

4-WHEEL DRIVE



'76

YOUR MONEY'S WORTH. MILE AFTER MILE AFTER MILE.

CHEVY FULL-TIME 4-WHEEL DRIVE GIVES YOU TRACTION AT EVERY WHEEL, ON OR OFF THE ROAD.

FULL-TIME 4-WHEEL DRIVE STANDARD ON K-MODEL CHEVY PICKUPS, SUBURBANS AND BLAZERS WITH TURBO HYDRA-MATIC TRANSMISSION.

Chevy's versatile full-time 4-wheel drive gives you traction for off-road going plus good stability and tracking under varying road conditions. All 4-wheel-drive controls are inside the cab. So you can drive where you like without stopping to operate front free-wheeling hubs or to shift into 4-wheel drive. Here's how Chevy does it.

LOCKING HUBS ELIMINATED
No more shifting into or out of 4-wheel drive; no more getting out to

lock and unlock front free-wheeling hubs when moving on or off the highway. Full-time 4-wheel drive supplies the traction you need, on the highway or off.

INTERAXLE DIFFERENTIAL BUILT IN

The difference between conventional 4-wheel drive (standard on K-models with manual transmissions) and our full-time system is an interaxle differential built into the transfer case. This

device compensates for variations in speed between the front and rear axles while constantly delivering power to both.

HOW ABOUT DEPENDABILITY?

Chevy's full-time system has been tested in hundreds of thousands of miles both on and off the road. And since its introduction on the 1973 models, the system has logged millions of owner-driven miles.



4-WHEEL-DRIVE BLAZER

Named "Four Wheeler of the Year" by *Four Wheeler* magazine last year, Blazer's an even better value for '76. Now there's a new steel half top with a built-in roll bar, while a shorter removable fiberglass-reinforced plastic top extends over the rear area. The GVW rating for 4-wheel-drive Blazers is a hefty 6,200 lbs.

A 4-wheel-drive Blazer's Special Suspension, now standard, is engineered to provide a softer, more comfortable ride than last year's models while retaining its rugged off-road capability and spring capacity. Now, more than ever, a 4x4 Blazer can take you almost anywhere you want to go, with the people and gear you want to take along.

4-WHEEL-DRIVE PICKUP

Tough, smooth riding 4-wheel-drive Chevy pickups are available in two series, 1/2- and 3/4-ton, on two different wheelbases, 117.5 in. and 131.5 in., and with Six and V8 engines.

Fleetside or Stepside pickup boxes, 6 1/2 and 8 feet long, can be ordered depending on wheelbase. And you get a choice of standard steel or available wood floors in the 8-ft. Fleetside box. GVWs range from 6,200 to 8,400 lbs.

GREAT ON THE ROAD AND OFF THE ROAD

Chevy 4-wheel-drive pickups are great for work and play. The drive-power at both front and rear wheels means a 4-wheeler can take on jobs regular pickups can't. And when it comes to recreation, this pickup has the durability you need to run off-road and on, with or without a camper.



Chevy Stepside Pickup

4-WHEEL-DRIVE SUBURBAN

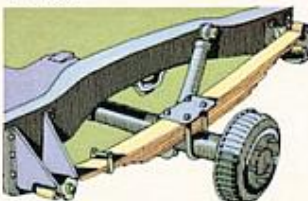
Suburban does what a wagon can, and a lot of things a wagon can't. Suburban carries up to nine, with available seating, and has up to 144 cu. ft. of load space (that's half again as much as most full-size wagons). Gross vehicle weight ratings range from 6,200 to 8,400 lbs. Load capacities up to 3,160 lbs. qualify a 4x4 Suburban for many a tough off-road job assignment.



Chevy Suburban

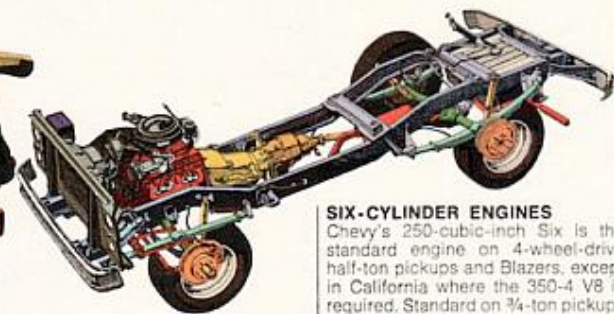
COMPUTER-MATCHED BRAKE SYSTEMS

Brake types, sizes and power assists are computer-matched to the vehicle's GVW rating. That means that higher GVW models get the heavier duty brake systems. Front disc brakes provide resistance to fade and recover quickly from the effects of water immersion. Cast iron-steel rear brake drums are finned for cooling.



LEAF SPRINGS FRONT AND REAR

Multi-leaf front and rear springs are standard on all Chevy 4-wheelers. Plastic liners separate all leaves to help provide quiet, low-friction operation.



HEAVY-GAUGE STEEL FRAME

Deep-section all-steel channel side rails are strong and durable—made to withstand the demands of off-road driving. The drop center frame design allows for lower cab mounting, easing entry and exit while maintaining good ground clearance.

QUICK-TURNING FRONT AXLES

Chevy 4-wheel-drive vehicles are easy to maneuver in tight places with short curb-to-curb turning circles. And variable-ratio power steering is available on all models.

BRAKE LINES WIRE-WRAPPED IN CRITICAL AREAS

Some exposed sections of brake line are wrapped with steel wire for protection against flying stones and gravel.

SIX-CYLINDER ENGINES

Chevy's 250-cubic-inch Six is the standard engine on 4-wheel-drive half-ton pickups and Blazers, except in California where the 350-4 V8 is required. Standard on 3/4-ton pickups is the larger 292 Six. Both engines feature precision-molded block and head castings, free-breathing valve-in-head design, hydraulic valve lifters and precision-balanced crankshafts. These engines perform equally well on leaded and unleaded fuel.

AVAILABLE V8S

Chevy's 350 4-barrel is the standard engine on V8 pickups and Blazers and all Suburban 4-wheel-drive models. It features short-stroke design and full-jacket cylinder cooling.

For increased torque and horsepower without an increase in engine weight, a powerful 400 4-barrel V8 is available on all 4-wheel-drive models.

HIGH ENERGY IGNITION SYSTEM

Standard with both Six and V8 engines, our High Energy Ignition delivers up to an 85% hotter spark than conventional systems. It improves cold-weather starting, provides all-weather protection from moisture, dirt and road splash. Solid-state design eliminates ignition points and condenser, extends the time between recommended tune-ups.



CONVERTS QUICKLY FROM PEOPLE TO CARGO

Suburban comes with a front seat that seats three. Folding second seat is available for three more. Removable third seat brings capacity to nine.



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Chevy Fleetside Pickup

CHEVY 4x4s

BUILT TOUGH TO HELP MAKE YOUR JOB EASIER.

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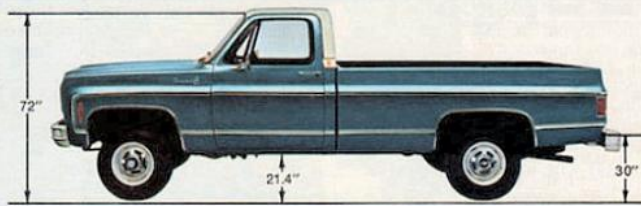
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LOW ENTRY HEIGHT, HIGH GROUND CLEARANCE

Chevrolet 4-wheelers have entry heights between 21 and 23 inches because the transfer case is mounted directly to the transmission. Yet, despite the low silhouette and low center of gravity, there are between 6.6 and 7.2 inches of ground clearance for off-road travel.



THIS TRANSFER CASE SHIFT LEVER PUTS YOU IN COMMAND OF CHEVY'S FULL-TIME 4-WHEEL DRIVE. HERE ARE THE CHOICES YOU HAVE:

H—This is the high gear for all normal driving, both on and off the road. Interaxle differential is engaged, providing power to both axles in direct drive and preventing the torque windup which occurs when axles are solidly connected.

H Loc—This is the high gear for added drivepower on low-traction surfaces which allow wheel slippage. Interaxle differential is locked out, solidly connecting front and rear axles and delivering equal torque to both axles in direct drive.

N—This is the neutral position, used for power takeoff operation. Transfer case is disengaged from front and rear axles; vehicle is stationary.

L—This is the low gear for maximum drivepower on paved surfaces at moderate speeds. Interaxle differential is engaged, providing power to both axles at a 2.0:1 gear reduction and preventing the torque windup which occurs when axles are solidly connected.

L Loc—This is the low gear for maximum drivepower on extreme low-traction surfaces, which allow wheel slippage. Interaxle differential is locked out, solidly connecting front

and rear axles and providing equal torque to both axles at a 2.0:1 gear reduction.

MOVING OFF-ROAD

With full-time 4-wheel drive, the steering wheel is all the driver has to move going from paved to unpaved surfaces. In most cases, the transfer case shift remains in "high." Depending on the terrain, there are other options. For example, where added power is required for effective operation, you can shift the transfer case to full-time "low." For extreme traction situations, the interaxle differential



can be locked out either in direct drive or with a 2.0:1 gear reduction.

CONVENTIONAL 4-WHEEL DRIVE

Chevrolet's conventional system is standard on 4-wheel-drive pickups, Suburbans and Blazers when equipped with 3-speed or 4-speed manual transmissions. A 2-speed transfer case provides conventional 4-wheel-drive vehicles with a high and low range, 2-wheel drive and power takeoff opening for accessory equipment. Front free-wheeling hubs are standard, allowing you to switch from free-wheeling to lock position when moving off-road.



TAKING SOME OF THE ROUGH OUT OF ROUGHING IT WITH THESE AVAILABLE OPTIONS:

POWER STEERING

Variable ratio type. Facilitates parking and low-speed maneuvering. Helps reduce driver effort.

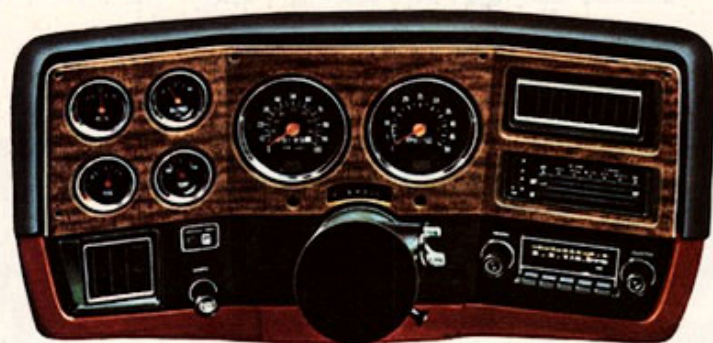
COMFORTILT STEERING WHEEL

Adjusts to six different positions with just a flick of a lever. Easy entry, easy exit. Available with 4-speed or automatic transmission.



TURBO HYDRA-MATIC TRANSMISSION

Its three forward speeds keep the engine in the right power range automatically. Includes anti-theft steering and transmission lock built into ignition switch. Required for full-time 4-wheel drive.



GAUGES

Constant-reading voltmeter, oil pressure and temperature needle gauges replace the standard warning light system. Available with either tachometer or clock.

AIR CONDITIONING

All Weather air conditioning cools and dehumidifies air for inside comfort. Increased capacity engine cooling components and 61-amp Delcotron generator are included.

DELUXE CHROMED BUMPERS

Formed of heavy-gauge steel, deluxe chromed bumpers with resilient impact strips are available for both front and rear. Chromed front bumper guards with impact strips are also available separately.

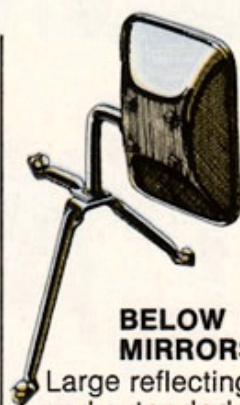
DELCO FREEDOM BATTERY

Available heavy-duty battery is completely sealed. It never needs water, just routine checking of the built-in charge indicator. New design provides added reliability, longer life.



WHEEL TRIM

Attractive stainless steel wheel covers are finished with a chrome flash that resists rust and corrosion. Bright metal hubcaps also available.



BELOW EYELINE MIRRORS

Large reflecting surfaces and extended mounting arms provide added rear vision. Low mount position helps provide good side vision. Mirror heads pivot inward for added side clearance. Available in painted or stainless steel, and in regular or camper-type versions.

OTHER AVAILABLE OPTIONS

- Shield plates for fuel tank and transfer case
- Extra-capacity fuel tank
- Soft-Ray tinted glass
- Rally wheels
- Simulated wood-grained instrument panel
- AM and AM/FM radios
- Simulated wood-grained exterior trim
- Engine oil cooler
- Heavy-duty shock absorbers
- Heavy-duty springs
- Heavy-duty generator
- Weight-equalizing hitch platform
- Special tires.

SPECIFICATIONS	Blazer	Fleetside Pickup			Stepside Pickup			Suburban	
	K10	K10	K10	K20	K10	K10	K20	K10	K20
Wheelbase (in.)	106.5	117.5	131.5	131.5	117.5	131.5	131.5	129.5	129.5
Min. Ground Clearance (in.)	6.6	7.1	7.1	7.2	7.1	7.1	7.2	7.2	7.2
Step Height (in.)	20.6	21.4	21.4	22.9	21.4	21.4	22.9	21.6	23.0
Overall Height (in.)	71.1	72.0	72.0	74.0	72.0	72.0	74.0	73.5	75.5
Standard Tire Size	H78-15B	L78-15B		8.75-16.5C	L78-15B		8.75-16.5C	H78-15B	8.75-16.5C
Ramp Angle									
—Front	32°	33°	33°	35°	33°	33°	35°	34°	35°
—Rear	24°	19°	15°	20°	19°	16°	21°	19°	21°
Break-Over Angle	23°	21°	20°	23°	21°	20°	23°	20°	22°

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Chevrolet salutes America's Bicentennial as a sponsor of the U.S. Olympic Team.

