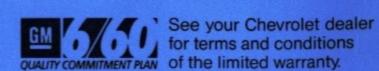
FULL-SIZE PICKUP 1988 CHEVY TRUCKS



Best-backed Chevys ever. Every new light-duty Chevy truck is now backed by 6-year/60,000-mile powertrain warranty protection and 6-year/100,000-mile outer-body rust-through protection. Solid proof of the confidence we have in the quality built into every new Chevy light-duty truck.



THE NEW 1988 FULL-SIZE CHEVY PICKUP. The hardest-working pickup in Chevy history. With power steering, power brakes and a 5-speed manual transmission—all standard. Plus a new rear-wheel anti-lock brake system, improved resistance to rust formation, an aggressive yet stylish stance—and all the toughness and reliability you demand from a Chevy truck.

ENGINEERING AND MANUFACTURING

- 2 A REVOLUTION IN DESIGN AND MANUFACTURING. Computer-aided design, robotics, machine vision—the latest in advanced technology—help ensure that every new Chevy Pickup is solid, rugged and accurately built.
- 3 SETTING THE PACE FOR CHASSIS ENGINEERING. New chassis systems, like 2WD and 4x4 independent front suspensions and rearwheel anti-lock braking, make the new Chevy a truck that really works.
- 8 A MASTERPIECE OF EFFICIENCY. From aerodynamic design to the management of space in the roomy cab.

TRIM LEVELS

- 10 CHEYENNE. A new value standard.
- 12 SCOTTSDALE. Optional comfort in the new full-size truck.
- 14 SILVERADO. The Chevy Pickup that's tough and plush.

SPECIAL MODEL CHOICES

- SPORTSIDE. A brand-new stylish stepside pickup model with cargo box side panels of fiberglass.
- 20 EXTENDED CAB. A brand-new Chevy truck with optional sixpassenger seating in the stretched-out cab.
- **4-WHEEL DRIVE.** Featuring the new Insta-Trac 4x4 system for shift-on-the-fly traction from 2WD to 4x4 High.

FEATURES AND OPTIONS

- 26 CAPABILITIES. Numerous ways to adapt a Full-Size Chevy Pickup to your exact requirements—payloads, trailering, Big Dooley and more.
- 28 STANDARD FEATURES. A generous list of standards makes this pickup a real value.
- **30 OPTIONAL EQUIPMENT.** Have fun! You can outfit your new Chevy Pickup exactly the way you want.
- 32 ENGINES. Five different engines let you match the powerplant and the size of your truck.
- 33 SPECIFICATIONS
- 34 DIMENSIONS
- 35 COLORS AND TRIMS
- 36 TRAILERING
- 37 ADDITIONAL INFORMATION

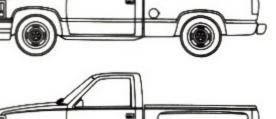
Shown on cover: C1500 in Quicksilver Metallic with optional Scottsdale trim. Tires supplied by various manufacturers.

MODEL CHOICES

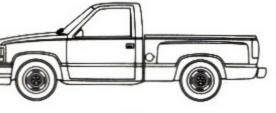
The new Full-Size Chevy Pickup is available in 28 different pickup models (16 gas, 12 diesel) and 8 chassis-cab models (4 gas, 4 diesel) with a wide choice of payloads. Payload choices start at 1494 lbs. in the short-wheelbase truck and extend all the way to 5390 lbs. in the 1-ton Big Dooley. (Payloads include passengers, equipment and cargo.)

All models are built on these basics: 1/2-, 3/4-, 1-ton series (designated 1500, 2500, 3500 in copy, charts and insignia) and 2WD and 4x4 (designated C and K). The available configurations, including options, are shown below.

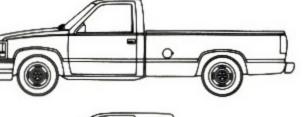
Short wheelbase with 6½-ft. Fleetside box. Available C/K1500 Series only.



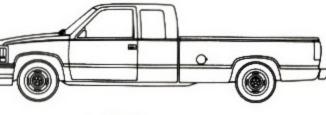
Short wheelbase with 6½-ft. Sportside box. Available C/K1500 Series only.



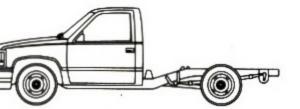
Long wheelbase features an 8-ft. Fleetside box. Available all series.



New Extended Cab with a full 8-ft. Fleetside box. Available all series.

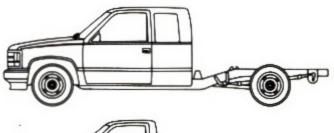


Chassis-Cab lets you add the body of your choice. Available C/K3500 with 56" CA only.

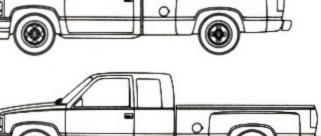


New Extended Chassis-Cab.

Available C/K3500 with 56" CA enly.

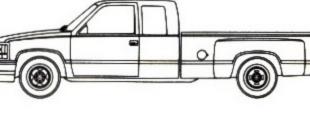


Big Dooley option adds dual rear wheels for large loads. Available C3500 Pickup only.



option gives you the maximum new Full-Size Chevy Pickup.

Available C3500 only.



A REVOLUTION IN

The brand-new 1988 Full-Size Chevy Pickup is designed to be a high-quality work truck. This vehicle is built with some of the most advanced technology available to the automotive industry. For a very-old-fashioned reason: to produce a solid, reliable full-size pickup that fits precisely, rides quietly, works hard for you in every way.

The Latest in High Technology. Precision in design, manufacture and assembly is the key to producing this rugged pickup. And it's the application of advanced technology that makes such a precisely engineered product possible. Computers aid in the design of most components and systems. Computer modeling allows vehicles to be tested under the varying load



Robotic welding of the frame is fast and accurate

conditions. Computers help determine the aerodynamically functional shape of the sheet metal. Computers accurately transfer data from design specifications to the tooling that actually guides manufacture of parts and systems. To help ensure continued accuracy during assembly, robots are used extensively, especially in areas like welding and painting where consistency is crucial.

But the best way to understand the new Chevy Pickup is to "build" one. Let's start here with the frame of the vehicle, then add suspension systems (pages 3-6) and, finally, sheet metal (pages 8-9). By the time you finish this section of the book, you'll see how precision design and build produce a rugged, hardworking Chevy truck.

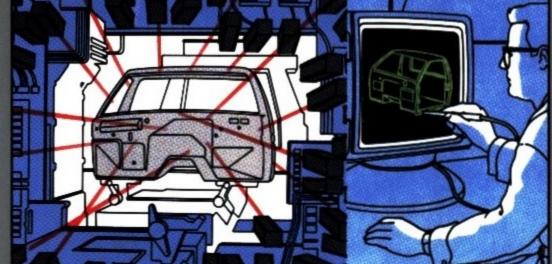
DESIGN AND MANUFACTURE.

Tough New Boxed Front Frame. The totally new frame of the Chevy Pickup is a semi-perimeter design. The tapered shape, plus the boxed front, makes this channel beam frame especially sturdy in the front end, where extra support is needed for the engine and front suspension.

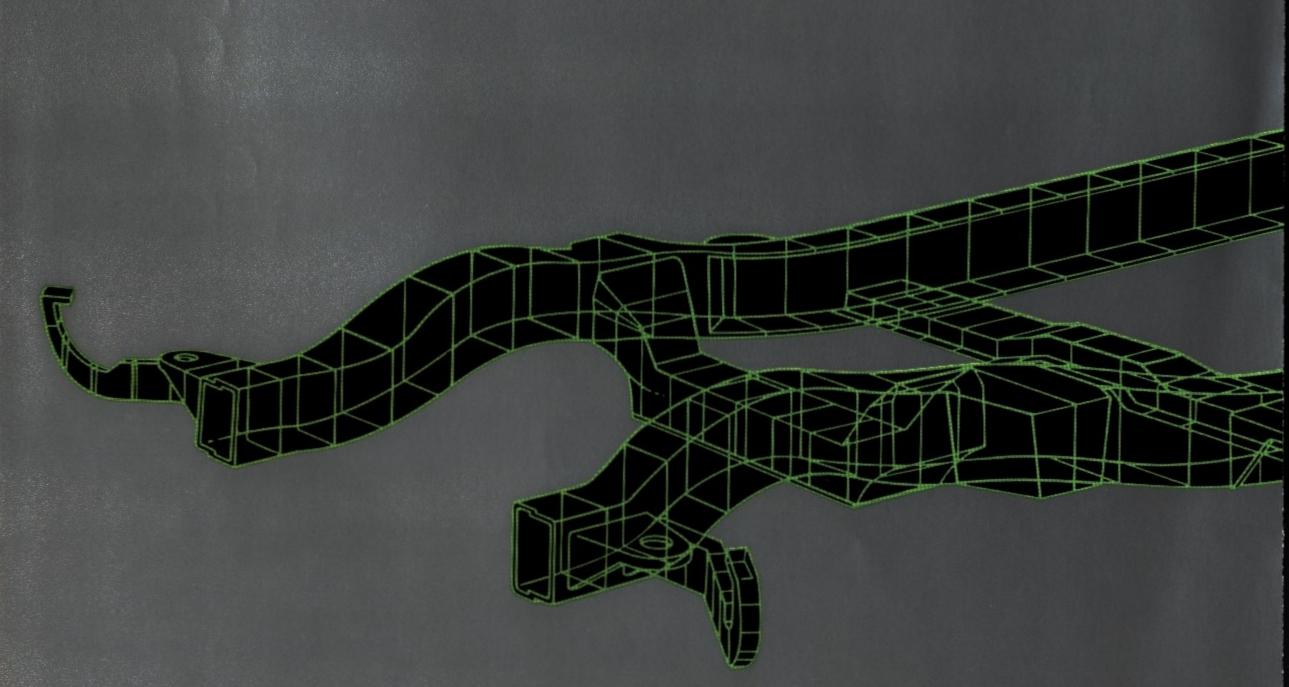
Robots weld most of the pieces of this frame together, making it strong and durable. Then, the frame is immersed in hot wax to help protect it against corrosion.

The cab superstructure is welded separately. Once assembled, each "birdcage" is 100% inspected, using a process called machine vision, a dimensional verification system that compares actual product with computer specifications. This vision system uses laser cameras to record hundreds of images of the cab from virtually every angle. Any significant deviations are immediately corrected.

That's the kind of exact compliance with design intent that characterizes every inch of this brand-new Chevy truck.

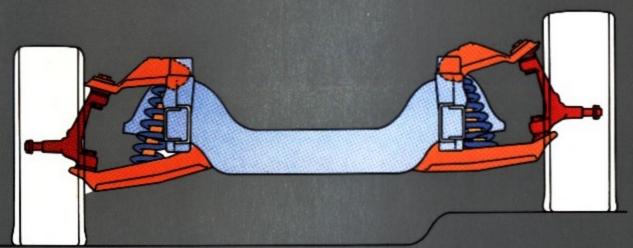


Machine vision uses laser cameras to inspect every birdcage for compliance with design specifications.





such a tough, determined pickup. Many of these chassis 32 for details on this engine and optional powerplants available systems are totally new and made specifically for use in this in new Full-Size Chevy Pickups. vehicle. Computer-aided design ensures that each component POWER STEERING. Integral variexactly fulfills its assigned function. Computer-aided manufac- able-ratio power steering is standar ture and assembly helps ensure that components are built equipment on all models. The steel accurately and fit together precisely, resulting in a vehicle that ing wheel and steering column are



2WD INDEPENDENT FRONT SUSPENSION. Consisting wheels. If the rear wheels spin of unequal length upper and lower control arms and shock down too quickly, the computer absorbers mounted inside the coil springs, this system lets regulates rear brake line preseach front wheel work independently of the other. By allowing sure through a set of control ndividualized reaction to road surfaces, the ride is smooth; valves. By regulating brake line

ELECTRONIC FUEL INJECTION. All gasoline engines, face. As a result, the truck maincluding the 4.3 Liter Vortec V6 shown here, feature Elec- tains its directional stability

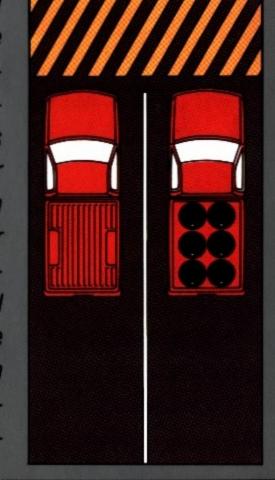


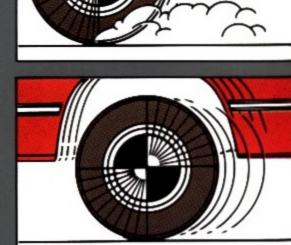
smooth performance. A 2WD only.) altitude and atmospheric ditions. The Vortec is ndard in gas engine 1500 nd 2500 Series (5.7 Liter 8 standard in 3500 Series) and it's the most powerful

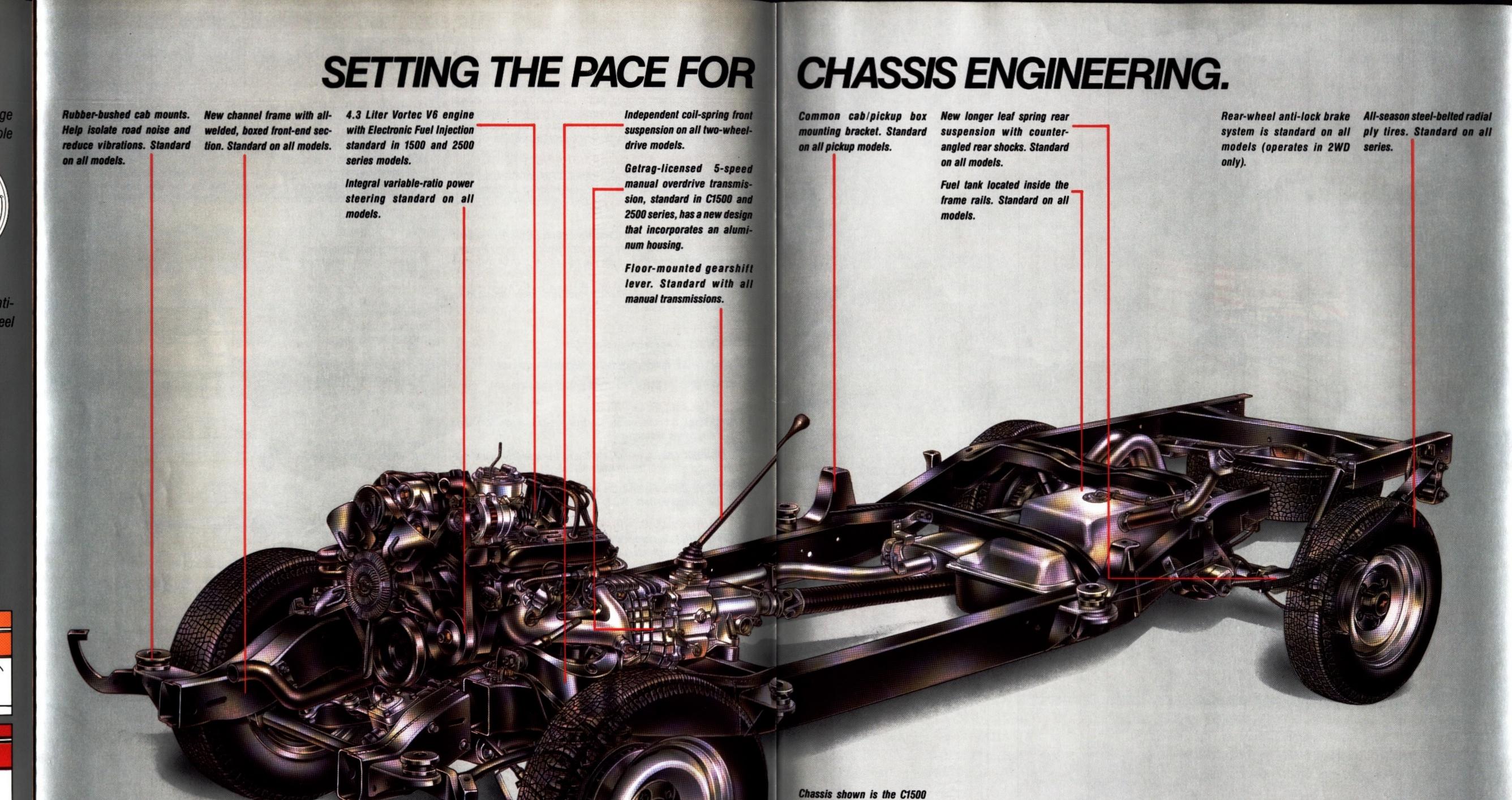
Here are the components that make the new Full-Size Chevy standard engine available in any 1/2-ton 2WD pickup. See page

ing linkages are designed to accommoda

rolling contact with the road surtronic Fuel Injection. EFI even during hard braking helps deliver easy starts and (Anti-lock brakes function in







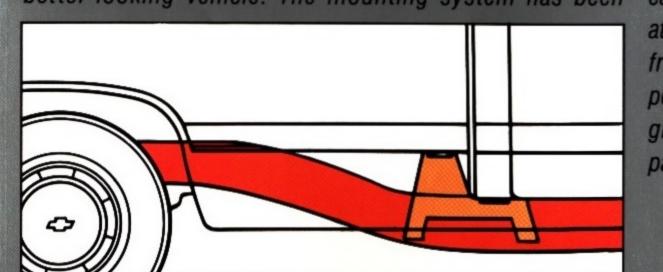
series. All items on these four

pages are standard (except 4x4) unless otherwise noted.

POWER BRAKES. A power front disc/rear drum brake system is standard on all models. The master cylinder on 1500 and 2500 Series trucks is a new design that responds quickly to brake pedal input. Brake lines are Zincroterne®-coated for

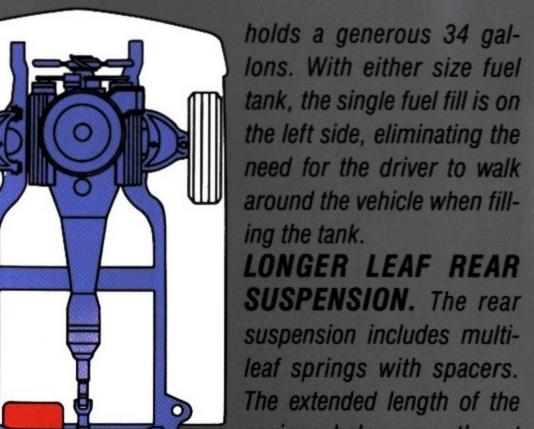
5-SPEED MANUAL TRANSMISSION. The 5-speed nanual overdrive transmission is a new design that on C/K1500 and C/K2500 mode and a 4-speed manual with

-speed automatic and a 4-speed automatic wit



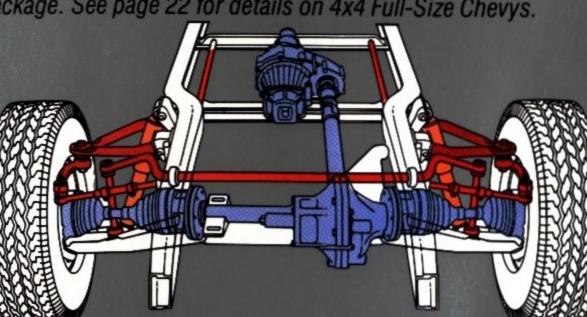
noroughly tested under both computer-simulated and actual conditions to assure durability, even under extreme loads.

FUEL TANK. The fuel tank for both gas and diesel models is located inside the frame rails. A plastic shield on the lower half of the tank helps protect it against impact from small rocks and stones. A 25-gallon tank is standard; the optional fuel tank



STA-TRAC SHIFT-ON-

ackage. See page 22 for details on 4x4 Full-Size Chevys.



A MASTERPIECE OF EFFICIENCY-THE NEW FULL-SIZE CHEVY PICKUP.

Nothing works like the Full-Size Chevy Pickup-especially when it comes to the management of air flow around the vehicle, the control of corrosion and the allocation of space inside. EFFICIENT, NEW AERODYNAMIC SHAPE. The lines of the new pickup are attractive and shaped by principles of aerodynamics. Smooth lines and rounded contours, refined in extensive wind tunnel testing, allow the vehicle to glide through the air with reduced wind drag. In other

words, it takes less energy to move the truck.

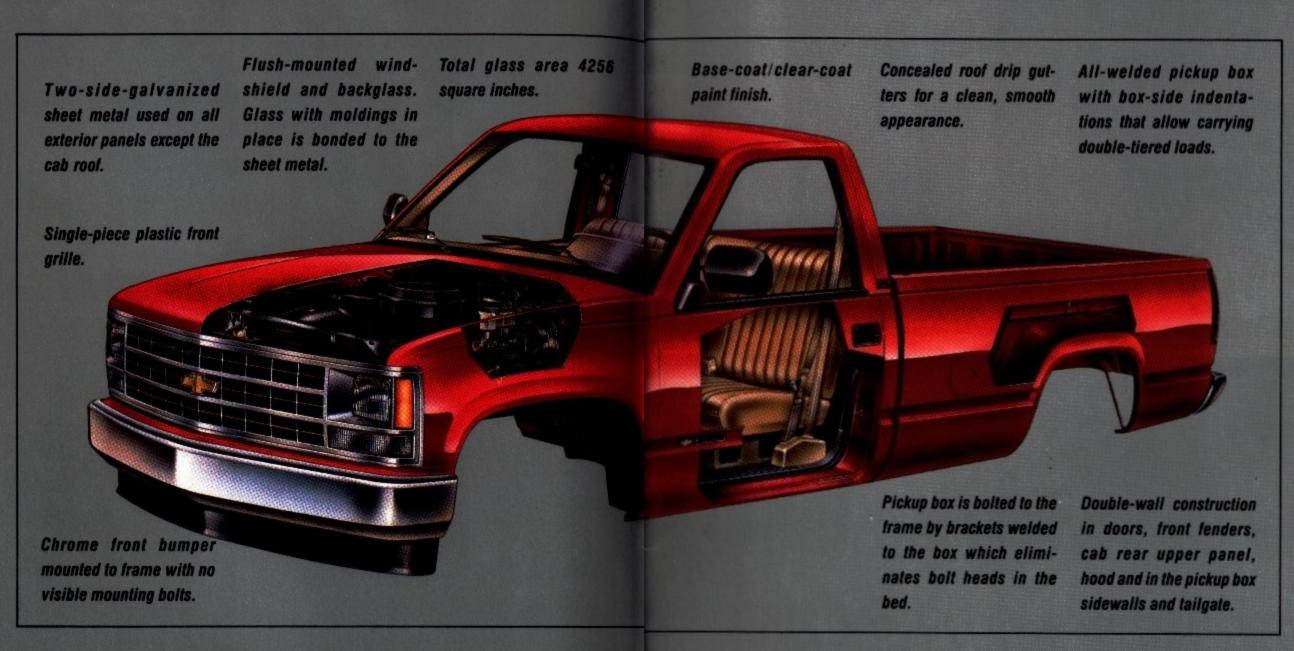
The pickup is built with precision-stamped sheet metal pieces, to help assure tight fits and to minimize rattles and squeaks. Plus, there are no visible mounting bolts on the front bumper to disrupt the clean appearance.

FLUSH SURFACES, MORE GLASS. Windshield and back- den; both help minimize glass surfaces are bonded with moldings in place to the sheet metal. Flush surfaces that are aerodynamically functional are intrusion of rain into the the result. Placement of glass has been carefully determined

to yield a maximum field of welded on, not bolted. the backglass is angled and curved close the doors every year.

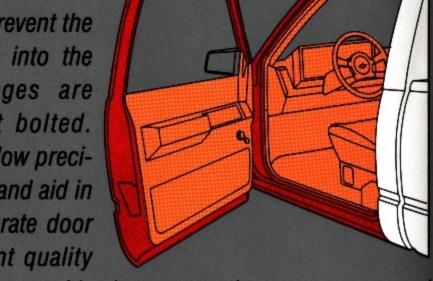
square inches. Coupled with a wiper pattern and mechanism that cleans most of the windshield, the new Chevy Pickup really lets you see what's going on around you in a big, new way.

LARGE, EASY-ACCESS DOORS. The wide doors extend upward into the roof line and downward nearly to the bottom of the rocker panels. Low step-up height and high head room



make getting in and out easy. Doors fit snugly and seal tightly,

and drip gutters are hidwind noise and prevent the cab. Door hinges are vision. The windshield Welded hinges allow precicurves upward into sion placements and aid in the cab roof line; maintaining accurate door large side windows fits, an important quality



allow impressive visibility; feature when you consider how many times you open and

to help prevent reflections. Total glass area is a whopping 4256 TWO-SIDE-GALVANIZED STEEL. All exterior sheet metal is



the steel with zinc. The higher the use of zinc-coated galvanized steel, the fewer opportunities there are for corrosion to mar the appearance of your new Chevy truck.

SEVEN-LAYER FINISH. The process includes a glossy final clear coat and helps keep the new Chevy Pickup looking fresh for years.

Sheet metal steel is closely monitored to control quality.

Steel is galvanized to resist corrosion.

Zinc phosphate coating forms a bond between sheet metal and paint.

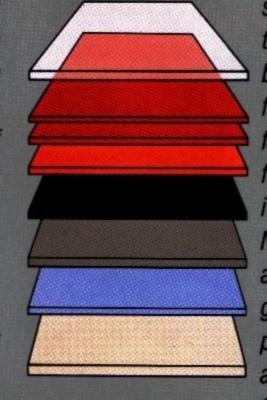
The entire truck is immersed in an electrically charged ELPO primer.

☐ An anti-chip plastic coating is applied to lower panels for protection against stone and gravel chips.

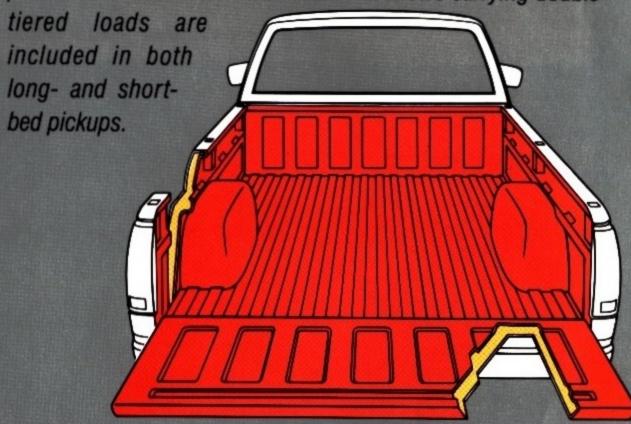
The first coat of color is applied in a dustfree clean room.

A second coat of paint, also applied in an enclosed module, follows.

A final clear coat adds a deep wet-look shine that resists fading. Advanced technology is used throughout the finish process. 100% robotic application of paints helps ensure that fluids are applied evenly over the entire surface of the vehicle.



ALL-WELDED FLEETSIDE BOX. All major interior and exterior box panels are two-side-galvanized steel. Double-wall construction absorbs dings inside the box without damaging outer appearance. Box sections are welded together and mounted to the frame by brackets welded to the box. There are no exposed rivets or bolts in the bed to damage cargo. More than four feet between wheel wells lets a sheet of plywood rest flat. Stake pockets and a box-side indentation that allows carrying double-



BIG, COMFORTABLE CAB. This is where the Chevy Pickup's ability to use space efficiently really stands out-in the cab. The regular cab is the longest ever in a full-size Chevy Pickup, with more room for driver and passengers to stretch out and ride in style. The broad bench seat is set at an angle that is comfortable; the seat-back folds forward to allow items to be stored securely behind. Acoustical insulation provides superior in-cab isolation

from engine and road noise. Cab fasteners are hidden or carefully fitted for a smooth interior appearance. New anti-theft door locks are sliding levers integrated into door trim panels. Three trim levels are available (see pages 10-17 for details) so you



can select the interior that fits your pickup needs.



STANDARD INTERIOR

Cheyenne's cab delivers everything you require in a full-size truck interior: easy entry, easy exit, room for three across and durable materials throughout. Standard items include:

- A wide foam-cushioned allvinyl bench seat with folding backrest.
- A choice of five interior cable to rattle or break).
- Color-keyed molded door trim panels with integral armrests.
- Substantial leg and shoulder

Standard Cheyenne interior.

room for everyone on board.

- Broad glass area for excellent all-around visibility.
- Wide doors with a low step-

CONVENIENCE FEATURES

- Precise electronic controls for optional air conditioning.
- Side-window defoggers.
- Electronic speedometer (no
- Dome lamp.

up height.

■ Glove compartment with latched door and beverage holder provisions.

Introducing a new value standard in full-size work trucks, the new Chevy Cheyenne. Within Cheyenne's new aerodynamic shape are features you might not expect to find on a base pickup.

STANDARD EQUIPMENT

- A 4.3 Liter Vortec V6 with Electronic Fuel Injection, standard in 1500 and 2500 trucks. A 5.7 Liter V8 with EFI is standard in the 3500 Series.
- Diesel power available in the 1500 (long-wheelbase only), 2500 and 3500 Series (not available in 1500 or 2500 in California).
- Floor-mounted manual transmissions. (See page 33 for details.)
- Power steering.
- Power front disc/rear drum brakes.
- Rear-wheel anti-lock brake system (operates in 2WD only).
- All-season steel-belted radial tires.

STANDARD EXTERIOR

- Chrome front bumper.
- Black wheel hub covers.
- Black aero-style outside mirrors (LH and RH).
- "Cheyenne" designation on rear cab side pillars.

C2500 in Flame Red with standard Cheyenne trim.

A big step up from Cheyenne, Scottsdale is Chevy's sensible blend of function and form. If you're looking for handy appointments in a hardworking pickup, Scottsdale is the truck Chevy designed for you.

SCOTTSDALE EXTERIOR

Scottsdale exterior trim features all Cheyenne trim items

- Black body-side and wheelopening moldings.
- Chrome front bumper with black rub strip.
- "Scottsdale" identification on rear cab side pillars.
- "Chevrolet" block lettering decal on tailgate.

SCOTTSDALE INTERIOR

This appealing interior trim, in addition to or in place of Cheyenne trim, includes the following:

- Standard cloth bench seat with folding backrest in Gray, Blue, Beige, Garnet or Saddle.
- Optional Custom Vinyl bench seat with folding back-
- Optional Custom Vinyl lowback bucket seats with folding backrests.
- Extra in-cab insulation.
- Grained plastic interior door panels with soft-vinyl upper trim, integral armrests, map pockets and "Scottsdale" identification.
- Color-keyed rubber floor covering mats.
- Full-length cloth headliner.
- Left-hand/right-hand coat hooks.
- "Scottsdale" identification on door trim panels.



trim and optional conventional two-tone in Adobe Gold Metallic and Spice Brown Metallic. Tires supplied by various manufacturers.



Optional Scottsdale cloth trim.

Silverado is the fullest expression of the new Full-Size Chevy Pickup. Like the other full-size Chevys, this is a lean, mean full-size working machine, from the muscular front-end design to the clean tailgate treatment. But inside, the Silverado accent is very heavy on luxury, and Silverado is strictly top-of-the-line.

SILVERADO EXTERIOR FEATURES

The look is all new. Very aero. Extremely well dressed. Focal point of Silverado style is the Deluxe front-end appearance, with quad headlamps neatly integrated into a striking two-tiered grille. The complete list of exterior features identifying Silverado as Chevy's finest includes all Scottsdale trim items plus:

- Deluxe front-end appearance with dark argent grille and quad rectangular halogen headlamps. ■ Deluxe bright-accented front
- bumper rub strip.
 Bright-accented wheel-
- opening moldings.
 Deluxe tailgate trim with
 "Charrelet" letters over bright
- "Chevrolet" letters over bright aluminum applique.
- Special "Silverado" identification on cab side back pillars. Silverado is certainly exciting to look at. Now, turn the page and take a look inside...

C1500 with optional Silverado trim, optional conventional two-tone in Brandywine Metallic and Quicksilver Metallic, and optional styled wheels.

Welcome to the most comfort- armrests, map pockets, door able Chevy Pickup interior ever. Silverado comfort starts with a foam-cushioned seat, Custom 4-spoke steering wheel and color-keyed wall-to-

Carpeted cab back panel wall carpeting.

Of course, this is every inch a hardworking Full-Size Chevy Pickup. One that just happens to wear the Silverado badge.

SPECIAL SILVERADO INTERIOR FEATURES

Silverado includes the following features in addition to or in place of Scottsdale items:

- Custom Vinyl seat trim in Gray, Blue, Beige, Garnet or Saddle.
- Or choose Custom Cloth seat trim (available at no extra cost).
- Soft-vinyl two-tone door trim panels with integral

closing assist straps and Silverado identification.

- Carpeted cowl kick panel with insulator.
- insulator. Color-keyed cloth headliner.
- Cloth-covered sunshades with left-hand storage strap and right-hand vanity mirror.

The instrument panel puts everything right where you need it, from stalk-mounted wiper and headlamp controls adjacent to the steering wheel, to the full gage package. Specific features include:

■ Full instrumentation, including voltmeter, temperature and oil pressure gages.

Other options that help make the Silverado interior such an inviting environment include a wide choice of Delco sound systems, Comfortilt steering wheel, electronic speed control, intermittent wipers and rear window defogger.

The Silverado interior... proof that a Chevy truck can be as formal as you want it to be.

NEW HIGH-TECH SEAT CONSTRUCTION

Silverado's new formed seat construction* is a one-step fabrication process. The frame, foam cushion and seat trim are actually bonded together under heat. Since excess fabric and internal fasteners are eliminated, seats won't bunch up or sag. As a result, seats made in this manner are compact, stylish and-most important of all-comfortable, because they're sculpted to the human

*Available with Custom Cloth trim only.





It's new. And yet, in terms of tradition and classic styling, it's a vintage stepside pickup.

Announcing the Chevy Sportside: a brand-new shortwheelbase pickup with 61/2-ft.- of-the-line Silverado trim. long cargo box. A pickup as well-engineered as any other Chevy pickup, yet one which stepside form.

either a two- or four-wheeldrive 1500 Series pickup and can also be ordered with Cheyenne, Scottsdale or top-

high-tech, as comfortable, as ordered with most performance, appearance and convenience options. All of which sets itself apart with distinctive makes it very easy to tailor this "cult truck" to the point where tion.

Sportside is available as it is definitely your truck.

features of Sportside include:

- Cargo box outer side panels ate latch. of fiberglass.
- Two-side-galvanized, high-Sportside can also be strength/low-alloy (HSLA) steel in cargo box platform panels. panel, front end panel, all sills and the tailgate, for corrosion protection and weight reduc- side stylishness.

■ The tailgate has double-wall Construction and design steel, hemmed construction and features an easy-to-oper-

> ■ Running board steps in front of and in back of the rear fenders are integrated into outer

> Sportside. As new as 1988, yet as old as the appeal of step-

C1500 Sportside with conventional two-tone in Brandywine Metallic and Quicksilver Metallic, plus optional Silverado trim. Tires supplied by various manufacturers.

K1500 Sportside in Sable Black Metallic.





C1500 Fleetside Extended Cab with optional Silverado trim and special two-tone in Iced Blue Metallic and Quicksilver Metallic.



Extended Cab shown with optional Silverado trim and optional rear bench.



Introducing the first full-size Extended Cab Pickup from Chevy. A brand-new truck that gives you exactly what the name promises: big, flexible usable space in the stretchedout cab. Plus the full-size capacity of an eight-foot box outside.

The look is contemporary. The engineering is new. Visibility is impressive all around. And this truck is only 24 inches longer than a regular-cab fullsize pickup. Best of all, the new Chevy Extended Cab is a model of real versatility.

ROOM INSIDE AND OUT

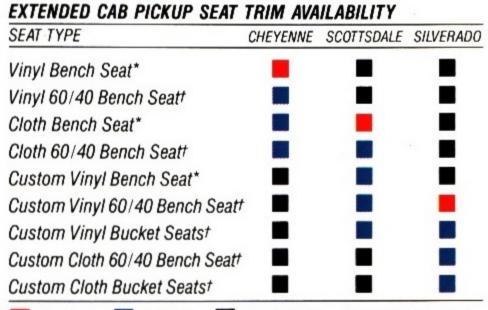
- A three-passenger front bench in vinyl with forwardfolding backrest is standard.
- Optional front seating includes a 60/40 split bench or contoured buckets. These seats are only available with the optional rear seat.
- The optional rear seat is a true, full-width, forward-facing bench for three adult passengers.
- The 60/40 split bench and the rear bench combined provide seating for six. The front buckets and rear bench combined provide seating for five. ■ There's plenty of room for
- secure in-cab storage with the optional rear seat folded, and space for up to 40.5 cu. ft. of gear without rear seat.

- Leg room for rear seat passengers is a stretch-out 32.1
- The back section of the cab roof doesn't slope downward. so ample head room is assured.
- Full cloth headliner with all levels of trim.
- Optional swing-out rear windows enhance comfort for second-seat passengers.
- Unlike smaller extended-cab trucks, this full-size Chevy features a full 8-foot pickup box. That's great news for 5th-wheel trailering enthusiasts and those with camper toppers and other equipment.

MODEL AND TRIM CHOICES

The Extended Cab is available as a 2WD or 4x4, in all three trim levels-practical Cheyenne, handsome Scottsdale and plush Silverado in a choice of three interior colors: Blue. Saddle or Garnet.

Chevy Extended Cab-it's a hardworking full-size pickup-and then some.



: Standard. : Optional. : Not Available. *Rear folding seat not available. †Requires rear folding seat.

The new 4x4 Full-Size Chevy (K Series) is exactly that-a pickup engineered for fourwheel driving. It's a truck designed to take the extra stresses and punishments four-wheeling places on a vehicle. With specifically engineered 4x4 systems like shift-on-the-fly Insta-Trac, the new torsion bar independent front suspension and a frame reinforced with an extra front cross member. The new 4x4 Chevy builds in another important attribute you might not expect to find in a vehicle of this rough-andready caliber-a smooth, comfortable ride.

The new 4x4 Full-Size Pickup is available in a wide range of model, series and payload* choices: new Extended Cab; 1500, 2500 or 3500 Series with GVWRs from 5600 to 8600 lbs.; and payloads ranging from 1383 to 3983 lbs.

*Payload includes passengers, equipment and cargo.



LIGHTED INSTA-TRAC CONSOLE

The Insta-Trac shifter is mounted in a lighted console that informs you at a glance of your driving mode. To engage 4x4 High, just pull the lever back while you keep on rolling. To tap into the gutsy tenacity of 4x4 Low, simply stop the truck, shift into Low and feel the 4x4 Chevy crawl up, over and away.

The descriptions and illustrations on these pages highlight specific engineering features of the new 4x4 Chevy. For ease of reading, illustrations, copy and engineering features are keyed by letters "A" through "G."

Whether you use your 4x4
Full-Size Chevy to pull you
through mud on the way to the
construction site or to carry
you off to a great weekend
escape—or both—this is one
4x4 that's built to stride over
just about everything in front
of it.

NEW SHIFT-ON-THE-FLY INSTA-TRAC 4X4

At the heart of the 4x4 Full-Size

chevy is a new Insta-Trac transfer case system that allows shifting from 2WD to 4x4 High and back without stopping, at any speed. The front-axle disconnect system locks front hubs automatically when you pull back on the single lever that engages four-wheel drive. The shifter, which is located in the center of the cab floor, connects directly to the transfer case, rather than

using cables. In 2WD, the

front-axle disconnect allows

front wheels to turn freely. In

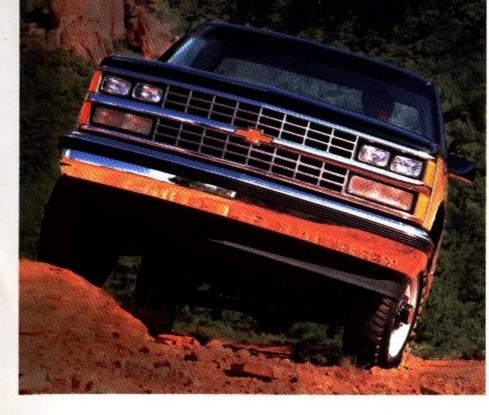
4x4, the transfer case splits

power and directs it equally to

front and rear wheels.



A new independent front suspension system allows each front wheel to react individually to road input. Upper control arms are a new wire-form design that's stronger and lighter in weight than previous components. Torsion bar springs and jounce bumpers connect to lower control arms. Torsion bars are computerselected to correspond precisely with pickup GVWR and balance with rear springs. Since each front wheel works independently of the other, bumps and ruts are no longer transferred from road surface throughout the entire cab. The result is improved ride quality, which is especially important when the going gets rough.



STRONG FRAME

To accommodate the added componentry necessary in a 4x4, the frame incorporates an extra front cross member under the transfer case.

D 16" WHEELS

All 4x4s include 16-inch wheels and tires as standard equipment. All-season steel-belted radials are featured on trucks.

EXTRA-LONG REAR LEAF SPRINGS

Rear springs in the 4x4 Chevy are a multi-layered leaf design.
These long springs absorb bumps and jolts effectively.

I HIGH GROUND CLEARANCE, LOW STEP-UP HEIGHT

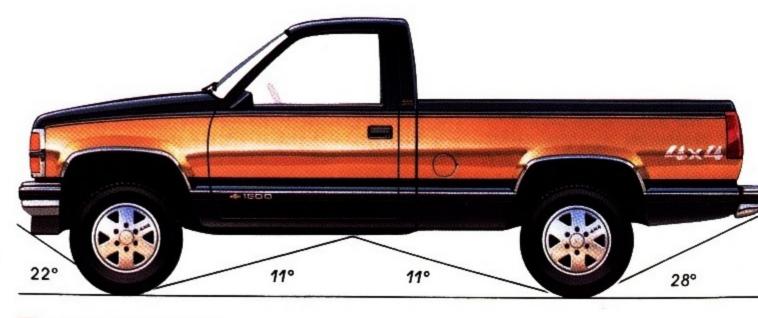
The new 4x4 Full-Size Chevy is so well engineered you get both high ground clearance and low step-up height. Doors that extend nearly to the bottom of the rocker panels help achieve the latter. The former is accomplished by tucking the differential as far as possible up under the truck. Clearance angles have also been carefully determined to yield big clearance in most types of terrain.

option. Anti-lock brakes function

in 2WD only.

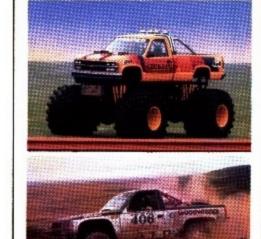


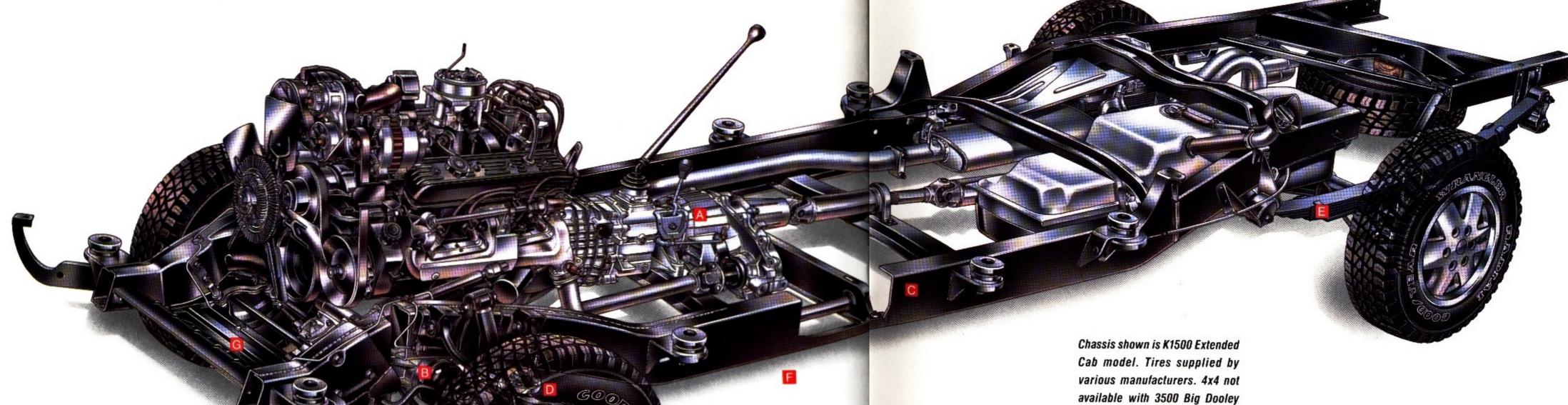
Beef up the 4x4 1500 Series even more with the addition of the optional Off-Road Chassis Package. Consisting of a front differential carrier, engine and transfer case shield plates, front stabilizer bar, Delco/Bilstein high-pressure gas shock absorbers and heavier front and rear suspension jounce bumpers, this package makes a tough truck even more determined in the rough.



FAR-OUT FOUR-WHEELING.

The newly styled body of the 1988 Chevy Silverado Full-Size Pickup adds a certain class to "TNT Stomper," a specially built 1400-HP, 6½-ton "monster truck" featuring a 468-cu.-in. Chevy V8 block and alcohol injection. A far less modified 1988 4x4 Chevy Full-Size Pickup, piloted by veteran off-roader Frank Arciero, is a major contender on the demanding SCORE/HDRA racing circuit.





One of the most outstanding features of the new Full-Size Chevy Pickup is its many capabilities. As stated earlier, the truck comes in 1/2-, 3/4and 1-ton series (designated 1500, 2500, and 3500) and as a two-wheel-drive or 4x4 (designated C or K). A variety of payloads is also available in each series. In fact, the new Chevy boasts one of the largest base payloads of any full-size pickup.

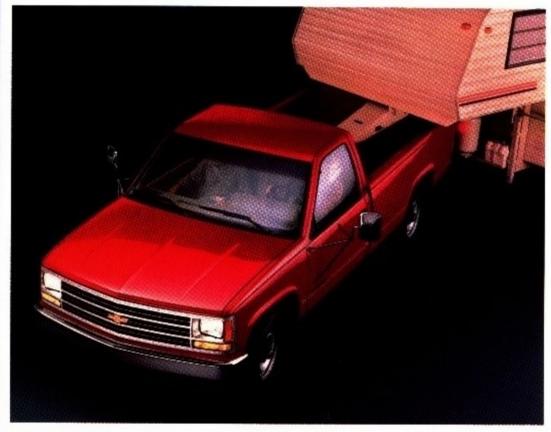
Plus, this is a pickup that adapts to a variety of specialized applications. Some, such as snowplowing, require special equipment and the purchase of required options. Your Chevy dealer has all the details.

But first, study these pages carefully. You'll see just how versatile and capable this truck really is.

CHEVROLET

Move up to 13,500 lbs.* with a properly equipped Full-Size Chevy Truck. See page 36 of this brochure and your dealer for requirements and details. Shown: C3500.

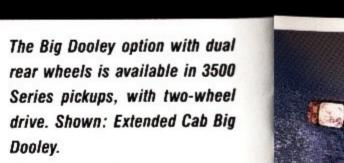
*Includes vehicle, trailer, pas-sengers, cargo and equipment.





Indentations in the box side walls allow you to double-deck loads.

C3500 Chassis-Cab. Specialized body equipment is available from various independent suppliers.



Move a mountain of snow with a properly equipped 4x4 Chevy. The snowplow is available from outside manufacturers. Shown: K2500 Scottsdale.





AVAILABLE SERIES, CAB TYPES, PAYLOADS*

| SERIES | WHEELBASE (in.) | REGULAR CAB GVWR (lbs.) | PAYLOAD RATING (lbs.)* | SERIES | WHEELBASE (in.) | GVWR (lbs.) | PAYLOAD RATING (lbs.) | | |
|----------------------------------|---|--|--|----------------------------------|------------------------------|-----------------------------|---------------------------|--|--|
| | TW | O-WHEEL-DRIVE PIC | KUPS | | TW0-V | VHEEL-DRIVE PIC | CKUPS | | |
| C1500 C1500 C2500 C3500 | 117.5 [†] 131.5 131.5 131.5** | 5200/5600 5200/5600/6100 7200 8600/10,000 | 1543/1920 1462/1839/2310 3323 4202/5222 | C1500 C1500 C2500 C3500 | 155.5 155.5 155.5 | 6200 7200 8600/10,000 | 2093 2968 3922/4942 | | |
| | TW0- | WHEEL-DRIVE CHASS | SIS-CAB | TWO-WHEEL-DRIVE CHASSIS-CAB | | | | | |
| C3500 | 131.5** | 8600/10,000 | 4569/5640 | C3500 | 155.5** | 8600/10,000 | 4288/5360 | | |
| | FOU | R-WHEEL-DRIVE PIC | KUPS | FOUR-WHEEL-DRIVE PICKUPS | | | | | |
| K1500 | 117.5 [†] | 5600 | 1506 | K1500 | _ | | | | |
| K1500 | 131.5 | 5600/6100 | 1424/1900 | K1500 | 155.5 | 6200/6600 | 1658/1982 | | |
| K2500 | 131.5 | 7200 | 2928 | K2500 | 155.5 | 7200 | 2612 | | |
| K3500 | 131.5 | 8600 | 3831 | K3500 | 155.5 | 8600 | 3542 | | |
| FOUR-WHEEL-DRIVE CHASSIS-CAB | | | | | FOUR-WHEEL-DRIVE CHASSIS-CAB | | | | |
| K3500 | 131.5 | 8600 | 4198 | K3500 | 155.5 | 8600 | 3907 | | |

*Payload with standard gasoline engine includes passengers, equipment and cargo. (Payloads with diesel engine models will be less.)
*Gasoline engine models only. **Dual rear wheels available.

The brand-new 1988 Full-Size Chevy Pickup is everything you expect a truck to be-tough, rugged, capable, comfortable and well equipped. On these pages, you'll find a complete listing of what comes standard with your new Chevy. You'll like what you see.

Note, too, that the standard 1988 Full-Size Chevy Pickup is carefully designed and built to INTERIOR resist corrosion, so the Armrests: RH and LH. application of additional rust-

Ashtray: Instrument panel. proofing is neither necessary

Coat Hooks: RH side (all fidence in its extensive anti- models). ranty which includes 6- trim same as seat trim. through protection. See your dealer for terms and conditions Floor Covering: Black rubber models). of the limited warranty.

Power brakes are standard on all Full-Size Chevy Pickups.



- nor required. Chevrolet's con- models) and LH (Extended Cab
- corrosion protection is Color: Painted areas same as reflected in a new-truck war- exterior primary color. Interior
- year/100,000-mile rust- Door Trim Panels: Colorkeyed molded plastic.
 - mats. ■ Glass: Tinted, all windows
 - (Extended Cab models only). ■ Headliner: Vinyl.
 - Heater and Defogger: Outside-air type with side window defoggers.
 - Hood Lock Release: Inside- Steering Wheel and operated.
 - Instruments:

Gages-Speedometer, odometer and fuel.

Switches-Lights, for interior, exterior and instrument panel. On steering column for direc- Sunshades: RH and LH tion signals, headlamp high/ low beam and windshield - Tools: Mechanical jack and washers/wipers. Hazard warning, heater fan and ignition with key-in warning buzzer.

■ Insulation and Sound-Dead- oil pressure, engine temand cab back panels.

The instrument panel features well-placed, easy-to-read gages.



- Lights: Instrument cluster and cab interior. Shift point indicator light with manual transmission and gas engine and 4x4 lighted display (on K
- Mirror: 10" day/night rear-
- Safety Belts: All seating positions.
- Seats: Foam-padded, fullwidth bench seat and folding backrest with vinyl trim.
- Column: 151/4" soft black plastic 4-spoke wheel with energyabsorbing column.
- Stowage Box: RH side of instrument panel (beverage holder on inside of door).
- color-keyed padded vinyl.
- wheel wrench stowed behind
- Warning Lights: Generator, ening Material: On dash panel, perature, safety belt, service/ under floor mats and in parking brake, direction/ Extended Cab on rear quarter hazard signal and high beams.



Fold the front seat forward for access to in-cab storage.

Power steering is standard on all models.





Black painted mirrors are located on both sides.

EXTERIOR

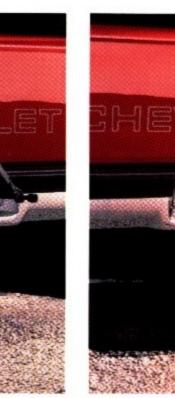
- Bumper: Front chromed.
- Grille: Molded plastic. painted argent.
- Horn: Single, electric; low-
- Hubcaps: Black plastic with gold bowtie on C models and "4x4" on K models.
- Lights: Backup lamps integral with tail lamps, two rectangular headlamps, plus front and rear direction and parking lamps. Front side marker lamps.
- Mirrors: RH and LH black adjustable.

■ Tailgate: Removable with

embossed Chevrolet lettering. ■ Wheels: Painted silver.

■ Windshield wipers and washers: Electric, two-speed.





A crank-down carrier, standard on 1500 models, stows the full-size spare tire under the bed of the truck. This feature is included with the optional spare tire on 2500 and 3500 trucks.



Outfitting your new Full-Size Chevy Pickup is a real pleasure, because there are so many fine options to choose from. The lists and photographs on these pages let you know what's available. Compare what's optional with what's standard and then decide how you want your truck equipped.

For information on optional engines and transmission, see page 32.

Comfortilt steering wheel makes getting in and out of the driver's

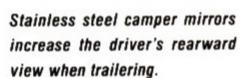






Electronic speed control and intermittent wipers are on the standard multi-function lever.

New formed Custom Cloth seats are a no-cost option with Silverado trim. Molding bonds the frame, foam cushion and trim fabric into a single unit that's sculpted to fit the human form. The bucket seats, shown here, are optional; a bench seat is standard with Silverado trim.







The Deluxe Front Appearance Group is included with the

Silverado package and available

as an extra-cost option with

Cheyenne and Scottsdale trim.

The bumper guard is optional

with all trim levels.





Controls for power win-

dows and door locks are

conveniently located on

the door panels.

Swing-out side windows are offered in Extended Cab pickups.

OPTIONAL EQUIPMENT AVAILABLE ON ALL PICKUP AND CHASSIS-CAB MODELS

- Air Cleaner, Precleaner
- Air Conditioning
- Auxiliary Lighting
- Batteries, Auxiliary,* Heavy-Duty
- Cargo Area Lamp
- Center Console (Bucket Seats only)
- Chromed Front Bumper with Rub Strip
- Cigarette Lighter
- Cold Climate Package
- Color-Keyed Floor Mats
- Deluxe Front Appearance
- Dome and Reading Light
- Dual Rear Wheels (3500 Series only)
- Electronic Speed Control
- Engine Block Heater*
- Folding Rear Seat (Extended Cab only)
- Front Bumper Guards
- Front Heater: Heavy-Duty
- Front Stabilizer Bar
- Front Tow Hooks, Two ■ Gages: Voltmeter, Temperature and Oil Pressure
- (Standard on Silverado) ■ Glass: Deep-Tinted (Extended
- Cab only)
- Halogen Headlamps
- Intermittent Windshield Wipers
- Locking Fuel Filler Cap
- Mirrors:
- Below Eyeline Painted Black Below Eyeline Stainless Steel Camper Stainless Steel
- Off-Road Skid Plate (4x4 Sliding Rear Window models)
- Operating Convenience Package (Power windows and locks)
- Radiators: Heavy-Duty:* Heavy-Duty and Transmission Oil Cooler
- Radio Equipment, Delco: AM Radio
- AM/FM Stereo Electronically Tuned Receiver (ETR™) Radio w/Seek and Scan AM/FM Stereo ETR Radio w/Seek and Scan and Digital Clock



AM/FM Stereo ETR Radio w/Seek and Scan and Stereo Cassette Tape Player

AM/FM Stereo ETR Radio w/Seek and Scan, Stereo Cassette Tape Player and Digital Clock

AM Stereo†/FM Stereo ETR Radio w/Seek and Scan. Stereo Cassette Tape Player, Graphic Equalizer and Digital

- Rear Axle Locking Differen-
- Cheyenne trim)
- Roof Marker Lights, Five
- Steering Wheels: Comfortilt
- only)
- Swing-Out Rear Quarter
- Trailer Wiring Harness, 7 Wire
- Wheel Trim Rings (Big Dooley only)
- Wheels: Rally (not available

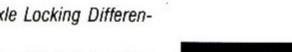


Swing-away Below Eyeline mirrors are available either in

with dual rear wheels)

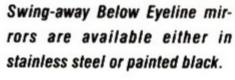
Cast-aluminum wheels.

Rally Wheels.



- Rear Window Defogger (NA with sliding window or

- Custom (Std. Silverado) Sport (Available Silverado
- Windows (Extended Cab only)
- Tinted Glass (Std. Extended Cab)
- Wheel Covers (NA Big Dooley)



*Gasoline engines only.

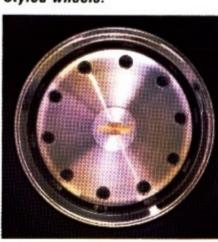
†Receives C-Quam® AM stereo broadcasts. Most AM stereo stations across the country broadcast in C-Quam but some do not. Check with your local stations for compatibility in your

OPTIONAL EQUIPMENT **AVAILABLE ON PICKUP**

- **MODELS ONLY** ■ Bumpers: Rear Step with Rub Strip; Painted Rear Step (NA Silverado)
- Camper Special Chassis



Styled wheels.



Full wheel covers.



Cargo box light and rear window

defogger are available as sepa-



(BAL)

Choose from six different sound systems, including the top-ofthe-line, full-feature AM Stereo/FM Stereo with Seek and Scan, auto reverse cassette tape player with Seek and Scan. graphic equalizer, digital clock and four electronically tuned speakers.

> Equipment (C/K2500 and 3500 Series)

- Heavy-Duty Shock Absorbers, Front and Rear
- Moldings:
 - Body Side and Wheel Opening-Black (Std. Scottsdale) Body Side and Wheel Opening-Bright (Std. Silverado)
- Off-Road Package (K1500 only)
- Spare Tire Carrier, Pickup-Box-Mounted
- Trailering Special Equip-
- Weight-Distributing Hitch
- Wheels: Cast Aluminum (C1500 Series only), Forged Aluminum (K1500 Series only), Styled (C/K1500 Series only)

At the heart of every new Full-Size Chevy Pickup is a gutsy powerplant. These engines are tough and ready to go the distance, yet they're technologically advanced at the same time. With features like:

- Electronic Fuel Injection on all gasoline engines, for easy starts and impressive drivability. An on-board computer actually fine-tunes the engine as you drive.
- Five-speed manual overdrive transmission standard in 1500 and 2500 Series pickups.
- Four-speed manual transmission with creeper low gear standard in 3500 Series trucks.
- Aggressive optional automatic transmissions: a 3speed automatic and 4-speed automatic with overdrive.
- Single serpentine engineaccessory belt that never needs adjustment.
- New, lightweight aluminum radiator.
- Simplified exhaust system.
- Clean, compact engine layout under the hood.

A wide range of engine choices, including a 6.2 Liter Diesel, lets you build a Full-Size Chevy Pickup suited to your specific needs.

A WORD ABOUT ENGINES

Chevrolets are equipped with engines produced by GM or suppliers to GM worldwide.

ENGINE SPECIFICATIONS

All Series 1500

All Series 3500

and 2500

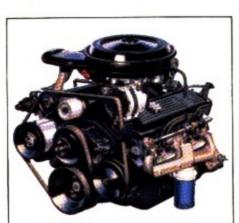
4.3 Vortec

Many technically advanced

features are built into the powerful Vortec V6, the most powerful standard engine you can get in a 1/2-ton 2WD truck. Swirl-port cylinder heads, Electronic Fuel Injection, electronic spark control, centralized spark plugs, even firing. The result is a 9.3:1 compression ratio, 160 SAE net horsepower, 235 SAE net lb.-ft. of torque. Standard in all 1500 and 2500 Chevy Pickups.



Swirl-port fuel induction, Electronic Fuel Injection and eight big cylinders make this engine a popular choice for powering the new Chevy Pickup. With electronic spark control to help eliminate spark knock and a high 9.3:1 compression ratio. Optional in 1500 and 2500 trucks. 175 SAE net horsepower, 270 SAE net lb.-ft. torque.



TRANSMISSIONS

| TYPE TRANSMISSION | MANU | JAL | AUTOMATIC | | | |
|-------------------|------------------------|---------------------|------------|---------------------|--|--|
| No. of Speeds | 5-0.D. | 4-Direct* | 3-Direct | 4-0.D. | | |
| Cast Material | Aluminum | Cast Iron | Aluminum | Aluminum | | |
| Availability-Std. | C/K1500 and C/K2500 | C/K3500 | _ | _ | | |
| −Opt. | _ | C/K1500 and 2500 | All Models | C/K1500 and 2500 | | |
| RATIO (to 1) | * | | | | | |
| 1st Gear | 4.01 | 6.55 | 2.48 | 3.06 | | |
| 2nd Gear | 2.32 | 3.58 | 1.48 | 1.63 | | |
| 3rd Gear | 1.40 | 1.70 | 1.00 | 1.00 | | |
| 4th Gear | 1.00 | 1.00 | _ | 0.70 | | |
| 5th Gear | 0.73 | _ | _ | _ | | |
| Reverse | 3.74 | 6.09 | 2.08 | 2.29 | | |

*With low ratio first gear.

LITER/CU. IN.

Engine Ordering Code

Bore & Stroke (in.)

Compression Ratio

Engine Ordering Code

Bore & Stroke (in.)

Compression Ratio

SAE Net Horsepower @ RPM

SAE Net Horsepower @ RPM SAE Net Torque (lb.-ft.) @ RPM

SAE Net Torque (lb.-ft.) @ RPM

5.7

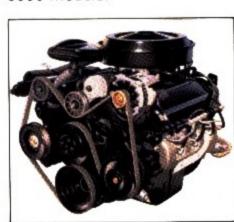
formance requirements, this is one of the most powerful engines available in a 1/2-ton pickup. With Electronic Fuel Injection, electronic spark control and 9.3:1 compression ratio. Optional in 1500 and 2500 Series: standard on 1-ton (3500) trucks. 210 SAE net horsepower and 300 SAE net torque in 1500, 2500 models. 185 SAE net horsepower, 295 net torque in 3500 models.

Rugged power for higher per-



7.4

Perfect for maximum loads and heavy towing, this is an awesome V8 with power and torque few engines can match. Compression ratio: 7.9:1. Horsepower 230 SAE net. Torque 385 lb.-ft. Optional in 3500 models.



The benefits of diesel power are available in all new Chevy fullsize trucks. This powerplant is designed especially for truck use and features a durable steel camshaft, nodular iron crankshaft, cast aluminum pistons and a glow plug starting system for fast cold-engine starts. Not available in California in 1500 or 2500 Series.



| 4.3 LITER VORTEC V6 | 5.0 LITER V8 w/EFI/ | 5.7 LITER V8 w/EFI/ | 7.4 LITER V8 w/EFI/ | 6.2 LITER V8 DIESE | L*/ |
|---------------------|---------------------|---|--|---|-------------|
| W/EFI/262 CU. IN. | 305 CU. IN. | 350 CU. IN. | 454 CU. IN. | 379 CU. IN. | |
| LB4 | L03 (A) | L05 (A) | Not Offered | LH6 (B) | LH6 (C) |
| 4.0 x 3.48 | 3.74 x 3.48 | 4.0 x 3.48 | | 3.98 x 3.82 | 3.98 x 3.82 |
| 9.3 to 1 | 9.2 to 1 | 9.3 to 1 | | 21.3 to 1 | 21.3 to 1 |
| 160 @ 4000 | 175 @ 4000 | 210 @ 4000 | | 126 @ 3600† | 140 @ 3600† |
| 235 @ 2400 | 270 @ 2400 | 300 @ 2800 | | 240 @ 2000† | 247 @ 2000† |
| Not Offered | Not Offered | L05 (A) 4.0 x 3.48 8.6 to 1 185 @ 4000 295 @ 2400 | L19 4.3 x 4.0 7.9 to 1 230 @ 3600 385 @ 1600 | LL4 3.98 x 3.82 21.3 to 1 143 @ 3600† 247 @ 2000† | |

*Diesel not available 1500 and 2500 Series in California. transmission. (C) With automatic transmission.

†1987 ratings. See your dealer for 1988 ratings.

(A) Produced in U.S. or Canada.

GASOLINE_2-WHEEL DRIVE

| GITTO E WITELE DI | | | | | | | |
|------------------------|--|---|---|---|---|--------------------------------|--------------------------------|
| SERIES | | C1500 | C1500 | C2500 | C2500 | C3500 | C3500 |
| Cab Type | | Conv. | Extended | Conv. | Extended | Conv. | Extended |
| GVW Rating (lb.) | | 5200/5600/ 6100 | 6200 | 7200 | 7200 | 8600/ 10,000 | 8600/ 10,000 |
| Engine-Liter (Cu. In.) | Standard Optional Optional | 4.3L (262) V6 5.0L (305) V8 5.7L (350) V8 | 4.3L (262) V6 5.0L (305) V8 5.7L (350) V8 | 4.3L (262) V6 5.0L (305) V8 5.7L (350) V8 | 4.3L (262) V6 5.0L (308) V8 5.7L (350) V8 | 5.7L (350) V8 7.4L (454) V8 | 5.7L (350) V8 7.4L (454) V8 |
| Front Suspension | Type Cap. (lb.) | 2950 | 3600 | Independent Coil 3150 | | 3800 | 3800 |
| Rear Suspension | Axle Type Cap. (lb.) | 3750 | 3750 | Semi-Floatin 4800 | | 6000 | 6000 |
| Brakes | Disc/Drum | Power | Power | Power | Power | Power | Power |
| Steering | Standard | Power | Power | Power | Power | Power | Power |
| Transmission | Standard Optional Optional Optional | 5-Sp. Man. O.D. 4-Sp. Man.† 3-Sp. Auto. 4-Sp. Auto. O.D. | 4-Sp. Man.† 3-Sp. Auto. | 4-Sp. Man.† 3-Sp. Auto. |
| Tire Size | Standard Optional | P205/75R-15 | P235/75R-15 | LT225/75R-16D Larger Size Tubeless and | LT225/75R-16D | LT245/75R-16E | LT245/75R-16E |

GASOLINE_4-WHEEL DRIVE

| SERIES | | K1500 | K1500 | K2500 | K2500 | K3500 | K3500 |
|------------------------|--|---|---|---|---|--------------------------------|--------------------------------|
| Cab Type | | Conv. | Extended | Conv. | Extended | Conv. | Extended |
| GVW Rating (lb.) | | 5600/6100 | 6200/6600 | 7200 | 7200 | 8600 | 8600 |
| Engine-Liter (Cu. In.) | Standard Optional Optional | 4.3L (262) V6 5.0L (305) V8 5.7L (350) V8 | 5.7L (350) V8 7.4L (454) V8 | 5.7L (350) V8 7.4L (454) V8 |
| Front Suspension | Type Cap. (lb.) | 3350/3450 | 3925 | Hypoid Driving Axle/Tors 3925 | | 4250 | 4250 |
| Rear Suspension | Axle Type Cap. (lb.) | 3750 | 3750 | Semi-Floatin 4800 | | 6000 | 6000 |
| Brakes | Disc/Drum | Power | Power | Power | Power | Power | Power |
| Steering | Standard | Power | Power | Power | Power | Power | Power |
| Transmission | Standard Optional Optional Optional | 5-Sp. Man. 0.D. 4-Sp. Man.† 3-Sp. Auto. 4-Sp. Auto. 0.D. | 5-Sp. Man. O.D. 4-Sp. Man.† 3-Sp. Auto. 4-Sp. Auto. O.D. | 5-Sp. Man. O.D. 4-Sp. Man.† 3-Sp. Auto. 4-Sp. Auto. O.D. | 5-Sp. Man. O.D. 4-Sp. Man.† 3-Sp. Auto. 4-Sp. Auto. O.D. | 4-Sp. Man.† 3-Sp. Auto. | 4-Sp. Man.† 3-Sp. Auto. |
| Transfer Case | | Conventional NP 241 | Conventional NP 241 | Conventional NP 241 | Conventional NP 241 | Conventional NP 241 | Conventional NP 241 |
| Tire Size | Standard Optional | LT225/75R-16C | LT245/75R-16C | LT225/75R-16D Larger Size Tubeless and | LT245/75R-16C | LT245/75R-16E | LT245/75R-16E |

DIESEL-2-WHEEL DRIVE

| SERIES | | C1500†† | C1500†† | C2500 | C2500 | C3500 | C3500 |
|------------------------|-------------------------|---------------------------------|---------------------------------|---|---------------------------------|----------------------------|----------------------------|
| Cab Type | | Conv. | Extended | Conv. | Extended | Conv. | Extended |
| GVW Rating (lb.) | | 5600/6100 | 6200/6600 | 7200 | 7200 | 8600/10,000 | 8600/10,000 |
| Engine-Liter (Cu. In.) | Standard | 6.2L (379) V8** | 6.2L (379) V8** | 6.2L (379) V8** | 6.2L (379) V8** | 6.2L (379) V8 | 6.2L (379) V8 |
| Front Suspension | Type Cap. (lb.) | 2950 | 3500 | Independent Coil 3400 | | 3800 | 3800 |
| Rear Suspension | Axle Type Cap. (lb.) | 3750 | 3750 | Semi-Floatin 4800 | | 6000 | 6000 |
| Brakes | Disc/Drum | Power | Power | Power | Power | Power | Power |
| Steering | Standard | Power | Power | Power | Power | Power | Power |
| Transmission | Standard Optional | 4-Sp. Man.† 4-Sp. Auto. O.D. | 4-Sp. Man.† 4-Sp. Auto. O.D. | 4-Sp. Man.† 4-Sp. Auto. O.D. | 4-Sp. Man.† 4-Sp. Auto. O.D. | 4-Sp. Man.† 3-Sp. Auto. | 4-Sp. Man.† 3-Sp. Auto. |
| Tire Size | Standard Optional | P205/75R-15 | P235/75R-15 | LT225/75R-16D Larger Size Tubeless and | LT225/75R-16D | LT245/75R-16E | LT245/75R-16E |

DIESEL-4-WHEEL DRIVE

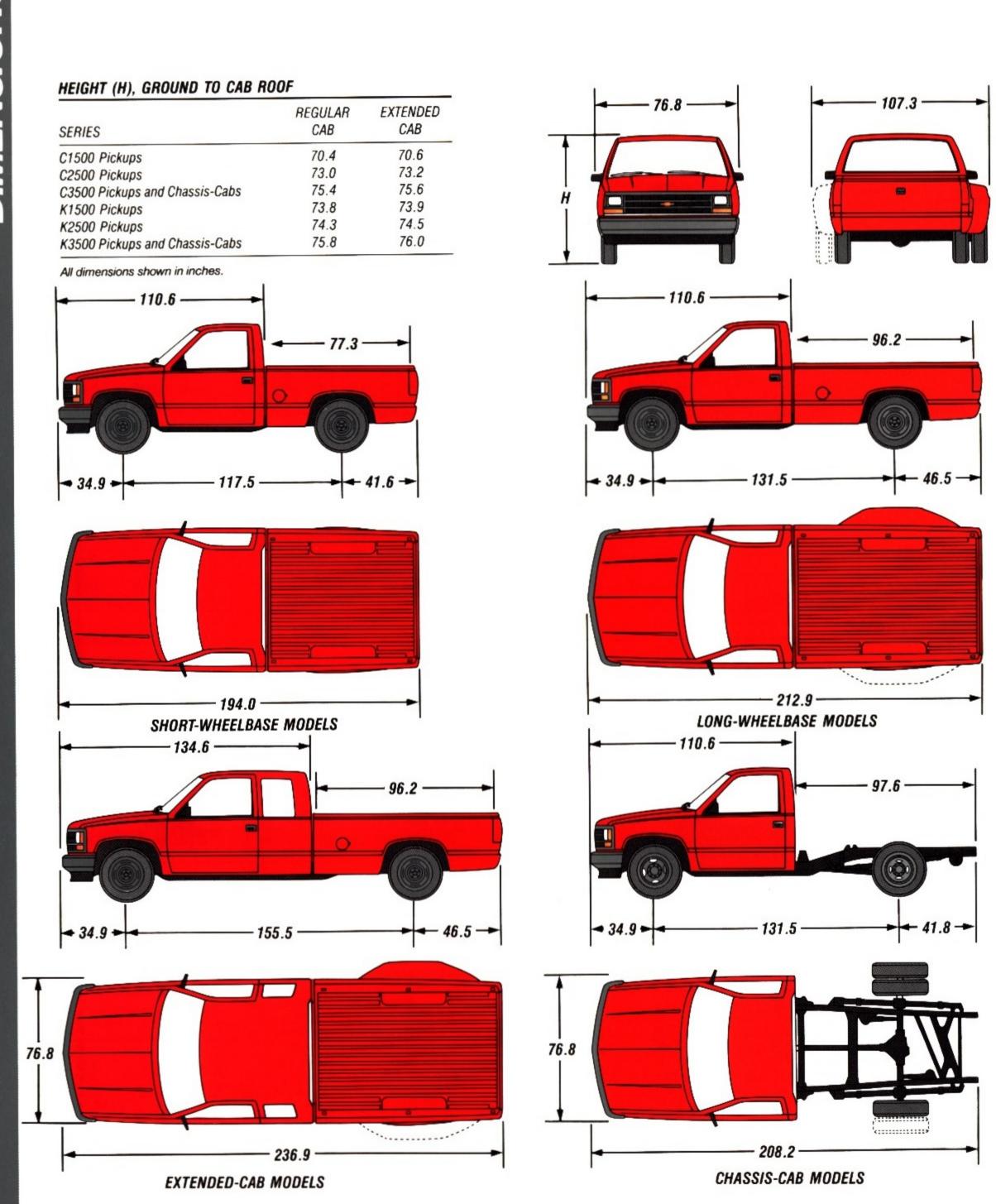
| SERIES | | K1500†† | K1500†† | K2500 | K2500 | K3500 | K3500 |
|------------------------|-------------------------|---------------------------------|---------------------------------|---|----------------------------------|----------------------------|----------------------------|
| Cab Type | | Conv. | Extended | Conv. | Extended | Conv. | Extended |
| GVW Rating (lb.) | | 5600/6100 | 6200/6600 | 7200 | 7200 | 8600 | 8600 |
| Engine-Liter (Cu. In.) | Standard | 6.2L (379) V8** | 6.2L (379) V8** | 6.2L (379) V8** | 6.2L (379) V8** | 6.2L (379) V8 | 6.2L (379) V8 |
| Front Suspension | Type Cap. (lb.) | 3450 | 3925 | Hypoid Driving Axle Sprin 3925 | | 4250 | 4250 |
| Rear Suspension | Axie Type Cap. (lb.) | 3750 | 3750 | Semi-Floati 4800 | | 6000 | 6000 |
| Brakes | Disc/Drum | Power | Power | Power | Power | Power | Power |
| Steering | Standard | Power | Power | Power | Power | Power | Power |
| Transmission | Standard Optional | 4-Sp. Man.† 4-Sp. Auto. O.D. | 4-Sp. Man.† 4-Sp. Auto. O.D. | 4-Sp. Man.† 4-Sp. Auto. O.D. | 4-Sp. Man.† 4-Sp. Auto. O.D. | 4-Sp. Man.† 3-Sp. Auto. | 4-Sp. Man.† 3-Sp. Auto. |
| Transfer Case | | Conventional NP 241 | Conventional NP 241 | Conventional NP 241 | Conventional NP 241 | Conventional NP 241 | Conventional NP 241 |
| Tire Size | Standard Optional | LT225/75R-16 | LT245/75R-16 | LT225/75R-16D Larger Size Tubeless and | LT245/75R-16C Tube-Type Tires | LT245/75R-16E | LT245/75R-16E |

Tire Load Range-C (6 PR), D (8 PR), E (10 PR) Consult your Chevy dealer for model, engine, transmission and tire availability.

*Available 7.4L V8 and dual rear wheels only.

*With low ratio first gear.

**Not available in California.



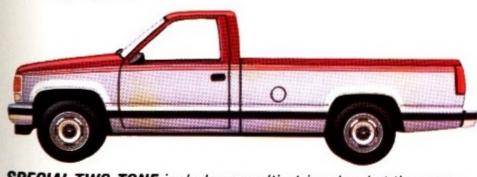
Since you and your new Chevy are going to be together for a long INTERIOR AND EXTERIOR COLOR AVAILABILITY CHART time, you want colors you can enjoy. Standard solid colors and optional two-tones are listed below. A chart that shows which interior and exterior colors are available together is at right.



OPTIONAL TWO-TONES AND EXTERIOR COLORS.



CONVENTIONAL TWO-TONE places the accent color below the lower styling line.



SPECIAL TWO-TONE includes a multi-stripe decal at the upper styling line and the accent color below. (Not available on Sportside models.)



DELUXE TWO-TONE features a multi-stripe decal at the upper styling line and the accent color between the decal and lower feature line. (Not available on Sportside models.)

| TRIM LEVEL | D. C. A. | | INTERIOR COL | | |
|---|----------|------|---------------------------|--------|--------|
| Seat Type CHEYENNE | Beige* | Blue | Garnet | Gray* | Saddle |
| Vinyl Bench Seat | | | | | - |
| Cloth Bench Seat | - | | - | - | |
| Vinyl Split Bench Seat† | | - | - | _ | |
| Cloth Split Bench Seat† | | | - | | |
| SCOTTSDALE | | | _ | | |
| Cloth Bench Seat | | | • | | |
| Custom Vinyl Bench Seat | | | • | | - |
| Cloth Split Bench Seat† | | | | | |
| Custom Vinyl Split Bench Seat† | | | | | • |
| Custom Vinyl Bucket Seat | | | • | | • |
| SILVERADO Custom Cloth Bench Seat | _ | _ | _ | _ | |
| | | - | - | _ | |
| Custom Vinyl Bench Seat | - | - | - | • | |
| Custom Cloth Split Bench Seat † | | - | - | | |
| Custom Vinyl Split Bench Seat† Custom Cloth Bucket Seat | | - | - | | |
| | | • | | • | |
| Custom Vinyl Bucket Seat | | • | | | |
| EXTERIOR COLORS Solid and Two-Tone Combinations | | REC | OMMENDED IN TRIM COLOR | TERIOR | |
| BLACK, SABLE (METALLIC) | | | THIM CULUR | • | - |
| Gold, Adobe (Metallic) | | _ | _ | - | |
| Ouicksilver (Metallic)* | | | | | _ |
| Red, Flame | | | | - | |
| BLUE, ICED (METALLIC) | | | - | | |
| Blue, Pacific (Metallic) | | - | | | |
| Ouicksilver (Metallic) | | - | | | |
| White, Summit | | • | | | |
| BLUE, PACIFIC (METALLIC) | | • | | | - |
| Blue, Iced (Metallic) | | - | | | |
| Quicksilver (Metallic) | | - | | | |
| White, Summit | | - | | - | - |
| BRANDYWINE (METALLIC) | | | | | _ |
| Black, Sable (Metallic) | | | - | | _ |
| Duicksilver (Metallic) | | | - | | |
| White, Summit | | | - | | |
| BROWN, SPICE (METALLIC) | | - | _ | | - |
| Gold, Adobe (Metallic) | - | | | | |
| Sandstone (Metallic)* | | | | | |
| GOLD, ADOBE (METALLIC) | | | | | |
| Black, Sable (Metallic) | | | | | |
| Brown, Spice (Metallic)* | | | | | |
| QUICKSILVER (METALLIC) | | | • | • | |
| Black, Sable (Metallic)* | | | _ | | |
| Blue, Pacific (Metallic) | | • | | | |
| Blue, Iced (Metallic) | | | | - | |
| Brandywine (Metallic) | | | • | | |
| Red, Flame | | | - | | |
| RED, FLAME | | | - | | - |
| Black, Sable (Metallic) | | | - | | |
| Duicksilver (Metallic) | | | - | | |
| White, Summit | | | - | | |
| SANDSTONE (METALLIC) | | | | | |
| Rlack, Sable (Metallic)* | | | | | _ |
| Brown, Spice (Metallic) | | | | | - |
| VHITE, SUMMIT | | • | | - | |
| Rlue, Pacific (Metallic) | _ | - | _ | - | _ |
| Rue, Iced (Metallic) | | - | | | |
| Brandywine (Metallic) | | - | - | | |
| Prown, Spice (Metallic) | | | - | | |
| Duicksilver (Metallic) | | | | | _ |
| | | | | | |

The new Full-Size Chevy Pickup is a powerful towing machine when properly equipped. See the chart at right for maximum Gross Combination Weight Ratings (GCWR) of various models by engine, transmission and axle ratios. Then hitch your trailer to your Chevy and get away from it all.

For maximum towing capacity, the truck can be outfitted with the optional Heavy-Duty Trailering Special Package. This package includes:

- Trailer hitch platform.
- 7-wire trailer wiring harness.
- Heavy-duty radiator and transmission oil cooler.
- Engine oil cooler (standard on diesel models).
- Heavy-duty front and rear shocks (C/K1500 models only).

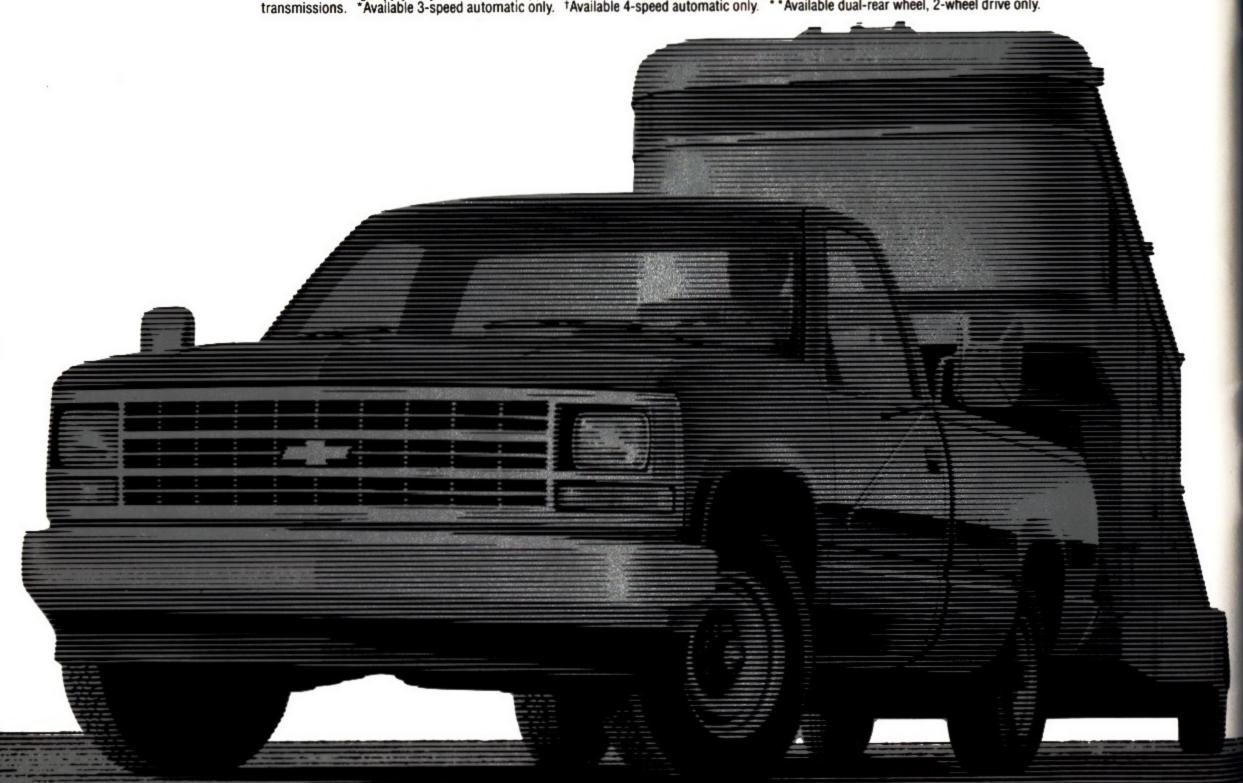
Purchase of the following optional equipment is required:

- Rear step bumper.
- Automatic transmission.

GROSS COMBINATION WEIGHT RATING BY ENGINE. TRANSMISSION AND AXLE RATIO

| SERIES | ENGINE | AUTOMATIC TRANSMISSION | | | SS COMBINATION ck, trailer, passe | | | | |
|----------------------------|---------------------------------------|---------------------------|-----------------|--------|------------------------------------|--------|---|---------|--|
| | 1 | | REAR AXLE RATIO | | | | | | |
| | GASOLINE E | NGINES | 2.73 | 3.08 | 3.42 | 3.73 | 4.10 | 4.56 | |
| C1500 (4X2) | 4.3L Vortec V6 w/EFI (262 cu. in.) | 3-Speed or 4-Speed | 7500* | 8500 | 9500† | _ | _ | _ | |
| | 5.0L V8 w/EFI (305 cu. in.) | 3-Speed or 4-Speed | 8500 | 9500 | 10,500 | _ | _ | _ | |
| | 5.7L V8 w/EFI (350 cu. in.) | 4-Speed | _ | 10,000 | 11,000 | 12,000 | _ | _ | |
| K1500 (4X4) | 4.3L Vortec V6 w/EFI (262 cu. in.) | 3-Speed or 4-Speed | _ | _ | 9500 | 10,000 | - | _ | |
| | 5.0L V8 w/EFI (305 cu. in.) | 3-Speed or 4-Speed | _ | _ | 10,500 | 11,500 | _ | _ | |
| | 5.7L V8 w/EFI (350 cu. in.) | 3-Speed | _ | _ | 11,000 | 12,000 | 10,500 [†] | _ | |
| C2500 (4X2) | 4.3L Vortec V6 w/EFI (262 cu. in.) | 3-Speed or 4-Speed | _ | - | 9500 | 10,000 | 10,500† | _ | |
| AND K2500 | 5.0L V8 w/EFI (305 cu. in.) | 3-Speed or 4-Speed | _ | _ | 10,500 | 11,500 | 12,500 | _ | |
| (4X4) | 5.7L V8 w/EFI (350 cu. in.) | 3-Speed | _ | _ | 11,000 | 12,000 | 4.10 — — — — — — — — 10,500† | _ | |
| C3500 (4X2) | 5.7L V8 w/EFI (350 cu. in.) | 3-Speed | - | _ | _ | 12,000 | 13,500 | 15,000 | |
| AND K3500 (4X4) | 74L V8 w/EFI (454 cu. in.) | 3-Speed | _ | _ | 13,500 | 14,500 | 16,000 | 19,000* | |
| | DIESEL E | NGINE | | | | | | | |
| C1500 | 6.2L V8 Diesel | 4-Speed | _ | 9000 | 10,000 | - | _ | _ | |
| K1500 | 6.2L V8 Diesel | 4-Speed | _ | _ | 10,000 | 11,000 | _ | _ | |
| C2500 (4X2) | 6.2L V8 Diesel (379 cu. in.) | 4-Speed | _ | _ | 10,000 | 11,000 | _ | - | |
| K2500 (4X4) | 6.2L V8 Diesel (379 cu. in.) | 4-Speed | - | _ | 10,000 | 11,000 | 12,000 | - | |
| C3500 (4X2) K3500 (4X4) | 6.2L V8 Diesel (379 cu. in.) | 3-Speed | _ | _ | _ | 11,000 | 12,000 | 13,500* | |

Note: These ratings apply only to vehicles equipped with automatic transmissions. See your dealer for ratings applicable to trucks equipped with manual transmissions. *Available 3-speed automatic only. †Available 4-speed automatic only. †Available dual-rear wheel, 2-wheel drive only.



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