

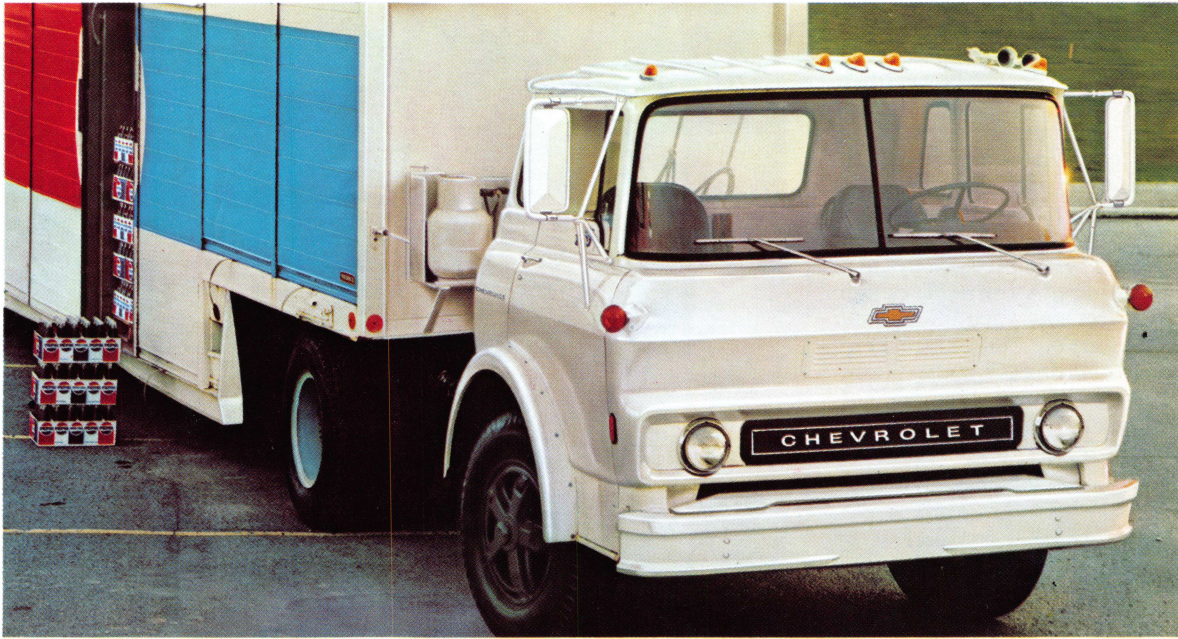
CHEVY TILT CAB



'77 CHEVY TRUCKS. BUILT TO STAY TOUGH.

Good weight distribution, maneuverability.

Chevrolet's Steel Tilt cab with its setback front axle allows higher weight distribution to the front axle—as much as a thousand pounds more than conventional cabs with comparable ratings. Short 72" BBC permits longer truck bodies or semi-trailers within a given overall length than a conventional cab. Chevy's turn angle, with short curb-to-curb diameters, quickens steering response so you can back up to loading docks easily and maneuver through city traffic smoothly.



Range of wheelbases.

A broad range of wheelbases and CA dimensions (cab-to-axle) lets Chevy Tilt cabs meet almost any vocational application. Your Chevrolet truck salesman is ready to help with job-tailoring recommendations.

Comfortable, workable cabs.

Chevy's tilt-cab interior is big—plenty of room for three men with available seating. Wide-opening doors with weather-protected steps ease entry and exit. The standard driver's seat adjusts 4 inches fore and aft for individual comfort. It's set 20 inches high like a chair, includes retractable seat belts. There's a left-hand armrest on the door. Large glass area with wrap-around windshield provides a good view overall, while the cab-forward design allows good visibility down front. Undercab is fiber-glass-insulated against heat and noise.



Steel Tilt with van body.

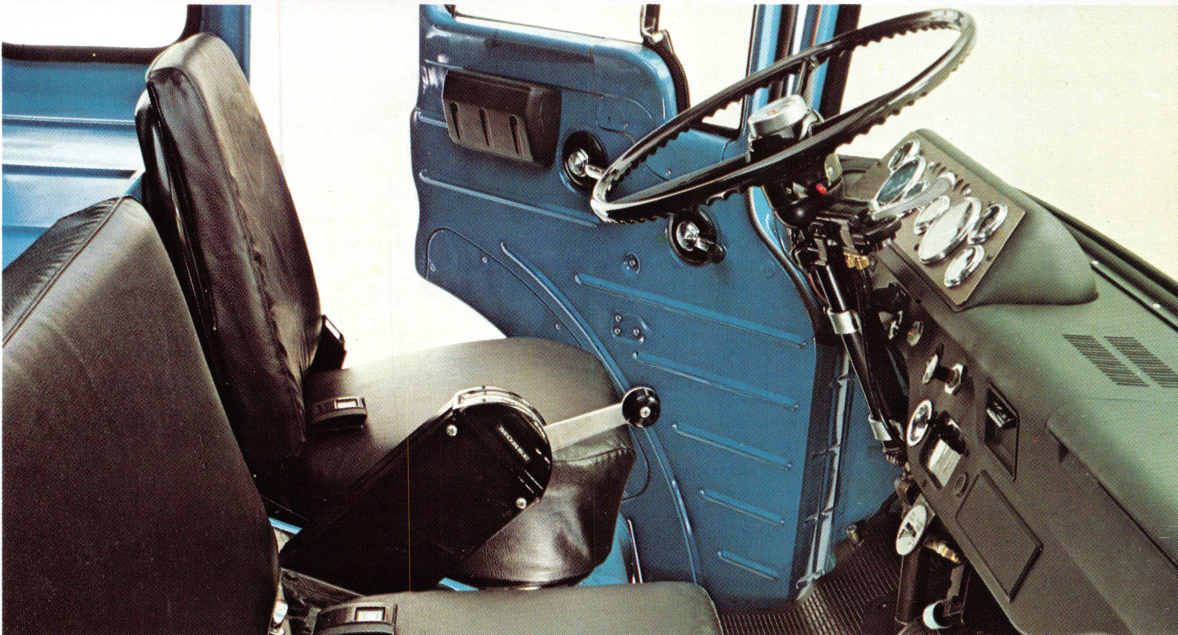


Steel Tilt truck with tanker body

The non-glare instrument panel displays gauges and warning lights on a raised cluster directly in front of the driver for easy monitoring. Other standard items include two-speed windshield wipers with washers, driver's sun visor, heavy rubber floor mat, floor insulation, dome lamp.

Noise-abatement packages.

Available interior package includes insulation for engine compartment, control island and roof panel. Available exterior equipment, required in noise-restricted areas, begins with a larger muffler. Stainless steel exhaust and temperature-controlled fan also required on some models.



Steel Tilt interior with available passenger seat

Short 72" cab, tough chassis, lasting Chevy value.

*Roomy, comfortable cab
Full 55° cab tilt*

*Double-latching cab hold-down
Fiber-glass undercab insulation*

High-torque V8 power

Stationary control island

High-visibility windshield

*Easy entry and exit
Wraparound front bumper*

Rugged tilt-cab frame

Wide-track I-beam axle

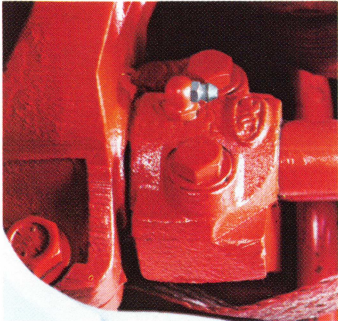
Vacuum-hydraulic, Hy-Power or full air brakes available

*Compact 72" BBC
Choice of CA dimensions*

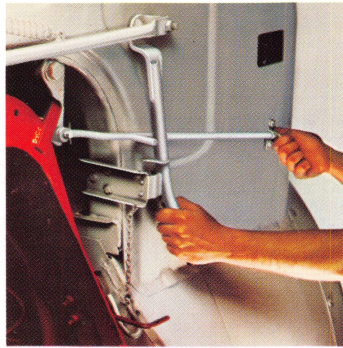
Full engine access for easy servicing.

Cab tilts forward 55 degrees, exposing the engine and front-end components. There's plenty of room for a mechanic to stand between frame and front tire when working on the engine, which is set well back for accessibility. Air cleaner, oil filter, fuel filter, accessory drive pulleys and clutch are easily reached for service and maintenance.

The cab tilting mechanism is counterbalanced for easy operation. A torsion bar spring assembly serves as the front mounting and tilting pivot, passing through rugged bearings and anchor brackets attached to the frame and cab floor. These bearings and



brackets are castings, not stampings, so they're much less likely to work loose and cause maintenance problems. An adjusting lever varies the counterbalancing torsion as needed. The tilting mechanism stays tight and quiet because it's constantly loaded.



Double-latching tilt mechanism.

Positive double-locking mechanism at back of cab holds it in normal operating position. Both latches must be released before tilting cab; the primary handle may be padlocked for security. Cab also locks in full-tilt position, preventing accidental return; tilts down only when the safety latch is released.

Stationary controls stay in adjustment.

The control island remains mounted on the chassis frame when the cab is tilted. Transmission shift lever, hand brake and choke linkages are positive and direct-acting, unaffected by the cab-tilting feature. Not having to disconnect, reconnect or adjust these linkages is a maintenance time-saving bonus.



Access panels for fluid level checks.

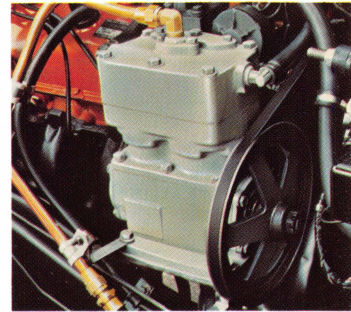
You can check and fill the crankcase or cooling system without tilting the cab. Dipstick and oil filler neck are reached through a removable panel behind the available passenger's seat, the radiator cap through a hinged door in the shelf below the rear window.

High-torque balanced drive shafts.

Smooth-wall tubular drive shafts help provide high torque capacity and accurate balance so important to prevent vibration on long wheelbase models. Low-friction universal joints are furnished according to available engine ordered.

Recirculating ball-gear steering.

A good turn angle and a high 28.14:1 gear ratio give Chevy Steel Tilts good maneuverability. Double U-joint column and nearly flat mounting for the 20-inch diameter steering wheel help reduce driver effort. Hydraulic power steering also is available.



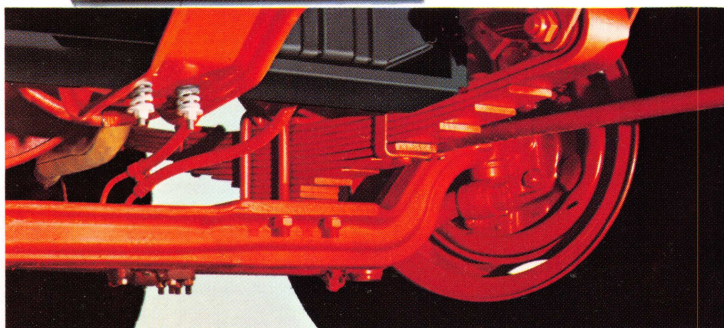
Vacuum-hydraulic or full air brakes available.

Vacuum-hydraulic brakes with dual master cylinder are standard on all Series 60 and some Series 65 Tilt cabs. Full air brakes are offered on Series 65 models. (Available heavy-duty 12-cu.-ft. compressor is shown above.) Chevrolet trucks comply with all Federal Motor Vehicle Safety Standards in effect on date of production. Certain specifications and the availability of some standard and/or available equipment may change to meet new Federal standards. Your Chevy dealer has the latest information on air-brake systems.

High-capacity front axles, suspensions.

I-beam front axle capacities range from 7,000 to 12,000 lbs. Semi-elliptic leaf springs give high front-end load capability and durability. Variable-rate design provides soft action under light loads, extra stiffness as weight increases. Spring capacities: 3,500 to 6,000 lbs. each.

Double-acting front shock absorbers are standard to help soak up the jolts.



New Hy-Power brake system available.

Delco's new 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 or reservoir tank which helps provide for easy body mounting and simple maintenance. A reserve power system provides for a number of stops should the power system malfunction.

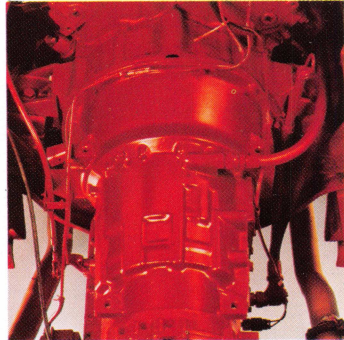
Hydraulically actuated clutch.

Smooth hydraulic pressure softens clutch engagement. A 13-inch single-plate clutch is standard; facing area is 178 sq. in. A 12-inch dual-plate clutch with 299-sq.-in. facing area is included with the available 427 V8 engine on Series 65. Ventilated design helps prolong service life by cooling plates and discs.

Four- or five-speed transmissions.

For Series 60 and 65, a New Process 4-speed transmission is supplied with single- and 2-speed rear axles. Available Clark, Spicer and New Process

5-speed transmissions for use with 2-speed axles come in wide-range and short-fourth versions.



Allison automatics available.

Allison AT540 and MT640 4-speed and MT650 5-speed automatic transmissions are available for straight-truck service. Maximum GVWR is 33,000 lbs. The automatic transmission eliminates clutch maintenance problems, simplifies driver training. It's especially helpful in stop-and-go applications. Option includes heavy-duty cooling.

Single- and 2-speed rear axles.

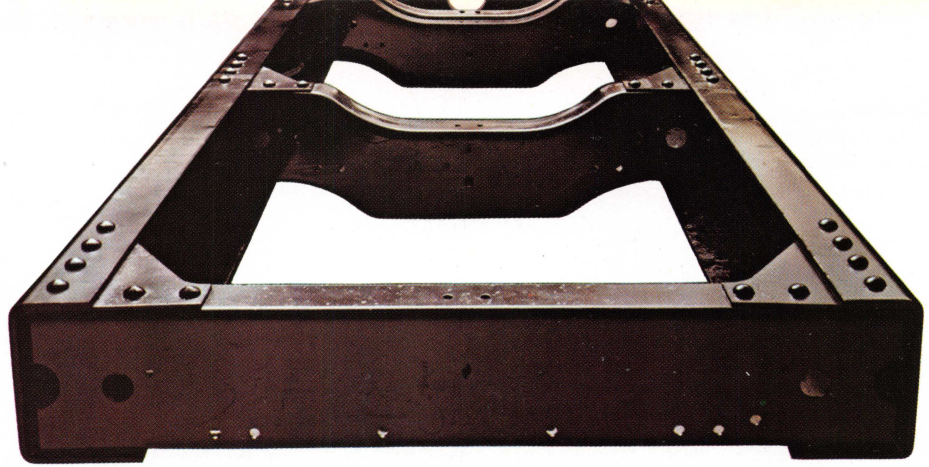
Chevrolet hypoid rear axles are standard or available in single-speed versions rated at 15,000 lbs. on the T60 and 17,000 lbs. on the T65; available 2-speeds have push-pull electric shift mechanisms. Eaton spiral-bevel rear axles are offered for Series 65 Tilt cabs: single speeds and a 2-speed rated at 18,500 lbs.; a single-speed at 22,000 lbs.; and a 2-speed at 23,000 lbs.

Two-stage variable-rate leaf springs provide stiffness with added load.

Radius rod leaf transmits driving and braking forces; springs simply cushion the load. Single tapered-leaf auxiliary rear springs are available.

Wide choice of wheels and tires.

Disc wheels are standard on Series 60; cast-spoke wheels are available on Series 60, standard on Series 65. Or you can order 10-stud heavy-duty disc wheels for Series 65. Tires are nylon cord, tube-type, available in sizes and treads to match specific GVWs.



High-torque V8s available.

Chevy's 350 V8 is the standard engine for Series 60. It features a forged-steel crankshaft with heavy-duty bearings; 5-quart oil sump; ram's horn exhaust manifold; double roller chain camshaft drive with steel crank sprocket; full stellite exhaust valves.

A 366 V8 is available on Series 60, standard on Series 65; a 427 V8 is available on Series 65. Both are specially engineered for rugged truck service. Forged steel crankshafts have hardened main journals. Four piston rings contribute to oil control and compression sealing. Main bearing caps are four-bolt type, while heavy support bulkheads are used for rigidity and strength. Exhaust valves on the 427 are sodium-cooled; positive exhaust valve rotators on both engines help minimize deposits.

Frame built for rugged service.

Straight full-channel side rails provide added strength in the high-stress area between cab and rear axle. The front portion of the frame is flared to provide broad-based support for pivoting front cab mounts, while the lower rail edges taper upward behind the rear axle to conserve weight where added strength is not needed. Channel crossmembers have alligator-jaw outer ends for a wide "bite" at both top and bottom of frame rails. This adds rigidity and helps prevent "laddering," the opposing front-to-rear movement of side rails.



Foam-padded driver's seat.

Standard driver's seat has a molded-foam pad over a coil-spring base. A Bostrom Viking driver's seat is available; so are one- and two-passenger auxiliary seats. All are trimmed in black vinyl; retractable seat belts are included.

Specifications

Dimensions (Inches)

MODELS	WB	CA	CE	OL
TE66413	109	84	132	209
TE61803, TE66803-13	133	108	168	245
TE62003, TE67003-13	145	120	180	257
TE62303, TE67303-13	163	138	198	308
TE62503, TE67503-13	175	150	243	320

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

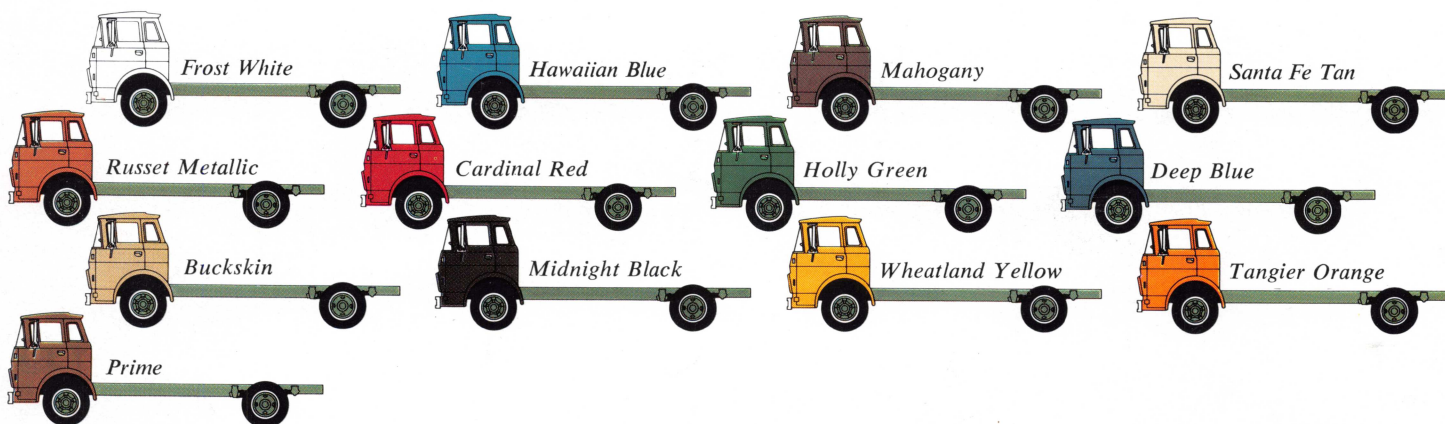
V8 gas engine specifications

DISPLACEMENT (CU. IN.) & TYPE	350 V8	366 V8	427 V8
BORE & STROKE	4.0 X 3.48	3.94 X 3.76	4.25 X 3.76
COMPRESSION RATIO	8.0	8.0	8.0
SAE NET HORSEPOWER @ RPM	160 @ 4000	200 @ 4000	220 @ 4000
SAE NET TORQUE (LBS./FT.) @ RPM	265 @ 2400	305 @ 2800	360 @ 2400

Steel Tilt Medium Duty

	SERIES	TE60	TE65	
MAXIMUM GVW (LBS.)		25,160	32,760	
MAXIMUM GCW (LBS.)		45,000	56,500	
FRONT AXLES:	7,000 LBS.	STANDARD	STANDARD	
	9,000 LBS.	AVAILABLE	AVAILABLE	
	12,000 LBS.	—	AVAILABLE	
ENGINES, GAS:	350 V8	STANDARD	—	
	366 V8	AVAILABLE	STANDARD	
	427 V8	—	AVAILABLE	
TRANSMISSIONS:	NEW PROCESS-435CL, 4 SPD	STANDARD	STANDARD	
	NEW PROCESS-542CL, 5 SPD	AVAILABLE	AVAILABLE	
	NEW PROCESS-542CD, 5 SPD	AVAILABLE	AVAILABLE	
	CLARK 285V, 5 SPD	AVAILABLE	AVAILABLE	
	CLARK 282V, 5 SPD	AVAILABLE	AVAILABLE	
	ALLISON-AT540, 4 SPD	AVAILABLE	AVAILABLE	
	ALLISON-MT640G, 4 SPD	—	AVAILABLE	
	ALLISON-MT650G, 5 SPD	—	AVAILABLE	
	SPICER-CM5252A, 5 SPD	—	AVAILABLE	
	REAR AXLES:	15,000 LB-1 SPD, CHEV-15000	STANDARD	—
		2 SPD, CHEV-15000	AVAILABLE	—
17,000 LB-1 SPD, CHEV-17000		AVAILABLE	STANDARD	
2 SPD, CHEV-17000		AVAILABLE	AVAILABLE	
18,500 LB-2 SPD, CHEV-18500		—	AVAILABLE	
18,500 LB-1 SPD, EATON-17121		—	AVAILABLE	
2 SPD, EATON-17221		—	AVAILABLE	
22,000 LB-1 SPD, EATON-18121	—	AVAILABLE ¹		
23,000 LB-2 SPD, EATON-23221	—	AVAILABLE ¹		

¹Air Brake Model only



Colors shown above are available on all Chevrolet Steel Tilts in solids and Conventional Two-tone. (Your Chevrolet dealer has recommended interior trim colors, but any combination you like may be ordered.) Acrylic enamel finish retains its gloss without buffing or polishing; its durability is outstanding.

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

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