

FREE SAMPLE

The opening pages of

1969 Chevrolet C/K Truck Restoration Guide

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Factory-Correct Restoration Reference

1969 Chevrolet C/K Truck Restoration Guide

Model Years 1969

Model year	1969 — the facelift year
Engines	250, 292 I6; 307, 350, 396 V8
Headline changes	350 debuts in trucks; new hood and grille; K5 Blazer launches
Brakes	Four-wheel drums
Parking brake	Foot pedal (new)
VIN format	12-character, year digit "9" 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 1969 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 1969 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 1969 sits in the run

- Coming in: a styling and hardware reset — new hood, new grille, a foot parking brake, a two-spoke wheel, and the 350 taking over from the 327.
- Leaving: 1970 changes little on the surface — the inner grille insert, lit markers standard, woodgrain door panels — but under the “400” badge the big-block becomes the 402. Restoration traps run both directions between these two years.

Platform Snapshot

1969 is where the Action Line gets its mature face and its most famous engine. The hood stands more upright, the grille spells out CHEVROLET, and the new 350 small-block — the engine that would define the line — replaces the 327 in the truck catalog. Underneath, the chassis is the proven 1967 design; the K5 Blazer joins the family on a shortened K10 chassis.

Fact	Detail
Model year	1969 (Action Line year 3 of 6)
Designation	C = 2WD, K = 4WD; 10/20/30 = 1/2-, 3/4-, 1-ton
Body styles	Fleetside and Stepside pickups; chassis-cab; K5 Blazer (new, separate RE guide)
Wheelbases	115 / 127 in; Longhorn 133 in; Blazer 104 in
Engines	250/292 I6; 307, 350, 396 V8
Rear suspension (2WD)	Coil-spring trailing arm (leaf optional)
Brakes	Four-wheel drums (C10: 11 x 2.75 in); power drums optional

The 1969 Register — What Makes a 1969 a 1969

- New upright hood and a wide horizontal grille bar embossed CHEVROLET; the bowtie moves to the nose of the hood. 1969–72 hoods and fenders do not interchange with 1967–68.
- The 350 small-block’s first year in the truck line; the 327 is gone.
- Foot-operated parking brake replaces the hand lever.
- Two-spoke steering wheel with plastic horn button replaces the 1967–68 three-spoke wheel.
- Upper and lower body-side moldings debut — standard on CST, optional otherwise — enabling new two-tone schemes.



- Side markers: REFLECTORS standard, lighted markers optional. A '69 can be factory-correct either way; a '70 cannot (lit standard).
- Transfer-case transition year: both the Rockwell T221 and the new NP205 occur in 1969 K-trucks; the NP205 was a mid-year change, and the T221 was never fitted behind an automatic. 1969 is also GM's first factory automatic 4x4.
- K5 Blazer debuts — late (spring 1969), 104-inch wheelbase, 4WD only, 4,935 built. The GMC Jimmy does NOT exist yet (1970).

VIN and Data-Plate Decoding

Same 12-character system as 1967–68, year digit 9 in position 5, with body code 8 added for the new Blazer. Plate on the driver's door jamb; SPID label in the glovebox lists the model number and every RPO (in the SPID model number, 04 = Stepside, 34 = Fleetside, 14 = Blazer).

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, 8 = Blazer/Jimmy
5th	Model year	9 = 1969
6th	Assembly plant	A Atlanta, B Baltimore, F Flint, J Janesville, P Pontiac, S St. Louis, T Tarrytown, Z Fremont, 1 Oshawa
7th–12th	Serial	Consecutive unit number

Engines

Five engines, period gross ratings. The story is the 350: bored/stroked from the 327 architecture (stroke 3.25 → 3.48 in), it becomes the volume performance option in its first truck year.

Engine	Carb	Rating (gross)	Notes
250 I6	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
307 V8	2-bbl	200 hp @ 4400; 300 lb-ft @ 2400	Volume small-block
350 V8	4-bbl	255 hp @ 4600 (200 net)	NEW to the truck line — replaces the 327
396 V8	4-bbl	310 hp, truck tune	Big-block (RPO L66) — final year of the true 396 in trucks

Ratings in print. One widely copied table lists the truck 350 at 250 hp; factory data-book practice for the truck 350 is 255 gross / 200 net (195 net with the A.I.R. pump). The 396's 325 hp figure in general references is the car rating; truck tune is 310. Truck-tune 396 torque could not be verified from a factory page for this guide — it is deliberately not printed.