

1969




# Pickups

*chassis-cabs and 4-wheel drives*

1967  
#7





FOUR-WHEEL DRIVES  
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**With a bold new stance and  
a bright new  
outlook on work...**

## 1969 Chevrolet Pickups

Here's a quick preview of the trucks you're going to see a lot more of in the months ahead—Chevrolet's 1969 fleet of pickups, light-duty chassis-cabs and 4-wheel drive models. Fleetsides, Stepsides, campers . . . all with the bold new front-end design that promises uncompromising performance and durability to truck owners. Inside you'll find the details. You'll see why Chevy's double-strong construction adds to truck

life. How work-proved independent front suspension and coil springs provide a road-balanced ride no other trucks can match. What new job-tailored power teams can mean to improved truck performance. And you'll see how Chevrolet has brightened up truck appearance and comfort with a host of new trim and comfort items both inside the cab and out. All in all, it adds up to another great year for truck buyers, however you use your truck.



**Bold new**  
**Fleetside**  
**Pickups**

New front-end styling harmonizes perfectly with the toughest build known to pickups in the '69 Fleetside. Tough, double-strong construction in all critical areas of cab and body assures long life. Work-proved independent front suspension combines with either coil or leaf-type rear springs to deliver Chevy's exclusive road-balanced ride.

Included in the five-engine lineup for '69 is a new optional 350-cu.-in. V8. And there's a new 3-speed synchromesh transmission.

Powerglide and Turbo Hydra-Matic automatic transmissions are also available.

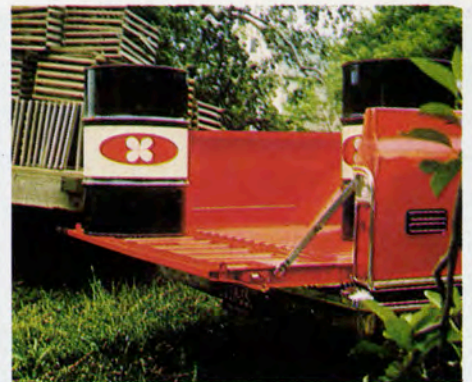
Inside the cab there's a new low-profile steering wheel for greater safety, and new seat back construction for better driver comfort. A new foot-operated parking brake is more convenient to use. Improved body sealing and new body mounts help lock out road noise. Newly designed bucket seats and a choice of six interior trim colors are available. Sixteen Fleetside models for 1969.



Double-wall side panels



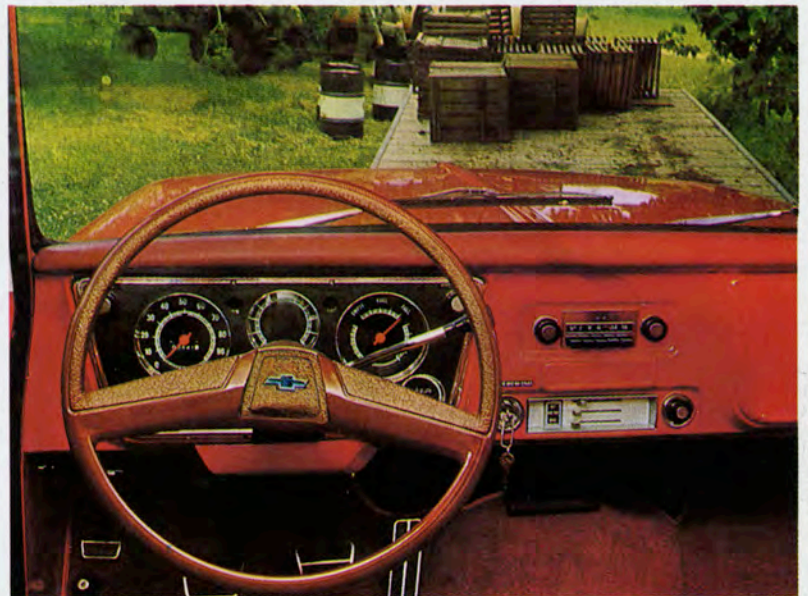
One-hand tailgate operation



Steel-strap tailgate support



Choice of wood or steel floor



New low-profile steering wheel



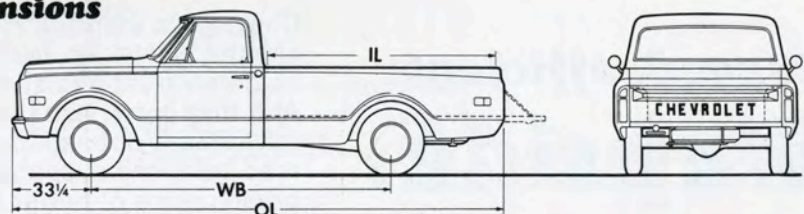
Front fender liners



### Standard equipment on Fleetside Pickups includes:

- 155-hp. 250-cu.-in. Chevrolet High Torque six-cylinder engine on six-cylinder models
- 200-hp 307-cu.-in. Chevrolet High Torque V8 engine on V8 models
- Self-adjusting brakes, all four wheels
- Dual master cylinder brake system with warning light
- Backup lights and direction signals
- Panoramic rear window
- Side marker reflectors
- Left-hand and right-hand outside rearview mirrors
- Heater and defroster

### Dimensions



Series	WB Wheelbase (in.)	OL Overall Length (in.)	IL Inside Length (in.)		Series		
					CS/CE 10734	CS/CE 10934 CS/CE 20934	CS/CE 21034 CS/CE 31034
CS/CE 10734	115	188½	78½	A- Inside length of the pickup box at the floor (in.)	78½	98	104
				B- Tailgate height (in.)	19¼	19¼	19¼
CS/CE 10934 CS/CE 20934	127	207¾	98	C- Width between wheelhousings (in.)	50	50	50
				D- Maximum inside width at the floor (in.)	66	66	66
CS/CE 21034 CS/CE 31034	133	213¾	104	Fleetside pickup box capacity (cu. ft.)	58.4	74.3	82.5



**Rugged, efficient**  
**Stepside**  
**Pickups**

Chevrolet's Stepside Pickups, like the Fleetsides, feature bold new front-end styling. And they come with the same advantages of tough build, road-balanced suspensions, broad choice of power teams and many other design improvements detailed on page 4 under Fleetside Pickups.

Step running boards on either side between cab and rear fenders greatly facilitate side loading. And wide flareboards on body sides

add to body strength. With bodies contained between the rear fenders, inner walls are 50 inches apart to accept standard 4-ft.-wide materials. Floors are of wood with steel skid strips to help slide cargo in and out. Wedge-type anti-rattle latches keep tailgate securely closed. Plastic-covered chains hold tailgate open for handling long loads. Reinforced stake pockets are also provided. Fourteen Stepside models for '69.



Smooth body side walls



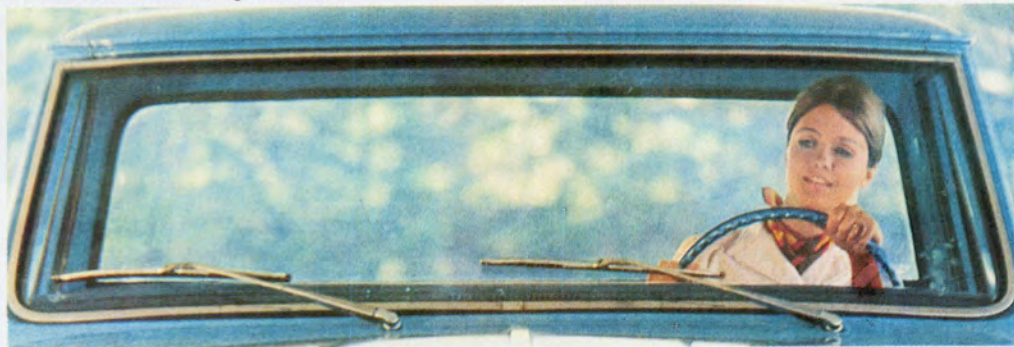
Convenient side running boards



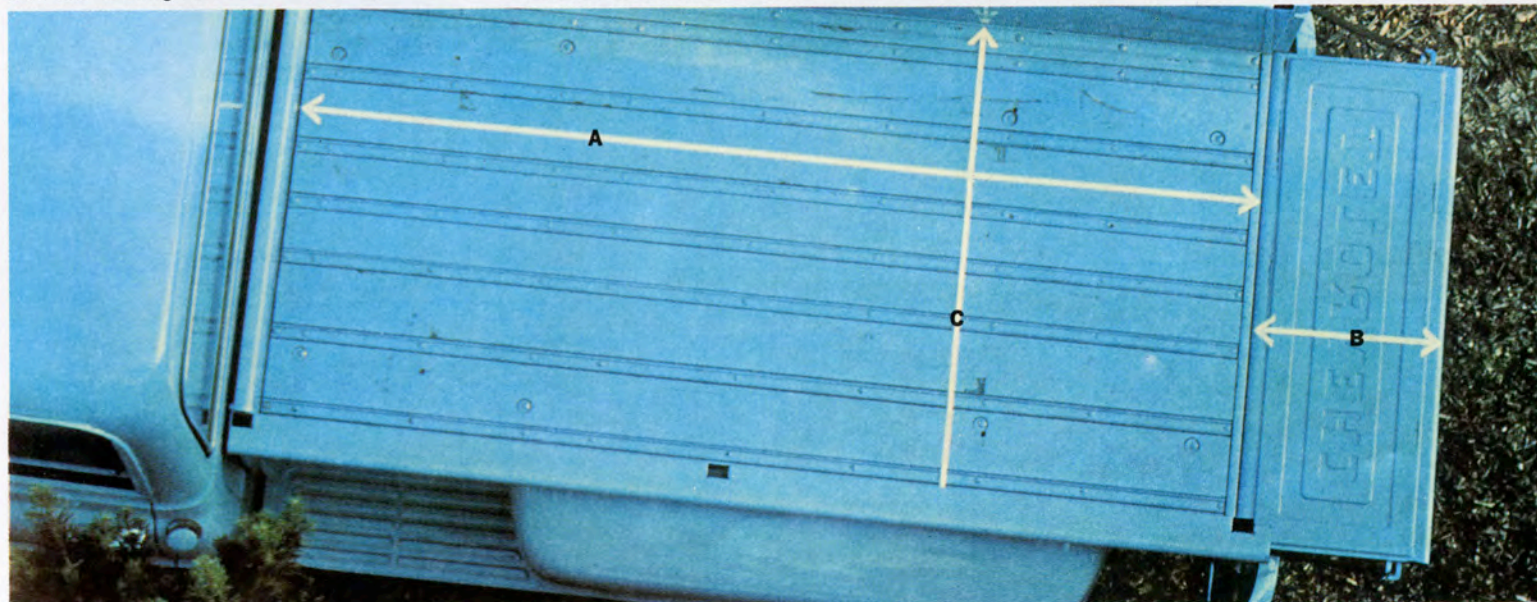
Chain tailgate supports



New aluminum grille



Panoramic front and rear windows

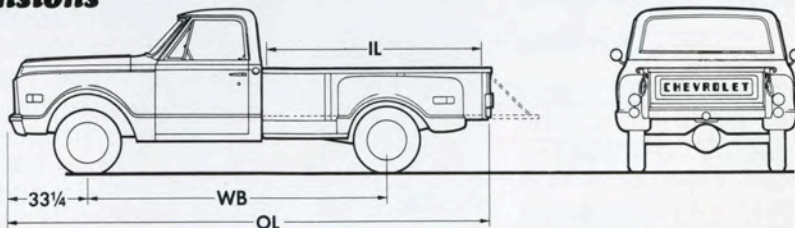


Wood floor with steel skid strips

**Standard equipment on Stepside Pickups includes:**

- 155-hp. 250-cu.-in. Chevrolet High Torque six-cylinder engine on six-cylinder models
- 200-hp 307-cu.-in. Chevrolet High Torque V8 engine on V8 models
- Self-adjusting brakes, all four wheels
- Dual master cylinder brake system with warning light
- Backup lights and direction signals
- Panoramic rear window
- Side marker reflectors
- Left-hand and right-hand outside rearview mirrors
- Heater and defroster

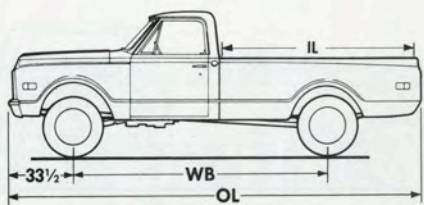
**Dimensions**



Series	WB Wheelbase (in.)	OL Overall Length (in.)	IL Inside Length (in.)	Series			
				CS/CE 10704	CS/CE 10904 CS/CE 20904	CS/CE 31004	
CS/CE 10704	115	188½	78¾	A-Inside length of the pickup box at the floor (in.)	78¾	98	108¼
CS/CE 10904 CS/CE 20904	127	207¾	98	B-Tailgate height (in.)	17¾	17¾	17¾
				C-Maximum inside width at the floor (in.)	50	50	50
CS/CE 31004	133	217¾	108¾	Stepside pickup box capacity (cu. ft.)	39.7	49.8	55



## Go anywhere **Four-Wheel Drives**



DIMENSIONS

Series	WB Wheelbase (in.)	OL Overall Length (in.)	IL Inside Length (in.)
KS/KE 10703	115	188 $\frac{3}{4}$	—
KS/KE 10704			78 $\frac{1}{2}$
KS/KE 10734			78 $\frac{1}{2}$
KS/KE 10903	127	208	98
KS/KE 10904			98
KS/KE 10934			98
KS/KE 20903	127	208	—
KS/KE 20904			98
KS/KE 20934			98

Both Fleetside and Stepside Pickups and chassis-cab models are available with four-wheel drive. The big difference from conventional models is in the chassis design. Chevy's 4-wheel drive chassis is designed to permit a low silhouette while still maintaining the critical ground clearance so important to 4-wheel drive vehicles.

Front suspensions on Chevrolet 4-wheel drives are of weight-saving tapered-leaf design. They reduce

over-all truck weight, and cut down on interleaf friction to provide a smoother, more even ride.

Power team lineup is the same as that available for conventional pickups described on preceding pages. New for 1969 is the availability of power steering on Chevrolet 4-wheel drive models. Twelve pickup and six chassis-cab 4-wheel drive models are available plus eight Suburban models covered in our Suburban and Panel Catalog.

# Get the lowdown on Chevy's tough 4 x 4 chassis

## 1) FRAME

Tough ladder-type frame is designed to withstand the abuse of off-road driving. Alligator-jaw crossmembers are securely riveted to heavy-gauge channel side rails.

## 2) SUSPENSIONS

Front and rear suspensions feature advanced design of tapered-leaf springs. Benefits include more uniform riding qualities and a significant reduction in unsprung weight. Rear assemblies are 2-stage type with four conventional leaves and one tapered leaf. Each leaf is shot-peened

under stress for increased durability. Double-acting shock absorbers at front and rear wheels contribute to smooth ride and precise handling.

## 3) AXLES

Front and rear axles feature quiet hypoid gearing for greater tooth contact, extra strength. Rear axle shafts are semi-floating for 1/2-ton models, full-floating for 3/4-ton models.

## 4) DRIVE SHAFTS

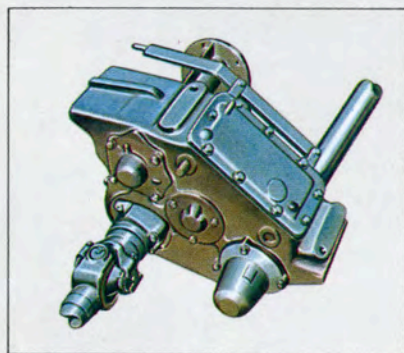
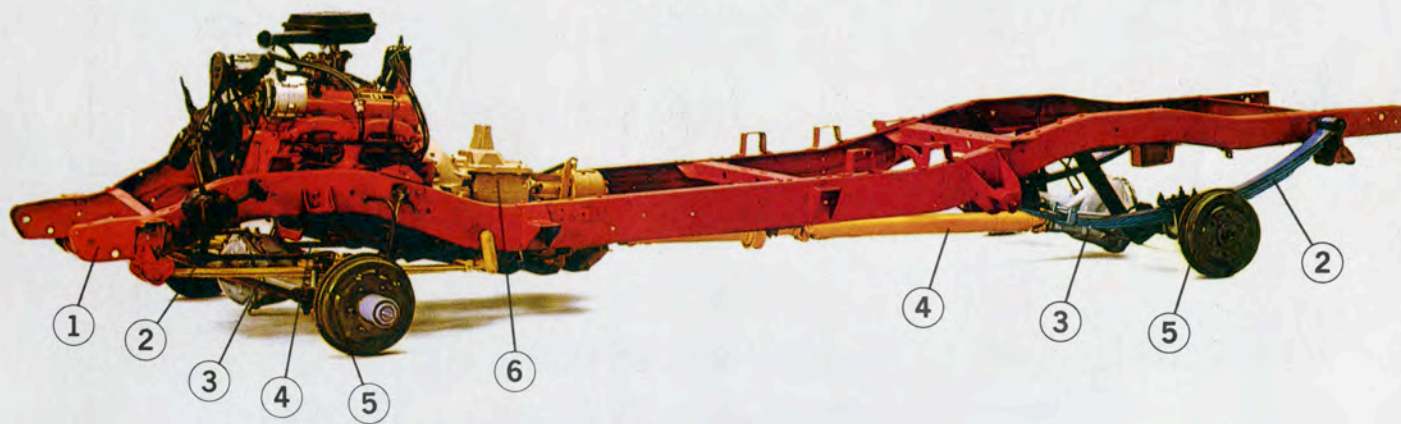
Shafts are accurately machined from alloy steel, carburized and hardened for durability. High-capacity universal joints are balanced and permanently sealed to eliminate periodic servicing requirements.

## 5) BRAKES

Front and rear brake hydraulic systems are separate, operate from a dual master cylinder connected directly to the brake pedal. If hydraulic pressure loss should occur in one system, the other remains operative. Warning light on instrument panel signals driver when pedal is applied if either system malfunctions. Brakes are self-adjusting. Power brakes also are available.

## 6) TRANSMISSIONS

A new standard 3-speed synchromesh manual transmission has shift lever mounted on steering column. A 4-speed transmission is also offered with a floor-mounted shift lever.



### Two-speed transfer case

Standard transfer case offers a choice of high or low ranges in 4-wheel drive for a total of six forward speeds. Power takeoff opening allows



### Single-lever shift control

operation of a wide variety of special equipment using engine power. Positioning of transfer case—attached to the transmission through an adapter—permits lower frame height while maintaining critical ground clearance.

Alternate between 2-wheel drive and 4-wheel drive in "Hi" range any time you wish by means of the convenient four-position shift control lever. Making the switch doesn't require use of the clutch, even when the truck is moving. Transfer case shift lever positions are 4-wheel drive low gear with a 1.94 reduction, neutral, 4-wheel drive and 2-wheel drive.



**Fitted out for  
first class travel**

# Chevrolet Campers

More and more campers are discovering that their favorite outdoor activity can be even more fun, more carefree in a Chevy camper. All the good things that make Chevrolet pickups and chassis outstanding work vehicles, make them excel as camper trucks. As a leader in this important area, Chevrolet offers a wide choice of vehicles suitable for camping. In addition, Chevrolet offers the Longhorn—the only pickup designed for camping.

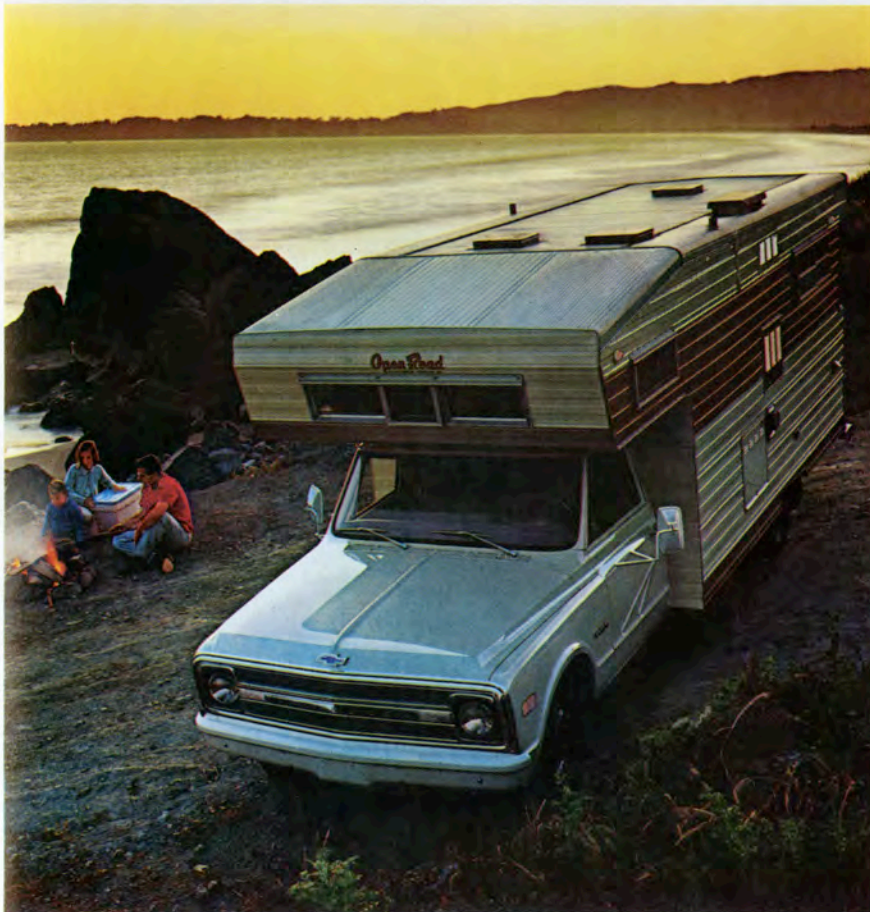
With an extra big 8½-ft. box, you can easily carry the largest of camper bodies. Long wheelbase provides better balance and handling. And the special Longhorn suspension with leaf-type rear springs assures a smooth ride and sure handling with heavy loads. Available in both ¾- and 1-ton sizes. For more detailed information, ask your Chevrolet dealer for a copy of the 16-page Pleasure Truck Catalog for 1969.



RECOMMENDED MINIMUM EQUIPMENT FOR CAMPER BODIES

Chevrolet Series	CS/CE 10 (½ Ton)				CS/CE 20 (¾ Ton)				CS/CE 30 (1 Ton)		
	Shell				Cab Over Without Rear Overhang	Cab Over With Rear Overhang	Cab Over With Rear Overhang	Frame Mounted	Cab Over With Rear Overhang	Frame Mounted	
GVW Ratings (lbs.)	4400	4400	5000	5000	7500	7500	7500	7500	7800	7800	10,000
Max. Body Length (ft.)	6	8	6	8	9	11	11½	11	12	12	14
Approx. Body Weight (lbs.)	200	300	200	300	1400	2000	2100	2100	2300	2300	2800
Passenger & Equipment Weight (lbs.)	600	400	1200	1000	1400	1400	1150	1800	1250	1500	1800
Total Body, Passenger & Equipment Weight (lbs.)	800	700	1400	1300	2800	3400	3250	3900	3550	3800	4600
Recommended Chevrolet Models	CS/CE 10704 CS/CE 10734 Pickups	CS/CE 10934 CS/CE 10904 Pickups	CS/CE 10704 CS/CE 10934 Pickups	CS/CE 10934 CS/CE 10904 Pickups	CS/CE 20934 CS/CE 20904 Pickups		CS/CE 21034 Pickups	CS/CE 20903 Chassis-Cab	CS/CE 31004 CS/CE 31034 Pickups	CS/CE 31003 Chassis-Cab	CE 31403 Chassis-Cab
Engines	*250 Six **307 V8		*250 Six **307 V8		292 Six—Opt. **307 V8	292 Six—Opt. **307 V8 350 V8—Opt.	292 Six—Opt. **307 V8 350 V8—Opt.	292 Six—Opt. **307 V8 350 V8—Opt.	292 Six—Opt. **307 V8 350 V8—Opt.	292 Six—Opt. **307 V8 350 V8—Opt.	350 V8—Opt.
Transmissions	3-Speed—Std. Powerglide—Opt. Turbo Hydra-Matic—Opt.		3-Speed—Std. Turbo Hydra-Matic—Opt.		3-Spd.—Std. Turbo Hydra-Matic—Opt.	4-Spd.—Opt. Turbo Hydra-Matic—Opt.	4-Speed—Opt. Turbo Hydra-Matic—Opt.	4-Speed—Opt. Turbo Hydra-Matic—Opt.	4-Speed—Std. Turbo Hydra-Matic—Opt.	4-Speed—Std. Turbo Hydra-Matic—Opt.	4-Speed—Std. Turbo Hydra-Matic—Opt.
Rear Axle—Cap. (lbs.) —Ratio	3500—Std. 3.73—Std.		3500—Std. 3.73—Std.		5200—Std. 4.10—Opt.	5200—Std. 4.10—Opt.	5200—Std. 4.10—Opt.	5200—Std. 4.10—Opt.	7200—Std. 4.57—Opt.	7200—Std. 4.57—Opt.	7200—Std. 5.14—Std.
Front Suspension Stabilizer Bar	—		Recommended —Opt.		Recommended —Opt.	Recommended —Opt.	Recommended —Opt.	Recommended —Opt.	Recommended —Opt.	Recommended —Opt.	Recommended —Opt.
Spring—Cap. (lbs.) Shock Absorbers	1250—Std. Standard		1250—Std. Standard		1350—Std. Standard	1350—Std. Heavy Duty—Opt.	1350—Std. Heavy Duty—Opt.	1350—Std. Heavy Duty—Opt.	1500—Std. Heavy Duty—Opt.	1500—Std. Heavy Duty—Opt.	1500—Std. Heavy Duty—Opt.
Rear Suspension Springs—Cap. (lbs.) Aux. Springs—Cap. (lbs.) Shock Absorbers	1250—Std. Standard		2000—Opt. 500—Opt. Heavy Duty—Opt.		2000—Std. 500—Opt. Standard	3000—Opt. 500—Opt. Heavy Duty—Opt.	2750—Opt. 500—Opt. Heavy Duty—Opt.	3000—Opt. 500—Opt. Heavy Duty—Opt.	3100—Opt. Heavy Duty—Opt.	3100—Opt. Heavy Duty—Opt.	4150—Opt. Heavy Duty—Opt.
Tires	Front 8.25-14 4pr.—Std. 8.25-14 8pr.—Opt.		8.00-16.5 6pr.—Opt. 8.00-16.5 6pr.—Opt.		8.75-16.5 8pr.—Opt. 9.50-16.5 8pr.—Opt.	9.50-16.5 8pr.—Opt. 9.50-16.5 8pr.—Opt.	9.50-16.5 8pr.—Opt. 9.50-16.5 8pr.—Opt.	8.00-16.5 6pr.—Std. 8.00-16.5 6pr.—Opt. Dual Rears	9.50-16.5 8pr.—Opt. 9.50-16.5 8pr.—Opt.	8.00-16.5 8pr.—Opt. 8.00-16.5 8pr.—Opt. Dual Rears	8.00-16.5 8pr.—Opt. 8.00-16.5 10pr.—Opt. Dual Rears
Power Steering	—		—		—	Recommended —Opt.	Recommended —Opt.	Recommended —Opt.	Recommended —Opt.	Recommended —Opt.	Recommended —Opt.
Power Brakes	—		—		Recommended —Opt.	Recommended —Opt.	Recommended —Opt.	Recommended —Opt.	Recommended —Opt.	Recommended —Opt.	Recommended —Opt.
HD Cooling System	—		—		Recommended —Opt.	Recommended —Opt.	Recommended —Opt.	Recommended —Opt.	Recommended —Opt.	Recommended —Opt.	Recommended —Opt.
Generator	—		—		42 Amp. Delcotron—Opt.	42 Amp. Delcotron—Opt.	42 Amp. Delcotron—Opt.	42 Amp. Delcotron—Opt.	42 Amp. Delcotron—Opt.	42 Amp. Delcotron—Opt.	42 Amp. Delcotron—Opt.
Camper Wiring Harness	—		—		Recommended —Opt.	Recommended —Opt.	Recommended —Opt.	Recommended —Opt.	Recommended —Opt.	Recommended —Opt.	Recommended —Opt.
Auxiliary Battery	—		—		Recommended —Opt.	Recommended —Opt.	Recommended —Opt.	Recommended —Opt.	Recommended —Opt.	Recommended —Opt.	Recommended —Opt.

Equipment shown in blue optional at extra cost. \*Standard on 6-cylinder models. \*\*Standard on V8 models



Series 30 chassis with frame-mounted camper



Series 10 Fleetside with shell camper



Series 20 Fleetside with cab-over camper



**Versatile, all-purpose**

**Chassis-Cabs\***

For special body installations, Chevrolet chassis-cabs are available on four different wheelbases with GVW ratings up to 14,000 lbs.

Conventional models will accommodate special bodies up to 13 feet long, with 4-wheel drive units available to handle bodies from 6 to 8 feet long.

Standard cabs are wide enough to seat three on a

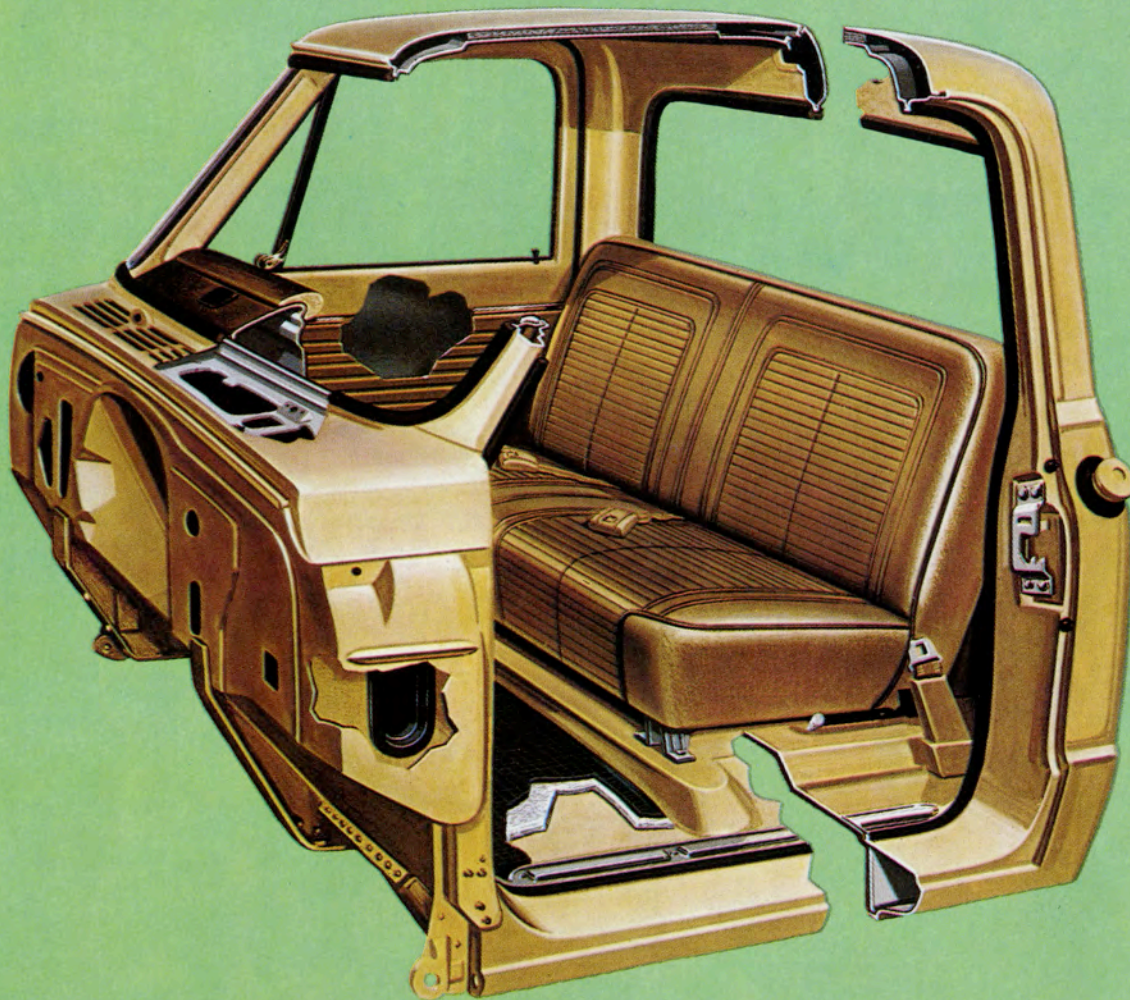
\*Stake bodies 9' & 12' available as optional equipment.

newly designed seat featuring molded foam padding in the backrest. For even more comfort, a full-depth foam cushion is available. Also, newly designed bucket seats for the driver and passenger,

plus a center console are offered for 1969. Extra-large front and rear windows give the driver a clear view from both directions.

**DIMENSIONS**

Series	WB Wheelbase (in.)	OL Overall Length (in.)	CA Cab-To-Axle (in.)	CE Cab-To-End Of Frame (in.)
CS/CE 10703	115	181¾	42	75½
CS/CE 10903	127	201¾	54	95½
CS/CE 20903	133	213¾	60	107
CS/CE 31003	157	237¾	84	131



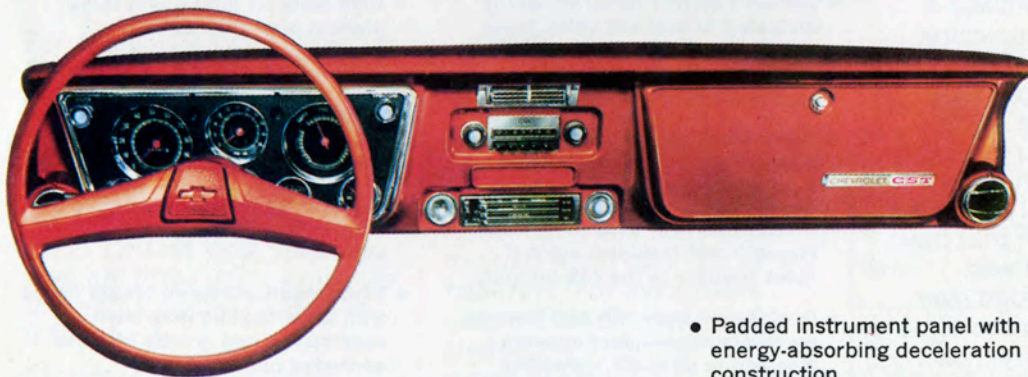
**Here's how a Chevy cab is built—** **Double Strong**

You usually can't replace a truck cab without replacing the truck. And that's exactly why Chevrolet spared no effort designing the 1969 light-duty cab. The result is a cab structure which represents the high level of quality, safety and strength that have become associated with Chevrolet truck design over the years. Here you see some of the hidden quality that's built in to make your Chevy last longer.

- Double-wall roof panel is heavily insulated to seal out noise. Inner wall is deeply embossed to eliminate "oil canning" effect and assure maximum strength in upper body.
- Double-wall cowl assembly provides a solid foundation and contributes to greater torsional strength.
- Double-wall rear body panel adds strength and insulates against noise transfer to the cab interior.
- Double-wall body sills and framing members around door opening also add to strength, durability and safety.
- High-level air intake with large plenum increases air flow and improves heater and air-conditioner performance.
- Rigid, reinforced one-piece hood minimizes welded joints where rust and corrosion often get a start.
- Tough one-piece radiator support adds to front-end rigidity and safety.
- Full, smooth-surfaced fender liners with undercoating help ward off road splash and greatly improve corrosion resistance.



CST interior with optional bucket seats

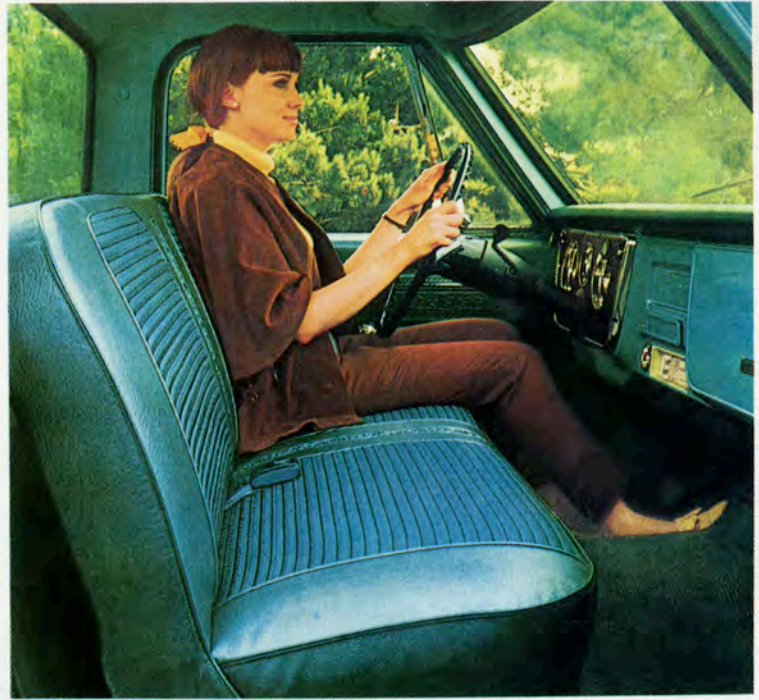


**STANDARD CHEVY SAFETY FEATURES.** Listed below are the major safety items as they apply to Chevy conventional cabs:

- Padded instrument panel with energy-absorbing deceleration construction
- Non-glare finish on major front compartment metal and non-reflective paint on instrument panel crown
- Padded sunshades; large radius ashtray edge and ball-bearing ashtray track; pushbutton seat belt buckles; large, low-profile instrument panel control knobs; deflecting window control handles; deflecting door lock remote control handles; smooth, low-profile ventipane latches
- Panoramic rear window; right- and left-hand rearview mirrors; windshield washers; 2-speed electric wipers; windshield defrosters
- Telescoping lower steering shaft; deep-dish energy-absorbing steering wheel; thick-laminate windshield glass; safety door locks and hinges; flexible fuel filler necks



CST interior with standard bench seat



Custom interior

**A pleasant place to work**

# Chevy Cabs

Chevrolet cabs are designed for the driver. They're good-looking, spacious, easy to work in. Curved front windshield and a panoramic rear window offer clear, unobstructed views in both directions. Standard 3-man seat is adjustable fore and aft. A new seat backrest with wire springs and a four-inch-thick foam pad adds to driver comfort. Seat is tough, easy-to-clean embossed

vinyl in one of 6 different colors, depending on exterior color: saddle, blue, green, red, black, and turquoise. Other standard interior items are: heater and defroster, dome light, rubber floor mat, and dual sunshades.

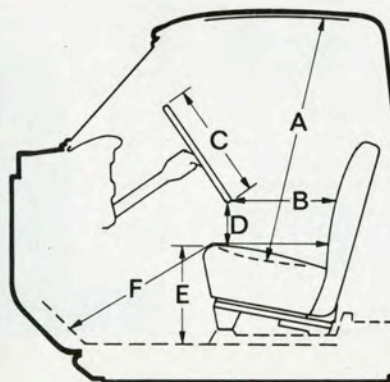
**Custom Comfort and Appearance Option.** Exterior items include bright metal around windshield, rear window and ventipane frames, custom nameplates on front fenders. Interior items include: color-keyed, vinyl-coated rubber floor mat, full-depth foam seat with color-keyed fabric and vinyl trim, vinyl trim door panels with bright upper retainers,

cigarette lighter, Chevrolet custom nameplate on dispatch box door, bright metal control knob inserts, cowl insulation and full-depth armrests.

**Custom Sport Truck Option.** Includes most items in the Custom Comfort and Appearance options plus the following: chrome front bumper, CST nameplate on front fenders, full-width vinyl seats, bright frames for clutch, brake and accelerator pedals, bright roof trim moldings and extra insulation. Matching carpet over floor extends well up on toeboard. Also, bucket seats with center console are available on CST models.



Standard interior

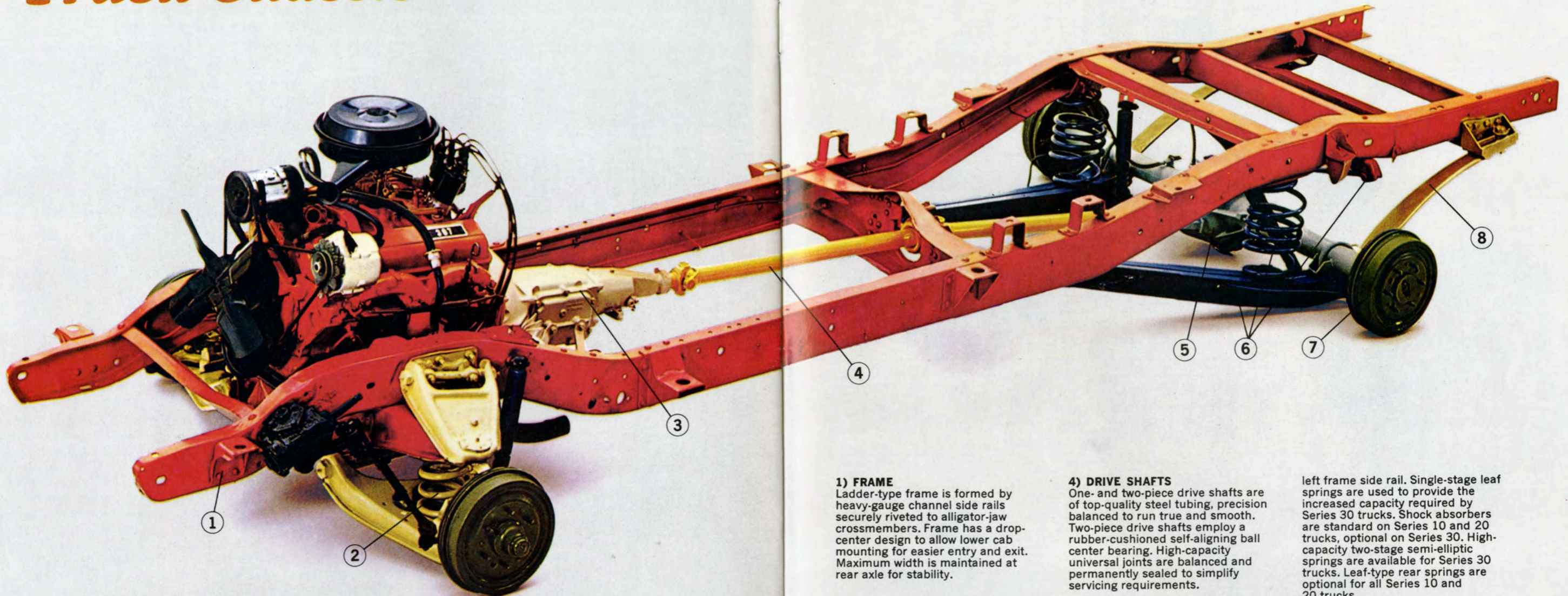


**CAB DIMENSIONS (IN.)**

A—Seat to top of cab	40
B—Steering wheel to seat (Seat in maximum rear position*)	14.7
C—Steering wheel diameter	17.5
D—Bottom of steering wheel to top of seat	5
E—Seat height (Seat in maximum rear position*)	14
F—Leg room	40.2
Shoulder room	63%
Hip room	64%
Seat width	58 3/4

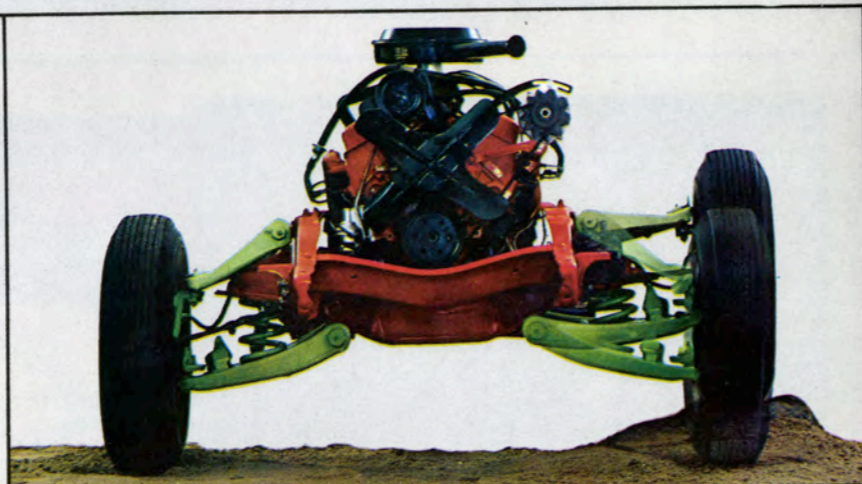
\*Maximum seat travel is four (4) inches

# Top performance starts with a tough Chevrolet Truck Chassis



## Chevy's smooth ride starts here

Deep-coil independent front suspension is designed to prevent road shock from being passed back and forth between the front wheels or back through the frame and cab. It contributes to good stability when cornering. For added comfort, double-acting shock absorbers are strategically located for maximum control under rebound. Add it all up and you've got what it takes for a truly smooth truck ride. Smoother than some cars!



### 1) FRAME

Ladder-type frame is formed by heavy-gauge channel side rails securely riveted to alligator-jaw crossmembers. Frame has a drop-center design to allow lower cab mounting for easier entry and exit. Maximum width is maintained at rear axle for stability.

### 2) FRONT SUSPENSION

Coil-spring independent front suspension features friction-free coil springs to provide a smooth ride and easy handling under all conditions. Front wheels operate independently to prevent transfer of road shock from one to the other. Double-acting shock absorbers soak up vibrations.

### 3) TRANSMISSIONS

Manual transmissions include a new 3-speed synchromesh and 4-speed units—3-speed transmissions have gearshift lever mounted on steering column, 4-speed boxes have shift lever mounted on floor. There are also automatics—the popular 2-speed Powerglide and the 3-speed Turbo Hydra-Matic. See specifications chart, page 19, for transmission availability in each truck series.

### 4) 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 simplify servicing requirements.

### 5) REAR AXLE

All axles feature quiet hypoid gearing for greater tooth contact, extra strength. Axle shafts are semi-floating design for Series 10, full-floating for Series 20 and 30. Wide choice of axle ratios, see chart on page 9, permits most efficient use of engine power characteristics. Maximum-traction differentials are available to keep your truck moving over all types of roads and terrain.

### 6) REAR SUSPENSION

Coil-spring rear suspension for Series 10 and 20 trucks employs two-stage springs to give a soft ride when empty and firm support when fully loaded. Longhorn models feature 2-stage leaf-type springs. Axle movement is controlled by two trailing arms pivoted at a frame crossmember, plus a transverse arm connecting the axle to the

left frame side rail. Single-stage leaf springs are used to provide the increased capacity required by Series 30 trucks. Shock absorbers are standard on Series 10 and 20 trucks, optional on Series 30. High-capacity two-stage semi-elliptic springs are available for Series 30 trucks. Leaf-type rear springs are optional for all Series 10 and 20 trucks.

### 7) BRAKES

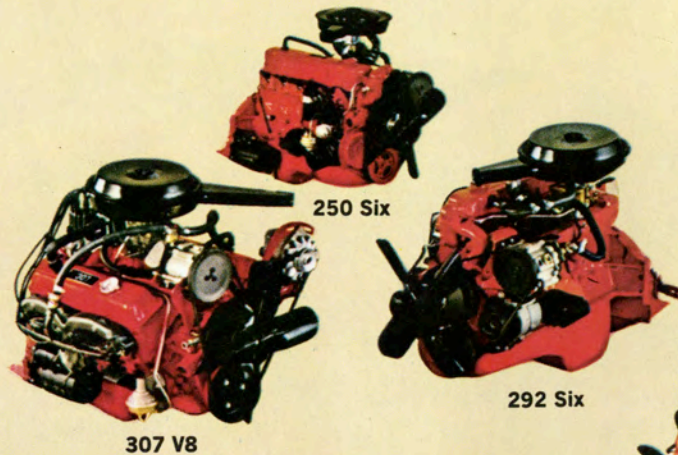
Front and rear brake hydraulic systems are separate but operate from a dual master cylinder connected directly to the brake pedal. If hydraulic pressure loss should occur in one system, the other remains operative. A warning light in the instrument panel signals the driver when the pedal is applied if either system malfunctions. Brakes are self-adjusting. Power brakes are also available.

### 8) AUXILIARY REAR SPRINGS

A single tapered-leaf auxiliary rear spring may be ordered for Series C10 and C20 trucks. Cantilever mounting permits spring to contact axle only after the base spring is compressed to design load conditions. The net result is extra support and control with maximum payloads or on very rough roads.

# Efficient Chevy Engines

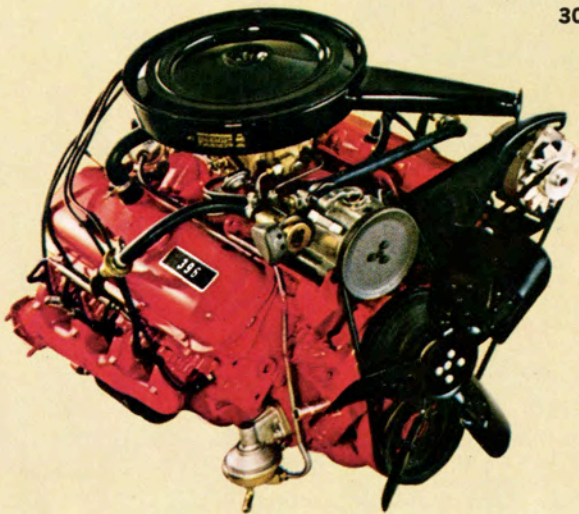
operate on regular gasoline



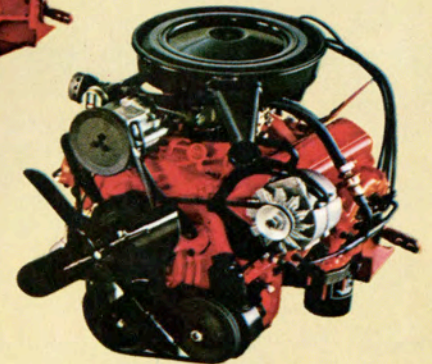
250 Six

292 Six

307 V8



396 V8



350 V8

Choose from five High Torque engines for 1969—two rugged sixes and high-performance V8's. All Chevy engines feature precision-molded head and block castings for maximum rigidity and minimum dead weight. Free-breathing valve-in-head design with big valves and smooth porting allows full fuel charge to enter cylinders.

Hydraulic valve lifters supply quiet valve action at all speeds. Precision-balanced crankshafts have main bearings flanking each throw to keep engine running smoothly. Exhaust emission-control systems are included wherever required by law.

### 250 and 292 Sixes

Chevy's proven 250-cu.-in. engine is the standard Six. The 292 Six is available when extra performance is required. Both are exceptionally smooth with 12-counter-

weight crankshafts and torsional dampeners. Rotacoil exhaust valve rotators in the 292 Six reduce build-up of deposits, triple valve life.

### 307, 350 and 396 V8's

These engines feature full-jacket cylinder cooling which circulates coolant completely around the cylinder for uniform temperatures throughout the block. Long-life exhaust valves have special coating on heads and faces to slow formation of deposits. Rotacoil rotators on the 350 reduce deposit build-up still further. Five main bearings assure exceptional crankshaft rigidity.



# Specifications

Series	CS/CE 10 (½ Ton)		CS/CE 20 (¾ Ton)		CS/CE 30 (1 Ton)		10 (½ Ton) 4-Wheel Drive		20 (¾ Ton) 4-Wheel Drive		
GVW Ratings (lbs.)	4400 to 5000		6200 to 7500		6600 to 14,000		4600 to 5600		6400 to 7500		
Front Suspension	Standard	Optional	Standard	Optional	Standard	Optional	Standard	Optional	Standard	Optional	
	Type	Independent with Coil Springs						Tubular Driving		Ratios 3.73—K10, 4.55—K20	
	—cap. (lbs.)	2500		3000		3500		3300		3500	3500
	Springs—Type	Coil						Tapered Leaf			
	—cap. (lbs.)	1250	1350	1350	1500	1500	1750	1450	1750	1600	1750
	—cap. (lbs.)						2000				
	Shock Absorbers	Standard	H.D. Opt.	Standard	H.D. Opt.	Standard	H.D. Opt.	Standard	H.D. Opt.	Standard	H.D. Opt.
	Stabilizer Bar	Optional									
	Rear Suspension	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	4.10	4.57	4.10, 5.14	3.73		4.57		
—Ratios		3.54		4.56		6.17					
Springs—Type	Coil		Coil—Std., Leaf—Opt.		Leaf		Tapered Leaf				
Coil—cap. (lbs.)	1250	2000	2000	3000			1800		1900	2500	
Leaf—cap. (lbs.)		1250	2000	2000	2400	3100					
—cap. (lbs.)		1750		2750		4150					
—cap. (lbs.)				3100							
—cap. (lbs.)				4150							
Auxiliary Springs—Type	Leaf										
—cap. (lbs.)		500		500							
Shock Absorbers	Standard	H.D. Opt.	Standard	H.D. Opt.		H.D. Opt.					
Engines	*250 Six	292 Six	*250 Six	292 Six	*250 Six	292 Six	*250 Six	292 Six	*250 Six	292 Six	
	**307 V8	350 V8	**307 V8	350 V8	**307 V8	350 V8	**307 V8	350 V8	**307 V8	350 V8	
		396 V8		396 V8		396 V8					
Clutch	Dia. (in.)	*10	11	*10	11	11	12	*10	11	*10	11
	Area (sq. in.)	*100	124	*100	124	124	150	*100	124	*100	124
	Dia. (in.)	**11	12	**11	12			**11	12	**11	12
	Area (sq. in.)	**124	150	**124	150			**124	150	**124	150
Fuel Tank	Cap. (gal.)	21		21		21		21		21	
Transmissions	3-spd.	3-spd. OD	3-spd.	4-spd.	4-spd.	4-spd. CR	3-spd.	4-spd.	3-spd.	4-spd.	
		4-spd.		4-spd. CR		Turbo Hyd.					
		4-spd. CR		Powerglide							
		Powerglide		Turbo Hyd.							
		Turbo Hyd.									
Brakes	Hydraulic	Power	Hydraulic	Power	Hydraulic	Power	Hydraulic	Power	Hydraulic	Power	
Frame	Section Modulus	2.98		3.71		5.05 (310), 7.29 (314)					
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	6.0	6.75	6.0	6.75	5.5	5.0, 5.5, 6.0	6.0	6.75, 8.25
	—rim width (in.)		6.0		8.25		8.25				
	Tubeless Tires—sizes	8.25-15	7.75-15	8.00-16.5	8.75-16.5	8.00-16.5	8.75-16.5	8.25-15	7.75-15	8.00-16.5	8.75-16.5
	—sizes		6.50-16		9.50-16.5		9.50-16.5		6.50-16		9.50-16.5
	—sizes		8.00-16.5		10.00-16.5		10.00-16.5		8.00-16.5		10.00-16.5
	Tube-Type—sizes		7.75-15		7.50-16		7.50-16		7.75-15		7.50-16
	—sizes		8.25-15						8.25-15		
	—sizes		7.00-15						7.00-15		
	—sizes		6.50-16						6.50-16		

Equipment shown in blue optional at extra cost. #Also available with Positraction differential.  
 ##Also available with NoSPIN differential. \*Standard on 6-cylinder models.  
 \*\*Standard on V8 models. Longhorn models use leaf-type rear suspension as standard equipment.

## ENGINE SPECIFICATIONS\*

	250 Six	292 Six	307 V8	350 V8	396 V8
Displacement (cu. in.)	250	292	307	350	396
Bore & Stroke (in.)	3 3/8 x 3 1/2	3 3/8 x 4 1/8	3 3/8 x 3 3/4	4 x 3 1/2	4 x 3 3/4
Compression Ratio	8.5 to 1	8.5 to 1	9.0 to 1	9.0 to 1	9.0 to 1
Gross Horsepower @ rpm	155 @ 4200	170 @ 4000	200 @ 4600	255 @ 4600	310 @ 4800
Net Horsepower @ rpm	120 @ 3800	153 @ 3600	150 @ 4000	195 @ 4000	235 @ 4000
Gross Torque (lbs.-ft.) @ rpm	235 @ 1600	275 @ 1600	300 @ 2400	355 @ 3000	400 @ 3200
Net Torque (lbs.-ft.) @ rpm	210 @ 2000	240 @ 1800	255 @ 2000	305 @ 2400	345 @ 3000

\*Engine ratings shown in the chart are with A.I.R.

# Optional Equipment



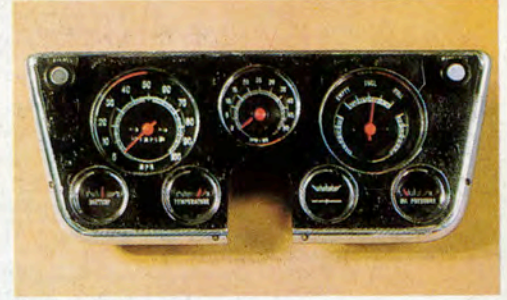
Chrome Below-Eye-Line Mirror



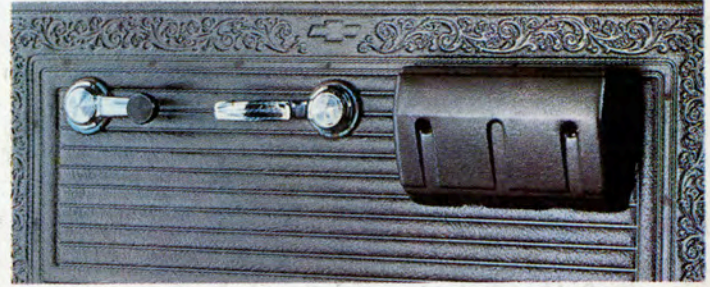
Power Brakes



CST Interior



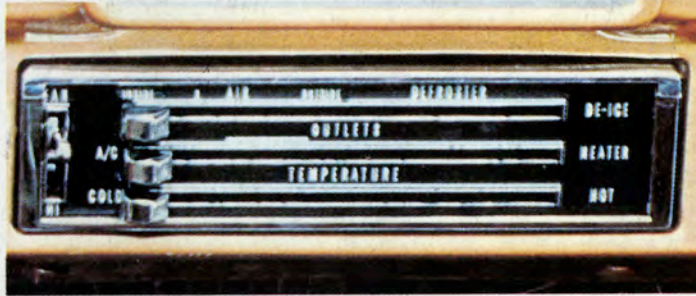
Tachometer



Armrest



Chrome Wheel Covers



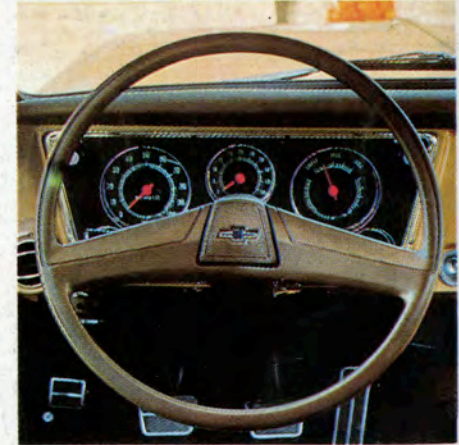
Air Conditioning



Radio



Wood Floor



Power Steering

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