

'75 CHEVY

4-WHEEL DRIVES



LASTING
CHEVY
VALUE

Chevy 4x4's. Built tough like the places they go.

What Chevy full-time 4WD is all about.

Just slide behind the wheel of any V8 Chevy 4-wheeler and you're in command. On the highway, or off. Because all the 4-wheel-drive controls are inside the cab.

You can drive where you like without getting in and out of the vehicle to operate locking front hubs—because none are needed.

Here's how Chevy does it.

Interaxle differential built in.

The difference between conventional 4-wheel drive and our available 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.

Locking hubs eliminated.

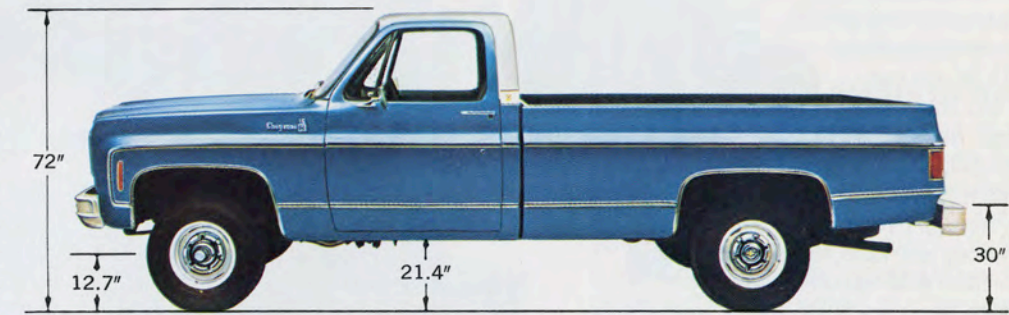
No more shifting into or out of 4-wheel drive; no more getting out to lock and unlock free-wheeling front hubs when moving on or off the highway. Full-time 4-wheel drive supplies the traction you need for off-road going, plus good stability under varying road conditions.

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 in 1973, the system has logged millions of owner-driven miles. The transfer case differential, plus the fact that the system is always "in gear," helps prevent the kind of accidental damage which can result should the driver fail to disengage the front wheel drive as he moves from off-road to the highway.

Low entry height, high ground clearance.

Chevrolet 4-wheelers have entry heights between 21 and 22 inches because the transfer case is mounted directly to the transmission. Yet, despite the low silhouette and low center of gravity, there are seven full inches of ground clearance and over 12 inches of front-axle 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:

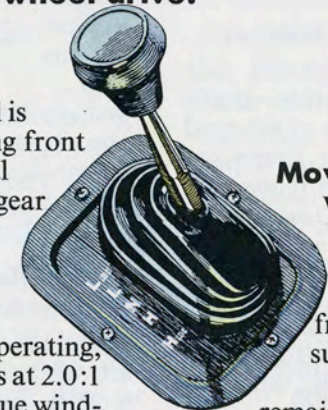
L Loc—Interaxle differential is locked out, solidly connecting front and rear axles. Delivers equal torque to both axles at 2.0:1 gear reduction. Used *only* on low-traction surfaces which allow some wheel slippage.

L—Interaxle differential is operating, providing power to both axles at 2.0:1 gear reduction. Prevents torque windup which occurs when axles are solidly connected. Used for all normal driving when maximum power is required.

N—Transfer case is disengaged from front and rear axles; vehicle is stationary. Used for power takeoff operation.

H—Interaxle differential is operating, providing power to both axles in direct drive. Prevents torque windup which occurs when axles are solidly connected. Used for all normal driving on high- or low-traction surfaces.

H Loc—Interaxle differential is locked out, solidly connecting front and rear axles. Delivers equal torque to both axles in direct drive. Used *only* on low-traction surfaces which allow some wheel slippage.



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 unusual traction situations, the interaxle differential can be locked out either in direct drive or with a 2.0:1 gear reduction. The effect is to convert it to a conventional 4-wheel-drive system.

Conventional 4-wheel drive.

Chevrolet's conventional system is standard on 4-wheel-drive pickups and Blazers with 6-cylinder engines. A 2-speed transfer case provides 2-wheel drive, 4-wheel drive with high and low ranges, and a power takeoff opening for operating accessory equipment.



full-time 4-wheel drive available on V8 pickups, Suburbans and Blazers.



Blazer



Fleetside pickup

Four-wheel-drive pickup.

Tough, smooth riding 4-wheel-drive Chevy pickups are available in two series, 1/2- and 3/4-ton, and on two different wheelbases—six model choices altogether.

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-foot Fleetside box. GVWs range from 5200 to 8200 lbs.

Great on the road and off the road.

Chevy 4-wheel-drive pickups are great for work and play. The added traction means a 4-wheeler can take on jobs other 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.



Four-wheel-drive Blazer.

A nimble city or country runabout, Blazer is built tough to take you where you want to go. A padded, tubular steel roll bar is standard equipment now on hardtop Blazers.

Seats available for up to five.

Wide as a pickup, Blazer has more room than you might expect to find in a 4-wheeler. With the available front bucket and rear bench seats, you can carry up to five. There's even more room for luggage now, because we've positioned the rear seat farther forward. With the rear seat removed, there's 31.8 sq. ft. of space to pile your gear. Wagon-type tailgate makes loading easy.

Four-wheel-drive Suburban.

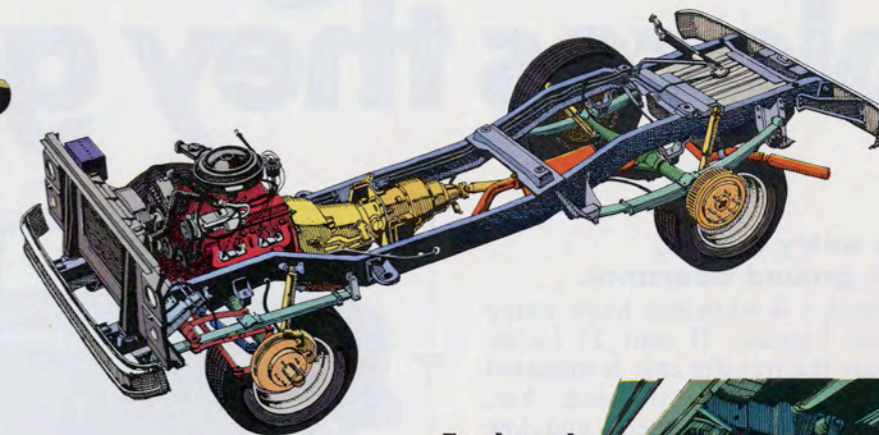
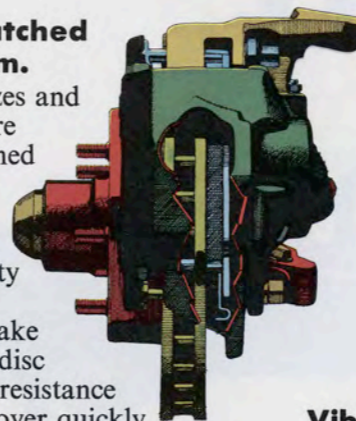
Suburban does what a wagon can, and a lot of things a wagon can't. Suburban carries up to nine, with available seating, and has up to 144 cu. ft. of load space (that's half again as much as most full-sized wagons). Gross vehicle weight ratings range from 5600 to 8200 lbs., with load capacities up to 3325 lbs.

Converts quickly from people to cargo.

Suburban comes with a full-size front seat that seats three in spacious comfort. Folding second seat is available. That's room for three more. Finally, you can add a removable third seat, which brings the total passenger capacity up to nine.

Capacity-matched brake system.

Brake types, sizes and power assists are computer-matched to the vehicle's GVW rating. That means that heavier duty 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.

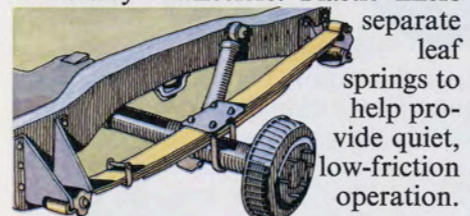


Heavy-gauge steel frame.

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, makes getting in and out easy.

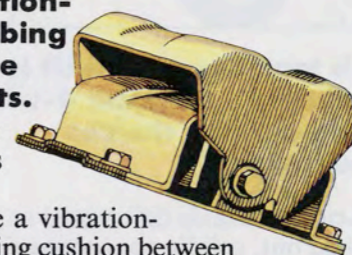
Leaf springs front and rear.

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



Vibration-absorbing engine mounts.

Engine mounts help provide a vibration-absorbing cushion between engine and frame. Rubber is compressed between a steel backing plate and steel outerhousing for long life.



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.

Quick-turning front axles.

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

Fuel tank and transfer case skid plates.

Steel shielding is available to help protect fuel tank and transfer case during operation over rough terrain or unusual road surfaces.

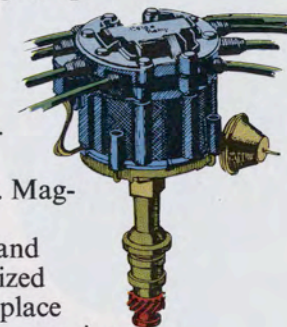


New high-efficiency 250 Six available.

Designed to meet today's need for economy, this engine features a new integral cylinder head intake manifold to distribute fuel more evenly to cylinders. And a newly designed combustion chamber that concentrates the fuel charge around the spark plug for more efficient burning.

High Energy Ignition system.

Standard on Six and V8 engines, this system produces a hotter spark—as much as 35,000 volts to each plug. Added voltage helps fire spark plugs with more gap, ignite fuel charges richer or leaner than normal. Magnetic pulse generator and transistorized control replace wear-prone moving parts, so you can go longer between tune-ups now.



Suburban

Taking some of the rough out of roughing it.

With these available options:

Power steering.

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

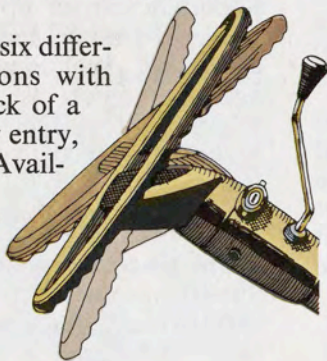


Gauges.

Needle-type ammeter, oil pressure and temperature gauges provide continuous systems check of vehicle's vital functions. Available with or without a tachometer, clock, or Econominder gauge.

Comfortilt steering wheel.

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



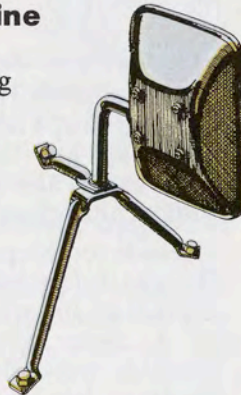
Air conditioning.

All-Weather air conditioning cools and dehumidifies air for inside

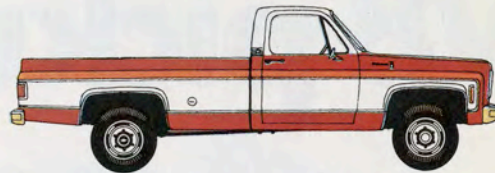
comfort. Increased capacity engine cooling components and 61-amp Delcotron generator are included.

Below-Eyeline mirrors.

Large reflecting surfaces and extended mounting arms provide added rear vision. Low mount position provides excellent side vision. Available painted or in stainless steel.



Chevy 4-wheel drive comes in all these models:



Fleetside pickup and Series 20 Chassis-Cab



Stepside pickup



Suburban



Blazer

Wheel trim.

Stainless steel wheel covers are finished with a chrome flash that resists rust and corrosion.



Specifications

	Hardtop 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.)	7	7.1	7.1	7	7.1	7.1	7	7.2	7.2	
Step Height (in.)	20.6	21.4	21.4	22	21.4	21.4	22	20.2	21.4	
Overall Height (in.)	71.1	72.0	72.0	73.5	72.0	72.0	73.5	73.8	75.6	
Standard Tire Size	—6 cyl. E78-15B —8 cyl. H78-15B		G78-15B L78-15B		8.75-16.5C		G78-15B L78-15B		8.75-16.5C	
Ramp Angle	—Front 36° —Rear 23°		36° 36° 18° 18°		37° 20° 36° 18°		36° 37° 18° 20°		36° 37° 19° 22°	
Break-Over Angle	19°		22°		20°		23°		21° 23°	

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