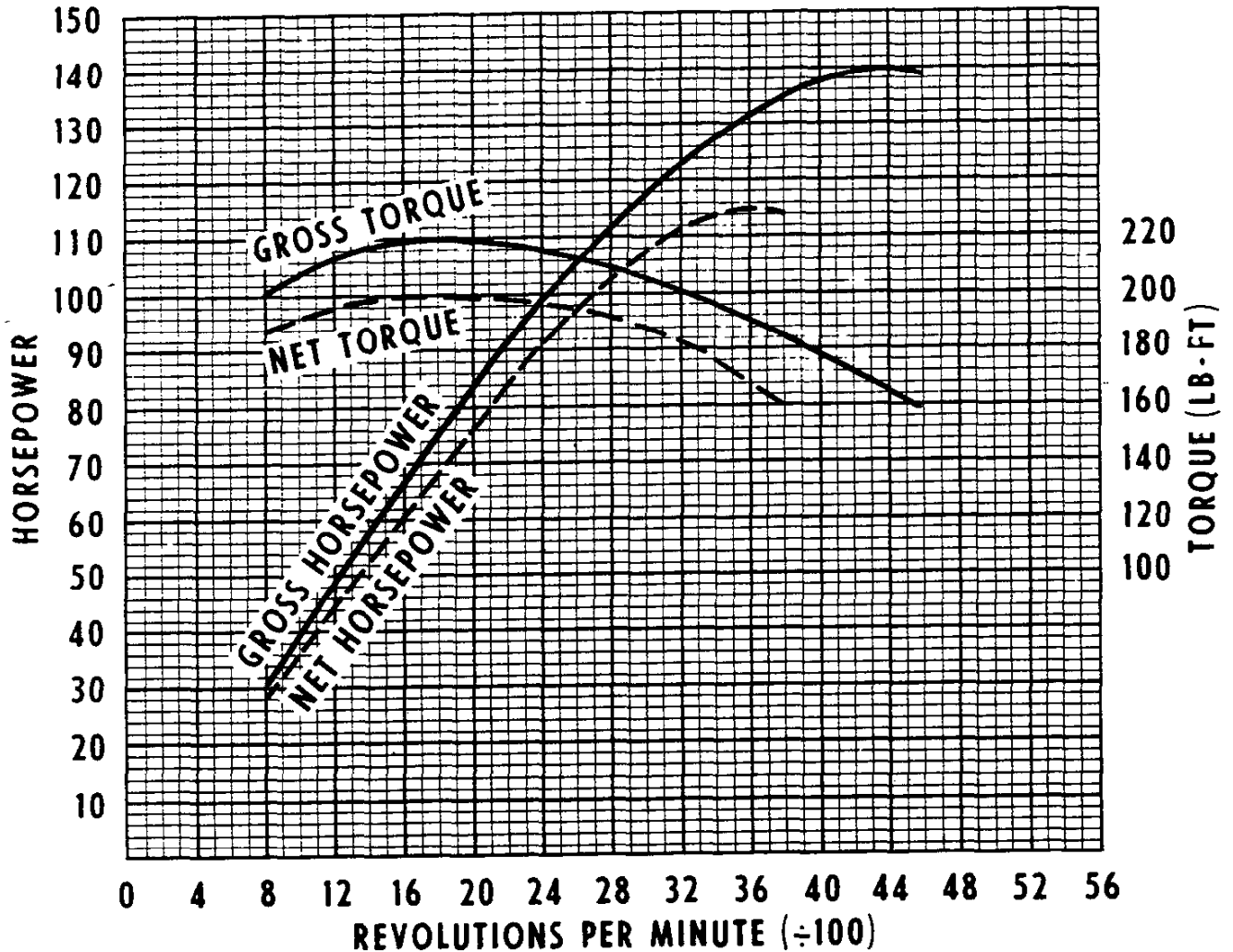


CYLINDERS 6
 PISTON DISPLACEMENT, CU. IN. 230
 BORE - STROKE (Nom.) 3-7/8 x 3-1/4
 COMPRESSION RATIO 8.5:1

GROSS HP 140 at 4400 Rf
 GROSS TORQUE, LB.-FT. 220 at 1600 Rf
 NET HP 115 at 3600 Rf
 NET TORQUE, LB.-FT. 200 at 1600 R

APPLICATION RPO L26 G10

CORRECTED TO BAROMETRIC PRESSURE OF 29.92 IN.HG
 AND 60 DEG. F. DRY AIR.



The data on this sheet are true as represented.
 Engineering Center
 Chevrolet Motor Division
 General Motors Corporation

J. H. McPherson
 J. H. McPherson
 Chief Engine Engineer

State of Michigan
 County of Macomb

On this 25 day of June 1965 personally appeared
 before me D. H. McPherson, known to me to be such, who makes oath that
 the data on this sheet are true as represented.

Gerald C. Lind
 Gerald C. Lind
 Notary Public, Oakland County, Michigan
 Acting in Macomb County, Michigan
 My Commission Expires July 22, 1967

Six Cylinder Engines—Cont'd.

HIGH TORQUE 194 and 230

| | HIGH TORQUE 194 | HIGH TORQUE 230 |
|-------------------------------|---|----------------------------|
| CYLINDER BLOCK | | |
| Material | Cast alloy iron | |
| Bore | 3.563 | 3.875 |
| CYLINDER HEAD | | |
| Material | Cast alloy iron | |
| Type | Valve-in-head | |
| Cylinder head bolt torque | 90-95 foot pounds | |
| Number of cylinder head bolts | 14 | |
| CRANKSHAFT | | |
| Material | Cast nodular iron | |
| Number of counterweights | 4 | |
| Weight | 52.75 lbs | |
| End play | .002-.006 | |
| Stroke | 3.25 | |
| Main bearing journal diameter | #1-7: 2.2983-2.2993 | |
| Pulley diameter | 6.64 | |
| Crankpin Width | 1.038-1.042 | |
| journal Diameter | 1.999-2.000 | |
| Harmonic balancer | Rubber mounted inertia | |
| Type | Precision removable | |
| Material | Steel backed babbitt or copper lead alloy | |
| End thrust against | #7 | |
| Bearing clearance | .0003-.0029 | |
| Main Bearings | Effective Length | #1-6: .752 |
| | | #7: .760 |
| | Theoretical I.D. | #1-7: 2.3004 |
| | Projected area* | #1-6: 1.7299 #7: 1.7483 |

* Based on theoretical I.D. and effective length.

Six Cylinder Engines—Cont'd.

HIGH TORQUE 194 and 230

| | | HIGH TORQUE 194 | HIGH TORQUE 230 |
|-------------------------------|-----------------------|--|--------------------------|
| CAMSHAFT | | | |
| Material | | Cast alloy iron | |
| End play | | .003-.007 | |
| Thrust | | Between timing gear & journal front face | |
| Timing Gears | Type | Helical | |
| | Material | Steel | |
| | Drive Driven | Aluminum | |
| Bearings | Material | Extra-life steel backed babbitt | |
| | Clearance on diameter | .0015-.0035 | |
| | Ream diameter | 1.8712 | |
| | Length | .86 | |
| | Projected area* | 1.6092 | |
| PISTONS | | | |
| Material | | Cast aluminum alloy | |
| Skirt and head | | Flat head | Flat head, slipper skirt |
| Skirt clearance | | .0006-.0010 | |
| Top land clearance | | .035-.044 | |
| Top ring groove insert | | None | |
| Compression ring groove depth | | .2153-.2218 | |
| Oil ring groove depth | | .2093-.2158 | |
| Weight (ounces) | | 20.40 | |
| PISTON PINS | | | |
| Material | | Chromium steel | |
| Type | | Locked in rod | |
| Diameter | | .9270-.9273 | |
| Length | | 2.990-3.010 | |
| Taper limit in full length | | .0001 | |
| Clearance in piston | | .00015-.00025 | |
| Surface finish | | 14 micro-inches | |
| CONNECTING RODS | | | |
| Material | | Drop forged steel | |
| Rod width at piston | | 1.007-1.011 | |
| Rod width at crankpin | | .944-.945 | |
| End play | | .008-.014 | |
| Rod length C/L to C/L | | 5.699-5.701 | |

* - Based on ream diameter and overall length.

Six Cylinder Engines—Cont'd.

HIGH TORQUE 194 and 230

| | | HIGH TORQUE 194 | HIGH TORQUE 230 |
|--------------------------|------------------|---------------------------------------|--|
| CRANKPIN BEARINGS | | | |
| Type | | Precision, removable | |
| Material | | Steel backed babbitt | Steel backed babbitt or copper lead alloy |
| Bearing | Diameter | 2.155 | |
| Dimensions | Effective length | .837 | |
| | Projected area | 1.804 | |
| COMPRESSION RINGS | | | |
| Number per piston | | Two | |
| Type | | Inside bevel | |
| Material | | Cast alloy iron | |
| Coating | Upper | Flash chrome plated O.D. | |
| | Lower | Wear resistant coated O.D. | |
| Width | Upper | .0775-.0780 | |
| | Lower | .0770-.0780 | |
| Gap | | .010-.020 | |
| Diameter | | 3.875 | |
| Wall | Upper | .184-.194 | |
| thickness | Lower | .184-.194 | |
| Ring groove clearance | | .0022 | |
| OIL CONTROL RINGS | | | |
| Number per piston | | One | |
| Type | | Multi-piece, two rails and one spacer | |
| Material | Rails | Stainless steel, chrome plated O.D. | |
| | Spacer | Steel | |
| Width | Rails | .028 | |
| | Spacer | .177-.182 | |
| Rail gap | | .015-.055 | |
| Diameter | Rails | 3.875 | |
| | Spacer (free) | 3.892-3.918 | |
| Rail wall thickness | | .150-.156 | |
| Total oil ring width | | .233-.238 | |
| Ring groove clearance | | .007-.011 | |

Six Cylinder Engines—Cont'd.

HIGH TORQUE 194 and 230

| | | HIGH TORQUE 194 | HIGH TORQUE 230 |
|---------------------------|------------------|--|-----------------|
| VALVE TRAIN | | Individually mounted overhead rocker arms push rod operated | |
| Valve Type | | Hydraulic | |
| Valve Operating Mechanism | Lifters | 1.75:1 | |
| | Rocker arm ratio | Integral with head | |
| | Valve guides | Zero | |
| | Valve lash | | |
| VALVE SPRINGS | | GM 63M | |
| Material | | 1.66 @ 56-64 lbs | |
| Compressed length | Closed | 1.33 @ 170-184 lbs | |
| | Open \bar{c} | 1.92 | |
| Free length | | | |
| VALVE SEATS | | Cast iron | |
| Material | Inlet | Cast iron | |
| | Exhaust | None | |
| Valve seat inserts | | | |
| INLET VALVES | | Carbon steel | |
| Material | | None | |
| Face coating | | 4.902-4.922 | |
| Overall length | | 1.715-1.725 | |
| Head diameter | | | |
| Stem diameter | | .3404-.3417 | .3404-.3417 |
| Stem to guide clearance | | .0015-.0032 | |
| Angle of valve face | | 45° | |
| Seat angle in head | | 46° | |
| Valve lift | | .3318 | .3318 |
| EXHAUST VALVES | | High alloy steel | |
| Material | | Aluminized | |
| Face coating | | 4.913-4.933 | |
| Overall length | | 1.495-1.505 | |
| Head diameter | | .3410-.3417 | |
| Stem diameter | | .0010-.0033 | |
| Stem to guide clearance | | 45° | |
| Angle of valve face | | 46° | |
| Seat angle in head | | | |
| Valve lift | | .3318 | .3318 |
| Exhaust valve rotator | | None | |

Six Cylinder Engines—Cont'd.

HIGH TORQUE 194 and 230

| | | HIGH TORQUE 194 | HIGH TORQUE 230 |
|----------------------------------|---------|--------------------------|-----------------|
| VALVE TIMING | | | |
| Inlet valve | Opens | 62° BTC | 62° BTC |
| | Closes | 94° ABC | 94° ABC |
| Exhaust valve | Opens | 92° BBC | 92° BBC |
| | Closes | 63° ATC | 63° ATC |
| Inlet duration | W/ramp | 336° | |
| | WO/ramp | 244° | |
| Exhaust duration | W/ramp | 336° | |
| | WO/ramp | 244° | |
| CRANKCASE VENTILATION | | | |
| Type | | Positive | |
| COOLING SYSTEM | | | |
| GENERAL | | | |
| Type | | Pressure | |
| By-pass type | | Permanent | |
| Cooling system capacity (quarts) | | 11 | 12 |
| RADIATOR HOSES | | | |
| Material | Inlet | Fabric reinforced rubber | |
| | Outlet | Steel reinforced rubber | |
| Hose I.D. | Inlet | 1.50 | |
| | Outlet | 1.75 | |
| THERMOSTAT | | | |
| Make | | Harrison | |
| Type | | Pellet | |
| Begins to open | | 177°-183°F | |
| Fully open | | 202°F | |

Six Cylinder Engines—Cont'd.

HIGH TORQUE 194 and 230

| | HIGH TORQUE 194 | HIGH TORQUE 230 |
|---------------------------|--|-------------------|
| WATER PUMP | | |
| Type | Centrifugal | |
| Drive | V-belt | |
| Capacity | 58 GPM @ 4400 RPM | 60 GPM @ 4400 RPM |
| Water pump bearing | Permanently lubricated double row ball | |
| FAN | | |
| Number of blades | Four | |
| Blade diameter | 18.0 | |
| Blade type | Curved tip | |
| Fan to engine speed ratio | .949:1 | |
| FAN BELTS | | |
| Material | Dacron cord and oil & heat resistant rubber compound | |
| Type | High strength, low stretch, wedge belt | |
| Width | .380 | |
| Developed length | 39.0 | 39.5 |
| Number used | One | |

LUBRICATION SYSTEM

| GENERAL | | |
|--------------------|-------------------|----------------------------------|
| Type | | Full pressure |
| Method | Main bearings | Pressure |
| | Camshaft bearings | Pressure |
| | Timing gear | Nozzle |
| | Connecting rods | Pressure |
| | Valve mechanism | Pressure |
| | Cylinder walls | Connecting rod bearing throw-off |
| Crankcase capacity | Piston pins | Splash |
| | With filter | 5.0 |
| | Without filter | 4.0 |

Six Cylinder Engines—Cont'd.

HIGH TORQUE 194 and 230

| | HIGH TORQUE 194 | HIGH TORQUE 230 |
|----------------------------------|-----------------|---------------------------------|
| OIL PUMP | | |
| Type | | Gear |
| Pump intake | | Stationary |
| Pressure gauge type | | Electric |
| Normal oil pressures | | 30-45 PSI @ 1500 RPM |
| Capacity | | 4.3 GPM @ 2000 RPM |
| OIL FILLER | | |
| Location | | Rocker cover |
| Cap type | | Breather |
| OIL FILTER | | |
| Type | | Full flow, throw-away cannister |
| Availability | | Standard |
| Capacity | | 1 Quart |
| OIL PAN | | |
| Drain plug location | | Lower center of oil pan |
| Drain plug thread size | | 1/2-20 UNF 2A |
| Hex head size | | .875 |
| OIL GRADE RECOMMENDATIONS | | |
| Not lower than 32 degrees F | | SAE 20W, SAE 20 or SAE 10W-30 |
| Not lower than 0 degrees F | | SAE 10W, SAE 10W-30 |
| Lower than 0 degrees F | | SAE 5W, SAE 5W-20 |
| FUEL AND EXHAUST SYSTEM | | |
| FUEL TANK | | |
| Capacity | | 16 gallons |
| CARBURETOR | | |
| Type | | Single barrel - downdraft |
| Make and model | | Rochester B |
| Venturi | | 1.343 |
| Throttle bore | | 1.56 |
| SAE flange size | | 1-1/2 |
| Choke control | | Hand choke |

Six Cylinder Engines—Cont'd.

HIGH TORQUE 194 and 230

| | HIGH TORQUE 194 | HIGH TORQUE 230 |
|--------------------------------------|-----------------|---|
| AIR CLEANER | | |
| Make | | AC |
| Element material | Oil wetted | Paper |
| FUEL FILTER | | |
| Location | | Fine mesh plastic strainer in gas tank; sintered bronze filter in carburetor |
| FUEL PUMP | | |
| Make | | AC |
| Type | | Mechanical |
| Pressure range | | 5.25-6.50 PSI |
| Arm movement | | .25 |
| MUFFLER, EXHAUST AND TAILPIPE | | |
| Muffler type | | Single resonance straight thru |
| Exhaust pipe O.D. | | 2.00 |
| Tail pipe O.D. | | 1.82 |
| ELECTRICAL SYSTEM | | |
| GENERAL | | |
| Make and type | | Delco-Remy, 12 volt |
| Firing order | | 1-5-3-6-2-4 |
| Timing (initial setting) | | 4° BTC @ 450-500 engine RPM |
| Timing mark location | | Tab on crankshaft pulley |
| DELCOTRON EQUIPMENT | | |
| Rating and model | | 32 ampere, Delco-Remy |
| Pulley size | | 2.70 P.D. |
| Ratio - Delcotron to engine RPM | | 2.46:1 |

Six Cylinder Engines—Cont'd.

HIGH TORQUE 194 and 230

| | HIGH TORQUE 194 | HIGH TORQUE 230 |
|-------------------------|--|-----------------|
| STARTING MOTOR | | |
| Make | Delco-Remy | |
| Number of pinion teeth | 9 | |
| Test data | Amperes | 49-76 |
| (free speed) | Volts | 10.6 |
| | RPM | 6200-9400 |
| Starter actuation | By solenoid | |
| IGNITION SWITCH | | |
| Type | Key operated | |
| Positions | Off, On, Start | |
| SPARK PLUG WIRES | | |
| Type | Graphite impregnated, braided rayon core | |
| Cable size | 7 mm | |
| Resistance | 4000 ohms per foot | |
| BATTERY | | |
| Model number | 554 | |
| Capacity @ 20 hr. rate | 44 amperes | |
| Plates per cell | 9 | |
| Weight | 30 lbs. | |
| Ground | Negative | |
| Fully charged | Specific gravity of 1.270±0.010 @ 80°F | |
| Location | Front R.H. side of engine compartment | |

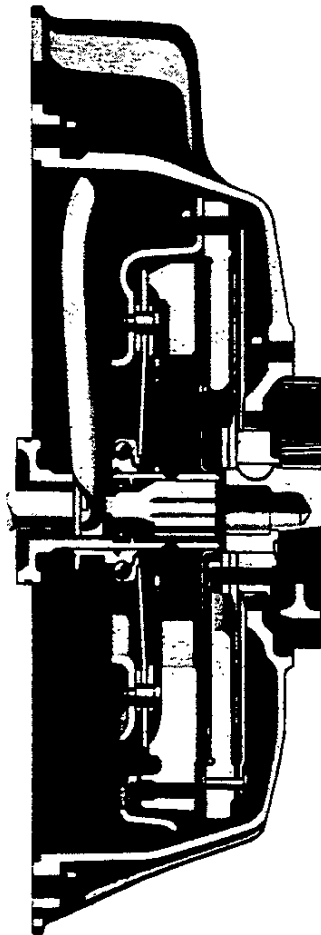
Six Cylinder Engines—Cont'd.

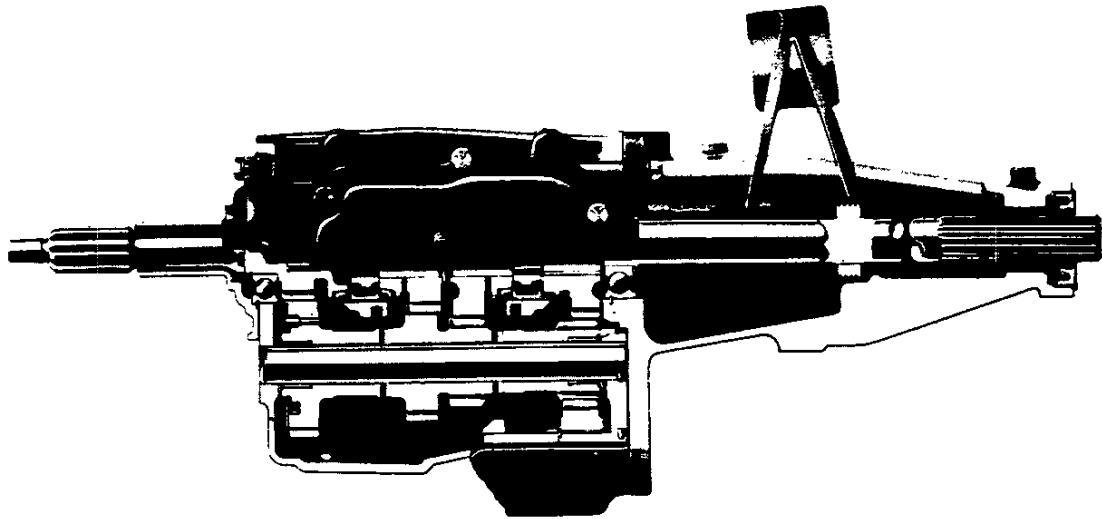
HIGH TORQUE 194 and 230

| | HIGH TORQUE 194 | HIGH TORQUE 230 |
|---|---|------------------------|
| VOLTAGE REGULATOR | | |
| Make | Delco-Remy | |
| Location | Front L.H. side of engine compartment | |
| Voltage regulator | Two unit (voltage regulator & cutout relay) | |
| Vibrator type Volts | 13.8-14.8 @ 85°F | |
| Combination light and field relay closing voltage @ 80 degrees | 2.5-4.5 volts | |
| SPARK PLUGS | | |
| Make and model | AC 46N (long reach) | |
| Thread size and type | 14 mm | |
| Gap | .033-.038 | |
| Torque | 25 lb.ft. | |
| IGNITION COIL | | |
| Make | Delco-Remy | |
| DISTRIBUTOR | | |
| Make | Delco-Remy | |
| Breaker arm tension | 19-23 oz. | |
| Nominal cam angle (dwell) | 31°-34° | |
| Breaker point gap | .019 | |
| Condenser capacity | .18-.23 microfarad | |
| Type of advance | Centrifugal & vacuum | |

Clutches

| CLUTCH SIZE AND TYPE | | DIAPHRAGM 10 INCH |
|-----------------------------|----------------------|--|
| CLUTCH SPRINGS | Number used | 1 |
| | Material | Spring steel heat treated |
| | Total pressure (lbs) | 1700-1950 |
| | Spring release | Diaphragm action |
| DRIVEN DISC | Type | Dry disc with two facings |
| | Number of plates | 1 |
| | Vibration dampers | 6 |
| | Material | Woven asbestos composition |
| | O.D. | 10 |
| | Facing I.D. | 6 |
| | Thickness | .135 |
| | Area sq. in. | 100.5 |
| BEARING | Clutch Type | Single row ball |
| | Release Lubrication | Packed with high viscosity grease and sealed |
| | Pilot Make | Chevrolet |
| | Type | Sintered powdered bronze bushing |
| FLYWHEEL | Material | Cast iron |
| | O.D. | 12.54 |
| RING GEAR | Type | Cold drawn steel, shrunk on flywheel |
| | No. of teeth | 153 |
| | Width | .4110-.4220 |
| | Pitch dia. | 12.75 |
| CONTROLS | Clutch fork | Drop forged steel, pivot mounted on ball |
| | Pedal mounting | Through toe panel, attached to frame |
| | Linkage | Mechanical |





Transmission Specifications

SYNCHROMESH

| TYPE | | 3-SPEED |
|----------------------------|----------|--|
| APPLICATION | | 194 CU. IN. L-6 230 CU. IN. L-6 |
| MAKE | | Chevrolet |
| GEARS | Material | Forged steel, hardened |
| | Type | Helical |
| SYNCHRONIZED SPEEDS | | All forward speeds |
| GEAR RATIO | First | 2.85 |
| | Second | 1.68 |
| | Third | 1.00 |
| | Fourth | --- |
| | Reverse | 2.94 |
| GEARSHIFT CONTROL | Type | Manual remote |
| | Location | Mounted on steering column |
| LUBRICANT CAPACITY (pints) | | 2.0 |

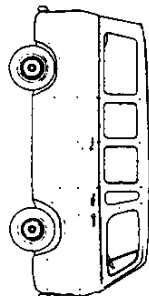
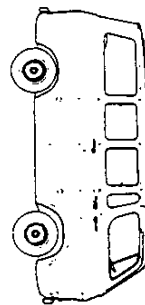
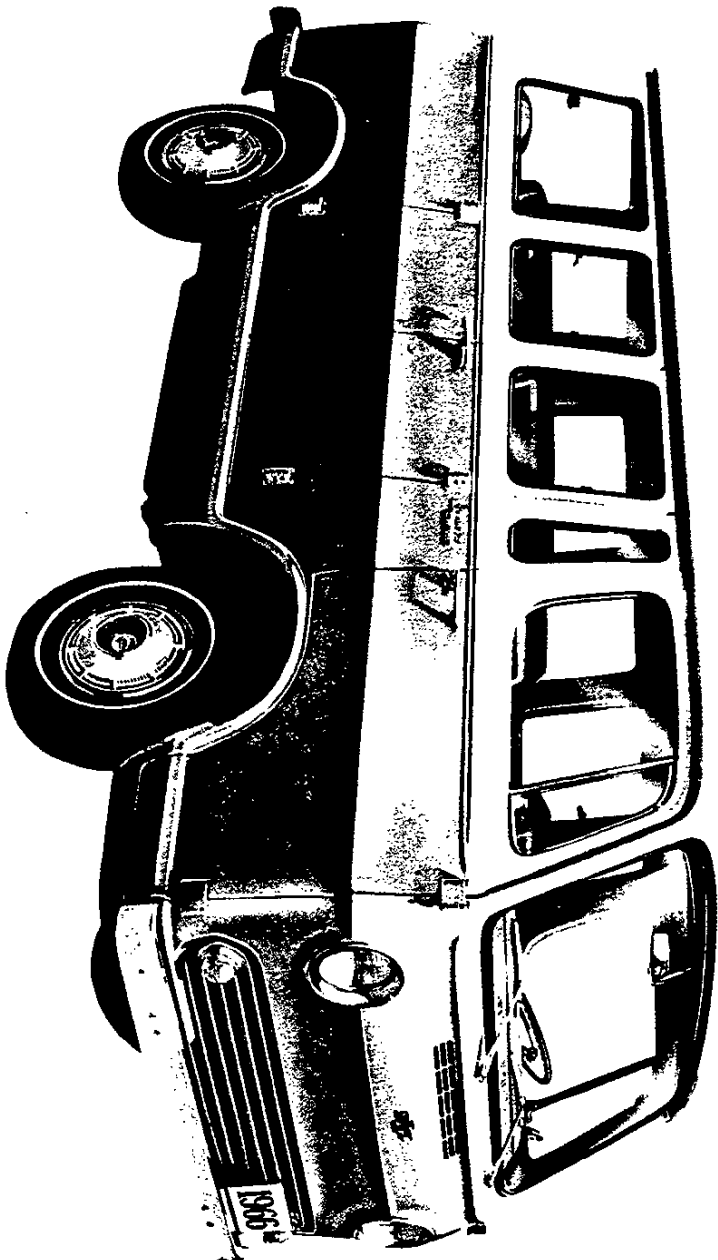
AUTOMATIC

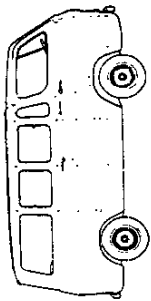
| TYPE | | POWERGLIDE | | | |
|----------------------------------|-----------------|----------------------------|------|-----------------|------|
| APPLICATION | | 194 CU. IN. L-6 | | 230 CU. IN. L-6 | |
| MAKE | | Chevrolet Powerglide | | | |
| TYPE | | Two-speed Automatic | | | |
| COOLING | | Water | | | |
| RANGE SELECTOR LEVER LOCATION | | Mounted on steering column | | | |
| POWERGLIDE TORQUE MULTIPLICATION | Converter Ratio | MAX. | 1:1 | MAX. | 1:1 |
| | Drive | 2.40 | 1.00 | 2.10 | 1.00 |
| TORQUE MULTIPLICATION | Low | 4.37 | 1.82 | 3.70 | 1.76 |
| | Reverse | 4.37 | 1.82 | 3.70 | 1.76 |
| ENGINE STARTING | | Selector lever in Neutral | | | |
| LUBRICANT CAPACITY | Dry Refill | 15 Pints | | | |
| | Refill | 3 Pints | | | |



1966 G-VAN

| | |
|-----------------|------------------------|
| | 6-Door Sports Wagon |
| SPORTVAN | G1206 |
| CUSTOM SPORTVAN | G1226 |
| DELUXE SPORTVAN | G1236 |





The Sportvan is a multi-purpose vehicle introduced during the 1965 model year. Three models, the Sportvan, Custom Sportvan, and Deluxe Sportvan, differ in exterior trim and interior appointments.

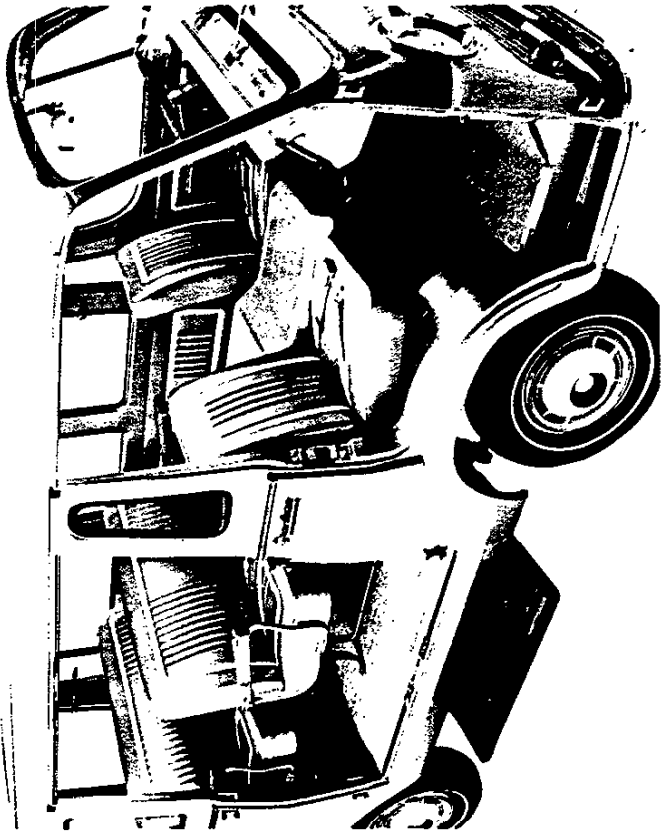
All models can be equipped with two optional forward or aft facing rear seats, making an eight passenger bus. With rear seats removed, the Sportvan serves as a light duty truck, furnishing 211 cubic feet of load space. For the sportsman or traveler, the Sportvan can be outfitted with optional camper units.

Special Sportvan features include swing-out side windows and double curb-side and rear load doors. A retractable curb-side step furnishes easy entry and exit. Fifteen exterior colors, four of which are new, and thirteen two-tone combinations are available.

Special exterior trim items for the Deluxe model include bright hub caps, headlamp and tail lamp bezels, chrome front and rear bumpers, and a bright belt molding at the sides and rear. The belt molding is accented with red paint fill.

The economy Sportvan features newly styled embossed vinyl seat trim available in four colors, a black rubber floor mat for the front compartment, and front and rear dome lamps.

Seat pattern cloth for the Custom Sportvan is new for 1966. Lower sidewalls and load doors are trimmed with hardboard panels; the upper body features color-



DELUXE SPORTVAN INTERIOR WITH OPTIONAL REAR SEATS

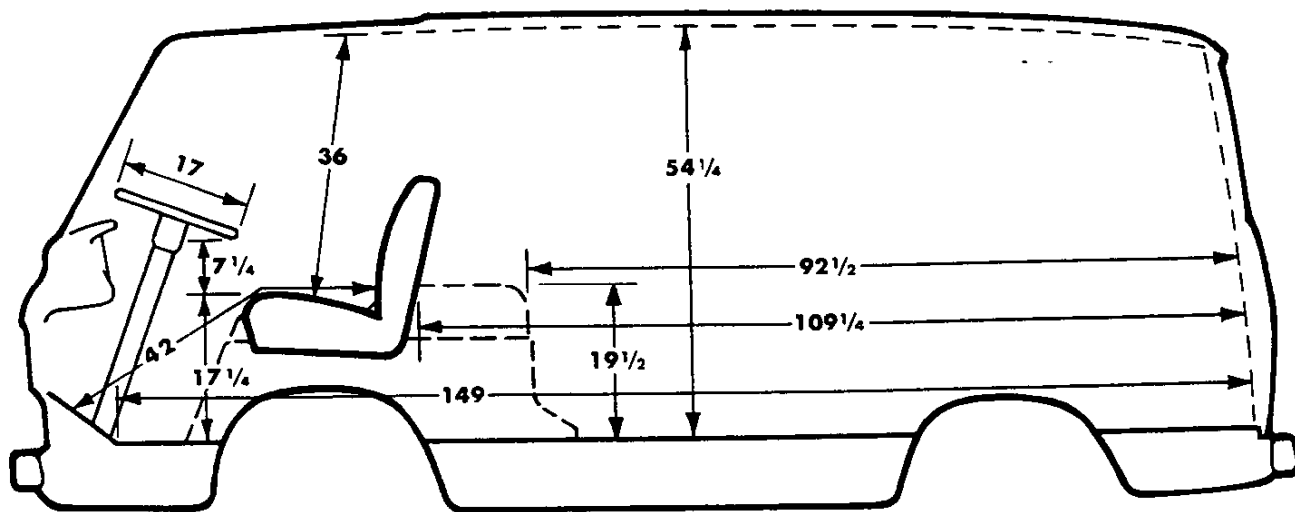
matched plastic panels. Headlining is white vinyl, with bright simulated roof bows. Color-matched vinyl coated rubber covers the floor.

Deluxe models continue the two-tone vinyl seat trim, door panels and lower body panels. Floor covering is full-length color-matched vinyl coated rubber.

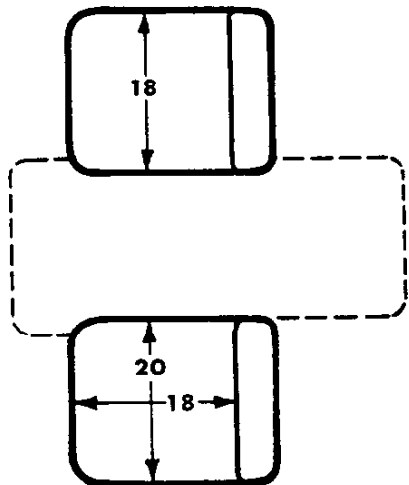
Construction is body-frame integral. The Sportvan front suspension utilizes leaf-spring and I-beam, the rear suspension,

leaf-springs and Salisbury axle. The engine is located between the driver and passenger seats, covered by an insulated metal housing. Sportvan and Custom Sportvan models are powered by the High-Torque 194 cubic inch L-6 engine. The High-Torque 230 cubic inch L-6 engine is standard for the Deluxe model, and optional for the Sportvan and Custom Sportvan. Transmissions are the new fully-synchronized 3-speed or optional Powerglide units.

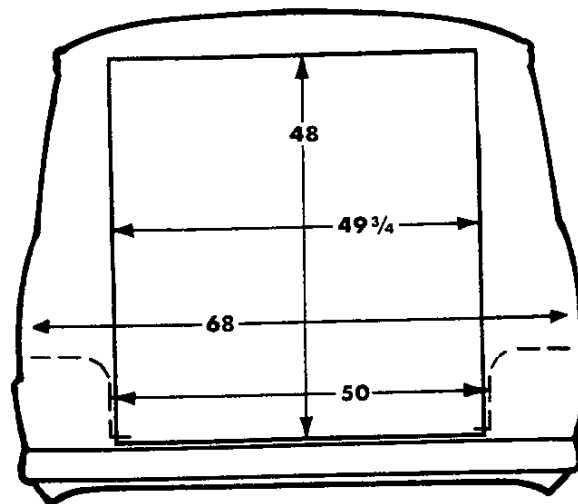
CHEVY-VAN



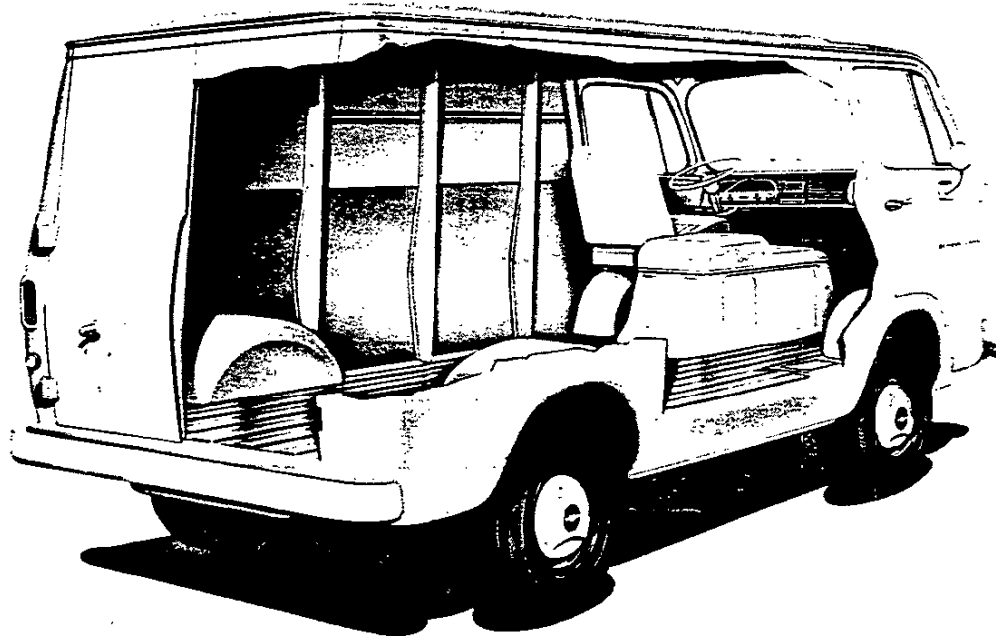
OPTIONAL SEAT



STANDARD SEAT



CONSTRUCTION FEATURES



The Chevy-Van body shell is a unitized all-steel structure featuring body-frame integral construction for outstanding structural rigidity and excellent durability. Special attention is given to corrosion resistance with the use of single outer panels, galvanized components and rust-inhibiting materials for the underbody.

The basic body is comprised of an underbody structure, front-end structure, left- and right-hand side panel structure and a roof panel structure. All structures are welded and bolted for rigidity.

Reinforced side rails and crossmembers form the integral frame to which the floor panel is welded. The engine housing is welded to the floor panel. Main structural members are of heavy-gauge steel and are corrosion resistant. The front-end body structure consists of an inner and outer panel which forms a plenum chamber that gives the vehicle good structural rigidity plus high air volume. Air inlet louvers are located on the outer panel to assure a fresh, clean air supply. Air inlets to the interior of the body are automatically provided on the right-hand side by the heater installation and on the left-hand side by an adjustable door opening. Basic side panel body structures are comprised of one-piece outer panels welded to a frame consisting of roof rails at the top and rocker panels at the bottom. The roof body panel is of one-piece design and has five longitudinal ribs. Three roof bows support the panel.

Seven major corrosion-resistance measures are taken in the

Chevy-Van. They are as follows:

1. Use of galvanized body components
2. Use of heavy-gauge steel for main underbody frame components
3. Minimal use of exterior coach joints
4. Use of high-zinc-content primers
5. Use of aluminum preservative spray
6. Use of sealers at all critical interior and exterior joints
7. Use of undercoating

Galvanized steel is used in certain areas that are vulnerable to corrosion such as, front and rear wheelhousings, front step panels, inner rocker panels, outer rocker panels and the plenum chamber. Use of heavier gauge steel in the underbody structure also contributes to the corrosion-resistance program. Other body preservation measures include high-zinc-content primers and a special aluminum and wax spray.

Front doors on the Chevy-Van are of double-wall construction with key-operated left- and right-hand door locks. Solid safety sheet glass is used for the hand-operated ventipane windows and door windows.

Rear loading doors and optional side loading doors are made of a one-piece outer panel with a reinforcing inner structure at the top and a full inner panel at the bottom. Glass is available as an option, at extra cost, in both the side and rear doors.

BODY GLASS COMBINATIONS

Six separate body glass combinations are available as regular production options to meet individual requirements. All windows are recessed and are of solid safety sheet fixed glass. Front door windows are standard equipment and are not included in the four-window or ten-window options. The six body glass window combinations are as follows:

1. Rear door glass equipment
2. Side door glass equipment
3. Rear door and side door glass equipment
4. Ten-window glass equipment
5. Four-window glass equipment (right-hand side only)
6. Four-window glass equipment and rear door glass equipment



4-WINDOW GLASS EQUIPMENT (RPO A08)

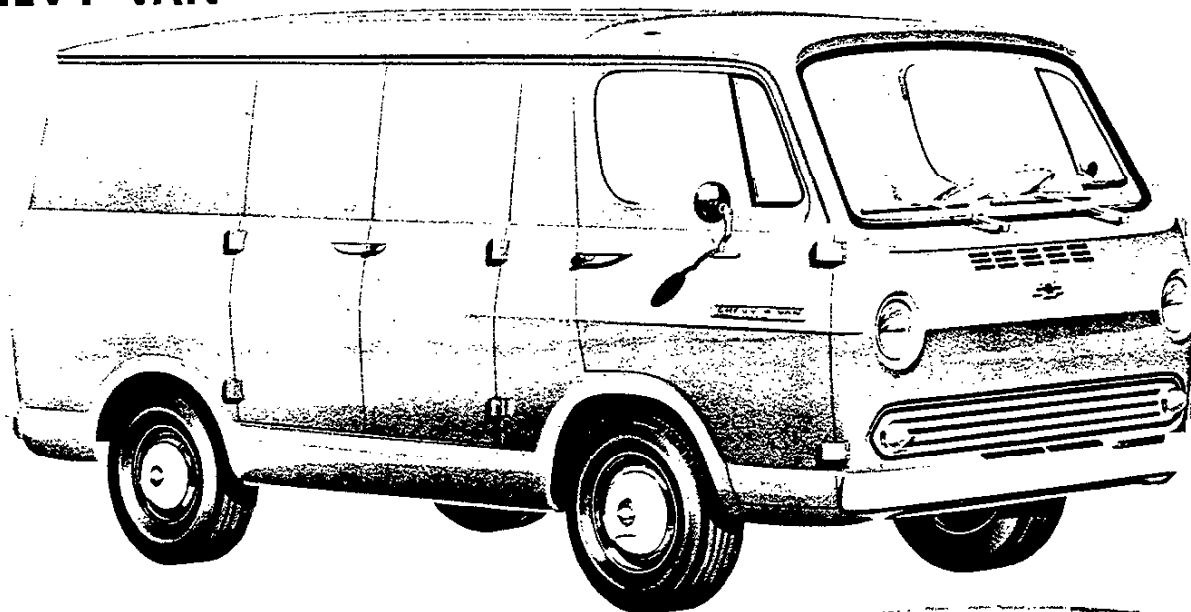
The four-window glass equipment option is available for the right-hand side of the vehicle only. Glass is provided in the front quarter, front side door, rear side door and rear quarter. Rear door glass is available with this combination.



10-WINDOW GLASS EQUIPMENT (RPO A07)

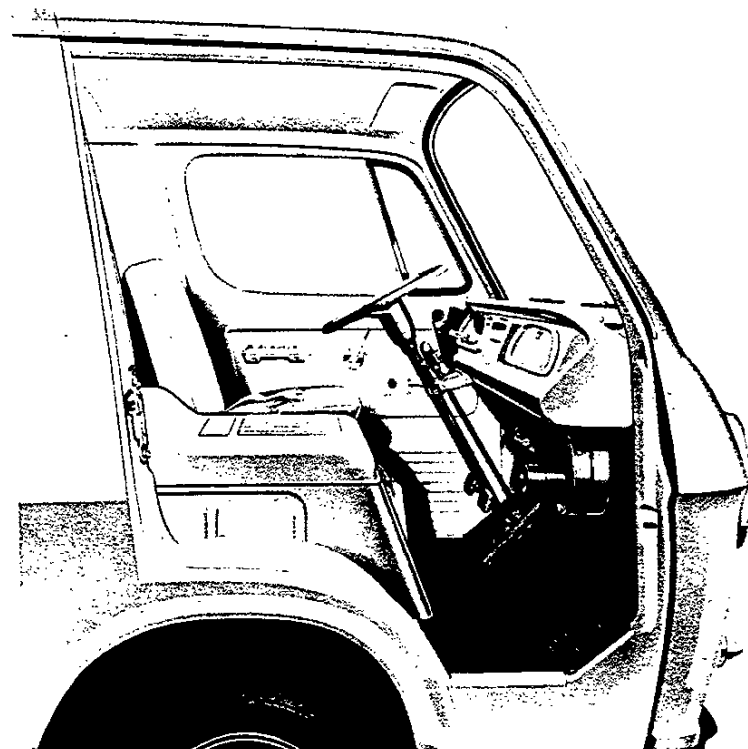
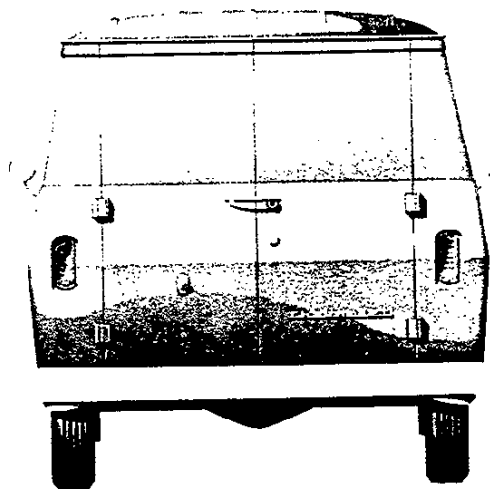
Four windows are provided on each side of the vehicle in addition to windows in the rear doors. The left side windows are front quarter, front side, rear side, rear quarter. The right-hand side windows are the same as the four-window option described at left.

CHEVY-VAN



EXTERIOR FEATURES

Functional, uncluttered styling highlights the exterior appearance of the Chevy-Van. The one-piece flat windshield provides maximum driver visibility. Single headlamps are recessed in the front panel above the 4-bar radiator grille. Parking lights are incorporated into the grille. Right- and left-side rearview mirrors are standard equipment as are front and rear painted bumpers and painted hub caps. Chrome bumpers and hub caps are available at extra cost. Rear and optional side cargo doors both provide an opening 48" high and 49¾" wide. Four window glass options are available. Rear door glass, side door glass, four windows on the right-hand side of the vehicle only and ten windows all around the vehicle are available as an extra-cost option. The Chevy-Van is available in 15 solid exterior colors.

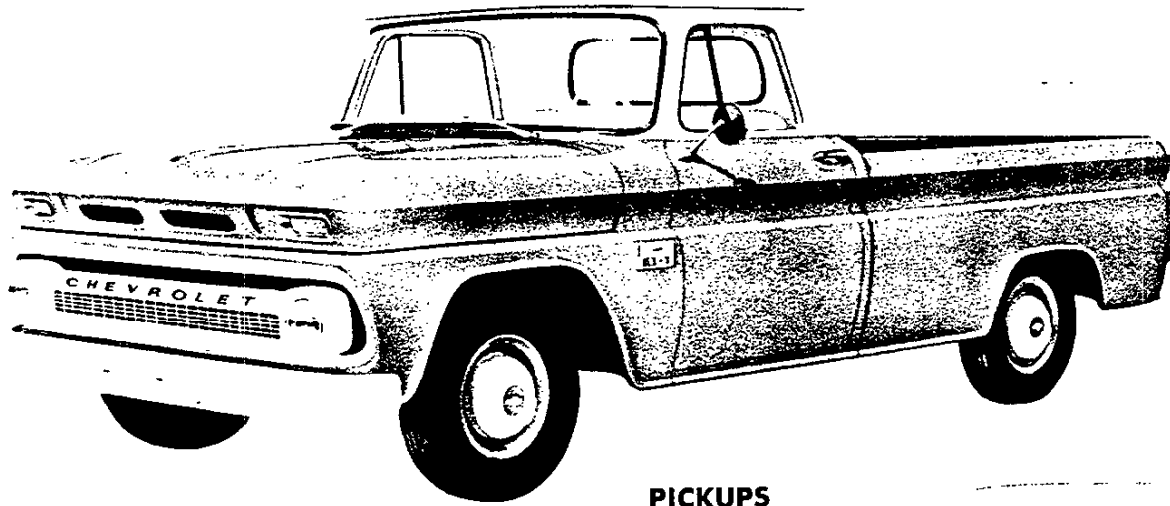


INTERIOR FEATURES

The foam-cushioned driver's seat with vinyl upholstery is color-keyed Red, Fawn, Green or Turquoise to the exterior color as is all interior body metal. Color-keyed seat belts are included with the driver's seat. A flip-swing or stationary passenger seat is available as an option at extra cost. Right-hand armrests are included in both of the seat options. Standard appointments include a left-hand armrest, a driver's sunshade, dash panel insulation, dispatch box door, vinyl-coated front headliner, front and rear dome lamps and a thickly insulated engine cover. An extra-cost Custom Equipment option is offered which adds to the appearance and luxury of the Chevy-Van interior.

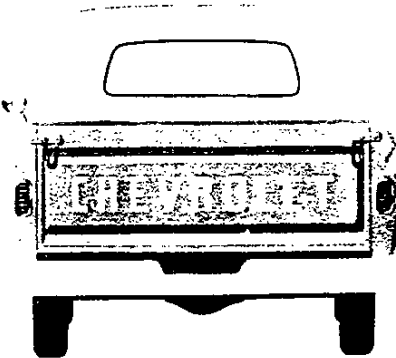
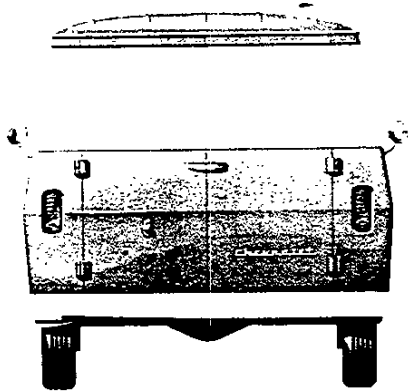
TWO-TONE COMBINATIONS

The application of two-tone color combinations to various models is shown by the illustrations on this and the following pages.



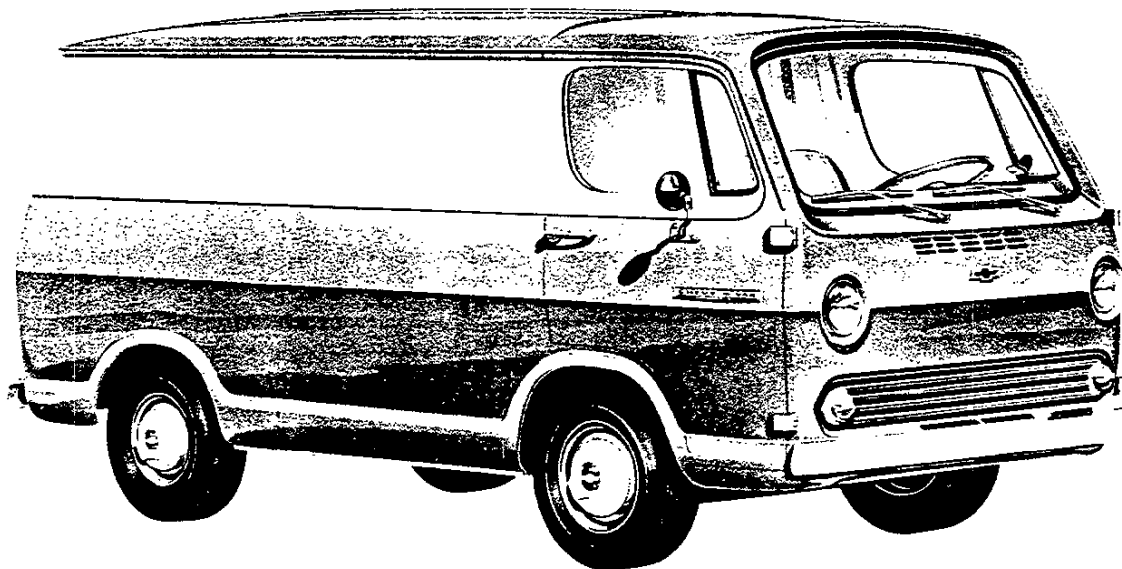
PICKUPS

Application of two-tone color for Series 10, 20 and 30 Chassis-Cab models is the same as shown for pickup models. Rear bumper, as shown, is optional at extra cost.



CHEVY-VAN

Wheels are painted primary body color.



MODEL G1205 (CHEVY-VAN)

GVW SELECTOR

| GVW Rating | Chassis Equipment Required for GVW Rating |
|------------|--|
| 3600 lb | Standard |
| ◆ 4500 lb | 1450-lb rear springs |
| 5000 lb | 1225-lb front springs; 1450-lb rear springs; 2900-lb rear axle |

◆ Rating on standard GVW plate

Note: Be sure to recommend adequate springs and tires for total axle loads. See Optional Equipment and Tire & Wheel Combination listings.

OPTIONAL EQUIPMENT

For dealer-installed equipment, see *Custom Features* section

Air Cleaner: Oil-bath; capacity 1 quart..... K48
Axle, Positraction Rear:
 Ratio 3.36..... G80
 Ratio 3.73; includes 2900-lb rear axle..... G80/H05
 Ratio 4.11..... G80/H06
 Ratio 4.11; includes 2900-lb rear axle..... G80/H04
Axle, Rear:
 Ratio 4.11..... H06
 Ratio 3.73; capacity 2900 lb; includes 9½" x 2½" rear brakes..... H05
 Ratio 4.11; capacity 2900 lb; includes 9½" x 2½" rear brakes..... H04
Battery, Heavy-Duty: 70-amp-hr..... T60
Chrome Equipment: Includes hub caps and front and rear bumpers..... V37
Custom Equipment: Includes right sunshade; cigarette lighter; chrome hub caps; rear window glass; cargo area headlining; woven cloth seat coverings; steering wheel with chrome horn ring; left- and right-hand coat hooks; cowl side insulation..... Z60
Direction Signal Equipment:
 Class "A" type..... U42
Door Equipment, Right Body Side..... E85
Engine: 230-cu-in Six..... L26
 Gross Horsepower..... 140 @ 4400 rpm
 Net Horsepower..... 115 @ 3600 rpm
 Gross Torque, lb-ft..... 220 @ 1600 rpm
 Net Torque, lb-ft..... 200 @ 1600 rpm
G.M. Air Injection Reactor: Requires closed engine positive ventilation. Exclusive to California vehicle registration only..... K19
Generator:
 12-42-amp Delcotron..... K79
 5-61-amp Delcotron..... K76
 23-62-amp Delcotron..... K81

Glass, Laminated: Front door windows only.. A09
Glass, Tinted: Windshield only..... A11
Glass, Rear Door Equipment: Included with custom equipment..... A12
Glass, Side Door Equipment: Body side door required..... A13
Glass, Body: 10 windows; includes rear & side door glass. Requires body side doors..... A07
Glass, RH Side Body: 4 windows; includes side door glass. Requires body side doors..... A08
Governor: For 230 engine
 2300-3000 rpm..... K37
 2800-4000 rpm..... K37
GVW Plate: 5000 lb..... Z73
Hazard Flasher Switch..... V74
Heater: DeLuxe-Air..... C42
Mirror: West Coast Type Jr. (6" x 11")
 Driver & passenger side..... D29
Paint, Exterior: See *Cabs, Bodies & Colors* section
Radiator, HD..... VO1
Radio: Manual control..... U60
Seat: Auxiliary flip-swing; includes RH armrest A57
Seat: Auxiliary stationary type; includes RH armrest..... A61
Serial Number Plate: (State of Pennsylvania) Z55K
Special Equipment: See *Special Equipment* and *Prices* sections
Springs, Front: Cap 1225 lb each..... F60
Springs, Rear: Cap 1450 lb each..... G50
Stabilizer Bar, Front Suspension..... F59
Starter Motor, Heavy-Duty: Includes HD battery..... K67
Transmission:
 Powerglide; includes HD radiator..... M35
Ventilation, Closed Engine Positive..... K24

TIRE & WHEEL COMBINATIONS

| TUBELESS TIRES | Tire Cap. | Type of Wheel | Rim Width | Opt. No. |
|-------------------------------|-----------|---------------|-----------|----------|
| PASSENGER CAR TYPE | | | | |
| 6.50-13/4PR—Regular Blackwall | 840 | Disc | 5½ | Std |
| 6.50-13/4PR—Regular Whitewall | 840 | Disc | 5½ | P53 |
| 7.00-13/8PR—Regular Blackwall | 1170 | Disc | 5½ | R15 |
| 7.00-13/8PR—Regular Whitewall | 1170 | Disc | 5½ | R16 |
| 7.35-14/8PR—Regular Blackwall | 1290 | Disc | 5 | T12 |
| 7.35-14/8PR—Regular Whitewall | 1290 | Disc | 5 | T13 |
| TRUCK TYPE | | | | |
| 7.00-13/8PR—Regular Blackwall | 1315 | Disc | 5.50 | R14 |
| 7.00-14/6PR—Regular Blackwall | 1145 | Disc | 6.0 | R24 |
| 7.00-14/8PR—Regular Blackwall | 1365 | Disc | 6.0 | R25 |

MODEL G1205 (Chevy-Van)

GVW Ratings up to 5000 lb

Wheelbase: 90"

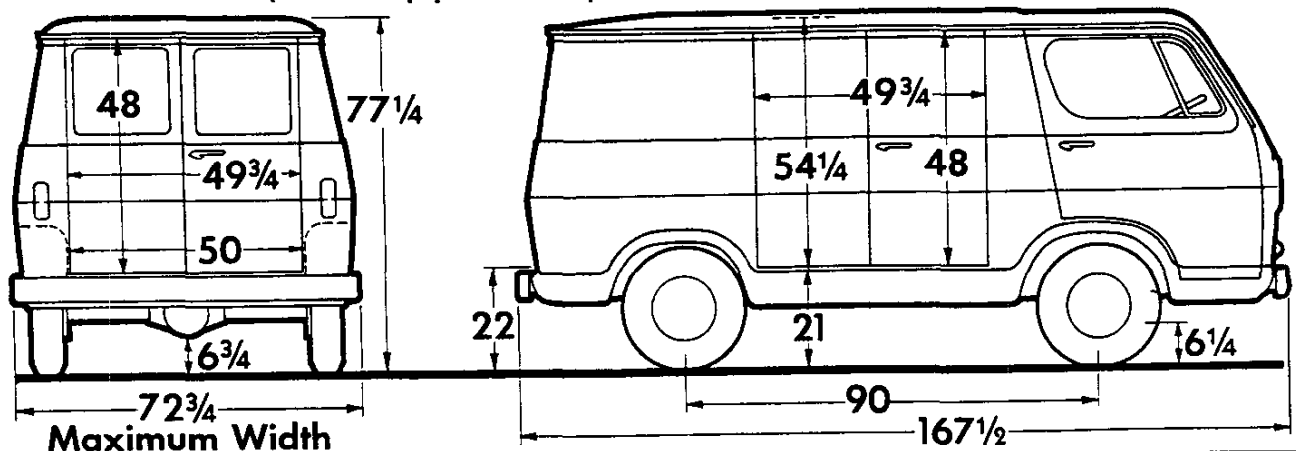
STANDARD EQUIPMENT

Air Cleaner: Oiled-paper element
Armrest: Left side only
Axle, Front: I-beam; capacity 2200 lb
Axle, Rear: Hypoid; ratio 3.36; capacity 2400 lb
Battery: 12-volt; 54-plate; capacity 44-amp-hr
Body: See *Cabs, Bodies & Colors* section
Brakes, Service: Hydraulic; self-adjusting
 Sizes: front 9½" x 2½"; rear 9½" x 2"
 Effective area: lining 169 sq in; drum 229 sq in
Brake, Parking: Cable to rear wheels
Bumper: Front and rear; painted
Carburetor: Single-barrel downdraft
Clutch: Diameter 10"; area 100 sq in
Cooling: Capacity 11 qt; 1¼" radiator core, 314-sq-in area; 13-lb pressure cap; 180° thermostat
Controls & Instruments: Light switch; headlight beam control; speedometer; odometer; fuel gauge. Lights for generator, fan, oil pressure, engine temperature, direction signal and high beam indicator
Direction Signals: Front and rear
Dispatch Box Door
Engine: 194 Six; positive crankcase ventilation
 Gross horsepower 120 @ 4400 rpm
 Net horsepower 95 @ 4000 rpm
 Gross torque, lb-ft 177 @ 2400 rpm
 Net torque, lb-ft 155 @ 2000 rpm
Exhaust System: Single pipe & aluminized muffler

Filter, Fuel: Two; porous sintered bronze in carburetor; mesh plastic strainer in fuel tank
Filter, Oil: Full-flow; 1-quart; replaceable element
Frame: Integral body-frame construction
Generator: 32-amp Delcotron
GVW Plate: 4500 lb
Lights: Head, parking, tail, stop, license plate; dome (front & rear), instrument panel, backup
Mirror: Outside; driver side and right side
Seat: Driver only
Seat Belts: Driver only
Shock Absorbers: Front & rear; piston diameter 1"
Springs, Front: Single-stage; capacity 1125 lb each at ground
Springs, Rear: Single-stage; capacity 1200 lb each at ground
Steering: Ball-gear, ratio 20:1; wheel diameter 17"
Tank, Fuel: Behind rear axle; capacity approx 16 gallons
Tires: Five tubeless 6.50-13/4PR front, single rear and spare
Tools: Mechanical jack; wheel wrench
Transmission: 3-speed fully-synchronized; ratios 2.85, 1.68, 1.00, 2.94 (rev)
Wheels: Five 13" x 5½"; attachment, 5 studs on 4¾" circle; 4 painted hub caps
Windshield Wipers & Washer: Electric; 2-speed wipers

DIMENSIONS

(With std equipment and optional side loading doors, unloaded)



| Curb Weight with Standard Equipment (lb) | | | Body-Payload Weight Distribution* | |
|--|------|-------|-----------------------------------|------|
| Front | Rear | Total | Front | Rear |
| 1680 | 1195 | 2875 | 18% | 82% |

*Estimate based on water-level loading.

MODELS G1206, G1226, G1236 (SPORTVANS)

1966 MODELS WITH STANDARD EQUIPMENT (90" Wheelbase)

| Model Description | List Price Less Invoice Discount (19%) [†] | List Price Less Base Discount (21%) | A Factory D & H | B Factory D & H | List Price | Mfr's Sgr'd Dealer D & H | A Mfr's Sgr'd Retail Price [★] | B Mfr's Sgr'd Retail Price [★] | Desti- nation Charge | Total |
|---|---|-------------------------------------|--------------------|--------------------|------------|--------------------------|--|--|----------------------------|-------|
| 6-Cylinder 120-hp High Torque 194 Engine | | | | | | | | | | |
| G1206 Sportvan..... | \$1771.47 | \$1727.73 | \$125.00 | \$176.00 | \$2187.00 | \$25.00 | \$2337.00 | \$2388.00 | | |
| G1226 Custom Sportvan... | 1871.91 | 1825.69 | 132.00 | 185.00 | 2311.00 | 25.00 | 2468.00 | 2521.00 | | |
| 6-Cylinder 140-hp High Torque 230 Engine | | | | | | | | | | |
| G1236 Deluxe Sportvan.... | 2041.20 | 1990.80 | 143.00 | 202.00 | 2520.00 | 25.00 | 2688.00 | 2747.00 | | |

[†] Base discount is 21% with the 2% difference retained for dealer's account in accordance with Terms of Sale Bulletin.

[★] Manufacturer's Suggested Retail Price does not include state and local taxes, license fees, options or accessories.

FACTORY INSTALLED REGULAR PRODUCTION TUBELESS TIRES

| Description | Ordering Column 34-35 Code | Option Number | Dealer Net | A Factory D & H | B Factory D & H | List Price | A Mfr's Suggested Retail Delivered Price [◇] | B Mfr's Suggested Retail Delivered Price [◇] |
|---|----------------------------|---------------|------------|--------------------|--------------------|------------|--|--|
| (5) 6.50-13/2-ply (4-ply rating) Regular Highway Blackwall | | Std | N.C. | N.C. | N.C. | N.C. | N.C. | N.C. |
| (5) 6.50-13/2-ply (4-ply rating) Regular Highway Whitewall | AA | P53 | \$20.52 | \$ 1.25 | \$ 1.75 | \$27.00 | \$28.25 | \$28.75 |
| (5) 7.00-13/4-ply (8-ply rating) Regular Highway Blackwall | AD | R15 | 20.52 | 3.75 | 4.00 | 27.00 | 30.75 | 31.00 |
| (5) 7.00-13/4-ply (8-ply rating) Regular Highway Whitewall | AF | R16 | 41.04 | 4.75 | 5.75 | 54.00 | 58.75 | 59.75 |
| a(5) 7.00-13/8-ply (8-ply rating) Regular Highway Blackwall | AH | R14 | 62.32 | 8.50 | 9.50 | 82.00 | 90.50 | 91.50 |
| a(5) 7.00-14/6-ply (6-ply rating) Regular Highway Blackwall | AJ | R24 | 49.40 | 7.75 | 8.50 | 65.00 | 72.75 | 73.50 |
| a(5) 7.00-14/8-ply (8-ply rating) Regular Highway Blackwall | AL | R25 | 70.30 | 8.50 | 9.50 | 92.50 | 101.00 | 102.00 |
| (5) 7.35-14/4-ply (8-ply rating) Regular Highway Blackwall | AM | T12 | 41.04 | 4.90 | 7.00 | 54.00 | 58.90 | 61.00 |
| (5) 7.35-14/4-ply (8-ply rating) Regular Highway Whitewall | AN | T13 | 63.84 | 6.10 | 8.75 | 84.00 | 90.10 | 92.75 |
| (5) 6.50-13/2-ply (4-ply rating) (Front) | AC | P53/R16 | 32.83 | 3.35 | 4.15 | 43.20 | 46.55 | 47.35 |
| 7.00-13/4-ply (8-ply rating) (Rear & spare) | | | | | | | | |
| (5) 6.50-13/2-ply (4-ply rating) (Front) | AB | Std/R15 | 12.31 | 2.25 | 2.40 | 16.20 | 18.45 | 18.60 |
| 7.00-13/4-ply (8-ply rating) (Rear & spare) | | | | | | | | |
| (5) 7.00-13/4-ply (8-ply rating) (Front) | AG | R15/R14 | 45.60 | 6.60 | 7.30 | 60.00 | 66.60 | 67.30 |
| 7.00-13/8-ply (8-ply rating) (Rear & spare) | | | | | | | | |
| (5) 7.00-14/6-ply (6-ply rating) (Front) | AK | R24/R25 | 61.94 | 8.20 | 9.10 | 81.50 | 89.70 | 90.60 |
| 7.00-14/8-ply (8-ply rating) (Rear & spare) | | | | | | | | |

a—Truck-type tires

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

| Description | Ordering Col-Code | Option Number | Dealer Net | A Factory D & H | B Factory D & H | List Price | A Mfr's Suggested Retail Delivered Price [◇] | B Mfr's Suggested Retail Delivered Price [◇] |
|--|-------------------|---------------|------------|--------------------|--------------------|------------|--|--|
| Air Cleaner: Oil-bath; capacity 2 pints..... | 44-E | K48 | \$ 4.56 | \$.35 | \$.50 | \$ 6.00 | \$ 6.35 | \$ 6.50 |
| Axle, Positraction Rear | | | | | | | | |
| Ratio 3.36; 2400-lb-capacity rear axle..... | 38-A | G80 | 26.60 | 1.90 | 2.70 | 35.00 | 36.90 | 37.70 |
| Ratio 3.73; 2900-lb-capacity rear axle..... | 38-N | G80/H05 | 43.32 | 3.10 | 4.40 | 57.00 | 60.10 | 61.40 |
| Ratio 4.11; 2900-lb-capacity rear axle..... | 38-O | G80/H04 | 49.40 | 3.50 | 5.00 | 65.00 | 68.50 | 70.00 |
| Ratio 4.11; 2400-lb-capacity rear axle..... | 38-P | G80/H06 | 32.68 | 2.35 | 3.35 | 43.00 | 45.35 | 46.35 |
| Axle, Rear | | | | | | | | |
| Ratio 3.73; capacity 2900 lb..... | 38-D | H05 | 16.72 | 1.20 | 1.70 | 22.00 | 23.20 | 23.70 |
| Ratio 4.11; capacity 2900 lb..... | 38-E | H04 | 22.80 | 1.60 | 2.30 | 30.00 | 31.60 | 32.30 |
| Ratio 4.11; capacity 2400 lb..... | 38-F | H06 | 6.08 | .45 | .65 | 8.00 | 8.45 | 8.65 |
| Battery, Heavy-Duty: 70-amp-hr. Included with heavy-duty starter motor..... | 44-C | T60 | 5.32 | .40 | .55 | 7.00 | 7.40 | 7.55 |
| Chrome Equipment: Includes bright hub caps and front and rear bumpers. Standard on G1236. Models G1206-G1226..... | 46-3 | V37 | 22.80 | 1.60 | 2.30 | 30.00 | 31.60 | 32.30 |

[◇] State and local taxes not included.

A This price is to be used when vehicles are equipped with optional seats (RPO A78 or A80) or when factory installed camper equipment is specified.

B This price is to be used when vehicles are equipped with standard front seat only.

MODELS G1206, G1226, G1236

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

| Description | Ordering Col-Code | Option Number | Dealer Net | A Factory D & H | B Factory D & H | List Price | A Mfr's Suggested Retail Delivered Price [◆] | B Mfr's Suggested Retail Delivered Price [◆] |
|---|-------------------|---------------|------------|-----------------------|-----------------------|------------|--|--|
| Direction Signal Equipment: Class "A" type ... | 48-E | U42 | \$ 13.68 | \$ 1.00 | \$ 1.40 | \$ 18.00 | \$ 19.00 | \$ 19.40 |
| Engine: 230-cu-in Six; 140 hp (G1206-26 only) ... | 39-3 | L26 | 19.00 | 1.35 | 1.90 | 25.00 | 26.35 | 26.90 |
| Generator: 42-amp Delcotron | 51-3 | K79 | 15.20 | 1.10 | 1.55 | 20.00 | 21.10 | 21.55 |
| 61-amp Delcotron..... | 51-2 | K76 | 21.28 | 1.50 | 2.15 | 28.00 | 29.50 | 30.15 |
| 62-amp Delcotron..... | 51-1 | K81 | 63.08 | 4.45 | 6.35 | 83.00 | 87.45 | 89.35 |
| Glass, Laminated: Front door windows only | 54-3 | A09 | 3.80 | .30 | .40 | 5.00 | 5.30 | 5.40 |
| Glass, Tinted: Windshield only | 54-1 | A11 | 9.12 | .65 | .95 | 12.00 | 12.65 | 12.95 |
| Glass, Swing-Out Rear Door | 53-8 | A18 | 15.96 | 1.15 | 1.60 | 21.00 | 22.15 | 22.60 |
| Governor Equipment: Requires 140-hp engine with standard transmission. Specify rpm range. | | | | | | | | |
| 2300-3000 rpm..... | 55-7 | K37 | 15.20 | 1.10 | 1.55 | 20.00 | 21.10 | 21.55 |
| 2800-4000 rpm..... | 55-8 | K37 | 15.20 | 1.10 | 1.55 | 20.00 | 21.10 | 21.55 |
| GM Air Injection Reactor: Approved by the state of California and exclusive to California vehicle registration only. Not available with air conditioning. Available only when closed engine positive ventilation is ordered. | 49-5 | K19 | 32.30 | 2.25 | 3.25 | 42.50 | 44.75 | 45.75 |
| GVW Plate: 5000 lb; requires 1225-lb front springs, 1450-lb rear springs and 2900-lb rear axle | 52-1 | Z73 | N.C. | N.C. | N.C. | N.C. | N.C. | N.C. |
| Heater & Defroster Delation | 56-3 | C48 | 50.16 CR. | 3.50 CR. | 5.00 CR. | 63.50 CR. | 67.00 CR. | 68.50 CR. |
| Instrument Panel Pad: Models G1206-26 only ... | 57-5 | B70 | 12.92 | .95 | 1.30 | 17.00 | 17.95 | 18.30 |
| Mirror, Jr. West Coast Type: (6" x 11") | | | | | | | | |
| Driver's side | | | | | | | | |
| G1206-26..... | 60-H | D29 | 6.84 | .50 | .70 | 9.00 | 9.50 | 9.70 |
| G1236..... | 60-H | D29 | 4.94 | .35 | .50 | 6.50 | 6.85 | 7.00 |
| Driver and passenger | | | | | | | | |
| G1206-26..... | 60-J | D29 | 14.44 | 1.05 | 1.45 | 19.00 | 20.05 | 20.45 |
| G1236..... | 60-J | D29 | 12.54 | .90 | 1.30 | 16.50 | 17.40 | 17.80 |
| Mirror, Exterior: | | | | | | | | |
| Right 3¾" fixed arm (G1206-26 only)..... | 60-C | D32 | 3.42 | .25 | .35 | 4.50 | 4.75 | 4.85 |
| (G1236)..... | 60-C | D32 | 5.32 | .40 | .55 | 7.00 | 7.40 | 7.55 |
| Paint, Exterior: See Color & Trim Chart | | | | | | | | |
| Solid color..... | .... | .... | N.C. | N.C. | N.C. | N.C. | N.C. | N.C. |
| Two-tone..... | .... | .... | 19.00 | 1.35 | 1.90 | 25.00 | 26.35 | 26.90 |
| Radio: Manual control | 64-1 | U60 | 33.82 | 2.40 | 3.40 | 44.50 | 46.90 | 47.90 |
| Radiator, HD: Included when Powerglide or air conditioning is ordered | 63-1 | V01 | 15.20 | 1.10 | 1.55 | 20.00 | 21.10 | 21.55 |
| Seat Equipment: 7.00-13 truck type, 7.00/14 or 7.35/14 tires and optional front springs must be ordered | | | | | | | | |
| Center seat; includes RH & LH armrests | | | | | | | | |
| G1206..... | 65-A | A78 | 42.56 | 3.00 | .... | 56.00 | 59.00 | .... |
| G1226..... | 65-A | A78 | 46.36 | 3.25 | .... | 61.00 | 64.25 | .... |
| G1236..... | 65-A | A78 | 50.16 | 3.55 | .... | 66.00 | 69.55 | .... |
| Center & rear seats; includes RH & LH armrests | | | | | | | | |
| G1206..... | 65-C | A80 | 85.12 | 6.00 | .... | 112.00 | 118.00 | .... |
| G1226..... | 65-C | A80 | 92.72 | 6.50 | .... | 122.00 | 128.50 | .... |
| G1236..... | 65-C | A80 | 100.32 | 7.05 | .... | 132.00 | 139.05 | .... |
| Serial Number Plate: (State of Pennsylvania) requires 2900-lb rear axle | 71-2 | Z55K | N.C. | .... | N.C. | N.C. | .... | N.C. |
| Springs, Front: Capacity 1225 lb | 43-1 | F60 | 2.28 | .20 | .25 | 3.00 | 3.20 | 3.25 |
| Springs, Rear: Capacity 1450 lb | 41-A | G50 | 3.80 | .30 | .40 | 5.00 | 5.30 | 5.40 |
| Stabilizer Bar, Front Suspension | 42-6 | F59 | 11.40 | .80 | 1.15 | 15.00 | 15.80 | 16.15 |
| Starter Motor, Heavy-Duty: Includes HD battery | 68-1 | K67 | 20.52 | 1.45 | 2.10 | 27.00 | 28.45 | 29.10 |
| Traffic Hazard Flasher Switch | 58-5 | V74 | 8.36 | .60 | .85 | 11.00 | 11.60 | 11.85 |
| Transmission: Powerglide | 40-A | M35 | 133.00 | 9.35 | 13.30 | 175.00 | 184.35 | 188.30 |
| Trim, Vinyl: Model G1226 only; color-keyed to exterior | 69-1 | .... | N.C. | N.C. | N.C. | N.C. | N.C. | N.C. |
| Ventilation, Closed Engine Positive: | | | | | | | | |
| With GM air injection reactor..... | 49-5 | K24 | 3.80 | .25 | .40 | 5.00 | 5.25 | 5.40 |
| Without GM air injection reactor..... | 70-5 | K24 | 3.80 | .25 | .40 | 5.00 | 5.25 | 5.40 |

◆ State and local taxes not included.

A: This price is to be used when vehicles are equipped with optional seats (RPO A78 or A80) or when factory installed camper equipment is specified.

B: This price is to be used when vehicles are equipped with standard front seat only.

SPORTVAN COLOR & TRIM CHART

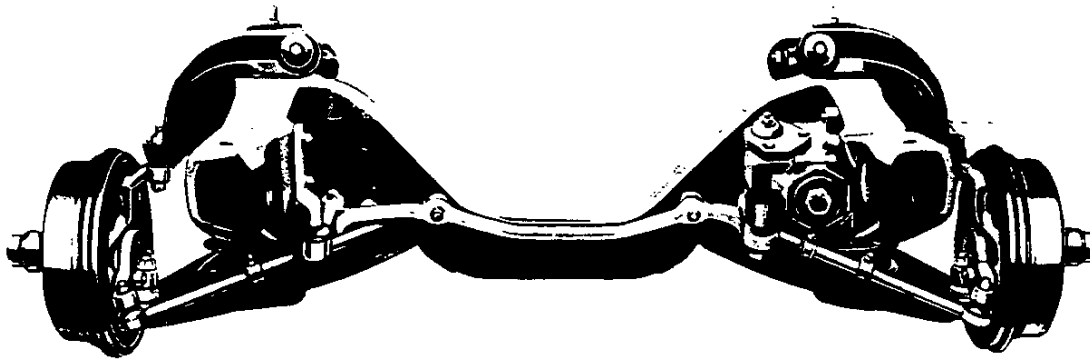
| EXTERIOR | | | INTERIOR TRIM | | | |
|---------------------|---------------|----------|---|-------|---------|------------|
| Color | Option Number | | Trims are color-keyed to exterior paint and need not show on order form except when optional vinyl interior is desired on model G1226 | | | |
| | Solid | Two-Tone | * Fawn | * Red | * Green | *Turquoise |
| Black | 500 | 530 | X | | | |
| Green, Light | 503 | 533 | | | X | |
| Green, Dark | 505 | 535 | | | X | |
| Blue, Light | 507 | 537 | X | | | |
| Blue, Dark | 508 | 538 | X | | | |
| Turquoise | 510 | 540 | | | | X |
| Aqua, Dark | 511 | 536 | | | | X |
| Red | 514 | 544 | | X | | |
| Orange | 516 | 546 | X | | | |
| Yellow, Dark | 519 | 549 | X | | | |
| White | 521 | N/A | | X | | |
| Gray | 522 | 552 | | X | | |
| Silver | 523 | 553 | | | | X |
| Saddle | 525 | 555 | X | | | |
| Off-White | 526 | N/A | | X | | |

* Also available in vinyl as optional equipment on model G1226 only.

NOTE: Two-Tone Combinations: All exterior colors except off-white and white are used as the main exterior color with off-white used as the secondary color.

FRONT SUSPENSION

INDEPENDENT FRONT SUSPENSION EL CAMINO MODELS



The independent front suspension system of the El Camino utilizes stamped control arms, coil springs and special sealed pivot points.

The control arms are channel-section heavy-gauge metal stampings and attach to the steering knuckles with non-metallic lined spherical joints. The lower arm features a tension-type spherical joint and the upper arm a compression joint unit. The four spherical joints require lubrication only every 6000 miles under normal driving conditions.

Coil springs are mounted between the lower arms and the towers formed in the front crossmember. Shock absorbers are mounted vertically within the springs.

A conventional link-type stabilizer bar is standard equipment on all El Camino models.

SPRINGS

| | STD | OPTIONAL |
|--|-----|----------|
| Rating at Ground (lb each) | 950 | 950 |
| Sprung Capacity (lb each) | 840 | 840 |
| Deflection Rate at Wheel (lb/inch) | 290 | 320 |

STD SHOCK ABSORBERS

| Type | Hydraulic Direct Double Acting |
|-----------------------------|--------------------------------|
| Piston Diameter (in) | 1.00 |
| Piston Travel (in) | 5.90 |

I-BEAM AXLE WITH SINGLE-STAGE LEAF SPRINGS SERIES G10, P20, P30

STD AXLES

| | G10 | P20 | P30 |
|--------------------------|------|------|------|
| CAPACITY (lbs) | 2200 | 4000 | 4000 |

STD SPRINGS

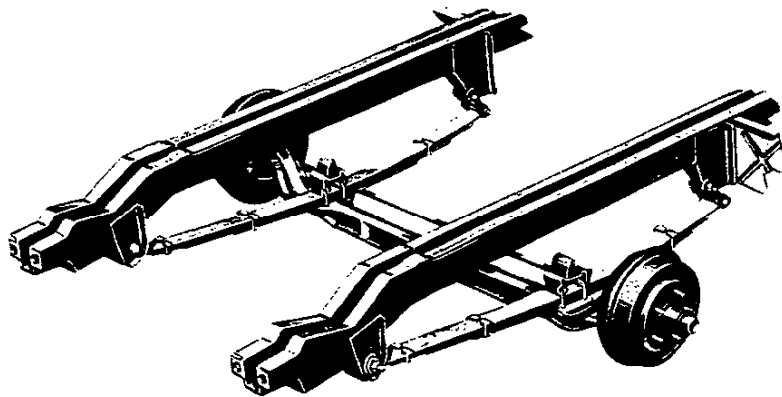
| | | | |
|---|------|------|------|
| Rating at Ground (lbs) | 1125 | 2000 | 2000 |
| Rating at Pad (lbs) | 1000 | 1700 | 1700 |
| Clamped Defl. Rate (lbs/inch) | 176 | 490 | 490 |
| Number of Leaves | 6 | 8 | 8 |
| Length (inches) | 48 | 44 | 44 |
| Width (inches) | 2 | 2 | 2 |

OPTIONAL SPRINGS

| | | | |
|---|------|---|------|
| Rating at Ground (lbs) | 1225 | — | 2500 |
| Rating at Pad (lbs) | 1100 | — | 2200 |
| Clamped Defl. Rate (lbs/inch) | 208 | — | 726 |
| Number of Leaves | 6 | — | 10 |
| Length (inches) | 48 | — | 44 |
| Width (inches) | 2 | — | 2 |

STD SHOCK ABSORBERS

| Type | Hydraulic Direct Double Acting |
|-----------------------------|--------------------------------|
| Piston Diameter (in) | 1.00 |
| Piston Travel (in) | 9.75 7.75 7.75 |



The G10 Chevy-Van and P20, P30 Step-Vans use the modified Reverse-Elliott-type I-beam front axle with single-stage springs. Constructed of drop-forged heat-treated steel, these rugged axles provide long-lasting durability. Constant diameter kingpins are fitted with Deirin 500 bushings for long life.

Spring attachment in the front is by a rubber bushed double spring eye bolted directly to a stamped steel hanger. At the rear, the spring eye connects to a set of shackles which permit smooth spring action.

FRONT SUSPENSION

| RATED CAPACITY (LBS.) | | 2200 | |
|-----------------------|---|--|---------------|
| Make | Chevrolet | | |
| Type | Reverse Ellior (modified I-beam) | | |
| | Material | Drop forged AISI C1040 | |
| I-Beam Data | Distance between King Pin C/L's | 54.36 | |
| | C/L of Wheel to Bottom of I-Beam @ Pad | 5.21 | |
| | Section Modulus (in. ³) | 0.84 | |
| | Diameter | 0.8170-0.8174 | |
| King Pin Data | Length | 5.38 | |
| | Type | Delrin #500 | |
| | | Length | 1.280 |
| | Bushing | I.D. | 0.8204-0.8174 |
| | | O.D. | 1.04 |
| | Thrust Bearing | Steel backed bronze, pressed into steering knuckle | |
| Spindle Diameter | Inner | 1.2493-1.2498 | |
| | Outer | 0.7492-0.7497 | |
| Wheel Attachment | Number of Studs | Five | |
| | Bolt Circle | 4.75 in. | |
| Wheel Bearings | Tapered single row roller | | |

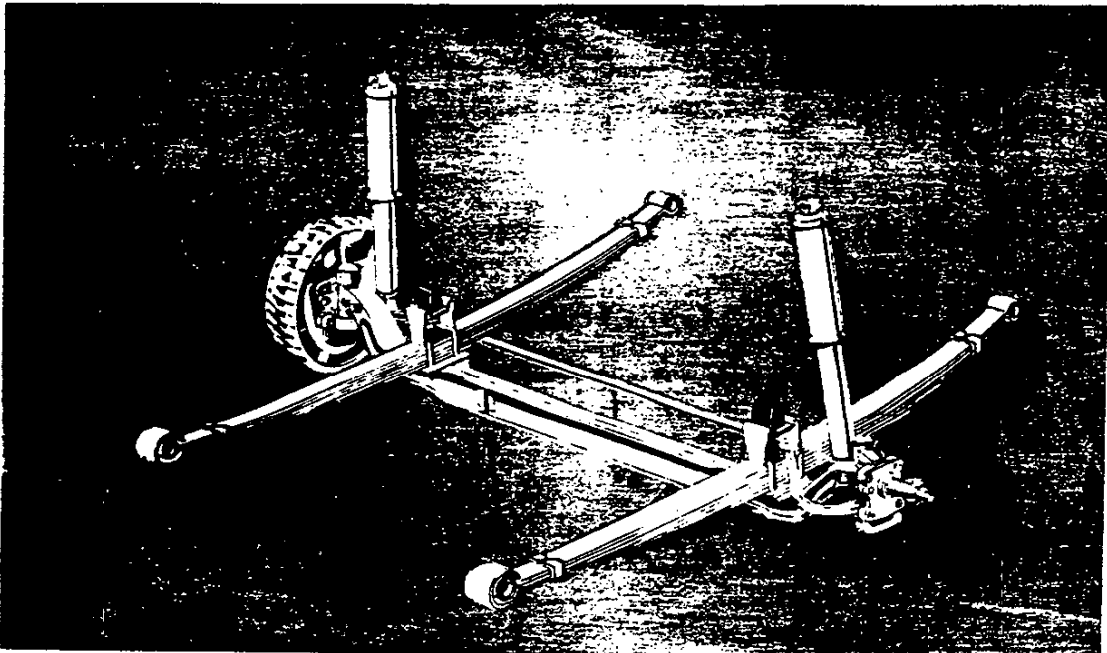
Front Stabilizer

| | |
|--------------|-------------|
| Type | Link |
| Material | C1070 Steel |
| Bar diameter | .865 |

FRONT SUSPENSION-Cont'd.

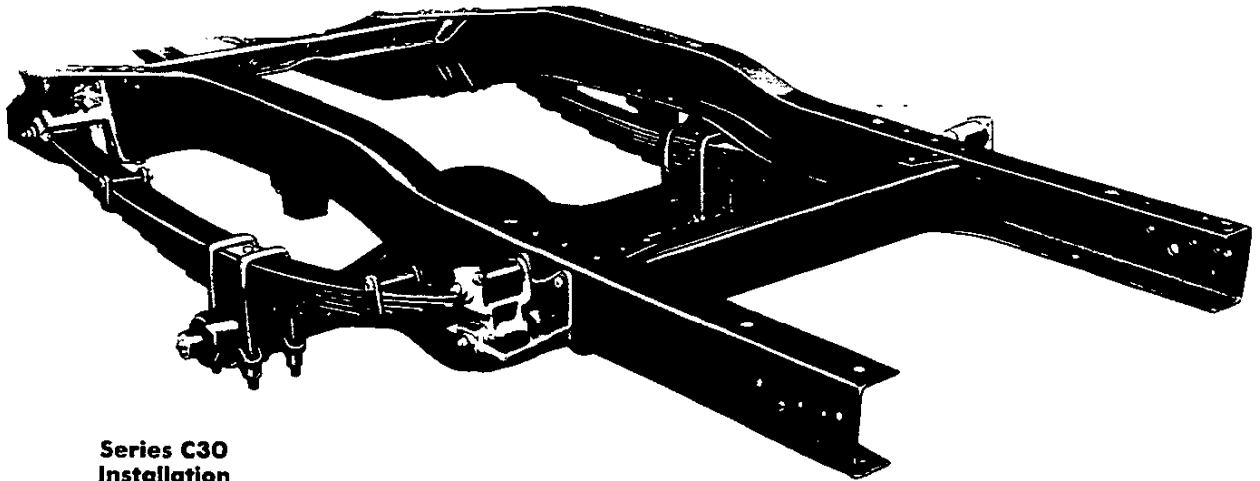
Front Springs

| RATED CAPACITY (LBS) (EACH SPRING) | SPRUNG | 1000 | 1100 |
|---------------------------------------|---|--------------------------------|------------------------------|
| | GROUND | 1125 | 1225 |
| SERIES APPLICATION | | STANDARD | RPO (F60) |
| Type | Semi-elliptical, unsymmetrical leaves with anti-windup single stage | | |
| Material | Chrome carbon steel | | |
| Number of leaves | 6 | | |
| Leaf thickness | 4 @ .262; 2 @ .237 | | 2 @ .291; 3 @ .262; 1 @ .237 |
| Total | 1.522 | | 1.605 |
| Average clamped rate of deflection | 176 | | 208 |
| Length and width | 48 x 2 | | |
| Spring clips - type and positions | Clinch with rivet - two forward, one rear of I beam | | |
| Spring bumpers | Hard rubber | | |
| Spring hangers | Front | Stamped hanger welded to frame | |
| | Rear | Rubber bushed shackle | |
| Spring eye bushing | I.D. | .564-.569 | |
| | O.D. | 1.240-1.260 | |
| | Material | Rubber | |



REAR SUSPENSION

SERIES G10, K10, K20, P20, P30, C30



Series C30
Installation

SPECIFICATIONS

Standard Leaf Springs

| Series | Rating at Ground (lb ea) | Rating at Pad (lb ea) | Spring Type | Average Clamped Rate of Deflection (lb per inch) | Semi-Elliptic Leaves | | | |
|----------|--------------------------|-----------------------|-------------|--|----------------------|------------------|------------|----------------------|
| | | | | | Number | Max. Length (in) | Width (in) | Total Thickness (in) |
| G10 | 1200 | 1000 | 1-Stage | 258 | 6 | 48 | 2 | 1.69 |
| K10 | 1900 | 1640 | 1-Stage | 322 | 6 | 52 | 2½ | 1.81 |
| K20 | 1900 | 1535 | 1-Stage | 322 | 6 | 52 | 2½ | 1.81 |
| C30 | 2400 | 1920 | 1-Stage | 424 | 8 | 52 | 2½ | 2.55 |
| P20, P30 | 2400 | 2050 | 1-Stage | 497 | 8 | 52 | 2½ | 2.55 |

Optional Leaf Springs

| | | | | | | | | |
|-----|------|------|------------------|----------|---|----|----|------|
| G10 | 1450 | 1225 | 1-Stage | 315 | 7 | 48 | 2 | 1.95 |
| K20 | 3150 | 2785 | 1-Stage | 497 | 8 | 52 | 2½ | 2.55 |
| C30 | 3100 | 2750 | 2-Stage | 365/500 | 8 | 52 | 2½ | 2.70 |
| C30 | 4150 | 3670 | Main & Auxiliary | 365/1151 | 8 | 52 | 2½ | 2.70 |
| | | | | | 5 | — | — | 1.55 |

Standard Rear Shock Absorbers

| Series | Type | Piston Diameter (in) | Piston Travel (in) |
|--------|--------------------------------|----------------------|--------------------|
| G10 | Hydraulic direct double acting | 1 | 7.25 |
| P20-30 | | 1 | 8.00 |
| K10-20 | | 1 | 10.25 |

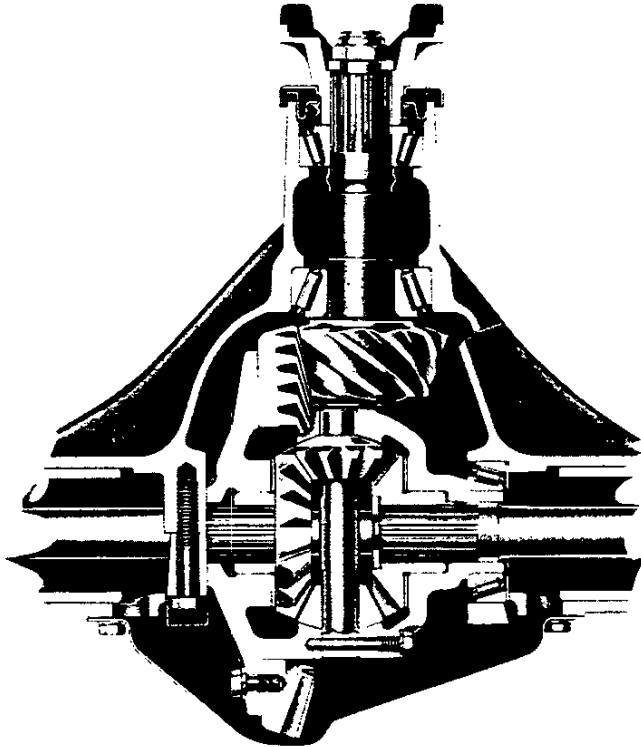
Optional Rear Shock Absorbers

| Series | Type | Piston Diameter (in) | Piston Travel (in) |
|-------------|--------------------------------|----------------------|--------------------|
| P20-30, C30 | Hydraulic direct double acting | 1.38 | 7.75 |
| K10-20 | | 1.38 | 10.00 |

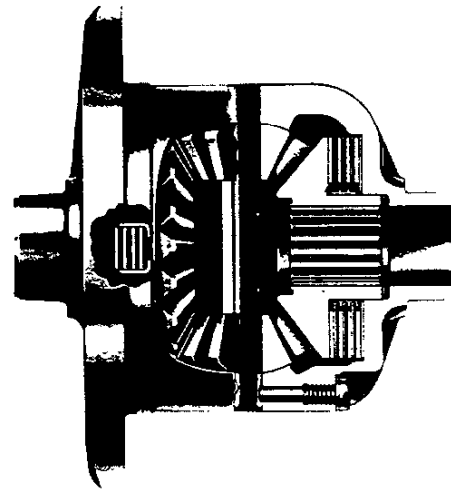
REAR SUSPENSION

CHEVROLET SINGLE-SPEED REAR AXLE 2400-lb to 3500-lb Capacity

Rugged hypoid ring and pinion gears have large tooth contact area for long, dependable service and quiet operation. Widely spaced tapered roller pinion bearings insure high pinion rigidity and long life of drive gears. The one-piece axle housing has a removable inspection plate to facilitate gear adjustment.



3500-lb Axle Illustrated



Positraction Differential

Driving forces are transmitted from differential case to axle shafts through the clutch discs and side gears. Engagement of the clutch discs results from a slight lateral movement of the side gears which is created by the force of the differential pinions. If one wheel of the vehicle is on a slippery surface, the axle shaft offers little resistance to turning. As a result, the axle shaft has little torque applied to it. Instead, most of the available torque is diverted to the other axle shaft which offers resistance to being driven.

Specifications

| Capacity | 2400 lbs | 2900 lbs | 3300 lbs | 3500 lbs |
|---|--|----------|-----------|---------------------|
| Make | Chevrolet | | | |
| Series: | | | | |
| Standard | G10 | | K10 | C10, P10 |
| Optional | | G10 | | |
| Pinion & Ring Gear: | Hypoid | | | |
| Type | Hypoid | | | |
| Ratios | 3.36* | 4.11* | 3.73* | 4.11* |
| Pinion, teeth | 11 | 9 | 11 | 9 |
| Ring gear, teeth | 37 | 37 | 41 | 37 |
| | | | 3.73 | 3.07** 3.73* 4.11*+ |
| | | | 11 | 14 11 9 |
| | | | 41 | 43 41 37 |
| Differential: | 2-Pinion Tapered Roller | | | |
| Type | 2-Pinion Tapered Roller | | | |
| Bearings, type | 2-Pinion Tapered Roller | | | |
| Axle Shafts: | Semi-Floating Integral Shaft and Drive Flange | | | |
| Type | Semi-Floating Integral Shaft and Drive Flange | | | |
| Minimum diameter | 1.08 | 1.08 | 1.16 | 1.16 |
| Housing: | 3.0 x .22 | | | |
| Section diameter and thickness (in) | 3.0 x .22 | | 3.0 x .25 | |
| Wheel Bearings: | Barrel Roller | | | |
| Type | Barrel Roller | | | |

* Also available with Positraction
** C10 models only

+ Standard on P10; Positraction not available

BRAKES

SPECIFICATIONS

| SERIES | BRAKE TYPE | FRONT BRAKES | | | REAR BRAKES | | | TOTAL LINING AREA | | |
|-------------|------------------|--------------|-----------|-----------------------|-------------|-----------|---------------|-------------------|--------|--------|
| | | BASE OR RPO | SIZE (in) | AXLE CAPACITY | BASE OR RPO | SIZE (in) | AXLE CAPACITY | | | |
| El Camino | Hydraulic | Base | 9.5 x 2.5 | 1900 | Base | 9.5 x 2.0 | 2700 | 173 | | |
| G10 | Hydraulic | Base | 9.5 x 2.5 | 2200 | Base | 9.5 x 2.0 | 2400 | 168.9 | | |
| CP10 | Hydraulic | Base | 11 x 2.0 | 2500 | Base | 11 x 2.0 | 3500 | 167.0 | | |
| K10 | Hydraulic | Base | 11 x 2.0 | 3300 | Base | 11 x 2.0 | 3300 | 167.0 | | |
| C20 | Hydraulic | Base | 11 x 2.75 | 3000 | Base | 11 x 2.75 | 5200 | 238.0 | | |
| K20 | Hydraulic | Base | 12 x 2.0 | 3500 | Base | 12 x 2.0 | 5200 | 185.2 | | |
| P20 | Hydraulic | Base | 12 x 2.0 | 4000 | Base | 12 x 2.0 | 5200 | 185.2 | | |
| C30 | Hydraulic | Base | 11 x 2.75 | 3500 | Base | 13 x 2.5 | 7200 | 251.9 | | |
| P30 | Hydraulic | Base | 12 x 2.0 | 4000 | Base | 13 x 2.5 | 7200 | 225.2 | | |
| CDLN PQST50 | Hydraulic | Base* | 14 x 2.5 | 4000 (4500 on S50) | Base | 15 x 4.0 | 11,000 | 385 | | |
| | | | | | RPO | | 13,500 | | | |
| | | | | | RPO | | 15,000 | | | |
| | | | | | RPO | 15 x 5.0 | 15,000 | | 450 | |
| | Hydraulic | RPO | 14 x 2.5 | 5000 (5500 on S50) | Base | 15 x 4.0 | 11,000 | 385 | | |
| | | | | | RPO | | 13,500 | | | |
| | | | | | RPO | | 15,000 | | | |
| | | | | | RPO | 15 x 5.0 | 15,000 | | 450 | |
| CDLN QTY60 | Vacuum/Hydraulic | Base* | 14 x 2.5 | 5000 | Base | 15 x 4.0 | 15,000 | 385 | | |
| | | | | | RPO | | 15 x 5.0 | | 15,000 | 450 |
| | | | | | RPO | | 15 x 5.0 | | 16,000 | 450 |
| | | | | | RPO | 15 x 6.0 | 17,000 | | 516 | |
| | Vacuum/Hydraulic | RPO | 15 x 3.0 | 7000 | Base | 15 x 4.0 | 15,000 | 448 | | |
| | | | | | RPO | | 15 x 5.0 | | 15,000 | 513 |
| | | | | | RPO | | 15 x 6.0 | | 16,000 | 513 |
| | | | | | RPO | 15 x 6.0 | 17,000 | | 579 | |
| | Air | RPO | 15 x 3.0 | 7000 | RPO | 15 x 5.0 | 16,000 | 504 | | |
| | | | | | RPO | | 15 x 6.0 | | 17,000 | 567 |
| S62, S64 | Vacuum/Hydraulic | Base | 14 x 2.5 | 5500 | Base | 15 x 4.0 | 15,000 | 385 | | |
| | | | | | RPO | | 15 x 5.0 | | 15,000 | 450 |
| | Vacuum/Hydraulic | RPO | 15 x 3.0 | 7000 | RPO | | 15 x 4.0 | | 15,000 | 448 |
| | | | | | RPO | 15 x 5.0 | | | 15,000 |  | 513 |
| S67 | Vacuum/Hydraulic | Base | 14 x 2.5 | 5500 | Base | 15 x 5.0 | 15,000 | 450 | | |
| | | | | | RPO | | 15 x 6.0 | | 17,000 | 516 |
| | Vacuum/Hydraulic | RPO | 15 x 3.0 | 7000 | Base | | 15 x 5.0 | | 15,000 | 513 |
| | | | | | RPO | 15 x 6.0 | | | 17,000 |  | 579 |
| | Air | RPO | 15 x 3.0 | 7000 | RPO | 15 x 6.0 | 17,000 | | 567 | |
| | | | | | RPO | | 15 x 6.0 | | | 17,000 | 567 |
| S69 | Vacuum/Hydraulic | Base | 15 x 3.0 | 7000 | Base | 15 x 5.0 | 15,000 | 513 | | |
| | | | | | RPO | | 15 x 6.0 | | 17,000 | 579 |
| | Air | RPO | 15 x 3.0 | 7000 | RPO | | 15 x 6.0 | | 17,000 | 567 |

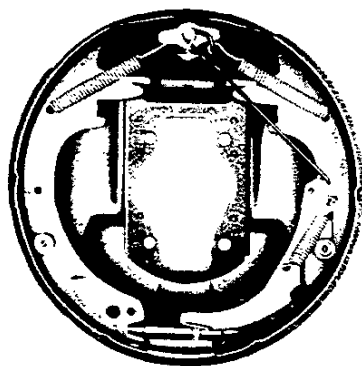
*NT50 models have 5000# base front axle with 14 x 2.5 brakes.

* N60 has 7000# base front axle with 15 x 3.0 brakes

HYDRAULIC BRAKES

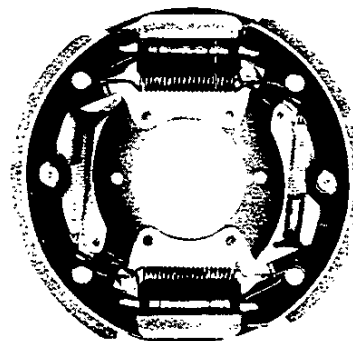
Hydraulic brakes are used as standard equipment on most Chevrolet truck models. Vacuum or air boosters are available optionally on the heavier models for more braking power. The vacuum booster units are piston-type on C10-30 models and equal displacement diaphragm type on the larger models.

Bonded brake linings are used on the El Camino and all Series 10 trucks, with all other models using riveted-type linings. All light and medium-duty trucks through Series 50-60 feature self-adjusting brakes as base equipment. Availability is restricted to standard-size front brakes only, with manual adjustment brakes being provided with brake options larger than 15' x 5' or rear axles above 15,000 lbs.



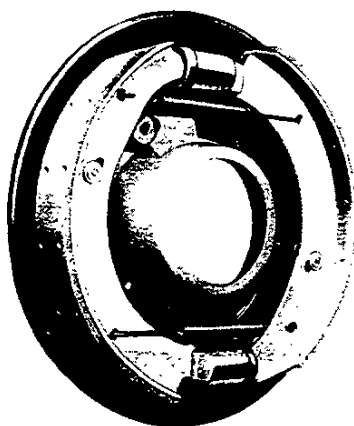
Torque-Action Brake

Torque-Action brakes are standard on the front and rear wheels of Series 10-30, and are standard on the front wheels only of the 50 and 60 Series.



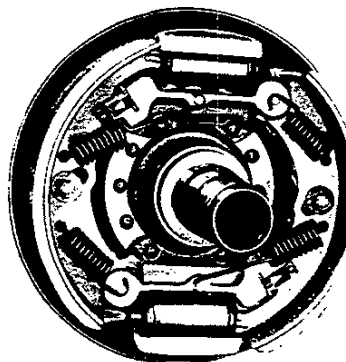
**Twin-Action Rear Brake
(Two-Anchor Type)**

Twin-action brakes of the two-anchor type are standard equipment on the rear wheels of Series 50 and 60 models. Brake lining material of molded asbestos composition is riveted to the brake shoes.



Twin-Action Front Brake

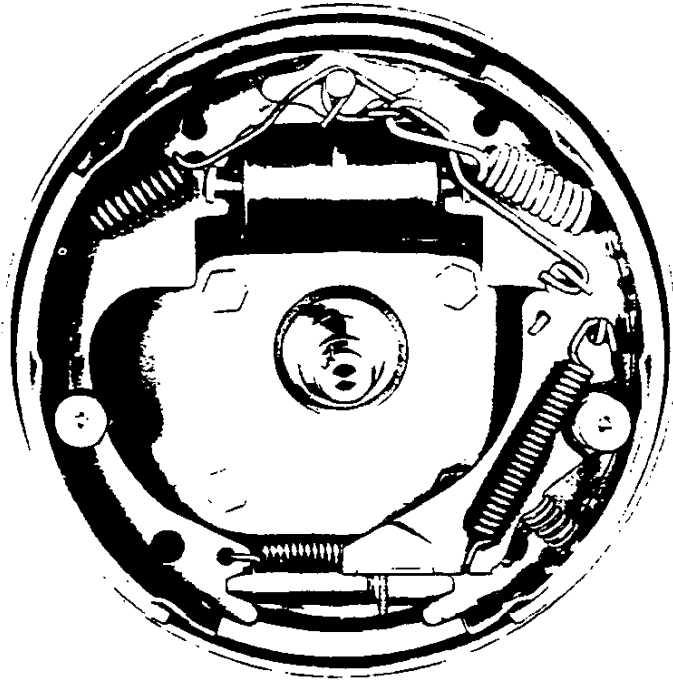
Twin-action front brakes are standard on the front wheels of Series CLMT80. Brake lining material of molded asbestos composition is riveted to the brake shoes.



**Twin-Action Rear Brake
(Four-Anchor Type)**

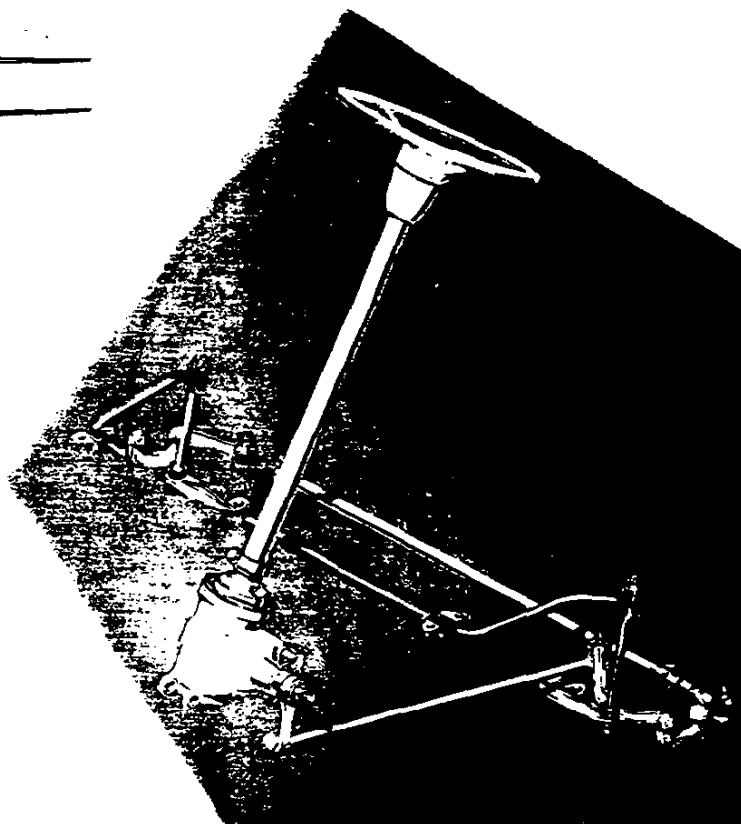
Twin-action brakes of the four-anchor type are standard equipment on Series 80 models (except U80 model). Brake lining material of molded asbestos composition is riveted to the brake shoes.

BRAKES



| | | | |
|-----------------|-------------------------|-----------------|---|
| Type | | | Duo-Servo, 4-wheel hydraulic, self-adjusting |
| Drum | Type | | Composite, web cast into rim |
| | Material | Rim | Cast iron alloy |
| | | Web | HR steel |
| | Diameter | Front | 9.5 |
| | | Rear | 9.5 |
| | Effective area | | 228.0 sq. inches |
| Lining | Material | | Full molded asbestos composition |
| | Width | Front | 2.50 |
| | | Rear | 2.00 (2.50 with 2900# rear axles) |
| | Facing | Primary Shoes | .17 |
| | Thickness | Secondary Shoes | .20 |
| | Attachment | | Bonded |
| Master Cylinder | Effective area | | 168.3 (187.0 with 2900# rear axle) |
| | Piston diameter | | 1.00 |
| | Location | | Underbody, bracket mounted |
| Wheel Cylinder | Available piston travel | | 1.09 |
| | Diameter | Front | 1.06 |
| | | Rear | 0.875 |
| Brake Ratios | Brake Distribution | Front | 59.5% |
| | | Rear | 40.5% |
| Brake Pedal | | | 5.8:1 |
| Brake Lever | Hydraulic | | 3.78 |
| Brake Ratios | Overall | | 21.924 |
| Parking Brake | Type | | Mechanical pull type, cables to rear service brakes |
| | Effective lining area | | 76.8 (96.0 with 2900# rear axle) |
| | Operation | | Pull lever - bracket mounted to engine cover |

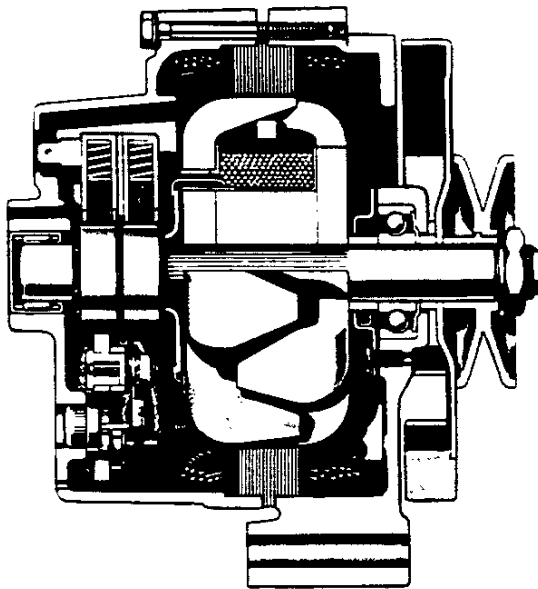
STEERING



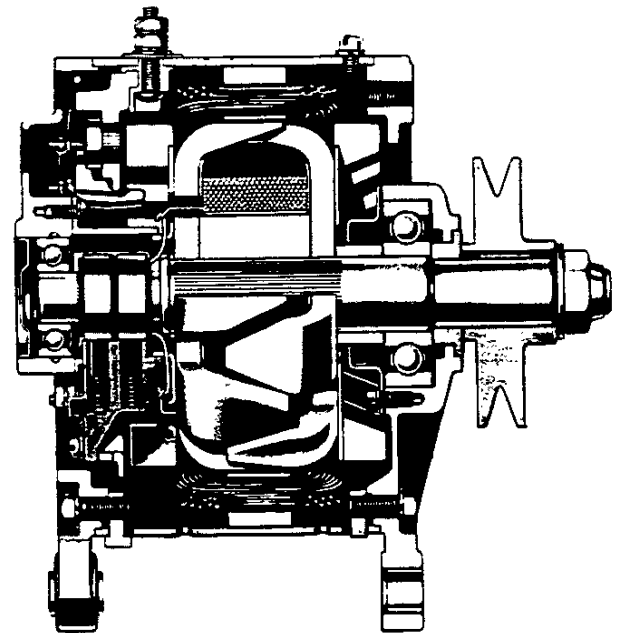
| | | |
|------------------------|----------------------|---|
| Make and Type | | Saginaw recirculating ball |
| Ratio | Gear Overall | 20:1 25:1 |
| Mounting | | Frame rail channel |
| Steering Shaft Type | | Single |
| Pitman Shaft Bushing | | Cast bronze |
| Pitman Shaft | Location Diameter | Straddle mounted in steering gear housing .974 |
| Linkage Type | | Conventional |
| Steering Wheel | Type Diameter | 2 spoke 17 inches |
| Anti-Friction Bearings | Type Part No. | Single row ball 566693 |

GENERATOR

37-AMP DELCOTRON



62-AMP DELCOTRON



All Chevrolet trucks use "DELCOTRON" 12-volt generators as standard and optional equipment. They are alternating current generators that are diode-rectified to produce direct current. The availability chart below shows which generators are available on each model and lists the pertinent specifications of each one.

The "DELCOTRON" 1D-100 series is used as standard equipment on most models. It has a cast aluminum case with a ball bearing at the drive end and a needle bearing at the rear. Lubrication intervals are increased by the use of grease reservoirs near each

bearing.

The "DELCOTRON" 2D-150 series features a heavier rotor shaft, ball bearings at both ends and a stamped steel case with ventilation holes. It also has longer brushes with constant-tension springs for long life. The 2D-150 series is for heavier duty service than the 1D-100 series.

The "DELCOTRON" 4D-150 series used on the school bus models is a higher capacity version of the 2D-150 series for heavy electrical loadings.

| GENERATOR AVAILABILITY BY MODEL SERIES | | | | | | |
|--|--------------|-----|------------------|-----------------|---|--|
| Capacity (amps) | Rated Output | | | DELCOTRON Model | Standard | Optional |
| | Amperes | | Watts @ 14 Volts | | | |
| | Idle | Max | | | | |
| 32 | 9 | 32 | 448 | 1D-100 | G10 | — |
| 37 | 9 | 37 | 518 | 1D-100 | CKP10; CKP20; CP30; CLPST50; CLMST60; CLMT80; HM, JM, TM70000 | — |
| 42 | 12 | 42 | 588 | 1D-100 | NQ50; NQ60; HG, JG, TG70000; HM, JM, TM, WM80000 | CGKP10; CKP20; CP30; CLPST50; CLMST60; CLMT80; HM, JM, TM70000 |
| 55 | 6 | 55 | 770 | 1D-100 | HJ, HV, JJ, JV, TJ70000 | Q50; NQ60; HG, JG, TG, HM, JM, TM70000; HM, JM, TM, WM80000 |
| 61 | 5 | 61 | 854 | 2D-150 | D50; DVXY60; U80 | CGKP10; CKP20; CP30; CLPST50; CLMST60; CLMT80 |
| 62 | 23 | 62 | 868 | 2D-150 | — | CGKP10; CKP20; CP30; CLPOST50; CLMNQST60; CLMT80; HG, HJ, JG, JJ, TG, TJ, HM, JM, TM70000; HM, JM, TM, WM80000 |
| 130 | 50 | 130 | 1820 | 4D-150 | — | S60 |

ELECTRICAL

BATTERY SPECIFICATIONS—GASOLINE MODELS

Delco batteries are used as standard and optional equipment on all models

| Series: | El Camino; G10 | CKP10; CKP20, 30; CLPT50; CLMT80 | CLMT60; HM, IM, TM- 70000 | S50-60; HM, IM, TM, WM80000 | — | — | — |
|--|------------------------|---|---------------------------------|--|--------------------|-----------------------------|--|
| Standard | | | | | | | |
| Optional | — | — | CK10-30*; CLPT50 | P20-50; CLT50; CLMT60; CLMT80 | CGKP10; CK20-30 | HM, IM70000; HM, JM80000 | HM, IM70000; HM, IM, TM, WM80000 |
| Capacity (amps) (@ 20-amp-hr rate)... | 44 | 53 | 61 | 70 | 70 | 85 | 145■ |
| Plates Per Cell | 9 | 9 | 11 | 11 | 11 | 15 | 21 |
| Size: Length (in) | — | 10 $\frac{1}{8}$ | 10 $\frac{1}{8}$ | 12 | 10 $\frac{1}{8}$ | — | — |
| Width (in) | — | 6 $\frac{3}{4}$ | 6 $\frac{3}{4}$ | 6 $\frac{3}{4}$ | 6 $\frac{3}{4}$ | — | — |
| Height (in) | — | 8 $\frac{3}{4}$ | 8 $\frac{3}{4}$ | 8 $\frac{3}{4}$ | 9 $\frac{5}{8}$ | — | — |
| Weight (lbs) | 35 | 42 | 45 | 51 | 50 | — | — |
| Location ★ | Engine compartment §#X | | | | | | |

- *—Included with optional 292 engine
- Two 6-volt batteries wired in series
- ★—See Body Builders Manual for exact position

- §—Under cab inside of RH frame rail on T50, T60, T80, TM70000 models
- #—Under floor on G10 model
- X—Behind cab on RH frame rail on TM, WM80000 models

BATTERY SPECIFICATIONS—DIESEL MODELS

Delco batteries are used as standard and optional equipment on all models

| Series: | DNQ50; DNQVXY60; HG, JG, TG70000 | HJ, HV, JI, JV, TJ- 70000; U80 | — |
|---|--|-----------------------------------|------------------|
| Standard | | | |
| Optional | — | Q50; NQ60; HG, JG, TG70000 | HJ, JI, TJ70000 |
| Capacity (amps) (@ 20-amp-hr rate) | 150 | 205 | 205● |
| Plates Per Cell | 19 | 27 | 27 |
| Size: Length (in) | 20 $\frac{7}{8}$ | 20 $\frac{7}{8}$ | 20 $\frac{7}{8}$ |
| Width (in) | 8 $\frac{1}{8}$ | 10 $\frac{3}{8}$ | 10 $\frac{3}{8}$ |
| Height (in) | 9 $\frac{1}{2}$ | 9 $\frac{1}{2}$ | 9 $\frac{1}{2}$ |
| Weight (lbs) | 115 | 153 | 306 |
| Location ★ | Behind cab on RH frame rail** | Behind cab on LH frame rail●● | |

- Two 12-volt batteries wired in parallel
- ★—See Body Builders Manual for exact position
- **—Behind cab on LH frame rail on N60; HG, JG, TG70000 models
- Behind cab on RH frame rail on Q50; Q60; TJ70000 models

ENGINES

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COOLING SYSTEMS

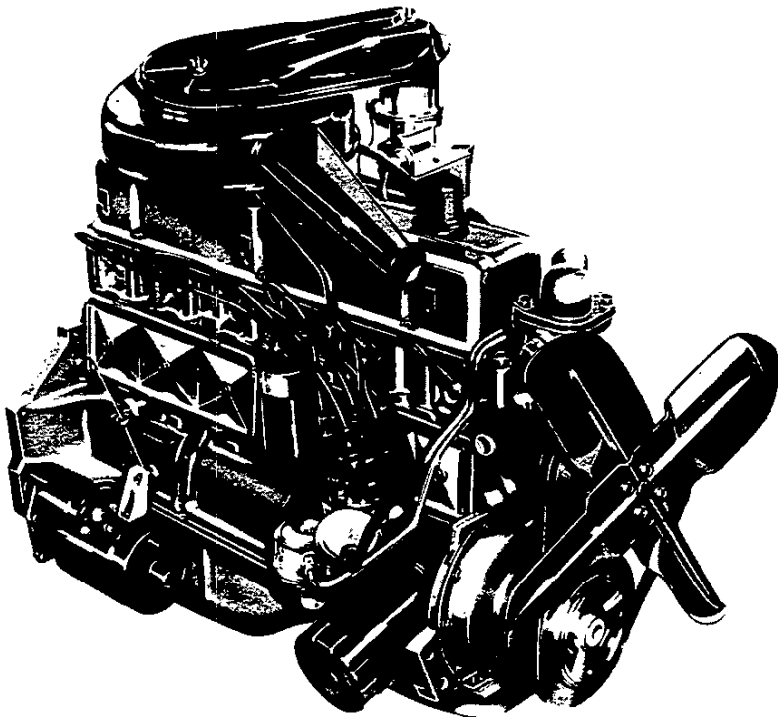
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194 SIX

HIGH TORQUE 194 SIX PERFORMANCE (P10, CHEVY-VAN & EL CAMINO MODELS ONLY)*



Basic Specifications

| | |
|-------------------------------|--|
| Engine type..... | Valve-in-head |
| Piston displacement..... | 194 cu in |
| Bore & stroke (nominal)..... | 3 ⁹ / ₁₆ " x 3 ¹ / ₄ " |
| Dry weight (with clutch)..... | 456 lb |
| Compression ratio..... | 8.5:1 |
| Taxable horsepower (SAE)..... | 30.5 |
| Carburetor type..... | 1-barrel |

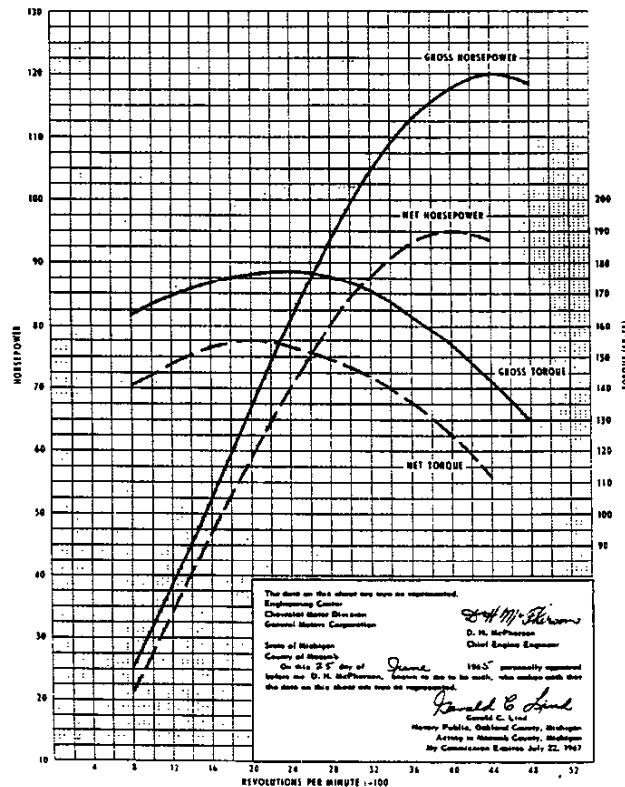
Test Procedures

These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60°F dry air.

Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, Delcotron not charging and optimum spark advance.

Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.

| | |
|--------------------------|----------------|
| Gross horsepower..... | 120 @ 4400 rpm |
| Net horsepower..... | 95 @ 4000 rpm |
| Gross torque, lb-ft..... | 177 @ 2400 rpm |
| Net torque, lb-ft..... | 155 @ 2000 rpm |



*Called Hi-Thrift 194 on El Camino

**TURBO-THRIFT 230 SIX PERFORMANCE
(EL CAMINO & P10 MODELS ONLY)***

Basic Specifications

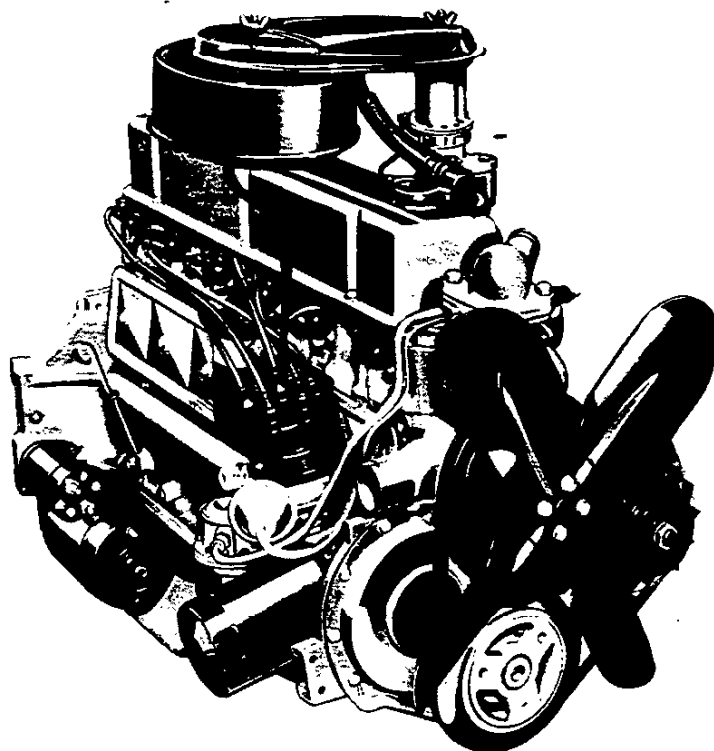
Engine type.....Valve-in-head
 Piston displacement.....230 cu in
 Bore & stroke (nominal).....3 7/8" x 3 1/4"
 Dry weight (with clutch).....465 lb
 Compression ratio.....8.5:1
 Taxable horsepower (SAE).....36.0
 Carburetor type.....1-barrel

Test Procedures

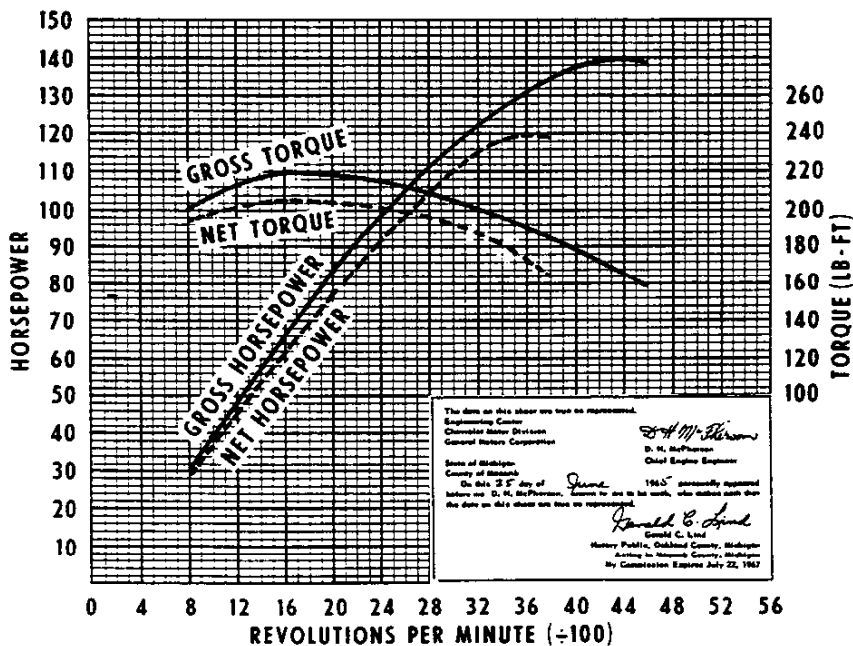
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.



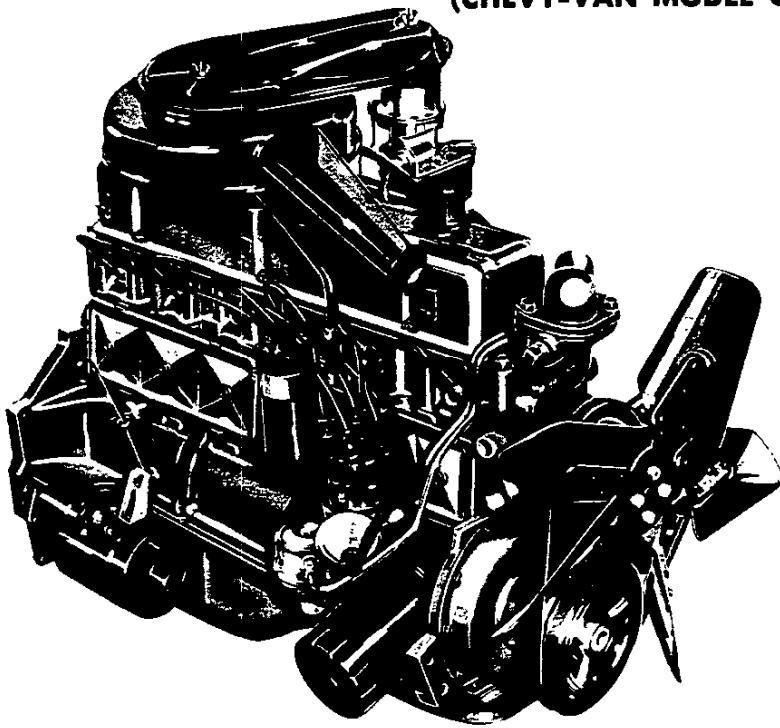
Gross horsepower.....140 @ 4400 rpm
 Net horsepower.....120 @ 3600 rpm
 Gross torque, lb-ft.....220 @ 1600 rpm
 Net torque, lb-ft.....205 @ 1600 rpm



*Called High Torque 230 on P10 Model; rating differs from High Torque 230 used on Chevy-Van

230 SIX

HIGH TORQUE 230 SIX PERFORMANCE (CHEVY-VAN MODEL ONLY)



Basic Specifications

Engine type..... Valve-in-head
 Piston displacement..... 230 cu in
 Bore & stroke (nominal)..... 3 7/8" x 3 1/4"
 Dry weight (with clutch)..... 465 lb
 Compression ratio..... 8.5:1
 Taxable horsepower (SAE)..... 36.03
 Carburetor type..... 1-barrel

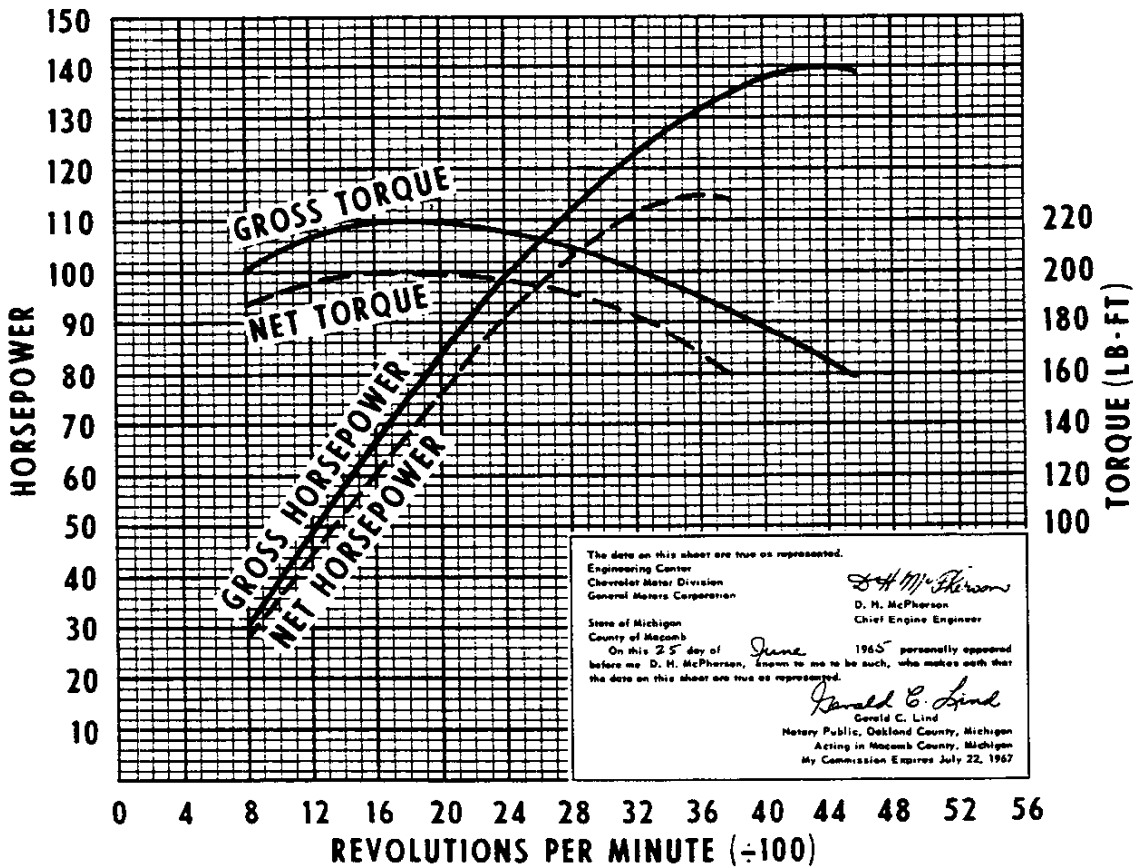
Test Procedures

These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60°F dry air.

Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, Delcotron not charging and optimum spark advance.

Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.

Gross horsepower..... 140 @ 4400 rpm
 Net horsepower..... 115 @ 3600 rpm
 Gross torque, lb-ft..... 220 @ 1600 rpm
 Net torque, lb-ft..... 200 @ 1600 rpm



The data on this sheet are true as represented.
 Engineering Center
 Chevrolet Motor Division
 General Motors Corporation

D. H. McPherson
 D. H. McPherson
 Chief Engine Engineer

State of Michigan
 County of Macomb

On this 2nd day of *June* 1965 personally appeared before me *D. H. McPherson*, known to me to be such, who makes oath that the data on this sheet are true as represented.

Ronald C. Lind
 Gerald C. Lind
 Notary Public, Oakland County, Michigan
 Acting in Macomb County, Michigan
 My Commission Expires July 22, 1967

INLINE GASOLINE ENGINES

SPECIFICATIONS

| | 194 SIX | 230 SIX (CHEVY-VAN) |
|---|--|---|
| Basic Description | six-cylinder inline valve-in-head design | |
| Displacement (cu in) | 194 | 230 |
| Bore & Stroke (in) | 3 ⁹ / ₁₆ x 3 ¹ / ₄ | 3 ⁷ / ₈ x 3 ¹ / ₄ |
| Compression Ratio | 8.5:1 | |
| Gross Horsepower @ rpm | 120 @ 4400 | 140 @ 4400 |
| Net Horsepower @ rpm | 95 @ 4000 | 115 @ 3600 |
| Gross Torque (lb-ft) @ rpm | 177 @ 2400 | 220 @ 1600 |
| Net Torque (lb-ft) @ rpm | 155 @ 2000 | 200 @ 1600 |
| Air Cleaner | oil-wetted polyurethane* | oil-wetted paper element |
| Bearings, Camshaft | steel-backed babbitt or copper-lead alloy | |
| ID x Length (in) (Projected Area): Bearing 1 (front) | 1.871 x .86 (1.61 sq in) | |
| Bearing 2 | 1.871 x .86 (1.61 sq in) | |
| Bearing 3 | 1.871 x .86 (1.61 sq in) | |
| Bearing 4 | 1.871 x .86 (1.61 sq in) | |
| Bearings, Connecting Rod (Crank end) | precision removable | |
| Material | steel-backed babbitt or copper-lead alloy | |
| ID x Length (in) | 2.155 x .837 | |
| Bearings, Main | precision removable | |
| Material | steel-backed babbitt or copper-lead alloy | |
| End Thrust taken by: | Bearing 7 | |
| ID x Length (in) (Projected Area): Bearing 1 (front) | 2.3 x .75 (1.73 sq in) | |
| Bearing 2 | 2.3 x .75 (1.73 sq in) | |
| Bearing 3 | 2.3 x .75 (1.73 sq in) | |
| Bearing 4 | 2.3 x .75 (1.73 sq in) | |
| Bearing 5 | 2.3 x .75 (1.73 sq in) | |
| Bearing 6 | 2.3 x .75 (1.73 sq in) | |
| Bearing 7 | 2.3 x .76 (1.75 sq in) | |
| Camshaft | cast-alloy iron | |
| Carburetor | | |
| Type | 1-barrel downdraft | |
| Make | Rochester● | Carter |
| Venturi ID (in) | 1.34 | |
| SAE Flange Size (in) | 1.50 | |
| Choke Control | automatic§ | manual |
| Coil, Ignition | Delco-Remy | |
| Connecting Rods | drop forged steel | |
| Length (Center to Center) (in) | 5.70 | |
| Crankshaft | nodular iron | |
| Cylinder Block | cast-alloy iron | |
| Cylinder Head | cast-alloy iron; valve-in-head design | |
| Distributor | Delco-Remy; centrifugal & vacuum advance | |
| Filter, Fuel | mesh in fuel tank; sintered bronze in carburetor inlet | |
| Filter, Oil | full-flow throw-away type | |
| Capacity (qts) | 1 | |
| Lubrication | Full-pressure system: direct pressure to main, connecting rod & camshaft bearings; pressure stream to cylinder walls & piston pins; pressure spray to timing gears; metered pressure and gravity flow to valve mechanism. See Owner's Guide for lubricant types. | |
| Oil Capacity (with filter change) | 5 qts | 5 qts |
| Piston Pins | chromium steel | |
| Diameter (in) | 0.927 | |

● Carter on G10

* Paper element on G10

§ Manual on G10

November 1, 1965

Engine & Clutch—Page 9

INLINE GASOLINE ENGINES

SPECIFICATIONS

| | 194 SIX | 230 SIX (CHEVY-VAN) |
|-------------------------|--|------------------------|
| Piston Rings | two compression, one oil control ring per piston | |
| Upper Compression | inside bevel | |
| Lower Compression | inside bevel | |
| Oil Control | 3-piece: 2 flat stainless steel chrome-faced rails; 1 formed steel spacer | |
| Pistons | cast-alloy aluminum; 3 ring grooves above piston pin | |
| Weight | 20.4 oz | |
| Plugs, Spark | 14-mm size | |
| Model | AC 46N | |
| Pump, Fuel | AC | |
| Pump, Oil | spur-gear type driven by distributor shaft | |
| Pressure | 30-45 psi @ 1500 rpm | |
| Capacity | 4.3 gal/min @ 2000 rpm | |
| Pump, Water | centrifugal type driven by fan belt | |
| Capacity | 58 gal/min @ 4400 rpm | 60 gal/min @ 4400 rpm |
| Bearing | - permanently lubricated and sealed double row ball | |
| Radiator | see Cooling System specifications | |
| Thermostat | Harrison 180° | |
| Type | pellet | |
| Timing, Ignition | 4° BTC | |
| Crankshaft Position | on harmonic balancer | |
| Timing Mark | 1-5-3-6-2-4 | |
| Firing Order | 62° BTC | |
| Timing, Valve | 94° ABC | |
| Inlet Opens | 92° BBC | |
| Inlet Closes | 63° ATC | |
| Exhaust Opens | integral with head | |
| Exhaust Closes | hydraulic | |
| Valve Guides | individual steel stampings on ball pivots; pushrod actuated | |
| Valve Lifters | high-alloy steel | |
| Valve Mechanism | aluminized | |
| Valves, Exhaust | 4.93 | |
| Face Coating | 1.50 | |
| Overall Length (in) | 45° | |
| Head Diameter (in) | 46° | |
| Face Angle | .3350 | |
| Seat Angle | none | |
| Lift (in) | carbon steel | |
| Rotators | untreated | |
| Valves, Inlet | 4.92 | |
| Face Coating | 1.72 | |
| Overall Length (in) | 45° | |
| Head Diameter (in) | 46° | |
| Face Angle | .3350 | |
| Seat Angle | positive type | |
| Lift (in) | | |
| Ventilation | | |

INLINE GASOLINE ENGINES

SPECIFICATIONS

| | 230 SIX* | 250 SIX | 292 SIX |
|---|--|------------------|-----------------------------------|
| Basic Description | six-cylinder inline valve-in-head design | | |
| Displacement (cu in) | 230 | 250 | 292 |
| Bore & Stroke (in) | 3 $\frac{7}{8}$ x 3 $\frac{1}{4}$ | 3.875 x 3.53 | 3 $\frac{7}{8}$ x 4 $\frac{1}{8}$ |
| Compression Ratio | 8.5:1 | | 8.0:1 |
| Gross Horsepower @ rpm | 140 @ 4400 | 150 @ 4200 | 170 @ 4000 |
| Net Horsepower @ rpm | 120 @ 3600 | 125 @ 3800 | 153 @ 3600 |
| Gross Torque (lb-ft) @ rpm | 220 @ 1600 | 235 @ 1600 | 275 @ 1600 |
| Net Torque (lb-ft) @ rpm | 205 @ 1600 | 220 @ 1600 | 255 @ 2400 |
| Air Cleaner | see each model page for type & capacity | | |
| Bearings, Camshaft | steel-backed babbitt or copper-lead alloy | | |
| ID x Length in (Projected Area): Bearing 1 (front) | 1.871 x .86 (1.61 sq in) | | |
| Bearing 2 | 1.871 x .86 (1.61 sq in) | | |
| Bearing 3 | 1.871 x .86 (1.61 sq in) | | |
| Bearing 4 | 1.871 x .86 (1.61 sq in) | | |
| Bearings, Connecting Rod (Crank end) | precision removable | | |
| Material | steel-backed babbitt or copper-lead alloy | premium aluminum | |
| ID x Length (in) | 2.155 x .837 | 2.00 x .807 | 2.255 x .837 |
| Bearings, Main | precision removable | | |
| Material | steel-backed babbitt or copper-lead alloy | premium aluminum | |
| End Thrust Taken by: | Bearing 7 | | |
| ID x Length (in) (Protected Area): Bearing 1 (front) | 2.3 x .75 (1.73 sq in) | | |
| Bearing 2 | 2.3 x .75 (1.73 sq in) | | |
| Bearing 3 | 2.3 x .75 (1.73 sq in) | | |
| Bearing 4 | 2.3 x .75 (1.73 sq in) | | |
| Bearing 5 | 2.3 x .75 (1.73 sq in) | | |
| Bearing 6 | 2.3 x .75 (1.73 sq in) | | |
| Bearing 7 | 2.3 x .76 (1.75 sq in) | | |
| Camshaft | cast-alloy iron | | |
| Carburetor | | | |
| Type | 1-barrel downdraft | | |
| Make | Rochester | | |
| Venturi ID (in) | 1.343 | 1.625 | |
| SAE Flange Size (in) | 1.5 | | |
| Choke Control | manual | | |
| Coil, Ignition | Delco-Remy | | |
| Connecting Rods | drop forged steel | | |
| Length (Center to Center) (in) | 5.70 | 6.76 | |
| Crankshaft | nodular iron | | |
| Cylinder Block | cast-alloy iron | | |
| Cylinder Head | cast-alloy iron; valve-in-head design | | |
| Distributor | Delco-Remy; centrifugal & vacuum advance | | |
| Filter, Fuel | mesh in fuel tank; sintered bronze in carburetor inlet | | |
| Filter, Oil | full-flow throw-away type | | |
| Capacity | 1 | 1 | 1* |
| Lubrication | Full-pressure system: direct pressure to main, connecting rod & camshaft bearings; pressure stream to cylinder walls & piston pins; pressure spray to timing gears; metered pressure and gravity flow to valve mechanism. See Owner's Guide for lubricant types. | | |
| Oil Capacity (with filter change) | 5 qts | | 6 qts |
| Piston Pins | chromium steel | | |
| Diameter (in) | 0.927 | | |

* All except Chevy-Van

* 2-qt available on 292 engine only

INLINE GASOLINE ENGINES

SPECIFICATIONS

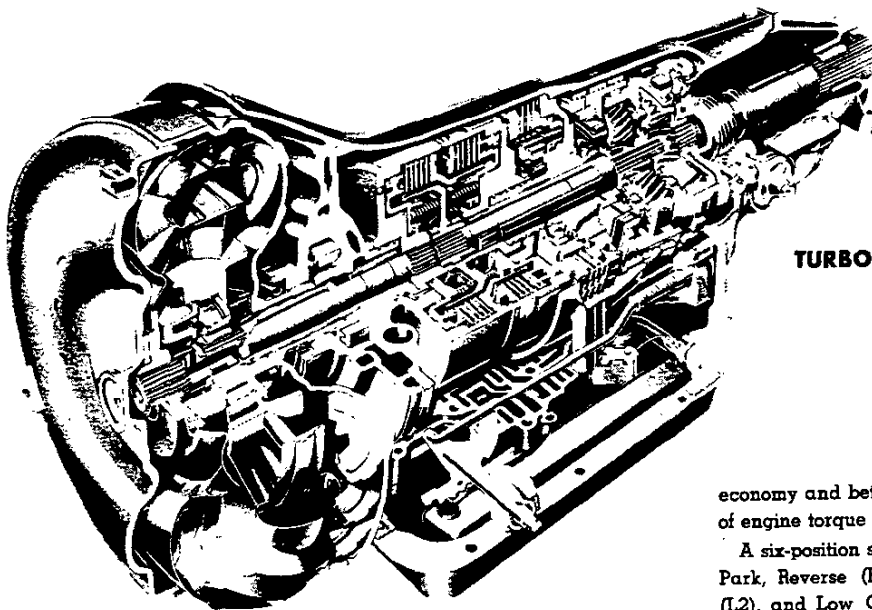
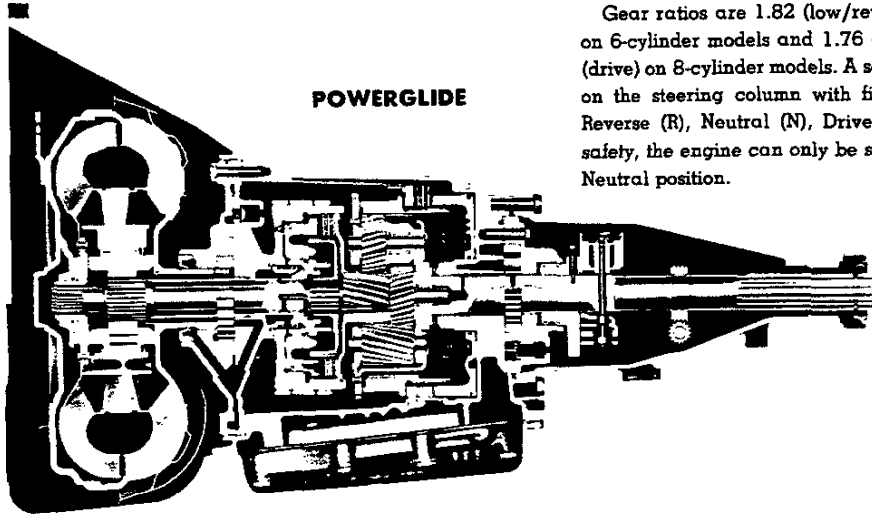
| | 230 SIX★ | 250 SIX | 292 SIX |
|-------------------------------|---|------------|--------------------|
| Piston Rings | two compression, one oil control ring per piston | | |
| Upper Compression | cast iron; inside bevel | | |
| Lower Compression | cast iron; inside bevel | | |
| Oil Control | multi-piece; steel with chrome-plated OD | | |
| Pistons | cast-alloy aluminum; 3 ring grooves above piston pin | | |
| Weight | 20.4 oz | | 24.9 oz |
| Plugs, Spark | | | |
| Model | AC-46N | AC-C44N | AC-C44N |
| Pump, Fuel | AC | | |
| Pump, Oil | spur gear type driven by distributor shaft | | |
| Pressure (psi) | 40-60 @ 2000 rpm | | |
| Capacity (gpm) | .6 @ 200 rpm | | |
| Pump, Water | | | |
| Capacity | 60 gpm @ 4400 | | 70 gpm @ 4400 |
| Bearing | permanently lubricated double roll ball bearing | | |
| Radiator | see Cooling System specifications | | |
| Thermostat | Harrison 180° | | |
| Type | pellet | | |
| Timing, Ignition | | | |
| Crankshaft Position | 4° BTC | | |
| Timing Mark Location | tab at harmonic balancer | | |
| Firing Order | 1-5-3-6-2-4 | | |
| Timing, Valve | | | |
| Inlet Opens | 18° BTC | 16° BTC | 45° BTC |
| Inlet Closes | 54° ABC | 48° ABC | 99° ABC |
| Exhaust Opens | 52° BBC | 46°30' BBC | 88° BBC |
| Exhaust Closes | 20° ATC | 17°30' ATC | 59° ATC |
| Valve Guides | integral with head | | |
| Valve Lifters | hydraulic | | |
| Valve Mechanism | individual steel stampings on ball pivots; pushrod actuated | | |
| Valves, Exhaust | | | |
| Face coating | None | | Cobalt-based alloy |
| Overall Length (in) | | 4.92 | |
| Head Diameter (in) | | 1.5 | |
| Face Angle | 45° | | 46° |
| Seat Angle | | 46° | |
| Lift (in) | .3350 | .3880 | .3350 |
| Rotators | None | | Rotocoil |
| Valves, Inlet | | | |
| Face Coating | None | | Aluminized |
| Overall Length (in) | | 4.92 | |
| Head Diameter (in) | 1.72 | | 1.875 |
| Face Angle | | 45° | |
| Seat Angle | | 46° | |
| Lift (in) | .3350 | .3880 | .407 |
| Ventilation, Crankcase | positive* | positive | closed positive● |

★ All except Chevy-Van * Closed positive type on P10-30 & 50 applications; also available as an RPO on 10-30 series.
● Positive type on C10-30 applications.

POWERGLIDE & TURBO HYDRA-MATIC TRANSMISSIONS

The optional Powerglide 2-speed transmission is available on Series CP10-20 and El Camino models only. It combines a 2-speed planetary gearset and a torque converter to provide smoothness and torque multiplication as high as 3.82 (low/reverse on 6-cylinder models) and 3.70 (low/reverse on 8-cylinder models).

Gear ratios are 1.82 (low/reverse) and 1.00 (drive) on 6-cylinder models and 1.76 (low/reverse) and 1.00 (drive) on 8-cylinder models. A selector lever is mounted on the steering column with five positions: Park (P), Reverse (R), Neutral (N), Drive (D) and Low (L). For safety, the engine can only be started in either Park or Neutral position.



The optional Turbo Hydra-Matic 3-speed automatic is available on Series CP20 models only. It provides greater performance, smoothness and flexibility through a 3-element torque converter with a compound planetary gearset. The additional forward gear, as compared to 2-speed Automatics, affords improved fuel

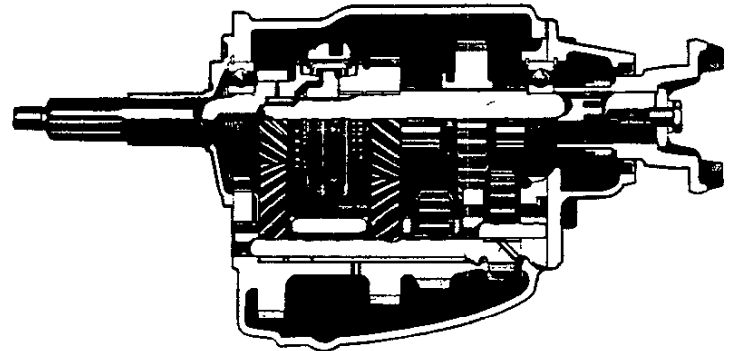
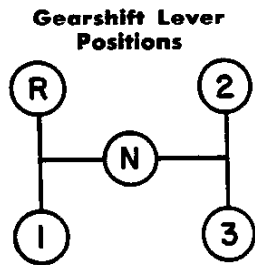
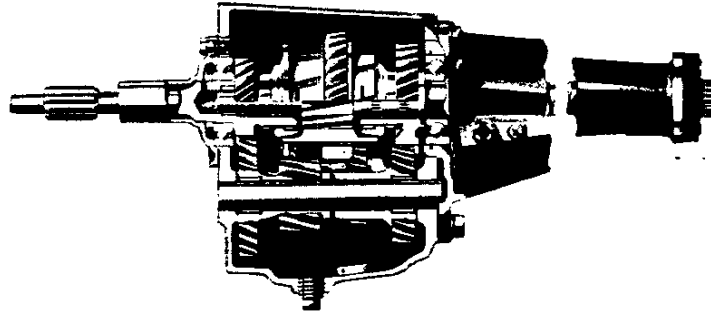
economy and better performance by more efficient use of engine torque thru all ranges.

A six-position selector provides the following ranges: Park, Reverse (R), Neutral (N), Drive (D), Low Two (L2), and Low One (L1). Moving the selector to L2 locks out third gear entirely, with automatic shifting between first and second gears. The transmission is locked in low gear when L1 is selected.

Automatic shifting schedules are controlled by a vacuum modulator instead of the mechanical linkages used in other designs. This allows smoother shifts by "sensing" engine vacuum changes.

Downshifts for passing are controlled by a solenoid on the carburetor.

3-SPEED TRANSMISSIONS



Standard 3-Speed Synchronmesh Transmission

The wide-faced helical gears are carburized and shot-peened for long service life. Rounded gear teeth resist chipping. Anti-friction bearings on the clutch shaft, mainshaft and countershaft assure alignment and proper gear meshing. The gearshift lever is located on the steering column.

Standard 3-Speed Fully Synchronized Transmission

The 3-speed fully synchronized transmission is standard on Series G10 only. All forward speeds are synchronized for much better vehicle flexibility and convenience. The gearshift is located on the steering column.

Optional 3-Speed Overdrive Transmission

The 3-speed overdrive transmission provides better fuel economy, lower noise level and longer engine life by cutting down engine RPM. It is also fully synchronized in all 3 forward speeds for ease of operation. The overdrive may be manually locked out by a hand control or disengaged by depressing the accelerator pedal. This transmission is available only with the 4.11 rear axle ratio. The gearshift is located on the steering column.

Optional Warner 3-Speed Wide-Ratio Transmission

The Warner 3-speed wide-ratio transmission is suitable for medium or heavy service such as multi-stop delivery operations. The additional reduction in first gear makes it easier to start out with heavier loads with a minimum of clutch slippage. The gearshift control is on the steering column.

Specifications

| | Chevrolet 3-Speed Synchronmesh | Chevrolet 3-Speed Fully Synchronized | Chevrolet 3-Speed Overdrive | Warner T89C 3-Speed Wide-Ratio |
|-----------------------------|--------------------------------|--------------------------------------|-----------------------------|--------------------------------|
| Synchronized Speeds: | 2nd & 3rd | All forward | All forward | 2nd & 3rd |
| Gear Ratios: | | | | |
| First..... | 2.94 | 2.85 | 2.85 (2.00) | 3.17 |
| Second..... | 1.68 | 1.68 | 1.68 (1.18) | 1.75 |
| Third..... | Direct | Direct | Direct (.70) | Direct |
| Reverse..... | 3.14 | 2.94 | 2.95 — | 3.76 |
| Gear Types: | | | | |
| Helical gears..... | | All | | 2nd & 3rd |
| Spur..... | | None | | 1st, Rev |
| Bearing Types: | | | | |
| Clutch gear bearing.... | | | Ball | |
| Mainshaft, front..... | | | Roller | |
| Mainshaft, rear..... | | | Ball | |
| Countershaft, front.... | | | Roller | |
| Countershaft, rear.... | | | Roller | |
| Reverse idler..... | | | Bronze bushing | |
| Lubricants: | | | | |
| Capacity..... | | 2 Pints | | 2¾ Pints |
| Type, grade..... | | See Owner's Guide | | |

EL CAMINO TRANSMISSIONS

3-SPEED TRANSMISSIONS

| Type | Chevrolet 3-Speed | Chevrolet 3-Speed | Warner 3-Speed |
|---------------------|----------------------------|-------------------|----------------|
| Applications | 194 Six, 230 Six, 283 V8 | 327 V8 | 396 V8 |
| Synchronized Speeds | All forward | | |
| Gear Ratios: | | | |
| First | 2.85 | 2.54 | 2.41 |
| Second | 1.68 | 1.50 | 1.57 |
| Third | Direct | Direct | Direct |
| Reverse | 2.95 | 2.63 | 2.41 |
| Gears: | Helical | | |
| Type | Forged steel; hardened | | |
| Material | | | |
| Gearshift Control: | Manual remote | | |
| Type | Mounted on steering column | | |
| Location | | | |

4-SPEED TRANSMISSIONS

| Type | Chevrolet 4-Speed | Chevrolet 4-Speed | Chevrolet 4-Speed |
|---------------------|------------------------|-------------------|----------------------------|
| Applications | 283 V8 | 327 V8 | 396 V8 (325 HP, 375 HP) |
| Synchronized Speeds | All forward | | |
| Gear Ratios: | | | |
| First | 3.11 | 2.54 | 2.52 |
| Second | 2.20 | 1.80 | 1.88 |
| Third | 1.47 | 1.32 | 1.47 |
| Fourth | Direct | Direct | Direct |
| Reverse | 3.11 | 2.54 | 2.59 |
| Gears: | Helical | | |
| Type | Forged steel; hardened | | |
| Material | | | |
| Gearshift Control: | Manual direct | | |
| Type | Mounted on the floor | | |
| Location | | | |

OVERDRIVE TRANSMISSIONS

| Type | Chevrolet 3-Speed Overdrive |
|---------------------|---|
| Applications | 194 Six, 230 Six, 283 V8 |
| Synchronized Speeds | All forward |
| Type of Overdrive | 3-Pinion planetary unit |
| Gear Ratios: | |
| First | 2.85 |
| First-overdrive | 2.00 |
| Second | 1.68 |
| Second-overdrive | 1.18 |
| Third | Direct |
| Third-overdrive | .70 |
| Reverse | 2.95 |
| Gears: | Helical |
| Type | Forged steel; hardened |
| Material | |
| Gearshift Control: | Manual remote |
| Type | On steering column |
| Location | |
| Lockout Method | By manual "pull-type" control or accelerator kickdown |

AUTOMATIC TRANSMISSIONS

| Type | Chevrolet Powerglide | |
|-----------------|--------------------------|----------------------------------|
| Applications | 194 Six, 230 Six, 283 V8 | 327 V8, 396 V8 (325 HP & 375 HP) |
| Converter Ratio | 2.1 | |
| Ratios: | | |
| First (Lo) | 1.82 | 1.76 |
| Second (Drive) | Direct | Direct |
| Reverse | 1.82 | 1.76 |
| Cooling | Water | |

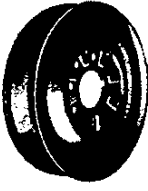


| | Page | | Page |
|--|------|-----------------------------------|------|
| El Camino Transmissions..... | 2 | 8-Speed Fuller Transmission..... | 9 |
| 3-Speed Transmissions..... | 3 | 10-Speed Fuller Transmission..... | 10 |
| Powerglide & Turbo Hydra-Matic..... | 4 | 16-Speed Spicer Transmission..... | 11 |
| 4-Speed Transmissions..... | 5 | 6-Speed Allison Automatic..... | 12 |
| 5-Speed New Process Transmissions..... | 6 | Auxiliary Transmissions..... | 13 |
| 5-Speed Clark Transmissions..... | 7 | Transfer Case..... | 14 |
| 5-Speed Spicer Transmissions..... | 8 | Driveline..... | 15 |








TRANSMISSION AVAILABILITY BY TRUCK SERIES

| Transmission | Standard | Optional |
|---|---|-------------------------------------|
| Chevrolet 3-Speed..... | CKP10-20 | — |
| Chevrolet Fully Synchronized 3-Speed..... | G10; El Camino | — |
| Chevrolet Fully Synchronized 3-Speed Overdrive..... | — | C10; El Camino |
| Warner Fully Synchronized Special 3-Speed..... | — | El Camino |
| Warner T89C 3-Speed..... | — | CP10-30 |
| Chevrolet Fully Synchronized 4-Speed..... | — | El Camino |
| Chevrolet 4-Speed..... | CP30; CDLNPOST50; CLMNQSTV60 (Exc S69) | CKP10-20 |
| New Process 435GL 4-Speed..... | S69 | CLNQ550; CLMNQSTV60 (Exc S69) |
| New Process 435GD 4-Speed..... | — | NQ50; Q60 |
| New Process 540C 5-Speed Wide-Ratio..... | — | CLMST60 (Exc S69) |
| New Process 540GL 5-Speed Wide-Ratio..... | HG, TG70000 | NQV60 |
| New Process 540GD 5-Speed Close-Ratio..... | — | NQV60; HG, TG70000 |
| New Process 541GL 5-Speed Wide-Ratio..... | HM, JG, TM70000; HM, TM80000 | HG, TG70000 |
| New Process 541GD 5-Speed Close-Ratio..... | — | HG, HM, TG, TM70000; HM, TM80000 |
| Clark 264VO 5-Speed Overdrive..... | DY60 | D50 |
| Clark 267V 5-Speed Close-Ratio..... | — | DY60 |
| Clark 269V 5-Speed Close-Ratio..... | — | JG70000 |
| Clark 2622V 5-Speed Close-Ratio..... | — | CLMSTX60 |
| Clark 2653V 5-Speed Wide-Ratio..... | X60 | CLMST60 (Exc S69) |
| Clark 385V 5-Speed Wide-Ratio..... | JV70000 | JJ70000 |
| Clark 387V 5-Speed Close-Ratio..... | — | HJ, TJ70000; HM, TM80000 |
| Clark 401V 5-Speed Wide-Ratio..... | — | JM, WM80000 |
| Spicer 3152A 5-Speed Close-Ratio..... | — | CDLMST60; CLT80 |
| Spicer 3152F 5-Speed..... | CLMT80 | CLMST60 |
| Spicer 3153 5-Speed Overdrive..... | — | D60 |
| Spicer 5652 5-Speed Wide-Ratio..... | JM70000; JM, WM80000 | HG, HM, JG, TG, TM- 70000 |
| Spicer 5752 5-Speed Wide-Ratio..... | JJ70000 | — |
| Spicer 5752C 5-Speed Close-Ratio..... | U80; HV, HJ, TJ- 70000 | HG, TG, HM, TM70000; HM, TM80000 |
| Fuller R46 8-Speed..... | — | U80 |
| Fuller RT510 10-Speed..... | — | JJ70000 |
| Spicer 7216-3B 16-Speed..... | — | WM80000 |
| Spicer 5831-B 3-Speed Auxiliary..... | — | JG70000 |
| Spicer 6041 4-Speed Auxiliary..... | — | M80; JG, JM70000; JM, WM80000 |
| Spicer 7041 4-Speed Auxiliary..... | — | JJ, JV70000; JM, WM80000 |
| Powerglide 2-Speed Automatic..... | — | El Camino; CP10-20 |
| Turbo Hydra-Matic 3-Speed Automatic..... | — | CP20 |
| Allison Automatic 6-Speed Automatic..... | — | CS60; CMTU80 |

WHEELS & TIRES

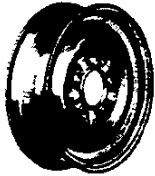


DISC WHEELS—TUBELESS TYPE

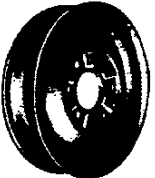


| Type | Illustration | Attachment | Rim Section | Description | | | | | |
|---------------------------------|---|---|--|---|----------------|-------------|---------------------|----------------------|---------------------|
| Eight-Hole Tubeless Disc |  C. | Front & Rear  |  | Eight-hole; forged steel ventilated disc; short-spoke spider design | | | | | |
| Series | Wheel Size | Bolt Holes | Bolt Circle Diameter (in) | Rim Type | Rim Width (in) | Offset (in) | Single or Dual Rear | Tire Size | Illustration Number |
| CK20 | 17.5 x 5.25 | 8 | 6½ | 1-piece | 5.25 | 1.62 | Single | 7-17.5/6 8-17.5/6 | C. |
| P20 | 17.5 x 5.25 | 8 | 6½ | 1-piece | 5.25 | .12 | Single | 7-17.5/6 8-17.5/6 | C. |
| CK20 | 19.5 x 5.25 | 8 | 6½ | 1-piece | 5.25 | 1.62 | Single | 8-19.5/6 | C. |

| Type | Illustration | Attachment | Rim Section | Description | | | | | |
|--|---|---|--|---|----------------|-------------|---------------------|---------------|---------------------|
| Eight-Hole Tubeless Disc With Single Rears Only |  D. | Front & Rear  |  | Eight-hole; forged steel ventilated disc; short-spoke spider design | | | | | |
| Eight-Hole Tubeless Disc With Dual Rears Only |  E. | Front  Dual Rear  |  | Eight-hole; spun-steel ventilated disc | | | | | |
| Series | Wheel Size | Bolt Holes | Bolt Circle Diameter (in) | Rim Type | Rim Width (in) | Offset (in) | Single or Dual Rear | Tire Size | Illustration Number |
| C30 | 17.5 x 5.25 | 8 | 6½ | 1-piece | 5.25 | 1.62 | Single | 8-17.5/6 | D. |
| | 17.5 x 5.25 | 8 | 6½ | 1-piece | 5.25 | 4.81 | Dual | 7-17.5/6 | E. |
| | 17.5 x 5.25 | 8 | 6½ | 1-piece | 5.25 | 4.81 | Dual | 8-17.5/6 | E. |
| | 19.5 x 5.25 | 8 | 6½ | 1-piece | 5.25 | 1.62 | Single | 8-19.5/6,8,10 | D. |
| P30 | 19.5 x 5.25 | 8 | 6½ | 1-piece | 5.25 | .44 | Single | 8-19.5/6,8 | D. |
| | 19.5 x 5.25 | 8 | 6½ | 1-piece | 5.25 | 4.81 | Dual | 8-19.5/6,8 | E. |

WHEELS & TIRES

DISC WHEELS—TUBELESS TYPE

| TYPE | Illustration | Attachment | Rim Section | Description | | | | | |
|--------------------------------|---|---|---|---|----------------|-------------|---------------------|------------------------|---------------------|
| Five-Hole Tubeless Disc |  A. |  Front & Rear |  | Five-hole; stamped steel ventilated disc; short-spoke spider design | | | | | |
| | | | | | | | | | |
| Series | Wheel Size | Bolt Holes | Bolt Circle Diameter (in) | Rim Type | Rim Width (in) | Offset (in) | Single or Dual Rear | Tire Size | Illustration Number |
| El Camino | 14 x 5 | 5 | 4 $\frac{3}{4}$ | 1-piece | 5.0 | 1.00 | Single | 7.35-14 7.75-14 | A. |
| G1205 | 13 x 5 $\frac{1}{2}$ | 5 | 4 $\frac{3}{4}$ | 1-piece | 5.5 | 1.00 | Single | 6.50-13/4 7.00-13/8 | A. |
| | 14 x 6 | 5 | 4 $\frac{3}{4}$ | 1-piece | 6.0 | 1.00 | Single | 7.00-14/6,8 | A. |
| | 14 x 5 | 5 | 4 $\frac{3}{4}$ | 1-piece | 5.0 | 1.00 | Single | 7.35-14/8 | A. |

| TYPE | Illustration | Attachment | Rim Section | Description | | | | | |
|-------------------------------|---|---|---|--|----------------|-------------|---------------------|----------------------------|---------------------|
| Six-Hole Tubeless Disc |  B. |  Front & Rear |  | Six-hole; stamped steel ventilated disc; short-spoke spider design | | | | | |
| | | | | | | | | | |
| Series | Wheel Size | Bolt Holes | Bolt Circle Diameter (in) | Rim Type | Rim Width (in) | Offset (in) | Single or Dual Rear | Tire Size | Illustration Number |
| CKP10 | 15 x 5 $\frac{1}{2}$ | 6 | 5 $\frac{1}{2}$ | 1-piece | 5.5 | .56 | Single | 7.75-15/4,8 8.15-15/4,8 | B. |
| | 16 x 5 | 6 | 5 $\frac{1}{2}$ | 1-piece | 5.0 | .44 | Single | 6.00-16/6 6.50-16/6 | B. |
| | 17.5 x 5.25 | 6 | 5 $\frac{1}{2}$ | 1-piece | 5.25 | .81 | Single | 7-17.5/6 | B. |

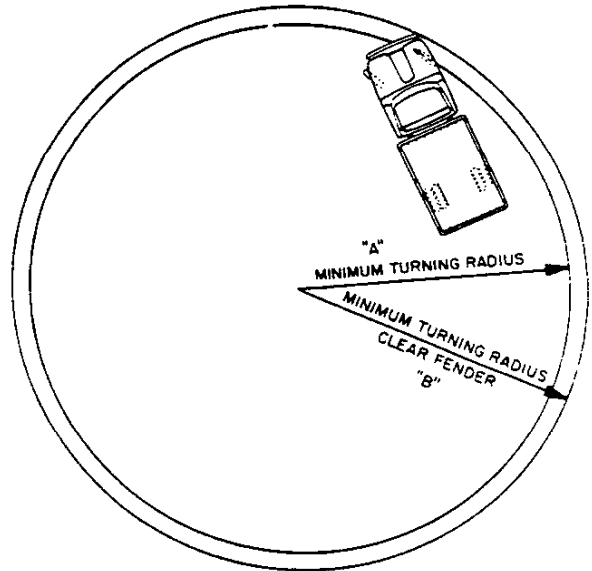
TIRES AND WHEELS

| TIRE DESCRIPTION | | | | | WHEEL DESCRIPTION | | |
|------------------|--------------|-----------|--------------|----------------|-------------------|---------|------------|
| SIZE | AVAILABILITY | TYPE | CONSTRUCTION | CAPACITY | SIZE | OFFSET | ATTACHMENT |
| 6.50-13-4PR | Base | Blackwall | Passenger | 835# @ 28 psi | 13 x 5.5J | 1.0 in. | Five Stud |
| 6.50-13-4PR | RPO | Whitewall | | 835# @ 28 psi | | | |
| 7.00-13-6PR | 4350# GVW | Blackwall | | 1050# @ 36 psi | | | |
| 7.00-13-6PR | 4350# GVW | Whitewall | | 1050# @ 36 psi | | | |
| 7.00-13-8PR | 4850# GVW | Blackwall | Truck | 1315# @ 60 psi | 14 x 5J | | |
| 7.00-14-6PR | RPO | Blackwall | | 1145# @ 45psi | | | |
| 7.00-14-8PR | RPO | Blackwall | | 1365# @ 60 psi | | | |

Turning Radii Dimensions

"A" DIMENSION = Measured to the edge of the front tire at the outside of the circle. This indicates radius clearance required at curb height.

"B" DIMENSION = Measured to outer extremity of truck (front bumper or fender) indicating required wall-to-wall radius clearance.



| SERIES | WHEEL-BASE | "A" (FEET) | "B" (FEET) |
|--------|------------|---------------|---------------|
| G10 | 90.00 | 16.27 | 17.68 |