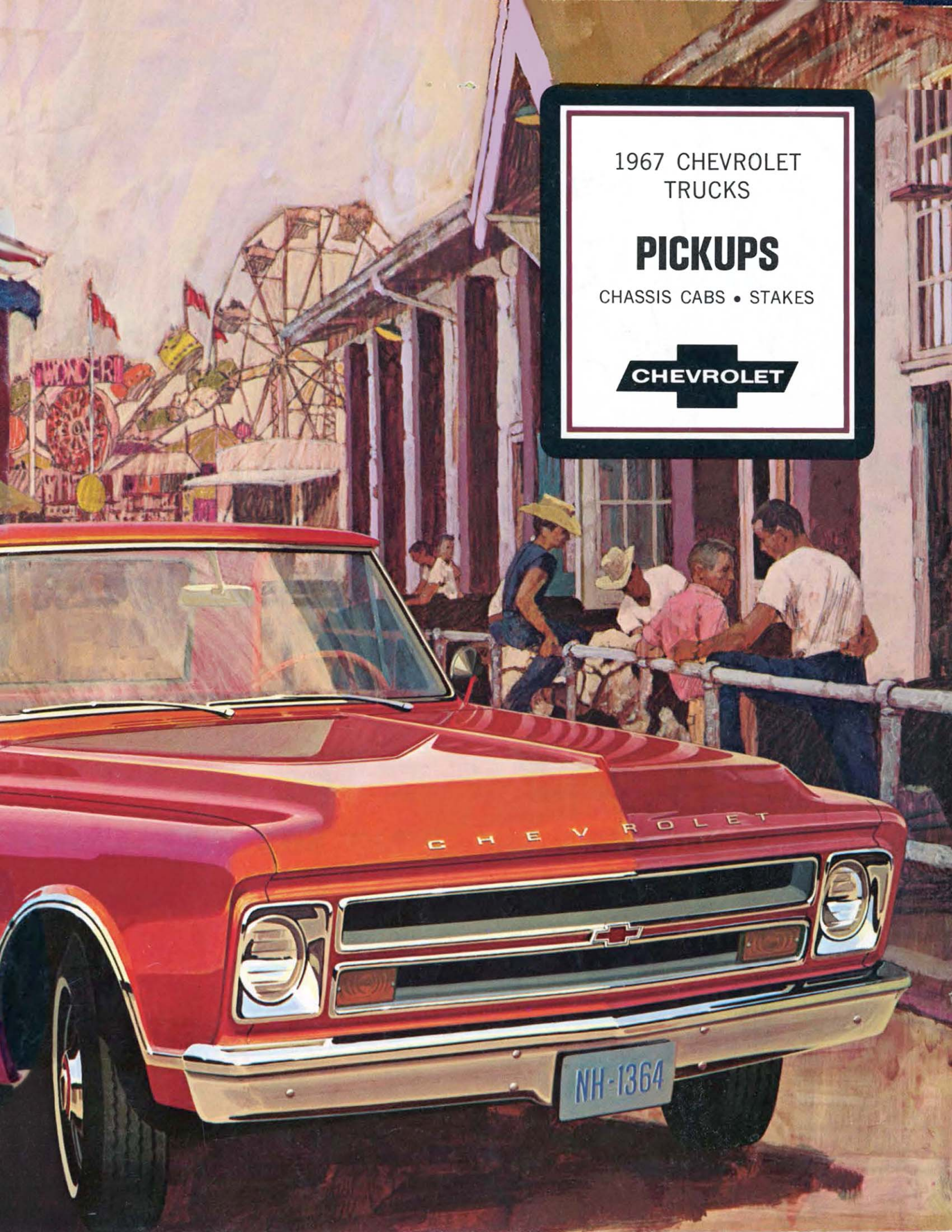
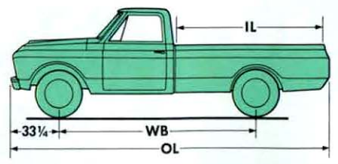

1967 CHEVROLET
TRUCKS
PICKUPS
CHASSIS CABS • STAKES
CHEVROLET
CHEVROLET
NH-1364

FLEETSIDE PICKUP

America's number one truck has a great new shape for 1967!

There's a crisply styled new cab that's lower in overall height, has better forward visibility, more room and new color keyed interiors. The business end has been redesigned, too, with an all-steel pickup box featuring full-depth double-wall side panels and tailgate. Wood floors are also available. A new quick release tailgate can be operated with one hand. In addition, resistance to corrosion has been greatly improved through the use of special bathtub-type fender skirts, unitized component construction and wheelhouse undercoating.

Inside the cab there are a host of new safety features—a deep-dish 3-spoke steering wheel, telescoping steering column, padded dash and sun visor, recessed instruments, flat-surfaced control knobs, safety belts, dual-braking system and many more. New Fleetside models are offered with either 2-wheel or 4-wheel drive and they are available with 6½- or 8-ft. bodies and GVW ratings up to 7,600 lbs. Conventional models feature coil springs at all wheels plus independent front suspension to give exceptional riding ease and durability.

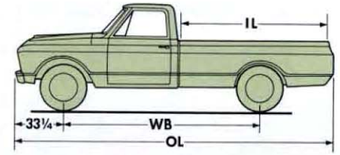


Model	IL	WB	OL	Max. GVW Rating (lbs.)
10734	78″	115″	188¼″	5000
10934	98″	127″	208″	5000
20934	98″	127″	208″	7500

FLEETSIDE CUSTOM SPORT TRUCK CST

A new concept in personalized pickups.

Here's Chevrolet's new 1967 Fleetside Custom Sport Truck. Available for all Fleetside and Stepside pickups and Chassis Cabs, Custom Sport Truck equipment literally transforms the truck's appearance and comfort to something more akin to that of a passenger car. On the cab exterior, extensive use of bright metal around grille openings, headlights and windshield add a flair to conventional truck appearance. Also, a tastefully designed emblem with CST designation is mounted on both doors just below the window sill. Inside, the transformation is more dramatic. Bucket seats are provided for both driver and right-hand passenger with a center console-type seat for the third passenger. Padded backrest may be folded down when not in use to provide an armrest. Additional Custom Sport Truck (CST) equipment includes floor and fuel tank carpeting, chrome front bumper, bright metal frames for clutch, brake and accelerator pedals, chrome-trimmed instrument knobs and horn button, right-hand padded sunshade, underbody coating and more.



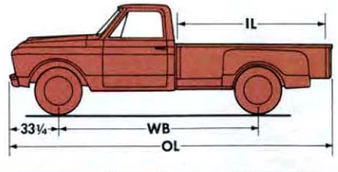
Model	IL	WB	OL	Max. GVW Rating (lbs.)
10734	78″	115″	188¼″	5000*
10934	98″	127″	208″	5000*
20934	98″	127″	208″	7500**
10704	78″	115″	188¼″	5000*
10904	98″	127″	208″	5000*
20904	98″	127″	208″	7500**
31004	108″	133″	218″	7800
10703	—	115″	182″	5000*
10903	—	127″	202″	5000*
20903	—	127″	202″	7500**
31003	—	133″	213¼″	10,000
31403	—	157″	237¼″	14,000

*5600 lbs. on 10 series 4-wheel drive models.
**7600 lbs. on 20 series 4-wheel drive models.

STEPSIDE PICKUP

Here are pickups that look as good as they work.

Chevrolet's new Stepside models, like Fleetsides, have an all-new cab and sheet metal. The same advantages of lower exterior height and length, greater interior roominess, improved forward visibility, advanced safety features, better resistance to rust and corrosion, described on page two under Fleetside pickups, also apply to Stepsides. Stepside bodies are contained between the rear fenders to provide a completely unobstructed load compartment. Floors are of durable select wood with recessed steel skid strips. Wedge-type anti-rattle latches keep tailgate securely closed and minimize leakage of bulk cargo such as grain or sand. Rubber-covered support chains hold tailgate in open position to handle long loads. New Stepside pickups are offered with either conventional 2-wheel drive or 4-wheel drive. Both types are available with 6½- or 8-ft. bodies and have the same chassis features as corresponding Fleetside models. A big 9-ft. body is also offered on a 30 Series chassis with leaf-spring rear suspension and a maximum GVW rating of 7,800 lbs.

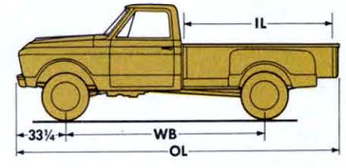


Model	IL	WB	OL	Max. GVW Rating (lbs.)
10704	78″	115″	188¼″	5000
10904	98″	127″	208″	5000
20904	98″	127″	208″	7500
31004	108″	133″	218″	7800

4-WHEEL DRIVE PICKUPS

All Chevrolet 4-wheel drive models have a sleek new lower look for 1967.

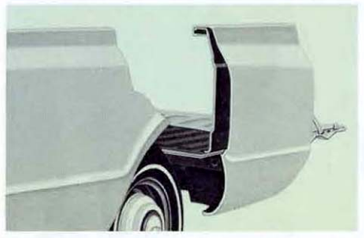
As a result of advanced engineering and a redesigned power train configuration, overall height has been reduced by five inches while still retaining the normal transfer case to ground clearance of 12½ inches. In order to accomplish this height reduction, Chevrolet engineers relocated the 2-speed transfer case to a higher position and attached it directly to the transmission. The net effect is a lower, sleeker looking truck with less wind resistance and a better continuity of line. Cab and sheet metal are identical to that described on page 2 under Fleetside pickups. Frames however, are of heavier gauge steel to withstand the punishment of off-road use. And front and rear leaf-spring suspensions are of the new weight-saving tapered leaf type which reduces inter-leaf friction and provides a smoother, more even ride. There's new power availability, too. Chevy's big 327 V8 is offered for the first time. Now you can choose from two economical sixes and two rugged V8's. Three Fleetside and three Stepside pickup models are available with 4-wheel drive.



Model	IL	WB	OL	Max. GVW Rating (lbs.)
10704	78″	115″	188¼″	5600
10734				
10904	98″	127″	208″	5600
10934				
20904	98″	127″	208″	7600
20934				

FLEETSIDE BODY FEATURES

Featuring all-steel construction for greater strength and durability, Fleetside bodies have been completely redesigned for 1967. In addition, special steps have been taken to reduce damage from rust and corrosion. One-piece outer body side panels, for example, are designed with wrap-around ends, eliminating coach joints where corrosion often attacks. Also, underbody protective coating is applied to the housings and lower portions of the side walls.



Full double-wall side panels. The proved advantages of double-wall side panels have been extended in 1967 to include the entire side wall of the pickup box on Fleetside models. Thus, the outer wall is protected against damage from shifting cargoes the entire depth of the box. And the body itself is stronger.

New tailgate latch. Chevy's new Fleetside tailgate latch can be operated with one hand. A mechanically actuated latch is controlled by a centrally located handle near the top of the tailgate. Spring loaded latches close with a simple push.

All metal floor. A deep-embossed solid steel floor is standard for Fleetside pickups. Heavy-gauge embossed steel increases floor strength.

Full double-wall tailgate. As with the body side walls, the double wall on Fleetside tailgates has been extended to full depth.

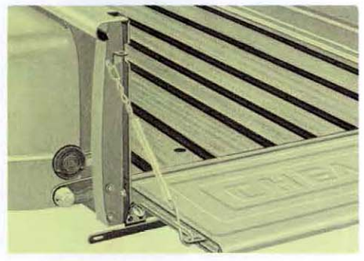
Flat fender wells. Wheelhousings are designed with a flat top to increase pickup box utility.

Wooden floor available. If you wish, you may still specify an all-wood floor with recessed steel skid strips. Select wood planking gives better footing when wet, never rusts.

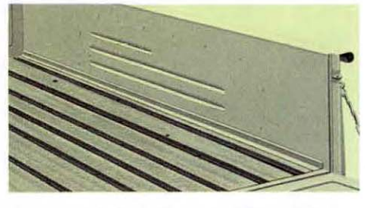
Bathtub type fender skirts. Designed from a single piece of steel, these new skirts completely surround tires, protecting fenders and other sheet metal components from exposure to water, mud and salt. As a result, moisture cannot collect to cause rust and corrosion. Wheelhouses are also undercoated for extra protection.

STEPSIDE BODY FEATURES

Handy side step. Stepside bodies feature convenient side steps between cab and rear fender for easy loading from either side of truck.



Anti-rattle latch. Snug fitting wedge-type latches keep tailgate securely closed. When tailgate is lowered, latch chains support it in a level position. Tough plastic covering sheaths chain to eliminate marring.



Smooth body side walls. Because Stepside bodies are located between the rear fenders, interior side walls are perfectly smooth to make cargo loading and stacking easier.

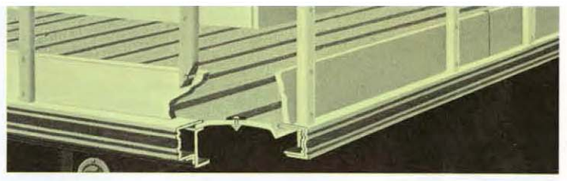
STAKE MODELS

Chevy stakes are the best answer going for hauling bulky cargoes in the 5,000- to 10,000-lb. GVW range. For this kind of general purpose hauling, two models are offered for 1967: the 20909 with an eight-foot body and maximum GVW rating of 7,500 pounds and model 31009 with a nine-foot body and a maximum GVW rating of 10,000 pounds.

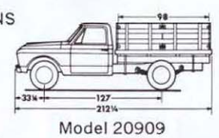
Single-section front rack extends the full width of the body. Side and rear racks are each in two sections to facilitate removal. Platform body only is available for chassis cab models. Both models offer single wheels as standard but dual rear wheels may be ordered when the truck is to be used where extra floatation and the ability to carry top payloads are required. Both models benefit from the easy ride and handling provided by Chevrolet's independent front suspension and weight tailored rear suspensions. Sheet metal and interior appointments are the same work-styled design as Chevrolet's pickups for 1967.

Select wood floors of durable planking, full length recessed steel skid strips and rub rail.

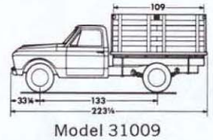
Hardwood stake racks are easily removed from steel lined stake pockets. Hardware is recessed.



DIMENSIONS



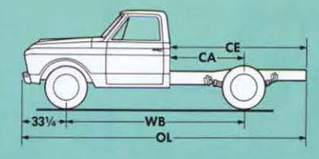
Model 20909



Model 31009

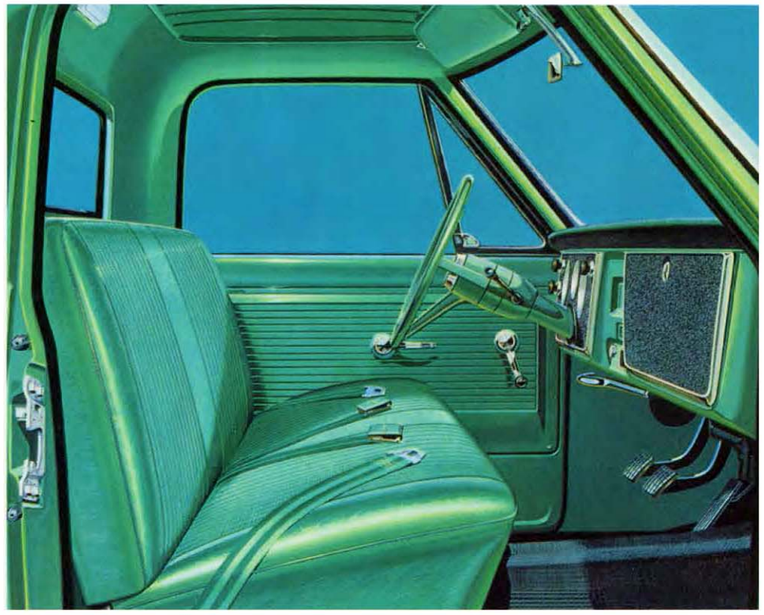
CHASSIS CAB MODELS

Chassis cabs are offered with GVW ratings to 14,000 lbs. and on four wheelbases up to 157 inches. They will accept bodies from 6 to 13½ feet long. Four-wheel drive models will handle bodies from 6 to 8½ feet long. Both chassis types have thirty-four-inch-wide frames to accept standard bodies.



Model	WB	OL	CA	CE	Max. GVW Rating (lbs.)
10703	115″	182″	42″	75½″	5000*
10903	127″	202″	54″	95½″	5000*
20903	127″	202″	54″	95½″	7500**
31003	133″	213¼″	60″	107″	10,000
31403	157″	237¼″	84″	131″	14,000

*5600 lbs. on 4-wheel drive models. **7600 lbs. on 4-wheel drive models.



CAB FEATURES

Chevrolet's new cab interiors bring you the latest in color-matched comfort with interior colors keyed to exterior paint. Deep cushioned seats with durable vinyl upholstery are available in four colors, depending upon exterior paint color. New padded instrument panel features recessed switches, flat knobs and non-glare paint for greater safety. In addition, all cabs feature new rotary gear door locks with outside key for both doors, seat belts, driver's padded sunshade, windshield washer, 2-speed electric wipers, rubber floor mat, dome light and rearview mirror on left side. Stakes and chassis cabs also have right-hand mirror, while pickups have a second mirror inside cab. Back-up lights are standard on all models except chassis cabs. Turn signals with hazard warning switch are standard on all models.

Standard cab seats are designed with the driver in mind. Wide enough to seat three comfortably, seats are covered with tough easy-to-clean vinyl upholstery and feature thick foam cushions over a supple foundation of steel springs. Backrests are adjustable and are locked in place. For better visibility and safety, windshield is made with a thicker laminate for '67 and it is 116 square inches greater in area. A deep-dish 3-spoke energy-absorbing steering wheel is also new this year.

Custom cab interiors are available for all conventional models in 1967. Custom cab equipment includes full-depth foam seat with color-keyed woven fabric and vinyl trim, left- and right-hand armrest, right-hand padded sunshade, cigar lighter, cowl insulation, underbody coating and embossed vinyl door trim panels with bright retainer.

Bucket seats are available on all conventional models for 1967. Equipment consists of bucket-type seats for the driver and right-hand passenger and a console-type seat for the center passenger. Console seat is a padded cushion, which can be raised to utilize the storage console underneath, and a padded backrest which can be folded down to provide an armrest for driver and passenger. All seats are covered with textured vinyl. Seat backs are fixed, with the driver's seat adjustable fore and aft.

New rigid roof design eliminates oil canning and assures maximum strength in upper body structure. New strength results from a heavily embossed inner roof panel and a stronger roof perimeter through the use of a heavier front header and better integration of the side headers with the front and rear headers.

Extensive use of sound-deadening materials is in evidence throughout the new cab. In addition to a dash panel insulator, insulation is also used between roof panels and under the floor mat. Mastic is applied in other strategic areas.

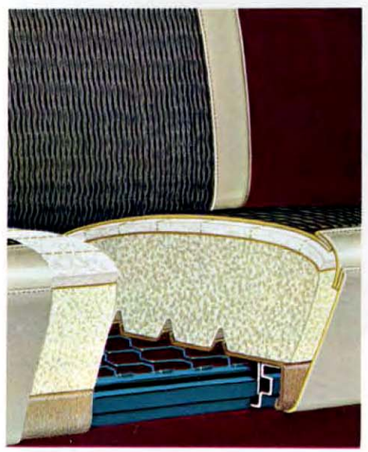
Embossed door access panels are easier to remove in 1967 cabs since only four screws and retaining strips hold them in place. Closed cell rubber door seals are used around all door openings. Pushbutton inside door locks prevent accidental door opening when depressed.

Higher level cab ventilation is assured by a larger plenum chamber which provides increased air flow. And, since plenum chamber capacity is larger, heater efficiency is also improved.

Upper door hinge incorporates a new door check which allows the door to be checked in any position within the limits of its travel.

Padded instrument panel, designed with an overhanging crown for better readability, is welded in place for added strength.

Cab rear panel is heavily embossed for greater rigidity, and the upper portion is of double-wall construction.



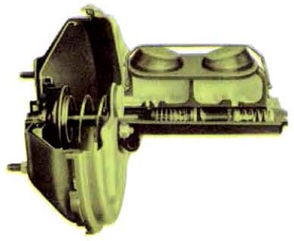
Full depth foam seat—Construction of full depth foam seat is shown with standard vinyl upholstery. Similar construction with fabric and vinyl upholstery is included in Custom Comfort option offered for all cabs.

Safety-keyed instrument panel features a padded crown, non-glare paint under the windshield, recessed switches and flat faced control knobs. Instruments in the cluster are all recessed and the cluster face has a dull black textured finish.

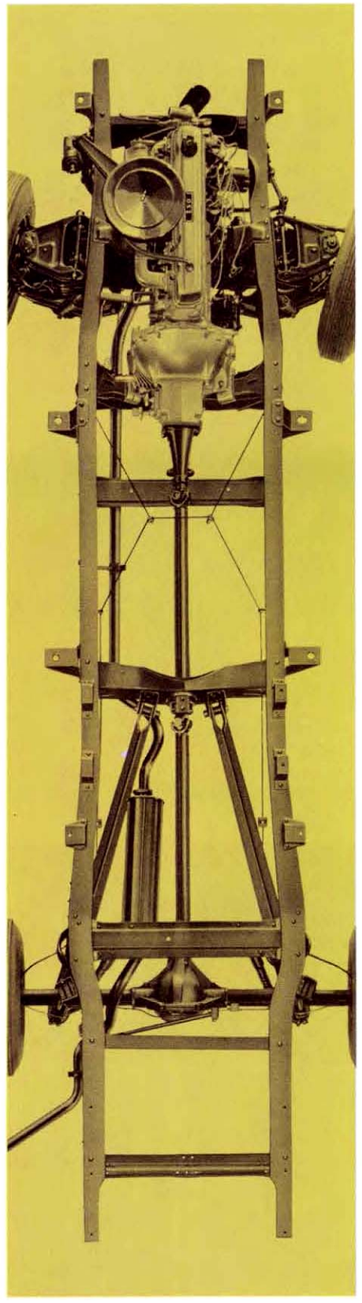
Custom feature accessories which offer extra comfort and convenience can be ordered from your dealer. Included are bumper guards, push-button radio, special mirrors and wheel covers. Your Chevrolet dealer can give you full information about these and many other Custom Features and Accessories.

CHASSIS FEATURES AND DRIVE LINE COMPONENTS

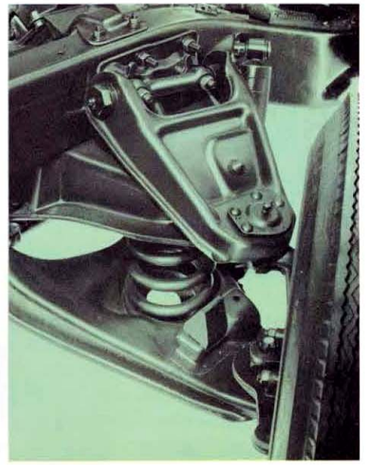
Conventional chassis for Series 10 through 30 trucks are built to give a combination of outstanding riding qualities plus rugged truck durability. These qualities are achieved with owner-proved coil-spring front suspensions, weight-tailored rear suspensions, ladder-type frames, ball-gear steering and many other first-quality components throughout.



New dual brake system. Extra safety is provided by a new dual brake system. Brakes operate through two master cylinders during normal braking. Accidental damage to a hydraulic line is isolated by a pressure valve and stopping power is maintained at front or rear wheels. Caution light on the instrument panel indicates low pressure during brake application. Brakes are self-adjusting. Power brakes are also available.

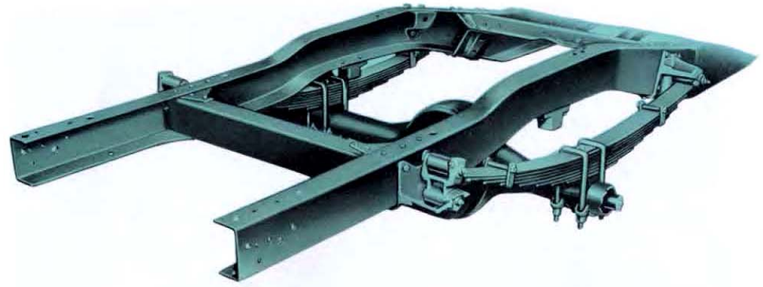


Ladder-type frame. Heavy-gauge channel side rails are joined by alligator-jaw crossmembers to form a solid chassis foundation. Additional crossmembers put extra strength into support areas for shock absorbers and rear springs. High-strength steel is used for all structural members.

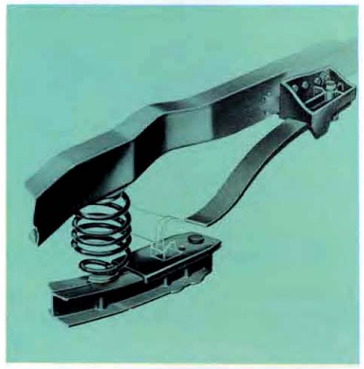


Coil-spring independent front suspension. Standard suspension has large coil springs and independent wheel action to deliver a smooth ride and provide easy handling. Large low-friction spherical joints at outer ends of control arms and large bearing surfaces at the inner ends require a minimum of care and help keep alignment intact.

Coil-spring rear suspension. For Series 10 and 20 trucks, two-stage coil springs give progressive springing action—from smooth ride when empty to firm support when fully loaded. Axle movement is controlled by two trailing arms pivoted at a frame crossmember, plus a transverse arm mounted at the left frame side rail.



Leaf-spring rear suspension. Standard for Series 30 trucks. Wide leaf springs are selected to provide the best riding qualities consistent with the load requirements in this weight class (up to 14,000 lbs. GVW). Single-stage springs are standard with a higher capacity 2-stage main spring and 5-leaf auxiliary assembly also available.



Auxiliary rear springs. A new tapered leaf auxiliary rear spring may be ordered to give extra support and control with maximum payloads or on very rough roads. Tapered leaf design cuts down on unsprung weight and eliminates friction common to most multi-leaf spring design. Also, loading is more even and stress is distributed evenly along entire length of spring.

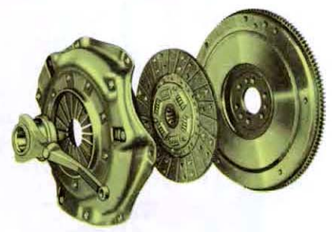
Shock absorbers. Double-acting shock absorbers are standard at the front wheels of all models, and at the rear of Series 10 and 20 models. Heavy-duty shock absorbers with twice the piston area of standard shock absorbers are available for the front and rear of all models.

Steering. All models employ a low-friction recirculating-ball steering gear. Power steering is available.

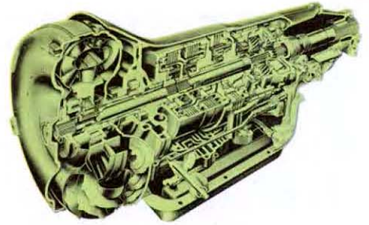
Front stabilizer bar. Available for all models. It is especially useful with camper bodies or other high-center-of-gravity loads to minimize sway on turns or in strong winds.

Delcotron generators. Delcotron generators of 37-ampere capacity are standard. High output, even at low speeds, increases battery life by reducing charge-discharge cycling. Also available to meet higher electrical needs are generators of 42-, 61- and 62-ampere capacities.

Batteries. Twelve-volt Delco batteries of 53-ampere-hour capacity are standard. For high electrical requirements, a heavy-duty 70-ampere-hour battery is available.

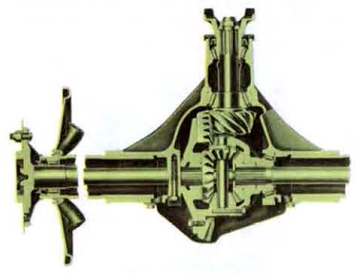


Clutches. Easy-acting diaphragm-spring clutches with durable mechanical linkages are used in all models. Torque capacities of all clutches are matched to the requirements of the engines with which they are used. Clutch diameters and usage with various engines are shown in the specifications chart, page 15.



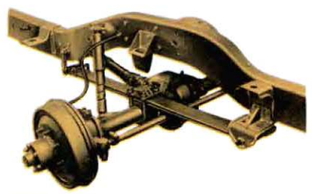
Transmissions. Manual transmissions include 3-speed, fully synchronized 3-speed, 4-speed and overdrive units to permit tailoring each truck to its job. There are also automatics—the popular 2-speed Powerglide and the all-new 3-speed Turbo Hydra-Matic. See specifications chart, page 15, for transmission availability in each truck series.

Drive shafts. One- and two-piece drive shafts are of top-quality steel tubing, precision-balanced to run true and smooth. Two-piece drive shafts employ a rubber-cushioned self-aligning ball center bearing. High capacity universal joints are balanced and permanently sealed to eliminate periodic servicing requirements.

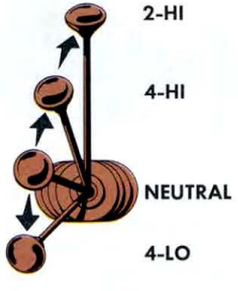


Rear axles. All models have axles with quiet hypoid gearing. Semi-floating design for Series 10, full-floating for Series 20 and 30. For ratios, see specifications chart, page 15. Also offered to give better traction are two types of slip-limiting differentials: Positraction for Series 10, NoSPIN for Series 20 and 30.

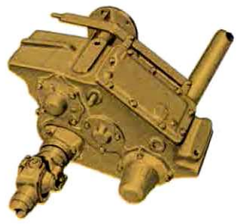
4-WHEEL DRIVE FEATURES



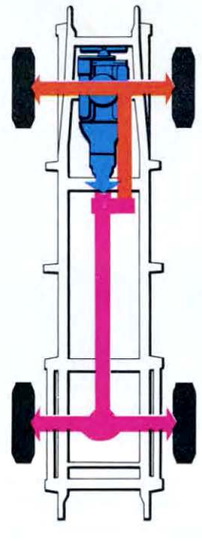
Front and rear suspensions. New lighter weight tapered leaf springs, made up of either two or three leaves, for both front and rear suspensions on 4-wheel drive models are standard for 1967. Tapered leaf design reduces interleaf friction and points of stress concentration in addition to providing more uniform ride qualities. Also, less material is required for a tapered leaf spring, reducing unsprung weight. To increase spring life and durability all tapered leaf springs are subjected to a special shot-peening process which relieves tension stresses and traps compression stresses to greatly improve fatigue properties of the springs. All pivots are rubber-bushed, and Delrin plastic liners separate all leaves and clamping surfaces.



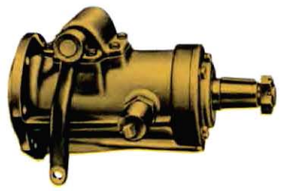
Convenient single-lever shift control. A 4-position shift control lever permits easy shifting between 2- and 4-wheel drive at will, without using the clutch even when the truck is in motion. Shift positions are 4-wheel drive low gear (1.94 reduction), neutral, 4-wheel drive and 2-wheel drive. When in neutral, power takeoff unit, which can be attached to an opening at the rear of the transfer case, can be operated.



2-speed transfer case. The key to the new low silhouette of Chevy's 4-wheel drive models is the re-location of the 2-speed transfer case. By attaching it directly to the transmission, a higher location, entire chassis height is lowered by five inches while, at the same time, maintaining the same 12½ inches of transfer case to ground clearance. This also results in a reduction of five inches in over-all height.



Chassis. Chevrolet 4-wheel drive chassis are ruggedly built to take the abuses of the toughest terrain, and require only a minimum of maintenance. They differ from conventional chassis by having heavier frames to absorb punishment from off-road use, leaf-spring front and rear suspensions, a front-driving axle and driveshaft, and a 2-speed transfer case. Features shared by both chassis types include self-adjusting brakes, front and rear shock absorbers and Delcotron generator.



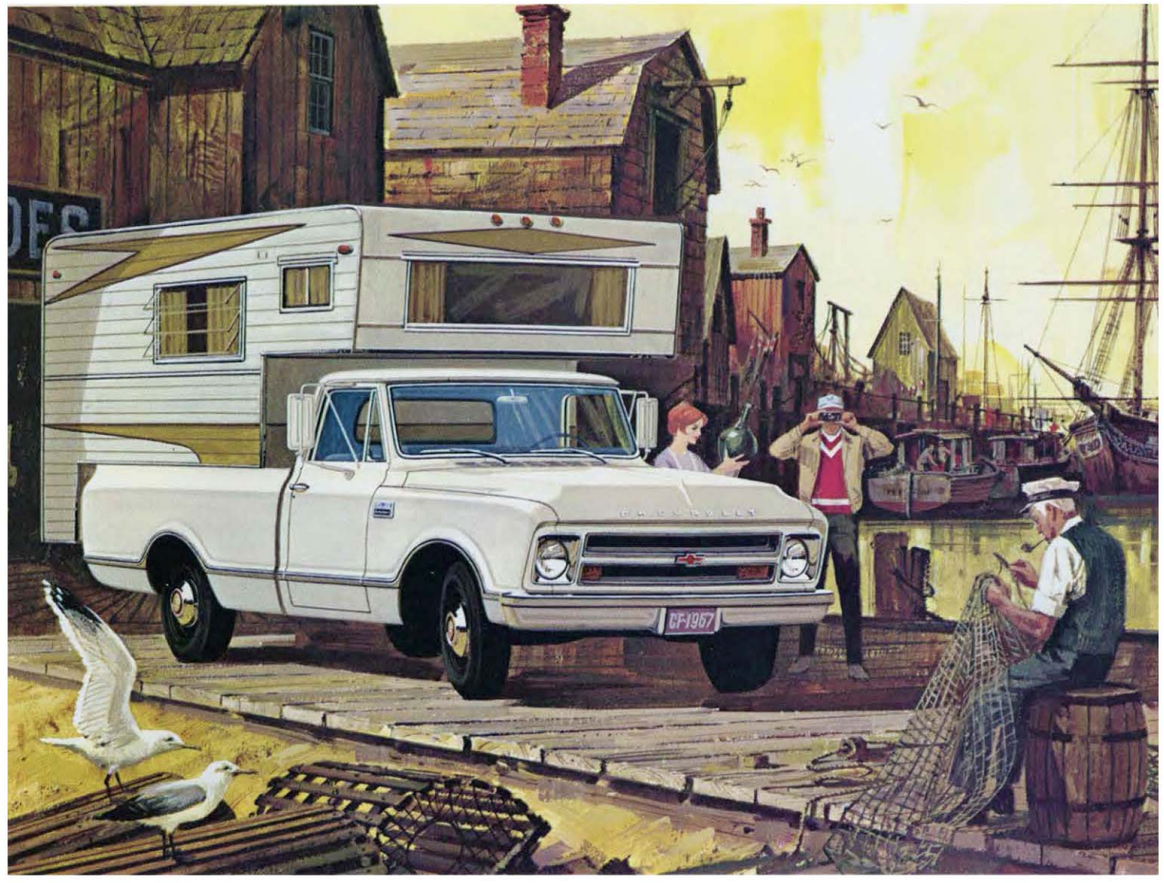
Power takeoff. To utilize full engine power, a direct shaft-driven power takeoff can be attached to the opening provided at the rear of the transfer case. Also available is a 4-speed main transmission which has a power takeoff opening on its left side.

Universal joints. Durable yoke and trunnion universal joints on the front axle are designed for tough off-road duty, yet keep steering smooth and easy. Drive-line universal joints are permanently sealed to eliminate need for periodic servicing.

Transmissions. Standard transmission is a 3-speed unit with steering column gearshift lever. A 4-speed transmission with floor-mounted lever and side power takeoff opening is also available.

Axles. Both front and rear axles feature quiet hypoid gearing—3.73 front and rear ratios in Series K10, 4.55 front and 4.75 rear ratios in Series K20. Full-floating design is used for front axles of all models and the rear axle in Series K20. Rear axles in Series K10 are of semi-floating design.

Free-wheeling front hubs. HUB/LOK front hubs are available for all models. These are manually operated hubs which permit front wheels to be disconnected from the front driveline when 4-wheel drive is not being used. This eliminates unnecessary drive wear and increases fuel economy.



CUSTOM CAMPERS

For 1967 Chevrolet offers pickup models in three weight classes specially equipped for camper service: a ½-ton Custom Camper, a ¾-ton Custom Camper and a one-ton Custom Camper. Available in either Fleetside or Stepside body styles, these Custom Campers take the guesswork out of equipping a pickup truck for camper use. In addition to carrying the Custom Camper nameplate, these models are fitted out with special load-carrying components to enable them to carry your camper body safely and economically. Such items as heavier duty rear springs, higher capacity tires and a front stabilizer bar are included to improve handling and raise the weight-carrying capacity.

In addition to those items of special equipment included with the Custom Camper designation, you may order from a wide selection of options and accessories to improve comfort and appearance to whatever degree you require.

And while you're thinking about camper units, you may want to know about the many other models Chevrolet offers. For complete information see your Chevrolet dealer. Ask him for a copy of the new Chevrolet Pleasure Truck brochure.

Custom Camper Equipment

Series 10 (½-ton)	Special Custom Camper Nameplate; Front Stabilizer Bar; 2000-lb. Rear Springs or 500-lb. Auxiliary Rear Springs; HD Shock Absorbers; Choice of the following tire sizes: 7.00-15, 6.50-16.
Series 20 (¾-ton)	Special Custom Camper Nameplate; Front Stabilizer Bar; 3000-lb. Rear Springs or 500-lb. Auxiliary Rear Springs; HD Shock Absorbers; Choice of the following tire sizes: 7.50-16, 7.00-17, 7.50-17, 10-16.5.
Series 30 (1-ton)	Special Custom Camper Nameplate; Front Stabilizer Bar; 3100-lb. or 4150-lb. Rear Springs; HD Rear Shock Absorbers; Choice of the following tire sizes: 7.00-16 Dual Rear, 7.50-16 Dual Rear, 7.00-18 Dual Rear, 10-16.5.

HIGH-TORQUE ENGINES

Through many millions of miles of owner use, Chevrolet truck engines have proved their superiority in all types of truck service. Advanced design and manufacturing techniques produce both Sixes and V8s that are high in efficiency, long on durability.

Cylinder head and block—Precision casting methods produce alloy iron heads and blocks that are high in rigidity, low in dead weight. Full-circle cylinder bore water jacketing gives uniform cooling and controlled expansion.

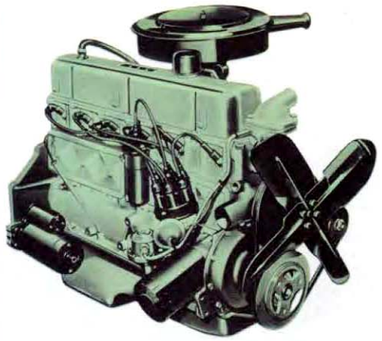
Valve gear—Individual valve rockers on ball studs, tubular pushrods and hydraulic lifters give responsive, efficient valve action. Automatic exhaust valve rotators in 292 Six.

Camshaft—Cams contoured for best combination of performance and economy. Aluminum drive gear in Sixes; chain drive in V8s.

Pistons—Low-inertia aluminum pistons have cast-in steel struts to control expansion. Chrome-plated top rings in 283 V8; molybdenum-filled in 250 Six, 292 Six and 327 V8.

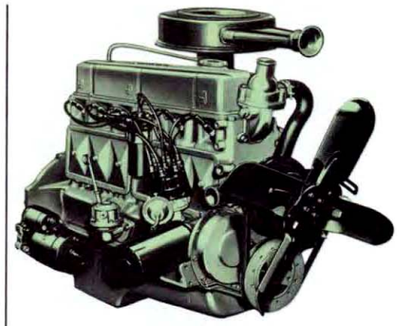
Connecting Rods—Forged-steel rods have shrunk-fit chrome-steel wrist pins. Replaceable big-end bearings are steel-backed babbitt in 250 Six and 283 V8; premium aluminum in 292 Six and 327 V8.

Crankshaft—Designed with large journal overlap for stiffness and durability. Seven main bearings in Sixes, five in V8s. Steel-backed babbitt main bearings in 250 Six and 283 V8; premium aluminum in 292 Six and 327 V8.



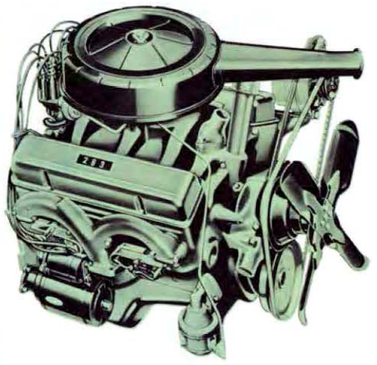
250 Six

For 1967, this 155-hp 250 Six is standard for Chevrolet pickup models. Gross torque is 235 ft.-lbs. at 1600 rpm. Exceptionally smooth operation is assured by new 12-counterweight crankshaft and torsional dampener. Engine life is greatly extended by molybdenum-filled top piston rings, high capacity cooling, oiled paper air cleaner, dacron fan belt, new camshaft and valve springs, improved oil delivery.



292 Six

Popular choice of truck users with extreme service requirements. This powerful 292-cu.-in. Six features 3⅜″ x 4⅛″ bore and stroke, aluminized inlet valves, automatic rotators on exhaust valves with a tough cobalt-based alloy, hydraulic valve lifters, full-chromed top piston rings, heavy-duty 7-main-bearing crankshaft, premium aluminum bearings, 170 hp and 275 ft.-lbs. of torque to handle the toughest loads.



283 V8

Order the 283 V8 for those jobs which call for the extra snap of V8 power. Features 283-cu.-in. displacement with 3⅞″ x 3″ bore and stroke, efficient overhead valve design, aero-type valve mechanism with hydraulic lifters, tough five-main-bearing crankshaft, precision distributor adjustment, long-life steel-backed babbitt bearings, 175 hp and 275 ft.-lbs. of torque to keep the 283 V8 delivering the goods.

327 V8

Here's a big displacement V8 for those jobs that call for the ultimate in power and efficiency. This big 327-cu.-in. displacement V8 is rated at 220 hp and 320 ft.-lbs. of torque. Precision-cast cylinder heads of alloy iron are high in rigidity and low in dead weight. Full pressure lubrication maintains proper lubrication under all conditions. Positive crankcase ventilation removes and neutralizes harmful crankcase fumes.

ENGINE PERFORMANCE DATA

	250 Six	292 Six	283 V8	327 V8
Displacement	250 cu. in.	292 cu. in.	283 cu. in.	327 cu. in.
Compression Ratio	8.5 to 1	8.0 to 1	9.0 to 1	8.5 to 1
Gross Horsepower @ rpm	155 @ 4200	170 @ 4000	175 @ 4400	220 @ 4400
Net Horsepower @ rpm	125 @ 3800	153 @ 3600	145 @ 4200	177 @ 4000
Gross Torque, ft.-lbs. @ rpm	235 @ 1600	275 @ 1600	275 @ 2400	320 @ 2800
Net Torque, ft.-lbs. @ rpm	220 @ 1600	255 @ 2400	245 @ 2000	283 @ 2400

SPECIFICATIONS

Series		10 (½ Ton)		20 (¾ Ton)		30 (1 Ton)		10 (½ Ton) 4-Wheel Drive		20 (¾ Ton) 4-Wheel Drive	
GVW Ratings (lbs.)		4100 to 5000		5500 to 7500		6700 to 14,000		4600 to 5600		5700 to 7600	
		Standard	Optional	Standard	Optional	Standard	Optional	Standard	Optional	Standard	Optional
Front Suspension	Axle—Type	Independent Front Suspension						Tubular Driving Ratios: 3.73-10, 4.55-20			
	—cap. (lbs.)	2500		3000		3500		3300		3500	3500
	Springs—Type	Coil						Tapered Leaf			
	—cap. (lbs.)	1250	1350	1250	1500	1500	1750	1450		1510	
	Shock Absorbers	Standard	H. D. Opt.	Standard	H. D. Opt.	Standard	H. D. Opt.	Standard		Standard	
	Stabilizer Bar	Optional									
Rear Suspension	Axle—Type	Semi-Floating		Full-Floating				Semi-Floating		Full-Floating	
	—cap. (lbs.)	3500		5200		7200	■11,000	3300		5200	
	—Ratios	3.73	3.07, 4.11	4.57	4.11	5.14	4.57, ■6.17	3.73		4.75	
	Springs—Type	Coil				Leaf			Tapered Leaf		
	—cap. (lbs.)	1250	2000	2000	3000	2400	3100	1800	2500	1900	2500
	—cap. (lbs.)						4150				
	Auxiliary Springs—Type	Leaf									
	—cap. (lbs.)		500		500						
	Shock Absorbers	Standard	H. D. Opt.	Standard	H. D. Opt.		H. D. Opt.	Standard	H. D. Opt.	Standard	H. D. Opt.
Engines		▲250 Six	292 Six	▲250 Six	292 Six	▲250 Six	292 Six	▲250 Six	292 Six	▲250 Six	292 Six
		●283 V8	327 V8	●283 V8	327 V8	●283 V8	327 V8	●283 V8	327 V8	●283 V8	327 V8
	Clutch—dia. (in.)	*10	11	*10	11	*10	11	*10	11	*10	11
	—area (sq. in.)	*100	124	*100	124	*100	124	*100	124	*100	124
	—dia. (in.	**11	12	**11	12	**11	12	**11	12	**11	12
	—area (sq. in.)	**124	150	**124	150	**124	150	**124	150	**124	150
	Fuel Tank—cap. (gal.)	20		20		20		20		20	
Transmissions		3-spd.	3-spd.	3-spd.	4-spd.	4-spd.	4-spd. CR	3-spd.	4-spd.	3-spd.	4-spd.
			3-spd. OD		4-spd. CR				4-spd. CR		4-spd. CR
			4-spd.		Powerglide						
			4-spd. CR		Turbo.-Hyd.						
			Powerglide								
			Turbo.-Hyd.								
Brakes		Hydraulic	Power	Hydraulic	Power	Hydraulic	Power	Hydraulic	Power	Hydraulic	Power
Electrical	Battery	53 Amp.-Hr.	70 Amp.-Hr.	53 Amp.-Hr.	70 Amp.-Hr.	53 Amp.-Hr.	70 Amp.-Hr.	53 Amp.-Hr.	70 Amp.-Hr.	53 Amp.-Hr.	70 Amp.-Hr.
	Generator	37 Amp.	42, 61, 62	37 Amp.	42, 61, 62	37 Amp.	42, 61, 62	37 Amp.	42, 61, 62	37 Amp.	42, 61, 62
Frame	Section Modulus	2.98		3.71		5.05 (310)	7.29 (314)	3.62 (107)	4.85 (109)	4.85	
Steering		Manual	Power	Manual	Power	Manual	Power	Manual	Power	Manual	Power
Wheels & Tires	Disc Wheels—type	6-stud		8-stud		8-stud		6-stud		8-stud	
	—rim width (in.)	5.50	5.0, 5.25	5.25	5.0, 5.25, 6.0	5.25	5.0, 6.0	5.50	5.0, 5.25	5.25	5.0, 5.5, 6.0
	Tubeless Tires—sizes	8.15-15	6.50-16	7-17.5	8-17.5	8-17.5	8-19.5	8.15-15	6.50-16	7-17.5	8-17.5
	—sizes		7-17.5		8-19.5		10-16.5				8-19.5
	—sizes		7.75-15		10-16.5				7-17.5		
	Tube-Type Tires—sizes		8.15-15		6.50-16		6.50-16		8.15-15		7.50-16
	—sizes		7.00-15		7.00-16		7.00-16		7.00-15		7.00-17
	—sizes		6.50-16		7.50-16		7.50-16		6.50-16		7.50-17
	—sizes				7.00-17		7.00-17				
	—sizes				7.50-17		7.50-17				
	—sizes						7.00-18				

Equipment shown in blue optional at extra cost. Also available with Positraction differential. Also available with NoSPIN differential.

*▲250 Six standard on models CS10-30. ●283 V8 standard on models CE10-30. *Standard on six-cylinder models. **Standard on V8 models. ■157″ WB models only.*


10

1967 CHEVROLET
TRUCKS

PICKUPS

CHASSIS CABS • STAKES

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