

CHEVY

4-WHEEL DRIVES

GM BOOKLETS
CHEVROLET TRUCK

1974
#22 c.1

Pickups Suburbans Blazers

CAMPBELL-EWALD

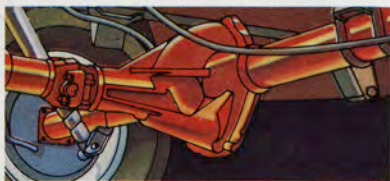
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Building a better way

Chevrolet

to see the U.S.A.

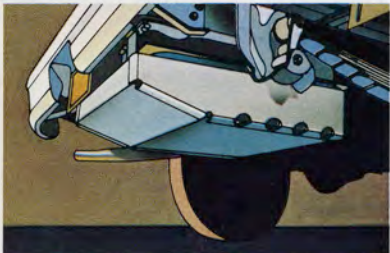


Salisbury rear axle

Design advantages of the Salisbury-type rear axle include use of a large ring gear, tapered roller bearings and a broad ratio coverage.

Frame-mounted fuel tank

Helps isolate fuel slosh noise and odors from interiors. On pickups, it's located outboard of right frame rail aft of the cab. On Suburbans and Blazers, the fuel tank is between the side rails protected by the rear crossmember.



Skid plates available

Fuel tank and transfer case shields are available with all 4-wheel-drive models for protection in off-the-road situations.



Compression-positioned exhaust hangers

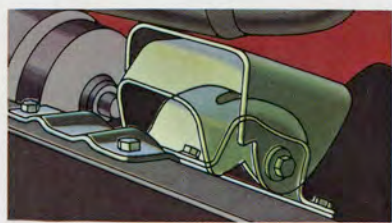
Mounting system permits unrestricted expansion and also helps isolate exhaust system vibration from passenger compartment. Full-loop exhaust pipe hanger offers secondary support.



Leaf springs front & rear

Four-wheel-drive models get wide multi-leaf front and rear springs. Plastic liners separate all leaves to help provide quiet, low-friction operation. Front stabilizer bar is standard on all 4-wheel-drive models.

CHEVY 4-WHEEL DRIVES



Pre-loaded engine front mounts

They provide a vibration-absorbing cushion between engine and frame. Rubber is pre-loaded between steel backing plate and steel outer housing for long life.

Tough ladder-type frame

Its drop-center design allows for lower cab mounting, makes getting in and out easy. All-steel construction with deep-section channel side rails is strong and durable in off-road use.

Energy-absorbing steering column

It's designed to help absorb energy in the event of front-end impact. Column telescopes to provide a cushioning effect.

Front stabilizer bar standard

It works with the front suspension to help improve stability and driving ease, especially with high-center-of-gravity loads.

Quick-turning front axle

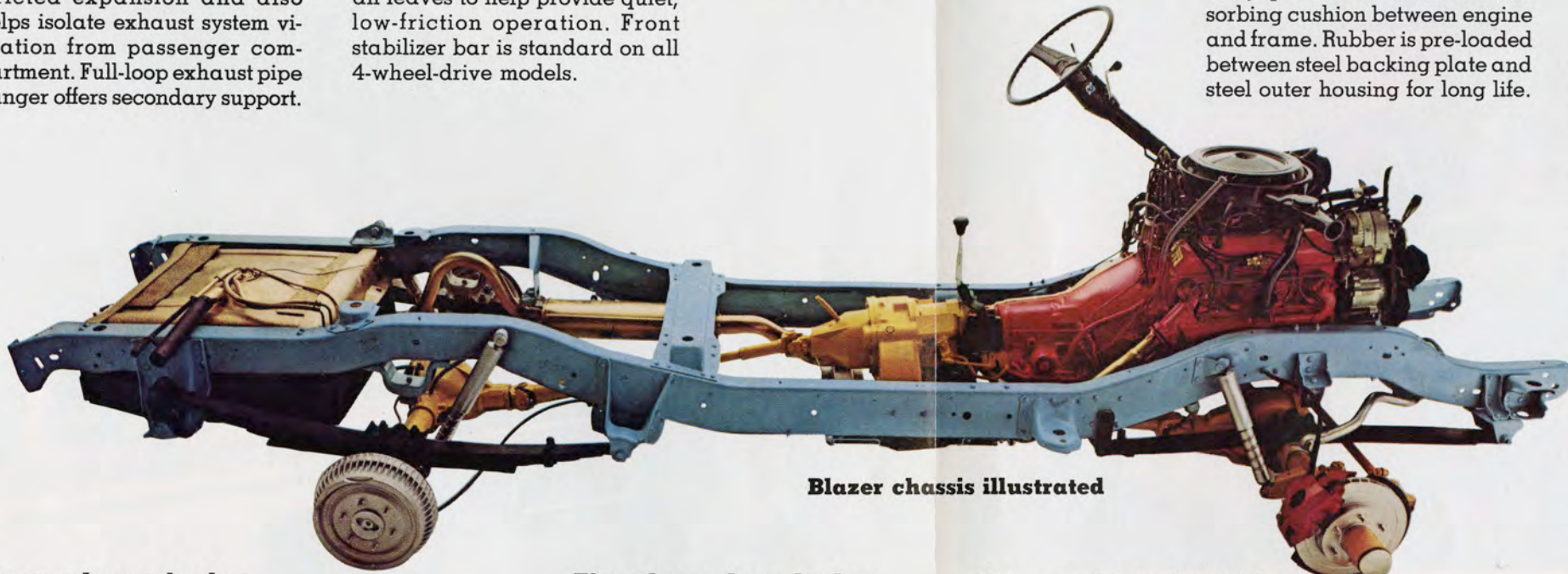
A 34° steering angle adds quick turning to the Chevy 4-wheel drives. (Blazer's turning diameter is just 37.6 ft., curb to curb.)

Six & V8 engines available

Chevrolet engines perform equally well on no-lead, low-lead or regular fuel. Standard Chevy Six is 250 cu. in. A larger 292 Six is available. A 350 2-barrel V8 is the standard 8-cylinder engine for Blazer; a 4-barrel-carburetor version is available for Blazer, standard for all other V8 models with 4-wheel drive.

Capacity-matched brake system

Fade-resistant front disc brakes with power assist are standard on all Chevy 4-wheel drives. And the complete brake system is computer-matched to gross vehicle weight. The higher the GVW rating, the heavier duty brakes you get—automatically. Also standard is a built-in wear sensor on front disc brakes which gives an audible signal when pads should be replaced.



Blazer chassis illustrated

Staggered rear shocks

Rear shock absorbers are positioned with one slanting forward, the other aft. The effect is to reduce brake and power hop.

Finned rear drum brakes

Cast iron-steel rear brake drums are finned for efficient cooling. Outer edges are curved to help exclude contaminants from the linings.

Two-speed transfer case

Transfer case provides both high and low operating ranges with a "Lock" position in each ratio for off-road travel. Power take-off operates accessory equipment.

	Fleetside Pickup		Stepside Pickup		Suburban		Blazer
	K10	K20	K10	K20	K10	K20	K10
Wheel Base (in.)	117.5	131.5	131.5	117.5	131.5	129.5	106.5
Min. Ground Clearance (in.)	7	7	7	7	7	7	7
Step Height (in.)	20.6	20.3	21.6	20.6	20.3	20.1	19.0
Overall Height (in.)	72.0	72.0	73.5	72.0	73.5	73.6	69.4
Standard Tire Size	G78-15B		G78-15B		G78-15B		E78-15B
Ramp Angle							
—Front:	36°	36°	37°	36°	37°	36°	36°
—Rear:	18°	18°	20°	18°	20°	19°	23°
Break-Over Angle (degrees)	22°	20°	23°	22°	20°	21°	19°

Chevy full-time 4-wheel drive now available on all V8 Pickups, Suburbans and Blazers.

Chevy's new 4-wheel-drive system does for 4-wheeling what the self-starter did for driving decades ago. It lets you control all important functions from the inside.

This new system is in 4-wheel drive at all times. The difference between conventional 4-wheel drive and full-time is an *interaxle differential* in the transfer case. This device compensates for speed variations between front and rear axles, while constantly providing driving force to both.

Full-time 4-wheel drive eliminates the need for free-wheeling front hubs. No more getting out to lock and unlock

front hubs when moving on or off the highway. It supplies all the traction you need for off-road going plus improved stability and handling control under varying road conditions.

For exceptional low-traction and unusual pavement surface situations the interaxle differential may be locked out by moving the transfer case shift lever to the high or low lock positions.

Conventional 4-wheel drive available

Conventional 4-wheel drive with 2-speed transfer case is available on Six-cylinder models of Chevy pickups and Chevy Blazer.

Transfer Case Shift Positions

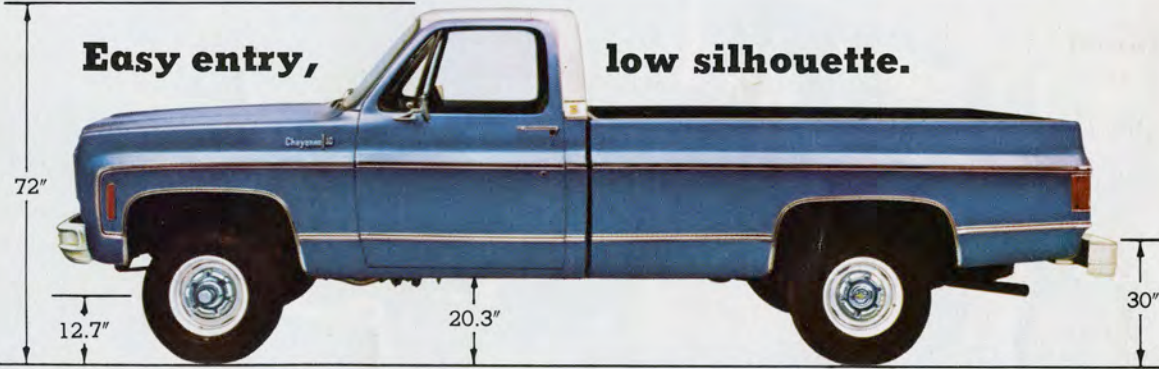
Low Lock—For use only on low-traction surfaces such as loose sand, snow, mud.

Low—For normal operation on high-traction surfaces when additional power is needed.

Neutral—Both axles disengaged for power takeoff operation with vehicle stopped.

High—For all normal operation in direct drive on paved or unpaved surfaces.

High Lock—For use only on low-traction surfaces such as loose sand, snow, mud.



Easy entry, low silhouette.

Chevy's 4-wheelers give you good ground clearance and still manage a pleasing low-to-the-ground look. That's because we bolt the transfer case directly to the transmission. Take a Chevy pickup as an example:

overall height is 72 inches. The front axle clears the ground by a full 12.7 inches, but the entry height is just 20.3 inches for easier getting in and getting out, and the tailgate height is 30 inches for easy loading.



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