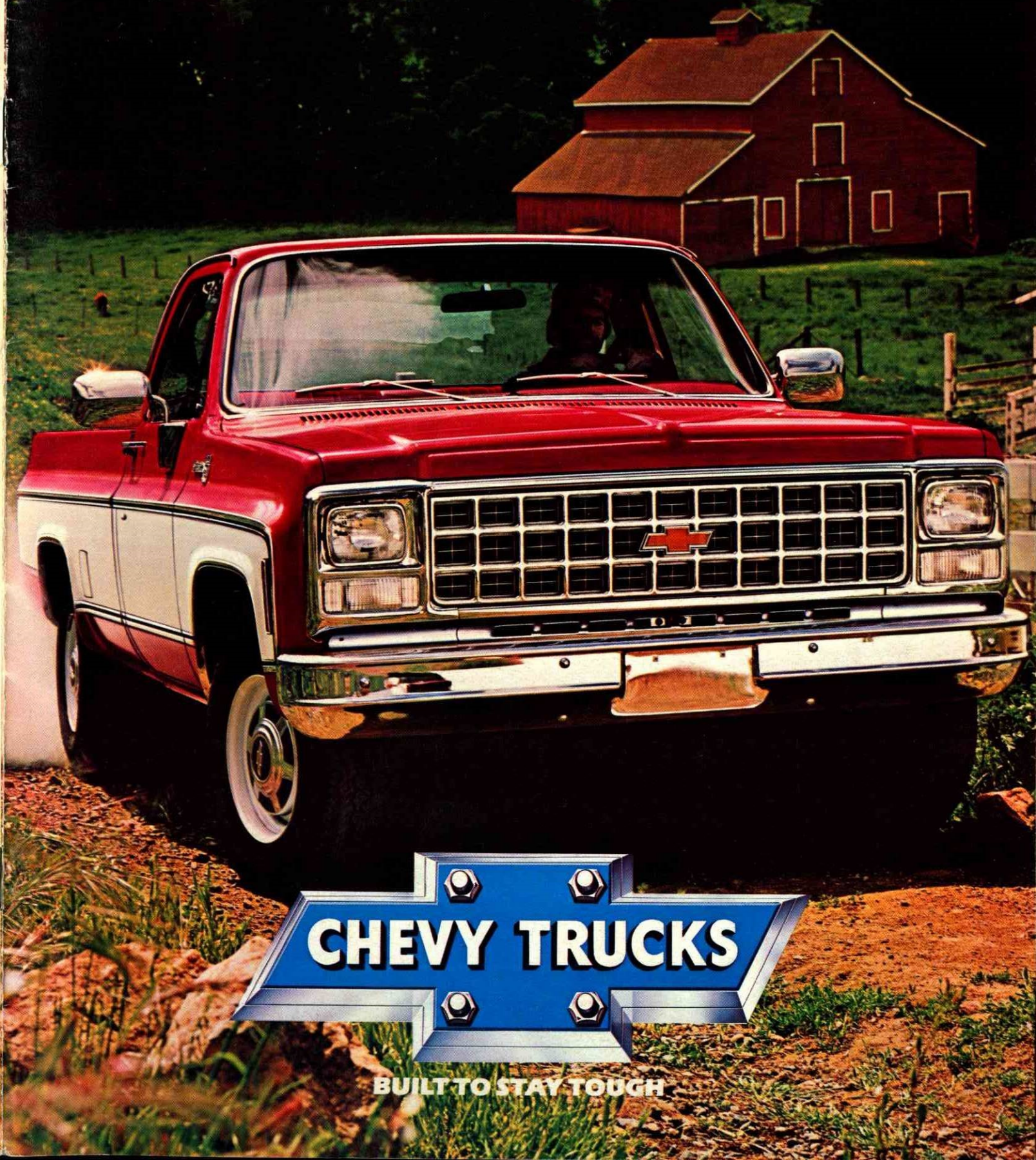


# '80 CHEVY PICKUPS



**BUILT TO STAY TOUGH**



# BUILT TO STAY TOUGH

1980 Chevy trucks offer a heritage of toughness that goes back a long way. Check pages 8 and 9 in this catalogue, and you'll see some of the tough-truck features that help Chevy pickups continue that heritage. Chevy pickups—built to stay tough. Built to work hard.

## A word about this catalogue.

We have tried to make this catalogue as comprehensive and factual as possible. And we hope you find it helpful. However, since the time of printing, some of the information you'll find here may have been updated. Your dealer has details and, before ordering, you should ask him to bring you up to date.

Many vehicles in this catalogue are shown with available factory-installed options, dealer accessories and specialized equipment from various independent suppliers.

## Here's where to find what interests you:

**The models** in Chevy's six basic series are on pages 4-5

**Four-wheel-drive buffs** will find their Chevy tough on pages 6-7

**Tough details** of Chevy pickups are on pages 8-9

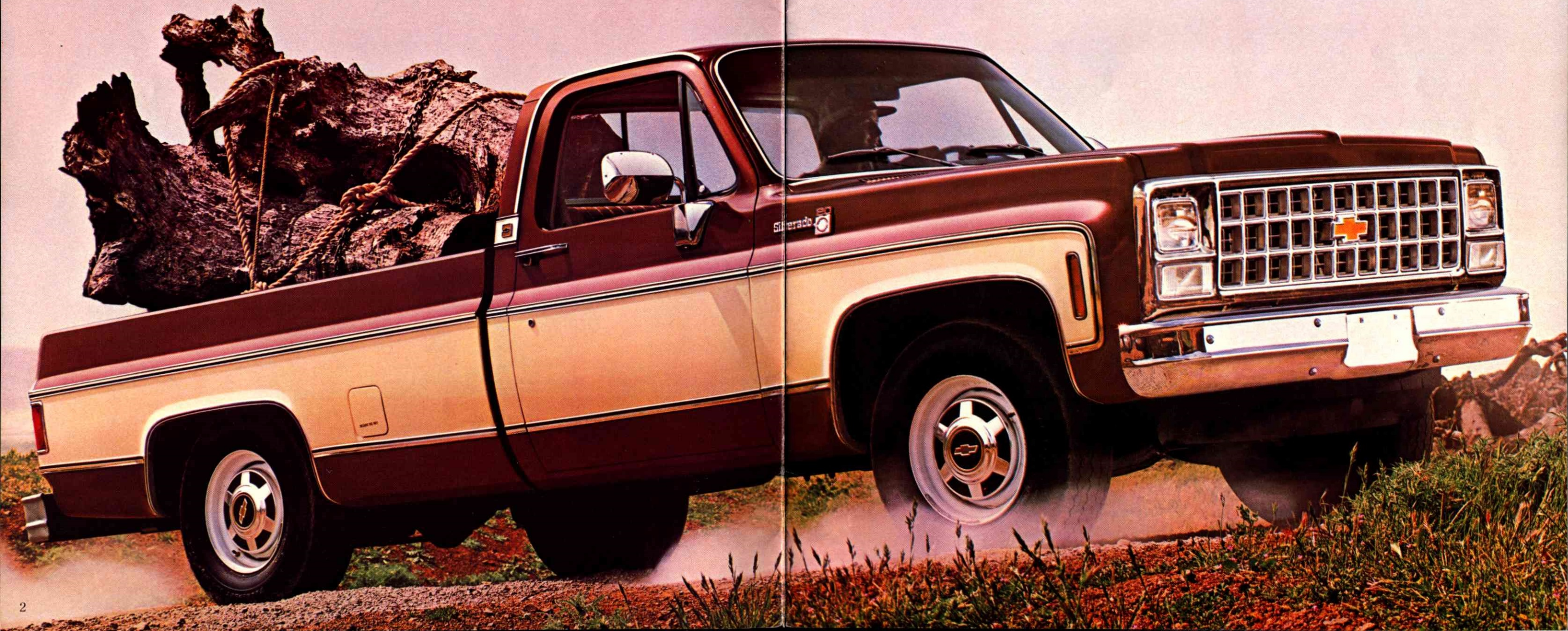
**Choice of engines** and a look at the standard equipment of the Chevy C10 Diesel Pickup are on pages 10-11

**Available trim packages** are on pages 12-13

**A variety of available options** are on pages 14-15

**Chevy C10 Fleetside Silverado** shown on cover.

**Chevy C20 Fleetside Silverado** shown here with new air deflector.





# NAME THE JOB

## THERE'S A TOUGH TRUCK HERE TO MATCH.



### FLEETSIDE 2-WHEEL DRIVE\*

Chevy's most popular pickup style. Available in all six series with a 6½-(C10) or 8-ft. box and GVWRs to 10,000 lbs. (GVWR is combined weight of vehicle, fuel, driver, passenger and payload.)



### FLEETSIDE 4-WHEEL DRIVE\*

Some jobs demand 4-wheel drive. Chevy K20 Fleet-side delivers it as a ¾-tonner with payloads from 2163 to 3863 lbs. Available as K10, K20, K30. Built to stay tough on or off the road.



### STEPSIDE 2-WHEEL DRIVE

A step between the door and extended rear fender helps you get at cargo. The 6½-(C10) or 8-ft. box has a sealed wood floor with seven flush steel skid strips.



### STEPSIDE 4-WHEEL DRIVE\*

K10 Stepside is available with 6½- or 8-ft. box. Sporty, practical styling eliminates pickup box wheelhousings so inside walls are smooth and 50 inches apart. Available as K10 and K20.



### STEPSIDE SPORT

A factory-installed Sport Package is also available for Stepside 2- and 4-wheel-drive models with a 6½-ft. pickup box. Items are the same as for the Fleet-side Sport Package (left), except the rear bumper does not have black impact strips.



### FLEETSIDE SPORT\*

A Fleetside 2- or 4-wheel drive with 6½-ft. box and available factory-installed Sport Package: Two-Tone paint, sport striping, chromed grille, rectangular headlights, body-coloured bumpers with black impact strips, colour-keyed carpeting, extra-thick floor insulation, Chevy Sport identification.

### Six Tough Series

Chevy pickups are available in six basic series to meet your job needs: ○ C10 half-ton 2-wheel drive ○ C20 three-quarter-ton 2-wheel drive with new GVW ratings up to 8600 lbs. ○ C30 one-ton 2-wheel drive ○ K10 half-ton 4-wheel drive ○ K20 three-quarter-ton 4-wheel drive ○ K30 one-ton 4-wheel drive.

### Model availability.

SERIES	PAYLOAD RANGE	FLEETSIDE	STEPSIDE	CREW CAB	BONUS CAB	CHASSIS CAB
C10	1023-2250	●○	●○			●○
BIG-10	1943-2393	●○	●○			
C10 DIESEL	1128-2126	●○	●○			
C20	2139-4387	○	○	▲	▲	○ ▲
C30	4127-5733	○D	○	▲D	▲D	○ ▲D
K10 (4-WD)	1795-2354	●○	●○			●○
K20 (4-WD)	2163-4134	○	○			○
K30 (4-WD)	3549-4746	○D	○	▲D	▲D	○ ▲D

●—117.5" WB (6½' Box) ○—131.5" WB (8' Box) ▲—135.5" WB □—159.5" WB ▲—164.5" WB (8' Box) D—Big Dooley



### CREW CAB/BONUS CAB\* 2-WHEEL DRIVE

Crew Cab is a 4-door pickup with front and rear bench seats. Bonus Cab does not have a rear seat, so it offers 55.8 cubic feet of lockable cab load space. Big Dooley (dual rear wheels) available.



### CREW CAB/BONUS CAB 4-WHEEL DRIVE

Crew Cab 4x4 gets up to six workers to off-road jobs. Bonus Cab 4x4 carries up to three with extra cab cargo room for their gear. GVWRs for both: 8600 to 10,000 lbs. Big Dooley available.



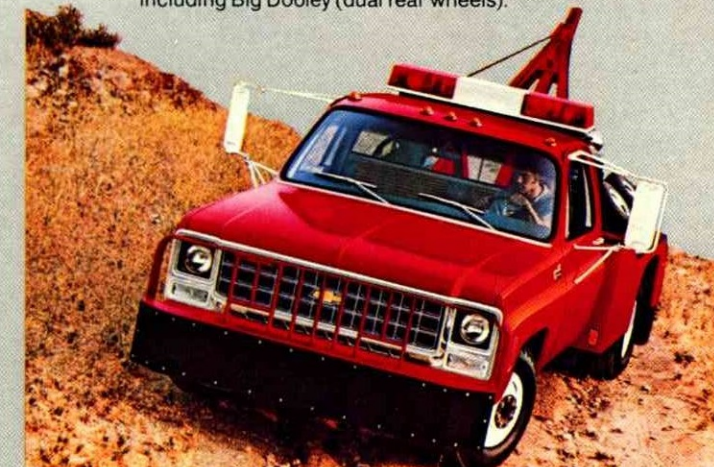
### C10 DIESEL PICKUP

Chevy's C10 half-ton diesel pickup comes in Fleet-side or Stepside styling. Its tough 5.7 Litre V8 diesel engine eliminates ordinary tune-ups required for gasoline engines. See page 11 for the wide range of standard equipment.



### CHASSIS CAB 2-WHEEL DRIVE

For a pickup job that needs a special body. Four wheelbases are available to accept bodies from 6 to 13 ft. long. Available in C10, C20, and C30 models, including Big Dooley (dual rear wheels).



### CHASSIS CAB 4-WHEEL DRIVE

Chevy K20 and K30 Chassis Cabs give you a tough 4-wheel-drive foundation to build on. Suited for a wrecker body or one custom-designed to your needs. Payloads from 4421 to 4746 lbs. Big Dooley (dual rear wheels) available.



### BIG-10

Chevy BIG-10 is a heavy-duty half-tonner equipped to haul over a ton of payload, including driver, passengers, fuel and cargo. Heavy-duty suspension, brake system and tires help give it available GVWRs of 6050 to 6200 lbs.

\*Shown with available chromed grille and rectangular headlights.



### Tough 4-Wheel Drive

For work or play, Chevy's got your kind of tough 4-wheeler. Half-ton, ¾-ton and one-ton models have available 117.5-, 131.5-, and 164.5-inch wheelbases. Depending on the wheelbase, you can order a 6½- or 8-ft. pickup box. Payloads range from 1795 to 4150 lbs. on single-rear-wheel models and 3549 to 4746 on one-ton Big Dooley dual-rear-wheel models. (See model chart on page 5.)

### Smooth-Riding Suspension

Who says a 4x4 has to ride hard? Leaf-spring front and rear suspensions, spring rates, spring camber and shock absorber valving are designed to provide a surprisingly smooth ride for a vehicle with such tough off-road capabilities.

### Quick-Turning Front Axles

A short curb-to-curb turning radius helps Chevy 4-wheelers manoeuvre in tight places.

# FOUR FOOTED POWER

### Rugged 4-Wheel-Drive System

A conventional 4-wheel-drive system is used. The transfer case is attached to the transmission, permitting a two-piece drive shaft for rugged simplicity. Manual locking, freewheeling front hubs (A at right) let you engage the front axle for 4-wheel drive and disengage it for 2-wheel drive. Three-speed manual transmission is standard (4-speed manual standard on K20 with 8600-lb. GVWR and on K30). Four-speed manual transmission is available for K10 and K20 models. Automatic transmission (B at right) is also available for all K models.

### Low Entry Height High Ground Clearance

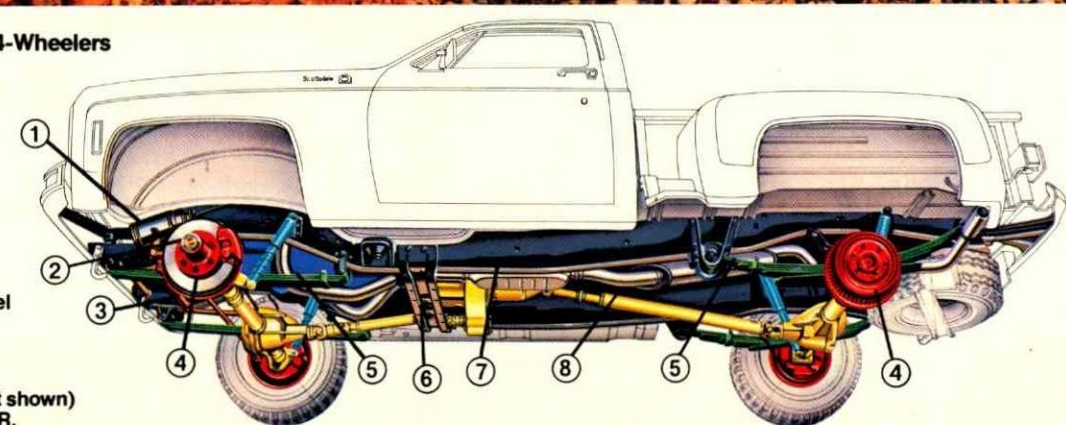
Chevy 4-wheelers have a low silhouette for easy entry and exit. Yet they still allow slightly over 7 inches of ground clearance.



### Standard Features on Chevy 4-Wheelers

1. Power steering
2. Manual-locking freewheeling front hubs
3. Front stabilizer bar
4. Power-assisted front disc/rear drum brakes
5. Multi-leaf springs, front/rear
6. Drop-centre frame design for low cab floor height
7. Deep-section, all-steel channel side rails for rigidity
8. Two-piece drive shaft for rugged simplicity

One-piece front air deflector (not shown) on models under 8500 lbs. GVWR.



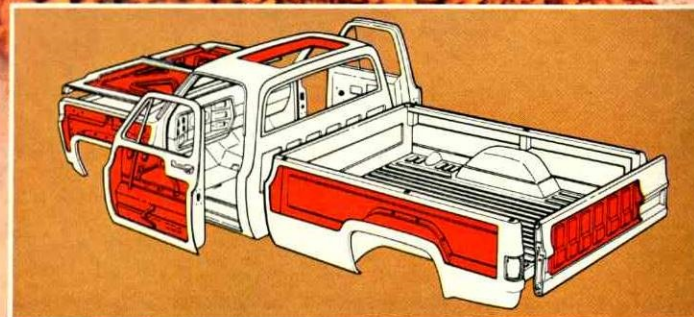


# MORE TOUGH STUFF!

## Massive Girder Beam Front Suspension

A massive, rigid steel beam is the foundation for independent front suspension on 2-wheel-drive models. On each end are two con-

toured steel control arms with coil springs. Each pair of arms flexes up and down, allowing the front wheels to take bumps independently and help smooth the ride.



## Double-Wall Construction

Inside every tough Chevy Fleetside pickup is another tough pickup! Fleetside models have both an inner and outer steel wall in many critical areas: doors, front fenders, cab rear panel, hood, side panels, and the easily removable tailgate. 2-door models also have a double-wall cab roof.

## Front Air Deflector

Shown on page 3. New, one-piece design on undercarriage helps decrease air pressure in engine compartment and improve aerodynamics over last year's models. Standard on C10, C20 and K models with GVWRs to 8500 lbs., except Chassis Cabs and C20 Crew/Bonus Cabs.



## Counter-Angled Rear Shocks

Front and rear shock absorbers are shielded against stone damage. In the rear, one shock slants forward and the other aft to help control brake and power hop. A two-stage, multi-leaf rear suspension helps give a good ride with light loads and progressively firmer support with heavier loads.

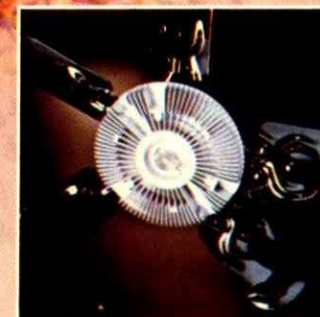


## Computer-Matched Brakes

Front disc and rear drum brakes are computer-matched to the vehicles GVWR. A wear sensor on each front disc brake gives an audible signal when pads need replacing.

## Radial Tires

Radial tires are standard on C10, C20, K10, and K20 pickups and chassis cabs with GVWRs under 8600 lbs. They provide long-wearing characteristics and low rolling resistance.



## New Fan Clutch

An engine fan clutch is standard on all models up to 8500 lbs. GVWR to help reduce horsepower drain. The fan is thermostatically controlled so that it is driven only when the temperature of the coolant needs extra cooling.

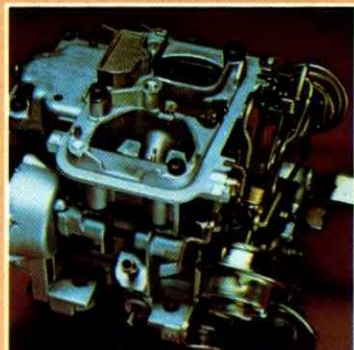
## Extensive Anti-Corrosion Program

1. *Wide use of corrosion-resistant steels.* Zincrometal® galvanized steel, zinc alloy steel and zinc plated parts throughout.

2. *Zinc-rich anti-corrosion primers.* Hand-sprayed on critical areas before final priming.
3. *Final priming.* Every complete Chevy pickup body gets a dip or spray bath that leaves a thick primer coating.
4. *Finish painting.* That beautiful finish is tough, baked-on acrylic enamel.
5. *Aluminized wax preservative.* Many lower body inner surfaces get this coating to help resist corrosion from road salt.
6. *Extensive weather-proofing.* Yards of fat butyl rubber weather stripping around doors and windows. Sealing compounds and rubber gaskets at joints and light enclosures. Plus a flush-and-dry system for water drainage and air drying between some double-wall areas.



# TOUGH ENGINES FOR ANY TOUGH JOB.



**High-Efficiency 4.1 Litre (250 Cu. In.) Six**  
Features a staged two-barrel carburetor (left) that uses only one barrel for normal operation. When more power is needed, the second, larger barrel is activated. An emissions-control system uses engine vacuum pulses which eliminate an air pump, pulley, belt, and about 15 lbs. Other features combine to help provide good response and cold weather operation.

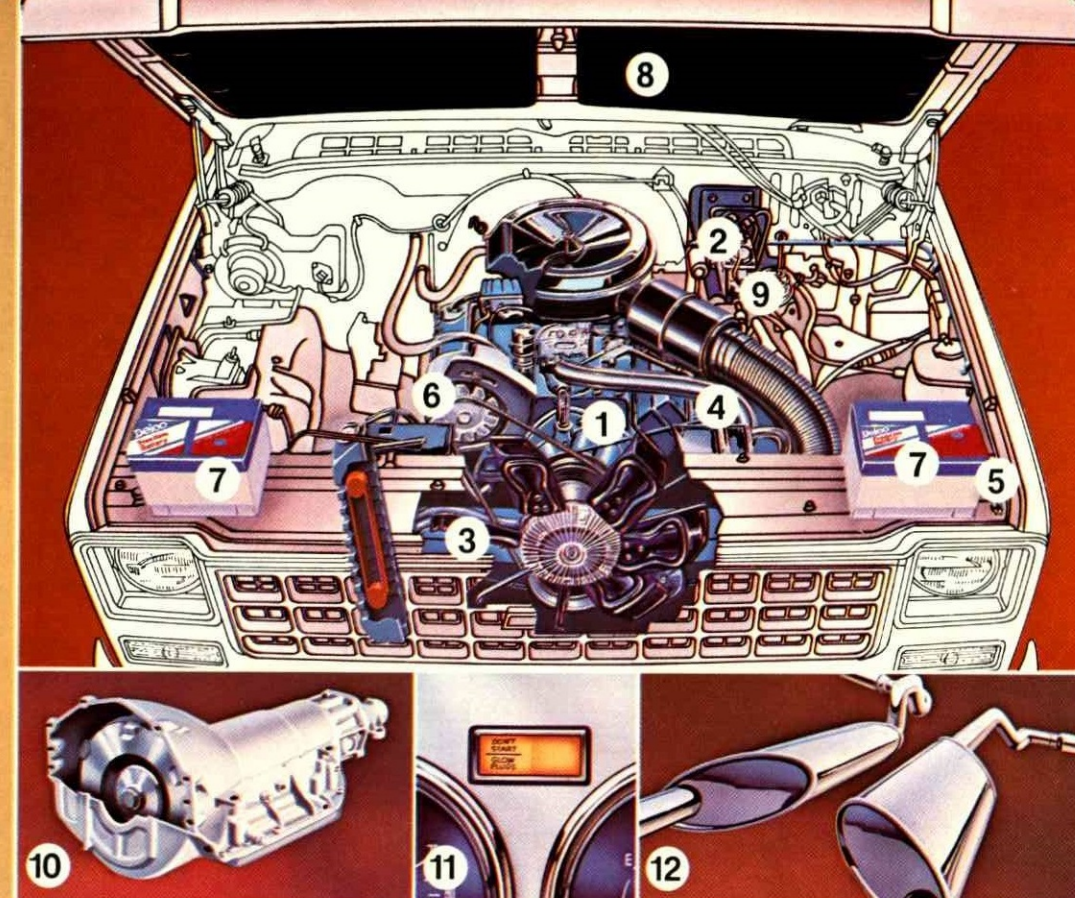


**Tough V8 Diesel Half-Ton Pickup**  
A 5.7 Litre V8 diesel engine model may be ordered as a C10 Fleetside or Stepside with either 6½-ft. or 8-ft. box. The diesel engine is not available on other models.

**No points, Spark Plugs, Coil, Condenser or Carburetor**  
No more ordinary tune-ups. With the 5.7 Litre V8 diesel, you simply change the oil and oil filter every 3000 miles.

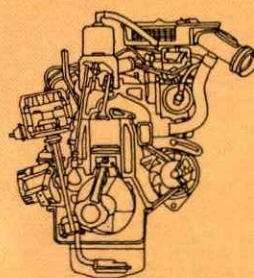
**Wide Range of Standard Equipment**  
Included with the Chevy C10 diesel pickup are:

1. 5.7 Litre V8 diesel engine
2. Power brakes
3. Thermostatic fan drive
4. Engine oil cooler
5. Engine block heater
6. 63-amp alternator
7. Dual 4350-watt Delco Freedom batteries
8. Special insulation package
9. Power steering
10. Automatic transmission
11. Glow plug and start lights on instrument panel
12. Dual exhaust system



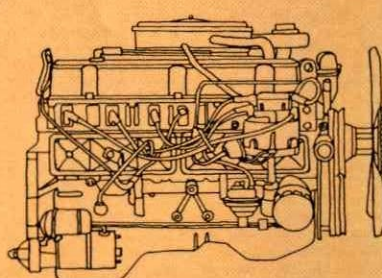
## A word about engines.

The Chevrolet trucks in this catalogue are equipped with GM-built engines produced by various divisions and GM of Canada and GM de Mexico. Please refer to the engine chart at the bottom of this page and the engine availability guide on the back cover. See your dealer for complete details about engine sources and availability.



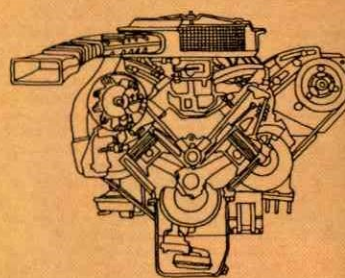
**4.1 LITRE SIX**  
(250 CUBIC INCH)

Tough and responsive, with a staged, 2-barrel carburetor.



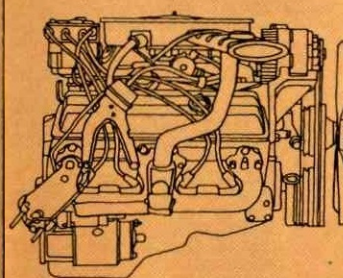
**4.8 LITRE SIX**  
(292 CUBIC INCH)

The workhorse in some Chevy medium-duty trucks. Single-barrel carburetor.



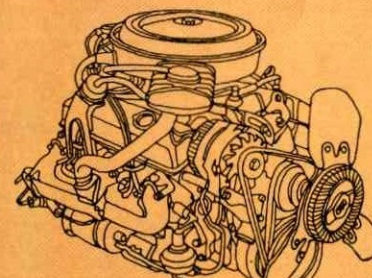
**5.0 LITRE V8**  
(305 CUBIC INCH)

Short-stroke, valve-in-head design with a Dualjet carburetor.



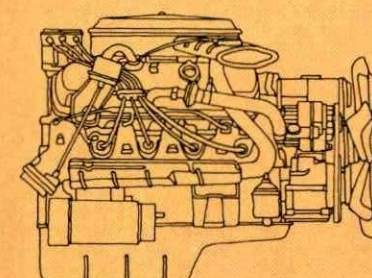
**5.7 LITRE V8**  
(350 CUBIC INCH)

New single-inlet, dual-outlet mufflers help decrease exhaust back pressure compared to last year.



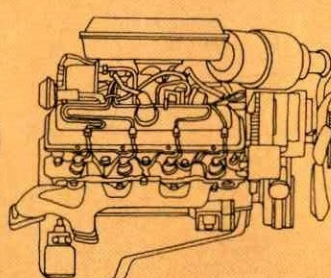
**6.6 LITRE V8**  
(400 CUBIC INCH)

Also has new single-inlet, dual-outlet mufflers. For heavy loading or towing.



**7.4 LITRE V8**  
(454 CUBIC INCH)

Extra displacement for extra-heavy-duty jobs.



**5.7 LITRE V8 DIESEL**

Built for the long haul with 3-inch-diameter main bearings. Available only in the C10 diesel pickup.

## Engine specifications

### ENGINES WITH LIGHT-DUTY EMISSIONS FOR MODELS OF 8500-LB. GVWR AND BELOW.

ENGINE ORDERING CODE	LE3	Not Available	LG9
V.I.N. ENGINE CODE††	D		U
BORE & STROKE (IN.)	3.9 x 3.5		3.74 x 3.48
COMPRESSION RATIO	8.3 to 1		8.5 to 1
SAE NET HORSEPOWER @ RPM	130 @ 4000		135 @ 4200
SAE NET TORQUE (LB.-FT.) @ RPM	210 @ 2000		235 @ 2400

### ENGINES WITH HEAVY-DUTY EMISSIONS FOR MODELS OF 8500-LB. GVWR AND ABOVE.

ENGINE ORDERING CODE	Not Available	L25	Not Available
V.I.N. ENGINE CODE††		T	
BORE & STROKE (IN.)		3.9 x 4.1	
COMPRESSION RATIO		7.8 to 1	
SAE NET HORSEPOWER @ RPM		115 @ 3400	
SAE NET TORQUE (LB.-FT.) @ RPM		215 @ 1600	

††V.I.N. (Vehicle Identification Number) Engine Code is the third digit from the left on the vehicle serial number plate. The vehicle serial number plate is located on the top portion of the driver's side of the instrument panel and can be viewed from the exterior of the vehicle by looking through the windshield.

(D) Produced by GM-Chevrolet Motor Division at the Flint, Michigan Engine Plant.

\*10 Series 125 Net H.P. @ 4000 RPM, 205 Net Torque @ 2000 RPM.

(T) Produced by GM in Mexico at a GM of Mexico Engine Plant.

(U) Produced by GM-Chevrolet Motor Division at the Flint, Michigan, Tonawanda, New York, and GM of Canada, St. Catharines, Ontario Engine Plants.

(L) Produced by GM-Chevrolet Motor Division at the Flint, Michigan, Tonawanda, New York, and GM of Canada, St. Catharines, Ontario, Engine Plants.  
\*K10-20 Pickup, C10-20 Chassis-Cab 170 Net H.P. @ 4000 RPM, 270 Net Torque @ 2400 RPM.

(R) Produced by GM-Chevrolet Motor Division at the Tonawanda, New York Engine Plant.

(R) Produced by GM-Chevrolet Motor Division at the Flint, Michigan Engine Plant.

(Z) Produced by GM-Oldsmobile Motor Division at the Lansing, Michigan Engine Plant.  
†1979 ratings, 1980 ratings not available at time of printing.



# FOUR TRIM PACKAGES

## COMFORT. LOOKS. INSIDE AND OUT.

### 1. Standard Custom Deluxe Trim

Crew Cab interior shown includes all these standard comfort and appearance items:

- Full-width, foam-padded front bench seat
- Embossed vinyl upholstery in four colour choices with new grained vinyl facings
- Single retractor lap and shoulder belt system
- Large padded armrests
- Padded sunshades
- Cab interior light
- Prismatic inside rear view mirror
- Foam-padded instrument panel pad with nameplate. Exterior items include: ○ Bright rear view mirrors ○ White painted front bumper and wheels with bright hubcaps.

### 2. Available Scottsdale Trim

For regular cabs, includes items in Custom Deluxe Package plus these major additions or substitutions:

- Full-foam front seat cushion and fold-forward seat back with inside cab storage area
- Choice of either Custom cloth or Custom vinyl in five colours with new grained vinyl facings
- New, available striped vinyl upholstery with new grained vinyl facings
- Single- or available Two-Tone interior colour schemes
- Colour-keyed floor mat
- Chromed front bumper
- Spear-type mouldings on Fleetside
- Bright windshield/rear window trim. (Bonus/Crew Cab interiors vary slightly.)

### 3. Available Cheyenne Trim

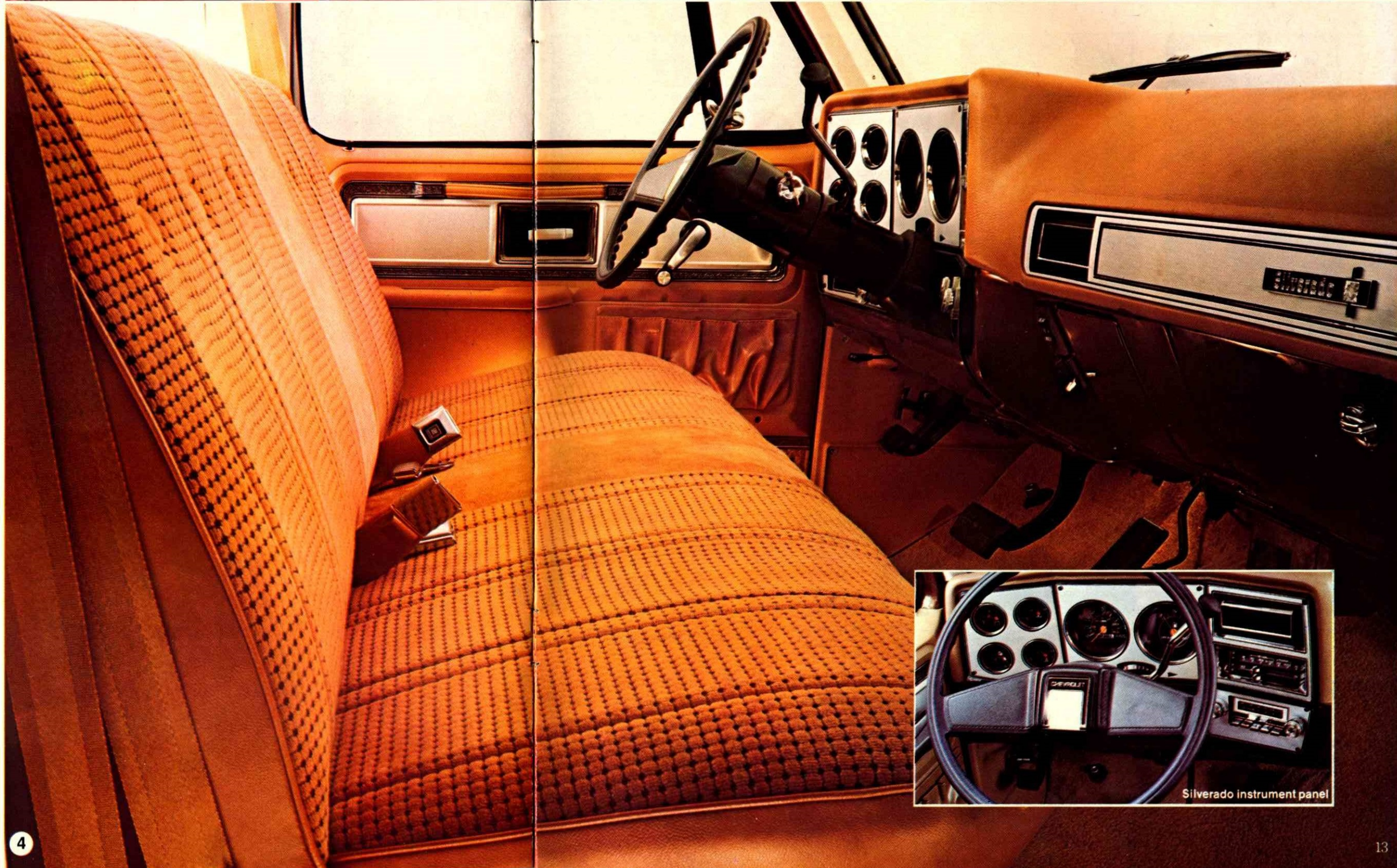
All Scottsdale items plus these major additions or substitutions:

- Silver diamond-patterned instrument cluster frame and matching insert on instrument panel pad
- Bright door trim panel inserts
- Door storage pockets
- Colour-keyed carpeting
- Perforated, colour-keyed headliner
- Custom steering wheel
- Extra-thick floor insulation
- Headliner insulation
- Bright tailgate insert, upper body side and tailgate mouldings on Fleetside
- Hood and cab-to-fender insulators. The interior shown here has the available high-back Custom vinyl bucket seats, not included with Cheyenne trim. These come in a choice of new Custom vinyl and new grained vinyl facings in two colours.

### 4. Available Silverado Trim, Chevy's Finest

All items in Cheyenne package for regular cabs and all items in Scottsdale package for Crew and Bonus Cabs, plus these major additions and substitutions:

- Chromed grille with rectangular headlights
- Bright brush-finished instrument cluster frame and matching insert on instrument panel pad
- Needle-type, full-gauge instrumentation
- Full door trim panels with bright trim
- Colour-keyed carpeting on lower door panels
- Bright upper/lower body side mouldings, wheel opening mouldings and full tailgate insert on Fleetside
- Visor mirror.



Silverado instrument panel



## AVAILABLE OPTIONS:

Shown and listed here are some of the popular available options. They are arranged so that you can check off your choices. Your

Chevy salesperson has additional information or a complete list of the more specialized options available.

### Popular available options not shown:

- ☐ Delco AM/FM stereo (except Bonus/Crew Cabs)
- ☐ Delco AM/FM stereo with 8-track player (except Bonus/Crew Cabs)
- ☐ Delco AM radio
- ☐ Delco AM/FM stereo with cassette/tape player (except Bonus/Crew Cabs)
- ☐ Automatic transmission
- ☐ Soft-Ray tinted glass
- ☐ Power brakes and heavy-

- duty power brakes
- ☐ Power steering for 2WD models (standard on 4WD)
- ☐ Front stabilizer bar (standard on 4WD models)
- ☐ Auxiliary fuel tanks

- ☐ Heavy-duty Delco Freedom battery
- ☐ Folding seat back (Custom Deluxe only)
- ☐ Auxiliary Delco Freedom battery
- ☐ Cargo lamp

- ☐ Voltmeter, temperature and oil pressure gauges
- ☐ Tachometer
- ☐ Visor-mounted mirror (included in Silverado trim)
- ☐ Stainless steel camper

- mirrors
- ☐ Painted West Coast type mirrors (C and K30 models)
- ☐ Intermittent windshield wiper system
- ☐ Pickup box side rails



☐ AM/FM monaural CB radio

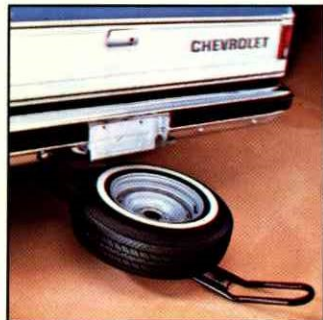


☐ 9" x 6.5" Below Eyeline mirrors

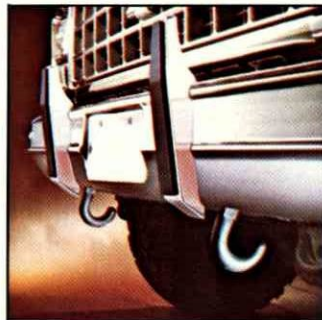


### Camper Special Packages

Available for Series 20 and 30 models equipped with available V8 engine and automatic or 4-speed manual transmission. Designed for long, tough use with slide-in camper bodies. Basic package for most models includes heavy-duty shock absorbers, front stabilizer bar (C models), and camper body wiring harness. Deluxe Camper Special Package for Fleetside pickups adds camper body tie-downs and cab-to-pickup-box shock absorbers.



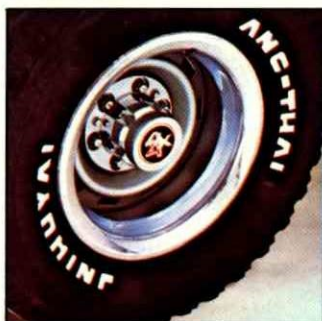
☐ Glide-out spare tire carrier



☐ Front bumper guards  
☐ Tow hooks



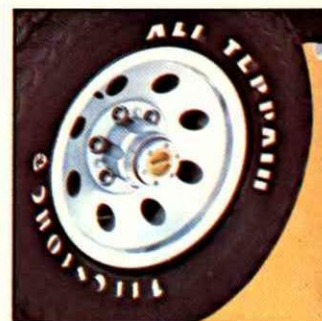
☐ Styled wheels



☐ Rally wheels



☐ Wheel covers



☐ Cast aluminum wheels (C and K10 models)



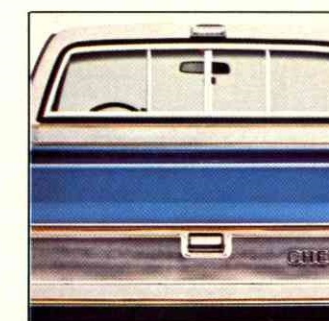
Chevy's Big Dooley with dual rear wheels can tow large fifth wheel trailers when properly equipped.

### Trailer Packages

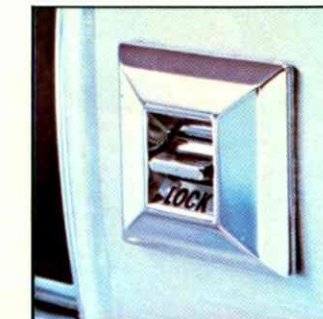
The Trailing Special Package includes power steering (standard on 4WD models), battery and generator. Requires a V8 gasoline engine-axle ratio combination suitable for the weight of the trailer to be towed (trailer hitch not included). Other required equipment includes available 4-speed or automatic transmission. Ask your Chevy salesperson for the 1980 RV/Trailer Guide which lists the Chevrolet required and/or recommended optional equipment to meet your trailering needs.



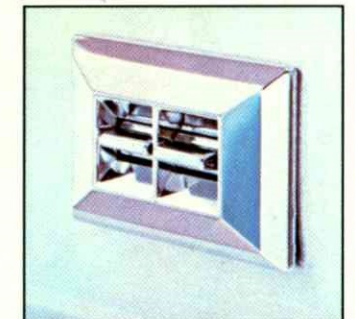
☐ Fuel tank stone shield (K models Regular Cab only)



☐ Sliding rear window



☐ Power door locks (2-door models)



☐ Power windows (2-door models)



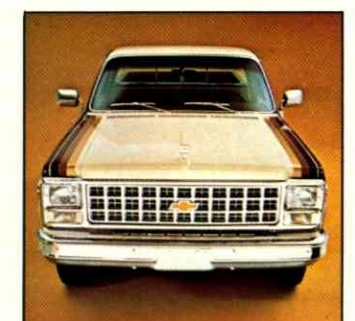
☐ Comfortilt steering wheel



☐ All Weather air conditioning



☐ Cruise Control (V8 engines with automatic transmission)



☐ Exterior Decor Package

### A Word about Components, Optional Equipment, Assembly and availability of these vehicles.

These vehicles incorporate thousands of different components produced by General Motors of Canada Limited and related compa-

nies and by various suppliers to General Motors of Canada Limited related companies. From time to time during the manufacturing process, it may be necessary, in order to meet public demand for particular vehicles or equipment,

or to meet federally mandated emissions and safety requirements or fuel economy guidelines, or for other reasons, to produce vehicles with different components or differently sourced components than initially scheduled. All such

components have been approved for use in our products by General Motors of Canada Limited or related companies, and will provide the quality performance associated with our name.

With respect to factory

installed extra cost optional equipment, make certain you specify the type of equipment you desire when ordering it from your dealer. Some options may be unavailable when your vehicle is built. Your dealer receives advice regarding current

availability of options. You may ask the dealer for this information. GM also requests the dealer to advise you if an option you ordered is unavailable. We suggest you verify that your vehicle includes the factory installed optional equip-

ment you ordered or, if there are many changes, that they are acceptable to you.

The vehicles described in the brochure are assembled at facilities of General Motors of Canada Limited or at facilities of General Motors Corporation

operated by GM Assembly Division or operated by GMC Truck and Coach Division.



## SPECIFICATIONS.

SERIES	TWO-WHEEL DRIVE								FOUR-WHEEL DRIVE			
	C10	C10/ BIG-10	C10 DIESEL	C20	C20 HD(CP6)	C20 BONUS/ CREW	C30	C30 BONUS/ CREW	K10	K20	K20 HD(CP6)	K30
CAB TYPE	CONV.	CONV.	CONV.	CONV.	CONV.	BONUS/ CREW	CONV.	BONUS/ CREW	CONV.	CONV.	CONV.	CONV. BONUS/ CREW
GVW RANGE (LB.)	4,900 TO 5,600	6,050 TO 6,200	5,300 TO 6,200	6,400 TO 7,500	8,600	8,600	9,100 TO 10,000	9,000 TO 10,000	6,200	6,800	8,600	9,200 TO 10,000
ENGINE—LITRE (CU. IN.)	STD.	4.1(250)L6	5.0(305)V8	5.7 V8	4.1(250)L6	4.8(292)L6	4.8(292)L6	4.8(292)L6	4.1(250)L6	5.7(350)V8	4.8(292)L6	4.8(292)L6
	AVAIL.	5.0(305)V8	5.7(350)V8	—	5.7(350)V8	5.7(350)V8	5.7(350)V8	5.7(350)V8	5.7(350)V8	—	5.7(350)V8	5.7(350)V8
		5.7(350)V8	—	—	—	7.4(454)V8	7.4(454)V8	7.4(454)V8	7.4(454)V8	—	6.6(400)V8	6.6(400)V8
FRONT SUSPENSION	TYPE/SPRINGS	INDEPENDENT COIL SPRINGS			INDEPENDENT COIL SPRINGS			INDEPENDENT COIL SPRINGS	HYPOID DRIVING AXLE— LEAF SPRING			
	CAPACITY (LB.)	3,100	3,400	3,400	3,800	3,800	3,800	3,800	4,000	3,600	3,800	4,500
	STD. SPRING CAPACITY (LB.)	1,475	1,625	1,700	1,750	1,900	1,900	1,900	2,000	1,850	1,850	2,250
	AVAIL. SPRING CAPACITY (LB.)	1,550	—	—	1,900	—	—	—	—	2,250	2,250	—
		1,625	—	—	—	—	—	—	—	—	—	—
REAR SUSPENSION	AXLE TYPE	SEMI-FLOATING			FULL FLOATING			FULL FLOATING	SEMI-FL.	FULL FLOATING		
	AXLE CAPACITY (LB.)	3,750	3,750	3,750	6,000	6,000	7,500	7,500	3,750	6,000	6,000	7,500
	AVAIL. RATIOS	2.56	2.73	2.73	3.21	3.21	3.21	3.21	3.21	2.76	3.21	4.10
		2.73	3.08	3.08	3.42	3.42	3.73	3.73	3.73	3.08	3.42	4.56
		3.08	—	3.42	3.73	3.73	4.10	4.10	4.10	3.42	—	4.56
		3.42	—	—	—	4.10	4.56	4.56	4.56	3.73	—	—
		—	—	—	—	4.56	—	—	—	—	—	—
	SPRINGS TYPE	TWO STAGE MULTI-LEAF			TWO STAGE MULTI-LEAF			TWO ST. MULTI-LEAF	TWO STAGE MULTI-LEAF			
	STD. SPRING CAPACITY (LB.) EA.	1,550	2,000	1,550	2,000	3,000	3,000	3,500	3,500	1,875	2,100	3,000
	AVAIL. SPRING CAPACITY (LB.) EA.	2,000	—	2,000	2,600	—	—	3,750	3,750	—	—	3,750
		—	—	—	3,000	—	—	—	—	—	—	—
BRAKES	DISC/DRUM	MANUAL	POWER	POWER	POWER	POWER	POWER	POWER	POWER	POWER	POWER	POWER
ELECTRICAL	BATTERY (WATTS)	2,500	(2) 4,350		3,200		3,200	3,200	2,500	3,200	3,200	3,200
	GENERATOR (AMP)	37	63		37		37	37	37	37	37	37
FUEL TANK LITRE (GAL.) NOM. CAPACITY	STD.	†59(13)/72(16)+59(13)/72(16)+59(13)/72(16)				72(16)		72(16)	†59(13)/72(16)	72(16)	72(16)	72(16)
	AVAIL. (AUX.)	†59(13)/72(16)+59(13)/72(16)+59(13)/72(16)				72(16)		72(16)	†59(13)/72(16)	72(16)	72(16)	72(16)
STEERING	STD.	MANUAL	POWER		MANUAL		MANUAL	MANUAL	POWER	POWER	POWER	POWER
	AVAIL.	POWER	—		POWER		POWER	POWER	—	—	—	—
TRANSMISSION	STD.	3-SPD.	3-SPD.	AUTO- MATIC	3-SPD.	3-SPD.	4-SPD.	4-SPD.	4-SPD.	3-SPD.	3-SPD.	3-SPD.
	AVAIL.	4-SPD.	4-SPD.	—	4-SPD.	4-SPD.	AUTOMATIC	AUTOMATIC	—	4-SPD.	4-SPD.	4-SPD.
		AUTO- MATIC	AUTO- MATIC	—	AUTO- MATIC	AUTO- MATIC	—	—	—	AUTO- MATIC	AUTO- MATIC	AUTO- MATIC
TRANSFER CASE	MAN. TRANS.	—	—	—	—	—	—	—	—	CONVENTIONAL NP 205		
	Part-time w/ Manual Locking Hubs	AUTO. TRANS.	—	—	—	—	—	—	—	CONVENTIONAL NP 205		
TIRE SIZE TUBELESS	STD.	GR78-15B	P235/ 75R-15	GR78-15B	8.75R-16.5C	9.50-16.5	9.50-16.5D	9.50-16.5D	9.50-16.5E	P235/ 75R-15	8.75R-16.5C	9.50-16.5D
	AVAIL.					(F/D); (R/E)	(F/D); (R/E)					(F/D); (R/E)

†59 LITRE (13 GAL.) TANK ON 1175" WB MODELS.  
TIRE LOAD RANGE—B (4PR), C (6PR), D (8PR), E (10PR).

## COLOURS



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