

FREE SAMPLE

The opening pages of

LS/LT Conversion: GM C10 1960-1972

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Nothing here is rewritten or summarised — it is the product itself,
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Factory-Correct Restoration Reference

LS/LT Conversion Guide — 1960–1972 GM C10 Trucks

Model Year 2026

Recipient trucks	Chevrolet/GMC C10–C30 pickups (1960–72, all three generations)
Donor engines	Gen III/IV LS truck donors · crate LS3 · Gen V LT
Highlights	1960–62 fab flagged honestly; in-cab tank decision chapter; worksheets
Price	\$29.95 — PDF download at checkout

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

Published by RestorationEssentials

Inside This Guide

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Chapter 1 — The Decision: Donor, Crate, or Gen V LT (Read This First)

The 1960–72 GM truck is where the LS swap stops being one job and becomes three: the torsion-bar 1960–62, the coil-spring 1963–66, and the 1967–72 each accept the engine differently. Shops love these trucks because the bays are honest and the sheet metal is worth saving; builders bleed on them because a part that 'fits C10' fits one generation and mocks the other two. This chapter prices the whole job, per generation, before the first bolt turns.

- **Donor-first (the default, and this guide's main road):** a salvage truck 5.3 or 6.0 (LM7/LQ4/LQ9 family) with its harness, PCM, and accessories. The truck donor's tall intake and high alternator meet an earlier, lower hood line than the squarebody's, so drive choice is a real decision here (Chapter 3), not an inheritance.
- **Crate:** a new LS3 or controller-package crate. It buys engine certainty only; the tank, brakes, fuel, and wiring bills below are the same either way — and on these trucks the 'everything else' list is longer than the engine. Run Worksheet C before romanticizing either path.
- **Gen V LT:** the direct-injected L83/L86 truck engines. Real efficiency and torque; also high-pressure fuel hardware, VVT/AFM calibration behavior, and its own chapter (Chapter 4). An LT into a truck whose tank still lives behind the seat is two projects wearing a trench coat — plan both or pick the LS.

The line items first-timers miss (planning ranges, not promises — salvage and parts prices move): mounts (and on a 1960–62, fabrication the later trucks don't need); a transmission tunnel decision; the fuel system end to end, starting with the in-cab tank question; brakes — a four-drum, single-circuit 1960s truck is not a stopping system for 300 horsepower, and this guide treats that as a line item, not an upsell; cooling; the harness and PCM edits; exhaust by-year fitment; and a driveshaft measurement. If the honest total busts the budget, the endorsed alternative is finishing the truck with the drivetrain it has — a running truck at the cruise beats a cab off its mounts in the garage.



Note. If you only have \$X: spend it in this order — (1) stopping (front discs, dual-circuit master), (2) mounts that sit the engine honestly, (3) the fuel system done once at full pressure spec, (4) cooling, (5) the PCM edits, (6) cosmetics. Nobody at the cruise night asks what your fuel pressure is; everybody notices whether you arrived.

Chapter 2 — What You Start With: Three Generations of Baseline

Identify your generation first; then run the baseline against it. Pass/fail criteria, not vibes:

- **1960–62:** torsion-bar front suspension, its own frame with different crossmember and cab-mount arrangement. The later trucks' bolt-in parts do not bolt in here. Fabrication or swap-crossmember budget is a Chapter 1 line, decided now.
- **1963–66:** coil-spring front (the design that ran, with changes, through 1987). Adapter-plate support is real; frame horns and cab mounts still differ from 1967–72 — buy by year, not by nameplate.
- **1967–72:** the most-supported generation; still splits at 1971 for front discs and the 5-lug change, and at the tunnel (low-hump vs high-hump floors) for any big transmission.
- **Frame truth, all years:** trailing-arm rear (Chevrolet coils) vs leaf (most GMCs and 1-tons) changes the exhaust and driveshaft conversation; rust at the cab mounts and rear cab corners decides whether this is a swap or a restoration wearing one.
- **Brakes — go/no-go:** four drums and, on pre-1967 trucks, a single-circuit master cylinder. With swap power, front discs and a dual-circuit master move from 'someday' to baseline. No road speed without them (Chapter 13 enforces it).
- **Lug pattern honesty:** 6-lug through 1970, 5-lug (5×5) from 1971 on 2WD half-tons. A disc-brake conversion may change your wheels — worksheet item, not a surprise at the tire shop.
- **The donor audit** (family discipline): compression or a running demonstration, oil condition, and a signed accessory inventory — alternator, starter, MAF, DBW pedal, PCM, harness completeness. 'Complete pullout' is a sales phrase; the checklist is the contract.

Chapter 3 — Fitment: 1960–62 Is Not 1967–72

Mounts. On 1963–72 coil-spring frames, adapter plates on the stock stands put the LS where the small-block lived and keep the transmission in its stock position — tunnel, shaft length, and linkage stay factory problems you already solved. On the 1960–62 torsion-bar frame the mounting geometry is its own; published builds on these years start with mount and crossmember fabrication, and this guide says so plainly: budget the fab or the aftermarket crossmember, and don't let a parts counter sell you 1967–72 bolt-ins for a 1961.

Height is the early trucks' real conversation. The LS truck intake and truck accessory drive are tall; the 1960s hood line is not. Mock up with the hood closed and measured (Worksheet B): car-style drives and lower intakes are the fix when the truck stack kisses the hood — a parts decision made at mock-up, not after paint.

- **Oil pan and steering:** pans get verified at mock-up against the crossmember and the linkage at full lock, both directions — the early steering geometry differs by generation, which is why this is a measurement and not a table.
- **Tunnels:** 1967–72 low-hump floors were drawn around smaller cases; the high-hump (large) floor is the big transmission's friend. 4L80E, 6L80, and big manuals get measured against YOUR hump. 1960–66 tunnels predate the overdrive era entirely — assume the conversation, be pleased if it clears.