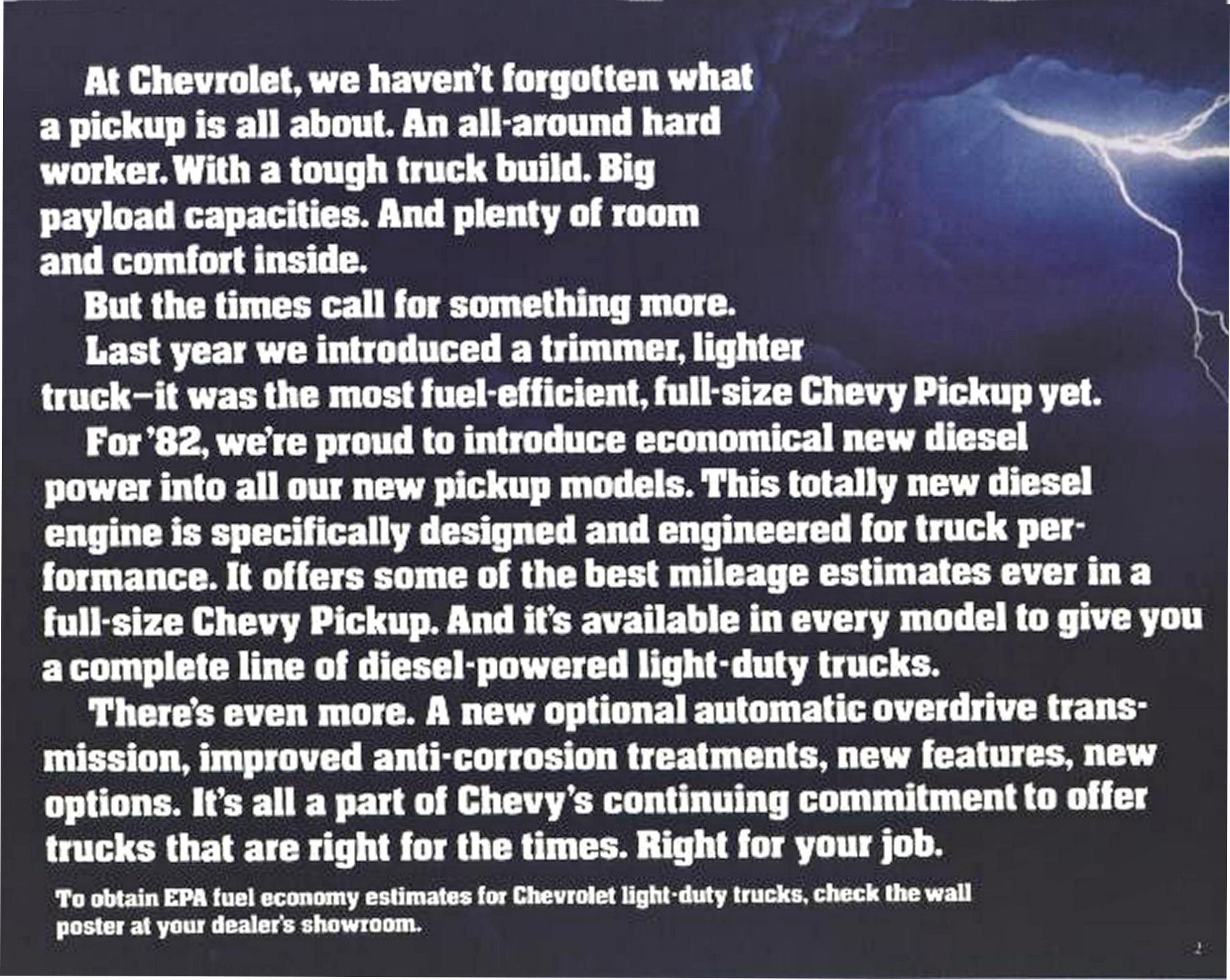


**NEW
6.2 DIESEL
POWER**

**'82 CHEVY
PICKUPS FULL-SIZE**



**CHEVY IS THE POWER
IN TRUCKS.**



At Chevrolet, we haven't forgotten what a pickup is all about. An all-around hard worker. With a tough truck build. Big payload capacities. And plenty of room and comfort inside.

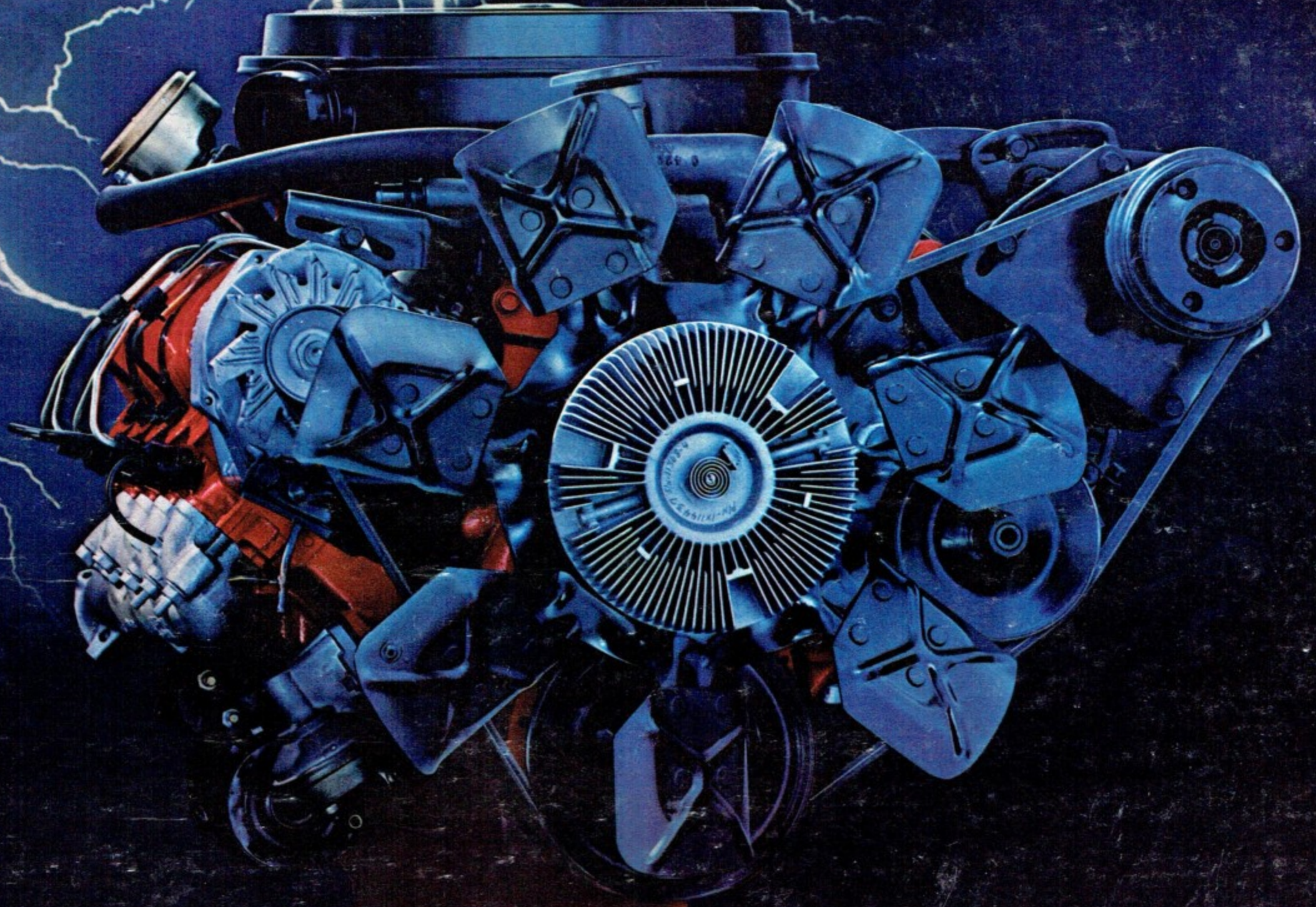
But the times call for something more.

Last year we introduced a trimmer, lighter truck—it was the most fuel-efficient, full-size Chevy Pickup yet.

For '82, we're proud to introduce economical new diesel power into all our new pickup models. This totally new diesel engine is specifically designed and engineered for truck performance. It offers some of the best mileage estimates ever in a full-size Chevy Pickup. And it's available in every model to give you a complete line of diesel-powered light-duty trucks.

There's even more. A new optional automatic overdrive transmission, improved anti-corrosion treatments, new features, new options. It's all a part of Chevy's continuing commitment to offer trucks that are right for the times. Right for your job.

To obtain EPA fuel economy estimates for Chevrolet light-duty trucks, check the wall poster at your dealer's showroom.



**NEW 6.2
DIESEL ENGINE**

AMERICA'S GOING DIESEL AND CHEVY'S GOT WHAT IT TAKES.

As pump prices soar, more and more folks are turning to the diesel engine to get more out of every gallon. In fact, since 1965, diesel truck sales have increased 215%. So it's no great surprise that Chevy should now offer powerful news in diesel pickups. This new diesel—a rugged 6.2 Liter—is available in all 2- and 4-wheel-drive models to give Chevy its biggest lineup of diesel pickups ever!

Our new Diesel Pickup shown here has a powerplant that's a satisfying combination of high torque and common sense—6.2 liters of tough-towing, big-hauling, hardworking, fuel-sipping power. And, with its available and required 4-speed manual overdrive transmission, it offers mileage estimates that you might not have thought possible in a full-size V8 pickup. Strong words? Well, we've got a strong pickup to back them up.

Important: A Word About This Catalog. We have tried to make this catalog as comprehensive and factual as possible and we hope you find it helpful. However, since the time of printing, some of the information you will find here may have been updated. Also, some of the equipment shown or described throughout this catalog are available as factory-installed options, dealer accessories and specialized equipment from various independent suppliers at extra cost. Your dealer has details and, before ordering, you should ask him to bring you up to date.

The right is reserved to make changes at any time, without notice, in prices, colors, materials, equipment, specifications and models. Check with your Chevrolet dealer for complete information.



(COVER) CHEVY C10 FLEETSIDE DIESEL SHOWN IN CARMINE RED AND FROST WHITE
(SHOWN HERE) CHEVY C10 FLEETSIDE DIESEL SHOWN IN LIGHT BRONZE METALLIC AND ALMOND

BIG CHOICE OF POWER. BIG CHOICE OF PAYLOAD.

Your job is serious. You take it seriously, whether it's toting lumber or delivering seed. So the new Chevy Pickup is built to handle it. Whether you choose yours with the optional new 6.2 Liter Diesel—or any of 6 gasoline engines—you'll be getting a great working truck.

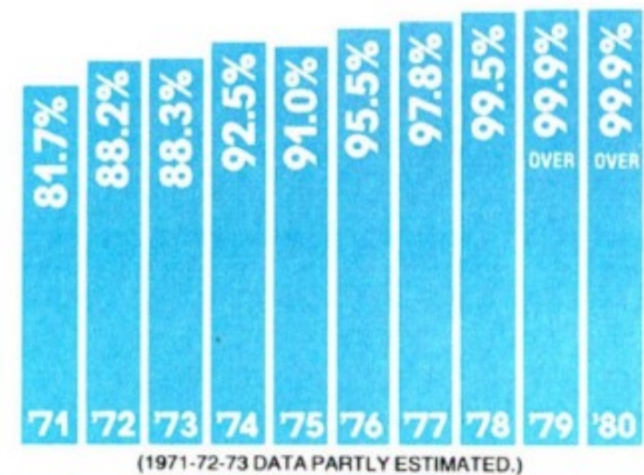
Chevy Pickups are available in six series with GVWRs up to 10,000 lbs. You have a choice of Fleetside and Stepside models, 2- and 4-wheel drive, 6½- and 8-ft. box lengths.

Last year we made many important improvements: improved aerodynamics, trimmer shape, lighter weight—each in its own way contributes to fuel efficiency, and each is still an integral part of this new truck.

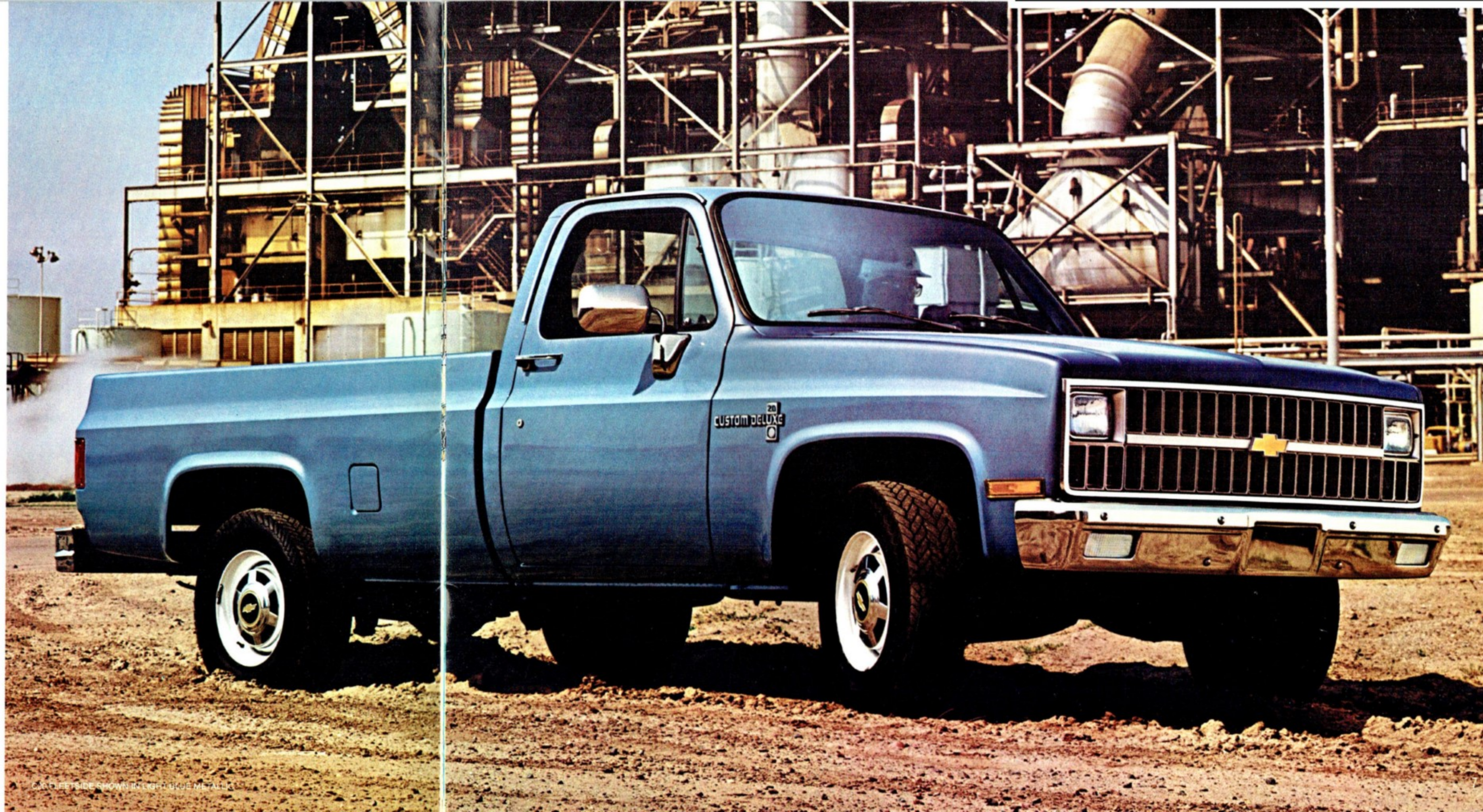
This year, our new Chevy Pickup has some fresh additions. There is a wide availability of engines: gas or diesel, a new standard chrome front bumper, and improved anti-corrosion treatments. Steel- or fiberglass-belted radials are now standard on all models. This on top of all those tough features that have sealed its reputation as a hardworking truck: double-wall construction in many important areas, a sturdy steel frame, rugged girder beam front suspension (2WD models), leaf-type rear springs, and more. (For a more detailed breakdown of standard features, see pages 16-19.)

Chevy Special Economy Truck. If you prefer to pinch your pennies with a gasoline engine, you'll be happy to hear that we're continuing to offer the Chevy Special Economy Truck, available in two models: Six or V8 (not available in California). It's equipped with either a 4.1 Liter (250 Cu. In.) Six or, for even more gusto, there's a V8 Special Economy Truck with a 5.0 Liter (305 Cu. In.) Electronic Spark Control V8. Both versions have a 4-speed manual over-drive transmission.

Little has been spared to make the 1982 pickup a truck you can drive and work with confidence; a truck full of sensible touches, smart styling, tough components, practical dimensions. It's a working truck for the working man, designed, built and delivered to take on tough jobs.



A Tough Record to Beat. 94.0% of Chevy Light-, Medium-, Heavy-Duty trucks and commercial vans in the ten most recent years recorded were still on the job. (Based on R.L. Polk & Co. model year registrations through July 1, 1980. 1981 statistics not available at time of printing.)



CARD, FLETSIDE SHOWN IN LIGHT BLUE METALLIC

If you've ever had to wade through mud, slush or snow to manually lock the hubs on your 4-wheeler, the advantages of this automatic 4x4 system are obvious. You can go from 2WD to 4WD without stopping. Without getting out of the cab. Without the extra effort and bother. Just shift the lever into 4WD and the front hubs lock up. Automatically.

The brains and brawn behind this handy system is a lightweight aluminum transfer case (on K10-20 models—steel for K30s) with synchronized gearing that allows you to shift into 4WD at speeds under 25 MPH. To revert to 2WD, simply stop your truck, shift into 2WD, reverse direction slowly about ten feet and go on your way. The transfer case and front axle prop don't turn in 2-wheel drive, which reduces wear and contributes to fuel economy. Synchronized gearing is now standard on K30 models—a new feature for '82.

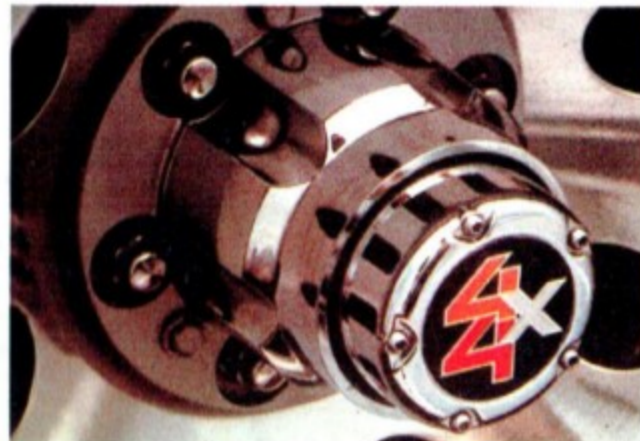
Chevy has a big lineup of 4-wheelers: 1/2-ton, 3/4-ton and one-ton models with single or dual rear wheels. Depending on the wheelbase, you can order a 6½-ft. or 8-ft. pickup box. See

CHEVY 4x4s. YOU'LL NEVER HAVE TO LOCK A HUB AGAIN.

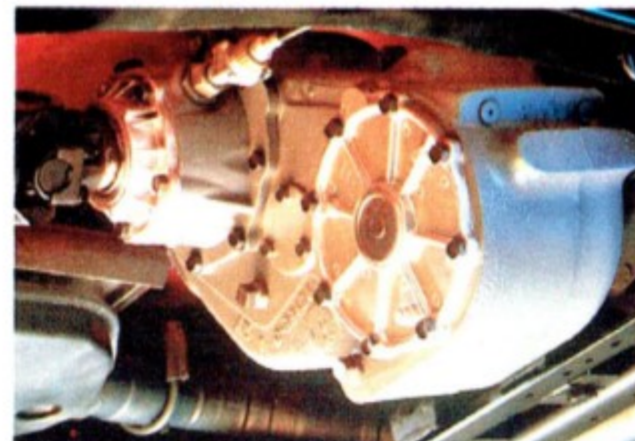
model chart on page 11.

A quick scan of this standard 4WD hardware should tell you all you need to know about this pickup's value and toughness. Power steering, floor console with lighted indicator (K10-20 only), front stabilizer bar, power-assisted front disc brakes, finned rear drum brakes, multi-leaf springs front and rear, and on K30 models, new heavy-duty shock absorbers. For even more ruggedness, optional Front Quad Shocks are available on K10 and K20 models.

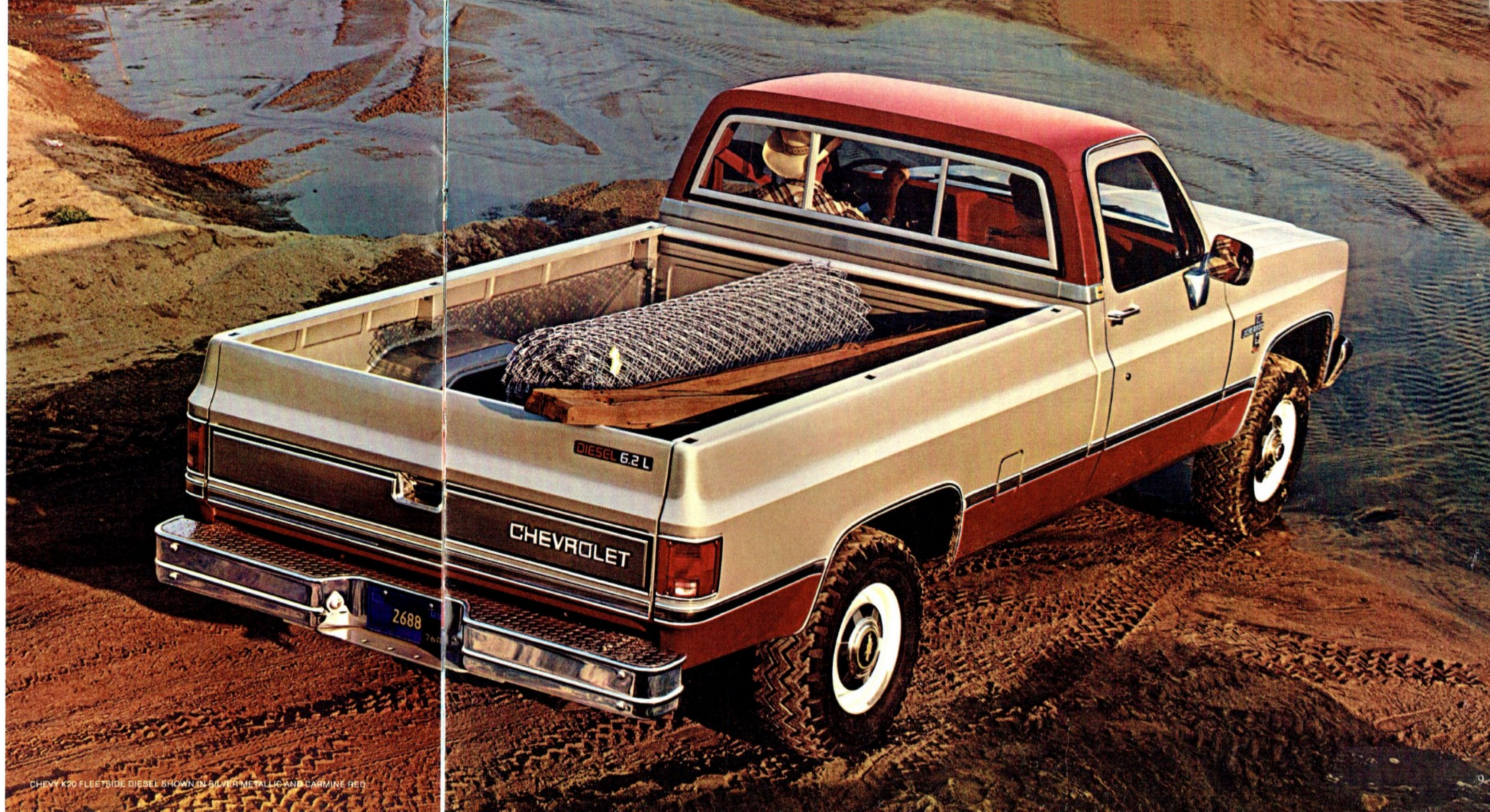
It's a truck designed with a high stance (over 7 inches of ground clearance) but a low profile (for easy entry and exit); and properly equipped, a 4x4 Chevy Pickup can move up to 13,500 lbs., including itself, passengers, cargo and trailer.



CONVENIENT AUTOMATIC LOCKING HUBS



SYNCHRONIZED GEARING ON K10-30 MODELS TO ALLOW SHIFTING INTO 4WD WITHOUT STOPPING



CHEVY K20 FLEETSIDE DIESEL SHOWN IN SILVER METALLIC AND CARMINE RED

WHEREVER THERE ARE TOUGH JOBS THERE ARE TOUGH CHEVY PICKUPS.

Here's a sample of the long line of tough pickups. (Each is available with the new 6.2 Liter Diesel.) And, when it comes to payloads, style, design, engines and equipment, Chevy's got what it takes.

A. Fleetside 4-Wheel-Drive Short Box. For off-road traction this Fleetside 4x4 is a rugged choice. Eight-foot-box K30 models can be equipped for up to 10,000 lbs. GVWR. Also available in K10 (long or short box) and K20 (long box) models. (K10 Diesel in Light Bronze Metallic shown here.)

B. Chassis-Cab. Chassis-Cab models come in 2- and 4-wheel drive, C20 and C-K30 models, and are adaptable to a wide range of box/body configurations (from 7 to 13 ft. long). (C-K20 models not available as Crew/Bonus Cabs.) (C30 in Frost White with stake body—this page. C30 in Colonial Yellow with utility body—opposite page.)

C. Fleetside 2-Wheel-Drive Long Box. The 8-ft.-box Fleetside is available in three series and GVWRs up to 10,000 lbs. (GVWR is combined weight of vehicle, equipment, fuel, driver, passengers and payload.) Fleetside is also available with a 6½-ft. box. (C20 Gas model in Light Blue Metallic and C10 Gas model in Carmine Red and Frost White shown.)

D. Stepside Short Box. Chevy Stepsides are available in 2- and 4-wheel drive. C10 and K10 models have the 6½-ft. box. C20-30 and K20-30 models have the 8-ft. box. Stepside features a handy step between the door and the extended rear fender which gives you easy access to cargo. (K10 4WD in Silver Metallic shown.)

E. Crew Cab/Bonus Cab. Crew Cab is a 4-door pickup with front and rear bench seats. Bonus Cab has no rear seat which allows 55.8 cubic feet of lockable cab load space. Both cab models are available in 2- and 4-wheel drive, in the C20 or C-K30 series.

Big Dooley. Hefty C and K30 models available in 2- and 4-wheel drive with four wheels in the rear for extra weight-carrying capacity. Properly equipped they can tow large fifth wheel trailers. See your Chevy dealer for details. (C30 Diesel Crew Cab with Big Dooley in Light Blue Metallic shown.)



SIX TOUGH SERIES GAS AND DIESEL	PAYLOAD RANGE	FLEETSIDE	STEPSIDE	CREW CAB	BONUS CAB	CHASSIS-CAB	CHASSIS-CAB PAYLOAD RANGE
C10 (1/2-ton 2WD)	1070-2596	●○	●				
C20 (3/4-ton 2WD)	2587-3436	○	○				
C20 (HD 3/4-ton 2WD)	3894-4730	○	○	▲	▲	○	4352-5114
C30 (one-ton 2WD)	4187-5340	○D	○	▲D	▲D	○■□▲D	4696-5978
C30 (HD one-ton 2WD)	—					■□▲D	5811-6338
K10 (1/2-ton 4WD)	2010-2286	●○	●				
K20 (3/4-ton 4WD)	2373-2448	○	○				
K20 (HD 3/4-ton 4WD)	4218-4292	○	○				
K30 (one-ton 4WD)	3903-4846	○D		▲D	▲D	○■□▲D	4837-5371
K30 (HD one-ton 4WD)	—					○■□▲D	

● 117.5" WB (6½' Box) ○ 131.5" WB (8' Box) ■ 135.5" WB □ 159.5" WB
▲ 164.5" WB (8' Box) D—Dual Rear Tires



AND YOU THOUGHT IT LOOKED GOOD ON THE OUTSIDE.

One look at these interiors ought to tell you that they're as tasteful inside as out. And roomy. And comfortable. This year you can choose from three handsome interiors: Custom Deluxe, Scottsdale and Silverado. Each is available in five colors: New Charcoal,* New Mahogany,* New Medium Almond, Blue, and Carmine.

The standard interior is the Custom Deluxe. With it you get a full-foam front seat with new dual-tone leather-grain vinyl trim, an inertia latch seat back that folds forward for access to inside cab storage area. You also get color-keyed door trim panels with large padded armrests, padded sunshades, a cab interior light, prismatic day/night rearview mirror, and foam-padded instrument panel pad with nameplate.

The optional Scottsdale trim offers everything in the Custom Deluxe

Package with some changes and additions: your choice of Custom Cloth or Vinyl seats, black crackle insert and bright trim on door panels, color-keyed floormat, door or manually operated dome lamp, extra insulation, cigarette lighter and ashtray lamp, and nameplate on the instrument panel.

Finally, the top-of-the-line Silverado interior offers the uppermost luxury in a Chevy Pickup. It features all the Scottsdale items plus these major additions or changes: full cowl side trim panels, door-closing assist strap, door area carpet trim on lower portion of door panel, nameplate on instrument panel, bright brushed-finished aluminum trim on instrument cluster and door trim panels, needle-type, full-gage instrumentation, right-hand visor mirror, custom steering wheel, color-keyed carpeting, extra-thick floor insulation (except Bonus Cab rear compartment).

In addition, regular cabs have the following features: door storage pockets (also on Crew & Bonus Cabs) and perforated, color-keyed headliner with insulation. Whichever Chevy interior you choose, you'll find it to be a pleasant and attractive driving environment.

*TWO-DOOR CAB MODELS ONLY.



SILVERADO FULL-GAGE INSTRUMENT PANEL SHOWN WITH OPTIONAL AIR CONDITIONING, CLOCK AND AM/FM RADIO.



OPTIONAL SILVERADO TRIM SHOWN IN CARMINE.



STANDARD CUSTOM DELUXE TRIM SHOWN IN MEDIUM ALMOND.



OPTIONAL SCOTTSDALE TRIM SHOWN IN MAHOGANY.

SEVEN POWERFUL CHOICES, DIESEL OR GAS.

Chevy trucks offer a broad range of power (from 115 to 210 SAE Net horsepower) to meet the demands of a wide range of jobs. Choose from seven engines (six gas and one diesel)—a variety of power and value to pull you through your tough tasks.

The standard engine is the thrifty 4.1 Liter (250 Cu. In.) Six which incorporates last year's newly recalibrated carburetor and redesigned camshaft for smooth operation. The staged, two-barrel carburetor uses only one barrel for normal operation, but when more power is needed (in passing or uphill situations), the second larger barrel is activated.

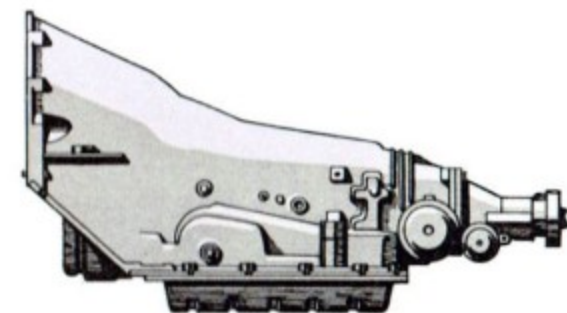
The emissions control system has a lighter weight design than the one it replaced due to the use of engine vacuum pulses instead of an air pump, pulley and belt. These and other features combine to help provide good response and cold weather operation.

The 5.0 Liter (305 Cu. In.) 4-barrel V8 with Electronic Spark Control (unavailable in California) offers surprising acceleration and horsepower for an engine its size. It has a substantial 9.2-to-1 compression ratio, yet it operates on *low octane*, unleaded gas. A sensor is used to detect a "knock" condition and the Electronic Spark Control unit automatically retards

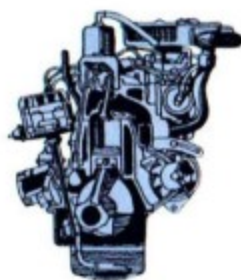
the spark. Its staged 4-barrel carburetor, camshaft and free-flow exhaust system were important improvements last year that added to its smooth operation and efficiency. A 305 4-barrel V8 without Electronic Spark Control is available in California.

Check the specifications on these and the other available engines below.

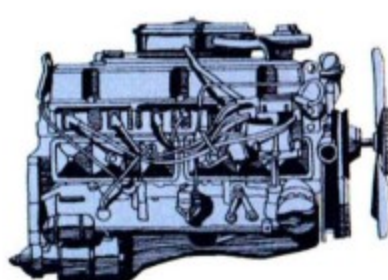
New Overdrive Transmission. A new 4-speed automatic transmission with overdrive is available on all C10 V8s and all C20, K10-20 models without the 7.4 Liter V8. It's designed for added efficiency on the highway. It also reduces



drive-train wear and engine RPMs. An optional 4-speed manual overdrive transmission is required on light-duty Diesel Pickups. Diesel Pickups with GVWRs over 8500 lbs. require an available 3-speed automatic transmission. Available or standard on other models are: 3-speed manual, 4-speed manual, and 3-speed automatic transmissions. (See specification chart on back cover.)



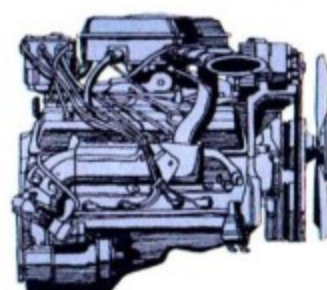
4.1 Liter Six (250 Cu. In.). Staged, 2-barrel carburetor for smooth operation.



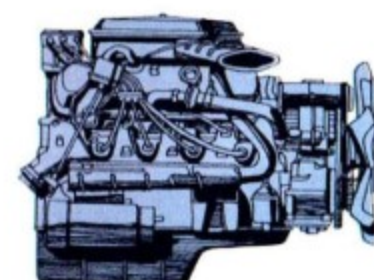
4.8 Liter Six (292 Cu. In.). Designed for hardworking value with a single-barrel carburetor.



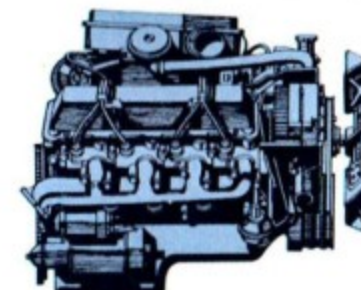
5.0 Liter V8 (305 Cu. In.). Features a staged 4-barrel carburetor and Electronic Spark Control. (ESC not available in Calif.)



5.7 Liter V8 (350 Cu. In.). A 4-barrel V8 engineered for impressive performance.



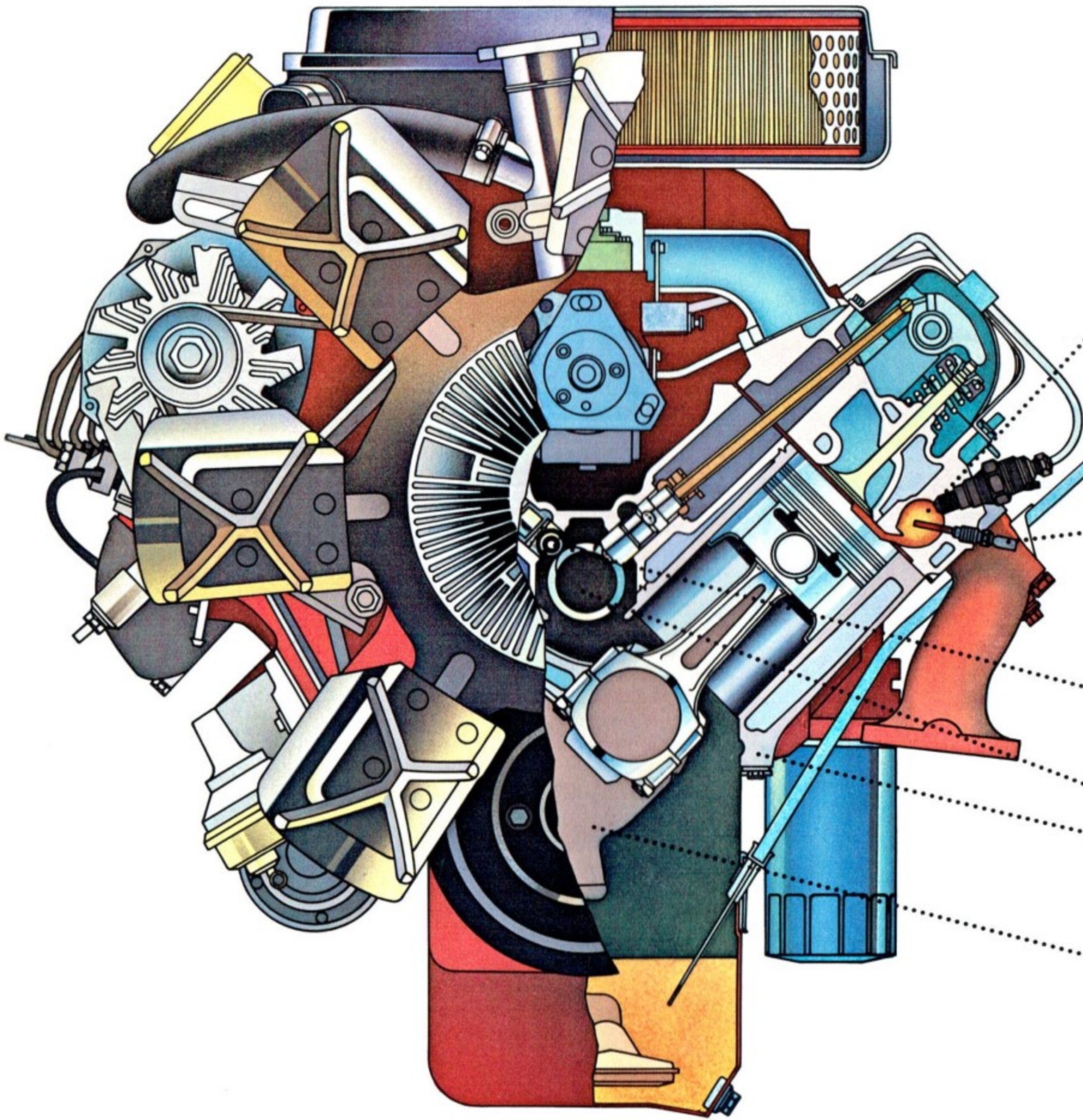
7.4 Liter V8 (454 Cu. In.). Large displacement and torque for big jobs.



6.2 Liter V8 Diesel. A new truck engine built for economy and hard work.

ENGINE SPECIFICATIONS		4.1 LITER SIX	4.8 LITER SIX	5.0 LITER V8	5.7 LITER V8	7.4 LITER V8	6.2 LITER V8
ENGINES WITH LIGHT-DUTY EMISSIONS for models of 8500-lb. GVWR and below. All states except California	Engine ordering code	LE3(A)	Not Offered	LE9†(C)	LS9(A)	Not Offered	LH6(A)
	Bore & stroke (in.)	3.9 x 3.5		3.74 x 3.48	4.0 x 3.5		3.98 x 3.80
	Compression ratio	8.3 to 1		9.2 to 1	8.2 to 1		21.5 to 1
	SAE net horsepower @ RPM	110 @ 3600■		160 @ 4400▲	165 @ 3800		130 @ 3600
ENGINES WITH LIGHT-, MEDIUM-DUTY EMISSIONS for models of 8500-lb. GVWR and below for California	Engine ordering code	LE3(A)	Not Offered	LF3(C)	LS9(A)	Not Offered	LH6(A)
	Bore & stroke (in.)	3.9 x 3.5		3.74 x 3.48	4.0 x 3.5		3.98 x 3.80
	Compression ratio	8.3 to 1		8.6 to 1	8.2 to 1		21.5 to 1
	SAE net horsepower @ RPM	110 @ 3600		N/A	165 @ 3800		N/A
ENGINES WITH HEAVY-DUTY EMISSIONS for models of 8500-lb. GVWR and above All states	Engine ordering code	Not Offered	L25(B)	Not Offered	LT9(A)	LE8(A)	LL4(A)
	Bore & stroke (in.)		3.9 x 4.1		4.0 x 3.5	4.3 x 4.0	3.98 x 3.80
	Compression ratio		7.8 to 1		8.3 to 1	7.9 to 1	21.5 to 1
	SAE net horsepower @ RPM		115 @ 3400		160 @ 3800◆	210 @ 3800	N/A
		SAE net torque (lb.-ft.) @ RPM	215 @ 1600		250 @ 2800◆	340 @ 2800	N/A

N.A. Not available at time of publication. (A) Produced by GM-Chevrolet Motor Division. (B) Produced by GM de Mexico. (C) Produced by GM-Chevrolet Motor Division and GM of Canada.
 * Electronic Spark Control. † Not Available in California. ◆ 49-state ratings. California ratings: 155 Net HP @ 4000 RPM. 240 Net Torque @ 2800 RPM.
 ▲ 10 Series 165 Net HP @ 4400 RPM. 240 Net Torque @ 2000 RPM. ■ C10 Series 120 net AP @ 3600 RPM. 200 net torque @ 2000 RPM.

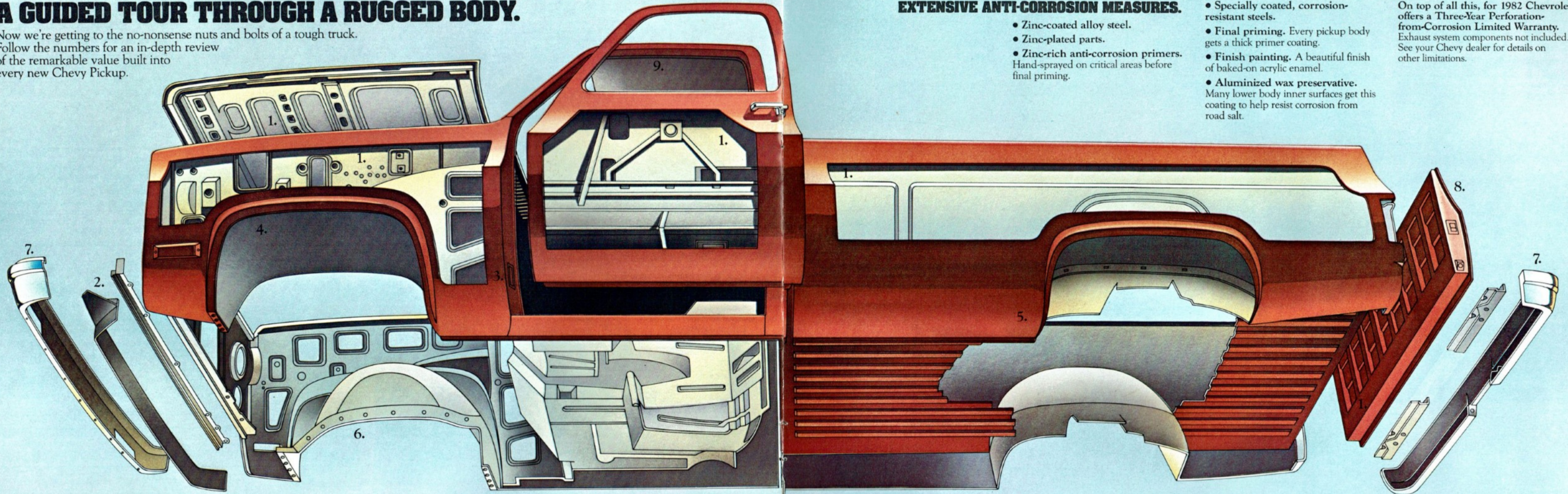


**POWER,
PAYLOAD AND MILEAGE
IN A NEW DIESEL DESIGN.**

- New 6.2 Liter V8 Diesel is available on all pickups.
- Displaces 6.2 Liters (379.4 Cu. In.) and is rated at 130 SAE Net horsepower.
- Net torque (lb.-ft.) 240 @ 2000 RPM.
- Utilizes highly proven Ricardo Comet precombustion chamber design with its high efficiency and impressive emissions control characteristics.
- Five head bolts around each bore for gasket reliability.
 - Anti-Moisture System includes the following elements: 1) Fuel tank filter with instrument panel warning light which warns of excess water in tank. 2) Fuel siphoning system near rear spring hanger.
- Glow plugs heat precombustion chamber before starting (normally in about 6 seconds). To aid starting in cold weather (below 0°F), a block heater and electric fuel line heater are standard.
- Advanced design contributes to its impressive towing capabilities. GCWR up to 13,500 lbs. on C20 and C30 models.
- Roller hydraulic valve lifters reduce wear on themselves and camshaft.
- No points, spark plugs, coil, condenser, or carburetor to adjust or replace.
- Forged steel camshaft.
- Cylinder block of cast alloy iron for strength.
- Four-bolt main bearing caps help provide rigid support for crankshaft and reduce stresses.
- Nodular iron crankshaft utilizes a torsional damper to help control vibration.

A GUIDED TOUR THROUGH A RUGGED BODY.

Now we're getting to the no-nonsense nuts and bolts of a tough truck. Follow the numbers for an in-depth review of the remarkable value built into every new Chevy Pickup.



1. Double-wall construction. Chevy Pickups have two strong steel walls for rigidity in important areas: doors, front fenders, cab rear panel and hood. The

Fleetside box side panels and easily removable tailgate are double walled too. This prevents minor dents in the box from showing through to the outside.

2. Front air deflector. It's a part of the aerodynamic design to cut down air drag. Standard on models with GVWRs under 8500 lbs.

3. Front door hinge reinforcements. For strength.

4. Front fender skirts. To reduce road splash on cab and box sides.

5. Urethane stone shields. To help protect finish from flying stones. Located ahead of rear wheel openings on Fleetside cargo boxes.

6. Front-wheelhousing-to-frame seals. To reduce underhood splash.

7. Chromed standard front and optional rear bumper.

8. "Hemmed" construction. On Fleetside tailgates. Helps keep out corrosive elements.

9. Extensive weatherproofing. Yards of butyl rubber around doors and windows. Sealing compounds and rubber gaskets at joints and light enclosures.

EXTENSIVE ANTI-CORROSION MEASURES.

- Zinc-coated alloy steel.
- Zinc-plated parts.
- Zinc-rich anti-corrosion primers. Hand-sprayed on critical areas before final priming.

- Specially coated, corrosion-resistant steels.

- **Final priming.** Every pickup body gets a thick primer coating.

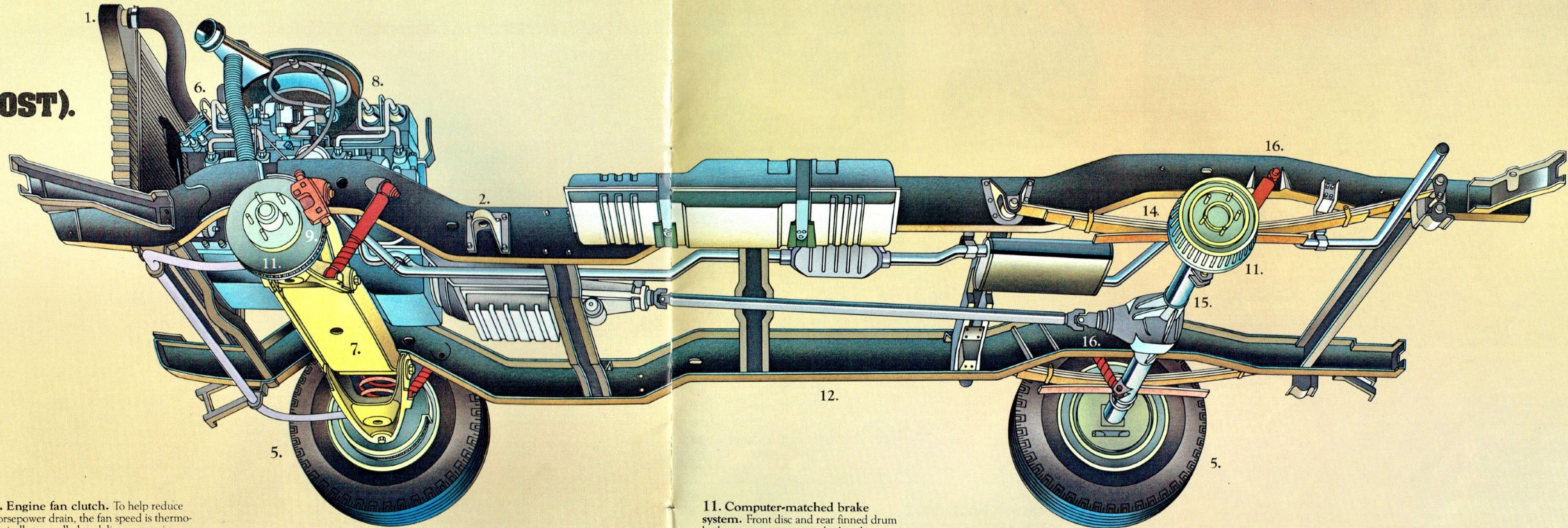
- **Finish painting.** A beautiful finish of baked-on acrylic enamel.

- **Aluminized wax preservative.** Many lower body inner surfaces get this coating to help resist corrosion from road salt.

On top of all this, for 1982 Chevrolet offers a **Three-Year Perforation-from-Corrosion Limited Warranty.** Exhaust system components not included. See your Chevy dealer for details on other limitations.

ANOTHER GUIDED TOUR (AT NO EXTRA COST).

If you thought that was the end of Chevy's deep-down value, think again. You're about to embark on yet another tour into the inner value and technology of a tough Chevy truck.



1. High-efficiency radiator. Re-designed last year with more cooling fins in its core than the year before. This provides more surface for improved cooling efficiency.

2. Rubber-bushed cab mounts. For isolation from road noise and vibration.

3. Thorough testing. Many pickups were driven about 5000 miles over Belgian blocks—one of the many testing procedures used to check out new Chevy Pickups.

4. Delco Freedom II battery. It's maintenance free—it never needs water added. Its lead-calcium grids virtually eliminate overcharge and self-discharge. With built-in test hydrometer and corrosion-protected terminals.

5. New L-metric steel-belted radial tires. For low rolling resistance on all C and K20-30 models. Radial tires are standard on all other pickups and Chassis-Cabs with GVWRs under 8500 lbs. Fiberglass-belted radial ply tires standard on C10 Pickups. P-metric steel-belted radial tires standard on K10 Pickups.

6. Engine fan clutch. To help reduce horsepower drain, the fan speed is thermostatically controlled to deliver more air only when extra cooling is required. Standard on all models.

7. Rugged girder beam independent front suspension. A rugged steel beam is the foundation. Contoured steel control arms and coil springs at both ends flex up and down to soak up the bumps and help smooth out the ride (2-wheel-drive models only).

8. Smooth-running Six. This standard 4.1 Liter (250 Cu. In.) engine was improved last year by recalibrating the carburetor and redesigning the camshaft for smooth operation.

9. Low-drag front disc brakes. A low-drag design and a quick take-up master cylinder. The brake calipers contact the brake rotor only when braking to reduce rolling resistance. Standard on C10-20 and K10-20 models under 8500 lbs. GVWR.

10. Added Zincroterne® coating for all brake lines. An added anti-corrosion measure.

11. Computer-matched brake system. Front disc and rear finned drum brakes are computer-matched to the vehicle's GVWR. Audible wear sensors on front brakes signal when brake pads need replacing.

12. Strong steel frame. This rigid, ladder-type frame has steel side rails and cross members. A sturdy foundation.

13. Added Zincroterne coating on hydraulic power steering pressure lines. Another anti-corrosion measure.

14. Rugged rear springs. K10-20 models' base springs and optional heavy-duty springs for C10-20 models are shot-peened for strength and have anti-corrosion paint. The two-stage multi-leaf design helps provide a good ride with light loads and progressively firmer support with heavier loads.

15. Semi-floating rear axle. This 6000-lb.-capacity axle features a 9½" ring gear and is easier to service than the previous design. It is standard on all C20 and K20 models except Bonus/Crew Cab and regular cabs equipped with the optional 7.4 Liter (454 Cu. In.) V8. (Full-floating axle is standard on 30 Series.)

16. Counter-angled rear shocks. One shock slants forward, the other aft to help control brake and power hop. Each is designed to provide a smooth ride. Both front and rear shock absorbers are shielded against minor stone damage.

GM Power-Protection-Plus. See your dealer for details and information about GM's 24-month/24,000-mile Power-Protection-Plus Limited Warranty.



9" X 6.5" BELOW EYELINE MIRRORS.



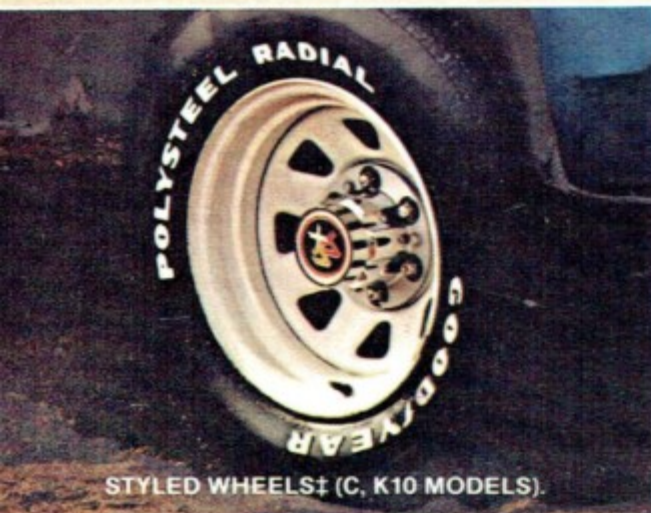
FUEL TANK STONE SHIELD.



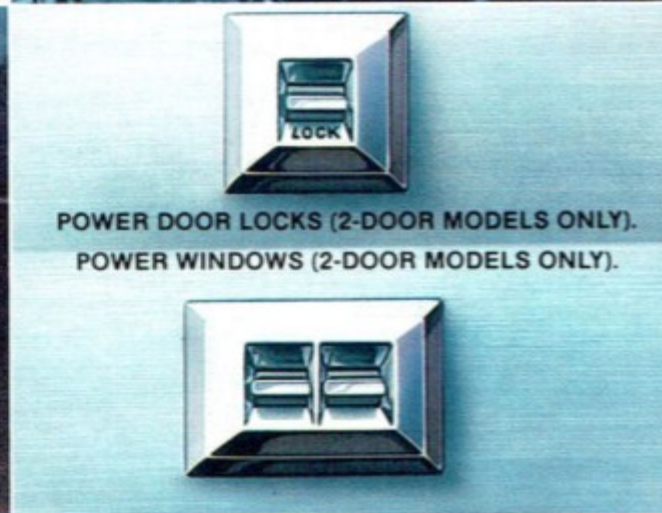
COMFORTILT STEERING WHEEL.



FRONT BUMPER GUARDS.



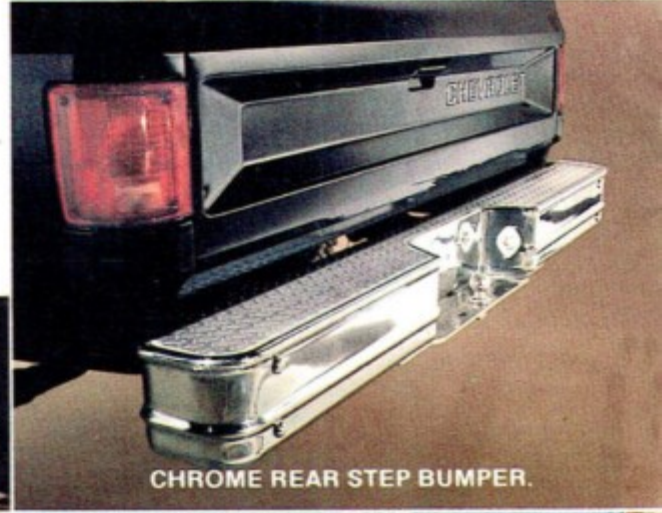
STYLED WHEELS† (C, K10 MODELS).



POWER DOOR LOCKS (2-DOOR MODELS ONLY).
POWER WINDOWS (2-DOOR MODELS ONLY).



SLIDING REAR WINDOW.



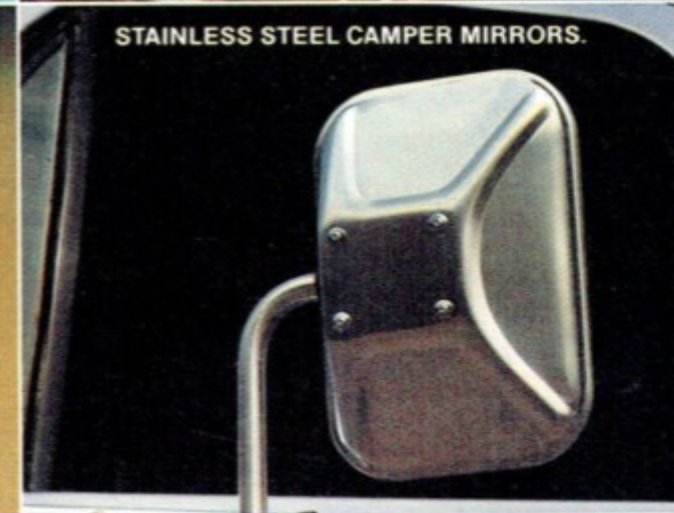
CHROME REAR STEP BUMPER.



DELCO AM/FM STEREO CB RADIO.



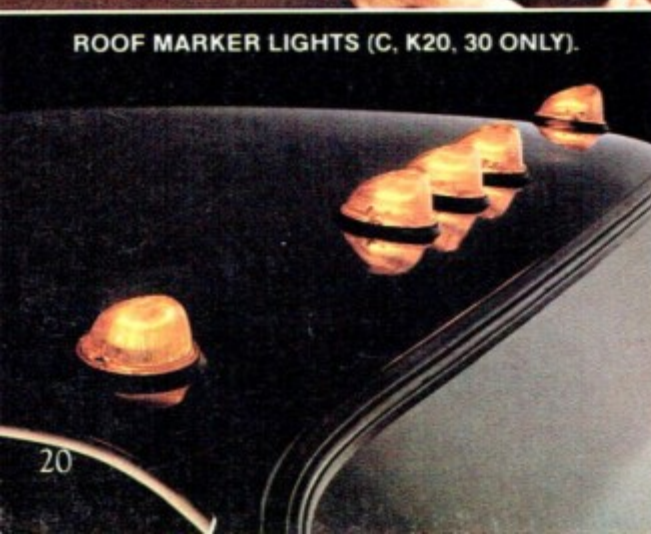
RALLY WHEELS WITH WHEEL TRIM RINGS. †
†Tires supplied by various manufacturers.



STAINLESS STEEL CAMPER MIRRORS.



GLIDE-OUT SPARE TIRE CARRIER.



ROOF MARKER LIGHTS (C, K20, 30 ONLY).



CRUISE CONTROL WITH RESUME SPEED.



HALOGEN HI-BEAM HEADLAMPS.



WHEEL COVERS.

Q: WHAT DO YOU GET WHEN YOU CROSS A CHEVY PICKUP WITH CHEVY OPTIONS?

A: RESALE VALUE.

Now we're the first to admit you don't choose options primarily for resale value. You get them for their extra comfort, versatility or style. But any Chevy dealer will tell you: A careful selection of options not only increases the comfort and versatility, it can also boost your pickup's overall value.

A WORD ABOUT ASSEMBLY, COMPONENTS AND OPTIONAL EQUIPMENT IN THESE CHEVROLET PRODUCTS.

The Chevy Pickups described in this catalog (Series C10, C20 and C30; K10, K20 and K30) are assembled at facilities of General Motors Corporation operated by Chevrolet Motor Division, GM Assembly Division and GM of Canada. These vehicles incorporate thousands of different components produced by various divisions of General Motors and by various suppliers to General Motors. From time to time during the manufacturing process it may be neces-

sary, in order to meet public demand for particular vehicles or equipment, or to meet federally mandated emissions, safety and fuel economy requirements, or for other reasons, to produce Chevrolet products with different components or differently sourced components than initially scheduled. All such components have been approved for use in Chevrolet products and will provide the quality performance associated with the Chevrolet name.

With respect to extra cost optional equipment, make certain you specify the type of equipment you desire on your vehicle when ordering it from your

dealer. Some options may be unavailable when your vehicle is built. Your dealer receives advice regarding current availability of options. You may ask your dealer for this information. GM also requests the dealer to advise you if an option you ordered is unavailable. We suggest that you verify that your vehicle includes the optional equipment you ordered or, if there are any changes, that they are acceptable to you.

These vehicles are also available from GMC dealers under the GMC nameplate (GMC Pickup Series C1500, C2500 and C3500; K1500, K2500 and K3500).

APPEARANCE AND CONVENIENCE OPTIONS ON ALL MODELS

Air Conditioning	Halogen Headlamps	†Deluxe Two-Tone Paint
Bumpers:	Intermittent Windshield Wipers	†Exterior Decor Package
Chromed Front Bumper Guards	Mirrors:	†Special Two-Tone Paint
Chromed Rear Bumper	Painted Below Eyeline Mirror	Radios & Accessories, Delco:
†Chromed Rear Step Bumper	Stainless Steel Below Eyeline Mirror	AM Radio
Painted Rear Step Bumper	Stainless Steel Camper Mirror	AM/FM Radio
Cargo Area Lamp	Moldings:	Windshield Antenna
Cigarette Lighter	†Body Moldings—Black	Sliding Rear Window
Color-Keyed Floor Mats	†Body Moldings—Bright	Spare Tire Carrier/Glide-Out
Comfortilt Steering Wheel	†Custom Molding Package—Black	†Spare Tire Carrier—Side-Mounted
Deluxe Front Appearance Package	†Deluxe Molding Package—Bright	Tinted Glass
Dome Lamp	Door Edge Guards	†Fleetside Pickups only
Electric Clock	Paint Options:	
Gages: Voltmeter, Temperature and Oil Pressure	Conventional Two-Tone Paint	

PERFORMANCE AND HEAVY-DUTY OPTIONS ON ALL MODELS

†Air Cleaner, Pre-Cleaner	Fuel Tank Shield	Heavy-Duty Front and Rear Shocks (Std. on C20 HD, C20943, K20 HD, and all C-K30.)
Auxiliary Fuel Tank	*Generator: 63-amp (Std. on K30)	*Heavy-Duty Radiator
Axle, Rear: Locking Differential	*Heavy-Duty Automatic Trans. Cooler	*Except Diesel Pickup models
*Cold Climate Package	*Heavy-Duty Battery	†Diesel Pickup models only
Cruise Control		
*Engine Oil Cooler		

OPTIONS AVAILABLE ON MODELS AS LISTED

	2-WHEEL DRIVE				4-WHEEL DRIVE				BONUS/CREW CAB		
	C10	C20	C20 HD	C30	K10	K20	K20 HD	K30	C20	C30	K30
Auxiliary Battery		G	G	G		G	G	G	G	G	G
Brakes, Vacuum Power	G	S	S	S	S	S	S	S	S	S	S
Brakes, Heavy-Duty Power	G	G									
Camper Body Wiring Harness		B	B	B		B	B	B	B	B	B
Dual Exhaust System								G			G
Dual Rear Wheels				B				B		B	B
Front Tow Hooks					B	B	B	B			B
Front Quad Shocks					B	B	B				
Front Stabilizer Bar	B	B	S	B						B	
Heavy-Duty Front Stabilizer Bar		B	B	B				S	B	B	S
Heavy-Duty Front Springs	G	G			B	B					
Rear Springs											
Extra Capacity Rear Springs	B	B									
Heavy-Duty Rear Springs	B	B									
Main and Aux. Rear Springs								B		B	B
Power Steering	G	G	G	G	S	S	S	S	G	G	S
Special Camper Chassis Equipment—Basic			B	B				B	B	B	B
Special Camper Chassis Equipment—Deluxe			B	B				B	B	B	B
Special Commercial Chassis Equipment										B	
Trailer Special, Heavy-Duty		B	B	B		B	B	B	B	B	B

G—Gasoline B—Both gasoline and diesel S—Standard

OPTIONS AVAILABLE ON MODELS AS LISTED

	2-WHEEL DRIVE				4-WHEEL DRIVE				BONUS/CREW CAB		
	C10	C20	C20 HD	C30	K10	K20	K20 HD	K30	C20	C30	K30
AM/FM Stereo Radio	B	B	B	B	B	B	B	B			
AM/FM Stereo Radio w/Cassette Tape	B	B	B	B	B	B	B	B			
AM/FM Stereo Radio w/8-Track Tape	B	B	B	B	B	B	B	B			
AM/FM Stereo Radio w/CB	B	B	B	B	B	B	B	B			
Operating Convenience Package	B	B	B	B	B	B	B	B			
Pickup Box Side Rails				B				B	B	B	
Power Door Locks	B	B	B	B	B	B	B	B			
Power Windows	B	B	B	B	B	B	B	B			
Painted West Coast Mirrors				B				B	B	B	
Roof Marker Lamps		B	B	B		B	B		B	B	
Spare Tire Carrier, Frame-Mounted	S	B	B	B	S	B	B	B	B	B	B
Wheels, Aluminum	B				B						
Wheels, Rally	B				B						
Wheels, Styled	B				B						
Wheel Covers, Bright Metal	B	B	B	B	B	B	B		B	B	
Wheel Trim Rings, Bright Metal				B				B			

THE GM CONTINUOUS PROTECTION PLAN. An option that offers service protection in addition to that provided by GM's new vehicle limited warranty. Available only in the U.S. and Canada for the 1982 model year. Ask your dealer about this option.

A WORD ABOUT ENGINES. Some Chevrolets are equipped with engines produced by other GM divisions, subsidiaries, or affiliated companies worldwide. See your Chevrolet dealer for details.

SPECIFICATIONS—PICKUP

	TWO-WHEEL DRIVE						FOUR-WHEEL DRIVE			
	C10	C20	C20 HD (C6P)	C20	C30	C30	K10	K20	K20 HD (C6P)	K30
SERIES	C10	C20	C20 HD (C6P)	C20	C30	C30	K10	K20	K20 HD (C6P)	K30
CAB TYPE	CONV	CONV	CONV	BONUS/CREW	CONV	BONUS/CREW	CONV	CONV	CONV	CONV BONUS/CREW
GASOLINE ENGINE MODELS										
GVW RANGE (LB.)	4,900-6,100	6,400-7,200	8,600	8,600	9,000-10,000	9,000-10,000	6,100	6,600	8,600	9,200-10,000
ENGINE-LITER (CU. IN.)*	STD. 4.1 (250) L6 OPT. 5.0 (305) V8	4.1 (250) L6 5.0 (305) V8 5.7 (350) V8●	4.8 (292) L6 5.7 (350) V8 7.4 (454) V8	4.8 (292) L6 5.7 (350) V8 7.4 (454) V8	4.8 (292) L6 5.7 (350) V8 7.4 (454) V8	4.8 (292) L6 5.7 (350) V8 7.4 (454) V8	4.1 (250) L6 5.0 (305) V8 5.7 (350) V8●	5.7 (350) V8	4.8 (292) L6 5.7 (350) V8	4.8 (292) L6 5.7 (350) V8 7.4 (454) V8
FRONT SUSPENSION	TYPE/SPRINGS	INDEPENDENT/COIL SPRINGS				HYPOID DRIVING AXLE/LEAF SPRINGS				
	CAPACITY	2,950	3,800	3,800	3,800	4,000	3,600	3,800	3,800	4,500
REAR SUSPENSION	AXLE TYPE	SEMI-FLOATING**			FULL FLOATING		SEMI-FLOATING		FULL FLOATING	
	AXLE CAPACITY	3,750	5,700	6,000	7,500	7,500	3,750	5,700	6,000	7,500
BRAKES	DISC/DRUM	MANUAL			POWER		POWER			
STEERING	STD.	MANUAL				POWER				
	OPT.	POWER				-				
TRANSMISSION	STD.	3-SP. MAN.	4-SP. MAN.	4-SP. MAN.	4-SP. MAN.	4-SP. MAN.	4-SP. MAN.	4-SP. MAN.	4-SP. MAN.	4-SP. MAN.
	OPT.	4-SP. MAN.	4-SP. AUTO./OD	3-SP. AUTO.	3-SP. AUTO.	3-SP. AUTO.	4-SP. AUTO./OD	4-SP. AUTO./OD	3-SP. AUTO.	3-SP. AUTO.
		4-SP. MAN./OD▲	-	4-SP. AUTO./OD	-	-	-	-	4-SP. AUTO./OD	-
		3-SP. AUTO.	-	-	-	-	-	-	-	-
		4-SP. AUTO./OD	-	-	-	-	-	-	-	-
TRANSFER CASE		-	-	-	-	-	CONVENTIONAL NP 208		-	CONV. NP 205
TIRE SIZE	STD.	FR78-15B	LT215/85R16C	LT235/85R16 (Fr D, Rr) E	LT235/85R16 (Fr D, Rr) E	LT235/85R16 (Fr D, Rr) E	P235/75R15	LT215/85R16C	LT235/85R16 (Fr D, Rr) E	LT235/85R16 (Fr D, Rr) E
TUBELESS	OPT.	LARGER SIZE TUBELESS AND TUBE-TYPE TIRES								
DIESEL ENGINE MODELS (REQUIRE 6.2 LITER DIESEL ENGINE AND B3J DIESEL EQUIPMENT)										
GVW RANGE (LB.)	5,200-6,100	6,400-7,200	8,600	8,600	9,000-10,000	9,000-10,000	6,100	6,600	8,600	9,200-10,000
ENGINE-LITER (CU. IN.)	6.2 (379) V8	6.2 (379) V8	6.2 (379) V8	6.2 (379) V8	6.2 (379) V8	6.2 (379) V8	6.2 (379) V8	6.2 (379) V8	6.2 (379) V8	6.2 (379) V8
FRONT SUSPENSION	TYPE/SPRINGS	INDEPENDENT/COIL SPRINGS				HYPOID DRIVING AXLE/LEAF SPRINGS				
	CAPACITY	3,400	3,800	3,800	3,800	4,000	3,600	3,800	3,800	4,500
REAR SUSPENSION	AXLE TYPE	SEMI-FLOATING			FULL FLOATING		SEMI-FLOATING		FULL FLOATING	
	AXLE CAPACITY	3,750	5,700	6,000	7,500	7,500	3,750	5,700	6,000	7,500
BRAKES	DISC/DRUM	POWER				POWER				
STEERING		POWER				POWER				
TRANSMISSION	STD.	4-SP. MAN./OD■	4-SP. MAN./OD■	3-SP. AUTO. ■	3-SP. AUTO. ■	3-SP. AUTO. ■	4-SP. MAN./OD■	4-SP. MAN./OD■	3-SP. AUTO. ■	3-SP. AUTO. ■
	OPT.	4-SP. AUTO./OD	4-SP. AUTO./OD	-	-	-	4-SP. AUTO./OD	4-SP. AUTO./OD	-	-
TRANSFER CASE		-	-	-	-	-	CONVENTIONAL NP 208		-	CONV. NP 205
TIRE SIZE	STD.	P205/75R15◆	LT215/85R16C	LT235/85R16 (Fr D, Rr) E	LT235/85R16 (Fr D, Rr) E	LT235/85R16 (Fr D, Rr) E	P235/75R15	LT215/85R16C	LT235/85R16 (Fr D, Rr) E	LT235/85R16 (Fr D, Rr) E
TUBELESS	OPT.	LARGER SIZE TUBELESS AND TUBE-TYPE TIRES								

*See chart on page 14 for engine availability. **Full Floating axle included with 7.4 Liter (454) V8 engine. ● Available in California only. ■ Optional transmissions are required when diesel engine is ordered. ▲ Required when Special Economy Truck (Z07) is ordered. ◆ Minimum tire available when diesel engine is ordered. Tire Load Range—B (4PR), C (6PR), D (8PR), E (10PR).

PAINT OPTIONS

Available on Fleetside with single rear wheels.



Exterior Decor Package. Includes Special Two-Tone paint option, dual-tone body-side/rear-tape striping keyed to body colors, hood ornament, secondary color between decal stripes and moldings.



LITHO IN U.S.A. JULY, 1981 4091



Special Two-Tone. Includes body-side/wheel-opening moldings, bright trim for standard marker and taillights, second color below side and rear moldings.



Deluxe Two-Tone. Includes Special Two-Tone paint option with second color on roof and cab back panel down to the bright beltline moldings.

COLORS



NEW SILVER METALLIC



MIDNIGHT BLACK



FROST WHITE



NEW LIGHT BLUE METALLIC



NEW MAHOGANY METALLIC



COLONIAL YELLOW



NEW ALMOND



NEW MIDNIGHT BLUE



CARMINE RED



NEW LIGHT BRONZE METALLIC