1965 TRUCK

OWNERS CHEVROLET GUIDE

SERIES 10-30

OWNERS GUIDE for

1965 Chevrolet Light Duty Trucks

This guide has been prepared to provide the necessary information for the proper operation and general maintenance of your Chevrolet Truck. Additional information has been included to familiarize the operator with constructional and mechanical features of the vehicle.

In order to obtain maximum efficiency from your truck, regular attention to vehicle maintenance is important. Your Chevrolet Dealer has the trained personnel and specialized equipment necessary to render proper service. Have him inspect your truck and perform any maintenance or adjustments required.

All information contained in this handbook is based on the latest product information available at the time of publication approval. The right is reserved to make changes at any time without notice.

CHEVROLET MOTOR DIVISION, GENERAL MOTORS CORPORATION, DETROIT, MICHIGAN 48202

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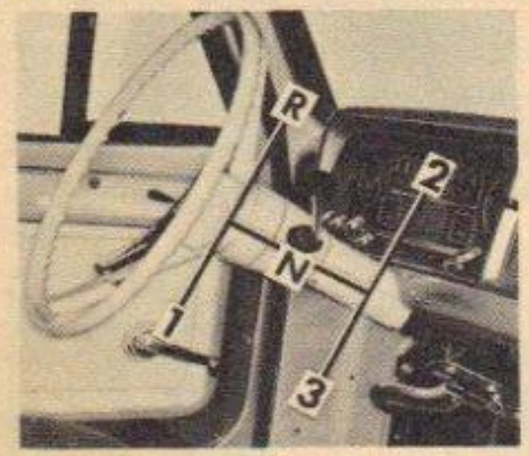
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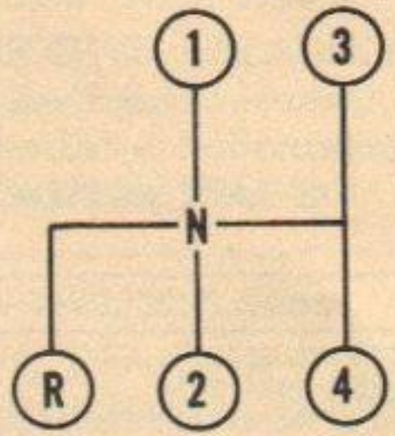
LITHO IN U.S.A.

THIRD EDITION
JAN., 1965

Manual Transmissions

Three-Speed—The gear shift control on trucks equipped with this transmission is located on the right side of the steering column. This transmission uses the conventional "H" shifting pattern.





Four-Speed—On vehicles equipped with this transmission, the gearshift lever extends to the left and rearward from the transmission cover mound at center of the floor. This lever is used to shift the transmission gears to the desired position. This pattern is also shown on the control lever knob.

OPERATING TIPS

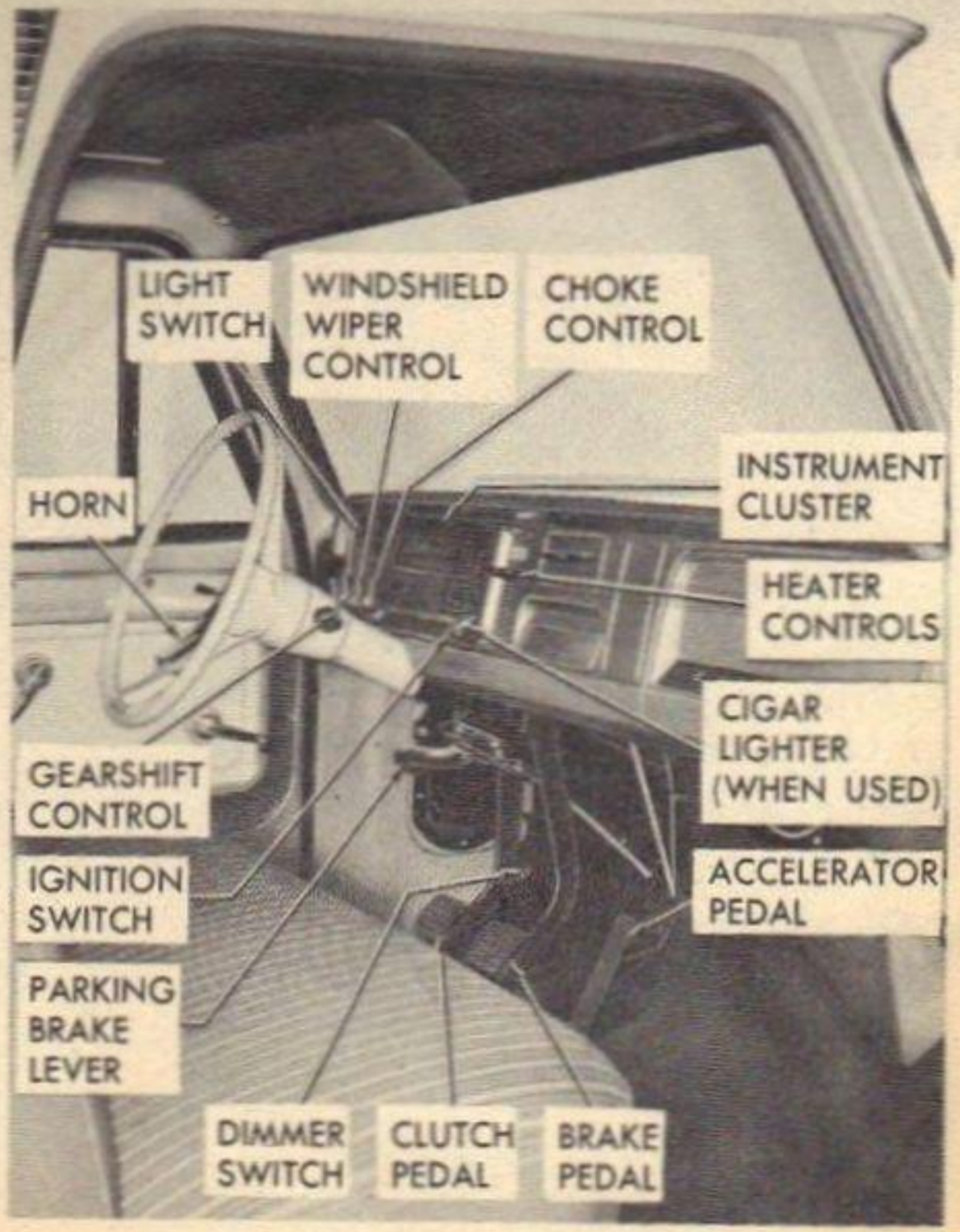
1. When stopped on an upgrade, do not hold truck with engine. Use service brake.
2. Shift to next lowest gear for extremely hard pulls at low road speed.
3. Do not over speed engine when shifting down to next lowest gear.
4. Never shift into gear until vehicle is completely stopped.
5. Do not ride clutch pedal, this produces a partly disengaged condition that will result in damage to your clutch.

POSITRACTION AND NO SPIN REAR AXLES

Positraction and No Spin differentials are available as optional equipment in place of the standard differential. The operation of these units is fully automatic and does not require attention from the vehicle operator.

The purpose of these differentials is to provide a positive tractive effort under all road surface conditions by minimizing undesirable one-wheel slip conditions.

NOTE: On ½-ton trucks, when starting with one wheel on an excessively slippery surface, slight application of the parking brake (approximately one-third on) may be necessary to help energize the Positraction differential to gain maximum traction. Release brake when traction is regained.



½-1 Ton Standard Models

OPERATING

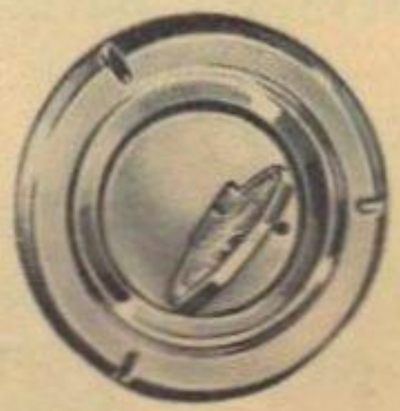
The type, location and operation of the instruments and controls vary in different models and series trucks. Therefore, regardless of past experience, it is advisable to familiarize yourself with the truck cab and its components before driving. The operation of each instrument and control will be described, accompanied by illustrations showing location in the different series trucks. Controls described appear as standard equipment on all Chevrolet Truck Models unless otherwise indicated.

IGNITION SWITCH

On–For normal operation after engine has been started.

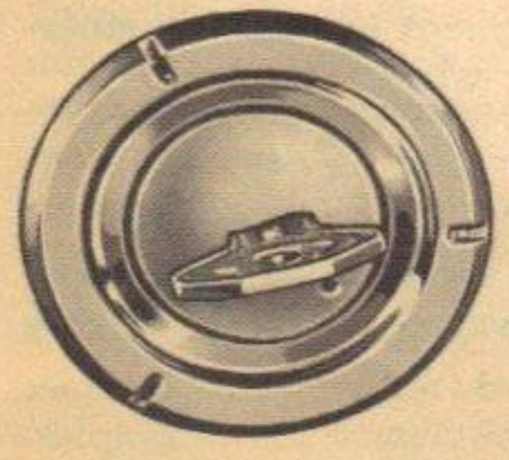
Start – Used only when starting engine. When released, switch returns to "ON."

Off–Turns off engine and accessories.

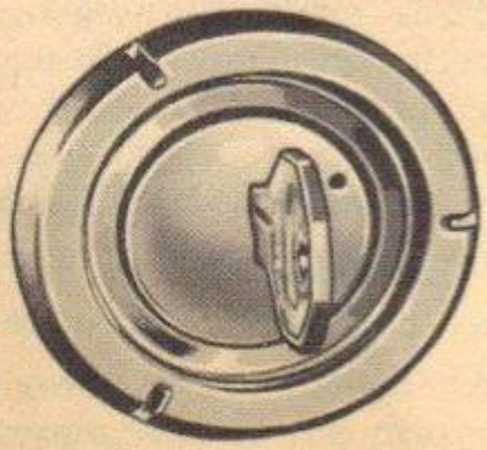


ON

CONTROLS



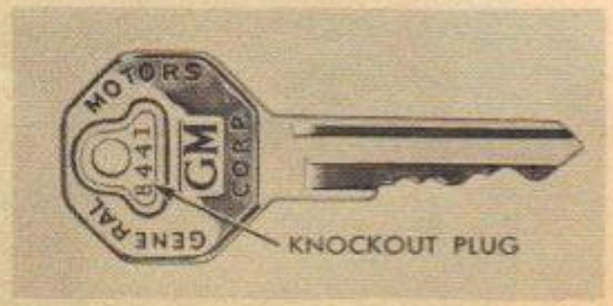
START



OFF

KEYS

Two identical keys are furnished with each truck. These keys are used for locking and unlocking the left door, and ignition switch. The key number is stamped on a knockout plug in each key. The knockout plug should be removed so that duplicate keys cannot be made without obtaining owners consent.



GEARSHIFT LEVER

The gearshift control on trucks equipped with the 3-speed transmission is located on the steering column.

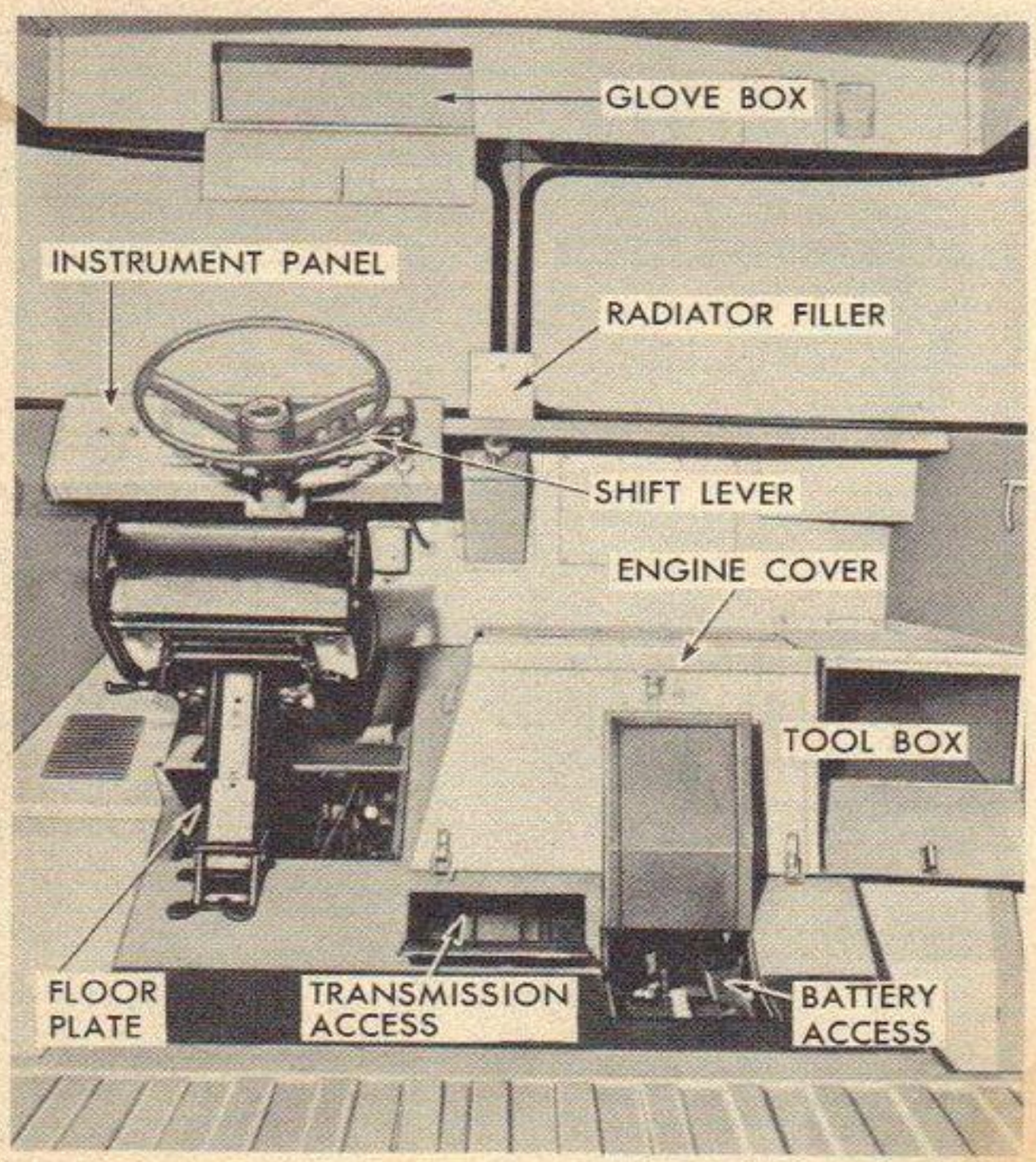
The gearshift control for vehicles with the 4-speed transmission is located in the center section of the front floor.

The shifting pattern for this transmission is shown on top of the control lever knob. See "Operating Instructions" for the specific transmission used.

The control lever for vehicles equipped with four wheel drive is mounted next to the transmission control lever.

AUTOMATIC TRANSMISSION SELECTOR LEVER

The control lever for the Powerglide transmission is similar to the one used in the conventional passenger car and is located at the top of the



Forward Control Models



steering column on the right hand side. The operating positions are plainly marked on an indicator segment behind the steering wheel.

ACCELERATOR PEDAL

The accelerator pedal is used to open and close the carburetor throttle valve to vary engine power.

CHOKE

The carburetor hand choke control knob is used to close the carburetor choke valve. This restricts the air intake and produces a richer fuel mixture for starting, while at the same time opening the throttle by means of a fast idle link on the carburetor.

HAND THROTTLE

The optionally available control knob opens the carburetor throttle valve to provide a uniform engine speed above the idle setting.

CLUTCH PEDAL

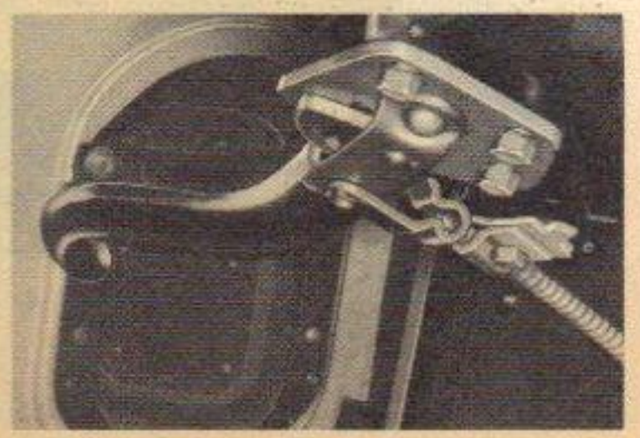
On models equipped with a manual transmission, a clutch pedal is used to engage or disengage the clutch, thereby connecting the engine to or disconnecting it from the transmission and driveline to rear wheels. When the pedal is fully extended the clutch is engaged, driving the transmission and the rear wheels.

BRAKES

Depressing the brake pedal applies the service brakes at all wheels in proportion to the pressure applied to the pedal.

PARKING BRAKE

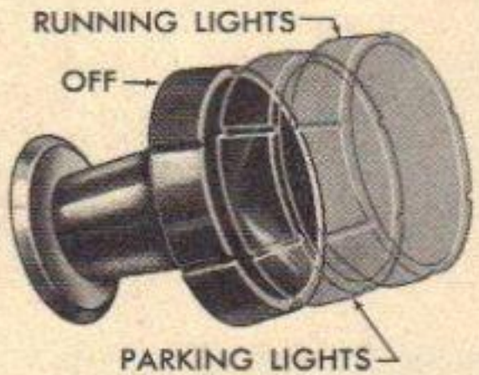
Light duty trucks use a trigger-type lever mounted to the left of the steering column under the instrument panel. To apply the brakes, pull back on the lever. To release, squeeze the trigger and push forward.

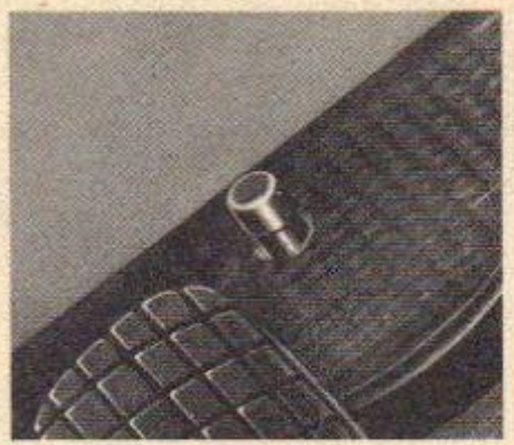


LIGHT SWITCH

The three position lighting switch controls the instrument lamps, headlamps, parking lamps, tail lamp and interior lamp.

Instrument light intensity may be varied by turning knob clockwise or counterclockwise. Full counterclockwise position turns on interior light.





DIMMER SWITCH

The dimmer switch is used to change the headlamp beam from high to low or low to high. Each time the switch is depressed, the light beam is reversed. A headlamp beam indicator, on the face of the speedometer, lights up when the headlamps are on high beam.

INSTRUMENTS

Instruments described below appear as standard equipment on all light duty Chevrolet truck models unless otherwise indicated.

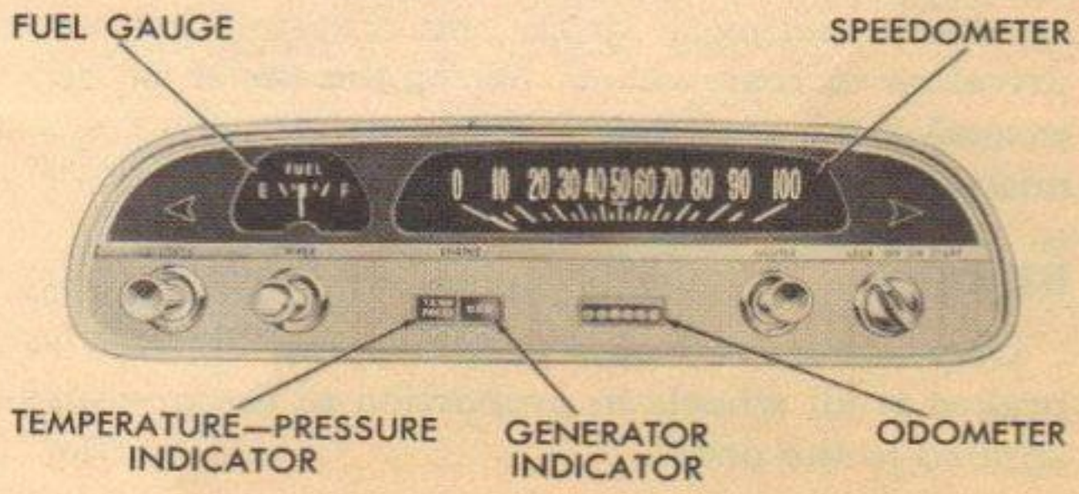
SPEEDOMETER

The speedometer hand indicates vehicle speed in miles per hour.

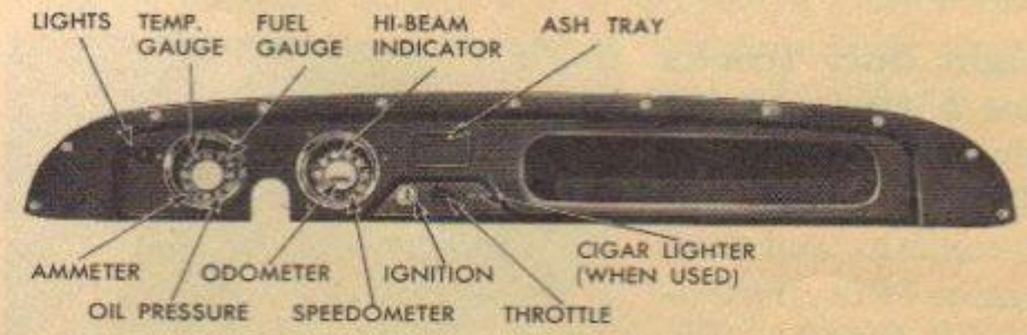
Odometer—The group of six figures in the speedometer lower center section indicates the accumulated mileage.



½-1 Ton Standard Models



Forward Control Models



Flatface Cowl Models

TEMPERATURE GAUGE OR LIGHT

The water temperature gauge may register anywhere in the band between the two marks ("C" and "H") and still indicate normal operating temperatures. As this gauge uses a "balanced needle" for greater accuracy, the gauge needle will not necessarily return to the "cold" position when ignition is turned off. The needle may stay in the center of the gauge or go off at either end when the ignition switch is turned off.

Temperature Indicator Lights—The indicator light gauge consists of two lights. A green light appears when the engine is cold and remains on until the engine approaches operating temperature. A red light will appear when the engine becomes overheated. When both lights are off, normal engine operating temperature is indicated.

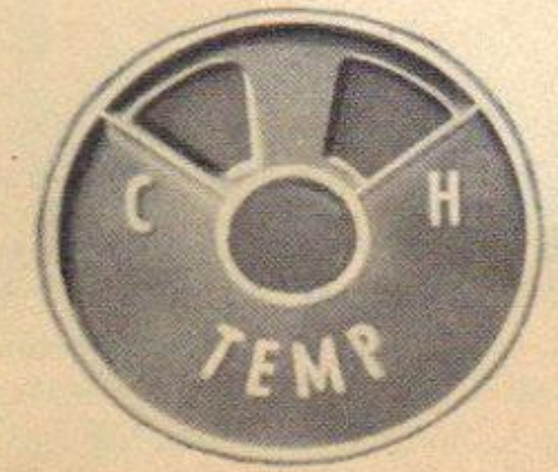
AMMETER OR GENERATOR TELL-TALE LIGHT

The ammeter indicates the flow of current to and from the battery, except for the current taken by the starting motor.

The generator tell-tale light indicates generator operation.

Normal operation is with the light off or for the ammeter to show a positive (+) reading. Refer to "Operating Instructions" for complete gauge (or indicator) interpretation.







OIL PRESSURE GAUGE OR LIGHT

These units indicate the amount of oil pressure in the engine lubrication system. Proper gauge (or indicator) interpretation is given under "Operating Instructions."

NOTE: All tell-tale lights, where used, will light when the ignition switch is in either the START or ON position.

FUEL GAUGE

The fuel gauge is wired through the ignition switch and indicates the level of fuel in the tank when the ignition switch is turned on. As this gauge uses a "balanced needle" for greater accuracy, the gauge needle will not necessarily return to the empty position with the ignition switch off. The needle may stop in the center of the gauge or go off at either end when the ignition switch is turned off.

HIGH BEAM INDICATOR

A red indicator light is wired into the dimmer switch so that when the headlights are on upper beam, the indicator light will be on.







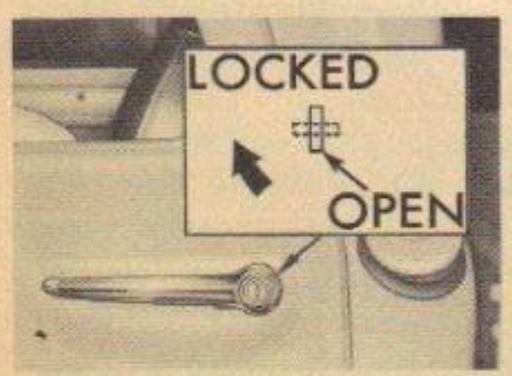


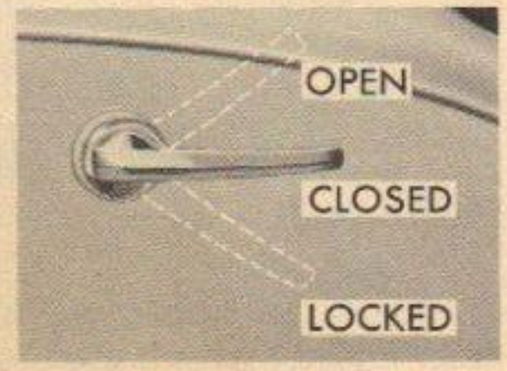


COMFORT AND CONVENIENCE FEATURES

DOOR LOCKS

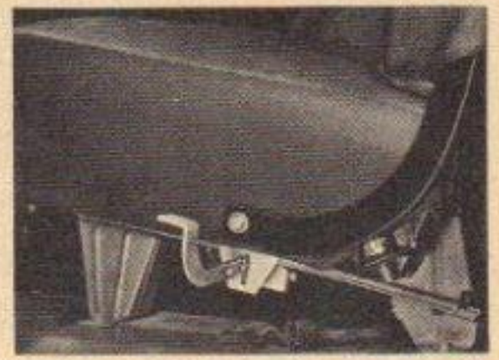
Left front door may be locked from the outside by means of the ignition key inserted into the key lock. To lock the doors from the inside, push fully down on the inside release handle. Unlock and open the door from the inside by pulling fully upward on the release.





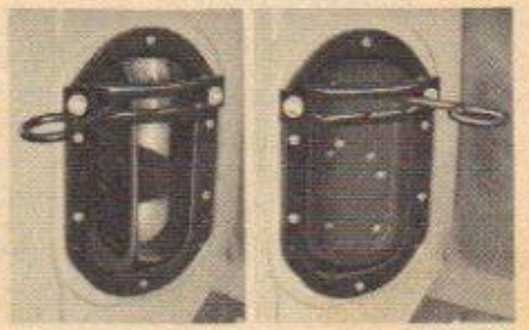
SEAT ADJUSTERS

The entire seat assembly can be moved forward or rearward to obtain the most comfortable position for the driver. Press down on the lever to release the seat adjuster lock so that the seat assembly can be moved forward or rearward as desired. A seat back adjustment is provided on some models. To adjust seat back, tilt seat forward, loosen bottom locking nut, adjust bumper to suit, then tighten bottom locking nut. Repeat for opposite side. Forward Control models seat height adjustment is made by means of two bolts attaching the seat base to the seat support. Several holes are provided for different heights.



Air Vents

Conventional model air vents, located in the kick panel on each side of the passenger compartment, are opened with a handle attached directly to the vent. Flat face cowl air vent is located on the cowl and is activated by a handle located under the dash panel.



DIRECTION SIGNALS

Move the direction signal lever, located to the left of the steering column, down before turning left or up before turning right. The lever will return to neutral when the turn is completed.

A Safety Hazard Switch is available as an optional accessory to be used in the direction signal circuit to flash the signal lights for emergency road stops.

WINDSHIELD WIPERS AND WASHERS

Start wiper by turning knob clockwise. Full counterclockwise position turns wiper off. The electric single-speed wiper has two positions—OFF and ON. The optional two-speed wiper knob has three positions—OFF, SLOW and FAST. When the wipers are turned off, they will return to the inner end of the wiper cycle.

CAUTION: In icy weather, never attempt to operate electric wipers if blades are frozen to the windshield. Free the blades before operation of wipers.

To operate the accessory windshield washers, press the button in the center of the wiper control knob. Pressing this button will send a jet of washer solvent or water onto the windshield and, at the same time, turn the wiper motor on. The wiper will then continue to operate until the control knob is manually turned off.

When temperature falls below freezing, GM Windshield Washer Anti-Freeze should be used. Even so, before attempting to use washers during freezing weather, it is best to first prewarm the windshield with the heater defrosters.

Fill the washer jar ¾ full during the winter to allow for expansion if the temperature should fall low enough to freeze the solution.

SEAT BELTS

Fasten the seat belts (standard equipment with the Suburban Carryall; optional with all other models) by pushing the metal catch into the buckle until it "snaps" into place. Tighten the belt until comfortably snug by pulling the end extending from the buckle. *Do not wear belt loosely.* Loosen by turning the entire buckle outward. Lift the buckle lever to unlatch and release the belt. *Never buckle an individual seat belt around more than one person.*

Clean the belts, without removing them from the vehicle, with a stiff bristle brush using a detergent recommended for nylon. *Never bleach or redye seat belts.*

It is recommended that the optional Chevrolet seat belt retractors be used on the outboard belt half only. When buckling the belt, be sure that it is fully extended *so there is no webbing wound around the retractor drum.* Then adjust for proper fit at the buckle.

HEATER OPERATION

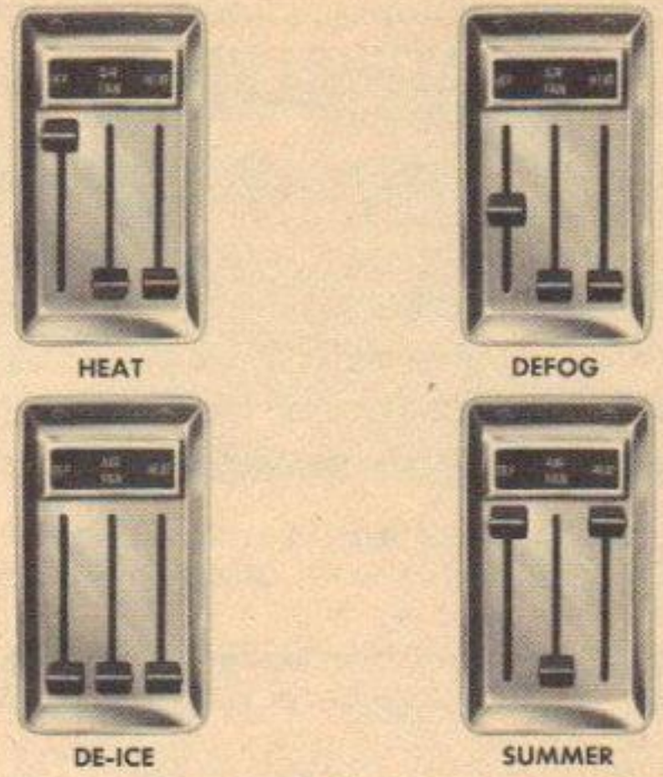
NOTE: If vehicle is equipped with Air Conditioner, all air conditioner control knobs must be pushed fully in.

Deluxe—Air Heater

Move the AIR FAN lever half way down to allow air to pass through the heater. Further movement of the lever operates the fan speeds.

Move the HEAT lever part way down to provide heat; fully down for maximum heat.

Move the DEF lever down when windshield defrosting is needed: fully down diverts the entire air flow to the defroster ducts.

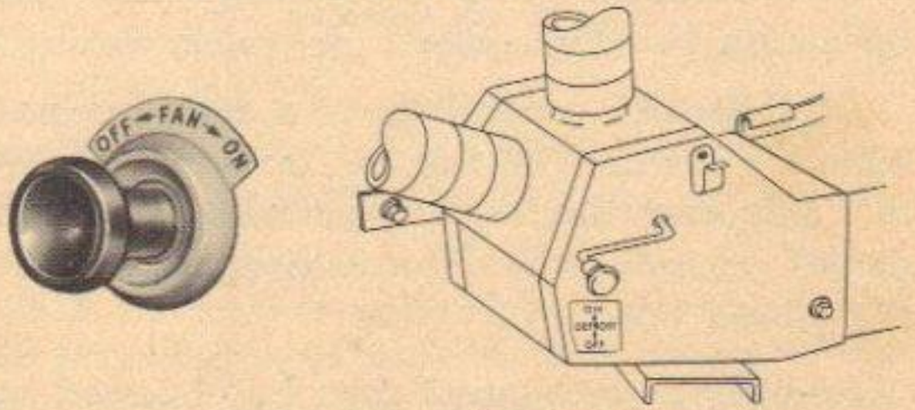


Deluxe Air Heater Controls

Thrift—Air Heater

Pull the AIR PULL-FAN knob fully out to allow air to pass through the heater. Rotate the knob to obtain low, medium or high fan speed. Cab heat can be varied by changing fan speed and knob position.

Move the DEF lever, located on the duct beneath the instrument panel, up for windshield defrosting.



Thrift-Air Heater Controls

When air conditioning is used with this heater pull the TEMPERATURE PULL knob out to provide the desired amount of heat; fully out will provide maximum heat.

Heater Operating Tips

The heater receives air from the inlet in front of the windshield. Always be sure the inlet is clear of snow or other restrictions.

Keep all windows and vents closed to reduce drafts and noise.

Operate the heater for several minutes before turning on the defroster. This will clear the system of moisture and reduce windshield fogging.

Operate fan on low or medium speeds for normal operation and high speed for quick warm-up.

All defroster controls have a detent position at which a portion of the air is diverted through the defroster ducts. A resistance is felt at the detent position when the control is moved from the closed position.

Additional ventilation may be obtained by operating the fan as desired.

AIR CONDITIONER OPERATION . . .

. . . Without Heater

Pull the FAN TEMP PULL knob out then rotate the knob to obtain low, medium or high fan speed. Push in the knob as desired to regulate temperature.

. . . With Deluxe—Air Heater

Set DEF and HEAT levers in fully up position. Move AIR FAN lever half way down to provide air to system; further down to select fan speed.

. . . With Thrift—Air Heater

Set DEF lever fully down and TEMPERATURE PULL knob fully in. Move AIR PULL-FAN knob out to provide air to the system, then turn knob to operate the fan at the desired speed.

. . . After setting Heater Controls—

Pull the AIR COND-PULL knob fully out.

Regulate the amount of recirculating air mixed with the outside air by setting the RECIRC. AIR-PULL knob anywhere from fully out to fully in.

Pull the COOL-PULL knob out as required to provide the desired temperature.

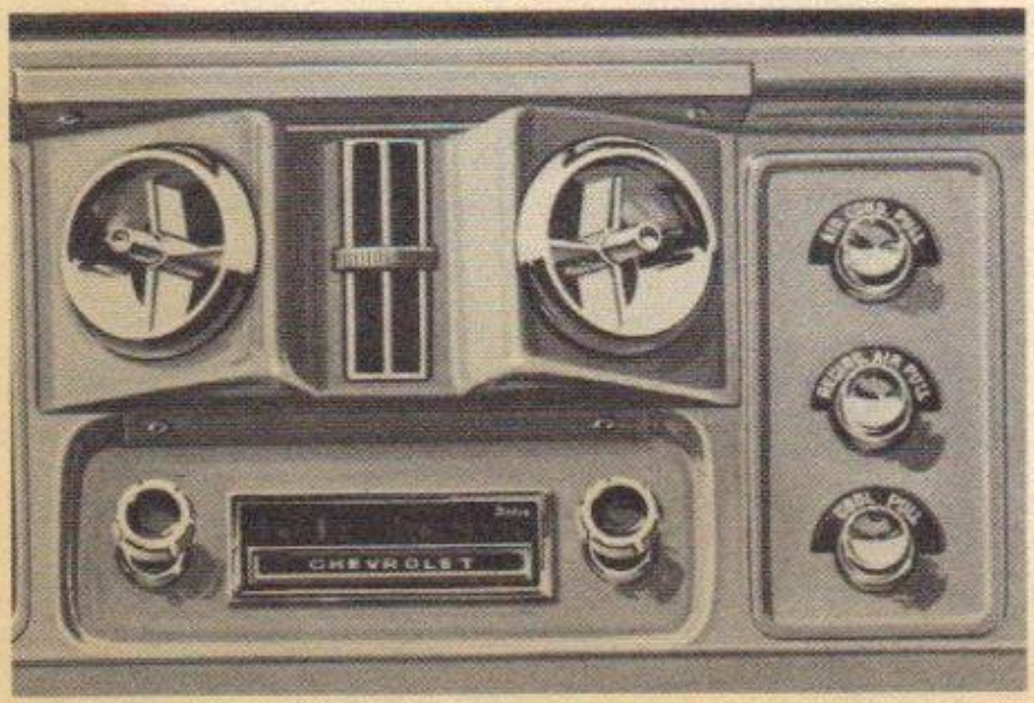
Air Conditioner Operating Tips

Close all windows and vents when operating the system except when the truck interior is very hot.

Rotate the dash outlets to direct air flow.

When operating the air conditioner at altitudes over 4000 feet, reduce the cooling output slightly to avoid evaporator freeze up.

RUN THE AIR CONDITIONER FOR APPROXIMATELY FIVE MINUTES EVERY WEEK TO INSURE LUBRICATION OF SEALS AND MOVING PARTS.



RADIO



To operate the radio, proceed as follows:

- Turn Volume Control clockwise to turn on radio and increase volume. Moving the control counterclockwise reduces volume and turns off the radio.
- Turn Tuning Control Knob (Selector) to select desired station.
- Turn Tune Control Wing Knob (under Volume Control Knob) to give the tone preferred.

NOTE: For best reception, the antenna should be extended to at least the roof height of the cab, or to full height of antenna if equipped with van body.

OPERATING INSTRUCTIONS

PRE-STARTING CHECKS

1. Lubricating Oil Level–at, or close to, the "FULL" mark.

2. Coolant Level–near top of radiator or surge tank.

3. Battery Level–should cover plates in each cell.

4. Leaks–check all liquid line connections, and ground below truck for evidence of leaks.

5. Tires–should be inflated to proper pressure and check for possible damage to casing, etc.

STARTING THE ENGINE

1. Pull choke knob out part way or all the way depending on weather conditions. Depressing accelerator pedal while pulling knob will allow easier operation of this control.

2. Shift transmission to neutral. (Powerglide transmission will start in "N" or "P" only). Depress the clutch pedal, if so equipped, to disengage engine and relieve the load on the starter.

3. Place ignition key in switch and turn key clockwise to "ON" position.

4. Turn the ignition key clockwise against spring tension to crank engine. RELEASE KEY AS SOON AS ENGINE STARTS.

5. As soon as engine starts, push choke knob in part way.

6. Note oil gauge (or indicator) and ammeter (or generator indicator) readings. Ammeter should show charge or light should be off unless engine is idling slowly. The charging rate shown on an ammeter with a fully charged battery may be so slight that the needle may appear to remain centered on the gauge and not move away from the gauge center mark. The oil gauge should show some pressure or indicator light should go out. On vehicles equipped with oil pressure light be certain light is off before continuing, if still on, stop engine and determine fault. On vehicles equipped with an oil pressure gauge, in unusually cold weather the oil gauge needle may move all the way over to the extreme right. If so, run the engine just above idling speed until the indicator hand drops to around the center of the gauge before driving vehicle. The choke knob should be pushed in all the way as soon as the engine is sufficiently warmed up. Avoid excessive use of the choke.

7. Check temperature gauge. Normal operating temperature is indicated when gauge needle is between "C" and "H" marks or both indicator lights are off. Hot weather, long hard driving, or prolonged idling may cause the needle to be in the high range of the gauge. However, if the needle moves to the "H" hot end of the gauge or red light comes on, stop the engine until the cause of overheating is determined. A hot engine is easily flooded and may start hard. If the carburetor is flooded, proceed as follows:

a. Turn on ignition.

b. Depress pedal to floor and hold while cranking engine.

c. DO NOT pull choke knob out.

d. Start engine.

e. When engine starts, release key and accelerator pedal.

Powerglide Transmission

This optional transmission is a completely automatic unit replacing the standard transmission. Control is obtained through the selector lever located on the right side of the steering column.

Towing and Pushing

If your truck must be towed, place selector lever in "N" position. Do not exceed 30 miles per hour. If the transmission is not operating properly, the propeller shaft should be disconnected or the rear wheels should be raised. Should it ever be necessary to push start the vehicle turn off all electrical loads such as radio, heater and if possible lights, place the selector lever in "N" until the vehicle reaches a minimum speed of 25 mph on a dry surface or 30 mph on a slippery road. Turn ignition to "ON" and move selector lever to "L" position. When engine starts, move selector lever to "D".

Powerglide Driving Cautions

- Do not accelerate engine for over 10 seconds while holding vehicle with brakes.

P-Park	Use only when truck is stopped.	Truck Parked
—Lift—		
R-Reverse	For backing truck from stop.	
N-Neutral	For standing (brakes applied).	
D-Drive	For forward driving. Step hard on accelerator for extra acceleration below 45 mph (approx.)—V8, 40 mph (approx.)—4 & 6 cyl.	Normal Driving Range
—Lift—		
L-Low	For hard pulling at low speeds and climbing or descending steep dry grades. Shift to L only below 40 mph.	Sand, Snow or Mud and on Steep Grades

- When stopped on an upgrade, do not hold truck with engine. Use service brake.
- Move selector lever to "L" for extremely hard pulls at low road speed.
- Do not move selector lever from "D" to "L" at speeds over 40 mph.
- Never move selector lever to "R" when vehicle is moving forward, except when "rocking" in mud, snow, sand, etc.
- Engage "P" only when vehicle is completely stopped.

FOUR WHEEL DRIVE

The controls for the four wheel drive models are mounted in the center area of the floor. A decal showing the driving positions is in the driver's compartment.

N–NEUTRAL–Both axles disengaged for operation of Power Take-Off with truck stationary.

2–HI–REAR WHEEL DRIVE–Provides rear wheel drive with no change in gear ratio used for all driving under normal load and road conditions.

4–HI–ALL WHEEL DRIVE – Provides four wheel drive with no change in gear ratio.

4–LO–ALL WHEEL DRIVE–Provides four wheel drive with greater gear reduction than provided by the transmission. **Never use on dry hard surfaced roads.**

TO SHIFT FROM	TO	PROCEDURE
Neutral	Any driven Position	1. With truck stopped 2. Depress clutch pedal 3. Shift all the way into desired axle drive position 4. Operate transmission in normal manner
Rear Wheel Drive (2-Hi)	All Wheel Drive (4-Hi)	1. May be made at any speed, forward or reverse 2. No declutching or transmission shifting necessary 3. Move lever rearward into position 4. Do not make shift on dry, hard surfaced roads
All Wheel Drive (4-Hi)	Rear Wheel Drive (2-Hi)	1. May be made at any forward or reverse speed 2. Release accelerator pedal momentarily 3. Shift forward into position
Any Position	Neutral	1. With truck stopped 2. Depress clutch pedal 3. Shift transmission into neutral 4. Shift transfer case lever to neutral
Any Position	All Wheel Drive (4-Lo)	1. With truck stopped 2. Depress clutch pedal 3. Move control lever rearward fully into position 4. Do not use this position on paved roads

Free Wheeling Hubs

If equipped with free wheeling hubs do not use All Wheel Drive (4-Lo) unless hubs are in the "Lock" position. Transfer case must be shifted to 2-Hi before unlocking hubs.

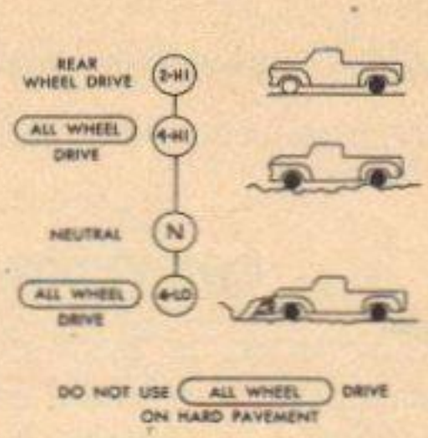
Towing Procedures

When towing the vehicle at slow speeds (approx. 20 mph), for a very short distance only, the transmission must be in neutral and the **transfer case MUST be in "TWO WHEEL HIGH."**

Four Wheel Drive Driving Cautions

- Do not use All Wheel Drive, either (4-Hi) or (4-Lo) on dry hard surfaced roads.
- Use All Wheel Drive (4-Lo) for all off-the-road operations only when All Wheel Drive (4-Hi) does not supply enough power to keep truck moving.
- Clutching is not required except between Neutral (N) and All Wheel Drive (4-Lo), at which time the clutch should be used to assist gear alignment.
- While using power-take-off, do not operate vehicle in any transmission gear range higher than second gear.





When towing the vehicle at faster speeds for greater distances, the following steps MUST be taken:

- If front wheels are on the road, disconnect the front drive shaft.
- If rear wheels are on the road, disconnect the rear drive shaft.

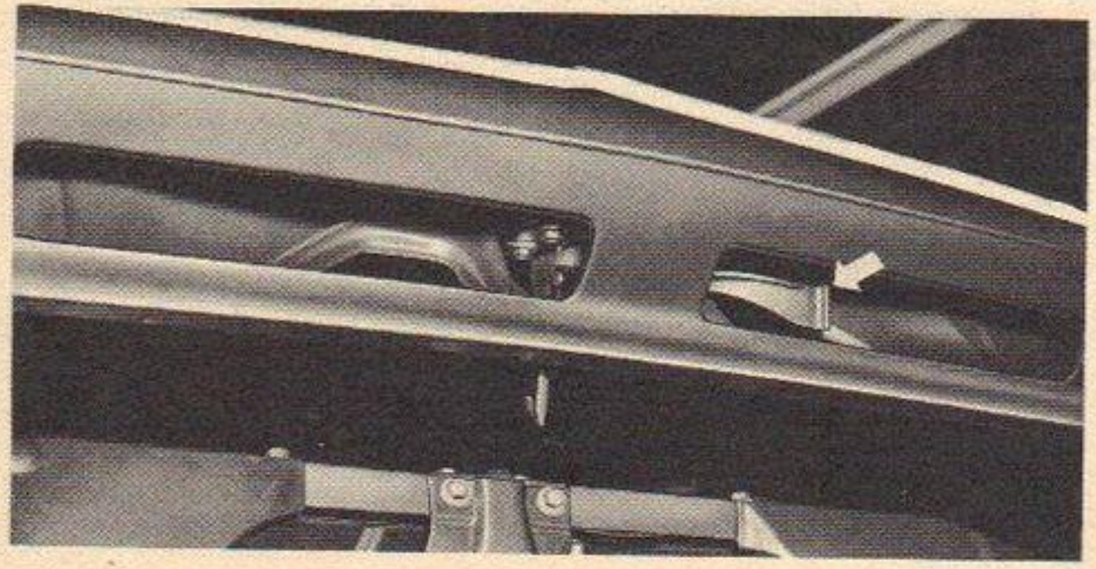
To Operate Power Take-Off (if equipped)

1. Place transfer case control lever in Neutral.
2. Move Power Take-off lever to "Engaged" position.
3. If vehicle is to move, shift the transfer case into desired range. If the truck is to remain stationary, leave the transfer case in Neutral.
4. Shift transmission into 1st or 2nd gear.
5. Accelerate engine as required.

HOODS AND ACCESS DOORS

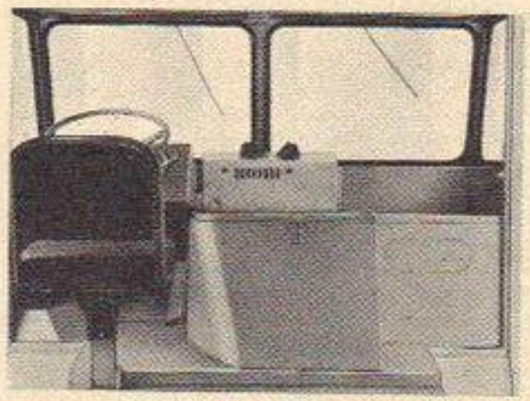
CONVENTIONAL MODELS

The hood is held closed by a lock mechanism located at the front, center edge of the hood. The lock can be released by reaching into the left hood ventilator opening and pulling the release lever. The lever should be held up until the lock mechanism clears the safety catch also. The hood can then be raised to its full open position. When the hood is closed, the cam-type lock permits only downward movement of the hood, thus providing a positive locking action.



FORWARD CONTROL—P10

Hinged engine cover can be opened for access to engine oil filler and dipstick, crankcase breather,





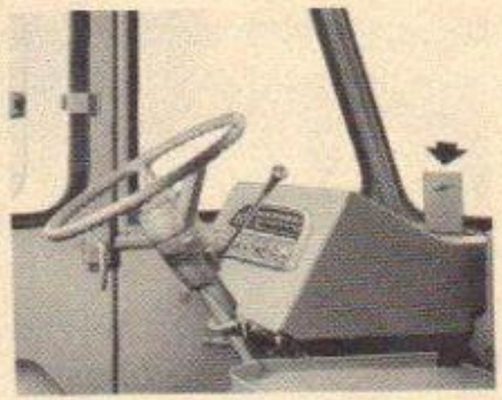
air cleaner, carburetor, distributor, and battery.

Cooling system filler is accessible through small door below windshield on outside front of vehicle.

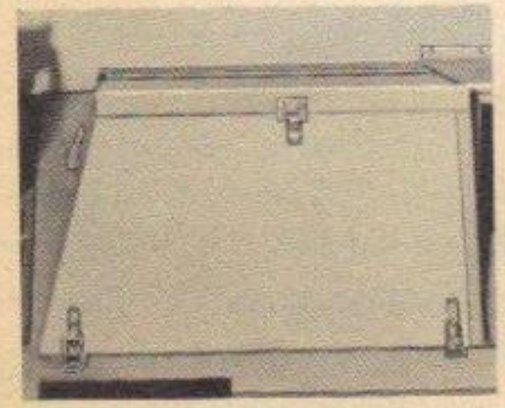
Fuel tank filler is located in a recessed box in left rear side.

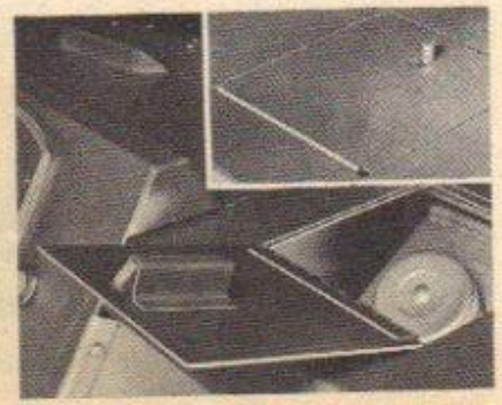
To gain access to brake and clutch main cylinder, open door in instrument panel just back of windshield glass.





FORWARD CONTROL—P20-P30





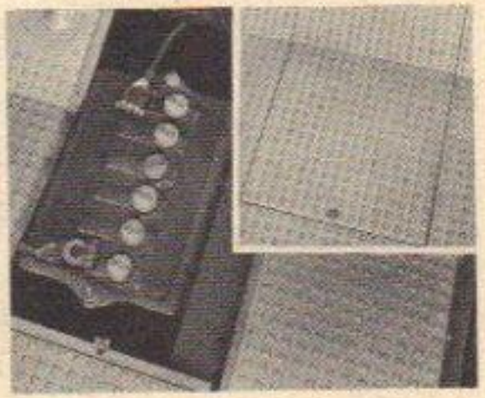
The hinged engine cover can be opened for access to the engine oil filler and dipstick, crankcase breather, air cleaner, carburetor, and distributor.

Cooling system filler is accessible through door in top center of dash panel.

Fuel tank filler is located in rear riser of right stepwell.

The battery is accessible through a removable floor section ahead of driver's seat support.





MAINTENANCE AND LUBRICATION

REFER TO LUBRICATION DIAGRAMS AT THE END OF THIS SECTION

Carburetor

Tighten the carburetor to manifold and the manifold to cylinder head stud nuts to prevent air leaks. Keep the carburetor clean externally and have it completely overhauled at regular intervals.

Carburetor and Throttle Linkage ⑫

Lubricate with engine oil every 12,000 miles.

Fuel Filter

The gasoline fuel filter, located in the carburetor fuel inlet connector, must be replaced in the event of carburetor flooding.

In Line Filter

Replace entire filter every 12,000 miles.

Fuel Pump

The fuel pump should be checked regularly to make sure the mounting bolts, cover to body bolts, pulsator diaphragm cover screws and inlet connections are tight.

Governor

The attaching bolts should be kept tight, the optionally available governor should be kept clean externally and the filter element should be replaced every 12,000 miles. If the governor requires other service attention the vehicle should be taken to a Chevrolet dealer.

Oil Level

The engine oil level should be checked each time fuel is purchased and oil added when necessary. (See Lubrication Section.) The engine should be inspected occasionally for oil and water leaks and the necessary repairs made. Keep the engine clean externally.

AIR CLEANER ①

NOTE: Under prolonged dusty driving conditions, it is recommended that these operations be performed more often.

The oil level in the oil bath air cleaner reservoir should be checked at regular intervals and sufficient S.A.E. 50 oil added when temperature is above freezing and S.A.E. 20 oil added when temperature is below freezing. Adding oil and servicing the cleaner will vary greatly, depending upon operating conditions. Experience will tell when these services should be performed.

The oil-wetted paper element type air cleaner should be inspected or tested every 12,000 miles; if satisfactory, re-use element but recheck every 6,000 miles until replaced. Element must not be washed, oiled, tapped, or cleaned with an air hose.

CLUTCH ⑦

The clutch pedal free travel should be checked at regular intervals.

Lubricate the clutch cross-shaft at fitting every 6,000 miles with chassis lubricant.

POSITIVE CRANKCASE VENTILATION

Valve Type

At every oil change, check valve for proper function and replace when necessary.

Fixed Orifice Type

Check at every oil change. If dirty or plugged clear with suitable drill. Twist drill by hand to remove any sludge or carbon formation.

Flame Arrester

Every 12,000 miles remove flame arrester and clean in suitable solvent.

Crankcase Breather

At each oil change, crankcase breather should be removed and cleaned in suitable solvent. Do not oil element.

FAN BELT

Fan drive belt should be checked periodically for proper tension. A loose belt will affect water pump and generator operation. A belt that is too tight will place excessive strain on water pump and generator bearings. Any belt that is worn or frayed should be replaced.

Adjust belt to obtain an approximate ½″ deflection.

ENGINE TUNE-UP

It is recommended that an engine tune-up be performed every 12,000 miles. Your Authorized Chevrolet Dealer has the tools and equipment to assure you trouble free service from your Chevrolet truck.

Distributor ②—Correct distributor point gap is very important. The distributor points are cleaned and adjusted as part of a good engine tune-up. If their condition is questioned, release the distributor cap clamps, remove cap and lift off rotor. Separate the points and inspect them for being badly burned. Clean the points with a breaker point file. If the points do not clean up with a few strokes of the file they should be replaced. Adjust engine timing after points have been replaced.

Rotate or turn lubricator ½ turn on all models every 12,000 miles. Replace lubricator every 24,000 miles.

Battery—The liquid level in the battery should be checked periodically. If the liquid level is found to be low, water should be added to each cell until the liquid level rises to the bottom of the split ring. DO NOT OVERFILL! If the battery is continually low, have generator regulator checked. Distilled water should be used in order to eliminate the possibility of harmful impurities beng added to the electrolyte. DO NOT ADD ANY SUBSTANCE TO THE ELECTROLYTE EXCEPT WATER.

CAUTION: Disconnect battery ground strap when charging battery to prevent accidentally reverse polarizing the charging system and causing damage to the system.

In freezing weather the vehicle must be driven after adding water to properly mix it with the electrolyte and prevent freezing.

CAUTION: Never allow an electric spark or flame near the battery, particularly the vent caps. Before working around the battery, ground the vehicle to reduce possibility of static spark. Batteries give off highly combustible hydrogen gas when charging and for some time after. Also, avoid getting battery acid on clothing or other fabrics. When performing any operation on electrical system or engine, disconnect ground cable from battery negative post.

Battery Terminals—The battery cable terminals must be clean and tight. The non-adjustable battery cable terminals should be replaced when the terminal spring tension no longer provides a tight electrical connection. When corrosion appears on the terminals they should be cleaned in

a solution of baking soda and water or ammonia and water. After cleaning, the top of the battery should be flushed off with clean water. Saturate terminal washer with engine oil every 6,000 miles.

Generator—The connections in the entire charging system must be kept tight and free from corrosion or anything that will cause high resistance in the circuit.

NOTE: Never remove Delcotron *bat* lead without first disconnecting battery ground cable.

CAUTION: Do not short across or attempt to polarize system.

Spark Plugs—Clean the spark plugs thoroughly, using an abrasive type cleaner. If the porcelain is badly glazed or blistered, the spark plugs should be replaced. All spark plugs must be of the same make and heat range.

Starting Motor—Check the solenoid mounting and starting motor mounting attaching bolts periodically.

Bulb Service—Due to the different types of lamps, there are several different procedures covering bulb replacement. The bulb sockets for the parking lamps unsnap and pull out of the housings. All lamps on the rear of the vehicle have lenses only that are attached directly to the lamp body. To remove the bulb after access has been gained, push bulb in slightly and turn it counterclockwise as far as possible and pull it out of its socket. To install new bulb, line up pins on sides of bulb with the grooves in socket and push in place and turn clockwise to lock it in. Reassemble lamp and be careful of lamp lens seal (if so equipped).

Proper aiming of the headlights is most important to assure sufficient illumination of the highway without blinding other motorists. When light aiming is necessary it is advisable to contact a Chevrolet dealer who has special equipment for this purpose.

COOLING SYSTEM

Your Chevrolet engine cooling system is equipped with a 180° thermostat and is designed

to operate on permanent type (ethylene glycol) anti-freeze. Non-Permanent type coolants are not recommended since they are not satisfactory for year around use and may not effectively inhibit corrosion of the engine cooling system when used with the quality of water found in some areas.

If the anti-freeze was installed at the factory or if it meets the requirements of General Motors Standard GM 1899-M which contains adequate corrosion protection, it may be left in the cooling system for 24 months or 24,000 miles whichever occurs first.

Check the coolant level regularly. Level should be 1″ below top of filler neck when cold. Add water or permanent anti-freeze as required to maintain proper level. Concentration of coolant should be to 0°F or below to insure sufficient corrosion protection.

Drain and flush cooling system every 24 months or 24,000 miles, whichever occurs first. Fill with mixture of permanent type anti-freeze (GM 1899-M or equivalent) and water to provide proper concentration of coolant. Scale and deposits in the cooling system which will not flush out can generally be removed by using a good cooling system cleaning compound. When using a cleaning compound in the cooling system, follow the instructions furnished with the particular brand of compound. If cooling system cleaning compound will not thoroughly clean the system, it is advisable to reverse-flush the system.

Each fall inspect the cooling system to insure that all connections are leakproof and anti-freeze content will provide adequate protection in cold weather. The water pump seal must be leak tight, not only to avoid loss of liquid, but to prevent air from being drawn into the cooling system.

The use of additional rust preventives or inhibitors is not recommended with permanent type anti-freeze preparations that have been chemically treated or compounded for use in automotive cooling systems.

To remove the cap: Turn a quarter of a turn to allow the pressure in the cooling system to escape safely, then remove the cap.

NOTE: Do not remove the radiator cap when engine is excessively hot, do not put water in an overheated engine, and do not run engine when indicator is above "H" or red indicator light comes on.

BRAKE SYSTEM

The Chevrolet braking system requires very little care; however, the system should be checked occasionally for indications of fluid leak. If leaks are found the necessary repairs should be made at once. Keep the brakes properly adjusted.



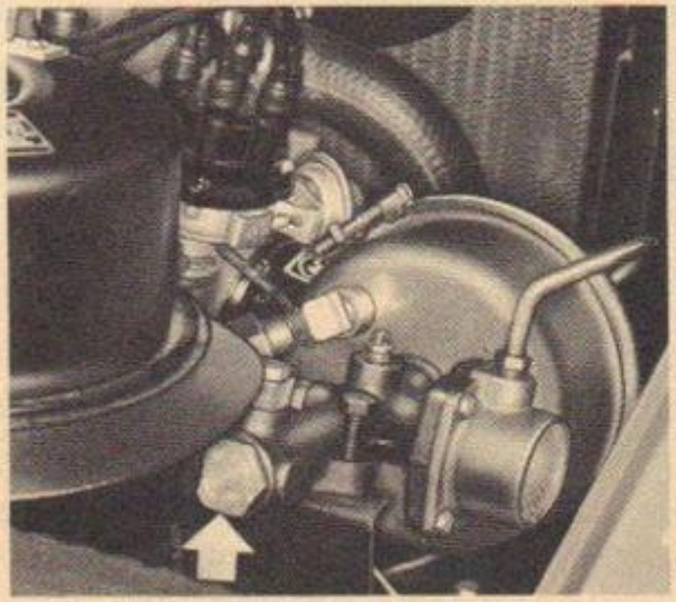
Check all vacuum hose connections for leakage.

MASTER CYLINDER ⑩

Check master cylinder fluid level every 6,000 miles. If the fluid is low in the reservoir, it should be filled to a point about ½" from the top of reservoir with G.M. Supreme No. 11 Hydraulic Brake Fluid.

SELF ADJUSTING BRAKES

The self-adjusting brakes usually adjust themselves as necessary. Should brake pedal travel become excessive, drive your truck forward and backward several times using firm brake application to stop after backing. Pedal travel should return to normal after several reverse stops.



TIRES

Tubeless Tires

Tubeless tires are used on several different series Chevrolet trucks. These tires have a safety inner liner which, if punctured, tends to cling to the penetrating object forming a partial seal until the object is removed from the tire. It is essential to conduct a periodic pressure check according to the table at the end of this section plus a visual tire inspection to detect imbedded objects which might otherwise go unnoticed and cause serious casing damage.

Tube Tires

Some Chevrolet commercial vehicles are equipped (at customer option) with synthetic rubber tires and tubes.

Tire Rotation

The rotation of truck tires will minimize tire trouble and produce longer tire life. Without rotation, accelerated and irregular tire wear on any particular tire will not be spread out over the entire set, and replacement frequency is boosted. Tire wear will also contribute to such trouble as poor handling and shimmy.

No definite tire rotation formula is applicable to all trucks because of the wide range of usage. However, certain fundamentals, mixed with experience and observation, will assist the trucker in reducing tire costs.

A rotation sequence that moves the front tires to the rear is a general recommendation. Due to different loading conditions on the wheels, new tires which are broken in on the front wheels usually produce the greatest overall tire life.

The outer tire on a dual wheel will skid or drag on a turn because of the difference in the turning radii of the inner and outer tires. This results in faster wear of the outer tire. In general, the tire with the largest diameter or least wear should be at the outside of each dual wheel. In addition, certain truckers have found when trucks are operated continuously on high crown roads an increase in air pressure of from 5 to 10 pounds in the outside tire of each dual produces maximum tire life.

TIRE INFLATION TABLES FOR HIGHWAY SERVICE

Passenger Car Type

Tire pressures should be adjusted to the load being carried by the tire as shown in charts. For severe service and heavy duty operation, it is permissible to increase maximum pressures of passenger type tires shown 6 psi with no increase in load carrying capacity. However, for optimum ride comfort, minimum required pressures are recommended for front tires.

Tire Size		Ply Rating	LOADS AND INFLATION PRESSURES (lb./sq. in.) Note: For heavy duty operation the pressures listed below may be increased by 6 psi.								
Tubeless	Tube-Type		20	22	24	26	28	30	32	34	36
6.50-13		4	760	800	840						
7.00-13		8	760	800	840	880	920	960	990	1030	1060
7.35-14		4	920	970	1020						
7.35-14		8	920	970	1020	1070	1120	1160	1210	1250	1290
7.75-14		4	1010	1060	1120						
7.75-14		8	1010	1060	1120	1170	1220	1280	1330	1370	1420
7.75-15	7.75-15	4	990	1040	1100						
7.75-15	7.75-15	8	990	1040	1100	1150	1200	1250	1290	1340	1390
8.15-15	8.15-15	4	1060	1120	1180						
8.15-15		8	1060	1120	1180	1240	1290	1350	1400	1450	1500
6.00-16		6		880	925	975	1020	1065			
6.50-16	6.50-16	6	1105	1165	1225	1280	1330	1380			

Truck Type

Tire Size		Ply Rating	LOADS AND INFLATION PRESSURES (lb./sq. in.)										
Tube-less	Tube-Type		35	40	45	50	55	60	65	70	75	80	85
7.00-13		8	960	1040	1110	1185	1250	1315					
7.00-14		6	990	1070	1145								
7.00-14		8	990	1070	1145	1220	1290	1365					
6.50-16	6.50-16	6	1225	1320	1420								
7-17.5*	7.00-15*	6	1310	1420	1520								
	7.00-16	6	1365	1475	1580								
	7.50-16	6		1565	1690	1815							
	7.50-16	8	1565	1690	1815	1930	2040	2140					
8-17.5		6		1620	1735								
	7.00-17	6		1620	1740								
8-17.5	7.00-17	8		1620	1740	1850	1960	2060					
8-19.5		6		1830	2060	2090							
	7.00-18	8		1690	1810	1920	2040	2140					
8-19.5	7.50-17	8		1830	1960	2090	2220	2330	2440				
8-19.5	7.50-17	10		1830	1960	2090	2220	2330	2440	2650			

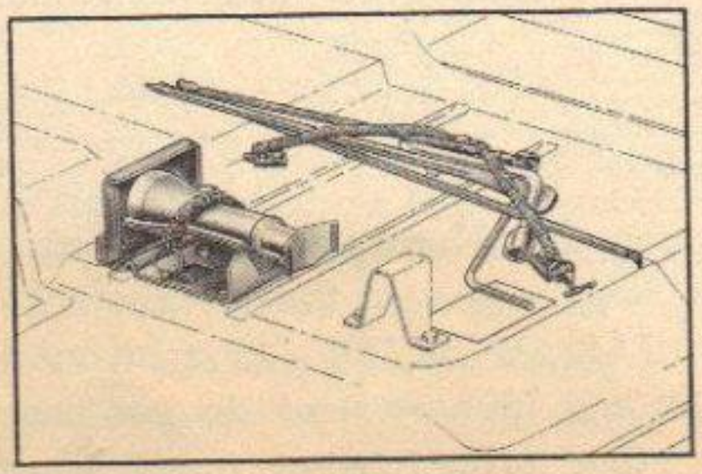
*25 PSI Permissible when load does not exceed 1100#.

Vehicle Jacking Instructions

The following chart will assist in performing wheel and tire assembly changes with the vertical type emergency jacks supplied with or recommended for use on Chevrolet trucks.

Jack and tire tools are located as follows:

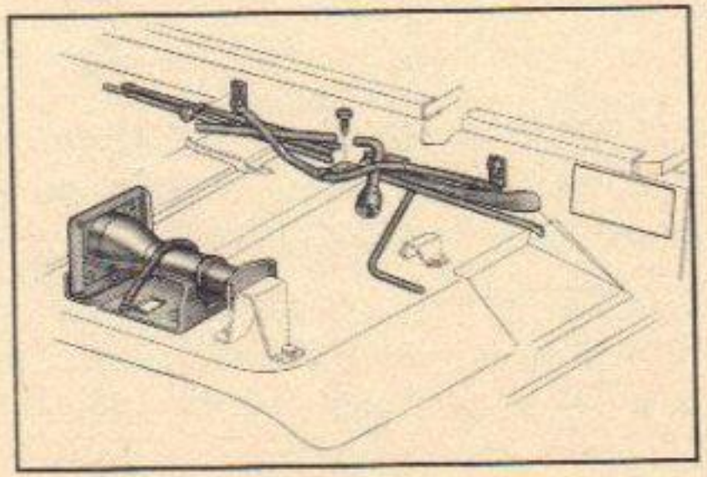
MODELS	JACKING POINT ON VEHICLE	
	FRONT	REAR
10, 20, 30	Lower Control Arm Pivot	Axle Housing



WHEELS

Retorque wheel nuts after the first 1000 miles and every 6000 miles thereafter to 55-65 ft. lbs. on 10 Series and 65 to 90 ft. lbs. for 20-30 Series models.

CAUTION: When removing wheel rim, loosen all nuts approximately flush with end of stud, then tap clamp to loosen rim. Do not remove nuts until clamps are free or clamp may fly off of stud. When installing rim, tighten attaching nuts alternately and evenly to avoid excessive wheel run-out.



CLEANING

Exterior

Frequent washing and a thorough cleaning after exposure are recommended to prevent damage to vehicle finish from calcium chloride and other salts, road tar, insects, tree sap, factory chemicals and other foreign matter. Use either cold or lukewarm water. Never wash vehicle in the direct rays of the sun and always wait until painted surfaces have cooled.

Interior

A damp cloth will wipe dust from hard surfaces.

Remove upholstery stains as soon as possible before they set and become difficult to remove. Washday detergents or the several cleaners and spot removers available from your Chevrolet Dealer are recommended for the different types of stains.

LUBRICATION

The following lubrication recommendations are intended as a guide for establishing regular lubrication periods for your vehicle. Sustained heavy duty operation or operation under adverse driving conditions, may necessitate more frequent lubrication.

When the truck is delivered, the engine crankcase is filled with a high grade oil of the type designated "Service MS". During the first 1000 miles, check the oil level frequently and if it is necessary to add oil, use one of the "light body" oils described under "Oil Viscosity Numbers" in this Chapter.

Oil Viscosity Numbers

SAE Viscosity Numbers indicate only the viscosity or body of the oil, that is, whether an oil is a light (SAE 5W or 10W) or a heavy body oil (SAE 20 and higher), and do not consider or include other properties or quality factors.

Oils are available which are designed to combine the easy starting characteristics of the lower SAE Viscosity Number with the warm weather operating characteristics of the higher SAE Viscosity Number. These are termed "multi-viscosity oils;" SAE 5W-20, and SAE 10W-30.

The following chart will serve as a guide for the selection of the correct SAE Viscosity Number for use under different atmospheric temperature ranges.

If the lowest anticipated temperature is:	The following SAE Viscosity oils are RECOMMENDED:	Multi-Viscosity oils RECOMMENDED:
32°F	SAE 20W or SAE 20	SAE 10W-30
0°F	SAE 10W	SAE 10W-30
Below 0°F	SAE 5W	SAE 5W-20

NOTE: For sustained high speed driving, when the prevailing daylight temperature is above 90°F, SAE 30 or 10W-30 may be used. SAE 5W-30 oils may be used during periods when temperatures of 32° and below are to be expected.

Maintaining Crankcase Oil Level

The oil gauge rod is marked "Full" and "Add Oil." These notations have broad arrows pointing to the level lines.

The oil level should be maintained between the two lines; neither going above the "Full" line nor under the "Add Oil" line.

When to Change Crankcase Oil

To insure best performance, low maintenance cost and long engine life, it is necessary to change the crankcase oil whenever it becomes contaminated with harmful foreign materials. Draining the crankcase and replacing with fresh oil every 60 days or 6,000 miles, whichever occurs first, is recommended.

Under unfavorable driving conditions such as frequent long runs at high speeds and high loads, driving under severe dust conditions, and short runs in cold weather which promote accumulation of moisture condensation in the crankcase, it becomes necessary to drain the oil more frequently. For vehicles in heavy duty operation involving continuous stop-start or prolonged idling, engine oil should be changed after 2500-3000 miles of operation. Always drain oil after it has reached normal operating temperature. Flushing the engine with oils or solutions other than a good grade of SAE 10W engine oil is not recommended.

Crankcase Dilution

A major cause of engine deterioration is crankcase dilution, which is the thinning of the oil by fuel or fuel vapors leaking by the piston rings and mixing with the oil. This condition occurs during engine warm-up, when the fuel is not thoroughly vaporized and burned. Rapid warm-up is aided by the thermostatic water control and the thermostatic heat valve located in the exhaust manifold. Efficient crankcase ventilation drives off fuel vapors and aids in the vaporization of raw fuel and water which may find their way into the crankcase. Sparing use of the choke, proper engine maintenance and more frequent oil changes during cold weather short-haul operations (under 10 miles) will minimize or eliminate the danger of crankcase dilution.

Oil Filter

It is recommended that the filter cartridge be changed every 6 months or 6,000 miles whichever occurs first. When 2 quart elements are installed, replace element at 8,000 miles.

For vehicles in heavy duty operation involving continuous stop-start or prolonged idling, the filter should be changed after 5000-6000 miles of operation.

Severe dust conditions may warrant replacing the cartridge at correspondingly lower mileage.

TRANSMISSIONS

Powerglide Transmission ⑪

Every 6,000 miles—Check fluid level on dipstick with engine idling, selector lever in neutral position, parking brake set and transmission at operating temperature. If fluid level is below full mark on dipstick, add small amount of Automatic Transmission Fluid Type "A" bearing the mark AQ-ATF followed by a number and the suffix letter "A". Recheck fluid level on dipstick and again add a small amount of fluid if needed to bring level to full mark. DO NOT OVERFILL.

Lubricate Powerglide shift linkage at frame and transmission with water resistant EP Chassis Lubricant.

Every 12,000 miles (more frequently, depending on severity of service, if vehicle is used to pull trailers, carry full loads during high ambient temperatures, operate in mountainous terrain or operate under other severe conditions)—Remove fluid from the transmission sump and add two (2) quarts of fresh fluid. Operate transmission through all ranges and check fluid level as described above.



Synchromesh ⑪

The lubricant level in the housing should be checked every 6,000 miles with unit at operating temperatures, lubricant should be level with bottom of filler plug hole.

Either SAE 90 "Multi-Purpose" gear lubricant or SAE 90 Straight Mineral Oil may be used. It is recommended that any additions required to bring up the lubricant level be made using the same type of lubricant as in the housing.

The following table shows the proper viscosity "Multi-Purpose" gear lubricant to be used during vehicle operation.

Transmission Controls

The steering column manual shift mechanism on ½ Ton and ¾ Ton models equipped with 3 speed transmission is factory lubricated and should not require periodic lubrication. However, should the shifting effort become noticeably greater, lubricate all linkage points with engine oil.

GEAR LUBRICANT VISCOSITY TABLE

Outside Temperature	Viscosity Lubricant To Be Used
BELOW 10°F	SAE 80
UP TO 100°F	SAE 90
ABOVE 100°F CONSISTENTLY	SAE 140

REAR AXLES ⑮

Check lubricant level every 6,000 miles. When necessary, refill to level of filler plug hole using "Multi-Purpose" gear lubricant meeting U. S. Army Ord. Spec. MIL-L-2105 B as shown in the "Gear Lubricant Viscosity Chart".

On 20 and 30 Series trucks, drain lubricant every 24,000 miles. If vehicle is operated in exceptionally heavy work or at continuous high speeds, the lubricant should be changed every 12,000 miles. It may be necessary to change lubricant more often if vehicle is used off road in dusty areas.

In Positraction axles, use special positraction axle lubricant.

FOUR WHEEL DRIVE

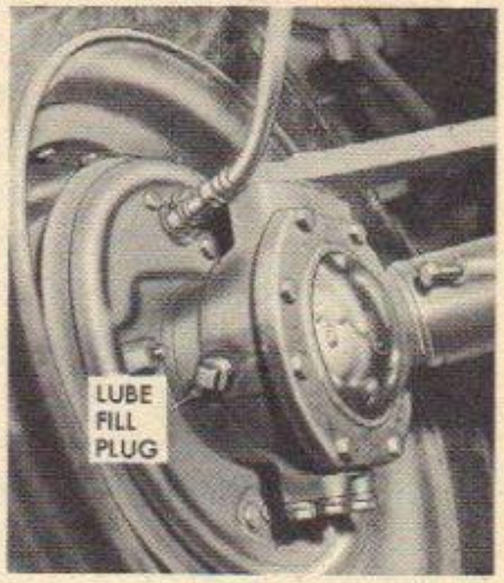
Most lubrication recommendations and procedures for 4 wheel drive equipped trucks remain the same as for corresponding components of conventional drive trucks. Only the front axle, including the differential and Cardon joint, the transfer case, which transmits power from the transmission to either front or rear axles, and associated linkage points and air vents require special procedures.

Front Axle ⑮

The front axle should be checked every 6000 miles and refilled with SAE 90 "Multi-purpose" Gear Lubricant when necessary. With the differential at operating temperature, fill to the level of filler plug hole. If differential is cold, fill to level of ½" below the filler plug hole. Capacity: 5 pt.

Cardon Joint ④

After every 6,000 miles of driving, remove the slotted pipe plugs from the ball ends of the axle housings. Check lubricant and refill with SAE 90 Multi-Purpose lubricant (½ pt. per joint) if necessary. Replace the pipe plugs securely.



Air Vents ㉒

The air vents in the front axle should be cleaned in solvent and dipped in engine oil every 6,000 miles.

Transfer Case ㉑

Check the transfer case level every 6,000 miles and, if necessary, add lubricant to bring to the level of the filler plug hole. Either SAE 90 "Multi-purpose" Gear Lubricant or Straight Mineral Oil SAE-90 may be used.

Control Lever and Linkage ⑫

Since no grease fitting is provided in the control lever it is necessary to brush or spray engine oil on the lever pivot point and on all exposed control linkage every 6,000 miles.

WHEEL BEARINGS

Front ⑧

Due to the weight of the tire and wheel assembly it is recommended that they be removed from hub before lubricating bearings to prevent damage to oil seal. Then remove the front wheel hub to lubricate the bearings. The bearings should be thoroughly cleaned before repacking with lubricant.

The front wheels are equipped with tapered roller bearings on all trucks except P-20, P-30 that are equipped with ball bearings. Wheel bearings should be lubricated every 30,000 miles.

Do not mix wheel bearing lubricants.

CAUTION: "Long fibre" or "Viscous" type of lubricants should not be used on roller bearing front wheels.

Rear

The rear wheel bearings receive their lubrication from the rear axle. When installing bearings which have been cleaned, repack with lubricant.

STEERING

Check the steering gear to frame bolts regularly to be certain they are tight. Keep the pitman arm to pitman shaft nut tight. Keep the housing side and end covers tight to prevent lubricant loss and prevent steering from loosening. Seasonal change of this lubricant is unnecessary and the housing should not be drained.

Check steering gear unit every 6,000 miles. If necessary, addition should be made using water resistant EP chassis lubricant. ⑨

NOTE: Lubricate intermediate steering shaft with chassis lubricant every 6,000 miles on P-10 models only. ⑥

SUSPENSION

Front

Maintain correct front end alignment to provide easy steering, longer tire life, and driving stability.

I Beam

Check spring U bolts, kingpins, steering tie rods, and steering arms for alignment and tightness.

Lubricate steering arm, kingpins, and tie rods at fittings with chassis lubricant every 6,000 miles. ③ ⑦ ⑰

Independent Front Suspension

Check control arm bushings and ball joints for wear.

Lubricate tie rods, upper and lower control arms, and ball joints at fittings with chassis lubricant every 6,000 miles. ③ ④ ⑤

NOTE: Ball joints must be at +10°F. or more before lubricating.

Rear

Keep spring to axle U bolts and shackle bolts properly tightened.

Lubricate spring hangers on six cam surfaces with chassis every 6,000 miles. ⑲

NOTE: The ¾-1 Ton Forward Control and the Four Wheel Drive models require lubrication at the front spring pin fittings every 6,000 miles. ⑳

Lubricate front and rear spring shackles at fittings with chassis lubricant every 6,000 miles. ⑯ ⑲

PROPELLER SHAFT SLIP JOINTS ⑭

Propeller shaft slip joints should be lubricated every 6,000 miles with chassis lubricant.

UNIVERSAL JOINTS ⑬

All universal joints are the needle bearing type equipped with lubrication fittings. These should be lubricated every 6,000 miles with chassis grease. More frequent lubes may be required on heavy duty or "Off the Road" operations.

BRAKE AND CLUTCH PEDALS ⑱

On Forward Control models the clutch pedal is lubricated from a pressure gun lubrication fitting in the end of the shaft and the brake pedal is also equipped with a lubrication fitting.

On all Forward Control models, the clutch idler support is equipped with a lubrication fitting. Use chassis lubricant at these points.

Lubricate brake and clutch pedal springs every 6,000 miles with engine oil for all models.

PARKING BRAKE

Every 6,000 miles clean and lubricate all parking brake pivot points with chassis lube.

BODY LUBRICATION

Normal use of a truck causes metal-to-metal movement at certain points in the cab or panel body. Noise, wear and improper operation at these points will result when a protective film of lubricant is not provided.

For exposed surfaces, such as door checks, door lock bolts, lock striker plates, dovetail bumper wedges, etc., apply a thin film of light engine oil.

Where oil holes are provided in body parts a dripless oil can be safely used, but any lubricant should be used sparingly, and after application all excess should be carefully wiped off.

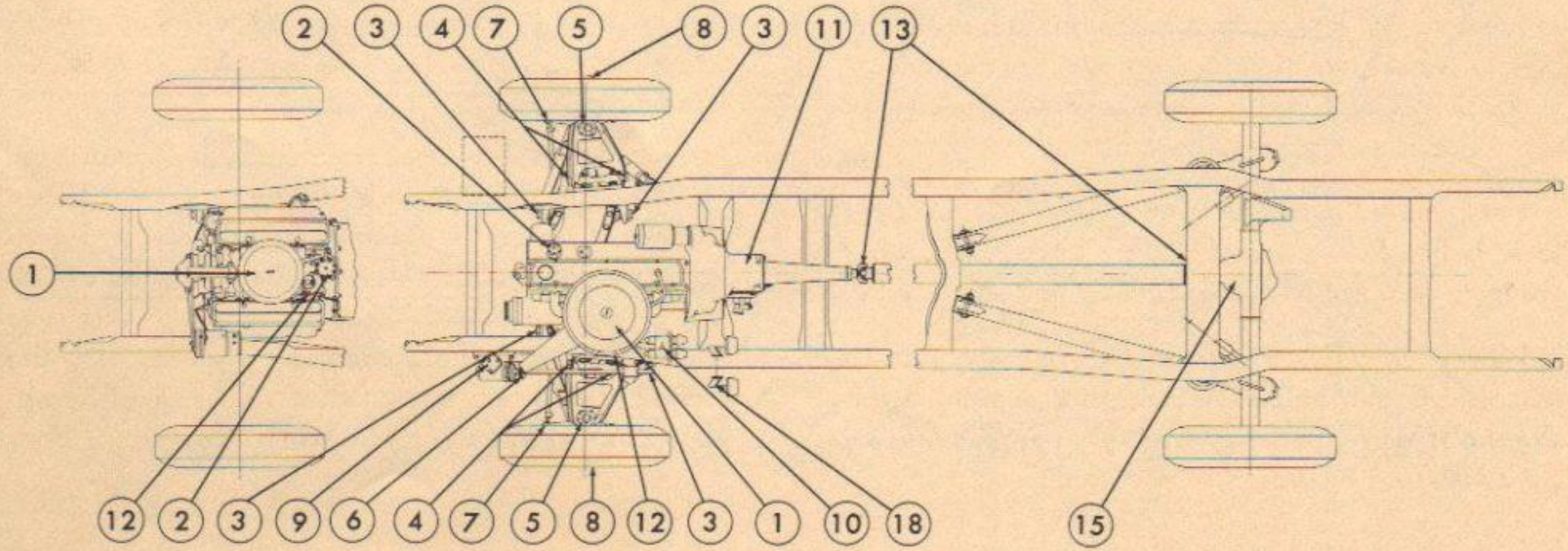
The seat adjusters and seat track, ordinarily overlooked, should be lubricated with cup grease, graphite grease, chassis lubricant or dripless oil—used sparingly.

There are other points on bodies which may occasionally require lubrication and which are difficult to service. Window regulators and controls are confined in the space between the upholstery and the outside door panel. Easy access to the working parts may be made by removing the trim. Door weatherstrips and rubber hood bumpers should be lightly coated with a rubber lubricant.

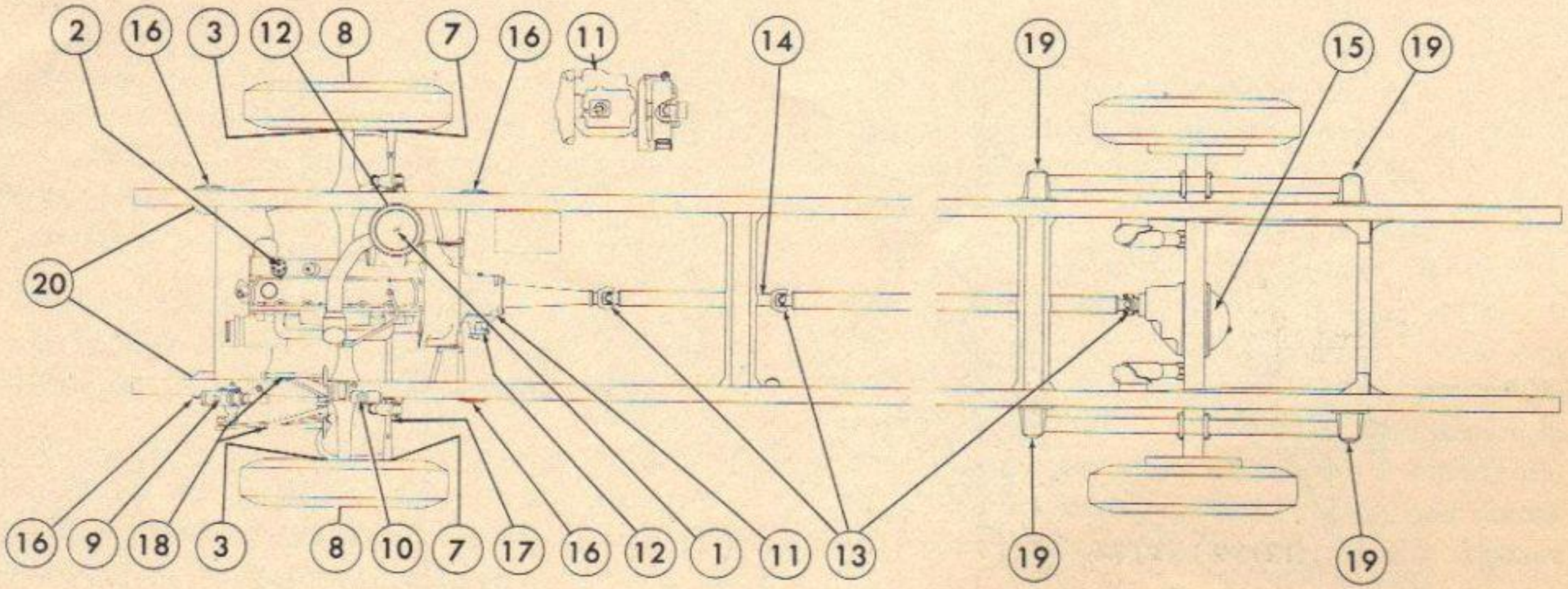
LUBRICATION DIAGRAMS

The following diagrams identify major lubrication and maintenance areas on each series truck.

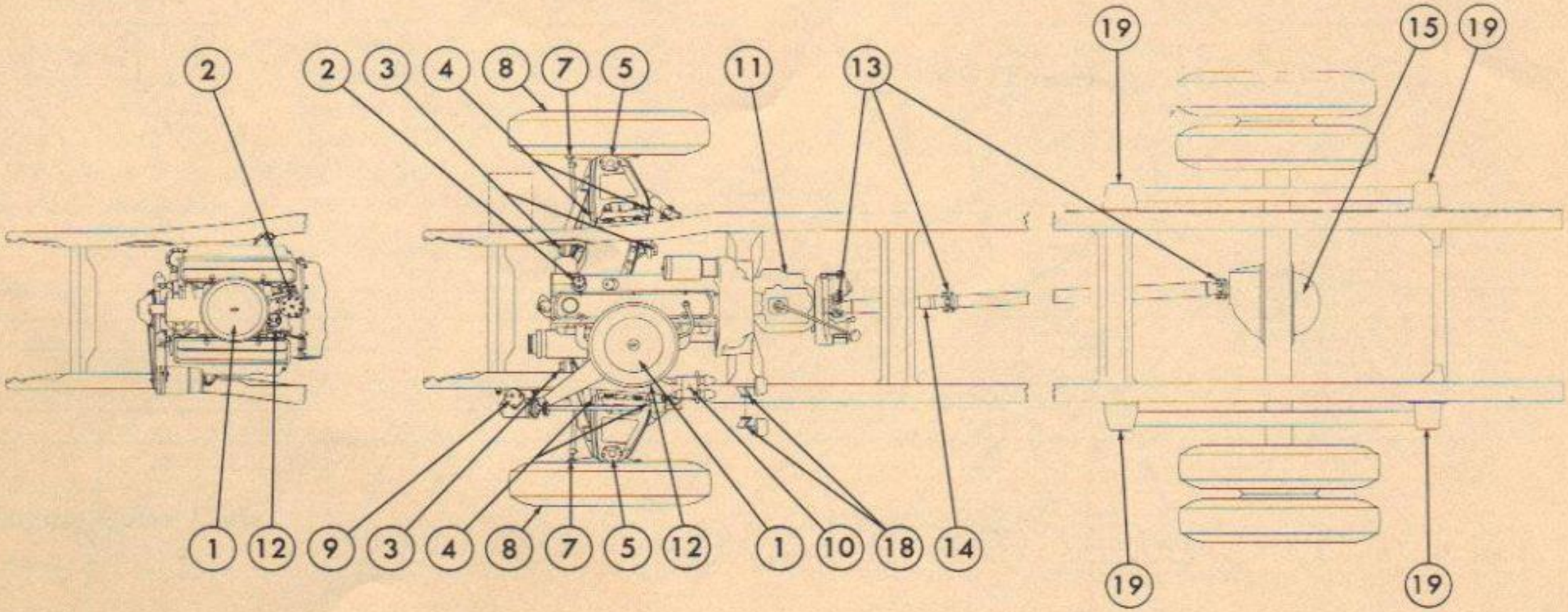
Each item is identified by a number that is indexed to the preceding text.



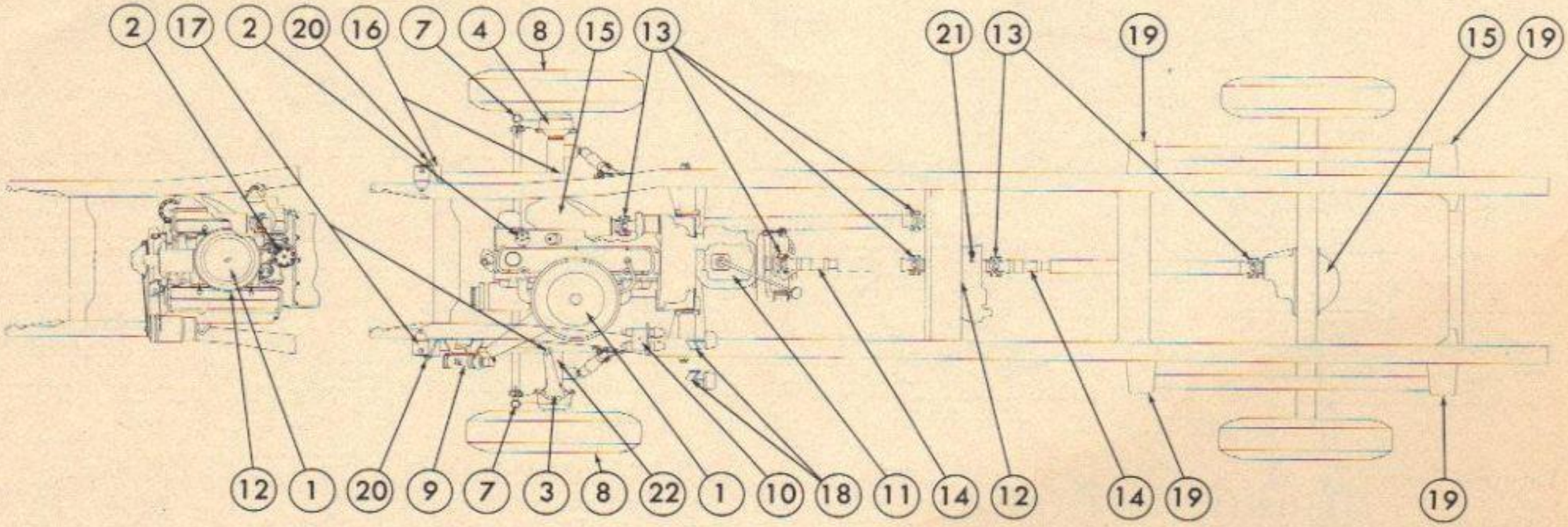
½ and ¾ Ton Conventional Models, ½ Ton Forward Control Models



¾ and 1 Ton Forward Control Models



1 Ton Conventional Models



Four Wheel Drive Models

SPECIFICATIONS AND TECHNICAL DATA

ENGINE

Crankcase Capacities (Qts.)

Engine	Usage	Crankcase: With Oil Filter Change	Crankcase: Without Oil Filter Change	Oil Filter: Type	Oil Filter: Capacity
153 Cu. In. L4	(Series P10)	4.5	4	Throw-Away	.5
230 Cu. In. L6	(Series 10-30)	5	4	Throw-Away	1
292 Cu. In. L6	(Series 10-30)	6	5	Throw-Away	1*
283 Cu. In. V8	(Series 10-30)	5	4	Repl. Element	1

*2 qt. filter available as optional equipment

General Data

Engine	Piston Displacement	Comp. Ratio	Gross Horsepower	Net Horsepower	Gross Torque	Net Torque	Std. Spark Plug
153 L-4	153	8.5:1	90 @ 4000	82 @ 4000	152 @ 2400	144 @ 2000	AC46-N
230 L-6	230	8.5:1	140 @ 4400	120 @ 3600	220 @ 1600	205 @ 1600	AC46-N
230 L-6*	230	8.5:1	125 @ 3400	100 @ 3200	210 @ 1600	200 @ 1200	AC44
292 L-6	292	8.0:1	170 @ 4000	153 @ 3600	275 @ 1600	255 @ 2400	AC-C 42-N
283 V-8	283	9.0:1	175 @ 4400	145 @ 4200	275 @ 2400	245 @ 2000	AC44

Engine Color Code

153 L-4 ..... Gray

230 L-6 ..... Blue

292 L-6 ..... Green

283 V-8 ..... Gray

TRANSMISSION

Lubricant Capacities (Pints)

3-Speed 2

3-Speed H.D. 2¾

4-Speed 6¼

Powerglide* ..... Total 10 qts.

*Add 1 qt. for oil cooler.

COOLING SYSTEM

STANDARD

Series	Transmission	Engine	Capacity Qts.	Thermostat	Pressure Cap Capacity Lbs.
CK10, 20, 30	Synchro	230 L-6	12.0	180°	13
		292 L-6	13.5	180°	
CK10		283 V-8	18.0	180°	
C20, 30—K20			19.0		
C10, 20	P/Glide	230 L-6	13.5	180°	
		292 L-6	14.0	180°	
		283 V-8	18.5	180°	
P10	Synchro	153 L-4	9.5	180°	
	P/Glide				
	Synchro	230 L-6	12.5	180°	7
	P/Glide				
P20-30	Synchro	230 L-6	13.0		
P20	P/Glide				
HEAVY DUTY					
CK10, 20, 30	Synchro	230 L-6	13.0	180°	13
CK10 C20, 30; K20		292 L-6	14.0	180°	
			15.0		
CK10		283 V-8	18.5	180°	
C20, 30; K20		283 V-8	19.5		

RATIOS

Transmission	Reverse	1st	2nd	3rd	4th
Chevrolet 3-Speed	3.14:1	2.94:1	1.68:1	1:1	—
Warner 3-Speed	3.76:1	3.17:1	1.75:1	1:1	—
4-Speed	6.78:1	7.06:1	3.58:1	1.71:1	1:1

REAR AXLE

Lubricant Capacities (Pints)

3300#	4.5
3500#	4.5
5200#	6.5
7200#	6.5

Ratios

CK10	3.73:1
P10 (C10-20 Opt.)	4.11:1
P10 Opt.	3.73:1
C10 Opt.	3.07:1
C20, P20-K20	4.57:1
CP30	5.14:1

FOUR-WHEEL DRIVE

Lubricant Capacities

Front Axle	5 Pt.
Knuckle End	½ Pt.
Transfer Case	5 Pt.
Power Take-Off	1 Pt.

LAMP BULB DATA

Used in	Quantity	Trade #	Power
Dome lamp	1	211	12 CP
Parking lights	2	67	4 CP
Oil pressure indicator lamp[1]	1	1895	2 CP
Generator indicator lamp[1]	1	1895	2 CP
Instrument cluster lamps[2]	4	1895	2 CP
Headlamp beam indicator lamp	1	1445	1 CP
Lamp assembly-tail & stop lamp	1	1157	4 CP 32 CP
License light	1	67	4 CP
Directional signal (front park lamps)	2	1157	32 CP
Ignition switch lamp[2]	1	1445	1 CP
Head Lamps[3]			
Differential lock-out warning lamp	1	1895	2 CP
Cigarette lighter lamp	1	1445	1 CP
Glove box lamp	1	1895	2 CP
Air pressure gauge lamp	1	1895	2 CP
Tachometer gauge lamp	1	1895	2 CP
Dispatch compartment lamp	1	1895	2 CP
Direction signal indicator lamp	1	1895	2 CP
Parking brake alarm lamp	1	90	6 CP

FUSE CHART

Device or circuit protected	Type fuse & amperes	Location
Back-up lamp	3 AG, AGC-10	Fuse Block
Air Conditioner	SAE-20	Fuse Block
Flasher and Traffic hazard lamp	Flasher-15	Fuse Block
Dome Lamp	3 AG, AGC-15	Fuse Block
Heater and defroster (deluxe)	AGC-15	Fuse Block
Heater and defroster (Thrift-Air)	AGC-10	Fuse Block
Instrument lamps	3 AG, AGC-3	Fuse Block
Radio	3 AG, AGC-2.5	Fuse Block
Spot lamp	3 AG, AGC-15[4]	Fuse Block
License lamp	3 AG, AGC-15[4]	Fuse Block
Stop lamp	3 AG, AGC-15[4]	Fuse Block
Tail lamp	AGC-15[4]	Fuse Block

[1]On 10-30 instrument clusters only.
[2]3 lamps used on instrument cluster and ignition switch lamp on P20-30 only.
[3]Double filament sealed beam 37.5W upper, 50W lower.
[4]These items use the same fuse.

CIRCUIT BREAKERS

Device or circuit protected	Amperes	Location
Headlamp and parking lamp circuit	19-20 AMP	Light switch

BATTERY RATINGS

153 L-4 Engine: 12 Volt; 54 plate; 53 amp/hr.	292 L-6 Engine: 12 Volt; 66 plate; 61 amp/hr.
230 L-6 Engine: 12 Volt; 54 plate; 53 amp/hr.	283 V-8 Engine: 12 Volt; 54 plate; 53 amp/hr.

FUEL TANK DATA

Series and Models	Tank Location	Std. or Opt.	Capacity (Gallons)
10 through 30 series cabs	Back of seat, in cab	Std. Opt.	18½ 20½
C10 and C20 series except cab models	Inside of frame, behind rear axle	Std.	20
K10 and K20 series except cab models	Inside of frame, behind rear axle	Std.	17
30 series except cab models	Outside left hand side rail	Std.	20
P23, P33 forward control models	Outside right hand side rail	Std.	15½
P25, P26, P35 forward controls	Outside right hand side rail	Std. Opt.	18 30
P10 forward control models	Inside of frame, behind rear axle	Std.	20

GENERAL INFORMATION

Vehicle Serial Number—Stamped on plate located on steering column of forward control chassis and panel models; on left-hand side of cowl front face for flat face cowl models; and on left-hand lock pillar of all other models. Starting unit number is 100001 at each assembly plant regardless of series.

VEHICLE TYPE	SERIES DESIGNATION	MODEL TYPE	ASSEMBLY PLANT
C—Conventional			A—Atlanta
K—Four-Wheel Drive	First numeral	2—Flat Face Cowl	B—Baltimore
L—Low Cab Forward	denotes nominal	3—Cab-Chassis	F—Flint
P—Forward Control	rating.	4—Cab & Pickup Box	N—Norwood
	1—½ Ton	5—Panel Body	H—Fremont
	2—¾ Ton	6—Suburban Body	J—Janesville
	3—1 Ton	9—Cab, Platform, & Stake Rack	P—Pontiac
			S—St. Louis
			T—Tarrytown

Example:

Model Year (1965)					Unit Number
5	C	14	3	F	100025

GROSS VEHICLE WEIGHTS FOR 1965 CHEVROLET TRUCKS

Model	Wheel-base	Gross Vehicle Weight	Gross Combi-nation Weight	Tires and Equipment ¶						Minimum Mandatory Equipment for GVW Rating
				Front Axle Capacity	Front Spring Capacity	Rear Axle Capacity	Rear Spring Capacity	Recommended Tires		
								Front	Rear	
133-13480 135-13680	115	4300*	----	1900	1900	2700	2200	7.00-14-4	7.00-14-4	
G1205	90	3600*	----	2200	2000	2400	2400	6.50-13-4	6.50-13-4	
		4500					2900	7.00-13-6	7.00-13-6	RPO G50 Heavy-Duty Rear Springs.
		5000**			2200	2900		7.00-13-8	7.00-13-8	RPO F60 Front Springs, RPO G50 Rear Springs, RPO H04 or H05 Rear Axle.
R1205 R1254	95	4000*	----	2500	2300	2500	2300	7.00-14-4	7.00-14-4	
		4600§						7.00-14-6	7.00-14-6	
C14 C15	115 127	4100*	----	2500	2500	3500	2500	6.70-15-4	6.70-15-4	
		4400Ψ						7.10-15-4	7.10-15-4	
		4800					4000	7.10-15-6	7.10-15-6	RPO G50 Rear Spring Equipment.
		5000§						7-17.5-6	7-17.5-6	
K14 K15	115 127	4900*	----	3300	3300	3300	3800	6.70-15-4£	6.70-15-4£	
		5300						7.10-15-6	7.10-15-6	
		5600§						7-17.5-6	7-17.5-6	
C25	127	5500*	----	3000	2500	5200	4000	7-17.5-6	7-17.5-6	
		6000						7-17.5-6	8-17.5-6	
		6700						7-17.5-6	8-17.5-8	
		7500§			3000		6000	8-19.5-6	8-19.5-8	RPO F60 Front Spring and RPO G50 Rear Spring Equipment.
K25	127	5700*	----	3500	3500	5200	3800	7-17.5-6	7-17.5-6	
		6100					6300	8-17.5-6	8-17.5-6	RPO G50 Rear Spring Equipment.
		7200						8-17.5-8	8-17.5-8	
		7600§						8-19.5-8	8-19.5-8	RPO F49 Heavy-Duty Front Axle and RPO G50 Rear Spring Equipment.
P13	102	4300*	----	2500	2500	3500	2500	6.70-15-4	6.70-15-4	
		5400§					4000	7-17.5-6	7-17.5-6	RPO G50 Rear Spring Equipment.
P20	104 125 137	5600*	----	4000	4000	5200	4800	7-17.5-6	7-17.5-6	
		6200						7-17.5-6	8-17.5-6	
		7000§						8-17.5-6	8-17.5-8	
C36S	133	7800m	----	3500	3000	7200	6200	8-19.5-6	8-19.5-10	RPO G50 Rear Spring Equipment.

GROSS VEHICLE WEIGHTS FOR 1965 CHEVROLET TRUCKS

Model	Wheel-base	Gross Vehicle Weight	Gross Combination Weight	Tires and Equipment ¶						Minimum Mandatory Equipment for GVW Rating
				Front Axle Capacity	Front Spring Capacity	Rear Axle Capacity	Rear Spring Capacity	Recommended Tires		
								Front	Rear	
C36	133	6700*	----	3500	3000	7200	4800	8-17.5-6	8-17.5-8	
		7800▲					6200	8-19.5-6	8-19.5-10	RPO G50 Rear Spring Equipment.
		9000					8300	7-17.5-6	7-17.5-6D	RPO G60 Rear Spring Equipment.
		10000§			3500			7-17.5-6	8-17.5-8D	RPO F60 Front Springs and RPO G60 Rear Spring Equipment.
C385	157	7800▲	----	3500	3000	7200	6200	8-19.5-6	8-19.5-10	RPO G50 Rear Spring Equipment.
C38	157	6700*	----	3500	3000	7200	4800	8-17.5-6	8-17.5-8	
		7800					6200	8-19.5-6	8-19.5-10	RPO G50 Rear Spring Equipment.
		9000					8300	7-17.5-6	7-17.5-6D	RPO G60 Rear Spring Equipment.
		10000§			3500			7-17.5-6	8-17.5-8D	RPO F60 Front Springs and RPO G60 Rear Spring Equipment.
P30	104 125 137	7500*	----	4000	4000	7200	4800	8-19.5-6	8-19.5-6	
		10000§			5000		6900	8-19.5-6	8-19.5-6D	RPO F60 Front Springs and RPO G60 Rear Spring Equipment.
CLP50	133 145 157 175	10000*	25000	4000	4000	11000	11000	7-22.5-6	7-22.5-6D	
		12000						8-22.5-8	8-22.5-8D	
		14000						8-22.5-8	8-22.5-8D	RPO J70 Power Brake Equipment.
		15000**		5000	6000		15000	8-22.5-8	8-22.5-10D	RPO Z71 requires: F47 Front Axle, RPO F60 Front Springs, RPO G52 Rear Springs, RPO J70 Power Brake Equipment.
		16000§								
		20000**				15000	17500	9-22.5-10	10-22.5-10D	RPO Z74 requires: F47 Front Axle, RPO F60 Front Springs, RPO H15 or H96 Rear Axle (includes Brake Booster) RPO G55 Rear Springs.
S50	157	10500*	----	4500	4000	11000	11000	7-22.5-6	7-22.5-6D	
		14000		5500	6000			8-22.5-8	8-22.5-8D	RPO F47 Front Axle and RPO F60 Front Spring Equipment.
		15000**				15000	15000	8-22.5-10	8-22.5-10D	RPO F47 Front Axle, RPO F60 Front Springs, RPO H15 Rear Axle Equipment including 15,000 lb. Rear Springs, and RPO J70 Brake Booster Equipment.
		16000§								

GROSS VEHICLE WEIGHTS FOR 1965 CHEVROLET TRUCKS

Model	Wheel-base	Gross Vehicle Weight	Gross Combination Weight	Tires and Equipment ¶ Front Axle Capacity	Front Spring Capacity	Rear Axle Capacity	Rear Spring Capacity	Recommended Tires Front	Recommended Tires Rear	Minimum Mandatory Equipment for GVW Rating
T50 T	97 109 133 145 175	10000*	25000	5000	6000	11000	11000	7-22.5-6	7-22.5-6D	
		12000						8-22.5-8	8-22.5-8D	
		14000						8-22.5-8	8-22.5-8D	RPO J70 Power Brake Equipment
		15000**					15000	8-22.5-8	8-22.5-10D	RPO Z71 requires: RPO G52 Rear Springs, RPO J70 Power Brake Equipment.
		16000§				15000	17500	9-22.5-8	10-22.5-10D	RPO Z74 requires: RPO H15 or H96 Rear Axle (includes Brake Booster) RPO G55 Rear Springs.
		20000**								
CL60	133 145 157 169 175 197	15000*‡	32000	5000	6000	15000	15000	8-22.5-8	8-22.5-8D	
		17000					17500	8-22.5-8	9-22.5-10D	RPO G55 Rear Spring Equipment.
		19500§						9-22.5-10	10-22.5-10D	RPO F48 Front Axle Equipment which includes 3500 lb. Front Spring; RPO G55 Rear Spring Equipment; RPO F03 Heavy-Duty Frame (except L6503)
		21000§§ **		7000	7000					
CL 60H	133 145 157 169 175 197	15000*	42000	7000	7000	17000	20800	8-22.5-8	8-22.5-8D	RPO Z57 requires: RPO F03 Heavy-Duty Frame (X). RPO F48 Front Axle Equipment which includes 3500 lb. Front Spring. RPO H16 Rear Axle Equipment. RPO J73 Brake Booster Equipment must be used with H16. RPO G56 Rear Springs.
		18500						8-22.5-8	9-22.5-10D	
		24000**						10-22.5-10	11-22.5-12D	
S62 S64 S67	197 225-1/2 243	15000	----	5500	6000	15000	15000	8-22.5-8	8-22.5-8D	
		17000					17500	9-22.5-10	9-22.5-10D	RPO G55 Rear Spring Equipment
		19500§						10-22.5-10	10-22.5-10D	
		21000**		7000	7000			10-22.5-10	10-22.5-10D	RPO F48 Front Axle Equipment including 3500 lb. Front Springs; RPO G55 Rear Spring Equipment.

GROSS VEHICLE WEIGHTS FOR 1965 CHEVROLET TRUCKS

Model	Wheel-base	Gross Vehicle Weight	Gross Combi-nation Weight	Tires and Equipment ¶						Minimum Mandatory Equipment for GVW Rating
				Front Axle Capacity	Front Spring Capacity	Rear Axle Capacity	Rear Spring Capacity	Recommended Tires		
								Front	Rear	
S67H	243	24000**	----	7000	7000	17000	20800	10-22.5-10	10-22.5-10D	RPO Z57 requires: RPO F48 Front Axle Equipment which includes 3500 lb. Front Springs; RPO H16 Rear Axle Equipment. (RPO J73 Brake Booster Equipment must be used with H16.) RPO G56 Rear Springs.
S69	261-1/2	15000*	----	7000	7000	15000	15000	8-22.5-8	8-22.5-8D	
		18000					17500	9-22.5-10	9-22.5-10D	RPO G55 Rear Spring Equipment
		21000§						10-22.5-10	10-22.5-10	
S69H	261	24000**	----	7000	7000	17000	20800	10-22.5-10	10-22.5-10D	RPO Z57 requires: RPO H16 Rear Axle Equipment. RPO G56 Rear Springs.
T60 T	97 109 133 145 175	15000*‡	32000	5000	6000	15000	15000	8-22.5-8	8-22.5-8D	
		17000					17500	8-22.5-8	9-22.5-10D	RPO G55 Rear Spring Equipment.
		19500§						9-22.5-10	10-22.5-10D	RPO F48 Front Axle Equipment which includes 3500 lb. Front Spring; RPO G55 Rear Spring Equipment.
		21000**		7000	7000					
T60H T	97 109 133 145 175	15000*	42000	7000	7000	17000	20800	8-22.5-8	8-22.5-8D	RPO Z57 requires: RPO F48 Front Axle includes 3500 lb. Front Springs. RPO H16 Rear Axle. (RPO J73 Brake Booster must be used with H16.) RPO G56 Rear Springs.
		18500						8-22.5-8	9-22.5-10D	
		24000**						10-22.5-10	11-22.5-12D	
M60	157 175 193	24000*	35000	5000	8000	28000	30000	8-22.5-8	8-22.5-8D	
		30000		7000	9000			8-22.5-8	9-22.5-10D	RPO F48 Front Axle and RPO F60 Front Springs.

GROSS VEHICLE WEIGHTS FOR 1965 CHEVROLET TRUCKS

Model	Wheel-base	Gross Vehicle Weight	Gross Combi-nation Weight	Tires and Equipment ¶						Minimum Mandatory Equipment for GVW Rating
				Front Axle Capacity	Front Spring Capacity	Rear Axle Capacity	Rear Spring Capacity	Recommended Tires		
								Front	Rear	
CLT80 ₸	97 109 133 145 157 175 197	18500*	51000	7000	7000	18500 ₱	18400	9-22.5-10	9-22.5-10D	
		22000					20800	9-22.5-10	10-22.5-10D	RPO G56 Rear Spring Equipment.
		25000§					23000	10-22.5-10	11-22.5-12D	RPO G58 Rear Spring Equipment.
M80	157 175 193	30000*	51000	7000	9000	30000	34500	9-22.5-10	9-22.5-10D	
		36000§		9000				10-22.5-10	10-22.5-10D	RPO F67 Front Axle Equipment.

* – Tires shown are included in the base price.
¶ – Minimum equipment and tires are shown for each GVW rating. Extra ply rating and/or oversize tires are available optionally.
§ – GVW rating shown on plate, however, ratings are reduced per the above table when equipment of lesser capacity is used.
Ψ – Base GVW rating for C1406 and C1416 models.
£ – Suburban carryall models require 7.10-15-4 tires.
▲ – Maximum GVW rating for Series C3604 and C3605 models.
ħ – Special RPO GVW plate.
** – RPO GVW plate.
₸ – Because front axle loading on Tilt cab models could possibly be greater than that of the Conventional or Low Cab Forward models, front end loading should be calculated to ensure that the front suspension capacity is not exceeded. If loading exceeds the rated capacity of the base front suspension, the optional heavy-duty unit must be used.
₱ – This axle is rated at 18,000 pounds for off-road operations.
Ⅹ – RPO F03 heavy-duty frame equipment is required for all Series CL60 models except C6102-12, C6302-12, C6502-12 and L6503.

§§ – Not available for 02's, 12's.

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		$		$		$	

DATE	MILEAGE	GASOLINE		OIL		REPAIRS	
		$		$		$	

OPERATING RECORD

DATE	MILEAGE	GASOLINE		OIL		REPAIRS	
		$		$		$	

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		$		$		$	

DATE	MILEAGE	GASOLINE		OIL		REPAIRS	
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