

PICKUPS

CAMPBELL - EWALD CO.
REFERENCE CENTER



'76

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



BIG-10 FLEETSIDE

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

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

CHEVY BIG-10

Pickups or Chassis Cabs have GVW ratings of 6,050 or 6,200 lbs., more carrying capacity than our standard half-ton models. 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.

MODELS Pickup Dimensions (inches)

	Wheel- base	Overall Length C/K	Inside Length Box at Floor	Width Between Wheel- housings	Max. Inside Width at Floor	Tail- gate Height
Fleetside						
CC/CK10703	117.50	191.50/192.10	78.25	50	72	19.25
CC/CK10903						
CC/CK20903	131.50	211.40/212	98	50	72	19.25
CC30903						
CC20963						
CC20943	164.50	244.40/212	98	50	72	19.25
CC30963						
CC30943						
Stepside						
CC/CK10703	117.50	190.75/191.30	78.40	50	50	17.50
CC/CK10903						
CC/CK20903	131.50	210.50/211.20	98.25	50	50	17.50
CC30903						



C30 "BIG DOOLEY."



C10 STEPSIDE

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, wood floors. Six or V8. GVW ratings to 9,000 lbs.

NEW TRIM PACKAGE

This special Stepside with a 6½-ft. pickup box comes complete as shown here: Special striping, chromed front and rear bumpers, Rally wheels, white-lettered tires, Scottsdale trim including a

Custom vinyl bench seat and choice of four solid exterior colors: blue, orange, red, black. Six or V8 power. GVW ratings up to 6,200 lbs. Chevy Stepsides are also available with full-time 4-wheel drive.



C30 TOW TRUCK



C30 UTILITY

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 go up to 10,000 lbs. with available dual rear wheels.



C30 CREW CAB

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, the convenience of full-door loading or unloading from either side and cargo access from the driver's seat. Bonus Cab is available in Series 20 and new Series 30 models.



K20 4-WHEEL DRIVE

CHEVY 4-WHEEL DRIVE

It's especially helpful in dirt, gravel, mud, sand and snow. Chevy 4-wheel drive is available for all 2-door 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.

CHEVY ENGINES.

TWO DEPENDABLE SIXES, AND FOUR EFFICIENT V8s.

RELIABLE SIXES.

The 250 Six, our standard engine for C10 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.

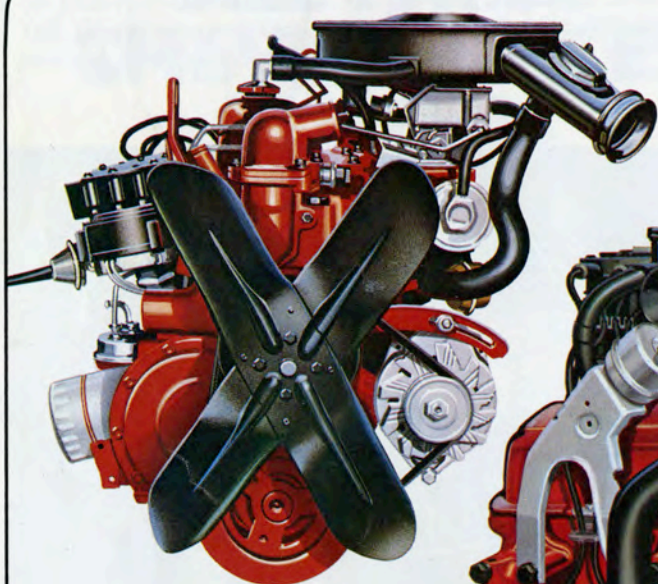
The 292 Six is standard on C20 and C30 models. This engine also is used in Chevrolet medium-duty trucks for its durability. Features include aluminum alloy pistons, forged steel connecting rods, aluminized-face intake valves, stellite-faced exhaust valves with hardened seats and a gear-type oil pump.

EFFICIENT V8s.

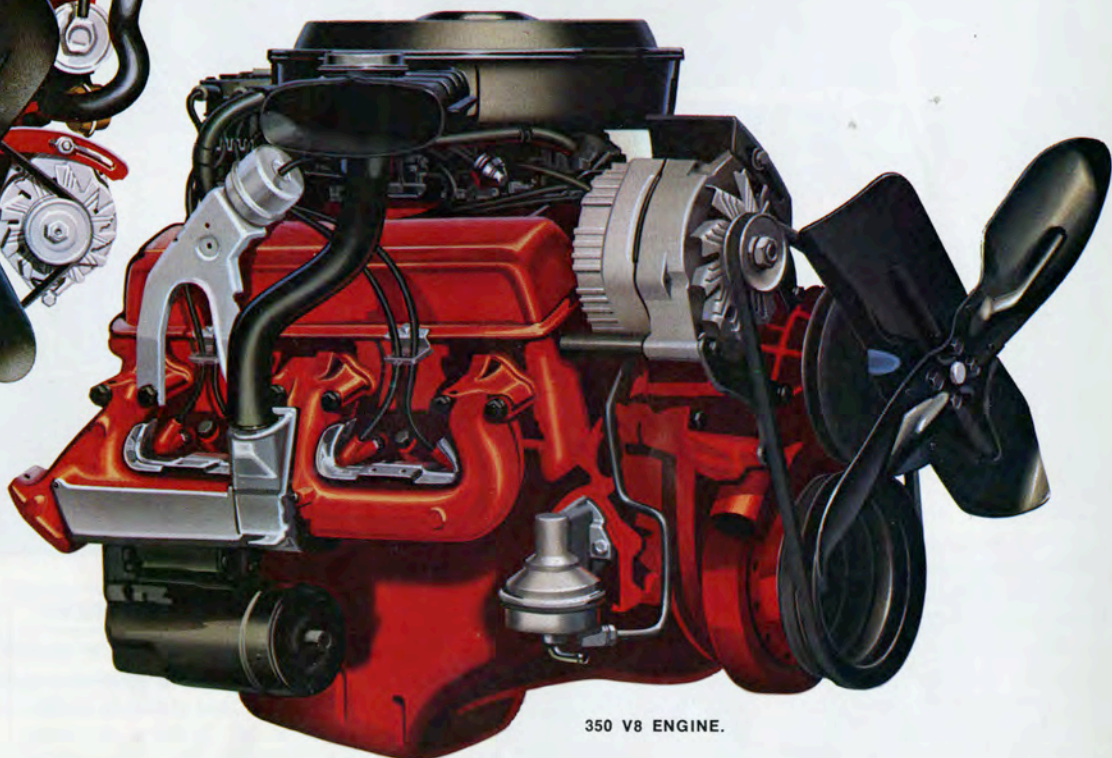
Our 350-cubic-inch engine with a 2-barrel carburetor is standard on the V8 models of C10 Chevrolet pickups (except in California, where the 4-barrel version is required). Chevy V8 features that contribute to good performance and efficient operation include a short stroke to reduce friction, valve-in-head design for free breathing and full-jacket cylinder cooling. Efficiencies also come from pre-

cision-balanced crankshafts, hydraulic valve lifters and induction-hardened exhaust valve seats.

Other available V8s. A more powerful 350 V8 with a 4-barrel carburetor is available for C10 pickups, standard on C10 Chassis Cabs, K10 and all C20-30 models. For even heavier loading or towing, a 400-4 V8 is available with 4-wheel drive; a big-block 454-4 V8 is offered for all C10-30 Chevy light trucks.

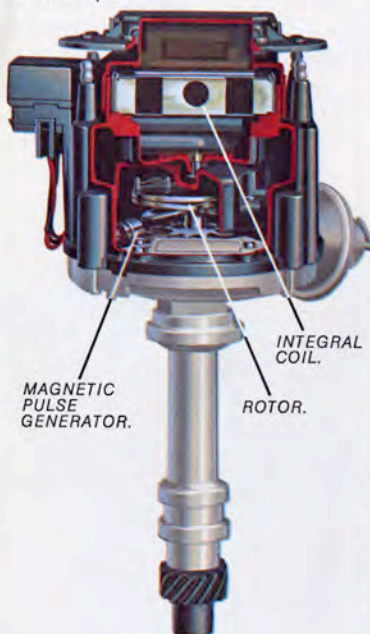


250 SIX ENGINE.



350 V8 ENGINE.

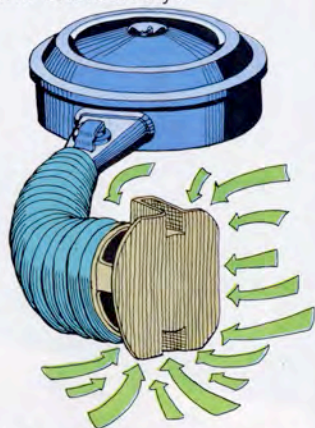
High Energy Ignition system for Sixes, V8s. It delivers up to an 85% hotter spark than conventional systems. Our High Energy Ignition improves cold-weather starting, provides all-weather protection from moisture, dirt and road splash. Solid-state design eliminates ignition points and condenser, extends the time between recommended tune-ups.



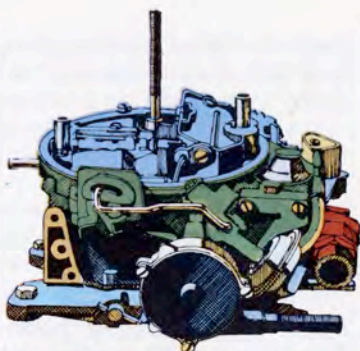
HEI DISTRIBUTOR. (Cutaway)

CHEVROLET EFFICIENCY.

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



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 good 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.

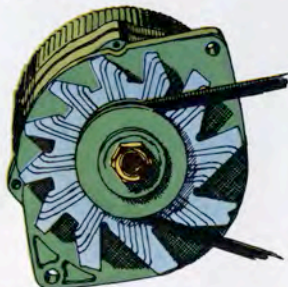
Early fuel evaporation. When the cold engine is started, a vacuum motor closes the exhaust manifold heat valve. Hot gases then flow around the inlet manifold, preheating the incoming fuel for fast warm-up, good driveability.

EASY CARE.

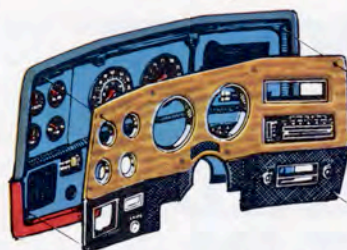
All these features come standard on Chevy light-duty trucks:



Side-terminal battery. Sealed side terminals on standard Delco battery help prevent corrosion, maintain good electrical contact.



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



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



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

Coolant recovery system. Closed system holds overflow coolant in a reservoir, re-

turning 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, up to 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.

Chevy trucks over 6,000 lbs. GVWR, using leaded or unleaded gasoline, also can go longer now between many scheduled maintenance services. Consult your Owner's Manual for detailed recommendations.

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.

	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 60,000 miles

ENGINE SPECIFICATIONS

ENGINES WITH LIGHT-DUTY EMISSIONS
FOR MODELS OF 6000-LB. 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	4.3 x 4.3
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	165 @ 3800	245 @ 3800
SAE Net Torque (lb.-ft.) @ rpm	185 @ 1200	250 @ 2200	260 @ 2400	365 @ 2800

ENGINES WITH HEAVY-DUTY EMISSIONS
FOR MODELS OF 6001-LB. GVW AND ABOVE

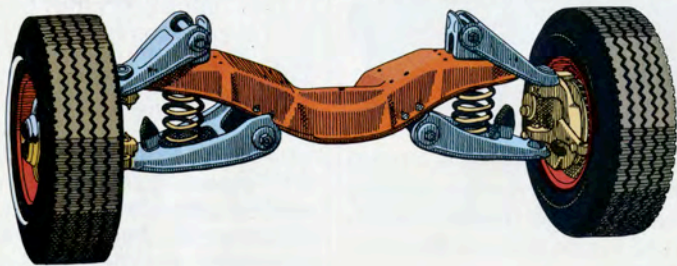
	250 1-bbl L6*	292 1-bbl L6	350 4-bbl V8	400 4-bbl V8	454 4-bbl V8
Displacement (cu. in.)	250	292	350	400	454
Bore & Stroke (in.)	3.9 x 3.5	3.9 x 4.1	4.0 x 3.5	4.1 x 3.8	4.3 x 4.0
Compression Ratio	8.25 to 1	8.0 to 1	8.5 to 1	8.5 to 1	8.15 to 1#
SAE Net Horsepower @ rpm	100 @ 3600	120 @ 3600	165 @ 3800	175 @ 3600	240 @ 3800▲
SAE Net Torque (lb.-ft.) @ rpm	175 @ 1800	215 @ 2000	255 @ 2800	290 @ 2800	370 @ 2800▲

*NOT AVAILABLE IN CALIFORNIA. ▲ Horsepower: 250 @ 3800 in California. Torque: 385 @ 2800 in California.
C10 Pickup with F44: 8.25 to 1.

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

Massive Girder Beam suspension. Chevy's independent front suspension is standard on 2-wheel-drive pickups. 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 to help smooth the ride.

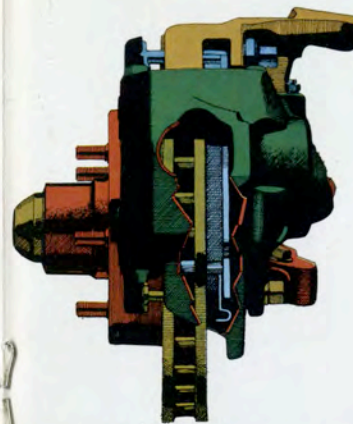


Double-walled front fenders with full wheelhousings. All-steel, one-piece inner and outer fender panels form a double wall for structural rigidity. Full self-washing bathtub-type wheelhousings help protect fenders and engine compartment from road spray, debris.

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.

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.

Double-wall cab. Doors, upper cab rear panels, windshield pillars, front cowl—all are double walls of steel in a Chevy pickup. Double-walled roof has insulation between the panels.



Computer-matched brake systems. Front disc brakes and finned rear drum 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. Available heavy-duty brakes can be specified on some models.

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 help 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 wheelhousings facilitate loading.

Multi-leaf rear springs. They 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. Heavier duty main and auxiliary rear springs are available on some models.

Counter-angled rear shock absorbers. One slants forward, the other aft, helping 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 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. Available cargo tie-downs fit into all stake pockets.

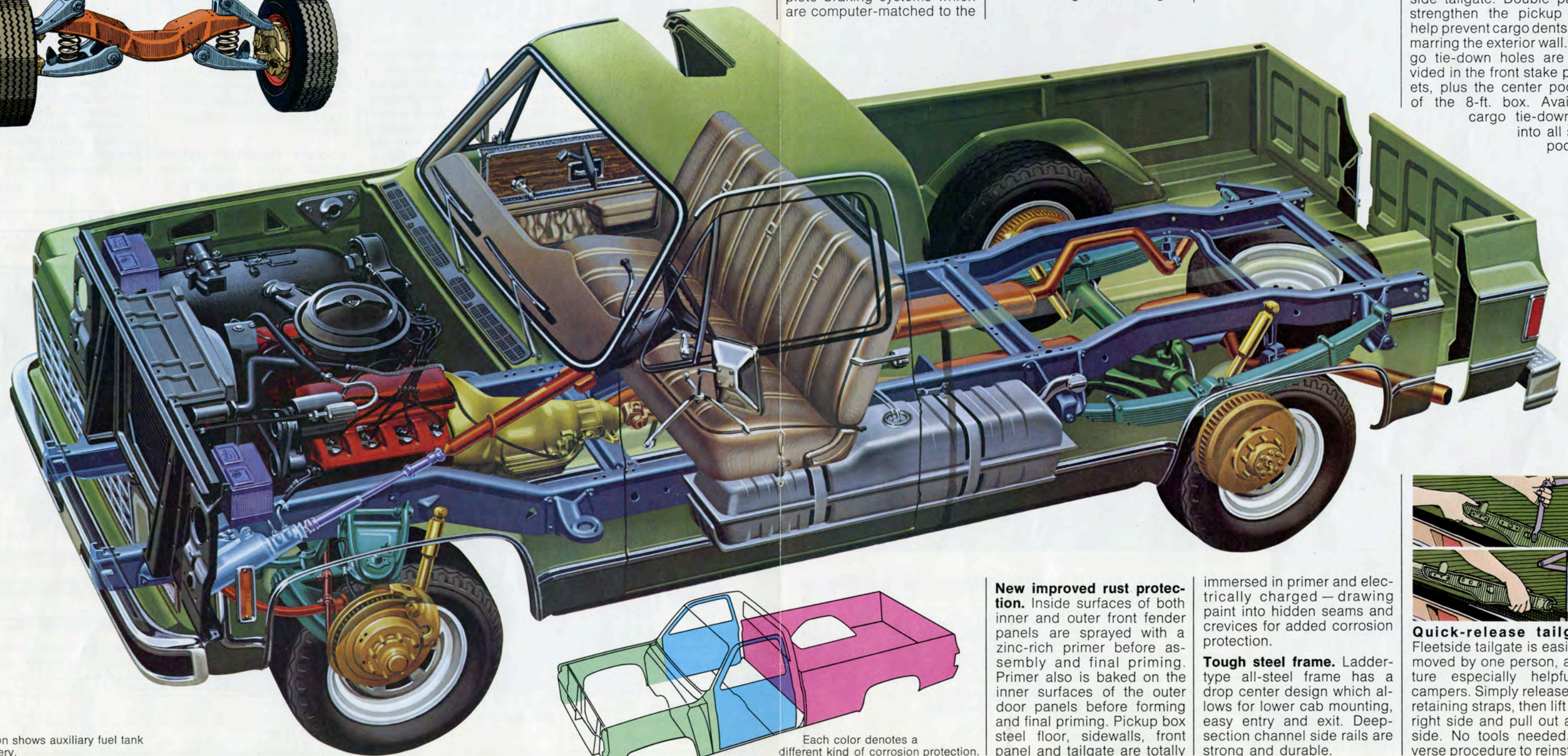
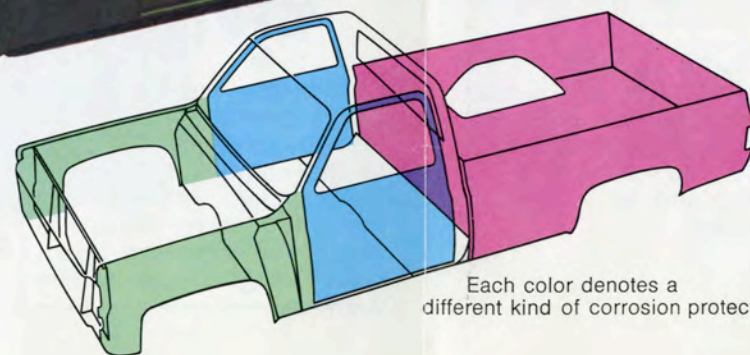


Illustration shows auxiliary fuel tank and battery.

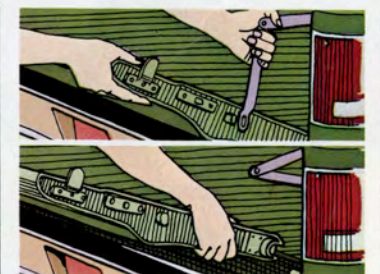


Each color denotes a different kind of corrosion protection.

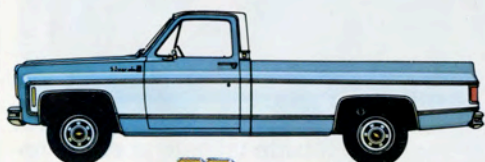
New improved rust protection. Inside surfaces of both inner and outer front fender panels are sprayed with a zinc-rich primer before assembly and final priming. Primer also is baked on the inner surfaces of the outer door panels before forming and final priming. Pickup box steel floor, sidewalls, front panel and tailgate are totally

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

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.



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 needed. Reverse procedure to reinstall.



Silverado 20 Full-width front 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 (up to four color choices) or buffalo-

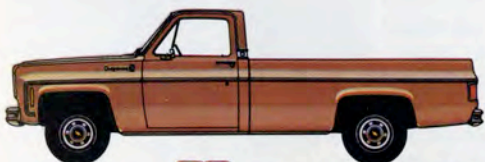
hide grained vinyl (up to five choices). Seat back tilts forward for access to in-cab storage space. Matching rear seat is provided for Crew Cabs. Custom vinyl bucket seats with center console also are available except on Crew Cabs and Bonus Cabs.

You also get full-gauge instrumentation set in a simulated tigerwood panel; custom steering wheel on 2-wheel-drive models; simulated wood-grain inserts and storage pockets on both doors; and

cut-pile 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.

PLACES YOU CAN SETTLE INTO AND GET COMFORTABLE.

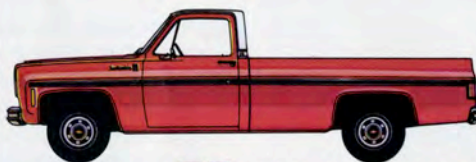


Cheyenne 

Front bench seat with full-depth foam cushion is upholstered in ribbed-pattern velour cloth or buffalo-hide vinyl. Seat back folds forward, making stowage area behind seat easily accessible. Matching rear seat is provided for Crew Cabs. Vinyl-upholstered bucket seats with center console are offered, except on Crew Cabs and Bonus Cabs. Door-trim panels with simulated tigerwood inserts and storage pockets, carpeting, headliner and garnish moldings all are color-keyed.

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

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

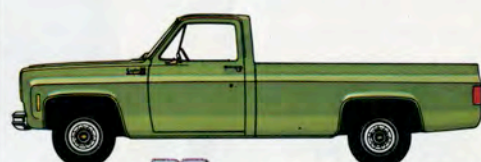


Scottsdale 

Front bench seat with full-depth foam cushion, door trim panels with simulated tigerwood inserts for regular cabs, door or manually operated dome and courtesy lamps, full-length bright door sill plates and a high-note horn are among the special items included. Front seat back (and rear seat back on Crew Cabs) folds forward for easy access to inside stowage space. Upholstery for regular cabs is ribbed-pattern velour cloth with grained vinyl facings and bolsters or buffalo-hide embossed vinyl; these are available for Crew Cabs and Bonus Cabs at extra cost. Rubber floor mat is color-keyed (front only on Bonus Cabs).

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

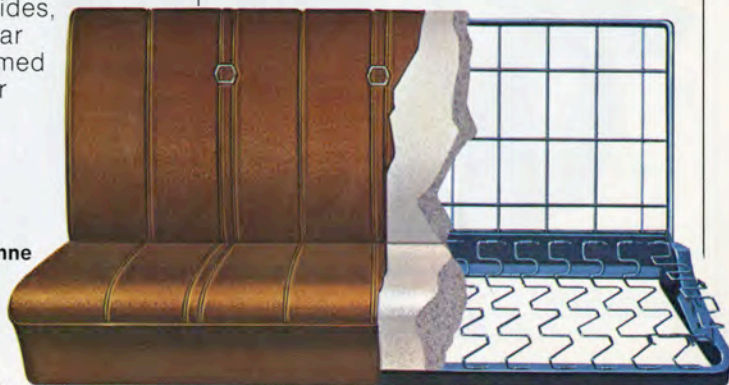
Full-depth urethane foam-cushioned front seat is standard with Scottsdale, Cheyenne and Silverado options and as the second seat on Crew Cabs, regardless of trim level. It's also available for Custom Deluxe regular cabs with standard vinyl trim.



Custom Deluxe 

Full-width front bench seat is comfortably foam-padded, upholstered with plaid-pattern embossed vinyl in four color choices. Matching rear seat is provided for Crew Cabs. Steel roof panel is painted exterior color. Black rubber floor mat extends to firewall. Padded armrests, 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, bright 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.



OPTIONS AVAILABLE

Gauges. Constant-reading voltmeter, oil pressure and engine temperature needle gauges replace standard warning light system.

Radios. AM and AM/FM pushbutton 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. Heavy-duty unit standard with 4-wheel drive.

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. 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 Turbo Hydra-matic or 4-speed manual transmission.



Tachometer. Large dial face registers RPMs, lets driver continually monitor V8 engine performance.

Delco Freedom batteries. Available auxiliary and heavy-duty batteries are completely sealed. They never need water, just routine checking of the built-in charge indicator. New design provides added reliability and longer service life.

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

Air conditioning. All Weather unit heats, cools and dehumidifies air for added cab comfort. New 7-position control has "economy" settings.

Speed and cruise control. Engages at a touch to maintain a preset speed for maximum fuel economy, disengages as soon as brake pedal is applied. Requires a V8 engine and Turbo Hydra-matic transmission.

Cargo area lamp. Lights pickup box for convenience in loading or unloading after dark. Switch is located on roof pillar.

Below Eyeline mirrors. Large reflective surface and extended mounting help provide increased rearward visibility. Mounted below eye level for improved side vision. Mirror heads pivot inward for added clearance. Available painted or in stainless steel.

Bucket seats. Full-foam bucket seats in buffalo-hide vinyl offer good vertical and lateral support for added comfort. Includes center console with generous stowage compartment; also color-keyed carpeting on floor and lower back panel and full-floor insulation when not otherwise furnished. Available for regular cabs with all trim levels.

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.

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.



New rear chromed step bumper.

Skid-resistant top surface plus recessed step aids loading and unloading over Fleetside tailgate. Bright chromed finish; also available painted for all pickups. Pre-drilled for trailer hitch ball, available in 1 7/8- and 2-inch sizes.

Deluxe chromed bumpers. Formed of heavy-gauge steel with resilient impact strips, deluxe chromed bumpers are available for front only or front and rear for improved appearance and protection. Chromed front bumper guards with rubber impact strips are available.



"Big Dooley." Dual rear wheels are available for Series 30 Fleetside and Chassis Cabs. They offer greater capacity for hauling large loads and, with Camper Special equipment, improved stability when carrying big slide-in campers.

Wheel covers and white-walls. Set of four stainless steel wheel covers suit single or dual rear wheel models. White-stripe or white-lettered tires with belted-ply or radial-ply construction available for Series 10 models.

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.



Series K20 Fleetside with fifth-wheel trailer.

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. (see chart at bottom of page).



Series 10 Fleetside with shell camper.

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, quick-

release tailgate (standard on Fleetsides, not available on Stepsides), and Camper Special nameplate. Also includes added capacity rear springs, fore and aft, attached to frame crossmember); Eliminator Pitch Package (two horizontal shock absorbers mounted between camper overhang and front fenders); rear stabilizer (standard on Series 30 with dual rear wheels). Available for cab-over campers on Fleetside models only.



Series 30 Fleetside with cab-over camper.

Deluxe Camper Special Package includes all Camper Special equipment, plus these additions: Camper Tie-Down Package (two pairs located

DRIVELINE COMBINATIONS FOR "TRAILERING SPECIAL" PACKAGES

†GCWR in pounds by axle ratio	6500	7000	7500	8000	8500	9500	10,500	11,000	11,500	12,500	13,500	14,500	17,000
Engine: 350-2 V8	C10▲	3.40	3.73										
350-4 V8	C-K10			3.07	3.40*	3.73♦	4.11						
	C-K20					3.73	4.10		4.56				
	C30					3.73	4.10						
400-4 V8	K10				3.07		3.73		4.11				
	K20								4.10				
454-4 V8	C10▲							3.07		3.40	3.73		
	C20								3.21		3.73	4.10	4.56
	C30										3.73	4.10	
Transmission	All	Turbo Hydra-matic (all engines) or 4-Speed (350-4 V8 only)											
Tires, Front & Rear	C-K10	L78-15B											
	C-K20	8.75-16.5C											
	C30	8.75-16.5C											
GCW Shown on Trailering Special Nameplate	Not Available	8000		10,000		13,000		14,000		15,000			

♦ 350-4 V8 with Turbo Hydra-matic and 3.73 ratio not available on pickups under 6001-lbs GVWR in California.

▲ NOT AVAILABLE IN CALIFORNIA. *Not available on K models.

†GCWR: Gross combined weight rating of vehicle, trailer, cargo and occupants.



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 to 5600	6050 to 6200	6200	6400 to 8200	7500 to 8200	8200	6800 to 8400	6600 to 10,000	9000 to 10,000	9000 to 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	*1900 **1750	2000	2000
	Avail Spring Capacity (lb)	1625	—	1900	1750, ‡1900	1900	1900	1900	1750, ‡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	5700	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
		3.73▲	3.73	4.11	4.10	4.56	4.56		4.56	4.56	4.56
		4.11	4.11		4.58						
	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	3750
	Std Shock Absorbers	1" dia	1" dia	1" dia	1" dia	1" dia	1" dia	1" dia	1.38" dia	1.38" dia	1.38" dia
BRAKES	Disc/Drum	Manual	Power	Power	Power	Power	Power	Power	Power	Power	Power
ELECTRICAL	Battery (watts)	*2500, **3200				3200	3200	3200	3200	3200	3200
	Generator (amp)	37	37	37	37	37	37	37	37	37	37
FUEL TANK (gal)	Std	†16/20	†16/20	16/20	20	20	20	20	20	20	20
NOM. CAPACITY	Avail (aux)	†16/20	†16/20	16/20	20	20	20	20	20	20	20
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▲	4-Spd	4-Spd	4-Spd	4-Spd	Turbo	4-Spd	Turbo	Turbo	Turbo
		Turbo H	Turbo H	Turbo H	Turbo H	Turbo H	Hyd	Turbo H	Hyd	Hyd	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	L78-15B	8.75-16.5C	8.75-16.5 (F)C;(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. †16 gallon tank on 117.5" WB models. ★292-1 6 cylinder offered in California only. Tire load range—B(4PR), C(6PR), D(8PR), E(10PR). ‡Available with V8 engines only. ▲Available with 6-cylinder engines only. ▲NOT AVAILABLE IN CALIFORNIA.

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