



1967 CHEVROLET
TRUCKS

CONVENTIONAL CAB MODELS

GASOLINE AND DIESEL
SERIES 70, 80

GVW ratings:

18,500-32,000 lbs. (single axle)

36,000-48,000 lbs. (tandem axle)

GCW ratings up to 65,000 lbs.





SINGLE-REAR-AXLE MODELS

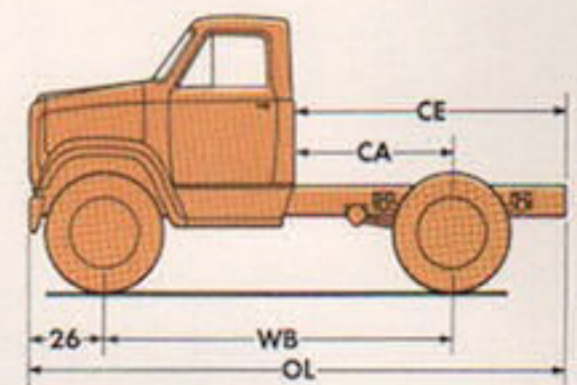
Short-conventional cab models with 92 $\frac{3}{4}$ " BBC and single rear axle are offered with either gasoline or diesel power. Short cab design gives reduced overall length and increased maneuverability compared to old-style conventional cabs. For big-truck work, Chevrolet short-conventionals offer the optimum combination of size, efficiency and low initial cost.

Gasoline models powered by V6 engines are offered in a full range of wheelbases, making them suitable for use both as tractors and as trucks with bodies as long as 24 feet. GVW ratings to 32,000 lbs.; GCW ratings to 65,000 pounds.

Diesel models with D637 or DH637 V8 Toro-Flow or 6V-53N Detroit Diesel engine are offered for tractor applications and have CA dimensions of 72 or 84 inches. GVW ratings to 32,000 lbs.; GCW ratings to 60,000 pounds.

MODEL CHART

Truck Series	Ratings
Gasoline 70	18,500-32,000 lbs. GVW 42,000-55,000 lbs. GCW
	80
Diesel 70	18,500-32,000 lbs. GVW 51,000-55,000 lbs. GCW



DIMENSIONS (in.)

Model*	WB	CA	CE	OL
HM71003 HM81013	127	60	95	188
HM71203 HV71213 HJ71213 HM81213	139	72	120	213
HM71403 HV71413 HJ71413 HM81413	151	84	132	225
HM71703 HM81713	169	102	162	255
HM72003 HM82013	191	124	226	319
HM72303 HM82313	205	138	240	333
HM72503 HM82513	217	150	252	345

*Same dimensions apply to 03 & 13 models.



TANDEM-REAR-AXLE MODELS

With dual-drive tandem rear axles, Chevrolet short-conventional models are well suited to the heaviest truck and tractor jobs.

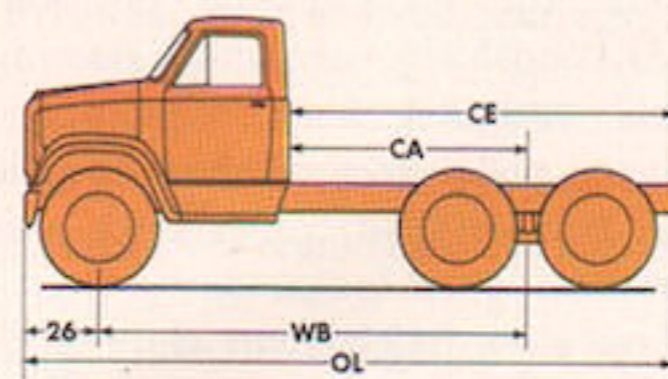
Gasoline models are powered by a 401 or 478 V6 engine, and are offered in five sizes with CA dimensions ranging from 84 to 143 inches. Tandem bogies available include 30,000-, 34,000- and 38,000-lb. Hendricksons plus a 34,000-lb. Page and Page LWH. Front axle capacities range as high as 16,000 pounds. GVW ratings to 48,000 lbs.; GCW ratings to 65,000 lbs.

Diesel models employ the D637 or DH637 V8 Toro-Flow or the 6V-53N Detroit Diesel engine. With

either engine there are five models with CA dimensions ranging from 84 to 143 inches. Hendrickson bogies of 30,000- and 34,000-lb. capacity are available as well as the 34,000-lb. Page and Page LWH. GVW ratings to 45,000 lbs.; GCW ratings to 55,000 lbs.

MODEL CHART

Truck Series	Ratings
Gasoline 70	36,000-45,000 lbs. GVW
	45,000-55,000 lbs. GCW
80	36,000-48,000 lbs. GVW
	60,000-65,000 lbs. GCW
Diesel 70	36,000-45,000 lbs. GVW
	51,000-55,000 lbs. GCW



DIMENSIONS (in.)

Model*	WB	CA	CE	OL
JM71403	151	84	140	233
JJ71413				
JV71413				
JM81413				
JM71703	169	102	162	255
JJ71713				
JV71713				
JM81713				
JM72003	187	120	205	298
JJ72013				
JV72013				
JJ72113	198	131	216	309
JV72113				
JM82113				
JJ72313	210	143	231	324
JV72313				
JM82313				

*Same dimensions apply to 03 & 13 models.



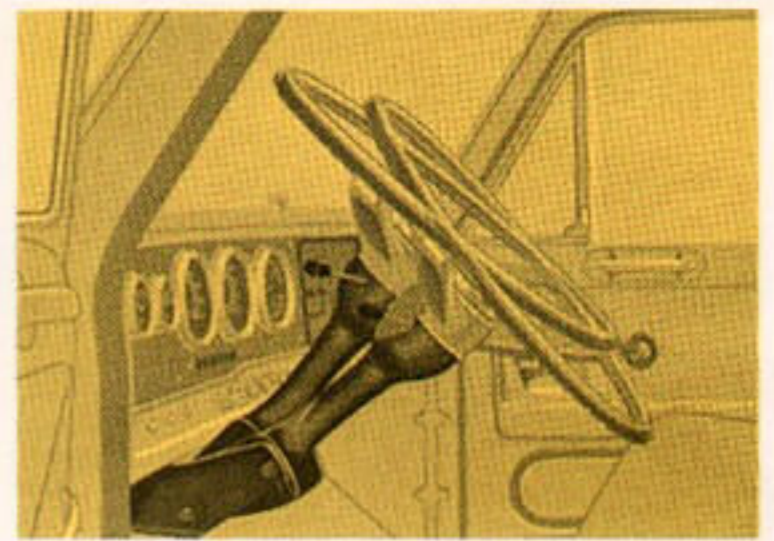
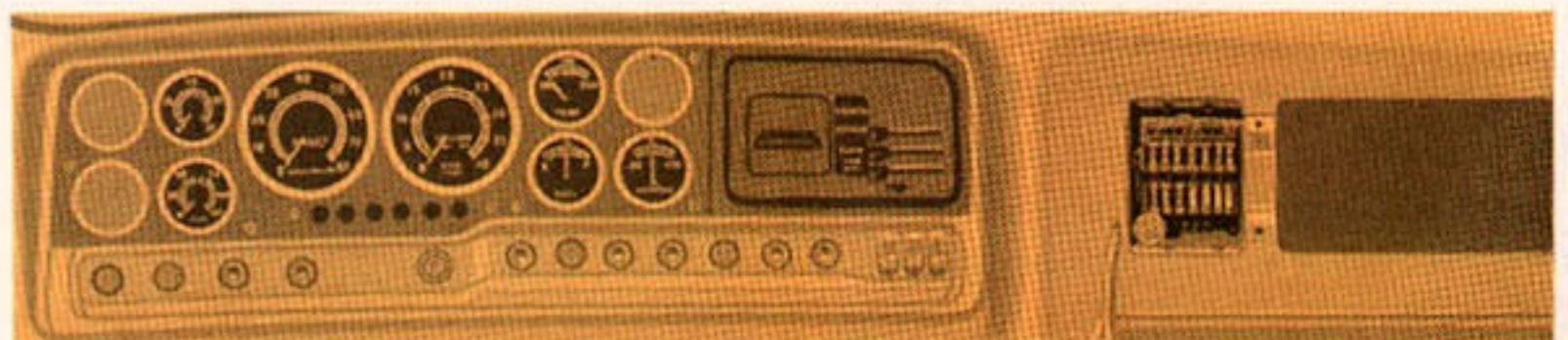
CAB FEATURES

Cab contours are aerodynamically designed for low noise and drag. Inside, the high seating position, large windshield, adjustable steering wheel and flat floor with unobstructed pedal area combine to give both comfort and convenience plus functional good looks.

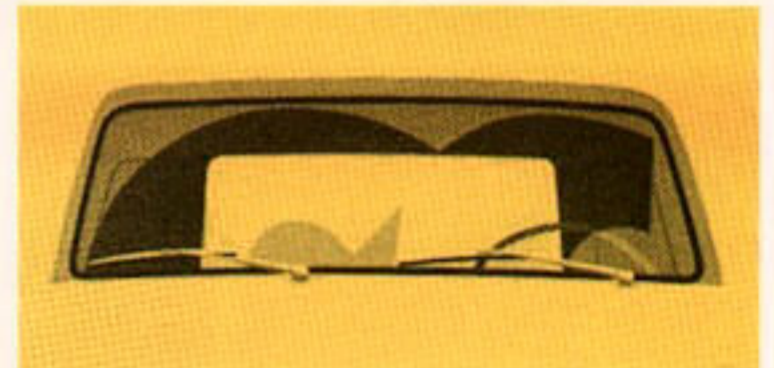
Low-gloss finishes cut glare from metal surfaces, and durable vinyl upholstery is standard equipment. Gasoline models have a full-width 3-man seat, while diesel models have a single driver's seat. A matching passenger seat is available for diesel units.

Low-glare instrument panel has an orderly easy-to-read layout of gauges and controls to minimize confusion and simplify maintenance. Locations are standardized, and snap-in bezels are used in place of optional instruments and controls when the related equipment is not installed.

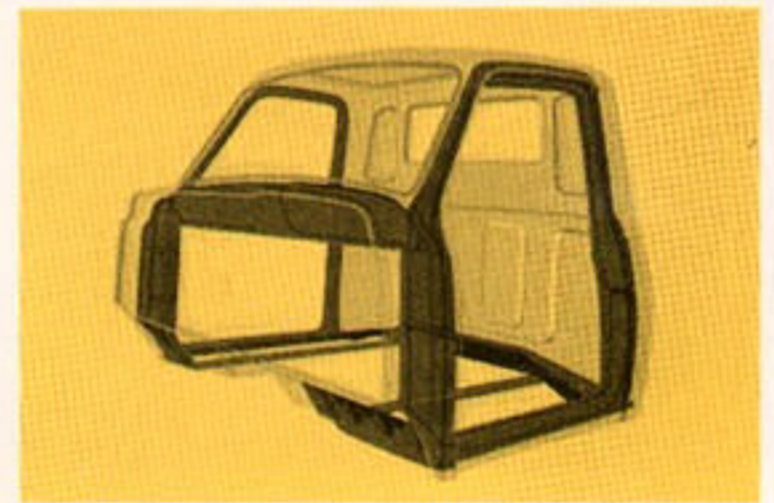
Standard equipment includes windshield washer, 2-speed electric wipers, left sunshade, seat belts, left door lock and durable rubber floor mat. Extra-cost items offered include Bostrom seats, comfort and insulation equipment packages, right sunshade, Soft-Ray glass and right door lock. A Custom Comfort option provides padded sunshades, left dispatch case, door trim panels, plus fabric and vinyl upholstery for full-width seats. Ask your Chevrolet dealer for details on these and other items of cab equipment.



Adjustable steering wheel can be fixed at the most comfortable angle for any size driver. For speediest adjustment, a quick-release knob is available. The steering column universal joint angles sharply forward leaving driver's foot space clear.



Panoramic viewing through large windshield and over sloping hood gives extra road safety. Slim roof pillars are positioned to give minimum interference with driver's vision. One-piece windshield for Series 70 models; two-piece for Series 80.



Husky box-section framing forms a solid cab foundation, gives extra resistance to shaking and helps to promote long cab life.



Cab mounting system features wide-base outrigger support, positioned to minimize cab stresses. Rear mounts for tandem models are of semi-shear type, angled to coincide with the natural motion of the cab.

GASOLINE ENGINES

Two rugged V6 engines are available for heavy-duty Chevrolet trucks. Both engines feature the best in heavy-duty design, including major refinements in valving, timing, bearing materials and many other areas, resulting in top efficiency, performance and durability.

Engine configuration is suitable for the mounting of a power take-off unit at the front of the engine. This provides a source of power for operating equipment such as large snowplows, pumps and concrete mixers.

401 V6—Standard engine for trucks in Series 70 and 80 has a displacement of 401 cubic inches and a gross power rating of 237 horsepower. Engine is governed at 3700 rpm, has an economical 2-barrel carburetor and 7.5 compression ratio to permit the use of regular-grade fuel.

478 V6—This engine is offered for Series 80 models requiring greater power and torque in heavier duty operations. Piston displacement is 478 cubic inches, and gross power rating is 254 horsepower. Engine is governed at 3400 rpm, and has the same carburetion and compression ratio as the 401 V6.

ENGINE FEATURES

Cylinder heads of high-quality alloy cast iron are short and rigid. They have a six-bolt attachment pattern around each cylinder bore for extra-secure sealing and long gasket life.

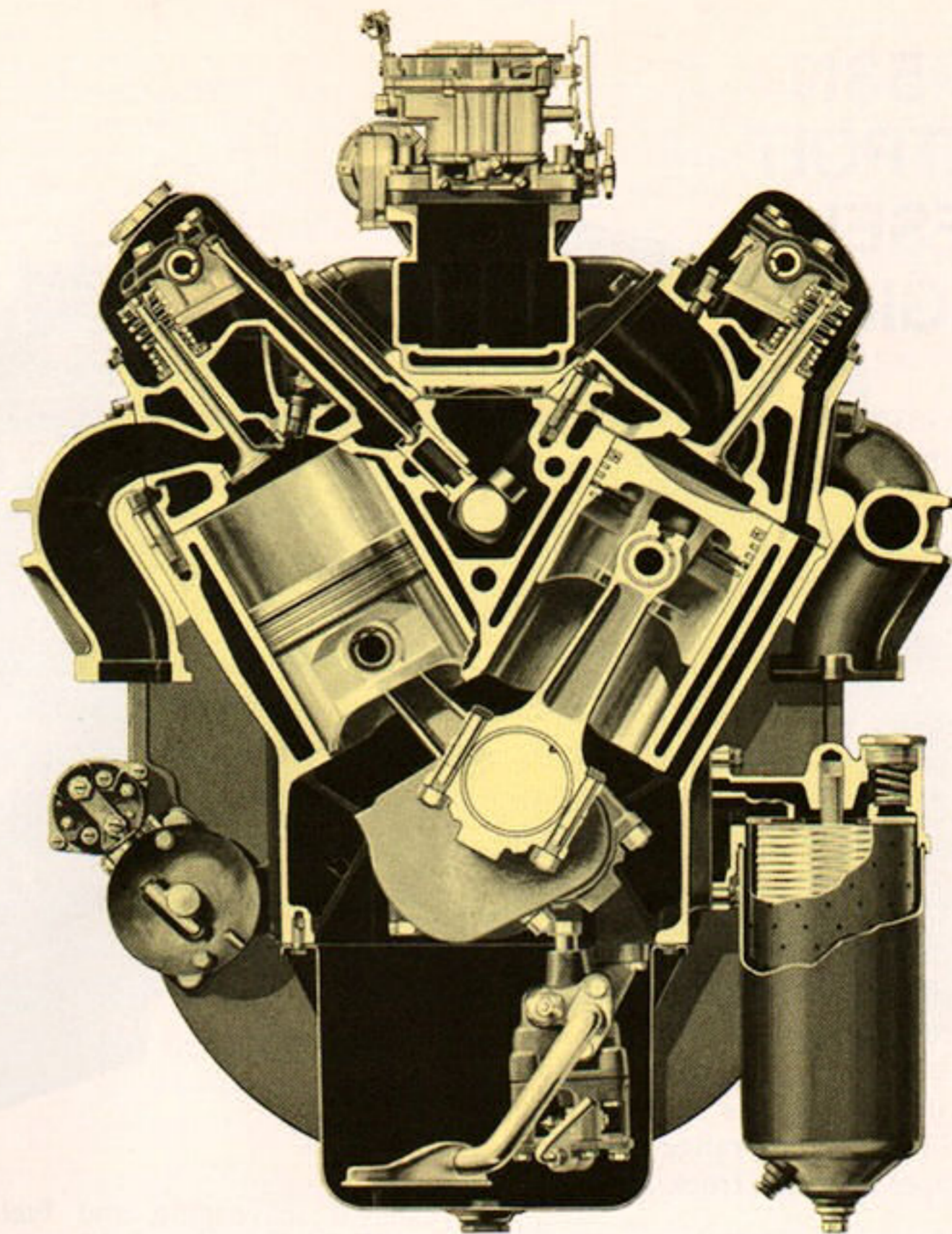
Valve porting is short and direct for high volumetric efficiency.

Machined combustion chambers assure uniform compression and promote engine smoothness.

Valve rotators on both inlet and exhaust valves reduce valve face and seat deposits to prolong valve life.

Sodium-cooled exhaust valves provide rapid heat transfer from valve head to minimize distortion and burning.

Hardened exhaust valve seats prolong valve life, reduce maintenance.



Alloy iron camshaft has hardened and phosphate-coated cam lobes for extra wear resistance.

Cast aluminum 4-ring pistons have steel top-ring inserts to reduce wear, improve ring sealing.

Molybdenum-filled top compression rings reduce bore scuffing.

Forged-steel connecting rods have a hefty I-beam section for added rigidity.

Chromium alloy cast iron cylinder block is deep-skirted for greater

strength, and its large mass maintains thermal stability.

Full-depth water jacketing minimizes thermal stress and resultant cylinder wall distortion.

Premium main and rod bearings have micro-thin babbitt over special aluminum alloy for high conformability and embedability.

Forged-steel crankshaft has hardened journals for wear resistance, and large journal overlap for extra rigidity.

Hydraulic governor in oil sump is virtually tamperproof.

SPECIFICATIONS

	401 V6	478 V6
Displacement (cu. in.)	401	478
Bore x stroke (in.)	4.87 x 3.58	5.125 x 3.86
Compression ratio	7.5	7.5
Gross horsepower @ rpm	237 @ 4000	254 @ 3700
Net horsepower @ rpm	210 @ 3700	225 @ 3400
Gross torque (ft.-lbs.) @ rpm	372 @ 1600	442 @ 1400
Net torque (ft.-lbs.) @ rpm	348 @ 1600	410 @ 1400
Governed engine speed (rpm)	3700	3400

6V-53N DETROIT DIESEL ENGINE

The 6V-53N Detroit Diesel is available in both single- and tandem-rear-axle models in Series 70 trucks. It's a rugged V6 operating on the 2-stroke cycle. Thus, every piston downstroke is a power stroke, and power output is extremely high in relation to piston displacement.

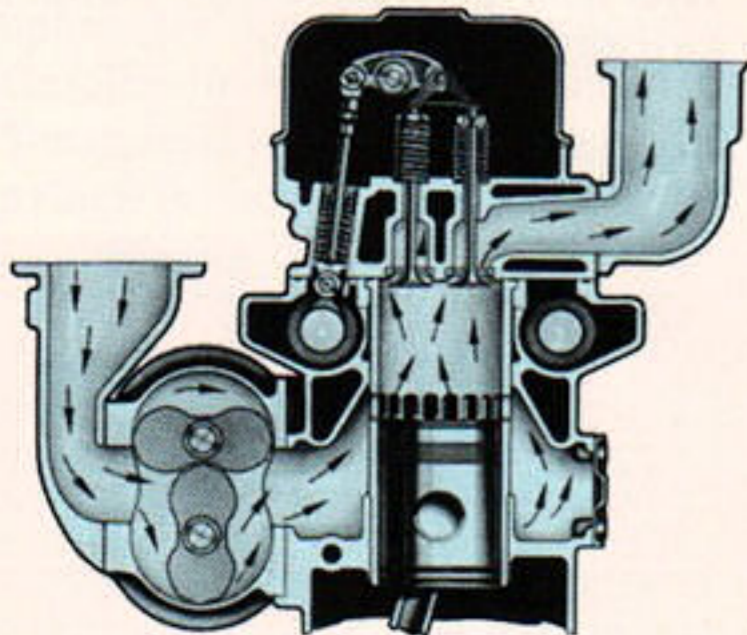
Emphasis in the Detroit Diesel design is on free engine breathing. A Roots-type blower, full-circle intake porting and quadruple exhaust valves at each cylinder combine to give straight-through "Uniflow" scavenging of exhaust gases and complete filling of cylinders with fresh air for every compression stroke. This efficient basic design, plus rugged construction makes this engine unexcelled for long-range economy in all types of tough truck jobs.

ENGINE FEATURES

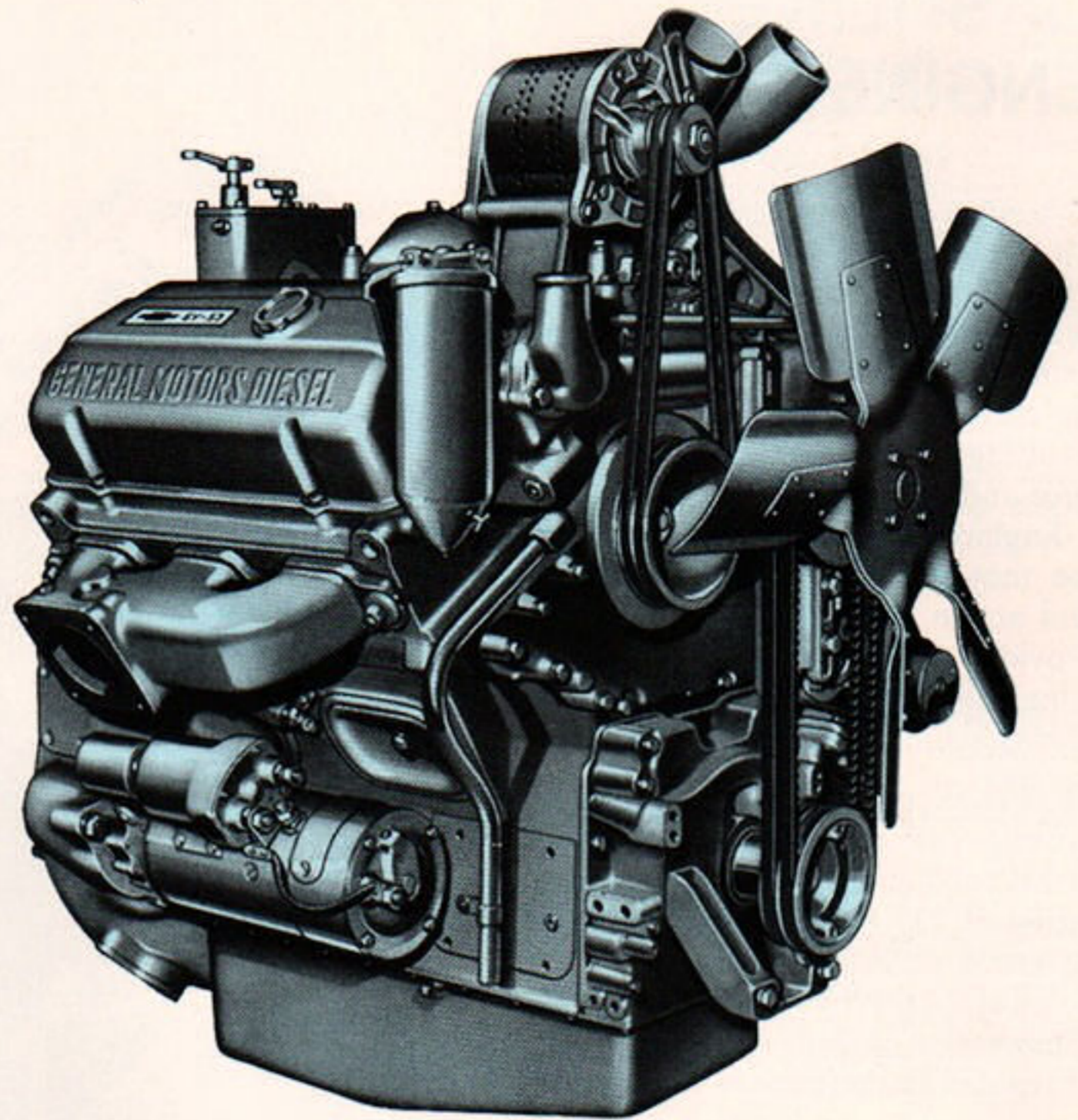
Precision unit injector at each cylinder gives accurate fuel metering and timing—no high-pressure fuel lines to leak, rupture or air-lock.

Positive-displacement Roots-type blower delivers air according to engine needs at all speeds—has no sliding or reciprocating parts to wear out.

Large intake ports in cylinder sleeves admit a large swirl of air for thorough



UNIFLOW AIR SYSTEM



exhaust scavenging and fuel combustion.

Four exhaust valves at each cylinder ensure minimum restriction to flow of exhaust gases. Special alloy-faced valves and hardened seat inserts give extra durability.

Wet-type replaceable cylinder sleeves give efficient cooling, simplify repair work.

Fire-Ring pistons have four chrome-faced compression rings and two dual oil rings for top compression, combustion and lubrication efficiency.

Steel I-beam connecting rods have jets at top ends for cooling piston heads with lube oil spray.

Forged-steel crankshaft is precision balanced and induction hardened for extra wear resistance at main and crankpin journals.

Main and connecting rod bearings are of special aluminum alloy construction for extra-long life.

Pressurized crankcase ventilation system excludes dust and dirt.

Positive-pressure lubricating system has full-flow oil filter and liquid-cooled oil cooler.

Dual 1-quart oil-bath air cleaners supply plenty of clean air without restricting engine breathing.

SPECIFICATIONS

	6V-53N
Displacement (cu. in.)	318
Bore x stroke (in.)	3.875 x 4.50
Compression ratio	21:1
Gross horsepower @ rpm	195 @ 2600
Net horsepower @ rpm	185 @ 2600
Gross torque (ft.-lbs.) @ rpm	447 @ 1400
Net torque (ft.-lbs.) @ rpm	439 @ 1400
Governed engine speed (rpm)	2600

D637 & DH637 GM TORO- FLOW DIESEL ENGINES

Both single- and tandem-rear-axle models in Series 70 can be equipped with the D637 or DH637 GM Toro-Flow Diesel. These are large V8 diesels operating on the conventional 4-stroke cycle. They are especially noted for their low fuel consumption, due largely to their highly efficient combustion chamber design. Backing up the efficient overall design is highest quality construction to meet the demands of rigorous diesel service.

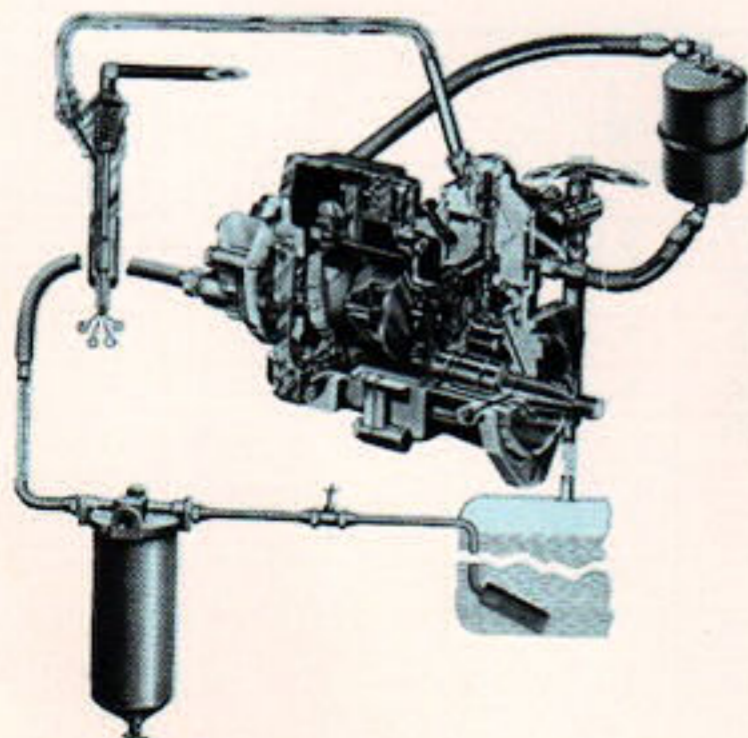
ENGINE FEATURES

Precision fuel system employs advanced American-Bosch distributor-type fuel pump. High-pressure fuel is delivered to injectors with special spray pattern tailored to the motion of the swirling air charge.

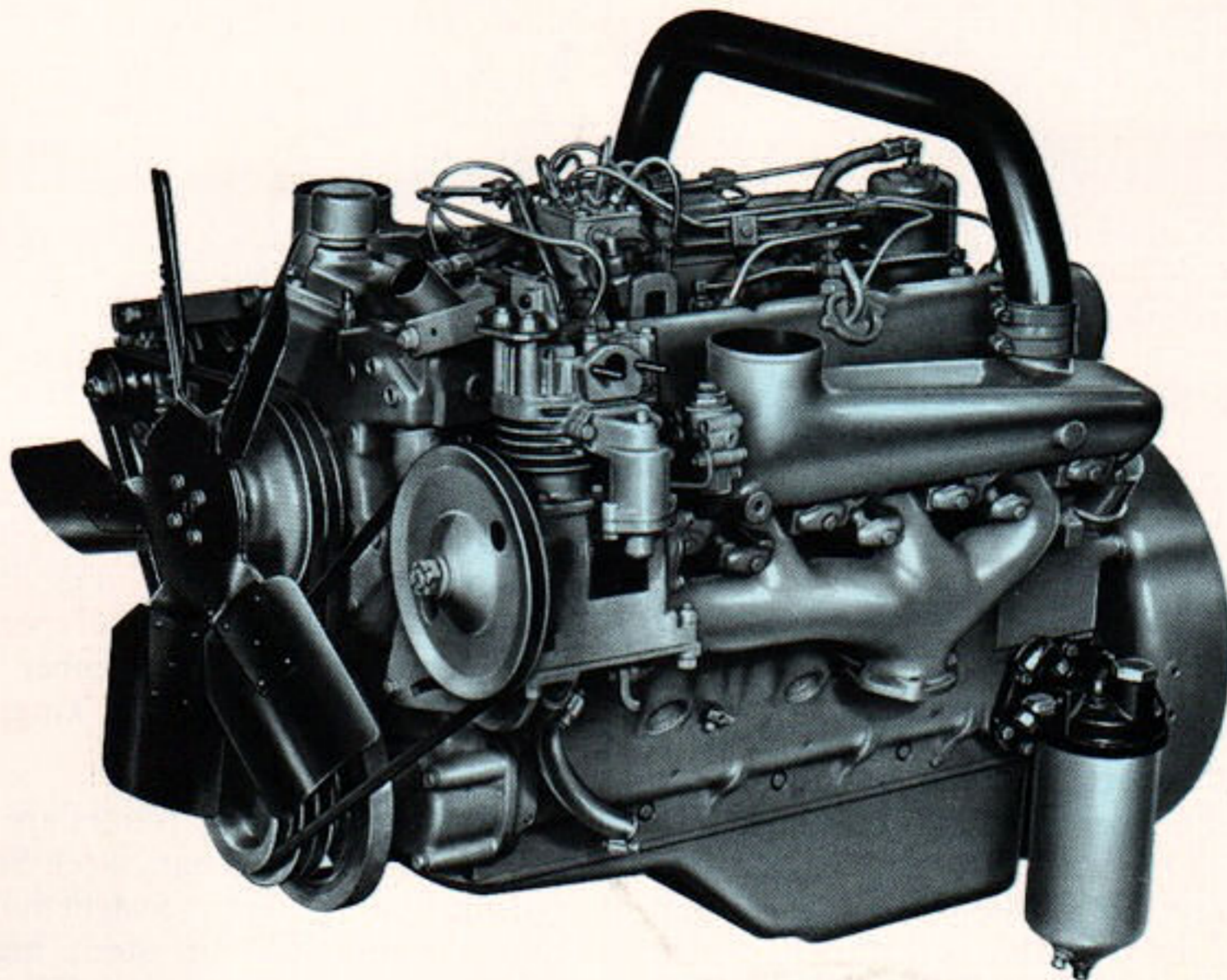
Recessed piston heads form toroidal combustion chambers which, along with angled inlet ports, induce swirling motion to air charge for high combustion efficiency.

Alloy cast iron cylinder block has compact proportions with deep skirts for extra rigidity.

Full-depth water jacketing around each cylinder ensures good cooling, minimal thermal distortion.



FUEL SYSTEM



Forged-steel crankshaft has large bearing journals with substantial overlap for rigidity and long life. Journals are "Tufftride" hardened for high fatigue strength.

Main and connecting rod bearings are premium quality steel-backed aluminum alloy for greatest durability.

Positive valve rotators on both inlet and exhaust valves greatly reduce valve face and seat deposits to minimize maintenance requirements.

Fine-grain alloy iron cylinder heads are of heavy cross section to give the strength needed to withstand high diesel operating forces.

Full-pressure lubrication system includes 2-quart full-flow oil filter.

Extra-heavy main bearing caps are tightly fitted and secured by heat-treated bolts, plus side tie-bolts through the block skirt.

Posi-Temp cooling system requires no radiator shutters, yet minimizes coolant temperature fluctuations for highest engine operating efficiency.

Low vibration level results from use of precision balanced crankshaft counterweights, rubber-type vibration damper and counter-rotating balance shaft.

SPECIFICATIONS

	D637	DH637
Displacement (cu. in.)	637	637
Bore x stroke (in.)	5.125 x 3.86	5.125 x 3.86
Compression ratio	17.5:1	17.5:1
Gross horsepower @ rpm	195 @ 2600	220 @ 2800
Net horsepower @ rpm	185 @ 2600	205 @ 2800
Gross torque (ft.-lbs.) @ rpm	450 @ 1800	458 @ 2000
Net torque (ft.-lbs.) @ rpm	440 @ 1800	444 @ 2000
Governed engine speed (rpm)	2600	2800

CHASSIS AND DRIVE LINE FEATURES

For detailed information on the availability of various chassis and drive line components, refer to the transmission chart below and the Specifications charts, pages 10 and 11.

TRANSMISSIONS

Five-speed transmissions are standard in all Series 70 and 80 models. A broad selection of standard- and close-ratio transmissions is offered to tailor each truck to its specific job requirements. Also available for tandem models are Spicer 4-speed auxiliary transmissions. Both main and auxiliary gearboxes feature hardened gears and shafts plus heavy-duty ball and roller bearings to ensure dependable transmission performance in all types of work.

CLUTCHES

High-capacity coil-spring clutches with hydraulic actuation are standard equipment. A clutch of 13-inch diameter is used with the 401 V6 gasoline engine, and a 14-inch unit is used with the 478 V6 and both diesels. Also available are twin-plate clutches in both sizes.

DRIVE SHAFTS

Precision-balanced tubular drive shafts and high-capacity universal joints run true and smooth. Two- and three-piece shafts employ rubber-cushioned self-aligning intermediate bearings.

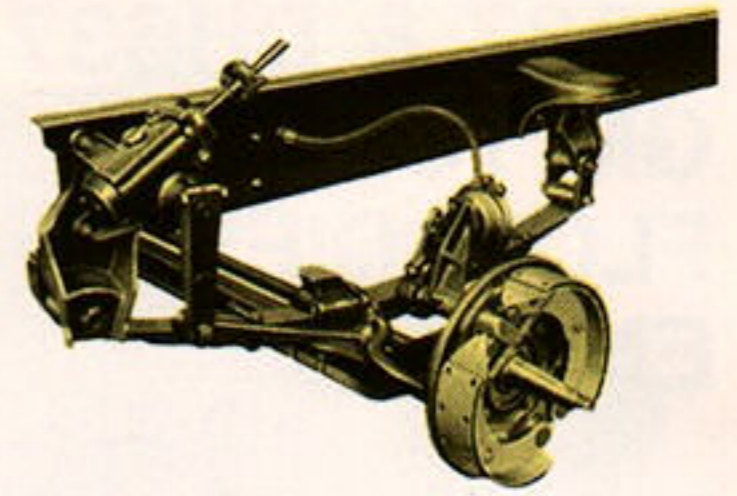
FRAMES

Straight-rail frames have full-depth channels throughout their length. Crossmember attachment is to side rail webs only so that top flanges are free of rivets and holes. This gives maximum strength and simplifies installation of bodies and other special equipment. Rear crossmember is shaped to give ample trailer kingpin clearance.

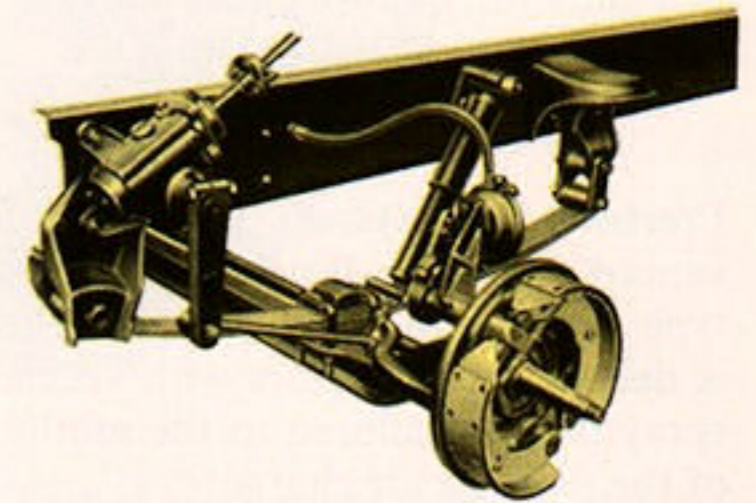
Crossmembers in all frames are of extra-high-tensile-strength steel. Side rail and optional reinforcement material is medium-carbon steel, high-tensile steel or heat-treated chromium-manganese steel depending on wheelbase and truck Series. High-tensile or heat-treated frame rails are available for most models to provide extra frame strength yet keep weight to a minimum.

FRONT SUSPENSION

I-beam front axles in capacities ranging from 7,000 to 16,000 lbs. are teamed with single-stage leaf springs to give high front end load capacity and durability.



Axle is set forward of the spring center for improved ride and control. The front section of the spring, being shorter and stiffer, gives more positive axle control, while the longer rear section of the spring flexes more easily to give better riding characteristics. Spring capacities range from 3,500 to 7,500 lbs. each.



SOFT-RIDE OPTION

For the best ride in big trucks in highway operations, special Soft-Ride springs are offered. Two-leaf springs of new tapered design give full load capacity but keep friction and weight to a minimum in order to provide easiest riding action. Available in capacities ranging from 3,500 to 5,500 lbs. each.

TRANSMISSIONS

Make	New Process		5652	Spicer		385V	Clark 387V	401V	Fuller RT510	Spicer Auxiliary Transmissions		
	541GL	541GD		5752	5752C					7231A	6041	7041
Gear Ratios												
1st.	7.25	6.15	7.08	6.10	6.10	7.01	6.27	7.07	9.00	2.14	2.14	2.31
2nd.	3.88	3.30	3.83	3.30	3.30	3.97	3.55	4.33	7.02	1.00	1.24	1.21
3rd.	2.19	1.86	2.36	2.04	1.81	2.34	1.89	2.68	5.48	.74	1.00	1.00
4th.	1.37	1.17	1.45	1.40	1.17	1.42	1.18	1.64	4.26		.86	.83
5th.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.43			
6th.									2.62			
7th.									2.05			
8th.									1.60			
9th.									1.24			
10th.									1.00			
Rev.	7.22	6.13	7.50	6.46	6.46	5.71	5.11	6.90	9.50 Lo			
									2.77 Hi			

REAR AXLES

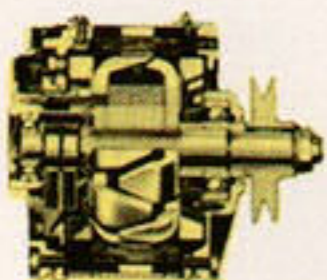
Axle capacities for single-rear-axle models range from 18,500 to 23,000 pounds. Standard axles are of 18,500-lb. capacity—single-speed units for gasoline models, 2-speed units for diesels. Also offered are 18,500-lb. 2-speed axles for gasoline models, both single- and 2-speed 22,000-lb. axles, plus 23,000-lb. 2-speed axles for air-brake models.

REAR SUSPENSION

Single-rear-axle models employ cam-contact variable-rate rear springs. This system gives variable spring stiffness with springs soft-acting when the load is light, yet stiffening automatically as the load increases. Driving and braking thrust is transmitted by a husky radius rod linking the axle to the truck frame. Axle torque reactions are absorbed by the spring leaves.

BRAKES

Series 70 gasoline models are offered with either vacuum-hydraulic or full-air brakes as standard equipment. Full-air brakes are standard on Series 80 gasoline models and all diesels.

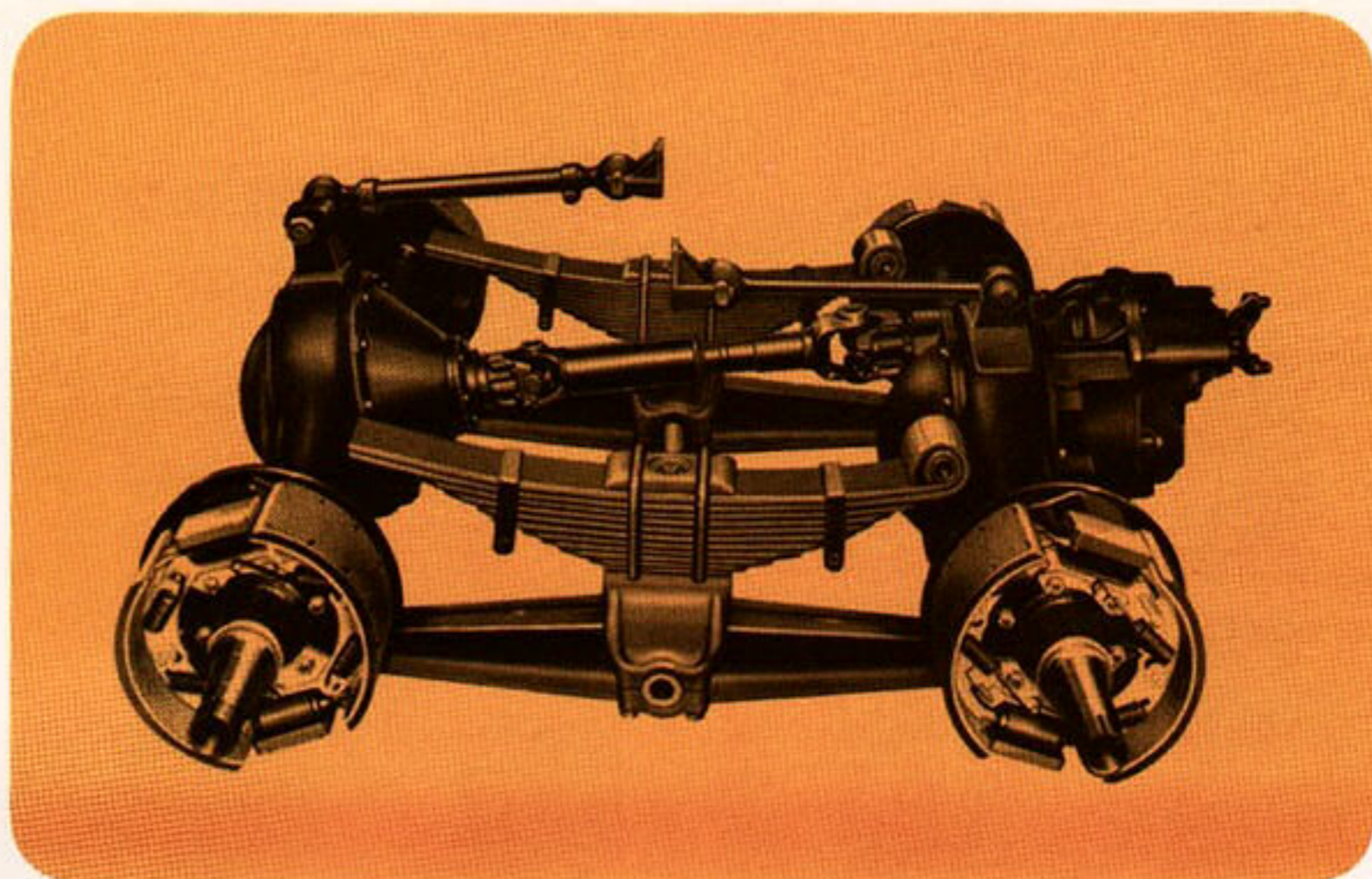


DELCOTRON GENERATORS

Advanced Delcotron generators are standard in all models. High output, even at low speeds, increases battery life by reducing charge-discharge cycling. For generator capacities, see Specifications, pages 10 and 11.

WHEELS AND TIRES

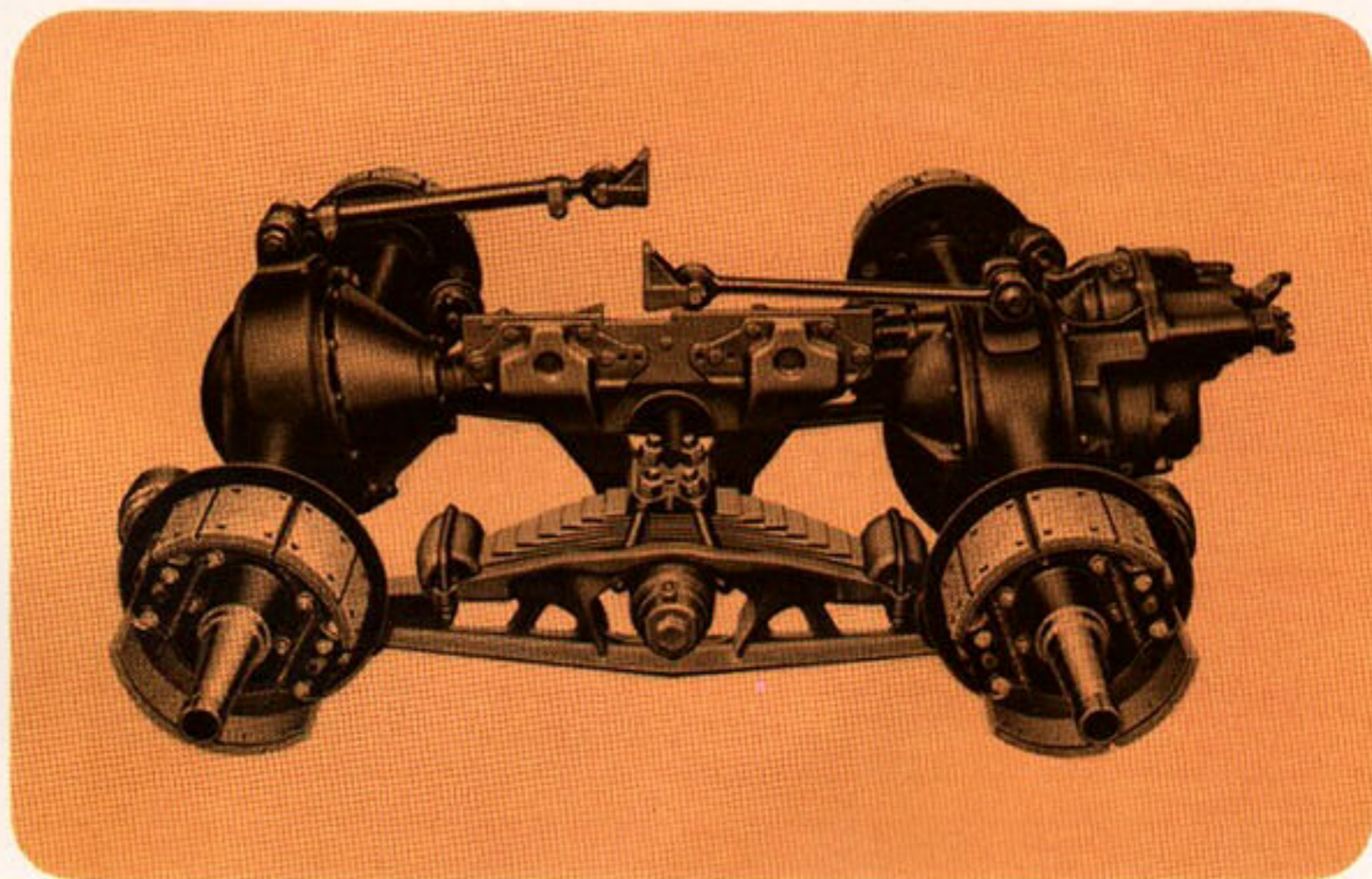
Cast-spoke wheels are standard on all models. Ten-stud Budd-type disc wheels are also available. Tires are nylon tube-type. To meet the many different types of tire requirements, tires in a wide range of sizes and tread types can be ordered.



HENDRICKSON TANDEM SUSPENSION

Hendrickson bogies are standard on tandem models—30,000-lb. capacity for Series 70, 34,000-lb. capacity for Series 80. Also offered are the 34,000-lb. bogie for Series 70 and a 38,000-lb. bogie for Series 80. In the Hendrickson suspension system, massive

equalizer beams connect the axles and distribute the load between them with leaf springs supporting the truck frame at four points. Rubber bushings throughout the linkage minimize maintenance and permit axles to track true on curves.



PAGE AND PAGE LWH TANDEM SUSPENSION

Offered for all tandems is the Page and Page LWH suspension. It is designed to ride better and require minimal maintenance while giving the truck maximum payload potential. Leaf springs are inverted with tips bearing on progressive contact

pads in the equalizer beams. This results in two-stage variable-rate spring action plus minimum unsprung weight—a hard-to-beat combination that adds up to an exceptional tandem ride. Bogie capacity is 34,000 pounds.

SPECIFICATIONS — Gasoline Models

Cab Type		92¼" BBC Conventional							
Series		HM70		JM70 Tandem		HM80		JM80 Tandem	
GVW Ratings (lbs.)		25,500 to 32,000		36,000 to 45,000		25,500 to 32,000		36,000 to 48,000	
GCW Ratings (lbs.)		45,000 to 55,000		45,000 to 55,000		51,000 to 65,000		55,000 to 65,000	
Front Suspension	Axle—Type	Standard	Optional	Standard	Optional	Standard	Optional	Standard	Optional
	—cap. (lbs.)	7000	9000	7000	9000	7000	9000	9000	12,000
	—cap. (lbs.)				12,000		12,000		16,000
	Springs—Type	I-Beam							
	—cap. (lbs.)	3500	3500	3500	3500	3500	3500	4500	4500
	—cap. (lbs.)		4500		4500		4500		5500
	—cap. (lbs.)				5500		5500		6000
	—cap. (lbs.)				6000		6000		6500
	—cap. (lbs.)								8000
	Shock Absorbers		Optional		Optional	Standard		Standard	
Rear Suspension	Axle—cap. (lbs.)	18,500	18,500 2-spd.	30,000	34,000	18,500	18,500 2-spd.	34,000	34,000
	—cap. (lbs.)		22,000				22,000		38,000
	—cap. (lbs.)		22,000 2-spd.				22,000 2-spd.		
	—cap. (lbs.)		23,000 2-spd.				23,000 2-spd.		
	Springs—cap. (lbs.)	9250	11,000	15,000	17,000	9250	11,000	17,000	19,000
	—cap. (lbs.)		12,000				12,000		
	Aux. Springs—cap. (lbs.)		2000				2000		
Engines		401 V6		401 V6		401 V6	478 V6	401 V6	478 V6
	Clutch—dia. (in.)	13	13 2-plate	13	13 2-plate	13	14	13	14
	—area (sq. in.)	178	356	178	356	178	218	178	218
	—dia. (in.)						13 2-plate		13 2-plate
	—area (sq. in.)						356		356
	—dia. (in.)						14 2-plate		14 2-plate
	—area (sq. in.)						393		393
	Fuel Tank—cap. (gal.)	20	37	20	37	17	37	17	37
—cap. (gal.)		74		74		74		74	
Transmissions		NP 5-spd.	NP 5-spd.	SP 5-spd.		NP 5-spd.	CL 5-spd. CR	SP 5-spd.	CL 5-spd.
			SP 5-spd.				NP 5-spd. CR		CL 5-spd.
			SP 5-spd. CR				SP 5-spd.		
	Auxiliary Transmissions				SP 4-spd.				SP 3-spd.
									SP 4-spd.
Brakes	#Vac.-Hyd.			#Vac.-Hyd.		Full-Air		Full-Air	
	*Full-Air			*Full-Air					
Vacuum Reserve Tank		Optional		Optional					
Electrical	Battery	70 Amp.-Hr.	85 Amp.-Hr.	70 Amp.-Hr.	85 Amp.-Hr.	70 Amp.-Hr.	85 Amp.-Hr.	70 Amp.-Hr.	85 Amp.-Hr.
			145 Amp.-Hr.		145 Amp.-Hr.		145 Amp.-Hr.		145 Amp.-Hr.
	Generator	37-Amp.	42, 55, 62	37-Amp.	42, 55, 62	42-Amp.	55, 62	42-Amp.	55, 62
Frame▲	Section Modulus	11.84		14.72		11.84		14.72	
	W/Reinforcements		20.38		23.87		20.38		23.87
Steering		Manual	Power	Manual	Power	Manual	Power	Manual	Power
Wheels & Tires	Cast Wheels—Rim Width	6.0"	6.5", 7.0"	6.0"	6.5", 7.0"	6.5"	7.0", 7.5"	6.5"	7.0", 7.5"
			7.5"		7.5"				8.0"
	Disc Wheels—Rim Width		6.5", 7.0"		6.5", 7.0"		7.0", 7.5"		7.0", 7.5"
			7.5"		7.5"				8.0"
	Tube-Type Tires—Sizes	8.25-20	9.00-20	8.25-20	9.00-20	9.00-20	10.00-20	9.00-20	10.00-20
			10.00-20		10.00-20		11.00-20		11.00-20
		11.00-20		11.00-20		10.00-22		11.90-20	
				10.00-22		11.00-22		10.00-22	
				11.00-22				11.00-22	

† Standard equipment on 03 models.

* Standard equipment on 13 models.

▲ High-tensile or heat-treated frames are standard on some models and optional on others. See your Chevrolet dealer for full details.

Equipment shown in blue optional at extra cost.

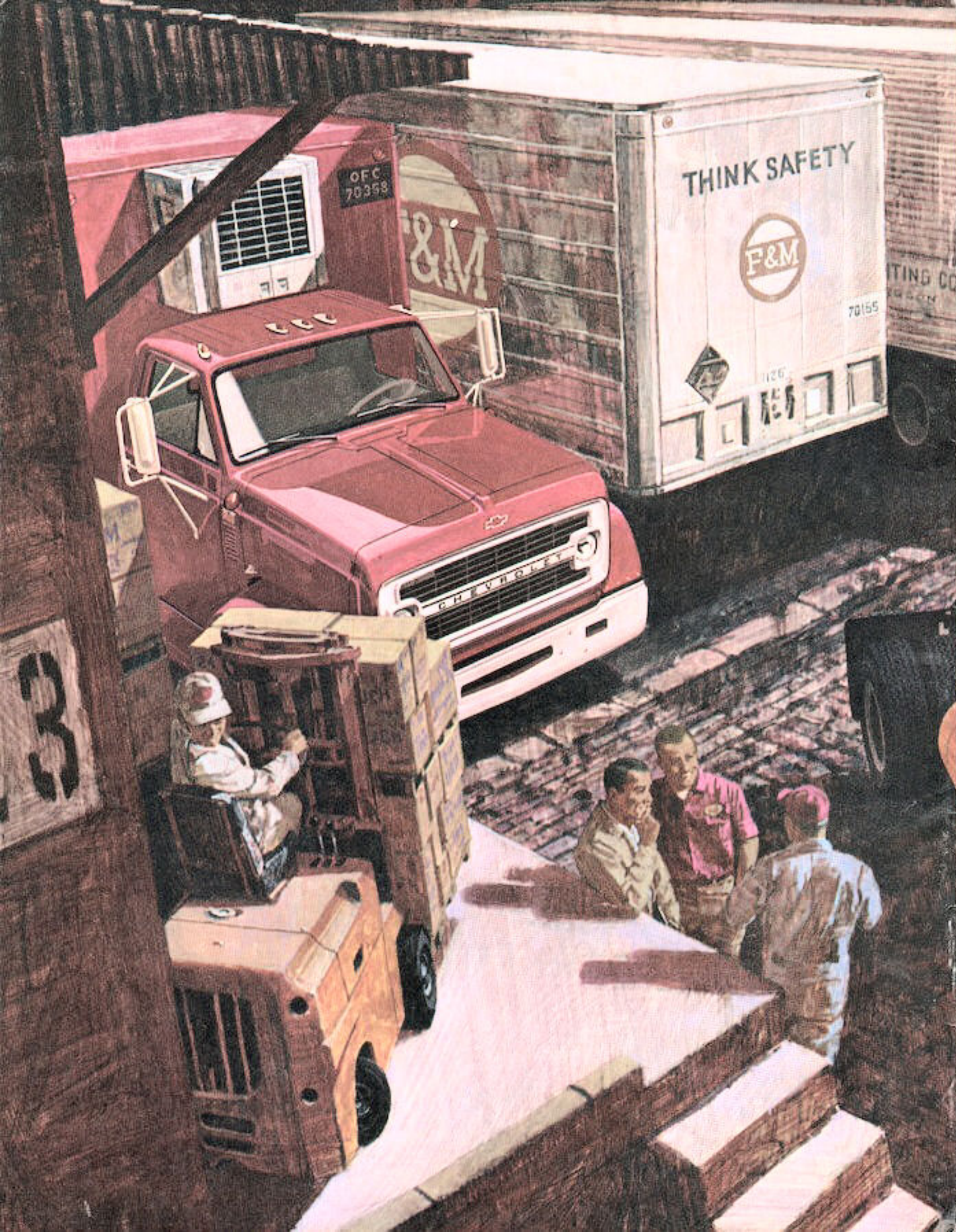
SPECIFICATIONS—Diesel Models

Cab Type		92¼" BBC Conventional							
Series		HJ70		JJ70 Tandem		HV70		JV70 Tandem	
GVW Ratings (lbs.)		25,500 to 32,000		36,000 to 45,000		25,500 to 32,000		36,000 to 45,000	
GCW Ratings (lbs.)		51,000 to 60,000		51,000 to 60,000		51,000		51,000	
Front Suspension	Axle—Type	Standard	Optional	Standard	Optional	Standard	Optional	Standard	Optional
		I-Beam							
	—cap. (lbs.)	7000	9000	7000	9000	7000	9000	7000	9000
	—cap. (lbs.)		12,000		12,000		12,000		12,000
	Springs—Type	Single-Stage Leaf							
	—cap. (lbs.)	3500	3500	3500	3500	3500	3500	3500	3500
	—cap. (lbs.)		4500		4500		4500		4500
	—cap. (lbs.)		5500		5500		5500		5500
	—cap. (lbs.)		6000		6000		6000		6000
	Shock Absorbers		Optional		Optional		Optional		Optional
Rear Suspension	Axle—cap. (lbs.)	18,500 2-spd.	22,000 2-spd.	30,000	34,000	18,500 2-spd.	22,000 2-spd.	30,000	34,000
	—cap. (lbs.)		23,000 2-spd.				23,000 2-spd.		
	Springs—cap. (lbs.)	9250	11,000	15,000	17,000	9250	11,000	15,000	17,000
	—cap. (lbs.)		12,000				12,000		
	Aux. Springs—cap. (lbs.)		2000				2000		
Engines		D637	DH637	D637	DH637	6V-53N		6V-53N	
	Clutch—dia. (in.)	14		14		14		14	
	—area (sq. in.)	218		218		218		218	
	Fuel Tank—cap. (gal.)	64	37	37	37	64	37	37	37
	—cap. (gal.)		50		50		50		64
Transmissions		SP 5-spd. CR	CL 5-spd. CR	SP 5-spd.	CL 5-spd.	SP 5-spd. CR		CL 5-spd.	
	Auxiliary Transmissions				FLR 10-spd. SP 4-spd.				SP 4-spd.
	Brakes	Full-Air		Full-Air		Full-Air		Full-Air	
Electrical	Battery	205 Amp.-Hr.	205 Amp.-Hr.	205 Amp.-Hr.	205 Amp.-Hr.	205 Amp.-Hr.		205 Amp.-Hr.	
	Generator	55-Amp.	62-Amp.	55-Amp.	62-Amp.	55-Amp.		55-Amp.	
Frame▲	Section Modulus	11.84		14.72		11.84		14.72	
	W/Reinforcements		20.38		23.87		20.38		23.87
Steering		Manual	Power	Manual	Power	Manual	Power	Manual	Power
Wheels & Tires	Cast Wheels—Rim Width	6.0"	6.5", 7.0"	6.0"	6.5", 7.0"	6.0"	6.5", 7.0"	6.0"	6.5", 7.0"
			7.5"		7.5"		7.5"		7.5"
	Disc Wheels—Rim Width		6.5", 7.0"		6.5", 7.0"		6.5", 7.0"		6.5", 7.0"
			7.5"		7.5"		7.5"		7.5"
	Tube-Type Tires—Sizes	8.25-20	9.00-20	8.25-20	9.00-20	8.25-20	9.00-20	8.25-20	9.00-20
			10.00-20		10.00-20		10.00-20		10.00-20
			11.00-20		11.00-20		11.00-20		11.00-20
		10.00-22		10.00-22		10.00-22		10.00-22	
		11.00-22		11.00-22		11.00-22		11.00-22	

Equipment shown in blue optional at extra cost.

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All illustrations and specifications contained in this literature are based on the latest product information available at the time of publication. The right is reserved to make changes at any time in prices, colors, materials, equipment, specifications and models, and also to discontinue models. Chevrolet Motor Division of General Motors Corporation, Detroit, Michigan. Litho in U.S.A.



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1967 CHEVROLET
TRUCKS
**CONVENTIONAL
CAB MODELS**

GASOLINE AND DIESEL
SERIES 70, 80

GVW ratings:
18,500-32,000 lbs. (single axle)
35,000-48,000 lbs. (tandem axle)
GCW ratings up to 65,000 lbs.

