



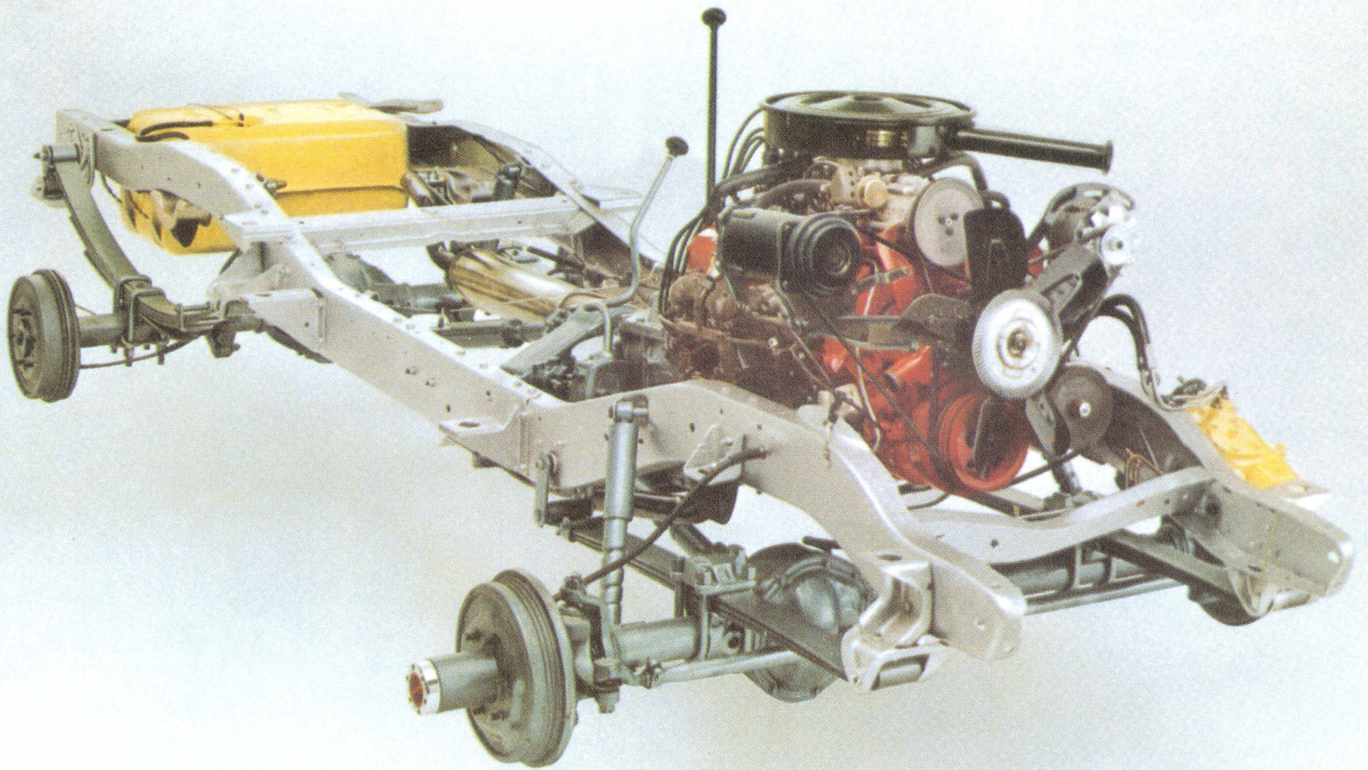
# Blazer

NEWEST WAY TO GO ALMOST ANYWHERE



**YOU'LL CALL IT A SECOND CAR, PICKUP TRUCK AND GO-ANYWHERE RUNABOUT, ALL ROLLED INTO ONE... WE CALL IT CHEVY BLAZER!**





# TOUGH, GO-ANYWHERE CHASSIS

**FRAME**—Tough ladder-type frame is designed to withstand the abuse of off-road driving. Alligator-jaw crossmembers are securely riveted to heavy-gauge channel side rails.

**SUSPENSIONS**—Front and rear suspensions feature advanced design of tapered-leaf springs. Benefits include more uniform riding qualities and a significant reduction in unsprung weight. Rear assemblies are 2-stage type with four conventional leaves and one tapered leaf. Each leaf is shot-peened under stress for increased durability. Double-acting shock absorbers at front and rear wheels contribute to smooth ride and precise handling.

**AXLES**—Front and rear axles feature quiet hypoid gearing for greater tooth contact, extra strength. Front axle has 40-degree turn angle, providing Blazer with a turning circle diameter of just 36.66 ft. Rear axle shafts are semi-floating type.

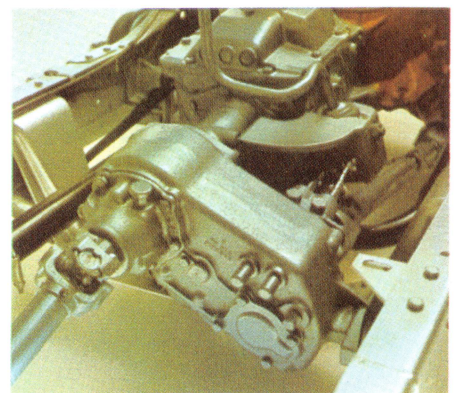
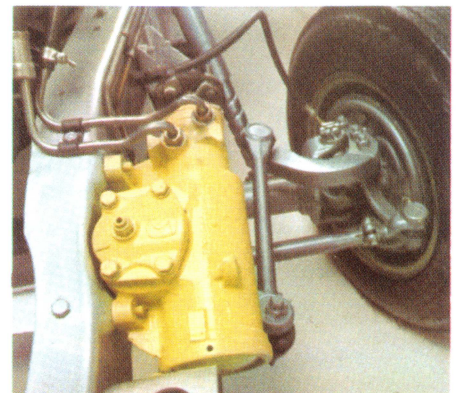
**DRIVE SHAFTS**—Accurately machined from alloy steel, carburized and hardened for durability. High-capacity universal joints are balanced and permanently

sealed to eliminate periodic servicing requirements.

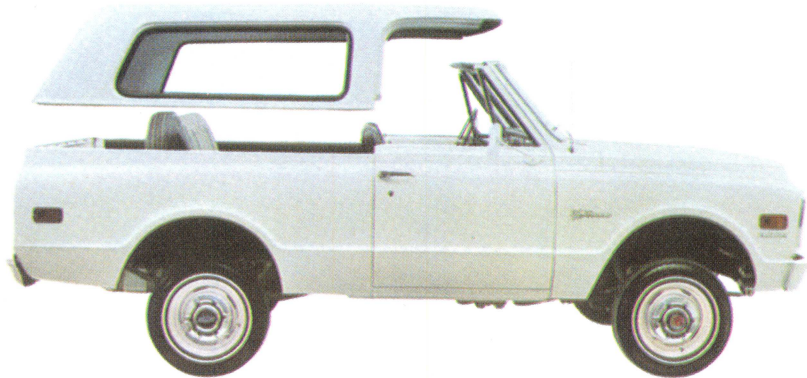
**BRAKES**—Front and rear brake hydraulic systems are separate, operate from a dual master cylinder connected directly to the brake pedal. If hydraulic pressure loss should occur in one system, the other remains operative. Warning light on instrument panel signals driver when pedal is applied if either system malfunctions. Brakes are self-adjusting. Power brakes also are available.

**TRANSMISSION**—Standard 3-speed synchromesh manual transmission has shift lever mounted on steering column. A 4-speed transmission with floor-mounted shift lever also is offered. Turbo Hydra-matic 3-speed automatic transmission available.

**TRANSFER CASE**—Standard 2-speed transfer case offers a choice of high or low ranges in 4-wheel drive for a total of six forward speeds. Power takeoff opening allows operation of wide variety of special equipment using engine power. Positioning of the transfer case—attached to the transmission through an adapter—permits lower frame height while maintaining excellent ground clearance.



# WIDE CHOICE OF OPTIONS



**TOP-ON, TOP-OFF VERSATILITY**—Weathertight reinforced fiber glass hard top bolts to the Blazer and is easily removable. Includes windows and ventipanes for side doors.



**LIFT GATE**—Hard top features a convenient, easy-to-operate lockable lift gate with telescoping supports to hold it in the open position.

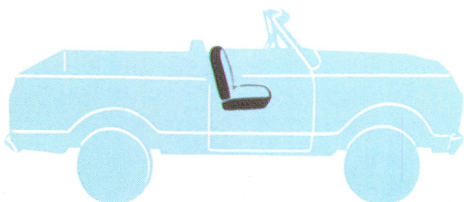


**CUSTOM SPORT TRUCK**—In addition to exterior appearance items, CST package includes front bucket seats, door armrests, cigar lighter, bright trim and color-keyed floor coverings.

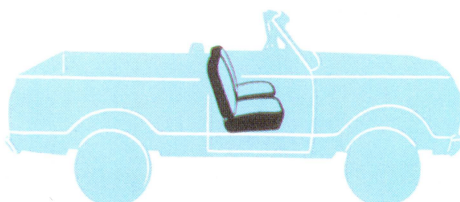
## OTHER BLAZER OPTIONS AND ACCESSORIES AVAILABLE:

- |   |  |
|---|--|
| <input type="checkbox"/> Air Conditioning           | <input type="checkbox"/> Heavy-Duty Cooling System |
| <input type="checkbox"/> Power Steering             | <input type="checkbox"/> Free-Wheeling Hubs        |
| <input type="checkbox"/> Power Brakes               | <input type="checkbox"/> Auxiliary Battery         |
| <input type="checkbox"/> Pushbutton Radio           | <input type="checkbox"/> Front Towing Hooks        |
| <input type="checkbox"/> Soft-Ray Tinted Glass      | <input type="checkbox"/> Wheel Covers              |
| <input type="checkbox"/> Heavy-Duty Springs         | <input type="checkbox"/> Engine Block Heater       |
| <input type="checkbox"/> Heavy-Duty Shock Absorbers | ... AND MANY, MANY MORE!                           |

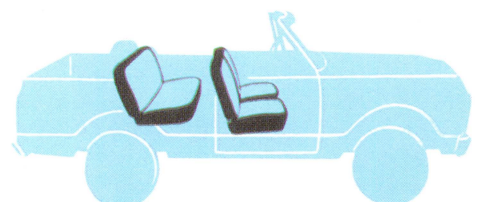
## CHOICE OF SEATING ARRANGEMENTS



Order your Blazer to seat from one to five people. Single driver's seat is standard. Second front seat and a wide



three-man bench-type rear seat also are available. Vinyl-covered bucket seats for driver and front passenger



with a stowage console between may be ordered. Additional seats include full-depth armrests and seat belts.



## WIDE-TRACK STABILITY, PLENTY OF POWER

Let Blazer introduce you to the wonderful world of 4-wheel drive. Take it into backwoods wilderness. Cross a stream. Run it up a mountain side. There are few places a Blazer can't go.

It's like nothing else on wheels. A car/truck combination with the sure stance and stability you'd never expect in a short-wheelbase vehicle. The reason is Blazer's

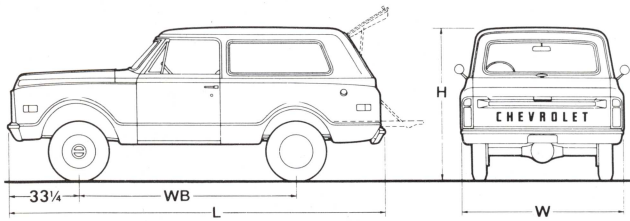
unique wide-track design. Wheels are set far apart like those on a passenger car or full-sized truck. The result is a steadier ride off the road, a smoother ride on the highway. Only Blazer has this important advantage in its class.

Blazer leads the pack in power choices, too. Six and V8 engines range up to a big 350-cu.-in. V8 rated at 255 hp. Greatest trans-

mission choice in its field, as well, with 3-speed and 4-speed manuals plus Turbo Hydra-matic.

Stamina comes naturally to Blazer's 4-wheel drive chassis. A heavy-gauge steel ladder-type frame supports some of the toughest truck components in the business. And it's all cushioned by an extra-strong suspension system. Turn the page and see for yourself.

# 1969 Blazer Specifications



Wheel-base	Length	Width	Height
104	177½	79	68½ 72¾*

\*With Hardtop.

Max. GVW	5000	Ground Clearance	8
Front Overhang	33¼	Box Length—Floor	78¼
Rear Overhang	40¼	Box Length—Upper	70
Front Tread	64	Box Width—Floor	72
Rear Tread	61	Box Width—Tailgate	65
Approach Angle	35°	Between Wheelhouses	50
Departure Angle	25°	Box Depth	19¼

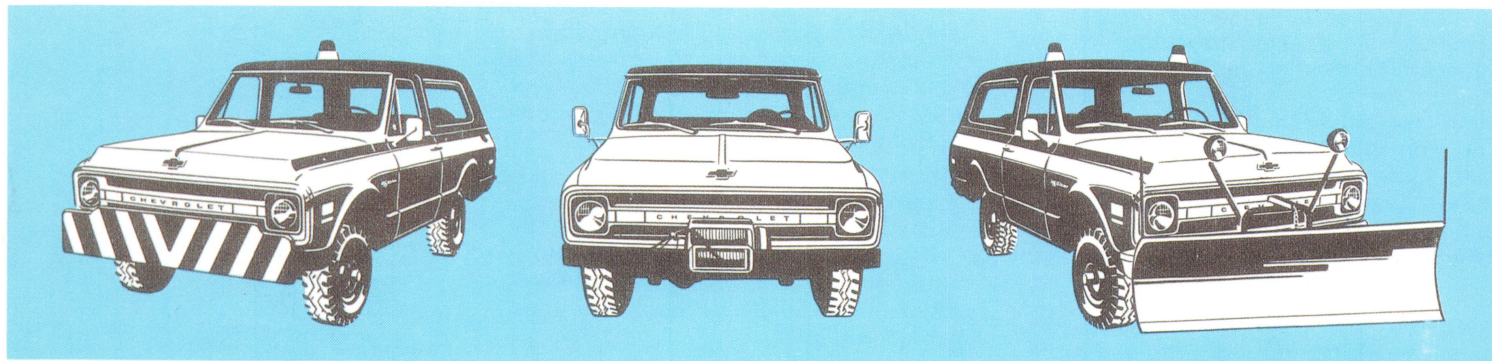
Front Suspension	Type	Standard	Optional
	— Cap. (lbs.)	3300	
	Springs—Type	Tapered Leaf	
	—Cap. (lbs.)	1450	1750
	Shock Absorbers	Standard	H.D. Opt.
Rear Suspension	Axle—Type	Semi-Floating	
	—Cap. (lbs.)	3500#	
	—Ratios	3.73	3.07†
	Springs—Type	Two Stage Tapered Leaf	
	—Cap. (lbs.)	1800	
Shock Absorbers	Standard	H.D. Opt.	
Engines		250 Six* 307 V8**	350 V8
Clutch	Dia. (in.)	10*	
	Area (sq. in.)	100*	
	Dia. (in.)	11**	12†
	Area (sq. in.)	124**	150†
Transmissions		3-Speed, fully syn.	4-Speed Turbo Hydra-matic

Transfer Case	Type	Standard	Optional
	Ratios	2-Speed	2-Speed†
	PTO Provision	2.03-1.00	1.96-1.00†
Brakes		Standard	Standard†
Frame	Section Modulus	Hydraulic	Power
Steering		2.70	
Fuel Tank	Cap. (gal.)	Manual	Power
Wheels	Disc	40° Turning Angle	
Tires	—Rim Width (in.)	23.5	
		6-Stud	6-Stud 6-Stud
Tube-Type—Sizes	5.5	5.0	6.0
	7.35-15	8.00-16.5	
		8.25-15	
		8.75-16.5	
		10.00-16.5	
		8.25-15	
		6.50-16	
	7.00-15		

#—Also available with Positraction differential.  
\*—Standard on 6-cylinder models.  
\*\*—Standard on V8 models.

†—Inc. with 350 V8.  
‡—Inc. with Turbo Hydra-matic.

Equipment shown in blue, optional at extra cost.



All 1969 Chevrolet truck illustrations and specifications contained in this literature are based on the latest product information available at the time of publication. The right is reserved to make changes at any time in prices, colors, materials, equipment, specifications and models, and also to discontinue models. Chevrolet Motor Division of General Motors Corporation, Detroit, Michigan 48202. Litho in U.S.A.

