

CHEVY 4-WHEEL DRIVE

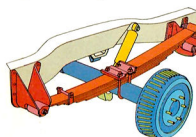
BUILT TO STAY TOUGH



CHEVY 4-WHEELERS. BUILT TOUGH FROM THE INSIDE OUT.

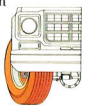
New special suspension

Chevy's half-ton 4-wheel-drive pickups and Suburbans have a new standard suspension. It's engineered to provide a softer ride than last year's models, while retaining the same rugged off-road capability. Spring rates have been lowered, front and rear springs recambered and shock absorbers revalved. More caster has also been added to the front suspension. It all adds up to more riding comfort. Blazer's suspension was improved last year.



Quick-turning front axles

Chevy 4-wheel-drive vehicles are easy to maneuver in tight places with short curb-to-curb turning circles. And variable-ratio power steering is available on all models.



Computer-matched brake systems

Brake types, sizes and power assists are computer-matched to the vehicle's GVW rating. That means that higher GVW models get the heavier duty brake systems. Front disc brakes provide resistance to fade and recover quickly from the effects of water immersion. Cast iron-steel rear brake drums are fitted for cooling.



Heavy-gauge steel frame

Deep-section all-steel channel side rails are strong and durable—made to withstand the demands of off-road driving. The drop center frame design allows for lower cab mounting, easing entry and exit while maintaining good ground clearance.

Front disc brakes provide resistance to fade and recover quickly from water immersion. Lining wear sensor sounds audible signal when disc pads need replacement.

Minimum exposure of running gear—Transmission, transfer case and drive shafts extend only slightly below body for clean appearance.

4 x 4 transfer case—Bolted directly to the transmission to eliminate a propeller shaft and permit a lower body height.

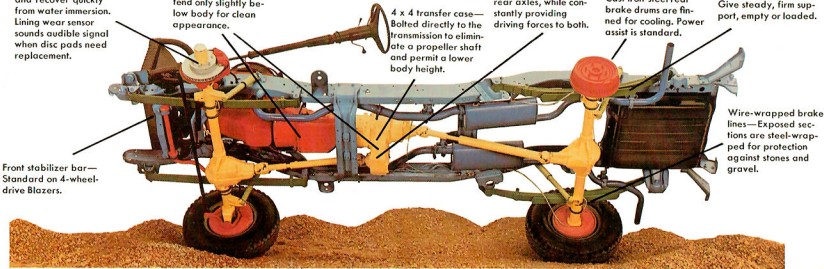
4 x 4 interaxle differential—Compensates for speed variations between front and rear axles, while constantly providing driving forces to both.

Cast iron-steel rear brake drums are fitted for cooling. Power assist is standard.

Multi-leaf springs—Give steady, firm support, empty or loaded.

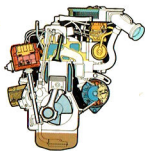
Wire-wrapped brake lines—Exposed sections are steel-wrapped for protection against stones and gravel.

Front stabilizer bar—Standard on 4-wheel-drive Blazers.



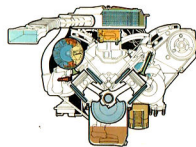
Six-cylinder engines

Chevy's 250-cubic-inch Six is the standard engine on 4-wheel-drive half-ton pickups and Blazers. Standard on ¾- and 1-ton pickups is the larger 292 Six. Both engines feature precision-molded block and head castings, free-breathing valve-in-head design, hydraulic valve lifters and precision-balanced crankshafts. These engines perform equally well on leaded and unleaded fuel.



High energy ignition system

Standard with both Six and V8 engines, our High Energy Ignition delivers up to a 85% hotter spark than conventional systems. It improves cold-weather starting, provides all-weather protection from moisture, dirt and road splash. Solid-state design eliminates ignition points and condenser, extends the time between recommended tune-ups.



Available V8s

Chevy's 305 2-barrel V8 is available for Suburban and Blazer. Chevy's 350 4-barrel V8 is available on all 4-wheel-drive models. For increased torque and horsepower without an increase in engine weight, a powerful 400 4-barrel V8 is available on all 4-wheel-drive models. These engines operate on both leaded and unleaded fuel.

CHEVY FULL-TIME 4-WHEEL DRIVE GIVES YOU TRACTION AT EVERY WHEEL ON OR OFF THE ROAD.

Standard on K-model Chevys, Suburbans and Blazers with Turbo Hydra-Matic transmission

Chevy's versatile full-time 4-wheel drive gives you traction for off-road going plus good stability and tracking under varying road conditions. All 4-wheel-drive controls are inside the cab. So you can drive where you like without stopping to operate front free-wheeling hubs or to shift into 4-wheel drive. Here's how Chevy does it.

Locking hubs eliminated

No more shifting into or out of 4-wheel drive; no more getting out to lock and unlock front free-wheeling hubs when moving on or off the highway. Full-time 4-wheel drive supplies the traction you need, on the highway or off.

Interaxle differential built in

The difference between conventional 4-wheel drive

(standard on K-models with manual transmissions) and our full-time system is an interaxle differential built into the transfer case. This device compensates for variations in speed between the front and rear axles while constantly delivering power to both.

Here are the drive choices you have

H Loc Interaxle differential is locked out, solidly connecting front and rear axles. Delivers equal torque to both axles in direct drive. Used *only* on low-traction surfaces which allow wheel slippage. Dash-mounted warning light is on.

H Interaxle differential is operating, providing power to both axles in direct drive. Prevents torque wind-up which occurs when axles are solidly connected. Used for all normal driving on high- or low-traction surfaces.



N Transfer case is disengaged from front and rear axles; vehicle is stationary. Used for power takeoff operation.

L Interaxle differential is operating, providing power to both axles at 2.0:1 gear reduction. Prevents torque windup which occurs when the axles are solidly connected. Used for driving when maximum power is required.

L Loc Interaxle differential is locked out, solidly connecting front and rear axles. Delivers equal torque to both axles at 2.0:1 gear reduction. Used *only* on extreme low-traction surfaces which allow wheel slippage. Dash-mounted warning light is on.

Moving off-road

With full-time 4-wheel drive, the steering wheel is all the driver has to move going from paved to unpaved surfaces. In most cases, the transfer case shift remains in "High". Depending on the terrain, there are other options. For example, where added power is required for

effective operation, you can shift the transfer case to full-time "low". For extreme traction situations, the interaxle differential can be locked out either in direct drive or with a 2.0:1 gear reduction.

Conventional 4-wheel drive

Chevrolet's conventional system is standard on 4-wheel-drive pickups, Suburbans and Blazers when equipped with 3-speed or 4-speed manual transmissions. A 2-speed transfer case provides conventional 4-wheel-drive vehicles with a high and low range, 2-wheel drive and power takeoff opening for accessory equipment. Front free-wheeling hubs are standard, allowing you to switch from free-wheeling to lock position when moving off-road.

CHEVY GIVES YOU 3 TOUGH WAYS TO GO 4-WHEELING.

New 4-wheel-drive pickup

1-ton 4-wheel-drive Chevy pickups are now available. Models include: Chassis Cab, Fleetside, Bonus Cab and Crew Cab Fleetside, Bonus Cab and Crew Cab Chassis Cab. All have a hefty 4,500-lb.-capacity front driving axle.

GVWs range from 8,600 to 9,200 lbs. on single-rear-wheel models and 9,200 to 10,000 lbs. on dual-rear-wheel models. All pickup boxes are 8 feet long. Power steering and hydraulic powered disc/drum brakes are standard.

Tough, smooth-riding 4-wheel-drive Chevy pickups are also available in ½- and

¾-ton models on two different wheelbases. Fleetside or Stepside pickup boxes, 6½ and 8 feet long, can be ordered depending on wheelbase. And you get a choice of standard steel or available wood floors in the 8-ft. Fleetside box. GVWs range from 6,200 to 8,400 lbs.

glass-reinforced plastic rear top. In lieu of the plastic top, a new convertible top is also now available.

4-wheel-drive Suburban

We call Suburban "Superwagon" because it does what a wagon can't. Suburban carries up to nine, with available seating, and has up to 144 cu. ft. of load space (that's almost half again as much as a full-size wagon). Gross vehicle weight ratings range from 6,200 to 8,400 lbs. Load capacities up to 2,900 lbs. qualify a 4 x 4 Suburban for many a tough off-road job assignment.



4-wheel-drive Blazer.

A 4 x 4 Blazer is tough enough to take you almost anywhere you want to go. Blazer carries up to five with available seating, holds up to 44 cu. ft. of gear. The GVW rating for 4-wheel-drive Blazers is a hefty 6,200 lbs. All Blazers have a steel from half top and removable fiber-

Some of the equipment illustrated in this catalogue is optional at extra cost.

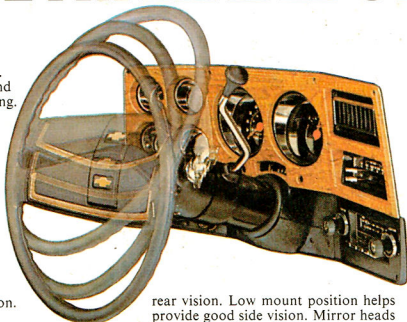
TAKE SOME OF THE ROUGH OUT OF ROUGHING IT WITH THESE AVAILABLE OPTIONS.

Power steering

Variable ratio type. Facilitates parking and low-speed maneuvering. Helps reduce driver effort.

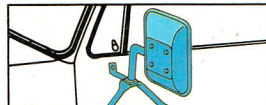
ComfortIt steering wheel

Adjusts to six different positions with just a flick of a lever. Easy entry, easy exit. Available with 4-speed or automatic transmission.



Turbo Hydra-Matic transmission

Its three forward speeds keep the engine in the right power range automatically. Includes improved anti-theft steering and transmission lock built into ignition switch. Required for full-time 4-wheel drive.



Below eyeline mirrors

Large reflecting surfaces and extended mounting arms provide added

rear vision. Low mount position helps provide good side vision. Mirror heads pivot inward for added side clearance. Available in painted or stainless steel, and in regular or camper-type versions.

Gauges

Constant-reading voltmeter, oil pressure and temperature needle gauges replace the standard warning light system. Available with either tachometer or clock.

Air conditioning

All Weather air conditioning cools and dehumidifies air for inside comfort. Increased capacity engine cooling components and 61-amp Delcotron generator are included.

Deluxe chromed bumpers

Formed of heavy-gauge steel, deluxe chromed bumpers with resilient impact

strips are available for both front and rear. Chromed front bumper guards with impact strips are also available separately.

Delco freedom battery

Available heavy-duty battery is completely sealed. It never needs water, just routine checking of the built-in charge indicator.

Wheel trim

Attractive stainless steel wheel covers are finished with a chrome flash that resists rust and corrosion. Bright metal hubcaps also available.



Other available options

- New Exterior Decor Package (special hood-paint design, emblem)
- Shield plates for fuel tank and transfer case
- Extra-capacity fuel tank
- Soft-Ray tinted glass
- Rally wheels
- Simulated wood-grained instrument panel AM and AM/FM radios
- Engine oil cooler
- Heavy-duty shock absorbers
- Heavy-duty springs
- Heavy-duty generator
- Weight equalizing hitch platform
- Special tires.

SPECIFICATIONS

	Blazer		Fleetside Pickup				Crew-Cab Pickup		Stepside Pickup		Suburban	
	K10	K10	K10	K20	K30	K30	K10	K10	K20	K10	K20	
Wheelbase (in.)	106.5	117.5	131.5	131.5	131.5	164.5	117.5	131.5	131.5	129.5	129.5	
Min. Ground Clearance (in.)	6.6	7.1	7.1	7.2	7.8	7.7	7.1	7.1	7.2	7.2	7.2	
Step Height (in.)	20.6	21.4	21.4	22.9	23.7	24.0	21.4	21.4	22.9	21.6	23.0	
Overall Height (in.)	71.1	72.0	72.0	74.0	74.7	75.0	72.0	72.0	74.0	73.5	75.5	
Standard Tire Size	H78-15B		L78-15B		8.75-16.5C	9.50-16.5D	9.50-16.5D	L78-15B		8.75-16.5C	H78-15B 8.75-16.5C	
Ramp Angle	—Front	32°	33°	33°	35°	41°	38°	33°	33°	35°	34° 35°	
	—Rear	24°	19°	15°	20°	19°	18°	19°	16°	21°	19° 21°	
Break-Over Angle	23°	21°	20°	23°	25°	21°	21°	21°	23°	20°	22°	

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