

FREE SAMPLE

The opening pages of

Chevrolet C K Truck Restoration Guide 1960 1966

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Factory-Correct Restoration Reference

Chevrolet C/K Truck Restoration Guide

Model Years 1960–1966

Generation	1st C/K generation
Significance	First Chevrolet trucks to carry the C/K designation
VIN format	Model/series/body/wheelbase/GVW code system
Engines	235/230/250 inline-6; 283 and 327 V8
Front suspension	Torsion bar (1960–62); coil spring (1963–66)
Beds	Fleetside and Stepside

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 **restoration** guide for the first-generation Chevrolet C/K trucks — model years 1960 through 1966, the first Chevrolets to wear the C/K designation that would define the line for four decades. Specifications were checked against the LMC Truck chassis-identification references, the RubberTheRightWay VIN decoder compilation, and marque references. Where the record is silent or sources disagree, this guide says so instead of guessing.

Scope. Covers C10/C20/C30 (2WD) and K10/K20 (4WD) light-duty pickups and chassis-cabs. GMC trucks of the era shared cabs and chassis architecture but used different engines and trim; medium-duty trucks are outside this guide's scope.

Platform Snapshot

The 1960 trucks were a clean-sheet design: lower, wider, with a full-width box-section frame and — for the first time — an independent front suspension on 2WD models. The generation splits into two chassis eras: 1960–62 with torsion-bar front suspension, and 1963–66 with coil springs. That split matters for every front-end rebuild decision you will make.

Fact	Detail
Model years	1960–1966
Designation	C = 2WD, K = 4WD; 10/20/30 = 1/2-, 3/4-, 1-ton
Body styles	Fleetside and Stepside pickups; chassis-cab; panel and Suburban variants
Engines	235 I6 (1960–62); 230/250 I6 (1963–66); 283 V8; 327 V8 (1966)
Front suspension	Torsion bar IFS (1960–62); coil-spring IFS (1963–66)
Rear suspension	Leaf springs (4x4 and heavy); trailing-arm coils available on 2WD
Transmissions	3-speed column manual; 4-speed manual; Powerglide automatic

Year-by-Year Changes

1960–1961

- All-new truck line. Torsion-bar independent front suspension on 2WD models; the “jet-smooth” ride was Chevrolet’s headline.
- Base engine: 235 inline-6; optional 283 V8.
- 1960 only: distinctive “eyebrow” hood and large oval grille openings.

1962

- Final year of torsion-bar front suspension. Trim and grille revisions.

1963

- Major chassis revision: coil-spring independent front suspension replaces the torsion bars on 2WD models — simpler, cheaper, and easier to service today.
- New inline-six family: 230 and 250 replace the 235.
- Wrap-around windshield and revised cab details.



1964–1965

- Grille, trim, and interior refinements. 1964: new grille with dual headlights inset; 1965: further trim updates.

1966

- 327 V8 (VIN-confirmed 1966 option) joins the 283 as the performance option. Final year of the generation; the 1967 Action Line follows.

VIN and Data-Plate Decoding

1960–66 Chevrolet trucks use a model/series code system rather than the later standardized VIN. The serial plate identifies model, series, body style, wheelbase, and GVW class; Canadian and U.S. coding differ in detail, so decode against a U.S. reference for U.S.-built trucks. The 1967–72 LMC chassis-ID method (chassis letter + engine family + load class) does **not** apply to this generation — do not force later decoders onto a 1960–66 plate.

Position	Meaning
Model letter	C = 2WD, K = 4WD (first use of the C/K system)
Series	10 = 1/2-ton, 20 = 3/4-ton, 30 = 1-ton
Body	Pickup, chassis-cab, panel, Suburban (by code)
Engine digit	Identifies six or V8 family per year
Plant + serial	Assembly plant and consecutive unit number

GMC vs Chevrolet. GMCs of this era used their own V6 engines (305/351) and different trim. A GMC plate will not decode with Chevrolet tables — this guide covers Chevrolet only.

Engines

Engine	Years	Notes
235 I6	1960–62	Stovebolt six; 1-bbl; base engine
230 I6	1963–66	New-generation six; 1-bbl
250 I6	1963–66	Larger new-generation six option
283 V8	1960–66	2-bbl standard; the volume V8
327 V8	1966	High-performance option; verify on data plate

Reading Chevrolet casting and date codes

- Chevrolet block casting numbers are on the driver's-side rear bellhousing flange. The engine assembly stamp is on a pad at the front of the passenger-side deck surface — month/day followed by a suffix code.
- Suffix codes identify the original application, but Chevrolet reused suffixes across years and car/truck lines: always decode with the casting number and date code together, never from the suffix alone.
- Date codes are alphanumeric (letter = month, digits = day, digit = year). The casting date should precede the truck's build date by weeks, not months.
- Truck engine suffix tables changed format around 1970; do not apply post-1970 truck suffix tables to a 1960–66 engine.