

1968 CHEVROLET TRUCKS

TILT CAB MODELS

SERIES 40-80 □ GASOLINE AND DIESEL

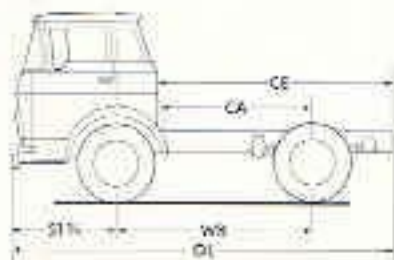
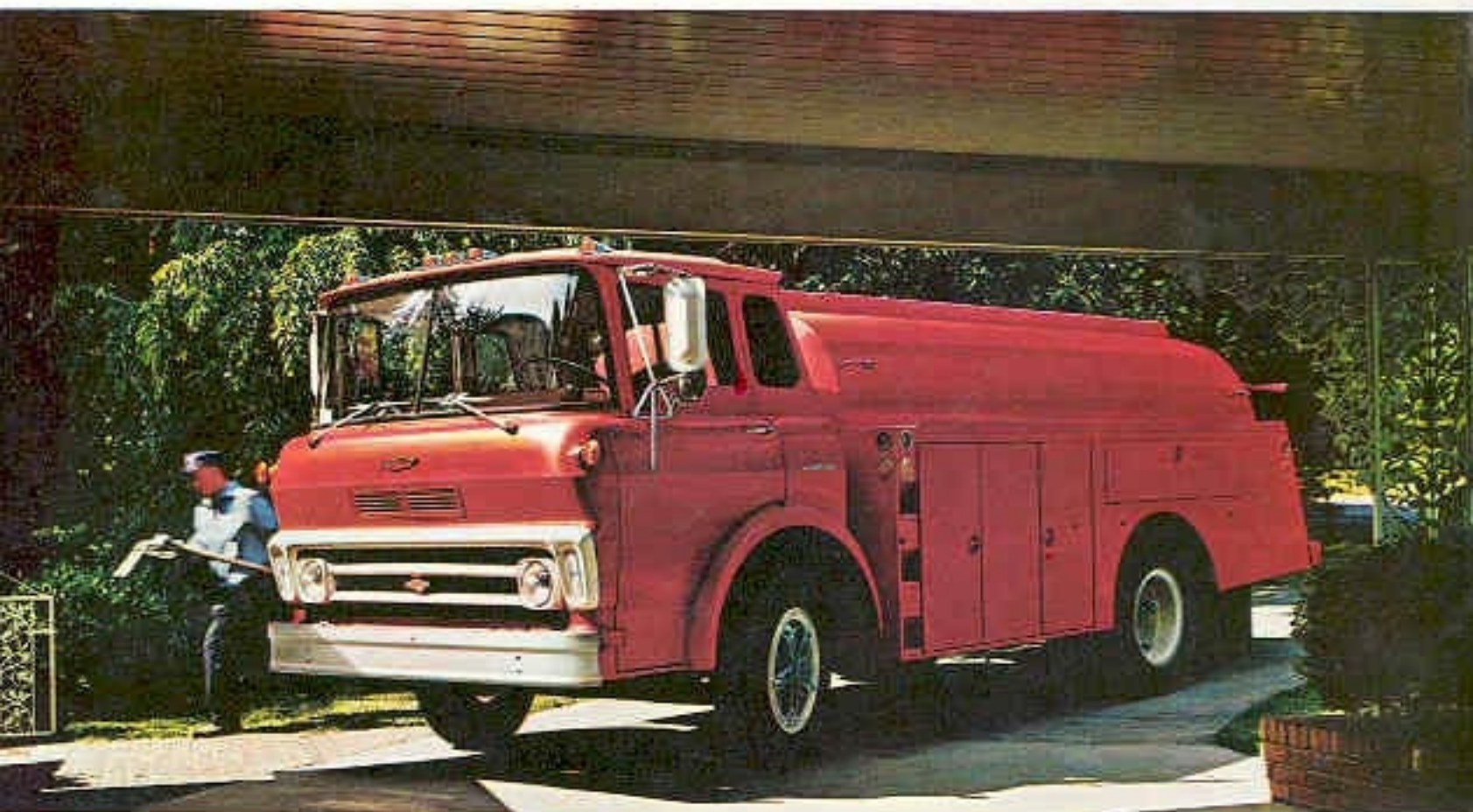


Chevrolet

TILT CABS

single-axle and tandems
series 40 through 80

Tilt cab models with 72-inch BBC dimension are offered as single rear axle or tandem models with maximum GVW ratings of 32,000 lbs. and 48,000 lbs. respectively. GCW ratings go all the way up to 65,000 lbs. Chevy's extra-short tilt cab design with setback front axle provides ideal weight distribution, excellent maneuverability and exceptionally good maintenance accessibility. The cab tilts forward on counterbalanced hinges for easy operation.



STANDARD EQUIPMENT ON SINGLE-AXLE MODELS INCLUDES:

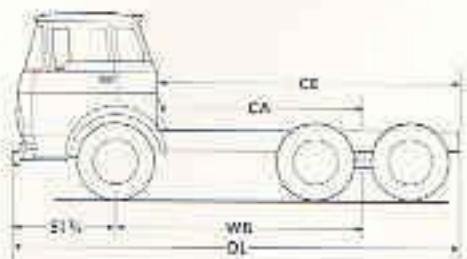
- Rugged, job-proved steel tilt cab with counter-balanced tilting mechanism and stationary control island
- Specially-designed frames flared at the front end for maximum cab support and best engine accessibility
- 4- or 5-speed transmissions
- Set back front axle for excellent weight distribution and top maneuverability
- Orscheln-type parking brake lever
- Nylon cord tube-type tires
- Heater and defroster
- 2-speed windshield wipers, with 2 motors and windshield washers
- Direction signals with 4-way hazard warning flasher
- Cab marker and clearance lights, front side marker lights, backup lights
- Push-button-type seat belt(s) with retractor(s)

DIMENSIONS

Single Axle Models	WB Wheelbase (in.)	CA Cab-to-Axle (in.)	CE Cab-to-End-of-Frame (in.)	OL Overall Length (in.)
41203, 51203 61203, 61213 71213	97	70 $\frac{1}{2}$	118 $\frac{1}{2}$	197
81213	98	71 $\frac{1}{2}$	121 $\frac{1}{2}$	200
41403, 51403 61403, 61413 71403, 71413	109	82 $\frac{1}{2}$	130 $\frac{1}{2}$	209
81413	109	82 $\frac{1}{2}$	133 $\frac{1}{2}$	214
41803, 51803 61803, 61813 71803, 71813 81813	133	100 $\frac{1}{2}$	166 $\frac{1}{2}$	245
42003, 52003 62003, 62013 72003, 72013	145	118 $\frac{1}{2}$	178 $\frac{1}{2}$	257
82013	146	119 $\frac{1}{2}$	186 $\frac{1}{2}$	277
72303, 72313 82313	163	136 $\frac{1}{2}$	229 $\frac{1}{2}$	308
42503, 52503 62503, 62513 72503, 72513	175	148 $\frac{1}{2}$	241 $\frac{1}{2}$	320

Gasoline-powered models are available with a choice of eight engines, ranging from the Chevrolet 155-horsepower in-line six up to a big 260-horsepower V8. Two heavy-duty V6's with displacements of 401 and 478 cubic inches produce gross horsepower outputs of 237 and 254 for series 70 and 80 models. A full complement of properly matched drive line components make these units well suited for a wide variety of operations.

Diesel engine applications include the 2-cycle Detroit Diesels and the 4-cycle Toro-Flows. A total of five engines provide a gross horsepower output ranging from 130 to 220. Six wheelbases let you select the right CA dimension for all types of truck bodies up to 22 feet in length. Maximum GVW ratings are set at 32,000 lbs. since tandem axles are not offered with diesel engines. GCW's go all the way up to 60,000 lbs.



STANDARD EQUIPMENT INCLUDED ON TANDEM-AXLE MODELS is similar to Single-Axle models (shown to left), with the following additions or exceptions:

- Rugged high-tensile steel frame with full-depth side rails, upright "L" reinforcement, inner channel reinforcement in bogie-mounting area and "K" member frame inner liner for added strength in area immediately behind the cab
- 34,000-lb. Eaton through-drive single speed tandem with driver-controlled torque divider lockout and warning light
- Hendrickson walking beam suspension with leaf springs
- 9000-lb.-capacity I-beam front axle with 4500-lb. (each) fixed-rate leaf springs
- Ten tube-type 9.00 x 20-10-ply rated nylon cord tires
- Cast spoke wheels with 6.5" rims
- 237-hp. V6 gasoline engine with dual exhaust pipes and aluminum mufflers
- 44 1/4" quart tube-and-center radiator with 689-square-inch frontal area and 5-blade fan
- Full-air brakes with 7 1/4-cubic-foot air-cooled compressor, low air pressure light and buzzer
- Heavy-duty tri-shield wiring
- Dual West Coast (6" x 16") mirrors

DIMENSIONS

Tandem Axle Models	WB Wheelbase (in.)	CA Cab-to-Axle (in.)	CE Cab-to-End of-Frame (in.)	OL Overall Length (in.)
WM81613	122	95 1/4	155 1/4	234
WM81913	140	113 1/4	198 1/4	277
WM82213	158	131 1/4	216 1/4	295

Roomy
TILT CABS
offer exceptional
maintenance
accessibility

Chevy's 72" steel tilt cabs are designed and built for long-lasting comfort and convenience. Big structural beams fortify the cab against twisting and flexing. All-steel construction and heavy-duty hinges keep double-panel doors tight-fitting and sag-resistant. Configured outer roof panel supported by a halo inner panel adds to cab strength and permits the use of thick insulated headlining for better control of road noise and cab temperatures.

Large plenum chamber formed by the double-wall front-end construction maintains a constant flow of outside air into the cab. The grilled

intake below the windshield directs air into the chamber where any moisture is separated and drained off. Air is then distributed through a controlled dash opening on the driver's side. Right side opening supplies fresh air to the heater. Specially formed rubber door seals stop drafts, dust and water leaks.

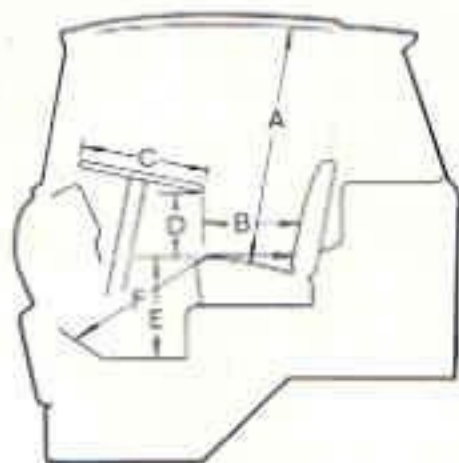
There's real stretch-out space in the Chevrolet tilt cab. Adjustable driver's seat moves four inches fore and aft to give plenty of clearance under the steering wheel. With seat position 20 inches above the floor, driver has over 40 inches of head room from seat cushion to roof.



LUXURIOUS INTERIORS are standard in every Chevy tilt cab. Driver's seat consists of a thick foam pad molded to fit over the edges of a coil spring base for long-lived comfort. A one- or two-passenger auxiliary seat with full foam construction in both cushion and seat back is optional at extra cost. Driver's seat and both passenger seats are trimmed in textured vinyl and equipped with retractable seat belts. Big two-section windshield, windshield washers and 2-speed electric wipers with 18-inch blades contribute to the all-weather efficiency and convenience built into this cab. Other standard equipment

items include cab identification and clearance lights, a dome lamp, driver's sunshade, class A directional signals at front and rear, traffic hazard warning lights and a heavy rubber floor mat.

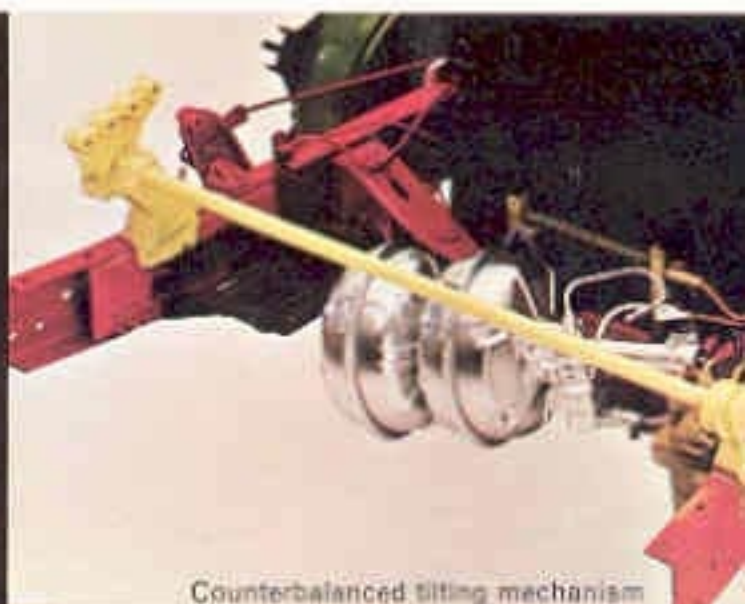
Factory-installed options are: Soft-Ray glass for windshield only or all windows, right-door lock, West Coast mirrors for series 40, 50 and 60 models, Bostrom driver's seat, and manual radio. In addition to the many factory options, there is a variety of dealer-installed equipment available. Some of the more popular items are passenger's sunshade, fire extinguisher, spotlamps and mirrors.



CAB DIMENSIONS (in.)

A—Seat to top of sun	40½
B—Steering wheel to seat back (Seat in maximum rear position)*	28
C—Steering wheel diameter	20
D—Bottom of steering wheel to top of seat	6
E—Seat height (Seat in maximum rear position)*	28
F—Leg room Seat width (driver)	48½
Seat width (Optional 2-passenger seat)	28

*Maximum seat travel is four (4) inches.



Counterbalanced tilting mechanism



Convenient access panels



Stationary control island

COUNTERBALANCED TILTING MECHANISM features a simple torsion-bar spring assembly that serves as the front mounting and tilting pivot. An adjusting lever at the end of the bar permits variable settings of torsion for the desired amount of counterbalancing. Because it is under constant load, the mechanism stays tight, quiet and shake-free. A special tamper-proof locking device holds cab firmly to the frame to prevent accidental tipping.

OUTSTANDING ACCESSIBILITY to engine and front-end components is one of the main features of this cab. Cab tilts forward a full 55 degrees to permit a mechanic to

stand between the frame and the front tire when working on the engine. When servicing is completed, a downward pull brings the cab solidly back to driving position, where it can be firmly latched.

STATIONARY CONTROL ISLAND does not move when cab is tilted. Gearshift lever and other control linkages stay in adjustment and permit engine to be operated during maintenance procedures.

ACCESS PANELS permit routine servicing with cab in driving position. Two panels inside cab give easy access to oil dipstick, oil filler cap and radiator cap.

Here's how Chevy's tough

TILT CAB CHASSIS

looks and works

You can depend on Chevrolet for properly matched chassis and drive-line components to keep your loads moving efficiently. Standard items have been selected according to their ability to withstand average operating conditions. Heavy-duty options for most components are available to enable you to meet your particular requirements. For detailed information on the availability of options for each model refer to Specifications Charts, pages 11 and 12. See page 16 for component data on tandem models.

1 FRAME

Frames for Chevy's tilt cab models feature straight full-channel side rails in the maximum stress area between the cab and the rear axle. Front portion of the frame is flared to provide broad-based support for pivoting front cab mounts. The lower edges of the rails are tapered upward behind the rear axle to conserve weight where maximum strength is not required. Channel crossmembers with alligator-jaw outer ends provide the stability needed for a solid chassis foundation.

2 STEERING

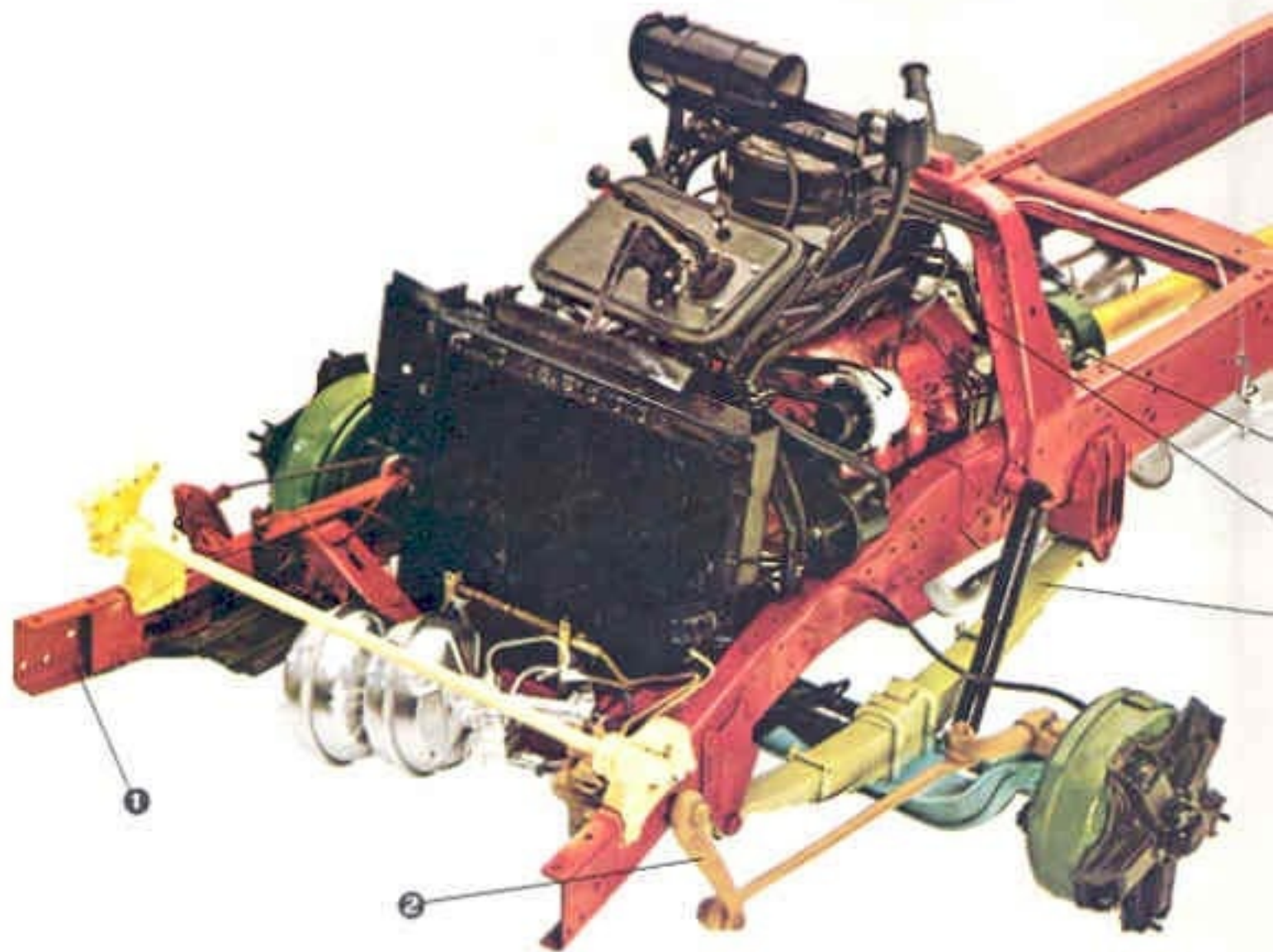
Chevrolet's tilt cab steering system features a recontouring bell gear box and a 20-inch diameter wheel for reduced driver effort. Conventional linkage and high gear ratio permit short turning circles for excellent maneuverability. Power steering is available as an extra-cost option.

3 FRONT SUSPENSIONS

I-beam front axles in capacities ranging from 3,000 to 11,000 lbs. are teamed with semi-elliptic leaf springs to give high front-end load capacity and durability. Variable-rate springs on all but 80 series units provide soft spring action under light loads and extra stiffness as loads increase for well-matched spring action under all load conditions. Series 80 trucks offer single-stage springs in capacities ranging from 4,500 to 5,500 lbs. All models have double-acting shock absorbers as standard equipment to add in rebound control.

4 CLUTCHES

Smooth hydraulic actuation softens clutch engagement—permits light pedal pressure. Dual- or single-plate clutches with large arc facings are carefully chosen to match clutch capacity with engine operating characteristics. Optional clutches, shown in specifications, offer either larger diameter discs or dual-plate design for those jobs requiring more torque capacity or greater facing area.



Eight dependable GASOLINE ENGINES

Through millions of miles of owner use, Chevrolet truck engines have proved their superiority in all types of service. Eight dependable gasoline engines for the till cab models are available to help you meet your particular power needs. They include two in-line sixes and two V8's for medium-duty work—plus two heavy-duty V8's and a pair of rugged V6's for the tough hauls.

All eight are of the highly efficient valve-in-head design with big valves and smooth porting for easy breathing. Low-inertia aluminum pistons have cast-in steel struts to control expansion. Compression ratios ranging from 7.5:1 to 8.5:1 permit them to provide peak performance on regular fuel.



292 Six

TWO IN-LINE SIXES—Chevy's 292- and 292-cubic-inch Sixes are exceptionally smooth, thanks to their unique 12-counterweight crankshaft and torsional dampener. Camshafts are contoured for best combination of power and economy with aluminum drive gear for quietness. Hydraulic valve lifters and independently mounted rockers provide smooth valve action at all speeds. The 292 engine is fitted with Rotocoil exhaust valve rotators which reduce build-up of deposits.

TWO MEDIUM-DUTY V8's—Standard V8's (307 for series 40 and 327 for series 50 and 60) are equipped with 2-barrel carburetors for maximum economy. Both engines have five main bearings plus substantial journal overlap for exceptional crankshaft rigidity. Long-life exhaust valves have a special coating on heads to minimize deposits. Rotocoil rotators reduce valve deposits still further. Hydraulic valve lifters and a quiet roller timing chain also contribute to long trouble-free service.



356 V8

TWO HEAVY-DUTY V8's—The heavy-duty 356 V8 optional engine for series 50 and 60 units and the new 427 V8 for series 60 models feature modern precision casting of cylinder block and heads for a high power-to-weight ratio. High-output 4-barrel carburetors and wedge-type combustion chambers with large quench area give excellent combustion efficiency at all speeds. Forged-steel crankshaft has hardened journals for greater wear resistance. Four-bolt main-bearing caps provide rigid crankshaft support. Hydraulic valve lifters and hardened exhaust valve seat inserts simplify maintenance. Gear-driven camshaft has helical gears for maximum reliability and durability.

TWO HEAVY-DUTY V6's—The standard engine for series 70 and 80 models is the 401-cubic-inch V6 rated at 237 horsepower. The 254-horsepower 478 V6 is optional for the 80 series trucks. Both utilize 2-barrel carburetors, short direct intake manifold and machined combustion chambers for high combustion efficiency. Valve rotators at both inlet and exhaust valves reduce face and seat deposits to prolong valve life. Sodium-cooled exhaust valves provide rapid heat transfer from valve heads to minimize distortion and burning. Cast aluminum 4-ring pistons feature steel top-ring inserts to reduce wear, improve ring sealing. Heads have a six-bolt attachment pattern around each cylinder bore to prevent warping.



401 V6

SPECIFICATIONS

	292 Six	292 Six	307 V8	327 V8	356 V8	427 V8	401 V6	478 V6
Displacement (cu. in.)	292	292	307	327	356	427	401	478
Bore x Stroke (in.)	3 1/4 x 3 1/2	3 1/4 x 4 1/2	3 1/4 x 3 1/2	4 x 3 1/2	3 1/4 x 3 1/2	4 1/4 x 3 1/2	4.87 x 3.68	5.125 x 3.88
Compression Ratio	8.5 to 1	8.0 to 1	8.25 to 1	8.0 to 1	8.0 to 1	8.0 to 1	7.5 to 1	7.5 to 1
Gross Horsepower @ rpm	155 @ 4200	170 @ 4000	180 @ 4400	185 @ 4400	235 @ 4000	260 @ 4000	237 @ 4000	254 @ 3700
Net Horsepower @ rpm	125 @ 3800	153 @ 3600	150 @ 4000	158 @ 4000	200 @ 4000	225 @ 4000	210 @ 3700	226 @ 3400
Gross Torque (ft.-lbs.) @ rpm	255 @ 1600	275 @ 1600	285 @ 2400	305 @ 2000	345 @ 2600	405 @ 2000	372 @ 1600	442 @ 1400
Net Torque (ft.-lbs.) @ rpm	220 @ 1000	256 @ 2400	250 @ 2000	280 @ 2000	315 @ 2400	365 @ 2400	348 @ 1600	410 @ 1400
Governed Engine Speed (rpm)	—	—	—	4000	4000	4000	3700	3400

Two types of DIESEL ENGINES

Chevrolet's tilt cab models with single rear axles are offered with two types of diesel engines. Both are built to the highest quality construction standards and have been thoroughly proved in all kinds of applications. The series 53-N Detroit Diesels operate on the 2-stroke cycle where every piston downstroke is a power stroke. Each cylinder is a self-contained power unit with an individual injector to supply the required fuel.

The Torq-Flow diesels for series 70 models operate on the conventional 4-stroke cycle where every other downward stroke of the piston is a power stroke. Fuel is delivered to cylinders by distributor-type fuel pump.



4-53N



6V-53N

2-CYCLE DETROIT DIESELS — Emphasis in the Detroit Diesel design is on free engine breathing. A Roots-type blower, full-circle intake porting and four exhaust valves at each cylinder give straight-through scavenging of exhaust and complete filling of cylinders with fresh air for each upward stroke. Unit injectors meter and pressurize the fuel accurately for the downward power stroke. This efficient basic design and rugged construction make the 53-N series diesels unequalled for long-range economy.

4-CYCLE TORQ-FLOWS — Torq-Flow diesels feature a compact V-block configuration of either 6- or 8-cylinder design with minimum mechanical complexity to keep initial costs low. An American-Bosch pump delivers high-pressure fuel to toroidal combustion chambers in the piston heads. This along with angled inlet ports induces a swirling motion to the air charge for high combustion efficiency.

Low vibration level results from the use of precision balanced crankshaft counterweights, rubber-type vibration damper and counter-rotating balance shaft.



DH 478



DH 637

SPECIFICATIONS

	4-53N	6V-53N	DH 478	D637	DH 637
Displacement (cu. in.)	212	318	478	637	637
Bore x Stroke (in.)	3 $\frac{1}{2}$ x 4 $\frac{1}{2}$	3 $\frac{1}{2}$ x 4 $\frac{1}{2}$	5 $\frac{1}{2}$ x 3 $\frac{1}{2}$	5 $\frac{1}{2}$ x 3 $\frac{1}{2}$	5 $\frac{1}{2}$ x 3 $\frac{1}{2}$
Compression Ratio	21 to 1	21 to 1	17.5 to 1	17.5 to 1	17.5 to 1
Gross Horsepower @ rpm	130 @ 2600	195 @ 2600	170 @ 3200	185 @ 2600	220 @ 2800
Net Horsepower @ rpm	120 @ 2800	185 @ 2600	155 @ 3200	185 @ 2600	205 @ 2800
Gross Torque (ft.-lbs.) @ rpm	278 @ 1800	447 @ 1400	310 @ 2000	450 @ 1800	458 @ 2000
Net Torque (ft.-lbs.) @ rpm	270 @ 1800	439 @ 1400	298 @ 2000	440 @ 1800	444 @ 2000
Governed Engine Speed (rpm)	—	2600	3200	2600	2800