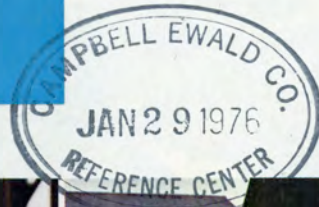


PICKUPS



'76



BIG-10 FLEETSIDE



BIG-10 FLEETSIDE



C10 CHEVY STEPSIDE



C30 CREW CAB

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

CHEVY VALUE. DESIGNED IN. ENGINEERED IN. BUILT IN.

Six Chevrolet engines. Our 350-2 V8 is standard on half-ton V8 pickups (except in California, where the 4-barrel version is required). The more powerful 350-4 V8 is available for half-ton pickups, standard on half-ton Chassis Cabs and 4-wheel drives and all three-quarter and one-ton models. Other V8s are available: a 400-4 for 4-wheel-drive models, a 454-4 for 2-wheel-drive models. Also offered are two Sixes: a reliable 250 and a high-torque 292.

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.

Rigid double-walled hood. Fabricated from two single pieces of steel, the hood is welded together for torsional rigidity. Inner panel is heavily embossed for strength, helping eliminate hood flutter.

Double-walled front fenders with full wheelhousings. All-steel, one-piece inner and outer fender panels form a double wall for structural rigidity. Full self-washing bathtub-type wheelhousings help protect fenders and engine compartment from road spray, debris.

Massive Girder Beam suspension. Chevy's independent front suspension is standard on 2-wheel-drive pickups. Attached at each end are two contoured steel arms with friction-free coil springs. Each pair flexes independently up and down, allowing wheels to step individually over rough spots to help smooth the ride.

Computer-matched brake systems. Front disc brakes are used in complete braking systems computer-matched to gross vehicle weight. Lining areas, size and capacity of power assists, wheel-cylinder size—all are pre-selected at the factory. Front disc brake lining wear sensor gives an audible signal when pads need replacing. Available heavy-duty brakes can be specified on some models.

Power flow-thru ventilation. With the ignition on, the heater fan continuously brings in outside air which exhausts through outlet valves in each door. System also provides pressure relief when closing doors with windows up.

Large glass area. Windshield is 1,447 sq. in. big and made of laminated plate safety glass. Total glass area including side and rear windows is 3,329 sq. in. for good visibility all around.

Double-wall cab. Doors, upper cab rear panels, windshield pillars, front cowl—all are double walls of steel in a Chevy pickup. Double-walled roof has insulation between the panels.

Tough steel frame. Ladder-type all-steel frame has a drop-center design which allows for lower cab mounting, easy entry and exit. Deep-section channel side rails are strong and durable.

Steel floor for Fleetsides. Deep-embossed steel floors are standard on Fleetside Pickups. You can order a wood floor with steel skid strips for the 8-ft. Fleetside box. Flat-topped wheelhousings facilitate loading.

Wood floor for Stepsides. Stepside body floors are kiln-dried, sealed wood boards with steel skid strips, supported by heavy steel cross sills. Recessed bolt heads offer protection from cargo damage while loading or unloading.

New, improved rust protection. Inside surfaces of both inner and outer front fender panels now are sprayed with a zinc-rich primer before assembly and final priming. Primer also is baked on the inner surfaces of the outer door panels before forming and final priming. Pickup box steel floor, sidewalls, front panel and tailgate are totally immersed in primer and electrically charged—drawing paint into hidden seams and crevices for added corrosion protection.

Double-walled Fleetside box and tailgate. Body sides are double walled from top to bottom, and so is the Fleetside tailgate. Double panels strengthen the pickup box, help prevent cargo dents from marring the exterior wall.

Multi-leaf rear springs. They provide a good ride with light loads, progressively firmer support as cargo weight increases. Spring eyes and shackles are rubber bushed to help reduce noise and ride harshness. Heavier duty main and auxiliary rear springs are available on some models.

Counter-angled rear shock absorbers. One slants forward, the other aft, helping reduce brake and power hop. Heavy-duty rear shocks are standard on Series 30.

Salisbury rear axle. Advantages include use of a large ring gear, roller bearings, a broad ratio coverage and easy access for servicing. Full-floating design (Series 20-30) adds durability under heavy loading.

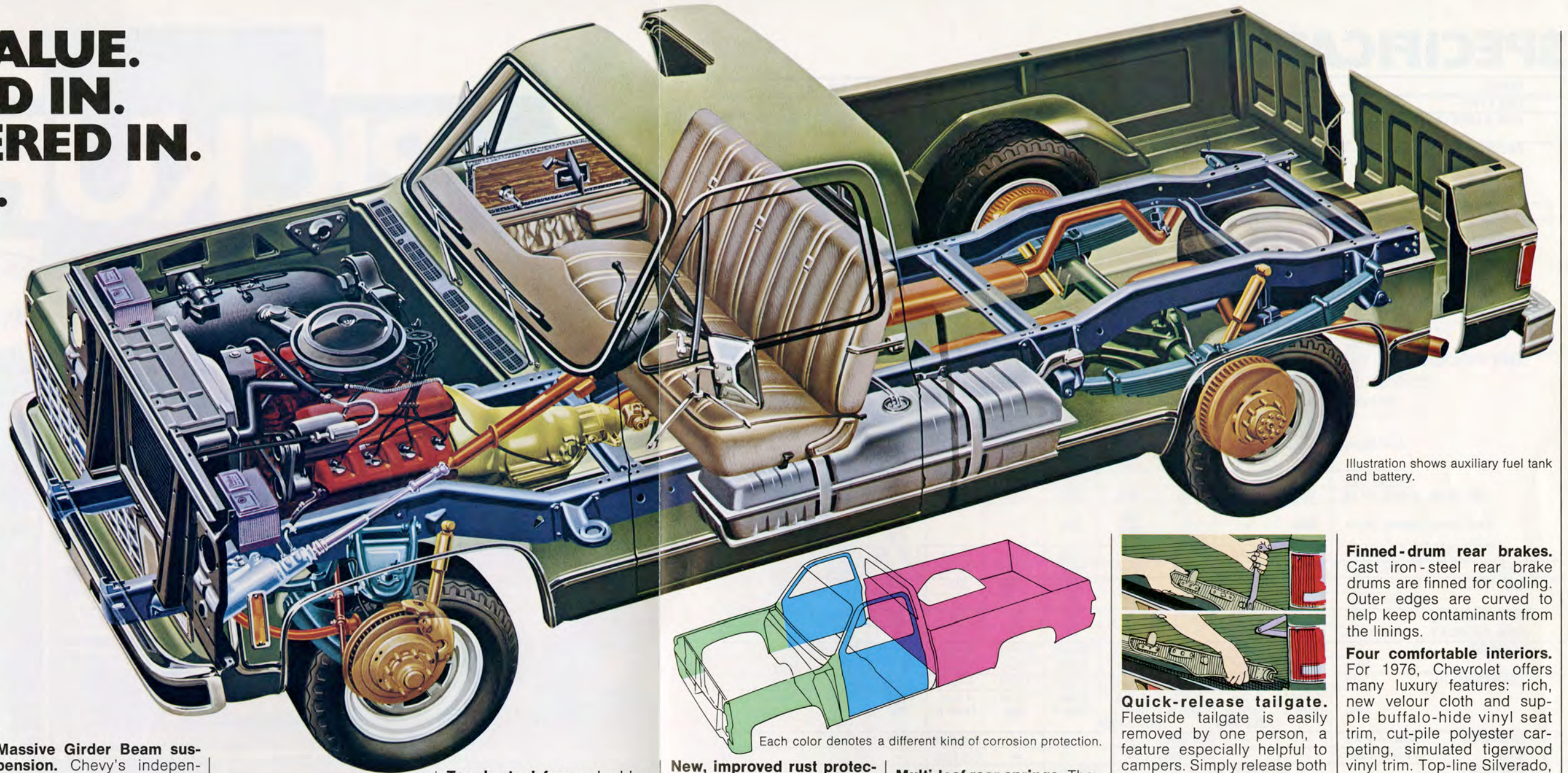
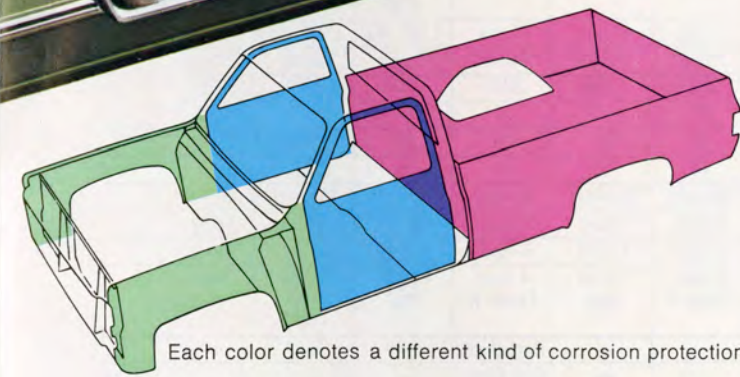
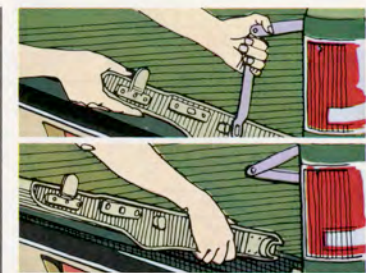


Illustration shows auxiliary fuel tank and battery.



Each color denotes a different kind of corrosion protection.



Quick-release tailgate. Fleetside tailgate is easily removed by one person, a feature especially helpful to campers. Simply release both retaining straps, then lift up at right side and pull out at left side. No tools are needed. Reverse procedure to reinstall.

Finned-drum rear brakes. Cast iron-steel rear brake drums are finned for cooling. Outer edges are curved to help keep contaminants from the linings.

Four comfortable interiors. For 1976, Chevrolet offers many luxury features: rich, new velour cloth and supple buffalo-hide vinyl seat trim, cut-pile polyester carpeting, simulated tigerwood vinyl trim. Top-line Silverado, popular Cheyenne, economical Scottsdale, practical Custom Deluxe: Chevy has the places you can settle into and get comfortable.



Silverado interior

SPECIFICATIONS

SERIES		C10	C10/F44	K10	C20	C20	C20	K20	C30	C30	C30
CAB TYPE		Conv.	Conv.	Conv.	Conv.	Bonus	Crew	Conv.	Conv.	Bonus	Crew
GVW RANGE (lb)		4900 to 5600	6050 to 6200	6200	6400 to 8200	7500 to 8200	8200	6800 to 8400	6600 to 10,000	9000 to 10,000	9000 to 10,000
ENGINE	Std Six	250-1	★250-1▲	250-1▲	292-1	292-1	292-1	292-1	292-1	292-1	292-1
	Std V8	350-2▲	350-4	350-4	350-4	350-4	350-4	350-4	350-4	350-4	350-4
	Avail V8	350-4 454-4▲	454-4	400-4	454-4	454-4	454-4	400-4	454-4	454-4	454-4
CLUTCH DIA (in)		11	*11, **12	*11, **12	*11, **12	*11, **12	*11, **12	*11, **12	*11, **12	*11, **12	*11, **12
FRONT SUSPENSION	Type/Springs	Independent-Coil Springs		Dr. Axle-Leaf	Independent-Coil Springs			Dr. Axle-Leaf	Independent-Coil Springs		
	Capacity (lb)	3100	3400	3600	3800	3800	3800	3800	3800	4000	4000
	Std Spring Capacity (lb)	*1475 **1550	*1550 **1625	1850	1750	1900	1900	1850	*1900 **1750	2000	2000
	Avail Spring Capacity (lb)	1625	—	1900	1750, ‡1900	1900	1900	1900	1750, ‡1900	1900	1900
	Std Shock Absorbers	1" dia	1" dia	1" dia	1" dia	1" dia	1" dia	1" dia	1" dia	1" dia	1" dia
	Stabilizer Bar	Avail	Avail	Std	Avail	Avail	Avail	Std	Avail	Avail	Avail
REAR SUSPENSION	Axle Type	Semi-Floating			Full-Floating			Full-Floating			
	Axle Capacity (lb)	3750	3750	3750	5700	7500	7500	5700	7500	7500	7500
	Std Ratios	3.40	3.40	*4.11 **3.07	*4.10 **3.73	4.10	4.10	*4.56 **4.10	4.10	4.10	4.10
	Avail Ratios	3.07	3.07	3.07	3.21	3.73	3.73		3.73	3.73	3.73
		3.40	3.40	3.73	3.73	4.10	4.10		4.10	4.10	4.10
		3.73▲	3.73	4.11	4.10	4.56	4.56		4.56	4.56	4.56
		4.11	4.11		4.58						
	Springs Type	Two-Stage Multi-Leaf									
	Std Spring Capacity (lb) ea	1550	2000	2000	2000	2600	2850	2800	2000	3500	3500
	Avail Spring Capacity (lb) ea	2000	—	—	2600 2850	2850	—	—	2850 3500 3750	3750	3750
	Std Shock Absorbers	1" dia	1" dia	1" dia	1" dia	1" dia	1" dia	1" dia	1.38" dia	1.38" dia	1.38" dia
BRAKES	Disc/Drum	Manual	Power	Power	Power	Power	Power	Power	Power	Power	Power
ELECTRICAL	Battery (watts)	*2500, **3200			3200	3200	3200	3200	3200	3200	3200
	Generator (amp)	37	37	37	37	37	37	37	37	37	37
FUEL TANK (gal)	Std	†16/20	†16/20	16/20	20	20	20	20	20	20	20
NOM. CAPACITY	Avail (aux)	†16/20	†16/20	16/20	20	20	20	20	20	20	20
STEERING	Std	Manual	Manual	Manual	Manual	Manual	Manual	Manual	Manual	Manual	Manual
	Avail	Power	Power	Power	Power	Power	Power	Power	Power	Power	Power
TRANSMISSION	Std	3-Spd	3-Spd	3-Spd	3-Spd	3-Spd	4-Spd	3-Spd	4-Spd	4-Spd	4-Spd
	Avail	4-Spd▲ Turbo H	4-Spd Turbo H H.D.3-Spd■	4-Spd Turbo H	4-Spd Turbo H H.D.3-Spd■	4-Spd Turbo H	Turbo Hyd	4-Spd Turbo H	Turbo Hyd	Turbo Hyd	Turbo Hyd
TRANSFER CASE	Manual Trans	—	—	Part time	—	—	—	Part time	—	—	—
	Automatic Trans	—	—	Full time	—	—	—	Full time	—	—	—
TIRE SIZE TUBELESS	Std	G78-15B	L78-15 *B, **C	L78-15B	8.75-16.5C	8.75-16.5 (F)C;(R)D	9.50-16.5D	8.75-16.5C	8.75-16.5C	9.50-16.5E	9.50-16.5E
	Avail	Larger size tubeless and tube-type tires									

*Standard in 6-cylinder models. **Standard in V8 models. †16 gallon tank on 117.5" WB models. ★292-1 6 cylinder offered in California only.
Tire load range—B(4PR), C(6PR), D(8PR), E(10PR). ‡Available with V8 engines only. ■Available with 6-cylinder engines only. ▲NOT AVAILABLE IN CALIFORNIA.

MODELS *Pickup Dimensions (inches)*

	Wheel- base	Overall Length	Inside Length Box at Floor	Width Between Wheel- houses	Maximum Inside Width at Floor	Tailgate Height
Fleetside						
CC/CK10703	117.50	191.50	78.25	50	72	19.25
CC/CK10903						
CC/CK20903	131.50	211.50	98	50	72	19.25
CC30903						
CC20963						
CC20943	164.50	244.50	98	50	72	19.25
CC30963						
CC30943						
Stepside						
CC/CK10703	117.50	190.75	78.25	50	50	17.50
CC/CK10903						
CC/CK20903	131.50	210.50	98.25	50	50	17.50
CC30903						

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