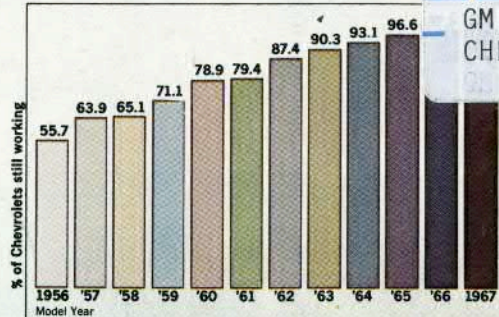


1972 CHEVROLET TRUCKS

Pickups, Chassis Cabs & 4-Wheel Drives

CAMPBELL-EWALD
REFERENCE
CENTER



GM BOOKLETS
CHEVROLET TRUCK

1972
#19 c.1

Proof Chevy trucks last longer. Over 55% of Chevrolet's 1956 model trucks are still in use. No other make has even half, based on latest R. L. Polk figures.



Totally tougher to last longer. CHEVROLET



Chevy pickups. A lot of ways to handle



Fleetside Cheyenne Super, Series 10



Stepside Custom, Series 20

Fleetside

America's most popular pickup offers you all the available choices you'd expect: three basic series, with 16 models on three different wheelbases; Sixes and V8s; manual or automatic transmissions; 2- or 4-wheel drive.

Then there are the standard features that make Chevy Fleetside first choice year after year. Girder Beam Suspension: independent, up front, with coil springs; coil or leaf available in back to handle your loads comfortably. Double-wall steel construction for cab and box. And Fleetside styling, newly refined for 1972.

Stepside

The Stepside pickup offers a handy side step that makes side loading a simple matter. And all 14 models get Chevy's famous tough cab that's double-walled steel in all vital areas. Stepside boxes range up to 9 feet, and none come any longer. Stepside engine availabilities include a 400 V8. Nobody's come any bigger.

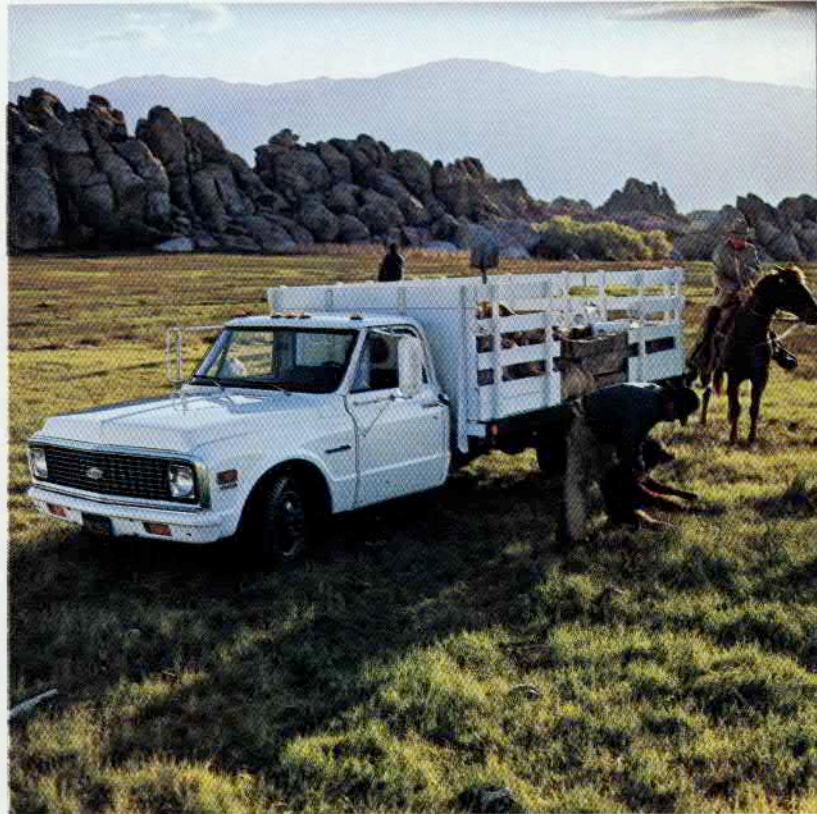
You can have your Stepside as a ½-, ¾- or 1-ton model. With any of the interiors shown and described on pages 4 & 5. And most of the available options on 12 & 13. You don't have to give up anything with our Stepside.

All Chevy pickup and chassis-cab models are built totally tougher to last longer. With things like front disc brakes across the line. Pickup boxes electrocoated with primer paint to combat corrosion.

a lot of work. And stay at it longer.



Fleetside Series 20, with 4-wheel drive



Chassis-Cab Custom, Series 30, with stake body

4-wheel drive

Chevrolet pickups and chassis-cabs offer excellent performance both on and off the road. Chevy engineering lowered the silhouette and still maintained the ground clearance you need for off-road going. Our 40°-turn front axle gets you through tight work situations, and around the city just as neatly.

You can order power steering, Turbo Hydra-matic transmission and other helpful things. Chevy 4-wheel drive is available on 14 pickup and chassis-cab models and on all Suburbans and Blazers. (See their separate catalogs.)

Chassis-cab and stake models

If your job calls for a special body design, you're interested in a Chevy chassis-cab or stake model. Because Chevy has more ways to interest you.

There are twelve 2- and 4-wheel-drive chassis-cab models among our Series 10, 20 and 30. With GVW ratings as high as 14,000 lbs. You can order 8-ft. or 9-ft. stake bodies from Chevrolet. Other body types and lengths are available from independent manufacturers.

A 307-cu.-in. engine standard on V8 models, Series 10, 20 and 30.
And cylinder heads with induction-hardened exhaust valve seats for extra durability on all engines using low-lead or no-lead fuels.

Four comfortable Chevy interiors,



Cheyenne Super

America's toughest pickup is also the handsomest, when you order Cheyenne Super equipment. The full-depth bench seat is foam-cushioned, a full 7" thick, and upholstered with houndstooth patterned nylon cloth and supple vinyl in parchment, blue or olive. If you prefer, order bucket seats and center console. Same colors.

Full-gauge instrumentation is set in a simulated wood-grain panel. Upper door panels and glove-box door are wood-grained, too. There's padded carpeting underfoot; an acoustical headliner; and special insulation.

Exterior—All items included in the Cheyenne, Custom Deluxe and Custom trims, plus: stainless steel upper body side moldings with black paint trim on Fleet-sides; chrome hub caps and bright Cheyenne Super nameplates.



Cheyenne

If it weren't for Cheyenne Super, our Cheyenne still would be second to none. Order it and you get a full-depth foam bench seat trimmed in deluxe all-vinyl. New molded vinyl door panels complement all-vinyl seat trim. Choice of black, blue, saddle, parchment or olive. Sporty buckets and console, available.

The floor is carpeted. There's a color-keyed headliner in a bright metal frame. Cigar lighter. Bright pedal trim. Special insulation. And door-operated dome light switches.

Exterior—All the items included in the Custom Deluxe and Custom trims, plus: chrome front bumper; cargo compartment light; Cheyenne nameplates; and, on Fleetsides, bright lower body side moldings and tailgate trim, with simulated wood-grain inserts; bright fuel filler cap.



including Cheyenne Super luxury.



Custom Deluxe

Inside a Chevy ordered with Custom Deluxe trim, you'll find a lot to admire. A full-depth foam bench seat is tailored in richly patterned cloth and vinyl. Your color choices are black, blue, parchment or olive. Molded vinyl door trim panels are decoratively embossed, and have integral foam-padded armrests. The vinyl coated floor mat is color keyed. And there are extras like a cigar lighter, door-operated dome light and special insulation.

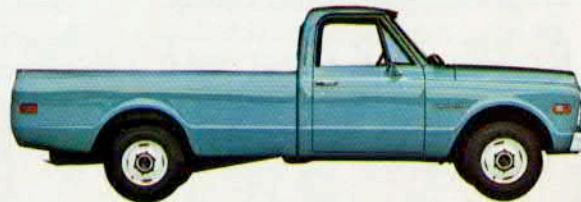
Exterior—All that's included in the Custom trim, plus: bright metal windshield and rear window moldings; bright Custom Deluxe nameplates and ventipane frames.



Custom

We call our standard interior the Custom, because it is. An expansive three-man seat is thickly padded with foam. And covered with supple vinyl in your choice of black, blue, green or parchment. Molded door panels with integral armrests repeat the seat-trim pattern and color. The vinyl-covered instrument panel pad and low-profile steering wheel are color keyed. You even get bright metal hardware.

Exterior—Front and rear side marker lights and reflectors. Left-hand chrome-plated rearview mirror. Series nameplates. Hubcaps. Painted front bumper.

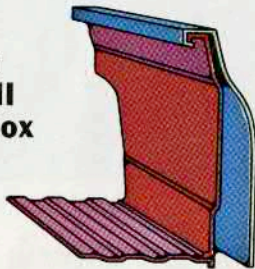


Double-walled Chevy: strong as only a truck-and-a-half can be.

Double-strong cab for longer truck life

We put two walls of heavy-gauge steel between you and the outside to help make your Chevy truck last longer. Doors. Sills. Cowl assembly. Upper rear panel. Even the *roof*.

Full-depth double-wall Fleetside box



Chevy Fleetsides keep their good looks year after year largely because of full-depth double-wall side panels and tailgate construction. Hard knocks inside never show up outside.

Some pickups go half way, with double walls only as high as the wheelhousings. That leaves a good half-foot of vulnerable surface for shifting cargo to get at, which it does.

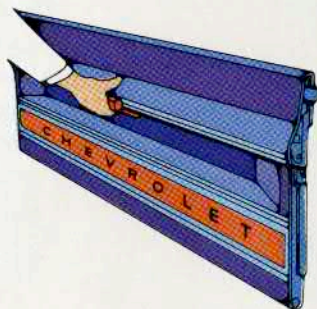
The entire pickup box is electro-coated for rust protection. Immersed in primer paint, it's electrically charged—drawing paint particles into every crevice.

Smooth one-piece fender liners



Up front, in the wheelhousings, there's something you won't find on most pickups: steel fender liners. By warding off stones and water and salt spray, they help protect the outer body panels better. The difference shows, after a while.

One-hand tailgate operation

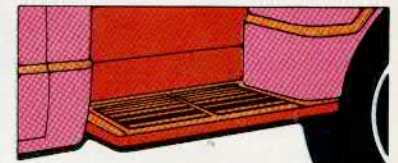


You can open and shut a Chevy Fleetside tailgate with one hand. Down, it's supported by heavy steel straps. So you can rest heavy cargo there momentarily without worrying about a collapse.

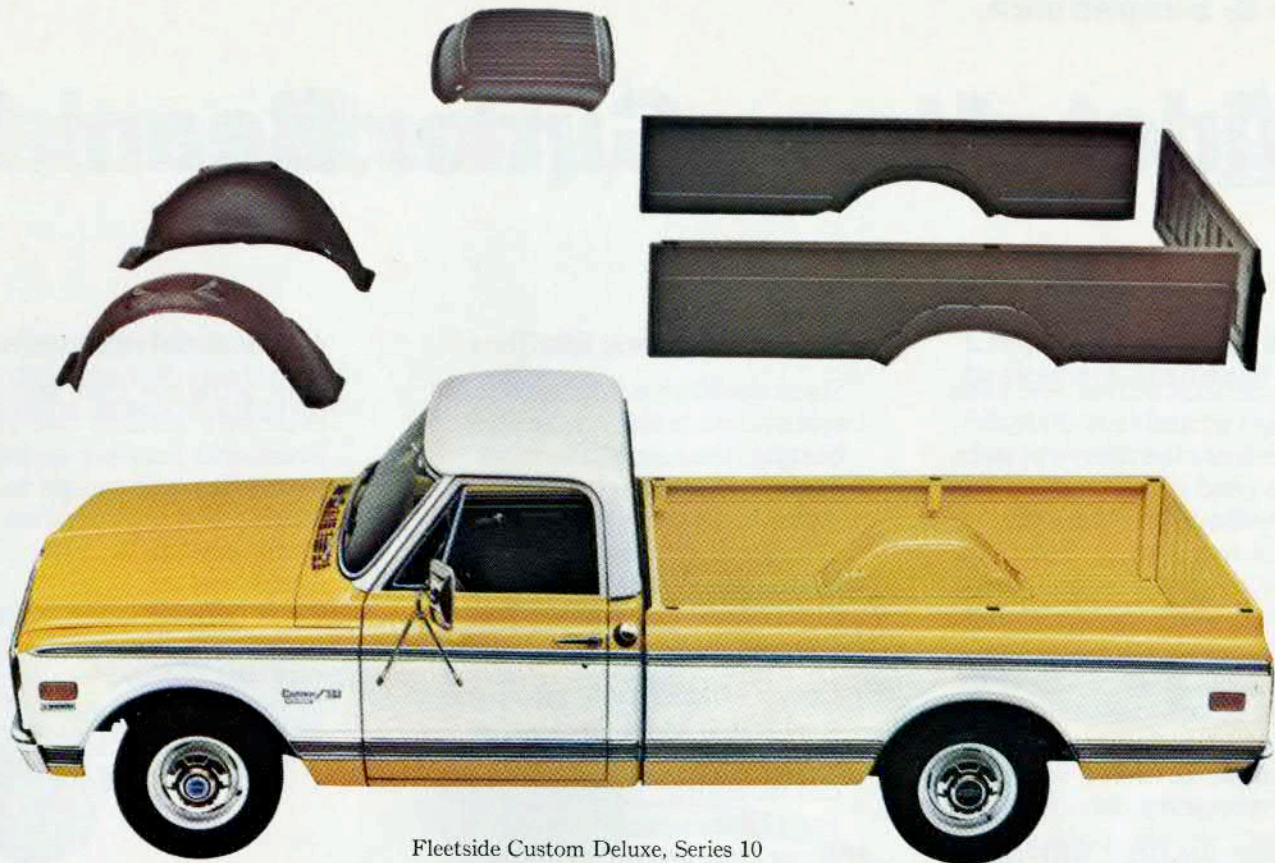
Choice of steel or wood floors

Steel floors are standard on Fleetsides, except Longhorn. You may order a wood floor with steel skid strips. It offers advantages for some applications. Livestock hold their footing better on wood; cargo is more easily secured. Stepside and Longhorn models have wood floors as standard equipment.

Famous Stepside utility



There will always be a place for Stepside's unique conveniences. The side step makes loading the cab end of the box a simple matter. And the smooth interior walls take cargo up to 50" wide. The standard wood floor has steel skid strips to help things slide in easily.



Fleetside Custom Deluxe, Series 10

15 weather-defiant baked acrylic enamel exterior colors

We bake on the enamel, so Chevy pickups can work out in the sun for years and still look great. Available colors: Midnight Black, Frost White, Grapefruit Yellow, Classic Bronze, Crimson

Red, Willow Green, Spruce Green, Spanish Gold, Firebolt Orange, Tanger Orange, Wheatland Yellow, Meadow Green, Glenwood Green, Hawaiian Blue, Mariner Blue.

Chevy offers all this standard equipment

All Chevy Fleetside, Stepside, chassis-cab and 4-wheel-drive models share certain base equipment. Six-cylinder models: 250-cubic-inch Six. V8 models: 307-cubic-inch V8, Series 10, 20 and 30. Fully synchronized 3-speed transmission (4-speed on Series 30). Sealed side-terminal battery. Single-piston floating caliper front disc brakes (brake power assist standard in Series 20 and 30 pickups and chassis-cabs, and all 4-wheel-drive models). Finned rear brake drums, Series 10 and 20. Dual brake system with warning light. High intensity Power-Beam headlamps. Backup lights. Direction signals and four-way flasher. Panoramic rear window. Left-hand chrome-plated outside rearview mirror. Inside rearview mirror, windshield mounted. Two-speed electric windshield wipers. And windshield washer. Right-hand coat hook. Heater and defroster. (Also see specifications on page 16.)

'72 CHEVY PICKUP DIMENSIONS	Wheelbase (inches)	Inside length of pickup box at the floor (inches)	Overall length (inches)	Tailgate height (inches)	Width between wheelhousings (inches)	Maximum inside width at the floor (inches)	Box capacity (cu. ft.)
Fleetside							
CS/CE 10734	115	78½	188½	19¼	50	66	58.4
CS/CE 10934 CS/CE 20934	127	98	207¾	19¼	50	66	74.3
CS/CE 21034 CS/CE 31034	133	104	213¾	19¼	50	66	82.5
Stepside							
CS/CE 10704	115	78½	188½	17½	50	50	39.7
CS/CE 10904 CS/CE 20904	127	98	207¾	17½	50	50	49.8
CS/CE 31004	133	108½	217¾	17½	50	50	55

Wide-stance Girder Beam Suspension: steady, smooth, tough.

Front suspension

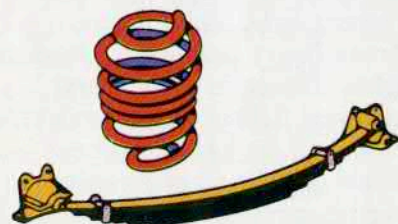
Our girder-beam front end even *looks* better, and it is. Fully independent, the Chevy system absorbs road shock at each front wheel without involving the other. Heavy girders, beefy coil springs, muscular control arms—they're all steel. Our front shock absorbers are shielded to help protect them from pitting and corrosion.

Passenger and cargo security

Since jolts are dealt with right at the front wheels, they're not passed on up to the cab, or back to the cargo box. So you ride smooth, as comfortably as in many a car. Your cargo gets off easier, too.

Rear suspension system

Two-stage rear coil springs provide a firm, stable ride when the box is empty, extra support under load. Series 30 Chevrolets come with two-stage rear leaf springs to handle even higher load capacities, as do Chevy Longhorns. (You can order leaf springs for any Series 10 or 20 truck.) Shielded rear shock absorbers are standard on 10s and 20s, available for 30s.



Extended truck life

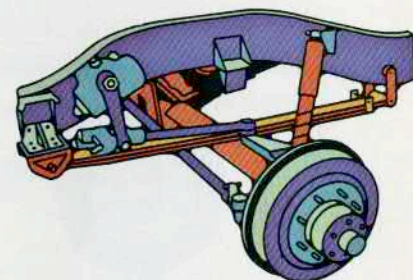
Since the Chevy suspension system was built to take a beating, the rest of the truck doesn't. That's an important factor in Chevy's enviable record of longevity, unmatched in the industry.

Strong ladder-type frame

Chevy's ladder-type heavy-gauge steel frame has a drop-center design feature that permits lower cab mounting. Everyone, ladies and children particularly, has an easier time getting in and out.

4-wheel-drive suspension

This is the one that provides extremely uniform ride qualities. Front and rear leaf springs are tapered to help reduce interleaf friction and relieve stress concentrations.

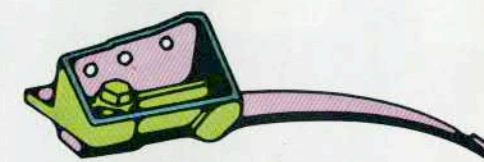


Transfer case location provides low silhouette with no loss in ground clearance

Another example of Chevrolet engineering excellence is the strategic location of the 2-speed transfer case. It's bolted directly to the transmission, so Chevy's 4-wheel-drive silhouette is noticeably lower than other 4-wheel-drive models. Both front and rear axles feature quiet hypoid gearing.

Auxiliary rear springs

For improved support and handling with maximum payloads or over rough terrain, you may order a single tapered-leaf rear spring (only on Series 10 and 20 models equipped with coil springs). It's cantilever mounted so the auxiliary spring takes up load even before the base spring is fully compressed.



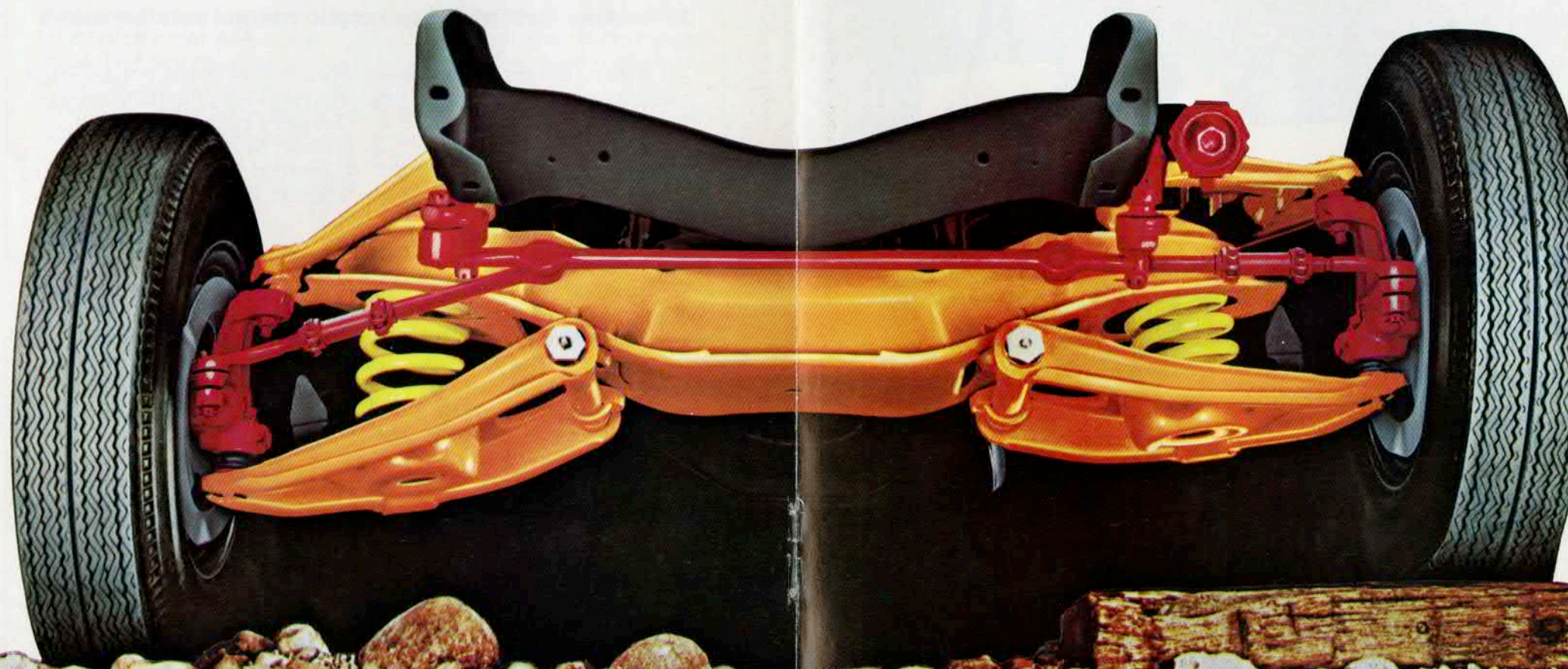
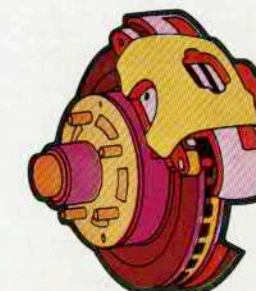
Long-lasting front disc brakes are standard

Single-piston floating caliper front disc brakes are standard on every light-duty Chevy. They're extra cost on most other pickups, if available at all.

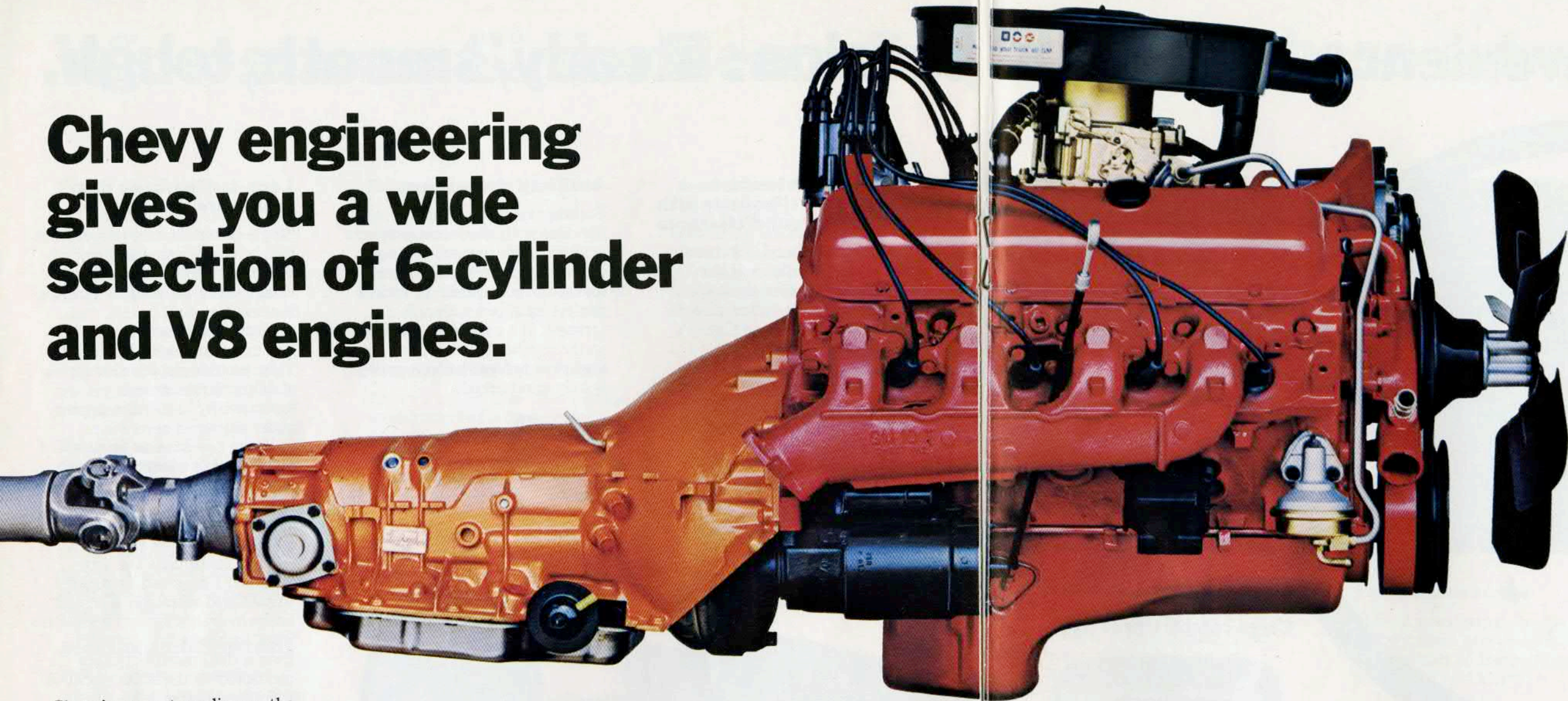
These brakes are durable, and inherently self-adjusting. They provide improved stopping stability. Brake fade is substantially reduced, especially under sustained severe use.

Brake power assist is standard on all models except Series 10, where it's available. Finned rear brake drums with special seals to exclude dust and moisture are standard on Series 10 and 20.

Rear brake lines are wire-wrapped for protection against impact and vibration. The rear brake hydraulic system is separate from the front, but operates from a dual master cylinder connected to the brake pedal. A special proportioning valve balances the system. If a pressure loss occurs in either system, the other still operates. An instrument panel warning light locks on until repairs are made and equal pressure restored.



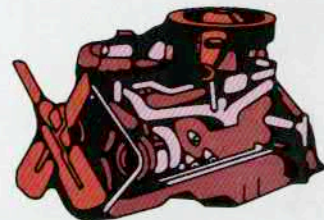
Chevy engineering gives you a wide selection of 6-cylinder and V8 engines.



Chevy's power team lineup, the broadest in the business, offers for 1972 our 307-cu.-in. engine as standard equipment on V8 models, Series 10, 20 and 30. You can order from five high-torque engines, three transmissions and a wide range of axle ratios.

All Chevy light-duty engines perform efficiently on no-lead, low-lead, or regular fuel. They have induction-hardened exhaust valve seats for added durability using these fuels. Other features: precision molded head and block castings, free-breathing valve-in-head design, hydraulic valve lifters, precision balanced crankshafts.

Exhaust and evaporative emission control equipment now is standard on Series 10 and 20 models.

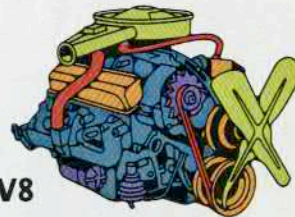


250 Six

Chevy's rugged, dependable 250 Six is the base engine on all six-cylinder models again for 1972. With seven main bearings, it operates efficiently with exceptional smoothness. It uses no-lead, low-lead or regular fuel.

292 Six

This is the one you order when you want the economy of a Six with plenty of power for bigger jobs. Exhaust valve rotators are standard to reduce deposit buildup. This can triple valve life. (Available in Series 20 and 30.)



307 V8

Our standard engine on Series 10, 20 and 30 V8 models comes on strong at low rpm's. Like all Chevy V8s, the 307 features full-jacket cylinder cooling for uniform temperatures throughout the block.

350 V8

This engine is available on V8 models, Series 10, 20 and 30. It combines the economy you want with the power you need for heavy workloads, carrying a camper unit or towing a trailer.

400 V8

Our biggest is *the* biggest. Nobody else in the field can top it. Naturally, our 400 V8 runs on no-lead, low-lead or regular fuel. And, like all Chevy V8s, it features long-life exhaust valves with special coating on heads and faces to resist deposit buildup.

Rear axles

Chevy's wide choice of available rear axles lets you get the most out of your engine's power characteristics. All feature quiet hypoid gearing for greater tooth contact and extra strength.

Axle shafts are semi-floating design for Series 10, full-floating for Series 20 and 30. And if you're using your Chevy for camping or off-road work, you'll appreciate the maximum traction differentials that are available.

Drive shafts

Chevy drive shafts are manufactured from top-quality steel tubing, then precision balanced for true and smooth operation.

Universal joints are designed for high capacities and permanently sealed to simplify servicing. Two-piece units have rubber-cushioned self-aligning center bearings.

Transmissions

A 3-speed fully synchronized unit is standard with base engines, Series 10 and 20.

A four-speed gearbox is available and recommended for off-road use and other severe duty. It has a floor-mounted shift lever. The 4-speed is standard on Series 30.

Our automatic: durable, dependable, responsive 3-speed Turbo Hydra-matic—for normal or heavy-duty service. Check the specifications chart on the back cover for transmission availability by truck series.

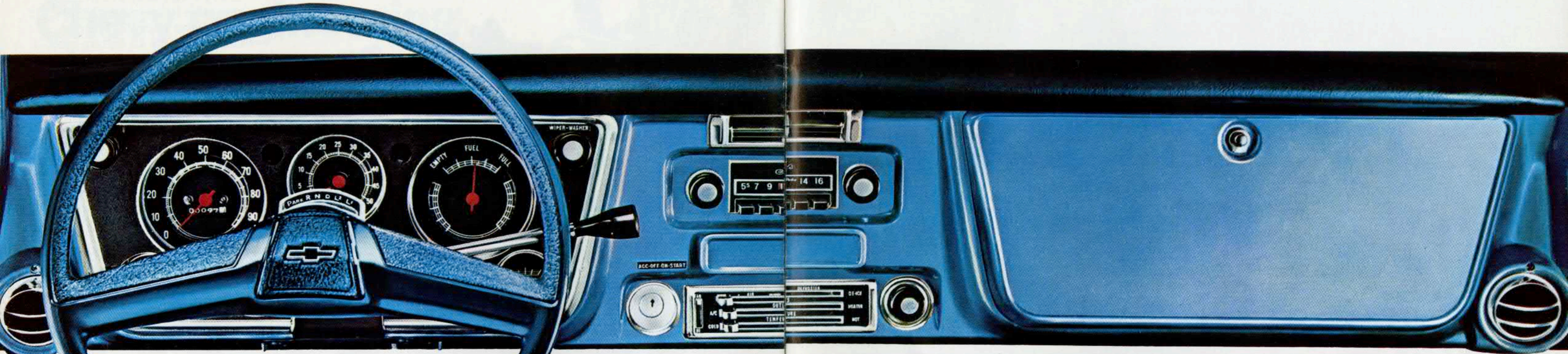
LP gas conversion

The 250 and 292 Sixes and the 350 V8 can be ordered internally modified to run on liquified petroleum gas. Your LPG equipment distributor completes the conversion quickly and easily. Results can be improved mileage and increased engine life. Also, liquified petroleum gas burns cleaner.

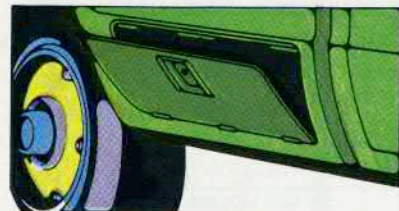
ENGINE SPECIFICATIONS	250 Six	292 Six	307 V8	350 V8	400 V8
Displacement (cu. in.)	250	292	307	350	402
Bore & Stroke (in.)	3 7/8 x 3 1/2	3 7/8 x 4 1/4	3 7/8 x 3 3/4	4 x 3 1/2	4 1/4 x 3 3/4
Compression Ratio	8.5 to 1	8.0 to 1	8.5 to 1	8.5 to 1	8.5 to 1
SAE Net Horsepower @ rpm	110 @ 3800	125 @ 3600	135 @ 4000	175 @ 4000	210 @ 4000
SAE Net Torque (lbs.-ft.) @ rpm	185 @ 1600	225 @ 2400	230 @ 2400	290 @ 2400	320 @ 2800

All gasoline engines are modified to operate efficiently and with lower exhaust pollutants on no-lead, low-lead or regular fuel.

For your convenience. Chevrolet offers all these extras. And more.

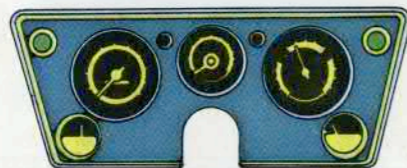


Tool and storage compartment



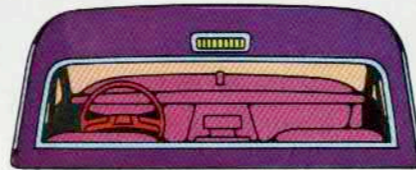
A reinforced plastic box measuring 7 inches high, 28 inches wide and 17 inches deep, it keeps tools and equipment water- and dust-free. A separate key unlocks the door.

Special instrumentation



Ammeter, oil pressure and temperature needle gauges replace the standard warning light system. Available with or without tachometer.

Cargo compartment light



No more fumbling in the dark. Flick a switch located in the cab beneath the dome light, and illuminate the entire cargo area.

Comfortilt steering wheel



Adjusts to seven different positions, for anybody's driving comfort. Available on all models with automatic or 4-speed transmission.

Power steering

Especially valuable for women drivers, power steering helps make parking and low-speed maneuvering easier. Reduces driver fatigue.

Limited-slip rear axle

It puts the power where you need it, by automatically transferring power to the rear wheel with the most traction. Reduces wheel-spinning on wet, slushy or muddy surfaces. Positraction or Maximum Traction: Series 10. NoSPIN or Maximum Traction: Series 20. NoSPIN: Series 30.

Wheel covers

Set of four stainless steel wheel covers are available when you order 15" tires. Chrome flash-finish polishes to a high gloss.



Pushbutton radios

Fully transistorized for low battery drain and designed as an integral part of the instrument panel. AM or AM/FM.

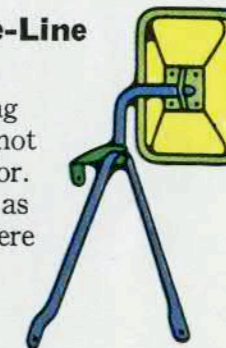
Handrails



Valuable as a tie-down to help prevent cargo shifting in Fleetside boxes. Handsomely chrome finished. Just one of many available dealer-installed accessories.

Below-Eye-Line mirrors

The reflecting surface will not fog or discolor. Mounted so as not to interfere with your line of sight.



Air conditioning



Four-Season air conditioning cools, cleans and dehumidifies air for total cab comfort whatever the season. Increased cooling and 61-amp Delcotron generator are included. Available on V8 models.

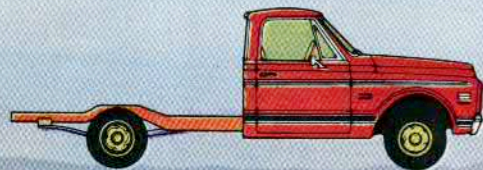
Custom Comfort and Appearance

To widen the distance between Chevy trucks and ordinary trucks, we offer special appearance packages: Cheyenne Super, Cheyenne, Custom Deluxe. See pages 4 and 5 of this catalog for particulars of each. (Ask your dealer about other Chevrolet comfort and convenience items, too.)

Chevy campers: We put truck strength where it does the most for truck life.

Chevy gives you more ways to go. From Series 10 models ideally equipped for lightweight shell campers. Through 4-wheel drives for backroad adventuring. To the Series 30 Longhorn with its 133" wheelbase, lengthy 8½-ft. box and beefed-up leaf spring rear suspension to accommodate camper bodies up to 12 ft. long.

For the roominess and convenience of a lot of motor homes, you can have an over-cab camper mounted directly on the frame of a Chevy chassis-cab model. There's plenty of space, lots of head room. And you get more road stability from the integral unit with a low center of gravity.



Why leave the comforts of home, home?

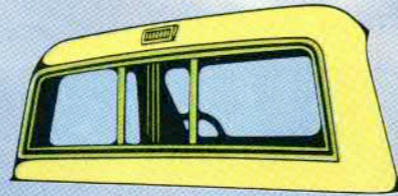
Once you've picked your Chevy model, your choosing has just begun. Now order your power team from Chevy's wide range of engines and transmissions. The suspension system and rear axle you'll need. And the camping accessories that will contribute to your family's vacation fun and comfort.

Leaf-type rear springs available



Two-stage rear coil springs are standard on most Chevrolets. However, many campers prefer leaf-type rear springs. So we make them available in a two-stage design for Series 10 and 20.

Sliding rear window



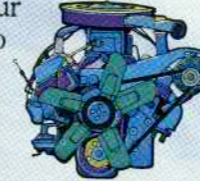
A talk-through for people, a pass-through for things. Easy-sliding sections of solid safety sheet glass are set in an anodized aluminum frame, which is set in the butyl rubber weather stripping that surrounds the rear window. Of course, it's lockable.

Put your vacation home on the best foundation.

Chevy frames are strong and heavy. Tough frames, for tough trucks. The drop-center design allows lower cab mounting for easier entry and exit, even for smaller members of the family.

Chevy supplies more power

Nothing any other pickup offers can top Chevy's available 400 V8. Order it with our burly 3-speed Turbo Hydra-matic transmission and special axle ratios and you've got a truck that'll go just about anywhere.



Front stabilizer bar

Adding a camper body to a pickup can move the vehicle's center of gravity as much as 8 inches. A front stabilizer bar is available and recommended to help compensate for the difference. Our nearest competitor doesn't offer a stabilizer bar.



Heavy-duty equipment

A wide selection of heavy-duty components is available to help meet the added burdens of heavy loads and extended traveling.

Heavy-duty shock absorbers and springs are available, front and rear. Also wide-base or flotation-type tires for excellent handling and traction.

Higher capacity 42-amp and 61-amp Delcotron generators may be ordered, along with a big 80-amp-hr. battery for increased electrical storage capacity. Or an auxiliary battery.

If you wish, order a heavy-duty radiator for extra cooling capacity, and the dealer-installed engine coolant recovery system.

Custom equip your Chevy recreation truck

Dress-up items for your Chevy camper range all the way from full wheel covers to the luxurious Cheyenne Super interior/exterior trim package (see page 4).

Recommended equipment

Camper bodies can alter the weight distribution of Chevy pickups and chassis-cabs to the extent that certain basic minimum equipment (including some available items) is highly recommended.

For a complete list of recommended minimum equipment for camper bodies by Chevrolet truck series, ask your dealer for a copy of the 1972 Chevrolet Recreational Vehicle Catalog. For recommended trailering specifications, ask for the 1972 Trailering Guide.



Chassis-Cab Custom Camper, Series 30, with *Open Road* chassis mount camper.

Fleetside Cheyenne, Series 20, with *Aztec* shell camper.

Fleetside Custom Camper, Series 20, with *El Dorado* slide-in camper.

1972 Pickup Specifications

STANDARD COLORS



Series GVW Ratings (lbs.)	†CS/CE 10 (½ Ton) 4600 to 5400		CS/CE 20 (¾ Ton) 6200 to 7500		CS/CE 30 (1 Ton) 6600 to 14,000		†KS/KE 10 (½ Ton) 4-Wheel Drive 5200 to 5600		KS/KE 20 (¾ Ton) 4-Wheel Drive 6400 to 7500			
	STANDARD	AVAILABLE	STANDARD	AVAILABLE	STANDARD	AVAILABLE	STANDARD	AVAILABLE	STANDARD	AVAILABLE		
Front Suspension	Type Independent with Coil Springs						Hypoid Driving Ratios 3.73—K10, 4.55—K20					
—cap. (lbs.)	2900	3500		3800		#4000		3300	3500			
Springs—Type	Coil						Tapered Leaf					
—cap. (lbs.)	1450	1550	1750	1900	1750	1900, #2000	1650	1750	1650	1750		
Shock Absorbers	Standard	H.D.	Standard	H.D.	Standard	H.D.	Standard	H.D.	Standard	H.D.		
Stabilizer Bar	Available											
Rear Suspension	Axle—Type Semi-Floating		Full-Floating				Semi-Floating		Full-Floating			
—cap. (lbs.)	3500	5200		★5500		7200		11,000				
—Ratios	3.73	3.07	4.11	4.57	4.10, #3.54	6—4.57	4.10, 4.57, ††5.14	3.73	+3.07	4.57	††4.10	
—Ratios		3.73		★4.56, 4.57		V8—4.10		#5.43, #6.17				
Springs—Type	Coil		Leaf		Coil		Leaf		Tapered Leaf			
Coil—cap. (lbs.)	1400	2000	2000	2750								
Leaf—cap. (lbs.)		1400	‡2000	‡2750	2400	3100		2000		2000	2500	
—cap. (lbs.)		2000		‡1150			4150, #5900					
Auxiliary Springs—Type	‡Leaf											
—cap. (lbs.)		500		500								
Shock Absorbers—	Standard	H.D.	Standard	H.D.	Standard	H.D.	Standard	H.D.	Standard	H.D.		
Engines	*250 Six		*250 Six		292 Six		*250 Six		292 Six			
	**307 V8		**307 V8		350 V8		**307 V8		350 V8			
	400 V8		400 V8		400 V8		400 V8		400 V8			
Clutch	Dia. (in.) *10		11		*10		11		*10		11	
	Area (sq. in.) *100		124		*100		124		*100		124	
	Dia. (in.) **11		‡12		**11		‡12		**11		‡12	
	Area (sq. in.) **124		‡150		**124		‡150		**124		‡150	
Fuel Tank, Nominal Capacity (gal.)	20		21		21		21		21			
Transmissions	3-spd.		4-spd.		3-spd.		4-spd.		3-spd.		*4-spd.	
	Turbo Hyd.		Turbo Hyd.		Turbo Hyd.		Turbo Hyd.		Turbo Hyd.		*Turbo Hyd.	
Brakes	Power		Power		Power		Power		Power		Power	
Front	Disc		Disc		Disc		Disc		Disc		Disc	
Rear	Drum		Drum		Drum		Drum		Drum		Drum	
Electrical	— Battery *45 Amp		80 Amp		*45 Amp		80 Amp		*45 Amp		80 Amp	
	— Battery **61 Amp		**61 Amp		**61 Amp		**61 Amp		**61 Amp		**61 Amp	
	Generator 37 Amp		42, 61 Amp		37 Amp		42, 61 Amp		37 Amp		42, 61 Amp	
Frame	Section Modulus 2.98		‡3.71		5.05(310), 7.29(314)		2.70, 3.48		3.48			
Steering	Manual		Power		Manual		Power		Manual		Power	
Wheels & Tires	Disc Wheels—Type 5-stud		8-stud		8-stud		10-stud		6-stud		8-stud	
	— rim width (in.) 6.0		5.0		6.0		6.0, 6.75		5.5, 6.75, 5.25		6.0	
	— rim width (in.)				8.25		5.0, 8.25, 6.0		8.25		6.0	
	Tubeless Tires—sizes G78-15 B		H78-15 B		8.75-16.5 C		8.75-16.5 D		8.75-16.5 C		8.75-16.5 D	
	— sizes		L78-15 B		9.50-16.5 D		9.50-16.5 D or E		10.00-16.5 C		9.50-16.5 D	
	— sizes				10.00-16.5 C		8.00-16.5 D		L78-15 B		10.00-16.5 C	
	— sizes						10.00-16.5 C					
	— sizes						8-19.5 D or E					
	Tube-Type—sizes		G78-15 B		7.50-16 C		6.50-16 C		G78-15 B		7.50-16 C	
	— sizes		6.50-16 C		7.50-16 D		7.00-16 C		6.50-16 C		7.50-16 D	
	— sizes				7.50-16 E		7.50-16 C, D or E				7.50-16 E	
	— sizes						7.00-18 D					

Equipment shown in blue available at extra cost. †Specifications do not apply to Blazer models. *Standard on 6-cylinder models **Standard on V8 models. ‡Longhorn models use leaf-type rear suspension as standard equipment and a frame with a section modulus of 5.05. #Included and available only with 400 V8. †Included and available only with 350 & 400 V8 engines. †4.10 ratio axles used with 350 V8 engine and 4-speed or Turbo Hydra-matic. †3.07 ratio axles used with 350 V8 engine. †Included and available only with RPO H22 or H23 (11,000-lb. rear axle). ‡Not available with rear leaf-type suspension. ★Dana rear axle used with available leaf rear suspension. †Used with dual rear wheels only. ††Used with 350 engine and 4-speed or Turbo Hydra-matic. Tire Load Range—B(4PR), C(6PR), D(8PR), E(10PR).

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