


1971 Chevrolet Blazers



Totally Tougher 

“In a personal sense, the Blazer has been a blast. Its traction, its toughness and the brand of enthusiasm it exudes give an entirely new perspective on driving.”

That's how Car & Driver magazine put it in their April, 1970, issue road test report. And here's more of what they were talking about:

Chevy Blazer: Best way to go anywhere.

Anywhere. Not just in search of the Lost Silver Queen Mine or across Monument Valley. But to school, odd jobs, and grocery shopping. Because that's the idea behind Blazer. All the comfort and nice things of a family car. All the handiness and

toughness of a pickup truck. And all the fun of the greatest go-anywhere machine you ever laid hands on. All at the same time. A vehicle as much at home on asphalt streets and concrete turnpikes as it is in sand, mud, brush, gravel or crossing a shallow stream.

Trailer towing brings out the truck in it.

If you want to see a '71 Blazer ripple its muscles, put a trailer behind it. Hauling heavy trailers at Interstate speeds calls for Blazer's kind of power. With truck components, strength and stamina you just don't find in a passenger car. Because this is another species

of vehicle when it comes to ruggedness.

Which is one of the nicest things about towing with a Blazer.

It goes through country that could stop an Indian scouting party.

And you don't have to settle for settling down where everybody else does.

More room, more power, more features standard.

Take room. Because Blazer's as wide as a regular Chevy pickup, you get full-width inside. For more people-room. More cargo-room. Not to mention a more solid, stable track beneath you.

Take power. Blazer's standard six is the biggest in any popular vehicle like it. With the field's most powerful V8 available, too.

Take features. Like standard front power disc brakes. Built-in fender liners that help fight rust and wear. More double-wall construction where it counts. And you can get all this whether you decide a 2-wheel-drive or 4-wheel-drive Blazer is just what you want.



“The drivetrain pieces are well designed, rugged and long-proved by use in Chevy's light trucks.”

From the same April, 1970, Car & Driver magazine road test report. From men whose business it is to know vehicles inside and out.



Wider stance suspensions.



One reason a Blazer 4-wheel-drive chassis can claw its way up and around like nothing else is its wide-stance suspension.

Blazer's 4-wheel-drive chassis has tapered leaf front and rear springs. For a smooth ride and lower unsprung weight.

Rear spring assemblies are 2-stage. With four conventional leaves and one tapered leaf. Shot-peened under stress for extra durability.

And you get standard double-acting shocks.

All combined for a comfortable, easy-handling balanced ride both on and off the road.

Axles, drive shafts and transfer cases.

Front and rear 4-wheel-drive chassis axles have hypoid gearing for extra quietness, strength.

Front axle has 40-degree turn angle—turning circle of just 36.66 ft. curb-to-curb. Rear axle shafts are semi-floating type.

Drive shafts are dynamically balanced heavy-wall steel. Spline ends of fine-grain alloy steel are phosphate coated to lessen friction. Universal joints are permanently sealed, doing away with periodic servicing.

Standard 2-speed transfer case offers high or low range in 4-wheel drive.

Power takeoff opening using engine power to run a wide variety of special equipment.

Widest choice of engines and transmissions.

250 Six: Standard. 250-cu.-in. engine. 145 horsepower. Twelve-counterweight crankshaft. Contoured camshafts.

Full-length water jackets.

307 and 350 V8s: 200-horsepower 307-cu.-in. V8 standard. Optional 250-hp 350 V8.

Special coatings on heads and faces retard deposits. All Blazer engines

are designed to operate efficiently, with lower exhaust emissions, on low lead fuel.

Low-inertia aluminum pistons have cast-in steel struts.

Free-breathing valve-in-head design for fuller combustion.

And hydraulic valve lifters for exceptional quietness at all speeds.

Standard 3-speed synchromesh manual transmission steering-column-mounted.

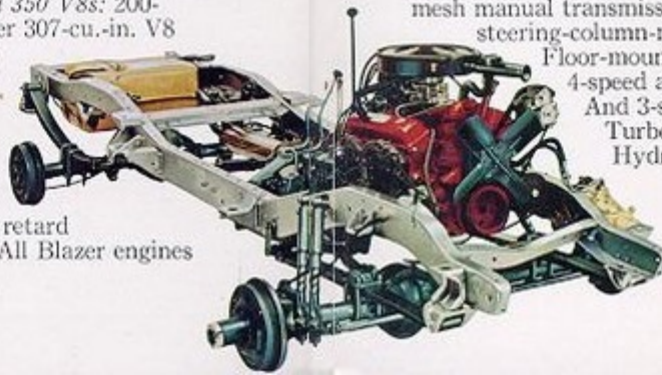
Floor-mounted

4-speed available.

And 3-speed

Turbo

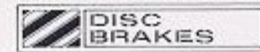
Hydra-matic.



New power disc brakes.

Power disc brakes are standard up front. For longer brake life, even in the toughest kind of driving. More fade resistance, because disc brakes run cooler under the repeated-use conditions of rugged terrain.

And better vehicle control, because a special 3-way valve balances the entire system; proportions front and rear braking pressures; and warns of pressure loss in either half of the dual brake system. Rear brakes are a new finned-type. Both front and rear brakes are self-adjusting.



2-wheel drive Blazer.

All four wheels are cushioned by full-coil-spring suspension for exceptional riding smoothness.

Front wheels operate independently. Road shock at one doesn't get passed on to the other.

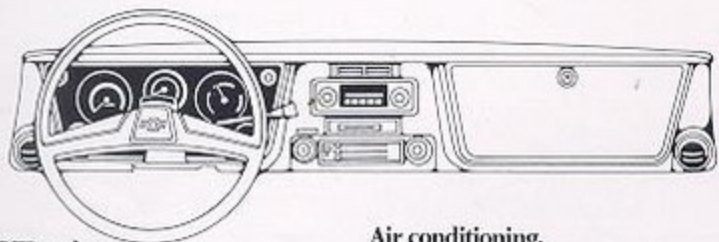
The rear suspension uses dual-stage springs that give a soft ride when empty, a firmer ride when loaded. Axle movement is carefully controlled by a unique system employing two trailing arms.

With double-acting shock absorbers included as standard equipment front and rear.



“Finally someone has discarded the idea that four-wheel-drive vehicles can only be operated by ex-tank commanders and veteran truck drivers.”

If Car & Driver's road testers sound like they found a lot to like about Blazer in their April, 1970, report, they did. Like options: *



CST package.

CST stands for top-of-the-line luxury. Includes bucket seats up front. Chromed bumpers. Console. Special insulation and undercoating. Bright moldings. And deep-twist carpeting when ordered with auxiliary top. Available with or without rear seat.

Instruments.



Ammeter, temperature and oil pressure gauges. Or the same group plus tachometer.

Air conditioning.

For year-round comfort. Includes heavy-duty radiator and 42-amp generator.

Auxiliary hardtop.



Tough reinforced fiberglass with textured paint. Available in either black or white. Includes side rear windows and lift tailgate. Plus vent windows and frameless glass in Blazer doors. Top bolts on. Lifts off quickly. Completely weathertight. Built-in shoulder belt anchors.

Accessory soft top.



Available through your dealer. Rugged steel framing covered with durable canvas. Goes up or down in less than two minutes. Dealer-installed accessory. Colors: black or white.

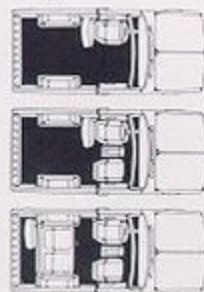
Power steering.

Optional integral-type unit reduces driver effort significantly.

Dampens road shock at the steering wheel for handling comfort.

Especially handy in rough going.

Seating.



Order only the seats you want and need. There's a passenger seat available with armrest. Or driver and passenger bucket seats with console. Plus a 3-passenger bench-type rear seat with armrests and seat belts. All thick full-depth foam padded.

Heavy-duty assists.



For the extra demands of off-road driving or camping: HD 12-volt 80-amp-hr. battery. HD shock absorbers. HD air cleaner, 1-quart capacity. HD clutch, 11-in. diameter (included when 4-speed trans. ordered). HD generators, 42-amp or 61-amp Delcotron. HD cooling (included when air conditioning or auto. trans. ordered).

Plus:

Soft-Ray tinted glass. Chrome bumpers. Front towing hooks. Inside cargo partition. Manual throttle control. Free-wheeling hubs. AM or AM-FM radio. Speed and cruise control. Front stabilizer. Sparkling wheel covers. Engine block heater. Custom molding. And a wide selection of on-off road, wide-base and floatation-type tires.

See your Chevrolet dealer for complete Blazer option and accessory lists. Nobody has more to show you.

*Available at extra cost.



1971 Blazer Specifications



Wheel-base	Length	Width	Height	
			2 W.D.	4 W.D.
104	180	79	67.0 70.6*	69.2 72.8*

*With Optional Hardtop

ENGINE SPECIFICATIONS	250 Six	307 V8	350 V8
Displacement (cu. in.)	250	307	350
Bore & Stroke (in.)	3 7/8 x 3 3/8	3 1/2 x 3 1/2	4 x 3 1/2
Compression Ratio	8.5 to 1	8.5 to 1	8.5 to 1
Gross Horsepower @ rpm	145 @ 4200	200 @ 4600	250 @ 4500
Net Horsepower @ rpm	110 @ 4000	135 @ 4000	170 @ 3500
Gross Torque (lbs.-ft.) @ rpm	230 @ 1600	300 @ 2400	350 @ 3000
Net Torque (lbs.-ft.) @ rpm	185 @ 1600	235 @ 2400	310 @ 2900

	2 W.D.	4 W.D.		
Max. GVW	5000		Box Length—Floor	78 1/2
Front Overhang	33 1/2		Box Length—Upper	70
Rear Overhang	40 1/2		Box Width—Floor	72
Front Tread	C 63 K 64		Box Width—Tailgate Opening	65
Rear Tread	62 1/2		Between Wheelhouses	50
Ground Clearance	7.3		Box Depth	19 1/2

		2-WHEEL DRIVE		4-WHEEL DRIVE	
		Standard	Optional	Standard	Optional
Front Suspension	Type	Independent		Tubular Driving—Ratio 3.73 or 3.07†	
	—Cap. (lbs.)	2700		3300	
	Springs—Type	Coil		Tapered Leaf	
	—Cap. (lbs.)	1350		1450	1750
	Shock Absorbers	Standard	H.D. Optional	Standard	H.D. Optional
Rear Suspension	Axle—Type	Semi-Floating			
	—Cap. (lbs.)	3500†		3300†	
	—Ratios	3.73	3.07, 4.11	3.73****	3.07†
	Springs—Type	Coil		Two Stage Tapered Leaf	
	—Cap. (lbs.)	1250		1800	
	Shock Absorbers	Standard	H.D. Optional	Standard	H.D. Optional
Engines		250 Six* 307 V8**	350 V8***	250 Six* 307 V8**	350 V8***
Clutch	Dia. (in.)	10*		10*	
	Area (sq. in.)	100*		100*	
	Dia. (in.)	11**	12†	11**	12†
	Area (sq. in.)	124**	150†	124**	150†
Transmissions		3-Speed Fully Synchronized	4-Speed Turbo Hydra-matic	3-Speed Fully Synchronized	4-Speed Turbo Hydra-matic
Transfer Case	Type	Not Required		2-Speed	2-Speed†
	Ratios			2.03—1.00	1.96—1.00†
	PTO Provision			Standard	Standard†
Brakes, Hydraulic		Power		Power	
Frame	Section Modulus	2.98		2.70	
Steering		Manual 40° Turning Angle	Power	Manual 40° Turning Angle	Power
Fuel Tank	Cap. (gal.)	21			
Wheels	Disc	5-Stud		6-Stud	
	—Rim Width (in.)	6.0	5.0, 6.0	6.0	5.0, 6.0, 8.25
Tires	Tubeless—Sizes	E78-15B	G78-15B	E78-15B	G78-15B
			H78-15B		H78-15B
	Tube-Type—Sizes		G78-15B		10.00—16.5
			6.50—16		G78-15B

†—Inc. with 350 V8. ††—Inc. with Turbo Hydra-matic. Equipment shown in blue, optional at extra cost. ‡—Also available with Positraction differential. *—Standard on 6-cylinder models. **—Standard on V8 models. ***3-speed not avail. 4-speed std. ****Opt. with 350 V8.