

# CHEVY

It never forgets it's a tough truck

# BLAZER



Building a better way

**Chevrolet**

to see the U.S.A.

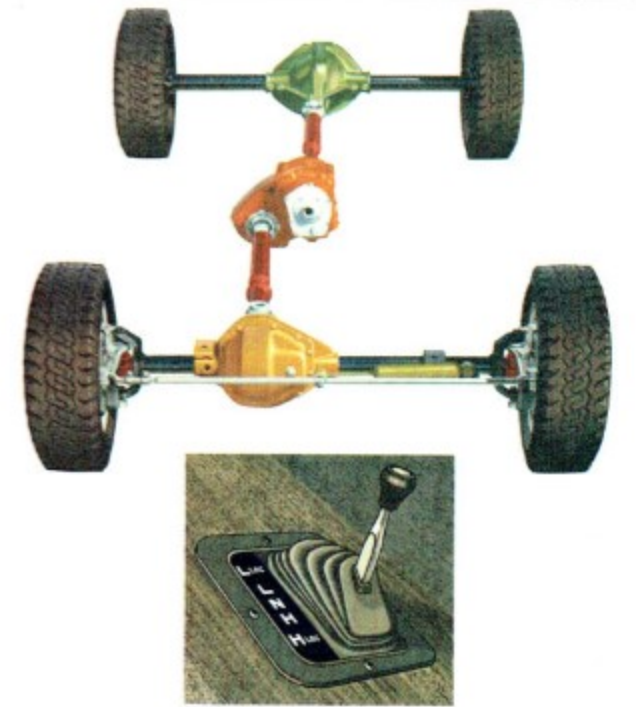


# BLAZER 4WD



Four-wheel traction available—on the road or off—on any Blazer equipped with a V8 engine. That's Blazer *full-time* 4-wheel drive. Easy getting in and out, too, with a 22-inch entry height. Plus 7 inches of ground clearance, all with a pleasingly low silhouette. Blazer for '74.

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### Full-time 4-wheel drive eliminates need for locking front wheel hubs.

This system is in 4-wheel drive at all times. The difference between conventional 4-wheel drive and full-time is an *interaxle differential* in the transfer case. This device compensates for speed variations between front and rear axles, while constantly providing driving force to both.

Full-time 4-wheel drive eliminates the need for free-wheeling hubs. No more getting out to lock or unlock front hubs when moving on or off the highway. It supplies all the traction power you need for off-road going *plus* improved stability and positive driving control on rain-slicked or iced highways.

For off-road or low-traction operation, the interaxle differential can be bypassed simply by moving the transfer case shift lever to the high or low lock position. The low position provides a 2:1 gear reduction. It's like having a two-speed rear axle.

A 34 degree turn angle on the front axle gives Blazer a turning diameter of 37.6 ft., curb-to-curb.

### Conventional 4-wheel drive.

Chevrolet's reliable conventional 4-wheel-drive system is on 6-cylinder Blazers. The 2-speed transfer case provides high and low 4-wheel-drive ranges and a power takeoff for operating accessory equipment. Same turn angle and curb-to-curb turning diameter as with full-time 4-wheel drive models.

### Two-wheel-drive Blazer.

A sturdy city or country runabout, the two-wheel-drive Blazer is available with either three- or four-speed synchromesh or Turbo Hydra-matic transmission. Massive Girder Beam front suspension and 2-stage rear leaf springs give Blazer a comfortable ride.



Seat up to five with available seating.



# BLAZER TOUGHNESS

## BUILT AS IF THERE WERE NO ROADS AT ALL

Doors, side panels and tailgate are double-steel-wall thick. And the hood and fenders are double-walled, too. Fewer weld joints help improve resistance to rust. New, improved power brake system.



### Energy-absorbing steering column.

Designed to help absorb energy forces in the event of front-end impact. Column telescopes, separates from instrument panel, if sudden, intense pressure is applied.



### Rugged leaf springs.

Four-wheel-drive models get wide multi-leaf front and rear springs. Plastic liners separate all leaves to help provide quiet, low-friction operation. Front stabilizer bar is standard on all 4-wheel-drive Blazers.



### Double-wall front fenders.

All-steel one-piece inner and outer fender panels form a double wall for structural rigidity. Self-washing bathtub-type wheelhousings help protect against salt spray and flying stones.

### Auxiliary hardtop available.

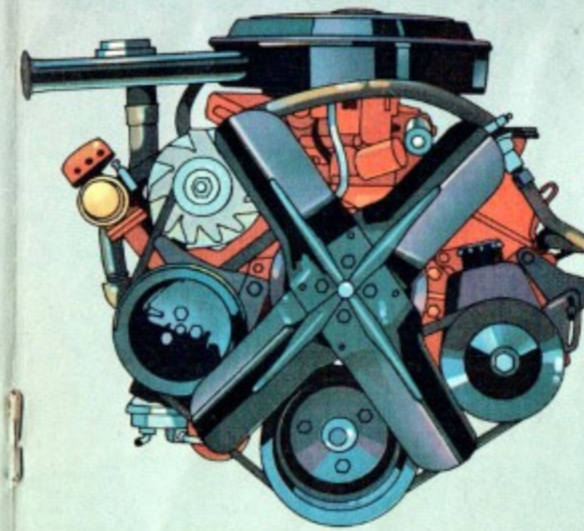
You can turn the open Blazer into a closed vehicle with a snug-fitting fiberglass reinforced hardtop. Lightweight and watertight, it's designed for easy installation. For closed vehicle operation, Blazer's standard power flow-through ventilation provides a valuable complement. Inside air begins moving and changing the moment you turn the ignition key.

### Lexan® rear taillight lenses.

Rear taillight lenses are made of an extraordinarily tough plastic. It can absorb more severe impact than ordinary acrylic plastics.

### Staggered placement of rear shock absorbers.

Rear shock absorbers are positioned with one forward, one aft. The effect is to reduce brake and power hop.

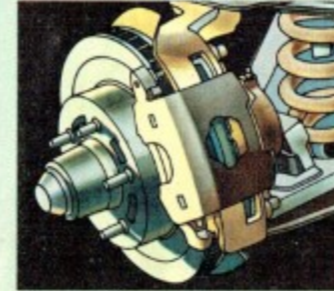


| Engine Specifications       | 250 Six       | 350-2 V8   | 350-4 V8   |
|-----------------------------|---------------|------------|------------|
| Displacement (cu. in.)      | 250           | 350        | 350        |
| Bore & Stroke (in.)         | 3 7/8 x 3 1/2 | 4 x 3 1/2  | 4 x 3 1/2  |
| Compression Ratio           | 8.5 to 1      | 8.5 to 1   | 8.5 to 1   |
| Net Horsepower @ rpm        | 100 @ 3600    | 145 @ 3800 | 160 @ 3800 |
| Net Torque (lbs.-ft.) @ rpm | 175 @ 1800    | 250 @ 2200 | 250 @ 2400 |

### Power up to a 350 V8.

Blazer's full-time 4-wheel drive gives you the traction; Blazer's husky engine-transmission teams give you the power to go where you want when you want. The standard Six is 250 cubic inches with seven-main-bearing crankshaft, contoured camshaft and full-length waterjackets. The standard V8 is a 350 2-barrel; a 350-cubic-inch 4-barrel V8 is also available.

Both V8's feature exhaust valves with special coating on the heads and faces to help retard carbon buildup. Match the Blazer engine you select with one of three available transmissions: a 3-speed fully synchronized unit with column-mounted shift lever (not available with 4-barrel V8); a 4-speed unit with floor-mounted shifter; or famous 3-speed Turbo Hydra-matic.



### New power brake systems match stopping power to gross vehicle weight.

Under a new Chevy light-duty truck brake program, brake types, sizes and power assists are computer-matched to the GVW rating of the vehicle. Heavier duty models get heavier duty brake systems. Incorporated into the new systems are Chevy's standard front disc/

finned drum rear brakes. Disc brakes provide resistance to fade and recover quickly from effects of water immersion. Rear brakes are finned for efficient cooling. Front disc brake lining wear sensor sounds an audible signal when pads need replacement.

### Dual-orifice windshield washer nozzles.

Windshield washer nozzles have dual orifices for more effective coverage. Reservoir has three-pint capacity.

### Tough engine mount design.

Engine mounts are designed to provide a vibration-absorbing cushion between engine and frame. Rubber is pre-loaded between a steel backing plate and steel outer housing.

### Reinforced hood.

Hood is fabricated of two pieces of steel welded together for torsional rigidity. Inner panel is embossed for strength.

### Tough Blazer frame.

The Blazer frame features deep side rails joined by a rugged crossmember design. Frames are made of high tensile strength carbon steel.





# BLAZER OPTIONS

There are all kinds of things you can do to make your Blazer even more convenient and more appealing to the eye. Some of them are shown here. Consult your Chevrolet dealer for the complete availability.

## Below-Eye-Line mirrors.

Below-Eye-Line mirrors mount on doors for viewing past wide trailer. 180-degree pivot. Painted or stainless steel.

## Cheyenne interior.

Seat upholstery for two front bucket seats is leather-grain all-vinyl in a selection of five colors (fabric and vinyl trim in two colors available at extra charge when auxiliary top is also ordered). Console between seats, gauge-type instrumentation with wood-grain trim and color-keyed front floor covering are included with Cheyenne trim. When ordered with auxiliary top, Cheyenne comes with carpeting and color-keyed rear sidewall trim panels. Map pockets in doors.



## Comfortilt steering wheel.

Useful when more than one driver will be using Blazer. Adjusts to six positions. Available with 4-speed or automatic transmissions.

## Full instrumentation.

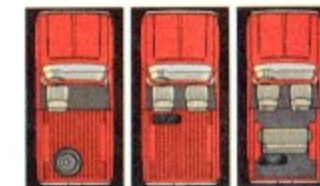
Includes conveniently clustered gauges for oil pressure, temperature and ammeter. Tachometer or clock also available.

## Air conditioning.

Air conditioning makes Blazer with auxiliary top a place of comfort even on hot days. Includes increased capacity radiator and 61-amp. generator.

## AM or AM/FM pushbutton radios.

Designed to be mounted as an integral part of the instrument panel. Antenna embedded in windshield when ordered factory-installed.



## Seating for up to five.

The Custom Blazer has the driver bucket seat standard, and a matching auxiliary passenger bucket seat is available. Front bucket seats with special all-vinyl trim plus a center console and color-keyed floor covering are available for the Custom Blazer and included with Cheyenne trim package. A full-width rear bench seat is available for both Cheyenne and Custom Blazers.



## Custom interior.

Foam-cushioned bucket seat trimmed in vinyl in a choice of four colors. Auxiliary bucket seat and rear bench seat available. One-piece molded door trim panels. Rubber front floor matting. Padded sunshade. Courtesy lamp. Prismatic rear-view mirror. And more.



## Skid plates.

Steel shielding that helps protect fuel tank during operation over rough terrain or unusual road surfaces. Skid plate included for transfer case of 4-wheel-drive models.



## Rooftop luggage carrier.

A bright-metal roof rack, complete with skid strips, that mounts on the available Blazer auxiliary top. Can carry 300 pounds.



## Custom exterior.

Plenty of bright metal up front on the Blazer grille, and the right- and left-hand mirrors are finished in chrome as well. Front and rear bumpers and wheels are painted white.



## Cheyenne exterior.

Chrome bumpers front and rear. Bright upper and lower body side and rear moldings. Bright hubcaps. Many other bright accents. Cheyenne nameplates.



## Tailgate with roll-up window.

Included when you order the auxiliary top. Features a manually operated drop glass with a generous rear viewing area.

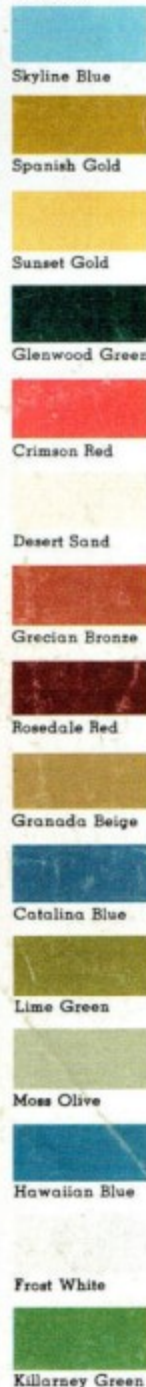
## And more.

Roof air deflector ■ Heavy-duty battery ■ Heavy-duty generator ■ Heavy-duty radiator ■ Heavy-duty shock absorbers ■ Tinted glass ■ Free-wheeling hubs ■ Locking differential rear axle ■ Wide range of rear axles ■ Front tow hooks ■ Trailer weight-distributing hitch platform for trailering ■ Wood-grain exterior trim ■ Special two-tone exterior finish ■ Rally wheels ■ Special tires ■ Power winch.



# SPECIFICATIONS

## Standard colors



| Series                    | 2-WHEEL DRIVE        |                      | 4-WHEEL DRIVE       |                             |
|---------------------------|----------------------|----------------------|---------------------|-----------------------------|
| <b>GVW Ratings</b> (lbs.) | 4900 to 5700         |                      | 4900 to 6200        |                             |
|                           | Standard             | Available            | Standard            | Available                   |
| <b>Engines</b>            | 6-Cyl.               | *250                 | *250                |                             |
|                           | VB's                 | **350-2              | 350-4               | **350-2                     |
|                           |                      |                      |                     | 350-4                       |
| <b>Clutch</b>             | Dia. (in.)           | *10,**11             | 11,12               | *10,**11                    |
|                           |                      |                      |                     | 11,12                       |
| <b>Front Suspension</b>   | —Type                | Independent—Coil     |                     | Hypoid Driving—Tapered Leaf |
|                           | —Cap. (lbs.)         | 3250                 |                     | 3400                        |
|                           | Springs—Cap. (lbs.)  | 1550                 | 1625                | 1650                        |
|                           | Shock Absorbers      | Standard             | Heavy Duty          | Standard                    |
|                           | Stabilizer Bar       |                      | Available           | Standard                    |
|                           |                      |                      |                     | Heavy Duty                  |
| <b>Rear Suspension</b>    | —Axle Type           | Semi-Floating        |                     |                             |
|                           | —Cap. (lbs.)         | 3750                 |                     | 3750                        |
|                           | —Ratios              | *3.73,**3.40         | 3.07,3.40,3.73,4.11 | 4.11                        |
|                           |                      |                      |                     | 3.07,3.73,4.11              |
|                           | Springs—Type         | Two-Stage Multi-Leaf |                     |                             |
|                           | —Cap. (lbs.)         | 1500                 | 1700                | 1700                        |
|                           | Shock Absorbers      | Standard             | Heavy Duty          | Standard                    |
|                           |                      |                      |                     | Heavy Duty                  |
| <b>Brakes</b>             | Front/Rear           | Power Disc/Drum      |                     | Power Disc/Drum             |
| <b>Electrical</b>         | —Battery—Amp.        | *45,**61             | 80                  | *45,**61                    |
|                           | Generator—Amp.       | 37                   | 42,61               | 37                          |
|                           |                      |                      |                     | 42,61                       |
| <b>Fuel Tank</b>          | Nominal Cap. (gal.)  | 25                   | 30                  | 25                          |
|                           |                      |                      |                     | 30                          |
| <b>Steering</b>           | Type                 | Manual               | Power               | Manual                      |
|                           |                      |                      |                     | Power                       |
| <b>Transmissions</b>      |                      | 3-Speed              | 4-Speed             | 3-Speed                     |
|                           |                      |                      | Turbo Hydra-matic   | 4-Speed                     |
|                           |                      |                      |                     | Turbo Hydra-matic           |
| <b>Transfer Case</b>      | 6-Cyl.               | Not Required         |                     | Dana #20-2 spd.             |
|                           | VB                   |                      |                     | NP203 (full time)           |
| <b>Tires</b>              | Tubeless Tires—Sizes | E78-15B              |                     | E78-15B                     |

LARGER SIZE TUBELESS & TUBE TYPE TIRES AVAILABLE.

\*Standard on 6-cylinder models. \*\*Standard on 8-cylinder models. Tire Load Range—B (4PR)

|                  | 2-Wheel drive |               | 4-Wheel drive              |               |
|------------------|---------------|---------------|----------------------------|---------------|
|                  | 2-Wheel drive | 4-Wheel drive | 2-Wheel drive              | 4-Wheel drive |
| Max GVW (lbs.)   | 5700          | 6200          | Wheelbase                  | 106½"         |
| Front Overhang   | 33½"          |               | Overall Length             | 184½"         |
| Rear Overhang    | 44½"          |               | Overall Width              | 79½"          |
| Front Tread      | C-64½"        | K-65¾"        | Box Length—Floor           | 76½"          |
| Rear Tread       | C-63.0"       | K-62¾"        | Box Length—Upper           | 66¼"          |
| Ground Clearance | 7"            |               | Box Width—Floor            | 72"           |
| Height           | 67½"          | 69½"          | Box Width—Tailgate Opening | 65"           |
|                  | *69½"         | *71½"         | Between Wheelhouses        | 50"           |
|                  |               |               | Box Depth                  | 19¼"          |

\*With Available Hardtop

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