

1971 Chevrolet Pickups

Chassis Cabs & 4-Wheel Drives



Totally Tougher  Cheyenne

42 models, with the choice of features, boxes and power you expect from America's No. 1 pickup.



Stepside.

A quick examination of the facts should prove to you that there's nothing lowly about our lowest priced pickup, Chevy Stepside.

All 14 models get Chevy's famous tough cab that's two walls of steel strong in all vital areas.

Stepside boxes range all the way up to 9 feet. They don't come any longer.

Stepside engine availabilities include a 300-hp 400 V8. They don't come any bigger.

Now consider that you can have your Stepside as a 1/2-, 3/4- or 1-ton model. With any of the interiors illustrated and described on pages 6 and 7. Or most of the options on pages 12 and 13.

Are you beginning to believe there's nothing very base about our base pickup?

Fleetside.

America's most popular pickup has it all over other pickups again in '71.

16 models on three different wheelbases. Three series. Two- or four-wheel drive.

Manual or automatic transmission.

Sixes or V8s.

And of course there are those famous features that have always separated Chevy Fleetsides from ordinary pickups.

Smooth riding job-proved independent front suspension. And cab and body double steel wall construction.

For '71, smart Fleetside styling is more obvious than ever with the new front end treatment.

And on the practical side, Fleetside is totally tougher with single piston caliper front disc brakes. Higher intensity Power-Beam headlamps. And sealed side-terminal battery. They're all standard.

| '71 CHEVY PICKUP DIMENSIONS | Wheelbase (inches) | Inside length of pickup box at the floor (inches) | Overall length (inches) |
|-----------------------------|--------------------|---------------------------------------------------|-------------------------|
| Fleetside | | | |
| CS/CE 10734 | 115 | 78 | 188½ |
| CS/CE 10934 | | | |
| CS/CE 20934 | 127 | 98 | 207¾ |
| CS/CE 21034 | | | |
| CS/CE 31034 | 133 | 104 | 213¾ |
| Stepside | | | |
| CS/CE 10704 | 115 | 78 | 188½ |
| CS/CE 10904 | | | |
| CS/CE 20904 | 127 | 98 | 207¾ |
| CS/CE 31004 | 133 | 108¼ | 217¾ |



Stake models

As you might suspect, Chevy chasis-cab and stake models generally get the nod from people whose jobs call for special body designs.

Maybe more of these people look to Chevy because of the selection.

There are 12 chasis-cab models in all in 10, 20 and 30 series. With GVW ratings that go as high as 14,000 lbs.

14-ft. bodies can be handled by conventional units. Bodies up to 8 ft. on 4-wheel drives (20 and 30 series only).

You can order 8-ft. or 9-ft. stake bodies. And most any of the interiors or options covered in the other sections of this book.

4-wheel drive.

Chevy's unique system makes the best pickups and chasis-cab models on the road the best off the road, as well.

The silhouette is exceedingly low, while maintaining the needed ground clearance for off-road driving.

And with a 40° turn angle front axle, Chevy 4-wheel drives run around in nice tidy little circles.

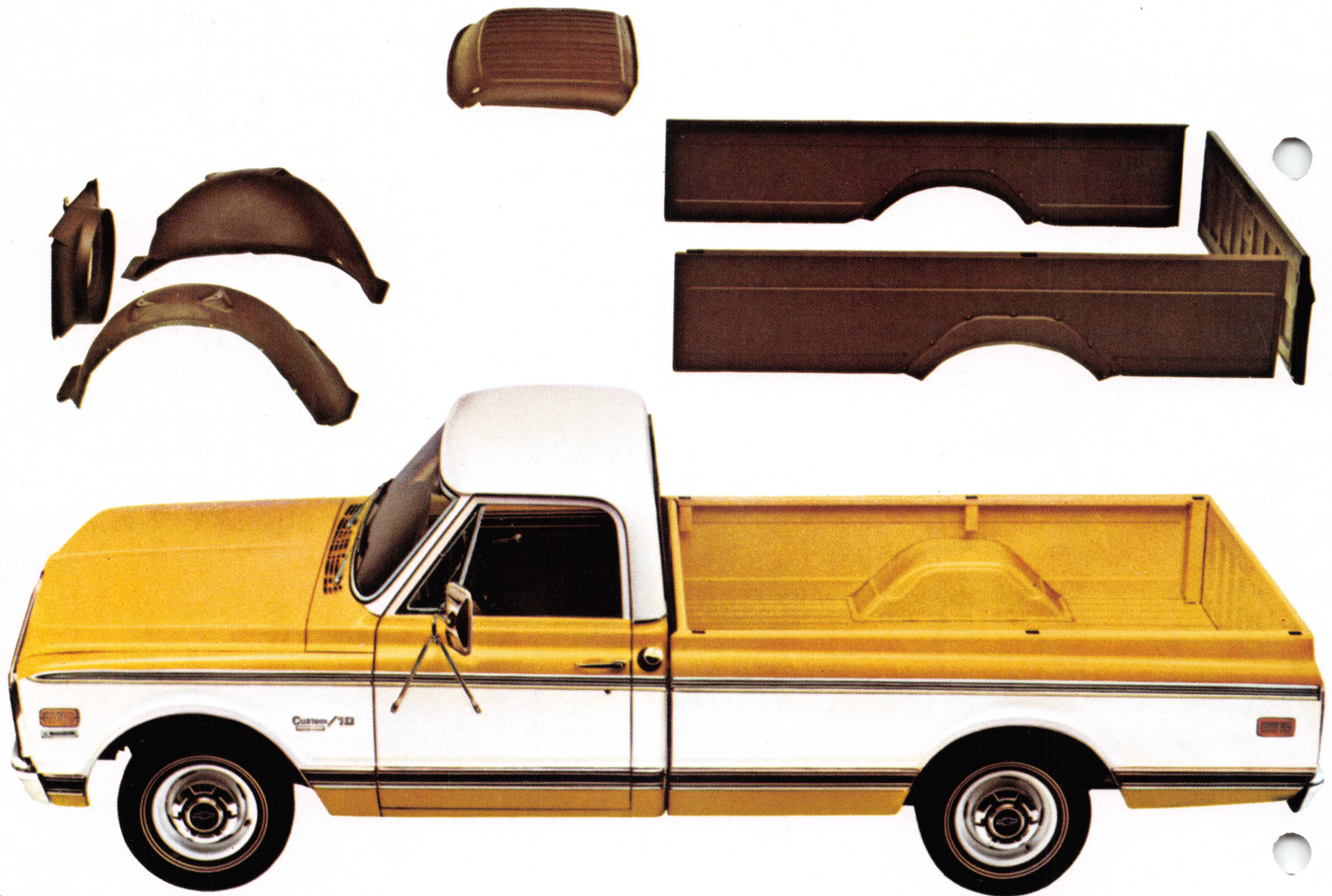
You can order power steering, Turbo Hydra-matic transmission and other items that will afford additional driving ease.

Chevy four-wheel drive is available on 14 pickup and chasis-cab models.

It also may be ordered on all Suburban models, and is standard on 4-wheel drive Blazer. (See separate Suburban and Blazer catalogs.)

| Tailgate height (inches) | Width between wheelhousings (inches) | Maximum inside width at the floor (inches) | Box capacity (cu. ft.) |
|--------------------------|--------------------------------------|--------------------------------------------|------------------------|
| 19¼ | 50 | 66 | 58.4 |
| 19¼ | 50 | 66 | 74.3 |
| 19¼ | 50 | 66 | 82.5 |
| 17½ | 50 | 50 | 39.7 |
| 17½ | 50 | 50 | 49.8 |
| 17½ | 50 | 50 | 55 |

**Our double-wall build:
no other popular pickup gives you
a truck within a truck.**



Double strong cab for more security, longer truck life.

We put two walls of steel between you and the outside world for two reasons: to make things safer for you; and to make your Chevy truck last longer.

When you're in a Chevy cab it's a lot like being in a steel vault.

Roof. Doors. Sills. Cowl assembly. Upper rear panel. They're all constructed of two heavy-gauge steel walls. Which contribute to passenger security.

Full-depth double-wall Fleetside box.

Chevy Fleetsides retain their sleek good looks year after year largely because of full-depth double-wall box panels and tailgate construction.

You could take a sledge hammer to the inside wall and never know it from the outside.

Some trucks we could name have double walls only as high as the wheel wells. Which means there is a good half a foot of vulnerable surface. Pity the poor exterior if shifting cargo ever finds its mark. And it will.

Smooth one-piece fender liners.

Up front, in the wheelhousings, there's an item you don't see on most pickups. Fender liners.

To turn back rocks.

To ward off rust.

To make Chevies last longer.

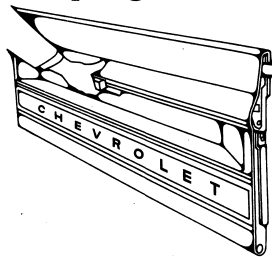
Sure, by making Chevy pickups last longer we may not be able to sell you one quite as often. But we figure the competition may not be able to sell you one ever.

One-hand tailgate operation.

A Chevy Fleetside tailgate can be opened and shut with one hand.

When down it's supported by sturdy steel straps.

So heavy cargo may be boosted on to the gate before being moved into the box without fear of the tailgate collapsing.



Choice of steel or wood floors.

Steel floors are standard on Fleetsides except Longhorn.

You may order a wood floor with steel skid strips if you wish. Wood floors offer advantages for some applications.

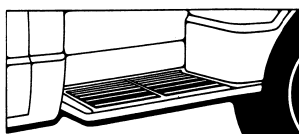
Livestock maintain their footing better on wood.

Cargo is more easily secured.

And camper bodies are easily bolted directly to the wood floor.

Stepside and Longhorn models offer wood floors as standard equipment.

Famous Stepside utility.



There will always be a place for Stepside's unique cargo box advantages.

The convenient side step makes loading the cab end of the box a simple matter.

And the smooth interior walls take cargo neatly up to 50" wide.

The standard wood floor has steel skid strips to help things slide in easy like.

15 weather-defiant baked enamel exterior colors.

First we bake the enamel on. Then we try like blazes to bake it off at our test centers.

Just to make sure that Chevy pickups can work out in the sun for years, and still retain their bright exteriors.

Available colors (carryover): black, white, yellow, medium bronze metallic, medium red, medium olive metallic, dark olive metallic, ochre, red orange. New colors for '71: orange, dark yellow, medium green, dark green, medium blue, dark blue.

Standard equipment.

All Chevy Fleetside, Stepside, chassis-cab and 4-wheel drive models share certain base equipment: Six-cylinder models: 145-hp 250-cubic-inch Six.

V8 models: 200-hp 307-cubic-inch V8. 3-speed fully synchronized transmission (except series 30 models).

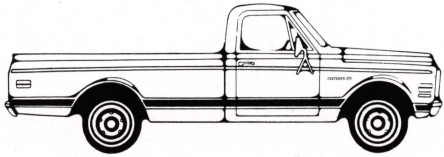
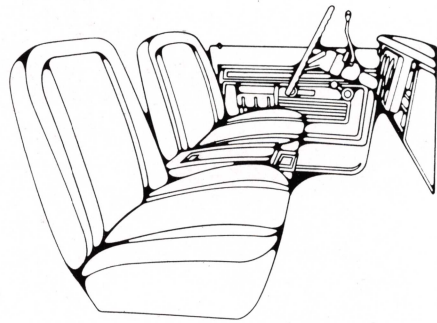
Sealed side-terminal battery.

Single piston floating caliper front disc brakes (power assist standard on 20 and 30 series).

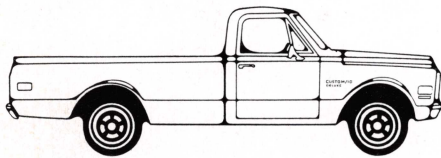
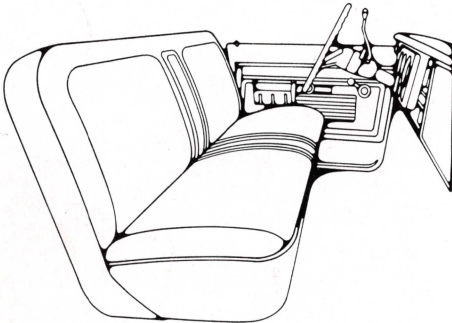
Dual brake system with warning light. High intensity Power-Beam headlamps. Backup lights. Direction signals and four-way flasher.

Side marker lights and reflectors. Panoramic rear window. Left- and right-hand chrome-plated outside rearview mirrors. Inside rearview mirror.

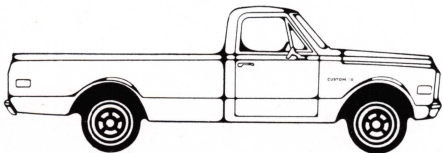
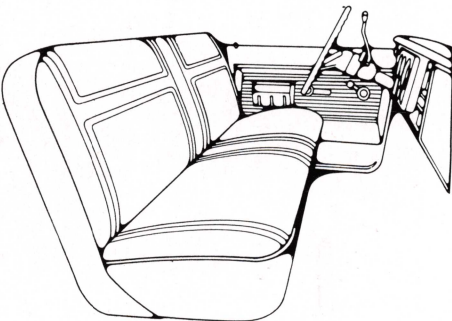
Two-speed electric wipers and windshield washer. Right-hand coat hook. Heater and defroster.



Cheyenne.



Custom Deluxe.



Custom.

Cheyenne.

This is our new one. The one you could drive to the Met and hold your head high.

It's available at extra cost and includes a full-depth foam bench seat trimmed in deluxe all-vinyl. As are the door panels. Choice of black, blue, saddle, parchment or olive.

The floor is carpeted.

There's a color-keyed headliner in a bright metal frame.

Plus dual horns. Cigar lighter. Bright pedal trim. Special insulation. And door-operated dome light switches.

If you wish, order Cheyenne with sporty buckets and console.

Exterior. All of the items included in the Custom and Custom Deluxe trims, plus: Cheyenne nameplates; chrome front bumper; cargo compartment light; and on Fleetside models, bright lower body side moldings, fuel filler cap and tailgate trim.

Custom Deluxe.

Once we get you inside we want you to like it there. You can tell by our Custom Deluxe interior that's available at extra cost.

The full-depth foam bench seat is neatly tailored in rich patterned cloth and vinyl—some passenger cars should have it so stylish.

Your color choices are black, blue, parchment or olive.

The vinyl-coated floor mat is color-keyed.

And there are extras like a cigar lighter and dual horns.

Even special insulation and door-operated dome light switches.

Exterior. All of the items included in the Custom trim, plus: bright metal windshield and rear window moldings, and bright ventipane frames.

Custom.

There's nothing very standard about our standard interior.

The expansive three-man seat is thickly padded in foam.

It's covered with supple vinyl in your choice of black, blue, green, or parchment.

The vinyl covered instrument panel and low-profile steering wheel are color-keyed.

You even get bright metal hardware.

Exterior. Front and rear side marker lights and reflectors.

Left- and right-hand chrome-plated rearview mirrors.

Bright series and disc brake designation. Hub caps. Painted front bumper.



New Cheyenne bench seat interior in saddle.

**Chevy interior comforts
come in three great packages.
Headed by new Cheyenne.**



Chevy full coil suspension: totally smoother, totally tougher.

Chevrolet chassis and suspension components are designed to extremely high material specifications and are intended to provide years of trouble-free operation.

Front suspension.

This is the system that started everybody else thinking about independent front suspension.

Independent means that the right wheel doesn't always know what the left wheel is doing. Because road shock is absorbed at the front wheels individually. Without being passed back and forth.

And the Chevy system is all steel. From heavy steel girders. To beefy coil springs. To muscular control arms.

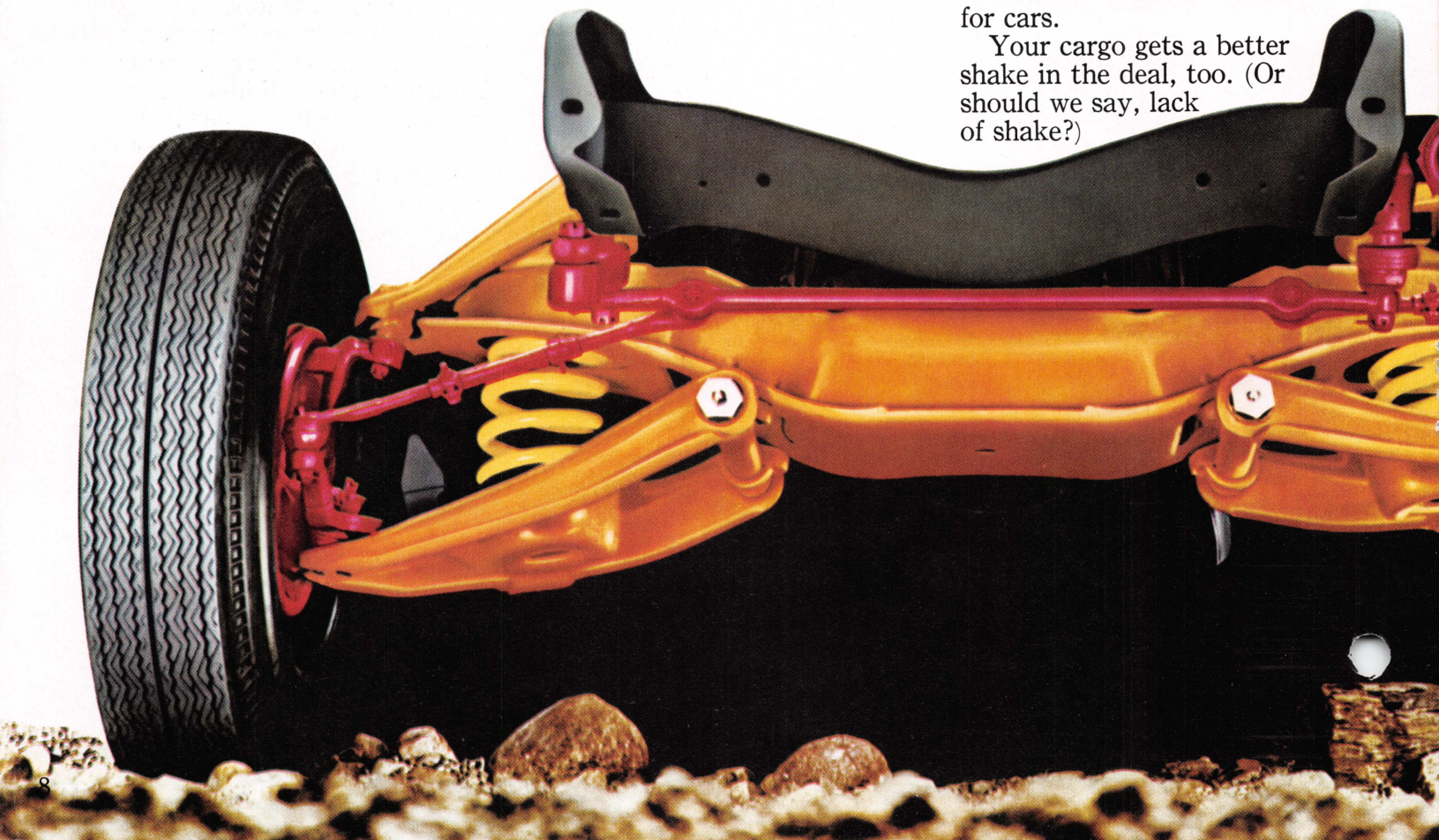
More passenger and cargo security.

Since jolts are dealt with right at the front wheels, they're not passed on up to the cab.

Or back to the cargo box.

So you ride high and easy enjoying the kind of ride that cars like to think is reserved for cars.

Your cargo gets a better shake in the deal, too. (Or should we say, lack of shake?)



Rear suspension system.

We followed our independent front suspension system with an equally tough act: two-stage coil rear springs that provide a soft ride when the box is empty. Firm support when the box is loaded.

Series 30 Chevies get two-stage rear leaf springs to handle increased load capacities.



And because we think you should have a choice, you can order two-stage rear leaf springs for all series 10 and 20 models.

Rear shock absorbers are standard on series 10 and 20 models. Available on series 30.

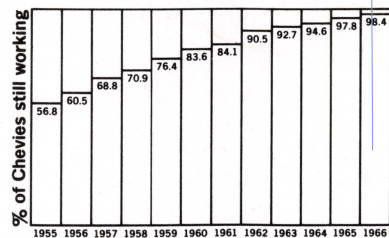
Chevy Longhorn has two-stage rear leaf springs standard to take on the heaviest camper bodies.

Extended truck life.

Since the Chevy suspension system was built to take a beating, the rest of the truck doesn't have to.

Which is a contributing factor to Chevy's enviable record of longevity.

Unmatched in the industry.



Official figures, based on R. L. Polk & Co. statistics, show how Chevies outlast other trucks. Going back as far as 1955, for example, over 56% of the Chevies of that model year are still on the job.

No competitive make has as many as half of its 16-year-old models still working.

Drop-frame design for lower cab mounting.

Chevy's ladder-type heavy-gauge steel frame has a drop-center design feature that allows lower cab mounting.

So everyone, ladies and children particularly, have an easier time entering and exiting.

4-wheel drive suspension.

This is the system that provides extremely uniform ride qualities.

Because the front and rear leaf springs utilize a tapered design. This reduces interleaf friction and relieves stress concentration.

Both front and rear axles feature quiet hypoid gearing.

A further example of Chevrolet wizardry is the strategic location of the 2-speed transfer case. It's mounted high up on the transmission. So the Chevy 4-wheel drive silhouette is noticeably lower than other 4-wheel drive models.



Sure-stopping long-lasting disc brakes now standard.

You don't get to be America's most popular pickup by resting on your laurels.

You keep improving year after year.

One of many significant improvements for '71 is single-piston floating caliper front disc brakes. No other popular pickup has them as standard equipment.

They give you more braking feel. And therefore more of a sense of vehicle control.

Additionally, they are more durable, and inherently self-adjusting.

They provide precision stopping stability.

Brake fade is substantially reduced. Especially under sustained severe braking applications.

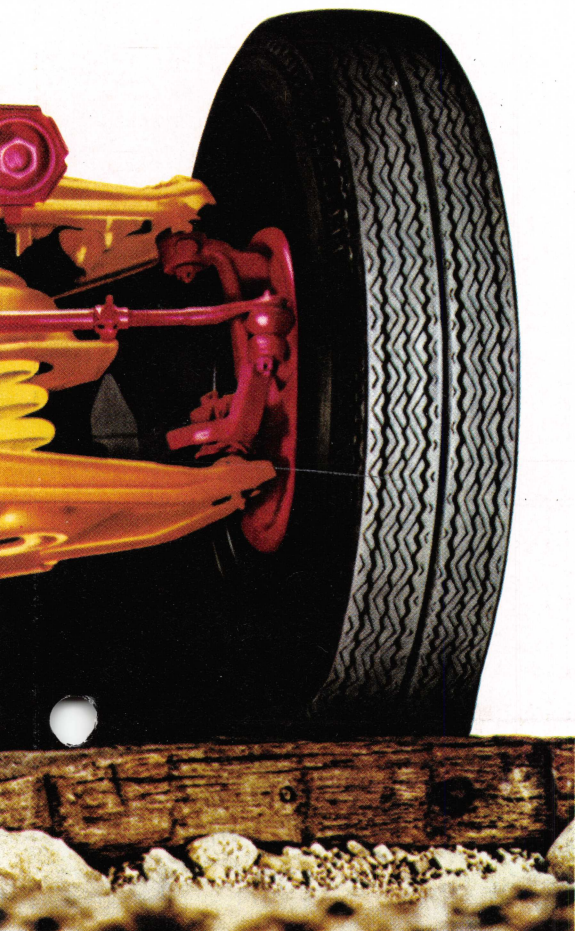
A power assist for disc brakes is standard on all models except series 10 models, where it may be ordered.

The rear hydraulic brake system is separate from the disc brakes but operates from a dual master cylinder connected to the brake pedal. If pressure loss occurs in either system, the other remains operative. An instrument panel warning light locks on until repairs are made and equal pressure restored.

Auxiliary rear springs.

For greater support and control with maximum payloads or rough terrain driving, you may order a single tapered-leaf rear spring. (Only on series 10 and 20 models equipped with coil springs.)

It's cantilever mounted so the spring contacts the axle even before the base spring is fully compressed.



Most V8 power.

Chevrolet's wide range of power teams lets you tailor your Chevy to the job economically.

It should come as no surprise to you that Chevy's power team lineup is the broadest in the business.

You choose from five high torque engines. Five transmissions. And a wide range of axle ratios.

All Chevy light-duty engines perform on regular fuel. And feature precision molded head and block castings. Free-breathing valve-in-head design. Hydraulic valve lifters. And precision-balanced crankshafts.

Evaporative emission control equipment is now standard on series 10 models. And for '71, all engines have been modified to operate efficiently using reduced lead content fuel.

A side terminal battery is now standard for increased battery reliability and reduced corrosion.

250 Six.

Old Ironsides is the base engine on six-cylinder models again in '71.

It sips regular fuel, just like before. And it cranks out 145 hp.

When we do change the base Six, you can bet it'll have a lot of the old 250 in it.

292 Six.

This is the one you order when you want the economy of a Six with plenty of power (165 horses) for big jobs.

Rotocoil exhaust valve rotators are standard to reduce deposit build-up. This can triple valve life.

307 V8.

Our standard V8 on all '71 V8 models. The best 200 horses you ever turned loose. (215-hp series 20 & 30.)

Like all Chevy V8s, the 307 features full-jacket cylinder cooling which circulates coolant completely around the cylinder for uniform temperatures throughout the block.

350 V8.

Any Chevy engine will take a trailer in tow without strain. But here's where we recommend you start.

Our 250-hp 350 V8 engine combines muscle and economy that's desirable for long distance towing applications or heavy field work.

400 V8.

Our biggest is *the* biggest. Nobody else in the field can top our 300-hp 400 V8.

Naturally, it runs on regular fuel.

The 400, like all Chevy V8s, features long-life exhaust valves with special coating on heads and faces to resist deposit build-up.

LP Gas conversion.

Both the 250 and 292 Sixes, and the 350 V8 can be ordered internally modified for operation on liquid petroleum gas.

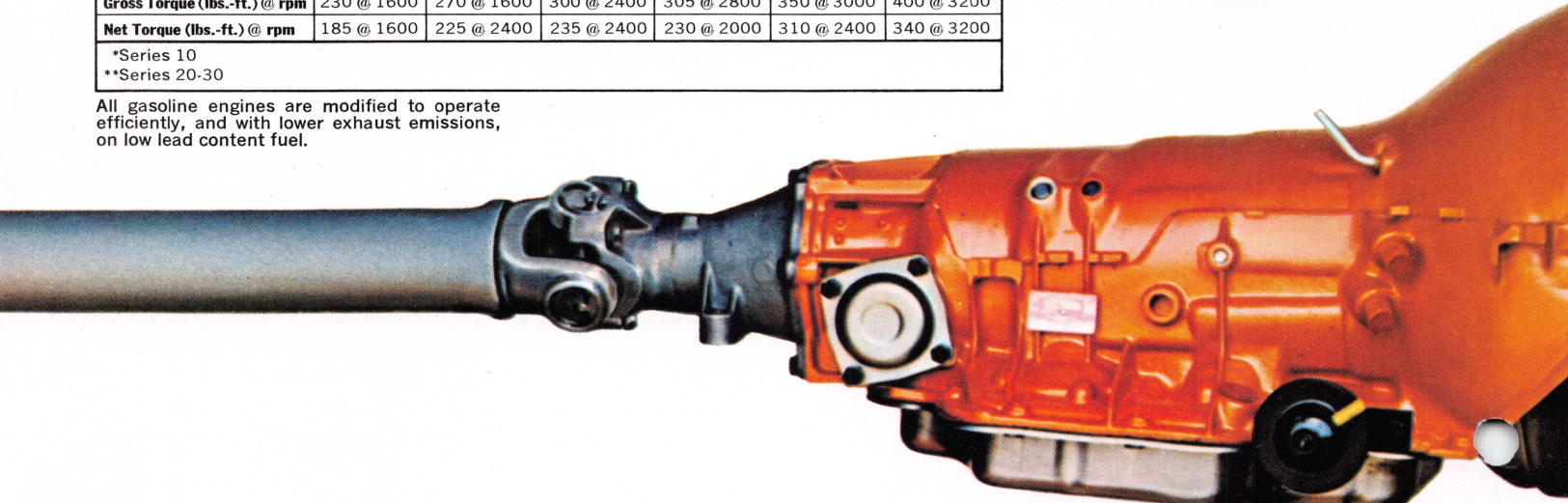
Your LPG equipment distributor can easily and quickly complete the conversion.

LPG conversion can contribute to improved mileage and increased engine life.

Additionally, liquid petroleum gas burns cleaner and results in lower emissions.

| ENGINE SPECIFICATIONS | 250 Six | 292 Six | 307 V8* | 307 V8** | 350 V8 | 400 V8 |
|-------------------------------|---------------|---------------|---------------|---------------|------------|------------|
| Displacement (cu. in.) | 250 | 292 | 307 | 307 | 350 | 400 |
| Bore & Stroke (in.) | 3 7/8 x 3 1/2 | 3 7/8 x 4 1/8 | 3 7/8 x 3 1/4 | 3 7/8 x 3 1/4 | 4 x 3 1/2 | 4 x 3 3/4 |
| Compression Ratio | 8.5 to 1 | 8.0 to 1 | 8.5 to 1 | 8.5 to 1 | 8.5 to 1 | 8.5 to 1 |
| Gross Horsepower @ rpm | 145 @ 4200 | 165 @ 4000 | 200 @ 4600 | 215 @ 4800 | 250 @ 4600 | 300 @ 4800 |
| Net Horsepower @ rpm | 110 @ 4000 | 130 @ 4400 | 135 @ 4000 | 135 @ 4000 | 190 @ 4000 | 240 @ 4400 |
| Gross Torque (lbs.-ft.) @ rpm | 230 @ 1600 | 270 @ 1600 | 300 @ 2400 | 305 @ 2800 | 350 @ 3000 | 400 @ 3200 |
| Net Torque (lbs.-ft.) @ rpm | 185 @ 1600 | 225 @ 2400 | 235 @ 2400 | 230 @ 2000 | 310 @ 2400 | 340 @ 3200 |
| *Series 10 | | | | | | |
| **Series 20-30 | | | | | | |

All gasoline engines are modified to operate efficiently, and with lower exhaust emissions, on low lead content fuel.



Biggest standard Six.

Rear axles.

Chevy's wide choice of rear axles permits you to get the most efficiency out of your engine power characteristics.

All feature quiet hypoid gearing for greater tooth contact and extra strength.

Axle shafts are semi-floating design for series 10. Full-floating for series 20 and 30.

And if you're using your Chevy for camping or off-road work applications, you'll appreciate the maximum traction differentials that are available.

Drive shafts.

Chevy drive shafts are manufactured from top quality steel tubing. They are precision balanced for true and smooth operation.

Universal joints are of high-capacity design and permanently sealed to simplify servicing.

Two-piece units have rubber-cushioned self-aligning center bearings.

Transmissions.

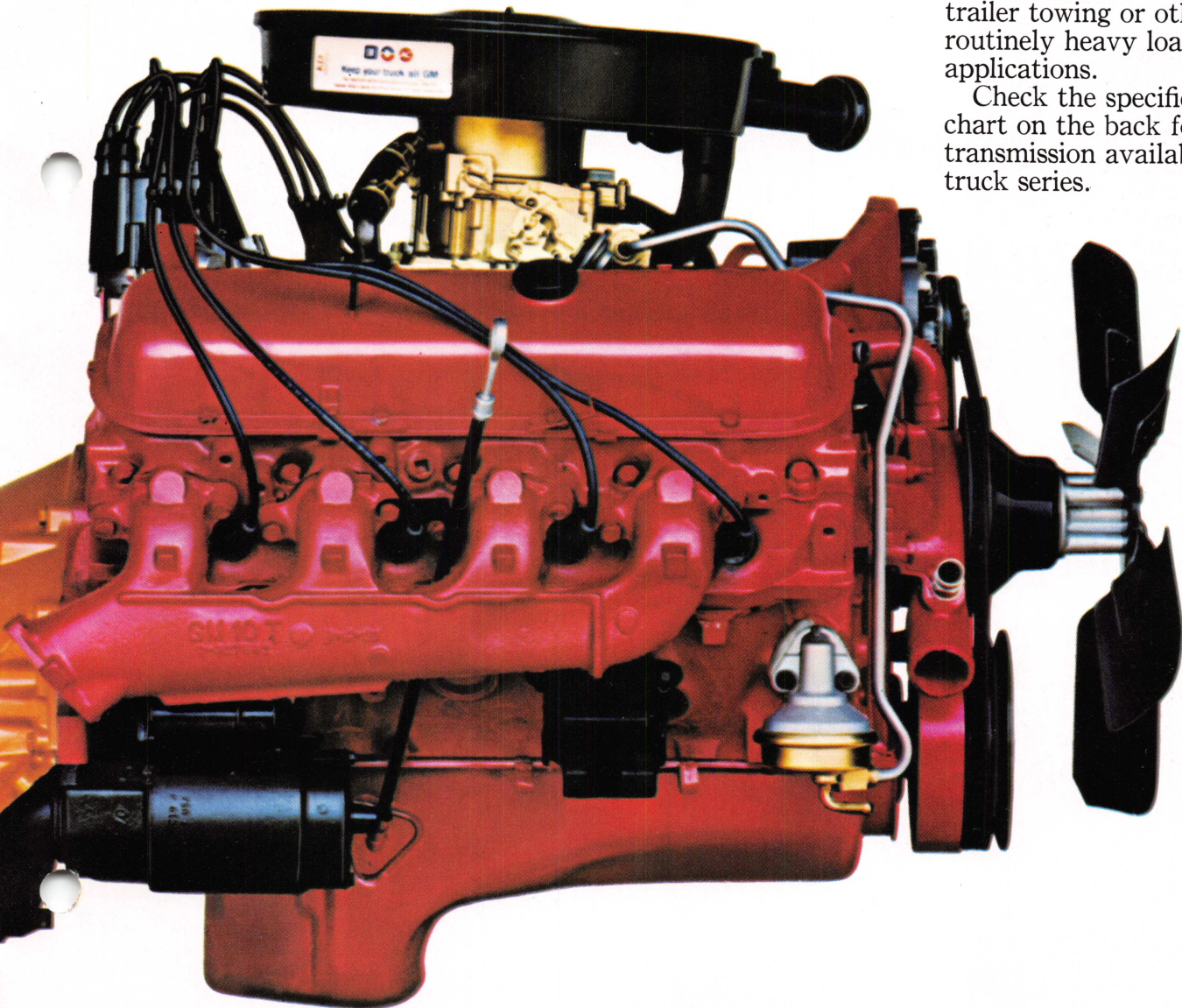
Chevy simply offers more to choose from.

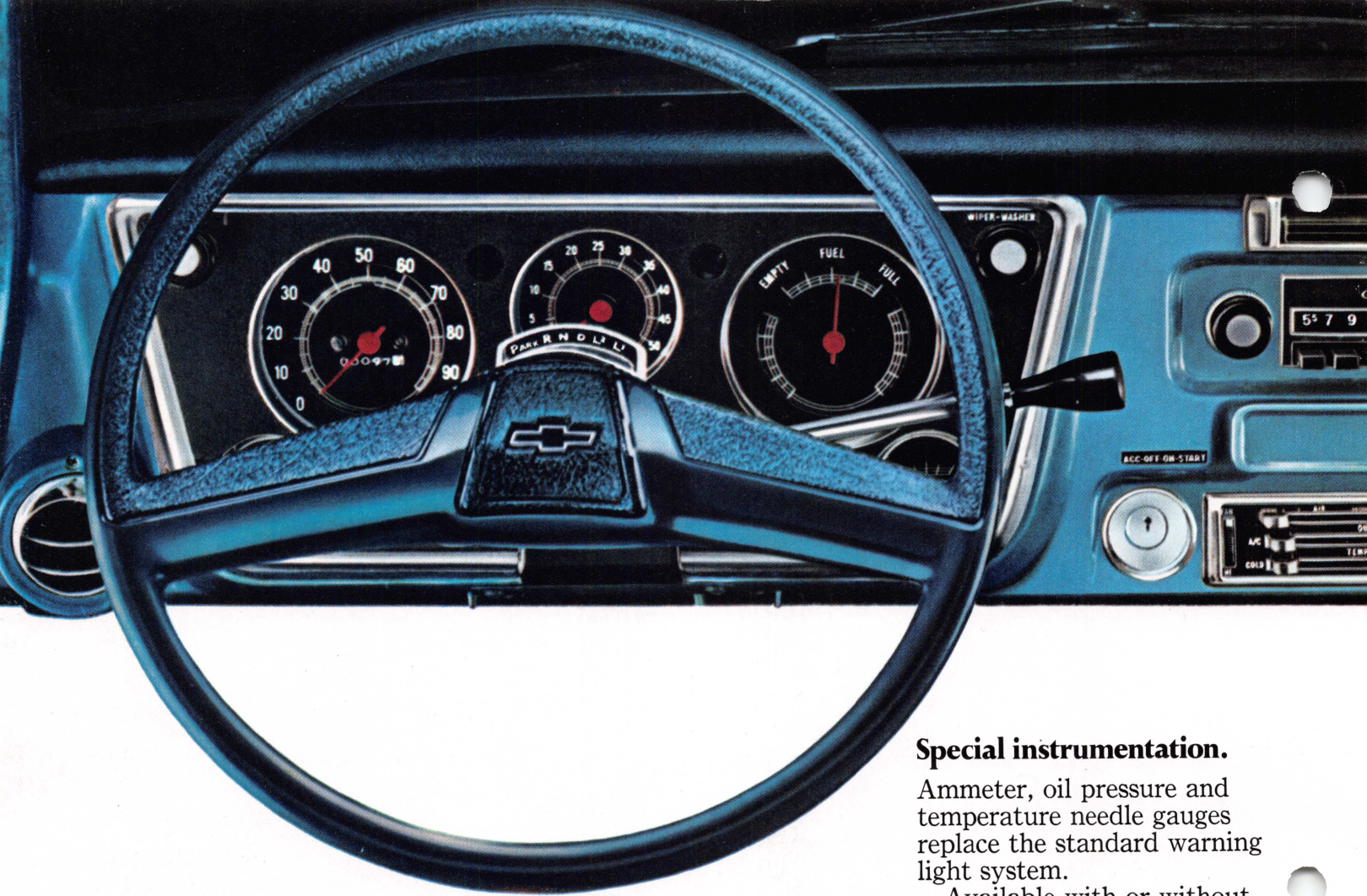
A 3-speed fully synchronized unit is standard with standard engines, series 10 & 20.

Two 4-speed boxes (regular or close-ratio) are available and recommended for off-road use and other severe operating conditions. These take the floor-mounted shift lever. 4-speed is standard on series 30.

And wouldn't you know, Chevy gives you a choice of automatics: popular 2-speed Powerglide or famous 3-speed Turbo Hydra-matic. One for normal operations. One for trailer towing or other routinely heavy load applications.

Check the specifications chart on the back for transmission availability by truck series.





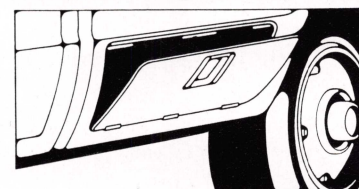
**For just a little extra
you can have a lot
of extra comfort and
convenience.**

Special instrumentation.

Ammeter, oil pressure and temperature needle gauges replace the standard warning light system.

Available with or without tachometer.

Tool and storage compartment.



A glove compartment for tools. The reinforced plastic box area measures 7 inches high, 28 inches wide and 17 inches deep.

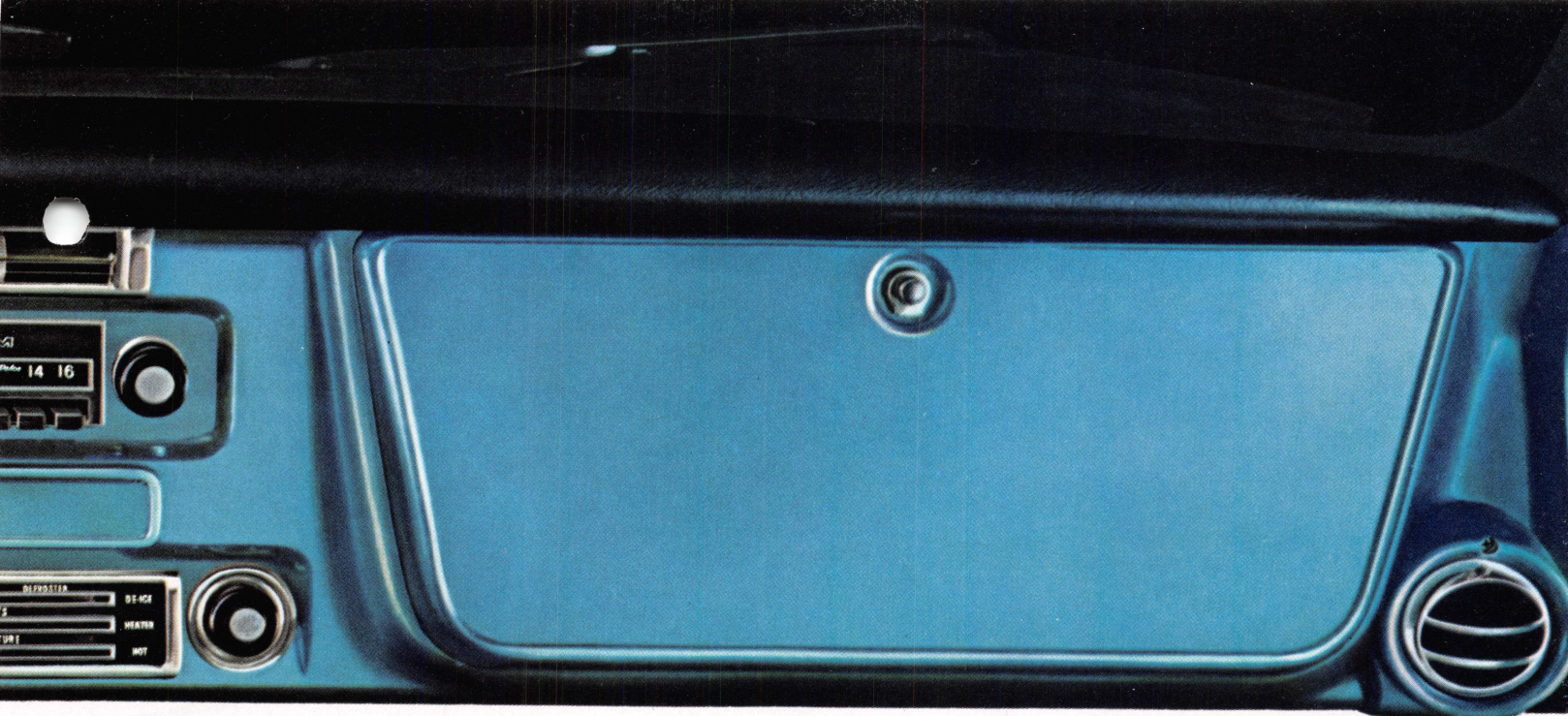
Keeps tools and equipment dust- and water-free. Separate key insures your peace of mind.

Cargo compartment light.

No more fumbling and stumbling in the dark. A mere flick of the wrist illuminates the entire cargo area.

The switch is conveniently located in the cab beneath the dome light.

Shed some light on the subject.



Comfortilt steering wheel.



Available on all models with automatic or 4-speed transmissions.

Adjusts to seven different positions for maximum driving ease and comfort.

It makes no difference whether you're satisfyingly svelte or pleasantly plump the Comfortilt will fit every body.

Power steering.

A valuable assist for women drivers. The man around the truck also finds it helpful.

Power steering reduces driver fatigue, helps make parking and low-speed maneuvering easier.

Pushbutton radio.

The sound of music is at your fingertips. In either AM or AM/FM.

Both fully transistorized for low battery drain and both designed to be an integral part of the instrument panel.

Wheel covers.

Set of four 15" stainless steel wheel covers are available when you order E78, G78 or H78 15" tires.

Finished with a chrome flash that easily polishes to a high gloss, they add a sparkling touch of class.

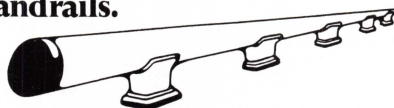
Limited-slip rear axle.

A limited-slip rear axle puts the power where you need it. By automatically transferring power to the rear wheel with the most traction.

Reduces wheel-spinning so you don't become a stick in the mud.

Positraction or Maximum Traction: series 10. NoSPIN or Maximum Traction: series 20. NoSPIN: series 30.

Handrails.



Chrome finished to enhance styling.

Valuable as a tie-down for cargo to prevent shifting in Fleetside boxes.

Just one of dozens of available dealer installed accessories.

Air conditioning.

As refreshing as a breath of fresh air. On V8 model Chevies, All-Weather air conditioning cools, cleans and dehumidifies air for total cab comfort. Heavy-duty radiator and 42-amp Delcotron generator are included.

Great for when you get hot under the collar.

Below-eye-line mirrors.

The reflecting surface provides undistorted vision and will not fog or discolor.

Strategically placed so as not to interfere with your line of sight.

Custom comfort and appearance.

To put even more distance between Chevy trucks and ordinary trucks Chevrolet introduces Cheyenne and Custom Deluxe appearance equipment.

They are available for all Chevy pickup, chassis cab and 4-wheel drive models.

See pages 6 & 7 of this catalog for particulars of each package.

Chevy recreation trucks. More models.

The same reputation for longevity and superior product features that make Chevy pickups, chassis cab and four-wheel drive models the best light-duty work vehicles available, make them ideal for travel and recreation, as well.

What's more, Chevy simply gives you more ways to roll. From Series 10 models ideally equipped to receive lightweight shell campers. To the Longhorn with its 133" wheelbase. Lengthy 8½' box. And beefed up leaf-type rear suspension to accommodate the largest over-cab camper bodies. Even 12 feet in length.

And for the roominess and convenience of a lot of motor homes, you can have an over-cab camper mounted directly to a Chevy chassis cab model.

You get plenty of head and walking room. And a lot more road stability stemming from a more solid integral unit.

Why leave the comforts of home, home?

Once you've picked your model of Chevy your choosing has just begun. Now select your power team from Chevy's wide range of engines and transmissions. The suspension system and rear axle you'll need. And the camping accessories that will contribute to the family fun and comfort.

Put your vacation home on the best foundation.

Chevy frames are as strong as they come. They are ladder-type, formed of heavy-gauge channel side rails with securely riveted alligator-jaw cross-members. The drop-center design of the frame allows lower cab mounting for easier entry and exit. Even for smaller members of the family.

Leaf-type rear springs available.

Beefy two-stage rear coil springs are standard on most Chevies.

However, many camping families prefer leaf-type springs.

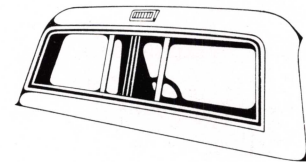
So we make them available in a two-stage design for series 10 and 20 models.

Sliding rear window.

To facilitate conversation between people in the cab and people in camper bodies, Chevy now offers an easy operating sliding rear window.

It consists of four sections of clear solid safety sheet glass in an anodized aluminum frame set right in the fat butyl rubber weather stripping that surrounds the rear window.

Of course, it's lockable.



Better features. Longer truck life.

Chevy supplies more horsepower.

With V8s available up to 400 cubic inches, Chevy is far and away the leader in the all important power category.

Nothing any other popular pickup can offer comes close to Chevy's top high torque V8.

Match it with our burly 3-speed Turbo Hydra-matic transmission and special trailering axle ratios and you've got a recreation truck that'll measure up to the most rigid travel demands.

Front stabilizer bar.

Adding a camper body to a pickup can alter the vehicle's center of gravity as much as 8 inches.

A front stabilizer bar is available and recommended to help compensate for the loaded vehicle's tendency to lean on curves and when cornering.

In the bargain it provides improved handling ease.

Heavy-duty equipment.

A wide selection of heavy-duty suspension components and electrical equipment is available to meet the added requirements of heavy loads and extended traveling.

Like heavy-duty shock absorbers and front and rear springs.

There are wide-base and flotation-type tires available for optimum handling, traction and tire life.

Higher capacity 42-amp and 61-amp Delcotron generators may be ordered.

For increased electrical storage capacity you can order a big 80-amp-hr. heavy-duty battery.

Or order a heavy-duty radiator for extra engine cooling capacity.

Custom equip your Chevy recreation truck.

Dress-up items for your Chevy camper range all the way from full wheel covers to the luxurious new Cheyenne interior/exterior trim package (see page 6).

CustomCamper/20

Recommended equipment.

Camper bodies can alter the weight distribution characteristics of Chevy pickups to the extent that certain basic minimum equipment (including some extra cost items) is highly recommended.

For a complete list of recommended minimum equipment for camper bodies by Chevrolet truck series ask your dealer for a copy of the 1971 Chevrolet Recreational Vehicle Catalog.



1971 Specifications

Pickup, Chassis Cab & Four-Wheel Drive

| Series GVW Ratings (lbs.) | †CS/CE 10 (½ Ton) 4400 to 5400 | | CS/CE 20 (¾ Ton) 6200 to 7500 | | CS/CE 30 (1 Ton) 6600 to 14,000 | | 10 (½ Ton) 4-Wheel Drive 5200 to 5600 | | 20 (¾ Ton) 4-Wheel Drive 6400 to 7500 | | |
|------------------------------|-----------------------------------|-------------|----------------------------------|--------------|------------------------------------|-------------------------|------------------------------------------|------------|------------------------------------------|-----------|-------------|
| | Standard | Optional | Standard | Optional | Standard | Optional | Standard | Optional | Standard | Optional | |
| Front Suspension | Independent with Coil Springs | | | | | | Hypoid Driving Ratios 3.73—K10, 4.55—K20 | | | | |
| Type | | | | | | | | | | | |
| —cap. (lbs.) | 2700 | | 3000 | | 3500 | †4000 | 3300 | | 3500 | | |
| Springs—Type | Coil | | | | | | Tapered Leaf | | | | |
| —cap. (lbs.) | 1350 | 1350 | 1500 | 1500 | 1650 | 1750, †2000 | 1450 | 1750 | 1600 | 1750 | |
| Shock Absorbers | Standard | H.D. Opt. | Standard | H.D. Opt. | Standard | H.D. Opt. | Standard | H.D. Opt. | Standard | H.D. Opt. | |
| Stabilizer Bar | Optional | | | | | | | | | | |
| Rear Suspension | Semi-Floating | | Full-Floating | | | | Semi-Floating | | Full-Floating | | |
| Axle—Type | | | | | | | | | | | |
| —cap. (lbs.) | #3500 | | ##5200 | | ##7200 | 11,000 | 3300 | | 5200 | | |
| —Ratios | 3.73 | 3.07, 4.11 | 4.57 | ‡4.10, †3.54 | 4.57 | 4.10, 5.14 | 3.73 | *3.07 | 4.57 | | |
| —Ratios | | ‡3.54, 3.73 | | 4.56, 4.57 | | 4.57, 6.17 | | | | | |
| Springs—Type | Coil | Leaf | Coil | Leaf | Leaf | | Tapered Leaf | | | | |
| Coil—cap. (lbs.) | 1250 | 2000 | 2000 | 3000 | | | | | | | |
| Leaf—cap. (lbs.) | | 1250 | ‡2000 | 2750 | 2400 | 3100 | 1800 | | 1900 | 2500 | |
| —cap. (lbs.) | | 1750 | | 4150 | | 4150, †5900 | | | | | |
| Auxiliary Springs—Type | Leaf | | | | | | | | | | |
| —cap. (lbs.) | | 500 | | 500 | | | | | | | |
| Shock Absorbers— | Standard | H.D. Opt. | Standard | H.D. Opt. | | H.D. Opt. | Standard | H.D. Opt. | Standard | H.D. Opt. | |
| Engines | *250 Six | 292 Six | *250 Six | 292 Six | *250 Six | 292 Six | *250 Six | 292 Six | *250 Six | 292 Six | |
| | **307 V8 | 350 V8 | **307 V8 | 350 V8 | **307 V8 | 350 V8 | **307 V8 | 350 V8 | **307 V8 | 350 V8 | |
| | | 400 V8 | | 400 V8 | | 400 V8 | | | | | |
| Clutch | Dia. (in.) | *10 | 11 | *10 | 11 | 11 | *12 | *10 | 11 | *10 | 11 |
| | Area (sq. in.) | *100 | 124 | *100 | 124 | 124 | *150 | *100 | 124 | *100 | 124 |
| | Dia. (in.) | **11 | °12 | **11 | °12 | | | **11 | °12 | **11 | °12 |
| | Area (sq. in.) | **124 | °150 | **124 | °150 | | | **124 | °150 | **124 | °150 |
| Fuel Tank | Cap. (gal.) | 20 | | 21 | | 21 | | 20 | | 21 | |
| Transmissions | | 3-spd. | 4-spd. | 3-spd. | 4-spd. | 4-spd. | 4-spd. CR | 3-spd. | 4-spd. | 3-spd. | *4-spd. |
| | | | | | 4-spd. CR | | Turbo-Hyd. | | Turbo-Hyd. | | *Turbo Hyd. |
| | | | Powerglide | | Powerglide | | | | | | |
| | | | Turbo Hyd. | | Turbo Hyd. | | | | | | |
| Brakes | | Hydraulic | Power | Power | | Power | | Power | | Power | |
| Frame | Section Modulus | 2.98 | | ‡3.71 | | 5.05(310), 7.29(314) | | 2.70, 3.48 | | 3.48 | |
| Steering | | Manual | Power | Manual | Power | Manual | Power | Manual | Power | Manual | Power |
| Wheels & Tires | Disc Wheels—Type | 5-stud | | 8-stud | | 8-stud | | 6-stud | | 8-stud | |
| | —rim width (in.) | 6.0 | 5.0 | 6.0 | 6.0, 6.75 | 6.0 | 5.5, 6.75, 5.25 | 6.0 | 5.0 | 6.0 | 6.75, 8.25 |
| | —rim width (in.) | | | | 8.25 | | 5.0, 8.25, 6.0 | | 8.25 | | 6.0 |
| | Tubeless Tires—sizes | G78-15 B | H78-15 B | 8.75-16.5 | 10.00-16.5 | 8.75-16.5 | 10.00-16.5 | G78-15 B | H78-15 B | 8.75-16.5 | 10.00-16.5 |
| | —sizes | | | | 9.50-16.5 | | 9.50-16.5 | | 10.00-16.5 | | 9.50-16.5 |
| | —sizes | | | | | | 8.00-16.5 | | | | |
| | —sizes | | | | | | 8-19.5 | | | | |
| | Tube-Type—sizes | | G78-15 B | | 7.50-16 | | 7.50-16 | | G78-15 B | | 7.50-16 |
| | —sizes | | 6.50-16 | | | | 7.00-18 | | 6.50-16 | | |

Equipment shown in blue optional at extra cost. #Also available with Positraction or Maximum Traction differential. †Specifications do not apply to Blazer models. ##Also available with NoSPIN or Maximum Traction differential. *Standard on 6-cylinder models. **Standard on V8 models. ‡Longhorn models use leaf-type rear suspension as standard equipment and a frame with a section modulus of 5.05. †Included and available only with 400 V8. °Included and available only with optional V8 engine. *4.10 ratio axles used with 350 V8 engine. *3.07 ratio axles used with 350 V8 engine. †Included and available only with RPO H22 (11,000 lb. rear axle).

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