



**ГАЗ  
66**



**AVTOEXPORT**



### GA3-66 CROSS COUNTRY TRUCK

A newcomer in the family of Gorky Autoplant trucks, the GA3-66 cross-country vehicle is a remarkable versatile 2 tonner built to carry cargoes and passengers and to tow 2-ton trailers over any type of roads, across deserts, boggy ground and deep snow.

The new up-to-date designs of the truck units and parts guarantee high dependability, long life and easy handling. The GA3-66 truck won gold medals at the international exhibition "Modern Agricultural Machinery on Equipment", Moscow, 1966, and at the International Exhibition in Leipzig, 1967.

#### Record-breaking cross-country capacity

The basic merit of the truck lies in its cross-country ability. This feature of the vehicle has been brought to a high degree of perfection thus putting it ahead of all the known automobiles of this class. With a 2-ton load the GA3-66 will climb uphill slopes up to 75 % (37°);

— any type of desert is no obstacle for the truck since travelling fully-loaded over quick sands it will negotiate uphill slopes up to 45 % (24°);

— snow up to 80 cm deep will not stop the GA3-66 truck; These outstanding cross-country abilities of the machine are ensured by the following design features:

- both driving axles;
- jaw-type differential with a high coefficient of interlocking;
- extra-low pressure large-profile tyres 12.00—18";
- on difficult stretches of road the tyre pressure control system allows the tyre pressure to be reduced from a nominal 2.8 kg/cm<sup>2</sup> to 0.5 kg/cm<sup>2</sup> (pressure is controlled in motion from the driver's cab);
- the truck is of the "cab-over-engine" layout which ensures uniform distribution of its weight between the axles.



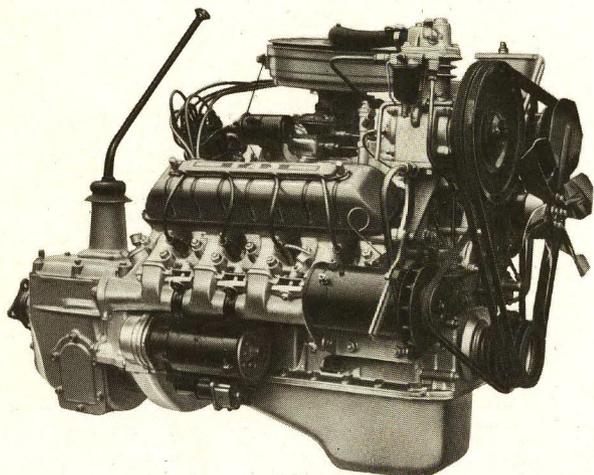
#### Superb dynamic characteristics

Alongside with a high cross-country capacity the automobile boasts of splendid dynamic properties; it gets away quickly from the halt and speeds over good roads at 90—95 km/hr. This is ensured by an 8-cylinder V-type carburettor engine (130 hp at 3200 rpm, SAE rating).

#### Unsurpassed stability

It is an established fact that cross-country cargo trucks suffer from insufficient lateral stability which leads most frequently to overturning at high speed on steep turns. The GA3-66 is free of this drawback; empty or carrying a





low-positioned load it will run safely at maximum speeds over asphalt or concrete roads without capsizing on steep turns. Such a matchless stability is attained thanks to a low center of gravity (985 mm), a low loading height of the platform (1110 mm) and a wide tread (1800 mm front wheels, 1750 mm rear wheels).

#### **Smooth riding, easy driving**

The new GA3-66 vehicle can move over bumpy roads and off the roads at speeds considerably higher than those developed by other vehicles of the same type under the similar conditions.

This is made possible by the extra "soft" springs 1500 mm

long, by rubber-encased ends of springs, and by efficient telescopic shock absorbers in the front and rear suspensions of the truck. An exceptional ease of driving is ensured by power-assisted steering and brakes and by synchronizers in the transmission gearbox.

#### **Ready for service under any climatic conditions**

The GA3-66 will render troublefree service all the year round in widely varying geographical conditions.

In a hot climate superlative driver comfort is ensured by an efficient engine cooling and cab ventilating systems. During severe frosts the cab is reliably heated and windshield defrosted with warm air while the engine is easily started by a starting preheater.

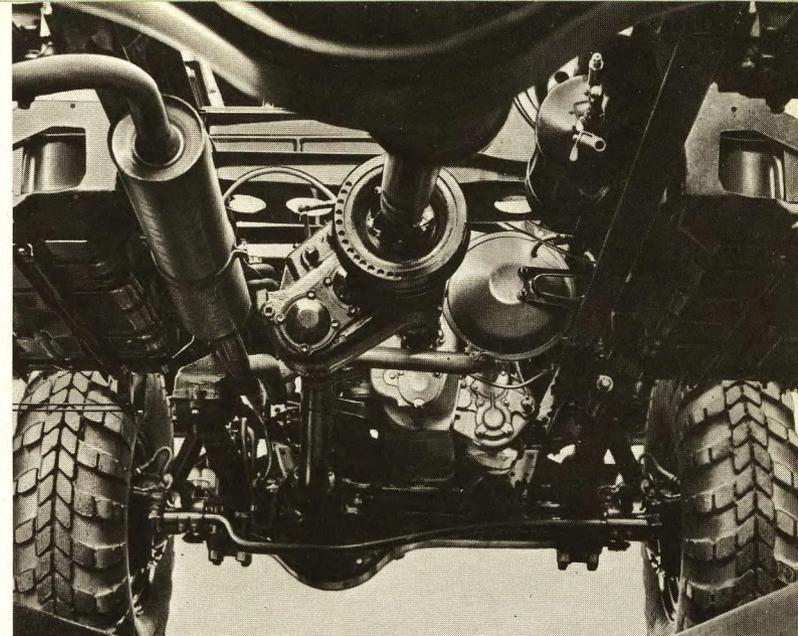
The truck cab is readily tilted forward by two powerful balancing springs thus giving free access to the engine and other units for servicing.

The cab-over-engine layout provides a large platform floor area and a good visibility of the road ahead.

#### **Modifications**

To meet the exacting demands of the customers the V/O "Avtoexport" calls your attention to the following modifications of the GA3-66 truck:

- GA3-66-71 with a tyre pressure control system;
- GA3-66-72 with a tyre pressure control system and a winch
- GA3-66-74 with a tyre pressure control system and shielded electrical equipment;
- GA3-66-75 with a winch, a tyre pressure control system and shielded electrical equipment;
- GA3-66-51 with a tyre pressure control system, tropicalized;
- GA3-66-52 with a tyre pressure control system and a winch, tropicalized
- GA3-66-54 with a tyre pressure control system and shielded electrical equipment, tropicalized;
- GA3-66-55 with a winch, a tyre pressure control system and shielded electrical equipment, tropicalized.



## SPECIFICATIONS

### GENERAL

Load-carrying capacity, t .....	2.0
Maximum weight of loaded trailer, t .....	2.0
Weight of truck in running order (less additional equipment), kg ...	3440
Weight of truck with a winch, kg .....	3640
Overall dimensions, mm:	
length .....	5655
width .....	2342
height (to top of cab, empty) .....	2440
height (to top of canopy, empty) .....	2520
Inside dimensions of cargo platform, mm:	
length .....	3330
width .....	2050
height of platform sides .....	890
Wheel base, mm .....	3300
Tread, mm:	
front wheels .....	1800
rear wheels .....	1750
Road clearance, mm .....	315
Maximum speed, fully loaded, w/o trailer on horizontal sections of level road, km/hr .....	90-95
Test fuel consumption per 100 km, lit. ....	24

### ENGINE

Number and arrangement of cylinders .....	8, V-type
Bore, mm .....	92
Stroke, mm .....	80
Displacement, lit .....	4.25
Compression ratio .....	6.7
Maximum power (limited by governor) at 3200 rpm (SAE), hp .....	130
Maximum torque at 2000-2500 rpm (SAE), kGm .....	31.5

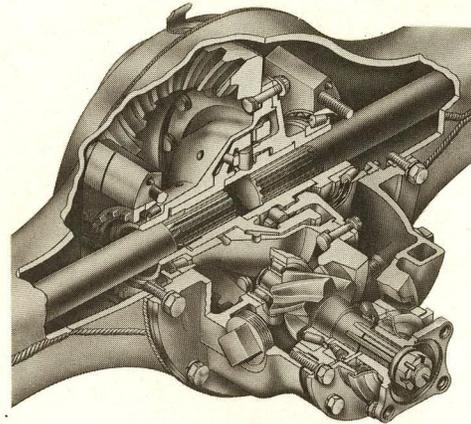
### SPEEDS AND CLIMBING ABILITY

Gear	Gearbox speed ratios	Road speed, km/hr		Climbable gradient*	
		high speed in transfer case	low speed in transfer case	low speed in transfer case	high speed in transfer case
1st	6.48	14-15	7-8	81 % (39°)	33 % (18°)
2nd	3.09	29-31	15-16	31 % (17°)	14 % (8°)
3rd	1.71	53-56	27-29	14 % (8°)	7 % (4°)
4th	1.00	90-95	46-49	7 % (4°)	3.5 % (2°)
Reverse	7.9	11-12	6		

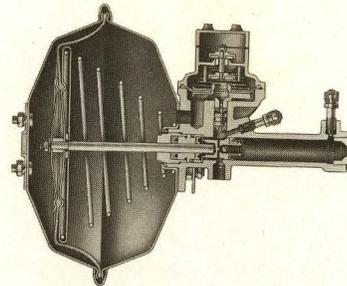
\* Climbable angles are given for uphill slopes with hard surface

### POWER TRANSMISSION

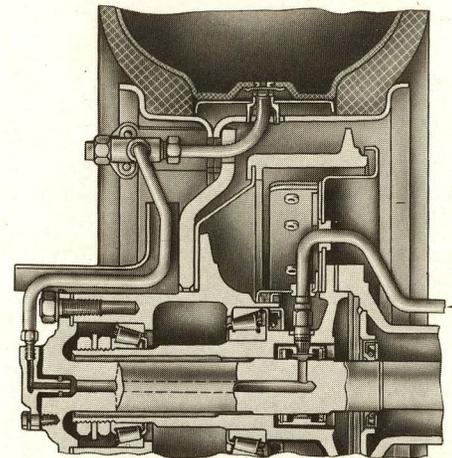
Clutch .....	single dry-plate type
Gearbox .....	three-range, synchromesh on III and IV gears



Final Drive and Jaw-Type Differential



Hydro-Vacuumatic Brake Servo Unit



System of Air Supply to Tyres

Transfer case .....	two speeds, direct and low with a speed ratio of 1.963
Propeller shaft drive .....	exposed, three shafts
Driving axle final drive .....	hypoid bevels, speed ratio 6.83

### RUNNING GEAR

Tyres .....	extra-low pressure 12.00-18"
Wheel rims .....	removable, disk-type, 8.00CV-18
Springs .....	four longitudinal semielliptical springs
Shock absorbers .....	two-way hydraulic telescopic type, on both axles

### STEERING

Steering mechanism .....	globoid worm with triple roller
Power steering unit .....	hydraulic

### BRAKES

Foot brake .....	drum-and-shoe type on four wheels
Foot brake drive .....	hydraulic with hydro-vacuum servo unit
Hand brake .....	drum-and-shoe type mounted on transmission

### ELECTRICAL EQUIPMENT

Wiring system .....	single wire negative earth type
Voltage, V .....	12

### SPECIAL EQUIPMENT

Winch:	
maximum cable pull, kG .....	3550
cable length, m .....	50
Tyre pressure control system .....	consists of compressor, air cylinder, pressure regulator, safety valve, control valve, and pipes

The manufacturer reserves the right to modify the vehicle with a view to improving its performance.

**Buy automobiles offered by V/O "Avtoexport".**

Address your enquiries to V/O "Avtoexport",  
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