

# CHEVY PICKUPS

**BUILT TO STAY TOUGH**





# BUILT TO STAY TOUGH

Chevy pickups have a reputation for toughness and value. From the frame on up, every Chevy pickup is engineered and built tough to stay tough.

## GVWRs from 4,900 to 10,000

Chevy pickups come in 6 basic series—C10, C20 and C30 for 2-wheel-drive models, K10, K20 and the new K30 for 4-wheel-drive models. The basic components in each series vary to offer GVW ratings from 4,900 in the C10 Series, up to 10,000 lbs. in the C-K30. To meet specific power needs, a wide range of Six and V8 engines is available.

## Chevy Fleetside

One of America's most popular and versatile pickups, the Fleetside comes in 6 series, on two wheelbases with 6½ and 8-ft. pickup boxes. It's available with Six or V8 power, manual or Turbo Hydra-matic transmission and four interior and exterior trim levels.

## Chevy Big 10

With GVW ratings of 6,050 (Six and V8 engines) and 6,200 lbs. (V8 only), the Big 10 offers more carrying capacity than our standard half-ton models. Equipment includes heavy-duty front and rear springs, bigger rear brakes, brake power assist and larger capacity tires.

## Chevy Crew Cab

We call it the 3+3. It's a 4-door, six-passenger model available in Series 20 and 30 as a Chassis Cab or with an 8-ft. Fleetside pickup box. Two full-width seats provide foam-cushioned comfort for three persons in front and three more in back.

## Chevy Bonus Cab

A versatile 4-door model with seating for three and nearly 56 cubic feet of lockable loadspace inside the cab. This large cargo space can be conveniently loaded or unloaded from either rear door. Cargo is also accessible from the driver's seat. Bonus Cabs are available in Series 20 and 30 and offer GVWs up to 10,000 lbs. with available dual rear wheels.

## Fleetside, Stepside and Chassis Cab models.

As shown on the following pages, Chevy pickups offer a selection of wheelbases, cab and box styles to meet your needs. Both the popular Fleetside and Stepside pickups offer a choice of 6½- and 8-ft. boxes, 117.5, 131.5 and 164.5-in. wheelbases. The Chassis Cab model, which accommodates special bodies, is available in these and 135.5 and 159.5-in. wheelbases.

## A wide range of special models to meet specific needs.

Chevy pickups are available in special models with special option packages. The following pages present a brief description of some of the more popular Chevy pickup selections.



## Chevy "Big Dooley"

Tough, stable and good-looking, too, with its extended rear fenders. Dual rear wheels are available for Series 30 Fleetside and Chassis Cab models. They offer greater capacity for hauling large loads, and with Camper Special equipment, they provide improved stability for carrying the large slide-in campers.

## Trailer Special Pickups

Trailer Special Packages are available for all Chevy pickups to permit towing of both conventional and the popular 5th-wheel trailers. Recommended driveline combinations and items in the package will vary with the pickup series and the weight of the trailer to be towed.

## Chevy 4-Wheel Drives

Great for dirt, mud, sand and snow. And Chevy 4-wheel drive is available for all 2-door Chevy pickups and chassis cabs. Full-Time 4-Wheel Drive is offered when Turbo Hydra-matic transmission is selected. Lets you move from the road to the rough without leaving the cab. Conventional 4-wheel drive with locking front hubs is available with manual transmissions. GVW ratings for 4X4 models range from 6,200 to 10,000 lbs.

## Chevy 2- and 4-Door Chassis Cabs

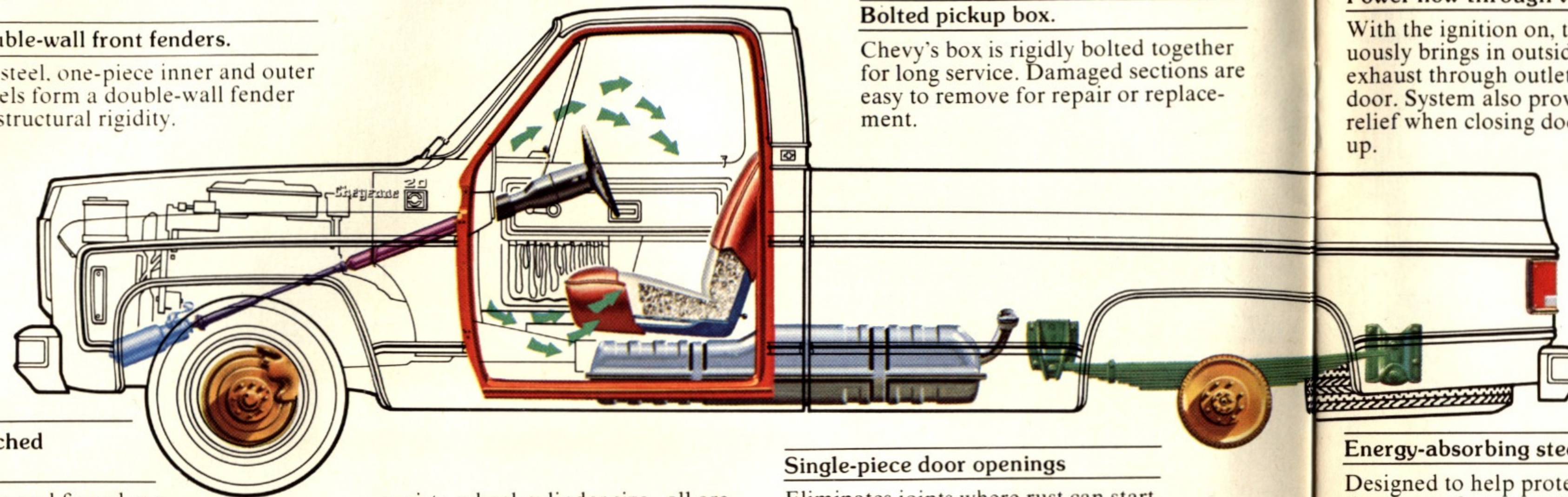
Built to accommodate special bodies for a wide range of jobs. Choose from 10 2-wheel drive models in Series 10 through 30. (Crew and Bonus Cabs in Series 20-30 only.) Eight 4-wheel drive models in Series 10-30. GVW's go up to 10,000 lbs. with available dual rear wheels.



# TOUGH IN THE RIGHT PLACES

## Double-wall front fenders.

All-steel, one-piece inner and outer panels form a double-wall fender for structural rigidity.



## Bolted pickup box.

Chevy's box is rigidly bolted together for long service. Damaged sections are easy to remove for repair or replacement.

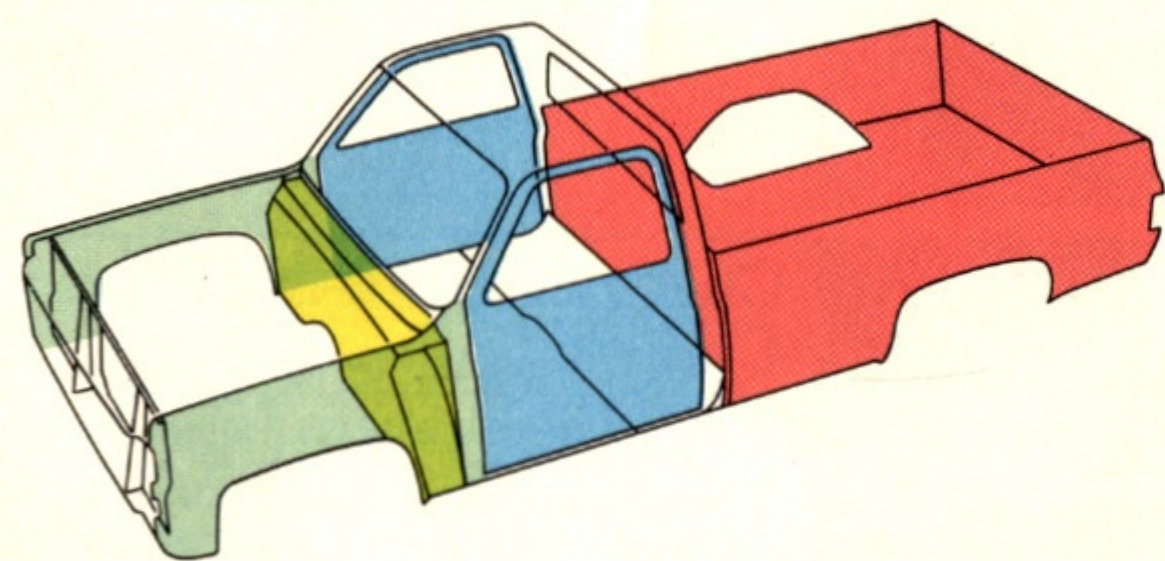
## Computer-matched brake systems.

Front disc brakes and finned rear drum brakes are incorporated into complete braking systems which are computer-matched to the gross vehicle weight of the truck you order. Lining areas, size and capacity of power

assists, wheel-cylinder size—all are preselected 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.

## Rust protection.

Inside surfaces of both inner and outer front fender panels are sprayed with a zinc-rich primer before assembly and



final priming. Primer also is baked on the inner surfaces of the outer front door panels before forming and final priming. Pickup box steel floor, side-walls, front panel and tailgate are totally immersed in primer and electrically charged—drawing paint into hidden seams and crevices for added corrosion protection.

## Frame-mounted fuel tank

Located just outside of the frame rail partly under the cab. Helps isolate slosh noise and odors from the cab interior.

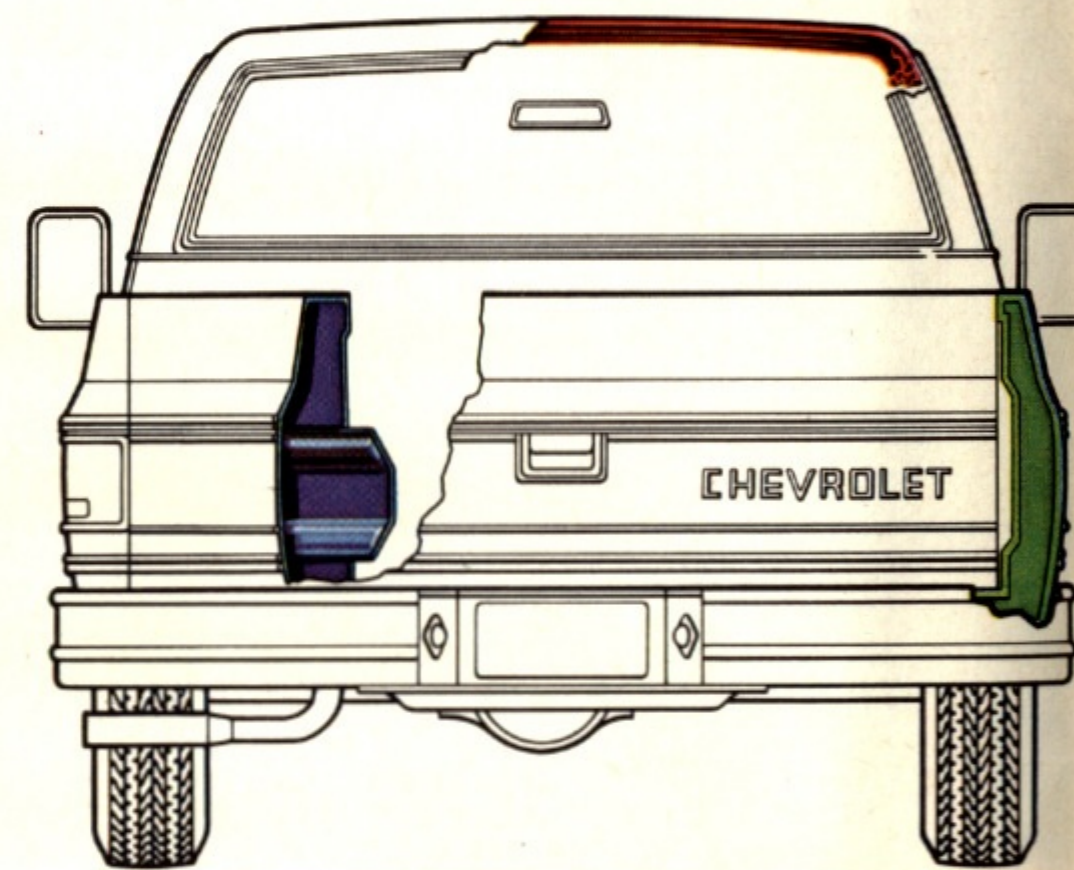
## Quick-release tailgate.

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 needed. Reverse procedure to reinstall.



## Single-piece door openings

Eliminates joints where rust can start. Sections are available for repair if needed.



## Double-wall construction

Chevy pickups are built two walls thick in critical areas for strength and durability.

**Hood.** Fabricated from two single pieces of steel, the hood is welded together for torsional rigidity.

**Cab.** Doors, upper cab rear panels, windshield pillars are double walls of steel. Double-wall roof has insulation between the panels.

**Pickup box.** Fleetside box sides are double walled from top to bottom to help strengthen the box itself and prevent cargo dents from marring the exterior wall.

**Tailgate.** Fleetside tailgates are also double walled with a V-shaped bracing panel between the two walls for extra strength.

**Front fenders.** All-steel, one-piece inner and outer fender panels form a double wall for structural rigidity.

## Power flow-through ventilation.

With the ignition on, the blower continuously brings in outside air which exhaust through outlet valves in each door. System also provides pressure relief when closing doors with windows up.

## Energy-absorbing steering column

Designed to help protect the driver in the event of a severe front-end impact. Column telescopes in to provide a cushioning effect.

## Excellent visibility

Windshield is 1,447 sq. inches big and made of laminated safety plate glass. Total glass area including side and rear windows is a big 3,329 sq. in.

## Three full-width cross members.

Chevy uses three full-width cross members, six altogether, for strength and rigidity with heavy loads.

## Compression-positioned exhaust hangers.

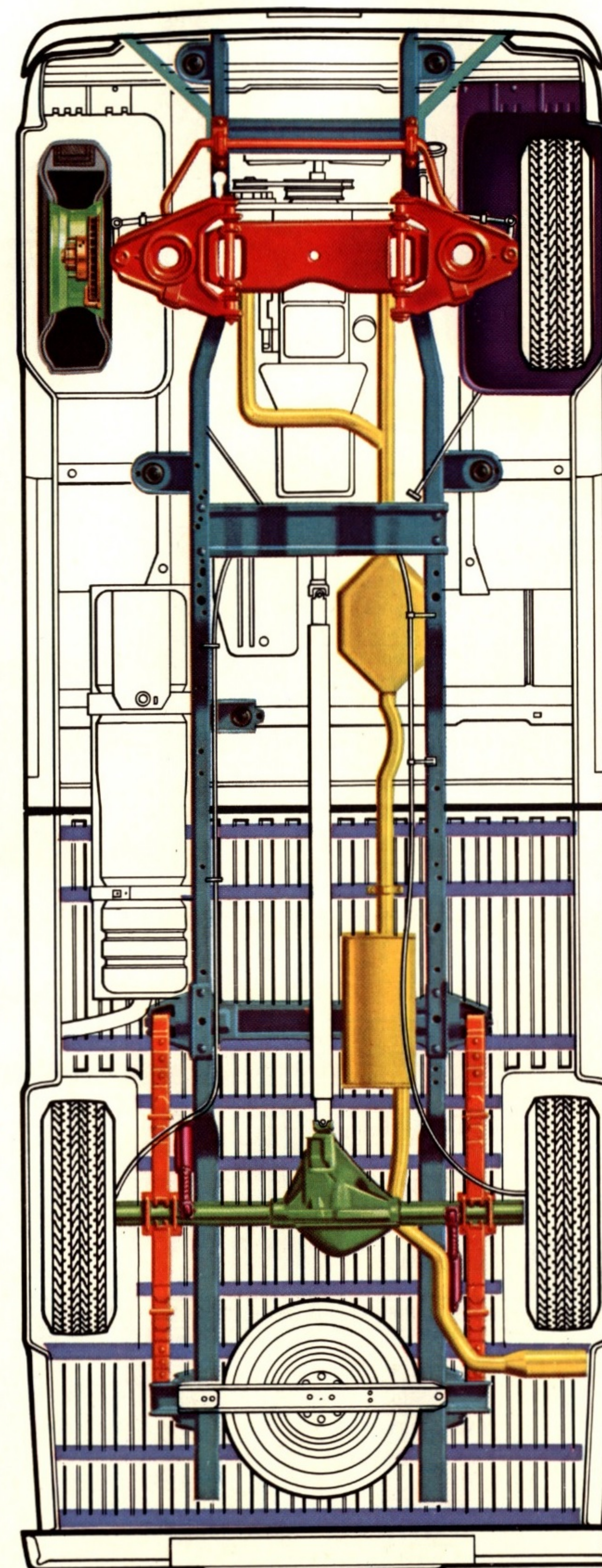
Exhaust system mounting permits unrestricted expansion and also helps isolate exhaust system vibration from the cab.

## 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.

## Salisbury rear axle.

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



## 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.

## Full wheelhousings.

Self-washing bathtub-type full wheelhousings help protect fenders and engine compartment from road spray, debris.

## Front bumper braces.

Steel braces from each corner of the front bumper to the frame add lateral support and resistance to side impact.

## Shielded front shocks.

Front shock absorbers are shielded against stone damage and foreign particles to reduce possibility of fluid leakage and extend service life.

## 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 load 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 load floors are kiln-dried, sealed wood boards with steel skid strips, supported by heavy steel cross sills. Recessed bolt heads help prevent cargo damage while loading or unloading.

## Aluminized muffler.

Outer Shell and interior baffles are heavy-gauge metal, aluminized inside and out for durability.

## 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.



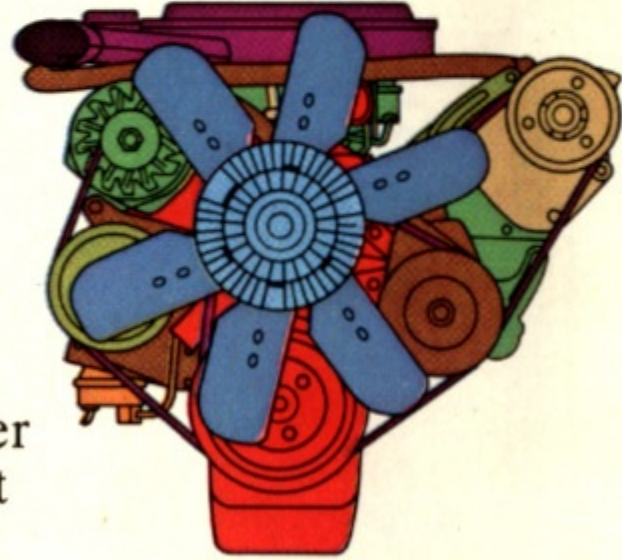
# SIX TOUGH CHEVY ENGINES

## Four short-stroke V8s.

All V8 engines feature High Energy Ignition, short-stroke valve-in-head design and downdraft carburetor.

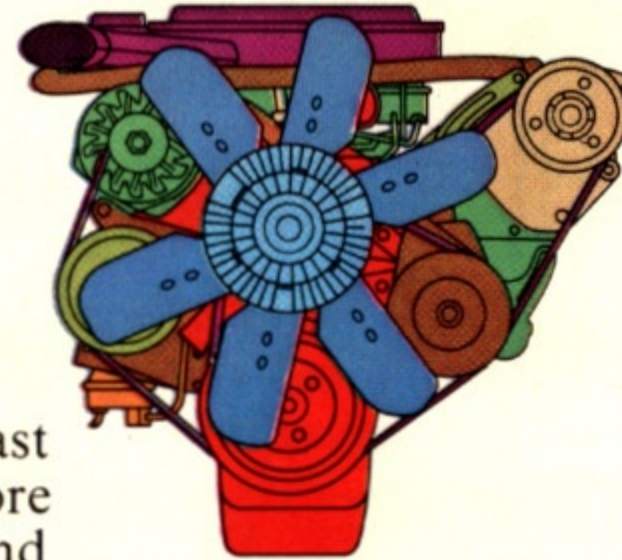
### 305-2 V8\*

New for 1977, the 305 2-barrel engine offers snappy V8 performance. The 305 features a cast iron 3.74-in.-bore cylinder case with 2-bolt bearing caps.



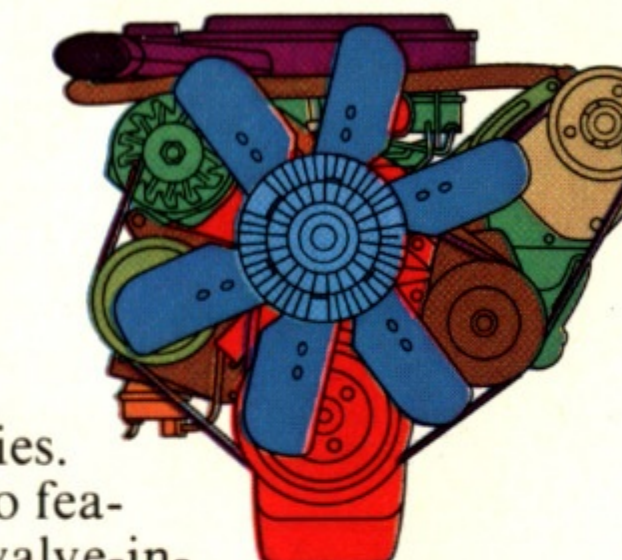
### 350-4 V8

It's available on all models. Offering greater horsepower and torque than the 305 V8, the 350-4 barrel comes with a cast iron 4.00-in.-bore cylinder case and forged steel connecting rods.



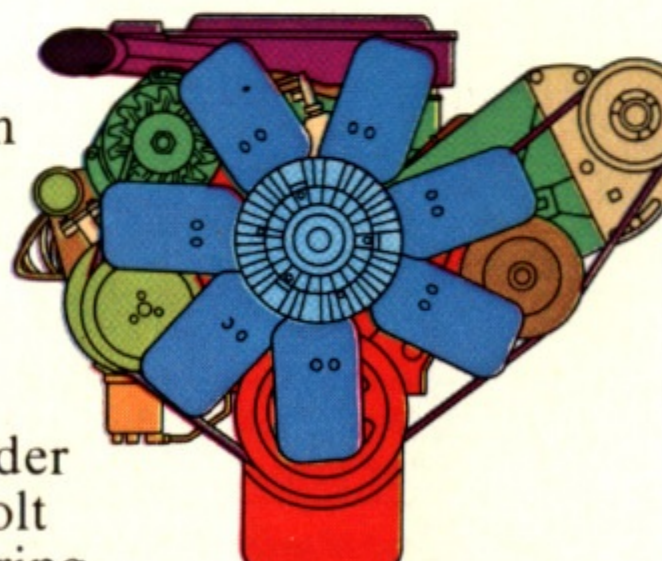
### 400-4 V8

For heavy loading or towing, the 400 4-barrel V8 is available on 4-wheel-drive pickups and chassis cabs in the K10-30 Series. This engine also features cast iron valve-in-head design with induction-hardened valve seats and cast iron camshaft.



### 454-4 V8

This big-block engine is available on all C10-30 pickups and chassis cabs. It features a 4.25-in.-bore cylinder case with 2-bolt gray iron bearing caps and nodular iron crankshaft.



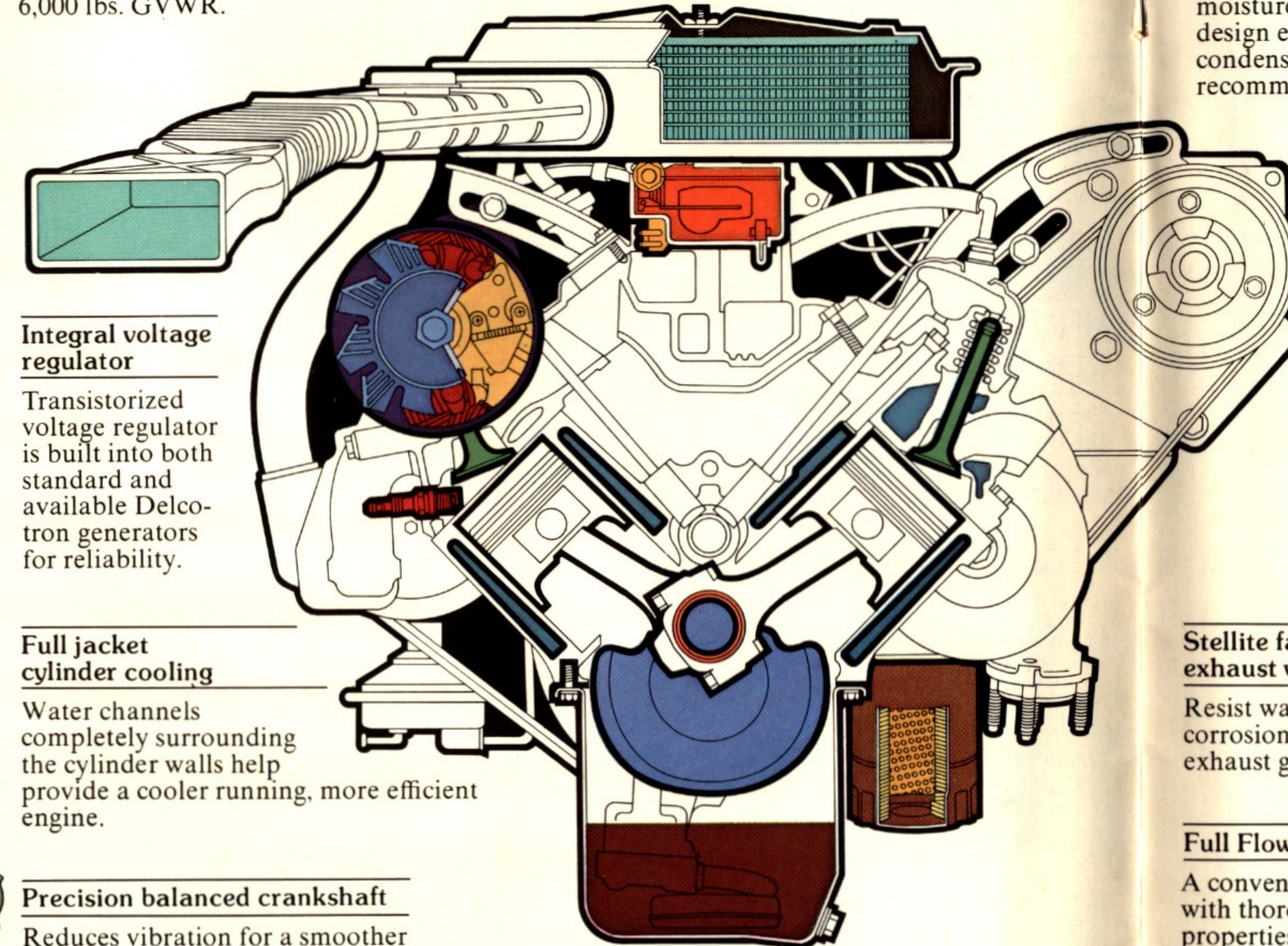
\*Available on pickups under 6,001 lbs. GVWR.

## Carburetor outside air

Cooler outside air is ducted from the grille intake directly into the carburetor, charging the cylinders with a denser fuel-air mixture. Result is good performance in all speed ranges after engine warm-up. Pickups under 6,000 lbs. GVWR.

## Mod-Quad carburetor

This 4-barrel carburetor features an integral hot-air choke, large fuel filter area and many Teflon® coated parts for efficient carburetor operation and good engine response.



## Integral voltage regulator

Transistorized voltage regulator is built into both standard and available Delco-tron generators for reliability.

## Full jacket cylinder cooling

Water channels completely surrounding the cylinder walls help provide a cooler running, more efficient engine.

## Precision balanced crankshaft

Reduces vibration for a smoother running, more efficient engine.

## ENGINE SPECIFICATIONS

### ENGINES WITH LIGHT-DUTY EMISSIONS FOR MODELS OF 6000-LB. GVW AND BELOW

	250 1-BBL L6	305 2-BBL V8	350 4-BBL V8	454 4-BBL V8
DISPLACEMENT (CU. IN.)	250	305	350	454
BORE & STROKE (IN.)	3.875 x 3.5	3.74 x 3.48	4.0 x 3.5	4.3 x 4.3
COMPRESSION RATIO	8.3 to 1	8.5 to 1	8.5 to 1	8.25 to 1
SAE NET HORSEPOWER @ RPM	110 @ 3800	145 @ 3800	165 @ 3800	245 @ 3800
SAE NET TORQUE (LB.-FT.) @ RPM	195 @ 1600	245 @ 2400	260 @ 2400	365 @ 2800

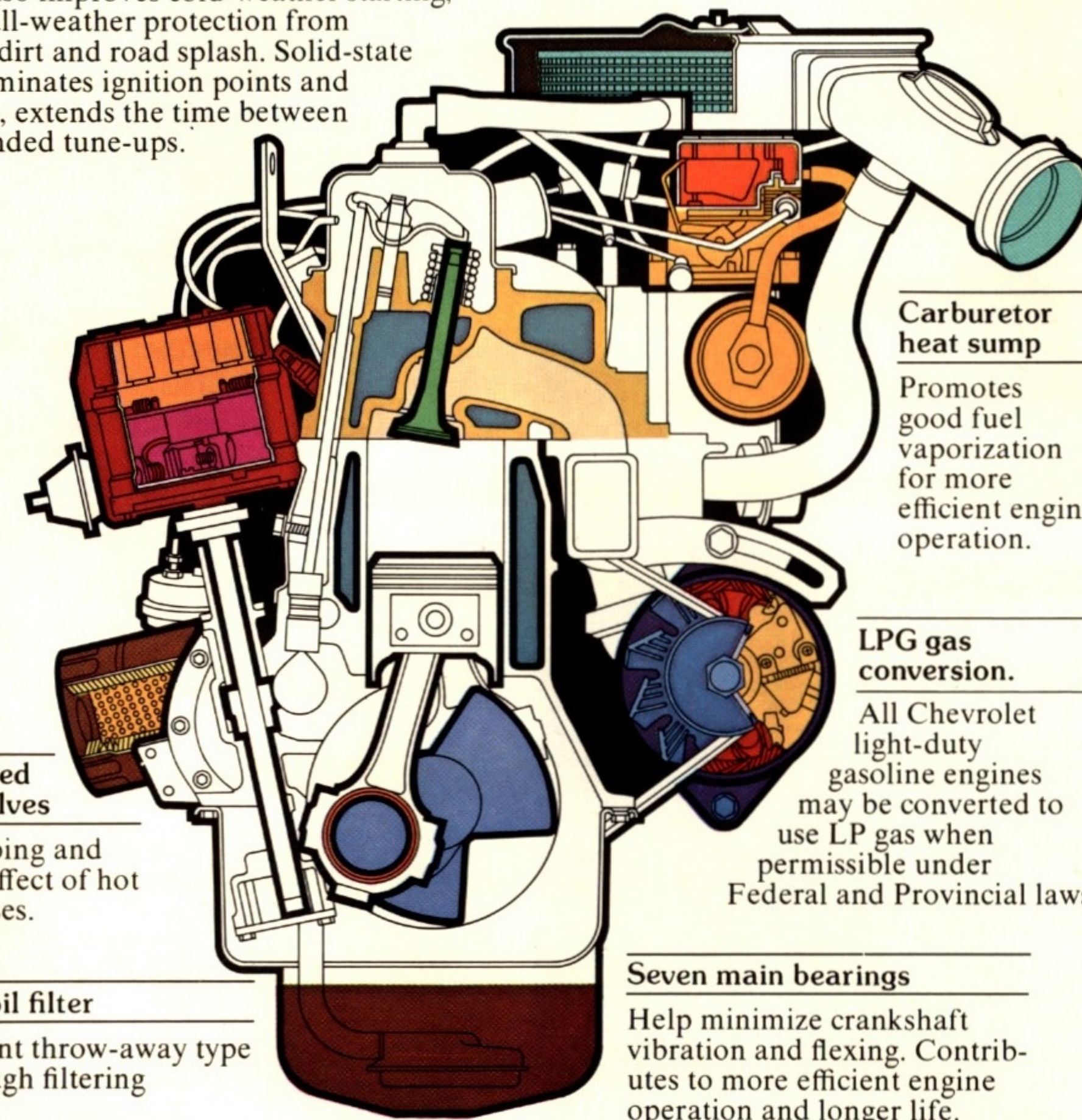
### ENGINES WITH HEAVY-DUTY EMISSIONS FOR MODELS OF 6001-LB. GVW AND ABOVE

	250 1-BBL L6	292 1-BBL L6	350 4-BBL V8	400 4-BBL V8	454 4-BBL V8
DISPLACEMENT (CU. IN.)	250	292	350	400	454
BORE & STROKE (IN.)	3.9 x 3.5	3.9 x 4.1	4.0 x 3.5	4.1 x 3.8	4.3 x 4.0
COMPRESSION RATIO	8.0 to 1	8.0 to 1	8.5 to 1	8.5 to 1	8.15 to 1*
SAE NET HORSEPOWER @ RPM	100 @ 3600	120 @ 3600	165 @ 3800	175 @ 3600	240 @ 3800
SAE NET TORQUE (LB.-FT.) @ RPM	175 @ 1800	215 @ 2000	255 @ 2800	290 @ 2800	370 @ 2800

\*C10 Pickup with F44: 8.25 to 1.

## High Energy ignition system

Standard on both Six and V8 engines, it delivers up to an 85% hotter spark than conventional systems. Chevy's High Energy Ignition also 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.



## Stellite faced exhaust valves

Resist warping and corrosion effect of hot exhaust gases.

## Full Flow oil filter

A convenient throw-away type with thorough filtering properties.

## Carburetor heat sump

Promotes good fuel vaporization for more efficient engine operation.

## LPG gas conversion.

All Chevrolet light-duty gasoline engines may be converted to use LP gas when permissible under Federal and Provincial laws.

## Seven main bearings

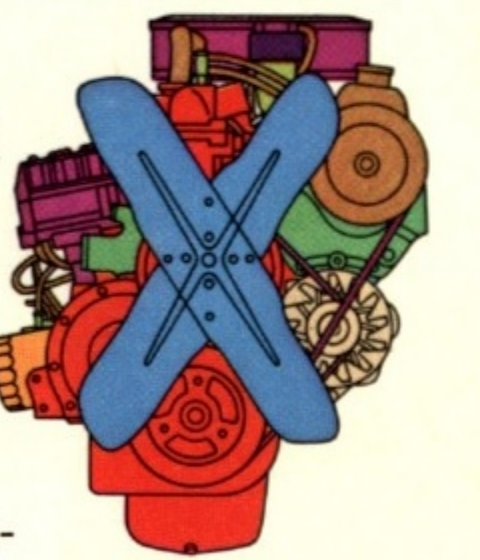
Help minimize crankshaft vibration and flexing. Contributes to more efficient engine operation and longer life.

## Two dependable Sixes.

The 250 and 292 Six engines feature Chevy's High Energy Ignition system, 3.875-in.-bore cylinder case, seven main bearings, cast iron cylinder head with induction hardened exhaust valve seats, and timing tabs.

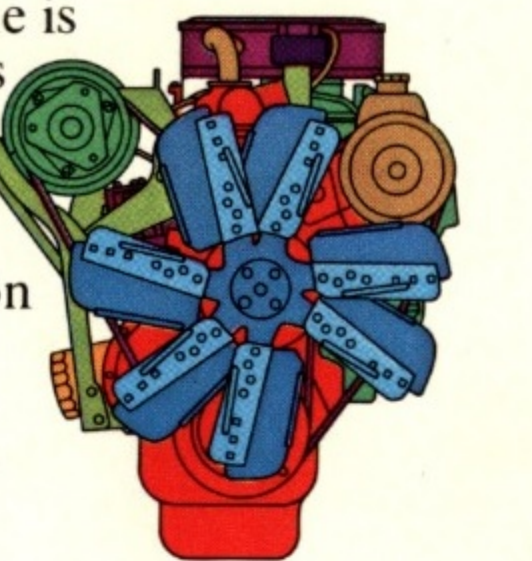
### 250\*

Distributes fuel evenly through an intake manifold that is integral with the cylinder head and burns it in combustion chambers that concentrate the charge near the spark plug. A carburetor heat sump provides good fuel evaporation.



### 292

Chevy's 292 Six engine is the same engine that's used in medium-duty trucks. Features include a 4.2-quart-capacity oil pan, cast iron 1-barrel intake manifold, aluminized-face intake valves, stellite-faced exhaust valves with hardened seats.



\*Standard for C-K10 Series pickups and chassis.

## Extended maintenance schedules for trucks under 6,000 lbs. GVWR.

With unleaded fuel and Chevy's High Energy Ignition system, up to 22,500 miles is expected between spark-plug changes in normal driving. Using unleaded gasoline also keeps the lubrication system cleaner, so oil changes are recommended every six months or 7,500 miles (whichever comes first.) See chart at the right for details.

Chevy trucks 6,000 lbs. GVWR and above using leaded or unleaded gasoline, also can go longer now between many scheduled maintenance services. Consult your Owner's Manual for detailed recommendations.

## Extended maintenance intervals comparison based on recommended maintenance intervals for a 1973 Chevy pickup, rated under 6,000 GVW, and those for a comparable 1977 model.

	4-YEAR-OLD TRADE-IN	1977 CHEVY
Engine oil	4 mo. or 6,000 miles	6 mo. or 7,500 miles
Oil filter	First 6,000 miles. Every 12,000 miles thereafter.	First 7,500 miles. Every 15,000 miles thereafter.
Air cleaner element	Sixes: 12,000 miles V8s: 24,000 miles	30,000 miles
Spark plugs	6,000 miles	22,500 miles
Chassis lube	4 mo. or 6,000 miles	6 mo. or 7,500 miles
Auto. trans. fluid and filter	Every 24,000 miles	Every 60,000 miles

## For such tough trucks, they're so easy to care for

These important features come standard on Chevy pickups and chassis cabs.

**Side terminal battery.** Sealed side terminals on standard Delco battery help prevent corrosion, maintain good electrical contact.

## Front-serviced instrument panel.

Cockpit-type cluster faceplate can be removed from the front so instruments may be serviced quickly and easily. Heating and air conditioning controls are also front-serviceable.

**Coolant recovery system.** Closed system holds overflow coolant in reservoir, returning it to the radiator when the engine cools and helping retain proper coolant level.





## SELECT FROM FOUR INTERIORS

### CUSTOM DELUXE

Chevy's standard interior is surprisingly luxurious with full-width front bench seat comfortably foam-padded and upholstered with new plaid-pattern embossed vinyl in four color choices. Matching rear seat is provided for Crew Cabs. Steel roof panel is painted exterior color. Black rubber floor mat extends to firewall. New deeper door trim panels, padded armrests, padded sunshades, courtesy lamp, prismatic inside rearview mirror and foam-padded instrument panel pad are included.

**Exterior.** Includes bright upper and lower grille outline moldings, bright headlamp bezels, new silver plastic grille insert, bright outside rearview mirrors, bright door handles, white-painted front bumpers, hubcaps and wheels, bright drip rails over doors and bright Custom Deluxe nameplates.

### SCOTTSDALE

Comes with all items in Custom Deluxe trim plus front bench seat with full-depth foam cushion, new door trim panels with simulated chestnut woodgrain inserts for regular cabs, door or manually operated dome and courtesy lamps, full-length bright door sill plates and a high-note horn. Front seat back folds forward for easy access to inside stowage space. Upholstery for regular cabs is a new ribbed-pattern velour cloth with grained vinyl facings and bolsters or buffalo-hide embossed vinyl. Striped knit vinyl trim is available. Standard trim on Crew Cabs and Bonus Cabs is plaid-pattern vinyl. Rubber floor mat is color-keyed (front only on Bonus Cabs).

**Exterior.** Includes all bright items in Custom Deluxe trim plus chromed front bumper, bright hubcaps, spear-type side moldings for Fleetsides, bright windshield and rear window trim, bright-trimmed parking and side-marker lamps, bright-trimmed Fleetside taillamps and Scottsdale nameplates.

### CHEYENNE

Includes all trim items in the Scottsdale trim package plus door-trim panels with storage pockets, carpeting, headliner and garnish moldings. All are color-keyed. Vinyl upholstered bucket seats with center console are offered.

You also get an ashtray-mounted cigarette lighter, custom steering wheel on 2-wheel-drive models, simulated chestnut woodgrain inserts on instrument panel, door or manually operated courtesy and dome lamps, perforated molded plastic headliner with fiberglass backing and extra insulation for floor, cowl, hood and back panel.

**Exterior.** Includes all bright items in Scottsdale trim, plus these additions: bright metal cab back panel applique and moldings, bright upper body side and tailgate moldings, Fleetside tailgate applique, Cheyenne nameplates.

### SILVERADO

Chevy's most luxurious interior comes with all items in the Cheyenne package plus a full-width front bench seat with a foam cushion nearly seven inches thick. It's upholstered in Chevy's new ribbed-pattern velour cloth with grained vinyl trim in four color choices or buffalo-hide grained vinyl in up to five color choices. Vinyl bucket seats with center console are also available except on Crew Cabs and Bonus Cabs.

You also get full-gauge instrumentation set in a simulated chestnut woodgrain panel; custom steering; and cut-pile carpeting (front only on Bonus Cabs).

**Exterior.** Includes all bright items in the Cheyenne package, substituting Silverado nameplates plus bright upper and lower body side and tailgate moldings, wheel-opening moldings and full tailgate applique on Fleetsides.





# AVAILABLE OPTIONS FOR CHEVY PICKUPS

## New power windows.

Operate both side windows from a handy door-mounted switch.

## New power door locks.

Lock both doors quickly and easily with a touch of a switch.

## Bucket seats.

Full-foam bucket seats in buffalo-hide vinyl offer good vertical and lateral support for added comfort. Includes center console with generous stowage compartment; also color-keyed carpeting on floor and lower back panel and full-floor insulation when not otherwise furnished. Available for regular cabs with all trim levels.

## Pickup box side rails.

As useful as they are handsome, these bright metal side rails make convenient handholds as well as secure cargo tie-down points.

## New exterior decor package.

Available on Fleetside models, it features a special 2-tone paint treatment which uses the secondary color on the hood, cab roof and between the body side moldings. The package also includes color-coordinated hood stripes and a bright, stand-up type hood emblem.

## Below eyeline mirrors.

Large reflective surface and extended mounting help provide increased rearward visibility. Mounted below eye level for improved side vision. Mirror heads pivot inward for added clearance. Available painted or in stainless steel.

## Cargo area lamp.

Lights pickup box for convenience in loading or unloading after dark. Switch is located on side pillar. Combination dome and cargo lamp is available for 2-door models.

## Sliding rear window.

For increased ventilation, cab-to-camper communication. Easy sliding, lockable.

## Front stabilizer bar.

Helps improve stability and driving ease with high center-of-gravity loads like campers. Regular or heavy-duty units available; heavy-duty bar standard with 4-wheel drive.

## Wheel covers and white-walls.

Set of four newly designed stainless steel wheel covers are available for single wheel models. White-stripe or white-lettered tires with belted-ply or radial-ply construction available for Series 10 models.

## Auxiliary fuel tank.

Big 13.3 gallon capacity. Mounted on left-hand side of frame. On C10 Series offered only on Big 10 model. Available on all other Series. (16.6 gal. on 131½" and larger W.B.)

## Rally wheels.

Package consists of silver painted styled steel wheels with chrome plated wheel nuts and bright trim rings and hub caps. Slots in the wheels give a sporty spoke-like appearance. C10 and K10 models only.



## Rear Step bumper.

Skid-resistant top surface plus recessed step aids loading and unloading over tailgate. Painted finish: available for all pickups. Pre-drilled for trailer hitch ball.

## Glide-out spare tire carrier.

Provides convenient access to spare tire storage under the pickup box. A real help when camper bodies overhang rear of truck. Available factory- or dealer-installed.

## Gauges.

Constant-reading voltmeter, oil pressure and engine temperature needle gauges replace standard warning light system.

## Tachometer.

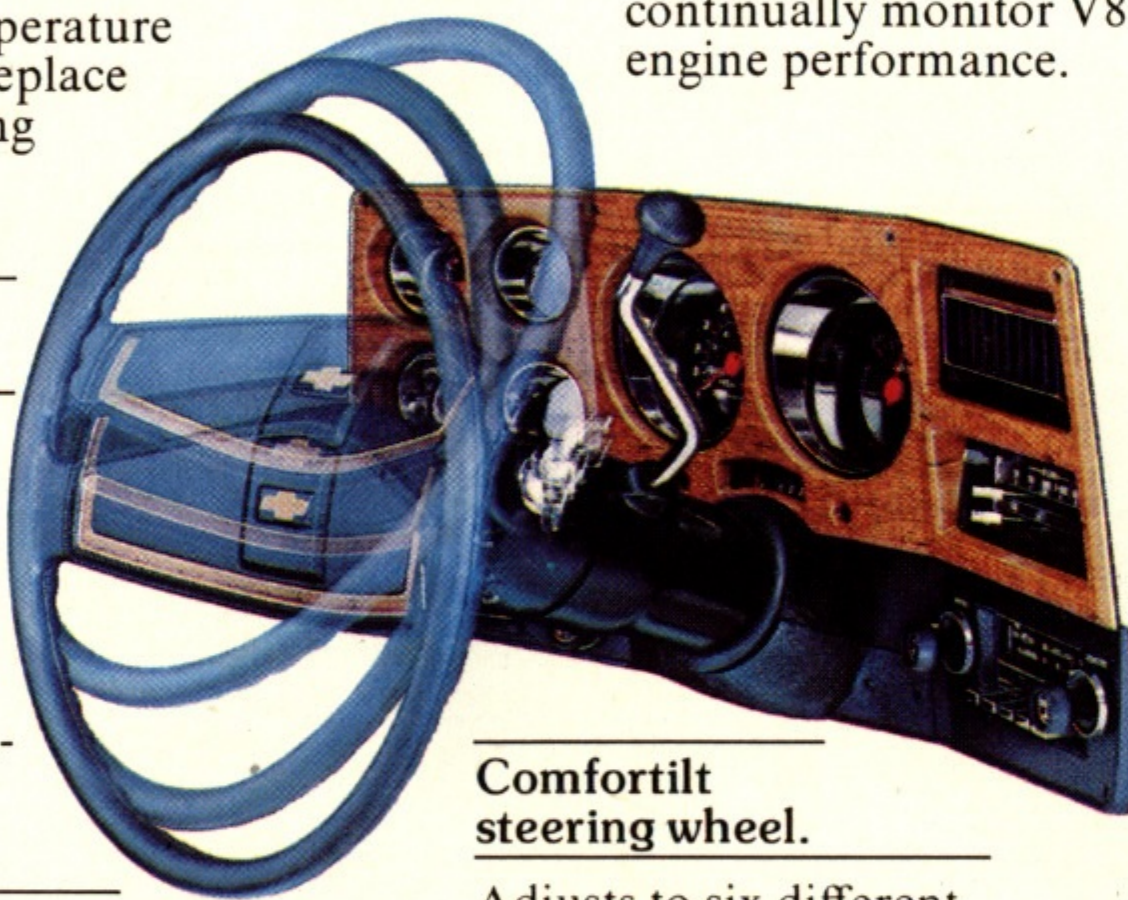
Large dial face registers RPMs, lets driver continually monitor V8 engine performance.

## All weather air conditioning.

Heats or cools and de-humidifies air for added cab comfort. Seven-position control has "economy" settings.

## Turbo Hydra-matic transmission.

Its three forward speeds keep the engine in the right power range automatically—especially convenient in city traffic where constant shifting is called for. Includes anti-theft steering wheel and transmission lock built into ignition switch.



## Comfortilt steering wheel.

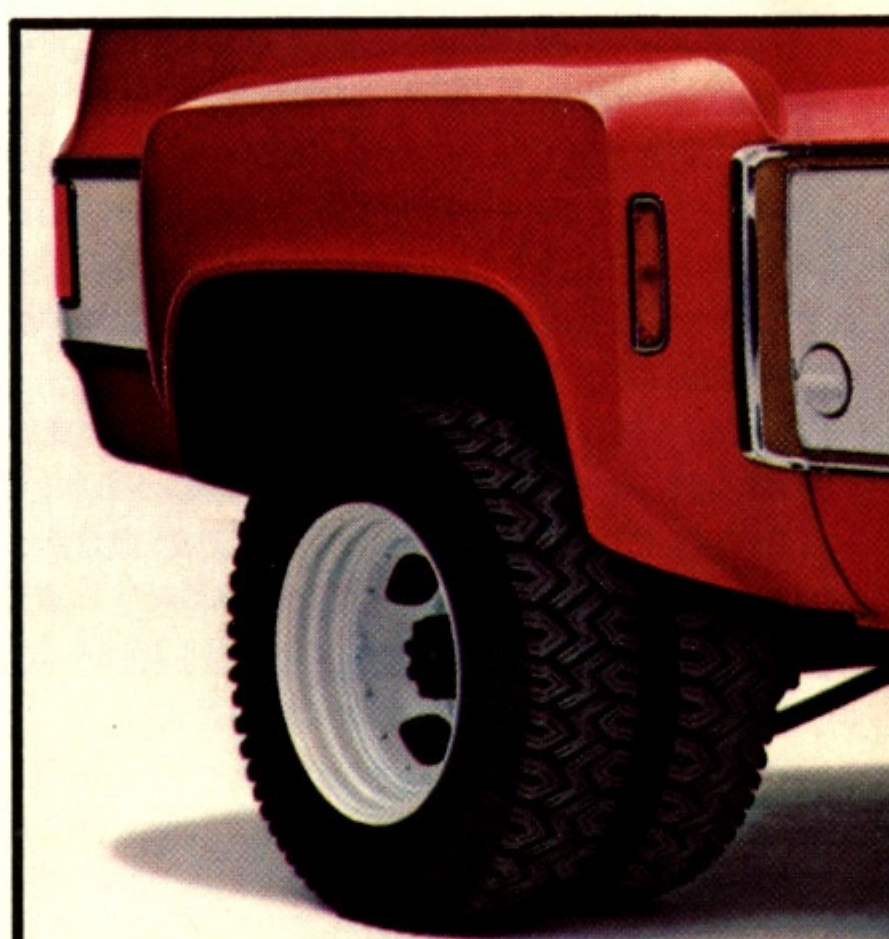
Adjusts to six different positions for almost anybody's driving comfort. Available on all models with Turbo Hydra-matic or 4-speed manual transmission.

## Radios.

AM and AM/FM pushbutton radios are fully transistorized for low battery drain. When factory-installed, radio antenna is embedded in the windshield where it's less susceptible to damage.

## Speed and cruise control.

Engages at a touch to maintain a preset speed for maximum fuel economy, disengages as soon as brake pedal is applied. Requires a V8 engine and Turbo Hydra-matic transmission.



## "Big Dooley."

Chevy's dual rear wheel option is available for Series 30 Fleetside and chassis cab models only. "Big Dooley" offers greater capacity for hauling large loads and, with Camper Special equipment, improved stability when carrying big slide-in campers.

## Trailering Special Packages

Chevy Trailering Special Packages are available for 2- and 4-wheel-drive pickups in all series. The recommended equipment in each package will depend on the pickup Series and the class of trailer to be towed—light, medium or heavy.

Equipment specified in most packages includes 350-4 or 454-4 V8 engine, Turbo Hydra-matic, power steering, power brakes, heavy-duty battery, trailer wiring harness, rear step bumper, weight distributing trailer hitch or ball hitch for step bumper. For complete recommendations to meet your towing application, see your Chevy dealer.

## Camper Special Packages

Available on Series 20-30 models with V8 engine and Turbo Hydra-matic or 4-speed manual transmission, Camper Special Packages are designed to accommodate slide-in camper bodies for pickups or chassis-mounted bodies for chassis cabs. Although equipment recommendations will vary with body weight, most packages specify camper body wiring harness, heavy-duty front springs (standard on Crew Cab), heavy-duty front and rear shock absorber, heavy-duty front stabilizer bar and Camper Special nameplate.

Deluxe Camper Special Package includes all Camper Special equipment, plus these additions: Camper Tie-Down Package; Elimi-Pitch Package; rear stabilizer (standard on Series 30 with dual rear wheels). Available for cab-over campers on Fleetside models only.

## Plus...

Power steering • Power brakes • Electric clock • Chromed front and rear bumpers • Bumper guards • Two-tone paint • Fuel tank shield plate • Engine oil cooler • 61-Amp generator • Heavy-duty shock absorbers • Heavy-duty springs, front and rear • Heavy-duty battery • Stabilizer bars, front and rear • Weight-distributing trailer hitch and a wide range of factory-installed tires.



# SPECIFICATIONS

		TWO-WHEEL DRIVE							FOUR-WHEEL DRIVE		
SERIES		C10	C10/F44	C20	C20	C20	C30	C30	K10	K20	K30
CAB TYPE		CONV.	CONV.	CONV.	BONUS	CREW	CONV.	BONUS/ CREW	CONV.	CONV.	CONV. BONUS/ CREW
GVW RANGE (LB.)		4,900 TO 5,600	6,050 TO 6,200	6,400 TO 8,200	7,500 TO 8,200	8,200	6,600 TO 10,000	9,000 TO 10,000	6,200	6,800 TO 8,400	8,600 TO 10,000
ENGINE	STD.	250-1	250-1	292-1	292-1	292-1	292-1	292-1	250-1	292-1	292-1
	AVAIL.	305-2	350-4	350-4			350-4		350-4		
		350-4	454-4	454-4			454-4		400-4		
		454-4									
CLUTCH DIA. (IN.)		11	*11, **12	*11, **12			*11, **12		*11, **12		
FRONT SUSPENSION	TYPE/SPRINGS	INDEPENDENT COIL SPRINGS		INDEPENDENT COIL SPRINGS			INDEPENDENT COIL SPRINGS		HYPOID DRIVING AXLE— LEAF SPRING		
	CAPACITY (LB.)	3,100	3,400	3,800	3,800	3,800	3,800	4,000	3,600	3,800	4,500
	STD. SPRING CAPACITY (LB.)	1,475	1,550	1,900	1,900	1,900	1,900	2,000	1,850	1,850	2,250
	AVAIL. SPRING CAPACITY (LB.)	1,550	1,625	1,750	1,900	1,900	1,750		2,250	2,250	—
		1,625, 1,700	1,700	—			—				
	STD. SHOCK ABSORBERS	1" DIA.		1" DIA.			1" DIA.		1" DIA.		
	STABILIZER BAR	AVAIL.		AVAIL.			AVAIL.		STD.		
REAR SUSPENSION	AXLE TYPE	SEMI-FLOATING		FULL FLOATING			FULL FLOATING		SEMI- FLOATING	FULL FLOATING	
	AXLE CAPACITY (LB.)	3,750	3,750	5,700	7,500	7,500	7,500	7,500	3,750	5,700	7,500
	STD. RATIOS	3.40	3.73	4.10	4.10	4.10	4.10	4.10	4.11	4.56	4.56
	AVAIL. RATIOS	3.07	3.07	3.21			3.21		2.76	4.10	4.10
		3.40	3.40	3.73			3.73		3.07	4.56	4.56
		3.73	3.73	4.10			4.10		3.73		
			4.11	4.56			4.56		4.11		
	SPRINGS TYPE	TWO STAGE MULTI-LEAF		TWO STAGE MULTI-LEAF			TWO STAGE MULTI-LEAF		TWO STAGE MULTI-LEAF		
	STD. SPRING CAPACITY (LB.) EA.	1,550	2,000	2,000	2,600	2,850	2,000	3,500	1,875	2,800	3,500
	AVAIL. SPRING CAPACITY (LB.) EA.	2,000	—	2,600	2,850	—	2,850	3,750	—	—	3,750
					2,850			3,500			
								3,750			
	STD. SHOCK ABSORBERS	1"		1"			1.38"		1"		
BRAKES	DISC/DRUM	MANUAL	POWER	POWER			POWER		POWER		
ELECTRICAL	BATTERY (WATTS)	2,500		3,200			3,200	3,200	2,500	3,200	3,200
	GENERATOR (AMP)	37		37			37	37	37	37	37
FUEL TANK (GAL.) NOM. CAPACITY	STD.	†13.3/16.6	†13.3/16.6	16.6			16.6		13.3/16.6	16.6	16.6
	AVAIL. (AUX.)	†13.3/16.6	†13.3/16.6	16.6			16.6		13.3/16.6	16.6	16.6
STEERING	STD.	MANUAL		MANUAL			MANUAL		MANUAL	MANUAL	POWER
	AVAIL.	POWER		POWER			POWER		POWER	POWER	—
TRANSMISSION	STD.	3-SPD.	3-SPD.	3-SPD.	3-SPD.	4-SPD.	4-SPD.	4-SPD.	3-SPD.	3-SPD.	4-SPD.
	AVAIL.	4-SPD.	4-SPD.	4-SPD.	4-SPD.	TURBO HYD.	TURBO HYD.		4-SPD.	4-SPD.	TURBO HYD.
		TURBO HYD.	TURBO HYD.	TURBO HYD.	TURBO HYD.	—	—		TURBO HYD.	TURBO HYD.	—
TRANSFER CASE	MANUAL TRANS.	—	—	—	—	—	—	—	CONVENTIONAL		
	AUTOMATIC TRANS.	—	—	—	—	—	—	—	FULL TIME		
TIRE SIZE TUBELESS	STD.	G78-15B	L78-15B	8.75-16.5C	8.75-16.5 (F) C; (R) D	9.50-16.5D	8.75-16.5C	9.50-16.5E	L78-15B	8.75-16.5C	9.50-16.5D
	AVAIL.	LARGER SIZE TUBELESS AND TUBE-TYPE TIRES									

\*STANDARD \*\*AVAILABLE †16 GALLON TANK ON 117.5" WB MODELS.  
TIRE LOAD RANGE—B (4PR), C (6PR), D (8PR), E (10PR).



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