

1967 CHEVROLET TRUCKS



LIGHT
DUTY
MODELS





Chrome molding on body side, wheel wells, and tailgate optional at extra cost.

CUSTOM SPORT TRUCK

A new concept in personalized pickups

Here's Chevrolet's new 1967 Custom Sport Truck. Available for all Fleetside and Stepside pickups and Chassis Cabs, Custom Sport Truck equipment literally transforms the truck's appearance and comfort to something more akin to that of a passenger car. On the cab exterior, extensive use of bright metal around grille openings, headlights and windshield add a flare to conventional truck appearance. Also, a tastefully designed emblem with CST designation is mounted on both doors just below the window sill. Inside, the transformation is more dramatic. Bucket seats are provided for both driver and passenger with centre console-type seat for the third passenger.



Padded backrest may be folded down when not in use to provide an armrest. Additional Custom Sport Truck equipment includes floor and fuel tank carpeting, chromed front bumper, bright metal frames for clutch, brake and accelerator pedals, chrome-trimmed instrument knobs and horn button, right- and left-hand armrests, padded sun visor and underbody coating.



STEPSIDE PICKUP

**Here are pickups that look
as good as they work**

Chevrolet's new Stepside models, like Fleetsides, have an all-new cab and sheet metal. The same advantages of lower exterior height and length, greater interior roominess, improved forward visibility, advanced safety features, better resistance to rust and corrosion as described on page two under Fleetside pickups, also apply to Stepsides. Stepside bodies are contained between the rear fenders to provide a completely unobstructed load compartment. Floors are of durable select wood with recessed steel skid strips. Wedge-type anti-rattle latches

keep tailgate securely closed and minimize leakage of bulk cargo such as grain or sand. Rubber-covered support chains hold tailgate in open position to handle long loads.

New Stepside pickups are offered with either conventional 2-Wheel Drive or 4-Wheel Drive. Both types are available with 6½- or 8-ft. bodies and have the same chassis features as corresponding Fleetside models. A big 9-ft. body is also offered on a 30 Series chassis with leaf-spring rear suspension and a maximum GVW rating of 7,800 lbs.

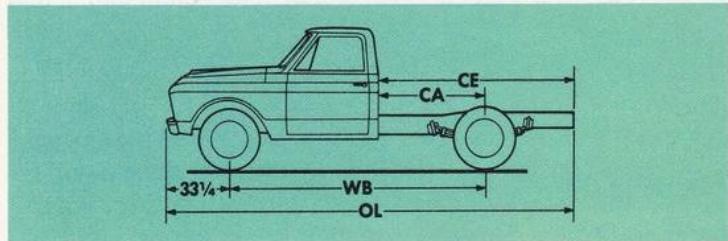
Model	BL	WB	OL	Max. GVW Rating (lbs.)
10704	78"	115"	188½"	5000
10904	98"	127"	208"	5000
20904	98"	127"	208"	7500
31004	108"	133"	218"	7800



CHASSIS CAB MODELS

Chevrolet offers a complete line of light-duty chassis-cab models with wheelbases ranging from 115 to 157 inches. They accommodate various length bodies and, with GVW ratings extending up to 14,000 lbs., are able to handle a wide variety of applications. To simplify body installations, frames have a standard 34 inch width. As with other Chevrolet light-duty models, independent front suspension is used with weight-tailored rear suspensions to combine exceptional riding comfort with top load carrying ability. And with the choice of a 6-cylinder or V8 power plant, as well as a full range of other equipment available, you can tailor a Chevrolet chassis-cab to do your job the way you want it done! Models are available with dual rear wheels for extra flotation and maximum payloads. Chassis-cab frames are of the ladder-type with

alligator-jaw crossmembers and additional crossmembers to give extra strength in the support areas for the shock absorbers and rear springs. For real hauling versatility, Chevrolet light-duty chassis-cab models are an outstanding buy, giving excellent operating economy and long-term durability.



Model	WB	OL	CA	CE	Max. GVW Rating (lbs.)
10703	115"	182"	42"	75½"	5,000*
10903	127"	202"	54"	95½"	5000*
20903	127"	202"	54"	95½"	7,500**
31003	133"	213½"	60"	107"	10,000
31403	157"	237½"	84"	131"	14,000

*5600 lbs. on 4-wheel drive models.

**7600 lbs. on 4-wheel drive models.



SUBURBAN CARRYALLS AND PANELS

Here's the new dimension in utility—127 inches of wheel-base for a single-unit body designed to take the toughest jobs in stride. The new Carryall is a versatile passenger-carrying, cargo-toting vehicle that offers all the traditional Chevrolet styling and stamina in $\frac{1}{2}$ -ton or $\frac{3}{4}$ -ton capacities.

Standard features include an extra side door behind the right hand front door for easier loading and unloading from the right side. Take your choice of double rear panel doors or counterbalanced tail-liftgate openings,

and optional second and third seats to take up to nine persons.

The new Chevrolet Panel Model is also available in $\frac{1}{2}$ - or $\frac{3}{4}$ -ton capacities with a 9-foot panel length and 229 cubic feet of usable cargo space. Glass for the double rear doors is standard.

Both Carryall and Panel models offer the 250 Six or 283 V8 engine as standard equipment, with the 292 Six or 327 V8 optional at extra cost. Manual or automatic transmissions are available.



CHEVY-VANS

Chevy-Van goes to new lengths for hauling efficiency with new size, higher weight rating, V8 power. Chevy-Van's now available in two sizes: 90" wheelbase models for big loads and new 108" wheelbase models for even bigger and longer loads. With 90" models there's room for 208 cubic feet of payload. The 108" wheelbase models have a capacity of 255 cubic feet. Six-cylinder models feature the standard 140-hp 230 Six. Or, select a husky 155-hp 250 Six. In Chevy-Van's new V8 models the spirited 175-hp 283 V8 is standard. Unitized body-frame

construction provides a virtually unobstructed van interior. The flat steel floor features deeply embossed skid strips. A curved windshield is used with a larger grille area for improved engine cooling.

With 90" wheelbase there's room to the right of the engine for loading objects more than 12 feet long, more than 13½ feet long with the 108" wheelbase models. With an inside height of 4½ feet and a load compartment that's only 22½ inches off the ground, Chevy-Van design makes it easier for owners to load up to over a ton of cargo.



SPORTVANS

Chevy's Sportvan is the very special version of the Chevy-Van that's designed for the outdoor sportsman or travel-loving family. With windows all around, the Sportvan offers a panoramic view of the country you travel through. Six-cylinder or V8 power permits you to select the kind of "action" that suits your loads and terrain. The 108" or 90" wheelbase gives you the body size to match your individual load requirements.



FEATURES

New Styling—Here's strong double-wall front end design that's as functional as it is attractive. Aerodynamic design of windshield and sheet metal contributes to fuel economy and reduces noise. Through the large grille area, air is channeled directly to the engine for exceptional cooling ability.

Contoured Windshield—Chevy-Van's huge 1,418-sq.-in. contoured windshield provides a substantial increase in driver visibility. Thick laminate windshield is used. The contour design permits an easier flow of air for greater fuel economy.

Interior Dimensions—Chevy-Van offers a choice of two body sizes—each on its own wheelbase—engineered for the load length and weight capacity each is designed to carry. Load length is increased in proportion to wheelbase. That is, load length for 108" wheelbase models is 1½ feet greater than for the 90" wheelbase. This maintains proper weight distribution. Front and rear overhang are held to a minimum. Width and height dimensions are the same for either wheelbase.

Window Availability—Rear door glass, side-loading door glass, four right-side windows or windows all around are available to suit your job requirements or personal preference.



Right Side Doors are standard on 108" wheelbase models, optional on 90" wheelbase models. Big double doors open more than four feet square for convenient curbside loading. All doors are double-walled for extra strength and feature single-key locking. Door retainers can be disengaged allowing doors to open full width.



Custom Option—For extra luxury and to enhance appearance, custom option package may be ordered. Included in the complete package are padded passenger sun visor, cigarette lighter, vinyl-coated headliner for load compartment, chrome hub caps, coat hooks, dual horns and windows for the rear doors.



Driver's Compartment—A foam-cushioned bucket-type driver's seat with vinyl upholstery is standard. Flip-swing or stationary passenger seat is also available. Appointments include driver's padded sun visor and armrest, dispatch box, front and rear dome lights, dual-speed windshield wipers, windshield washers and backup lights.

CONSTRUCTION FEATURES

All-welded unitized body-frame construction. Heavy-gauge panels and structural members are welded together to form a tight, rattle-free body. Even the engine housing is welded to the floor panel for extra strength. One-piece front and side panels on Chevy-Van minimize the number of coach joints, reducing the possibility of rust and corrosion and extending truck life. Extensive interior reinforcement results in great torsional rigidity and durability. A deeply embossed floor panel is tied in directly with underbody components and joined as a single unit to upper body. Vertical struts are welded to rugged box-section headers. Three steel roof bows offer solid support to roof panel and strengthen entire structure.



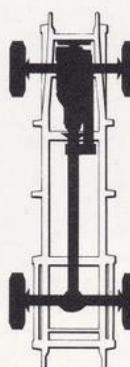
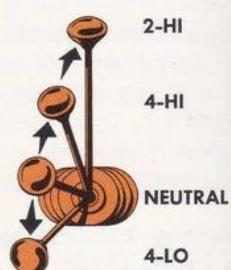
4-WHEEL DRIVE PICKUPS

All Chevrolet 4-Wheel Drive models have a sleek new lower look for 1967. As a result of advanced engineering and a redesigned power train configuration, overall height has been reduced by five inches while still retaining the normal transfer case to ground clearance of 12½ inches. In order to accomplish this height reduction, Chevrolet engineers relocated the 2-speed transfer case to a higher position and attached it directly to the transmission.

The net effect is a lower, sleeker-looking truck with less wind resistance and a better continuity of line. Cab and sheet metal are identical to that described on page 2 under Fleetside pickups. Frames however, are heavier gauge steel to withstand the punishment of off-road use. And front and rear leaf-spring suspensions are of the new weight-saving tapered leaf-type which reduces interleaf friction and provides a smoother, more even ride. There's new power availability, too. Chevy's big 327-cu.-in. V8 is offered for the first time. Now you can choose from two economical sixes and two rugged V8s. Three Fleetside and three Stepside pickup models are available with 4-wheel drive.

Convenient single-lever shift control. A 4-position shift control lever permits easy shifting between 2- and 4-Wheel Drive at will, without using the clutch even when the truck is in motion.

2-speed transfer case. The key to the new low silhouette of Chevy's 4-Wheel Drive models is the re-location of the 2-speed transfer case. By attaching it directly to the transmission, entire chassis height is lowered by five inches while, at the same time, maintaining the same 12½ inches of transfer case to ground clearance.



Front and rear suspensions. New lighter weight tapered leaf springs, made up of either two or three leaves, for both front and rear suspensions on 4-Wheel Drive models are standard for 1967. Tapered leaf design reduces interleaf friction and points of stress concentration in addition to providing more uniform ride qualities. Also, less material is required for a tapered leaf spring, reducing unsprung weight. To increase spring life and durability all tapered leaf springs are subjected to a special shot-peening process which relieves tension stresses and traps compressive stresses, to greatly improve endurance properties of the springs. All pivots are rubber-bushed, and Delrin plastic liners separate all leaves and clamping surfaces.





STEP-VANS

New Diesel Power

Economy comes in all sizes of the 1967 Chevy Step-Van line-up. The short-wheelbase Step-Van 7 scats around in city traffic, slips into parking places the others are forced to pass up. Step-Van 7 is available in two body lengths, two body heights and a healthy capacity for work ranging from 211 to 258 cubic feet.

The giant Step-Van King, now available with new economical diesel power, is the one for the big hauls. Bodies from 10 to 12½ feet are available, teamed with body heights of 72" or 76". A grand total of eight high-volume load arrangements.

You can tailor a Step-Van to most any load and route requirements. 8-, 10- or 12-foot bodies are available in either the P20 or P30 Series and you can choose from 68½", 72" or 76" interior heights. All Step-Van bodies are thoroughly protected against rust and corrosion with full undercoating and 3-step spray process.

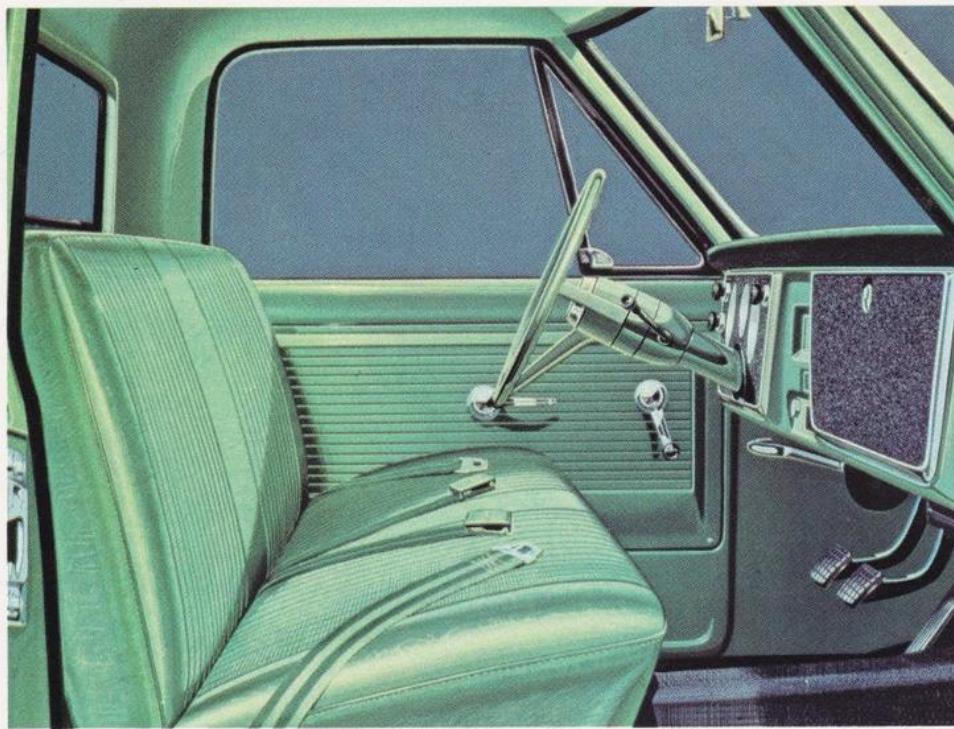
Series 10, 20, 30 and 40 Forward Control Chassis are also available with a heat-treated Olson aluminum body for lighter weight to give more load carrying capacity. Floor cross-members are also heavy-duty aluminum extrusions.



Close your Step-Van with one of three sizes of double-opening rear doors. Power it with the 155-hp 250 Six, or the 170-hp 292 Six for the heavy jobs. In addition, for door-to-door deliveries, diesel power is available for the first time . . . the economical 3-cylinder 3-53N Detroit Diesel. The result is a vast array of Step-Vans with cubic capacities ranging from 276 to 497 cubic feet with a wide choice of engines to meet job needs.

CAB FEATURES

Chevrolet's new cab interiors bring you the latest in color-matched comfort with interior colors keyed to exterior paint. Deep cushioned seats with durable vinyl upholstery are available in four colors, depending upon exterior paint color. Energy-absorbing instrument panel with smooth-contoured knobs and levers, reduced-glare paint for greater safety. In addition, all cabs feature new rotary gear door locks with outside key for both doors, seat belts, driver's padded sunvisor, windshield washer, dual-speed windshield wipers, rubber floor mat, dome light and outside rearview mirror on left side. Chassis cabs also have right-hand mirror, while pickups have a second mirror inside cab. Backup lights are standard on all models except chassis cabs. Turn signals and four-way hazard warning flasher are standard on all models.

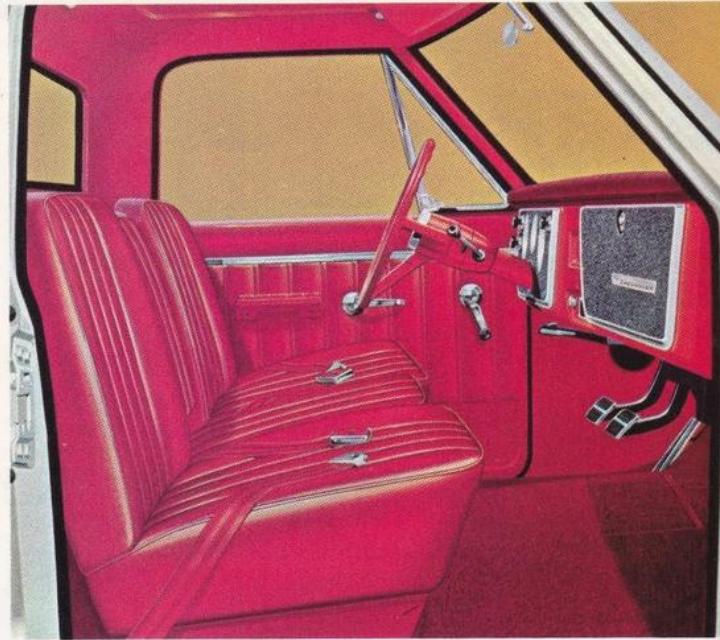


Standard cab seats are designed with the driver in mind. Wide enough to seat three comfortably, seats are covered with tough easy-to-clean vinyl upholstery and feature thick foam cushions over a supple foundation of steel springs. Backrests

are adjustable and are locked in place. For better visibility and safety, windshield is made with thicker laminate for '67 and it is 116 square inches greater in area. An energy-absorbing steering wheel is also new this year.



Custom cab interiors are available for all conventional models in 1967. Custom cab equipment includes full-depth foam seat with color-keyed woven fabric and vinyl trim, left- and right-hand armrest, right-hand padded sunvisor, cigar lighter, cowl insulation, underbody coating and embossed vinyl door trim panels with bright retainer.



Bucket seats are available on all conventional models for 1967. Equipment consists of bucket-type seats for the driver and right-hand passenger and a console-type seat for the centre passenger. Console seat is a padded cushion, which can be raised to utilize the storage console underneath, and a padded backrest which can be folded down to provide an armrest for driver and passenger. Seats are covered with textured vinyl. Seat backs are fixed, with the driver's seat adjustable fore and aft.

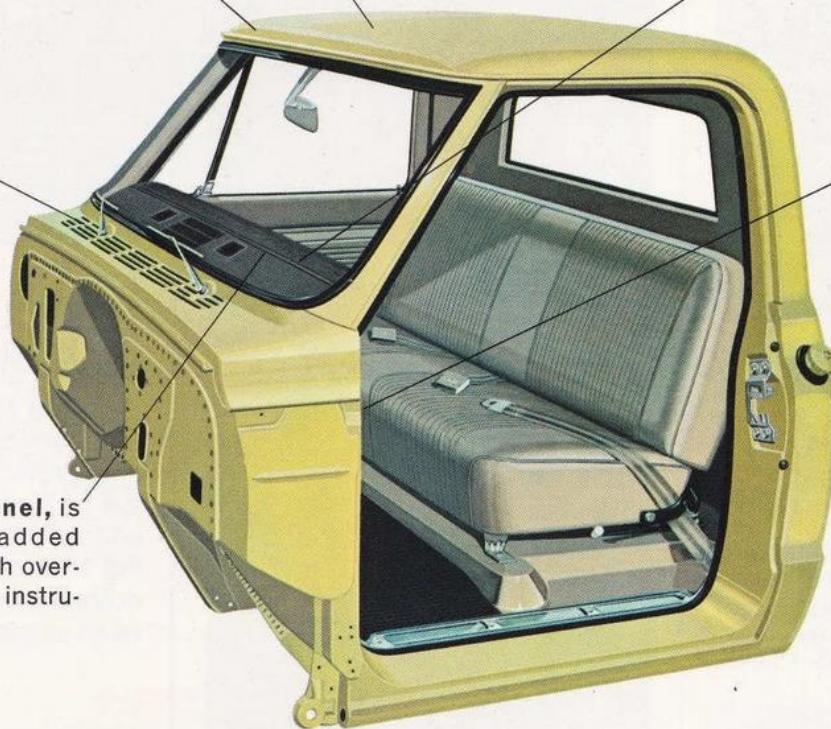
New rigid roof design eliminates drumming and assures maximum strength in upper body structure. New strength results from a heavily embossed inner roof panel and a stronger roof perimeter through the use of a heavier front header and better integration of the side headers with the front and rear headers.

High-Level cab ventilation is assured by a larger plenum chamber which provides increased air flow. And, since plenum chamber capacity is larger, heater efficiency is also improved.

Padded instrument panel, is welded in place for added strength and designed with overhanging crown for better instrument readability,

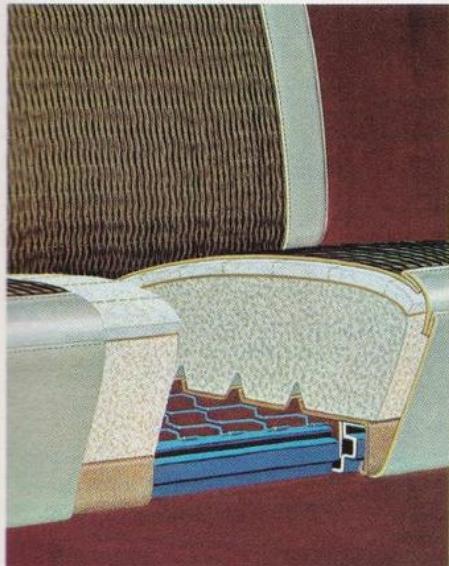
Extensive use of sound-deadening materials is in evidence throughout the new cab. In addition to a dash and toe panel insulator, insulation is also used between roof panels and under the floor mat. Mastic is applied in other strategic areas.

Embossed door access panels are easier to remove in 1967 cabs since only four screws and retaining strips hold them in place. Closed cell rubber door seals are used around all door openings. Passenger Guard door locks prevent accidental door opening when button is depressed.

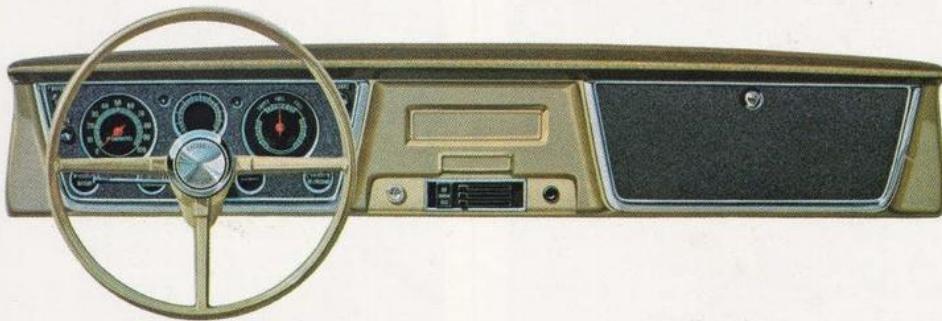


Upper door hinge incorporates a new door check which allows the door to be checked in any position within the limits of its travel.

Cab rear panel is heavily embossed for greater rigidity, and the upper portion is of double-wall construction.

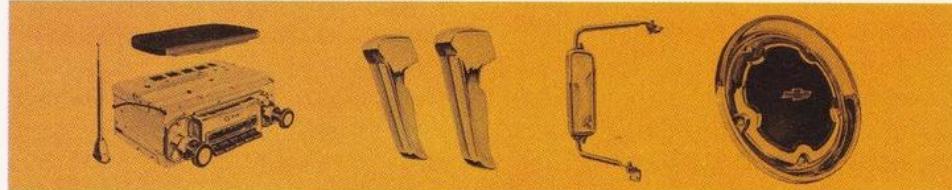


Full depth foam seat—Construction of full depth foam seat with standard vinyl upholstery. Similar construction with fabric and vinyl upholstery is included in Custom Comfort option offered for all cabs.



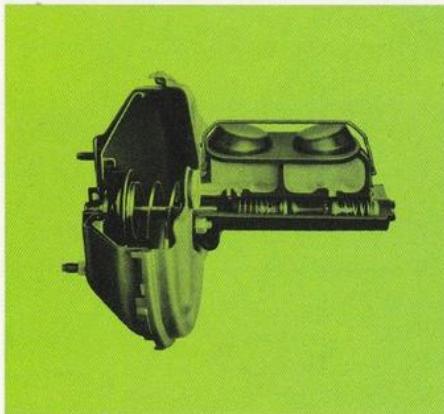
Energy-absorbing instrument panel with smooth-contoured knobs and levers features a padded crown, reduced-glare paint under the windshield, and recessed switches. Instruments in the cluster are all recessed and the cluster face has a dull black textured finish.

Custom feature accessories which offer extra comfort and convenience can be ordered from your dealer. Included are bumper guards, radio, special mirrors and wheel covers. Your Chevrolet dealer can give you full information about these and many other Custom Features and Accessories.

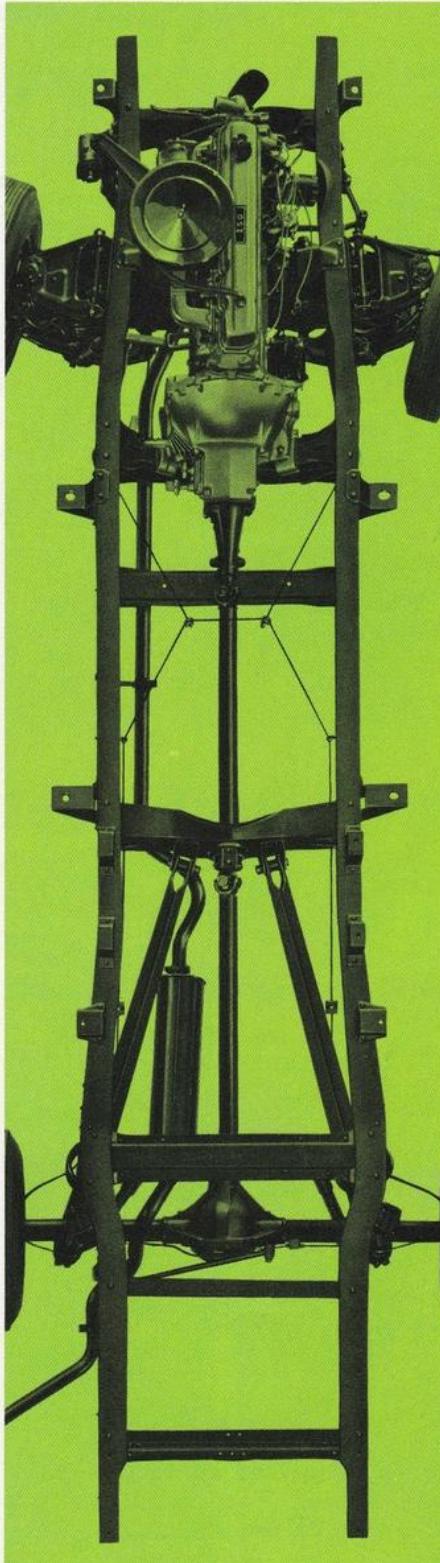


CHASSIS FEATURES AND DRIVE LINE COMPONENTS

Conventional chassis for Series 10 through 30 trucks are built to give a combination of outstanding ride and handling plus rugged durability. These qualities are achieved with owner-proved coil-spring front suspensions, weight-tailored rear suspensions, ladder-type frames, ball-gear steering and many other first-quality components throughout.



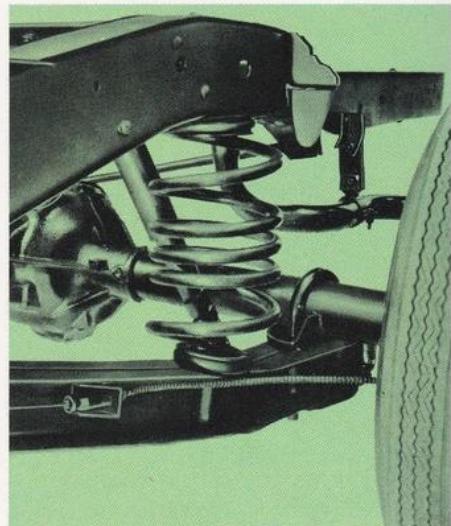
Dual master-cylinder brake system with warning light. Brakes operate through two master cylinders during normal braking. Accidental damage to a hydraulic line is isolated by a pressure valve and stopping power is maintained at front or rear wheels. Warning light on the instrument panel indicates low pressure during brake application. Brakes are self-adjusting. Power brakes are also available.



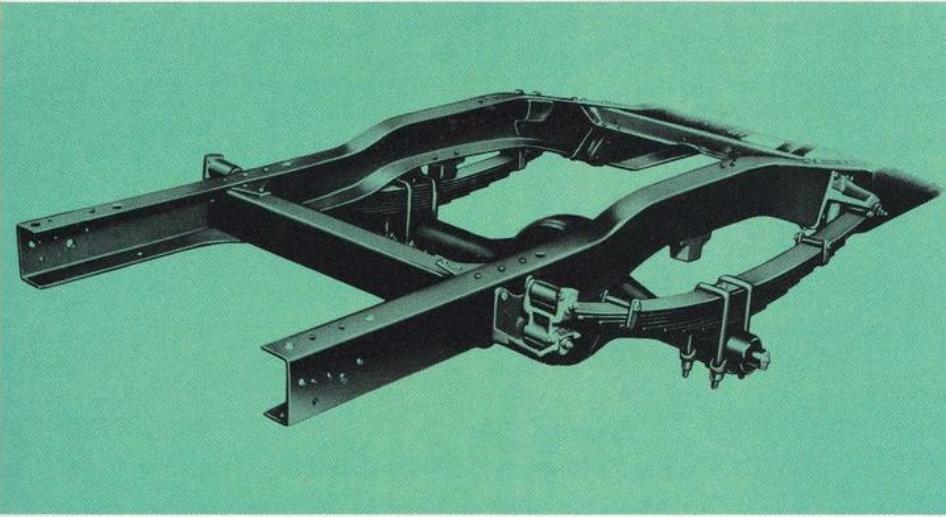
Ladder-type frame. Heavy-gauge channel siderails are joined by alligator-jaw crossmembers to form a solid chassis foundation. Additional crossmembers put extra strength into support areas for shock absorbers and rear springs. High-strength steel is used for all structural members.



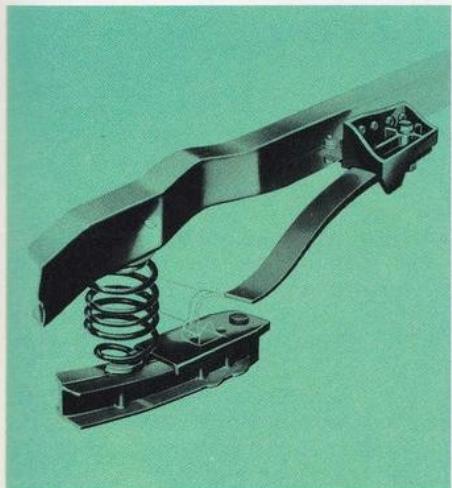
Coil-spring independent front suspension. Standard suspension has large coil springs and independent wheel action to deliver a smooth ride and provide easy handling. Large low-friction spherical joints at outer ends of control arms and large bearing surfaces at the inner ends require a minimum of care and help keep alignment true.



Coil-spring rear suspension. For Series 10 and 20 trucks, two-stage coil springs give progressive springing action—from smooth ride when empty to firm support when fully loaded. Axle movement is controlled by two trailing arms pivoted at a frame crossmember, plus a transverse arm mounted at the left frame siderail.



Leaf-spring rear suspension. Standard for Series 30 trucks. Wide leaf springs are selected to provide the best riding qualities consistent with the load requirements in this weight class (up to 14,000 lbs. GVW). Single-stage springs are standard with a higher capacity 2-stage main spring and 5-leaf auxiliary assembly also available.



Auxiliary rear springs. A new tapered leaf auxiliary rear spring may be ordered to give extra support and control with maximum payloads or on very rough roads. Tapered leaf design cuts down on unsprung weight and eliminates friction common to most multi-leaf spring design. Also, loading is more even and stress is distributed evenly along entire length of spring.

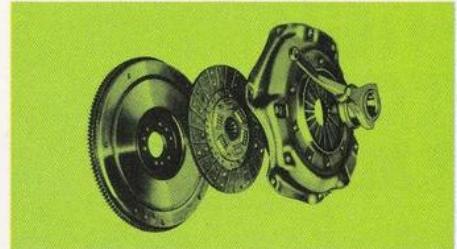
Shock absorbers. Double-acting shock absorbers are standard at the front wheels of all models, and at the rear of Series 10 and 20 models. Heavy-duty shock absorbers with twice the piston area of standard shock absorbers are available for the front and rear of all models.

Steering. All models employ a low-friction recirculating-ball steering gear. Power steering is available (except 4-Wheel Drive models) to provide easier vehicle handling.

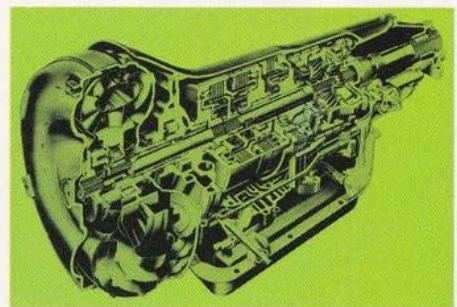
Front stabilizer bar. Available for all models. Especially useful when camper bodies or other high-centre-of-gravity loads are carried to minimize sway on turns or in strong winds.

Delcotron generators. Delcotron generators of 37-ampere capacity are standard. High output, even at low speeds, increases battery life by reducing charge-discharge cycling. Also available to meet higher electrical needs are generators of 42-, 61- and 62-ampere capacities.

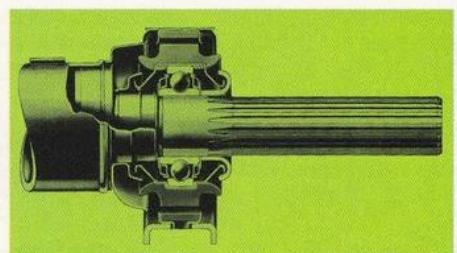
Batteries. Twelve-volt Delco Energizer with Delco Eye of 53-ampere-hour capacity are standard. For high electrical requirements, a heavy-duty 70-ampere-hour battery is available.



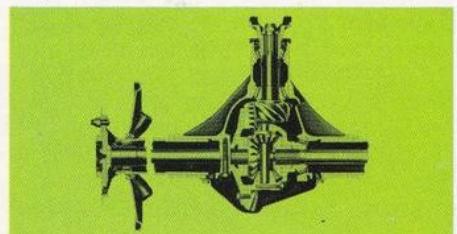
Clutches. Easy-acting diaphragm-spring clutches with durable mechanical linkages are used in all models. Torque capacities of all clutches are matched to the requirements of the engines with which they are used.



Transmissions. Manual transmissions include 3-speed, fully synchronized 3-speed, 4-speed and overdrive units to permit tailoring each truck to its job. There are also automatics—the popular 2-speed Powerglide and the all-new 3-speed Turbo Hydra-Matic.



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 centre bearing. High-capacity universal joints are balanced and permanently sealed to eliminate periodic servicing requirements.



Rear axles. All models have axles with quiet hypoid gearing. Semi-floating design for Series 10, full-floating for Series 20 and 30. Also offered to give better traction are two types of limited-slip differentials: Positraction for Series 10, NoSPIN for Series 20 and 30.

HIGH TORQUE ENGINES

What's one of the biggest reasons Chevrolet trucks are so popular? Engines! Tough, reliable engines that put out all the power you need, day after day, month after month, mile after mile. These are the engines that have been owner-proven through many millions of miles of use, in all kinds of conditions, in all types of service.

Whichever truck you choose, and whichever engine, you're sure of getting the finest design, the finest workmanship and the finest materials.

The proven 250-cubic-inch Six is the standard engine in most Chevrolet light-duty models. It is also optional on both Chevy-Van 90 and Chevy-Van 108 models. The 250 Six has what truck men want: lots of power... 155 hp, lots of torque... 235 ft.-lbs., plus famous Chevrolet reliability!

If you want a bigger 6-cylinder engine for your Chevrolet light-duty truck, take a look at Chevrolet's 292-cu.-in. Six, the popular choice of truck users with extreme service requirements. They choose this optional* engine for good reasons, including 170 horsepower and 275 ft.-lbs. of torque, coupled with its proven economy.

Smallest engine in the light-duty Chevrolet truck line-up is the 230-cubic-inch Six, famous for economy and durability. This sturdy engine, standard in Chevy-Van 90, Chevy-Van 108 and Step-Van 7, has a power output of 140 horsepower and 220 ft.-lbs. of torque.

When drivers talk big power, they're usually talking about V8 engines, and the Chevrolet light-duty truck engine line-up includes two husky V8s to give that extra snap to the job. Standard V8 on some pickup, four-wheel-drive and Chevy-Van models is the proven 283-cubic-inch V8, with an output of 175 horsepower and 275 ft.-lbs. of torque.

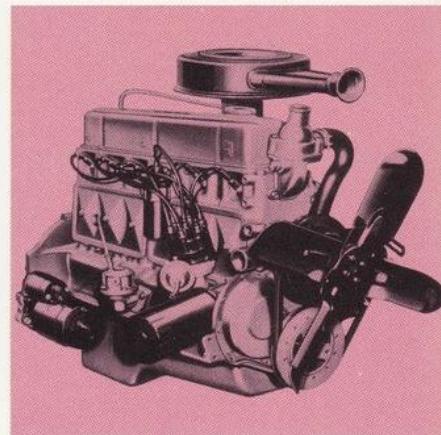
Rounding out the Chevrolet light-duty truck engine line-up is the famous 327 V8, a big-displacement engine for jobs that call for the ultimate in power and efficiency. Output is rated at 220 horsepower with 320 ft.-lbs. of torque. This efficient engine is optional in Pickups, Chassis-Cabs and four-wheel-drive models.

Like every component in a Chevrolet truck, these engines are designed to show you a profit, in the short run and on the long haul.



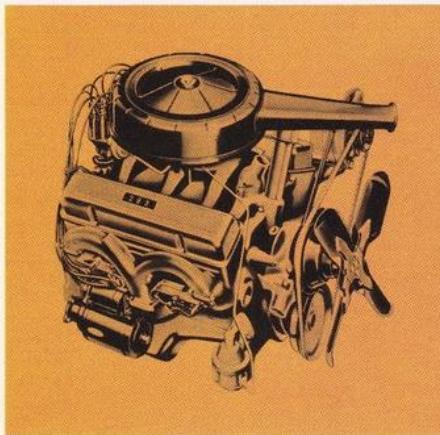
230 Six, 250 Six Design Features

Both of these engines have such life-extending features as seven-bearing crankshaft for smoother running, precision-cast cylinder block for lower weight, efficient valve-in-head design with big valves and smooth porting for maximum efficiency and economy. Positive crankcase ventilation and efficient air cleaners help prolong engine life.



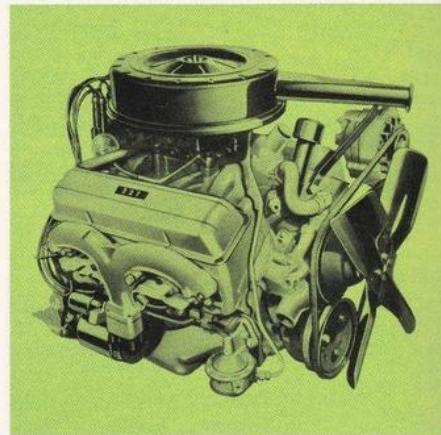
292 Six Design Features

Long life and high efficiency are assured by the heavy-duty 7-main-bearing crankshaft, premium aluminum main bearings, hydraulic valve lifters, automatic exhaust valve rotators with aluminized inlet valves and fully-chromed top piston rings, plus many other Chevrolet engineering features.



283 V8 Design Features

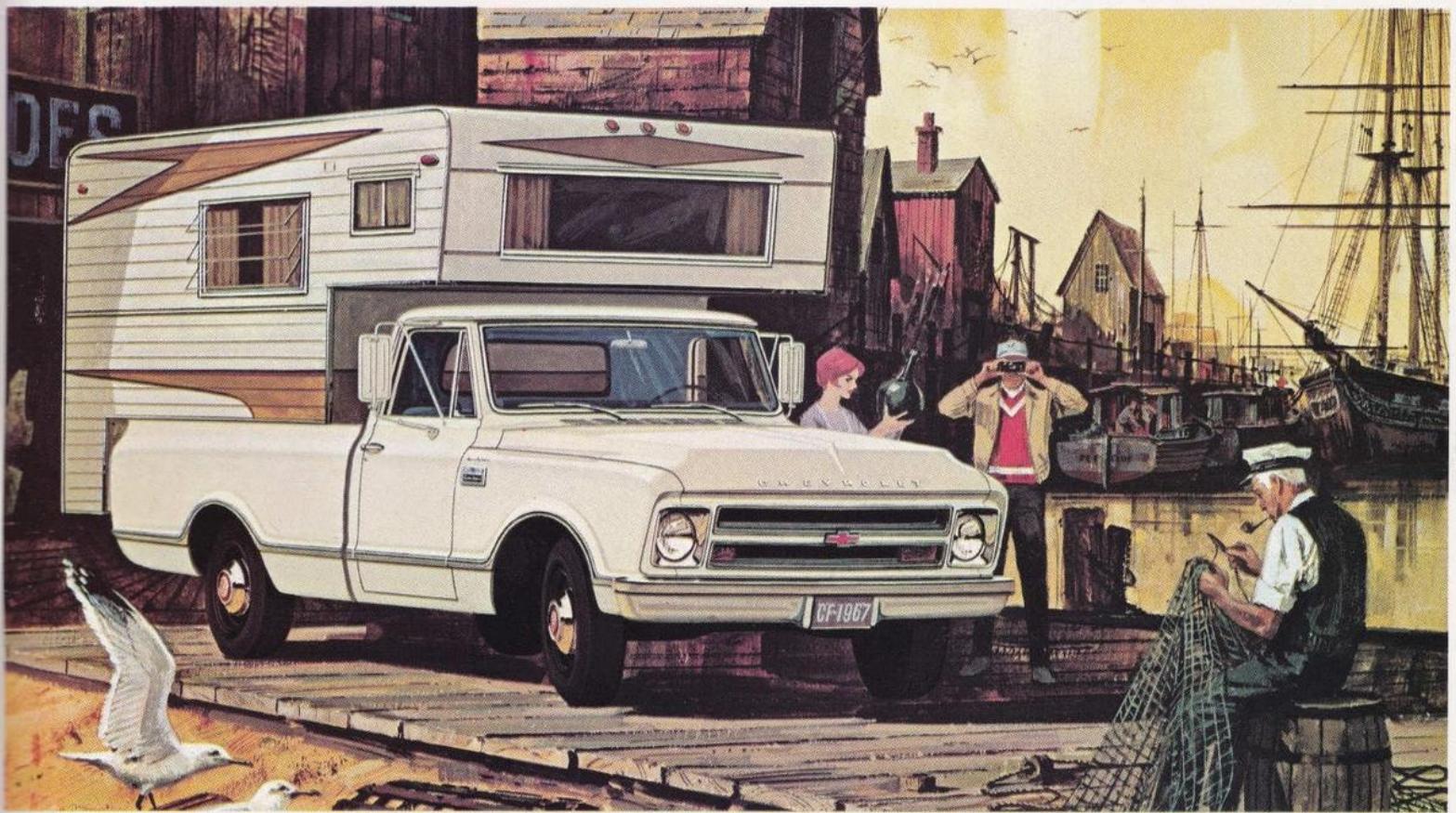
Extra power and extra-long life come from efficient over-head valve design, aero-type valve mechanism with hydraulic lifters, tough five-main-bearing crankshaft, precision distributor adjustment and long-life steel-backed babbitt bearings.



327 V8 Design Features

This big-displacement V8 features, for those jobs that call for the ultimate in power and efficiency, precision-cast cylinder heads of alloy iron that are high in rigidity and low in dead weight; full-pressure lubrication to maintain proper lubrication under all conditions, and positive crankcase ventilation to remove and neutralize harmful crankcase fumes.

	250 Six	292 Six	283 V8	327 V8
Displacement.....	250 cu. in.	292 cu. in.	283 cu. in.	327 cu. in.
Compression Ratio.....	8.5 to 1	8.0 to 1	9.0 to 1	8.5 to 1
Gross Horsepower @ rpm.....	155 @ 4200	170 @ 4000	175 @ 4400	220 @ 4400
Net Horsepower @ rpm.....	125 @ 3800	153 @ 3600	145 @ 4200	177 @ 4000
Gross Torque, ft.-lbs. @ rpm.....	235 @ 1600	275 @ 1600	275 @ 2400	320 @ 2800
Net Torque ft.-lbs. @ rpm.....	220 @ 1600	255 @ 2400	245 @ 2000	283 @ 2400



CUSTOM CAMPERS

For 1967 Chevrolet offers Truck models in three weight classes specially equipped for camper service: a $\frac{1}{2}$ -ton Custom Camper, a $\frac{3}{4}$ -ton Custom Camper and a one-ton Custom Camper.* Available in either pickup or cab body styles, these Custom Campers take the guesswork out of equipping a pickup truck for camper use. In addition to carrying the Custom Camper nameplate, these models are fitted out with special load-carrying components to enable them to carry your camper body safely and economically. Such items as heavier duty rear springs, higher capacity tires and a front stabilizer bar are included to improve handling and raise the weight-carrying capacity.

In addition to those items of special equipment included with the Custom Camper designation, you may order from a wide selection of options and accessories to improve comfort and appearance to whatever degree you require.

And while you're thinking about camper units, you may want to know about the many other models Chevrolet offers. For complete information see your Chevrolet dealer. Ask him for a copy of the new Chevrolet Pleasure Truck brochure.

*One-ton Camper available on Chassis-Cab only.

EL CAMINO

Built to do a day's work without strain. El Camino has plenty of strength for tough hauling jobs. For one thing, the beefed-up frame was made for hard work. And a choice of seven spirited engines (three of them new to the El Camino line this year) plus six different transmissions means power can be tailored to the task at hand. When the situation calls for extra toughness, a wide range of heavy-duty components can be ordered on any El Camino.

STANDARD COMFORT, CONVENIENCE AND SAFETY FEATURES on this year's Chevrolets, include (on models applicable): dual master-cylinder brake system with warning light, energy-absorbing steering wheel, GM-developed energy-absorbing steering column, Passenger Guard door locks—all doors, folding seat-back latches, front seat shoulder belt anchors, seat belts, energy-absorbing instrument panel with smooth-contoured knobs and levers, lane-change feature incorporated in direction signal control, four-way hazard warning flasher, inside day-night mirror with shatter-resistant vinyl-edged glass, padded sun visors, dual-speed windshield wipers and windshield washers, all front and rear directional signals of the Class 'A' type, thick laminate windshield.

CUSTOM CAMPER EQUIPMENT

Series 10 ($\frac{1}{2}$ ton) Special Custom Camper Nameplate; Front Stabilizer Bar; 2000-lb. Rear Springs or 500-lb. Auxiliary Rear Springs; HD Shock Absorbers; Choice of the following tire sizes: 7.00 x 15-6 ply or 6.50 x 16-6 ply.

Series 20 ($\frac{3}{4}$ ton) Special Custom Camper Nameplate; Front Stabilizer Bar; 3000-lb. Rear Springs or 500-lb. Auxiliary Rear Springs; HD Shock Absorbers; Choice of the following tire sizes: 7.50 x 16 or 7.00 x 17 or 7.50 x 17-8 ply, or 10 x 16.5-6 ply.

Series 30 (1-ton) Special Custom Camper Nameplate; Front Stabilizer Bar; 3100-lb. or 4150-lb. Rear Springs; HD Rear Shock Absorbers; Choice of the following tire sizes: 7.00 x 16-6 ply Dual Rear or 7.50 x 16-8 ply Dual Rear or 7.00 x 18-8 ply Dual Rear or 10 x 16.5-6 ply.



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General Motors Products of Canada, Limited, Oshawa, Ontario



MARK OF EXCELLENCE

A BRAND NEW BREED FOR '67