

CHEVROLET TRUCK

OWNER'S and DRIVER'S MANUAL



IMPORTANT
SAFETY
TIPS
PAGES
2 & 3

'67

SERIES
10-30

1967 LIGHT DUTY TRUCKS OWNER'S AND DRIVER'S MANUAL OPERATION & MAINTENANCE INSTRUCTIONS

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All information contained in this booklet is the latest product information available at the time of printing. 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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SECOND EDITION
NOVEMBER, 1966

**IMPORTANT
SAFETY
TIPS
TO
HELP
YOU
ENJOY
THE
MAXIMUM
IN
SATISFACTION
AND SAFETY**



HIGHWAY SAFETY DEPENDS ON—

- 1** *You, the driver*
- 2** *The condition of your vehicle*
- 3** *The traffic and highway conditions*

... Be Sure You Understand All Three!

SAFE DRIVER CHECKLIST

- ☐ *Make safety belts a habit . . . buckle up for safety.*
- ☐ *Lock your doors for added safety.*
- ☐ *Adjust seats and mirrors for clear vision and safe handling.*
- ☐ *Check tire pressure regularly.*
- ☐ *Observe weather and road conditions . . . and drive accordingly.*
- ☐ *Be sure you are physically and mentally alert to drive.*
- ☐ *Look around before driving away from where you are parked.*

Safe Drivers Observe All Traffic Laws . . . Make Safe

REMEMBER . . . Proper operation, periodic maintenance and safety inspections help provide

- Economical operation of your vehicle
- Safety for you and your passengers
- Dependable transportation

HAVE THIS 10-POINT SAFETY INSPECTION PERFORMED ONCE A YEAR*

- | | |
|-----------------------------------|-------------------------------------|
| ✓ Brakes | ✓ Exhaust System |
| ✓ All Lights | ✓ Glass and Mirrors |
| ✓ Turn Signals | ✓ Windshield Wipers
and Washers |
| ✓ Steering and Wheel
Alignment | ✓ Windshield Deicer
and Defogger |
| ✓ Tires | ✓ Horn |

Details of these safety check items will be found in your Owner Protection Plan Booklet

*Minimum Requirements—Some states require more frequent inspection

QUICK REFERENCE INDEX

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OF IMPORTANT SAFETY INFORMATION

Driving a Habit . . . Get a Safety Inspection Once a Year*

A WORD FROM CHEVROLET...

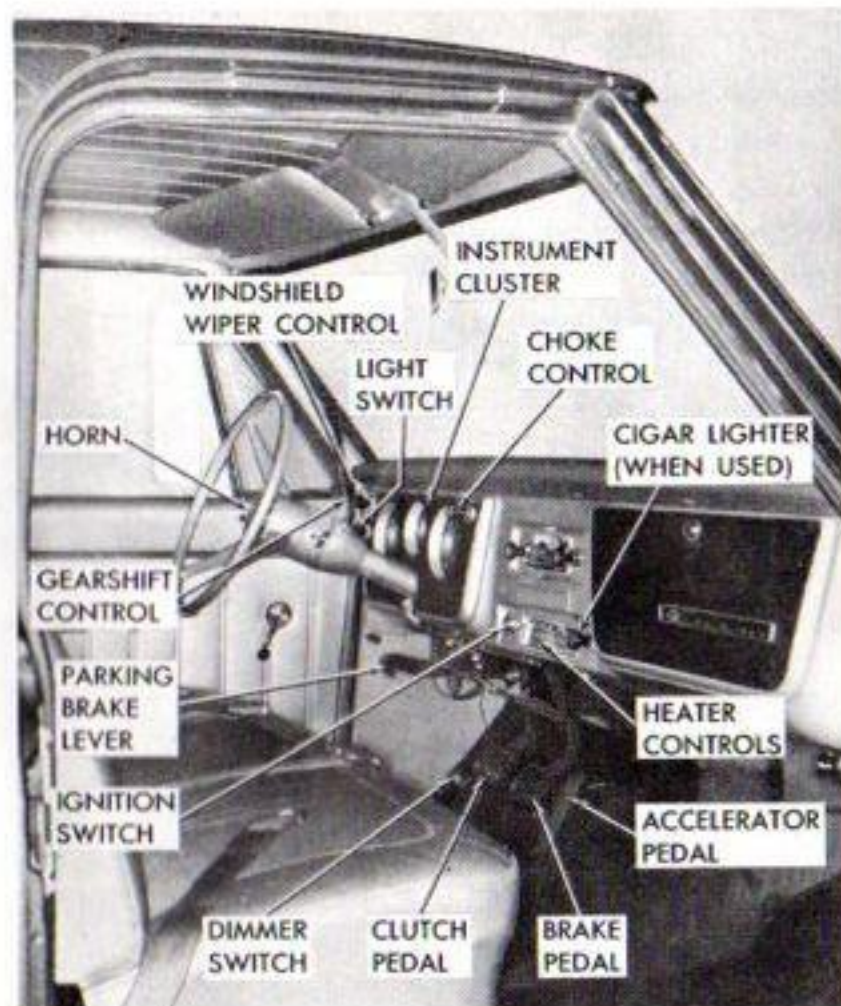
This manual has been prepared to provide the necessary information for the proper operation and general maintenance of your Chevrolet Truck. Additional information has been included to familiarize the operator with constructional and mechanical features of the vehicle.

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.

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



1/2-1 Ton Standard Models

OPERATING CONTROLS

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

KEYS



START



OFF

Two identical keys are furnished with each truck. These keys are used for locking and unlocking the doors, 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.



KNOCKOUT
PLUG

GEARSHIFT LEVER

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

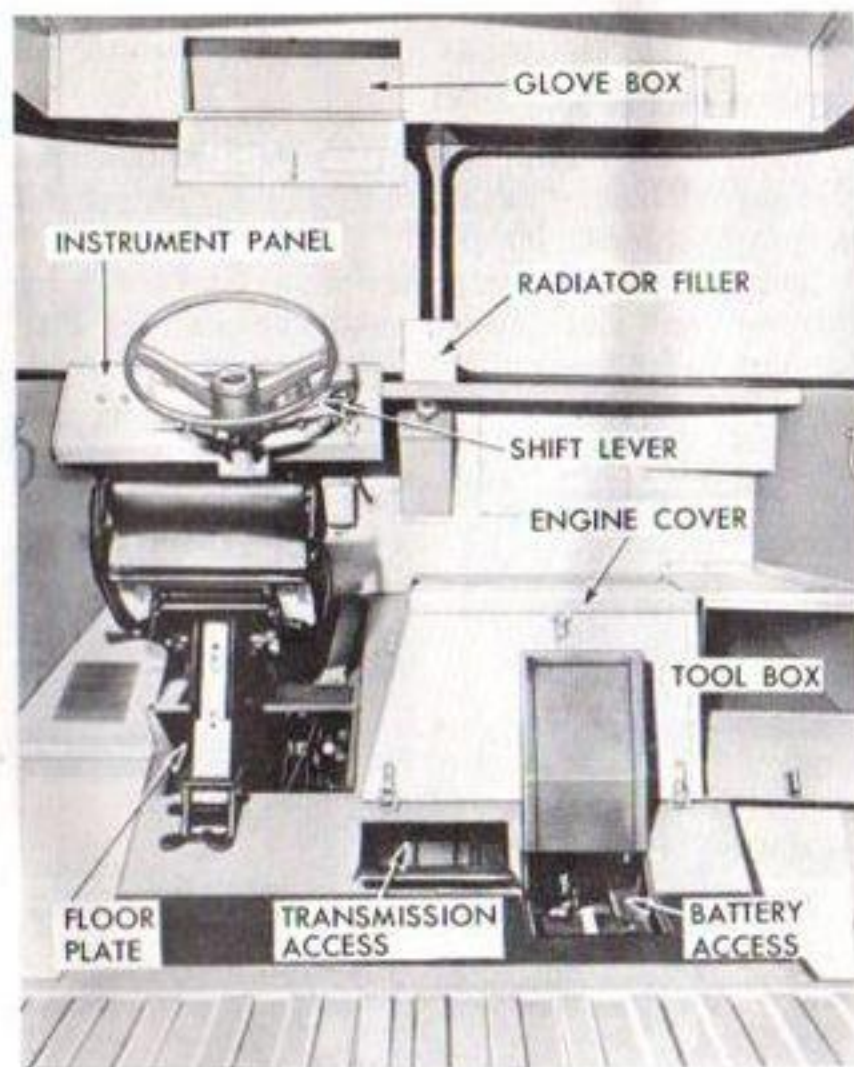
The gearshift control for vehicles with the 4-speed transmission is located in the center section of the front floor. The shifting pattern for this transmission is shown on top of the control lever knob.

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 and Turbo Hydra-Matic transmissions is similar to the one used in the conventional passenger car and is located at the top of the steering column on the right hand side. The operating positions are plainly marked on an indicator segment behind the steering wheel.



Forward Control Models



**TURBO HYDRA-MATIC
C 20 SERIES**



**TURBO HYDRA-MATIC
P 20 SERIES**



POWERGLIDE

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

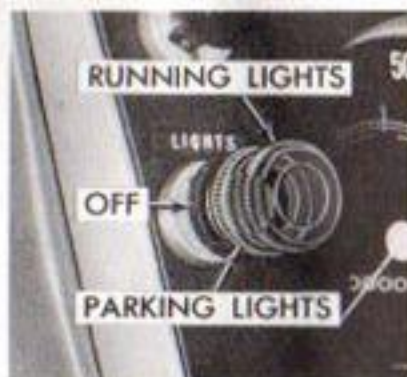


apply the brakes, pull back on the lever. To release, squeeze the trigger and push forward.

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.

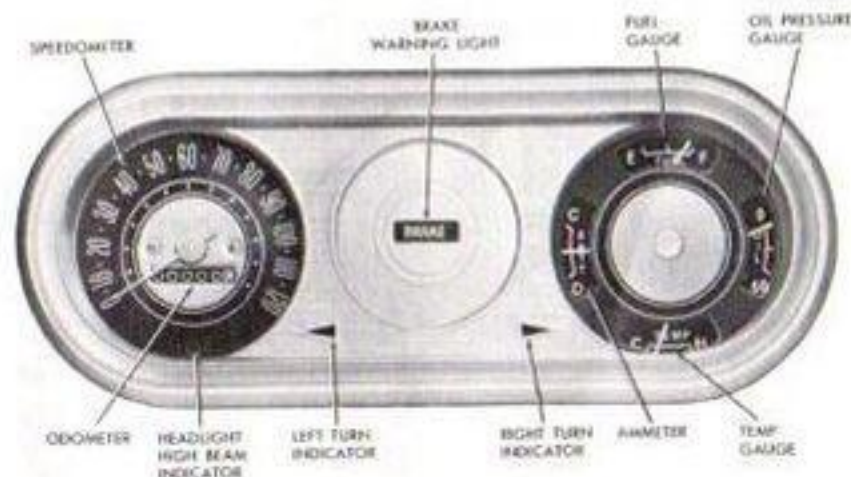
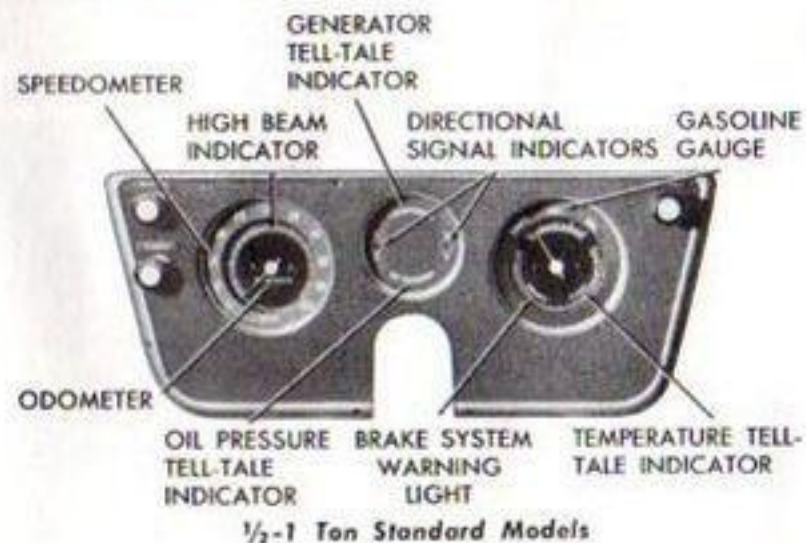
INSTRUMENTS

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

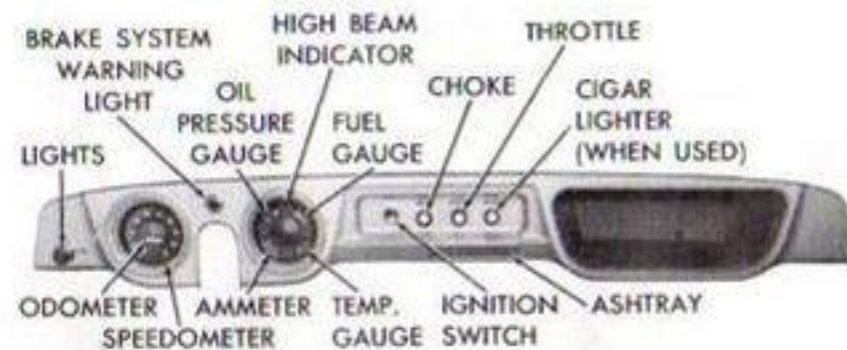
SPEEDOMETER

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.



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 Light—Should the temperature of the engine coolant reach the point where there is danger of engine damage, this red indicator light will come on. If this occurs, stop the engine until the cooling system is thoroughly

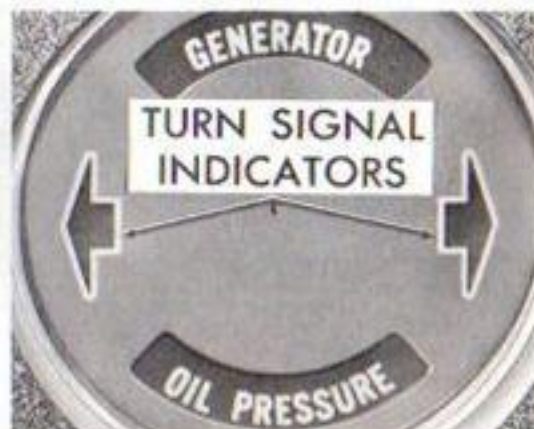
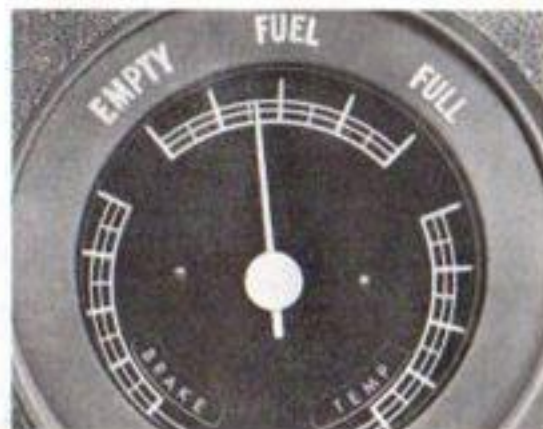
checked and the cause of the overheating is found and corrected. When the light is off, normal engine operating temperature is indicated.

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.



BRAKE SYSTEM WARNING LIGHT

This indicator light operates as follows:

When the ignition switch is turned on, the red light will come on when the brake pedal is depressed if low pressure has developed in either the front or rear brake system. Have your Authorized Chevrolet Dealer locate and correct the trouble immediately.

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.

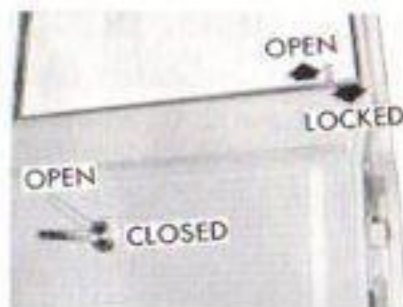
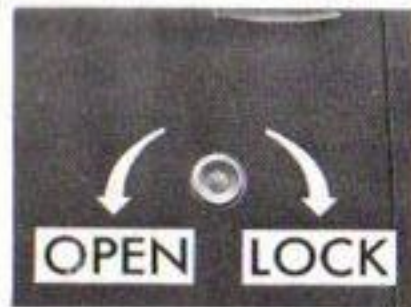


COMFORT AND CONVENIENCE FEATURES

DOOR LOCKS

Doors may be locked from the outside by inserting the ignition key into key lock and turning key in a clockwise direction. To open insert key and turn in a counter clockwise direction. To lock doors from the inside, depress locking button.

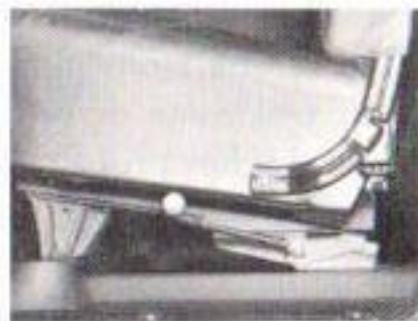
To unlock and open door, pull locking button up and lift inside door handle. Inside door release handles are inoperative when locking buttons are depressed.



SEAT ADJUSTERS

The entire seat assembly can be moved forward or rearward to obtain the most comfortable position for the driver. Push forward on the lever to release the seat adjuster lock so that the seat

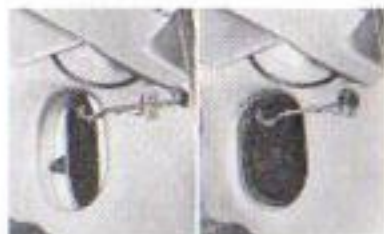
assembly can be moved forward or rearward as desired. A seat back adjustment is provided on some models. To adjust seat back, tilt seat forward, loosen bottom locking nut, adjust bumper to suit, then tighten bottom locking nut. Repeat for opposite side. Forward Control models seat height adjustment is 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.



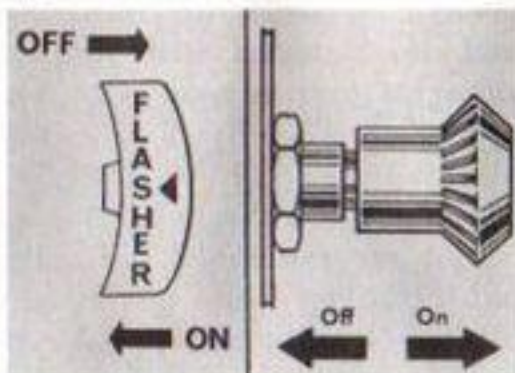
DIRECTION SIGNALS

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.

Lane Changer: Light pressure on the turn signal lever in the proper direction allows you to signal lane changes when necessary. Release the lever to cancel the signal.

HAZARD WARNING FLASHER

In the event your truck is disabled or you stop for any reason on the highway, this hazard warning system which flashes all turn signal lights should be used to warn other drivers of your presence. This system is activated by pushing "in" on the traffic hazard flasher switch button mounted on the right side of the turn signal housing. Pull button out to cancel. Since the flashing of all turn signal lights universally



P MODELS

means "this vehicle is not moving," never drive the truck with hazard warning flasher operating.

WINDSHIELD WIPERS AND WASHERS

Start wiper by turning knob clockwise. Full counterclockwise position turns wiper off. The two-speed wiper knob has three positions—OFF, SLOW and FAST.

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

Keep the water container under the hood filled at all times. Avoid operating the washer when jar is empty. G. M. Windshield Washer Solvent and Anti-freeze added to the water aids in cutting road film and grease from the windshield, and prevents freezing in the winter.

Solvent should be used according to the directions on the bottle. Be certain to use the correct concentration during freezing weather. 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 $\frac{3}{4}$ full during the winter to allow for expansion if the temperature should fall low enough to freeze the solution.

SAFETY BELTS

Safety belts provide added security and comfort. Front seat belts, factory installed, are standard equipment on all models. Proper usage and care of these belts will provide added security to driver and passengers in case of sudden, unexpected stops.

Seat Belts—After the front seat has been positioned to the satisfaction of the driver, grasp the buckle end and the flat metal “eye” end of your individual belt assembly and position the belt across the pelvic area as low on the body as possible (never use the same seat belt for more than one person at any given time). Insert the metal eye into the open end of the buckle until an audible snap is heard. Make sure the connection is secure and adjust the belt firmly by pulling on the end of the belt protruding from the buckle. For retractor equipped belts, pull retractor half of the belt to a solid stop to make sure that the belt webbing is completely un-

wound from the retractor drum, then connect the belt and make the necessary adjustments at the buckle for proper fit. When using seat belt retractors, be sure to avoid: (A) Wearing a seat belt loosely or with slack in the system, and (B) Wearing the belt with the webbing wound around the retractor drum.

Shoulder Belts—All trucks are equipped with shoulder belt anchors built into the vehicle. Optional shoulder belts are available for the driver and right seat passenger. Shoulder belts must always be worn in conjunction with seat belts and are fastened with individual buckles in the same manner as seat belts. Shoulder belts should be tightened only to the point where controls and switches can be easily reached without restriction from the belt. The use of shoulder belts is not recommended for children under 6 years old. Shoulder belts not in use must be anchored by inserting buckle into retainer to prevent the buckle end from swinging around.

Releasing Belts—To release the belts, simply depress the release tab or button located in the center of the buckle.

Care of Belts—Keep belts clean and dry. Clean with a mild soap solution and lukewarm water. Keep sharp edges and damaging objects away

from belts. Periodically inspect belts, buckles, retractors, and anchors for damage that could materially lessen the effectiveness of the belt installation and repair or replace the questionable parts. Do not bleach or dye belts as this may cause severe loss of strength.

HEATER OPERATION

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

Deluxe—Air Heater

Push the AIR-FAN lever to the right to "AIR" to allow outside air to pass through the heater. Further movement of the lever operates the low, medium and high speeds of the fan.

Adjust TEMPERATURE lever as required to give the desired degree of heat. Full right position provides maximum heat.

Move the DEFROSTER lever to the right when windshield defrosting is needed. Full right position diverts the entire air flow to the defroster. Vary TEMPERATURE lever as required.

Thrift—Air Heater

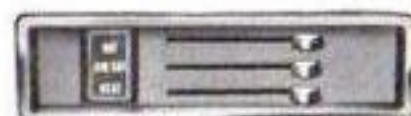
Pull the AIR PULL-FAN knob fully out to allow air to pass through the heater. Rotate the



HEAT



DEFOD

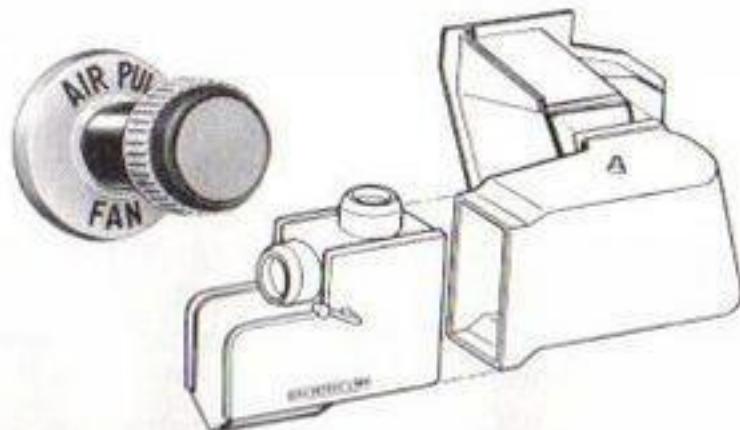


DEFROST



TEMPERATURE

Deluxe Air Heater Controls



Thrift-Air Heater Controls

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.

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 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.

Four Season Air Conditioning System

Optional Four Season Air Conditioning blends heating and cooling units into a single system to

provide complete comfort control during any season of the year.

Heating



For maximum heat, move the lower two levers fully right (the upper lever will move automatically to OUTSIDE air position) and push the FAN switch fully down. Heated air will flow through the heater floor distributor outlet.

Vary the heater output to satisfy your comfort requirements by moving the FAN switch and the TEMPERATURE lever as required.

To defrost, operate the heater as described above, but with the upper lever moved fully right to divert the entire airflow to the defroster outlets. Moving the lever back toward the left will split the airflow between the defroster outlets and the floor distributor outlet in proportion to the movement of the lever.

See the heating tips on page 16.

Cooling



For maximum cooling capacity when first turning on the system and during periods of extreme heat and humidity, move all three levers fully left and push the FAN switch fully down. Cooled, recirculated air flow will enter the car through the adjustable instrument panel outlets.

During periods of less severe heat and humidity, the upper lever may be set on the vertical mark to the left of the word AIR to blend in a portion of outside air.

During more temperate weather conditions, move the upper lever to the word OUTSIDE for full outside air.

Vary the FAN switch (which must be turned "on" during cooling operations) and the TEMPERATURE lever as necessary to satisfy your comfort requirements.

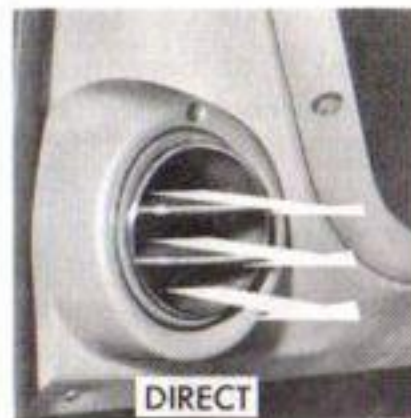
Bi-Level Operation



Set the control levers as shown to supply heated air at the floor and cooler air at the dash outlets. Vary temperature control and fan speed as desired.

FOUR SEASONS SYSTEM AIR OUTLETS

The barrel type center outlet may be turned to direct air flow up, down, straight out or shut off completely.



The ball type outlets at the ends of the instrument panel may be rotated to supply either a direct or a diffused air flow and may be positioned to provide a complete shutoff.

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.

NOTE: For additional conditioned airflow to the floor, open either or both hinged air valves on bottom of the conditioner air duct.

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.
- The five radio push buttons automatically select preset stations. To preset, allow the radio to play several minutes to thoroughly warm up; pull the push button out as far as it will go, manually tune selector to desired station then push button in. Repeat for each push button.

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 or Turbo Hydra-Matic 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.**

NOTE: Do not keep starter engaged for more than 15 seconds at a time. Wait 10 or 15 seconds before trying again. If engine fails to start after a reasonable time, determine the cause of failure. Do not pump accelerator or use the choke excessively.

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

CAUTION: Avoid inhaling exhaust gases when any concentrations of these are present in the air, i.e. in a garage, or when parked for extended periods with the engine running. Exhaust gases may have strong odors which normally should give warning of their presence. However, exhaust gases may not be noticeable under certain conditions and the senses of people react differently. Exhaust gases contain a percentage of carbon monoxide which is a poisonous gas that, by itself, is tasteless, colorless and odorless.

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.

TRANSMISSIONS AND AXLES

AUTOMATIC TRANSMISSION

This optional Powerglide or Turbo Hydra-Matic 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 (All Except Four Wheel Drive Trucks)

If your truck must be towed, the following precautions must be observed: The truck may be towed safely on its rear wheels with the shift lever in neutral position ("N" if automatic transmission) at speeds of 35 miles per hour or less under most conditions.

However, the drive shaft must be disconnected or the truck towed on its front wheels if:

- Tow speeds in excess of 35 mph are necessary,
 - Truck must be towed for extended distances (over 50 miles) or,
 - Transmission is not operating properly.
- If truck is towed on its front wheels, the steering wheel should be secured to keep the front wheels in a straight-ahead position.

TOWING (Four Wheel Drive Trucks)

It is recommended that the truck be towed with the front wheels off the ground. The truck can be towed, however, with the rear wheels off the ground if there is damage in the rear wheel area. In this event, the transmission selector lever should be placed in the "N" (neutral) position and the front drive disengaged. Towing speeds should not exceed 35 mph for distances up to 50 miles. If truck is towed on its front wheels, the steering wheel should be secured to keep the front wheels in a straight-ahead position.

Powerglide Shift Positions

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.)—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

ROCKING

If it becomes necessary to rock the car to free it from sand, mud or snow, move the selector lever from "D" to "R" (automatic transmission) or the shift lever from forward to reverse (manual transmission) in a repeat pattern while simultaneously applying moderate pressure to the accelerator. Do not race engine. Avoid spinning wheels when trying to free the car.

Driving Cautions

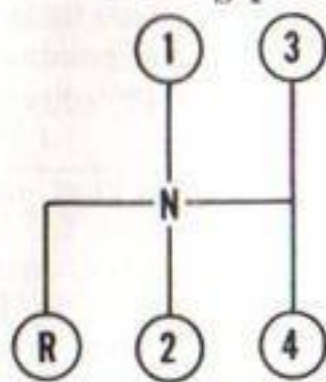
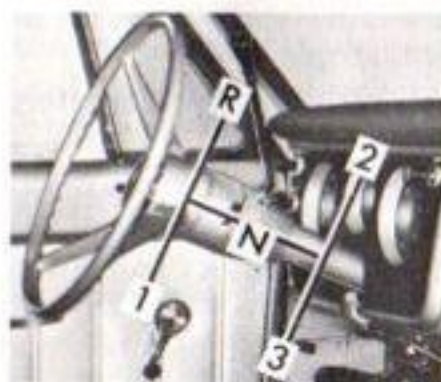
- Do not accelerate engine for over 10 seconds while holding vehicle with brakes.
- Never move selector lever to "R" when vehicle is moving forward, except when "rocking" in mud, snow, sand, etc.
- When stopped on an upgrade, do not hold truck with engine. Use service brake.
- Do not move selector lever from "D" to "L" or "L₁" at speeds over 40 mph.
- Engage "P" only when vehicle is completely stopped.
- When stopping or leaving the truck unattended, even for a few moments, place the selector lever in "Park" position and fully apply the parking brake.

Turbo Hydra-Matic Shift Positions

P—PARK —LIFT—	Use only when truck is parked or being started.	TRUCK PARKED
R—REVERSE —LIFT—	Used for backing truck from stop.	
N—NEUTRAL	For starting and running engine without moving truck.	
D—DRIVE —LIFT—	For normal driving conditions. Downshift for extra acceleration below 65 mph by depressing accelerator pedal to the floor; below 30 mph by depressing halfway to floor	NORMAL DRIVING RANGE
L₂—LOW₂	For driving in heavy traffic or on hilly terrain. Shift into L ₂ at any vehicle speed.	HIGHER PERFORMANCE RANGE
L₁—LOW₁	For descending steep grades or hard pulling at low speeds—The unit will not downshift into L ₁ unless vehicle speed is 40 mph or below.	SAND, SNOW, MUD, STEEP GRADES

Manual Transmission and Overdrive

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.



Three-Speed-Wide Ratio—The optional 3-Speed synchronized in forward gears transmission makes use of the standard "H" shaped shift pattern and is operated in the same manner as the regular 3-speed transmission. The shift into first gear may be made when the truck is operating at speeds of less than 20 mph.

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.

Overdrive—The optional Overdrive transmission

(available with fully synchronized 3-speed transmission only) provides an automatic 4th, or cruising gear. With the Overdrive control handle pulled "out," the unit operates as a 3-speed transmission. Push the handle fully "in" at any time to engage the Overdrive. The unit then will operate as follows: At speeds of 30 mph and over, the transmission may be automatically shifted into 4th gear by momentarily releasing the accelerator pedal. Shift back into 3rd gear for fast acceleration by momentarily flooring the accelerator pedal. Below 26 mph the unit will automatically return to standard drive. To lock Overdrive out while moving, floor the accelerator pedal momentarily and, at the same time pull out the Overdrive handle. For push starts, the handle should be fully "out."

CAUTION: With overdrive unit engaged, the transmission should not be left in any forward gear with intent of locking the drive-line as the overrunning clutch is on a free-wheeling condition.

OPERATING TIPS FOR ALL TRANSMISSIONS

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 an unsynchronized 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.

EMERGENCY STARTING

... with Manual Transmission

If your truck is equipped with a manual 3-speed or 4-speed transmission, it can be started in an emergency by pushing. When being pushed to start the engine, turn off all unnecessary electrical loads, turn ignition to "ON", depress the clutch and place the shift lever in high gear. Release the clutch when the car speed reaches 10 to 15 miles per hour. Bumpers and other parts contacted by the pushing vehicle should be protected from damage during pushing. Never tow the car to start.

... with Automatic Transmission

The engine cannot be started by pushing the truck. To start the truck when the battery is discharged, use an auxiliary battery with jumper cables. Be sure to observe correct polarity (positive cable to positive terminal and negative cable to negative terminal) when connecting the aux-

iliary battery to prevent possible damage to the electrical system.

POSITRACTION AND NO SPIN REAR AXLE

Positraction and No Spin differentials (optional at extra cost) are available in place of the standard differential. The optional differentials provide additional traction in snow, ice, mud, sand and gravel, particularly when one rear wheel is on a surface providing poor traction. During normal driving and cornering, the Positraction and No Spin units function as a standard differential. When one wheel encounters a slippery surface, however, the Positraction and No Spin differentials allow the wheel with the greater traction to drive the truck.

CAUTION: On trucks equipped with a Positraction or No Spin differential, do not run the engine for any reason with one rear wheel off the ground as the truck may drive through the rear wheel remaining on the ground.

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.

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.**

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.

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

NOTE: To properly break-in front wheel drive axle components, drive vehicle the initial 200 miles in rear wheel drive "2-Hi" position with the front wheel free-wheeling hubs engaged.

Towing Procedures

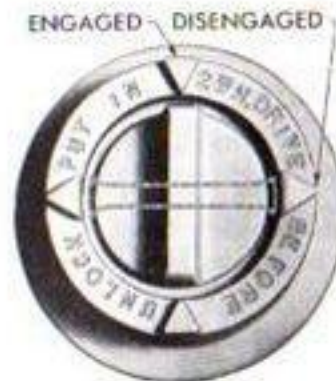
When towing the vehicle at slow speeds (approx. 20 mph), for a very short distance only, the transmission must be in neutral and the transfer case **MUST** be in "TWO WHEEL HIGH."

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)

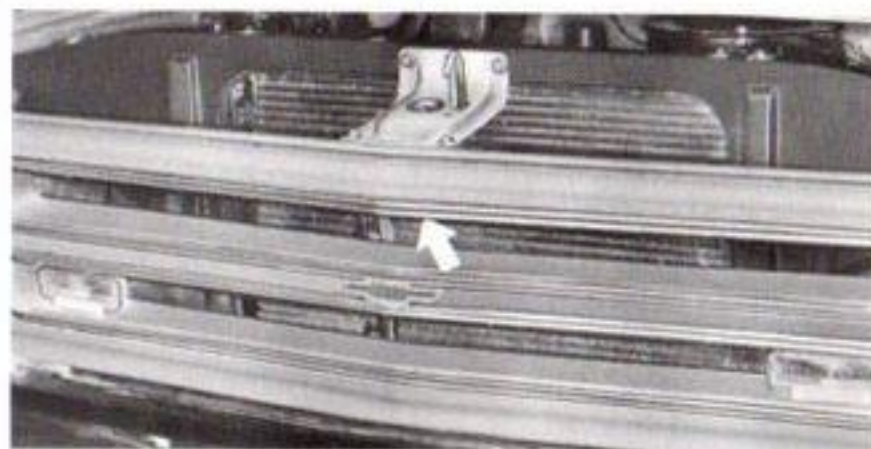
1. Place transfer case control lever in Neutral.
2. Move Power Take-off lever to "Engaged" position.
3. If vehicle is to move, shift the transfer case into desired range. If the truck is to remain stationary, leave the transfer case in Neutral.
4. Shift transmission into 1st or 2nd gear.
5. Accelerate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

CAUTION: If the power take-off is to be operated with the truck remaining stationary, the lubricant in the transfer case should be thoroughly warmed up and circulated by driving the truck before using the power take-off. After this procedure has been followed, the power take-off may be operated for a period no longer than four hours without rerunning the truck.

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 upper left grille 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.

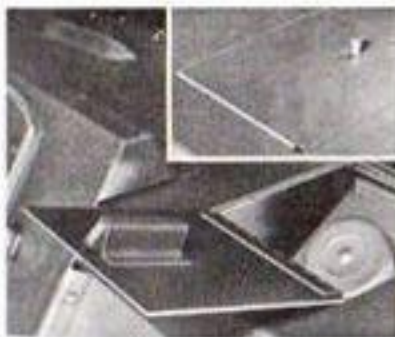
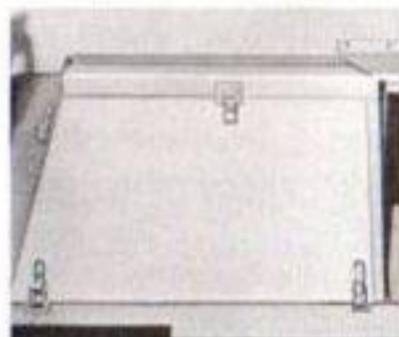
Cooling system filler is accessible through small door below windshield on outside front of vehicle.

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

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



FORWARD CONTROL—P20-P30



The hinged engine cover can be opened for ac-

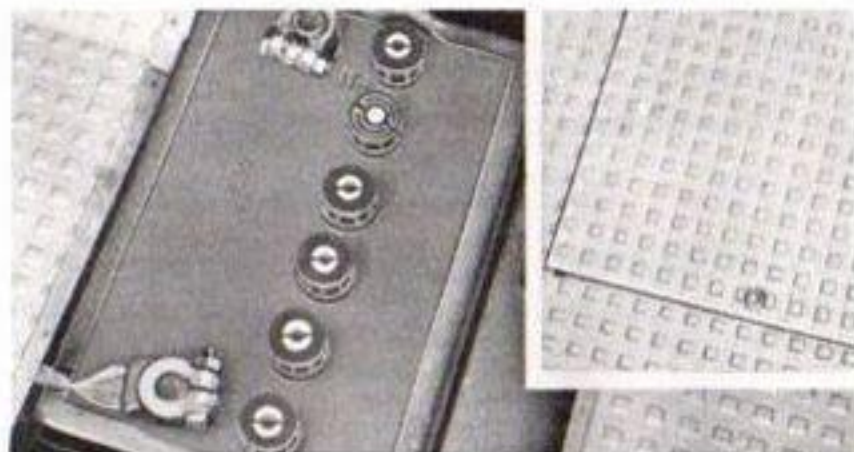
cess to the engine oil filler and dipstick, crankcase breather, air cleaner, carburetor, and distributor.

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

The brake master cylinder for these models is located under the floor panel and is accessible through the removable floor plate.

Fuel tank filler is located in a recessed box, similar to the P10 models, but on the right side of the vehicle.

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 ⁽²⁾

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.

Oil Bath Type

The oil level in the oil bath air cleaner reservoir should be checked every 12,000 miles and sufficient S.A.E. 50 oil added when temperature is above freezing or 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.

Oil Wetted Paper Element Type

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 ②

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

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

POSITIVE CRANKCASE VENTILATION (PCV) SYSTEM (See Page 49)

Every 12 months or 12,000 miles, whichever occurs first, the P.C.V. valve should be replaced. Also, all hoses and fittings should be inspected, cleaned and replaced, if necessary.

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 $\frac{1}{2}$ " 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.

ELECTRICAL SYSTEM

Distributor ③—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 $\frac{1}{2}$ turn on all models every 12,000 miles. Replace lubricator every 24,000 miles.

Battery (Energizer)—The liquid level in the battery should be checked periodically by inspecting the second battery cap from the positive terminal. If the "eye" has a dark appearance, the liquid is at a proper level. The "eye" will glow if the liquid level is low. Normally, when the "eye" indicates a low liquid level condition, the other five cells should also be checked. 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 OVER-FILL!** If the battery is continually low, have gen-

erator regulator checked. Distilled water should be used in order to eliminate the possibility of harmful impurities being 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: Since normal battery or Energizer chemical action generates hydrogen gas which is highly explosive when mixed with air, never expose the battery to an open flame or electrical spark. Also, avoid getting battery fluid, which is a sulfuric acid solution, on skin, on clothing or other fabrics, or on painted surfaces. Eye protection should be worn while working on the battery for any reason.

Battery Terminals—The bolt-on battery cable terminals must be clean and tight. When corro-

sion 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 park-

ing 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.

COOLANT RECOMMENDATIONS

The inhibited year-around (permanent-type) engine coolant, used to fill the cooling system at the factory is a high quality solution that meets General Motors Specification 1899-M. This factory-fill coolant solution is formulated to withstand two full calendar years of normal operation without draining or adding inhibitors, and provides freezing protection to -20°F .

It is the owner's responsibility to keep the freeze protection at a level commensurate with

the area in which the vehicle will be operated. Regardless of climate, system protection should be maintained at least to 0°F., to provide adequate corrosion protection. When adding solution due to loss of coolant for any reason or in areas where temperatures lower than -20°F. may occur, a sufficient amount of an ethylene glycol base coolant that meets GM Specification 1899-M should be used.

The coolant level should be approximately one inch below bottom of the filler neck when engine is hot. If the engine is cold, the coolant level should be three inches below bottom of filler neck. On PA20-30 models the coolant level should be ½" to 1" below bottom of filler neck when engine is hot. If checked when engine is cold, the coolant level should just cover the ends of the tubes. **DO NOT OVER FILL.**

Every two years the cooling system should be serviced by flushing with plain water, then completely refilling with a fresh solution of water and a high-quality, inhibited (permanent type) glycol base coolant meeting GM Specification 1899-M, and providing freezing protection at least to 0°F. At this time, also add GM Cooling System Inhibitor and Sealer or equivalent. In addition, Cooling System Inhibitor and Sealer should be added every fall thereafter. GM Cooling System Inhibitor retards the formation of

rust or scale and is compatible with aluminum components.

NOTE: Alcohol or methanol base coolants or plain water are not recommended for your truck at any time.

CAUTION: When the engine is at normal operating temperature or above, the internal pressure built up in the cooling system will blow out scalding fluid and vapors if the radiator cap is suddenly removed. To prevent loss of coolant and to avoid the danger of being burned, the coolant level should be checked or coolant added only when the engine is cool. If the cap must be removed when the engine is hot, place a cloth over the cap and rotate the cap slowly counterclockwise to first stop and allow pressure to escape completely. Then turn cap again slowly counterclockwise to remove.

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.

INSPECTION OF BRAKE LINING

Brake linings should be periodically inspected for wear. The frequency of this inspection depends upon driving conditions such as traffic or terrain, and also the driving techniques of individual owners. Your Chevrolet Dealer is best qualified to advise you as to how often this inspection should be performed. When brakes require relining, use Genuine General Motors Parts or equivalent.

POWER BRAKES

Trucks equipped with power brakes utilize engine vacuum to reduce the braking effort to much less than is required with regular brakes. A built-in vacuum reserve will supply two or more power assisted brake applica-



tions after the engine has stopped. After the vacuum reserve has been exhausted, the vehicle can be stopped utilizing the manual portion of the power brake system although considerably more foot pressure will be needed to stop the vehicle.

MASTER CYLINDER ⑩

Check master cylinder fluid level in both reservoirs every 6,000 miles. If the fluid is low in the reservoir, it should be filled to a point about $\frac{1}{4}$ " from the top rear of each reservoir with G.M. Supreme No. 11 Hydraulic Brake Fluid.

AUTOMATIC BRAKE ADJUSTERS

All 10-30 Series Trucks are equipped with self-adjusting brakes which eliminate periodic brake adjustments. The self-adjusting mechanism is



actuated, as needed, whenever the truck is moved in reverse and the brakes are applied. It is possible, however, for excessive brake pedal travel to develop if the re-

quired reverse movement with a brake application does not take place during a prolonged period of stop and go forward driving. Should this occur, the truck should be driven backward and forward with brakes applied at the end of each directional movement, until the brake pedal travel is back to normal. If this procedure fails to restore normal pedal travel, or if any abnormally rapid increase in pedal travel is experienced, immediate inspection should be made by your Authorized Chevrolet Dealer. Care should be exercised to assure that full brake pedal travel cannot be obstructed by improper floor mats or other interfering material under the pedal.

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 tire inflation tables on pages 37 and 38 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. With rotation, accelerated and irregular tire wear on any one particular tire will be spread out over the entire set, and replacement frequency will be reduced. 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 pressure should be adjusted to the load being carried by the tire as shown in charts. For optimum ride comfort, minimum required pressures are recommended for front tires. Tire infla-

tion pressures may increase as much as 8 pounds per square inch (PSI) when hot. Pressures shown in table are cold pressure.

Tire Size		Ply Rating	LOADS AND INFLATION PRESSURES (lb./sq. in.)								
Tubeless	Tube-Type		Note: For heavy duty operation the pressures listed below may be increased by 6 psi.								
			20	22	24	26	28	30	32	34	36
7.75-15	7.75-15	8	1150	1210	1270	1330	1380	1440	1490		
8.15-15	8.15-15	4	1240	1300	1370						
8.15-15		8	1240	1300	1370	1430	1490	1550	1610		
6.50-16	6.50-16	6	1105	1165	1225	1280	1330	1380			

1. For continuous high speed operation increase tire inflation pressure 4 pounds per square inch over the recommended pressure up to a maximum of 32 pounds per square inch cool for 4-ply rating tires or 40 pounds per square inch cool for 8-ply rating tires.
2. Over-inflation will adversely effect your tires, and the durability and riding comfort of your truck.

Under-inflation will promote heat and abnormal wear.

3. Cool tire inflation pressure: after vehicle has been inoperative for 3 hours or more, or driven less than 1 mile.

Hot tire inflation pressure: after vehicle has been driven 10 miles or more at 60-70 miles per hour.

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
7.00-14		6	990	1070	1145								
7.00-14		8	990	1070	1145	1220	1290	1365					
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 $\frac{1}{2}$.

1. Over-inflation will adversely effect your tires, and the durability and riding comfort of your truck.

Under-inflation will promote heat and abnormal wear.

2. Cool tire inflation pressure: after vehicle has been inoperative for 3 hours or more, or driven less than 1 mile.

Hot tire inflation pressure: after vehicle has been driven 10 miles or more at 60-70 miles per hour.

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 under the passenger's seat.

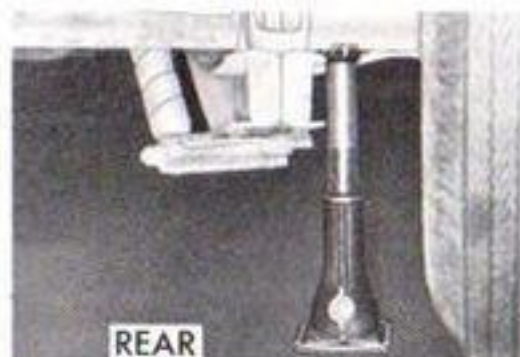
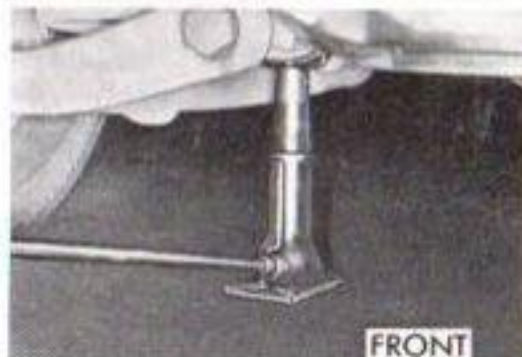
CAUTION: For safety sake, never get beneath the truck when it is supported only by the jack. Always use safety stands to support the truck if it is necessary to get under truck. On K models, don't run engine with truck on jack. If your vehicle is equipped with a Posi-traction or No-Spin differential do not run the engine for any reason with one rear wheel off the ground as the truck may drive through the rear wheel remaining on the ground.

MODELS	JACKING POINT ON VEHICLE	
	FRONT	REAR
10, 20, 30 Except K model and P20, 30	Lower Control Arm Shaft	Under Axle Housing Near Wheel To Be Raised
P20, 30 and K Models	Place Suitable Jack Under Axle Center Near Spring Seat.	

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.

CAUTION: When cleaning interior fabrics or carpeting, do not use volatile cleaning solvents such as: acetone, lacquer thinners, carbon tetrachloride, enamel reducers, nail polish removers, or laundry soaps, bleaches and reducing agents. NEVER USE GASOLINE OR NAPHTHA FOR ANY CLEANING PURPOSE.

LUBRICATION

Fuel Requirements

Your truck is designed to operate efficiently on "Regular" or "Premium" grade fuels commonly sold in the United States and Canada, depending on the engine installed in your truck. The following table indicates the fuel grade requirements for various truck engines.

ENGINE	FUEL GRADE
ALL 6-CYLINDER	REGULAR
V-8 WITH TWO BBL. CARB.	REGULAR
V-8 WITH FOUR BBL. CARB.	REGULAR

Use of a fuel which is too low in anti-knock quality will result in "spark knock". Since the anti-knock quality of all regular grade or of all premium grade gasolines is not the same and factors such as altitude, terrain and air temperature affect operating efficiency, knocking may result even though you are using the grade of fuel recommended for your engine. If persistent knocking is encountered, it may be necessary to change to a higher grade of gasoline and, if knocking continues, consult your authorized Chevrolet Dealer.

In any case, continuous or excessive knocking may result in engine damage and constitutes misuse of the engine for which the Chevrolet Division is not responsible under terms of the Manufacturer's New Vehicle Warranty.

Operation in a Foreign Country

If you plan to operate your truck outside the continental limits of the United States or Canada, there is a possibility that the best fuels available are so low in anti-knock quality that excessive knocking and serious engine damage may result from their use. To minimize this possibility, write to Chevrolet Motor Division, Owner Relations Department, Detroit, Michigan 48202, giving:

1. The compression ratio of your engine. (See page 55)
2. The Vehicle Identification Number. (See page 60)
3. The country or countries in which you plan to travel.

You will be furnished details of adjustments or modifications which should be made to your engine by your Chevrolet Dealer prior to your departure.

Failure to make the necessary changes to your

truck and subsequent operation under conditions of continuous or excessive knocking is considered misuse of the engine for which the Chevrolet Motor Division is not responsible under terms of the Manufacturer's New Vehicle Warranty.

After arriving in a foreign country, contact the nearest authorized General Motors Dealer for brand names of the best fuels available and advice as to where they may be purchased.

CAUTION: Gasoline is extremely flammable and highly explosive under certain conditions. Always stop the engine and do not smoke or allow open flames or sparks near the vehicle when refueling. If gasoline fumes are noticed while driving, the cause should be determined and corrected without delay.

ENGINE OIL REQUIREMENTS

High quality engine oils are available at your Chevrolet Dealer and at many service stations. It is recommended that you use an oil which, according to the label on the can, is (1) intended for service MS and (2) passes car makers' tests or meets General Motors Standard GM-4745M. Oils conforming to these types contain detergent additives.

Checking Oil Level – The engine oil should be maintained at proper level. The best time to check it is before operating the engine or as the last step in a fuel stop. This will allow the oil accumulation in the engine to drain back in the crankcase. To check the level, remove the oil gauge rod (dip stick), wipe it clean and reinsert it firmly for an accurate reading. The oil gauge rod is marked "FULL" and "ADD OIL". The oil level should be maintained in the safety margin, neither going above the "FULL" line nor below "ADD OIL" line. Reseat the gauge firmly after taking the reading.

Ventilation Filter – Remove the crankcase ventilation filter (where used) at each oil change (more often under dusty conditions), wash in kerosene, re-oil with SAE 20W oil and reinstall.

Oil Change Interval – Change engine oil every 60 days even though less than 1,000 miles have been driven. If more than six thousand miles are driven in a 60-day period, change oil every six thousand miles. This interval applies to the initial change as well as subsequent oil changes. An MS oil, which meets General Motors Standards GM-4745M, was installed in your engine at the factory. It is not necessary to drain this original factory installed oil prior to the recommended

normal change period. However, the oil level should be checked more frequently during the break-in period since somewhat higher oil consumption is normal until piston rings become seated.

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.

If higher detergency is required to reduce varnish and sludge formation, a thoroughly tested and approved concentrate – "High Detergency Concentrate" – is available at your Chevrolet Dealer who is qualified to advise you regarding its use. The use of "break-in" oils, "tune-up" compounds, "friction-reducing" compounds, etc. in your truck engine are specifically not recommended.

Recommended Viscosity—The following chart will serve as a guide in selecting the proper oil viscosity. The proper oil viscosity helps assure good cold starting characteristics by reducing friction, thus increasing cranking speed.

For Anticipated Lowest Temperatures	Viscosity Number
Above Freezing (+32°F.)	SAE 10W-30, SAE 20W
Below Freezing (+32°F. and above 0°F.)*	SAE 10W-30, SAE 10W
Below 0°F.	SAE 5W-20, SAE 5W

*SAE 5W-30 oil may be used at temperatures below freezing.

NOTE: When changing the oil during the Fall and Winter seasons, consider the lowest anticipated temperature for the next 60 days.

- SAE 5W oil is not recommended for sustained high speed driving.
- SAE 30 oil may be used when the prevailing daylight temperature is above 90°F.

Oil Filter Replacement—The oil filter should be replaced at the engine oil change nearest a 6,000 mile interval or every six months, 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.

Crankcase Capacity: See page 55.

TRANSMISSIONS

Powerglide Transmission ⁽¹⁾

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. Use either General Motors Automatic Transmission Fluid, available at your Chevrolet Dealer, which has been especially formulated and tested for use in your Automatic Transmission or other approved Automatic Transmission Fluid Type 'A' identified by 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 2 quarts U.S. measure (1.75 quarts Imperial measure) of fresh fluid. Operate transmission through all ranges and check fluid level as described above.

Every 12,000 miles—it is recommended that the low band be adjusted on your Powerglide transmission. See your Chevrolet Dealer for this important adjustment.

Turbo Hydra-Matic ⑩

Lubrication of your Turbo Hydra-Matic will, except for fluid capacity and filter change listed below, follow the Powerglide transmission recommendations. After checking transmission fluid level it is important that the dipstick be pushed all the way into the fill tube.

Every 12,000 miles—after removing fluid from

the transmission sump, approximately 7.5 pints U.S. measure (6.25 pints Imperial measure) of fresh fluid will be required to return level to proper mark on the dipstick.

Every 24,000 miles—the transmission sump strainer should be replaced.

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.

“Multi-Purpose” gear lubricant meeting U.S. Army Ord. Spec. MIL-L-2105B is recommended if additions are required to bring up the lubricant level. The Gear Lubricant Viscosity Table shows the proper viscosity 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 ③

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 ③

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 1/2" 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 140 Multi-Purpose lubricant meeting U.S. Army Ord Spec. MIL-L-2105B (1/2 pt. per joint) if necessary. Replace the pipeplugs securely.



Air Vent Hose ②

Check vent hose for kinks and proper installation every 6000 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. Use SAE 90 "Multi-purpose" Gear Lubricant, meeting requirements of U.S. Ordnance Spec. MIL-L-2105B.

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 which 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, prelube with wheel bearing 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.

Every 36,000 miles—check steering gear lubricant level in the following manner: (Except K10-20 and P20-30)

1. Remove the forward and the outboard steering gear cover attaching screws.
2. Inject water resistant EP Chassis Lubricant into the forward cover attaching screw hole

until lubricant begins to come out of the outboard screw hole.

3. Replace both cover attaching screws.⑨

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

On CA10, 20, 30 models equipped with power steering check steering gear lubricant in the following manner.

1. Remove the two inboard screws and remove the power steering hose support bracket. Reinstall top screw.
2. Remove outboard screw. Inject lubricant into cover forward attaching screw hole until lubricant begins to come out outboard hole.
3. Reinstall outboard screw and hose support bracket.

In addition, check fluid in power steering pump reservoir—while hot and wheels in full left turn position—make additions using G.M. Power Steering Fluid or if not available use Automatic Transmission Fluid—Type A with AQ-ATF-A mark required to bring level to full mark on filler cap dipstick.

Power steering provides ease in handling, parking, and getting into or out of tight places. Power

assist is provided by a hydraulic pump driven by the engine. When the engine is not running or if the power steering pump drive belt breaks, there is no power assist and much greater steering effort is required.

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 ⑱

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 lubricant every 6,000 miles. ⑭

NOTE: The $\frac{3}{4}$ -1 Ton Forward Control models require lubrication at the front spring pin fittings every 6,000 miles. ⑭

Lubricate front and rear spring shackles at fittings with chassis lubricant every 6,000 miles. ⑭ ⑮

PROPELLER SHAFT SLIP JOINTS ⑭

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

UNIVERSAL JOINTS ⑮

All universal joints are the needle bearing type. Lubricate those universal joints (depending on truck model) equipped with lube fittings every 6,000 miles with chassis lubricant. More frequent lubes may be required on heavy duty or "Off the Road" operations.

BRAKE AND CLUTCH PEDALS ⑮

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.

POSITIVE CRANKCASE VENTILATION (P.C.V.)

The Positive Crankcase Ventilation system, which is standard equipment on your vehicle, helps control air pollution caused by crankcase blow-by gases. The P.C.V. system connects the crankcase and intake manifold of the engine and exhaust blow-by gases are returned through this system to the combustion chamber where they are reburned. Periodic inspection and required

servicing of your P.C.V. system assures a cleaner-better-performing, longer-lasting engine and almost 100% elimination of any air pollution caused by crankcase blow-by gases. A plugged P.C.V. system can cause condensation of blow-by gases in the crankcase, resulting in the formation of acids, sludge build-up and oil dilution. Every 12 months or 12,000 miles, whichever occurs first, the P.C.V. valve should be replaced. Also, all hoses, fittings and the inlet air filter should be inspected, cleaned and replaced, if necessary.

NOTE: If the positive crankcase ventilator valve should become clogged, the engine idle will be adversely affected. Therefore, if the engine idle becomes too slow or rough, the ventilator valve should be checked before any carburetor adjustments are made to compensate for the trouble.

AIR INJECTION REACTOR (A.I.R.)

The Air Injection Reactor System is an exhaust emission control system installed on all domestic 1967 10 Series and 20 Series camper trucks destined for initial registration in the state of California.

This system is entirely separate from the Positive Crankcase Ventilation System and is designed to reduce air pollution caused by engine exhaust tailpipe gases by "treating" the unburned hydrocarbons and carbon monoxide as they are expelled from the combustion chamber into the exhaust manifold. A sealed bearing pump, driven by the engine, compresses, distributes and injects clean filtered air at the exhaust port of each cylinder. Here it combines with the unburned hydrocarbons and carbon monoxide at high tempera-

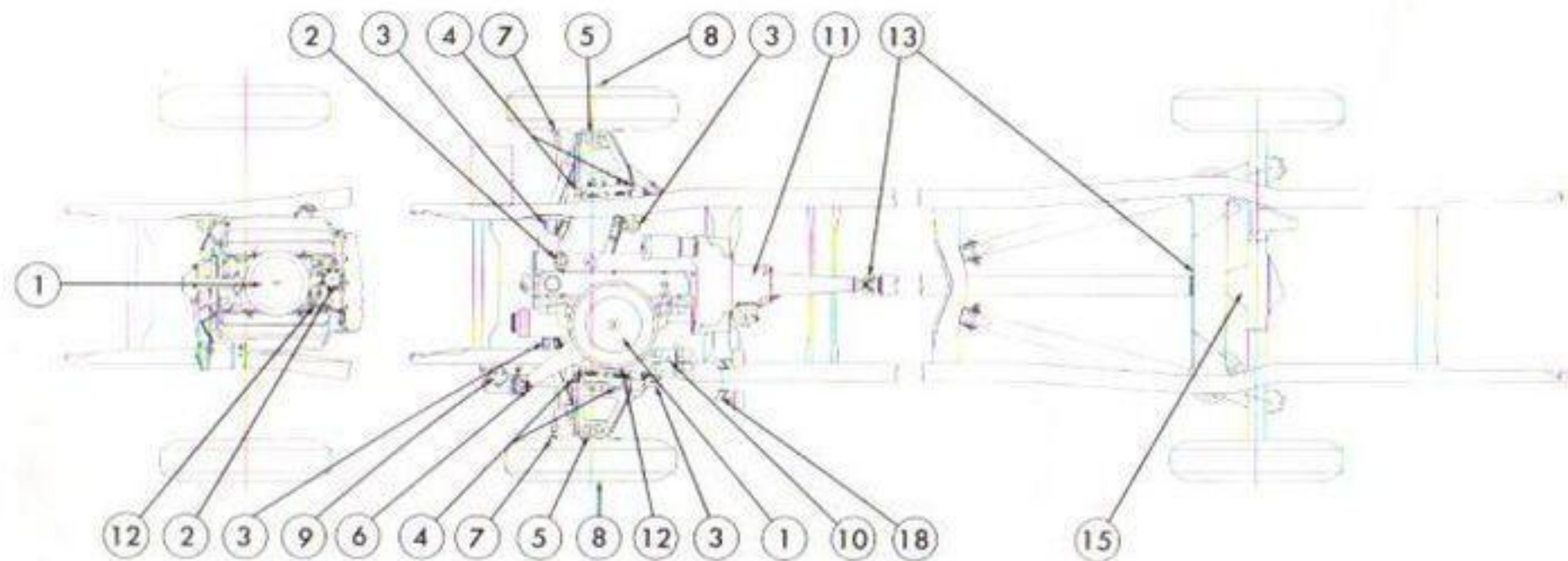
tures in a chemical reaction, producing a "treated" exhaust that is below the maximum allowable level for air pollution from this source. This does not reduce the danger of inhaling any concentration of carbon monoxide in a confined area. See page 20 for carbon monoxide warning.

The annual engine tune-up recommended for normal engine efficiency, operation, and performance is important for the A.I.R. system's continued effectiveness.

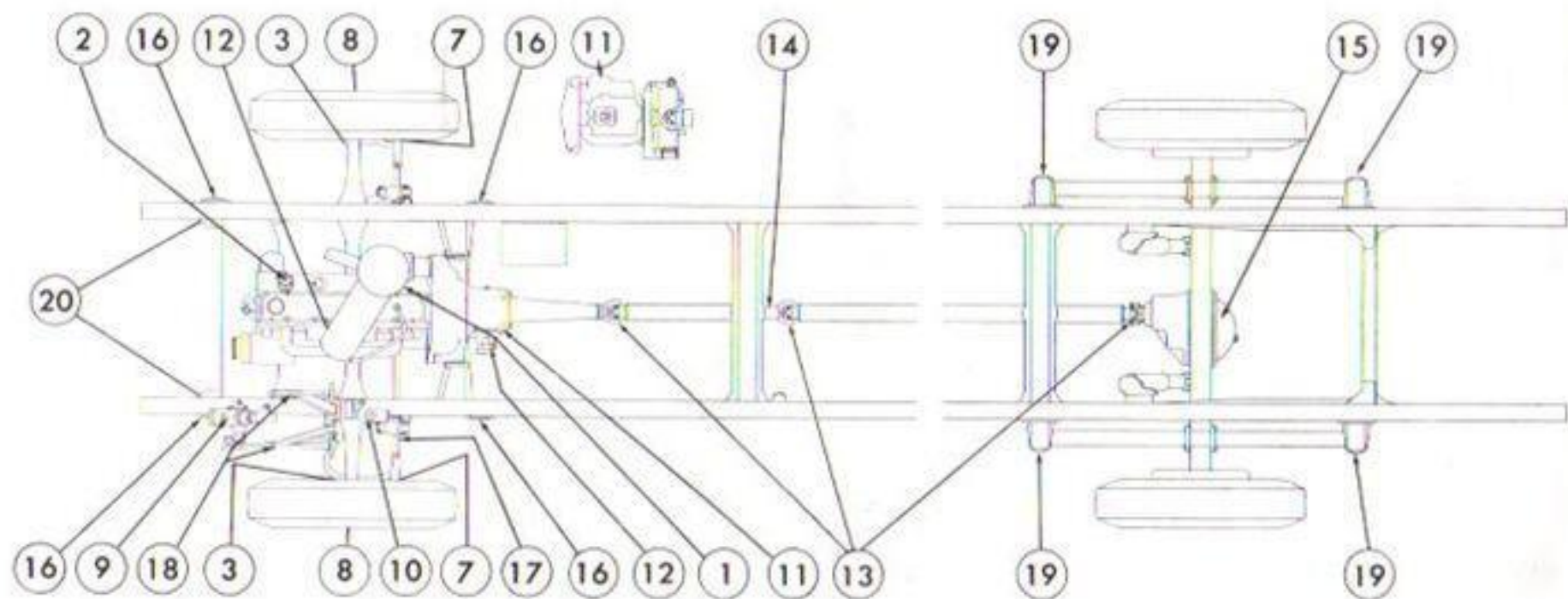
LUBRICATION DIAGRAMS

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

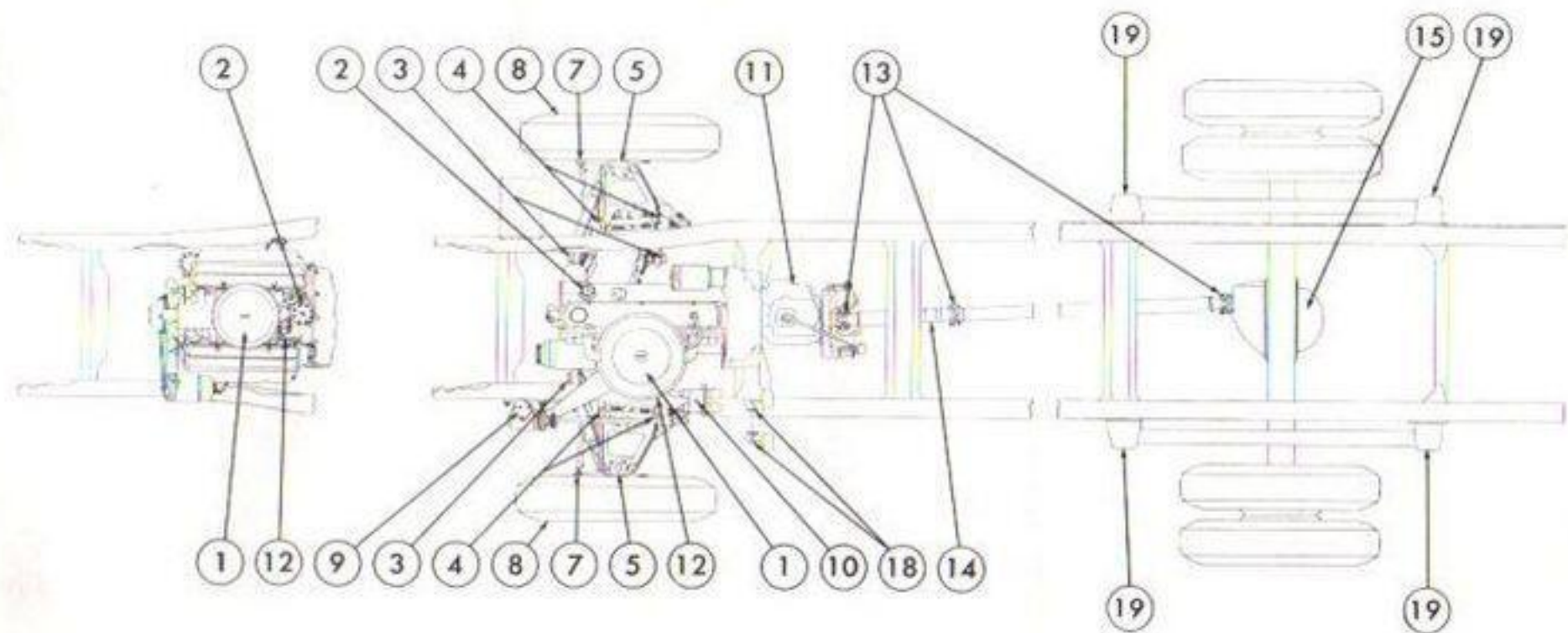
Each item is identified by a number that is indexed to the preceding text.



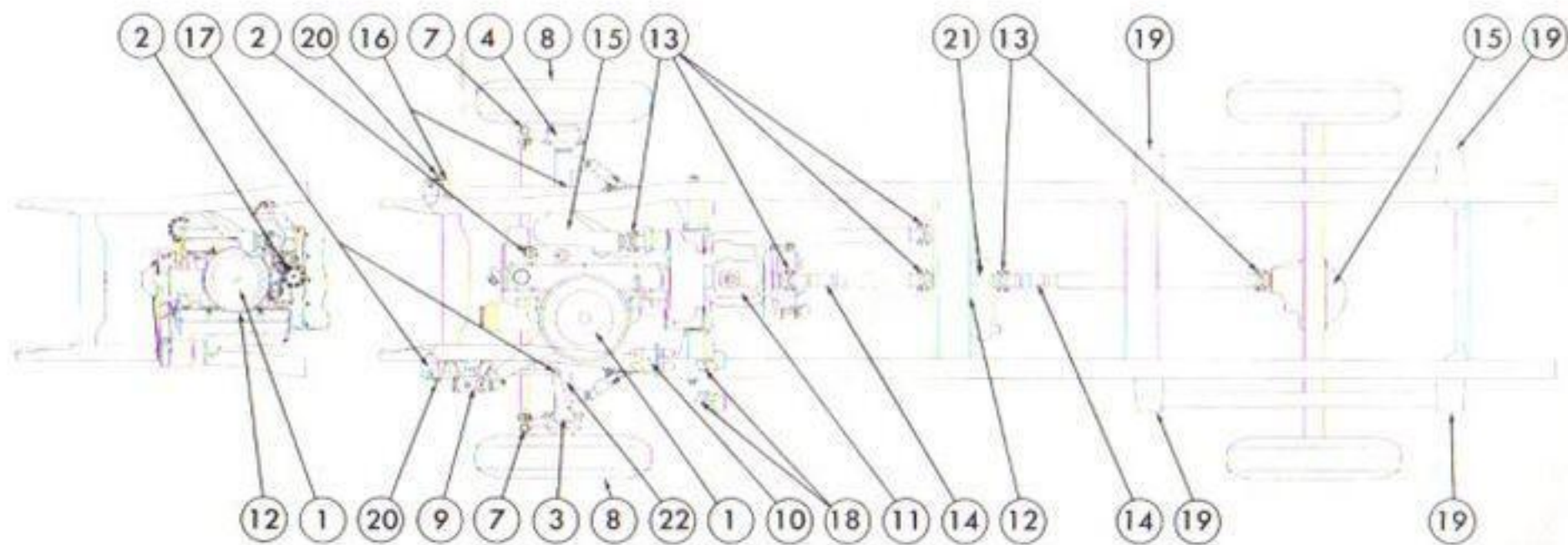
1/2 and 3/4 Ton Conventional Models, 1/2 Ton Forward Control Models



¾ and 1 Ton Forward Control Models



1 Ton Conventional Models



Four Wheel Drive Models

SPECIFICATIONS AND TECHNICAL DATA

Engine	Color Code	Piston Displacement	Comp. Ratio	Gross Horsepower	Net Horsepower	Gross Torque	Net Torque	Std. Spark Plug
230 L-6	Red	230	8.5:1	140 @ 4400	120 @ 3600	220 @ 1600	205 @ 1600	AC46-N
250 L-6	Red	250	8.5:1	155 @ 4200	125 @ 3800	235 @ 1600	220 @ 1600	AC46-N
292 L-6	Red	292	8.0:1	170 @ 4000	153 @ 3600	275 @ 1600	255 @ 2400	AC-C 42-N
283 V-8	Red	283	9.0:1	175 @ 4400	145 @ 4200	275 @ 2400	245 @ 2000	AC44
327 V-8	Red	327	8.5:1	220 @ 4400	177 @ 4000	320 @ 2800	283 @ 2400	AC42-1 COM

Engine	Usage	Crankcase Capacity Measure		Oil Filter Type and Capacity		
		U.S.	Imperial		U.S.	Imperial
230 Cu. In. L6	(Series PS10)	4 quarts	3.25 quarts	Throw-Away	1 quart	.75 quart
250 Cu. In. L6	(Series 10-30)	4 quarts	3.25 quarts	Throw-Away	1 quart	.75 quart
292 Cu. In. L6	(Series 10-30)	5 quarts	4.25 quarts	Throw-Away	1 quart*	.75 quart
283 Cu. In. V8	(Series 10-30)	4 quarts	3.25 quarts	Repl. Element	1 quart	.75 quart
327 Cu. In. V8	(Series CE10-CE20-CE30)	4 quarts	3.25 quarts	Repl. Element	1 quart	.75 quart

*2 qt. U.S. measure (1.75 qt. Imperial measure) filter available as optional equipment.

Engine Number

6 Cylinder—Stamped on a boss right side of block to rear of distributor.

8 Cylinder—Stamped on a boss right front side of block.

TRANSMISSION LUBRICANT CAPACITIES

	U.S. Measure	Imperial Measure		U.S. Measure	Imperial Measure
3-Speed	1.75 pints	1.5 pints	3-Speed H.D...	3.5 pints	3.0 pints
Overdrive	.5 pint	.375 pint	4-Speed	6.0 pints	5.0 pints

Powerglide* Total 9.0 quarts (U.S. measure, 7.5 qts. Imperial measure)

Turbo Hydra-matic Total 9.5 quarts (U.S. measure, 8 qts. Imperial measure)

*Add 1 qt. (U.S. measure, .75 qt. Imperial measure) for oil cooler.

COOLING SYSTEM

Series	Transmission	Engine	Capacity Qts.	
			U.S. Measure	Imperial Measure
PS10	All	230 L-6	11.0	9.25
CS10, 20, 30	Synchromesh	250 L-6	13.0	10.75
CS10, 20	Powerglide	250 L-6	13.0	10.75
KS10, 20	Synchromesh	250 L-6	13.0*	10.75
PS20, 30	All	250 L-6	13.0	10.75
CSKS10	Synchromesh	292 L-6	13.0*	10.75
CS10, 20	Powerglide	292 L-6	13.5	11.25
CS20, 30, KS20	Synchromesh	292 L-6	13.0*	10.75
PS20, 30	All	292 L-6	13.5	11.25
CEKE10	Synchromesh	283 V-8	18.0*	15.00
CE10, 20	Powerglide	283 V-8	19.0	15.0
CE20, 30, KE20	Synchromesh	283 V-8	18.0*	15.0
CE, KE10	Synchromesh	327 V-8	18.5	15.50
CE, 20, 30, KE20	Synchromesh	327 V-8	17.0*	14.25

*Allow approximately .5 to 1.0 quarts (U.S. measure; .375 to .75 qts. Imperial measure) additional if equipped with heavy-duty radiator.

Thermostat

A 180° thermostat is standard equipment. (8 cylinder engines)

A 195° thermostat is used on 6 cylinder engines and when Air Injection Reactor System is installed.

Pressure Cap Capacity

CAKA10, 20, 30 Series.....13psi

PA10, 20, 30 Series.....7 psi

Heater

Deduct approximately a quart (U. S. measure, .75 qt. Imperial measure) from capacity shown in table if not equipped with heater.

RATIOS

Transmission	Reverse	1st	2nd	3rd	4th
Chevrolet 3-Speed (Exc. O/D)	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	1.72:1	1:1
Fully Synchronized 3-Speed With O/D	2.95:1	2.85:1	1.68:1	1:1	O/D 0.70:1

REAR AXLE

Lubricant Capacities (Pints)	U.S. Measure	Imperial Measure
3300#	4.5	3.75
3500#	4.5	3.75
5200#	6.5	5.5
7200#	6.5	5.5

Ratios

CAKA10	3.73:1
PA10 (CA10-20 Opt.)	4.11:1
PA10 Opt.	3.73:1
CA10 Opt.	3.07:1
CA20, PA20-KA20 (CA-30 Opt.)	4.57:1
CAPA30	5.14:1

FOUR-WHEEL DRIVE

Lubricant Capacities (Pints)	U.S. Measure	Imperial Measure
Front Axle	5	4.25
Knuckle End	0.5	.375
Transfer Case	5	4.25
Power Take-Off	1	.75

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	194	2 CP
Generator indicator lamp ¹	1	194	2 CP
Instrument cluster lamps ²	4	194 or 1895	2 CP
Headlamp beam indicator lamp	1	194	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	4-32 CP
Ignition switch lamp ²	1	1445	1 CP
Head Lamps ³		6012	
Temperature Indicator Lamp	1	194	2 CP
Cigarette lighter lamp	1	1445	1 CP
Glove box lamp	1	57	2 CP
Air pressure gauge lamp	1	1895	2 CP
Tachometer gauge lamp	1	1445	2 CP
Dispatch compartment lamp	1	1895	2 CP
Direction signal indicator lamp	2	168	3 CP
Parking brake alarm lamp	1	90	6 CP
Traffic hazard lamp	1	1445	1 CP
Brake Warning Indicator	1	194 or 1895	2 CP

FUSE CHART

Device or circuit protected	Type fuse & amperes	Location
Back-up lamp	3 AG, AGC-10	Fuse Block
Windshield wiper motor	SAE-20	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 (Thrill-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
Emergency disability light system	SAE-20	Fuse Block

¹On CA, KA 10-30 instrument clusters only.

²3 lamps used on instrument cluster and ignition switch lamp on PA20-30 only.

³Double filament sealed beam 37.5W upper, 50W lower.

⁴These items use the same fuse.

Do not use fuses or higher amperage than those recommended above.

The following wiring harnesses are protected by a "fusible link" which is a special wire incorporated in the circuit; engine wiring and battery charging circuit, generator and forward lamp harness. Should an electrical overload occur, this wire will fail and prevent damage to the major harness.

CIRCUIT BREAKERS

Device or circuit protected	Amperes	Location
Headlamp and parking lamp circuit	15 AMP.	Light switch

BATTERY RATINGS

230 L-6 Engine: 12 Volt; 54 plate; 2300 watts*	283 V-8 Engine: 12 Volt; 54 plate; 2350 watts*
250 L-6 Engine: 12 Volt; 54 plate; 2350 watts*	327 V-8 Engine: 12 Volt; 66 plate; 2900 watts*
290 L-6 Engine: 12 Volt; 66 plate; 2900 watts*	

*Cranking Power at 0°F.

FUEL TANK DATA

Series and Models	Tank Location	Std. or Opt.	Capacity (Gallons- approximate)	
			U. S. Measure	Imperial Measure
10 through 30 series cabs	Back of seat, in cab	Std. Opt.	20.0	16.75
CA10 and CA20 series except cab models	Inside of frame, behind rear axle	Std.	20.5	17.0
30 series except cab models	Outside left hand side rail	Std.	21.0	17.5
PA23, PA33 forward control models	Outside right hand side rail	Std.	15.5	13.0
PA25, PA26, PA35 forward controls	Outside right hand side rail	Std. Opt.	18.0 30.0	15.0 25.0
PS10 forward control models	Inside of frame, behind rear axle	Std.	20.5	17.0

GENERAL INFORMATION

Vehicle Serial Number—Stamped on plate located on steering column of forward control chassis and panel models. On all conventional models, a combination GVW and vehicle serial number-plate is located on the left hand

lock pillar. On flat face cowl models, the plate is located on left hand side of cowl front face. Starting unit number is 100001 at each assembly plant regardless of series.

Chassis Type	Engine	GVW Range	Cab To Axle Dimension	Body and Brake	Assembly Plant
C—Conventional	S—L6 Gasoline	1—3600-5600#	07—42"-47"	02—Flat Face Cowl	A—Atlanta
K—Four-Wheel Drive	E—V8 Gasoline	2—5500-8100#	09—54"-59"	03—Cab	B—Baltimore
P—Forward Control		3—6700-10000#	10—60"-65"	04—Stepside Pickup	F—Flint
			12—72"-77"	05—Panel	N—Norwood
			13—78"-83"	06—Suburban	Z—Fremont
			14—84"-89"	09—Cab, Platform, and Stake Rack	J—Janesville
			15—90"-95"	12—Windshield Cowl	P—Pontiac (GM Truck)
				16—Suburban (Tail and Liftgate)	S—St. Louis
				26—Custom Suburban (Panel Rear Doors)	T—Tarrytown
				34—Fleetside Pickup	
				35—Forward Control (Square Front)	
				36—Deluxe Suburban (Panel Rear Doors)	
				42—Forward Control Chassis	
				45—Forward Control Panel (Round Front)	

EXAMPLE:

C	S	1	09	03	<u>MODEL YEAR (1967)</u>	F	<u>Unit Number</u>
					7		100025

SERVICE PARTS IDENTIFICATION PLATE

The Chevrolet Truck Service Parts Identification Plate is provided on all Truck models. On most series it will be located on the inside of the glove box door, on P series it will be located on an inner body panel. The plate lists the vehicle

serial number, paint information and all Production options or Special Equipment on the vehicle when it was shipped from the factory. ALWAYS REFER TO THIS INFORMATION WHEN ORDERING PARTS.

[illegible]

GROSS VEHICLE WEIGHTS FOR 1967 CHEVROLET TRUCKS

MODEL	WHEEL-BASE	GVW	GCW	TIRES AND EQUIPMENT 1						MINIMUM MANDATORY EQUIPMENT FOR GVW RATING
				FRONT AXLE	FRONT SPRINGS	REAR AXLE	REAR SPRINGS	RECOMMENDED TIRES	REAR	
133-13480 135-13680	115	4300*	---	1900	1900	2700	2200	7.35-14-4	7.35-14-4	
GS 10 GE 10	90 108	3900* 4500} 5000**	---	2200	2250 2450	2400 2900	1900 3050	6.95-14-4 7.35-14-8 7.00-14-8	6.95-14-4 7.35-14-8 7.00-14-8	RPO G50 Heavy Duty Rear Springs RPO F60 Front Springs, RPO G50 Rear Springs, RPO H04 or H05 Rear Axle
CS 10 CE 10	115 127	4400* 4800} 5000}	---	2500	2500	3500	2500 4000	8.15-15-4 8.15-15-8 7-17.5-6	8.15-15-4 8.15-15-8 7-17.5-6	RPO G50 Rear Springs
KS 10 KE 10	115 127	4600* 5300} 5600}	---	3300	2900	3300	3600	8.15-15-4 8.15-15-8 7-17.5-6	8.15-15-4 8.15-15-8 7-17.5-6	
PS 10	102	4600* 5400}	---	2500	2500	3500	2500 4000	8.15-15-4 7-17.5-6	8.15-15-4 7-17.5-6	RPO G50 Rear Springs
GS 20 GE 20	108	5200* 5800} 6200}	---	3000	2550 2750	3600	3050 3800	7.75-15-8 8.15-15-8 8-16.5-6	7.75-15-8 8.15-15-8 8-16.5-6	RPO F60 Front Springs RPO G50 Rear Springs
CS 20 CE 20	127	5500* 6000} 6700} 7500}	---	3000	2700	5200	4000 6000	7-17.5-6 7-17.5-6 7-17.5-8 8-19.5-6	7-17.5-6 7-17.5-6 8-17.5-8 8-19.5-10	RPO G50 Rear Springs
KS 20 KE 20	127	5700* 6100} 7200} 7600}	---	3500	3050	5200	3800 5000	7-17.5-6 8-17.5-6 8-17.5-8 8-19.5-8	7-17.5-6 8-17.5-6 8-17.5-8 8-19.5-10	RPO G50 Rear Springs
PS 20	104 125 137	5600* 6200} 7000}	---	4000	4000	5200	4800	7-17.5-6 7-17.5-6 8-17.5-6	7-17.5-6 8-17.5-6 8-17.5-8	
CS 310 CE 310	133	6700* 7800 th 9000 10000}	---	3500	3000 3500	7200	4800 6200 8300	8-17.5-6 8-19.5-6 7-17.5-6 8-19.5-6	8-17.5-6 8-19.5-10 7-17.5-6D 8-19.5-6D	RPO G50 Rear Springs RPO G60 Rear Spring Equipment RPO F60 Front Springs
CS 314 CE 314	157	6700* 7800 th 9000 10000} 14000**	---	3500 4000	3000 3500 4000	7200 11000	4800 6200 8300 11800	8-17.5-6 8-19.5-6 7-17.5-6 7-17.5-6 8-19.5-6	8-17.5-6 8-19.5-10 7-17.5-6D 8-17.5-8D 8-19.5-10D	RPO G50 Rear Springs RPO G60 Rear Spring Equipment RPO F60 Front Springs RPO Z51 requires: RPO H22 H. D. Rear Axle, Includes H. D. Front Axle and Springs.
PS 30	104 125 137	7500* 10000} 14000**	---	4000	4000 5000	7200 11000	4800 6800 11800	8-19.5-6 8-19.5-6 8-19.5-6	8-19.5-6 8-19.5-6D 8-19.5-10D	RPO F60 Front Springs, RPO G60 Rear Springs RPO Z51 requires: RPO F60 Frt. Springs, RPO H22 Rear Axle

GROSS VEHICLE WEIGHTS FOR 1967 CHEVROLET TRUCKS

MODEL	WHEEL-BASE	GVW	GCW	TIRES AND EQUIPMENT 1						MINIMUM MANDATORY EQUIPMENT FOR GVW RATING			
				FRONT AXLE	FRONT SPRINGS	REAR AXLE	REAR SPRINGS	RECOMMENDED TIRES					
								FRONT	REAR				
CS 40	125	10500*	---	4000	4000	11000	11000	7.00-20-8	7.00-20-8D	RPO J70 Powerbrake Equipment			
		12000						7.50-20-8	7.50-20-8D				
		14000						7.50-20-8	7.50-20-8D				
		137	15000**	---	5000	6000	13500	15000	7.50-20-8	7.50-20-10D	RPO Z71 requires: RPO F47 Front Axle, RPO F60 Front Springs, RPO H07 Rear Axle including 15,000 lb Rear Springs, RPO J70 Power Brake Equipment		
		149	16000†										
		157	18000**						8.25-20-10	8.25-20-12D		RPO Z85 requires RPO F47 Front Axle, RPO F60 Front Springs, RPO H07 Rear Axle, RPO G55 Rear Springs, RPO J70 Power Brake Equipment	
175													
TS 40	97	10500*	---	5000	6000	11000	11000	7.00-20-8	7.00-20-8D	RPO J70 Power Brake Equipment			
		12000						7.50-20-8	7.50-20-8D				
		14000						7.50-20-8	7.50-20-8D				
		133				15000**	13500	15000	7.50-20-8	7.50-20-10D	RPO Z71 requires: RPO H07 Rear Axle including 15000 lb. Rear Springs, RPO J70 Power Brake Equipment		
		145				16000†							
		175				18000**			8.25-20-10	8.25-20-12D		RPO Z85 requires: RPO H07 Rear Axle, RPO G55 Rear Springs, RPO J70 Power Brake Equipment	
SS 40	149	10500*	---	5500	6000	11000	11000	7.00-20-8	7.00-20-8D	RPO F47 Front Axle and RPO F60 Front Springs			
		14000						7.50-20-8	7.50-20-8D				
		15000**				13500	15000	7.50-20-10	7.50-20-10	RPO F47 Front Axle, RPO F60 Front Springs, RPO H07 Rear Axle including 15000 lb. Rear Springs RPO J70 Power Brake Equipment			
		16000†											
		18000**						8.25-20-12	8.25-20-12D		RPO Z85 requires RPO F47 Front Axle, RPO F60 Front Springs, RPO H07 Rear Axle, RPO G55 Rear Springs, RPO J70 Power Brake Equipment		
		CS 50				125	15000**	32000 (CS)	5000	6000	15000	15000	7.50-20-8
16000*													
17000	7.50-20-8		8.25-20-10D										
19500†													
137													
149													
CE 50	149	22000**	51000	7000	7000	20800	20800	8.25-20-10	9.00-20-10D	RPO Z86 requires RPO F48 Front Axle including 3500 lb Front Springs, RPO G56 Rear Springs, RPO F03 Heavy Duty Frame.			

GROSS VEHICLE WEIGHTS FOR 1967 CHEVROLET TRUCKS

MODEL	WHEEL-BASE	GVW	GCW	TIRES AND EQUIPMENT 1						MINIMUM MANDATORY EQUIPMENT FOR GVW RATING				
				FRONT AXLE	FRONT SPRINGS	REAR AXLE	REAR SPRINGS	RECOMMENDED TIRES						
								FRONT	REAR					
TS 50 TE 50	97	15000**	---	7000	7000	15000	15000	7.50-20-8	7.50-20-8D	RPO G55 Rear Springs				
	109	16000*					17500	7.50-20-8	8.25-20-10D					
	133	17000						8.25-20-10	9.00-20-10D					
	145	19500†												
	175	22000**				20800	8.25-20-10	9.00-20-10D	RPO Z86 requires RPO G56 Rear Springs					
MS 50 ME 50	149	24000*	---	7000	7000	28000	30000	7.50-20-8	7.50-20-8D					
	167	30000†					30000	7.50-20-8	8.25-20-10D					
	185							8.25-20-10	10.00-20-12D					
CS 60 CE 60	125	19000*	32000	7000	7000	17000	18400	8.25-20-10	8.25-20-10D	RPO G56 Rear Springs RPO Z76 requires RPO F43 Front Axle, RPO F94 Front Springs RPO H66 Rear Axle, RPO G58 Rear Springs RPO Z50 Frame Reinf. RPO L41 366 Engine				
	137	24000†					20800	9.00-20-10	10.00-20-12D					
CE 60	149		51000	9000	9000	18500	23000	10.00-20-12	10.00-20-12D					
	167	27500**												
	189													
TS 60 TE 60	97	19000*	32000	7000	7000	17000	18400	8.25-20-10	8.25-20-10D	RPO G56 Rear Springs				
	109	24000†					20800	9.00-20-10	10.00-20-12D					
	133													
TE 60	145	27500**	51000	9000	9000	18500	23000	10.00-20-10	10.00-20-12D	RPO Z76 requires RPO F43 Front Axle, RPO F94 Front Springs RPO H66 Rear Axle, RPO G58 Rear Springs RPO Z50 Frame Reinf. RPO L41 366 Engine				
	175													
ME 60	149	30000*	---	7000	9000	30000	34500	8.25-20-10	8.25-20-10D	RPO F43 Front Axle RPO Z82 requires RPO F43 Front Axle RPO Z78 requires RPO F44 Front Axle RPO F96 Front Springs RPO L41 366 Engine RPO Z79 requires RPO F44 Front Axle RPO F96 Front Springs, RPO H58 34000 lb. Bogie, includes 19500 lb. Springs RPO L41 366 Engine				
		36000†		9000				9.00-20-10	9.00-20-10D					
		39000**						10.00-20-12	10.00-20-12D					
	167	41000**	---	11000	11000	34000	39000							
	185													
		45000**												
SS 520 SE 520 SS 525 SE 525 SS 528 SE 528	189	16000* 17000 19500†	---	5500	6000	15000	15000	7.50-20-8	7.50-20-8D	RPO G55 Rear Springs				
								17500	8.25-20-10		8.25-20-10D			
									9.00-20-10		9.00-20-10D			
	217-1/2													
	235	22000**	---	7000	7000		20800	9.00-20-10	9.00-20-10D	RPO Z86 requires: RPO F48 Front Axle including 3500 lb. each Front Springs RPO G56 Rear Springs				
SE 531	253-1/2	16000*	---	7000	7000	15000	15000	7.50-20-8	7.50-20-8D	RPO G55 Rear Springs				
		18000					17500	8.25-20-10	8.25-20-10D					
		22000†					20800	9.00-20-10	9.00-20-10D					
SE 600	235	19000*	---	7000	7000	17000	18400	8.25-20-10	8.25-20-10D	RPO G56 Rear Springs				
	253-1/2	23000†					20800	9.00-20-10	9.00-20-10D					

GROSS VEHICLE WEIGHTS FOR 1967 CHEVROLET TRUCKS

MODEL	WHEEL-BASE	GVW	GCW	TIRES AND EQUIPMENT 1						MINIMUM MANDATORY EQUIPMENT FOR GVW RATING
				FRONT AXLE	FRONT SPRINGS	REAR AXLE	REAR SPRINGS	RECOMMENDED TIRES FRONT	REAR	
HM 70	127	25000*	45000	7000	7000	18500	18500	9.00-20-10	10.00-20-12D	RPO F43 Front Axle, RPO F94 Front Springs, RPO F06 Frame Reinforcements.
		27500**	51000	9000	9000			10.00-20-12	10.00-20-12D	
	139	29000**	51000	7000	7000	22000	22000	10.00-20-12	11.00-20-12D	RPO H74 or H75 Rear Axle, includes 11,000 lb. each rear springs, RPO F06 Frame Reinforcements.
	151									
	169	31000**	55000	9000	9000	23000	24000	10.00-20-12	11.00-20-12D	RPO F43 Front Axle, RPO F94 Front Springs, RPO H74 or H75 Rear Axle, includes 11,000 lb. each Rear Springs, RPO F07 Hi-Tensile Frame Reinforcements & on HM 714-717-720.
	191									
	205	X 32000**	55000							RPO F43 Front Axle, RPO F94 Front Springs, RPO H82 Rear Axle, includes 12,000 lb. each Rear Springs, RPO F07 Hi-Tensile Frame Reinforcements & on HM 714-717-720.
HM 80	127	25500*	51000	7000	7000	18500	18500	9.00-20-10	10.00-20-12D	RPO F43 Front Axle, RPO F94 Front Springs, RPO H74 or H75 Rear Axle, includes 11,000 lb. each Rear Springs.
		27500**	51000	9000	9000			10.00-20-12	10.00-20-12D	
	139	29000**	55000	7000	7000	22000	22000	10.00-20-12	11.00-20-12D	RPO F43 Front Axle, RPO F94 Front Springs, RPO H74 or H75 Rear Axle, includes 11,000 lb. each Rear Springs, RPO F07 Frame Reinforcements.
	146									
	151	31000**	55000	9000	9000	23000	24000	10.00-20-12	11.00-20-12D	RPO F43 Front Axle, RPO F94 Front Springs, RPO H82 Rear Axle, includes 12,000 lb. each Rear Springs, RPO F07 Frame Reinforcements.
	169									
	191	32000**	55000	9000	9000	23000	24000	10.00-20-12	11.00-20-12D	RPO F43 Front Axle, RPO F94 Front Springs, RPO H82 Rear Axle, includes 12,000 lb. each Rear Springs, RPO F07 Frame Reinforcements RPO L29, 478M Engine.
TM 70	205									
	217									
	97	24000*	45000	7000	7000	18500	18400	9.00-20-10	10.00-20-12D	RPO F43 Front Axle, RPO F94 Front Springs, RPO H74 or H75 Rear Axle.
	109	25500**	45000					10.00-20-12	10.00-20-12	
	133	27500**	45000	9000	9000	22000	22000	10.00-20-12	11.00-20-12D	RPO F43 Front Axle, RPO F94 Front Springs, RPO H74 or H75 Rear Axle, RPO F06 Frame Reinforcements.
	145	29000**	45000	7000	7000					
	163	31000**	55000	9000	9000	23000	23000	10.00-20-12	11.00-20-12D	RPO F43 Front Axle, RPO F94 Front Springs, RPO H82 Rear Axle, RPO F06 Frame Reinforcements.
	175									
		X 32000**	55000							

GROSS VEHICLE WEIGHTS FOR 1967 CHEVROLET TRUCKS

MODEL	WHEEL-BASE	GVW	GCW	TIRES AND EQUIPMENT †						MINIMUM MANDATORY EQUIPMENT FOR GVW RATING	
				FRONT AXLE	FRONT SPRINGS	REAR AXLE	REAR SPRINGS	RECOMMENDED TIRES			
								FRONT	REAR		
TM 80	98 109 133 146 163	24000*	31000	9000	9000	18500	18400	9.00-20-10	9.00-20-10D	RPO H74 or H75 Rear Axle, includes 10,400 lb. each Rear Springs. RPO H82 Rear Axle, includes 11,000 lb. each Rear Springs. RPO H82 Rear Axle, includes 11,000 lb. each Rear Springs, RPO L29, 478M Engine.	
		27500†	31000					10.00-20-12	10.00-20-12D		
		31000**	55000			22000	20800	10.00-20-12	11.00-20-12D		
		32000**	55000								23000
			65000			23000	22000	10.00-20-12	10.00-20-12D		
JM 70	151 169 187	36000*	45000	9000	9000	30000	30000	9.00-20-10	9.00-20-10	RPO F43 Front Axle, RPO F94 Front Springs, RPO F06 Frame Reinforcements, RPO M61 Auxiliary Transmission. RPO F43 Front Axle, RPO F94 Front Springs, RPO F06 Frame Reinforcements, RPO H55 Rear Axle, RPO M61 Auxiliary Transmission. RPO F54 Front Axle, includes 4500 lb. each Front Springs, RPO F06 Frame Reinforcements, RPO H55 Rear Axle, RPO M61 Auxiliary Transmission.	
		39000**	45000					10.00-20-12	10.00-20-12D		
		43000**	55000			34000	34000				
		45000**	55000					12000			
JM 80	151 169 198 210	36000*	55000	9000	9000	34000	34000	9.00-20-10	9.00-20-10D	RPO L29, 478M Engine. RPO F54 Front Axle, includes 4500 lb. each Front Springs, RPO F07 Frame Reinforcements, on JM 814-817, RPO M61, M65 or M71 Auxiliary Transmission. In Addition to above equipment, must order RPO L29, 478M Engine. RPO G77 Rear Axle, includes 19,000 lb. each Rear Springs, RPO L29, 478M Engine RPO F07 Frame Reinforcements on JM 814-817. RPO F54 Front Axle, includes 4500 lb. each Front Springs, RPO G77 Rear Axle, includes 19,000 lb. each Rear Springs, RPO L29, 478M Engine, RPO F07 Frame Reinforcements on JM 814-817.	
		43000†	55000					10.00-20-12	10.00-20-12D		
		45000**	55000								12000
			65000			9000	38000	38000	10.00-20-12		11.00-20-12D
		45000**	65000								
		47000**	65000			9000					
		48000**	65000			12000					

GROSS VEHICLE WEIGHTS FOR 1967 CHEVROLET TRUCKS

MODEL	WHEEL-BASE	GVW	GCW	TIRES AND EQUIPMENT †						MINIMUM MANDATORY EQUIPMENT FOR GVW RATING	
				FRONT AXLE	FRONT SPRINGS	REAR AXLE	REAR SPRINGS	RECOMMENDED TIRES			
								FRONT	REAR		
WM 80	122	36000*	55000	9000	9000	34000	34000	9.00-20-10	9.00-20-10D	RPO L29, 478M Engine. RPO F44 Front Axle, includes 4500 lb. each Front Springs, RPO F08 Frame Reinforcements, RPO M61 Auxiliary Transmission. In addition to above equipment, must order RPO L29, 478M Engine. RPO G77 Rear Axle, includes 19,000 lb. each Rear Springs, RPO L29, 478M Engine, RPO F08 Frame Reinforcements. RPO F44 Front Axle, includes 4500 lb. each Front Springs, RPO G77 Rear Axle, includes 19,000 lb. each Rear Springs, RPO L29, 478M Engine, RPO F08 Frame Reinforcements.	
		43000‡	55000					10.00-20-12	10.00-20-12D		
		45000**	55000								
			65000								
		140									
		158	47000**	65000		9000					
		48000**	65000	11000		38000	38000	10.00-20-12	11.00-20-12D		

† - Minimum equipment and tires are shown for each GVW rating. Extra ply rating and/or oversize tires are available optionally.

* - Tires shown are included in the base price. Tire size for all GVW ratings to be determined by vehicle usage.

‡ - GVW rating shown on vehicle rating plate. Ratings are increased or decreased in accordance with the minimum equipment shown in the above chart.

rh - Special RPO GVW plate.

** - RPO GVW plate.

‡ - Because front axle loading on Tilt cab models could possibly be greater than that of the Conventional 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.

X - Available on Air Brake ('13) models only.

‡ - Reinforcements required for dump and off-road application only.

State of Michigan

County of Macomb

On this 1st day of August 1966 personally appeared before me, P. E. Hitch, known to me as such who makes oath that the data in this chart are true as represented.

Dwight C. Lind
Notary Public, Oakland County, Michigan
My commission expires July 22, 1967

The data in this chart are true as represented

CHEVROLET MOTOR DIVISION
GENERAL MOTORS CORPORATION

Paul E. Hitch
P. E. Hitch
Chief Engineer, Trucks

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OWNER PROTECTION PLAN

Upon delivery of your new Chevrolet truck, you received an Owner Protection Plan which you should read carefully. Keep this booklet with your truck during the warranty period.

In the event warranty repair is required on your Chevrolet Truck, the Chevrolet Protect-O-Plate affixed to the back cover of your Protection Plan Booklet will assist in identifying you and your Truck to your Chevrolet Dealer.

CHEVROLET ZONE OFFICE ADDRESSES

Irondale, Ala. (Birmingham)
2300 Crestwood Blvd.

Los Angeles, California
300 Gateway East—Century City
1800 Avenue of the Stars

Oakland, California
10910 E. 14th St.

San Diego, California
15th Floor—Home Tower Bldg.
707 Broadway

Denver, Colorado
4355 Kearney St.

Jacksonville, Florida
8206 Phillips Hwy.

Doraville, Georgia (Atlanta)
6005 Peachtree Industrial Blvd.

Indianapolis, Indiana
2350 N. Shadeland Ave.

South Bend, Indiana
320 W. Jefferson Blvd.

Broadview, Illinois (Chicago)
2600 S. 25th Ave.

Peoria, Illinois
2009 N. Knoxville

Des Moines, Iowa
818 Fifth Ave.

Lenexa, Kansas (Kansas City)
8900 Access Road

Wichita, Kansas
300 W. Murdock Ave.

Louisville, Kentucky
4501 Indian Trail

Harahan, La. (New Orleans)
5401 Jefferson Hwy.

Portland, Maine
150 Riverside St.

Hanover, Maryland (Baltimore)
Parkway Industrial Center
1800 Parkway Drive

Westwood, Mass. (Boston)
505 Blue Hill Dr.

Grand Blanc, Michigan (Flint)
5198 Territorial

Southfield, Michigan (Detroit)
Northland Towers
15565 Northland Dr.

Edina, Minn. (Minneapolis)
7600 Metro Blvd.

Hazelwood, Missouri (St. Louis)
5801 N. Lindbergh Bldg.

Omaha, Nebraska
11616 "I" Street

Englewood, N. J. (Newark)
385 Nordhoff Place

Bethpage, Long Island, N. Y.
175 Central Ave., South

Cheektowaga, N. Y. (Buffalo)
2615 Walden Ave.

Syracuse, N. Y.
107 Twin Oaks Dr.

White Plains, N. Y.
10-12 Mitchell Place

Charlotte 8, N. C.
701 Interstate 85

Fargo, N. D.
701 Fourth Ave., N.

Cleveland, Ohio
12990 Snow Road (Parma)

Sharonville, Ohio (Cincinnati)
11575 Reading Rd.

Oklahoma City, Oklahoma
N. E. 36th & Santa Fe Streets

Beaverton, Oregon (Portland)
2250 N. W. Tualatin Valley Hwy.

Carnegie, Penn. (Pittsburgh)
507-527 Forrest Ave.

Harrisburg, Pennsylvania
Front and Radnor Streets

King of Prussia, Penn. (Phila.)
935 First Avenue

Memphis, Tenn.
3495 Lamar Ave.

Dallas, Texas
8635 Stemmons Freeway

El Paso, Texas
1633 Airway Blvd.

Houston, Texas
4807 Wake Forest St.

North Salt Lake, Utah
845 N. Overland St.

Sandston, Va. (Richmond)
5450 Lewis Road

Charleston, W. Virginia
1205-1211 Virginia St., E.

Seattle, Washington
233 Sixth North

Green Bay, Wisconsin
1901 S. Webster Ave.

Milwaukee, Wisconsin
4066 N. Port Washington Ave.

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