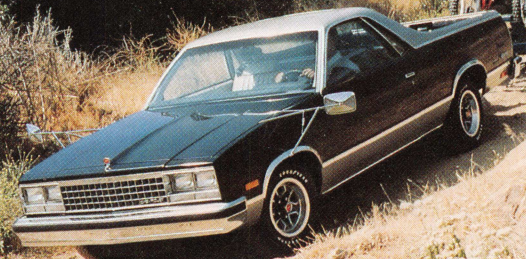
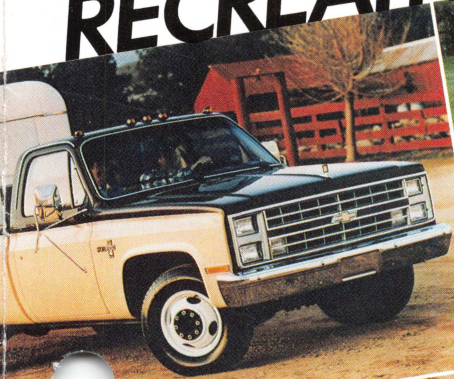


RECREATION AND TRAILERING GUIDE



'86 CHEVY PASSENGER CARS AND TRUCKS HAVE A LOT OF PULL

TRAILER TOWING CAUTIONS

About Brakes—To help avoid personal injury due to poor braking action: Trailer brakes of adequate size are required on trailers over 1000 pounds loaded weight.

If trailer brakes are to be used with your 1986 Chevrolet, follow the installation and balance instructions of the trailer brake maker. Do not tap into the car's or truck's brake system if use of the trailer brake system requires more than 0.02 cubic inch of fluid from the car's or truck's master cylinder. The car's or truck's brake fluid capacity will not be enough to operate either the car or truck and trailer brakes under all kinds of use if more than 0.02 cu. in. of fluid is required. All brake fluid parts must be able to stand 3000 psi. The brake fluid tap must be made to the master cylinder port supplying fluid to rear brakes. Copper tubing is subject to fatigue failure and must not be used.

Before going down a steep or long grade, reduce speed and shift the transmission into a lower gear to control your speed. Avoid long or frequent use of the brakes. This could cause the brakes to get hot and not work as well.

About Hitches—To help avoid personal injury due to sway caused by such things as crosswinds, big trucks passing, and road roughness, or due to separation of the trailer:

A properly installed and adjusted frame-mounted weight-distributing hitch and sway control with enough capacity are required for trailers over 2000 pounds loaded weight.

The trailer tongue load should be kept at 10% of the loaded trailer weight for deadweight hitches and 12% for weight-distributing hitches. Tongue loads can be adjusted by proper distribution of the load in the trailer. This can be checked by weighing separately the loaded trailer and then the tongue.

Do not use axle-mounted hitches. They can cause damage to the axle housing, wheel bearings, wheels or tires.

Do not allow steel hitch parts to be in direct contact with aluminum bumper parts if so equipped. When steel and aluminum are in contact, a galvanic reaction (a form of corrosion) can occur which will progressively lessen the strength of the contacting metals to the point of failure. An organic compound or paint should be used as a barrier on the contacting surfaces and on the attaching fasteners.

When a trailer hitch is removed, be sure to have any mounting holes in the body sealed. This will help prevent entry of exhaust fumes, dirt or water.

Over the years, continuing engineering improvements have helped make Chevy cars, trucks and motor home chassis ideal for towing trailers and carrying motor homes in many different weight classes.

This guide has been prepared to help you select the Chevrolet car, truck or motor home chassis that has both the required capacity and the equipment to handle the full loaded weight of your trailer or motor home.

The cautions and considerations should be observed regardless of the vehicle you choose.

TRAILER TOWING CONSIDERATIONS

About Hitches

Chevrolet offers some deadweight trailer hitches which can be used on Chevrolet trucks towing trailers up to 2000 lbs. loaded weight. Full-size trucks with a step-type bumper can tow trailers up to 4000 lbs. loaded weight.

When trailer-loaded weights exceed 2000 lbs., a frame-mounted load-distributing hitch and sway control with enough capacity must be used on the car or truck.

Use only trailer hitches which permit normal operation of the energy-absorbing bumper system, if so equipped. For example, a rigid fore-and-aft connection between the bumper and any other part of the car may increase damage in the event of a crash.

About Tires

The tires furnished on your car and specified for your truck are qualified for trailer towing. When towing trailers using a weight-distributing hitch on a Chevrolet wagon or any Celebrity or Monte Carlo, increase the front tire pressure 2 psi above the cold tire pressure or "Maximum Load" shown on the tire placard. This increase should never exceed maximum pressure shown on side of tire. NOTE: The allowable passenger and cargo load for cars or GVW for trucks, also shown on the same placard, is reduced by the tongue weight when the trailer is connected.

About Break-In

See the new car or truck break-in instructions in the Owner's Manual. Also, it is recommended that the new vehicle be operated for 500 miles before trailer towing. At the end of this 500-mile break-in period, speeds over 50 MPH and full-throttle starts should be avoided during the first 500 miles of trailer towing.

About Maintenance

More frequent service is required when using your car or truck to pull a trailer. Change the: (1) Automatic transmission fluid each 5000 miles of heavy continuous trailering for transmission without an external oil cooler—15,000 miles with external oil cooler, or when heavy-duty oil cooler is installed on truck models. Do not overfill when replacing fluid. (2) See the Maintenance Schedule folder in your vehicle for information on axle fluid change interval when towing. (3) Engine oil each 3 months or 3000 miles, whichever occurs first. (4) Positive crankcase ventilation valve each 12 months or 15,000 miles, whichever occurs first. See Owner's Manual for important facts on cooling system care and brake adjustment.

See your dealer for additional information

For detailed information on standard features, options and powertrains for specific cars or trucks, ask your Chevrolet dealer for the appropriate catalog.

ILLUSTRATIONS AND SPECIFICATIONS

All illustrations and specifications contained in this literature are based on the latest product information available at the time of publication approval. The right is reserved to make changes at any time in prices, colors, materials, equipment, specifications and models, and also to discontinue models.

Customized vans are supplied to Chevrolet dealers by outside upfitter independently of Chevrolet Motor Division, which is not responsible for the safety or design features, materials or workmanship of any alteration by any such upfitter.

TRAILERING TIPS

Towing a trailer requires a certain amount of experience before setting out for the open road. Get to know your rig. Learn the "feel" of the added weight of the trailer.

About Starting a Trip

Check trailer hitch and platform, safety chains, electrical connector, lights, tires and mirror adjustment. Before entering traffic with a trailer that has electric brakes, start the vehicle and trailer moving and apply the trailer brakes by hand to be sure the trailer brakes are working and the trailer electrical system is connected.

About Engine Cooling When Trailering

Your standard cooling system may temporarily overheat during severe operating conditions, such as:

- Climbing a long hill on a hot day,
- Stopping after high-speed driving,
- Idling for long periods in traffic, or
- Towing a trailer.

Note: The cooling and coolers specified on the following pages will provide cooling to meet those conditions.

If the hot light comes on (or the coolant temperature gage needle goes into the warning zone) and your air conditioner is on, turn it off. If the hot light comes on while stopped in traffic, shift the transmission to neutral ("N").

If the hot light doesn't go off (or the temperature gage needle doesn't start to drop) within a minute or two,

- Pull over to a safe place and stop the car. Set the parking brake and shift to "Park" (with manual transmission, shift to "Neutral" and set the parking brake).
- Don't turn off the engine. Increase the engine speed until it sounds like it's going about twice as fast as normal idle speed. Bring the idle speed back to normal after two or three minutes.

Note:

For passenger cars equipped with an electric fan, such as Cavalier and Celebrity, don't turn off the engine and don't increase engine speed. **Caution:** Keep hands, tools, and clothing away from the engine cooling fan to help prevent personal injury. This fan is electric and can come on whether or not the engine is running.

If the hot light still doesn't go off (or the temperature needle doesn't start to drop), **turn off the engine** and proceed as follows:

- Lift the engine hood. Look at the coolant level in the "see through" coolant recovery tank. The coolant level should be between the "Full" and "Add" ("Hot" and "Cold") marks on the tank. If the coolant appears to be "boiling," wait until it stops before proceeding further. (It should not be necessary to remove the radiator cap to check the coolant level, and it can be dangerous to do so if the engine is still hot. See Caution below.)

Caution:

To help avoid the danger of being burned:

- Do not remove the coolant recovery cap while the coolant is "boiling."
- Do not remove the radiator cap while the engine and radiator are still hot.

Scalding fluid and steam can be blown out under pressure if either cap is taken off too soon.

If the coolant level is low:

- Look for leaks at the radiator hoses and connections, heater hoses and connections, radiator, and water pump. See that the fan belts are not broken or off the pulleys and that the fan turns when the engine is started.
- Add coolant to the coolant recovery tank.

If the coolant level in the coolant recovery tank is at the correct level and the hot light still comes on, air may be trapped in the cooling system. This may prevent coolant from returning to the radiator. If this is the case, it may be necessary to add coolant directly to the radiator. See "Coolant Replacement" in the "Service and Maintenance" section of the Owner's Manual. Follow steps for the correct way to remove the radiator cap and add coolant to the radiator.

After the hot light is out (or the temperature gage is out of the warning zone), resume driving at a reduced speed. Return to normal driving after about 10 minutes if the light does not come back on (or the temperature gage needle doesn't go back in the warning zone).

About Downgrades and Long Uphill Grades

Reduce speed and use lower transmission gear to assist braking on long or steep downgrades (see cautions on page 3). In rear-drive cars and all trucks, downshift transmission to a lower gear and reduce speed to 45 MPH or below on long uphill grades to reduce possibility of engine overheating.

About Turning and Passing

Trailer wheels are closer than car wheels to the inside on curves. Avoid soft shoulders and curbs by driving slightly beyond normal turning point. Avoid sudden maneuvers. Allow extra distance for passing and returning to driving lanes. Signal well in advance.

About Following and Stopping

For each 10 MPH on speedometer, allow one car and trailer length between you and the car ahead.

About High-Altitude Performance

An engine loses 4% of its sea level performance for every 1000 feet of altitude. An engine operating at 10,000 feet above sea level will lose about 40% of its performance. For pulling trailers at high altitudes, engines with higher horsepower are recommended, as are higher numerical axle ratios.

About Parking

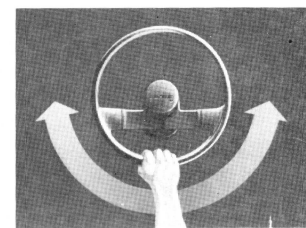
Cars or trucks with trailers should not be parked on a grade; however, if you must, this is the way to do it:

- (1) Apply regular brakes;
- (2) have passenger place wheel chocks under trailer's wheels;
- (3) when wheel chocks are in place, release regular brakes until chocks absorb load;
- (4) apply regular brakes and then parking brakes; release regular brakes;
- (5) shift any automatic transmission to "Park."

When starting, after being parked on a grade:

- (1) Apply regular brakes and hold until steps 2 and 3 below are completed;
- (2) start engine in "Park;"
- (3) shift into gear and release parking brake;
- (4) release regular brakes and drive until the chocks are free;
- (5) apply regular brakes and have helper remove chocks.

BACKING



Keep your right or left hand at the bottom of the steering wheel. To move trailer left, move your hand to left. To move trailer to right, move hand to right.

PASSENGER CAR TRAILERING GUIDELINES

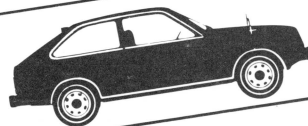
Passenger cars are designed and intended to be used mainly to carry people. And although they can tow trailers, towing will affect handling, durability and economy. Your safety and satisfaction when towing depend upon proper use of correct equipment.

Therefore, Chevrolet is supplying the following information to help provide comfortable towing under normal vacation-type trailering in North America as well as for some infrequent, short, low-speed trips.

The factors to consider when choosing a vehicle for towing a trailer are the adequacy of the engine, transmission and axle for power; cooling equipment; suspension, springs and shocks; brakes; and steering. The conditions under which you intend to tow the trailer will determine the size of trailer that can be towed, the speed at which it can be towed and the equipment needed on the tow vehicle.

Rather than Chevrolet demanding what is adequate performance, we ask that you determine what is acceptable to you (see "Engine and Axle Combination"). The trailer weight, shown in the chart below, if exceeded, may result in unacceptable towing performance, as well as reduced tow vehicle durability, acceleration and handling.

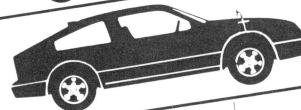
CHEVETTE CS



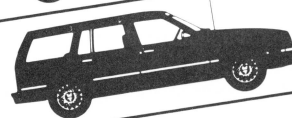
NOVA



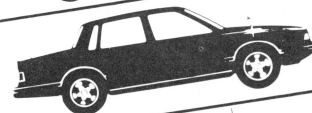
CAVALIER



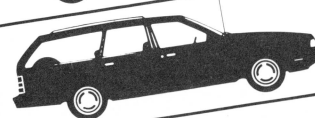
CAVALIER WAGON



CELEBRITY



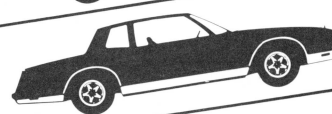
CELEBRITY WAGON



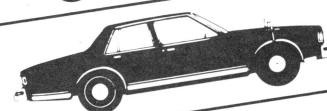
CAMARO



MONTE CARLO



CHEVROLET

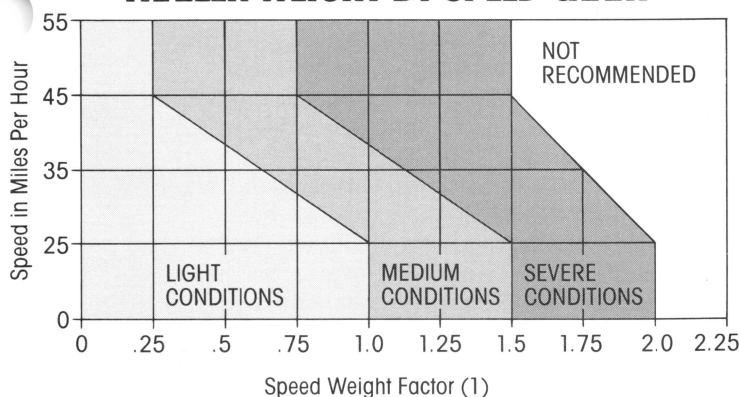


CHEVROLET WAGON



The following speed/weight chart will help you select the proper equipment by providing an indication of the towing conditions determined by the speed and weight of the trailer.

TRAILER WEIGHT BY SPEED CHART



(1) The factor is determined by dividing the weight of the tow vehicle into the weight of the trailer.

$$\text{Speed Weight Factor} = \frac{\text{Weight of Trailer}}{\text{Weight of Tow Vehicle}}$$

If the intended use is entirely in the light category, little or no towing equipment is required. As use increases to medium or severe, more equipment needs to be selected to provide safe and satisfactory operation. It is much easier and far less expensive to have trailering equipment such as correct axle ratio, heavier duty cooling and suspension, etc., installed when the vehicle is being built at the factory than to have the original equipment replaced after the vehicle is built.

In addition to speed and weight limitations, towing equipment must be selected on the following basis:

- Vehicle operation with trailer under 2000 feet above sea level, at temperatures less than 65°F (18.3°C) and on slight or no grades. **(Light)**
- Vehicle operation with trailer between 2000 and 5000 feet above sea level, or at temperatures between 65°F and 85°F (29.4°C) or no more than medium grades. **(Medium)**
- Vehicle operation with trailer over 5000 feet above sea level or at temperatures over 85°F (29.4°C) or on long, steep grades. **(Severe)**

In equipping a vehicle for trailering, we recommend the following:

Engine and Axle Combination

The more powerful the engine and the higher numerically the axle ratio, the more towing acceleration will be available when starting, merging into traffic, passing and climbing a grade. Use the performance of your present vehicle as a guide. If more performance is desired, select an engine with more power or a higher axle ratio. A lower powered engine or lower axle ratio will result in less towing performance.

Automatic Transmission

Generally, if a manual transmission is used for towing, clutch wear will be accelerated. An automatic transmission is recommended because of its increased starting torque, durability and ease of operation.

Cooling

More cooling is required with heavier trailers, higher outside temperature and longer or steeper grades. If the outside temperature is cool and your trailer is light, the standard cooling system of the tow vehicle will probably be adequate.

An available heavy-duty cooling system, RPO VO8, is required for severe- and medium-condition towing and recommended for light-condition towing of trailer weights over 0.5 times the tow vehicle license weight.

Suspension

Heavy-duty suspension, RPO F40, provides heavy-duty front and rear springs and shock absorbers. The springs help to carry the tongue load of the trailer and the shock absorbers minimize the uncomfortable bounce of towing a trailer.

Power Brakes

Power brakes, RPO J50, are required for all vehicles when trailering. Power brakes make it easier for the driver to control braking of the vehicle-trailer combination. When manual brakes are used, the addition of a trailer to the tow vehicle increases the effort required by the driver to brake the vehicle.

Power Steering

When a weight-distributing (equalizing) hitch is used, the driver's steering effort is increased, making power steering, RPO N41, advisable.

Summary

If the usage category is medium or severe due to only one condition such as temperature, that condition can be taken care of by ordering heavy-duty cooling, RPO VO8. If the medium or severe usage category is due to altitude, grade, speed and weight, a higher power engine and a numerically higher axle ratio will be necessary, as well as heavy-duty cooling.

TOW-VEHICLE MAXIMUM TRAILER SPEED/WEIGHT CHART

Tow Vehicle		Maximum Trailer Weight in Pounds			
Name	Approximate License Wt. (Lbs.)	Speeds Over		Speeds Below	
		45 MPH w/Long, Steep Grades	45 MPH	35 MPH	25 MPH
Chevette	2200	2400	3300	3800	4400
Nova	2100	1500	1500	1500	1500
Cavalier	2400	2900	3600	4200	4800
Celebrity	2700	3200	4000	4700	5400
Camaro	3200	3800	4800	5600	6400
Monte Carlo	3400	4100	5100	6000	6800
Chevrolet	3800	4600	5700	6000	7600

- Typical vacation trips anywhere in the country:
 - Long grades over 2 miles.
 - Steep grades steeper than those on interstate highways and over ¼-mile long.
- Typical vacation trips with no long or steep grades.
- Infrequent trips less than 100 miles.
- Infrequent trips less than 20 miles.

1986 TRUCK TRAILERING CHARTS

The charts on the following pages specify required trailering equipment (shown in red) and recommended available options; standard and not-required equipment are shown in black.

To determine the required and recommended equipment, figure your trailer's maximum loaded weight. Then, using the chart for your Chevy model, look down the column that either matches or exceeds this weight. The components indicated in red satisfy the minimum vehicle requirements. Larger components may be ordered for special needs or applications. A larger engine with a lower axle ratio may be used if the GCWR matches or exceeds the specified engine and axle ratio.

To help in ordering, each column lists the Regular Production Option (RPO) number, except the rear axle ratio where the actual ratio is shown.

Deadweight-Type Trailer Hitches For S-10 Pickups, Astro, S-10 & K Blazers and Suburban

There are two types of hitches available for use on these models for trailers up to 2000 lbs. They are the step bumper on S-10 Pickups and the deadweight hitch on the Astro, S-10 & K Blazers and Suburban. The step bumper requires the installation of a 1 7/8" diameter hitch ball. The deadweight hitch is bolted to both the frame and the rear bumper and includes a 1 7/8" diameter hitch ball.

Availability is as follows:

Step Bumper: S-10 Pickups—Painted, RPO VB2 or V43, or Chrome, RPO VB3.

Hitch Ball: 1 7/8" for trailers up to 2000 lbs. with maximum tongue load of 200 lbs.—accessory only.

Deadweight Hitch: Astro—RPO VR2. S-10 & K Blazers and Suburban—RPO VR2 and accessory.

For Full-Size Pickups

The step bumper is the only factory-installed type of deadweight hitch available for these models. It can be used with light and medium trailers up to 4000 lbs. with a maximum tongue

load of 400 lbs. A 1 7/8" diameter hitch ball must be installed for light trailers up to 2000 lbs. and a 2" diameter hitch ball for medium-duty trailers up to 4000 lbs.

Availability is as follows:

Step Bumper: Painted, RPO V43 and accessory or Chrome, RPO V42 and accessory.

Hitch Ball: 1 7/8" or 2" diameter—accessory only.

For Chevy Van and Sportvan—Two (2) types are available. A deadweight hitch with a 1 7/8" diameter hitch ball for trailers up to 2000 lbs. This hitch is bolted to both the frame and the rear bumper. The other type is a step bumper with a 1 7/8" or 2" hitch ball for trailers up to 4000 lbs. with a maximum tongue weight of 400 lbs.

Deadweight Hitch—RPO VR2 or accessory.

Step Bumper—accessory only.

Hitch Ball: 1 7/8" or 2" diameter—accessory only.

Weight Distribution Hitch Platform

This type of hitch is required when the trailer weight exceeds 4000 lbs. (over 2000 lbs. on Astro, S-10 Pickups, S-10 & K Blazers and Suburban), or the tongue weight exceeds 400 lbs. The platform is bolted to the frame through prepunched holes. Hitch ball, mounting head, equalizing and anti-sway assemblies are also required and are available from outside sources. The maximum trailer weight/maximum tongue load and availability of the hitch platform are:

Astro, S-10 Pickups & Blazers: 5000/600 lbs. Included with Trailering Special, RPO Z82 and accessory.

K Blazer: 6000/750 lbs. RPO VR4 and accessory.

Suburban: 9500/1000 lbs. RPO VR4 and accessory.

Full-Size Pickups: 7000/800 lbs.—accessory only.

Chevy Van and Sportvan: 7000/800 lbs., RPO VR4 and accessory.

Note: For accessory part numbers, see page 19.

This page describes how to use the charts on pages 7 through 18, as well as providing additional information about trailer hitches, trailer wiring harnesses and available coolers and cooling. All standard Chevrolet vehicles can tow up to 1000 lbs. without additional equipment. All trailer weights shown include the driver and one passenger. Additional passengers will reduce the trailer weight shown.

Fifth-Wheel-Type Trailer Hitch For Full-Size Pickups and Chassis-Cab

There are two (2) types of pickup 5th-wheel hitch installations. The first has the 5th wheel on a bar mounted on brackets attached to the frame and the bed of the pickup and supported by braces on the fender housings. Note: diagonal bracing between the brackets is recommended. The kingpin is mounted on the trailer. With the other type, the kingpin is mounted in the bed of the pickup box and the 5th wheel is mounted on the trailer. This type of hitch is supplied and installed by the trailer manufacturer.

Fifth-wheel trailers have a greater percentage of their weight on the kingpin (tongue load) than a conventional trailer. Because of this fact, greater attention must be given to the maximum available payload and GVWR. The charts on pages 14, 15, 17 and 18 show the maximum allowable payload and GVWR for each application which should not be exceeded. The weight of any additional equipment and all passengers must be subtracted from the payload weight shown to determine the available kingpin load.

Trailer Wiring Harness

For all models: Chevrolet makes available three (3) types of wiring harnesses—a light-duty 5- or 6-wire and a heavy-duty 7-wire. The 5- and 6-wire harness includes a male-female connector with pigtail that must be spliced into the trailer wiring harness. The heavy-duty 7-wire harness is recommended for all trailers with brakes. It does not include a connector. A heavy-duty turn signal flasher must be installed when a wiring harness is used. Harness and flasher availability is as follows:

Astro: 6-wire and flasher—RPO U89. 7-wire and flasher included with Trailering Special—RPO Z82.

S-10 Pickups & Blazers: 5-wire and flasher—RPO U89. 7-wire and flasher—Included with Trailering Special, RPO Z82.

K Blazer & Suburban: 7-wire and flasher—Included with Trailering Special, RPO Z82 and RPO UY7.

Coolers and Cooling For all models

Trailering creates higher than normal temperatures in coolant, engine and transmission oil. To help control these temperatures, Chevrolet offers the following options:

RPO V01 (V05 on Vans) This option provides increased radiator and transmission cooling either through the use of a larger radiator, a larger fan or increased fan pitch to pull more air through the radiator. On many truck models this type of cooling is included with the automatic transmission or factory-installed air conditioning option.

RPO V02 This is a heavy-duty automatic transmission oil cooler option. Transmission oil is circulated through a high-capacity cooler located in the right-hand-side tank of the radiator.

RPO KC4 This engine oil cooler option circulates oil through a separate cooler mounted ahead of the radiator. On Van models it is located in the left-hand-side tank of the radiator. Diesel models include an engine cooler located in the radiator tank.

Mirrors

Most tow vehicles will require outside mirrors with a longer extension than is provided as standard equipment. Optional mirrors are available for all models. Check to verify that the maximum mirror width exceeds the width of the trailer.

Note:

Four-speed manual transmission may be specified in lieu of an automatic in all models with a GVWR over 8500 lbs.

Maximum trailer weight and GCWR will be the same. Other manual transmission applications are limited to 1000-lb. maximum trailer weight. Use of H.D. Trailering Special, RPO Z82, requires an automatic transmission.

1986 TRUCK TRAILERING REQUIREMENTS AND RECOMMENDATIONS.

Chevy trucks, with their overall versatility, make great towing vehicles. Properly equipped, some can tow trailers up to 13,500 lbs. gross trailer weight.

Trailer Weights

The Trailer Manufacturer's Rating is

stamped on the identification tag attached to the left front of the trailer frame will indicate your trailer weight. To determine your hitch weight, figure 10% of loaded trailers equipped with a deadweight hitch and 12% with weight-distributing platform. Good trailer hitch weight can be achieved by selective and careful loading.

1986 Chevy Truck Models

Mini- and full-size motor homes do not have specific charts covering their trailering requirements. However, the maximum GCWRs for these units are covered in the GCWR chart shown below. Check motor home manufacturer's rating.

GROSS COMBINATION WEIGHT RATING (GCWR) Includes Weight of Both Truck and Trailer By Engine & Axle Ratio For Recreational Applications																					
GCWR (lb.)	5000	6000	6500	7000	7500	8000	8500	9000	9500	10,000	10,500	11,000	11,500	12,000	12,500	13,500	14,000	14,500	15,000	16,000	18,000
ENGINES																					
REAR AXLE RATIOS																					
2.5L (151) 4 GAS		3.73	4.10/4.11																		
2.8L (173) V6 GAS				3.42	3.73/4.11		3.73 [†]														
4.3L (262) V6 GAS	2.41	2.56	2.73		3.08		3.42	3.73/4.11													
4.8L (292) 6 GAS							4.10		4.56												
5.0L (305) V8 GAS				2.41	2.56	2.73		3.08	3.23	3.42		3.73									
5.7L (350) V8 GAS							2.73		3.08	3.23	3.42		3.73			4.10			4.56		
6.2L V8 DIESEL						2.73		3.08	3.23	3.42		3.73		4.10		4.56	5.13*				
7.4L (454) V8 GAS															3.21		3.73			4.10	4.56/4.88*

*Motor Home Chassis only. ¹Available only when RPO KC4 Engine Oil Cooler is specified.

THIS CHART SHOWS THE MAXIMUM ALLOWABLE GROSS COMBINATION WEIGHT RATING (GCWR) BASED ON ALL OF THE AVAILABLE TRUCK ENGINES AND REAR AXLE RATIOS. THE GCWR INCLUDES THE TOTAL LOADED WEIGHT OF BOTH THE TRUCK AND TRAILER. ANY AVAILABLE ENGINE MAY BE USED FOR TRAILERING IF THE GCWR SHOWN IS NOT EXCEEDED.

NOTE: THE TRAILER WEIGHT CAN BE INCREASED BY 25% IF THE VEHICLE SPEED WILL NOT EXCEED 25 MPH.

(CARGO VAN) (PASSENGER VAN) **ASTRO**



RECREATION

		ASTRO (CARGO & PASSENGER VANS)		
TRAILER CLASSIFICATION		LIGHT	MEDIUM	HEAVY
GROSS TRAILER WEIGHT (LB) UP TO		2000	4000	5000
MAXIMUM TONGUE LOAD (LB)		200	500	600
CHEVY TRUCK SERIES		M-10	M-10	M-10
MINIMUM ENGINE	2.5L (151) 4-CYL.	LN8 (3)	—	—
	4.3L (262) V6	LB4 (4)	LB4	LB4
TRANSMISSION	AUTOMATIC (2)	MX0	MX0	MX0
MINIMUM AXLE RATIO (TO 1)		4.10/3.08 (5)	3.42	3.73
TRAILERING SPECIAL PACKAGE		Z72	Z82	Z82
MINIMUM TIRE SIZE	P195/75R15	STD.	STD.	STD.
BRAKES	POWER	J50 (6)	J50 (6)	J50 (6)
BATTERY	HEAVY DUTY	NR	UA1	UA1
COOLER	ENGINE OIL	NR	KC4@	KC4@
	TRANSMISSION OIL	NR	V02@	V02@
COOLING	HEAVY DUTY RADIATOR	V01	—	—
GENERATOR	HEAVY DUTY 100 AMP	NR	K60	K60
HARNESS	TRAILER WIRING (1)–6-WIRE	U89▲	—	—
	—7-WIRE	—	@	@
MIRRORS	BELOW EYELINE	NR	D44	D44
SHOCK ABSORBERS	HEAVY DUTY–FRONT & REAR	NR	F51	F51
AUTOMATIC SPEED CONTROL		NR	K34	K34
STABILIZER BAR, FRONT	HEAVY DUTY	NR	F59	F59
STEERING	POWER	NR	N40	N40
FUEL TANK	EXTRA CAPACITY 27-GAL	NR	NL9	NL9
TRAILER HITCH (1)	DEADWEIGHT TYPE	VR2▲	—	—
	WEIGHT DISTRIBUTING PLATFORM	—	@	@

NR–NOT REQUIRED.

(1) FOR FURTHER INFORMATION, SEE COPY ON PAGE 6.

(2) MX0 4-SPEED WITH OVERDRIVE.

(3) CARGO VAN ONLY.

(4) PASSENGER VAN ONLY.

(5) 4.10–CARGO AND 3.08–PASSENGER.

(6) STANDARD ON PASSENGER VAN.

@INCLUDED IN TRAILERING SPECIAL PACKAGE RPO/Z82.

▲INCLUDED IN TRAILERING PACKAGE RPO-Z72.

REQUIRED TRAILERING
EQUIPMENT SHOWN IN RED.

NOTE 1: ON ALL ASTROS THE GROSS TRAILER WEIGHT MUST BE REDUCED BY ANY CARGO CARRIED.

NOTE 2: IF YOUR VEHICLE IS EQUIPPED WITH AN OVERDRIVE AUTOMATIC TRANSMISSION, WHEN YOU ARE TOWING A TRAILER MORE THAN 1350 KILOGRAMS (3000 POUNDS), WE RECOMMEND YOU SHIFT TO THIRD GEAR RANGE (3) INSTEAD OF OVERDRIVE ("O") FOR NORMAL TOWING. THIS IS NOT INTENDED TO INTERFERE WITH THE PRACTICE OF MANUALLY DOWNSHIFTING ON UPHILL AND DOWNHILL GRADES.

NOTE 3: MODEL AND DRIVELINE COMBINATIONS MUST BE VERIFIED BY YOUR LOCAL DEALER FOR CORRECT EMISSIONS EQUIPMENT.

S-10 PICKUP / EL CAMINO

		S-10 PICKUPS 2- AND 4-WHEEL DRIVE					EL CAMINO PICKUPS		
TRAILER CLASSIFICATION		LIGHT		MEDIUM		HEAVY	LIGHT	MEDIUM	HEAVY
GROSS TRAILER WEIGHT (LB) UP TO MAXIMUM TONGUE LOAD (LB)		2000 200		4000 500		5000 600	2000 600	4000 500	6000 750
CHEVY TRUCK SERIES		S-10(A)	T-10(B)	S-10(A)	T-10(B)	S-10(A)	EL CAMINO		
MINIMUM ENGINE	2.5L (151) 4-CYL.	LN8	LN8	—	—	—	—	—	—
	2.8L (173) V6	—	—	LL2	LL2	LL2	—	—	—
	4.3L (262) V6	—	—	—	—	—	LB4	—	—
	5.0L (305) V8	—	—	—	—	—	—	LG4	LG4
TRANSMISSION	AUTOMATIC (2)	MX0	MX0	MX0	MX0	MX0	MX1	MX1	MX0
MINIMUM AXLE RATIO		3.73	4.11	3.73	3.73	3.73	2.73	2.73	3.08
MINIMUM PAYLOAD		—	—	C3A	C3A	C3A	—	—	—
TRAILERING SPECIAL PACKAGE	HEAVY DUTY	—	—	Z82	Z82	Z82	—	—	—
MINIMUM TIRE SIZE	P195/75R14	STD.	—	STD.	—	STD.	—	—	—
	P195/75R15	—	STD.	—	STD.	—	—	—	—
	P205/75R14	—	—	—	—	—	STD.	STD.	STD.
BRAKES	POWER	J50	STD.	J50	STD.	J50	STD.	STD.	STD.
BATTERY	HEAVY DUTY	NR	NR	NR	NR	NR	NR	UA1	UA1
BUMPER	STEP TYPE PAINTED/CHROME(1)	(3)	(3)	V43/VB2/VB3	V43/VB2/VB3	V43/VB2/VB3	—	—	—
COOLER	ENGINE OIL	NR	NR	KC4	—	KC4	—	—	—
	TRANSMISSION OIL	—	—	V02	V02	V02	—	—	—
COOLING	HEAVY DUTY RADIATOR	V01	V01	—	—	—	V08	V08	V08
GENERATOR		STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.
HARNES	TRAILER WIRING (1)—5-WIRE	U89	U89	—	—	—	(1)	—	—
	—7-WIRE	—	—	@	@	@	—	—	—
MIRRORS	BELOW EYELINE	NR	NR	D44/D45	D44/D45	D44/D45	—	—	—
SHOCK ASORBERS	HEAVY DUTY—FRONT & REAR	NR	NR	F51	F51	F51	—	—	—
AUTOMATIC SPEED CONTROL		NR	NR	K34	K34	K34	NR	K34	K34
STABILIZER BAR, FRONT	HEAVY DUTY	NR	STD.	F59	STD.	F59	—	—	—
STEERING	POWER	NR	NR	N40	N40	N40	STD.	STD.	STD.
FUEL TANK	EXTRA CAPACITY	NR	NR	NK2	NK2	NK2	N23	N23	N23
TRAILER HITCH (1)	DEADWEIGHT TYPE	(3)	(3)	—	—	—	(1)	—	—
	WEIGHT DISTRIBUTING PLATFORM	—	—	@	@	@	—	(1)	(1)

NR—NOT REQUIRED.
STD.—STANDARD.
(A) 2-WHEEL DRIVE.
(B) 4-WHEEL DRIVE.

(1) FOR FURTHER INFORMATION, SEE COPY ON PAGE 6.
(2) MX1 3-SPEED AND MX0 4-SPEED WITH OVERDRIVE.
(3) STEP BUMPER, RPO'S V43/VB2/VB3 RATED AT 2000-LBS.
TRAILER CAPACITY, HITCH BALL NOT INCLUDED.

@ INCLUDED IN TRAILER SPECIAL PACKAGE RPO Z82.
REQUIRED TRAILERING EQUIPMENT SHOWN IN RED.

NOTE 1: ON ALL S/T-10 AND EL CAMINO PICKUPS THE GROSS TRAILER WEIGHT MUST BE REDUCED BY ANY CARGO CARRIED IN THE PICKUP BOX.
NOTE 2: TRAILER WEIGHT AND WIND DRAG AFFECT HIGHWAY ACCELERATION, TOP SPEED AND FUEL ECONOMY. TRAVEL TRAILERS WITH ROUNDED CORNERS TOW EASIER THAN BLUNT, SQUARE CORNERED TRAILERS. FOR ACCEPTABLE PERFORMANCE WITH SQUARE CORNERED TRAILERS, SELECT AN ENGINE WITH MORE POWER AND/OR HIGHER AXLE RATIO THAN THE MINIMUM ENGINE AND AXLE SHOWN.
NOTE 3: IF YOUR VEHICLE IS EQUIPPED WITH AN OVERDRIVE AUTOMATIC TRANSMISSION, WHEN YOU ARE TOWING A TRAILER MORE THAN 1350 KILOGRAMS (3000 POUNDS), WE RECOMMEND YOU SHIFT TO THIRD GEAR RANGE (3) INSTEAD OF OVERDRIVE ("O") FOR NORMAL TOWING. THIS IS NOT INTENDED TO INTERFERE WITH THE PRACTICE OF MANUALLY DOWNSHIFTING ON UPHILL AND DOWNHILL GRADES.
NOTE 4: MODEL AND DRIVELINE COMBINATIONS MUST BE VERIFIED BY YOUR LOCAL DEALER FOR CORRECT EMISSIONS EQUIPMENT.

GASOLINE ENGINE

S-10 BLAZER / K BLAZER

GASOLINE ENGINE

		S-10 BLAZERS 2- AND 4-WHEEL DRIVE					K BLAZER		
TRAILER CLASSIFICATION		LIGHT		MEDIUM		HEAVY	LIGHT	MEDIUM	HEAVY
GROSS TRAILER WEIGHT (LB) UP TO MAXIMUM TONGUE LOAD (LB)		2000 200		4000 500		5000 600	2000 600	4000 500	6000 750
CHEVY TRUCK SERIES		S-10(A)	T-10(B)	S-10(A)	T-10(B)	S-10(A)	K10(B)	K10(B)	K10(B)
MINIMUM ENGINE	2.5L (151) 4-CYL.	LN8	LN8	—	—	—	—	—	—
	2.8L (173) V6	—	—	LL2	LL2	LL2	—	—	—
	5.0L (305) V8 (1)	—	—	—	—	—	LE9	LE9	LE9
	5.7L (350) V8 (2)	—	—	—	—	—	LS9	LS9	—
TRANSMISSION	AUTOMATIC (4)	MX0	MX0	MX0	MX0	MX0	MX0	MX0	MX0
MINIMUM AXLE RATIO (TO 1)		3.73	4.11	3.73	3.73	3.73	3.08/2.73	3.08	3.73
TRAILERING SPECIAL PACKAGE		Z72	Z72	Z82	Z82	Z82	—	—	Z82
MINIMUM TIRE SIZE	P195/75R15	STD.	STD.	STD.	STD.	STD.	—	—	—
	P215/75R15	—	—	—	—	—	STD.	STD.	STD.
BRAKES	POWER	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.
BATTERY	HEAVY DUTY	NR	NR	NR	NR	NR	NR	UA1	UA1
COOLER	ENGINE OIL	NR	NR	KC4	—	KC4	NR	KC4	KC4@
	TRANSMISSION OIL	—	—	V02	V02	V02	NR	V02	V02@
COOLING	HEAVY DUTY RADIATOR	V01	V01	—	—	—	V01	—	—
GENERATOR	HEAVY DUTY	STD.	STD.	STD.	STD.	STD.	NR	K81	K81@
HARNESS	TRAILER WIRING (3)—5-WIRE	▲	▲	—	—	—	(3)	—	—
	—7-WIRE	—	—	@	@	@	—	UY7	UY7@
MIRRORS	BELOW EYELINE	NR	NR	D44/D45	D44/D45	D44/D45	NR	D44/D45	D44/D45
SHOCK ABSORBERS	HEAVY DUTY—FRONT & REAR	NR	NR	F51	F51	F51	NR	NR	NR
AUTOMATIC SPEED CONTROL		NR	NR	K34	K34	K34	NR	K34	K34
STABILIZER BAR, FRONT	HEAVY DUTY	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.
STEERING	POWER	NR	NR	N40	N40	N40	STD.	STD.	STD.
FUEL TANK	EXTRA CAPACITY	NR	NR	NK2	NK2	NK2	NK7	NK7	NK7
TRAILER HITCH (1)	DEADWEIGHT TYPE	VR2▲ (5)	VR2▲ (5)	—	—	—	VR2	—	—
	WEIGHT DISTRIBUTING PLATFORM	—	—	@	@	@	—	VR4	VR4@

DIESEL ENGINE

		K-BLAZER		
TRAILER CLASSIFICATION		LIGHT	MEDIUM	HEAVY
GROSS TRAILER WEIGHT (LB) UP TO MAXIMUM TONGUE LOAD (LB)		2000 200	4000 500	6000 750
CHEVY TRUCK SERIES		K10(B)	K10(B)	K10(B)
ENGINE	6.2L (379) V8 DIESEL	LH6	LH6	LH6
TRANSMISSION	AUTOMATIC (4)	MX0	MX0	MX0
MINIMUM AXLE RATIO (TO 1)		3.08	3.42	3.73
TRAILERING SPECIAL PACKAGE	HEAVY DUTY	—	—	Z82
MINIMUM TIRE SIZE	P215/75R15	STD.	STD.	STD.
BRAKES	POWER	STD.	STD.	STD.
BATTERY	DUAL HEAVY DUTY	STD.	STD.	STD.
COOLER	ENGINE OIL	STD.	STD.	STD.
	TRANSMISSION OIL	NR	V02	V02@
COOLING	HEAVY DUTY RADIATOR	STD.	STD.	STD.
GENERATOR	HEAVY DUTY 66 AMP	STD.	STD.	STD.
HARNESS	TRAILER WIRING, 7-WIRE (3)	—	UY7	UY7@
MIRRORS	BELOW EYELINE	NR	D44/D45	D44/D45
SHOCK ABSORBERS	HEAVY DUTY—FRONT & REAR	NR	NR	NR
AUTOMATIC SPEED CONTROL		NR	K34	K34
STABILIZER BAR, FRONT	HEAVY DUTY	STD.	STD.	STD.
STEERING	POWER	STD.	STD.	STD.
FUEL TANK	EXTRA CAPACITY 32 GAL.	NK7	NK7	NK7
TRAILER HITCH (1)	DEADWEIGHT TYPE	VR2	—	—
	WEIGHT DISTRIBUTING PLATFORM	—	VR4	VR4@

NR—NOT REQUIRED.
(A) 2-WHEEL DRIVE.
(B) 4-WHEEL DRIVE.

(1) NOT AVAILABLE IN CALIFORNIA.
(2) REQUIRED IN CALIFORNIA.
(3) FOR FURTHER INFORMATION,
SEE COPY ON PAGE 6.
(4) MX0 4-SPEED WITH OVERDRIVE.

(5) INTERFERENCE MAY OCCUR IF BLAZER IS ALSO EQUIPPED WITH RPO P16 OUTSIDE SPARE
TIRE CARRIER AND IF TRAILER IS EQUIPPED WITH WINCH OR TONGUE JACK.
@INCLUDED IN TRAILER SPECIAL PACKAGE RPO/Z82.
▲INCLUDED IN TRAILERING PACKAGE RPO-Z72.
REQUIRED TRAILERING EQUIPMENT SHOWN IN RED.

NOTE 1: ON ALL S/T-10 BLAZERS THE GROSS TRAILER WEIGHT MUST BE REDUCED BY ANY CARGO CARRIED.

NOTE 2: TRAILER WEIGHT AND WIND DRAG AFFECT HIGHWAY ACCELERATION, TOP SPEED AND FUEL ECONOMY. TRAVEL TRAILERS WITH ROUNDED CORNERS TOW EASIER THAN BLUNT, SQUARE CORNERED TRAILERS. FOR ACCEPTABLE PERFORMANCE WITH SQUARE CORNERED TRAILERS, SELECT AN ENGINE WITH MORE POWER AND/OR HIGHER AXLE RATIO THAN THE MINIMUM ENGINE AND AXLE SHOWN.

NOTE 3: IF YOUR VEHICLE IS EQUIPPED WITH AN OVERDRIVE AUTOMATIC TRANSMISSION, WHEN YOU ARE TOWING A TRAILER MORE THAN 1350 KILOGRAMS (3000 POUNDS), WE RECOMMEND YOU SHIFT TO THIRD GEAR RANGE (3) INSTEAD OF OVERDRIVE ("O") FOR NORMAL TOWING. THIS IS NOT INTENDED TO INTERFERE WITH THE PRACTICE OF MANUALLY DOWNSHIFTING ON UPHILL AND DOWNHILL GRADES.

NOTE 4: MODEL AND DRIVELINE COMBINATIONS MUST BE VERIFIED BY YOUR LOCAL DEALER FOR CORRECT EMISSIONS EQUIPMENT.

RECREATION

TRAILER CLASSIFICATION		LIGHT				MEDIUM				HEAVY			
GROSS TRAILER WEIGHT (LB) UP TO MAXIMUM TONGUE LOAD (LB.)		2000 200				4000 500				6500 750	9500 1000	6000 700	8000 950
CHEVY TRUCK SERIES		C10(A)	C20(A)	K10(B)	K20(B)	C10(A)	C20(A)	K10(B)	K20(B)	C10(A)	C20(A)	K10(B)	K20(B)
MINIMUM ENGINE	5.0L (305) V8	LE9	—	—	—	LE9	—	—	—	—	—	—	—
	5.7L (350) V8	—	LT9	LS9	LT9	—	LT9	LS9	LT9	LS9	LT9	LS9	LT9
	7.4L (454) V8	—	—	—	—	—	—	—	—	—	LE8	—	—
TRANSMISSION	AUTOMATIC (3)	MX0	MX1	MX0	MX1	MX0	MX1	MX0	MX1	MX0	MX1	MX0	MX1
MINIMUM AXLE RATIO (TO 1) (GROSS TRAILER WEIGHT [LB.])	w/5.0L V8 ENGINE	3.08	—	—	—	3.08	—	—	—	—	—	—	—
	w/5.7L V8 ENGINE	—	3.73	3.42	3.73	—	3.73	3.42	3.73	3.42 (5500)	4.10 (8000)	3.42 (5000)	3.73 (6000)
		—	—	—	—	—	—	—	—	3.73 (6500)	4.56 (9000)	3.73 (6000)	4.10 (8000)
	w/7.4L V8 ENGINE	—	—	—	—	—	—	—	—	—	3.73 (8500)	—	—
		—	—	—	—	—	—	—	—	—	4.10 (9500)	—	—
TRAILERING SPECIAL PACKAGE	HEAVY DUTY	—	—	—	—	—	—	—	—	Z82	Z82	Z82	Z82
MINIMUM TIRE SIZE	P215/75R-15	—	—	STD.	—	—	—	STD.	—	—	—	STD.	—
	P235/75R-15	STD.	—	—	—	STD.	—	—	—	STD.	—	—	—
	LT235/85R16D(F) & E (R)	—	STD.	—	STD.	—	STD.	—	STD.	—	STD.	—	STD.
BATTERY	HEAVY DUTY	NR	NR	NR	NR	UA1	UA1	UA1	UA1	UA1	UA1(1)	UA1	UA1
COOLER	ENGINE OIL	NR	NR	NR	NR	KC4	KC4	KC4	KC4	KC4@	KC4@	KC4@	KC4@
	TRANSMISSION OIL	NR	NR	NR	NR	V02	V02	V02	V02	V02@	V02@	V02@	V02@
COOLING	HEAVY DUTY RADIATOR	V01	NR	V01	NR	—	—	—	—	—	—	—	—
GENERATOR	HEAVY DUTY 66 AMP	—	—	—	—	K81	K81	K81	K81	K81@	K81@	K81@	K81@
HARNES	TRAILER WIRING, 7-WIRE (2)	—	—	—	—	UY7	UY7	UY7	UY7	UY7@	UY7@	UY7@	UY7@
MIRRORS	CAMPER TYPE	NR	NR	NR	NR	DF2	DF2	DF2	DF2	DF2	DF2	DF2	DF2
SHOCK ASORBERS	HD, FRONT & REAR	NR	STD.	NR	STD.	NR	STD.	NR	STD.	F51@	STD.	NR	STD.
AUTOMATIC SPEED CONTROL		NR	NR	NR	NR	K34	K34	K34	K34	K34	K34	K34	K34
STABILIZER BAR, FRONT	HEAVY DUTY	NR	NR	STD.	STD.	F59	F58	STD.	STD.	F59	F58	STD.	STD.
STEERING	POWER	N41	N41	STD.	STD.	N41	N41	STD.	STD.	N41@	N41@	STD.	STD.
FUEL TANK	EXTRA CAPACITY 31 GAL.	NK7	NK7	NK7	NK7	—	—	—	—	—	—	—	—
	EXTRA CAPACITY 40 GAL.	—	—	—	—	NE2	NE2	NE2	NE2	NE2	NE2	NE2	NE2
TRAILER HITCH	DEADWEIGHT TYPE (2)	VR2	VR2	VR2	VR2	—	—	—	—	—	—	—	—
	WEIGHT DISTRIBUTING PLATFORM (2)	—	—	—	—	VR4	VR4	VR4	VR4	VR4@	VR4@	VR4@	VR4@

TRAILER CLASSIFICATION		LIGHT				MEDIUM				HEAVY			
GROSS TRAILER WEIGHT (LB) UP TO MAXIMUM TONGUE LOAD (LB.)		2000 200				4000 500				5500 700	7500 900	5500 700	6500 750
CHEVY TRUCK SERIES		C10(A)	C20(A)	K10(B)	K20(B)	C10(A)	C20(A)	K10(B)	K20(B)	C10(A)	C20(A)	K10(B)	K20(B)
ENGINE	6.2L (379) V8 DIESEL	LH6	LL4	LH6	LL4	LH6	LL4	LH6	LL4	LH6	LL4	LH6	LL4
TRANSMISSION	AUTOMATIC (3)	MX0	MX0/1	MX0	MX0/1	MX0	MX0/1	MX0	MX0/1	MX0	MX0/1	MX0	MX0/1
MINIMUM AXLE RATIO (TO 1) (GROSS TRAILER WEIGHT [LB.])		3.08	3.73	3.42	3.73	3.42	3.73	3.42	3.73	3.73	4.10 (6500)	3.73	3.73 (5500)
		—	—	—	—	—	—	—	—	—	4.56 (7500)	—	4.10 (6500)
TRAILERING SPECIAL PACKAGE	HEAVY DUTY	—	—	—	—	—	—	—	—	Z82	Z82	Z82	Z82
MINIMUM TIRE SIZE	P235/75R-15	STD.	—	STD.	—	STD.	—	STD.	—	STD.	—	STD.	—
	LT235/85R16D(F) & E(R)	—	STD.	—	STD.	—	STD.	—	STD.	—	STD.	—	STD.
BATTERY	DUAL HEAVY DUTY	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.
COOLER	ENGINE OIL	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.
	TRANSMISSION OIL	NR	NR	NR	NR	V02	V02	V02	V02	V02@	V02@	V02@	V02@
COOLING	HEAVY DUTY RADIATOR	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.
GENERATOR	HEAVY DUTY 66 AMP	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.
HARNES	TRAILER WIRING, 7-WIRE (2)	—	—	—	—	UY7	UY7	UY7	UY7	UY7@	UY7@	UY7@	UY7@
MIRRORS	CAMPER TYPE	NR	NR	NR	NR	DF2	DF2	DF2	DF2	DF2	DF2	DF2	DF2
SHOCK ABSORBERS	HD, FRONT & REAR	NR	STD.	NR	STD.	NR	STD.	NR	STD.	F51	STD.	NR	STD.
AUTOMATIC SPEED CONTROL		NR	NR	NR	NR	K34	K34	K34	K34	K34	K34	K34	K34
STABILIZER BAR, FRONT	HEAVY DUTY	STD.	NR	STD.	STD.	STD.	F58	STD.	STD.	STD.	F58	STD.	STD.
STEERING	POWER	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.
FUEL TANK	EXTRA CAPACITY 32 GAL.	NK7	NK7	NK7	NK7	—	—	—	—	—	—	—	—
	EXTRA CAPACITY 41 GAL.	—	—	—	—	NE2	NE2	NE2	NE2	NE2	NE2	NE2	NE2
TRAILER HITCH	DEADWEIGHT TYPE (2)	VR2	VR2	VR2	VR2	—	—	—	—	—	—	—	—
	WEIGHT DISTRIBUTING PLATFORM (2)	—	—	—	—	VR4	VR4	VR4	VR4	VR4@	VR4@	VR4@	VR4@

NR-NOT REQUIRED. @ INCLUDED IN TRAILERING SPECIAL PACKAGE RPO-Z82. (3) MX1 3-SPEED, MX0 4-SPEED WITH OVERDRIVE AND MX0/1 EITHER 3 OR 4-SPEED
 (A) 2-WHEEL DRIVE. (1) REQUIRED WITH 454-4 V8 ENGINE. REQUIRING TRAILERING EQUIPMENT SHOWN IN RED.
 (B) 4-WHEEL DRIVE. (2) FOR FURTHER INFORMATION, SEE COPY ON PAGE 6.

NOTE: MODEL AND DRIVELINE COMBINATION MUST BE VERIFIED BY YOUR LOCAL DEALER FOR CORRECT EMISSIONS EQUIPMENT.

CHEVY VAN / SPORT VAN



GASOLINE ENGINE

TRAILER CLASSIFICATION		LIGHT			MEDIUM			HEAVY	
GROSS TRAILER WEIGHT (LB) UP TO MAXIMUM TONGUE LOAD (LB)		2000 200			4000 500			6000 750	8000 950
CHEVY TRUCK SERIES		G10	G20	G30	G10	G20	G30	G20	G30
MINIMUM ENGINE	4.3L (262) V6	LB1	LB1	—	LB1	—	—	—	—
	5.0L (305) V8	—	—	—	—	LE9	—	LE9	—
	5.7L (350) V8	—	—	LT9	—	—	LT9	—	LT9
TRANSMISSION		AUTOMATIC (3)							
MINIMUM AXLE RATIO (TO 1) (GROSS TRAILER WEIGHT (LB.))		3.08	3.08	3.73	3.42	3.08	3.73	3.73	3.73 (6000)
		—	—	—	—	—	—	—	4.10 (8000)
TRAILERING SPECIAL PACKAGE	HEAVY DUTY	—	—	—	—	—	—	Z82	Z82
MINIMUM TIRE SIZE	P205/75R-15	STD.	—	—	STD.	—	—	—	—
	P225/75R-15	—	STD.	—	—	STD.	—	STD.	—
	8.75 x 16.5E	—	—	STD.	—	—	STD.	—	STD.
BRAKES	POWER	J50(1)	STD.	STD.	J50(1)	STD.	STD.	STD.	STD.
BATTERY	HEAVY DUTY	NR	NR	NR	UA1	UA1	UA1	UA1@	UA1@
COOLER	ENGINE OIL	NR(4)	NR(4)	NR	KC4	KC4	KC4	KC4@	KC4@
	TRANSMISSION OIL	NR	NR	NR	V02	V02	V02	V02@	V02@
COOLING	HEAVY DUTY RADIATOR	V05	V05	V05	V05	V05	V05	—	—
GENERATOR	HEAVY DUTY 66 AMP	NR	NR	NR	K81	K81	K81	K81	K81
HARNES	TRAILER WIRING (2) 5-WIRE	•	•	•	—	—	—	—	—
	7-WIRE	—	—	—	(2)	(2)	(2)	@	@
MIRRORS	BELOW EYELINE	NR	NR	NR	D44/D45	D44/D45	D44/D45	D44/D45	D44/D45
SHOCK ABSORBERS	HD, FRONT & REAR	NR	NR	NR	NR	F51	NR	F51	NR
AUTOMATIC SPEED CONTROL		NR	NR	NR	K34	K34	K34	K34	K34
SPRINGS	HEAVY DUTY-FRONT	NR	NR	STD.	NR	NR	STD.	NR	STD.
	-REAR	NR	NR	STD.	NR	NR	STD.	NR	STD.
STABILIZER BAR, FRONT	HEAVY DUTY	F59	F59	STD.	F59	F59	STD.	F59@	STD.
STEERING	POWER	N40(1)	STD.	STD.	N40(1)	STD.	STD.	STD.	STD.
FUEL TANK	EXTRA CAPACITY 33 GAL.	—	—	—	NL7	NL7	NL7	NL7	NL7
TRAILER HITCH (2)	DEADWEIGHT	VR2•	VR2•	VR2•	—	—	—	—	—
	WEIGHT DISTRIBUTING PLATFORM	—	—	—	VR4	VR4	VR4	VR4@	VR4@

RECREATION

DIESEL ENGINE

TRAILER CLASSIFICATION		LIGHT		MEDIUM		HEAVY	
GROSS TRAILER WEIGHT (LB) UP TO MAXIMUM TONGUE LOAD (LB)		2000 200		4000 500		6000 750	7000 800
CHEVY TRUCK SERIES		G20	G30	G20	G30	G20	G30
ENGINE	6.2L (379) V8 DIESEL	LH6	LL4	LH6	LL4	LH6	LL4
TRANSMISSION	AUTOMATIC (3)	MX0	MX1	MX0	MX1	MX0	MX1
MINIMUM AXLE RATIO (TO 1)		3.08	3.73	3.08	3.73	3.73	4.10
TRAILERING SPECIAL PACKAGE	HEAVY DUTY	—	—	—	—	Z82	Z82
MINIMUM TIRE SIZE	P235/75R-15	STD.	—	STD.	—	STD.	—
	8.75 x 16.5E	—	STD.	—	STD.	—	STD.
BRAKES	POWER	STD.	STD.	STD.	STD.	STD.	STD.
BATTERY	DUAL HEAVY DUTY	STD.	STD.	STD.	STD.	STD.	STD.
COOLER	ENGINE OIL	STD.	STD.	STD.	STD.	STD.	STD.
	TRANSMISSION OIL	STD.	STD.	STD.	STD.	STD.	STD.
COOLING	HEAVY DUTY RADIATOR	STD.	STD.	STD.	STD.	STD.	STD.
GENERATOR	HEAVY DUTY 66 AMP	STD.	STD.	STD.	STD.	STD.	STD.
HARNES	TRAILER WIRING, (2) 5-WIRE	•	•	—	—	—	—
	7-WIRE	—	—	(2)	(2)	@	@
MIRRORS	BELOW EYELINE	NR	NR	D44/D45	D44/D45	D44/D45	D44/D45
SHOCK ABSORBERS	HEAVY DUTY-FRONT & REAR	NR	NR	F51	NR	F51	NR
AUTOMATIC SPEED CONTROL		NR	NR	K34	K34	K34	K34
STABILIZER BAR, FRONT	HEAVY DUTY	F59	STD.	F59	STD.	F59@	STD.
STEERING	POWER	STD.	STD.	STD.	STD.	STD.	STD.
FUEL TANK	EXTRA CAPACITY 32 GAL.	NL7	NL7	NL7	NL7	NL7	NL7
TRAILER HITCH (2)	DEADWEIGHT TYPE	VR2•	VR2•	—	—	—	—
	WEIGHT DISTRIBUTING PLATFORM	—	—	VR4	VR4	VR4@	VR4@

NR--NOT REQUIRED. STD.--STANDARD.

@ INCLUDED IN TRAILERING SPECIAL PACKAGE RPO Z82.

• LIGHT DUTY TOWING PACKAGE RPO-Z72 IS AVAILABLE FOR ALL MODELS. IT INCLUDES DEAD WEIGHT TRAILER HITCH RPO-VR2 AND 5-WIRE TRAILER WIRING HARNESS WITH HEAVY DUTY FLASHER AND CONNECTOR.

(1) FOR CHEVY VAN. STANDARD ON SPORTVAN.

(2) FOR FURTHER INFORMATION, SEE COPY ON PAGE 6.

(3) MX1 3-SPEED, MX0/1 3-SPEED OR 4-SPEED WITH OVERDRIVE.

(4) KC4 REQUIRED WITH 3.42 AXLE RATIO.

REQUIRED TRAILER EQUIPMENT SHOWN IN RED.

NOTE: MODEL AND DRIVELINE COMBINATIONS MUST BE VERIFIED BY YOUR LOCAL DEALER FOR CORRECT EMISSIONS EQUIPMENT.

TWO-WHEEL DRIVE PICKUP



GASOLINE ENGINE

TRAILER CLASSIFICATION		LIGHT			MEDIUM			HEAVY			
GROSS TRAILER WEIGHT (LB) UP TO MAXIMUM TONGUE LOAD (LB)		2000 200			4000 500			6000 750	7000 800	10,000 1000	10,000 1000
CHEVY TRUCK SERIES		C10	C20	C30	C10	C20	C30	C10	C20	C20/C6P	C30
MINIMUM ENGINE	43L (262) 6	LB1	LB1	—	LB1	LB1	—	—	—	—	—
	4.8L (292) 6	—	—	L25	—	—	L25	—	—	—	—
	5.0L (305) V8	—	—	—	—	—	—	LE9	LE9	—	—
	5.7L (350) V8	—	—	—	—	—	—	—	—	LT9	LT9
	7.4L (454) V8	—	—	—	—	—	—	—	—	LE8	LE8
TRANSMISSION	AUTOMATIC (3)	MX1	MX0	MX1	MX0/1	MX0	MX1	MX0	MX0	MX1	MX1
MINIMUM AXLE RATIO (TO 1) (GROSS TRAILER WEIGHT [LB.])	w/MINIMUM ENGINE	2.73	3.42	4.56	3.08	3.73	4.56	3.42	3.42 (5500)	—	—
		—	—	—	—	—	—	—	3.73 (6500)	—	—
	w/5.7L V8 ENGINE	—	—	—	—	—	—	—	—	4.10 (9000)	4.10 (8500)
		—	—	—	—	—	—	—	—	4.56 (10,000)	4.56 (10,000)
	w/7.4L V8 ENGINE	—	—	—	—	—	—	—	—	3.73 (9500)	3.73 (9000)
		—	—	—	—	—	—	—	—	4.10 (10,000)	4.10 (10,000)
MINIMUM TIRE SIZE		P195/75R-15	STD.	—	—	STD.	—	—	—	—	—
		LT215/85R16C	—	STD.	—	—	STD.	—	—	STD.	—
		LT235/85R16D(F) & E(R)	—	—	STD.	—	—	STD.	—	—	STD.
BRAKES	POWER	J50	STD.	STD.	J50	STD.	STD.	J50	STD.	STD.	STD.
BATTERY	HEAVY DUTY	NR	NR	NR	UA1	UA1	UA1	UA1	UA1	UA1(1)	UA1(1)
BUMPER	REAR CHROMED	—	—	—	—	—	—	VF1	VF1	VF1	VF1
	REAR STEP TYPE (2)	V42/V43	V42/V43	V42/V43	V42/V43	V42/V43	V42/V43	—	—	—	—
CARRIER	SPARE WHEEL SIDE MOUNTED	NR	NR	NR	NR	NR	NR	P13	P13	P13	P13
COOLER	ENGINE OIL	NR	NR	—	KC4	KC4	—	KC4	KC4	KC4	KC4
	TRANSMISSION OIL	NR	NR	—	V02	V02	—	V02	V02	V02	V02
COOLING	HEAVY DUTY	V01	NR	NR	—	—	V01	—	—	—	—
GENERATOR	HEAVY DUTY-66 AMP	NR	NR	NR	K81	K81	K81	K81	K81	K81	K81
HARNESS	TRAILER WIRING, 7-WIRE	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)
MIRRORS	CAMPER TYPE	NR	NR	NR	DF2	DF2	DF2	DF2	DF2	DF2	DF2
SHOCK ABSORBERS	HD, FRONT & REAR	NR	NR	STD.	F51	F51	STD.	F51	F51	STD.	STD.
AUTOMATIC SPEED CONTROL		NR	NR	NR	K34	K34	K34	K34	K34	K34	K34
STABILIZER BAR, FRONT	HEAVY DUTY	NR	NR	NR	F59	F58	F58	F59	F58	F58	F58
STEERING	POWER	N41	N41	N41	N41	N41	N41	N41	N41	N41	N41
FUEL TANK	AUXILIARY	NR	NR	NR	NL2	NL2	NL2	NL2	NL2	NL2	NL2
TRAILER HITCH	WEIGHT DISTRIBUTING PLATFORM	—	—	—	—	—	—	(2)	(2)	(2)	(2)

DIESEL ENGINE

TRAILER CLASSIFICATION		LIGHT			MEDIUM			HEAVY			
GROSS TRAILER WEIGHT (LB) UP TO MAXIMUM TONGUE LOAD (LB)		2000 200			4000 500			5500 650	5500 650	8500 1000	8000 1000
CHEVY TRUCK SERIES		C10	C20	C30	C10	C20	C30	C10	C20	C20/C6P	C30
ENGINE	6.2L (379) V8 DIESEL (4)	LH6	LH6	LL4	LH6	LH6	LL4	LH6	LH6	LL4	LL4
TRANSMISSION	AUTOMATIC (3)	MX0	MX0	MX1	MX0	MX0	MX1	MX0	MX0	MX1	MX1
MINIMUM AXLE RATIO (TO 1) (GROSS TRAILER WEIGHT (LB.))		2.73	3.23	4.10	3.08	3.42	4.10	3.42	3.42	4.10 (7000)	4.10 (6500)
		—	—	—	—	—	—	—	—	4.56 (8500)	4.56 (8000)
MINIMUM TIRE SIZE		P205/75R-15	STD.	—	—	STD.	—	—	STD.	—	—
		LT215/85R16C	—	STD.	—	—	STD.	—	—	STD.	—
		LT235/85R16D(F) & E(R)	—	—	STD.	—	—	STD.	—	—	STD.
BUMPER	REAR CHROMED	—	—	—	—	—	—	VF1	VF1	VF1	VF1
	REAR STEP TYPE (2)	V42/V43	V42/V43	V42/V43	V42/V43	V42/V43	V42/V43	—	—	—	—
CARRIER	SPARE WHEEL SIDE MOUNTED	NR	NR	NR	NR	NR	NR	P13	P13	P13	P13
COOLER	TRANSMISSION OIL	NR	NR	NR	V02	V02	NR	V02	V02	V02	V02
HARNESS	TRAILER WIRING, 7-WIRE	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)
MIRRORS	CAMPER TYPE	NR	NR	NR	DF2	DF2	DF2	DF2	DF2	DF2	DF2
SHOCK ABSORBERS	HD FRONT & REAR	NR	NR	STD.	F51	F51	STD.	F51	F51	STD.	STD.
AUTOMATIC SPEED CONTROL		NR	NR	NR	K34	K34	K34	K34	K34	K34	K34
STABILIZER BAR, FRONT		NR	NR	NR	F59	F58	F58	F59	F58	F58	F58
FUEL TANK		NR	NR	NR	NL2	NL2	NL2	NL2	NL2	NL2	NL2
TRAILER HITCH	WEIGHT DISTRIBUTING PLATFORM	—	—	—	—	—	—	(2)	(2)	(2)	(2)

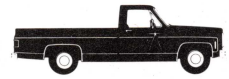
NR—NOT REQUIRED.
STD.—STANDARD.

(1) REQUIRED WITH 454-4 V8 ENGINE.
(2) FOR FURTHER INFORMATION, SEE COPY ON PAGE 6.
(3) MX1 3-SPEED, MX0 4-SPEED WITH OVERDRIVE AND
MX0/1 EITHER 3- OR 4-SPEED.

(4) DIESEL MODELS INCLUDE: HEAVY DUTY DUAL BATTERIES, ENGINE OIL COOLER, HEAVY
DUTY COOLING, 66 AMP GENERATOR AND POWER STEERING.
REQUIRED TRAILERING EQUIPMENT SHOWN IN RED.

NOTE: MODEL AND DRIVELINE COMBINATIONS MUST BE VERIFIED BY YOUR LOCAL DEALER FOR CORRECT EMISSIONS EQUIPMENT.

FOUR-WHEEL DRIVE PICKUP



GASOLINE ENGINE

TRAILER CLASSIFICATION		LIGHT			MEDIUM			HEAVY			
GROSS TRAILER WEIGHT (LB) UP TO MAXIMUM TONGUE LOAD (LB)		2000 200			4000 500			6500 750	6500 750	8500 1000	10,000 1000
CHEVY TRUCK SERIES		K10	K20	K30	K10	K20	K30	K10	K20	K20/C6P	K30
MINIMUM ENGINE	4.3L (262) V6	LB1	—	—	LB1	—	—	—	—	—	—
	4.8L (292) 6	—	—	L25	—	—	L25	—	—	—	—
	5.0L (305) V8	—	—	—	—	—	—	LE9	—	—	—
	5.7L (350) V8	—	LS9	—	—	LS9	—	—	LS9	LT9	LT9
	7.4L (454) V8	—	—	—	—	—	—	—	—	—	LE8
TRANSMISSION	AUTOMATIC (2)	MX0	MX0	MX1	MX0	MX0	MX1	MX0	MX0	MX1	MX1
MINIMUM AXLE RATIO (TO 1) (GROSS TRAILER WEIGHT [LB.])	W/MINIMUM ENGINE	3.42	3.23	4.56	3.73	3.23	4.56	3.42 (5500)	3.42 (5500)	4.10	4.10 (8000)
		—	—	—	—	—	—	3.73 (6500)	3.73 (6500)	—	4.56 (9500)
	w/7.4L V8 ENGINE	—	—	—	—	—	—	—	—	—	3.73 (9000)
		—	—	—	—	—	—	—	—	—	4.10 (10,000)
		—	—	—	—	—	—	—	—	—	4.56 (10,000)
MINIMUM TIRE SIZE	P235/75R15	STD.	—	—	STD.	—	—	STD.	—	—	—
	LT215/85R16C	—	STD.	—	—	STD.	—	—	STD.	—	—
	LT235/85R16D(F) & E(R)	—	—	STD.	—	—	STD.	—	—	STD.	STD.
BATTERY	HEAVY DUTY	NR	NR	NR	UA1	UA1	UA1	UA1	UA1	UA1	UA1(3)
BUMPER	REAR CHROMED	—	—	—	—	—	—	VF1	VF1	VF1	VF1
	REAR STEP TYPE (1)	V42/V43	V42/V43	V42/V43	V42/V43	V42/V43	V42/V43	—	—	—	—
CARRIER	SPARE WHEEL SIDE MOUNTED	NR	NR	NR	NR	NR	NR	P13	P13	P13	P13
COOLER	ENGINE OIL	NR	NR	—	KC4	KC4	—	KC4	KC4	KC4	KC4
	TRANSMISSION OIL	NR	NR	—	V02	V02	—	V02	V02	V02	V02
COOLING	HEAVY DUTY	V01	NR	NR	—	—	V01	—	—	—	—
GENERATOR	HEAVY DUTY-66 AMP	NR	NR	STD.	K81	K81	STD.	K81	K81	K81	STD.
HARNESS	TRAILER WIRING, 7-WIRE	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
MIRRORS	CAMPER TYPE	NR	NR	NR	DF2	DF2	DF2	DF2	DF2	DF2	DF2
AUTOMATIC SPEED CONTROL		NR	NR	NR	K34	K34	K34	K34	K34	K34	K34
STABILIZER BAR, FRONT	HEAVY DUTY	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.
STEERING	POWER	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.
FUEL TANK	AUXILIARY	NR	NR	NR	NL2	NL2	NL2	NL2	NL2	NL2	NL2
TRAILER HITCH	WEIGHT DISTRIBUTING PLATFORM	—	—	—	—	—	—	(1)	(1)	(1)	(1)

RECREATION

DIESEL ENGINE

TRAILER CLASSIFICATION		LIGHT			MEDIUM			HEAVY			
GROSS TRAILER WEIGHT (LB) UP TO MAXIMUM TONGUE LOAD (LB.)		2000 200			4000 500			5000 600	5500 650	8000 950	7500 900
CHEVY TRUCK SERIES		K10	K20	K30	K10	K20	K30	K10	K20	K20/C6P	K30
ENGINE	6.2L (379) V8 DIESEL	LH6	LH6	LL4	LH6	LH6	LL4	LH6	LH6	LL4	LL4
TRANSMISSION	AUTOMATIC (2)	MX0	MX0	MX1	MX0	MX0	MX1	MX0	MX0	MX1	MX1
MINIMUM AXLE RATIO (TO 1) (GROSS TRAILER WEIGHT [LB.])		3.08	3.42	4.10	3.08	3.42	4.10	3.42	3.42 (4500)	4.10 (6500)	4.10 (6000)
		—	—	—	—	—	—	—	3.73 (5500)	4.56 (8000)	4.56 (7500)
MINIMUM TIRE SIZE	P235/75R15	STD.	—	—	STD.	—	—	STD.	—	—	—
	LT215/85R16C	—	STD.	—	—	STD.	—	—	STD.	—	—
	LT235/85R16D(F) & E(R)	—	—	STD.	—	—	STD.	—	—	STD.	STD.
BATTERY	DUAL HEAVY DUTY	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.
BUMPER	REAR CHROMED	—	—	—	—	—	—	VF1	VF1	VF1	VF1
	REAR STEP TYPE (1)	V42/V43	V42/V43	V42/V43	V42/V43	V42/V43	V42/V43	—	—	—	—
CARRIER	SPARE WHEEL SIDE MOUNTED	NR	NR	NR	NR	NR	NR	P13	P13	P13	P13
COOLER	ENGINE OIL	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.
	TRANSMISSION OIL	NR	NR	NR	V02	V02	V02	V02	V02	V02	V02
COOLING	HEAVY DUTY	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.
GENERATOR	HEAVY DUTY-66 AMP	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.
HARNESS	TRAILER WIRING, 7-WIRE	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
MIRRORS	CAMPER TYPE	NR	NR	NR	DF2	DF2	DF2	DF2	DF2	DF2	DF2
AUTOMATIC SPEED CONTROL		NR	NR	NR	K34	K34	K34	K34	K34	K34	K34
STABILIZER BAR, FRONT	HEAVY DUTY	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.
STEERING	POWER	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.
FUEL TANK	AUXILIARY	NR	NR	NR	NL2	NL2	NL2	NL2	NL2	NL2	NL2
TRAILER HITCH	WEIGHT DISTRIBUTING PLATFORM	—	—	—	—	—	—	(1)	(1)	(1)	(1)

NR—NOT REQUIRED

(1) FOR FURTHER INFORMATION, SEE COPY ON PAGE 6.

(2) MX1 3-SPEED, MX0 4-SPEED WITH OVERDRIVE
AND MX0/1 EITHER 3- OR 4-SPEED.

(3) REQUIRED WITH 454-4 V8 ENGINE.

REQUIRED TRAILERING EQUIPMENT SHOWN IN RED.

NOTE: MODEL AND DRIVELINE COMBINATIONS MUST BE VERIFIED BY YOUR LOCAL DEALER FOR CORRECT EMISSIONS EQUIPMENT.

FIFTH WHEEL WITH KINGPIN-TYPE HITCH **PICKUP**



GASOLINE ENGINE

TRAILER CLASSIFICATION		HEAVY			HEAVY		HEAVY		HEAVY	
GROSS TRAILER WEIGHT (LB) UP TO		6500	10,500	11,500	10,000	13,000	6500	10,000	9500	12,500
CHEVY TRUCK SERIES		C20(A)	C20/C6P(A)		C30(A)		K20(B)	K20/C6P(B)	K30(B)	
ENGINE	5.0L (305) V8	LE9	—	—	—	—	—	—	—	—
	5.7L (350) V8	—	LT9	—	LT9	—	LS9	LT9	LT9	—
	7.4L (454) V8	—	—	LE8	—	LE8	—	—	—	LE8
MAXIMUM GVWR (LB)		7200	8600	8600	9000	9000	6600	8600	9200	9200
MAXIMUM PAYLOAD (LB)		2925	4250	3925	4475	4175	2100	3975	4175	3900
TRANSMISSION		AUTOMATIC (4)	MX0	MX1	MX1	MX1	MX0	MX1	MX1	MX1
MINIMUM AXLE RATIO (TO 1) (GROSS TRAILER WEIGHT (LB.))		3.42 (5500)	4.10 (9000)	3.21 (8000)	4.10 (8500)	3.21 (7500)	3.23 (5000)	4.10 (8500)	4.10 (8000)	3.73 (9000)
		3.73 (6500)	4.56 (10,500)	3.73 (10,000)	4.56 (10,000)	3.73 (9500)	3.42 (5500)	4.56 (10,000)	4.56 (9500)	4.10 (10,500)
		—	—	4.10 (11,500)	—	4.10 (11,000)	—	—	—	4.56 (12,500)
		—	—	—	—	4.56 (13,000)	—	—	—	—
MINIMUM TIRE SIZE	LT215/85R16C	—	—	—	—	—	STD.	—	—	—
	LT215/85R16C(F) & D(R)	YJ & YK	—	—	—	—	—	—	—	—
	LT235/85R16D(F) & E(R)	—	STD.	STD.	STD.	STD.	—	STD.	STD.	STD.
BRAKES	HEAVY DUTY POWER	J55	STD.	STD.	STD.	STD.	J55	STD.	STD.	STD.
BATTERY	DUAL HEAVY DUTY	UA1	UA1	UA1(1)	UA1	UA1(1)	UA1	UA1	UA1	UA1(1)
COOLER	ENGINE OIL	KC4	KC4	KC4	KC4	KC4	KC4	KC4	KC4	KC4
	TRANSMISSION OIL	V02	V02	V02	V02	V02	V02	V02	V02	V02
COOLING	HEAVY DUTY	—	—	—	—	—	—	—	—	—
GENERATOR	HEAVY DUTY-66 AMP	K81	K81	K81	K81	K81	K81	K81	STD.	STD.
HARNESS	TRAILER WIRING, 7-WIRE	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)
MIRRORS	CAMPER TYPE	DF2	DF2	DF2	DF2	DF2	DF2	DF2	DF2	DF2
SHOCK ABSORBERS	HD-FRONT & REAR	F51	STD.	STD.	STD.	STD.	F51	STD.	STD.	STD.
AUTOMATIC SPEED CONTROL		K34	K34	K34	K34	K34	K34	K34	K34	K34
SPRINGS	HEAVY DUTY-FRONT	NR	STD.	STD.	STD.	STD.	NR	NR	STD.	STD.
	-REAR	G50	STD.	STD.	STD.	STD.	NR	NR	STD.	STD.
STABILIZER BAR, FRONT	HEAVY DUTY	F58	F58	F58	F58	F58	STD.	STD.	STD.	STD.
STEERING	POWER	N41	N41	N41(1)	N41	N41(1)	STD.	STD.	STD.	STD.
FUEL TANK	AUXILIARY	NL2	NL2	NL2	NL2	NL2	NL2	NL2	NL2	NL2

TRAILER CLASSIFICATION		HEAVY		HEAVY	HEAVY		HEAVY
GROSS TRAILER WEIGHT (LB) UP TO		5500	8500	8000	5500	6500	7500
CHEVY TRUCK SERIES		C20(A)	C20/C6P(A)	C30(A)	K20(B)	K20/C6P(B)	K30(B)
ENGINE	6.2L (379) V8 DIESEL	LH6	LL4	LL4	LH6	LL4	LL4
		—	—	—	—	—	—
MAXIMUM GVWR (LB)		7200	8600	9000	6600	8600	9200
MAXIMUM PAYLOAD (LB)		2625	3875	4100	1725	3600	3800
TRANSMISSION		AUTOMATIC (4)	MX0	MX1	MX0	MX1	MX1
MINIMUM AXLE RATIO (TO 1) (GROSS TRAILER WEIGHT (LB.))		3.42	4.10 (7000)	4.10 (6500)	3.42 (4500)	4.10	4.10 (6000)
		—	4.56 (8000)	4.56 (8000)	3.73 (5500)	—	4.56 (7500)
		—	—	—	STD.	—	—
MINIMUM TIRE SIZE	LT215/85R16C	—	—	—	STD.	—	—
	LT215/85R16C(F) & D(R)	YJ & YK	—	—	—	—	—
	LT235/85R16D(F) & E(R)	—	STD.	STD.	—	STD.	STD.
BATTERY	DUAL HEAVY DUTY	STD.	STD.	STD.	STD.	STD.	STD.
COOLER	ENGINE OIL	STD.	STD.	STD.	STD.	STD.	STD.
	TRANSMISSION OIL	V02	V02	V02	V02	V02	V02
COOLING	HEAVY DUTY	STD.	STD.	STD.	STD.	STD.	STD.
GENERATOR	HEAVY DUTY-66 AMP	STD.	STD.	STD.	STD.	STD.	STD.
HARNESS	TRAILER WIRING, 7-WIRE	(3)	(3)	(3)	(3)	(3)	(3)
MIRRORS	CAMPER TYPE	DF2	DF2	DF2	DF2	DF2	DF2
SHOCK ABSORBERS	HD FRONT & REAR	F51	STD.	STD.	F51	STD.	STD.
AUTOMATIC SPEED CONTROL		K34	K34	K34	K34	K34	K34
SPRINGS	HEAVY DUTY-FRONT	NR	STD.	STD.	NR	NR	STD.
	-REAR	G50	STD.	STD.	NR	NR	STD.
STABILIZER BAR, FRONT	HEAVY DUTY	F58	F58	F58	STD.	STD.	STD.
STEERING	POWER	STD.	STD.	STD.	STD.	STD.	STD.
FUEL TANK	AUXILIARY (MATCHES STD. TANK)	NL2	NL2	NL2	NL2	NL2	NL2

DIESEL ENGINE

NR—NOT REQUIRED. (1) REQUIRED WITH 454 V8 ENGINE. (3) MX1 3-SPEED AND MX0 4-SPEED WITH OVERDRIVE.
 (A) 2-WHEEL DRIVE. (2) FOR FURTHER INFORMATION, SEE COPY ON PAGE 6. REQUIRED TRAILERING EQUIPMENT SHOWN IN RED.
 (B) 4-WHEEL DRIVE.

NOTE: MODEL AND DRIVELINE COMBINATIONS MUST BE VERIFIED BY YOUR LOCAL DEALER FOR CORRECT EMISSIONS EQUIPMENT.

REGULAR AND FIFTH WHEEL WITH KING-PIN-TYPE HITCH **CREW CAB** (1)



GASOLINE ENGINE

		PICKUPS—CREW CAB (1)						PICKUPS—CREW CAB (1) 5TH WHEEL		
TRAILER CLASSIFICATION		LIGHT		MEDIUM		HEAVY		HEAVY		
GROSS TRAILER WEIGHT (LB) UP TO MAXIMUM TONGUE LOAD (LB)		2000 200		4000 500		10,000 1000	10,000 1000	10,500	12,500	12,000
CHEVY TRUCK SERIES		C20 & C30(A)	K30(B)	C20 & C30(A)	K30(B)	C20 & C30(A)	K30(B)	C20(A)	C30(A)	K30(B)
MINIMUM ENGINE	5.7L (350) V8	LT9	LT9	LT9	LT9	LT9	LT9	—	—	—
	7.4L (454) V8	—	—	—	—	LE8	LE8	LE8	LE8	LE8
MAXIMUM GVWR (LB)		—	—	—	—	—	—	8600	9000	9200
MAXIMUM PAYLOAD (LB)		—	—	—	—	—	—	2900	3250	3000
TRANSMISSION		AUTOMATIC (4)	MX1	MX1	MX1	MX1	MX1	MX1	MX1	MX1
MINIMUM AXLE RATIO (TO 1) (GROSS TRAILER WEIGHT (LB.))	w/5.7L V8 ENGINE	4.10	4.10	4.10	4.10	4.10 (7500)	4.10 (7000)	—	—	—
		—	—	—	—	4.56 (9000)	4.56 (8500)	—	—	—
	w/7.4L V8 ENGINE	—	—	—	—	3.73 (8500)	3.73 (8000)	3.21 (6500)	3.21 (6500)	3.73 (8000)
		—	—	—	—	4.10 (10,000)	4.10 (9500)	3.73 (8500)	3.73 (8500)	4.10 (10,000)
		—	—	—	—	—	4.56 (10,000)	4.10 (10,500)	4.10 (10,500)	4.56 (12,000)
		—	—	—	—	—	—	—	4.56 (12,500)	—
MINIMUM TIRE SIZE	LT235/85R16D(F) & E(R)	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	
BATTERY	HEAVY DUTY	NR	NR	UA1	UA1	UA1(2)	UA1(2)	UA1(2)	UA1(2)	UA1(2)
BUMPER	REAR CHROMED	—	—	—	—	VF1	VF1	—	—	—
	REAR STEP TYPE (3)	V42/V43	V42/V43	V42/V43	V42/V43	—	—	NR	NR	NR
CARRIER	SPARE WHEEL SIDE MOUNTED	NR	NR	NR	NR	P13	P13	NR	NR	NR
COOLER	ENGINE OIL	NR	NR	KC4	KC4	KC4	KC4	KC4	KC4	KC4
	TRANSMISSION OIL	NR	NR	V02	V02	V02	V02	V02	V02	V02
COOLING	HEAVY DUTY	NR	NR	V01	V01	—	—	—	—	—
GENERATOR	HEAVY DUTY—66 AMP	NR	STD.	K81	STD.	K81	STD.	K81	K81	STD.
HARNESS	TRAILER WIRING, 7-WIRE	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)
MIRRORS	CAMPER TYPE	DF2	DF2	DF2	DF2	DF2	DF2	DF2	DF2	DF2
AUTOMATIC SPEED CONTROL		K34	K34	K34	K34	K34	K34	K34	K34	K34
STABILIZER BAR, FRONT		HEAVY DUTY	NR	STD.	F58	STD.	F58	STD.	F58	STD.
STEERING		POWER	N41	STD.	N41	STD.	N41(2)	STD.	N41(2)	STD.
FUEL TANK		AUXILIARY	—	—	NL2	NL2	NL2	NL2	NL2	NL2
TRAILER HITCH		WEIGHT DISTRIBUTING PLATFORM	—	—	—	—	(3)	(3)	—	—

RECREATION

DIESEL ENGINE

		PICKUPS—CREW CAB (1)						PICKUPS—CREW CAB (1) 5TH WHEEL		
TRAILER CLASSIFICATION		LIGHT		MEDIUM		HEAVY		HEAVY		
GROSS TRAILER WEIGHT (LB) UP TO MAXIMUM TONGUE LOAD (LB)		2000 200		4000 500		7500 900	7000 850	7500	7500	7000
CHEVY TRUCK SERIES		C20 & C30(A)	K30(B)	C20 & C30(A)	K30(B)	C20 & C30(A)	K30(B)	C20(A)	C30(A)	K30(B)
ENGINE	6.2L (379) V8 DIESEL (5)	LL4	LL4	LL4	LL4	LL4	LL4	LL4	LL4	LL4
MAXIMUM GVWR (LB)		—	—	—	—	—	—	8600	9000	9200
MAXIMUM PAYLOAD (LB)		—	—	—	—	—	—	2775	3150	2875
TRANSMISSION		AUTOMATIC (6)	MX1	MX1	MX1	MX1	MX1	MX1	MX1	MX1
MINIMUM AXLE RATIO (TO 1) (GROSS TRAILER WEIGHT [LB.])		4.10	4.10	4.10	4.10	4.10 (6000)	4.10 (5500)	4.10 (6000)	4.10 (6000)	4.10 (5500)
		—	—	—	—	4.56 (7500)	4.56 (7000)	4.56 (7500)	4.56 (7500)	4.56 (7000)
MINIMUM TIRE SIZE		LT235/85R16D(F) & E(R)	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.
BUMPER		REAR CHROMED	—	—	—	—	VF1	VF1	—	—
		REAR STEP TYPE (3)	V42/V43	V42/V43	V42/V43	V42/V43	—	—	NR	NR
CARRIER	SPARE WHEEL SIDE MOUNTED	NR	NR	NR	NR	P13	P13	NR	NR	NR
COOLER		TRANSMISSION OIL	NR	NR	V02	V02	V02	V02	V02	V02
HARNESS		TRAILER WIRING, 7-WIRE	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)
MIRRORS		CAMPER TYPE	DF2	DF2	DF2	DF2	DF2	DF2	DF2	DF2
AUTOMATIC SPEED CONTROL			K34	K34	K34	K34	K34	K34	K34	K34
STABILIZER BAR, FRONT		HEAVY DUTY	NR	STD.	F58	STD.	F58	STD.	F58	STD.
FUEL TANK		AUXILIARY	—	—	NL2	NL2	NL2	NL2	NL2	NL2
TRAILER HITCH		WEIGHT DISTRIBUTING PLATFORM	—	—	—	(3)	(3)	—	—	—

NR—NOT REQUIRED.
(A) 2-WHEEL DRIVE.
(B) 4-WHEEL DRIVE.
STD.—STANDARD.

(1) BONUS CAB MODEL ALSO AVAILABLE.
(2) REQUIRED WITH 454 V8 ENGINE.
(3) FOR FURTHER INFORMATION, SEE COPY ON PAGE 6.
(4) MX1 3-SPEED.

(5) DIESEL MODELS INCLUDE: HEAVY DUTY DUAL BATTERIES, ENGINE OIL COOLER, HEAVY DUTY COOLING, 66 AMP GENERATOR AND POWER STEERING.
REQUIRED TRAILERING EQUIPMENT SHOWN IN RED.

NOTE: MODEL AND DRIVELINE COMBINATIONS MUST BE VERIFIED BY YOUR LOCAL DEALER FOR CORRECT EMISSIONS EQUIPMENT.

PICKUP / CREW CAB (1)

CAB TYPE		REGULAR CAB						CREW CAB (1)			
TRAILER CLASSIFICATION		MEDIUM			HEAVY			MEDIUM		HEAVY	
GROSS TRAILER WEIGHT (LB) UP TO MAXIMUM TONGUE LOAD (LB)		4000 500			10,000 1000	8500 1000	10,000 1000	4000 500		10,000 1000	10,000 1000
CHEVY TRUCK SERIES		C20/C6P & C30(A)	K20/C6P(B)	K30(B)	C20/C6P & C30(A)	K20/C6P(B)	K30(B)	C30(A)	K30(B)	C30(A)	K30(B)
MINIMUM ENGINE	4.8L (292) 6	L25	L25	L25	—	—	—	L25	L25	—	—
	5.7L (350) V8	—	—	—	—	LT9	—	—	—	—	—
	7.4L (454) V8	—	—	—	LE8	—	LE8	—	—	LE8	LE8
TRANSMISSION (4)		4-SPEED MANUAL	MM4	MM4	MM4	MM4	MM4	MM4	MM4	MM4	MM4
MINIMUM AXLE RATIO (TO 1) (GROSS TRAILER WEIGHT [LB.])		4.10	4.10	4.56	3.21 (7500)	3.73 (7500)	3.73 (9000)	4.10	4.56	3.21 (6500)	3.73 (8500)
		—	—	—	3.73 (9500)	4.10 (8500)	4.10/4.56 (10,000)	—	—	3.73 (9000)	4.10/4.56 (10,000)
		—	—	—	4.10/4.56 (10,000)	—	—	—	—	4.10/4.56 (10,000)	—
MINIMUM TIRE SIZE	LT235/85R16D(F) & E(R)	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.
BRAKES	HEAVY DUTY POWER	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.
BATTERY	HEAVY DUTY	UA1	UA1	UA1	UA1(2)	UA1	UA1(2)	UA1	UA1	UA1(2)	UA1(2)
BUMPER	REAR CHROMED	NR	NR	NR	VF1	VF1	VF1	NR	NR	VF1	VF1
	REAR STEP TYPE (3)	V42/V43	V42/V43	V42/V43	—	—	—	V42/V43	V42/V43	—	—
CARRIER	SPARE WHEEL SIDE MOUNTED	NR	NR	NR	P13	P13	P13	NR	NR	P13	P13
COOLER	ENGINE OIL	—	—	—	KC4	KC4	KC4	—	—	KC4	KC4
	TRANSMISSION OIL (5)	—	—	—	V02	V02	V02	—	—	V02	V02
COOLING	HEAVY DUTY	V01	V01	V01	V01	V01	V01	V01	V01	V01	V01
GENERATOR	HEAVY DUTY—66 AMP	K81	K81	STD.	K81	K81	STD.	K81	STD.	K81	STD.
HARNES	TRAILER WIRING, 7-WIRE	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)
MIRRORS	CAMPER TYPE	DF2	DF2	DF2	DF2	DF2	DF2	DF2	DF2	DF2	DF2
STABILIZER BAR, FRONT	HEAVY DUTY	F58	STD.	STD.	F58	STD.	STD.	F58	STD.	F58	STD.
STEERING	POWER	N41	STD.	STD.	N41(2)	STD.	STD.	N41	STD.	N41(2)	STD.
FUEL TANK	AUXILIARY	NL2	NL2	NL2	NL2	NL2	NL2	NL2	NL2	NL2	NL2
TRAILER HITCH	WEIGHT DISTRIBUTING PLATFORM	—	—	—	(3)	(3)	(3)	—	—	(3)	(3)

GASOLINE ENGINE

CAB TYPE		REGULAR CAB						CREW CAB (1)			
TRAILER CLASSIFICATION		MEDIUM			HEAVY			MEDIUM		HEAVY	
GROSS TRAILER WEIGHT (LB) UP TO MAXIMUM TONGUE LOAD (LB)		4000 500			10,000 1000	8000 950	9000 1000	4000 500		9000 1000	8500 1000
CHEVY TRUCK SERIES		C20/C6P & C30(A)	K20/C6P(B)	K30(B)	C20/C6P & C30(A)	K20/C6P(B)	K30(B)	C30(A)	K30(B)	C30(A)	K30(B)
ENGINE	6.2L (379) V8 DIESEL	LL4	LL4	LL4	LL4	LL4	LL4	LL4	LL4	LL4	LL4
TRANSMISSION	AUTOMATIC (6)	MX1	MX1	MX1	MX1	MX1	MX1	MX1	MX1	MX1	MX1
MINIMUM AXLE RATIO (TO 1) (GROSS TRAILER WEIGHT [LB.])		4.10	4.10	4.10	4.10 (8500)	4.10	4.10 (7500)	4.10	4.10	4.10 (7500)	4.10 (7000)
		—	—	—	4.56 (10,000)	—	4.56 (9000)	—	—	4.56 (9000)	4.56 (8500)
MINIMUM TIRE SIZE	LT235/85R16D(F) & E(R)	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.
BATTERY	DUAL HEAVY DUTY	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.
BUMPER	REAR CHROMED	NR	NR	NR	VF1	VF1	VF1	NR	NR	VF1	VF1
	REAR STEP TYPE (3)	V42/V43	V42/V43	V42/V43	—	—	—	V42/V43	V42/V43	—	—
CARRIER	SPARE WHEEL SIDE MOUNTED	NR	NR	NR	P13	P13	P13	NR	NR	P13	P13
COOLER	ENGINE OIL	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.
	TRANSMISSION OIL	V02	V02	V02	V02	V02	V02	V02	V02	V02	V02
COOLING	HEAVY DUTY	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.
GENERATOR	HEAVY DUTY—66 AMP	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.
HARNES	TRAILER WIRING, 7-WIRE	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)
MIRRORS	CAMPER TYPE	DF2	DF2	DF2	DF2	DF2	DF2	DF2	DF2	DF2	DF2
STABILIZER BAR, FRONT	HEAVY DUTY	F58	STD.	STD.	F58	STD.	STD.	F58	STD.	F58	STD.
STEERING	POWER	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.
FUEL TANK	AUXILIARY	NL2	NL2	NL2	NL2	NL2	NL2	NL2	NL2	NL2	NL2
TRAILER HITCH	WEIGHT DISTRIBUTING PLATFORM	—	—	—	(3)	(3)	(3)	—	—	(3)	(3)

DIESEL ENGINE

NR—NOT REQUIRED. (A) 2-WHEEL DRIVE. (B) 4-WHEEL DRIVE.
 (1) BONUS CAB ALSO AVAILABLE.
 (2) REQUIRED WITH 454-4 ENGINE.
 (3) FOR FURTHER INFORMATION, SEE COPY ON PAGE 6.
 (4) AUTOMATIC TRANSMISSION CAN ALSO BE SPECIFIED EXCEPT ON C/K20 WITH 292-L6 ENGINE.
 (5) REQUIRES AUTOMATIC TRANSMISSION.
 (6) MX1 3-SPEED.
 REQUIRED TRAILERING EQUIPMENT SHOW IN RED.

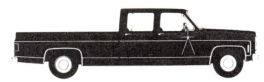
NOTE: MODEL AND DRIVELINE COMBINATIONS MUST BE VERIFIED BY YOUR LOCAL DEALER FOR CORRECT EMISSIONS EQUIPMENT.

PICKUP



FIFTH WHEEL

CREW CAB (1)



GASOLINE ENGINE

5TH WHEEL TRAILERS		REGULAR CAB—PICKUPS				CREW CAB (1)			
TRAILER CLASSIFICATION		HEAVY				HEAVY			
GROSS TRAILER WEIGHT (LB) UP TO		12,500	13,000	8500	12,000	10,500	12,500	12,000	
CHEVY TRUCK SERIES		C20/C6P(A)	C30(A)	K20/C6P(B)	K30(B)	C20(A)	C30(A)	K30(B)	
ENGINE	5.7L (350) V8	LT9	LT9	LT9	LT9	LT9	LT9	LT9	
	7.4L (454) V8	LE8	LE8	—	LE8	LE8	LE8	LE8	
MAXIMUM GVWR (LB)		8600	9000	8600	9200	8600	9000	9200	
MAXIMUM PAYLOAD (LB)		4230	4470	4000	4125	3650	4000	4150	
TRANSMISSION (4)	4-SPEED MANUAL	MM4	MM4	MM4	MM4	MM4	MM4	MM4	
MINIMUM AXLE RATIO (TO 1) (GROSS TRAILER WEIGHT [LB.])	w/5.7L V8 ENGINE	3.73 (8000)	4.10 (9000)	3.73 (7500)	4.10 (8000)	3.73 (6000)	4.10 (8000)	4.10 (7500)	
		4.10 (9000)	4.56 (10,500)	4.10 (8500)	4.56 (9500)	4.10 (8000)	4.56 (9500)	4.56 (9,000)	
	w/7.4L V8 ENGINE	3.73 (10,500)	4.10 (12,000)	—	4.10 (10,500)	3.73 (9000)	4.10 (10,500)	4.10 (10,000)	
		4.10 (12,500)	4.56 (13,000)	—	4.56 (12,000)	4.10 (10,500)	4.56 (12,500)	4.56 (12,000)	
		MINIMUM TIRE SIZE		LT235/85R 16D(F) & E(R)	STD.	STD.	STD.	STD.	STD.
		BATTERY		HEAVY DUTY	UA1(2)	UA1(2)	UA1	UA1(2)	UA1(2)
COOLER	ENGINE OIL	KC4	KC4	KC4	KC4	KC4	KC4	KC4	
	TRANSMISSION OIL (5)	V02	V02	V02	V02	V02	V02	V02	
COOLING	HEAVY DUTY	V01	V01	V01	V01	V01	V01	V01	
GENERATOR	HEAVY DUTY—66 AMP	K81	K81	K81	STD.	K81	K81	STD.	
HARNES	TRAILER WIRING	(3)	(3)	(3)	(3)	(3)	(3)	(3)	
MIRRORS	CAMPER TYPE	DF2	DF2	DF2	DF2	DF2	DF2	DF2	
STABILIZER BAR	HEAVY DUTY	F58	F58	STD.	STD.	F58	F58	STD.	
STEERING	POWER	N41(2)	N41(2)	STD.	STD.	N41(2)	N41(2)	STD.	
FUEL TANK	AUXILIARY (MATCHES STD. TANK)	NL2	NL2	NL2	NL2	NL2	NL2	NL2	

DIESEL ENGINE

5TH WHEEL TRAILERS		REGULAR CAB—PICKUPS				CREW CAB (1)		
TRAILER CLASSIFICATION		HEAVY				HEAVY		
GROSS TRAILER WEIGHT (LB) UP TO		10,000	9500	8000	9000	9000	9000	8500
CHEVY TRUCK SERIES		C20/C6P(A)	C30(A)	K20/C6P(B)	K30(B)	C20(A)	C30(A)	K30(B)
ENGINE	6.2L (379) V8 DIESEL	LL4	LL4	LL4	LL4	LL4	LL4	LL4
MAXIMUM GVWR (LB)		8600	9000	8600	9200	8600	9000	9200
MAXIMUM PAYLOAD (LB)		3920	4150	3625	3800	3370	3650	3400
TRANSMISSION	AUTOMATIC (6)	MX1	MX1	MX1	MX1	MX1	MX1	MX1
MINIMUM AXLE RATIO (TO 1)		4.10	4.10	4.10	4.10	4.10	4.10	4.10
		(8500)	(8000)		(7500)	(7500)	(7500)	(7000)
		4.56	4.56	—	4.56	4.56	4.56	4.56
		(10,000)	(9500)		(9000)	(9000)	(9000)	(8500)
MINIMUM TIRE SIZE	LT235/85R 16D(F) & E(R)	STD.	STD.	STD.	STD.	STD.	STD.	STD.
BATTERY	DUAL HEAVY DUTY	STD.	STD.	STD.	STD.	STD.	STD.	STD.
COOLER	ENGINE OIL	STD.	STD.	STD.	STD.	STD.	STD.	STD.
	TRANSMISSION OIL	V02	V02	V02	V02	V02	V02	V02
COOLING	HEAVY DUTY	STD.	STD.	STD.	STD.	STD.	STD.	STD.
GENERATOR	HEAVY DUTY—66 AMP	STD.	STD.	STD.	STD.	STD.	STD.	STD.
HARNES	TRAILER WIRING	(3)	(3)	(3)	(3)	(3)	(3)	(3)
MIRRORS	CAMPER TYPE	DF2	DF2	DF2	DF2	DF2	DF2	DF2
STABILIZER BAR, FRONT	HEAVY DUTY	F58	F58	STD.	STD.	F58	F58	STD.
STEERING	POWER	STD.	STD.	STD.	STD.	STD.	STD.	STD.
FUEL TANK	AUXILIARY (MATCHES STD. TANK)	NL2	NL2	NL2	NL2	NL2	NL2	NL2
(A) 2-WHEEL DRIVE. (B) 4-WHEEL DRIVE. (1) BONUS CAB ALSO AVAILABLE.		(2) REQUIRED WITH 454 V8 ENGINE. (3) FOR FURTHER INFORMATION, SEE COPY ON PAGE 6. (4) AUTOMATIC TRANSMISSION CAN ALSO BE SPECIFIED.		(5) REQUIRES AUTOMATIC TRANSMISSION. (6) MX1 3-SPEED. REQUIRED TRAILERING EQUIPMENT SHOWN IN RED.				

- (A) 2-WHEEL DRIVE. (2) REQUIRED WITH 454 V8 ENGINE. (5) REQUIRES AUTOMATIC TRANSMISSION.
 (B) 4-WHEEL DRIVE. (3) FOR FURTHER INFORMATION, SEE COPY ON PAGE 6. (6) MX1 3-SPEED.
 (1) BONUS CAB ALSO AVAILABLE. (4) AUTOMATIC TRANSMISSION CAN ALSO BE SPECIFIED. REQUIRED TRAILERING EQUIPMENT SHOWN IN RED.

NOTE 1: MAXIMUM GROSS COMBINATION WEIGHT RATING (GCWR) FOR 5TH WHEEL COMMERCIAL TRAILERING IS 18,000 LBS. WITH GASOLINE ENGINES AND 15,000 LBS. WITH DIESEL ENGINES.

NOTE 2: MODEL AND DRIVELINE COMBINATIONS MUST BE VERIFIED BY YOUR LOCAL DEALER FOR CORRECT EMISSIONS EQUIPMENT.

COMMERCIAL

CHASSIS-CAB / CREW CAB (1)

FIFTH WHEEL



5TH WHEEL TRAILERS		REGULAR CAB-CHASSIS-CAB			CREW CAB (1)		CHASSIS-CAB w/DUAL REAR	
TRAILER CLASSIFICATION		HEAVY			HEAVY		HEAVY	
GROSS TRAILER WEIGHT (LB) UP TO		12,000	13,500	13,000	13,000	12,500	13,000	12,500
CHEVY TRUCK SERIES		C20(A)	C30(A)	K30(B)	C30(A)	K30(B)	C30(A)	K30(B)
ENGINE	5.7L (350)	LT9	LT9	LT9	LT9	LT9	LT9	LT9
	7.4L (454)	LE8	LE8	LE8	LE8	LE8	LE8	LE8
MAXIMUM GVWR (LB)		8600	9000	9200	9000	9200	10,000	10,000
MAXIMUM PAYLOAD (LB)		4675	4900	4600	4475	4200	5150	4625
TRANSMISSION (4)	4-SPEED MANUAL	MM4	MM4	MM4	MM4	MM4	MM4	MM4
MINIMUM AXLE RATIO (TO 1) (GROSS TRAILER WEIGHT [LB.])	w/5.7L V8 ENGINE	3.73 (8000)	4.56 (10,500)	4.56 (10,000)	4.56 (10,000)	4.56 (9500)	4.56 (10,000)	4.56 (9500)
		4.10 (9500)	—	—	—	—	—	—
	w/7.4L V8 ENGINE	4.10 (12,000)	4.10 (11,500)	4.10 (11,000)	4.10 (11,000)	4.10 (10,500)	4.10 (11,000)	4.10 (10,500)
		—	4.56 (13,500)	4.56 (13,000)	4.56 (13,000)	4.56 (12,500)	4.56 (13,000)	4.56 (12,500)
MINIMUM TIRE SIZE	LT215/85R16D	—	—	—	—	—	YK	YK
	LT235/85R16D(F) & E(R)	STD.	STD.	STD.	STD.	STD.	—	—
BATTERY	HEAVY DUTY	UA1(2)	UA1(2)	UA1(2)	UA1(2)	UA1(2)	UA1(2)	UA1(2)
COOLER	ENGINE OIL	KC4	KC4	KC4	KC4	KC4	KC4	KC4
	TRANSMISSION OIL (5)	V02	V02	V02	V02	V02	V02	V02
COOLING	HEAVY DUTY	V01	V01	V01	V01	V01	V01	V01
GENERATOR	HEAVY DUTY-66 AMP	K81	K81	STD.	K81	STD.	STD.	STD.
HARNESS	TRAILER WIRING, 7-WIRE	(3)	(3)	(3)	(3)	(3)	(3)	(3)
MIRRORS	CAMPER TYPE	DF2	DF2	DF2	DF2	DF2	DF2	DF2
STABILIZER BAR	HEAVY DUTY	F58	F58	STD.	F58	STD.	F58	STD.
STEERING	POWER	N41(2)	N41(2)	STD.	N41(2)	STD.	N41(2)	STD.
FUEL TANK	AUXILIARY (MATCHES STD. TANK)	NL2	NL2	NL2	NL2	NL2	NL2	NL2
WHEELS	DUAL REAR CONVERSION	—	—	—	—	—	R05	R05

GASOLINE ENGINE

5TH WHEEL TRAILERS		REGULAR CAB-CHASSIS-CAB			CREW CAB (1)		CHASSIS-CAB w/DUAL REAR	
TRAILER CLASSIFICATION		HEAVY			HEAVY		HEAVY	
GROSS TRAILER WEIGHT (LB) UP TO		11,000	10,500	10,000	10,000	9500	10,000	9500
CHEVY TRUCK SERIES		C20(A)	C30(A)	K30(B)	C30(A)	K30(B)	C30(A)	K30(B)
ENGINE	6.2L (379) V8 DIESEL	LL4	LL4	LL4	LL4	LL4	LL4	LL4
MAXIMUM GVWR (LB)		8600	9000	9200	9000	9200	10,000	10,000
MAXIMUM PAYLOAD (LB)		4300	4525	4225	4100	3825	4800	4350
TRANSMISSION	AUTOMATIC (6)	MX1	MX1	MX1	MX1	MX1	MX1	MX1
MINIMUM AXLE RATIO (TO 1) (GROSS TRAILER WEIGHT [LB.])		4.10 (9500)	4.10 (9000)	4.10 (8500)	4.10 (8500)	4.10 (8000)	4.10 (8500)	4.10 (8000)
		4.56 (11,000)	4.56 (10,500)	4.56 (10,000)	4.56 (10,000)	4.56 (9500)	4.56 (10,000)	4.56 (9500)
MINIMUM TIRE SIZE	LT215/85R16D	—	—	—	—	—	YK	YK
	LT235/85R16D(F) & E(R)	STD.	STD.	STD.	STD.	STD.	—	—
BATTERY	DUAL HEAVY DUTY	STD.	STD.	STD.	STD.	STD.	STD.	STD.
COOLER	ENGINE OIL	STD.	STD.	STD.	STD.	STD.	STD.	STD.
	TRANSMISSION OIL	V02	V02	V02	V02	V02	V02	V02
COOLING	HEAVY DUTY	STD.	STD.	STD.	STD.	STD.	STD.	STD.
GENERATOR	HEAVY DUTY-66 AMP	STD.	STD.	STD.	STD.	STD.	STD.	STD.
HARNESS	TRAILER WIRING, 7-WIRE (3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)
MIRRORS	CAMPER TYPE	DF2	DF2	DF2	DF2	DF2	DF2	DF2
STABILIZER BAR, FRONT	HEAVY DUTY	F58	F58	STD.	F58	STD.	F58	STD.
STEERING	POWER	STD.	STD.	STD.	STD.	STD.	STD.	STD.
FUEL TANK	AUXILIARY (MATCHES STD. TANK)	NL2	NL2	NL2	NL2	NL2	NL2	NL2
WHEELS	DUAL REAR CONVERSION	—	—	—	—	—	R05	R05

DIESEL ENGINE

(A) 2-WHEEL DRIVE.

(B) 4-WHEEL DRIVE.

(1) BONUS CAB ALSO AVAILABLE.

(2) REQUIRED WITH 454 V8 ENGINE.

(3) FOR FURTHER INFORMATION, SEE COPY ON PAGE 6.

(4) AUTOMATIC TRANSMISSION CAN ALSO BE SPECIFIED.

(5) REQUIRES AUTOMATIC TRANSMISSION.

(6) MX1 3-SPEED.

REQUIRED TRAILERING EQUIPMENT SHOWN IN RED.

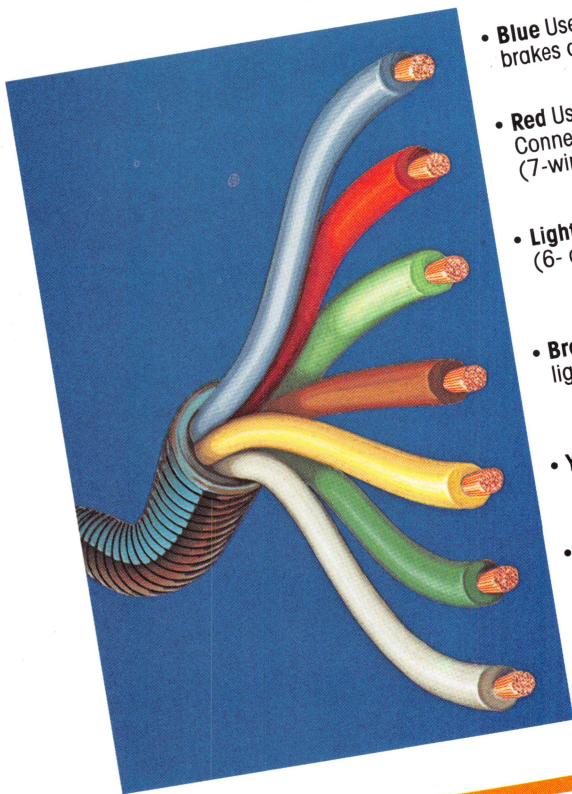
NOTE 1: MAXIMUM GROSS COMBINATION WEIGHT RATING (GCWR) FOR 5TH WHEEL COMMERCIAL TRAILERING IS 18,000 LBS. WITH GASOLINE ENGINES AND 15,000 WITH DIESEL ENGINES.
NOTE 2: MODEL AND DRIVELINE COMBINATIONS MUST BE VERIFIED BY YOUR LOCAL DEALER FOR CORRECT EMISSIONS EQUIPMENT.

'86 AVAILABLE TRAILERING EQUIPMENT

Trailering usually means long hours behind the wheel, and Chevrolet offers a wide selection of available options to help make this time convenient and comfortable. Illustrated and described here are only a few of the trailering items available. Check your Chevrolet dealer for complete information on these as well as many other items for your car or truck.

CAR AND TRUCK WIRING CODE

The following color code for Chevy cars and trucks should be used when installing trailer wiring harness.



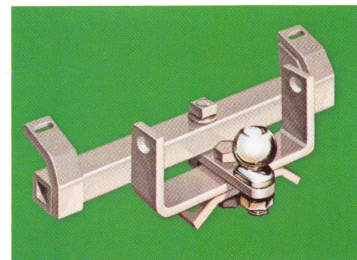
- **Blue** Use for electric trailer brakes or auxiliary wiring.
- **Red** Use for battery charging. Connects to starter solenoid (7-wire harness only).
- **Light Green** Backup lights (6- and 7-wire harness only).
- **Brown** Taillight and running lights.
- **Yellow** Left stop and turn signal.
- **Dark Green** Right stop and turn signal.
- **White** Ground.

Transmission Oil Cooler.

Ideal for trailering. Helps control transmission oil temperature for heavy trailers during heavy use and long hauls. Important for highway grade traveling. (Dealer-installed accessory.)

Wiring Harnesses.

5-wire used with trailers up to 2000 lbs. gross weight and 7-wire for larger trailers. Harnesses tie into vehicle's electrical system to give your trailer lights, plus electric brakes or battery charging. (See diagram for wiring color code.)



Light-Duty Trailer Hitch.

For hauling trailers up to 2000 lbs. with a maximum tongue load of 200 lbs. A 1 7/8" diameter ball is included. (Dealer-installed accessory. See chart for part numbers.)

DEALER-INSTALLED TRAILER HITCHES

TYPE OF HITCH	LIGHT UP TO 2000 LBS. 200-LB. TONGUE LOAD	LIGHT/MEDIUM UP TO 4000 LBS. 400-LB. TONGUE LOAD	HEAVY UP TO 6000 LBS. 750-LB. TONGUE LOAD	HEAVY UP TO 7000 LBS. 850-LB. TONGUE LOAD
	DEADWEIGHT (1)	REAR STEP BUMPER (3)	WEIGHT-DISTRIB. PLATFORM	WEIGHT-DISTRIB. PLATFORM
S-10 PICKUP	998483	(4) (8)	998485 (5)	996924 (6)
S-10 BLAZER	996922		998484 (5)	995745
K BLAZER	996922	995689—Painted	996925	994582 (2) (7)
SUBURBAN	995742	996738—Painted		994582 (2) (7)
CHEVY VAN & SPORTVAN	996922 (2)	996736—Chrome		
FLEETSIDE PICKUP		996737—Painted		
STEPSIDE PICKUP				

STEPSIDE PICKUP

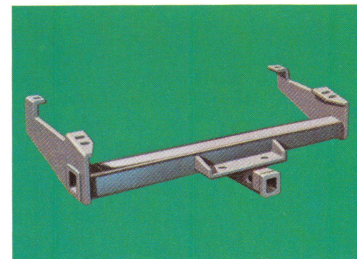
(1) DEADWEIGHT HITCH INCLUDES 1 7/8" BALL.
(2) TIRES A REAR BUMPER.
(3) 1 7/8" BALL FOR STEP-TYPE BUMPER—PART NO. 981148.

(4) MAXIMUM 2000-LB. TRAILER WITH 200-LB. TONGUE LOAD.
ALL EXCEPT S/T. 998392 FOR S/T.
2" BALL FOR STEP-TYPE BUMPER—PART NO. 980670.

(5) MAXIMUM TRAILER WEIGHT 5000 LBS. MAXIMUM TONGUE LOAD 600 LBS.
(6) MAXIMUM TRAILER WEIGHT 9500 LBS. MAXIMUM TONGUE LOAD 1000 LBS.
(7) NOT AVAILABLE WITH UNDERFRAME SPARE TIRE CARRIER.
(8) STANDARD BUMPER PAINTED BLACK—997859, CHROME WITH RUB STRIP—997883 OR SPORT BUMPER PAINTED BLACK WITH RUB STRIP—998020.

A Word About Engines

Some Chevrolets are equipped with engines produced by other GM divisions, subsidiaries, or affiliated companies worldwide. See your dealer for details.



Load-Distributing Platform.

Required when towing trailers over 2000 lbs. Installs quickly and easily. (Dealer-installed accessory. See chart for part numbers.)



Hitch Balls.

1 7/8" diameter ball is standard with light-duty hitches. Also available as an accessory: Part No. 981148. A 2" diameter ball is also available for hitches as Part No. 980670.

MOTOR HOME CHASSIS

■ High Energy Ignition system. Helps provide quick starts and protection from moisture, dirt and road splash. (Gas engines only.)

■ 5.7 Liter (350 Cu. In.) 4-barrel V8 engine standard.

■ 6.2 Liter V8 Diesel engine is standard on diesel engine models.

■ Heavy-duty Delco Freedom battery and 66-amp generator standard. (Dual batteries with diesel engine.)

■ Heavy-duty two-stage rear leaf springs automatically adjust to change in load.

■ Extended hood makes possible 27 easy service checks.

■ Rugged girder beam independent front suspension with coil springs. Wheels step over rough spots individually to help smooth the ride.

■ Front stabilizer bar.

■ Heavy-gage cab components. All-welded construction.

■ Many cab parts are of zinc-rich precoated metal to help resist corrosion.

■ Interchangeable front and rear wheels.

■ 33-gal. fuel tank (125" & 146" WB). 22-gal. fuel tank (110" WB).

Motor home manufacturers all over the country have found that Chevy chassis offer a solid foundation for smooth-riding motor homes. Chevy motor home chassis are available in four wheelbase lengths – 125, 137, 158.5 and 178 inches. They can accommodate bodies up to 32 feet long. All feature a flat-top frame that helps make installation by motor home builders simple and economical. GVW Ratings range from 10,500 lbs. up to 14,500 lbs.

P30 Chassis.

■ Rugged girder beam independent front suspension with coil springs. Wheels step over rough spots individually to help smooth the ride. Optional 5000-lb. I-beam front axle is available with 12,300- or 14,500-lb. GVWR.

■ Automatic transmission for convenience and smoothness.

■ Heavy-duty Delco Freedom battery. (Dual batteries with diesel engine model.)

■ Additional comfort and convenience features available as options and accessories.

■ Comfortilt steering wheel that adjusts to six positions.

■ Standard power steering provides easy steering effort.

■ 7.4 Liter (454 Cu. In.) V8 engine. Standard on 125", 137", 158.5" and 178" wheelbase gas engine models. This engine can run on lead-free or regular fuel.

■ 6.2 Liter V8 Diesel engine with 125", 137" and 158.5" wheelbase diesel engine models.

■ 66-amp Delcotron® generator.

■ Engine and transmission oil coolers.

■ Coolant recovery system.

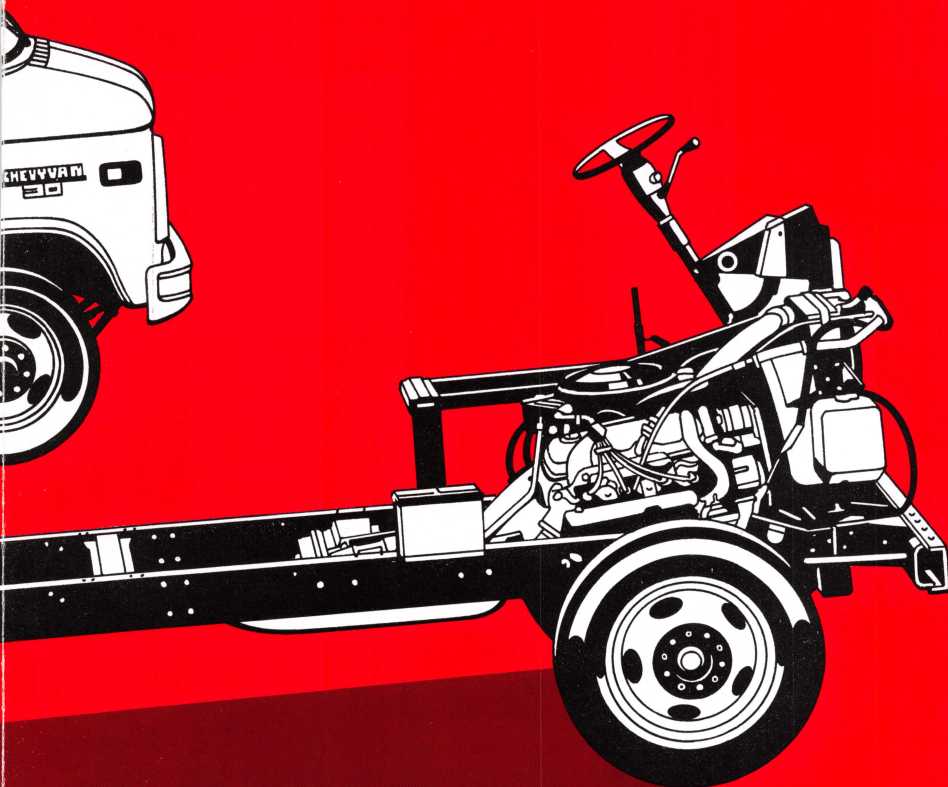
■ Front stabilizer bar.

■ Power-assisted 4-wheel disc brakes standard for 178-in.-wheelbase model, required for 158.5-in.-wheelbase model rated at 14,500 lbs. GVW.

■ Heavy-duty two-stage rear leaf springs that automatically adjust to change in load.

■ Dual rear wheels on all models for high capacity.

■ Standard 40-gallon fuel tank.



CHEVY CHASSIS FOR MOTOR HOMES AVAILABLE WITH GASOLINE OR DIESEL ENGINES

RV CUTAWAY VAN CHASSIS

Chevy chassis for mini-motor homes. Chevy RV Cutaway Vans provide a good base for small motor homes. They are available in three wheelbases: 110-in. with single rear wheels (Special Equipment Order only), 125-in. with single or available dual rear wheels and 146-in. with dual rear wheels. GVWRs range up to 10,500 lbs. Chevy Vans and Sportvans are also available for conversions.

■ Chassis floor and cab with doors attached are submerged in primer and electrically charged to draw paint into seams and hidden crevices.

■ Other options available: Comfortilt steering wheel. Speed and cruise control. Factory air conditioning. Special exterior trim.

■ Automatic transmission standard.

■ Front and rear floor panels are welded to cross sills, side rails and outriggers. Cross sills and outriggers are made of heavy-gage steel.

■ Computer-matched, power-assisted brake systems. Front disc brakes and finned rear drum brakes are incorporated into complete braking systems which are computer-matched to GVWR.

■ Special interior trim available. Includes driver and passenger high-back bucket seats plus other interior appointments.

■ Standard power steering provides an easy steering effort on or off road.

■ Cockpit-type instrument cluster with gage-type instrumentation on 146-in.-wheelbase models.

