

1970 CHEVROLET MOVERS



BLAZERS



Blazer

Use it as a second car. A pickup truck. A go-anywhere runabout. Whatever you have in mind for it, Blazer is built to come through.

One big Blazer difference is its wide-track design. Far wider than any vehicle in its field. In fact, Blazer has the same tread width as Chevrolet pickups. So you get the same

kind of smooth, stable ride.

Full-size power is another Blazer asset. Pick from three different engines. All the way up to 255-hp V8. That's power enough for hauling heavy loads. Or towing a big trailer at freeway speeds.

When you want to go where the roads don't, Blazer's 4-wheel drive gets you there and back again.

For all its strength and stamina, Blazer is surprisingly easy to handle. Turning circle is less than 37 feet. So you get the agility you need to maneuver along backwoods trails. Or slip into tight parking

places. Add such conveniences as Turbo Hydra-matic, power brakes and power steering to make life easier.

2-Wheel Drive Blazer

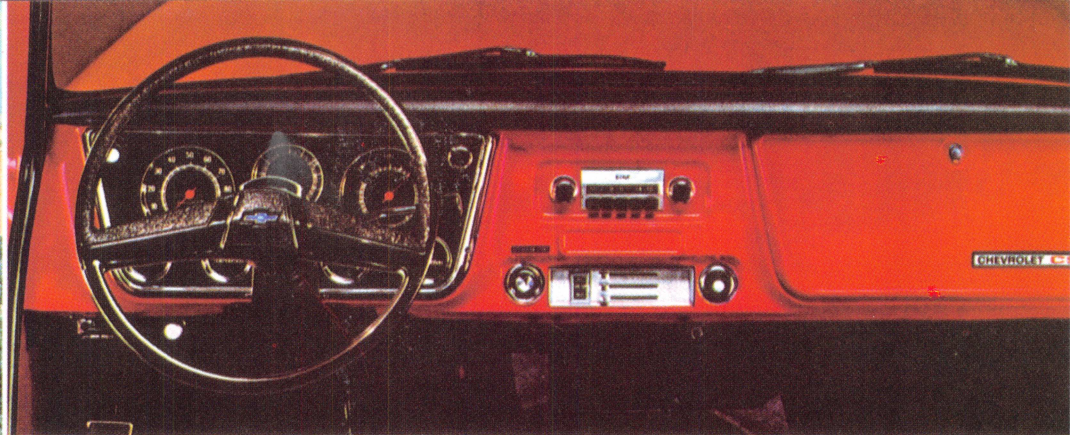
If you do most of your driving on the road, order Blazer with 2-wheel drive. You get the same agile performance, the same sporty lines. You also get a lower price and the smoothest ride going. Coil springs at all four wheels and independent front suspension make sure of that.



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Generous load space.



Low-profile steering wheel.



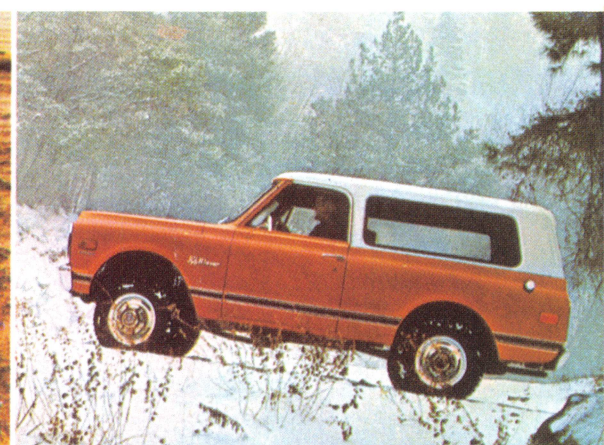
Double-wall side panels.



Wide-track design.



Front fender liners.



4-Wheel Drive Chassis

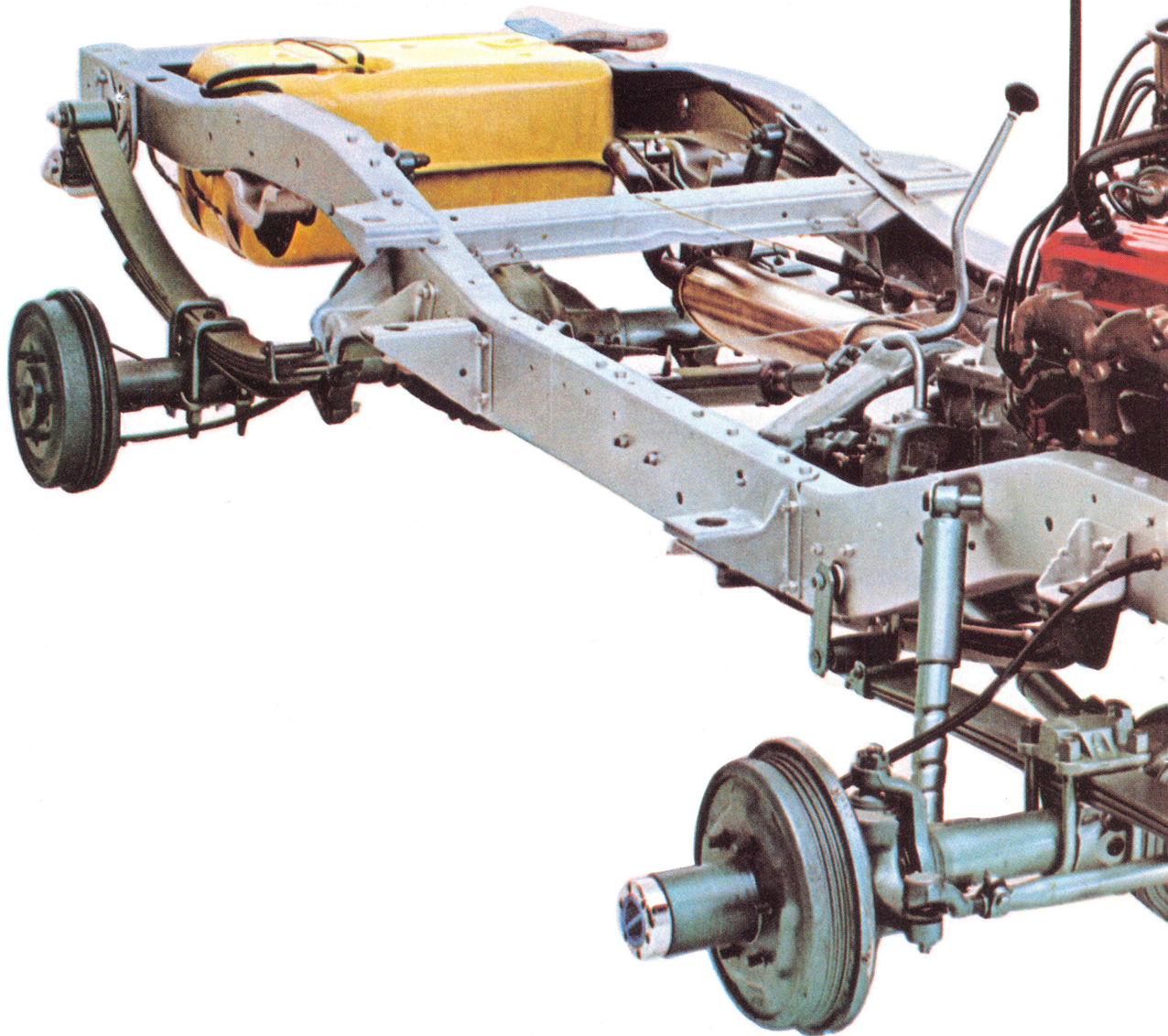
Frame. Tough ladder-type frame is designed to withstand the abuse of off-road driving. Alligator-jaw crossmembers are securely riveted to heavy-gauge channel side rails.

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-

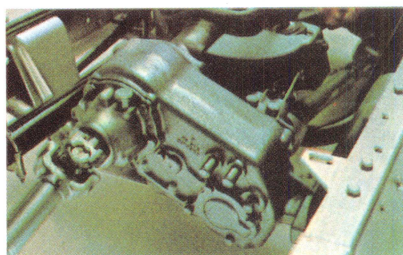
acting shock absorbers at all wheels contribute to smooth ride and precise handling.

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

Drive Shafts. Made of heavy-wall steel tube for high rigidity, dynamically balanced for smooth operation. Spline ends of fine grain alloy steel are phosphate coated to reduce



friction, induction hardened for durability. High capacity universal joints are balanced and permanently sealed to eliminate periodic servicing requirements.



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.

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 are available.

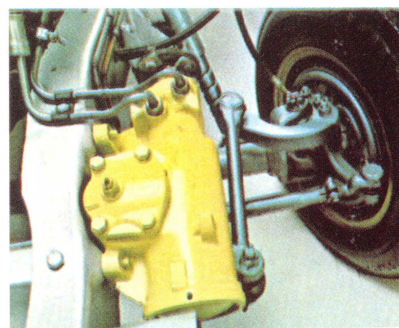
Transmissions. Standard 3-speed synchromesh manual transmission has shift lever mounted on steering column. A 4-speed transmission with floor-mounted shift lever also is offered. Turbo Hydra-matic 3-speed automatic transmission available.

2-Wheel Drive Chassis

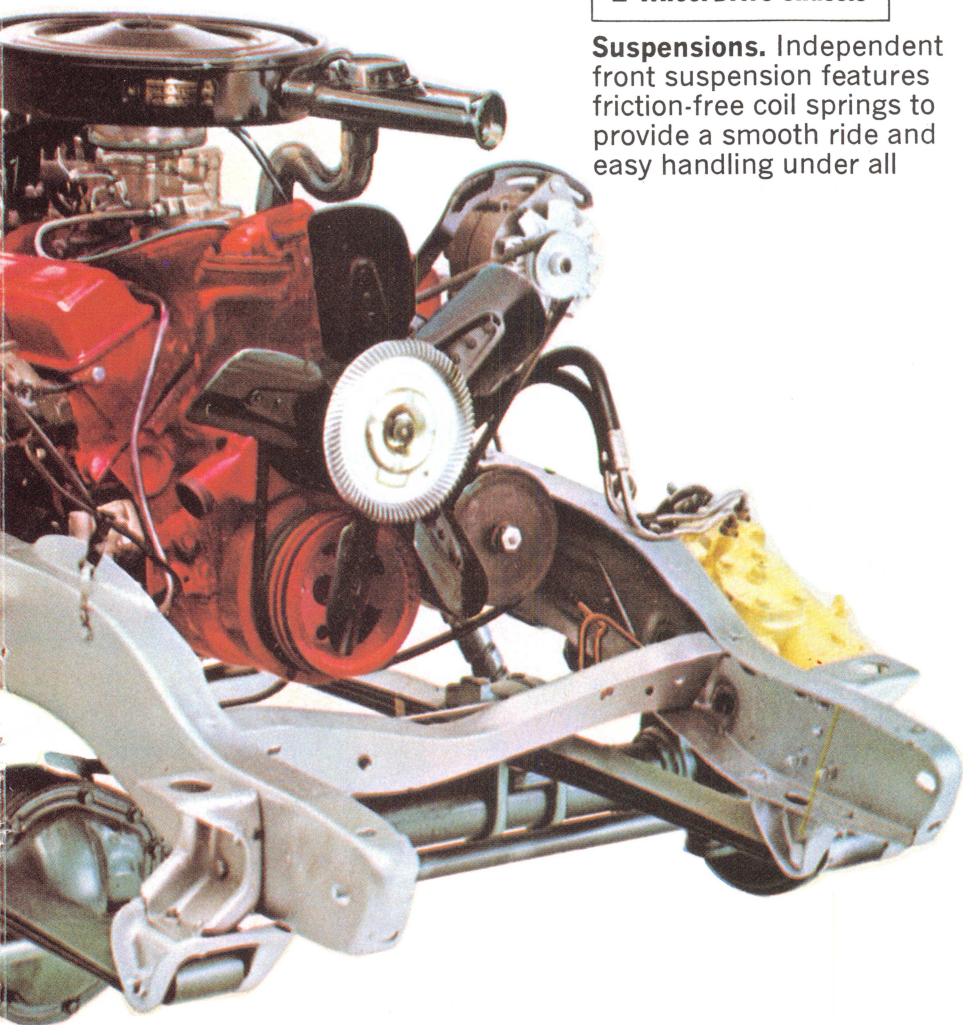
Suspensions. Independent front suspension features friction-free coil springs to provide a smooth ride and easy handling under all

conditions. Front wheels operate independently to prevent transfer of road shock from one to the other. Coil-spring rear suspension employs 2-stage springs to give a soft ride when empty and firm support when fully loaded. Axle movement is controlled by two trailing arms pivoted at a frame cross-member plus a transverse arm connecting the axle to the left frame side rail. Double-acting shock absorbers front and rear soak up vibrations.

Axles. Rear axles utilize quiet hypoid gearing for greater tooth contact, extra strength. Axle shafts are semi-floating design. Maximum-traction differentials are available to keep Blazer moving over all types of terrain and road conditions.



Power Steering. Optional integral-type unit reduces steering effort to combat driver fatigue. Dampens road shock at steering wheel for added comfort.



Three efficient high-torque Engines

A rugged Six and two husky V8's supply Blazer power. Each is designed to deliver top performance on regular-grade

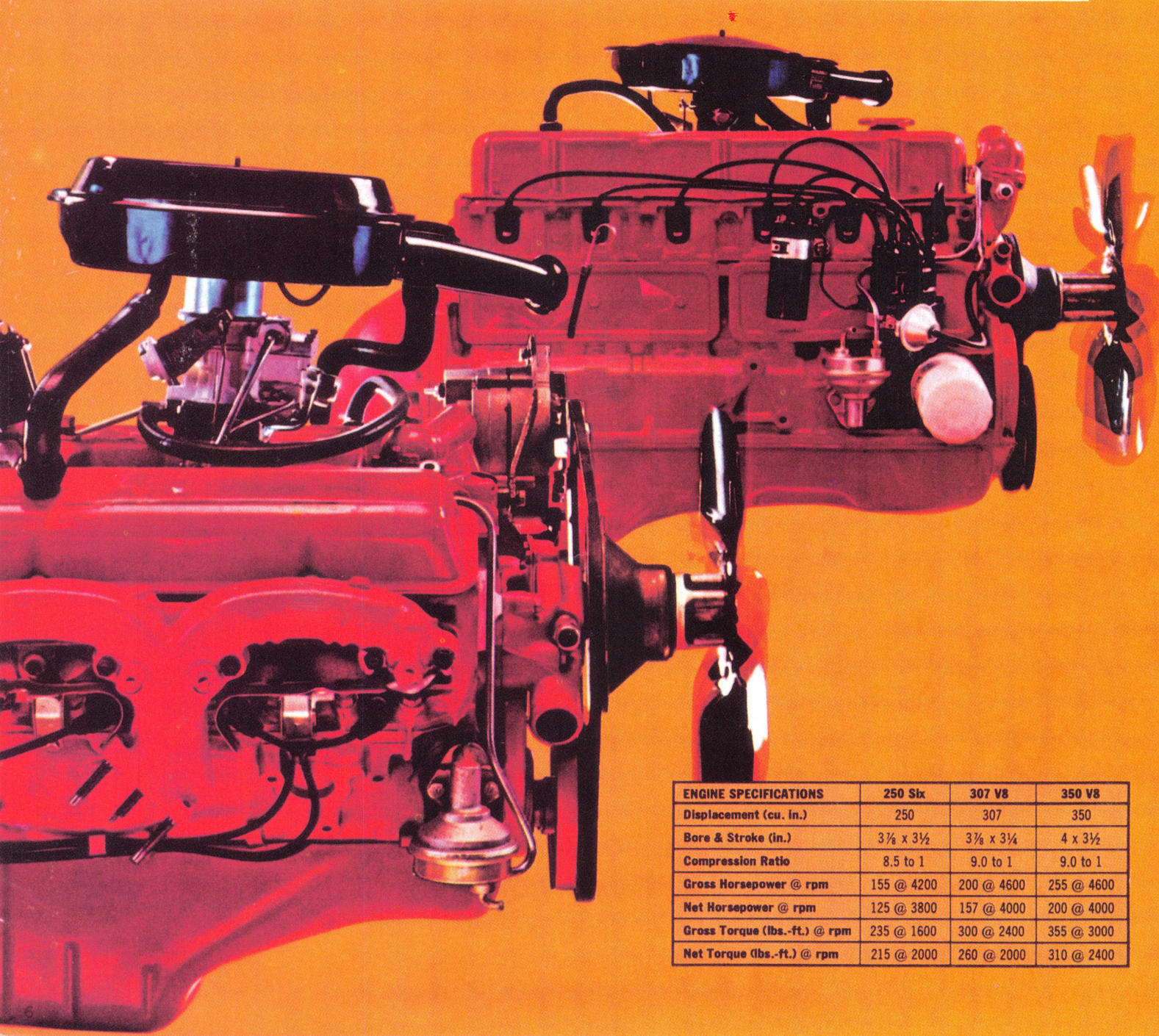
gasoline. Precision-molded head and block castings give maximum rigidity with a minimum of dead weight. Free-breathing valve-in-head design with big valves and smooth porting allows full fuel charge to enter the cylinders. Hydraulic valve lifters and individual rockers provide quiet valve action at all speeds. Low-inertia aluminum pistons have cast-in steel struts to control expansion. Precision-balanced crankshafts have main bearings flanking each throw to keep engine running smoothly.

250 Six

Chevy's standard 250-cu.-in. Six has a rating of 155 horsepower. A 12-counterweight crankshaft and torsional damper assure exceptional smoothness. Camshafts are contoured for best balance of performance and economy. Full-length water jackets provide uniform cooling of cylinder walls to minimize distortion, improve engine efficiency.

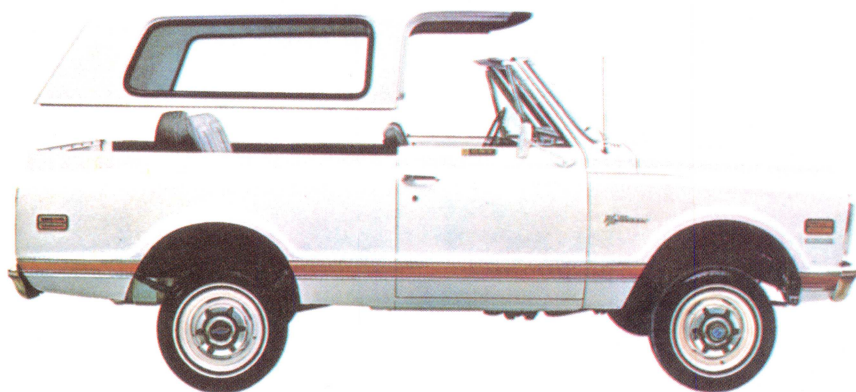
307 and 350 V8's

Standard 307-cu.-in. V8 is rated at 200 horsepower. Optional 350 V8 offers 255 horsepower. Both utilize long-life exhaust valves with special coating on heads and faces to retard the formation of deposits. Five main bearings contribute to outstanding crankshaft rigidity.



ENGINE SPECIFICATIONS	250 Six	307 V8	350 V8
Displacement (cu. in.)	250	307	350
Bore & Stroke (in.)	3 1/8 x 3 1/2	3 7/8 x 3 1/4	4 x 3 1/2
Compression Ratio	8.5 to 1	9.0 to 1	9.0 to 1
Gross Horsepower @ rpm	155 @ 4200	200 @ 4600	255 @ 4600
Net Horsepower @ rpm	125 @ 3800	157 @ 4000	200 @ 4000
Gross Torque (lbs.-ft.) @ rpm	235 @ 1600	300 @ 2400	355 @ 3000
Net Torque (lbs.-ft.) @ rpm	215 @ 2000	260 @ 2000	310 @ 2400

Wider choice of options



Weathertight hard top bolts on, removes easily.

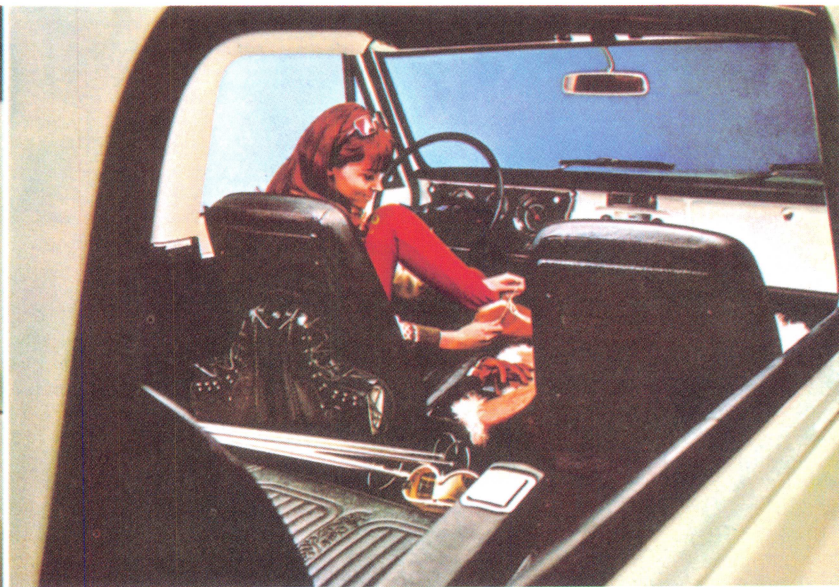
Fiber glass reinforced hard top bolts on, is easily removable. Top features lockable lift gate. Includes windows and ventipanes for side doors. CST option adds exterior appearance items, front bucket seats, right-hand armrest and color-keyed floor coverings. Second front seat and bench-type rear seat may be ordered.

Other Blazer Options and Accessories:

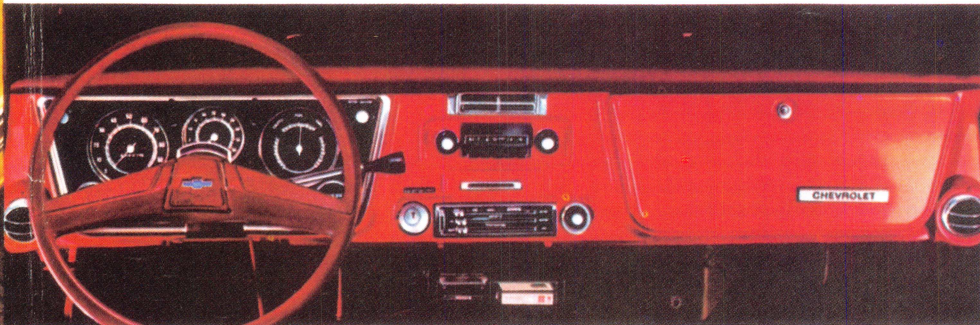
- ☐ Air conditioning ☐ Power steering
- ☐ Power brakes ☐ Pushbutton radio
- ☐ Soft-Ray tinted glass ☐ Heavy-duty springs and shock absorbers
- ☐ Heavy-duty cooling system ☐ Free-wheeling hubs
- ☐ Auxiliary battery ☐ Front towing hooks . . . AND MANY MORE.



Lift gate included with hard top option.



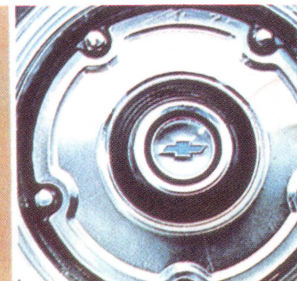
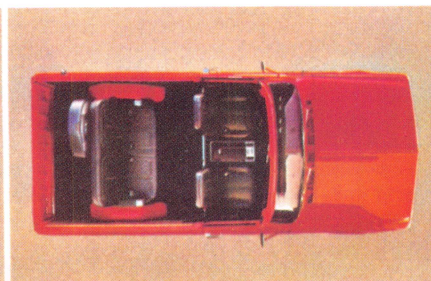
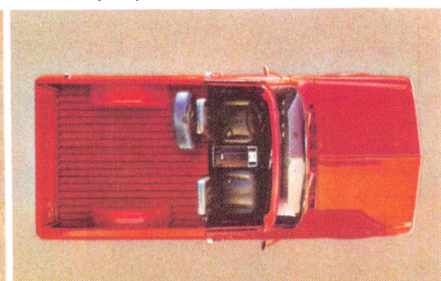
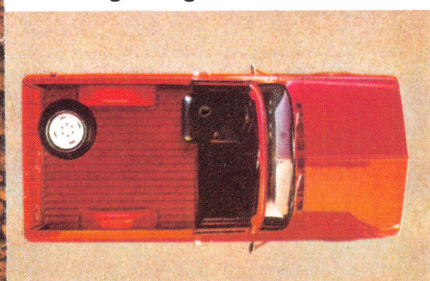
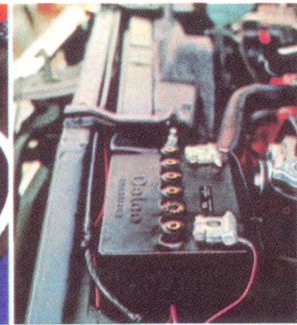
CST package includes front bucket seats, deluxe trim.



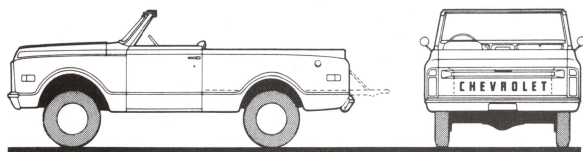
All-weather air conditioning adds year-round comfort. Seating arrangements available for one to five people.



Free-wheeling hubs and auxiliary battery available. Deluxe wheel cover.



1970 Blazer Specifications



Wheel-base	Length	Width	Height	
			2 W.D.	4 W.D.
104	177½	79	64¼ 68½*	68½ 72¾*

*With Optional Hardtop

	2 W.D.	4 W.D.		
Max. GVW	5000		Box Length—Floor	78¼
Front Overhang	33¼		Box Length—Upper	70
Rear Overhang	40¼		Box Width—Floor	72
Front Tread	63	64	Box Width—Tailgate	65
Rear Tread	62½		Between Wheelhouses	50
Ground Clearance	7.3		Box Depth	19¼

		2-WHEEL DRIVE		4-WHEEL DRIVE	
		Standard	Optional	Standard	Optional
Front Suspension	Type	Independent		Tubular Driving—Ratio 3.73 or 3.07†	
	—Cap. (lbs.)	2500		3300	
	Springs—Type	Coil		Tapered Leaf	
	—Cap. (lbs.)	1250		1450	1750
	Shock Absorbers	Standard	H.D. Optional	Standard	H.D. Optional
Rear Suspension	Axle—Type	Semi-Floating			
	—Cap. (lbs.)	3500#			
	—Ratios	3.73	3.07, 4.11	3.73	3.07†
	Springs—Type	Coil		Two Stage Tapered Leaf	
	—Cap. (lbs.)	1250		1800	
Engines	Shock Absorbers	Standard	H.D. Optional	Standard	H.D. Optional
		250 Six* 307 V8**	350 V8	250 Six* 307 V8**	350 V8
Clutch	Dia. (in.)	10*		10*	
	Area (sq. in.)	100*		100*	
	Dia. (in.)	11**	12†	11**	12†
	Area (sq. in.)	124**	150†	124**	150†
Transmissions		3-Speed Fully Synchronized	4-Speed Turbo Hydra-matic	3-Speed Fully Synchronized	4-Speed Turbo Hydra-matic
Transfer Case	Type	Not Required		2-Speed	2-Speed†
	Ratios			2.03—1.00	1.96—1.00†
	PTO Provision			Standard	Standard†
Brakes		Hydraulic	Power	Hydraulic	Power
Frame	Section Modulus	2.98		2.70	
Steering		Manual 40° Turning Angle	Power	Manual 40° Turning Angle	Power
Fuel Tank	Cap. (gal.)	23.5			
Wheels	Disc	6-Stud	6-Stud 6-Stud	6-Stud	6-Stud 6-Stud
	—Rim Width (in.)	5.5	5.0 6.0	5.5	5.0 6.0
Tires	Tubeless—Sizes	E78-15-B	G78-15-B H78-15-B	E78-15-B	G78-15-B H78-15-B 8.75—16.5 10.00—16.5
	Tube—Type—Sizes		G78-15-B 6.50—16 7.00—15		G78-15-B 6.50—16 7.00—15

†—Inc. with 350 V8. ‡—Inc. with Turbo Hydra-matic. Equipment shown in blue, optional at extra cost. #—Also available with Positraction differential. *—Standard on 6-cylinder models. **—Standard on V8 models.

All 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.

