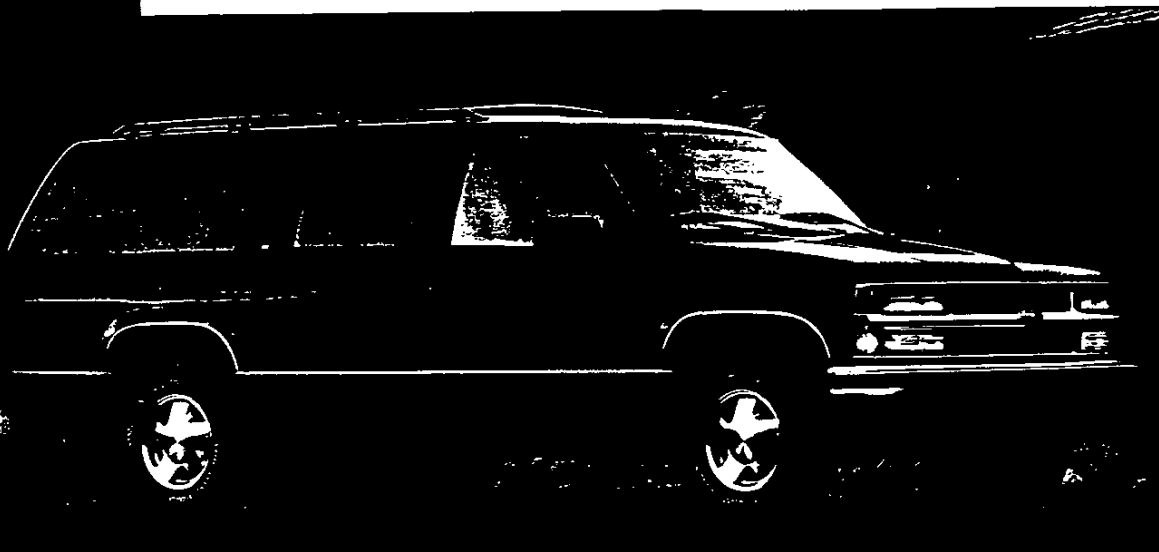


1998 Suburban

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1998 Suburban



CHEVY SUBURBAN — “THE BIGGEST” PROVIDES NEW COMFORT, SECURITY FEATURES FOR 1998

WARREN, Mich. — There's no denying that new “wannabes” have arrived in the full-size sport utility market, claiming to be the “biggest” on the road. But the “wannabes” are just that. Suburban for 1998 continues to be the ultimate full-size sport utility vehicle on the market, with unsurpassed towing and cargo capacity and seating for up to nine full-size adults.

“It is a challenge to stay ahead in the sport utility market, especially when new competitors claim to now be the biggest sport utility on the road,” said Steve Ramsey, Brand Manager for Suburban. “But Suburban is truly in a class by itself. These ‘wannabes’ come up short compared to the biggest sport utility on the planet.”

“Here's what it all comes down to,” Ramsey continued. “It's a match between the one claiming to be the biggest ... and the one that is. In that match, Chevy will out-tow and out-power them at every turn, and still provide more room.”

Yes, Suburban is simply the biggest there is, and it has been since the name first appeared in 1935. Suburban combines its truck ruggedness with premium comfort and convenience features you'd expect to find only on luxury automobiles. Features like Custom Leather seating surfaces, front and rear air conditioning, Remote Keyless Entry and an auto-dimming electrochromic rearview mirror are all available on Suburban.

Among the new Suburban convenience features is the standard Passlock® theft-deterrent system that provides added security against vehicle theft. Passlock® prevents anyone from starting the vehicle unless they use the proper key. If unauthorized starting is attempted, the system will not allow the vehicle to start for another 10 minutes — much longer than any car thief would want to hang around. The system is completely automatic, with no system to arm or disarm — and no annoying alarms to go off unexpectedly.

Additional safety, security and convenience services are provided by the optional

— MORE —

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OnStar system. OnStar combines the vehicle's cellular phone (provided in the OnStar Package) with Global Positioning System (GPS) satellite technology and a 24-hour OnStar Center. For increased safety, the system automatically notifies the OnStar Center whenever the vehicle's air bags deploy so emergency services can be dispatched to the vehicle. If the vehicle is stolen, OnStar can track it and notify authorities of its location for quick recovery. OnStar advisors can also access the center's database to find such things as a nearby ATM, hotel or restaurant. The OnStar Center can precisely pinpoint the vehicle's location through GPS satellite technology to provide routing support. And, for the ultimate in "remote control," OnStar can unlock the power door locks if the keys are left inside — all with just a phone call.

Suburban receives many more interior upgrades with the optional Comfort and Security Package for LT models. This new package adds an extra touch of elegance with heated Custom Leather seating surfaces, heated self-dimming outside mirrors, carpeted floor mats and cargo mat and the new HomeLink transmitter. HomeLink, mounted in the overhead console, "learns" the signals for up to three remote control devices, such as a garage door opener, an estate gate or security lighting transmitter. The new Comfort and Security Package also includes 46mm Bilstein shocks for a more luxurious ride.

In the performance area, Suburban offers a new, optional, four-wheel-drive system for 1998. Called Autotrac, it adds "on-demand" all-weather security on any surface, dry or slippery, with a push of a button. This system utilizes a viscous clutch which "senses" a need for four-wheel-drive traction and sends power to the wheels that most need it.

Other powertrain improvements are the numerous refinements for the 4L60-E and 4L80-E 4-speed electronic automatic transmissions, which help ensure increased durability, better fuel economy and smoother operating characteristics.

On the outside, Suburban receives three new colors: Dark Carmine Red Metallic, Light Pewter Metallic and Dark Copper Metallic.

With all the new refinements, Suburban adds to its traditional strengths. When properly equipped, C/K2500 Suburban is able to tow up to 10,000 lbs. or it can gulp nearly 150 cu. ft. of cargo while seating three passengers. There's also the strongest V8 engine lineup in the sport utility market: the standard Vortec 5700 V8, the available 6.5 Liter Turbo-Diesel V8 and the brutishly powerful Vortec 7400 big block V8 (C/K2500 models only). And, choice is key to Suburban, as it is available in 1500 (1/2-ton) and 2500 Series (3/4-ton) models, three trim levels and either two- or four-wheel drive.

Car comfort and convenience combined with truck ruggedness — tradition carries on in the 1998 Suburban.

###

1998 SUBURBAN HIGHLIGHTS

NEW FOR 1998

- **ENHANCEMENT PACKAGE - COMFORT AND SECURITY PACKAGE (ZM9)**
 - HEATED DRIVER AND PASSENGER FRONT SEATS
 - CARPETED FLOOR MATS
 - CARPETED/VINYL REVERSIBLE REAR CARGO MAT
 - RH/LH HEATED AND DRIVER-SIDE ELECTROCHROMIC OUTSIDE REARVIEW MIRROR
 - TEMPERATURE/COMPASS ELECTROCHROMIC INSIDE REARVIEW MIRROR
 - HOMELINK PROGRAMMABLE 3-CHANNEL TRANSMITTER
 - 46 MM BILSTEIN SHOCKS
- **AUTOTRAC - ACTIVE TRANSFER CASE NP8 REPLACES NP1 ELECTRIC SHIFT**
- **HOMELINK TRANSMITTER IN OVERHEAD CONSOLE**
- **PASSLOCK SECURITY SYSTEM - THEFT DETERRENT**
- **4160E AUTOMATIC TRANSMISSION ENHANCEMENT - TWO PIECE CASE TO REDUCE DRIVELINE NOISE AND VIBRATION**

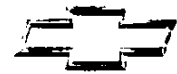
PREFERRED EQUIPMENT GROUPS (PEGS)

- **1SB NOW INCLUDES AG9 POWER SEAT, AND AU0 REMOTE KEYLESS ENTRY**
- **1SC INCLUDES UP0 ATC STEREO CASSETTE & COMPACT DISC**

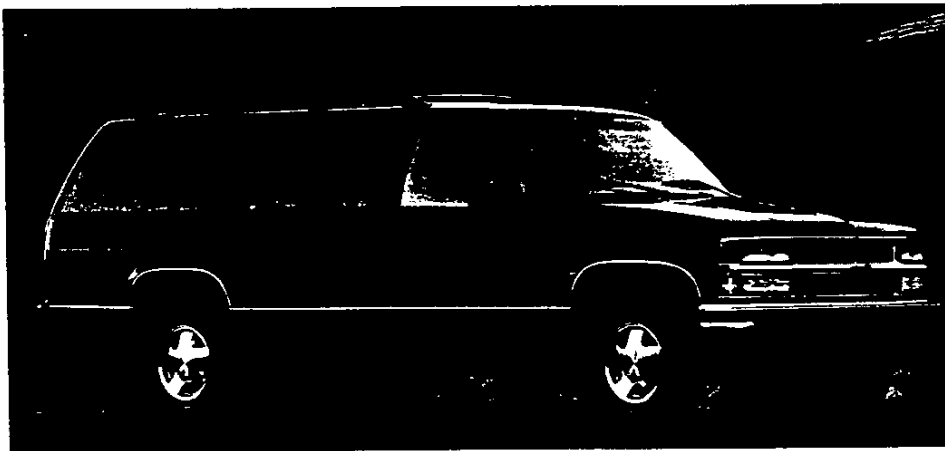
COLORS

- **PEWTER REPLACES QUICKSILVER**
- **DK. CARMINE RED REPLACES CHERRY ICE**
- **COPPER METALLIC REPLACES CHERRY RED**
- **AUTUMNWOOD IS ACCENT COLOR ONLY**
- **NEW WHEEL FLARE COLORS - COPPER AND PEWTER**

1998 Suburban



C1500 Suburban LS



K1500 Suburban LT

WHAT SUBURBAN IS ...

Suburban has long been a vehicle segment unto itself for one reason: It is simply the biggest sport utility. Since 1935, Suburban has offered an exclusive combination of carry-all, tow-all versatility that has never been equalled. Frankly, Suburban invented the term "sport utility." Even with the arrival of the Ford Expedition, Suburban sales continue to increase. In the 1996 calendar year alone, Chevy Suburban sold 94,010 units — an increase of nearly 20 percent over the previous year. And, sales were up nearly 13 percent for the first quarter of the 1997 calendar year versus the same time in 1996.

The ingredients to the success of Suburban are many. It can carry and tow very large loads. Its interior is able to hold a shade under 150 cu. ft. of cargo or up to nine people. It is able to transport this cargo to just about anywhere with

its two available four-wheel-drive systems. All this utility is blended with the comfort and convenience of a roomy luxury car. Available leather seating, Remote Keyless Entry, the HomeLink Universal Transmitter, a new OnStar communication system, front and rear air conditioning — the list goes on and on.

Suburban comes well equipped in standard trim, with power door locks, dual air bags, 4-wheel anti-lock brakes, Vortec 5700 V8 engine and two auxiliary power outlets.

To suit a variety of buyers, Suburban comes in two series — half (1500) and three-quarter (2500) tons, two- or four-wheel drive (C or K).



What's New For 1998:

Interior

- PassLock vehicle theft-deterrent system now standard for anti-theft protection (page 6)
- OnStar advanced communication system is now available to provide security and helpful information (page 4).

Exterior

- Three new exterior colors: Dark Carmine Red Metallic, Light Pewter Metallic and Dark Copper Metallic. Light Autumnwood now used as an accent color on two-tone models (page 7).

Performance

- 4L60-E and 4L80-E automatic transmissions are enhanced for increased durability, fuel economy and customer satisfaction (page 11)
- AutoTrac™ full-time four-wheel drive, now optional on all four-wheel-drive models, for instant traction to match road conditions (page 13).

Package

- New Comfort and Security Package includes heated Custom Leather seating surfaces, heated self dimming outside mirrors, HomeLink transmitter, carpeted floor mats, cargo cover and 46mm Bilstein shocks.



1998 Suburban

1997 Award Highlights

- First for Safety, Sport Utilities — *Kiplinger's Personal Finance Magazine*

Competitors

Suburban competition includes:

- Ford Expedition
- Lexus LX450
- Land Rover Range Rover
- Land Rover Discovery
- Toyota Land Cruiser

SUVs Without Compromise

Compromises, by their very nature, leave a little something out of the mix. Ford's Expedition may be big inside (118.3 cu. ft. of cargo capacity), but not as big as Suburban (149.5 cu. ft.). And yet, with larger exterior dimensions than 4-Door Tahoe, the 4-Door Expedition provides only one-tenth of a cu. ft. more in cargo capacity.

MODELS AND TRIM LEVELS

Models

- Suburban C1500 2WD (1/2-ton)
- Suburban K1500 4x4 (1/2-ton)
- Suburban C2500 2WD (3/4-ton)
- Suburban K2500 4x4 (3/4-ton)

Trim Packages

Three trim levels are offered on Suburban models:

- Standard
- LS
- LT

The Suburban Base-Level Trim Includes The Following:*

- Driver and right front-passenger air bags
- Daytime Running Lamps
- PassLock theft-deterrent system
- ETR (Electronically Tuned Receiver) AM/FM stereo with digital clock
- Intermittent variable wipers
- Scotchgard™ Protector on carpeting, cloth seats and cloth door trim panels
- Front vinyl bench seat
- Solar-Ray light-tinted glass
- Full black rubber floor covering
- Passenger assist handles
- Power door locks with cargo-area lock/unlock switch
- Illuminated entry
- Two covered auxiliary power outlets in addition to the cigarette lighter
- Dual black foldaway outside rearview mirrors
- Vortec 5700 V8 SFI engine
- Four-speed automatic transmission
- Speed-sensitive Electronic Variable Orifice (EVO) power steering
- Insta-Trac 4WD system (4x4 models only)
- Four-wheel anti-lock braking system
- 15" x 7" painted silver wheels with black center cap
- Trailering provisions: 8-wire trailer wiring harness.

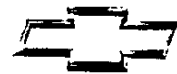
The LS Trim Package Adds The Following, In Addition To Or Replacing Standard Equipment:*

- Air conditioning (front and rear)
- ETR AM/FM stereo with automatic tone control and cassette player
- Solar-Ray deep-tinted glass
- Custom Cloth seats
- Front power lumbar seat adjusters
- Second-row 60/40 3-passenger split-bench seat and rear-row bench seat
- Tilt-Wheel™ Adjustable Steering Column and cruise control with Resume Speed
- Full color-keyed carpeting
- Rear-window defogger
- Power windows with driver's Express-Down
- Inside rearview mirror, with auto dimming features, 8-point compass and temperature display
- Power below-eyeline black foldaway mirrors
- Uplevel grille with bright accents and dual composite halogen headlamps
- Roof luggage carrier
- Cast-aluminum wheels (C or K 1500 series with gasoline engine).

The LT Trim Package Adds The Following, In Addition To Or Replacing LS Features As Standard:*

- Custom Leather seating surfaces
- 6-way power driver seat
- ETR AM/FM stereo with automatic tone control and cassette and CD players
- Remote Keyless Entry.

*Some features might differ according to model.



THE CHEVROLET SPORT UTILITY FAMILY

Chevrolet approaches the sport utility market the way a customer would. Instead of viewing the vehicles by their traditional EPA classification, there's a "family strategy" that segments the full lineup by individual customer need. And, Chevrolet offers the widest sport utility lineup in the industry. Here is how the Chevrolet sport utility family aligns with this strategy:

Tracker 2-Door — An entry-level sport utility with the rugged go-anywhere ability of more expensive vehicles — appeals to adventurous "pioneers"

Tracker 4-Door — An entry-level sport utility for buyers who need additional cargo space — appeals to buyers who need the practicality of a full-size sport utility, but at a more affordable price

Blazer 2-Door — A roomy vehicle that offers a sporty styling flair that appeals to younger buyers

Blazer 4-Door — A roomy, five- or six-passenger vehicle with responsive Vortec power for buyers who want the convenience and added utility of four doors

Tahoe 2-Door — The only full-size sport utility that offers the option of a 2-door model

Tahoe 4-Door — A full-size sport utility which doesn't sacrifice garageability for huge cargo capacity

Suburban — Simply the biggest sport utility on the market, with available room for up to nine passengers and heavy-duty towing capacity.

SAFETY

General Motors is a world leader in automotive safety research, development and testing. All GM vehicles, including the 1998 Chevy Suburban, benefit from this expertise. The 1998 Suburban has a "comprehensive safety system." This systematic approach to safety emphasizes crash avoidance and minimizes the consequences of unavoidable collisions.

Crash Avoidance Features

- **Daytime Running Lamps (DRL)** are standard on all Suburban models. DRL automatically illuminate when the driver turns on the ignition and automatically turn off when the ignition is switched off, or when the driver manually turns on the headlamps. General Motors was the first domestic automaker to offer standard Daytime Running Lamps on select U.S. models. Every Chevrolet passenger car and light-duty truck has DRL for the 1998 model year.
- **Standard four-wheel anti-lock brake system (ABS)** helps maintain steering control and minimizes wheel lockup on most slippery surfaces.
- **Horn** can be operated by pressing anywhere on the steering wheel hub pad covering the air bag — the location most drivers expect to find the horn.
- **Brake/transmission shift interlock** prevents the vehicle from being shifted out of Park without first depressing the brake pedal.

ABS — Unlearning Old Habits

Buying a vehicle with 4-wheel anti-lock brakes might require drivers unfamiliar with this feature to "unlearn" braking habits. Drivers accustomed to traditional brake systems have been taught to pump the brake pedal when braking hard at high speed to help minimize the vehicle's wheels from locking up. With ABS, pumping renders the system ineffective. The system was designed to "pump" the brakes faster and more accurately than is manually possible, automatically controlling the brake pressure at each wheel independently to minimize wheel lockup. Drivers might not realize that the pulsating feedback that often accompanies ABS operation is normal. To become familiar with the system, drivers should take the vehicle to an unoccupied parking lot (preferably one with slick pavement) and practice sudden hard braking maneuvers to get a feel for the system. Reviewing the ABS video supplied with the vehicle also is a good idea.





1998 Suburban

Someone To Watch Over Me

With cellular phones and roadside assistance common in most new cars, what do drivers need to worry about? How about locking the keys inside the vehicle, or — heaven forbid — getting into an accident and not knowing where you are? There is a solution ... OnStar.

The available OnStar system not only provides a cellular phone, but someone to call. And, the friendly folks at the OnStar Center can help drivers who are lost because they know exactly where the vehicle is. You see, the OnStar system uses Global Positioning System satellite technology to pinpoint the vehicle's exact location. Couple that with the ability to detect when the vehicle's air bags deploy, and the OnStar Center can not only dispatch emergency personnel, but also give them the location — vitally important when seconds count.

A few more of the amazing things the OnStar system can do:

- Unlock the vehicle's doors remotely (in case keys are locked inside)
- Track the vehicle once it's reported stolen
- Provide the driver with the location of the nearest ATM, florist, hotel or whatever is needed.

SAFETY (contd)

Standard Occupant Protection Features

- **Standard driver air bag and right front-passenger air bag**, designed for use with safety belts, help protect the driver and front passenger in the event of a moderate to severe frontal impact.
- **Manual lap/shoulder safety belts** at outboard positions and lap belts at center positions are standard. Includes height adjusters at outboard positions, which allow the safety belt to be positioned correctly for occupants of different sizes. Height adjusters also encourage safety belt use by making them more comfortable to wear.
- **The safety belt warning lamp** remains activated for 75 seconds, or until the driver safety belt is fastened, to encourage belt use. Unfastening the safety belt with the ignition on reactivates the warning system.
- **A reinforced safety cage** helps protect the passenger compartment with strong structural components.
- **Steel side-door beams** are designed to help prevent intrusions into the passenger compartment in the event of shallow-angle side collisions.
- **Crush zones** are designed into the front and rear of the frame to absorb energy in a front or rear crash by deforming in a controlled manner.
- **Laminated windshield safety glass** helps prevent shattered glass from entering the passenger compartment.
- **Energy-absorbing steering column** helps reduce the chance of injury from impact in a collision.
- **Outboard head restraints** on all outboard seating positions help prevent head and neck injuries in the event of a collision.

SUBURBAN INTERIOR FEATURES

The Suburban interior brings a high level of comfort and convenience to the SUV segment. Standard versions showcase the rugged construction that's needed in a hardworking truck, while uplevel LS and LT models add car-like amenities for buyers who use their vehicles for personal transportation.



- **PassLock vehicle theft-deterrent system** now is standard on all Suburban models for extra protection. PassLock will not allow the vehicle to run unless the proper key is used. If an improper key is used, the vehicle will not start for up to 10 minutes, even if the proper key is subsequently inserted.



- **OnStar advanced communication system (dealer-installed option)** now is available on Suburban. OnStar integrates on-board advanced vehicle electronics with Global Positioning System satellite technology and a cellular phone to link the driver and the vehicle to the OnStar Center. This allows the driver to access a variety of services, such as travel directions, roadside assistance and emergency services. Because the system incorporates GPS technology, the driver does not need to know the vehicle's location for the services to reach him or her. The system also increases vehicle and occupant security by alerting the OnStar center of air bag deployment, tracking a stolen vehicle and allowing remote door unlocking via satellite.



- **HomeLink Universal Transmitter**, contained inside the overhead console, is capable of controlling up to three remote control devices. This allows such items as garage door openers, estate gates and security lighting to be activated with just one transmitter. HomeLink is available in the optional Comfort and Security Package.



INTERIOR FEATURES (contd)

- An illuminated entry feature (standard on all models) keeps the dome light on for 20 seconds after doors are closed (40 seconds for vehicles equipped with optional Remote Keyless Entry). The delay is canceled when the ignition switch is turned to the "on" position.
- Two standard, auxiliary, covered, 12-volt power outlets, adjacent to the ashtray, provide convenient power for cellular phones and other electronic accessories. The power ports are covered by spring-loaded doors. The assembly also includes a cigarette lighter, which may be used as a third power source.
- An electrochromic rearview mirror, standard on LS and LT models, reduces nighttime glare while maintaining maximum rearward vision by automatically dimming when headlights from behind shine on it. This mirror also includes an 8-point electronic compass and an outside temperature reading.
- An ergonomic instrument panel features easy-to-operate controls, backlit switches and a family of advanced audio systems. The standard instrument cluster gauge package includes:
 - Coolant temperature
 - Fuel level
 - Oil pressure
 - Voltmeter
 - Tachometer
 - Speedometer
 - Odometer
 - Trip odometer
 - Telltale lights (warning and informational lights).
- Instrument panel has two standard slide-out cup holders.
- Rotary controls for the heater/ventilation/AC system are easy to operate.
- LED indicator (PRNDL) displays transmission gear selected, and is standard on all models.
- Console (included with optional high-back bucket seats) has a pivoting writing surface on top of the lid, plus a map pocket, cassette storage, removable coin holder, two front cup holders, two cup holders for rear-seat passengers and a latched rear storage drawer. The removable front-seat cup holders can be taken out to make room for cassette storage within the center console.
- Standard passenger-side assist handles make entry and exit easy.
- Standard storage compartments, located behind the rear wheel housings, provide a handy place to keep smaller items, keeping them from rolling around in the cargo area.
- Single two-sided key operates the ignition and doors, eliminating the need for two separate keys.
- Large door handles are easily grasped, even while wearing gloves.
- Molded armrests, convenient map pockets and speakers are contained within the door trim panels (standard on all models).
- Standard Scotchgard™ Protector is applied to all cloth seats, door panels and carpeting to resist stains and make cleanups quick and easy.
- Air conditioning (front and rear) uses CFC-free refrigerant (standard on LS/LT models, optional on base-level Suburban).
- Rear heating/air conditioning system includes a second set of controls for rear-seat passenger comfort (optional on base-level Suburban).
- Intermittent wipers (standard on all models) allow the driver to match wiper speed to weather conditions.
- Tilt-Wheel™ Adjustable Steering Column adjusts to a comfortable position for a wide range of drivers (standard on LS, LT models, optional on base-level Suburban).

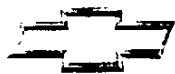
Where Is That Garage Door Opener?

Garage door opener transmitters can be a problem. They get lost, or more commonly, their batteries die. Well, the HomeLink Universal Transmitter that's now available on Suburban models (in the Comfort and Security Package) is the logical alternative. HomeLink is permanently installed in the overhead console so it's always easy to find — the buttons are even backlit. And, HomeLink operates off the vehicle's electrical system, so there are no batteries to replace.

HomeLink can control up to three remote control items, like garage door openers, estate gates or security lighting. While most customers don't have an estate gate, at least HomeLink won't need to be upgraded in case they get that big promotion.

Using HomeLink is simple. Simply hold the existing remote transmitter up to HomeLink and press the buttons — HomeLink reads and stores the signals. Existing signals can be replaced with new ones as many times as desired.

Easy-to-use and convenient, HomeLink is one of those new features customers will wonder how they ever did without.



1998 Suburban

The Key To PassLock

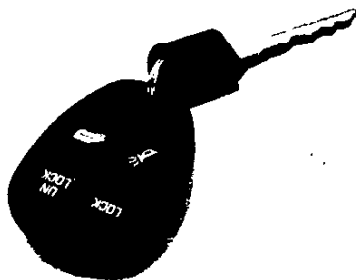
Wouldn't it be nice if a truck had it's own guardian angel to keep it secure when the driver's not around? Well, if the truck is a Suburban, the next best thing is available — the security of the PassLock vehicle theft-deterrent system. PassLock protection is standard on all Suburban models, but no similar system is available on any competitor.

With PassLock, if attempted unauthorized ignition occurs, the vehicle will not start and will remain disabled for about ten minutes. This can be accomplished because a sensor that is individually matched to the truck's ignition module is installed before it leaves the factory.

This protects against the vehicle being hot-wired, while still eliminating the need for a special resistor-equipped ignition key.

So, while PassLock doesn't have wings like most guardian angels, we're pretty confident it can fly in the face of crime.

INTERIOR FEATURES (contd)



- Remote Keyless Entry uses a key fob to activate remote locking features and illuminated entry (standard on LT).
- Cargo-area door unlock/lock switch allows unlocking and locking of the power door locks from the cargo area for convenience (standard on all models).

Audio Systems

- ETR (Electronically Tuned Receiver) AM/FM stereo with digital clock and preset-scan — standard on Suburban.
- ETR AM/FM stereo with auto-reverse cassette player and automatic tone control — standard with LS trim. Automatic tone control sets equalizer levels with one touch for rock, country, pop, jazz, classical and news programs. This system also includes an enhanced-performance speaker system, the anti-theft protection of TheftLock security feature and speed-compensated volume, which automatically adjusts volume as speed increases to compensate for road noise. With TheftLock, once the radio's code is set by the owner, the radio will not operate if it is removed from the vehicle.
- ETR AM/FM stereo with compact disc player and six speakers — optional with LS trim. This system features enhanced-performance speaker system, TheftLock, automatic tone control, CD random select and speed-compensated volume.
- ETR AM/FM stereo with compact disc player, cassette player and six speakers — standard on LT trim (included with optional Comfort and Security Package).

This system also features enhanced-performance speaker system, automatic tone control, speed-compensated volume, CD random select, TheftLock and bi-directional seek.

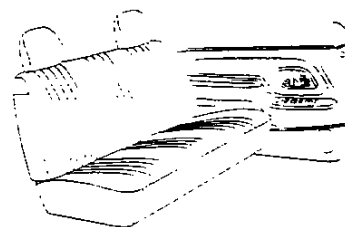
Seats

Suburban offers seating for as many as nine passengers in a wide range of seat and fabric combinations.

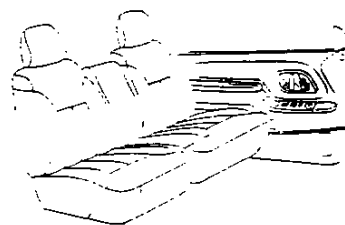
Front Seats:



- Three-passenger front bench seat in vinyl (standard on base-level Suburban; not available on LS and LT)



- Three-passenger full-bench front seat with center storage armrest, map net, writing surface and coin holder (seats in Custom Cloth optional on LS, seats with Custom Leather seating surfaces optional on LT, not available on base-level Suburban)



- Reclining 60/40 split-bench seat with Custom Cloth or Custom Leather seating surfaces features wide front center armrest, extra storage, a writing surface and a coin holder (seats with Custom



INTERIOR FEATURES (contd)

Cloth standard on LS; seats with Custom Leather Seating surfaces standard on LT, not available on base-level Suburban).



- Reclining high-back bucket seats (seats with Custom Cloth optional on LS, seats with Custom Leather seating surfaces optional on LT, not available on base-level Suburban).

Additional Features Available With Uplevel Seats (LS And LT Models):

- Independently adjustable split seatbacks to suit individual passenger seating preferences (standard on 60/40 reclining seats)
- Power driver seat adjustment for added convenience (optional on LS, standard on LT)
- Optional power driver and front-passenger seat lumbar adjustments to help support lower back areas for reduced driver fatigue
- Front seatback storage nets to hold magazines, maps and other small items (standard on LS and LT).

Rear Seats

- Second-row and rear-row bench seats provide seating for up to nine passengers (standard on LS and LT, optional on base-level Suburban). Second-row 60/40 bench seat allows for added cargo versatility.

Interior Colors

- Neutral
- Blue
- Gray
- Red.

SUBURBAN EXTERIOR FEATURES

- Extensive corrosion protection on Suburban begins with the use of two-side-galvanized steel for all exterior body panels (except the roof). The galvanized zinc coating prevents surface rust caused by minor chips and scratches and helps prevent holes which start from the inside. That's double protection. The inner and outer vehicle panels are coated by submersion in an electro-coat primer before the application of primer surfacer and top coat.
- Choice of standard panel rear doors or no-cost option tailgate with liftglass for ease of cargo loading.
- Solar-Ray tinted glass reduces interior heat buildup and helps protect interior fabrics and materials from damaging UV rays (light tint standard on Suburban, deep tint standard on LS and LT).
- Front air dam improves appearance and aerodynamics (1500 models only).
- 8-lead trailer wiring harness makes hookups easy (standard on all models).

Exterior Paint

- The basecoat/clearcoat paint used on Suburban models resists fading and provides a high-gloss shine for long-lasting exterior beauty. Clearcoat finish is used with all colors — solids and metallics.



Exterior Colors

New Paint Colors For '98:

- Light Pewter Metallic
- Dark Copper Metallic
- Dark Carmine Red Metallic
- Light Autumnwood (lower-body accent on Two-Tone paint only)

Other Colors:

- Onyx Black
- Indigo Blue Metallic
- Medium Mystique Beige Metallic
- Summit White
- Emerald Green Metallic
- Victory Red.

What Makes A Vortec A Vortec?

While the name "Vortec" is used a lot in advertising, it's not just a marketing moniker. The fact is, there is a definite criteria as to what makes an engine a Vortec. Here are the most important features of the pedigree:

- Designed for maximum airflow — Large, low-restriction air filters, optimum tuned intake runners and fast intake ports all help increase engine "breathing" for more power
- Optimized combustion — Precise fuel metering due to Sequential Fuel Injection and a combustion chamber designed to tumble and swirl the air/fuel mixture both result in more efficient combustion. This, in turn, results in fuel efficiency and low emissions
- Low maintenance — All Vortec engines use the proven technology of platinum-tip spark plugs (up to 100,000-mile service intervals), extended life engine coolant (up to 5-year or 150,000-mile service interval) and a single accessory drive belt (100,000-mile service intervals).



1998 Suburban

Absolute Power ... Absolutely!

Suburban has long been in a class by itself when it comes to engine power for tasks like towing. Now there's a new challenger — the Ford Expedition. Let's see how they stack up.

- **Engine Choices** — Expedition offers two engines: a standard 4.6L OHC V8 and a 5.4L V8. Suburban offers three engines: the standard Vortec 5700 V8, the optional Vortec 7400 V8 (C/K 2500) and the optional 6.5L Turbo-Diesel V8.
- **Engine Power** — Expedition's standard 4.6L V8 produces 215 hp at 4400 rpm and 290 lb.-ft. of torque at 3250 rpm. Its optional 5.4L V8 produces 230 hp at 4250 rpm and 325 lb.-ft. of torque at 3000 rpm. The Suburban standard Vortec 5700 V8 beats both of these engines with 255 hp at 4600 rpm and 330 lb.-ft. of torque at 2800 rpm. The optional Vortec 7400 V8 produces an hefty 290 hp at 4000 rpm and 410 lb.-ft. of torque at 3200 rpm. While the Suburban Turbo-Diesel engine produces less horsepower, it does produce a whopping 430 lb.-ft. of torque — more than either Ford engine. And, the torque is available at just off idle (1800 rpm), for true towing power.

DESIGN AND MANUFACTURING

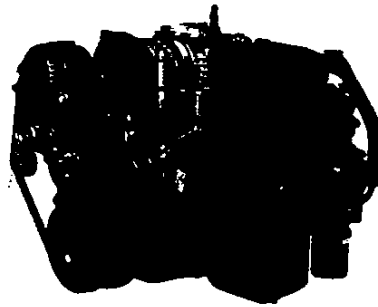
Suburban is manufactured at two General Motors assembly plants:

- Janesville, Wis.
- Silao, Mexico.

BODY STRUCTURE

- **The frame** of all Suburban models has an all-welded, ladder-type, channel design with a boxed front-end section. The box-section design adds strength where it is needed most — to help support the engine, front suspension and transmission. The frame's deep C-channel rails are cross-braced for maximum strength and rigidity. After assembly, the entire frame is immersed in hot wax for corrosion protection.
- **Two front tow hooks** are standard on 4x4 Suburban (available on 2WD models) for off-road pulling, when necessary.

ENGINES



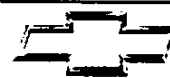
Vortec 5700 V8 SFI Engine (L31)

The Vortec 5700 V8 SFI engine (L31), standard on all Suburban models, gives owners impressive horsepower and torque, and minimal service requirements. This engine features:

- 255 horsepower at 4600 rpm
- 330 lb.-ft. of torque at 2800 rpm
- **An engine cooling fan**, which was designed to reduce fan noise.
- **Two-piece intake manifold**, which helps the Vortec 5700 V8 SFI breathe more easily by reducing restrictions to incoming air, helping to produce plenty of power. The distinctive black-and-silver manifold

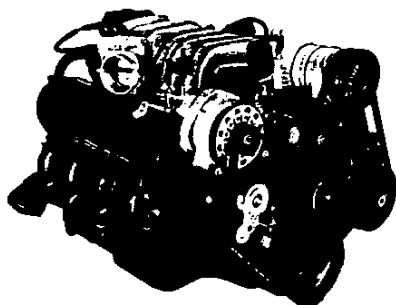
assembly consists of an aluminum lower half and a composite upper half. The composite upper manifold reduces mass, absorbs noise, acts as a thermal insulator and tunes the induction system for optimal airflow

- **Low maintenance needs** due to platinum-tip spark plugs which can go up to 100,000 miles before the first scheduled tune-up (maintenance needs vary with different uses and driving conditions; see owner's manual for more information), and coolant that lasts up to five years or 150,000 miles (whichever comes first)
- **Sequential Fuel Injection (SFI)**, which provides a high level of performance. This GM-patented system provides the benefits of precise fuel delivery to each cylinder. The centerpiece of the SFI system is a single-disk injector that is connected to eight individual valves with flexible lines. The central injector controls the flow of pressurized fuel to the valve nozzle in each intake runner. The SFI system delivers significant benefits to Suburban customers:
 - Fuel delivery is precisely controlled for optimal cylinder-to-cylinder distribution, producing a smoother idle, lower emissions and increased horsepower and torque, compared to engines using a throttle-body system
 - The reduced thermal mass of the valves (compared to conventional solenoid injectors) provides quick hot-starts
 - The nozzle design and optimum location produce an effective spray pattern that contributes to the engine's smooth idle and outstanding fuel efficiency
 - The SFI's modular design simplifies service; its central injector can be replaced as a single unit
 - A mass airflow meter constantly measures the engine's air requirements under varying operating conditions, such as changes in load, altitude and temperature. By providing accurate air



ENGINES (contd)

intake information to the Powertrain Control Module, the mass airflow meter contributes to the small block's efficiency and performance.



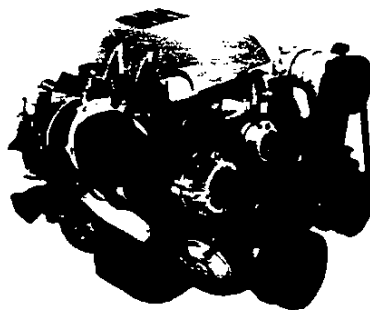
Vortec 7400 V8 SFI Engine (L29)

The Vortec 7400 (L29) big block V8 uses sophisticated technology to provide impressive horsepower and torque output, and long intervals between recommended service. This engine is available on C/K2500 models.

This engine features:

- 290 horsepower at 4000 rpm
- 410 lb.-ft. of torque at 3200 rpm.
- Cylinder heads with high-flow ports for maximum breathing ability. High-swirl, fast-burn combustion chambers and computer-designed pistons provide a 9.1:1 compression ratio. This compression ratio improves thermal efficiency and performance, but does not increase the engine's octane requirement. This means owners can continue to save money by using regular octane fuel
- Two-piece aluminum intake manifold with long, tuned intake runners to enhance low-speed torque for excellent launch characteristics. The plenum is designed to muffle induction noise
- Low maintenance due to platinum-tip spark plugs which can go up to 100,000 miles before the first scheduled tune-up (maintenance needs vary with different uses and driving conditions; see owners manual for more information) and coolant that can last up to five years or 150,000 miles (whichever comes first)

- Sequential port fuel injection, is a highly efficient fuel-delivery method that improves cold start and hot-engine restart, as well as being a major contributor to increased horsepower. By placing a separate fuel injector in the intake manifold for each cylinder, the fuel delivery is very precise. This results in high power output that does not sacrifice fuel economy



6.5 Liter Indirect Injection Turbo-Diesel V8 Engine (L65)

A powerful, fuel-efficient 6.5 Liter Turbo-Diesel V8 is available on all Suburban models. This engine was significantly updated in the mid-1997 model year with these changes:

- Increased cooling system flow keeps the engine cooler, increasing the engine's life. This is accomplished through dual thermostats, a new water crossover and an increased flow water pump
- Piston spray cooling uses jets to shower the bottom of the pistons in oil. This not only aids lubrication, but also helps keep the pistons cooler, resulting in longer engine life
- Larger diameter oil cooler lines have been added to aid engine durability by keeping the oil cooler. Cooler oil is less susceptible to thermal breakdown, which can impair the oil's ability to properly lubricate
- New ceramic rollers have been added to the fuel injection pump. The new material is designed to provide longer life than previous rollers since these rollers are subjected to friction during the distribution of fuel.

It's A Towing Machine

Quick. What vehicle offers huge towing capability and a cavernous interior? Yep, Chevy Suburban. With the available Vortec 7400 V8 engine, Suburban C/K2500 has a maximum trailer weight capacity of 10,000 lbs. when properly equipped — that's five tons! Now, that's real towing. Ford's Expedition can manage 8,000 lbs. — respectable, but not even nearing Suburban territory.

The story doesn't end there, though. Take a look at the maximum GCWR (Gross Combined Weight Rating — the weight of the trailer, plus the fully loaded vehicle). Expedition's is 13,500 lbs. while Suburban is capable of 17,000 lbs. That means, the next time someone tows their yacht, they can still take the crew *and* the crew's luggage.

Just a word about how maximum trailer towing and GCWR are measured by Ford and Chevy: Trailering capacity is measured by taking the GCWR of the trailer and the vehicle itself and subtracting the weight of the vehicle. When Ford does this, the only equipment included in the weight of the vehicle, beyond the 5.4L V8, is 16-inch wheels. Chevy, however, includes the weight of all options that are on at least 34 percent of the vehicles built. Makes you wonder what the published trailering capacity would be if Ford measured it with an Expedition loaded with options.



1998 Suburban

Suburban Partners

Suburban buyers gravitate toward active lifestyles and the organizations that promote them. Here are a few of the organizations which have promotional agreements with Chevy Suburban:

- B.A.S.S. (Bass Angler's Sportsmen Society) — a premier fishing organization. Chevrolet is a sponsor of the B.A.S.S. Masters Classic fishing tournament
- Cabela's — the country's second largest outdoor catalog retailer
- Quail Unlimited — a group committed to maintaining quail habitats
- Official vehicle of Deer Valley Resort — located in Ogden, Utah and the site of the 2002 Olympic games
- East Coast Fisherman — Jeff Mancini, the biggest star of the East Coast fly fishing scene, represents Chevy Truck at regional shows
- Ranger boats — manufacturer of premium bass fishing boats.

ENGINES (contd)

This Engine Also Features:

- 195 horsepower output at 3400 rpm
- 430 lb.-ft. of torque at 1800 rpm
- A completely integrated turbocharger system, with:
 - An electronically controlled Borg Warner/IHI turbocharger designed for quick throttle response during acceleration
 - A wastegate on the exhaust side of the turbocharger to reduce boost pressure after maximum torque is obtained, thereby reducing stress on the internal engine components
 - 10psi maximum boost at 1800 rpm, delivering responsive acceleration on demand without noticeable turbo lag
- A design specifically engineered from the oil pan up to withstand the stress of turbocharging, for a long life of dependable service. Among these design features are strengthened cylinder block bulkhead areas and larger coolant passages and oil galleries to provide the increased flow needed for proper cooling and lubrication. Additionally, fatigue-resistant crankshaft bearing material and a leak-resistant, one-piece, rear-crankshaft seal are used
- A combustion chamber design, which ensures an even and complete burning of the fuel by optimizing the ratio of the air and fuel in the prechamber, combustion chamber and cylinder. This helps improve engine efficiency. A diesel catalytic converter reduces particulate and hydrocarbon emissions
- An indirect Electronic Fuel Injection system and an electronic throttle control design. Electronic throttle control reduces the number of moving parts, which increases reliability. Benefits of the indirect Electronic Fuel Injection design include:
 - Increased fuel economy

- Virtual elimination of white smoke during cold-starting and black smoke under hard acceleration
- Improved cold-starting
- Enhanced idle quality and lower noise
- Engine overheating protection
- A fuel management system, which incorporates a double filtration filter, a water separator and a fuel heater in one canister. The fuel heater substantially reduces smoking during cold start-ups.
- Substantial improvement in fuel economy, which can be realized over an equivalent gasoline engine, depending on use
- A molded 9-blade composite fan which generates less noise and a more pleasing tone.

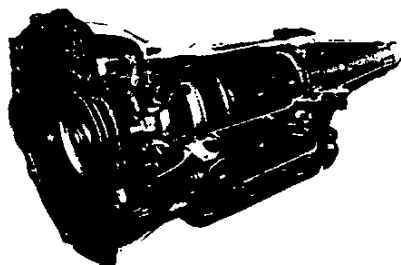
ON-BOARD DIAGNOSTICS SECOND GENERATION (OBD II)

On-board diagnostics reached a new level of sophistication in 1996 with the implementation of OBD II (On-Board Diagnostics Second Generation). A more powerful Powertrain Control Module was introduced to monitor the emissions system and its components to detect deterioration or malfunction.

- The powerful PCM stores and retrieves diagnostic messages to help technicians diagnose and fix problems quickly and accurately.
- The PCM alerts the driver by illuminating the "Service Engine Soon" light when it detects a deterioration in the performance of any of the monitored systems.
- Unlike first-generation systems that signaled only system failures, OBD II alerts the driver to have the vehicle serviced before experiencing a possible breakdown or incurring more expensive repairs.



TRANSMISSIONS



4L60-E Electronically Controlled Automatic Transmission

The GM 4L60-E 4-speed automatic transmission with Overdrive is standard on all models with gasoline engines. The 4L60-E's "intelligent" electronic controls allow the transmission to match the engine's performance and help the powertrain deliver excellent fuel efficiency. This transmission features:



- A new, two-piece case which, adds increased powertrain stiffness, resulting in reduced vibration and noise compared to the previous three-piece design



- A new, deeper transmission oil pan that provides better cooling for longer transmission life

- A wide range of gear ratios which enhances both performance and fuel economy. The 3.06:1 first-gear ratio provides high torque multiplication for initial acceleration. The overdrive 0.70:1 fourth gear reduces engine rpm at cruising speed, thereby increasing fuel economy and reducing wear
- Precise and flexible electronic controls. The Powertrain Control Module (PCM) measures key vehicle input, including throttle position, vehicle speed, gear range, temperature and engine load. Shift points and shift smoothness are controlled by four solenoids that are connected to the PCM



- The new, electronically controlled torque converter clutch which allows gradual

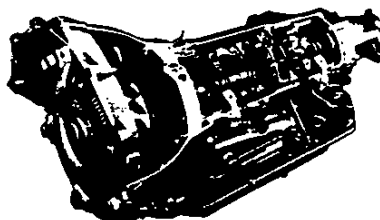
engagement of the torque converter clutch for smoother driveability while aiding fuel economy.



- New, electronic line pressure scheduling software which adjusts pressure to the clutches based on the torque output of the engine for smoother, more consistent shift feel
- Second-gear start feature which provides an extra measure of control in hazardous driving conditions. By moving the gear selector to the Drive 2 position, the driver can reduce torque to the drive wheels, increasing control during initial acceleration on slippery surfaces
- Long-life automatic transmission fluid will not need to be replaced for at least 100,000 miles under normal operating conditions*

*Maintenance needs vary with different uses and driving conditions. See owner's manual for more information.

- A brake/transmission shift interlock which is included on all automatic transmissions. The interlock requires the driver to apply the brake pedal to shift out of Park.



4L80-E Electronically Controlled Automatic Transmission

A heavy-duty 4L80-E electronically controlled 4-speed automatic transmission with Overdrive is standard with the optional 6.5 Liter Turbo-Diesel V8 engine on Suburban models. The rugged 4L80-E has a maximum engine torque rating of 440 lb.-ft. This transmission features:

- A wide range of gear ratios, which enhances both performance and fuel economy. The 2.48:1 first-gear ratio

Suburban Spokespeople

Chevy is proud of the spokespeople who exemplify what Chevy Trucks stand for:

- Cal Ripken, Jr.— Baseball's newest iron man, who holds the record for playing the most consecutive games. Dependable and durable, Cal is a natural spokesman for Chevy trucks
- Greg Norman — Besides being one of pro golf's toughest competitors, he's a rugged outdoorsman and a dedicated family man. In short, he lives the lifestyle that embodies the "like a rock" image of Chevy trucks. Clearly, he understands what Suburban is all about. In fact, he owns two
- U.S. Ski team — A talented group of athletes who prove their competitiveness whenever they hit the slopes. Chevy will be a major sponsor of World Cup and National Championship events.



AutoTrac: 4-Wheel Drive For Any Circumstance

For 1998, Suburban buyers have a new choice in four-wheel-drive systems: AutoTrac. Like Insta-Trac, AutoTrac is capable of off-road trekkin' in 4-wheel drive, with settings that make front and rear axles travel at nearly identical speeds. This is fine for off-road travel or on loose surfaces, because the surface itself allows the wheels to "slip" and prevents the axles from binding. But AutoTrac goes one step further — it can be placed in "auto 4-wheel-drive" mode for four-wheel-drive traction on any surface — there's no need to shift out of 4-wheel drive when you hit dry pavement. This is possible due to a component known as a "viscous clutch," which allows the axles to travel at different speeds while in four-wheel drive. The viscous clutch also "senses" which wheels have the most traction and sends power to them — all automatically.

Before the term "go anywhere" was just advertising hype ... today, it's reality with AutoTrac.

TRANSMISSIONS (contd)

provides high torque multiplication for initial acceleration. The overdrive 0.75:1 fourth gear reduces engine rpm at cruising speed, thereby increasing fuel economy and reducing wear

- **Precise and flexible electronic controls.** The Powertrain Control Module (PCM) measures key vehicle inputs, including throttle position, vehicle speed, gear range, temperature and engine load. Transmission shift points and shift smoothness are controlled by four solenoids that are connected to the PCM. The PCM acts as an interface between the engine and transmission to provide the feel of a virtually "seamless" powertrain. Shift timing is controlled electronically by signals sent to the valve body's shift solenoids, which activate the shift valves and execute the gear changes



- **New, electronic line pressure scheduling software,** which adjusts pressure to the clutches based on the torque output of the engine for smoother, more consistent shift feel



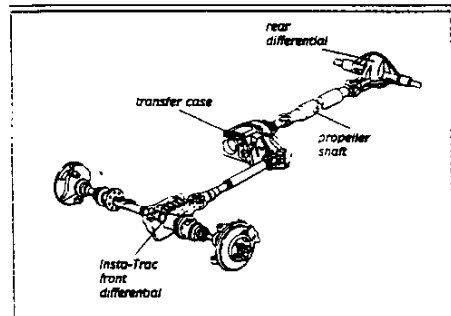
- **The new, electronically controlled torque converter clutch,** which allows gradual engagement of the torque converter clutch for smoother driveability while aiding fuel economy
- **Efficient transmission cooler lines** which keep the transmission cooler, increasing longevity
- **A contoured bottom pan,** which helps assure adequate oil supply
- **A bottom pan drain plug,** which makes the transmission easier to service. No longer does the entire pan have to be removed to drain the transmission fluid
- **A 310mm torque converter,** which is specially designed to enhance initial acceleration. The converter's lockup clutch improves fuel economy by reducing slippage at cruising speeds. A converter

damper makes the application and release of the lockup feature less perceptible

- **A brake/transmission shift interlock,** which is standard on all models. The interlock requires the driver to apply the brake pedal to shift from Park*
- **Long-life automatic transmission fluid** will not need to be replaced for at least 100,000 miles under normal operating conditions*

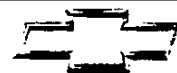
**Maintenance needs vary with different uses and driving conditions. See owner's manual for more information.*

INSTA-TRAC 4-WHEEL DRIVE



The patented Insta-Trac system is standard on four-wheel-drive Suburban models. The Insta-Trac system makes it easy to shift into and out of four-wheel drive without leaving the cab.

- **"On-the-fly" shifting** from 2WD to 4WD High and back at any speed is possible with the Insta-Trac system. The system also includes a 4WD Low gear for more demanding 4WD maneuvers, such as climbing steep grades or driving through deep snow or mud. Switching in and out of four-wheel drive is accomplished by shifting the transfer case lever located on the transmission tunnel (the vehicle can not be shifted directly into 4WD Low "on-the-fly").



AutoTrac



The new Suburban AutoTrac full-time four-wheel-drive system provides worry-free driving because it allows the vehicle to remain in four-wheel drive on any road surface. The system an optional upgrade from the standard Insta-Trac system on all four-wheel-drive models. AutoTrac features:

- A **viscous clutch** which allows the front and rear axles to travel at different speeds, eliminating axle binding during cornering. The viscous clutch also automatically routes power to the wheels with the most traction
- **0-100 percent available torque transfer from front to rear.** This allows the vehicle to stay in rear-wheel-drive until four-wheel drive traction is needed, at which point torque is automatically split between front and rear axles in any percentage. When four-wheel drive-traction is not needed, the system reverts back to 100 percent rear-wheel drive for handling and steering control that most drivers are familiar with.
- **AutoTrac transfer case shifter positions are:**
 - **2HI** — Two-wheel drive for normal roads
 - **AUTO 4-WHEEL DRIVE** — Automatic four-wheel drive for a variety of road surfaces
 - **4LO** — Four-wheel-drive Low for extreme conditions like deep snow or mud
 - **NEUTRAL** — For towing. This position is not labeled on the transfer case shifter to prevent driver confusion, but the procedure for shifting in and out of neutral is found in the owner's manual.

SUSPENSION

Front

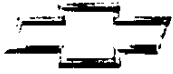
- An **independent Short/Long Arm (SLA)** highlights the front suspension of every Suburban. SLA suspension helps the front wheels step over bumps for a stable ride and enhanced control, as well as keeping the tires flatly in contact with the road for minimal tire wear and good traction.
- **2WD models** have computer-selected coil springs and shock absorbers to dampen jounce and rebound. The result: a more comfortable, uniform ride.
- **4x4 models** have computer-selected torsion bars designed to optimize ride and handling, especially on off-road surfaces.
- All **4x4 models** feature a front differential that is mounted to the front frame with rubber bushings to isolate driveline noise and vibration. The Suburban platform minimizes the protrusion of the transmission, transfer case and driveshafts below the body, for additional protection when traveling over uneven terrain.

Rear

- The Suburban rear suspension is comprised of a rigid axle with **variable-rate, two-stage, multi-leaf springs** equip the rear suspension. The longer set of leaves provides a smooth ride when the vehicle is unloaded. As additional passengers and cargo are loaded, the longer leaves flatten out and the shorter, stiffer leaves create additional support without sacrificing a comfortable ride. The shock absorbers and jounce bumpers are positioned to help isolate road bumps, contributing to a smooth, controlled ride. A rear stabilizer bar helps control body lean during cornering.

Could A Camel Go Further?

Saying Suburban is the biggest isn't just hyperbole. In power ... in payload ... in cargo room ... even in fuel tank size. Suburban holds up to 42 gallons of fuel in one tankful. That's 60 percent more than a two-wheel-drive Expedition ... 67 percent more than Lexus LX450 ... 70 percent larger than a Land Rover Range Rover. And, with its 18 highway miles-per-gallon rating, the 42 gallon size allows Suburban to travel up to 756 miles — roughly the distance between Seattle and Sacramento ... or Chicago and Washington D.C. ... or Detroit and Birmingham, Alabama. Only a camel probably goes further on a drink. And, the only time you *need* to stop would be if nature calls.



1998 Suburban

GM Mobility Program

Chevrolet recognizes the importance of mobility to everyone's life and, therefore, offers financial assistance to persons with disabilities through the General Motors Mobility Program. This program provides financial assistance — up to \$1,000 — toward the cost of any after-market adaptive equipment for drivers or passengers. A special feature of the program is single-transaction GMAC financing for the vehicle and its adaptive aids. Further details are available by calling the GM Mobility Assistance Center at 1-800-323-9935. Hearing-impaired callers can contact the Customer Assistance Center at 1-800-TDD-CHEV.

Demographics

- Median Age — Mid-'40s.
- Median Household Income — \$100,000+
- Majority are college graduates.
- Buyers are predominately married men.

STEERING

- **Electronic Variable Orifice (EVO) power steering** is standard on all Suburban models. EVO is an electronically controlled power steering system that improves steering ease at lower vehicle speeds (e.g., parking). At higher vehicle speeds, steering effort reverts to normal levels. EVO also is designed to provide a lower power steering fluid operating temperature which may help extend fluid life.

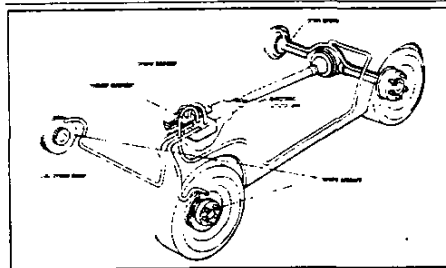


- 15-inch (2WD) cast-aluminum wheels (standard on LS and LT C1500).



- 16-inch (4WD) cast-aluminum wheels (standard on LS and LT K1500 models).

BRAKES



- **Four-wheel anti-lock brake system (ABS)** is standard on all models. ABS helps maintain steering control and minimizes wheel lockup on most slippery surfaces.
- **Power front disc/rear drum brakes** are standard on Suburban. The large (11.5-inch diameter) ventilated front rotors improve brake cooling. Audible pad-wear sensors alert the driver when brake pad maintenance is needed.

TIRES

C1500

- Standard P235/75R-15X all-season steel-belted radial white outline-lettered tires.
- Optional LT235/75R-15, all-season steel-belted radial white outline-lettered tires.
- Optional LT245/75R-16E, all-season steel-belted radial blackwall tires.

C2500

- Standard LT245/75R-16E, all-season steel-belted radial blackwall tires.

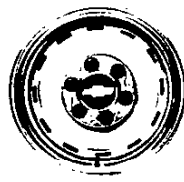
K1500 and K2500

- Standard P245/75R-16 all-terrain steel-belted radial blackwall tires (K1500).
- Optional P245/75R-16 all-terrain steel-belted radial white outline-lettered tires (K1500).
- Optional LT245/75R-16E on-/off-road steel-belted radial black-lettered tires (K1500, standard on K2500).
- Optional LT245/75R-16C on-/off-road steel-belted radial white outline-lettered tires (K1500).
- Optional LT245/75R-16C on-/off-road steel-belted radial blackwall tires (K1500).
- Optional LT245/75R-16E on-/off-road steel-belted radial blackwall tires (K1500 and K2500).

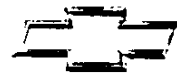
WHEELS



- Standard 15-inch (2WD) or 16-inch (4WD) steel wheels, silver with black hub ornament (standard on Suburban 1500 and 2500, 1500 shown).



- Optional 15-inch (2WD) or 16-inch (4WD) Rally Wheel trim (optional on Suburban 1500 and standard on 2500 LS and LT models, 1500 shown).



GENUINE CUSTOMER CARE

Chevrolet owners are covered by Genuine Customer Care, a comprehensive owner protection plan that includes the following:



Bumper to Bumper Warranty

The GM 3-year/36,000-mile no-deductible, limited, Bumper-to-Bumper warranty covers repairs for all Chevrolet vehicles, including labor and parts, to correct any defects in material or workmanship occurring during the warranty period. Warranty features include air conditioning repair, tires, towing, no-cost warranty transfer and 6-year/100,000-mile (whichever comes first) sheet-metal rust-through protection. There also is emissions control system coverage, which varies by geographic location. The only item not covered by the warranty is normal maintenance.



Courtesy Transportation

Customers who purchase or lease a Chevrolet car or truck will be able to take advantage of Courtesy Transportation at no additional charge when their vehicles are left at a participating dealership for repairs covered under the 3-year/36,000-mile New Vehicle Limited Warranty. Courtesy Transportation, at participating dealers only, may include shuttle service, expense reimbursement, or, if the repairs require leaving the vehicle overnight, a vehicle rental. See your dealer for details.



24-Hour Roadside Assistance

Customers who purchase or lease a Chevrolet also receive the peace of mind that if something should go wrong on the road, help is just a phone call away, 365 days a year, with Chevrolet 24-Hour Roadside Assistance. There are two levels of service:

Roadside Basic Care covers you as long as you own your Suburban and provides:

- Free towing for warranty repairs (to closest dealer)

- Over-the-phone basic technical advice
- Available dealer services at reasonable costs (i.e., wrecker services, locksmith/key service, glass repair, etc.).

Roadside Courtesy Care is available for a period of three years or 36,000 miles (whichever comes first). It provides all of the features of Roadside Basic Care, plus:

- Free towing (to closest dealer)
- Free locksmith/key service (when keys are lost or locked inside)
- Free flat tire service and jump start
- Free fuel delivery on the road (up to five gallons).

Important — a word about this document: We have tried to make this document as comprehensive and factual as possible. We reserve the right, however, to make changes at any time, without notice, in colors, materials, equipment, specifications, models and availability. Some information may have been updated since the time of printing in June 1997.

A note about air bags: Always wear safety belts, even with air bags.

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History

(By Model Year)

Introduced in 1935.

- 1937 — New sheet metal and standard shock absorbers added.
- 1941 — New body style continues up to 1947.
- 1948 — New post-war styling.
- 1955 — New sheet metal and new V8 engine.
- 1973 — All-new Suburban design. First four-door model.
- 1982 — 6.2 Liter diesel V8 engine and 4-speed automatic transmission with Overdrive.
- 1987 — Throttle-body fuel injection on all gas engines up to 10,000 lbs. GVWR.
- 1990 — Rear-wheel ABS and use of two-side-galvanized steel.
- 1992 — New-generation model shares exterior appearance and platform with contemporary C/K Pickup; 4-wheel ABS; Insta-Trac on 4WD models and modified C/K suspension
- 1993 — 4L60-E electronic transmission introduced.
- 1994 — 6.5 Liter Turbo-Diesel V8 debuts.
- 1995 — New interior; standard driver air bag.
- 1996 — Improved Vortec engines; new standard Daytime Running Lamps.
- 1997 — Passenger air bag, EVO steering, cargo-area door lock/unlock switch added, as well as transmission enhancements.

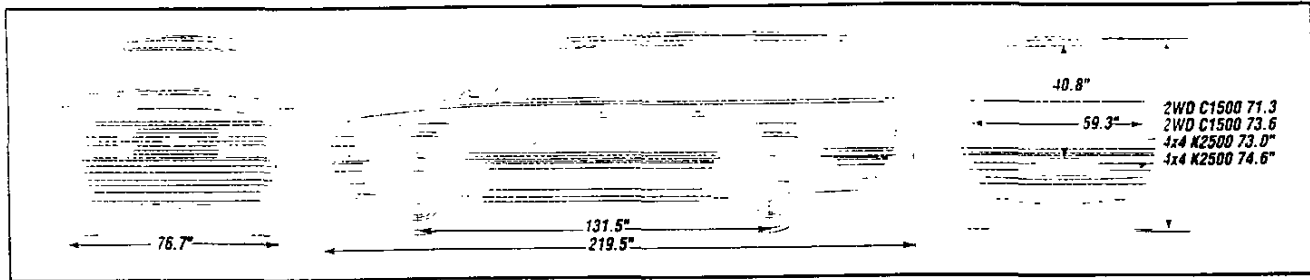
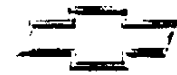


1998 Suburban Feature Availability

	Standard	LS	LT
INTERIOR			
Air Bag - Dual (outboard passenger)	S	S	S
Air Conditioning - with CFC-Free Refrigerant	O	S (front and rear)	S (front and rear)
Convenience Group - Power Windows	NA	S	S
Convenience Group - Tilt Wheel™ Adjustable Steering Column and Speed Control	O	S	S
Cup Holders - Dual Slide-Out In-Dash	S	S	S
Defogger - Rear Window	O	S	S
- Rear Window/Wiper/Washer	O	O	O
Door Beams - Steel Side-Impact	S	S	S
Door Locks - Power	S	S	S
Door Trim - Molded Plastic with Armrest	S	NA	NA
- Color-Keyed Cloth and Carpet	NA	S	S
Floor Covering - Full Black Rubber	S	NA	NA
- Color-Keyed Carpet with Rubber Mats	NA	S	S
Gauges - Trip Odometer, Oil Pressure, Voltmeter, Tachometer	S	S	S
Lights, Interior - Dome w/Delayed Entry	S	S	S
Mirror - Electrochromic w/8-Point Compass and Temp	NA	S	S
Scotchgard™ Protector	S	S	S
Seats - Front Vinyl Bench	S	NA	NA
- 60/40 Split-Bench Custom Cloth	NA	S	NA
- 60/40 Custom Leather Seating Surfaces, Split-Bench	NA	NA	S
- Power Driver	NA	NA	S
- Rear 3-Passenger Folding	O	S	S
Stereo - AM/FM w/ Digital Clock	S	NA	NA
- AM/FM w/Cassette Player	O	S	NA
- AM/FM w/CD Player	NA	O	NA
- AM/FM w/Cassette and CD Players	NA	O	S
Steering Wheel - Simulated Leather	S	NA	NA
- Leather Wrapped	NA	S	S
Sunshades - Cloth w/LH Storage Strap & RH Mirror	S	NA	NA
- Cloth w/LH Storage Strap & RH Lighted Mirror w/Extenders	NA	S	S
Wipers - Intermittent Variable	S	S	S
EXTERIOR			
Daytime Running Lamps	S	S	S
Luggage Carrier - Roof-Mounted	NA	S	S
Mirrors - Dual Black Breakaway	S	NA	NA
- Dual Black Twin Remote Electric	NA	S	S
- Electrochromic ISRV w/8-Point Compass	NA	S	S
Wire Harness - 8-Lead Trailering	S	S	S
Wheels - 15" x 7" to 16" x 6.5" Painted Silver w/Black Cap	S	NA	NA
- Aluminum (C/K1500 only)	O	S	S
- Rally	O	O*	O*
FUNCTIONAL			
Brakes - 4-Wheel Anti-Lock	S	S	S
- Power, Front Disc/Rear Drum	S	S	S
Chassis Package - Off-Road	O	O	O ¹
Engine - Vortec 5700 V8 SFI	S	S	S
- Vortec 7400 V8 SFI (C/K2500 only)	O	O	O
- Turbo-Diesel 6.5L V8 EFI ¹	O	O	O
Insta-Trac 4x4 System (4x4 models only)	S	S	S
AutoTrac (4x4 models only)	O	O	O
Tailgate w/Liftglass (no additional cost)	O	O	O
Remote Keyless Entry	NA	O	S
Transmission - 4-Speed Electronically Controlled Automatic	S	S	S

S — Standard. O — Optional (some options may be available only as part of a Preferred Equipment Group; see your order guide for feature availability). NA — Not available. ¹ Requires additional options. ² Requires RPO MT1 automatic transmission. *Requires diesel engine.

1998 Suburban Specifications



MODEL AVAILABILITY

	C/K1500 and C/K2500
Passengers	3-9
Class	Full-Size Truck
Assembly Plant	Janesville, Wisconsin and Silao, Mexico
Primary Structure	Welded Steel Frame
Body Material	Two-Side-Galvanized Steel (except roof)

DIMENSIONS & CAPACITIES (inches, unless otherwise noted)

Exterior Dimensions	C/K1500	C/K2500
Wheelbase	131.5	131.5
Overall Length	219.5	219.5
Overall Height (2WD/4x4)	71.3/73.0	73.6/74.6
Maximum Width	76.7	76.7
Ground to Rear Load Floor (2WD/4x4)	29.2/31.4	31.3/33.6
Ground Clearance (front/rear) (2WD/4x4)	7.1/6.6 and 9.5/6.9	8.6/8.0 and 7.6/6.9
Interior Dimensions		
Headroom (front/mid./rear)	39.9/38.9/37.9	39.9/38.9/37.9
Legroom (front/mid./rear)	41.3/36.2/37.2	41.3/36.2/37.2
Shoulder Room (front/mid./rear)	65.0/65.0/64.3	65.0/65.0/64.3
Hip Room (front/mid./rear)	60.5/60.3/48.5	60.5/60.3/48.5
Cargo Volume (max.) (cu. ft.)	149.5	149.5
Capacities		
Curb Weight (lbs.) (2WD) (4x4)	4825/5293	5249/5694
Maximum GVWR (lbs.) (2WD) (4x4)	7700/8050	8600/8600
Base Payload (std.) (lbs.) (based on curb weight)	1975/2007	3351/2907
Maximum Trailer Capacity (lbs.)	6500/6000	10,000/10,000
Fuel Tank Capacity (gal.)	42	42

STEERING

	C/K1500	C/K2500
Type	Variable-Ratio (EVO) Integral-Power	Variable-Ratio (EVO) Integral-Power
Steering Ratio, On Center	16.5/16.4	16.4/16.4
Steering Ratio, At Stop	15.6/16.3	15.3/16.3
Turning Diameter, Curb-to-Curb (ft.)	43.7/44.7	43.4/45.0



1998 Suburban Specifications

BRAKES

	C/K1500	C/K2500
Type	Vacuum Power	Vacuum Power
	Front Disc/Rear Drum	Front Disc/Rear Drum
	4-Wheel ABS	4-Wheel ABS
Front Disc Size (in.)	11.57 x 1.25	12.5 x 1.26
Rear Drum Size (in.)	11.15 x 2.75	13.0 x 2.5
Booster Diameter (in.)	9.5/Tandem	9.5/Hydraulic Booster
Parking Brake	Cable to Rear Wheels	Cable to Rear Wheels

ENGINES

	L31 (gas)	L29 (gas)	L65 (HD diesel)
Type	Vortec 5700 OHV V8 SFI	Vortec 7400 OHV V8 SFI	6.5 Liter OHV V8
Block	Cast Iron	Cast Iron	Cast Iron
Cylinder Head	Cast Iron	Cast Iron	Cast Iron
Bore & Stroke (in.)	4.0 x 3.48	4.25 x 4.0	4.06 x 3.82
(mm)	101.6 x 88.4	108.0 x 101.6	103.0 x 97.0
Displacement (cu. in./cc)	350/5735	454/7440	395/6473
Compression Ratio	9.4:1	9.0:1	21.5:1
RPO	L31	L29	L65
Induction System	SFI	SFI	Indirect EFI with Turbo
Valves/Cylinder	2	2	2
Lifters	Hydraulic Roller	Hydraulic Roller	Hydraulic Roller
Cam Drive	Chain	Chain	Chain
Horsepower @ rpm (SAE net)	255 @ 4600	290 @ 4000	195 @ 3400
Torque @ rpm (SAE net)	330 @ 2800	410 @ 3200	430 @ 1800
Recommended Fuel (min.)	87 Octane	87 Octane	Diesel
Fuel Tank Capacity (gallons)	42	42	42

TRANSMISSIONS

Gear Ratios	C/K1500	C/K2500
	Std. - L31 Opt. - L65*	Std. - L31 HD Opt. - L29, L65
Below 8500 lbs. GVWR	Elec. Auto. 4-Speed w/Overdrive (4L60-E)	—
1st	3.06	—
2nd	1.63	—
3rd	1.00	—
4th	0.70	—
Reverse	2.29	—
Gear Ratios	Std. - L31 Opt. - L65*	Std. - L31 HD Opt. - L29, L65
Above 8500 lbs. GVWR, or w/Diesel	HD Elec. Auto. 4-Speed w/Overdrive (4L80-E)	HD Elec. Auto. 4-Speed w/Overdrive (4L80-E)
1st	2.48	2.48
2nd	1.48	1.48
3rd	1.00	1.00
4th	0.75	0.75
Reverse	2.08	2.08

*Requires 4L80-E transmission.

1998 Suburban Specifications



SUSPENSION

	C1500/2500	K1500/2500
Frame	All-Welded, Ladder-Type, Channel Design w/Boxed Front Section	All-Welded, Ladder-Type, Channel Design w/Boxed Front Section
Front	Ind. w/Coil Springs	Ind. w/Torsion Bars
Rear	Semi-Elliptic, 2-Stage Multi-Leaf Springs	Semi-Elliptic, 2-Stage Multi-Leaf Springs (46mm shocks with ZM9)
Shocks (front/rear) (mm)	32/32	32/32
Stabilizer Bar (front) (mm)	1.25	1.18
Rear Axle (std.)	Semi-Floating	Semi-Floating

MILEAGE/PERFORMANCE (C/K1500)*

Type Mileage:	4-Speed Automatic w/ Vortec 5700 V8	4-Speed Automatic w/6.5L Turbo-Diesel V8
City	13/12	NR
Highway	18/16	NR
Combined	15/14	NR
Est. Cruising Range:		
City	546/504	NR
Highway	756/672	NR
Combined	630/588	NR

*Based on 1997 information. NR — Not Rated.

TRAILERING INFORMATION (C/K1500)

	5700 Vortec V8	6.5L Turbo-Diesel V8
Trailer Classification	Medium	Medium
Gross Trailer Weight (lbs., up to)	6500/6000	5500/5000
Max Tongue Load (lbs.)	800/750	700/600

TRAILERING INFORMATION (C/K2500)

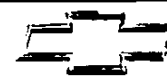
	5700 Vortec V8	7400 Vortec V8	6.5L Turbo-Diesel V8
Trailer Classification	Medium	Heavy	Medium
Gross Trailer Weight (lbs., up to)	6500/6000	10,000/10,000	8000/7500
Max Tongue Load (lbs.)	800/750	1000/1000	950/900

WHEELS & TIRES

	C1500	K1500	C2500	K2500
Standard Wheel Type	Steel*	Steel*	Steel*	Steel*
Wheel Size (in.)	15 x 7	16 x 6.5	16 x 6.5	16 x 6.5
Tire Type	All-Terrain Steel Belted Radials			
Tire Size	P235/75R-15X	P245/75R-16	LT245/75R-16E	LT245/75R-16E

*Aluminum wheels on C/K1500 with LS or LT trim (15-inch for 2WD, 16-inch for 4WD).

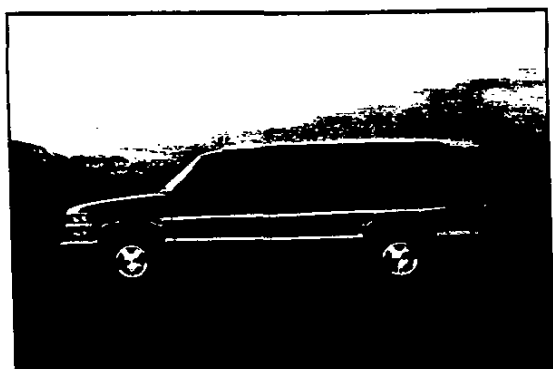
1998 Suburban Photo Order Page



98-01SUB K1500 4x4 Suburban



98-02SUB K1500 4x4 Suburban



98-03SUB C1500 2WD Suburban LT



98-04SUB K1500 4x4 Suburban



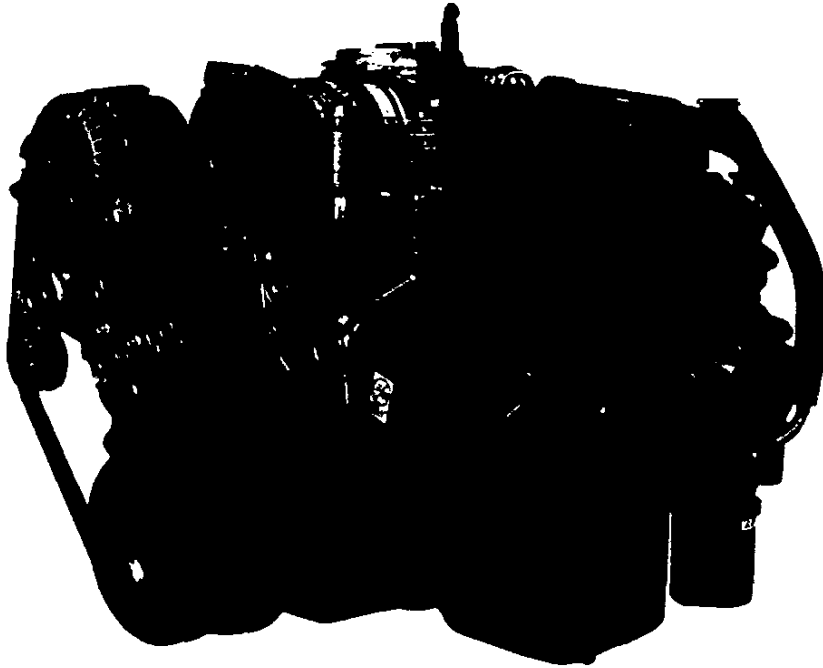
98-05SUB K1500 4x4 Suburban



98-06SUB K1500 4x4 Suburban

Vortec 5700 V8

L31



Product Specifications

Type:
5.7L V8

Displacement:
5733 cc (350 CID)

Compression Ratio:
9.4:1

Valve Configuration:
OVERHEAD VALVES

Assembly Site:
FLINT, MI
ST. CATHARINES, ONTARIO

Valve Lifters:
HYDRAULIC ROLLER

Firing Order:
1 - 8 - 4 - 3 - 6 - 5 - 7 - 2

Bore x Stroke:
101.60 x 88.39 mm (4.00 x 3.48 in)

Fuel System:
SEQUENTIAL FUEL INJECTION

Horsepower:
255 @ 4600 rpm (C/K)
250 @ 4200 rpm (C/K >10,000# GVW)
250 @ 4600 rpm (G 8501-10,000# GVW)
245 @ 4600 rpm (G ≤8500# GVW)
245 @ 4200 rpm (G >10,000# GVW)
235 @ 4000 rpm (P)

Torque (lb-ft):
330 @ 2800 rpm (C/K)
330 @ 2800 rpm (G >8500# GVW)
325 @ 2800 rpm (G ≤8500# GVW)
325 @ 2800 rpm (P)

Maximum Engine Speed:
5600 rpm

Emissions Control:

- EVAPORATIVE SYSTEM
- CATALYTIC CONVERTER
- POSITIVE CRANKCASE VENTILATION (PCV)
- EXHAUST GAS RECIRCULATION (EGR)

Materials

Block:
CAST IRON

Cylinder Head:
CAST IRON

Intake Manifold:
CAST ALUMINUM - LOWER
COMPOSITE - UPPER

Exhaust Manifold:
HIGH SILICON MOLYBDENUM
CAST NODULAR IRON

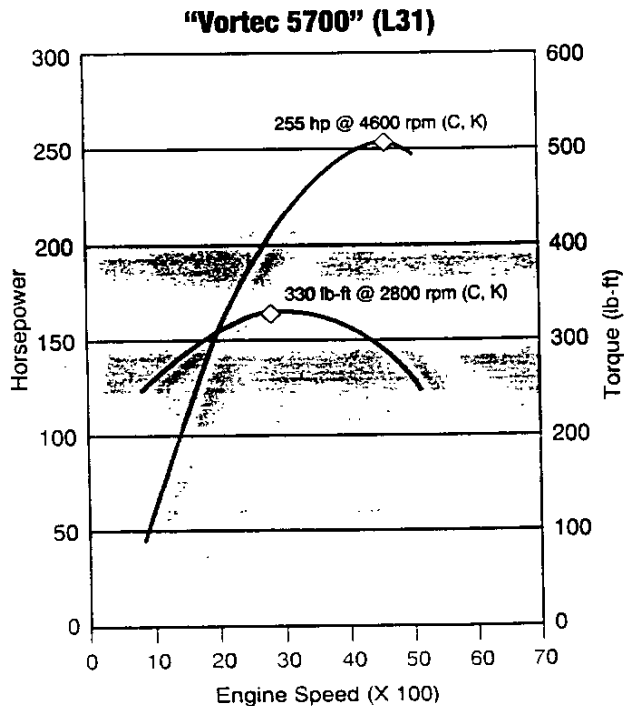
Main Bearing Caps:
CAST IRON

Crankshaft:
CAST IRON

Camshaft:
STEEL

Additional Features:
EXTENDED LIFE SPARK PLUGS
EXTENDED LIFE COOLANT

Applications:
Chevrolet C/K-truck - option
GMC C/K-truck - option
Chevrolet G-van - option
GMC G-van - option
Chevrolet P-truck - option
GMC P-truck - option



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Vortec 5700 V8

L31

Features and Benefits

Sequential central port injection (SCPI) - GM's Vortec 5700 L31 now offers the GM-patented sequential central port fuel injection. SCPI, which provides high-precision fuel control for optimal cylinder-to-cylinder distribution, uses one injector per cylinder to deliver fuel to the inlet ports through flexible fuel transport tubes. Each duty-cycled single-disk injector delivers the precise amount of fuel to a poppet (fuel atomization) nozzle at each cylinder for its combustion cycle. For further refinement, a compound angle was added to the poppet nozzle for improved durability. SCPI is a highly efficient fuel-delivery method that improves cold start and hot engine restart, and takes fuel control at idle to "world class." SCPI is also a major catalyst for increased horsepower and helps engines meet today's more stringent fuel-economy requirements. To summarize, SCPI - precise, high-pressure fuel delivery - helps these truck engines achieve their maximum power and torque in an efficient manner that does not sacrifice fuel economy.

Mass air flow meter - Thanks to mass air flow metering, engineers have taken the guesswork out of air flow measurement. This more precise air flow metering system accurately measures air flow, helping to eliminate the variability in a number of conditions, including changes in altitude and temperature. It also provides improved smoothness for 0 - 60 mph and 50 - 80 mph accelerations.

Crankshaft position sensor - The crankshaft position sensor allows the vehicle control module (VCM) to know the exact relative position in time of each cylinder with respect to its combustion event. This aids in the detection of misfire and helps to ensure that the engine is performing at its optimum efficiency.

Long life systems - The L31 engine offers owners a long life ignition system that is virtually maintenance-free for 100,000 miles. This system includes platinum-tipped spark plugs with a 100,000-mile life expectancy, low resistance spark plug wires that increase conductivity, a composite distributor housing and stem, and a high voltage switch that requires no timing adjustment. Other heavy-duty systems that will help keep your truck trouble-free over the long haul include long life engine coolant, a Magnaquench starter, a single 100,000-mile accessory belt, damperless springs and lip stem seals (valvetrain) and a robust water pump and seals.

The quest for "maintenance-free" - At-home mechanics and do-it-yourselfers will have less to tinker with on GM's truck engines, thanks to enhanced service intervals that require less maintenance. For example, the cooling system interval for light- and heavy-duty applications goes from 30,000 miles or two years to 100,000 miles or five years. Spark plug and spark plug wire service is extended to 100,000 miles, and engine timing checks are no longer required. These examples are for highway driving and will be included in owners'/service manuals, as will the maintenance schedule for short trip/city driving.

Exhaust manifold - The exhaust manifold for V6 and V8 truck engines provides higher engine performance capabilities, and improves tailpipe emissions. The Exhaust Gas Recirculation (EGR) take-off point was established so that an evenly distributed take-off of EGR can be made to enhance cylinder-to-cylinder operations. This improves the engine's driveability and emissions capability. The exhaust manifold material has changed from a nodular cast iron to a high silicon moly (molybdenum) material.

This high temperature alloy improves the durability of the manifold even under the enhanced performance levels of the engine, and allows the manifold to remain stable and distortion free throughout its life. The exhaust manifold features a three-bolt flange to reduce leakage, and the entire exhaust system will be built of aluminized stainless steel. On the L31 certified for heavy-duty emissions, the dual exhaust system includes three-inch takedown pipes and a rearward catalyst. A forward catalyst and 1-7/8 inch takedown pipes are found on the light-duty version. Both the light-and heavy-duty versions feature increased muffler volume. All of these features result in an enhanced exhaust system that offers maximum air flow through the engine.

On-Board Diagnostics Second Generation (OBDII) - As with all GM vehicles, the L31 became fully OBDII compliant in 1996. This required significant enhancements to the vehicle control module (VCM). The VCM, a highly sophisticated on-board computer and one of the industry's most powerful, now monitors a wide variety of emissions systems and components for the slightest level of deterioration or malfunction. This includes the fuel delivery system, catalytic converter and EGR valve. Its diagnostic tools include the oxygen sensor, crank and cam position sensors, MAP sensor and manifold air temperature sensor. In addition to helping vehicles meet the more stringent emissions standards and improving overall system reliability, OBDII has some real benefits for the customer. The VCM stores and retrieves diagnostic messages to help technicians diagnose and fix problems more quickly and accurately. And since OBDII sets trouble codes (SERVICE ENGINE SOON light), when a system begins to deteriorate rather than waiting for a complete system failure, drivers can bring their vehicles in for service before experiencing a possible breakdown or more costly repair.

Improved emissions - The 1998 L31 meets stricter evaporative emission regulations for all 50 states.

Noise reduction - Noise reduction has been achieved in a number of ways. The accessory drive features a stiffer mounting scheme and a single serpentine drive system across all platforms. Add a composite front cover, remote composite air cleaner and tangentially mounted compressor, and you're ready for a virtually noise- and vibration-free ride.

Cylinder head - Air flow has been increased into the cylinder head of the L31 through the use of a straight-port design. This more powerful combustion chamber increases the compression ratio to 9.4:1, which improves thermal efficiency, performance and fuel economy without increasing octane requirements.

Valvetrain - The L31 has a steel camshaft to better handle stress over the life of the engine. The L31 also has roller lifters. This helps to reduce friction and improves wear resistance over time. Roller lifters also help to increase low-end torque while at the same time extend the dynamic operating range. Low-end torque provides the power for towing or trailering, while extending and flattening the torque curve generates the passing performance. The use of low friction roller lifters helps to eliminate internal power loss and maximize fuel economy.

Cooling system - This system features a controlled by-pass thermostat that enhances overall system performance. It improves bank-to-bank coolant flow balance, expedites warm-up and overall heater performance, and allows air flow through the radiator once the engine is warm, improving cooling. This bearing design improves the water pump bearing life. Radiator nipples, hoses and clamps have become standardized across all truck engines.

Intake manifold - The air intake manifold of the L31 is easy to detect because of its use of distinctive colors and materials. The black and silver manifold is comprised of two parts - a lower aluminum and upper composite piece that is specially designed to reduce both mass and noise. It also acts as a thermal insulator and helps in tuning for best air flow.

Linear EGR valve - The linear exhaust gas recirculation (EGR) valve is another GM-pioneered design that provides accurate EGR control for improved fuel economy and emissions. The computerized engine control module precisely positions the valve, regardless of manifold pressure and engine load, for exact introduction of EGR throughout the entire engine operating range.

Camshaft profile - These profiles are designed to take advantage of the higher stress carrying capabilities of the steel roller cam. This provides excellent low speed torque, generates good dynamic range and results in improved specific output.

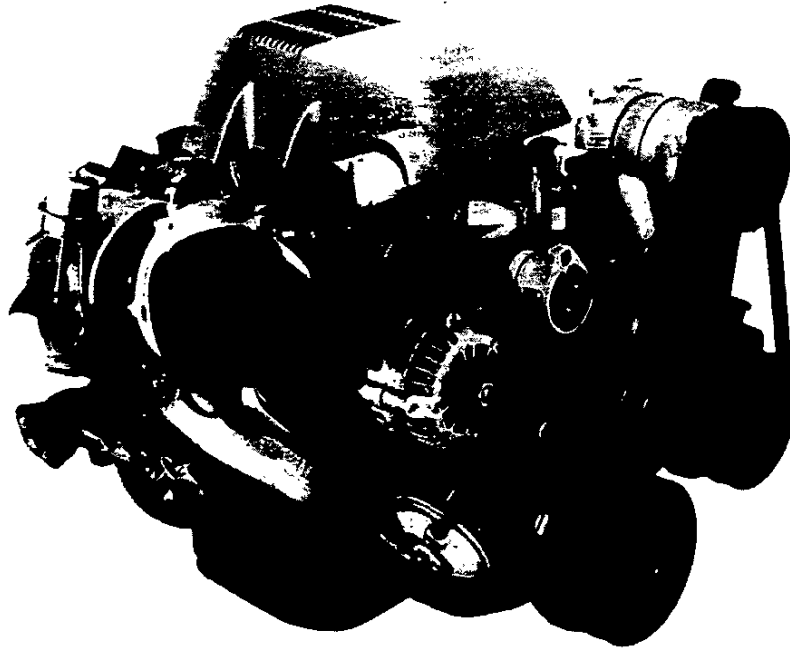
Cam over throttle control - The aluminum throttle body for the V8 engines utilizes a linear cam profile, a throttle blade wedge and bore shaping. Fine tuning these parameters provides the V8 vehicle applications with good launchability and response linearity during accelerations. This, in turn, results in good overall throttle progression. The cam selection also played an important role in obtaining the proper accelerator pedal effort.

RPM pistons - The L31 truck engine features state-of-the-art RPM pistons. This represents an expanded application for this product, first introduced in 1994 on the 4300 Vortec V6. The RPM piston, engineered using highly sophisticated GM computer programs, is more durable and quieter, and aids in overall fuel efficiency. The L31 has one size piston for all bores for ease in manufacturing.

Fuel economy estimates - The 5.7L L31 is projected to better the fuel economy of its predecessor, the LO5, by up to 10 percent.

6.5L V8 Turbo Diesel

L65/ L56



"The turbo diesel is a welcome addition particularly for those who put lots of miles on their van. As many have come to know, diesel engines are more economical to operate over the long run and they generally have loads of grunt (6.5L boasts 385 ft/lbs of torque at a low 1700 rpm)."

The Washington Times
December 27, 1996

Product Specifications

Type:
6.5L V8 TURBO DIESEL

Displacement:
6468 cc (395 CID)

Compression Ratio:
20.2:1

Valve Configuration:
OVERHEAD VALVES

Assembly Site:
MORAINE, OH

Valve Lifters:
HYDRAULIC ROLLER

Firing Order:
1 - 8 - 7 - 2 - 6 - 5 - 4 - 3

Bore x Stroke:
103.00 x 97.03 mm (4.06 x 3.82 in)

Fuel System:
INDIRECT ELECTRONIC
FUEL INJECTION WITH TURBO

Horsepower:
195 @ 3400 rpm (L65 - C/K, G, P)
190 @ 3200 rpm (L65 - MD)
180 @ 3400 rpm (L56 - C/K)

Torque (lb-ft):
430 @ 1800 rpm (L65 - C/K, G, P, MD)
360 @ 1800 rpm (L56 - C/K)

Max. Governed Engine Speed:
3400 rpm

Emissions Control:

- CATALYTIC CONVERTER
- POSITIVE CRANKCASE VENTILATION (PCV)
- EXHAUST GAS RECIRCULATION (EGR) (L56)

Materials

Block:
CAST IRON

Cylinder Head:
CAST IRON

Intake Manifold:
CAST ALUMINUM

Exhaust Manifold:
CAST NODULAR IRON

Main Bearing Caps:
CAST NODULAR IRON

Crankshaft:
CAST NODULAR IRON

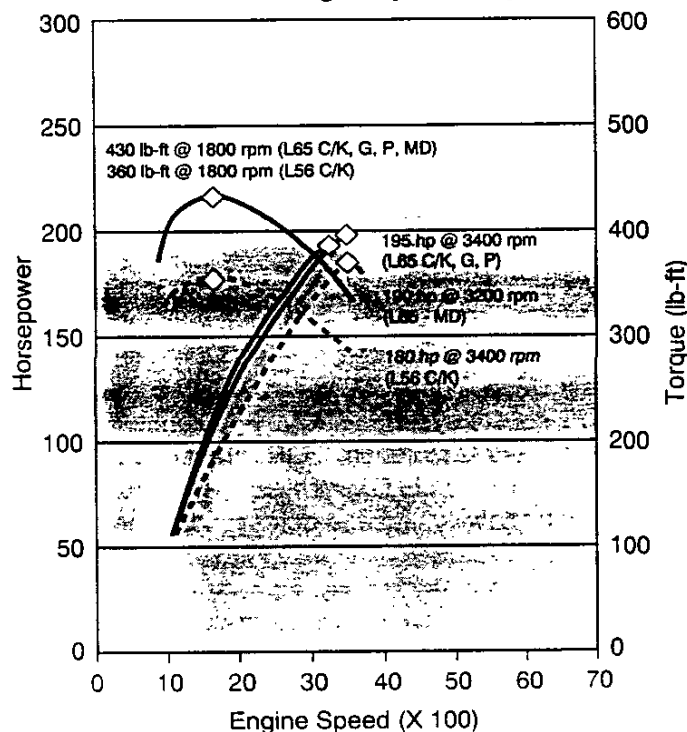
Camshaft:
FORGED CARBONIZED
STEEL

Additional Features:
EXTENDED LIFE COOLANT

Applications:

Chevrolet:
C/K-truck - option
P-truck - option
G-van - option
MD-truck - option
GMC:
C/K-truck - option
P-truck - option
G-van - option
MD-truck - option

6.5L V8 Engine (L65/L56)



Information may vary with application. All specifications listed are based on the latest product information available at the time of publication. The right is reserved to make changes at any time without notice.

6.5L V8 Turbo Diesel Truck (L65/L56)

6.5L V8

Diesel L56/L65

Features and Benefits

Electronic fuel injection control system - Both the normal (L56) and heavy-duty emissions certified (L65) versions of GM's turbo diesel engine utilize an electronic fuel-injection control system. This major technological enhancement incorporates a powertrain control module (PCM) that controls both the engine and transmission, an electronic throttle control and an electronically controlled fuel-injection pump. The adaptation of electronics to the rotary injection pump yields almost complete freedom to schedule fuel quantity and timing at optimal values for every speed and load point. What does all of this mean to the customer? Increased fuel economy, the elimination of black and white exhaust, improved cold weather starting, enhanced idle quality and reduced noise levels. The electronic fuel delivery system also helps protect the engine from overheating and other abuses, and allows GM to be fully compliant with current emissions standards. GM was the first manufacturer to introduce an electronically controlled fuel injection system in diesel pickup trucks.

The fuel injection pump was upgraded in 1997 for improved durability by changing the Optical Sensor Tracking Encoder (OSTE) circuit board. In addition, the steel rollers in the pump were replaced with ceramic rollers for longer life. This system also makes available three electronically controlled Power Take Off (PTO) speeds. They are 1070 RPM, 1360 RPM, and 1600 RPM. These speeds can be activated by a simple switch.

Turbocharging - When GM set out to design the 6.5L V8 diesel engine, the goal was to build an engine that was reliable and durable, with unparalleled performance. From the start, the 6.5L was designed specifically for turbocharging. The secret weapon behind the 6.5L turbo diesel is the GM computer controlled wastegate. This wastegate allows the turbocharger rotor speed and boost to be electronically adjusted as altitude and engine speed change, and as torque is needed. The wastegate helps the engine work harder, but only when it needs help. When you need torque, it's there; when it's not required, the wastegate does not overwork the engine. The payoff is impressive fuel mileage, smooth, quiet operation and the necessary power to complete the job. This uniquely designed wastegate turbocharger delivers quick throttle response during acceleration and reduces turbo-boost pressure after obtaining maximum torque. The wastegate is designed to prolong turbo life and help manage the overall stress on internal engine components.

On-Board Diagnostics Second Generation (OBDII) - As with all GM vehicles, GM's L56 and L65 turbo diesel engine are fully OBDII compliant. This required significant enhancements to the powertrain control module (PCM). The PCM, a highly sophisticated on-board computer, received a 50-percent increase in memory and improved diagnostic capabilities in 1996. The PCM, which began controlling the fuel-lift pump and air conditioner in 1996, also monitors sensor systems such as coolant temperature, fuel temperature, air temperature, barometer, exhaust gas recirculation (EGR) pressure, turbo boost pressure and the thermostat diagnostic. This technology will help GM vehicles meet the new, more stringent emissions regulations, as well as improve idle stability. Misfire detection has been added to OBDII for 1998.

L65 gets a new look in a new van - For 1996, the 6.5L turbo diesel engine was introduced in GM's newly designed, full-size van (GMT 600). For this application, engineers developed a center-mounted turbocharging system that shortens the air and oil passages and provides direct flow from the block. In

doing so, engineers eliminated the need for oil lines, increasing reliability and durability. Oil is fed and drained directly from the block mount. This feature also aids in packaging the engine into the vehicle and serviceability. The L65 in the GMT 600 features a new case, intake system, turbo and drain system, exhaust system, cylinder head and water crossover with dual thermostat.

Fuel-manager filter system - Each of GM's diesel engines feature the fuel-manager filter system. This system is a double-filtration fuel filter that incorporates the filter, a water separator and a fuel heater all in one canister. The top-load vertical design and location simplify filter cartridge replacement.

Common serpentine accessory belt drive - The 6.5L V8 diesel engine features a single serpentine belt for all the driven components. Its automatic tension adjuster improves belt life and makes servicing easier, too. This system features water crossover, full-blocking thermostats, water outlet and bypass hose, fuel return tube, front lift hook and vacuum pump mount and hose.

Fuel economy - Among the many superior characteristics of the 6.5L turbo is its exceptional fuel economy. When matched against a comparable performing big-block V8 gasoline engine, this diesel has the potential for 25 to 80 percent better fuel economy. The improved fuel economy is a result of precise control of combustion and more precise transmission control, both due to electronic control.

Crankshaft bearings - The crankshaft bearings used in the 6.5L are made of a fatigue-resistant material that promotes a higher bearing stress life. The rear crankshaft seal is in one piece to reduce the chances of leakage.

Bulkhead - The 6.5L diesel engine bulkhead area was designed to handle the higher-cylinder firing pressures of a turbocharged engine. In addition, the coolant passages and the oil galleries were sized to provide the increased flow required by a turbo engine.

Combustion chamber - To provide smokeless performance and meet stringent emissions standards without sacrificing power, the 6.5L was designed with an optimized combustion chamber. This design provides an optimum balance of air in the prechamber, head and cylinder that ensures a more even and complete burning of fuel.

Modulated exhaust gas recirculation system - In addition to having an optimized precombustion chamber, the 6.5L L56 turbo engine utilizes an electronically controlled modulated exhaust gas recirculation system. This allows for more precise control over the flow of exhaust gas and also helps to meet stringent emissions standards.

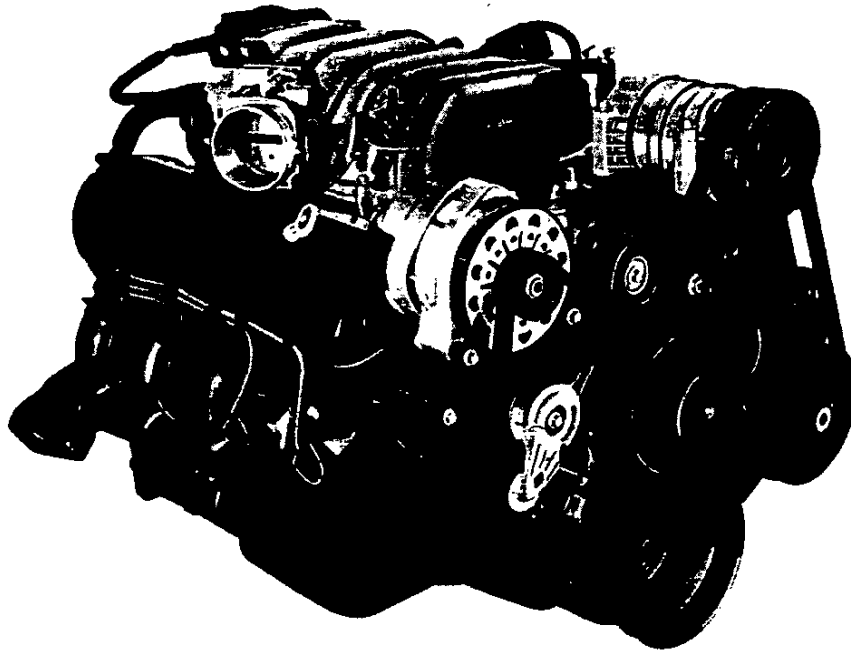
Adaptive cylinder balance - Adaptive cylinder balance is included on the 6.5L turbo diesel. This process measures the horsepower of each cylinder at idle and directs fuel to each cylinder accordingly. This results in smoother operation of the vehicle by minimizing the vibration of the engine.

Cylinder block - The cylinder block has been modified to incorporate piston spray cooling for increased engine life. This was accomplished by installing spray nozzles in the bulkhead to direct a spray of oil at the underside of the piston. To ensure sufficient oil pressure during all running conditions, an increased flow oil pump and lubrication system was incorporated. In addition, the oil cooler lines and oil coolers were increased in size to provide a 100% increase in flow through the oil cooler.

Cooling system - The cooling system has been upgraded with an increased flow water pump and new water crossover and dual full-blocking thermostats.

Vortec 7400 V8

L29



"The amazing thing about this big block is that it didn't really start showing its muscle until about 3600 rpm, which is peak torque... The 40-to-60 mph acceleration time is half-- HALF! -- that of the old engine. I've never seen such a dramatic change made from one year to the next using the same engine!"

Trailer Boats
September, 1996

Product Specifications

Type:
7.4L V8

Bore x Stroke:
107.95 x 101.60 mm (4.25 x 4.00 in)

Materials

Displacement:
7439 cc (454 CID)

Fuel System:
SEQUENTIAL FUEL INJECTION

Block:
CAST IRON

Compression Ratio:
9.1:1

Horsepower:
290 @ 4000 rpm

Cylinder Head:
CAST IRON

Valve Configuration:
OVERHEAD VALVES

Torque (lb-ft):
410 @ 3200 rpm

Intake Manifold:
CAST ALUMINUM

Assembly Site:
TONAWANDA, NY

Maximum Engine Speed:
5000 rpm

Exhaust Manifold:
HIGH SILICON MOLYBDENUM
CAST NODULAR IRON

Valve Lifters:
HYDRAULIC ROLLER

Emissions Control:

- EVAPORATIVE SYSTEM
- CATALYTIC CONVERTER
- POSITIVE CRANKCASE VENTILATION (PCV)
- EXHAUST GAS RECIRCULATION (EGR)

Main Bearing Caps:
CAST IRON

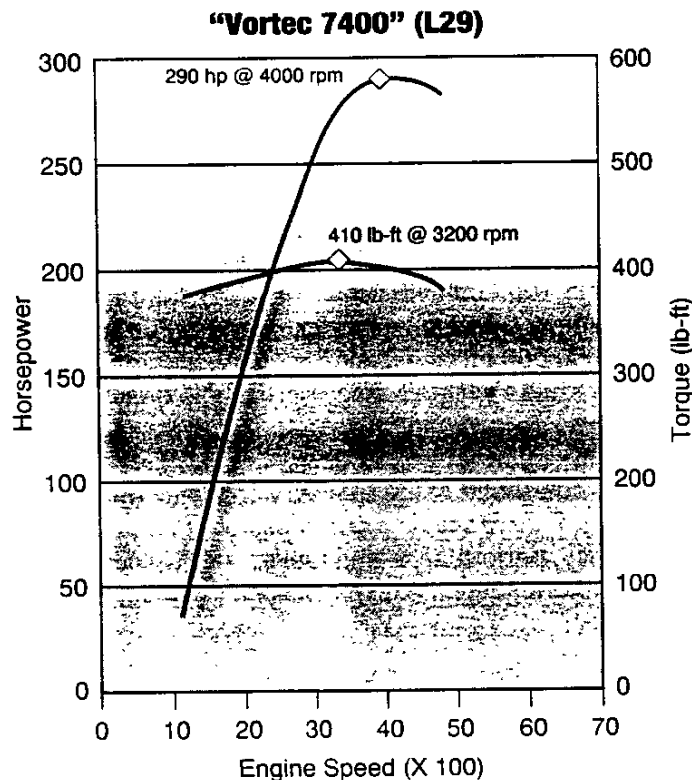
Firing Order:
1 - 8 - 4 - 3 - 6 - 5 - 7 - 2

Crankshaft:
CAST NODULAR IRON

Camshaft:
STEEL

Additional Features:
EXTENDED LIFE SPARK PLUGS
EXTENDED LIFE COOLANT

7.4L V8 (L29) Truck



Applications:
Chevrolet:
C/K-truck - option
G-van - option
P-truck - option
GMC:
C/K-truck - option
G-van - option

Information may vary with application. All specifications listed are based on the latest product information available at the time of publication. The right is reserved to make changes at any time without notice.

Vortec 7400 V8

L29

Features and Benefits

Sequential port fuel injection - GM's 7400 L29 has sequential port fuel injection. SPFI is a highly efficient fuel-delivery method that improves cold start and hot engine restart, and takes fuel control to "world-class." SPFI is also a major contributor to increased horsepower. To summarize, SPFI - precise, high-pressure fuel delivery - helps the 7400 engine achieve its maximum power and torque in an efficient manner that does not sacrifice fuel economy.

Intake manifold - The air intake manifold of the L29 is comprised of an upper and lower aluminum assembly. The design of the intake manifold reduces emissions through its consistent cylinder-to-cylinder air-flow distribution. Long runners enhance low-end torque while being fed air from a plenum designed to reduce induction noise. It also features a separate throttle.

On-Board Diagnostics Second Generations (OBDII) - As with all GM vehicles, the L29 is OBDII compliant. This required significant enhancements to the vehicle control module (VCM). The VCM, a highly sophisticated on-board computer and one of the industry's most powerful, now monitors a wide variety of emissions systems and components for the slightest level of deterioration or malfunction. This includes the fuel delivery system, catalytic converter, EGR valve and, new for 1998, the evaporative emission system. Its diagnostic tools include the oxygen sensor, crank and cam position sensors, manifold absolute pressure (MAP) sensor and manifold air temperature sensor. In addition to helping vehicles meet the more stringent emissions standards and improving overall system reliability, OBDII has some real benefits for the customer. The VCM stores and retrieves diagnostic messages to help technicians diagnose and fix rare problems more quickly and accurately. And since OBDII sets trouble codes (SERVICE ENGINE SOON light), when a system begins to deteriorate rather than waiting for a complete system failure, drivers can bring their vehicles in for service before experiencing a possible breakdown or more costly repair.

Long life systems - The L29 engine offers owners a long life ignition system that is virtually maintenance-free for 100,000 miles. This system includes platinum-tipped spark plugs with a 100,000-mile life expectancy, low resistance spark plug wires that increase conductivity and a high voltage switch that requires no timing adjustment. Engine timing is electronically controlled through the use of cam and crank sensors. Other heavy-duty systems that will help keep your truck trouble-free over the long haul include 150,000 mile long life engine coolant, a single 100,000-mile accessory belt, damperless valve springs and a robust water pump and seal. The remote air cleaner on pickup and Suburban models has a visual "filter change" signal, allowing up to 50,000 miles between air-filter changes. In addition to making the maintenance of the vehicle easier, these systems also improve idle quality, cold starts and many other reliability and durability factors.

Cylinder head - Air flow has been increased into the cylinder head of the L29, as has the mixture motion of the air. This flow-developed combustion chamber increases the compression ratio to 9.1:1, up from 7.9:1 on the L19. This improves thermal efficiency, performance and fuel economy without increasing octane requirements. This design optimizes air and fuel mixture for maximum horsepower and increases fuel economy.

Valvetrain - The L29 valvetrain retains the significant upgrades made in 1996 to enhance both durability and driveability. The steel camshaft better handles stress over the life of the engine. The L29 also

has roller lifters. This helps to reduce friction and improves wear resistance over time. Roller lifters also help to increase low-end torque while at the same time extend the dynamic operating range. Low-end torque provides the power for heavy loads and towing or trailering, while extending and flattening the torque curve helps increase the mid RPM performance. The use of lower friction roller lifters helps eliminate internal power loss and increase fuel economy.

Camshaft profile - The camshaft profiles are designed to take advantage of the stronger capabilities of the steel cam which is used with roller lifters. This provides excellent low speed torque, improves idle smoothness, generates good dynamic range and results in improved specific output power and torque.

Mass air flow meter - Thanks to mass air flow metering, engineers have taken the guesswork out of air flow measurement. This more precise air flow metering system accurately measures air flow, helping to eliminate the variability in a number of conditions, including changes in altitude and temperature. It also provides improved smoothness for 0 - 60 mph and 50 - 70 mph accelerations.

Crankshaft position sensor - The crankshaft position sensor is an achievement in diagnostic technology that allows the vehicle control module (VCM) to know the exact relative position in time of each piston with respect to its combustion event. This allows accurate spark timing and also aids in the detection of misfire. It helps to ensure that the engine is performing at its optimum efficiency.

Exhaust manifold - The exhaust manifold for the 7400 truck engine (L29) is a high-silicon moly (molybdenum) material that provides long life and higher engine performance capabilities, and improves tailpipe emissions. The Exhaust Gas Recirculation (EGR) take-off point was established so that EGR can be evenly distributed to enhance cylinder-to-cylinder operations. This will enhance the engine's driveability and emissions capability. The internal shape of the exhaust manifold was computer designed and visually flow-checked to maximize flow efficiency. The exhaust manifold material of high silicon moly substantially improves the durability of the manifold even under increased performance levels of the engine, and allows the manifold to remain stable and distortion free throughout its life. The exhaust manifold features a three-bolt take-down flange to reduce leakage, and the entire exhaust system is built of aluminized stainless steel. All of these features, along with a lower back-pressure design, result in a durable exhaust system that facilitates maximum air flow through the engine resulting in enhanced engine power.

Noise reduction - Noise reduction was a major goal of the L29 truck engine program and has been achieved through enhancing stiffness in several areas. The accessory drive has a stiff mounting and a serpentine drive belt reduces noise and facilitates engine maintenance and vehicle packaging. The L29 also has a computer designed piston contour. This contour allows for less piston to bore clearance, reducing piston cold-start noise. Exhaust noises have been reduced, thanks to the use of dual wall stainless steel gaskets. Induction noise is addressed with a large inlet manifold plenum feeding equal length runners. The plenum draws filtered air from a remote composite air cleaner. Add a rigid cast aluminum front cover and tangentially mounted compressor, and you're ready for a quiet, vibration-free ride.

Quarter-wave tuner and resonator - On C/K platforms, the 7400 V8 (L29) provides drivers a smooth, quiet ride, thanks to sophisticated technology called a quarter-wave tuner and resonator. Together, the tuner and resonator cancel induction noise by generating an identical frequency that is out of phase with the offending frequency. This provides drivers with a quiet vehicle, reducing annoying induction noise, particularly when towing heavy loads.

Cooling system - The 1998 L29 retains the improved cooling system developed for 1996 models. This system features a controlled by-pass thermostat that enhances overall system performance. It improves bank-to-bank coolant flow balance, expedites warm-up and overall heater performance, and channels air

flow through the radiator once the engine is warm, thereby improving cooling. This also improves the water pump bearing life. Radiator nipples, hoses and clamps have been sized to meet maximum sealing and long life objectives.

Linear EGR valve - The linear exhaust gas recirculation (EGR) valve is another GM-pioneered production design that provides accurate EGR control for improved fuel economy and emissions. The computerized engine control module precisely positions the valve for exact introduction of EGR throughout the entire engine operating range.

Fuel economy estimates - The 7400 L29 is expected to better the fuel economy of its L19 predecessor, from five to 10 percent, depending on load and driver habits.

SPORT UTILITY -- BALL- HITCH TRAILERING

Maximum gross trailer weight is calculated assuming the driver and one passenger are in the tow vehicle and it has all required trailering equipment. The weight of additional optional equipment, passengers and cargo in the tow vehicle must be subtracted from the maximum trailer weight.

TRACKER

ENGINE TRANSMISSION	1.6L L4 Automatic or Manual		
	MAX Trailer Weight (lbs.)	MAX Tongue Load (lbs.)	Required Axle Ratio
MODEL			
2dr (2WD/4x4) Tracker	1000	100	4.30
4dr (2WD/4x4) Tracker	1500	150	5.13

NOTE: Trailer hitch and wiring harness available from outside sources only.

Blazers with rear step bumper and hitchball OR weight distributing hitch platform without equalizer bars & snap-up brackets are limited to **3500 lbs** MAX trailer weight with a **350 lb** tongue load. Properly equipped vehicles may exceed this rating as indicated in the following chart.

BLAZER

ENGINE TRANSMISSION	Vortec 4300 V6 Automatic			Vortec 4300 V6 Manual		
	MAX Trailer Weight (lbs.)	MAX Tongue Load (lbs.)	Required Axle Ratio	MAX Trailer Weight (lbs.)	MAX Tongue Load (lbs.)	Required Axle Ratio
MODEL						
S10 (2WD) Blazer	4500	550	3.08	4000	500	3.42
T10 (4x4) Blazer	4000	500	3.08	5000	600	3.42
	5000	600	3.42	3500	450	3.42
	5000	600	3.73	4000	500	3.73

NOTE: Any Blazer can tow a 3500 lb trailer without special equipment. Engine oil cooler, transmission oil cooler, and 6-wire trailering wire harness are standard equipment with an 8-wire (UY7) optional. A weight distributing hitch platform, sway control and equalizer bars with snap-up brackets are required when trailer weight exceeds 3500 lbs with a 350 lb tongue load. Z82 heavy duty trailering package includes a weight distributing hitch platform, 8-wire trailer wiring harness, and heavy-duty flasher.

C/K Models with rear step bumper and hitchball OR weight distributing hitch platform without equalizer bars & snap-up brackets are limited to **5000 lbs** MAX trailer weight with a **500 lb** tongue load. Properly equipped vehicles may exceed this rating as indicated in the following charts.

TAHOE

ENGINE TRANSMISSION	Vortec 5700 V8 Automatic			6.5L Turbo-Diesel V8 Automatic		
	MAX Trailer Weight (lbs.)	MAX Tongue Load (lbs.)	Required Axle Ratio	MAX Trailer Weight (lbs.)	MAX Tongue Load (lbs.)	Required Axle Ratio
MODEL						
C1500 (2WD) Tahoe	5000	600	3.08			
	6000	750	3.42			
	7000	850	3.73			
K1500 (4x4) Tahoe	5500	700	3.42	6000	750	3.42
	6500	800	3.73	7000	850	3.73

NOTE: Any Tahoe can tow a 2000 lb trailer without special equipment. Above 2000 lb trailer rating, engine oil cooler (KC4) is required on models with gas engine and 3.08 or 3.42 axle ratio. Engine oil cooler is standard on all other models. Transmission oil cooler is standard. Additional air-to-oil transmission cooler (KNP) is standard with HD transmission (MT1) and Z82 trailering equipment. KNP is optional on all other models. An 8-wire trailer wiring harness is standard on all models. A weight distributing hitch platform, sway control and equalizer bars with snap-up brackets are required when trailer weight exceeds 5000 lbs with a 500 lb tongue load. Z82 heavy duty trailering package includes weight distributing hitch platform, (KC4) engine oil and (KNP) transmission oil coolers (where required).

SUBURBAN

ENGINE TRANSMISSION	Vortec 5700 V8 Automatic			6.5L Turbo-Diesel V8 Automatic			Vortec 7400 V8 Automatic		
	MAX Trailer Weight (lbs.)	MAX Tongue Load (lbs.)	Required Axle Ratio	MAX Trailer Weight (lbs.)	MAX Tongue Load (lbs.)	Required Axle Ratio	MAX Trailer Weight (lbs.)	MAX Tongue Load (lbs.)	Required Axle Ratio
MODEL									
C1500 (2WD) Suburban	5500	700	3.42	5500	700	3.42			
	6500	800	3.73						
K1500 (4x4) Suburban	5000	600	3.42	5000	600	3.42			
	6000	750	3.73						
C2500 (2WD) Suburban	6000	750	3.73	6500	800	3.73	8500	1000	3.73
	7500	900	4.10	8000	950	4.10	10000	1000	4.10
K2500 (4x4) Suburban				6000	750	3.73	8000	950	3.73
	7000	850	4.10	7500	900	4.10	10000	1000	4.10

NOTE: Any Suburban can tow a 2000 lb trailer without special equipment. Above 2000 lb trailer rating, engine oil cooler (KC4) is required on models with gas engine and 3.42 axle ratio. Engine oil cooler is standard on all other models. Transmission oil cooler is standard. Additional air-to-oil transmission cooler (KNP) is standard on 8600 lb GVWR models and available on all other models. An 8-wire trailer wiring harness is standard on all models. A weight distributing hitch platform, sway control and equalizer bars with snap-up brackets are required when trailer weight exceeds 5000 lbs with a 500 lb tongue load. Z82 heavy duty trailering package includes weight distributing hitch platform, (KC4) engine oil and (KNP) transmission oil coolers (where required).

GCWR SELECTOR FOR TRAILERING APPLICATIONS

You can use the GCWR (Gross Combination Weight Rating) Selector below to determine the engine and rear axle ratio required to tow a specific trailer with your new Chevy Truck. The chart shows the maximum allowable GCWR based on all the available truck engines and rear axle ratios with automatic or manual transmissions. The GCWR includes the total loaded weight of both the truck and the trailer. Any available engine may be used for trailering if the GCWR shown is not exceeded.

To attain GCWR, vehicle must have all required trailering equipment. Equalizer bars and snap-up brackets required for trailer weights above: 5000 lbs (C/K), 4000 lbs (G-van), 3500 lbs (S/T), and 2000 lbs (M/L & U-vans).

Automatic Transmission

GCWR (lbs.)	6000	6500	8500	9000	9500	10000	10500	11000	11500	12000	12500	13000	13500	14500	15000	16000	17000	19000	
Engine ¹	Rear Axle Ratio																		
Vortec 2200 L4	4.10																		
3400 V6 ²	3.29																		
Vortec 4300 V6 ³			3.08	3.23	3.42	3.73	4.10	4.56											
Vortec 5000 V8					3.08		3.42		3.73				4.10		4.56				
Vortec 5700 V8						3.08			3.42			3.73		4.10		4.56	5.13		
6.5L Turbo-Diesel V8								3.08		3.42		3.73		4.10		4.63		4.10	4.56
Vortec 7400 V8													3.42		3.73			4.10	4.56
																			4.63
																			5.13

1. Chevy trucks with GVWR's at or above 8600 lbs have HD (Heavy Duty Emissions) engines (except 7400 V8). Model and driveline combinations must be verified by your local Chevrolet dealer for correct emissions equipment.
2. Front axle ratio for Venture Minivan.
3. GCWR reduced 500 lbs for ALL S/T models & reduced 1000 lbs for S/T models with ZR2 Suspension Package. Maximum GCWR for S/T models is 9500 lbs.

Manual Transmission

GCWR (lbs.)	5000	5500	6500	7000	7500	8000	9000	10000	11000	12000	13000	13500	14500	15000	16000	17000	19000		
Engine ¹	Rear Axle Ratio																		
Vortec 2200 L4	3.73	4.10																	
Vortec 4300 V6 ⁴			3.08	3.42	3.73	4.10	4.56												
Vortec 5000 V8				3.08		3.42	3.73												
Vortec 5700 V8								3.08	3.42	3.73		4.10		4.56					
6.5L Turbo-Diesel V8									3.08	3.42	3.73		4.10		4.56	5.13			
															4.63				
Vortec 7400 V8													3.42		3.73		4.10	4.56	
																		4.63	
																			5.13

4. GCWR increased by 1000 lbs on ALL S/T models.

TRAILERING ELECTRICAL INFORMATION

TRAILER HARNESS RELEASE

Model	Standard	Optional
Tracker	N/A	N/A
S/T Pickup	N/A	N/A
Blazer	6-wire	8-wire (UY7, comes with Z82)
C/K models	8-wire	N/A
Venture Van	N/A	5-wire (comes with V92)
Astro Van	6-wire	8-wire (UY7, comes with Z82)
G Vans*	N/A	8-wire (UY7, comes with Z82)

* Does not include G3500 RV Cutaway Van.

TRAILER HARNESS WIRE COLORS

Blue	electric trailer brakes or auxiliary wiring
Red or Orange*	battery charging
Lt. Green	backup lamps
Brown	tail and running lamps
Yellow	left turn signal, stop, hazard lamps
Dk. Green	right turn signal, stop, hazard lamps
White (thin 20 g.)	center mounted stop lamp
White (thick 10 g.)	ground

* To provide battery charging to the trailer, place ring terminal on red (or orange) wire over terminal "B" junction block stud.

VEHICLE TO TRAILER ELECTRICAL SYSTEM SETUP

Junction Block Location: C/K & G--Underhood electrical center stud, left rear corner behind washer bottle. BLAZER--Electrical center near left front fender. ASTRO--Front of dash, left side under steering column.

Brake Pedal Switch Splice Location: ALL--Under dash at brake pedal switch (white wire).

Interior Ground Location: ASTRO--Under left side trim panel. Use self tapping screw & ring terminal to plenum side panel. ALL OTHERS--No interior ground. use engine block or negative battery terminal.

Forward Trailer Harness Location: ASTRO--ORG & BLU, strapped together under dash. BLAZER--RED & BLU, strapped together in engine compartment near electrical center. C/K & G--ORG (C/K) or RED (G) & BLU, strapped together in engine compartment near brake booster.

Rear Trailer Harness Location: C/K PU--ORG, BLU, WHT (cmsl), taped left frame rail; Other 5, in front of center rear bumper. C/K UTL--inside lower left quarter panel, cut straps & route over frame rail. M/L & G--inside vehicle, right rear corner above jack. BLAZER--inside left frame rail.

STANDARD EQUIPMENT SUMMARY

		BASE	LS	LT
CHASSIS				
BATTERY:	HEAVY-DUTY 600 CCA	S	S	S
BRAKES:	4-WHEEL ANTI-LOCK POWER FRONT DISC/ REAR DRUM	S	S	S
ENGINE:	VORTEC 5700 V8 SFI	S	S	S
GENERATOR:	100 AMP	S	S	S
STEERING:	SPEED SENSITIVE, POWER (EVO)	S	S	S
SUSPENSION FRT:	2WD-INDEPENDENT COIL	S	S	S
	4WD-INDEPENDENT TORSION BAR	S	S	S
SUSPENSION RR:	MULTI-LEAF SPRINGS	S	S	S
TRANSMISSION:	4-SPEED AUTOMATIC W/OVERDRIVE	S	S	S
INTERIOR				
AIR BAGS:	DRIVER'S SIDE & PASSENGER (FRONT)	S	S	S
AIR CONDITIONING:	FRONT AND REAR	-	S	S
ASSIST HANDLES:	RH FRONT SEAT-LH & RH REAR SEAT	S	S	S
CARGO NET:	REMOVABLE REAR COMPARTMENT SECURITY NET	S	S	S
CONVENIENCE GROUP:	POWER WINDOWS, LOCKS (INCLUDES CARGO AREA SWITCH LOCK)	-	S	S
	POWER LOCKS ONLY	S	-	-
	TILT WHEEL AND CRUISE CONTROL	-	S	S
CUPHOLDERS:	DUAL IN DASH	S	S	S
FLOOR COVERING:	FULL BLACK RUBBER	S	-	-
	COLOR-KEYED CARPET W/RUBBER MATS	-	S	S
GAUGES:	TRIP ODOMETER, OIL PRESSURE, VOLTMETER, TACHOMETER & TEMPERATURE	S	S	S
	TINTED	S	-	-
GLASS:	SOLAR RAY, DEEP TINTED	-	S	S
	DOME W/LH & RH DOOR SWITCH W/DELAYED ENTRY FEATURE, READING, ASHTRAY, GLOVE-BOX AND UNDERHOOD	S	S	S
MIRROR:	10" ELECTROCHROMIC ISRV W/8 POINT COMPASS W/OUTSIDE TEMPERATURE	-	S	S
POWER POINTS:	DUAL COVERED	S	S	S
RADIO:	AM/FM STEREO W/SEEK & SCAN	S	-	-
	AM/FM STEREO W/SEEK-SCAN, CLOCK AND CASSETTE TAPE W/AUTO TONE CONTROL	-	S	-
	AM/FM STEREO W/SEEK-SCAN, CLOCK AND CASSETTE TAPE AND COMPACT DISC PLAYER W/AUTO TONE CONTROL	-	-	S
	REAR WINDOW EQUIPMENT:	DEFOGGER W/ZW9 BODY	-	S
SCOTCHGARD:	WIPER/WASHER SYSTEM W/DEFOGGER W/E55 BODY	-	S	S
	ALL CLOTH AND CARPET SURFACES	S	S	S
SEATS:	VINYL BENCH	S	-	-
	CLOTH 60/40 SPLIT BENCH W/POWER DRIVER	-	S	-
	LEATHER 60/40 SPLIT BENCH W/POWER DRIVER	-	-	S
	3 PASSENGER FOLDING W/ADJUSTABLE HEIGHT SEAT BELTS	-	S	S
	3 PASSENGER THIRD SEAT	-	S	S
SECURITY:	Passlock®, THEFT DETERRENT SYSTEM	S	S	S
STEERING WHEEL:	LEATHER WRAPPED	-	S	S
SUNSHADES:	CLOTH COVERED W/LH STORAGE STRAP	S	-	-
	CLOTH COVERED LH STORAGE STRAP & LH/RH LIGHTED MIRROR W/EXTENDERS	-	S	S
	KEY-IN-IGNITION BUZZER	S	S	S

C/K 1500 SUBURBAN

EQUIPMENT SUMMARY

		BASE	LS	LT
EXTERIOR				
BUMPER FRONT:	CHROME W/BLACK RUB STRIP	S	S	S
BUMPER REAR:	CHROME W/STEP PAD	S	S	S
CARRIER:	ROOF MOUNTED LUGGAGE CARRIER	--	S	S
GRILLE:	MOLDED, PAINTED ARGENT	S	--	--
	CHROME DELUXE	--	S	S
HEADLAMPS:	SINGLE RECTANGULAR HALOGEN	S	--	--
	DUAL COMPOSITE - HALOGEN	--	S	S
LAMPS:	DAYTIME RUNNING	S	S	S
MIRRORS:	BREAK-A-WAY OSRV, BLACK	S	--	--
	ELECTRIC, REMOTE CONTROL, BLACK	--	S	S
MOLDINGS:	BODY SIDE WITH BRIGHT TRIM AND BRIGHT WHEEL OPENING TRIM	S	S	S
SPARE TIRE:	FULL SIZE TIRE & WHEEL	S	S	S
TOW HOOKS:	TWO FRONT ON 4X4 MODELS	S	S	S
WHEELS:	SILVER PAINTED W/BLACK CENTER CAP	S	--	--
	ALUMINUM (1500 W/O DIESEL)	--	S	S
	RALLY WHEEL TRIM (W/DIESEL ON 1500 OR ON ALL 2500 SERIES)	--	S	S
WIPERS:	INTERMITTENT WINDSHIELD W/PULSE WASHERS	S	S	S
WIRE HARNESS:	8 LEAD TRAILERING	S	S	S

MODEL AND BODY

DESCRIPTION	MODEL NO	BODY	WHEEL BASE
2-WHEEL DRIVE	CC10906	ZW9	131.5
4-WHEEL DRIVE	CK10906	ZW9	131.5

***GVWR SELECTOR (Must Specify GVW Option)**

Minimum Equipment Required for GVW Rating

GVWR Option	GVW Rating lb.	GAWR*	
		Front	Rear
C10906			
C5U	6800	2950	3968
C3F	7700	3600	6084
K10906			
C6A	7300	3600	4000
C5I	8050	3925	4800

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

POWER TEAMS (Must Specify Engine, Transmission and Rear Axle)

(Consult GVWR Selector For Minimum Equipment Required)

ENGINE	TRANSMISSION		AXLES		GVWR
	L/Duty	H Duty	3.42	3.73	
C10906					
L31 Vortec 5700 V8 SFI	M30		GU6	GT4	6800
L65 V8 Turbo Diesel 6.5 Liter		MT1	(a)GU6		7700
K10906					
L31 Vortec 5700 V8 SFI	M30		GU6	GT4	7300
L65 V8 Turbo Diesel 6.5 Liter		MT1	(b)GU6		8050

(a) N/A YF5 California Emissions

(b) N/A YF5 California Emissions. Reqs B71 Molding

CAPACITIES

C10906	
SPRINGS	lb.
FRONT (Base)	2950
REAR (Base)	4000
AXLES	
FRONT (Base)	3400
REAR (Base)	4000

K10906	
SPRINGS	lb.
FRONT (Base)	3600
REAR (Base)	4000
AXLES	
FRONT (Base)	3925
REAR (Base)	4000

C/K 1500 SUBURBAN

MUST SPECIFY PEG

No Deletions Allowed. Additional Options/Upgrades (where indicated)
May Be Ordered from the Additional Option Listing

		1SA	1SB	1SC
BASE DECOR		X	-	-
LS DECOR (Requires Cloth Trim)		-	X	-
w/L65				
w/L31				
Air Conditioning: Front & Rear	C69	-	X	X
ATC Stereo Cassette (a)		-	X	-
Heater, Rear	C36	-	X	X
Keyless Remote		-	X	X
Power Driver Seat		-	X	X
LT DECOR (Requires Leather Trim)		-	-	X
w/L65				
w/L31				
ATC Stereo Cassette & Disc	UP0	-	-	X
Leather 60/40 Split Bench Seat (a)	AE7	-	-	X

(a) May Upgrade

(b) Must Specify Trim Color. May Upgrade to A95 Leather Bucket Seats

MARKETING PACKAGE

COMFORT & SECURITY PACKAGE: ORDERING OPTION ZM9

Requires PEG 1SC and A95 Leather Bucket Seats

- Includes:
- Heated Driver and Passenger Front Seats
 - Power Passenger Front Seat
 - Carpeted Front and Rear Floor Mats
 - Carpeted/Vinyl Reversible Rear Cargo Mat
 - RH/LH Heated Electrochromic OSRV Mirrors
 - HomeLink Programmable 3-Channel Transmitter
 - 46 mm Bilstein Shocks

ADDITIONAL OPTIONS

OPTION

ACKNOWLEDGMENTS:

- R8S Multiple Order Numbers
 R8T Preliminary Invoice (Refer Vehicle Price Schedule for Prices)
 K47 AIR CLEANER: High Capacity
 AIR CONDITIONING: (MUST SPECIFY) (One of the Following Options Must be Ordered with PEG 1SA)
 YG6 Air Conditioning Not Desired (Requires Base Decor)
 C60 Front Air Conditioning: (Included w/LS or LT Decor)
 w/1SB, 1SC or C69
 w/1SA

~~C69 Front and Rear w/Dual Controls (Includes C60 Air) (Included w/LS or LT Decor)~~

- w/1SB or 1SC
 w/1SA (Includes Cloth Covered Rear Quarter Trim)

AXLES, REAR: (MUST SPECIFY)

- GU6 3.42 Ratio
 GT4 3.73 Ratio
 G80 Locking Differential

BODY CODE: (MUST SPECIFY)

- ZW9 Base, Panel Door
 E55 Tailgate (Lift Glass w/Drop Gate and Power Release)
 V10 COLD CLIMATE PACKAGE: (Includes Eng Block Heater) (Reqs L31 Eng)
 ZQ3 CONVENIENCE GROUP: Tilt Wheel and Speed Control (Included w/LS or LT Decor)
 w/1SB or 1SC
 w/1SA

COOLING SYSTEM: (Engine Oil Cooler Comparable to KC4 is Standard w/GT4 Axle and/or Diesel Eng)

- KC4 Engine Oil (Reqs L31 Eng)(N/A GT4 Axle)
 w/Z82
 w/o Z82
 KNP Transmission, Heavy-Duty, Auxiliary (Included w/MT1 Trans)
 w/MT1 or Z82 & M30
 w/o MT1 or Z82 & M30

EMISSIONS: (MUST SPECIFY) Refer Emission Requirement Tab Section

- FE9 Federal Emission Requirements
 YF5 California Emission Requirements
 NG1 New York, Massachusetts or Connecticut Emissions Requirements
 NB8 CA, NY, MA or CT Emission Override (Reqs FE9 Federal Emissions)
 NC7 Federal Emissions Override (Reqs YF5 or NG1)

ENGINES: (MUST SPECIFY) (Refer Power Teams Chart)

- L31 Vortec 5700 V8 SFI
 L65 6.5 Liter V8 Turbo Diesel (Includes Front Bumper Guards and a Heavy-Duty Auxiliary Battery)
 AJ1 GLASS: Deep Tinted, Solar Ray (Included w/LS or LT Decor)
 w/1SB or 1SC
 w/1SA

GVWR: (MUST SPECIFY) (Refer GVWR Selector Chart for Availability)

- C5U 6800 lb.
 C6A 7300 lb.
 C3F 7700 lb.
 C5j 8050 lb.

C/K 1500 SUBURBAN

ADDITIONAL OPTIONS

OPTION

- C36 **HEATER:** Auxillary, Rear Passenger (w/PEG 1SA Includes Cloth Covered Rear Quarter Panel)
(Included w/LS or LT Decor)
w/1SB or 1SC
w/1SA (Includes Cloth Covered Rear Quarter Trim)
- U01 **LAMP, ROOF MARKER:** Five (N/A w/YF5 California Emissions)
- B39 **MATS, FLOOR:** Front & Rear Carpeted (Included w/ZM9 Package) (Includes Carpeted/Vinyl Reversible Rear Cargo Mat) (N/A PEG 1SA)
- VK3 **LICENSE PLATE BRACKET:** Front
- DF2 **MIRROR:** Camper Type, Exterior Stainless Steel 7.5"W x 10.5"H.
w/1SA
w/1SB or 1SC
- B71 **MOLDINGS:** Wheel Flares (Refer Color/Trim Charts for Availability) (N/A C10906)
PAINT, EXTERIOR: (MUST SPECIFY) (Refer Color/Trim Charts for Availability)
- ZY1 Solid
- ZY2 Conventional Two-Tone
- RADIO EQUIPMENT:**
- UM6 Electronically Tuned AM/FM Stereo Radio w/Seek-Scan, Digital Clock and Cassette Tape (Reqs.Base Decor)
- UN0 Electronically Tuned AM/FM Stereo Radio w/Seek-Scan, Digital Clock, Automatic Tone Control, Compact Disc Player, Theft Lock and Speed Compensated Volume (Includes Enhanced Performance Speaker System. (Requires LS Decor)
- UP0 Electronically Tuned AM/FM Stereo Radio w/Seek-Scan, Digital Clock, Automatic Tone Control, Stereo Cassette Tape w/Search and Repeat, Compact Disc Player, Theft Lock and Speed Compensated Volume (Includes Enhanced Performance Speaker System) (Included w/LT Decor) (N/A Base Decor)
- UL5 Radio Delete (Requires Base Decor)
- REAR WINDOW EQUIPMENT:**
- C49 Defogger, Rear Window, Electric (Req. ZW9 Body and C60 Air) (Included w/ LS or LT Decor)
w/ZP6 or 1SB or 1SC
w/1SA
- ZP6 Wiper/Washer System w/Defogger (Included w/ LS or LT Decor) (Includes Wiper Washer System and a Rear Window Defogger) (Requires E55 Body and Air Conditioning)
w/1SB or 1SC
w/1SA
- SEATING: (MUST SPECIFY with Base Decor)**
K10906 w/A52 or AE7 and AS3 Seating and L31 Eng., the Following Restrictions Apply:
w/Z82 Trailering Pkg Reqs QGA or QGB Tires; N/A NZZ Skid Plate
w/ Skid Plate; N/A Z82 Trailering Pkg
- AT5 Center, Folding (Included w/AS3 Center & Rear Seat) (Includes Adjustable Shoulder Belt System)
w/1SB, 1SC or AS3
w/1SA w/o AS3
- AS3 Center and Rear (Includes Cloth Covered Rear Quarter Trim)
w/1SB or 1SC
w/1SA (Includes Cloth Covered Rear Quarter Trim)
- YG4 w/Base Decor Deletes Center & Rear Seat; w/LS/LT Deletes Third Seat (Refer Seat Type for restrictions)
w/1SA
w/1SB
w/1SC

ADDITIONAL OPTIONS

OPTION

SEAT TYPE: (MUST SPECIFY) (Refer Color/Trim Chart for Availability)

K10906 w/A52 or AE7 and AS3 Seating and L31 Eng., the Following Restrictions Apply:

w/Z82 Trailering Pkg Reqs QGA or QGB Tires; N/A NZZ Skid Plate

w/ Skid Plate; N/A Z82 Trailering Pkg

- A52 Bench Seat
- AE7 Reclining 60/40 Split Bench Seat (Includes Storage Armrest and Power Lumbar w/Custom Cloth or Leather Trim) (Included w/LS or LT Decor)
- A95 Reclining High Back Bucket Seats (Includes Center and Roof Console and Power Lumbar) (N/A Base Decor)
- NZZ **SKID PLATE PACKAGE: (N/A C10906) (Includes Fuel Tank Shield and Front Differential and Transfer Case Shields)**
- F60 **SPRINGS: Front, Heavy-Duty (Requires L31 Eng. and K10906)**
- BVE **STEP RUNNING BOARD: Side, Black (Supports 600 lbs) (Dealer Installed)**
- TIRES: (MUST SPECIFY) Tubeless (BW-Blackwall; WOL-White Outline Letters) (Includes Front, Rear & Spare)**
- C10906 Only**
- QHA P235/75R-15 All Seasons Steel Belted Radial Ply B/W (Requires L31 Eng.)
- QHM P235/75R-15 All Seasons Steel Belted Radial Ply WOL (Requires L31 Eng.)
- QIZ LT245/75R16-E All Seasons Steel Belted Radial Ply B/W (Requires L65 Eng.)
- K10906 Only**
- QBN LT245/75R16-C On-Off Road Steel Belted Radial Ply B/W (Requires L31 Eng.)
- QBX LT245/75R16-C On-Off Road Steel Belted Radial Ply WOL (Requires L31 Eng.)
- QIW LT245/75R16-E On-Off Road Steel Belted Radial Ply B/W (Requires L65 Eng.)
- QIZ LT245/75R16-E All Seasons Steel Belted Radial Ply B/W (Requires L65 Eng.)
- QGA P245/75R 16 All Terrain Steel Belted Radial Ply B/W (Requires L31 Eng.)
- QGB P245/75R 16 All Terrain Steel Belted Radial Ply WOL (Requires L31 Eng.)
- V76 **TOW HOOKS: Two Front (Std K1500)**
- ~~V96 TRAILER HITCH BALL AND MOUNT (REQUIRES Z82 TRAILERING)~~
- Z82 **TRAILERING SPECIAL EQUIPMENT: Heavy-Duty (Includes Trailer Hitch Platform)**
(Includes KC4 Eng. Oil Cooler & KNP Transmission Oil Cooler where Available)
w/Diesel Eng
w/L31 and GT4
w/L31 and GU6
- NP8 **TRANSFER CASE: Autotrac[®], Active (Requires ZQ3 Convenience Pkg. or LS or LT Decor) (4-Wheel Drive Only)**
- TRANSMISSIONS: (Refer Power Teams Chart for Availability)**
- M30 4-Speed Electronically Controlled Automatic w/Overdrive
- MT1 4-Speed Electronically Controlled Automatic w/Overdrive, Heavy Duty
- P06 **WHEEL TRIM: Rally (Requires Base Decor) (N/A PF4 or N90 Wheels)**
- WHEELS: (N/A L65 Engine)**
- N90 Aluminum (Spare is Steel) (2-Wheel Drive Only) (Included w/LS or LT Decor)
w/1SB or 1SC
w/1SA
- PF4 Aluminum (Spare is Steel) (4-Wheel Drive Only) (Included w/LS or LT Decor)
w/1SB or 1SC
w/1SA

C/K 2500 SUBURBAN

MODEL AND BODY

DESCRIPTION	MODEL NO	BODY	WHEEL BASE
*27,324.20 2-WHEEL DRIVE	CC20906	ZW9	131.5
*29,924.20 4-WHEEL DRIVE	CK20906	ZW9	131.5

*Includes Destination & Handling

*GVWR SELECTOR

Minimum Equipment Required for GVW Rating

GVWR Option	GVW Rating #lb.	GAWR*	
		Front	Rear
C20906			
C6P	8600	3600	6084
K20906			
C6P	8600	4250	6000

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

POWER TEAMS (Must Specify Engine, Transmission and Rear Axle)

(Consult GVWR Selector For Minimum Equipment Required)

ENGINE	TRANSMISSION	AXLES	GVWR
	AUTO		
	H Duty	3.73 4.10	
C20906-K20906			
L31 Vortec 5700 V8 SFI	MT1	(a)GT4	GT5 8600
L29 Vortec 7400 V8 SFI	MT1	GT4	GT5 8600
L65 V8 Turbo Diesel 6.5 Liter	MT1	GT4	GT5 8600

(a) N/A K20906

CAPACITIES

C20906	
SPRINGS	lb.
FRONT (Base)	3600
REAR (Base)	6084
AXLES	
FRONT (Base)	3800
REAR (Base)	6084

K20906	
SPRINGS	lb.
FRONT (Base)	4250
REAR (Base)	6000
AXLES	
FRONT (Base)	4250
REAR (Base)	6000

MUST SPECIFY PEG

No Deletions Allowed. Additional Options/Upgrades (where indicated)
 May Be Ordered from the Additional Option Listing

		19A	19B	19C
BASE DECOR		X	-	-
LS DECOR (Requires Cloth Trim)		-	X	-
Air Conditioning: Front & Rear	C69	-	X	X
ATC Stereo Cassette (a)		-	X	-
Heater, Rear	C38	-	X	X
Keyless Remote		-	X	X
Power Driver Seat		-	X	X
LT DECOR (Requires Leather Trim)		-	-	X
ATC Stereo Cassette & Disc	UP0	-	-	X
Leather 60/40 Split Bench Seat (b)	AE7	-	-	X

(a) May Upgrade

(b) Must Specify Trim Color. May Upgrade to A95 Leather Bucket Seats

MARKETING PACKAGE

COMFORT & SECURITY PACKAGE: ORDERING OPTION ZM9

Requires PEG 19C and A95 Leather Bucket Seats

MARKETING PACKAGE

- Includes:
- Heated Driver and Passenger Front Seats
 - Power Passenger Front Seat
 - Carpeted Front and Rear Floor Mats
 - Carpeted/Vinyl Reversible Rear Cargo Mat
 - RHLH Heated Electrochromic OSRV Mirrors
 - HomeLink Programmable 3-Channel Transmitter
 - 46 mm Bilstein Shocks

C/K 2500 SUBURBAN

ADDITIONAL OPTIONS

OPTION

ACKNOWLEDGMENTS:

- R8S Multiple Order Numbers
- R8T Preliminary Invoice (Refer Vehicle Price Schedule for Prices)
- K47 **AIR CLEANER:** High Capacity
- AIR CONDITIONING: (MUST SPECIFY)** (One of the Following Options Must be Ordered with PEG 1SA)
- YG6 Air Conditioning Not Desired (Requires Base Decor)
- C60 Front Air Conditioning: (Included w/LS or LT Decor)
w/1SB, 1SC or C69
w/1SA
- C69 Front and Rear w/Dual Controls (Includes C60 Air) (Included w/LS or LT Decor)
w/1SB or 1SC
w/1SA (Includes Cloth Covered Rear Quarter Trim)

AXLES, REAR:

- GT4 3.73 Ratio
- GT5 4.10 Ratio
- G80 Locking Differential

BODY CODE: (MUST SPECIFY)

- ZW9 Base, Panel Door
- E55 Tailgate (Lift Glass w/Drop Gate and Power Release)

V10 **COLD CLIMATE PACKAGE:** (Includes Eng Block Heater)(N/A Diesel Eng)

ZQ3 **CONVENIENCE GROUP:** Tilt Wheel and Speed Control (Included w/LS or LT Decor)
w/1SB or 1SC

w/1SA

EMISSIONS: (MUST SPECIFY) Refer Emission Requirement Tab Section

- FE9 Federal Emission Requirements
- YF5 California Emission Requirements
- NG1 New York, Massachusetts or Connecticut Emissions Requirements
- NB8 CA, NY, MA or CT Emission Override (Reqs FE9 Federal Emissions)
- NC7 Federal Emissions Override (Reqs YF5 or NG1)

ENGINES: (MUST SPECIFY) (Refer Power Teams Chart)

- L31 Vortec 5700 V8 SFI
- L29 Vortec 7400 V8 SFI
- L65 6.5 Liter V8 Turbo Diesel (Includes Front Bumper Guards and a Heavy-Duty Auxiliary Battery)
- AJ1 **GLASS:** Deep Tinted, Solar Ray (Included w/LS or LT Decor)
w/1SB or 1SC

w/1SA

C6P GVWR: 8600 lb.

C36 **HEATER:** Auxillary, Rear Passenger (w/PEG 1SA Includes Cloth Covered Rear Quarter Panel)
(Included w/LS or LT Decor)

w/1SB or 1SC

w/1SA (Includes Cloth Covered Rear Quarter Trim)

U01 **LAMP, ROOF MARKER:** Five (N/A w/YF5 California Emissions)

VK3 **LICENSE PLATE BRACKET:** Front

ADDITIONAL OPTIONS

OPTION

B39 MATS, FLOOR: Front & Rear Carpeted (Included w/ZM9 Package) (Includes Carpeted/Vinyl Reversible Rear Cargo Mat) (N/A PEG 1SA)

DF2 MIRROR: Camper Type, Exterior Stainless Steel 7.5"W x 10.5"H
w/1SA
w/1SB or 1SC

PAINT, EXTERIOR: (MUST SPECIFY) (Refer Color/Trim Charts for Availability)

ZY1 Solid
ZY2 Conventional Two-Tone

RADIO EQUIPMENT:

UM6 Electronically Tuned AM/FM Stereo Radio w/Seek-Scan, Digital Clock and Cassette Tape (Requires Base Decor)
UN0 Electronically Tuned AM/FM Stereo Radio w/Seek-Scan, Digital Clock, Automatic Tone Control, Compact Disc Player, Theft Lock and Speed Compensated Volume (Incls Enhanced Performance Speaker System. (Requires LS Decor)
UP0 Electronically Tuned AM/FM Stereo Radio w/Seek-Scan, Digital Clock, Automatic Tone Control, Stereo Cassette Tape w/Search and Repeat, Compact Disc Player, Theft Lock and Speed Compensated Volume (Includes Enhanced Performance Speaker System) (Included w/LT Decor) (N/A Base Decor)
UL5 Radio Delete (Requires Base Decor)

REAR WINDOW EQUIPMENT:

C49 Defogger, Rear Window, Electric (Requires ZW9 Body and C60 Air) (Included w/ LS or LT Decor) w/ZP6 or 1SB or 1SC
w/1SA
ZP6 Wiper/Washer System w/Defogger (Included w/ LS or LT Decor) (Includes Wiper Washer System and a Rear Window Defogger) (Requires E55 Body and Air Conditioning)
w/1SB or 1SC
w/1SA

SEATING: (MUST SPECIFY) (Must Specify One with Base Decor)

AT5 Center, Folding (Incl w/AS3 Center & Rear Seat) (Includes Adjustable Shoulder Belt System) w/1SB, 1SC or AS3
w/1SA w/o AS3
AS3 Center and Rear (Includes Cloth Covered Rear Quarter Trim) w/1SB or 1SC
w/1SA (Includes Cloth Covered Rear Quarter Trim)
YG4 w/Base Decor Deletes Center & Rear Seat; w/LS/LT Deletes Third Seat (Refer Seat Type for restrictions) w/1SA
w/1SB
w/1SC

SEAT TYPE: (MUST SPECIFY) (Refer Color/Trim Chart for Availability)

A52 Bench Seat
AE7 Reclining 60/40 Split Bench Seat (Included w/LS or LT Decor) (Includes Storage Armrest and Power Lumbar w/Custom Cloth or Leather Trim)
A95 Reclining High Back Bucket Seats (Includes Center and Roof Console and Power Lumbar) (N/A Base Decor)
NZZ **SKID PLATE PACKAGE:** (N/A C20906) (Includes Fuel Tank Shield and Front Differential and Transfer Case Shields)

C/K 2500 SUBURBAN

ADDITIONAL OPTIONS

OPTION

- 6Y4 **SPARE TIRE/WHEEL DELETE:** (Deletes Spare Tire and Wheel)
- F60 **SPRINGS:** Front, Heavy-Duty (K2500 Only)
- BVE **STEP RUNNING BOARD:** Side, Black (Supports 600 lbs) (Dealer Installed)
- TIRES:** Tubeless (BW-Blackwall) (Includes Front, Rear & Spare)
 - C20906 Only
- QIZ **LT245/75R16-E All Seasons Steel Belted Radial Ply B/W**
 - K20906 Only
- QW **LT245/75R16-E On-Off Road Steel Belted Radial Ply B/W**
- V76 **TOW HOOKS:** Two Front (Std K2500)
- ~~V56 **TRAILER HITCH BALL AND MOUNT: (REQUIRES Z82 TRAILERING)**~~
- Z82 **TRAILERING SPECIAL EQUIPMENT:** Heavy-Duty (Includes Trailer Hitch Platform) (w/L31 Eng., Requires GT5 Axle)
- NP8 **TRANSFER CASE:** Autotrac®, Active (Requires ZQ3 Convenience Pkg. or LS or LT Decor)
 - ~~(4-Wheel Drive Only)~~
- MT1 **TRANSMISSIONS:** 4-Speed Electronically Controlled Automatic w/Overdrive, Heavy Duty
- P06 **WHEEL TRIM:** Rally (Included w/LS or LT Decor)
 - w/1SB or 1SC
 - w/1SA

ZY1 PAINT
INTERIOR AND EXTERIOR COLOR AVAILABILITY CHART

PLEASE NOTE: Below are the interior trim color and exterior paint combinations recommended by Chevrolet. They are the only available interior and exterior combinations allowed.

TRIM LEVEL (Must Specify Seat Option and Interior Color)	SEAT OPT	INTERIOR COLORS					
		Neutral	Blue	Gray	Red		
(BASE DECOR) Vinly Bench Seat	A52	52V	26V	13V	79V		
LS DECOR Custom Cloth Reclining Split Bench Seat	AE7	52D	26D	13D	79D		
Custom Cloth Reclining High Back Bucket Seats (Incls Roof & Floor Console)	A95	52D	26D	13D	79D		
LT DECOR + Custom Leather Reclining Split Bench Seat	AE7	522	262	132	792		
+ Custom Leather Reclining High Back Bucket Seats (Incls Roof & Floor Console)	A95	522	262	132	792		
+ Leather on Seating Surface Only							
EXTERIOR COLORS with ZY1 Paint	Color Code 1	Paint Scheme	Interior & Exterior Combinations shown are the only Combinations Available				Wheel Flare Color Molding
BEIGE, MYSTIQUE MED (Met)	65U	ZY1	X		X		Dk Argent
BLACK, ONYX	41U	ZY1	X		X	X	Black
COPPER, DK (Met)	69U	ZY1	X		X		Copper
GREEN EMERALD (Met)	43U	ZY1	X		X		Dk Argent
INDIGO, BLUE (Met)	39U	ZY1	X	X	X		Indigo
PEWTER, LT (Met)	11U	ZY1		X	X	X	Pewter
RED, CARMINE DK. (Met)	51U	ZY1	X		X	X	Dk Carmine
RED, VICTORY	74U	ZY1	X		X	X	Dk Argent
WHITE, SUMMIT	50U	ZY1	X	X	X	X	Dk Argent

C/K SUBURBAN

ZY2 INTERIOR AND EXTERIOR COLOR AVAILABILITY CHART
(N/A BASE DECOR)

PLEASE NOTE: Below are the interior trim color and exterior paint combinations recommended by Chevrolet. They are the only available interior and exterior combinations allowed.

TRIM LEVEL		SEAT OPT	INTERIOR COLORS						
(Must Specify Seat Option and Interior Color)			Neutral	Blue	Gray	Red			
LS DECOR									
Custom Cloth Reclining Split Bench Seat		AE7	52D	26D	13D	79D			
Custom Cloth Reclining High Back Bucket Seats (Incls Roof & Floor Console)		A95	52D	26D	13D	79D			
LT DECOR									
(a)	Custom Leather Reclining Split Bench Seat	AE7	522	262	132	792			
(a)	Custom Leather Reclining High Back Bucket Seats (Incls Roof & Floor Console)	A95	522	262	132	792			
(a) Leather on Seating Surface Only									
EXTERIOR COLORS with ZY2 Paint		Color Code 1	Color Code 2	Paint Scheme	Interior & Exterior Combinations shown are the only Combinations Available			Wheel Flare Color Molding	
+	BEIGE, MYSTIQUE MED (Met)\Black Onyx	65U	41L	ZY2	X			N/A	
	BLACK, ONYX\Autumnwood, Lt (Met)	41U	55L	ZY2	X			Autumnwood	
+	BLACK, ONYX\Beige, Mystique (Met)	41U	65L	ZY2	X			N/A	
	BLACK, ONYX\Pewter, Lt (met)	41U	11L	ZY2			X	X	Pewter
+	BLACK, ONYX\Red, Victory (Met)	41U	74L	ZY2			X	X	N/A
	BLUE, INDIGO (Met)\Autumnwood, Lt (Met)	39U	55L	ZY2	X	X			Autumnwood
	BLUE, INDIGO (Met)\Pewter, Lt (Met)	39U	11L	ZY2		X	X		Pewter
	COPPER (Met)\Autumnwood, Lt (Met)	69U	55L	ZY2	X				Autumnwood
	COPPER (Met)\Pewter, Lt (Met)	69U	11L	ZY2	X		X		Pewter
	GREEN, EMERALD (Met)\Autumnwood, Lt (Met)	43U	55L	ZY2	X				Autumnwood
+	GREEN, EMERALD (Met)\Beige Med Mystique (Met)	43U	65L	ZY2	X				N/A
	GREEN, EMERALD (Met)\Pewter, Lt (Met)	43U	11L	ZY2			X		Pewter
	PEWTER, LT (Met)\Black, Onyx	11U	41L	ZY2			X	X	Black
	PEWTER, LT (Met)\Blue, Indigo (Met)	11U	39L	ZY2		X	X		Blue, Indigo
	RED, CARMINE DK (Met)\Autumnwood, Lt (Met)	51U	55L	ZY2	X			X	Autumnwood
	RED, CARMINE DK (Met)\Pewter, Lt (Met)	51U	11L	ZY2			X	X	Pewter
	RED, VICTORY\Black, Onyx	74U	41L	ZY2			X	X	Black
	RED, VICTORY\Pewter, Lt (Met)	74U	11L	ZY2			X	X	Pewter
	WHITE, SUMMIT\Autumnwood, Lt (Met)	50U	55L	ZY2	X				Autumnwood
+	WHITE, SUMMIT\Beige Mystique Med (Met)	50U	65L	ZY2	X				N/A
	WHITE, SUMMIT\Pewter, Lt (Met)	50U	11L	ZY2		X	X	X	Pewter

+N/A B71 or K10906 or w/L65 Eng or on K20906