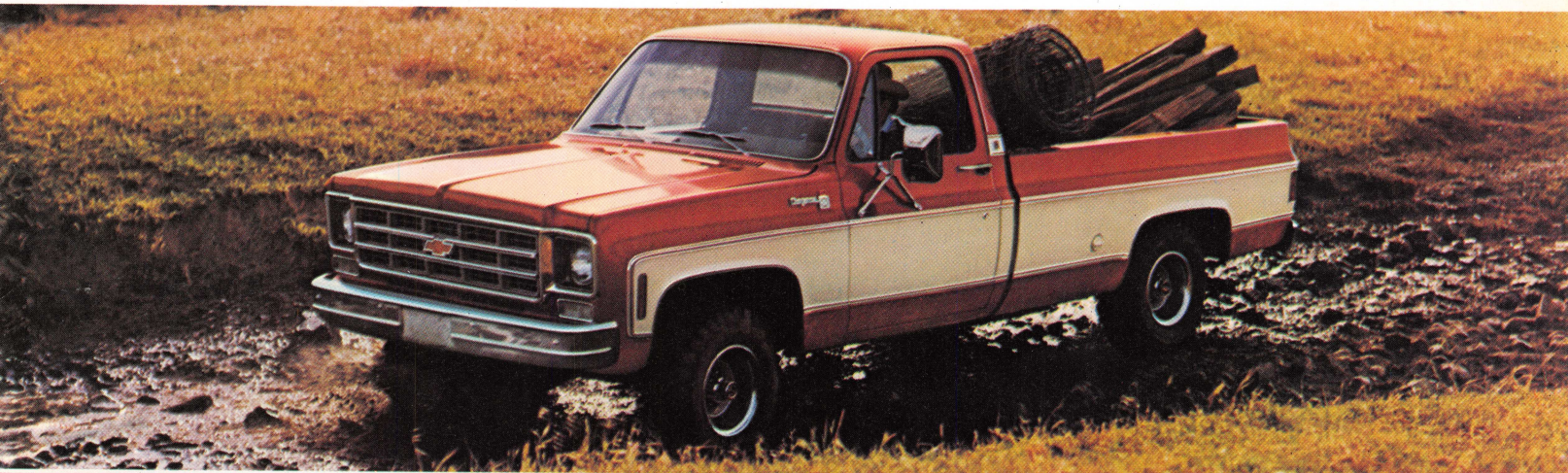


CHEVY 4-WHEELERS



**'77 CHEVY TRUCKS.
BUILT TO STAY TOUGH.**

CHEVY FULL-TIME 4-WHEEL EVERY WHEEL, ON OR OFF

Standard on K-model Chevy Pickups, Suburbans and Blazers with Turbo Hydra-matic transmission.

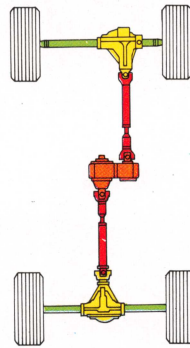
Chevy's versatile full-time 4-wheel drive gives you extra traction both on and off the road. All 4-wheel-drive controls are inside the cab. So you can drive where you like without stopping to operate front free-wheeling hubs or to shift into 4-wheel drive. Here's how Chevy does it.

Locking hubs eliminated.

No more shifting into or out of 4-wheel drive; no more getting out to lock and unlock front free-wheeling hubs when moving on or off the highway. Full-time 4-wheel drive supplies the traction you need, on the highway or off.

Interaxle differential built in.

The difference between conventional 4-wheel drive (standard on K-models with manual transmissions) and our full-time system is an interaxle differential built into the transfer case. This device compensates for variations in speed between the front and rear axles while constantly delivering power to both.

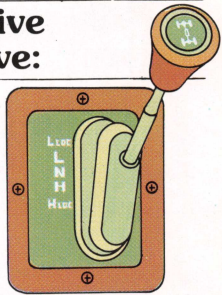


How about dependability?

Chevy's full-time system has been tested in hundreds of thousands of miles both on and off the road. And since its introduction on the 1973 models, the system has logged millions of owner-driven miles.

Here are the drive choices you have:

H Loc—Interaxle differential is locked out, solidly connecting front and rear axles. Delivers equal torque to both axles in direct drive. Used *only* on low-traction surfaces which allow wheel slippage. Dash-mounted warning light is on.



H—Interaxle differential is operating, providing power to both axles in direct drive. Prevents torque windup which occurs when axles are solidly connected. Used for all normal driving on high- or low-traction surfaces.

N—Transfer case is disengaged from front and rear axles; vehicle is stationary. Used for power takeoff operation.

L—Interaxle differential is operating, providing power to both axles at 2.0:1 gear reduction. Prevents torque windup which



DRIVE DELIVERS POWER TO THE ROAD.

occurs when the axles are solidly connected. Used for driving when maximum power is required.

L Loc—Interaxle differential is locked out, solidly connecting front and rear axles. Delivers equal torque to both axles at 2.0:1 gear reduction. Used *only* on extremely low-traction surfaces which allow wheel slippage. Dash-mounted warning light is on.

Moving off-road.

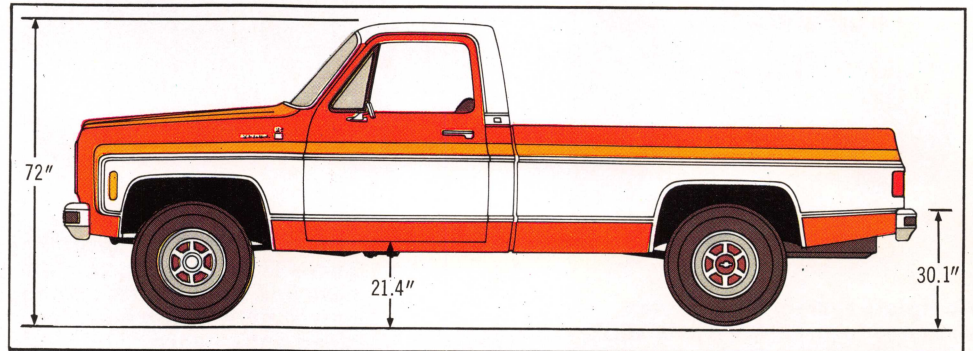
With full-time 4-wheel drive, the steering wheel is all the driver has to move going from paved to unpaved surfaces. In most cases, the transfer case shift remains in "high." Depending on the terrain, there are other options. For example, where added power is required for effective operation, you can shift the transfer case to full-time "low." For extreme traction situations, the interaxle differential can be locked out either in direct drive or with a 2.0:1 gear reduction.

Conventional 4-wheel drive.

Chevrolet's conventional system is standard on 4-wheel-drive pickups, Suburbans and Blazers when equipped with 3-speed or 4-speed manual transmissions. A 2-speed transfer case provides conventional 4-wheel-drive vehicles with a high and low range, 2-wheel drive and power takeoff opening for accessory equipment. Front free-wheeling hubs are standard, allowing you to switch from free-wheeling to lock position when moving off-road.

Low entry height, high ground clearance.

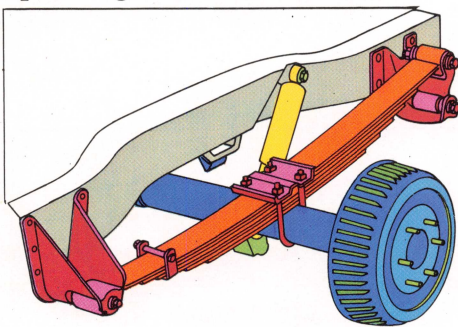
Chevrolet 4-wheelers have entry heights between 21 and 23 inches because the transfer case is mounted directly to the transmission. Yet, despite the low silhouette and low center of gravity, there are between 6.6 and 7.2 inches of ground clearance for off-road travel.



CHEVY 4-WHEELERS. BUILT TOUGH FROM THE IN

NEW SPECIAL SUSPENSION.

Chevy's half-ton 4-wheel-drive pickups and Suburbans have a special standard suspension. It's engineered to provide a soft ride while retaining rugged off-road capability. Spring rates have been lowered, front and rear springs recambered and shock absorbers revalved. It all adds up to a good, comfortable ride.



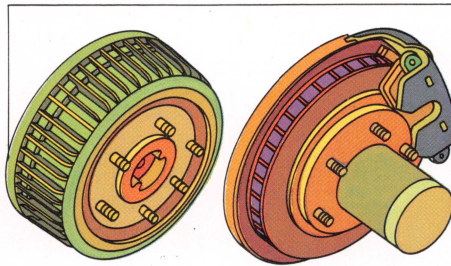
Complete system is computer-matched to all Chevy 4 x 4s' GVW rating. Front disc brakes provide resistance to fade and recover quickly from water immersion. Lining wear sensor sounds audible signal when disc pads need replacement.

Multi-leaf springs—Used front and rear to give steady, firm support, empty or loaded.

Front stabilizer bar—Standard on all Chevy 4 x 4s.

Computer-matched brake systems.

Brake types, sizes and power assists are computer-matched to the vehicle's GVW rating. That means that higher GVWR models get the heavier duty brake systems. Front disc brakes provide resistance to fade and recover quickly from the effects of water immersion. Cast iron-steel rear brake drums are finned for cooling.



Minimum exposure of running gear—Transmission, transfer case and drive shafts extend only slightly below body for clean appearance.

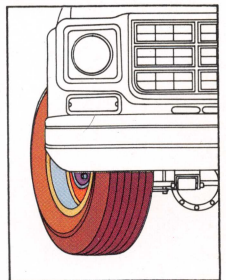
Heavy-gauge steel frame.

Deep-section all-steel channel side rails are strong and durable—made to withstand the demands of off-road driving. The drop center frame design allows for lower cab mounting, easing entry and exit while maintaining good ground clearance.



Quick-turning front axles.

Chevy 4-wheel-drive vehicles are easy to maneuver in tight places with short curb-to-curb turning circles. And variable-ratio power steering is available on all models.

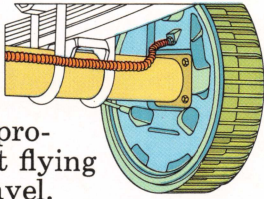


BLAZER CHASSIS ILLUSTRATED

SIDE OUT.

Brake lines wire-wrapped in critical areas.

Some exposed sections of brake line are wrapped with steel wire for protection against flying stones and gravel.



High Energy Ignition

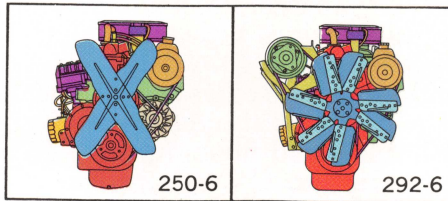
Standard with both Six and V8 engines, our High Energy Ignition delivers a hotter spark than a conventional system. It provides all-weather protection from moisture, dirt and road splash. Solid-state design eliminates ignition points and condenser, extends the time between recommended tune-ups.

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

4X4 transfer case—Bolted directly to the transmission to eliminate a propeller shaft and permit a lower body height.

Six-cylinder engines.

Chevy's 250-cubic-inch Six is the standard engine on 4-wheel-drive half-ton pickups, chassis cabs and Blazers, except in California where the 350-4 V8 is required. Standard on $\frac{3}{4}$ - and 1-ton pickups and chassis cabs is the larger 292 Six. Both engines feature precision-molded block and head castings, free-breathing valve-in-head design, hydraulic valve lifters and precision-balanced crankshafts. These engines operate on either leaded or unleaded fuel.

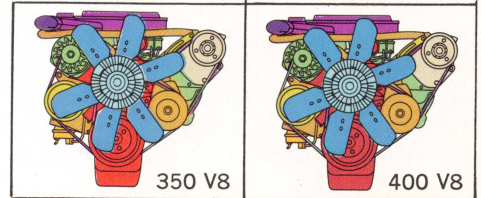


Cast iron-steel rear brake drums are finned for cooling. Power assist is standard.

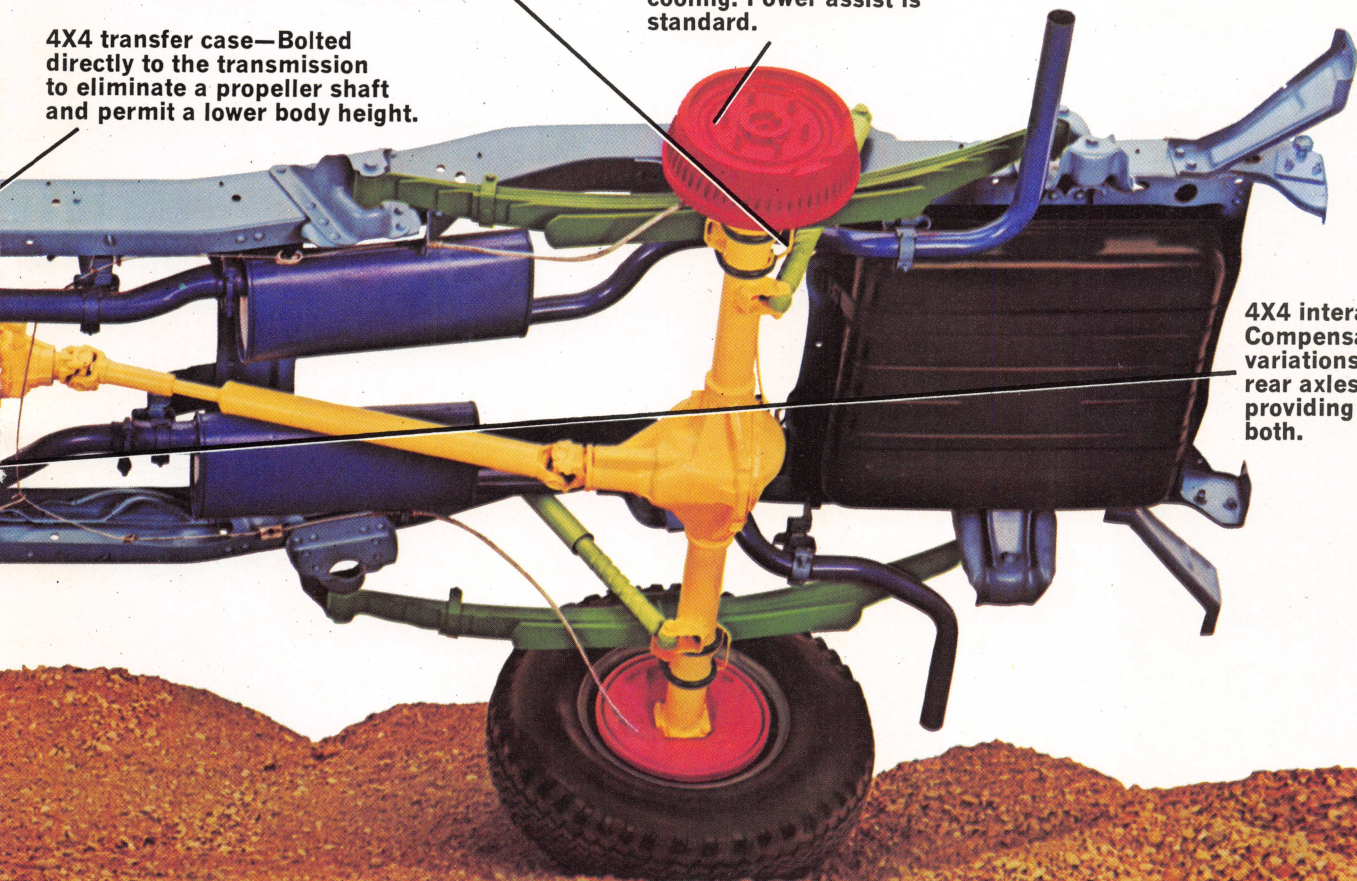
Available V8s.

Our new 305 2-barrel V8 is standard for Suburban and available for Blazer except in California where the 350 4-barrel V8 is required. Chevy's 350 4-barrel V8 is available on all 4-wheel-drive models. It features short-stroke design and full-jacket cylinder cooling.

For increased torque and horsepower without an increase in engine weight, a powerful 400 4-barrel V8 is available on all 4-wheel-drive models. These engines operate on either leaded or unleaded fuel.



4X4 interaxle differential—Compensates for speed variations between front and rear axles, while constantly providing driving forces to both.



CHEVY GIVES YOU 3 TOUGH

Great on the road and off the road.

Chevy 4-wheel-drive pickups are great for work and play. The drivepower at both front and rear wheels means a 4-wheeler can take on jobs regular pickups can't. And when it comes to recreation, this pickup has the toughness you need to run off-road and on, with or without a camper.

New one-ton 4-wheel-drive pickup.

One-ton 4-wheel-drive Chevy pickups are now available. Models include: 2-door Chassis Cab, 2-door Fleetside, Bonus Cab and Crew Cab Fleetside, Bonus Cab and Crew Cab Chassis Cab. All have a hefty 4,500-lb.-capacity front driving axle and a 7,500-lb.-capacity rear axle. GVWRs range from 8,600 to 9,200 lbs. on single-rear-wheel models and 9,200 to

10,000 lbs. on dual-rear-wheel models. All pickup boxes are 8 feet long. Power steering and hydraulic-powered disc/drum brakes are standard. One-ton 4-wheel-drive Chevy pickups are ideally suited for use as fire apparatus support units, public utility and service utility vehicles, with snowplows, as wreckers, and as farm trucks.

1/2- and 3/4-ton 4-wheel-drive pickups.

Tough, smooth-riding 4-wheel-drive Chevy pickups and chassis cabs are also available in 1/2- and 3/4-ton models on two different wheelbases. Fleetside or Stepside pickup boxes, 6 1/2 and 8 feet long, can be ordered, depending on wheelbase. And you get a choice of standard steel or available wood floors in the 8-ft. Fleetside box. GVWRs range from 6,200 to 8,400 lbs.

4-wheel-drive Suburban.

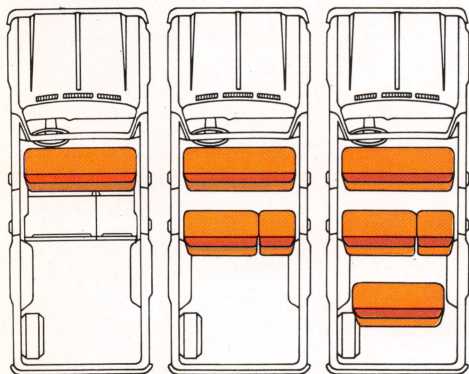
We call Suburban "Superwagon" because it seats more than a car, holds more than a wagon, tows more than some trucks. Suburban can carry up to nine, with available seating. Or it has up to 144 cu. ft. of load space available without second and third seats (that's half again as much as most full-size wagons). And Suburban is a super trailer tower. A properly equipped 4-wheel-drive Series K20 Suburban can move up to 11,500 lbs. including itself, passengers, cargo and trailer. Gross vehicle weight ratings range from 6,200 to 8,400 lbs. Load capacities up to 3,150 lbs. qualify a 4x4 Suburban for many a tough off-road job assignment.



WAYS TO GO 4-WHEELING.

Suburban converts quickly from people to cargo.

Suburban comes with a full-width bench-type front seat, generously sized for three. A folding second seat is available—room for three more. A three-passenger removable third seat is available to bring seating capacity up to nine.



4-wheel-drive Blazer.

A 4x4 Blazer is tough enough to take you almost anywhere you want to go, with the people and gear you want to take along. Blazer can carry up to five with available seating, hold up to 44 cu. ft. of gear. The GVW rating for the base 4-wheel-drive Blazer is a hefty 6,200 lbs. All Blazers have a steel front half top and a removable fiberglass-reinforced plastic rear top. In lieu of the plastic top, a convertible top in white, black, blue or buckskin is also available.

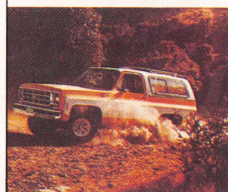


For more, pick up these catalogs, too.

CHEVY PICKUP



CHEVY BLAZER



CHEVY SUBURBAN



TAKE SOME OF THE ROUGH OUT OF ROUGHING IT WITH THESE AVAILABLE OPTIONS.

Power steering.

Variable-ratio type. Facilitates parking and low-speed maneuvering. Helps reduce driver effort.

Comfortilt steering wheel.

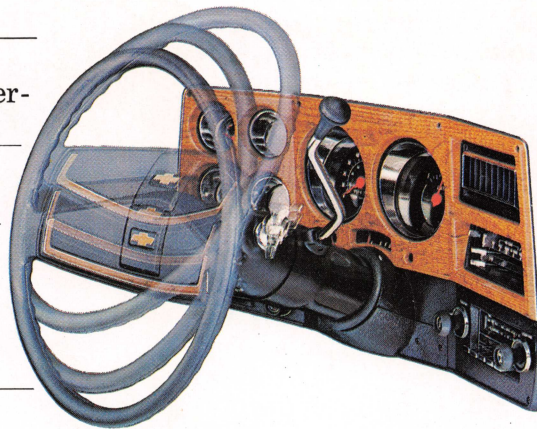
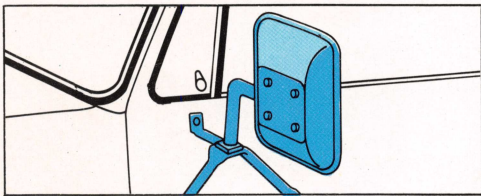
Adjusts to six different positions with just a flick of a lever. Easy entry, easy exit. Available with 4-speed or automatic transmission.

Turbo Hydra-Matic transmission.

Its three forward speeds keep the engine in the right power range automatically. Includes improved anti-theft steering and transmission lock built into ignition switch plus full-time 4-wheel drive.

Below Eyeline mirrors.

Large reflecting surfaces and extended mounting arms provide added rear vision. Low mount position helps provide good side vision. Mirror heads pivot inward for added side clearance. Available in painted or stainless steel, and in regular or camper-type versions.



Gauges.

Constant-reading voltmeter, oil pressure and temperature needle gauges replace the standard warning light system. Available with either tachometer or clock.

Air conditioning.

All Weather air conditioning cools and dehumidifies air for inside comfort. Increased capacity engine cooling components and 61-amp Delcotron generator are included.

Deluxe chromed bumpers.

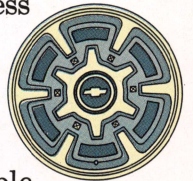
Formed of heavy-gauge steel, deluxe chromed bumpers with resilient impact strips are available for both front and rear. Chromed front bumper guards with impact strips are also available separately.

Delco Freedom battery.

Available heavy duty battery is completely sealed. It never needs water.

Wheel trim.

Newly styled stainless steel wheel covers for Series 10 models have gray paint trim with a crackle finish. Bright metal hubcaps also available.



Other available options.

New Exterior Decor Package (special paint, hood decals and emblem) Speed and cruise control Shield plates for fuel tank and transfer case Extra capacity fuel tank Soft-Ray tinted glass Rally wheels Simulated wood-grained instrument panel AM and AM/FM radios Simulated wood-grained exterior trim Engine oil cooler Heavy duty front springs (includes heavy duty shocks) Heavy duty rear springs Heavy duty generator Weight equalizing hitch platform Special tires New power door locks and windows New color-keyed front compartment floor mats New intermittent windshield wiper system New inside hood lock release New rear seat speaker for Suburban and Blazer.

SPECIFICATIONS

MANY VEHICLES IN THIS CATALOG ARE SHOWN WITH AVAILABLE FACTORY-INSTALLED OPTIONS, DEALER ACCESSORIES AND SPECIAL EQUIPMENT FROM VARIOUS INDEPENDENT SUPPLIERS.

	Blazer	Fleetside Pickup				Crew Cab Pickup	Stepside Pickup			Suburban	
	K10	K10	K10	K20	K30	K30	K10	K10	K20	K10	K20
Wheelbase (in.)	106.5	117.5	131.5	131.5	131.5	164.5	117.5	131.5	131.5	129.5	129.5
Min. Ground Clearance (in.)	6.6	7.1	7.1	7.2	7.8	7.7	7.1	7.1	7.2	7.2	7.2
Step Height (in.)	20.6	21.4	21.4	22.9	23.7	24.0	21.4	21.4	22.9	21.6	23.0
Overall Height (in.)	71.1	72.0	72.0	74.0	74.7	75.0	72.0	72.0	74.0	73.5	75.5
Standard Tire Size	H78-15B	L78-15B		8.75-16.5C	9.50-16.5D	9.50-16.5D	L78-15B		8.75-16.5C	H78-15B	8.75-16.5C
Ramp Angle											
	—Front	32°	33°	33°	35°	41°	38°	33°	33°	35°	34°
	—Rear	24°	19°	15°	20°	19°	18°	19°	16°	21°	19°
Break-Over Angle		23°	21°	20°	23°	25°	21°	21°	20°	23°	20°

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