

1965
CHEVROLET
TRUCKS

PICKUP MODELS



CHEVROLET



8-ft. Fleetside Pickup, Model C1534

FLEETSIDE PICKUPS

Smooth-lined Fleetside Pickups are available in two body sizes, and have GVW ratings as high as 7,500 pounds. Low-friction coil springs at all four wheels combine exceptional riding ease with full load-carrying ability on all types of roads. Standard engine is the economical High Torque 230 Six with the big 292 Six or 283 V8 available at extra cost. With each of these power plants, there is a choice of standard 3-speed Synchro-Mesh transmission or any of four extra-cost transmissions—overdrive or wide-ratio 3-speed, 4-speed Synchro-Mesh or fully automatic Powerglide.

6½'

MODEL C1434—With a 6½-ft. body on a short 115-inch wheelbase and a maximum GVW rating of 5,000 lbs., you have a pickup with a large load capacity and outstanding maneuverability. With extra-cost heavy-duty rear springs you can carry payloads up to 1,500 lbs. in a pickup body having a capacity of over 60 cubic feet.

8'

MODELS C1534 AND C2534—The roomy 8-ft. Fleetside body is offered on two chassis with wheelbases of 127 inches—Model C1534 with a maximum GVW rating of 5,000 lbs., and Model C2534 with a maximum rating of 7,500 pounds. Body capacity is 76 cubic feet; maximum payload 3,500 lbs. for Model C2534 equipped with extra-cost heavy-duty springs.



6½-ft. Fleetside Pickup, Model C1434



8-ft. Stepside Pickup, Model C1504

STEPSIDE PICKUPS

Stepside Pickup bodies feature flat interior body walls and convenient side steps between cab and rear fenders. Chassis and power trains for 6½-ft. or 8-ft. Stepside models are the same as those for corresponding Fleetside models. Model C3604 with big 9-ft. body features a heavier frame, 4-speed transmission and leaf-spring rear suspension to handle maximum payloads.



6½-ft. Stepside Pickup, Model C1404



9-ft. Stepside Pickup, Model C3604

6½'
8'
9'

MODEL C1404—With a body capacity of nearly 40 cubic feet and a maximum payload rating of 1,550 lbs., this is a very handy and economical performer. Wheelbase of 115 inches assures easy maneuverability.

MODELS C1504 AND C2504—The 8-ft. Stepside body has a capacity of nearly 50 cubic feet, and is offered on two chassis with 127-inch wheelbase. Maximum GVW ratings are 5,000 lbs. (Model C1504) or 7,500 lbs. (Model C2504), and maximum payload capacity is 3,550 lbs. for Model C2504.

MODEL C3604—With a capacity of 55 cubic feet and extra-heavy chassis design, Model C3604 is tops for hauling extra-long loads or for maximum-payload pickup work. Wheelbase is 133 inches. Maximum GVW rating is 7,800 pounds.



CAB FEATURES

STANDARD CAB—Roomy cabs feature deep-cushioned three-man seats with easy-to-clean vinyl upholstery. Heavy cab insulation gives exceptional quiet and extra comfort. Included in the standard cab appointments are a driver's sunshade, left door lock, heavy rubber floor mat, dome light and hooded non-glare instrument panel. A full-depth foam seat with vinyl upholstery is offered at extra cost.

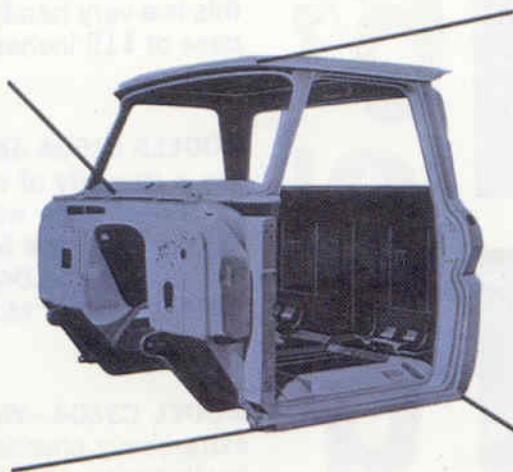


Extra-cost full-depth foam seat construction. Shown with standard vinyl upholstery.

CAB WITH CUSTOM OPTIONS—Extra-cost custom options enhance cab comfort and appearance. The seat, with full-depth foam cushion, is upholstered in a handsome nylon fabric trimmed with vinyl. Other features include a 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.

NEW AIR CONDITIONING—Factory-installed All-Weather heating-cooling system available for all models at extra cost.

MASSIVE DOUBLE-WALLED COWL ARCH bridges front of cab structure, uniting door frames, dash and floor panel in a single strong assembly.



RUGGED BOX-SECTION SILLS, formed by assembly of precision-built close-fitting floor and side panel subassemblies, give extra cab durability.

SCULPTURED DOUBLE-PANEL ROOF adds rigidity to entire cab structure. Insulation between inner and outer roof panels keeps out noise, heat and cold.

SHEAR-TYPE RUBBER CAB MOUNTS at rear mounting position of Series 20 and 30 cabs help to reduce vibration or shock transmitted to cab from chassis.

ADDITIONAL PICKUP MODELS

See separate catalogs for details.

EL CAMINO—Beauty and utility are gracefully combined in the Chevrolet El Camino. Sleek, low lines, a luxuriously appointed passenger compartment, road-levelling coil-spring suspension and spirited performance add up to a multi-purpose vehicle without peer. It's a natural for the sportsman, salesman, gentleman farmer or anyone else who wants the handsomest hauler on the road.

4-WHEEL DRIVE—Six husky pickup models are offered with either 6½- or 8-ft. bodies. Two-speed transfer case gives extra torque multiplication, allows quick engagement or disengagement of drive line to front wheels, provides a power take-off opening for operating a wide range of power equipment. Select the standard High Torque 230 Six or extra-cost 292 Six or 283 V8 engine.

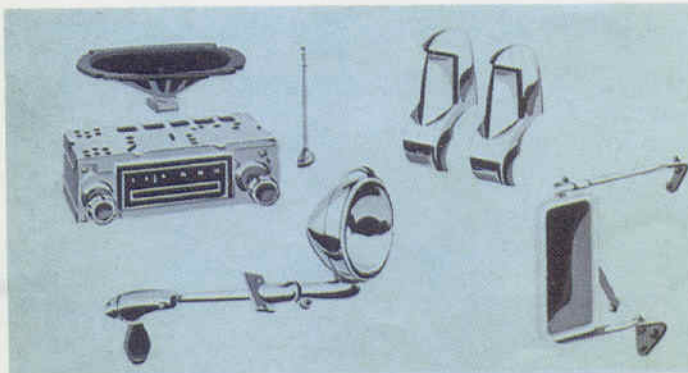
4 x 4 FLEETSIDE MODELS—Lower portion of the body sidewalls are of double-wall construction for extra strength and to protect the appearance of outer panels. Fleetside thrives on taking you where you want to go: on the road or over tough terrain.

4 x 4 STEPSIDE MODELS—Equipped with convenient side steps between cab and rear fenders to facilitate load handling. Stepside combines utility and economy plus the 4 x 4 traction needed for severe off-road work. Simply shift into 4-WD without using clutch when the going gets tough.



CUSTOM FEATURE ACCESSORIES

A wide variety of dealer-installed Custom Feature Accessories is available to add extra comfort, convenience and safety to your pickup truck. It's easy to custom-tailor your truck to your own special needs and preferences by choosing from items such as bumper guards, air conditioner, power steering, cab clearance lights, special mirrors, step-type rear bumper and seat belts. Ask your Chevrolet dealer for full details about the many Custom Feature Accessories he offers for every pickup model.

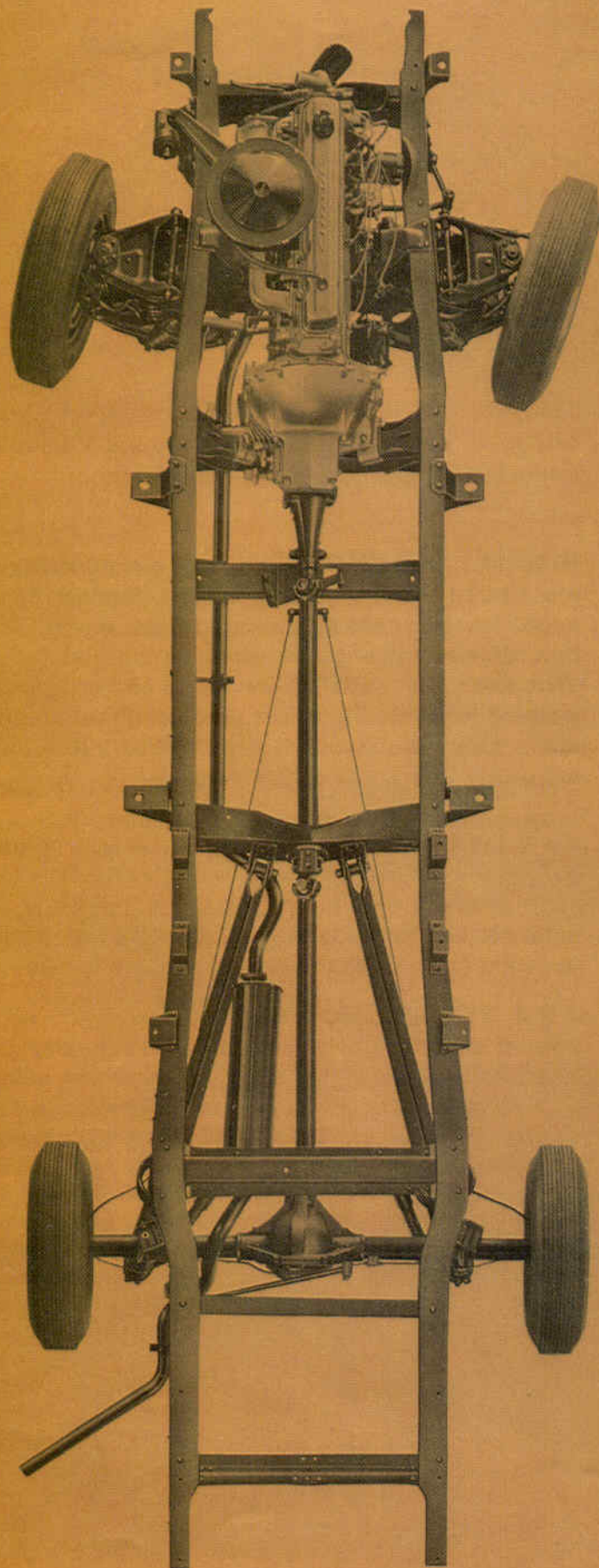


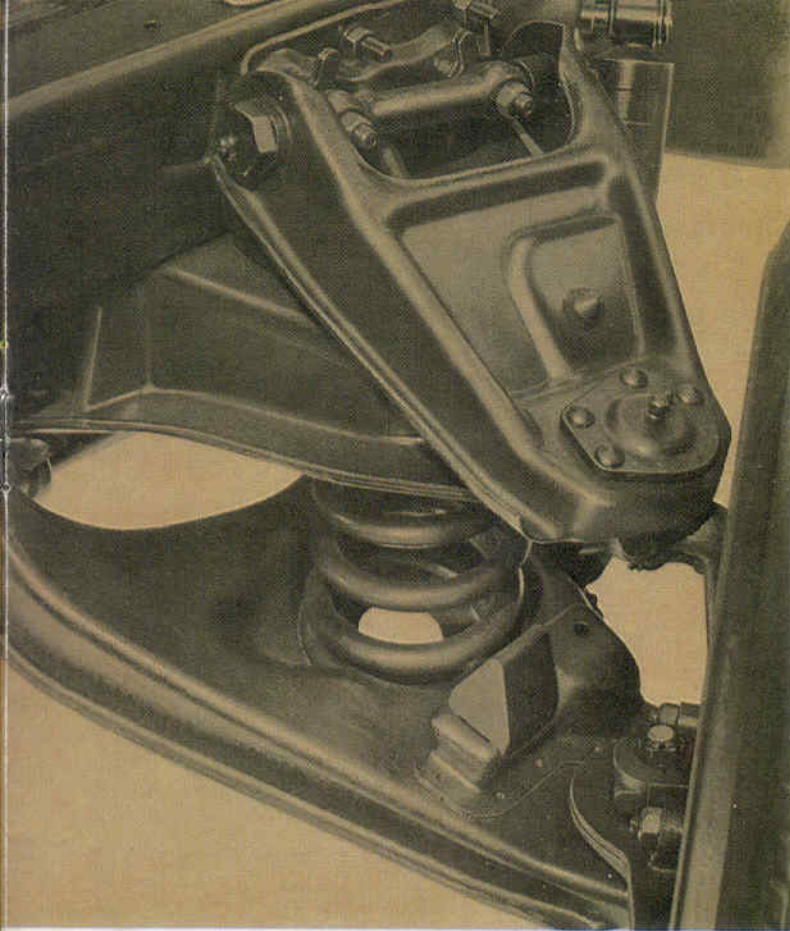
CHASSIS FEATURES

Chevrolet pickups have earned an enviable reputation for easy ride and rugged dependability. They were the first to feature independent front suspension—a design that has been perfected through years of experience to give unexcelled ride and reliability. Combined with independent front suspension are rear suspensions tailored to give the optimum combination of easy ride and big load-carrying ability. In no other full-size pickups can you find the quality suspension designs backed by years of practical know-how that you get in every Chevrolet pickup. Chevrolet chassis also feature tough ladder-type frames, double-acting shock absorbers and self-adjusting brakes.

HIGH-STRENGTH LADDER-TYPE FRAME gives a firm foundation for the pickup chassis. There are heavy-gauge channel side rails joined by alligator-jaw crossmembers to increase frame resilience and the ability to take the punishment of rough off-road hauls. Additional crossmembers put extra strength into the support areas for the shock absorbers and rear springs. All structural members are fabricated of extra-high-strength steel.

BIG SELF-ADJUSTING BRAKES give plenty of stopping power with minimum pedal effort. Self-adjusting feature ensures full brake action and safety, and eliminates the need for periodic manual adjustment. Vacuum power brakes, offered at extra cost on all Chevrolet pickup models, give the utmost in easy, sure stopping power under all conditions.





COIL-SPRING INDEPENDENT FRONT SUSPENSION

is a big reason for Chevrolet's recognized superiority in ride and handling. The springs fit into the rugged suspension crossmember, deliver a smooth friction-free ride and require no adjustment after installation. Big low-friction spherical joints at outer ends of control arms and large bearing surfaces at the inner ends help suspension adjustments to stay put and require a minimum of care.

SHOCK ABSORBERS at the front of all models, and on the rear of Series 10 and 20 pickups, give double-action control to minimize bounce, pitch and sway. Heavy-duty shock absorbers are available at extra cost for the front and rear of all models.

LEAF-SPRING REAR SUSPENSION FOR MODEL C3604



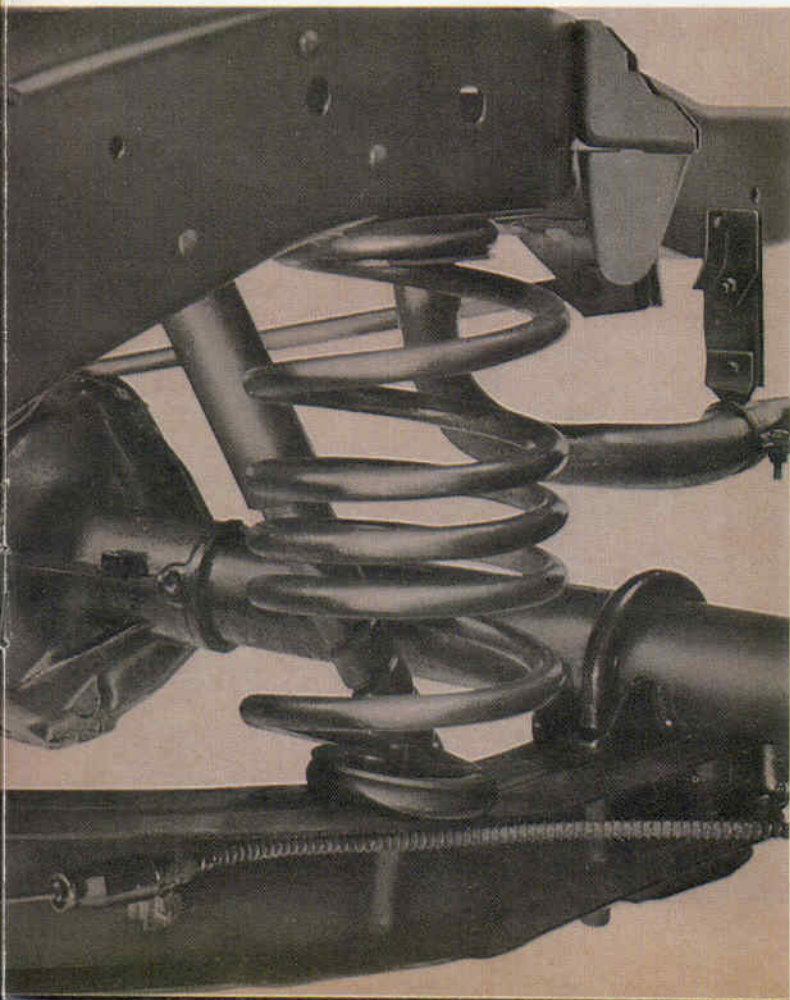
is built to meet the severe-duty requirements of the largest pickup in the Chevrolet line. Wide leaf springs are selected to provide the best riding qualities consistent with top load-carrying

ability. Standard springs are of single-stage design and higher capacity two-stage springs are available as an extra-cost option. Also optionally available are 5-leaf auxiliary springs for use in maximum payload operations.

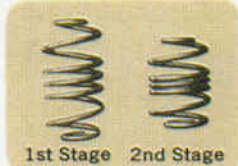
AUXILIARY REAR SPRINGS



are available at extra cost for Series 10 and 20 pickups to give extra durability in extreme service. They are short single-ended leaf springs which bear on the axle control arms only under full load or severe bounce.



COIL-SPRING REAR SUSPENSION FOR SERIES 10 AND 20

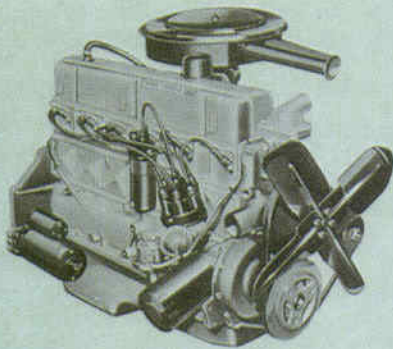


gives superior ride and load control because of its special two-stage design. A single set of springs gives softness for smooth ride when lightly loaded, plus firm control for top pay-

loads and extra durability. Two-stage action is accomplished by reducing the number of active spring coils as load is increased. Closely spaced central coils (see left) close and become inactive under moderate loads, giving extra spring stiffness and firm load support. Under light loads, all spring coils are active to give greatly improved riding qualities. Overall, you get exceptional wide-range versatility.

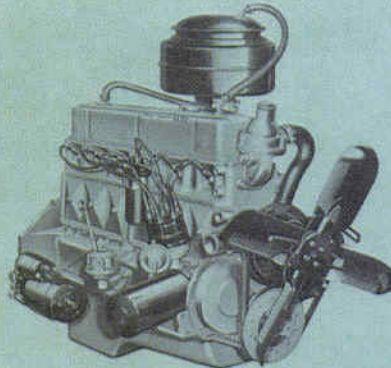
HIGH TORQUE ENGINES

Modern Chevrolet truck engines are built with the most advanced manufacturing techniques and materials. Precision molding processes produce cylinder head and block castings of uniformly high quality, strength and dimensional accuracy with substantial savings in dead weight. The end result is higher overall truck efficiency. Through many millions of miles of use, Chevrolet truck engines have proved their superiority in all types of truck service.



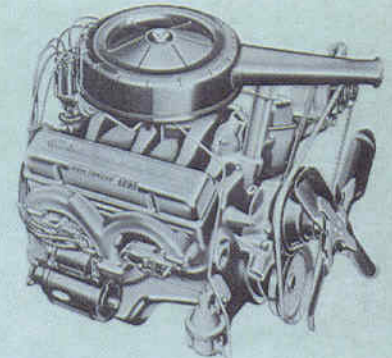
HIGH TORQUE 230 SIX

Standard power plant for all pickup models has 230-cubic-inch displacement with $3\frac{7}{8}$ " x $3\frac{1}{4}$ " bore and stroke—free-breathing overhead valve design with low-restriction valve ports and wedge-type combustion chambers—efficient aero-type valve mechanism with hydraulic lifters—smooth-running seven-main-bearing crankshaft—140 horsepower and 220 ft.-lb. of torque for the brand of economical truck performance you want.



HIGH TORQUE 292 SIX

Optional extra-cost Six for extreme service requirements—292-cubic-inch displacement with $3\frac{7}{8}$ " x $4\frac{1}{8}$ " bore and stroke—aluminized inlet valves—automatic rotators on exhaust valves faced with a tough cobalt-based alloy—hydraulic lifters—full-chromed top piston rings—heavy-duty seven-main-bearing crankshaft—premium aluminum bearings—170 horsepower and 275 ft.-lb. of torque to handle the toughest jobs.



HIGH TORQUE 283 V8

Optional extra-cost V8 puts lively performance into a Chevy pickup—283-cubic-inch displacement with $3\frac{7}{8}$ " 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 horsepower and 275 ft.-lb. of torque to keep the 283 V8 delivering the goods with top efficiency on the toughest schedules.

PERFORMANCE DATA

	230 Six	292 Six	283 V8
Piston Displacement	230 cu. in.	292 cu. in.	283 cu. in.
Compression Ratio	8.5	8.0	9.0
Gross Horsepower @ rpm	140 @ 4400	170 @ 4000	175 @ 4400
Net Horsepower @ rpm	120 @ 3600	153 @ 3600	145 @ 4200
Gross Torque (ft.-lb.) @ rpm	220 @ 1600	275 @ 1600	275 @ 2400
Net Torque (ft.-lb.) @ rpm	205 @ 1600	255 @ 2400	245 @ 2000

ENGINE DESIGN FEATURES

VALVE GEAR—Efficient valve train with aerotype individual rockers on ball studs, tubular push rods, hydraulic lifters, and automatic exhaust valve rotators in 292 Six. High-alloy steel valves—inlets aluminized and exhausts faced with cobalt-based alloy in 292 Six.

CYLINDER HEAD AND BLOCK—Precision-cast alloy iron strengthened with integral reinforcements for top rigidity and minimum weight. Short exhaust ports for efficiency—integral valve guides. Full-circle cylinder bore water jacketing for uniform cooling and controlled expansion—rigid crankcase bulkheads support main bearings and stiffen entire engine structure.

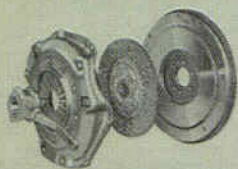
CAMSHAFT—Cast alloy iron—cams contoured for best combination of performance and economy in middle speed range. Aluminum drive gear in Sixes; chain drive in 283 V8.

PISTONS—Low-inertia aluminum pistons with cast-in steel struts to control thermal expansion—steel-belted top ring grooves and full-chromed top compression rings in 292 Six; flash-chromed top rings in 230 Six and 283 V8.

CONNECTING RODS—Short forged-steel connecting rods with chrome steel shrunk-fit wrist pins. Replaceable big-end bearings of steel-backed babbitt in 230 Six and 283 V8; premium aluminum bearings in 292 Six.

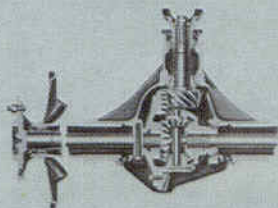
CRANKSHAFT—Built with large journal overlap for stiffness and durability. Seven main bearings in Sixes (five in 283 V8) give a large bearing surface on either side of each crank throw for top rigidity, minimum vibration. Steel-backed babbitt main bearings in 230 Six and 283 V8; maximum-duty premium aluminum in 292 Six.

DRIVE LINE COMPONENTS



CLUTCHES

Easy-acting diaphragm-spring clutches are operated by durable mechanical linkage. 10-inch clutch is standard with the 230 Six in Series 10 and 20 Pickups. 11-inch clutch is standard with the 230 Six in Model C3604, and is available as an extra-cost option in Series 10 and 20. Extra-cost 292 Six and 283 V8 engines include the 11-inch clutch.



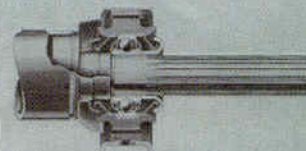
REAR AXLES

Rugged axles for Series 10 feature a cast-steel differential housing, tapered-roller bearings and quiet hypoid gearing. Full-floating design for Series 20 and 30 with straddle-mounted pinion, hypoid gearing, 4-pinion differential. For better traction, extra-cost slip-limiting differentials are offered: Positraction for Series 10 and NoSPIN for Series 20 and 30.



TRANSMISSIONS

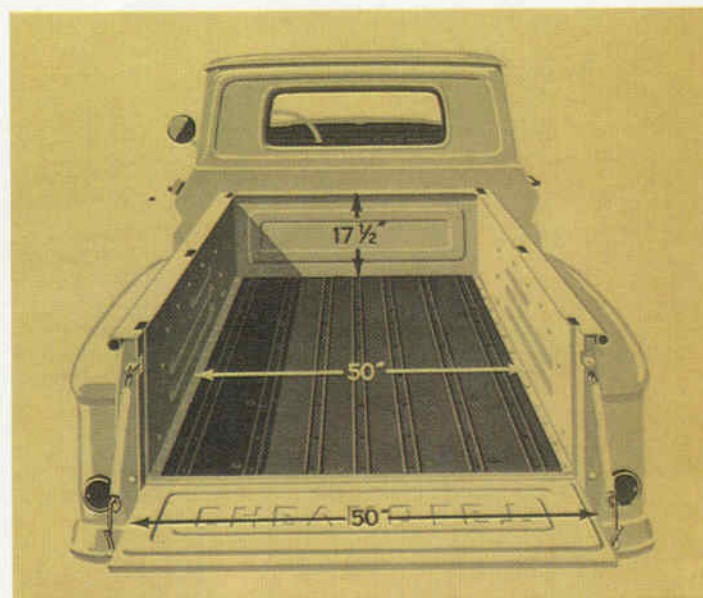
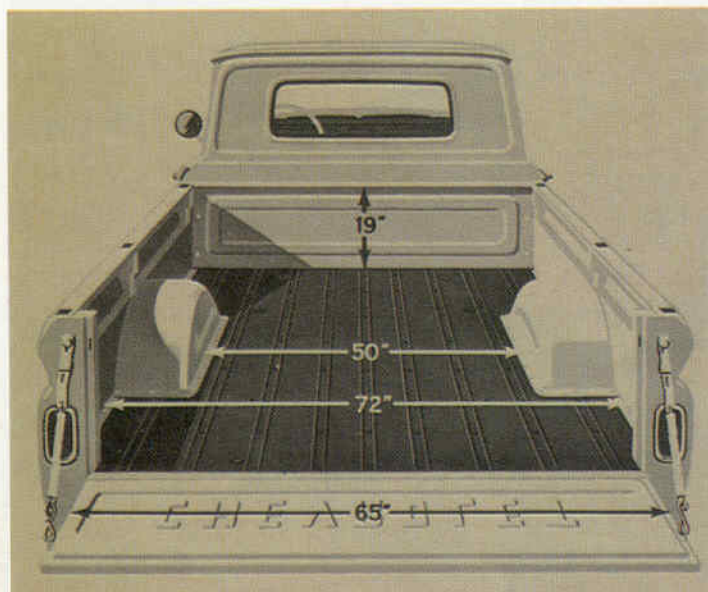
Tough Synchro-Mesh transmissions are standard on all Chevrolet pickup models—3-speed with steering-column shift for Series 10 and 20, 4-speed with floor shift for Model C3604. Extra-cost options include an overdrive (Series 10) or wide-ratio 3-speed (all models), a 4-speed and a fully automatic Powerglide (Series 10 and 20).



DRIVE LINES

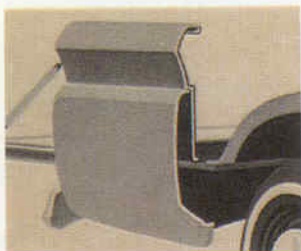
One- and two-piece drive shafts are of top-quality steel tubing, precision-balanced to run true and smooth. They feature a rubber-cushioned self-aligning ball center bearing with two-piece drive shaft installations. High-capacity balanced universal joints with drop-forged trunnions provide an extra measure of durability.

BETTER BUILT BODIES—Every detail on a Chevrolet pickup body shows the care that goes into maintaining the highest standards of quality construction. Sound design and careful construction give Chevrolet pickup owners a measure of satisfaction which lasts throughout the life of the truck. Both Fleetside and Stepside bodies are complete units with front walls independent of the cab to eliminate transfer of stress between cab and body. And for convenience in hauling bulky cargo, sides of bodies have rectangular pockets into which stake racks or sideboards can be fitted.



FLEETSIDE	Model	Body Length
	C1434	6½ ft.
	C1534	8 ft.
	C2534	8 ft.

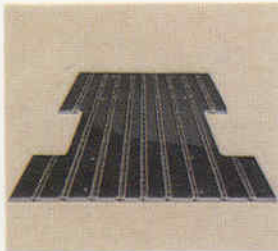
STEPSIDE	Model	Body Length
	C1404	6½ ft.
	C1504	8 ft.
	C2504	8 ft.
C3604	9 ft.	



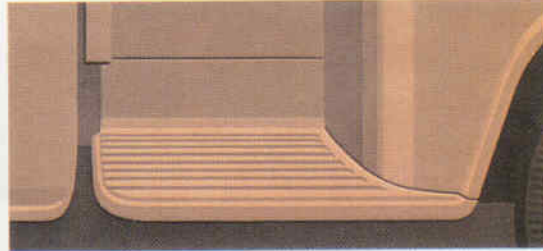
DOUBLE-WALL SIDES—Lower portions of Fleetside body sidewalls are double-walled for strength and to protect appearance of outer panels. Shifting cargo that might dent inner panels cannot mar outer panels, so that the Fleetside body keeps its sleek appearance through many years of use.



ANTI-RATTLE LATCH—Snug-fitting wedge-type latches keep tailgate securely closed. Tight fit of tailgate minimizes leakage of bulk cargo such as grain or sand. When tailgate is lowered, latch chains hold it securely in level position. Chain covering eliminates marring.



SELECT WOOD FLOORS—Floors of all pickup bodies are made of tough select wood planking. Plank joints are covered by recessed steel skid strips which ease the sliding of heavy cargo in or out. Wood surface minimizes slipping when wet and will never rust out.



CONVENIENT SIDE STEP—Stepside bodies feature convenient steps between cab and rear fenders for easy side loading of the Stepside body with its smooth interior walls. For Fleetside bodies, a handy toe step is offered as an extra-cost custom feature accessory.

STEP-TYPE REAR BUMPER—Work-saving optional at extra-cost rear bumper features large, flat step surface for easy access to rear of pickup body. Durable painted finish.

SPECIFICATIONS

		SERIES C10 (½-TON)				SERIES C20 (¾-TON)				SERIES C30 (1-TON)			
GROSS WEIGHT RATINGS	GVW	4100 LB. TO 5000 LB.				5500 LB. TO 7500 LB.				6700 LB. TO 7800 LB.			
AXLE, FRONT	TYPE	INDEPENDENT SUSPENSION				INDEPENDENT SUSPENSION				INDEPENDENT SUSPENSION			
	RATING	2500 LB.				3000 LB.				3500 LB.			
AXLE, REAR	MAKE	CHEVROLET				CHEVROLET				CHEVROLET			
	RATING	3500 LB.	POSITRACTION, 3500 LB.			5200 LB.	NoSPIN, 5200 LB.			7200 LB.	NoSPIN, 7200 LB.		
	RATIO	3.73	4.11	3.07	3.73	4.57	4.11	4.57	514	4.57	5.14	5.14	
BRAKES, SELF-ADJ.	SIZE FRONT	11" x 2"				11" x 2¼"				11" x 2¼"			
	SIZE REAR	11" x 2"				11" x 2¼"				13" x 2¼"			
	TOTAL LINING AREA	167 SQ. IN.				239 SQ. IN.				252 SQ. IN.			
	BOOSTER	8.3" PISTON				8.3" PISTON				8.3" PISTON			
CLUTCH	DIA.; AREA (SQ. IN.)	10"; 100		11"; 124		10"; 100		11"; 124		11"; 124			
	ENGINE, HIGH TORQUE	TYPE	★230 SIX	292 SIX	283 V8	230 SIX	292 SIX	283 V8	230 SIX	292 SIX	283 V8	230 SIX	292 SIX
FRAME	SECTION MODULUS	2.98				3.71				5.05			
FUEL TANK	CAPACITY	18½ GAL.		21 GAL.		18½ GAL.		21 GAL.		18½ GAL.		21 GAL.	
GENERATOR▲	AMPS	37	42	55	62	37	42	55	62	37	42	55	62
SHOCK ABSORBERS		FRONT & REAR		HD FRONT & REAR		FRONT & REAR		HD FRONT & REAR		FRONT		HD FRONT & REAR	
SPRINGS, FRONT	TYPE	COIL				COIL				COIL			
	CAP. AT GROUND	1250 LB.				1250 LB.		1500 LB.		1500 LB.		1750 LB.	
SPRINGS, REAR	TYPE	TWO-STAGE COIL				TWO-STAGE COIL				LEAF; 52" x 2½"			
	CAP. AT GROUND	1250 LB.	2000 LB.		AUX., 500 LB.	2000 LB.	3000 LB.		AUX., 500 LB.	2400 LB.	3100 LB.		AUX., 1050 LB.
STEERING	RATIO; WHEEL DIA.	24.0 TO 1; 17"				24.0 TO 1; 17"				24.0 TO 1; 17"			
TIRES	STANDARD	6.70-15/4PR FRONT, SINGLE REAR & SPARE				7-17.5/6PR FRONT & SINGLE REAR				8-17.5/6PR FRONT; 8-17.5/8PR SINGLE REAR			
	MAXIMUM	7-17.5/6PR FRONT, SINGLE REAR & SPARE				8-19.5/8PR FRONT & SINGLE REAR				8-19.5/10PR FRONT & SINGLE REAR			
TRANSMISSION	TYPE	SYNCHRO	SYNCHRO	SYNCHRO	P'GLIDE	SYNCHRO	SYNCHRO	SYNCHRO	P'GLIDE	SYNCHRO-MESH		SYNCHRO-MESH	
	NO. OF SPEEDS	3	3■	4	2	3	3●	4	2	4		3●	
WHEELS	TYPE	6-STUD DISC				8-STUD DISC				8-STUD DISC			
	STD. SIZE; MAX. SIZE	15" x 5.5"; 17.5" x 5.25"				17.5" x 5.25"; 19.5" x 5.25"				17.5" x 5.25"; 19.5" x 5.25"			

★230 Six engine with maximum economy carburetor and 3.07 ratio rear axle available as extra-cost option on Series C10 with standard 3-speed Synchro-Mesh transmission.

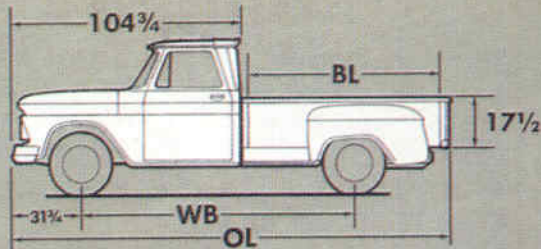
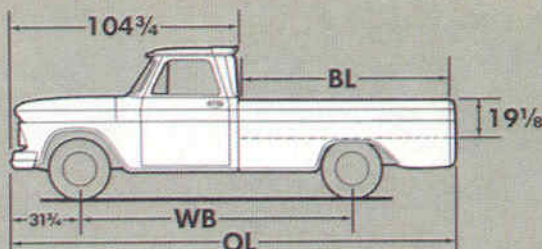
▲All generators are 12-volt Delcotron alternating current type.
■Overdrive or wide-ratio 3-speed transmission.

●Wide-Ratio 3-speed transmission.

EQUIPMENT SHOWN IN BLUE
OPTIONAL AT EXTRA COST

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DIMENSIONS



FLEETSIDE PICKUPS				STEPSIDE PICKUPS			
MODEL	WB	OL	BL	MODEL	WB	OL	BL
C1434	115"	186¼"	78½"	C1404	115"	186¼"	78½"
C1534	127"	206¼"	98"	C1504	127"	206¼"	98"
C2534	127"	206¼"	98"	C2504	127"	206¼"	98"
				C3604	133"	216¼"	108¼"

5C B65

THERE'S A NEW WORLD OF PLEASURE WITH A CHEVROLET CAMPER!

With one of the many camper bodies made for installation on a Chevrolet pickup, you can get more than ever out of every day of your vacation time. You can travel with comfort and ease to your favorite campsite or a remote fishing spot. With the unmatched ride of a Chevy pickup with coil-spring suspension and roomy cab, you'll arrive at your destination refreshed and ready to go. Chevrolet pickup bodies are suited to most camper installations, with Series 20 pickups recommended because of their extra carrying capacity. For those who want to be able to get to the most remote off-road locations, there are the rugged go-anywhere 4-wheel-drive models. Ask your Chevrolet dealer for full information about camper-bodied pickups, and you'll be on your way to a new world of adventure!

