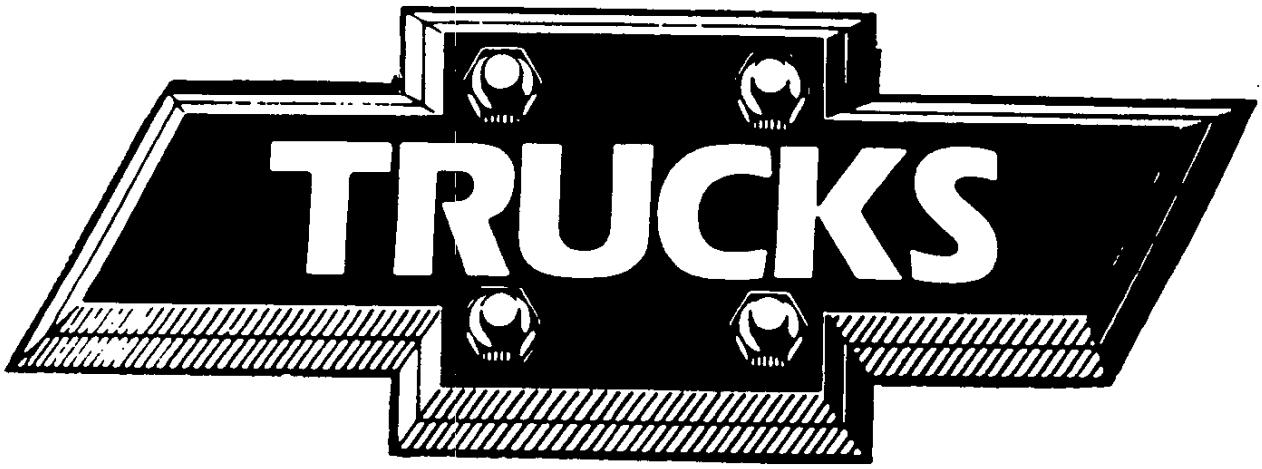
CHEVROLET



1980

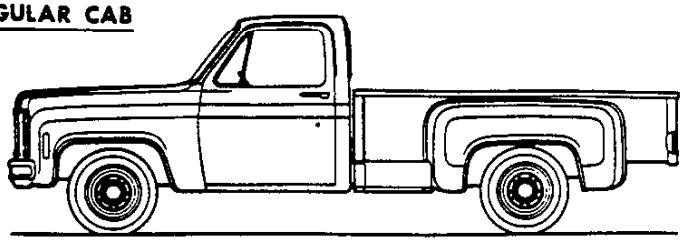
ORIGINAL

1980

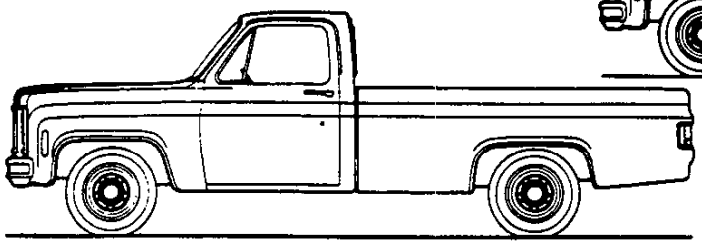
PICKUP

PICKUP MODEL SELECTOR

REGULAR CAB



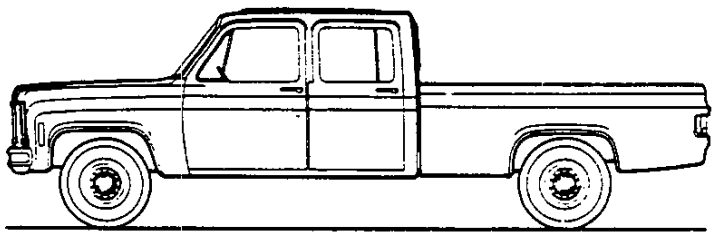
FLEETSIDE



STEPSIDE

SERIES	MODEL NUMBER		BODY ORDERING CODE	
	6½' BOX	8' BOX	FLEETSIDE	STEPSIDE
C10	CC10703	CC10903	E63	E62
C10/F44 BIG-10	CC10703	CC10903	E63 & F44	E62 & F44
C20	—	CC20903	E63	E62
C20/C6P	—	CC20903	E63 & C6P	E62 & C6P
C30	—	CC30903	E63	E62
K10 (4-Wheel Drive)	CK10703	CK10903	E63	E62
K20 (4-Wheel Drive)	—	CK20903	E63	E62
K20/C6P (4-Wheel Drive)	—	CK20903	E63 & C6P	E62 & C6P
K30 (4-Wheel Drive)	—	CK30903	E63	—

BONUS CAB AND CREW CAB



SERIES	MODEL NUMBER		BODY ORDERING CODE
	BONUS CAB	CREW CAB	8' FLEETSIDE BOX
C20	CC20943	—	E63 & YG4
	—	CC20943	E63 & AS3
C30	CC30943	—	E63 & YG4
	—	CC30943	E63 & AS3
K30 (4-Wheel Drive)	CK30943	—	E63 & YG4
	—	CK30943	E63 & AS3

PICKUP—Conventional Drive

C10 REGULAR CABS

STANDARD SPECIFICATIONS

(See Blue Tab Section for Specification Details)

Series	C10	BIG-10 (C10/F44)
Engine		
Base Equip.	4.1 Liter, 250 2-bbl. L6	5.0 Liter, 305 2-bbl V8*
Clutch	11"; 124 sq. in.	
Air Filter	Oiled-paper Element	
Oil Filter	Throwaway type	
Exhaust System	Single; Aluminized	
Emission Control Systems	See Engine & Cooling Section for specific model applications	
Suspension, Front	Independent; Coil Springs	
Capacity	3100 lb.	3400 lb.
Springs @ Ground	1475 lb. ea.	1625 lb. ea.
Shock Absorbers	25mm dia.	25mm dia.
Suspension, Rear	Salisbury Axle; Hypoid Drive; Two-stage Multi-leaf Springs	
Axle Capacity	3750 lb.	
Axle Ratio	2.73	3.08
Springs @ Ground	1550 lb. ea.	2000 lb. ea.
Shock Absorbers	25mm dia.	25mm dia.
Brakes	Hydraulic; Self-adjusting	
Front	Disc; 11.86" Rotor	
Rear	Drum; 11" x 2"	Drum; 11.15" x 2.75"
Booster	—	Dual Diaphragm
Parking	Cable to Rear Wheels	
Electrical	12 Volt; Negative Ground	
Battery—Freedom Type	2500 watts @ 0°F.	3200 watts @ 0°F.
Delcotron Generator	37 amp.	
Frame	Carbon Steel; 39,000 psi	
Section Modulus	3.14	
Fuel Tank (nominal capacity)		
—117.5" WB	16 gal.	
—131.5" WB	20 gal.	
Steering Gear Type	Manual; Recirculating Ball Gear	
Linkage	Parallelogram	
Transmission	Fully Synchronized 3-Speed Manual	
Shift Location	Steering Column	
Tires	(5) GR78-15B Radial (4PR)	(5) P235/75R15
Wheels	(5) Disc 15" x 6"	

*Standard engine not available for registration in the State of California; See Power Team Chart

PICKUP—Conventional Drive

C20 REGULAR CABS

STANDARD SPECIFICATIONS

(See Blue Tab Section for Specification Details)

Series	C20	C20/C6P
Engine		
Base Equip.	4.1 Liter, 250 2-bbl L6	4.8 Liter, 292 1-bbl L6
Clutch	11", 124 sq. in.	
Air Filter	Oiled-paper Element	
Oil Filter	Throwaway Type	
Exhaust System	Single; Aluminized	
Emission Control Systems	See Engine & Cooling Section for specific model applications	
Suspension, Front	Independent; Coil Springs	
Capacity	3800 lb.	
Springs @ Ground	1750 lb. ea.	1900 lb. ea.
Shock Absorbers	25mm dia.	32mm dia.
Stabilizer Bar	—	1.06" dia.
Suspension, Rear	Salisbury Axle; Hypoid Drive; Two-stage Multi-leaf Springs	
Axle Capacity	6000 lb.	6000 lb.
Axle Ratio	3.42	4.10
Springs, Main @ Ground	2000 lb. ea.	3000 lb. ea.
Shock Absorbers	25mm dia.	32mm dia.
Brakes	Hydraulic; Self-adjusting	
Front	Disc; 12.5" Rotor	
Rear	Drum; 11.15" x 2.75"	Drum; 13" x 2.5"
Booster	Dual Diaphragm	
Parking	Cable to Rear Wheels	
Electrical	12 Volt; Negative Ground	
Battery—Freedom Type	2500 watts @ 0°F.	3200 watts @ 0°F.
Delcotron Generator	37 amp.	
Frame	Carbon Steel: 39,000 psi	
Section Modulus	3.92	
Fuel Tank (nominal capacity)	20 gal.	
Steering Gear Type	Manual; Recirculating Ball Gear	
Linkage	Parallelogram	
Transmission	3-Speed Manual	4-Speed Manual
Shift Location	Steering Column	Floor
Tires	(4) 8.75R-16.5C Radial (6PR)	Front: 9.50 x 16.5D (8PR) Rear: 9.50 x 16.5E (10PR)
Wheels	(4) Disc	(4) Disc
Size	16.5" x 6"	16.5" x 6.75"

PICKUP—Conventional Drive

C20-30 BONUS CABS & CREW CABS

C30 REGULAR CABS

STANDARD SPECIFICATIONS

(See Blue Tab Section for Specification Details)

Series	C20 Bonus/Crew Cab	C30 Regular Cab	C30 Bonus/Crew Cab
Engine			
Base Equip.	4.8 Liter, 292 1-bbl L6		
Clutch	11"; 124 sq. in.		
Air Filter	Oiled-paper Element		
Oil Filter	Throwaway type		
Exhaust System	Single; Aluminized		
Emission Control Systems	See Engine & Cooling Section for specific model applications		
Suspension, Front	Independent; Coil Springs		
Capacity	3800 lb.		4000 lb.
Springs @ Ground	1900 lb. ea.		2000 lb. ea.
Shock Absorbers	32mm	25mm	25mm
Stabilizer Bar	1.06" dia.	—	—
Suspension, Rear	Salisbury Axle; Hypoid Drive; Two-stage Multi-leaf Springs		
Axle Capacity	7500 lb.		
Axle Ratio	4.10		
Springs @ Ground	3000 lb. ea.	3500 lb. ea.	
Shock Absorbers	32mm dia.		
Brakes	Hydraulic; Self-adjusting		
Front	Disc; 12.5" rotor		
Rear	Drum: 13" x 2.5"	Drum: 13" x 3.5"	
Booster	Dual Diaphragm	Hydro-Boost	
Parking	Cable to Rear Wheels		
Electrical	12 Volt; Negative Ground		
Battery—Freedom Type	3200 watts @ 0°F.		
Delcotron Generator	37 amp		
Frame	Carbon Steel; 39,000 psi		
Section Modulus	7.33	6.20	7.33
Fuel Tank			
(Nominal Capacity)	20 gal.		
Steering Gear Type	Manual; Recirculating Ball Gear		
Linkage	Parallelogram		
Transmission	4-Speed Manual		
Shift Location	Floor		
Tires—Front	(2) 9.50-16.5D (8PR)		(2) 9.50-16.5E (10PR)
—Rear	(2) 9.50-16.5E (10PR)		(2) 9.50-16.5E (10PR)
Wheels	(4) Disc		
Size	16.5" x 6.75"		

PICKUP—4-Wheel Drive
K10-20 REGULAR CABS

STANDARD SPECIFICATIONS

(See Blue Tab Section for Specification Details)

Series	K10	K20	K20/C6P
Engine			
Base Equip.	4.1 Liter, 250 2-bbl. L6 ■	5.7 Liter, 350 4-bbl V8	4.8 Liter, 292 1-bbl L6
Clutch	11"; 124 sq. in.	12"; 150 sq. in.	11"; 124 sq. in.
Air Filter	Oiled-paper Element		
Oil Filter	Throwaway type		
Exhaust System	Single; Aluminized		
Emission Control Systems	See Engine & Cooling Section for specific model applications		
Suspension, Front	Salisbury Axle; Hypoid Drive; Single Stage Leaf Springs		
Capacity	3600 lb.	3800 lb.	3800 lb.
Axle Ratio	3.73	3.42	4.10
Springs @ Ground	1850 lb. ea.	1850 lb. ea.	1850 lb. ea.
Shock Absorbers	25mm dia.	25mm dia.	32mm dia.
Stabilizer Bar	1.25" dia.	1.25" dia.	1.25" dia.
Hubs—Free Wheeling	Standard	Standard	Standard
Suspension, Rear	Salisbury Axle; Hypoid Drive; Two-stage Multi-leaf Springs		
Axle Capacity	3750 lb.	6000 lb.	6000 lb.
Axle Ratio	3.73	3.42	4.10
Springs @ Ground	1875 lb. ea.	2100 lb. ea.	3000 lb. ea.
Shock Absorbers	25mm dia.	25mm dia.	32mm dia.
Brakes	Hydraulic—Self-adjusting		
Front	Disc; 11.86" Rotor	Disc; 12.5" Rotor	Disc; 12.5" Rotor
Rear	Drum; 11.15" x 2.75"	Drum; 11.15" x 2.75"	Drum; 13.0" x 2.5"
Booster	Dual Diaphragm		
Parking	Cable to Rear Wheels		
Electrical	12 Volt; Negative Ground		
Battery—Freedom Type	2500 watts @ 0°F.	3200 watts @ 0°F.	3200 watts @ 0°F.
Delcotron Generator	37 amp.		
Frame	Carbon Steel; 39,000 psi		
Section Modulus—117.5 WB	3.14	—	—
—All Other WB	3.92	3.92	3.92
Fuel Tank (nominal capacity)			
—117.5" WB	16 gal.	—	—
—All Other WB	20 gal.	20 gal.	20 gal.
Steering Gear Type	Integral Power		
Transmission	Fully Synchronized 3-Speed Manual		4-Speed Manual
Shift Location	Steering Column		Floor
Transfer Case	New Process 205 2-Speed Conventional		
Shift Lever	Single Lever		
PTO Opening	Left Side		
Tires	(5) P235/75R15	(4) 8.75R-16.5C (6PR)	Fr.(2)9.50-16.5D(8PR) Rr.(2)9.50-16.5E(10PR)
Wheels	(5) Disc 15" x 6"	(4) Disc 16.5" x 6"	(4) Disc 16.5" x 6.75"

■ Standard engine not available for registration in the State of California; see Power Teams Chart.

PICKUP—4-Wheel Drive

K30 REGULAR CABS AND K30 BONUS CAB & CREW CABS

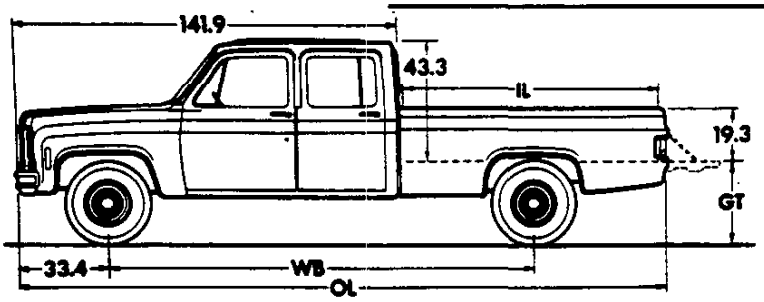
STANDARD SPECIFICATIONS

(See Blue Tab Section for Specification Details)

Series	K30 Regular Cab	K30 Bonus/Crew Cab
Engine		
Base Equip.	4.8 Liter, 292 1-bbl. L6	
Clutch	11"; 124 sq. in.	
Air Filter	Oiled-paper Element	
Oil Filter	Throwaway type	
Exhaust System	Single; Aluminized	
Emission Control Systems	See Engine & Cooling Section for specific model application	
Suspension, Front	Salisbury Axle; Hypoid Drive; Single Stage Leaf Springs	
Capacity	4500 lb.	
Axle Ratio	4.56	
Springs @ Ground	2250 lb. ea.	
Shock Absorbers	25mm dia.	
Stabilizer Bar	1.25" dia.	
Hubs, Free Wheeling	Standard	
Suspension, Rear	Salisbury Axle; Hypoid Drive; Two-stage Multi-leaf Springs	
Axle Capacity	7500 lb.	
Axle Ratio	4.56	
Springs @ Ground	3500 lb. ea.	
Shock Absorbers	25mm dia.	
Brakes	Hydraulic—Self-adjusting	
Front	Disc; 12.5" Rotor	
Rear	Drum; 13.0" x 3.5"	
Booster	Hydro-Boost	
Parking	Cable to Rear Wheels	
Electrical	12 Volt; Negative Ground	
Battery—Freedom Type	3200 watts @ 0°F.	
Delcotron Generator	37 amp.	
Frame	Carbon Steel; 39,000 psi	
Section Modulus	6.20	7.33
Fuel Tank (nominal capacity)	20 gal.	
Steering Gear Type	Integral Power	
Transmission	4-Speed Manual	
Shift Location	Floor	
Transfer Case	New Process 205 2-Speed Conventional	
Shift Lever	Single Lever	
PTO Opening	Left Side	
Tires	Fr.(2) 9.50–16.5D (8PR) Rr. (2) 9.50–16.5E (10PR)	
Wheels	(4) Disc 16.5" x 6.75"	

PICKUP

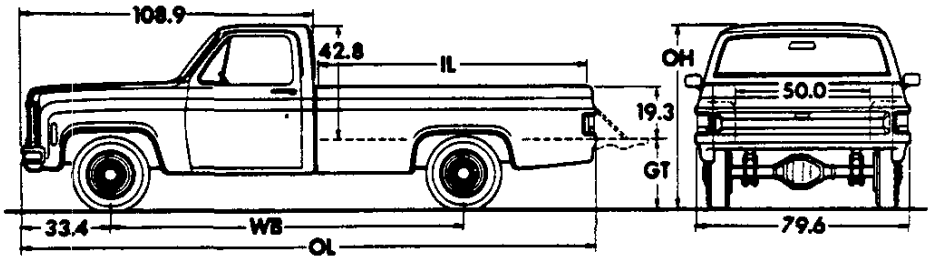
C10-30 SERIES FLEETSIDE PICKUP



Body Ordering Codes:
Regular Cab—E63
Bonus Cab—E63 & YG4
Crew Cab—E63 & AS3

CREW CAB & BONUS CAB

REGULAR CAB



Model	Wheelbase (in.)	Body—Payload Weight Distribution*	
		% Front	% Rear
C10	117.5	1	99
C10-30	131.5	4	96
C20-30	164.5	3	97

*Estimate based on water-level loading.

Series	Ground Clearance (in)★	
	Front	Rear
C10	7.6	7.3
C20	8.0	7.8
C30	8.0	7.7

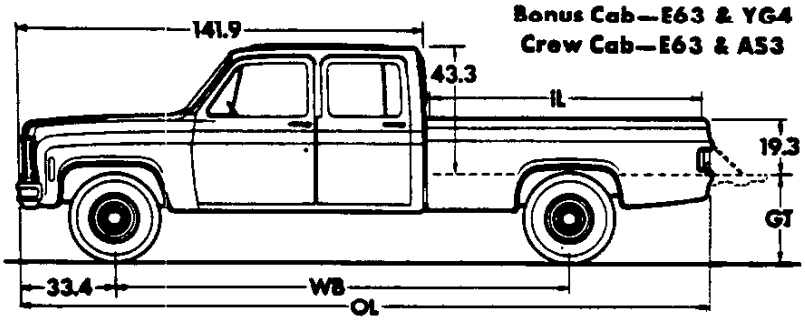
Model	Engine No. Cyl.	Dimensions (in)★					Curb Weight (lb)			Model Weight (lb)*		
		WB	IL	OL	OH	GT	Front	Rear	Total	Front	Rear	Total
C10 SERIES												
CC10703	6	117.5	78.2	191.5	69.8	28.5	2133	1447	3580	2353	1677	4030
CC10903	6	131.5	98.1	211.4	69.8	28.5	2229	1529	3758	2475	1733	4208
C10/F44 BIG-10												
CC10703	8	117.5	78.2	191.5	69.8	28.5	2252	1555	3807	2472	1785	4257
CC10903	8	131.5	98.1	211.4	69.8	28.5	2355	1638	3993	2601	1842	4443
C20 SERIES												
CC20903	6	131.5	98.1	211.4	70.8	29.5	2389	1703	4092	2635	1907	4542
CC20903 (w/C6P)	6	131.5	98.1	211.4	70.8	29.5	2450	1779	4229	2696	1983	4679
CC20943 (Bonus Cab)	6	164.5	98.1	244.4	71.8	27.5	2755	2125	4880	3040	2290	5330
CC20943 (Crew Cab)	6	164.5	98.1	244.4	71.8	27.5	2787	2167	4954	3267	2587	5854
C30 SERIES												
CC30903	6	131.5	98.1	211.4	70.9	30.0	2492	1922	4414	2738	2126	4864
CC30943 (Bonus Cab)	6	164.5	98.1	244.4	72.1	28.5	2763	2147	4910	3048	2312	5360
CC30943 (Crew Cab)	6	164.5	98.1	244.4	72.1	28.5	2795	2189	4984	3275	2609	5884

★Dimensions with standard equipment, unloaded. *Model Weight includes Curb Weight plus occupants (standard seating capacity x 150 lb.). Total Model Weight may vary as much as ±150 lbs. to allow for production build variation.

PICKUP

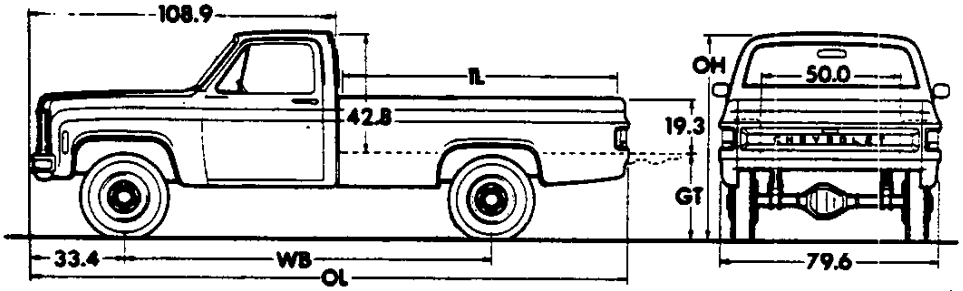
K10-30 SERIES FLEETSIDE PICKUP

Body Ordering Codes:
Regular Cab—E63
Bonus Cab—E63 & YG4
Crew Cab—E63 & A53



BONUS CAB & CREW CAB

REGULAR CAB



Model	Wheelbase (in.)	Body—Payload Weight Distribution*	
		% Front	% Rear
K10	117.5	1	99
K10-30	131.5	4	96
K30	164.5	3	97

*Estimate based on water-level loading.

Series	Ground Clearance (in)★	
	Front	Rear
K10	7.4	7.1
K20	8.8	7.2
K30	8.3	7.8

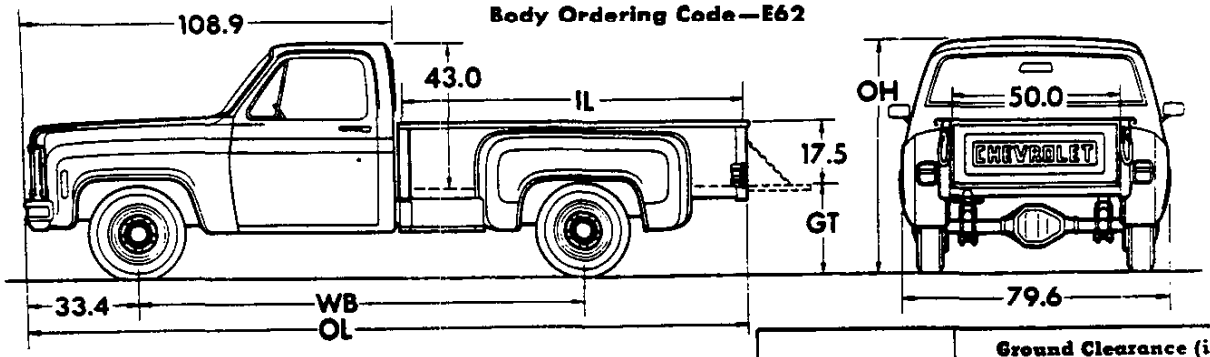
Model	Engine No. Cyl.	Dimensions (in)★					Curb Weight (lb)			Model Weight (lb)*		
		WB	IL	OL	OH	GT	Front	Rear	Total	Front	Rear	Total
K10 SERIES												
CK10703	6	117.5	78.2	192.2	71.9	30.1	2528	1615	4143	2748	1845	4593
CK10903	6	131.5	98.1	212.1	71.9	30.1	2636	1715	4351	2882	1919	4801
K20 SERIES												
CK20903	8	131.5	98.1	212.1	73.9	33.1	2775	1818	4593	3021	2022	5043
CK20903 (w/C6P)	6	131.5	98.1	212.1	73.9	33.1	2730	1897	4627	2976	2101	5077
K30 SERIES												
CK30903	6	131.5	98.1	212.1	74.7	31.9	2881	2060	4941	3127	2264	5391
CK30943 (Bonus Cab)	6	164.5	98.1	244.4	75.0	31.6	3134	2226	5360	3419	2391	5810
CK30943 (Crew Cab)	6	164.5	98.1	244.4	75.0	31.6	3166	2268	5434	3646	2688	6334

★Dimensions with standard equipment, unloaded. *Model Weight includes Curb Weight plus occupants (standard seating capacity x 150 lb.). Total Model Weight may vary as much as ± 150 lbs. to allow for production build variation.

PICKUP

STEPSIDE PICKUP

Body Ordering Code—E62



Model	Wheelbase (in.)	Body—Payload Weight Distribution*	
		% Front	% Rear
C-K10	117.5	1	99
C-K 10-30	131.5	4	96

*Estimate based on water-level loading.

Series	Ground Clearance (in)★	
	Front	Rear
C10	7.5	7.2
C20	8.0	7.8
C30	8.0	7.8
K10	7.4	7.1
K20	8.8	7.2

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	117.5	78.4	190.7	69.8	28.8	2141	1377	3518	2361	1607	3968
CC10903	6	131.5	98.3	210.6	69.8	28.8	2242	1437	3679	2488	1641	4129
C10/F44 BIG-10												
CC10703	8	117.5	78.4	190.7	69.8	28.8	2261	1485	3746	2481	1715	4196
CC10903	8	131.5	98.3	210.6	69.8	28.8	2368	1546	3914	2614	1750	4364
C20 SERIES												
CC20903	6	131.5	98.3	210.6	71.0	29.8	2402	1616	4018	2648	1820	4468
CC20903 (W/C6P)	6	131.5	98.3	210.6	71.0	29.8	2463	1692	4155	2709	1896	4605
C30 SERIES												
CC30903	6	131.5	98.3	210.6	71.0	30.0	2484	1835	4319	2730	2039	4769
K10 SERIES												
CK10703	6	117.5	78.4	191.3	72.0	30.2	2538	1546	4084	2758	1776	4534
CK10903	6	131.5	98.3	211.2	72.0	30.2	2649	1628	4277	2895	1832	4727
K20 SERIES												
CK20903	8	131.5	98.3	211.2	74.0	33.2	2787	1732	4519	3033	1936	4969
CK20903 (W/C6P)	6	131.5	98.3	211.2	74.0	33.2	2742	1811	4553	2988	2015	5003

★Dimensions with standard equipment, unloaded. *Model Weight includes Curb Weight plus occupants (standard seating capacity x 150 lb.). Total Model Weight may vary as much as ±150 lbs. to allow for production build variation.

PICKUP

POWER TEAMS

ALL STATES EXCEPT CALIFORNIA

CONSULT GVWR SELECTOR AND TIRE CHARTS TO INSURE TIRE CAPACITY AND AVAILABILITY

ENGINE	TRANSMISSIONS BY RPO NUMBER			TIRES BY RPO NUMBER				♦AXLE RATIOS BY RPO NUMBER					★GVWR
	3-SP	4-SP	AUTO	GR78-15	P215/75R15	P235/75R15	LR60-15	■2.56	2.73	3.08	3.42	3.73	
C10 SERIES W/O F44													
LE3 L6 4.1 Liter (250-2 BBL)	MM3	MM4*	MX1	KF, KG	KT, KU	BD, BJ, QJ, WV	TS	—	GQ1	HE3	—	—	4900
	MM3	MM4*	MX1	KF, KG	—	—	—	—	GQ1	HE3	—	—	5300
	MM3	MM4*	MX1	—	KT, KU	BD, BJ, QJ, WV	TS	—	GQ1	HE3	—	—	5400
	MM3	MM4	MX1	—	—	BD, BJ, QJ, WV	TS	—	—	GQ1	▲HE4	—	5600
	MM3	MM4	MX1	—	—	BD, BJ, QJ, WV	TS	—	—	GQ1	HE4	—	6000
LG9 V8 5.0 Liter (305-2 BBL)	MM3		—	KF, KG	KT, KU	BD, BJ, QJ, WV	TS	—	—	GQ1	—	—	4900
	—		MX1	KF, KG	KT, KU	BD, BJ, QJ, WV	TS	●GQ1	●HC2	—	—	—	4900
	MM3		—	KF, KG	—	—	—	—	—	GQ1	—	—	5300
	—		MX1	KF, KG	—	—	—	GQ1	HC2	—	—	—	5300
	MM3		—	—	KT, KU	BD, BJ, QJ, WV	TS	—	—	GQ1	—	—	5400
	—		MX1	—	KT, KU	BD, BJ, QJ, WV	TS	—	GQ1	HE3	—	—	5400
	MM3		—	—	—	BD, BJ, QJ, WV	TS	—	—	GQ1	—	—	5600
	—		MX1	—	—	BD, BJ, QJ, WV	TS	—	GQ1	HE3	—	—	5600
LS9 V8 5.7 Liter (350-4 BBL)	MM3	—	—	KF, KG	KT, KU	BD, BJ, QJ, WV	TS	—	GQ1	HE3	—	—	4900
	—	—	MX1	KF, KG	KT, KU	BD, BJ, QJ, WV	TS	GQ1	HC2	—	—	—	4900
	MM3	—	—	KF, KG	KT, KU	BD, BJ, QJ, WV	TS	—	GQ1	HE3	—	—	5300
	—	MM4*	—	KF, KG	—	—	—	—	GQ1	—	—	—	5300
	—	—	MX1	KF, KG	—	—	—	GQ1	HC2	—	—	—	5300
	MM3	—	—	—	KT, KU	BD, BJ, QJ, WV	TS	—	GQ1	HE3	—	—	5400
	—	MM4*	—	—	KT, KU	—	TS	—	GQ1	—	—	—	5400
	—	—	MX1	—	KT, KU	BD, BJ, QJ, WV	TS	GQ1	HC2	—	—	—	5400
	MM3	—	—	—	—	BD, BJ, QJ, WV	TS	—	—	GQ1	—	—	5600
	—	MM4	—	—	—	BD, BJ, QJ, WV	TS	—	GQ1	HE3	—	—	5600
	—	—	MX1	—	—	BD, BJ, QJ, WV	TS	—	GQ1	HE3	—	—	5600
C10 SERIES W/F44 BIG-10													
LG9 V8 5.0 Liter (305-2 BBL)	MM3	—	—	—	—	—	TS	—	—	GQ1	—	—	6050
	—	—	MX1	—	—	—	TS	—	GQ1	HE3	—	—	6050
	MM3	—	MX1	—	—	BD, BJ, QJ, WV	—	—	—	GQ1	—	—	6200
LS9 V8 5.7 Liter (350-4 BBL)	MM3	—	—	—	—	—	TS	—	—	GQ1	—	—	6050
	—	MM4	MX1	—	—	—	TS	—	GQ1	HE3	—	—	6050
	MM3	—	—	—	—	BD, BJ, QJ, WV	—	—	—	GQ1	—	—	6200
	—	MM4	MX1	—	—	BD, BJ, QJ, WV	—	—	GQ1	HE3	—	—	6200
K10 SERIES													
LE3 L6 4.1 Liter (250-2 BBL)	MM3	—	—	—	—	BD, BJ, QJ, WV	—	—	—	—	—	GQ1	6200
	—	MM4	MX1	—	—	BD, BJ, QJ, WV	TS	—	—	—	GQ1	GT4	6200
	—	MM4	MX1	—	—	—	TS	—	—	—	GQ1	—	6200
LS9 V8 5.7 Liter (350-4 BBL)	MM3	—	—	—	—	BD, BJ, QJ, WV	TS	—	—	GQ1	—	—	6200
	—	MM4	MX1	—	—	BD, BJ, QJ, WV	TS	—	GQ1	HE3	—	—	6200

♦ Locking Differential rear axle also available; GQ1 indicates standard axle ratio.
■ Locking Differential rear axle not available
● 2.73 ratio is base with TS, BD, BJ, QJ or WV tires.
★ For Required Chassis Equipment see **GVWR SELECTOR.**
* Requires HD Rear Springs (G50)
▲ Requires HD Power Brakes (J55) when Locking Differential (G80) is ordered.

PICKUP

POWER TEAMS

CALIFORNIA ONLY

CONSULT GVWR SELECTOR AND TIRE CHARTS TO INSURE TIRE CAPACITY AND AVAILABILITY

ENGINE	TRANSMISSIONS BY RPO NUMBER			TIRES BY RPO NUMBER				♦AXLE RATIOS BY RPO NUMBER					★GVWR
	3-SP	4-SP	AUTO	GR78-15	P215/75R15	P235/75R15	LR60-15	■2.56	2.73	3.08	3.42	3.73	
C10 SERIES W/O F44													
LE3 L6 4.1 Liter (250-2 BBL)	MM3	—	MX1	KF, KG	KT, KU	BD, BJ, QJ, WV	TS	—	—	GQ1	▲HE4	—	4900
	MM3	—	MX1	KF, KG	—	—	—	—	—	GQ1	▲HE4	—	5300
	MM3	—	MX1	—	KT, KU	BD, BJ, QJ, WV	TS	—	—	GQ1	▲HE4	—	5400
	MM3	—	MX1	—	—	BD, BJ, QJ, WV	TS	—	—	GQ1	▲HE4	—	5600
	MM3	—	MX1	—	—	BD, BJ, QJ, WV	TS	—	—	—	GQ1	—	6000
C10 SERIES W/F44 BIG-10													
LS9 V8 5.7 Liter (350-4 BBL)	—	MM4	MX1	—	—	—	TS	—	GQ1	HE3	—	—	6050
	—	MM4	MX1	—	—	BD, BJ, QJ, WV	—	—	GQ1	HE3	—	—	6200
K10 SERIES													
LS9 V8 5.7 Liter (350-4 BBL)	—	MM4	MX1	—	—	BD, BJ, QJ, WV	TS	—	GQ1	HE3	—	—	6200

♦ Locking Differential rear axle also available; GQ1 indicates standard axle ratio.
★ For Required Chassis Equipment **see GVWR SELECTOR.**
■ Locking Differential rear axle not available.
▲ Requires J55 HD Power Brakes when G80 Locking Differential is ordered.

ENGINE RATINGS

ALL STATES EXCEPT CALIFORNIA

SAE Net Ratings @ 85°F	4.1 Liter 250 2-bbl L6	4.8 Liter 292 1-bbl L6	5.0 Liter 305 2-bbl V8	†*5.7 Liter 350 4-bbl V8
Net Horsepower	130 @ 4000 rpm	115 @ 3400 rpm	135 @ 4200 rpm	175 @ 4000 rpm
Net Torque, lb-ft	210 @ 2000 rpm	215 @ 1600 rpm	235 @ 2400 rpm	275 @ 2400 rpm

SAE Net Ratings @ 85°F	‡*5.7 Liter 350 4-bbl V8	**5.7 Liter 350 4-bbl V8	6.6 Liter 400 4-bbl V8	7.4 Liter 454 4-bbl V8
Net Horsepower	170 @ 4000 rpm	165 @ 3800 rpm	180 @ 3600 rpm	210 @ 3800 rpm
Net Torque, lb-ft	270 @ 2400 rpm	255 @ 2800 rpm	310 @ 2400 rpm	340 @ 2800 rpm

*Engine with Light or Medium Duty Emissions (w GVWR up to 8500 lb.).
**Engine with Heavy Duty Emissions (w GVWR over 8500 lb.).
†C10-20 models only. ‡K10-20 models only.
†C1500-2500 models only. ‡K1500-2500 models only.

ENGINE RATINGS

CALIFORNIA ONLY

SAE Net Ratings @ 85°F	†4.1 Liter 250 2-bbl L6	‡4.1 Liter 250 2-bbl L6	4.8 Liter 292 1-bbl L6	*5.7 Liter 350 4-bbl V8
Net Horsepower	125 @ 4000 rpm	130 @ 4000 rpm	115 @ 3400 rpm	170 @ 4000 rpm
Net Torque, lb-ft	205 @ 2000 rpm	205 @ 2000 rpm	215 @ 1600 rpm	275 @ 2000 rpm

SAE Net Ratings @ 85°F	**5.7 Liter 350 4-bbl V8	6.6 Liter 400 4-bbl V8	7.4 Liter 454 4-bbl V8
Net Horsepower	165 @ 3800 rpm	180 @ 3600 rpm	210 @ 3800 rpm
Net Torque, lb-ft	255 @ 2800 rpm	310 @ 2400 rpm	340 @ 2800 rpm

*Engine with Light or Medium Duty Emissions (w GVWR up to 8500 lb.).
**Engine with Heavy Duty Emissions (w/GVWR over 8500 lb.).
†Series 10 models only. ‡Series 20 models only.

PICKUP

POWER TEAMS

ALL STATES EXCEPT CALIFORNIA

ENGINE	TRANSMISSIONS BY RPO NUMBER			TIRES BY RPO NUMBER				♦AXLE RATIOS BY RPO NUMBER					GVWR ★
	3-SP	4-SP	AUTO	7.50R-16	8.75R-16.5	9.50R-16.5	9.50-16.5	■3.21	3.42	3.73	4.10	4.56	
C20 SERIES REGULAR CAB W/GVWR UP TO 8500 LB.													
LE3 L6 4.1 Liter (250-2 BBL)	MM3	—	MX1	VK, VP, WX, WY	WU, RU, VX	UK, VY	—	—	GQ1	GT4	—	—	6400
	—	MM4	—	VK, VP, WX, WY	WU, RU, VX	UK, VY	—	—	GQ1	—	—	—	6400
	—	MM4	—	VK, VP, WX, WY	WU, RU, VX	UK, VY	—	—	GQ1	GT4	—	—	7100
	—	—	MX1	VK, VP, WX, WY	WU, RU, VX	UK, VY	—	—	—	GQ1	—	—	7100
	—	MM4	MX1	—	—	UK, VY	—	—	—	GQ1	—	—	7500
LS9 V8 5.7 Liter (350-4 BBL)	MM3	MM4	MX1	VK, VP, WX, WY	WU, RU	UK, VY	—	*GQ1	*HE4	—	—	—	6400
	MM3	—	—	VK, VP, WX, WY	WU, RU	UK, VY	—	—	GQ1	GT4	—	—	7100
	—	MM4	MX1	VK, VP, WX, WY	WU, RU	UK, VY	—	*GQ1	*HE4	GT4	—	—	7100
	—	MM4	—	—	—	UK, VY	—	GQ1	HE4	GT4	—	—	7500
	—	—	MX1	—	—	UK, VY	—	—	GQ1	GT4	—	—	7500
C20 SERIES REGULAR CAB W/GVWR OVER 8500 LB.													
L25 L6 4.8 Liter (292-1 BBL)	—	MM4	—	—	—	—	UG, UH, UD	—	—	—	GQ1	HC4	8600
	—	—	MX1	—	—	—	UG, UH, UD	—	—	—	—	GQ1	8600
LT9 V8 5.7 Liter (350-4 BBL)	—	MM4	—	—	—	—	UG, UH, UD	—	GQ1	GT4	—	—	8600
	—	—	MX1	—	—	—	UG, UH, UD	—	—	—	GQ1	HC4	8600
LE8 V8 7.4 Liter (454-4 BBL)	—	MM4	MX1	—	—	—	UG, UH, UD	GQ1	—	GT4	GT5	—	8600
K20 SERIES REGULAR CAB W/GVWR UP TO 8500 LB.													
LS9 V8 5.7 Liter (350-4 BBL)	MM3	—	—	VK, VP, WX, WY	WU, RU, VX	—	—	—	GQ1	—	—	—	6800
	—	MM4	MX1	VK, VP, WX, WY	WU, RU, VX	—	—	GQ1	HE4	—	—	—	6800
K20 SERIES REGULAR CAB W/GVWR OVER 8500 LB.													
L25 L6 4.8 Liter (292-1 BBL)	—	MM4	—	—	—	—	UD, UE, UG, UH	—	—	—	GQ1	HC4	8600
	—	—	MX1	—	—	—	UD, UE, UG, UH	—	—	—	—	GQ1	8600
LT9 V8 5.7 Liter (350-4 BBL)	—	MM4	—	—	—	—	UD, UE, UG, UH	—	—	—	GQ1	GT5	8600
	—	—	MX1	—	—	—	UD, UE, UG, UH	—	—	—	GQ1	HC4	8600
LE4 V8 6.6 Liter (400-4 BBL)	—	—	MX1	—	—	—	UD, UE, UG, UH	—	—	—	GQ1	—	8600

C20 SERIES BONUS AND CREW CABS

ENGINE	TRANSMISSIONS BY RPO NUMBER		TIRES BY RPO NUMBER	♦AXLE RATIOS BY RPO NUMBER				★GVWR
	4-SP	AUTO	9.50-16.5	■3.21	3.73	4.10	4.56	
L25 L6 4.8 Liter (292-1 BBL)	MM4	—	UD, UG, UH	—	—	GQ1	HC4	8600
	—	MX1	UD, UG, UH	—	—	—	GQ1	8600
LT9 V8 5.7 Liter (350-4 BBL)	MM4	MX1	UD, UG, UH	—	GQ1	GT5	—	8600
LE8 V8 7.4 Liter (454-4 BBL)	—	MX1	UD, UG, UH	GQ1	GT4	GT5	—	8600

♦Locking Differential rear axle also available; GQ1 indicates standard axle ratio.
★For required Chassis Equipment see GVWR SELECTOR.
■Locking Differential at rear axle not available.
*3.42 ratio standard with VK, VP tires.

PICKUP

POWER TEAMS

CALIFORNIA ONLY

C20 SERIES REGULAR CAB W/GVWR UP TO 8500 LB.

ENGINE	TRANSMISSIONS BY RPO NUMBER			TIRES BY RPO NUMBER				♦AXLE RATIOS BY RPO NUMBER					GVWR ★
	3-SP	4-SP	AUTO	7.50R-16	8.75R-16.5	9.50R-16.5	9.50-16.5	■3.21	3.42	3.73	4.10	4.56	
LE3 L6 4.1 Liter (250-2 BBL)	MM3	—	MX1	VK, VP, WX, WY	WU, RU, VX	UK, VY	—	—	GQ1	GT4	—	—	6400
	—	MM4	—	VK, VP, WX, WY	WU, RU, VX	UK, VY	—	—	GQ1	—	—	—	6400
	—	MM4	—	VK, VP, WX, WY	WU, RU, VX	UK, VY	—	—	GQ1	GT4	—	—	7100
	—	—	MX1	VK, VP, WX, WY	WU, RU, VX	UK, VY	—	—	—	GQ1	—	—	7100
	—	MM4	MX1	—	—	UK, VY	—	—	—	GQ1	—	—	7500
LS9 V8 5.7 Liter (350-4 BBL)	—	MM4	MX1	VK, VP, WX, WY	WU, RU	UK, VY	—	*GQ1	*HE4	—	—	—	6400
	—	—	—	VK, VP, WX, WY	WU, RU	UK, VY	—	—	GQ1	GT4	—	—	7100
	—	MM4	MX1	VK, VP, WX, WY	WU, RU	UK, VY	—	*GQ1	*HE4	GT4	—	—	7100
	—	MM4	—	—	—	UK, VY	—	GQ1	HE4	GT4	—	—	7500
	—	—	MX1	—	—	UK, VY	—	—	GQ1	GT4	—	—	7500

C20 SERIES REGULAR CAB W/GVWR OVER 8500 LB.

L25 L6 4.8 Liter (292-1 BBL)	—	MM4	—	—	—	—	UG, UH, UD	—	—	—	GQ1	HC4	8600
	—	—	MX1	—	—	—	UG, UH, UD	—	—	—	—	GQ1	8600
LT9 V8 5.7 Liter (350-4 BBL)	—	MM4	—	—	—	—	UG, UH, UD	—	GQ1	GT4	—	—	8600
	—	—	MX1	—	—	—	UG, UH, UD	—	—	—	GQ1	HC4	8600
LE8 V8 7.4 Liter (454-4 BBL)	—	MM4	MX1	—	—	—	UG, UH, UD	GQ1	—	GT4	GT5	—	8600

K20 SERIES REGULAR CAB W/GVWR UP TO 8500 LB.

LS9 V8 5.7 Liter (350-4 BBL)	—	—	MX1	VK, VP, WX, WY	WU, RU, VX	—	—	GQ1	HE4	—	—	—	8800

K20 SERIES REGULAR CAB W/GVWR OVER 8500 LB.

L25 L6 4.8 Liter (292-1 BBL)	—	MM4	—	—	—	—	UD, UE, UG, UH	—	—	—	GQ1	HC4	8600
	—	—	MX1	—	—	—	UD, UE, UG, UH	—	—	—	—	GQ1	8600
LT9 V8 5.7 Liter (350-4 BBL)	—	MM4	—	—	—	—	UD, UE, UG, UH	—	—	GQ1	GT5	—	8600
	—	—	MX1	—	—	—	UD, UE, UG, UH	—	—	—	GQ1	HC4	8600
LE4 V8 6.6 Liter (400-4 BBL)	—	—	MX1	—	—	—	UD, UE, UG, UH	—	—	—	GQ1	—	8600

C20 SERIES BONUS AND CREW CABS

ENGINE	TRANSMISSIONS BY RPO NUMBER		TIRES BY RPO NUMBER	♦AXLE RATIOS BY RPO NUMBER				★GVWR
	4-SP	AUTO	9.50-16.5	■3.21	3.73	4.10	4.56	
L25 L6 4.8 Liter (292-1 BBL)	MM4	—	UD, UG, UH	—	—	GQ1	HC4	8600
	—	MX1	UD, UG, UH	—	—	—	GQ1	8600
LT9 V8 5.7 Liter (350-4 BBL)	MM4	MX1	UD, UG, UH	—	GQ1	GT5	—	8600
LE8 V8 7.4 Liter (454-4 BBL)	—	MX1	UD, UG, UH	GQ1	GT4	GT5	—	8600

♦Locking Differential rear axle also available; GQ1 indicates standard axle ratio.
★For required Chassis Equipment see GVWR SELECTOR.
■Locking Differential at rear axle not available.
*3.42 ratio standard with VK, VP tires.

PICKUP

POWER TEAMS

ALL STATES EXCEPT CALIFORNIA

CONSULT GVWR SELECTOR AND TIRE CHARTS TO INSURE TIRE CAPACITY AND AVAILABILITY

ENGINE	TRANSMISSIONS BY RPO NUMBER		TIRES BY RPO NUMBER			♦AXLE RATIOS BY RPO NUMBER				★GVWR
	4-SP	AUTO	7.50-16	8.75-16.5	9.50-16.5	■3.21	3.73	4.10	4.56	
C30 SERIES REGULAR CAB										
L25 L6 4.8 Liter (292-1 BBL)	MM4	—	—	—	UD, UG	—	—	GQ1	HC4	9000
	—	MX1	—	—	UD, UG	—	—	—	GQ1	9000
LT9 V8 5.7 Liter (350-4 BBL)	MM4	—	—	—	UD, UG	—	GQ1	GT5	HC4	9000
	—	MX1	—	—	UD, UG	—	—	GQ1	HC4	9000
	MM4	MX1	PB, PC, PF, PG	TC, TE, TF	—	—	—	GQ1	HC4	■10,000
LE8 V8 7.4 Liter (454-4 BBL)	MM4	MX1	—	—	UD, UG	GQ1	GT4	GT5	HC4	9000
	MM4	MX1	PB, PC, PF, PG	TD, TE, TF	—	—	GQ1	GT5	HC4	■10,000
K30 SERIES REGULAR CAB										
L25 L6 4.8 Liter (292-1 BBL)	MM4	MX1	—	—	UD, UE, UG, UH	—	—	—	GQ1	9200
LT9 V8 5.7 Liter (350-4 BBL)	MM4	MX1	—	—	UD, UE, UG, UH	—	—	GQ1	HC4	9200
			PF, PG	TE, TF	—	—	—	GT5	GQ1	■10,000
LE4 V8 6.6 Liter (400-4 BBL)	—	MX1	—	—	UD, UE, UG, UH	—	—	GQ1	—	9200
			PF, PG	TE, TF	—	—	—	GQ1	▲HC4	■10,000
C30 SERIES BONUS AND CREW CAB										
L25 L6 4.8 Liter (292-1 BBL)	MM4	—	—	—	UD, UG	—	—	GQ1	HC4	9000
	—	MX1	—	—	UD, UG	—	—	—	GQ1	9000
LT9 V8 5.7 Liter (350-4 BBL)	MM4	MX1	—	—	UD, UG	—	GQ1	GT5	HC4	9000
	MM4	MX1	—	—	UD, UG	—	GQ1	GT5	HC4	9600
	MM4	MX1	PB, PF, PG	TC, TE, TF	—	—	—	GQ1	HC4	■10,000
LE8 V8 7.4 Liter (454-4 BBL)	MM4	MX1	—	—	UD, UG	GQ1	GT4	GT5	HC4	9000
	MM4	MX1	—	—	UD, UG	GQ1	GT4	GT5	HC4	9600
	MM4	MX1	PB, PF, PG	TC, TE, TF	—	—	GQ1	GT5	HC4	■10,000
K30 SERIES BONUS AND CREW CAB										
L25 L6 4.8 Liter (292-1 BBL)	MM4	MX1	—	—	UD, UE, UG, UH	—	—	—	GQ1	9200
LT9 V8 5.7 Liter (350-4 BBL)	MM4	MX1	—	—	UD, UE, UG, UH	—	—	GQ1	HC4	9200
	MM4	MX1	PF, PG	TE, TF	—	—	—	GT5	GQ1	■10,000
LE4 V8 6.6 Liter (400-4 BBL)	—	MX1	—	—	UD, UE, UG, UH	—	—	GQ1	—	9200
	—	MX1	PF, PG	TE, TF	—	—	—	GQ1	▲HC4	■10,000

♦Locking Differential rear axle also available; GQ1 indicates standard axle ratio.
★For Required Chassis Equipment see **GVWR SELECTOR.**
■Locking Differential rear axle not available.
▲Not available with TE, TF tires.

PICKUP

POWER TEAMS

CALIFORNIA ONLY

CONSULT GVWR SELECTOR AND TIRE CHARTS TO INSURE TIRE CAPACITY AND AVAILABILITY

ENGINE	TRANSMISSIONS BY RPO NUMBER		TIRES BY RPO NUMBER			♦AXLE RATIOS BY RPO NUMBER				★GVWR
	4-SP	AUTO	7.50-16	8.75-16.5	9.50-16.5	■3.21	3.73	4.10	4.56	
C30 SERIES REGULAR CAB										
L25 L6 4.8 Liter (292-1 BBL)	MM4	—	—	—	UD, UG	—	—	GQ1	HC4	9000
	—	MX1	—	—	UD, UG	—	—	—	GQ1	9000
LT9 V8 5.7 Liter (350-4 BBL)	MM4	—	—	—	UD, UG	—	GQ1	GT5	HC4	9000
	—	MX1	—	—	UD, UG	—	—	GQ1	HC4	9000
	MM4	MX1	PB, PC, PF, PG	TC, TE, TF	—	—	—	GQ1	HC4	10,000
LE8 V8 7.4 Liter (454-4 BBL)	MM4	MX1	—	—	UD, UG	GQ1	GT4	GT5	HC4	9000
	MM4	MX1	PB, PC, PF, PG	TD, TE, TF	—	—	GQ1	GT5	HC4	10,000
K30 SERIES REGULAR CAB										
L25 L6 4.8 Liter (292-1 BBL)	MM4	MX1	—	—	UD, UE, UG, UH	—	—	—	GQ1	9200
LT9 V8 5.7 Liter (350-4 BBL)	MM4	MX1	—	—	UD, UE, UG, UH	—	—	GQ1	HC4	9200
			PF, PG	TE, TF	—	—	—	GT5	GQ1	10,000
LE4 V8 6.6 Liter (400-4 BBL)	—	MX1	—	—	UD, UE, UG, UH	—	—	GQ1	—	9200
			PF, PG	TE, TF	—	—	—	GQ1	▲HC4	10,000
C30 SERIES BONUS AND CREW CAB										
L25 L6 4.8 Liter (292-1 BBL)	MM4	—	—	—	UD, UG	—	—	GQ1	HC4	9000
	—	MX1	—	—	UD, UG	—	—	—	GQ1	9000
LT9 V8 5.7 Liter (350-4 BBL)	MM4	MX1	—	—	UD, UG	—	GQ1	GT5	HC4	9000
	MM4	MX1	—	—	UD, UG	—	GQ1	GT5	HC4	9600
	MM4	MX1	PB, PF, PG	TC, TE, TF	—	—	—	GQ1	HC4	10,000
LE8 V8 7.4 Liter (454-4 BBL)	MM4	MX1	—	—	UD, UG	GQ1	GT4	GT5	HC4	9000
	MM4	MX1	—	—	UD, UG	GQ1	GT4	GT5	HC4	9600
	MM4	MX1	PB, PF, PG	TC, TE, TF	—	—	GQ1	GT5	HC4	10,000
K30 SERIES BONUS AND CREW CAB										
L25 L6 4.8 Liter (292-1 BBL)	MM4	MX1	—	—	UD, UE, UG, UH	—	—	—	GQ1	9200
LT9 V8 5.7 Liter (350-4 BBL)	MM4	MX1	—	—	UD, UE, UG, UH	—	—	GQ1	HC4	9200
	MM4	MX1	PF, PG	TE, TF	—	—	—	GT5	GQ1	10,000
LE4 V8 6.6 Liter (400-4 BBL)	—	MX1	—	—	UD, UE, UG, UH	—	—	GQ1	—	9200
	—	MX1	PF, PG	TE, TF	—	—	—	GQ1	▲HC4	10,000

♦Locking Differential rear axle also available; GQ1 indicates standard axle ratio.
★For Required Chassis Equipment see **GVWR SELECTOR.**
■Locking Differential rear axle not available.
▲Not available with TE, TF tires.

PICKUP

GVWR SELECTOR—ALL STATES

GVW Rating (lbs)	†GAWR (lbs)		Minimum Equipment Required for GVW Rating		
			Tire Capacity (lbs ea)		Chassis Equipment
	Front	Rear	Front	Rear	
C10 SERIES					
@4900	2944	2944	1472	1472	Standard
@5300	2944	2944	1472	1472	Power Brakes (J50)
@5400	#2950	3100	1583	1583	
@5600	#2950	3580	1790	1790	HD Rear Springs (G50); Power Brakes (J50)
6000	3100	3580	1790	1790	HD Front Springs (F60); HD Rear Springs (G50); HD Power Brakes (J55); 4.1 Liter Engine (LE3)
C10/F44 BIG-10					
6050	3250	3580	1790	1790	Standard
6200	3250	3686	1843	1843	
K10 SERIES					
6200	3580	3580	1790	1790	Standard

†GAWR's shown are the maximum for each axle with equipment listed. Other GAWR's are available, and they are determined as the minimum capacity of either axle, springs or tires.
@ Not available in California with 5.7 Liter, 350 V8.
#3100 lb. rating with 5.0 Liter 305 V8 or 5.7 Liter 350 V8.

FRONT AND REAR TIRE AVAILABILITY CHART—ALL STATES

C-K10 SERIES

Spare tire to match either front or rear tires must be ordered
K10 models require matching front and rear tread

Description	Capacity (lbs ea)	Highway		On-Off Road		Spare
		Front	Rear	Front	Rear	
TUBELESS						
#GR78-15/B Fiberglass Belted Radial	1472	XKF	YKF	—	—	ZKF
#GR78-15/B White Wall Fiberglass Belted Radial	1472	XKG	YKG	—	—	ZKG
#P215/75R15 Steel Belted Radial	1583	XKT	YKT	—	—	ZKT
#P215/75R15 White Wall Steel Belted Radial	1583	XKU	YKU	—	—	ZKU
P235/75R15 Steel Belted Radial	1843	XBD —	YBD —	— *XQJ	— YQJ	ZBD ZQJ
P235/75R15 White Wall Steel Belted Radial	1843	XBJ	YBJ	—	—	ZBJ
P235/75R15 White Letter Steel Belted Radial	1843	XWV	YWV	—	—	ZWV
%LR60-15/B White Letter Fiberglass Belted Radial	1790	XTS	YTS	—	—	ZTS

#C10703-C10903 only.
*On-Off road front tires available on K10 models only.
%Reqs. N67, PA6 or PH7 Wheels. C10703-K10703 only.

PICKUP

GVWR SELECTOR—ALL STATES

GVW Rating (lbs)	†GAWR (lbs)		Minimum Equipment Required for GVW Rating		
			Tire Capacity (lbs ea)		Chassis Equipment
	Front	Rear	Front	Rear	
C20 SERIES REGULAR CAB					
6400	3500	3980	1990	1990	Standard
7100	3500	4700	1990	2350	HD Rear Springs (G50)
7900	3500	5200	2780	2780	HD Rear Springs (G50); HD Power Brakes (J55)
C20/C6P SERIES REGULAR CAB					
8600	3800	6000	2780	3170	Standard
K20 SERIES REGULAR CAB					
6800	3700	3980	1990	1990	Standard
K20/C6P SERIES REGULAR CAB					
8600	3700	6000	2780	3170	Standard
C20 SERIES BONUS AND CREW CAB					
8600	3800	6000	2780	3170	Standard

†GAWR's shown are the maximum for each axle with equipment listed. Other GAWR's are available, and they are determined as the minimum capacity of either axle, springs or tires.

FRONT AND REAR TIRE AVAILABILITY CHART—ALL STATES

C-K20 SERIES

Spare tire to match either front or rear tires is available at extra cost
K20 models require matching front and rear tread

Description	Capacity (lbs ea)	Highway		*On-Off Road		Spare
		Front	Rear	Front	Rear	
TUBELESS (Requires LE3 or LS9 engine.)						
7.50R-16D Steel Belted Radial	2440	XWY —	YWY —	— *XWX	— YWX	ZWY ZWX
8.75R-16.5C Steel Belted Radial	1990	XWU	YWU	—	—	ZWU
8.75R-16.5D Steel Belted Radial	2350	— —	YRU —	— —	— #YVX	ZRU ZVX
8.75R-16.5D Steel Belted Radial	2350	XRU —	YRU —	— *XVX	— YVX	ZRU ZVX
#9.50R-16.5D Steel Belted Radial	2780	XUK —	YUK —	— —	— YVY	ZUK ZVY
TUBELESS (Requires L25, LT9 or LE8 engine.)						
9.50-16.5D	2780	XUD —	— —	— *XUE	— —	ZUD ZUE
9.50-16.5E	3170	— —	YUG —	— —	— YUH	ZUG ZUH
9.50-16.5E	3170	XUG —	YUG —	— *XUH	— YUH	ZUG ZUH
TUBE-TYPE (Requires LE3 or LS9 engine.)						
7.50R-16D Steel Belted Radial	2440	XVK —	YVK —	— *XVP	— YVP	ZVK ZVP

*On-Off road front tires available on K20 models only.
#C20 models only.

PICKUP

GVWR SELECTOR—ALL STATES

GVW Rating (lbs)	†GAWR (lbs)		Minimum Equipment Required for GVW Rating		
			Tire Capacity (lbs ea)		Chassis Equipment
	Front	Rear	Front	Rear	
C30 SERIES REGULAR CAB					
9000	3800	6340	2780	3170	Standard
*10,000	3800	7000	1990	1750 (Duals)	Dual Rear Wheel Provisions (R05)
C30 SERIES BONUS CAB AND CREW CAB					
9000	4000	6340	3170	3170	Standard
9600	4000	6340	3170	3170	Camper Special Chassis Equipment (Z81/Z83)
10,000	3980	7500	1990	2070 (Duals)	Dual Rear Wheel Provisions (R05)
K30 SERIES REGULAR CAB					
9200	4500	6340	2780	3170	Standard
10,000	4500	7500	2350	2070 (Duals)	Dual Rear Wheel Provisions (R05)
K30 SERIES BONUS CAB AND CREW CAB					
9200	4500	6340	2780	3170	Standard
10,000	4500	7500	2350	2070 (Duals)	Dual Rear Wheel Provisions (R05)

†GAWR's shown are the maximum for each axle with equipment listed. Other GAWR's are available, and they are determined as the minimum capacity of either axle, springs or tires.

FRONT AND REAR TIRE AVAILABILITY CHART—ALL STATES

C-K30 SERIES

Spare tire to match either front or rear tires is available at extra cost
K30 models require matching front and rear tread

Description	Capacity (lbs each)		Highway			On-Off Road			Spare
	Front/ Single Rear	Dual Rear	Front	Single Rear	Dual Rear	Front	Single Rear	Dual Rear	
TUBELESS									
#8.75-16.5/C	1990	1750	XTC	—	YTC	—	—	—	ZTC
8.75-16.5/D	—	2070	—	—	YTE	—	—	—	ZTE
			—	—	—	—	—	YTF	ZTF
8.75-16.5/D	2350	2070	XTE	—	YTE	—	—	—	ZTE
			—	—	—	*XTF	—	YTF	ZFT
9.50-16.5/D	2780	—	XUD	—	—	—	—	—	ZUD
			—	—	—	*XUE	—	—	ZUE
▲9.50-16.5/E	3170	—	YUG	—	—	—	—	—	ZUG
			—	—	—	—	YUH	—	ZUH
9.50-16.5/E	3170	—	XUG	YUG	—	—	—	—	ZUG
			—	—	—	*XUH	†YUH	—	ZUH
TUBE-TYPE									
#7.50-16/C	2060	1815	XPB	—	YPB	—	—	—	ZPB
			—	—	—	—	—	YPC	ZPC
7.50-16/D	—	2140	—	—	YPF	—	—	—	ZPF
			—	—	—	—	—	YPG	ZPG
7.50-16/D	2440	2140	XPF	—	YPF	—	—	—	ZPF
			—	—	—	*XPG	—	YPG	ZPG

#C30 models only.
*On-Off road front tires available on K30 models only.
†K30 models only.
▲Not available on C30943 model.

PICKUP

CAB & BODY FEATURES
CAB CONSTRUCTION
CAB DIMENSIONS
COLOR & TRIM CHARTS
TWO-TONES

PICKUP

CUSTOM DELUXE FEATURES—STANDARD MODEL

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

The one-piece design air dam has been made standard on all C-K10 & 20 models with GVWRs up to 8500 lbs.

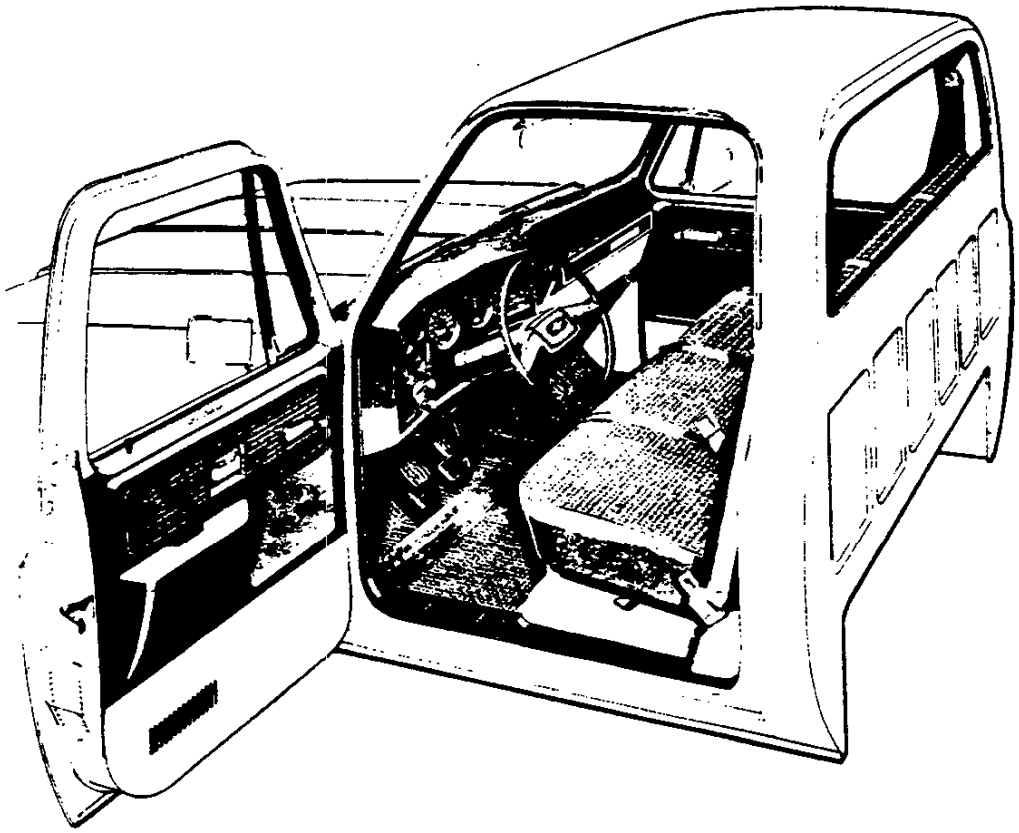
EXTERIOR

- **Bumper:** Front; painted white
- **Color:** See Interior and Exterior Color Selection Chart
- **Grille:** Molded plastic; painted argent; integral Chevrolet emblem at center includes bright insert with ochre trim
- **Grille Frame:** Bright headlamp-parking lamp bezels plus bright upper and lower moldings joining extensions of lamp bezels; dark gray-painted bezel centers in headlamp area
- **Horn:** Single, electric, low-note
- **Hub Caps:** Bright metal with black and ochre trim
- **Keys:** Two-key system; with separate keys for ignition switch and door locks
- **Lettering, "CHEVROLET" Tailgate:** Painted white except black with Frost White body color
- **Lights:**
  Backup lamps: Two rear (integral with taillamps)
  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; two rear (integral with taillamps)
- **Mirrors:** RH and LH fixed arm with adjustable 5½" x 4" heads chrome finish
- **Moldings:** Bright; drip molding over side doors plus decorative molding at hood rear edge
- **Nameplates:** Bright "Custom Deluxe" nameplates, with series designation, on upper portions of front fenders near doors; bright "3 + 3" nameplates on Crew Cab models or "BONUS CAB" nameplates on Bonus Cab models on cab rear quarters at styling crease line; "BIG-10" decal on C10/F44 models at top center of Fleetside pickup box panels and at center of Stepside rear fenders.
- **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 (C-K10 Series models only)
- **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

PICKUP

CUSTOM DELUXE FEATURES—STANDARD MODEL

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



INTERIOR

- **Armrests:** RH and LH padded; integral with door trim panels
- **Ashtrays:** In middle of instrument panel (all models) and in rear door trim panels (Crew Cabs and Bonus Cabs)
- **Coat Hooks:** RH (all models) and over rear doors (Crew Cabs and Bonus Cabs)
- **Colors:**
  Painted areas: Same as exterior primary color choice
  Interior trim: Coordinated with seat trim color choice
- **Door Sill Plates:** Door-opening protection and floor mat retention; full-length; black plastic for Regular Cab front doors and bright metal for Bonus Cab and Crew Cab front and rear doors
- **Door Trim Panels:** Color-keyed, embossed molded plastic with integral armrests
- **Floor Covering:** Embossed black rubber mats
- **Heater and Defogger:** Deluxe-air; automatic blower operation with ignition switch on for power ventilation system
- **Instrument Cluster Bezel:** Black with bright trim
- **Instruments:**
  Gages: Speedometer, odometer and fuel
  Switches: Main, for control of exterior lights, instrument cluster lights, and cab interior lights; wiper-washer headlight beam (foot); ignition; direction signal (with lane change position); hazard warning; heater fan
  Warning lights: Generator, oil pressure, engine temperature, seat belt service-parking 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, energy-absorbing foam type with grained vinyl skin; has bright applique on RH side with black insert, black trim and bright "Custom Deluxe" nameplate
- **Insulation and Sound Deadening Material:** Dash (firewall), under front seat at center, under front floor mat, under rear floor mat and under rear seat at center on Crew Cabs, under rear floor mat on Bonus Cabs (center portion only in rearmost area) and between double-walled roof panel of regular cabs. NOTE: Extra-thick insulation used for front portion of Crew Cab and Bonus Cab rear compartment
- **Lights:** Instrument cluster and cab interior lights
- **Mirror, Rearview:** 10" prismatic with soft vinyl rim
- **Seats:** Full-width bench-type; front (all models) and rear (Crew Cabs); foam padded (full-foam rear seat cushion for Crew Cabs); houndstooth pattern vinyl trim. See Interior and Exterior Color Selection Chart for color availability
- **Seat Belts:** Front (all models): non-detachable combination lap and shoulder belts for outboard positions with emergency-locking retractors and switch in driver's lap belt retractor for buzzer warning system; lap belt with manual adjustment for center position. Rear (Crew Cabs only): lap belts with emergency-locking retractors for outboard positions; lap belt with manual adjustment for center position. All seat belts are color-keyed with pushbutton type buckles.
- **Steering Wheel and Column:** 16" black, soft plastic wheel with 2 spokes; black energy-absorbing steering column with anti-theft locking feature
- **Stowage Box:** In RH side of instrument panel; door has bright turn-type latch release
- **Sunshades:** RH and LH padded; color-keyed

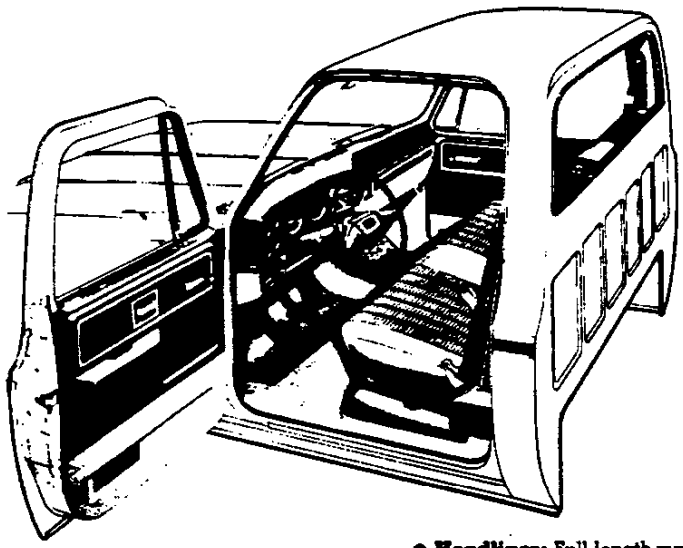
PICKUP

SCOTTSDALE MODEL OPTION—RPO Z62 (FOR ALL MODELS)

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 models with single rear wheels only)
  - Front bumper
  - Front fender side marker lamp trim
  - Rear fender clearance lamp trim (Fleetside models with dual rear wheels only)
  - 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 models with single rear wheels only)



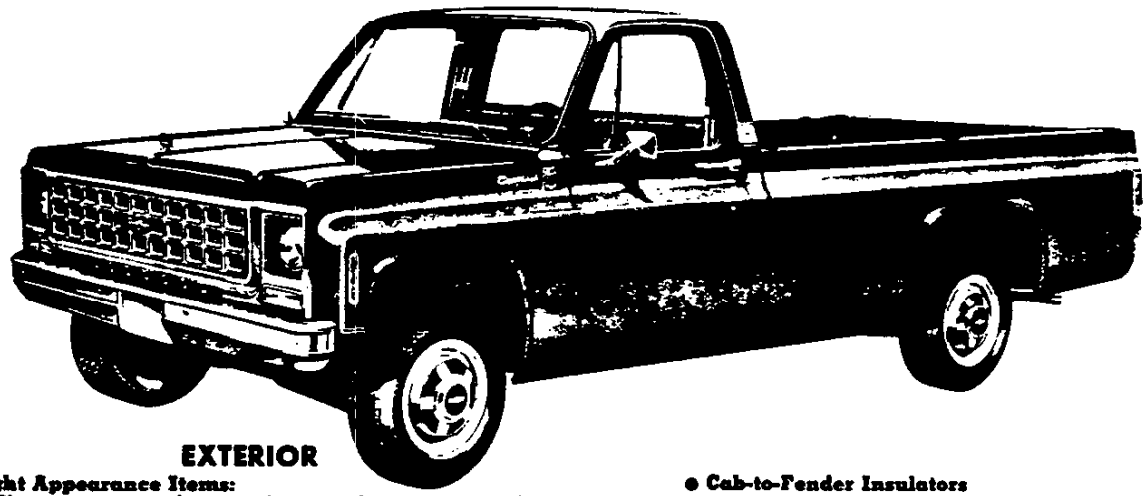
INTERIOR

- **Bright Appearance Items:**
  - "Scottsdale" nameplate on instrument panel pad
  - Dome lamp trim
  - Front door sill scuff plates (Regular Cabs only)
  - Trim on door trim panels (Regular Cabs only)
- **Cigar Lighter:** With ashtray light
- **Colors:** Choice of single or two-tone interior color scheme (Regular Cabs only)
- **Dome Lamp:** With bright trim
- **Dome and Courtesy Lamp Switches:** Front door-operated (dome and courtesy lamps also may be activated by main light switch)
- **Door Trim Panels:** Color-keyed embossed molded plastic, with bright trim and integral armrests (Regular Cabs only)
- **Door Sill Plates:** Full-length bright metal (Regular Cabs only)
- **Floor Covering:** Color-keyed rubber mats (except Bonus Cab rear compartment mat)
- **Headliner:** Full-length mystic-colored, perforated molded plastic with fiber glass blanket backing; includes matching retainer moldings (Crew Cabs and Bonus Cabs only)
- **Insulation:** Under cowl panel, on Crew Cab and Bonus Cab headliner, and on cab back panel
- **Pillar Trim Panels:** Mystic molded plastic on windshield pillars and center door pillars (Crew Cabs and Bonus Cabs only)
- **Seats:** See Interior and Exterior Color Selection Chart for color availability
  - Regular Cabs—full-depth foam seat cushion with folding backrest; choice of: 1) hobnail pattern velour cloth trim; 2) all-vinyl brahman grain trim; or 3) striped-vinyl trim (at extra cost)
  - Crew Cabs and Bonus Cabs—full-depth foam front seat cushion; choice of: 1) houndstooth pattern all-vinyl trim (standard trim); 2) all-vinyl brahman grain trim (at extra cost); or 3) hobnail pattern velour cloth/vinyl trim (at extra cost). Choices 2 and 3 include a folding backrest on Crew Cab rear seat

PICKUP

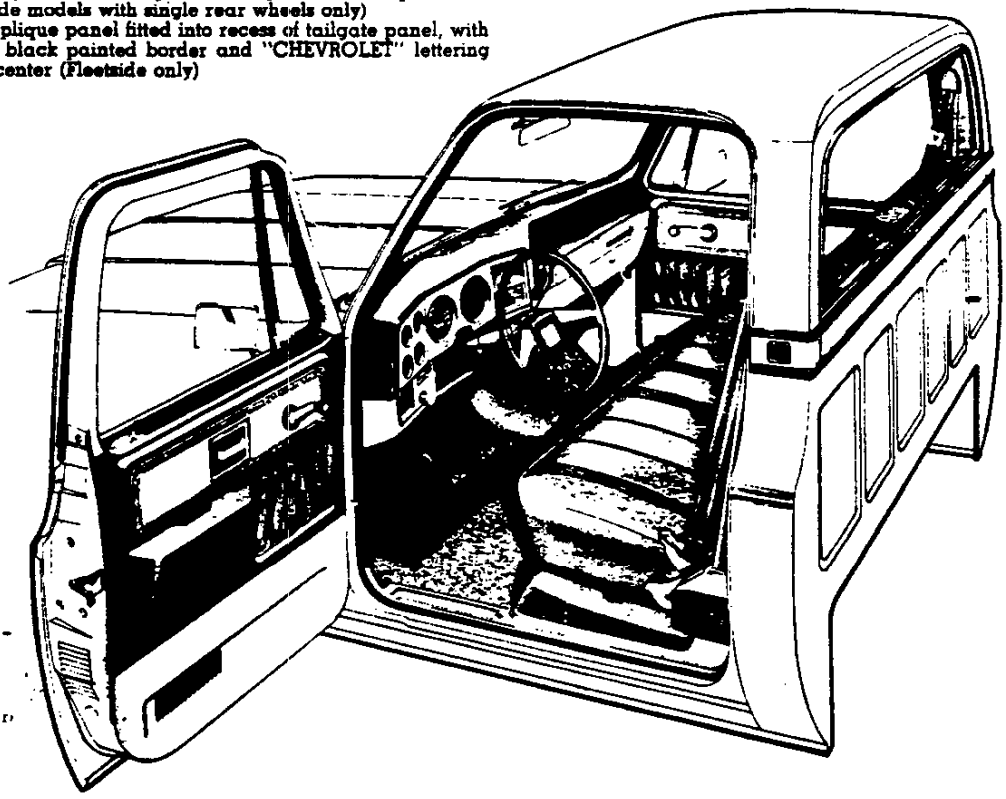
CHEYENNE MODEL OPTION—RPO Z84 (FOR REGULAR CAB MODELS)

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 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

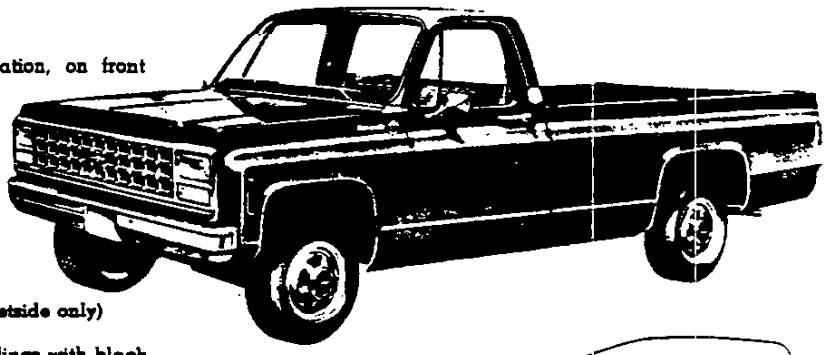
- **Bright Appearance Items:**
  - "Cheyenne" nameplate on instrument panel pad
  - Four-speed transmission shift lever
  - Transfer case shift lever (K10-20-30 models with 4WD)
  - Trim on door trim panels and horn button
- **Door Trim Panels:** Special color-keyed molded plastic with vinyl storage pockets plus bright brush-finished inserts having bright borders with tooled leather pattern
- **Floor Covering:** Color-keyed carpeting
- **Headliner:** Perforated, color-keyed, molded plastic with fiber glass blanket backing; includes matching retainer moldings
- **Instrument Cluster Bezel:** Silver with bright trim
- **Instrument Panel Pad Applique:** Bright with silver insert and black trim
- **Insulation:** Extra-thick insulators for entire floor area plus headliner insulator
- **Seat:** Choice of: 1) all vinyl brahman grain trim; or 2) hobnail pattern velour cloth and vinyl trim. See Interior and Exterior Color Selection Chart for color availability
- **Steering Wheel:** Bright trim on horn button
- **Trim Panels:** Color-keyed molded plastic on windshield pillars and upper rear quarter panels

PICKUP

SILVERADO MODEL OPTION—RPO YE9 (FOR REGULAR CAB MODELS)

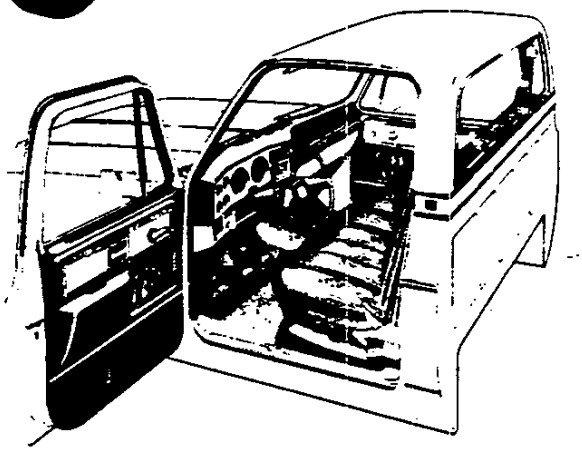
This option includes all items in the Cheyenne model option plus the additions or substitutions listed below

EXTERIOR



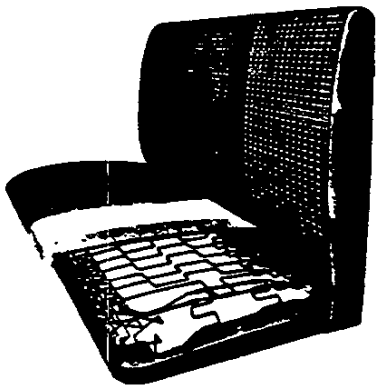
- **Bright Appearance Items:**
  - "Silverado" nameplates, with series designation, on front fenders
  - "Chevrolet" nameplate on tailgate panel (Fleetside only)
  - Chromed grille insert
  - Upper and lower body side and tailgate moldings with black paint trim (Fleetside only)
  - Wheel-opening lip 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)
- **Special Headlamps:** Rectangular; single RH and LH

INTERIOR



- **Bright Appearance Items:**
  - "Silverado" nameplate on instrument panel pad
  - Trim on instrument cluster bezel, on instrument panel pad applique and on door trim panels
- **Cowl Trim:** Color-keyed molded plastic on cowl side panels
- **Door Trim Panels:** Special color-keyed molded plastic with bright brush finished inserts having bright borders with tooled leather pattern; stowage pockets; door closing assist straps; plus carpeting and bright trim strips on lower portions
- **Instrument Cluster:** Voltmeter, oil pressure gage, and engine temperature gage replace warning lamps; includes bright brush-finished bezel
- **Instrument Panel Pad Applique:** Bright with brush-finished insert and black trim
- **Visor Mirror:** On RH sun visor

PICKUP SEATS



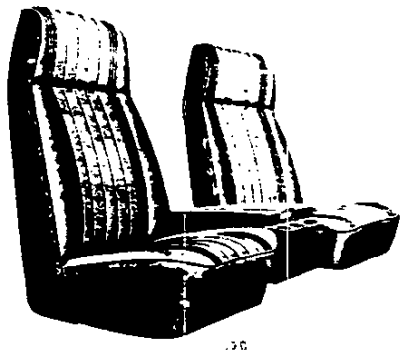
STANDARD BENCH SEAT

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

FULL-DEPTH FOAM SEAT

(Trim shown—Custom Vinyl)

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. This seat construction is available for Custom Deluxe models as RPO AQ1, and the trim is identical to that of the standard seat. An optional folding backrest is also available. When Scottsdale, Cheyenne or Silverado model options are ordered, this seat construction is included for the front seat; a folding backrest is also included for Regular Cab front seats and Crew Cab rear seats (Crew Cab folding backrest is also included in the Scottsdale option when extra-cost seat trims are ordered).



FRONT BUCKET SEATS

This option for Regular Cabs consists of two high back 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 storage/beverage pockets. Option includes carpeting on floor and lower portion of cab rear panel, extra-thick full floor insulation, and bright full-length door sill plates on standard models.

PICKUP

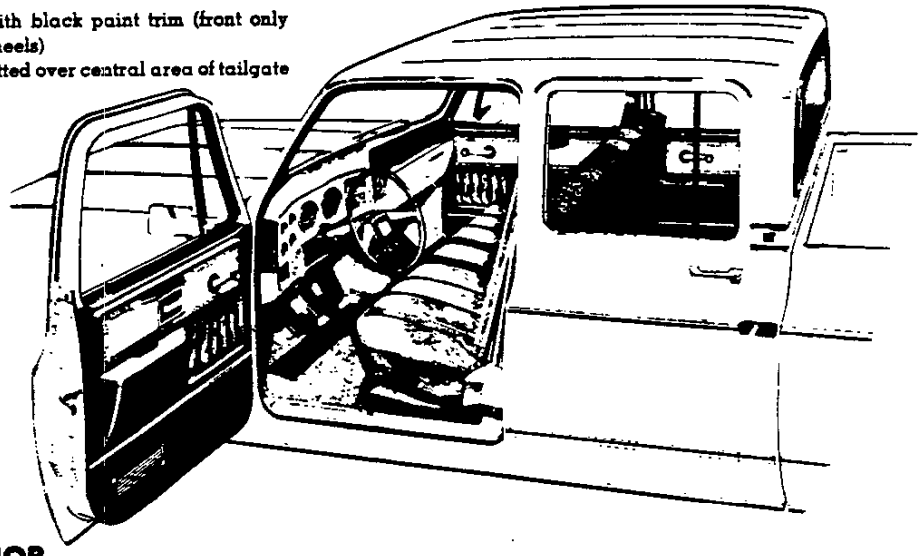
SILVERADO MODEL OPTION—RPO YE9 (FOR CREW CAB AND BONUS CAB MODELS)

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

Crew Cab model shown

EXTERIOR

- **Bright Appearance Items:**
  - "Silverado" nameplates, with series designation, on front fenders
  - Cab back panel applique molding
  - "Chevrolet" nameplate on tailgate panel
  - Chromed grille insert
  - 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
- **Cab-to-Fender Insulators**
- **Hood Insulator**
- **Secondary Door Seals:** On door upper frames
- **Special Headlamps:** Rectangular; single RH and LH



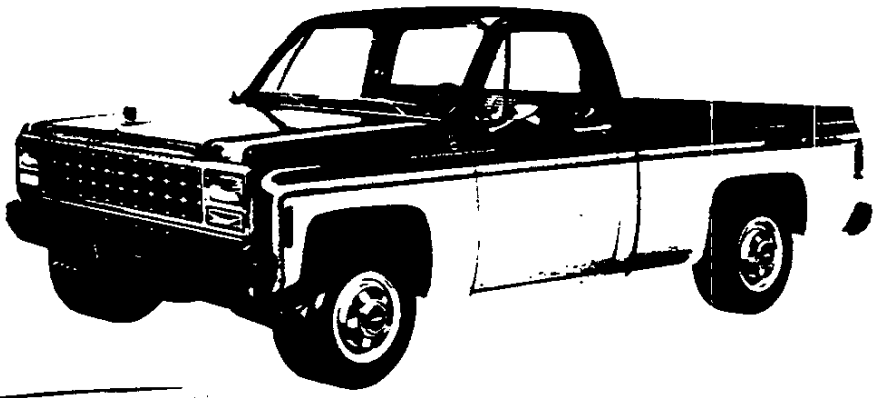
INTERIOR

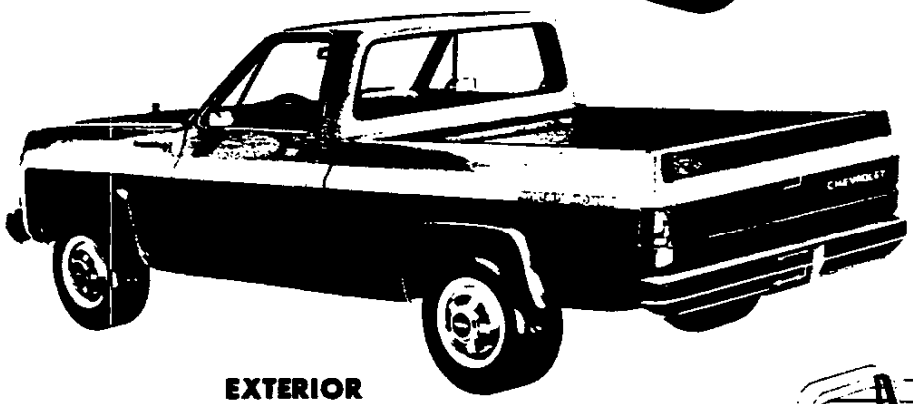
- **Bright Appearance Items:**
  - "Silverado" nameplate on instrument panel pad
  - Four-speed transmission shift lever
  - Transfer case shift lever (K30 models with conventional 4WD)
  - Trim on instrument cluster bezel, instrument panel pad applique, door trim panels, and horn button
- **Door Trim Panels:** Special color-keyed molded plastic with bright brush-finished inserts having bright borders with tooled leather pattern; carpeting and bright trim strips on lower portions; vinyl storage pockets and door closing assist straps on front units
- **Floor Covering:** Color-keyed carpeting. (Except Bonus Cab rear compartment.)
- **Instrument Cluster:** Voltmeter, oil pressure gage, and engine temperature gage replace warning lamps; includes bright brush-finished bezel
- **Instrument Panel Pad Applique:** Bright with brush-finished insert and black trim
- **Insulation:** Extra-thick insulators for entire front and rear compartment floor areas, except under rear portion of Bonus Cab floor mat. NOTE: Includes the standard extra-thick insulators for the front portion of the rear compartment
- **Seats:** Choice of: 1) all-vinyl brahman grain trim; or 2) hobnail pattern velour cloth and vinyl trim. Includes folding backrest on Crew Cab rear seat. See Interior and Exterior Color Selection Chart for color availability
- **Steering Wheel:** Bright trim on horn button
- **Trim Panels:** Color-keyed molded plastic on cowl side panels
- **Visor Mirror:** On RH sun visor

PICKUP

CHEVY SPORT OPTION—RPO Z77 (FOR REGULAR CAB 117.5" WB FLEETSIDE MODELS)

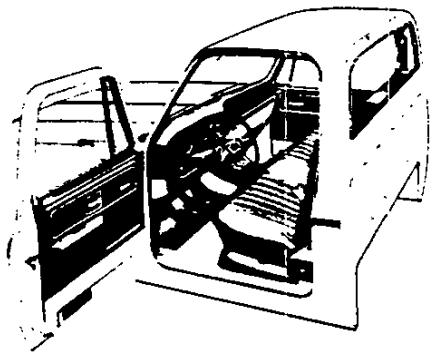
This option includes all items in the Scottsdale Model Option plus the additions or substitutions listed below





EXTERIOR

- **Bumpers:** Front and rear with resilient black impact strips; front bumper painted primary body color and rear bumper painted secondary body color
- **Grille:** Chromed, with special black accent in air intake areas
- **Hood Ornament:** Bright, with "CHEVY SPORT" lettering
- **Special ZY6 Two-Tone Paint:** Deletes body side moldings regularly included in Scottsdale Model Option (see chart below)
- **Special Headlamps:** Rectangular; single RH and LH
- **Sport Striping:** Multi-toned decal striping on front fenders, cab and pickup body sides, hood and tailgate, with "CHEVY SPORT" lettering over rear wheel openings (see chart below for available exterior/interior/striping color combinations)



INTERIOR

- **Carpeting:** Color-keyed with bright sill plates
- **Insulation:** Extra-thick insulators for entire floor area

CHEVY SPORT COLOR AND TRIM CHART

SEAT TRIM			SEAT TRIM COLOR AND ORDERING CODE			
Fabric	Code	Type	Blue	Carmine	Camel Tan	Mystic
Custom Cloth	D	Bench	LDD1	LRR1	LCC1	LMM1
Custom Vinyl	W	Bench	XDD1	XRR1	XCC1	XMM1
		Bucket			XCC4	XMM4
Striped Vinyl	Y	Bench	NDD1	NRR1	NCC1	

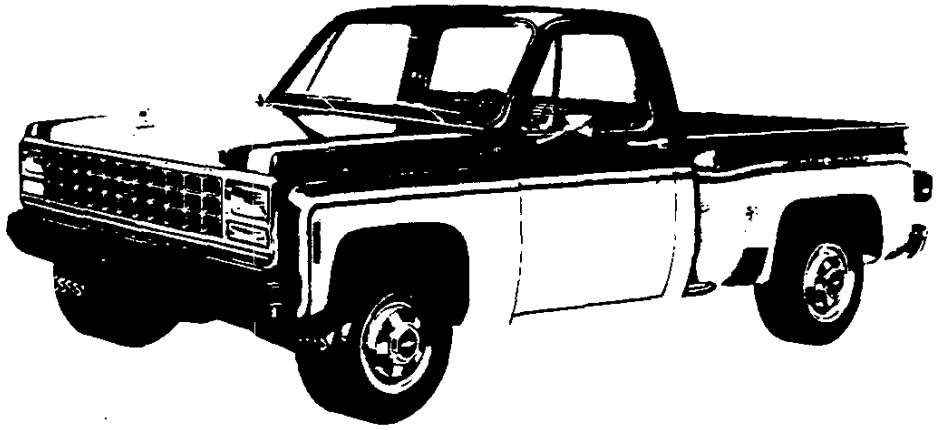
ZY6 EXTERIOR TWO-TONE COLORS								
Primary	Code	Secondary	Code	Available Interior Trim Color				Striping Color
Charcoal(M)	18	Mystic Silver(M)	17		X		X	Yellow to Orange
Nordic Blue(M)	30	Midnight Black	86	X				Blues
Dark Camel(M)	62	Santa Fe Tan	60			X		Yellow to Orange
Cardinal Red	73	Dark Carmine Red	71		X			Yellow to Orange

(M) Metallic

PICKUP

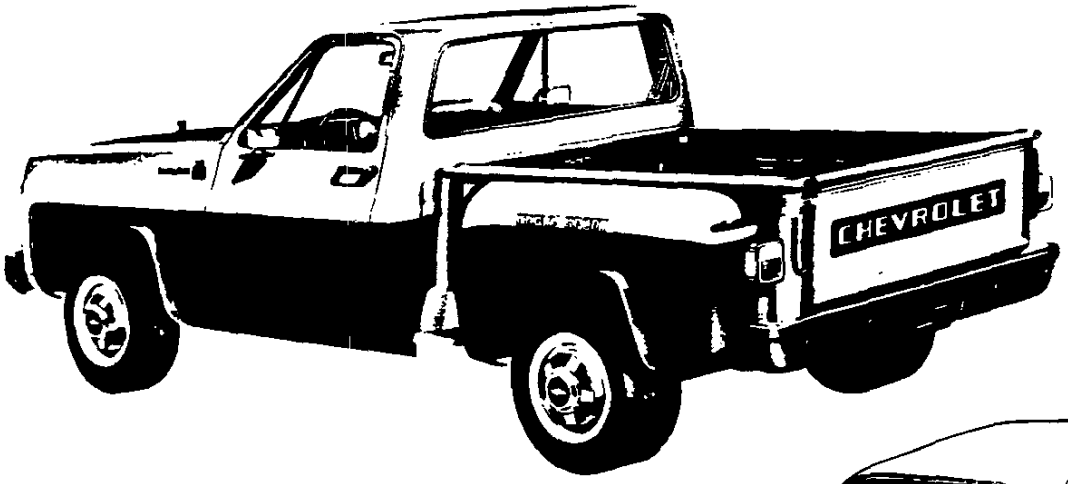
CHEVY SPORT OPTION—RPO Z77 (FOR REGULAR CAB 117.5" WB STEPSIDE MODELS)

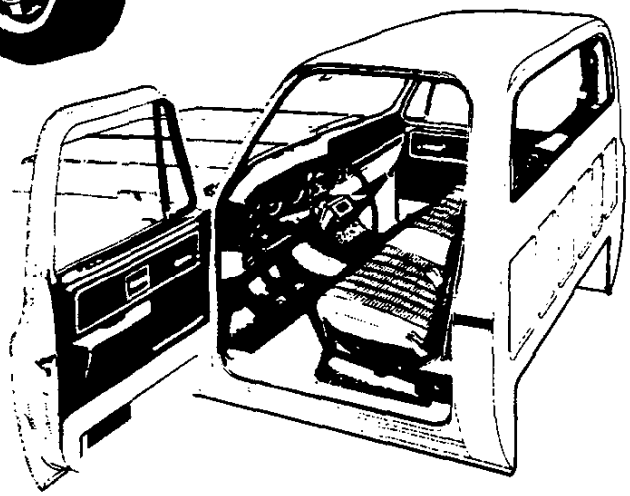
This option includes all items in the Scottsdale Model Option plus the additions or substitutions listed below



EXTERIOR

- **Bumpers:** Front and rear; front bumper painted primary body color and rear bumper painted secondary body color; front has resilient black impact strips
- **Grille:** Chromed ,with special black accent in air intake areas
- **Hood Ornament:** Bright, with "CHEVY SPORT" lettering
- **Special ZY6 Two-Tone Paint:** (see chart on preceding page)
- **Sport Striping:** Multi-toned decal striping on front fenders, cab body sides, hood, rear fenders and tailgate, with "CHEVY SPORT" lettering on rear fenders (see chart on preceding page for available exterior/interior/striping color combinations)
- **Special Headlamps:** Rectangular; single RH and LH.



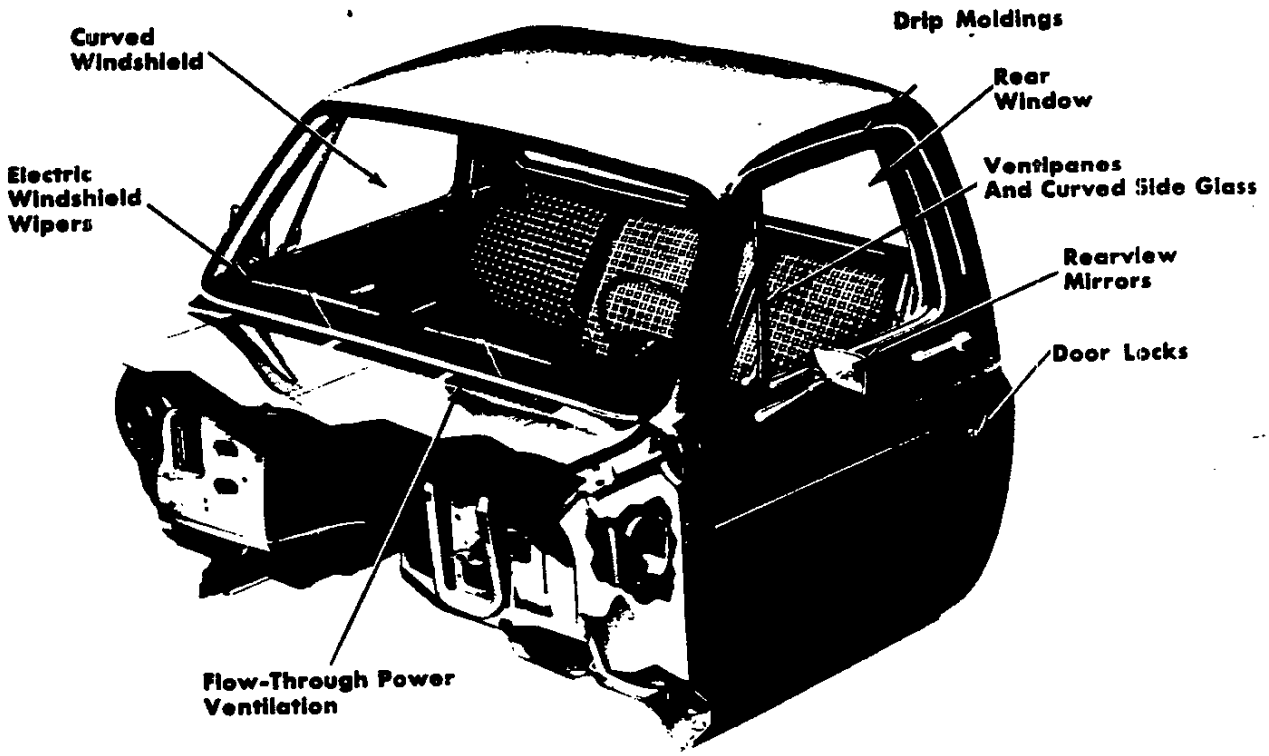


INTERIOR

- **Carpeting:** Color-keyed
- **Insulation:** Extra-thick insulators for entire floor area

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.

Drip Moldings—Bright metal moldings over side doors.

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 a pressure relief valve in each door. Additional air may be admitted into the interior through two inlets—one on the right side (except with optional air conditioning) 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 push-button locks and smoothly-contoured handles assure excellent sealing and security. Ventipanes, as well as curved door windows, are of solid safety glass with an area of 546 square inches for each side. (Crew Cab and Bonus 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" adjustable heads. Both right-hand and left-hand units are provided.

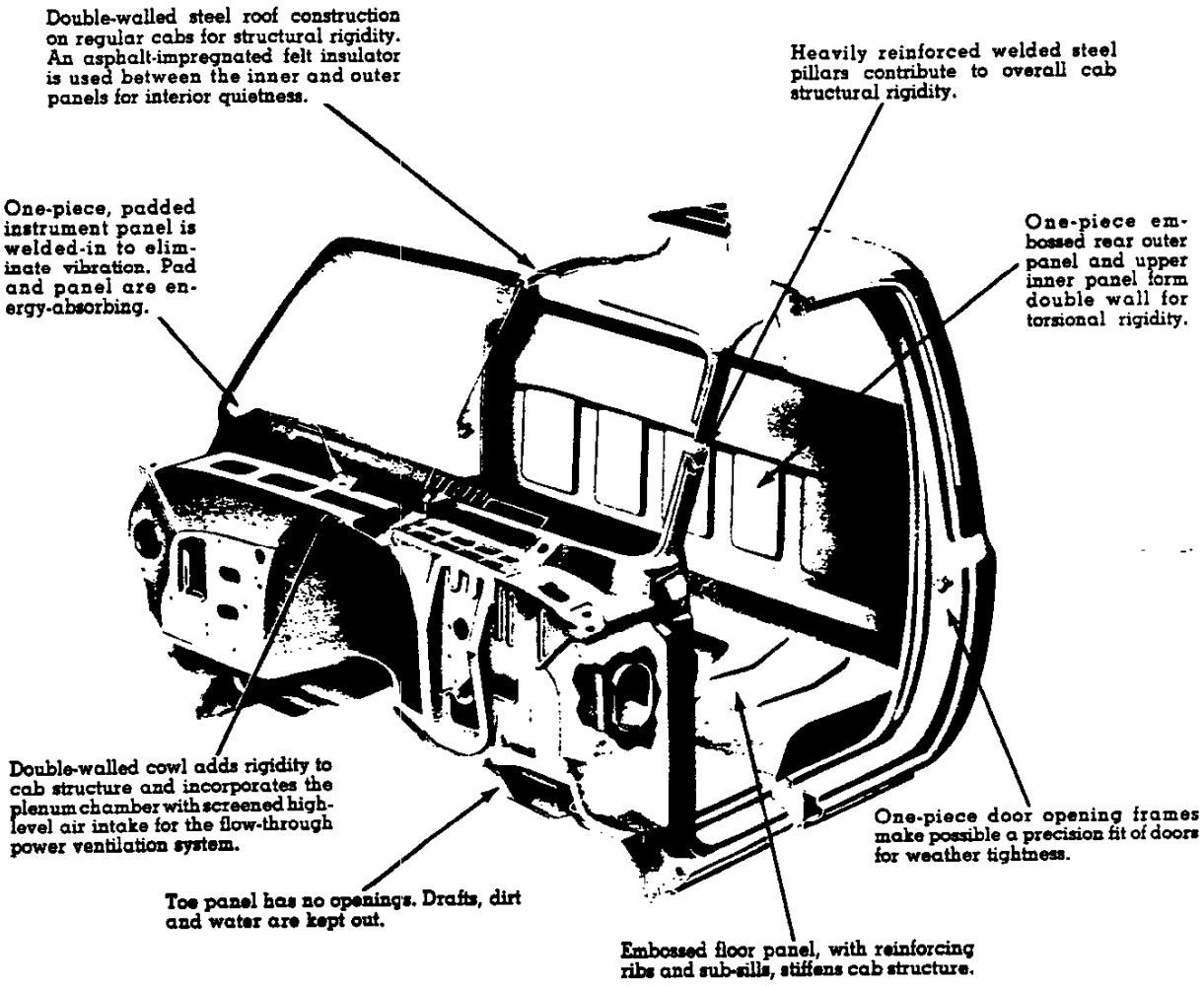
Many optional mirror combinations are also available. See the Optional Equipment *listing for each model.*

Door Locks—All cab models include left & right hand key-operated (front) door locks as standard equipment. Depression of inside pushbuttons prevents accidental front and rear door opening and provides keyless front door locking when leaving the vehicle. Door lock key is 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

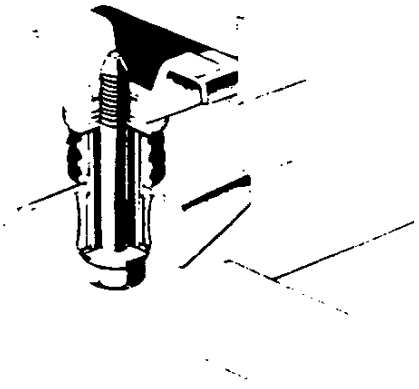
CAB CONSTRUCTION



CAB MOUNTINGS

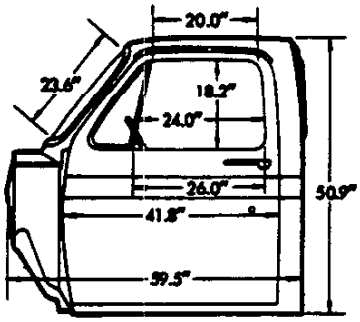
Typical Cab Mount shown.

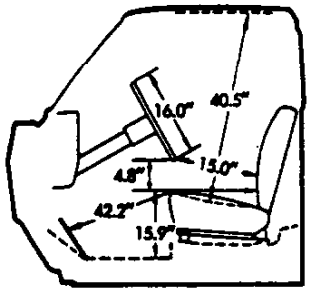
Both front and rear cab mounts used are the compression-rebound type for quietness and durability.

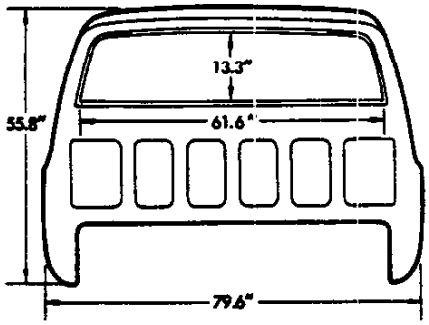


PICKUP

CAB DIMENSIONS *

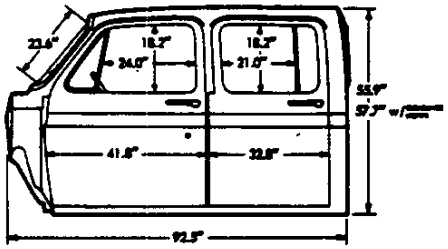


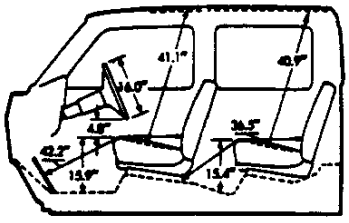




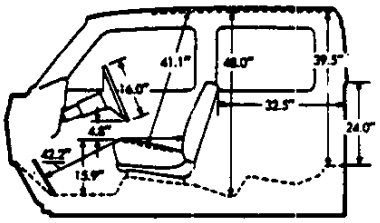
Glass Area (sq in)

Windshield	1447	Rear side door window (each side) on Crew Cab including fixed window	488
Front side door window (each side) including ventipanes	546	Rear window	790





(Crew Cab model)

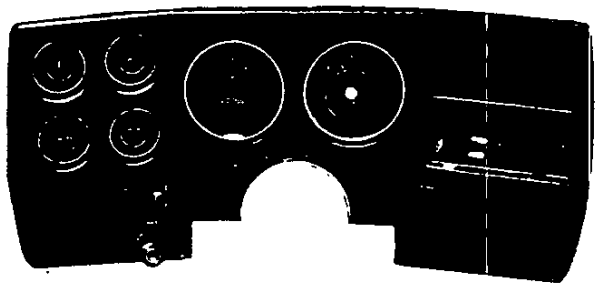


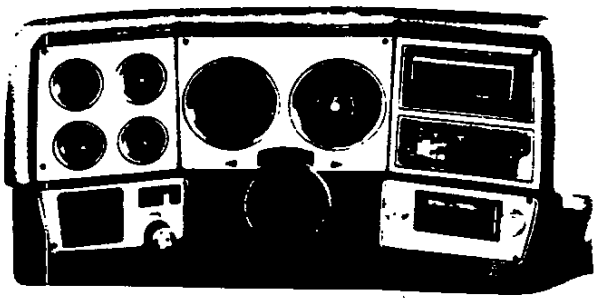
(Bonus Cab model)

**All interior dimensions measured with front seat in rearmost position. Seat travel is 5".*

INSTRUMENT CLUSTERS

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



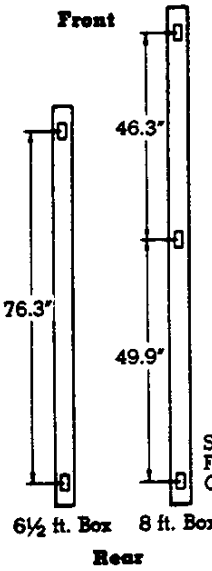


Optional Cluster (RPO U83) with voltmeter, engine temperature gage, and oil pressure gage. Included in Silverado model option (RPO YE9) along with bright brush-finished trim, as illustrated. Deluxe Instrument Panel (RPO BC3), which includes the optional instrument cluster and bright trim, is available for Custom Deluxe models, Scottsdale model option (RPO Z62), or Cheyenne model option (RPO ZE4). Cluster face plate without bright brush-finished trim has black diamond patterned 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 gage (right center), and another fuel gage is added in the clock provision.

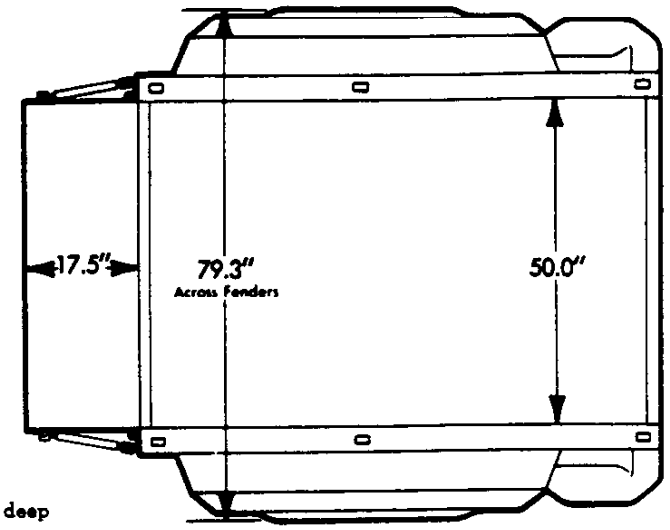
Optional air conditioning outlets and radio also shown in illustration.

PICKUP
STEPSIDE PICKUP BOX
Body Ordering Code E62
DIMENSIONS

Stake Pocket Locations



Stake Pocket Dimensions:
Front & rear: 2" x 1.38" x 6" deep
Center (8 ft. box only) 2" x 1.38" x 1.8" deep



Body Sizes

Model	Body Length Inside	Volume
C10703 K10703	78.4"	39.7 cu ft
C10903 C20903 C30903 K10903 K20903	98.3"	49.8 cu ft

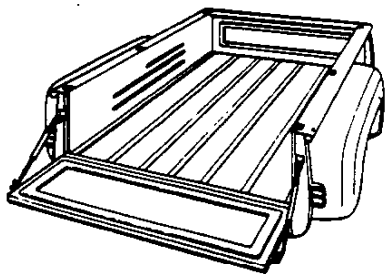
The smooth interior walls of the Stepside pickups are a full 50 inches apart, allowing 4-ft-width materials to be carried easily. In fact, with the 98" body 4' x 8' sheets can be carried without lowering the tailgate.

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.

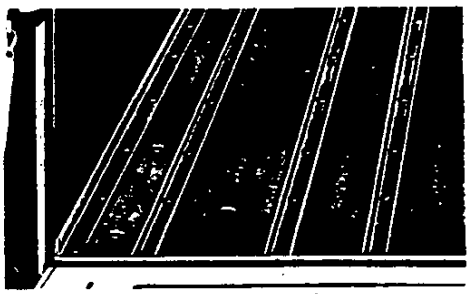
Reinforced pockets (2" x 1.38") for the addition of stake racks are provided to increase the bulk carrying capacity of the box. On 6½ ft. bodies there are 2 pockets on each side and on 8 ft. bodies there are 3 pockets on each side. See the diagram at left above for location of these stake pockets.

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.



Convenient Side Step

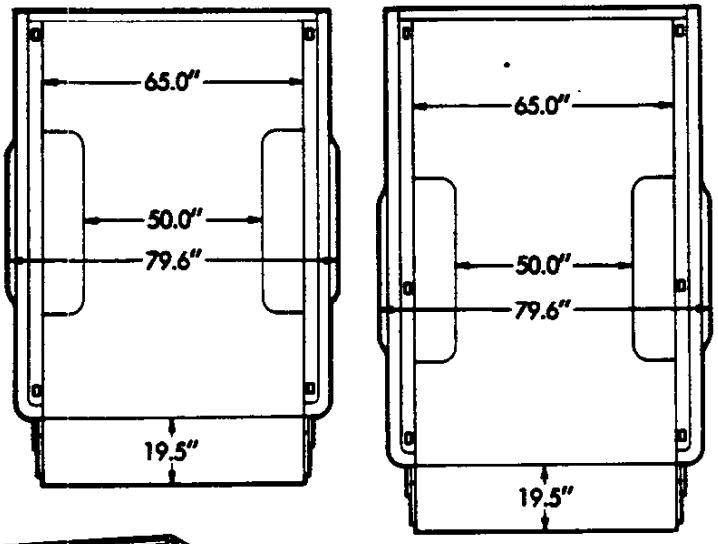
A convenient running board and step on each side of the body facilitates working of cargo from the side.

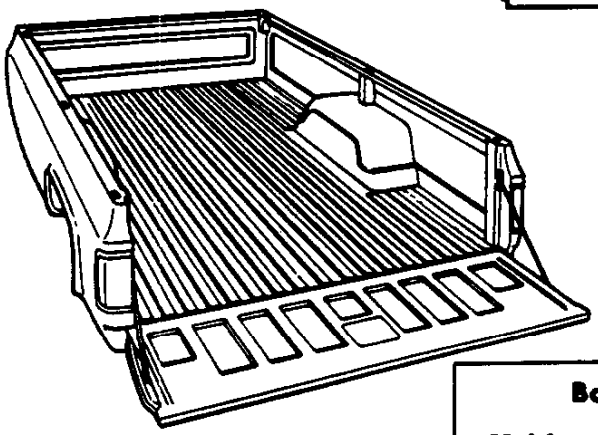


Steel Skid Strips

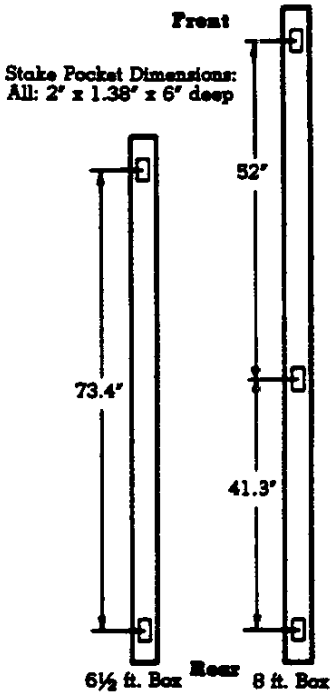
Seven flush steel skid strips hold floor planks securely, yet allow expansion with changes in temperature and humidity. Recessed bolt heads prevent cargo damage in loading and unloading.

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





Stake Pocket Locations



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. Side outer panels and tailgate are fabricated of zinc coated steel and galvanized steel is used for stake pockets to provide additional corrosion protection.

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.

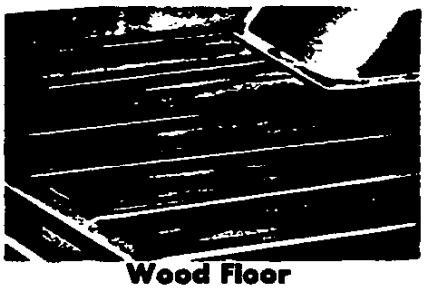
Reinforced pockets (2" x 1.38") for the addition of stake racks are provided to increase the bulk carrying capacity of the box. On 6½ ft. bodies there are two pockets on each side; on 8 ft. bodies there are three pockets on each side. See the diagram at right above for location of these stake pockets.

The 8 ft. 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 6½ ft. box.

Body Sizes

Model	Body Length Inside	Volume
C10703 K10703	78.2"	58.4 cu ft
C10903 C20903 C20943 K10903 K20903 K30903 C30903 C30943 K30943	98.1"	74.3 cu ft

Steel Floor



Wood Floor

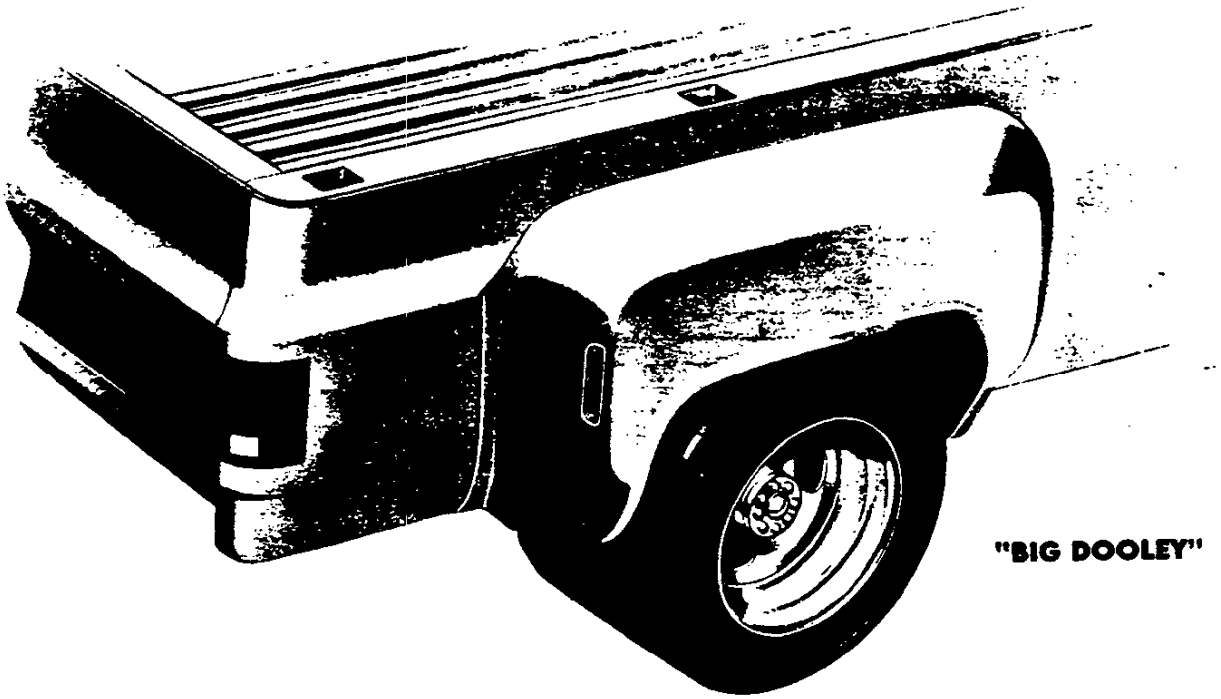
PICKUP

FLEETSIDE PICKUP BOX

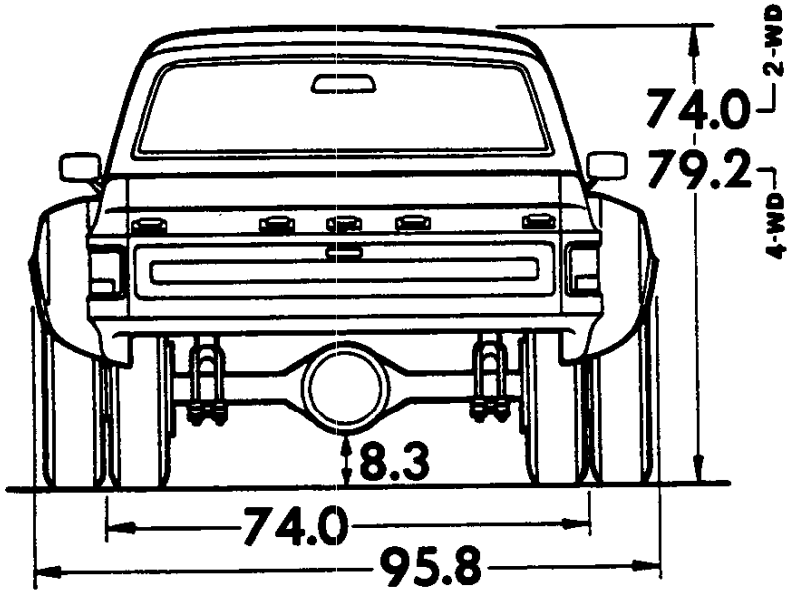
DUAL REAR WHEEL APPLICATION

Body Ordering Code E63

DIMENSIONS



"BIG DOOLEY"



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 fiberglass 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 R05) are available only on models CC30903, CK30903, CC30943, or CK30943.

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

SINGLE TONE INTERIOR

PICKUP—REGULAR CABS ONLY

INTERIOR AND EXTERIOR COLOR AVAILABILITY CHART

Please Note: Exterior and interior paint combinations shown in chart below are those *recommended* by Chevrolet. Any exterior color combination may be ordered with any available seat trim if the particular combination is desired by a customer.

SEAT TRIM			MODEL OPTION				SEAT TRIM COLOR AND ORDERING CODE				
Fabric	▲Code	Type	Custom Deluxe	Scottsdale Z62	Cheyenne Z84	Silverado YE9	Blue	Green	Carmine	Camel Tan	Mystic
Standard Vinyl	V	Bench	X				VDD1	VGG1	VRR1	VCC1	
Custom Vinyl	W	Bench		X	X	X	XDD1	XGG1	XRR1	XCC1	XMM1
		Bucket	X	X	X	X				XCC4	XMM4■
Striped Vinyl	Y	Bench		X			NDD1	NGG1	NRR1	NCC1	
Custom Cloth	D	Bench		X	X	X	LDD1	LGG1	LRR1	LCC1	LMM1
♦ EXTERIOR COLOR			Primary		Secondary		RECOMMENDED INTERIOR TRIM COLOR				
FROST WHITE			12		12		X	X	X	X	X
Mystic Silver			12		17		X		X		X
Medium Blue			12		23		X				
Santa Fe Tan			12		60					X	
Dark Carmine Red			12		71				X		
Midnight Black			12		86		X		X		X
MYSTIC SILVER (Metallic)			17		17		X		X		X
Frost White			17		12		X		X		X
Dark Carmine Red			17		71				X		X
Midnight Black			17		86		X		X		X
CHARCOAL (Metallic)			18		18		X		X		X
Frost White			18		12		X		X		X
Mystic Silver			18		17		X		X		X
Midnight Black			18		86		X		X		X
MEDIUM BLUE			23		23		X				
Frost White			23		12		X				
Mystic Silver			23		17		X				
LIGHT BLUE METALLIC			25		25		X				
Frost White			25		12		X				
Medium Blue			25		23		X				
NORDIC BLUE METALLIC			30		30		X				X
Frost White			30		12		X				X
Mystic Silver			30		17		X				X
Medium Blue			30		23		X				X
EMERALD GREEN			43		43			X			
Frost White			43		12			X			
SANTA FE TAN			60		60					X	
Frost White			60		12					X	
DARK CAMEL METALLIC			62		62					X	
Frost White			62		12					X	
Santa Fe Tan			62		60					X	
CAMEL METALLIC			65		65					X	
Frost White			65		12					X	
Santa Fe Tan			65		60					X	
CARMINE RED			70		70				X	X	
Frost White			70		12				X	X	
Mystic Silver			70		17				X		
Santa Fe Tan			70		60				X	X	
Dark Carmine Red			70		71				X	X	
DARK CARMINE RED			71		71				X	X	
Frost White			71		12				X	X	
Mystic Silver			71		17				X		
CARDINAL RED			73		73				X	X	
Frost White			73		12				X	X	
Mystic Silver			73		17				X		
Santa Fe Tan			73		60				X	X	
Dark Carmine Red			73		71				X	X	
MIDNIGHT BLACK			86		86		X		X	X	X
Frost White			86		12		X		X		X
Mystic Silver			86		17		X		X		X
Santa Fe Tan			86		60					X	X
BURNT ORANGE METALLIC			95		95					X	
Frost White			95		12					X	
Santa Fe Tan			95		60					X	

♦ Primary color shown in **BOLDFACE TYPE**; secondary colors shown in Lightface Type. ■ All except Custom Deluxe.
▲ Seat Trim Codes: V—Houndstooth Pattern Vinyl; W—Brahman Grained Vinyl; D—Hobnail Pattern Velour Cloth; Y—Striped Vinyl.

SEE PAGE U FOR ZY5 EXTERIOR DECOR PACKAGE ILLUSTRATION

TWO-TONE INTERIOR

PICKUP—REGULAR CABS ONLY

INTERIOR AND EXTERIOR COLOR AVAILABILITY CHART

Please Note: Exterior and interior paint combinations shown in chart below are those *recommended* by Chevrolet. Any exterior color combination may be ordered with any available interior color or seat trim if the particular combination is desired by a customer.

SEAT TRIM			MODEL OPTION			SEAT TRIM COLOR AND ORDERING CODE			
Fabric	▲Code	Type	Scottsdale Z62	Cheyenne Z84	Silverado YE9	Mystic	Mystic	Mystic	Mystic
Custom Vinyl	W	Bench	X	X	X	XMD1	XMG1	XMR1	XMC1
		Bucket	X	X	X	XMD4	XMG4	XMR4	XMC4
Custom Cloth	D	Bench	X	X	X	LMD1	LMG1	LMR1	

EXTERIOR COLOR			TWO-TONE INTERIOR COLOR			
Primary Colors and Available Secondary Colors♦	Primary Code	Secondary Code	Blue and Mystic	Green and Mystic	Carmine and Mystic	Camel and Mystic
FROST WHITE	12	12	X	X	X	X
Mystic Silver	12	17	X		X	
Medium Blue	12	23	X			
Santa Fe Tan	12	60				X
Dark Carmine Red	12	71			X	
Midnight Black	12	86	X		X	
MYSTIC SILVER (Metallic)	17	17	X		X	
Frost White	17	12	X		X	
Dark Carmine Red	17	71			X	
Midnight Black	17	86	X		X	
CHARCOAL (Metallic)	18	18	X		X	
Frost White	18	12	X		X	
Mystic Silver	18	17	X		X	
Midnight Black	18	86	X		X	
MEDIUM BLUE	23	23	X			
Frost White	23	12	X			
Mystic Silver	23	17	X			
LIGHT BLUE METALLIC	25	25	X			
Frost White	25	12	X			
Medium Blue	25	23	X			
NORDIC BLUE METALLIC	30	30	X			
Frost White	30	12	X			
Mystic Silver	30	17	X			
Medium Blue	30	23	X			
EMERALD GREEN	43	43		X		
Frost White	43	12		X		
SANTA FE TAN	60	60				X
Frost White	60	12				X
DARK CAMEL METALLIC	62	62				X
Frost White	62	12				X
Santa Fe Tan	62	60				X
CAMEL METALLIC	65	65				
Frost White	65	12				
Santa Fe Tan	65	60				
CARMINE RED	70	70			X	
Frost White	70	12			X	
Mystic Silver	70	17			X	
Santa Fe Tan	70	60				
Dark Carmine Red	70	71			X	
DARK CARMINE RED	71	71			X	
Frost White	71	12			X	
Mystic Silver	71	17			X	
CARDINAL RED	73	73			X	
Frost White	73	12			X	
Mystic Silver	73	17			X	
Santa Fe Tan	73	60				
Dark Carmine Red	73	71			X	
MIDNIGHT BLACK	86	86	X		X	
Frost White	86	12	X			
Mystic Silver	86	17	X			
Santa Fe Tan	86	60				
BURNT ORANGE METALLIC	95	95				
Frost White	95	12				
Santa Fe Tan	95	60				

♦ Primary color shown in **BOLDFACE TYPE;** secondary colors shown in Lightface Type.
▲Seat Trim Codes: W—Brahman Grained Vinyl; D—Hobnail Pattern Velour Cloth.

SEE PAGE U FOR Z71 EXTERIOR DECOR PACKAGE ILLUSTRATION

SINGLE TONE INTERIOR

PICKUP—BONUS/CREW CABS ONLY

INTERIOR AND EXTERIOR COLOR AVAILABILITY CHART

Please Note: Exterior and interior paint combinations shown in chart below are those *recommended* by Chevrolet. Any exterior color combination may be ordered with any available seat trim if the particular combination is desired by a customer.

SEAT TRIM			MODEL OPTION			SEAT TRIM COLOR AND ORDERING CODE		
Fabric	▲Code	Type	Custom Deluxe	Scottsdale Z62	Silverado YE9	Blue	Carmine	Camel Tan
Standard Vinyl	V	Bench	X	X		VDD1	VRR1	VCC1
Custom Vinyl	W	Bench		X	X	XDD1	XRR1	XCC1
Custom Cloth	D	Bench		X	X	LDD1	LRR1	LCC1

♦EXTERIOR COLORS	Primary	Secondary	RECOMMENDED INTERIOR TRIM COLORS		
FROST WHITE	12	12	X	X	X
Mystic Silver	12	17	X	X	
Medium Blue	12	23	X		
Santa Fe Tan	12	60			X
Dark Carmine Red	12	71		X	
Midnight Black	12	86	X	X	
MYSTIC SILVER (Metallic)	17	17	X	X	
Frost White	17	12	X	X	
Dark Carmine Red	17	71		X	
Midnight Black	17	86	X	X	
CHARCOAL (Metallic)	18	18	X	X	
Frost White	18	12	X	X	
Mystic Silver	18	17	X	X	
Midnight Black	18	86	X	X	
MEDIUM BLUE	23	23	X		
Frost White	23	12	X		
Mystic Silver	23	17	X		
LIGHT BLUE METALLIC	25	25	X		
Frost White	25	12	X		
Medium Blue	25	23	X		
NORDIC BLUE METALLIC	30	30	X		
Frost White	30	12	X		
Mystic Silver	30	17	X		
Medium Blue	30	23	X		
EMERALD GREEN	43	43			X
Frost White	43	12			X
SANTA FE TAN	60	60			X
Frost White	60	12			X
DARK CAMEL METALLIC	62	62			X
Frost White	62	12			X
Santa Fe Tan	62	60			X
CAMEL METALLIC	65	65			X
Frost White	65	12			X
Santa Fe Tan	65	60			X
CARMINE RED	70	70		X	X
Frost White	70	12		X	X
Mystic Silver	70	17		X	
Santa Fe Tan	70	60		X	X
Dark Carmine Red	70	71		X	X
DARK CARMINE RED	71	71		X	X
Frost White	71	12		X	X
Mystic Silver	71	17		X	
CARDINAL RED	73	73		X	X
Frost White	73	12		X	X
Mystic Silver	73	17		X	
Santa Fe Tan	73	60		X	X
Dark Carmine Red	73	71		X	X
MIDNIGHT BLACK	86	86	X	X	X
Frost White	86	12	X	X	
Mystic Silver	86	17	X	X	
Santa Fe Tan	86	60			X
BURNT ORANGE METALLIC	95	95			X
Frost White	95	12			X
Sante Fe Tan	95	60			X

♦ Primary color shown in **BOLDFACE TYPE**; secondary colors shown in Lightface Type.
▲ Seat Trim Codes: V—Houndstooth Pattern Vinyl; W—Brahman Grain Vinyl; D—Hobnail Pattern Velour Cloth.

PICKUP

SOLID AND TWO-TONE* EXTERIOR COLOR COMBINATIONS

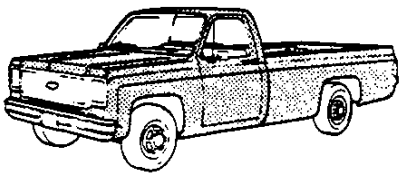
The application of paint for solid and two-tone exterior color combinations is shown below.

SERIES 10-30

All Pickup models may be ordered with solid color or Conventional two-tone paint treatment. Special and Deluxe two-tone paint treatments plus an Exterior Decor Package that includes a custom two-tone paint treatment, also are available for Fleetside Pickups.

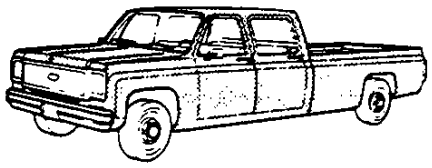
SOLID COLOR

SOLID PAINT—ZY1



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. White paint is applied to the raised "Chevrolet" lettering on the tailgate, except with Frost White, then black paint is applied. (A bright trim plate covers the lettering on Fleetside models when the Cheyenne or Silverado Model Options are ordered.)

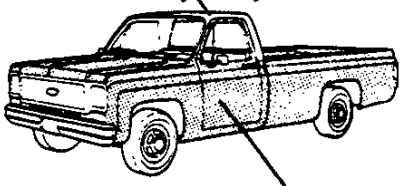
SOLID PAINT—ZY1



CONVENTIONAL TWO-TONE

CONVENTIONAL TWO-TONE PAINT—ZY2

Secondary Body Color

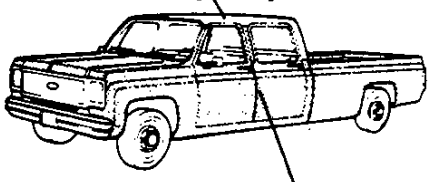


Primary Body Color

Conventional two-tone (ZY2) consists of the secondary color 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. White paint is applied to the raised "Chevrolet" lettering on the tailgate, except when the primary color is Frost White, then black paint is applied. (A bright trim plate covers the lettering on Fleetside models when the Cheyenne or Silverado Model Options are ordered.) Includes cab back panel applique and molding, except with the Cheyenne or Silverado Model Options where it is already included.

CONVENTIONAL TWO-TONE PAINT—ZY2

Secondary Body Color



Primary Body Color

SPECIAL TWO-TONE

SPECIAL TWO-TONE PAINT—ZY3
FLEETSIDE ONLY
(Includes YG1 Moldings)

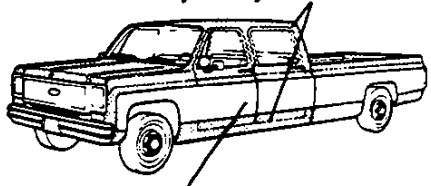
Primary Body Color

Secondary Body Color

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 is applied to the areas between these moldings. White paint is applied to the raised "Chevrolet" lettering on the tailgate, except when the secondary color is Frost White, then black paint is applied. (A bright trim plate covers the lettering when the Cheyenne or Silverado Model Options are ordered.)

SPECIAL TWO-TONE PAINT-ZY3
(Includes YG1 Moldings)

Primary Body Color



Secondary Body Color

*Optional at extra cost

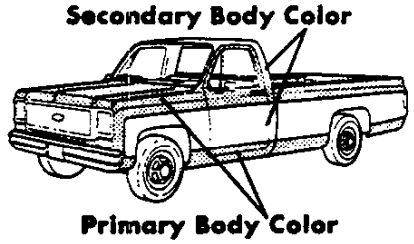
PICKUP

SOLID AND TWO-TONE* EXTERIOR COLOR COMBINATIONS

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

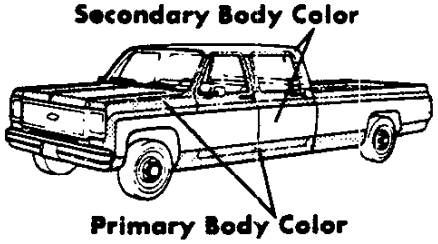
DELUXE TWO-TONE

DELUXE TWO-TONE PAINT—ZY4
FLEETSIDE ONLY
(Includes YG1 Moldings)



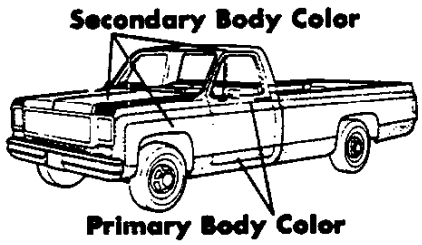
Deluxe two-tone (ZY4) paint colors are available only on Fleetside Pickup models and include custom upper and lower moldings (except with the Silverado Model Option where they are already included; also, only lower moldings are provided with the Cheyenne Model Option, as the upper moldings are already 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 with the primary color applied on all other areas. White paint is applied to the raised "Chevrolet" lettering on the tailgate, except when the secondary color is Frost White, then black paint is applied. (A bright trim plate covers the lettering when the Cheyenne or Silverado Model Options are ordered.)

DELUXE TWO-TONE PAINT—ZY4
(Includes YG1 Moldings)



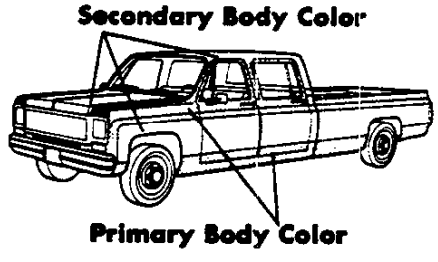
EXTERIOR DECOR PACKAGE

EXTERIOR DECOR PACKAGE—ZY5
FLEETSIDE ONLY
(Includes YG1 Moldings, Hood Ornament and Hood Accent Stripes)



Exterior Decor Package (ZY5) paint colors and trim are available in a choice of six combinations (see chart below). The package includes all the moldings and paint described under Deluxe Two-Tone. In addition, it includes the secondary paint color choice on the hood with color-coordinated striping at either side of the hood panel, plus a bright spring-loaded, stand-up type hood emblem.

EXTERIOR DECOR PACKAGE—ZY5
(Includes YG1 Moldings, Hood Ornament and Hood Accent Stripes)



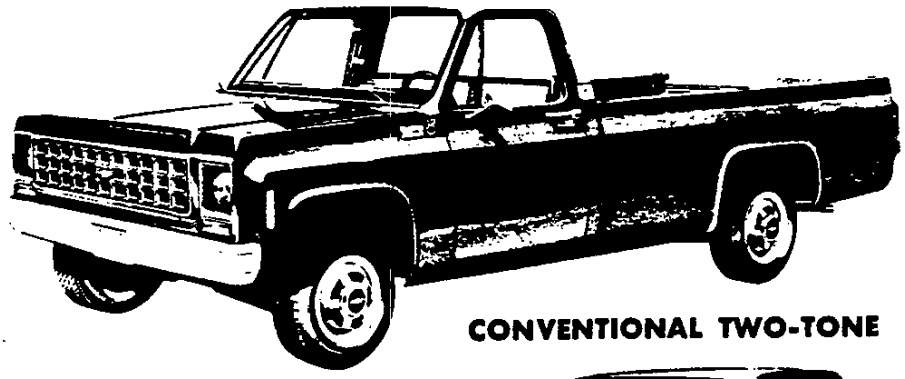
PRIMARY COLOR	CODE	SECONDARY COLOR	CODE	INTERIOR COLOR	HOOD STRIPE COLORS
Frost White	12	Dark Carmine Red	71	Carmine	Yellow to Orange
Charcoal (M)	18	Mystic Silver (M)	17	Mystic‡	Orange to Red
Nordic Blue (M)	30	Frost White	12	Blue	Blues
Dark Camel (M)	62	Santa Fe Tan	60	Camel Tan	Brown to Gold
Dark Carmine Red	71	Frost White	12	Carmine	Orange to Red
Cardinal Red	73	Dark Carmine Red	71	Carmine	Orange to Red

(M) Metallic. ‡Not available on Bonus/Crew Cab models.

*Optional at extra cost

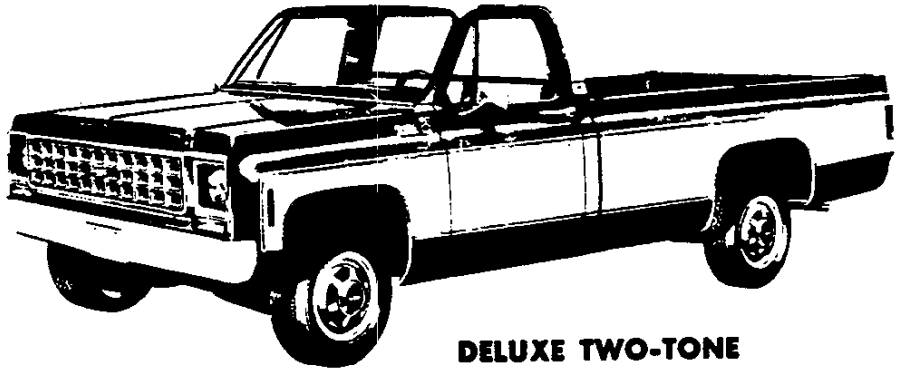
PICKUP

TWO-TONE EXTERIOR COLOR COMBINATIONS*



CONVENTIONAL TWO-TONE

SPECIAL TWO-TONE



DELUXE TWO-TONE

EXTERIOR DECOR PACKAGE

*Optional at extra cost.

PICKUP

TWO-TONE EXTERIOR COLOR COMBINATIONS*

CONVENTIONAL TWO-TONE

Silverado trim also shown in illustration.

SPECIAL TWO-TONE

Silverado trim also shown in illustration.

DELUXE TWO-TONE

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

*Optional at extra cost.

BRAKES

INDEX

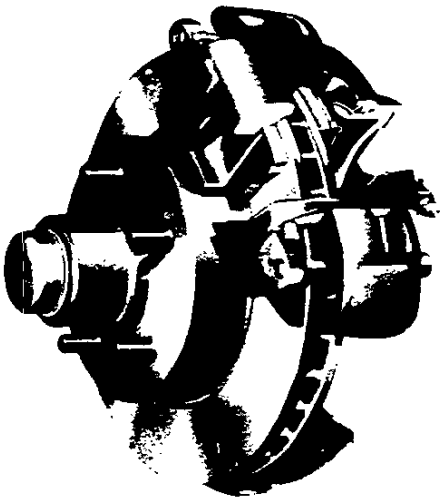
HYDRAULIC BRAKE SYSTEM

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 LUV, El Camino and all 10-30 Series models. 4-wheel disc brakes are standard on P30 Motor Home Chassis model 31832, optional on P30 Step-Vans and Motor Home Chassis model P31432, depending on the GVW Rating. Optional power brakes and HD power brakes are available on some models (See Hydraulic Brake Chart, page 2).

All models (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 dual function warning light in the instrument cluster signals the driver of a parking or service 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

Torque-Action Brake

HYDRAULIC BRAKES

SERIES	GVWR/ 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)
El Camino	All	10.5 x 1.03	2.50	31.68	9.5 x 2.0	.75	63.73	Vac. Power	7.9 x 7.9 Tandem	.94
LUV	All/Std.	9.843 x 10.0	2.25	29.47	10.0 x 1.75	.75	68.18	Vac. Power	6.0 Single	.87
C10 Pickup; G10 Chevy Van	4900/Std.	11.86 x 1.28	2.94	37.63	11.0 x 2.0	1.0	74.37	Manual	—	1.0
	53-5600/J50*	11.86 x 1.28	2.94	37.63	11.0 x 2.0	1.0	74.37	Vac. Power	9.5 Single	1.125
	53-6200/J55*	11.86 x 1.28	2.94	37.63	11.15 x 2.75	.9375	107.42	Vac. Power	9.5 x 8 Tandem	1.125
C10 Chassis-Cab C10 V8 Suburban P10 Step-Van, F.C. K10 V8 (All)	62-7300/Std.	11.86 x 1.28	2.94	37.63	11.15 x 2.75	.9375	107.42	Vac. Power	9.5 x 8 Tandem	1.125
C10 Blazer, L6 Suburban	6050/Std.	11.86 x 1.28	2.94	37.63	11.0 x 2.0	1.0	74.37	Vac. Power	9.5 Single	1.125
K10 Blazer, Pickup	6200/Std.	11.86 x 1.28	2.94	37.63	11.15 x 2.75	1.0	107.42	Vac. Power	9.5 x 8 Tandem	1.125
G10 Sportvan	54-5600/Std.	11.86 x 1.28	2.94	37.63	11.0 x 2.0	1.0	74.37	Vac. Power	9.5 Single	1.125
C10 Diesel Pickup	53-5600/Std.	11.86 x 1.28	2.94	37.63	11.0 x 2.0	1.0	74.37	Hyd. Power	—	1.125
	6050-6200/J55*	11.86 x 1.28	2.94	37.63	11.15 x 2.75	.9375	107.42	Hyd. Power	—	1.125
C-K20 Pickup, C20 Suburban, Chassis-Cab; P20 Step-Van, F.C.	68-7100/Std.	12.5 x 1.28	2.94	37.63	11.15 x 2.75	1.0	107.42	Vac. Power	9.5 x 8 Tandem	1.125
	75-8000/J55*	12.5 x 1.28	3.15	42.98	13.0 x 2.5	1.0625	116.38	Vac. Power	9.5 x 8 Tandem	1.25
C20 Pickup, Chassis-Cab, Suburban w/C6P K20 Suburban, Chassis-Cab C20 Bonus Cab, Crew Cab G30 Sportvan, Chevy Van	8600/Std.	12.5 x 1.28	3.15	42.98	13.0 x 2.5	1.0625	116.38	Vac. Power	9.5 x 8 Tandem	1.25
G20 Sportvan, Chevy Van	6600/Std.	11.86 x 1.28	2.94	37.63	11.15 x 2.75	1.0	107.42	Vac. Power	9.5 x 8 Tandem	1.125
C30 Pickup, Chassis-Cab	9-10,000/Std.	12.5 x 1.53	3.38	45.79	13.0 x 3.5	1.1875	162.35	Hyd. Power	—	1.3125
C30 Bonus Cab, Crew Cab; K30 Pickup, Chassis-Cab	86-10,000/Std.	12.5 x 1.53	3.38	45.79	13.0 x 3.5	1.1875	162.35	Hyd. Power	—	1.3125
G30 (03) w/single rears	74-8400/Std.	12.5 x 1.28	3.15	42.98	13.0 x 2.5	1.0625	116.38	Vac. Power	9.5 x 8 Tandem	1.25
G30 (03) w/dual rears	89-10,500/Std.	12.5 x 1.53	3.38	45.79	13.0 x 3.5	1.1875	162.35	Hyd. Power	—	1.3125
P30 Step-Van, F.C.	76-8200/Std.	12.5 x 1.28	3.15	42.98	13.0 x 2.5	1.0626	116.38	Vac. Power	9.5 x 8 Tandem	1.25
	9-11,500/J55* (7900-lb axle)	12.5 x 1.53	3.38	45.79	13.0 x 3.5	1.1875	162.35	Hyd. Power	—	1.3125
	12-14,000/J55*▲ (11,000-lb axle)	14.25 x 1.53	3.38	45.79	13.75 x 1.53●	3.38♦	45.78	Hyd. Power	—	1.336
P30 Motor Home Chassis (125", 137", 158.5" WB)	10,5-12,500/Std.	12.5 x 1.53	3.38	45.79	13.0 x 3.5	1.1875	162.35	Hyd. Power	—	1.3125
	14,500/Std.▲	14.25 x 1.53	3.38	45.79	13.75 x 1.53●	3.38♦	45.78	Hyd. Power	—	1.336
P30 Motor Home Chassis (178" WB)	14,500/Std.▲	14.25 x 1.53	3.38	45.79	13.75 x 1.53●	3.38♦	45.78	Hyd. Power	—	1.336

*J50—Power Brakes; J55—HD Power Brakes. ▲4-wheel Disc Brakes ●Rotor size (Diameter x Thickness) ♦Caliper Piston (Diameter)

HYDRAULIC BRAKE SYSTEMS

FRONT DISC BRAKE SPECIFICATIONS

MAKE	Isuzu	Chevrolet				
TYPE	Hub mounted dual faced 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.)	9.84	10.50	11.86	12.50	12.50	14.25
Effective Thickness (in.) nominal	0.71	1.03	1.28	1.28	1.53	1.53
Swept Area Per Axle (sq. in.)	175.5	191.7	239.6	249.4	277.7*	277.7
LINING (Caliper Pad) Material	Molded Asbestos					
Lining Attachment	Bonded		Riveted			
Size Per Pad (in. x in. x in.)	4.21 x 1.75 x .433	4.92 x 1.91 x 4.35	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 (sq. in.)	26.47	31.7	37.63	42.97	45.80	
CALIPER Make	Akebono	Chevrolet & Delco			Bendix	
Number Pistons Per Wheel	One					
Piston Diameter (in.)	2.25	2.50	2.94**		3.38	

*J55-253.4 **J55-3.15

REAR BRAKE SPECIFICATIONS

MAKE	Isuzu	Chevrolet					
TYPE	Duo-Servo (Drum Type)						Hubmounted dual faced disc
ADJUSTMENT	Self-Adjusting						
SIZE	10 x 1.75	9.50 x 2.0	11 x 2.0	11.15 x 2.75	13 x 2.5	13 x 3.5	13.75 Rotor
DRUM MATERIAL	Cast Iron*						
LINING Material	Molded Asbestos						
Attachment	Bonded	Riveted					
Width (in.)	1.77	2	2	2.75	2.5	3.5	Inner—6.0 x 1.8 x .53 Outer—8.0 x 1.8 x .43
Facing Contact (sq. in.)	68.18	63.73	74.37	107.42	116.38	162.35	45.78
SWEPT DRUM AREA/AXLE Single Axle (sq. in.)	111.2	116.1	138.20	192.60	200.10	283.10	265.21
WHEEL CYLINDER Number Per Wheel	One						
Piston Size (in. dia.)	.87	.75 (El Camino)	1.0	1.0 (C-K-P20) .9375 (C-K-P10, G20)	1.0625	1.187	3.38

*El Camino models use aluminum rear brake drums with 5.0L/305 V8 engine.

BRAKES

BRAKE BOOSTERS

Two types of power boosters are used in light-duty models. Vacuum powered diaphragm boosters are used in the lower GVWR models and a hydraulic booster is used in the higher GVWR 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	Std	Delco	Two	7.9 x 7.9	Vac/hyd
LUV	Std	Bendix	One	6.0	Vac/hyd
C10 Blazer, L6 Suburban	Std	Delco or Bendix	One	9.5	Vac/hyd
K10 L6 Blazer, Pickup	Std	Delco or Bendix	One	9.5	Vac/hyd
	J55	Delco	Two	9.5 x 8	
C10 Chassis-Cab, V8 Suburban; P10 Step-Van, F.C.; K10 V8 (All)	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	
C10 Diesel Pickup	J55**	Bendix	—	—	Hydro-Boost
C-K20 Pickup, Suburban, Chassis-Cab; P20, C20-30 Bonus Cab, Crew Cab	Std & J55	Delco	Two	9.5 x 8	Vac/hyd
P30 Step-Van, F.C.	Std	Delco	Two	9.5 x 8	Vac/hyd
	J55	Bendix	—	—	Hydro-Boost
C-K30 (All); 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 Sportvan, 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 GVWR. **Required for 5400-lb or higher GVWR.

STANDARD PARKING BRAKES

Rear Wheel Parking Brakes

Foot pedal operated, cable-actuated rear brakes are used for parking brakes on El Camino and 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.

LUV models have an L-handle lever located under the instrument panel.

OPTIONAL PARKING BRAKES

Propshaft Mounted Parking Brakes

Propshaft 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 racheting foot operated lever with a brake release handle mounted on the bottom of the instrument panel.

Parking Brake Specifications—Series 10-30

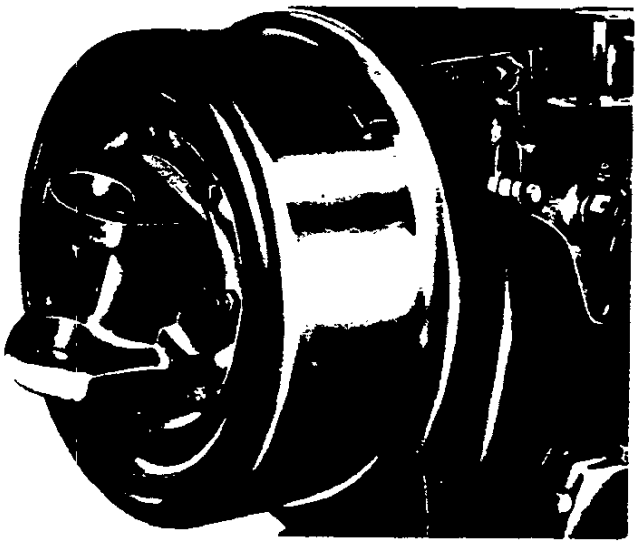
Series	Transmission	Brake Type	Facing Contact Per Axle (sq in)
El Camino	All	Cable to Rear Wheels	63.73
LUV models	All	Cable to Rear Wheels	68.18
C/K/G/P10	All	Cable to Rear Wheels	74.37
C/K/G/P20	All	Cable to Rear Wheels	107.42
C/K/G/P30	All	Cable to Rear Wheels	116.38

Parking Brake Specifications—P30 Models

Transmission	Brake Type	Drum Dia. x Lining Width (in)	Lining Area (sq in)
4 speed Manual SM465	Internal Expanding	11 x 2 ★	37.18
Automatic on Motor Home Chassis only	Internal Expanding	11 x 2 ★	37.18

★11" x 2" internal expanding type propeller shaft brake included with 11,000-lb capacity rear axle on P30 Step-Van and FC models, and with 10,000-lb capacity rear axle on Motor Home Chassis models.

Internal Expanding Brake



NOTES

INDEX

Cab and Body information can be found within the Yellow Tab Section for each model series.

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 Models
Acrylic lacquer	El Camino
Alkyd enamel	LUV Pickup & Chassis-Cab
Acrylic enamel	All other models

1980 PAINT REFINISH NUMBERS

(Refer to individual color selection charts for availability)

EL CAMINO MODELS

Color	Chev. Option No.	Du Pont	Rinshed-Mason	Ditzler
White	11	5338L	A-2080	2058
Silver	15	45117LH	A-9369	3076
Black	19	99L	A-946	9300
Light Blue Metallic	21	B8006LH	A-11400	3205
Dark Blue Metallic	29	B8007LH	A-11403D	3207
Dark Green Metallic	44	B8008L	A-11406	3208
Yellow	50	B8004LH	A-11408G	3209
Beige	59	45205L	A-9380	3087
Light Camel Metallic	63	B8018L	A-11412	3210
Medium Camel Metallic	69	B8017L	A-11415D	3211
Claret Metallic	75	B8009LM	A-11416V	3220
Dark Claret Metallic	76	B8010LM	A-11417F	3212
Cinnabar	77	B8001L	A-11418R	3213
Gray	85	B8005L	A-11422	3214

SERIES 10 LUV MODELS

Color	Chev. Option No.	Du Pont	Rinshed-Mason	Ditzler
Frost White	12			
Light Blue	20	45452	9622	15174
Marigold Yellow	53			
Scarlet Red	70			
Midnight Black	86	99L	A-946	9000

10-90 SERIES MODELS ONLY

Color	Chev. Option No.	Du Pont	Rinshed-Mason	Ditzler
Prime	00	—	—	—
Frost White	12	817L	A-1347	2185
Medium Blue	23	B8041L	A-11500	3250
Woodland Green	46	B8046LH	A-11505D	3255
Santa Fe Tan	60	43486L	A-2869	2777
Carmine Red	70	45826LM	A-9889F	3160
Dark Carmine Red	71	45827LM	A-9890F	3164
Cardinal Red	73	44774LW	A-9158F	2932
Midnight Black	86	99L	A-946	9300

10-30 SERIES MODELS ONLY

Color	Chev. Option No.	Du Pont	Rinshed-Mason	Ditzler
Mystic Silver	17	45818L	A-9880	3158
Charcoal	18	45819L	A-9881	3159
Light Blue Metallic	25	B8039L	A-11501	3251
Nordic Blue Metallic	30	B8043LH	A-11502D	3252
Light Green	42	B8037L	A-11503	3253
Emerald Green	43	B8036L	A-11504	3254
Dark Camel Metallic	62	B8047LH	A-11506G	3256
Camel Metallic	65	B8038LH	A-11507	3257
Polar White	93	45107I	A-4430	2680
Burnt Orange Metallic	95	B8049LH	A-11508D	3258

50-90 SERIES MODELS ONLY

Color	Chev. Option No.	Du Pont	Rinshed-Mason	Ditzler
Silver Metallic	14	44777L	A-9150	8982
Deep Blue	26	44779L	A-9153	2904
Metallic Blue	27	45829LH	A-9883	3161
Colonial Yellow	53	44782LH	A-9156	2929
Camel Beige	64	45830L	A-9886	24651
Saddle Metallic	66	45543LH	A-9960	24577
Russet Metallic	74	44743LH	A-9157G	2926
Cordova Brown	81	44791LH	A-9161D	2947
Dark Brown	82	45828LH	A-9892	24655
Wheatland Yellow	87	43536LH	A-2876D	2785
Tangier Orange	88	31LH	A-1597	60156

SPECIAL PAINTS

In addition to the selection of standard colors offered on Chevrolet trucks, several Special Equipment Option (SEO) paint colors may be ordered and are available as solid colors only. Tangier Orange (SEO 9V2) or Wheatland Yellow (SEO 9V4) may be ordered on Pickup, Chassis-Cab, Blazer, Suburban, Chevy Van, Sportvan, Hi-Cube Van and Cutaway Van models. Woodland Green (SEO 9V5) may be ordered on Pickups, Chassis-Cabs, Blazer and Suburban models only. Crimson Red (SEO 9V8) may be ordered on Sportvan, Chevy Van, Hi-Cube Van and Cutaway Van models only.

PERMANENT FLEET COLORS

Color	Option No.	SEO No.
FROST WHITE	12	—
MEDIUM BLUE	23	—
TANGIER ORANGE (ORANGE)	—	9V2
WHEATLAND YELLOW (DARK YELLOW)	—	9V4
WOODLAND GREEN	46	9V5
CARDINAL RED	—	9V8

INDEX

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	2.4
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)	3.0
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	1.4
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

Delco Freedom Batteries are used in both standard and optional applications on all light-duty trucks (except LUV models).

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 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 El Camino and 10-30 series models have a standard traffic hazard warning switch mounted on the right side of the steering column, 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.

*Except LUV models.

BATTERY SPECIFICATIONS

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

Wattage (watts) @ 0°F	2500	2500 (LUV)	3200	3500	4000	4350
Size: Length (in)	8.04	10.25	9	9	10.2	10.2
Width (in)	6.55	6.82	7	7	7	7
Height (in)	8.32	8.88	8.7	8.3	8.3	8.3
Weight (lbs) Wet	31	35	34	37	43	43
Cold Crank Rate (@ 0°F)	275 amps	275 amps	350 amps	430 amps	465 amps	465 amps
25 Amp Rate (Reserve Cap. per SAE J 537)	60 min.	75 min.	80 min.	100 min.	125 min.	135 min.
†**Capacity** (amps) @ 20-amp-hr rate	45	50	50	61	80	—

†This rating is no longer used to rate Chevrolet batteries, and is shown in this chart for comparison purposes only.

BATTERY APPLICATION

Engine (Litres/Cu. In.)	Watts @ 0°F.	Application
LUV 4 cyl	2500	Base
El Camino V6	60♦	Base
4.1L/250 L6	2500	Base
4.8L/292 L6	3200	Base
5.0L/305 V8	3200	Base
5.7L/350 V8	3200*	Base
5.7L/350 Diesel	4350	Base(2)
6.6L/400 V8	3200*	Base
7.4L/454 V8	4000	Base
All	3500	RPO TP2
El Camino V6	125♦	RPO UA1
All exc. 7.4L/454 V8 and El Camino V6	4000	RPO UA1

♦Reserve capacity(min.)

*All 146" wheelbase Cutaway Vans and Hi-Cube Vans have the 4000 watt battery as base equipment.

ELECTRICAL

GENERATOR

All Chevrolet trucks (except LUV Pickup) use "DELCOTRON" 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 "DELCOTRON" 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							
Max Capacity (amps)	Max Watts @ 12 volts	Nominal Amp @ Idle†	Engine (Litres/ Cu. In.)	Drive Pulley Ratio	Generator Model Number	Standard	Optional
35	NA	NA	LUV 4-cyl.	NA	LT135-30	LUV	—
37	444	23	♦3.8/229, 4.1/250, 4.8/292	2.7:1	10-SI-100	El Camino C10-30; K10-30; G10-30	
	444	27	♦4.4/267, ♦5.0/305 5.0/305, 5.7/350, 6.6/400, 7.4/454	2.7:1	10-SI-100	El Camino C10-30; K10-30; G10-30	—
42	504	26	♦3.8/231, 4.1/250 4.8/292	2.7:1	10-SI-100	El Camino, P10-30	G10-30
	504	30	5.0/305, 5.7/350, 6.6/400	2.7:1	10-SI-100	P20; P30 (except Motor Home)	G10-30
55	660	32	♦3.8/229, ♦3.8/231, 4.1/250, 4.8/292	2.7:1	10-SI-100	—	El Camino C10-30; K10-30; G10-30
	660	38	♦4.4/267 ♦5.0/305 5.0/305, 5.7/350, 6.6/400, 7.4/454	2.7:1	10-SI-100	—	El Camino C10-30; K10-30; G10-30
63	756	44	5.7/350 Diesel, 4.1/250, 4.8/292, ♦4.4/267 ♦5.0/305 5.0/305, 5.7/350, 6.6/400, 7.4/454	2.7:1	10-SI-100	C10 Diesel Pickup G31332, G31603-32; K31403	El Camino C10-30*; K10-30; G10-30; P10-30
	756	48	5.7/350, 7.4/454	3.1:1	10-SI-100	P30 Motor Home Chassis	—

♦ El Camino engine.

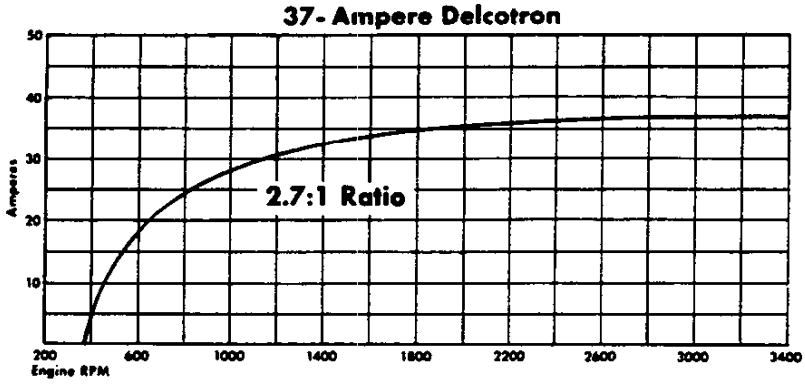
*Included with optional platform and stake rack or dual rear wheels on C30.

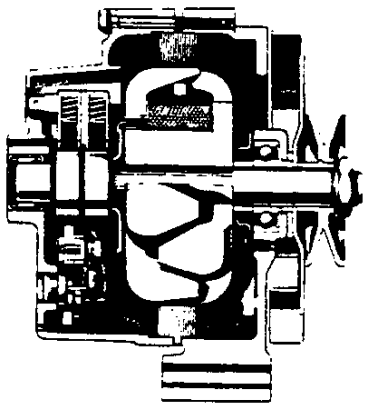
†Amps at idle vary because of differences in engine RPM at idle due to emission requirements, optional air conditioning and transmission and engine options.

GENERATORS

GENERATOR OUTPUT CURVES

37- Ampere Delcotron

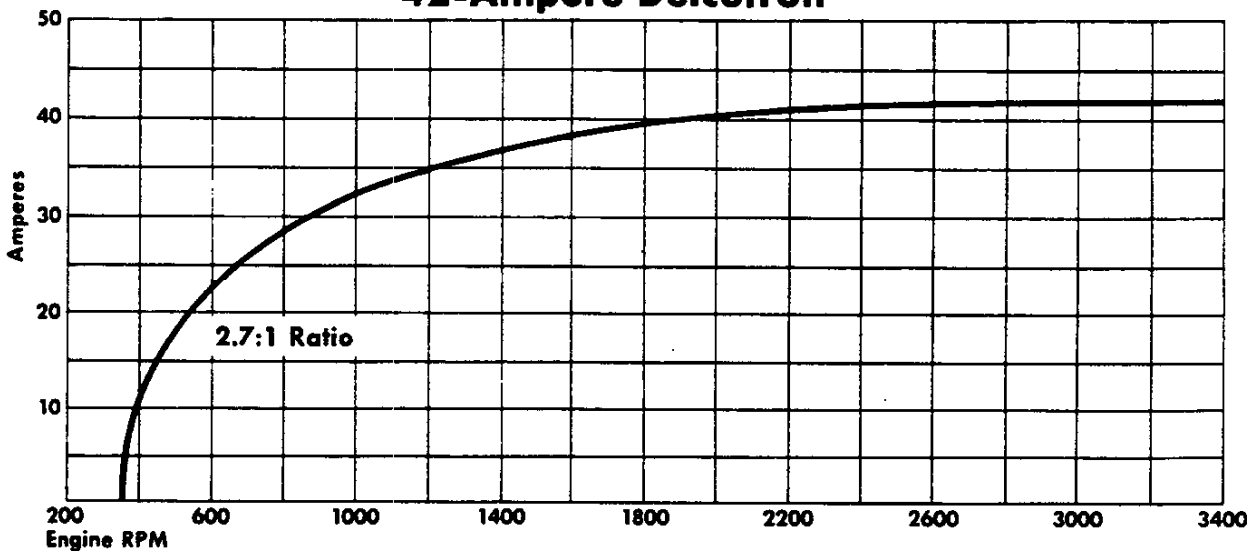




Ratio	Engine (Liters/Cu. In.)	Model Availability
2.7:1	*3.8/229, 4.1/250, *4.4/267, 4.8/292, *5.0/305, 5.7/350, 7.4/454	El Camino; C-K-G10; C-K-G20; C-K-G30

*El Camino engine

42-Ampere Delcotron



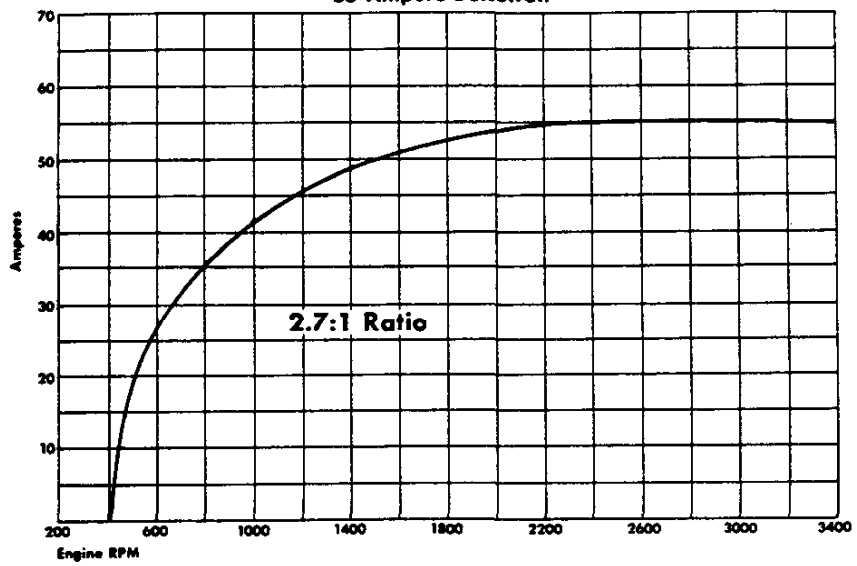
Ratio	Engine (Liters/Cu. In.)	Model Availability
2.7:1	*3.8/231, 4.1/250, 4.8/292, 5.7/350, 6.6/400	El Camino; G-P10; G-P20; G-P30

*El Camino engine

GENERATORS

GENERATOR OUTPUT CURVES

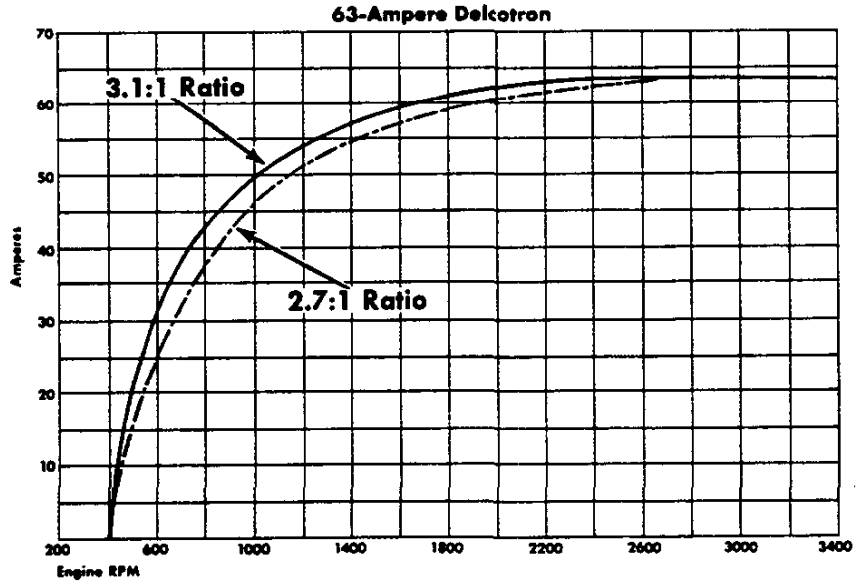
55-Ampere Delcotron



Ratio	Engine (Liters/Cu. In.)	Model Availability
2.7:1	*3.8/229, 3.8/231, 4.1/250, *4.4/267, 4.8/292, *5.0/305, 5.7/350, 6.6/400, 7.4/454	El Camino; C-K-G10-30

*El Camino engine

63-Ampere Delcotron



Ratio	Engine (Liters/Cu. In.)	Model Availability
2.7:1	*3.8/229, *3.8/231, 4.1/250, *4.4/267, 4.8/292, *5.0/305, 5.7/350, 5.7/350 Diesel, 6.6/400, 7.4/454	El Camino; C-K-G-P10-30
3.1:1	5.7/350, 7.4/454	P30 Motor Home Chassis

*El Camino engine

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.

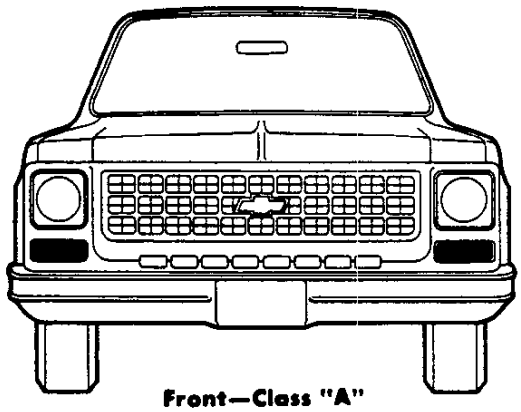
Backup Lights
Dual backup lights with white lenses are standard equipment on all models.

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.

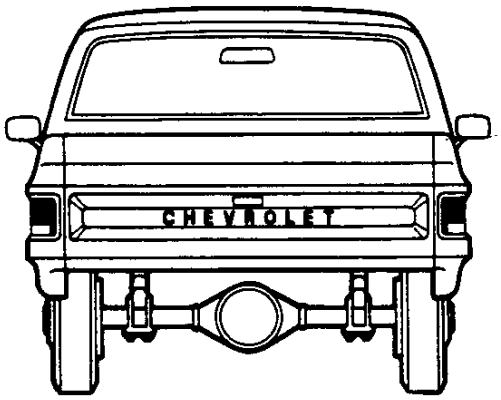
Series 20–30 models with optional stake bodies also include rear side marker lights. Additionally, the Series 30 model includes three red identification lamps at the rear of the platform, a red clearance lamp at each rear corner and an amber clearance lamp at each front corner of the platform are included.

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 Blazer, Pickups, Suburbans, Sportvans, and Chevy Vans.

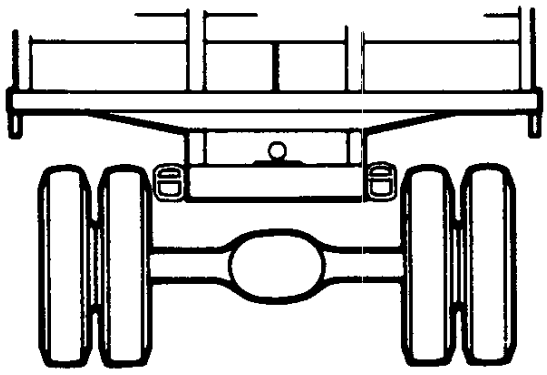
All side marker, identification and clearance lights are actuated by the main light switch. Front side marker lights flash whenever the turn signal switch or hazard warning switch is activated on 10–30 series models.



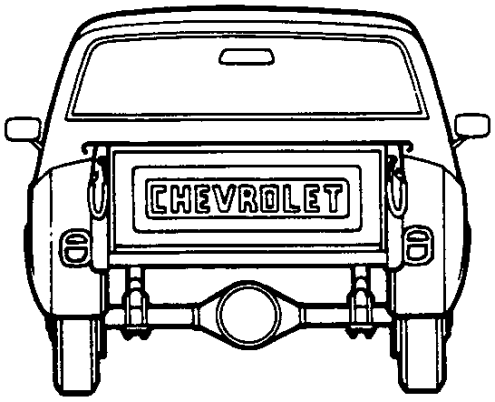
Front—Class "A"
Series 10-30



Rear—Class "A"
Fleetside Pickups

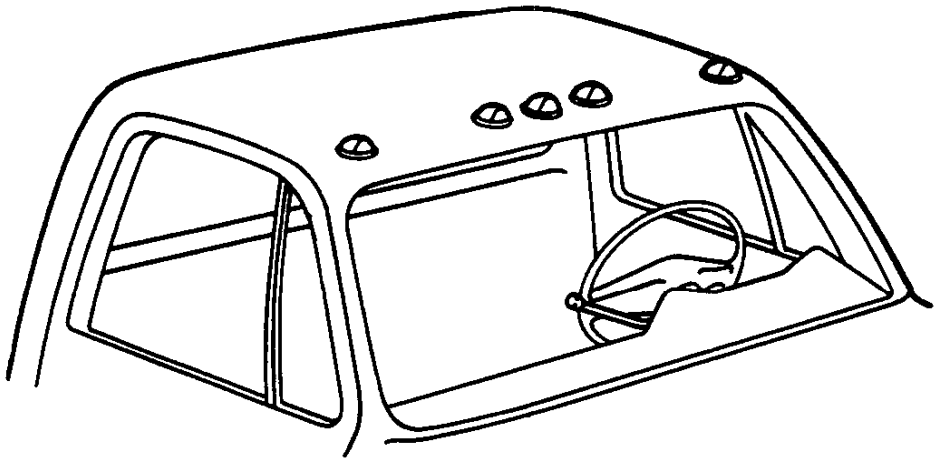


Rear—Class "A"
Platform—Stakes



Rear—Class "A"
Stepside Pickups

CAB IDENTIFICATION & CLEARANCE LIGHT LOCATIONS

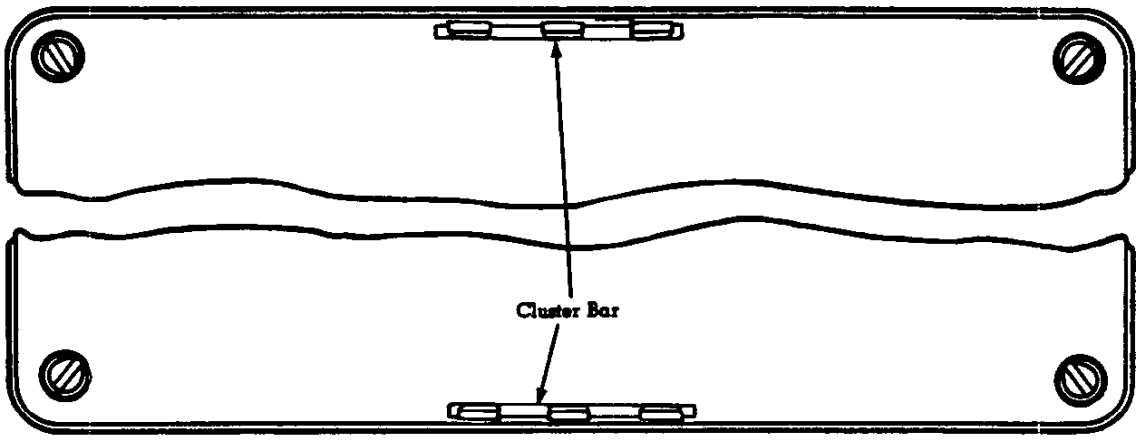


CONVENTIONAL LIGHT-DUTY CAB

TOP VIEWS

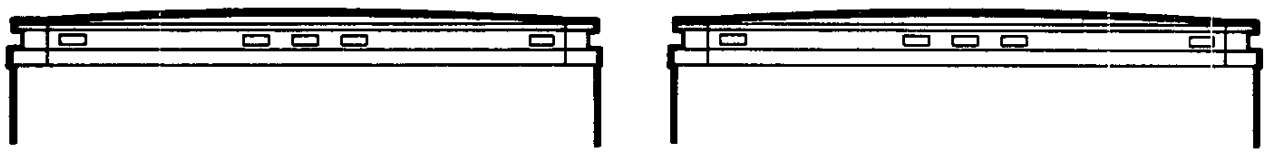
STEP-VAN KING STEEL

REAR



FRONT

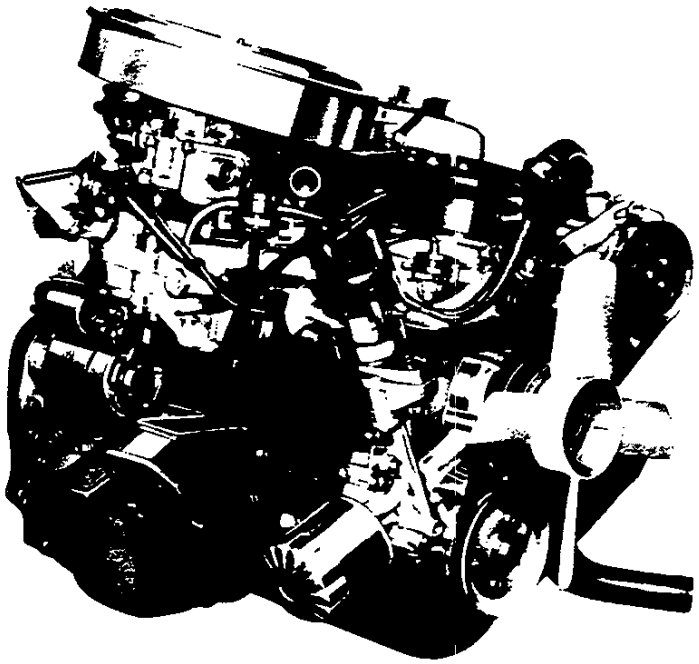
STEP-VAN KING ALUMINUM



FRONT REAR

LUV 4-CYLINDER

Ordering Code L10



Applications

Standard: LUV
Optional: None

Basic Specifications

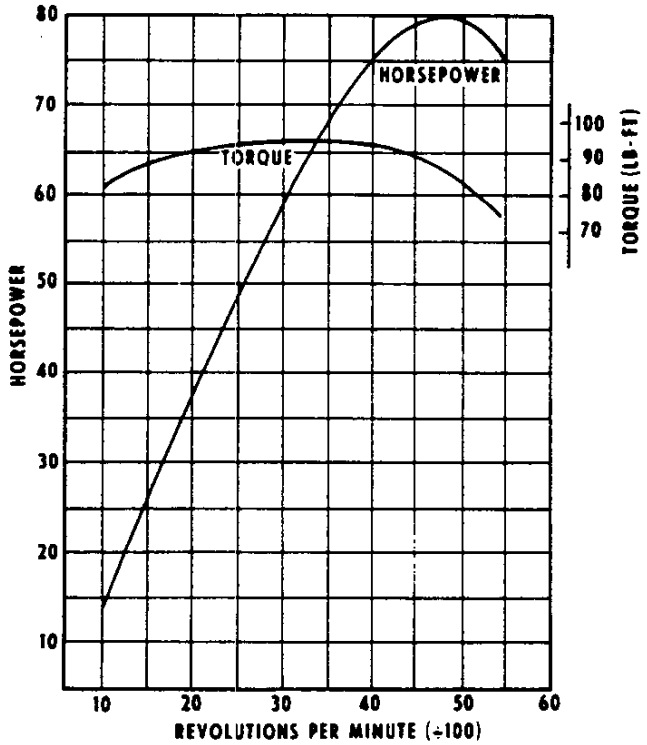
Engine type	Overhead Cam In-line 4
Piston displacement (Liter/Cu. In.)	1.8/110.8
Bore & stroke (nominal)	3.31 x 3.23
Compression ratio	8.5:1
Carburetor type	2-barrel
Exhaust	Single

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.

Engine Ratings

SAE net horsepower (85°F)	80 @ 4800 rpm
SAE net torque, lb-ft (85°F)	95 @ 3000 rpm



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ENGINES

COOLING SYSTEMS

FUEL TANKS

EMISSION CONTROLS

LPG CONVERSION

LUV 4-CYLINDER ENGINE

SPECIFICATIONS

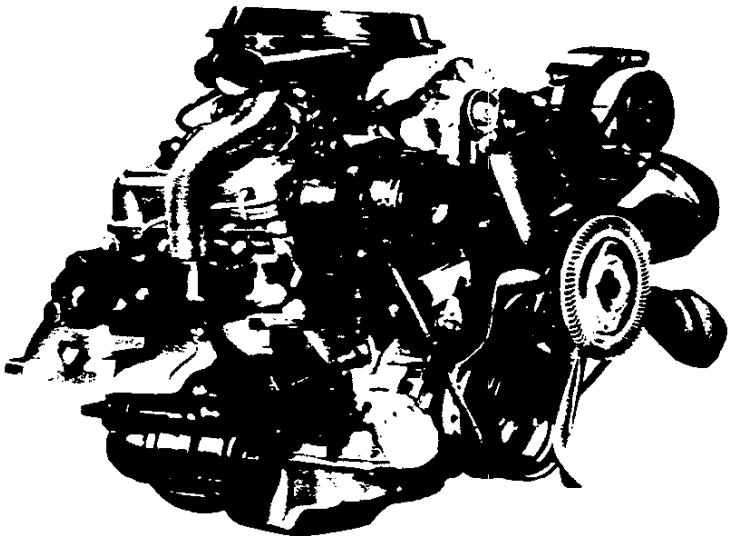
	LUV 4 Cyl.
Oil Capacity (qts)	
With filter change	4.2
W/o filter change	3.8
Oil Filter	
Standard	Full flow; throwaway type
Capacity (pt)	0.8
Oil Pump	
Type	Trochoid
Capacity (gpm)	3.70 @ 1400 rpm
Normal Pressure (psi)	57
Pistons	
Type	Cam-ground
Material	Aluminum alloy
Skirt	Tin plated full
Head	Concave
Piston Pins	
Type	Semi-Floating
Material	Case hardened steel
Piston Rings	
Compression Rings	
Number	2
Type	1st: taper face; 2nd: taper face, under-cut
Material	1st: Chrome plated cast iron; 2nd: Cast Iron
Oil Control Rings	
Number	1
Type	Multi-piece
Material	Chrome plated steel
Thermostat	Fuji-Thompson Wax pellet; 180°F
Valve Train	
Type	Overhead cam rocker arm acting
Tappets	Mechanical—adjustable
Valve Lash	In: .006 Exh. .010
Intake Valves	
Material	Alloy steel and chrome plated stems
Head Diameter (in)	1.665—1.669
Face Coating	None
Seats	Sintered iron inserted in cylinder head
Exhaust Valves	
Material	Alloy steel and chrome plated stems
Head Diameter (in)	1.335—1.339
Face Coating	None
Seats	Sintered iron inserted in cylinder head
Rotators	None
Water Pump	
Type	Centrifugal
Capacity (gpm)	4.2 @ 6000 rpm

SPECIFICATIONS

		LUV 4-Cyl.
Basic Description		Four-cylinder in-line; overhead cam with cast iron block and aluminum cylinder head
Displacement (Liter/Cu. In.)		1.8/110.8
Bore & Stroke (in)		3.31 x 3.23
Compression Ratio		8.5:1
Firing Order		1 3 4 2
SAE Net Horsepower @ rpm		80 @ 4800
SAE Net Torque (lb-ft) ‡ rpm		95 @ 3000
Air Cleaner		Replaceable wet-paper element
Bearings, Camshaft		Steel-backed babbitt or copper lead alloy
Inlet Valve	Opens	21° BTDC
	Closes	65° ABDC
Exhaust Valve	Opens	55° BBDC
	Closes	20° ATDC
Inlet Duration Ramp		266°
Exhaust Duration Ramp		255°
Carburetor		
Type		2-Barrel downdraft
Make		Hitachi; DCH-340
Venturi ID (in)		Pri—.9; sec.—1.1
Throttle Bore (in)		Pri.—1.181; sec.—1.339
Choke Control		Automatic
Connecting Rods		
Material		Forged steel
Length (in)		5.2557-5.2561
Bearings		Steel-backed with tri-metal
Crankcase Ventilation		Closed positive
Crankshaft		
Material		Heat-treated forged steel
Number of Counterweights		4
Main Journals (in)		2.2016-2.2022
Crankpin Journals (in)		1.9262-1.9268
Torsional Damper		None
Bearings		Steel-backed with tri-metal
Distributor		Nippon Denso Co., Ltd.; centrifugal & vacuum advance
Fuel Filters		
Carburetor		Bronze mesh screen
Fuel Tank		None
Lubrication System		Full pressure
Main Bearings		Direct pressure
Camshaft Bearings		Direct pressure
Connecting Rods		Direct Pressure
Valves & Tappets		Gravity
Cylinder Walls		Splash
Piston Pins		Splash

3.8 LITER (231 Cu. In.) V6*

(Ordering Code LD5)



Applications

Standard: None
Optional: El Camino
*Available in California Only

Basic Specifications

Engine type	Valve-in-head
Piston displacement (Liter/Cu. In.)	3.8/231
Bore & stroke (nominal)	3.8" x 3.4"
Compression ratio	8.0 to 1
Carburetor type	2-barrel
Exhaust—Single	All

Test Procedures

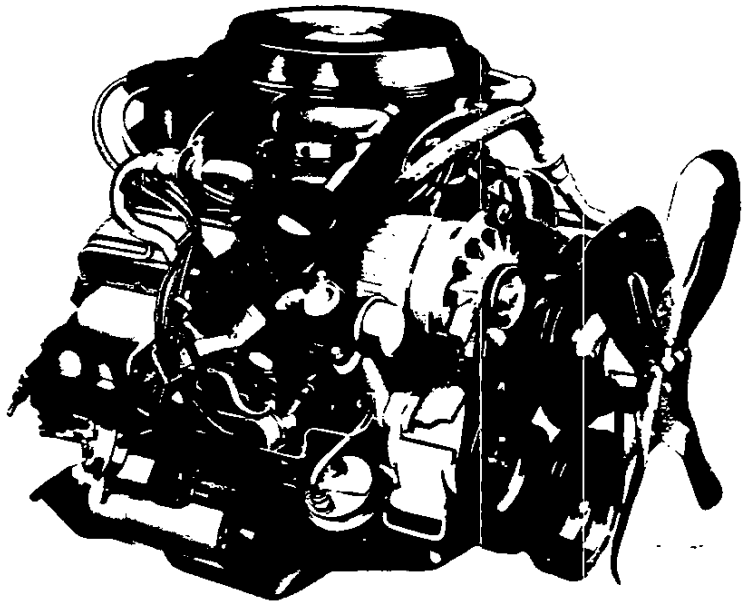
These curves represent full-throttle performance as obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle, with ratings corrected to barometric pressure of 29.00" mercury and 85°F dry air.

Engine Ratings

SAE net horsepower (85°F)	110 @ 3800 rpm
SAE net torque, lb-ft (85°F)	190 @ 1600 rpm

3.8 LITER (229 2-bbl) V6*

(Ordering Code LC3)



Applications

Standard: El Camino
Optional: None
*Not Available in California

Basic Specifications

Engine type	Valve-in-head
Piston displacement (Liter/Cu. In.)	3.8/229
Bore & stroke (nominal)	3.74" x 3.48"
Compression ratio	8.6:1
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)	115 @ 4000 rpm
SAE net torque, lb-ft (85°F)	175 @ 2000 rpm

3.8 LITER (229 Cu. In.), 3.8 LITER (231 Cu. In.) V6 ENGINES

SPECIFICATIONS

	El Camino	
	*3.8 Liter/229 V6 2-bbl	#3.8 Liter/231 V6 2-bbl
Oil Filter	Throwaway	
Capacity (qts)	.31	
Oil Pump		
Type	Spur gear; distributor shaft driven	
Capacity (gpm)	4.3 @ 2000 rpm	
Normal Pressure (psi)	45 @ 2000 rpm	34 @ 2000 rpm
Pistons		
Material	Cast aluminum alloy	
Skirt	Closed	Full w/transverse slot
Head	Sump	Dished
Piston Pins		
Type	Rod shrink fit to pin	
Material	Chromium steel	
Piston Rings		
Compression Rings		
Number	2	
Type	Upper—barrel; lower—inside bevel	
Material	Cast iron alloy	
Oil Control Ring		
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	Integral with cylinder head	
Valve Lash	Zero	
Intake Valves		
Material	Alloy steel	
Diameter (in.)	1.84	1.71
Face Coatings	None	
Seats	Machined in cylinder head	
Exhaust Valves		
Material	High alloy steel	
Diameter (in.)	1.50	
Face Coating	Plain head & seat, full chrome	Nickel plated head
Seats	Machined in cyl. head; induction hardened	
Rotators (exhaust)	Yes	
Water Pump		
Type	Centrifugal	
Capacity (gpm)	21.6 @ 2000 rpm	

*Not available in California #Available in California only

3.8 LITER (229 Cu. In.), 3.8 LITER (231 Cu. In.) V6 ENGINES

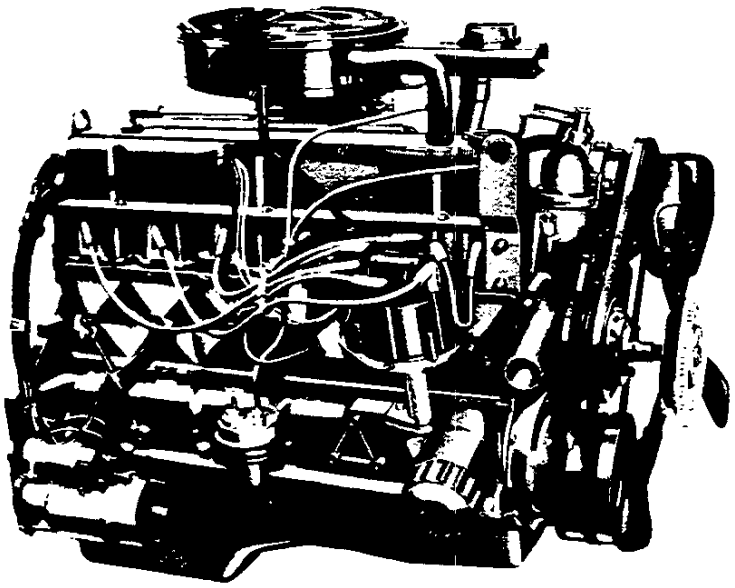
SPECIFICATIONS

	El Camino	
	*3.8 Liter/229 V6 2-bbl	•3.8 Liter/231 V6 2-bbl
Basic Description	V6; Valve-in-head	
Displacement (liter/cu. in.)	3.8/229	3.8/231
Bore & Stroke	3.73 x 3.48	3.80 x 3.40
Compression Ratio	8.6:1	8.0:1
Firing Order	1-6-5-4-3-2	
SAE Net Horsepower @ rpm	115 @ 4000	110 @ 3800
SAE Net Torque (lb-ft) @ rpm	175 @ 2000	190 @ 1600
Air Cleaner	Replaceable paper element	
Camshaft		
Bearings	Steel-backed babbitt	
Intake Valve Opens	42° BTC	16° BTC
(excluding ramps) Closes	78° ABC	63° ABC
Exhaust Valve Opens	78° BBC	68° BBC
(excluding ramps) Closes	52° ATC	29° ATC
Intake Duration w/o ramp	300°	259°
Exhaust Duration w/o ramp	310°	277°
Carburetor		
Type	2-barrel	
Make	Rochester	
Venturi ID (in)	1.218	1.093
Throttle Bore (in)	1.38	1.4375
Choke Control	Automatic	
Connecting Rods		
Material	Drop-forged steel	Cast arma steel
Length (in)	5.70	5.96
Bearings	Premium aluminum	
Crankcase Ventilation	Closed positive	
Crankshaft		
Material	Cast nodular iron	
Number of Counterweights	6	
Main Journal dia (in)	2.45	2.50
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	
W/o filter change	4	

*Not available in California •Available in California only

HIGH TORQUE 4.8 LITER (292 Cu. In.) 1-bbl SIX

(Ordering Code L25)



Applications

Standard: C20 (43); C20/C6P Pickup and Chassis-Cab; C30; P10-30; K20/C6P Pickup; K20 Chassis-Cab; K30
Optional: None

Basic Specifications

Engine type	Valve-in-head
Piston displacement (Liter/Cu. In.)	4.8/292
Bore & stroke (nominal)	3.87" x 4.12"
Compression ratio	7.8 to 1
Carburetor type	1-barrel
Exhaust—Single	All

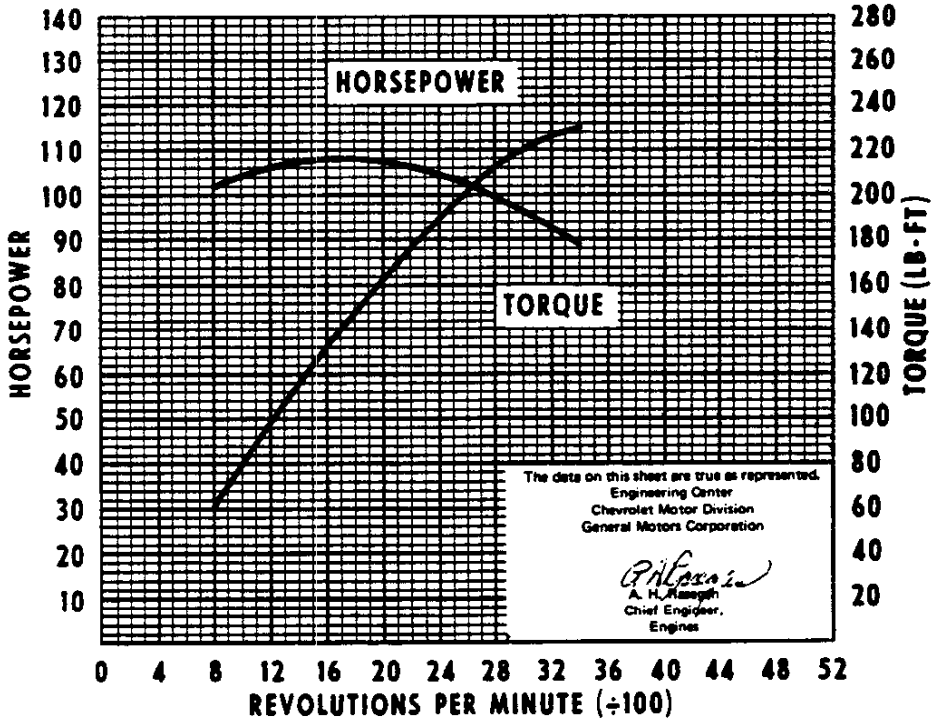
Test Procedures

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

All States
Heavy Duty Emissions
(8501-lb GVWR and above)*

SAE net horsepower (85°F).....115 @ 3400 rpm
SAE net torque, lb-ft (85°F).....215 @ 1600 rpm



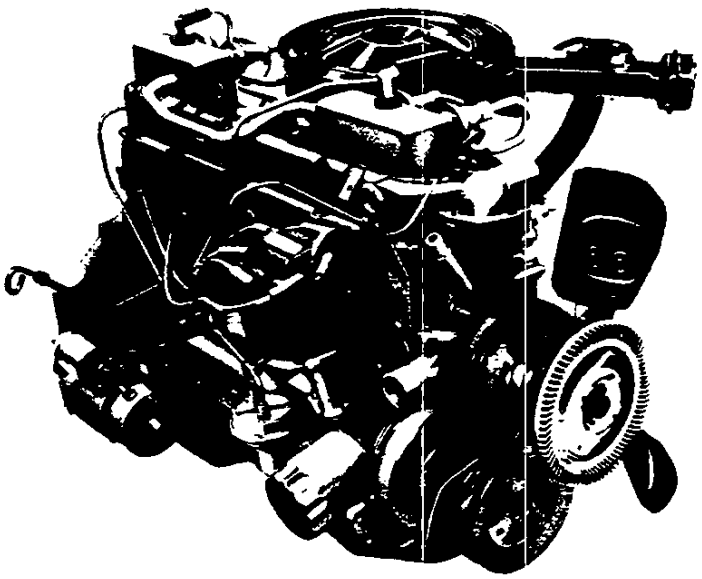
*Also for completed vehicles with over 45 sq. ft. frontal area or over 6000 lbs curb wt. (See Forward—General Information, Page 11).

HIGH TORQUE 4.1 LITER (250 Cu. In.) 2-bbl SIX

Applications

(Ordering Code LE3)

Standard: C10-20 (except C10 Chassis-Cab, C10-20 Suburban); K10 (except K10 Suburban); G10-20
Optional: None



Basic Specifications

Engine type	Valve-in-head
Piston displacement (Liter/Cu. In.)	4.1/250
Bore & stroke (nominal)	3.88" x 3.53"
Compression ratio	8.3 to 1
Carburetor type	2-barrel
Exhaust—Single	All

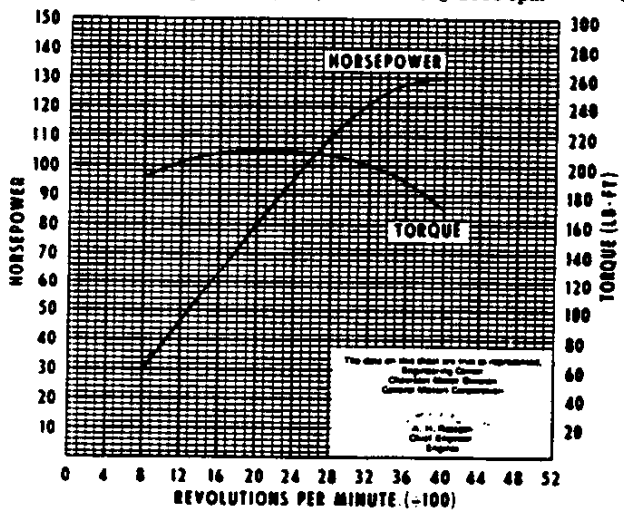
Test Procedures

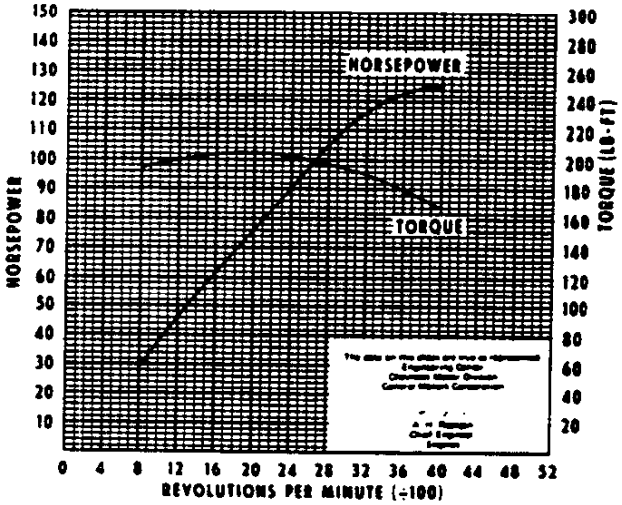
These curves represent full-throttle performance as obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle, with ratings corrected to barometric pressure of 29.00" mercury and 85°F dry air.

Engine Ratings

All States Except California
Light Duty Emissions
(8500-lb GVWR and below)

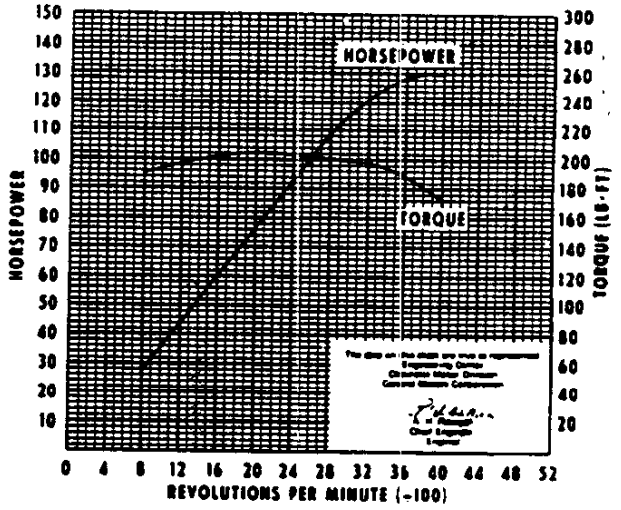
SAE net horsepower (85°F) ..... 130 @ 4000 rpm
SAE net torque, lb-ft (85°F) ..... 210 @ 2000 rpm





California (Series 20) Only
Medium Duty Emissions
(6001 to 8500-lb GVWR)

SAE net horsepower (85°F) ..... 130 @ 4000 rpm
SAE net torque, lb-ft (85°F) ..... 205 @ 2000 rpm



California (Series 10) Only
Light Duty Emissions
(6000-lb GVWR and below)

SAE net horsepower (85°F) ..... 125 @ 4000 rpm
SAE net torque lb-ft (85°F) ..... 205 @ 2000 rpm

4.1 LITER 2-bbl & 4.8 LITER 1-bbl SIX ENGINES

SPECIFICATIONS

	High Torque 4.1 Liter/250 2-bbl	High Torque 4.8 Liter/292 1-bbl
Oil Capacity (qts)		
With filter change	5	6
W/o filter change	4	5
Oil Filter	Full flow; throwaway type	
Capacity	.59 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	Closed-full
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	Upper: Barrel face; Lower: 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	None	Aluminized
Seats	Machined in cylinder head	
Exhaust Valves		
Material	High alloy steel	
Head Diameter (in)	1.50	
Face Coating	None	Stellite Face
Seats	Machined in cylinder head; induction hardened	
Rotators	Yes	
Water Pump		
Type	Centrifugal	
Capacity (gpm)	24.4 @ 2000 rpm	

4.1 LITER 2-bbl & 4.8 LITER 1-bbl SIX ENGINES

SPECIFICATIONS

	High Torque		
	4.1 Liter/250 2-bbl		4.8 Liter/292 1-bbl
Basic Description	Six-cylinder in-line; valve-in-head		
Displacement (Litre/Cu. In.)	4.1/250		4.8/292
Bore & Stroke (in)	3.88 x 3.53		3.88 x 4.12
Compression Ratio	8.3:1		7.8:1
Firing Order	1 5 3 6 2 4		
SAE Net Horsepower @ rpm	*130 @ 4000	‡125 @ 4000	†115 @ 3400
SAE Net Torque (lb-ft) @ rpm	*210 @ 2000	‡205 @ 2000	†215 @ 1600
Air Cleaner	Thermostatically controlled; oil wetted paper element		
Bearings	Steel-backed babbitt or copper lead alloy		Aluminum
Camshaft	Cast alloy iron		
Inlet Valve Opens	29° BTC		23° BTC
(at .004" cam lift) Closes	233° ATC		247° ATC
Exhaust Valve Opens	238° BTC		246° ETC
(at .004" cam lift) Closes	32° ATC		24° ATC
Inlet Duration	262°		270°
Exhaust Duration	270°		270°
Carburetor			
Type	2-Barrel staged downdraft		1-Barrel downdraft
Make	Rochester		
Venturi ID	Primary—30mm (1.18 in.); Secondary—46mm (1.81 in.)		1.50 in.
Throttle Bore	Primary—35mm (1.38 in.)		1.75 in.
Choke Control	Automatic		
Connecting Rods			
Material	Forged steel		
Length (in)	5.70		6.76
Bearings	Premium aluminum or copper lead alloy		Premium aluminum
Crankcase Ventilation	Closed positive		
Crankshaft			
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			
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		

*Light Duty emissions (all states except California). †Heavy Duty emissions.
‡Ratings for Series 10 California Light Duty Emissions only. Rating for Series 20 California Medium Duty Emissions are: Horsepower 130 @ 4000, Torque 205 @ 2000.

4.4 LITER (267 Cu. In.) V8 ENGINE

SPECIFICATIONS

	El Camino
	*4.4 Liter/267 V8 2-bbl.
Basic Description	V8; valve-in-head
Displacement (liter/cu. in.)	4.4/267
Bore & Stroke	3.50 x 3.48
Compression Ratio	8.3:1
Firing Order	1-8-4-3-6-5-7-2
SAE Net Horsepower @ rpm	120 @ 3600
SAE Net Torque (lb-ft) @ rpm	215 @ 2000
Air Cleaner	Replaceable paper element
Camshaft	
Bearings	Steel backed babbitt
Intake Valve Opens	28° BTC
(excluding ramps) Closes	64° ABC
Exhaust Valve Opens	78° BBC
(excluding ramps) Closes	30° ATC
Intake Duration w/o ramp	272°
Exhaust Duration w/o ramp	288°
Carburetor	
Type	2-barrel
Make	Rochester
Venturi ID (in)	1.218
Throttle Bore (in)	1.38
Choke Control	Automatic
Connecting Rods	
Material	Drop-forged Steel
Length (in)	5.70
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	4.625
W/o filter change	4

*Not available in California

4.4 LITER (267 Cu. In.) V8*

(Ordering Code L39)

Applications

Standard: None
Optional: El Camino
*Not available in California

Basic Specifications

Engine type	Valve-in-head
Piston displacement (Liter, Cu. In.)	4.4, 267
Bore & stroke (nominal)	3.50" x 3.48"
Compression ratio	8.3:1
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

All States Except California

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

5.0 LITER (305 Cu. In.) V8

(Ordering Code LG4)

Applications

Standard: None
Optional: El Camino

Basic Specifications

Engine type	Valve-in-head
Piston displacement (Liter/Cu. In.)	5.0/305
Bore & stroke (nominal)	3.74" x 3.48"
Compression ratio	8.6:1
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

All States Except California		California Only	
SAE net horsepower (85°F)	155 @ 4000 rpm	SAE net horsepower (85°F.)	155 @ 4000 rpm
SAE net torque, lb-ft (85°F)	240 @ 1600 rpm	SAE net torque, lb-ft (85°F.)	230 @ 2400 rpm

SPECIFICATIONS

	El Camino
	*4.4 Liter/267 V8 2-bbl
Oil Filter	Throwaway
Capacity (qts)	.625
Oil Pump	
Type	Spur gear; distributor shaft driven
Capacity (gpm)	4.3 @ 2000 rpm
Normal Pressure (psi)	45 @ 2000 rpm
Pistons	
Material	Cast aluminum alloy
Skirt	Closed
Head	Sump
Piston Pins	
Type	Rod shrink fit to pin
Material	Chromium steel
Piston Rings	
Compression Rings	
Number	2
Type	Upper – radius; lower – reverse twist
Material	Cast iron alloy
Oil Control Ring	
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	Integral with cylinder head
Valve Lash	Zero
Intake Valves	
Material	Alloy steel
Diameter (in.)	1.72
Face Coatings	None
Seats	Machined in cylinder head
Exhaust Valves	
Material	High alloy steel
Diameter (in.)	1.38
Face Coating	Aluminized
Seats	Machined in cyl. head; induction hardened
Rotators (exhaust)	Yes
Water Pump	
Type	Centrifugal
Capacity (gpm)	21.6 @ 2000 rpm

*Not available in California

HIGH TORQUE 5.7 LITER (350 Cu. In.) 4-bbl V8

Applications

Standard: C10, C20 (03)* Chassis-Cab; C-K10 Suburban; C20* Suburban; K20* Pickup
Optional: C-K10 Pickup and Blazer; C20* Pickup; G10-20
*Without C6P Heavy-Duty Chassis

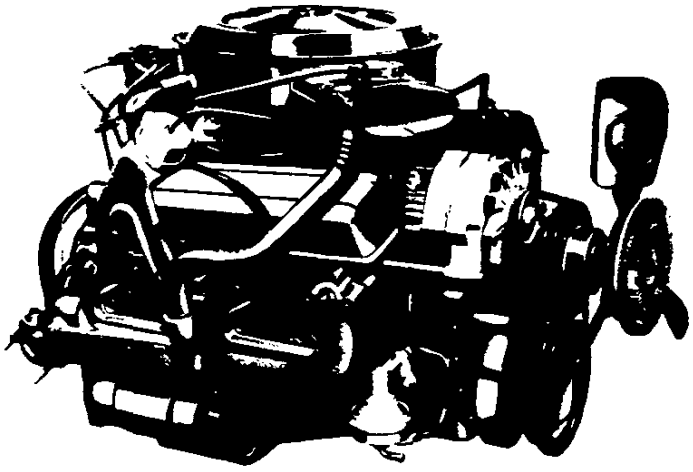
Basic Specifications

Engine type	Valve-in-head
Piston displacement (Liter/Cu. In.)	5.7/350
Bore & stroke (nominal)	4.00" x 3.48"
Compression ratio	8.2:1
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.

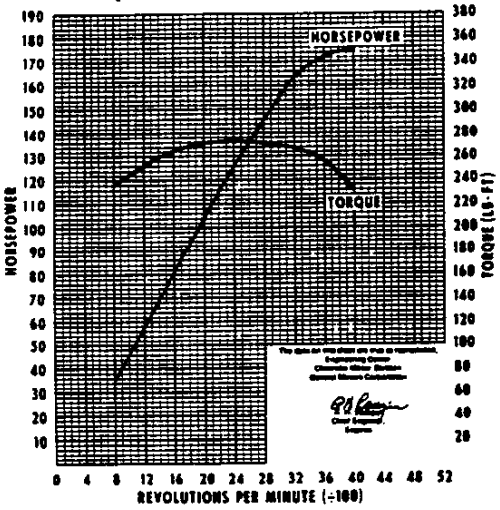
(Ordering Code LS9)

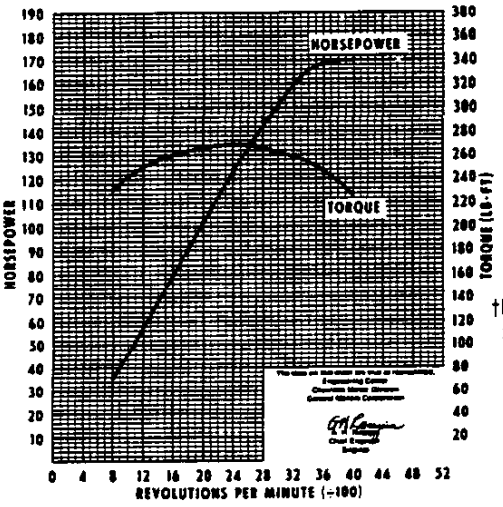


Engine Ratings

All States Except California
Light Duty Emissions
(8500 lb GVWR and below)

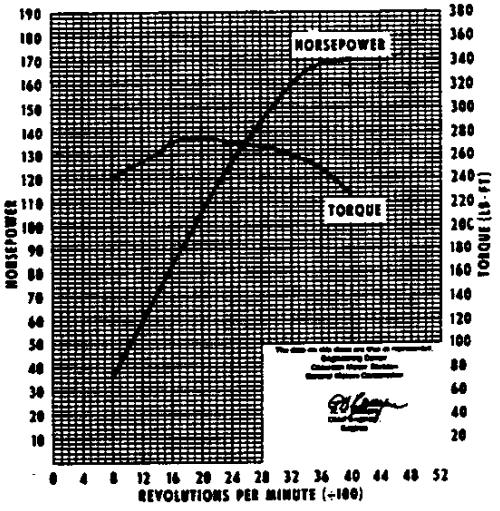
SAE net horsepower (85°F) . . . . . †175 @ 4000 rpm
SAE net torque, lb-ft (85°F) . . . . . †275 @ 2400 rpm





California Only
Light and Medium Duty Emissions
(Up to 8500-lb GVWR)

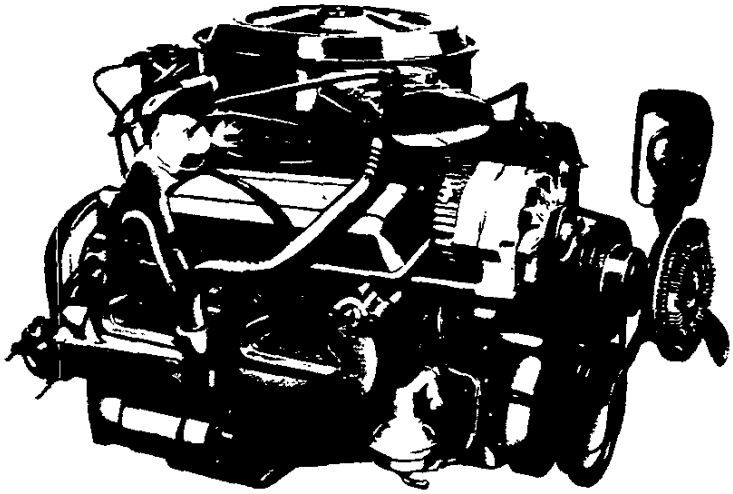
SAE net horsepower (85°F) . . . . . 170 @ 4000 rpm
SAE net torque, lb-ft (85°F) . . . . . 275 @ 2000 rpm



†Ratings for Series C10-20 Suburbans and Chassis-Cabs, K10 Pickup, Blazer and Suburban, and K20 Pickups only:
Net Horsepower . . . . . 170 @ 4000 rpm
Net Torque, lb-ft . . . . . 270 @ 2400 rpm

HIGH TORQUE 5.0 LITER (305 Cu. In.) 2-bbl V8*

(Ordering Code LG9)



Applications

Standard: None
Optional: C10 Pickup and Blazer; G10
*Not available in California

Basic Specifications

Engine type	Valve-in-head
Piston displacement (Liter/Cu. In.)	5.0/305
Bore & stroke (nominal)	3.74" x 3.48"
Compression ratio	8.5:1
Carburetor type	2-barrel
Exhaust—Single	All

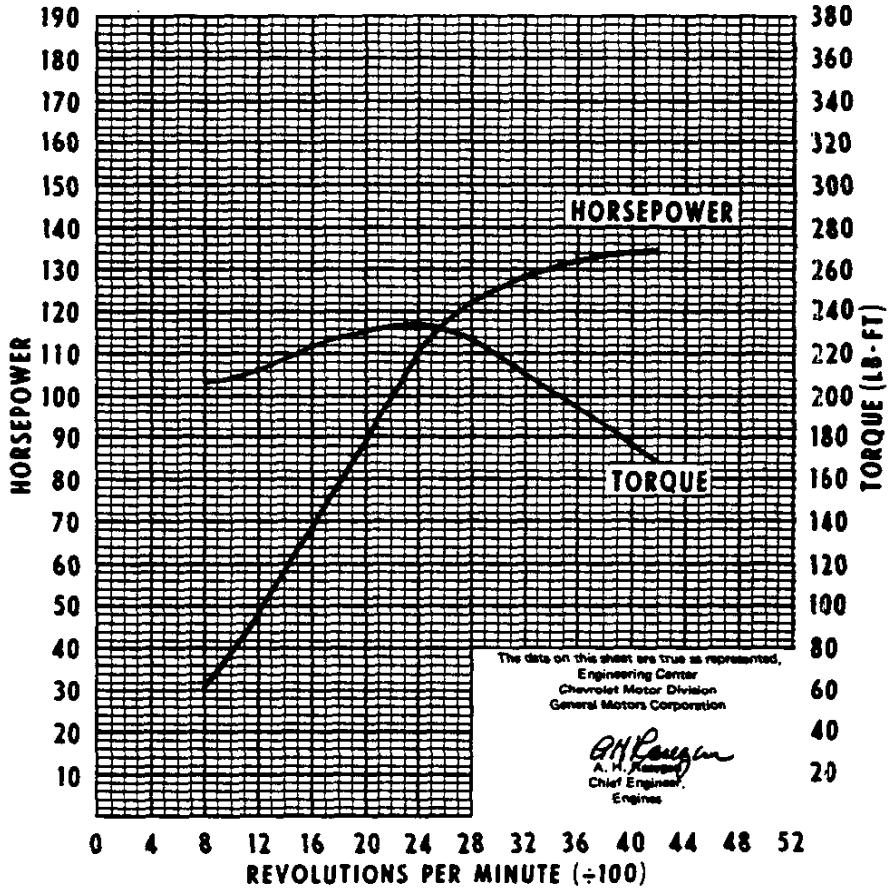
Test Procedures

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

Light Duty Emissions
(8500 lbs GVWR and under)

SAE net horsepower (85°F).....135 @ 4200 rpm
SAE net torque, lb-ft (85°F).....235 @ 2400 rpm



5.0 LITER (305 Cu. In.), 5.7 LITER (350 Cu. In.) V8 ENGINES

SPECIFICATIONS

	El Camino	Series 10-20(LS9)		Series 20-30(LT9)
	5.0 Liter/305 4-bbl	★5.0 Liter/305 2-bbl	5.7 Liter/350 4-bbl	5.7 Liter/350 4-bbl
Basic Description	V8; valve in head			
Displacement (Liter/Cu. In.)	5.0/305	5.0/305	5.7/350	5.7/350
Bore & Stroke	3.74 x 3.48	3.74 x 3.48	4.00 x 3.48	4.00 x 3.48
Compression Ratio	8.6:1	8.5:1	8.2:1	8.3:1
Firing Order	1-8-4-3-6-5-7-2			
SAE Net Horsepower @ rpm	+155 @ 4000	135 @ 4200	#▲175 @ 4000	165 @ 3800
SAE Net Torque (lb-ft) @ rpm	+240 @ 1600	235 @ 2400	#▲275 @ 2400	255 @ 2800
Air Cleaner	Thermostatically controlled; Oil wetted paper element			
Camshaft				
Bearings	Steel-backed babbitt			
Intake Valve Opens	44° BTC	14° BTC	14° BTC	14° BTC
(at .004" cam lift) Closes	236° ATC	236° ATC	244° ATC	244° ATC
Exhaust Valve Opens	254° BTC	243° BTC	243° BTC	243° BTC
(at .004" cam lift) Closes	52° ATC	26° ATC	26° ATC	26° ATC
Intake Duration	280°	250°	258°	258°
Exhaust Duration	306°	269°	269°	269°
Carburetor				
Type	4-barrel	2-barrel	4-barrel	4-barrel
Make	Rochester			
Venturi ID (in)	1.093	1.218		
Throttle Bore (in)	Pri.-1.38; Sec.-2.25	1.69	Pri.-1.38; Sec.-2.25	Pri.-1.38; Sec.-2.25
Choke Control	Electric	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			

★Not available in California

#Ratings are for engine with CCS Emission system;
Ratings for engine with Air Emission system are: Net Horsepower....170 @ 4000 rpm
Net torque, lb-ft....270 @ 2400 rpm

+Ratings for California only: Net horsepower.....155 @ 4000 rpm
Net torque, lb-ft.....230 @ 2400 rpm

▲Ratings for California only: Net horsepower.....170 @ 4000 rpm
Net torque, lb-ft.....275 @ 2000 rpm

HIGH TORQUE 5.7 LITER (350 Cu. In.) 4-bbl V8

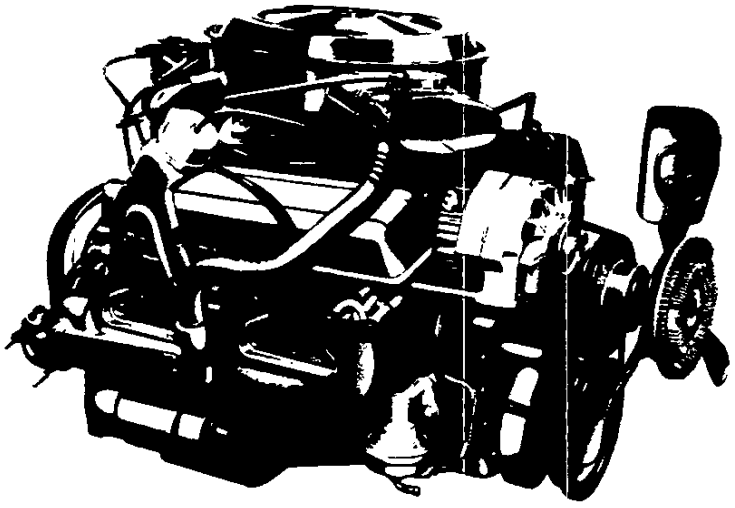
(Ordering Code LT9)

Applications

Standard: C20* Suburban; K20 Suburban; G30 Vans; P30 Motor Home Chassis (except P31832)

Optional: C20 Pickup and Chassis-Cab (03*, 43); K20 Pickup* and Chassis-Cab; C-K30 Pickup and Chassis-Cab (03, 43); P20-30 models (except Motor Home Chassis)

*With C6P Heavy Duty Chassis



Basic Specifications

Engine type	Valve-in-head
Piston displacement (Liter/Cu. In.)	5.7/350
Bore & stroke (nominal)	4.00" x 3.48"
Compression ratio	8.3:1
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.

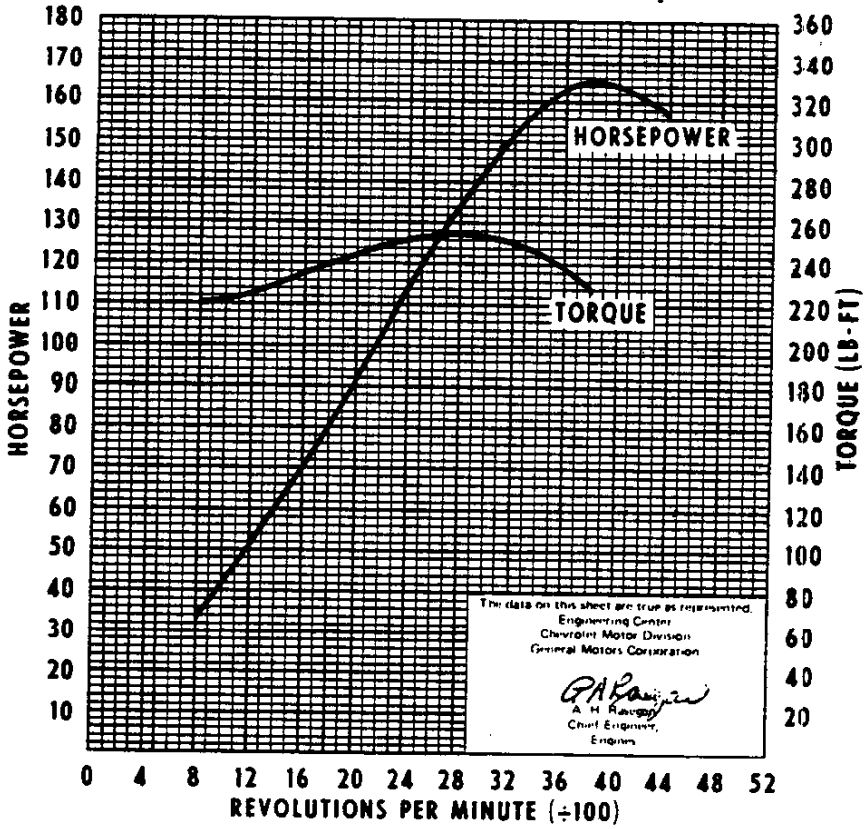
Engine Ratings

All States

(8501 lb GVWR and above)

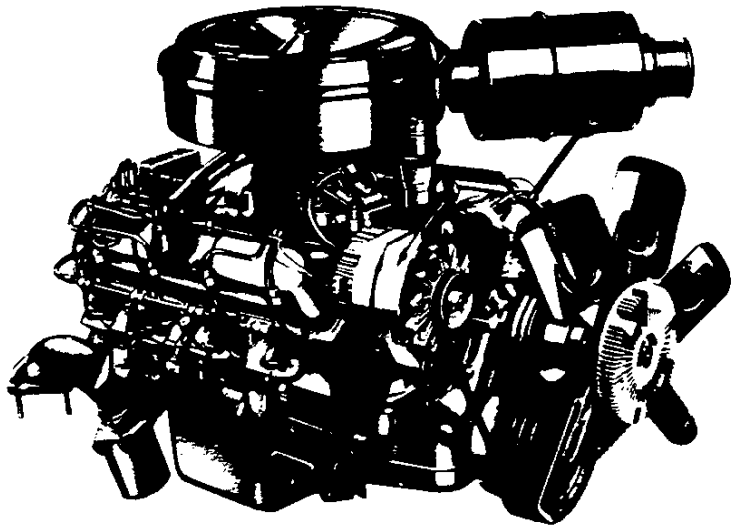
SAE net horsepower (85°F) . . . . . 165 @ 3800 rpm

SAE net torque, lb-ft (85°F) . . . . . 255 @ 2800 rpm



5.7 LITER (350 Cu. In.) V8 DIESEL

(Ordering Code LF9)



Applications

Standard: C10 Diesel Pickup
Optional: None

Basic Specifications

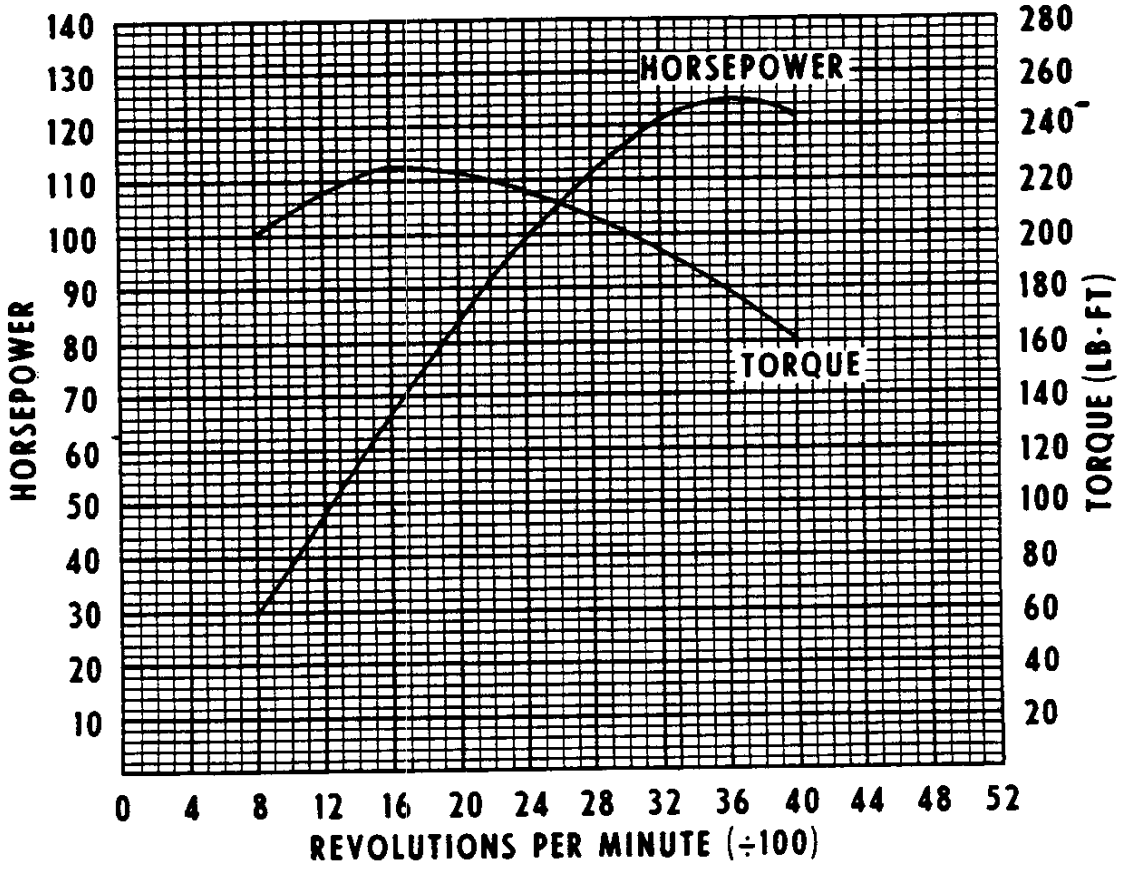
Engine type	Valve-in-head
Piston displacement (Liter/Cu. In.)	5.7/350
Bore & stroke (nominal)	4.06" x 3.38"
Compression ratio	22.5:1
Exhaust—Dual	All

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).....125 @ 3600 rpm
SAE net torque, lb-ft (85°F).....225 @ 1600 rpm



5.0 LITER (305 Cu. In.), 5.7 LITER (350 Cu. In.) V8 ENGINES

SPECIFICATIONS

	El Camino	Series 10-30 (LS9 and LT9)	
	5.0 Liter/305 4-bbl	★5.0 Liter/305 2-bbl	5.7 Liter/350 4-bbl
Oil Filter	Throwaway	Throwaway	
Capacity (qts)	.473	.85	
Oil Pump			
Type	Spur gear; distributor shaft driven		
Capacity (gpm)	4.3 @ 2000 rpm		
Normal Pressure (psi)	45 @ 2000 rpm		
Pistons			
Material	Cast aluminum alloy		
Skirt	Closed		
Head	Sump*		
Piston Pins			
Type	Rod shrink fit to pin		
Material	Chromium steel		
Piston Rings			
Compression Rings			
Number	2		
Type	Upper—barrel; lower—inside bevel		
Material	Cast iron alloy		
Oil Control Ring			
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	Integral with cylinder head		
Valve Lash	Zero		
Intake Valves			
Material	Alloy steel		
Diameter (in.)	1.84	1.72	1.94 LD; 1.72 HD
Face Coatings	None	None on light duty; aluminized on heavy duty	
Seats	Machined in cylinder head		
Exhaust Valves			
Material	High alloy steel		
Diameter (in.)	1.50		
Face Coating	Aluminized	Aluminized	Aluminized; (Stellite optional)
Seats	Machined in cyl. head; induction hardened		
Rotators (exhaust)	Yes		
Water Pump			
Type	Centrifugal		
Capacity (gpm)	21.6 @ 2000 rpm		

★Not available in California *Chamfered top land on light duty emissions

5.7 LITER (350 Cu. In.) V8 DIESEL

SPECIFICATIONS

	5.7 Liter/350 V8
	Fuel Injection
Oil Capacity	
With filter change	7
Oil Filter	
Standard	Full flow; throwaway type
Capacity (qts)	0.43
Oil Pump	
Type	Spur gear; shaft driven
Capacity (gpm)	4 @ 2000 rpm
Normal Pressure (psi)	35 psi minimum @ 1500-3000 rpm
Pistons	
Material	Cast aluminum alloy with top ring insert
Skirt	Slipper type
Head	Flat with valve clearance indentations
Piston Pins	
Type	Floating pin
Material	Chromium steel
Piston Rings	
Compression Rings	
Number	2
Type	Upper—barrel molybdenum face; lower—tapered 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	1.60:1
Valve Guides	Integral with head
Valve Lash	Zero
Intake Valve	
Material	Alloy steel
Head Diameter (in)	1.87-1.88
Face Coating	None
Seats	Machined in cylinder head; induction hardened
Exhaust Valves	
Material	Alloy steel
Head Diameter (in)	1.617-1.627
Face Coating	None
Seats	Machined in cylinder head
Rotators	Intake and exhaust
Water Pump	
Type	Centrifugal
Capacity (gpm)	50 @ 2000 rpm

5.7 LITER (350 Cu. In.) V8 DIESEL

SPECIFICATIONS

		5.7 Liter/350 V8
		Fuel Injection
Basic Description		V8; valve-in-head
Displacement (Liter/Cu. In.)		5.7/350
Bore & Stroke (in)		4.06 x 3.38
Compression Ratio		22.5
Firing Order		1-8-4-3-6-5-7-2
SAE Net Horsepower @ rpm		125 @ 3600
SAE Net Torque (lb-ft) @ rpm		225 @ 1600
Air Cleaner		Oil wetted paper element
Camshaft		
Bearings		Steel-backed babbitt
Intake Valve (at .004" cam lift)	Opens	20° BTC
	Closes	226° ATC
Exhaust Valve (at .004" cam lift)	Opens	246° BTC
	Closes	27° ATC
Intake Duration		246°
Exhaust Duration		272°
Fuel System		
Lift Pump-Type		Mechanical diaphragm—camshaft drive
Fuel Shut-off		Electric solenoid
Injector-Type		Stanadyne—multiple orifice
Size and Spray Pattern		.017-30°
Actuation		Automatic
Injection Pressure		1800 psi
Connecting Rods		
Material		Drop forged steel
Length (in)		5.884-5.888
Bearings		Premium aluminum
Crankcase Ventilation		Closed positive
Crankshaft		
Material		Cast nodular iron
Number of Counterweights		6
Main Journals (in)		3.00
Crankpin Journals (in)		2.124
Torsional Damper		Inertia; rubber mounted
Bearings		Premium aluminum
Fuel Filter		
Injector		Pleated fiber element
Fuel Tank		Mesh strainer
Lubrication System		Controlled full pressure
Main Bearings		Direct pressure
Camshaft Bearings		Direct pressure
Timing Gear		Spray
Connecting Rods		Direct pressure
Valve Mechanism		Pressure & gravity
Cylinder Walls		Spray
Piston Pins		Spray

HIGH TORQUE 6.6 LITER (400 Cu. In.) 4-bbl V8

(Ordering Code LE4)

Applications

Standard: None
Optional: K20 Pickup*, Chassis-Cab and Suburban; K30 Pickup, Chassis-Cab; G30 Vans

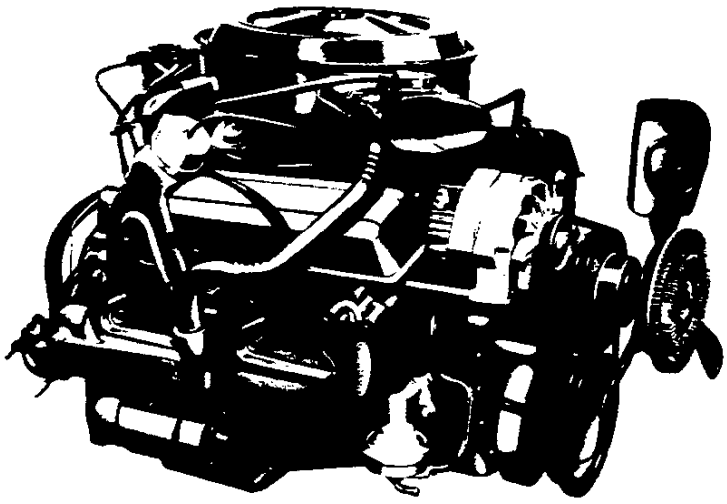
*With C6P Heavy Duty Chassis.

Basic Specifications

Engine type	Valve-in-head
Piston displacement (Liter/Cu. In.)	6.6/400
Bore & stroke (nominal)	4.126" x 3.75"
Compression ratio	8.3:1
Carburetor type	4-barrel
Exhaust: K20,G30	Single
K30	Dual

Test Procedures

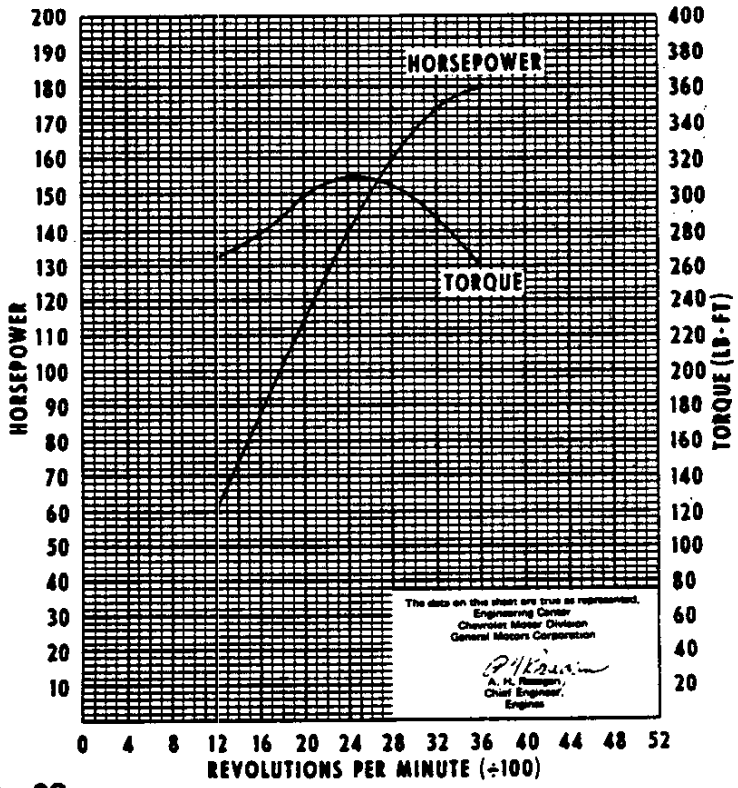
These curves represent full-throttle performance as obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle, with ratings corrected to barometric pressure of 29.00" mercury and 85°F dry air.



Engine Ratings

All States
Heavy Duty Emissions
(8501-lb. GVWR and above)

SAE net horsepower (85°F).....180 @ 3600 rpm
SAE net torque, lb-ft (85°F).....310 @ 2400 rpm



HIGH TORQUE 6.6 LITER (400 Cu. In.) 4-bbl V8

(Ordering Code LF4)

Applications

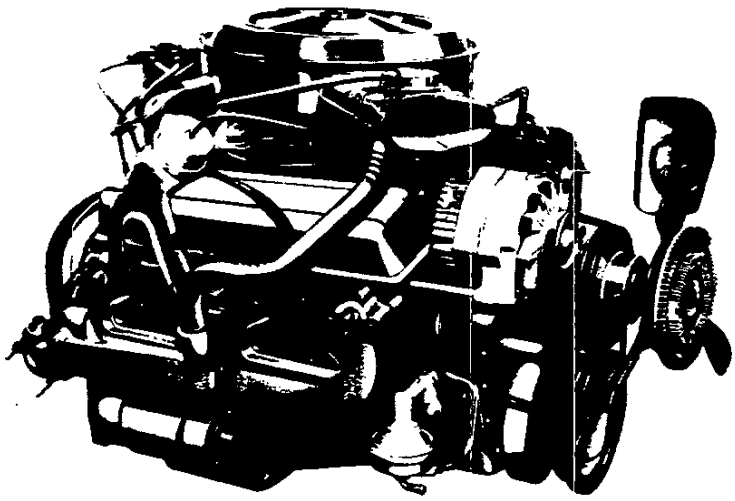
Standard: None
Optional: G20

Basic Specifications

Engine type	Valve-in-head
Piston displacement (Liter/Cu. In.)	6.6/400
Bore & stroke (nominal)	4.126" x 3.75"
Compression ratio	8.2:1
Carburetor type	4-barrel
Exhaust: Up to 8500-lb. GVWR	Single

Test Procedures

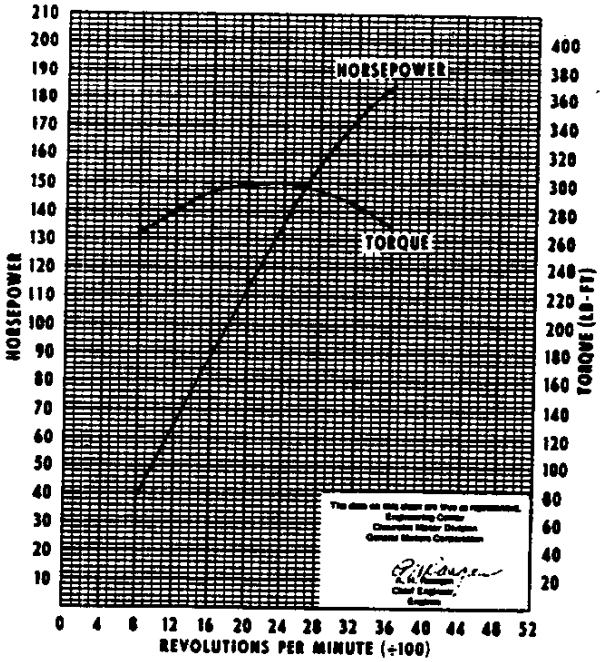
These curves represent full-throttle performance as obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle, with ratings corrected to barometric pressure of 29.00" mercury and 85°F dry air.



Engine Ratings

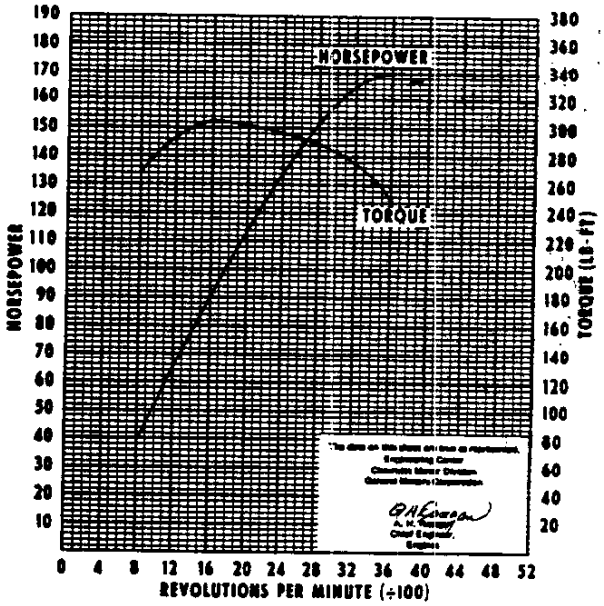
All States except California Light Duty Emissions (up to 8500-lb. GVWR)

SAE net horsepower (85°F).....185 @ 3600 rpm
SAE net torque, lb-ft (85°F).....300 @ 2400 rpm



California Only Medium Duty Emissions (6001 to 8500-lb. GVWR)

SAE net horsepower (85°F).....170 @ 3600 rpm
SAE net torque, lb-ft (85°F).....305 @ 1600 rpm



6.6 LITER (400 Cu. In.) V8 ENGINES

SPECIFICATIONS

	HIGH TORQUE
	6.6 Liter/400 4-bbl (LF4 and LE4) (Series 20-30)
Oil Capacity	
With filter change	5
W/o filter change	4
Oil Filter	
Standard	Full flow; throwaway type
Capacity (qts)	.85
Oil Pump	
Type	Spur gear; distributor shaft driven
Normal Pressure (psi)	40 @ 2000 rpm
Pistons	
Material	Cast aluminum alloy
Skirt	Closed
Head	Sump
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	Integral with cylinder head
Valve Lash	Zero
Intake Valves	
Material	Alloy steel
Head Diameter (in)	LD–1.94; HD–1.72
Face Coating	LD–None; HD–Aluminized
Seats	Machined in cylinder head
Exhaust Valves	
Material	High alloy steel
Head Diameter (in)	1.50
Face Coating	Aluminized (LF4); Stellite Faced (LE4)
Seats	Machined in cylinder head; induction hardened
Rotators (exhaust)	Yes
Water Pump	
Type	Centrifugal
Capacity (gpm)	22.1 @ 2000 rpm

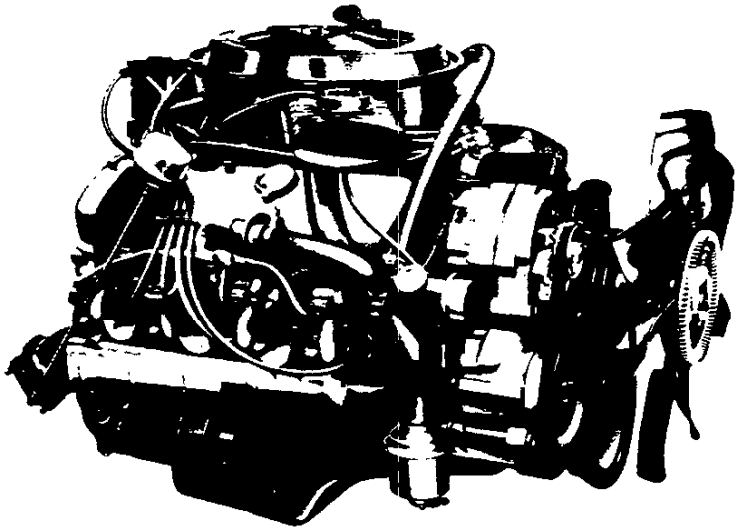
6.6 LITER (400 Cu. In.) V8 ENGINES
SPECIFICATIONS

	HIGH TORQUE	
	6.6 Liter/400 4-bbl (Series 20-30)	
	LD and MD Emissions (LF4)	HD Emissions (LE4)
Basic Description	V8; valve-in-head	
Displacement (Liters/cu in)	6.6/400	
Bore & Stroke (in)	4.126 x 3.75	
Compression Ratio	8.2:1	8.3:1
Firing order	1-8-4-3-6-5-7-2	
SAE Net Horsepower @ rpm	185 @ 3600†	180 @ 3600
SAE Net Torque (lb-ft) @ rpm	300 @ 2400†	310 @ 2400
Air Cleaner	Thermostatically controlled; oil wetted paper element	
Camshaft		
Bearings	Steel-backed babbitt	
Intake Valve (at .004" cam lift) Opens	14° BTC	
Intake Valve (at .004" cam lift) Closes	244° ATC	
Exhaust Valve (at .004" cam lift) Opens	243° BTC	
Exhaust Valve (at .004" cam lift) Closes	26° ATC	
Intake Duration	258°	
Exhaust Duration	269°	
Carburetor		
Type	4-Barrel	
Make	Rochester Quadrajet	
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	
Distribution	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	

†Ratings for California only: Net horsepower 170 @ 3600
Net torque lb.-ft. 305 @ 1600

HIGH TORQUE 7.4 LITER (454 Cu. In.) 4-bbl V8

(Ordering Code LE8)



Applications

Standard: P31832 Motor Home Chassis
Optional: C20-30

Basic Specifications

Engine type	Valve-in-head
Piston displacement (Liter/Cu. In.)	7.4/454
Bore & stroke (nominal)	4.25" x 4.00"
Compression ratio	7.9:1
Carburetor type	4-barrel
Exhaust—Dual	All

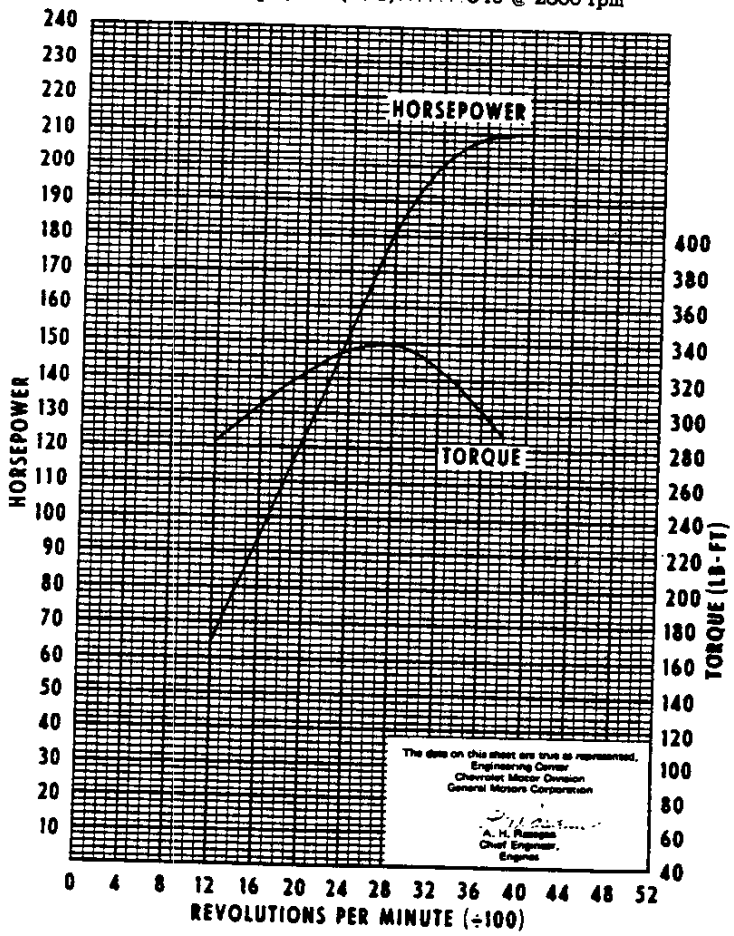
Test Procedures

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

All States
Heavy Duty Emissions
(8501-lb GVWR and above)

SAE net horsepower (85°F)..... 210 @ 3800 rpm
SAE net torque, lb-ft (85°F)..... 340 @ 2800 rpm



7.4 LITER (454 Cu. In.) V8 ENGINES

SPECIFICATIONS

		HIGH TORQUE 7.4 Liter/454-4 bbl HD Emissions
Basic Description		V8; valve-in-head
Displacement (liter/cu in)		7.4/454
Bore & Stroke (in)		4.251 x 4.00
Compression Ratio		7.9:1
Firing Order		1-8-4-3-6-5-7-2
SAE Net Horsepower @ rpm		210 @ 3800
SAE Net Torque (lb-ft) @ rpm		340 @ 2800
Air Cleaner		Thermostatically controlled; oil wetted paper element
Camshaft		
Bearings		Steel-backed babbitt
Intake Valve (at .004" cam lift)	Opens	18° BTC
	Closes	246° ATC
Exhaust Valve (at .004" cam lift)	Opens	245° BTC
	Closes	33° ATC
Intake Duration		264°
Exhaust Duration		278°
Carburetor		
Type		4-Barrel
Make		Rochester Mod-Quad
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
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

COOLING SYSTEMS

STANDARD COOLING SYSTEMS

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

SERIES	Engine (Liter/Cu. In.)	Radiator			System Capacity (gal) ★	Fan (No. blades x diameter x pitch)
		Thickness (in)	Dist. Between Tubes (Constant) (in)	Frontal Area (sq in)		
C10	4.1/250	.98	.24	445	3.7	3 x 19 x 2.71■
	5.0/305	1.24	.22	480	4.4	3 x 19 x 2.71■
	5.7/350	1.24	.28	480	4.4	3 x 19 x 2.71■
C10 Diesel	5.7/350	1.96	.16	542	4.5	5 x 19.5 x 2.21■
G10	4.1/250	.98	.24	446	4.2	5 x 18 x 2.25■
	5.0/305	.98	.24	446	4.9	5 x 18 x 2.25■
	5.7/350	1.24	.20	480	5.0	5 x 18 x 2.25■
K10	4.1/250	.98	.24	445	3.7	3 x 19 x 2.71■
	5.7/350	1.24	.22	480	4.4	3 x 19 x 2.71■
P10	4.8/292	.98	.16	446	3.4	4 x 19.5 x 1.62
C20	4.1/250	.98	.24	445	3.7	3 x 19 x 2.71■
	4.8/292	.98	.16	445	3.7	3 x 19 x 2.71■
	5.7/350	1.24	.22	480	4.4	3 x 19 x 2.71■
	7.4/454	1.24	.14	542	5.7	5 x 19.5 x 2.21■
G20	4.1/250	.98	.24	446	4.3	5 x 18 x 2.25■
	5.7/350	1.24	.20	480	5.0	5 x 18 x 2.25■
	6.6/400†	1.96	.14	480	5.0	5 x 19.5 x 2.25■
K20	4.8/292	.98	.16	445	3.7	3 x 19 x 2.71■
	5.7/350	1.24	.16	480	4.4	3 x 19 x 2.71■
	6.6/400†	1.96	.16	542	4.6	5 x 19.5 x 2.21■
P20	4.8/292	.98	.16	446	3.4	4 x 19.5 x 1.62
	5.7/350	1.24	.14	480	4.2	4 x 19.5 x 1.62
C30	4.8/292	.98	.16	445	3.7	3 x 19 x 2.71■
	5.7/350	1.24	.22	480	4.4	3 x 19 x 2.71■
	7.4/454	1.24	.14	542	5.7	5 x 19.5 x 2.21■
G30 (05-06)	5.7/350	1.96	.20	480	5.0	5 x 18 x 2.25■
	6.6/400†	1.96	.14	480	5.0	5 x 19.5 x 2.25■
G30 (03)	5.7/350	1.96	.16	480	4.6	5 x 18 x 2.25■
	6.6/400†	2.68	.14	480	5.0	5 x 19.5 x 2.25■
K30	4.8/292	.98	.16	445	3.7	3 x 19 x 2.71■
	5.7/350	1.24	.22	480	4.4	3 x 19 x 2.71■
	6.6/400†	1.96	.16	542	4.6	5 x 19.5 x 2.21■
P30 (Except Motor Home)	4.8/292	.98	.16	446	3.4	4 x 19.5 x 1.62
	5.7/350	1.24	.16	480	4.2	4 x 19.5 x 1.62
P30 Motor Home*	5.7/350†	1.96	.14	542	4.9	6 x 19 x 2.25■
	7.4/454†	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.

7.4 LITER (454 Cu. In.) V8 ENGINES

SPECIFICATIONS

	HIGH TORQUE
	7.4 Liter/454 4-bbl
	HD Emissions
Oil Capacity	
With filter change	7
W/o filter change	6
Oil Filter	
Standard	Full flow; replaceable element
Capacity (qts)	.85
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	Sump
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 and Stellite faced
Seats	Machined in cylinder head; induction hardened
Rotators (exhaust)	Yes
Water Pump	
Type	Centrifugal
Capacity (gpm)	24.5 @ 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 (Liter/ Cu. In.)	Option	Transmission Type	Thickness (in)	Dist. Between Tubes (Const) (in)	Frontal Area (sq in)		
K10	5.7/350		Automatic	1.24	.18	480	4.4	3 x 19 x 2.71■
		HD Radiator	Manual	1.24	.14	480	4.4	3 x 19 x 2.71■
			Automatic	1.24	.14	542	4.6	3 x 19 x 2.71■
		Air Conditioning	Manual	1.96	.20	480	4.5	5 x 19.5 x 2.21■
			Automatic	1.24	.14	542	4.6	5 x 19.5 x 2.21■
P10	4.8/292		Automatic	1.96	.20	480	3.4	4 x 19.5 x 1.62
		HD Radiator	Manual	.98	.12	446	3.4	4 x 19.5 x 1.62
C20	4.1/250		Automatic	.98	.16	445	3.7	3 x 19 x 2.71■
		HD Radiator	Manual	.98	.16	445	3.7	3 x 19 x 2.71■
		Air Conditioning	Manual	1.24	.22	480	3.9	5 x 19 x 2.25■
			Automatic	1.24	.16	480	3.9	5 x 19 x 2.25■
	4.8/292		Automatic	1.58	.16	445	3.7	3 x 19 x 2.71■
		HD Radiator	Manual	.98	.12	445	3.7	3 x 19 x 2.71■
		Air Conditioning	Manual	1.96	.16	480	3.9	5 x 19 x 2.25■
			Automatic	1.96	.16	480	3.8	5 x 19 x 2.25■
	5.7/350		Automatic	1.96	.20	542	4.6	3 x 19 x 2.71■
		HD Radiator	Manual	1.24	.14	480	4.5	3 x 19 x 2.71■
		Air Conditioning	Manual	1.96	.20	480	4.5	5 x 19.5 x 2.21■
			Automatic	1.96	.20	542	4.6	5 x 19.5 x 2.21■
	7.4/454		Automatic	2.68	.16	542	6.2	5 x 19.5 x 2.21■
		HD Radiator	Manual	1.96	.16	542	5.7	5 x 19.5 x 2.21■
		Air Conditioning	Manual	2.68	.16	542	6.1	7 x 19.5■♦
			Automatic	2.68	.14	542	6.2	7 x 19.5■♦
G20	4.1/250		Automatic	1.24	.20	480	4.3	5 x 18 x 2.25■
		Air Conditioning, HD Cooling	Manual	1.24	.16	480	4.3	5 x 18 x 2.25■
			Automatic	1.24	.16	480	4.3	5 x 18 x 2.25■
	5.7/350		Automatic	1.96	.20	480	5.0	5 x 18 x 2.25■
		Air Conditioning, HD Cooling	Manual	1.96	.20	480	5.1	5 x 19.5 x 2.25■
			Automatic	1.96	.20	480	5.1	5 x 19.5 x 2.25■
	6.6/400	Air Conditioning, HD Cooling	Automatic	2.68	.14	480	5.0	5 x 19.5 x 2.25■
K20	4.8/292		Automatic	1.58	.16	445	3.7	3 x 19 x 2.71■
		HD Radiator	Manual	.98	.12	445	3.7	3 x 19 x 2.71■
		Air Conditioning	Manual	1.96	.16	480	3.9	5 x 19 x 2.25■
			Automatic	1.96	.16	480	3.8	5 x 19 x 2.25■
	5.7/350		Automatic	1.96	.20	542	4.6	3 x 19 x 2.71■
		HD Radiator	Manual	1.24	.14	480	4.5	3 x 19 x 2.71■
		Air Conditioning	Manual	1.96	.20	480	4.5	5 x 19.5 x 2.21■
			Automatic	1.96	.20	542	4.6	5 x 19.5 x 2.21■
	6.6/400	Air Conditioning	Automatic	2.68	.14	542	5.1	7 x 19.5■♦

★Capacity (approx.) shown with standard heater (except P10 models) and standard coolant recovery system.
■Temperature-controlled clutch fan. ♦RPM controlled flex fan.

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 (Liter/ Cu. In.)	Option	Transmission Type	Thickness (in)	Dist. Between Tubes (Const) (in)	Frontal Area (sq in)		
C10	4.1/250		Automatic	.98	.24	445	3.7	3 x 19 x 2.71■
		HD Radiator	Manual	.98	.16	445	3.7	3 x 19 x 2.71■
			Automatic	.98	.16	445	3.7	3 x 19 x 2.71■
		Air Conditioning	Manual	1.24	.22	480	3.8	5 x 19 x 2.25■
			Automatic	1.24	.16	480	3.9	5 x 19 x 2.25■
	5.0/305		Automatic	1.24	.22	480	4.4	3 x 19 x 2.71■
		HD Radiator	Manual	1.24	.18	480	4.4	3 x 19 x 2.71■
			Automatic	1.24	.18	542	4.4	3 x 19 x 2.71■
		Air Conditioning	Manual	1.24	.14	480	4.4	7 x 19.5■♦
			Automatic	1.24	.16	542	4.4	7 x 19.5■♦
	5.7/350		Automatic	1.24	.18	480	4.3	3 x 19 x 2.71■
		HD Radiator	Manual	1.24	.18	480	4.4	3 x 19 x 2.71■
			Automatic	1.24	.14	542	4.6	3 x 19 x 2.71■
		Air Conditioning	Manual	1.24	.14	480	4.4	7 x 19.5 x 2.21■
			Automatic	1.24	.16	542	4.6	7 x 19.5 x 2.21■
C10 Diesel	5.7/350	HD Radiator	Automatic	2.68	.14	542	4.9	7 x 19.5 x 2.25■
		Air Conditioning	Automatic	2.68	.14	542	4.9	7 x 19.5 x 2.25■
G10	4.1/250		Automatic	1.24	.20	480	4.3	5 x 18 x 2.25■
		Air Conditioning, HD Cooling	Manual	1.24	.16	480	4.3	5 x 18 x 2.25■
			Automatic	1.24	.16	480	4.3	5 x 18 x 2.25■
	5.0/305		Automatic	1.24	.25	480	4.9	5 x 18 x 2.25■
		Air Conditioning, HD Cooling	Manual	1.96	.20	480	5.1	5 x 18 x 2.25■
			Automatic	1.96	.20	480	5.0	5 x 18 x 2.25■
	5.7/350		Automatic	1.24	.20	480	4.9	5 x 18 x 2.25■
		Air Conditioning, HD Cooling	Manual	1.96	.20	480	5.1	5 x 19.5 x 2.25■
			Automatic	1.96	.20	480	5.1	5 x 19.5 x 2.25■
K10	4.1/250		Automatic	.98	.24	445	3.7	3 x 19 x 2.71■
		HD Radiator	Manual	.98	.16	445	3.7	3 x 19 x 2.71■
			Automatic	.98	.16	445	3.7	3 x 19 x 2.71■
		Air Conditioning	Manual	1.24	.18	480	3.9	5 x 19 x 2.25■
			Automatic	1.96	.20	480	3.9	5 x 19 x 2.25■

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

FUEL TANKS

SPECIFICATIONS

Series	Tank Location	Std/ Opt	Approx. Tank Cap. (gallons)	Filler Location	Description
‡LUV Pickup; Blazer; Pickups; Suburban; Chassis-Cab Models					
El Camino	Behind rear axle	Std	17.7	Left Side	Rectangular
		Opt	22	Left Side	Rectangular
LUV Pickup	Inboard LH frame rail	Std	13	Left Rear	Rectangular
C10/K10 Blazer	Inboard frame behind rear axle	Std	25	Right Side (Rear)	Rectangular
		Opt	31	Right Side (Rear)	Rectangular
C/K10-20 Suburban	Inboard frame behind rear axle	Std	25	Right Side (Rear)	Rectangular
		Opt	31	Right Side (Rear)	Rectangular
		Opt	40	Right Side (Rear)	Rectangular
C/K10703	Outboard RH frame rail Outboard LH frame rail	Std	16	Right Center	Step-shape Rectangle
		Opt	16	Left Center	Step-shape Rectangle
C/K10903 C/K20903-43 C/K30903-43 C/K31003, C/K31403	Outboard RH frame rail Outboard LH frame rail	Std	20	Right Center	Step-shape Rectangle
		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	22	Left Rear	Rectangular
		Opt	33	Left Rear	Rectangular
G30 (05)	Between frame rails behind rear axle	Std	22	Left Rear	Rectangular
		Opt	33	Left Rear	Rectangular
G30 (03)	Between frame rails behind rear axle	Std	22	Left Rear	Rectangular
		Opt**	33	Left Rear	Rectangular
Forward Control Models					
P10	Between frame rails behind rear axle	Std	21	Left Rear	Rectangular
P20; P30	Between frame rails behind rear axle	Std	31	Left Side	Rectangular
P30 Motor Home Chassis*	Between frame rails behind rear axle	Std	40	Left Side	Rectangular

*P30 Motor Home Chassis has temporary 5 qt fuel tank connected for shipping purposes.

**Std on RV Cutaway Van.

‡All Light Duty Emissions and California Heavy Duty Emission vehicles are equipped with evaporative emission controls.

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 (Liter/ Cu.In.)	Option	Transmission Type	Thickness (in)	Dist. Between Tubes (Const) (in)	Frontal Area (sq in)		
P20	4.8/292		Automatic	1.96	.20	480	3.4	4 x 19.5 x 1.62
		HD Radiator	Manual	.98	.12	446	3.4	4 x 19.5 x 1.62
	5.7/350		Automatic	1.96	.14	480	4.2	5 x 19.5 x 2.20♦
		HD Radiator	Manual	1.96	.18	480	4.3	4 x 19.5 x 1.62
C30	4.8/292		Automatic	1.58	.16	445	3.7	3 x 19 x 2.71■
		HD Radiator	Manual	.98	.12	445	3.7	3 x 19 x 2.71■
		Air Conditioning	Manual	1.96	.16	480	3.9	5 x 19 x 2.25■
			Automatic	1.96	.16	480	3.8	5 x 19 x 2.25■
	5.7/350		Automatic	1.96	.20	542	4.6	3 x 19 x 2.71■
		HD Radiator	Manual	1.24	.14	480	4.5	3 x 19 x 2.71■
		Air Conditioning	Manual	1.96	.20	480	4.5	5 x 19.5 x 2.21■
			Automatic	1.96	.20	542	4.6	5 x 19.5 x 2.21■
	7.4/454		Automatic	2.68	.16	542	6.2	5 x 19.5 x 2.21■
		HD Radiator	Manual	1.96	.16	542	5.7	5 x 19.5 x 2.21■
		Air Conditioning	Manual	2.68	.16	542	6.1	7 x 19.5■♦
			Automatic	2.68	.14	542	6.2	7 x 19.5■♦
G30 (05-06)	5.7/350		Automatic	1.96	.14	480	5.1	5 x 18 x 2.25■
		Air Conditioning, HD Cooling	Manual	1.96	.16	480	5.1	5 x 19.5 x 2.25■
			Automatic	1.96	.14	480	5.0	5 x 19.5 x 2.25■
	6.6/400	Air Conditioning, HD Cooling	Automatic	2.68	.14	480	5.5	5 x 19.5 x 2.25■
G30 (03)	5.7/350		Automatic	1.96	.14	480	5.0	5 x 18 x 2.25■
		Air Conditioning, HD Cooling	Manual	1.96	.16	480	5.1	5 x 19.5 x 2.25■
			Automatic	1.96	.14	480	5.0	5 x 19.5 x 2.25■
	6.6/400	Air Conditioning, HD Cooling	Automatic	2.68	.14	480	5.5	5 x 19.5 x 2.25■
K30	4.8/292		Automatic	1.58	.16	445	3.7	3 x 19 x 2.71■
		HD Radiator	Manual	.98	.12	445	3.7	3 x 19 x 2.71■
	5.7/350		Automatic	1.96	.20	542	4.6	3 x 19 x 2.71■
		HD Radiator	Manual	1.24	.14	480	4.5	3 x 19 x 2.71■
		Air Conditioning	Manual	1.96	.20	480	4.5	5 x 19.5 x 2.21■
			Automatic	1.96	.20	542	4.6	5 x 19.5 x 2.21■
	6.6/400	Air Conditioning	Automatic	2.68	.14	542	5.1	7 x 19.5■♦
P30 (Except Motor Home Chassis)	4.8/292		Automatic	1.96	.20	480	3.4	4 x 19.5 x 1.62
		HD Radiator	Manual	.98	.12	446	3.4	4 x 19.5 x 1.62
	5.7/350		Automatic	1.96	.14	480	4.2	5 x 19.5 x 2.20♦
		HD Radiator	Manual	1.96	.18	480	4.3	4 x 19.5 x 1.62

★Capacity (approx.) shown with standard heater (except P20-30 models) and standard coolant recovery system.
■Temperature-controlled clutch fan. ♦RPM controlled flex fan.

CHEVROLET Chevrolet Motor Division General Motors Corporation

Inter-Organization Letter

To Mr. E. C. Witkowski — Location Chev. Consumer Rel.-Argo. A-1072

From F. W. Gordon — Location A-227 CEC

Subject 1980 Suburban Gasoline Tank Dimensions — Date May 29, 1980

The following are approximate dimensions for the 1980 Chevrolet Suburban gasoline tanks:

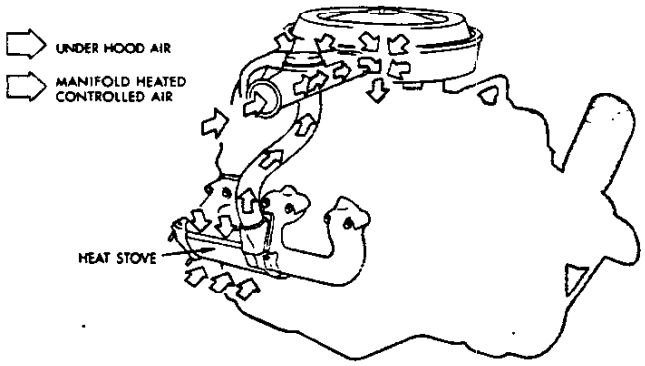
		LENGTH	WIDTH	HEIGHT
	BASE	28.80"	28.20"	10.8"
Opt.	NK7 (31 Gal.)	28.80"	28.20"	12.9"
	NE2 (40 Gal.)	34.80"	28.20"	13.0"

F. W. Gordon
Product Information

EMISSION CONTROL EQUIPMENT

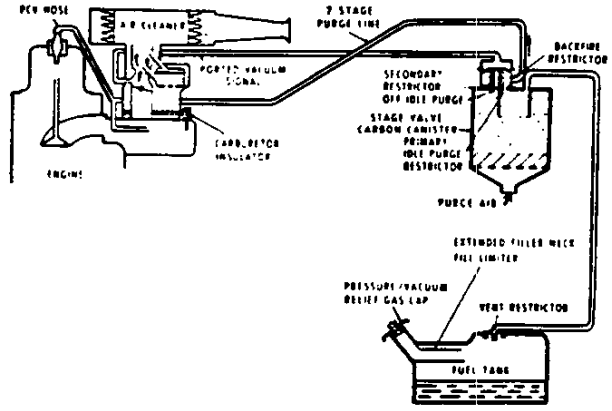
GENERAL

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.



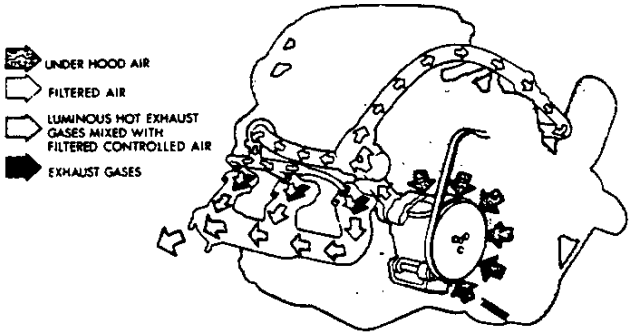
CONTROLLED COMBUSTION SYSTEM (C.C.S.)

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

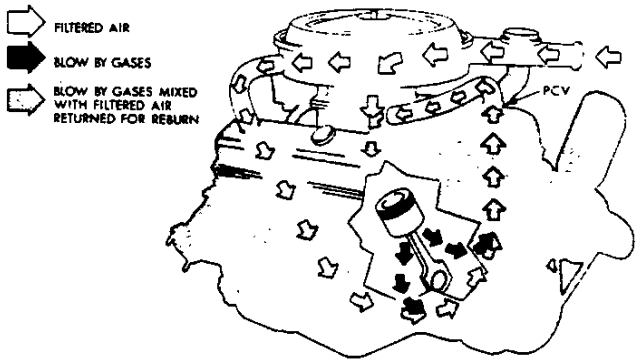
All Series Truck models under 8501 lbs. GVWR (classified as Light Duty emission by the Environmental Protection Agency (EPA)), must include equipment to control fuel vapor emissions. The State of California also requires evaporative emission control for the other 10-20-30 Series models classified as Heavy Duty emission (over 8500 lbs. GVWR). 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; fuel fill venting; (c) Separation of vapor from liquid fuel and fuel return line inlet. 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 or into exhaust system before the converter. 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 backflow 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.

EMISSION CONTROL EQUIPMENT

SERIES 10-30 TRUCKS

		Light- and Medium-Duty Emissions Systems (8500 lbs. GVWR and under)										Heavy-Duty Emissions Systems (Over 8500 lbs. GVWR)							
Engine	**Appli.■**	**PAIR**	**PCV**	**EGR**	**CCS**	**ECS**	**EFE**	**CHA**	**UFC**	**AIR**	**TVSS**	**PCV**	**EFE**	**ECS**	**TRC**	**CHA**	**AIR**	**TVSS**	**ISS**
4.1 Liter 250 L6 2-bbl	Federal	X	X	X		X	X	X	X	X●	X	Not Offered							
	California	X	X	X		X	X	X	X	X●	X	Not Offered							
4.8 Liter 292 L6 1-bbl	Federal	Not Offered										X		X	X	X	X	X	X
	California	Not Offered										X		X	X	X	X	X	X
5.0 Liter 305 V8 2-bbl	Federal		X	X	X	X	X	X	X		X	Not Offered							
	California	Not Offered										Not Offered							
5.7 Liter 350 V8 4-bbl	Federal▲		X	X	X*	X	X	X	X	X*	X	X	X	X	X	X	X	X	
	California ♦		X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	
6.6 Liter 400 V8 4-bbl	Federal		X	X	X	X	X	X	X		X	X	X	X	X	X	X	X	
	California		X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	
7.4 Liter 454 V8 4-bbl	Federal	Not Offered										X	X	X	X	X	X	X	
	California	Not Offered										X	X	X	X	X	X	X	

■"Federal" indicates required Emission Systems in all states except California.
"California" refers to equipment required for California only.
●4.1 Liter, 250 L6 uses Pulse Air Injection Reactor System.
▲For below 4000 ft. altitude.
*CCS used below 4000 ft.; AIR used above 4000 ft. (see ♦ footnote below).
♦ Also used Federally above 4000 ft. altitude and on C10-20 Chassis-Cab models, K10 Pickup and Blazer models, K20 Pickup models, C10-20 Suburban models and K10 Suburban.

PAIR—Pulse Air Injection Reaction System
PCV—Positive Crankcase Ventilation
EGR—Exhaust Gas Recirculation
CCS—Controlled Combustion System
ECS—Evaporation Control System
EFE—Early Fuel Evaporation
CHA—Carburetor Heated Air
UFC—Under Floor Converter (Catalytic Converter)
AIR—Air Injection Reactor
TRC—Throttle Return Control
TVSS—Trapped Vacuum Spark System
ISS—Idle Stop Solenoid

EPA ESTIMATED MILEAGE LABELS

The Environmental Protection Agency now publishes estimated mileage figures for all vehicles up to 8500 lbs. GVWR. EPA mileage figures are not available for trucks over 8500 lbs. GVWR.

EPA ratings are *estimates*. The actual mileage *you* get will vary depending on the type of driving you do, your driving habits, your truck's condition and available equipment.

Chevrolet truck models which are rated at 8500 lbs. GVWR or below will have an EPA Fuel Economy Label affixed to the inside of the front passenger door window, readable from the outside of the vehicle. This label will list the estimated miles per gallon. It will also list that particular vehicle's VIN number, vehicle name, number of cylinders, engine displacement, carburetor (number of barrels), and type of transmission (manual or automatic).

Chevrolet light-duty trucks which will display this label are:

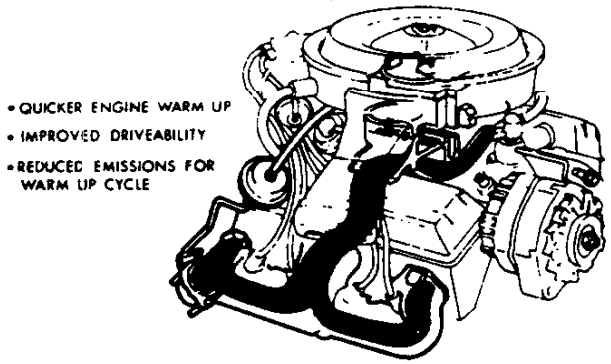
LUV Pickups & Chassis-Cabs
El Camino
C10 Pickups, Suburban, Blazer and Chassis-Cab
C20 Pickup,* Chassis-Cab* and Suburban*
K10 Pickup, Suburban and Blazer
K20 Pickup*
G10-20 Sportvan, Chevy Van
*Without C6P Heavy-Duty Chassis

ENGINE & COOLING

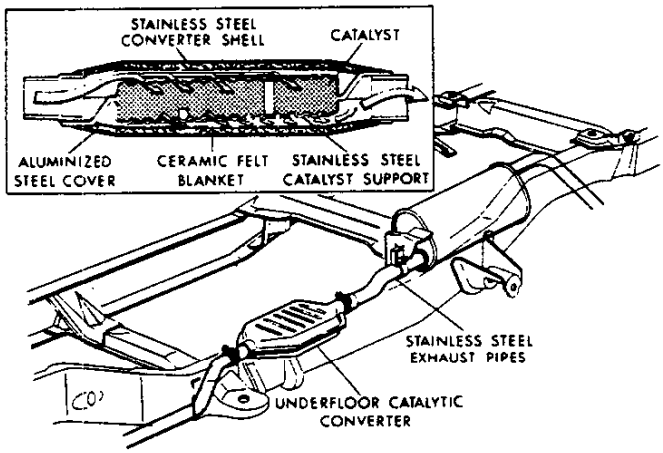
LIQUID PETROLEUM GAS CONVERSION

All 1980 Light Duty Truck (except LUV and El Camino) 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. The exhaust system of the vehicle must be revised by the local distributor. This includes removing the catalytic converter (if so equipped) and replacing it with a muffling device to comply with noise laws of their particular area. 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.

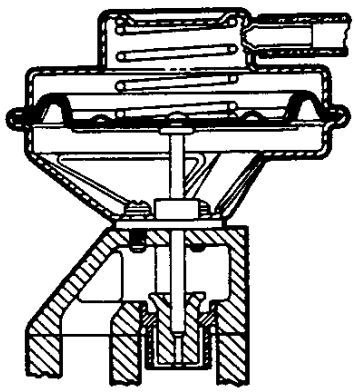
EMISSION CONTROL EQUIPMENT



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.

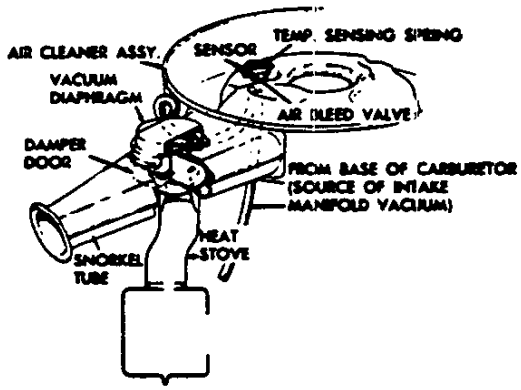


Under Floor Converter (UFC) • Catalytic bed inside converter changes hydrocarbons and carbon monoxide to harmless emissions • Shell made of stainless steel with aluminized steel cover and ceramic felt insulation between • Exhaust pipe ahead of converter also is stainless steel • Catalytic emissions control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

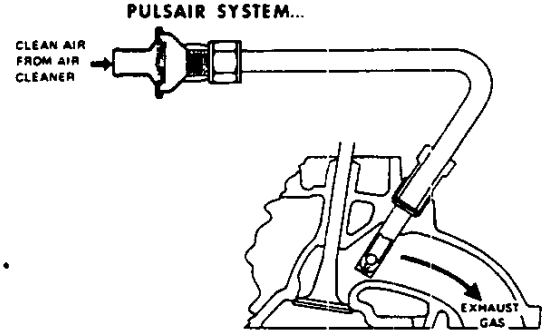


Exhaust Gas Recirculation (EGR) • Introduces exhaust gases to engine induction system through passages cast into intake manifold • Lowers combustion temperatures, reduces formation of nitrogen oxide • Controlled by manifold vacuum • Normally closed at idle.

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.



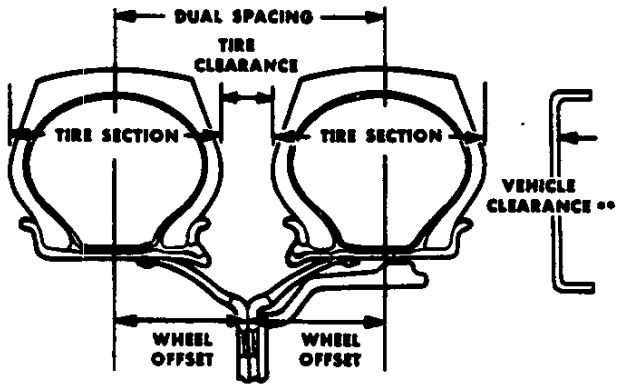
Carburetor Heated Air (CHA) • Allows significantly leaner carburetor calibration for reduced emissions • Heats carburetor air to 100°F when underhood temperatures are lower • Damper door from exhaust manifold heat stove regulates heated air • Controlled by engine vacuum or bi-metallic thermostat • Minimizes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



Pulsair Injector Reaction System (PAIR) • The Pulsair system is used on the 4.1 Liter (250 cu. in.) LE3 6-cylinder engine used in Series 10-20 light-duty truck models. It is a method of using the tuned exhaust system pulses to draw air into the exhaust manifold. Here the air mixes with the exhaust gases and burns any remaining exhaust gas combustibles in the exhaust pipe leading to the catalytic converter as well as in the converter itself. Air is drawn in by the pressure pulses in the tuned exhaust system. During the time that the pressure in the exhaust pipe is below atmospheric, air is drawn in. A check valve is employed to prevent gases from escaping when the pressure is above atmospheric. The check valve allows air to flow into the pipe but prevents the back flow of exhaust. The Pulsair system does not use any engine power.

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	Design New Tire Section	Recommended Dual Spacing (in) **Without Chain
HIGHWAY SERVICE			
7.50–16	6.0	8.65	10.0
8.00–16.5	6.0	8.00	10.0
8–19.5	6.0	8.00	10.0
8.75–16.5	6.0	8.75	10.0

*Tube-type tires are shown in these diagrams

**Chains are not recommended due to insufficient vehicle clearance.

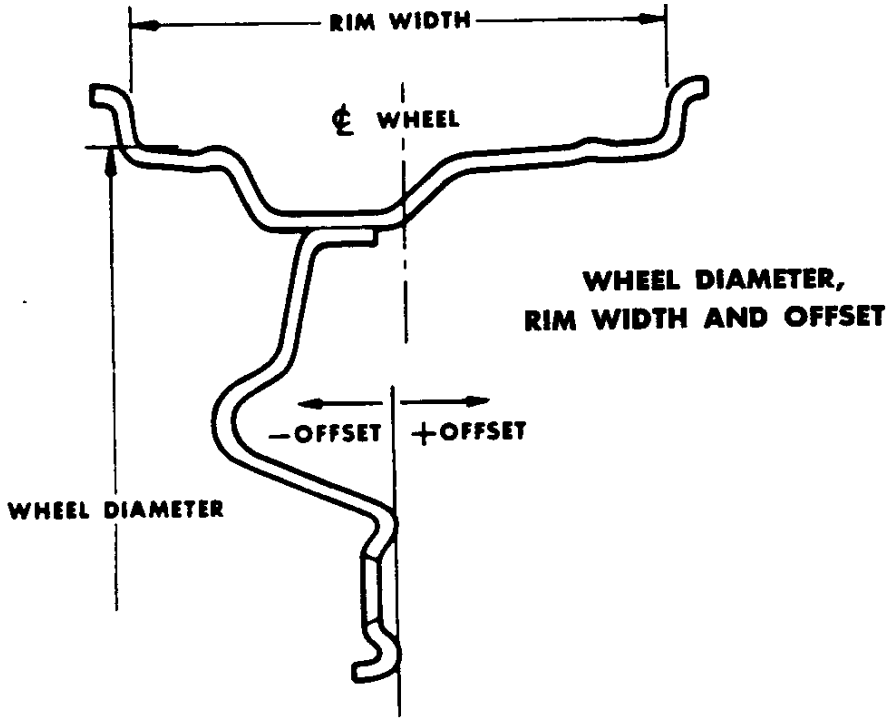


Figure 1

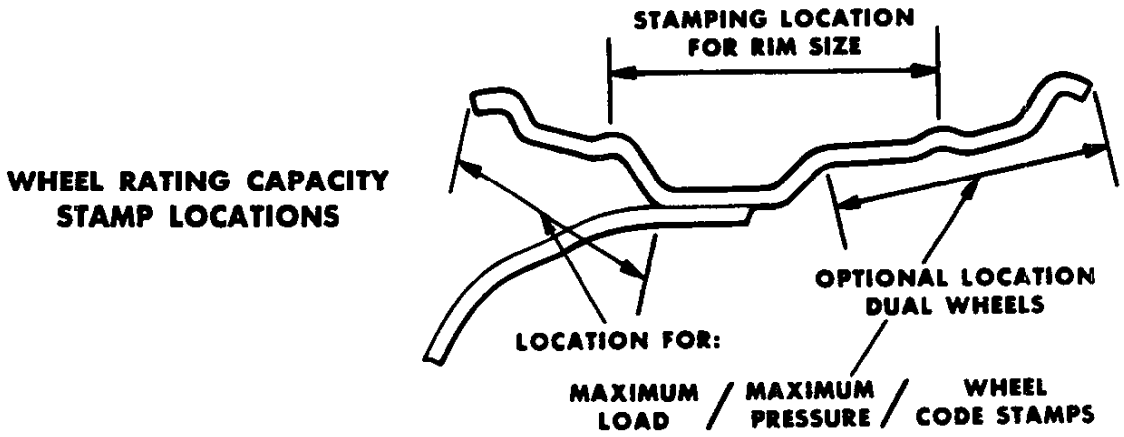
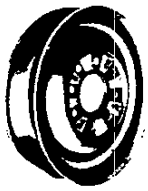
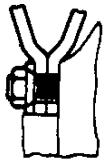


Figure 2

DISC WHEELS—5° BEAD SEAT TUBE AND TUBELESS TYPES

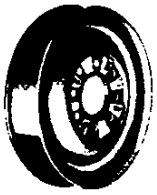
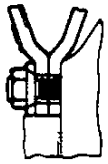
Type	Typical Illustration	Attachment	Rim Section	Description
Disc With Single Rears Only	A. 	Front & Rear 		Ventilated disc; short-spoke spider design (Single wheel)
Eight-Hole Disc With Dual Rears Only	B. 	Front  Dual Rear 		Tapered ventilated disc (Dual wheels)

Series	Wheel Size	Bolt Holes	Bolt Circle Diameter (in)	Bolt Size (in)	Rim Type	Rim Width (in)	Offset (in)	Single or Dual Rear	Wheel Code	Wheel Ratings* (lbs)	Wheel Ratings* (PSI)	Illus.
LUV 2WD	14 x 5.00J	6	5.5	.472	1-piece	5.0	.67	Single	—	1270	32	N.A.
LUV 4WD	14 x 5.50J	6	5.5	.472	1-piece	5.5	.433	Single	—	1270	32	N.A.
El Camino	14 x 6.00JJ	5	4.75	.437	1-piece	6.0	0	Single	RB	1504	41	N.A.
C10, G10	15 x 6.00JJ	5	5	.500	1-piece	6.0	.34	Single	CB	1670	55	A.
G10, G20	15 x 6.50JJ Rally	5	5	.500	1-piece	6.5	.22	Single	CD	1690	40	A.
	15 x 7.00JJ Styled	5	5	.500	1-piece	7.0	0	Single	BX	1690	40	—
	15 x 6.50 Aluminum	5	5	.500	1-piece	6.5	0	Single	—	1690	40	—
C10, P10, G20	15 x 6.00JJ	5	5	.500	1-piece	6.0	.14	Single	XW	1910	70	A.
C10	15 x 7.00JJ Rally	5	5	.500	1-piece	7.0	.36	Single	CF	1670	40	A.
	15 x 7.00JJ Styled	5	5	.500	1-piece	7.0	.36	Single	BU	1670	40	—
	15 x 8.00JJ Styled	5	5	.500	1-piece	8.0	.36	Single	BT	1910	40	—
	15 x 8.00JJ Rally	5	5	.500	1-piece	8.0	.36	Single	CK	1910	40	—
	15 x 7.00JJ Aluminum	5	5	.500	1-piece	7.0	.36	Single	UX	2030	40	—
K10	15 x 6.00JJ	6	5.5	.437	1-piece	6.0	.34	Single	CC	1670	55	A.
	15 x 6.00JJ	6	5.5	.437	1-piece	6.0	0	Single	XX	2040	70	A.
	15 x 7.00JJ Aluminum	6	5.5	.437	1-piece	7.0	.36	Single	UW	2030	40	—
	15 x 8.00JJ	6	5.5	.437	1-piece	8.0	.66	Single	CH	1760	40	A.
	15 x 8.00JJ Rally	6	5.5	.437	1-piece	8.0	.66	Single	ZC	2030	40	—
	15 x 8.00JJ Rally	6	5.5	.437	1-piece	8.0	.66	Single	BW	2030	40	A.
C20, K30, K20, C30, P20, P30	16 x 6.50L	8	6.5	.562	1-piece	6.5	.87	Single	BF	2780	85	A.
C30, P30, K30	16 x 6.00KS	8	6.5	.562	1-piece	6.0	5.0	Dual	ZX	2440	75	B.

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

WHEELS & TIRES

DISC WHEELS—15° BEAD SEAT TUBELESS TYPE

Type	Typical 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)	Bolt Size (in)	Rim Type	Rim Width (in)	Offset (in)	Single or Dual Rear	Wheel Code	Wheel Ratings* (lbs)	Wheel Ratings* (PSI)	Illus.
C20, K20, P20; C30, P30	16.5 x 6.00	8	6.5	.562	1-piece	6.0	.50	Single	ZK	2350	70	A.
C20, C30, K20, K30, P20, P30	16.5 x 6.75	8	6.5	.562	1-piece	6.75	.50	Single	ZJ	3170	85	A.
C30, P30, G30, K30	16.5 x 6.00	8	6.5	.562	1-piece	6.0	5.0	Dual	ZW	2680	85	B.
G30	16.5 x 6.00	8	6.5	.562	1-piece	6.0	5.0	Dual	ZZ	2680	85	B.
	16.5 x 6.75	8	6.5	.562	1-piece	6.75	1.35	Single	ZM	2680	85	A.
P30	19.5 x 6.00	8	6.5	.562	1-piece	6.0	5.0	Dual	ZY	2540	80	B.
P30	19.5 x 6.00	10	7.25	.625	1-piece	6.0	5.0	Dual	ZT	2780	95	B.

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

TIRE CAPACITY CHARTS

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	1610											
7.00-15	6	C	1480	1610	1720											
7.00-16	6	C	1560	1680	1800											
7.50-16	6	C	1770	1930	2060											
7.50-16	8	D	1770	1930	2060	2190	2310	2440								
7.50R-16	8	D	1770	1930	2060	2190	2310	2440								
7.50-16	10	E	1770	1930	2060	2190	2310	2440	2560	2670	2780					

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	1365	1475	1580									
7.50-16	6	C	1565	1690	1815									
7.50-16	8	D	1565	1690	1815	1930	2040	2140						

Note: Underscoring indicates maximum permissible loads.
*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.

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	Tube Group Size	Flap Size
Passenger Car-Type Tubeless Tires									
E78-14	4	B	32	26.00	7.65	12.4	798	—	—
F70-14	4	B	32	26.24	8.30	12.5	793	—	—
FR78-15	4	B	32	26.74	8.10	12.0	779	—	—
GR78-15	4	B	32	27.52	8.15	12.3	763	—	—
P215/75R15	—	Std	35	27.68	8.50	12.3	753	—	—
P225/75R15	—	Std	35	28.31	8.78	12.5	737	—	—
L78-15	4	B	32	29.30	8.85	13.4	715	—	—
P235/75R15	—	Std	35	28.86	9.05	12.8	652	—	—
LR60-15	4	B	32	27.86	10.50	12.6	740	—	—
LR78-15	6	C	36	28.90	9.00	12.8	719	—	—
P235/75R15	—	XL	41	28.86	9.05	15.0	652	—	—
L78-15	8	D	40	29.30	8.85	13.5	715	—	—
Truck-Type Tubeless Tires									
8-19.5	8	D	75	33.82	8.00	16.0	613	—	—
8-19.5	10	E	80	33.82	8.00	16.0	613	—	—
7.50R-16.5	8	D	65	32.13	8.83	15.0	652	—	—
8.00-16.5	6	C	45	28.34	8.00	13.5	734	—	—
8.00-16.5	8	D	60	28.34	8.00	13.5	734	—	—
8.75-16.5	6	C	45	29.46	8.75	13.9	712	—	—
8.75-16.5	8	D	60	29.46	8.75	13.9	712	—	—
8.75R-16.5	6	C	50	29.46	8.45	13.8	712	—	—
8.75R-16.5	8	D	65	29.46	8.45	13.8	693	—	—
8.75-16.5	10	E	75	29.46	8.75	13.9	712	—	—
9.50-16.5	8	D	60	30.56	9.50	14.3	682	—	—
9.50R-16.5	8	D	65	30.56	9.50	14.3	669	—	—
9.50-16.5	10	E	75	30.56	9.50	14.3	682	—	—
10R-15	4	B	35	30.42	10.4	14.0	687	—	—
Truck-Type Tube-Type Tires									
7.00-16	6	C	45	30.62	7.95	14.3	684	7.00-16	L
7.50-16	6	C	45	31.80	8.65	15.0	652	7.50-16	L
7.50-16	8	D	60	31.80	8.65	15.0	652	7.50-16	L
7.50-16	10	E	75	31.80	8.65	15.0	652	7.50-16	L

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 GVWRs And Inflation Pressures

Tire Size	Ply Rating	Load Range	Model Availability		Max GVWR	Minimum Inflation for GVWR	
			Series	Model		Inflation (lbs) Front	Inflation (lbs) Rear
GR78-15 (PT)	4	B	G10	Sportvan	5600	32	32
P215/75R-15 (PT)	—	Std.	C10 K10 K10	Blazer Blazer Suburban	6050 6200 6200	35 35 35	35 35 35
P215/75R-15 (PT)	—	Std.	G10	Sportvan	6000	35	35
P225/75R-15 (PT)	—	Std.	G20	Sportvan	6600	35	35
P235/75R-15 (PT)	—	Std.	C10 K10 C10 K10	Blazer Blazer Suburban Suburban	6050 6200 6400 6800	35 35 32 35	35 35 35 35
7.50R-16 (TT)	8	D	C20	Suburban	7100	40	65
P235/75R-15 (PT)	—	XL	C10 K10	Suburban Suburban	6800 7300	32 35	38 41
8.75R-16.5 (TT)	6	C	C20	Suburban	7100	45	50
8.75R-16.5 (TT)	8	D	C20	Suburban	7100	45	60
8.75-16.5 (TT)	10	E	G30	Sportvan	8600	45	75
9.50-16.5 (TT)	8	D	C20 K20	Suburban Suburban	8600 (Front Only) 8600 (Front Only)	35 35	— —
9.50R-16.5 (TT)	8	D	C20	Suburban	8600 (Front Only)	35	—
9.50-16.5E (TT)	10	E	C20 K20	Suburban Suburban	8600 8600	35 35	70 70

(PT)—Passenger type. (TT)—Truck type.

TIRE CAPACITY CHARTS

SINGLE USAGE RATINGS
PASSENGER/TUBELESS-TYPE TIRES

Tire Size	Ply Rating	Load Range	Tire Load Limit at Maximum Inflation Pressure				
			32	35	36	40	41
P205/75R14	—	Std.		1532			
E78-14	4	B	1270				
F70-14	4	B	1365				
FR78-15	4	B	1363				
GR78-15	4	B	1472				
P215/75R15	—	Std.		1583			
P225/75R15	—	Std.		1703			
L78-15	4	B	1790				
P235/75R15	—	Std.		1843			
LR60-15	4	B	1790				
LR78-15	6	C			1909		
L78-15	8	D				2027	
P235/75R15	—	XL					1984

*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
8.00-16.5	6	C	1360	1490	1610	1730									
8.00-16.5	8	D				1730	1840	1945	2045						
8-19.5	8	D					2110	2270	2410	2540	2680	2800			
8-19.5	10	E					2110	2270	2410	2540	2680	2800	2930	3050	3170
8.75-16.5	6	C	1570	1720	1850	1990									
8.75R-16.5	6	C	1570	1720	1850	1990									
8.75-16.5	8	D	1570	1720	1850	1990	2110	2240	2350						
8.75R-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						
9.50R-16.5	8	D	1860	2030	2190	2350	2500	2650	2780						
9.50-16.5	10	E	1860	2030	2190	2350	2500	2650	2780	2920	3050	3170			
10R-15	4	B		1760											

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							
8.00-16.5	8	D				1520	1620	1710	1800				
8.75-16.5	6	C	1380	1515	1630	1750							
8.75-16.5	8	D	1380	1515	1630	1750	1855	1970	2070				
8.75-16.5	10	E					1855	1970	2070	2175	2260	2360	
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

Note: Underscoring indicates maximum permissible load.

*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.

WHEELS & TIRES

INDEX

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.

TIRE DESIGNATIONS

The Alpha or Metric and load range letters used in the following diagrams are obtained from Tire and Rim Association Standard Tables.

CONVENTIONAL METHOD

Example: 8.75R-16.5C

- Load Range
- Rim Diameter
- Radial Construction (No letter here indicates bias ply construction)
- Tire Section Width

ALPHA METHOD

Example: LR78-15B

- Load Range
- Rim Diameter
- Aspect Ratio (Tire section height is 78% as great as the width)
- Radial Construction (No letter here indicates bias ply construction)
- Alpha Designation Letter (the higher the letter, the greater the load limit)

METRIC METHOD

Example: P215/75R15

- Rim Diameter
- Radial Construction (No other type construction is available)
- Aspect Ratio (Tire section height is 75% as great as the width)
- Tire Section Width (Millimeters)
- Passenger Car type tire

P-METRIC RADIAL TIRES

P-Metric is a new tire size designation designed to identify passenger car type radial tires. The size designation is an international tire code identifier and accurately describes the Type of Tire, Tire Section Width, Tire Aspect Ratio and Type of Construction.

For example, a typical metric tire designator P215/75R15.

Important areas of consideration include:

- P—Designates a passenger car type tire with related tire load ratings.
- 215—Tire cross section width in millimeters. Increases or decreases in 10-millimeter increments to designate tire size and always ends with the numeral 5 (i.e., 215, 225 or 235).
- 75—Represents the tire aspect ratio which is the percent of tire section height to tire section width. Example: 60 Series, 75 Series or 80 Series tires.
- R—Identifies radial ply construction. *P-Metric Radial Tires are available with steel-belt construction only.*
- 15—Rim diameter will always be shown in inches (i.e., 15", 14", or 13", which are common applications).

Tire load capacity in P-Metric Series Radial Tires is *not* identified in the tire size designation such as the B, C, D ply rating in the Alpha system.

P-Metric tires are offered with a Standard Load Rating or Extra Load Rating which is related to tire pressure:

Standard Load—26 psi to 35 psi Extra Load—32 psi to 41 psi

Maximum tire pressure will be stamped on the tire sidewall in metric kilo Pascals (KPA) and pounds per square inch (PSI). In metric tire pressure, 7 kilo Pascals (KPA) are equivalent to 1 lb (PSI).

The tire maximum load capacity will also be stamped on the tire sidewall in kilograms and pounds.

Important: P-Metric tires will have no other identity between Standard Load Ratings or Extra Load Ratings; however, internal tire construction will be different in the Extra Load Rating tire to carry the heavier rating.

For your convenience, following is a tire conversion table for your reference:

P-METRIC/ALPHA TIRE COMPARISONS

P-Metric Size	Max. Load Capacity (lbs.)	Alpha Size	Max. Load Capacity (lbs.)
P215/75R15	1583	H78-15/B (4-PR) HR78-15/B (4-PR)	1605 1605
P225/75R15	1703	J78-15/B (4-PR) JR78-15/B (4-PR)	1690 1690
P235/75R15	1843	L78-15/B (4-PR) LR78-15/B (4-PR)	1790 1790
P235/75R15XL	1910	LR78-15/C (6-PR) L78-15/D (8-PR)	1905 2025

DEFINITIONS OF TERMS

Alpha Designation Letter—The first letter in an Alpha Method tire size (Ex. LR78-15). The higher the letter, the greater the load limits capacity.

Aspect Ratio—Ratio between tire height and width (Ex. LR78-15). Tire section height is 78% as great as the width.

Belted Radial Ply Tire—A type of 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 reinforced belts which encircle the tire under the tread.

Bias-Belted Tire—A passenger type tire which has two rubberized plies of cords which are crossed over one another at an angle (on the bias), plus two 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 on Conventional or Alpha 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." Metric tires are offered with a Standard Load Rating (26 psi to 35 psi) or Extra Load Rating (32 psi to 41 psi).

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

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

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

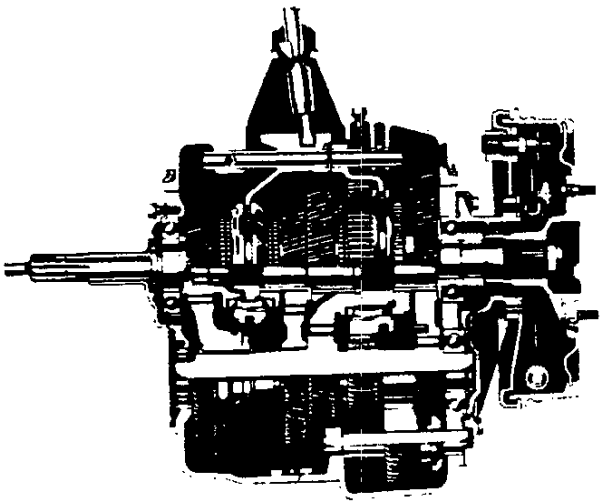
Tire section width—The outer width of an inflated new tire from sidewall to sidewall, exclusive of ribs, bars, decorations, etc.

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.

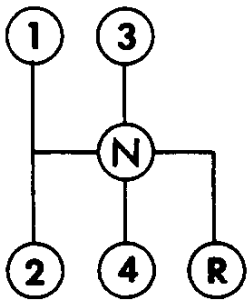
Vehicle clearance—The distance between the tire sidewall or tread and the nearest part of the truck chassis.

4-SPEED TRANSMISSIONS

SM465



SM465 4-SPEED



Gearshift Lever Positions

The 4-speed transmission provides constant mesh type first gear for durability and quiet operation, synchromesh 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 magnet 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.

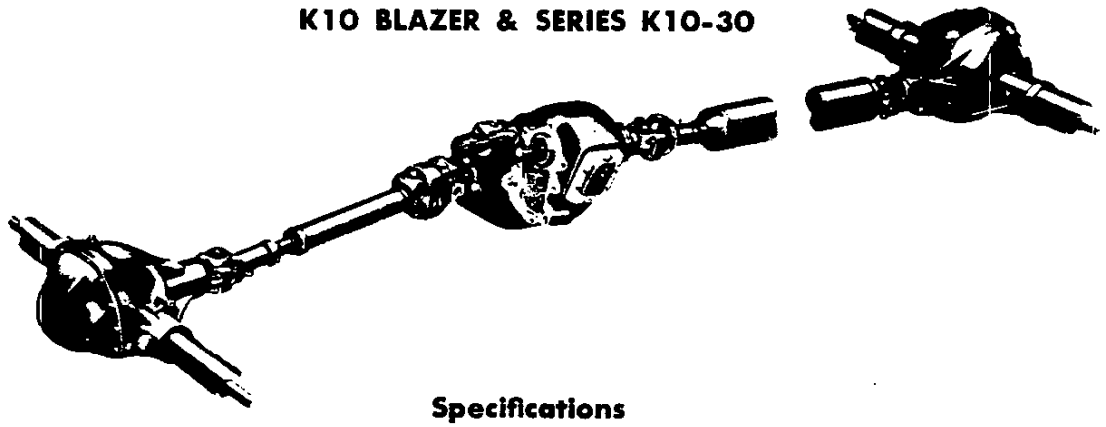
Specifications

	SM465 4-Speed	LUV 4-Speed
Synchronized Speeds	2nd, 3rd & 4th	1st, 2nd, 3rd, 4th
Gear Ratios:		
First	6.56	3.79
Second	3.58	2.18
Third	1.70	1.42
Fourth	Direct	Direct
Reverse	6.09	3.83
Gear Types:		
Helical	All Forward	
Spur	Reverse	
Power Take-Off Data:		
Opening type	SAE Std 6-Bolt	None
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	
Center distance	117mm	N.A.
Lubricants:		
Oil Capacity	8 Pints	2.7 Pints
Type, grade	See Owner's Guide	
Brakes, Parking:		
Type	Internal Expanding*	None
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.

TRANSFER CASES

FOUR-WHEEL-DRIVE TRANSFER CASE
K10 BLAZER & SERIES K10-30



Specifications

Make & Model No.	New Process 205
Availability	K10-30
Ratios: Hi Range Lo Range	1.00 to 1 1.96 to 1
Lever Positions	4-Lo (All wheel underdrive) N (Neutral) 2-Hi (Rear wheel drive) 4-Hi (All wheel 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: four-wheel direct drive; two-wheel direct drive; neutral and four-wheel underdrive.

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 Transfer Case.

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.

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 additional combinations are not described in the Data Book. If specifications for these combinations are necessary, they may be obtained thru the Zone Office.

Series	Engine Used	Propeller Shafts					Universal Joints					
			Diameter (in)				Series					
		No. Used	Front or Single	Front axle to transfer case	Rear axle to transfer case	Rear	No. Used	1	2	3	4	5	6
CL10S LUV	Four	1	2.95				2						
CR10S LUV	Four	2		2.50	2.95		4						
CL108 LUV	Four	2	2.50			2.50	3						
C10S Blazer	Six/V8	1	2.75				2	1315	1315				
C107	Six/V8	1	3.25				2	1315	1315				
C10903	Six/V8	2	2.75			2.75	3	1315	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			
C20943 Bonus Cab	Six/V8	2	3.50			3.50	3	1355	1355	1355			
C20943 Crew Cab	Six/V8	2	3.50			3.50	3	1355	1355	1355			
C309-310 (exc. 43)	Six/V8	2	2.75			2.75	3	1355	1355	1355			
C314	Six/V8	2	3.00			3.50	3	1355	1355	1355			
C30943 Bonus Cab	Six/V8	2	3.50			3.50	3	1355	1355	1355			
C30943 Crew Cab	Six/V8	2	3.50			3.50	3	1355	S44	1355			
K10S Blazer	Six/V8	2		2.00	2.75		4	S44	S44	1315	1315		
K107	Six/V8	2		2.00	2.75		4	S44	S44	1315	1315		
K10903	Six	2		2.00	4.00		4	1355	1355	1315	1315		
K109 Suburban	V8	2		2.00	4.00		4	1355	1355	1315	1315		
K20903	Six	2		2.00	4.00		4	1355	1355	1355	1355		
K209 Suburban	V8	2		2.00	4.00		4	1355	1355	1355	1355		
K30903	Six/V8	2		2.00	4.00		4	1355	1355	1355	1355		
K30943	Six/V8	2		2.00	3.00		6	1355	1355	1355	1355	1355	1355
K310	Six/V8	2		2.00	3.00		6	1355	1355	1355	1355	1355	1355
K314	Six/V8	2		2.00	3.00		6	1355	1355	1355	1355	1355	1355
G110-210	Six/V8	1	3.50				2	S44*	S44*				
G113-213	Six/V8	2	2.75			2.50	3	S44	1315	S44			
G313-316	Six/V8	2	2.75			3.00	3	S44	1355	1355			
P10S	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	1410			
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			

*S44 Joints used with standard axle; 1315 Joints used with 8⅞" ring gear Locking Differential.

POWER TAKE-OFF EQUIPMENT

AVAILABLE ONLY FROM BODY AND EQUIPMENT COMPANIES

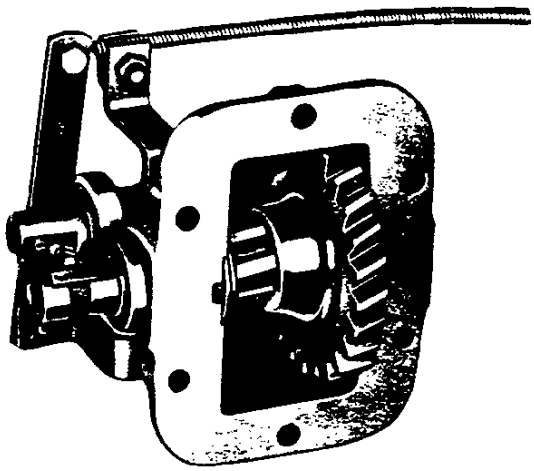
Power take-offs may be installed on the sides (or tops in some cases) of the transmission. Standard SAE 6-bolt or 8-bolt power take-off openings are provided to accommodate a variety of PTO's. Consult the Transmission section for location and number of openings on the transmission you desire to fit.

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 Synchromesh 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.

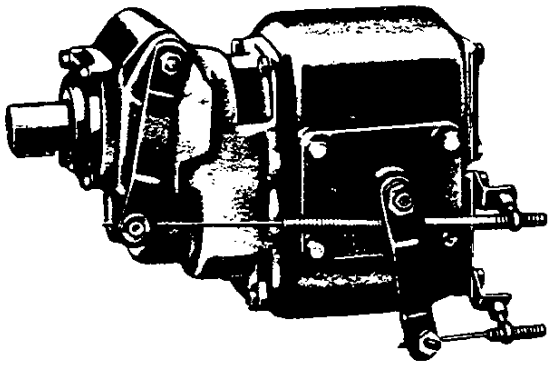


Single-Speed One-Gear Power Take-Off
(Spicer Model AAN)

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:

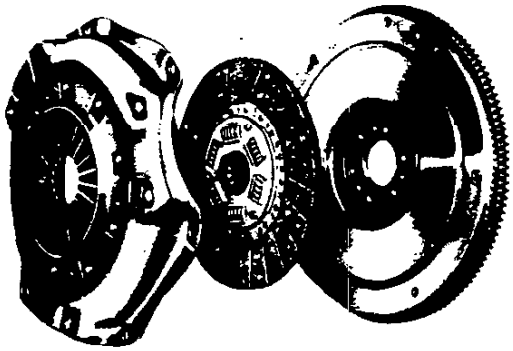
Two speeds forward, no reverse
One speed forward, one reverse
Two speeds forward, one reverse
Two speeds forward, two reverse

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 derricks.



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

CLUTCHES



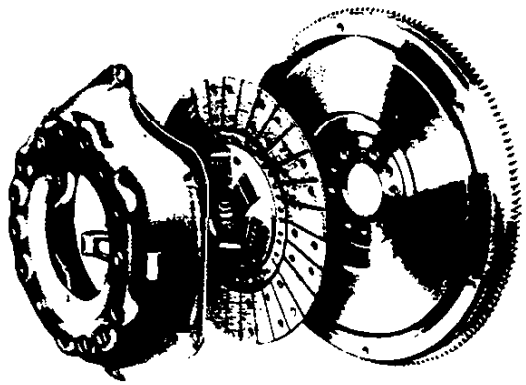
DIAPHRAGM-SPRING CLUTCHES

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 APPLICATION CHART

MODEL	GVWR	ENGINE*	CLUTCH SIZE	
		Liter/Cu. In.	11 in. dia.	12 in. dia.
C10	4900-5600	All**	X	
	6050-6200	4.1/250	X	
		5.7/350		X
K10	All	4.1/250,	X	
		5.0/305	X	
		5.7/350		X
G10	All	All	X	
P10	All	4.8/292	X	
C-K-G-P20-30	All	4.8/292,	X	
		5.0/305	X	
		5.7/350,		X
		7.4/454		X

*The 6.6/400 engine is available only with automatic transmission.
**5.7L '350 with 4-Speed transmission uses 12" clutch.



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.

CLUTCH CONTROLS

All Light Duty models use mechanical clutch controls.

SPECIFICATIONS

	DIAPHRAGM CLUTCH	COIL SPRING CLUTCH
Clutch Size (in)	11	12
Clutch Springs		
Material	Spring steel	
Number used	1	12
Total pressure (lbs)	2075	2060(a)
Driven Disc		
Type	Dry disc with two facings	
Number of plates	1	
Material	Woven composition	
Outside diameter (in)	11	11⅞
Inside diameter (in)	6.5	6¾
Thickness (in)	.135	.140
Area (sq in)	123.7	149.2
Bearings		
Clutch-release type	Single-row ball	
Pilot type	Sintered-powdered bronze bushing	
Flywheel Material	Nodular iron	

(a)2060 lbs with 5.7 Liter/350 V8; 2370 lbs with 7.4 Liter/454 V8.

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.

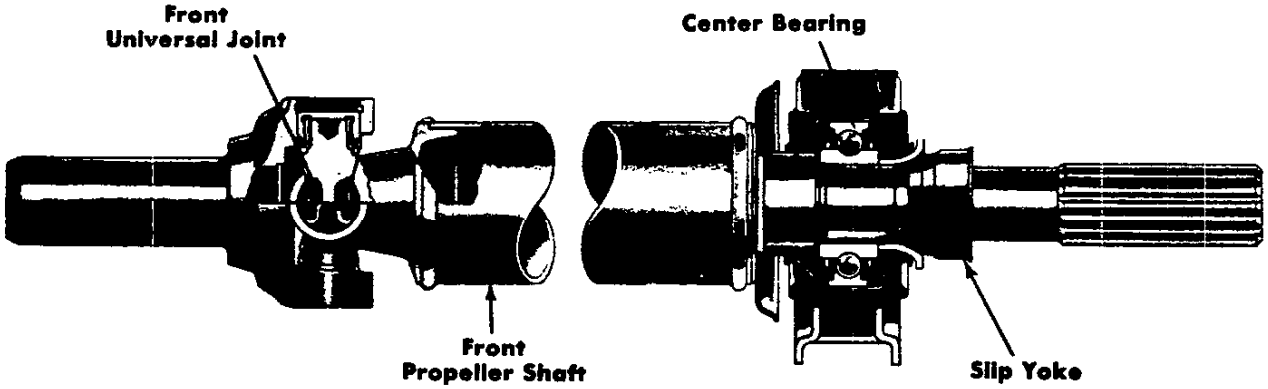
Drivelines for Chevrolet trucks are engineered for reserve torque capacity, accurate balance, high rigidity and resistance to vibration.

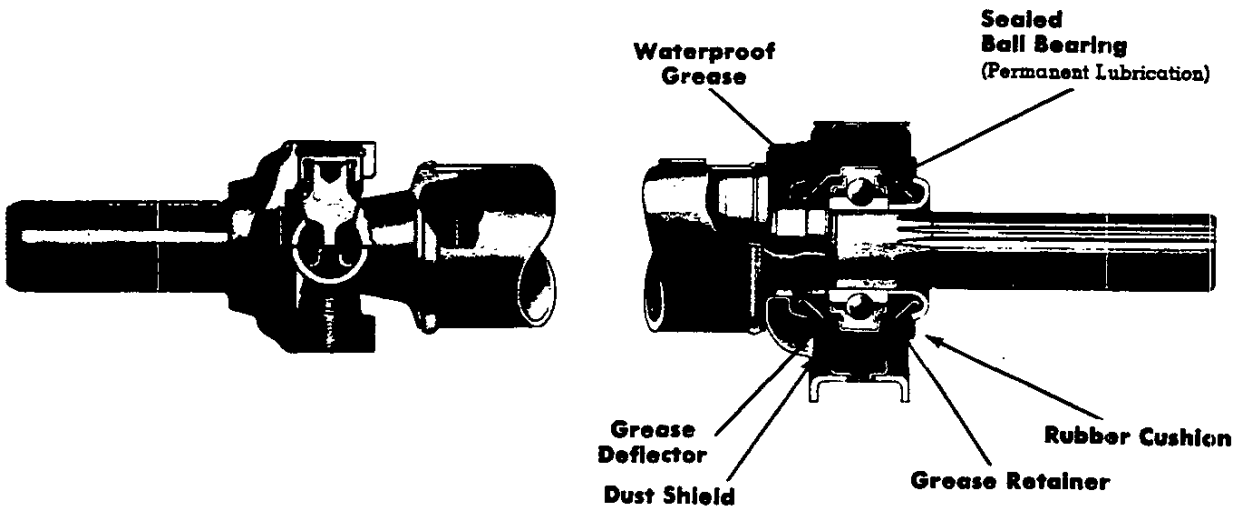
Propeller shafts are made of smooth-wall steel tube. Length and tube diameters are proportioned for high rigidity to minimize flexing or "whip."

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.





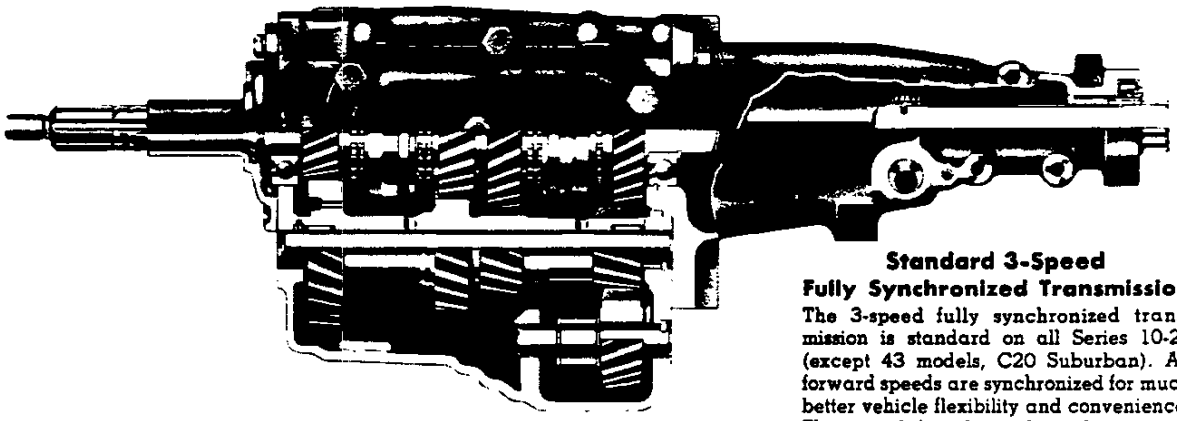
Universal Joint

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.

3-SPEED TRANSMISSIONS



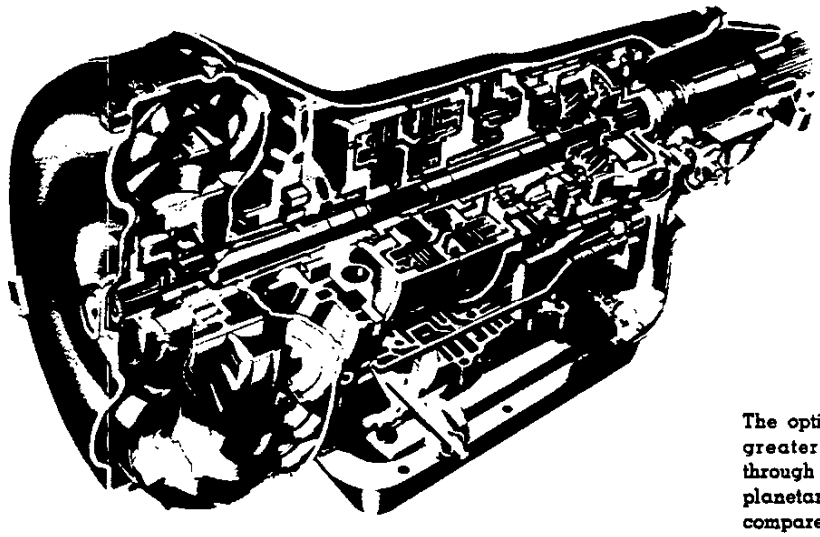
Standard 3-Speed
Fully Synchronized Transmission

The 3-speed fully synchronized transmission is standard on all Series 10-20 (except 43 models, C20 Suburban). 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			
	LD Muncie			HD Tremac
Synchronized speeds	All forward			
Center Distance	76 mm			77 mm
Engine Application	5.7L	5.0L	4.1L	All
Gear Ratios:				
First	2.85	3.11	3.50	2.99
Second	1.68	1.84	1.89	1.75
Third	1.00	1.00	1.00	1.00
Reverse	2.95	3.22	3.62	3.17
Gears:				
Type	Helical, shot peened			
Material	Forged steel, hardened			
Lubricants:				
Capacity	3 Pints			4 Pints
Type, grade	See Owner's Guide			

AUTOMATIC TRANSMISSIONS



Typical 10-30 Series with Six Position Selector

The optional 3-speed automatic transmissions provide 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 provides the following ranges: Park (P), 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 (except model 200) instead of the mechanical linkages used in other designs. This allows smoother shifts by "sensing" engine vacuum changes.

The 475 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 12,000-14,500 lbs GVWR range.

Specifications

Automatic									
Range Selector Lever Location		Steering Column							
Model		200		350		400*		475**	
	Torque Converter	Lock-Up	Break-away	Lock-Up	Break-away	Lock-Up	Break-away	Lock-Up	Break-away
Gear Ratios	First	2.74	6.08	2.52	5.29	2.48	5.70	2.48	5.46
	Second	1.57	3.49	1.52	3.19	1.48	3.40	1.48	3.26
	Third	1.00	2.22	1.00	2.10	1.00	2.30	1.00	2.20
	Reverse	2.07	4.60	1.94	4.07	2.10	4.83	2.10	4.62
Gear Type		Planetary							
Torque Converter	Element Types	Pump, Stator, Turbine							
	Lock-Up Gear Type	Automatic Planetary							
Lubricant Capacity	Dry Fill	13 Pints		20 Pints		19 Pints			
	Refill	7 Pints		5 Pints		9 Pints			

*Used only on vehicles rated above 8500 lb. GVWR.
**P30 (32-42) models only.

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TRANSMISSIONS

EL CAMINO

3-, 4-SPEED TRANSMISSIONS

Type	Chevrolet 3-Speed	Chevrolet 4-Speed
Applications	3.8 Liter (229) V6	4.4 Liter (267) V8 5.0 Liter (305) V8
Synchronized Speeds:	All forward	
Gear Ratios:		
First	3.53	2.85
Second	1.89	2.02
Third	Direct	1.35
Fourth	—	Direct
Reverse	3.62	2.85
Gears:		
Type	Helical	
Material	Forged steel; hardened	
Gearshift Control:		
Type	Manual linkage	
Location	Floor	

LUV PICKUP

4-SPEED TRANSMISSION

Type	LUV 4-Speed
Applications	LUV 4-Cylinder
Synchronized Speeds	All forward
Gear Ratios:	
First	3.79
Second	2.18
Third	1.42
Fourth	Direct
Reverse	3.83
Gears:	
Type	Helical
Material	Forged steel; hardened
Gearshift Control:	
Type	Manual linkage
Location	Floor

EL CAMINO, LUV PICKUP

AUTOMATIC TRANSMISSION

Type	Automatic	
Applications	LUV 4-cylinder	3.8 Liter (229) V6 *3.8 Liter (231) V6 4.4 Liter (267) V8 5.0 Liter (305) V8 5.7 Liter (350) V8
Drive (Maximum Torque Multiplication)	6.08:1	5.04:1
Cooling	Water	
Gearshift Control:		
Type	Floor	Manual linkage
Location		Floor

*Available in California only.

STANDARD FRAME SPECIFICATIONS

Model	WB (in)	Side Rail Dimensions			Section Modulus	RBM* of Frame	Width Over Rails		Overall Length of Rail (in)
		Width (in)	Depth (in)	Thickness (in)	Rails Only		Front (in)	Rear (in)	
LUV CL/CR105	102.4	2.36	4.33	.114/.079	1.70	66,300	30.55	40.16	155.62
LUV CL108	117.9	2.36	4.33	.114/.114	1.85	72,150	30.55	40.16	172.74
C105	106.5	2.30	5.92	.156	3.14	122,460	28.01	33.95	182.39
C107	117.5	2.30	5.92	.156	3.14	122,460	28.01	33.95	184.22
C10903	131.5	2.30	5.92	.156	3.14	122,460	28.01	33.95	204.10
C10906	129.5	2.30	5.92	.156	3.14	122,460	28.01	33.95	216.67
K105	106.5	2.30	5.92	.156	3.14	122,460	28.01	33.95	182.39
K107	117.5	2.30	5.92	.156	3.14	122,460	28.01	33.95	184.22
K10903	131.5	2.30	5.92	.194	3.92	152,880	28.09	34.03	204.13
K10906	129.5	2.30	5.92	.194	3.92	152,880	28.09	34.03	216.73
P105	102	2.57	7.01	.156	4.21	164,190	28.14	33.64	179.60
C20903	131.5	2.30	5.92	.194	3.92	152,880	28.09	34.03	204.13
C20943	164.5	2.78	7.74	.224	7.33	285,870	28.15	34.09	237.16
C20906	129.5	2.30	5.92	.194	3.92	152,880	28.09	34.03	216.73
K20903	131.5	2.30	5.92	.194	3.92	152,880	28.09	34.03	204.13
K20906	129.5	2.30	5.92	.194	3.92	152,880	28.09	34.03	216.73
P208	125	2.57	7.01	.194	5.26	205,140	28.14	33.64	208.40
P210	133	2.57	7.01	.194	5.26	205,140	28.14	33.64	232.40
C30903	131.5	2.78	7.74	.194	6.20	241,800	28.09	34.03	204.13
C30943	164.5	2.78	7.74	.194	7.33	285,870	28.15	34.09	237.16
C310	135.5	2.78	7.74	.194	6.20	241,800	28.09	34.03	213.83
C314	159.5	2.78	7.74	.224	7.33	285,870	28.15	34.09	237.86
K30903	131.5	2.78	7.74	.194	6.20	241,800	28.09	34.03	204.13
K30943	164.5	2.78	7.74	.194	7.33	285,870	28.15	34.09	237.16
K31003	135.5	2.78	7.74	.194	6.20	241,800	28.09	34.03	213.83
K31403	159.5	2.78	7.74	.224	7.33	285,870	28.15	34.09	237.86
P308	125	2.57	7.01	.194	5.26	205,140	28.14	33.64	208.40
P310	133	2.57	7.01	.194	5.26	205,140	28.14	33.64	232.40
P311	137	2.57	7.01	.194	5.26	205,140	28.14	33.64	234.90
P31442	157	2.57	7.01	.224	6.12	238,680	28.14	33.64	256.40
P31432	158.5	2.57	7.01	.224	6.12	238,680	28.14	33.64	256.40
P31832	178	2.57	7.01	.224	6.12	238,680	28.14	33.64	275.90

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

NOTES

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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 all frames is carbon steel with a yield strength of 36,000-39,000 PSI.

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.

RBM = Section Modulus x 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.

FRAMES

FRAME SIDE RAILS

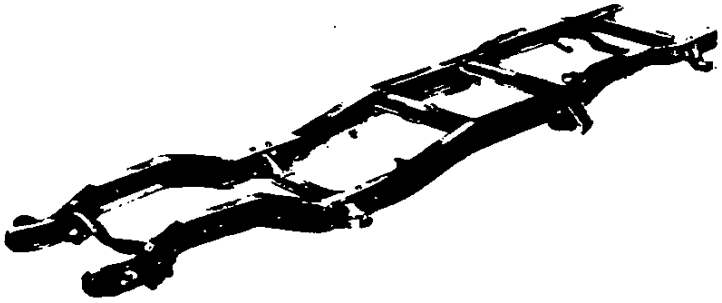
Channel-type or box sectioned side rails are designed to best suit the desired characteristics of the model on which they will be used. Section modulus and yield strengths are matched to the truck's load-carrying rating for efficient operation.

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.

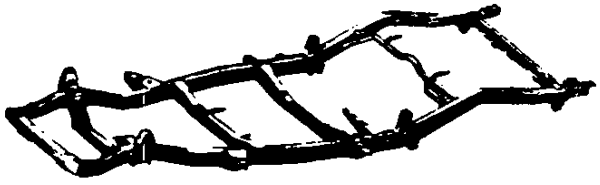
Most crossmembers are fastened to the side rails with rivets. Some are bolted to maintain accessibility for major service operations, such as transmission support crossmembers.

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.

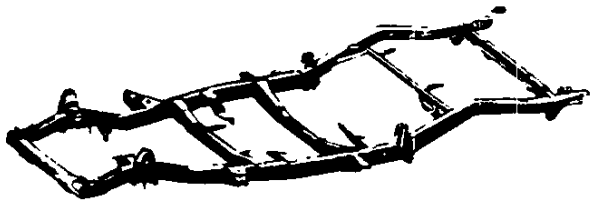


SERIES 10-30

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 floor 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.



2-wheel-drive frame



4-wheel-drive frame

LUV MODELS

LUV models use a box-section full-length frame of ladder-type construction. The six* crossmembers are formed with a flange overlap which is welded at each end to the box-section side members (except the second crossmember on 2WD models, which is bolted).

Heavy box-section construction is used for the Number One and Number Three (Number Two on 4WD models) crossmembers; the latter member carries the front suspension torsion bar rear mount. The Number Two, or second crossmember on 2WD models is of light channel construction, and is bolted to heavy frame brackets which also serve as the front suspension lower control arm mounts. Crossmember Number Four (Number Three on 4WD models) is of heavy channel construction. The Number Five (Number Four on 4WD models) crossmember is tubular (1.68-inch O.D.), and has welded-on pins for mounting of the rear shock absorbers. Crossmember Number Six (Number Five on 4WD models) is of heavy-hat-section construction.

Four heavy-gauge welded-on outrigger brackets are provided for mounting of the cab body. All four brackets have gusset plates welded to the bottom sides.

Ten welded-on brackets are provided for mounting of the 6 ft. pickup box, twelve brackets for mounting the 7½" ft. box.

Front suspension upper control arm mounting brackets, with shock absorber towers, are welded to the outside of the frame rails. Making up the remaining major welded-on frame pieces are two front suspension strut bar brackets on the underside of the Number One crossmember, a fuel tank rear hanger bracket at the rear of the Number Five (Number Five on 4WD models) crossmember, and two front suspension lower control arm brackets at the rear of the engine front support brackets. 4WD models also have two torsion bar rear mount brackets between the Number Two and Number Three crossmembers.

*Five on 4-wheel-drive models.