

THE 1980 CHEVROLETS



Caprice
Impala
Monte Carlo
Malibu
CITATION
Chevette
Camaro
Blazer
Corvette
Wagons
Trucks

CAPRICE CLASSIC and IMPALA

THE NEW CHEVROLET FOR 1980.

New ideas, new technologies have helped reshape The New Chevrolet Caprice Classic and Impala to meet the demands of today's driving.

For 1980, The New Chevrolet offers a brand-new, standard 3.8 Liter (229 Cu. In.) V6. A 231-Cu.-In. V6 is standard in California. Also, a wide selection of V8 power. And—a first for Caprice and Impala Wagons—a new diesel engine (not available at announcement in Calif. See dealer for availability).

Virtually every square inch of The New Chevrolet's body sheet metal has been reshaped for 1980 to let it glide through the air with less drag. The hood is lower. The rear deck higher. The sides smoother. And the car is lighter to help reduce the weight the engine has to carry.

New larger size steel-belted radial ply tires with a special new tread compound grip the road, yet offer less rolling resistance than last year's tires. A new 25-gallon fuel tank for coupes and sedans

can help you go added miles between fill-ups. Important new anti-corrosion measures have been added. An already big trunk has been made bigger with more luggage capacity.

But with all that's new, The New Chevrolet continues to be what so many people prefer. A car that's a pleasure to drive. A car with room and comfort for six adults. All at a Chevrolet price.

Caprice Classic. Even more elegant for the '80s. Outside there's a new, formal, squared-off roof line that's particularly noticeable and appealing in the coupe. That same design sophistication is evident in the new grille and wheel covers. On the inside, emphasis is still on comfort and convenience with a wide array of standard luxury features. Available in sedan, Landau coupe, Sport coupe or wagon.

Impala. It's changed for the better. There's fresh new styling. There's room for six adults in an atmosphere of good taste, great comfort and welcome quiet. As with Caprice, standard features

include power front disc/rear drum brakes, power steering, automatic transmission, and more. Available in sedan, coupe or wagon.

The Chevrolets in this catalog are shown with available equipment.



Caprice Classic Sedan available Special Custom interior shown in camel.

A WORD ABOUT THIS CATALOG. We have tried to make this catalog 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. Also, some of the equipment illustrated or described throughout this catalog is available at extra cost. Your dealer has details and, before ordering, you should ask him to bring you up to date.



Impala Sport Coupe shown in cinnabar with available vinyl roof in black.



Caprice Classic Sedan shown in available Custom Two-Tone light camel and beige.

MONTE CARLO

NO OTHER CAR LOOKS QUITE LIKE THE CHEVROLET MONTE CARLO.

For 1980 Monte Carlo continues that distinction. In the unmistakable mark of Monte Carlo's sculptured, flowing fender line. In the subtle way its curves capture and bend the light.

Up front, Monte Carlo's grille is bold and impressive for 1980. The dual rectangular headlights are new. There's rich new simulated wood-grain on the instrument panel, new styling on the seats. And more.

If you're looking for a car that sets you apart simply by the way it looks, look no further. But if you're also interested in a car of remarkable substance, there's much more to our new Monte Carlo than meets the eye.

New engine. For 1980 a 3.8 Liter (229 Cu. In.) V6 with 29 more cubic inches, 22% more power output than last year is standard. A 231-Cu.-In.

V6 is standard in California.

Or you can order the new available turbo-charged 3.8 Liter (231 Cu. In.) 4-Bbl. V6. Press on the accelerator and the turbocharger begins extracting extra power from the engine. Up to 32% more horsepower is available on demand. For merging, passing, hill climbing. And when you order the turbocharged engine, you also get a distinctive hood and turbo identification.

The thrill of getting from one point to another is even more fun in Monte Carlo this year. Automatic transmission, power steering and power front disc/rear drum brakes are standard. You have a choice of two available V8s (one in Calif.).

Strength and durability. The new Monte Carlo rests on a heavily ribbed and formed underbody. It has a strong Body by Fisher. Its doors, hood and deck lid are double-panel construction. Inside each fender is an extra fender for extra pro-

tection against corrosion. The entire body is extensively coated with rust-resistant primers.

We used computers to position 14 special rubber-cushioned body mountings on Monte Carlo's full-perimeter frame to help isolate you from road noise and vibration. Layers of sound-deadening materials abound throughout the car.

Monte Carlo for 1980 is beautiful. And it's also roomy and comfortable. All driving controls are within easy reach. Available sound and climate system controls are on a central panel convenient to both driver and front-seat passenger.

Monte Carlo is for people who enjoy a trim, modern, manageable mid-size car. And you can reflect your own good taste by personalizing Monte Carlo to your own liking. With Custom Two-Tone styling, the added beauty of the formal Landau roof, and more.



Monte Carlo Landau Coupe shown in light blue.



Available Special Custom interior shown in camel.



Monte Carlo Coupe shown in light camel.

MALIBU

IT'S GOT EVERYTHING.

Room. Looks. Size. Ride. And an incredible amount of value. That's what makes the 1980 Malibu the special car it is. And why we say it's got it all.

First, there's Malibu's room. Enough for the heads, knees and elbows of up to six people. Get in and there's a feeling of openness, resulting from ingenious, subtle design. Raise the trunk and discover an expanse of space that absorbs bulky luggage.

The way Malibu looks is important, too. Lean and sleek with an air of motion, due to aerodynamic styling.

Malibu is sized so you can slip through traffic or into skimpy parking spots.

And there's the ride. Impressive, to say the



Available Malibu Classic interior shown in camel.



Malibu Classic Landau Coupe shown in dark claret.

least, due in part to Full Coil suspension with front stabilizer bar.

New engine for 1980. A new 3.8 Liter (229 Cu. In.) V6 engine is standard. A 231-cu.-in. V6 is standard in California. It has 29 more cubic inches, 22% more power than last year's V6.

But there are more things to like about Malibu. Standard power front disc/rear drum brakes. Delco Freedom battery that never needs refilling. High Energy Ignition. Extensive anti-corrosion measures. Plus built-in strength due to the full-perimeter frame, Body by Fisher, and double-panel construction for doors, hood and deck lid.

The 1980 Chevy Malibu. A fresh new slice of apple pie.

Malibu Classic. Sure, you want everything that makes Malibu such an outstanding value. But

maybe you'd also like some extra flourishes to go with it. Then have it with the Malibu Classic. Common to all the uncommon Malibu Classic models is a new, higher level of design sophistication. And you get wheel opening moldings; full wheel covers; ashtray, courtesy and glove compartment lights; added sound insulation and other nice touches.

Malibu. If you have a good eye for good buys, you'll take to the 1980 Chevy Malibu in a hurry. Inside and out, a collection of noteworthy features makes Malibu an outstanding value. Body by Fisher. Double-panel doors, hood and deck lid. Sturdy full-perimeter frame. Disc brake audible wear sensors, and more. Available in sedan, coupe or wagon.



Malibu Classic Sedan shown in available Custom Two-Tone black and light camel.

CITATION

A WHOLE NEW KIND OF COMPACT CAR.

Our 1980 Chevy Citation is a remarkable automobile. And you've got to drive one to believe it.

Up front, underneath Citation's transverse-mounted engine, we put front-wheel drive. With approximately 65% of the weight over the front "driving wheels" to help pull you through snow, mud and ice with impressive traction.

We put in the comfort of computer-selected coil springs and stabilizer bars front and rear for a firm yet satisfying feel of the road. And, thanks to efficient aerodynamics and a multitude of rubber-cushioned mountings on the powertrain cradle, you enjoy an isolation from wind and road noise.



Available Custom cloth interior shown in carmine.



Citation X11 shown in claret.

You'll find Citation a good car to be in when you're in heavy city traffic. There's rack-and-pinion steering to help you maneuver in and out, a Full Coil suspension system to help soak up bumps. You're also going to like Citation's 2.5 Liter 4-cylinder engine and 4-speed overdrive transmission (not available in California at time of printing) to help you get away from it all.

We think you'll be impressed with Citation's looks, too. Strikingly handsome. But its true beauty goes much deeper. For Citation is also beautifully functional. Inspect those softly sweeping curves and you'll walk less than 15 feet from rear hatchback to honeycombed grille. Yet, when you open its doors, you'll see adult-size leg room front and rear. Seats are full and wide, spacious enough for five adults. And all your passengers are treated to soft foam cushioning.

In hatchback models, you have a compact car which may remind you of a station wagon inside. Remove the luggage compartment cover, fold

down the rear seat, and you're looking at more than 41 cu. ft. of cargo room (30 bags of groceries).

Beautiful. Just beautiful. And Citation is built to stay beautiful. With extensive anti-corrosion measures.

All of which doesn't sound like a conventional compact car. And Citation isn't. It's a whole new kind of compact car. Available in a full line of models: 2-Door and 4-Door Hatchback, Club Coupe and Coupe. Or the fun-to-drive sporty X11-equipped coupes with sport-type suspension, white-lettered steel-belted radial ply tires, rear spoiler, body side striping, black grille and body accents, sport steering wheel, and more.



Mid-size roominess. Station wagon convenience.



4-Door Hatchback Sedan shown in available Custom Two-Tone beige and cinnabar.

CHEVETTE

A LOT OF CAR FOR THE MONEY.

No mistake about it. The 1980 Chevy Chevette continues the tradition of being a lot of car for your money. For a lot of reasons.

For starters, there's its unitized Body by Fisher. Its Full Coil suspension system. Its extensive anti-corrosion measures. But that's only the beginning. Chevette is also famous for all its standard features: sport steering wheel,* AM radio,* reclining front bucket seats,* wheel trim rings,* center console* and a whole lot more.

There are new styling refinements for 1980. Wraparound taillights and distinctively sloped hatchback. We've also made Chevette's long list of standard features even longer. Front and rear



Available Chevette Custom Cloth interior shown in red/oyster.



Chevette 2-Door Hatchback Coupe shown in available Custom Two-Tone black and light camel.

bumper guards are now standard on all models. Brake system refinements contribute to smooth stopping.

For easy servicing of the engine electrical system, Chevette has a built-in diagnostic connector. Other Chevette value features include extended recommended service intervals, rack-and-pinion steering, 50,000-mile replaceable air cleaner element, Delco Freedom battery.

Chevette is first and foremost a Chevrolet. Its heritage is found in quality engineering and Chevy value through and through. Plus, three models let you have Chevette the way you want it.

2-Door Hatchback Coupe. Holds four people in foam-cushioned comfort. There's a wide hatchback for easy loading of cargo, an easy-to-fold rear seat, and 27 cubic feet of cargo area with the rear seat down.

4-Door Hatchback Sedan. The big brother of the Chevette line. Three inches more length outside allows almost three more inches of rear leg room inside. With rear seat down, the sedan stretches to 28.6 cubic feet of load room.

Chevette Scooter. Chevette quality is all there. Yet Chevette Scooter is Chevrolet's lowest priced car.

*Except Chevette Scooter Hatchback Coupe.



Roomy cargo space.



Chevette 4-Door Hatchback Sedan shown in red.

CAMARO

THE HUGGER.

Take a look. Here's a shape that turns heads and quickens heartbeats. Chevy Camaro. The Hugger. Camaro is a car that helps recapture the fun and excitement of driving. That's the way it's been since the first Camaro took to the road back in '66.

Camaro is the thrill of reaching out and gripping the wheel, leaning back, looking out across the classic windswept hood. Camaro is the excitement and unmistakable good looks that have attracted more than two million Americans. Camaro is four different, exciting personalities.

Z28. A very special machine for people who are dedicated to performance. The Z28 power team combines a potent 350-cubic-inch V8 with a 4-speed gearbox and a 3.08 rear axle (305-cubic-inch V8 and automatic transmission re-

quired in California). Tough Z28 sport suspension, rear spoiler, front air dam, rear fender flares, white-lettered steel-belted radials, a bold Z28 stripe and full instrumentation are special Z28 features. New for 1980 are technical features like a functional solenoid-operated air-intake hood scoop. And new, functional fender exhaust ports.

Berlinetta. Truly an extraordinary Camaro. It offers luxury and comfort, yet never loses touch with driving excitement. A new 3.8 Liter (229 Cu. In.) V6 engine is standard.* Wire wheel covers are another new standard. There's a special deluxe insulating package to help absorb unwanted outside noise. There's also a bright-accented special Gage Package. The suspension is engineered for riding comfort. Custom-tailored fabrics and deep-cushioned comfort only start the list of Berlinetta's interior features. Outside, dual pin stripes, Sport mirrors, white-stripe steel-belted

radial ply tires, black-accented rocker panels, a bright new grille and special identification.

Rally Sport. It's an escape from the routine. With special exterior paint treatment, blacked-out grille and rocker panels, rear spoiler, Sport mirrors, color-keyed Rally wheels and new three-tone striping. A new 3.8 Liter (229 Cu. In.) V6 is standard.* Steel-belted radial ply tires, front stabilizer, power steering and specially tuned shock absorbers help Rally Sport hug the road.

Sport Coupe. For those who love the pure pleasure of driving. Everything is there. From standards like the plush interior with full foam bucket seats and cut-pile carpeting to the new 3.8 Liter (229 Cu. In.) V6* and road-balanced suspension with front stabilizer bar, power steering and steel-belted radial ply tires.



Camaro Z28 shown in black. Available white-lettered tires supplied by various manufacturers.



Available Camaro Custom interior shown in carmine.



Camaro Berlinetta Coupe shown in red. Available Custom cloth interior shown in camel.

MONZA

YOUR KIND OF FEATURES, YOUR KIND OF FUN.

Some cars have a way of giving you what you want. Like the 1980 Chevy Monza.

Its sleek, aerodynamic look invites you to hop in and enjoy yourself. And once inside, you'll not only feel good knowing Monza's great to be seen in, but fun to be with.

That's because Monza is loaded with the kind of standard features that put an extra bit of enjoyment into your driving. Like a road-loving suspension to help smooth out bumps and take sway out of curves. Interior comfort with high-back front bucket seats, sport steering wheel, AM radio (may be deleted for credit), 4-speed manual transmission and center shift console (except Monza Coupe). And inside hatchback models, wagon-like convenience when you fold down the rear seat. Also standard: tinted glass, body side moldings, white-stripe tires, sporty wheel covers,



Available Monza Custom interior shown in camel.

day/night inside rearview mirror, and more.

For 1980 Monza presents excitement on the road. The Monza Coupe with a fashionable, formal roof line. The 2+2 Sport Hatchback Coupe with a sloping and resilient body-color nose sec-

tion with dual-unit rectangular headlights. The lower priced 2+2 Hatchback Coupe with a new blacked-out rectangular grille and single-unit headlights in squared bright frames.



Monza 2+2 Hatchback Coupe shown in red.

CORVETTE

THE LEGEND LIVES ON.

Corvette could very well be the most recognizable car on the road today. It has a host of imitators. But none of them catch your eye with such striking authority. Because Corvette remains what they can only aspire to be. A legend. Still the only true American production sports car.

Corvette for 1980. As you can see, Corvette engineers have been successful once again in refining our legendary classic. The new, more aerodynamic front bumper cover now features an integral air dam and deeply recessed grille and parking lights. There's a new hood with a lower profile. New rear bumper cover with an integral rear spoiler. New taillights. And cornering lights, new to Corvette as well as being standard, are fully automatic.



Corvette interior shown in red.

There's a new rich, ribbed pattern cloth interior. New seat cushion and backrest design. And for the driver, a convenient sliding sun shield.

And there's more good news. For 1980, Corvette comes complete with air conditioning, dual Sport mirrors, power windows, Tilt-Telescopic steering wheel, and a convenience group with comforting items like time-delay dome

and courtesy lights and intermittent windshield wipers.

Corvette's weight has been reduced by hundreds of pounds compared to last year. A 5.7 Liter 4-Bbl. V8 (5.0 Liter in California) is standard.

For 1980, Corvette remains a trim machine—with comfort and convenience features to add pleasure to the sport of driving.



Corvette Coupe shown in Corvette yellow.

CAPRICE CLASSIC and IMPALA WAGONS

THEY'RE ALL A WAGON WOULD BE.

The big Chevy wagon news for 1980 is diesel. A 5.7 Liter (350 Cu. In.) diesel V8 is now available for all Caprice and Impala wagon models (not available at announcement in Calif. See dealer for availability).

We have more good news about Chevrolet full-size wagons. They're functional and spacious. And they also are trim and contemporary in size and style. With a maneuverable 116-inch wheelbase for driving ease in city traffic and parking situations. Convenience features include a three-way door-gate that opens like a door for people, or like a gate for cargo. A four-foot-wide cargo area. A large lockable storage compartment under the rear cargo floor, plus a side lockable storage compartment, along with the con-

venience of built-in utility trays. The rear seat folds down at the touch of a button, opening up more than 87 cubic feet of cargo space.

Other standards include automatic transmission, power steering, power brakes, engine electrical diagnostic connector, computer-selected coil springs for a comfortable ride and a sound-deadening acoustical package tailored to each model.

Caprice Classic. If you want your new wagon to have a touch of class, you've come to the right place. The 1980 Caprice Classic is the top-of-the-line Chevrolet Wagon. Trim, sculptured lines outside . . . elegance and room inside. There's distinctive new grille styling, new wheel covers, newly styled bright-accented taillights, and a new, simulated wood-grain exterior appearance with the available Estate Equipment. On the in-

side; deep, full-foam cushioned seats covered in soft-to-the-feel cloth or vinyl upholstery. A handsome instrument panel set off by rich wood-tone accents. An electric clock is standard and so is a flow-through ventilation system.

Impala. Versatility and value have been traditionally the hallmarks of an Impala Wagon. 1980 is no exception. On the outside, distinctive style accents and new grille styling. Like the Caprice, Impala offers an available third seat option that lets you take more passengers along in full-size Chevrolet style and comfort. Standard features include a convenient, column-mounted headlight dimmer and turn signal control; a lockable glove compartment with light; one-piece cut-pile carpeting under your feet in the passenger compartment; a formed, soft one-piece headliner over your head, and more.



Impala Wagon shown in dark green.



Three-way door-gate.



87-cu.-ft. capacity with rear seat down.



NOTE: Diesel Engine Station Wagons are being sold under the provisions of the EPA Conditional Certificate. At 30,000 miles, the engine may need a free, simple emission adjustment. At this mileage, a "flag" will cover the vehicle's odometer with the word "EMISSIONS" as a reminder to go to the dealer for a possible adjustment. At that time, the reminder flag will be removed and reset by the dealer, free of charge. Ask your dealer for full details.

Caprice Classic Wagon shown in yellow.

MALIBU WAGONS

FOR LOOKS . . . FOR LOADS.

People who buy a 1980 Malibu Wagon do so for very important, though different, reasons.

They want a stylish-looking, mid-size wagon. And there's no doubt that Malibu Wagons are very stylish automobiles.

They want a wagon they can easily park and maneuver through city traffic. And Malibu's 108.1-inch wheelbase helps you enjoy driving.

They want a wagon that's big enough to handle people and cargo comfortably. With Malibu's mid-size roominess, you'll find room for the family and things you need to carry. There's nearly 72 cubic feet of usable cargo capacity with the rear seat down, plus storage bins on both sides and concealed storage area beneath the floor. You sit in full-foam molded seats with cut-

pile carpeting below and a foam-backed cloth headliner above.

Malibu's dual-mode flow-through ventilation system circulates outside air when the ignition is on. And rear-seat passengers are treated to large, fixed picture windows and swing-out vents for virtually draft-free ventilation.

We believe you'll especially like the two-way convenience of the versatile hatchgate. The top window half swings up like a hatchback; the bottom tailgate drops down for easy loading into the cargo area. The window half can also be used independently, swinging up on gas-assisted cylinder hinges to allow easy loading of light items. A helpful aid in tight parking spaces.

A new 3.8 Liter (229 Cu. In.) V6 engine is standard. A 231-Cu.-In. V6 is standard in Califor-

nia. And so are power brakes, Delco Freedom battery, High Energy Ignition system, Full Coil suspension system with computer-selected springs, and more.

Malibu Classic. If you order the available Estate Equipment Package, your wagon will be dressed up in distinctive new, simulated wood-grain vinyl panels along the sides and tailgate. An ideal complement to standard Malibu Classic styling features such as new grille design, bright rocker panel moldings and front hood ornament.

Malibu. Like the Malibu Classic Wagon, Malibu's interiors are beautifully finished with distinctive trim and instrumentation, plus one-piece carpeting in the passenger compartment.



Versatile hatchgate.



Roomy cargo area.



Lockable storage space.



Malibu Classic Wagon shown in white.

TRUCKS

EL CAMINO

Elegance that works.

This beautifully appointed Chevy truck provides 35.5 cu. ft. of ribbed-steel cargo space, with gross payloads up to 1250 lbs. including cargo and passengers. A new 3.8 Liter (229 Cu. In.) V6 engine is standard. A 231-Cu.-In. V6 is standard in California. And V8 power is available. 3-speed, 4-speed and automatic transmissions are available depending upon the engine specified. Manual transmissions are not available in California. Air-adjustable rear shocks are standard.



El Camino Super Sport shown in light blue and dark blue.

SPORTVAN

Seats up to 12. Holds plenty of cargo.

Chevy Sportvan is available in a broad range of sizes and capacities to fit most family and business applications. There's seating available for up to 12 depending on available equipment and model selected. Spacious vans are also available. Chevy Sportvan and Chevy Van are available in 110" or 125" wheelbase models with GVW ratings from 4900 up to 8600 lbs.

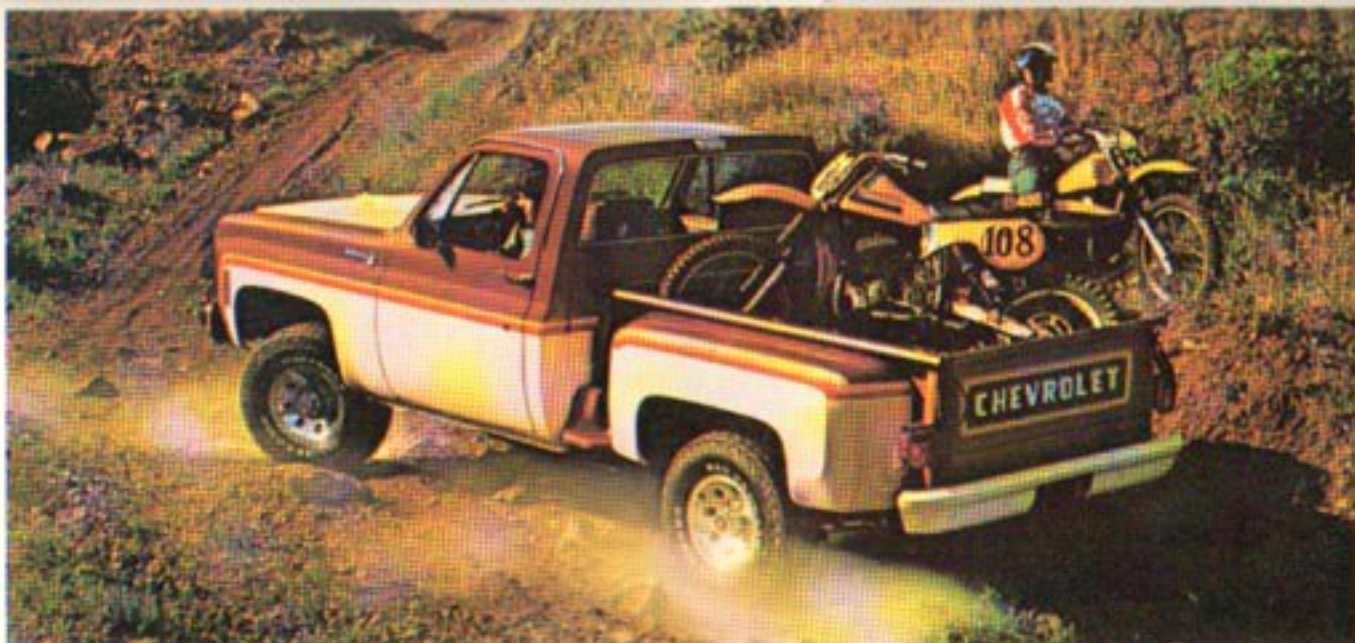


Chevy Sportvan shown in available Deluxe Two-Tone Nordic blue and white.

PICKUPS

You name the job.

You name the job, Chevy's got the pickup truck for it. And every one of them is built tough to work hard. Two-wheel-drive models feature Massive Girder Beam front suspension, and all models have double-wall construction in the hood, fenders, doors and Fleetside box sidewalls and tailgate. Extensive anti-corrosion measures and computer-matched brakes are additional Chevy tough-truck features. Chevy pickups can be ordered with either 6½- or 8-ft. boxes and in either Fleetside or Stepside pickup box styles. The C10 diesel pickup is offered in both Fleetside and Stepside models as well. Crew Cab/Bonus Cab, Chassis Cab and Big Dooley (dual rear wheels) models can be ordered and conventional 4-wheel drive with manual locking front hubs is available.



Chevy K10 Stepside Sport Pickup shown in available special Chevy Sport Two-Tone dark camel and Santa Fe tan.



Available Silverado interior shown in camel tan.



Chevy C20 Fleetside Pickup shown in available Special Two-Tone dark camel and Santa Fe tan.

TRUCKS

SUBURBAN

The Superwagon with the tough-truck build.

Suburban does what few other wagons can do. Properly equipped, it can seat up to nine adults with room to spare. Or it can take on up to 144 cubic feet of cargo. And properly equipped, the C20 can move up to 15,000 lbs., including Suburban, passengers, gear and trailer (7000-lb.-capacity, weight-distributing hitch platform is available through Chevrolet. Larger capacity platforms are available from outside sources). No ordinary wagon even comes close—in towing capacity, room or solid truck build. Chevy Suburban is built tough, on a tough truck chassis. A wide selection of engines, plus conventional 4-wheel drive with manual locking front hubs is available.



Chevy C20 Suburban shown in available Special Two-Tone Nordic blue and white.

BLAZER

Built to take on the rough country.

When the terrain gets rugged or hilly, Blazer with available 4-wheel drive delivers the added traction you need to get through. The conventional 4-wheel-drive system with manual locking front hubs is available with either 3-speed manual (not available in California), 4-speed manual or automatic transmissions. With this system, front freewheeling hubs allow you to switch from freewheeling to front lock position when moving off-road. All Blazers have a steel front half top and full doors. The rear seating or cargo area is enclosed by a removable fiberglass-reinforced plastic top. A Blazer Convertible model is available and Blazer can be ordered as a 2-wheel-drive model if preferred.



4-wheel-drive Blazer shown in available Special Two-Tone Nordic blue and white. Available white-lettered tires supplied by various manufacturers.

1980 CHEVROLET ENGINE AVAILABILITY

All states except California

CAR LINE	1.6 Liter 2-Bbl. L4 RPO L17 (A)	1.6 Liter 2-Bbl. L4 (H.O.) RPO L18 (A)	2.5 Liter 2-Bbl. L4 RPO LX8 (C)	2.5 Liter 2-Bbl. L4 RPO LW9 (C)	2.8 Liter 2-Bbl. V6 RPO LE2 (A)	3.8 Liter 2-Bbl. V6 RPO LC3 (A)	3.8 Liter 2-Bbl. V6 RPO L05 (B)	3.8 Liter 4-Bbl. Turbo V6 RPO LC8 (B)	4.4 Liter 2-Bbl. V8 RPO L39 (A, E)	5.0 Liter 4-Bbl. V8 RPO LG4 (A, E)	5.7 Liter Diesel V8 RPO LF9 (D)	5.7 Liter 4-Bbl. V8 RPO LM1 (A)	5.7 Liter 4-Bbl. V8 RPO L48 (A)	5.7 Liter 4-Bbl. V8 RPO L82 (A)
CHEVROLET						Std.			EC	EC	EC(1)			
MONTE CARLO						Std.		EC	EC	EC				
MALIBU/EL CAMINO						Std.			EC	EC				
CITATION				Std.	EC									
CAMARO						Std.(2)			EC	EC			Std.(3)	
MONZA			Std.				EC							
CHEVETTE	Std.	EC												
CORVETTE													Std.	EC

California only

CHEVROLET							Std.			EC	EC(1)			
MONTE CARLO							Std.	EC		EC				
MALIBU/EL CAMINO							Std.			EC				
CITATION				Std.	EC									
CAMARO							Std.(2)			EC(4)				
MONZA			Std.				EC							
CHEVETTE	Std.													
CORVETTE										Std.				

(1) Wagons only. Not available at announcement in Calif. See dealer for availability. (2) Except Z28. (3) Z28 only; not available on other models. (4) Higher output version standard on Z28.
Std.—Standard. EC—Available at Extra Cost.

TRUCK SERIES & MODEL	4.1 Liter 2-Bbl. L6 RPO LE3 (A)	4.8 Liter 1-Bbl. L6 RPO L25 (F)	5.0 Liter 2-Bbl. V8 RPO LG9 (E)	5.7 Liter V8 Diesel RPO LF9 (D)	5.7 Liter 4-Bbl. V8 RPO LS9 (E)	5.7 Liter 4-Bbl. V8 RPO LT9 (E)	6.6 Liter 4-Bbl. V8 RPO LF4 (A)	6.6 Liter 4-Bbl. V8 RPO LE4 (A)	7.4 Liter 4-Bbl. V8 RPO L88 (A)
C10 & K10 PICKUP	Std.†		EC*(1)		EC*				
C10 BIG-10 PICKUP			Std.*		EC				
C10 DIESEL PICKUP				Std.					
C20 & K20 PICKUP	Std.(1)				EC(3)				
C20 & K20/C6P PICKUP		Std.				EC		EC(2)	EC(1)
C20-30 BONUS/CREW CAB		Std.				EC			EC
C30 & K30 PICKUP		Std.				EC		EC(2)	EC(1)
C10 & K10 BLAZER	Std.*		EC*(1)		EC				
C10 & K10 SUBURBAN					Std.				
C20 & K20 SUBURBAN					Std.(1)	Std.(2)		EC(2)	
C20/C6P SUBURBAN						Std.			EC
G10 SPORTVAN	Std.		EC*		EC				
G20 SPORTVAN	Std.				EC		EC		
G30 SPORTVAN						Std.		EC	

*Not available in California. †Not available on K10 in California. (1) C model only. (2) K model only. (3) Std. on K20. Std.—Standard. EC—Available at Extra Cost.

A WORD ABOUT ENGINES.

The Chevrolets shown in this catalog are equipped with GM-built engines produced by various divisions. See your Chevrolet dealer for details.

Produced by GM:

- (A) Chevrolet Motor Division
- (B) Buick Motor Division
- (C) Pontiac Motor Division
- (D) Oldsmobile Motor Division
- (E) Canada
- (F) Mexico

A WORD ABOUT ASSEMBLY, COMPONENTS AND OPTIONAL EQUIPMENT IN THESE CHEVROLETS.

The Chevrolets described in this catalog are assembled at facilities of General Motors Corporation operated by the Chevrolet Division, GM Assembly Division, GMC Truck and Coach or GM of Canada. These vehicles incorporate thousands of different components produced by various divisions of General Motors and by various suppliers to General Motors. 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, safety and fuel economy requirements, or for other reasons, to produce Chevrolet products with different components or differently sourced components than initially scheduled. All such components have been approved for use in Chevrolet products and will provide the quality performance associated with the Chevrolet name.

With respect to extra cost optional equipment, make certain you specify the type of equipment

you desire on your vehicle when ordering it from your dealer. Some options may be unavailable when your car 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 car includes the optional equipment you ordered or, if there are changes, that they are acceptable to you.

CHEVROLET PASSENGER CAR SAFETY FEATURES

Occupant Protection

Seat belts with push-button buckles for all passenger positions • Two front combination seat and inertia reel shoulder belts for driver (with reminder light and buzzer) and right front passenger • Energy-absorbing steering column • Passenger guard door locks • Safety door latches and stamped steel hinges • Folding seat back latches • Energy-absorbing padded instrument panel and front seat back tops • Laminated windshield • Safety armrests.

Accident Avoidance

Side marker lights and reflectors • Parking lamps that illuminate with headlamps • Four-way hazard warning flasher • Backup lights • Lane change feature in direction signal control • Windshield defrosters, washer and dual-speed wipers • Wide-view inside mirror (vinyl-edged, shatter-resistant glass and deflecting support) • Outside rearview mirror • Dual master cylinder brake system with warning light • Starter safety switch • Dual-action safety hood latches (except Corvette).

Anti-Theft

Anti-theft ignition key reminder buzzer • Anti-theft steering column lock.

The right is reserved to make changes at any time, without notice, in prices, colors, materials, equipment, specifications and models, and to discontinue models. Check with your Chevrolet dealer for complete information.

