



**CHEVROLET LUV
SERIES 2**

Conformed Copy

**GENERAL
SPECIFICATIONS BOOK**

**ISUZU MODEL KB30 LU
SERIES 2**

AUGUST 18, 1972

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The signatures set forth below indicate the concurrences of the parties with the material contained herein as prepared or revised as of the dates shown in the Contents.

FOR: ISUZU MOTORS LIMITED
 BY: /s/ Joi Mizusawa
 TITLE: Asst. General Mgr.
 DATE: August 25, 1972

FOR: CHEVROLET MOTOR DIVISION
 BY: /s/ John W. Mowrey
 TITLE: Mgr. Light Truck Eng.
 DATE: August 18, 1972

FOR: C. ITOH & CO., LTD.
 BY: /s/ I. Yonekura
 TITLE: Manager Motor Vehicle
 DATE: August 25, 1972

FOR: C. ITOH & CO. (AMERICA) INC.
 BY: /s/ N. Hiroi
 TITLE: Vice President
 DATE: August 21, 1972

* Date indicates when the applicable page was prepared or revised.

PREFACE

GENERAL SPECIFICATIONS (as set forth in subsection B of Section 3 of the Isuzu Supply Agreement)

* * *

"In connection with each new Vehicle Series' and each new Vehicle Model that Isuzu may manufacture and General Motors may purchase pursuant to this Agreement, Isuzu and General Motors shall prepare, at least eight (8) months prior to the applicable Start-Up Production Date, a separate Preliminary General Specifications Book. Based thereon and the agreements reached by Isuzu and General Motors with respect to the proposed new Vehicle Series or Vehicle Model, a Final General Specifications Book covering such Vehicle Series or Vehicle Model shall be prepared by Isuzu and General Motors and signed on their behalves prior to their execution of any letter agreement or agreements under subsection E (1) of Section 4 of this Agreement covering their respective supply and purchase commitments as to such Vehicle Series or Vehicle Model.

Each such Final General Specifications Book shall include therein such general descriptions and specifications as are deemed necessary to adequately (1) identify and describe such new Vehicle Series or new Vehicle Model and (2) describe the Equipment and Accessories that will be supplied for such Vehicles and the parties that will be responsible for the supply of such items, it being understood that, except as may be otherwise specifically provided in the Purchase Procedures Manual, the selection of sources of supply by any such party shall not be subject to the concurrence of the other parties signing the applicable Final General Specifications Book.

"Each Final General Specifications Book shall also be signed for identification and vehicle processing purposes on behalf of Itoh Japan and Itoh America."

DEFINITIONS (as set forth in Section 1 of the Isuzu Supply Agreement)

"Vehicles' shall mean vehicles with standard equipment, chassis and chassis with cabs that (a) are manufactured and supplied by Isuzu in accordance with the provisions of subsection B (1) of Section 4 of this Agreement, and (b) are described in Requirements Schedules submitted by General Motors and established pursuant to the applicable provisions of the Purchase Procedures Manual.

"Vehicle Models' shall mean Vehicles having characteristics, configurations and model designations that are distinctive from other vehicle models.

"Vehicle Series' shall mean a designation for Vehicles of the same Vehicle Model which embody engineering and design differences that are sufficiently significant to require a different identification.

"Prototype Vehicles' shall mean the vehicles and equipment that are fabricated and assembled by Isuzu to demonstrate and represent the appearance and performance of a proposed new vehicle series or new vehicle model having the general specifications set forth in the applicable Preliminary General Specifications Book.

"Pre-Production Vehicles' shall mean Vehicles and Equipment that are manufactured by Isuzu prior to the applicable Start-Up Production Date, that embody the general specifications set forth in the applicable Final General Specifications Book and that substantially incorporate therein parts and components that have been manufactured on a regular production basis as opposed to those that were manufactured for experimental or prototype purposes.

"Additional Standard Equipment' shall mean equipment that is listed and described and designated as to source in the applicable General Specifications Book, that is required to meet the general specifications set forth in the applicable General Specifications Book for a Vehicle with standard equipment and that is installed pursuant to the GM Purchase-Transfer Agreement on the Vehicles in the United States or its territories or in Canada.

"Optional Equipment' shall mean equipment and specifications that are known as regular production options (RPOs) or central office production options (COPOs) or are covered by special specifications, that are designed for or are to be used on or in connection with Vehicles and that are described and designated as to source in the applicable General Specifications Book; 'Factory Installed Optional Equipment' shall mean Optional Equipment that is installed on Vehicles by Isuzu at the factory; and 'Additional Optional Equipment' shall mean Optional Equipment that is installed on Vehicles in the United States or its territories or in Canada.

"Equipment' shall mean any Additional Standard Equipment and Optional Equipment.

"Accessories' shall mean accessories that are designed for use on Vehicles, that are listed and described and designated as to source in the applicable General Specifications Book.

"Parts' shall mean all parts that are designed for use on and required to maintain service on Vehicles, Optional Equipment and Accessories and that are supplied by Isuzu under this Agreement.

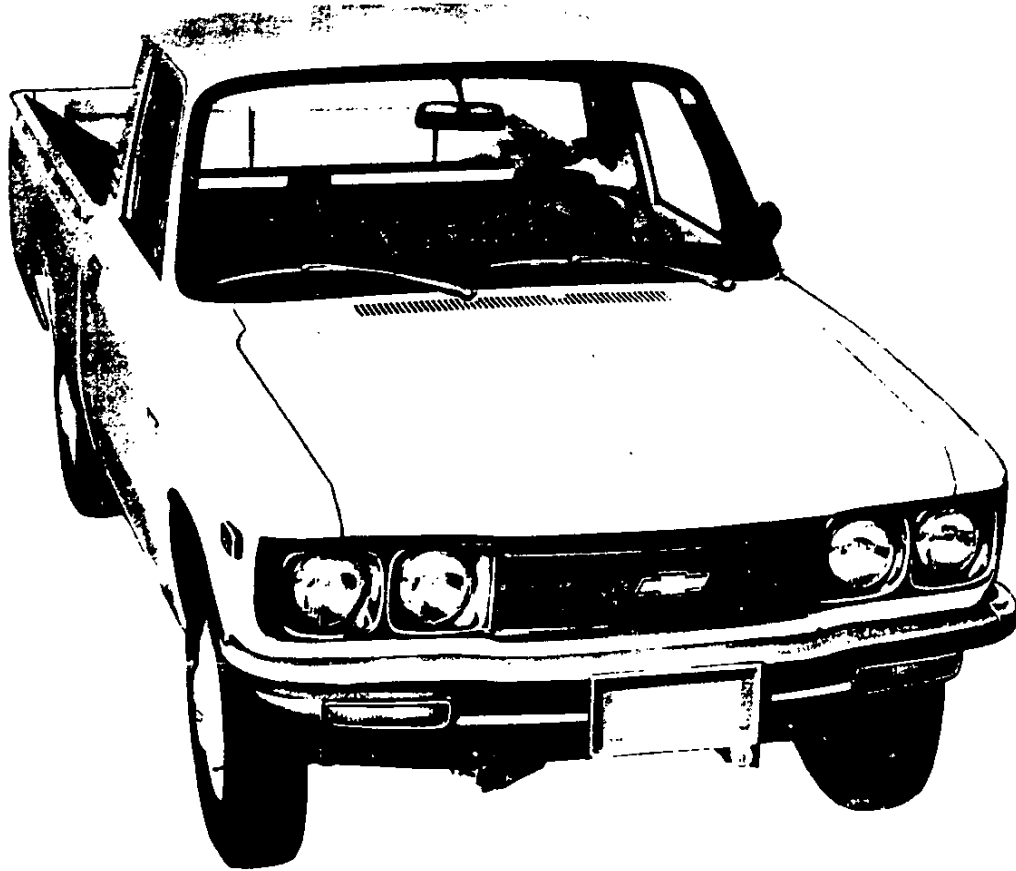
"Products' shall mean any Vehicles, Equipment, Accessories and Parts."

* * *

UPO - GENERAL

This **General Specifications Book** describes a conventional 1/2 ton pickup truck called the LUV.

The version of the LUV pickup described in this book contains many improvements and changes since the truck was first introduced, and is to be identified as LUV Series 2. A list of the changes which have been incorporated into Series 2 are shown in Attachment A for reference.



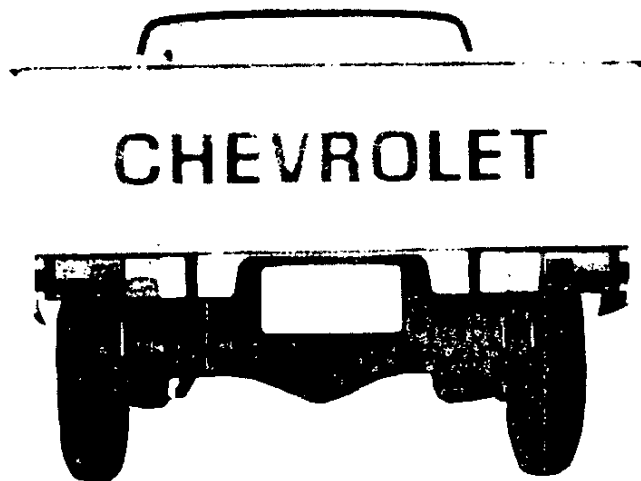
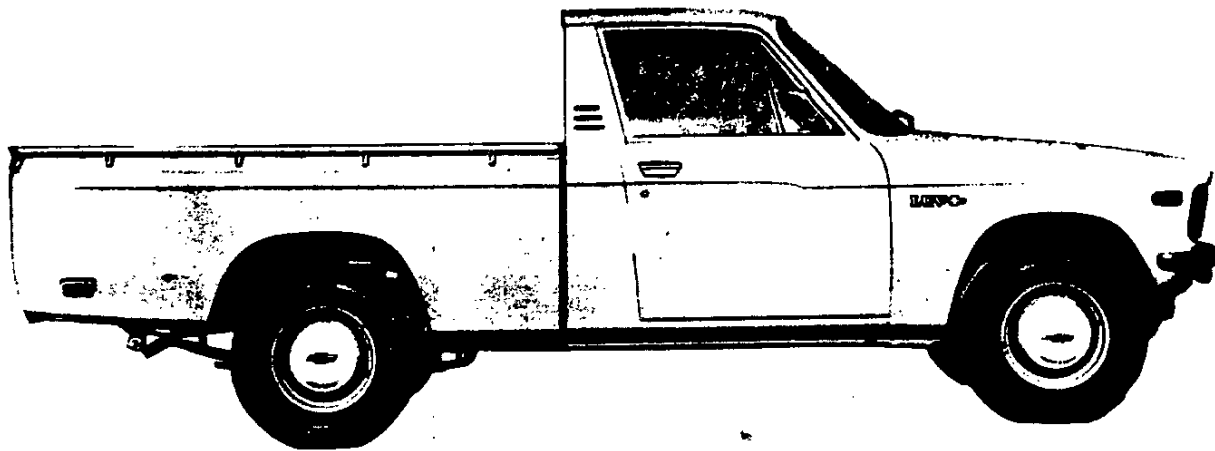
CHEVROLET BASE MODEL NUMBER	CL10503
ISUZU MODEL NUMBER	KB30 LU
MODEL NAME	LUV
SERIES	2

UPC 0 - GENERAL

Vehicle Identification

Vehicle identification is provided as follows:

- Front** - Chevrolet "bow-Tie" ornament mounted on radiator grille.
- Side** - Chevrolet "Bow-tie" emblem embossed on hub caps, and LUV/bow-tie nameplate attached to side of front fenders.
- Rear** - Chevrolet lettering embossed and painted on tailgate.



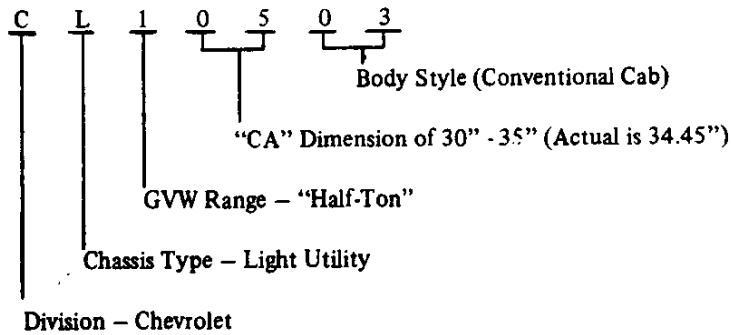
UPC 0 – GENERAL

Model and VIN Designation

The complete model designation consists of a "base model", plus a "body code", plus a "base engine" ordering code as follows:

CL10503 + E63 + L10

BASE MODEL



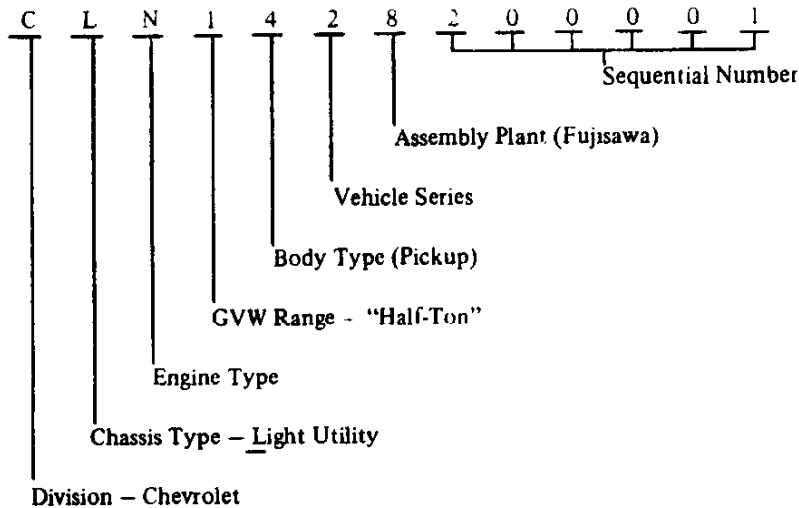
BODY CODE

E63 - Fleetside Pickup

BASE ENGINE

Ordering Code	L10
Type	N
No. Cyl.	4
Disp. (in. ³)	110.8
Carb. (bbl)	2
SAE Net HP	75

VIN DESIGNATION



UPC 0 – GENERAL - Continued

Basic Specifications

Weights	Curb Weight	2450 lb.
	Vehicle Curb Weight (for EPA)	2550 lb.
	Shipping Weight	2360 lb.
	Stripped Dry Chassis Weight	1580 lb.
Load Capacities	Gross Vehicle Weight Rating (GVWR)	3950 lb.
	Curb Weight	2450 lb.
	Gross Payload	1500 lb.
	Cargo (Net Payload)	1100 lb.
	Passengers (2)	300 lb.
	Accessories	100 lb.
	Gross Axle Weight Rating (GAWR)—Front at Ground*	1600 lb.
Gross Axle Weight Rating (GAWR)—Rear at Ground*	2650 lb.	
Exterior Dimensions	Overall Length	173.4 in.
	Overall Width	63.0 in.
	Overall Height (at curb load)	60.8 in.
	Minimum Road Clearance	8.1 in.
	Wheelbase	102.4 in.
	Front Tread	52.8 in.
	Rear Tread	51.2 in.
	Pickup Box Maximum Inside Length	73.0 in.
	Pickup Box Maximum Inside Width	57.5 in.
	Pickup Box Maximum Inside Height	15.6 in.
	Width Between Pickup Box Wheelhousings	39.4 in.
	Pickup Box Tailgate Opening Width	53.7 in.
	Pickup Box Load Height	27.2 in.
Pickup Box Capacity (Approx.)	38 cu. ft.	
Shipping Capacity (Approx.)	380 cu. ft.	

* – Based on minimum capacity of axles, springs and tires.

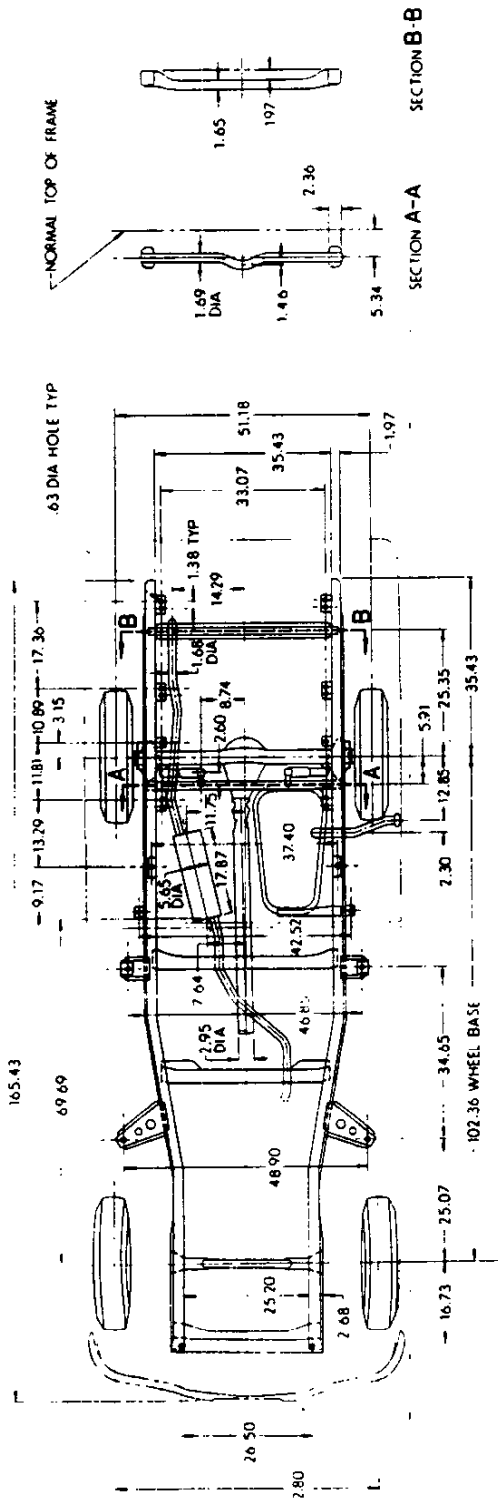
UPC 0 — GENERAL — Continued

Basic Specifications — Continued

Engine	Type N	L-4/Gas/OHC
	Displacement	110.8 cu. in. (1817 cc)
	Bore and Stroke	3.31 x 3.23 in.
	Compression Ratio	8.2-to-1
	Carburetor	Dual-Barrel/Downdraft
	S.A.E. Net Horsepower	75 @ 5000 RPM
	S.A.E. Net Torque (Lb.-Ft.)	88 @ 3000 RPM
Clutch	Type	Single-Plate/Dry-Disc
	Diameter (Outside)	7.87 in.
Transmission	Type	4-Speed, Full Synchronesh
	Gear Ratios	First—3.51, Second—2.18, Third—1.42, Fourth—1.00, Reverse: 3.93
Rear Axle	Type	Semi-Floating
	Ratio	4.56-to-1
	Rated Capacity	3500 lbs.
Service Brakes	Type	Power-Assisted/Hydraulic Self-Adjusting/Drum
	Front Lining Size	10.24 x 1.97 in.
	Rear Lining Size	8.43 x 1.77 in. (Primary)
		10.83 x 1.77 in. (Secondary)
Front Suspension	Type	Independent, Torsion Bar Springs w/Stabilizer Bar
	Shocks	Direct, Double-Acting (1 in. dia.)
	Wheel Rate (per side)	96.9 lb./in.
	Rated Spring Capacity at Ground (each)	800 lbs.
Rear Suspension	Type	Semi-Elliptic Main and Auxiliary Leaf
	Shocks	Direct, Double-Acting (1 in. dia.)
	Wheel Rate (per side)	157/336 lb./in.
	Rated Spring Capacity at Ground (each)	1325 lbs.
Steering	Type	Manual/Recirculating Ball
	Gear Ratio	22.4-to-1
	Overall Steering Ratio	17.8-to-1
	Turning Circle Diameter (wall-to-wall)	36.2 ft.
	Steering Wheel Diameter	15.7 in.
Tires/Wheels	Number	5
	Tire Size and Type	6.00-14-6PR/Tubeless/Truck-Type
	Wheel Rim Size	14 x 4J
	Front Tire Load Capacity at 21 PSI (each)	890 lb.*
	Rear Tire Load Capacity at 25 PSI (each)	980 lb.*
	Rear Tire Load Capacity at 42 PSI (each)	1330 lb.*
	Tire Max. Load Capacity at 3.25 kg/cm ² (46.2 PSI)	1410 lb.*

* Based on "New" J.I.S. Standards.

BODY BUILDERS DRAWING — CAB/CHASSIS



NORMAL TOP OF FRAME

.63 DIA HOLE TYP

1.38 TYP

1.68

2.60

11.75

17.87

7.64

2.95 DIA

46.81

48.90

2.68

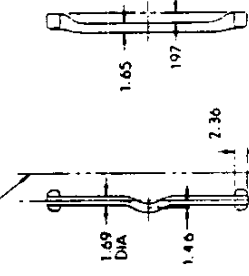
25.20

16.73

25.07

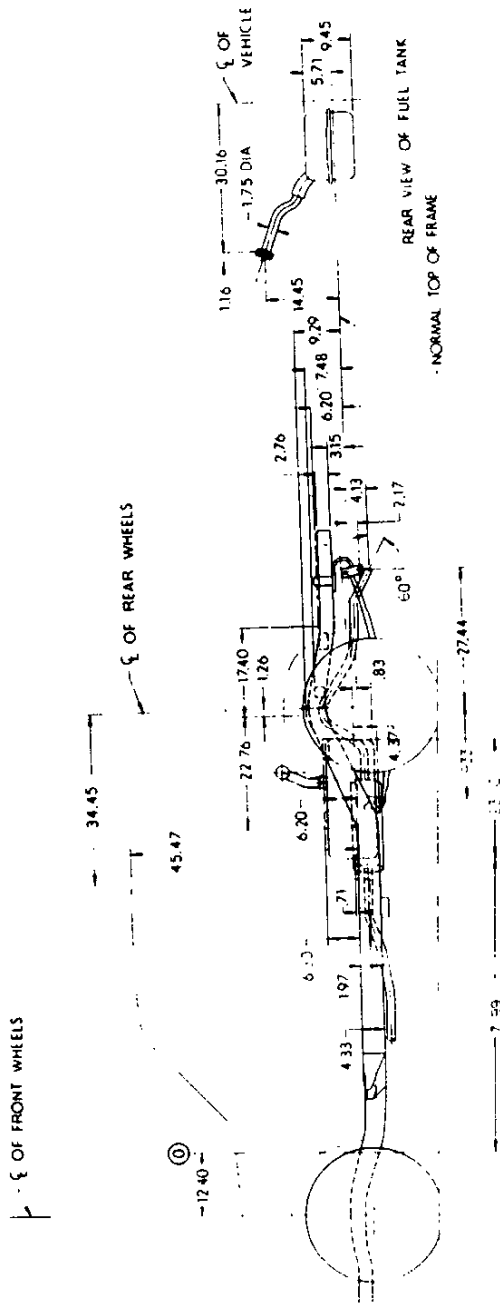
34.65

102.36 WHEEL BASE



SECTION A-A

SECTION B-B

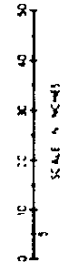


ξ OF REAR WHEELS

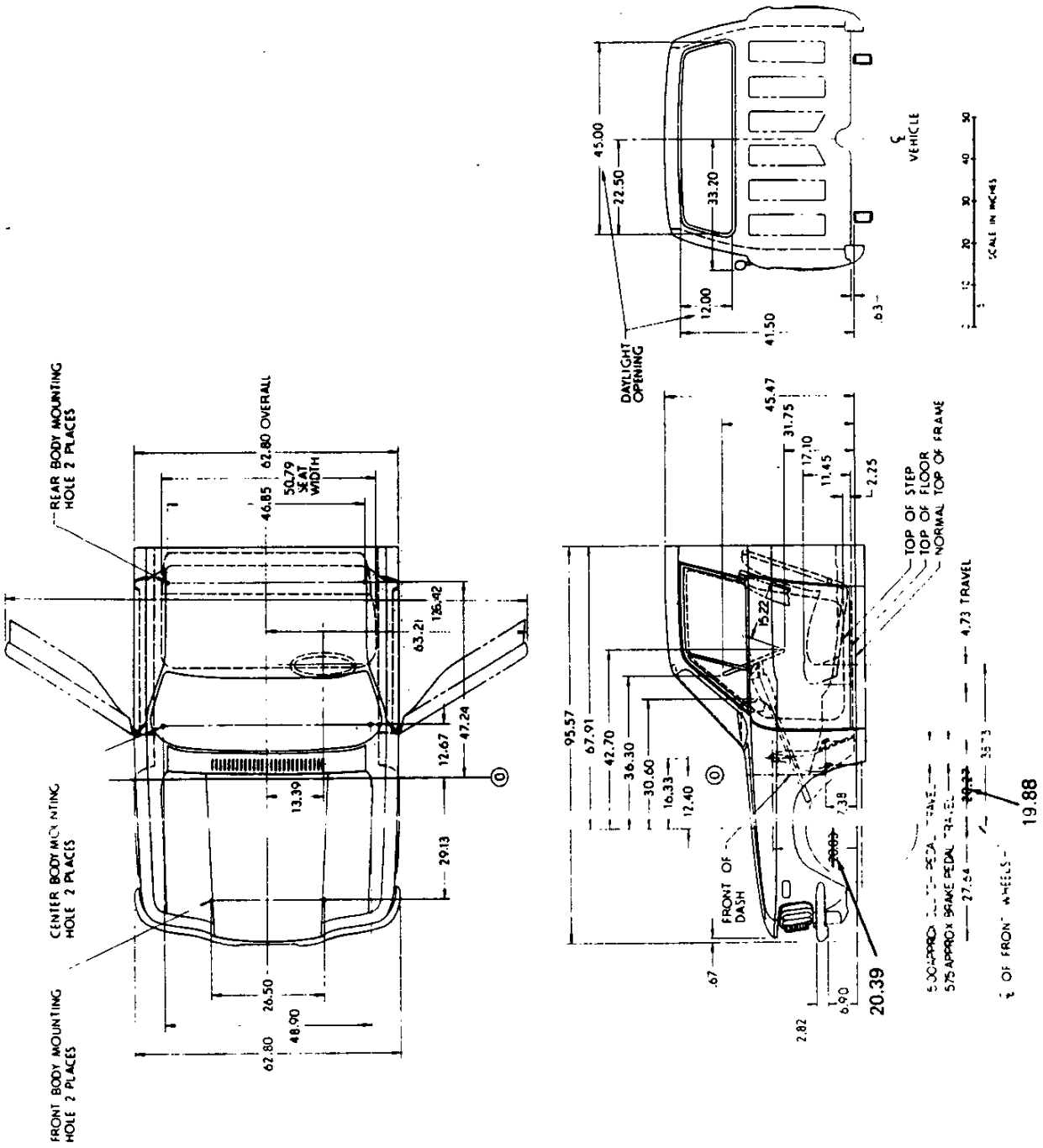
ξ OF FRONT WHEELS

REAR VIEW OF FUEL TANK

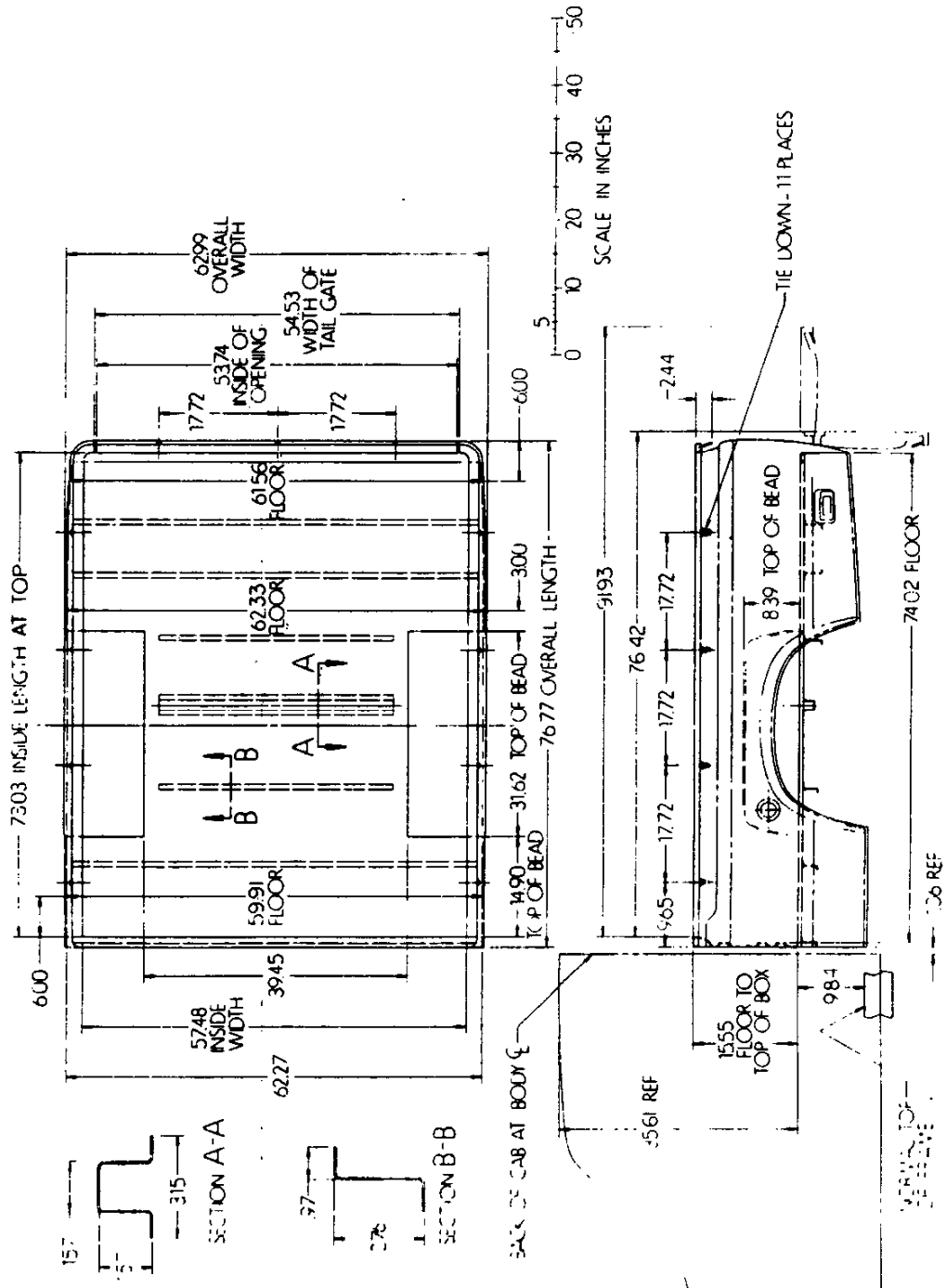
NORMAL TOP OF FRAME



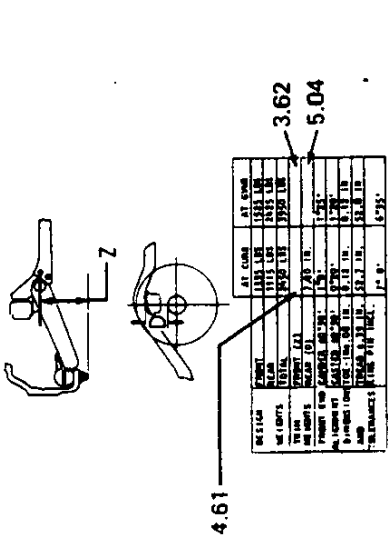
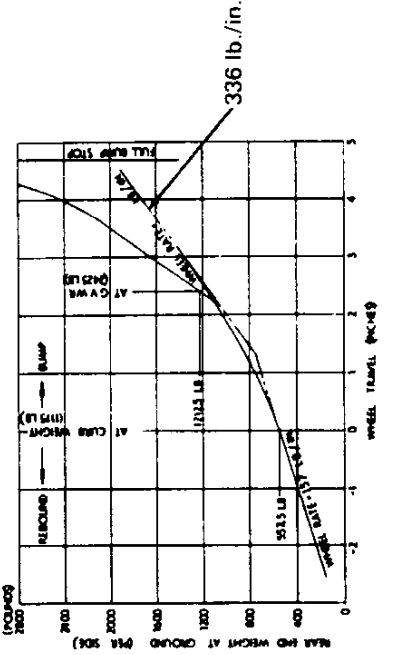
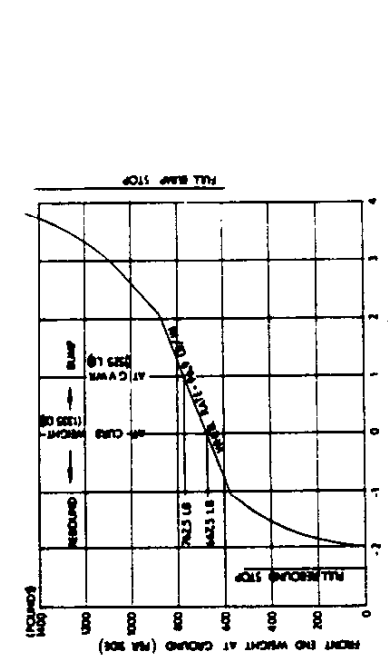
BODY BUILDERS DRAWING - CAB



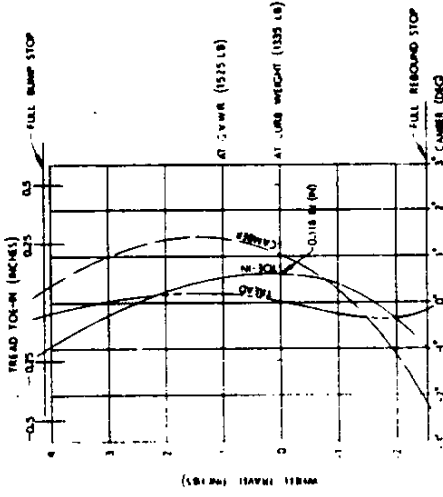
BODY BUILDERS DRAWING — PICKUP BOX



WEIGHTS, TRIM HEIGHTS and FRONT END ALIGNMENT



DESIGN WEIGHTS, TRIM HEIGHTS & FRONT END ALIGNMENT



FRONT WHEEL ALIGNMENT - VARIATION

ITEM	VALUE	FRONT WHEEL		REAR WHEEL		CAMBER (DEG)	TIRE	TREAD	TOE IN	TOE OUT	C-C	C-C
		AT CURB	AT C.V.W.R	AT CURB	AT C.V.W.R							
FRONT WHEEL CAMBER (DEG)	-0.18	-0.18	-0.18	-0.18	-0.18	-0.18	1.18	1.18	1.18	1.18	1.18	1.18
FRONT WHEEL TREAD (IN)	13.17 to 13.52	13.17	13.52	13.17	13.52	13.17	1.18	1.18	1.18	1.18	1.18	1.18
FRONT WHEEL TOE IN (IN)	6.77	6.77	6.77	6.77	6.77	6.77	12.56	12.56	12.56	12.56	12.56	12.56
FRONT WHEEL TOE OUT (IN)												
FRONT WHEEL C-C (IN)												
FRONT WHEEL C-C (IN)												



UPC 0 — GENERAL

Service Maintenance Schedule

Interval	Service To Be Performed	Interval	Service To Be Performed
First 600 miles	<ul style="list-style-type: none"> – Check wheel nut torque 	Every 12000 miles or 12 months whichever occurs first	<ul style="list-style-type: none"> – Check parking brake – Lubricate brake and clutch pedal springs and bushings
First 6000 miles	<ul style="list-style-type: none"> – Check manifold and cylinder head bolt torque – Check drive belts and adjust if necessary – Inspect fuel cap, tank and lines for leaks – Check choke control mechanism and adjust if necessary 		Every 12000 miles
Every 6000 miles	<ul style="list-style-type: none"> – Change engine oil * – Check wheel nut torque – Rotate tires – Check clutch reservoir fluid – Check brake lines and hoses 	Every 24000 miles	<ul style="list-style-type: none"> – Replace rear axle lubricant – Replace transmission lubricant – Repack front and rear wheel bearings – Drain radiator coolant, flush and refill system
Every 6000 miles or 4 months whichever occurs first	<ul style="list-style-type: none"> – Check coolant level – Check tires for condition and correct pressure – Check wheels – Lubricate front suspension and steering linkage – Inspect steering system – Check exhaust system for proper mounting, leaks and missing or damaged parts – Lubricate parking brake pulley, cables and linkage – Check throttle and parking brake linkage and body parts – Check propeller shaft flange bolts and universal joints – Check all lubricant and fluid levels (brake master cylinder, battery, rear axle and transmission). 	Every 36000 miles	<ul style="list-style-type: none"> – Change steering gear lubricant
		Periodically	<ul style="list-style-type: none"> – Wheel alignment and balance – Check for fluid leaks – Check condition and operation of parking brake – Check alignment, condition and operation of: Windshield wipers and washers, defrosters, horn, rearview mirrors and sunvisors, door latches, hood latches – Inspect occupant restraint belts, buckles, retractors and anchors
		Every Spring	<ul style="list-style-type: none"> – Inspect and flush underbody

* Service more often during severe operating conditions.

NOTE: Reference Isuzu 1973 EPA Submission (PART 2)

UPC 1—BODY

CAB DESIGN. The cab is a 2-door, 2-passenger unit utilizing all-steel, welded construction. A plenum chamber with high level, screened air intake is incorporated in the front end structure for interior ventilation. Single-wall construction is utilized throughout the remainder of the cab except in the upper rear quarter areas. Drip rails are incorporated at the sides of the roof panel. Lower body joints are filled with pumpable sealer. Metal plates or plugs are installed in all holes in the cab floor, and cab interior materials which meet the flamability requirements of MVSS 302 are used.

Welded to the cab is an all-steel, welded front body structure comprised of a bulkhead plus left and right hand wheelhousings.

A 6-point mounting system is utilized for the integrated cab and front body structure. The bulkhead is attached to the Number One frame crossmember through left and right hand mounts, while the cab is attached to frame brackets through left and right hand front and rear mounts. All mounts are the double rubber biscuit type.

DOORS are of welded steel construction with embossed vinyl trim pads and attached pull-type armrests. Outside key locks and inside pushbutton locks are provided for both doors. The door lock key, which is symmetrical, also serves as the ignition key. All door hardware is comprised of zinc base die castings with bright chrome plating. Door weatherstrips are of nearly constant-section sponge rubber.

GLASS. The windshield is of laminated safety plate glass 0.268-inch thick, while the rear window is of tempered solid safety plate glass 0.157-inch thick. Both windshield and rear window are retained by extruded rubber weatherstrips of constant section, and the rear window is tilted two degrees from the normal plane to reduce reflections.

Side door full drop-type windows and adjustable ventipanes are of curved solid safety plate glass. Door windows are 0.157-inch thick, while the ventipanes are 0.197-inch thick. Ventipanes are secured by chrome-plated friction-type turn latches.

REAR VIEW MIRRORS. A left hand, exterior, rear view mirror with circular head is provided as standard equipment (see UPC 15 for supplier and installation). This mirror is of the short, fixed-arm type and is mounted to the door. The finish is chrome.

An inside rear view mirror also is provided as standard equipment. This mirror is mounted to the windshield header through an impact-collapsible arm, and has a non-glare black polypropylene housing for the mirror glass.

PICKUP BOX. The all-steel, welded pickup box of 6-foot nominal length is separate from the cab and has internal wheelhouses. Capacity is approximately 38 cubic feet. Integral skid strips are incorporated in the load floor and single-wall construction is utilized for the side panels and tailgate. Rear lamp provisions are incorporated in the No. 8 bolster.

Though no stake pockets are incorporated in the side panels, eleven cargo hold-down eyes of heavy-gauge wire are provided: four at the outside edge of each side panel top rail and three at the outside edge of the tailgate top rail.

The tailgate, with two hinges, is secured by left and right hand over-center latches. The tailgate can be held in the open horizontal position by left and right hand support chains, or it can be fully lowered if the support chains are unfastened or not utilized; rubber bumpers are provided on the pickup box rear panel to protect the body when the tailgate is lowered. The name "Chevrolet" in raised, block-type letters is embossed on the tailgate outer surface. Tailgate letters are painted black with all exterior colors.

UPC 1—BODY — Continued

INSTRUMENT PANEL. The instrument panel is of welded steel construction completely covered with polyurethane foam padding. The padding has an ABS-vinyl coating. Provisions are incorporated for an instrument cluster (extreme left), optional radio (direct center), ash tray (below radio), and glove compartment with door (extreme right). The speaker for the optional radio as well as two defroster outlets also are incorporated at the center of the instrument panel crown. A plastic control panel is attached to the instrument panel lower lip below the instrument cluster. The control panel incorporates the main light switch (extreme left), choke control (left center), ignition switch (right center), and windshield wiper-washer control (extreme right); graphic identification is provided on all control knobs with the exception of the choke control. Words on the control panel identify all controls and illumination is provided for the windshield washer-wiper.

The painted plastic glove box door with friction type catch is opened by means of a pull-type knob. The inner face of the door incorporates provisions for holding beverage containers. An open, stamped, sheet metal package shelf is attached to the instrument panel lower lip directly beneath the glove box.

The ash tray, which houses the standard cigar lighter, is pulled outward for use. A spring-loaded cover over the ash tray opening automatically opens or closes as the ash tray is operated. Ash tray illumination is provided when the ignition is "ON".

SUNSHADE. A left hand sunshade trimmed in vinyl is provided as standard equipment. The sunshade is fully adjustable.

DOME LIGHT. The dome light with switch is located centrally on the cab rear panel over the rear window.

MISCELLANEOUS TRIM. In addition to the vinyl door trim panels and vinyl seat trim, the following additional trim items are incorporated:

1. Perforated headliner comprised of polyurethane with vinyl cover cemented in place.
2. Vinyl windshield pillar trim cemented in place.
3. Molded black vinyl floor mat with no identification.

WINDSHIELD WIPER-WASHER. The 2-speed electric windshield wipers operate in tandem. No depressed park feature is incorporated. The washer unit also is electric. Both wipers and washer are controlled by a switch on the lower instrument panel. Washer reservoir capacity is three-pints.

UPC 1—BODY — Continued

SEAT. The 2-man bench-type seat utilizes steel stampings and pipe frames with formed wire springs for both the seat cushion and backrest. Both units are padded with synthetic materials, then trimmed with embossed vinyl. The seat is manually adjustable fore and aft without a spring assist. Seat travel is 4.72 inches.

The latched backrest can be tilted forward for access to the jack assembly and spare tire winch handle stored behind the seat. There is room for storage of additional small articles. A handle is provided on the left side for unlatching the backrest.

SEAT AND SHOULDER BELTS. Type II seat and shoulder belts with pushbutton buckles are provided for the driver and passenger. Buckles have no ornamentation, and retractors are not utilized. Belt color is black. Both belts are adjustable at the buckle end of the outboard seat belts.

HEATER, DEFROSTER, AND POWERED CENTER VENT. A heater, defroster, and powered air vent are combined in a console and provided as standard equipment. The console is mounted to the center of the instrument panel lower lip, and contains an air fan, heater core, and control assembly. The console has outlets to the floor (heater mode), to the defroster ducts (defroster mode), and to the cabin (vent mode). The system uses only outside air, and temperature control is accomplished by a hot water shut-off valve. A full-time outside air feature is provided by an outside air door which is always partially open and a fan which is always running at or greater than minimum speed.

A control panel is bolted to the console below the center vent, and has 3 slide-type levers. The "fan" lever simultaneously opens the outside air door and adjusts fan speed from LO (minimum speed) to HI (maximum speed). The other two levers are used to (1) adjust the hot water intake to the heater core, (2) and select the air exit mode. Control panel identification is illuminated.

ADDITIONAL FLOW THROUGH VENTILATION. Additional cab ventilation is provided by adjustable floor vents on each side of the instrument panel. Levers are provided on the upper level vents to adjust air flow volume and direction. Air is exhausted from the cab by passing between the inner and outer rear quarter panels and exiting through exterior outlets in the outer upper rear quarter panels.

UPC 1 - BODY - Continued

PAINT AND TRIM COLORS

The cab, pickup box and front end sheet metal are painted with amino-alkyd enamel over primer in colors keyed to the available interior trim colors.

I - EXTERIOR COLORS	ISUZU COLOR CODES	AVAILABLE INTERIOR TRIM COLORS	
		BLACK	BLUE
1. Yellow	278-P1	X	X
2. White	285-P1	X	X
3. Red	124-P1	X	
4. Beige	2009-P1	X	
5. Light Blue	4001-P1	X	X
6. Dark Blue	486-P1	X	X

II - INTERIOR TRIM	ISUZU COLOR CODE			
	BLUE TRIM		BLACK TRIM	
	CODE NO.	COLOR	CODE NO.	COLOR
HEADLINING	493-L3	Blue	081-L3	Gray
SUNSHADE	493-L4	Blue	081-L4	Gray
BENCH SEAT	492-L3	Blue Metallic	001-L41	Black
	492-L4		001-L48	
SEAT SEWING THREAD	492-T1	Blue	001-T8	Black
DOOR TRIM PADS	492-L2	Blue Metallic	001-L48	Black

III - INTERIOR BLACK TRIM	ISUZU COLOR CODE		ISUZU COLOR CODE
DOOR FINISHER	001-L36	HORN BAR	001-G13
ARM RESTS	001-G2		001-G49
INSTRUMENT PANEL PAD	001-L23		001-G76
ASH TRAY	001-G59	COWL UPPER	001-G1
STEERING WHEEL	001-G1	COWL LOWER	001-G1
"A" POSTS TRIM LEATHER	001-L48	FLOOR MAT	001-G85
SEAT BELTS	001-T5		001-G86
			001-G87

IV - MISCELLANEOUS PAINTED ITEMS	ISUZU COLOR CODE	PAINT COLOR
Deflector panel; glove box door hinge; sunshade bracket; front end valance panel; outline on bow-tie emblem on base hub caps and RPO chrome wheel trim covers.	001-P11	Matte Black
Inside rear view mirror case.	001-P2	Coal Black
Tailgate lettering; outline on bow-tie emblem on radiator grille.	001-P1	
Second vent grille; glove box door; instrument cluster face.	0008-P1	Gray Metallic
Radiator grille; headlamp bezels.	057-P1	Matte Dark Gray
Center portion of bow-tie emblem on base hub caps, RPO wheel trim covers, and radiator grille. Center portions of fender nameplates	2014-P1	Ochre
Base hub caps.	285-P1	Weldenia White
Road wheels.	021-P1	Silver

UPC 2 — FRAME

The ladder-type steel frame has six crossmembers. Side rails are box-sectioned their full-length, and are formed with a flange overlap which is welded. Stock thickness of the inner side rail is 0.126-inch. Except for Number Two, all crossmembers are welded to the side rails.

Heavy box-section construction is used for the Number One and Number Three crossmembers; the latter member carries the front suspension torsion bar rear mount. The Number Two crossmember 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 is of heavy channel construction. The Number Five crossmember is tubular (1.68-inch O.D.), and has welded-on pins for mounting of the rear shock absorbers. Crossmember Number Six 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 pickup box.

Front suspension upper control arm mounting brackets, with shock absorber towers, are welded to the outside of the frame rails at the Number Two crossmember location. Making up the remaining major welded-on frame pieces are two front suspension strut bar brackets on the underside of the Number One crossmember, two front end sheet metal mounting brackets on each side rail in the radiator area, and a fuel tank rear hanger bracket at the rear of the Number Five crossmember.

A slot is located in the outer frame side rails inboard of each wheel location to permit tiedown during rail shipment.

UPC 3 — FRONT SUSPENSION

FRONT SUSPENSION. The front suspension is of the independent type, utilizing upper and lower control arms, ball-type joints, and torsion bar springs. Direct, double-acting front shock absorbers and a stabilizer bar are included.

The upper control arm is a stamped and welded assembly mounted to the frame bracket by two bolt and nut assemblies. Rebound bumper pads are incorporated on the front and rear underside. The lower control arm is comprised of two heavy channel links, mounted fore and aft of the frame crossmember bracket. The links are formed and welded together at the outer end with lower ball joint and shock absorber lower attachments. Lower arm fore and aft stability is provided by heavy bar struts bolted to the arm and connected to the front crossmember brackets by double rubber bushings. The upper control arm ball joint nuts have a mechanical locking feature.

TORSION BARS. The torsion bar springs are 38 inches long, have an 0.85-inch diameter, and are splined at each end. Suspension height adjustment is provided at each end. Rear adjustment is through a screw acting on a splined sleeve and plate weldment arm. The screw is anchored to a gusset-reinforced lower flange extension of the Number Three crossmember. External rubber shaft seals are provided, front and rear of the Number Three crossmember at the torsion bar/crossmember bushing to preclude dirt and water entry. The torsion bar is connected to the rear link of the lower suspension area by means of a bolted-on, splined-end forging. An external rubber seal is provided at the bar/arm spline connection to preclude dirt and water entry to the spline area. The rated capacity at the ground for each spring is 800 lbs. Wheel rate per side is 96.9 lb./in.

SHOCK ABSORBERS AND BUMPERS. Direct, double-acting shock absorbers with an 0.98-inch piston diameter are provided. They are connected to the lower suspension control arms and to the frame bracket shock absorber towers. Jounce and rebound bumpers are of the normal rubber cone-type. One large jounce bumper acts against each lower control arm, and two small rebound bumpers act against each upper control arm.

STABILIZER BAR. The 0.71-inch diameter anti-roll stabilizer bar is fastened to each frame rail underside by rubber bushings and bolted-on clips. The bar ends are connected to the lower control arms by means of bar strut extensions which are double rubber-bushed at each end.

For front end alignment information, refer to Page 2.08.

UPC 4 — REAR SUSPENSION/REAR AXLE/PROPELLER SHAFT

REAR SUSPENSION. The rear suspension utilizes semi-elliptic, rubber-bushed, leaf-type springs and direct, double-acting shock absorbers. The rear axle is of the conventional (rigid type), with semi-floating axle shafts.

Rear springs are of plain leaf construction, incorporating four leaves plus a short, thick tapered helper leaf. A conventional rear compression shackle is used. Each spring assembly is 47.2 inches long. Leaves one through four are 2.36 inches wide and are 0.24 inch thick. The helper leaf is 0.47 inch thick. Spring eyes are upturned full-wrap. "Silent-Bloc" type bushings are used at the front and rear, and at the rear shackle upper position. The rated capacity at the ground for each spring is 1325 lbs. Wheel rate per side is 157/336 lb./in.

Rear spring front hangers are of a pressed channel shape and are welded to the underside of the frame. Rear spring hangers are welded to the underside of the frame. Shackles of plain plate are used to make the connection between the springs and the rear hangers.

Rear shock absorbers are of the direct, double-acting type with an 0.98-inch piston diameter. The rear jounce bumper is a 4.60-inch high hollow rubber unit with 3.35-inch diameter, necked in the middle; it is bonded to a plate which is bolted to the frame rail underside with two bolts, each. The jounce bumper acts against a stamped metal axle plate, which is clamped to the axle with U-bolts.

REAR AXLE. The rear axle with separable carrier has a banjo housing comprised of two halves welded together. Semi-floating axle shafts are utilized as well as a hypoid-type ring gear and pinion with 1.25-inch offset plus two pinion differential gears. Ring gear diameter is 7.65 inches. Axle tubes have a 2.72-inch O.D. and a 2.40-inch I.D. Pinion adjustment is by means of a collapsible spacer between the tapered roller bearings. The axle has a rated capacity of 3500 lbs. and a ratio of 4.56-to-1. Oil capacity is 2.7 pints. See UPC 14 for lubricant specifications. Wheel bearings are of the tapered roller type.

Spring mounting pads are welded to the undersides of the axle tubes at the outer ends. The pads are channel-shaped and cut to match the tubes. Each spring is attached to the axle with two 0.47-inch diameter U-bolts (double inverted), using heavy pressed steel anchor plates. Welded to each anchor plate is a rear shock absorber lower attaching stud. Anchor plates are not symmetrical, left to right.

PROPELLER SHAFT. The 48.4-inch long propeller shaft is of conventional tube design with single Cardan-type universal joints at each end. Tube outer diameter is 2.95 inches, while the inner diameter is 2.82 inches. A sliding spline with 1.0-inch outer diameter is provided, and operates in the transmission rear extension. Connection to the rear axle is by a flanged yoke fastened to the axle flange with four bolts. Universal joints are permanently lubricated.

UPC 5 — BRAKES

SERVICE BRAKES. Service brakes are of the vacuum-hydraulic, self-adjusting drum-type, with two leading-shoe front and duo-servo rear units. Front and rear brake drum diameter is 10.0 inches.

BRAKE LININGS. Brake linings are of the molded type, bonded to the brake shoes. Front and rear linings for the front brakes, specified as Bendix H3133, are 10.24 inches long, 1.97 inches wide, and 0.189-inch thick. Primary linings for the rear brakes, specified as Bendix H3144, are 8.43 inches long, 1.77 inches wide, and 0.193-inch thick. Secondary linings for the rear brakes, specified as Bendix H3133, are 10.83 inches long, 1.77 inches wide, and 0.193-inch thick.

MASTER CYLINDER. The master cylinder is a vacuum-assisted 0.87-inch diameter tandem-piston unit with plastic reservoirs. The brake pedal/master cylinder ratio is 4.38-to-1. A Bendix vacuum booster with a 6.0-inch effective diameter is utilized. Two wheel cylinders of 1.06-inch diameter are used for each front brake; one wheel cylinder of 0.75-inch diameter is used for each rear brake. See UPC 14 for brake fluid specifications.

BRAKE PIPES. Brake pipes are Bundy tube, with an 0.1875-inch O.D. and 0.0275-inch wall thickness. The outer surface is zinc-plated .0004-inch (.010mm) thick, and treated with chromic acid and potassium dichromate; the inner surface is copper-coated. The main brake line is attached to the inner portion of the left hand frame side rail through welded-on tabs; protection is afforded at the attaching points with the use of rubber insulators.

BRAKE PEDAL. The 13.6-inch long brake pedal lever is pendant-hung, and utilizes a single return spring. The brake pedal is rubber-faced and has dimensions of 1.90 by 2.75 inches.

PARKING BRAKE. The manually-operated parking brake actuates the rear service brakes through 0.125-inch diameter cables. The parking brake is applied by means of a ratchet-type L-handle lever located under the instrument panel to the right of the steering column. The parking brake cable runs from the lever and over a 2.5-inch diameter pulley located on the right hand side of the dash panel; from this point it runs to a mechanical advantage lever, then to an equalizing bar, then to the rear drum brakes.

UPC 6—ENGINE

GENERAL. The engine is identified as an Isuzu Model G180SR, Chevrolet Type N. It is an in-line 4-cylinder gasoline unit with a single overhead camshaft. It develops 75 net horsepower at 5000 RPM (SAE J245) and 88 lb-ft torque at 3000 RPM. Bore and stroke are 3.31 x 3.23 inches; piston displacement is 110.8 cubic inches; compression ratio is 8.2-to-1. Weighing 342 pounds (fully-dressed and including flywheel), the engine has a length of 26.9 inches, a width of 25.9 inches, and a height of 27.6 inches. The cylinder head is of cast aluminum, while the cylinder block is cast iron. The oil pan is a one-piece stamped steel unit. Stiffening braces are used between the engine block and the transmission case.

CRANKSHAFT and RELATED ITEMS. The crankshaft is made of heat-treated forged steel, and has front and rear end lip type rubber oil seals. Five tri-metal steel backed main bearings are utilized. There is no vibration damper.

CONNECTING RODS and PISTONS. Connecting rods are forged steel with tri-metal steel backed bearings. Aluminum alloy, cam-ground pistons with a tin plated coating are used. The pistons have two chrome-plated cast iron compression rings and one chrome-plated outside diameter cast iron oil ring. Case-hardened, seamless-drawn tubing is used for the piston pins.

VALVE TRAIN. Cast alloy iron is used for the camshaft. It is chain driven through cast iron sprockets. Inlet and exhaust valves are of alloy type steel.

EXHAUST MANIFOLD. The exhaust manifold consists of two headers, one header serving the first and fourth engine cylinders and the other serving the second and third cylinders. The header outlets are held together with a flange at the point where they junction with the forward exhaust pipes. (See UPC 8 for details of the exhaust system.)

ENGINE MOUNTING SYSTEM. A three point, semi focalized power plant mounting system is used. The two engine mounts are captured to constrain the engine in case of mount rubber failure. The third mount is located between the transmission extension and the third frame crossmember.

FUEL SYSTEM. A dual-barrel down-draft type carburetor with manual choke is used (Hitachi Model DRJ-340). The primary carburetor venturi diameter is 0.9 inch, while the secondary venturi diameter is 1.1 inches. The fuel pump is of the mechanical diaphragm type, produces line pressures of 4 psi (nominal) and is located on the right hand side of the engine. Located at the right side of the engine compartment is a replaceable element fuel filter. The air cleaner uses a replaceable, wet-paper filter element manufactured by Tsuchiya. A .37 inch O.D. engine fuel line is used between the fuel pump and the carburetor. A suspended accelerator pedal and cable type throttle control are also used.

ELECTRICAL SYSTEM. The solenoid-controlled starting motor (Hitachi Model S-114-118) is rated at 1.4 HP (1.0 KW) and located at the lower left side of the engine.

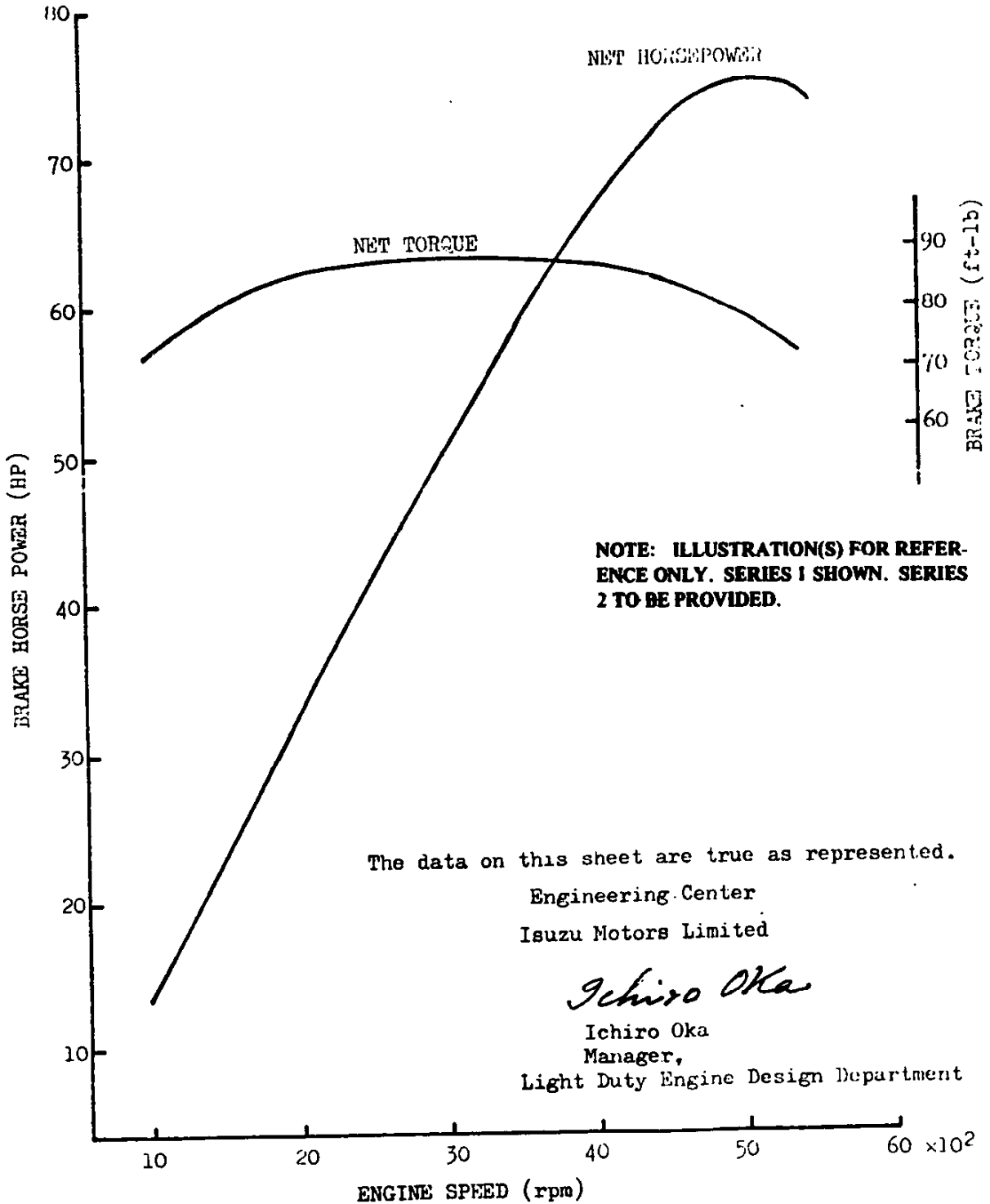
A 30-ampere alternator (Hitachi Model LT-130-83) and dual element voltage regulator (Hitachi Model TLIZ-66) are utilized. An in-line connector is used between the alternator and the battery wire.

The ignition circuit is composed of a body mounted, 12-bolt Hitachi coil with a 1.6 ohm by-pass resistor; a dual contact Hitachi D414-62 distributor; NGK BP-6ES spark plugs with neoprene-coated, resistance-type secondary wires; and key-operated ignition switch.

ENGINE PERFORMANCE CURVE

Engine Displacement 110.8 CID
 Bore x Stroke 3.31" x 3.23"
 Cyl. Arrangement 4-L
 Compression Ratio 8.2 to 1
 Type of Cylinder Head OHC

Test Method SAE J245 (Net)
 Max. Brake Horsepower 75 HP/5000 rpm
 Max. Brake Torque 88 ft-lb/3000 rpm



UPC 6—ENGINE — Continued

Emissions Systems

CRANKCASE EMISSION CONTROLS. The closed-positive crankcase ventilation system incorporates a variable orifice control valve at the inlet manifold. This valve is connected to the top front of the camshaft housing cover by a wrapped rubber hose. Another wrapped hose is routed from the rear of the camshaft housing cover to the clean air side of the air cleaner. A wire mesh screen is used as a flame arrestor in the air cleaner.

EXHAUST EMISSION CONTROLS. Four exhaust emission control systems are used.

The Air Injection Reactor (AIR) system has a two-vane, 12.2 cubic inch (200cc) pump with pressure relief valve which draws air from the clean air side of the air cleaner. Air is injected into the exhaust ports of the cylinder head through an 0.24-inch I.D. (6.0 mm) tube from an air distribution manifold. A check valve protects the air injection pump from exhaust gases. Air flow through the pump is provided by a gulp-type valve which is connected to the outlet side of the air pump. Extra air is permitted into the inlet system and less into the exhaust at high manifold vacuum pressures. The cast iron pump mounting bracket is attached directly to the cylinder block.

The Coasting Richer (CRS) system consists of an independently operative auxiliary fuel system controlled by switches so that when the engine is coasting a solenoid-operated valve on the carburetor enriches the air/fuel mixture to improve combustion efficiency.

The Dual Contact Point Distributor Control (DCS) System makes use of two (2) sets of breaker points to permit automatic selection of ignition timing. Advanced contact points are used for normal engine operation, while retarded breaker points are used when the engine is being accelerated or decelerated.

A controlled combustion system controls the temperature of the air being fed to the air cleaner by actuating a valve in the air cleaner inlet snorkel. This valve is controlled by a thermo-sensor and by switches which sense the operating condition of the engine. The heated air is routed from the exhaust manifold to the air cleaner through a flexible, non-collapsing hose.

EVAPORATIVE EMISSION CONTROLS. Control of evaporative emissions is through a crankcase storage system. A separate tank is mounted in the front left side of the cargo box. This acts as the liquid-vapor separator and is connected by hoses to two vents on the top of the fuel tank. A third hose from this separator is attached to a routing mechanism mounted on the firewall. Here vapors are directed into the crankcase unless there is sufficient depression on the clean air side of the air cleaner to actuate this unit to route the vapor into the air cleaner.

UPC 7 – TRANSMISSION/CLUTCH

TRANSMISSION. A 4-speed manual transmission with fully synchronized forward gears is standard equipment.

1st	3.51
2nd	2.18
3rd	1.42
4th	1.00
Reverse	3.93

The clutch housing and transmission case are combined in a single die cast aluminum unit. Lubricant capacity of the transmission is 2.7 pints. See UPC 14 for lubricant specifications.

CLUTCH and CONTROLS. The hydraulically-operated clutch is a single-plate, 7.87-inch diameter, dry-disc type unit, and is manufactured by Daikin. Clutch load is applied by a single-diaphragm Belleville-type spring, exerting a maximum load of 725 pounds. Clutch facing material is of the woven type; facings have an 7.87-inch O.D., 5.12-inch I.D., and 0.138-inch thickness. The clutch release bearing assembly has angular-contact, permanently-lubed ball bearings. The coil spring-friction material combination of the driven plate provides torsional damping.

Hydraulic clutch release is provided by an 0.62-inch diameter master cylinder and an 0.75-inch diameter slave cylinder. See UPC 14 for clutch fluid specifications. Pendant-hung, the 13.6-inch long clutch pedal has a rubber pad measuring 2.75 x 1.9 inches. The pedal-to-clutch rod ratio is 4.76-to-1.

UPC 8 - FUEL TANK and EXHAUST SYSTEM

FUEL TANK. The fuel tank has a 10-gallon capacity; it is of 2-piece construction with a seam-welded horizontal flange. Tank location is inside the frame, under the left hand side of the pickup box floor. The tank is hung from a frame bracket at the front and from the Number 5 frame crossmember at the rear.

A 1.75-inch diameter fuel fill pipe is used, with a flexible rubber hose clamped between the tank and the filler tube. The chrome-plated fuel tank filler cap is located in a recess on the left hand pickup box side panel.

EXHAUST SYSTEM. The single-type exhaust system is comprised of three main components: an exhaust pipe and resonator assembly, a muffler assembly, and a tailpipe assembly. These components are made of steel, and are zinc-plated ($15g/m^2$) on the outside surfaces only.

The exhaust pipe and resonator assembly consists of four components welded together: two forward exhaust pipes, the resonator, and a single rear exhaust pipe. The two forward exhaust pipes, with 1.50-inch O.D. and 0.063-inch wall thickness, are attached with bolts to the exhaust manifold header system at the left hand side of the engine. The double-walled resonator is approximately 8.0 inches long, 5.0 inches wide, and 2.20 inches high; it incorporates a welded-on heat shield on the upper surface. The resonator baffle is welded to the resonator inner pipe, and the outlet pipe extends into the inner pipe 2.56 inches. The rear exhaust pipe has a 1.68-inch O.D. and 0.063-inch wall thickness. It crosses over from the left hand side of the vehicle to the right hand side directly beneath the cab where it is attached with a clamp to the muffler assembly.

The muffler assembly has a steel shell and steel end caps which are roll-crimped to the shell. It measures 6.0 inches in diameter and 18.0 inches in length.

The tailpipe assembly, with 1.68-inch O.D. and 0.047-inch wall thickness, is attached with a clamp to the muffler; it extends rearward, kicking-up over the rear axle assembly and exiting under the right hand side of the pickup box approximately 16 inches in front of the end of the box.

Five hangers provide support for the exhaust system, as follows:

- No. 1 Hanger - steel bracket solid-mounted from transmission case to the inboard forward exhaust pipe
- No. 2 Hanger - from transmission support crossmember to rear exhaust pipe. Hanger strap is in tension, and rubber-bushed at crossmember end only.
- No. 3 Hanger - from frame intermediate crossmember to rear exhaust pipe. Hanger strap is in compression, and rubber-bushed at crossmember end only.
- No. 4 Hanger - from right hand frame side rail to junction of tailpipe and muffler. Hanger also serves to clamp muffler to tailpipe. Hanger strap is in tension, and rubber-bushed at the frame end only.
- No. 5 Hanger - from right hand frame side rail to end of tailpipe. Hanger strap is in tension, and rubber-bushed at frame end only.

UPC 9 – STEERING SYSTEM

GENERAL. The steering system is of the manual type, with 17.8-to-1 overall steering ratio. Wall-to-wall turning circle diameter is 36.2 feet. A collapsible steering shaft is featured.

STEERING GEAR. A 22.4-to-1 ratio steering gear of the recirculating ball type is employed. The steering gear is fastened to the inside of the frame, forward of the front suspension, by four bolts. See UPC 14 for lubricant specifications.

STEERING LINKAGE. Steering linkage is composed of a forged and splined pitman arm, an adjustable intermediate rod, a forged and tapered idler arm connected to a tapered shaft with a sleeved four-bolt frame bracket, and two non-adjustable tie rods. Lube fittings are provided for the ball joint rod ends and idler pivot.

STEERING COLUMN. The steering column consists of a mast jacket, with a lower jacket shaft seal and a solid shaft and hollow tube steering shaft connected by plastic injection. Connection of the steering shaft to the steering gear is by a fail-safe flexible coupling, with splined clamp joints at both the steering shaft and gear shaft ends. Attachment of the steering column to the dash panel is through a thin plate welded to the mast jacket and attached to the panel with three screws. A sealer is used between the plate and panel to exclude dirt and water entry. The column is further attached to an instrument panel bracket by means of a bracket welded to the steering column and two bolts.

STEERING WHEEL. Injection molded polypropylene with a steel hub and insert comprise the material for the 15.7-inch diameter, 2-spoke steering wheel. A polypropylene horn bar with no identification is located in the center of the steering wheel.



UPC 10 — WHEELS/TIRES/HUB CAPS

GENERAL. Each vehicle is provided with five tubeless 6.00-14-6PR blackwall tires from the same manufacturer as standard equipment. The tires are mounted on 14 x 4J steel disc wheels having six mounting holes on a 5.5-inch diameter bolt circle. Wheels are painted Silver. Wheel studs are 0.472 inch diameter (12 mm). Recommended tire inflation pressures for medium loads are 21 psi front, 25 psi rear; for heavy loads, 21 psi front and 42 psi rear are recommended.

SPARE TIRE. Spare tire stowage is at the rear of the vehicle under the pickup box floor. The spare is raised and lowered from the stowage position by a chain and non-reversing winch. Winch operation is by means of a handle which is inserted through a hole in the pickup box right hand side panel.

HUB CAPS. Pressed steel hub caps, embossed with the Chevrolet bow-tie emblem, are used. The hub caps are painted white. Hub cap emblems are painted black and ochre.

Tire load capacities are shown in the chart on page 2.04.

A Tire Warranty Folder is placed in the glove box.

UPC 11 - FRONT END SHEET METAL

FENDERS are bolted to the bulkhead, to the cowl structure of the cab, and to the wheelhousings. A chrome-plated LUV - bowtie nameplate is attached to each fender. Depressed portions of the letters are painted ochre. A notched hole and covering ornament is provided in the right fender for (optional) radio antenna installation.

HOOD. The hood is hinged at the front through two strap-type hinges bolted to the radiator support. The hood has a positive hold open feature consisting of a slotted sheet metal guide with a locking bar. The hood is held in the closed position through a single latch mounted to the cab cowl structure at the center. A pull-type lever under the left side of instrument panel releases the hood latch. Contributing to the rigidity of the hood panel is an inner reinforcement which is bonded to the outer panel with adhesive.

VALANCE PANEL. A steel valance panel is located beneath the front bumper. It is painted black as are the chassis components visible within the valance panel opening.

UPC 12—CHASSIS ELECTRICAL SYSTEM

A 12 volt D.C. electrical system is employed.

BATTERY. The battery is rated at 50 ampere-hours, and is located at the front right hand side of the engine compartment. The negative ground is taken from the battery terminal to the engine and to the frame and body.

FRONT LAMPS. Dual, sealed-beam headlamps within plastic headlamp bezels are located horizontally on either side of the grille. The A.B.S. headlamp bezels, which are painted dark gray and have bright trim, are notched to permit adjustment without removing the bezels. Two front amber turn signal lamps are supported beneath the bumper. Lighted front amber side marker lamps are externally attached to the fenders.

REAR LAMPS and REFLECTORS. Rear lamps, except the license plate lamp, are bolted to the pickup box rear bolster panel under the tailgate. The symmetric rear combination lamps have three rectangular compartments and five functions. Tail and stop lamp with red lens and reflector is located at the outboard end of the combination lamp. An amber rear turn signal lamp is located in the middle and white back up lamp is located inboard. License plate illumination is provided with a single lamp with clear lens.

HORN. A single note horn is provided as standard equipment.

FUSES. The electrical system is completely fused with 10 fuses mounted on the left hand front wheelhousing in the engine compartment. Four spare fuses are provided as standard equipment.

INSTRUMENT CLUSTER/SWITCHES. The instrument cluster utilizes a printed wiring system and is comprised of the following illuminated instruments:

1. 0 to 100 M.P.H. speedometer
2. Odometer
3. Temperature gauge
4. Fuel gauge

Warning lights indicate loss of oil pressure, generator malfunction, and parking brake application. Lights also are used to indicate turn signal and high headlamp beam operation.

The ignition switch is key-operated and features a theft resistant design. There is no steering column lock feature.

Headlamps and parking lamps are operated by a pull switch on the lower left hand side of the instrument panel. Instrument panel illumination, tail lights, and side marker lights also are controlled by this switch.

The hazard warning flasher switch is located on the right hand side of the steering cowl.

A lever on the left of the steering column controls both the turn signal switch and the dimmer switch. Moving the lever up and down indicates direction of turn, while moving the lever fore and aft controls the low and high headlamp beams.

UPC 13 - RADIATOR and GRILLE

RADIATOR. Of corrugated fin construction, the radiator core measures 13.58 inches high, 17.05 inches wide, and 1.18 inches thick. It has a top and bottom tank with 1.25-inch diameter inlet and outlet tubes for hose attachments. The radiator is mounted to the front end sheet metal with two 8 mm. bolts on each side. A sheet metal fan shroud is attached to the front sheet metal by bolts. The radiator filler cap and filler neck are a standard (SAE) size. A 15 psi cap is used, and the filler neck is located at the right-center of the radiator. Overall cooling system capacity is 6.4 quarts. The cooling system is protected to -31°F with the use of antifreeze. See UPC 14 for coolant fluid specifications.

RADIATOR GRILLE. Injection molded A.B.S. is used for the one-piece radiator grille. It is finished in dark gray paint and trimmed with bright moldings. The grille is mounted directly to the front end sheet metal bulkhead with screws. A chrome-plated Chevrolet bow-tie emblem with ochre and black paint trim is attached at the center of the grille.

UPC 14 – MISCELLANEOUS FINAL ASSEMBLY ITEMS

BUMPERS. The standard front bumper has a stamped section, and is finished with chrome. There is no rear bumper installation as standard equipment.

JACK. A scissors-type jack is tied down behind the seat on the right hand side of the vehicle. A combination jack handle/wheel nut wrench/hub-cap tool is tied down with the jack. Jacking instructions are shown on a label (See below) attached to the cab back panel above the jack.

WINCH HANDLE. A handle which is used to operate the spare tire carrier winch is stowed in brackets behind the seat and is accessed from the right hand side of the vehicle.

PACKAGING. A container for final assembly items is to be placed inside the cab. This container holds two tailgate support chains and either four hub caps or four RPO wheel covers.

SHIPPING PROTECTION. Paper protection is provided for the driver's door kick pad to prevent damage during shipping and handling.

FUEL, FLUIDS AND LUBRICANTS.

FACTORY FILL FUEL, FLUIDS, AND LUBRICANTS	
Engine Crankcase	Type Extra 10W-30 (SAE 10W-30, SE) Capacity 4.2 Quarts
Transmission	Type Besco Super Engine Oil (SAE 30, GL-1) Capacity 2.7 Pints
Rear Axle Gear Case	Type Gelco Gear Oil 5090 (SAE 90, GL-5) Capacity 2.7 Pints
Steering Gear Box	Type Gelco Gear Oil RP140 (SAE 140, GL-1)
Wheel Hub Bearing	Type Besco Grease L-2 (NLGI No. 2, Multipurpose Type)
Rod End, Link End, Universal Joint, etc.	Type Besco Chassis Grease (NLGI No. 1 Chassis Grease)
Body Fitting	Type Nipeco MP-1 Grease (NLGI No. 1, Multipurpose Type)
Hydraulic Brake & Clutch System	Type Besco Brake Fluid HG Super 2300 (SAE J1703b, MVSS116 DOT. 3)
Engine Cooling System	Type Isuzu Long Life Coolant 50% (Permanent Type) Capacity 6.4 Quarts
Windshield Washer	Dry (Filled by GM dealers) Capacity 3 Pints
Gasoline	Type Regular Grade - 90 Octane Aka Apollo Brand Capacity (Total) 10 Gallons Factory Fill 9 liters (8.1 useable)

UPC 14-MISC. FINAL ASSEMBLY ITEMS Continued

LABELS and PLATES

MVSS CERTIFICATION PLATE and V.I.N. PLATE



○ MANUFACTURED BY ○
ISUZU MOTORS LIMITED

MONTH AND YEAR
OF MANUFACTURE

G·V·W·R. 3950 LBS.
G·A·W·R. FRONT 1600 LBS.
REAR 2650 LBS.

THIS VEHICLE CONFORMS TO
ALL APPLICABLE FEDERAL
MOTOR VEHICLE SAFETY
STANDARDS IN EFFECT ON
THE DATE OF MANUFACTURE
SHOWN ABOVE.

VEHICLE IDENTIFICATION NO.
 C L N 1 4 2 8 2 0 0 0 1

○ TYPE TRUCK ○

MFD BY ISUZU MOTORS LTD.
VEH. IDENT. NO.

C L N 1 4 2 8 2 0 0 0 1

MADE IN JAPAN



LABELS

BODY FINISHING COAT
PAINT: AMINO-ALKYD ENAMEL
COLOUR CODE NO. _____
ISUZU COLOUR NO. _____


NOTE: JACKING INSTRUCTION LABEL AND ENGINE COOLING LABEL (NOT SHOWN) ALSO TO BE IN THIS SECTION.

NOTE: ILLUSTRATIONS FOR REFERENCE ONLY. SERIES 1 SHOWN. SERIES 2 TO BE PROVIDED.

EXHAUST EMISSION CONTROL INFORMATION			
	HYDROCARBONS (GRAMS/MILE)	CARBON MONOXIDE (GRAMS/MILE)	OXIDES OF NITROGEN (GRAMS/MILE)
CALIFORNIA EXHAUST EMISSION STANDARDS APPLICABLE TO THIS VEHICLE	3.2	39	3.2
HIGHEST EXHAUST EMISSIONS MEASURED FROM CERTIFICATION FLEET FOR THIS VEHICLE	2.5	27	2.8

EXHAUST EMISSION CONTROL SYSTEM: AIR INJECTION REACTOR SYSTEM
 VEHICLE MANUFACTURER: ISUZU MOTORS LIMITED



VEHICLE EMISSION CONTROL INFORMATION
 THIS VEHICLE CONFORMS TO U.S. E.P.A. AND CALIFORNIA REGULATIONS APPLICABLE TO 1972 MODEL YEAR NEW MOTOR VEHICLES.
 ENGINE FAMILY IDENTIFICATION.....G180 DISPLACEMENT.....110.8 CU. IN.
 EXHAUST EMISSION CONTROL TYPE.....A.1.
ENGINE TUNE-UP SPECIFICATIONS AND ADJUSTMENTS (NEUTRAL POSITION)
 IDLE SPEED.....700 R.P.M. IGNITION TIMING.....8° B.T.D.C.
 IDLE MIXTURE SETTING ADJUST IDLE MIXTURE FOR THE BEST
 OPERATING CONDITION AT 700 R.P.M.
 FOR DETAILS REFER TO OWNER'S AND DRIVER'S MANUAL
 **ISUZU MOTORS LIMITED**

UPC 15 - ADDITIONAL STANDARD EQUIPMENT

ITEM	SUPPLY RESPONSIBILITY
1. Special Pickup Box Handling - YA3	Isuzu
2. Left Hand Outside Rear View Mirror	Chevrolet
3. Owners Information Booklet Envelope	Chevrolet
* 4. Owner's and Driver's Manual	Chevrolet
* 5. Emission Control Systems Book	Chevrolet
* 6. Warranty Folder	Chevrolet

* - Placed in Item No. 3.

This Additional Standard Equipment is to be installed on the Vehicles pursuant to the GM Purchase-Transfer Agreement and the Assembly Instruction Manual.

UPC 15 - ADDITIONAL STANDARD EQUIPMENT (Continued)**YA3 - SPECIAL PICKUP BOX HANDLING**

Vehicles with Additional Standard Equipment designated by YA3 are to be shipped in two major component parts as follows:

1. Cab/Chassis units (less pickup boxes).
2. Pickup boxes (in shipping packs).

A description of the cab/chassis units, the pickup boxes, the shipping packs, and miscellaneous attaching parts which are to be bulk shipped is given below:

(1) Configuration of Cab/Chassis Unit as Shipped

The cab/chassis unit for YA3 is to be identical with the cab/chassis unit as assembled for the completed (factory) vehicle with the exceptions itemized in the paragraphs below.

Temporary plastic shipping plugs are assembled to the three (3) vapor separator pipes on the gas tank and the fuel filler breather pipe on the gas tank. A vented temporary plastic cap is assembled to the filler neck opening on the gas tank.

The cab/chassis wiring harness electrical connector for rear lighting is protected during shipment by a small plastic bag placed over the connector and secured by a rubber band around the harness.

The spare tire is secured for shipment to the top of the rear frame of the cab/chassis unit by a j-hook and lug nut.

The gas tank filler neck, all rear lighting, body mounting cushions, and attaching parts are shipped as part of the pickup box shipping pack.

A temporary customs incomplete vehicle declaration statement is attached to the inside windshield in the lower right corner with a small adhesive strip and is easily removable.

The final FMVSS certification label is enclosed in the data processing card packet and placed in the glove compartment.

(2) Configuration of Pickup Box as Shipped

The configuration of the pickup box for YA3 is identical to the pickup box assembly used in the completed vehicle with the exceptions shown below.

The pickup box mounting cushions are secured at the ten mounting locations by a tapping screw and adhesive.

Temporary plastic shipping plugs are used to seal the three vapor separator hoses on each pickup box.

The pickup box wiring harness electrical connector for rear lighting is protected during shipment by a small plastic bag placed over the connector and secured by a rubber band around the harness.

UPC 15 – ADDITIONAL STANDARD EQUIPMENT - (Continued)**(3) Pickup Box Shipping Pack**

Pickup boxes are shipped on pallets in packs – each of which contains six pickup boxes of a single color.

Pickup boxes are firmly secured to the pallet by the use of plastic banding and are adequately protected from shipping damage by use of foam padding where required. Also, two wooden shoring braces are bolted to the pallet base to secure the two key pickup boxes.

Gas tank filler neck sub-assemblies including breather hoses and attaching clamps are packaged in a box (six per box) and inserted in each pack.

Four packs containing boxes of a single color are shipped in a standard forty foot ocean container or two packs containing boxes of a single color are shipped in a standard twenty foot ocean container.

(4) Attaching Parts

The following attaching parts are packaged in bulk and shipped to reach the final assembly points in sufficient quantities to sustain regular production.

(a) Pickup box mounting bolts, washers, and lock nuts.

(b) Filler neck attaching screws.

UPC 17 SPECIAL (SERVICE) TOOLS *

ITEM	DESCRIPTION	REFERENCE
1	Tie Rod Remover	J-21687-01
2	Pinion Setting Gauge	J-23597-10
3	Pilot Bearing Remover	J-23907
4	Valve Guide Installer	J-24237
5	Cam Bearing Installer	J-24238
6	Cylinder Head Wrench	J-24239
7	Clutch Pilot Aligner	J-24242
8	Dummy Shaft Cluster Gear	J-24243
9	Differential Bearing Installer	J-24244
10	Axle Shaft Stud Wrench	J-24246
11	Pinion Oil Seal Installer	J-24250
12	Bearing Cup Driver	J-24252
13	Rear Axle Inner Seal Installer	J-24254
14	Rear Axle Shaft Outer Seal Installer	J-24255
15	Bearing Cup Driver	J-24256
16	Upper Control Arm Spacer	J-24258
17	Bearing Cup Driver	J-24259
18	Rear Main Bearing Seal Installer	J-24272
19	Timing Cover Oil Seal Installer	J-24273
20	Steering Wheel Remover	J-24292
21	Push Rod Height Gauge	J-24299

* Special (Service) Tools are supplied by Chevrolet.

**UPC 35 - OPTIONAL EQUIPMENT
REGULAR PRODUCTION OPTIONS - (RPO's)**

FACTORY INSTALLED OPTIONAL EQUIPMENT

RPO NO.	DESCRIPTION	SUPPLY RESPONSIBILITY
QKC	Tire - 6.00-14-6PR, Tubeless, Nylon, Blackwall	Isuzu
QKD	Tire - 6.00-14-6PR, Tubeless, Nylon, Whitewall	Isuzu
VJ9 +	Label - Exhaust Emission Level	Isuzu
YF5 \$	Test - California Assembly Line Emission	Isuzu
YA1	Decor Package: 1. Bright Cab Drip Rail Moldings (LH/RH) 2. Bright Cab Beltline Moldings (LH/RH) 3. Bright Windshield Molding 4. Four Chrome Wheel Trim Covers (with embossed Chevrolet bow-tie emblem)	Isuzu
C60	Air Conditioning	
<u>EXTERIOR COLORS</u>		
502	Yellow	Isuzu
507	White	Isuzu
512	Red	Isuzu
520	Beige	Isuzu
529	Blue (Light)	Isuzu
531	Blue (Dark)	Isuzu
<u>INTERIOR TRIM COLORS</u>		
614	Blue	Isuzu
605	Black	Isuzu

ADDITIONAL OPTIONAL EQUIPMENT

RPO NO.	DESCRIPTION	SUPPLY RESPONSIBILITY
U63	Radio - Pushbutton, AM	Chevrolet
VF1	Bumper - Chrome Rear, LH/RH	Isuzu

This Additional Optional Equipment is to be installed on the Vehicle pursuant to the GM Purchase-Transfer Agreement and the Assembly Instruction Manual.

+ -Mandatory for State of California

\$ -For administrative purposes only.

UPC 80—ACCESSORIES (DEALER INSTALLED)

ISUZU SUPPLY RESPONSIBILITY

Tailgate Inner Panel (six colors)

Right Hand Inside Sunshade (gray or blue)

Mud flaps

Wheel Covers

CHEVROLET SUPPLY RESPONSIBILITY

Right Hand Outside Rear View Mirror

Tonneau Cover (black or white)

Door Edge Guards

Cargo Box Side Rails

Step Bumper

Front Bumper Guards

Jr. West Coast or Below Eye Level Mirrors

Sliding Rear Window

AM/FM Radio

**ATTACHMENT A – SERIES 2 CHANGE SUMMARY
APPROVED ITEMS**

UPC	LRP	CHANGES	COMMENTS
0	73-18	Door outside handle and lock modification.	
	73-44	Revise format of VIN Number.	See also UPC 14 (Plates and Labels)
1	73-15	Control knob location and identification.	Meet MVSS 101
	73-16	Flammability compliance of interior materials.	Meet MVSS 302
	73-20	Cross vent window knob.	
	73-21	Eliminate kick pads.	
	73-22	Simplification of instrument panel. Glove box and glove box lid modification. Adopt printed circuit system.	
	73-23	Hard board parcel shelf modified to stamped sheet metal.	
	73-24	Redesign seat frame and spring assembly. Stamped side frames and straight front frame. Single left handle. Revised spring and foam construction.	
	73-25	Shoulder belt length adjustment at seat belt end. Yarn of shoulder belt webbing changed.	To provide ease of adjustment.
	73-26	Simplify windshield header and "A" post.	Improvement in appearance.
	73-28	Revise head lamp housing.	
	73-35	Eliminate separate bonnet (hood) seal retainer.	
	73-42	Offer black interior color. Delete gray interior color.	Provide more acceptable color combinations.
	73-60	Remove seat adjuster spring.	
	73-68	Provide full time outside air heater. Provide new heater controls. Provide forced ventilation through outlet grille.	Improved defogging and heating performance.
	73-84	Revise seat belt assembly to be adjusted on outboard belt.	Provide easier adjustment and tightening.
73-85	Revise door lock button to be convex and smooth.		
	(Continued)		

ATTACHMENT A – Continued

UPC	LRP	CHANGES	COMMENTS
1	73-87	Provide rear valance panel between license plate and stop lamps.	Improved rear view styling.
	73-95	Improve speaker and defroster grille.	Improve heat resistance.
2	73-33	Eliminate frame patch on No. 2 cab mount bracket. Eliminate felt pad under front body floor.	
3	73-59	Modification of attaching upper control arm to frame.	Improved productivity.
4	73-14	Modification of crown ring gear fixing bolts.	Product improvement.
	73-31	Differential pinion shaft bearing, collapsible spacer.	Product improvement.
	73-38	Revise rear spring shackle from tension to compression. Revise front and rear frame brackets.	
	73-39	Eliminate rear axle spring seat reinforcing plate. Revise buffer seat.	
5	73-6	Dual master cylinder brake system.	Safety improvement. Massachusetts state requirement. Eliminate competitive disadvantage.
	73-69	Modification of brake drum contour.	Improved productivity.
6	73-3	Replace throttle linkage with cable.	Improved safety in case of engine mount failure.
	73-4	Captured engine mounts.	Ensure safety driveability in case of engine mount failure.
	73-49	Crank shaft rear end lip seal.	Product improvement.
	73-50	Single stamped steel oil pan.	Simplifies oil pan installation.
	73-51	Addition of bosses to engine block for center mounting. Oil filter and oil pipe modification.	Improved productivity (to be used for Isuzu passenger cars).
	73-52	Modification of air pump mounting bracket.	Facilitates installation during assembly.
	73-53	Change in material of inner valve spring.	
	73-54	Revision of carburetor and distributor specifications.	1973 EPA (emissions) requirements.
		(Continued)	

ATTACHMENT A – Continued

UPC	LRP	CHANGES	COMMENTS
6	73-55	Modification of piston casting and lubrication holes.	Improved productivity.
	73-56	Air conditioning compressor bosses added to cylinder block.	Stronger mounting for air conditioner compressor.
	73-77	Lengthen coolant change cycle to 24000 miles or 24 monts.	To make change cycle similar to common U.S. practice.
	73-79	Adaptation of "sems bolt" (hexagonal head bolt and washer assembly).	Improved productivity.
	73-83	Revise engine oil.	Eliminate 600 mile oil change.
	73-88	Change accelerator pedal from organ type to suspended type.	Increased leg room.
	73-93	Change engine fuel line and fuel pump.	
7	73-8	Modify clutch pressure plate from "lug drive" to "strap drive". Change clutch spline from parallel to involute and chrome plate spline. Decrease clutch disc O.D. and I.D.	Product improvement.
	73-9	Increase size of transmission top cover fixing bolts. Decrease size of top cover baffle.	
	73-36	Modification of transmission front cover.	
	73-37	Delete lubrication hole in reverse idle gear shaft. Shorten length of bushing in rear extension housing.	
8	73-40	Eliminate fuel tank drain plug. Eliminate seats and covers for evaporative pipe outlets.	Reduces cab boom.
	73-57	Reroute chassis fuel line.	
	73-66	Softer exhaust hanger bushings in number 2, 3, and 5 positions.	
9	73-13	Polypropylene steering wheel and horn bar.	
10	73-86	Tubeless tires – Standard equipment.	

ATTACHMENT A – Continued

UPC	LRP	CHANGES	COMMENTS
11	73-46	Revise LUV fender ornament format and color.	Provides distinctive vehicle identification. Makes compatible with advertising literature.
	73-71	Body radio holes and ground straps.	
12	73-1	Theft proof ignition device.	Improve theft protection.
	73-2	Rear combination lamps.	Meet MVSS 108 Increase ground clearance.
	73-27	License plate lamp changed from 2 bulb housing to 1 bulb housing.	
	73-64	Notch headlamp bezels to adjust headlamp beam.	Improve serviceability.
	73-80	Cigar lighter and ash tray illumination circuit to be "ON" when ignition switch is "ON".	To prevent battery discharge.
13	73-11	Radiator filler cap and filler neck changed to SAE standard type.	Product improvement. Improved serviceability.
		Radiator top changed to high pressure type.	
		Radiator water hose made longer to match new neck design.	
		Modification of fan guide.	
14	73-75	Change jack stowage from left to right side.	To prevent driver from standing on traffic side of vehicle while removing jack.
	73-76	Add factory installed engine cooling system sticker in engine compartment.	Customer information.
	73-81	Provide factory installed Jack. Combine jack handle, wheel lug wrench, and hub cap tool into one tool, eliminate tool kit.	
	73-82	Provide jacking instruction sheet on cab back panel.	
	73-91	Door edge protector (driver's side).	Shipping and handling protection.
15	73-65	Separate Cab/Chassis and Pickup Box .	See UPC 14 for new MVSS Plate.

**UPC 35 - OPTIONAL EQUIPMENT
REGULAR PRODUCTION OPTIONS - (RPO's)**

FACTORY INSTALLED OPTIONAL EQUIPMENT

RPO NO.	DESCRIPTION	SUPPLY RESPONSIBILITY
MR7	Tire - 6.00-14-6PR, Tube-Type, Nylon, Blackwall	Isuzu
MS7	Tire - 6.00-14-6PR, Tube-Type, Nylon, Whitewall	Isuzu
VJ9 +	Label - Exhaust Emission Level	Isuzu
YF5 \$	Test - California Assembly Line Emission	Isuzu
YA1	Decor Package: 1. Bright Cab Drip Rail Moldings (LH/RH) 2. Bright Cab Beltline Moldings (LH/RH) 3. Four Chrome Wheel Trim Cover (with embossed Chevrolet bow-tie emblem)	Isuzu
<u>EXTERIOR COLORS</u>		
502	Yellow	Isuzu
507	White	Isuzu
512	Red	Isuzu
520	Beige	Isuzu
529	Blue (Light)	Isuzu
531	Blue (Dark)	Isuzu
<u>INTERIOR TRIMS</u>		
614	Blue	Isuzu
619	Gray	Isuzu

ADDITIONAL OPTIONAL EQUIPMENT

RPO NO.	DESCRIPTION	SUPPLY RESPONSIBILITY
U63	Radio - Pushbutton, AM	Chevrolet
VF1	Bumper - Chrome Rear, LH/RH	Isuzu

This Additional Optional Equipment is to be installed on the Vehicle pursuant to the GM Purchase-Transfer Agreement and the Assembly Instruction Manual.

+ - Mandatory for State of California.

\$ - For administrative purposes only.

UPC 80 - ACCESSORIES (DEALER INSTALLED)

DESCRIPTION	SUPPLY RESPONSIBILITY
Tailgate Inner Panel (six colors)	Isuzu
Right Hand Inside Sunshade (two colors)	Isuzu
Mud Flaps	Isuzu
Right Hand Outside Rear View Mirror	Chevrolet

