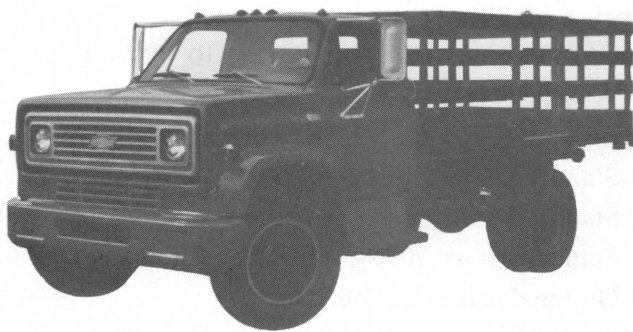


# 1977 CHEVROLET MEDIUM-DUTY TRUCKS

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## Series C50 Conventionals

- GVWRs from 13,800 to 18,500 lbs.
- Wheelbases from 125 to 167 inches.
- Short-cab design (BBC 97½ inches).
- 292 Six standard, CS50 models.
- 350 V8 standard, CE50 models.
- Standard components: 4-speed synchromesh transmission, 5000-lb.-capacity wide-track front axle, 11,000-lb.-capacity rear axle.



## Series C60 Conventionals

- GVWRs from 17,400 to 24,000 lbs.
- GCWRs to 45,000 lbs.
- Wheelbases from 125 to 218 inches.
- 97½-inch BBC.
- Engine availability: 292 Six (CS60 models), 350 V8 or 366 V8 (CE60 models), 4-53 in-line diesel (CD60 models).
- Vacuum-brake models: 5000-lb. wide-track front axle; 15,000-lb. rear axle.
- Air brake models: 7000-lb. wide-track axle, 17,000-lb. rear axle (CE60 models).



## Series C65 Conventionals

- GVWRs from 19,200 to 33,200 lbs.
- GCWRs to 60,000 lbs.
- Wheelbases from 125 to 254 inches.
- 97½-inch BBC.
- Standard power: 366 V8; 427 V8 available.
- Four-speed synchromesh transmission standard.
- Standard axles: 7000 lb. front; 17,000 lb. rear.

# 1977 CHEVROLET MEDIUM-DUTY TRUCKS



## Series ME65 Tandems

- Maximum GVWR is 50,000 lbs.; GCWR, 60,000 lbs.
- Wheelbases: 149, 167, 185, 195 and 209 inches.
- BBC: 97½ inches.
- Standard power: 366 V8; 427 V8 available.
- Standard components: 5-speed synchromesh transmission; 7000-lb. front axle; 30,000-lb. rear tandem on vacuum-brake models, and 34,000-lb. on air brake models; interaxle differential. Optional 9000- and 12,000-lb. front axles available.
- Auxiliary transmission available.

## Series 60 Bus Chassis

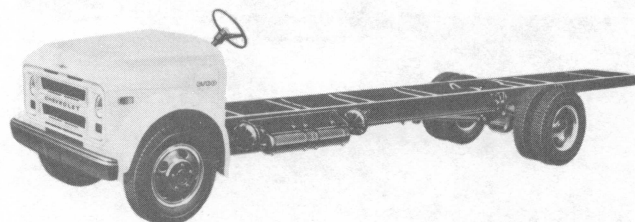
- GVWRs 20,500 to 24,000 lbs.
- Wheelbases: 189, 218, 235 and 254 inches.
- Standard engine: 350 V8; 366 V8 available.
- Standard transmission is 4-speed synchromesh (5-speed manual and 4-speed automatic available).
- Front axle capacity: 5500 or 7000 lbs.
- Rear axle capacity: 15,000 or 17,000 lbs.

## Series 60 Tilts

- GVWRs to 25,160 lbs.; GCWRs to 45,000 lbs.
- Wheelbases from 133 to 175 inches.
- BBC: 71¾ inches.
- Standard power: 350 V8; 366 V8 available.
- Standard transmission: 4-speed synchromesh.
- Standard axles: 7000 lbs. front; 15,000 lbs. rear.
- Optional rear axle: 17,000 lbs.

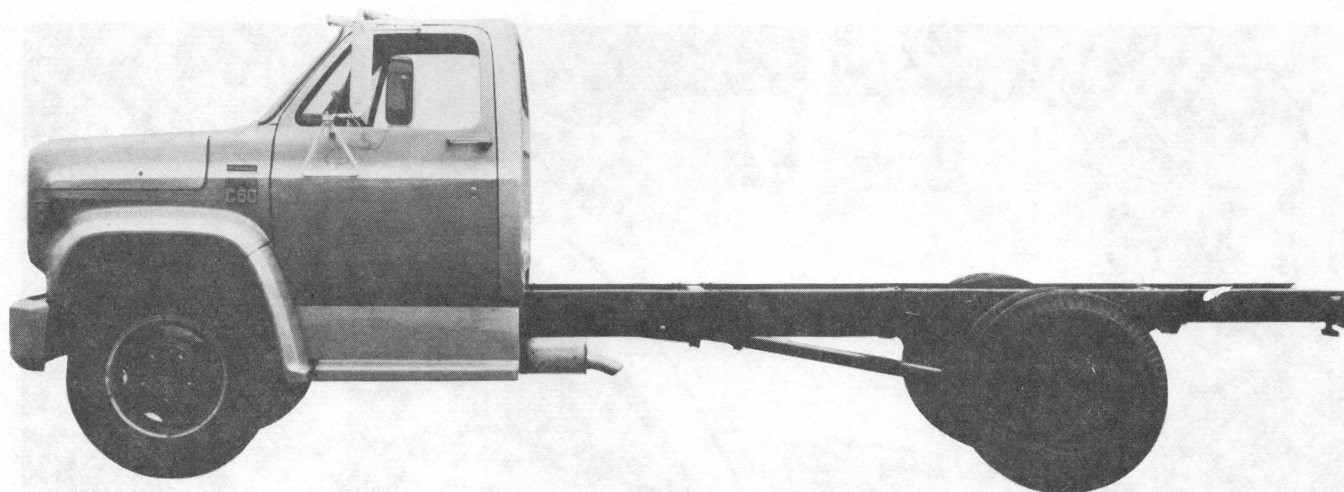
## Series 65 Tilts

- GVWRs to 32,760 lbs.; GCWRs to 56,500 lbs.
- Wheelbases from 109 to 175 inches.
- BBC: 71¾ inches.
- Standard power: 366 V8; 427 V8 available.
- Standard transmission: 4-speed synchromesh.
- Standard axles: 7000 lbs. front; 17,000 lbs. rear.
- Optional rear axles: 18,500, 22,000 and 23,000 lbs.



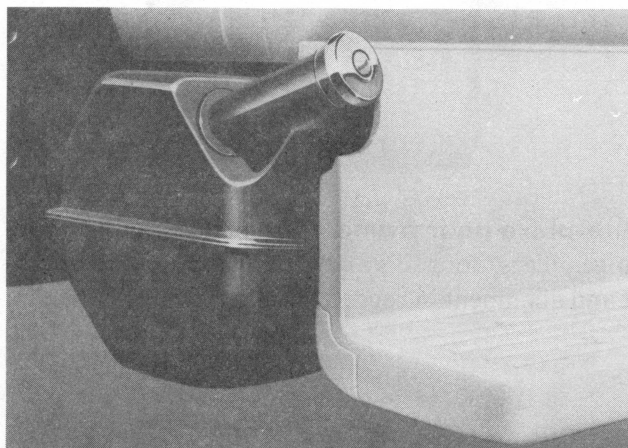


# 1977 CONVENTIONAL CAB VALUE FEATURES



**Maximum payloads** • Short-cab design (97½ BBC) has many benefits for truck productivity • The shorter the cab, the longer the body—or trailer—that can be carried within a given length • Short-cab design helps provide good maneuverability.

**4-point cab mounting** • Rubber/steel mounts  
• Helps reduce road shock to cab and driver.



**Frame-mounted fuel tank** • Located outside the cab, behind right running board • 20-gallon tank standard • Dual or single 50-gallon step tanks, right-hand cylindrical or left-hand rectangular, also available.

**Standard seat** • Vinyl-covered • Full-width  
• Soft-yet-firm support to ease long hours at the wheel • Includes dual armrests and seat belts for driver and passenger.

**Cab sheet metal** • Designed to minimize seams and joints • Minimizes areas where moisture could collect and cause rust • Contributes to cab life.

**Keyless locking** • For added driver convenience  
• Standard on Chevrolet medium-duty trucks.

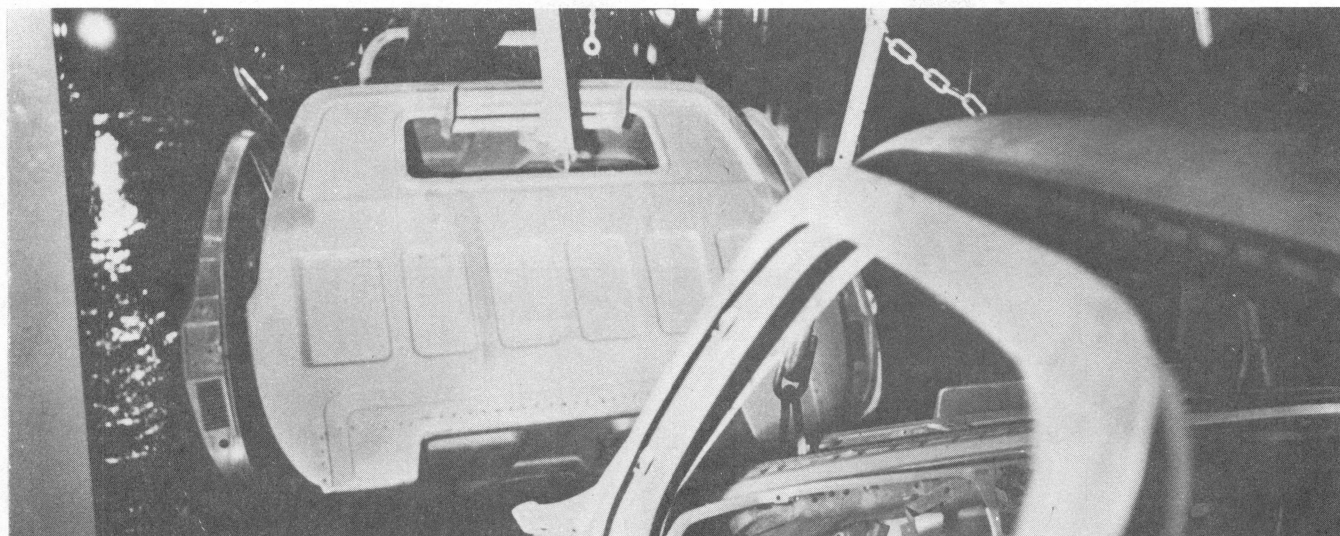
**Dual door locks** • Left- and right-side exterior door locks • Driver convenience.

**Adjustable side window ventipanes** • Regulate outside air-flow for interior comfort.

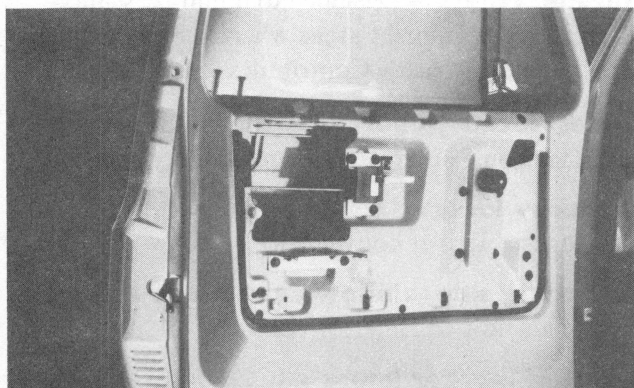
**Five roof marker lamps** • ICC approved  
• Standard equipment.

**West Coast mirrors** • Dual 6" x 16" western-style mirrors • Standard equipment.

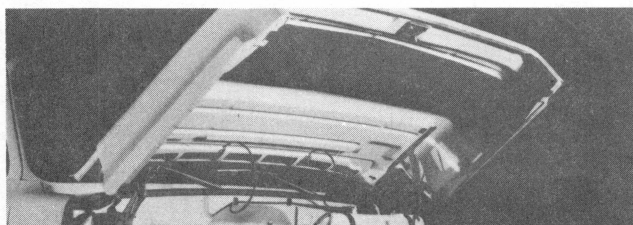
## 1977 CONVENTIONAL CAB VALUE FEATURES



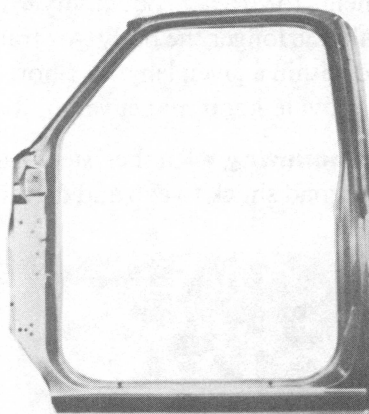
**Electro-Dip primer** • Cab is submerged in a vat and electrically charged • Primer gets into crevices where corrosion might start.



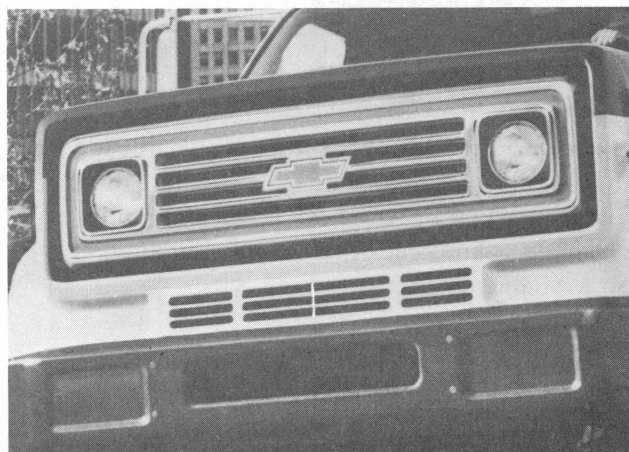
**Door** • Strong one-piece outer panel construction for good structure and sealing • Sturdy stamped door hinges bolted to door and pillar.



**Hood construction** • Wide front and rear reinforcements to outer panel for high torsional rigidity • Embossed for strength and reduced flutter.



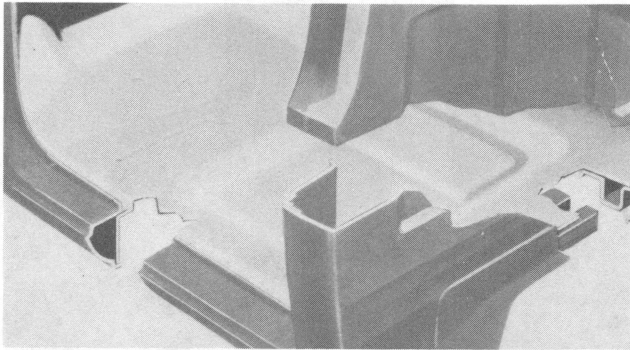
**One-piece door frame** • Strong box-section hinge pillars, door sills and lock pillars • Good door fit and alignment in rugged truck service.



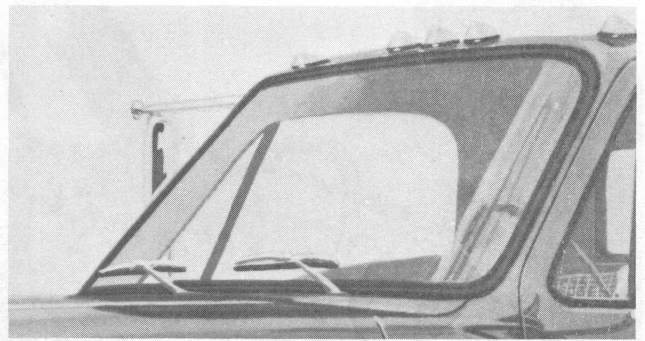
**Bumper, grille and tow hooks** • Bumper has large surface area • One-piece injection-molded grille can't rust • Available tow hooks bolt to frame.



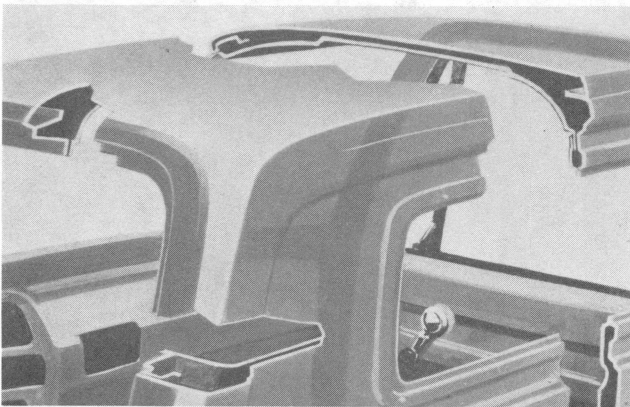
## 1977 CONVENTIONAL CAB VALUE FEATURES



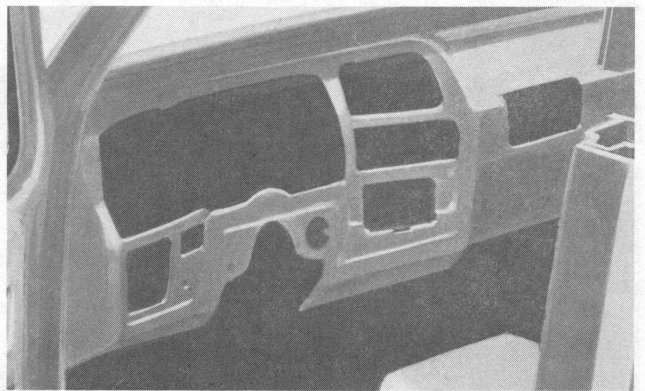
**Floor** • Heavily reinforced with steel braces • Welded and riveted to body side panels • A rigid, solid foundation.



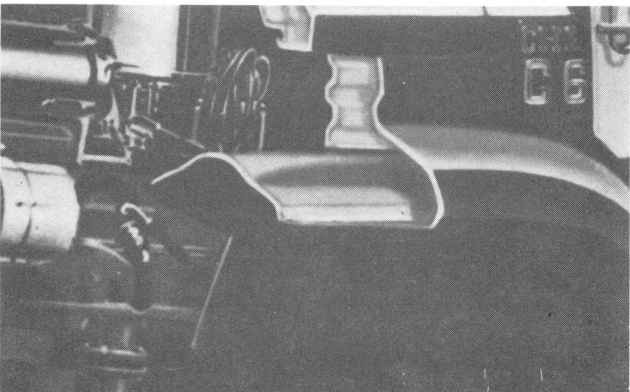
**Windshield frame** • One-piece construction, all the way around • Helps eliminate metal squeaks, water leaks.



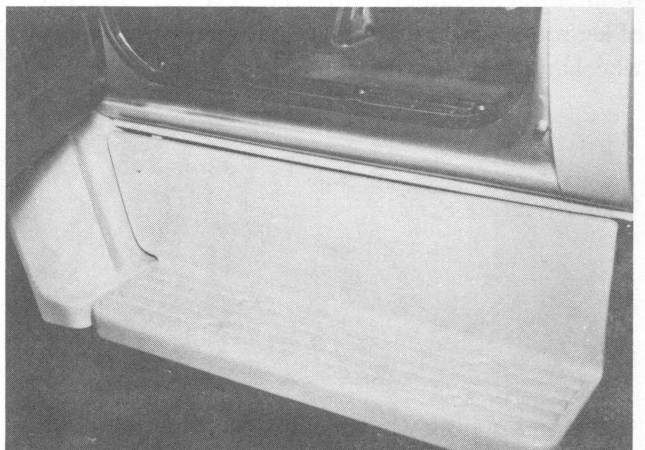
**Roof** • Double-wall steel • Inner and outer panels with insulation between, welded together for strength • Stamped inner panel adds rigidity.



**Dash and cowl** • Sturdily constructed of double-wall steel • For strength and rigidity.



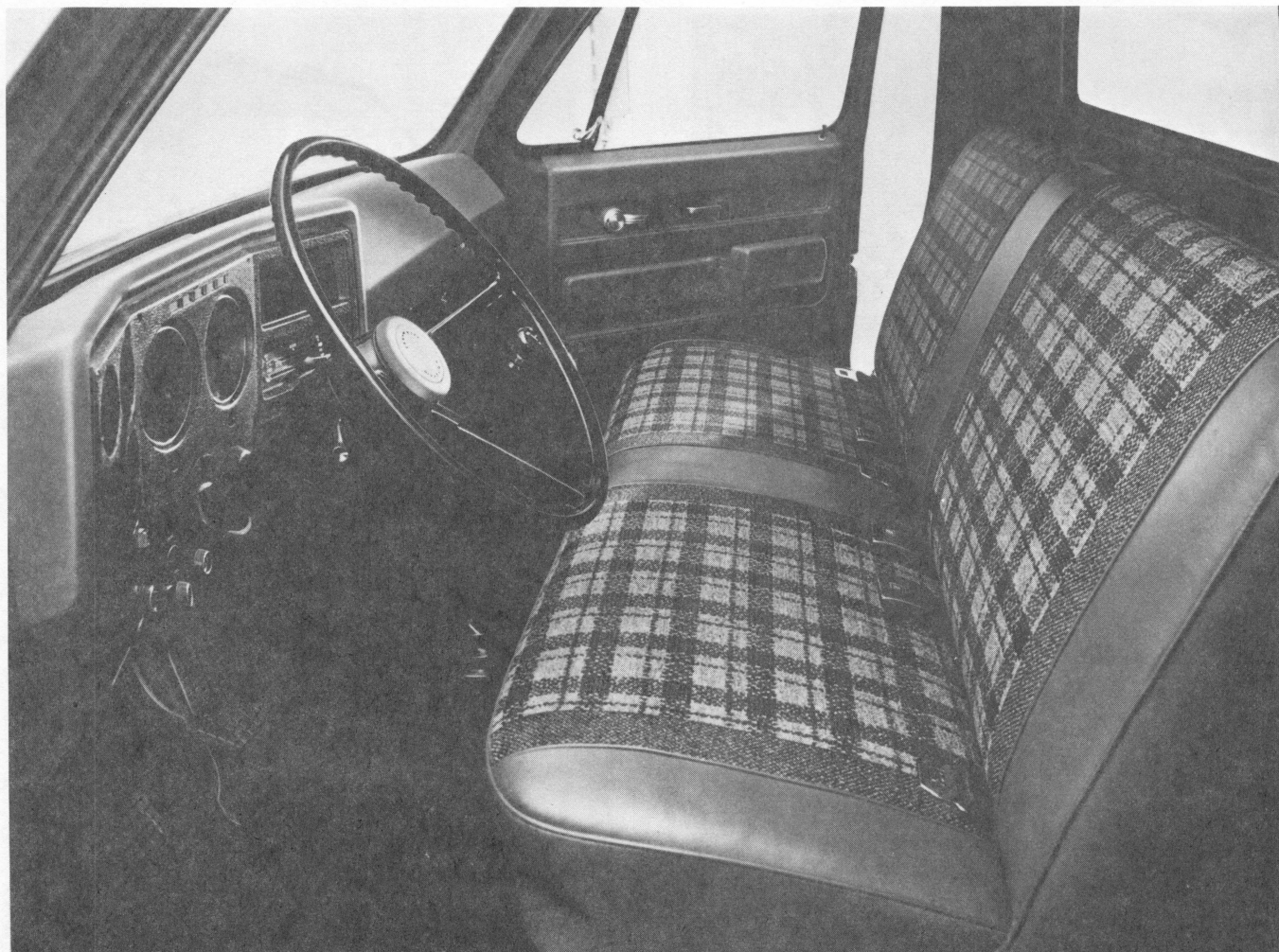
**Inner fenders** • Lining of steel helps protect engine compartment from road splash • Outer fenders designed for strength.



**Running board** • Rugged 16-gauge steel • Raised foot tread for good footing • Ribbed for drainage • Frame-mounted supports for strength.

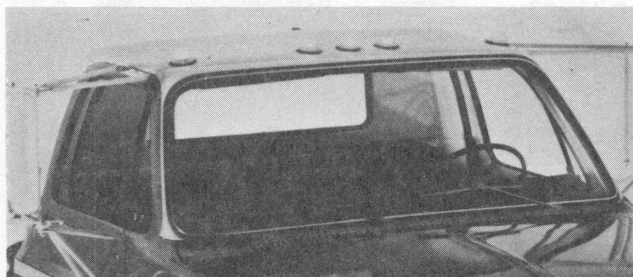


# 1977 CONVENTIONAL COMFORT AND CONVENIENCE VALUE FEATURES

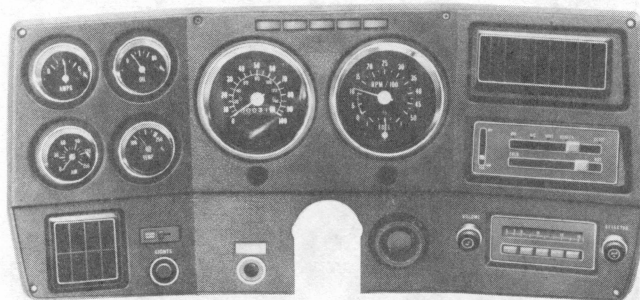


**Roomy cab** • A seat that's chair-high • Proper head room, even for larger-than-average drivers • Plenty of leg room • Adequate space between steering wheel and seat • Durable, good-looking trims

• Available Scottsdale and Cheyenne interiors have folding seat backrest for access to in-cab stowage space.



**Glass area** • Big windshield and side windows • Total of 2931-sq.-in. of glass area • Big 729-sq.-in. rear window available.

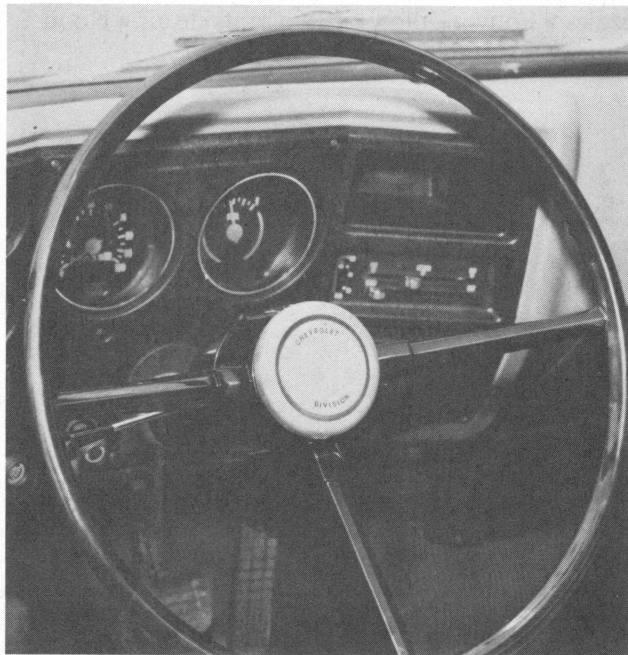


**Cockpit-type instrument cluster** • Grained fiberboard pad, color-keyed to interior • Foam pad available • Black cluster panel for easy reading • Kilometers-per-hour scale added to speedometer dial • Instruments removed and serviced from the front.

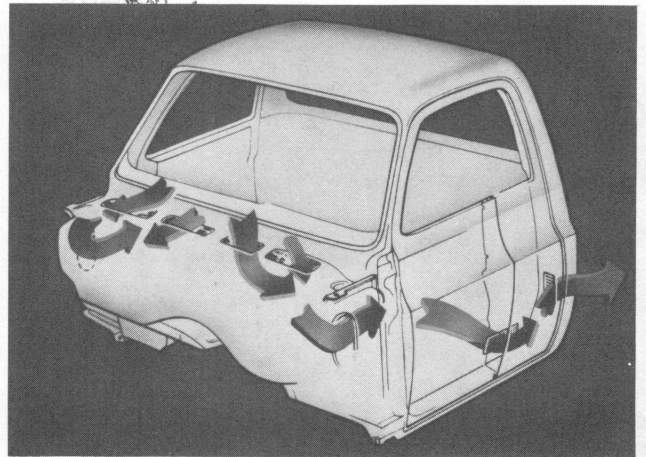
# 1977 CONVENTIONAL COMFORT AND CONVENIENCE VALUE FEATURES



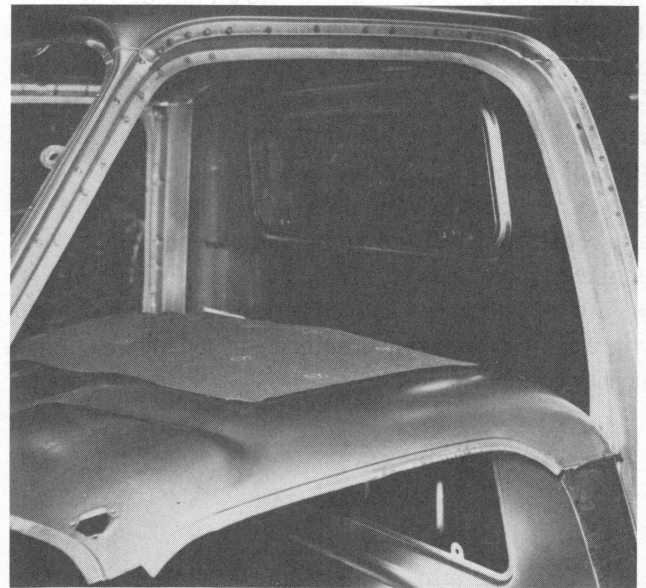
**Windshield wipers** • Motor and transmission designed for high output • Dependable operation.



**Steering wheel** • Low column angle • Easy, comfortable driving • 18"-diameter wheel standard • 20"-diameter wheel available.



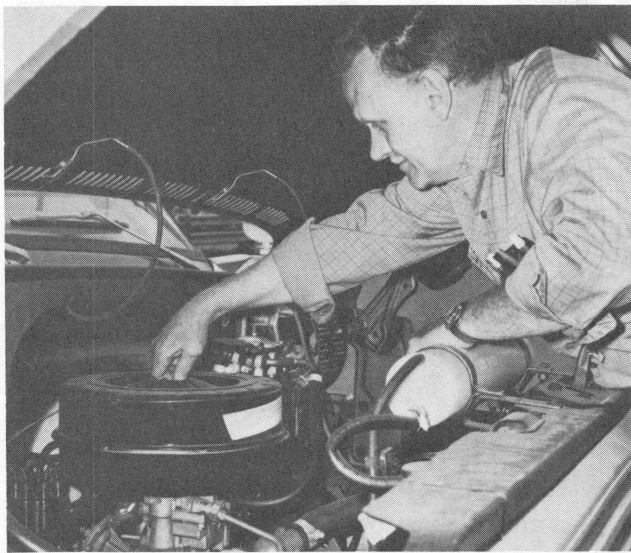
**Flow-through ventilation** • Blower motor supplies air to cab • Constantly "on" with ignition • Plenum chamber removes excess moisture.



**Insulation** • Asphalt between roof panels • Rubber, wood-cellulose material and foam floor insulation • 6½ pounds of undercoating included with available trim packages.

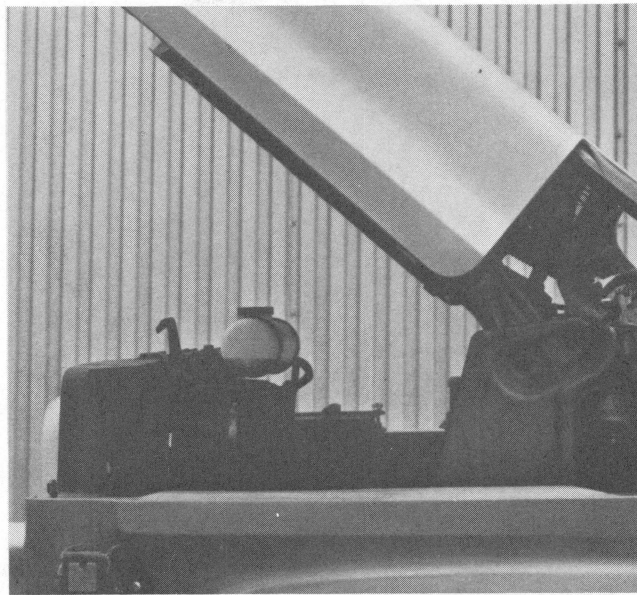


# 1977 CONVENTIONAL SERVICE AND MAINTENANCE VALUE FEATURES

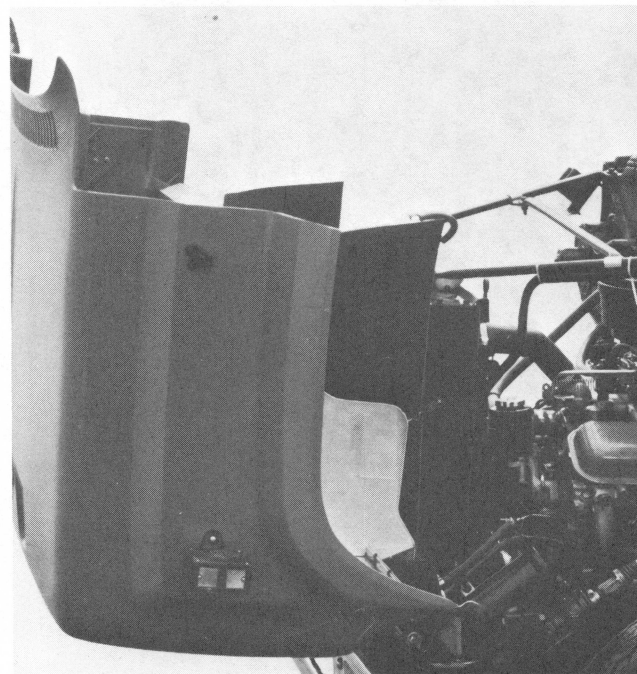


**Easy-servicing features** • Short-hood design provides a broad, easily accessible underhood area with engine practically at arm's length • Entire hood opens from radiator to cowl—mechanic can work from front or side • Battery is easily accessible for service • Foot opening in bumper provides handy step for routine service checks • Steering gear located outside the frame for convenient checking and lubricating • Junction block positioned in engine compartment for handy electrical checks • Fuse block handily located inside dash • Windshield wiper motor mounting designed for fast motor service or repair.

**Available fiberglass Tip-Over Hood** • Incorporates fenders and front end in one lightweight unit • Hood is counterbalanced for easy, one-man operation • Hinged at the frame, the Tip-Over Hood seats in molded rubber rests when closed to isolate road shocks and vibration as well as noise. • Tilting allows complete access to engine and front-end components • Cable prevents overtilting • Lightweight construction reduces vehicle weight by 82 lbs.

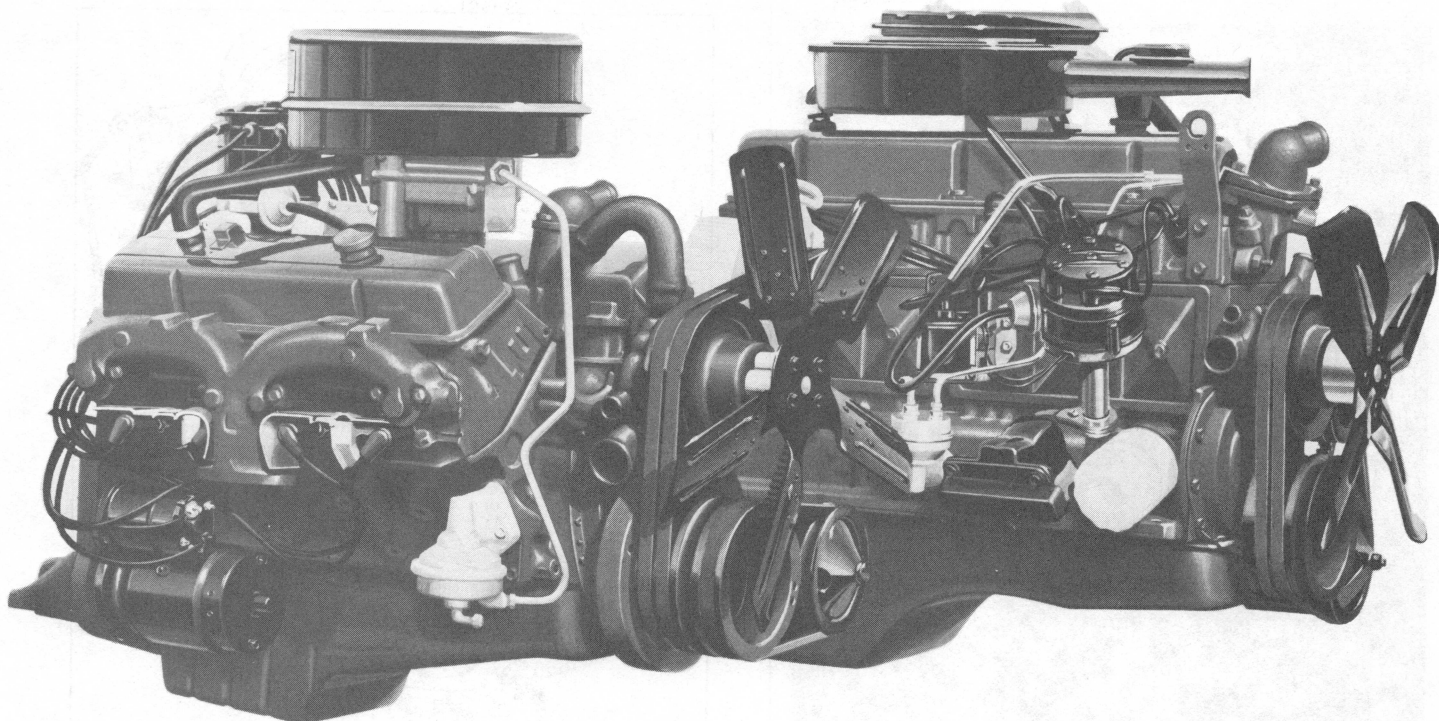


**Alligator-type hood** • Reinforced steel construction • Strong, rigid • Helps avoid "flutter" • Wide front-opening alligator design • Easy access for maintenance, inspection, servicing • Hood closes flat • Wipers semi-hidden with protected washer nozzles • Louvers allow entry of outside air • Hood removed by taking out only four bolts.





# 1977 CONVENTIONAL ENGINES—GAS OR DIESEL POWER



**High-torque V8s** • 350, 360 and 427 CID • 350 has a forged steel crankshaft with heavy-duty bearings, 5-qt. oil sump, ram's-horn exhaust manifold, full stellite exhaust valves • 366 and 427 both feature heavy bearing-support bulkheads in the lower block, heavy cylinder walls for rigidity and strength, heavy-duty components throughout • 427 also has an 8-qt. oil sump.

**292 Six** • Hydraulic valve lifters • Single-barrel carburetor • Full-flow oil filter • Durability features include aluminum alloy pistons, forged steel connecting rods with tri-metal bearings, gear-type oil pump with a 5-quart sump.

**Detroit Diesel 4-53** • Rugged 4-cylinder engine now available in Chevy Mediums • Proved 2-cycle design that helps the engine accelerate rapidly, responding quickly to power demands • Emphasis on free engine breathing with straight-through scavenging of exhaust gases on each upward stroke.

**High Energy Ignition system** • Standard on all gasoline engines • It delivers up to an 85% hotter spark than conventional systems • Provides quick starting, year-round protection from moisture, dirt and road splash • Solid-state design eliminates ignition points and condenser, extends the time between recommended tune-ups.

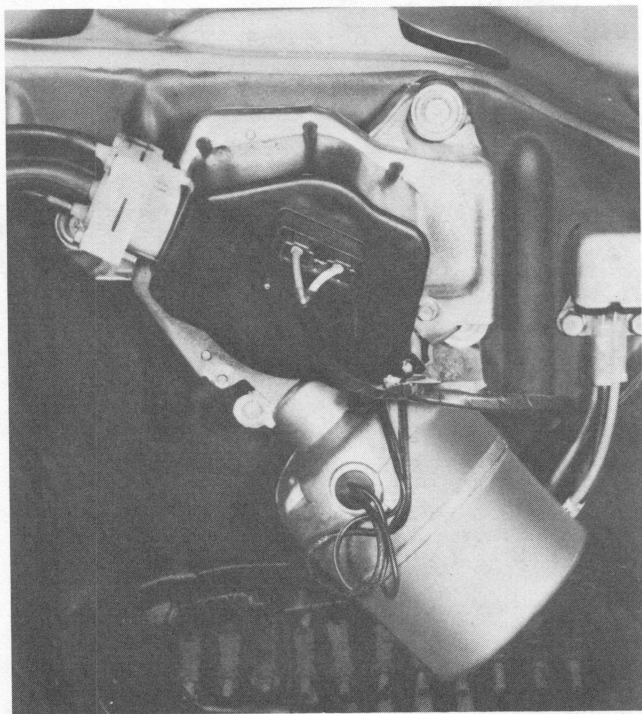
## Gasoline and Diesel Engine Specifications

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	136 @ 2800
SAE NET TORQUE (LBS.-FT.) @ RPM	225 @ 2000	265 @ 2400	305 @ 2800	360 @ 2400	282 @ 1800

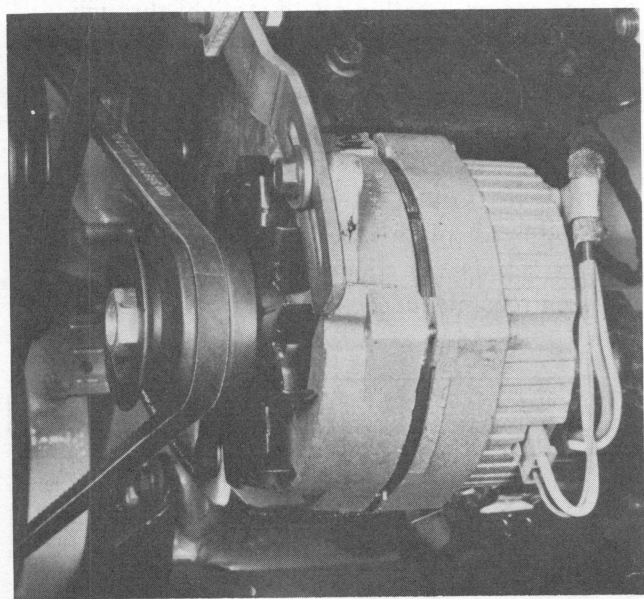
All gasoline engines are modified to operate efficiently, and with lower exhaust pollutants, on 91 octane (or higher) no-lead, low-lead, or regular fuel.  
\*NOT AVAILABLE IN CALIFORNIA. In California, see your Chevy dealer for engine availability.

All gasoline engines except the 427 V8 are modified to operate efficiently, and with lower exhaust pollutants, on 91 octane (or higher) no-lead, low-lead or regular fuel. All Chevrolet medium-duty engines except the 427 V8 may be converted to use LP Gas when permissible under Federal and State laws and regulations without causing harmful effect to the engine. Complete conversion to LPG requires adaptation by a local distributor who sells and services LPG equipment. Caution should be exercised so that the fuel tank is mounted on and is vented to the outside of the vehicle. In addition, vehicles converted to LPG should not be stored in enclosed places such as garages.

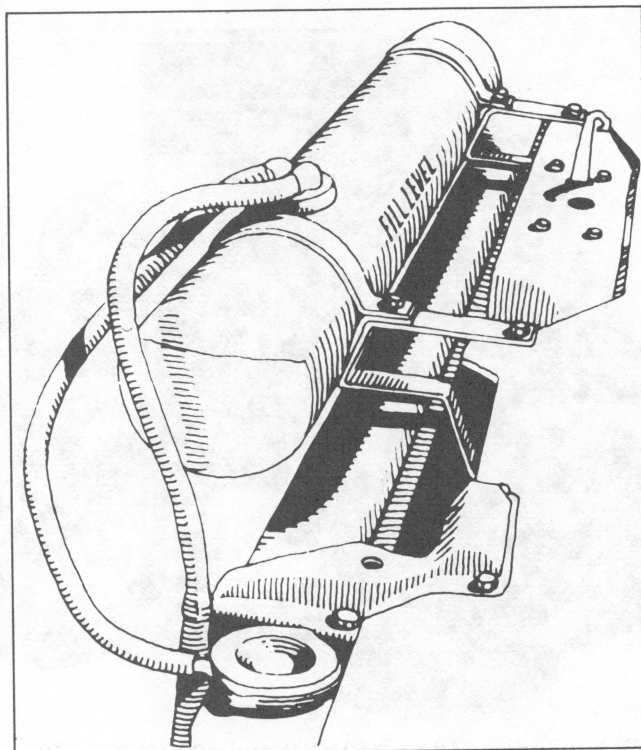
# 1977 CONVENTIONAL COOLING AND ELECTRICAL VALUE FEATURES



**Two-speed windshield wiper motor** • Reliable continuous performance • Slide-type switch for convenient control of both wipers and washers.

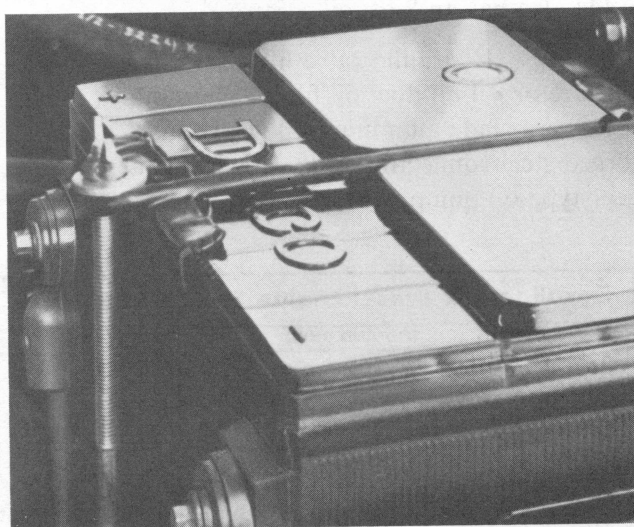


**Delcotron generators** • 42-amp standard • 61- and 80-amp available • 61-amp standard on CD60 models • Integral voltage regulators for simplified wiring.



**Coolant recovery system** • Closed system with recovery reservoir • Coolant overflow returns to radiator • Helps assure a full system at all times.

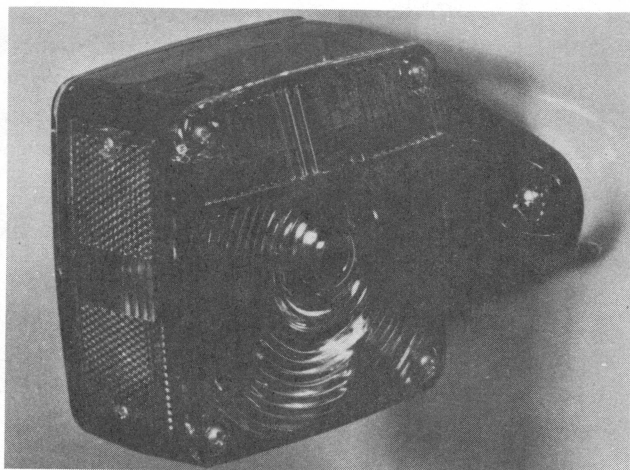
**Big cross-flow radiator** • Designed for effective cooling • From 634 square inches to 682 square inches, depending on model.



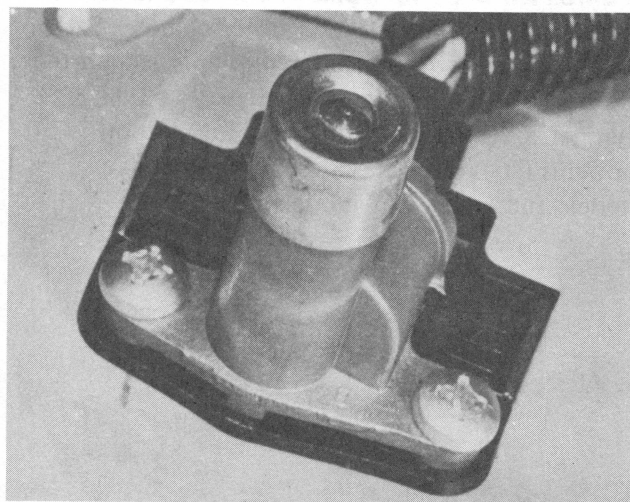
**Delco Freedom battery** replaces conventional battery • Completely sealed • Never needs water, just routine checking of built-in charge indicator • Ends vent-cap loss, corrosion caused by electrolyte spillage • Extends service life • Standard rating is 3200 watts; a 4000-watt Delco Freedom battery is available • CD60 models have two 4000-watt batteries standard.



# 1977 CONVENTIONAL ELECTRICAL VALUE FEATURES

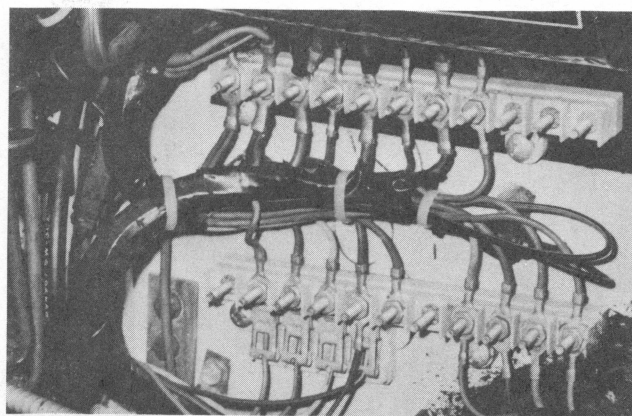


**Turn signal lamp** • Sturdy double-faced design combines side marker lamp, reflector, parking lamp and turn signal • Rugged harmonica-type connector.

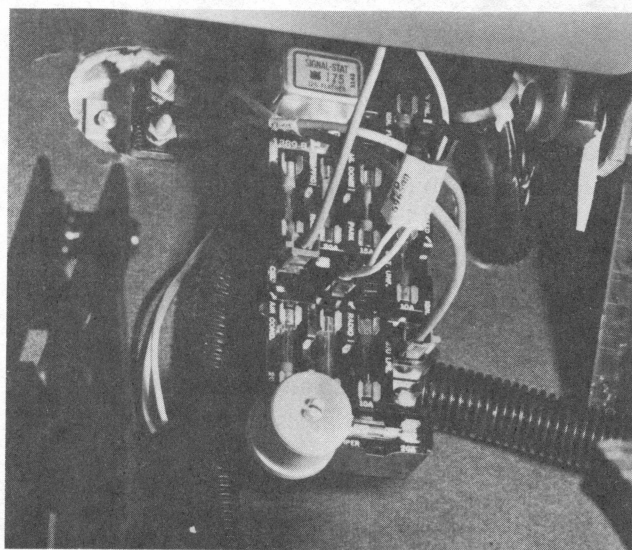


**Dimmer switch** • Located above the floor for protection from moisture • Lock connector design.

**Rear lamps** • One housing combines stop, tail and license lamps, turn signals and rear reflector • Lexan® lenses resist breaking • Electrical connections protected by a corrosion-preventive compound.



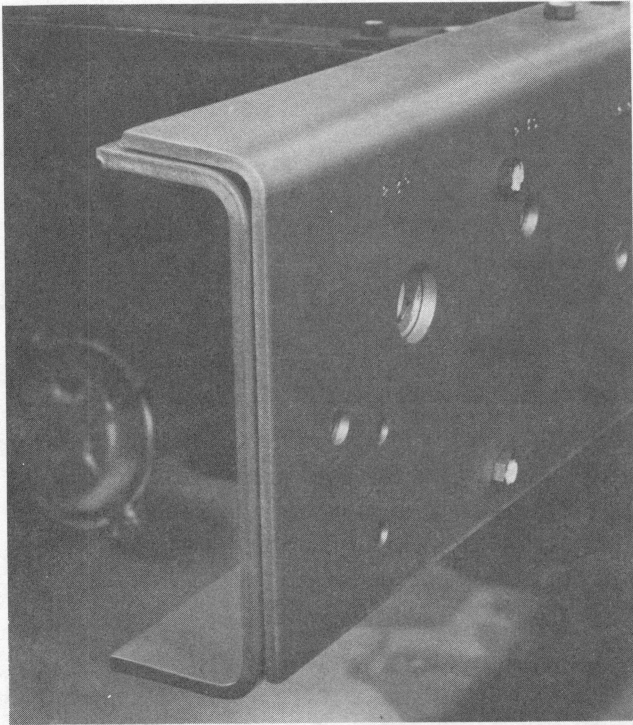
**Junction block** • Bolted terminal junction block for wiring connections • Located in engine compartment for easy checking • Printed legend and color coding for accurate circuit identification • Add circuits without cutting into main harness.



**Fuse block** • Located inside dash, opposite junction block • Easy to reach.

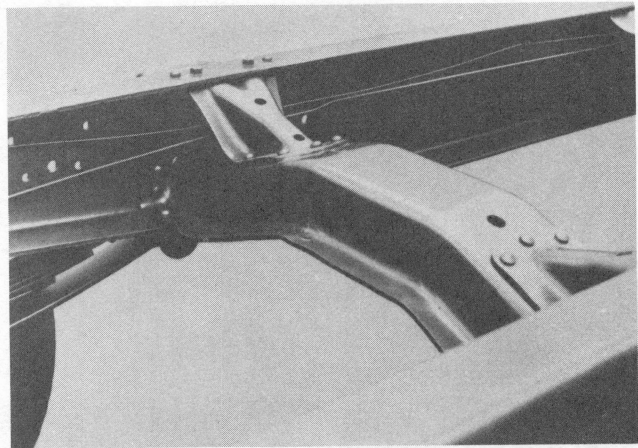


# 1977 CONVENTIONAL FRAME VALUE FEATURES



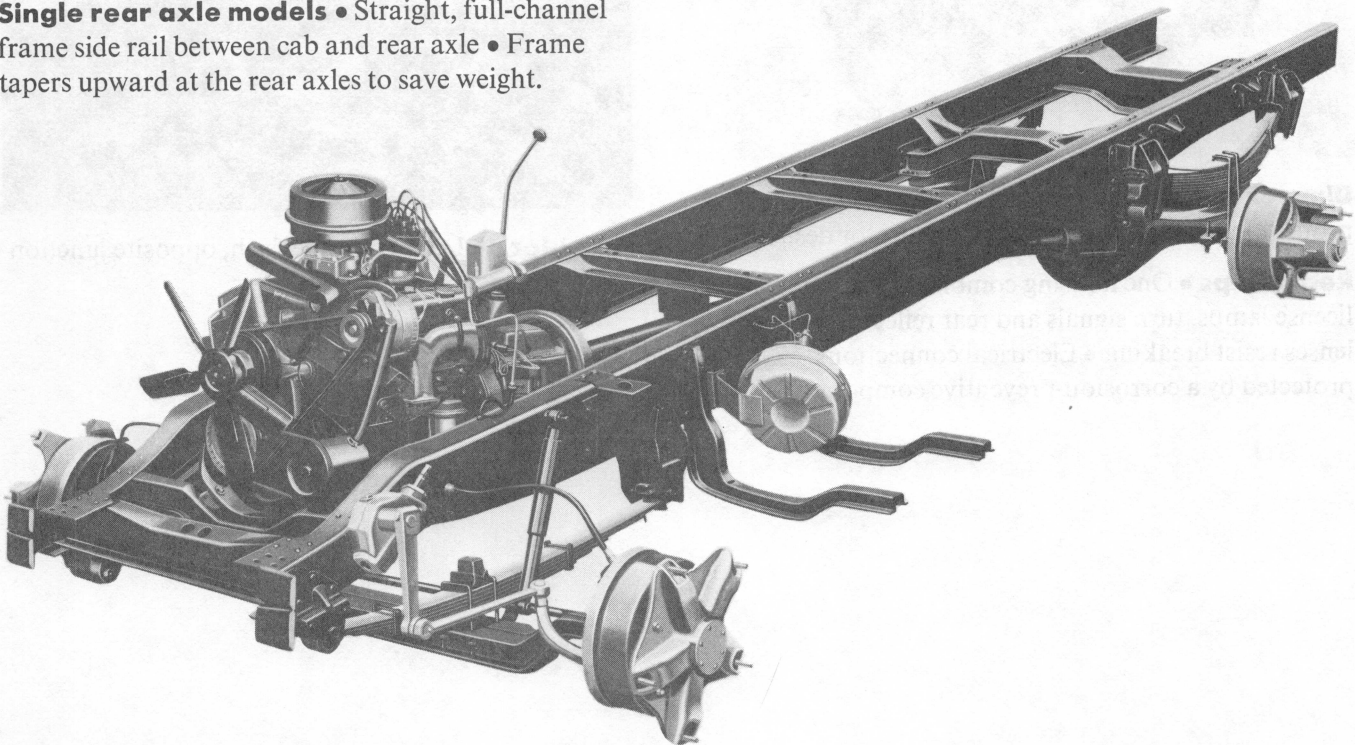
**Reinforcements when required** • For Series 60, a heavier frame with inverted “L” reinforcements having an 18.91 combined section modulus. (Also offered for Series 65 models) • High-tensile rails with SAE 950 steel and “L” reinforcements available for Series 65.

**Single rear axle models** • Straight, full-channel frame side rail between cab and rear axle • Frame tapers upward at the rear axles to save weight.

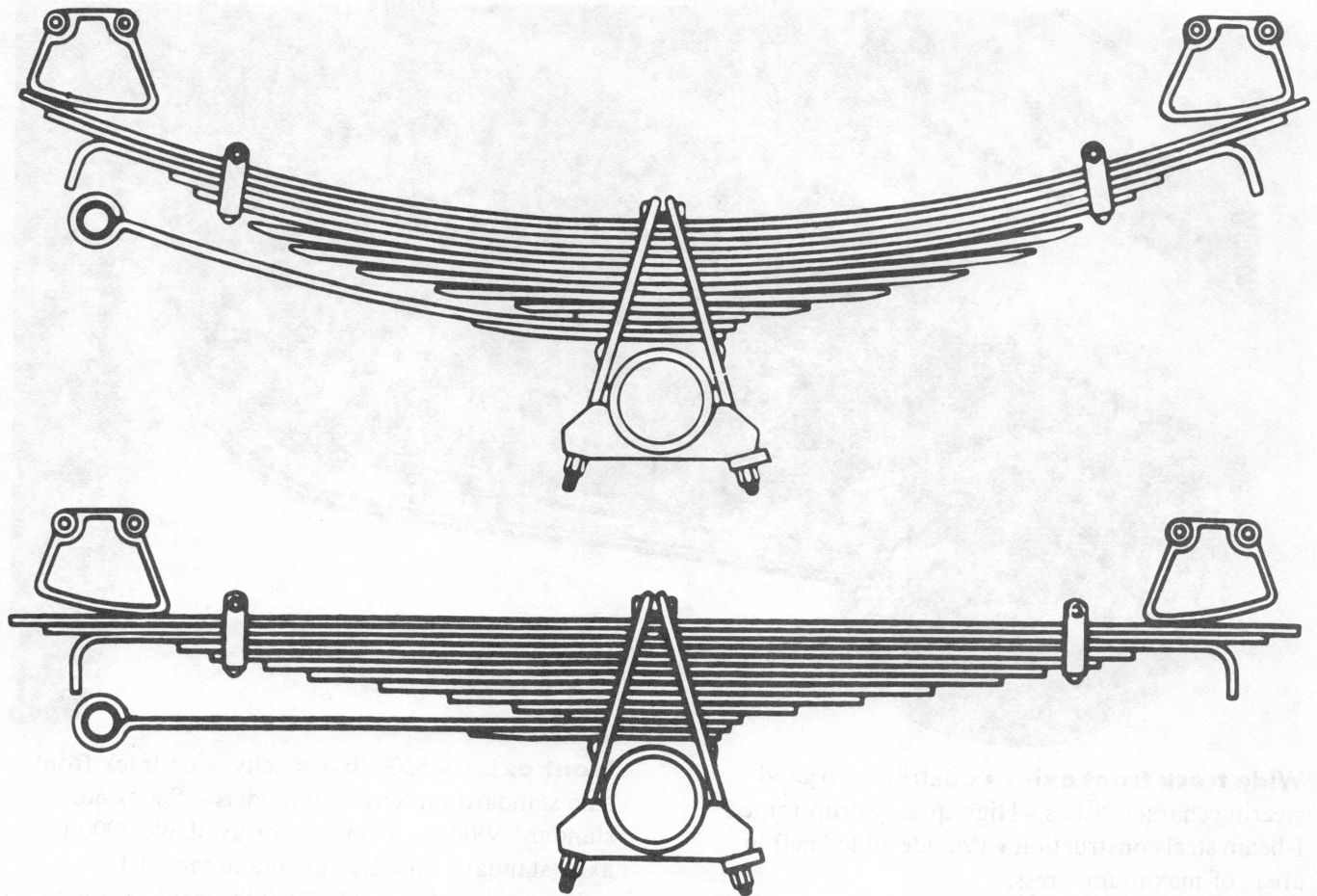


**Strong alligator jaw crossmembers** • Sturdy channel crossmembers • Alligator jaw outer ends for a strong, wide “bite” at top and bottom of frame rails • Help prevent “laddering.”

**Frames tailored to work** • Series 50 and 60 provide a frame with  $9\frac{1}{8}$ ” x 3” x  $\frac{1}{4}$ ” channel, SAE 1023 side rails and 9.38 section modulus, standard • Series 60 also offers a frame with  $9\frac{1}{4}$ ” x  $3\frac{1}{16}$ ” x  $\frac{5}{16}$ ” channel, SAE 1023 side rails and 11.80 section modulus (standard on Series CE60 air brake models and Series C65 models).



# 1977 CONVENTIONAL SUSPENSION VALUE FEATURES

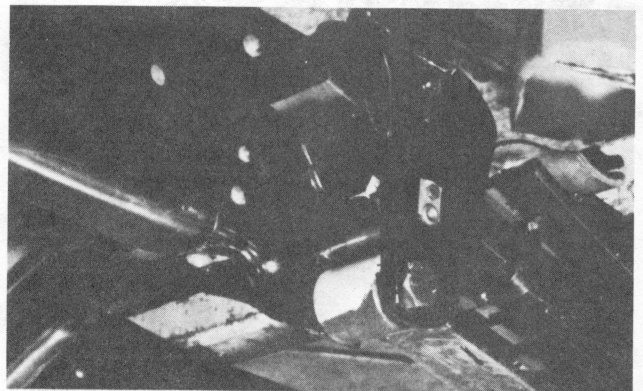


**Chevy vari-rate springs** • Front vari-rate springs are anchored in front, free to move along a cam at the rear • Rear springs are free at both ends • Same result: smooth ride without a load, strong support when weight is added.

**Series 50** • Standard 7-leaf vari-rate front springs, rated at 2000-lbs. each at the ground • With 8-leaf 5500-lb. springs at the rear.

**Series 60** • 7-leaf 3000-lb. springs provided in front, vacuum-hydraulic brake models; 3500-lb. springs with CE60 air brake models • Rear springs: 10-leaf, rated at 7500 lbs. each, vacuum-hydraulic brake models; 9-leaf, 9200 lbs. each in CE60 air brake models.

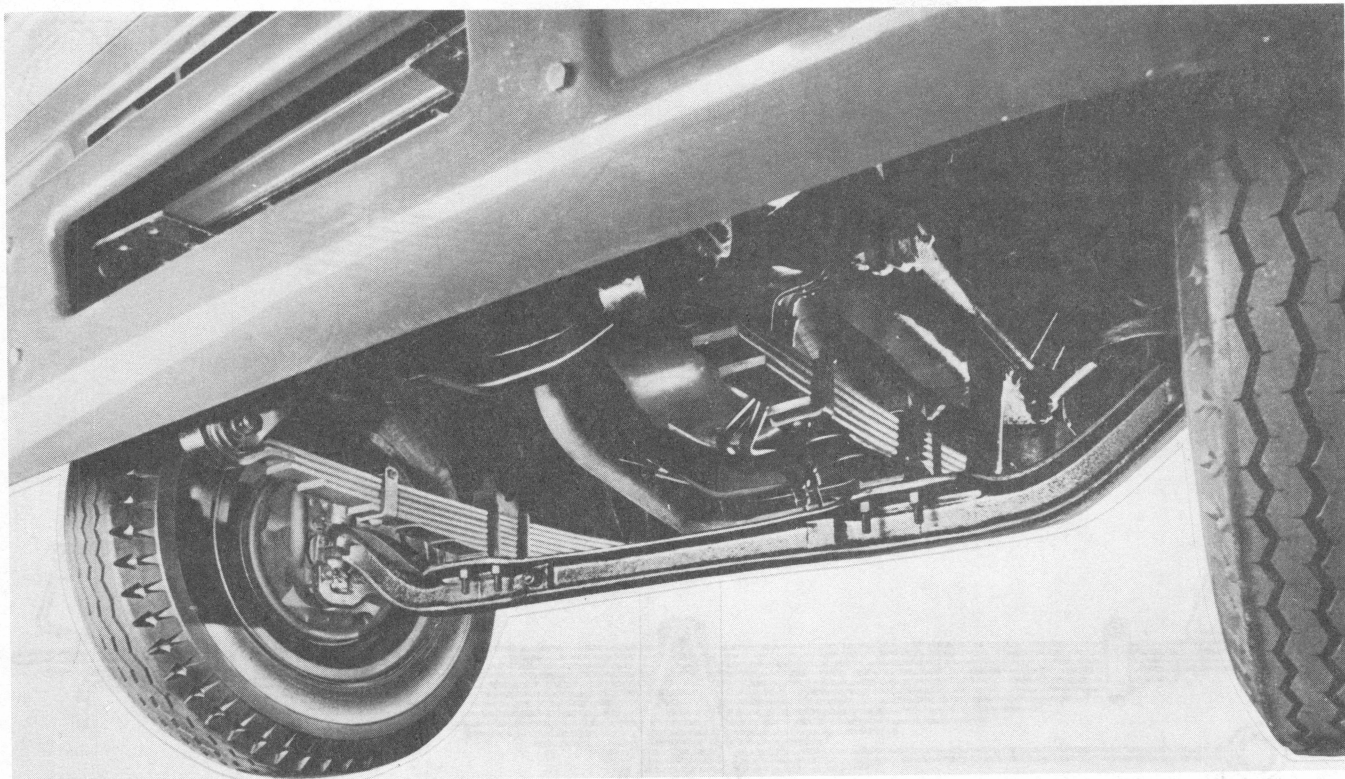
**Series 65** • Standard front springs: 7-leaf vari-rate, 3500-lb. capacity each at the ground • Rear springs: 9-leaf vari-rate, 9200-lb. capacity each on CE65; 12-leaf, 17,000-lb. capacity each on ME65 models • RPO front springs available up to 12,000-lb. capacity.



**Rear spring radius leaf bushing** • Secured with a rubber bushing • Requires no regular maintenance.

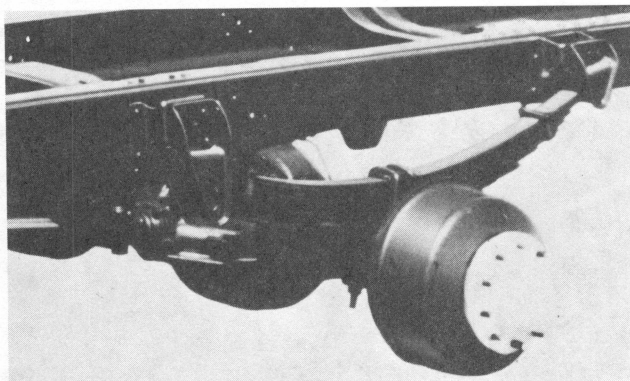


# 1977 CONVENTIONAL AXLE VALUE FEATURES

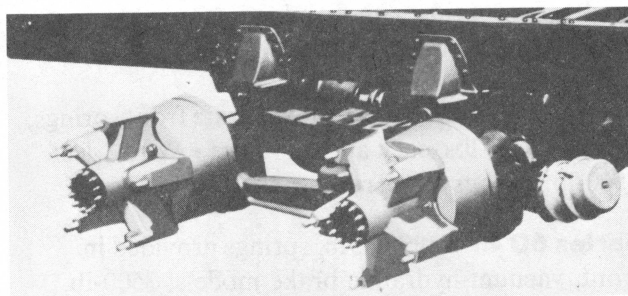


**Wide track front axles** • Contribute to good steering characteristics • High-quality drop-forged I-beam steel construction • Provide added heft in areas of maximum stress.

**Front axles** • 5000-lb.-capacity wide-track front axle standard on Series 50 models • Series 60: standard 5000-lb. front axle or available 7000-lb. axle (standard on CE60 air brake models) • Standard on Series 65: 7000-lb. front axle with 9000- and 12,000-lb.-capacity front axles available • Rugged double-acting front shock absorbers standard.



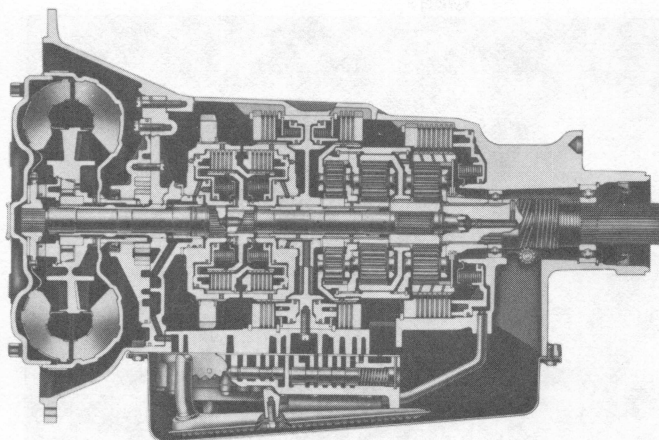
**Single rear axles** • Standard Chevrolet axle has hypoid gearing • Eaton spiral-bevel gear axles available • Series 50 models: 11,000-lb. rear axle standard, with 13,500-lb. capacity optional • In Series 60, vacuum-hydraulic brake models, 15,000-lb. rear axle standard, 17,000-lb. axle available (standard on CE60 air brake models) • For Series 65, the 17,000-lb. axle is standard; available are 18,500, 22,000 and 23,000 lbs. • All standard axles single-speed • Two-speed axles available on Series 60 and 65.



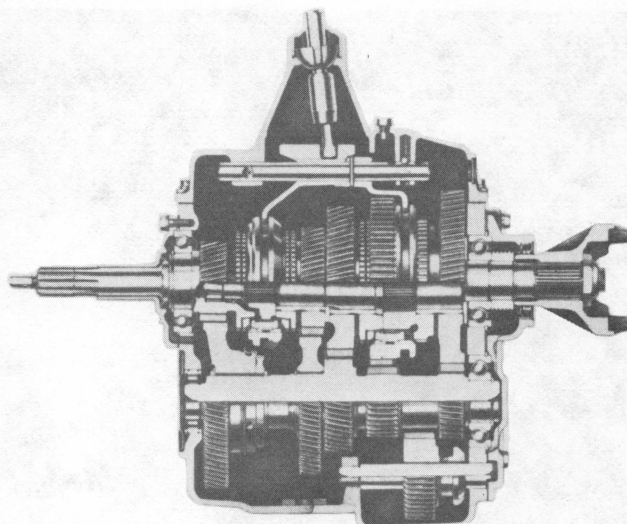
**Tandem rear axles** • ME65 models only • Eaton tandems: 30,000- and 34,000-lb. capacities • Rockwell tandems: 34,000- and 38,000-lb. capacities available • Built-in interaxle differential • Driver-operated lockout • Hendrickson suspension.



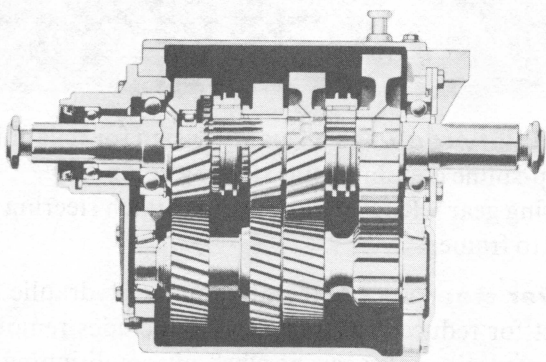
# 1977 CONVENTIONAL CLUTCH AND TRANSMISSION VALUE FEATURES



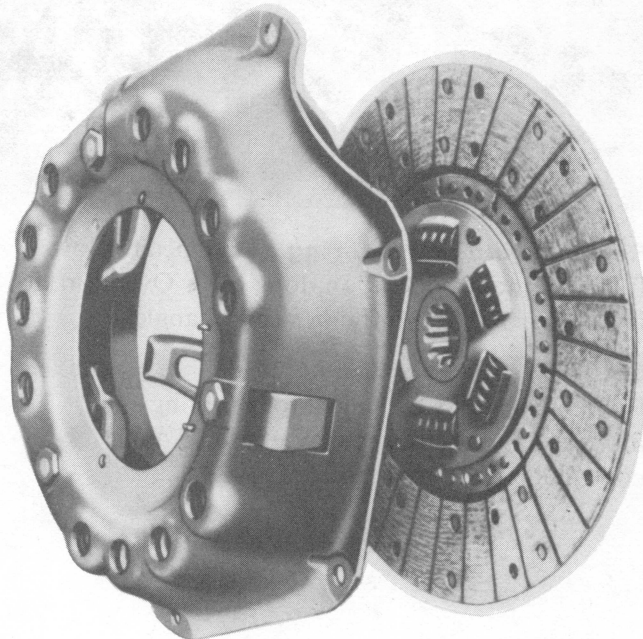
**Automatics** • Wide range of automatic transmissions available: Allison AT540 4-speed available on CE50, CE60 and CE65 models; Allison MT640G 4-speed available on CE65 air brake models; Allison MT650G 5-speed available on CE65 and ME65 air brake models • Eliminate clutch repair and replacement • Help protect engine and driveline components • Simplify driver training.



**Manuels** • Chevrolet four-speed synchromesh transmissions with PTO openings on both sides, standard on all models • Clark, Spicer and New Process units available for job-tailoring • Fuller 10-speed and 13-speed transmissions available for ME65 tandem air brake models.



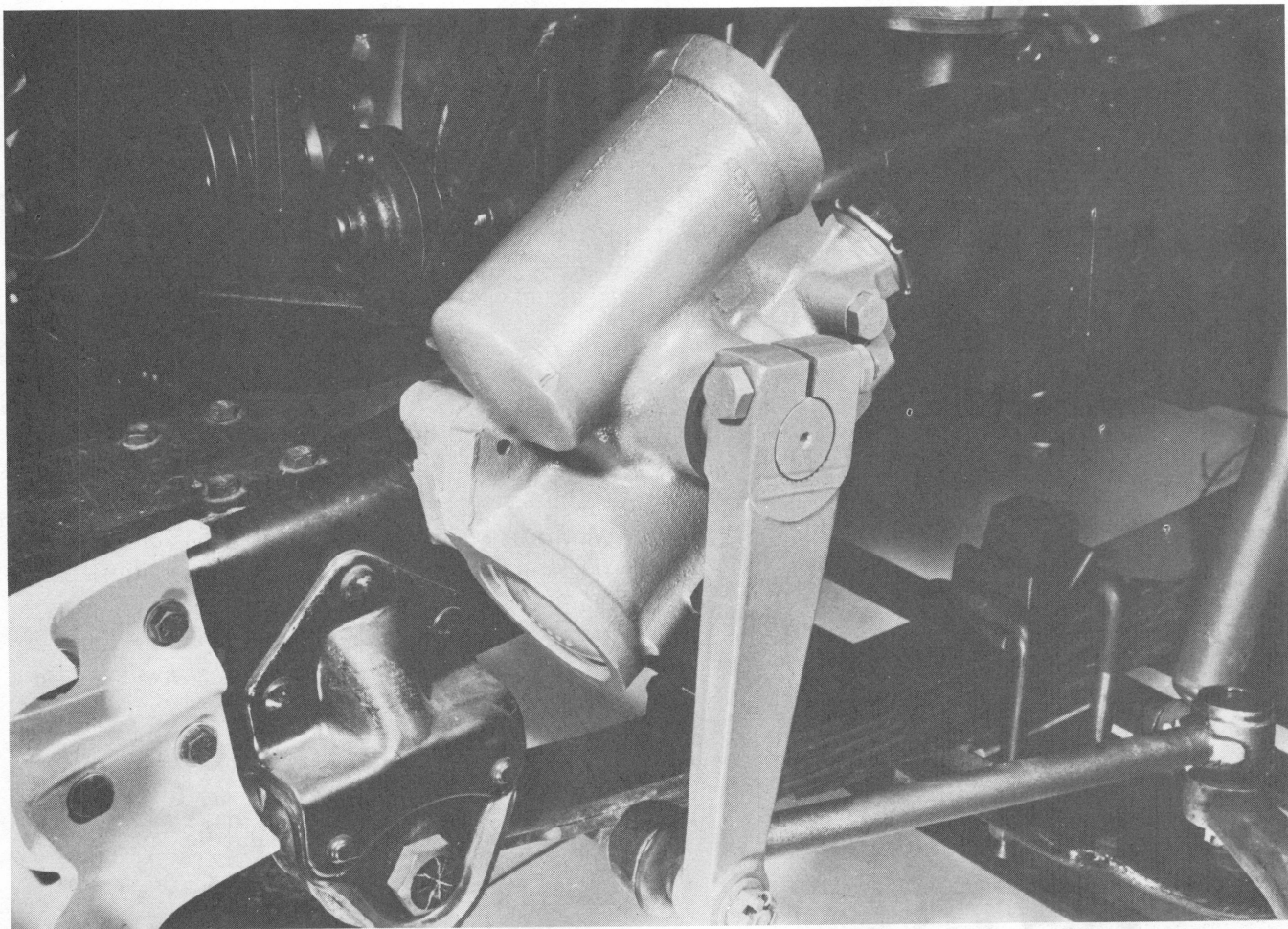
**Auxiliary transmissions** • Available on ME65 tandem • Spicer 6041 4-speed • Spicer 7041 4-speed • For tractor or dump applications • Includes single driver and passenger seats • Available in black trim only.



**Clutches** • Size matched to engine torque for efficient performance • Ventilated to help protect against burning of faces • Types include 11-inch disc with diaphragm springs, 12- and 13-inch units with coil springs (12" 2-plate clutch included with 427-V8) • Mechanical linkage standard for simplified service.

## 1977 CONVENTIONAL STEERING VALUE FEATURES

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**Recirculating ball steering** • Designed for low friction, smooth operation, long life • Overall ratio is 28.14 to 1 • Comfortable steering angle.

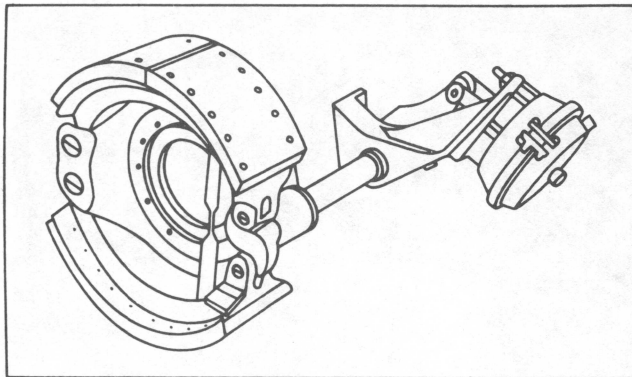
**Steering gear location** • Outside frame, near front of engine • Convenient for checking and lubrication • Resulting steering column angle contributes to driving ease.

**Durability features** • Quality design for reliability • Slip-spline coupling joins steering column to steering gear • Rugged torque nuts attach steering gear to frame.

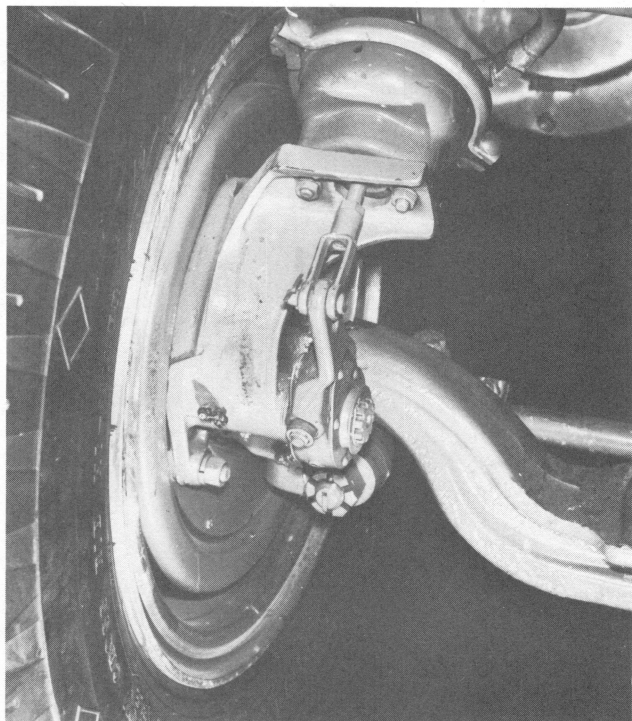
**Power steering** • Integral design • Hydraulic assist for reduced turning effort • Includes remote-mounted oil cooler except when air conditioning is specified • Available with 5000- and 7000-lb. front axles • Included with 9000- and 12,000-lb. front axles.



## 1977 CONVENTIONAL BRAKE VALUE FEATURES



**Full air brakes** • Available on most Series 60-65 models • All air-braked Chevrolet trucks comply with FMVSS-121 standards for stopping distances, brake application and release times, wheel-lock control requirements • Chevy air-brake systems provide increased front braking torque, increased front axle capacity and the AC Spark Plug Wheel Lock Control System as standard equipment • Eaton Wheel Lock Control System also available • Specifications and availability of standard and/or optional equipment may change to meet new Federal standards • See Truck Data Book or technical bulletins for detailed information.



**Orscheln-type parking brake** • Internal-expanding type or external band-drum • Self-adjusting • With vacuum brakes only.

**Vacuum-hydraulic brakes** • Dash-mounted master cylinder, frame-mounted vacuum booster. • Engine-driven vacuum pump and 1000-cu.-in. vacuum tank on CD60 models.

**Delco Hi-Performance hydraulic booster** and split brake system available (RPO JM7) • Features increased pressure output, excellent pedal feel, electrically powered backup system for hydraulic pump • Master cylinder provides two hydraulic systems, each operating independently • Not available on ME65 tandem models.

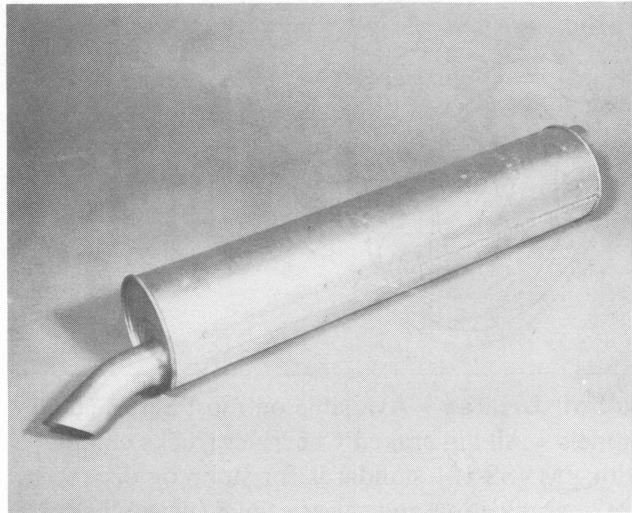
## 1977 CONVENTIONAL COMPONENT VALUE FEATURES



**Driveline** • Driveshaft is designed for efficient power transfer • Accurate balance and minimum flexing • Needle-bearing-type universal joints • Cushion-mounted center bearings.



**Wheels** • Drop-center "XL" design—standard • Two-piece construction with a 5° bead seat for high tire contact pressure • 20 x 6.0 XL disc wheel standard on C50 and C60; 20 x 6.5 XL disc wheel available • Wheel choice includes disc and cast spoke wheels with standard nylon cord tube-type tires in a range of sizes and tread patterns.



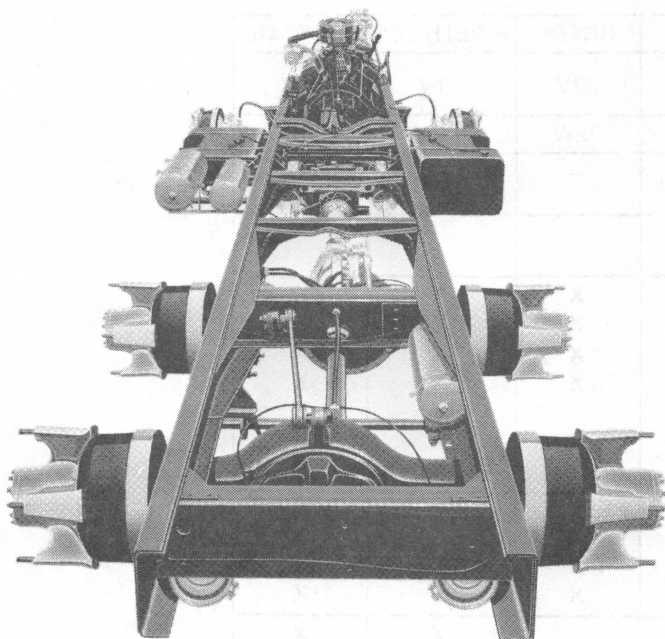
**Exhaust system** • Aluminized • Extended component life.

### **Exterior noise-abatement equipment**

- Available on all models, is required for noise-restricted areas • Basic option is a larger muffler
- Stainless steel exhaust is required with 366 V8
- Temperature-controlled fan required with 366 V8 (standard on ME65 tandem models).



# 1977 CONVENTIONAL TANDEM-AXLE MODELS

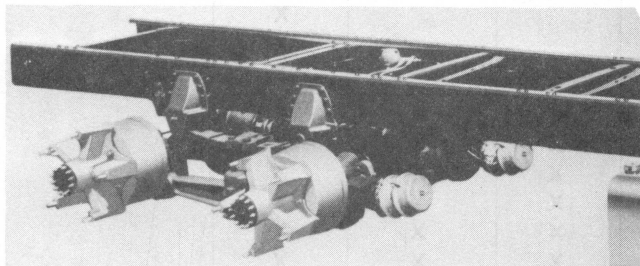


**Tandem frames** • High-tensile steel with full-depth channel-type side rails • Inverted "L" reinforcements from front spring hangers to end of frame • Bogie area reinforced for even more stiffness at the rear suspension.

## MODEL

## ME65

GVWR	35,400-50,000 lbs.
GCWR	60,000 lbs.
Wheelbase	149-167-185-195-209
Engine	366 V8
Front Axle	7000 lbs.
Rear Axles	EATON 34DS
Transmission	NP542GL
Suspension	RT340



**Eaton tandem axles** with spiral-bevel gearing are standard with vacuum brakes • Capacity is 30,000 lbs. Air brake models have Rockwell 34,000-lb.-capacity axles standard • Reliable Hendrickson suspension • Driving and braking force transmitted through torque rods and equalizing beams • Springs only cushion the load, divided equally between the axles • Built-in interaxle differential eliminates wheel fight, helps extend tire life • Driver-operated lockout supplies equal power to each axle for added traction as needed.

# 1977 CONVENTIONAL EXTERIOR/INTERIOR COLORS

			BLUE	GREEN	FIRETHORN	BUCKSKIN
Custom Deluxe Interior (Std.) Plaid Vinyl Bench Seat			25V	32V	71V	64V
Scottsdale (Z62)			25W	32W	71W	64W
Cheyenne (Z84) Custom Vinyl Bench Seat			25W	—	—	64W
	Pri- mary	Sec- ondary				
MIDNIGHT BLACK	86	86	X	X	X	X
Frost White	86	12	X	X	X	X
Cardinal Red	86	70	X	X	X	X
Hawaiian Blue	86	23	X	X	X	X
Mahogany	86	76			X	X
Neutral	86	60	X	X	X	X
Buckskin	86	65	X	X	X	X
HOLLY GREEN	46	46		X		X
Frost White	46	12		X		X
Mahogany	46	76		X		X
Santa Fe Tan	46	60		X		X
CARDINAL RED	70	70			X	X
Frost White	70	12			X	X
Santa Fe Tan	70	60			X	X
MAHOGANY	76	76			X	X
Frost White	76	12				X
TANGIER ORANGE	88	88				X
Frost White	88	12				X
Santa Fe Tan	88	60				X
WHEATLAND YELLOW	87	87				X
Frost White	87	12				X
Santa Fe Tan	87	60				X
WHITE	12	12	X	X	X	X
Cardinal Red	12	70	X	X	X	X
Hawaiian Blue	12	23	X	X	X	X
Mahogany	12	76	X	X	X	X
Neutral	12	60	X	X	X	X
Deep Blue	12	27	X	X	X	X
HAWAIIAN BLUE	23	23	X			X
Frost White	23	12	X			
DARK BLUE	27	27	X			X
Frost White	27	12	X			X
Cardinal Red	27	70	X			
Santa Fe Tan	27	60	X			X



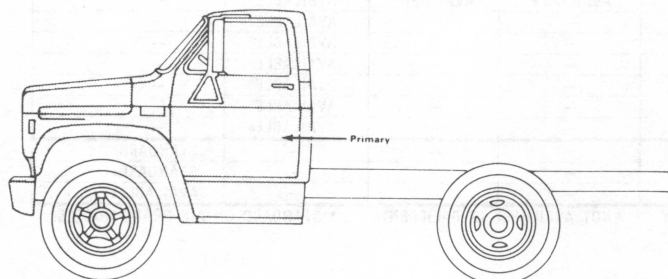
# 1977 CONVENTIONAL EXTERIOR/INTERIOR COLORS

			BLUE	GREEN	FIRETHORN	BUCKSKIN
Custom Deluxe Interior (Std.) Plaid Vinyl Bench Seat			25V	32V	71V	64V
Scottsdale (Z62)			25W	32W	71W	64W
Cheyenne (Z84) Custom Vinyl Bench Seat			25W	—	—	64W
	Pri- mary	Sec- ondary				
RUSSET (M)	68	68				X
Frost White	68	12				X
Santa Fe Tan	68	60				X
SANTA FE TAN	60	60	X	X	X	X
Frost White	60	12	X	X	X	X
Cardinal Red	60	70	X	X	X	X
Hawaiian Blue	60	23	X	X	X	X
Dark Blue	60	27	X	X	X	X
Mahogany	60	76	X	X	X	X
BUCKSKIN	65	62	X	X		X
Frost White	65	12		X	X	X
Santa Fe Tan	65	60	X			X

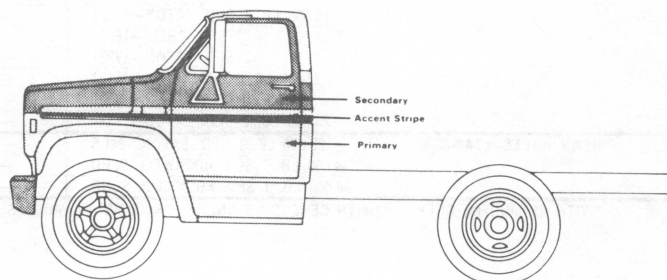
The above color and trim combinations are only recommendations. A customer may select any standard color and trim combination he desires, but these choices are strictly at his discretion. (If no trim is specified, factory will ad 64V or 64W).

NOTE: CD60 Series is available with 25V, 71V and 64V interiors only.

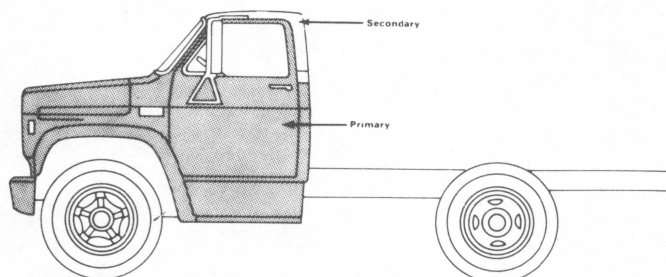
**RPO ZY1**



**RPO ZY4**



**RPO ZY2**



Deluxe two-tone paint schemes (RPO ZY4) feature a vinyl applique accent stripe at the belt line. See the chart below for the available color-stripe combinations.

**ZY4 APPLICATION CHART**

PRIMARY	SECONDARY	ACCENT STRIPE
Frost White—12	Midnight Black—86	Red/Red Orange
Frost White—12	Holly Green—46	Black/Silver
Frost White—12	Hawaiian Blue—23	Black/Silver
Frost White—12	Tangier Orange—88	Red/Red Orange
Frost White—12	Deep Blue—27	Black/Silver
Frost White—12	Wheatland Yellow—87	Red/Red Orange
Frost White—12	Cardinal Red—70	Black/Silver
Frost White—12	Santa Fe Tan—60	Red/Red Orange
Frost White—12	Mahogany—76	Black/Silver
Frost White—12	Russet (M)—68	Black/Silver
Frost White—12	Buckskin—65	Black/Silver

Match Interior Trim to Secondary Color.

Fiberglass Tilt Hood RPO T50 Not Available

# 1977 CHEVROLET MEDIUM-DUTY CONVENTIONAL SPECIFICATIONS

SERIES		CS/CE50	CS/CE60	CD60	CE65	TANDEM ME65
MAXIMUM GVW (LBS.)		18,500	24,000	24,000	32,060	44,860
MAXIMUM GCW (LBS.)		32,000	32,000*45,000†	—	45,000	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—AT 540	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. CHEV.—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.



# 1977 CHEVROLET MEDIUM-DUTY STEEL TILTS



**Short 72" cab**, tough truck chassis • Setback front axle allows higher weight distribution to front axle, as much as 1000 lbs. more than conventional cabs with comparable ratings • Short 72" BBC permits longer truck bodies or semi-trailers within a given overall length • Tight 39° turn angle reduces curb-to-curb diameters, quickens steering response for maneuvering in city traffic • Available in two series: TE60 with GVWRs from 17,280 to 25,160 lbs. and TE65 with GVWRs from 21,200 to 32,760 lbs.

## Wide choice in WB and CA dimensions.

Dimensions (Inches)				
MODEL	WB	CA	CE	OL
TE66413	109	84	132	209
TE61803 TE66803-13	133	108	168	245
TE62003 TE67003-13	145	120	180	257
TE62303	163	138	198	275
TE67303-13	163	138	231	308
TE62503 TE67503-13	175	150	243	320

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

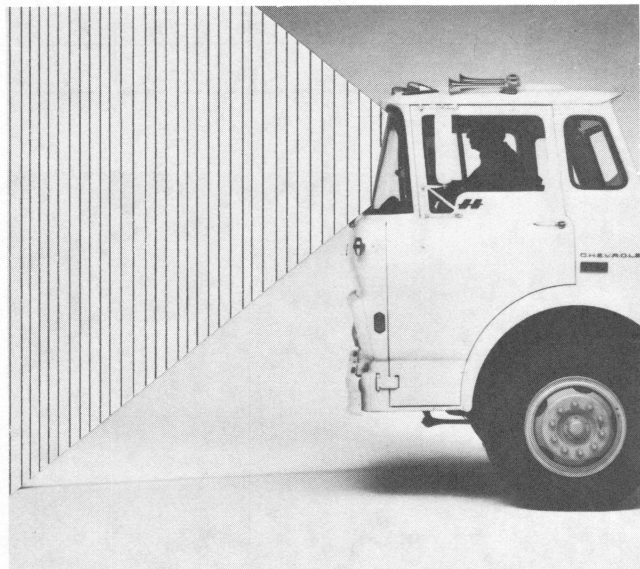


# 1977 CHEVROLET STEEL TILT CAB VALUE FEATURES



**Big, comfortable interior** • Plenty of room for three men with available two-passenger auxiliary seat • Deluxe heater located in center of cab for good warm-air distribution • Entire under-cab is fiberglass insulated against heat and noise • Available interior noise-reduction package includes added insulation for engine compartment, control island, roof panel • Available exterior equipment, required for noise-restricted areas, includes a larger muffler • Stainless steel exhaust, temperature-controlled fan required on some models.

**Non-glare instrument panel** • Displays gauges and warning lights directly in front of driver for easy monitoring • Raised cluster includes speedometer with mph and new kph scales; odometer; gauges for fuel, water temperature, air pressure (air-brake models); plus a full set of warning lamps. Also standard: two-speed electric windshield wipers / washers, driver's sun visor, dome-lamp, heavy rubber floor mat, blinker switch for clearance lamps, emergency switch.



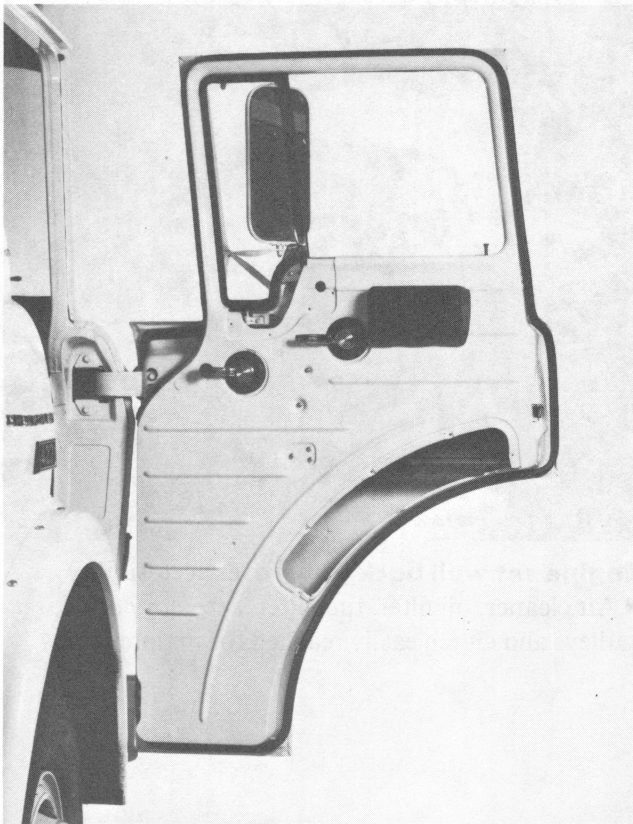
**Good visibility down front** • Cab-forward design lets driver see road up close • Large glass area with wraparound windshield provides a good view overall.



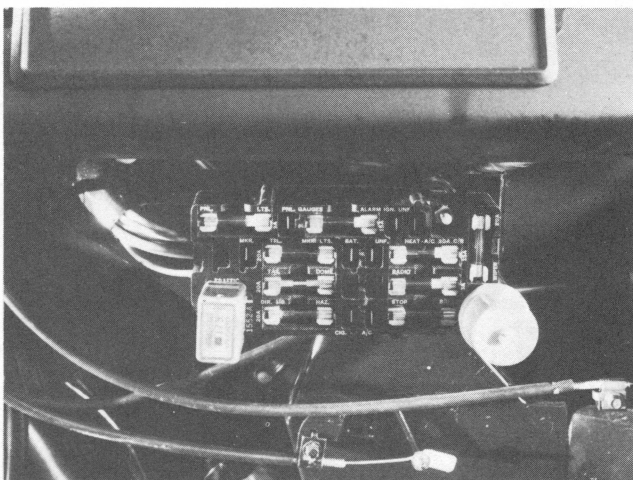
**Easy entry, exit** • Wide-opening doors have weather-protected steps • Standard driver's seat adjusts 4" fore and aft for individual comfort • Chair-height seat includes retractable seat belts and left-hand armrest.



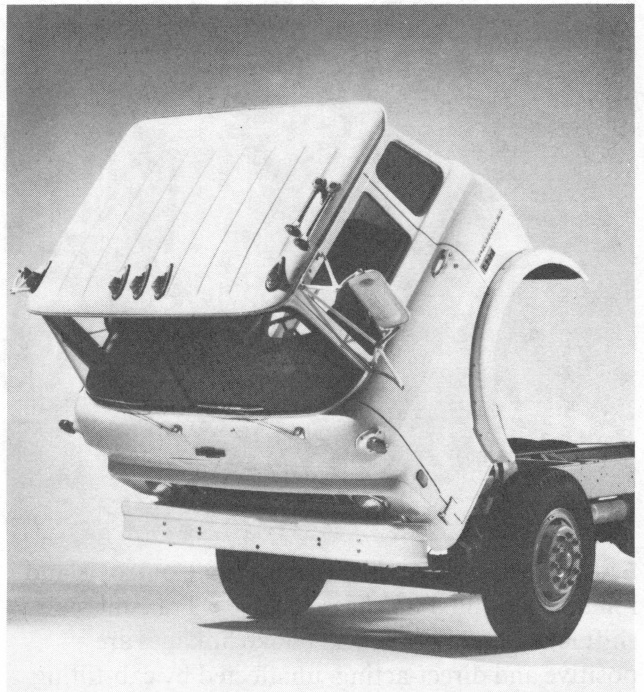
## 1977 CHEVROLET STEEL TILT CAB VALUE FEATURES



**Door access panels** • Large removable panel permits servicing window operating mechanism • Small upper panel allows access to door latch • Right-hand armrest is included with available passenger seat.



**Electrical reliability features** • Main fuse block located in center of cab • Quick visual checking, easy replacement of fuses • Headlamp dimmer switch located above cab floor for protection from dirt and corrosion.



**Ribbed roof panel** • Formed ribs add strength, stiffness to roof of cab • Roof-mounted dual air horns are available.

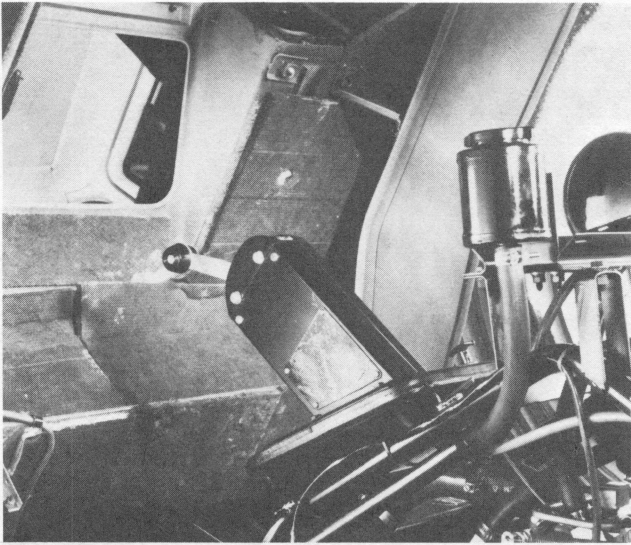
**18" wiper arms** • Clear large area of wraparound windshield • Two-speed electric motor • Windshield washers included.

**High-level air intake** • Outside-air intake for heater and ventilating system is located high above the road surface.

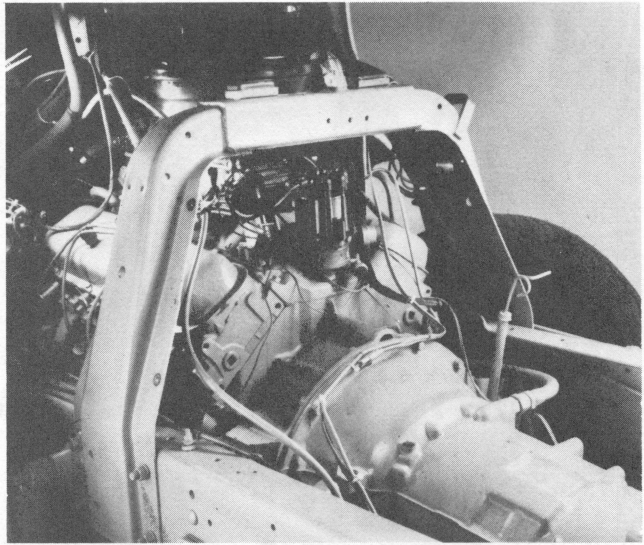
**Wraparound front bumper** • Offers added protection for corners of cab • Five-bolt mounting directly to frame.

**Delco Freedom battery** • Now standard • Completely sealed • Never needs water, just routine checking of its built-in charge indicator • Standard rating: 3,200 watts • 4,000-watt battery available.

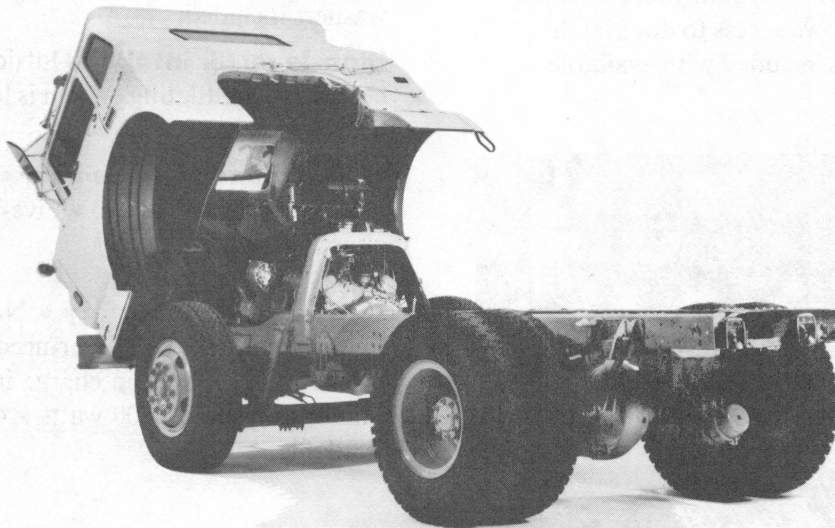
## 1977 CHEVROLET STEEL TILT CAB VALUE FEATURES



**Stationary operating controls** • Control island remains mounted on chassis frame • Transmission shift lever, hand brake and choke linkages are positive and direct-acting, unaffected by cab-tilting feature • No need to disconnect, reconnect or adjust these linkages.



**Engine set well back** • Improves accessibility • Air cleaner, oil filter, fuel filter, accessory drive pulleys and clutch easily reached for maintenance.

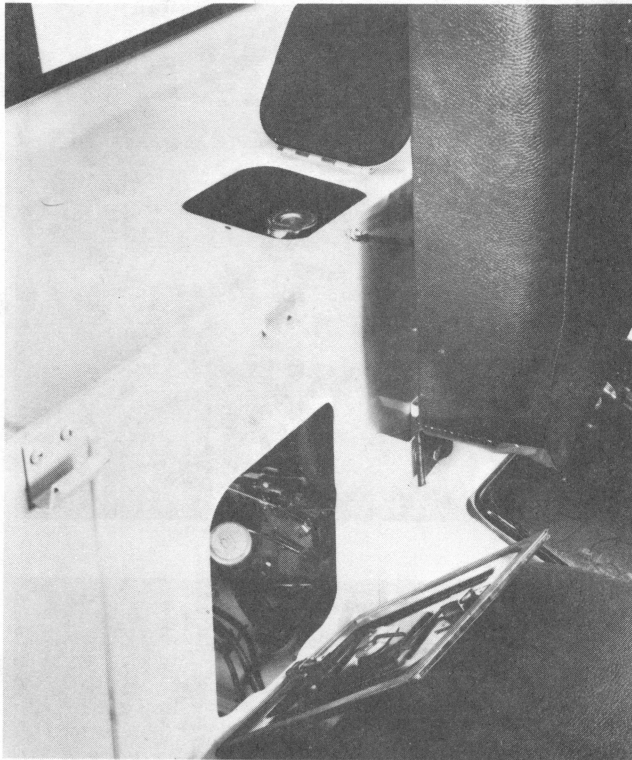


**Full access, easy servicing** • Cab tilts forward 55°, exposing engine and front-end components • Plenty of room for mechanic between frame and front tires • Tilting mechanism is counterbalanced

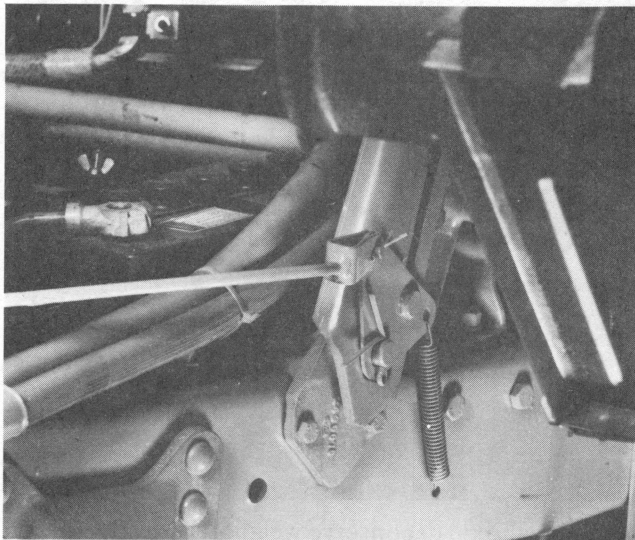
for easy operation • Adjusting lever varies counterbalancing torsion as needed • Constantly loaded tilting mechanism stays tight, quiet.



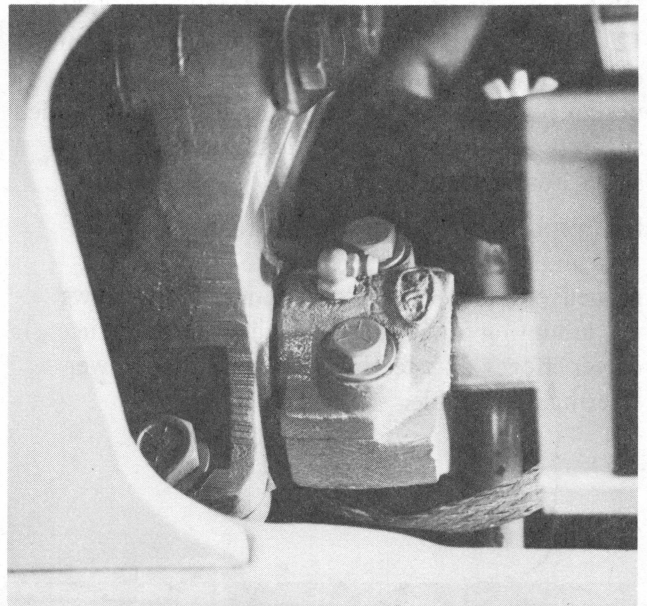
## 1977 CHEVROLET STEEL TILT CHASSIS VALUE FEATURES



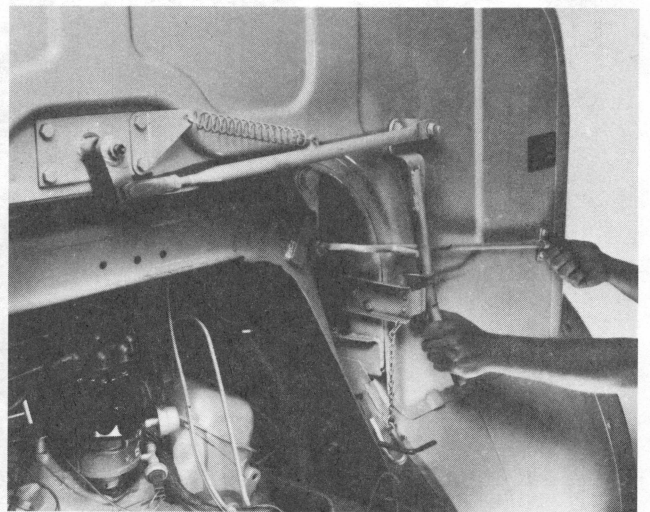
**Easy fluid level checks** • Without tilting cab  
• Dipstick and oil filler neck are reached through removable panel behind auxiliary seat • Radiator cap is accessible through a hinged door in the shelf below the rear window.



**Tilt-back safety latch** • Cab locks in full-tilt position, preventing accidental return • Tilts back only when safety latch is released • Pull handle extends to rear of cab.



**Cast bearings and brackets** • Torsion-bar tilting pivot passes through these rugged bearings and brackets attached to cab floor and frame • Cast, not stamped • Less likely to work loose, cause maintenance problems.

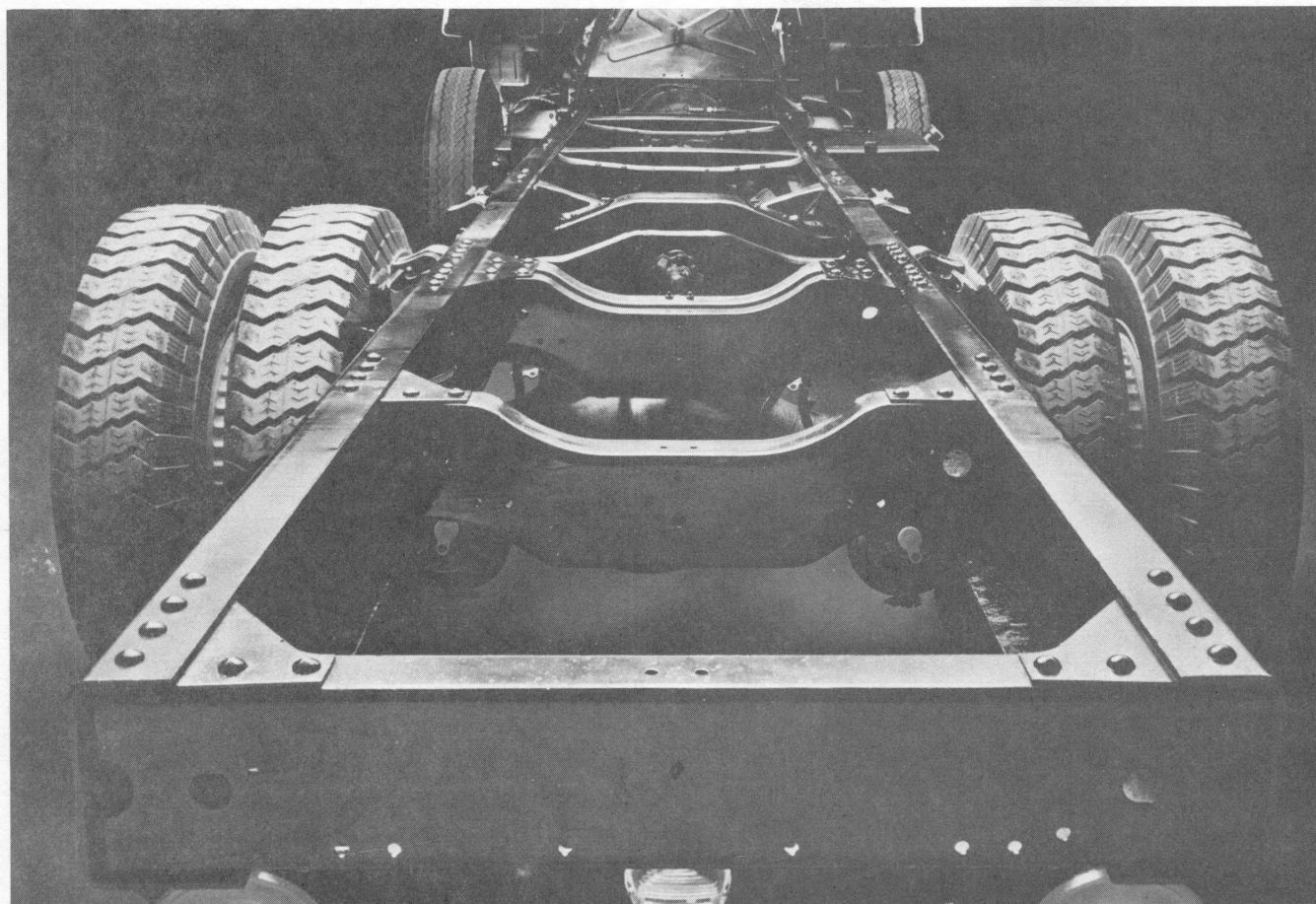
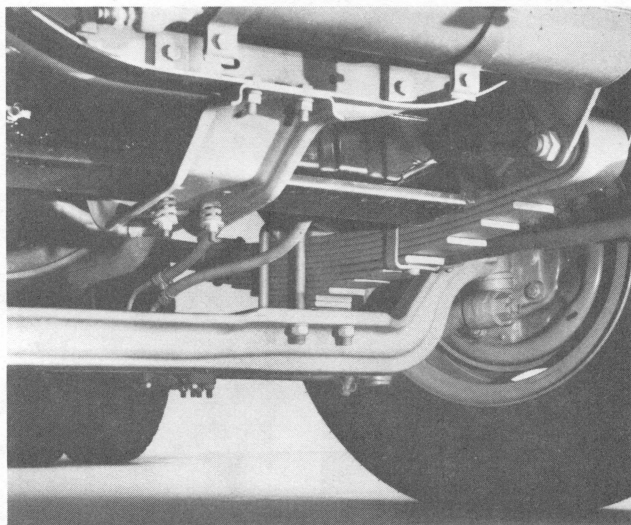


**Double-latching tilt mechanism** • Holds cab in normal operating position • Both latches must be released before tilting cab • Primary handle may be padlocked for security.

## 1977 CHEVROLET STEEL TILT CHASSIS VALUE FEATURES

**High-capacity front axles** • Rated from 7000 to 12,000 lbs. Semi-elliptic leaf springs give high front-end load capacity and durability • Variable-rate design provides soft action under light loads, added stiffness as weight increases. Double-acting front shock absorbers are standard.

**Recirculating ball-gear steering** • Tight 39° turn angle, high 28.14:1 gear ratio for excellent maneuverability • Double U-joint column allows flat mounting for 20" steering wheel, helps reduce driver effort • 22" steering wheel offered • Power steering is available.



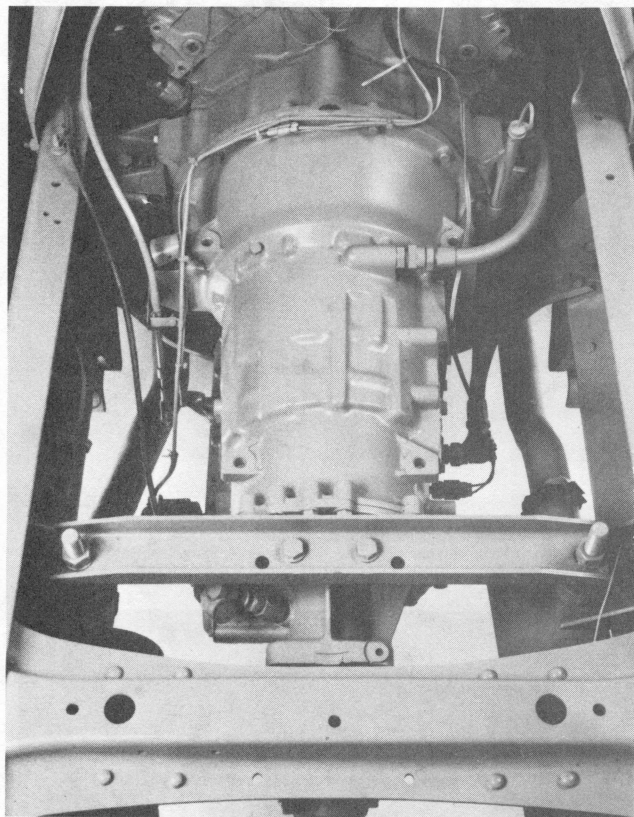
**Frame built for rugged service** • Straight full-channel side rails provide strength in the high-stress area between cab and rear axle • Front portion is flared to provide broad-based support for pivoting front cab mounts • Lower rail edges taper upward

behind rear axle to conserve weight where added strength is not needed • Channel crossmembers have alligator-jaw outer ends for wide "bite" at top and bottom of frame rails • Helps prevent "laddering," the opposing front-to-rear movement of side rails.



# 1977 CHEVROLET STEEL TILT CHASSIS VALUE FEATURES

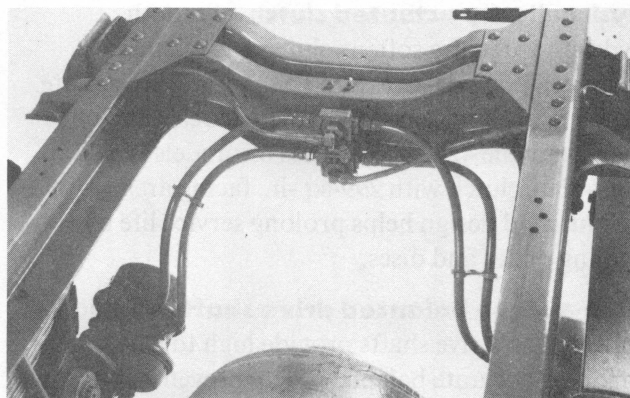
**Four- or five-speed transmissions** • New Process 4-speed is supplied with single and 2-speed rear axles, Series 60 and 65. Available Clark, Spicer and New Process 5-speeds for use with 2-speed axles come in wide-range and short-fourth versions.



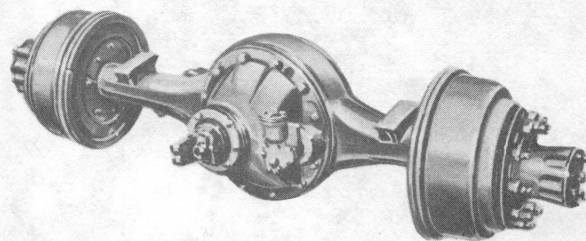
**Allison automatics available** • For straight-truck service, maximum GVWR 33,000 lbs. • AT540 4-speed offered for all models • MT640 4-speed and MT650 5-speed automatics also available for T65 models with full air brakes • Automatic transmission eliminates clutch maintenance problems, simplifies driver training • Especially helpful in stop-and-go service • Option includes heavy-duty cooling.

**Vacuum-hydraulic brakes** • Standard on all Series 60 and some Series 65 Steel Tilts • Dual-master cylinder, frame-mounted booster • Orscheln-type parking brake is easy to apply and release, adjusts quickly at handle.

**Delco Hi-Performance hydraulic booster** and split brake system available • Features increased pressure output, excellent pedal feel, electrically powered back-up system for hydraulic pump • Master cylinder provides two hydraulic systems, each operating independently • Required for registration in the State of Massachusetts.



**Full air brakes** • Available on most Series 60-65 models • All air-braked Chevrolet trucks comply with FMVSS-121 standards for stopping distances, faster brake application and release times, and wheel-lock control requirements • Chevy air-brake systems provide increased front braking torque, increased front axle capacity and the AC Spark Plug Wheel Lock Control System as standard equipment • Eaton Wheel Lock Control System also available • Specifications and availability of standard and/or optional equipment may change to meet new Federal standards • See Truck Data Book or technical bulletins for detailed information.



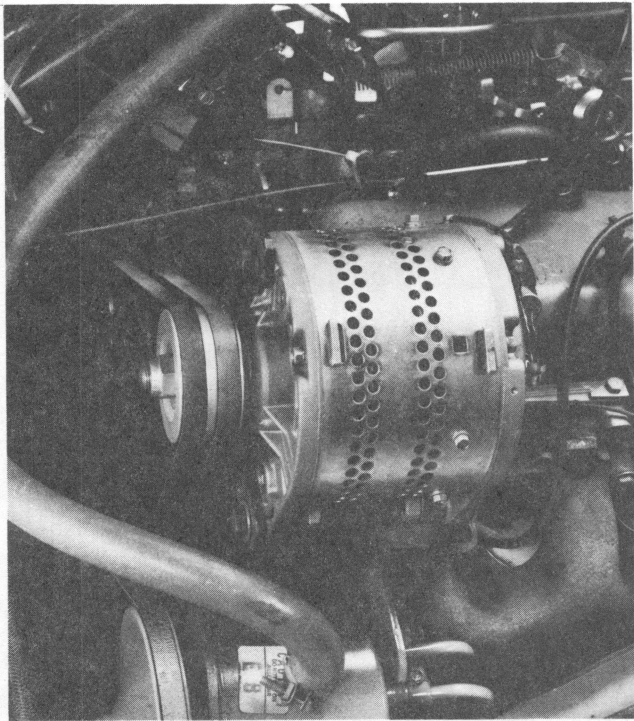
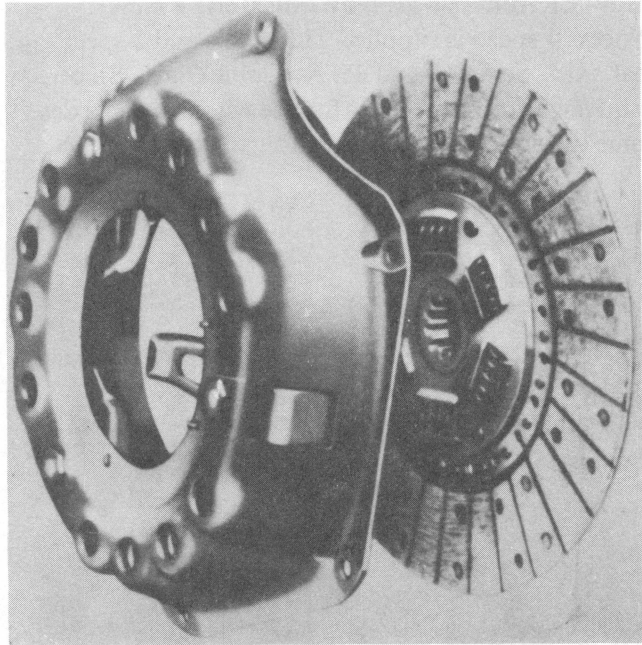
**Single- and 2-speed rear axles** • Chevrolet single-speed hypoid axles standard, rated at 15,000 lbs. on the T60 and 17,000 lbs. on the T65 • New Chevrolet 18,500-lb. axle available on T65 models. • Also available in two-speed versions with push-pull electric shift • Eaton spiral-bevel axles are offered for Series 65: single-speeds and a 2-speed each rated at 18,500 lbs.; another single-speed rated at 22,000 lbs.; and a 2-speed with a 23,000-lb. rated capacity.

# 1977 CHEVROLET STEEL TILT CHASSIS VALUE FEATURES

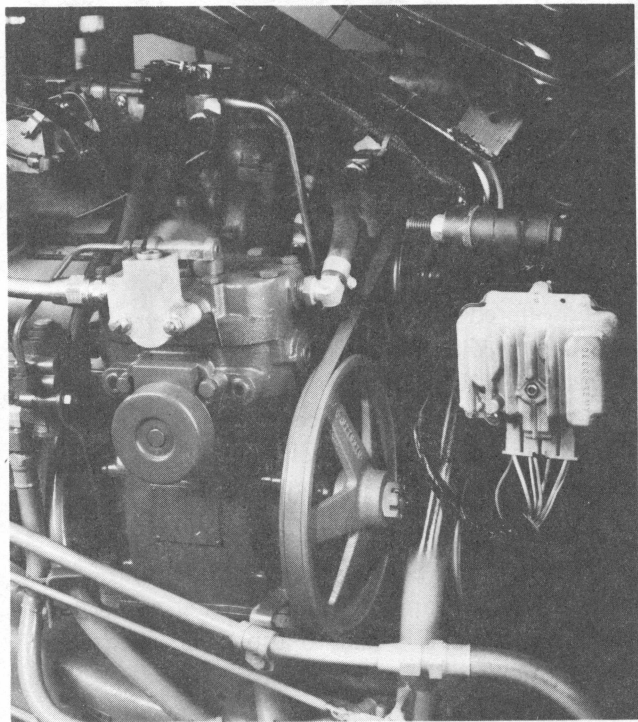
**Hydraulically actuated clutch** • Smooth hydraulic pressure softens clutch engagement, permits light pedal pressure • Standard single-plate clutch is 13" with 178-sq.-in. facing area • Included with available 427 V8 on Series 65 models is a 12" dual-plate clutch with 299-sq.-in. facing area • Ventilated design helps prolong service life by cooling plates and discs.

**High-torque balanced drive shafts** • Smooth-wall tubular drive shafts provide high torque capacity, accurate balance • Help prevent vibration on long-wheelbase models • Low-friction universal joints: The 1480 Series is used with 350 and 366 V8's, the 58WB Series with the available 427 V8 on Series 65 models.

**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 • 10-stud heavy-duty disc wheels also available for Series 65 • Nylon-cord, tube-type tires available in many sizes and tread patterns.



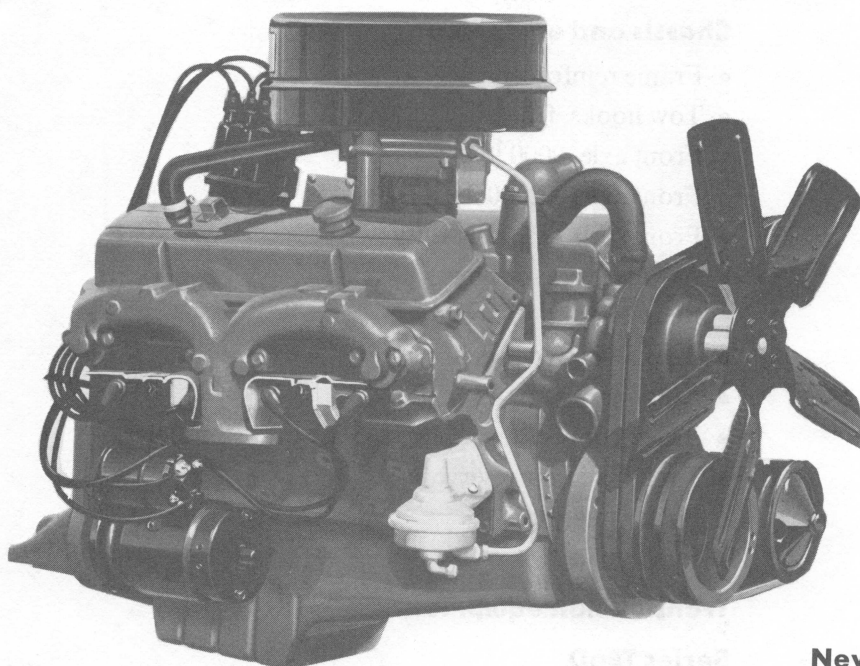
**Heavy-duty Delcotron available** • Capacity 62 amp • Dual belt driven • Includes transistorized voltage regulator • 80-amp. Delcotron also available with 366 V8 engine.



**Air compressor** • Capacity is 12 cu. ft. • Belt-driven • Easy access • Available for Series T65 air brake models only.



# 1977 CHEVROLET STEEL TILT CHASSIS VALUE FEATURES

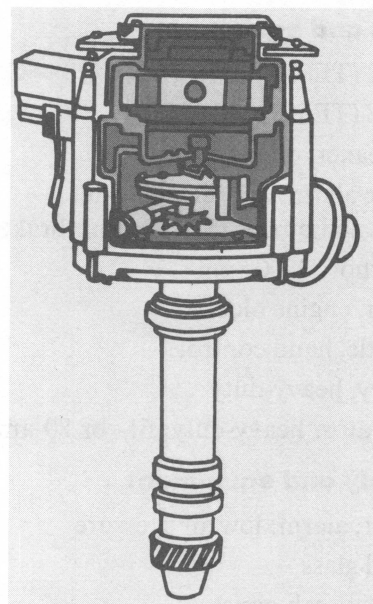


**350 V8 standard, Series 60** • Specially modified for medium-duty truck service • Forged steel crankshaft with heavy-duty bearings • 5-quart oil sump • Ram's-horn exhaust manifold • Double roller-chain camshaft drive with steel crank sprocket • Full stellite exhaust valves.

**366 V8 standard, Series 65** • Available on Series 60 (427 V8 available for Series 65) • Specially engineered for rugged truck service • Forged steel crankshafts, hardened main journals • Four piston rings for oil control, compression sealing • Four-bolt main bearing caps • Heavy support bulkheads for rigidity and strength • Sodium-cooled exhaust valves (427) • Positive rotators on exhaust valves (366 and 427) • 8-qt. oil pan (427) for improved cooling.

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

All gasoline engines except the 427 V8 are modified to operate efficiently, and with lower exhaust pollutants, on 91 octane (or higher) no-lead, low-lead or regular fuel.



**New High Energy Ignition system** • Delivers up to an 85% hotter spark than conventional systems • Helps improve cold-weather starting, and improves the system's ability to fire spark plugs under adverse conditions of fuel mixture and temperatures • Solid-state design eliminates ignition points and condenser, extends the time between recommended tune-ups.

**LPG conversion** • All Chevrolet medium-duty engines (except the 427 V8) may be converted to use LP Gas when permissible under Federal and State laws and regulations without causing harmful effect to the engine • Complete conversion to LPG requires adaptation by a local distributor who sells and services LPG equipment • Caution should be exercised so that the fuel tank is mounted on and is vented to the outside of the vehicle • In addition, vehicles converted to LPG should not be stored in enclosed places such as garages.

# 1977 CHEVROLET STEEL TILT POPULAR OPTIONS

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## Engines and equipment

- 366 V8 (TE60)
- 427 V8 (TE65)
- Air cleaner, oil bath, 1-qt.
- Engine alarm: air, oil and water  
Lights and buzzer (Series 65 air brake models)
- Governor, 3800 rpm
- Heater, engine block
- Throttle, hand control
- Battery, heavy-duty
- Generator, heavy-duty. 61- or 80-amp.

## Cab body and equipment

- Buzzer, alarm: low air pressure
- Tinted glass
- Handles, cab assist
- Horns: Dual air (Series 65 air brake models);  
Electric (vacuum brake models)
- Lock, right door
- Mirrors, dual 6 x 16, retractable
- Paint, Two-Tone
- Radio, pushbutton
- Seat, 1-passenger auxiliary
- Seat, 2-passenger auxiliary
- Seat, driver. Bostrom Viking
- Sun visors, dual padded.

## Chassis and equipment

- Frame reinforcements
- Tow hooks, front
- Front axle, 9000 lbs.
- Front axle, 12,000 lbs. (T65)
- Front springs, heavy-duty
- Auxiliary rear springs
- Rear axle, single-speed
- Rear axle, two-speed
- Air compressor, 12 cu. ft.
- Brake connections (Series 65 air brake models)
- Tank, vacuum reserve
- Power steering.
- Fuel tanks

## Transmission equipment

### Series TE60

- Clark 285V, 5-speed direct
- Clark 282V, 5-speed short fourth
- New Process, 542GL, 5-speed direct
- Allison AT540, 4-speed automatic.

### Series TE65

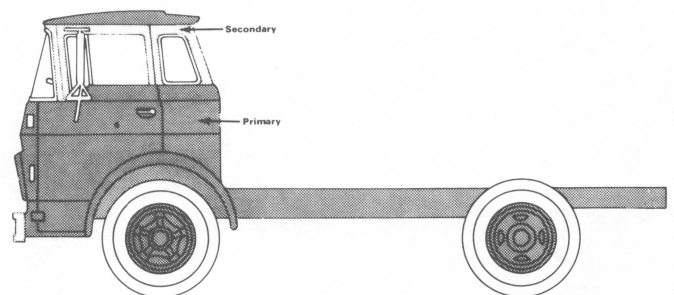
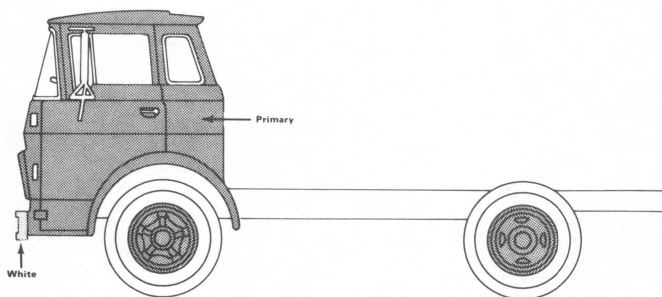
- Clark 285V, 5-speed direct
- Clark 282V, 5-speed short fourth
- New Process, 542GL, 5-speed direct
- Spicer CM5252A, 5-speed short fourth
- Allison AT540, 4-speed automatic
- Allison MT640, 4-speed automatic
- Allison MT650, 5-speed automatic.

Refer to the 1977 Chevrolet Truck Data Book for additional optional equipment.



# 1977 CHEVROLET STEEL TILT EXTERIOR/INTERIOR COLORS

			BLACK ONLY
	Pri- mary	Sec- ondary	
MIDNIGHT BLACK White	86 86	86 12	X X
HOLLY GREEN White	46 46	46 12	X X
MAHOGANY White	76 76	76 12	X X
CARDINAL RED White	70 70	70 12	X X
TANGIER ORANGE White	88 88	88 12	X X
WHEATLAND YELLOW White	87 87	87 12	X X
FROST WHITE	12	12	X
HAWAIIAN BLUE White	23 23	23 12	X X
DEEP BLUE White	27 27	27 12	X X
RUSSET (M) White	68 68	68 12	X X
SANTA FE TAN White	60 60	60 12	X X
BUCKSKIN White	65 65	65 12	X X



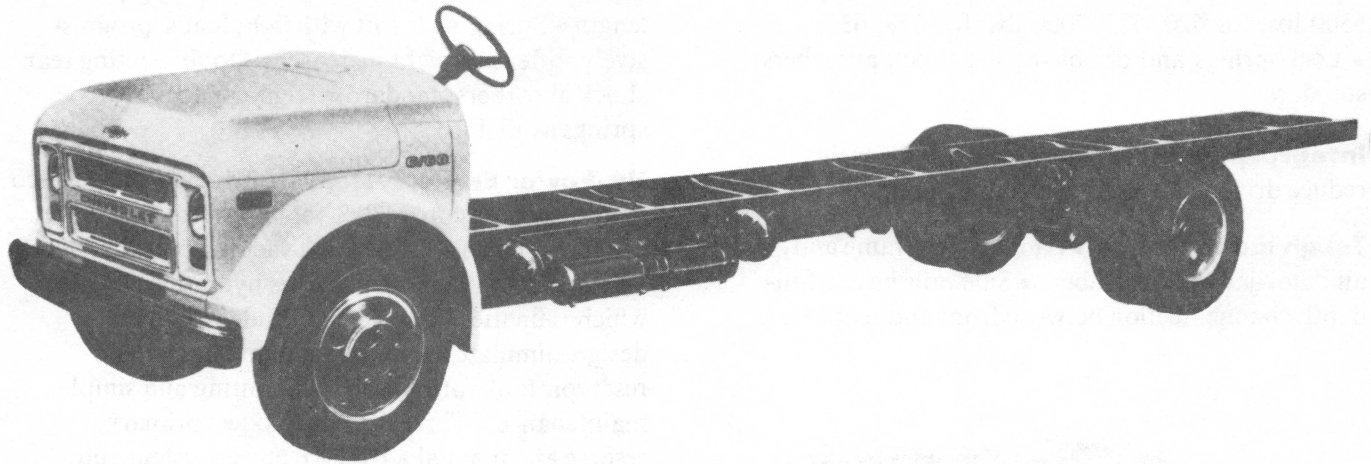
# 1977 CHEVROLET STEEL TILT SPECIFICATIONS

Steel Tilt Medium Duty			
	SERIES	TE60	TE65
MAXIMUM GVW (LBS.)		25,160	37,760
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-435 CL, 4 SPD	STANDARD	STANDARD
	NEW PROCESS-542 CL, 5 SPD	AVAILABLE	AVAILABLE
	NEW PROCESS-542 CD, 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 <sup>1</sup>
	23,000 LB-2 SPD, EATON-23221	—	AVAILABLE <sup>1</sup>

<sup>1</sup>Air Brake Model only



# 1977 CHEVROLET MEDIUM-DUTY BUS CHASSIS



**Regular bus chassis • Four wheelbases**  
**• Capacities to 66 students** • Conventional school bus bodies install without special modifications on Chevrolet regular bus chassis • Available from these and other well-known makers: Superior Coach Corp., Lima, Ohio, and Kosciusko, Mississippi; Thomas-Built Buses, Inc., High Point, North Carolina; Blue Bird Body Co., Fort Valley, Georgia,

and Mt. Pleasant, Iowa; Wayne Corp., Richmond, Indiana; Carpenter Body Works, Mitchell, Indiana; and Ward Body Works, Conway, Arkansas.

**72-student capacity bus chassis** • Wheelbase extension available • Allows installation of school bus bodies to accommodate 72 students on a 274-inch wheelbase.

## Chassis Dimensions (Inches)

MODEL NUMBER	SE 620*	SE 625*	SE 628†	SE 631
WB WHEELBASE	189	218	235	254
CA COWL TO AXLE	165½	194	211½	230
CE COWL TO END	267¾	294¾	322¾	348¾
OL OVERALL LENGTH	322¾	349¾	377¾	403¾
BODY CAPACITY. NO. OF PUPILS	48	54	60	66
CROSSMEMBERS. FRAME, NO. OF	9	10	10	10
GUARD. PROPELLER SHAFT SAFETY, NO. OF	3	4	4	4

\*Manufactured in Canada

†Air-brake version manufactured in Canada

# 1977 BUS CHASSIS VALUE FEATURES

**Front axle** • Drop-forged I-beam with added thickness at maximum stress points • Capacity: 5500 lbs. for 620, 625; 7000 lbs. for 628, 631 • Leaf springs and double-acting shock absorbers standard.

**Integral power steering standard** • Helps reduce driver effort, especially in city traffic.

**Tough ladder frame** • Ladder-type frame and alligator-jaw crossmembers • Side rails have a full-depth channel section between front and rear axles.

**Variable-rate springs** • Standard front and rear • Automatically adjust to load by changing effective length • Springing is soft with light loads, progressively stiffer as weight increases • Double-acting rear shock absorbers standard • High-capacity rear springs available.

**Hy-Power Brake System standard** • New Delco system provides up to 30% more power at the wheel cylinders than a conventional vacuum power system • Power steering pump provides hydraulic power which is unaffected by high altitudes • Compact design eliminates need for vacuum booster and reservoir tank for easy body mounting and simple maintenance • Three braking modes: primary, reserve and manual • Reserve power system automatically energizes if engine stalls or primary system fails • Manual braking is available in event of both primary and reserve systems failing • If a system malfunctions, dash-mounted warning light and audible buzzer signal driver when brake pedal is applied.

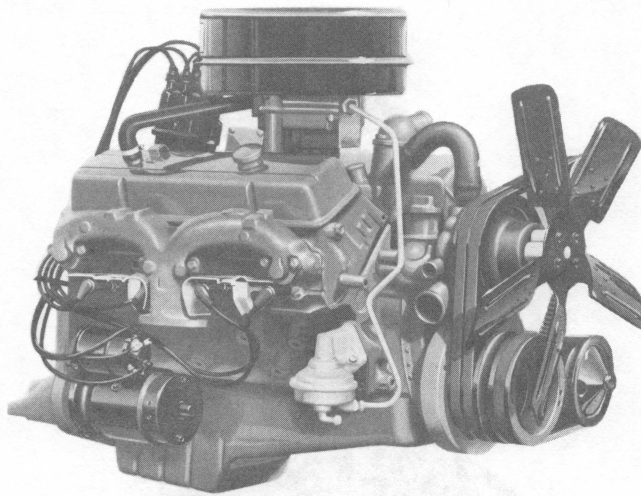
**Delcotron generator** • 80-amp. standard • Integral voltage regulator for simplified wiring.

**Delco Freedom battery** replaces conventional battery • Completely sealed • Never needs water • Ends vent-cap loss, corrosion caused by electrolyte spillage • Extends service life • Standard rating is 4,000 watts • Mounted in right-hand engine compartment • Frame mounted dual 12-volt, 4,000-watt batteries available.



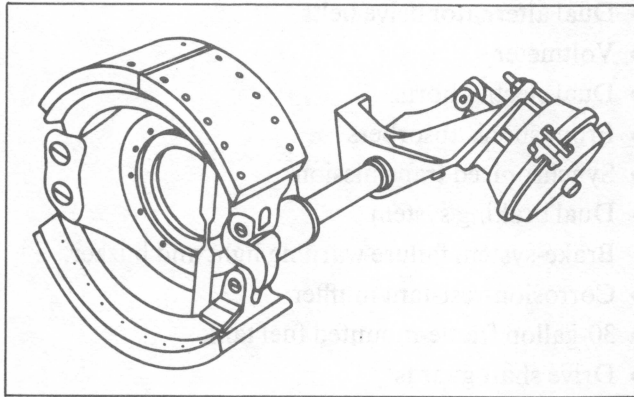


## 1977 BUS CHASSIS VALUE FEATURES

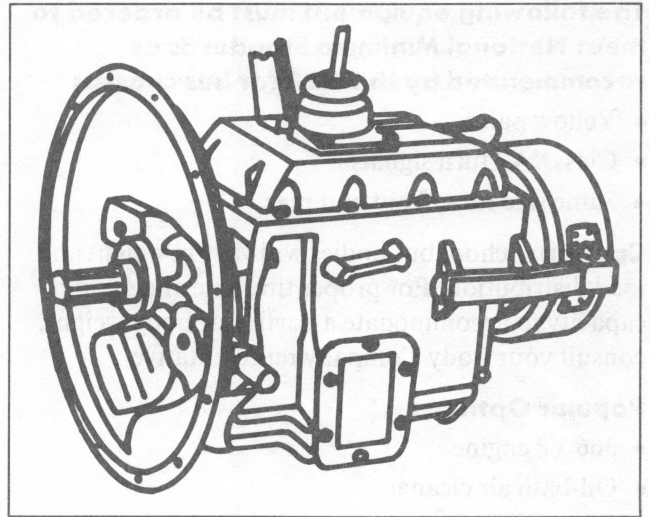


**Engines** • Two powerful V8s: Chevy's efficient 350, standard, and an available heavy-duty 366 • High Energy Ignition system standard.

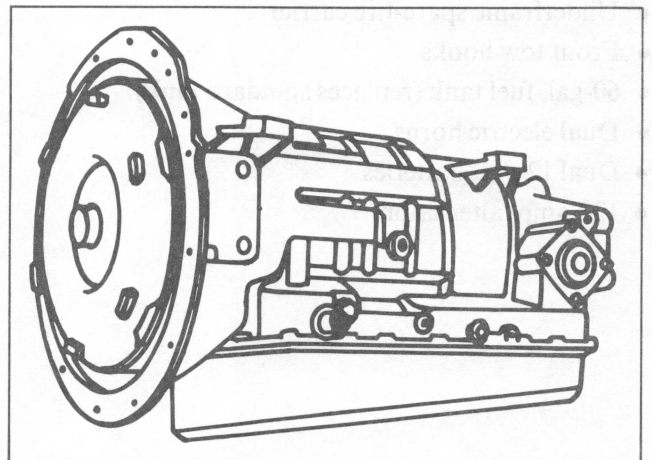
**Torque-matched ventilated clutches** • Size matched to engine power for good performance  
• Ventilated design helps protect against face burning, prolonging clutch service life.



**Full-air brakes** • Standard on SE 62862, SE 63162  
• Chevrolet bus chassis comply with all Federal Motor Vehicle Safety Standards in effect on date of production • Certain specifications and the availability of some standard and/or optional equipment may change to meet Federal standards • See Truck Data Book or technical bulletins for latest information.



**Manual transmissions** • Four-speed manual transmission standard • 5-speed unit available.



**Automatic transmission** • Four-speed AT540 available • Freedom from shifting especially helpful in city driving and in driver training.

# 1977 CHEVROLET MEDIUM-DUTY BUS CHASSIS

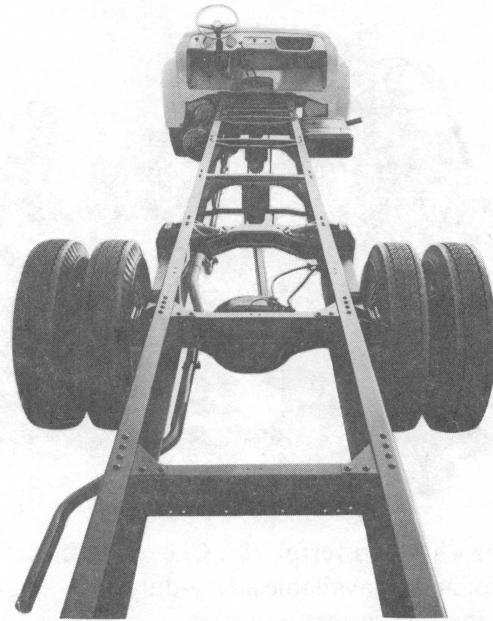
**The following equipment must be ordered to meet National Minimum Standards as recommended by the NEA for bus chassis:**

- Yellow paint
- Class "A" turn signals
- Same size tires, front and rear.

**Caution:** School bus bodies will vary in weight and load distribution. For proper tire, axle and spring capacity to accommodate a particular body weight, consult your Body Company representative.

## **Popular Options:**

- 366 V8 engine
- Oil-bath air cleaner
- Heavy-duty cooling
- 15" x 5" rear brakes (15,000-lb. axle)
- 12-cu.-ft. air compressor
- Underframe spare-tire carrier
- Front tow hooks
- 60-gal. fuel tank (replaces standard tank)
- Dual electric horns
- Dual 12-volt batteries
- 130-amp. alternator.



**Chevrolet chassis meet or exceed all NEA-recommended minimum standards for school buses with standard or available equipment:**

- Full-width front bumper
- 80-amp. alternator
- Dual alternator drive belts
- Voltmeter
- Dual electric horns
- Front shock absorbers
- Synchronized transmission
- Dual braking system
- Brake-system failure warning light and buzzer.
- Corrosion-resistant muffler
- 30-gallon frame-mounted fuel tank
- Drive shaft guards
- Rear shock absorbers
- Extended tailpipe.

(NOTE: All tires must be same size and ply rating.)



# 1977 CHEVROLET MEDIUM-DUTY BUS CHASSIS SPECIFICATIONS

SERIES		60					
PUPIL CAPACITY		48	54	60	66	60	66
MODEL		SE 62002	SE 62502	SE 62802	SE 63102	SE 62862	SE 63162
GVWR (lbs.)		19,700 to 24,000 @					
FRONT AXLES:	5500	Std.	Std.	—	—	—	—
	7000	Avail.	Avail.	Std.	Std.	Std.	Std.
REAR AXLES:	15,000 1-speed	Std.	Std.	Std.	Std.	—	—
	2-speed	Avail.	Avail.	—	—	—	—
	17,000 1-speed	Avail.	Avail.	Avail.	Avail.	Std.	Std.
	17,000 2-speed	—	—	Avail.	Avail.	Avail.	Avail.
ENGINES, GAS:	350 V8	Std.	Std.	Std.	Std.	Std.	Std.
	366 V8	Avail.	Avail.	Avail.	Avail.	Avail.	Avail.
TRANSMISSIONS:	4-speed CH-465	Std.	Std.	Std.	Std.	Std.	Std.
	AT540	Avail.	Avail.	Avail.	Avail.	Avail.	Avail.
	5-speed NP542CL	Avail.	Avail.	Avail.	Avail.	Avail.	Avail.
BRAKES:	Hy-Power/Hydr.	Std.	Std.	Std.	Std.	—	—
	Full Air	—	—	—	—	Std.	Std.
	Air Resv. Tanks	—	—	—	—	(2) Std.	(2) Std.
	Air Comp.—7¼ cu. ft.	—	—	—	—	Std.	Std.
	—12 cu. ft.	—	—	—	—	Avail.	Avail.
ELECTRICAL:	Battery—4000 watt	Std.	Std.	Std.	Std.	Std.	Std.
	—8000 watt	Avail.	Avail.	Avail.	Avail.	Avail.	Avail.
	Generator—80 amp	Std.	Std.	Std.	Std.	Std.	Std.
	—130 amp	Avail.	Avail.	Avail.	Avail.	Avail.	Avail.
WHEELS:	Disc	Std.	Std.	Std.	Std.	Avail.	Avail.
	Cast-spoke	Avail.	Avail.	Avail.	Avail.	Std.	Std.
TIRES:	8.25/20 E	Std.	Std.	Std.	Std.	—	—
	9.00/20 E	Avail.	Avail.	Avail.	Avail.	Std.	Std.
	9.00/20 F	Avail.	Avail.	Avail.	Avail.	Avail.	Avail.

@ 19,700-24,000 on Hy-Power/Hydr. brake models; 23,160-24,000 on Air Brake models  
Tire Load Range—E(10PR), F(12PR)