

CHEVY MEDIUMS



'77 CHEVY TRUCKS. BUILT TO STAY TOUGH.

Medium-Duty Truck Assembly Plant, Pontiac, MI



ME65 tandem with dump body



CE65 with farm body



CE60 with van body



CE65 with tanker body



Chevy Mediums: A short 97½" BBC for maneuverability, good weight distribution.

Chevrolet's compact 97½" BBC allows big payloads, good weight distribution to the front axle, easy maneuvering in city delivery. The shorter the cab, the longer the body or trailer can be within a given length—and the bigger its capacity in pounds or cubic feet. Short-hood design also aids down-front visibility, puts engine components within easy reach for maintenance and repair.

A huge truck plant with 38 acres under one roof was constructed to build this line of tough Chevy mediums. The factory is computerized for efficiency in building the trucks you order with the equipment you specify. Engine and axles picked automatically from stock meet the right frame at a chassis assembly line a full quarter-mile long. Strict production standards require a representative sample of daily output to undergo a thorough 2½-hour quality-control inspection.

Series 50 Mediums

Here's short-cab design in wheelbases from 125 to 167 inches for a wide range of applications. CS50 models have a 292 Six standard (not available in California); CE50 models offer 350 V8 power. Standard components include a 4-speed synchromesh transmission, 5,000-lb. wide-track front axle, 11,000-lb. rear axle. GVWRs from 13,800 to 18,500 lbs.

Series 60 Mediums

Wheelbases from 125 to 218 inches accommodate many vocational body types and sizes, all with short-cab maneuverability. Engine availability includes a 292 Six (except in California), a 350 V8 and a 366 V8. Standard axles are 5,000 lbs. front, 15,000 lbs. rear. Air-brake models have a 7,000-lb. front axle, 17,000-lb. rear. GVWRs range from 17,400 to 24,000 lbs.; GCWRs to 45,000 lbs.

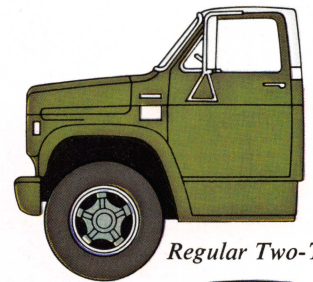
Series 65 Mediums

Short-cab advantages come in wheelbases from 125 to 254 inches for big-tonnage hauling in this weight class. Standard specifications include a 366 V8 (a 427 is available); 4-speed transmission; 7,000-lb. front axle with a 17,000-lb. single rear axle. ME65 has a 5-speed transmission and a tandem rear axle rated at 30,000 lbs. with hydraulic brakes, 34,000 lbs. with air brakes. GVWRs range from 19,200 to 44,860 lbs; GCWRs to 60,000 lbs.

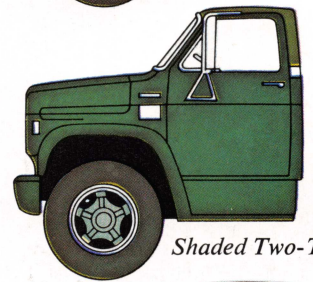
Heavy-duty equipment. If you need special equipment for off-road or heavy-duty operations, your Chevrolet Truck Specialist can help select it. Job-customizing options also are available: heavy-duty springs, frame reinforcements, higher capacity axles and more.

Dimensions (Inches)

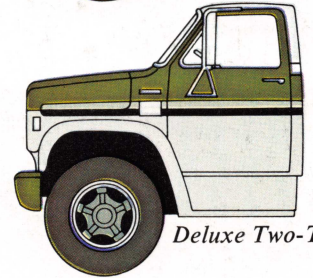
SINGLE AXLE MODELS	WB	CA	CE	OL
CS/CE51003, CS/CE61003, CE66003-13	125	60	100	197
CS/CE51203, CS61203, CE61203-13, CE66203-13	137	72	120	217
CS/CE51403, CS61403, CD61403 CE61403-13, CE66403-13	149	84	132	229
CS/CE51703, CS61703, CD61703 CE61703-13, CE66703-13	167	102	162	259
CS/CE61803, CE66803-13	173	108	168	265
CS61903, CD61903 CE61903-13, CE66903-13	179	114	174	271
CS62003, CD62003 CE62003-13, CE67003-13	189	124	226	323
CE/CS62303, CE67303-13	203	138	231	328
CS/CE62503, CE67503-13	218	152	253	350
CE67803-13	239	174	274	369
CE68103-13	254	188	289	384
TANDEM AXLE MODELS	WB	CA	CE	OL
ME66403-13	149	84	144	241
ME66703-13	167	102	174	271
ME67003-13	185	126	204	301
ME67103-13	195	130	214	309
ME67403-13	209	144	228	323



Regular Two-Tone



Shaded Two-Tone



Deluxe Two-Tone

Available two-tone paint. Regular two-tone is white only for roof and cab back. Shaded two-tone paint offers selected colors instead of white for roof and upper cab back. Deluxe two-tone is available in white and choice of 11 second colors. Package includes distinctive side striping and cab-back applique.

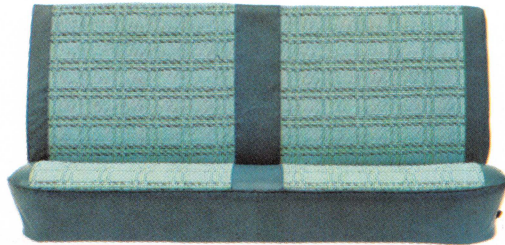
MANY VEHICLES IN THIS CATALOG ARE SHOWN WITH AVAILABLE FACTORY-INSTALLED OPTIONS, DEALER ACCESSORIES AND SPECIAL EQUIPMENT FROM VARIOUS INDEPENDENT SUPPLIERS.

© 1976 Chevrolet Motor Division,
General Motors Corporation

WB/Wheelbase; CA/Cab-to-Axle;
CE/Cab-to-end-of-Frame;
OL/Overall Length

Comfortable cab. Double-walled

Custom Deluxe seat.



Silverado seat.



Scottsdale interior with available bucket seats.

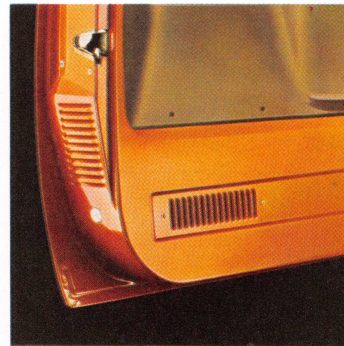
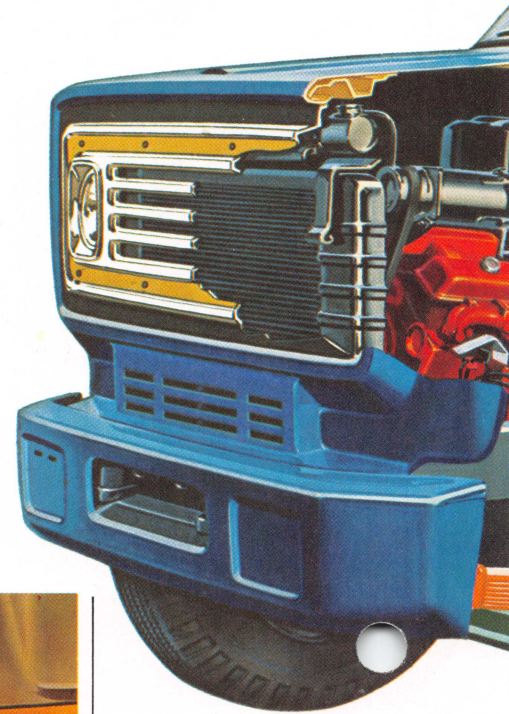


Custom Deluxe is the standard cab. Seat is chair-high, and there's ample head room even for larger-than-average drivers. Chevy design allows good leg room and adequate clearance between the steering wheel and seat back.

Available Scottsdale interior includes custom buffalo-hide vinyl upholstery and thick foam cushioning for the full-width seat, simulated chestnut wood trim on door panels, cigarette lighter, color-keyed

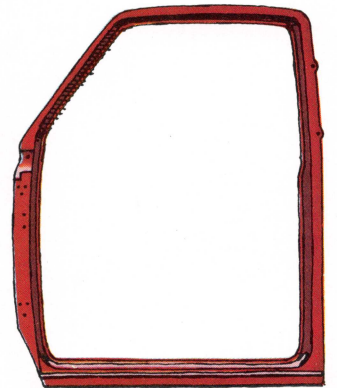
floor mats, floor insulation, full undercoating. Seat back tilts forward for access to in-cab stowage space.

Available Cheyenne interior includes all Scottsdale items adds instrument panel pad, door trim panels with stowage pockets, headliner, door-operated dome light switch, cowl insulation.

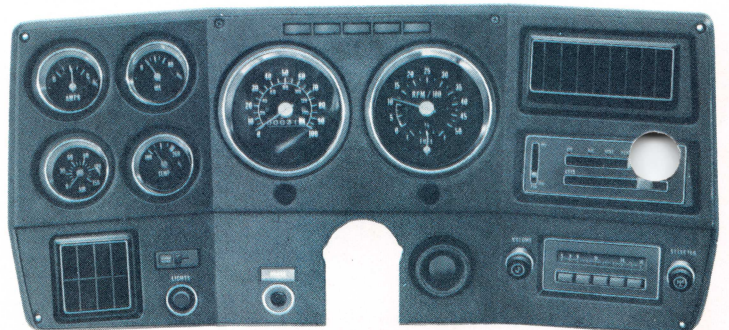


Flow-through ventilation is always "on" with ignition. Blower pulls in outside air through a high-level plenum, forces out stale air through exhaust vents in both doors.

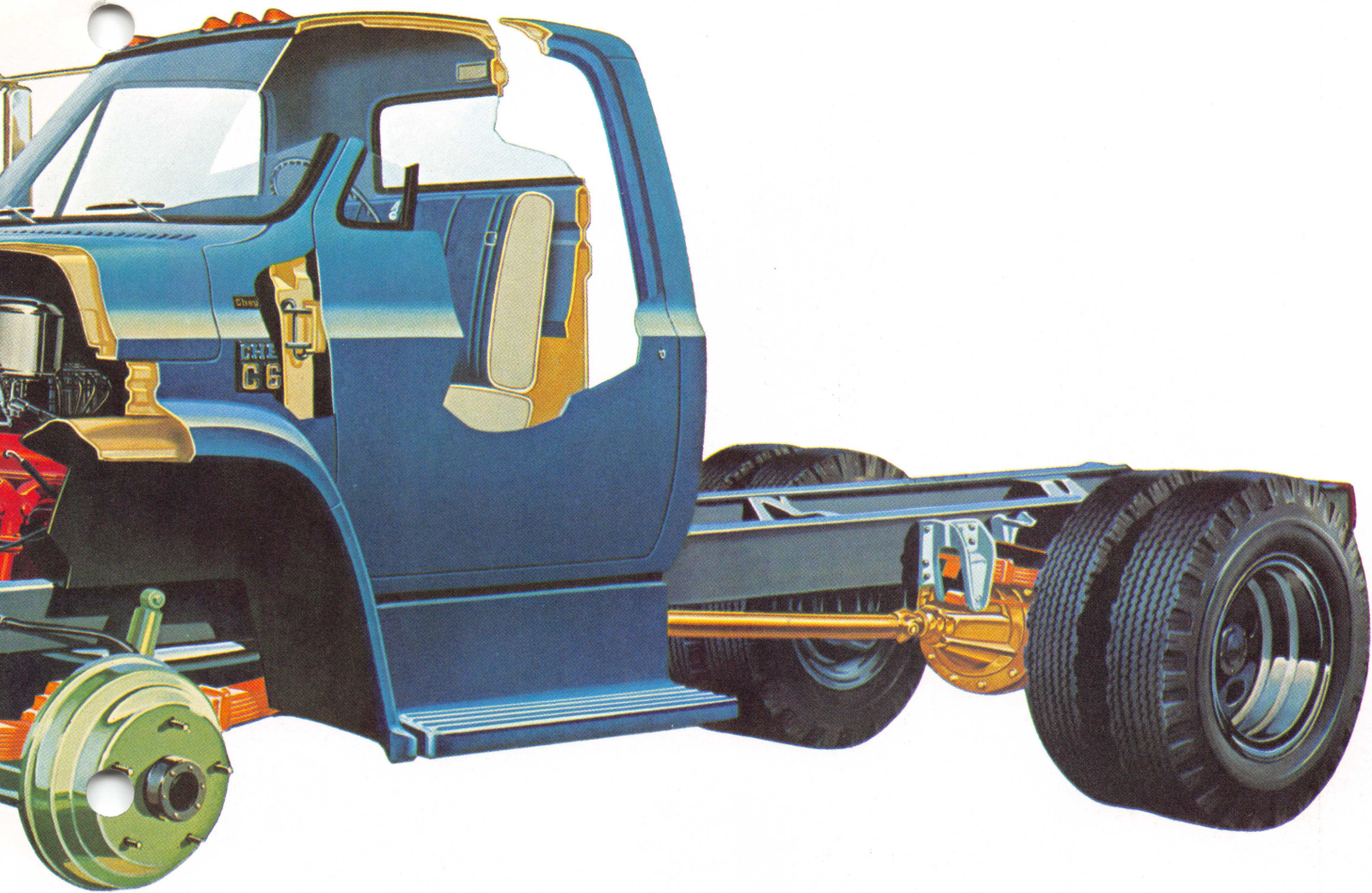
Front-serviceable instrumentation is easily removed, replaced. Cockpit-type cluster reduces eye movements required to read gauges. Flat-black panel finish is non-reflective.



One-piece door frame is fabricated from a single piece of metal for strength, durability. Good fit helps minimize possibility of noisy, drafty gaps between body and door.



tough. Loaded with Chevy Value.



Reinforced hood design uses two pieces of steel welded together for torsional rigidity. Heavily embossed front and rear inner panel reinforcements for strength, help control flutter. Alligator-style hood provides easy access to engine compartment.

Available fiber glass hood includes fenders and front end in one unit which, when tilted, allows complete access to engine and front-end components. Safety cable prevents overtilting. Lightweight construction reduces vehicle weight by 82 lbs.



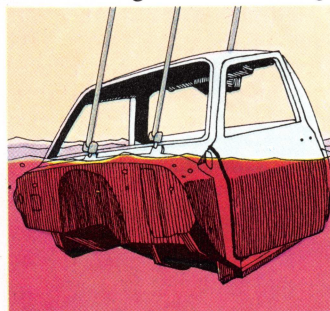
Available acoustical and thermal insulation includes: (1) headliner; (2) rubber floor mats. Also furnished with available trim packages are (3) a 1/2" fibreglass mat beneath the floor covering and (4) 6 1/2 lbs. of protective undercoating.

Massive front bumper provides large surface area. Center opening is a convenient step for engine servicing, an air inlet for cooling, and access to the available tow hooks which are attached directly to the frame rails.

Double-walled roof is welded from inner and outer panels, forming a leak-resistant assembly. Insulation between panels helps insulate against noise.

Heavily reinforced floor is welded to body side panels, making a solid, rigid foundation for cab strength.

One-piece door panels, inside and out, help improve door strength and sealing.



Electro-Dip process submerges entire cab in a paint vat where it's electrically charged, drawing primer into hidden seams and crevices where corrosion might otherwise start.

Front fenders are double-wall steel. Lower fender extension helps protect against road splash.

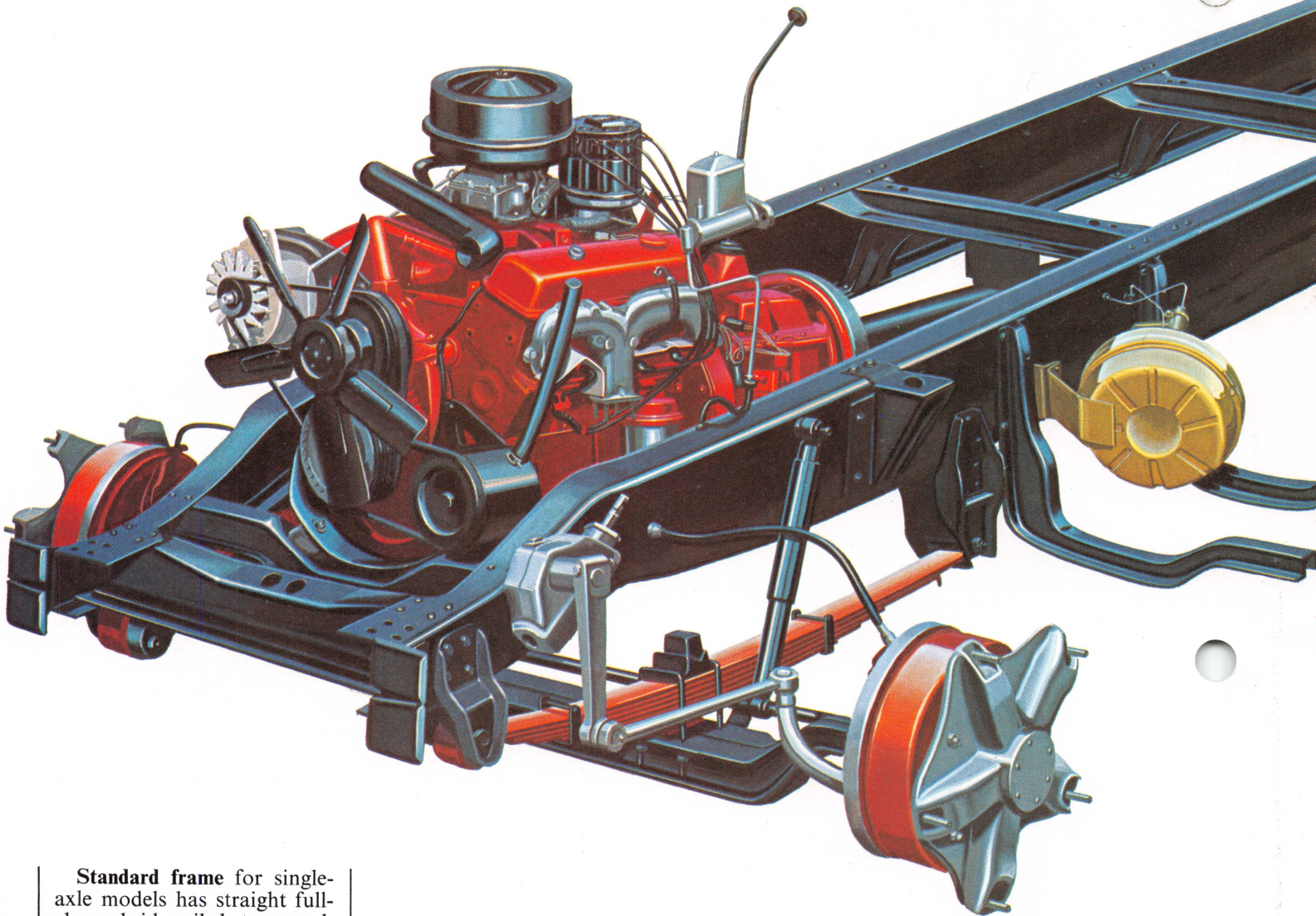
2,931-sq.-in. glass area is standard. An available full-width rear window more than doubles rear glass area. One-piece windshield frame helps minimize squeaks and leaks.

One-piece grille is tough, injection-molded plastic. Rust-proof and resilient, it reduces the chance of yard damage. Headlamps can be aimed without removing grille.

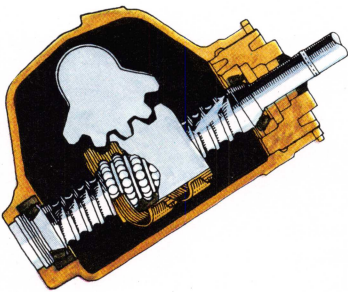
Raised-tread running boards provide good footing. They're 16-gauge steel, frame mounted for added strength. Ribs are open at both ends for water drainage.

Exterior noise-abatement equipment, available on all models, is required for noise-restricted areas. Stainless steel exhaust system and temperature-controlled fans are available to meet certain noise standards.

This is where Lasting Chevy Value begins.



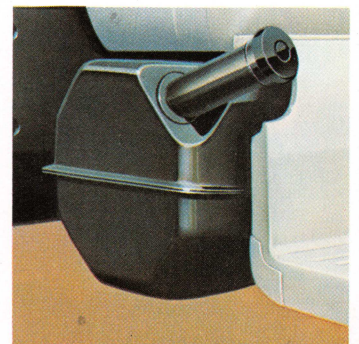
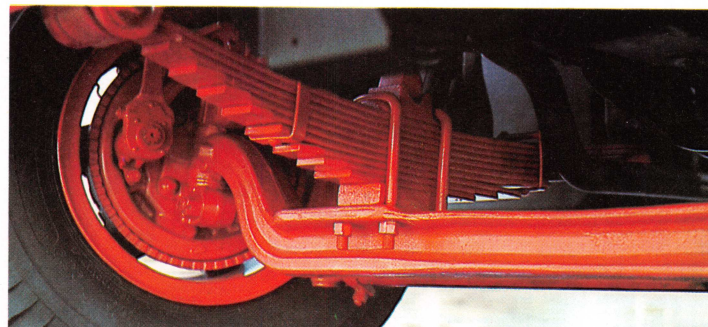
Standard frame for single-axle models has straight full-channel side rails between cab and rear axle. Frame tapers up at rear axle, saving weight. Channel-type crossmembers with alligator-jaw outer ends help provide a solid, twist-resistant foundation.



Recirculating ball steering with an overall ratio of 28.14:1 for easy effort. Integral power steering is available for most models.

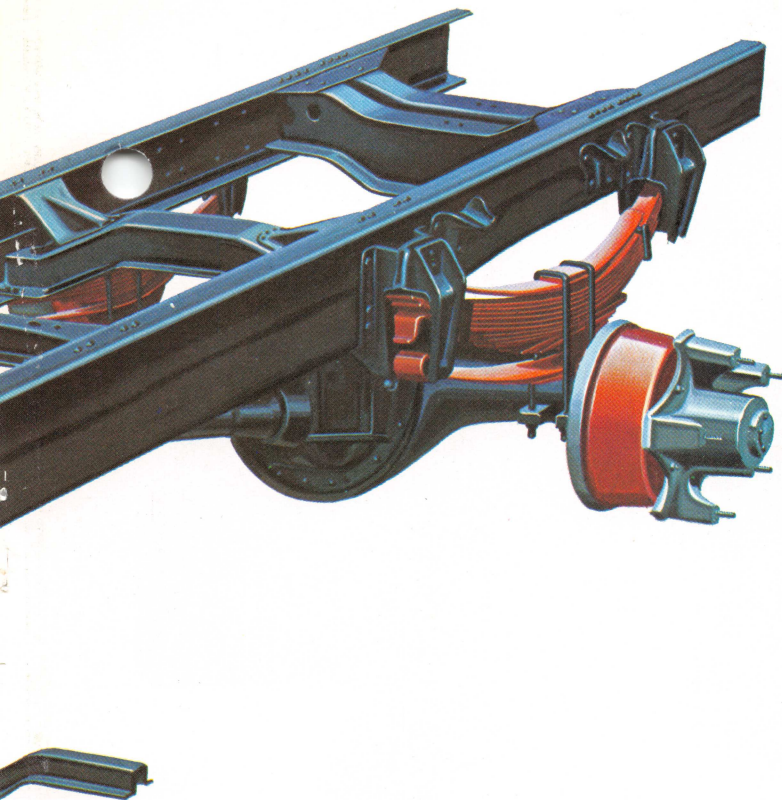
Wide-track front axles are drop-forged steel I-beams with rated capacities from 5,000 to 12,000 lbs. Springs are multi-leaf two-stage type with tapered rolled ends for reduced interleaf friction. Variable-rate design provides an easy

ride with light loads, increased stiffness with heavier cargoes. Spring capacity ranges from 2,000 to 7,000 lbs. each. Standard double-acting shock absorbers have nylon piston bearing seals for good service life in rough-road or off-road use.

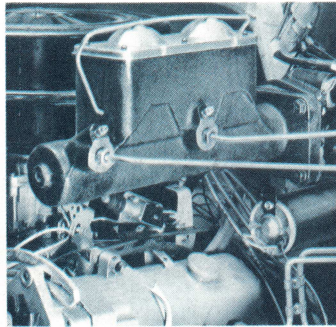


Frame-mounted fuel tank is located outside the cab behind the right running board; 20-gallon capacity is standard. Single or dual 50-gallon step tanks are available.

Standard coolant recovery system collects overflow in a reservoir and returns it automatically when the radiator cools—helping provide proper coolant level at all times.



Vacuum-hydraulic, Hy-Power or full air brakes available.



Available Hy-power brake system. Delco's Hy-power brake system provides up to 30% more stopping power at the wheel cylinders than a conventional vacuum power system. The power steering pump provides hydraulic power which is unaffected by high altitudes. Compact design requires no vacuum booster reservoir tank which helps to provide for easy body mount-

ing and simplify maintenance. A reserve power system provides for a countless number of stops should the power system malfunction.

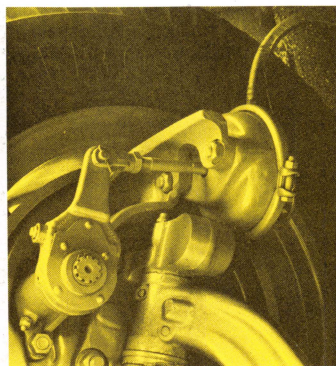
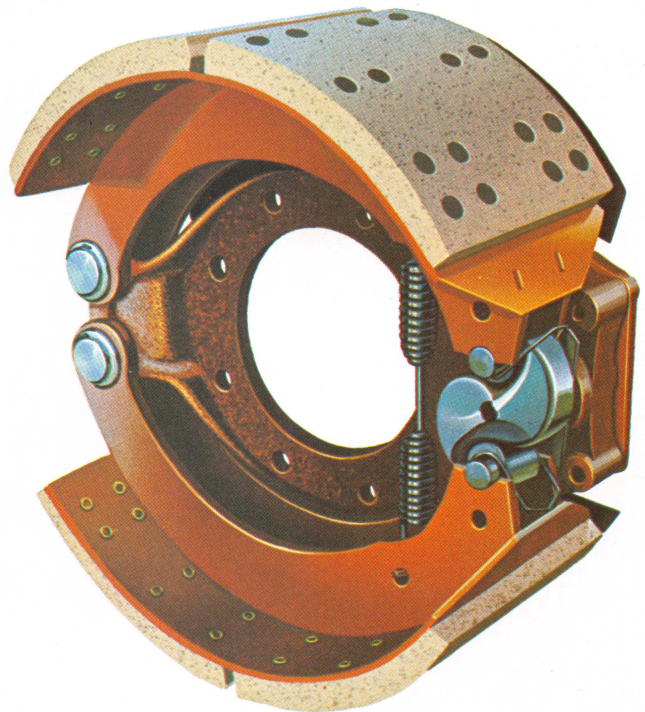


Orscheln-type parking brake adjusts at the lever handle. It's applied at a right angle, easy to set and release. Braking drum is at rear of transmission.

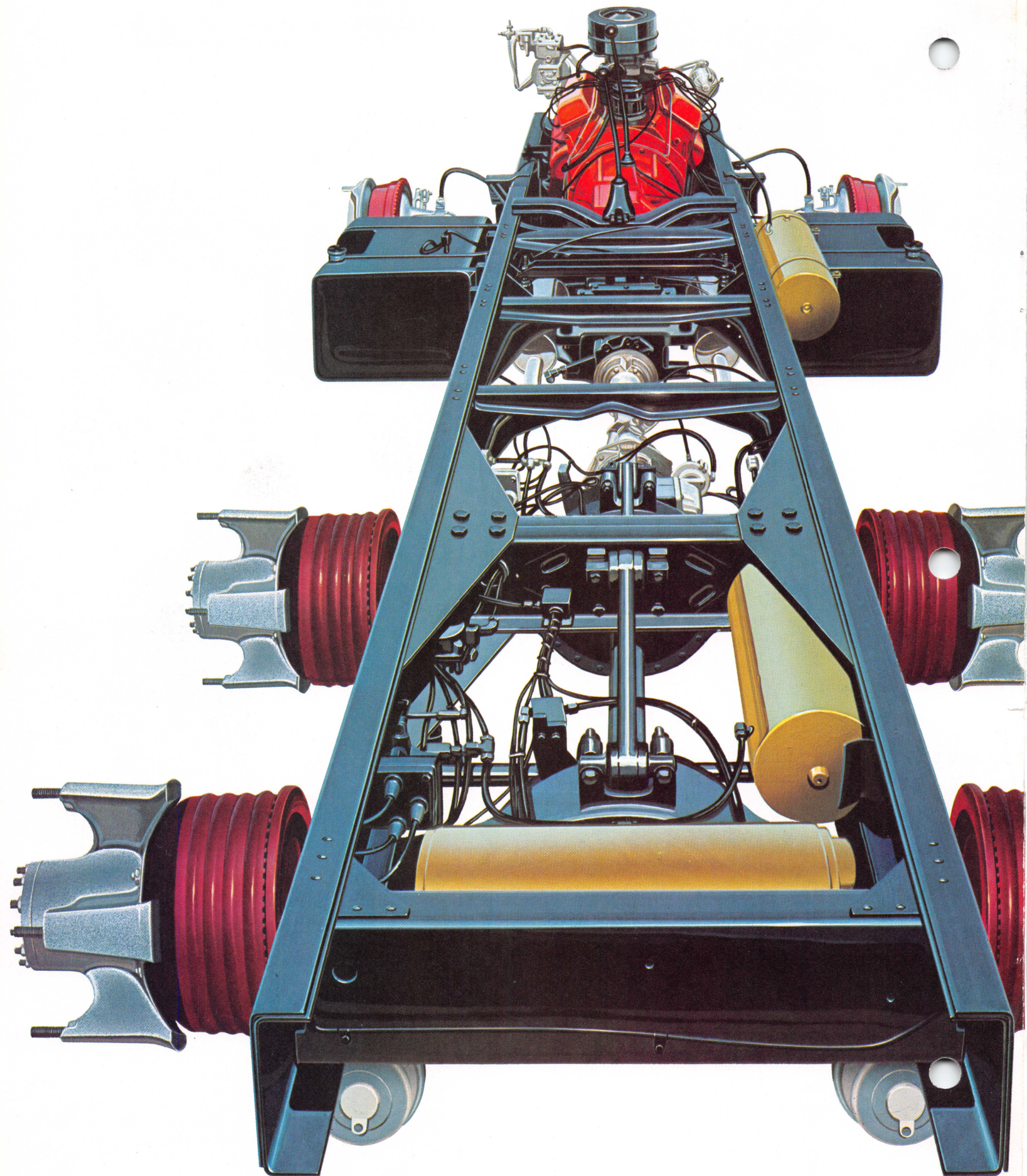
Drop-center XL wheels are two-piece discs with a 5° bead seat for high tire contact pressure against the flange. The 20 x 6.0 size is standard; 20 x 6.5 available. Disc wheels are standard on Series 50 and 60 models with hydraulic brakes. Cast-spoke wheels are standard on Series 60 with air brakes and all Series 65; available for Series 60 with hydraulic brakes. Ten-stud heavy-duty disc wheels available for Series 60-65.

Drive shafts are accurately balanced for a smooth transfer of power. Universal joints are low-friction needle-bearing type. Center bearings are cushion mounted to help control vibration.

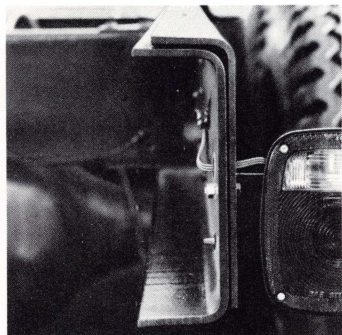
Single rear axle and suspensions are Chevrolet (hypoid gearing) or Eaton (spiral-bevel gears). Capacities range from 11,000 to 23,000 lbs. Single-speed axles are standard; two-speed available on Series 60 and 65. Two-stage variable-rate springs provide a smooth ride, high carrying capacity. Auxiliary rear springs and shock absorbers are available for heavy loads, rugged operation.



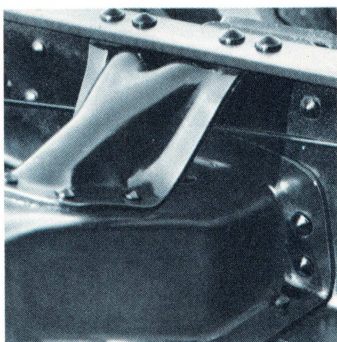
Full air brakes are available for most Series 60-65 models. Chevrolet trucks comply with all Federal Motor Vehicle Safety Standards in effect on the date of production. As a result, certain specifications and the availability of some standard and/or available equipment may change to meet new Federal standards. Your Chevrolet dealer has the latest information on air-brake systems.



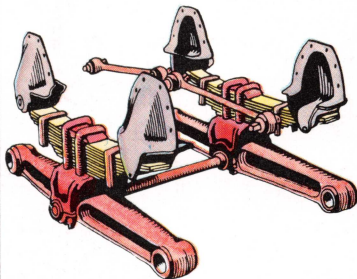
Extra value in Chevy Tandems: frame, axles and suspension.



Tandem frames are high-tensile steel with full-depth channel-type side rails and inverted "L" reinforcements from front spring hangers to end of frame. Bogie area is reinforced for even more stiffness at the rear suspension.



Strong channel crossmembers have alligator-jaw outer ends for a wide "bite" at both top and bottom of the frame rails. This rigid design helps prevent "laddering," the opposing front-to-rear movement of the side rails.



Tandem axles with Hendrickson suspension are available in capacities of 30,000 and 34,000 lbs. Driving and braking forces are transmitted through torque rods and equalizing beams. Springs serve only to cushion the load, which is divided equally between the axles. Built-in inter-axle differential eliminates wheel fight, helps extend tire life. Driver-operated differential lockout supplies equal power to each axle for added traction as needed.

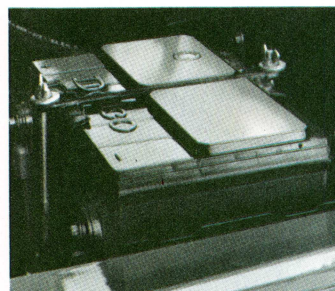
Simplified service and maintenance.



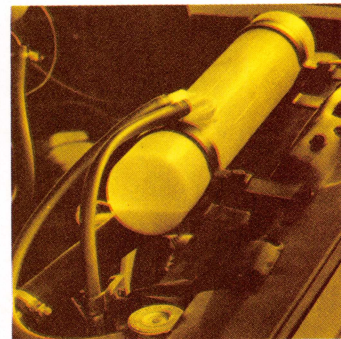
Broad, accessible under-hood area puts the engine practically at arm's length. Hood opens from radiator to cowl so mechanic can work from either side.

Mechanical clutch linkage is standard for simplified service and adjustment. Clutch sizes are matched to engine power.

Accessible steering gear is mounted outside the frame for convenient checking and lubricating. Forward placement also results in a more comfortable steering-column angle.

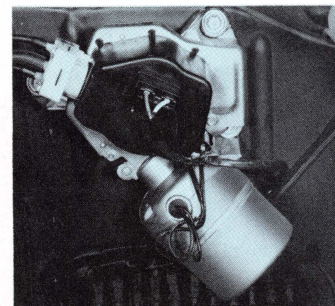


Delco Freedom battery is completely sealed. It never needs water, just routine checking of its built-in charge indicator. Standard rating is 3,200 watts; a 4,000-watt battery is available.



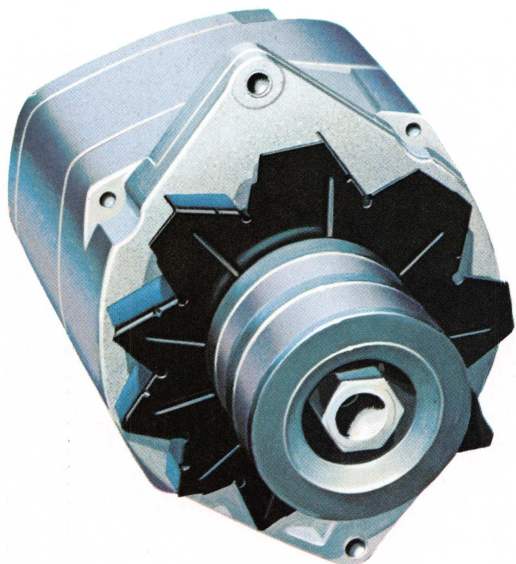
Coolant recovery tank is semi-transparent, allowing a quick visual check on fluid level.

Cross-flow radiator provides efficient cooling, helps protect engine if some coolant is lost. For added efficiency, Chevy radiators are *big*—from 634 sq. in. to 682 sq. in. depending on the model.



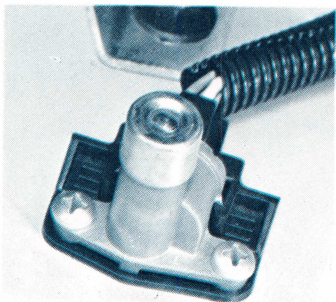
Windshield wiper motor is designed for reliable performance, mounted within easy reach for service or replacement.

Electrical features.



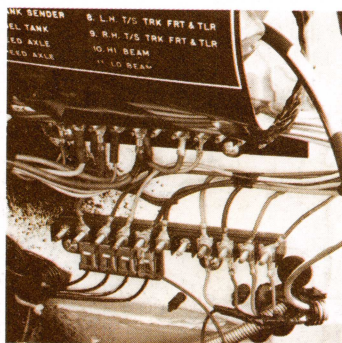
Integral voltage regulators in both standard Delcotron (42 amp) and available alternators simplify wiring. Solid-state design contributes to long service life, as well.

Front turn-signal housing is a double-face design that combines side marker, reflector, parking lamp and turn signal—and it's standard. Rugged harmonica-type connector at the steering column adds reliability to the turn-signal system.

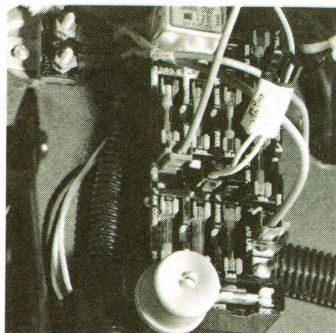


Dimmer switch is located above the floor, protected from dirt and moisture. Lock connector prevents breaking the light circuit by accidentally disconnecting switch from wiring.

Rear lamp housing combines stop, tail, license and turn-signal lamps, plus reflector. Lexan® lenses are virtually unbreakable. Electrical connections inside are protected by a corrosion-resistant compound. Lamps may be re-located for fifth-wheel or body mounting without coiling wire.

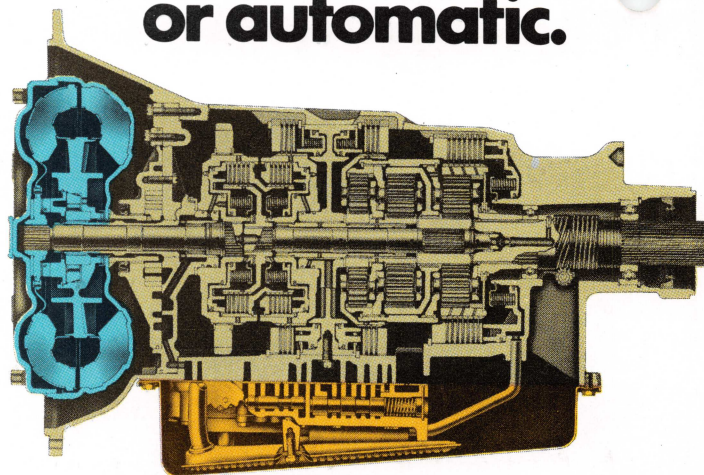


Junction block for wiring terminals is located in the engine compartment for easy checking. All connections are bolted except for rear-end wiring, which is attached to quick-connect spring-clip terminals. Printed legends and color-coded wiring help simplify accurate circuit identification.



Fuse block is handily located inside the dash, opposite the junction block.

Choice of transmissions, manual or automatic.



Standard single-plate clutches are matched to engine power. Types include an 11-inch disc with diaphragm springs and 12-inch and 13-inch units with coil springs. Ventilated design helps prolong clutch life.

Four-speed synchromesh transmissions with PTO openings on both sides are standard on all models. Available trans-

missions include Clark, Spicer and New Process with over-drive, deep low or short fourth versions. See specifications for model availability.

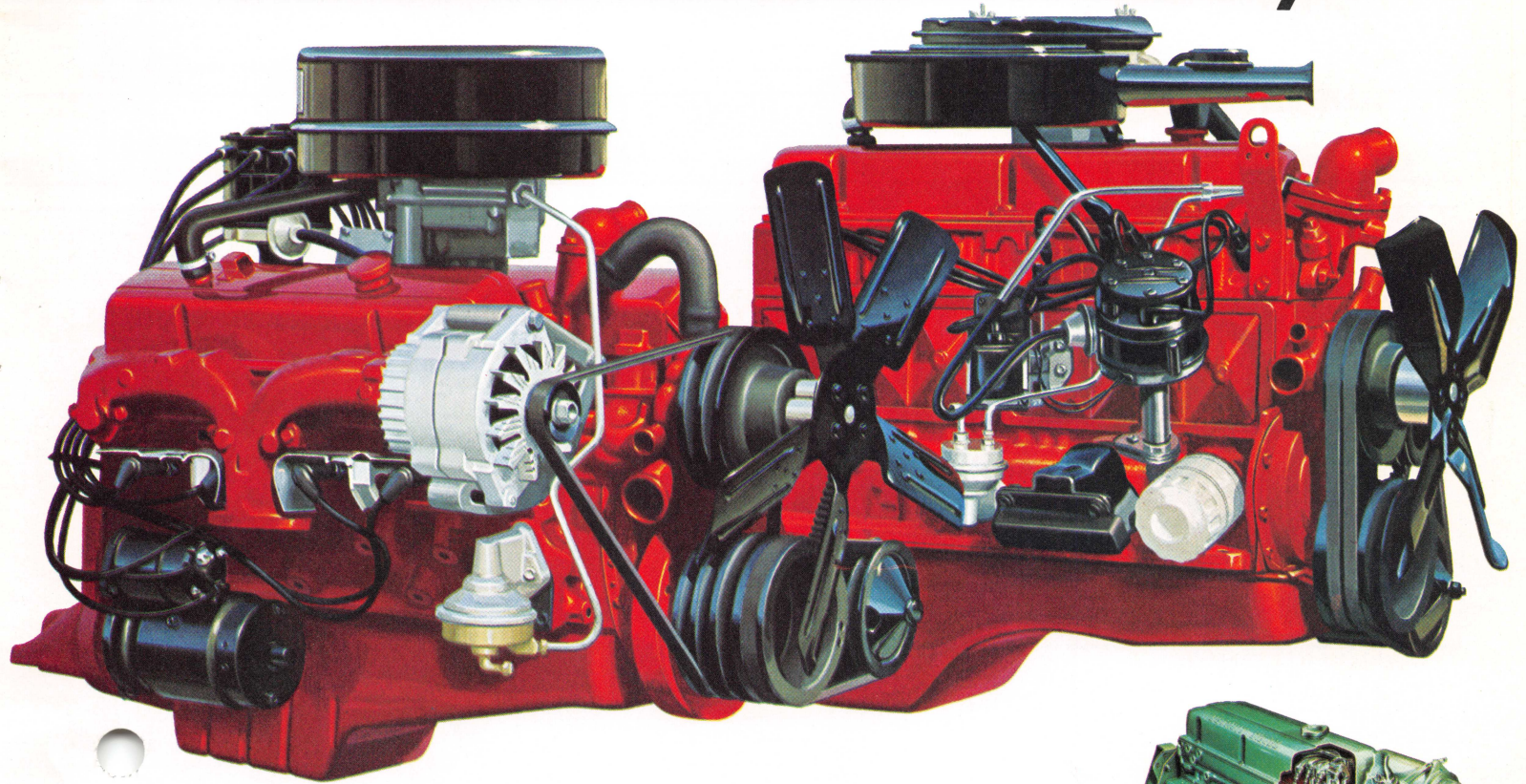
Available automatic transmissions include the 4-speed Allison AT540 for general medium-duty applications with GVWRs to 33,000 lbs. Allison MT600 series automatics are offered for Series 65 models with air brakes: the 4-speed MT640 with single rear axles, the 5-speed MT650 with tandem axle.

Whatever the job, automatic transmissions eliminate clutch repair and replacement, help protect driveline components, simplify driver training.

MAIN TRANSMISSION	CS/ CE50	CS/ CE60	CD60	CE65	TAN. ME65
4-SP., CHEVROLET 465	STD.	STD.	STD.	STD.	
ALLISON AT540 (AUTO.)	AVAIL.†	AVAIL.†		AVAIL.	
5-SP., NEW PROCESS 540CL		AVAIL.*			
NEW PROCESS 542CD		AVAIL.†	AVAIL.	AVAIL.	
NEW PROCESS 542CL		AVAIL.†	AVAIL.	AVAIL.	STD.
NEW PROCESS 7550				AVAIL.®	
NEW PROCESS 7590				AVAIL.®	AVAIL.®
CLARK 285V		AVAIL.†		AVAIL.	AVAIL.
CLARK 282V		AVAIL.†		AVAIL.	
CLARK 390V				AVAIL.	AVAIL.
CLARK 397V				AVAIL.	
13-SP., FULLER RT613					AVAIL.
SPICER CM5052C				AVAIL.	AVAIL.
SPICER CM5252A				AVAIL.	
4-SP., ALLISON MT640G (AUTO.)				AVAIL.®	
5-SP., ALLISON MT650G (AUTO.)					AVAIL.®
AUX TRANSMISSION					
4-SP., SPICER 6041					
4-SP., SPICER 7041					

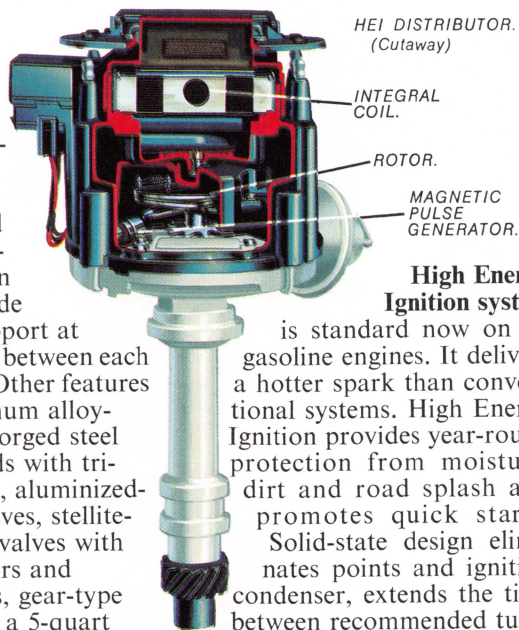
†With CE Models only. *With CS Models only. ®Air Brake Model only.
STD. Standard. AVAIL. Available. AUTO. Automatic.

Gasoline or diesel, there's a Chevy engine available to do the work efficiently.



High-torque V8s are engineered for rugged truck service. Chevy's 350V8 is standard in Series 50-60; a 366 V8 is standard in Series 65, available for Series 60. The 350 V8 has a forged steel crankshaft with heavy-duty bearings; 5-qt. oil sump; ram's-horn exhaust manifold; double roller-chain camshaft drive with steel crank sprocket; full stellite exhaust valves. The 366 V8 and a 427 available for Series 65 both feature forged-steel crankshafts, four-bolt main bearing caps, heavy bearing-support bulkheads in the lower block, heavy cylinder walls for rigidity and strength, heavy-duty components throughout. The 427 also has an 8-qt. oil sump.

Chevrolet's 292 Six is the valve-in-head design with hydraulic lifters, single-barrel carburetor and full-flow oil filter. Seven main bearings provide crankshaft support at front, rear and between each cylinder pair. Other features include aluminum alloy-steel pistons, forged steel connecting rods with trimetal bearings, aluminized-face intake valves, stellite-faced exhaust valves with positive rotators and hardened seats, gear-type oil pump with a 5-quart sump.



HEI DISTRIBUTOR.
(Cutaway)

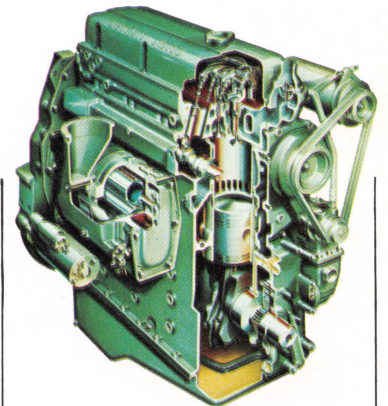
INTEGRAL
COIL.

ROTOR.

MAGNETIC
PULSE
GENERATOR.

High Energy Ignition system

is standard now on all gasoline engines. It delivers a hotter spark than conventional systems. High Energy Ignition provides year-round protection from moisture, dirt and road splash and promotes quick starts. Solid-state design eliminates points and ignition condenser, extends the time between recommended tune-ups.



Detroit Diesel 4-53. This rugged four-cylinder engine is available now in Chevy Mediums. It's a proved two-cycle design that helps the engine accelerate rapidly, responding quickly to power demands. Emphasis is placed on free engine breathing with straight-through scavenging of exhaust gases on each upward stroke. Unit injectors meter and pressurize the fuel for the downward power stroke.

Gasoline and Diesel Engine Specifications

DISPLACEMENT (CU. IN.) AND TYPE	292 SIX ▲	350 V8	366 V8	427 V8	4-53 Diesel
BORE & STROKE (IN.)	3.87 x 4.12	4.0 x 3.48	3.94 x 3.76	4.25 x 3.76	3.87 x 4.5
COMPRESSION RATIO	8.0 to 1	8.0 to 1	8.0 to 1	7.8 to 1	21.0 to 1
SAE NET HORSEPOWER @ RPM	130 @ 3600	160 @ 4000	200 @ 4000	220 @ 4000	126 @ 2800
SAE NET TORQUE (LBS.-FT.) @ RPM	225 @ 2000	265 @ 2400	305 @ 2800	360 @ 2400	265 @ 1800

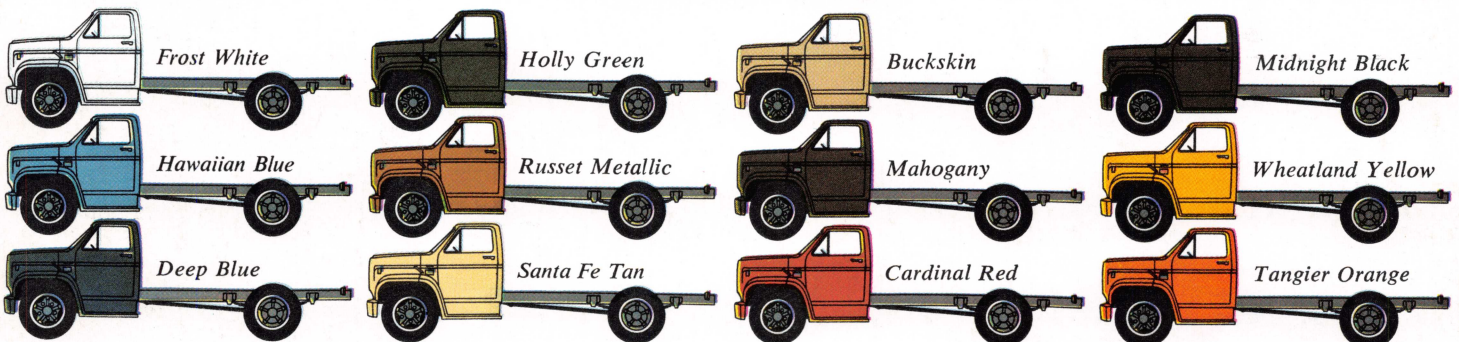
All gasoline engines are modified to operate efficiently, and with lower exhaust pollutants, on 91 octane (or higher) no-lead, low-lead, or regular fuel.
▲NOT AVAILABLE IN CALIFORNIA. In California, see your Chevy dealer for engine availability.

SPECIFICATIONS

Conventional Series 50-60-65 and Series 65 Tandems

SERIES		CS/CE50	CS/CE60	CD60	CE65	TANDEM ME65
MAXIMUM GVW (LBS.)		18,500	24,000	24,000	30,500♦32,760•	42,000♦40,000•
MAXIMUM GCW (LBS.)		22,500	32,000*45,000†	24,000	60,000	60,000
FRONT AXLES	5,000 LBS.	STANDARD	STANDARD	STANDARD	—	—
	7,000 LBS.	—	AVAILABLE**	AVAILABLE	STANDARD	STANDARD
	9,000 LBS.	—	—	—	—	AVAILABLE
	12,000 LBS.	—	—	—	—	AVAILABLE
ENGINES, GAS	292 SIX ▲	STANDARD*	STANDARD*	—	—	—
	350 V8	STANDARD†	STANDARD†	—	—	—
	366 V8	—	AVAILABLE†	—	STANDARD	STANDARD
	427 V8	—	—	—	AVAILABLE	AVAILABLE
ENGINES, DIESEL:	DETROIT DIESEL 4-53	—	—	STANDARD	—	—
TRANSMISSIONS, MAIN:	4 SPD. CHEVROLET—465	STANDARD	STANDARD	STANDARD	STANDARD	—
	ALLISON—AT540	AVAILABLE†	AVAILABLE†	—	AVAILABLE	—
	5 SPD. NEW PROCESS—540CL	—	AVAILABLE*	—	—	—
	NEW PROCESS—542CD	—	AVAILABLE†	AVAILABLE	AVAILABLE	—
	NEW PROCESS—542CL	—	AVAILABLE†	AVAILABLE	AVAILABLE	STANDARD
	NEW PROCESS—7550	—	—	—	AVAILABLE•	—
	NEW PROCESS—7590	—	—	—	AVAILABLE•	AVAILABLE•
	CLARK—285V	—	AVAILABLE†	—	AVAILABLE	AVAILABLE
	CLARK—282V	—	AVAILABLE†	—	AVAILABLE	—
	CLARK—390V	—	—	—	AVAILABLE	AVAILABLE
	CLARK—397V	—	—	—	AVAILABLE	—
	10 SPD. FULLER—RT610	—	—	—	—	AVAILABLE•
	13 SPD. FULLER—RT613	—	—	—	—	AVAILABLE•
	SPICER—5052C	—	—	—	AVAILABLE	AVAILABLE
	SPICER—5252A	—	—	—	AVAILABLE	—
	4 SPD. ALLISON—MT640G	—	—	—	AVAILABLE•	—
	5 SPD. ALLISON—MT650G	—	—	—	AVAILABLE•	AVAILABLE•
TRANSMISSIONS, AUXILIARY:	4 SPD. SPICER—6041	—	—	—	—	AVAILABLE
	4 SPD. SPICER—7041	—	—	—	—	AVAILABLE
REAR AXLES, (SINGLE):	11,000 LB. 1 SPD. CHEV.—11000	STANDARD	—	—	—	—
	13,500 LB. 1 SPD. CHEV.—13500	AVAILABLE	—	—	—	—
	15,000 LB. 1 SPD. CHEV.—15000	—	STANDARD	STANDARD	—	—
	2 SPD. CHEV.—15000	—	AVAILABLE	AVAILABLE	—	—
	17,000 LB. 1 SPD. CHEV.—17000	—	AVAILABLE**	AVAILABLE	STANDARD	—
	2 SPD. CHEV.—17000	—	AVAILABLE	AVAILABLE	AVAILABLE	—
	18,500 LB. 1 SPD. EATON—17121	—	—	—	AVAILABLE	—
	2 SPD. CHEV.—18500	—	—	—	AVAILABLE	—
	2 SPD. EATON—17221	—	—	—	AVAILABLE	—
	22,000 LB. 1 SPD. EATON—18121	—	—	—	AVAILABLE	—
	2 SPD. EATON—18221	—	—	—	AVAILABLE	—
23,000 LB. 2 SPD. EATON—23221	—	—	—	AVAILABLE•	—	
REAR AXLES, (TANDEM):	30,000 LB. 1 SPD. EATON—34DS	—	—	—	—	STANDARD♦
	34,000 LB. 1 SPD. ROCKWELL SLHD	—	—	—	—	STANDARD•
	38,000 LB. 1 SPD. ROCKWELL SQHD	—	—	—	—	AVAILABLE•

*WITH CS MODELS ONLY. †WITH CE MODELS ONLY. •AIR BRAKE MODELS ONLY. ▲NOT AVAILABLE IN CALIFORNIA. **STANDARD ON AIR BRAKE MODELS. ♦HYDRAULIC BRAKE MODELS ONLY.



COLORS shown above are available on all Chevrolet Mediums in solids, Regular two-tone, Deluxe two-tone and Shaded two-tone. (Your Chevrolet dealer has recommended interior trim colors, but any combination may be ordered.) Acrylic enamel finish retains its gloss without buffing or polishing; its durability is outstanding.

All illustrations and specifications contained in this literature are based on the latest product information available at the time of publication approval. The right is reserved to make changes at any time in prices, colors, materials, equipment, specifications and models, and also to discontinue models. Limitations and variations in color printing make it impossible to match exactly Chevrolet's available truck exterior paint colors. The representations shown are examples only, and no guarantee of fidelity to actual colors should be inferred. CHEVROLET MOTOR DIVISION OF GENERAL MOTORS CORPORATION, DETROIT, MICHIGAN 48202. LITHO IN U.S.A.

