

FREE SAMPLE

The opening pages of

1968 Chevrolet C/K Truck Restoration Guide

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Factory-Correct Restoration Reference

1968 Chevrolet C/K Truck Restoration Guide

Model Years 1968

Model year	1968 — Chevrolet trucks' 50th year
Engines	250, 292 I6; 307, 327, 396 V8
Headline changes	396 big-block debuts; 307 replaces 283; side markers arrive
Special models	Golden Anniversary package; Longhorn debuts
Brakes	Four-wheel drums
VIN format	12-character, year digit "8" 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 1968 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 1968 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 1968 sits in the run

- Coming in: the Action Line's second year — and a Federal marker-light rule that changed every fender.
- Leaving: 1969 brings a new hood and grille, the 350 in place of the 327, a foot parking brake, and the K5 Blazer. A 1968 wears none of those from the factory.

Platform Snapshot

Under the skin the 1968 is the 1967 truck refined — but the engine room changed completely: the 283 retired, the 307 arrived, and the 396 put a big-block in a light-duty GM truck for the first time. The year also marks fifty years of Chevrolet truck production, celebrated with the Golden Anniversary package.

Fact	Detail
Model year	1968 (Action Line year 2 of 6)
Designation	C = 2WD, K = 4WD; 10/20/30 = 1/2-, 3/4-, 1-ton
Body styles	Fleetside and Stepside pickups; chassis-cab; Longhorn 8.5-ft Fleetside (new)
Wheelbases	115 / 127 in; Longhorn 133 in
Engines	250/292 I6; 307, 327, 396 V8
Rear suspension (2WD)	Coil-spring trailing arm (leaf optional; Longhorn leaf)
Brakes	Four-wheel drums; power brakes optional

The 1968 Register — What Makes a 1968 a 1968

- Side markers arrive — but as REFLECTORS. Stock 1968 marker units are reflectors only, not illuminated; lit markers come later in the run.
- The large rear window is now standard on pickups; the small window leaves the light-duty line.
- 307 in, 283 out. The 327 stays for one more year.
- The 396 big-block debuts (RPO L66) — the first big-block offered in a light-duty GM truck.
- The SM465 heavy 4-speed replaces the SM420 (very early 1968 builds may still carry an SM420 — verify by casting, not by year alone).
- Longhorn debuts: C20 on the 133-inch 1-ton chassis with an 8.5-ft Fleetside bed, built for the camper market; 2WD only.



- Golden Anniversary package: exclusive white-gold-white paint celebrating 50 years of Chevrolet trucks.
- Door handles change to the 1968–72 pattern.

VIN and Data-Plate Decoding

Same 12-character system as 1967, with the year digit 8 in position 5. The plate is on the driver's door jamb; the SPID label inside the glovebox is the proof of factory options — Z84 (CST), Z62, the L66 396, and Golden Anniversary paint are all proven there, per truck.

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	8 = 1968
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: **CE148Z115877** — 2WD (C), V8 (E), 1/2-ton (1), pickup (4), 1968 (8), built at Fremont (Z).

Engines

Five engines. The small-block ladder changed hands (307 for 283) and a big-block joined at the top.

Engine	Carb	Rating (gross)	Notes
250 I6	1-bbl	155 hp; 235 lb-ft	Base six, unchanged
292 I6	1-bbl	170 hp; 275 lb-ft	Optional heavy-duty six, unchanged
307 V8	2-bbl	200 hp @ 4400; 300 lb-ft @ 2400	NEW — replaces the 283 as the volume V8
327 V8	4-bbl	220 hp @ 4400; 320 lb-ft @ 2800	Final C/K year for the 327
396 V8	2-bbl / 4-bbl	275 hp (2-bbl) / 310 hp (4-bbl), truck tune	NEW — RPO L66; first big-block in a light-duty GM truck

396 rating — sources disagree. General references list the 396 at 325 hp — that is the passenger-car rating. Truck suffix-code listings give 310 hp (4-bbl) and 275 hp (2-bbl) for the L66 in trucks, and this guide prints the truck figures. If your truck's paperwork says otherwise, the SPID and suffix stamp on the block are the authority for your truck.

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.