

'75 CHEVY SUBURBAN



Chevy Suburban: Big on moving people and cargo.

You can move more with each trip. That's why Suburban meets today's driving requirements so perfectly. It does all a wagon can. And a lot a wagon can't.

Seats up to nine, all facing forward.

There's a full-width bench-type front seat, generously sized for three. A folding second seat is available: room for three more. And a three-passenger removable third seat is available for Suburbans ordered with second seat.

More space inside for luggage.

With only the front seat in position, Suburban has room for 144 cu. ft. of cargo.

Wagon-like body, truck-tough chassis.

Spacious, comfortable Suburban rides smooth on Chevy's Massive Girder Beam coil spring front suspension and two-stage rear leaf-spring suspension.

Well-suited to many types of businesses.

Suburban's big hauling capacity, easy accessibility to cargo space and easy convertibility from people-to-cargo-moving make it especially desirable for service and delivery operations.

Trailering Special package available.

May be ordered when V8 engines are teamed with Turbo Hydra-matic or 4-speed transmission. Includes heavy-duty battery, power steering and "Trailering Special" nameplate.



Silverado.

Suburban's new luxury interior. Includes front seat with full-depth foam cushion, upholstered in a choice of either rich fabric and vinyl or all-vinyl. Deep carpeting underfoot. Simulated wood-grain inserts on door trim panels, along with storage pockets on front door panels. Simulated wood-grain applique on instrument cluster with full-gauge instrumentation. Carpeting in the rear area included when you order a second seat.



Silverado

Scottsdale.

Good-looking and durable all-vinyl seat trim is standard. Special fabric and vinyl upholstery combination is available. Foam-padded cushions. Color-keyed vinyl-covered rubber floor mat. Full-length insulated headliner. Cigarette lighter included.



Scottsdale

Custom Deluxe.

Seats upholstered in handsome embossed vinyl. Foam-padded. Courtesy lamp located under instrument panel. Black rubber floor mat. Cockpit-type instrument cluster, tip-out ashtray and glove compartment, padded sunshades and vinyl framed prismatic mirror.



Custom Deluxe



Thrifty Six standard on C10 model.

The C10 Suburban offers a completely redesigned Six that delivers greater horsepower and torque with improved fuel economy. Includes new High Energy Ignition system for reduced ignition maintenance and longer intervals between spark plug changes.

Front and rear air conditioning available.

All-Weather air conditioning built into instrument panel handles both heating and cooling, using outside air. Second unit, roof-mounted inside at the rear, cools and recirculates pre-conditioned air for added comfort. Separate controls operate front unit only, or front and rear together.

Power flow-through ventilation.

Turn on the ignition and the heater fan starts changing the air in your Suburban. Outlet vents in each side door discharge exhaust air and provide pressure relief.

Converts quickly from people to cargo.



All three seats in place make room for nine. Available folding second seat allows access to available third seat or cargo area from either side.



Third seat gone. Comfortable seating capacity for six, and 30 sq. ft. for cargo.

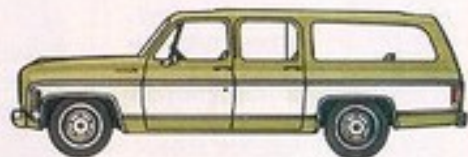


More cargo space. Second seat easily folds down to make a smooth, flush loading deck almost 40 sq. ft. in area.

A wagon-type tailgate with a roll-down window is available on Suburban. Electrically operated rear window may be ordered.



Double rear doors 40" high x 59.6" wide are standard on Chevrolet Suburban. They can be swung fully open, past the bumper, for getting up close to loading docks. Big opening takes a lot of work out of handling bulky items. Carrying capacity ranges up to 3325 pounds.



Two-tone accents.

White secondary color between upper and lower side and rear moldings. Available.



Simulated wood-grain finish between upper and lower side moldings. Includes bright "Estate" nameplates. Available.

Suburban value starts deep.

It makes sense to concentrate on value these days. So that's where we started—right from the bottom up.

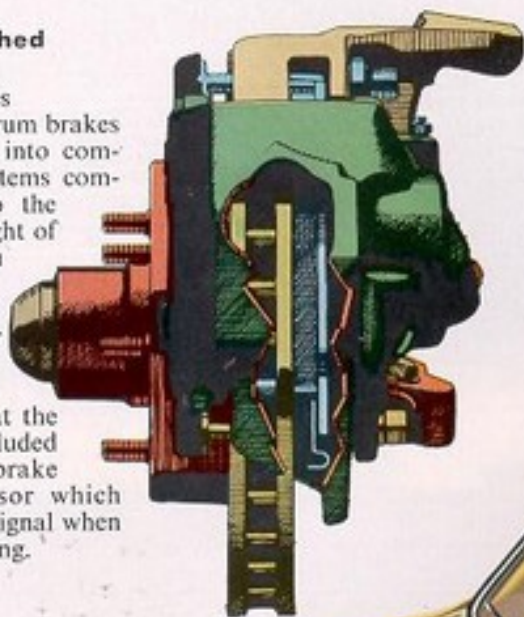
With a tough chassis that's strong enough to support a truck, yet smooth enough to cradle a wagon. On one model we even offer our completely redesigned 250 Six engine that delivers greater horsepower and greater torque than the engine it replaces—and better fuel economy.

And a new High Energy Ignition system that delivers a hotter spark for quicker starting, improved engine performance.

If this is the kind of value that appeals to you, read on. There's a whole lot more.

Computer-matched brake systems.

Front disc brakes and finned rear drum brakes are incorporated into complete braking systems computer-matched to the gross vehicle weight of the Suburban you order. Lining areas, size and capacity of power assists, wheel-cylinder size—all are pre-selected at the factory. Also included is a front disc brake lining wear sensor which gives an audible signal when pads need replacing.



Staggered placement of rear shocks.

Rear shocks are positioned with one slanting forward, the other aft. The effect is to help reduce brake and power hop.



Massive Girder Beam front suspension.

We put a Massive Girder Beam independent front suspension that weighs up to 247 lbs. between the front wheels of every 2-wheel-drive Chevy Suburban. Attached at each end are two contoured steel control arms with friction-free coil springs. Each pair flexes independently up and down, allowing wheels to step individually over the rough spots and help smooth the ride.

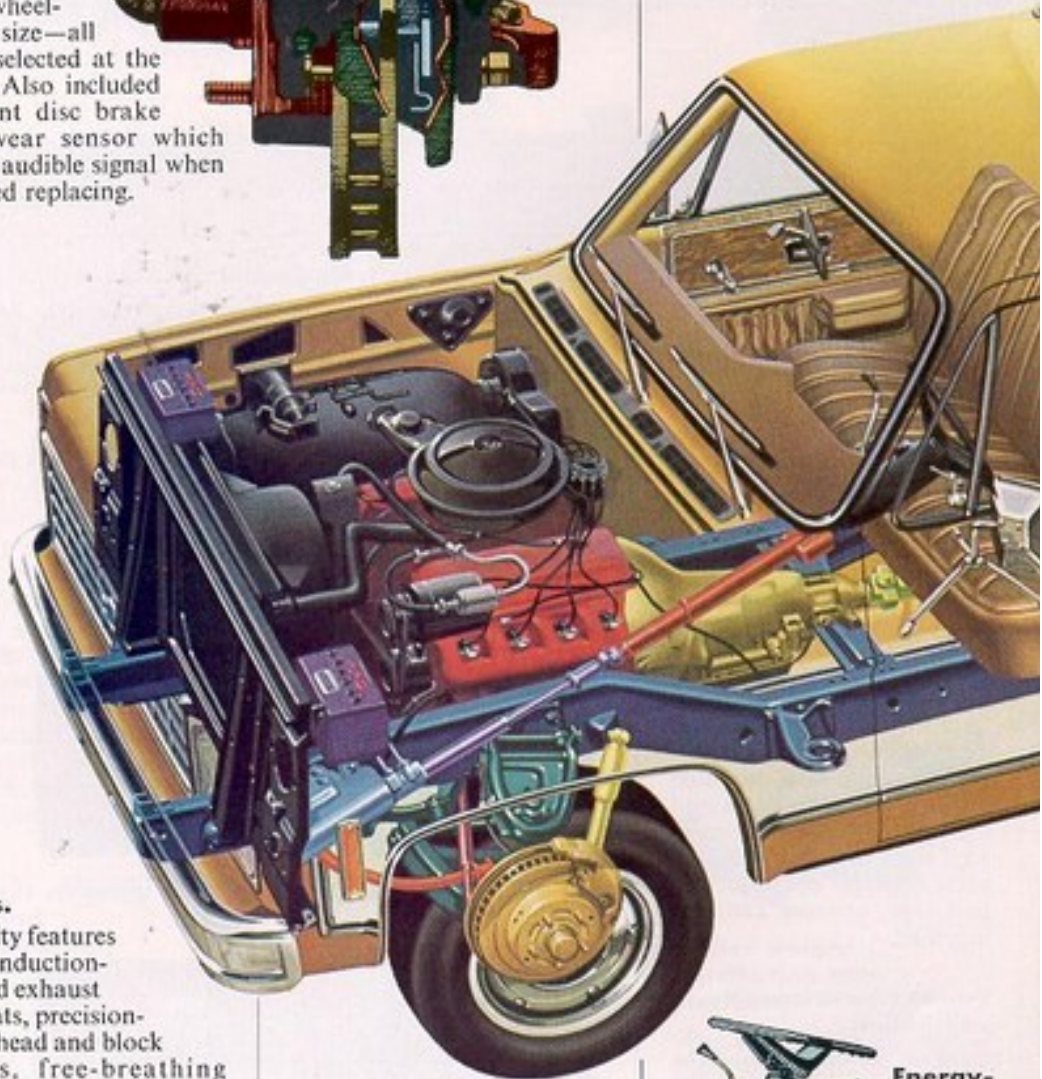


Double-paneled hood.

Hood is fabricated of two pieces of steel, welded together for torsional rigidity. Inner panel is heavily embossed to help eliminate hood flutter.

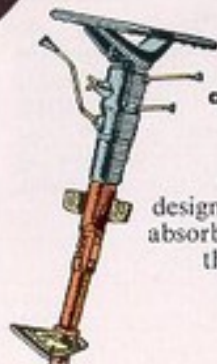
Engines.

Durability features include induction-hardened exhaust valve seats, precision-molded head and block castings, free-breathing valve-in-head design, hydraulic valve lifters, and precision-balanced crankshafts. Base engine in the C10 model is the newly redesigned 250 Six with improved power and torque output, reduced fuel consumption. You can also select the 350-4 V8 and our big 454 V8. A 400-4 V8 is available with 4-wheel drive.



Tough steel frame.

Chevy's ladder-type all-steel frame has a drop-center design which allows low body mounting for easy entry and exit. Deep-section channel side rails are strong and durable to help withstand hard use.



Energy-absorbing steering column.

Column is designed to help absorb energy in the event of front-end impact.

Embedded antenna with radio.

Antenna embedded in windshield is provided with factory-installed radios. It's less susceptible to damage than a mast-type antenna.

Tough Lexan® lenses.

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

LASTING

CHEVY

VALUE

All these easy-care features come standard with Suburban.

Coolant recovery system.

Closed system collects excess coolant in a reservoir and returns it to the radiator when cool.

Integrated voltage regulator.

Voltage regulator built into Delcotron is solid-state for added reliability.



Side terminal battery.

Chevy's Delco battery has sealed side terminals to help retard corrosion and maintain efficient electrical contact.

More durable muffler.

We've used heavier gauge steel inside and out in Chevy mufflers for '75. And it's aluminized to help protect against corrosion.



Rear-mounted fuel tank.

Fuel tank is located between the frame rails behind the rear axle. Capacity is 24 gallons. Also available: a 31-gallon tank.

Finned rear drum brakes.

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



Compression-positioned exhaust hangers.

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

High Energy Ignition system.

Standard with all engines, Six or V8, new High Energy Ignition uses a magnetic pulse generator to eliminate wear-prone breaker points and condenser and increase firing voltage.

Double-wall front fenders.

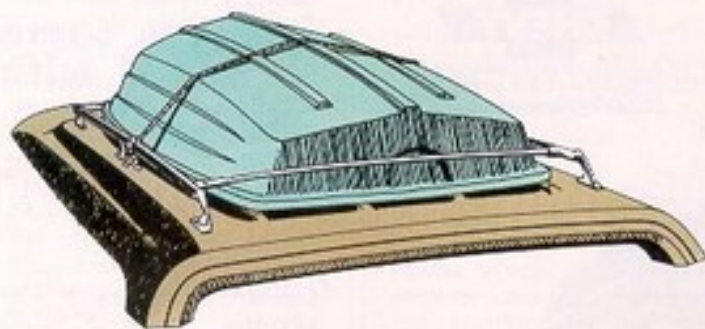
All-steel one-piece inner and outer fender panels form double walls for structural rigidity. In addition, bath-tub-type wheel-housings protect fenders and engine compartment against road splash and flying stones.



Illustration above shows auxiliary battery.

| ENGINE SPECIFICATIONS | ENGINES WITH LIGHT-DUTY EMISSIONS FOR MODELS OF 6000-LB GVW AND BELOW | ENGINES WITH HEAVY-DUTY EMISSIONS FOR MODELS OF 6001-LB GVW AND ABOVE | | |
|--------------------------------|---|---|---------------|--------------|
| | 250 1-bbl I6 | 350 4-bbl V8 | 400 4-bbl V8 | 454 4-bbl V8 |
| | | | | |
| DISPLACEMENT (cu. in.) | 250 | 350 | 400 | 454 |
| BORE & STROKE (in.) | 3 1/4 x 3 1/2 | 4 x 3 1/2 | 4 1/4 x 4 1/2 | 4 1/4 x 4 |
| COMPRESSION RATIO | 8.25 to 1 | 8.5 to 1 | 8.5 to 1 | 8.15 to 1 |
| SAE NET HORSEPOWER @ rpm | 100 @ 3600 | 160 @ 3600 | 175 @ 3600 | 245 @ 4000 |
| SAE NET TORQUE (lb.-ft.) @ rpm | 175 @ 1800 | 250 @ 2400 | 290 @ 2800 | 355 @ 3000 |

Some finishing touches you can

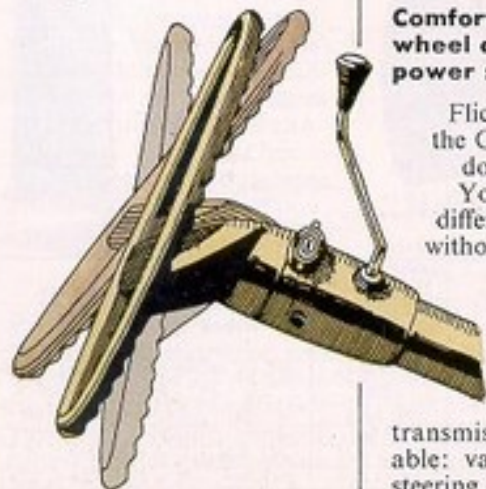


Roof luggage rack.

Carry additional cargo with this chromed roof luggage rack. Elevated skid strips protect roof. Water-repellant cover also available.

Below-Eyeline mirrors.

Rubber bushing on support arm helps provide stable support for mirror head. You get added rear vision. Also available: special camper mirrors for use with trailers.



Dual unit front and rear air conditioning.

Built-in All-Weather air conditioning up front handles both heating and cooling, using outside air. The inside roof-mounted rear unit recirculates inside air. Each unit has its own speed control switch on the instrument panel. You can operate the front system only, or front and back together. Front unit available separately.

Comfortilt steering wheel and power steering.

Flick a lever and swing the Comfortilt wheel up, down and in-between.

You can change to six different wheel positions without ever leaving your seat. For conventional and 4-wheel-drive models with automatic or 4-speed manual transmissions. Also available: variable-ratio power steering.

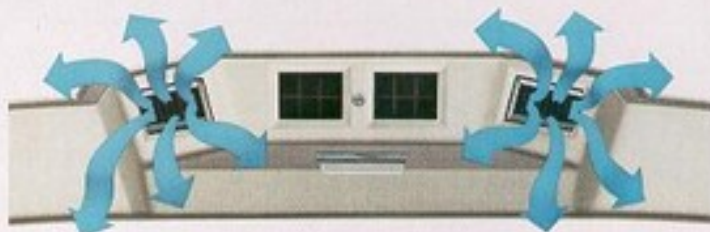
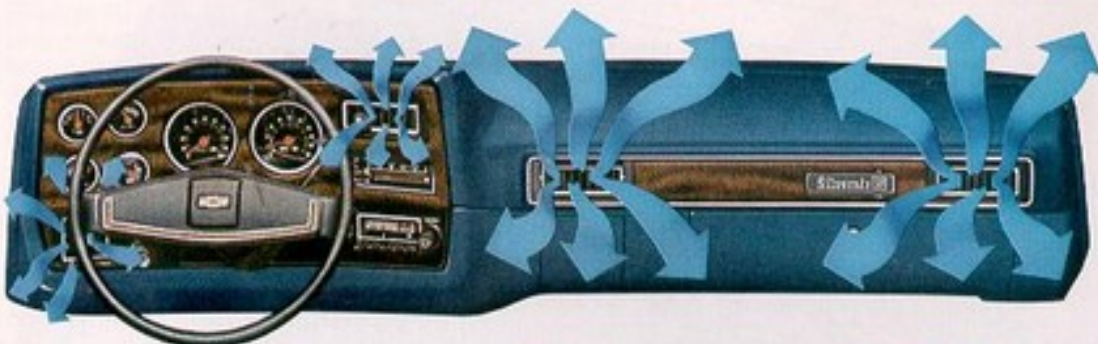
Transmission oil cooler (auxiliary).



Added cooling for automatic transmission oil helps prevent overheating with heavy loads or in difficult terrain. Available for Series 10 and 20; recommended for trailer towing over 2000 lbs. gross trailer weight.

Air deflector.

Mounted on the rear of the roof, just above the back window. Helps deflect road dirt, rain and road splash away from rear glass area. Simulated wood-grain trim.



Wagon-type tailgate.

Tailgate with manually or electrically operated rear window is available. Electric window is controlled by a toggle switch on the instrument panel or a key switch in the tailgate. A safety blackout prevents window operation unless tailgate is properly shut.



Trailer weight distributing hitch platform.

Special heavy-duty platform used with equalizing hitch helps distribute tongue weight forward to Suburban's front wheels and back to the trailer's rear wheels. Available and recommended for trailer towing from 2000 to 4000 lbs.; required for trailers over 4000 lbs. Maximum platform rating: 7000 lbs.; maximum tongue load: 800 lbs.

add.



Wheel covers and whitewalls.

Set of four stainless steel wheel covers is available. Selection for whitewall tires in various sizes and capacities also available.

TRAILERING SPECIAL PACKAGES FOR SUBURBAN

| Series | C & K 10 | | | | | | C & K 20 | | | | |
|--|----------------------------|---|------------------------------|-------|-------|--------|----------|-------------------|---------------|--------|--------|
| Equipment Included in Trailering Special Package | Steering Battery Nameplate | Hydraulic Power Heavy Duty 80 Amp-Hour 8,000, 10,000, 13,000 or 14,000 lb (See Req'd, Engine & Ratio Below) | | | | | | | | | |
| Minimum Equipment Required for Trailering Special Packages | Generator Radiator | 61 Amp Heavy Duty†† | | | | | | | | | |
| | Tires | L78—15B (C10) H78—15B (K10) | | | | | | 8.75—16.5C (Std.) | | | |
| | Transmission | Turbo Hydra-matic, or 4-Speed Manual (Std. on C20) | | | | | | | | | |
| Gross Combined Weight (GCW) with Available Engine and Rear Axle Ratios | | | GCW in lb by Rear Axle Ratio | | | | | | | | |
| | Model | Engine | 8,000 | 8,500 | 9,000 | 10,000 | 11,000 | 11,500 | 12,000 | 13,000 | 14,000 |
| | C10 | 350-4 | 3.07 | 3.40 | 3.73 | | | | | | |
| | C10 | 454-4 | | | | | 3.07 | | 3.40 | 3.73 | |
| | K10 | 350-4 | 3.07 | | 3.73 | 4.11 | | | | | |
| | C20 | 350-4 | | | 3.73 | 4.10 | 4.56 | | | | |
| | C20 | 454-4 | | | | | | 3.21 | | 3.73 | 4.10 |
| | K20 | 350-4 | | | | 4.10 | | | | | |
| GCW Shown on Trailering Special Nameplate | | | 8,000 | | | 10,000 | | | 13,000 14,000 | | |

†Included with Air Conditioning.

††Included with Turbo Hydra-matic Transmission.

Locking differential rear axle.

It transfers driving power to the wheel with the most traction. Most helpful when you drive in snow, mud or sand.

Other available equipment.

Larger fuel tank (approx. 31 gallons). Front stabilizer.

Heavy-duty shock absorbers. Wide-base tires. Steel-belted radial tires. Heavy-duty battery. Heavy-duty Delcotron generator. Auxiliary heater. Engine oil cooler. Wheel trim rings. Rally wheels.



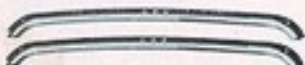
Chromed bumpers.

Chromed heavy-gauge steel bumpers available front and rear for Suburban Custom Deluxe. Standard on Scottsdale and Silverado.



Radios.

Fully transistorized. AM or AM/FM available. Antenna is concealed in the windshield when radio is factory installed.



Drip moldings.

Helps keep rain water from roof away from door openings. Trimmed with bright moldings.

Suburban 4-wheel drive.

Full-time 4-wheel drive is standard on all models in the K10 and K20 series. With full-time 4-wheel drive, you can move on or off the road without pausing to lock or unlock hubs. In fact, free-wheeling front hubs are eliminated. An interaxle

differential compensates for variations between front and rear wheels. For special low-traction or unusual road surface situations, the interaxle differential may be locked out in either high or low ratio

—delivering equal power to front and rear axles. You get the traction you need for off-road driving plus improved stability under varying road conditions. A 400 V8 engine is available for Suburbans with full-time 4-wheel drive.



SPECIFICATIONS

1975 Chevrolet Suburban

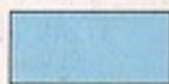
| Series | | C10 (½ Ton) | | C20 (¾ Ton) | | K10 (½ Ton) 4-Wheel Drive | | K20 (¾ Ton) 4-Wheel Drive | |
|---------------------|--|--|--------------------------|---------------------------|-----------------|------------------------------|----------------------------------|------------------------------|---------------------|
| GVW Range (lb) | | 5400 to 7000 | | 7100 to 8200 | | 6200 to 7300 | | 6800 to 8400 | |
| Availability | | Standard | Available | Standard | Available | Standard | Available | Standard | Available |
| Engine | | Six | *250-1 | — | — | — | — | — | — |
| | | V8 | **350-4 | 454-4 | **350-4 | 454-4 | **350-4 | 400-4 | **350-4 400-4 |
| Clutch Dia. (in) | | *11, **12 | — | **12 | — | **12 | — | **12 | — |
| Front Suspension | | Type | Independent-Coil Springs | | | | Hypoid Driving Axle—Leaf Springs | | |
| | | Capacity (lb) | 3100 | — | 3800 | — | 3600 | — | 3800 |
| | | Spring Capacity (lb) | *1550 **1625 | 1700 | 1750 | 1900 | 1850 | 1900 | 1850 1900 |
| | | Shock Absorbers | Standard | Heavy-Duty | Standard | Heavy-Duty | Standard | Heavy-Duty | Standard Heavy-Duty |
| | | Stabilizer Bar | Available | | | | Heavy-Duty | — | Standard Heavy-Duty |
| Rear Suspension | | Axle Type | Semi-Floating | | Full-Floating | | Semi-Floating | | Full-Floating |
| | | Capacity (lb) | 3750 | — | 5700 | — | 4000 | — | 5700 |
| | | Ratios | *4.11, **3.40 | 3.07, 3.40, 3.73, 4.11 | 3.73 | 3.21, 4.10, 4.56 | 3.07 | 3.73, 4.11 | 4.10 |
| | | Springs Type | Two-Stage Multi-Leaf | | | | | | |
| | | Springs Capacity (lb) | *1550 **2000 | — | 2000 | 2600, 2850 | 2250 | — | 2800 |
| | | Shock Absorbers | Standard | Heavy-Duty | Standard | Heavy-Duty | Standard | Heavy-Duty | Standard Heavy-Duty |
| Brakes | | Front/Rear | Power-Disc/Drum | | Power-Disc/Drum | | Power-Disc/Drum | | Power-Disc/Drum |
| Electrical | | Battery (amp-hr) | *45, **61 | 80 | 61 | 80 | 61 | 80 | 61 80 |
| | | Generator (amp) | 37 | 42, 61 | 37 | 42, 61 | 37 | 42, 61 | 37 42, 61 |
| Fuel Tank | | Nominal Capacity (gal) | 25 | 31 | 25 | 31 | 25 | 31 | 25 31 |
| Steering | | Type | Manual | Power | Manual | Power | Manual | Power | Manual Power |
| Transmission | | Manual | 3-Spd. | 4-Spd. | 4-Spd. | — | 3-Spd. | 4-Spd. | 3-Spd. 4-Spd. |
| | | Automatic | — | Turbo Hyd. | — | Turbo Hyd. | — | Turbo Hyd. | — Turbo Hyd. |
| Transfer Case | | — | | — | | N.P. 203 (Full Time) | | | |
| Tire Size, Tubeless | | G78-15B | | 8.75-16.5C | | H78-15B | | 8.75-16.5C | |
| | | Larger size tubeless and tube-type tires available | | | | | | | |

*Standard in 6-cylinder models.

**Standard in 8-cylinder models.

Tire load range—B (4PR), C (6PR).

Standard colors



Skyline Blue



Glenwood Green



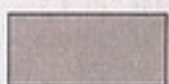
Grecian Bronze



Catalina Blue



Hawaiian Blue



Saratoga Silver



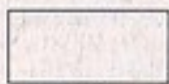
Crimson Red



Rosedale Red



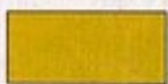
Willoway Green



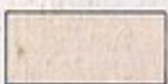
Frost White



Moss Gold



Yuba Gold



Santa Fe Tan



Buckskin



Spring Green

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