

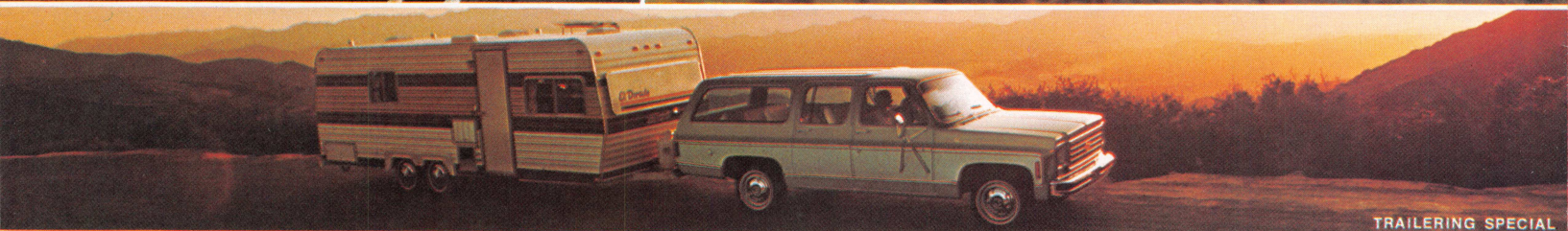
SUBURBAN

'76



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

SUPER WAGON



NO STATION WAGON IS THIS BIG AND TOUGH, BUT THAT'S CHEVY VALUE FOR YOU.

Seats up to nine, all facing forward. There's a full-width bench-type front seat, generously sized for three. A folding second seat is available—room for three more. And a three-passenger removable third seat is available for Suburbans ordered with a second seat.

New combination lap-shoulder belts are provided for outboard front passengers. System includes automatic locking retractors on lap belts, emergency locking retractors on shoulder belts and driver lap-belt warning buzzer (all models).

More space inside for things, too. Luggage space between back of third seat and tailgate is nearly 35 cu. ft. With only the front seat in position, Suburban has room for 144 cu. ft. of cargo—up to 3,220 payload pounds, including driver.

Wagon-like body, truck-tough chassis. Suburban is spacious and comfortable inside. Two-wheel-drive models ride smoothly on Chevy's Massive Girder Beam coil-spring front suspension and two-stage rear leaf springs. A ladder-type steel frame adds truck toughness, durability.

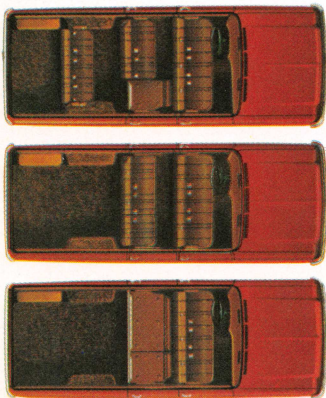
Double rear doors 40" high and nearly 60" wide are standard on Chevy Suburban. They can be swung fully open, past the bumper, for getting up to loading docks. Big opening eases handling of bulky items.

Wagon-type tailgate with a roll-down rear window is available on Suburban. Electrically operated rear window may be ordered.

Silverado interior (top right) includes a full-depth foam-cushioned front seat upholstered in either luxurious ribbed-pattern velour cloth or supple buffalo-hide grained vinyl. There's cut-pile polyester carpeting underfoot, including third-seat area when second seat is ordered. Door trim panels have simulated tigerwood vinyl inserts, and map pockets are included on front-door trim panels. Full-gauge instrumentation is set off by simulated tigerwood vinyl cluster applique.

Scottsdale interior (middle right) features a full-depth foam cushion front seat with handsome, durable all-vinyl trim. Luxurious velour cloth upholstery shown and custom vinyl seat trim are available. (Individually adjustable, full-foam vinyl bucket seats also are offered on special order.) Color-keyed vinyl-covered rubber floor mats (including third-seat area when second seat is ordered), full-length insulated headliner, lighter and other niceties are provided.

Custom Deluxe interior (bottom right) has a foam-padded front seat covered in plaid-patterned embossed vinyl. (Vinyl-upholstered bucket seats are available on special order.) Standard features include cockpit-type instrument cluster, instrument panel pad with simulated tigerwood vinyl insert, tip-out ashtray and glove box, padded sunshades, courtesy lamp under instrument panel and black rubber floor mats throughout.



All three seats in place accommodate nine passengers, all facing forward. Available folding second seat allows access to available third seat or cargo area from either side.

Third seat gone. Now there's still comfortable seating capacity for six passengers, and 30 sq. ft. for luggage or cargo.

Maximum cargo space. Second seat folds down easily to make a smooth, flush loading deck almost 40 sq. ft. in total area.

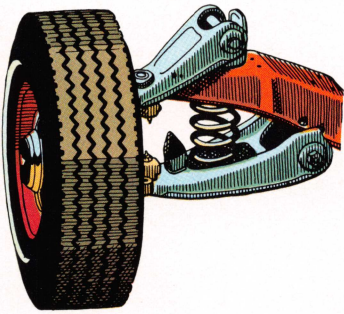


SILVERADO

SCOTTSDALE (WITH AVAILABLE SEAT TRIM)

CUSTOM DELUXE

CHEVY SUBURBAN. THIS TOUGH. MILE AFTER MILE.



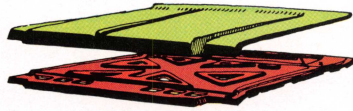
THE CHEVROLET SUSPENSION SYSTEM.

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

Multi-leaf rear springs provide a good ride with light loads, progressively firmer support as cargo weight increases. Spring eyes and shackles are rubber-bushed to reduce ride harshness.

Counter-angled rear shock absorbers—one slanting forward, the other aft—help reduce brake and power hop.

Salisbury rear axle advantages include use of a large ring gear; tapered roller bearings; broad ratio coverage; easy access for service.

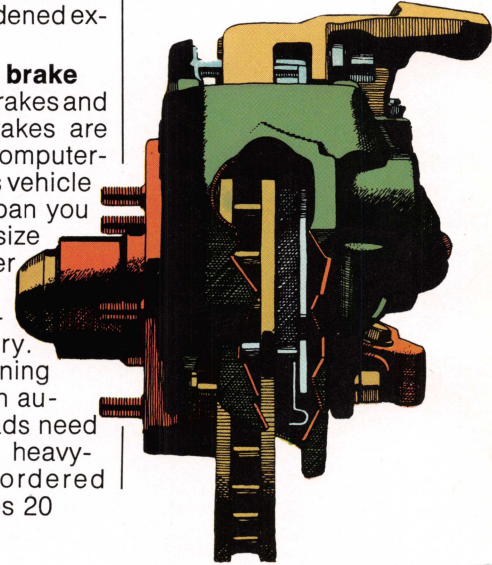


Double-paneled hood. Hood is fabricated of two pieces of steel, welded together for torsional rigidity. Inner panel is heavily embossed to help eliminate hood flutter.

Six or V8 engines. Base engine on the C10 Suburban is the reliable 250 Six (except in California, where a 350-4 V8 is specified). A new 305-2 bbl. is the standard V8, except in California. For even heavier loading or towing, you can order a 350-4 V8, a 454-4 V8 (2-wheel-drive models) or a 400-4 V8 (with 4-wheel drive).

Durability features include free-breathing valve-in-head design, precision-balanced crankshafts, hydraulic valve lifters, induction-hardened exhaust valve seats.

Computer-matched brake system. Front disc brakes and finned rear drum brakes are used in systems computer-matched to the gross vehicle weight of the Suburban you order. Lining areas, size and capacity of power assists, wheel-cylinder size—all are pre-selected at the factory. Front disc brake lining wear sensors give an audible signal when pads need replacing. Available heavy-duty brakes can be ordered for standard Series 20 Suburbans.



Tough truck frame. Chevy's ladder-type all-steel frame has a drop-center design which allows low body mounting for easy entry and exit. Deep-section channel side rails are strong, durable.

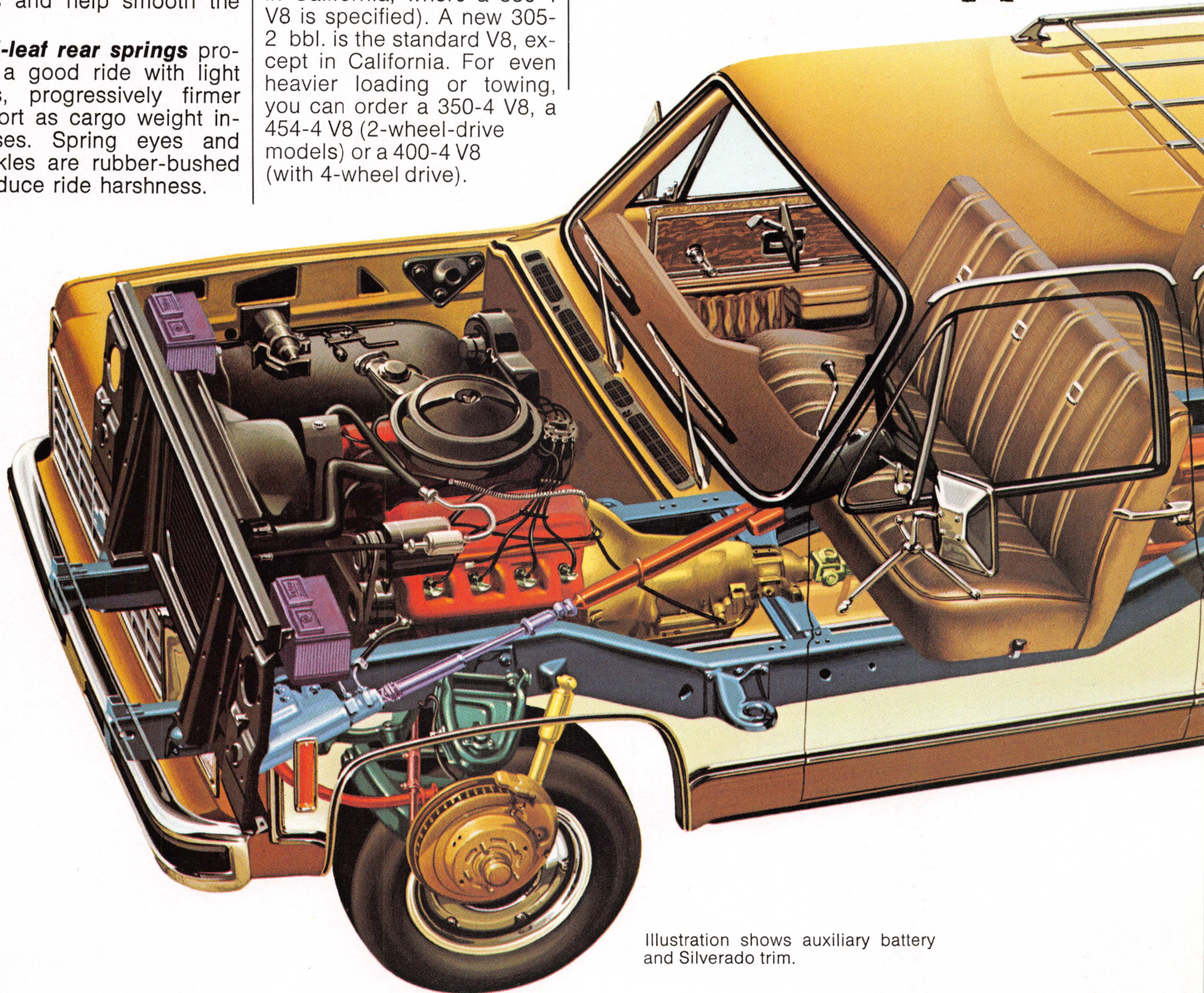
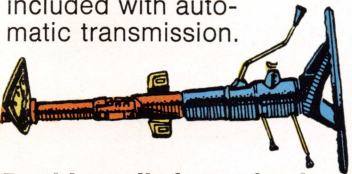


Illustration shows auxiliary battery and Silverado trim.

Power flow-through ventilation. Turn on the ignition and the heater fan starts changing the air in a Suburban. Outlet vents in each side door exhaust stale air, provide pressure relief when closing doors with windows up.

Energy-absorbing steering column. It's designed to help protect the driver in case of a severe front-end impact. Anti-theft steering and transmission key locking is included with automatic transmission.

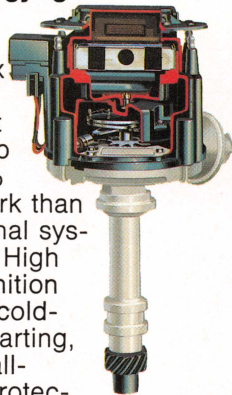


Double-wall front fenders. All-steel one-piece inner and outer fender panels form double walls for structural rigidity. In addition, bathtub-type

wheel housings help protect fenders and engine compartment from road spray and flying stones.

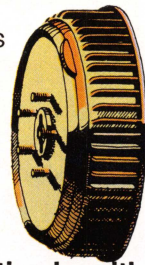
High Energy Ignition system.

Standard on both Six and V8 engines, it delivers up to an 85% hotter spark than conventional systems. Our High Energy Ignition improves cold-weather starting, provides all-weather protection from moisture, dirt and road splash. Solid-state design eliminates ignition points and condenser, extends time between recommended tune-ups.



Finned rear drum brakes.

Cast iron-steel rear brake drums are finned to promote cooling. Outer edges are curved to help keep contaminants from linings.



New rust protection in critical areas. Inner surfaces of both inner and outer front fender panels are sprayed with a zinc-rich primer before assembly and final priming, and primer is baked on the inner surfaces of front side door outer panels before they are formed. Then the entire Suburban body with doors attached is totally immersed in primer and electrically charged—drawing paint into hidden seams and crevices for added corrosion protection.

Rear-mounted fuel tank.

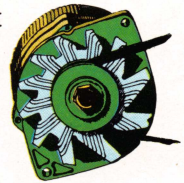
Fuel tank is located between the frame rails behind the rear axle. Capacity is 25 gal.; 31- and 40-gal. tanks available.

Coolant recovery system.

Closed system collects overflow in a reservoir and returns it to the radiator when cool, helping maintain proper fluid level.

Integrated voltage regulator.

Voltage regulator built into standard and available Delco-tron generators is solid-state for reliability.



Side terminal battery.

Standard Delco battery has sealed side terminals to help prevent corrosion, maintain efficient electrical contact. Available Delco Freedom battery never needs water, only routine checking of built-in charge indicator. Offered as heavy-duty or auxiliary unit; heavy-duty unit included with 454 V8.

Aluminized muffler. Outer shell and interior baffles are heavy-gauge metal, aluminized inside and out to help protect against corrosion.

Compression-positioned exhaust hangers.

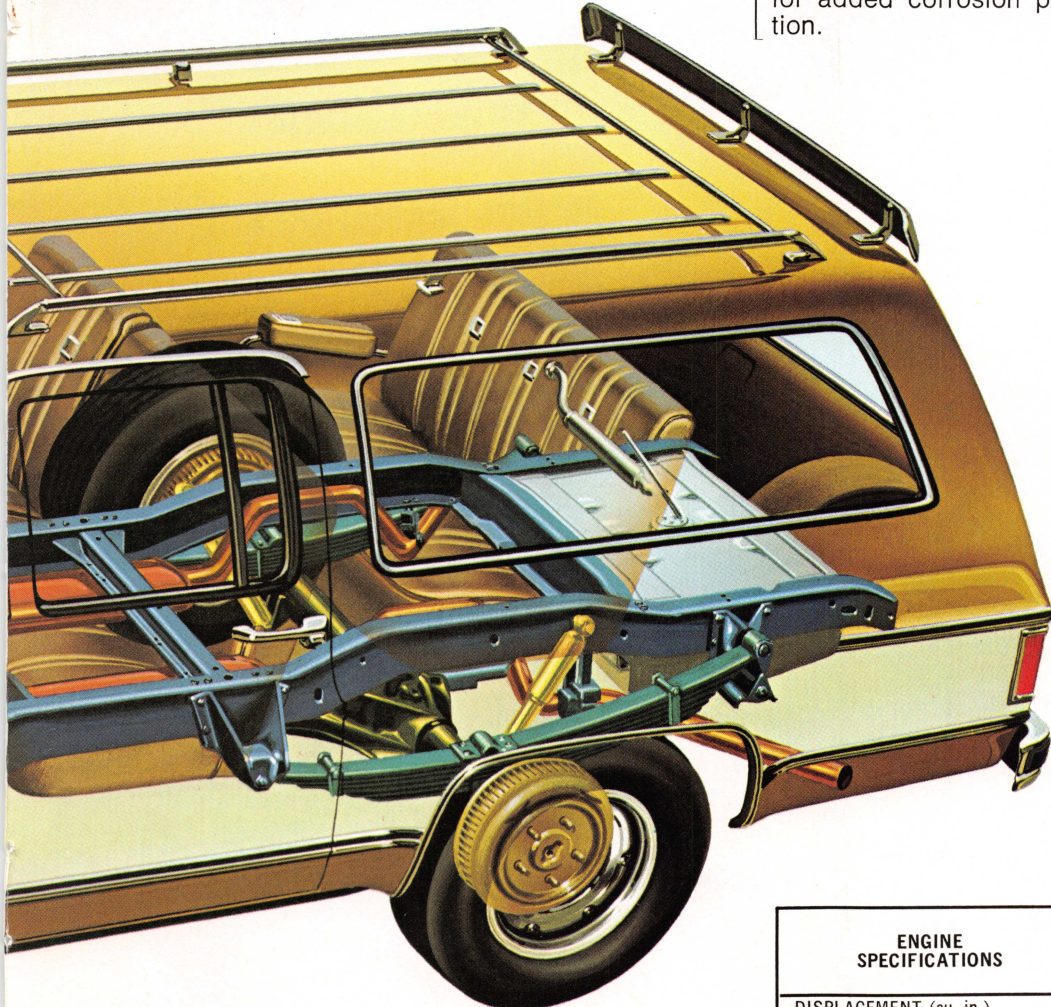
Mounting system permits unrestricted expansion and also helps isolate exhaust system vibration from the interior. Full-loop exhaust pipe hanger offers secondary support.

Tough Lexan® lenses.

Tail-lamp lenses are extremely durable because Lexan is highly impact resistant—virtually unbreakable.

Embedded antenna with radio.

Antenna embedded in windshield is provided with factory-installed radios. It's less susceptible to damage than a mast-type antenna.

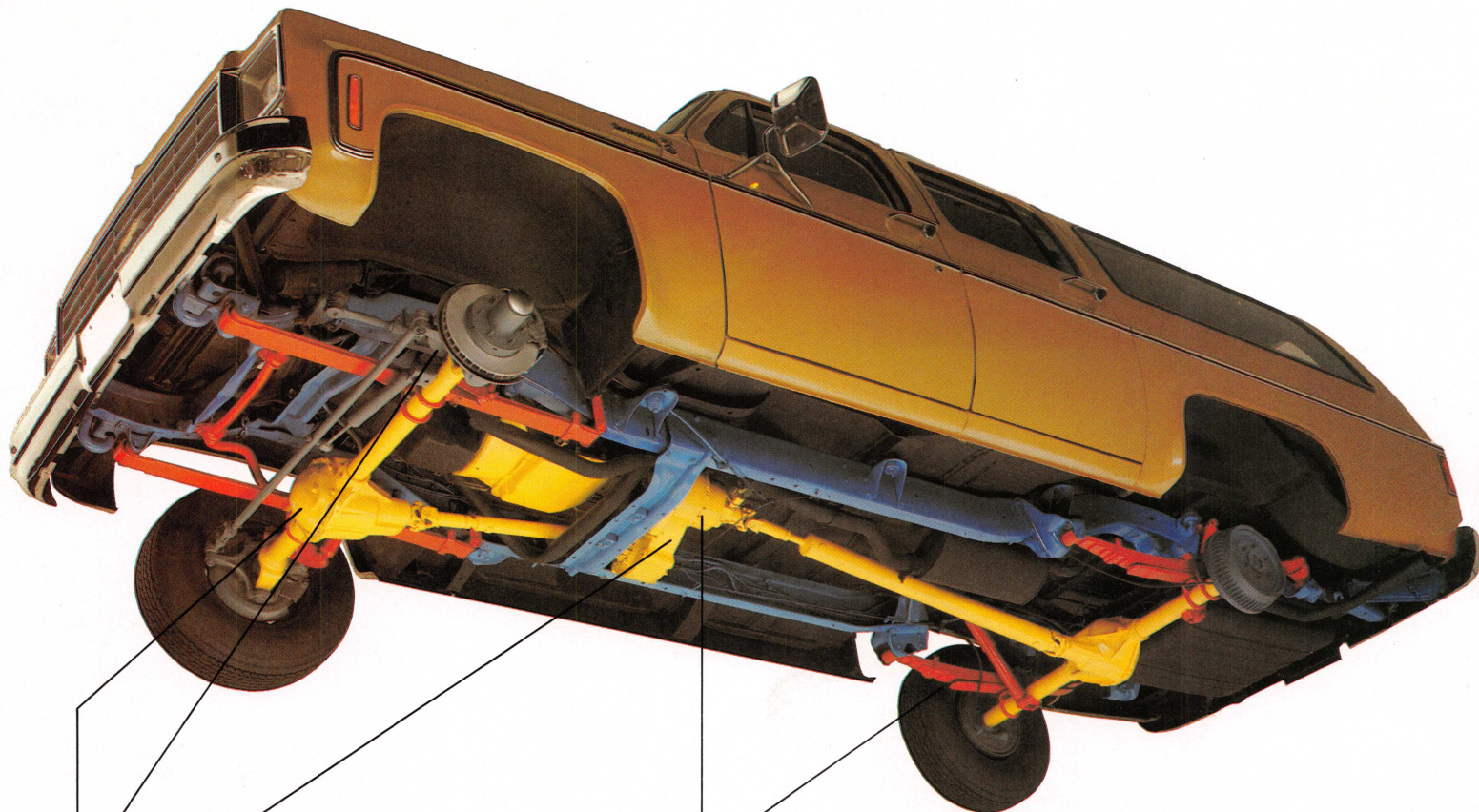


ENGINE SPECIFICATIONS	ENGINES WITH HEAVY-DUTY EMISSIONS FOR MODELS OF 6001-LB. GVW AND ABOVE				
	250 1-bbl. L6*	305 2-bbl. V8*	350 4-bbl. V8	400 4-bbl. V8	454 4-bbl. V8
DISPLACEMENT (cu. in.)	250	305	350	400	454
BORE & STROKE (in.)	3.9 x 3.5	3.7 x 3.5	4.0 x 3.5	4.1 x 3.8	4.3 x 4.0
COMPRESSION RATIO	8.25 to 1	8.5 to 1	8.5 to 1	8.5 to 1	8.15 to 1
SAE NET HORSEPOWER @ rpm	100 @ 3600	N.A.	165 @ 3800	175 @ 3600	240 @ 3800▲
SAE NET TORQUE (lb.-ft.) @ rpm	175 @ 1800	N.A.	255 @ 2800	290 @ 2800	370 @ 2800▲

*NOT AVAILABLE IN CALIFORNIA

▲Horsepower: 250 @ 3800 in California. Torque: 385 @ 2800 in California.

In California, see your Chevy dealer for engine availability



Transfer case—Bolted directly to the transmission, eliminating a propeller shaft and allowing a lower body height.

- Interaxle differential—Compensates for speed difference between front and rear axles in Chevy's full-time 4-wheel drive, while constantly providing driving forces to both. May be locked out in high or low ratio, delivering equal power to both axles.

- Multi-leaf springs—Used front and rear to give steady, firm support for a 4-wheel-drive Suburban empty or loaded.

- Wire-wrapped brake lines—Exposed sections are steel wrapped for protection against stones and gravel.

- Running gear—Transmission, transfer case and drive shafts are minimally exposed for clean appearance.

CHEVY SUBURBAN AVAILABLE WITH FULL-TIME OR CONVENTIONAL 4-WHEEL DRIVE

Especially helpful in dirt, gravel, mud, sand and snow, Chevy 4-wheel drive is available for all Suburban models.

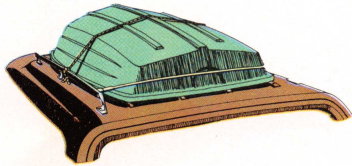
Full-time 4-wheel drive is provided with Turbo Hydramatic transmission. It operates both on and off the road, so you needn't pause to lock or unlock front free-wheeling hubs. An interaxle differential compensates for variations between front and rear wheels, providing traction for off-road going plus improved stability under varying road conditions.

Conventional 4-wheel drive is provided with manual transmissions. The two-speed transfer case provides 4-wheel drive with high and low range, plus 2-wheel drive. Lockable, front free-wheeling hubs are included.



Full-time shift shown.

OPTIONS AVAILABLE

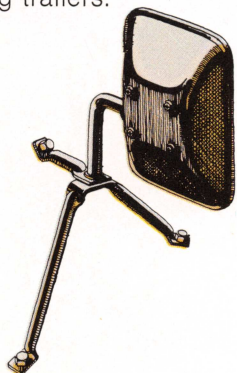


Roof luggage rack. Carry additional cargo using this chromed roof luggage rack with simulated wood-grain trim. Chromed skid strips on roof embossments protect finish. Water-repellent cover available as an accessory.

Air deflector. Mounted on the roof just above the rear doors or tailgate, it helps deflect road dirt, rain and splash away from the glass. Has simulated wood-grain trim.

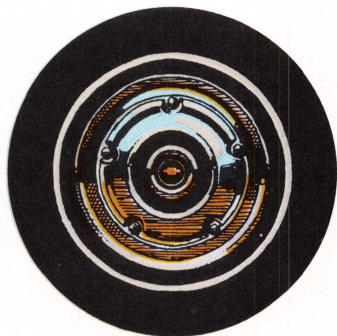
Comfortilt steering wheel and power assist. Flick a lever and swing the Comfortilt wheel up, down and in between. You can change to six different driving positions without ever leaving your seat. Available with automatic or 4-speed manual transmissions. Variable-ratio power steering also available.

Below Eycline mirrors. Rubber bushing on support arm helps provide stable support for large mirror head which pivots inward for added clearance. Also available: special camper mirrors for use while towing trailers.



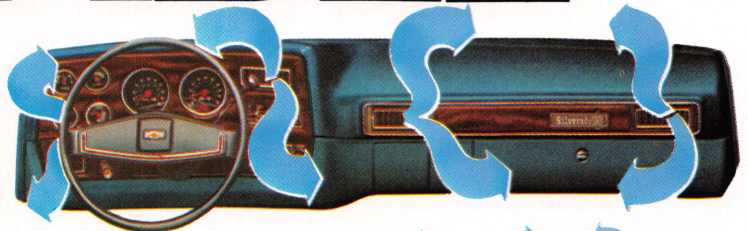
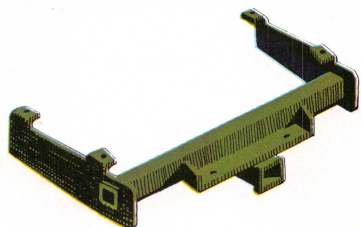
Wagon-type tailgate. Hinged tailgate with manually or electrically operated rear window is available. Electric window is controlled by instrument panel switch or key in tailgate.

Transmission oil cooler. Auxiliary cooling for the automatic transmission oil helps prevent overheating with heavy loads or in difficult terrain. Recommended for trailer towing over 2,000 lbs. gross trailer weight.



Wheel covers and white-walls. Set of four stainless steel wheel trim covers is available. White-striped tires with belted-ply or radial-ply construction available for Series 10.

Trailer weight distributing hitch platform. Special heavy-duty platform used with equalizing hitch helps distribute tongue weight forward to Suburban's front wheels and backward to the trailer's rear wheels. Available and recommended for trailer towing from 2,000 to 4,000 lbs.; required for trailers over 4,000 lbs. Maximum platform rating is 7,000 lbs.; maximum tongue weight, 800 lbs.



Dual unit front and rear air conditioning.

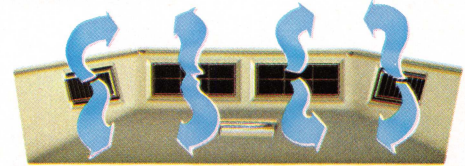
All Weather air conditioning up front with instrument-panel integrated air outlets handles heating, defogging and cooling, using outside air. Inside roof-mounted rear unit recirculates inside air. Each unit has its own control on the instrument panel; new 7-position control for front unit has special setting for maximum cooling. You can operate the front system only, or front and back together. Front unit is available separately.

Speed and cruise control. Engages at a touch to maintain a pre-set speed, disengages as soon as brake pedal is applied. Available with any V8 engine and Turbo Hydra-matic transmission.

Deluxe bumpers. Formed of heavy-gauge steel with resilient impact strips, chromed Deluxe bumpers are available both front and rear on all models for improved appearance and protection.

Chromed bumpers. Chromed heavy-gauge steel bumpers are available front and rear for Custom Deluxe Suburbans; standard on Scottsdale, Silverado. Chromed front bumper guards with rubber impact strips also are available with these bumpers.

Radios. Fully transistorized AM and AM/FM radios are available. Antenna is concealed in windshield when radio is factory-installed.



Turbo Hydra-matic transmission. Three forward speeds keep the engine in the right power range automatically. Required for full-time 4-wheel drive. Includes anti-theft steering wheel and transmission lock.

Locking differential rear axle. It transfers driving power to the wheel with the most traction. Especially helpful when you drive in snow, mud or sand.

New Special Two-Tone paint makes more combinations available. You can order Frost White or selected secondary colors between the upper and lower body side and rear moldings. Or you can choose Frost White as the main color with any of the new secondary colors.

Other available equipment. Larger fuel tank (approx. 31 gals.) • Front stabilizer • Heavy-duty shock absorbers • Wide-base tires • Heavy-duty and auxiliary Delco Freedom batteries • Heavy-duty Delcotron generators • Auxiliary heater • Engine oil cooler • Wheel trim rings • Rally wheels • Special trim moldings.

SPECIFICATIONS

SERIES	C10 (½ TON)		C20 (¾ TON)		K10 (½ TON) 4-WHEEL DRIVE		K20 (¾ TON) 4-WHEEL DRIVE		
GVW RANGE (LB)	5400 to 7000		7100 to 8200		6200 to 7300		6800 to 8400		
AVAILABILITY	Standard	Available	Standard	Available	Standard	Available	Standard	Available	
ENGINE	Six	*250-1*	—	—	—	—	—	—	
	V8	305-2*	350-4, 454-4	305-2*	350-4, 454-4	305-2*	350-4, 400-4	305-2*	350-4, 400-4
CLUTCH DIA. (IN.)	11	12	11	12	11	12	11	12	
FRONT SUSPENSION	Type	Independent-Coil Springs			Hypoid Driving Axle—Leaf Springs				
	Capacity (lb)	3400	—	3800	—	3600	—	3800	—
	Spring Capacity (lb)	1625	1700	1750	1900	1850	1900	1850	1900
	Shock Absorbers	Standard	Heavy-Duty	Standard	Heavy-Duty	Standard	Heavy-Duty	Standard	Heavy-Duty
	Stabilizer Bar	Available			Heavy-Duty	—	Heavy-Duty	—	
REAR SUSPENSION	Axle Type	Semi-Floating		Full-Floating		Semi-Floating		Full-Floating	
	Capacity (lb)	3750	—	5700	—	4000	—	5700	—
	Ratios	*3.73, **3.40	3.07, 3.40, 3.73, 4.11	3.73	3.21, 4.10, 4.56	3.07	3.73, 4.11	4.10	—
	Spring Type	Two-Stage Multi-Leaf							
	Spring Capacity (lb)	2000	—	2000	2600, 2850	2250	—	2800	—
	Shock Absorbers	Standard	Heavy-Duty	Standard	Heavy-Duty	Standard	Heavy-Duty	Standard	Heavy-Duty
BRAKES	Front/Rear	Power—Disc/Drum		Power—Disc/Drum		Power—Disc/Drum		Power—Disc/Drum	
ELECTRICAL	Battery (watts)	*2500, **3200	3500, 4000	3200	3500, 4000	3200	3500, 4000	3200	3500, 4000
	Generator (amp)	37	42, 61	37	42, 61	37	42, 61	37	42, 61
FUEL TANK	Nominal Capacity (gal)	25	31, 40	25	31, 40	25	31, 40	25	31, 40
STEERING	Type	Manual	Power	Manual	Power	Manual	Power	Manual	Power
TRANSMISSION	Manual	3-Spd.	4-Spd.	4-Spd.	—	3-Spd.	4-Spd.	3-Spd.	4-Spd.
	Automatic	—	Turbo Hyd.	—	Turbo Hyd.	—	Turbo Hyd.	—	Turbo Hyd.
TRANSFER CASE		—		—		N.P. 205 (2-Spd.), N.P. 203 (Full Time with Turbo Hyd.)			
TIRE SIZE,	L6	H78-15B		—		—		—	
TUBELESS	V8	L78-15B		8.75-16.5C		H78-15B		8.75-16.5C	

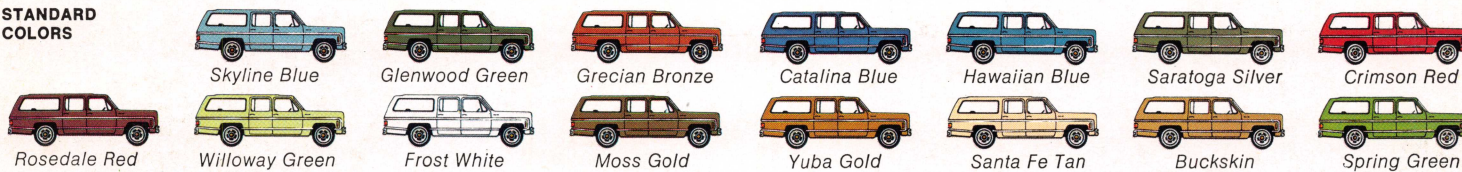
*Standard in 6-cylinder models. **Standard in 8-cylinder models. Tire load range—B (4PR), C (6PR). *Not available in California. In California see your Chevy dealer for engine availability.

TRAILERING SPECIAL PACKAGES FOR SUBURBAN

GCWR† IN POUNDS BY AXLE RATIO	6500 7000 7500 8000 8500 9000 9500 10,500 11,000 11,500 12,500 13,500 14,500 15,000 17,000															
	Tires, Front & Rear	C-K10		L78-15B												
	C-K20		8.75-16.5C													
Engine: 350-4 V8	C-K10		3.07 3.40*		3.73 4.11											
	C-K20				3.73 4.10		4.56									
400-4 V8	K10		3.07		3.73		4.11									
	K20						4.10									
454-4 V8	C10								3.07		3.40 3.73					
	C20										3.21		3.73 4.10			
Transmission	All Turbo Hydra-matic (all engines) or 4-Speed (350 V8 only)															

†Not available on K models. †GCWR. Gross combined weight of vehicle, trailer, cargo and occupants.

STANDARD COLORS



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JAN., 1976

3326-Rev.



Chevrolet salutes America's Bicentennial as a sponsor of the U.S. Olympic Team.

