

PICKUPS

**YOUR MONEY'S WORTH,
MILE AFTER MILE AFTER MILE.**



ALL THESE CHEVY CHOICES. ALL THIS CHEVY VALUE.



Fleetside Pickup

It comes in five basic series on three different wheelbases—eleven models altogether, including some shown separately on these pages. Both 6½- and 8-ft. boxes are available, depending on wheelbase. Standard features include tough, double-wall construction in the cab and box; Massive Girder Beam coil-spring front suspension on 2-wheel-drive models; multi-leaf rear springs; and front disc/rear finned drum brakes computer-matched to pickup size and GVW rating. Both six-cylinder and V8 en-

gines are offered. GVW ratings range from 4,900 to 10,000 lbs. with available dual rear wheels.

Chevy Big Ten

Pickups or Chassis Cabs have GVW ratings of 6,050 or 6,200 lbs. for extra carrying capacity. Equipment includes heavy-duty front and rear springs, bigger brakes and larger tires. Six or V8 engine available with 6,050-lb. GVWR; V8 engine available with 6,200-lb. GVWR. Engines for these models use no-lead or regular fuel.



Stepside Pickup

Convenient side step between the door and rear fender on each side eases loading and unloading. Both 6½- and 8-ft. boxes have smooth inner walls and perfectly flat wood floors with steel skid strips. All seven

models feature Chevy standards like double-wall cab construction, computer-matched brake system, Massive Girder Beam independent front suspension with 2-wheel drive. Six or V8 power is available. GVW ratings go as high as 9,000 lbs.



Chevy 4-Wheel Drive

Double your drivepower in dirt, gravel, mud, sand and snow with 4-wheel drive—available for all 2-door Chevy pickups and chassis cabs in Series 10 and 20. Full-time 4-wheel drive is provided with Turbo Hydra-matic transmission. Conventional 4-wheel drive is provided with manual transmissions; locking front hubs are included. GVW ratings for 4-wheel-drive models range from 6,200 to 8,400 lbs.



2- and 4-door Chassis Cabs

They take special bodies for special jobs. Choose from ten 2-wheel-drive models in Series 10-30 (Crew Cabs and Bonus Cabs in Series 20-30 only); three 4-wheel-drive models in Series 10-20. Many wheelbases are available; GVW ratings to up to 10,000 lbs. with available dual rear wheels.



Chevy 3+3 Crew Cab

This four-door, six-passenger model is available with an 8-ft. Fleetside pickup box or as a chassis-cab in Series 20 and 30. Two full-width seats provide foam-cushioned comfort for three persons in front, plus three more in back. Dual rear wheels available for Series 30 Crew Cabs raise maximum GVWR to 10,000 lbs.

Chevy Bonus Cab

It's a four-door, three passenger model with nearly 56 cubic feet of lockable load space inside. Advantages include the large cargo capacity and the convenience of full-door loading or unloading from either side. Bonus Cab is available in Series 20 and new Series 30 models with or without an 8-ft. Fleetside pickup box. GVWRs go to 10,000 lbs. with dual rear wheels.

MODELS—Pickup Dimensions (inches)

	Wheel- base	Overall Length	Inside Length Box at Floor	Width Between Wheel- houses	Maximum Inside Width at Floor	Tailgate Height
Fleetside						
CC/CK10703	117.50	191.50	78.25	50	66	18.75
CC/CK10903						
CC/CK20903	131.50	211.50	98	50	66	18.75
CC30903						
CC20963						
CC20943	164.50	244.50	98	50	66	18.75
CC30963						
CC30943						
Stepside						
CC/CK10703	117.50	190.75	78.25	50	50	17.50
CC/CK10903						
CC/CK20903	131.50	210.50	98.25	50	50	17.50
CC30903						

Some of the equipment illustrated in this magazine is optional at extra cost.

TWO THRIFTY SIXES AND THREE EFFICIENT V8s.

V8's available from a small-block 350 to a hard-working 454

All Chevy V8's feature short-stroke design and full-jacket cylinder cooling for uniform temperatures throughout the block. They also have free-breathing valve-in-head design, hydraulic valve lifters, induction-hardened exhaust valve inserts and precision-

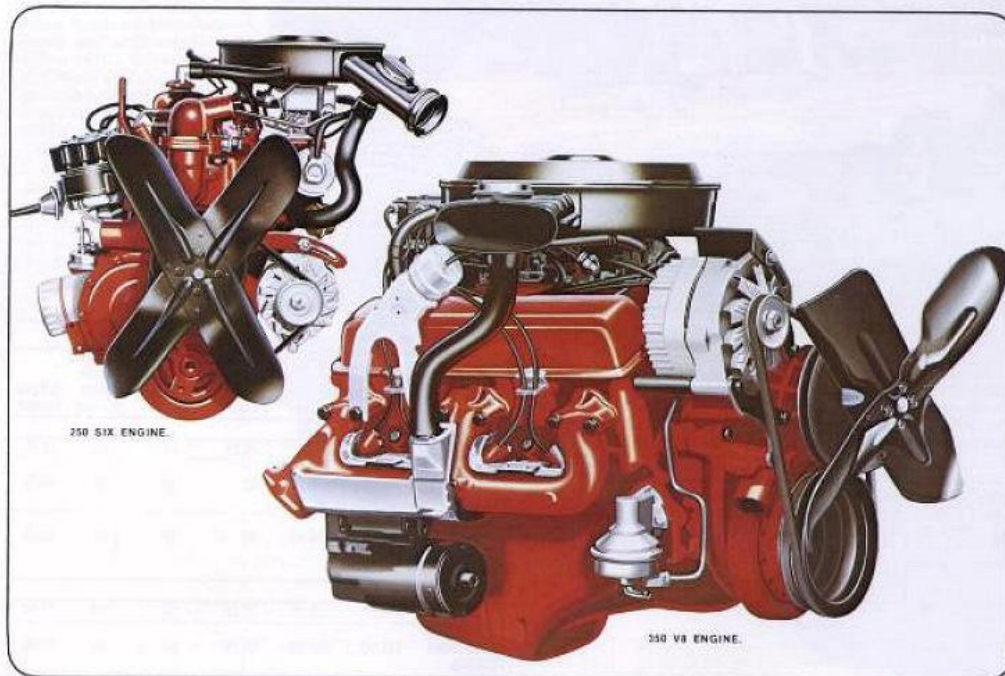
balanced crankshafts. The 350 2-barrel is standard on V8 models in Series 10. A 4-barrel version is available for Series 10, standard on Series 20 and 30 V8 models. Chevy's big-block 454 V8 is available for heavier loading or towing.

2 Sixes

The 250 Six, our standard engine for Series 10 Chevy

trucks, was extensively redesigned last year. It distributes fuel evenly through an integrally cast intake manifold, burns it efficiently in combustion chambers that concentrate the charge near the spark plug. A carburetor heat sump promotes good fuel vaporization. Seven main bearings support the crankshaft, minimizing vibration and flexing.

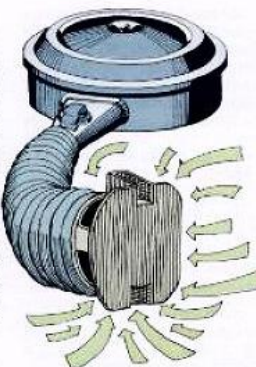
A larger 292 Six is standard on Series 20 and 30. This engine also is used in Chevrolet medium-duty trucks for its economy and long service life. Durability features include aluminum alloy pistons, forged steel connecting rods, aluminumized-face intake valves, stellite-faced exhaust valves with hardened seats and a gear-type oil pump.



250 SIX ENGINE.

250 V8 ENGINE.

High Energy Ignition System for Sixes, V8s. It provides a spark that's up to 35% hotter than conventional systems. Transistorized design eliminates points and condenser, supplies all-weather protection from dirt and moisture. Higher voltages help fire worn spark plugs and ignite marginal fuel charges. Chevrolet's High Energy Ignition system helps improve cold-weather starting to reduce battery drain, also helps eliminate hard starting and misfiring on damp days.



Aluminized Mufflers. Outer shell and interior baffles are heavy-gauge metal, aluminized inside and out for added durability.



Integral Voltage Regulator. Transistorized voltage regulator is built into both standard and available Delcotron generators for increased reliability.

Coolant Recovery System. Closed system holds over-flow coolant in a reservoir, returning it to the radiator when the engine cools and helping maintain proper coolant level.

Extended Maintenance Schedules for Trucks under 6,001 lbs. GVWR

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



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

Carburetor Outside Air. Cooler outside air is ducted from the grille intake directly to the carburetor, charging the cylinders with a denser fuel-air mixture. Result is improved performance in all speed ranges after engine warm-up.



Mod-Quad Carburetor. Chevy's Mod-Quad 4-barrel carburetor for V8 engines features an integral hot-air choke, a large fuel filter area and many Teflon-coated parts. Together, they contribute to efficient carburetor operation and good engine response.

More Efficiency

These features are common to all Chevrolet engines. Sixes and V8s, for trucks rated at 6,000 lbs. GVW and under.

Early Fuel Evaporation. When the cold engine is started, a vacuum motor closes the exhaust manifold heat valve. Hot gases then flow around the inlet manifold, preheating the incoming fuel for fast warm-up, good driveability and low emissions.

Easy Care

All these features come standard on Chevy light-duty trucks.



Side-Terminal Battery. Sealed side terminals on standard Delco battery help resist corrosion, maintain good electrical contact. Vent-hole flame-arrest feature is included.

EXTENDED MAINTENANCE INTERVALS—

COMPARISON BASED ON RECOMMENDED MAINTENANCE INTERVALS FOR A 1973 CHEVY PICKUP, RATED UNDER 6,001 GVW AND THOSE FOR A COMPARABLE 1976 MODEL USING UNLEADED FUEL.

	3-year-old trade-in	1976 Chevy
Engine oil	4 mo. or 6,000 miles	6 mo. or 7,500 miles
Oil filter	First 6,000 miles. Every 12,000 miles thereafter.	First 7,500 miles. Every 15,000 miles thereafter.
Air cleaner element	Sixes: 12,000 miles V8s: 24,000 miles	30,000 miles
Spark plugs	6,000 miles	22,500 miles
Chassis lube	4 mo. or 6,000 miles	6 mo. or 7,500 miles
Auto. trans. fluid and filter	Every 24,000 miles	Every 30,000 miles

ENGINE SPECIFICATIONS

ENGINES WITH LIGHT DUTY EMISSIONS FOR MODELS OF 6,000 GVW AND BELOW

	250 1-bbl L6	350 2-bbl V8	350 4-bbl V8	454 4-bbl V8
Displacement (cu. in.)	250	350	350	454
Bore & Stroke (in.)	3.9 x 3.5	4.0 x 3.5	4.0 x 3.5	4.25 x 4.0
Compression Ratio	8.25 to 1	8.5 to 1	8.5 to 1	8.25 to 1
SAE Net Horsepower @ rpm	105 @ 3800	145 @ 3800	160 @ 3800	245 @ 3800
SAE Net Torque (lb.-ft.) @ rpm	185 @ 1200	250 @ 2200	250 @ 2400	365 @ 2500

ENGINES WITH HEAVY DUTY EMISSIONS FOR MODELS OF 6,000 LB GVW AND ABOVE

	250 1-bbl L6	292 1-bbl L6	350 4-bbl V8	400 4-bbl V8	454 4-bbl V8
Displacement (cu. in.)	250	292	350	400	454
Bore & Stroke (in.)	3.9 x 3.5	3.9 x 4.1	4.0 x 3.5	4.1 x 3.8	4.3 x 4.0
Compression Ratio	8.25 to 1	8.0 to 1	8.5 to 1	8.5 to 1	8.15 to 1
SAE Net Horsepower @ rpm	100 @ 3600	120 @ 3600	160 @ 3800	175 @ 3600	240 @ 3800
SAE Net Torque (lb.-ft.) @ rpm	175 @ 1800	215 @ 2000	250 @ 2400	290 @ 2800	370 @ 2800

CHEVY VALUE. DESIGNED IN. ENGINEERED IN. BUILT IN.

Chevy's Road Control System

Massive Girder Beam independent coil-spring suspension up front on 2-wheel-drive Chevy pickups weighs as much as 247 lbs. Attached at each end are two contoured

steel arms with friction-free coil springs. Each pair flexes independently up and down, allowing wheels to step individually over rough spots and helping smooth the ride.



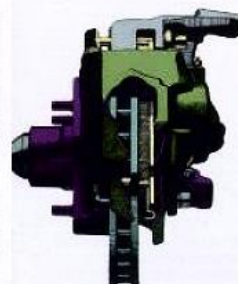
Multi-Leaf Rear Springs provide a good ride with light loads, progressively firmer support as cargo weight increases. Spring eyes and shackles are rubber-bushed to help reduce noise and ride harshness. Auxiliary rear springs are available on some models.

Staggered Rear Shock Absorbers—one slanting forward, the other aft—help reduce brake and power hop. Heavy-duty rear shocks are standard on Series 30.

Salisbury Rear Axle advantages include use of a large ring gear and roller bearings, a broad ratio coverage and easy access for servicing. Full-floating design (Series 20-30) adds durability under heavy loading.

Double-Walled Front Fenders with Full Wheelhouseings. All-steel, one-piece inner and outer fender panels form a double wall for structural rigidity. Full self-washing bath-tub-type wheelhouseings protect fenders and engine compartment from road spray, debris.

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



Computer-Matched Brake Systems. Front disc brakes are incorporated into complete braking systems which are computer-matched to the gross vehicle weight of the truck you order. Lining areas, size and capacity of power assists,

wheel-cylinder size—all are preselected at the factory. Front disc brake lining wear sensor gives an audible signal when pads need replacing. Optional heavy-duty brakes are available on some models.

Finned-Drum Rear Brakes. Cast iron-steel rear brake drums are finned for efficient cooling. Outer edges are designed to help keep contaminants from the linings.

Double-Wall Cab. In a Chevy pickup, you're virtually surrounded by double walls of steel: in the doors, upper cab rear panels, windshield pillars, front cowl. Double-walled roof for 2-door cab has insulation between the panels.

Power Flow-Through Ventilation. With the ignition on, the blower continuously brings in outside air which exhausts through outlet valves in each door. System also provides pressure relief when closing doors with windows up.

Large Glass Area. Windshield is 1,447 sq. in. big and made of laminated safety plate glass. Total glass area including side and rear windows is 3,329 sq. in. for good visibility all around. Protected antenna embedded in windshield is provided with factory-installed radios.

Wood Floor For Stepsides. Stepside body floors are kiln-dried, sealed wood boards with

steel skid strips, supported by heavy steel cross sills. Recessed bolt heads prevent cargo damage while loading or unloading.

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

Double-Walled Fleetside Box and Tailgate. Body sides are double-walled from top to bottom, and so is the Fleetside tailgate. Double panels strengthen the pickup box, help prevent cargo dents from marring the exterior wall. Cargo tie-down holes are provided in the front stake pockets, plus the center pockets of the 8-ft. box. Accessory cargo tie-downs which fit into all stake pockets are available too.

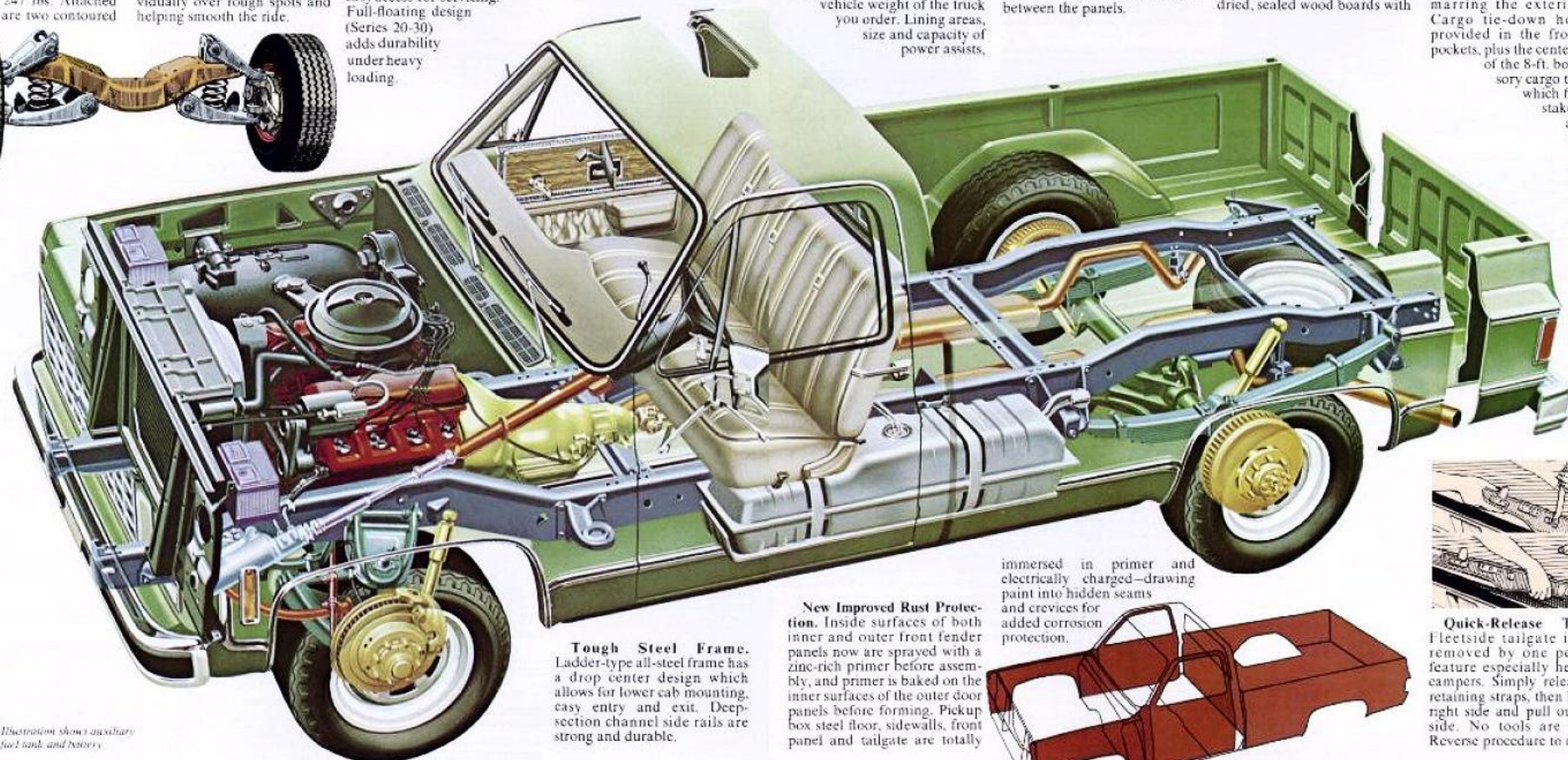
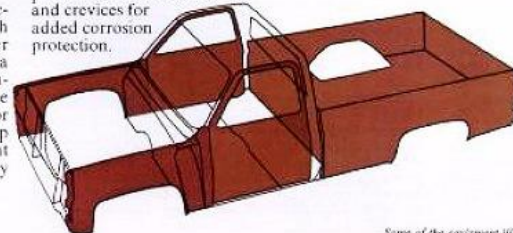


Illustration shows auxiliary fuel tank and battery.

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

New Improved Rust Protection. Inside surfaces of both inner and outer front fender panels now are sprayed with a zinc-rich primer before assembly, and primer is baked on the inner surfaces of the outer door panels before forming. Pickup box steel floor, sidewalls, front panel and tailgate are totally

immersed in primer and electrically charged—drawing paint into hidden seams and crevices for added corrosion protection.



Quick-Release Tailgate. Fleetside tailgate is easily removed by one person, a feature especially helpful to campers. Simply release both retaining straps, then lift up at right side and pull out at left side. No tools are needed. Reverse procedure to reinstall.

Some of the equipment illustrated in this catalogue is optional at extra cost. 7

PLACES YOU CAN SETTLE INTO AND GET COMFORTABLE.

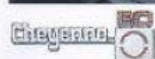


Full-width bench seat has a foam-cushion nearly seven inches thick. It's upholstered in a luxurious new ribbed-pattern velour cloth with grained-vinyl facings and bolsters (choice of four colors) or buffalo-hide grained vinyl (five color choices). Custom vinyl bucket seats with center console also are available except for Crew-Cab and Bonus Cab models.

You also get full-gauge instrumentation set in a simulated tigerwood panel with bright trim; custom steering wheel with wood-grain applique on 2-wheel-drive models; simulated wood-grain inserts with bright accent trim and storage pockets on both doors; and cut-pile polyester carpeting (front only on Bonus Cabs).

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

Full-depth urethane foam-cushioned front seat is standard with Scottsdale, Cheyenne and Silverado options and as the second seat on Crew Cabs, regardless of trim level. It's also available for Custom Deluxe regular cabs with standard vinyl trim.



Bench seat with full-depth foam cushion is upholstered with ribbed-pattern velour cloth or buffalo-hide grained vinyl. Vinyl-upholstered bucket seats with center console also are offered, too. Door-trim panels with simulated tigerwood inserts and storage pockets, cut-pile polyester carpeting, headliner and garnish moldings all are color-keyed.

You also get an ashtray-mounted cigarette lighter, custom steering wheel with wood-grain applique on 2-wheel-drive models, simulated tigerwood inserts on instrument panel, door or manually operated courtesy and dome lamps. New perforated molded plastic headliner with fiberglass backing and extra insulation for floor, cowl, hood and back panel add quiet to your comforts.

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



Bench seat with full-depth foam cushion, door-trim panels with simulated tigerwood inserts, ashtray-mounted lighter, door or manually operated dome and courtesy lamp, full-length bright door sill plates and a high-note horn are among the special trim items included. Seat back folds forward for easy access to inside storage space, (also on Cheyenne, Silverado). Upholstery is ribbed-pattern velour cloth with grained vinyl facings and bolsters in five color choices or buffalo-hide embossed vinyl; a striped-pattern knit vinyl also is available. Rubber floor mat is color-keyed (front only on Bonus Cabs).

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



Full-width bench seat is comfortably foam-padded, upholstered with plaid-pattern embossed vinyl in four color choices. Steel roof panel is painted exterior color. Black rubber floor mat extends to firewall. Padded armrest, padded sunshades, courtesy lamp, prismatic inside rearview mirror, and foam-padded instrument panel pad are included.

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

CHEVY 4 x 4s BUILT TOUGH TO MAKE YOUR JOB GO EASIER.



Full-Time 4-Wheel Drive Standard on K-Model Chevy Pickups with Turbo Hydra-Matic Transmission. Chevy's versatile full-time 4-wheel drive gives you the traction you need for off-road going plus good stability and tracking under varying road conditions. All 4-wheel-drive controls are inside the cab. So you can drive where you like without stopping to operate front free-wheeling hubs or to shift into 4-wheel drive. Here's how Chevy does it.

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

How About Dependability? Chevy's full-time system has been tested in hundreds of thousands of miles both on and off the road. And since its introduction in 1973, the system has logged millions of owner-driven miles. The location of all 4X4 controls inside the cab and the fact that the system is always "in gear" help prevent the possibility of operating in the wrong driving range.

Low Entry Height, High Ground Clearance. Chevrolet 4-wheelers have entry heights between 21 and 23 inches because the transfer case is mounted directly to the transmission. Yet, despite the low silhouette and low center of gravity, there are seven full inches of ground clearance and 7.4 inches of front-axle clearance for off-road travel.



Transfer Case Shift Lever Puts You in Command of Chevy's Full-Time 4-Wheel Drive. Here are the Choices You Have.

H—This is the high gear for all normal driving, both on and off the road. Interaxle differential is engaged, providing power to both axles in direct drive and preventing the torque windup which occurs when axles are solidly connected.

H LOC—This is the high gear for added drivepower on low-traction surfaces which allow wheel slippage. Interaxle differential is locked out, solidly connecting front and rear axles and delivering equal torque to both axles in direct drive.

N—This is the neutral position, used for power takeoff operation. Transfer case is disengaged from front and rear axles; vehicle is stationary.

L—This is the low gear for maximum drivepower on paved surfaces at moderate speeds. Interaxle differential is engaged, providing power to both axles at a 2.0:1 gear reduction and preventing the torque windup which occurs when axles are solidly connected.

L LOC—This is the low gear for maximum drivepower on extreme low-traction surfaces, which allow wheel slippage. Interaxle differential is locked out, solidly connecting front and rear axles and providing equal torque to both axles at a 2.0:1 gear reduction.

Moving Off-Road. With full-time 4-wheel drive, the steering wheel is all the driver has to move going from paved to unpaved surfaces. In most cases, the transfer case shift remains in "high."

Depending on the terrain, there are other options. For example, where added power is required for effective operation, you can shift the transfer case to full-time "low." For extreme traction situations, the interaxle differential can be locked out either in direct drive or with a 2.0:1 gear reduction. The effect is to convert it to a conventional 4-wheel-drive system.

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

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



Some of the equipment illustrated in this catalogue is optional at extra cost.

ADD MORE COMFORTS, CONVENIENCES. ADD MORE CHEVY VALUE.

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

Radios. AM and AM/FM radios are fully transistorized for low battery drain. When factory-installed, radio antenna is embedded in the windshield where it's less susceptible to damage.

Front Stabilizer Bar. Works with the front suspension to help improve stability and driving ease with high-center-of-gravity loads like campers.

Turbo Hydra-Matic Transmission. Its three forward speeds keep the engine in the right power range automatically—especially convenient in city traffic where constant shifting is called for. Required with full-time 4-wheel drive. Includes anti-theft steering wheel and transmission lock built into ignition switch.

Comfortilt Steering Wheel. Adjusts to six different positions for almost anybody's driving comfort. Available on all models with automatic or 4-speed transmission.



Delco Freedom Batteries. Available auxiliary and are heavy-duty batteries completely sealed, never need water, just routine checking. Charge indicator is built in. New design provides added reliability and contributes to a longer service life.

Cargo Lamp. Mounted on rear of cab roof, illuminates cargo area. Switch is located on roof pillar.

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

Air Conditioning. All-weather unit cools and dehumidifies air for added cab comfort. New 7-position control has "economy" settings. Increased engine cooling capacity, 61-amp Delcotron generator included.

Bucket Seats. Full-foam bucket seats in buffalo-hide vinyl offer good vertical and lateral support for added comfort. Includes center console with generous storage compartment; also color-keyed carpeting and full-floor insulation when not otherwise furnished. Available in all trim levels with all models except Crew Cab, Bonus Cab.

New two-tone paint. New two-tone paint combines main body colors with selected secondary colors (see illustration below). Includes upper and lower body side and tailgate moldings on Fleetsides with Special or Deluxe two-tone treatments.

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



Chromed Rear Step Bumper. Skid-resistant top surface plus recessed step aid loading and unloading over the tailgate. Bright chromed finish; also available painted. Pre-drilled for trailer hitch ball, available in 1½ and 2-inch sizes.

Pickup Box Side Rails. As useful as they are handsome, these bright metal side rails make convenient handholds as well as secure cargo tie-down points.

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



Pickups for Trailering. Trailering Special Package is available for all pickups towing medium, heavy and fifth-wheel trailers. It includes power steering, a heavy-duty battery and a Trailering Special nameplate with GCW ratings up to 15,000 lbs.



Cover for Fleetside Pickups. Built for All Season—All Purpose Use. Available in textured finish. Molded reinforced construction provides a low, sleek design.

Automatic lift-up, locking door protects cargo. Full-view, safety glass provides distortion-free easy vision. Sculptured louvers allow flow-through ventilation.

Pickups for Recreation. Camper Special Package includes camper body wiring harness, heavy-duty front springs (standard on Crew Cab), heavy-duty front and rear shock absorbers, heavy-duty front stabilizer, and Camper Special nameplate. Also includes added capacity rear springs, requires larger tires. Available only on Series 20 and 30 models with V8 and 4-speed or Turbo Hydra-matic transmission. (See your dealer for details.)



SPECIFICATIONS

SERIES		C10	C10/F44	K10	C20	C20	C20	K20	C30	C30	C30
CAB TYPE		Conv.	Conv.	Conv.	Conv.	Bonus	Crew	Conv.	Conv.	Bonus	Crew
GVW RANGE (lb)		4900 5600	6050 6200	6200	6400 8200	7500 8200	8200	6800 8400	6600 10,000	9000 10,000	9000 10,000
ENGINE	Std Six	250-1	250-1	250-1	292-1	292-1	292-1	292-1	292-1	292-1	292-1
	Std V8	350-2	350-4	350-4	350-4	350-4	350-4	350-4	350-4	350-4	350-4
	Avail V8	350-4 454-4	454-4	400-4	454-4	454-4	454-4	400-4	454-4	454-4	454-4
CLUTCH DIA (in)		11	*11. **12	*11. **12	*11. **12	*11. **12	*11. **12	*11. **12	*11. **12	*11. **12	*11. **12
FRONT SUSPENSION	Type/Springs	Independent-Coil Springs		Dr. Axle-Leaf	Independent-Coil Springs		Dr. Axle-Leaf	Independent-Coil Springs			
	Capacity (lb)	3100	3400	3600	3800	3800	3800	3800	3800	4000	4000
	Std Spring Capacity (lb)	*1475 **1550	*1550 **1625	1850	1750	1900	1900	1850	1750	2000	2000
	Avail Spring Capacity (lb)	1625	—	1900	1900	1900	1900	—	1900	1900	1900
	Std Shock Absorbers	1" dia	1" dia	1" dia	1" dia	1" dia	1" dia	1" dia	1" dia	1" dia	1" dia
	Stabilizer Bar	Avail	Avail	Std	Avail	Avail	Avail	Std	Avail	Avail	Avail
REAR SUSPENSION	Axle Type	Semi-Floating				Full-Floating			Full-Floating		
	Axle Capacity (lb)	3750	3750	3750	5100	7500	7500	5700	7500	7500	7500
	Std Ratios	3.40	3.40	*4.11 **3.07	*4.10 **3.73	4.10	4.10	*4.56 **4.10	4.10	4.10	4.10
	Avail Ratios	3.07	3.07	3.07	3.21	3.73	3.73		3.73	3.73	3.73
		3.40	3.40	3.73	3.73	4.10	4.10	4.10	4.10	4.10	4.10
		3.73	3.73	4.11	4.10	4.56	4.57		4.56	4.56	4.56
		4.11	4.11		4.56						
	Springs Type	Two-Stage Multi-Leaf									
	Std Spring Capacity (lb) ea	1550	2000	2000	2000	2600	2850	2800	2000	3500	3500
	Avail Spring Capacity (lb) ea	2000	—	—	2600 2850	2850	—	—	2850 3500	3750	3750
BRAKES	Disc/Drum	Manual	Power	Power	Power	Power	Power	Power	Power	Power	Power
	Battery (Watts)	*2500, **3200			3200	3200	3200	3200	3200	3200	3200
ELECTRICAL	Generator (amp)	37	37		37	37	37	37	37	37	37
	FUEL TANK (gal)	Std	†13.3/16.6	†13.3/16.6	†13.3/16.6	16.6	16.6	16.6	16.6	16.6	16.6
NOM. CAPACITY	Avail (aux)	†13.3/16.6	†13.3/16.6	†13.3/16.6	†13.3/16.6	16.6	16.6	16.6	16.6	16.6	16.6
STEERING	Std	Manual	Manual	Manual	Manual	Manual	Manual	Manual	Manual	Manual	Manual
	Avail	Power	Power	Power	Power	Power	Power	Power	Power	Power	Power
TRANSMISSION	Std	3-Spd	3-Spd	3-Spd	3-Spd	3-Spd	4-Spd	3-Spd	4-Spd	4-Spd	4-Spd
	Avail	4-Spd Turbo-H	4-Spd Turbo-H	4-Spd Turbo-H	4-Spd Turbo-H	4-Spd Turbo-H	Turbo Hyd	4-Spd Turbo-H	Turbo Hyd	Turbo Hyd	Turbo Hyd
TRANSFER CASE	Manual Trans	—	—	Part time	—	—	—	Part time	—	—	—
	Automatic Trans	—	—	Full time	—	—	—	Full time	—	—	—
TIRE SIZE TUBELESS	Std	G78-15B	L78-15 *B, **C	H78-15B	8.75-16.5C	(FIC:R)D 9.50-16.5D	8.75-16.5C	8.75-16.5C	9.50-16.5E	9.50-16.5E	
	Avail	Larger size tubeless and tube-type tires									

*Standard in 6-cylinder models. **Standard in V8 models. †13.3 gallon tank on 117.5" WB models.
Tire load range—B (4PR), C (6PR), D (8PR), E (10PR).



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