

CHEVY

It never forgets it's a tough truck

BLAZER



Building a better way

Chevrolet

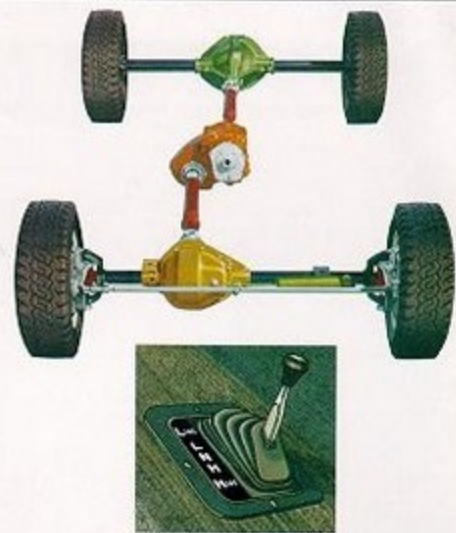
to see the U.S.A.

BLAZER 4WD



Four-wheel traction available—on the road or off—on any Blazer equipped with a V8 engine. That's Blazer *full-time* 4-wheel drive. Easy getting in and out, too, with a 22-inch entry height. Plus 7 inches of ground clearance, all with a pleasingly low silhouette. Blazer for '74.

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Full-time 4-wheel drive eliminates need for locking front wheel hubs.

This system is in 4-wheel drive at all times. The difference between conventional 4-wheel drive and full-time is an *interaxle differential* in the transfer case. This device compensates for speed variations between front and rear axles, while constantly providing driving force to both.

Full-time 4-wheel drive eliminates the need for free-wheeling hubs. No more getting out to lock or unlock front hubs when moving on or off the highway. It supplies all the traction power you need for off-road going *plus* improved stability and positive driving control on rain-slicked or iced highways.

For off-road or low-traction operation, the interaxle differential can be bypassed simply by moving the transfer case shift lever to the high or low lock position. The low position provides a 2:1 gear reduction. It's like having a two-speed rear axle.

A 34 degree turn angle on the front axle gives Blazer a turning diameter of 37.6 ft., curb-to-curb.

Conventional 4-wheel drive.

Chevrolet's reliable conventional 4-wheel-drive system is on 6-cylinder Blazers. The 2-speed transfer case provides high and low 4-wheel-drive ranges and a power takeoff for operating accessory equipment. Same turn angle and curb-to-curb turning diameter as with full-time 4-wheel drive models.

Two-wheel-drive Blazer.

A sturdy city or country runabout, the two-wheel-drive Blazer is available with either three- or four-speed synchromesh or Turbo Hydra-matic transmission. Massive Girder Beam front suspension and 2-stage rear leaf springs give Blazer a comfortable ride.



Seat up to five with available seating.

BLAZER TOUGHNESS

BUILT AS IF THERE WERE NO ROADS AT ALL

Doors, side panels and tailgate are double-steel-wall thick. And the hood and fenders are double-walled, too. Fewer weld joints help improve resistance to rust. New, improved power brake system.



Energy-absorbing steering column.

Designed to help absorb energy forces in the event of front-end impact. Column telescopes, separates from instrument panel, if sudden, intense pressure is applied.



Rugged leaf springs.

Four-wheel-drive models get wide multi-leaf front and rear springs. Plastic liners separate all leaves to help provide quiet, low-friction operation. Front stabilizer bar is standard on all 4-wheel-drive Blazers.



Double-wall front fenders.

All-steel one-piece inner and outer fender panels form a double wall for structural rigidity. Self-washing bathtub-type wheelhousings help protect against salt spray and flying stones.

Auxiliary hardtop available.

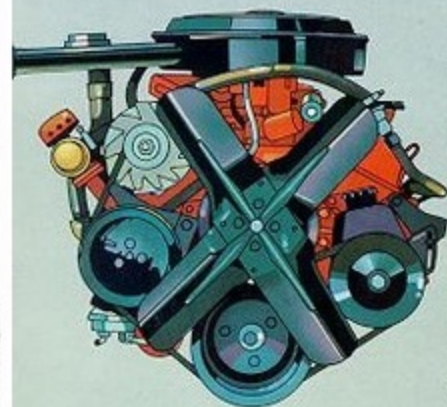
You can turn the open Blazer into a closed vehicle with a snug-fitting fiberglass reinforced hardtop. Lightweight and watertight, it's designed for easy installation. For closed vehicle operation, Blazer's standard power flow-through ventilation provides a valuable complement. Inside air begins moving and changing the moment you turn the ignition key.

Lexan® rear taillight lenses.

Rear taillight lenses are made of an extraordinarily tough plastic. It can absorb more severe impact than ordinary acrylic plastics.

Staggered placement of rear shock absorbers.

Rear shock absorbers are positioned with one forward, one aft. The effect is to reduce brake and power hop.



Engine Specifications	250 Six	350-2 V8	350-4 V8
Displacement (cu. in.)	250	350	350
Bore & Stroke (in.)	3 3/4 x 3 1/2	4 x 3 1/2	4 x 3 1/2
Compression Ratio	8.5 to 1	8.5 to 1	8.5 to 1
Net Horsepower @ rpm	100 @ 3600	145 @ 3800	160 @ 3800
Net Torque (lbs.-ft.) @ rpm	175 @ 1800	250 @ 2200	250 @ 2400

Power up to a 350 V8.

Blazer's full-time 4-wheel drive gives you the traction; Blazer's husky engine-transmission teams give you the power to go where you want when you want. The standard Six is 250 cubic inches with seven-main-bearing crankshaft, contoured camshaft and full-length waterjackets. The standard V8 is a 350 2-barrel; a 350-cubic-inch 4-barrel V8 is also available.

Both V8's feature exhaust valves with special coating on the heads and faces to help retard carbon buildup. Match the Blazer engine you select with one of three available transmissions: a 3-speed fully synchronized unit with column-mounted shift lever (not available with 4-barrel V8); a 4-speed unit with floor-mounted shifter; or famous 3-speed Turbo Hydra-matic.



New power brake systems match stopping power to gross vehicle weight.

Under a new Chevy light-duty truck brake program, brake types, sizes and power assists are computer-matched to the GVW rating of the vehicle. Heavier duty models get heavier duty brake systems. Incorporated into the new systems are Chevy's standard front disc/

finned drum rear brakes. Disc brakes provide resistance to fade and recover quickly from effects of water immersion. Rear brakes are finned for efficient cooling. Front disc brake lining wear sensor sounds an audible signal when pads need replacement.

Dual-orifice windshield washer nozzles.

Windshield washer nozzles have dual orifices for more effective coverage. Reservoir has three-pint capacity.

Tough engine mount design.

Engine mounts are designed to provide a vibration-absorbing cushion between engine and frame. Rubber is pre-loaded between a steel backing plate and steel outer housing.

Reinforced hood.

Hood is fabricated of two pieces of steel welded together for torsional rigidity. Inner panel is embossed for strength.

Tough Blazer frame.

The Blazer frame features deep side rails joined by a rugged crossmember design. Frames are made of high tensile strength carbon steel.



BLAZER OPTIONS

There are all kinds of things you can do to make your Blazer even more convenient and more appealing to the eye. Some of them are shown here. Consult your Chevrolet dealer for the complete availability.

Below-Eye-Line mirrors.

Below-Eye-Line mirrors mount on doors for viewing past wide trailer. 180-degree pivot. Painted or stainless steel.

Cheyenne interior.

Seat upholstery for two front bucket seats is leather-grain all-vinyl in a selection of five colors (fabric and vinyl trim in two colors available at extra charge when auxiliary top is also ordered). Console between seats, gauge-type instrumentation with wood-grain trim and color-keyed front floor covering are included with Cheyenne trim. When ordered with auxiliary top, Cheyenne comes with carpeting and color-keyed rear sidewall trim panels. Map pockets in doors.



Comfortilt steering wheel.

Useful when more than one driver will be using Blazer. Adjusts to six positions. Available with 4-speed or automatic transmissions.

Full instrumentation.

Includes conveniently clustered gauges for oil pressure, temperature and ammeter. Tachometer or clock also available.

Air conditioning.

Air conditioning makes Blazer with auxiliary top a place of comfort even on hot days. Includes increased capacity radiator and 61-amp. generator.

AM or AM/FM pushbutton radios.

Designed to be mounted as an integral part of the instrument panel. Antenna embedded in windshield when ordered factory-installed.



Seating for up to five.

The Custom Blazer has the driver bucket seat standard, and a matching auxiliary passenger bucket seat is available. Front bucket seats with special all-vinyl trim plus a center console and color-keyed floor covering are available for the Custom Blazer and included with Cheyenne trim package. A full-width rear bench seat is available for both Cheyenne and Custom Blazers.



Custom interior.

Foam-cushioned bucket seat trimmed in vinyl in a choice of four colors. Auxiliary bucket seat and rear bench seat available. One-piece molded door trim panels. Rubber front floor matting. Padded sunshade. Courtesy lamp. Prismatic rear-view mirror. And more.



Skid plates.

Steel shielding that helps protect fuel tank during operation over rough terrain or unusual road surfaces. Skid plate included for transfer case of 4-wheel-drive models.



Rooftop luggage carrier.

A bright-metal roof rack, complete with skid strips, that mounts on the available Blazer auxiliary top. Can carry 300 pounds.



Custom exterior.

Plenty of bright metal up front on the Blazer grille, and the right- and left-hand mirrors are finished in chrome as well. Front and rear bumpers and wheels are painted white.



Cheyenne exterior.

Chrome bumpers front and rear. Bright upper and lower body side and rear moldings. Bright hubcaps. Many other bright accents. Cheyenne nameplates.



Tailgate with roll-up window.

Included when you order the auxiliary top. Features a manually operated drop glass with a generous rear viewing area.

And more.

Roof air deflector ■ Heavy-duty battery ■ Heavy-duty generator ■ Heavy-duty radiator ■ Heavy-duty shock absorbers ■ Tinted glass ■ Free-wheeling hubs ■ Locking differential rear axle ■ Wide range of rear axles ■ Front tow hooks ■ Trailer weight-distributing hitch platform for trailering ■ Wood-grain exterior trim ■ Special two-tone exterior finish ■ Rally wheels ■ Special tires ■ Power winch.

SPECIFICATIONS

Standard colors



Series	2-WHEEL DRIVE		4-WHEEL DRIVE	
	GVW Ratings (lbs.)	4900 to 5700		4900 to 6200
	Standard	Available	Standard	Available
Engines	6-Cyl.	*250	*250	
	V8's	**350-2	350-4	**350-2 350-4
Clutch	Dia. (in.)	*10, **11	11, 12	*10, **11 11, 12
Front Suspension	— Type	Independent—Coil		Hypoid Driving—Tapered Leaf
	— Cap. (lbs.)	3250		3400
	Springs—Cap. (lbs.)	1550	1625	1650 1900
	Shock Absorbers	Standard	Heavy Duty	Standard Heavy Duty
	Stabilizer Bar	Available		Standard Heavy Duty
Rear Suspension	— Axle Type	Semi-Floating		
	— Cap. (lbs.)	3750		3750
	— Ratios	*3.73, **3.40	3.07, 3.40, 3.73, 4.11	4.11 3.07, 3.73, 4.11
	Springs—Type	Two-Stage Multi-Leaf		
	— Cap. (lbs.)	1500	1700	1700 —
	Shock Absorbers	Standard	Heavy Duty	Standard Heavy Duty
Brakes	Front/Rear	Power Disc/Drum		Power Disc/Drum
Electrical	— Battery—Amp.	*45, **61	80	*45, **61 80
	Generator—Amp.	37	42, 61	37 42, 61
Fuel Tank	Nominal Cap. (gal.)	25	30	25 30
Steering	Type	Manual	Power	Manual Power
Transmissions		3-Speed	4-Speed	3-Speed 4-Speed
			Turbo Hydra-matic	Turbo Hydra-matic
Transfer Case	6-Cyl.	Not Required		Dana #20-2 spd. NP205-2 spd.
	V8			NP203 (full time)
Tires	Tubeless Tires—Sizes	E78-15B		E78-15B

LARGER SIZE TUBELESS & TUBE TYPE TIRES AVAILABLE.

*Standard on 6-cylinder models. **Standard on 8-cylinder models. Tire Load Range—B (4PR)

	2-Wheel drive		4-Wheel drive	
	5700	6200	5700	6200
Max GVW (lbs.)	5700	6200	5700	6200
Front Overhang	33½"		106½"	
Rear Overhang	44½"		184½"	
Front Tread	C-64½"	K-65½"	Overall Width 79½"	
Rear Tread	C-63.0"	K-62¾"	Box Length—Floor 76½"	
Ground Clearance	7"		Box Length—Upper 66¼"	
Height	67½"	69½"	Box Width—Floor 72"	
	*69½"	*71½"	Box Width—Tailgate Opening 65"	
			Between Wheelhouses 50"	
			Box Depth 19¼"	

*With Available Hardtop

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