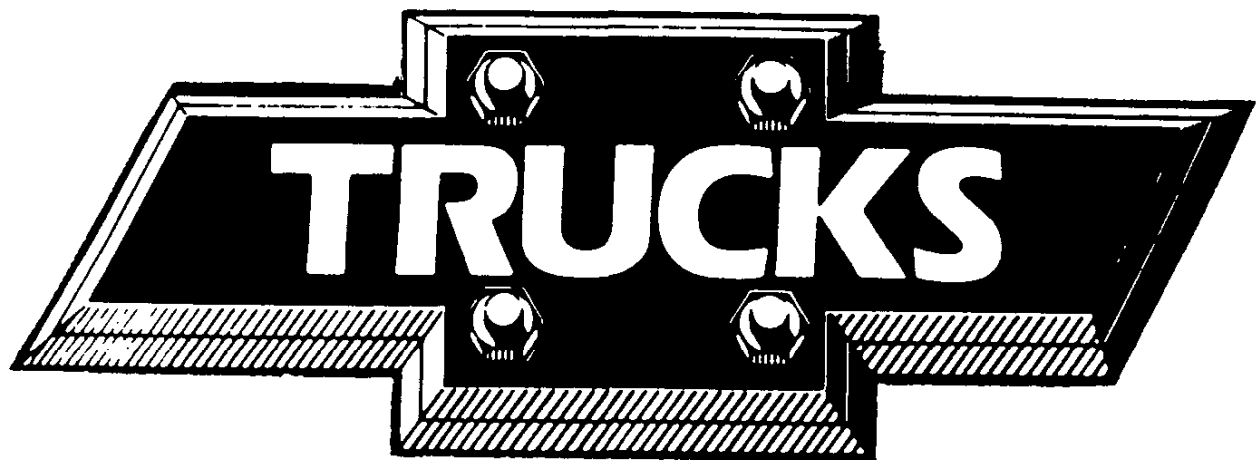




CHEVROLET



1975

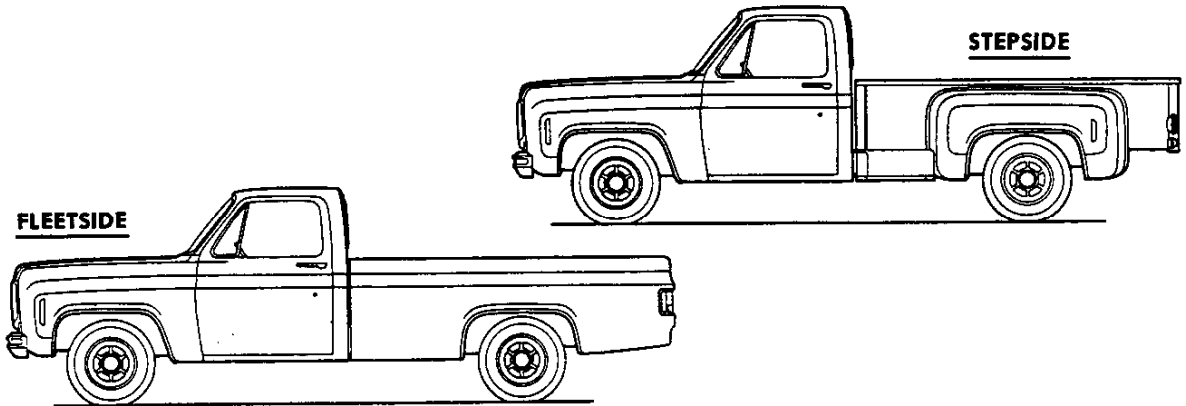


1975

PICKUP

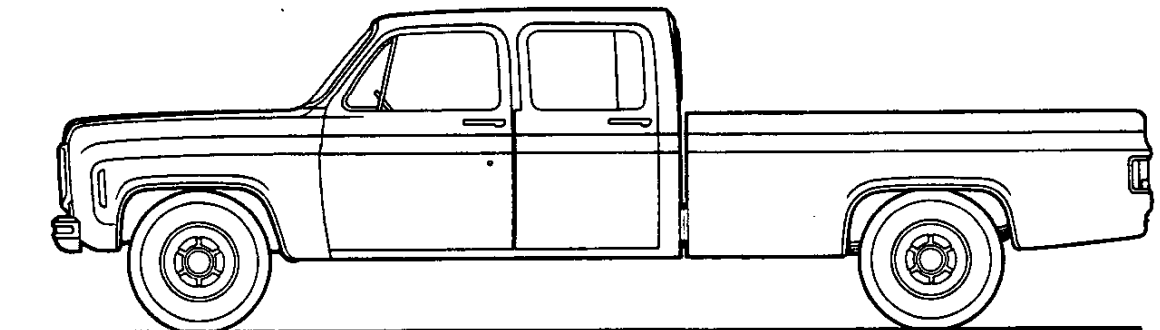
PICKUP MODEL SELECTOR

REGULAR CAB



SERIES	MODEL NUMBER		BODY ORDERING CODE	
	6½' BOX	8' BOX	FLEETSIDE	STEPSIDE
C10	CC10703	CC10903	E63	E62
C20	—	CC20903	E63	E62
C30	—	CC30903	E63	E62
K10 (4-Wheel Drive)	CK10703	CK10903	E63	E62
K20 (4-Wheel Drive)	—	CK20903	E63	E62

CREW CAB



SERIES	MODEL NUMBER	BODY ORDERING CODE
	8' BOX	FLEETSIDE
C20	CC20963	E63
C30	CC30963	E63

COLOR & TRIM

PAINT DESCRIPTION

Chevrolet trucks are finished with a baked-on, high-luster paint which is durable and easy to maintain. Prior to application of the finish coat, all bodies, cabs and sheet metal surfaces are thoroughly cleaned and primed.

Then one of the following finish paints is applied:

Paint	Applicable Model
Acrylic lacquer	Vega Panel Express and El Camino
Alkyd enamel	LUV Pickup
Acrylic enamel	All Series 10-90 models except G10-30 models
Non-aqueous dispersion enamel	Series G10-30 models

1975 PAINT REFINISH NUMBERS

EL CAMINO MODELS

Color	Chevrolet Option No.	Du Pont	Rinshed-Mason	Ditzler
CREAM BEIGE	50	42807L	A-2708	2646
BLACK	19	99L	A-946	9300
BRIGHT BLUE	26	43452L	A-2799	2746
MEDIUM BLUE	24	43451L	A-2798	2745
MIDNIGHT BLUE	29	43453L	A-2802	2748
DARK BROWN	59	43456L	A-2811D	2758
LIGHT GRAY	15	43450L	A-2793	2742
DARK GREEN	49	43454LH	A-2805	2752
MEDIUM GREEN	44	42802L	A-2704	2642
MEDIUM ORANGE	64	43458LM	A-2813F	2760
DARK RED	74	42810LM	A-2718F	2658
MEDIUM RED	72	5498LM	A-2648F	2544
LIGHT SADDLE	63	43457LH	A-2812D	2759
SANDSTONE	55	43455L	A-2808	2755
SILVER	13	43537L	A-2618	2518
ANTIQUÉ WHITE	11	5338L	A-2080	2058

ALL 10-90 SERIES MODELS

Color	Chevrolet Option No.	Du Pont	Rinshed-Mason	Ditzler
SKYLINE BLUE	20	5512A	A-2593	2563
HAWAIIAN BLUE	23	5183A	A-2253	2188
BUCKSKIN	62	43487A	A-2870	2778
SPRING GREEN	41	43483AM	A-2866G	2774
GLENWOOD GREEN	46	5412A	A-2594	2650
CRIMSON RED	73	5470AM	A-1596R	70704
ROSEDALE RED	71	42870AH	A-2774R	2673
SANTA FE TAN	60	43486A	A-2869	2777
FROST WHITE	12	817A	A-1347	2185

10-30 SERIES MODELS ONLY

Color	Chevrolet Option No.	Du Pont	Rinshed-Mason	Ditzler
CATALINA BLUE	25	42878A	A-2773	2672
REDONDO BLUE	84	43488AH	A-2874	2782
GRECIAN BRONZE	61	42869AH	A-2772	2671
INDIAN BRONZE	85	43489AM	A-2875	2783
MOSS GOLD	81	43485AM	A-2871F	2779
YUBA GOLD	53	43484AM	A-2868F	2776
SUMMIT GREEN	83	43491AM	A-2873	2781
WILLOWAY GREEN	43	43482A	A-2867D	2775
SARATOGA SILVER	17	43492A	A-2865	2773
SMOKE	82	43490A	A-2872D	2780
POLAR WHITE	89	94126A	A-4430	2580

50-90 SERIES MODELS ONLY

Color	Chevrolet Option No.	Du Pont	Rinshed-Mason	Ditzler
BLACK	86	99A	A-946	9300
ORANGE	88	31A	A-1597	60156
YELLOW	87	43536AH	A-2876D	2785
PRIME	00	—	—	—

LUV PICKUP

Color	Chevrolet Option No.	Du Pont	Rinshed-Mason	Ditzler
JASMINE YELLOW	595			
STRATO WHITE	579			
CRIMSON RED	514	5470AM	A-1596R	70704
PALM GREEN	583			
HORIZON BLUE	580			
WESTWAY TAN	584			

VEGA PANEL EXPRESS MODELS

Color	Chevrolet Option No.	Du Pont	Rinshed-Mason	Ditzler
CREAM BEIGE	50	42807L	A-2708	2646
BRONZE	66	42801LH	A-2714G	2653
BRIGHT BLUE	26	43452L	A-2799	2746
DARK GREEN	49	43454LH	A-2805	2752
LIGHT GREEN	45	43460LH	A-2804G	2750
ORANGE	80	5568LM	A-2652F	2548
DARK RED	74	42810LM	A-2718F	2658
LIGHT RED	75	5485LM	A-2650F	2546
SANDSTONE	55	43455L	A-2808	2755
ANTIQUÉ WHITE	11	5338L	A-2080	2058
BRIGHT YELLOW	51	42809L	A-2709G	2677

SPECIAL PAINTS

In addition to the wide selection of standard colors offered on Chevrolet trucks, virtually any special color can be obtained on an order for two or more trucks. For details and prices on special paints, consult the Chevrolet Zone Office.

PERMANENT FLEET COLORS

Color	Option No.	COFO No.
MIDNIGHT BLACK (BLACK)	—	86
CRIMSON RED	73	—
TANGIER ORANGE (ORANGE)	—	88
FROST WHITE	12	—
GLENWOOD GREEN	46	—
WHEATLAND YELLOW (DARK YELLOW)	—	87
HAWAIIAN BLUE	23	—

PICKUP

SCOTTSDALE MODEL OPTION—RPO Z62

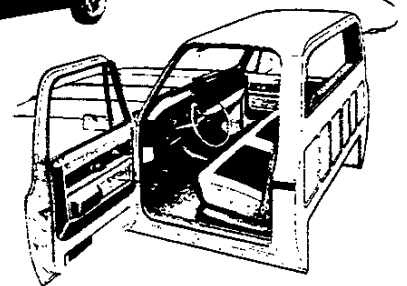
This option includes all Custom Deluxe standard model items plus the additions or substitutions listed below

EXTERIOR

- **Bright Appearance Items:**
 - "Scottsdale" nameplates, with series designation, on front fenders
 - Body side upper spear molding trim (Fleetside only)
 - Front bumper
 - Parking lamp trim
 - Front fender side marker lamp trim
 - Rear fender side marker lamp trim (Stepside only)
 - Rear fender clearance lamp trim (Fleetside models with dual rear wheels only)
 - Hub caps (except C30 models with dual rear wheels)
 - Taillamp trim (Fleetside only)
 - Windshield and rear window reveal moldings
- **Horn:** Additional, electric, high-note
- **Moldings:** Spear-type black plastic body side upper moldings (Fleetside only)

INTERIOR

- **Bright Appearance Items:**
 - "Scottsdale" nameplate on instrument panel pad
 - Dome lamp trim
 - Full-length front door sill scuff plates
 - Trim on door trim panels (Regular Cabs only)
- **Cigar Lighter**
- **Dome Lamps:** Regular Cabs—One;
Crew Cabs—Two
- **Dome and Courtesy Lamp Switches:** Door-operated (dome and courtesy lamps also may be activated by main light switch)
- **Door Trim Panels:** Color-keyed molded plastic with woodgrain inserts (Regular Cabs only)
- **Floor Mat:** Color-keyed rubber



- **Headliner:** Full-length, pearl gray, perforated molded plastic with fiber glass blanket backing; includes matching retainer moldings (Crew Cabs only)
- **Insulation:** Under cowl panel, on Crew Cab headliner, and on cab back panel
- **Pillar Trim Panels:** Pearl gray molded plastic on windshield pillars and center door pillars (Crew Cabs only)
- **Seats:**
 - Regular Cabs—full-depth foam seat cushion; choice of: 1) grid pattern nylon cloth/vinyl trim; 2) special all-vinyl trim (at extra cost); or 3) striped knit vinyl trim (at extra cost)
 - Crew Cabs—full-depth foam front seat cushion; choice of: 1) plaid pattern all-vinyl trim (standard trim); 2) special all-vinyl trim (at extra cost); or 3) basket weave pattern cloth/vinyl trim (at extra cost). See Interior and Exterior Color Selection Chart for color availability

CHEYENNE MODEL OPTION—RPO Z84 (REGULAR CABS ONLY)

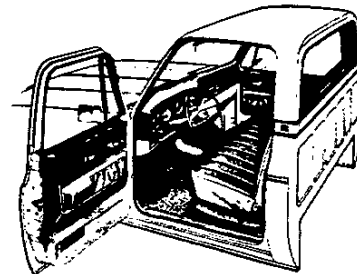
This option includes all of the Scottsdale model option items plus the additions or substitutions listed below

EXTERIOR

- **Bright Appearance Items:**
 - "Cheyenne" nameplates, with series designation, on front fenders
 - Cab back panel applique and molding
 - Upper body side and tailgate moldings with black paint trim (Fleetside models with single rear wheels only)
 - Bright applique panel fitted into recess of tailgate panel, with raised, black-painted border and "CHEVROLET" lettering at the center (Fleetside only)
- **Cab-to-Fender Insulators**
- **Hood Insulator**
- **Secondary Door Seals:** On door upper frames

INTERIOR

- **Bright Appearance Items:**
 - "Cheyenne" nameplate on instrument panel pad
 - Four-speed transmission shift lever
 - Transfer case shift lever (K10-20 models)
 - Trim on door trim panels and Series C10-20-30 steering wheel
- **Carpeting:** Color-keyed
- **Door Trim Panels:** Special color-keyed molded plastic with vinyl storage pockets plus woodgrain inserts having bright borders with black paint trim
- **Headliner:** Perforated, color-keyed, molded plastic with fiber glass blanket backing; includes matching retainer moldings
- **Insulation:** Under seat at left and right hand sides and on headliner



- **Seat:** Choice of: 1) special all-vinyl trim; or 2) basket weave pattern nylon cloth and vinyl trim. See Interior and Exterior Color Selection Chart for color availability
- **Steering Wheel Trim:** Woodgrain insert on spokes (C10-20-30 models only)
- **Trim Panels:** Color-keyed molded plastic on windshield pillars and upper side rear-quarter panels

BRAKES

HYDRAULIC BRAKES

SERIES	GVW/ Application	FRONT				REAR				APPLY SYSTEM		
		Rotor Size (diameter x thickness)	Caliper Piston (diameter)	Facing Contact per axle (sq. in.)	Drum Size (diameter x width)	Wheel Cylinder (diameter)	Facing Contact per axle (sq. in.)	Type	Booster (Diaphragm diameters)	Master Cylinder (diameter)		
Vega Panel Express	All/Sid.	9.88 x .50	1.875	22.23	9.0 x 1.25	.75	45.02	Manual	—	.75		
	All/ISO*	9.88 x .50	1.875	22.23	9.0 x 1.25	.75	45.02	Manual	8.0 Single	.75		
	All/Sid.	11.0 x 1.03	2.94	35.36	9.5 x 2.0	.875	66.58	Manual	—	1.0		
El Camino	All/ISO*	11.0 x 1.03	2.94	35.36	9.5 x 2.0	.875	66.58	Vac Power.	9.5 x 8 Tandem	1.0		
	48-4900/Sid.	11.86 x 1.28	2.94	37.43	11.0 x 2.0	1.0	64.49	Manual	—	1.0		
	53-5600/ISO*	11.86 x 1.28	2.94	37.43	11.0 x 2.0	1.0	64.49	Vac. Power	9.5 Single	1.125		
C10 Pickup/ C10 Chevy Van	53-6200/ISS*	11.86 x 1.28	2.94	37.43	11.15 x 2.75	.9375	104.84	Vac. Power	9.5 x 8 Tandem	1.125		
	62-7300/Sid.	11.86 x 1.28	2.94	37.43	11.15 x 2.75	.9375	104.84	Vac. Power	9.5 x 8 Tandem	1.125		
C10 Chevelle-Cab C10 V8 Suburban P10 Step-Van, F.C. K10 V8 (All)	49-5700/Sid.	11.86 x 1.28	2.94	37.43	11.0 x 2.0	1.0	64.49	Vac. Power	9.5 Single	1.125		
	49-5400/Sid.	11.86 x 1.28	2.94	37.43	11.0 x 2.0	1.0	64.49	Vac. Power	9.5 Single	1.125		
	5900/ISS*	11.86 x 1.28	2.94	37.43	11.15 x 2.75	.9375	104.84	Vac. Power	9.5 x 8 Tandem	1.125		
C10 Sportvan	54-5600/Sid.	11.86 x 1.28	2.94	37.43	11.0 x 2.0	1.0	64.49	Vac. Power	9.5 Single	1.125		
	64-7100/Sid.	12.5 x 1.28	2.94	37.43	11.15 x 2.75	1.0625	104.84	Vac. Power	9.5 x 8 Tandem	1.25		
	75-8200/ISS*	12.5 x 1.28	2.94	37.43	13.0 x 2.5	1.125	110.14	Vac. Power	9.5 x 8 Tandem	1.25		
C30 Crew Cab	8200/Sid.	12.5 x 1.28	2.94	37.43	13.0 x 2.5	1.125	110.14	Vac. Power	9.5 x 8 Tandem	1.25		
	6400/Sid.	11.86 x 1.28	2.94	37.43	11.15 x 2.75	.9375	104.84	Vac. Power	9.5 x 8 Tandem	1.125		
	66-8200/Sid.	12.5 x 1.28	2.94	37.43	13.0 x 2.5	1.125	110.14	Vac. Power	9.5 x 8 Tandem	1.25		
C30 Pickup, Chevelle-Cab	9-10,000/ISS*	12.5 x 1.53	3.375	45.83	13.0 x 3.5	1.1875	158.91	Hyd. Power	—	1.312		
	9-10,000/Sid.	12.5 x 1.53	3.375	45.83	13.0 x 3.5	1.1875	158.91	Hyd. Power	—	1.312		
	66-8400/Sid.	12.5 x 1.28	2.94	37.43	13.0 x 2.5	1.125	110.14	Vac. Power	9.5 x 8 Tandem	1.25		
C30 (all w/dangle rear)	89-10,000/Sid.	12.5 x 1.53	3.375	45.83	13.0 x 3.5	1.1875	158.91	Hyd. Power	—	1.312		
	76-8200/Sid.	12.5 x 1.28	2.94	37.43	13.0 x 2.5	1.125	110.14	Vac. Power	9.5 x 8 Tandem	1.25		
	9-10,000/ISS* (7500-lb axle)	12.5 x 1.53	3.375	45.83	13.0 x 3.5	1.1875	158.91	Hyd. Power	—	1.312		
P30 Motor Home Chevelle (125', 137', 168.5' WB)	12-14,000/ISS* (11,000-lb axle)	14.25 x 1.53	3.375	45.83	15.0 x 4.0	1.5	219.49	Hyd. Power	—	1.312		
	76-12,500/Sid.	12.5 x 1.53	3.375	45.83	13.0 x 3.5	1.1875	158.91	Hyd. Power	—	1.312		
	14,000/Sid.	14.25 x 1.53	3.375	45.83	15.0 x 4.0	1.5	219.49	Hyd. Power	—	1.312		
P30 Motor Home Chevelle (175' WB)	14,000/Sid.	14.25 x 1.53	3.375	45.83	15.0 x 4.0	1.5	219.49	Hyd. Power	—	1.312		

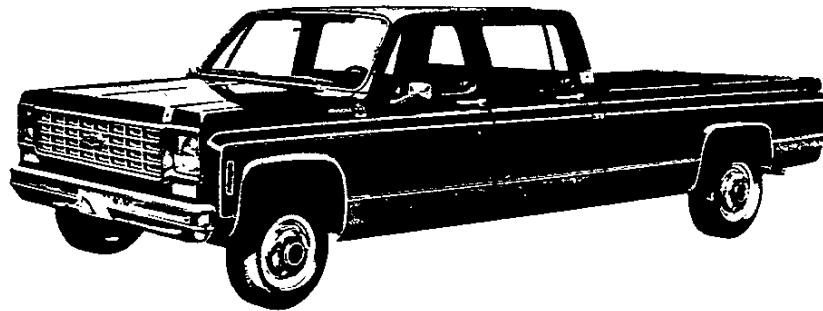
*ISO—Power Brakes; ISS—HD Power Brakes.

Note: LUV brake specifications are included in a special chart on page 4.

PICKUP SILVERADO MODEL OPTION-RPO YE9 (CREW CABS ONLY)

This option includes all items in the Scottsdale model option plus the additions or substitutions listed below

EXTERIOR

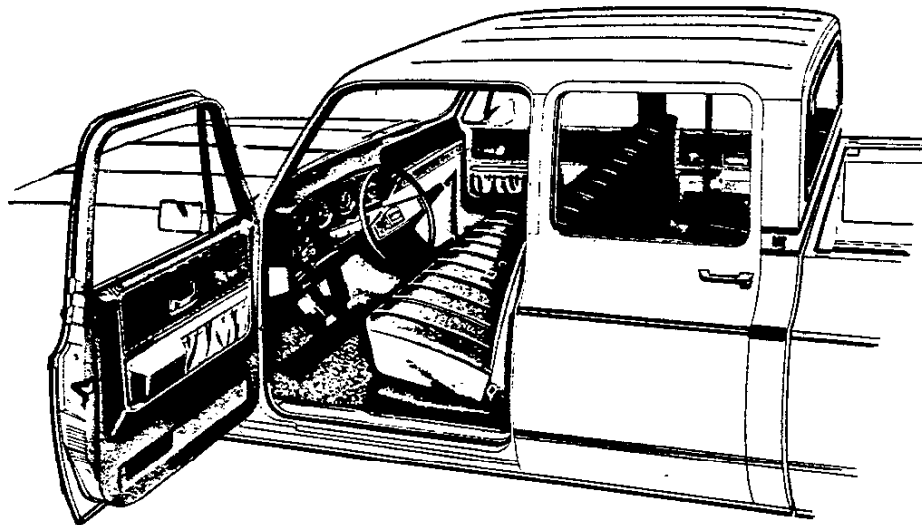


- **Cab-to-Fender Insulators**
- **Hood Insulator**
- **Horn:** Additional, electric, high-note
- **Secondary Door Seals:** On door upper frames

● **Bright Appearance Items:**

- "Silverado" nameplates, with series designation, on front fenders
- Cab back panel applique and molding
- "Chevrolet" nameplate on tailgate panel
- Upper and lower body side and tailgate moldings with black paint trim
- Wheel-opening lip moldings with black paint trim (front only on models with dual rear wheels)
- Satin-finished applique panel fitted over central area of tailgate

INTERIOR



- **Bright Appearance Items:**
 - "Silverado" nameplate on instrument panel pad
 - Four-speed transmission shift lever
 - Trim on instrument cluster face plate, door trim panels, and steering wheel
- **Carpeting:** Color-keyed
- **Door Trim Panels:** Special color-keyed molded plastic with woodgrain inserts having bright borders with tooled leather pattern trim; includes vinyl storage pockets on front units

- **Instrument Cluster:** Gauges replacing warning lamps for ammeter, engine temperature and oil pressure; includes woodgrain trimmed face plate
- **Insulation:** Under front seat at left and right hand sides
- **Seats:** Choice of: 1) special all-vinyl trim; or 2) basket weave pattern nylon cloth and vinyl trim. See Interior and Exterior Color Selection Chart for color availability
- **Steering Wheel Trim:** Woodgrain insert on spokes
- **Trim Panels:** Color-keyed molded plastic on cowl side panels

BRAKES

BRAKE BOOSTERS

Two types of power boosters are used in light-duty models. Vacuum powered diaphragm boosters are used in the lower GVW models and a hydraulic booster is used in the higher GVW models.

Pedal efforts are greatly reduced by the power assist given by the vacuum booster diaphragm or the hydraulic booster piston. The brake will operate without power assist, but the pedal effort required will be greater.

The hydraulic booster incorporates an accumulator which gives you a gradual transition from power to no power.

Series	Availability	Make	Number of Diaphragms	Nominal Diameter (in)	Type
El Camino	J50	Delco	Two	9.5 x 8	Vac/hyd
LUV Pickup	Std	Bendix	One	6.0	Vac/hyd
C10 Blazer, L6 Suburban	Std	Delco or Bendix	One	9.5	Vac/hyd
K10 L6 Bazer, Pickup	Std	Delco or Bendix	One	9.5	Vac/hyd
	J55	Delco	Two	9.5 x 8	
C10 Champ-Cab, V8 Suburban; P10 Step Van, F.C.; K10 V8 (AI)	Std	Delco	Two	9.5 x 8	Vac/hyd
C10 Pickup	J50*	Delco or Bendix	One	9.5	Vac/hyd
	J55	Delco	Two	9.5 x 8	
C20, K20, I20 (All)	Std & J55	Delco	Two	9.5 x 8	Vac/hyd
C30 Pickup Chassis-Cab; P30 Step-Vn, F.C.	Std	Delco	Two	9.5 x 8	Vac/hyd
	J55	Bendix	—	—	Hydro-Boost
C30 Crew Cab; P30 Motor Home Chassis	Std	Bendix	—	—	Hydro-Boost
G10 Sportvan	Std	Delco	One	9.5	Vac/hyd
G10 Chevy Van	J50*	Delco	One	9.5	Vac/hyd
G20-30 Spornan, Chevy Van; G30 Cutaway, Hi-Cube Van w/single rear wheels	Std	Delco	Two	9.5 x 8	Vac/hyd
G30 Cutaway, Hi-Cube Van w/dual rear wheels	Std	Bendix	—	—	Hydro-Boost

J55—HD Power Brakes *Required for 5000-lb or higher GVW ratings.

LUV PICKUP

DRUM BRAKE SPECIFICATIONS

	Front	Rear
TYPE—DRUM (Front and Rear)	Leading-Shoe	Duo-Servo
ADJUSTMENT	Self-Adjusting	
SIZE (In.)	10 x 2	10 x 1.75
LINING Material	Molded Asbestos	
Attachment	Bonded	
Width (In.)	1.97	1.77
Thickness (In.)	.189	.193
Swept Area per axle (Sq. In.)	123.8	111.2
WHEEL CYLINDER Number per Wheel	Two	One
Piston Size (In. Di)	1.06	.75
MASTER CYLINDER Type	Tandem Piston	
Piston Diameter (In)	.87	

PICKUP

CAB CONSTRUCTION

Double-wall steel roof construction for strength and rigidity. An asphalt-impregnated felt insulator is used between the inner and outer panels for interior quietness.

Heavily reinforced welded steel pillars contribute to overall cab structural strength.

One-piece embossed rear outer panel and upper inner panel form strong double wall for torsional strength.

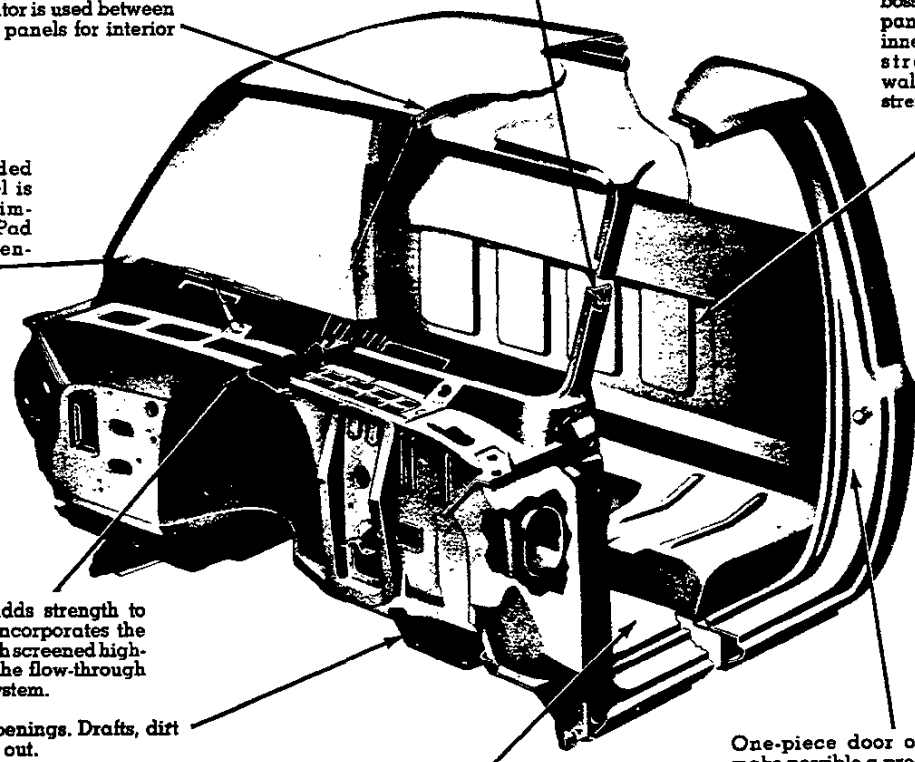
One-piece, padded instrument panel is welded-in to eliminate vibration. Pad and panel are energy-absorbing.

Double-wall cowl adds strength to cab structure and incorporates the plenum chamber with screened high-level air intake for the flow-through power ventilation system.

Toe panel has no openings. Drafts, dirt and water are kept out.

Embossed floor panel, with stiff reinforcing ribs and sub-sills, strengthens cab structure.

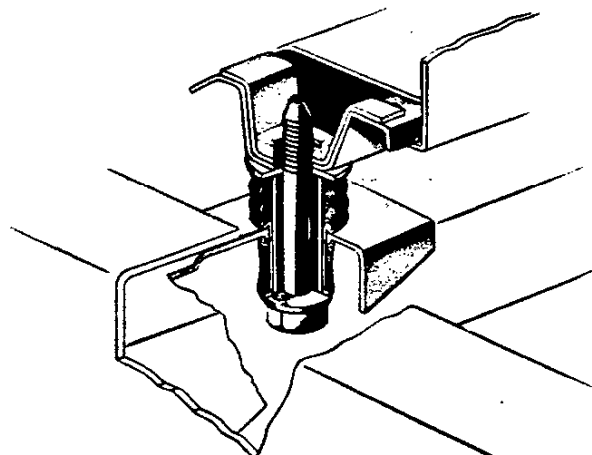
One-piece door opening frames make possible a precision fit of doors for weather tightness.



CAB MOUNTINGS

Typical Cab Mount shown.

Both front and rear cab mounts used are the compression-rebound type for quietness and durability.



NOTES

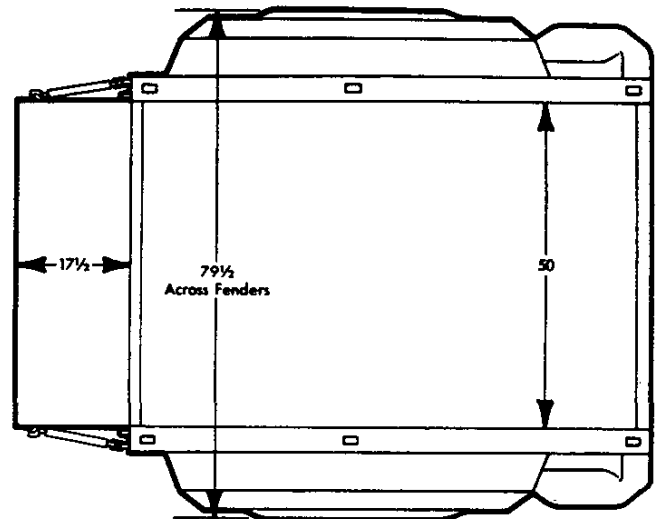
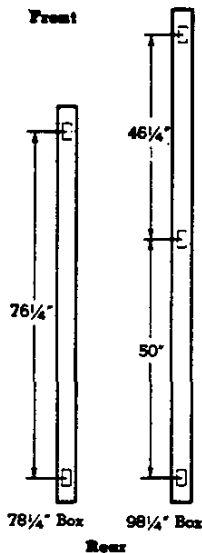
PICKUP

STEPSIDE PICKUP BOX

Body Ordering Code E62

DIMENSIONS

Stake Pocket Locations



The smooth interior walls of the Stepside pickups are a full 50 inches apart, allowing 4-ft-width materials to be carried easily. In fact, with the 98" body 4' x 8' sheets can be carried without lowering the tailgate.

Floors are constructed of kiln-dried, sealed wood boards with seven flush steel skid strips bolted in place over the expansion joints. A tight-fitting full-width tailgate minimizes loss of bulk loads such as grain or sand. With the tailgate closed, the wedge-type anti-rattle latches give extra support to the side panels. When open, the tailgate is supported by two strong vinyl covered chains.

On each side of the body, Stepside pickups have a running board and step just forward of the fender. This step is a great

convenience in jobs requiring frequent working of the load from the side.

Reinforced pockets (2" x 1.38") for the addition of stake racks are provided to increase the bulk carrying capacity of the box. On 78 1/4" bodies there are 2 pockets on each side and on 98" bodies there are 3 pockets on each side. See the diagram at left above for location of these stake pockets.

All metal body panels are primed for corrosion protection, and the Elpo electro-coating process is used to prime the side panels, tailgate, and front panel to assure that all surfaces of these more complicated components—even surfaces not visible—receive a coat of prime paint.

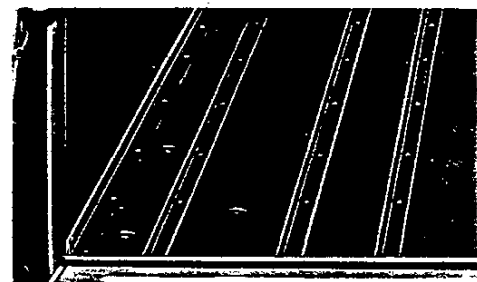
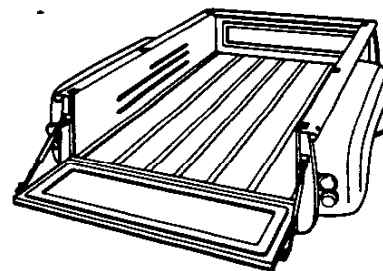
Body Sizes

Model	Body Length	Volume
C10703 K10703	78 1/4"	39.7 cu ft
C10903 C20903 C30903 K10903 K20903	98 1/4"	49.8 cu ft



Convenient Side Step

A convenient running board and step on each side of the body facilitates working of cargo from the side.



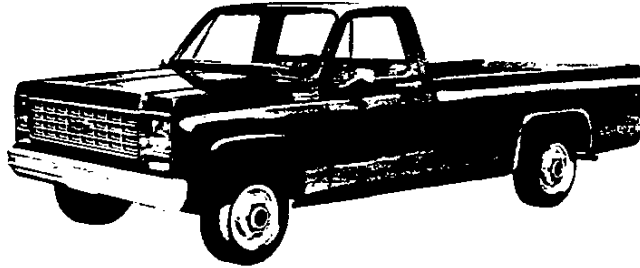
Steel Skid Strips

Seven flush steel skid strips hold floor planks securely, yet allow expansion with changes in temperature and humidity. Recessed bolt heads prevent cargo damage in loading and unloading.

PICKUP

CUSTOM DELUXE FEATURES—STANDARD MODEL

The Custom Deluxe standard models include the following items as standard equipment

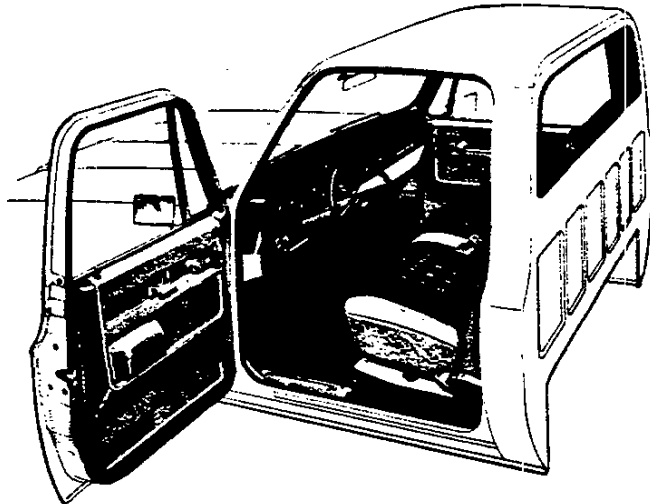


EXTERIOR

- **Bumper:** Front; painted white
- **Color:** See Interior and Exterior Color Selection Chart
- **Drip Moldings:** Bright; over side doors
- **Grille:** Molded plastic; painted silver; integral Chevrolet emblem at center includes bright insert with black and ochre trim
- **Grille Frame:** Bright upper and lower moldings joining extensions of bright headlamp bezels; silver-painted bezel centers
- **Horn:** Single, electric, low-note
- **Hub Caps:** Painted white with black and ochre trim (2-wheel-drive models only)
- **Keys:** Two-key system with separate keys for ignition switch and doors
- **Lettering, "CHEVROLET" Tailgate:** Painted white except black with Frost White body color
- **Lights:**
 - Backup lamps: Two rear (integral with taillamps on Fleetside models; separate units on Stepside models)
 - Combination parking/direction/hazard: Two front
 - Combination tail/stop/direction/hazard: Two rear
- **Headlamps:** Two; Power Beam
- **License plate lamp:** Single rear
- **Side marker lamps with reflectors:** Two front and two rear (Fleetside models do not have separate rear marker lamps but utilize the wraparound taillamps as rear side markers)
- **Mirrors:** RH and LH fixed arm with 5½" x 4" head; chrome finish
- **Nameplates:** Bright "Custom Deluxe" nameplates, with series designation, on upper portions of front fenders near doors; plus bright "3 + 3" nameplates on Crew Cab models on cab rear quarters at styling crease line
- **Pickup Box:** Steel floor on Fleetside models and wood floor with steel skid strips on Stepside models; painted body color
- **Spare Tire Carrier:** Under frame in back
- **Tools:** Mechanical jack and wheel wrench
- **Wheels:** Painted white
- **Windshield Wipers and Washers:** Electric, 2-speed wipers with matte finish on exposed metal portions; partially concealed arms; coordinated dual-orifice washers

INTERIOR

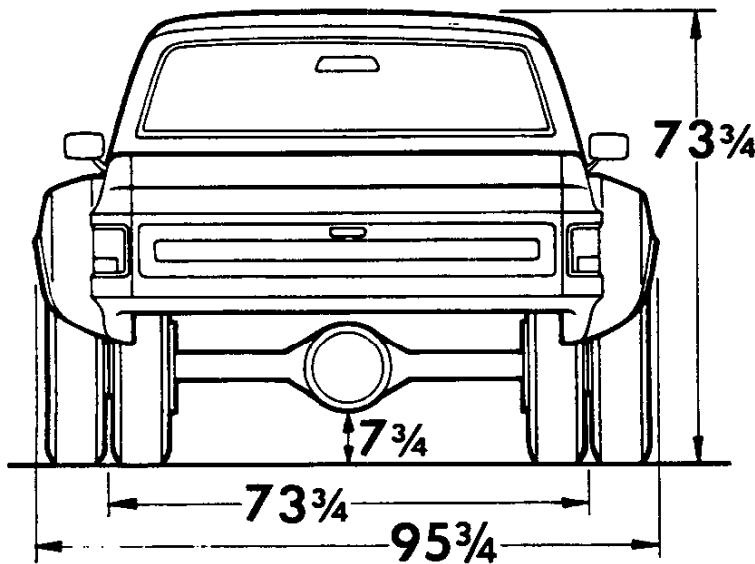
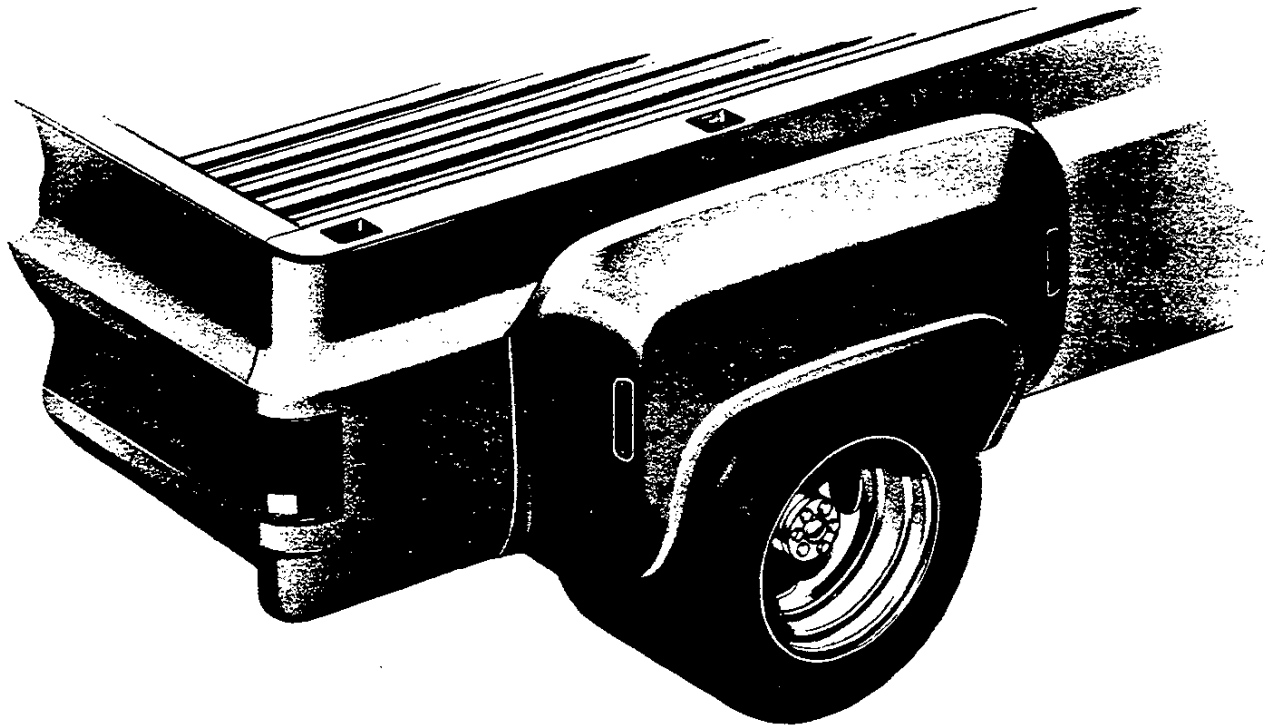
- **Armrests:** RH and LH; integral with door trim panels
- **Ashtrays:** In middle of instrument panel (all models) and in rear door trim panels (Crew Cabs)
- **Coat Hooks:** RH (all models) and over rear doors (Crew Cabs)
- **Colors:**
 - Paint: Same as main exterior color choice
 - Trim: Choice of blue, saddle, red, or green
- **Door Trim Panels:** Color-keyed, embossed molded plastic with integral armrests
- **Floor Mats:** Embossed black rubber
- **Heater and Defroster:** Deluxe-air; automatic blower operation with ignition switch on for power ventilation system
- **Instruments:**
 - Gauges: Speedometer, odometer and fuel
 - Switches: Main, for control of exterior lights and instrument cluster and courtesy/map lights; wiper-washer; headlight beam (foot); ignition; direction signal (with lane change position); hazard warning; heater
 - Warning lights: Generator, oil pressure, engine temperature, brake, direction/hazard signal, and high beam
- **Instrument Panel Control Knobs:** Soft black plastic with white graphic identification (except heater and wiper-washer controls)
- **Instrument Panel Pad:** Color-keyed foam type with wood-grained applique having bright trim and bright "Custom Deluxe" nameplate
- **Insulation and Sound Deadening Material:** Dash (fire-wall), under front seat at center, under floor mat, and between double-walled roof panel of regular cabs
- **Lights:** Instrument cluster and courtesy/map lights
- **Mirror, Rearview:** 10", vinyl-edged prismatic
- **Scuff Plates:** Door-opening protection and floor mat retainer
- **Seat:** Full-width bench-type, foam padded (full-foam rear seat cushion for Crew Cabs); color-keyed, plaid pattern vinyl trim
- **Seat Belts:** Three, with pushbutton release; include retractors for driver and RH front passenger (6 belts in Crew Cabs)
- **Steering Wheel:** 16" black wheel with 2 spokes (17½" in 4-wheel-drive models); black energy-absorbing steering column
- **Stowage Box:** In RH side of instrument panel; door with turn-type latch
- **Sunshades:** RH and LH padded; color-keyed



PICKUP
FLEETSIDE PICKUP BOX
DUAL REAR WHEEL APPLICATION

Body Ordering Code E63

DIMENSIONS



The 8-foot Fleetside Pickup Box for dual rear wheel application offers all the features described for single rear wheel application. Additionally, it includes one-piece fenders constructed of fiber glass reinforced plastic bolted to each rear wheelhouse area. This provides an extension to cover the dual rear wheel equipment. Clearance lights are located fore and aft of the wheel openings on the fender extensions. Installation also includes five amber clearance and identification lights mounted on the cab roof along with five red rear marker lamps mounted on the tailgate.

Fleetside Pickup Box (Code E63) and dual rear wheels (RPO RO5) are available only on models CC30903 or CC30963 with Camper Special Chassis Equipment (RPO Z81 or Z83)

Dana wider track rear axle used when dual rear wheels are ordered on Fleetside pickups.

PICKUP

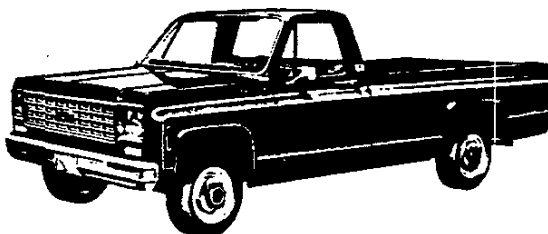
SILVERADO MODEL OPTION—RPO YE9 (REGULAR CABS ONLY)

This option includes all items in the Cheyenne model option plus the additions or substitutions listed below

EXTERIOR

● Bright Appearance Items:

- "Silverado" nameplates, with series designation, on front fenders
- "Chevrolet" nameplate on tailgate panel (Fleetside only)
- Lower body side and tailgate moldings with black paint trim (Fleetside only)
- Upper body side and tailgate moldings with black paint trim (Fleetside models with dual rear wheels only)
- Wheel-opening lip moldings with black paint trim (Fleetside only. Front only on models with dual rear wheels)
- Satin-finished applique panel fitted over central area of tailgate (Fleetside only)



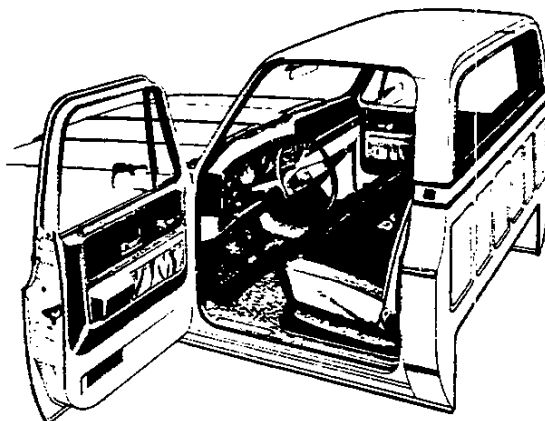
INTERIOR

● Bright Appearance Items:

- "Silverado" nameplate on instrument panel pad
- Trim on instrument cluster face plate
- Special door panel trim with tooled leather pattern

● Cowl Trim: Color-keyed molded plastic on cowl side panels

● Instrument Cluster: Gauges replacing warning lamps for ammeter, engine temperature and oil pressure; includes wood-grain trimmed face plate

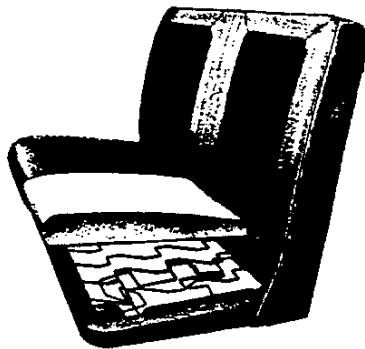


PICKUP SEATS



STANDARD BENCH SEAT

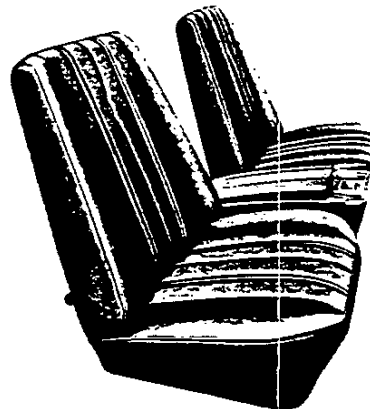
Molded polyurethane foam pads over a steel cushion spring and frame assembly and a backrest frame assembly provide resilient support for driver and passengers. Backrest frame (front seat in Regular Cabs; rear seat in Crew Cabs) incorporates anti-finger-pinch design. Backrest for Crew Cab front seat incorporates impact barrier construction. Front seats are adjustable fore and aft. Trim is durable, easy-to-clean vinyl. Regular Cab front seats and Crew Cab rear seats are available with optional folding backrests to provide access to storage space behind seat.



FULL-DEPTH FOAM (RPO Z52)

(Trim shown—Scottsdale RPO Z62)

Seat cushion consists of a 6½-inch-thick urethane foam pad and special spring and frame assembly replacing standard front seat cushion pad and frame. Trim for full-foam seat is identical to that of standard seat, but when Scottsdale, Cheyenne or Silverado model options are ordered, this seat construction is included with respective trims. Also, this seat construction is standard for Crew Cab rear seat, and seats are available with optional folding backrest as described under Standard Bench Seat.



FRONT BUCKET SEATS

This option for Regular Cabs consists of two bucket-type seats with foam padding and special all-vinyl trim plus a center console with spacious stowage compartment. Bright trim decorates the textured plastic console which includes an ashtray and compartments for seat belt buckles. Option includes carpeting on floor and lower portion of cab rear panel, full floor insulation, and full-length door sill scuff plates.

PICKUP

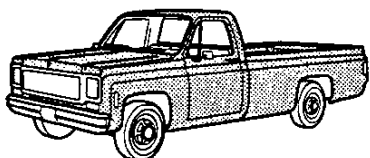
SOLID AND TWO-TONE* EXTERIOR COLOR COMBINATIONS

The application of paint for solid and two-tone exterior color combinations is shown below.

SERIES 10-30

All Series 10-30 Pickups may be ordered with solid color or Conventional two-tone paint treatment. Special and Deluxe two-tone paint treatments also are available for Fleetside Pickups.

SOLID PAINT—ZY1



SOLID PAINT—ZY1

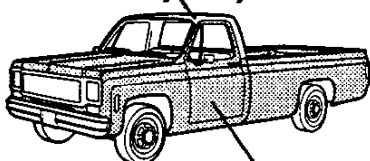


SOLID COLOR

Solid color paint (ZY1) is standard on all models. All painted areas of the cab, front end sheet metal, and box are the same color.

CONVENTIONAL TWO-TONE PAINT—ZY2

Secondary Body Color



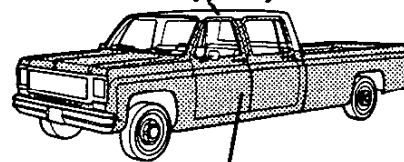
Primary Body Color

CONVENTIONAL TWO-TONE

Conventional two-tone (ZY2) consists of the secondary color, Frost White, on cab roof and cab back panel above the belt line, with the elected primary color on the remainder of the cab, on the front end sheet metal, and on the pickup box. Includes cab back panel applique and molding, except with Cheyenne or Silverado Model Options where it is already included.

CONVENTIONAL TWO-TONE PAINT—ZY2

Secondary Body Color



Primary Body Color

SPECIAL TWO-TONE PAINT—ZY3

FLEETSIDE ONLY
(Includes YG1 Moldings)

Primary Body Color



Secondary Body Color

SPECIAL TWO-TONE

Special two-tone (ZY3) paint colors are available only on Fleetside Pickup models and include custom upper and lower moldings (except with the Silverado Model Option where they are already included; also, only lower moldings are provided with the Cheyenne Model Option, as the upper moldings are already included). The primary color is applied to the areas above and below the moldings (including the cab roof). The secondary color, which is Frost White, is applied to the areas between these moldings. Black paint is applied to the raised "Chevrolet" lettering on the tailgate panel, except with Cheyenne or Silverado Model Options.

SPECIAL TWO-TONE PAINT—ZY3

(Includes YG1 Moldings)

Primary Body Color



Secondary Body Color

DELUXE TWO-TONE

Deluxe two-tone (ZY4) paint colors are available only on Fleetside Pickup models and include custom upper and lower moldings (except with the Silverado Model Option where they are already included; also, only lower moldings are provided with the Cheyenne Model Option, as the upper moldings are already included). Also includes cab back panel applique and molding except with Cheyenne or Silverado Model Options where it is included. The cab roof, cab back panel above the belt line, and the areas between the upper and lower moldings are painted the secondary color, Frost White, with the primary color applied on all other areas. Black paint is applied to the raised "Chevrolet" lettering on the tailgate panel, except with Cheyenne or Silverado Model Options.

DELUXE TWO-TONE PAINT—ZY4

FLEETSIDE ONLY
(Includes YG1 Moldings)

Secondary Body Color



Primary Body Color

DELUXE TWO-TONE PAINT—ZY4

(Includes YG1 Moldings)

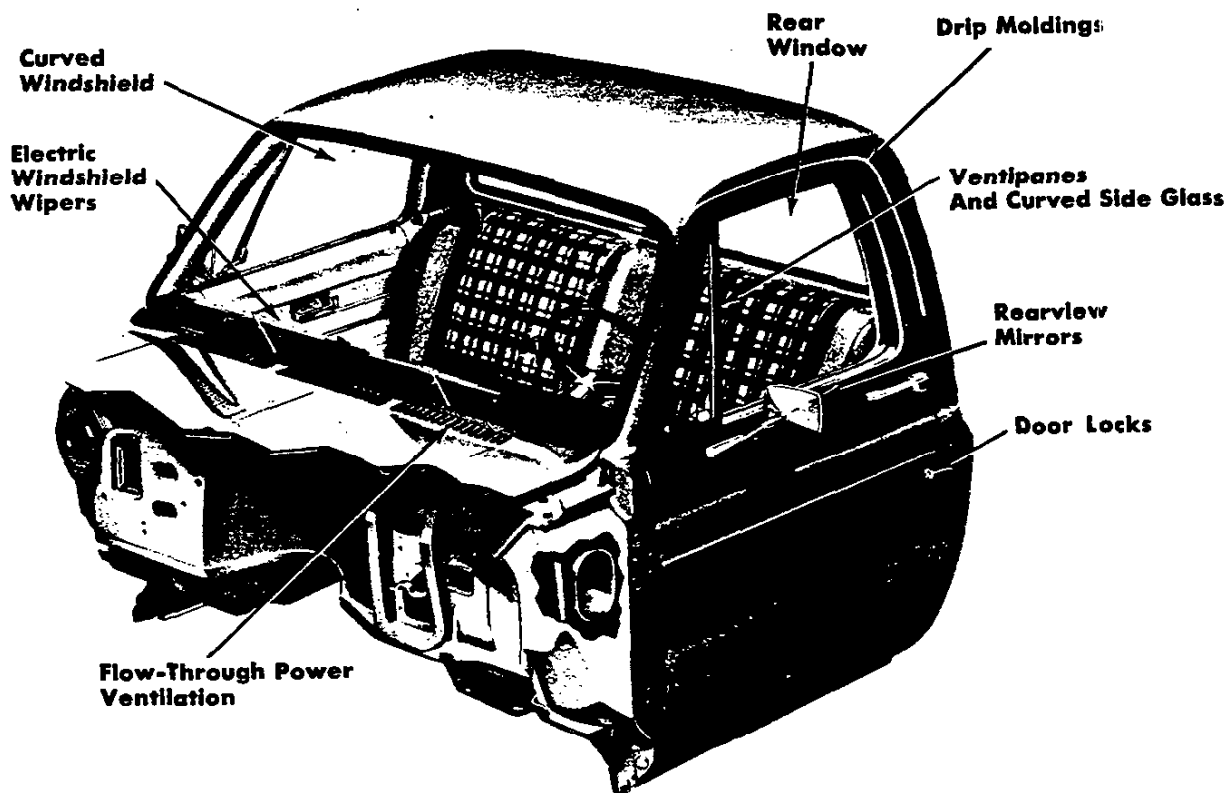
Secondary Body Color



Primary Body Color

PICKUP

STANDARD CAB FEATURES



Curved Windshield—The large, one piece windshield of laminated safety glass has an area of approximately 1447 square inches for excellent visibility.

Rear Window—The rear window is of solid safety glass, with a 790 square inch area.

Electric Windshield Wipers—High-capacity, 2-speed motor provides constant wiping action regardless of engine load or accelerator position. Wipers have 16-inch blades. Wiper arms, which are partially concealed by the hood, and the metal portions of the blades have a matte finish. Electric washers with a 3-pint capacity reservoir are also standard. Dual orifice washer nozzles assure efficient washing action.

Flow-Through Power Ventilation—With ignition switch on, outside air enters the Cab through louvers at the rear of the hood panel—away from road dust, heat and fumes.

The air passes through screened inlets into a plenum chamber built into the cowl, where water is separated from the air and drained out. Air enters the driver compartment through the heater (or optional air-conditioning) system and exits through pressure relief valves in each door. Additional air may be admitted into the interior through two inlets—one on the right side and one on the left side of the lower cowl structure. Inlet valves are operated by levers integral with the inlet assemblies.

Ventipanes and Curved Side Glass—Additional flow of outside air can be controlled by a pivot-type ventipane in each front door. Friction-type latches with smoothly-contoured handles assure excellent sealing. Ventipanes, as well as curved door windows, are of solid safety glass with an area of 546 square inches for each side. (Crew Cab rear side door glass area—488 sq. in. each.)

Rearview Mirrors

Standard chrome exterior mirrors are of the fixed arm type with 5½" x 4" heads. Both right-hand and left-hand units are provided.

Many optional mirror combinations are also available. See the Optional Equipment listing for each model.

Door Locks—All cab models include left & right hand key-operated door locks as standard equipment. Depression of inside pushbuttons prevents accidental door opening and provides keyless locking when leaving the vehicle. Door lock keys are separate from the ignition key for theft protection.

Identification and Clearance Lights—All models with second unit bodies 80" wide or over, or models with dual rear wheels, are equipped with cab identification and clearance lights. See individual model specification pages.

PICKUP

TWO-TONE EXTERIOR COLOR COMBINATIONS*



Silverado trim also shown in illustration.

**CONVENTIONAL
TWO-TONE**



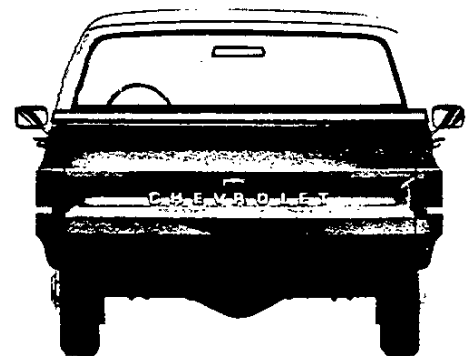
Silverado trim also shown in illustration.

SPECIAL TWO-TONE



Silverado trim, dual rear wheels, and wheel covers also shown in illustration.

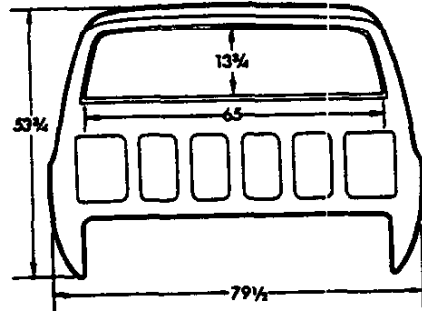
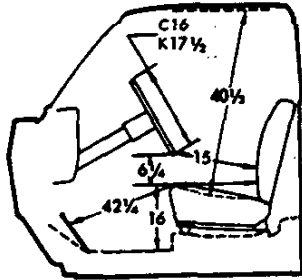
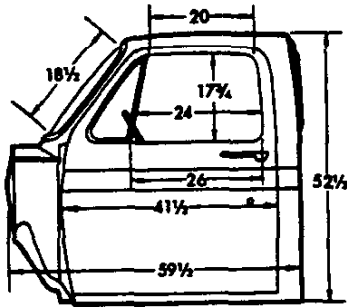
DELUXE TWO-TONE



CONVENTIONAL TWO-TONE

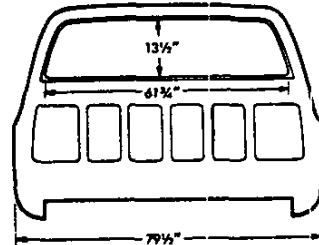
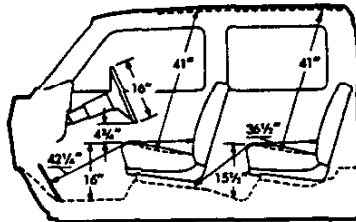
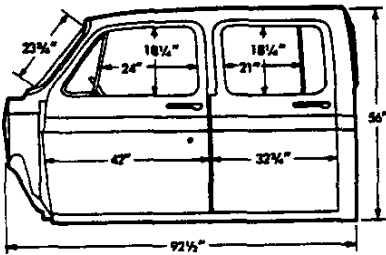
*Optional at extra cost.

PICKUP CAB DIMENSIONS*



Glass Area (sq in)

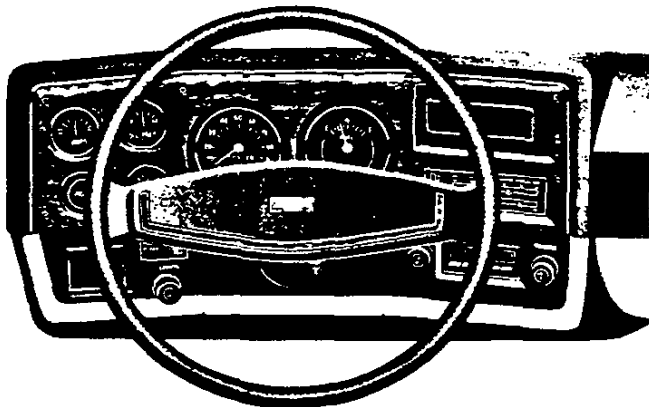
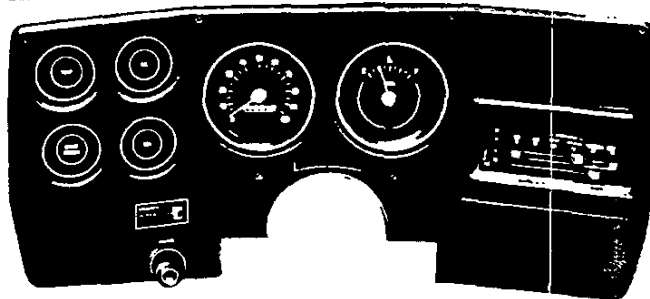
Windshield..... 1447 Front side door window (each side) including ventipanes..... 546	Rear side door window (each side) on Crew Cab including fixed window 488 Rear window 790
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*All interior dimensions measured with seat in rear position. Seat travel is 5".

INSTRUMENT CLUSTERS

Standard Cluster with warning lights for engine temperature, generator, and oil pressure.



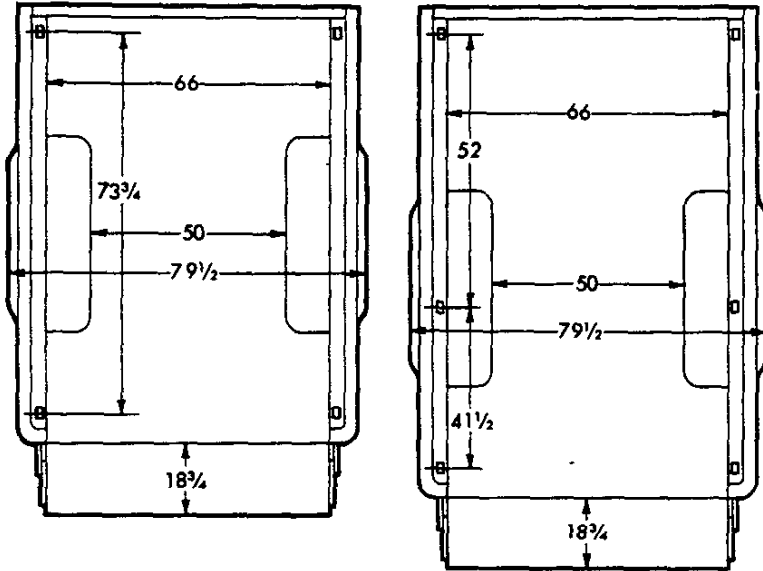
Optional Cluster (RPO Z53) with ammeter, engine temperature gauge, and oil pressure gauge. Included in Silverado model option (RPO YE9) along with woodgrain trim, as illustrated. Woodgrain trim (RPO BC2) is available for optional cluster when used with Custom Deluxe models, Scottsdale model option (RPO Z62), or Cheyenne model option (RPO Z84). Cluster face plate without woodgrain trim has black crackle finish same as standard cluster. An electric clock (RPO U35), shown at lower left, or a tachometer (RPO U16) is available for use with the optional cluster. When the optional tachometer is ordered, it replaces the regular fuel gauge (right center), and another fuel gauge is added in the clock provision. Optional air conditioning outlets and radio also shown in illustration.

PICKUP - 4-Wheel Drive STANDARD SPECIFICATIONS

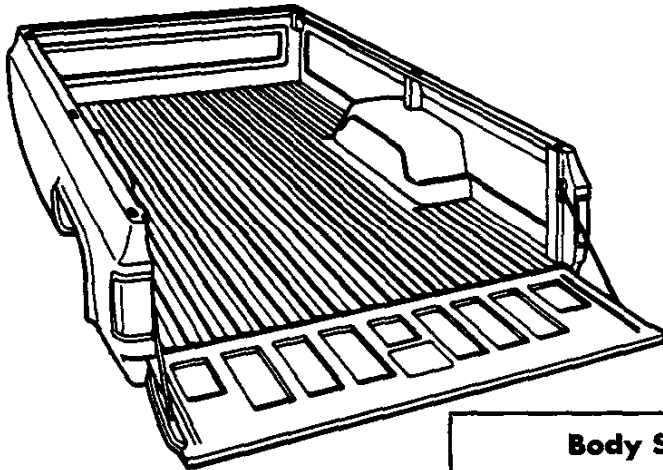
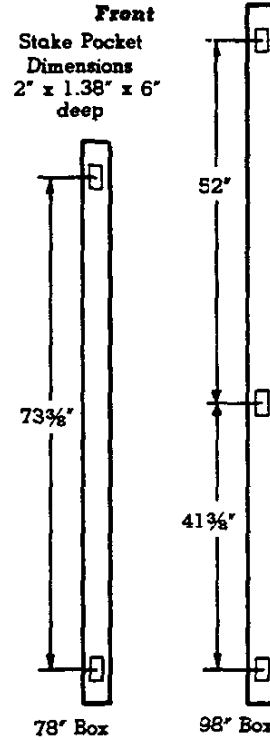
(See Blue Tab Section for Specification Details)

Series	K10	K20
Engine		
Base Equip.—6 cyl.	350 4-bbl. V8	292 1-bbl. L6
—8 cyl.		350 4-bbl. V8
Clutch—6 cyl.	12"; 150 sq. in.	11"; 124 sq. in.
—8 cyl.		12"; 150 sq. in.
Air Filter	Oiled-paper Element	
Oil Filter	Throwaway type; 1-qt.	
Exhaust System	Single; Aluminized	
Emission Control Systems	See Engine & Cooling, p 30, for specific model applications	
Suspension, Front	Hypoid Driving Axle; Leaf Springs	
Capacity	3600 lb.	3800 lb.
Axle Ratio—6 cyl.	3.07	4.56
—8 cyl.		4.10
Springs @ Ground	1850 lb. ea.	1850 lb. ea.
Shock Absorbers	1" dia.	1" dia.
Stabilizer Bar	8 cyl.—1.25" dia.	1.06" dia.
Suspension, Rear	Hypoid; Two-stage Multi-leaf Springs	
Axle Capacity	3750 lb.	5700 lb.
Axle Ratio—6 cyl.	3.07	4.56
—8 cyl.		4.10
Springs @ Ground	1700 lb. ea.	2800 lb. ea.
Shock Absorbers	1" dia.	1" dia.
Brakes	Hydraulic—Self-adjusting	
Front	Disc; 11.86" Rotor Drum; 8 cyl.—11.15" x 2.75"	Disc; 12.5" Rotor
Rear		Drum; 11.15" x 2.75"
Booster	8 cyl.—Dual Diaphragm	Dual Diaphragm
Parking	Cable to Rear Wheels	
Electrical	12 Volt; Negative Ground	
Battery—6 cyl.		61 amp. hr.; 2900 watts @ 0°F.
—8 cyl.	61 amp. hr.; 2900 watts @ 0°F.	
Delcotron Generator	37 amp.	
Frame	Carbon Steel; 39,000 psi	
Section Modulus	117.5" WB—3.14 131.5" WB—3.92	131.5" WB—3.92
Fuel Tank (nominal capacity)		
—117.5" WB	16 gal.	—
—131.5" WB	20 gal.	20 gal.
Steering Gear Type	Recirculating Ball	
Linkage	Conventional	
Transmission	Fully Synchronized 3-Speed	
Shift Location	Steering Column	
Transfer Case—6 cyl.	New Process 205 2-Speed	
—8 cyl.	New Process 203 (Full Time)	
Shift Lever	Single Lever	
PTO Opening	Left Side	
Tires	8 cyl.—(5) L78-15B (4PR)	(4) 8.75-16.5C (6PR)
Wheels	(5) Disc 15" x 6"	(5) Disc 16.5" x 6"

**PICKUP
FLEETSIDE PICKUP BOX
SINGLE REAR WHEEL APPLICATION
Body Ordering Code E63
DIMENSIONS**



**Stake Pocket
Locations**



Body Sizes		
Model	Body Length	Volume
C10703	78 1/8'	58.4 cu ft
K10703		
C10903	98'	74.3 cu ft
C20903		
C20963		
K10903		
K20903	98'	74.3 cu ft
C30903		
C30963		

Rear

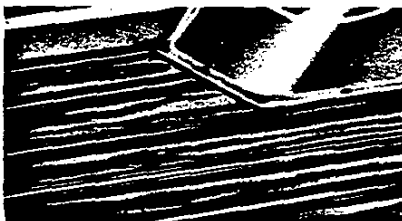
Fleetside pickup boxes feature double-walled construction in the side panels and tailgate to prevent load dents from marring the appearance of the outer panels.

All metal body panels are primed for corrosion protection, and the Elpo electro-coating process is used to prime the side panels, tailgate, standard floor panel, and front panel to assure that all surfaces of these more complicated components—even surfaces not visible—receive a coat of prime paint.

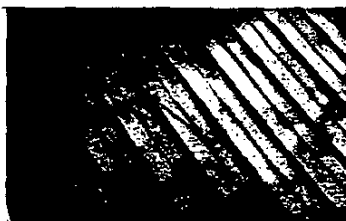
A tight-fitting full-width tailgate holds such loads as grain and sand with minimal loss. It is operated by a mechanically actuated latch and retained in the horizontal position by hinged steel support straps. A quick-release feature allows it to be quickly and easily removed and re-installed by one person. The tailgate latch features one-hand operation for easy opening and closing.

Reinforced pockets (2" x 1.38") for the addition of stake racks are provided to increase the bulk carrying capacity of the box. On 78" bodies there are two pockets on each side; on 98" body there are three pockets on each side. See the diagram at right above for location of these stake pockets.

The 98" Fleetside pickup box is available in either the standard all-steel floor or (RPO E81) wood floor with steel skid strips. An all-steel floor is used exclusively for the 78 1/8" box.



Wood Floor

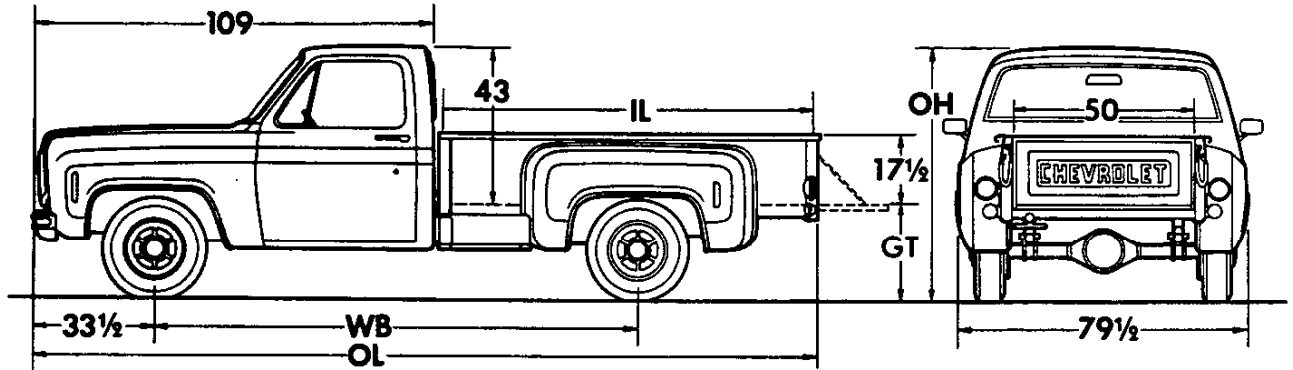


Steel Floor

PICKUP

STEPSIDE PICKUP

Body Ordering Code—E62



Series	Ground Clearance (in)★	
	Front	Rear
C10	7½	7¼
C20	8	7¾
C30	8	7¾
K10	7¼	7
K20	8¼	7

Model	Engine No. Cyl.	Dimensions (in)★					Curb Weight (lb)			Model Weight (lb)*		
		WB	IL	OL	OH	GT	Front	Rear	Total	Front	Rear	Total†

C10 SERIES

CC10703	6	117½	78½	190¾	69¾	28¾	2184	1390	3574	2403	1621	4174
	8						2318	1414	3732	2537	1645	4332
CC10903	6	131½	98¼	210½	69¾	28¾	2271	1463	3734	2517	1667	4334
	8						2405	1482	3884	2648	1686	4484

C20 SERIES

CC20903	6	131½	98¼	210½	71	29¾	2407	1723	4130	2653	1927	4730
	8						2517	1749	4266	2763	1953	4866

C30 SERIES

CC30903	6	131½	98¼	210½	71	30	2481	1864	4345	2727	2068	4945
	8						2573	1881	4454	2819	2085	5054

K10 SERIES

CK10703	8	117½	78½	191¼	72	30¼	2672	1627	4299	2891	1858	4899
	8						2782	1687	4469	3028	1891	5069

K20 SERIES

CK20903	6	131½	98¼	211¼	74	33¼	2668	1796	4464	2914	2000	5064
	8						2838	1834	4672	3084	2038	5272

★Dimensions with standard equipment, unloaded.

†Total also includes 150 lb minimum payload allowance.

*Model Weight includes Curb Weight plus occupants (standard seating capacity x 150 lb).

PICKUP

INTERIOR AND EXTERIOR COLOR CHARTS

All orders for these models must show one of the following interior trim codes on the order form

IMPORTANT

Dealer Note: Exterior and interior combinations shown in charts below are those recommended by Chevrolet; however, any exterior color may be ordered with any available interior color if the particular combination is desired by a customer.

INTERIOR TYPE	Decor Option	INTERIOR TRIM COLOR AND CODE					
		Blue	Gray	Green	Red	Saddle	Sand

REGULAR CAB MODELS ONLY

Interior Type	Decor Option	Interior Trim Color and Code					
		Blue	Gray	Green	Red	Saddle	Sand
Custom Deluxe Vinyl Bench Seat (Code V) Custom Vinyl Bucket Seats (Code W)	STD	VDD1		VGG1	VRR1	VSS1	
		XDD2		XGG2	XRR2	XSS2	
Scottsdale Cloth Bench Seat (Code C) Custom Vinyl Bench Seat (Code W) Knit Vinyl Bench Seat (Code E)	Z62	CDD1	CYY1	CGG1			CNN1
		XDD1	XY1	XGG1	XRR1	XSS1	XNN1
		MDD1		MGG1	MRR1	MSS1	
Cheyenne Custom Cloth Bench Seat (Code D) Custom Vinyl Bench Seat (Code W) Custom Vinyl Bucket Seats (Code W)	Z84	LDD1	LYY1	LGG1	LRR1	LSS1	
		XDD1	XY1	XGG1	XRR1	XSS1	XNN1
		XDD2		XGG2	XRR2	XSS2	XNN2
Silverado Custom Cloth Bench Seat (Code D) Custom Vinyl Bench Seat (Code W) Custom Vinyl Bucket Seats (Code W)	YE9	LDD1	LYY1	LGG1	LRR1	LSS1	
		XDD1	XY1	XGG1	XRR1	XSS1	XNN1
		XDD2		XGG2	XRR2	XSS2	XNN2

CREW CAB MODELS ONLY

Interior Type	Decor Option	Interior Trim Color and Code					
		Blue	Gray	Green	Red	Saddle	Sand
Custom Deluxe Vinyl Bench Seat (Code V)	STD	VDD1		VGG1	VRR1	VSS1	
Scottsdale Vinyl Bench Seat (Code V) Custom Cloth Bench Seat (Code D)	Z62	VDD1		VGG1	VRR1	VSS1	
		LDD1				ISS1	
Silverado Custom Cloth Bench Seat (Code D) Custom Vinyl Bench Seat (Code W)	YE9	LDD1				LSS1	
					XRR1		XNN1

EXTERIOR COLORS	Primary	Two-Tone Secondary †	Interior Trim Color and Code					
			Blue	Gray	Green	Red	Saddle	Sand
Blue, Skyline (Light)	20	12	X	X		X	X	X
Blue, Hawaiian (Medium)	23	12	X	X		X	X	X
Blue, Catalina (Dark) (M)	25	12	X	X		X	X	X
Bronze, Grecian	61	12			X		X	X
Buckskin	62	12	X		X	X	X	X
Gold, Yuba (Medium) (M)	53	12		X			X	X
Gold, Moss (Dark) (M)	81	12		X			X	X
Green, Willoway (Light)	43	12		X	X		X	X
Green, Spring (Medium) (M)	41	12			X		X	X
Green, Glenwood (Dark)	46	12			X		X	X
Red, Crimson (Medium)	73	12		X		X	X	X
Red, Rosedale (Dark)	71	12		X		X	X	X
Silver, Saratoga (M)	17	12	X	X	X	X	X	X
Tan, Santa Fe	60	12	X	X	X	X	X	X
White, Frost	12	—	X	X	X	X	X	X

† For solid and two-tone color application, see illustrations on opposite page. For solid paint, the secondary color is the same as the primary color; for two-tones, Frost White is the secondary color and is applied to the areas shown in the illustrations, depending upon the two-tone option ordered.

(M): Metallic.

PICKUP

GVW SELECTOR

†Maximum Ratings			Minimum Equipment Required for GVW Rating		
GVW Rating (lb)	★GAWR (lb)		Tires, Front	Tires, Rear	Chassis Equipment
	Front	Rear			

C20 SERIES CREW CAB

8200	3800	5560	9.50-16D(8PR) (TL)	9.50-16D(8PR) (TL)	Standard
------	------	------	--------------------	--------------------	----------

C30 SERIES CREW CAB

9000	4000	6340	9.50-16.5E(10PR) (TL)	9.50-16.5E(10PR) (TL)	Standard
9600	4000	6340	9.50-16.5E(10PR) (TL)	9.50-16.5E(10PR) (TL)	Camper Special Chassis Equipment (ZB1/ZB3)
10,000	3980	7500	8.75-16.5C(6PR) (TL)	8.75-16.5D(8PR) Dual (TL)	Dual Rear Wheel Provisions (ROS)
	4000	7500	8.75-16.5D(8PR) (TL)	8.75-16.5D(8PR) Dual (TL)	
			7.50-16C(6PR) (TB)	7.50-16D(8PR) Dual (TB)	

K10 SERIES

6400	3520	3520	*10-15B(4PR) (TL)	*10-15B(4PR) (TL)	Standard
	3580	3580	L78-15B(4PR) (TL)	L78-15B(4PR) (TL)	
	3600	3600	7.00-16C(6PR) (TB) (TT)	7.00-16C(6PR) (TB) (TT)	

K20 SERIES

6800	3700	3980	8.75-16.5C(6PR) (TL)	or	8.75-16.5C(6PR) (TL)	Standard
		4120	7.50-16C(6PR) (TB)		7.50-16C(6PR) (TB)	
7500	3700	4700	8.75-16.5C(6PR) (TL)	or	8.75-16.5D(8PR) (TL)	HD Front Stabilizer Bar (F58); HD Power Brakes (J55)
		4880	7.50-16C(6PR) (TB)		7.50-16D(8PR) (TB)	
8400	3700	5500	*10-16.5D(8PR) (TL)	or	*10-16.5D(8PR) (TL)	
		5560	9.50-16.5D(8PR) (TL)	or	9.50-16.5D(8PR) (TL)	
			7.50-16C(6PR) (TB)	or	7.50-16E(10PR) (TB)	

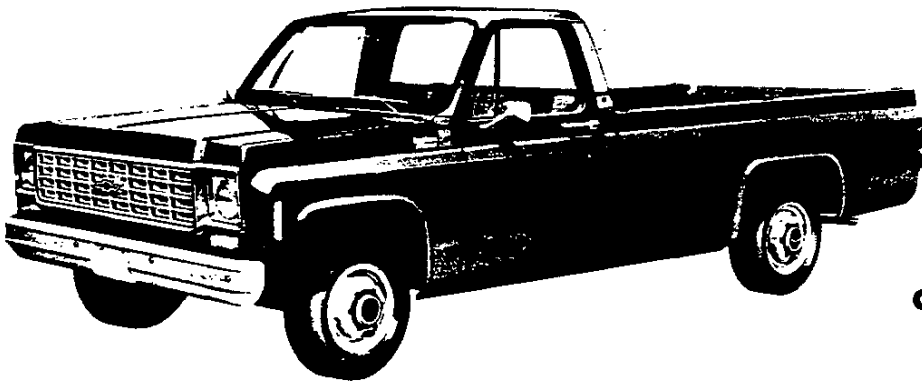
†GAWR's shown are the maximum for each axle. When ordering a truck the total of the actual weight on both front and rear axles cannot exceed the total GVW rating.

★GAWR—Gross Axle Weight Rating
TL—Tubeless TB—Tube Type

*Available on Fleetside Pickup models only.
TT—Truck Type

PICKUP

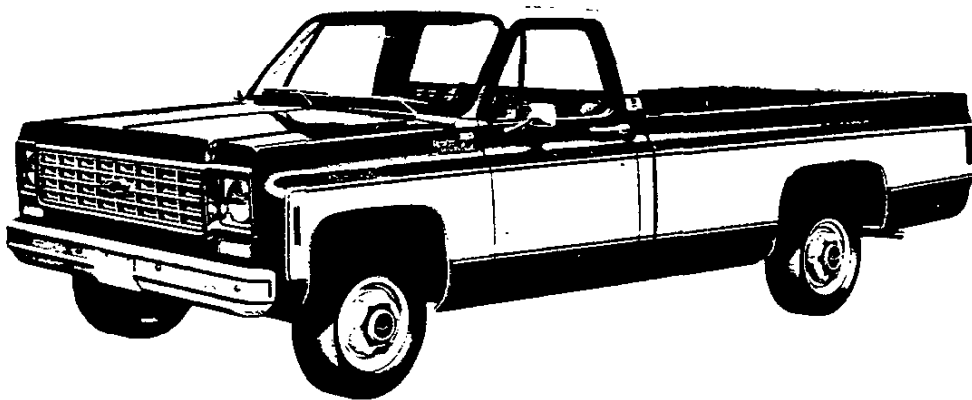
TWO-TONE EXTERIOR COLOR COMBINATIONS*



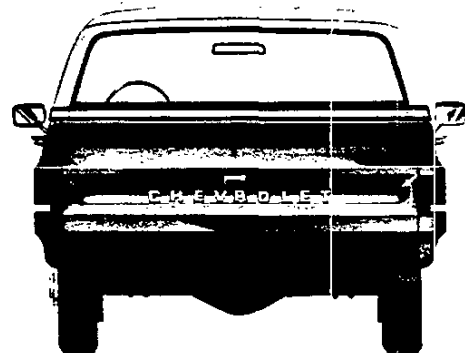
**CONVENTIONAL
TWO-TONE**



SPECIAL TWO-TONE



DELUXE TWO-TONE



CONVENTIONAL TWO-TONE

*Optional at extra cost.

PICKUP

FRONT AND REAR TIRE AVAILABILITY CHART

FRONT		REAR			
Description	Option Number	Description		Option Number	
	Highway	Single Rear	Dual Rear (V8 Fleetside Models with Camper Special Chassis Equipment only)	Highway	On-Off Road

C30 SERIES REGULAR CAB

Spare tire to match either front or rear tires is available at extra cost

TUBELESS					
8.75-16.5/C	TC♦	8.75-16.5/C	8.75-16.5/C	TC♦	TB
		8.75-16.5/D	8.75-16.5/D	TE	TF
8.75-16.5/D	TE	8.75-16.5/D	8.75-16.5/D	TE	TF
		9.50-16.5/D	—	UD	UE
9.50-16.5/D	UD	9.50-16.5/E	—	UG	UH
		9.50-16.5/E	—	UG	UH
9.50-16.5/E	UG	9.50-16.5/E	—	UG	UH
10-16.5/D N/A Stepside	WD	10-16.5/D N/A Stepside	—	WD	WF
TUBE-TYPE					
7.50-16/C	PB	7.50-16/C	7.50-16/C	PB	PC
		7.50-16/D	7.50-16/D	PF	PG
7.50-16/D	PF	7.50-16/D	7.50-16/D	PF	PG
7.50-16/E	PK	7.50-16/E	—	PK	PL

C30 SERIES CREW CAB

Spare tire to match either front or rear tires is available at extra cost

TUBELESS					
9.50-16.5/E	UG♦	9.50-16.5/E	—	UG♦	UH
8.75-16.5/C	TC	—	8.75-16.5/D	TE	TF
8.75-16.5/D	TE	—	8.75-16.5/D	TE	TF
TUBE-TYPE					
7.50-16/C	PB	—	7.50-16/D	PF	PG
7.50-16/D	PF	—	7.50-16/D	PF	PG

♦Base tire on this series.

PICKUP—Conventional

STANDARD SPECIFICATIONS

(See Blue Tab Section for Specification Details)

Series	C10	C20	C30
Engine			
Base Equip.—6 cyl.	250 1-bbl L6	292 1-bbl L6	292 1-bbl L6
—8 cyl.	350 2-bbl V8	350 4-bbl V8	350 4-bbl V8
Clutch—6 cyl.	11", 124 sq. in.	11", 124 sq. in.	11", 124 sq. in.
—8 cyl.	11", 124 sq. in.	12", 150 sq. in.	12", 150 sq. in.
Air Filter	Oiled-paper Element		
Oil Filter	Throwaway Type; 1-qt.		
Exhaust System	Single; Aluminized		
Emission Control Systems	See Engine & Cooling, page 30, for specific model applications		
Suspension, Front	Independent; Coil Springs		
Capacity			
—Regular Cab	3100 lb.	3800 lb.	3800 lb.
—Crew Cab	—	3800 lb.	4000 lb.
Springs @ Ground			
—Regular Cab	†1550 lb. ea.	1750 lb. ea.	1750 lb. ea.
—Crew Cab	—	1900 lb. ea.	2000 lb. ea.
Shock Absorbers	1" dia.	1" dia.	1" dia.
Suspension, Rear	Hypoid; Two-stage Multi-leaf Springs		
Type			
Axle Capacity			
—Regular Cab	3750 lb.	5700 lb.	7500 lb.
—Crew Cab	—	7500 lb.	7500 lb.
Axle Ratio—6-cyl.	3.73	03—4.56; 63—4.10	4.10
—8-cyl.	3.40	03—3.73; 63—4.10	4.10
Springs, Main @ Ground			
—Regular Cab	1550 lb. ea.	2000 lb. ea.	2000 lb. ea.
—Crew Cab	—	2850 lb. ea.	3500 lb. ea.
Shock Absorbers	1" dia.	1" dia.	1.38" dia.
Brakes	Hydraulic; Self-adjusting		
Front	Disc; 11.86" Rotor	Disc; 12.5" Rotor	Disc; 12.5" Rotor
Rear—Regular Cab	Drum; 11" x 2"	Drum; 11.15" x 2.75"	Drum; 13" x 2.5"
—Crew Cab	—	Drum; 13" x 2.5"	Drum; 13" x 3.5"
Booster	—	Dual Diaphragm	*Dual Diaphragm
Parking	Cable to Rear Wheels		
Electrical	12 Volt; Negative Ground		
Battery—6 cyl.	45 amp. hr.; 2300 watts @ 0°F.	61 amp. hr.; 2900 watts @ 0°F.	
—8 cyl.	61 amp. hr.; 2900 watts @ 0°F.		
Delcotron Generator	37 amp.		
Frame	Carbon Steel; 39,000 psi		
Section Modulus			
	117.5" WB-3.14	131.5" WB-3.92	131.5" WB-6.20
	131.5" WB-3.14	164.5" WB-7.33	164.5" WB-7.33
Fuel Tank (nominal capacity)—117.5" WB	16 gal.	—	—
—131.5", 164.5" WB	20 gal.	20 gal.	20 gal.
Steering Gear Type	Recirculating Ball		
Linkage	Parallelogram		
Transmission			
—Regular Cab	3-Speed	3-Speed	4-Speed CH465
—Crew Cab	—	4-Speed CH465	4-Speed CH465
Shift Location	Steering Column	3-Speed: Steering Column 4-Speed: Floor	Floor
Tires—Regular Cab	(5) G78-15B (4PR)	(4) 8.75-16.5C (6PR)	(4) 8.75-16.5C (6PR)
—Crew Cab	—	(4) 9.50-16.5D (8PR)	(4) 9.50-16.5E (10PR)
Wheels			
—Regular Cab	(5) Disc 15" x 6"	(5) Disc 16.5" x 6"	(5) Disc 16.5" x 6"
—Crew Cab	—	16.5" x 6.75"	16.5" x 6.75"

*Hydro-Boost standard on C30 Crew Cabs.

†Rated 1475 lb. ea. for 6-cyl. models.

PICKUP

POWER TEAMS

ENGINE	TRANSMISSION	REAR AXLE	
Type and Code	Type and Code	Make and Capacity (lb)	Ratio and Code

C10 SERIES

			3.07 HE3	3.40 HE4	3.73 GT4	4.11 HO4
■ 250 1-bbl L6—LD4 (Standard Six)	3-Speed Manual (Std)—M15 a	Chevrolet 3750♦	—	—	X(Std)	X
	4-Speed (Chevrolet CH465)—M20		—	—	X(Std)	X
	Turbo Hydra-matic—M40		—	—	X(Std)	X
● 350 2-bbl V8—LF5 (Standard V8)	3-Speed Manual (Std)—M15		—	X(Std)	—	—
	Turbo Hydra-matic—M40		—	X(Std)	X	—
■ 350 4-bbl V8—LS9	3-Speed Manual (Std)—M15		—	X(Std)	X	—
	4-Speed (Chevrolet CH465)—M20		—	X(Std)	X	—
	Turbo Hydra-matic—M40		X(Std)	X	Xd	Xd
■ 454 4-bbl V8—LF8	Turbo Hydra-matic—M40		X(Std)	X	X	—

C20 SERIES REGULAR CAB

			3.21 HC8	3.73 GT4	4.10 GT5	4.56 HC4
● 292 1-bbl L6—L25 (Standard Six)	3-Speed Manual (Std)—M15 b	Chevrolet 5700♦	—	—	—	X(Std)
	4-Speed (Chevrolet CH465)—M20		—	—	X(Std)	X
	Turbo Hydra-matic—M40		—	—	X(Std)	X
■ 350 4-bbl V8—LS9 (Standard V8)	3-Speed Manual (Std)—M15		—	X(Std)	X	X
	4-Speed (Chevrolet CH465)—M20		—	X(Std)	X	X
	Turbo Hydra-matic—M40		—	X(Std)	X	X
■ 454 4-bbl V8—LF8	4-Speed (Chevrolet CH465)—M20		X	X(Std)	X	X
	Turbo Hydra-matic—M40		X	X(Std)	X	X

C20 SERIES CREW CAB AND C30 SERIES

			3.73 GT4	4.10 GT5	4.56 HC4
● 292 1-bbl L6—L25 (Standard Six)	4-Speed (Chevrolet CH465) (Std)—M20	Chevrolet 7500♦c	—	X(Std)	X
	Turbo Hydra-matic—M40		—	X(Std)	X
■ 350 4-bbl V8—LS9 (Standard V8)	4-Speed (Chevrolet CH465) (Std)—M20		X	X(Std)	X
	Turbo Hydra-matic—M40		X	X(Std)	X
■ 454 4-bbl V8—LF8	4-Speed (Chevrolet CH465) (Std)—M20		X(Std)	X	X
	Turbo Hydra-matic—M40		X(Std)	X	X

- Available for registration in the State of California when California Emission Certification is ordered.
- Not available for registration in the State of California.
- ♦ Locking Differential rear axle also available.
- a Not recommended for GVW of 5300 lb or above.
- b Not recommended for GVW of 7100 lb or above.
- c Dana 7500 axle used with Fleetside Pickup models with dual rear wheels.
- d Available for 6200 lb GVW rating only.

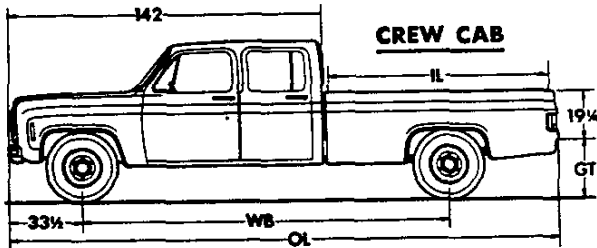
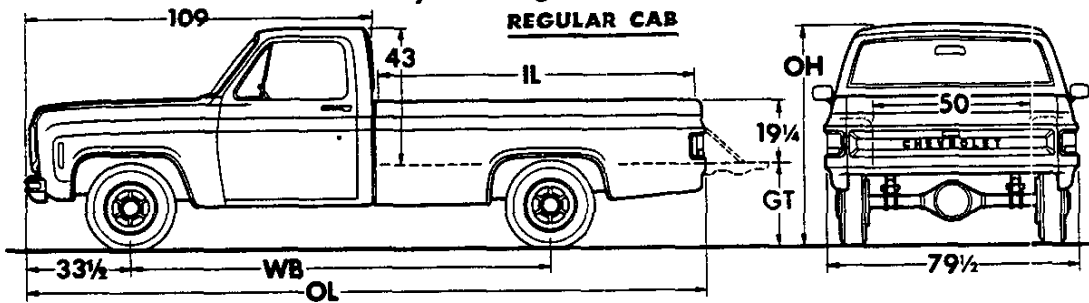
ENGINE RATINGS

SAE Net Ratings @ 85°F	250 1-bbl L6	292 1-bbl L6	350 2-bbl V8	350 4-bbl V8	454 4-bbl V8*	454 4-bbl V8**
Net Horsepower.....	105 @ 3800 rpm	120 @ 3600 rpm	145 @ 3800 rpm	160 @ 3800 rpm	215 @ 4000 rpm	245 @ 4000 rpm
Net Torque, lb-ft.....	185 @ 1200 rpm	215 @ 2000 rpm	250 @ 2200 rpm	250 @ 2400 rpm	350 @ 2400 rpm	▲355 @ 3000 rpm

- *Light Duty Emissions
- **Heavy Duty Emissions
- ▲ 375 @ 2800 for California.

PICKUP FLEETSIDE PICKUP

Body Ordering Code—E63
REGULAR CAB



Series	Ground Clearance (in)★	
	Front	Rear
C10	7½	7¼
C20	8	7¾
C30	8	7¾
K10	7¼	7
K20	8¾	7¼

Model	Engine No. Cyl.	Dimensions (in)★					Curb Weight (lb)			Model Weight (lb)*		
		WB	IL	OL	OH	GT	Front	Rear	Total	Front	Rear	Total†

C10 SERIES

CC10703	6	117½	78¼	191½	69¾	28½	2173	1465	3638	2392	1696	4238
	8						2307	1489	3796	2526	1720	4396
CC10903	6	131½	98	211½	69¾	28½	2258	1546	3804	2504	1750	4404
	8						2389	1565	3954	2635	1769	4554

C20 SERIES

CC20903	6	131½	98	211½	70¾	29½	2394	1806	4200	2640	2010	4300
	8						2504	1832	4336	2750	2036	4936
CC20963 (Crew Cab)	6	164½	98	244½	71¾	27½	2695	2233	4928	3175	2653	5978
	8						2790	2255	5045	3270	2675	6095

C30 SERIES

CC30903	6	131½	98	211½	71	30	2485	1895	4380	2731	2099	4980
	8						2577	1912	4489	2823	2116	5089
CC30963 (Crew Cab)	6	164½	98	244½	72	28½	2732	2256	4988	3212	2676	6038
	8						2824	2273	5197	3304	2693	6147

K10 SERIES

CK10703	8	117½	78¼	192¼	72	30	2661	1702	4363	2880	1933	4963
CK10903	8	131½	98	212	72	30	2769	1770	4539	3015	1974	5139

K20 SERIES

CK20903	6	131½	98	212	74	33	2655	1879	4534	2901	2083	5134
	8						2825	1917	4742	3071	2121	5342

★Dimensions with standard equipment, unloaded. *Model Weight includes Curb Weight plus occupants (standard seating capacity × 150 lb).
†Total also includes 150 lb minimum payload allowance.

PICKUP
2-WHEEL DRIVE (4900-lb—10,000-lb GVW)
4-WHEEL DRIVE (6400-lb—8400-lb GVW)
1975 VEHICLES WITH STANDARD EQUIPMENT

Prices shown are effective with production of 1975 Vehicles

Description	Model Number	Code	Wheel-base	Factory D&H ¹	List Price	Mfr's Sg'd Retail Price ²	Destination Charge & Group Number	Total
<i>(All models have regular cab unless otherwise indicated)</i>								
◆ 6-Cylinder 250-1 BBL Engine—Engine Ordering Code LD4								
C10 Series 2-Wheel Drive								
Stepside (6 1/2-ft)	CC10703	E62	117.5"	13.70	3456.00	3469.70	21	_____
Fleetside (6 1/2-ft)	CC10703	E63	117.5"	13.70	3456.00	3469.70	21	_____
Stepside (8-ft)	CC10903	E62	131.5"	13.70	3499.00	3512.70	21	_____
Fleetside (8-ft)	CC10903	E63	131.5"	13.70	3499.00	3512.70	21	_____
◆ 6-Cylinder 292-1 BBL Engine—Engine Ordering Code L25								
C20 Series 2-Wheel Drive								
Stepside (8-ft)	CC20903	E62	131.5"	15.04	3945.00	3960.04	22	_____
Fleetside (8-ft)								
Regular Cab	CC20903	E63	131.5"	15.04	3945.00	3960.04	22	_____
Crew Cab	CC20963	E63	164.5"	18.24	4914.00	4932.24	23	_____
C30 Series 2-Wheel Drive								
Stepside (8-ft)	CC30903	E62	131.5"	15.04	4078.00	4093.04	22	_____
Fleetside (8-ft)								
Regular Cab	CC30903	E63	131.5"	15.04	4078.00	4093.04	22	_____
Crew Cab	CC30963	E63	164.5"	19.00	5066.00	5085.00	23	_____
◆ 6-Cylinder 292-1 BBL Engine—Engine Ordering Code L25								
K20 Series 4-Wheel Drive								
Stepside (8-ft)	CK20903	E62	131.5"	15.04	4874.00	4889.04	25	_____
Fleetside (8-ft)	CK20903	E63	131.5"	15.04	4874.00	4889.04	25	_____
<i>(All series have regular cab unless otherwise indicated)</i>								
◆ 8-Cylinder 350-2 BBL Engine—Engine Ordering Code LF5								
C10 Series 2-Wheel Drive								
Stepside (6 1/2-ft)	CC10703	E62	117.5"	13.70	3595.00	3608.70	21	_____
Fleetside (6 1/2-ft)	CC10703	E63	117.5"	13.70	3595.00	3608.70	21	_____
Stepside (8-ft)	CC10903	E62	131.5"	13.70	3638.00	3651.70	21	_____
Fleetside (8-ft)	CC10903	E63	131.5"	13.70	3638.00	3651.70	21	_____
◆ 8-Cylinder 350-4 BBL Engine—Engine Ordering Code LS9								
C20 Series 2-Wheel Drive								
Stepside (8-ft)	CC20903	E62	131.5"	15.04	4015.00	4030.04	22	_____
Fleetside (8-ft)								
Regular Cab	CC20903	E63	131.5"	15.04	4015.00	4030.04	22	_____
Crew Cab	CC20963	E63	164.5"	18.24	4984.00	5002.24	23	_____
C30 Series 2-Wheel Drive								
Stepside (8-ft)	CC30903	E62	131.5"	15.04	4148.00	4163.04	22	_____
Fleetside (8-ft)								
Regular Cab	CC30903	E63	131.5"	15.04	4148.00	4163.04	22	_____
Crew Cab	CC30963	E63	164.5"	19.00	5136.00	5155.00	23	_____
K10 Series 4-Wheel Drive								
Stepside (6 1/2-ft)	CK10703	E62	117.5"	15.95	4682.00	4697.95	24	_____
Fleetside (6 1/2-ft)	CK10703	E63	117.5"	15.95	4682.00	4697.95	24	_____
Stepside (8-ft)	CK10903	E62	131.5"	15.95	4723.00	4738.95	24	_____
Fleetside (8-ft)	CK10903	E63	131.5"	15.95	4723.00	4738.95	24	_____
K20 Series 4-Wheel Drive								
Stepside (8-ft)	CK20903	E62	131.5"	15.04	5024.00	5039.04	25	_____
Fleetside (8-ft)	CK20903	E63	131.5"	15.04	5024.00	5039.04	25	_____

★ Manufacturer's Suggested Retail Prices do not include applicable destination charges, state and local taxes, license fees, options or accessories
 ◆ Refer to Power Team Chart for California Emission Certification Requirements.

¹ D&H amounts reflect provision for pass through of tire weight tax imposed on manufacturer or importer of tires.

PICKUP

GVW SELECTOR

†Maximum Ratings		Minimum Equipment Required for GVW Rating			
GVW Rating (lb)	*GAWR (lb)		Tires, Front	Tires, Rear	Chassis Equipment
	Front	Rear			

C10 SERIES

4900	2940	2940	G78-15B(4PR) (TL or TB)	G78-15B(4PR) (TL or TB)	Standard
5300	2940	2940	G78-15B(4PR) (TL or TB)	G78-15B(4PR) (TL or TB)	Power Brakes (J50)
5400	2950	3100	H78-15B(4PR) (TL)	H78-15B(4PR) (TL)	
			7.00-16C(6PR) (TB) (TT)	7.00-16C(6PR) (TB) (TT)	
5600	2950	3580	L78-15B(4PR) (TL)	L78-15B(4PR) (TL)	HD Rear Springs (G50); Power Brakes (J50)
		3440	7.00-15C(6PR) (TB) (TT)	7.00-15C(6PR) (TB) (TT)	
6000	3100	3580	L78-15B(4PR) (TL)	L78-15B(4PR) (TL)	HD Front Springs (F60); HD Rear Springs (G50); HD Power Brakes (J55)
		3600	7.00-16C(6PR) (TB) (TT)	7.00-16C(6PR) (TB) (TT)	
●6200	▲3250	3750	L78-15C(6PR) (TL)	L78-15C(6PR) (TL)	HD Chassis Equipment (F44)
			LR78-15C(6PR) (TL)	LR78-15C(6PR) (TL)	

● Requires 350 4-bbl. V8 engine.
▲ 3400-lb. rating with 454 4-bbl. V8.

C20 SERIES REGULAR CAB

6400	3500	3980	8.75-16.5C(6PR) (TL)	8.75-16.5C(6PR) (TL)	Standard
		4000	7.50-16C(6PR) (TB)	7.50-16C(6PR) (TB)	
7100	3500	4700	8.75-16.5C(6PR) (TL)	8.75-16.5D(8PR) (TL)	HD Rear Springs (G50)
		4880	7.50-16C(6PR) (TB)	7.50-16D(8PR) (TB)	
7500	3500	5200	*10-16.5D(8PR) (TL)	*10-16.5D(8PR) (TL)	HD Rear Springs (G50); HD Power Brakes (J55)
			7.50-16E(10PR) (TB)	7.50-16E(10PR) (TB)	
8200	3800	5500	*10-16.5D(8PR) (TL)	*10-16.5D(8PR) (TL)	HD Front Springs (F60); 2850-lb ea Rear Springs (G51); HD Power Brakes (J55)
		5560	9.50-16.5D(8PR) (TL)	9.50-16.5D(8PR) (TL)	
			7.50-16E(10PR) (TB)	7.50-16E(10PR) (TB)	

C30 SERIES REGULAR CAB

6600	3500	3980	8.75-16.5C(6PR) (TL)	8.75-16.5C(6PR) (TL)	Standard
		4000	7.50-16C(6PR) (TB)	7.50-16C(6PR) (TB)	
7400	3500	4700	8.75-16.5C(6PR) (TL)	8.75-16.5D(8PR) (TL)	HD Rear Springs (G50)
		4880	7.50-16C(6PR) (TB)	7.50-16D(8PR) (TB)	
8200	3500	5500	*10-16.5D(8PR) (TL)	*10-16.5D(8PR) (TL)	3500-lb ea Rear Springs (G51)
		5560	9.50-16.5D(8PR) (TL)	9.50-16.5D(8PR) (TL)	
			7.50-16E(10PR) (TB)	7.50-16E(10PR) (TB)	
9000	3800	6340	9.50-16.5D(8PR) (TL)	9.50-16.5E(10PR) (TL)	HD Front Springs (F60); 3500-lb ea Rear Springs (G51); HD Power Brakes (J55)
*10,000	3800	7000	8.75-16.5C(6PR) (TL)	8.75-16.5C(6PR) Dual (TL)	Dual Rear Wheel Provisions (R05); HD Power Brakes (J55)
		7260	7.50-16C(6PR) (TB)	7.50-16C(6PR) Dual (TB)	
		7500	8.75-16.5C(6PR) (TL)	8.75-16.5D(8PR) Dual (TL)	

†GAWR's shown are the maximum for each axle. When ordering a truck the total of the actual weight on both front and rear axles cannot exceed the total GVW rating.

*GAWR—Gross Axle Weight Rating.
TL—Tubeless TB—Tube Type

*Available on Fleetside Pickup models only.
TT—Truck Type

PICKUP

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Prices shown are effective with production of 1975 Vehicles

Description	Added Weight		Option Number	Factory D&H [‡]	List Price	Mfr's Suggested Retail Price [◇]
	(F)	(R)				
POWER TEAMS AND AXLES						
<i>(See Power Teams Chart for availability and complete specifications)</i>						
Transmissions:						
<i>Turbo Hydra-matic.</i> Includes extra cooling on C-K20 or C30 series.						
With LD4 250-1 BBL engine.						
C10 series only	22	7	M40	N.C.	286.00	286.00
With L25 292-1 BBL engine.						
C20 series only.						
Regular Cab only	15	4	M40	N.C.	286.00	286.00
Crew Cab only	-46	-21	M40	N.C.	286.00	286.00
K20 series only	18	5	M40	N.C.	286.00	286.00
C30 series only	-32	-14	M40	N.C.	286.00	286.00
With LF5 350-2 BBL engine. C10 series only.						
C10 series only	17	7	M40	N.C.	286.00	286.00
With LS9 350-4 BBL or LF4 400-4 BBL engine.						
C10 series only.						
K10 series only	11	3	M40	N.C.	286.00	286.00
C20 series only.						
Regular Cab only	17	7	M40	N.C.	286.00	286.00
Crew Cab only	-44	-18	M40	N.C.	286.00	286.00
K20 series only	11	3	M40	N.C.	286.00	286.00
C30 series only	-26	-11	M40	N.C.	286.00	286.00
With LF8 454-4 BBL engine.						
C10 series only.						
C10 series only	22	8	M40	N.C.	296.00	296.00
C20 series only.						
Regular Cab only	29	11	M40	N.C.	296.00	296.00
Crew Cab only	-26	-11	M40	N.C.	296.00	296.00
C30 series only	-26	-11	M40	N.C.	296.00	296.00
<i>Chevrolet 4-Speed.</i> Standard on C20 Crew Cab or C30 series only.						
C10 series only. Not available when LF5 350-2 BBL or LF8 454-4 BBL engine is specified.						
With LD4 250-1 BBL engine.						
6 1/2-ft models only	78	21	M20	N.C.	123.00	123.00
8-ft models only	78	21	M20	N.C.	123.00	123.00
With LS9 350-4 BBL engine. Available only when J55 brakes are specified.						
6 1/2-ft models only	63	16	M20	N.C.	123.00	123.00
8-ft models only	63	16	M20	N.C.	123.00	123.00
K10 series only. Not available when LF4 400-4 BBL engine is specified.						
C20 Regular Cab only	78	21	M20	N.C.	123.00	123.00
K20 series only. Not available when LF4 400-4 BBL engine is specified.						
C30 series only	78	21	M20	N.C.	123.00	123.00
Axles, Rear:						
<i>Optional Ratio.</i> (See Power Teams Chart for option number selection, availability and complete specifications).						
	0	0	...	N.C.	14.00	14.00
<i>Locking Differential.</i> Not available on C30 series when R05 dual rear wheels are specified.						
C-K10 series only	0	3	G80	N.C.	145.00	145.00
C-K20 or C30 series only	0	7	G80	N.C.	145.00	145.00
<i>Maximum Traction.</i> C30 series only. Available only when R05 dual rear wheels are specified.						
	0	7	G80	N.C.	145.00	145.00

[‡] D&H amounts reflect provision for pass through of tire weight tax imposed on manufacturer or importer of tires.

[◇] State and local taxes not included.

PICKUP

FRONT AND REAR TIRE AVAILABILITY CHART

FRONT		REAR		
Description	Option Number	Description	Option Number	
	Highway	Single Rear	Highway	On-Off Road

C10 SERIES REGULAR CAB

Spare tire to match either front or rear tires must be ordered

TUBELESS				
G78-15/B	GS*	G78-15/B	GS*	GU
G78-15/B White Stripe	GT	G78-15/B White Stripe	GT	--
H78-15/B	HL	H78-15/B	HL	HR
H78-15/B White Stripe	HM	H78-15/B White Stripe	HM	--
L78-15/B	LB	L78-15/B	LB	LC
L78-15/B White Stripe	LD	L78-15/B White Stripe	LD	--
L78-15/C	LN	L78-15/C	LN	--
L78-15/C White Stripe	LP	L78-15/C White Stripe	LP	--
LR78-15/C Radial White Stripe	CD	LR78-15/C Radial White Stripe	CD	--
TUBE-TYPE				
G78-15/B	GW	G78-15/B	GW	GV
6.50-16/C (Truck Type)	MG	6.50-16/C (Truck Type)	MG	MD
7.00-15/C (Truck Type)	NH	7.00-15/C (Truck Type)	NH	NG
7.00-16/C (Truck Type)	NK	7.00-16/C (Truck Type)	NK	NL

*Base tire on C10 series. G78-15/B Highway Blackwall spare tire (Code GS) is also base equipment and must be ordered separately unless optional spare tire is specified.

C20 SERIES REGULAR CAB

Spare tire to match either front or rear tires is available at extra cost

TUBELESS				
8.75-16.5/C	TC♦	8.75-16.5/C	TC♦	TB
		8.75-16.5/D	TE	TF
8.75-16.5/D	TE	8.75-16.5/D	TE	TF
9.50-16.5/D	UD	9.50-16.5/D	UD	UE
10-16.5/D N/A Stepside	WD	10-16.5/D N/A Stepside	WD	WF
TUBE-TYPE				
7.50-16/C	PB	7.50-16/C	PB	PC
		7.50-16/D	PF	PG
7.50-16/D	PF	7.50-16/D	PF	PG
7.50-16/E	PK	7.50-16/E	PK	PL

C20 SERIES CREW CAB

Spare tire to match either front or rear tires is available at extra cost

TUBELESS				
9.50-16.5/D	UD♦	9.50-16.5/D	UD♦	UE

♦Base tire on this series.

PICKUP

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Prices shown are effective with production of 1975 Vehicles

Description	Added Weight		Option Number	Factory D&H [‡]	List Price	Mfr's Suggested Retail Price [◇]
	(F)	(R)				
MODEL OPTIONS						
Silverado: Available in either custom cloth or custom vinyl seats. Includes V46 front bumper; bright front turn signal and front side marker lamp bezels; Silverado nameplate on fender and tailgate; bright windshield, rear window and cab back panel applique moldings; Z52 full-depth foam seat; color-keyed carpeting with bright sill plates for front seat area; plastic door trim panels with storage pockets and wood-grained accents; wood-grained instrument cluster with Z53 ammeter, temperature and oil pressure gauges; Silverado nameplate on instrument panel; U37 cigarette lighter; headliner; C91 dome lamp; dual horns and special insulation.						
Stepside only. Also includes P03 hub caps.						
C10-20-30 series only. Also includes N31 custom steering wheel.						
Without bucket seats	17	13	YE9	N.C.	326.00	326.00
With bucket seats	16	10	YE9	N.C.	319.00	318.00
K10-20 series only						
Without bucket seats	19	15	YE9	N.C.	319.00	319.00
With bucket seats	18	12	YE9	N.C.	312.00	312.00
Fleetside only. Also includes bright wheel opening, taillight, YG1 body side upper and lower moldings plus tailgate lower molding and applique.						
C10-20-30 series without R05 dual rear wheels. Also includes P03 hub caps and N31 custom steering wheel.						
Regular Cab only.						
Without bucket seats	20	17	YE9	N.C.	445.00	445.00
With bucket seats	19	14	YE9	N.C.	438.00	438.00
Crew Cab only. Also includes rear seat area carpeting.						
Without bucket seats	20	17	YE9	N.C.	552.00	552.00
C30 series with R05 dual rear wheels. Also includes N31 custom steering wheel.						
Regular Cab only.						
Without bucket seats	19	15	YE9	N.C.	424.00	424.00
With bucket seats	18	12	YE9	N.C.	417.00	417.00
Crew Cab only. Also includes rear seat area carpeting.						
Without bucket seats	19	15	YE9	N.C.	531.00	531.00
K10-20 series only. Also includes P03 hub caps.						
Without bucket seats	22	19	YE9	N.C.	438.00	438.00
With bucket seats	21	16	YE9	N.C.	431.00	431.00

[‡] D&H amounts reflect provision for pass through of tire weight tax imposed on manufacturer or importer of tires.
[◇] State and local taxes not included.

PICKUP

FRONT AND REAR TIRE AVAILABILITY CHART

FRONT			REAR		
Description	Option Number		Description	Option Number	
	Highway	On-Off Road		Highway	On-Off Road

K10 SERIES REGULAR CAB

Spare tire to match either front or rear tires must be ordered

L78-15/B	LB†	—	L78-15/B	LB†	—
	—	LC	L78-15/B	—	LC
L78-15/B White Stripe	LD	—	L78-15/B White Stripe	LD	—
LR78-15/C Radial White Stripe	CD	—	LR78-15/C Radial White Stripe	CD	—
10-15/B	—	WR	10-15/B	—	WR
TUBE-TYPE	MG	—	6.50-16/C (Truck Type)	MG	—
6.50-16/C (Truck Type)	—	MD	6.50-16/C (Truck Type)	—	MD
7.00-15/C (Truck Type)	NH	—	7.00-15/C (Truck Type)	NH	—
	—	NG	7.00-15/C (Truck Type)	—	NG
7.00-16/C (Truck Type)	NK	—	7.00-16/C (Truck Type)	NK	—
	—	NL	7.00-16/C (Truck Type)	—	NL

†Base tire on 8 cyl. models. L78-15/B Highway Blackwall Spare Tire (Code LB) is also base equipment on 8 cyl. models and must be ordered separately unless optional spare tire is specified.

K20 SERIES REGULAR CAB

Spare tire to match either front or rear tires is available at extra cost

TUBELESS	TC♦	—	8.75-16.5/C	TC♦	—
8.75-16.5/C	—	TB	8.75-16.5/D	TE	—
	—	—	8.75-16.5/C	—	TB
	—	—	8.75-16.5/D	—	TF
8.75-16.5/D	TE	—	8.75-16.5/D	TE	—
	—	TF	8.75-16.5/D	—	TF
9.50-16.5/D	UD	—	9.50-16.5/D	UD	—
	—	UE	9.50-16.5/D	—	UE
10-16.5/D	WD	—	10-16.5/D	WD	—
	—	WF	10-16.5/D	—	WF
TUBE-TYPE	PB	—	7.50-16/C	PB	—
7.50-16/C	—	PC	7.50-16/D	PF	—
	—	—	7.50-16/E	PK	—
	—	—	7.50-16/C	—	PC
	—	—	7.50-16/D	—	PG
	—	—	7.50-16/E	—	PL
7.50-16/D	PF	—	7.50-16/D	PF	—
	—	PG	7.50-16/D	—	PG
7.50-16/E	PK	—	7.50-16/E	PK	—
	—	PL	7.50-16/E	—	PL

♦ Base tire on K20 series.

PICKUP

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Prices shown are effective with production of 1975 Vehicles

Description	Added Weight		Option Number	Factory D&H [§]	List Price	Mfr's Suggested Retail Price ◊
	(F)	(R)				
OTHER OPTIONS						
Camper Special Chassis Equipment:						
<i>Basic Camper Group.</i> V8 C-K20 or C30 series with M20 4-Speed or M40 Turbo Hydra-matic transmission only. Regular Cab available only when J55 brakes are specified. Includes F51 HD front and rear shock absorbers, F58 HD front stabilizer, Camper Special nameplate and UY1 camper body wiring harness. Rear axle ratio 4.10 or 4.56 is recommended for use on C20-30 series.						
C20 series only. 8400-lb GVW. Available only when UD or UE 9.50-16.5 /D, WD or WF 10.00-16.5 /D tubeless or PK or PL 7.50-16 /E tube-type tires are specified.						
Regular Cab only. Also includes F60 HD front springs and G51 extra capacity rear springs	32	38	Z81	N.C.	92.00	92.00
Crew Cab only.....	29	3	Z81	N.C.	61.00	61.00
K20 series only. 8400-lb GVW. Available only when UD or UE 9.50-16.5 /D, WD or WF 10.00-16.5 /D tubeless or PK or PL 7.50-16 /E tube-type tires are specified. Also includes F60 HD front springs						
C20 series with single rear wheels. Available only when UG or UH 9.50-16.5 /E rear tubeless tires are specified.	25	3	Z81	N.C.	77.00	77.00
C30 series with single rear wheels. Available only when UG or UH 9.50-16.5 /E rear tubeless tires are specified.						
Regular Cab only. 9000-lb GVW. Also includes F60 HD front springs and G51 extra capacity rear springs	28	36	Z81	N.C.	83.00	83.00
Crew Cab only. 9600-lb GVW	29	0	Z81	N.C.	52.00	52.00
C30 series with R05 dual rear wheels. 10,000-lb GVW. Also includes HD rear stabilizer plus G60 main and auxiliary rear springs.						
Regular Cab only.....	28	105	Z81	N.C.	135.00	135.00
Crew Cab only.....	29	69	Z81	N.C.	111.00	111.00
<i>Deluxe Camper Group for Cab-Over Camper Bodies.</i> C-K20 or C30 V8 Fleetside with M20 4-Speed or M40 Turbo Hydra-matic transmission only. Regular Cab available only when J55 brakes are specified. Not available when E81 wood floor or VK2 exterior tool compartment is specified. Rear axle ratio 4.10 or 4.56 is recommended for use on C20-30 series. Includes Z81 Basic Camper Group, camper body tie-down brackets mounted to pickup box under body plus spring loaded turn-buckles shipped loose for dealer or owner installation. Also includes Elim-Pitch Package consisting of rear stabilizer, horizontal shock absorbers mounted between cab rear panel and pickup box side panels, vertical shock absorber brackets mounted on front fenders plus front vertical shock absorbers shipped loose for dealer or owner installation.						
C20 Regular Cab only. 8400-lb GVW. Available only when UD or UE 9.50-16.5 /D, WD or WF 10.00-16.5 /D tubeless or PK or PL 7.50-16 /E tube-type tires are specified.....						
C20 Crew Cab only	43	95	Z83	N.C.	286.00	286.00
K20 Regular Cab only. 8400-lb GVW. Available only when UD or UE 9.50-16.5 /D, WD or WF 10.00-16.5 /D tubeless or PK or PL 7.50-16 /E tube-type tires are specified.....	38	59	Z83	N.C.	255.00	255.00
C30 Regular Cab only.	37	20	Z83	N.C.	246.00	246.00
With single rear wheels. 9000-lb GVW. Available only when UG or UH 9.50-16.5 /E tubeless rear tires are specified...						
With R05 dual rear wheels. 10,000-lb GVW	37	92	Z83	N.C.	277.00	277.00
C30 Crew Cab only.	37	138	Z83	N.C.	304.00	304.00
With single rear wheels. 9600-lb GVW						
With R05 dual rear wheels. 10,000-lb GVW.....	41	56	Z83	N.C.	246.00	246.00
With R05 dual rear wheels. 10,000-lb GVW.....	41	86	Z83	N.C.	280.00	280.00

§ D&H amounts reflect provision for pass through of tire weight tax imposed on manufacturer or importer of tires.
 ◊ State and local taxes not included.

PICKUP

POWER TEAMS

ENGINE	TRANSMISSION	TRANSFER CASE	REAR AXLE	
Type and Code	Type and Code	Make and Model	Make and Capacity (lb)	Ratio and Code

K10 SERIES

				3.07 HE3	3.73 GT4	4.11 HC4
■ 350 4-bbl V8—LS9 (Standard V8)	3-Speed Manual (Std)—M15	New Process #203	Chevrolet 3750♦	X(Std)	X	X
	4-Speed (Chevrolet CH465)—M20			X(Std)	X	X
	Turbo Hydra-matic—M40			X(Std)	X	X
■ 400 4-bbl V8—LF4	Turbo Hydra-matic—M40			X(Std)	X	X

K20 SERIES

				4.10 GT5	4.56 HC4
● 292 1-bbl L6—L25 (Standard Six)	3-Speed Manual (Std)—M15 ^a	New Process #205		—	X(Std)
	4-Speed (Chevrolet CH465)—M20			—	X(Std)
	Turbo Hydra-matic—M40			—	X(Std)
■ 350 4-bbl V8—LS9 (Standard V8)	3-Speed Manual (Std)—M15	New Process #203	Chevrolet 5700♦	X(Std)	—
	4-Speed (Chevrolet CH465)—M20			X(Std)	—
	Turbo Hydra-matic—M40			X(Std)	—
■ 400 4-bbl V8—LF4	Turbo Hydra-matic—M40			X(Std)	—

- Available for registration in the State of California when California Emission Certification is ordered.
- Not available for registration in the State of California.
- ♦ Locking Differential rear axle also available.
- ^a Not recommended for GVW of 7500 lb or above.

ENGINE RATINGS

SAE Net Ratings @ 85°F	292 1-bbl L6	350 4-bbl V8	400 4-bbl V8
Net Horsepower	120 @ 3600 rpm	160 @ 3800 rpm	175 @ 3600 rpm
Net Torque, lb-ft	215 @ 2000 rpm	250 @ 2400 rpm	290 @ 2800 rpm

PICKUP

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Prices shown are effective with production of 1975 Vehicles

Description	Added Weight (F) (R)	Option Number	Factory D&H [‡]	List Price	Mfr's Suggested Retail Price [◇]
OTHER OPTIONS					
Clock, Electric: Not available when U16 tachometer is specified.					
Without YE9 Silverado. Includes Z53 ammeter, temperature and oil pressure gauges	1 0	U35	N.C.	38.00	38.00
With YE9 Silverado	0 0	U35	N.C.	21.00	21.00
Cold-Climate Package: Not available when C60 air conditioning or K79 42-amp generator is specified. Includes 55-amp generator, special insulation, super heater and defroster, engine block heater, anti-freeze protection to -40 degrees and UA1 HD battery without Z82 Trailering Special or LF8 454-4 BBL engine.					
Without Z84 Cheyenne, YE9 Silverado, Z62 Scottsdale or bucket seats.					
Q10 series with LD4 250-1 BBL engine	17 1	Z56	N.C.	95.00	95.00
C-K10-20 series without LD4 250-1 BBL or LF8 454-4 BBL engine.					
Without Z82 Trailering Special	5 3	Z56	N.C.	95.00	95.00
With Z82 Trailering Special	5 3	Z56	N.C.	78.00	78.00
C10-20 with LF8 454-4 BBL engine.					
Without Z82 Trailering Special	5 3	Z56	N.C.	78.00	78.00
With Z82 Trailering Special	5 3	Z56	N.C.	78.00	78.00
C30 series without LF8 454-4 BBL engine.					
Without R05 dual rear wheels or Z82 Trailering Special	5 3	Z56	N.C.	95.00	95.00
With Z82 Trailering Special	5 3	Z56	N.C.	78.00	78.00
With R05 dual rear wheels	5 3	Z56	N.C.	72.00	72.00
C30 with LF8 454-4 BBL engine.					
Without R05 dual rear wheels or Z82 Trailering Special	5 3	Z56	N.C.	78.00	78.00
With Z82 Trailering Special	5 3	Z56	N.C.	78.00	78.00
With R05 dual rear wheels	5 3	Z56	N.C.	55.00	55.00
With Z84 Cheyenne, YE9 Silverado, Z62 Scottsdale or bucket seats.					
C10 series with LD4 250-1 BBL engine	17 1	Z56	N.C.	88.00	88.00
C-K10-20 series without LD4 250-1 BBL or LF8 454-4 BBL engine.					
Without Z82 Trailering Special	5 3	Z56	N.C.	88.00	88.00
With Z82 Trailering Special	5 3	Z56	N.C.	71.00	71.00
C10-20 with LF8 454-4 BBL engine	5 3	Z56	N.C.	71.00	71.00
C30 series without LF8 454-4 BBL engine.					
Without R05 dual rear wheels or Z82 Trailering Special	5 3	Z56	N.C.	88.00	88.00
With Z82 Trailering Special	5 3	Z56	N.C.	71.00	71.00
With R05 dual rear wheels	5 3	Z56	N.C.	65.00	65.00
C30 with LF8 454-4 BBL engine.					
Without R05 dual rear wheels or Z82 Trailering Special	5 3	Z56	N.C.	71.00	71.00
With R05 dual rear wheels	5 3	Z56	N.C.	48.00	48.00
Compartment, Stowage: <i>Exterior.</i> 8-ft Fleetside only. Not available when NL2 auxiliary fuel tank, Z83 Deluxe Camper Group or R05 dual rear wheels are specified.					
	5 10	VK2	N.C.	51.00	51.00
Cooler, Engine Oil: Available only when V8 engine is specified					
	13 -1	KC4	N.C.	74.00	74.00
Cooling: Radiator, Heavy-Duty. Not available when C60 air conditioning or LF4 400-4 BBL engine is specified.					
C-K10 series only.					
With LD4 250-1 BBL engine or LF8 454-4 BBL engine	4 -1	V01	N.C.	30.00	30.00
With LF5 350-2 BBL engine or LS9 350-4 BBL engine	8 -1	V01	N.C.	30.00	30.00
C20-30 or K20 series only. Not available when M40 Turbo Hydraulic transmission is specified.					
Without LF8 454-4 BBL engine	6 -1	V01	N.C.	30.00	30.00
With LF8 454-4 BBL engine	4 -1	V01	N.C.	30.00	30.00
Floor, Pickup Box: 8-ft Wood with steel skid strips. 8-ft Fleetside only. Not available when Z83 Deluxe Camper Group is specified.					
	3 7	E81	N.C.	49.00	49.00

[‡] D&H amounts reflect provision for pass through of tire weight tax imposed on manufacturer or importer of tires.
[◇] State and local taxes not included.

PICKUP

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Prices shown are effective with production of 1975 Vehicles

Description	Added Weight (F) (R)	Option Number	Factory D&H [§]	List Price	Iaffr's Suggested Retail Price [◇]
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POWER TEAMS AND AXLES

(See Power Teams Chart for availability and complete specifications)

Engines:

350-4 BBL V8. V8 C10 series only.	19	5	LS9	N.C.	25.00	25.00
With 3-speed manual transmission						
With 4-speed manual. Available only when J55 brakes are specified	4	0	LS9	N.C.	25.00	25.00
With M40 Turbo Hydra-matic transmission	4	0	LS9	N.C.	25.00	25.00
400-4 BBL V8. V8 K10-20 series only. Available only when M40 Turbo Hydra-matic transmission is specified	14	29	LF4	<i>WILL ADVISE</i>		
454-4 BBL V8. V8 C10-20-30 series only. Includes N41 power steering and UA1 HD battery.						
C10 series only. Available only when M40 Turbo Hydra-matic transmission and J55 brakes are specified. Includes 1700-lb capacity each front springs	203	32	LF8	N.C.	407.00	407.00
C20 Regular Cab only. Available only when M20 4-Speed transmission or M40 Turbo Hydra-matic transmission is specified	178	28	LF8	N.C.	382.00	382.00
C20 Crew Cab	183	31	LF8	N.C.	382.00	382.00
C30 series only	186	36	LF8	N.C.	382.00	382.00

Liquid Petroleum Gas Conversion: All 1975 Chevrolet Light Duty Truck gasoline production engines may be converted to use LP Gas when permissible under Federal and State laws and regulations without causing harmful effect to the engine. Complete conversion to LPG requires adaptation by a local distributor who sells and services LPG equipment. Caution should be exercised so that the fuel tank is mounted on and is vented to the *outside of the vehicle*. In addition, vehicles converted to LPG should not be stored in enclosed places such as garages.

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OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Prices shown are effective with production of 1975 Vehicles

Description	Added Weight (F) (R)	Option Number	Factory D&H [‡]	List Price	Mfr's Suggested Retail Price [◇]
OTHER OPTIONS					
Moldings:					
<i>Body Side Spear.</i> Bright with black insert. Fleetside only. Not available when Z84 Cheyenne, YE9 Silverado, R05 dual rear wheels, YG1 or B85 body side moldings, YG2 wood-grained trim, ZY3 special or ZY4 deluxe two-tone paint is specified. Included when Z62 Scottsdale is specified. Includes fender, door cab panel, tailgate and pickup box moldings plus bright front turn signal, front side marker and taillight trim.					
	0	0	B84	N.C.	50.00
<i>Body Side Upper.</i> Fleetside only. Not available when YG1 body side upper and lower moldings, R05 dual rear wheels, YE9 Silverado or YG2 wood-grained exterior trim is specified. Included when Z84 Cheyenne is specified. Includes fender, door cab panel, tailgate and pickup box moldings plus bright front turn signal, front side marker and taillight trim					
Without Z62 Scottsdale	2	3	B85	N.C.	52.00
With Z62 Scottsdale	0	0	B85	N.C.	2.00
<i>Body Side Upper and Lower.</i> Fleetside only. Included when YG2 wood-grained trim or YE9 Silverado is specified.					
Without Z84 Cheyenne or Z62 Scottsdale. Includes fender, door cab panel, tailgate, pickup box and front fender wheel opening moldings plus bright front turn signal, front side marker and taillight trim.					
With single rear wheels. Also includes rear fender wheel opening moldings	3	4	YG1	N.C.	126.00
With R05 dual rear wheels	3	4	YG1	N.C.	116.00
With Z84 Cheyenne. Includes lower body side, tailgate and front fender wheel opening moldings.					
With single rear wheels. Also includes rear fender wheel opening moldings	3	4	YG1	N.C.	74.00
With R05 dual rear wheels	3	4	YG1	N.C.	116.00
With Z62 Scottsdale. Includes fender, door cab panel, tailgate, pickup box and front fender wheel opening moldings.					
With single rear wheels. Also includes rear fender wheel opening moldings	3	4	YG1	N.C.	76.00
With R05 dual rear wheels	3	4	YG1	N.C.	116.00
Paints, Exterior: See Interior and Exterior Color Selection Chart for ordering information					
Solid	0	0	ZY1	N.C.	N.C.
<i>Conventional Two-Tone.</i> With white secondary color.					
Regular Cab only.					
Without Z84 Cheyenne or YE9 Silverado. Includes cab back panel applique moldings	0	1	ZY2	N.C.	44.00
With Z84 Cheyenne or YE9 Silverado	0	0	ZY2	N.C.	24.00
Crew Cab only.					
Without YE9 Silverado. Includes cab back panel applique moldings	0	1	ZY2	N.C.	56.00
With YE9 Silverado	0	0	ZY2	N.C.	36.00

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OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Prices shown are effective with production of 1975 Vehicles

Description	Added Weight (F) (R)	Option Number	Factory D&H§	List Price	Mfr's Suggested Retail Price◇
MODEL OPTIONS					
<i>(See Interior and Exterior Color Selection Charts)</i>					
Scottsdale: Not available when Z84 Cheyenne, YE9 Silverado or bucket seats are specified. Includes bright rear window and windshield moldings; V46 front bumpers; bright turn signal and side marker lamp bezels; nameplates on front fenders and instrument panel; Z52 full-depth foam seat; bright sill plates; U37 cigarette lighter; plastic door trim panels with wood-grained accents; C91 dome lamp with bright bezel; dual horns; special insulation and color-keyed vinyl coated floor mats.					
Stepside. Also includes P03 hub caps.					
C10-20-30 Regular Cab only	6 6	Z62	N.C.	149.00	149.00
K10-20 Regular Cab only	6 6	Z62	N.C.	152.00	152.00
Fleetside. Also includes taillight moldings.					
Without R05 dual rear wheels. Also includes P03 hub caps and B84 body side spear moldings.					
C10-20-30 Regular Cab only	6 6	Z62	N.C.	196.00	196.00
C20-30 Crew Cab only	6 6	Z62	N.C.	198.00	198.00
K10-20 Regular Cab only	6 6	Z62	N.C.	199.00	199.00
With R05 dual rear wheels					
C30 Regular Cab only	6 6	Z62	N.C.	137.00	137.00
C30 Crew Cab only	6 6	Z62	N.C.	139.00	139.00
Cheyenne: Not available on Crew Cab or when YE9 Silverado is specified. Available in either custom cloth or custom vinyl seats. Includes V46 front bumper; bright front turn signals and front side marker lamp bezels; Cheyenne nameplate on fender and tailgate; bright windshield, rear window and cab back panel applique moldings; Z52 full-depth foam seat; color-keyed carpeting with bright sill plates; plastic door trim panels with storage pockets and wood-grained accents; Cheyenne nameplate on instrument panel; U37 cigarette lighter; headliner; C91 dome lamp; dual horns and special insulation.					
C10-20-30 Stepside only. Also includes N31 custom steering wheel and P03 hub caps.					
Without bucket seats	14 13	Z84	N.C.	272.00	272.00
With bucket seats	13 10	Z84	N.C.	265.00	265.00
C10-20-30 Fleetside only. Also includes tailgate lower molding applique and taillight moldings plus N31 custom steering wheel.					
Without R05 dual rear wheels. Also includes P03 hub caps and B85 body side upper moldings.					
Without bucket seats	16 16	Z84	N.C.	329.00	329.00
With bucket seats	15 13	Z84	N.C.	322.00	322.00
With R05 dual rear wheels.					
Without bucket seats	14 12	Z84	N.C.	276.00	276.00
With bucket seats	13 9	Z84	N.C.	269.00	269.00
K10-20 Stepside only. Also includes P03 hub caps.					
Without bucket seats	16 15	Z84	N.C.	265.00	265.00
With bucket seats	15 12	Z84	N.C.	258.00	258.00
K10-20 Fleetside only. Also includes tailgate lower molding applique, B85 body side upper and lower moldings, taillight moldings and P03 hub caps.					
Without bucket seats	18 18	Z84	N.C.	322.00	322.00
With bucket seats	17 15	Z84	N.C.	315.00	315.00

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OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

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Description	Added Weight (F) (R)	Option Number	Factory D&H [§]	List Price	Mfr's Suggested Retail Price ◇
OTHER OPTIONS					
Paints, Exterior: (Continued)					
<i>Deluxe Two-Tone.</i> Fleetside only. Cab roof and area between upper and lower side moldings painted white.					
Regular Cab only.					
➤ Without Z62 Scottsdale, YE9 Silverado or Z84 Cheyenne. Includes YG1 body side upper and lower moldings plus cab back panel applique moldings.					
Without R05 dual rear wheels. Also includes rear fender wheel opening moldings	3 4	ZY4	N.C.	225.00	225.00
With R05 dual rear wheels	3 4	ZY4	N.C.	215.00	215.00
With Z62 Scottsdale. Includes fender, door cab panel, tailgate, pickup box and front fender wheel opening moldings.					
Without R05 dual rear wheels. Also includes rear fender wheel opening moldings	3 4	ZY4	N.C.	175.00	175.00
With R05 dual rear wheels. Also includes YG1 body side upper and lower moldings	3 4	ZY4	N.C.	215.00	215.00
With YE9 Silverado	0 0	ZY4	N.C.	79.00	79.00
With Z84 Cheyenne. Includes lower body side, tailgate and front fender wheel opening moldings.					
Without R05 dual rear wheels. Also includes rear fender wheel opening moldings	3 4	ZY4	N.C.	153.00	153.00
With R05 dual rear wheels. Also includes YG1 body side upper and lower moldings	3 4	ZY4	N.C.	215.00	215.00
Crew Cab only					
Without Z62 Scottsdale or YE9 Silverado. Includes YG1 body side upper and lower moldings plus cab back panel applique moldings.					
Without R05 dual rear wheels. Also includes rear fender wheel opening moldings	3 4	ZY4	N.C.	238.00	238.00
With R05 dual rear wheels	3 4	ZY4	N.C.	228.00	228.00
With Z62 Scottsdale. Includes fender, door cab panel, tailgate, pickup box and front fender wheel opening moldings.					
Without R05 dual rear wheels. Also includes rear fender wheel opening moldings	3 4	ZY4	N.C.	188.00	188.00
With R05 dual rear wheels. Also includes YG1 body side upper and lower moldings	3 4	ZY4	N.C.	228.00	228.00
With YE9 Silverado	0 0	ZY4	N.C.	92.00	92.00
Plate: Serial Number (State of Pennsylvania) <i>"K" Plate.</i> Not required on C20 Crew Cab only. C10 series available only when J50 or J55 brakes are specified. C20 Regular Cab available only when J55 brakes, G50 or G51 rear springs and WD or WF 10.00-16.5 /D or larger tires are specified. C30 Regular Cab available only when J55 brakes and WD or WF 10.00-16.5 /D or larger capacity tires are specified. K20 series available only when J55 brakes, F58 HD front stabilizer and PF or PG 7.50-16 /D or larger tires are specified. Not available on K10 series					
	0 0	Z55	N.C.	N.C.	N.C.
Plate, Fuel Tank Shield:					
C10-20-30 Regular Cab only.					
Without NL2 auxiliary fuel tank	20 25	NY1	N.C.	31.00	31.00
With NL2 auxiliary fuel tank	40 50	NY1	N.C.	80.00	80.00
K10-20 series only. K10 series available only when V8 engine is specified. Includes protective shield plate on transfer case.					
Without NL2 auxiliary fuel tank	20 25	NY1	N.C.	58.00	58.00
With NL2 auxiliary fuel tank	40 50	NY1	N.C.	107.00	107.00
Crew Cab only.					
Without NL2 auxiliary fuel tank	16 29	NY1	N.C.	31.00	31.00
With NL2 auxiliary fuel tank	32 58	NY1	N.C.	80.00	80.00
Radios: Pushbutton. Includes antenna.					
AM	7 2	U63	N.C.	69.00	69.00
AM /FM	7 2	U69	N.C.	151.00	151.00

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OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

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Description	Added Weight (F) (R)		Option Number	Factory D&H ¹	List Price	Mfr's Suggested Retail Price [◇]
OTHER OPTIONS						
Air Cleaner: Poly-Wrap	0	0	K43	N.C.	12.00	12.00
Air Conditioning: All-Weather. Includes extra cooling and K76 61-amp generator.						
C-K10 series only.						
With LD4 250-1 BBL, LF5 350-2 BBL or LF8 454-4 BBL engine	90	9	C60	N.C.	458.00	458.00
With LS9 350-4 BBL or LF4 400-4 BBL engine	94	11	C60	N.C.	458.00	458.00
C20 series only.						
Without M40 Turbo Hydra-matic transmission	94	11	C60	N.C.	458.00	458.00
With M40 Turbo Hydra-matic transmission	87	9	C60	N.C.	458.00	458.00
C30 series only.						
Without M40 Turbo Hydra-matic transmission	89	10	C60	N.C.	458.00	458.00
With M40 Turbo Hydra-matic transmission	84	9	C60	N.C.	458.00	458.00
K20 series only.						
Without M40 Turbo Hydra-matic transmission	96	11	C60	N.C.	458.00	458.00
With M40 Turbo Hydra-matic transmission	89	10	C60	N.C.	458.00	458.00
Batteries: 12-volt.						
<i>Auxiliary.</i> 61-amp-hr, 9-plate	51	-7	TP2	N.C.	61.00	61.00
<i>Heavy-Duty.</i> 80-amp-hr, 15-plate. Included when Z82 Trailering Special, LF8 454-4 BBL engine or Z56 Cold-Climate Package is specified.						
Without LD4 250-1 BBL engine	2	0	UA1	N.C.	18.00	18.00
With LD4 250-1 BBL engine	14	-2	UA1	N.C.	18.00	18.00
Brakes:						
<i>Power.</i> C10 series only	18	2	J50	N.C.	56.00	56.00
<i>Heavy-Duty Power.</i> Standard on Crew Cab only.						
C10 series only. Includes J50 power brakes. Included when F44 Chassis Equipment is specified						
	22	14	J55	N.C.	101.00	101.00
C-K20 series only						
C30 Regular Cab only. Available only when F60 springs or R05 dual rear wheels are specified.	4	42	J55	N.C.	48.00	48.00
Without R05 dual rear wheels	44	20	J55	N.C.	48.00	48.00
With R05 dual rear wheels	0	0	J55	N.C.	48.00	48.00
Bumper Equipment:						
<i>Bumpers, Painted.</i>						
Rear. Available with standard painted front bumper only. Not available when Z62 Scottsdale, Z84 Cheyenne or YE9 Silverado is specified						
	-16	56	V38	N.C.	28.00	28.00
Rear Step	-25	87	V43	N.C.	56.00	56.00
<i>Bumpers, Chromed.</i>						
Front and Rear. Not available when Z84 Cheyenne or YE9 Silverado is specified						
	-16	56	V37	N.C.	64.00	64.00
Front. Not available when V38 painted rear bumper is specified. Included when Z62 Scottsdale, Z84 Cheyenne or YE9 Silverado is specified						
	0	0	V46	N.C.	18.00	18.00
Rear. Available only when Z62 Scottsdale, Z84 Cheyenne or YE9 Silverado is specified						
	-16	56	VF1	N.C.	46.00	46.00
<i>Guards, Front Bumper.</i> Chromed. Available only when V46 front bumpers, V37 front and rear bumpers, Z62 Scottsdale, Z84 Cheyenne or YE9 Silverado are specified						
	11	-2	V31	N.C.	20.00	20.00
California Emission Certification: Includes all testing, equipment and/or certification necessary for registration in the State of California. See Power Teams Chart for availability and complete specifications)						
C10 series without F44 HD Chassis Equipment	0	0	YF5	N.C.	45.00	45.00
C10 series with F44 HD Chassis Equipment or K10 series with V8 engine	0	0	YF5	N.C.	75.00	75.00
C20-30 or K20 series only	17	1	YF5	N.C.	75.00	75.00

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OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

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Description	Added Weight (F) (R)	Option Number	Factory D&H [§]	List Price	Mfr's Suggested Retail Price [◇]
OTHER OPTIONS					
Springs:					
<i>Front, Heavy-Duty.</i> Standard on Crew Cab only.					
Capacity 1550-lb each. C10 series only. Available only when LD4 250-1 BBL engine is specified.	12	0	F60	N.C.	7.00 7.00
Capacity 1625-lb each. C10 series only. Available only when LF5 350-2 BBL engine or LS9 350-4 BBL engine is specified. Included when F44 Chassis Equipment is specified.	12	0	F60	N.C.	7.00 7.00
Capacity 1900-lb each. Included when Z81 or Z83 Camper Special Chassis Equipment is specified.					
K10-20 series only	24	0	F60	N.C.	36.00 36.00
C20 series only	2	0	F60	N.C.	7.00 7.00
Capacity 1900-lb each. C30 series only. Included when Z81 or Z83 Camper Special Chassis Equipment or R05 dual rear wheels are specified.	-3	0	F60	N.C.	7.00 7.00
<i>Rear, Heavy-Duty.</i> Not available on Crew Cab or K20 series.					
Capacity 2000-lb each, two-stage.					
C10 series only. Included when F44 Chassis Equipment is specified	0	64	G50	N.C.	21.00 21.00
Capacity 2600-lb each, two-stage. C20 series only. Not available when Z81 or Z83 Camper Special Chassis Equipment is specified	0	26	G50	N.C.	21.00 21.00
Capacity 2850-lb each. C30 series only. Not available when Z81 or Z83 Camper Special Chassis Equipment or R05 dual rear wheels are specified.	0	38	G50	N.C.	21.00 21.00
<i>Rear, Extra Capacity.</i> C20-30 series only. Standard on Crew Cab only. Not available when R05 dual rear wheels are specified. Included when Z81 or Z83 Camper Special Chassis Equipment is specified with single rear wheels.					
Capacity 2850-lb each. C20 series only	0	38	G51	N.C.	24.00 24.00
Capacity 3500-lb each. C30 series only	0	38	G51	N.C.	24.00 24.00
<i>Rear, Main and Auxiliary.</i> Capacity 3750-lb each. C30 series only. Included when Z81 or Z83 Camper Special Chassis Equipment is specified with R05 dual rear wheels.					
Regular Cab only	0	62	G60	N.C.	58.00 58.00
Crew Cab only	0	24	G60	N.C.	34.00 34.00
Stabilizers:					
<i>Front.</i> 1" diameter. Standard on K20 series. Not available when Z81 or Z83 Camper Special Chassis Equipment is specified.					
	19	0	F59	N.C.	20.00 20.00
<i>Front, Heavy-Duty.</i> 1.25" diameter. Standard on V8 K10 series. Not available on C10 series. Included when Z81 or Z83 Camper Special Chassis Equipment is specified.					
C20-30 series only	23	0	F58	N.C.	26.00 26.00
K10-20 series only	4	0	F58	N.C.	6.00 6.00
Steering, Power: Included when Z82 Trailering Special or LF8 454-4 BBL engine is specified.					
C10-20-30 series only.					
Without LD4 250-1 BBL engine.	29	0	N41	N.C.	153.00 153.00
With LD4 250-1 BBL engine	35	0	N41	N.C.	153.00 153.00
K10-20 series only	33	0	N41	N.C.	170.00 170.00
Steering Wheels:					
<i>Comfortilt.</i> Not available when M15 3-speed transmission is specified.					
With M40 Turbo Hydra-matic transmission.	2	0	N33	N.C.	61.00 61.00
With M20 4-Speed transmission	3	1	N33	N.C.	61.00 61.00
<i>Custom.</i>					
C10-20-30 series only. Included when Z84 Cheyenne or YE9 Silverado is specified	0	0	N31	N.C.	11.00 11.00
K10-20 series only. Available only when N41 power steering is specified. Includes 16" steering wheel	0	0	N31	N.C.	11.00 11.00

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OTHER OPTIONS					
Carriers, Spare Wheel:					
<i>Side Mounted.</i>					
C-K10 series only.					
Fleetside only.					
C10 6 1/2-ft or K10 series only	1 -6	P13	N.C.	16.00	16.00
C10 8-ft series only	3 -8	P13	N.C.	16.00	16.00
Stepside only. Available only when optional exterior mirrors are specified.					
Without P03 hub caps, P01 wheel covers, P06 trim rings or N67 rally wheels.					
C10 series only.					
6 1/2-ft models only	1 2	P13	N.C.	18.00	18.00
8-ft models only	9 -9	P13	N.C.	18.00	18.00
With P03 hub caps without P06 trim rings.					
C-K10 series only					
6 1/2-ft models only	1 3	P13	N.C.	22.00	22.00
8-ft models only	9 -8	P13	N.C.	22.00	22.00
With P03 hub caps and P06 trim rings.					
C10 series only.					
6 1/2-ft models only	1 5	P13	N.C.	30.00	30.00
8-ft models only	9 -6	P13	N.C.	30.00	30.00
K10 series only	0 1	P13	N.C.	30.00	30.00
With P01 wheel covers.					
C10 series only.					
6 1/2-ft models only	1 5	P13	N.C.	26.00	26.00
8-ft models only	9 -6	P13	N.C.	26.00	26.00
K10 series only	0 2	P13	N.C.	26.00	26.00
With N67 rally wheels.					
C10 series only.					
6 1/2-ft models only	1 3	P13	N.C.	30.00	30.00
8-ft models only	9 -8	P13	N.C.	30.00	30.00
K10 series only.					
Without WR 10-15 /B tires	20 -5	P13	N.C.	30.00	30.00
With WR 10-15 /B tires	22 -2	P13	N.C.	30.00	30.00
C-K20 or C30 series only.					
Fleetside only.					
C-K20 series only	3 -8	P13	N.C.	16.00	16.00
C30 series only.					
With single rear tires	4 -15	P13	N.C.	16.00	16.00
With R05 dual rear wheels	1 3	P13	N.C.	16.00	16.00
Stepside only. Available only when optional exterior mirrors are specified.					
Without P03 hub caps, P01 wheel covers or P06 trim rings.					
C-K20 series only					
C-K20 series only	9 -9	P13	N.C.	18.00	18.00
C30 series only	10 -15	P13	N.C.	18.00	18.00
With P03 hub caps without P06 trim rings.					
C-K20 series only					
C-K20 series only	9 -8	P13	N.C.	22.00	22.00
C30 series only	10 -14	P13	N.C.	22.00	22.00
With P03 hub caps and P06 trim rings.					
C-K20 series only					
C-K20 series only	9 -7	P13	N.C.	30.00	30.00
C30 series only	10 -13	P13	N.C.	30.00	30.00
With P01 wheel covers.					
C-K20 series only					
C-K20 series only	9 -9	P13	N.C.	26.00	26.00
C30 series only	10 -12	P13	N.C.	26.00	26.00
<i>Under Frame.</i> C30 series only. Available only when R05 dual rear wheels are specified.					
	-3 18	P10	N.C.	12.00	12.00
<i>Glide-Out Spare Tire</i>					
	0 0	P11	N.C.	27.00	27.00
Chassis Equipment: Heavy-Duty. C10 series only. Available only when LS9 350-4 BBL or LF8 454-4 BBL engine and LN or LP L78-15 /C or CD LR78-15 /C tires are specified. Includes J55 brakes and G50 springs.					
With LS9 350-4 BBL engine. Includes F60 springs	20 72	F44		WILL ADVISE	
With LF8 454-4 BBL engine	8 72	F44		WILL ADVISE	

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Description	Added Weight		Option Number	Factory D&H [‡]	List Price	Mfr's Suggested Retail Price [◇]
	(F)	(R)				
OTHER OPTIONS						
Wheel Trim: (Continued)						
<i>Wheel Covers.</i> Not available on K20 series. C-K10 series not available when CD LR78-15 or WR 10-15 tires are specified.						
C10 series only.						
Without Z62 Scottsdale, Z84 Cheyenne or YE9 Silverado.	4	6	PO1	N.C.	30.00	30.00
Without MG or MD 6.50-16 or NK or NL 7.00-16 tires. Includes P06 trim rings	6	9	PO1	N.C.	64.00	64.00
With MG or MD 6.50-16 or NK or NL 7.00-16 tires. Includes P06 trim rings	4	6	PO1	N.C.	17.00	17.00
With Z62 Scottsdale, Z84 Cheyenne or YE9 Silverado.	6	9	PO1	N.C.	51.00	51.00
Without MG or MD 6.50-16 or NK or NL 7.00-16 tires. Includes P06 trim rings	7	10	PO1	N.C.	64.00	64.00
With MG or MD 6.50-16 or NK or NL 7.00-16 tires. Includes P06 trim rings	7	10	PO1	N.C.	51.00	51.00
C20 series only. Not available when WD or WF 10.00-16.5 /D tires are specified. Includes P06 trim rings.						
Without Z62 Scottsdale, Z84 Cheyenne or YE9 Silverado	7	10	PO1	N.C.	64.00	64.00
With Z62 Scottsdale, Z84 Cheyenne or YE9 Silverado	7	10	PO1	N.C.	51.00	51.00
C30 Regular Cab only. Not available when WD or WF 10.00-16.5 /D tires are specified.						
With single rear wheels. Includes P06 trim rings.	7	10	PO1	N.C.	64.00	64.00
Without Z62 Scottsdale, Z84 Cheyenne or YE9 Silverado	7	10	PO1	N.C.	51.00	51.00
With Z62 Scottsdale, Z84 Cheyenne or YE9 Silverado	5	5	PO1	N.C.	30.00	30.00
With R05 dual rear wheels	7	10	PO1	N.C.	64.00	64.00
With Z62 Scottsdale, Z84 Cheyenne or YE9 Silverado	7	10	PO1	N.C.	51.00	51.00
With R05 dual rear wheels	5	7	PO1	N.C.	30.00	30.00
C30 Crew Cab only.						
With single rear wheels. Includes P06 trim rings.	7	10	PO1	N.C.	64.00	64.00
Without Z62 Scottsdale or YE9 Silverado	7	10	PO1	N.C.	51.00	51.00
With Z62 Scottsdale or YE9 Silverado	5	7	PO1	N.C.	30.00	30.00
With R05 dual rear wheels	K10 series only.					
Without Z62 Scottsdale, Z84 Cheyenne or YE9 Silverado.	6	9	PO1	N.C.	33.00	33.00
Without MG or MD 6.50-16, NK or NL 7.00-16 or WR 10-15 tires. Includes P06 trim rings	8	12	PO1	N.C.	67.00	67.00
With MG or MD 6.50-16, NK or NL 7.00-16 or WR 10-15 tires. Includes P06 trim rings	6	6	PO1	N.C.	17.00	17.00
With Z62 Scottsdale, Z84 Cheyenne or YE9 Silverado.	8	8	PO1	N.C.	51.00	51.00
Without MG or MD 6.50-16, NK or NL 7.00-16 or WR 10-15 tires. Includes P06 trim rings	<i>Wheel Covers, Deluxe.</i> C10 Fleetside series only. Not available when CD LR78-15, MG or MD 6.50-16 or tube-type tires are specified.					
Without Z62 Scottsdale, Z84 Cheyenne or YE9 Silverado	1	1	PA1	N.C.	50.00	50.00
With Z62 Scottsdale, Z84 Cheyenne or YE9 Silverado	1	1	PA1	N.C.	37.00	37.00
Wheels, Rally: C-K10 series only. Not available when MG or MD 6.50-16, NH or NG 7.00-15 or NK or NL 7.00-16 tires are specified. Includes special hub caps and P06 trim rings.						
Without Z62 Scottsdale, Z84 Cheyenne or YE9 Silverado.	3	7	N67	N.C.	75.00	75.00
C10 series only. Also includes 15" x 7" wheels	K10 series only.					
Without WR 10-15 tires. Also includes 15" x 7" wheels	20	10	N67	N.C.	75.00	75.00
With WR 10-15 tires. Also includes 15" x 8" wheels	20	13	N67	N.C.	75.00	75.00
With Z62 Scottsdale, Z84 Cheyenne or YE9 Silverado.	3	7	N67	N.C.	62.00	62.00
C10 series only. Also includes 15" x 7" wheels	K10 series only.					
Without WR 10-15 tires. Also includes 15" x 7" wheels	20	10	N67	N.C.	59.00	59.00
With WR 10-15 tires. Also includes 15" x 8" wheels	20	13	N67	N.C.	59.00	59.00
Wheels, Dual Rear Conversion: V8 C30 Fleetside only. Available only when Z81 or Z83 Camper Special Chassis Equipment is specified. Includes plastic rear fender extensions with side marker lamps located on front and rear sides, roof marker lamps and K79 42-amp generator without C60 air conditioning or Z56 Cold-Climate Package. Also includes dual rear chassis provisions plus spare wheel and spare wheel carrier deletion.						
C30 Regular Cab only. Available only when J55 brakes are specified	68	133	R05	N.C.	395.00	395.00
C30 Crew Cab only	50	128	R05	N.C.	395.00	395.00

[‡] D&H amounts reflect provision for pass through of tire weight tax imposed on manufacturer or importer of tires.
[◇] State and local taxes not included.

PICKUP

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Prices shown are effective with production of 1975 Vehicles

Description	Added Weight		Option Number	Factory D&H [§]	List Price	Mfr's Suggested
	(F)	(R)				Retail Price◇
OTHER OPTIONS						
Gauges:						
<i>Ammeter, Temperature and Oil Pressure.</i> Included when YE9 Silverado, U35 clock or U16 tachometer is specified.						
	1	0	Z53	N.C.	17.00	17.00
<i>Tachometer.</i> Available only when V8 engine is specified. Not available when U35 electric clock is specified.						
Without YE9 Silverado. Includes Z53 ammeter, temperature and oil pressure gauges.						
	2	0	U16	N.C.	67.00	67.00
With YE9 Silverado.						
	1	0	U16	N.C.	50.00	50.00
Generators:						
<i>42-Amp Delcotron.</i> Not available when C60 air conditioning or Z56 Cold-Climate Package is specified. Included when R05 dual rear wheels are specified.						
	0	0	K79	N.C.	27.00	27.00
<i>61-Amp Delcotron.</i> Included when C60 air conditioning is specified.						
Without Z56 Cold-Climate Package or R05 dual rear wheels						
	1	0	K76	N.C.	35.00	35.00
With R05 dual rear wheels without Z56 Cold-Climate Package.						
	1	0	K76	N.C.	8.00	8.00
With Z56 Cold-Climate Package						
	1	0	K76	N.C.	N.C.	N.C.
Glass: Soft-Ray Tinted. All Windows.						
Regular Cab only						
	0	0	A01	N.C.	25.00	25.00
Crew Cab only						
	0	0	A01	N.C.	30.00	30.00
Grille: Chromed.						
	0	0	V22	N.C.	22.00	22.00
Guards, Door Edge: Not available when YG2 wood-grained exterior trim is specified.						
Regular Cab only						
	0	0	B93	N.C.	6.00	6.00
Crew Cab only						
	0	0	B93	N.C.	10.00	10.00
Harness, Wiring:						
<i>Camper Body.</i> Included when Z81 or Z83 Camper Special Chassis Equipment is specified.						
	3	0	UY1	N.C.	23.00	23.00
<i>Trailer, Heavy-Duty.</i>						
	0	3	UY7	N.C.	23.00	23.00
Headlamp Warning Buzzer.						
	0	0	T63	N.C.	4.00	4.00
Hubs, Front Free-Wheeling: Manual control at hubs. 6-cylinder K20 series only. Not available when N67 rally wheels or P01 wheel covers are specified.						
	9	0	F76	N.C.	85.00	85.00
Instrument Panel, Wood-Grained: Available only when Z53 ammeter, temperature and oil pressure gauges, U35 clock or U16 tachometer is specified. Not available when YE9 Silverado is specified.						
	0	0	BC2	N.C.	30.00	30.00
Lamps:						
<i>Cargo.</i>						
Without Z62 Scottsdale, Z84 Cheyenne or YE9 Silverado. Includes C91 dome lamp						
	2	0	UF2	N.C.	31.00	31.00
With Z62 Scottsdale, Z84 Cheyenne or YE9 Silverado						
	2	0	UF2	N.C.	21.00	21.00
<i>Dome.</i> Included when Z62 Scottsdale, Z84 Cheyenne, YE9 Silverado or UF2 cargo lamp is specified. Includes door actuated switches and bright lamp bezels.						
	0	0	C91	N.C.	10.00	10.00
<i>Roof Marker.</i> Five. Included when R05 dual rear wheels are specified. Not available for registration in the State of California						
	2	0	U01	N.C.	30.00	30.00
Lighter, Cigarette: Included when Z62 Scottsdale, Z84 Cheyenne or YE9 Silverado is specified						
	0	0	U37	N.C.	8.00	8.00
Mirrors, Exterior: LH and RH.						
<i>Below-Eye-Line Type.</i> 7.5" x 10.5". Provides field of vision for vehicles to 80° wide.						
<i>Painted</i>						
	5	1	D29	N.C.	23.00	23.00
<i>Stainless Steel</i>						
	5	1	DG4	N.C.	41.00	41.00
<i>Camper Type.</i> Stainless steel. Includes below-eye-line mirrors with adjustable arm feature to provide field of vision for vehicles to 96° wide. Shipped loose for dealer installation						
	8	3	DF2	N.C.	58.00	58.00
<i>Senior West Coast Type.</i> Painted. C30 series only. Shipped loose for dealer installation.						
	13	3	DG5	N.C.	39.00	39.00

§ D&H amounts reflect provision for pass through of tire weight tax imposed on manufacturer or importer of tires.
◇ State and local taxes not included.

PICKUP

FACTORY INSTALLED TIRES

See Tire Compatibility Chart for Available Front/Rear Combinations.
Spare tire available to match either front or rear tires.
Prices shown are effective with production of 1975 Vehicles

Tire Size Type	Rim Width Included in Tire Option	Added Weight (F) (R)	Option Number	Factory D&H [§]	List Price	Mfr's Suggested Retail Price [◇]
C10 SERIES						
TUBELESS TIRES USED WITH SINGLE REAR WHEELS						
G78-15 /B Passenger Type. Maximum Tire Capacity (Each)— Front (1470) Rear (1470)						
Highway Bias Belted Ply Blackwall						
Front (Standard)	6.00	0 0	XGS	N.C.	N.C.	N.C.
Rear (Standard)	6.00	0 0	YGS	N.C.	N.C.	N.C.
Spare (Standard)						
With under frame mounted spare wheel carrier	6.00	0 0	ZGS	N.C.	N.C.	N.C.
With P13 side mounted spare wheel carrier	6.00	24 -24	ZGS	N.C.	N.C.	N.C.
Highway Bias Belted Ply White Stripe						
Front	6.00	0 0	XGT	N.C.	14.50	14.50
Rear	6.00	0 0	YGT	N.C.	14.50	14.50
Spare						
With under frame mounted spare wheel carrier	6.00	0 0	ZGT	N.C.	7.25	7.25
With P13 side mounted spare wheel carrier	6.00	24 -24	ZGT	N.C.	7.25	7.25
On-Off Road Bias Belted Ply Blackwall						
Rear	6.00	0 5	YGU	N.C.	8.10	8.10
Spare						
With under frame mounted spare wheel carrier	6.00	-1 4	ZGU	N.C.	4.05	4.05
With P13 side mounted spare wheel carrier	6.00	25 -22	ZGU	N.C.	4.05	4.05
H78-15 /B Passenger Type. Maximum Tire Capacity (Each)— Front (1610) Rear (1610)						
Highway Bias Belted Ply Blackwall						
Front	6.00	5 0	XHL	.46	10.50	10.96
Rear	6.00	0 5	YHL	.46	10.50	10.96
Spare						
With under frame mounted spare wheel carrier	6.00	-1 4	ZHL	.23	5.25	5.48
With P13 side mounted spare wheel carrier	6.00	25 -22	ZHL	.23	5.25	5.48
Highway Bias Belted Ply White Stripe						
Front	6.00	5 0	XHM	.46	26.40	26.86
Rear	6.00	0 5	YHM	.46	26.40	26.86
Spare						
With under frame mounted spare wheel carrier	6.00	-1 4	ZHM	.23	13.20	13.43
With P13 side mounted spare wheel carrier	6.00	25 -22	ZHM	.23	13.20	13.43
On-Off Road Bias Belted Ply Blackwall						
Rear	6.00	0 10	YHR	.46	18.60	19.06
Spare						
With under frame mounted spare wheel carrier	6.00	-1 6	ZHR	.23	9.30	9.53
With P13 side mounted spare wheel carrier	6.00	25 -20	ZHR	.23	9.30	9.53

[§] D&H amounts reflect provision for pass through of tire weight tax imposed on manufacturer or importer of tires.
[◇] State and local taxes not included.

PICKUP

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Prices shown are effective with production of 1975 Vehicles

Description	Added Weight (F) (R)	Option Number	Factory D&H [§]	List Price	Mfr's Suggested Retail Price [◇]
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OTHER OPTIONS

Paints, Exterior: (Continued)

Special Two-Tone. Fleetside only. Area between upper and lower side moldings painted white.

Regular Cab only.

Without Z62 Scottsdale, YE9 Silverado or Z84 Cheyenne. Includes YG1 body side upper and lower moldings plus cab back panel applique moldings.

Without R05 dual rear wheels. Also includes rear fender wheel opening moldings	3	4	ZY3	N.C.	199.00	199.00
With R05 dual rear wheels	3	4	ZY3	N.C.	189.00	189.00

With Z62 Scottsdale. Includes fender, door cab panel, tailgate, pickup box and front fender wheel opening moldings.

Without R05 dual rear wheels. Also includes rear fender wheel opening moldings	3	4	ZY3	N.C.	149.00	149.00
With R05 dual rear wheels. Also includes YG1 body side upper and lower moldings	3	4	ZY3	N.C.	189.00	189.00

With YE9 Silverado.

With Z84 Cheyenne. Includes lower body side, tailgate and front fender wheel opening moldings.	0	0	ZY3	N.C.	73.00	73.00
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Without R05 dual rear wheels. Also includes rear fender wheel opening moldings	3	4	ZY3	N.C.	147.00	147.00
With R05 dual rear wheels. Also includes YG1 body side upper and lower moldings	3	4	ZY3	N.C.	189.00	189.00

Crew Cab only

Without Z62 Scottsdale or YE9 Silverado. Includes YG1 body side upper and lower moldings plus cab back panel applique moldings.

Without R05 dual rear wheels. Also includes rear fender wheel opening moldings	3	4	ZY3	N.C.	208.00	208.00
With R05 dual rear wheels. Also includes YG1 body side upper and lower moldings	3	4	ZY3	N.C.	198.00	198.00

With Z62 Scottsdale. Includes fender, door cab panel, tailgate, pickup box and front fender wheel opening moldings.

Without R05 dual rear wheels. Also includes rear fender wheel opening moldings	3	4	ZY3	N.C.	158.00	158.00
With R05 dual rear wheels. Also includes YG1 body side upper and lower moldings	3	4	ZY3	N.C.	198.00	198.00

With YE9 Silverado.	0	0	ZY3	N.C.	82.00	82.00
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[§] D&H amounts reflect provision for pass through of tire weight tax imposed on manufacturer or importer of tires.
[◇] State and local taxes not included.

PICKUP

FACTORY INSTALLED TIRES

See Tire Compatibility Chart for Available Front/Rear Combinations.
 Spare tire available to match either front or rear tires.
 Prices shown are effective with production of 1975 Vehicles

Tire Size Type	Rim Width Included In Tire Option	Added Weight (F) (R)	Option Number	Factory D&H's	List Price	Mfr's Suggested Retail Price ◊
C10 SERIES						
TUBE-TYPE TIRES USED WITH SINGLE REAR WHEELS						
G78-15 /B Passenger Type. Maximum Tire Capacity (Each)— Front (1470) Rear (1470)						
Highway Bias Belted Ply Blackwall						
Front	6.00	1 0	XGW	(-.18)	4.80	4.62
Rear	6.00	0 1	YGW	(-.18)	4.80	4.62
Spare						
With under frame mounted spare wheel carrier	6.00	-1 5	ZGW	(-.09)	2.40	2.31
With P13 side mounted spare wheel carrier	6.00	25 -21	ZGW	(-.09)	2.40	2.31
On-Off Road Bias Belted Ply Blackwall						
Rear	6.00	0 3	YGV	(-.18)	12.90	12.72
Spare						
With under frame mounted spare wheel carrier	6.00	-1 4	ZGV	(-.09)	6.45	6.36
With P13 side mounted spare wheel carrier	6.00	25 -22	ZGV	(-.09)	6.45	6.36
6.50-16 /C (6 PR) Truck Type. Maximum Tire Capacity (Each)—Front (1610) Rear (1610)						
Highway Nylon Blackwall						
Front	5.00	9 0	XMG	.10	33.40	33.50
Rear	5.00	0 9	YMG	.10	33.40	33.50
Spare						
With under frame mounted spare wheel carrier	5.00	-1 6	ZMG	.05	16.70	16.75
With P13 side mounted spare wheel carrier	5.00	25 -22	ZMG	.05	16.70	16.75
On-Off Road Nylon Blackwall						
Rear	5.00	0 16	YMD	.86	57.40	58.26
Spare						
With under frame mounted spare wheel carrier	5.00	-2 10	ZMD	.43	28.70	29.13
With P13 side mounted spare wheel carrier	5.00	26 -20	ZMD	.43	28.70	29.13

‡ D&H amounts reflect provision for pass through of tire weight tax imposed on manufacturer or importer of tires.
 ◊ State and local taxes not included.

PICKUP

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Prices shown are effective with production of 1975 Vehicles

Description	Added Weight (F) (R)	Option Number	Factory D&H's	List Price	Mfr's Suggested Retail Price [◇]
OTHER OPTIONS					
Roof Cover, Simulated Vinyl: Black. Not available on Crew Cab or when ZY2 conventional two-tone or ZY4 deluxe two-tone paint is specified.					
Without Z84 Cheyenne or YE9 Silverado. Includes cab back panel applique moldings.....	0 1	YG3	N.C.	59.00	59.00
With Z84 Cheyenne or YE9 Silverado.....	0 0	YG3	N.C.	39.00	39.00
Seat Back, Folding: Available only when bench seat is specified.....	3 1	AN1	N.C.	18.00	18.00
Seats: See Interior and Exterior Color Selection Chart for availability and ordering information.					
Knit Vinyl Bench. Available only when Z62 Scottsdale is specified. Also includes color-keyed carpeting.....					
	0 0	...	N.C.	68.00	68.00
Custom Cloth Bench.					
Regular Cab only. Available only when Z84 Cheyenne or YE9 Silverado is specified.....	0 0	...	N.C.	N.C.	N.C.
Crew Cab only. Available only when Z62 Scottsdale or YE9 Silverado is specified.....	0 0	...	N.C.	68.00	68.00
With Z62 Scottsdale.....	0 0	...	N.C.	N.C.	N.C.
With YE9 Silverado.....	0 0	...	N.C.	N.C.	N.C.
Custom Vinyl.					
With Bench Seat. Available only when Z62 Scottsdale, Z84 Cheyenne or YE9 Silverado is specified.					
Regular Cab only.....	0 0	...	N.C.	19.00	19.00
With Z62 Scottsdale.....	0 0	...	N.C.	N.C.	N.C.
With Z84 Cheyenne or YE9 Silverado.....	0 0	...	N.C.	N.C.	N.C.
Crew Cab only.....	0 0	...	N.C.	N.C.	N.C.
With Bucket Seats. Driver and Passenger Regular Cab only. Replaces vinyl bench seat. Includes color-keyed floor carpeting; center console; bright full-length sill plates and floor insulation.					
Without Z84 Cheyenne or YE9 Silverado.....	-78 -66	...	N.C.	154.00	154.00
With Z84 Cheyenne or YE9 Silverado.....	-78 -66	...	N.C.	124.00	124.00
Full-Depth Foam. Available only when bench seat is specified. Included when Z62 Scottsdale, Z84 Cheyenne or YE9 Silverado is specified.....					
	-1 -1	Z52	N.C.	32.00	32.00
Shock Absorbers: Heavy-Duty.					
Front and Rear.					
C10 series only.....	5 4	F51	N.C.	18.00	18.00
K10-20 or C20 series only. Included when Z81 or Z83 Camper Special Chassis Equipment is specified.....	3 3	F51	N.C.	18.00	18.00
Front. C30 series only. Included when Z81 or Z83 Camper Special Chassis Equipment is specified.....	3 0	F51	N.C.	9.00	9.00
Rear. Standard on C30 series. Not available when Z81 or Z83 Camper Special Chassis Equipment is specified.....	0 3	G68	N.C.	10.00	10.00
Speed and Cruise Control: Available only when V8 engine and M40 Turbo Hydra-matic transmission is specified. C10 series also available only when J50 or J55 brakes are specified.....					
	5 0	K30	N.C.	69.00	69.00

§ D&H amounts reflect provision for pass through of tire weight tax imposed on manufacturer or importer of tires.
 ◇ State and local taxes not included.

PICKUP

FACTORY INSTALLED TIRES

See Tire Compatibility Chart for Available Front/Rear Combinations.
Spare tire available to match either front or rear tires.
Prices shown are effective with production of 1975 Vehicles

Tire Size Type	Rim Width Included In Tire Option	Added Weight (F) (R)	Option Number	Factory D&H [§]	List Price	Mfr's Suggested Retail Price [◇]
K10 SERIES						
TUBELESS TIRES USED WITH SINGLE REAR WHEELS						
L78-15 /B Passenger Type. Maximum Tire Capacity (Each)— Front (1790) Rear (1790)						
Highway Bias Belted Ply Blackwall						
Front						
With V8 engine (Standard).....	6.00	0 0	XLB	N.C.	N.C.	N.C.
Rear						
With V8 engine (Standard).....	6.00	0 0	YLB	N.C.	N.C.	N.C.
Spare						
With V8 engine (Standard)						
With under frame mounted spare wheel carrier.....	6.00	0 0	ZLB	N.C.	N.C.	N.C.
With P13 side mounted spare wheel carrier.....	6.00	25 -21	ZLB	N.C.	N.C.	N.C.
Highway Bias Belted Ply White Stripe						
Front						
With V8 engine.....	6.00	1 0	XLD	N.C.	18.70	18.70
Rear						
With V8 engine.....	6.00	0 1	YLD	N.C.	18.70	18.70
Spare						
With V8 engine						
With under frame mounted spare wheel carrier.....	6.00	-1 6	ZLD	N.C.	9.35	9.35
With P13 side mounted spare wheel carrier.....	6.00	25 -20	ZLD	N.C.	9.35	9.35
On-Off Road Bias Belted Ply Blackwall						
Front						
With V8 engine.....	6.00	4 0	XLC	N.C.	8.10	8.10
Rear						
With V8 engine.....	6.00	0 4	YLC	N.C.	8.10	8.10
Spare						
With V8 engine						
With under frame mounted spare wheel carrier.....	6.00	-2 9	ZLC	N.C.	4.05	4.05
With P13 side mounted spare wheel carrier.....	6.00	26 -19	ZLC	N.C.	4.05	4.05

[§] D&H amounts reflect provision for pass through of tire weight tax imposed on manufacturer or importer of tires.
[◇] State and local taxes not included.

PICKUP

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Prices shown are effective with production of 1975 Vehicles

Description	Added Weight (F) (R)	Option Number	Factory D&H [‡]	List Price	Mfr's Suggested Retail Price [◇]
OTHER OPTIONS					
Tank, Fuel: Auxiliary LH Frame Mounted. Approximately 16-gallon capacity. K10-20 series not available when V8 engine and M40 Turbo Hydra-matic transmission are specified. Also not available on C10 series when LD4 250-1 BBL engine is specified.					
6 1/2-ft models only	71 88	NL2	N.C.	93.00	93.00
8-ft Regular Cab	84 103	NL2	N.C.	93.00	93.00
Crew Cab only	65 122	NL2	N.C.	93.00	93.00
Throttle Control: Manual	1 0	K31	N.C.	16.00	16.00
Tires and Wheels: See following pages					
Towing Device: Two front towing hooks. K10-20 series only	16 -3	V76	N.C.	25.00	25.00
Trailer Hitch: <i>Weight Distributing Platform Type.</i> Not available on CK10703 model. C-K10-20 series available only when P13 side mounted spare wheel carrier and VF1 or V38 bumpers are specified. CC10703 available only when G50 springs are specified. C30 series available only when P13 side mounted spare wheel carrier and VF1 or V38 bumpers are specified.					
Regular Cab only	-19 71	VR4	N.C.	100.00	100.00
Crew Cab only	-16 68	VR4	N.C.	100.00	100.00
Trailer Special: Available only when V8 engine, M20 4-Speed or M40 Turbo Hydra-matic transmission and K76 61-amp generator or C60 air conditioning is specified. LF5 350-2 BBL engine requires M40 Turbo Hydra-matic transmission. Not available when Z81 or Z83 Camper Special Chassis Equipment is specified. Includes trailering special emblem. Also includes UA1 HD battery and N41 power steering without LF8 454-4 BBL engine and trailering special emblem. See Chart A on the Trailering Special Package pages for Pickup, under the Recreational Vehicles Tab, for GCW ratings with available power train combinations.					
C10 series only. Available only when J50 or J55 power brakes, G50 HD rear springs, LB or LC L78-15 or larger tubeless tires and V01 HD radiator without C60 air conditioning are specified.					
With LF5 350-2 BBL or LS9 350-4 BBL. Also requires F60 HD front spring	31 0	Z82	N.C.	171.00	171.00
With LF8 454-4 BBL engine	0 0	Z82	N.C.	N.C.	N.C.
C20-30 series only. Available only when V01 HD radiator without C60 air conditioning or M40 Turbo Hydra-matic transmission is specified.					
Without LF8 454-4 BBL engine	31 0	Z82	N.C.	171.00	171.00
With LF8 454-4 BBL engine	0 0	Z82	N.C.	N.C.	N.C.
K10 series only. Available only when V01 HD radiator without C60 air conditioning or LF4 400-4 BBL engine is specified.					
	35 0	Z82	N.C.	188.00	188.00
K20 series only. Available only when V01 HD radiator without C60 air conditioning or M40 Turbo Hydra-matic transmission is specified.					
	35 0	Z82	N.C.	188.00	188.00
Wheel Trim: Bright Metal.					
Hub Caps. Not available when R05 dual rear wheels are specified. Included when Z62 Scottsdale, Z84 Cheyenne or YE9 Silverado is specified.					
C10-20-30 series only	0 1	P03	N.C.	13.00	13.00
K10-20 series only	2 3	P03	N.C.	16.00	16.00
Trim Rings. Available only when Z62 Scottsdale, Z84 Cheyenne, YE9 Silverado or P03 hub caps are specified. Not available when R05 dual rear wheels or 7.50-16 tube-type tires are specified. Included when N67 rally wheels are specified.					
	2 3	P06	N.C.	34.00	34.00

[‡] D&H amounts reflect provision for pass through of tire weight tax imposed on manufacturer or importer of tires.
[◇] State and local taxes not included.

PICKUP

FACTORY INSTALLED TIRES

See Tire Compatibility Chart for Available Front/Rear Combinations.
Spare tire available to match either front or rear tires.
Prices shown are effective with production of 1975 Vehicles

Tire Size Type	Rim Width Included In Tire Option	Added Weight (F) (R)	Option Number	Factory D&H [§]	List Price	Mfr's Suggested Retail Price ◊
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K10 SERIES

TUBE-TYPE TIRES USED WITH SINGLE REAR WHEELS

7.00-16 /C (6 PR) Truck Type. Maximum Tire Capacity (Each)— Front (1800) Rear (1800)

Highway Nylon

Front

With V8 engine..... 6.00 33 0 XNK .06 19.80 19.86

Rear

With V8 engine..... 6.00 0 33 YNK .06 19.80 19.86

Spare

With V8 engine

With under frame mounted spare wheel carrier..... 6.00 -5 26 ZNK .03 9.90 9.93

With P13 side mounted spare wheel carrier..... 6.00 30 -11 ZNK .03 9.90 9.93

On-Off Road Nylon

Front

With V8 engine..... 6.00 45 0 XNL .94 43.80 44.74

Rear

With V8 engine..... 6.00 0 45 YNL .94 43.80 44.74

Spare

With V8 engine

With under frame mounted spare wheel carrier..... 6.00 -7 34 ZNL .47 21.90 22.37

With P13 side mounted spare wheel carrier..... 6.00 32 -7 ZNL .47 21.90 22.37

§ D&H amounts reflect provision for pass through of tire weight tax imposed on manufacturer or importer of tires.
◊ State and local taxes not included.

PICKUP

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Prices shown are effective with production of 1975 Vehicles

Description	Added Weight		Option Number	Factory D&H [§]	List Price	Mfr's Suggested Retail Price \diamond
	(F)	(R)				
OTHER OPTIONS						
Window: Sliding Rear	3	4	A28	N.C.	56.00	56.00
Wood-Grained Exterior Trim: Fleetside only. Not available when ZY3 special or ZY4 deluxe two-tone paint is specified. Includes wood-grained applique between upper and lower moldings						
Without Z62 Scottsdale, Z84 Cheyenne or YE9 Silverado. Also includes YG1 body side upper and lower moldings.						
Without R05 dual rear wheels	3	4	YG2	N.C.	242.00	242.00
With R05 dual rear wheels	3	4	YG2	N.C.	232.00	232.00
With Z62 Scottsdale. Also includes YG1 body side upper and lower moldings						
Without R05 dual rear wheels	3	4	YG2	N.C.	192.00	192.00
With R05 dual rear wheels	3	4	YG2	N.C.	232.00	232.00
With Z84 Cheyenne. Also includes YG1 body side upper and lower moldings						
Without R05 dual rear wheels	1	1	YG2	N.C.	190.00	190.00
With R05 dual rear wheels	3	4	YG2	N.C.	232.00	232.00
With YE9 Silverado	0	0	YG2	N.C.	116.00	116.00

[§] D&H amounts reflect provision for pass through of tire weight tax imposed on manufacturer or importer of tires.
 \diamond State and local taxes not included.

PICKUP

FACTORY INSTALLED TIRES

See Tire Compatibility Chart for Available Front/Rear Combinations.
Spare tire available to match either front or rear tires.
Prices shown are effective with production of 1975 Vehicles

Tire Size Type	Rim Width Included In Tire Option	Added Weight (F) (R)	Option Number	Factory D&H [§]	List Price	Mfr's Suggested Retail Price [◇]
C-K20 OR C30 SERIES — REGULAR CAB						
WIDE BASE TUBELESS TIRES USED WITH SINGLE REAR WHEELS						
9.50-16.5 /D (8 PR) Maximum Tire Capacity (Each)— Front (2780) Rear (2780)						
Highway Nylon						
Front	6.75	33 0	XUD	1.60	57.00	58.60
Rear						
Without spare tire						
With under frame mounted spare wheel carrier.....	6.75	-1 39	YUD	1.60	59.00	60.60
With P13 side mounted spare wheel carrier	6.75	16 22	YUD	1.60	59.00	60.60
With spare tire	6.75	0 33	YUD	1.60	59.00	60.60
Spare						
With under frame mounted spare wheel carrier.....	6.75	-13 66	ZUD	4.56	103.00	107.56
With P13 side mounted spare wheel carrier	6.75	28 25	ZUD	4.56	103.00	107.56
On-Off Road Nylon						
Front. K20 series only.....	6.75	38 0	XUE	2.24	81.00	83.24
Rear						
Without spare tire						
With under frame mounted spare wheel carrier.....	6.75	-1 44	YUE	2.24	83.00	85.24
With P13 side mounted spare wheel carrier	6.75	16 27	YUE	2.24	83.00	85.24
With spare tire	6.75	0 38	YUE	2.24	83.00	85.24
Spare						
With under frame mounted spare wheel carrier.....	6.75	-14 70	ZUE	4.88	115.00	119.88
With P13 side mounted spare wheel carrier	6.75	29 27	ZUE	4.88	115.00	119.88
9.50-16.5 /E (10 PR) Maximum Tire Capacity (Each)— Front (3170) Rear (3170)						
Highway Nylon						
Front. C30 series only.....	6.75	37 0	XUG	1.98	118.00	119.88
Rear. C30 series only						
Without spare tire						
With under frame mounted spare wheel carrier.....	6.75	-1 43	YUG	1.98	120.00	121.98
With P13 side mounted spare wheel carrier	6.75	16 26	YUG	1.98	120.00	121.98
With spare tire	6.75	0 37	YUG	1.98	120.00	121.98
Spare. C30 series only						
With under frame mounted spare wheel carrier.....	6.75	-16 76	ZUG	4.75	111.00	115.75
With P13 side mounted spare wheel carrier	6.75	30 30	ZUG	4.75	111.00	115.75
On-Off Road Nylon						
Rear. C30 series only						
Without spare tire						
With under frame mounted spare wheel carrier.....	6.75	-1 39	YUH	2.40	144.00	146.40
With P13 side mounted spare wheel carrier	6.75	16 22	YUH	2.40	144.00	146.40
With spare tire	6.75	0 33	YUH	2.40	144.00	146.40
Spare. C30 series only						
With under frame mounted spare wheel carrier.....	6.75	-15 73	ZUH	4.96	123.00	127.96
With P13 side mounted spare wheel carrier	6.75	29 29	ZUH	4.96	123.00	127.96

[§] D&H amounts reflect provision for pass through of tire weight tax imposed on manufacturer or importer of tires.
[◇] State and local taxes not included.

PICKUP

FACTORY INSTALLED TIRES

See Tire Compatibility Chart for Available Front/Rear Combinations.
Spare tire available to match either front or rear tires.
Prices shown are effective with production of 1975 Vehicles

Tire Size Type	Rim Width Included In Tire Option	Added Weight (F) (R)	Option Number	Factory D&H [‡]	List Price	Mfr's Suggested Retail Price ◊
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C10 SERIES

TUBELESS TIRES USED WITH SINGLE REAR WHEELS

L78-15 /B Passenger Type. Maximum Tire Capacity (Each)—Front (1790) Rear (1790)

Highway Bias Belted Ply Blackwall

Front	6.00	8 0	XLB	.90	31.30	32.20
Rear	6.00	0 9	YLB	.90	31.30	32.20
Spare						
With under frame mounted spare wheel carrier	6.00	-1 5	ZLB	.45	15.65	16.10
With P13 side mounted spare wheel carrier	6.00	25 -21	ZLB	.45	15.65	16.10

Highway Bias Belted Ply White Stripe

Front	6.00	10 0	XLD	.90	50.00	50.90
Rear	6.00	0 10	YLD	.90	50.00	50.90
Spare						
With under frame mounted spare wheel carrier	6.00	-1 6	ZLD	.45	25.00	25.45
With P13 side mounted spare wheel carrier	6.00	25 -20	ZLD	.45	25.00	25.45

On-Off Road Bias Belted Ply Blackwall

Rear	6.00	0 13	YLC	.90	39.40	40.30
Spare						
With under frame mounted spare wheel carrier	6.00	-2 9	ZLC	.45	19.70	20.15
With P13 side mounted spare wheel carrier	6.00	26 -19	ZLC	.45	19.70	20.15

L78-15 /C Passenger Type. Maximum Tire Capacity (Each)—Front (1900) Rear (1900)

Highway Bias Belted Ply Blackwall

Front	6.00	16 0	XLN	.74	41.10	41.84
Rear	6.00	0 16	YLN	.74	41.10	41.84
Spare						
With under frame mounted spare wheel carrier	6.00	-2 9	ZLN	.37	20.55	20.92
With P13 side mounted spare wheel carrier	6.00	27 -20	ZLN	.37	20.55	20.92

Highway Bias Belted Ply White Stripe

Front	6.00	15 0	XLP	.74	59.80	60.54
Rear	6.00	0 15	YLP	.74	59.80	60.54
Spare						
With under frame mounted spare wheel carrier	6.00	-2 9	ZLP	.37	29.90	30.27
With P13 side mounted spare wheel carrier	6.00	26 -19	ZLP	.37	29.90	30.27

LR78-15 /C Passenger Type. Maximum Tire Capacity (Each)—Front (1900) Rear (1900)

Highway Steel Belted Radial Ply White Stripe

Front	6.00	14 0	XCD	1.74	111.70	113.44
Rear	6.00	0 14	YCD	1.74	111.70	113.44
Spare						
With under frame mounted spare wheel carrier	6.00	-2 9	ZCD	.87	55.85	56.72
With P13 side mounted spare wheel carrier	6.00	27 -20	ZCD	.87	55.85	56.72

[‡] D&H amounts reflect provision for pass through of tire weight tax imposed on manufacturer or importer of tires.
◊ State and local taxes not included.

PICKUP

FACTORY INSTALLED TIRES

See Tire Compatibility Chart for Available Front/Rear Combinations.
Spare tire available to match either front or rear tires.
Prices shown are effective with production of 1975 Vehicles

Tire Size Type	Rim Width Included In Tire Option	Added Weight (F) (R)	Option Number	Factory D&H [§]	List Price	Mfr's Suggested Retail Price [◇]
C-K20 OR C30 SERIES — REGULAR CAB						
TUBE-TYPE TIRES USED WITH SINGLE REAR WHEELS						
7.50-16 /D (8 PR) Maximum Tire Capacity (Each)— Front (2440) Rear (2440)						
Highway Nylon						
Front	6.00	29 0	XPF	.46	34.00	34.46
Rear						
Without spare tire						
With under frame mounted spare wheel carrier	6.00	-1 37	YPF	.46	42.00	42.46
With P13 side mounted spare wheel carrier	6.00	14 22	YPF	.46	42.00	42.46
With spare tire	6.00	0 29	YPF	.46	42.00	42.46
Spare						
With under frame mounted spare wheel carrier	6.00	-14 65	ZPF	3.99	70.80	74.79
With P13 side mounted spare wheel carrier	6.00	28 23	ZPF	3.99	70.80	74.79
On-Off Road Nylon						
Front, K20 series only	6.00	46 0	XPG	1.34	62.90	64.24
Rear						
Without spare tire						
With under frame mounted spare wheel carrier	6.00	-1 54	YPG	1.34	70.90	72.24
With P13 side mounted spare wheel carrier	6.00	14 39	YPG	1.34	70.90	72.24
With spare tire	6.00	0 46	YPG	1.34	70.90	72.24
Spare						
With under frame mounted spare wheel carrier	6.00	-17 77	ZPG	4.43	85.25	89.68
With P13 side mounted spare wheel carrier	6.00	30 30	ZPG	4.43	85.25	89.68
7.50-16 /E (10 PR) Maximum Tire Capacity (Each)— Front (2780) Rear (2780)						
Highway Nylon						
Front	6.00	28 0	XPK	1.62	59.70	61.32
Rear						
Without spare tire						
With under frame mounted spare wheel carrier	6.00	-1 36	YPK	1.62	67.70	69.32
With P13 side mounted spare wheel carrier	6.00	14 21	YPK	1.62	67.70	69.32
With spare tire	6.00	0 28	YPK	1.62	67.70	69.32
Spare						
With under frame mounted spare wheel carrier	6.00	-14 65	ZPK	4.57	85.90	90.47
With P13 side mounted spare wheel carrier	6.00	28 23	ZPK	4.57	85.90	90.47
On-Off Road Nylon						
Front, K20 series only	6.00	38 0	XPL	2.20	94.10	96.30
Rear						
Without spare tire						
With under frame mounted spare wheel carrier	6.00	-1 46	YPL	2.20	102.10	104.30
With P13 side mounted spare wheel carrier	6.00	14 31	YPL	2.20	102.10	104.30
With spare tire	6.00	0 38	YPL	2.20	102.10	104.30
Spare						
With under frame mounted spare wheel carrier	6.00	-16 73	ZPL	4.86	112.45	117.31
With P13 side mounted spare wheel carrier	6.00	29 28	ZPL	4.86	112.45	117.31

[§] D&H amounts reflect provision for pass through of tire weight tax imposed on manufacturer or importer of tires.
[◇] State and local taxes not included.

PICKUP

FACTORY INSTALLED TIRES

See Tire Compatibility Chart for Available Front/Rear Combinations.
Spare tire available to match either front or rear tires.
Prices shown are effective with production of 1975 Vehicles

Tire Size Type	Rim Width Included In Tire Option	Added Weight (F) (R)	Option Number	Factory D&H [‡]	List Price	Mfr's Suggested Retail Price [◇]
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C10 SERIES

TUBE-TYPE TIRES USED WITH SINGLE REAR WHEELS

7.00-15 /C (6 PR) Truck Type. Maximum Tire Capacity (Each)—Front (1720) Rear (1720)

Highway Nylon Blackwall							
Front	6.00	13	0	XNH	.72	44.30	45.02
Rear	6.00	0	13	YNH	.72	44.30	45.02
Spare							
With under frame mounted spare wheel carrier	6.00	-2	9	ZNH	.36	22.15	22.51
With P13 side mounted spare wheel carrier	6.00	26	-19	ZNH	.36	22.15	22.51
On-Off Road Nylon Blackwall							
Rear	6.00	0	19	YNG	1.40	68.30	69.70
Spare							
With under frame mounted spare wheel carrier	6.00	-2	12	ZNG	.70	34.15	34.85
With P13 side mounted spare wheel carrier	6.00	27	-17	ZNG	.70	34.15	34.85

7.00-16 /C (6 PR) Truck Type. Maximum Tire Capacity (Each)—Front (1800) Rear (1800)

Highway Nylon							
Front	6.00	42	0	XNK	.96	51.10	52.06
Rear	6.00	0	42	YNK	.96	51.10	52.06
Spare							
With under frame mounted spare wheel carrier	6.00	-5	26	ZNK	.48	25.55	26.03
With P13 side mounted spare wheel carrier	6.00	30	-11	ZNK	.48	25.55	26.03
On-Off Road Nylon							
Rear	6.00	0	54	YNL	1.84	75.10	76.94
Spare							
With under frame mounted spare wheel carrier	6.00	-7	34	ZNL	.92	37.55	38.47
With P13 side mounted spare wheel carrier	6.00	32	-7	ZNL	.92	37.55	38.47

[‡] D&H amounts reflect provision for pass through of tire weight tax imposed on manufacturer or importer of tires.
[◇] State and local taxes not included.

PICKUP

FACTORY INSTALLED TIRES

See Tire Competibility Chart for Available Front/Rear Combinations.
Spare tire available to match either front or rear tires.
Prices shown are effective with production of 1975 Vehicles

Tire Size Type	Rim Width Included In Tire Option	Added Weight (F) (R)	Option Number	Factory D&H‡	List Price	Mfr's Suggested Retail Price◊
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V8 C30 FLEETSIDE REGULAR CAB SERIES WITH CAMPER SPECIAL CHASSIS EQUIPMENT ONLY TUBE-TYPE TIRES USED WITH DUAL REAR WHEELS

Dealer Note: When dual rear tires are specified R05, Dual Rear Wheels, will be applied to the order.
THIS EQUIPMENT IS NOT PRICED IN THE TIRE OPTION AND WILL BE REFLECTED ON THE INVOICE SEPARATELY.
For complete specifications and ordering information, see "OTHER OPTIONS" Section.

7.50-16 /C (6 PR) Maximum Tire Capacity (Each)— Front (2060) Dual Rear (1815)

Highway Nylon

Front	5.50	28 0	XPB	(-.08)	23.00	22.92
Rear	5.50	0 188	YPB	7.36	186.80	194.16
Spare. Available only when optional spare wheel carrier is specified.						
With P10 or P11 spare wheel carrier	5.50	-14 65	ZPB	3.72	88.40	92.12
With P13 side mounted spare wheel carrier	5.50	28 23	ZPB	3.72	88.40	92.12

On-Off Road Nylon

Rear	5.50	0 222	YPC	9.44	239.80	249.24
Spare. Available only when optional spare wheel carrier is specified.						
With P10 or P11 spare wheel carrier	5.50	-17 77	ZPC	4.24	101.65	105.89
With P13 side mounted spare wheel carrier	5.50	30 30	ZPC	4.24	101.65	105.89

7.50-16 /D (8 PR) Maximum Tire Capacity (Each)— Front (2440) Dual Rear (2140)

Highway Nylon

Front	5.50	29 0	XPF	.46	34.00	34.46
Rear	5.50	0 189	YPF	8.44	206.00	214.44
Spare. Available only when optional spare wheel carrier is specified.						
With P10 or P11 spare wheel carrier	5.50	-14 65	ZPF	3.99	91.80	95.79
With P13 side mounted spare wheel carrier	5.50	28 23	ZPF	3.99	91.80	95.79

On-Off Road Nylon

Rear	5.50	0 224	YPG	10.20	263.80	274.00
Spare. Available only when optional spare wheel carrier is specified.						
With P10 or P11 spare wheel carrier	5.50	-17 77	ZPG	4.43	106.25	110.68
With P13 side mounted spare wheel carrier	5.50	30 30	ZPG	4.43	106.25	110.68

‡ D&H amounts reflect provision for pass through of tire weight tax imposed on manufacturer or importer of tires.
◊ State and local taxes not included.

PICKUP

FACTORY INSTALLED TIRES

See Tire Compatibility Chart for Available Front/Rear Combinations.
Spare tire available to match either front or rear tires.
Prices shown are effective with production of 1975 Vehicles

Tire Size Type	Rim Width Included in Tire Option	Added Weight (F) (R)	Option Number	Factory D&H [§]	List Price	Mfr's Suggested Retail Price ◊
K10 SERIES						
TUBELESS TIRES USED WITH SINGLE REAR WHEELS						
LR78-15 /C Passenger Type. Maximum Tire Capacity (Each)—Front (1910) Rear (1910)						
Highway Steel Belted Radial Ply White Stripe						
Front						
With V8 engine.....	6.00	5 0	XCD	.84	80.40	81.24
Rear						
With V8 engine.....	6.00	0 5	YCD	.84	80.40	81.24
Spare						
With V8 engine						
With under frame mounted spare wheel carrier.....	6.00	-2 9	ZCD	.42	40.20	40.62
With P13 side mounted spare wheel carrier.....	6.00	27 -20	ZCD	.42	40.20	40.62

K10 SERIES						
TUBELESS WIDE BASE TYPE TIRES USED WITH SINGLE REAR WHEELS						
10-15 /B (4 PR) Truck Type. Maximum Tire Capacity (Each)—Front (1760) Rear (1760)						
On-Off Road Blackwall						
Front						
With V8 engine.....	8.00	25 0	XWR	1.84	90.30	92.14
Rear						
With V8 engine.....	8.00	0 25	YWR	1.84	90.30	92.14
Spare						
With V8 engine						
With under frame mounted spare wheel carrier.....	8.00	-5 22	ZWR	.92	45.15	46.07
With P13 side mounted spare wheel carrier.....	8.00	29 -12	ZWR	.92	45.15	46.07

§ D&H amounts reflect provision for pass through of tire weight tax imposed on manufacturer or importer of tires.
◊ State and local taxes not included.

PICKUP

FACTORY INSTALLED TIRES

See Tire Compatibility Chart for Available Front/Rear Combinations.
Spare tire available to match either front or rear tires.
Prices shown are effective with production of 1975 Vehicles

Tire Size Type	Rim Width Included In Tire Option	Added Weight (F) (R)	Option Number	Factory D&H's	List Price	Mfr's Suggested Retail Price ◊
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V8 C30 CREW CAB SERIES WITH CAMPER SPECIAL CHASSIS EQUIPMENT ONLY TUBE-TYPE TIRES USED WITH DUAL REAR WHEELS

Dealer Note: When dual rear tires are specified R05, Dual Rear Wheels, will be applied to the order.
THIS EQUIPMENT IS NOT PRICED IN THE TIRE OPTION AND WILL BE REFLECTED ON THE INVOICE SEPARATELY.
For complete specifications and ordering information, see "OTHER OPTIONS" Section.

7.50-16 /C (6 PR) Maximum Tire Capacity (Each)— Front (2060)

Highway Nylon

Front	5.50	-7	0	XPB	(-2.06)	(-55.80)	(-57.86)
Spare. Available only when optional spare wheel carrier is specified.							
With P10 or P11 spare wheel carrier	5.50	-8	54	ZPB	3.72	88.40	92.12
With P13 side mounted spare wheel carrier	5.50	22	24	ZPB	3.72	88.40	92.12

7.50-16 /D (8 PR) Maximum Tire Capacity (Each)— Front (2440) Dual Rear (2140)

Highway Nylon

Front	5.50	-7	0	XPF	(-1.52)	(-43.85)	(-45.37)
Rear	5.50	0	152	YPF	6.46	127.00	133.46
Spare. Available only when optional spare wheel carrier is specified.							
With P10 or P11 spare wheel carrier	5.50	-8	54	ZPF	3.99	91.80	95.79
With P13 side mounted spare wheel carrier	5.50	22	24	ZPF	3.99	91.80	95.79

On-Off Road Nylon

Rear	5.50	0	187	YPG	8.22	184.80	193.02
Spare. Available only when optional spare wheel carrier is specified.							
With P10 or P11 spare wheel carrier	5.50	-9	64	ZPG	4.43	106.25	110.68
With P13 side mounted spare wheel carrier	5.50	24	31	ZPG	4.43	106.25	110.68

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Prices shown are effective with production of 1975 Vehicles

Description	Added Weight (F) (R)	Option Number	Factory D&H's	List Price	Mfr's Suggested Retail Price ◊
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SPARE WHEELS

16 x 5.50: For tube-type dual rear tires. Available only when optional spare wheel carrier is specified.

C30 Regular Cab series only.

With P10 or P11 spare wheel carrier	-2	9	S76	N.C.	21.00	21.00
With P13 side mounted spare wheel carrier	17	-10	S76	N.C.	21.00	21.00
C30 Crew Cab series only	0	2	S76	N.C.	21.00	21.00

16.5 x 6.00: For tubeless dual rear tires. Available only when optional spare wheel carrier is specified.

C30 Regular Cab series only.

With P10 or P11 spare wheel carrier	-2	12	QE6	N.C.	21.00	21.00
With P13 side mounted spare wheel carrier	32	-22	QE6	N.C.	21.00	21.00
C30 Crew Cab series only.						
With P10 or P11 spare wheel carrier	1	-6	QE6	N.C.	21.00	21.00
With P13 side mounted spare wheel carrier	3	-8	QE6	N.C.	21.00	21.00

D&H amounts reflect provision for pass through of tire weight tax imposed on manufacturer or importer of tires.
State and local taxes not included.

PICKUP

FACTORY INSTALLED TIRES

See Tire Compatibility Chart for Available Front/Rear Combinations.
Spare tire available to match either front or rear tires.
Prices shown are effective with production of 1975 Vehicles

Tire Size Type	Rim Width Included In Tire Option	Added Weight (F) (R)	Option Number	Factory D&H‡	List Price	Mfr's Suggested Retail Price ◊
C-K20 OR C30 SERIES — REGULAR CAB						
WIDE BASE TUBELESS TIRES USED WITH SINGLE REAR WHEELS						
8.75-16.5 /C (6 PR) Maximum Tire Capacity (Each)— Front (1990) Rear (1990)						
Highway Nylon						
Front (Standard)	6.00	0 0	XTC	N.C.	N.C.	N.C.
Rear (Standard)						
Without spare tire						
With under frame mounted spare wheel carrier	6.00	0 0	YTC	N.C.	N.C.	N.C.
With P13 side mounted spare wheel carrier	6.00	15 -15	YTC	N.C.	N.C.	N.C.
With spare tire	6.00	0 0	YTC	N.C.	N.C.	N.C.
Spare						
With under frame mounted spare wheel carrier	6.00	-10 46	ZTC	3.76	77.00	80.76
With P13 side mounted spare wheel carrier	6.00	23 13	ZTC	3.76	77.00	80.76
On-Off Road Nylon						
Front. K20 series only	6.00	1 0	XTB	.38	25.00	25.38
Rear						
Without spare tire						
With under frame mounted spare wheel carrier	6.00	0 1	YTB	.38	25.00	25.38
With P13 side mounted spare wheel carrier	6.00	15 -14	YTB	.38	25.00	25.38
With spare tire	6.00	0 1	YTB	.38	25.00	25.38
Spare						
With under frame mounted spare wheel carrier	6.00	-10 47	ZTB	3.95	89.00	92.95
With P13 side mounted spare wheel carrier	6.00	24 13	ZTB	3.95	89.00	92.95
8.75-16.5 /D (8 PR) Maximum Tire Capacity (Each)— Front (2350) Rear (2350)						
Highway Nylon						
Front	6.00	8 0	XTE	.54	22.20	22.74
Rear						
Without spare tire						
With under frame mounted spare wheel carrier	6.00	0 8	YTE	.54	22.20	22.74
With P13 side mounted spare wheel carrier	6.00	15 -7	YTE	.54	22.20	22.74
With spare tire	6.00	0 8	YTE	.54	22.20	22.74
Spare						
With under frame mounted spare wheel carrier	6.00	-11 51	ZTE	4.03	85.90	89.93
With P13 side mounted spare wheel carrier	6.00	25 15	ZTE	4.03	85.90	89.93
On-Off Road Nylon						
Front. K20 series only	6.00	5 0	XTF	1.08	46.50	47.58
Rear						
Without spare tire						
With under frame mounted spare wheel carrier	6.00	0 5	YTF	1.08	46.50	47.58
With P13 side mounted spare wheel carrier	6.00	15 -10	YTF	1.08	46.50	47.58
With spare tire	6.00	0 5	YTF	1.08	46.50	47.58
Spare						
With under frame mounted spare wheel carrier	6.00	-11 50	ZTF	4.30	98.05	102.35
With P13 side mounted spare wheel carrier	6.00	24 15	ZTF	4.30	98.05	102.35

‡ D&H amounts reflect provision for pass through of tire weight tax imposed on manufacturer or importer of tires.
◊ State and local taxes not included.

TRANSMISSION & DRIVELINE

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PICKUP

FACTORY INSTALLED TIRES

See Tire Compatibility Chart for Available Front/Rear Combinations.
Spare tire available to match either front or rear tires.
Prices shown are effective with production of 1975 Vehicles

Tire Size Type	Rim Width Included In Tire Option	Added Weight (F) (R)	Option Number	Factory D&H [§]	List Price	Mfr's Suggested Retail Price [◇]
C-K20 OR C30 SERIES — REGULAR CAB						
TUBELESS FLOTATION TYPE TIRES USED WITH SINGLE REAR WHEELS						
10.00-16.5 /D (8 PR) Maximum Tire Capacity (Each)— Front (2750) Rear (2750)						
<i>Not available on C20-30 Stepside series</i>						
Highway Nylon						
Front	8.25	36 0	XWD	1.44	132.00	133.44
Rear						
Without spare tire						
With under frame mounted spare wheel carrier	8.25	-2 46	YWD	1.44	157.00	158.44
With P13 side mounted spare wheel carrier	8.25	1 38	YWD	1.44	157.00	158.44
With spare tire	8.25	0 36	YWD	1.44	157.00	158.44
Spare						
With under frame mounted spare wheel carrier	8.25	-15 69	ZWD	4.48	117.00	121.48
With P13 side mounted spare wheel carrier	8.25	45 9	ZWD	4.48	117.00	121.48
On-Off Road Nylon						
Front. K20 series only.	8.25	40 0	XWF	2.24	157.00	159.24
Rear						
Without spare tire						
With under frame mounted spare wheel carrier	8.25	0 40	YWF	2.24	182.00	184.24
With P13 side mounted spare wheel carrier	8.25	17 23	YWF	2.24	182.00	184.24
With spare tire	8.25	0 40	YWF	2.24	182.00	184.24
Spare						
With under frame mounted spare wheel carrier	8.25	-15 71	ZWF	4.88	129.50	134.33
With P13 side mounted spare wheel carrier	8.25	47 9	ZWF	4.88	129.50	134.33

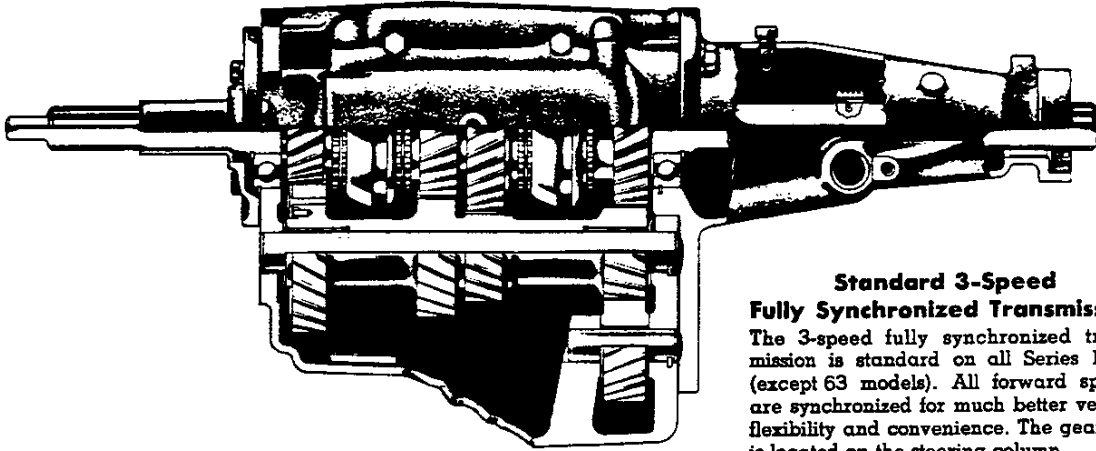
C-K20 OR C30 SERIES — REGULAR CAB

TUBE-TYPE TIRES USED WITH SINGLE REAR WHEELS

7.50-16 /C (6 PR) Maximum Tire Capacity (Each)— Front (2060) Rear (2060)						
Highway Nylon						
Front	6.00	28 0	XPB	(-.08)	23.00	22.92
Rear						
Without spare tire						
With under frame mounted spare wheel carrier	6.00	-1 36	YPB	(-.08)	31.00	30.92
With P13 side mounted spare wheel carrier	6.00	14 21	YPB	(-.08)	31.00	30.92
With spare tire	6.00	0 28	YPB	(-.08)	31.00	30.92
Spare						
With under frame mounted spare wheel carrier	6.00	-14 65	ZPB	3.72	67.40	71.12
With P13 side mounted spare wheel carrier	6.00	28 23	ZPB	3.72	67.40	71.12
On-Off Road Nylon						
Front. K20 series only.	6.00	46 0	XPC	.96	49.50	50.46
Rear						
Without spare tire						
With under frame mounted spare wheel carrier	6.00	-1 38	YPC	.96	57.50	58.46
With P13 side mounted spare wheel carrier	6.00	14 39	YPC	.96	57.50	58.46
With spare tire	6.00	0 46	YPC	.96	57.50	58.46
Spare						
With under frame mounted spare wheel carrier	6.00	-17 77	ZPC	4.24	80.65	84.89
With P13 side mounted spare wheel carrier	6.00	30 30	ZPC	4.24	80.65	84.89

[§] D&H amounts reflect provision for pass through of tire weight tax imposed on manufacturer or importer of tires.
[◇] State and local taxes not included.

3-SPEED TRANSMISSIONS



Standard 3-Speed Fully Synchronized Transmission

The 3-speed fully synchronized transmission is standard on all Series 10-20 (except 63 models). All forward speeds are synchronized for much better vehicle flexibility and convenience. The gearshift is located on the steering column.

Specifications

Type	Chevrolet 3-Speed	
	Saginaw	Muncie
Model	All Blazer models; C/P10-20, G10-30 models with 250, 292 and 350-2 engines	(except Blazer) All K10-20 models; C/P10-20, G10-30 models with 350-4 engines
Synchronized speeds	All forward	
Center Distance	3.00	3.25
Gear Ratios:		
First	2.85	3.03
Second	1.68	1.75
Third	Direct	1.00
Reverse	2.95	3.02
Gears:		
Type	Helical	
Material	Forged steel, hardened	
Lubricants:		
Capacity	3 Pints	4 Pints
Type, grade	See Owner's Guide	

PICKUP

FACTORY INSTALLED TIRES

See Tire Compatibility Chart for Available Front/Rear Combinations.
Spare tire available to match either front or rear tires.
Prices shown are effective with production of 1976 Vehicles

Tire Size Type	Rim Width Included In Tire Option	Added Weight (F) (R)	Option Number	Factory D&H [§]	List Price	Mfr's Suggested Retail Price ◊
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C20 SERIES FLETSIDE CREW CAB WIDE BASE TUBELESS TIRES USED WITH SINGLE REAR WHEELS

9.50-16.5 /D (8 PR) Maximum Tire Capacity (Each)— Front (2780) Rear (2780)

Highway Nylon							
Front (Standard)	6.75	0 0	XUD	N.C.	N.C.	N.C.	
Rear (Standard)							
Without spare tire							
With under frame mounted spare wheel carrier	6.75	0 0	YUD	N.C.	N.C.	N.C.	
With P13 side mounted spare wheel carrier	6.75	12 -12	YUD	N.C.	N.C.	N.C.	
With spare tire	6.75	0 0	YUD	N.C.	N.C.	N.C.	
Spare							
With under frame mounted spare wheel carrier	6.75	-9 57	ZUD	4.56	103.00	107.56	
With P13 side mounted spare wheel carrier	6.75	22 26	ZUD	4.56	103.00	107.56	
On-Off Road Nylon							
Rear							
Without spare tire							
With under frame mounted spare wheel carrier	6.75	0 16	YUE	.64	25.00	25.64	
With P13 side mounted spare wheel carrier	6.75	12 4	YUE	.64	25.00	25.64	
With spare tire	6.75	0 16	YUE	.64	25.00	25.64	
Spare							
With under frame mounted spare wheel carrier	6.75	-10 61	ZUE	4.88	115.00	119.88	
With P13 side mounted spare wheel carrier	6.75	23 28	ZUE	4.88	115.00	119.88	

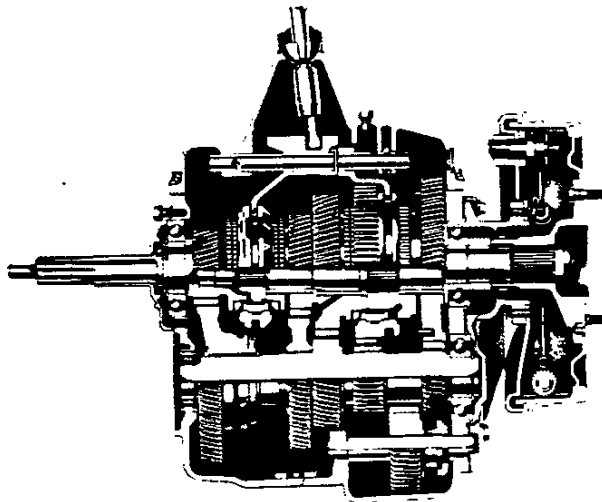
C30 SERIES FLETSIDE CREW CAB WIDE BASE TUBELESS TIRES USED WITH SINGLE REAR WHEELS

9.50-16.5 /E (10 PR) Maximum Tire Capacity (Each)— Front (3170) Rear (3170)

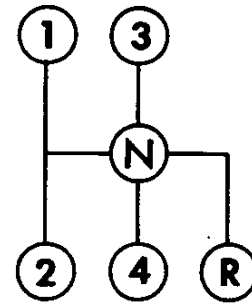
Highway Nylon							
Front (Standard)	6.75	0 0	XUG	N.C.	N.C.	N.C.	
Rear (Standard)							
Without spare tire							
With under frame mounted spare wheel carrier	6.75	0 0	YUG	N.C.	N.C.	N.C.	
With P13 side mounted spare wheel carrier	6.75	12 -12	YUG	N.C.	N.C.	N.C.	
With spare tire	6.75	0 0	YUG	N.C.	N.C.	N.C.	
Spare							
With under frame mounted spare wheel carrier	6.75	-9 64	ZUG	4.75	111.00	115.75	
With P13 side mounted spare wheel carrier	6.75	24 31	ZUG	4.75	111.00	115.75	
On-Off Road Nylon							
Rear							
Without spare tire							
With under frame mounted spare wheel carrier	6.75	0 9	YUH	.42	58.00	58.42	
With P13 side mounted spare wheel carrier	6.75	12 -3	YUH	.42	58.00	58.42	
With spare tire	6.75	0 9	YUH	.42	58.00	58.42	
Spare							
With under frame mounted spare wheel carrier	6.75	-8 61	ZUH	4.96	123.00	127.96	
With P13 side mounted spare wheel carrier	6.75	23 30	ZUH	4.96	123.00	127.96	

§ D&H amounts reflect provision for pass through of tire weight tax imposed on manufacturer or importer of tires.
◊ State and local taxes not included.

4-SPEED TRANMISSIONS



Chevrolet CH465



Gearshift Lever Positions

CHEVROLET CH465 4-SPEED

The Chevrolet 4-speed transmission provides constant mesh type first gear for durability and quiet operation, synchro-mesh gear engagement in second, third and fourth gears for clashless engagement and non-metallic coated shifter forks for quieter operation. A damper for reduced torsional gear rattle is used on 10-20-30 Series applications with rear wheel parking brakes.

High gear pressure angles combined with generous gear

face widths resist pitting and provide greater tooth contact area. The transmission also has heavy-duty bearings and strong rigid shafts for good reliability under extreme operating conditions. A magnetic collector removes metallic particles from the lubricant, reducing wear to moving parts.

Series 10-30 models use cable-actuated rear brakes for a parking brake. P-30 models (except Motor Home) with the 11,000-lb rear axle use a transmission mounted internal expanding parking brake that is similar to a rear wheel brake without the wheel cylinder.

Specifications

	Chevrolet CH465 4-Speed
Synchronized Speeds	2nd, 3rd & 4th
Gear Ratios:	
First	6.55
Second	3.58
Third	1.70
Fourth	Direct
Reverse	6.09
Gear Types:	
Helical	All Forward
Spur	Reverse
Power Take-Off Data:	
Opening type	SAE Std 6-Bolt
Location	Both Sides
Drive gear	3rd Speed Countergear
PTO gear rpm at 1000 engine rpm	425
PTO Pitch Line velocity at 1000 engine rpm	560 Ft/Minute
Lubricants:	
Oil Capacity	8 Pints
Type, grade	See Owner's Guide
Brakes, Parking:	
Type	Internal Expanding*
Drum diameter (in)	11.0
Lining area (sq in)	41.8

*Rear wheels on Series 10-30 and Series P-30 models without the 11,000-lb rear axle.

PICKUP

FACTORY INSTALLED TIRES

See Tire Compatibility Chart for Available Front/Rear Combinations.
Spare tire available to match either front or rear tires.
Prices shown are effective with production of 1975 Vehicles

Tire Size Type	Rim Width Included in Tire Option	Added Weight (F) (R)	Option Number	Factory D&H [§]	List Price	Mfr's Suggested Retail Price \diamond
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V8 C30 FLEETSIDE REGULAR CAB SERIES WITH CAMPER SPECIAL CHASSIS EQUIPMENT ONLY TUBE-TYPE TIRES USED WITH DUAL REAR WHEELS

Dealer Note: When dual rear tires are specified R05, Dual Rear Wheels, will be applied to the order.
THIS EQUIPMENT IS NOT PRICED IN THE TIRE OPTION AND WILL BE REFLECTED ON THE INVOICE SEPARATELY.
For complete specifications and ordering information, see "OTHER OPTIONS" Section.

7.50-16 /C (6 PR) Maximum Tire Capacity (Each)— Front (2060) Dual Rear (1815)

Highway Nylon						
Front	5.50	28 0	XPB	(-.08)	23.00	22.92
Rear	5.50	0 188	YPB	7.36	186.80	194.16
Spare. Available only when optional spare wheel carrier is specified.						
With P10 or P11 spare wheel carrier	5.50	-14 65	ZPB	3.72	88.40	92.12
With P13 side mounted spare wheel carrier	5.50	28 23	ZPB	3.72	88.40	92.12
On-Off Road Nylon						
Rear	5.50	0 222	YPC	9.44	239.80	249.24
Spare. Available only when optional spare wheel carrier is specified.						
With P10 or P11 spare wheel carrier	5.50	-17 77	ZPC	4.24	101.65	105.89
With P13 side mounted spare wheel carrier	5.50	30 30	ZPC	4.24	101.65	105.89

7.50-16 /D (8 PR) Maximum Tire Capacity (Each)— Front (2440) Dual Rear (2140)

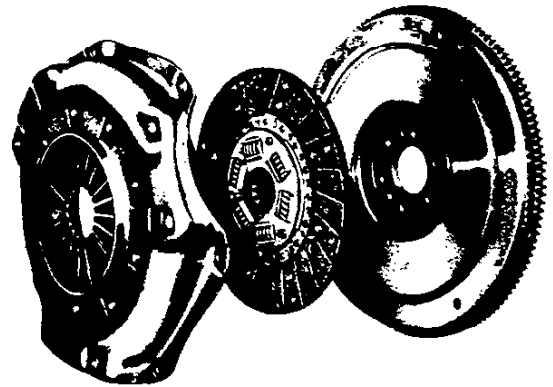
Highway Nylon						
Front	5.50	29 0	XPF	.46	34.00	34.46
Rear	5.50	0 189	YPF	8.44	206.00	214.44
Spare. Available only when optional spare wheel carrier is specified.						
With P10 or P11 spare wheel carrier	5.50	-14 65	ZPF	3.99	91.80	95.79
With P13 side mounted spare wheel carrier	5.50	28 23	ZPF	3.99	91.80	95.79
On-Off Road Nylon						
Rear	5.50	0 224	YPG	10.20	263.80	274.00
Spare. Available only when optional spare wheel carrier is specified.						
With P10 or P11 spare wheel carrier	5.50	-17 77	ZPG	4.43	106.25	110.68
With P13 side mounted spare wheel carrier	5.50	30 30	ZPG	4.43	106.25	110.68

[§] D&H amounts reflect provision for pass through of tire weight tax imposed on manufacturer or importer of tires.
 \diamond State and local taxes not included.

CLUTCHES

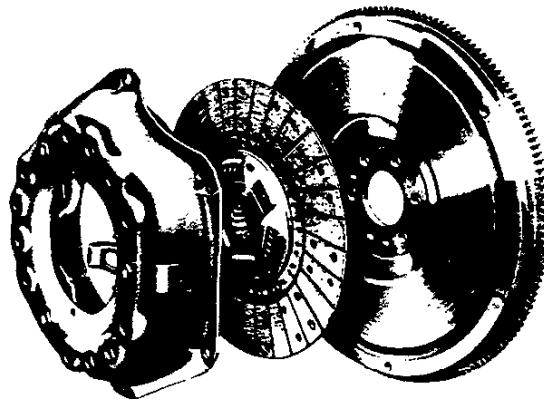
DIAPHRAGM-SPRING CLUTCHES

Chevrolet's diaphragm-spring clutches are well known for driving ease and dependability. The diaphragm spring operates with very light pedal pressure, yet directs uniformly high pressure to the pressure plate and clutch disc. Self-lubricating pilot bushing and permanently lubricated throw-out bearing require no maintenance between normal clutch overhauls.



CLUTCH CONTROLS

All Light Duty models use mechanical clutch controls.



COIL-SPRING CLUTCHES

Chevrolet's coil-spring clutches combine operating ease with high torque capacity and durability in severe truck service. Heat-treated coil springs direct pressure to the pressure plate and driven disc. Coil-spring construction affords good ventilation for cooler operation and protection against burned facings. Pilot bushing and throw-out bearing are self-lubricated.

SPECIFICATIONS

	DIAPHRAGM CLUTCH	COIL SPRING CLUTCH
Clutch Size (in)	11	12
Clutch Springs	Spring steel	
Material.....		
Number used.....	1	12
Total pressure (lbs).....	2075	2060(a)
Driven Disc	Dry disc with two facings	
Type.....		
Number of plates.....	1	
Material.....	Woven composition	
Outside diameter (in).....	11	11 $\frac{7}{8}$
Inside diameter (in).....	6.5	6 $\frac{3}{4}$
Thickness (in).....	.135	.140
Area (sq in).....	123.7	149.2
Bearings	Single-row ball	
Clutch-release type.....		
Pilot type.....	Sintered-powdered bronze bushing	
Flywheel Material	Nodular iron	

(a)2060 lbs with 350 V8; 2370 lbs with 454 V8.

PICKUP

FACTORY INSTALLED TIRES

See Tire Compatibility Chart for Available Front/Rear Combinations.
Spare tire available to match either front or rear tires.
Prices shown are effective with production of 1975 Vehicles

Tire Size Type	Rim Width Included In Tire Option	Added Weight (F) (R)	Option Number	Factory D&H's	List Price	Mfr's Suggested Retail Price ◊
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V8 C30 CREW CAB SERIES WITH CAMPER SPECIAL CHASSIS EQUIPMENT ONLY TUBE-TYPE TIRES USED WITH DUAL REAR WHEELS

Dealer Note: When dual rear tires are specified R05, Dual Rear Wheels, will be applied to the order.
THIS EQUIPMENT IS NOT PRICED IN THE TIRE OPTION AND WILL BE REFLECTED ON THE INVOICE SEPARATELY.
For complete specifications and ordering information, see "OTHER OPTIONS" Section.

7.50-16 /C (6 PR) Maximum Tire Capacity (Each)— Front (2060)

Highway Nylon

Front	5.50	-7	0	XPB	(-2.06)	(-55.80)	(-57.86)
Spare. Available only when optional spare wheel carrier is specified.							
With P10 or P11 spare wheel carrier	5.50	-8	54	ZPB	3.72	88.40	92.12
With P13 side mounted spare wheel carrier	5.50	22	24	ZPB	3.72	88.40	92.12

7.50-16 /D (8 PR) Maximum Tire Capacity (Each)— Front (2440) Dual Rear (2140)

Highway Nylon

Front	5.50	-7	0	XPF	(-1.52)	(-43.85)	(-45.37)
Rear	5.50	0	152	YPF	6.46	127.00	133.46
Spare. Available only when optional spare wheel carrier is specified.							
With P10 or P11 spare wheel carrier	5.50	-8	54	ZPF	3.99	91.80	95.79
With P13 side mounted spare wheel carrier	5.50	22	24	ZPF	3.99	91.80	95.79

On-Off Road Nylon

Rear	5.50	0	187	YPG	8.22	184.80	193.02
Spare. Available only when optional spare wheel carrier is specified.							
With P10 or P11 spare wheel carrier	5.50	-9	64	ZPG	4.43	106.25	110.68
With P13 side mounted spare wheel carrier	5.50	24	31	ZPG	4.43	106.25	110.68

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Prices shown are effective with production of 1975 Vehicles

Description	Added Weight (F) (R)	Option Number	Factory D&H's	List Price	Mfr's Suggested Retail Price ◊
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SPARE WHEELS

16 x 5.50: For tube-type dual rear tires. Available only when optional spare wheel carrier is specified.

C30 Regular Cab series only.

With P10 or P11 spare wheel carrier	-2	9	S76	N.C.	21.00	21.00
With P13 side mounted spare wheel carrier	17	-10	S76	N.C.	21.00	21.00
C30 Crew Cab series only	0	2	S76	N.C.	21.00	21.00

16.5 x 6.00: For tubeless dual rear tires. Available only when optional spare wheel carrier is specified.

C30 Regular Cab series only.

With P10 or P11 spare wheel carrier	-2	12	QE6	N.C.	21.00	21.00
With P13 side mounted spare wheel carrier	32	-22	QE6	N.C.	21.00	21.00
C30 Crew Cab series only.						
With P10 or P11 spare wheel carrier	1	-6	QE6	N.C.	21.00	21.00
With P13 side mounted spare wheel carrier	3	-8	QE6	N.C.	21.00	21.00

D&H amounts reflect provision for pass through of tire weight tax imposed on manufacturer or importer of tires.
◊ State and local taxes not included.

DRIVELINE

SPECIFICATIONS

The propeller shaft and universal joint specifications shown below are based on Models with Standard Equipment Only. If optional equipment (engine, transmission, transfer case, rear axle) is ordered, different combinations of propeller shafts and universal

joints are provided to make up the driveline. These combinations are not described in the Data Book. If specifications for these combinations are necessary, they may be obtained thru the Zone Office.

Series	Propeller Shaft Diameter (in)							Universal Joints			
	Engine Used Six/V8	No. Used	Front or Single	Front axle to transfer case	Rear axle to transfer case	Rear	No. Used	Series			
								1	2	3	4
C105 Blazer	Six/V8	1	2.75				2	1285	1285		
C107	Six/V8	1	3.25				2	1285	1285		
C10903	Six/V8	2	2.75			2.75	3	1285	1285	1285	
C109 Suburban	Six	2	2.75			2.75	3	1285	1315	1315	
C109 Suburban	V8	2	2.75			2.75	3	1315	1315	1315	
C20903	Six/V8	2	2.75			2.75	3	1315	1315	1355	
C209 Suburban	V8	2	2.75			2.75	3	1355	1355	1355	
C20963 Crew Cab	Six/V8	2	3.50			3.50	3	1355	1355	1355	
C309-310 (exc. 63)	Six/V8	2	2.75			2.75	3	1355	1355	1355	
C314	Six/V8	2	3.00			3.50	3	1355	1355	1355	
C30963 Crew Cab	Six/V8	2	3.50			3.50	3	1355	1355	1355	
K105 Blazer	Six/V8	1		2.00	2.50		4	1315	1315	1315	1315
K107	Six/V8	1		2.00	3.00		4	1315	1315	1315	1315
K10903	Six	1		2.00	4.50		4	1315	1315	1315	1315
K109	V8	1		2.00	3.50		4	1315	1315	1315	1315
K20903	Six	1		2.00	4.50		4	1315	1315	1355	1355
K209	V8	1		2.00	3.50		4	1315	1315	1315	1355
G110-210	Six/V8	1	3.50				2	1315	1315		
G310	Six/V8	1	3.50				2	1315	1355		
G113-213	Six/V8	2	2.75			2.50	3	1315	1315	1315	
G313-316	Six/V8	2	2.75			3.00	3	1315	1355	1355	
P105	Six	1	2.75				2	1285	1285		
P208-210	Six/V8	2	2.75			2.75	3	1315	1315	1355	
P308-311-314 Motor Home	V8	2	3.00			2.75	3	1355	1355	1355	
P318 Motor Home	V8	2	3.50			3.50	3	1410	1355	1355	
P308-310	Six/V8	2	2.75			2.75	3	1355	1355	1355	
P314	Six/V8	2	3.00			3.50	3	1355	1355	1355	

Universal Joint Specifications

	1285	1315	1355
Series number			
Make	Spicer	Spicer	Spicer
Trunnion diameter (in.)	.6145-.6150	.6569-.6574	.7730-.7735
Trunnion Span	2.969-2.970	2.969-2.970	3.374-3.375
Number rollers per bearing	24	32	34
Roller diameter (in.)	.0922-.0923	.0712-.0713	.0783-.0785
Roller length (in.)	21/64	27/64	5/8

TRANSMISSIONS

VEGA PANEL EXPRESS

EL CAMINO

LUV PICKUP

3-SPEED TRANSMISSIONS

Type	Chevrolet 3-Speed	Chevrolet 3-Speed	Chevrolet 3-Speed
Applications.....	140-1 Four 140-2 Four	350-2 V8 350-4 V8	250-1 L6
Synchronized Speeds:.....	All forward		
Gear Ratios:			
First.....	3.11	2.85	3.11
Second.....	1.84	1.68	1.84
Third.....	Direct	Direct	Direct
Reverse.....	3.22	2.95	3.22
Gears:			
Type.....	Helical		
Material.....	Forged steel; hardened		
Gearshift Control:			
Type.....	Manual linkage	Column	
Location.....	Floor		

4-SPEED TRANSMISSIONS

Type	LUV 4-Speed	Chevrolet 4-Speed
Applications.....	LUV 4-Cylinder	140-1 Four 140-2 Four
Synchronized Speeds:.....	All forward	
First.....	3.51	3.11
Second.....	2.18	2.20
Third.....	1.42	1.47
Fourth.....	Direct	Direct
Reverse.....	3.93	3.11
Gears:		
Type.....	Helical	
Material.....	Forged steel; hardened	
Gearshift Control:		
Type.....	Manual linkage	
Location.....	Floor*	

AUTOMATIC TRANSMISSIONS

Type	Turbo Hydra-matic		
Applications.....	140-1 Four 140-2 Four	454-4 V8	250-1 L6 350-2 V8 350-4 V8 400-4 V8
Drive (Maximum).....	6.50:1	5.21:1	5.04:1
Cooling.....	Water		

*Optional console available on all except LUV 4-speed

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GENERAL DESCRIPTION

Chevrolet truck frames are engineered to support the load, the power train, the steering mechanism and to maintain correct alignment of body and chassis components. The actual load-bearing ability of a truck is determined by the strength of the frame, because it is the vital backbone of the vehicle.

Chevrolet truck frames are designed for maximum strength with a minimum of unnecessary extra weight.

In all models, the frames have been designed to handle the loads that they will encounter in their respective load-rating categories.

LIGHT DUTY MODELS FRAME STRENGTH MEASUREMENT

Section Modulus

Section modulus is a measure of the frame strength based solely on the height, width, thickness and configuration of the side rails. It is calculated at the point of maximum stress, which is usually directly behind the cab. Section modulus is not a measure of material strength and can only be used by itself to compare frames of like materials. Frame reinforcements will increase the section modulus because they increase the strength by adding to the thickness of the section. Consult the frame chart for all section modulus ratings.

Yield Strength

Yield strength is a measurement of the frame material's strength. It is the maximum load (PSI) that can be placed on a material and still have it return to its original position when the load is removed without being bent out of shape. It can be used only to compare frames of identical section.

Chevrolet uses tough materials for light duty truck frames. The basic material for most frames is carbon steel with a yield strength of 39,000 PSI. Consult the frame chart for the material used and its yield strength.

RBM—Resisting Bending Moment

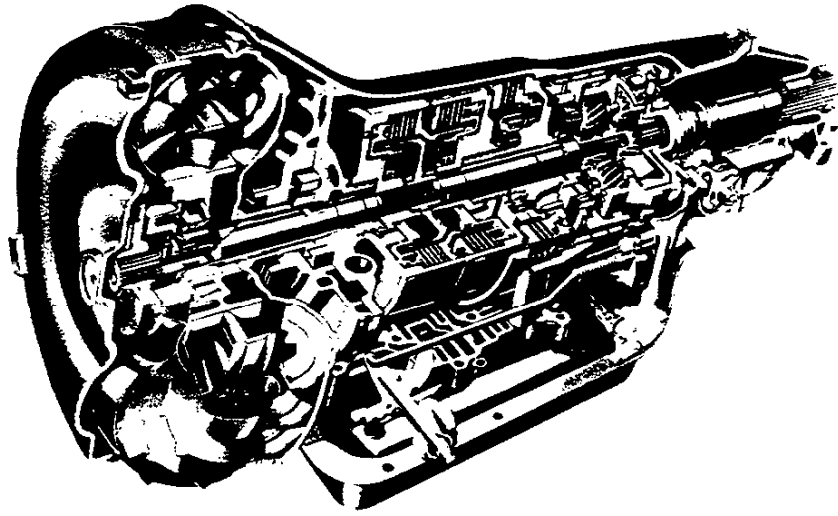
Since section modulus can only be used to compare frames of like materials and yield strength can only indicate relative strengths of identical frames, some measurement is necessary to compare frames of different materials and different sections. The RBM, or resisting bending moment, can be used for this comparison as it utilizes section modulus and yield strength in its makeup.

$$\text{RBM} = \text{Section Modulus} \times \text{Yield Strength}$$

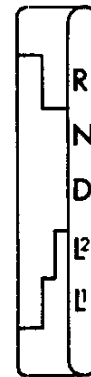
This measurement will show that a smaller section frame of higher strength steel will be just as strong as a larger section frame of lower strength steel. It is readily apparent that both section modulus and yield strength are equally important so that their product, RBM, is the correct figure to use for frame comparisons.

The RBM's for all standard and optional frames are shown on the frame charts.

TURBO HYDRA-MATIC TRANSMISSIONS



Typical 10-30 Series (except P30 with 10,000 lbs. or 11,000 lbs. rear axle) Six Position Selector



Typical P30 models with Five Position Selector

The optional Turbo Hydra-matic 3-speed automatic provides greater performance, smoothness and flexibility through a 3-element torque converter with a compound planetary gearset. The additional forward gear, as compared to 2-speed automatics, affords improved fuel economy and better performance by more efficient use of engine torque thru all ranges.

A six-position selector on all 10-30 series models (except P30 with 10,000 lbs. or 11,000 lbs. rear axle) and five-position on P30 models with 10,000 lbs. or 11,000 lbs. rear axle provides the following ranges: Park (P) (except THM-475), Reverse (R), Neutral (N), Drive (D), Low Two (L2), and Low One (L1). Moving the selector to L2 locks out third gear entirely, with automatic shifting between first and second gears. The transmission is locked in low gear when L1 is selected.

Automatic shifting schedules are controlled by a vacuum modulator instead of the mechanical linkages used in other designs. This allows smoother shifts by "sensing" engine vacuum changes.

The THM-475 Turbo Hydra-matic is specifically suitable to "stop and go" type of operation such as delivery trucks. It is available on P-30 models with the 10,000 lbs or 11,000 lbs capacity rear axle for the 12,000-14,000 lbs GVW range.

Specifications

Turbo Hydra-matic							
Range Selector Lever Location		Steering Column				Floor	
Model		THM-350		THM-400		THM-475	
Gear Ratios	Torque Converter	Lock- Up	Break- away	Lock- Up	Break- away	Lock- Up	Break- away
	First	2.52	5.29	2.48	5.70	2.48	5.46
	Second	1.52	3.19	1.48	3.40	1.48	3.26
	Third	1.00	2.10	1.00	2.30	1.00	2.20
	Reverse	1.94	4.07	2.10	4.83	2.10	4.62
Gear Type	Planetary						
Torque Converter	Element Types Lock-Up Gear Type	Pump, Stator, Turbine Automatic Planetary					
Lubricant Capacity	Dry Fill Refill	20 Pints 5 Pints			19 Pints 9 Pints		

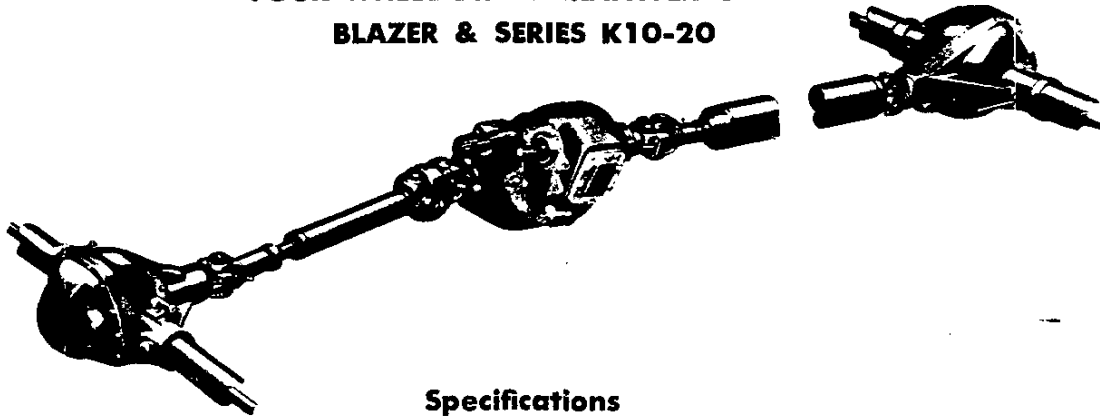
FRAME SPECIFICATIONS

Model	Availability of Rail	Type of Steel	Channel	WB (in)	Side Rail Dimensions			Section Modulus		Yield Strength of Material (ksi)	RBM* of Frame	Width Over Rails		Overall Length of Rail (in)
					Width (in)	Depth (in)	Thickness (in)	Rails Only	Front (in)			Rear (in)		
C102	Standard	Carbon	Tapered	10 1/2	2.30	5.92	.156	3.08	39,000	119,340	28.01	33.95	182.39	
C107	Standard	Carbon	Tapered	11 1/4	2.30	5.92	.156	3.08	39,000	119,340	28.01	33.95	184.23	
C10903	Standard	Carbon	Tapered	12 1/2	2.30	5.92	.156	3.08	39,000	119,340	28.01	33.95	204.10	
C10906	Standard	Carbon	Tapered	14 1/2	2.30	5.92	.156	3.08	39,000	119,340	28.01	33.95	216.67	
K105	Standard	Carbon	Tapered	10 1/2	2.30	5.92	.156	3.08	39,000	119,340	28.01	33.95	182.39	
K107	Standard	Carbon	Tapered	11 1/4	2.30	5.92	.156	3.08	39,000	119,340	28.01	33.95	184.23	
K10903	Standard	Carbon	Tapered	12 1/2	2.30	5.92	.156	3.08	39,000	119,340	28.01	33.95	204.10	
K10906	Standard	Carbon	Tapered	14 1/2	2.30	5.92	.156	3.08	39,000	119,340	28.01	33.95	216.67	
F105	Standard	Carbon	Tapered	10 1/2	2.30	5.92	.156	3.08	39,000	119,340	28.01	33.95	182.39	
F107	Standard	Carbon	Tapered	11 1/4	2.30	5.92	.156	3.08	39,000	119,340	28.01	33.95	184.23	
F10903	Standard	Carbon	Tapered	12 1/2	2.30	5.92	.156	3.08	39,000	119,340	28.01	33.95	204.10	
F10906	Standard	Carbon	Tapered	14 1/2	2.30	5.92	.156	3.08	39,000	119,340	28.01	33.95	216.67	
C20903	Standard	Carbon	Tapered	13 1/2	2.57	7.01	.184	3.84	39,000	149,760	28.09	34.03	216.73	
C20963	Standard	Carbon	Tapered	14 1/2	2.57	7.01	.184	3.84	39,000	149,760	28.09	34.03	216.73	
C20966	Standard	Carbon	Tapered	15 1/2	2.57	7.01	.184	3.84	39,000	149,760	28.09	34.03	216.73	
K20903	Standard	Carbon	Tapered	13 1/2	2.57	7.01	.184	3.84	39,000	149,760	28.09	34.03	216.73	
K20963	Standard	Carbon	Tapered	14 1/2	2.57	7.01	.184	3.84	39,000	149,760	28.09	34.03	216.73	
K20966	Standard	Carbon	Tapered	15 1/2	2.57	7.01	.184	3.84	39,000	149,760	28.09	34.03	216.73	
F208	Standard	Carbon	Tapered	13 1/2	2.57	7.01	.184	3.84	39,000	149,760	28.09	34.03	216.73	
F210	Standard	Carbon	Tapered	14 1/2	2.57	7.01	.184	3.84	39,000	149,760	28.09	34.03	216.73	
C30903	Standard	Carbon	Tapered	16 1/2	2.78	7.74	.224	4.26	39,000	205,140	28.14	33.64	208.40	
C30963	Standard	Carbon	Tapered	17 1/2	2.78	7.74	.224	4.26	39,000	205,140	28.14	33.64	208.40	
C310	Standard	Carbon	Tapered	18 1/2	2.78	7.74	.224	4.26	39,000	205,140	28.14	33.64	208.40	
C314	Standard	Carbon	Tapered	19 1/2	2.78	7.74	.224	4.26	39,000	205,140	28.14	33.64	208.40	
P308	Standard	Carbon	Tapered	16 1/2	2.57	7.01	.184	3.84	39,000	149,760	28.09	34.03	216.73	
P310	Standard	Carbon	Tapered	17 1/2	2.57	7.01	.184	3.84	39,000	149,760	28.09	34.03	216.73	
P311	Standard	Carbon	Tapered	18 1/2	2.57	7.01	.184	3.84	39,000	149,760	28.09	34.03	216.73	
P31442	Standard	Carbon	Tapered	19 1/2	2.57	7.01	.184	3.84	39,000	149,760	28.09	34.03	216.73	
P31432	Standard	Carbon	Tapered	18 1/2	2.57	7.01	.184	3.84	39,000	149,760	28.09	34.03	216.73	
P31832	Standard	Carbon	Tapered	17 1/2	2.57	7.01	.184	3.84	39,000	149,760	28.09	34.03	216.73	

*Resisting Bending Moment—obtained by multiplying Section Modulus by Yield Strength (See Page 1)

TRANSFER CASES

FOUR-WHEEL-DRIVE TRANSFER CASE BLAZER & SERIES K10-20



Specifications

Make & Model No.	New Process 205	New Process 203 (Full Time)
Availability	K10-20 with 250 Six engine (All Trans)	K10-20 with V8 engine (All Trans)
Ratios: Hi Range..... Lo Range.....	1.00 to 1 1.96 to 1	1.00 to 1 2.00 to 1
Lever Positions	4-Lo (All wheel underdrive) N (Neutral) 2-Hi (Rear wheel drive) 4-Hi (All wheel direct drive)	4-Lo (Lock-all wheels locked—underdrive) 4-Lo (All wheels underdrive) N (Neutral) 4-Hi (All wheels direct drive) 4-Hi (Lock--all wheels locked—direct drive)
Lever Location	Rear of trans. shift lever Floor, right of center	
Power Take-Off Data: Opening & Location.....	SAE 6-bolt; Left side	
Lubricants: Oil capacity.....	5.2 pints	
Type, grade.....	See Owner's Guide	

The transfer case on Four-Wheel-Drive models is bolted directly to the transmission case tailshaft through an adapter, eliminating the intermediate propeller shaft linking the two gear boxes. In four-wheel-drive position, driver has the choice of direct drive or underdrive. Control is through a single lever having four positions for the New Process 205 or 5 positions for the full time New Process 203. On models equipped with the New Process 205 from the rear toward the front of the truck, these positions are: four-wheel direct drive; two-wheel direct drive; neutral and four-wheel underdrive, but the full time New Process 203 engages all 4-wheels at all times, except neutral, these positions are: four-wheel direct—locked, four-wheel direct—unlocked, neutral, four-wheel underdrive—unlocked and

four-wheel underdrive—locked. The New Process 203 full time transfer case features a differential between the front and rear driving axles to assure smooth power transfer between the two axles at all times, but for extreme off-road, mud, snow, or sand conditions, a lock feature allows disengagement of the differential, and directs full power to all wheels simultaneously for maximum traction.

All gears and shafts are accurately machined from alloy steel, carburized and hardened for durability. Shafts are mounted on antifriction ball or roller bearings for efficiency and long service life.

A power take-off opening is provided on the New Process 205 and 203 Transfer Cases.

ODOMETER CORRECTIONS

Speedometer drive gears are cut to the nearest full tooth when they are manufactured. This causes errors in the mileage indicated on the odometer in the vehicle when various transmission and rear axle combinations are used. Changing tires from a smaller to a larger tire size also causes errors in the indicated mileage. These errors are reduced by the use of adaptors that are placed on the

speedometer gears when optional transmissions, optional rear axles or optional larger rear tires are ordered from the factory. Odometer adaptor gear information and percent of error in odometer readings for the various transmission, rear axle and tire combinations can be obtained from the Zone Service Manager.

WHEELS & TIRES

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LIGHT DUTY MODELS

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GENERAL INFORMATION

Chevrolet trucks are available with many of the various wheels and tires offered by the industry. All approved wheel and tire combinations available from Chevrolet conform to the Tire and Rim Association Standards. These standards list proper applications of wheels and tires based on sound engineering principles and approved practices. They prohibit usage of too large a tire on a smaller rim or usage of too wide a rim with smaller tires, thus

preventing unsafe operation caused by possible failure of an improperly stressed or overloaded wheel or tire.

Tires should be selected that are large enough to properly handle the loads encountered in each application. For safety, the total weight carried on a tire should not exceed the maximum rating of the tire. These maximum capacities and load limits at different inflation pressures are shown on the Tire Capacity Charts.

DEFINITIONS OF TERMS

Bias-Belted Tire—A passenger type tire which has two rubberized plies of polyester cords which are crossed over one another at an angle (on the bias), plus two of fiber glass reinforced belts which encircle the tires under the tread.

Dual spacing—The distance between the center lines of both tires on a dual rear tire setup.

Offset—On dual wheels, the distance from the center of the rim to the outer mounting face of the wheel. On single wheels, the distance from the center of the rim to the wheel mounting surface (see page 10, Fig. 1).

Ply rating (PR) or Load Range—Used to identify the load and inflation limits of a given tire size when used in a specific type of service. Ply rating is indicated as 4 PR, 6 PR, 8 PR, etc., but does not necessarily represent the number of cord plies in the tire. Load Range is indicated as Load Range B, C, D, etc., and is gradually replacing the term "Ply Rating".

Rim width—The distance between the inside surfaces of the rim flanges (see page 10, Fig. 1).

Steel Belted Radial Ply Tire—A passenger type tire which has two rubberized plies of cords running from bead to bead (at right angles to the tread and parallel to each other), plus 2 plies of steel reinforced belts which encircle the tire under the tread.

Tire clearance—The distance between the sidewalls of dual rear tire setups measured at their closest point.

Tire section—The outer width of an inflated new tire from sidewall to sidewall, exclusive of ribs, bars, decorations, etc.

Tread—The distance between the centers of the tires (front or single rears) or the distance between the two centers of the dual rear tire setup.

Vehicle clearance—The distance between the tire sidewall or tread and the nearest part of the truck chassis.

Wheel diameter—The distance from bead seat to bead seat at bead seat radius (see page 10, Fig. 1).

DRIVELINE

DESIGN AND FEATURES

Hotchkiss drive is featured on all Chevrolet trucks equipped with single rear axle and the standard leaf spring rear suspension. Driveline serves only to transmit power between transmission and rear axle. Rear springs cushion the driving and braking forces at the rear axle for smooth operation. Hotchkiss drive keeps chassis weight down and provides efficient power transfer in all types of truck service.

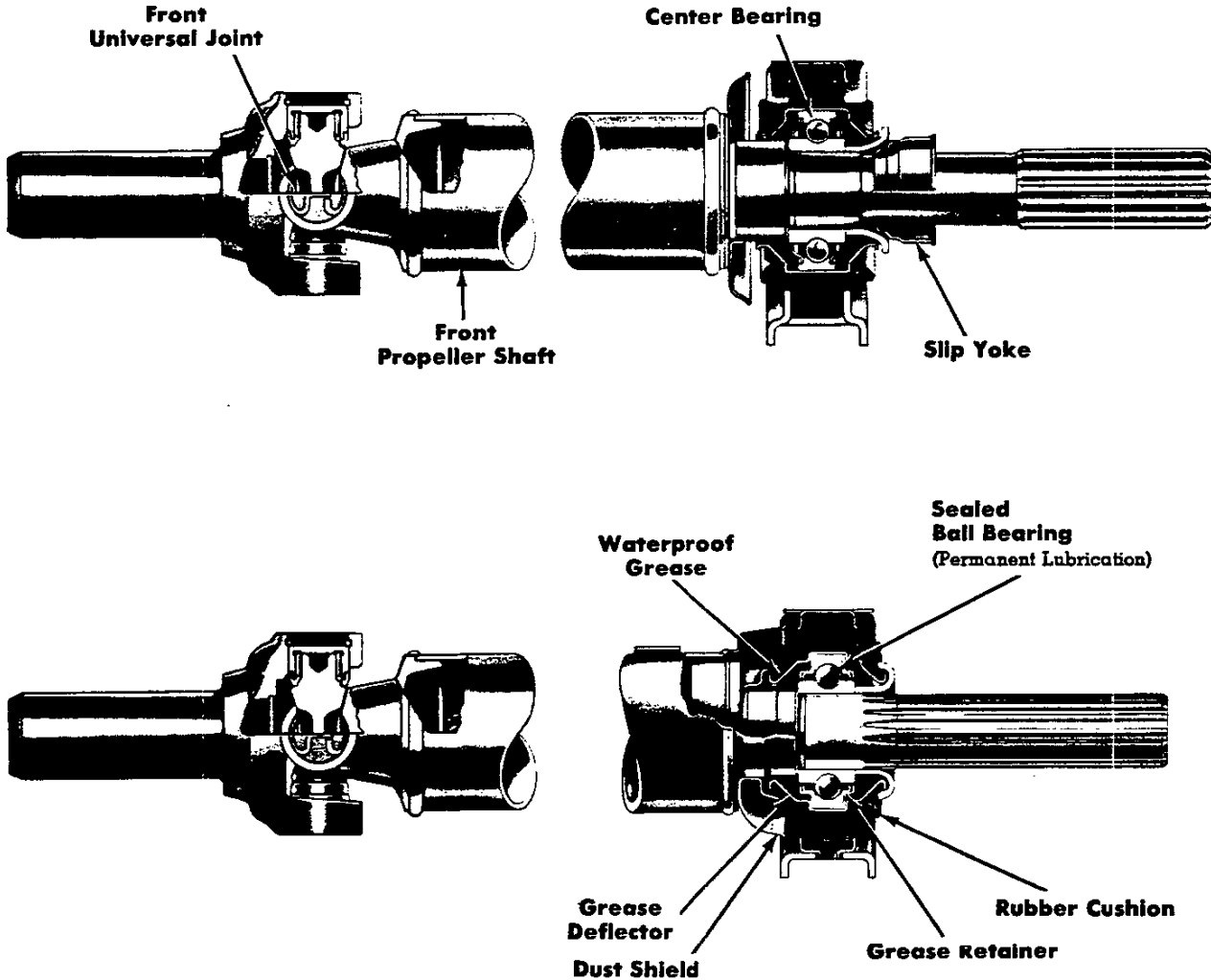
Drivelines for Chevrolet trucks are engineered for reserve torque capacity, accurate balance, high rigidity and resistance to vibration.

Propeller shafts are made of smooth-wall steel tube. Length and tube diameters are proportioned for high rigidity to minimize flexing or "whip."

Universal joints are efficient needle bearing type. Trunnions are drop-forged and hardened for wear resistance and long life.

Center bearings, standard on many models, divide driveline into short, rigid propeller shafts. Rubber encased mounting minimizes transfer of vibrations.

Slip yoke adjusts length of driveline to match normal movement of rear axle over bumps, frees driveline of end stresses.



Universal Joint

Low-friction universal joints provide reserve torque capacity and efficient transfer of driving force to rear axle.

Center Bearing

Rubber-encased center bearing isolates propeller shafts, reduces transfer of possible vibrations on all models equipped with multiple propeller shafts.

TIRE CAPACITY CHARTS

SINGLE USAGE RATINGS PASSENGER/TUBELESS-TYPE TIRES

Tire Size	Ply Rating	Load Range	Tire Load Limit at Maximum Inflation Pressure		
			32	36	40
A78-13B	—	B	964		
BR70-13B	—	B	1045		
BR78-13B	—	B	1045		
E78-15B	—	B	1270		
F78-15B	—	B	1370		
GR70-15B	—	B	1470		
G78-14B	—	B	1470		
G78-15B	—	B	1470		
GR78-15B	—	B	1470		
HR70-15B	—	B	1609		
H78-15B	—	B	1609		
HR78-15B	—	B	1609		
J78-15B	—	B	1690		
JR78-15B	—	B	1690		
L78-15B	—	B	1791		
L78-15C	6	C	—	1900	
L78-15D	8	D	—	—	2027
LR78-15C	6	C	—	1900	

SINGLE USAGE RATINGS* TRUCK/TUBELESS-TYPE TIRES

Tire Size	Ply Rating	Load Range	Tire Load Limits at Various Inflation Pressures													
			30	35	40	45	50	55	60	65	70	75	80	85	90	
C78-15LTC	6	C	1080	1180	1280	1370										
6.50-16	6	C	1270	1390	1500	1610										
8.00-16.5	6	C	1360	1490	1610	1730										
8-19.5	8	D					2110	2270	2410	2540	2680	2800				
8-19.5	10	E					2110	2270	2410	2540	2680	2800	2930	3060	3170	
8.75-16.5	6	C	1570	1720	1850	1990										
8.75-16.5	8	D	1570	1720	1850	1990	2110	2240	2350							
8.75-16.5	10	E	1570	1720	1850	1990	2110	2240	2350	2470	2570	2680				
9.50-16.5	8	D	1860	2030	2190	2350	2500	2650	2780							
10-15	4	B	1760													
10-16.5	8	D	1840	2010	2170	2330										

DUAL USAGE RATINGS** TRUCK/TUBELESS-TYPE TIRES

Tire Size	Ply Rating	Load Range	Tire Load Limits at Various Inflation Pressures													
			30	35	40	45	50	55	60	65	70	75	80			
8.00-16.5	6	C	1195	1310	1415	1520										
8.75-16.5	6	C	1380	1515	1630	1750										
8.75-16.5	8	D	1380	1515	1630	1750	1855	1970	2070							
8-19.5	8	D					1850	1990	2110	2230	2350	2460				
8-19.5	10	E					1850	1990	2110	2230	2350	2460	2570	2680	2780	

*Ratings for single tires (front or single rear)

**Ratings for dual tires (dual rears)

NOTE: DUAL TIRE CAPACITY RATING

Capacity rating per tire on dual rears is less than on single rears to compensate for inter-acting factors of the dual combination. Two major reasons for a reduced rating include the fact that often roads are crowned, which causes the inner tire to carry a greater portion of the load than the outside tire, and when one of the dual tires on the rear goes flat, it is possible to run the vehicle at a reduced speed, on the remaining tire, to a service station for repair. In either situation the reduced rating for duals compensates in part for the increased load on one tire.

POWER TAKE-OFF EQUIPMENT

AVAILABLE ONLY FROM BODY AND EQUIPMENT COMPANIES

Power take-offs may be installed on the sides (or tops in some cases) of the transmission. Standard SAE 6-bolt or 8-bolt power take-off openings are provided to accommodate a variety of PTO's. Consult the Transmission section for location and number of openings on the transmission you desire to fit.

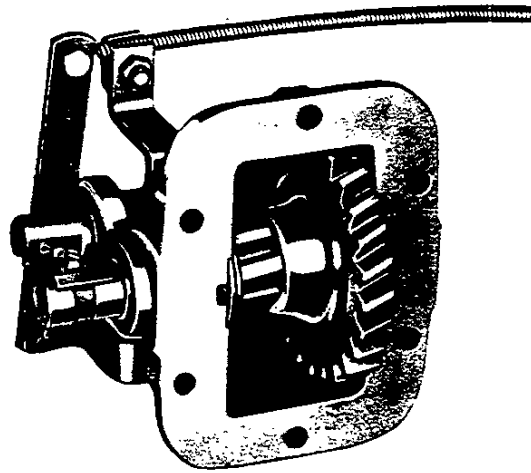
Power take-offs may be controlled by a shift wire or lever, and may be operated with the transmission in neutral or when the

truck is in motion. Speed of the PTO shaft is determined by the engine rpm and the gear ratio between the transmission PTO drive gear and driven gear.

Consult the special equipment distributor to select the power take-off of correct capacity and type to meet operating requirements of each application.

SIDE-MOUNTED POWER TAKE-OFFS For Synchronesh Transmissions

Single-Speed PTO Most truck special equipment power demands can be met with a single-speed power take-off. These units come in medium- or heavy-duty capacities and are of one- or two-gear design. Medium-duty power take-offs are generally rated at about 20 horsepower, and are suitable for operating hydraulic hoists, lift gates or other intermittently driven equipment. Heavy-duty power take-offs are normally rated at about 25 horsepower, and are recommended for continuous or heavy-duty operations, including fluid pumping (gasoline or oil), portable conveyors, wreckers, cranes, garbage packer bodies, hydraulic plows, generators, blowers or compressors. Heavy-duty models are commonly of two-gear design. The output shaft of a one-gear model turns opposite to the transmission PTO gear; the output shaft of a two-gear PTO turns the same way as the transmission PTO gear.

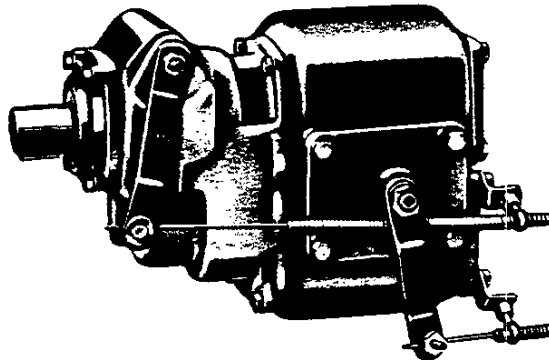


**Single-Speed One-Gear
Power Take-Off**
(Spicer Model AAN)

Multi-Speed PTO Special equipment requiring a reverse speed or a range of forward speeds may be driven by any of the following heavy-duty multi-speed power take-offs:

- Two speeds forward, no reverse
- One speed forward, one reverse
- Two speeds forward, one reverse
- Two speeds forward, two reverse

The PTO driven gear is in constant mesh with the transmission PTO drive gear. The PTO is engaged by shifting the desired gear into mesh. The output shaft may be assembled to the front or rear. One output shaft is normally provided, although special types with dual output shafts are available. Rated capacity for continuous operation is about 25 horsepower. Typical applications would be to drive winches, cranes or jerricks.



**Two-Speed Forward
Two-Speed Reverse**
(Chelsea Model 56A)

WHEELS & TIRES

TIRE WEAR

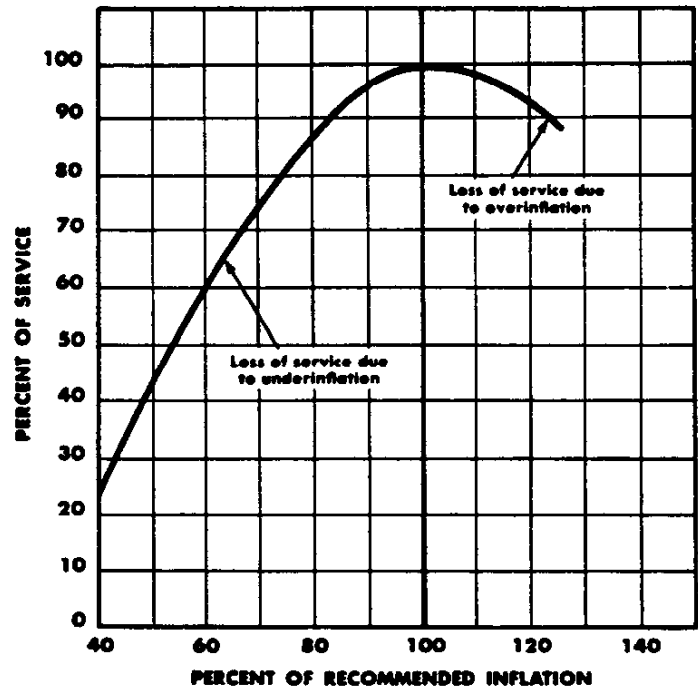
Proper inflation pressures for various tire loads are shown in the tables on the preceding pages. For maximum tire life these pressure recommendations should be followed. Both overinflation and underinflation can greatly reduce tire life. Likewise, the life of

overloaded tires is shortened considerably. Greatest tire economy is achieved by selecting tires large enough to carry maximum loads without overloading, and by adjusting inflation pressures downward when less than maximum loads are carried.

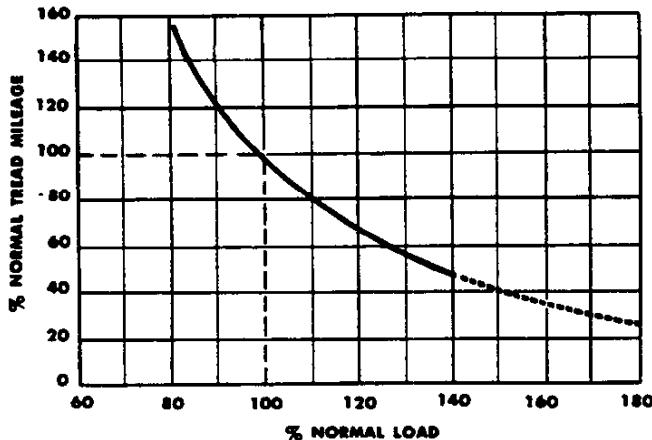
EFFECT OF OVER/UNDER INFLATION ON TIRE WEAR

Overinflation—This is one of the greatest causes of tire damage. Overinflation does not add strength to a tire, nor does it compensate for overloading. Instead, it weakens the tire and causes more rapid wear. Specifically, overinflation causes (1) rapid wear in center of tread, (2) greater susceptibility to impact breaks, (3) weakening of bead, (4) stresses that lead to tread separation, (5) reduced cushioning, leading to increased truck maintenance costs, (6) reduced traction and skid resistance.

Underinflation—This causes tires to flex excessively, causing heat build-up and increased tire wear. Underinflation leads to (1) excessive wear on shoulder of tread, (2) irregular tread wear, (3) ply separation, (4) greater susceptibility to bruising, (5) tread separation.



EFFECT OF OVERLOADING ON TIRE WEAR



Tires that are loaded beyond their maximum rated carrying capacity will have their useful life significantly shortened. As shown by the accompanying curve, tire life decreases rapidly as overloading increases. For example, it is seen that only a 10% overload reduces tire life by about 15%. An overload of 50% reduces tire life by 60%.

The dotted line is a projection of the solid curve, obtained with actual tire experience over a long period of time. The extreme left end of the solid curve shows that running truck tires at less than rated load results in a substantial increase in tread mileage.

EFFECT OF OVERHEATING ON TIRES

When a tire gets extremely hot by operating a considerable distance in a severely underinflated or flat condition, or with dragging brakes (these are most common causes), the internal frictional heat created may build up to a point where the tire actually bursts into flame. This usually occurs in a dual assembly where one tire is flat and the other tire continues to operate in an overloaded and/or underinflated condition. In such cases, either the completely flat tire or the tire carrying the load could build

up a sufficiently high temperature to ignite.

It is extremely difficult to extinguish a tire fire since the internal temperature causes repeated ignition. A fire extinguisher should be used to control the fire until the tire can be removed from the vehicle.

The best protection against a tire fire is to avoid running on flats and to check operating pressures regularly. Operators of trucks carrying combustible or explosive materials should check tires at 50-mile intervals.

FRAMES

FRAME SIDE RAILS

Channel-type side rails are designed to best suit the desired characteristics of the model on which they will be used. Section

modulus and yield strengths are matched to the truck's load-carrying rating for efficient operation.

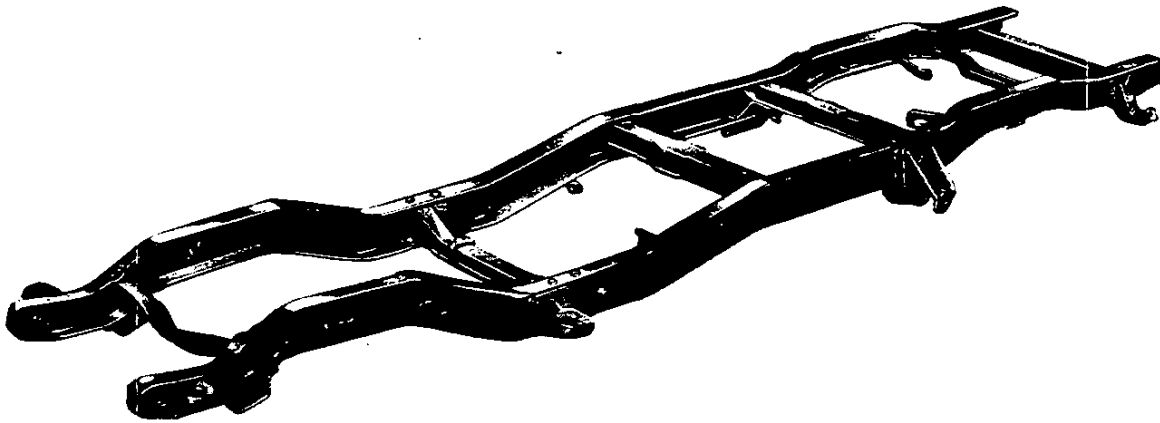
FRAME CROSSMEMBERS

The crossmembers serve to hold the side rails in place and resist buckling and frame twisting. Those that are used for special applications such as engine supports are of welded construction while all others are of channel-type construction. The channel design aids the torsional rigidity, or resistance to twisting, of the frame.

Most crossmembers are fastened to the side rails with rivets.

Some are bolted to maintain accessibility for major service operations, such as transmission support crossmembers.

Most models have some crossmembers riveted to the upper or lower frame rail flanges. These models also use web-mounted crossmembers that are not fastened to either the top or bottom frame rail flanges, but instead to the rail itself, to avoid holes in the rail flanges.

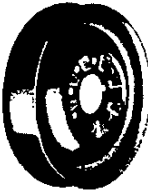


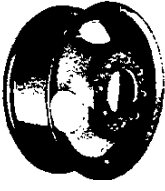

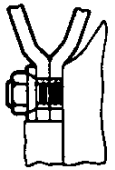



Series 10-30

All Series C10-30; K10-20; P10-30 models use a channel-section-frame of ladder-type construction. The crossmembers are securely riveted to the side rails and rail flanges and have a drop-center design to allow a lower cab flow height for easy entry and exit. The frame width tapers at the front to accommodate the front suspension and is wider at the rear for stability. Other features include a pickup box mounting system which eliminates brackets, and the new side rails have increased vertical thickness and a changed contour of edge bending for more than adequate material strength. Also the P-model frames use side rails with a flat top to facilitate body mounting, and the Motor Home chassis frame is specifically designed to accommodate a wide track front suspension and eliminate frame fillers. In summary, the frames have been designed to minimize the rework required by body builder.

WHEELS & TIRES

DISC WHEELS—5° BEAD SEAT TUBE AND TUBELESS TYPES

Type	Illustration	Attachment	Rim Section	Description
Disc With Single Rears Only	A. 	Front & Rear 		Ventilated disc; short-spoke spider design (Single wheel)
Eight-Hole Disc With Dual Rears Only	B. 	Front  Dual Rear 		Tapered ventilated disc (Dual wheels)

Series	Wheel Size	Bolt Holes	Bolt Circle Diameter (in)	Rim Type	Rim Width (in)	Offset (in)	Single or Dual Rear	Wheel Code	Wheel Ratings*		Typical Illustration
									(lbs)	(PSI)	
LUV Pickup	14 x 4.00J	6	5½	1-piece	4.00	1.18	Single	—	N.A.	N.A.	N.A.
All El Camino except with Opt Z15	14 x 6.00J	5	4¾	1-piece	6.0	.50	Single	—	N.A.	N.A.	A.
	14 x 7.00J	5	4¾	1-piece	7.0	.34	Single				
	15 x 7.00J	5	4¾	1-piece	7.0	.30	Single				
C10, P10, G10	15 x 6.00J	5	5	1-piece	6.0	.34	Single	DT, XH	1670	55	A.
G10	15 x 6.00J Rally	5	5	1-piece	6.0	.34	Single	BN	1790	55	A.
C10, P10, G20	15 x 6.00J	5	5	1-piece	6.0	.14	Single	FT	1900	70	A.
C10	15 x 7.00J Rally	5	5	1-piece	7.0	-.36	Single	BC	1900	70	A.
C10, P10	16 x 5.00K	5	5	1-piece	5.0	.44	Single	XL	1800	55	A.
C10, G10, G20	15 x 7.00J	5	5	1-piece	7.0	0	Single	DA	1900	70	A.
K10	15 x 6.00J	6	5½	1-piece	6.0	.34	Single	XU	1670	55	A.
	15 x 6.00J	6	5½	1-piece	6.0	0	Single	AX	2040	70	A.
	15 x 7.00J Rally	6	5½	1-piece	7.0	-.16	Single	BT	2040	70	A.
	15 x 8.00J	6	5½	1-piece	8.0	-.66	Single	BS	1760	40	A.
	15 x 8.00J Rally							BJ			
	16 x 5.00K	6	5½	1-piece	5.0	.06	Single	BR	1800	55	A.
C20, K20, C30, P20, P30	16 x 6.50L	8	6½	1-piece	6.50	.87	Single	XS	2780	85	A.
C30, P30	16 x 5.50F	8	6½	2-piece	5.50	5.0	Dual	CF	2440	70	B.
	16 x 6.00K	8	6½	1-piece	6.0	5.0	Dual	YW	2440	75	B.

*See page 10, fig. 2, for locations of wheel rating stampings.

FRAMES

INDEX

MEDIUM & HEAVY DUTY MODELS

Frame General Information.....	5, 6, 7, 8, 9, 10
Frame Specifications.....	11, 12

250 1-bbl & 292 1-bbl SIX ENGINES

SPECIFICATIONS

	High Torque	
	250 1-bbl	292 1-bbl
Basic Description	Six-cylinder in-line; valve-in-head	
Displacement (cu in)	250	292
Bore & Stroke (in)	3.875 x 3.53	3.87 x 4.12
Compression Ratio	8.25:1	8.0:1
Firing Order	1 5 3 6 2 4	
SAE Net Horsepower @ rpm	105 @ 3800	120 @ 3600
SAE Net Torque (lb-ft) @ rpm	185 @ 1200	215 @ 2000
Air Cleaner	Thermostatically controlled; oil wetted paper element	
Bearings	Steel-backed babbitt or copper lead alloy	Aluminum
Camshaft	Cast alloy iron	
Inlet Valve	Opens	16° BTC
(excluding ramps)	Closes	48° ABC
Exhaust Valve	Opens	46° 30' BBC
(excluding ramps)	Closes	17° 30' ATC
Inlet Duration	w/o Ramp	244°
Exhaust Duration	w/o Ramp	244°
Carburetor	1-Barrel downdraft	
Type	Rochester	
Make	Rochester	
Venturi ID (in)	1.3125	1.625
Throttle Bore (in)	1.6875	1.750
Choke Control	Automatic	
Connecting Rods	Forged steel	
Material	Forged steel	
Length (in)	5.70	6.76
Bearings	Steel-backed babbitt or copper lead alloy	Premium aluminum
Crankcase Ventilation	Closed positive	
Crankshaft	Nodular iron	
Material	Nodular iron	
Number of Counterweights	12	
Main Journal dia (in)	Nos. 1-7—2.2983-2.2993	
Crankpin Journal dia (in)	1.999—2.000	2.099—2.100
Torsional Damper	Inertia, hysteresis	
Bearings	Sintered-copper nickel-backed babbitt on steel or copper lead alloy	Premium aluminum
Distributor	High Energy Unit, Delco-Remy, centrifugal & vacuum advance	
Fuel Filters	Replaceable, pleated fiber element	
Carburetor	Replaceable, pleated fiber element	
Fuel Tank	Plastic mesh screen	
Lubrication System	Full pressure	
Main Bearings	Direct pressure	
Camshaft Bearings	Direct pressure	
Timing Gear	Sprayed by nozzle	
Connecting Rods	Direct pressure	
Valve Mechanism	Pressure & gravity	
Cylinder Walls	Cross sprayed by pressurized jets	
Piston Pins	Cross sprayed by pressurized jets	

WHEELS & TIRES

TIRE CAPACITY AND INFLATION PRESSURES

An important factor to consider when selecting tires is the maximum gross weight the tire will be required to carry. In cases where larger tires are used on the rear to carry the load and the same size is used on the front, it is very important that the actual load for the front be determined and the inflation pressure of the tires be

adjusted accordingly. Overinflated front tires are often responsible for excessive transfer of road shock to the vehicle front-end parts, hard riding, unstable control of steering and excessive tire wear.

More information on tire inflation, overloading and overheating can be found on Page 5.

PASSENGER CARRYING MODELS

Minimum Tire Sizes At Various GVWs And Inflation Pressures

Tire Size	Ply Rating	Load Range	Model Availability		Max GVW	Minimum Inflation for GVW	
			Series	Model		Inflation (lbs) Front	Inflation (lbs) Rear
E78-15 (PT)	—	B	C/K10	Blazer	4900	32	32
F78-15 (PT)	—	B	G10 (110" WB)	Sportvan	5400	32	32
G78-15 (PT)	—	B	C10	Blazer	5200	32	32
			K10	Blazer	5400	32	32
			C10	Suburban	5400	32	32
			G10	Sportvan	5600	32	32
GR78-15 (PT)	4	B	G10	Sportvan	5600	32	32
6.50-16 (TT)	6	C	C10	Blazer	5700	36	36
			K10	Blazer	6300	36	36
			K10	Suburban	6200	36	36
H78-15 (PT)	—	B	C10	Blazer	5700	28	32
			K10	Blazer	6300	28	32
			K10	Suburban	6200	32	32
I78-15 (PT)	4	B	G20	Sportvan	6400	32	32
JR78-15 (PT)	4	B	G20	Sportvan	6400	32	32
10-15 (TT)	4	B	K10	Suburban	6800	30	30
7.00-15 (TT)	6	C	C10	Suburban	6400	45	45
7.00-16 (TT)	6	C	K10	Suburban	6800	45	45
7.50-16 (TT)	6	C	C10	Suburban	7100	45	45
			K20	Suburban	6800	35	35
			K20	Suburban	8400	35	—
7.50-16 (TT)	8	D	K20	Suburban	7500 (Front Only)	—	60
7.50-16 (TT)	10	E	C20	Suburban	8200	40	75
7.50-16 (TT)	10	E	K20	Suburban	8400	40	75
L78-15 (PT)	4	B	C10	Suburban	6400	32	32
			K10	Suburban	6800	32	32
L78-15 (PT)	—	D	C10	Suburban	7000	28	32
			K10	Suburban	7300	32	32
LR78-15 (PT)	6	C	C10	Suburban	7000	28	36
8.00-16.5 (TT)	6	C	G30	Sportvan	6600	40	45
8.75-16.5 (TT)	6	C	C20	Suburban	7100	40	45
			K20	Suburban	6800	35	45
			K20	Suburban	7500 (Front Only)	35	—
			G30	Sportvan	7100	35	45
8.75-16.5 (TT)	8	D	K20	Suburban	7500 (Rear Only)	—	60
			G30	Sportvan	7900	35	50
8.75-16.5 (TT)	10	E	G30	Sportvan	8400	35	50
9.50-16.5 (TT)	8	D	C20	Suburban	8200	30	55
			K20	Suburban	8400	30	50

(PT)—Passenger type.

(TT)—Truck type.

HIGH TORQUE 350 2-bbl V8

(Ordering Code LF5)

Applications

Standard: C10 Blazer and Pickup; G10 (except G11306)
 Optional: None

Basic Specifications

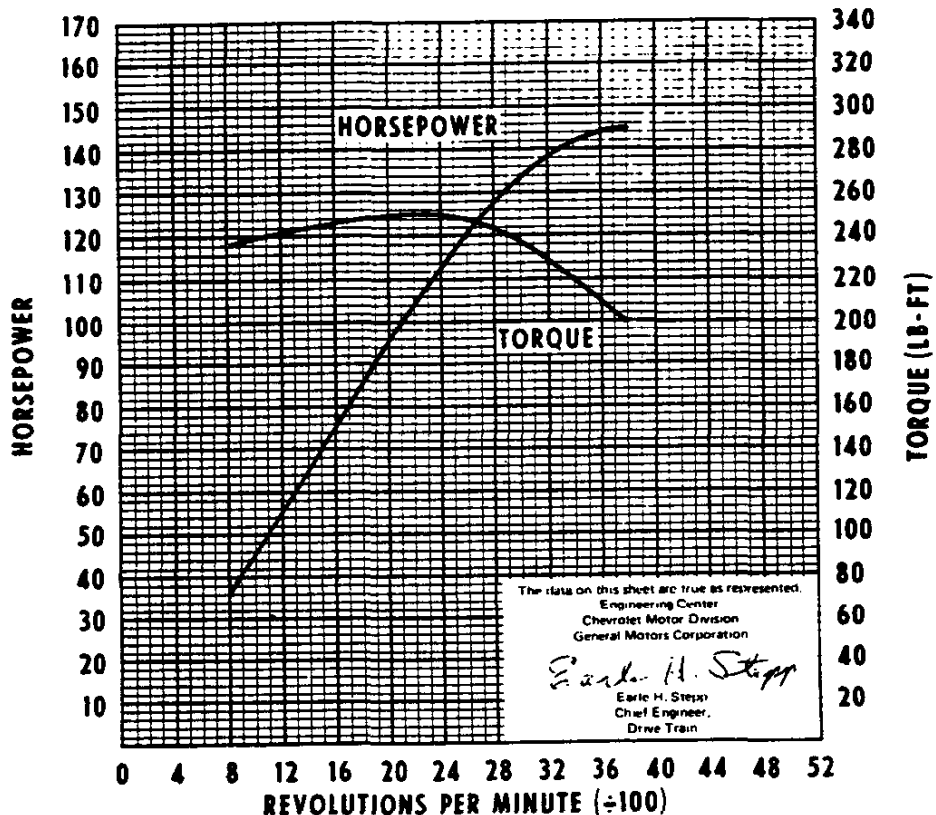
Engine type Valve-in-head
 Piston displacement 350 cu in
 Bore & stroke (nominal) 4.00" x 3.48"
 Compression ratio 8.5:1
 Carburetor type 2-barrel
 Exhaust—Single All

Test Procedures

These curves represent full-throttle performance as obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle, with ratings corrected to barometric pressure of 29.00" mercury and 85°F dry air.

Engine Ratings

SAE net horsepower (85°F) 145 @ 3800 rpm
 SAE net torque, lb-ft (85°F) 250 @ 2200 rpm



TIRE CAPACITY CHARTS

SINGLE USAGE RATINGS PASSENGER/TUBE-TYPE TIRES

Tire Size	Ply Rating	Load Range	Tire Load Limit at Maximum Inflation Pressure	
			32	36
G78-15B	--	B	1473	--

SINGLE USAGE RATINGS* TRUCK/TUBE-TYPE TIRES

Tire Size	Ply Rating	Load Range	Tire Load Limits at Various Inflation Pressures													
			35	40	45	50	55	60	65	70	75	80	85	90	95	100
6.50-16	6	C	1390	1500	<u>1610</u>											
7.00-16	6	C	1560	1680	<u>1800</u>											
7.50-16	6	C	1770	1930	<u>2060</u>											
7.50-16	8	D	1770	1930	<u>2060</u>	2190	2310	<u>2440</u>								
7.50-16	10	E	1770	1930	<u>2060</u>	2190	2310	<u>2440</u>	2560	2670	<u>2780</u>					

DUAL USAGE RATINGS** TRUCK/TUBE-TYPE TIRES

Tire Size	Ply Rating	Load Range	Tire Load Limits at Various Inflation Pressures													
			35	40	45	50	55	60	65	70	75	80	85	90		
7.00-16	6	C														
7.50-16	6	C	1565	1690	<u>1815</u>											
7.50-16	8	D	1565	1690	<u>1815</u>	1930	2040	<u>2140</u>								

Note: Underscoring indicates maximum permissible loads. Minimum recommended cold inflation pressures for the various loads must conform to those shown below.

*Ratings for single tires (front or single rear)

**Ratings for dual tires (dual rears)

NOTE: DUAL TIRE CAPACITY RATING

Capacity rating per tire on dual rears is less than on single rears to compensate for inter-acting factors of the dual combination. Two major reasons for a reduced rating include the fact that often roads are crowned, which causes the inner tire to carry a greater portion of the load than the outside tire, and when one of the dual tires on the rear goes flat, it is possible to run the vehicle at a reduced speed, on the remaining tire, to a service station for repair. In either situation the reduced rating for duals compensates in part for the increased load on one tire.

HIGH TORQUE 350 4-bbl V8

(Ordering Code LS9)

Applications

Standard: C10 Suburban and Chassis-Cab; K10-20;
C20-30; P20-30 (except P31832); G11306; G20-30
Optional: C10 Blazer and Pickup; G10 (except
G11306)

Basic Specifications

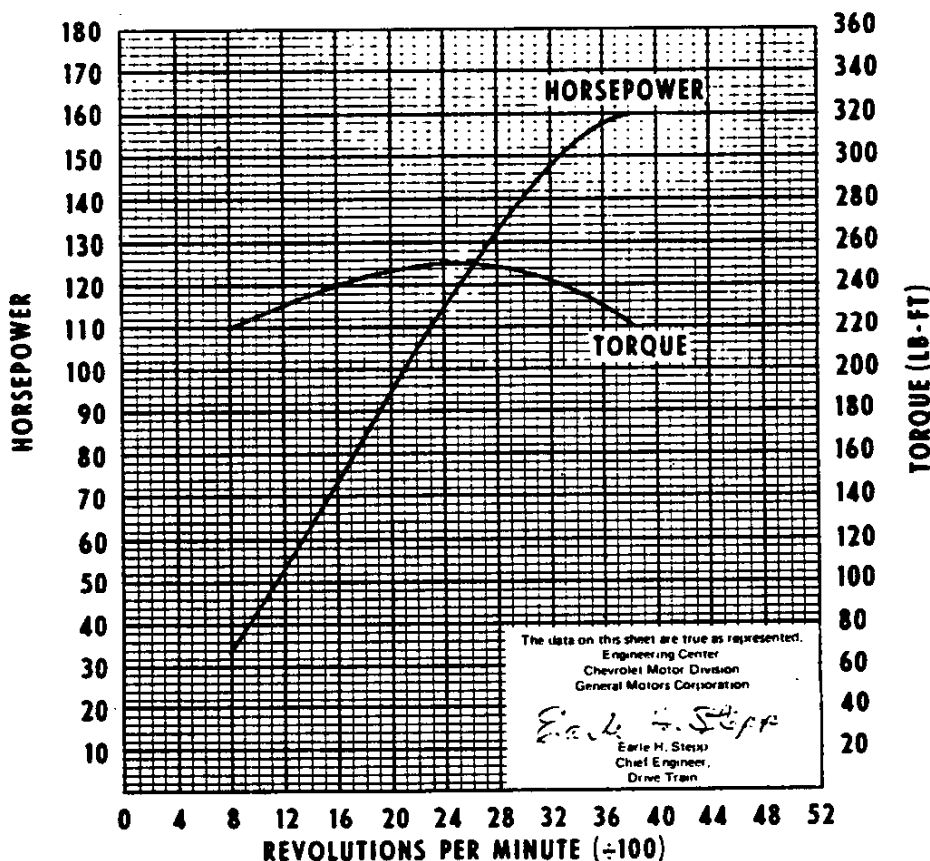
Engine type Valve-in-head
Piston displacement 350 cu in
Bore & stroke (nominal) 4.00" x 3.48"
Compression ratio 8.5:1
Carburetor type 4-barrel
Exhaust—Single except Motor Home Chassis
—Dual Motor Home Chassis

Test Procedures

These curves represent full-throttle performance as obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle, with ratings corrected to barometric pressure of 29.00" mercury and 85°F dry air.

Engine Ratings

SAE net horsepower (85°F) 160 @ 3800 rpm
SAE net torque, lb-ft (85°F) 250 @ 2400 rpm



WHEELS & TIRES

TIRE SPECIFICATIONS CHART

Size	Ply Rating	Load Range	Maximum Inflation Pressure (lbs)	Unloaded Outside Diameter (in)	Section Width (in)	Loaded Radius (in)	Revolutions Per Mile @ 45 mph (Loaded)	Tube Group Size	Flap Size
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Passenger Car-Type Tubeless Tires

A78-13	—	B	32	23.46	6.60	11.02	884	—	—
BR78-13	—	B	32	23.74	7.20	10.65	878	—	—
G78-14	—	B	32	27.06	8.35	12.49	772	—	—
GR70-15	—	B	32	27.33	9.30	12.27	763	—	—
E78-15	—	B	32	26.64	7.35	12.5	778	—	—
F78-15	—	B	32	27.22	7.70	12.4	770	—	—
G78-15	—	B	32	27.68	8.05	12.85	755	—	—
GR78-15	—	B	32	27.33	8.35	12.27	763	—	—
H78-15	—	B	32	28.36	8.55	12.75	741	—	—
HR78-15	—	B	32	27.98	8.65	12.50	745	—	—
J78-15	—	B	32	28.72	8.70	13.2	727	—	—
JR78-15	—	B	32	28.34	8.85	12.61	734	—	—
L78-15	—	B	32	29.3	8.85	13.4	715	—	—
L78-15	6	C	36	29.3	8.85	13.43	715	—	—
L78-15	8	D	32	29.3	8.85	13.52	715	—	—
LR78-15	6	C	36	28.9	9.00	12.83	719	—	—

Truck-Type Tubeless Tires

C78-15LT	6	C	45	26.46	7.35	—	780	—	—
8-16.5	6	C	45	28.34	8.00	13.49	734	—	—
8-19.5	8	D	65	33.82	8.00	16.00	613	—	—
8-19.5	10	E	85	33.82	8.00	16.00	613	—	—
8.75-16.5	6	C	45	29.46	8.75	13.91	710	—	—
8.75-16.5	8	D	60	29.46	8.75	13.91	710	—	—
8.75-16.5	10	E	75	29.46	8.75	13.91	710	—	—
9.50-16.5	8	D	60	30.99	9.50	14.38	676	—	—
9.50-16.5	10	E	75	30.56	9.50	14.28	687	—	—
10-15	4	B	30	30.34	10.40	N.A.	685	—	—
10-16.5	8	D	60	—	—	—	692	—	—

Passenger Car-Type Tube-Type Tires

G78-15	—	B	32	27.68	8.05	12.79	750	—	—
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Truck-Type Tube-Type Tires

6.50-16	6	C	45	29.74	7.15	13.99	696	6.50-16	L
7.00-15	6	C	60	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
7.00-16	6	C	45	30.62	7.95	14.26	685	7.00-16	L
7.50-16	6	C	45	31.80	8.65	15.04	653	7.50-16	L
7.50-16	8	D	60	31.80	8.65	15.04	653	7.50-16	L
7.50-16	10	E	75	31.80	8.65	15.04	653	N.A.	L

350 V8 ENGINES

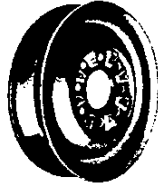






SPECIFICATIONS

	Turbo-Fire		High Torque	
	350 2-bbl (El Camino)	*350 4-bbl (El Camino)	350 2-bbl Series 10	350 4-bbl Series 10-30
Basic Description	V8; valve in head			
Displacement (cu in)	350			
Bore & Stroke (in)	4.0 x 3.48			
Compression Ratio	8.5:1			
Firing Order	1-8-4-3-6-5-7-2			
SAE Net Horsepower @ rpm	145 @ 3800	155 @ 3800	145 @ 3800	160 @ 3800
SAE Net Torque (lb-ft) @ rpm	250 @ 2200	250 @ 2400	250 @ 2200	250 @ 2400
Air Cleaner	Thermostatically controlled; Oil wetted paper element			
Camshaft				
Bearings	Steel-backed babbitt			
Intake Valve (excluding ramps)	Opens	28° BTC		
	Closes	72° ABC		
Exhaust Valve (excluding ramps)	Opens	78° BBC		
	Closes	30° ATC		
Intake Duration w/o Ramp	280°			
Exhaust Duration w/o Ramp	288°			
Carburetor				
Type	2-barrel	4-barrel	2-barrel	4-barrel
Make	Rochester			
Venturi ID (in)	1.218			
Throttle Bore (in)	1.69	Pri.-1.38; Sec.-2.25	1.69	Pri.-1.38; Sec.-2.25
Choke Control	Automatic			
Connecting Rods				
Material	Drop-forged Steel			
Length (in)	5.695-5.705			
Bearings	Premium aluminum			
Crankcase Ventilation	Closed positive			
Crankshaft				
Material	Cast nodular iron			
Number of Counterweights	6			
Main Journal dia (in)	2.45			
Crankpin Journal dia (in)	2.10			
Torsional Damper	Inertia; rubber mounted			
Bearings	Upper—Micro-babbitt or copper lead; Lower—premium aluminum			
Distributor	High Energy Unit, Delco-Remy; centrifugal & vacuum advance			
Fuel Filter				
Carburetor	Pleated fiber element			
Fuel Tank	Plastic strainer			
Lubrication System	Controlled full pressure			
Main Bearings	Direct pressure			
Camshaft Bearings	Direct pressure			
Timing Gear	Centrifugally sprayed			
Connecting Rods	Direct pressure			
Valve Mechanism	Pressure & gravity			
Cylinder Walls	Cross sprayed throw-off from rod bearing			
Piston Pins	Cross sprayed throw-off from rod bearing			
Oil Capacity (qts)				
With filter change	4.5		5	
W/o filter change	4		4	

*Available for California only.

WHEELS & TIRES

DISC WHEELS—15° BEAD SEAT TUBELESS TYPE

Type	Illustration	Attachment		Rim Section	Description
Disc With Single Rears Only	A. 	Front & Rear 			Ventilated disc; short-spoke spider design (Single wheel)
Disc With Dual Rears Only	B. 	Front 	Dual Rear 		Tapered ventilated disc (Dual wheels)

Series	Wheel Size	Bolt Holes	Bolt Circle Diameter (in)	Rim Type	Rim Width (in)	Offset (in)	Single or Dual Rear	Wheel Code	Wheel Ratings*		Typical Illustration
									(lbs)	(PSI)	
C20, K20, P20; C30, P30	16.5 x 6.00	8	6½	1-piece	6.0	.50	Single	FP	2350	70	A.
	16.5 x 6.00	8	6½	1-piece	6.75	.62	Single	BF	3170	85	A.
C30, P30, G30	16.5 x 6.00	8	6½	1-piece	6.0	5.0	Dual	AF	2680	85	B.
G30	16.5 x 6.75	8	6½	1-piece	6.50	1.35	Single	BL	2680	85	A.
C20, K20, P20; C30	16.5 x 8.25	8	6½	1-piece	8.25	.38	Single	BH	2750	70	A.
P30	19.5 x 6.75	10	7¼	1-piece	6.75	5.0	Dual	AB	2780	85	B.
	19.5 x 5.25	8	6½	1-piece	5.25	4.81	Dual	CY	2460	75	B.

*See page 10, Fig. 2, for locations of wheel rating stampings.

HIGH TORQUE 400 4-bbl V8

(Ordering Code LF4)

Applications

Standard: None
 Optional: K10-20; G20-30 (except G31303, 31603)

Basic Specifications

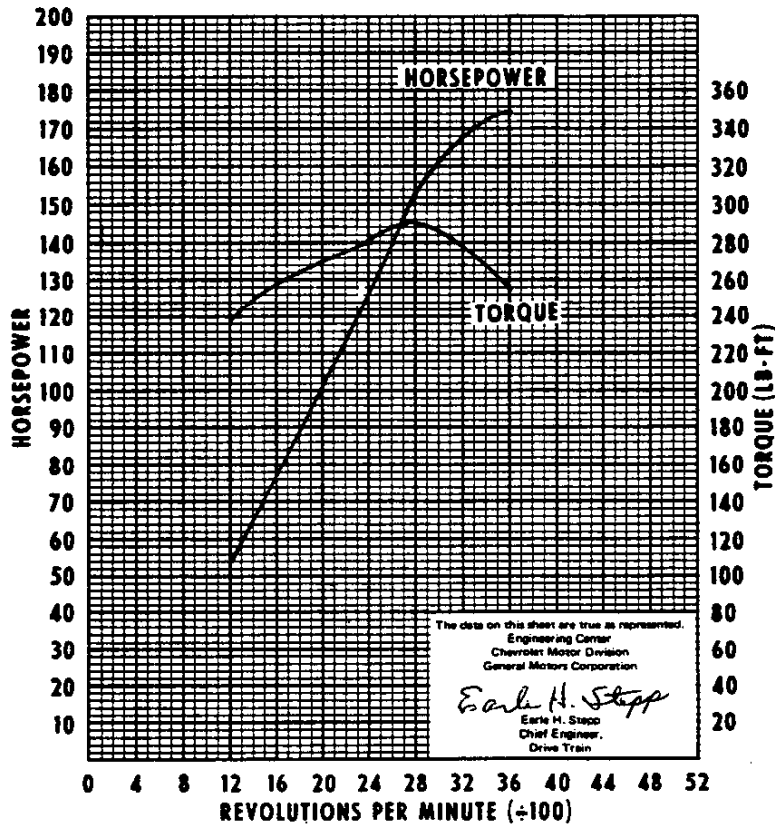
Engine type..... Valve-in-head
 Piston displacement..... 400 cu in
 Bore & stroke (nominal)..... 4.125" x 3.75"
 Compression ratio..... 8.5:1
 Carburetor type..... 4-barrel
 Exhaust--Dual..... All

Test Procedures

These curves represent full-throttle performance as obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle, with ratings corrected to barometric pressure of 29.00" mercury and 85°F dry air.

Engine Ratings

SAE net horsepower (85°F)..... 175 @ 3600 rpm
 SAE net torque, lb-ft (85°F)..... 290 @ 2800 rpm



250 1-bbl & 292 1-bbl SIX ENGINES

SPECIFICATIONS

	High Torque 250 1-bbl	High Torque 292 1-bbl
Oil Capacity (qts)		
With filter change	5	6
W/o filter change	4	5
Oil Filter	Full flow; throwaway type	
Capacity	1 quart	
Oil Pump		
Type	Spur gear, distributor shaft driven	
Capacity (gpm)	4.5 to 6 @ 2000 rpm	
Normal Pressure (psi)	40 to 60 @ 2000 rpm	
Pistons		
Material	Cast aluminum alloy	
Skirt	Closed slipper	
Head	Sump with chamfer top edge	Sump
Piston Pins		
Type	Rod shrink fit to pin	
Material	Chromium-steel	
Piston Rings		
Compression Rings		
Number	2	
Type	Inside bevel	
Material	Cast alloy iron	
Oil Control Rings		
Number	1	
Type	Multi-piece	
Material	Steel	
Thermostat	Harrison or Dole; 195°	
Valve Train		
Type	individually mounted rocker arms, push rod actuated	
Lifters	Hydraulic	
Rocker Arm Ratio	1.75:1	
Valve Guides	Integral with cylinder head	
Valve Lash	Zero	
Intake Valves		
Material	Alloy steel	
Head Diameter (in)	1.72	
Face Coating	Aluminized	
Seats	Machined in cylinder head	
Exhaust Valves		
Material	High alloy steel	
Head Diameter (in)	1.50	
Face Coating	Aluminized	Cobalt based alloy
Seats	Machined in cylinder head; induction hardened	
Rotators	None	Yes
Water Pump		
Type	Centrifugal	
Capacity (gpm)	24.4 @ 2000 rpm	

400 V8 ENGINES

SPECIFICATIONS

	HIGH TORQUE		TURBO-FIRE	
	400 4-bbl (Series 10-30)		400 4-bbl (El Camino)	
Basic Description	V8; valve-in-head			
Displacement (cu in)	400			
Bore & Stroke (in)	4.125 x 3.75			
Compression Ratio	8.5:1			
Firing Order	1-8-4-3-6-5-7-2			
SAE Net Horsepower @ rpm	175 @ 3600		175 @ 3600	
SAE Net Torque (lb-ft) @ rpm	290 @ 2800		305 @ 2000	
Air Cleaner	Thermostatically controlled; oil wetted paper element			
Camshaft				
Bearings	Steel-backed babbitt			
Intake Valve	Opens	28° BTC		
	Closes	72° ABC		
Exhaust Valve	Opens	78° BBC		
	Closes	30° ATC		
Intake Duration	w/o Ramp	280°		
Exhaust Duration	w/o Ramp	288°		
Carburetor				
Type	4-Barrel			
Make	Rochester Quadrajets			
Venturi ID (in)	1.218			
Throttle Bore (in)	Pri. 1.38; Sec. 2.25			
Choke Control	Automatic			
Connecting Rods				
Material	Drop forged steel			
Length (in)	5.560-5.570			
Bearings	Premium aluminum			
Crankcase Ventilation				
	Closed positive			
Crankshaft				
Material	Cast nodular iron			
Number of Counterweights	6			
Main Journals (in)	2.65 (Nominal)			
Crankpin Journals (in)	2.099-2.100			
Torsional Damper	Inertia; rubber mounted			
Bearings	Steel with Premium aluminum or copper-lead insert			
Distributor				
	High Energy Unit, Delco-Remy; centrifugal & vacuum advance			
Fuel Filter				
Carburetor	Pleated fiber element			
Fuel Tank	Mesh strainer			
Lubrication System				
	Controlled full pressure			
Main Bearings	Direct pressure			
Camshaft Bearings	Direct pressure			
Timing Gear	Centrifugally sprayed			
Connecting Rods	Direct pressure			
Valve Mechanism	Pressure & gravity			
Cylinder Walls	Cross sprayed by pressurized jets			
Piston Pins	Splash			

TURBO-FIRE 350 2-bbl V8

(Ordering Code L65)

Applications

Standard: El Camino

Optional: None

Basic Specifications

Engine type.....Valve-in-head
Piston displacement.....350 cu in
Bore & stroke (nominal).....4.00" x 3.48"
Compression ratio.....3.5:1
Carburetor type.....2-barrel
Exhaust—Single.....All

Test Procedures

These curves represent full-throttle performance as obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle, with ratings corrected to barometric pressure of 29.00" mercury and 85°F dry air.

Engine Ratings

SAE net horsepower (85°F).....145 @ 3800 rpm

SAE net torque, lb-ft (85°F).....250 @ 2200 rpm

HIGH TORQUE 454 4-bbl V8

(Ordering Code LF8)

Applications

Standard: P31832 Motor Home Chassis
 Optional: C10-30 (except Blazer); P30 (except P31832)

Basic Specifications

Engine type..... Valve-in-head
 Piston displacement..... 454 cu in
 Bore & stroke (nominal)..... 4.25" x 4.00"
 Compression ratio..... 8.15:1
 Carburetor type..... 4-barrel
 Exhaust—Dual..... All

Test Procedures

These curves represent full-throttle performance as obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle, with ratings corrected to barometric pressure of 29.00" mercury and 85°F dry air.

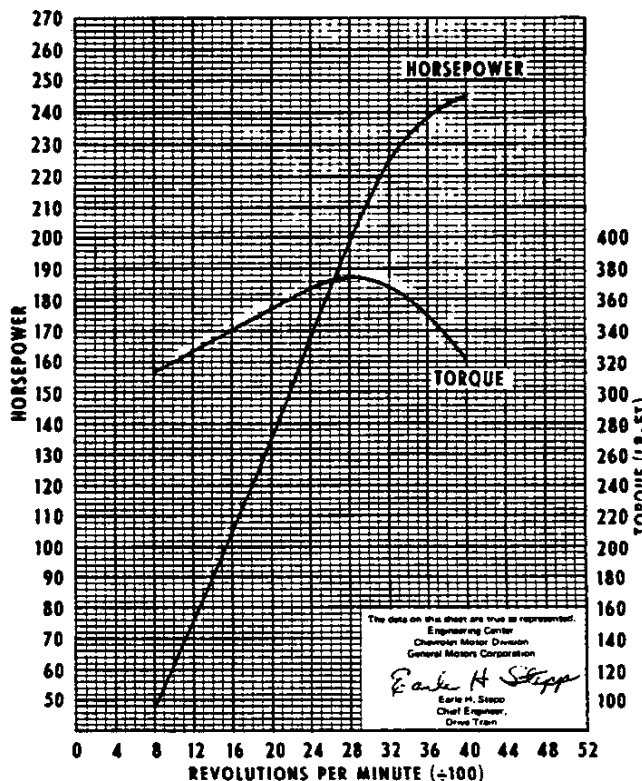
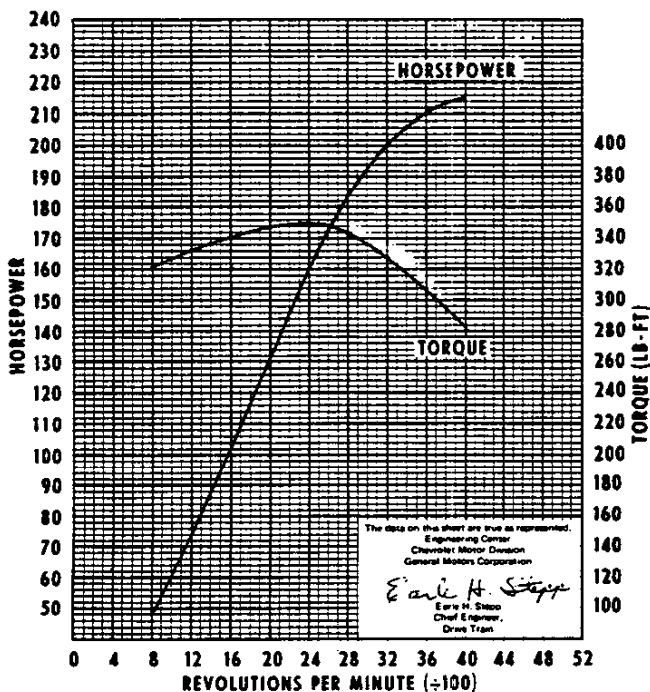
ENGINE RATINGS

Light Duty Emissions (6000 lb GVW and under)

SAE net horsepower (85°F)..... 215 @ 4000 rpm
 SAE net torque, lb-ft (85°F)..... 350 @ 2400 rpm

Heavy Duty Emissions (6001 lb GVW and above)

SAE net horsepower (85°F)..... 245 @ 4000 rpm
 SAE net torque, lb-ft (85°F)..... *355 @ 3000 rpm
 *For California only: 375 @ 2800 rpm



TURBO-FIRE 350 4-bbl V8*

(Ordering Code LM1)

Applications

Standard: None

Optional: El Camino

*Available in California only

Basic Specifications

Engine type..... Valve-in-head
Piston displacement..... 350 cu in
Bore & stroke (nominal)..... 4.00" x 3.48"
Compression ratio..... 8.5:1
Carburetor type..... 4-barrel
Exhaust—Single..... All

Test Procedures

These curves represent full-throttle performance as obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle, with ratings corrected to barometric pressure of 29.00" mercury and 85°F dry air.

Engine Ratings

SAE net horsepower (85°F)..... 155 @ 3800 rpm
SAE net torque, lb-ft (85°F)..... 250 @ 2800 rpm

454 V8 ENGINES

SPECIFICATIONS

	TURBO-JET		HIGH TORQUE	
	454 4-bbl (El Carmine)		454 4-bbl	
			LD Emissions	HD Emissions
Basic Description	V8; valve-in-head			
Displacement (cu in)	454			
Bore & Stroke (in)	4.251 x 4.00			
Compression Ratio	8.15:1			
Firing Order	1-8-4-3-6-5-7-2			
SAE Net Horsepower @ rpm	215 @ 4000	215 @ 4000	245 @ 4000	
SAE Net Torque (lb-ft) @ rpm	350 @ 2400	350 @ 2400	355 @ 3000	
Air Cleaner	Thermostatically controlled; oil wetted paper element			
Camshaft				
Bearings	Steel-backed babbitt			
Intake Valve	Opens	55° BTC		
	Closes	111° ABC		
Exhaust Valve	Opens	105° BBC		
	Closes	63° ATC		
Intake Duration	w/o Ramp	334°		
Exhaust Duration	w/o Ramp	348°		
Carburetor				
Type	4-Barrel			
Make	Rochester Quadrajets			
Venturi ID (in)	1.218			
Throttle Bore (in)	1.38 Primary; 2.25 Secondary			
Choke Control	Automatic			
Connecting Rods				
Material	Drop forged steel			
Length (in)	6.130-6.140			
Bearings	Premium aluminum			
Crankcase Ventilation	Closed positive			
Crankshaft				
Material	Cast nodular Iron	Forged steel		
Number of Counterweights	6			
Main Journals (in)	2.75 (Nominal)			
Crankpin Journals (in)	2.199-2.20			
Torsional Damper	Inertia; rubber mounted			
Bearings	Steel with Premium aluminum or copper-lead insert			
Distributor	High Energy Unit, Delco-Remy; centrifugal & vacuum advance			
Fuel Filter				
Carburetor	Pleated fiber element			
Fuel Tank	Mesh strainer			
Lubrication System	Controlled full pressure			
Main Bearings	Direct pressure			
Camshaft Bearings	Direct pressure			
Timing Gear	Centrifugally sprayed			
Connecting Rods	Direct pressure			
Valve Mechanism	Pressure & gravity			
Cylinder Walls	Cross sprayed by pressurized jets			
Piston Pins	Splash			

350 V8 ENGINES

SPECIFICATIONS

	Turbo-Fire		High Torque	
	350 2-bbl (El Camino)	*350 4-bbl (El Camino)	350 2-bbl Series 10	350 4-bbl Series 10-30
Oil Filter	Throwaway		Throwaway	
Capacity (qts)	1/2		1	
Oil Pump	Spur gear; distributor shaft driven			
Type	Spur gear; distributor shaft driven			
Capacity (gpm)	4.3 @ 2000 rpm			
Normal Pressure (psi)	40 @ 2000 rpm			
Pistons	Cast aluminum alloy			
Material	Cast aluminum alloy			
Skirt	Slipper		Closed	
Head	Sump; chamfered top land			
Piston Pins	Rod shrink fit to pin			
Type	Rod shrink fit to pin			
Material	Chromium steel			
Piston Rings	Cast iron alloy			
Compression Rings	Cast iron alloy			
Number	2			
Type	Upper—barrel; lower—inside bevel			
Material	Cast iron alloy			
Oil Control Ring	Steel			
Number	1			
Type	Multi-piece			
Material	Steel			
Thermostat	Harrison; 195°			
Valve Train	Individually mounted rocker arms, push rod actuated			
Type	Individually mounted rocker arms, push rod actuated			
Lifters	Hydraulic			
Rocker Arm Ratio	1.50:1			
Valve Guides	Integral with cylinder head			
Valve Lash	Zero			
Intake Valves	Alloy steel			
Material	Alloy steel			
Diameter (in.)	1.94		1.94	1.94 LD; 1.72 HD
Face Coatings	None			
Seats	Machined in cylinder head			
Exhaust Valves	High alloy steel			
Material	High alloy steel	Stellite	High alloy steel	
Diameter (in.)	1.50			
Face Coating	Aluminized	None	Aluminum	Stellite
Seats	Machined in cyl. head; induction hardened			
Rotators (exhaust)	Yes			
Water Pump	Centrifugal			
Type	Centrifugal			
Capacity (gpm)	21.6 @ 2000 rpm			

*Available for California only.

COOLING SYSTEMS

STANDARD COOLING SYSTEMS TUBE AND CENTER CROSS-FLOW-TYPE RADIATOR WITH MULTILOUVER DESIGN AND 15 LB. PRESSURE CAP.

SERIES	Engine	Radiator			System Capacity (gal) ★	Fan (No. blades x diameter 48 x pitch) ■
		Thick-ness (in)	Dist. Between Tubes (Constant) (in)	Frontal Area (sq in)		
C10	250	1.24	.28	446	3.7	4 x 19.5 x 2
	350-2	1.24	.16	480	4.4	4 x 19.5 x 2
	350-4	1.24	.16	480	4.4	4 x 19.5 x 2
	454-4†	1.96	.20	542	6.0	7 x 19.5 x 2.25■
G10	250	1.24	.30	446	3.7	4 x 18 x 2
	350-2	1.24	.20	480	4.4	4 x 18 x 2
	350-4	1.24	.20	480	4.5	4 x 18 x 2
K10	250	1.24	.28	446	3.7	4 x 19.5 x 2
	350-4	1.24	.20	480	4.4	4 x 19.5 x 2
	400-4†	1.96	.18	542	4.9	7 x 19.5 x 2.25■
P10	292	1.24	.22	446	3.4	4 x 19.5 x 2
C20	292	1.24	.22	446	3.7	4 x 19.5 x 2
	350-4	1.24	.14	480	4.4	4 x 19.5 x 2
	454-4	1.96	.20	542	6.1	7 x 19.5 x 2.25■
G20	292	1.24	.25	446	3.7	4 x 18 x 2
	350-4	1.24	.20	480	4.5	4 x 18 x 2
	400-4†	1.96	.14	480	4.5	7 x 19.5 x 2.25
K20	292	1.24	.22	446	3.7	4 x 19.5 x 2
	350-4	1.24	.14	480	4.4	4 x 19.5 x 2
	400-4†	2.68	.14	542	5.1	6 x 19.5 x 2.25■
P20	292	1.24	.22	446	3.4	4 x 19.5 x 2
	350-4	1.24	.14	480	4.2	4 x 19.5 x 2
C30	292	1.24	.22	446	3.7	4 x 19.5 x 2
	350-4	1.24	.14	480	4.4	4 x 19.5 x 2
	454-4	1.96	.20	542	6.1	7 x 19.5 x 2.25■
G30	292	1.24	.25	446	3.7	4 x 19.5 x 2
	350-4	1.24	.20	480	4.5	4 x 18 x 2
	400-4†	2.68	.14	480	5.0	7 x 19.5 x 2.25
P30 (Except Motor Home)	292	1.24	.22	446	3.4	4 x 19.5 x 2
	350-4	1.24	.14	480	4.2	4 x 19.5 x 2
	454-4	2.68	.16	542	6.1	6 x 19.5 x 2.50■
P30 Motor Home*	350-4†	1.96	.16	542	4.9	6 x 19 x 2.25■
	454-4†	2.68	.16	542	6.2	6 x 19 x 2.25■

*Down-flow type radiator. †Automatic transmission only.

★Capacity (approx.) shown with standard heater (except P10-30 models) and standard coolant recovery system.

■Temperature controlled clutch fan.

TURBO-FIRE 400 4-bbl V8

(Ordering Code LT4)

Applications

Standard: None
Optional: El Camino

Basic Specifications

Engine type Valve-in-head
Piston displacement 400 cu in
Bore & stroke (nominal) 4.126" x 3.76"
Compression ratio 8.5:1
Carburetor type 4-barrel
Exhaust—Single All

Test Procedures

These curves represent full-throttle performance as obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle, with ratings corrected to barometric pressure of 29.00" mercury and 85°F dry air.

Engine Ratings

SAE net horsepower (85°F) 175 @ 3600 rpm
SAE net torque, lb-ft (85°F) 305 @ 2000 rpm

COOLING SYSTEMS

OPTIONAL COOLING SYSTEMS (Continued)

TUBE AND CENTER CROSS-FLOW-TYPE RADIATOR WITH MULTILOUVER DESIGN AND 15 LB. PRESSURE CAP.

Series	Optional Combinations			Radiator			System Capacity (gal) *	Fan (No. blades x diam. x pitch)
	Engine	Option	Transmission Type	Thick-ness (in)	Dist. Between Tubes (Const) (in)	Frontal Area (sq in)		
K10	350-4		Automatic	1.24	.14	480	4.4	5 x 19.5 x 2.20 ♦
		HD Radiator	Manual	1.96	.18	480	4.5	4 x 19.5 x 2
			Automatic	1.96	.18	480	4.5	5 x 19.5 x 2.20 ♦
		Air Conditioning	Manual	1.96	.18	480	4.5	7 x 19.5 x 2.25 ■
	Automatic		1.96	.16	480	4.5	7 x 19.5 x 2.25 ■	
	400-4	*Optional Rear Axle	Automatic	2.68	.14	542	5.1	6 x 19.5 x 2.5 ■
Air Conditioning		Automatic	2.68	.14	542	5.1	6 x 19.5 x 2.5 ■	
P10	292		Automatic	1.24	.16	480	3.4	5 x 18.5 x 2.2
		HD Radiator	Manual	1.24	.16	446	3.4	4 x 19.5 x 2
C20	292		Automatic	1.24	.16	480	3.7	5 x 18.5 x 2.2
		HD Radiator	Manual	1.24	.16	446	3.7	4 x 19.5 x 2
		Air Conditioning	Manual	1.96	.14	480	3.9	7 x 18.7 x 2.52 ♦
			Automatic	1.96	.14	480	3.9	7 x 18.7 x 2.52 ♦
	350-4		Automatic	1.96	.14	480	4.5	7 x 18.75 x 2.52 ♦
		HD Radiator	Manual	1.96	.16	480	4.5	4 x 19.5 x 2
		Air Conditioning	Manual	1.96	.16	480	4.5	7 x 19.5 x 2.25 ■
			Automatic	1.96	.14	480	4.5	7 x 19.5 x 2.25 ■
	454-4		Automatic	2.68	.16	542	6.2	7 x 19.5 x 2.25 ■
		HD Radiator	Manual	1.96	.16	542	6.1	7 x 19.5 x 2.25 ■
		Air Conditioning	Manual	2.68	.16	542	6.2	6 x 19.5 x 2.50 ■
			Automatic	2.68	.14	542	6.2	6 x 19.5 x 2.50 ■
G20	292		Automatic	1.24	.18	480	3.7	4 x 18 x 2
		HD Radiator	Manual	1.24	.20	446	3.7	4 x 18 x 2
	350-4		Automatic	1.96	.18	480	4.5	7 x 18 ♦
		HD Radiator	Manual	1.96	.16	480	4.6	4 x 18 x 2
		Air Conditioning, HD Cooling	Manual	1.96	.16	480	4.6	7 x 18 x TP ■
			Automatic	1.96	.14	480	4.5	7 x 19.5 x 2.25 ■
	400-4	Air Conditioning, HD Cooling	Automatic	2.68	.14	480	5.0	7 x 19.5 x 2.25 ■
	K20	292		Automatic	1.24	.16	480	3.7
HD Radiator			Manual	1.24	.16	446	3.7	4 x 19.5 x 2
350-4			Automatic	1.96	.16	480	4.5	5 x 19.5 x 2.20 ♦
		HD Radiator	Manual	1.96	.16	480	4.5	4 x 19.5 x 2
		Air Conditioning	Manual	1.96	.16	480	4.5	7 x 19.5 x 2.25 ■
			Automatic	1.96	.14	480	4.5	7 x 19.5 x 2.25 ■
400-4		Air Conditioning	Automatic	2.68	.14	542	5.1	6 x 19.5 x 2.5

*Optional rear axle entry made only where change from standard occurs.

★Capacity (approx.) shown with standard heater (except P10 models) and standard coolant recovery system.

TP—Tapered Pitch.

■ Temperature-controlled clutch fan.

♦RPM controlled flex fan.

400 V8 ENGINES

SPECIFICATIONS

	HIGH TORQUE	TURBO-FIRE
	400 4-bbl (Series 10-30)	400 4-bbl (El Camino)
Oil Capacity		
With filter change	5	4½
W/o filter change	4	
Oil Filter		
Standard	Full flow; throwaway type	
Capacity (qts)	1	½
Oil Pump		
Type	Spur gear; distributor shaft driven	
Normal Pressure (psi)	40 @ 2000 rpm	
Pistons		
Material	Cast aluminum alloy	
Skirt	Slipper	
Head	Domed	
Piston Pins		
Type	Rod shrink fit to pin	
Material	Chromium steel	
Piston Rings		
Compression Rings		
Number	2	
Type	Upper—barrel face; lower—taper face	
Material	Cast alloy iron	
Oil Control Rings		
Number	1	
Type	Multi-piece	
Material	Steel	
Thermostat	Harrison; 195°	
Valve Train		
Type	Individually mounted rocker arms, push rod actuated	
Lifters	Hydraulic	
Rocker Arm Ratio	1.50:1	
Valve Guides	Pressed-in; cast alloy iron	
Valve Lash	Zero	
Intake Valves		
Material	Alloy steel	
Head Diameter (in)	1.935-1.945	
Face Coating	Aluminized	
Seats	Machined in cylinder head	
Exhaust Valves		
Material	High alloy steel	
Head Diameter (in)	1.495-1.505	
Face Coating	Aluminized	
Seats	Machined in cylinder head; induction hardened	
Rotators (exhaust)	Yes	
Water Pump		
Type	Centrifugal	
Capacity (gpm)	22.1 @ 2000 rpm	

FUEL TANKS

SPECIFICATIONS

Series	Tank Location	Std/ Opt	Approx. Tank Cap. (gallons)	Filler Location	Description
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LUV Pickup; Blazer; Pickups; Suburban; Chassis-Cab Models

El Camino †	Behind rear axle	Std	26	Behind rear license plate	Rectangular
Vega Panel Express †	Behind rear axle	Std	16	Right rear fender	Rectangular
LUV Pickup †	Inboard LH frame rail	Std	13	Left Rear	Rectangular
C10/K10 Blazer †	Inboard frame behind rear axle	Std	25	Right Center	Rectangular
		Opt	31	Right Center	Rectangular
C/K10-20 Suburban †	Inboard frame behind rear axle	Std	25	Right Center	Rectangular
		Opt	31	Right Center	Rectangular
		Opt	40	Right Center	Rectangular
C/K10703 †	Outboard RH frame rail	Std	16	Right Center	Step-shape Rectangle
	Outboard LH frame rail	Opt	16	Left Center	Step-shape Rectangle
C/K10903 † C/K20903-63 C30903-63 C31003, C31403	Outboard RH frame rail	Std	20	Right Center	Step-shape Rectangle
	Outboard LH frame rail	Opt	20	Left Center	Step-shape Rectangle
C20903, C31003 Chassis-Cab	Behind rear axle	Opt	25	Left Center	Rectangular

Chevy Van; Sportvan; Cutaway Van; Hi-Cube Van

G10-20; G30 (06) †	Between frame rails behind rear axle	Std	21	Left Rear	Rectangular
		Opt	36	Left Rear	Rectangular
G30 (05)	Between frame rails behind rear axle	Std	21	Left Rear	Rectangular
		Opt	36	Left Rear	Rectangular
G30 (03)	Between frame rails behind rear axle	Std	36	Left Rear	Rectangular
		Opt**	36	Left Rear	Rectangular

Forward Control Models

P10 †	Between frame rails behind rear axle	Std	21	Left Rear	Rectangular
P20; P30	Outboard RH frame rail	Std	30	Right Center	Rectangular
		Opt	50★	Right Center	Rectangular
P30 Motor Home Chassis (exc. P318)	Outboard RH frame rail	Std	30*	Right Center	Rectangular
		Opt	50 †	Right Center	Rectangular
P31832 Motor Home Chassis	Outboard RH frame rail	Std	50*	Right Center	Rectangular

*P30 Motor Home Chassis has temporary 3 qt fuel tank connected for shipping purposes.

**Std on Z64 RV Cutaway Van.

†Equipped with evaporative emission controls. California requires evaporative emission controls on all gasoline powered vehicles.

‡Available as optional equipment on P311 and P314 models only, and with 14,000 lb. GVW.

★Series 30 only, with 14,000 lb. GVW.

TURBO-JET 454 4-bbl V8

(Ordering Code LS4)

Applications

Standard: None

Optional: El Camino

Basic Specifications

Engine type.....Valve-in-head
Piston displacement.....454 cu in
Bore & stroke (nominal).....4.25" x 4.00"
Compression ratio.....8.15:1
Carburetor type.....4-barrel
Exhaust—Dual.....All

Test Procedures

These curves represent full-throttle performance as obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle, with ratings corrected to barometric pressure of 29.00" mercury and 85°F dry air.

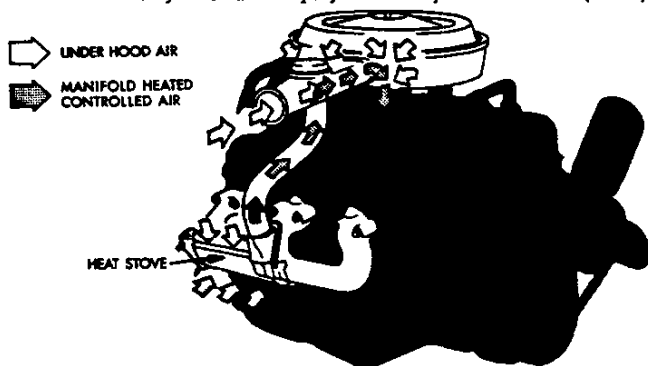
Engine Ratings

SAE net horsepower (85°F).....215 @ 4000 rpm
SAE net torque, lb-ft (85°F).....350 @ 2400 rpm

EMISSION CONTROL EQUIPMENT GENERAL

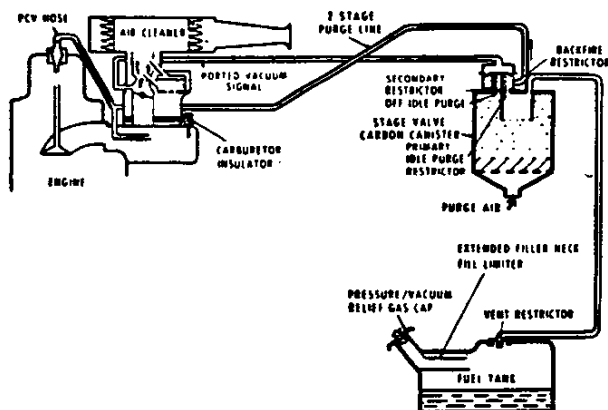
Exhaust emissions are controlled on all gasoline powered truck models. Two systems are employed: Air Injection Reactor (A.I.R.)

and Controlled Combustion System (C.C.S.). Both systems employ aluminized exhaust system components.



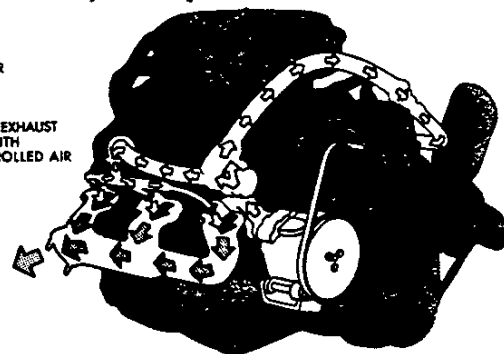
CONTROLLED COMBUSTION SYSTEM (C.C.S.)

This system uses standard engine components which are modified to control exhaust emissions. Basically, carburetor calibration, engine idle speed and ignition distributor timing are optimized to produce more complete combustion during low and intermediate speeds. Engine inlet air is heated, as required, by directing exhaust heat to a thermostatically controlled valve in the air cleaner assembly.



EVAPORATIVE EMISSION CONTROLS

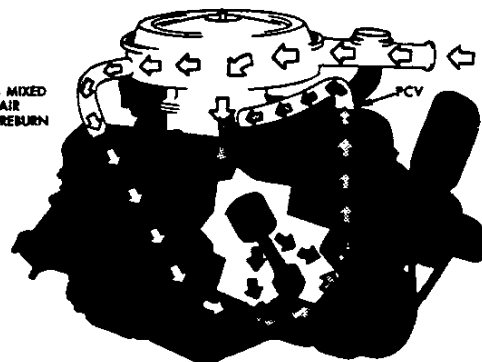
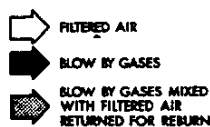
All 10 Series Truck models under 6001 lbs. GVW (classified as Light Duty emission by the Environmental Protection Agency [EPA]), must include equipment to control fuel vapor emissions. The State of California also requires evaporative emission control for the other 10-20-30 Series models classified as Heavy Duty emission by EPA (over 6000 lbs. GVW). Basically this system starts at the fuel tank by extending a line from the metering unit to the vapor storage canister. The metering unit is an integral unit which, in addition to fuel pickup and gauge registration, provides: (a) Outlet for vapor to canister; (b) Fill limiting function; (c) Separation of vapor from liquid fuel. A single line carries the vapors to a canister which stores the vapors when the engine is not running, but distributes the vapors to the carburetor when the engine is running. Emissions from the carburetor are reduced by providing an insulator below the carburetor to control the float bowl temperature.



AIR INJECTION REACTOR (A.I.R.)

With this system, emissions of unburned hydrocarbons and carbon monoxide are controlled to levels specified by the Federal Motor Vehicle Air Pollution Control Act by injection of air into each exhaust valve port. This provides oxygen to support combustion of the luminous hot exhaust gases and continues oxidation of unburned hydrocarbons and carbon monoxide in the exhaust system.

The system is comprised of an air pump, diverter valve and silencer, check valves, air manifold, thermostatically controlled air cleaner and modifications to the carburetor and ignition distributor. Air for injection into the exhaust manifold is provided by a crankshaft-driven semi-articulated vane-type pump. Inlet air is cleaned by means of a centrifugal vane unit which separates dust particles and water from the air. The diverter valve functions as a pressure limiting valve which maintains a constant flow of air to the exhaust manifold. Check valves, one on six-cylinder engines and two on eight-cylinder engines, operate to prevent back-flow of exhaust gases in event of pump or drive belt failure.



POSITIVE CRANKCASE VENTILATION (PCV)

All gasoline engines are equipped with PCV. This system prevents any crankcase emission being discharged into the atmosphere. It primarily consists of a completely sealed crankcase with a PCV valve and connections that returns blow-by gases to the combustion chamber where they are burned.

454 V8 ENGINES

SPECIFICATIONS

	TURBO-JET	HIGH TORQUE	
	454 4-bbl (El Camino)	454 4-bbl	
		LD Emissions	HD Emissions
Oil Capacity			
With filter change	4½	5	
W/o filter change	4	4	
Oil Filter			
Standard	Full flow; throwaway type	Full flow; replaceable element	
Capacity (qts)	½	1	
Oil Pump			
Type	Spur gear; distributor shaft driven		
Capacity (gpm)	6.0 @ 2000		
Normal Pressure (psi)	40 @ 2000 rpm		
Pistons			
Material	Cast aluminum alloy		
Skirt	Slipper		
Head	Flat		
Piston Pins			
Type	Rod shrink fit to pin		
Material	Chromium steel		
Piston Rings			
Compression Rings			
Number	2		
Type	Upper—barrel face; lower—taper face		
Material	Cast alloy iron		
Oil Control Rings			
Number	1		
Type	Multi-piece		
Material	Steel		
Thermostat	Harrison; 195°		
Valve Train			
Type	Individually mounted rocker arms, push rod actuated		
Lifters	Hydraulic		
Rocker Arm Ratio	1.70:1		
Valve Guides	Pressed-in; cast alloy iron		
Valve Lash	Zero		
Intake Valves			
Material	Alloy steel		
Head Diameter (in)	2.060-2.070		
Face Coating	Aluminized		
Seats	Machined in cylinder head		
Exhaust Valves			
Material	High alloy steel		
Head Diameter (in)	1.715-1.725		
Face Coating	Aluminized		
Seats	Machined in cylinder head; induction hardened		
Rotators (exhaust)	Yes		
Water Pump			
Type	Centrifugal		
Capacity (gpm)	24.5 @ 2000 rpm		

INDEX

<u>LIGHT DUTY MODELS</u>		Page
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Battery Specifications		3
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<u>MEDIUM & HEAVY DUTY MODELS</u>		
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COOLING SYSTEMS

OPTIONAL COOLING SYSTEMS

TUBE AND CENTER CROSS-FLOW-TYPE RADIATOR WITH MULTILOUVER DESIGN AND 15 LB. PRESSURE CAP.

Series	Optional Combinations			Radiator			System Capacity (gal) *	Fan (No. blades x diam. x pitch)
	Engine	Option	Transmission Type	Thickness (in)	Dist. Between Tubes (Const) (in)	Frontal Area (sq in)		
C10	250		Automatic	1.24	.25	480	3.7	5 x 18.5 x 2.2
		HD Radiator	Manual	1.24	.22	446	3.7	4 x 19.5 x 2
			Automatic	1.24	.18	480	3.7	5 x 18.5 x 2.2
		Air Conditioning	Manual	1.24	.14	480	3.8	7 x 18.7 x 2.52♦
	Automatic		1.96	.20	480	3.9	7 x 18.7 x 2.52♦	
	350-2		Automatic	1.24	.14	480	4.4	7 x 18.75 x 2.52♦
		HD Radiator	Manual	1.96	.18	480	4.5	4 x 19.5 x 2
			Automatic	1.96	.14	480	4.5	7 x 18.75 x 2.52♦
		Air Conditioning	Manual	1.96	.18	480	4.5	7 x 19.5 x 2.25■
	Automatic		1.96	.16	480	4.5	7 x 19.5 x 2.25■	
	350-4		Automatic	1.24	.14	480	4.4	7 x 18.75 x 2.52♦
		HD Radiator	Manual	1.96	.18	480	4.5	4 x 19.5 x 2
			Automatic	1.96	.14	480	4.5	7 x 18.75 x 2.52♦
		Air Conditioning	Manual	1.96	.18	480	4.5	7 x 19.5 x 2.25■
Automatic	1.96		.16	480	4.5	7 x 19.5 x 2.25■		
454-4	HD Radiator	Automatic	2.68	.16	542	6.2	7 x 19.5 x 2.25■	
	Air Conditioning	Automatic	2.68	.14	542	6.2	6 x 19.5 x 2.50■	
G10	250		Automatic	1.24	.25	480	3.8	4 x 18 x 2
		HD Radiator	Manual	1.24	.25	446	3.7	4 x 18 x 2
			Automatic	1.24	.18	480	3.8	4 x 18 x 2
	350-2		Automatic	1.24	.18	480	4.4	7 x 18 x TP■ (06)
			Automatic	1.24	.18	480	4.4	7 x 18♦ (05)
		HD Radiator	Manual	1.96	.16	480	4.5	4 x 18 x 2
			Automatic	1.96	.16	480	4.5	7 x 18 x TP
	Air Conditioning, HD Cooling	Manual	1.96	.16	480	4.5	7 x 18 x TP■	
		Automatic	1.96	.14	480	4.5	7 x 19.5 x 2.25■	
	350-4		Automatic	1.24	.18	480	4.4	7 x 18 x 2.38♦
		HD Radiator	Manual	1.96	.16	480	4.5	4 x 18 x 2
			Automatic	1.96	.16	480	4.5	7 x 18♦
		Air Conditioning, HD Cooling	Manual	1.96	.16	480	4.5	7 x 18 x TP■
	Automatic		1.96	.14	480	4.5	7 x 19.5 x 2.25■	
K10	250		Automatic	1.24	.25	480	3.7	5 x 18.5 x 2.2
		HD Radiator	Manual	1.24	.22	446	3.7	4 x 19.5 x 2
			Automatic	1.24	.18	480	3.7	5 x 18.5 x 2.2
		Air Conditioning	Manual	1.24	.14	480	3.8	7 x 18.7 x 2.52♦
			Automatic	1.96	.20	480	3.9	7 x 18.7 x 2.52♦

★Capacity (approx.) shown with standard heater and standard coolant recovery system.
 TP—Tapered pitch. ■Temperature-controlled clutch fan. ♦RPM controlled flex fan.

ELECTRICAL

BATTERY SPECIFICATIONS

12-volt Delco batteries are used as standard and optional equipment on all models (except LUV)

Capacity (amps) @ 20-amp-hr rate (watts) @ 0°F.	45 2300	50 —	61 2900	80 4000
Plates Per Cell	9	—	11	15
Size: Length (in)	9.44	10.00	10.12	10.21
Width (in)	6.75	6.50	6.75	6.77
Height (in)	8.41	7.87	8.75	8.56
Weight (lbs) Wet	34	35-40	44	43

GENERATOR

All Chevrolet trucks (except LUV Pickup) use "DELCO TRON" 12-volt generators as standard and optional equipment. They are alternating current generators that are diode-rectified to produce direct current. The availability chart below shows which generators are available on each light duty model and lists the pertinent specifications of each one.

The "DELCO TRON" 10-SI-100 series is used as standard equipment on all Series 10-30 models. It has a cast aluminum case with a ball bearing at the drive end and a needle bearing at the rear.

It also features an integral charging system which combines the generator and a miniaturized integrated-circuit voltage regulator into one compact unit.

GENERATOR AVAILABILITY BY MODEL SERIES

Rated Output			Engine	Drive Pulley Ratio	Generator Model Number	Standard	Optional
Max Capacity (amps)	Max Watts @ 12 volts	Nominal Amp @ Idle†					
32	384	20	140 Four	2.7:1	10-SI-100	Vega Panel Express	—
35	420	—	LUV 4-cyl.	1.96:1	LT135-26	LUV	—
37	444	23	250, 292	2.7:1	10-SI-100	C10/K10/G10/P10 C20/K20/G20; C30/G30	—
	444	27	350, 454	2.7:1	10-SI-100	El Camino C10/K10/G10/C20/K20/ G20/C30/G30	—
42	504	26	250, 292	2.7:1	10-SI-100	P20-30	El Camino C10/K10/G10/P10 C20/K20/G20; C30*
	504	30	350, 454	2.7:1	10-SI-100	P20; P30 (except Motor Home)	El Camino; C10/K10/ G10; C20/K20/G20; C30/G30
55	660	32	140 Four	2.7:1	10-SI-100	—	Vega Panel Express
61	732	30	250, 292	2.7:1	10-SI-100	—	C10/K10/G10/P10; C20/K20/G20/P20; C30/G30/P30
	732	40	350, 454	2.7:1	10-SI-100	G30 (03)	C10/K10/G10; C20/K20/G20/P20; C30/G30/P30
	732	30	350, 454	3.1:1	10-SI-100	P30 Motor Home Chassis	—

*Included with optional platform and stake rack or dual rear wheels on C20-30.

†Amps at idle vary because of differences in engine RPM at idle due to emission requirements, optional air conditioning and transmission and engine options.

COOLING SYSTEMS

OPTIONAL COOLING SYSTEMS (Continued) TUBE AND CENTER CROSS-FLOW-TYPE RADIATOR WITH MULTILOUVER DESIGN AND 15 LB. PRESSURE CAP.

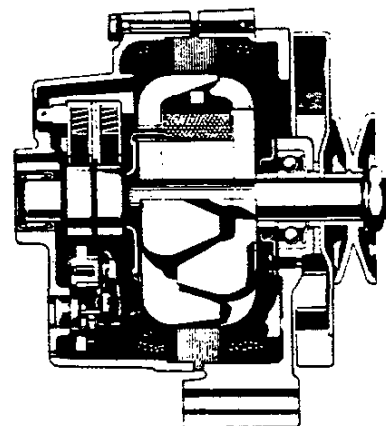
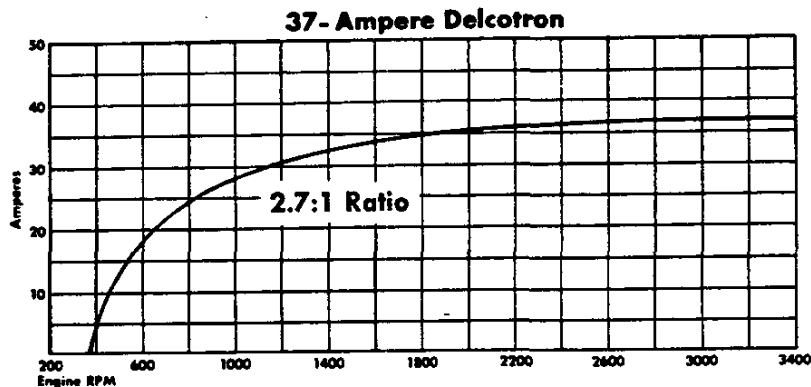
Series	Optional Combinations			Radiator			System Capacity (gal) ★	Fan (No. blades x diam. x pitch)
	Engine	Option	Transmission Type	Thickness (in)	Dist. Between Tubes (Const) (in)	Frontal Area (sq in)		
P20	292		Automatic	1.24	.16	480	3.4	5 x 18.5 x 2.2
		HD Radiator	Manual	1.24	.16	446	3.4	4 x 19.5 x 2
	350-4		Automatic	1.96	.16	480	4.2	5 x 19.5 x 2.20♦
		HD Radiator	Manual	1.96	.16	480	4.2	4 x 19.5 x 2
C30	292		Automatic	1.24	.16	480	3.7	5 x 18.5 x 2.2
		HD Radiator	Manual	1.24	.16	446	3.7	4 x 19.5 x 2
	350-4		Automatic	1.96	.14	480	4.5	7 x 18.75 x 2.52♦
		HD Radiator	Manual	1.96	.16	480	4.5	4 x 19.5 x 2
	Air Conditioning	Manual	1.96	.16	480	4.4	7 x 19.5 x 2.25■	
		Automatic	1.96	.14	480	4.5	7 x 19.5 x 2.25■	
	454-4		Automatic	2.68	.16	542	6.2	7 x 19.5 x 2.25■
		HD Radiator	Manual	1.96	.16	542	6.1	7 x 19.5 x 2.25■
		Air Conditioning	Manual	2.68	.16	542	6.2	6 x 19.5 x 2.50■
			Automatic	2.68	.14	542	6.2	6 x 19.5 x 2.50■
G30	292		Automatic	1.24	.18	480	3.7	4 x 18 x 2
		HD Radiator	Manual	1.24	.20	446	3.7	4 x 18 x 2
	350-4		Automatic	1.96	.16	480	4.5	7 x 18 x 2.16♦
		HD Radiator	Manual	1.96	.16	480	4.6	4 x 18 x 2
		Air Conditioning, HD Cooling	Manual	1.96	.16	480	4.6	7 x 18 x TP■
	Automatic		1.96	.14	480	4.5	7 x 19.5 x 2.25■	
	400-4	Air Conditioning, HD Cooling	Automatic	2.68	.14	480	5.0	6 x 19.5 x 2.5■
P30 (Including Motor Home Chassis*)	292		Automatic	1.24	.16	480	3.4	5 x 18.5 x 2.2
		HD Radiator	Manual	1.24	.16	446	3.4	4 x 19.5 x 2
	350-4		Automatic	1.96	.16	480	4.2	5 x 19.5 x 2.20♦
		HD Radiator	Manual	1.96	.16	480	4.2	4 x 19.5 x 2
		11,000-lb Axle	Automatic	1.96	.14	480	4.2	5 x 19.5 x 2.20♦
	454-4	11,000-lb Axle	Automatic	2.68	.16	542	5.9	7 x 19.5 x 2.50■
P30 Motor Home*	350-4	Air Conditioning	Automatic	1.96	.16	542	4.9	7 x 19 x 2.25■
	454-4	Air Conditioning	Automatic	2.68	.16	542	6.2	6 x 19 x 2.50■

*Down-flow type radiator. TP—Tapered pitch. ■Temperature-controlled clutch fan. ♦RPM controlled flex fan.
★Capacity (approx.) shown with standard heater (except P20-30 models) and standard coolant recovery system.

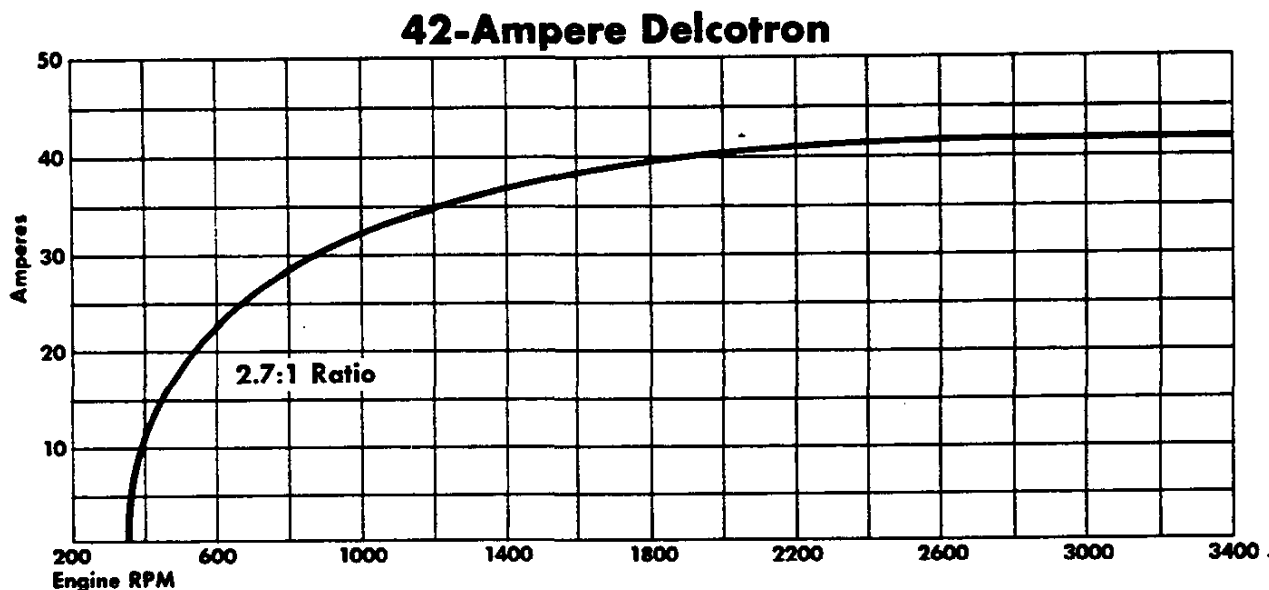
ELECTRICAL

GENERATORS

GENERATOR OUTPUT CURVES



Ratio	Engine	Model Availability
2.7:1	250, 292, 350, 454	El Camino; C-K-G-P10; C-K-G20; C-G30



Ratio	Engine	Model Availability
2.7:1	250, 292, 350, 454	El Camino; C-K-G-P10-20; C-G-P30

EMISSION CONTROL EQUIPMENT

SERIES 10-30 TRUCKS

All States except California

Model	Series	GVW	Light-Duty Emissions Systems (Under 6001 lbs. GVW)								Heavy-Duty Emissions Systems (Over 6000 lbs. GVW)			
			PCV	EGR	CCS	ECS	EFE	CHA	UFC	OAD	PCV	CCS	CHA	
Blazer	C10	All	X	X	X	X	X	X	X	X				
	K10	6300 lb.									X	X	X	
Pickup	C10	All	X	X	X	X	X	X	X	X				
	K10	6400 lb.									X	X	X	
	C20	All									X	X	X	
	K20	All									X	X	X	
Chevy Van/ Sportvan	G10	All	X	X	X	X	X	X	X	X				
	G20	All									X	X	X	
	G30	All									X	X	X	
Suburban	C10	6400-7000 lb.										X	X	X
	K10	All									X	X	X	
	C20	All									X	X	X	
	K20	All									X	X	X	
Chassis-Cab	C10	All									X	X	X	
	K10	All									X	X	X	
	C20	All									X	X	X	
	K20	All									X	X	X	
	C30	All									X	X	X	
Step-Van & FC Chassis	P10	All									X	X	X	
	P20	All									X	X	X	
	P30	All									X	X	X	
Motor Home Chassis	P30	All									X	X	X	
Cutaway Van/ Hi-Cube Van	G30	All									X	X	X	

State of California only

Model	Series	GVW	Light-Duty Emissions Systems (Under 6001 lbs. GVW)								Heavy-Duty Emissions Systems (Over 6000 lbs. GVW)						
			PCV	EGR	CCS	ECS	EFE	CHA	UFC	OAD	PCV	EGR	ECS	CHA	AIR	TRC	OAD
Blazer	C10	All	X	X	X	X	X	X	X	X							
	K10	6300 lb.									X		X	X	X	X	X*
Pickup	C10	All	X	X	X	X	X	X	X	X							
	K10	6400 lb.									X		X	X	X	X	X*
	C20	All									X	X†	X	X	X	X	X*
	K20	All									X	X	X	X	X	X	X*
	C30	All									X	X†	X	X	X	X	X*
Chevy Van/ Sportvan	G10	All	X	X	X	X	X	X	X	X							
	G20	All									X		X	X	X	X	X*
	G30	All									X		X	X	X	X	X*
	Suburban	C10	6400-7000 lb.									X	X†	X	X	X	X
K10		All									X	X	X	X	X	X	X*
C20		All									X	X†	X	X	X	X	X*
K20		All									X	X	X	X	X	X	X*
Chassis-Cab		C10	All									X		X	X	X	X
	K10	All									X		X	X	X	X	X*
	C20	All									X	X†	X	X	X	X	X*
	K20	All									X	X	X	X	X	X	X*
	C30	All									X	X†	X	X	X	X	X*
Step-Van & FC Chassis	P10	All									X		X	X	X	X	X*
	P20	All									X		X	X	X	X	X*
	P30	All									X	X†	X	X	X	X	X*
Motor Home Chassis	P30	All									X	X†	X	X	X	X	X*
Cutaway Van/ Hi-Cube Van	G30	All									X		X	X	X	X	X*

PCV—Positive Crankcase Ventilation
 EGR—Exhaust Gas Recirculation
 CCS—Controlled Combustion System
 ECS—Evaporation Control System
 EFE—Early Fuel Evaporation
 *350-4 and 454-4 V8 engines only.
 †454-4 V8 engine only.

CHA—Carburetor Heated Air
 UFC—Under Floor Converter (Catalytic Converter)
 OAD—Outside Air Duct (to air cleaner)
 AIR—Air Injection Reactor
 TRC—Throttle Return Control

ELECTRICAL

LIGHTS

Front Turn Signals and Parking Lights

All Series 10 thru 30 models use two amber combination parking and front turn signal lights which meet Class A requirements. In all Series 10 thru 30, parking lights will remain lit when headlights are turned on.

Hazard Warning Lights

Front turn signals flash simultaneously with rear turn signals by activating the Traffic Hazard Warning Switch.

Rear Signals and Tail/Stop Lights

All light duty models have red dual combination Class A tail/stop lights.

Backup Lights

Dual backup lights with white lenses are standard equipment on all models.

Clearance, Identification and Marker Lights; Side Reflectors and Lights

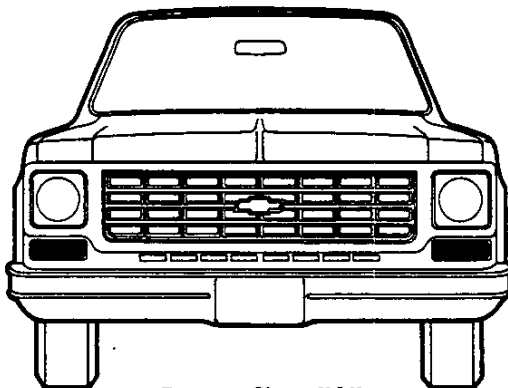
Three amber identification lights, mounted on the cab roof above

the windshield header, and two amber corner clearance lights are standard on C30 models with dual rear wheels and/or stake bodies. Series 20-30 Step-Van King models also include similar lights as standard equipment.

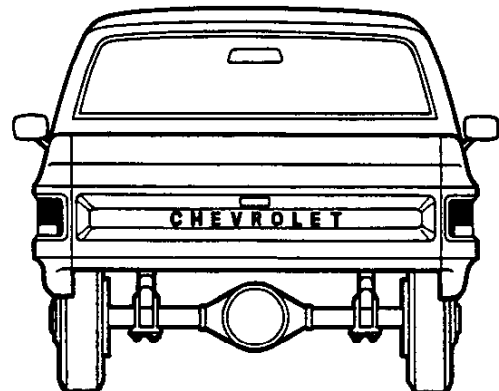
Series 20-30 models with optional stake bodies also include rear side marker lights. Additionally, the Series 30 model includes three red identification lamps at the rear of the platform, a red clearance lamp at each rear corner and an amber clearance lamp at each front corner of the platform are included.

All light duty models, except forward control chassis models are equipped with front side amber marker combination light and reflector. Rear side red marker combination light and reflector are used on Blazers, Pickups, Suburbans, Sportvans, and Chevy Vans.

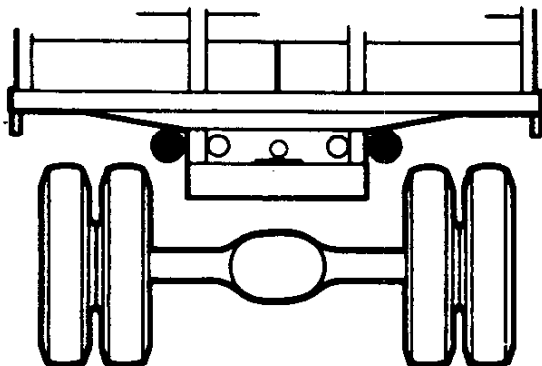
All side marker, identification and clearance lights are actuated by the main light switch. Front side marker lights flash whenever the turn signal switch or hazard warning switch is activated on 10-30 series models.



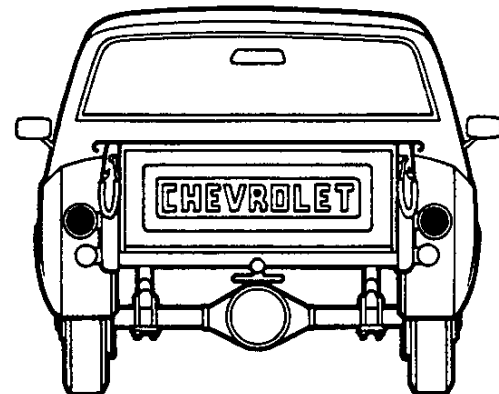
Front—Class "A"
Series 10-30



Rear—Class "A"
Fleetside Pickups



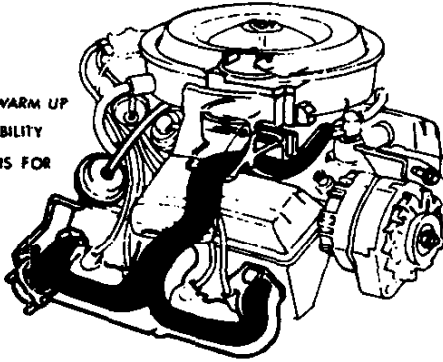
Rear—Class "A"
Platform—Stakes



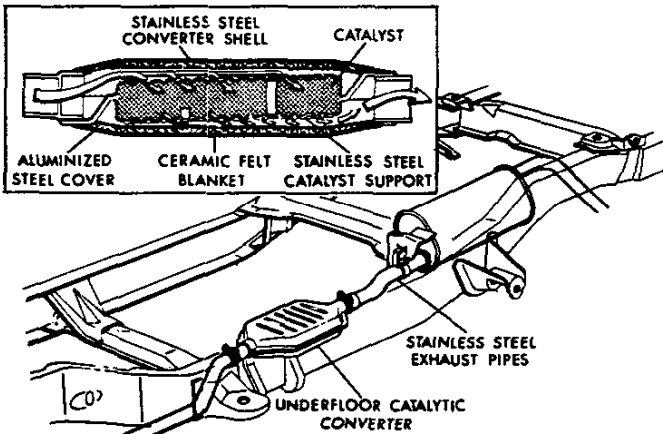
Rear—Class "A"
Stepside Pickups

EMISSION CONTROL EQUIPMENT

- QUICKER ENGINE WARM UP
- IMPROVED DRIVEABILITY
- REDUCED EMISSIONS FOR WARM UP CYCLE



Early Fuel Evaporation (EFE) • Reduces exhaust emissions by preheating incoming fuel for improved combustion • During cold starts, vacuum motor immediately closes exhaust manifold heat valve • Hot exhaust gases flow around inlet manifold and heat incoming fuel • More complete fuel evaporation during warm-up improves drivability.



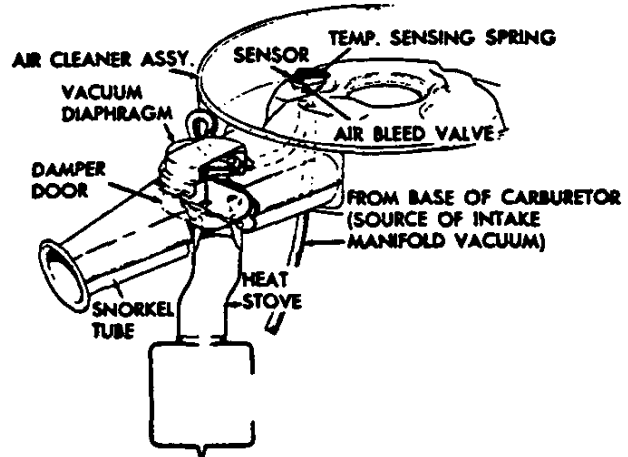
Under Floor Converter (UFC) • Catalytic bed inside converter changes hydrocarbons and carbon monoxide to harmless emissions • Shell made of stainless steel with aluminized steel cover and ceramic felt insulation between • Exhaust pipe ahead of converter also is stainless steel • Catalytic emissions control allows tuning engines for increased fuel economy, improved drivability • Use of unleaded fuel promotes spark plug life, allows longer intervals between recommended oil changes.

Outside Air Duct (OAD) • Routes cooler outside air from grille intake directly to carburetor air cleaner • Charges cylinders with denser air-fuel mixture • Helps improve performance in all speed ranges after initial warm-up.

LIQUID PETROLEUM GAS CONVERSION

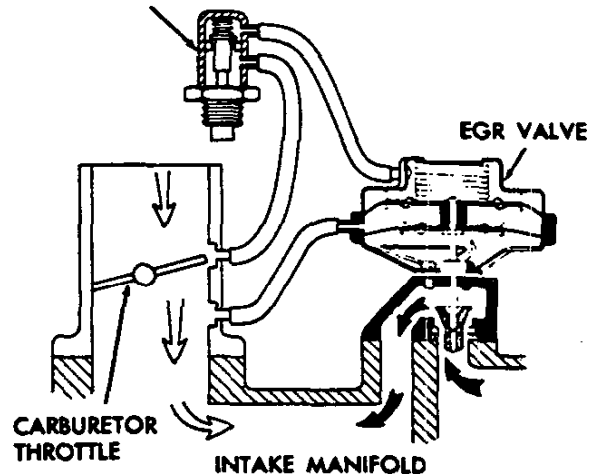
All 1975 Chevrolet Light Duty Truck gasoline production engines may be converted to use LP Gas when permissible under Federal and State laws and regulations without causing harmful effect to the engine. Complete conversion to LPG requires adaptation by a local distributor who sells and services LPG equipment. Caution should be exercised so that the fuel tank is mounted on and is vented to the outside of the vehicle. In addition, vehicles converted to LPG should not be stored in enclosed places such as garages.

Throttle Return Control (TRC) • Reduces hydrocarbon and carbon monoxide emissions while vehicle is "coasting" • Throttle-lever actuator on carburetor opens primary venturi a pre-set amount over curb idle • Controlled by high manifold vacuum during extended overrun.



Carburetor Heated Air (CHA) • Allows significantly leaner carburetor calibration for reduced emissions • Heats carburetor air to 100°F when underhood temperatures are lower • Damper door from exhaust manifold heat stove regulates heated air • Controlled by engine vacuum or bi-metallic thermostat • Minimizes carburetor icing and improves engine drivability during warm-up cycle.

THERMAL VACUUM SWITCH



Exhaust Gas Recirculation (EGR) • Introduces exhaust gases to engine induction system through passages cast into intake manifold • Lowers combustion temperatures, reduces formation of nitrogen oxide • Dual-diaphragm design increases EGR rates with increased engine loads • Controlled by manifold vacuum • Normally closed at idle.

HIGH TORQUE 292 1-bbl SIX

(Ordering Code L25)

Applications

Standard: C/K20 (except Suburban); C30; P10-30;
G20-30 (except G30 Cutaway and Hi-Cube Vans)
Optional: None

Basic Specifications

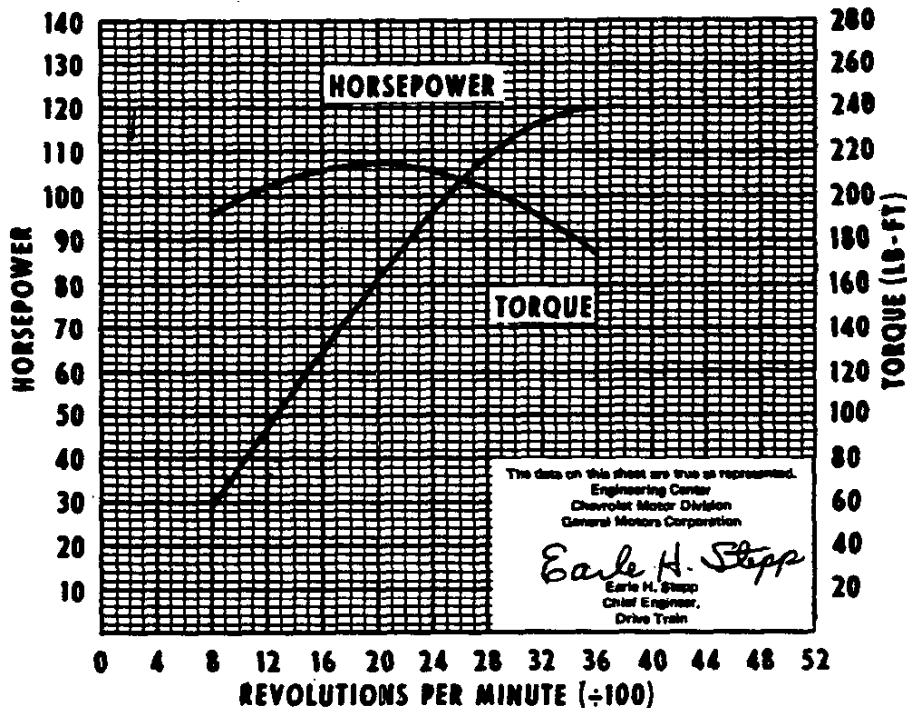
Engine type.....Valve-in-head
Piston displacement.....292 cu. in.
Bore & stroke (nominal).....3.87" x 4.12"
Compression ratio.....8.0 to 1
Carburetor type.....1-barrel
Exhaust—Single.....All

Test Procedures

These curves represent full-throttle performance as obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle, with ratings corrected to barometric pressure of 29.00" mercury and 85°F dry air.

Engine Ratings

SAE net horsepower (85°F).....120 @ 3600 rpm
SAE net torque, lb-ft (85°F).....215 @ 2000 rpm



ELECTRICAL

BATTERY AND GENERATOR SELECTION LIGHT DUTY MODELS

Reference Chart—Electrical Loads* (12-Volt System)

Equipment	Amperes
Two Headlights (Upper beam).....	9.3
Two Headlights (Lower beam).....	7.8
Parking Lights.....	1.1
Stop Lights (2).....	2.0
Ignition.....	2.0
Horn.....	4.5
Clock.....	5.0
Electric Windshield Wipers.....	21.0
Heater.....	8.0
Cigar Lighter.....	8.5
Radio.....	1.5
Identification Lights (3 in line, front & rear).....	2.1
Roof & Body Marker and Clearance Lights.....	5.5
Two-Way Radio (Standby).....	0.5
Two-Way Radio (Transmit).....	2.0
Safety Light (Spotlight).....	15.0
Instrument Lights.....	1.8
Air Conditioning (Single unit).....	13.8

*Except LUV models

The great variety of truck operating conditions creates wide variations in demands upon the electrical system. It is therefore important to consider the electrical system in matching a truck to the job.

Battery Selection

The standard battery has ample storage capacity for most truck applications. The optional heavy-duty battery should be recommended for additional cranking performance and for operations with recreational equipment and in extremely cold climates. Camper enthusiasts will also benefit from the added reserve of an auxiliary battery. The numerous clearance lights impose a heavy current drain during nighttime parking.

Generator Selection

A battery serves only to store electricity and must be recharged by the generator during the normal operation of the truck. Generator capacity should be selected so that the constant electric load (amperes of current draw) does not exceed 80 percent of generator maximum output capacity. This leaves 20 percent of surplus generator capacity to replace battery energy used in starting or during temporary electrical overloads.

Trucks operated as recreational vehicles or special purpose units with extra electrical equipment, require a higher output generator to meet the extra current load.

Determine the constant electrical load from the table at left, consider average road speeds, and recommend a generator which will provide the maximum output required at the vehicle's average road speed. Specifications and operating characteristics of Chevrolet's standard and optional equipment "DELCOTRON" generators are described on Page 4.

MISCELLANEOUS*

12-Volt System

A 12-volt electrical system with a negative ground is used on all models.

Ignition Switch

The ignition switch has four positions: ACC-OFF-ON-START (C-K models with automatic transmission also have a LOCK position). The key is removable only from the OFF (or LOCK) position. Once installed, the center electrical connector plug on the switch cannot be removed without removing the complete switch assembly. Such removal requires the use of the ignition key. Therefore, it is very difficult to bridge the ignition and solenoid circuits to start the engine without a key, thus providing added theft resistance.

Multi-Plug Connectors

Plastic multi-plug connectors join major wiring harnesses at terminal points—they make electrical system servicing easier, protect wires from road splash and corrosion. Single wires, too, are protected by enclosed terminals.

Circuit Protection

Electrical problems caused by short circuits in the wiring are

*Except LUV models.

reduced to a minimum, because all electrical circuits are protected. A bi-metal 15-ampere thermal circuit breaker is incorporated in the light switch for the headlights. If a short develops, the circuit breaker relieves the load. Other electrical circuits are protected by fuses, located in one convenient panel under the dash, by fusible links, or by in-line fuses.

Starter

All Chevrolet trucks use a Delco 12-15-volt starter with overrunning clutch and solenoid-controlled sliding pinion. Bearings are oilless graphite-filled bronze on all gasoline models for less maintenance. Starter is actuated by turning the ignition key to START position. All light duty models use roll-type clutches in the overrunning clutch assembly.

Traffic Hazard Warning Switch

All 10-30 series models have a standard traffic hazard warning switch mounted on the right side of the direction signal control housing, just below the steering wheel. When actuated, the two front and two rear turn signal lights flash in rapid succession as well as the turn signal indicators on the instrument panel.

4-CYLINDER ENGINES

SPECIFICATIONS

	LUV 4 Cyl.	140
Oil Capacity (qts)		
With filter change	4.2	4
W/o filter change	3.6	3½
Oil Filter		
Standard	Full flow; throwaway type	Full flow; throwaway type
Capacity (pt)	1.2	1
Oil Pump		
Type	Trochoid	Eccentric inside-outside, crankshaft driven
Capacity (gpm)	4.57 @ 1400 rpm	4.5 @ 2000 rpm
Normal Pressure (psi)	64	40 @ 1000
Pistons		
Type	Cam-ground	Autothermic
Material	Aluminum alloy	Cast aluminum alloy
Skirt	Tin plated full	Iron plated open slipper
Head	Flat	Flat
Piston Pins		
Type	Floating on running	Rod shrink fit to pin
Material	Case hardened steel	Chromium-steel
Piston Rings		
Compression Rings		
Number	2	
Type	1st: taper face; 2nd: taper face, under-cut	2 Upper-barrel face; lower-barrel face, inside bevel
Material	Chrome plated cast iron	Upper—Cast alloy iron, chrome plated; Lower—Cast alloy iron, chrome flash
Oil Control Rings		
Number	1	1
Type	One-piece	Multi-piece
Material	Chrome plated cast iron	Rails—steel, chrome plated; Expander—stainless steel
Thermostat	Fuji-Thompson Wax pellet; 180°F	Harrison or Dole; 195°F
Valve Train		
Type	Overhead cam rocker arm acting	Overhead cam direct acting
Tappets	Mechanical—adjustable	Mechanical—adjustable
Valve Lash	In: .004 Exh: .006	.015
Intake Valves		
Material	Alloy steel and chrome plated stems	Alloy steel
Head Diameter (in)	1.689—1.693	1.615—1.625
Face Coating	None	Stellite
Seats	Alloy steel inserted in cylinder head	Machined in cylinder head
Exhaust Valves		
Material	Alloy steel and chrome plated stems	Hardened weld-on tips and chrome-flashed stems
Head Diameter (in)	1.295—1.299	1.370—1.380
Face Coating	None	Stellite
Seats	Alloy steel inserted in cylinder head	Hardened inserts in cylinder head
Rotators	None	None
Water Pump		
Type	Centrifugal	Centrifugal, die cast aluminum housing
Capacity (gpm)	6.6 @ 1000 rpm	16 @ 2000 rpm

NOTES

Vega 140 2-bbl FOUR

(Ordering Code L11)

Applications

Standard: None

Optional: Vega Panel Express

Basic Specifications

Engine type.....Overhead-Cam Aluminum
Piston displacement.....140 cu in
Bore & stroke (nominal).....3.50" x 3.62"
Compression ratio.....8.0 to 1
Carburetor type.....2-barrel
Exhaust—Single.....All

Test Procedures

These curves represent full-throttle performance as obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle, with ratings corrected to barometric pressure of 29.00" mercury and 85°F dry air.

SAE net horsepower (85°F) ..
SAE net torque, lb-ft (85°F) ..

All States except California

87 @ 4400 rpm
122 @ 2400 rpm

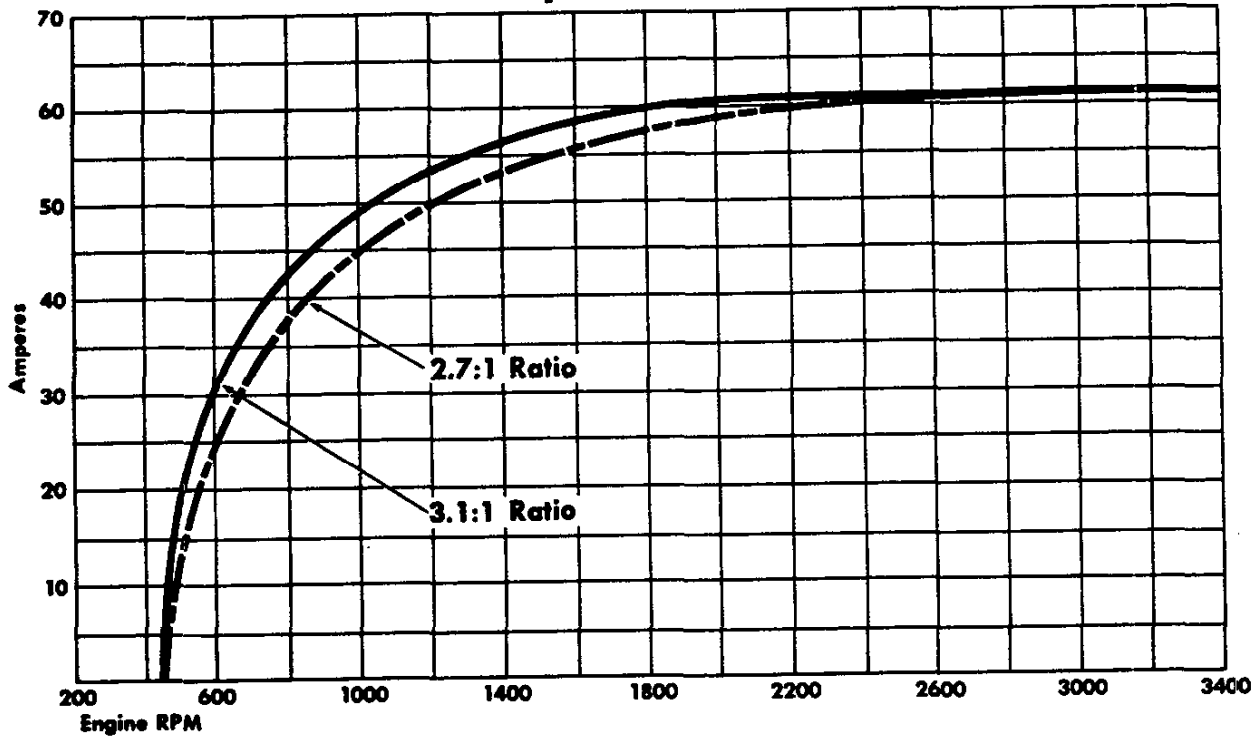
California only

80 @ 4400 rpm
116 @ 2800 rpm

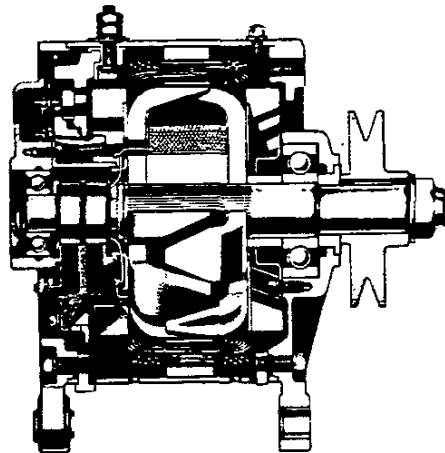
ELECTRICAL

GENERATORS GENERATOR OUTPUT CURVES

61-Ampere Delcotron



Ratio	Engine	Model Availability
2.7:1	250, 292, 350, 400	C-K-G-P10-20; C-G-P30
3.1:1	454	



61-AMP DELCOTRON

LUV 4 CYLINDER

Ordering Code L10

Applications

Standard: LUV Pickup
Optional: None

Basic Specifications

Engine type.....Overhead Cam In-line 4
Piston displacement.....110.8
Bore & stroke (nominal).....3.31 x 3.23
Compression ratio.....8.2:1
Carburetor type.....2-barrel
Exhaust.....Single

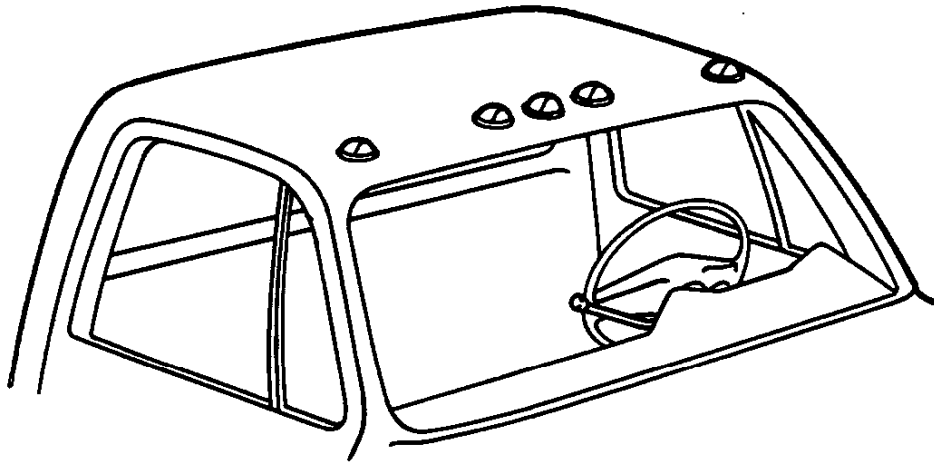
Test Procedures

These curves represent full throttle performance as obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle, with ratings corrected to barometric pressure of 29.00" mercury and 85°F dry air.

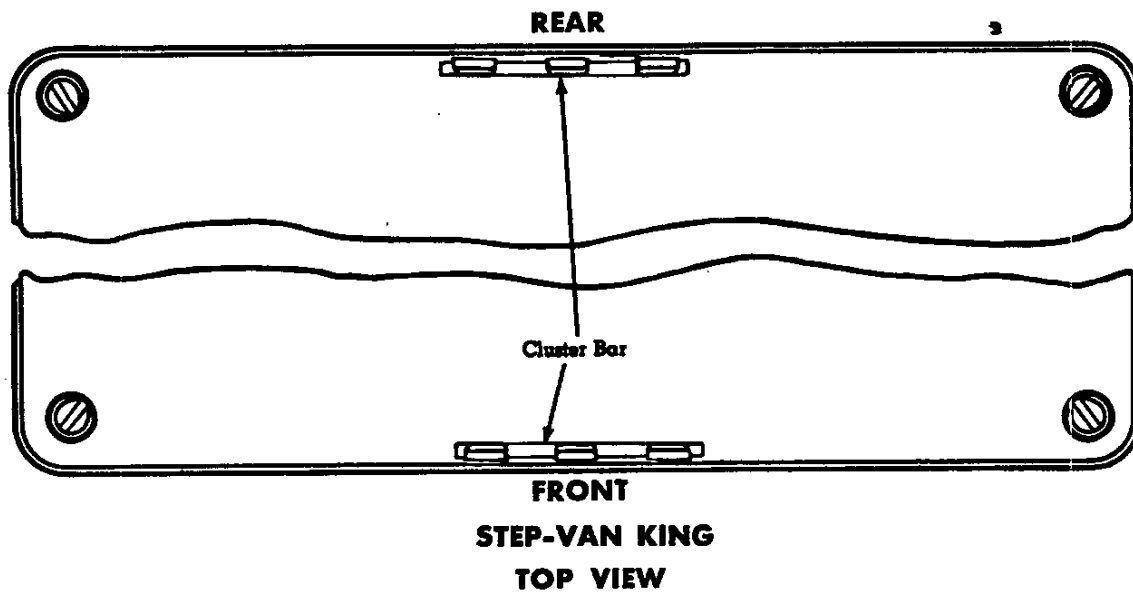
SAE net horsepower (85°F).....75 @ 5000 rpm
SAE net torque, lb-ft (85°F).....88 @ 3000 rpm

ELECTRICAL

CAB IDENTIFICATION & CLEARANCE LIGHT LOCATIONS



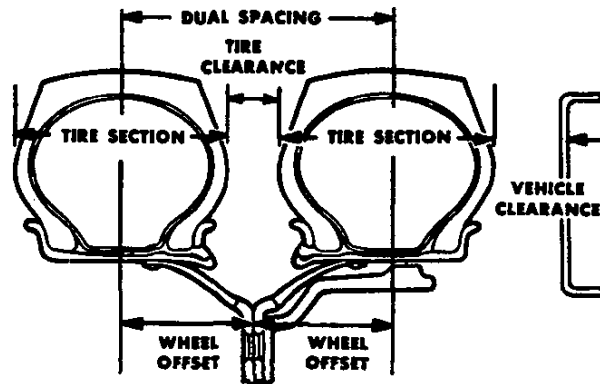
CONVENTIONAL LIGHT-DUTY CAB



WHEELS & TIRES

RECOMMENDED SPACING OF DUAL REAR WHEELS

TYPICAL DISC WHEELS*



Dual spacing, or center-to-center spacing, of disc wheels is the sum of the offsets of the two wheels being used. Note ** below indicates that more spacing is usually specified when tire chains are to

be used. As shown in the diagram above, the sum of the offsets of the two rims, plus the width of the spacer band, equals the dual spacing setup.

TIRE AND RIM SPACING TABLE (As recommended by the Tire & Rim Association)			
Tire Size	Rim	Maximum New Tire Section	Recommended Dual Spacing (in) **Without Chain
HIGHWAY SERVICE			3
7.50-16	6.0	8.65	10.20
8.00-16.5	6.00	8.00	9.0
8-19.5	5.25	8.00	9.62
8.75-16.5	6.75	8.75	10.0

*Tube-type tires are shown in these diagrams

**When chains are used, additional spacing may be required

LUV 4 CYLINDER

Ordering Code L10

Applications

Standard: LUV Pickup
Optional: None

Basic Specifications

Engine type Overhead Cam In-line 4
Piston displacement 110.8
Bore & stroke (nominal) 3.31 x 3.23
Compression ratio 8.2:1
Carburetor type 2-barrel
Exhaust Single

Test Procedures

These curves represent full throttle performance as obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle, with ratings corrected to barometric pressure of 29.00" mercury and 85°F dry air.

SAE net horsepower (85°F) 75 @ 5000 rpm
SAE net torque, lb-ft (85°F) 88 @ 3000 rpm

AXLES, SUSPENSIONS & STEERING

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LIGHT DUTY MODELS

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SPECIFICATIONS AND POWER STEERING	4
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REAR AXLE—5700 LBS TO 11,000 LBS	8
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MEDIUM AND HEAVY DUTY MODELS

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Vega 140 2-bbl FOUR

(Ordering Code L11)

Applications

Standard: None
Optional: Vega Panel Express

Basic Specifications

Engine type.....Overhead-Cam Aluminum
Piston displacement.....140 cu in
Bore & stroke (nominal).....3.50" x 3.62"
Compression ratio.....8.0 to 1
Carburetor type.....2-barrel
Exhaust—Single.....All

Test Procedures

These curves represent full-throttle performance as obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle, with ratings corrected to barometric pressure of 29.00" mercury and 85°F dry air.

SAE net horsepower (85°F) . . .
SAE net torque, lb-ft (85°F) . . .

All States except California

87 @ 4400 rpm
122 @ 2400 rpm

California only

80 @ 4400 rpm
116 @ 2800 rpm

FRONT SUSPENSION

FOUR-WHEEL-DRIVE MODELS

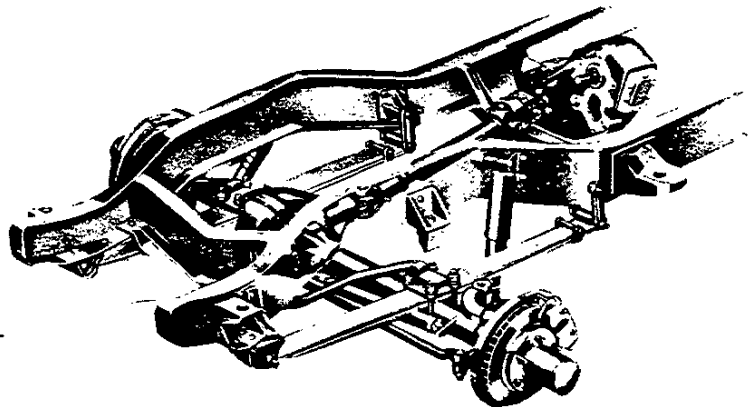
SERIES K10, K20

Front wheel drive on models K10 and K20 utilizes a single-reduction hypoid pinion and ring gear drive. At the outer ends of the axle are sealed preloaded ball joints and cardan-type universal joints with an open access which permits a 34-degree turning angle. This design permits turning in a smaller circle for maximum maneuverability. Servicing is simplified by the sealed ball joints which require no external lubrication. The ball joints also feature built-in dampening, which guards against wheel shake and shimmy that altogether improves handling qualities. A front stabilizer bar is standard. Tapered-leaf springs are used for the front suspension.

FULL TIME 4-WHEEL DRIVE

On all 4-wheel drive models with V8 engine, a New Process "full-time 4-wheel drive" transfer case is used, which drives all four wheels at all times. In addition to the differential used in the front and rear axle, a third differential, located in the transfer case, divides the driving forces between the front and rear axles, as required, similar to the differential operating between the left and right wheels. The differential compensates for varying axle speed conditions, such as turning, etc. For extreme low traction surfaces such as off-road, mud, snow or sand conditions, a lock feature allows manual locking out of the differentials in either low or high gear range. With the inter-axle differential locked, front and rear axles run at equal speed.

Warning: A vehicle equipped with full-time 4-wheel drive is not available with optional free-wheeling front hubs. Since a free wheeling hub would cause the front axle to be inoperative, the full-time system would lose all power through the front axle. The vehicle could only be driven with the differential locked out. Therefore, front locking hubs cannot be installed.

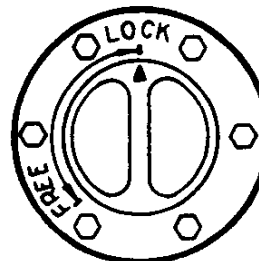


SPECIFICATIONS

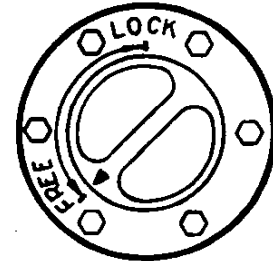
Axle	Series K10	Series K20
Make	Spicer	
Model	44-56F	
Type	Semi-Floating	Full-Floating
Min Shaft Diam (in)	1.125	
Rated Capacity	3600 lbs	3800 lbs
Pinion & Ring Gear	Hypoid	
Ratio	3.07	3.73 4.09 4.09 4.55
Pinion, Teeth	14	11 11 11 11
Ring Gear, Teeth	43	41 45 45 50
Pinion Mounting	Overhung	
Pinion Bearings	Tapered Roller	
Differential Type	Two-Pinion	
Differential Bearings	Tapered Roller	
Wheel Attachment	6-Bolt	8-Bolt
Lubricant Capacity	4 1/2 Pts	
Standard Front Springs	Tapered Leaf	
Rating at Ground	1650 lbs (14) 1850 lbs (03, 06)	1850 lbs
Number of Leaves	2	
Optional Front Springs	Tapered Leaf	
Rating at Ground	1900 lbs	1900 lbs
Number of Leaves	3	

OPTIONAL FREE-WHEELING FRONT HUBS

Free-wheeling front hubs or HUB/LOK is available on series K10 and K20 as an option at extra cost (except on V8 models with full time 4-wheel drive). HUB/LOK makes it possible to disengage the front wheels from the front driveline when front wheel drive is not required. This leaves the front wheels free to rotate without "back drag" from the front axle and propeller shaft, eliminates unnecessary wear.



Engaged



Disengaged

HUB/LOK is engaged for 4-wheel-drive operation when the Activator knob is aligned with the grooved arrowhead pointing outward to the lock position. (If clutch teeth do not immediately engage when the knob is turned to this position, the first slight turn of the front wheel in either direction will complete the locking.) **NO ROCKING IS REQUIRED!**

To disengage HUB/LOK, simply turn the Activator knob so that it aligns with the grooved arrowhead pointing outward to the free position. Now the multiple teeth of the inner and outer clutch rings are separated and the wheels will turn free of the driving axle. The truck is now ready for conventional rear-axle driving.

4-CYLINDER ENGINES

SPECIFICATIONS

	LUV 4 Cyl.	140
Oil Capacity (qts)		
With filter change	4.2	4
W/o filter change	3.6	3½
Oil Filter		
Standard	Full flow; throwaway type	Full flow; throwaway type
Capacity (pt)	1.2	1
Oil Pump		
Type	Trochoid	Eccentric inside-outside, crankshaft driven
Capacity (gpm)	4.57 @ 1400 rpm	4.5 @ 2000 rpm
Normal Pressure (psi)	64	40 @ 1000
Pistons		
Type	Cam-ground	Autothermic
Material	Aluminum alloy	Cast aluminum alloy
Skirt	Tin plated full	Iron plated open slipper
Head	Flat	Flat
Piston Pins		
Type	Floating on running	Rod shrink fit to pin
Material	Case hardened steel	Chromium-steel
Piston Rings		
Compression Rings		
Number	2	
Type	1st: taper face; 2nd: taper face, under-cut	2 Upper-barrel face; lower-barrel face, inside bevel
Material	Chrome plated cast iron	Upper—Cast alloy iron, chrome plated; Lower—Cast alloy iron, chrome flash
Oil Control Rings		
Number	1	1
Type	One-piece	Multi-piece
Material	Chrome plated cast iron	Rails—steel, chrome plated; Expander—stainless steel
Thermostat	Fuji-Thompson Wax pellet; 180°F	Harrison or Dole; 195°F
Valve Train		
Type	Overhead cam rocker arm acting	Overhead cam direct acting
Tappets	Mechanical—adjustable	Mechanical—adjustable
Valve Lash	In: .004 Exh: .006	.015
Intake Valves		
Material	Alloy steel and chrome plated stems	Alloy steel
Head Diameter (in)	1.689—1.693	1.615—1.625
Face Coating	None	Stellite
Seats	Alloy steel inserted in cylinder head	Machined in cylinder head
Exhaust Valves		
Material	Alloy steel and chrome plated stems	Hardened weld-on tips and chrome-flashed stems
Head Diameter (in)	1.295—1.299	1.370—1.380
Face Coating	None	Stellite
Seats	Alloy steel inserted in cylinder head	Hardened inserts in cylinder head
Rotators	None	None
Water Pump		
Type	Centrifugal	Centrifugal, die cast aluminum housing
Capacity (gpm)	6.6 @ 1000 rpm	16 @ 2000 rpm

STEERING

TURNING CIRCLE DIAMETER

The specifications shown below apply to models with standard equipment only. Any change in front axle, wheels or tires may result in a different turning diameter.

Dimension "A" is measured to edge of front tire at outside of circle, indicating diameter clearance needed at curb height.

Dimension "B" is measured to outer extremity of truck (front bumper or fender), indicating required wall-to-wall clearance diameter.

Series	Wheel-base (Inches)	Diameter "A" (Feet)	Diameter "B" (Feet)
LUV	102.5	34.70	36.20
C 10514	106.5	38.18	40.16
K 10514	106.5	37.58	39.62
C 10703	117.5	41.54	43.98
K 10703	117.5	40.85	42.90
C 10903	131.5	45.82	48.28
K 10903	131.5	45.00	47.06
C 20903	131.5	47.57	49.78
K 20903	131.5	45.00	47.06
C 20963	164.5	58.06	60.28
C 30903	131.5	47.57	49.78
C 30963	164.5	58.06	60.28

Series	Wheel-base (Inches)	Diameter "A" (Feet)	Diameter "B" (Feet)
G 11005, 06	110	41.76	43.85
G 11305, 06	125	46.64	48.74
G 21005, 06	110	41.72	43.85
G 21305, 06	125	46.60	48.74
G 31005	110	41.75	43.85
G 31303, 05, 06	125	46.64	48.74
G 31603	146	53.73	55.57
P 10542	102	38.16	40.69
P 20842	125	45.48	48.59
P 21042	133	48.02	51.13
P 30832	125	45.79	47.40
P 30842	125	45.48	48.59
P 31042	133	48.02	51.13
P 31132	137	49.61	51.22
P 31442	157	55.65	58.77
P 31432	158.5	56.44	58.06
P 31832	178.5	62.64	64.26

HIGH TORQUE 292 1-bbl SIX

(Ordering Code L25)

Applications

Standard: C/K20 (except Suburban); C30; P10-30;
G20-30 (except G30 Cutaway and Hi-Cube Vans)
Optional: None

Basic Specifications

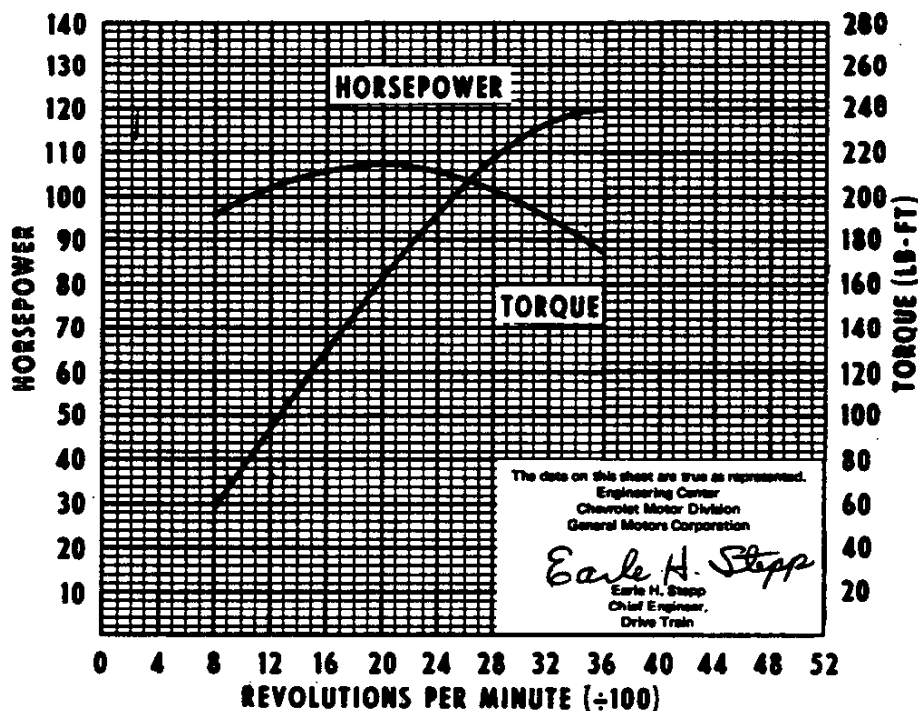
Engine type Valve-in-head
Piston displacement 292 cu. in.
Bore & stroke (nominal) 3.87" x 4.12"
Compression ratio 8.0 to 1
Carburetor type 1-barrel
Exhaust—Single All

Test Procedures

These curves represent full-throttle performance as obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle, with ratings corrected to barometric pressure of 29.00" mercury and 85°F dry air.

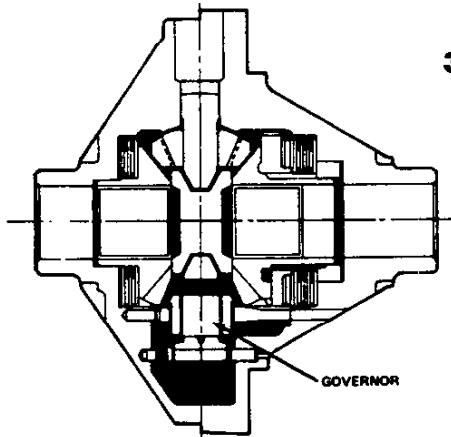
Engine Ratings

SAE net horsepower (85°F) 120 @ 3600 rpm
SAE net torque, lb-ft (85°F) 215 @ 2000 rpm



REAR AXLES

SINGLE-SPEED REAR AXLES 3100-lb to 3750-lb Capacity

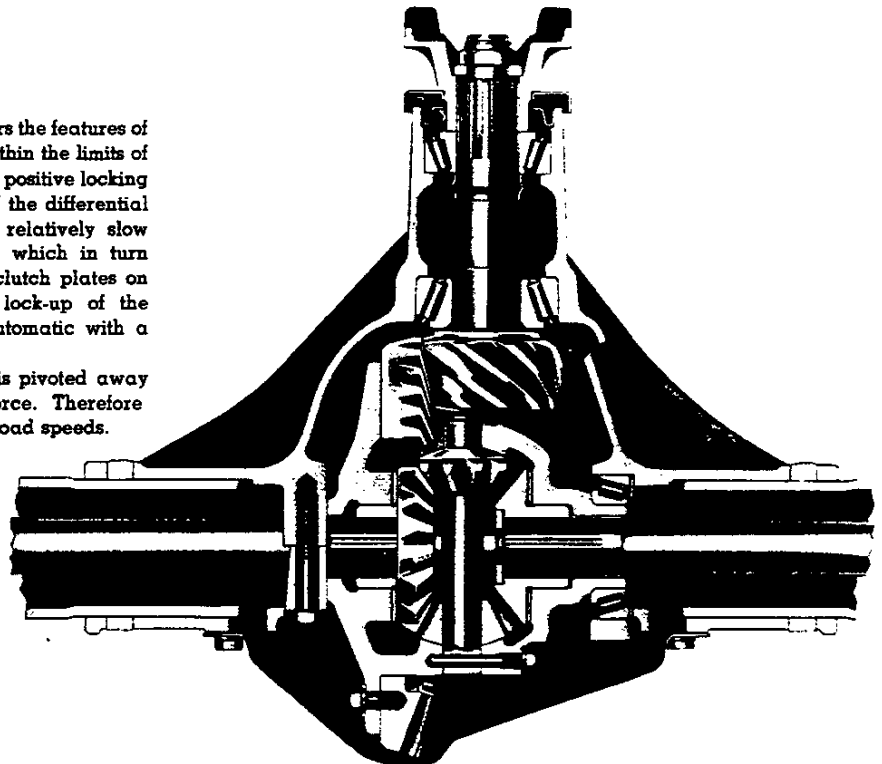


Locking Differential

The rear axle locking differential, RPO G80, offers the features of a true differential at normal road speeds, but within the limits of start up to normal road speeds, it offers a unique positive locking mechanism for maximum traction. Activation of the differential lock occurs only when either wheel spins at relatively slow speeds. This activates the governor flyweights which in turn engage the latching bracket that engages the clutch plates on either side of the differential for a positive lock-up of the differential. Disengagement of the lock-up is automatic with a reduction of wheel spin.

At normal road speeds the latching bracket is pivoted away from governor engagement by centrifugal force. Therefore differential action is always normal at regular road speeds.

The Chevrolet single-speed rear axle has rugged hypoid ring and pinion gears which have large tooth contact area for long, dependable service and quiet operation. Widely spaced tapered roller pinion bearings insure high pinion rigidity and long life of drive gears. The one-piece axle housing has a removable inspection plate to facilitate gear adjustment.



**Chevrolet
3750-lb Axle Illustrated**

Specifications

Capacity	3100 lbs		3500-3750 lbs				
Make	Chevrolet						
Pinion & Ring Gear:	Hypoid						
Type	Hypoid						
Ratios	3.07*	3.42*	3.73*	3.07*	3.40*	3.73*	4.11*
Pinion, teeth	14	12	11	14	10	11	9
Ring gear, teeth	43	41	41	43	34	41	37
Differential:	2-Pinion						
Type	Tapered Roller						
Bearings, type	Tapered Roller						
Axle Shafts:	Semi-Floating						
Type	Integral Shaft and Drive Flange						
Housing @ spring seat:	3.0 x .21			3.0 x .25			
Section diameter and thickness (in)	3.0 x .21			3.0 x .25			

*Also available with Locking Differential

* Locking Differential not available

WHEELS & TIRES

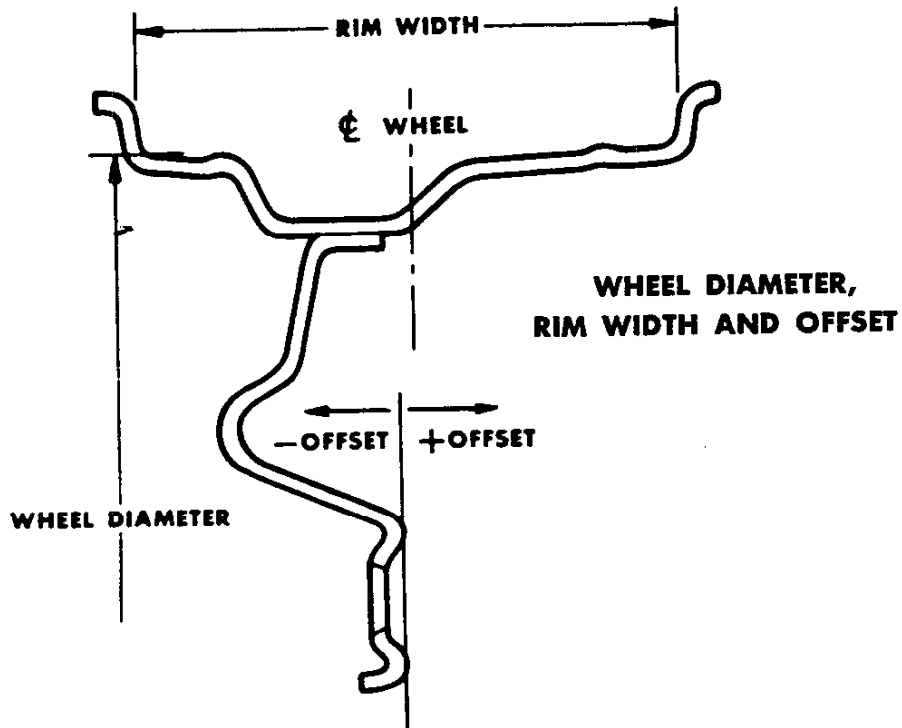


Figure 1

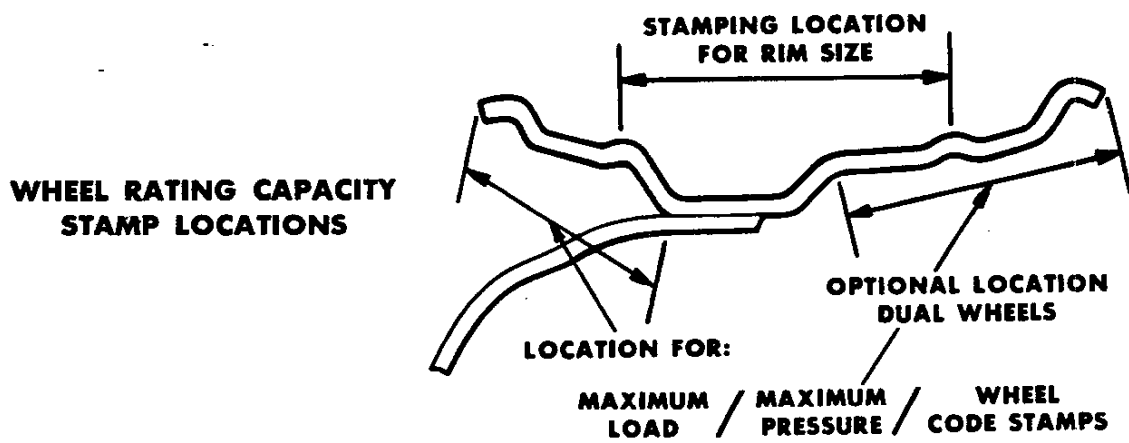
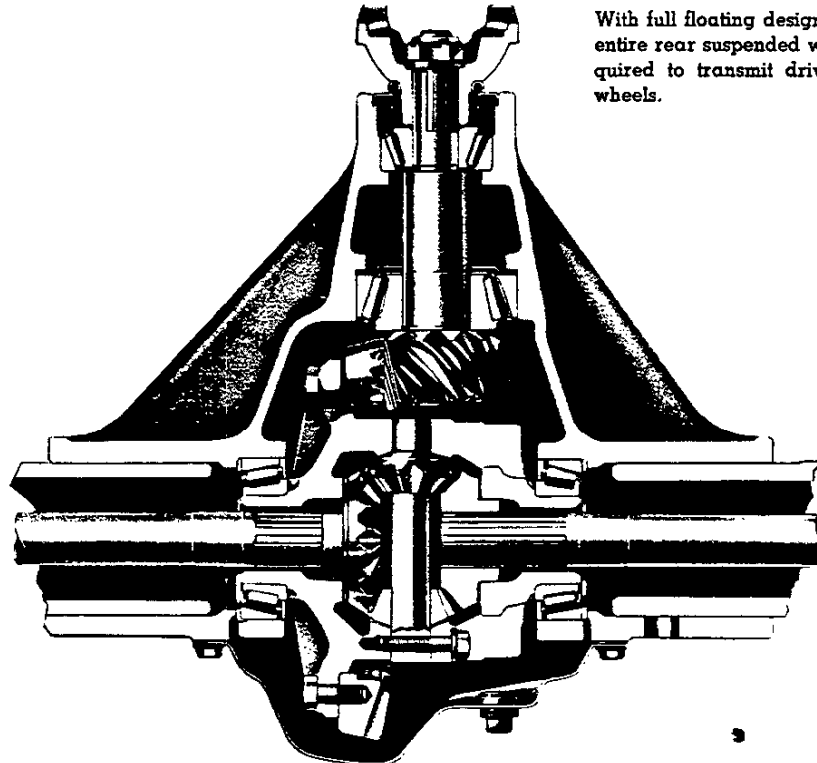


Figure 2

REAR AXLES

DUAL REAR WHEELS DANA SINGLE-SPEED REAR AXLE 6200-lb to 10,000-lb Capacity



With full floating design, the axle housing carries the entire rear suspended weight. Axle shafts are only required to transmit driving torque to the dual rear wheels.

Specifications

Capacity.....	†6200 lb*		*7500 lb*		*10,000 lb		
Make	Dana						
Pinion & Ring Gear:							
Type.....	Hypoid						
Ratios.....	4.10	4.56	3.73	4.10	4.56	4.56	4.88
Pinion, teeth.....	10	9	11	11	9	9	8
Ring gear, teeth.....	41	41	41	41	41	41	39
Pinion Mounting							
Mounting type.....	Overhung						
Front and intermediate bearings.....	Tapered Roller						
Rear bearing.....	Tapered Roller						
Differential:							
Type.....	2-Pinion						
Bearings, type.....	Tapered Roller						
Axle Shafts:							
Type.....	Full Floating Integral Shaft and Drive Flange						
Minimum diameter (in).....	1.375						
Housing @ Spring Seat:							
Section diameter and thickness (in).....	3.12 x .375		4.00 x .437		4.00 x .375		
Wheel Bearings:							
Type.....	Tapered Roller						

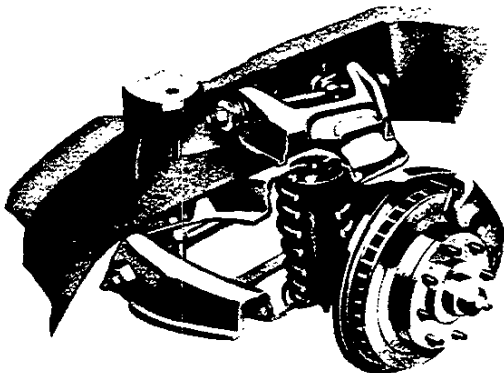
†6200-lb Rear Axle available only on G313-31603 with 8900-lb GVW rating.

*7500-lb Rear Axle available only on C30 Fleetside pickups with Z81/Z83, and G31603 at 10,000-lb GVW rating; 10,000-lb Rear Axle available only on P31432 and P31842 at 14,000-lb GVW rating.

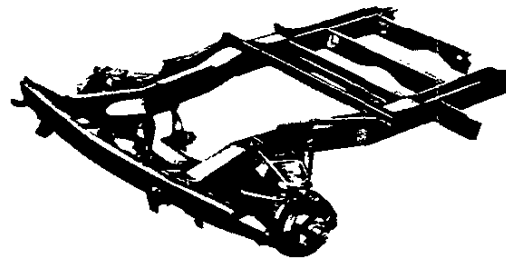
*RPO G80 Maximum Traction Rear Axle is also available.

FRONT SUSPENSIONS

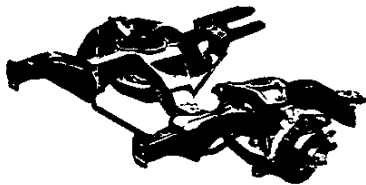
INDEPENDENT FRONT SUSPENSION



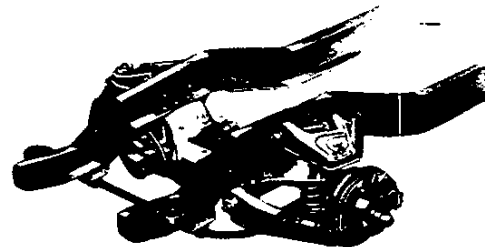
P31832



G10-30 Series



El Camino



C10-30; P10-30 Series

The independent front axle suspension uses stamped steel control arms, coil springs, forged steel steering knuckles, forged steel control arm shafts, a stamped steel cross-member, and ball joint pivot points.

FRONT COIL SPRINGS

CAPACITY lbs. each @ Ground	MODEL SERIES AVAILABILITY		SPECIFICATIONS		
	Standard	Optional	Deflection Rate	Wire Diameter	Outside Diameter
688	Vega Panel Express	—	325	.562	4.76
1200	El Camino	—	365	.668	5.75
1310	G10 (05)	—	675	.723/.742	5.37
1550	C10 Blazer	—	800	.779	5.30
1550 [▲]	C10 (03)	—	675	.742	5.22
1550	*C10 (06)	—	675	.742	5.22
1550	P10	—	800	.776	5.37
1600	G10 (06)	G10 (05)	800	.776	5.37
1600	G21306	—	930	.808	5.37
1600	G20 (05), G21006	—	800	.776	5.37
1625	*C10 (06)	C10 (03)	800	.780	5.37
1625	—	C10 Blazer	930	.808	5.37
1700	—	C10 (03, 06)	930	.808	5.37
1700	G30 (05, 06), G31303 (1)	—	930	.808	5.37
1750	C20 (03, 06)	—	800	.779	5.30
1750	*C30 (03)	—	800	.779	5.30
1750	*C30 (03)	C20 (03, 06), C30 (03)	930	.808	5.37
1800	P20	—	1090	.852	5.44
1900	—	C20 (03)	800	.779	5.30
1900	C20 (63)	*C20 (03, 06), C30 (03)	1090	.852	5.44
1900	—	C20 (03, 06), C30 (03)	930	.808	5.37
1900	—	*C30 (03)	1230	.826	5.37
1900	—	*C30 (03)	1230	.840	5.37
1950	G31303 (2)	G30 (05, 06)	1230	.840	5.37
1950	G31603	—	1090	.852	5.44
2000	C30 (63)	C30 (63)	1090	.852	5.44
2200	P30 (42) P30832 P31132 P31432	—	1350	.890	5.42

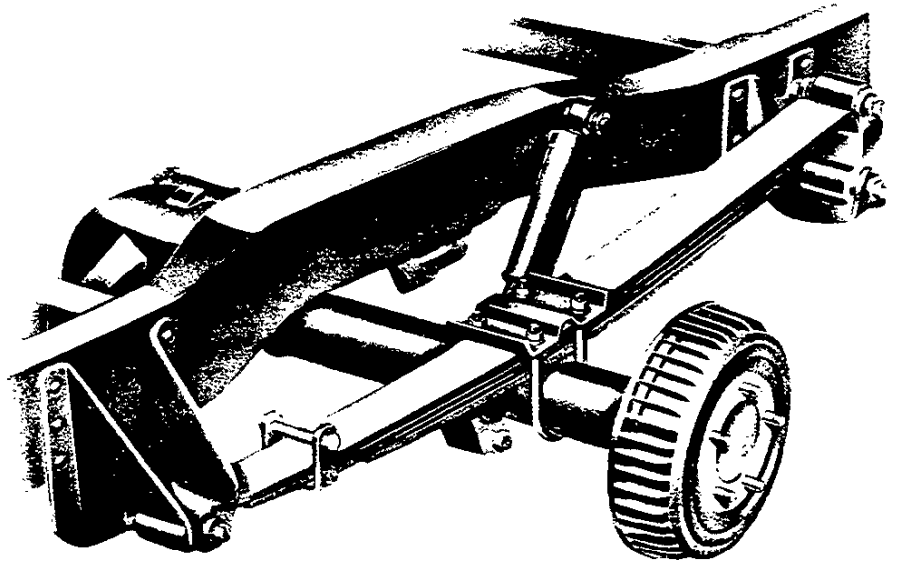
FRONT COIL/AIR SPRINGS (Combination Coil with Auxiliary Air Spring)

2500	P31832	P30832, P31132, P31432	1350	.890	5.42
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*Larger springs, although rated similar lbs. each @ Ground, are selected in accordance with optional Power Team weight requirements on a particular model. ▲ Capacity shown is with base V8 engine. Capacity with base 6 cyl. engine is 1475 lbs.

- (1) 8900-lb GVWR—dual rear wheels (2) 8400-lb GVWR—single rear wheels
†With base 6 cyl. engine ★ With base 8 cyl. engine

REAR SUSPENSION



Two-Stage Rear Springs

In a two-stage multi-leaf spring, the lower leaves become effective only when the vehicle is loaded and the upper leaves deflect sufficiently for the lower leaves to make contact. This increases the spring rate and, therefore, its load carrying ability.

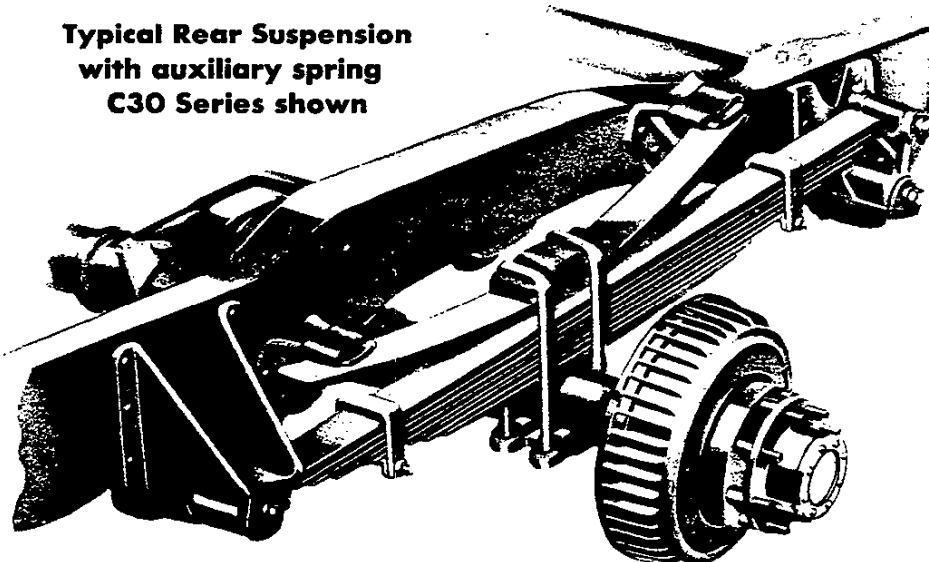
The bottom tapered leaf has a cross section which varies almost continuously from a thick area of the pad to a thinner cross section at the outer ends. The loaded spring is therefore more uniformly stressed throughout its length.

In actual operation these springs adjust their stiffness to the load, giving a soft ride when the vehicle is empty and firm support when fully loaded.

Ride quality of the springs is enhanced with the selective use of plastic tip liners to reduce inner-leaf friction. Also, the spring eyes and shackles are rubber bushed, thus reducing noise and harshness.

Typical Rear Suspension without auxiliary spring C10 Series shown

Typical Rear Suspension with auxiliary spring C30 Series shown



STEERING

SPECIFICATIONS SERIES 10-30

SERIES		C10-30	P10	K10-20	P20, P30 (42)	G10-30	P30 (32)	LUV	
GEAR MAKE AND TYPE		Saginaw Steering Gear, Recirculating Ball					Saginaw Steering Gear, Integral Power	Nippon Seiko K.K., Recirculating Ball	
MODEL		525						Sim C885	
RATIO	Gear	24:1					17.5:1	22.4:1	
	Overall	29.2:1	29.2:1	29.9:1	29.2:1	29.4:1	20.2:1	17.8:1	
MOUNTING		On Frame Side Rail							
STEERING SHAFT	Type	Single	Multiple	Single	Multiple	Single	Multiple	Single	
	Coupling	Pot & Rag Type	U-Joint	Pot & Rag Type	U-Joint	Rag Type	Pot & Rag Type	Rag Type	
PITMAN SHAFT	Bearing	Cast Bronze							
	Location	Straddle Mounted in Steering Gear Housing							
	Diameter (in)	1.12			1.12	1.12	1.25	1.18	
LINKAGE	Type	Parallelogram		Conventional	Parallelogram	Parallelogram		Parallelogram	
	STEERING WHEEL	2-Spoke	2-Spoke	2-Spoke	2-Spoke	2-Spoke	2-Spoke	2-Spoke	
	Diameter (in)	16.0	17.0	17.0	*17.5	*17.0 x 17.5 (Oval)	16.0	15.7	

*16.0 inches with Power Steering

POWER STEERING

Chevrolet integral-type power steering is available optionally on Series C/K/G10, C/K/G/P20 & C/G/P30 models (standard on P30 Motor Home Chassis). It helps to combat

driver fatigue and aid maneuverability. It also dampens road shocks and vibrations at the steering wheel, providing extra comfort and ease of handling.

POWER STEERING SPECIFICATIONS

SERIES	RPO (N41)			RPO (N40)		
	C10-30	K10-20	P10-30 (42)	G10-30	†P30 (32)	
TYPE	Integral					
STEERING CYLINDER INSIDE DIAMETER	—					
PUMP	Rotary Vane					
	LH Side of Block					
	Belt from Crankshaft Pulley					
	1.25 GPM @ 465 RPM					
	3.30 GPM @ 1500 RPM					
CONTROL VALVE TYPE	—					
OIL COOLER	None					
	—					
RATIO	Gear	16/13:1	20/16.4:1	17.5:1	17.5:1	14.1:1
	Overall	NA	NA	NA	29.4:1	15.3:1

†Power Steering standard

SUSPENSION SHOCK ABSORBERS

SHOCK ABSORBERS

(Hydraulic Direct-Double Acting)

Model Series Availability		Location	Type	Piston Diameter (in)	Piston Travel (in)
Standard	Optional				
Vega	—	Front	(Direct)	1.00	3.74
		Rear		1.00	7.04
El Camino	—	Front		1.00	4.73
El Camino	—	Rear	Air-booster	1.00	7.79
C/P10-30	—	Front	Direct	1.00(1)	5.29(d)
C/P10	—	Rear		1.00	9.29(a)
C20; P20-30	—	Rear		1.00(1)	9.54(b)
C30	—	Rear		1.38	9.13
K10-20	—	Front		1.00	6.79
K10-20	—	Rear		1.00	9.29
G10-30	—	Front		1.00(2)	5.04
G10-30	—	Rear		1.00(2)	8.29(e)
—	C/P10-30	Front		1.38	5.13
—	C/P10	Rear		1.38	9.13(f)
—	C/P20;P30	Rear		1.38	(c)
—	K10-20	Front		1.38	6.63
—	K10-20	Rear		1.38	9.13
—	G10-30	Front		1.38	4.88
—	G10-30	Rear		1.38	8.13

(a) 9.04 for C10 with RPO G50 H.D. springs

(b) 9.29 for C20 (63) and all P30 (except P31832 which is 9.13)

(c) 8.88 for C20 (03, 06) and P20; 9.13 for C20 (63) and P30

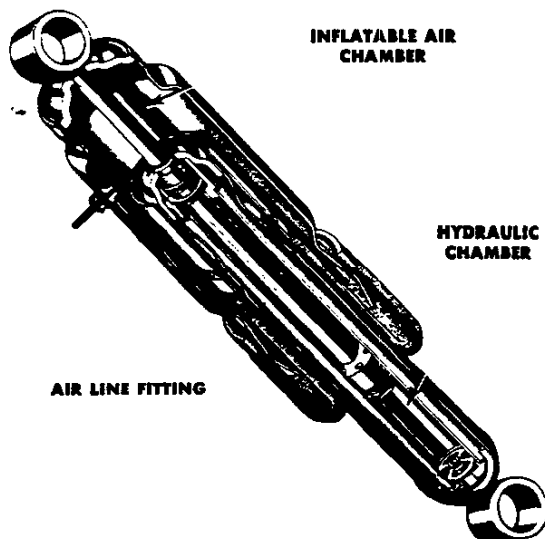
(d) 5.79 for P308-311-31432; 5.63 for P31832

(e) 8.88 for G31603

(f) 8.88 for C10 with RPO G50 H.D. springs

(1) P31832 uses 1 3/8-inch diameter shock absorbers as base equipment

(2) G31603 uses 1 3/8-inch diameter shock absorbers as base equipment



El Camino Rear Shock Absorbers Std Equipment Air-Booster Type

El Camino load capacity is totally realized when the standard equipment air-booster rear shock absorbers are fully inflated. Encircled by inflatable air chambers, these shock absorbers can be adjusted by varying the air pressure to meet different road and load conditions. Air pressure is varied through a tire-type air valve mounted behind the rear license plate. From the air valve, air feed lines of durable nylon connect to each shock through a tee fitting which also serves as a balance line to equalize the pressure in each shock absorber chamber. The air chamber is independent of the internal shock mechanism, which assures normal control in event of accidental air pressure loss.

REAR AXLES

VEGA PANEL EXPRESS AND EL CAMINO REAR AXLE

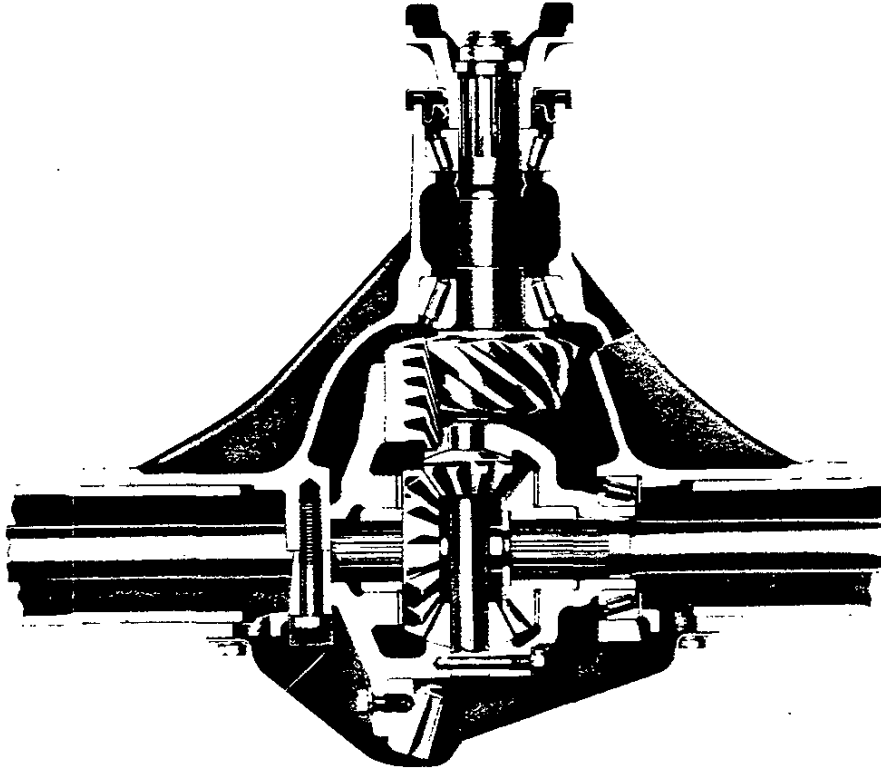


Illustration shows typical El Camino rear axle.

Vega Panel Express and El Camino models offer, as standard, a Salisbury-type rear axle. Hypoid gearing is used for quiet, durable differential operations.

Positraction is also available with all ratios as an option at extra cost.

Specifications

VEGA PANEL EXPRESS

EL CAMINO

Capacity	1885 lbs			2700 lbs	
Make	Chevrolet				
Pinion & Ring Gears:	Hypoid				
Type.....					
Ratios.....	2.92	3.42	2.73	3.08	2.56
Pinion, teeth.....	13	12	15	12	16
Ring gear, teeth.....	38	41	41	37	41
Ring gear pitch dia. (in).....	6.50			8.50	
Differential:	Two-Pinion				
Type.....					
Axle Shaft:	Integral Shaft and Drive Flange				
Type.....					
Housing: @ spring seat	2.8 x .20			3.0 x .22	
Section diameter and thickness (in)					

BRAKES

INDEX

LIGHT DUTY MODELS

	Page
Brake system & illustrations.....	1
Hydraulic Brakes—model application chart.....	2
Front disc and rear drum brake specifications.....	3
Brake boosters and LUV brake specifications.....	4
Parking Brakes.....	5

MEDIUM & HEAVY DUTY MODELS

Index.....	7
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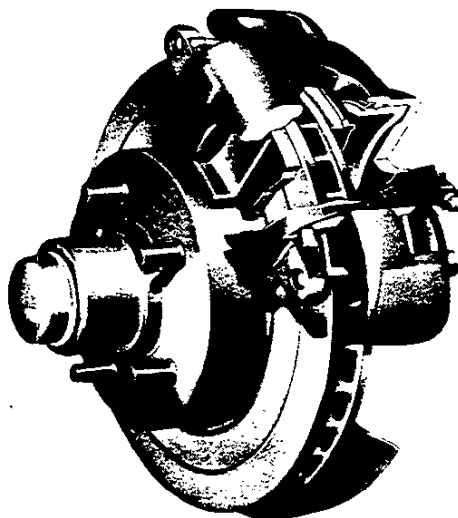
HYDRAULIC BRAKE SYSTEM

Basically the hydraulic brake system consists of a master cylinder, activated by the driver's foot which in turn directs hydraulic fluid to the wheel cylinders that finally push the brake shoes or caliper pads against a friction surface to stop the vehicle. The friction surface can be either a disc or drum. Front disc and rear drum brakes are standard on Vega Panel Express, El Camino, and all 10-30 Series models. Optional power brakes and HD power brakes are available on some models (See Hydraulic Brake Chart, page 2). LUV pickup models use drum brakes both front and rear.

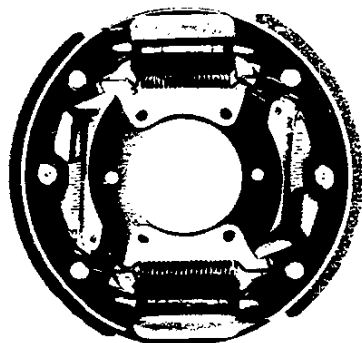
Models with GVW ratings to 8400 lbs (except LUV) feature a lining wear sensor on the front disc brakes which gives an audible signal when disc brake pads need replacement.

Dual brake systems which split the total system into separate front and rear systems are offered as standard equipment on all light duty models. For added safety a warning light on the instrument panel signals the driver of a brake malfunction in either system on all models (except LUV).

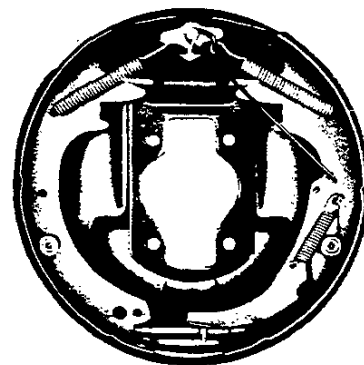
There are three types of apply systems used. One is the manual system wherein the brake pedal is mechanically linked to the master cylinder. The second is a vacuum boost type which multiplies master cylinder pressure when activated by the brake pedal linkage; and the third uses a separate hydraulic multiplier unit which is activated by the brake pedal linkage.



Front Disc Brakes



Twin-Action Brake

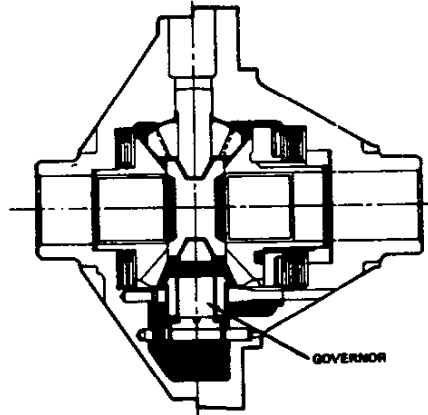
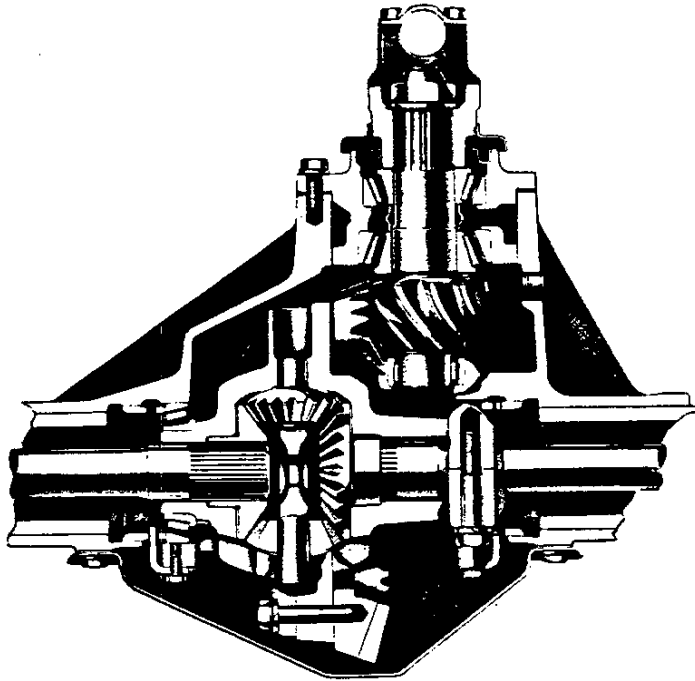


Torque-Action Brake

REAR AXLES

SINGLE-SPEED REAR AXLES 5700-lb to 11,000-lb Capacity

With full-floating design, the axle housing carries the weight of chassis and cargo. Axle shafts are only required to transmit driving torque to the rear wheels. Differential is of either two- or four-pinion type. Axle shafts are induction hardened to provide resistance to fatigue stresses.



Locking Differential

The rear axle locking differential, RPO G80, offers the features of a true differential at normal road speeds, but within the limits of start up to normal road speeds, it offers a unique positive locking mechanism for maximum traction. Activation of the differential lock occurs only when either wheel spins at relatively slow speeds. This activates the governor flyweights which in turn engage the latching bracket that engages the clutch plates on either side of the differential for a positive lock-up of the differential. Disengagement of the lock-up is automatic with a reduction of wheel spin.

At normal road speeds the latching bracket is pivoted away from governor engagement by centrifugal force. Therefore, differential action is always normal at regular road speeds.

Specifications

Capacity	5700 lb				7500 lb				11,000 lb	
Make	Chevrolet									
Pinion & Ring Gear:	Hypoid									
Type										
Ratios	3.21★	3.73★	4.10★	4.56★	3.73★	4.10★	4.56★	5.13★	5.43	6.17
Pinion, teeth	14	11	10	9	11	10	9	8	7	6
Ring gear, teeth	45	41	41	41	41	41	41	41	38	37
Pinion Mounting:	Straddle									
Mounting type	Tapered Roller									
Front and intermediate bearings	Straight Roller									
Rear bearing										
Differential:	4-Pinion or 2-Pinion●				4-Pinion					
Type	Tapered Roller				Tapered Roller					
Bearings, type										
Axle Shafts:	Full-Floating									
Type	Integral Shaft and Drive Flange									
Minimum diameter (in)	1.34						1.46			
Housing @ spring seat:	3.38 x .281								4.0 x .375	
Section diameter and thickness (in)										
Wheel Bearings:	Tapered Roller									
Type										

●—4-Pinion on C-K20 (V8 engines), P20 (all engines).

★—Available with Locking Differential.

BRAKES

HYDRAULIC BRAKE SYSTEMS

FRONT DISC BRAKE SPECIFICATIONS*

MAKE	Chevrolet					
TYPE	Hub mounted dual faced front disc					
ADJUSTMENT	Self-adjusting					
DISC (Rotor)	Double faced solid disc	Double faced disc spaced by integrally cast radial cooling passages				
Material	Cast Iron					
Overall Diameter (in.)	9.88	11.00	11.86	12.50	12.50	14.25
Effective Outside Diameter (in.)	9.88	11.00	11.75	12.44	12.44	14.20
Effective Inside Diameter (in.)	6.40	7.18	8.00	8.50	8.50	10.10
Effective Thickness (in.) nominal	.50	1.00	1.28	1.28	1.53	
Swept Area Per Axle (sq. in.)	155.2	210.4	224.8	240.2	244.5	292.5
LINING (Caliper Pad) Material	Molded Asbestos					
Lining Attachment	Bonded	Riveted				
Size Per Pad (in. x in. x in.)	4.00 x 1.60 x .370	5.40 x 1.92 x .465		Inner—6.00 x 1.80 x .53 Outer—8.00 x 1.80 x .43		
Facing Contact Per Axle (in.)	22.23	35.5			43.0	
CALIPER Make	Chevrolet	Chevrolet & Delco			Bendix	
Number Pistons Per Wheel	One					
Piston Diameter (in.)	1.87	2.94			3.375	

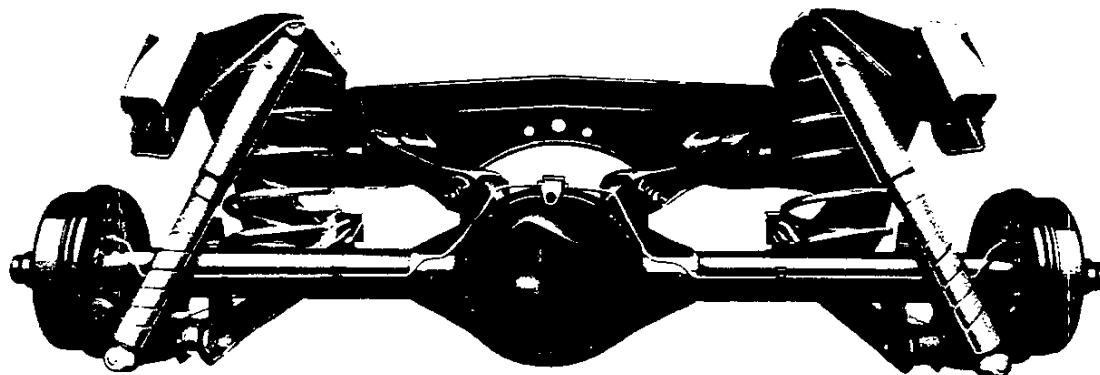
REAR DRUM BRAKE SPECIFICATIONS*

MAKE	Chevrolet						
TYPE	Leading-Trailing		Duo-Servo				Twin Action
ADJUSTMENT	Self-Adjusting						
SIZE	9 x 1.25	9.5 x 2.0	11 x 2.0	11.15 x 2.75	13 x 2.5	13 x 3.5	15 x 4
DRUM MATERIAL	Cast Iron						
LINING Material	Molded Asbestos						
Attachment	Bonded	Riveted	Bonded	Riveted			
Width (in.)	1.20	2	2	2.75	2.5	1.5	4
Facing Contact (sq. in.)	45.02	63.7	82.26	107.97	116.38	2.35	224.50
SWEPT DRUM AREA/AXLE Single Axle (sq. in.)	70.86	116	136.81	192.65	204.20	33.32	376.99
WHEEL CYLINDER Number Per Wheel	One						Two
Piston Size (in. dia.)	.75	.87	1.0 (C-P10) .9375 (G10)	1.0625 (C-K-P20) .9375 (C-K-P10, G20)	1.125	1.187	1.50

*Except LUV

REAR SUSPENSION

VEGA PANEL EXPRESS AND EL CAMINO MODELS



The 4-link rear suspension design of the El Camino models provides excellent ride and load-carrying characteristics. Two stamped channel-section lower control arms extend from brackets at each end of the axle housing to brackets at the start of the frame rail kick-up. Each control arm end pivots in compressed rubber bushings. Shorter stamped channel-section upper control arms mount on brackets attached to the differential housing and extend diagonally outward to brackets on the intermediate Z-shaped frame crossmember to restrict lateral axle movement

relative to the frame. Coil springs are positioned directly over the axle housing. Hydraulic direct double-acting air-booster-type shock absorbers are mounted diagonally behind the coil springs. The 4-link rear suspension of the Vega Panel Express is similar to the El Camino having lower control arms with parallel geometry and upper control arms diagonally attached to the axle tubes and to integral body brackets. Coil springs are slightly to the rear of axle center. Hydraulic direct double acting shock absorbers are mounted diagonally behind the coil springs.

REAR COIL SPRINGS

CAPACITY		Model Series Availability		SPECIFICATIONS		
lbs each @ Ground	lbs each @ Pad	Standard	Optional	Deflection Rate (lb in)	Wire Diameter (in)	Outside Diameter (in)
SINGLE STAGE COILS				Single Stage		
952	—	Vega Panel Express	—	130	.474	5.250
1400	930	El Camino	—	115	.549	7.098
1462.5	955	—	El Camino	140	.549	7.140

BRAKES

PARKING BRAKES

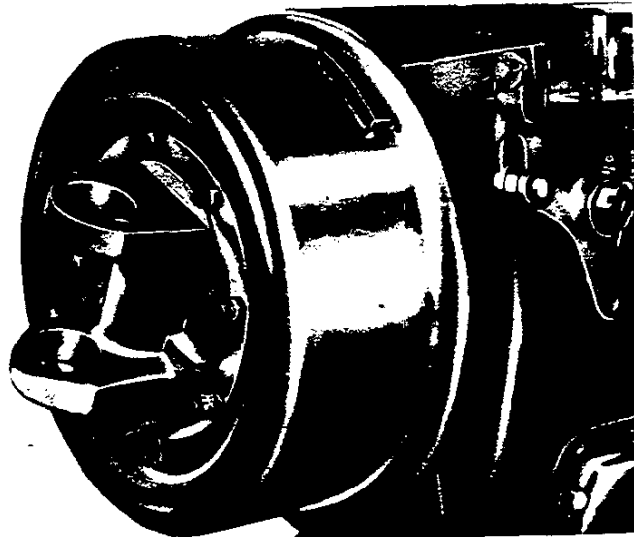
Rear Wheel Parking Brakes

Foot pedal operated, cable-actuated rear brakes are used for parking brakes on all Series 10-30 models, except P30 model with optional 11,000-lb rear axle is equipped with a transmission mounted internal expanding parking brake.

An Orscheln-type hand brake lever is standard on all P models.

Transmission Mounted Parking Brakes

Transmission mounted brakes serve to lock the driveline firmly for parking. They are controlled by an Orscheln-type lever with a release device on the handle for P30 models except Motor Home Chassis which offers a ratcheting foot operated lever with a brake release handle mounted on the bottom of the instrument panel.



Internal Expanding Brake

Parking Brake Specifications—Series 10-30

Series	Transmission	Brake Type	Size (in)	Facing Contact Per Axle (sq in)
Vega Panel Express	All	Cable to Rear Wheels	—	45.02
El Camino	All	Cable to Rear Wheels	—	63.7
C/K/P10	All	Cable to Rear Wheels	—	82.26
G10	All	Cable to Rear Wheels	—	82.26
C/P20	All	Cable to Rear Wheels	—	107.97
K20	All	Cable to Rear Wheels	—	107.97
G20	All	Cable to Rear Wheels	—	107.97
C/G/P30	All	Cable to Rear Wheels*	—	116.38

Parking Brake Specifications—P30 Models

Transmission	Brake Type	Size # (in)	Lining Area (sq in)
Chevrolet CH465 4 speed	Internal Expanding	11 x 2 ★	41.8
Turbo Hydra-matic THM-475 on Motor Home Chassis only	Internal Expanding	11 x 2	41.8

*11" x 2" internal expanding type propeller shaft brake available optionally with Chevrolet CH465 4-speed transmission and included with 11,000-lb capacity rear axle on all P30 models (except Motor Home).

#Drum diameter x lining width.

NOTES

COLOR & TRIM

PAINT DESCRIPTION

Chevrolet trucks are finished with a baked-on, high-luster paint which is durable and easy to maintain. Prior to application of the finish coat, all bodies, cabs and sheet metal surfaces are thoroughly cleaned and primed.

Then one of the following finish paints is applied:

Paint	Applicable Model
Acrylic lacquer	Vega Panel Express and El Camino
Alkyd enamel	LUV Pickup
Acrylic enamel	All Series 10-90 models except G10-30 models
Non-aqueous dispersion enamel	Series G10-30 models

1975 PAINT REFINISH NUMBERS

EL CAMINO MODELS

Color	Chevrolet Option No.	Du Pont	Rinshed-Mason	Ditzler
CREAM BEIGE	50	42807L	A-2708	2646
BLACK	19	99L	A-946	9300
BRIGHT BLUE	26	43452L	A-2799	2746
MEDIUM BLUE	24	43451L	A-2798	2745
MIDNIGHT BLUE	29	43453L	A-2802	2748
DARK BROWN	59	43456L	A-2811D	2758
LIGHT GRAY	15	43450L	A-2793	2742
DARK GREEN	49	43454LH	A-2805	2752
MEDIUM GREEN	44	42802L	A-2704	2642
MEDIUM ORANGE	64	43458LM	A-2813F	2760
DARK RED	74	42810LM	A-2718F	2658
MEDIUM RED	72	5498LM	A-2648F	2544
LIGHT SADDLE	63	43457LH	A-2812D	2759
SANDSTONE	55	43455L	A-2808	2755
SILVER	13	43537L	A-2618	2518
ANTIQUE WHITE	11	5338L	A-2080	2058

ALL 10-90 SERIES MODELS

Color	Chevrolet Option No.	Du Pont	Rinshed-Mason	Ditzler
SKYLINE BLUE	20	5512A	A-2593	2563
HAWAIIAN BLUE	23	5183A	A-2253	2188
BUCKSKIN	62	43487A	A-2870	2778
SPRING GREEN	41	43483AM	A-2866G	2774
GLENWOOD GREEN	46	5412A	A-2594	42850
CRIMSON RED	73	5470AM	A-1596R	70704
ROSEDALE RED	71	42870AH	A-2774R	2673
SANTA FE TAN	60	43486A	A-2869	2777
FROST WHITE	12	817A	A-1347	2185

10-30 SERIES MODELS ONLY

Color	Chevrolet Option No.	Du Pont	Rinshed-Mason	Ditzler
CATALINA BLUE	25	42878A	A-2773	2672
REDONDO BLUE	84	43488AH	A-2874	2782
GRECIAN BRONZE	61	42869AH	A-2772	2671
INDIAN BRONZE	85	43489AM	A-2875	2783
MOSS GOLD	81	43485AM	A-2871F	2779
YUBA GOLD	53	43484AM	A-2868F	2776
SUMMIT GREEN	83	43491AM	A-2873	2781
WILLOWAY GREEN	43	43482A	A-2867D	2775
SARATOGA SILVER	17	43492A	A-2865	2773
SMOKE	82	43490A	A-2872D	2780
POLAR WHITE	89	94126A	A-4430	2680

LUV PICKUP

Color	Chevrolet Option No.	Du Pont	Rinshed-Mason	Ditzler
JASMINE YELLOW	595			
STRATO WHITE	579			
CRIMSON RED	514	5470AM	A-1596R	70704
PALM GREEN	583			
HORIZON BLUE	580			
WESTWAY TAN	584			

50-90 SERIES MODELS ONLY

Color	Chevrolet Option No.	Du Pont	Rinshed-Mason	Ditzler
BLACK	86	99A	A-946	9000
ORANGE	88	31A	A-1597	60156
YELLOW	87	43536AH	A-2876D	2785
PRIME	00	—	—	—

VEGA PANEL EXPRESS MODELS

Color	Chevrolet Option No.	Du Pont	Rinshed-Mason	Ditzler
CREAM BEIGE	50	42807L	A-2708	2646
BRONZE	66	42801LH	A-2714G	2653
BRIGHT BLUE	26	43452L	A-2799	2746
DARK GREEN	49	43454LH	A-2805	2752
LIGHT GREEN	45	43460LH	A-2804G	2750
ORANGE	80	5568LM	A-2652F	2548
DARK RED	74	42810LM	A-2718F	2658
LIGHT RED	75	5485LM	A-2650F	2546
SANDSTONE	55	43455L	A-2808	2755
ANTIQUE WHITE	11	5338L	A-2080	2058
BRIGHT YELLOW	51	42809L	A-2709G	2677

SPECIAL PAINTS

In addition to the wide selection of standard colors offered on Chevrolet trucks, virtually any special color can be obtained on an order for two or more trucks. For details and prices on special paints, consult the Chevrolet Zone Office.

PERMANENT FLEET COLORS

Color	Option No.	COPO No.
MIDNIGHT BLACK (BLACK)	—	86
CRIMSON RED	73	—
TANGIER ORANGE (ORANGE)	—	88
FROST WHITE	12	—
GLENWOOD GREEN	46	—
WHEATLAND YELLOW (DARK YELLOW)	—	87
HAWAIIAN BLUE	23	—

