

FREE SAMPLE

The opening pages of

1967 Chevrolet C/K Truck Restoration Guide

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Factory-Correct Restoration Reference

1967 Chevrolet C/K Truck Restoration Guide

Model Years 1967

Model year	1967 — first year of the Action Line
Engines	250, 292 I6; 283, 327 V8
Trim ladder	Base / Custom / CST (new)
Brakes	Four-wheel drums; dual master cylinder (new)
Rear window	Small window standard; full-view optional
VIN format	12-character, year digit "7" in position 5

Every specification in this guide was checked against factory literature, marque references, period road tests, and documented survivor vehicles. Where sources disagree or the record is silent, this guide says so rather than guessing.

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How This Guide Works

This is a **single-year restoration** guide for the 1967 Chevrolet C/K — one year of the “Action Line” (1967–1972), covered on its own because that is how these trucks were built and how they must be restored. Specifications were checked against the LMC Truck chassis-identification references, the RubberTheRightWay VIN decoder compilation, marque references, and documented survivor trucks. Where sources disagree, this guide prints the disagreement instead of guessing.

Scope. Covers 1967 C10/C20/C30 (2WD) and K10/K20 (4WD) pickups and chassis-cabs. The K5 Blazer shares this chassis and has its own dedicated RestorationEssentials guide. GMC trucks share architecture but carry their own codes and trim.

Where 1967 sits in the run

- Coming in: an all-new truck — new cab, new frame, new trim ladder, and a federal safety package (dual brake system, energy-absorbing column, padded dash).
- Leaving: 1968 adds side-marker reflectors, makes the big rear window standard, drops the 283 for the 307, and brings the first big-block (396). Nothing from a 1968 should be back-dated onto a 1967 without checking this register.

Platform Snapshot

The Action Line refined the 1960–66 formula: lower stance, wider track, coil-spring trailing-arm rear suspension on 2WD models, and a cab built around the new federal safety rules. 1967 is the generation in its purest form — and the year with the most one-year-only parts.

Fact	Detail
Model year	1967 (Action Line year 1 of 6)
Designation	C = 2WD, K = 4WD; 10/20/30 = 1/2-, 3/4-, 1-ton
Body styles	Fleetside and Stepside pickups (6.5-ft and 8-ft beds; 9-ft Stepside on 30-series); chassis-cab
Wheelbases	115 in (short bed), 127 in (long bed), 133 in (1-ton)
Engines	250/292 I6; 283 and 327 V8
Rear suspension (2WD)	Coil-spring trailing arm (leaf optional)
Brakes	Four-wheel drums; dual/split master cylinder new for 1967

The 1967 Register — What Makes a 1967 a 1967

- Small rear window is STANDARD; the large “full-view” window was an extra-cost option. 1967 is the only Action Line pickup year sold with two rear-window sizes.
- NO side-marker lights or reflectors — 1967 fenders have no marker holes. Markers on a '67 are a later addition or a swapped fender.
- The 283 V8's final year, and the engine menu stops at the 327 — no 307, no 350, no big-block was factory-available in a 1967 light-duty truck.
- Door handles are 1967-only (different mounting angle from 1968–72).
- The heavy 4-speed is the SM420. The SM465 does not exist yet.



- CST (Custom Sport Truck, RPO Z84) debuts — with bucket seats and console, and CST door emblems from year one.
- Three-spoke steering wheel with chrome horn button (1967–68 only).

VIN and Data-Plate Decoding

1967 Chevrolet light trucks use a 12-character serial (VIN). The plate is on the driver's door jamb; the SPID (Service Parts Identification) label is inside the glovebox and lists every RPO the truck was built with.

Position	Meaning	Codes
1st	Chassis	C = 2WD, K = 4WD
2nd	Engine family	S = inline-6, E = V8
3rd	Series	1 = 1/2-ton, 2 = 3/4-ton, 3 = 1-ton
4th	Body	4 = pickup, 3 = cab-chassis, 5 = panel, 6 = Suburban, 9 = stake
5th	Model year	7 = 1967
6th	Assembly plant	A Atlanta, B Baltimore, F Flint, J Janesville, N Norwood, P Pontiac, S St. Louis, T Tarrytown, Z Fremont, 1 Oshawa
7th–12th	Serial	Consecutive unit number, from 100001

Worked example: **CE147A106399** decodes as a 2WD (C), V8 (E), 1/2-ton (1), pickup (4), 1967 (7), built at Atlanta (A). Do not confuse the serial with the SPID model number (e.g., CE10734): in the model number the last two digits are the bed code — 34 = Fleetside, 04 = Stepside — not part of the serial.

Engines

Four engines, all period gross ratings. The 250 six was standard on six-cylinder (CS) models and the 283 standard on V8 (CE) models; the 292 and 327 were options, the 327 available on 4WD as well.

Engine	Carb	Rating (gross)	Notes
250 I6	Rochester 1-bbl	155 hp @ 4200; 235 lb-ft @ 1600	Base six
292 I6	1-bbl	170 hp @ 4000; 275 lb-ft @ 1600	Optional heavy-duty six
283 V8	Rochester 2GV 2-bbl	175 hp; 275 lb-ft @ 2400	Base V8 — FINAL year for the 283
327 V8	Rochester 4-bbl	220 hp @ 4400; 320 lb-ft @ 2800	Top option for 1967

Reading Chevrolet casting and date codes

- Block casting number: driver's-side rear bellhousing flange. Engine assembly stamp: pad at the front of the passenger-side deck — month/day plus suffix code.
- Decode casting number + date code + suffix together; suffixes were reused across years and car/truck lines.
- The casting date should precede the truck's build date by weeks. A block cast after the truck was built is a replacement — note it honestly in any documentation.

Passenger-car tables. Do not use passenger-car engine suffix tables as proof of a truck's original engine. Truck suffix identifiers changed format around 1970; decode truck engines with truck references.