

1969



Suburban & Panels





Suburban

**Work it like a truck
...enjoy it like a
station wagon**

The 1969 Chevrolet Suburban is a perfect example of that old adage "You can't judge a book by its cover." Because beneath its station wagon styling and comfort lie some of the toughest truck components in the business. Suburban comes in $\frac{1}{2}$ -ton and $\frac{3}{4}$ -ton models with big nine-foot bodies on all. Plenty of room for carrying people or cargo or both. Whatever you carry, getting loads in and out is a simple matter. Big double rear doors or, if you prefer, tailgate/liftgate provide plenty of clearance. Extra right side door makes loading easy, too. All three

side doors have anti-skid strips on the sills for better footing. Keeping everything running smoothly is Chevrolet's famed independent front suspension with rugged coil springs at all four wheels. If the going is extra-rough, order a Suburban with four-wheel drive. It features a tougher frame and heavy-duty tapered-leaf springs. Want more? Name it. You can choose from a wide range of 6-cylinder and V8 engines. Manual or automatic transmissions. And a whole list of options and accessories to outfit your new Suburban just the way you like it.



Seats nine comfortably with optional second and third seats. Plus enough room for 40 cu. ft. of cargo. More than 181 cu. ft. with standard three-man front seat alone.

Enough room for a baseball team

Nine ballplayers can sit comfortably in a Suburban when you order the optional second and third seats. You'll have room left over for their equipment, too. More than 40 cu. ft. of cargo space. With two seats there's still as much load space as a full-sized station wagon—over 103 cu. ft. Use the standard three-man seat alone and you can haul more than 181 cu. ft. of cargo. Load floor area measures 51 sq. ft. with a full 50 inches between wheelhousings. You've got a little extra going for you in the interior appointments, too. Front seat is cushioned with thick foam, covered with easy-to-

clean vinyl. Other standard niceties include heater and defroster, padded instrument panel, non-glare interior trim, new low-profile steering wheel and many more. It all adds up to a lot of comfort and safety. If you want an added touch of luxury, order the plush custom interior. It's available with rich-looking trim in cloth/vinyl combinations, perforated hardboard headlining, vinyl cover for the spare tire, color-keyed floor mats and other nice touches.



Cab Interiors combine comfort with safety. Padded instrument panel, non-glare interior trim are but two of many examples. Such items as air conditioning are available. **Tailgate/Liftgate** rear opening is designed for easy operation, enables you to carry extra-long equipment. **Panel-Type Double Doors** in rear are held open by two-position telescoping door checks to facilitate loading.



Models		WB Wheel-base (in.)	OL Overall Length (in.)
KS/KE 10906 CS/CE 20906	Panel-type rear doors	127	215½
KS/KE 10916 CS/CE 20916	Station wagon-type rear doors	127	215½



Panels

**Get down to
efficient business**



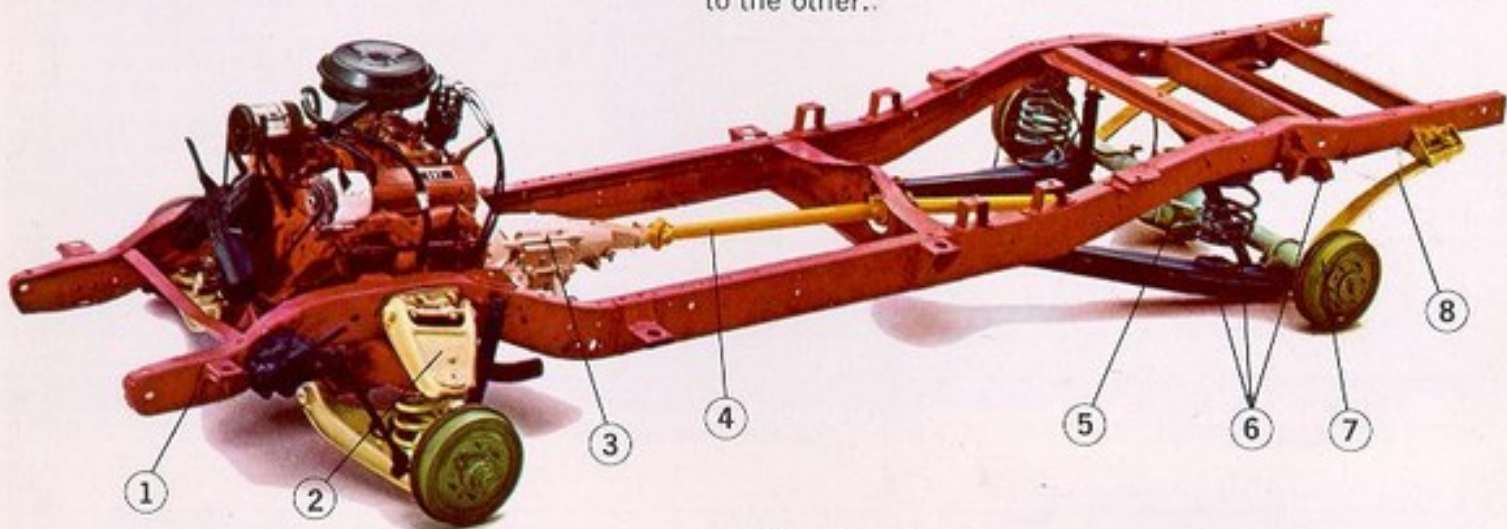
Models	WB Wheelbase (in.)	OL Overall Length (in.)
CS/CE 10905 CS/CE 20905	127	215½

Here's the truck that's made to order for quick, efficient delivery jobs. Carries up to 207 cu. ft. of cargo in a rugged nine-foot body. Moves through traffic with all the easy-stepping grace of Suburban models. It should. It rides on the same rugged chassis. And offers all the work-proved power train components. Both ½- and ¾-ton models are available. Like Suburbans, front doors have multi-position stops, pushbutton inside locks and safety door latches and hinges. Double rear doors are held open by 2-position

telescoping door checks and may be locked by key from the outside. Rear door glass is standard. Individual driver's seat is adjustable forward and backward. Rear face of the backrest has a metal cover to protect against load damage. Optional passenger seat is similar and can be pivoted forward for access to cargo compartment when retaining lock is released. Full foam cushion is available for both seats. Trim is long-wearing vinyl. Optional equipment is the same as that listed for Suburban except for seating options.

Chassis

Here's the backbone of Chevy's inner strength



1. FRAME

Ladder-type frame is formed by heavy-gauge channel side rails securely riveted to alligator-jaw crossmembers.

2. FRONT SUSPENSION

Independent front suspension features friction-free coil springs which provide a smooth ride and easy handling under all conditions. Front wheels operate independently to prevent transfer of road shock from one to the other.

5. REAR AXLE

Quiet hypoid gearing for greater tooth contact, extra strength. Wide choice of ratios permits efficient use of engine power.

6. REAR SUSPENSION

Coil-spring rear suspension employs two-stage springs to give a soft ride when empty and firm support when fully loaded. Axle movement is controlled by two trailing arms pivoted at a frame

Double-acting shock absorbers provide additional riding ease.

3. TRANSMISSIONS

Manual transmissions include a new fully synchronized 3-speed, 4-speed, close-ratio 4-speed and 3-speed overdrive. Shift lever is mounted on steering column for 3-speed transmissions and on floor for 4-speed units. Automatics include popular Powerglide and Turbo Hydra-Matic.

4. DRIVE SHAFTS

Precision balanced to run true and smooth. High-capacity standard universal joints are permanently sealed to minimize service requirements.

crossmember, plus a transverse arm connecting the axle to the left frame side rail. Shock absorbers are standard.

7. BRAKES

Front and rear hydraulic systems are separate and operate from dual master cylinder. If pressure loss should occur in one system, the other remains operative and a warning signal lights on further pedal applications. Brakes are self-adjusting. Power brakes are also available.

8. AUXILIARY SPRINGS

Single tapered-leaf auxiliary rear springs may be ordered for extra support and control with maximum payloads or use on very rough roads.

For 4-wheel drive chassis information, see 1969 Chevrolet pickup catalog.

Engines

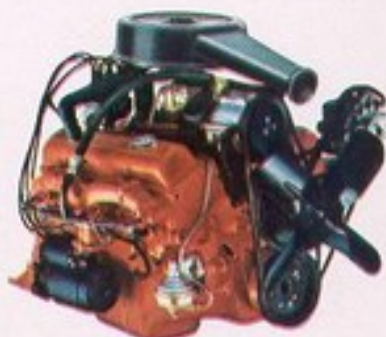
Here's power you can count on...bank on

Two sixes and four V8s are available, each designed for dependability and low-cost efficiency. Precision molded head and block castings give maximum rigidity with a minimum of dead weight. Free-breathing valve-in-head design with big valves and smooth porting allows full fuel charge to enter cylinders. Hydraulic valve lifters and individual rockers provide quiet valve action at all speeds. Low-inertia aluminum pistons have cast-in steel struts to control expansion. Precision-balanced crankshafts have main bearings flanking each throw to keep engine running smoothly.



250 AND 292 SIXES

Chevy's 250-cu.-in. Six is standard. A 292 engine is available when extra performance is required. Both are exceptionally smooth with 12-counterweight crankshafts and torsional dampeners. Rotocoil exhaust valve rotators in the 292 Six reduce build-up of deposits, triple valve life.



307, 350 AND 396 V8s

The 200 hp rated 307-cu.-in. V8 is standard. Also available are two 350-cu.-in. V8s and a big 396-cu.-in. V8. The 396 engine is rated at 310 hp with a compression ratio of 9.00 to 1. All are designed to use regular grade gasoline.

Trailer Towing

A unique combination of station wagon convenience, plus a solid truck foundation, makes Suburban an ideal recreational vehicle. Plenty of room for passengers and camping gear. Plenty of truck muscle for pulling big family-sized camping trailers. And there are plenty of accessories available to assure you of getting the maximum enjoyment out of your new Suburban. Your Chevrolet dealer can assist you in choosing just the right equipment for most any trailer you plan to haul. Additional information can be obtained from the 1969 Trailer Towing Brochure, available at your Chevrolet dealer's.



Specifications

Series	CS/CE 10 (3/4-Ton)		CS/CE 20 (3/4-Ton)		10 (3/4-Ton) 4-Wheel Drive		20 (3/4-Ton) 4-Wheel Drive	
GVW Ratings (lbs.)	4800 to 5400		5700 to 7500		4600 to 5800		5700 to 7500	
Front Suspension	Standard	Optional	Standard	Optional	Standard	Optional	Standard	Optional
	*MFS with Coil Springs—cap. (lbs.)		3000		3300		3500	
	Spirals—Cap. (lbs.)		1350		1500		1750	
	Shock Absorbers		Standard		H.D. Opt.		Standard	
Stabilizer Bar		Optional						
Rear Suspension	Axle—cap. (lbs.)		42500		3300		5200	
	—Ratios		3.73, 3.07, 2.54, 4.11		4.57		3.54, 4.10	
	*Coil Springs—cap. (lbs.)		2000		2000		1800	
	Tapered Leaf Ax. Springs—cap. (lbs.)		500		500			
	Shock Absorbers		Standard		H.D. Opt.			
Engines	*250 Six		292 Six		*250 Six		292 Six	
	**307 V8		350 V8		**307 V8		350 V8	
			396 V8				396 V8	
Fuel Tank	Cap. (gal.)		23.5		21		21	
Transmissions	3-spd.		3-spd. OD		3-spd.		4-spd.	
			4-spd.		4-spd. CR		Turbo Hyd.	
			4-spd. CR		Powerglide			
			Powerglide		Turbo Hyd.			
			Turbo Hyd.					
Brakes	Hydraulic		Power		Hydraulic		Power	
Electrical	Battery		53 Amp.-Hr.		70 Amp.-Hr.		53 Amp.-Hr.	
	Generator		37 Amp.		42, 61, 62		37 Amp.	
Steering	Manual		Power		Manual		Power	
Wheels & Tires	Disc Wheels—Type		8-stud		6-stud		8-stud	
	—rim width (in.)		5.50		6.0		6.0	
	Tubeless Tires—sizes		8.25-15		7.75-15		8.00-16.5	
	—sizes		6.50-16, 8.0-16.5		9.50-16.5		6.50-16	
	—sizes						7-17.5, 8.00-18.5	
	Tube-Type Tires—sizes		7.75-15, 8.25-15		7.00-16		7.75-15, 8.25-15	
—sizes		6.50-16, 7.00-15				6.50-16, 7.00-15		

Equipment shown in blue optional at extra cost. †Also available with Positraction or POWER-LOK differential. *Tubular driving on 4-wheel drive models (ratios 3.73-K10, 4.55-K10). **Also available with NoSPIN or POWER-LOK differential. *Standard on 6-cylinder models. **Standard on V8 models. †Tapered leaf on 4-wheel drive models.

TRAILER TOWING RECOMMENDATIONS

Series	CS/CE 10			CS/CE 20			
	Light-Duty	Medium-Duty		Light-Duty	Medium-Duty		Heavy-Duty
Trailer Class	Frame Mounted	Frame Mounted	Frame Mounted or Equalizer	Frame Mounted	Frame Mounted	Frame Mounted or Equalizer	Equalizer
Trailer Hitch Type	Standard	Standard		Standard	Standard		1500-Opt.
Front Suspension	Standard	Standard		Standard	Standard		Standard
Rear Suspension	Standard	Standard		Standard	Standard		Standard
Brakes	Standard	Standard		Standard	Standard		Standard
Clutch	—	—		—	11"		11"
Engines	250 Six—Std. 292 Six—Opt. 307 V8—Std. 350 V8—Opt. 396 V8—Opt.						
Transmissions	Powerglide Turbo Hydra-Matic	Powerglide Turbo Hydra-Matic		Powerglide Turbo Hydra-Matic	Powerglide Turbo Hydra-Matic 4-Speed		Turbo Hydra-Matic 4-Speed
Electrical	42 Amp. Delco-tron 70 Amp.-Hr. Battery	42 Amp. Delco-tron 70 Amp.-Hr. Battery		42 Amp. Delco-tron 70 Amp.-Hr. Battery	42 Amp. Delco-tron 70 Amp.-Hr. Battery		42 Amp. Delco-tron 70 Amp.-Hr. Battery
Tires	8.00-16.5-SPR		8.00-16.5-SPR		8.00-16.5-SPR		

Equipment shown in blue optional at extra cost. See Camper and Pleasure Truck Structure for recommended engine, rear axle ratios and trailer towing GCW combinations.

Optional Equipment



Chrome Below-Eye-Line Mirror



Power Brakes



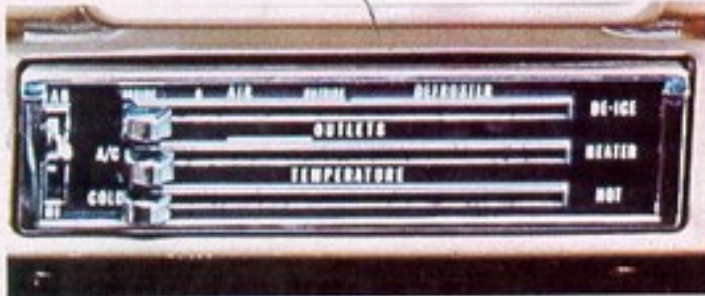
Tachometer



Armrest



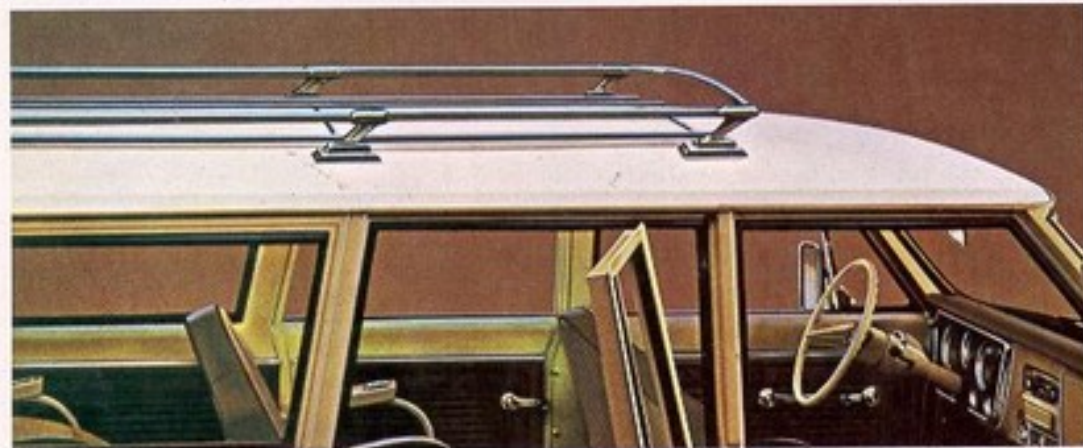
Chrome Wheel Covers



Air Conditioning



Radio



Luggage Rack



Power Steering

Your Chevrolet dealer can refer to the Special Equipment and Special Equipment prices Sections of the 1969 Chevrolet Truck Data Book for more detailed descriptions, specifications, prices and ordering information covering the equipment above and other special items available for Suburbans.

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