


1971 Chevrolet Blazers



Totally Tougher 

"In a personal sense, the Its traction, its toughness and give an entirely new

**Chevy Blazer: Best way
to go anywhere.**

Anywhere.

Not just in search of the
Lost Silver Queen Mine or
across Monument Valley.

But to school, odd jobs, and
grocery shopping.

Because that's the idea
behind Blazer.

All the comfort and nice
things of a family car.

All the handiness and

toughness of a pickup truck.

And all the fun of the greatest
go-anywhere machine you ever
laid hands on.

All at the same time.

A vehicle as much at home
on asphalt streets and concrete
turnpikes as it is in sand,
mud, brush, gravel or crossing
a shallow stream.

**Trailer towing brings out
the truck in it.**

If you want to see a '71
Blazer ripple its muscles, put a
trailer behind it.

Hauling heavy trailers at
Interstate speeds calls for
Blazer's kind of power.

With truck components,
strength and stamina you just
don't find in a passenger car.
Because this is another species



Blazer has been a blast. the brand of enthusiasm it exudes perspective on driving."

That's how Car & Driver magazine put it in their April, 1970,
issue road test report. And here's more of what they were talking about:

of vehicle when it comes to
ruggedness.

Which is one of the nicest
things about towing with a
Blazer.

It goes through country that
could stop an Indian scouting
party.

And you don't have to settle
for settling down where
everybody else does.

**More room, more power,
more features standard.**

Take room.

Because Blazer's as wide as a
regular Chevy pickup, you get
full-width inside. For more
people-room. More cargo-room.
Not to mention a more solid,
stable track beneath you.

Take power.

Blazer's standard six is the
biggest in any popular vehicle
like it. With the field's most
powerful V8 available, too.

Take features.

Like standard front power
disc brakes. Built-in fender
liners that help fight rust and
wear. More double-wall
construction where it counts.

And you can get all this
whether you decide a 2-wheel-
drive or 4-wheel-drive Blazer
is just what you want.



"The drivetrain pieces are long-proved by use in



Wider stance suspensions.



One reason a Blazer 4-wheel-drive chassis can claw its way up and around like nothing else is its wide-stance suspension.

Blazer's 4-wheel-drive chassis has tapered leaf front and rear springs. For a smooth ride and lower unsprung weight.

Rear spring assemblies are 2-stage. With four conventional leaves and one tapered leaf. Shot-peened under stress for extra durability.

And you get standard double-acting shocks.

All combined for a comfortable, easy-handling balanced ride both on and off the road.

Axles, drive shafts and transfer cases.

Front and rear 4-wheel-drive chassis axles have hypoid gearing for extra quietness, strength.

Front axle has 40-degree turn angle—turning circle of just 36.66 ft. curb-to-curb. Rear axle shafts are semi-floating type.

Drive shafts are dynamically balanced heavy-wall steel. Spline ends of fine-grain alloy steel are phosphate coated to lessen friction. Universal joints are permanently sealed, doing away with periodic servicing.

Standard 2-speed transfer case offers high or low range in 4-wheel drive.

Power takeoff opening using engine power to run a wide variety of special equipment.

Widest choice of engines and transmissions.

250 Six: Standard. 250-cu.-in. engine. 145 horsepower. Twelve-counterweight crankshaft. Contoured camshafts.

Full-length water jackets.

307 and 350 V8s: 200-horsepower 307-cu.-in. V8 standard.

Optional 250-hp 350 V8.

Special coatings on heads and faces retard deposits. All Blazer engines



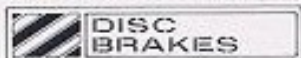
e well designed, rugged and n Chevy's light trucks."

From the same April, 1970, Car & Driver magazine road test report. From men whose business it is to know vehicles inside and out.



New power disc brakes.

Power disc brakes are standard up front. *For longer brake life*, even in the toughest kind of driving. *More fade resistance*, because disc brakes run cooler under the repeated-use conditions of rugged terrain. *And better vehicle control*, because a special 3-way valve balances the entire system; proportions front and rear braking pressures; and warns of pressure loss in either half of the dual brake system. Rear brakes are a new finned-type. Both front and rear brakes are self-adjusting.



are designed to operate efficiently, with lower exhaust emissions, on low lead fuel.

Low-inertia aluminum pistons have cast-in steel struts.

Free-breathing valve-in-head design for fuller combustion.

And hydraulic valve lifters for exceptional quietness at all speeds.

Standard 3-speed synchromesh manual transmission steering-column-mounted.

Floor-mounted 4-speed available.

And 3-speed Turbo Hydra-matic.



2-wheel drive Blazer.

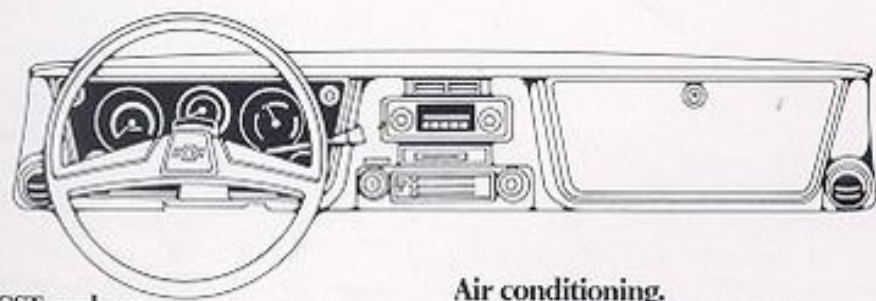
All four wheels are cushioned by full-coil-spring suspension for exceptional riding smoothness.

Front wheels operate independently. Road shock at one doesn't get passed on to the other.

The rear suspension uses dual-stage springs that give a soft ride when empty, a firmer ride when loaded. Axle movement is carefully controlled by a unique system employing two trailing arms.

With double-acting shock absorbers included as standard equipment front and rear.

"Finally someone has that four-wheel-drive vehicles ex-tank commanders and



CST package.

CST stands for top-of-the-line luxury. Includes bucket seats up front. Chromed bumpers. Console. Special insulation and undercoating. Bright moldings. And deep-twist carpeting when ordered with auxiliary top. Available with or without rear seat.

Instruments.



Ammeter, temperature and oil pressure gauges. Or the same group plus tachometer.

Air conditioning.

For year-round comfort. Includes heavy-duty radiator and 42-amp generator.

Auxiliary hardtop.



Tough reinforced fiberglass with textured paint. Available in either black or white. Includes side rear windows and lift tailgate. Plus vent windows and frameless glass in Blazer doors. Top bolts on. Lifts off quickly. Completely weathertight. Built-in shoulder belt anchors.

Accessory soft top.



Available through your dealer. Rugged steel framing covered with durable canvas. Goes up or down in less than two minutes. Dealer-installed accessory. Colors: black or white.

Power steering.

Optional integral-type unit reduces driver effort significantly.

Dampens road shock at the steering wheel for handling comfort.

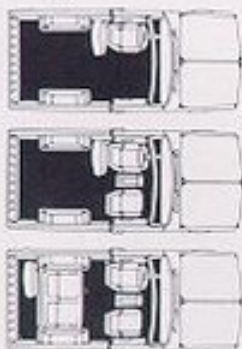
Especially handy in rough going.



discarded the idea can only be operated by veteran truck drivers."

If Car & Driver's road testers sound like they found a lot to like about Blazer in their April, 1970, report, they did. Like options:*

Seating.



Order only the seats you want and need. There's a passenger seat available with armrest. Or driver and passenger bucket seats with console. Plus a 3-passenger bench-type rear seat with arm rests and seat belts. All thick full-depth foam padded.

Heavy-duty assists.



For the extra demands of off-road driving or camping: HD 12-volt 80-amp-hr. battery. HD shock absorbers. HD air cleaner, 1-quart capacity. HD clutch, 11-in. diameter (included when 4-speed trans. ordered). HD generators, 42-amp or 61-amp Delcotron. HD cooling (included when air conditioning or auto. trans. ordered).

Plus:

Soft-Ray tinted glass. Chrome bumpers. Front towing hooks. Inside cargo partition. Manual throttle control. Free-wheeling hubs. AM or AM-FM radio. Speed and cruise control. Front stabilizer. Sparkling wheel covers. Engine block heater. Custom molding. And a wide selection of on-off road, wide-base and floatation-type tires.

See your Chevrolet dealer for complete Blazer option and accessory lists. Nobody has more to show you.

*Available at extra cost.



1971 Blazer Specifications



| Wheel-base | Length | Width | Height | |
|------------|--------|-------|---------------|---------------|
| | | | 2 W.D. | 4 W.D. |
| 104 | 180 | 79 | 67.0 70.6* | 69.2 72.8* |

*With Optional Hardtop

| ENGINE SPECIFICATIONS | 250 Six | 307 V8 | 350 V8 |
|-------------------------------|---------------|---------------|------------|
| Displacement (cu. in.) | 250 | 307 | 350 |
| Bore & Stroke (in.) | 3 1/8 x 3 1/8 | 3 1/8 x 3 1/8 | 4 x 3 1/8 |
| Compression Ratio | 8.5 to 1 | 8.5 to 1 | 8.5 to 1 |
| Gross Horsepower @ rpm | 145 @ 4200 | 200 @ 4600 | 250 @ 4500 |
| Net Horsepower @ rpm | 110 @ 4000 | 135 @ 4500 | 170 @ 3500 |
| Gross Torque (lbs.-ft.) @ rpm | 210 @ 1600 | 300 @ 2400 | 350 @ 3000 |
| Net Torque (lbs.-ft.) @ rpm | 185 @ 1600 | 235 @ 2400 | 310 @ 2400 |

| | 2 W.D. | 4 W.D. | |
|------------------|-----------|----------------------------|--------|
| Max. GVW | 5000 | Box Length—Floor | 78 1/2 |
| Front Overhang | 33 1/2 | Box Length—Upper | 70 |
| Rear Overhang | 40 1/2 | Box Width—Floor | 72 |
| Front Tread | C 63 K 64 | Box Width—Tailgate Opening | 65 |
| Rear Tread | 62 1/2 | Between Wheelhouses | 50 |
| Ground Clearance | 7.3 | Box Depth | 19 1/2 |

| | | 2-WHEEL DRIVE | | 4-WHEEL DRIVE | |
|-------------------|------------------|----------------------------|---------------------------|-------------------------------------|----------------------------------|
| | | Standard | Optional | Standard | Optional |
| Front Suspension | Type | Independent | | Tubular Driving—Ratio 3.73 or 3.07† | |
| | —Cap. (lbs.) | 2700 | | 3300 | |
| | Springs—Type | Coil | | Tapered Leaf | |
| | —Cap. (lbs.) | 1350 | | 1450 | 1750 |
| | Shock Absorbers | Standard | H.D. Optional | Standard | H.D. Optional |
| Rear Suspension | Axle—Type | Semi-Floating | | | |
| | —Cap. (lbs.) | 3500# | | 3300# | |
| | —Ratios | 3.73 | 3.07, 4.11 | 3.73**** | 3.07† |
| | Springs—Type | Coil | | Two Stage Tapered Leaf | |
| | —Cap. (lbs.) | 1250 | | 1800 | |
| Engines | | 250 Six* | 350 V8*** | 250 Six* | 350 V8*** |
| | | 307 V8** | | 307 V8** | |
| Clutch | Dia. (in.) | 10* | | 10* | |
| | Area (sq. in.) | 100* | | 100* | |
| | Dia. (in.) | 11** | 12† | 11** | 12† |
| | Area (sq. in.) | 124** | 150† | 124** | 150† |
| Transmissions | | 3-Speed Fully Synchronized | 4-Speed Turbo Hydra-matic | 3-Speed Fully Synchronized | 4-Speed Turbo Hydra-matic |
| | | | | | |
| Transfer Case | Type | Not Required | | 2-Speed | 2-Speed† |
| | Ratios | | | 2.03—1.00 | 1.96—1.00† |
| | PTO Provision | | | Standard | Standard† |
| Brakes, Hydraulic | | Power | | Power | |
| Frame | Section Modulus | 2.98 | | 2.70 | |
| Steering | | Manual 40° Turning Angle | Power | Manual 40° Turning Angle | Power |
| Fuel Tank | Cap. (gal.) | 21 | | | |
| Wheels | Disc | 5-Stud | | 6-Stud | |
| | —Rim Width (in.) | 6.0 | 5.0, 6.0 | 6.0 | 5.0, 6.0, 8.25 |
| Tires | Tubeless—Sizes | E78-15B | G78-15B H78-15B | E78-15B | G78-15B H78-15B 10.00—16.5 |
| | | | | | |
| | Tube-Type—Sizes | | G78-15B 6.50—16 | | G78-15B 6.50—16 |
| | | | | | |

†—Inc. with 350 V8. †—Inc. with Turbo Hydra-matic. Equipment shown in blue, optional at extra cost. #—Also available with Positraction differential.
*—Standard on 6-cylinder models. **—Standard on V8 models. ***3-speed not avail. 4-speed std. ****Opt. with 350 V8.