

'75 CHEVY PICKUPS



1975 Chevrolet Pickups: Facts to consider about economy and value.

Economy and value started with Chevy Trucks a long time ago

We consider truck economy as something more than purchase price, or operating costs. Always have. We like to think about truck economy in terms of lasting value: how well it's built, how long it will work, how much that truck might bring when it's time to trade. Right now we'd like you to read about all the things we've done to *improve* economy and value in '75 Chevy Pickups.

An efficient new 6-cylinder engine

Our new 250 Six meets today's needs for economy. It offers *more* horsepower and *more* torque than before, while providing improved gasoline mileage.

New High Energy Ignition for Six and V8 engines

Standard on all Chevy Pickups, this new transistorized system delivers a hotter spark, up to 35,000 volts to each plug. Result is quicker starting and improved performance. You also go farther between tune-ups.

New extended maintenance schedules

We're making important progress in extending the time intervals between routine maintenance services. For pickups rated at 6,000 lbs. GVW and under, engine oil changes and chassis lubrication now are recommended at 7,500 miles instead of 6,000 miles. On page 7, you'll find a chart showing other service requirements in normal driving.

Economical new emissions control

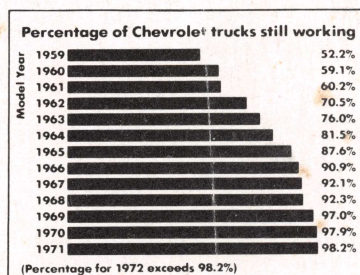
It's a catalytic converter, now standard on all pickups under 6,001 lbs. GVW. With this new method of emissions control, we've tuned the engines to help provide quicker starting, smoother idling, improved fuel economy.

Year in, year out, more Chevy trucks are in use than any other make

That's a fact, according to R. L. Polk & Co. official industry statistics. And that's something to consider when you're ready to buy a new truck.

Consistently high resale value says a lot about truck economy

The more a truck is worth when you trade, the less it costs you to own. According to *Automotive Market Reports*, an authoritative industry source, Chevy truck resale value for $\frac{3}{4}$ - and 1-ton models is traditionally high when compared with other makes.



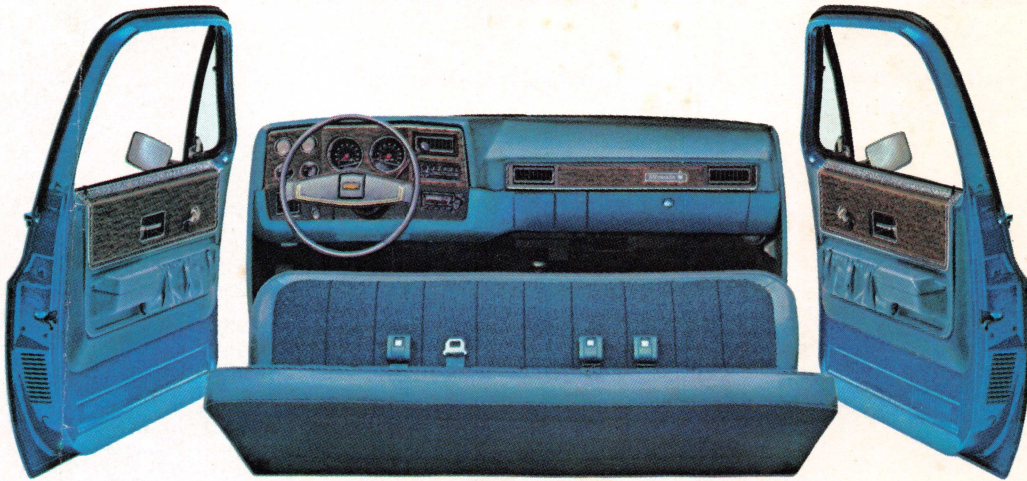
R. L. Polk & Co. 7/1/73

Chevy's record for building trucks that last

We think you have a right to know how our Chevy trucks have held up over the years. So we went to the record books and prepared this chart to show you. Going back as far as 1959, we discovered that 52.2% of the trucks we made that year were still in service on July 1, 1973.



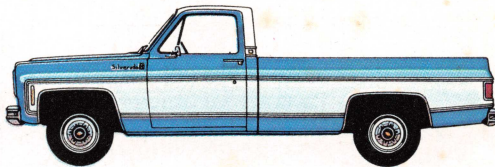
Introducing four practical new wo



The most luxurious Chevrolet Pickup.

The full-width bench seat has a foam cushion nearly seven inches thick and is richly upholstered in a basketweave-patterned nylon cloth with vinyl bolsters and facings (five color choices) or buffalo-hide vinyl (six color choices). Custom vinyl bucket seats with center console also are available, except for crew-cab models.

You get full-gauge instrumentation



set in a simulated wood-grain panel with bright trim; custom steering wheel with wood-grain applique on 2-wheel-drive models; simulated wood-grain inserts with bright accent trim and storage pockets on both doors; deep-twist nylon

carpeting. Insulated headliner and insulation for the floor, cowl, hood and back panel help enhance your comfort with quietness.

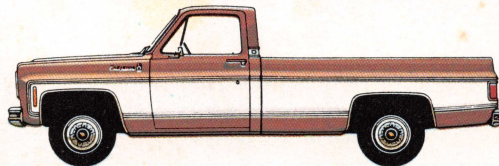
Exterior includes all bright items in the Cheyenne, Scottsdale and Custom Deluxe packages substituting Silverado nameplates, plus bright lower body side and tailgate moldings, wheel-opening moldings and full tailgate applique on Fleetsides.



Bench seat with full-

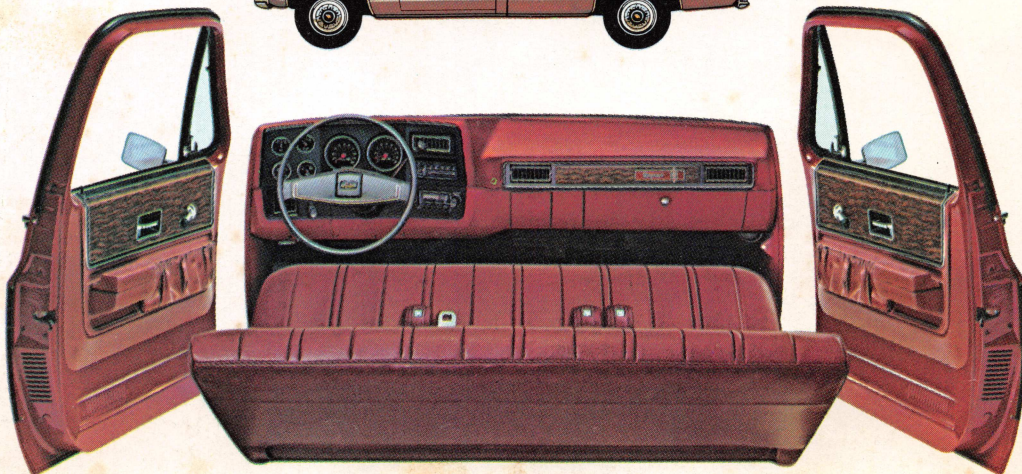
depth foam cushion is upholstered with custom-grained vinyls or nylon cloth and vinyl when you order this available interior. Vinyl-trimmed bucket seats are offered, too. Door trim panels with simulated wood-grain inserts and storage pockets, headliner, deep-twist nylon carpeting and garnish moldings are color-keyed.

You also get an ashtray-mounted cigarette lighter, custom steering wheel with wood-grain applique on 2-wheel-drive models, simulated wood-grain insert on instrument panel pad with Cheyenne nameplate, door or manually

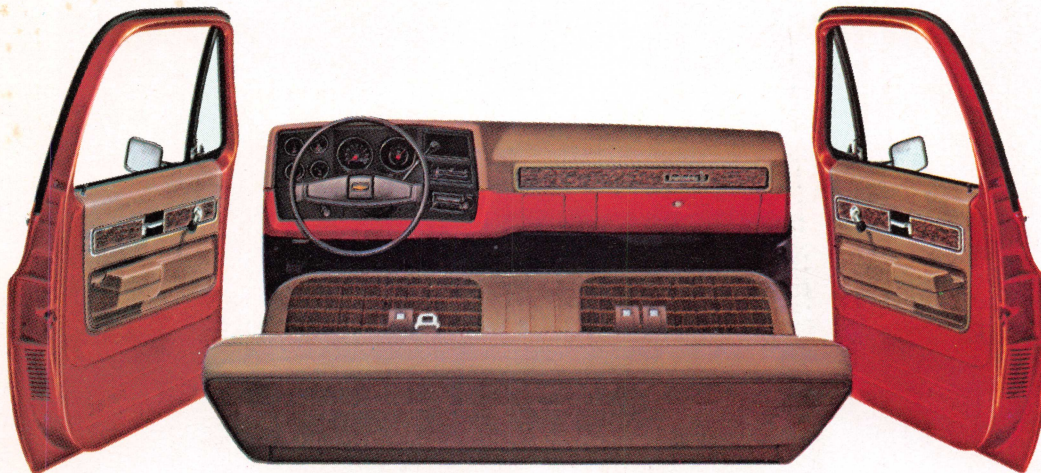


operated courtesy and dome lamps, generous acoustical insulation.

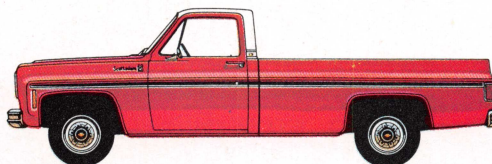
Exterior includes all bright items in Scottsdale and Custom Deluxe trims, plus these additions or substitutions: bright metal cab back panel applique and moldings, bright upper body side and tailgate moldings and central tailgate applique for Fleetsides, Cheyenne nameplates.



orking environments.



Many special trim items are included: bench seat with full-depth foam cushion, door trim panels with simulated wood-grain inserts, ashtray-mounted lighter, door or manually operated dome and courtesy lamps, full-length bright door sill plates, high-note horn. Seat upholstery



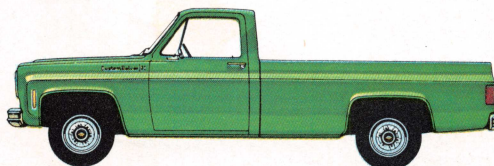
is grid-patterned nylon cloth with vinyl bolsters and facings; four color choices. Custom vinyl or custom knit vinyl upholstery also is available. Rubber floor mat is color-keyed.

Exterior includes all bright items in Custom Deluxe trim plus chromed front bumper, chromed hubcaps, spear-type upper body side moldings for Fleetsides, bright windshield and rear window trim, bright-trimmed parking and side marker lamps, bright-trimmed Fleetside tail-lamps, Scottsdale nameplates.

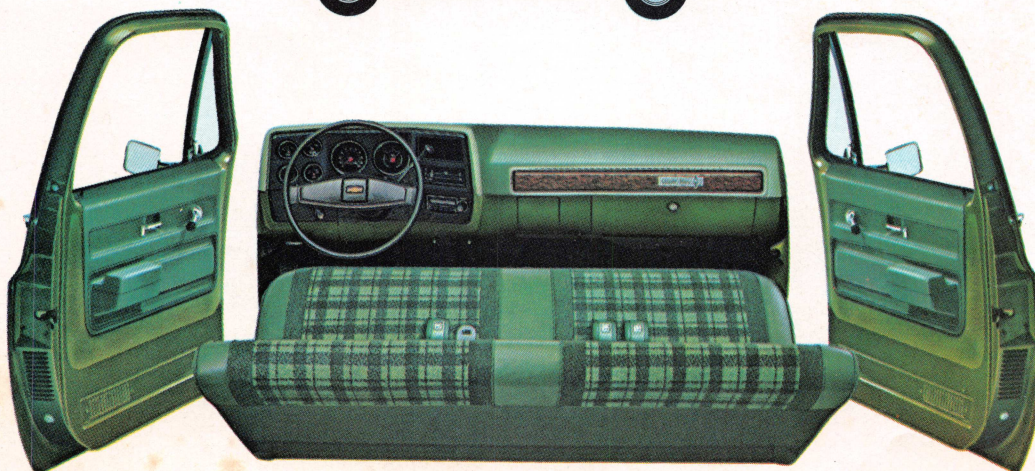


This is where we set the standards. Full-width bench seat is comfortably foam-padded, upholstered with plaid pattern vinyl in blue, green, saddle or red. Steel roof panel is painted exterior color. Black rubber floor mat extends to firewall.

Padded armrest, padded sunshades, courtesy lamp, prismatic rearview mirror, foam-padded instrument panel pad are included.



Exterior includes bright upper and lower grille outline moldings, bright headlamp bezels, new silver plastic grille insert, bright outside rearview mirrors, bright door handles, white-painted front bumper, hubcaps and wheels, bright Custom Deluxe nameplates.





Stepside Pickup offers advantages of its own, along with a double-wall cab, computer-matched brake system, available Six or V8 power, Massive Girder Beam independent front suspension on 2-wheel-drive models. Step located between door and rear fender on either side is handy for loading or unloading. Both 6½- and 8-ft. Stepside boxes have smooth inner walls and perfectly flat wood floors. Seven models are available with GVWs up to 9,000 lbs.



PICKUP DIMENSIONS (inches)	WHEEL-BASE	INSIDE LENGTH OF PICKUP BOX AT FLOOR	OVERALL LENGTH	TAILGATE HEIGHT	WIDTH BETWEEN WHEEL-HOUSES	MAXIMUM INSIDE WIDTH AT FLOOR
Fleetside						
CC/CK10703	117½	78¾	191¼	19¼	50	72
CC/CK10903 CC/CK20903 CC30903	131½	98	211¼	19¼	50	72
CC20963 CC30963	164½	98	244¼	19¼	50	72
Stepside						
CC/CK10703	117½	78½	190¼	17½	50	50
CC/CK10903 CC/CK20903 CC30903	131½	98¾	210¼	17½	50	50

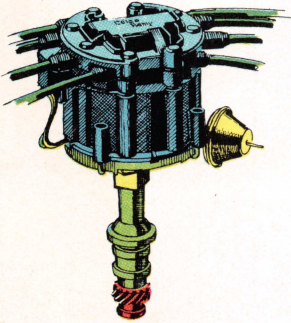
Fleetside Pickup is America's favorite light truck, and with good reason. You get tough, double-wall Chevy construction in the cab and box. Along with Massive Girder Beam independent front coil-spring suspension on 2-wheel-drive models, and multi-leaf rear springs. A brake system featuring front disc and rear drum brakes, with stopping power computer-matched to pickup size and its GVW rating. Economical Six or powerful V8 engines are available. Fleetside Pickups are offered in five basic series on three different wheelbases—nine models altogether. Both 6½- and 8-ft. boxes are available, depending on model choice, and the standard floor is steel; wood floor also available with 8-ft. pickup box. GVWs range from 4,900 to 10,000 lbs. with available dual rear wheels.

3+3 Crew-Cab is our four-door, six-passenger model. It's available with or without an 8-ft. Fleetside box on a Series 20 or Series 30 chassis with Six or V8 power. Dual rear wheels available on Series 30 model, 10,000 lbs. GVW.

2-Door Chassis-Cab takes special bodies for special jobs. Chevrolet offers a wide selection of wheelbases, GVW ratings as high as 10,000 lbs. Choose from four 2-wheel-drive models in Series 20-30, one 4-wheel drive in Series 20.



Important news about what we've done to improve operating



High Energy Ignition system

A magnetic pulse generator and a transistorized electronic control replace breaker points and rubbing block, doing away with the moving parts that wear out fastest. New coil design produces higher energy levels, up to 35,000 volts for each plug. (Integral coil-distributor cap on V8s also eliminates extra wires, terminals.) Additional voltage helps fire spark plugs with more gap and ignite fuel-air charges leaner or richer than normal. Now you can go farther between tune-ups.

New Six gives improved operating economy

Our new 250 Six distributes fuel more evenly and burns it more efficiently. Delivering *more* power than before, this Six also operates more economically. It even uses its own exhaust gases to warm up quicker and help save on fuel.

New intake manifold

Integrally cast intake manifold improves flow of the fuel-air mixture. Passages are a more uniform length, helping equalize fuel distribution to all cylinders for added efficiency.

Carburetor heat sump

A new heat sump below the carburetor promotes good fuel vaporization, while special connecting passages maintain a high-velocity flow all the way to the combustion chambers.

Improved EGR system

Exhaust Gas Recirculation (EGR) is part of the exhaust emissions control system. Gases entering the EGR port now flow around a stainless steel insert to help provide good mixing.

V8s available from a small-block 350 to a hard-working 454

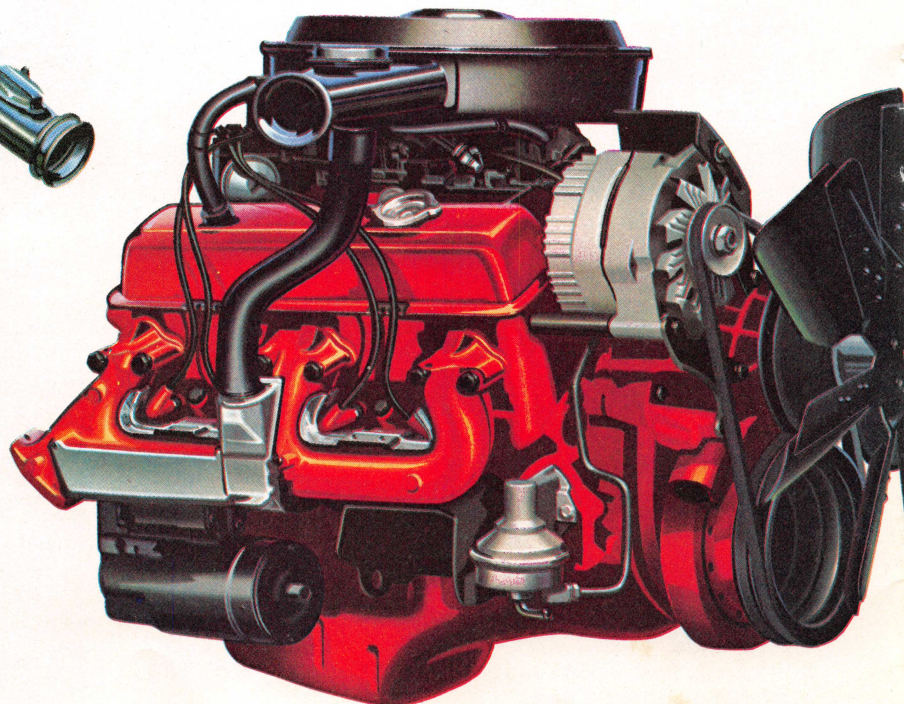
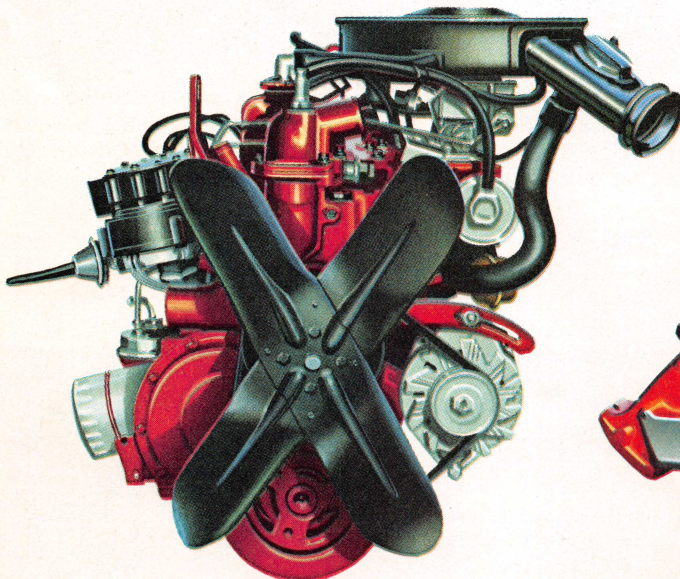
All Chevy V8s feature short-stroke design and full-jacket cylinder cooling for uniform temperatures throughout the block. They also have free-breathing valve-in-head design, hydraulic valve lifters, induction-hardened exhaust valve inserts and precision-balanced crankshafts. The 350 2-barrel is standard on V8 models in Series 10. A 4-barrel version is available for Series 10, standard on Series 20 and 30 V8 models. Chevy's big-block 454 V8 is available for heavier loading or towing.

Other features help improve efficiency on all models rated at 6,000 lbs. GVW and under

These improvements are common to all Chevrolet engines, Sixes and V8s, for pickups rated at 6,000 lbs. GVW and under. All use *unleaded* gasoline exclusively. New fuel-filler openings accept only the narrow nozzles now required for dispensing unleaded fuels.

Carburetor outside air

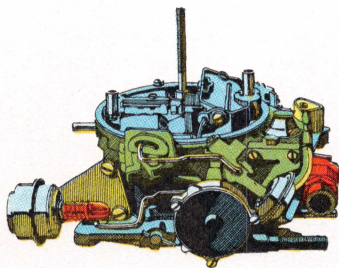
Cooler outside air is ducted from the grille intake directly to the carburetor, charging the cylinders with a denser fuel-air mixture. The result of drawing in this oxygen-rich outside air is improved performance in all speed ranges after engine warm-up.



economy.

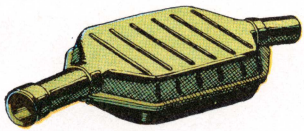
Early fuel evaporation

When the cold engine is started, a vacuum motor immediately closes the exhaust manifold heat valve. Hot gases then flow around the inlet manifold, pre-heating the incoming fuel. Result is faster warm-up, improved drivability, reduced emissions.



Modified 4-bbl. carburetor

Chevy's new Mod-Quad carburetor features an integral hot-air choke, a larger primary venturi, a larger fuel filter area and additional Teflon® coated parts. Together, they contribute to improved carburetor operation, better engine response.



New catalytic converter

Hot exhaust gases flow through stainless steel exhaust pipe to the converter, where a catalyst changes hydrocarbons and carbon monoxide to water vapor and carbon dioxide. With primary emissions control moved outside the engines, they're tuned for improved fuel economy.

New combustion chamber

More of the fuel mixture is concentrated around the spark plugs for faster ignition and quicker burning. This helps wring more power from every gallon of fuel.

Rebalanced CCS

The Controlled Combustion System (CCS) is an emissions-control method involving carburetor calibration, engine idle speed and ignition distributor timing. It's rebalanced this year for improved performance and increased fuel economy on pickups using the catalytic converter.

All these easy-care features come standard on Chevy Pickups



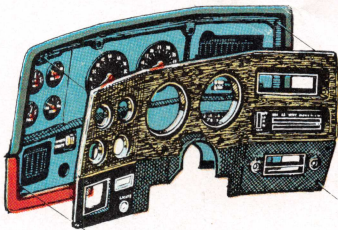
Side-terminal battery

Sealed side terminals in standard Delco battery resist corrosion, maintain good electrical contact. Vent-hole flame arrest feature is included.



Durable new mufflers

Both outer shell and interior baffles are thicker metal and fully aluminized both inside and out for added durability.



Front-service instruments

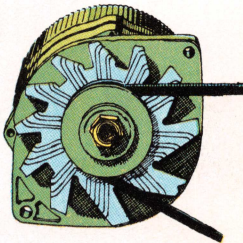
Cockpit-type cluster can be removed from the front so instruments may be serviced quickly and easily. Heating and air-conditioning controls also are front-serviceable.

Coolant recovery system

With our closed system, overflow coolant is retained in a reservoir and returned to the radiator when it cools, helping maintain proper coolant level.

Integral voltage regulator

Transistorized voltage regulator is built into both standard and available Delcotron alternators for increased reliability.



Chevrolet's new extended maintenance schedules for pickups under 6,001 lbs. GVW

Most dramatic improvement is in spark-plug life. With unleaded fuel and the new High Energy Ignition, 22,500 miles is expected between spark-plug changes in normal driving. Using unleaded gasoline also keeps the lubrication system cleaner, so oil changes now are recommended every six months or 7,500 miles (whichever comes first). See chart below for other recommended service intervals applying to Chevrolet Pickups rated at 6,000 lbs. GVW and under.

1975		1974
6 mo. or 7,500 miles	Engine Oil	4 mo. or 6,000 miles
First 7,500 miles. Every 15,000 miles thereafter	Oil Filter	First 6,000 miles. Every 12,000 miles thereafter
30,000 miles	Air Cleaner Element	Sixes: 12,000 miles. V8s: 24,000 miles
22,500 miles	Spark Plugs	6,000 miles
6 mo. or 7,500 miles	Chassis Lubrication	4 mo. or 6,000 miles
Every 30,000 miles	Automatic Trans. Fluid And Filter	Every 24,000 miles

ENGINE SPECIFICATIONS	ENGINES WITH LIGHT-DUTY EMISSIONS FOR MODELS OF 6000-LB GVW AND BELOW			
	250 1-bbl L6	350 2-bbl V8*	350 4-bbl V8	454 4-bbl V8
Displacement (cu. in.)	250	350	350	454
BORE & STROKE (in.)	3 7/8 x 3 1/2	4 x 3 1/2	4 x 3 1/2	4 1/4 x 4
COMPRESSION RATIO	8.25 to 1	8.5 to 1	8.5 to 1	8.25 to 1
SAE NET HORSEPOWER @ rpm	105 @ 3800	145 @ 3800	160 @ 3800	215 @ 4000
SAE NET TORQUE (lb.-ft.) @ rpm	185 @ 1200	250 @ 2200	250 @ 2400	350 @ 2400
ENGINE SPECIFICATIONS	ENGINES WITH HEAVY-DUTY EMISSIONS FOR MODELS OF 6001-LB GVW AND ABOVE			
	292 1-bbl L6*	350 4-bbl V8	400 4-bbl V8	454 4-bbl V8
Displacement (cu. in.)	292	350	400	454
BORE & STROKE (in.)	3 7/8 x 4 1/4	4 x 3 1/2	4 1/8 x 4	4 1/4 x 4
COMPRESSION RATIO	8.0 to 1	8.5 to 1	8.5 to 1	8.25 to 1
SAE NET HORSEPOWER @ rpm	120 @ 3600	160 @ 3800	175 @ 3600	245 @ 4000
SAE NET TORQUE (lb.-ft.) @ rpm	215 @ 2000	250 @ 2400	290 @ 2800	355 @ 3000

*Not available in California.

Chevy economy and value start

Massive Girder Beam front suspension

We put a Massive Girder Beam independent coil spring suspension that weighs up to 247 lbs. between the front wheels of Chevy Pickups. Attached at each end are two contoured steel arms with friction-free coil springs. Each pair flexes independently



up and down, allowing wheels to step individually over rough spots and help smooth the ride.

Compression-positioned exhaust hangers

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

Double-walled construction

In a Chevy Pickup, you're virtually surrounded by double walls of steel: in the door, upper cab panels, windshield pillars, front cowl. Double-walled roof has insulation between the panels.

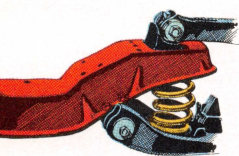
ELPO-primed body panels

Pickup box steel floor, side-walls, front panels and tail-gate are totally immersed in electrically charged primer. Electric charge draws paint into hidden seams and crevices for corrosion protection.



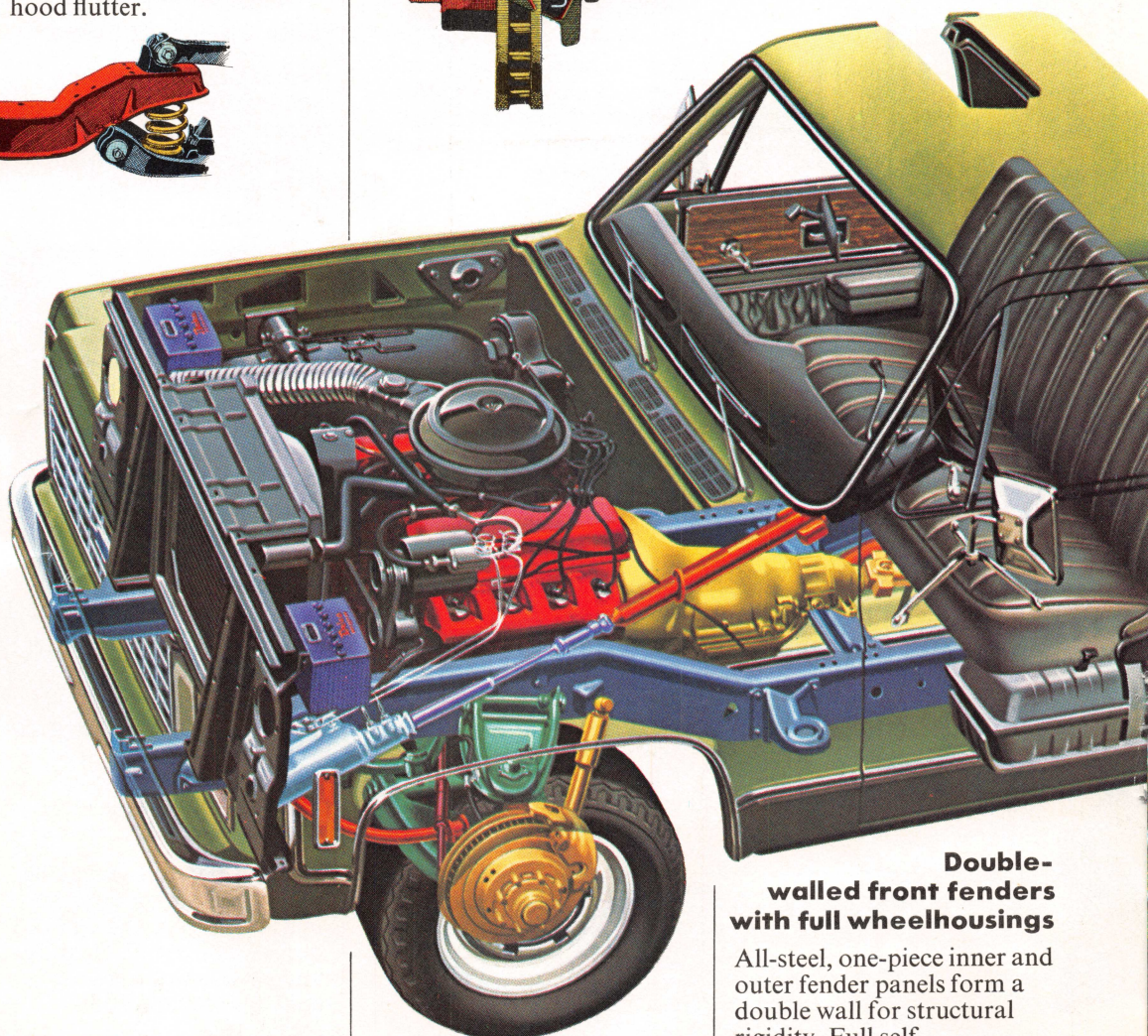
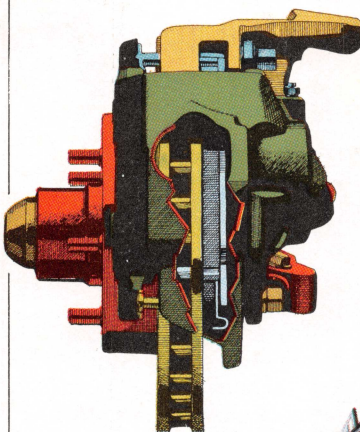
Rigid double-walled hood

Fabricated from two single pieces of steel, the hood is welded together for torsional rigidity. Inner panel is heavily embossed for strength, helping eliminate hood flutter.



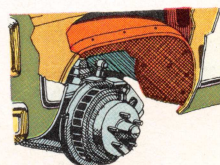
Computer-matched brake systems

Front disc brakes are used in complete braking systems, computer-matched to gross vehicle weight. Lining areas, size and capacity of power assists, wheel-cylinder size—all are pre-selected at the factory. Front disc brake lining wear sensor gives an audible signal when pads need replacing.



Double-walled front fenders with full wheelhousings

All-steel, one-piece inner and outer fender panels form a double wall for structural rigidity. Full self-washing bathtub-type wheel-housings protect fenders and engine compartment.



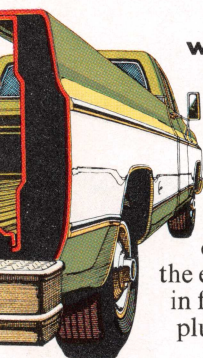
Wood floor for Stepsides

Stepside body floors are kiln-dried, sealed Southern pine with steel skid strips, supported by heavy steel cross sills. Recessed bolt heads prevent cargo damage while loading or unloading.

Tough steel frame

Ladder-type all-steel frame has a drop-center design which allows for lower cab mounting, easy entry and exit. Deep-section channel side rails are strong and durable.

deep



Double-walled Fleetside body panels

They're double-walled from top to bottom for strength and to help prevent cargo dents from marring the exterior wall. Holes in front stake pockets, plus center pockets of the 8-ft. box, are provided for cargo tie-down. Accessory cargo tie-downs which fit into all stake pockets are available.

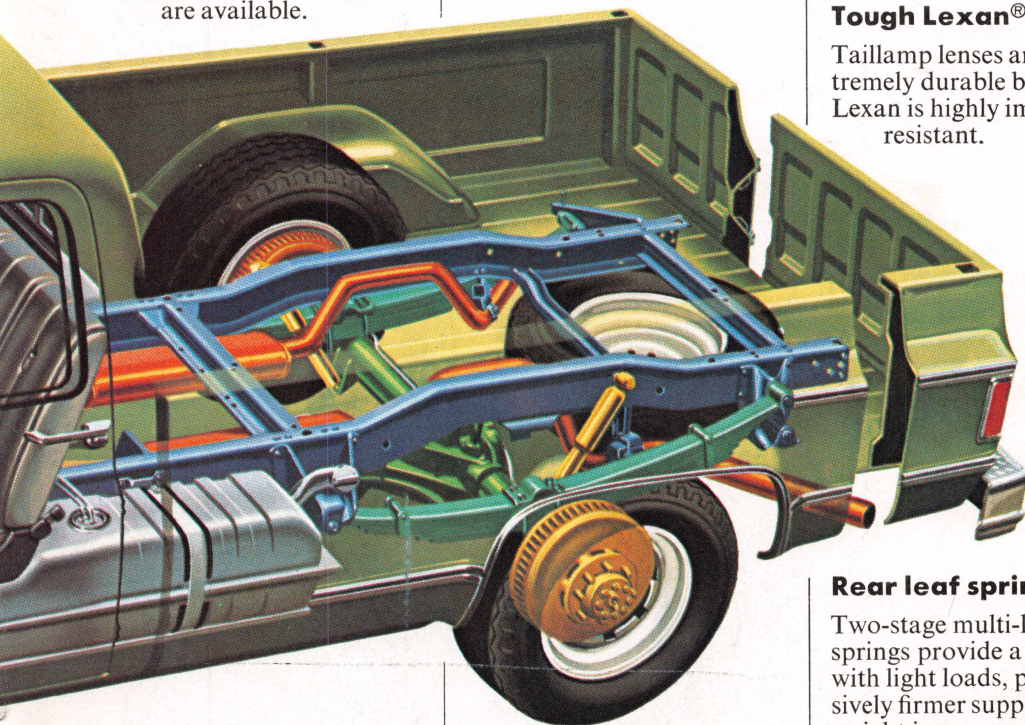


Illustration above shows auxiliary fuel tank and battery.

Staggered rear shock absorbers

Rear shocks are positioned with one slanted forward, the other aft to help reduce brake and power hop. Heavy-duty rear shocks are available for C10-20, standard on C30.

Energy-absorbing steering column

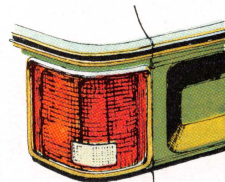
Designed to help protect driver in the event of a severe front-end impact.

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.

Large glass area

Windshield is 1,447 sq. in. big and made of laminated safety plate glass. Total glass area including side and rear windows is 3,329 sq. in. for good visibility all around.



Tough Lexan® lenses

Taillamp lenses are extremely durable because Lexan is highly impact-resistant.

Power flow-through ventilation

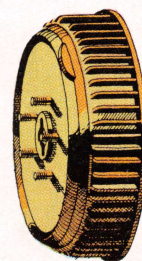
With the ignition on, the heater fan continuously brings in outside air which exhausts through outlet valves in each door. System also provides pressure relief when closing doors with windows up.

Double-walled Fleetside tailgate

It's fabricated from two walls of steel for strength and durability. New quick-release feature, making the tailgate easier to remove and replace, is especially helpful to campers.

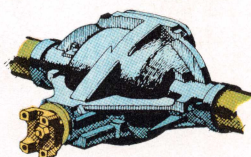
Steel floor for Fleetsides

Deep-embossed steel floors are standard on Fleetside Pickups. You can order a wood floor with steel skid strips for the 8-ft. Fleetside box. Flat-topped wheel-housings facilitate loading.



Finned-drum rear brakes

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

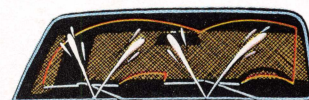


Salisbury rear axle

Design advantages include use of a large ring gear, roller bearings and a broad ratio coverage (see specifications table).

Rear leaf springs

Two-stage 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 help reduce noise and ride harshness. Auxiliary rear springs are available on some models.



Dual-orifice windshield washers

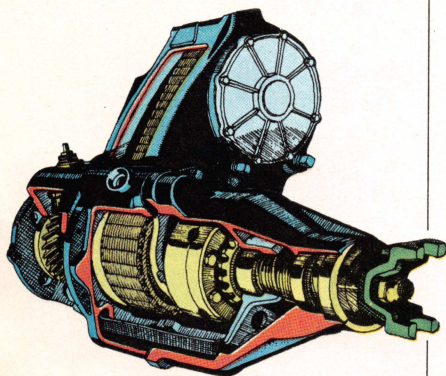
Washer nozzles have dual orifices to deliver more fluid to the wiped area than single-orifice types. Reservoir holds three pints.



Full-time 4WD: Double the drivepower, on or off

Moving off-road

With full-time 4-wheel drive, the steering wheel is all you have to move going from paved to unpaved surfaces. You control the full-time system from *inside* the cab, and usually the shift lever remains in "high."



Interaxle differential built-in

It compensates for speed variations between the front and rear axles, while constantly providing driving forces to both. With this third differential in the drive train, the system is able to direct the correct driving forces to each wheel in 4-wheel drive. Normally,

axles are not locked rigidly together as in a conventional system. Consequently, there is no adverse effect from full-time 4-wheel-drive operation both on and off the road. With the Chevy system, you cruise smoothly on the highway while enjoying improved stability under varying road conditions.

Free-wheeling hubs eliminated

When a conventional system is shifted into 2-wheel drive, driver must get out and manually disengage available free-wheeling hubs from the driveline for operating on paved roads. With Chevy's full-time system, the front-axle differential allows for differences in speed between the front wheels while the interaxle differential automatically compensates for differences between the front and rear axles. You

stay in 4-wheel drive all the time, and you never have to get out to lock or unlock the available hubs when moving on or off the road.

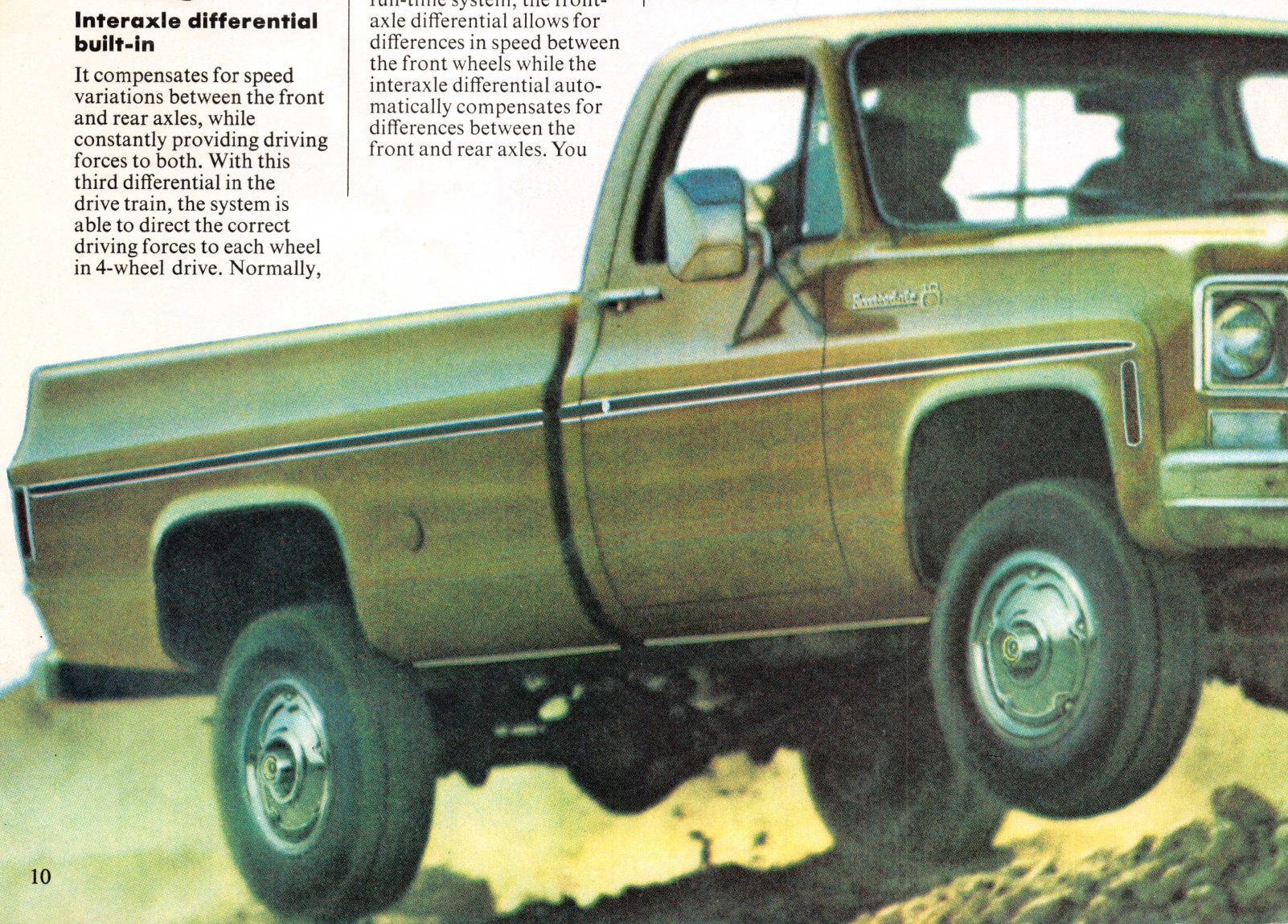
How about dependability?

Chevy's full-time system has been tested in hundreds of thousands of miles both on and off road. And since its introduction in 1973, the system has logged over a million owner-driven miles. The full-time system helps prevent the kind of driveline damage that results from the driver failing to shift into 2-wheel drive as he moves from off-road to highway driving.

Transfer case shift lever puts you in command right from a Chevy cab

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* where low-traction surfaces allow wheel slippage to relieve driveline torque windup.

L—Interaxle differential is operating, providing power to both axles at 2.0:1 gear reduction. Prevents torque windup which occurs when axles are solidly connected. Used for all normal driving



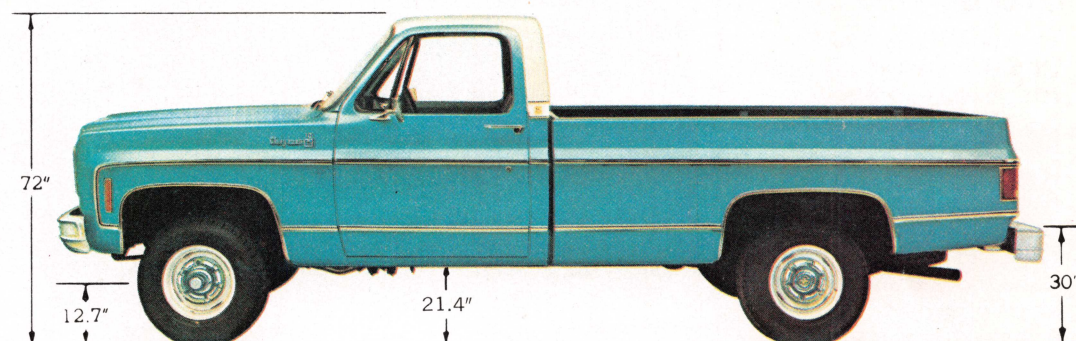
the road.

when maximum power is required.

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

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.

H Loc—Interaxle differential is locked out, solidly connecting front and rear axles. Delivers equal torque to both axles in direct drive. Used *only* where low-traction surfaces allow wheel slippage to relieve driveline torque windup.



Lower height, high ground clearance

It's only a short step getting in and out of a Chevy Pickup with 4-wheel drive. By mounting the transfer case directly to the transmission, we gave our pickups a low 22-inch entry height. Yet, despite the low silhouette and low center of gravity, there are seven inches of ground clearance for off-road going.

Quick-turning front axle

Chevy 4-wheel-drive Pickups are easy to maneuver in tight places, with a small curb-to-curb turning radius of 18.8 ft. And variable-ratio power steering is available on all models.

Leaf springs, front and rear

Multi-leaf front and rear springs give steady, firm support empty or loaded. Spring eyes are rubber bushed to help reduce noise and ride harshness. Front stabilizer bar standard.

Wire-wrapped brake lines

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

Conventional 4-wheel drive available

If you order a six-cylinder engine and 4-wheel drive, you get Chevy's conventional system. The 2-speed transfer case has both high and low ranges for 4-wheel drive on unpaved surfaces, as well as a power takeoff.

LASTING

CHEVY

VALUE



How to make it your kind of truck.

Gauges

Constant-reading ammeter, oil pressure and temperature needle gauges replace standard warning light system. Available with either tachometer or clock, or with Econominder Gauge only, and with either standard black or available simulated wood-grain trimmed faceplate.

Radios

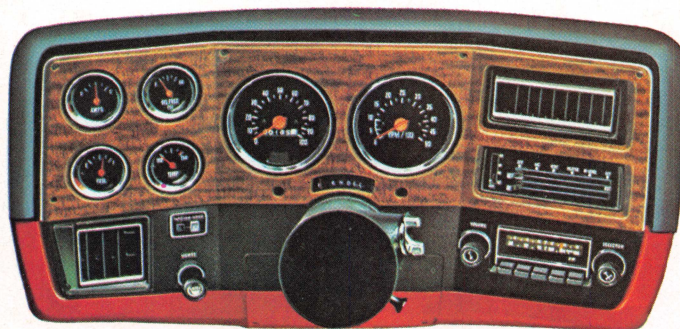
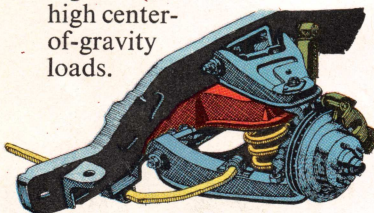
AM and AM/FM radios are fully transistorized for low battery drain. Antenna is embedded in windshield with factory-installed units.

Tachometer

Large dial face registers RPMs, lets driver continually monitor V8 engine performance.

Front stabilizer bar

Works with the front suspension to help improve stability and driving ease with high center-of-gravity loads.



Turbo Hydra-matic transmission

Its three forward speeds keep the engine in the right power range automatically. Especially convenient in city traffic where constant shifting is required. Includes anti-theft steering and transmission lock built into ignition switch.

Drip moldings

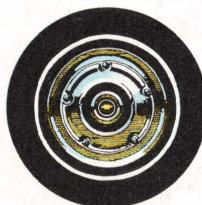
Handsome accent moldings collect water, direct it away from door openings.

Exterior tool and storage compartment

A reinforced plastic box for 8-ft. Fleetside Pickups, it measures 7 inches high, 28 inches wide, 17 inches deep. Helps keep tools and equipment water- and dirt-free. Separate key unlocks its door.

Air conditioning

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

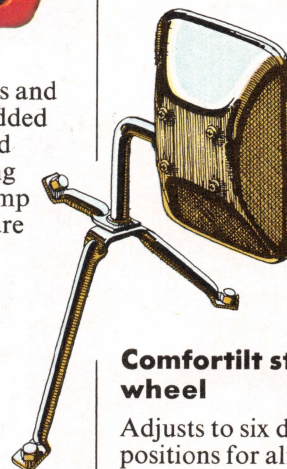


Wheel covers and whitewalls

Set of four stainless steel wheel covers suit single or dual rear wheel models. White sidewall tires in various sizes available for Series 10 models.

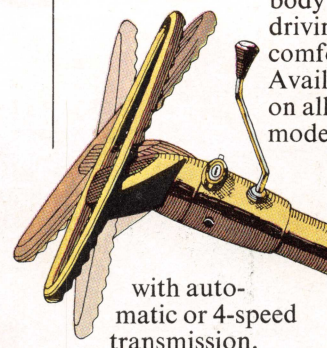
Below-Eyeline mirrors

Large reflective surface and extended mounting provide increased rearward visibility. Mounted below eye level for improved side vision. Available painted or in stainless steel.

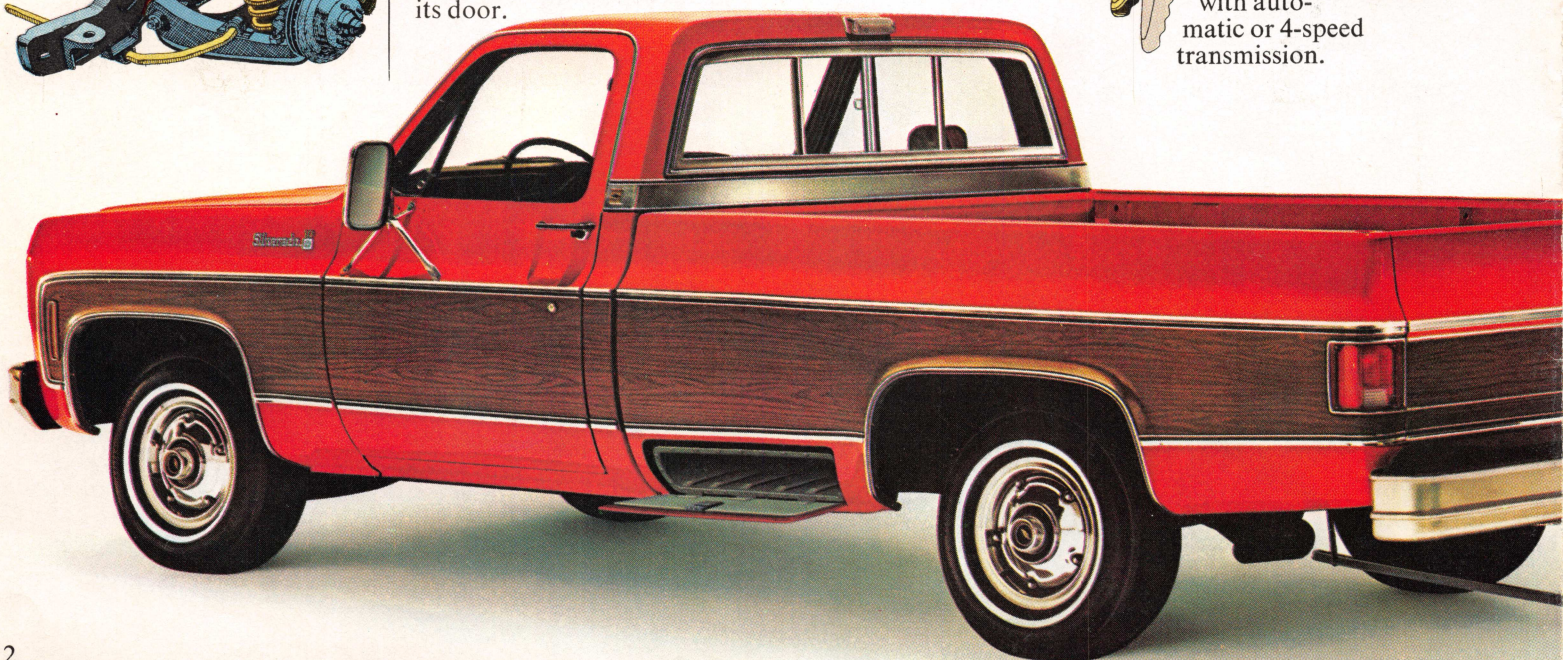


Comfortilt steering wheel

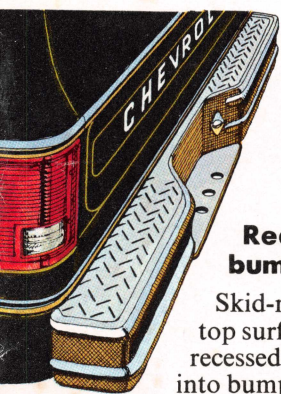
Adjusts to six different positions for almost anybody's driving comfort. Available on all models



with automatic or 4-speed transmission.



On the job. Or off.



Rear step bumper

Skid-resistant top surface, plus recessed step built into bumper aid loading and unloading over tailgate. Ideal for use with short camper bodies. Pre-drilled for trailer hitch ball installation.

Special trim moldings

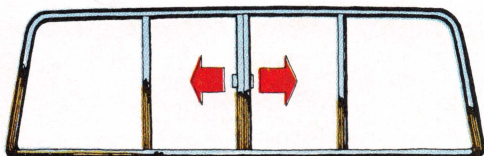
Upper or upper and lower trim moldings dress up the Fleetside Pickup exterior.

Chromed bumpers

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

Wood-grain exterior trim

Simulated wood-grain exterior with upper and lower body side and tailgate moldings is available for Fleetside models.

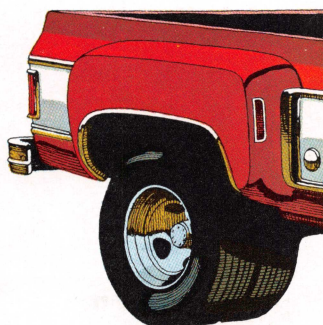


Sliding rear window

For increased ventilation, cab-to-camper communication. Easy sliding, lockable.

Cargo area lamp

Illuminates cargo area. Switch located on roof pillar.



"Big Dooley"

Dual rear wheels are available for Series 30 Fleetsides with Camper Special equipment. They offer improved stability for carrying camper bodies.

Box-mounted spare tire

Located inside pickup box on Fleetsides, outside box on Stepside models. Matching hubcap included with Stepsides.

Glide-out spare tire carrier

Provides convenient access to spare tire storage under the pickup box. A real help when camper bodies overhang rear of truck. Available factory- or dealer-installed.

Economy and value: A good basis for choosing your recreational vehicle.



Camper Special Package

Includes camper body wiring harness, heavy-duty front springs (standard on crew-cab), heavy-duty front and rear shock absorbers, heavy-duty front stabilizer and Camper Special nameplate. Also includes added-capacity rear springs; requires larger tires. Available only on Series 20 and 30 models with V8 and 4-speed or Turbo Hydra-matic transmission.



Series 10 Fleetside with shell camper.



Series 30 Fleetside with cab-over camper.

Deluxe Camper Special

Includes all Camper Special equipment, plus these additions: Camper Tie-Down Package (two pairs located fore and aft, attached to pickup box crossmembers); Elimi-Pitch Package (two horizontal shock absorbers mounted between cab rear panel and pickup box, and two vertical shock absorbers mounted between camper overhang and front fenders); rear stabilizer (standard on Series 30 with dual rear wheels). Available for cab-over campers on Fleetside models only.

Trailer Special Package

Includes power steering, heavy-duty battery and Trailing Special nameplate with GCW rating. Requires heavy-duty generator and radiator. Available for all pickups.

SPECIFICATIONS

Series		C10 (½ Ton)		C20 (¾ Ton)		C30 (1 Ton)		K10 (½ Ton) 4-Wheel Drive		K20 (¾ Ton) 4-Wheel Drive		
GVW Range (lb)		4900 to 6000		6400 to 8200		6600 to 10,000		5200 to 6400		6800 to 8400		
Availability		Std.	Avail.	Std.	Avail.	Std.	Avail.	Std.	Avail.	Std.	Avail.	
Engine	Six	*250-1	—	*292-1	—	*292-1	—	*250-1	—	*292-1	—	
	V8	**350-2	350-4 454-4	**350-4	454-4	**350-4	454-4	**350-4	400-4	**350-4	400-4	
Clutch Dia. (in.)		11	—	*11, **12	—	*11, **12	—	*11, **12	—	*11, **12	—	
Front Suspension		Type	Independent-Coil Springs						Hypoid Driving Axle-Leaf Springs			
		Capacity (lb)—Regular Cab	3100	—	3800	—	3800	—	3600	—	3800	—
		—Crew Cab	—	—	3800	—	4000	—	—	—	—	—
Spring Capacity (lb)—Regular Cab		1550	1625	1750	1900	1750	1900	1850	1900	1850	1900	
Spring Capacity (lb)—Crew Cab		—	—	1900	—	2000	—	—	—	—	—	
Shock Absorbers		Std.	H.D.	Std.	H.D.	Std.	H.D.	Std.	H.D.	Std.	H.D.	
Stabilizer Bar		Available						Std.	H.D.	Std.	H.D.	
Rear Suspension		Axle Type	Semi-Floating		Full-Floating			Semi-Floating		Full-Floating		
		Capacity (lb)—Regular Cab	3750	—	5700	—	7500	—	3750	—	5700	—
		—Crew Cab	—	—	7500	—	7500	—	—	—	—	—
		Ratios	*3.73, **3.40	3.07, 3.40, 3.73, 4.11	**4.56, **3.73	3.21, 3.73, 4.10, 4.56	4.10	3.73, 4.10, 4.56	*4.11, **3.07	3.07, 3.73, 4.11	*4.56, **4.10	—
		Springs Type	Two-Stage, Multi-Leaf									
		Spring Capacity (lb)—Regular Cab	1550	2000	2000	2600, 2850	2000	2850, 3500	*1700, **2000	2000	2800	—
		—Crew Cab	—	—	2850	—	3500	3750	—	—	—	—
Shock Absorbers		Std.	H.D.	Std.	H.D.	H.D.	—	Std.	H.D.	Std.	H.D.	
Brakes		Front/Rear	Disc/ Drum	Power	Power-Disc/Drum		Power-Disc/Drum		Power-Disc/Drum		Power-Disc/Drum	
Electrical		Battery (amp-hr)	*45, **61	80	*45, **61	80	*45, **61	80	*45, **61	80	*45, **61	80
		—Generator (amp)	37	42,61	37	42,61	37	42,61	37	42,61	37	42,61
Fuel Tank (gal)		117½" WB	16	16(Aux.)	—	—	—	—	16	16(Aux.)	—	—
Nominal Capacity		All Other WB	20	20(Aux.)	20	20(Aux.)	20	20(Aux.)	20	20(Aux.)	20	20(Aux.)
Steering		Type	Manual	Power	Manual	Power	Manual	Power	Manual	Power	Manual	Power
Transmission		Manual	3-Spd.	4-Spd.	#3-Spd.	4-Spd.	4-Spd.	—	3-Spd.	4-Spd.	3-Spd.	4-Spd.
		Automatic	—	Turbo Hyd.	—	Turbo Hyd.	—	Turbo Hyd.	—	Turbo Hyd.	—	Turbo Hyd.
Transfer Case		Six	—		—		—		NP205-2 Spd.			
		V8	—		—		—		NP203 (Full Time)			
Tire Size, Tubeless		—Regular Cab	G78-15B		8.75-16.5C		8.75-16.5C		G78-15B		8.75-16.5C	
		—Crew Cab	—		9.50-16.5D		9.50-16.5E		—		—	
		Larger size tubeless and tube-type tires available										

*Standard in 6-cylinder models. **Standard in V8 models. †4.10 in Crew Cab models.

#4-Speed standard in Crew Cabs. Tire load range—B (4PR), C (6PR), D (8PR), E (10PR).

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Standard Colors

