

BLAZER



'76

YOUR MONEY'S WORTH. MILE AFTER MILE AFTER MILE.

BLAZER

LAST YEAR'S "FOUR WHEELER OF THE YEAR" DELIVERS EVEN MORE VALUE IN '76

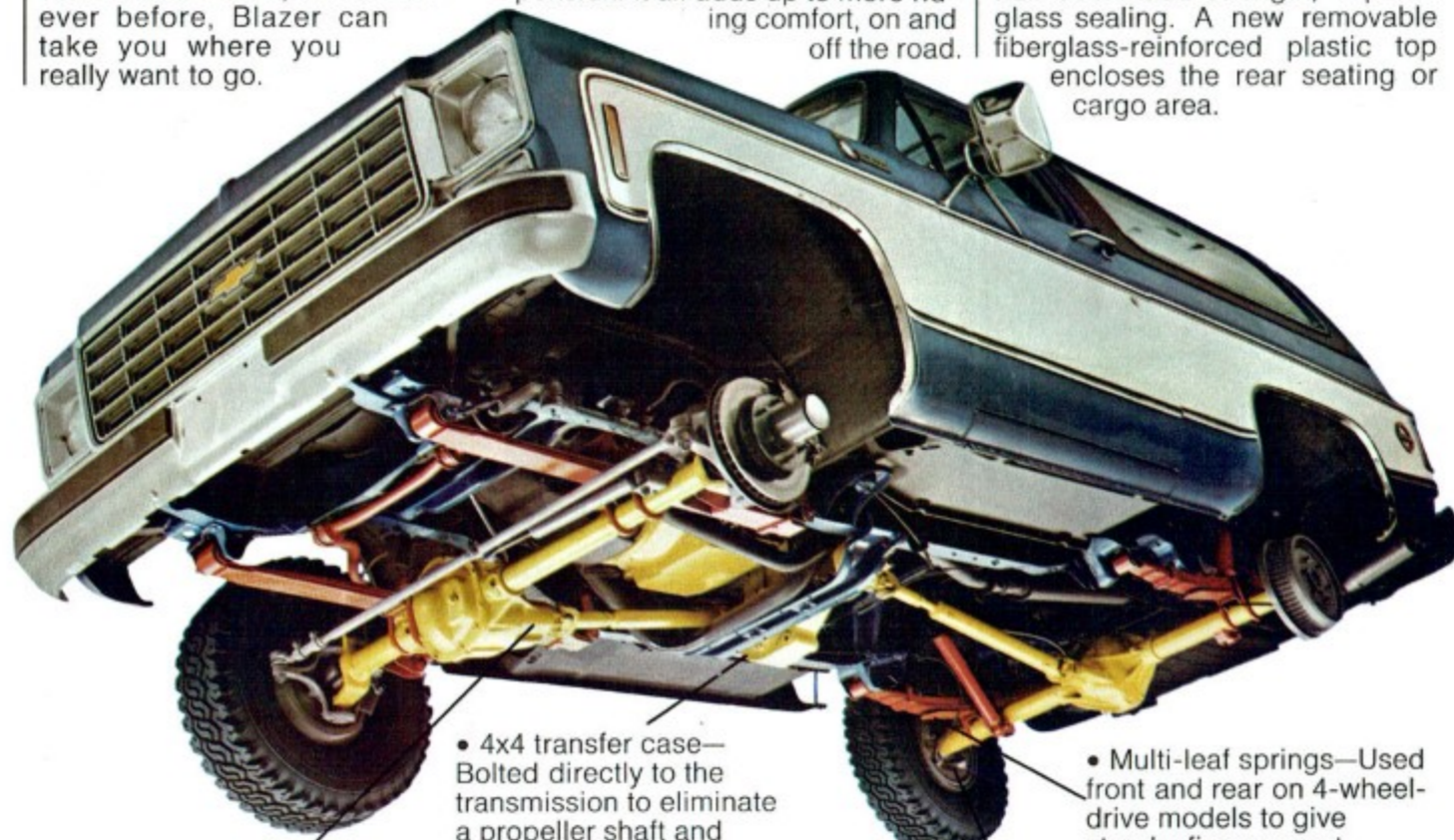
When *Four Wheeler* magazine presented its highest award to the K-model Blazer, the editors cited Blazer's available Special Suspension. This year that same soft-riding front suspension is standard on all K-model Blazers. We also gave Blazer a new steel half top for 1976. And made full-time 4-wheel drive standard on all K-model Blazers with automatic transmission. Now, more than ever before, Blazer can take you where you really want to go.

SPECIAL SUSPENSION HELPS SOFTEN BLAZER'S RIDE.

The new suspension for 4-wheel-drive Blazers is engineered to provide a softer ride than last year's models, while retaining the same off-road capability. Spring rates have been lowered, front and rear springs recambered, shock absorbers revalved and more caster has been added to the front suspension. It all adds up to more riding comfort, on and off the road.

NEW STEEL FRONT HALF TOP HAS BUILT-IN ROLL BAR.

For 1976, all Blazers have a steel half top with a built-in roll bar. An integral part of the roof construction, this sturdy roll bar has a flat shape which provides more interior space than conventional tubular roll bars. Full doors add strength, improve glass sealing. A new removable fiberglass-reinforced plastic top encloses the rear seating or cargo area.



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

- 4x4 transfer case—Bolted directly to the transmission to eliminate a propeller shaft and permit a lower body height.
- 4x4 interaxle differential—Compensates for speed variations between front and rear axles, while constantly providing driving forces to both.

- Multi-leaf springs—Used front and rear on 4-wheel-drive models to give steady, firm support, empty or loaded.

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

FULL-TIME 4WD WITH AVAILABLE TURBO HYDRA-MATIC.

All K-model Blazers with available Turbo Hydra-matic transmission have full-time 4-wheel drive. A special interaxle differential allows the system to remain in 4-wheel drive both on and off the road. This versatility gives you traction for off-road going, plus good stability and tracking under varying road conditions. All 4-wheel-drive controls are located inside the cab for your convenience.

ELIMINATES THE NEED FOR OPTIONAL FRONT FREE-WHEELING HUBS.

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. All 4-wheel controls are available to the driver from inside the vehicle.

INTERAXLE DIFFERENTIAL COMPENSATES FOR SPEED VARIATIONS BETWEEN FRONT AND REAR AXLES.

The difference between conventional 4-wheel drive and our available full-time system is the 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. For off-road or low-traction operation, the interaxle differential can be bypassed to lock both axles rigidly together, simply by moving the transfer case shift lever to the high- or low-lock position. For normal operation, however, the transfer case can remain in "high" whether Blazer is on or off the road.

TWO-WHEEL DRIVE ALSO AVAILABLE.

Massive Girder Beam independent front suspension and 2-stage rear leaf springs give the 2-wheel-drive Blazer a comfortable ride, good load-carrying ability. It's available with either 3- or 4-speed manual or Turbo Hydra-matic transmission.

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 extreme low-traction surfaces which allow wheel slippage.

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.

CONVENTIONAL 4WD WITH MANUAL TRANSMISSIONS.

Chevrolet's conventional system is standard on 4-wheel-drive Blazers when equipped with 3-speed or 4-speed manual transmissions. A 2-speed transfer case provides 4-wheel drive with a high and low range, 2-wheel drive and a power takeoff opening for operating accessory equipment.

FRONT FREE-WHEELING HUBS STANDARD.

Conventional 4WD Blazers, with Six or V8 engines, come with front free-wheeling hubs. This allows you to quickly switch the front hubs from free-wheeling for normal driving on high-traction surfaces to lock position when moving off-road or onto other low-traction surfaces.



LOW ENTRY HEIGHT, HIGH GROUND CLEARANCE.

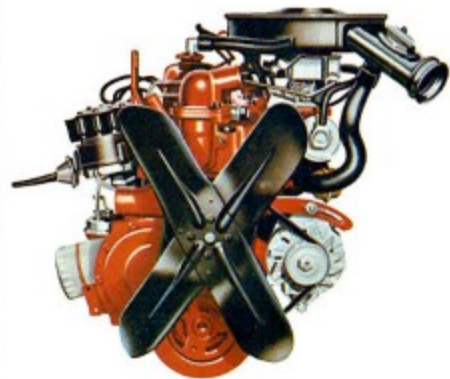
With the transfer case mounted directly to the transmission, Blazer's entry height is only 20.6 inches. Yet despite its low silhouette and low center of gravity, Blazer has 6.6 inches of ground clearance for off-road travel.



Blazer's wagon-type tailgate

BLAZER. A SOLID VALUE FROM THE INSIDE OUT.

From the Special Suspension right up to its new steel half top, this year's Blazer offers more 4WD value than ever. Here are a number of Blazer's key features for 1976.



250 SIX.

The standard engine on 2- and 4-wheel-drive Blazers is Chevy's 250-cubic-inch Six (350-4 V8 required in California). Features include precision-molded block and head castings, free-breathing valve-in-head design, hydraulic valve lifters and precision-balanced crankshafts. This engine performs equally well on leaded and unleaded fuel.

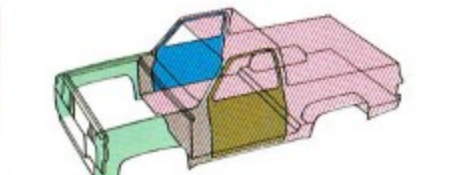
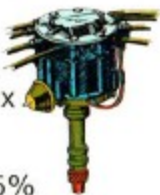
AVAILABLE V8s.

Chevy's 350 4-barrel is the standard engine on V8 model Blazers. Like all Chevy V8s, it features short-stroke design and full-jacket cylinder cooling.

For increased torque and horsepower without an increase in engine weight, a powerful 400 4-barrel V8 is available on 4-wheel-drive models.

HIGH ENERGY IGNITION SYSTEM.

Standard with both Six and V8 engines, our High Energy Ignition delivers up to an 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.

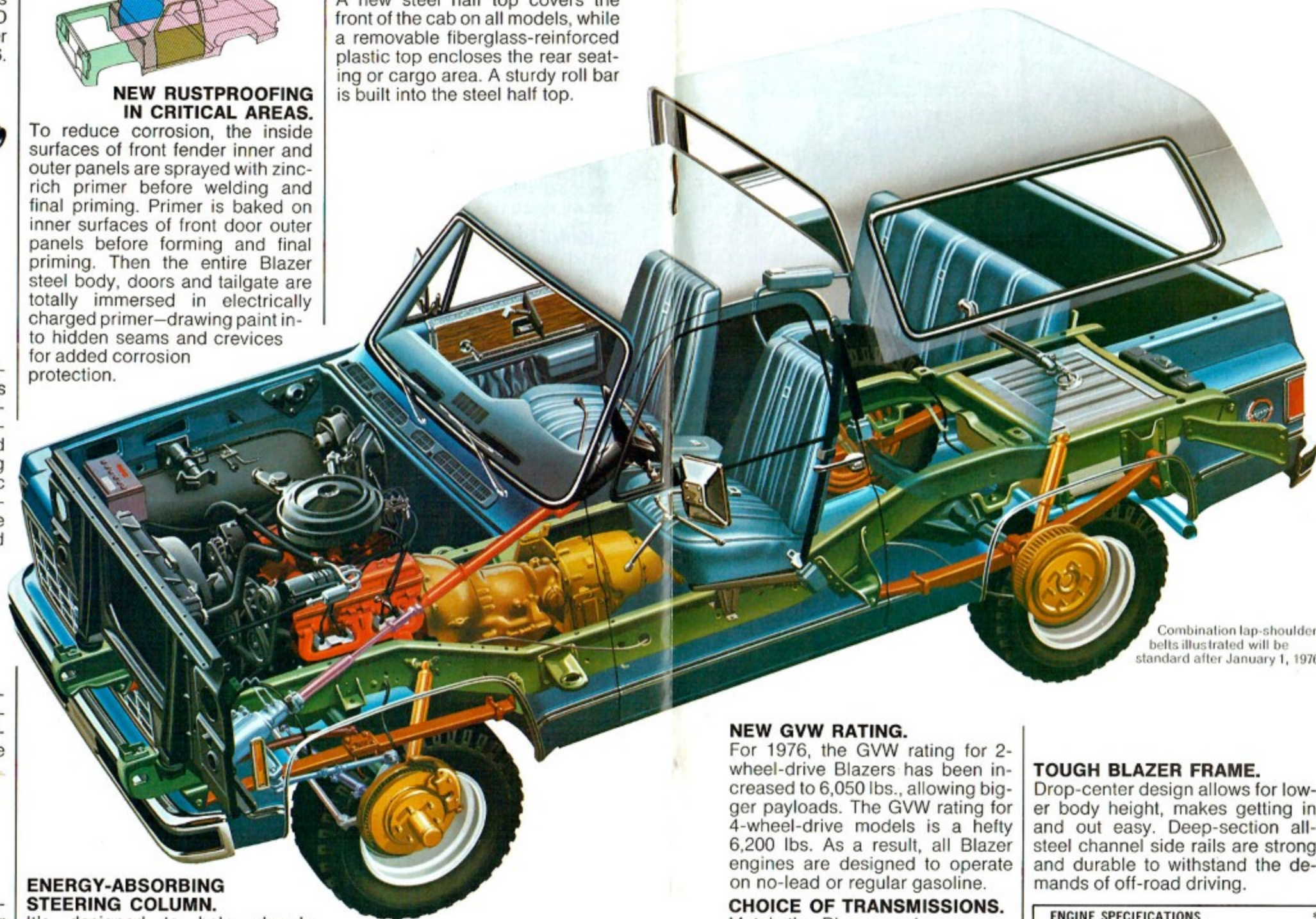


NEW RUSTPROOFING IN CRITICAL AREAS.

To reduce corrosion, the inside surfaces of front fender inner and outer panels are sprayed with zinc-rich primer before welding and final priming. Primer is baked on inner surfaces of front door outer panels before forming and final priming. Then the entire Blazer steel body, doors and tailgate are totally immersed in electrically charged primer—drawing paint into hidden seams and crevices for added corrosion protection.

NEW STEEL HALF TOP.

A new steel half top covers the front of the cab on all models, while a removable fiberglass-reinforced plastic top encloses the rear seating or cargo area. A sturdy roll bar is built into the steel half top.



Combination lap-shoulder belts illustrated will be standard after January 1, 1976.

ENERGY-ABSORBING STEERING COLUMN.

It's designed to help absorb energy in the event of severe front-end impact. It telescopes to provide a cushioning effect. When automatic transmission is ordered, the locking steering wheel feature is included.

QUICK TURN ANGLE.

A 34-degree turn angle on the front axles gives Blazer a turning diameter of only 37.6 ft., curb-to-curb, for easy maneuvering in any situation.

NEW GVW RATING.

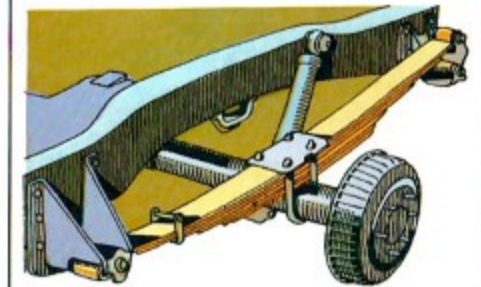
For 1976, the GVW rating for 2-wheel-drive Blazers has been increased to 6,050 lbs., allowing bigger payloads. The GVW rating for 4-wheel-drive models is a hefty 6,200 lbs. As a result, all Blazer engines are designed to operate on no-lead or regular gasoline.

CHOICE OF TRANSMISSIONS.

Match the Blazer engine you select with one of three available transmissions: a 3-speed fully synchronized unit (not available with 4-barrel V8); a 4-speed unit with floor-mounted shifter; or 3-speed Turbo Hydra-matic.

TOUGH BLAZER FRAME.

Drop-center design allows for lower body height, makes getting in and out easy. Deep-section all-steel channel side rails are strong and durable to withstand the demands of off-road driving.



RUGGED LEAF SPRINGS.

Wide multi-leaf front and rear springs and front stabilizer bar are standard on 4-wheel-drive Blazers.

COUNTER-ANGLED REAR SHOCKS.

Rear shock absorbers are positioned with one slanting forward, the other slanting aft. This helps reduce brake and power hop.

COMPUTER-MATCHED BRAKE SYSTEMS.

Complete system is computer-matched to Blazer's GVW rating. Front disc brakes provide resistance to fade and recover quickly from water immersion. Lining wear sensor sounds audible signal when disc pads need replacement. Cast iron-steel rear brake drums are finned for cooling. Power assist is standard.

DOUBLE-WALLED BODY AND SHEET METAL.

Blazer's hood, front fenders and tailgate are fabricated from two single sheets of steel, welded together to form a rigid double wall. Double-wall construction is also used in Blazer's doors, windshield pillars, half roof, front cowl and rear side panels.

LEXAN® REAR TAILLIGHT LENSES.

Substantially stronger than acrylic plastic, Blazer's Lexan taillights have added impact resistance.

ENGINE SPECIFICATIONS	*250 1-bbl. L6	350 4-bbl. V8	400 4-bbl. V8
DISPLACEMENT (cu in)	250	350	400
BORE & STROKE (in)	3.876 x 3.53	4.0 x 3.48	4.125 x 3.75
COMPRESSION RATIO	8.25 to 1	8.5 to 1	8.5 to 1
SAE NET HORSEPOWER @ rpm	100 @ 3600	165 @ 3800	175 @ 3600
SAE NET TORQUE (lb-ft) @ rpm	175 @ 1800	255 @ 2800	290 @ 2800

* NOT AVAILABLE IN CALIFORNIA.

BLAZER INTERIORS



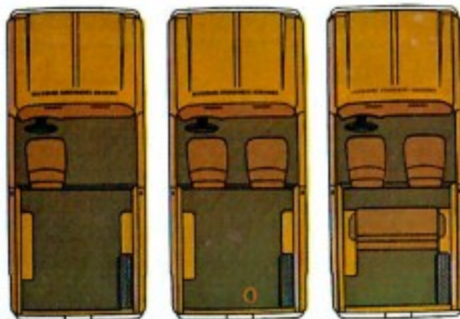
AVAILABLE CHEYENNE INTERIOR.

Seat upholstery for newly styled front bucket seats is a leather-grained vinyl in a selection of five colors. Custom cloth upholstery in Saddle is also available at no extra cost. The console between the seats, gauge-type instrumentation with simulated wood-grain trim and added insulation are included with Cheyenne. This interior also comes with color-keyed carpeting, including rear floor when rear bench seat is ordered and special front door and rear sidewall trim panels with bright accents and simulated wood-grain trim. Map pockets are included in door-trim panels.



CUSTOM DELUXE INTERIOR.

Foam-cushioned driver's bucket seat is trimmed in plaid-pattern vinyl, choice of four colors; matching auxiliary front bucket seat and rear bench seat are available. Also included with this interior are one-piece molded door trim panels, foam instrument panel pad, padded sunshades, rubber front floor covering, prismatic rearview mirror and padded armrests. Custom vinyl trim, including console, is available for Custom Deluxe Blazers.



SEATING FOR UP TO FIVE.

Custom Deluxe Blazer has the driver's bucket seat standard. An auxiliary bucket seat is available for Custom Deluxe, standard with Cheyenne trim package. A full-width rear bench seat in matching vinyl or cloth upholstery is available for both models.

AVAILABLE OPTIONS



SLIDING SIDE WINDOW GLASS.

For added ventilation, sliding side windows are available in the removable plastic top. Windows have adjustable outboard ventipane sections to control incoming air flow.

AIR CONDITIONING.

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

COMFORTILT STEERING WHEEL.

Adjusts to six different positions for almost everybody's driving comfort. Provides easy entry, easy exit. Available with 4-speed or automatic transmission.



Blazer with full-time 4-wheel drive and snow plow.

NEW DELCO FREEDOM BATTERY.

Available heavy-duty or auxiliary battery is completely sealed. It never needs water, just routine checking of the built-in charge indicator. New design provides added reliability, longer service life.

TRAILERING SPECIAL EQUIPMENT.

Includes power steering, heavy-duty battery and Trailering Special nameplate with GCW rating. Ask your dealer for his recommendations on other trailer-towing equipment available from Chevrolet.



FUEL TANK SHIELD PLATES.

Available steel shielding helps protect fuel tank during operation over rough terrain or unusual road surfaces. Includes transfer case protection for 4-wheel-drive models.

BELOW EYELINE MIRRORS.

Large reflective surface and extended mounting arms provide good rear visibility. Low mount position helps provide good side vision. Mirror head pivots inward for added clearance. Painted or stainless steel finish.



WEIGHT-DISTRIBUTING HITCH PLATFORM.

Trailer weight-distributing hitch platform is required for trailers over 2,000 lbs. Distributes load evenly for less strain. Installs without welding.



SPARE TIRE COVER.

Made from heavy-duty black vinyl, the cover slips easily on and off the spare tire. New for 1976 and included in Cheyenne trim option.

MORE BLAZER OPTIONS.

New Deluxe front and rear bumpers with chrome finish, black impact strips • Soft-Ray tinted glass—all windows • Wood-grained exterior trim • Special two-tone paint • Rally wheels • Luggage carrier • Rear window air deflector • 61-amp Delcotron generator • Heavy-duty radiator • Heavy-duty front and rear shock absorbers • Locking differential rear axle • Towing device • Special tires • Custom steering wheel • Tachometer • Electric clock • Swing-away spare tire carrier.



Blazer with Cheyenne exterior trim has chrome bumpers front and rear, bright upper and lower body side and rear moldings, Cheyenne nameplate and other bright accents. Accessories and special equipment shown are dealer installed.

SPECIFICATIONS

SERIES	C10—2-WHEEL DRIVE		K10—4-WHEEL DRIVE	
GVW Range (lb)	6050		6200	
Availability	Standard	Available	Standard	Available
Engine	Six	*250-1@	—	*250-1@
	V8	**350-4	—	**350-4 400-4
Clutch Dia. (in)	*11, **12		*11, **12	
Front Suspension	Type	Independent—Coil Springs		Hypoid Driving Axle—Leaf Springs
	Capacity (lb)	3250		3600
	Spring Capacity (lb)	1625 ea.	—	1650 1900
	Shock Absorbers	1" dia.	1.38" dia.	1" dia. 1.38" dia.
	Stabilizer Bar	—	1.06" dia.	1.25" dia. —
Rear Suspension	Axle Type	Semi-Floating		
	Capacity (lb)	3750		3750
	Ratios	3.73	3.07, 3.73, 4.11	*4.11, **3.07 3.07, 3.73, 4.11
	Springs—Type	Two-Stage Multi-Leaf		
	Spring Capacity (lb)	1700 ea.	—	1700 ea. —
	Shock Absorbers	1" dia.	1.38" dia.	1" dia. 1.38" dia.
Brakes	Front/Rear	Power Disc/Drum	—	Power Disc/Drum —
Electrical	Battery (watts)	*2500, **3200	3500, 4000	*2500, **3200 3500, 4000
	Generator (amp)	37	42, 61	37 42, 61
Fuel Tank	Nominal Cap. (gal)	25	30	25 30
Steering	Type	Manual	Power	Manual Power
Transmission	Manual	3-Speed	4-Speed	3-Speed 4-Speed
	Automatic	—	Turbo Hydra-matic	— Turbo Hydra-matic
Transfer Case		—	—	NP205—2-spd. †NP203 (Full Time)
Tire Size, Tubeless	H78-15B		H78-15B	
	Larger size tubeless and tube-type tires available.			

*Standard on 6-cylinder models. **Standard on 8-cylinder models. Tire load range—B (4PR).
†Full-time transfer case available only with Turbo Hydra-matic transmission. @ NOT AVAILABLE IN CALIFORNIA.

Driveline combinations for Blazer Trailering Special Packages

†GCWR in Pounds by Axle Ratio	8000	8500	9000	9500	10500
Tires, Front & Rear	C-K10 H78-15B				
Transmission	C-K10 Turbo Hydra-matic (all engines) or 4-Speed (350 V8 only.)				
Engine: 350-4 V8	C-K10	3.07		3.73	4.11*
400-4 V8	K10		3.07		3.73
GCW Shown on Trailering Special Nameplate	8000				10,000

*Not available on K models.
†GCWR: Gross combined weight rating of vehicle, trailer, cargo and occupants.

STANDARD COLORS



DIMENSIONS (inches)			
	2-Wheel drive	4-Wheel drive	2-Wheel & 4-Wheel drive
Wheelbase	106.50		Overall Length 184.50
Front Overhang	33.50		Overall Width 79.50
Rear Overhang	44.50		Box Length—Floor 76.50
Front Tread	C-64.50	K-65.75	Box Length—Upper 66.25
Rear Tread	C-63	K-62.75	Box Width—Floor 72
Ground Clearance	6.6		—Tailgate Opening 65
Height	68.75	71	—Between Wheelhousings 50
			Box Depth 19.25

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Chevrolet salutes America's Bicentennial as a sponsor of the U.S. Olympic Team.

