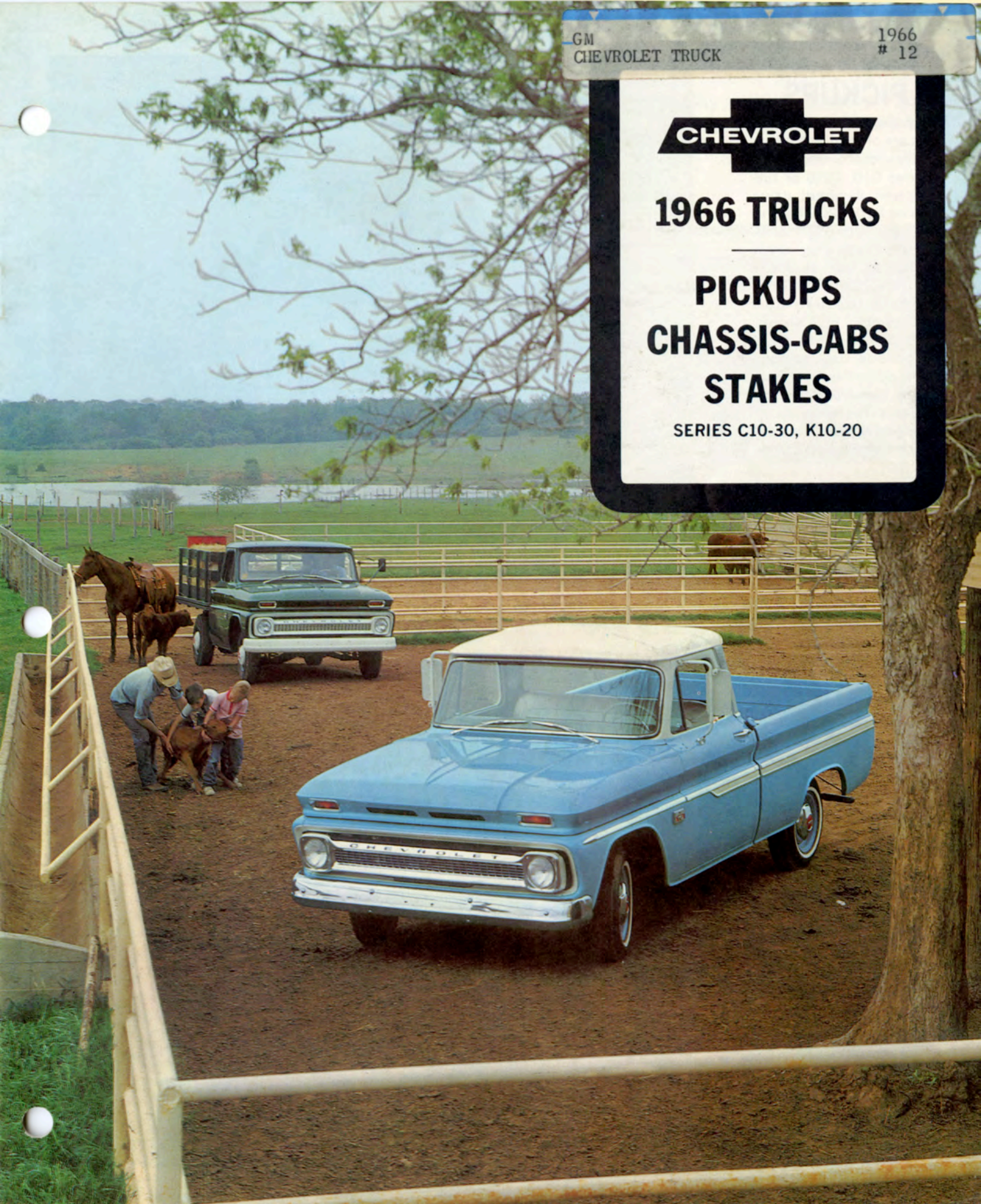




1966 TRUCKS

PICKUPS CHASSIS-CABS STAKES

SERIES C10-30, K10-20



FLEETSIDE PICKUPS

Trim-lined Fleetside pickups are offered with either conventional 2-wheel drive (Series C10, C20) or full-traction 4-wheel drive (Series K10, K20). They're available with 6½-ft. or 8-ft. bodies and GVW ratings as high as 7,600 pounds. Conventional models feature coil springs at all four wheels, plus independent front suspension, to give exceptional riding ease and long-range durability. Special chassis features of 4-wheel-drive models are described on Page 10.

Model	Max. GVW Rating (lbs.)
C1434	5,000
K1434 (4WD)	5,600
C1534	5,000
K1534 (4WD)	5,600
C2534	7,500
K2534 (4WD)	7,600



STEPSIDE PICKUPS

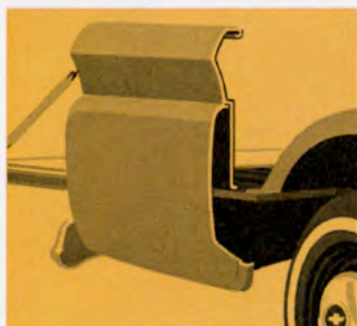
Practical Stepside pickups are also offered with either conventional 2-wheel drive (Series C10, C20, C30) or 4-wheel drive (Series K10, K20). Both types are available with 6½-ft. or 8-ft. bodies, and have the same chassis features as corresponding Fleetside models. A big 9-ft. body is also offered on a conventional Series C30 chassis with leaf-spring rear suspension and maximum GVW rating of 7,800 pounds.

Model	Max. GVW Rating (lbs.)
C1404	5,000
K1404 (4WD)	5,600
C1504	5,000
K1504 (4WD)	5,600
C2504	7,500
K2504 (4WD)	7,600
C3604	7,800

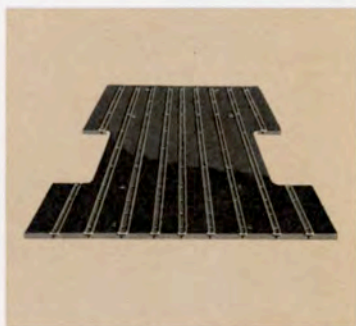


PICKUP BODY FEATURES

Sound design and extra care in construction have earned Chevrolet pickup bodies their well deserved reputation for durability in the toughest service. Both Fleetside and Stepside bodies are complete units with front walls separate from the cab to eliminate stress between cab and body. For convenience in hauling bulky cargo, sides of bodies have rectangular pockets into which stake racks or sideboards can be fitted.



DOUBLE-WALL SIDES—Lower portions of Fleetside bodies are double-walled for strength and to protect appearance of outer panels from dents caused by shifting cargo. This helps the Fleetside body to retain its sleek appearance through many years of use.



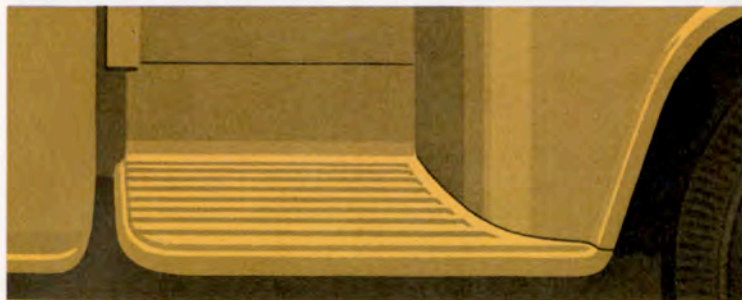
SELECT-WOOD FLOORS—Floors of all bodies are made of select-wood planking to eliminate rust and minimize slipping when wet. Plank joints are covered by recessed steel skid strips which ease the sliding in and out of heavy cargo, and eliminate blow through of dust.



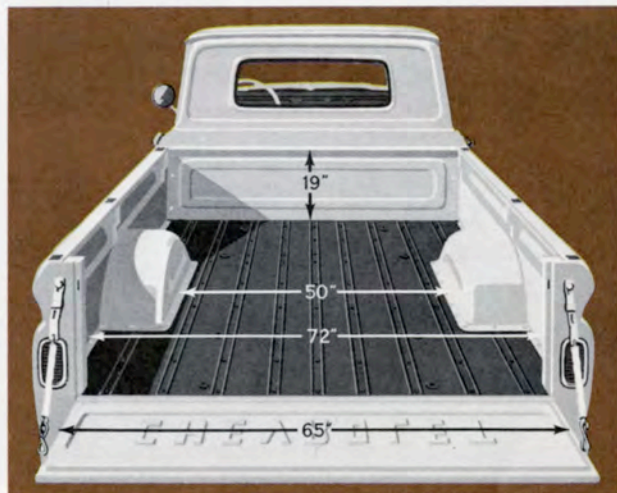
ANTI-RATTLE LATCHES—Snug-fitting wedge-type latches keep tailgate securely closed. When tailgate is lowered, latch chains hold it in a level position. Durable chain covering eliminates marring.



STEP-TYPE REAR BUMPER—A rear bumper with large, flat step surface is offered for all pickups. Convenient step area makes it easier to work loads at the rear of the body. Durable painted finish.

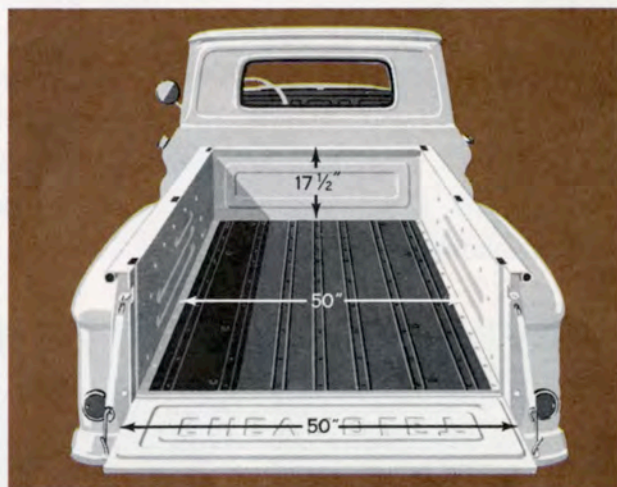
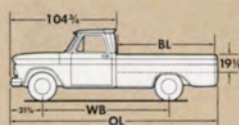


HANDY SIDE STEP—Stepside bodies feature convenient side steps between cab and rear fenders for easy loading from either side of the truck. For Fleetside bodies, a handy toe step is available as a Custom Feature Accessory from your Chevrolet dealer.



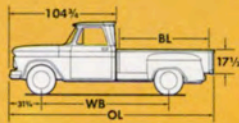
FLEETSIDE PICKUP DIMENSIONS

Models	BL	WB	OL
C1434\K1434	78"	115"	186¼"
C1534\K1534	98"	127"	206¼"
C2534\K2534	98"	127"	206¼"



STEPSIDE PICKUP DIMENSIONS

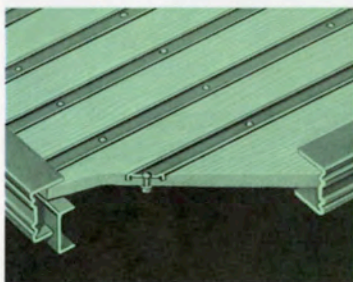
Models	BL	WB	OL
C1404\K1404	78"	115"	186¼"
C1504\K1504	98"	127"	206¼"
C2504\K2504	98"	127"	206¼"
C3604	108"	133"	216¼"





STAKE MODELS

For general-purpose hauling there are two stake trucks offered—Model C2509 with 8-ft. body and maximum GVW rating of 7,500 lbs., plus Model C3609 with 9-ft. body and maximum GVW rating of 10,000 pounds. Although single rear wheels are standard, both models can be ordered with dual rear wheels for extra flotation and top payload assignments. Easy ride and excellent handling are assured by independent front suspension and weight-tailored rear suspensions.

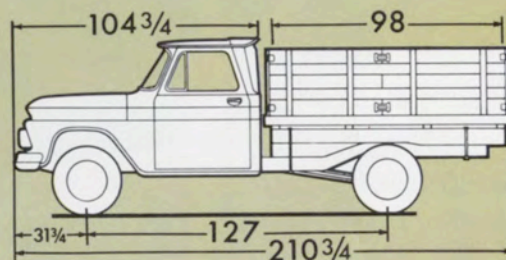


SELECT-WOOD FLOORS feature durable planking and full-length recessed steel skid strips. A protective steel rub rail surrounds the entire platform.

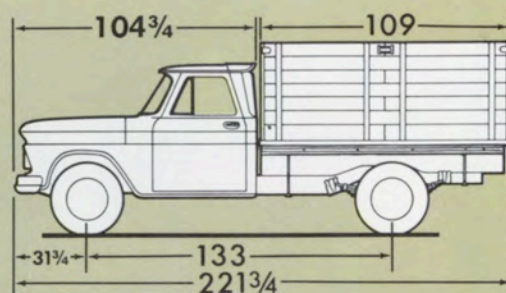


HARDWOOD STAKE RACKS are easily removed from the steel-lined stake pockets in the platform. Durable hardware is recessed to leave interior snag-free.

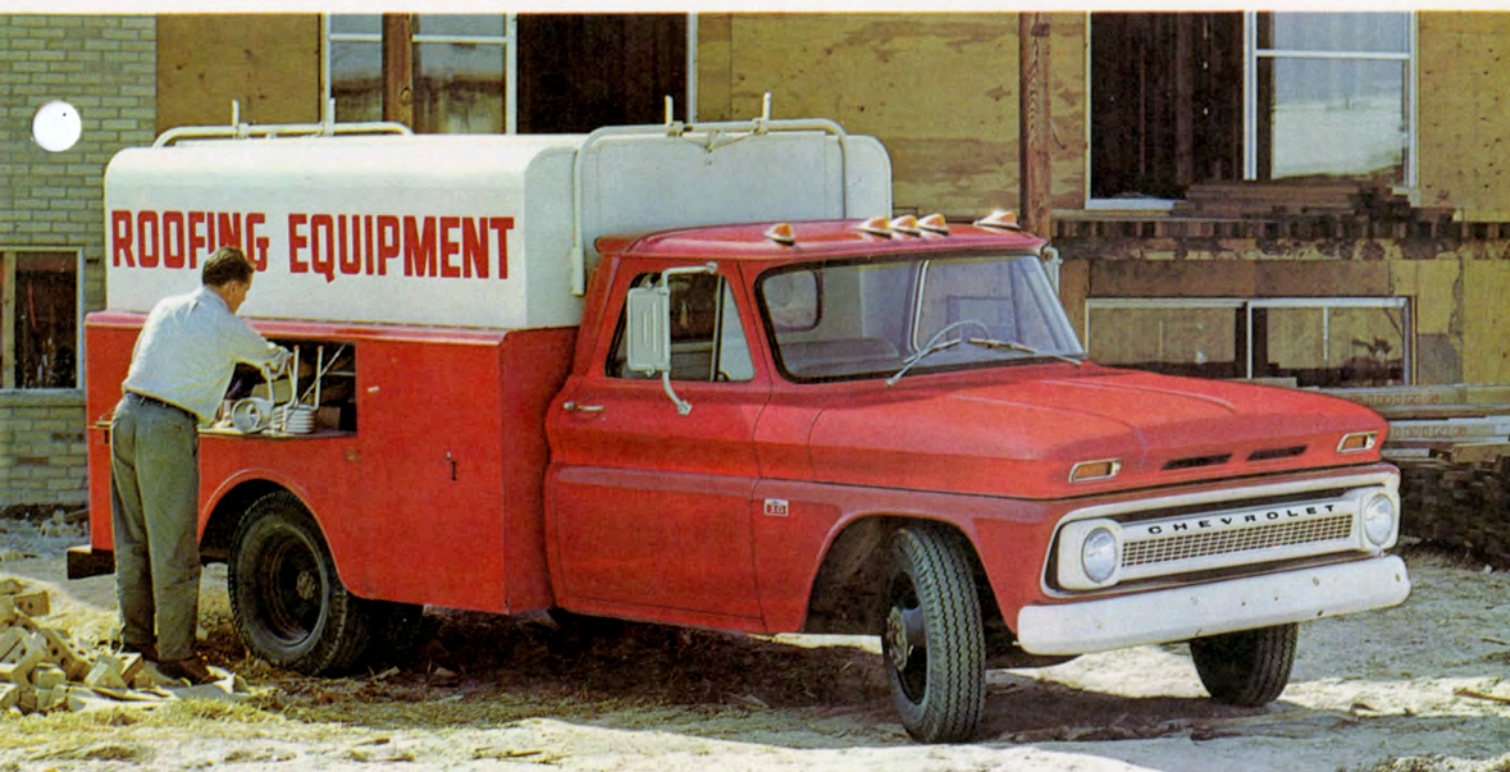
DIMENSIONS



Model C2509

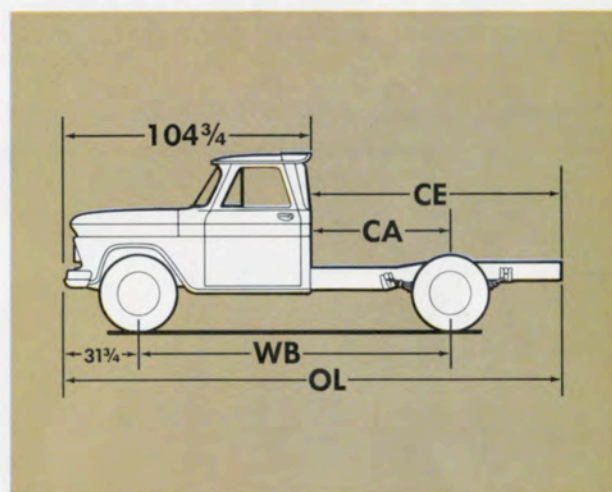


Model C3609



CHASSIS-CAB MODELS

Chassis-cabs are offered with GVW ratings up to 10,000 lbs. and in four wheelbases up to 157 inches. This permits the installation of bodies ranging in length from 6 ft. to 13½ feet. Four-wheel-drive models are also available to handle bodies from 6 ft. to 8½ ft. in length. Both chassis types have standard 34-inch frame widths to simplify body installations. With the broad range of equipment available, you can tailor a Chevrolet chassis-cab to the requirements of nearly any light-duty truck job.



DIMENSIONS

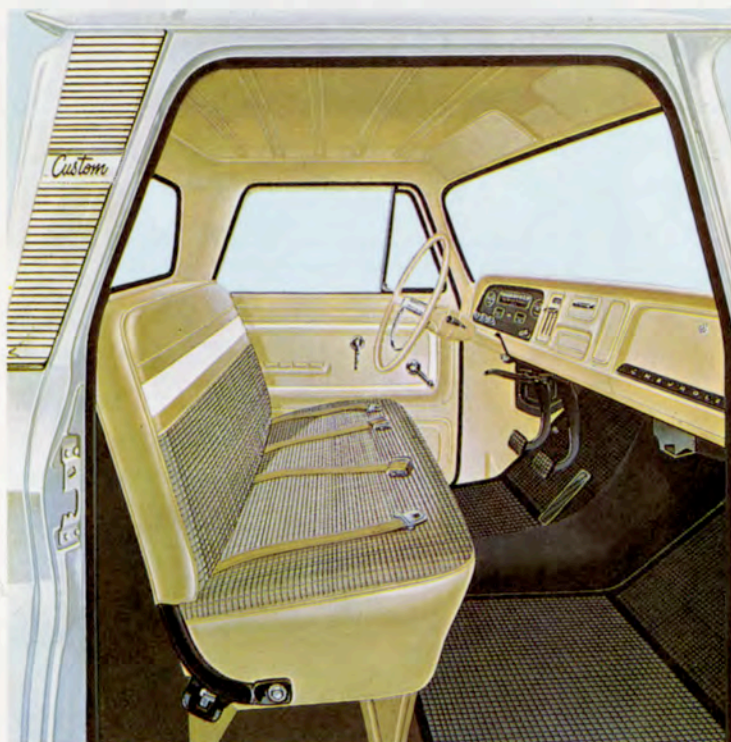
Model	Max. GVW Rating	Body Length Range	WB	OL	CA	CE
C1403	5,000 lb.	6-6½ ft.	115"	180¼"	42"	75½"
K1403 (4WD)	5,600 lb.	6-6½ ft.	115"	180¼"	42"	75½"
C1503	5,000 lb.	7-8½ ft.	127"	200¼"	54"	95½"
K1503 (4WD)	5,600 lb.	7-8½ ft.	127"	200¼"	54"	95½"
C2503	7,500 lb.	7-8½ ft.	127"	200¼"	54"	95½"
K2503 (4WD)	7,600 lb.	7-8½ ft.	127"	200¼"	54"	95½"
C3603	10,000 lb.	7-9½ ft.	133"	211¾"	60"	107"
C3803	10,000 lb.	9½-13½ ft.	157"	235¾"	84"	131"

CAB FEATURES

New Chevrolet cabs have deep-cushioned full-width seats with durable upholstery and attractive interior finish. Heavy insulation and double-walled construction in critical areas give exceptional quiet and comfort. All cabs include seat belts for driver and passenger, driver's sunshade, left door lock, heavy rubber floor mat, dome light and hooded non-glare instrument panel. To tailor your cab to your own preferences, there is available a large selection of factory-installed equipment, including air conditioning, custom comfort and appearance options, instrument panel gauge sets, Soft Ray glass, heater and defroster and Full-View rear window. Ask your Chevrolet dealer for full information about these items as well as the dealer-installed accessories mentioned below.



STANDARD CAB—Deep-cushioned seat is upholstered in easy-to-clean, color-keyed vinyl. A full-depth foam seat with vinyl upholstery is also available, as well as an adjustable Bostrom Level-Ride seat.



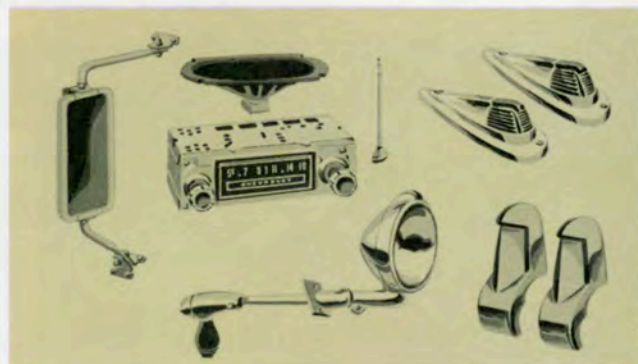
CAB WITH CUSTOM OPTIONS—Custom options are available which include a full-depth foam seat upholstered in a handsome fabric with vinyl trim, driver's armrest, right and left door locks, chrome-trimmed control knobs, cigarette lighter, passenger's sunshade, horn ring, white trim on doors and trim plate for dispatch box door.

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.



CUSTOM FEATURE ACCESSORIES—Many dealer-installed accessories are offered to provide extra comfort, convenience and safety. Included are items such as bumper guards, power steering, cab clearance lights, special mirrors, and spotlight. Your Chevrolet dealer can give you full information about these and the many other Custom Feature Accessories offered.



HIGH TORQUE SIXES



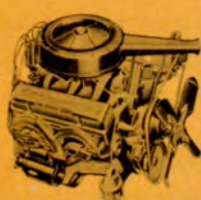
250 Six



292 Six

Chevrolet High Torque Sixes are noted for their economy of operation and maintenance. For most jobs they're first choice with truckers everywhere. The 250 Six is standard in all models. The big 292 Six is available for all models to give extra performance, yet retain the economies of 6-cylinder design.

HIGH TORQUE V8s



283 V8



327 V8

Two high-output V8s are offered to give lively and spirited performance, yet provide low cost per horsepower. Both engines are of modern short-stroke design. The 283 V8 is available for all models. The top-performance 327 V8 is offered for Series C10, C20 and C30 models, and is especially recommended for use with camper bodies or other applications involving substantial high-speed highway running.

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 push rods 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 292 Six and 283 V8; molybdenum-filled in 250 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.

ENGINE SPECIFICATIONS AND PERFORMANCE DATA

	250 Six	292 Six	283 V8	327 V8
Piston displacement (cu. in.)	250	292	283	327
Bore x stroke (in.)	3 $\frac{7}{8}$ x 3 $\frac{3}{16}$	3 $\frac{7}{8}$ x 4 $\frac{1}{8}$	3 $\frac{7}{8}$ x 3	4 x 3 $\frac{1}{4}$
Compression ratio	8.5	8.0	9.0	8.5
Gross horsepower @ rpm	150 @ 4200	170 @ 4000	175 @ 4400	220 @ 4400
Net horsepower @ rpm	125 @ 3800	153 @ 3600	145 @ 4200	177 @ 4000
Gross torque (ft.-lb.) @ rpm	235 @ 1600	275 @ 1600	275 @ 2400	320 @ 2800
Net torque (ft.-lb.) @ rpm	220 @ 1600	255 @ 2400	245 @ 2000	283 @ 2400

CHASSIS FEATURES

Conventional chassis for Series C10, C20 and C30 trucks are built to give a combination of outstanding riding qualities plus rugged truck durability. These qualities are achieved with owner-proved coil-spring independent front suspensions, weight-tailored rear suspensions, ladder-type frames, ball-gear steering and other first-quality components throughout.

LADDER-TYPE FRAME

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

SELF-ADJUSTING BRAKES

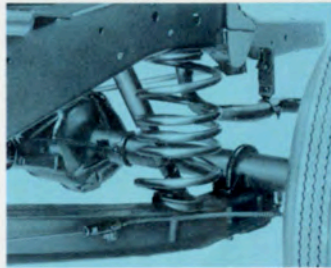
Big Duo-Servo brakes at front and rear wheels incorporate an automatic self-adjusting mechanism to ensure full brake action and eliminate the need for periodic manual adjustment. Vacuum power brakes are available for all models to give the utmost in sure, easy stopping power.

COIL-SPRING INDEPENDENT FRONT SUSPENSION

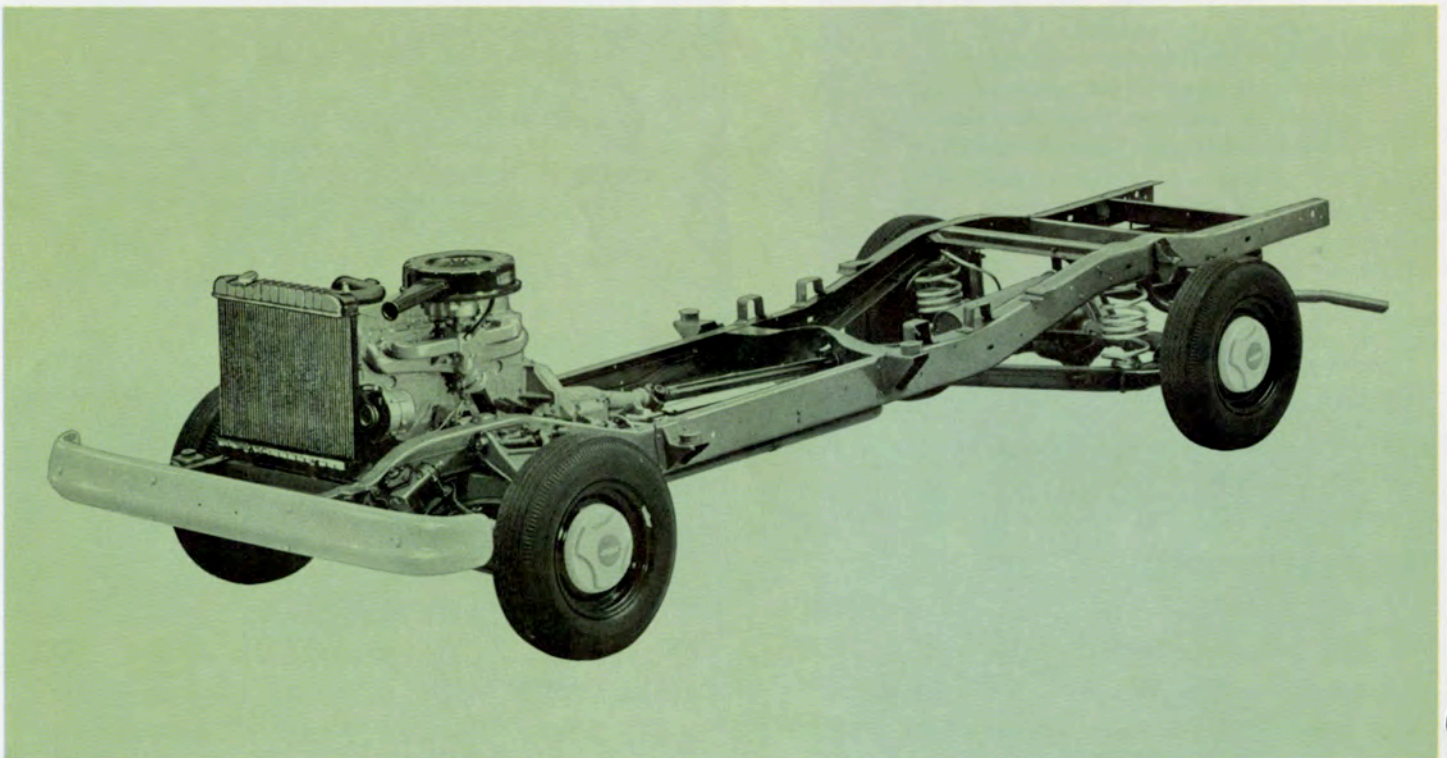


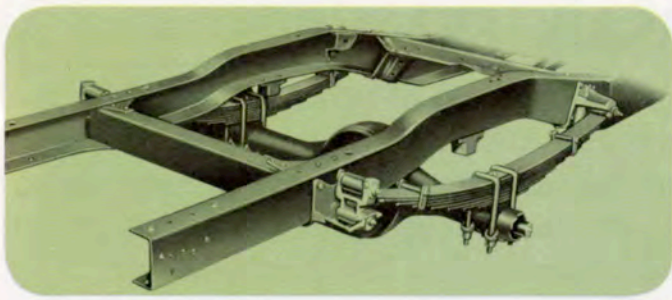
Standard suspension has large coil springs and independent wheel action to deliver smooth ride and easy handling. Large low-friction spherical joints at outer ends of control arms and large bearing surfaces at the inner ends require a minimum of care and help keep alignment intact.

COIL-SPRING REAR SUSPENSION



For Series C10 and C20. 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

For Series C30. Wide leaf springs are selected to provide the best riding qualities consistent with the load requirements in this weight class (up to 10,000 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

For Series C10 and C20. Short, single-ended auxiliary leaf springs can be ordered to give extra support and control with maximum payloads or on very rough roads.



SHOCK ABSORBERS

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

FRONT STABILIZER BAR

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

DELCO TRON GENERATORS

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

BATTERIES

12-volt Delco batteries of 53-ampere-hour capacity are standard in all models. For larger than normal electrical requirements, a heavy-duty 70-ampere-hour battery is available.

DRIVE LINE COMPONENTS



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 11.



TRANSMISSIONS

Manual transmissions include 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 11, 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

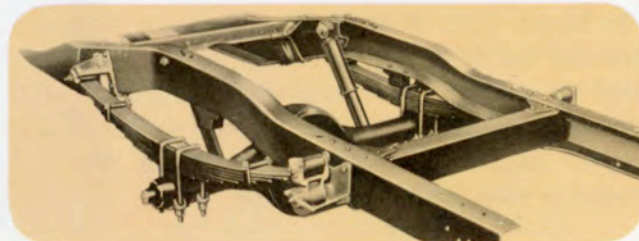
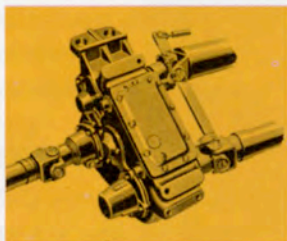
All models have axles with quiet, hypoid gearing. Semi-floating design for Series 10, full-floating for Series 20 and 30. For ratios, see *Specifications* chart, page 11. Also offered to give better traction are two types of slip-limiting differentials: Positraction for Series 10, NoSPIN for Series 20 and 30.

4-WHEEL-DRIVE CHASSIS FEATURES

Chevrolet 4-wheel-drive models are ruggedly built to take the abuses of the roughest terrain, and require a minimum of maintenance. Four-wheel-drive chassis differ from conventional chassis by having heavier frames to absorb punishment of 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.

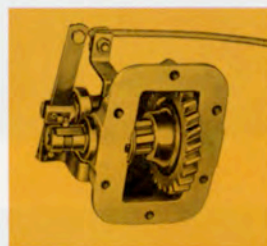
2-SPEED TRANSFER CASE

Single-lever control permits shifting between 2-wheel and 4-wheel drive while truck is moving and without using clutch. Four-wheel-drive low gear (1.94 reduction) also provided, plus neutral position for operating a power take-off, which can be attached to opening at rear of transfer case.



LEAF-SPRING SUSPENSIONS

To meet the rigors of rough off-road work, conventional leaf-spring suspensions are used both front and rear. Standard springs are of 5-leaf design at the front, 6-leaf at the rear. Extra-capacity 8-leaf rear springs are offered for Series K20 models.



POWER TAKE-OFF

To utilize full engine power, a direct shaft-driven power take-off 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-take-off 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

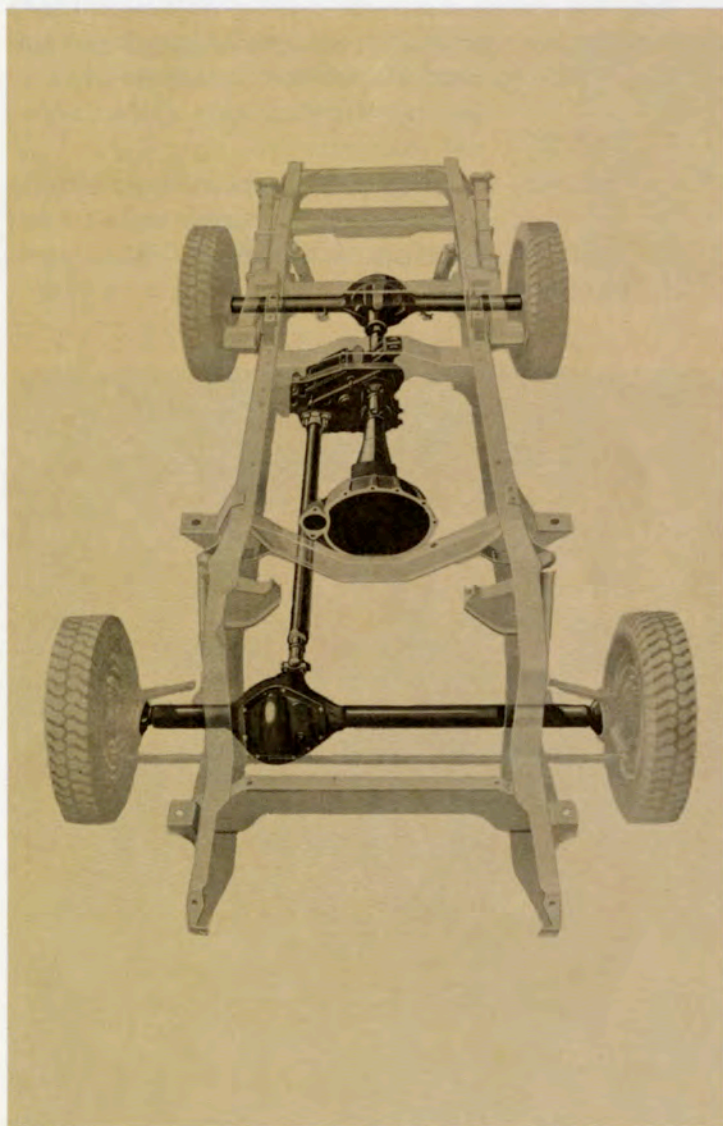
Standard transmission is a 3-speed Synchro-Mesh unit with steering-column gearshift lever. A 4-speed Synchro-Mesh transmission with floor-mounted lever and side power-take-off opening is also available.

AXLES

Both front and rear axles feature quiet hypoid gearing—3.73 ratio in Series K10, 4.55 ratio in Series K20. Full-floating design is used for front axle and the rear axle in Series K20.

FREE-WHEELING FRONT HUBS

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



SPECIFICATIONS

SERIES	C10 (1½ TON)	C20 (3¼ TON)	C30 (1 TON)	K10 (1½ TON)	K20 (¾ TON)
GVW RATINGS	4100 TO 5000 LBS.	5500 TO 7500 LBS.	6700 TO 10,000 LBS.	4900 TO 5600 LBS.	5700 TO 7600 LBS.
FRONT SUSPENSION	STANDARD OPTIONAL INDEPENDENT FRONT SUSPENSION	STANDARD OPTIONAL COIL	STANDARD OPTIONAL COIL	STANDARD OPTIONAL TUBULAR DRIVING RATIOS: 3.73-K10, 4.55-K20	STANDARD OPTIONAL TUBULAR DRIVING RATIOS: 3.73-K10, 4.55-K20
REAR SUSPENSION	CHEV. SEMI-FLOATING —CAPACITY —RATIOS SPRINGS—TYPE —CAP. (LBS.)	CHEVROLET FULL-FLOATING —CAPACITY —RATIOS SPRINGS—TYPE —CAP. (LBS.)	CHEVROLET FULL-FLOATING —CAPACITY —RATIOS SPRINGS—TYPE —CAP. (LBS.)	CHEV. SEMI-FLOATING —CAPACITY —RATIOS SPRINGS—TYPE —CAP. (LBS.)	CHEV. FULL-FLOATING —CAPACITY —RATIOS SPRINGS—TYPE —CAP. (LBS.)
ENGINE	AUX. SPRINGS—TYPE —CAP. (LBS.) SHOCK ABSORBERS	AUX. SPRINGS—TYPE —CAP. (LBS.) SHOCK ABSORBERS	AUX. SPRINGS—TYPE —CAP. (LBS.) SHOCK ABSORBERS	AUX. SPRINGS—TYPE —CAP. (LBS.) SHOCK ABSORBERS	AUX. SPRINGS—TYPE —CAP. (LBS.) SHOCK ABSORBERS
TRANSMISSION	CLUTCH—DIA. (IN.) —AREA (SQ. IN.) FUEL TANK—CAP. (GAL.)	CLUTCH—DIA. (IN.) —AREA (SQ. IN.) FUEL TANK—CAP. (GAL.)	CLUTCH—DIA. (IN.) —AREA (SQ. IN.) FUEL TANK—CAP. (GAL.)	CLUTCH—DIA. (IN.) —AREA (SQ. IN.) FUEL TANK—CAP. (GAL.)	CLUTCH—DIA. (IN.) —AREA (SQ. IN.) FUEL TANK—CAP. (GAL.)
BRAKES	TYPE SIZES—FRONT (IN.) —REAR (IN.) LINING AREA (SQ. IN.) BOOSTER SIZE (IN.)	TYPE SIZES—FRONT (IN.) —REAR (IN.) LINING AREA (SQ. IN.) BOOSTER SIZE (IN.)	TYPE SIZES—FRONT (IN.) —REAR (IN.) LINING AREA (SQ. IN.) BOOSTER SIZE (IN.)	TYPE SIZES—FRONT (IN.) —REAR (IN.) LINING AREA (SQ. IN.) BOOSTER SIZE (IN.)	TYPE SIZES—FRONT (IN.) —REAR (IN.) LINING AREA (SQ. IN.) BOOSTER SIZE (IN.)
ELECTRICAL	BATTERY GENERATOR	BATTERY GENERATOR	BATTERY GENERATOR	BATTERY GENERATOR	BATTERY GENERATOR
FRAME	SECTION MODULUS	SECTION MODULUS	SECTION MODULUS	SECTION MODULUS	SECTION MODULUS
WHEELS & TIRES	DISC WHEELS—TYPE —RIM WIDTH (IN.) TUBELESS TIRES—SIZES	DISC WHEELS—TYPE —RIM WIDTH (IN.) TUBELESS TIRES—SIZES	DISC WHEELS—TYPE —RIM WIDTH (IN.) TUBELESS TIRES—SIZES	DISC WHEELS—TYPE —RIM WIDTH (IN.) TUBELESS TIRES—SIZES	DISC WHEELS—TYPE —RIM WIDTH (IN.) TUBELESS TIRES—SIZES
	TUBE-TYPE TIRES—SIZES	TUBE-TYPE TIRES—SIZES	TUBE-TYPE TIRES—SIZES	TUBE-TYPE TIRES—SIZES	TUBE-TYPE TIRES—SIZES

EQUIPMENT SHOWN IN BLUE OPTIONAL AT EXTRA COST. ▲ ALSO AVAILABLE WITH POSITRACTION DIFFERENTIAL. ● ALSO AVAILABLE WITH NOSPIN DIFFERENTIAL.

GO WITH EXTRA COMFORT AND CONVENIENCE IN A CHEVY CUSTOM CAMPER

Here's the way to get the most from the Series C20 pickup or chassis-cab you plan to use for camping: order the specially grouped Custom Camper package. Your truck will come with the right load-carrying components, the extra comfort and convenience features that will help to put more fun into every trip you take.

While you're thinking about camper units, you'll also want to know about the many different models—from basic chassis-cabs to Step-Vans fully equipped for easy living—offered by your Chevrolet dealer. Ask him for information and a copy of the new Chevrolet Camper brochure.



CUSTOM CAMPER EQUIPMENT (AVAILABLE FOR SERIES C20)

7.50 x 16 tires • Auxiliary rear springs • Heavy-duty rear shock absorbers • Front stabilizer bar • West Coast mirrors, both sides • Tinted windshield • Heater and defroster • Two-speed electric windshield wipers and washer • Radio • Chromed front bumper, hub caps, windshield molding, horn ring • Bright metal grille, cab trim plate • Full-depth foam seat with fabric and vinyl upholstery • Left armrest • Two sunshades • Cigarette lighter • Chrome-trimmed instrument panel knobs.



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