1979 CHEVROLET EL CAMINO

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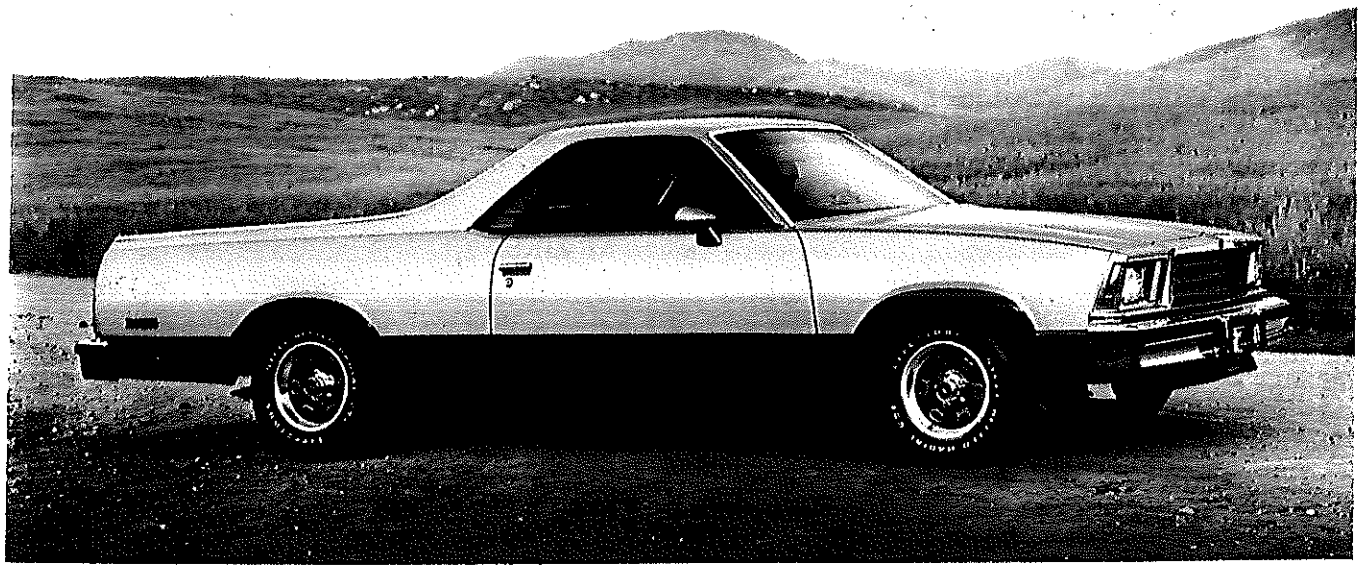
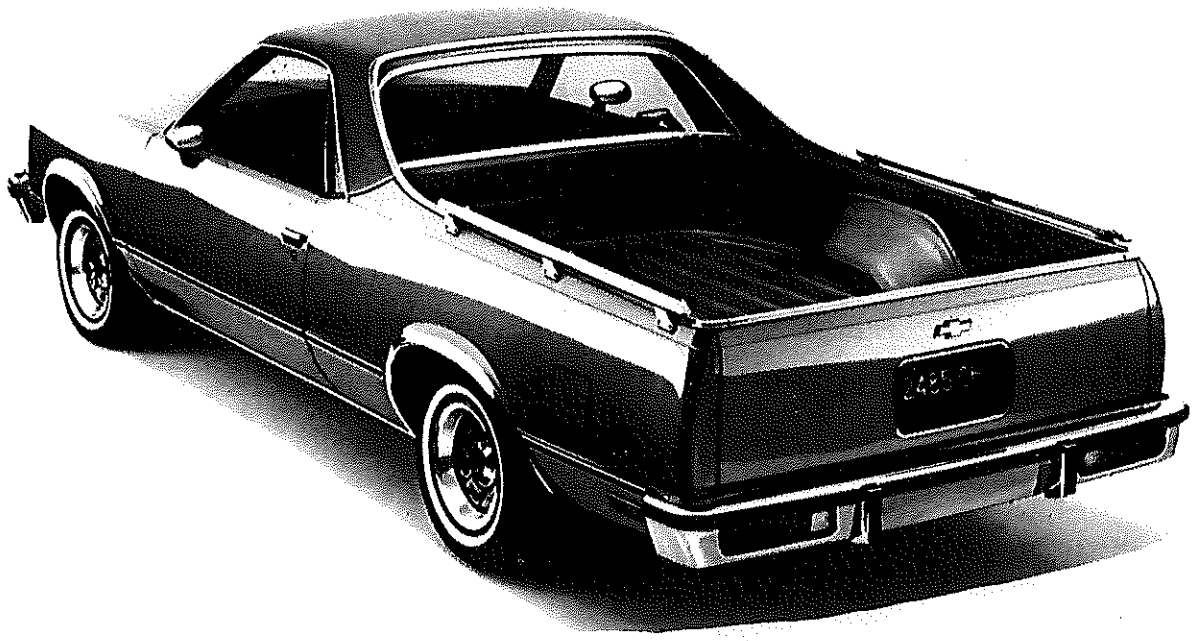


The El Camino for '79.

• All the style, comfort and luxury of a fine passenger car plus the hard-working ability of a tough Chevy truck

• 35.5 cubic feet of ribbed steel cargo space in box, and a cargo payload of 800 pounds. 117.1-inch wheelbase

• Four distinctive versions available: El Camino, El Camino SS, El Camino Conquista and the brand-new Royal Knight.



1979 CHEVROLET EL CAMINO

WHAT'S NEW FOR 1979

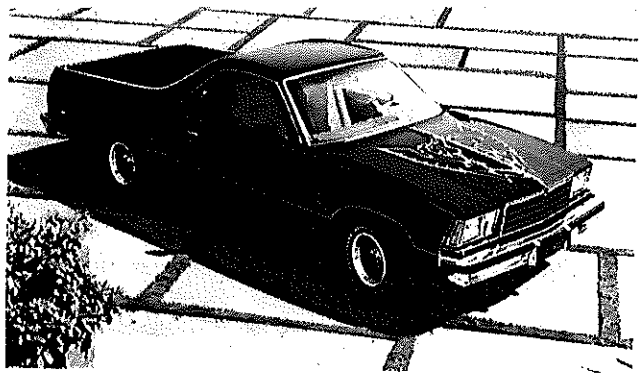
EXTERIOR CHANGES

Restyled grille features finely graduated rectangular openings and a more pronounced vertical center bar.

Chevrolet nameplate has been relocated to the lower left portion of the grille opening. New design features brushed chrome "Chevrolet" block letters outlined against a black background.

Rear styling has been revised in the tail lamp area. A wider vehicle appearance has been achieved by illuminating the entire outboard portion of the lens. The backup lamp has been relocated to the inboard position.

Eight new exterior paint colors. Dark Blue Metallic (29), Pastel Green (40), Medium Green Metallic (44), Medium Beige (61), Camel Metallic (63), Dark Brown Metallic (69), Pastel Blue (21), Light Yellow (54).



New Royal Knight trim option (Z16) is available on Super Sport models in a choice of 10 exterior paint colors with striping and decal colors available in Gold, Blue or Red depending on exterior paint color choice.

INTERIOR CHANGES

Instrument cluster bezels are now color keyed. Light smoke gray finished beads are used on the instrument cluster face. Bright finish beads are used on the radio/heater/air-conditioning control panel outlet cover, as well as on the available floor console.

SEAT TRIM

Interior trim colors Black, Camel Tan, Carmine and Blue are carryover. New cloth or vinyl fabrics with attractive patterns are featured.

Bucket seats or 50/50 split bench seats are available. A bench seat is standard on all models.

POWER TEAM CHANGES

A new optional 3.8 Litre (231 Cu. In.) V6 engine (RPO LC6) with "closed loop" emission system is available in California only.

A 4.4 Litre (267 Cu. In.) 2-bbl. engine (RPO L39) is new for 49-state application. Not available in California.

The optional 5.0 Litre (305 Cu. In.) 4-bbl. engine (RPO LG4) replaces the 305 Cu. In. 2.bbl. V8 engine (LG3).

OPTION CHANGES

An optional AM/FM Stereo Radio with stereo cassette player (RPO UN3) is new.

Also new are optional AM/FM Monaural Radio with Citizens Band Transceiver (RPO UP5), AM/FM Stereo Radio with Citizens Band Transceiver (RPO UP6) and optional AM/FM Stereo Radio with clock and digital display (RPO UY8).

1979 CHEVROLET EL CAMINO MODELS

The El Camino model includes the following items as standard equipment:

Interior:
- Four-inch-thick foam cushioned bench seat with split back
- Padded instrument panel with gages, warning lights and functionally identified controls
- Nylon cut-pile carpeting, color-keyed to trim
- Full-depth, padded armrests in both doors
- Deluxe vinyl door and side panels and cloth with foam-padded headliner
- Ashtray and cigarette lighter
- 10" prismatic rearview mirror
- Door-actuated dome lamp
- Padded sunshades, both sides
- Inside spare-tire carrier
- Energy-absorbing steering column with locking feature.

Exterior:
- Chrome front and rear bumpers
- Frameless door glass and thin pillars
- Bright pickup box, wheel opening, rocker panel, quarter window and roof drip moldings
- Full wheel trim covers
- Bright windshield and rear window moldings
- Left-hand side rearview mirror
- Chevrolet and El Camino identification.

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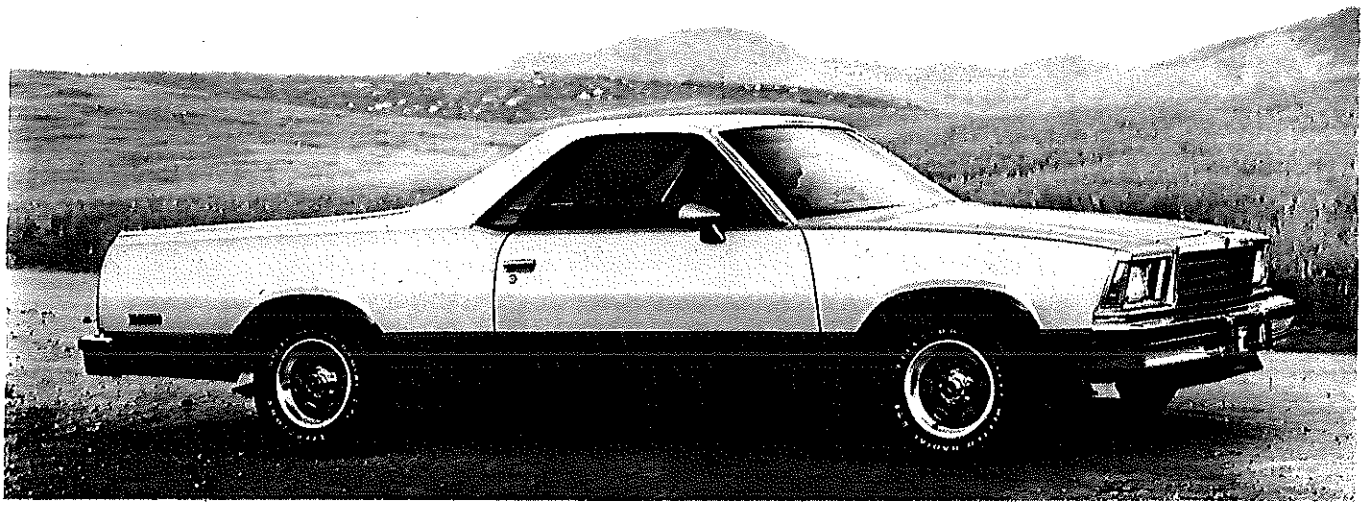
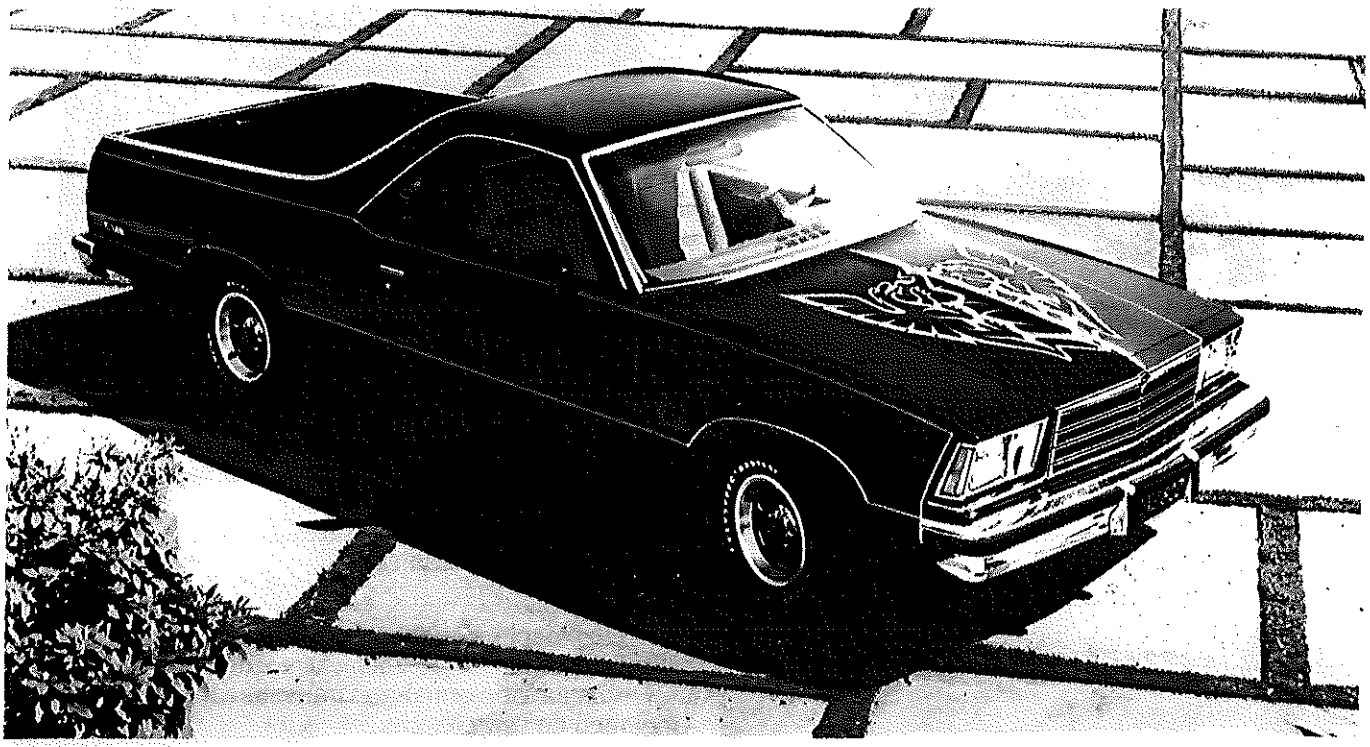
1979 CHEVROLET EL CAMINO SS MODELS



SS option includes all items listed for the El Camino plus the following additions, deletions or substitutions:

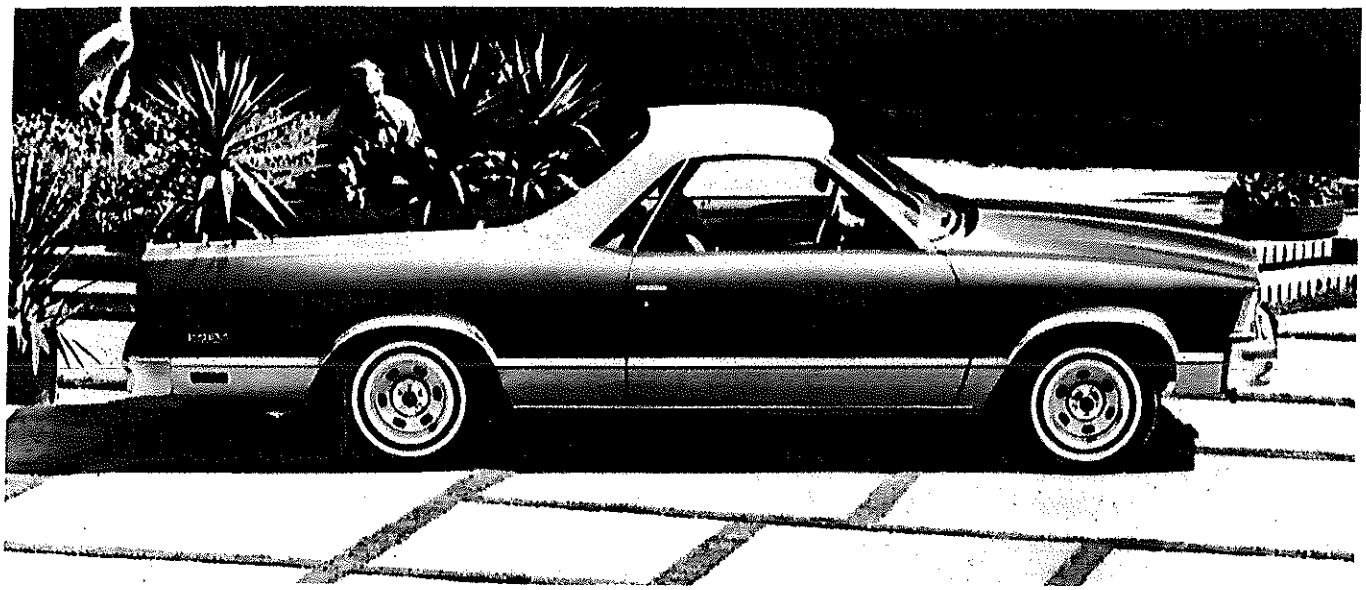
Interior:
"El Camino SS" identification on instrument panel.

Exterior:
- Large front air dam
- Matching sport mirrors
- Special black paint treatment on grille openings
- Black quarter window separation molding
- Choice of six paint accent colors on lower body
- Decal stripes to accent paint break lines
- Rally wheels, painted to match lower body accent color
- "Super Sport" identification on lower portion of both doors and on tailgate.



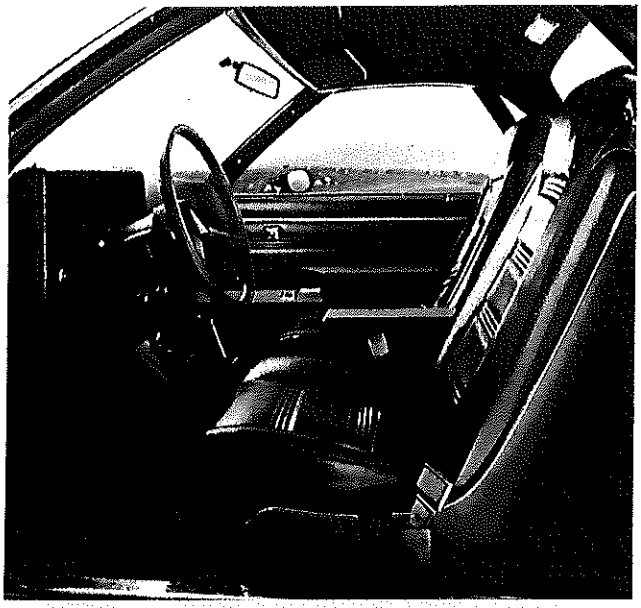
Royal Knight trim option includes:
- Single-tone paint available in ten colors
- Tri-tone pin striping on body side upper, lower and tailgate available in three colors
- Lettered decal on lower front fenders and tailgate
- Royal Knight graphic hood decal
- Front lower air dam
- Black grille treatment
- Sport mirrors
- Rally wheels
- Black quarter window moldings
- El Camino "SS" nameplate on instrument panel.

1979 CHEVROLET EL CAMINO CONQUISTA



Conquista model includes all items listed for the El Camino plus the following additions or substitutions:

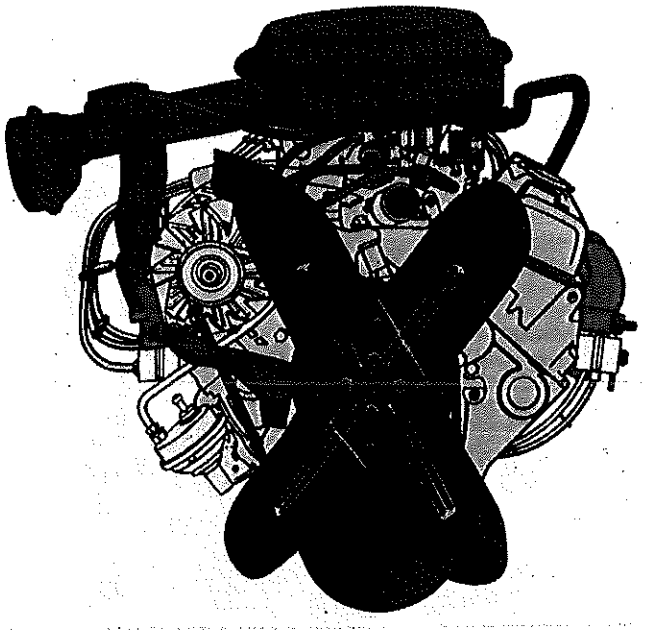
Exterior:
- Available special paint treatment consisting of basic body color on roof, upper portion of pickup box, lower body sides and tailgate
- Special accent paint color for center section of body side, hood and lower portion of tailgate
- Bright paint break molding along lower side of body, extending over both front and rear wheel openings and across tailgate
- Conquista decal on tailgate.



Strato-bucket seats are available
- Special shell-type construction conserves interior space
- Built-in head restraint feature
- Offered in durable vinyl.

Console
- Available with Strato-bucket seat option
- Includes compartment for extra stowage
- Automatic or manual transmission shift lever is mounted on conscle.

1979 CHEVROLET EL CAMINO
STANDARD VALUE FEATURES



Standard V6 engine*
- GM V6 power is standard
- 3.3 Litre (200 Cu. In.) engine features Dualjet carburetor, aluminum inlet manifold, cast iron cylinder heads and block. Automatic transmission is available.

*Not available in California where an exclusive 3.8 Litre (231 Cu. In.) V6 2-barrel engine is the base engine available.

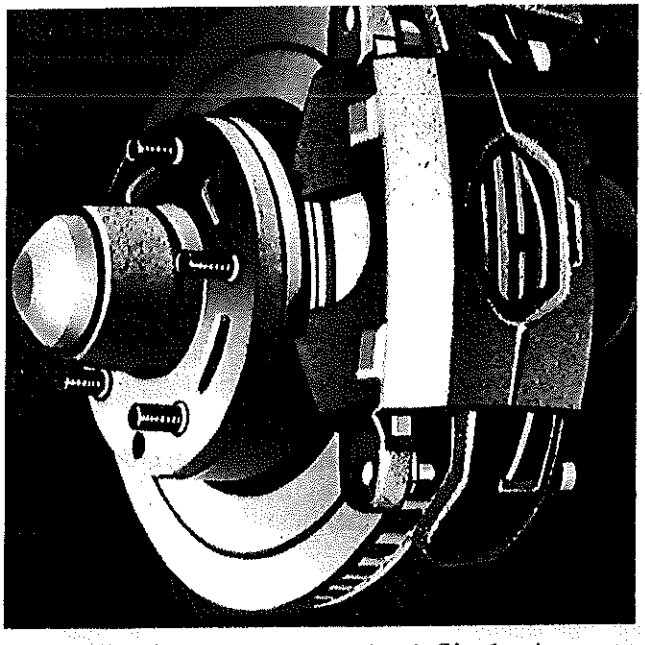
Available V8s
A 4.4 Litre (267 Cu. In.) V8 with 2-barrel carburetor is available as an option. In addition, a 5.0 Litre (305 Cu. In.) and 5.7 Litre (350 Cu. In.)* 4-barrel V8 are available. They deliver outstanding performance and feature a short stroke design to reduce friction.

*Available with high-altitude option only.

A word about engines.
Chevrolet trucks are equipped with GM-built engines produced by various divisions. Please refer to the engine chart included in this section or available from your dealer for complete details about engine sources and availability.

Note
V8 engines available only when power steering and automatic transmission are ordered.

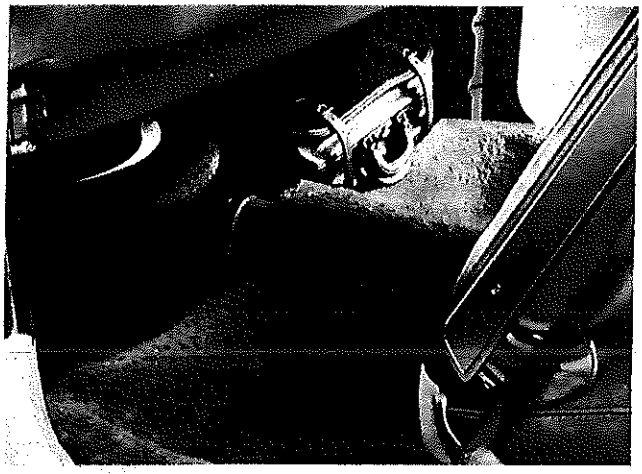
High Energy Ignition system—standard on Sixes, V8s. It delivers up to an 85% hotter spark than systems used prior to 1975 by Chevrolet. Our High Energy Ignition improves cold-weather starting, provides all-weather protection from moisture, dirt and road splash. Solid-state design eliminates ignition points and condenser, extends the time between recommended tune-ups.



Front disc brakes are standard. Single-piston, floating-caliper design. Resist fading and recover quickly from the effects of water immersion. Vacuum power assist is standard.

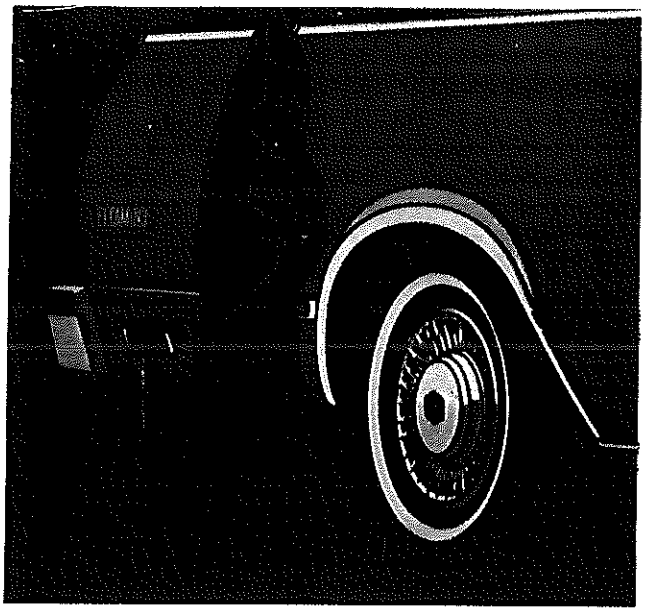
Lining wear sensor for disc brakes. Emits an audible signal when it's time for pad replacement.

1979 CHEVROLET EL CAMINO STANDARD VALUE FEATURES

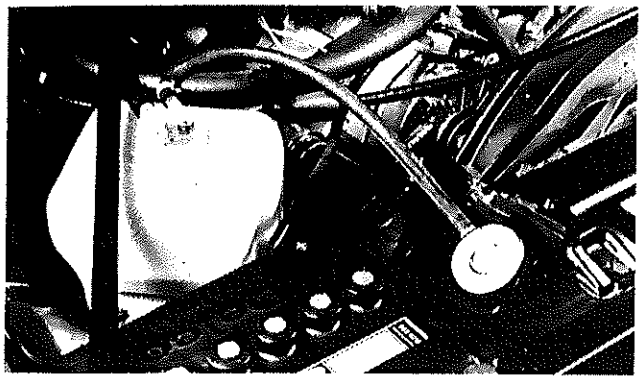


Concealed storage compartment located behind driver's seat
• Ideal for placing tools and other small articles out of view
• Seat back moves forward for easy access
• Spare tire stows horizontally in a similar concealed compartment behind passenger seat.

Air-adjustable rear shocks are standard
• Help to level the load. Add air to raise the rear end
• Air valve located inside fuel filler door for convenience.



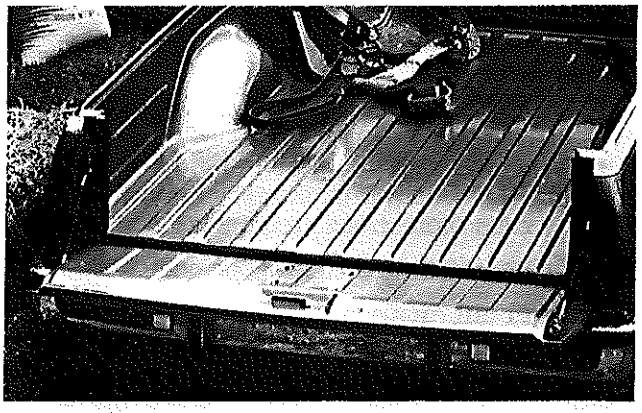
Double-wall construction helps protect exterior wall from inner wall cargo dents
• Doors and hood also made of two sheets of steel
• Every fender has an inner fender to help protect against the effects of water, salt and road dirt
• Large rear fenders offer protection against road splash.



Standard coolant recovery system on El Camino collects and returns radiator overflow.

Steel-belted radial ply tires are standard
• They provide low rolling resistance, and long tread life.

Front suspension ball joint wear indicator tells when it's time to replace the lower control arm ball joints.



Double-wall tailgate construction, too.
Designed for one-handed operation
• Helps protect against cargo dents
• Tailgate parks almost flush with cargo bed and nearly level
• You hoist load only to box floor height, slide it smoothly inside.

Coil spring suspension helps keep everything riding smoothly
• Front spring ratings range from 808 to 1167 pounds each
• Rear spring rating range is from 1061 to 1213 pounds each
• Spring rating varies with gross vehicle weight ratings.

1979 CHEVROLET EL CAMINO POWER TEAMS

ENGINE	TRANSMISSION	REAR AXLE	
Type and Code	Type and Code	Capacity (lb)	Ratio and Code

ALL STATES EXCEPT CALIFORNIA

			2.41	2.56	2.73	3.08
3.3 Litre 200 2-bbl V6-L26 (Standard Engine)	3-Speed Manual (Std)—MM3	2750♦	—	—	X (Std)	—
	Automatic—MX1		—	—	X (Std)	—
4.4 Litre 267 2-bbl V8-L39	4-Speed Manual—MM4		—	—	—	X (Std)
	Automatic—MX1		—	X (Std)	—	—
5.0 Litre 305 4-bbl V8-LG4	4-Speed Manual—MM4		—	—	—	X (Std)
	Automatic—MX1		X (Std)	—	G92	—
■ 5.7 Litre 350 4-bbl V8-LM1	Automatic—MX1		—	—	X (Std)	—

♦ Limited Slip Differential rear axle available for all axle ratios.
■ Requires NA6 High Altitude Emissions.

CALIFORNIA ONLY

			2.41	2.73
3.8 Litre ▲ 231 2-bbl V6-LC6	Automatic—MX1	2750▲	—	X (Std)
5.0 Litre ▲ 305 4-bbl V8-LG4	Automatic—MX1		X (Std)	G92

▲ Optional V6 or V8 engine must be ordered in California.
♦ Limited Slip Differential rear axle available for all axle ratios.

ENGINE RATINGS

Engine ratings shown are not official at this time, and are for guide purposes only.

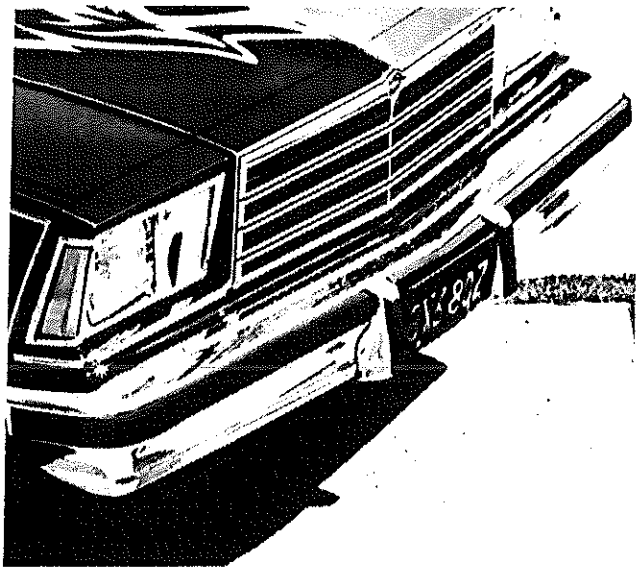
ALL STATES EXCEPT CALIFORNIA

SAE Net Ratings	3.3 Litre 200 2-bbl V6	4.4 Litre 267 2-bbl V8	5.0 Litre 305 4-bbl V8	5.7 Litre 350 4-bbl V8
Net Horsepower....	95 @ 3800 rpm	000 @ 0000 rpm	145 @ 3800 rpm	170 @ 3800 rpm
Net Torque, lb-ft...	160 @ 2000 rpm	000 @ 0000 rpm	245 @ 2400 rpm	270 @ 2400 rpm

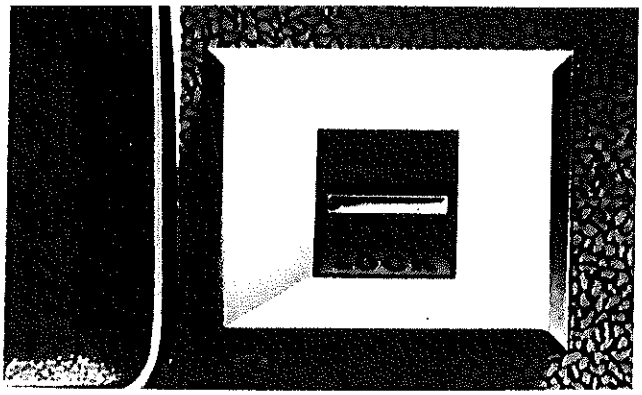
CALIFORNIA ONLY

SAE Net Ratings	3.8 Litre 231 2-bbl V6	5.0 Litre 305 4-bbl V8
Net Horsepower....	105 @ 3400 rpm	135 @ 3800 rpm
Net Torque, lb-ft...	185 @ 2000 rpm	240 @ 2000 rpm

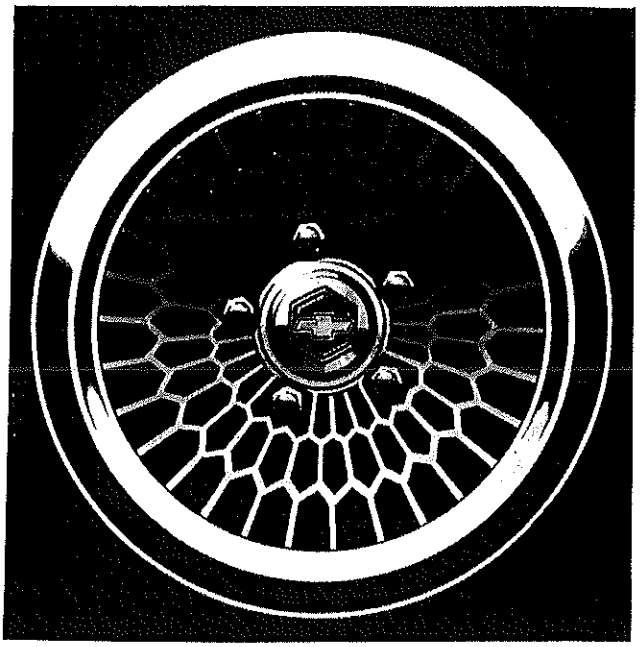
1979 CHEVROLET EL CAMINO POPULAR OPTIONS



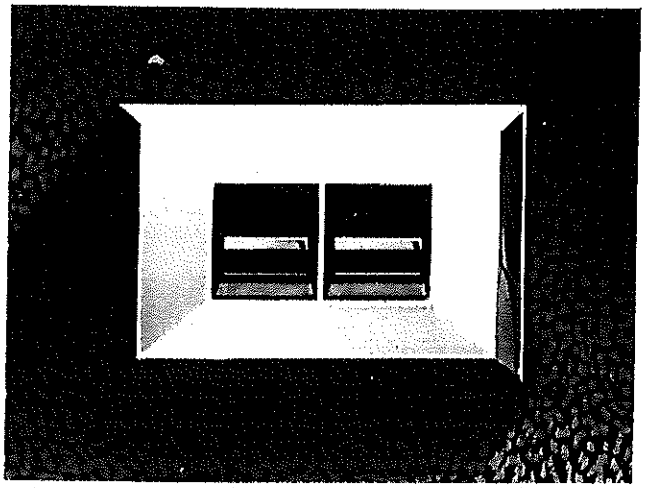
Deluxe bumpers
• Resilient strips and/or guards give added protection to bumper.



Power door locks
• Touch a button to lock both doors
• Individual controls located on each door.



Styled steel wheels
• In-depth wheel cover has the appearance of a finely spoked wheel.



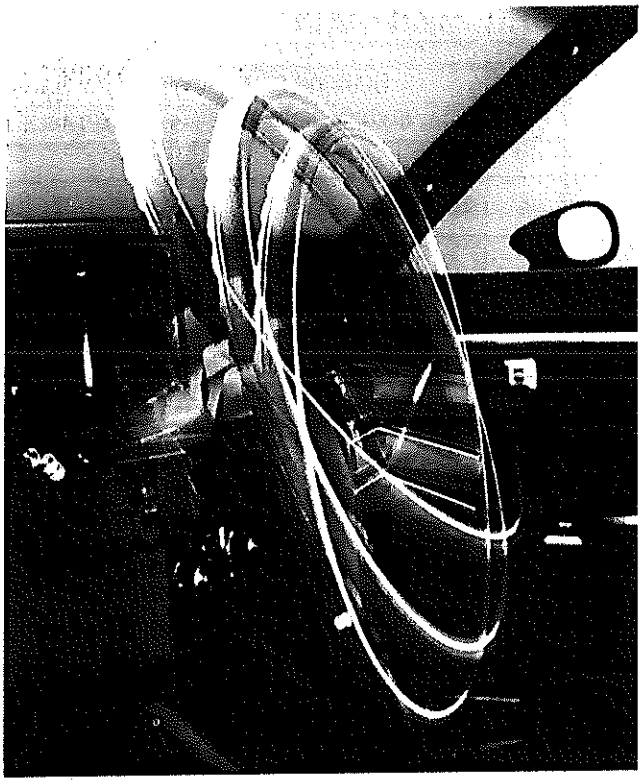
Power windows
• Driver has control for both windows located on door
• Separate control for right-hand window on passenger door.

Vinyl roof cover is offered in a selection of seven colors, keyed to body color selection.

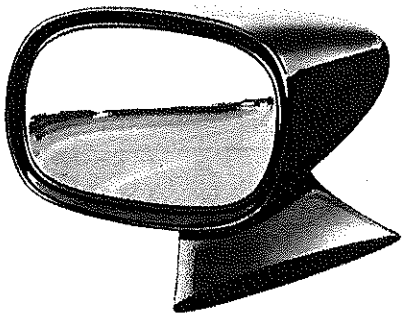
Power steering
• Improves maneuverability
• Eases parking
• Reduces steering effort on or off the road.

Automatic transmission
• Three forward speeds keep engine in right power range automatically
• Especially convenient in city traffic
• Includes anti-theft steering and transmission lock.

1979 CHEVROLET EL CAMINO POPULAR OPTIONS



Comfortilt steering wheel adjusts to suit individual driver
• Six different positions available.

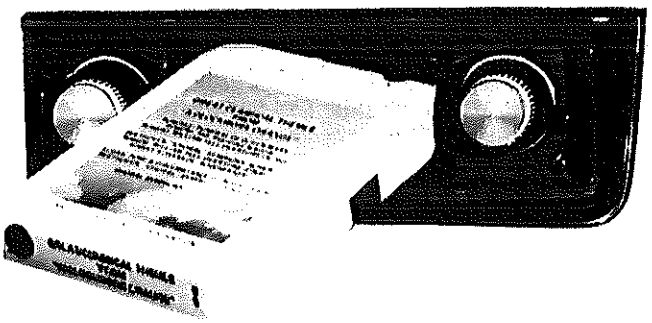


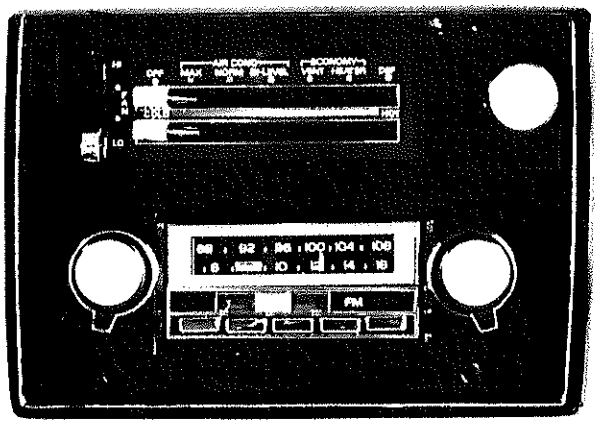
Dual sport mirrors
• Add a sporty touch
• Mirrors match body color
• Driver's mirror adjustable by remote control from handle on inside door panel
• Passenger mirror adjustment manual and includes a new convex feature for wider rear vision
• Dual remote sport mirror option also available.

Speed and cruise control holds a preset speed automatically
• Stepping on brake disengages control.

Bright moldings
—Front fender and body side (includes color-keyed center insert)
—Door edge guard.

Sound Systems
• AM/FM, Cassette, CB. Choice of AM/FM Stereo Radio with stereo cassette player (RPO UN3), AM/FM Monaural Radio with Citizens Band Transceiver (RPO UP5) or AM/FM Stereo Radio with clock and digital display (RPO UY8).





Four-Season air conditioning
• For added comfort in summer or winter
• Unit heats, cools, defrosts, defogs, cleans and dehumidifies the air.

Other popular options:
• Locking differential rear axle
• Tinted glass
• Full-gage instrumentation
• Electric clock
• Color-keyed litter container
• Heavy-duty radiator
• Auxiliary lighting
• Heavy-duty battery
• Tonneau cover—black or white
• Pulse wiper system
• Cargo box side rails
• Cargo tie-downs inside box.

1979 CHEVROLET EL CAMINO
EXTERIOR/INTERIOR COLORS

INTERIOR AND EXTERIOR COLOR AVAILABILITY CHART

PLEASE NOTE: *The exterior and interior combinations shown in the chart below and designated as recommended (R), represent the ideal combinations. Those that are shown as acceptable (A), are attractive, but less desirable than the recommended combinations. Orders for additional combinations may be submitted, provided the dealer initials the appropriate order form box as verification that the requested combination is definitely desired.*

CAUTION: *Please utilize available color samples when ordering, especially when adding a third color element (Vinyl Top, Exterior Color, Interior Trim) in order to avoid undesirable combinations.*

VINYL ROOF	CODE	EXTERIOR COLOR AVAILABILITY	
		RECOMMENDED	ACCEPTABLE
Beige	UU	61, 63 or 69	11 or 19
Black	BB	11, 15, 19, 54 or 61	21, 22, 29, 40, 44, 63, 77 or 79
Blue, Light (Metallic)	DD	11, 19, 21, 22 or 29	
Carmine, Dark (Metallic)	RR	77 or 79	
Green, Light	GG	40 or 44	
Silver	QQ	15 or 19	29, 77 or 79
White	WW	All except 15 or 21	15 or 21

	INTERIOR TRIM COLORS AND CODES					
Seat, Headliner and Door Trim Color			Black	Blue	Camel	Carmine
Instrument Panel Pad and Carpet Color			Black	Blue	Camel	Carmine
MODEL	SEAT TYPE					
El Camino (Standard Model)	Knit Cloth Bench			PDD1	PCC1	PRR1
	Knit Cloth 50/50			PDD3	PCC3	PRR3
	Vinyl Bench		VBB1	VDD1	VCC1	VRR1
	Vinyl Bucket		VBB2	VDD2	VCC2	VRR2
	Vinyl 50/50		VBB3	VDD3	VCC3	VRR3
EXTERIOR PAINT COLOR	COLOR CODE Lower	Upper				
Beige	61	61	R		R	A
Black	19	19	R	R	R	R
Blue, Dark (Metallic)	29	29	A	R	A	
Blue, Light (Metallic)	22	22	A	R		
Blue, Pastel	21	21	A	R		
Brown, Dark (Metallic)	69	69	A		R	
Camel (Metallic)	63	63	A		R	
Carmine (Metallic)	77	77	A		A	R
Carmine, Dark (Metallic)	79	79	A		R	R
Green, Light	40	40	A		A	
Green, Medium (Metallic)	44	44	A		A	
Silver (Metallic)	15	15	R			R
White	11	11	R	R	R	R
Yellow, Light	54	54	R		R	

R—Recommended
A—Acceptable

1979 CHEVROLET EL CAMINO
SS EXTERIOR/INTERIOR COLORS

INTERIOR AND EXTERIOR COLOR AVAILABILITY CHART

PLEASE NOTE: *The exterior and interior combinations shown in the chart below are the only combinations that are available.*

INTERIOR TRIM COLORS AND CODES						
Seat, Headliner and Door Trim Color			Black	Blue	Camel	Carmine
Instrument Panel Pad Color and Carpet Color			Black	Blue	Camel	Carmine
MODEL	SEAT TYPE					
El Camino Super Sport	Knit Cloth Bench			PDD1	PCC1	PRR1
	Knit Cloth 50/50			PDD3	PCC3	PRR3
	Vinyl Bench		VBB1	VDD1	VCC1	VRR1
	Vinyl Bucket		VBB2	VDD2	VCC2	VRR2
	Vinyl 50/50		VBB3	VDD3	VCC3	VRR3

EXTERIOR PAINT COLOR	COLOR CODE		LOWER PAINT ACCENT COLOR AND ORDERING CODE #		DECAL OUTLINE AND LETTERING COLORS*					VINYL TOP COLOR AVAILABILITY (IF SPECIFIED)
	Lower	Upper								
Beige	61	61	Camel (M)	63M	Gold			R		UU
Black	19	19	Blue (M)	85M	Blue	R	R			BB or DD
Black	19	19	Camel (M)	63M	Gold	R		R		BB
Black	19	19	Carmine (M)	77M	Red	R			R	BB
Black	19	19	Grey (M)	16M	Red	R			R	BB
Black	19	19	Silver (M)	15M	Red	R			R	BB or QQ
Blue, Light (M)	22	22	Black	19M	Blue	R	R			DD
Brown, Dark (M)	69	69	Black	19M	Gold			R		BB
Camel (M)	63	63	Black	19M	Gold			R		BB
Carmine, Dark (M)	79	79	Black	19M	Red	R		R	R	RR or BB
Carmine (M)	77	77	Black	19M	Red	R		R	R	BB
Carmine (M)	77	77	Carmine, Dark (M)	79M	Red	R		R	R	RR
Silver (M)	15	15	Black	19M	Red	R			R	QQ or BB
Silver (M)	15	15	Carmine (M)	77M	Red	R			R	QQ
Silver (M)	15	15	Gray (M)	16M	Red	R			R	QQ
White	11	11	Black	19M	Red	R			R	BB
White	11	11	Black	19M	Blue		R			BB
White	11	11	Black	19M	Gold			R		BB
Yellow, Light	54	54	Black	19M	Gold	R				BB

R—Recommended
(M)—Metallic
*Color determined by exterior color, lower accent color and interior trim combination
#Must be ordered. Specify choice in option portion of order form.

1979 CHEVROLET EL CAMINO CONQUISTA EXTERIOR/INTERIOR COLORS

INTERIOR AND EXTERIOR COLOR AVAILABILITY CHART

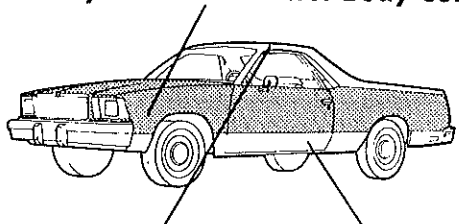
PLEASE NOTE: *The exterior and interior combinations shown in the chart below are the only combinations that are available.*

INTERIOR TRIM COLORS AND CODES								
Seat, Headliner and Door Trim Color				Black	Blue	Camel	Carmine	
Instrument Panel Pad and Carpet Color				Black	Blue	Camel	Carmine	
MODEL	SEAT TYPE							
El Camino (with Conquista Option D91)	Knit Cloth Bench				PDD1	PCC1	PRR1	
	Knit Cloth 50/50				PDD3	PCC3	PRR3	
	Vinyl Bench			VBB1	VDD1	VCC1	VRR1	
	Vinyl Bucket			VBB2	VDD2	VCC2	VRR2	
	Vinyl 50/50			VBB3	VDD3	VCC3	VRR3	
HOOD AND CENTER BODY	LOWER	ROOF AND LOWER BODY	UPPER					VINYL ROOF (ZK9) (IF SPECIFIED)#
Beige	61	Camel (M)	63	A		R		Beige
Beige	61	Carmine, Dark (M)	79	A		R	A	Carmine, Dark (M)
Black	19	Camel (M)	63	R		R		Black
Black	19	Carmine (M)	77	R			R	Black
Black	19	Grey, Medium (M)	16	R			R	Black
Blue, Light (M)	22	Blue, Medium (M)	85	A	R			Blue, Light (M)
Blue, Pastel	21	Blue, Light (M)	22	A	R			Blue, Light (M)
Brown, Dark (M)	69	Beige	61	A		R		Beige
Carmine (M)	77	Carmine, Dark (M)	79	A		A	R	Carmine, Dark (M)
Carmine (M)	77	Silver (M)	15	A			R	Silver
Green, Med. (M)	44	Green, Light	40	A				Green, Light
Silver (M)	15	Black	19	R			R	Black

#If vinyl roof is desired, order as option ZK9. Vinyl roof color is determined by exterior paint combination selected.
(M) Metallic (R) Recommended (A) Acceptable

CONQUISTA TWO-TONE PAINT—D91

Primary Hood and Center Body Color



Secondary Roof and Lower Body Color

1979 CHEVROLET EL CAMINO
ROYAL KNIGHT EXTERIOR/INTERIOR COLORS

INTERIOR AND EXTERIOR COLOR AVAILABILITY CHART

PLEASE NOTE: *The exterior and interior combinations shown in the chart below are the only combinations that are available.*

INTERIOR TRIM COLORS AND CODES							
Seat, Headliner and Door Trim Color				Black	Blue	Camel	Carmine
Instrument Panel Pad Color and Carpet Color				Black	Blue	Camel	Carmine
MODEL	SEAT TYPE						
El Camino Super Sport (with Royal Knight Option Z16)	Knit Cloth Bench				PDD1	PCC1	PRR1
	Knit Cloth 50/50				PDD3	PCC3	PRR3
	Vinyl Bench			VBB1	VDD1	VCC1	VRR1
	Vinyl Bucket			VBB2	VDD2	VCC2	VRR2
	Vinyl 50/50			VBB3	VDD3	VCC3	VRR3
EXTERIOR PAINT COLOR	COLOR CODE		DECAL OUTLINE AND LETTERING COLORS				VINYL TOP COLOR AVAILABILITY (IF SPECIFIED)
	Lower	Upper					
Beige	61	61	Gold			R		UU
Black	19	19	Gold	R		R		BB or UU
Black	19	19	Blue		R			BB
Black	19	19	Red				R	BB
Blue, Dark (M)	29	29	Blue	R	R			DD
Blue, Light (M)	22	22	Blue	R	R			DD
Brown, Dark (M)	69	69	Gold			R		UU
Camel (M)	63	63	Gold	R		R		BB or UU
Carmine, Dark (M)	79	79	Red	R			R	RR
Carmine, Dark (M)	79	79	Gold			R		RR
Carmine (M)	77	77	Red	R			R	BB or RR
Silver (M)	15	15	Red	R			R	QQ
White	11	11	Red	R			R	BB or WW
White	11	11	Blue		R			DD or WW
White	11	11	Gold			R		WW

(R) Recommended (M) Metallic

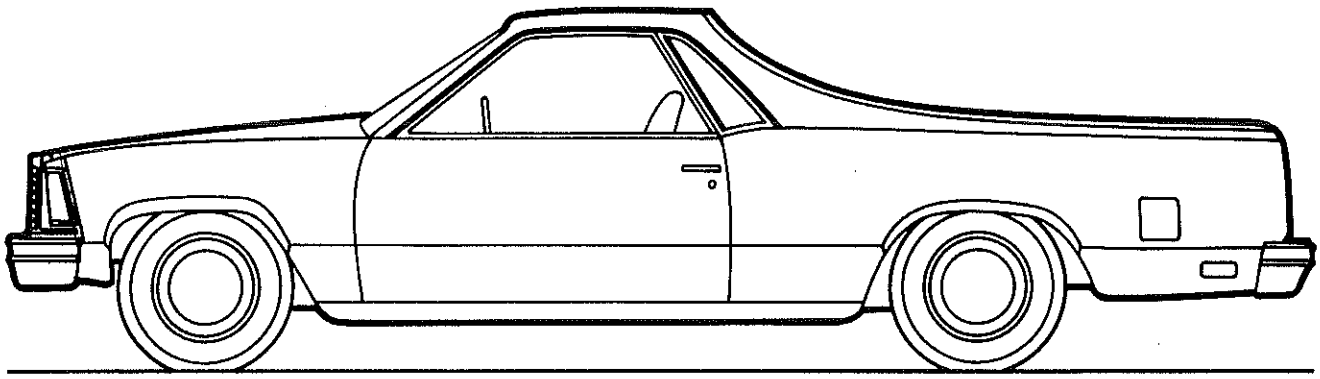
1979 CHEVROLET EL CAMINO SPECIFICATIONS

Engine	
Base Equip.	3.3 Litre, 200 2-bbl. V6▲
Clutch	10.34″; 101.58 sq. in.
Air Filter	Oiled-paper Element
Oil Filter	Throwaway Type; .25 qt.
Exhaust System	Single; Aluminized
Emission Control Systems	Meet Government Requirements
Suspension, Front	Independent; Coil Springs
Capacity	2976 lb.
Springs @ Ground—Range*	924/1253 lb. ea.
Shock Absorbers	1″ dia.
Suspension, Rear	Hypoid; Coil Springs
Axle Capacity	2750 lb.
Axle Ratio	2.73
Springs @ Ground—Range*	1169/1319 lb. ea.
Shock Absorbers	1″ dia.; Air Booster Type
Brakes	Hydraulic; Self-adjusting; Power Assisted
Front	Disc; 10.5″ Rotor
Rear	Drum; 9.5″ x 2″
Parking	Cable to Rear Wheels
Electrical	12 Volt; Negative Ground
Battery—Freedom Type	3200 watts @ 0°F.
Delcotron Generator	37 amp.
Frame	Carbon Steel; Perimeter Type
Fuel Tank (nominal capacity)	17.7 gal.
Steering Gear Type	Manual; Recirculating Ball
Linkage	Parallelogram
Transmission	Fully Synchronized 3-Speed
Shift Location	Floor
Tires	(5) P205/75R-14 Steel Belted Radial
Wheels	(5) Disc; 14″ x 6″

▲Standard engine not available for registration in the State of California; see Power Teams chart.
*The capacity of front and rear springs actually installed is dependent on the computed weight of the vehicle with optional equipment as ordered.

EL CAMINO

EL CAMINO MODEL SELECTOR



MODEL NUMBER	
CLASSIC	**SUPER SPORT**
1AW80	1AW80 & Z15

EL CAMINO

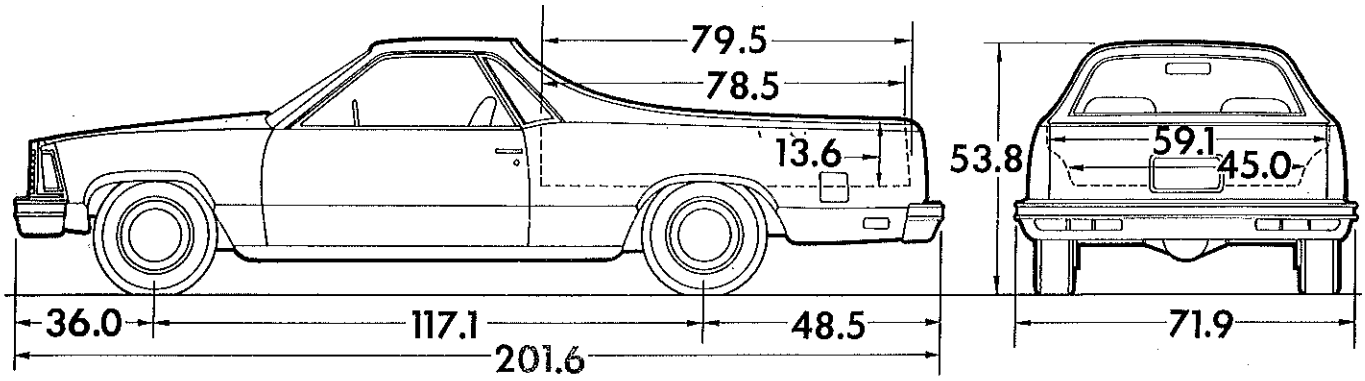
STANDARD SPECIFICATIONS

(See Blue Tab Section for Specification Details)

Engine	
Base Equip.	3.3 Litre, 200 2-bbl. V6▲
Clutch	10.34″; 101.58 sq. in.
Air Filter	Oiled-paper Element
Oil Filter	Throwaway Type; .25 qt.
Exhaust System	Single; Aluminized
Emission Control Systems	Meet Government Requirements
Suspension, Front	Independent; Coil Springs
Capacity	2976 lb.
Springs @ Ground—Range*	924/1253 lb. ea.
Shock Absorbers	1″ dia.
Suspension, Rear	Hypoid; Coil Springs
Axle Capacity	2750 lb.
Axle Ratio	2.73
Springs @ Ground—Range*	1169/1319 lb. ea.
Shock Absorbers	1″ dia.; Air Booster Type
Brakes	Hydraulic; Self-adjusting; Power Assisted
Front	Disc; 10.5″ Rotor
Rear	Drum; 9.5″ x 2″
Parking	Cable to Rear Wheels
Electrical	12 Volt; Negative Ground
Battery—Freedom Type	3200 watts @ 0°F.
Delcotron Generator	37 amp.
Frame	Carbon Steel; Perimeter Type
Fuel Tank (nominal capacity)	17.7 gal.
Steering Gear Type	Manual; Recirculating Ball
Linkage	Parallelogram
Transmission	Fully Synchronized 3-Speed
Shift Location	Floor
Tires	(5) P205/75R-14 Steel Belted Radial
Wheels	(5) Disc; 14″ x 6″

▲Standard engine not available for registration in the State of California; see Power Teams chart.
*The capacity of front and rear springs actually installed is dependent on the computed weight of the vehicle with optional equipment as ordered.

EL CAMINO



Model	Engine No. Cyl.	Curb Weight (lb)			Model Weight (lb)*			Ground Clearance (in.)★	
		Front	Rear	Total	Front	Rear	Total	Front	Rear
1AW80	6	1799	1379	3178	2012	1616	3628	7.2	8.7
1AW80 With Z15	6	1799	1379	3178	2012	1616	3628		

★ Dimensions with standard equipment, unloaded.

* Model Weight includes Curb Weight plus occupants (standard seating capacity x 150 lb). Total Model Weight may vary as much as ±150 lbs to allow for production build variation.

GVWR SELECTOR

Engine	GVW Range (lb)	▲GAWR(lb)		Minimum Equipment Required for GVW Range		
		Front	Rear	Tires, Front	Tires, Rear	Chassis Equipment
6	4426 to 4712	1980 to 2155	2446 to 2557	P205/75R-14 B	P205/75R-14 B	Standard

▲ GAWR—Gross Axle Weight Rating.

EL CAMINO

POWER TEAMS

ENGINE	TRANSMISSION	REAR AXLE	
Type and Code	Type and Code	Capacity (lb)	Ratio and Code

ALL STATES EXCEPT CALIFORNIA

			2.41	2.56	2.73	3.08
3.3 Litre 200 2-bbl V6-L26 (Standard Engine)	3-Speed Manual (Std)—MM3	2750 ♦	—	—	X (Std)	—
	Automatic—MX1		—	—	X (Std)	—
4.4 Litre 267 2-bbl V8-L39	4-Speed Manual—MM4		—	—	—	X (Std)
	Automatic—MX1		—	X (Std)	—	—
5.0 Litre 305 4-bbl V8-LG4	4-Speed Manual—MM4		—	—	—	X (Std)
	Automatic—MX1		X (Std)	—	G92	—
■ 5.7 Litre 350 4-bbl V8-LM1	Automatic—MX1		—	—	X (Std)	—

♦ Limited Slip Differential rear axle available for all axle ratios.
■ Requires NA6 High Altitude Emissions.

CALIFORNIA ONLY

			2.41	2.73
▲ 3.8 Litre 231 2-bbl V6-LD5	Automatic—MX1	2750 ♦	—	X (Std)
▲ 5.0 Litre 305 4-bbl V8-LG4	Automatic—MX1		X (Std)	G92

▲ Optional V6 or V8 engine required for registration in the State of California.
♦ Limited Slip Differential rear axle available for all axle ratios.

ENGINE RATINGS

ALL STATES EXCEPT CALIFORNIA

SAE Net Ratings	3.3 Litre 200 2-bbl V6★	4.4 Litre 267 2-bbl V8★	5.0 Litre 305 4-bbl V8★	5.7 Litre 350 4-bbl V8★■
Net Horsepower....	94 @ 4000 rpm	125 @ 3800 rpm	160 @ 4000 rpm	165 @ 3800 rpm
Net Torque, lb-ft...	154 @ 2000 rpm	215 @ 2400 rpm	235 @ 2400 rpm	260 @ 2400 rpm

★Light Duty Emissions ■Requires NA6 High Altitude Emissions

CALIFORNIA ONLY

SAE Net Ratings	3.8 Litre 231 2-bbl V6★	5.0 Litre 305 4-bbl V8★
Net Horsepower....	115 @ 3800 rpm	155 @ 4000 rpm
Net Torque, lb-ft...	190 @ 2000 rpm	225 @ 2400 rpm

★Light Duty Emissions

EL CAMINO

1979 VEHICLES WITH STANDARD EQUIPMENT

Prices shown are effective with vehicles produced on and after January 2, 1979

Description	Model Number	Wheel Base	Factory D&H§	List Price	Mfr's Sgt'd Retail Price★	Group Number
◆ **3.3 Litre 2 BBL V6 Engine-Engine Ordering Code L26**						
El Camino-						
3-Passenger	**1AW80**	117.1"	12.80	4995.00	5007.80	**12**
Super Sport-						
3-Passenger	**1AW80/Z15**	117.1"	12.80	5197.00	5209.80	**12**

★ Manufacturer's Suggested Retail Prices do not include applicable destination charges, state and local taxes, license fees, optional equipment or accessories or special items or services.

◆ Refer to Power Team Chart for California Emission Certification Requirements.

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Prices shown are effective with vehicles produced on and after January 2, 1979

Description	Added Weight (F R)		Option Number	Factory D&H§	List Price	Mfr's Suggested Retail Price◇
POWER TEAMS						
(See Power Teams Chart for availability and specifications)						
Engines:						
3.8 Litre 2 BBL V6 Available only when YF5 California Emission and MX1 Automatic Transmission are specified.	8	-5	LD5	N.A.	40.00	40.00
4.4 Litre 2 BBL V8. Available only when N41 Power Steering and NA5 Standard Emission are specified. Not available when MM3 Transmission is specified.	N.A.	N.A.	L39	N.A.	265.00	265.00
5.0 Litre 4 BBL V8. Available only when N41 Power Steering is specified. YF5 California Emission available only when N41 Power Steering and MX1 Automatic Transmission are specified Not available when MM3 3-Speed Manual Transmission or NA6 High Altitude Emission are specified.	158	22	LG4	N.A.	370.00	370.00
5.7 Litre 4 BBL V8. Available only when NA6 High Altitude Emission, N41 Power Steering and MX1 Automatic Transmission are specified. Not available when MM3 3-Speed Manual Transmission is specified.	194	18	LM1	N.A.	465.00	465.00
Transmission:						
4-Speed Manual	2	0	MM4	N.A.	135.00	135.00
Automatic						
With LD5 3.8 Litre Engine	-4	-2	MX1	N.A.	335.00	335.00
With L26 3.3 Litre Engine	-1	4	MX1	N.A.	335.00	335.00
With V8 Engine	36	12	MX1	N.A.	335.00	335.00
Axles, Rear: *(See Power Team Chart for availability)*						
Performance Ratio	0	0	G92	N.A.	18.00	18.00
Limited Slip Differential	0	0	G80	N.A.	64.00	64.00
OTHER OPTIONS						
Air Conditioning: Includes increased cooling. L26 3.3 Litre and LD5 3.8 Litre available only when N41 Power Steering is specified.						
Without L26 3.3 Litre Engine	51	4	C60	N.A.	562.00	562.00
With L26 3.3 Litre Engine	63	5	C60	N.A.	562.00	562.00
Battery: *Heavy-Duty*	7	-1	UA1	N.A.	20.00	20.00
Belts, Deluxe: *Color-Keyed Seat and Shoulder.* Includes brushed metal buckles (Standard belts and plastic buckles are black.)						
REPLACING STANDARD NUMBER OF BELTS;						
With bench seat—3 seat and 2 shoulder	0	0	AK1	N.A.	18.00	18.00
With bucket seats—2 seat and 2 shoulder	0	0	AK1	N.A.	17.00	17.00
Bumper Equipment:						
Bumper Rub Strips. Front and Rear. Includes black resilient impact strips.	2	2	VE5	N.A.	41.00	41.00
Guards, Bumper. Front and Rear	2	2	V30	N.A.	45.50	45.50

§ Factory D & H Charges reflect provisions for pass through of tire weight tax imposed on manufacturer or importer of tires.

◇ State and local taxes not included.

EL CAMINO

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Prices shown are effective with vehicles produced on and after January 2, 1979

Description	Added Weight (F	R)	Option Number	Factory D&H§	List Price	Mfr's Suggested Retail Price◇
OTHER OPTIONS						
Clock, Electric. Included when UF7 Gage Package or U14 Instrumentation is specified. Not available when UY8 Radio is specified	0	0	U35	N.A.	23.00	23.00
Conquista: Not available when Z15 Super Sport is specified. Includes BX8 front fender, body side and tailgate moldings. *See Conquista Interior and Exterior Color Selection Chart for interior and exterior color availability and ordering information*	0	0	D91	N.A.	155.00	155.00
Console: Available only when bucket seats are specified. Shift lever is mounted on console						
Without MX1 Transmission	5	1	D55	N.A.	80.00	80.00
With MX1 Transmission	10	5	D55	N.A.	80.00	80.00
Container, Litter: Color-Keyed	0	0	D24	N.A.	7.50	7.50
Cover, Cargo Box Tonneau: Not available when D73 Cargo Rails are specified						
Black	0	8	19K	N.A.	109.00	109.00
White	0	8	11K	N.A.	109.00	109.00
Door Lock System, Power: Electric	1	0	AU3	N.A.	86.00	86.00
Emission Systems: *Dealer Note* -- One of the following emission options must be specified.						
California Emission Requirements. Includes all testing, equipment and /or certification necessary for registration in the State of California. *(See Power Teams Chart for availability and specifications)*	13	0	YF5	N.A.	83.00	83.00
High Altitude Emission Equipment. Available only when LM1 5.7 Litre Engine and MX1 Automatic Transmission are specified	0	0	NA6	N.A.	35.00	35.00
Standard Emission Equipment	0	0	NA5	*NO ADDITIONAL CHARGE*		
Floor Covering: *Mats, Color-Keyed Floor.* 2 Front	4	2	B32	N.A.	13.00	13.00
Gage Package: Includes voltmeter, temperature and oil pressure gages and U35 Electric Clock mounted on instrument panel. Not available when U14 Instrumentation, LD5 3.8 Litre Engine or UY8 Radio are specified	1	0	UF7	N.A.	57.00	57.00
Generator, 63-Amp Delcotron:						
Without C60 Air Conditioning	1	0	K81	N.A.	33.00	33.00
With C60 Air Conditioning	1	0	K81	N.A.	5.00	5.00
Glass: *Tinted.* All windows	0	0	A01	N.A.	70.00	70.00
Instrumentation: *Special.* Includes tachometer, voltmeter, temperature and oil pressure gages and U35 Electric Clock. Not available when LD5 3.8 Litre Engine, UF7 Gage Package or UY8 Radio are specified	2	0	U14	N.A.	125.00	125.00
Lighting, Auxiliary: Includes headlamp warning buzzer, courtesy and underhood lights	1	0	TR9	N.A.	25.00	25.00
Mirrors:						
Outside Rearview, LH Remote. Not available when Z15 Super Sport is specified	1	0	D33	N.A.	18.00	18.00
Sport, LH Remote and RH Manual. Included when Z15 Super Sport is specified	2	2	D35	N.A.	43.00	43.00
Sport, Twin Remote						
Without Z15 Super Sport	2	1	D68	N.A.	68.00	68.00
With Z15 Super Sport	2	1	D68	N.A.	25.00	25.00
RH Visor	0	0	D34	N.A.	5.00	5.00
RH Visor, Illuminated	0	0	D64	N.A.	40.00	40.00
Moldings:						
Body Side, Deluxe Not available when Z15 Super Sport or D91 Conquista is specified	0	1	BW2	N.A.	53.00	53.00
Door Edge Guard	0	0	B93	N.A.	13.00	13.00
Front Fender, Body Side and Tailgate. Not available when Z15 Super Sport is specified. Included when D91 Conquista is specified	1	2	BX8	N.A.	48.00	48.00
Paints, Exterior: *See Interior and Exterior Color Selection Chart for ordering information.*						
Solid	0	0	...	*NO ADDITIONAL CHARGE*		

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EL CAMINO

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Prices shown are effective with vehicles produced on and after January 2, 1979

Description	Added Weight (F R)		Option Number	Factory D&H§	List Price	Mfr's Suggested Retail Price◇
OTHER OPTIONS						
Radiator, Heavy-Duty:						
Without LD5 3.8 Litre Engine	6	1	V01	N.A.	33.00	33.00
With LD5 3.8 Litre Engine	4	-1	V01	N.A.	33.00	33.00
Radio Equipment:						
AM Radio	5	2	U63	N.A.	85.00	85.00
AM /FM Radio	6	2	U69	N.A.	158.00	158.00
AM /FM Stereo Radio	11	4	U58	N.A.	232.00	232.00
AM Radio with 8 Track Stereo Tape System	13	4	UM1	N.A.	248.00	248.00
AM /FM Stereo Radio with 8 Track Stereo Tape System	13	4	UM2	N.A.	335.00	335.00
AM-FM Stereo Radio with Stereo Cassette Tape	13	4	UN3	N.A.	341.00	341.00
AM-FM /Citizens Band Radio with Power Antenna Available only when UX6 Speakers are specified	13	4	UP5	N.A.	489.00	489.00
AM-FM Stereo /Citizens Band Radio with Power Antenna.	13	4	UP6	N.A.	570.00	570.00
AM-FM Stereo Radio with Digital Clock Display	13	4	UY8	N.A.	395.00	395.00
Speakers, Dual Front. Available when U63, U69 or UP5 Radio is specified. Included when U58, UM1, UM2, UN3 or UY8 Radio is specified.	0	0	UX6	N.A.	21.00	21.00
Windshield Antenna. Included when U63, U69, U58, UM1, UN2, UN3 or UY8 Radio is specified without U75 Power Antenna. Not available when UP5 or UP6 Radio is specified.	0	0	U76	N.A.	27.00	27.00
Power Antenna. Available only when U63, U69, U58, UM1, UM2, UN3 or UY8 Radio is specified. Not available when U76 Antenna, UP5 or UP6 Radio is specified.	4	0	U75	N.A.	47.00	47.00
Rails, Cargo Box Side	0	6	D73	N.A.	74.00	74.00
Roof Cover, Vinyl: Not available when D91 Conquista is specified. Includes bright metal outline molding. *See Interior and Exterior Color Selection Chart*	1	1	...	N.A.	76.00	76.00
Roof Cover, Vinyl: Available only when D91 Conquista is specified. *See Interior and Exterior Color Selection Chart*	1	1	ZK9			
Royal Knight: Not available when D91 Conquista, BW2 or BX8 Moldings, or N95 Wheel Covers are specified. *See Interior and Exterior Color Selection Chart.*	0	0	Z16	N.A.	68.00	68.00
Seat, Power: *Six Way.* Driver's side only with 50 /50 seat. Not available when bucket seats are specified	10	8	AG9	N.A.	163.00	163.00
Seat Trim: *See Interior and Exterior Color Selection Chart for availability and ordering information.*						
*P**1 Knit Cloth Bench*	0	0	...	*NO ADDITIONAL CHARGE*		
*P**3 Knit Cloth 50 /50*	0	0	...	N.A.	172.00	172.00
*V**1 Vinyl Bench.*	0	0	...	N.A.	26.00	26.00
*V**2 Vinyl Buckets.*	5	5	...	N.A.	85.00	85.00
*V**3 Vinyl 50 /50*	0	0	...	N.A.	198.00	198.00
Speed Control: *Automatic.* Available only when MX1 Automatic Transmission and J50 Power Brakes are specified.	5	0	K30	N.A.	103.00	103.00
Steering, Power	20	0	N41	N.A.	163.00	163.00
Steering Wheel: *Comfortilt.*	2	0	N33	N.A.	75.00	75.00
Suspension Equipment: *Suspension Sport* Available only when V8 Engine is specified	0	8	F41	N.A.	12.00	12.00
Tank, Fuel: *22 gallons*	1	6	N23	N.A.	22.00	22.00
Tie-Downs, Cargo Box	0	1	AV3	N.A.	19.00	19.00
Wheel Trim:						
Wheel Covers, Sport--Silver Not available when ZJ7 Rally Wheels are specified						
Without Z15 Super Sport	2	2	PB2	N.A.	52.00	52.00
With Z15 Super Sport	2	2	PB2	N.A.	5.00	5.00
Wheel Covers, Sport--Gold Not available when 15, 21, 22 or 29 Paint Codes or when ZJ7 Rally Wheels are specified.						
Without Z15 Super Sport	2	2	55P	N.A.	52.00	52.00
With Z15 Super Sport	2	2	55P	N.A.	5.00	5.00
Wheel Covers, Wire Not available when ZJ7 Rally Wheels are specified.	11	11	N95	N.A.	117.00	117.00
Wheels, Rally. Included when Z15 Super Sport is specified. Includes styled wheels, special hub caps and trim rings	4	5	ZJ7	N.A.	47.00	47.00

§ Factory D & H Charges reflect provisions for pass through of tire weight tax imposed on manufacturer or importer of tires.
◇ State and local taxes not included.

EL CAMINO

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Prices shown are effective with vehicles produced on and after January 2, 1979

Description	Added Weight (F R)	Option Number	Factory D&H§	List Price	Mfr's Suggested Retail Price◇
OTHER OPTIONS					
Windows, Power: Electric	5 3	A31	N.A.	132.00	132.00
Windshield Wiper System: *Intermittent*	0 0	CD4	N.A.	38.00	38.00
FACTORY INSTALLED REGULAR PRODUCTION TIRES					
P205 /75R-14 /B Blackwall Steel Belted Radial Ply (Standard)	0 0	QJZ	*NO ADDITIONAL CHARGE*		
P205 /75R-14 /B White Stripe Steel Belted Radial Ply	0 0	QJY	N.C.	55.00	55.00
P205 /75R-14 /B White Lettered Steel Belted Radial Ply	0 0	QKL	N.C.	71.00	71.00

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Published: February 16, 1979

EL CAMINO

CAB & BODY FEATURES
COLOR & TRIM CHARTS
TWO-TONES

EL CAMINO

STANDARD EL CAMINO MODEL

The Standard model includes the following items as standard equipment.

EXTERIOR

- **Bright Appearance Items:**
  "CHEVROLET" letters: in lower LH corner of grille
  Chevrolet Bow Tie emblem: On center of grille header panel, at upper center of tailgate and in center of wheel covers
  "El Camino" nameplates: Sides of rear fenders
  Chrome front and rear bumpers
  Door lock cylinders
  Door lock handles
  Grille and moldings
  Headlight bezels
  Headlamp, parking lamp and marker lamp moldings
  LH side rearview mirror
  License pocket moldings
  Pickup box, rear sail panel and roof moldings
  Quarter window moldings
  Rear marker lamp moldings
  Rocker panel moldings
  Roof drip moldings
  Side door belt bead moldings
  Wheel covers
  Wheel opening moldings
  Windshield and back window reveal moldings
- **Color:** See Interior and Exterior Color Selection Chart
- **Door Opening and Locking Methods:**
  Side doors; lift bar latch release with key lock cylinder
  Tailgate; single pivot handle on inside sufrace of tailgate, double latch
- **Doors:** RH and LH side doors and tailgate
- **Glass:** Windshield, drop glass in each side door. Side quarter windows, and back glass
- **Grille:** Plastic grid; chrome plated
- **Horn:** Dual note
- **Lights:**
  Combination parking/direction. Two front; single lens
  Combination tail/stop/direction and backup, mounted in bumper
  Headlights. Two; single rectangular, with integral side marker and reflectors
  License plate. Single rear
  Side marker and reflectors. 2 rear, quarter panel mounted
- **Mirror:** LH chrome fixed arm with 5" rectangular head
- **Side Door Beams:** Steel beam running full width inside each side door
- **Tools:** Mechanical jack; wheel wrench
- **Wheels:** 14" x 6"; 5 bolt, 4¾" bolt circle
- **Windshield Wipers and Washers:** Electric; 2-speed wipers Hide-A-Way blades and arms

EL CAMINO

STANDARD EL CAMINO MODEL

The Standard model includes the following items as standard equipment.

INTERIOR

- **Air Vents:** RH and LH cowl side; individually controlled
- **Armrests:** RH and LH full padding
- **Ashtray:** Lighted
- **Carpeting:** Color-keyed nylon cut pile
- **Cigarette Lighter**
- **Colors, Interior:**
  See Interior Color Selections Charts
- **Courtesy Light Switches:** Door-actuated
- **Door Locks:** Inside; bright pushbutton lock/release
- **Door Seals:** Closed-cell-type rubber
- **Flow-through ventilation system**
- **Glove Compartment:** Lighted
- **Headliner:** Cloth over foam padding
- **Heater and Defroster:** Deluxe-air
- **Instruments:**
  Gauges: Speedometer, odometer and fuel
  Switches: Exterior lights, instrument lights, dome light, wiper-washer, headlight beam (column operated), ignition, directional signal with lane change position, hazard warning and heater
  Warning Lights: Generator, oil pressure, engine temperature, brake warning, seat belt, direction signals and high beam
- **Instrument Panel:** Fiberglass filled plastic; energy absorbing
- **Instrument Panel Knobs:** Black; aluminum faced
- **Insulation and Sound Deadening:** Dash (firewall), under floor mat and other strategic points
- **Interior Lights:** Instrument and dome operated by main light switch
- **Mirror, Rearview:** Inside; 10" wide, day-night type
- **Scuff Plates:** Side door opening protection and floor mat retainer
- **Seat:** Full width, choice of cloth or textured all-vinyl trim
- **Seat and Shoulder Belts:** 3 sets of seat belts; 2 shoulder belts in outboard positions; includes warning light and buzzer for driver's seating position
- **Spare Tire and Carrier:** Stored horizontally behind seat on passenger side
- **Steering Lock:** Column-mounted combination ignition switch, transmission lock, steering lock and accessory switch
- **Steering Wheel:** Color-keyed grained plastic; soft rim with insert. "Chevrolet" bowtie on shroud; energy absorbing, locking column
- **Sunshades:** RH and LH padded; cloth covered
- **Trim Panels:** Cloth/vinyl door trim panels with bright trim, vinyl-coated cowl side panels and cloth/foam padded headliner
- **Warning Buzzer:** Ignition key removal warning; activated by opening side door with key in switch; driver's seat belt unattached warning
- **Window Regulator Knobs:** Clear plastic
- **Windshield Pillar Moldings:** Color-keyed

EL CAMINO

EL CAMINO SUPER SPORT MODEL

The Super Sport model includes all items listed for the Standard model plus the following additions or substitutions.

EXTERIOR

- **Bright Appearance Items:** Delete wheel opening and rocker panel moldings
- **Front Air Dam:** Painted lower body color
- **Grille:** Special black paint treatment on grille
- **Mirrors:** Sport type, LH and RH, painted upper body color
- **Ornamentation:** "Super Sport" decals on lower portion of doors and on tailgate. Vinyl pinstriping decal to cover paint break lines.
- **Quarter Window Moldings:** Black
- **Paint:** Accent paint color on lower body.
- **Rally Wheels:** Painted to match lower body color

INTERIOR

- **Ornamentation:** "El Camino SS" nameplate on instrument panel above glove compartment door

EL CAMINO CLASSIC WITH CONQUISTA OPTION—RPO D91

(This option includes all items listed for the standard model plus the following additions or substitutions)

EXTERIOR

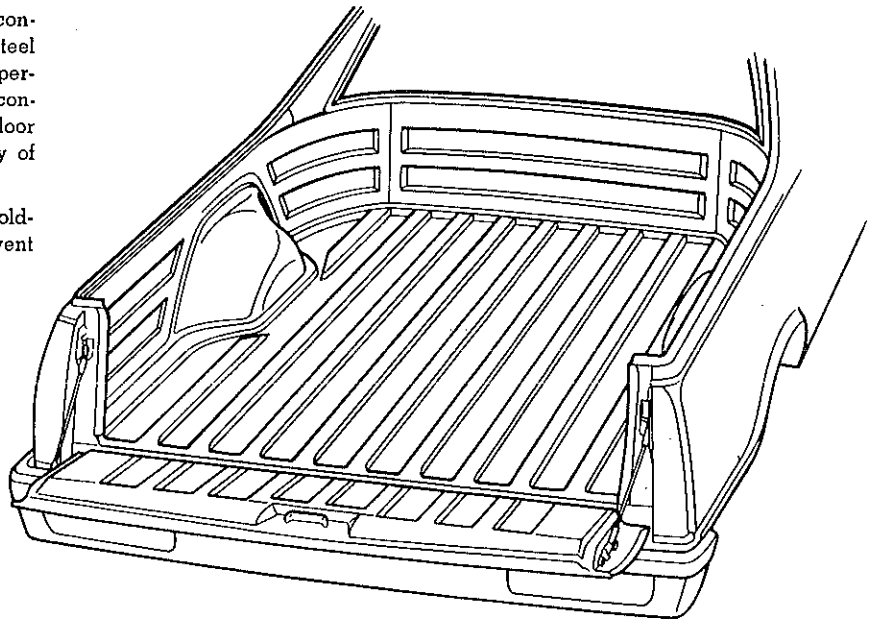
- **Bright paint break moldings on front fender, bodyside, tailgate and side of pickup box**
- **"Conquista" decal on RH upper portion of tailgate**
- **Special two-tone paint**

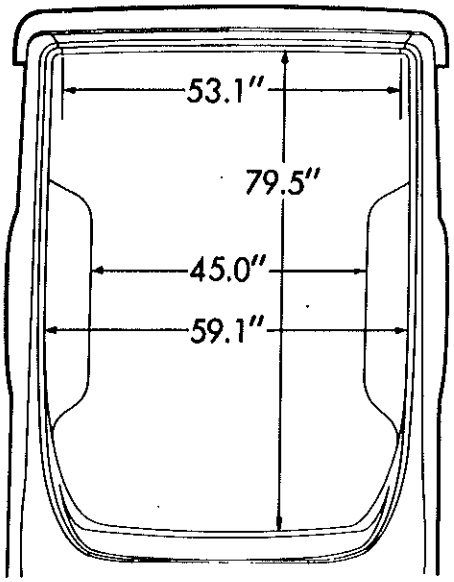
EL CAMINO

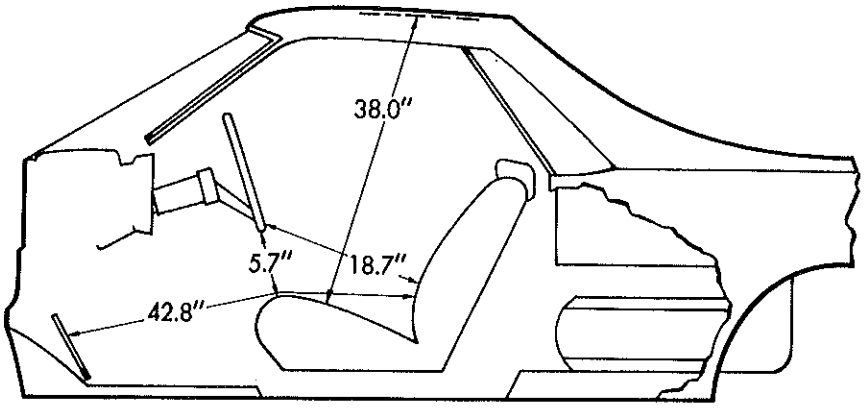
DIMENSIONS

The El Camino pickup box features double-wall construction on the side panels and a ribbed all-steel floor. The tailgate, featuring easy, one-hand operation and grain-tight seal also has double-wall construction and forms a continuation of the ribbed floor when lowered. The pickup box has a capacity of approximately 35.5 cubic feet.

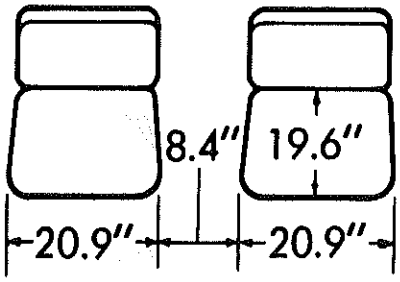
All El Camino models have a bright metal molding at the top of the box and tailgate to prevent paint chipping when loading or unloading.



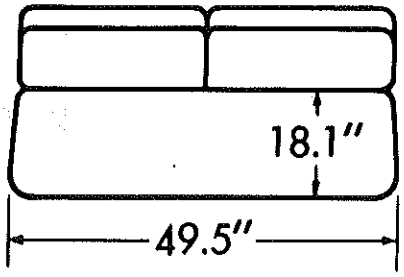




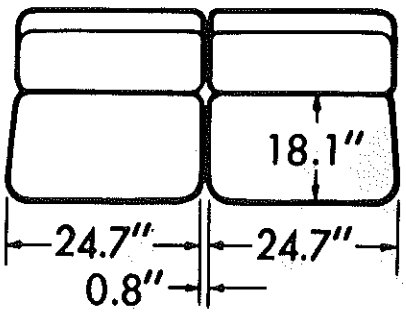
CAB DIMENSIONS*



BUCKET SEATS



BENCH SEAT



50/50 SEAT

*All interior dimensions measured with seat in rear position.

EL CAMINO

INTERIOR AND EXTERIOR COLOR AVAILABILITY CHART

PLEASE NOTE: *The exterior and interior combinations shown in the chart below and designated as recommended (R), represent the ideal combinations. Those that are shown as acceptable (A), are attractive, but less desirable than the recommended combinations. Orders for additional combinations may be submitted, provided the dealer initials the appropriate order form box as verification that the requested combination is definitely desired.*

CAUTION: *Please utilize available color samples when ordering, especially when adding a third color element (Vinyl Top, Exterior Color, Interior Trim) in order to avoid undesirable combinations.*

VINYL ROOF	CODE	EXTERIOR COLOR AVAILABILITY	
		RECOMMENDED	ACCEPTABLE
Beige	UU	61, 63 or 69	11 or 19
Black	BB	11, 15, 19, 54 or 61	21, 22, 29, 40, 44, 63, 77 or 79
Blue, Light (Metallic)	DD	11, 19, 21, 22 or 29	
Carmine, Dark (Metallic)	RR	77 or 79	
Green, Light	GG	40 or 44	
Silver	QQ	15 or 19	29, 77 or 79
White	WW	All except 15 or 21	15 or 21

	INTERIOR TRIM COLORS AND CODES					
Seat, Headliner and Door Trim Color			Black	Blue	Camel	Carmine
Instrument Panel Pad and Carpet Color			Black	Blue	Camel	Carmine
MODEL	SEAT TYPE					
El Camino (Standard Model)	Knit Cloth Bench			PDD1	PCC1	PRR1
	Knit Cloth 50/50			PDD3	PCC3	PRR3
	Vinyl Bench		VBB1	VDD1	VCC1	VRR1
	Vinyl Bucket		VBB2	VDD2	VCC2	VRR2
	Vinyl 50/50		VBB3	VDD3	VCC3	VRR3
EXTERIOR PAINT COLOR	COLOR CODE Lower	Upper				
Beige	61	61	R		R	A
Black	19	19	R	R	R	R
Blue, Dark (Metallic)	29	29	A	R	A	
Blue, Light (Metallic)	22	22	A	R		
Blue, Pastel	21	21	A	R		
Brown, Dark (Metallic)	69	69	A		R	
Camel (Metallic)	63	63	A		R	
Carmine (Metallic)	77	77	A		A	R
Carmine, Dark (Metallic)	79	79	A		R	R
Green, Light	40	40	A		A	
Green, Medium (Metallic)	44	44	A		A	
Silver (Metallic)	15	15	R			R
White	11	11	R	R	R	R
Yellow, Light	54	54	R		R	

R—Recommended
A—Acceptable

EL CAMINO SUPER SPORT

INTERIOR AND EXTERIOR COLOR AVAILABILITY CHART

PLEASE NOTE: *The exterior and interior combinations shown in the chart below are the only combinations that are available.*

INTERIOR TRIM COLORS AND CODES											
Seat, Headliner and Door Trim Color							Black	Blue	Camel	Carmine	
Instrument Panel Pad Color and Carpet Color							Black	Blue	Camel	Carmine	
MODEL	SEAT TYPE										
El Camino Super Sport	Knit Cloth Bench							PDD1	PCC1	PRR1	
	Knit Cloth 50/50							PDD3	PCC3	PRR3	
	Vinyl Bench						VBB1	VDD1	VCC1	VRR1	
	Vinyl Bucket						VBB2	VDD2	VCC2	VRR2	
	Vinyl 50/50						VBB3	VDD3	VCC3	VRR3	

EXTERIOR PAINT COLOR	COLOR CODE		LOWER PAINT ACCENT COLOR AND ORDERING CODE #		DECAL OUTLINE AND LETTERING COLORS*					VINYL TOP COLOR AVAILABILITY (IF SPECIFIED)
	Lower	Upper								
Beige	61	61	Camel (M)	63M	Gold			R		UU
Black	19	19	Blue (M)	85M	Blue	R	R			BB or DD
Black	19	19	Camel (M)	63M	Gold	R		R		BB
Black	19	19	Carmine (M)	77M	Red	R			R	BB
Black	19	19	Grey (M)	16M	Red	R			R	BB
Black	19	19	Silver (M)	15M	Red	R			R	BB or QQ
Blue, Light (M)	22	22	Black	19M	Blue	R	R			DD
Brown, Dark (M)	69	69	Black	19M	Gold			R		BB
Camel (M)	63	63	Black	19M	Gold			R		BB
Carmine, Dark (M)	79	79	Black	19M	Red	R		R	R	RR or BB
Carmine (M)	77	77	Black	19M	Red	R		R	R	BB
Carmine (M)	77	77	Carmine, Dark (M)	79M	Red	R		R	R	RR
Silver (M)	15	15	Black	19M	Red	R			R	QQ or BB
Silver (M)	15	15	Carmine (M)	77M	Red	R			R	QQ
Silver (M)	15	15	Gray (M)	16M	Red	R			R	QQ
White	11	11	Black	19M	Red	R			R	BB
White	11	11	Black	19M	Blue		R			BB
White	11	11	Black	19M	Gold			R		BB
Yellow, Light	54	54	Black	19M	Gold	R				BB

R—Recommended
(M)—Metallic
*Color determined by exterior color, lower accent color and interior trim combination
#Must be ordered. Specify choice in option portion of order form.

EL CAMINO CONQUISTA

INTERIOR AND EXTERIOR COLOR AVAILABILITY CHART

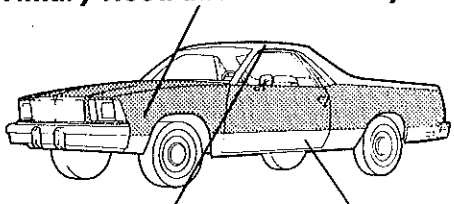
PLEASE NOTE: *The exterior and interior combinations shown in the chart below are the only combinations that are available.*

INTERIOR TRIM COLORS AND CODES								
Seat, Headliner and Door Trim Color				Black	Blue	Camel	Carmine	
Instrument Panel Pad and Carpet Color				Black	Blue	Camel	Carmine	
MODEL	SEAT TYPE							
El Camino (with Conquista Option D91)	Knit Cloth Bench				PDD1	PCC1	PRR1	
	Knit Cloth 50/50				PDD3	PCC3	PRR3	
	Vinyl Bench			VBB1	VDD1	VCC1	VRR1	
	Vinyl Bucket			VBB2	VDD2	VCC2	VRR2	
	Vinyl 50/50			VBB3	VDD3	VCC3	VRR3	
HOOD AND CENTER BODY	LOWER	ROOF AND LOWER BODY	UPPER					VINYL ROOF (ZK9) (IF SPECIFIED)#
Beige	61	Camel (M)	63	A		R		Beige
Beige	61	Carmine, Dark (M)	79	A		R	A	Carmine, Dark (M)
Black	19	Camel (M)	63	R		R		Black
Black	19	Carmine (M)	77	R			R	Black
Black	19	Grey, Medium (M)	16	R			R	Black
Blue, Light (M)	22	Blue, Medium (M)	85	A	R			Blue, Light (M)
Blue, Pastel	21	Blue, Light (M)	22	A	R			Blue, Light (M)
Brown, Dark (M)	69	Beige	61	A		R		Beige
Carmine (M)	77	Carmine, Dark (M)	79	A		A	R	Carmine, Dark (M)
Carmine (M)	77	Silver (M)	15	A			R	Silver
Green, Med. (M)	44	Green, Light	40	A				Green, Light
Silver (M)	15	Black	19	R			R	Black

#If vinyl roof is desired, order as option ZK9. Vinyl roof color is determined by exterior paint combination selected.
(M) Metallic (R) Recommended (A) Acceptable

CONQUISTA TWO-TONE PAINT—D91

Primary Hood and Center Body Color



Secondary Roof and Lower Body Color

EL CAMINO ROYAL KNIGHT

INTERIOR AND EXTERIOR COLOR AVAILABILITY CHART

PLEASE NOTE: *The exterior and interior combinations shown in the chart below are the only combinations that are available.*

INTERIOR TRIM COLORS AND CODES						
Seat, Headliner and Door Trim Color			Black	Blue	Camel	Carmine
Instrument Panel Pad Color and Carpet Color			Black	Blue	Camel	Carmine
MODEL	SEAT TYPE					
El Camino Super Sport (with Royal Knight Option Z16)	Knit Cloth Bench			PDD1	PCC1	PRR1
	Knit Cloth 50/50			PDD3	PCC3	PRR3
	Vinyl Bench		VBB1	VDD1	VCC1	VRR1
	Vinyl Bucket		VBB2	VDD2	VCC2	VRR2
	Vinyl 50/50		VBB3	VDD3	VCC3	VRR3

EXTERIOR PAINT COLOR	COLOR CODE		DECAL OUTLINE AND LETTERING COLORS					VINYL TOP COLOR AVAILABILITY (IF SPECIFIED)
	Lower	Upper						
Beige	61	61	Gold			R		UU
Black	19	19	Gold	R		R		BB or UU
Black	19	19	Blue		R			BB
Black	19	19	Red				R	BB
Blue, Dark (M)	29	29	Blue	R	R			DD
Blue, Light (M)	22	22	Blue	R	R			DD
Brown, Dark (M)	69	69	Gold			R		UU
Camel (M)	63	63	Gold	R		R		BB or UU
Carmine, Dark (M)	79	79	Red	R			R	RR
Carmine, Dark (M)	79	79	Gold			R		RR
Carmine (M)	77	77	Red	R			R	BB or RR
Silver (M)	15	15	Red	R			R	QQ
White	11	11	Red	R			R	BB or WW
White	11	11	Blue		R			DD or WW
White	11	11	Gold			R		WW

(R) Recommended (M) Metallic

NOTES

REAR AXLES

EL CAMINO REAR AXLE

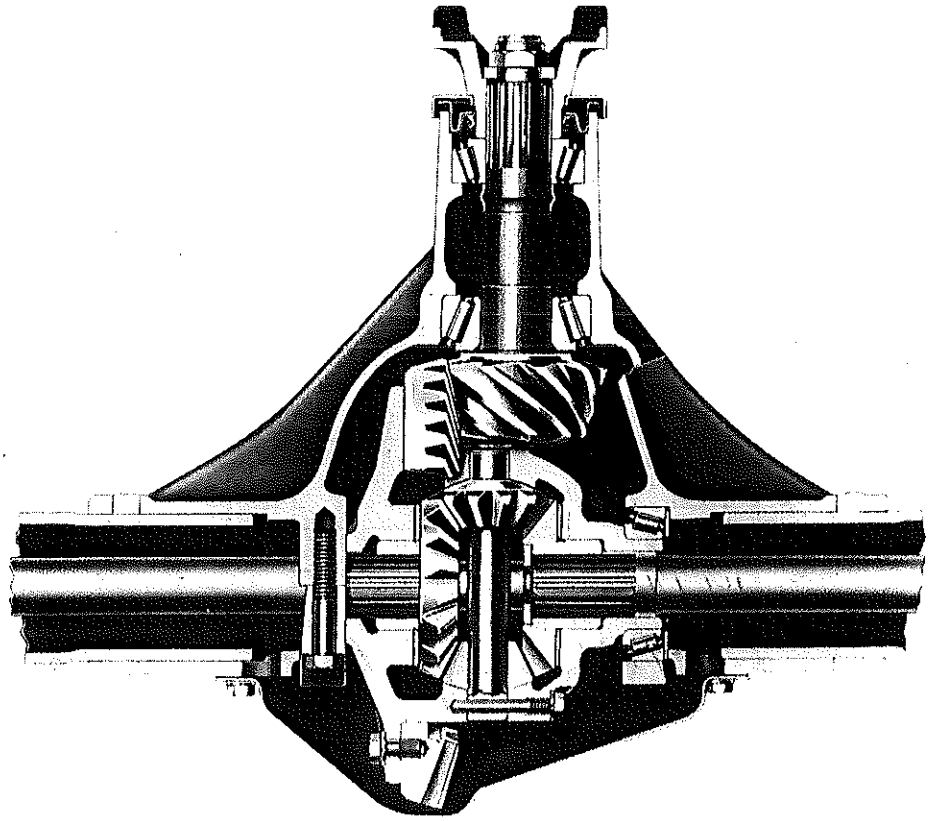


Illustration shows typical El Camino rear axle.

El Camino models offer, as standard, a Salisbury-type rear axle. Hypoid gearing is used for quiet, durable differential operations.

Positraction is also available with all ratios as an option at extra cost.

Specifications

Capacity	2750 lbs			
Make	Chevrolet			
Pinion & Ring Gears: Type	Hypoid			
Ratios	2.41	2.56	2.73	3.08
Pinion, teeth	17	16	15	12
Ring gear, teeth	41	41	41	37
Ring gear pitch dia. (in)	7.50			
Differential: Type	Two-Pinion			
Axle Shaft: Type	Integral Shaft and Drive Flange			
Housing: @ spring seat Section diameter and thickness (in)	2.53 x .18			

INDEX

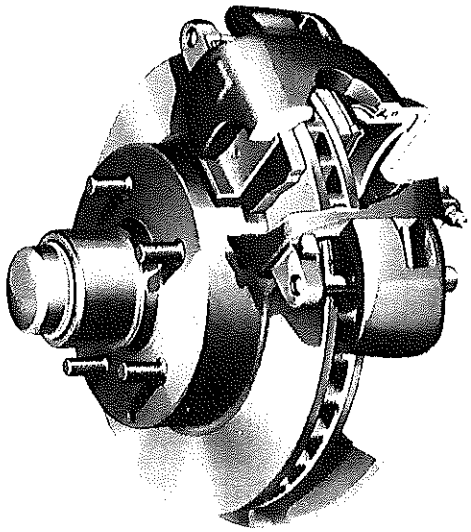
HYDRAULIC BRAKE SYSTEM

Basically the hydraulic brake system consists of a master cylinder, activated by the driver's foot which in turn directs hydraulic fluid to the wheel cylinders that finally push the brake shoes or caliper pads against a friction surface to stop the vehicle. The friction surface can be either a disc or drum. Front disc and rear drum brakes are standard on LUV, El Camino and all 10-30 Series models. 4-wheel disc brakes are standard on P30 Motor Home Chassis model 31832, optional on P30 Step-Vans and Motor Home Chassis model P31432, depending on the GVW Rating. Optional power brakes and HD power brakes are available on some models (See Hydraulic Brake Chart, page 2).

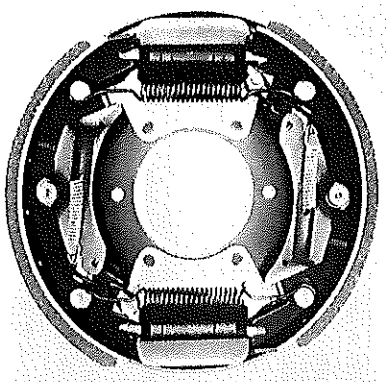
All models (except LUV) feature a lining wear sensor on the front disc brakes which gives an audible signal when disc brake pads need replacement.

Dual brake systems which split the total system into separate front and rear systems are offered as standard equipment on all light duty models. For added safety a dual function warning light in the instrument cluster signals the driver of a parking or service brake malfunction in either system on all models (except LUV).

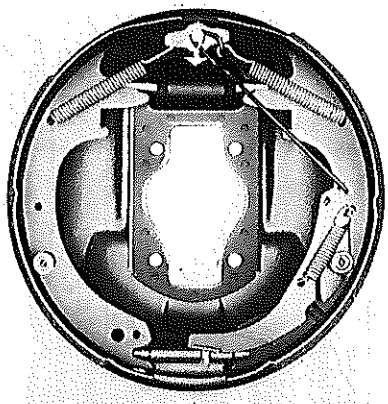
There are three types of apply systems used. One is the manual system wherein the brake pedal is mechanically linked to the master cylinder. The second is a vacuum boost type which multiplies master cylinder pressure when activated by the brake pedal linkage; and the third uses a separate hydraulic multiplier unit which is activated by the brake pedal linkage.



Front Disc Brakes



Twin-Action Brake



Torque-Action Brake

HYDRAULIC BRAKES

SERIES	GVWR/ Application	FRONT			REAR			APPLY SYSTEM		
		Rotor Size (diameter x thickness)	Caliper Piston (diameter)	Facing Contact per axle (sq. in.)	Drum Size (diameter x width)	Wheel Cylinder (diameter)	Facing Contact per axle (sq. in.)	Type	Booster (Diaphragm diameters)	Master Cylinder (diameter)
El Camino	All	10.5 x 1.03	2.50	31.68	9.5 x 2.0	.75	63.73	Vac. Power	7.9 x 7.9 Tandem	.94
LUV Pickup	All/Std.	9.843 x 10.0	2.25	29.47	10.0 x 1.75	.75	68.18	Vac. Power	6.0 Single	.87
C10 Pickup; G10 Chevy Van	48-4900/Std.	11.86 x 1.28	2.94	37.43	11.0 x 2.0	1.0	74.37	Manual	—	1.0
	53-5600/J50*	11.86 x 1.28	2.94	37.43	11.0 x 2.0	1.0	74.37	Vac. Power	9.5 Single	1.125
	53-6200/J55*	11.86 x 1.28	2.94	37.43	11.15 x 2.75	.9375	107.42	Vac. Power	9.5 x 8 Tandem	1.125
C10 Chassis-Cab C10 V8 Suburban P10 Step-Van, F.C. K10 V8 (All)	62-7300/Std.	11.86 x 1.28	2.94	37.43	11.15 x 2.75	.9375	107.42	Vac. Power	9.5 x 8 Tandem	1.125
C10 Blazer, L6 Suburban	6050/Std.	11.86 x 1.28	2.94	37.43	11.0 x 2.0	1.0	74.37	Vac. Power	9.5 Single	1.125
K10 Blazer, Pickup	6200/Std.	11.86 x 1.28	2.94	37.43	11.15 x 2.75	1.0	107.42	Vac. Power	9.5 x 8 Tandem	1.125
G10 Sportvan	54-5600/Std.	11.86 x 1.28	2.94	37.43	11.0 x 2.0	1.0	74.37	Vac. Power	9.5 Single	1.125
C10 Diesel Pickup	53-5600/Std.	11.86 x 1.28	2.94	37.43	11.0 x 2.0	1.0	74.37	Hyd. Power	—	1.125
	6050-6200/J55*	11.86 x 1.28	2.94	37.43	11.15 x 2.75	.9375	107.42	Hyd. Power	—	1.125
C-K20 Pickup, Suburban, Chassis-Cab; P20 Step-Van, F.C.	64-7100/Std.	12.5 x 1.28	2.94	37.43	11.15 x 2.75	1.0	107.42	Vac. Power	9.5 x 8 Tandem	1.125
	75-8200/J55*	12.5 x 1.28	3.15	42.98	13.0 x 2.5	1.0625	116.38	Vac. Power	9.5 x 8 Tandem	1.25
C20 Bonus Cab, Crew Cab	All/Std.	12.5 x 1.28	3.15	42.98	13.0 x 2.5	1.0625	116.38	Vac. Power	9.5 x 8 Tandem	1.25
G20 Sportvan, Chevy Van	64-6600/Std.	11.86 x 1.28	2.94	37.43	11.15 x 2.75	1.0	107.42	Vac. Power	9.5 x 8 Tandem	1.125
C30 Pickup, Chassis-Cab	66-8200/Std.	12.5 x 1.28	3.15	42.98	13.0 x 2.5	1.0625	116.38	Vac. Power	9.5 x 8 Tandem	1.25
	9,-10,000/J55*	12.5 x 1.53	3.38	45.81	13.0 x 3.5	1.1875	162.35	Hyd. Power	—	1.3125
C30 Bonus Cab, Crew Cab; K30 Pickup, Chassis-Cab	86-10,000/Std.	12.5 x 1.53	3.38	45.81	13.0 x 3.5	1.1875	162.35	Hyd. Power	—	1.3125
G30 Sportvan, Chevy Van	64-7400/Std.	12.5 x 1.28	2.94	37.43	11.15 x 2.75	1.0	107.42	Vac. Power	9.5 x 8 Tandem	1.125
	77-8400/J55*	12.5 x 1.28	3.15	42.98	13.0 x 2.5	1.0625	116.38	Vac. Power	9.5 x 8 Tandem	1.25
G30 (03) w/single rears	74-8400/Std.	12.5 x 1.28	3.15	42.98	13.0 x 2.5	1.0625	116.38	Vac. Power	9.5 x 8 Tandem	1.25
G30 (03) w/dual rears	89-10,500/Std.	12.5 x 1.53	3.38	45.81	13.0 x 3.5	1.1875	162.35	Hyd. Power	—	1.3125
P30 Step-Van, F.C.	76-8200/Std.	12.5 x 1.28	3.15	42.98	13.0 x 2.5	1.0626	116.38	Vac. Power	9.5 x 8 Tandem	1.25
	9,-10,500/J55* (7900-lb axle)	12.5 x 1.53	3.38	45.81	13.0 x 3.5	1.1875	162.35	Hyd. Power	—	1.3125
	12-14,000/J55*▲ (11,000-lb axle)	14.25 x 1.53	3.38	45.81	13.75 x 1.53●	3.38♦	265.3	Hyd. Power	—	1.336
P30 Motor Home Chassis (125", 137", 158.5" WB)	10,5-12,500/Std.	12.5 x 1.53	3.38	45.81	13.0 x 3.5	1.1875	162.35	Hyd. Power	—	1.3125
	14,500/Std.▲	14.25 x 1.53	3.38	45.81	13.75 x 1.53●	3.38♦	265.3	Hyd. Power	—	1.336
P30 Motor Home Chassis (178" WB)	14,500/Std.▲	14.25 x 1.53	3.38	45.81	13.75 x 1.53●	3.38♦	265.3	Hyd. Power	—	1.336

*J50—Power Brakes; J55—HD Power Brakes. ▲4-wheel Disc Brakes ●Rotor size (Diameter x Thickness) ♦Caliper Piston (Diameter)

HYDRAULIC BRAKE SYSTEMS

FRONT DISC BRAKE SPECIFICATIONS

MAKE	Isuzu	Chevrolet				
TYPE	Hub mounted dual faced disc					
ADJUSTMENT	Self-adjusting					
DISC (Rotor)	Double faced solid disc	Double faced disc spaced by integrally cast radial cooling passages				
Material	Cast Iron					
Overall Diameter (in.)	9.84	10.50	11.86	12.50	12.50	14.25
Effective Outside Diameter (in.)	9.72	10.50	11.75	12.44	12.44	14.04
Effective Inside Diameter (in.)	6.22	6.75	8.00	8.50	8.50	10.44
Effective Thickness (in.) nominal	0.71	1.03	1.28	1.28	1.53	1.53
Swept Area Per Axle (sq. in.)	175.5	191.7	239.6	249.4	277.7	286.5
LINING (Caliper Pad) Material	Molded Asbestos					
Lining Attachment	Bonded		Riveted			
Size Per Pad (in. x in. x in.)	4.21 x 1.75 x .433	4.92 x .91 x 4.35	5.40 x 1.92 x .465		Inner—6.00 x 1.80 x .53 Outer—8.00 x 1.80 x .43	
Facing Contact Per Axle (in.)	26.47	31.7	37.43	37.35	45.80	
CALIPER Make	Akebono	Chevrolet & Delco			Bendix	
Number Pistons Per Wheel	One					
Piston Diameter (in.)	2.25	2.50	2.94		3.38	

REAR BRAKE SPECIFICATIONS

MAKE	Isuzu	Chevrolet					
TYPE	Duo-Servo (Drum Type)						Hubmounted dual faced disc
ADJUSTMENT	Self-Adjusting						
SIZE	10 x 1.75	9.50 x 2.0	11 x 2.0	11.15 x 2.75	13 x 2.5	13 x 3.5	13.75 Rotor
DRUM MATERIAL	Cast Iron*						
LINING Material	Molded Asbestos						
Attachment	Bonded	Riveted					
Width (in.)	1.77	2	2	2.75	2.5	3.5	Inner—6.0 x 1.8 x .53 Outer—8.0 x 1.8 x .43
Facing Contact (sq. in.)	68.18	63.73	74.37	107.42	116.38	162.35	45.78
SWEPT DRUM AREA/AXLE Single Axle (sq. in.)	111.2	116.1	138.20	192.70	204.20	283.20	265.23
WHEEL CYLINDER Number Per Wheel	One						
Piston Size (in. dia.)	.87	.75 (El Camino)	1.0	1.0 (C-K-P20) .9375 (C-K-P10, G20)	1.0625	1.187	3.38

*El Camino models use aluminum rear brake drums with V6 engines; cast iron with V8 engines.

BRAKE BOOSTERS

Two types of power boosters are used in light-duty models. Vacuum powered diaphragm boosters are used in the lower GVWR models and a hydraulic booster is used in the higher GVWR models.

Pedal efforts are greatly reduced by the power assist given by the vacuum booster diaphragm or the hydraulic booster piston. The brake will operate without power assist, but the pedal effort required will be greater.

The hydraulic booster incorporates an accumulator which gives you a gradual transition from power to no power.

Series	Availability	Make	Number of Diaphragms	Nominal Diameter (in)	Type
El Camino	Std	Delco	Two	7.9 x 7.9	Vac/hyd
LUV Pickup	Std	Bendix	One	6.0	Vac/hyd
C10 Blazer, L6 Suburban	Std	Delco or Bendix	One	9.5	Vac/hyd
K10 L6 Blazer, Pickup	Std	Delco or Bendix	One	9.5	Vac/hyd
	J55	Delco	Two	9.5 x 8	
C10 Chassis-Cab, V8 Suburban; P10 Step-Van, F.C.; K10 V8 (All)	Std	Delco	Two	9.5 x 8	Vac/hyd
C10 Pickup	J50*	Delco or Bendix	One	9.5	Vac/hyd
	J55	Delco	Two	9.5 x 8	
C10 Diesel Pickup	J55**	Bendix	—	—	Hydro-Boost
C20, K20, P20 (All)	Std & J55	Delco	Two	9.5 x 8	Vac/hyd
C30 Pickup, Chassis-Cab; P30 Step-Van, F.C.	Std	Delco	Two	9.5 x 8	Vac/hyd
	J55	Bendix	—	—	Hydro-Boost
C30 Bonus Cab, Crew Cab; K30 (All); P30 Motor Home Chassis	Std	Bendix	—	—	Hydro-Boost
G10 Sportvan	Std	Delco	One	9.5	Vac/hyd
G10 Chevy Van	J50*	Delco	One	9.5	Vac/hyd
G20-30 Sportvan, Chevy Van; G30 Cutaway, Hi-Cube Van w/single rear wheels	Std	Delco	Two	9.5 x 8	Vac/hyd
G30 Cutaway, Hi-Cube Van w/dual rear wheels	Std	Bendix	—	—	Hydro-Boost

J55—HD Power Brakes *Required for 5000-lb or higher GVWR. **Required for 5400-lb or higher GVWR.

STANDARD PARKING BRAKES

Rear Wheel Parking Brakes

Foot pedal operated, cable-actuated rear brakes are used for parking brakes on El Camino and all Series 10-30 models, except P30 model with optional 11,000-lb rear axle is equipped with a transmission mounted internal expanding parking brake.

An Orscheln-type hand brake lever is standard on all P models.

LUV pickups have an L-handle lever located under the instrument panel.

OPTIONAL PARKING BRAKES

Propshaft Mounted Parking Brakes

Propshaft mounted brakes serve to lock the driveline firmly for parking. They are controlled by an Orscheln-type lever with a release device on the handle for P30 models except Motor Home Chassis which offers a racheting foot operated lever with a brake release handle mounted on the bottom of the instrument panel.

Parking Brake Specifications—Series 10-30

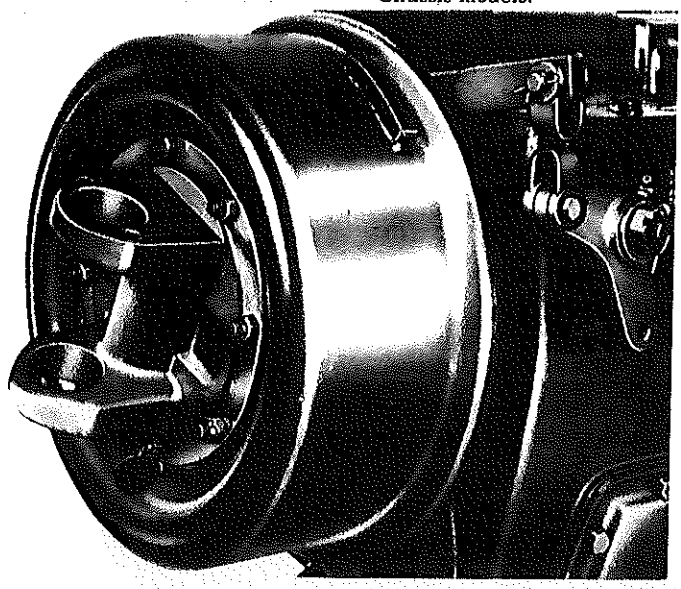
Series	Transmission	Brake Type	Facing Contact Per Axle (sq in)
El Camino	All	Cable to Rear Wheels	63.73
LUV Pickup	All	Cable to Rear Wheels	68.18
C/K/G/P10	All	Cable to Rear Wheels	74.37
C/K/G/P20	All	Cable to Rear Wheels	107.42
C/K/G/P30	All	Cable to Rear Wheels	116.38

Parking Brake Specifications—P30 Models

Transmission	Brake Type	Drum Dia. x Lining Width (in)	Lining Area (sq in)
4 speed Manual SM465	Internal Expanding	11 x 2 ★	37.18
Automatic on Motor Home Chassis only	Internal Expanding	11 x 2 ★	37.18

★11" x 2" internal expanding type propeller shaft brake included with 11,000-lb capacity rear axle on P30 Step-Van and FC models, and with 10,000-lb capacity rear axle on Motor Home Chassis models.

Internal Expanding Brake



NOTES

INDEX

Cab and Body information can be found within the Yellow Tab Section for each model series.

COLOR & TRIM

PAINT DESCRIPTION

Chevrolet trucks are finished with a baked-on, high-luster paint which is durable and easy to maintain. Prior to application of the finish coat, all bodies, cabs and sheet metal surfaces are thoroughly cleaned and primed.

Then one of the following finish paints is applied:

Paint	Applicable Model
Acrylic lacquer	El Camino
Alkyd enamel	LUV Pickup & Chassis-Cab
Acrylic enamel	All other models

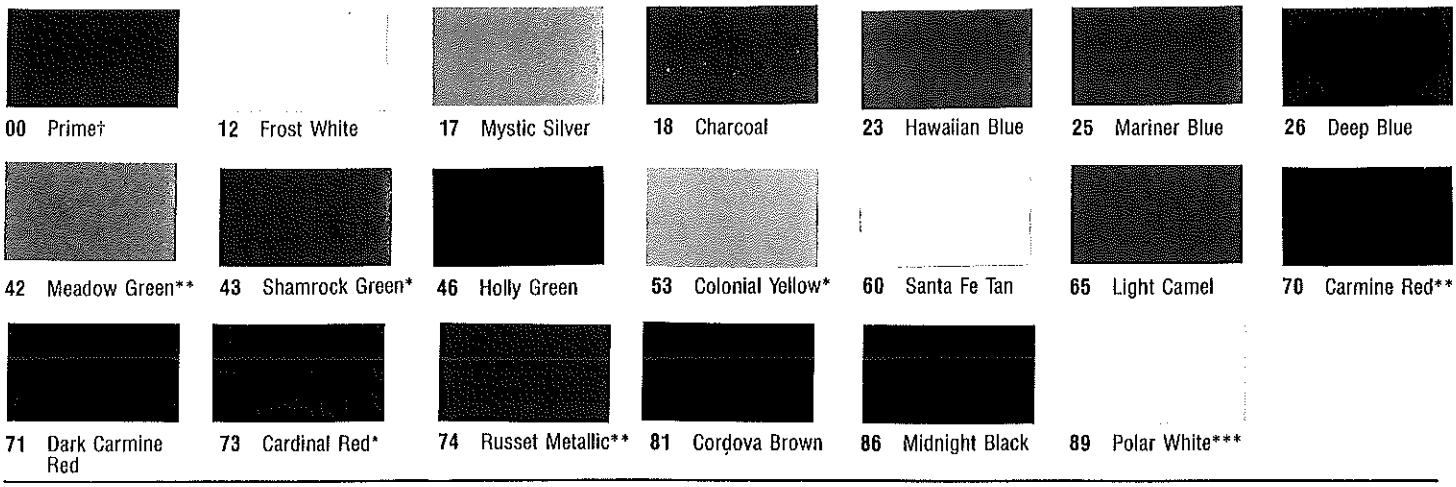
1979 PAINT REFINISH NUMBERS

INFORMATION TO BE PROVIDED

AT A LATER DATE

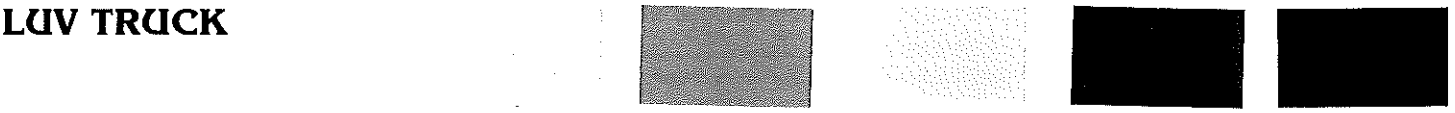
1979 Chevrolet Truck Exterior Colors

10-30 SERIES



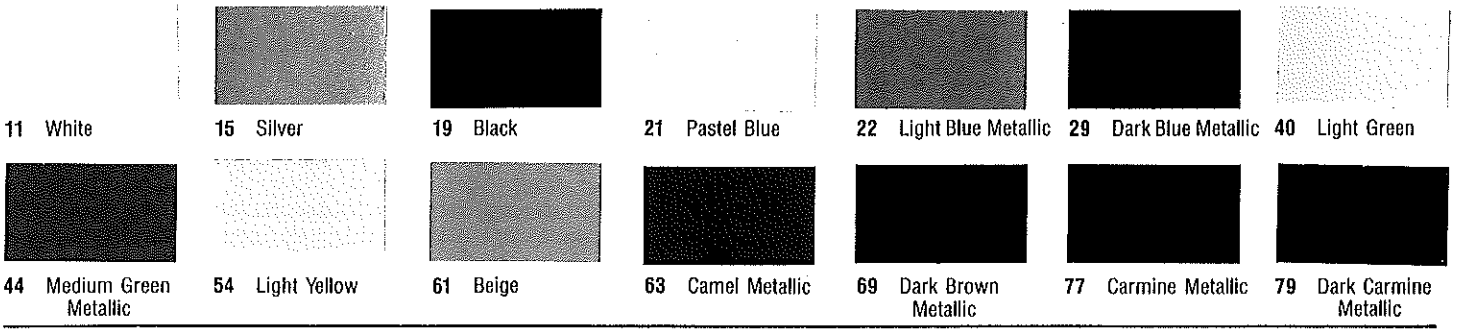
00 Prime†
12 Frost White
17 Mystic Silver
18 Charcoal
23 Hawaiian Blue
25 Mariner Blue
26 Deep Blue
42 Meadow Green**
43 Shamrock Green*
46 Holly Green
53 Colonial Yellow*
60 Santa Fe Tan
65 Light Camel
70 Carmine Red**
71 Dark Carmine Red
73 Cardinal Red*
74 Russet Metallic**
81 Cordova Brown
86 Midnight Black
89 Polar White***

LUV TRUCK



12 Strato White
20 Light Blue
53 Jasmine Yellow
70 Crimson Red
86 Midnight Black

EL CAMINO COLORS



11 White
15 Silver
19 Black
21 Pastel Blue
22 Light Blue Metallic
29 Dark Blue Metallic
40 Light Green
44 Medium Green Metallic
54 Light Yellow
61 Beige
63 Camel Metallic
69 Dark Brown Metallic
77 Carmine Metallic
79 Dark Carmine Metallic

CHEVY TRUCKS

Built To Stay Tough

*Available on all 10-30 Series Models except Chevy Van, Sportvan, Cutaway Van, Hi-Cube Van and Step-Van

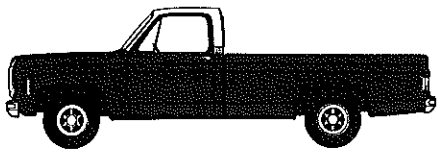
**Available on Chevy Van, Sportvan, Hi-Cube Van and Step-Van

***Available on Cutaway Van and Hi-Cube Van only

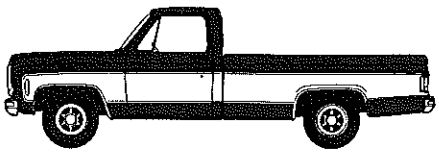
†Available on all Step-Van models

PRINTED IN U.S.A.

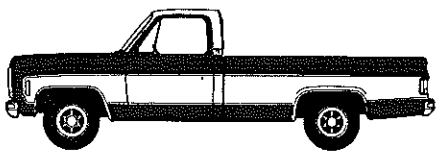
Two-tone and Secondary Color Applications



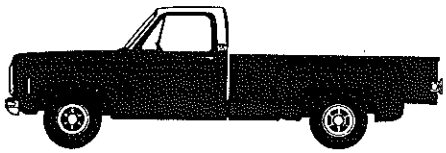
Fleetside — Conventional Two-tone



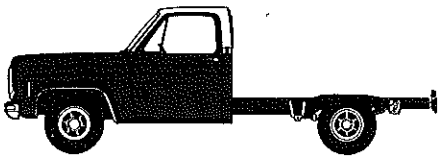
Fleetside — Special Two-tone



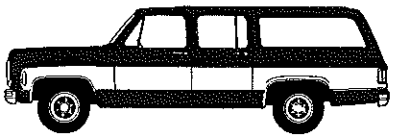
Fleetside — Deluxe Two-tone



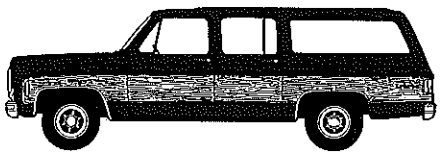
Stepside — Conventional Two-tone



Chassis — Cab — Conventional Two-tone

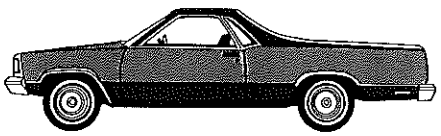


Suburban — Special Two-tone

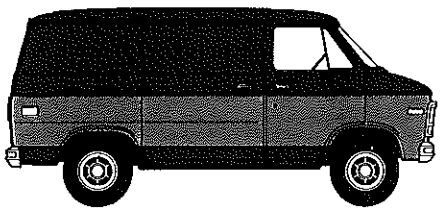


Suburban — Wood-grained Exterior Trim

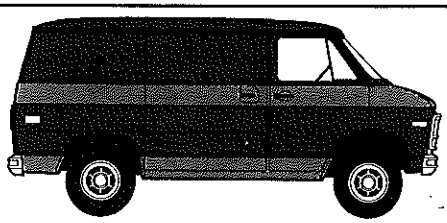
El Camino — Super Sport Two-tone



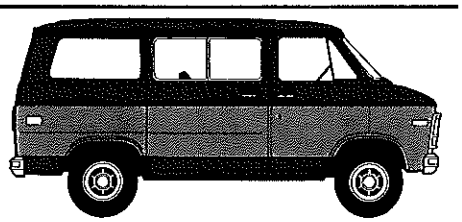
El Camino — Conquista Two-tone



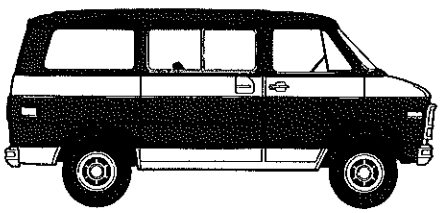
Chevy Van — Special Two-tone



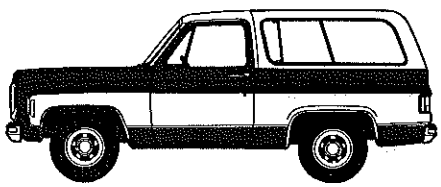
Chevy Van — Deluxe Two-tone



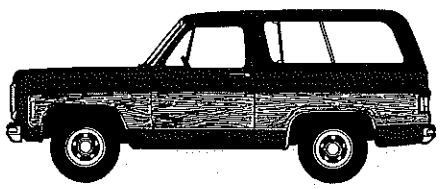
Sportvan — Special Two-tone



Sportvan — Deluxe Two-tone



Blazer — Special Two-tone



Blazer — Wood-grained Exterior Trim

3.3 LITRE (200 2-bbl) V6*

(Ordering Code L 26)

Applications

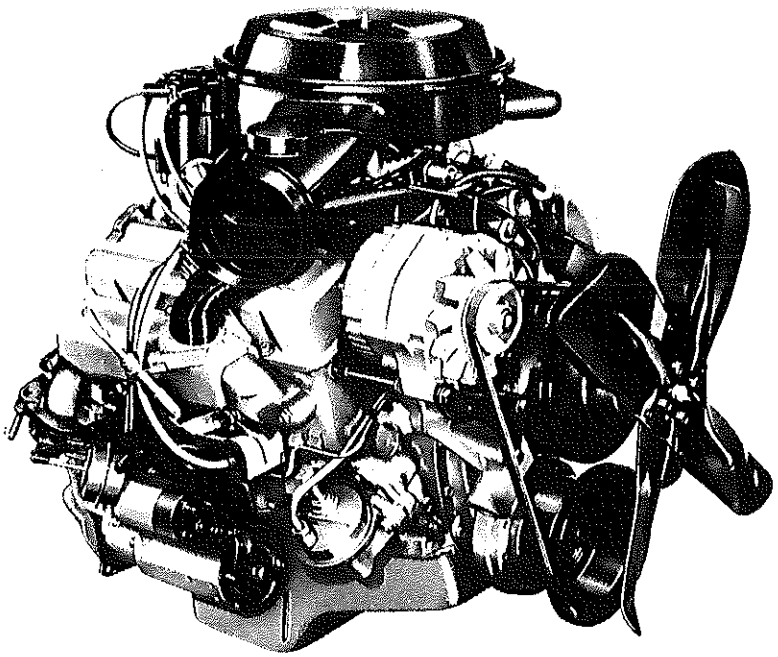
Standard: El Camino
Optional: None
*Not Available in California

Basic Specifications

Engine type	Valve-in-head
Piston displacement (Litre/Cu. In.)	3.3/200
Bore & stroke (nominal)	3.50" x 3.48"
Compression ratio	8.2:1
Carburetor type	2-barrel
Exhaust—Single	All

Test Procedures

These curves represent full-throttle performance as obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle, with ratings corrected to barometric pressure of 29.00" mercury and 85°F dry air.



Engine Ratings

SAE net horsepower (85°F)	94 @ 4000 rpm
SAE net torque, lb-ft (85°F)	154 @ 2000 rpm

3.8 LITRE (231 Cu. In.) V6*

(Ordering Code LD5)

Applications

Standard: None
Optional: El Camino
*Available in California Only

Basic Specifications

Engine type	Valve-in-head
Piston displacement (Litre/Cu. In.)	3.8/231
Bore & stroke (nominal)	3.8" x 3.4"
Compression ratio	8.0 to 1
Carburetor type	2-barrel
Exhaust—Single	All

Test Procedures

These curves represent full-throttle performance as obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle, with ratings corrected to barometric pressure of 29.00" mercury and 85°F dry air.

Engine Ratings

SAE net horsepower (85°F)	115 @ 3800 rpm
SAE net torque, lb-ft (85°F)	190 @ 2000 rpm

5.0 LITRE (305 Cu. In.) V8

(Ordering Code LG4)

Applications

Standard: None
Optional: El Camino

Basic Specifications

Engine type	Valve-in-head
Piston displacement (Litre/Cu. In.)	5.0/305
Bore & stroke (nominal)	3.74″ x 3.48″
Compression ratio	8.4:1
Carburetor type	4-barrel
Exhaust—Single	All

Test Procedures

These curves represent full-throttle performance as obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle, with ratings corrected to barometric pressure of 29.00″ mercury and 85°F dry air.

Engine Ratings

All States Except California		California Only	
SAE net horsepower (85°F)	160 @ 4000 rpm	SAE net horsepower (85°F.)	155 @ 4000 rpm
SAE net torque, lb-ft (85°F)	235 @ 2400 rpm	SAE net torque, lb-ft (85°F.)	225 @ 2400 rpm

HIGH TORQUE 5.0 LITRE (305 Cu. In.) 2-bbl V8*

(Ordering Code LG9)

Applications

Standard: C10 Chassis-Cab, C20 Suburban, K10 Suburban

Optional: C-K10 (except K10 Suburban and Pickup); G10

*Not available in California

Basic Specifications

Engine type	Valve-in-head
Piston displacement (Litre/Cu. In.)	5.0/305
Bore & stroke (nominal)	3.74" x 3.48"
Compression ratio	8.4:1
Carburetor type	2-barrel
Exhaust—Single	All

Test Procedures

These curves represent full-throttle performance as obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle, with ratings corrected to barometric pressure of 29.00" mercury and 85°F dry air.

Engine Ratings

Light Medium Duty Emissions
(8500 lbs GVWR and under)

SAE net horsepower (85°F)	140 @ 4000
SAE net torque, lb-ft (85°F)	240 @ 2000

5.7 LITRE (350 Cu. In.) V8*

(Ordering Code LM1)

Applications

Standard: None
Optional: El Camino (Requires NA6 High Altitude Emission Equipment)

*Not available in California.

Basic Specifications

Engine type	Valve-in-head
Piston displacement (Litre/Cu. In.)	5.7/350
Bore & stroke (nominal)	4.00" x 3.48"
Compression ratio	8.2:1
Carburetor type	4-barrel
Exhaust—Single	All

Test Procedures

These curves represent full-throttle performance as obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle, with ratings corrected to barometric pressure of 29.00" mercury and 85°F dry air.

Engine Ratings

All States except California
(With NA6 High Altitude Emissions Only)

SAE net horsepower (85°F)	165 @ 3800 rpm
SAE net torque, lb-ft (85°F)	260 @ 2400 rpm

5.0 LITRE (305 Cu. In.), 5.7 LITRE (350 Cu. In.) V8 ENGINES

SPECIFICATIONS

	El Camino		Series 10-30	
	5.0 Litre/305 4-bbl	**5.7 Litre/350 4-bbl**	**★5.0 Litre/305 2-bbl**	**5.7 Litre/350 4-bbl**
Basic Description	V8; valve in head			
Displacement (Litre/Cu. In.)	5.0/305	5.7/350	5.0/305	5.7/350
Bore & Stroke	3.74 x 3.48	4.00 x 3.48	3.74 x 3.48	4.00 x 3.48
Compression Ratio	8.4:1	8.2:1	8.4:1	N.A.
Firing Order	1-8-4-3-6-5-7-2			
SAE Net Horsepower @ rpm	+160 @ 4000	165 @ 3800	140 @ 4000	▲165 @ 3600
SAE Net Torque (lb-ft) @ rpm	+235 @ 2400	260 @ 2400	240 @ 2000	†▲270 @ 2000
Air Cleaner	Thermostatically controlled; Oil wetted paper element			
Camshaft				
Bearings	Steel-backed babbitt			
Intake Valve Opens	14° BTC	14° BTC	14° BTC	14° BTC
(at .004" cam lift) Closes	236° ATC	244° ATC	236° ATC	244° ATC
Exhaust Valve Opens	243° BTC	243° BTC	243° BTC	243° BTC
(at .004" cam lift) Closes	26° ATC	26° ATC	26° ATC	26° ATC
Intake Duration	250°	258°	250°	258°
Exhaust Duration	269°	269°	269°	269°
Carburetor				
Type	4-barrel	4-barrel	2-barrel	4-barrel
Make	Rochester			
Venturi ID (in)	1.093		1.218	
Throttle Bore (in)	Pri.-1.38; Sec.-2.25		1.69	Pri.-1.38; Sec.-2.25
Choke Control	Automatic			
Connecting Rods				
Material	Drop-forged Steel			
Length (in)	5.695-5.705			
Bearings	Premium aluminum			
Crankcase Ventilation	Closed positive			
Crankshaft				
Material	Cast nodular iron			
Number of Counterweights	6			
Main Journal dia (in)	2.45			
Crankpin Journal dia (in)	2.10			
Torsional Damper	Inertia; rubber mounted			
Bearings	Upper—Micro-babbitt or copper lead; Lower—premium aluminum			
Distributor	High Energy Unit, Delco-Remy; centrifugal & vacuum advance			
Fuel Filter				
Carburetor	Pleated fiber element			
Fuel Tank	Plastic strainer			
Lubrication System	Controlled full pressure			
Main Bearings	Direct pressure			
Camshaft Bearings	Direct pressure			
Timing Gear	Centrifugally sprayed			
Connecting Rods	Direct pressure			
Valve Mechanism	Pressure & gravity			
Cylinder Walls	Cross sprayed throw-off from rod bearing			
Piston Pins	Cross sprayed throw-off from rod bearing			
Oil Capacity (qts)				
With filter change	4.5		5	
W/o filter change	4			

★Not available in California

†For Heavy Duty Emission: Net horsepower.....165 @ 3800 rpm
Net torque, lb-ft.....255 @ 2800 rpm

+Ratings for California only: Net horsepower.....155 @ 4000 rpm
Net torque, lb-ft.....225 @ 2400 rpm

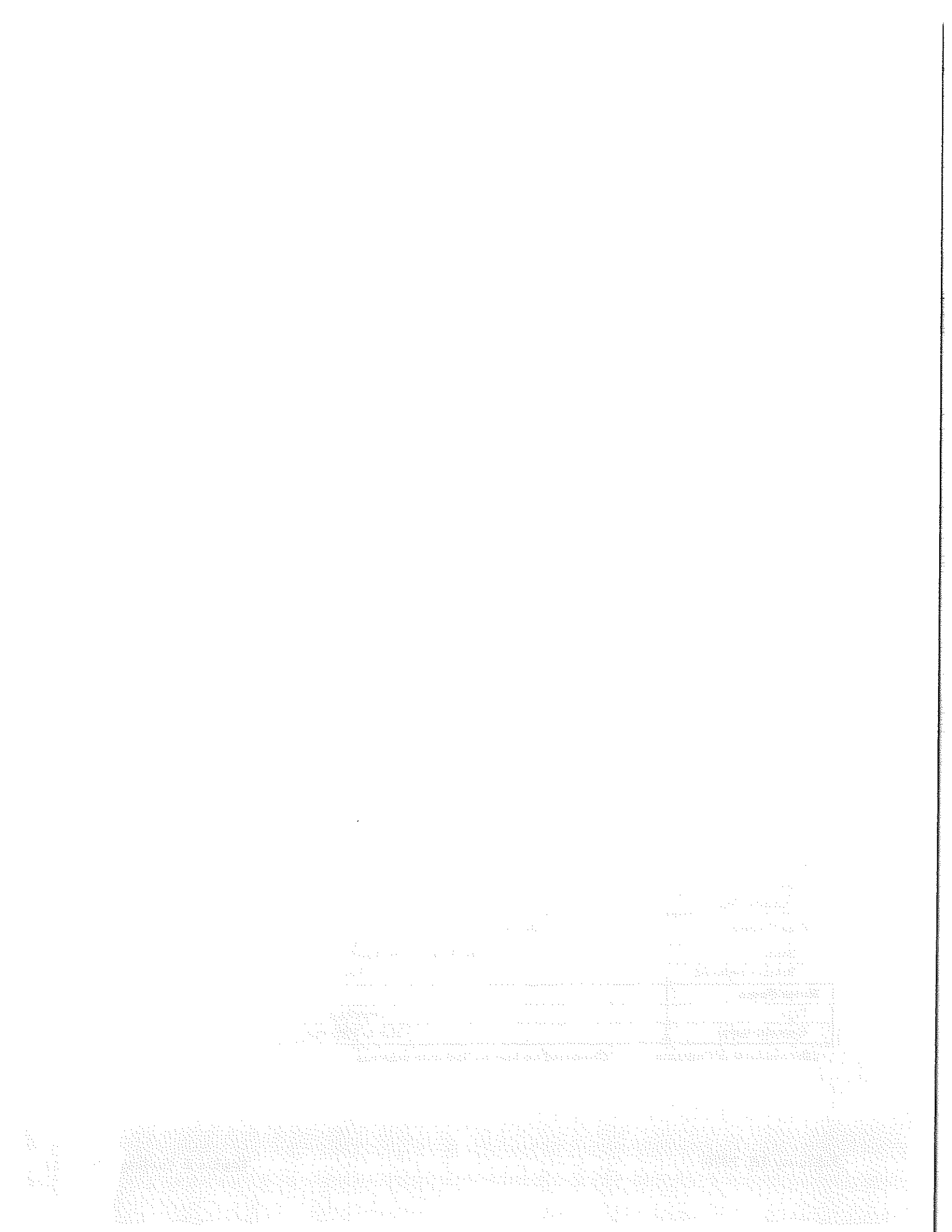
▲Ratings for California or NA6 High Altitude Emissions only: Net horsepower.....155 @ 3600 rpm
Net torque, lb-ft.....260 @ 2000 rpm

5.0 LITRE (305 Cu. In.), 5.7 LITRE (350 Cu. In.) V8 ENGINES

SPECIFICATIONS

	El Camino		Series 10-30	
	5.0 Litre/305 4-bbl	**★5.7 Litre/350 4-bbl**	**★5.0 Litre/305 2-bbl**	**5.7 Litre/350 4-bbl**
Oil Filter	Throwaway		Throwaway	
Capacity (qts)	.473		.85	
Oil Pump				
Type	Spur gear; distributor shaft driven			
Capacity (gpm)	4.3 @ 2000 rpm			
Normal Pressure (psi)	45 @ 2000 rpm			
Pistons				
Material	Cast aluminum alloy			
Skirt	Closed			
Head	Sump*			
Piston Pins				
Type	Rod shrink fit to pin			
Material	Chromium steel			
Piston Rings				
Compression Rings				
Number	2			
Type	Upper—barrel; lower—inside bevel			
Material	Cast iron alloy			
Oil Control Ring				
Number	1			
Type	Multi-piece			
Material	Steel			
Thermostat	Harrison; 195°			
Valve Train				
Type	Individually mounted rocker arms, push rod actuated			
Lifters	Hydraulic			
Rocker Arm Ratio	1.50:1			
Valve Guides	Integral with cylinder head			
Valve Lash	Zero			
Intake Valves				
Material	Alloy steel			
Diameter (in.)	1.72	1.94	1.72	1.94 LD; 1.72 HD
Face Coatings	None		None on light duty; aluminized on heavy duty	
Seats	Machined in cylinder head			
Exhaust Valves				
Material	High alloy steel			
Diameter (in.)	1.50			
Face Coating	Aluminized		Aluminized	Aluminized; (Stellite optional)
Seats	Machined in cyl. head; induction hardened			
Rotators (exhaust)	Yes			
Water Pump				
Type	Centrifugal			
Capacity (gpm)	21.6 @ 2000 rpm			

★Not available in California *Chamfered top land on light duty emissions



STANDARD COOLING SYSTEMS

TUBE AND CENTER CROSS-FLOW-TYPE RADIATOR WITH MULTILOUVER DESIGN AND 15 LB. PRESSURE CAP.

SERIES	Engine (Litre/Cu. In.)	Radiator			System Capacity (gal) ★	Fan (No. blades x diameter 48 x pitch)
		Thick-ness (in)	Dist. Between Tubes (Constant) (in)	Frontal Area (sq in)		
C10	4.1/250	1.24	.30	446	3.7	4 x 19.5 x 1.62
	5.0/305	1.24	.22	480	4.4	4 x 19.5 x 1.62
	5.7/350	1.24	.22	480	4.4	4 x 19.5 x 1.62
	7.4/454†	1.24	.14	542	5.7	7 x 19.5 x 2.25■
C10 Diesel	5.7/350	1.96	.16	542	4.5	7 x 19.5 x 2.25■
G10	4.1/250	1.24	.30	446	4.2	4 x 18 x 2
	5.0/305	1.24	.22	480	4.9	4 x 18 x 2
	5.7/350	1.24	.20	480	5.0	4 x 18 x 2
K10	4.1/250	1.24	.30	446	3.7	4 x 19.5 x 1.62
	5.0/305	1.24	.22	480	4.4	4 x 19.5 x 1.62
	5.7/350	1.24	.20	480	4.4	4 x 19.5 x 1.62
	6.6/400†	1.96	.18	542	4.6	7 x 19.5 x 2.25■
P10	4.8/292	1.24	.25	446	3.4	4 x 19.5 x 1.62
C20	4.1/250	1.24	.30	446	3.7	4 x 1.95 x 1.62
	5.0/305	1.24	.22	480	4.4	4 x 19.5 x 1.62
	5.7/350	1.24	.16	480	4.4	4 x 19.5 x 1.62
	7.4/454	1.24	.14	542	5.7	7 x 19.5 x 2.25■
G20	4.1/250	1.24	.30	446	4.3	4 x 18 x 2
	5.7/350	1.24	.20	480	5.0	4 x 18 x 2
	6.6/400†	1.96	.14	480	5.0	7 x 19.5 x 2.25■
K20	5.7/350	1.24	.16	480	4.4	4 x 19.5 x 1.62
	6.6/400†	1.96	.16	542	4.6	6 x 19.5 x 2.25■
P20	4.8/292	1.24	.25	446	3.4	4 x 19.5 x 1.62
	5.7/350	1.24	.14	480	4.2	4 x 19.5 x 1.62
C30	4.8/292	1.24	.22	446	3.7	4 x 19.5 x 1.62
	5.7/350	1.24	.16	480	4.4	4 x 19.5 x 1.62
	7.4/454	1.24	.14	542	5.7	7 x 19.5 x 2.25■
G30 (05-06)	4.1/250 (05 only)	1.24	.30	446	4.3	4 x 18 x 2
	5.7/350	1.24	.20	480	5.0	4 x 18 x 2
	6.6/400†	1.96	.14	480	5.0	7 x 19.5 x 2.25■
G30 (03)	5.7/350	1.96	.16	480	4.6	4 x 18 x 2
	6.6/400†	2.68	.14	480	5.0	7 x 19.5 x 2.25■
K30	4.8/292	1.24	.22	446	3.7	4 x 19.5 x 1.62
	5.7/350	1.24	.14	480	4.4	4 x 19.5 x 1.62
	6.6/400†	1.96	.16	542	4.6	7 x 19.5 x 2.25■
P30 (Except Motor Home)	4.8/292	1.24	.25	446	3.4	4 x 19.5 x 1.62
	5.7/350	1.24	.14	480	4.2	4 x 19.5 x 1.62
	7.4/454	2.68	.16	542	6.2	6 x 19.5 x 2.50■
P30 Motor Home*	5.7/350†	1.96	.14	542	5.2	6 x 19 x 2.25■
	7.4/454†	2.68	.16	542	6.2	6 x 19 x 2.25■

*Down-flow type radiator. †Automatic transmission only.
★Capacity (approx.) shown with standard heater (except P10-30 models) and standard coolant recovery system.
■Temperature controlled clutch fan.

COOLING SYSTEMS

OPTIONAL COOLING SYSTEMS

TUBE AND CENTER CROSS-FLOW-TYPE RADIATOR WITH MULTILOUVER DESIGN AND 15 LB. PRESSURE CAP.

Series	Optional Combinations			Radiator			System Capacity (gal) ★	Fan (No. blades x diam. x pitch)
	Engine (Litre/ Cu. In.)	Option	Transmission Type	Thick-ness (in)	Dist. Between Tubes (Const) (in)	Frontal Area (sq in)		
C10	4.1/250		Automatic	1.24	.25	480	3.7	4 x 19.5 x 1.62
		HD Radiator	Manual	1.24	.22	446	3.7	4 x 19.5 x 1.62
			Automatic	1.24	.20	480	3.7	4 x 19.5 x 1.62
		Air Conditioning	Manual	1.24	.20	480	3.8	5 x 19 x 2.25■
			Automatic	1.96	.18	480	3.9	5 x 19 x 2.25■
	5.0/305		Automatic	1.24	.25	480	4.4	7 x 18.75 x 2.76♦
		HD Radiator	Manual	1.24	.20	480	4.4	4 x 19.5 x 1.62
			Automatic	1.24	.18	542	4.4	7 x 18.75 x 2.76♦
		Air Conditioning	Manual	1.24	.20	480	4.4	7 x 19.5■♦
			Automatic	1.24	.18	542	4.4	7 x 19.5 ■♦
	5.7/350		Automatic	1.24	.20	480	4.4	7 x 18.75 x 2.76♦
		HD Radiator	Manual	1.24	.16	480	4.5	4 x 19.5 x 1.62
			Automatic	1.24	.16	542	4.6	7 x 18.75 x 2.76♦
		Air Conditioning	Manual	1.24	.16	480	4.5	7 x 19.5 x 2.25■
			Automatic	1.24	.16	542	4.6	7 x 19.5 x 2.25■
	7.4/454	HD Radiator	Automatic	2.68	.16	542	6.1	7 x 19.5 x 2.25■
		Air Conditioning	Automatic	2.68	.14	542	6.1	7 x 19.5■♦
C10 Diesel	5.7/350	HD Radiator	Automatic	2.68	.14	542	4.9	7 x 19.5 x 2.25■
		Air Conditioning	Automatic	2.68	.14	542	4.9	7 x 19.5 x 2.25■
G10	4.1/250		Automatic	1.24	.25	480	4.3	4 x 18 x 2
		HD Radiator	Manual	1.24	.22	446	4.2	4 x 18 x 2
			Automatic	1.24	.20	480	4.2	4 x 18 x 2
	5.0/305		Automatic	1.24	.20	480	4.9	7 x 18 x 2.25■ (06)
			Automatic	1.24	.20	480	4.9	7 x 18♦ (05)
		HD Radiator	Manual	1.24	.16	480	4.9	4 x 18 x 2
			Automatic	1.24	.14	480	4.9	7 x 18 x 2.25■ (06)
			Automatic	1.24	.14	480	4.9	7 x 18♦ (05)
		Air Conditioning, HD Cooling	Manual	1.96	.20	480	5.1	7 x 18 x 2.25■
			Automatic	1.96	.20	480	5.0	7 x 19.5 x 2.25■
	5.7/350		Automatic	1.24	.20	480	4.9	7 x 18 x 2.25■ (06)
			Automatic	1.24	.20	480	4.9	7 x 18♦ (05)
		HD Radiator	Manual	1.96	.20	480	5.1	4 x 18 x 2
			Automatic	1.96	.18	480	5.1	7 x 18 x 2.25■ (06)
			Automatic	1.96	.16	480	5.1	7 x 18♦ (05)
		Air Conditioning, HD Cooling	Manual	1.96	.20	480	5.1	7 x 19.5 x 2.25■
			Automatic	1.96	.20	480	5.1	7 x 19.5 x 2.25■
K10	4.1/250		Automatic	1.24	.25	480	3.7	4 x 19.5 x 1.62
		HD Radiator	Manual	1.24	.22	446	3.7	4 x 19.5 x 1.62
			Automatic	1.24	.20	480	3.7	4 x 19.5 x 1.62
		Air Conditioning	Manual	1.24	.16	480	3.9	5 x 19 x 2.25■
			Automatic	1.96	.18	480	3.9	5 x 19 x 2.25■

★Capacity (approx.) shown with standard heater and standard coolant recovery system.
TP—Tapered pitch. ■Temperature-controlled clutch fan. ♦RPM controlled flex fan.

OPTIONAL COOLING SYSTEMS (Continued)

TUBE AND CENTER CROSS-FLOW-TYPE RADIATOR WITH MULTILOUVER DESIGN AND 15 LB. PRESSURE CAP.

Series	Engine (Litre/ Cu. In.)	Optional Combinations		Radiator			System Capacity (gal) ★	Fan (No. blades x diam. x pitch)
		Option	Transmission Type	Thickness (in)	Dist. Between Tubes (Const) (in)	Frontal Area (sq in)		
K10	5.0/305		Automatic	1.24	.20	480	4.4	7 x 18.75 x 2.76♦
		HD Radiator	Manual	1.24	.16	480	4.4	4 x 19.5 x 1.62
			Automatic	1.24	.18	542	4.4	7 x 18.75 x 2.76♦
		Air Conditioning	Manual	1.24	.16	480	4.4	7 x 19.5■♦
			Automatic	1.24	.18	542	4.4	7 x 19.5■♦
	5.7/350		Automatic	1.24	.16	480	4.4	7 x 18.75 x 2.76♦
		HD Radiator	Manual	1.96	.20	480	4.4	4 x 19.5 x 1.62
			Automatic	1.24	.14	542	4.4	7 x 18.75 x 2.76♦
		Air Conditioning	Manual	1.96	.20	480	4.5	7 x 19.5 x 2.25■
			Automatic	1.24	.14	542	4.6	7 x 19.5 x 2.25■
	6.6/400	Air Conditioning	Automatic	1.96	.16	542	4.6	7 x 19.5 x 2.25■
			Automatic	2.68	.16	542	5.1	7 x 19.5■♦
P10	4.8/292		Automatic	1.24	.16	480	3.4	4 x 19.5 x 1.62
		HD Radiator	Manual	1.24	.20	446	3.4	4 x 19.5 x 1.62
C20	4.1/250		Automatic	1.24	.20	480	3.7	4 x 19.5 x 1.62
		HD Radiator	Manual	1.24	.22	446	3.7	4 x 19.5 x 1.62
		Air Conditioning	Manual	1.24	.16	480	3.9	5 x 19 x 2.25■
			Automatic	1.96	.18	480	3.8	5 x 19 x 2.25■
	5.0/305		Automatic	1.24	.18	542	4.4	7 x 18.75 x 2.76♦
		HD Radiator	Manual	1.24	.14	480	4.5	4 x 19.5 x 1.62
		Air Conditioning	Manual	1.24	.14	480	4.5	7 x 19.5■♦
			Automatic	1.24	.18	542	4.5	7 x 19.5■♦
	5.7/350		Automatic	1.96	.16	542	4.6	7 x 18.75 x 2.76♦
		HD Radiator	Manual	1.96	.16	480	4.5	4 x 19.5 x 1.62
		Air Conditioning	Manual	1.96	.18	480	4.5	7 x 19.5 x 2.25■
			Automatic	1.96	.18	542	4.6	7 x 19.5 x 2.25■
	7.4/454		Automatic	2.68	.16	542	6.2	7 x 19.5 x 2.25■
		HD Radiator	Manual	1.96	.16	542	5.7	7 x 19.5 x 2.25■
		Air Conditioning	Manual	2.68	.16	542	6.1	7 x 19.5■♦
			Automatic	2.68	.14	542	6.2	7 x 19.5■♦
G20	4.1/250		Automatic	1.24	.16	480	4.3	4 x 18 x 2
		HD Radiator	Manual	1.24	.22	446	4.2	4 x 18 x 2
	5.7/350		Automatic	1.96	.20	480	5.0	7 x 18♦ (05)
			Automatic	1.96	.20	480	5.0	7 x 18 x 2.25■ (06)
		HD Radiator	Manual	1.96	.20	480	5.1	4 x 18 x 2
		Air Conditioning, HD Cooling	Manual	1.96	.20	480	5.1	7 x 19.5 x 2.25■
			Automatic	1.96	.20	480	5.1	7 x 19.5 x 2.25■
	6.6/400	Air Conditioning, HD Cooling	Automatic	2.68	.14	480	5.0	7 x 19.5 x 2.25■
K20	5.7/350		Automatic	1.96	.16	542	4.6	7 x 18.75 x 2.76♦
		HD Radiator	Manual	1.96	.16	480	4.5	4 x 19.5 x 1.62
		Air Conditioning	Manual	1.96	.18	480	4.5	7 x 19.5 x 2.25■
			Automatic	1.96	.18	542	4.6	7 x 19.5 x 2.25■
	6.6/400	Air Conditioning	Automatic	2.68	.14	542	5.1	7 x 19.5 x 2.25■

★Capacity (approx.) shown with standard heater (except P10 models) and standard coolant recovery system.
■ Temperature-controlled clutch fan. ♦RPM controlled flex fan.

COOLING SYSTEMS

OPTIONAL COOLING SYSTEMS (Continued)

TUBE AND CENTER CROSS-FLOW-TYPE RADIATOR WITH MULTILOUVER DESIGN AND 15 LB. PRESSURE CAP.

Series	Optional Combinations			Radiator			System Capacity (gal) ★	Fan (No. blades x diam. x pitch)
	Engine (Litre/ Cu.In.)	Option	Transmission Type	Thick-ness (in)	Dist. Between Tubes (Const) (in)	Frontal Area (sq in)		
P20	4.8/292		Automatic	1.24	.16	480	3.4	4 x 19.5 x 1.62
		HD Radiator	Manual	1.24	.20	446	3.4	4 x 19.5 x 1.62
	5.7/350		Automatic	1.96	.14	480	4.2	5 x 19.5 x 2.20 ♦
		HD Radiator	Manual	1.96	.16	480	4.3	4 x 19.5 x 1.62
C30	4.8/292		Automatic	1.96	.18	480	3.7	4 x 19.5 x 1.62
		HD Radiator	Manual	1.24	.18	446	3.7	4 x 1.95 x 1.62
	5.7/350		Automatic	1.96	.16	542	4.6	7 x 18.75 x 2.76 ♦
		HD Radiator	Manual	1.96	.16	480	4.5	4 x 19.5 x 1.62
		Air Conditioning	Manual	1.96	.16	480	4.5	7 x 19.5 x 2.25■
			Automatic	1.96	.16	542	4.6	7 x 19.5 x 2.25■
	7.4/454		Automatic	2.68	.16	542	6.1	7 x 19.5 x 2.25■
		HD Radiator	Manual	1.96	.16	542	6.1	7 x 19.5 x 2.25■
		Air Conditioning	Manual	2.68	.16	542	6.1	7 x 19.5■ ♦
			Automatic	2.68	.14	542	6.2	7 x 19.5■ ♦
G30 (05-06)	4.1/250		Automatic	1.24	.14	480	4.3	4 x 18 x 2
		HD Radiator	Manual	1.24	.22	446	4.2	4 x 18 x 2
	5.7/350		Automatic	1.96	.18	480	5.1	7 x 18 ♦ (05)
			Automatic	1.96	.18	480	5.1	7 x 1.95 x 2.25■ (06
		HD Radiator	Manual	1.96	.20	480	5.1	4 x 18 x 2
		Air Conditioning, HD Cooling	Manual	1.96	.16	480	5.1	7 x 19.5 x 2.25■
			Automatic	1.96	.18	480	5.1	7 x 19.5 x 2.25■
	6.6/400	Air Conditioning, HD Cooling	Automatic	2.68	.14	480	5.5	7 x 19.5 x 2.25■
G30 (03)	5.7/350		Automatic	1.96	.14	480	5.0	7 x 18 ♦
		Air Conditioning, HD Cooling	Manual	1.96	.16	480	5.1	7 x 19.5 x 2.25■
			Automatic	1.96	.14	480	5.0	7 x 19.5 x 2.25■
	6.6/400	Air Conditioning, HD Cooling	Automatic	2.68	.14	480	5.1	7 x 19.5 x 2.25■
K30	4.8/292		Automatic	1.96	.18	480	3.7	4 x 19.5 x 1.62
		HD Radiator	Manual	1.24	.18	446	3.7	4 x 19.5 x 1.62
	5.7/350		Automatic	1.96	.16	542	4.6	7 x 18.75 x 2.76 ♦
		HD Radiator	Manual	1.96	.16	480	4.5	4 x 19.5 x 1.62
		Air Conditioning	Manual	1.96	.18	480	4.5	7 x 19.5 x 2.25■
			Automatic	1.96	.18	542	4.6	7 x 19.5 x 2.25■
	6.6/400	Air Conditioning	Automatic	2.68	.14	542	5.1	7 x 19.5■ ♦
P30 (Including Motor Home Chassis*)	4.8/292		Automatic	1.24	.16	480	3.4	4 x 19.5 x 1.62
		HD Radiator	Manual	1.24	.20	446	3.4	4 x 19.5 x 1.62
	5.7/350		Automatic	1.96	.14	480	4.2	5 x 19.5 x 2.20 ♦
		HD Radiator	Manual	1.96	.18	480	4.3	4 x 19.5 x 1.62
		11,000-lb Axle	Automatic	1.96	.14	480	4.2	5 x 19.5 x 2.20 ♦
	7.4/454	11,000-lb Axle	Automatic	2.68	.16	542	5.9	6 x 19.5 x 2.50■
P30 Motor Home*	5.7/350	Air Conditioning	Automatic	1.96	.14	542	5.0	6 x 19 x 2.25■
	7.4/454	Air Conditioning	Automatic	2.68	.16	542	6.2	6 x 19 x 2.25■

*Down-flow type radiator. TP—Tapered pitch. ■Temperature-controlled clutch fan. ♦RPM controlled flex fan.
★Capacity (approx.) shown with standard heater (except P20-30 models) and standard coolant recovery system.

SPECIFICATIONS

Series	Tank Location	Std/ Opt	Approx. Tank Cap. (gallons)	Filler Location	Description
‡***LUV Pickup; Blazer; Pickups; Suburban; Chassis-Cab Models***					
El Camino	Behind rear axle	Std	17.7	Left Side	Rectangular
LUV Pickup	Inboard LH frame rail	Std	13	Left Rear	Rectangular
C10/K10 Blazer	Inboard frame behind rear axle	Std	25	Right Center	Rectangular
		Opt	31	Right Center	Rectangular
C/K10-20 Suburban	Inboard frame behind rear axle	Std	25	Right Center	Rectangular
		Opt	31	Right Center	Rectangular
		Opt	40	Right Center	Rectangular
C/K10703	Outboard RH frame rail	Std	16	Right Center	Step-shape Rectangle
	Outboard LH frame rail	Opt	16	Left Center	Step-shape Rectangle
C/K10903 **C/K20903-43** **C/K30903-43** **C/K31003, C/K31403**	Outboard RH frame rail	Std	20	Right Center	Step-shape Rectangle
	Outboard LH frame rail	Opt	20	Left Center	Step-shape Rectangle
C20903, C31003 Chassis-Cab	Behind rear axle	Opt	25	Left Center	Rectangular
‡***Chevy Van; Sportvan; Cutaway Van; Hi-Cube Van***					
G10-20; G30 (06)	Between frame rails behind rear axle	Std	21	Left Rear	Rectangular
		Opt	33	Left Rear	Rectangular
G30 (05)	Between frame rails behind rear axle	Std	21	Left Rear	Rectangular
		Opt	33	Left Rear	Rectangular
G30 (03)	Between frame rails behind rear axle	Std	21	Left Rear	Rectangular
		Opt**	33	Left Rear	Rectangular
Forward Control Models					
P10	Between frame rails behind rear axle	Std	21	Left Rear	Rectangular
P20; P30	Between frame rails behind rear axle	Std	31	Left Side	Rectangular
P30 Motor Home Chassis*	Between frame rails behind rear axle	Std	40	Left Side	Rectangular

*P30 Motor Home Chassis has temporary 5 qt fuel tank connected for shipping purposes.

**Std on RV Cutaway Van.

‡All Light Duty Emissions and California Heavy Duty Emission vehicles are equipped with evaporative emission controls.

EMISSION CONTROL EQUIPMENT

SERIES 10-30 TRUCKS

		Light- and Medium-Duty Emissions Systems (8500 lbs. GVWR and under)										Heavy-Duty Emissions Systems (Over 8500 lbs. GVWR)							
Engine	**Appli.■**	**PCV**	**EGR**	**CCS**	**ECS**	**EFE**	**CHA**	**UFC**	**AIR**	**TVSS**	**ISS**	**PCV**	**EFE**	**ECS**	**TRC**	**CHA**	**AIR**	**TVSS**	**ISS**
4.1 Litre 250 L6 2-bbl	Federal	X	X		X	X	X	X	X●	X	X	Not Offered							
	California	X	X		X	X	X	X	X●	X	X	Not Offered							
4.8 Litre 292 L6 1-bbl	Federal	Not Offered										X		X	X	X	X	X	X
	California	Not Offered										X		X	X	X	X	X	X
5.0 Litre 305 V8 2-bbl	Federal	X	X	X	X	X	X	X		X	X	Not Offered							
	California	Not Offered										Not Offered							
5.7 Litre 350 V8 4-bbl	Federal▲	X	X	X	X	X	X	X		X	X	X	X	X	X	X	X	X	
	California♦	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	
6.6 Litre 400 V8 4-bbl	Federal	X	X	X	X	X	X	X		X	X	X	X	X	X	X	X	X	
	California	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	
7.4 Litre 454 V8 4-bbl	Federal	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	
	California	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	

■"Federal" indicates required Emission Systems in all states except California.
"California" refers to equipment required for California only.
●4.1 Litre, 250 L6 uses Pulse Air Injection Reactor System
▲For below 4000 ft. altitude
♦Also used Federally above 4000 ft. altitude and on C-K10-20 Chassis-Cab models, K20 Pickup models, K10-20 Suburban models, and G30 05-06 models; all only with automatic transmission.

PCV—Positive Crankcase Ventilation
EGR—Exhaust Gas Recirculation
CCS—Controlled Combustion System
ECS—Evaporation Control System
EFE—Early Fuel Evaporation
CHA—Carburetor Heated Air
UFC—Under Floor Converter (Catalytic Converter)
AIR—Air Injection Reactor
TRC—Throttle Return Control
TVSS—Trapped Vacuum Spark System
ISS—Idle Stop Solenoid

EPA ESTIMATED MILEAGE LABELS

The Environmental Protection Agency annually publishes estimated mileage figures for all vehicles up to 6000 lbs. GVWR. EPA mileage figures are not available for trucks over 6000 lbs. GVWR.

EPA ratings are *estimates.* The actual mileage *you* get will vary depending on the type of driving you do, your driving habits, your truck's condition and available equipment.

Chevrolet truck models which are rated at 6,000 lbs. GVWR or below will have an EPA Fuel Economy Label affixed to the inside of the front passenger door window, readable from the outside of the vehicle. This label will list the estimated miles per gallon. It will also list that particular vehicle's VIN number, vehicle name, number of cylinders, engine displacement, carburetor (no. of barrels), and type of transmission (manual or automatic).

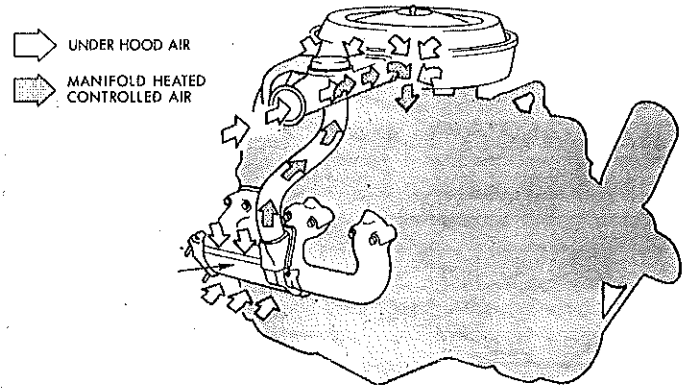
Chevrolet light-duty trucks which will display this label are:

LUV Pickups & Chassis-Cabs
El Camino
C10 Pickups (without F44)
G10 Sportvan, Chevy Van

EMISSION CONTROL EQUIPMENT

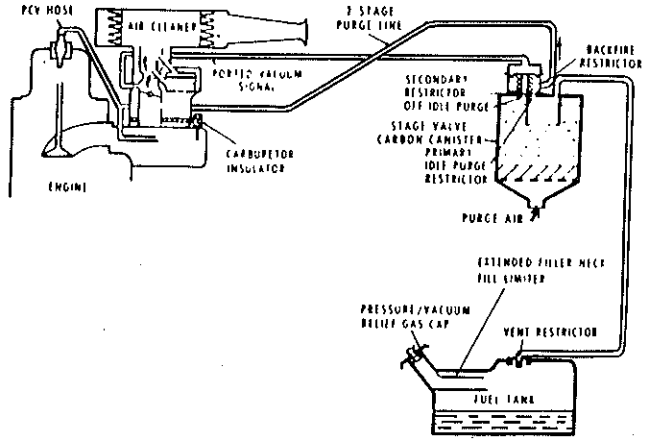
GENERAL

Exhaust emissions are controlled on all gasoline powered truck models. Two systems are employed: Air Injection Reactor (A.I.R.) and Controlled Combustion System (C.C.S.). Both systems employ aluminized exhaust system components.



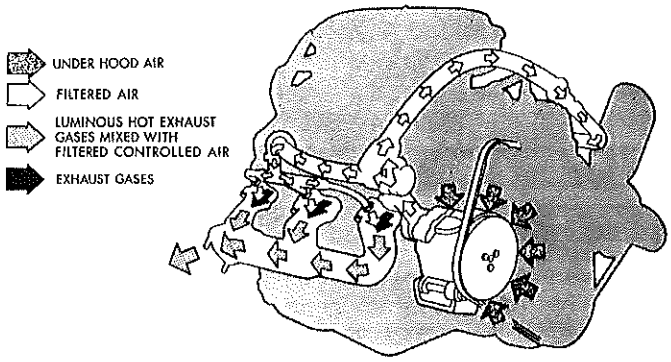
CONTROLLED COMBUSTION SYSTEM (C.C.S.)

This system uses standard engine components which are modified to control exhaust emissions. Basically, carburetor calibration, engine idle speed and ignition distributor timing are optimized to produce more complete combustion during low and intermediate speeds. Engine inlet air is heated, as required, by directing exhaust heat to a thermostatically controlled valve in the air cleaner assembly.



EVAPORATIVE EMISSION CONTROLS

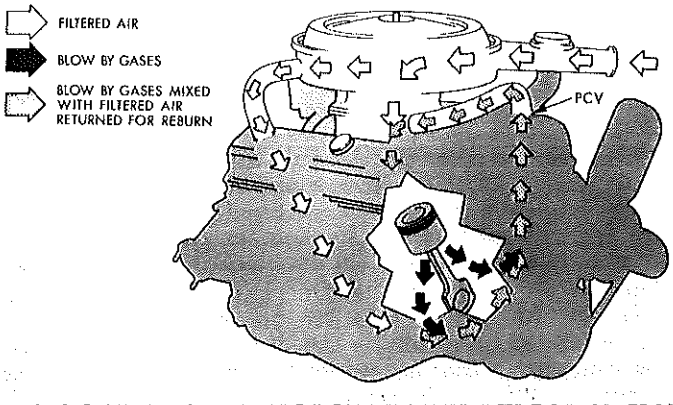
All Series Truck models under 8501 lbs. GVWR (classified as Light Duty emission by the Environmental Protection Agency [EPA]), must include equipment to control fuel vapor emissions. The State of California also requires evaporative emission control for the other 10-20-30 Series models classified as Heavy Duty emission (over 8500 lbs. GVWR). Basically this system starts at the fuel tank by extending a line from the metering unit to the vapor storage canister. The metering unit is an integral unit which, in addition to fuel pickup and gauge registration, provides: (a) Outlet for vapor to canister; (b) Fill limiting function; fuel fill venting; (c) Separation of vapor from liquid fuel and fuel return line inlet. A single line carries the vapors to a canister which stores the vapors when the engine is not running, but distributes the vapors to the carburetor when the engine is running. Emissions from the carburetor are reduced by providing an insulator below the carburetor to control the float bowl temperature.



AIR INJECTION REACTOR (A.I.R.)

With this system, emissions of unburned hydrocarbons and carbon monoxide are controlled to levels specified by the Federal Motor Vehicle Air Pollution Control Act by injection of air into each exhaust valve port or into exhaust system before the converter. This provides oxygen to support combustion of the luminous hot exhaust gases and continues oxidation of unburned hydrocarbons and carbon monoxide in the exhaust system.

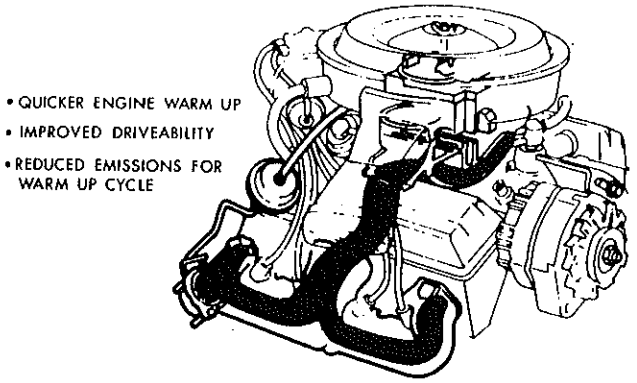
The system is comprised of an air pump, diverter valve and silencer, check valves, air manifold, thermostatically controlled air cleaner and modifications to the carburetor and ignition distributor. Air for injection into the exhaust manifold is provided by a crankshaft-driven semi-articulated vane-type pump. Inlet air is cleaned by means of a centrifugal vane unit which separates dust particles and water from the air. The diverter valve functions as a pressure limiting valve which maintains a constant flow of air to the exhaust manifold. Check valves, one on six-cylinder engines and two on eight-cylinder engines, operate to prevent backflow of exhaust gases in event of pump or drive belt failure.



POSITIVE CRANKCASE VENTILATION (PCV)

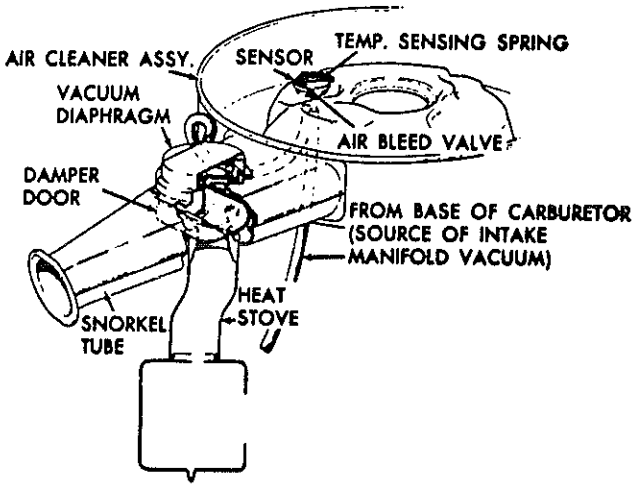
All gasoline engines are equipped with PCV. This system prevents any crankcase emission being discharged into the atmosphere. It primarily consists of a completely sealed crankcase with a PCV valve and connections that returns blow-by gases to the combustion chamber where they are burned.

EMISSION CONTROL EQUIPMENT

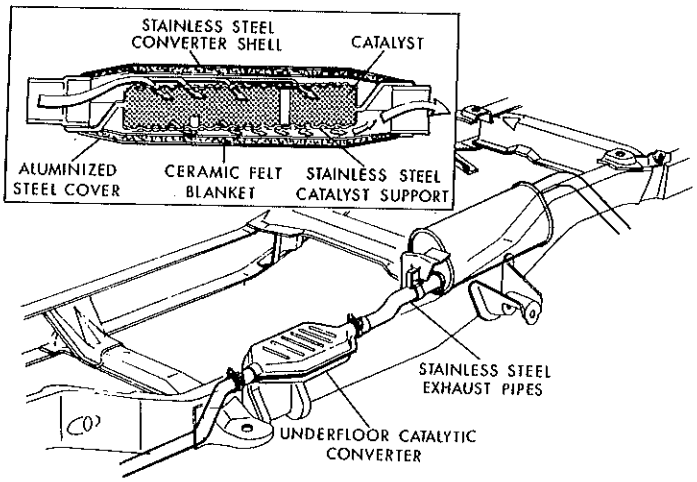


Early Fuel Evaporation (EFE) • Reduces exhaust emissions by preheating incoming fuel for improved combustion • During cold starts, vacuum motor immediately closes exhaust manifold heat valve • Hot exhaust gases flow around inlet manifold and heat incoming fuel • More complete fuel evaporation during warm-up improves drivability.

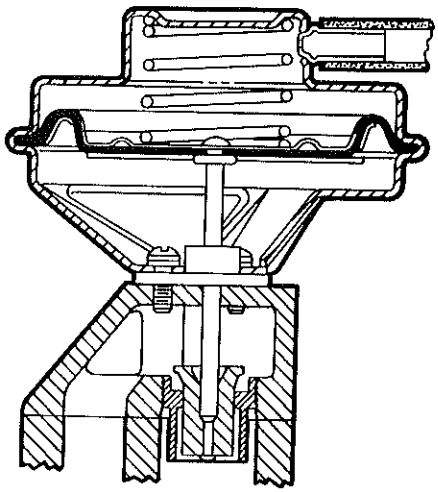
Throttle Return Control (TRC) • Reduces hydrocarbon and carbon monoxide emissions while vehicle is "coasting" • Throttle-lever actuator on carburetor opens primary venturi a pre-set amount over curb idle • Controlled by high manifold vacuum during extended overrun.



Carburetor Heated Air (CHA) • Allows significantly leaner carburetor calibration for reduced emissions • Heats carburetor air to 100°F when underhood temperatures are lower • Damper door from exhaust manifold heat stove regulates heated air • Controlled by engine vacuum or bi-metallic thermostat • Minimizes carburetor icing and improves engine drivability during warm-up cycle.



Under Floor Converter (UFC) • Catalytic bed inside converter changes hydrocarbons and carbon monoxide to harmless emissions • Shell made of stainless steel with aluminized steel cover and ceramic felt insulation between • Exhaust pipe ahead of converter also is stainless steel • Catalytic emissions control allows tuning engines for increased fuel economy, improved drivability • Use of unleaded fuel promotes spark plug life, allows longer intervals between recommended oil changes.



Exhaust Gas Recirculation (EGR) • Introduces exhaust gases to engine induction system through passages cast into intake manifold • Lowers combustion temperatures, reduces formation of nitrogen oxide • Controlled by manifold vacuum • Normally closed at idle.

LIQUID PETROLEUM GAS CONVERSION

All 1979 Light Duty Truck gasoline production engines may be converted to use LP Gas when permissible under Federal and State laws and regulations without causing harmful effect to the engine. Complete conversion to LPG requires adaptation by a local distributor who sells and services LPG equipment. The exhaust system of the vehicle must be revised by the local distributor. This includes removing the catalytic converter (if so equipped) and replacing it with a muffling device to comply with noise laws of their particular area. Caution should be exercised so that the fuel tank is mounted on and is vented to the outside of the vehicle. In addition, vehicles converted to LPG should not be stored in enclosed places such as garages.

INDEX

GENERAL DESCRIPTION

Chevrolet truck frames are engineered to support the load, the power train, the steering mechanism and to maintain correct alignment of body and chassis components. The actual load-bearing ability of a truck is determined by the strength of the frame, because it is the vital backbone of the vehicle.

Chevrolet truck frames are designed for maximum strength with a minimum of unnecessary extra weight.

In all models, the frames have been designed to handle the loads that they will encounter in their respective load-rating categories.

LIGHT DUTY MODELS
FRAME STRENGTH MEASUREMENT

Section Modulus

Section modulus is a measure of the frame strength based solely on the height, width, thickness and configuration of the side rails. It is calculated at the point of maximum stress, which is usually directly behind the cab. Section modulus is not a measure of material strength and can only be used by itself to compare frames of like materials. Frame reinforcements will increase the section modulus because they increase the strength by adding to the thickness of the section. Consult the frame chart for all section modulus ratings.

Yield Strength

Yield strength is a measurement of the frame material's strength. It is the maximum load (PSI) that can be placed on a material and still have it return to its original position when the load is removed without being bent out of shape. It can be used only to compare frames of identical section.

Chevrolet uses tough materials for light duty truck frames. The basic material for all frames is carbon steel with a yield strength of 39,000 PSI.

RBM—Resisting Bending Moment

Since section modulus can only be used to compare frames of like materials and yield strength can only indicate relative strengths of identical frames, some measurement is necessary to compare frames of different materials and different sections. The RBM, or resisting bending moment, can be used for this comparison as it utilizes section modulus and yield strength in its makeup.

RBM = Section Modulus x Yield Strength

This measurement will show that a smaller section frame of higher strength steel will be just as strong as a larger section frame of lower strength steel. It is readily apparent that both section modulus and yield strength are equally important so that their product, RBM, is the correct figure to use for frame comparisons.

The RBM's for all standard and optional frames are shown on the frame charts.

FRAMES

FRAME SIDE RAILS

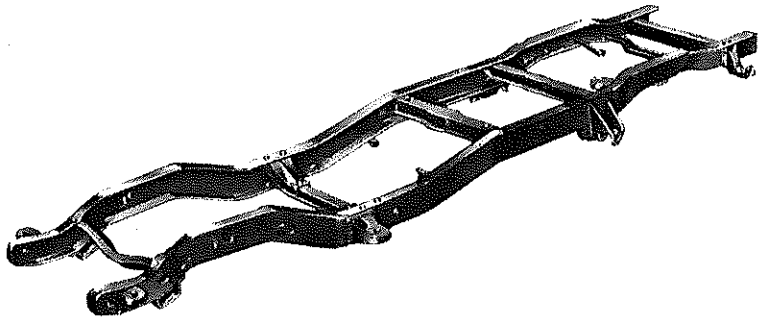
Channel-type or box sectioned side rails are designed to best suit the desired characteristics of the model on which they will be used. Section modulus and yield strengths are matched to the truck's load-carrying rating for efficient operation.

FRAME CROSSMEMBERS

The crossmembers serve to hold the side rails in place and resist buckling and frame twisting. Those that are used for special applications such as engine supports are of welded construction while all others are of channel-type construction. The channel design aids the torsional rigidity, or resistance to twisting, of the frame.

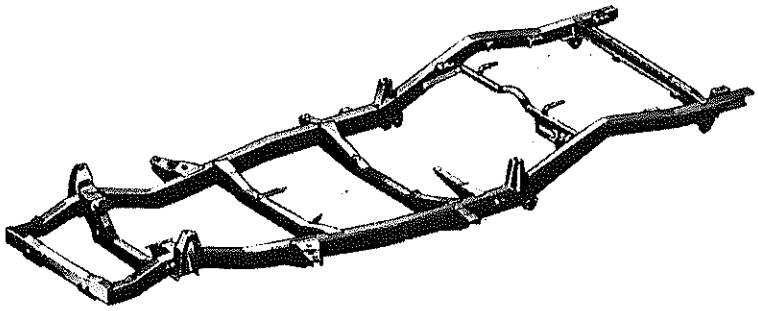
Most crossmembers are fastened to the side rails with rivets. Some are bolted to maintain accessibility for major service operations, such as transmission support crossmembers.

Most models have some crossmembers riveted to the upper or lower frame rail flanges. These models also use web-mounted crossmembers that are not fastened to either the top or bottom frame rail flanges, but instead to the rail itself, to avoid holes in the rail flanges.



Series 10-30

All Series C10-30; K10-20; P10-30 models use a channel-section-frame of ladder-type construction. The crossmembers are securely riveted to the side rails and rail flanges and have a drop-center design to allow a lower cab flow height for easy entry and exit. The frame width tapers at the front to accommodate the front suspension and is wider at the rear for stability. Other features include a pickup box mounting system which eliminates brackets, and the new side rails have increased vertical thickness and a changed contour of edge bending for more than adequate material strength. Also the P-model frames use side rails with a flat top to facilitate body mounting, and the Motor Home chassis frame is specifically designed to accommodate a wide track front suspension and eliminate frame fillers. In summary, the frames have been designed to minimize the rework required by body builder.



LUV MODELS

LUV models use a box-section full-length frame of ladder-type construction. The six crossmembers are formed with a flange overlap which is welded at each end to the box-section side members (except the second crossmember, which is bolted).

Heavy box-section construction is used for the Number One and Number Three crossmembers; the latter member carries the front suspension torsion bar rear mount. The Number Two, or second crossmember is of light channel construction, and is bolted to heavy frame brackets which also serve as the front suspension lower control arm mounts. Crossmember Number Four is of heavy channel construction. The Number Five crossmember is tubular (1.68-inch O.D.), and has welded-on pins for mounting of the rear shock absorbers. Crossmember Number Six is of heavy hat-section construction.

Four heavy-gauge welded-on outrigger brackets are provided for mounting of the cab body. All four brackets have gusset plates welded to the bottom sides.

Ten welded-on brackets are provided for mounting of the 6 ft. pickup box, twelve brackets for mounting the 7½" ft. box.

Front suspension upper control arm mounting brackets, with shock absorber towers, are welded to the outside of the frame rails at the Number Two crossmember location. Making up the remaining major welded-on frame pieces are two front suspension strut bar brackets on the underside of the Number One crossmember, a fuel tank rear hanger bracket at the rear of the Number Five crossmember, and two front suspension lower control arm brackets at the rear of the engine front support brackets.

STANDARD FRAME SPECIFICATIONS

Model	WB (in)	Side Rail Dimensions			Section Modulus	RBM* of Frame	Width Over Rails		Overall Length of Rail (in)
		Width (in)	Depth (in)	Thickness (in)	Rails Only		Front (in)	Rear (in)	
LUV Pickup	102.4	2.36	4.33	.114/.079	1.70	66,300	30.55	40.16	155.62
C105	106.5	2.30	5.92	.156	3.14	122,460	28.01	33.95	182.39
C107	117.5	2.30	5.92	.156	3.14	122,460	28.01	33.95	184.22
C10903	131.5	2.30	5.92	.156	3.14	122,460	28.01	33.95	204.10
C10906	129.5	2.30	5.92	.156	3.14	122,460	28.01	33.95	216.67
K105	106.5	2.30	5.92	.156	3.14	122,460	28.01	33.95	182.39
K107	117.5	2.30	5.92	.156	3.14	122,460	28.01	33.95	184.22
K10903	131.5	2.30	5.92	.194	3.92	152,880	28.09	34.03	204.13
K10906	129.5	2.30	5.92	.194	3.92	152,880	28.09	34.03	216.73
P105	102	2.57	7.01	.156	4.21	164,190	28.14	33.64	179.60
C20903	131.5	2.30	5.92	.194	3.92	152,880	28.09	34.03	204.13
C20943	164.5	2.78	7.74	.224	7.33	285,870	28.15	34.09	237.16
C20906	129.5	2.30	5.92	.194	3.92	152,880	28.09	34.03	216.73
K20903	131.5	2.30	5.92	.194	3.92	152,880	28.09	34.03	204.13
K20906	129.5	2.30	5.92	.194	3.92	152,880	28.09	34.03	216.73
P208	125	2.57	7.01	.194	5.26	205,140	28.14	33.64	208.40
P210	133	2.57	7.01	.194	5.26	205,140	28.14	33.64	232.40
C30903	131.5	2.78	7.74	.194	6.20	241,800	28.09	34.03	204.13
C30943	164.5	2.78	7.74	.194	7.33	285,870	28.15	34.09	237.16
C310	135.5	2.78	7.74	.194	6.20	241,800	28.09	34.03	213.83
C314	159.5	2.78	7.74	.224	7.33	285,870	28.15	34.09	237.86
K30903	131.5	2.78	7.74	.194	6.20	241,800	28.09	34.03	204.13
K30943	164.5	2.78	7.74	.194	7.33	285,870	28.15	34.09	237.16
K31003	135.5	2.78	7.74	.194	6.20	241,800	28.09	34.03	213.83
K31403	159.5	2.78	7.74	.224	7.33	285,870	28.15	34.09	237.86
P308	125	2.57	7.01	.194	5.26	205,140	28.14	33.64	208.40
P310	133	2.57	7.01	.194	5.26	205,140	28.14	33.64	232.40
P311	137	2.57	7.01	.194	5.26	205,140	28.14	33.64	234.90
P31442	157	2.57	7.01	.224	6.12	238,680	28.14	33.64	256.40
P31432	158.5	2.57	7.01	.224	6.12	238,680	28.14	33.64	256.40
P31832	178	2.57	7.01	.224	6.12	238,680	28.14	33.64	275.90

*Resisting Bending Moment—obtained by multiplying Section Modulus by Yield Strength (See Page 1)

NOTES

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TRANSMISSIONS

EL CAMINO

3-, 4-SPEED TRANSMISSIONS

Type	Chevrolet 3-Speed	Chevrolet 4-Speed	
Applications	3.3 Litre (200) V6	4.4 Litre (267) V8, 5.0 Litre (305) V8	
Synchronized Speeds:	All forward		
Gear Ratios:			
First	3.50	3.11	2.85
Second	1.81	2.20	2.02
Third	Direct	1.47	1.35
Fourth	—	Direct	Direct
Reverse	3.62	3.11	2.85
Gears:			
Type	Helical		
Material	Forged steel; hardened		
Gearshift Control:			
Type	Manual linkage		
Location	Floor		

LUV PICKUP

4-SPEED TRANSMISSION

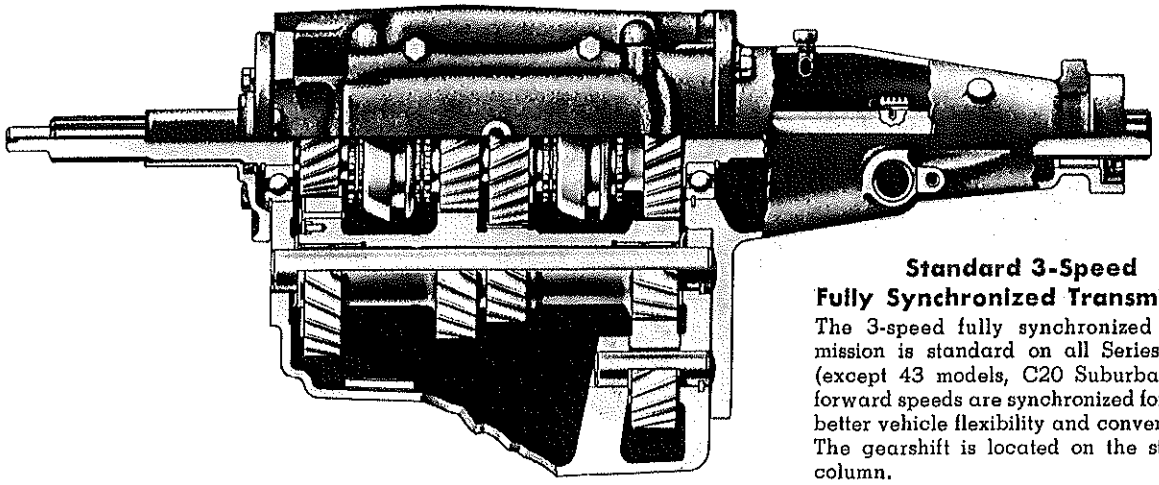
Type	LUV 4-Speed
Applications	LUV 4-Cylinder
Synchronized Speeds	All forward
Gear Ratios:	
First	3.79
Second	2.18
Third	1.42
Fourth	Direct
Reverse	3.83
Gears:	
Type	Helical
Material	Forged steel; hardened
Gearshift Control:	
Type	Manual linkage
Location	Floor

EL CAMINO, LUV PICKUP

AUTOMATIC TRANSMISSION

Type	Automatic	
Applications	LUV 4-cylinder	3.3 Litre (200) V6 3.8 Litre (231) V6 4.4 Litre (267) V8 5.0 Litre (305) V8 5.7 Litre (350) V8
Drive (Maximum Torque Multiplication)	6.08:1	5.04:1
Cooling	Water	
Gearshift Control:		
Type	Manual linkage	
Location	Floor	Floor

3-SPEED TRANSMISSIONS



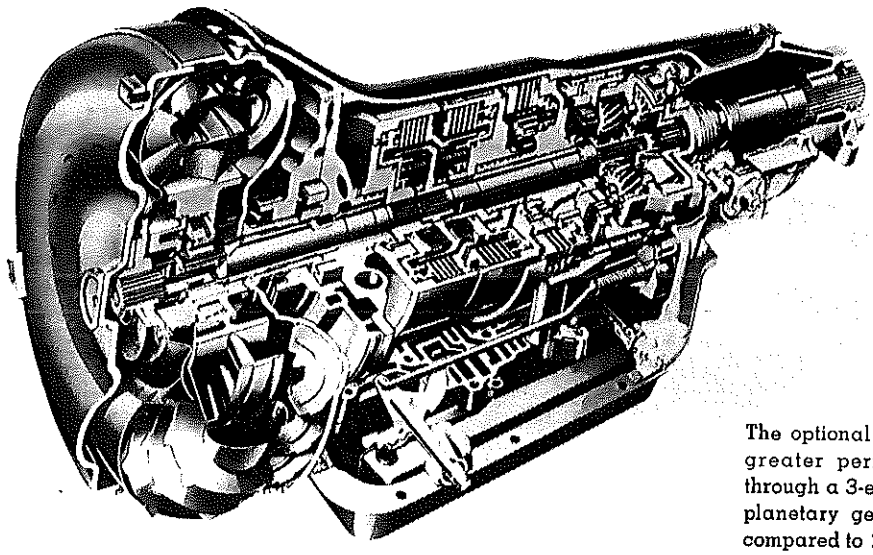
Standard 3-Speed Fully Synchronized Transmission

The 3-speed fully synchronized transmission is standard on all Series 10-20 (except 43 models, C20 Suburban). All forward speeds are synchronized for much better vehicle flexibility and convenience. The gearshift is located on the steering column.

Specifications

Type	Chevrolet 3-Speed			
	LD Muncie			HD Tremac
Synchronized speeds	All forward			
Center Distance	3.00			3.25
Gear Ratios:				
First	2.85	3.11	3.50	2.99
Second	1.68	1.84	1.89	1.75
Third	1.00	1.00	1.00	1.00
Reverse	2.95	3.22	3.62	3.17
Gears:				
Type	Helical, shot peened			
Material	Forged steel, hardened			
Lubricants:				
Capacity	3 Pints			4 Pints
Type, grade	See Owner's Guide			

AUTOMATIC TRANSMISSIONS



Typical 10-30 Series with Six Position Selector

The optional 3-speed automatic transmissions provides greater performance, smoothness and flexibility through a 3-element torque converter with a compound planetary gearset. The additional forward gear, as compared to 2-speed automatics, affords improved fuel economy and better performance by more efficient use of engine torque thru all ranges.

A six-position selector on all 10-30 series models provides the following ranges: Park (P), Reverse (R), Neutral (N), Drive (D), Low Two (L2), and Low One (L1). Moving the selector to L2 locks out third gear entirely, with automatic shifting between first and second gears. The transmission is locked in low gear when L1 is selected.

Automatic shifting schedules are controlled by a vacuum modulator instead of the mechanical linkages used in other designs. This allows smoother shifts by "sensing" engine vacuum changes.

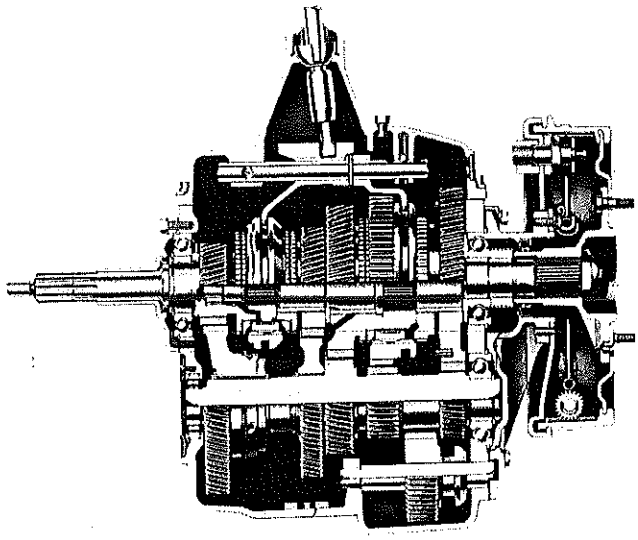
The 475 is specifically suitable to "stop and go" type of operation such as delivery trucks. It is available on P-30 models with the 10,000 lbs or 11,000 lbs capacity rear axle for the 12,000-14,500 lbs GVWR range.

Specifications

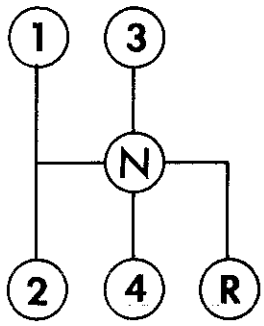
Automatic								
Range Selector Lever Location		Steering Column						
Model		200 (LUV)		350		400		475	
Gear Ratios	Torque Converter	Lock-Up	Break-away	Lock-Up	Break-away	Lock-Up	Break-away	Lock-Up	Break-away
	First	2.74	6.08	2.52	5.29	2.48	5.70	2.48	5.46
	Second	1.57	3.49	1.52	3.19	1.48	3.40	1.48	3.26
	Third	1.00	2.22	1.00	2.10	1.00	2.30	1.00	2.20
	Reverse	2.07	4.60	1.94	4.07	2.10	4.83	2.10	4.62
Gear Type		Planetary							
Torque Converter	Element Types	Pump, Stator, Turbine							
	Lock-Up Gear Type	Automatic Planetary							
Lubricant Capacity	Dry Fill	13 Pints		20 Pints		19 Pints			
	Refill	7 Pints		5 Pints		9 Pints			

4-SPEED TRANSMISSIONS

Chevrolet SM465



CHEVROLET SM465 4-SPEED



Gearshift Lever Positions

The Chevrolet 4-speed transmission provides constant mesh type first gear for durability and quiet operation, synchro-mesh gear engagement in second, third and fourth gears for clashless engagement and non-metallic coated shifter forks for quieter operation. A damper for reduced torsional gear rattle is used on 10-20-30 Series applications with rear wheel parking brakes.

High gear pressure angles combined with generous gear face widths resist pitting and provide greater tooth contact area. The transmission also has heavy-duty bearings and strong rigid shafts for good reliability under extreme operating conditions. A magnet removes metallic particles from the lubricant, reducing wear to moving parts.

Series 10–30 models use cable-actuated rear brakes for a parking brake. P-30 models (except Motor Home) with the 11,000-lb rear axle use a transmission mounted internal expanding parking brake that is similar to a rear wheel brake without the wheel cylinder.

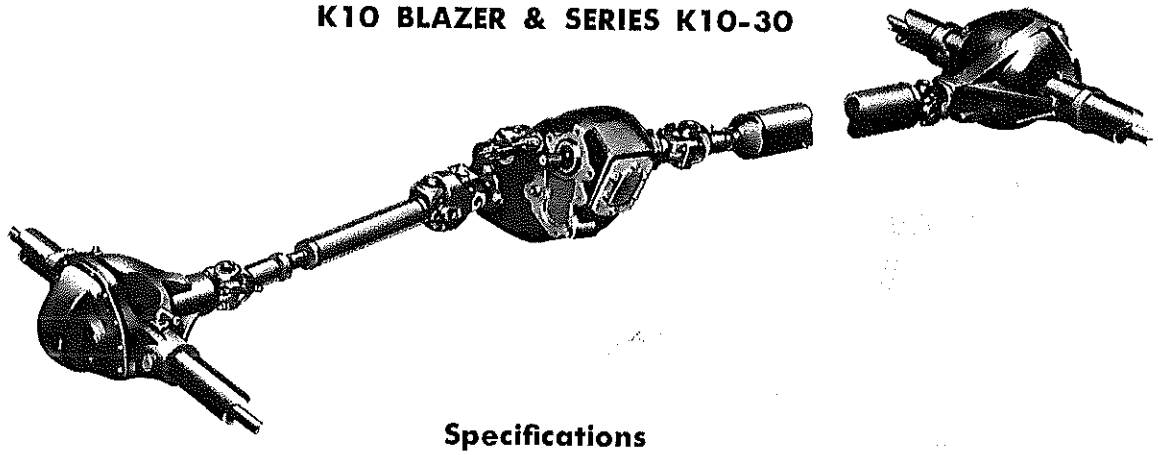
Specifications

	Chevrolet SM465 4-Speed	LUV Pickup 4-Speed
Synchronized Speeds	2nd, 3rd & 4th	1st, 2nd, 3rd, 4th
Gear Ratios:		
First	6.56	3.79
Second	3.58	2.18
Third	1.70	1.42
Fourth	Direct	Direct
Reverse	6.09	3.83
Gear Types:	All Forward	
Helical	Reverse	
Spur		
Power Take-Off Data:		
Opening type	SAE Std 6-Bolt	None
Location	Both Sides	
Drive gear	3rd Speed Countergear	
PTO gear rpm at 1000 engine rpm	425	
PTO Pitch Line velocity at 1000 engine rpm	560 Ft/Minute	
Lubricants:		
Oil Capacity	8 Pints	2.7 Pints
Type, grade	See Owner's Guide	
Brakes, Parking:		
Type	Internal Expanding*	None
Drum diameter (in)	11.0	
Lining area (sq in)	41.8	

*Rear wheels on Series 10–30 and Series P-30 models without the 11,000-lb rear axle.

TRANSFER CASES

FOUR-WHEEL-DRIVE TRANSFER CASE
K10 BLAZER & SERIES K10-30



Specifications

Make & Model No.	New Process 205	New Process 203 (Full Time)
Availability	K10-30 (Manual Trans)	K10-30 (Automatic Trans)
Ratios: Hi Range Lo Range	1.00 to 1 1.96 to 1	1.00 to 1 2.00 to 1
Lever Positions	4-Lo (All wheel underdrive) N (Neutral) 2-Hi (Rear wheel drive) 4-Hi (All wheel direct drive)	4-Lo (Lock-all wheels locked—underdrive) 4-Lo (All wheels underdrive) N (Neutral) 4-Hi (All wheels direct drive) 4-Hi (Lock—all wheels locked—direct drive)
Lever Location	Rear of trans. shift lever Floor, right of center	
Power Take-Off Data: Opening & Location	SAE 6-bolt; Left side	
Lubricants: Oil capacity	5.2 pints	
Type, grade	See Owner's Guide	

The transfer case on Four-Wheel-Drive models is bolted directly to the transmission case tailshaft through an adapter, eliminating the intermediate propeller shaft linking the two gear boxes. In four-wheel-drive position, driver has the choice of direct drive or underdrive. Control is through a single lever having four positions for the New Process 205 or 5 positions for the full time New Process 203. On models equipped with the New Process 205 from the rear toward the front of the truck, these positions are: four-wheel direct drive; two-wheel direct drive; neutral and four-wheel underdrive. But the full time New Process 203 engages all 4-wheels at all times, except neutral. These positions are: four-wheel direct—locked, four-wheel direct—unlocked, neutral, four-wheel underdrive—unlocked, and four-wheel underdrive—locked. The New Process 203 full time transfer case features a differential between the front and rear driving axles to assure smooth power transfer between the two axles at all times, but for extreme off-road, mud, snow, or sand conditions, a lock feature allows disengagement of the differential, and directs full power to all wheels simultaneously for maximum traction.

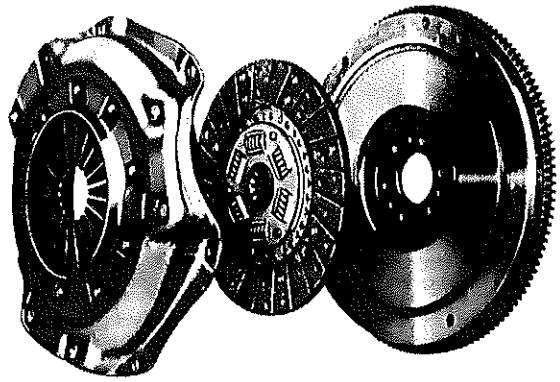
All gears and shafts are accurately machined from alloy steel, carburized and hardened for durability. Shafts are mounted on antifriction ball or roller bearings for efficiency and long service life.

A power take-off opening is provided on the New Process 205 and 203 Transfer Cases.

On vehicles equipped with full-time 4-wheel drive, an instrument panel mounted warning light will indicate whenever the transfer case is in Low-Loc or High-Loc.

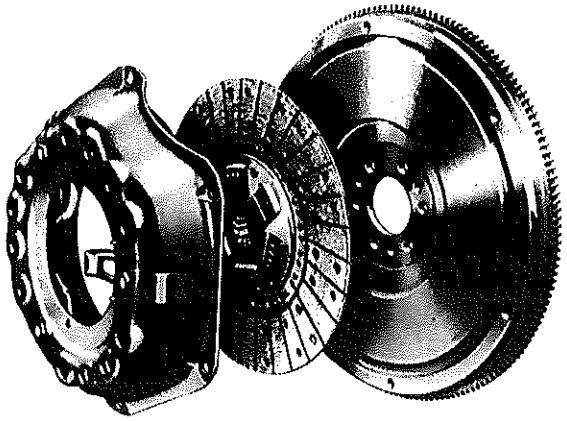
ODOMETER CORRECTIONS

Speedometer drive gears are cut to the nearest full tooth when they are manufactured. This causes errors in the mileage indicated on the odometer in the vehicle when various transmission and rear axle combinations are used. Changing tires from a smaller to a larger tire size also causes errors in the indicated mileage. These errors are reduced by the use of adaptors that are placed on the speedometer gears when optional transmissions, optional rear axles or optional larger rear tires are ordered from the factory. Odometer adaptor gear information and percent of error in odometer readings for the various transmission, rear axle and tire combinations can be obtained from the Zone Service Manager.



DIAPHRAGM-SPRING CLUTCHES

Chevrolet's diaphragm-spring clutches are well known for driving ease and dependability. The diaphragm spring operates with very light pedal pressure, yet directs uniformly high pressure to the pressure plate and clutch disc. Self-lubricating pilot bushing and permanently lubricated throw-out bearing require no maintenance between normal clutch overhauls.



COIL-SPRING CLUTCHES

Chevrolet's coil-spring clutches combine operating ease with high torque capacity and durability in severe truck service. Heat-treated coil springs direct pressure to the pressure plate and driven disc. Coil-spring construction affords good ventilation for cooler operation and protection against burned facings. Pilot bushing and throw-out bearing are self-lubricated.

CLUTCH APPLICATION CHART

MODEL	GVWR	ENGINE*	CLUTCH SIZE	
		Litre/Cu. In.	11 in. dia.	12 in. dia.
C10	4900-5600	All	X	
	6050-6200	4.1/250	X	
		5.7/350		X
K10	All	4.1/250,	X	
		5.0/305	X	
		5.7/350		X
G10	All	All	X	
P10	All	4.8/292	X	
C-K-G-P20-30	All	4.8/292,	X	
		5.0/305	X	
		5.7/350,		X
		7.4/454		X

*The 6.6/400 engine is available only with automatic transmission.

CLUTCH CONTROLS

All Light Duty models use mechanical clutch controls.

SPECIFICATIONS

	DIAPHRAGM CLUTCH	COIL SPRING CLUTCH
Clutch Size (in)	11	12
Clutch Springs		
Material	Spring steel	
Number used	1	12
Total pressure (lbs)	2075	2060(a)
Driven Disc		
Type	Dry disc with two facings	
Number of plates	1	
Material	Woven composition	
Outside diameter (in)	11	11⅞
Inside diameter (in)	6.5	6¾
Thickness (in)	.135	.140
Area (sq in)	123.7	149.2
Bearings		
Clutch-release type	Single-row ball	
Pilot type	Sintered-powdered bronze bushing	
Flywheel Material	Nodular iron	

(a)2060 lbs with 5.7 Litre/350 V8; 2370 lbs with 7.4 Litre/454 V8.

DRIVELINE

DESIGN AND FEATURES

Hotchkiss drive is featured on all Chevrolet trucks equipped with single rear axle and the standard leaf spring rear suspension. Driveline serves only to transmit power between transmission and rear axle. Rear springs cushion the driving and braking forces at the rear axle for smooth operation. Hotchkiss drive keeps chassis weight down and provides efficient power transfer in all types of truck service.

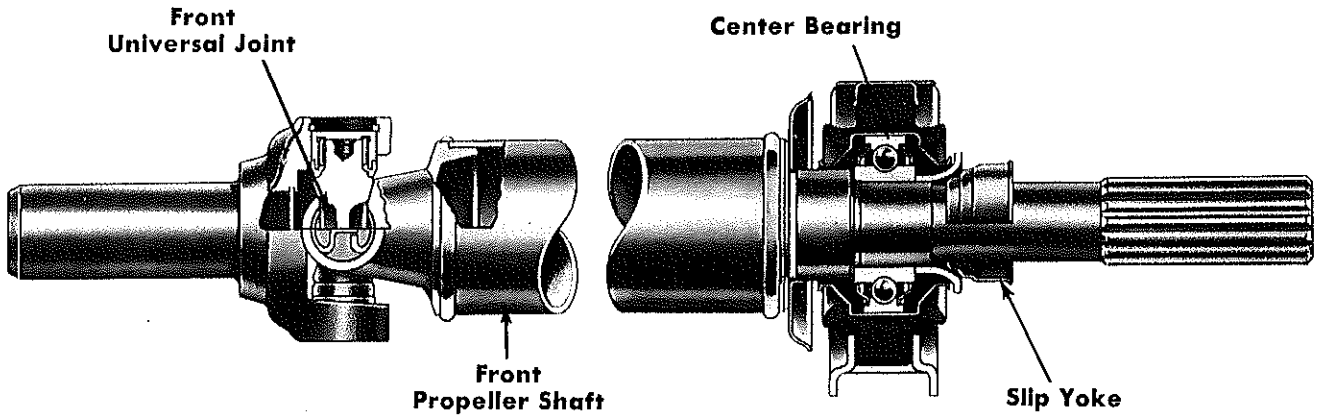
Drivelines for Chevrolet trucks are engineered for reserve torque capacity, accurate balance, high rigidity and resistance to vibration.

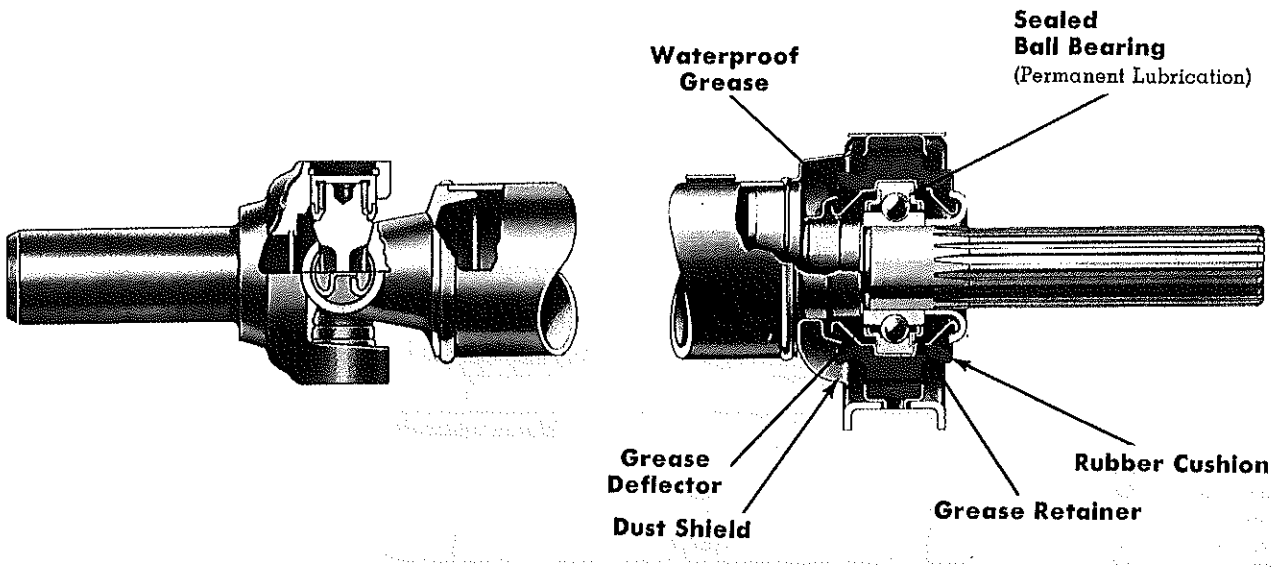
Propeller shafts are made of smooth-wall steel tube. Length and tube diameters are proportioned for high rigidity to minimize flexing or "whip."

Universal joints are efficient needle bearing type. Trunnions are drop-forged and hardened for wear resistance and long life.

Center bearings, standard on many models, divide driveline into short, rigid propeller shafts. Rubber encased mounting minimizes transfer of vibrations.

Slip yoke adjusts length of driveline to match normal movement of rear axle over bumps, frees driveline of end stresses.





Universal Joint

Low-friction universal joints provide reserve torque capacity and efficient transfer of driving force to rear axle.

Center Bearing

Rubber-encased center bearing isolates propeller shafts, reduces transfer of possible vibrations on all models equipped with multiple propeller shafts.

SPECIFICATIONS

The propeller shaft and universal joint specifications shown below are based on Models with Standard Equipment Only. If optional equipment (engine, transmission, transfer case, rear axle) is ordered, different combinations of propeller shafts and universal joints are provided to make up the driveline. These additional combinations are not described in the Data Book. If specifications for these combinations are necessary, they may be obtained thru the Zone Office.

Series	Engine Used	Propeller Shafts					Universal Joints						
			Diameter (in)					Series					
		No. Used	Front or Single	Front axle to transfer case	Rear axle to transfer case	Rear	No. Used	1	2	3	4	5	6
CL105 LUV	Four	1	2.95				2						
CR105 LUV	Four	2		2.50	2.95		4						
CL108 LUV	Four	2	2.50			2.50	3						
C105 Blazer	Six/V8	1	2.75				2	1285	1285				
C107	Six/V8	1	3.25				2	1285	1285				
C10903	Six/V8	2	2.75			2.75	3	1285	1285	1285			
C109 Suburban	Six	2	2.75			2.75	3	1285	1315	1315			
C109 Suburban	V8	2	2.75			2.75	3	1285	1315	1315			
C20903	Six/V8	2	2.75			2.75	3	1315	1315	1355			
C209 Suburban	V8	2	2.75			2.75	3	1355	1355	1355			
C20943 Bonus Cab	Six/V8	2	3.50			3.50	3	1315	1315	1355			
C20943 Crew Cab	Six/V8	2	3.50			3.50	3	1355	1355	1355			
C309-310 (exc. 43)	Six/V8	2	2.75			2.75	3	1355	1355	1355			
C314	Six/V8	2	3.00			3.50	3	1355	1355	1355			
C30943 Bonus Cab	Six/V8	2	3.50			3.50	3	1355	1355	1355			
C30943 Crew Cab	Six/V8	2	3.50			3.50	3	1355	1355	1355			
K105 Blazer	Six/V8	2		2.00	2.50		4	1315	1315	1315	1315		
K107	Six/V8	2		2.00	3.00		4	1315	1315	1315	1315		
K10903	Six	2		2.00	3.00		5	1315	1315	1315	1315	1315	
K109 Suburban	V8	2		2.00	3.00		5	1315	1315	1315	1315	1315	
K20903	Six	2		2.00	3.00		6	1355	1355	1355	1355	1355	1355
K209 Suburban	V8	2		2.00	3.00		6	1355	1355	1355	1355	1355	1355
K30903	Six/V8	2		2.00	3.00		6	1355	1355	1355	1355	1355	1355
K30943	Six/V8	2		2.00	3.00		6	1355	1355	1355	1355	1355	1355
K310	Six/V8	2		2.00	3.00		6	1355	1355	1355	1355	1355	1355
K314	Six/V8	2		2.00	3.00		6	1355	1355	1355	1355	1355	1355
G110-210	Six/V8	1	3.50				2	1315*	1315*				
G310	Six/V8	1	3.50				2	1315*	1355				
G113-213	Six/V8	2	2.75			2.50	3	S44	1315	S44			
G313-316	Six/V8	2	2.75			3.00	3	S44	1355	1355			
P105	Six	1	2.75				2	1285	1285				
P208-210	Six/V8	2	2.75			2.75	3	1315	1315	1355			
P308-311-314 Motor Home	V8	2	3.00			2.75	3	1355	1355	1355			
P318 Motor Home	V8	2	3.50			3.50	3	1410	1355	1410			
P308-310	Six/V8	2	2.75			2.75	3	1355	1355	1355			
P314	Six/V8	2	3.00			3.50	3	1355	1355	1355			

*S44 Joints used with L6 engine.

POWER TAKE-OFF EQUIPMENT

AVAILABLE ONLY FROM BODY AND EQUIPMENT COMPANIES

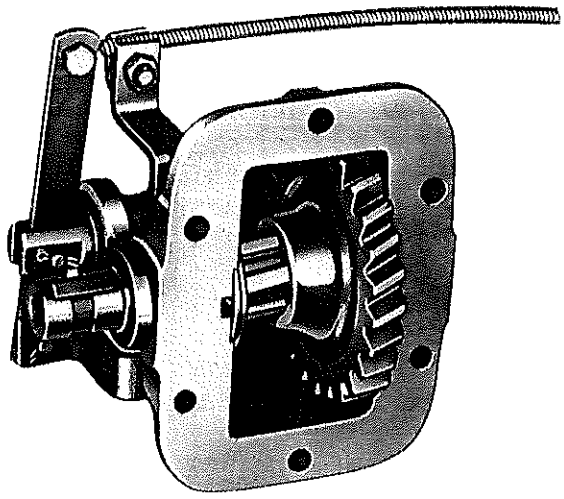
Power take-offs may be installed on the sides (or tops in some cases) of the transmission. Standard SAE 6-bolt or 8-bolt power take-off openings are provided to accommodate a variety of PTO's. Consult the Transmission section for location and number of openings on the transmission you desire to fit.

Power take-offs may be controlled by a shift wire or lever, and may be operated with the transmission in neutral or when the truck is in motion. Speed of the PTO shaft is determined by the engine rpm and the gear ratio between the transmission PTO drive gear and driven gear.

Consult the special equipment distributor to select the power take-off of correct capacity and type to meet operating requirements of each application.

SIDE-MOUNTED POWER TAKE-OFFS
For Synchromesh Transmissions

Single-Speed PTO Most truck special equipment power demands can be met with a single-speed power take-off. These units come in medium- or heavy-duty capacities and are of one- or two-gear design. Medium-duty power take-offs are generally rated at about 20 horsepower, and are suitable for operating hydraulic hoists, lift gates or other intermittently driven equipment. Heavy-duty power take-offs are normally rated at about 25 horsepower, and are recommended for continuous or heavy-duty operations, including fluid pumping (gasoline or oil), portable conveyors, wreckers, cranes, garbage packer bodies, hydraulic plows, generators, blowers or compressors. Heavy-duty models are commonly of two-gear design. The output shaft of a one-gear model turns opposite to the transmission PTO gear; the output shaft of a two-gear PTO turns the same way as the transmission PTO gear.

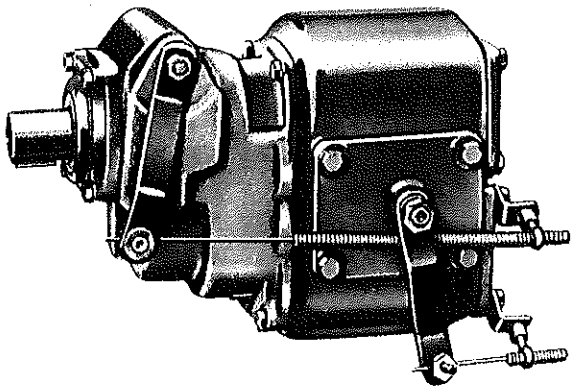


Single-Speed One-Gear Power Take-Off
(Spicer Model AAN)

Multi-Speed PTO Special equipment requiring a reverse speed or a range of forward speeds may be driven by any of the following heavy-duty multi-speed power take-offs:

Two speeds forward, no reverse
One speed forward, one reverse
Two speeds forward, one reverse
Two speeds forward, two reverse

The PTO driven gear is in constant mesh with the transmission PTO drive gear. The PTO is engaged by shifting the desired gear into mesh. The output shaft may be assembled to the front or rear. One output shaft is normally provided, although special types with dual output shafts are available. Rated capacity for continuous operation is about 25 horsepower. Typical applications would be to drive winches, cranes or derricks.



Two-Speed Forward Two-Speed Reverse
(Chelsea Model 56A)

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GENERAL INFORMATION

Chevrolet trucks are available with many of the various wheels and tires offered by the industry. All approved wheel and tire combinations available from Chevrolet conform to the Tire and Rim Association Standards. These standards list proper applications of wheels and tires based on sound engineering principles and approved practices. They prohibit usage of too large a tire on a smaller rim or usage of too wide a rim with smaller tires, thus preventing unsafe operation caused by possible failure of an improperly stressed or overloaded wheel or tire.

Tires should be selected that are large enough to properly handle the loads encountered in each application. For safety, the total weight carried on a tire should not exceed the maximum rating of the tire. These maximum capacities and load limits at different inflation pressures are shown on the Tire Capacity Charts.

DEFINITIONS OF TERMS

Alpha Designation Letter—The first letter in a tire size (Ex. LR78-15). The higher the letter, the greater the load limits capacity.

Aspect Ratio—Ratio between tire height and width (Ex. LR78-15). Tire section height is 78% as great as the width.

Bias-Belted Tire—A passenger type tire which has two rubberized plies of cords which are crossed over one another at an angle (on the bias), plus two reinforced belts which encircle the tires under the tread.

Dual spacing—The distance between the center lines of both tires on a dual rear tire setup.

Offset—On dual wheels, the distance from the center of the rim to the outer mounting face of the wheel. On single wheels, the distance from the center of the rim to the wheel mounting surface (see page 9, Fig. 1).

Ply rating (PR) or Load Range—Used to identify the load and inflation limits of a given tire size when used in a specific type of service. Ply rating is indicated as 4 PR, 6 PR, 8 PR, etc., but does not necessarily represent the number of cord plies in the tire. Load Range is indicated as Load Range B, C, D, etc., and is gradually replacing the term "Ply Rating".

Rim width—The distance between the inside surfaces of the rim flanges (see page 9, Fig. 1).

Belted Radial Ply Tire—A type of tire which has two rubberized plies of cords running from bead to bead (at right angles to the tread and parallel to each other), plus 2 plies of reinforced belts which encircle the tire under the tread.

Tire clearance—The distance between the sidewalls of dual rear tire setups measured at their closest point.

Tire section—The outer width of an inflated new tire from sidewall to sidewall, exclusive of ribs, bars, decorations, etc.

Tread—The distance between the centers of the tires (front or single rears) or the distance between the two centers of the dual rear tire setup.

Vehicle clearance—The distance between the tire sidewall or tread and the nearest part of the truck chassis.

Wheel diameter—The distance from bead seat to bead seat at bead seat radius (see page 9, Fig. 1).

WHEELS & TIRES

TIRE CAPACITY AND INFLATION PRESSURES

An important factor to consider when selecting tires is the maximum gross weight the tire will be required to carry. In cases where larger tires are used on the rear to carry the load and the same size is used on the front, it is very important that the actual load for the front be determined and the inflation pressure of the tires be adjusted accordingly. Overinflated front tires are often responsible for excessive transfer of road shock to the vehicle front-end parts, hard riding, unstable control of steering and excessive tire wear.

More information on tire inflation, overloading and overheating can be found on Page 5.

PASSENGER CARRYING MODELS

Minimum Tire Sizes At Various GVWRs And Inflation Pressures

Tire Size	Ply Rating	Load Range	Model Availability		Max GVWR	Minimum Inflation for GVWR	
			Series	Model		Inflation (lbs) Front	Inflation (lbs) Rear
GR78-15 (PT)	4	B	G10	Sportvan	5600	32	32
6.50-16 (TT)	6	C	C10	Blazer	6050	45	45
			C10	Suburban	6050	45	45
			K10	Blazer	6200	45	45
			K10	Suburban	6200	45	45
H78-15 (PT)	4	B	C10	Blazer	6050	32	32
			C10	Suburban	6050	32	32
			K10	Blazer	6200	32	32
			K10	Suburban	6200	32	32
			G10	Sportvan	6000	32	32
HR78-15 (PT)	4	B	G10	Sportvan	6000	32	32
J78-15 (PT)	4	B	G20	Sportvan	6600	32	32
JR78-15 (PT)	4	B	G20	Sportvan	6600	32	32
10-15 (TT)	4	B	K10	Blazer	6200	28	30
			K10	Suburban	6800	30	30
10-16.5 (TT)	8	D	K20	Suburban	6800	35	40
			K20	Suburban	8400	35	60
7.00-15 (TT)	6	C	C10	Suburban	6050	45	45
			K10	Suburban	6200	45	45
7.50-16 (TT)	6	C	C20	Suburban	7100	35	45
			K20	Suburban	6800	40	50
			K20	Suburban	7500 (Front Only)	40	—
			K20	Suburban	8400 (Front Only)	40	—
7.50-16 (TT)	8	D	C20	Suburban	7100	35	45
			K20	Suburban	7500 (Rear Only)	—	60
7.50-16 (TT)	10	E	K20	Suburban	8400	40	75
L78-15 (PT)	4	B	C10	Suburban	6400	28	32
			K10	Suburban	6800	32	32
L78-15 (PT)	8	D	C10	Suburban	7000	30	36
			K10	Suburban	7300	34	40
LR78-15 (PT)	6	C	C10	Suburban	7000	30	36
			K10	Suburban	7300	34	36
8.00-16.5 (TT)	6	C	G30	Sportvan	6600	45	45
8.75-16.5 (TT)	6	C	C20	Suburban	7100	40	45
			K20	Suburban	6800	40	45
			K20	Suburban	7500 (Front Only)	40	—
			G30	Sportvan	7100	35	45
8.75-16.5 (TT)	8	D	K20	Suburban	7500 (Rear Only)	—	60
			G30	Sportvan	7900	45	60
8.75R-16.5 (TT)	8	D	C20	Suburban	7100	45	55
			K20	Suburban	6800	45	55
			G30	Sportvan	7900	50	65
8.75-16.5 (TT)	10	E	G30	Sportvan	8550	45	75
9.50-16.5 (TT)	8	D	C20	Suburban	7100	30	35
			C20	Suburban	7500	30	55
			C20	Suburban	8200	35	60
			K20	Suburban	8400	30	60
9.50R-16.5 (TT)	8	D	C20	Suburban	7100	35	40
			C20	Suburban	7500	35	60
			C20	Suburban	8200	40	65
			K20	Suburban	8400	35	65

(PT)—Passenger type. (TT)—Truck type.

SINGLE USAGE RATINGS
PASSENGER/TUBELESS-TYPE TIRES

Tire Size	Ply Rating	Load Range	Tire Load Limit at Maximum Inflation Pressure			
			32	35	36	40
P205/75R-14	4	B		1532		
FR78-15	4	B	1360			
GR78-15	4	B	1470			
H78-15	4	B	1605			
HR78-15	4	B	1605			
J78-15	4	B	1690			
JR78-15	4	B	1690			
L78-15	4	B	1790			
LR78-15	4	B	1790			
LR60-15	4	B	1790			
L78-15	8	D				2025
LR78-15	6	C			1905	

SINGLE USAGE RATINGS*
TRUCK/TUBELESS-TYPE TIRES

Tire Size	Ply Rating	Load Range	Tire Load Limits at Various Inflation Pressures											
			30	35	40	45	50	55	60	65	70	75	80	85	90
8.00-16.5	6	C	1360	1490	1610	1730									
8.00-16.5	8	D				1730	1840	1945	2045						
8-19.5	8	D					2110	2270	2410	2540	2680	2800			
8-19.5	10	E					2110	2270	2410	2540	2680	2800	2930	3050	3170
8.75-16.5	6	C	1570	1720	1850	1990									
8.75-16.5	8	D	1570	1720	1850	1990	2110	2240	2350						
8.75R-16.5	8	D	1570	1720	1850	1990	2110	2240	2350						
8.75-16.5	10	E	1570	1720	1850	1990	2110	2240	2350	2470	2570	2680			
9.50-16.5	8	D	1860	2030	2190	2350	2500	2650	2780						
9.50R-16.5	8	D	1860	2030	2190	2350	2500	2650	2780						
9.50-16.5	10	E	1860	2030	2190	2350	2500	2650	2780	2920	3050	3170			
10-15	4	B	1760												
10-16.5	8	D	1840	2010	2170	2330	2480	2620	2750						

DUAL USAGE RATINGS**
TRUCK/TUBELESS-TYPE TIRES

Tire Size	Ply Rating	Load Range	Tire Load Limits at Various Inflation Pressures										
			30	35	40	45	50	55	60	65	70	75	80
8.00-16.5	6	C	1195	1310	1415	1520							
8.00-16.5	8	D				1520	1620	1710	1800				
8.75-16.5	6	C	1380	1515	1630	1750							
8.75-16.5	8	D	1380	1515	1630	1750	1855	1970	2070				
8.75-16.5	10	E					1855	1970	2070	2175	2260	2360	
8-19.5	8	D			1850	1990	2110	2230	2350	2460			
8-19.5	10	E			1850	1990	2110	2230	2350	2460	2570	2680	2780

Note: Underscoring indicates maximum permissible load.

*Ratings for single tires (front or single rear) **Ratings for dual tires (dual rears)

NOTE: DUAL TIRE CAPACITY RATING

Capacity rating per tire on dual rears is less than on single rears to compensate for inter-acting factors of the dual combination. Two major reasons for a reduced rating include the fact that often roads are crowned, which causes the inner tire to carry a greater portion of the load than the outside tire, and when one of the dual tires on the rear goes flat, it is possible to run the vehicle at a reduced speed, on the remaining tire, to a service station for repair. In either situation the reduced rating for duals compensates in part for the increased load on one tire.

TIRE CAPACITY CHARTS

SINGLE USAGE RATINGS*
TRUCK/TUBE-TYPE TIRES

Tire Size	Ply Rating	Load Range	Tire Load Limits at Various Inflation Pressures												
			35	40	45	50	55	60	65	70	75	80	85	90	95	100
6.50-16	6	C	1390	1500	1610											
7.00-15	6	C	1480	1610	1720											
7.00-16	6	C	1560	1680	1800											
7.50-16	6	C	1770	1930	2060											
7.50-16	8	D	1770	1930	2060	2190	2310	2440								
7.50-16	10	E	1770	1930	2060	2190	2310	2440	2560	2670	2780					

DUAL USAGE RATINGS**
TRUCK/TUBE-TYPE TIRES

Tire Size	Ply Rating	Load Range	Tire Load Limits at Various Inflation Pressures											
			35	40	45	50	55	60	65	70	75	80	85	90
7.00-16	6	C	1365	1475	1580									
7.50-16	6	C	1565	1690	1815									
7.50-16	8	D	1565	1690	1815	1930	2040	2140						

Note: Underscoring indicates maximum permissible loads.
*Ratings for single tires (front or single rear)
**Ratings for dual tires (dual rears)

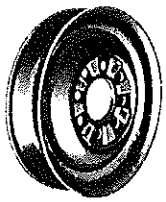
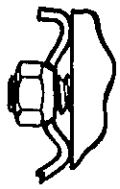
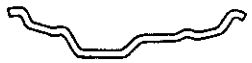
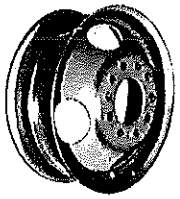
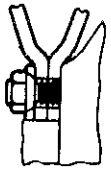
NOTE: DUAL TIRE CAPACITY RATING

Capacity rating per tire on dual rears is less than on single rears to compensate for inter-acting factors of the dual combination. Two major reasons for a reduced rating include the fact that often roads are crowned, which causes the inner tire to carry a greater portion of the load than the outside tire, and when one of the dual tires on the rear goes flat, it is possible to run the vehicle at a reduced speed, on the remaining tire, to a service station for repair. In either situation the reduced rating for duals compensates in part for the increased load on one tire.

TIRE SPECIFICATIONS CHART

Size	Ply Rating	Load Range	Maximum Inflation Pressure (lbs)	Unloaded Outside Diameter (in)	Section Width (in)	Loaded Radius (in)	Revolutions Per Mile @ 45 mph	Tube Group Size	Flap Size
Passenger Car-Type Tubeless Tires									
FR78-15	4	B	32	26.74	8.10	12.0	779	—	—
GR78-15	4	B	32	27.52	8.15	12.3	763	—	—
H78-15	4	B	32	28.36	8.55	13.0	734	—	—
HR78-15	4	B	32	27.98	8.65	12.4	744	—	—
J78-15	4	B	32	28.72	8.70	13.2	727	—	—
JR78-15	4	B	32	28.34	8.85	12.6	734	—	—
L78-15	4	B	32	29.30	8.85	13.4	715	—	—
LR78-15	4	B	32	28.90	9.00	12.8	719	—	—
LR60-15	4	B	32	27.86	10.50	12.6	740	—	—
LR78-15	6	C	32	28.90	9.00	12.8	719	—	—
L78-15	8	D	40	29.30	8.85	13.5	715	—	—
Truck-Type Tubeless Tires									
8-19.5	8	D	75	33.82	8.00	16.0	613	—	—
8-19.5	10	E	80	33.82	8.00	16.0	613	—	—
8.00-16.5	6	C	45	28.34	8.00	13.5	734	—	—
8.00-16.5	8	D	60	28.34	8.00	13.5	734	—	—
8.75-16.5	6	C	45	29.46	8.75	13.9	712	—	—
8.75-16.5	8	D	60	29.46	8.75	13.9	712	—	—
8.75R-16.5	8	D	65	29.46	8.45	13.8	693	—	—
8.75-16.5	10	E	75	29.46	8.75	13.9	712	—	—
9.50-16.5	8	D	60	30.56	9.50	14.3	682	—	—
9.50R-16.5	8	D	65	30.56	9.50	14.3	669	—	—
9.50-16.5	10	E	75	30.56	9.50	14.3	682	—	—
10-15	4	B	30	30.42	10.4	14.0	687	—	—
10-16.5	8	D	45	30.43	10.4	14.1	683	—	—
Truck-Type Tube-Type Tires									
6.50-16	6	C	45	29.74	7.15	13.9	705	6.50-16	L
7.00-15	6	C	45	29.62	7.95	13.9	707	7.00-15	L
7.00-16	6	C	45	30.62	7.95	14.3	684	7.00-16	L
7.50-16	6	C	45	31.80	8.65	15.0	652	7.50-16	L
7.50-16	8	D	60	31.80	8.65	15.0	652	7.50-16	L
7.50-16	10	E	75	31.80	8.65	15.0	652	7.50-16	L

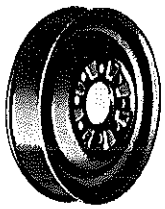
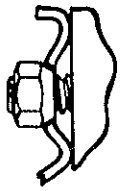
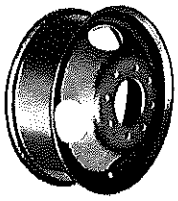
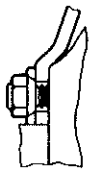
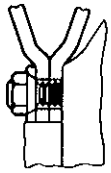
DISC WHEELS—5° BEAD SEAT TUBE AND TUBELESS TYPES

Type	Typical Illustration	Attachment	Rim Section	Description
Disc With Single Rears Only	A. 	Front & Rear 		Ventilated disc; short-spoke spider design (Single wheel)
Eight-Hole Disc With Dual Rears Only	B. 	Front  Dual Rear 		Tapered ventilated disc (Dual wheels)

Series	Wheel Size	Bolt Holes	Bolt Circle Diameter (in)	Bolt Size (in)	Rim Type	Rim Width (in)	Offset (in)	Single or Dual Rear	Wheel Code	Wheel Ratings* (lbs)	Wheel Ratings* (PSI)	Illus.
LUV 2WD	14 x 5.00J	6	5.5	.472	1-piece	5.00	.67	Single	—	1270	32	N.A.
LUV 4WD	14 x 5.50J	6	5.5	.472	1-piece	5.5	.433	Single	—	1270	32	N.A.
El Camino	14 x 6.00JJ	5	4.75	.437	1-piece	6.0	0	Single	RB	1504	41	N.A.
C10, G10,	15 x 6.00JJ	5	5	.500	1-piece	6.0	.34	Single	CB	1670	55	A.
G10, G20	15 x 6.50JJ Rally	5	5	.500	1-piece	6.5	.22	Single	CD	1690	40	A.
	15 x 7.00JJ Styled	5	5	.500	1-piece	7.0	0	Single	BX	1670	40	—
C10, G10, P10	15 x 6.00JJ	5	5	.500	1-piece	6.0	.14	Single	XW	1910	70	A.
C10	15 x 7.00JJ Rally	5	5	.500	1-piece	7.0	.36	Single	CF	1670	40	A.
	15 x 7.00JJ Styled	5	5	.500	1-piece	7.0	.36	Single	BU	1670	40	—
	15 x 8.00JJ Styled	5	5	.500	1-piece	8.0	.36	Single	BT	1910	40	—
	15 x 8.00JJ Rally	5	5	.500	1-piece	8.0	.36	Single	CK	1910	40	—
	15 x 7.00JJ Aluminum	5	5	.500	1-piece	7.0	.36	Single	FD	2030	40	—
	16 x 5.00K	5	5	.500	1-piece	5.0	.38	Single	ZR	1800	55	A.
K10	15 x 6.00JJ	6	5.5	.437	1-piece	6.0	.34	Single	CC	1670	55	A.
	15 x 6.00JJ	6	5.5	.437	1-piece	6.0	0	Single	XX	2040	70	A.
	15 x 7.00JJ Aluminum	6	5.5	.437	1-piece	7.0	.36	Single	FC	2030	40	—
	15 x 8.00JJ	6	5.5	.437	1-piece	8.0	.66	Single	CH	1760	40	A.
	15 x 8.00JJ Styled	6	5.5	.437	1-piece	8.0	.66	Single	ZC	2030	40	—
	15 x 8.00JJ Rally	6	5.5	.437	1-piece	8.0	.66	Single	BW	2030	40	A.
	16 x 5.00K	6	5.5	.437	1-piece	5.0	.06	Single	ZD	1800	55	A.
C20, K30, K20, C30, P20, P30	16 x 6.50L	8	6.5	.562	1-piece	6.5	.87	Single	ZF	2780	85	A.
	16.5 x 6.75	8	6.5	.562	1-piece	6.75	.62	Single	ZJ	3170	85	A.
C30, P30, K30	16 x 6.00KS	8	6.5	.562	1-piece	6.0	5.0	Dual	ZX	2440	75	B.
G30	16.5 x 6.00	8	6.5	.562	1-piece	6.0	5.0	Dual	ZZ	2680	85	B.
P30	19.5 x 6.00	10	7.25	.625	1-piece	6.0	5.0	Dual	ZT	2780	95	B.

*See page 9, Fig. 2, for locations of wheel rating stampings.

DISC WHEELS—15° BEAD SEAT TUBELESS TYPE

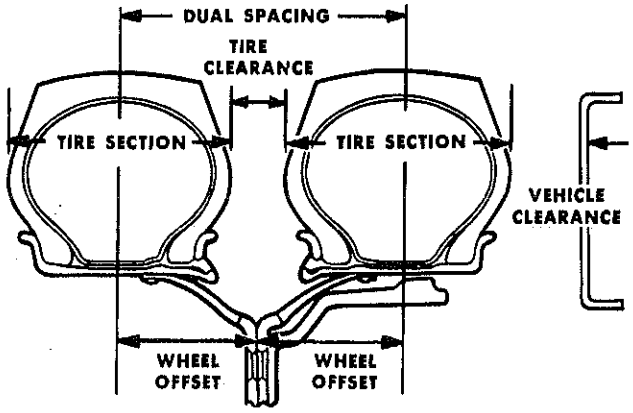
Type	Typical Illustration	Attachment	Rim Section	Description
Disc With Single Rears Only	A. 	Front & Rear 		Ventilated disc; short-spoke spider design (Single wheel)
Disc With Dual Rears Only	B. 	Front  Dual Rear 		Tapered ventilated disc (Dual wheels)

Series	Wheel Size	Bolt Holes	Bolt Circle Diameter (in)	Bolt Size (in)	Rim Type	Rim Width (in)	Offset (in)	Single or Dual Rear	Wheel Code	Wheel Ratings* (lbs)	Wheel Ratings* (PSI)	Illus.
C20, K20, P20; C30, P30	16.5 x 6.00	8	6.5	.562	1-piece	6.0	.50	Single	ZK	2350	70	A.
C30, P30, G30, K30	16.5 x 6.00	8	6.5	.562	1-piece	6.0	5.0	Dual	ZW	2680	85	B.
G30	16.5 x 6.75	8	6.5	.562	1-piece	6.75	1.35	Single	ZM	2680	85	A.
K20, K30	16.5 x 8.25	8	6.5	.562	1-piece	8.25	.38	Single	ZH	2750	70	A.
P30	19.5 x 6.00	8	6.5	.562	1-piece	6.0	5.0	Dual	ZY	2540	80	B.
P30	19.5 x 6.00	8	7.25	.625	1-piece	6.0	6.0	Dual	2T	2780	95	B.

*See page 9, Fig. 2, for locations of wheel rating stampings.

RECOMMENDED SPACING OF DUAL REAR WHEELS

TYPICAL
DISC WHEELS*



Dual spacing, or center-to-center spacing, of disc wheels is the sum of the offsets of the two wheels being used. Note ** below indicates that more spacing is usually specified when tire chains are to be used. As shown in the diagram above, the sum of the offsets of the two rims, plus the width of the spacer band, equals the dual spacing setup.

TIRE AND RIM SPACING TABLE
(As recommended by the Tire & Rim Association)

Tire Size	Rim	Design New Tire Section	Recommended Dual Spacing (in) **Without Chain
HIGHWAY SERVICE			
7.50–16	6.0	8.65	10.0
8.00–16.5	6.0	8.00	10.0
8–19.5	6.0	8.00	10.0
8.75–16.5	6.0	8.75	10.0

*Tube-type tires are shown in these diagrams
**When chains are used, additional spacing may be required

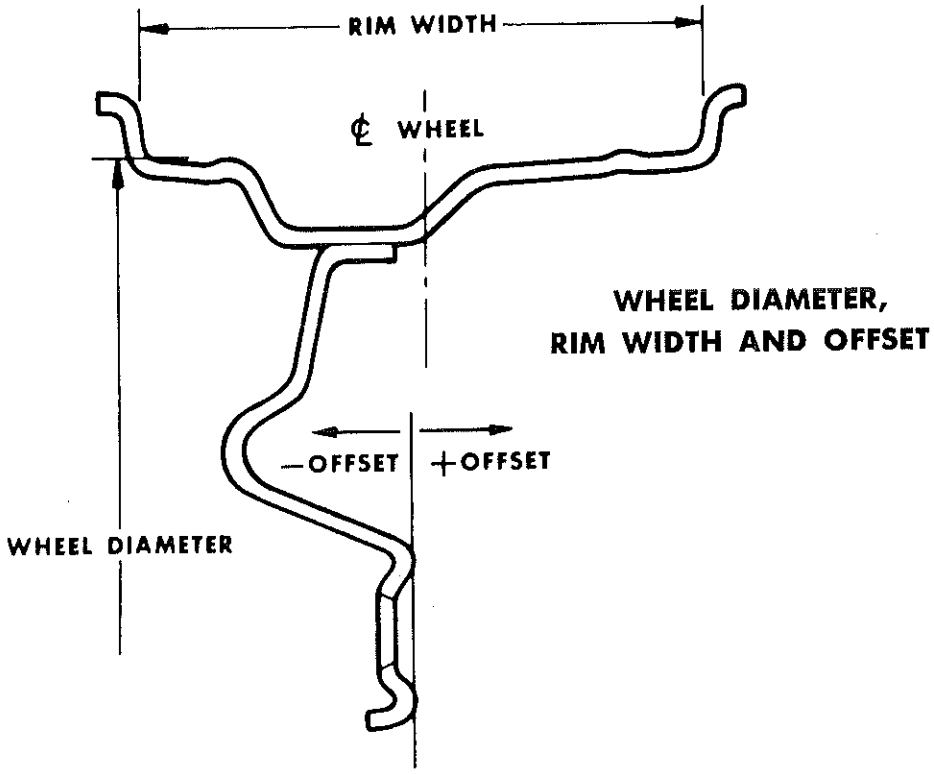


Figure 1

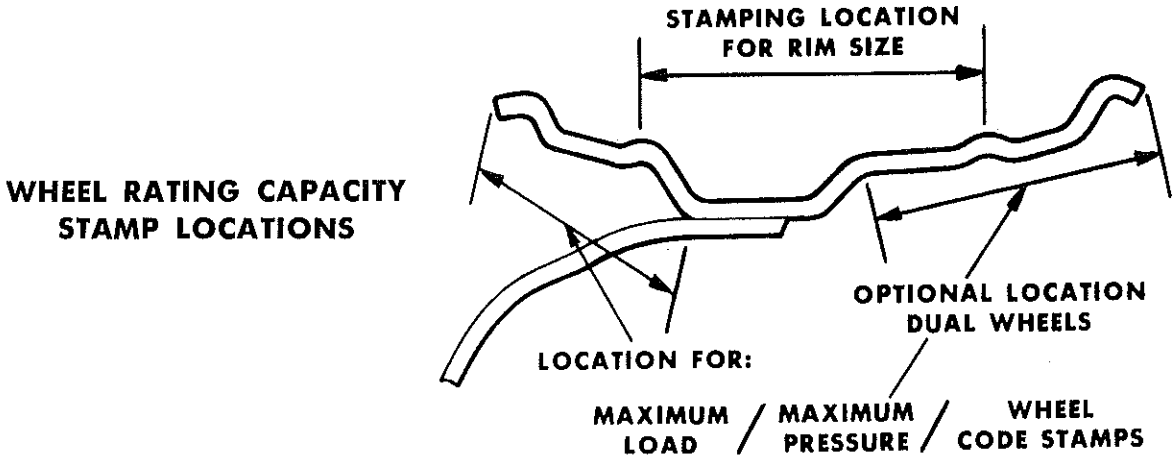
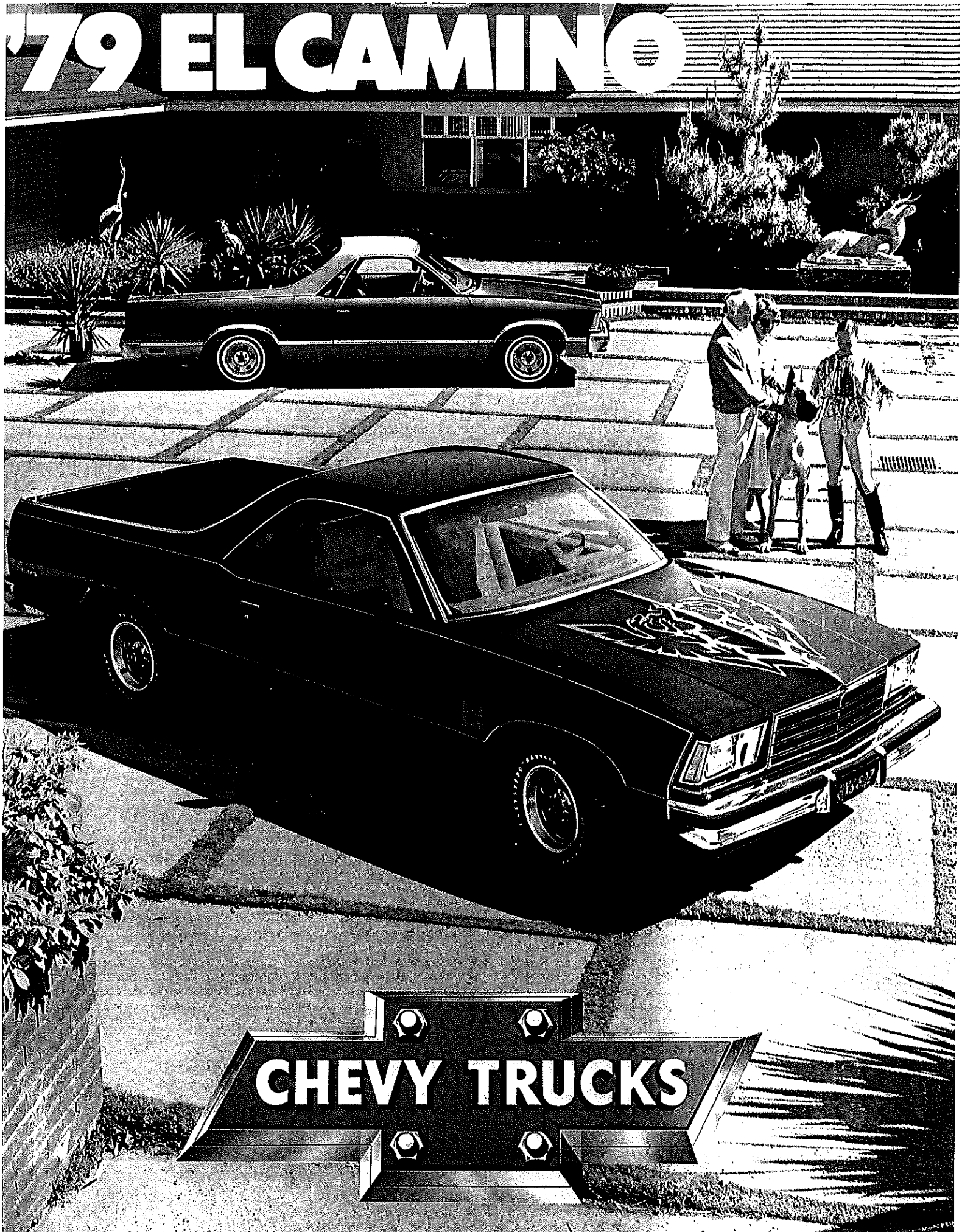


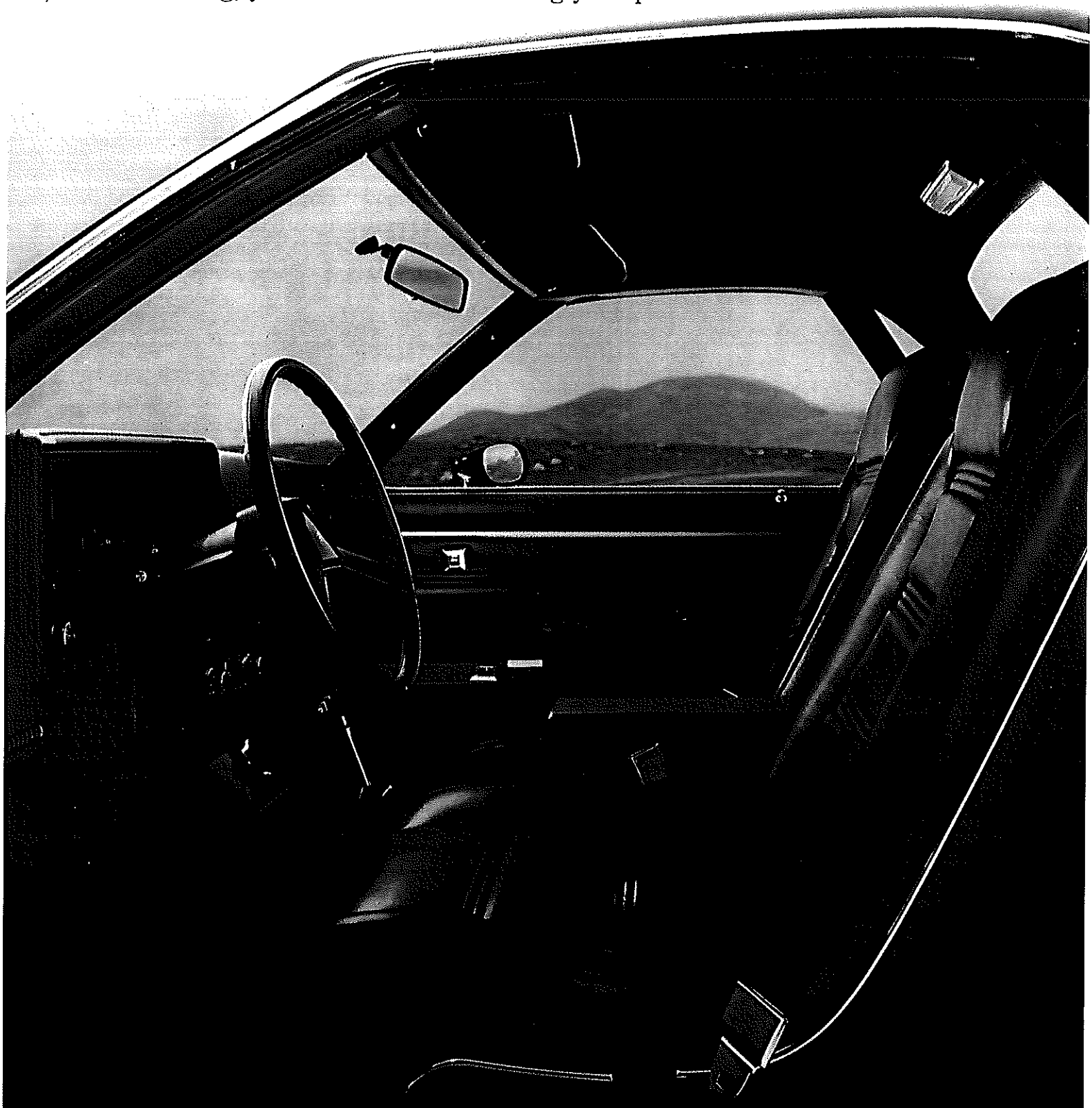
Figure 2

NOTES


'79 EL CAMINO
CHEVY TRUCKS

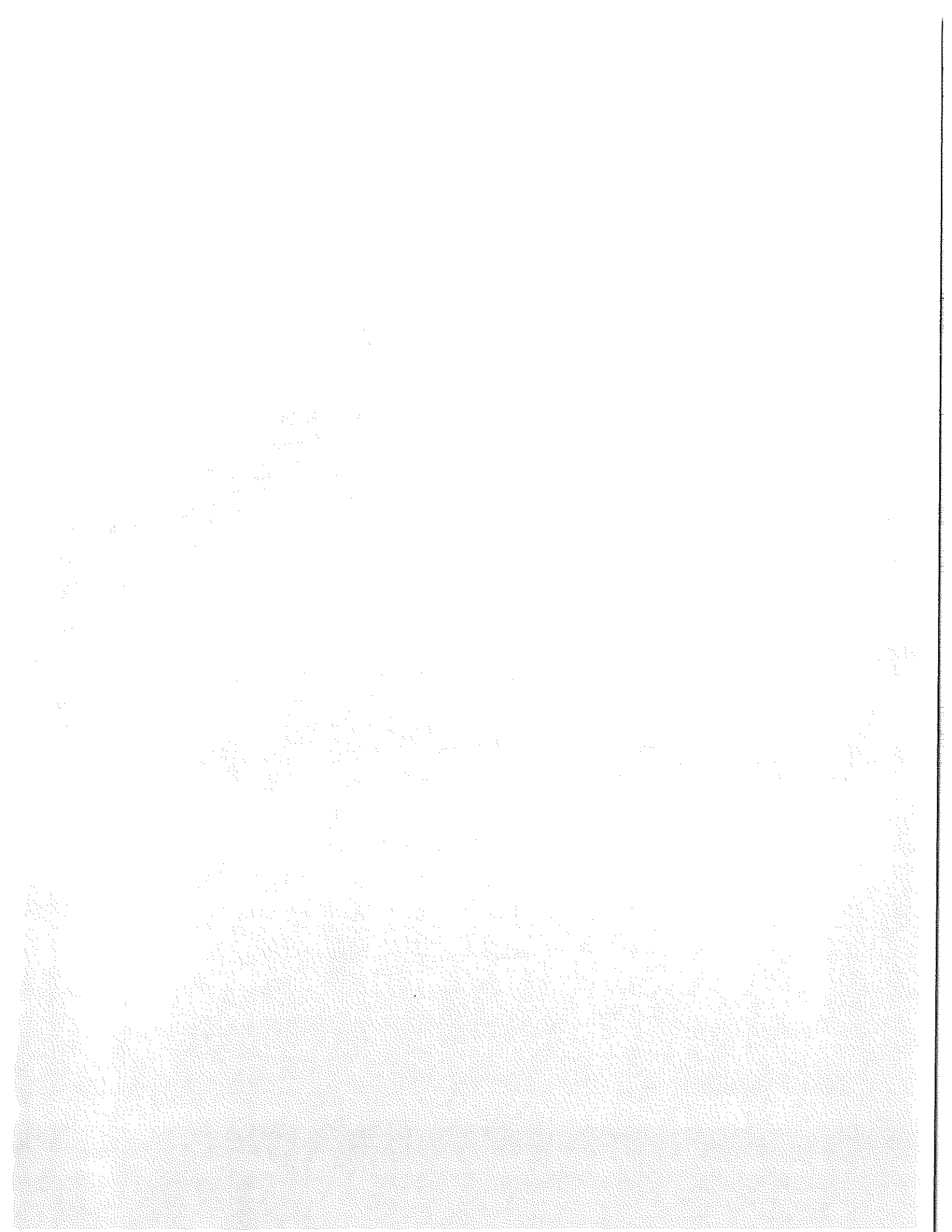
Incredibly, it's also a truck. Chevy El Camino has the style, comfort and luxury of a fine passenger car *plus* the hard-working ability of a tough Chevy truck. Out back, there are 35.5 cubic feet of ribbed steel cargo space, with a payload up to 800 pounds. Lively, easy-riding El Camino is available in four distinctive versions.

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. Your dealer has details and, before ordering, you should ask him to bring you up to date.

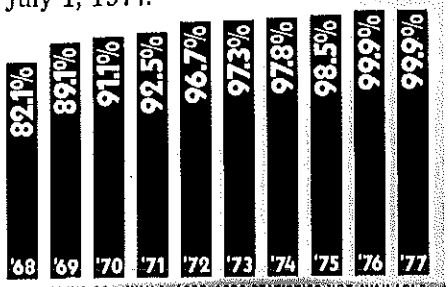


STRATO-BUCKET SEATS

(Available equipment shown.)



A tough record to beat.
95.3% of all Chevy trucks, in the ten most recent years recorded, were still on the job. This is based on the latest available industry model year registration statistics through July 1, 1977.



R. L. POLK & CO., JULY 1, 1977. 1978 STATISTICS NOT AVAILABLE

Three handsome interiors. The elegant El Camino model comes with a standard four-inch-thick, foam-cushioned 50/50 seat (below) with a handy split back. All controls are easily accessible in the trim rectangular instrument cluster. For added convenience, there's an available split-back bench seat with dual fold-down center armrests. With this seat choice, you may also specify the extra comfort of the available six-way power seat for the driver. For style and luxury, contoured Strato-bucket seats (page 2) are available with or without center console and optional integral transmission shift lever.

Concealed storage and spare tire compartment. Both sides of the split-back seat back fold down for easy access to in-cab storage area under the pickup box. The spare tire includes extractor for easy removal.

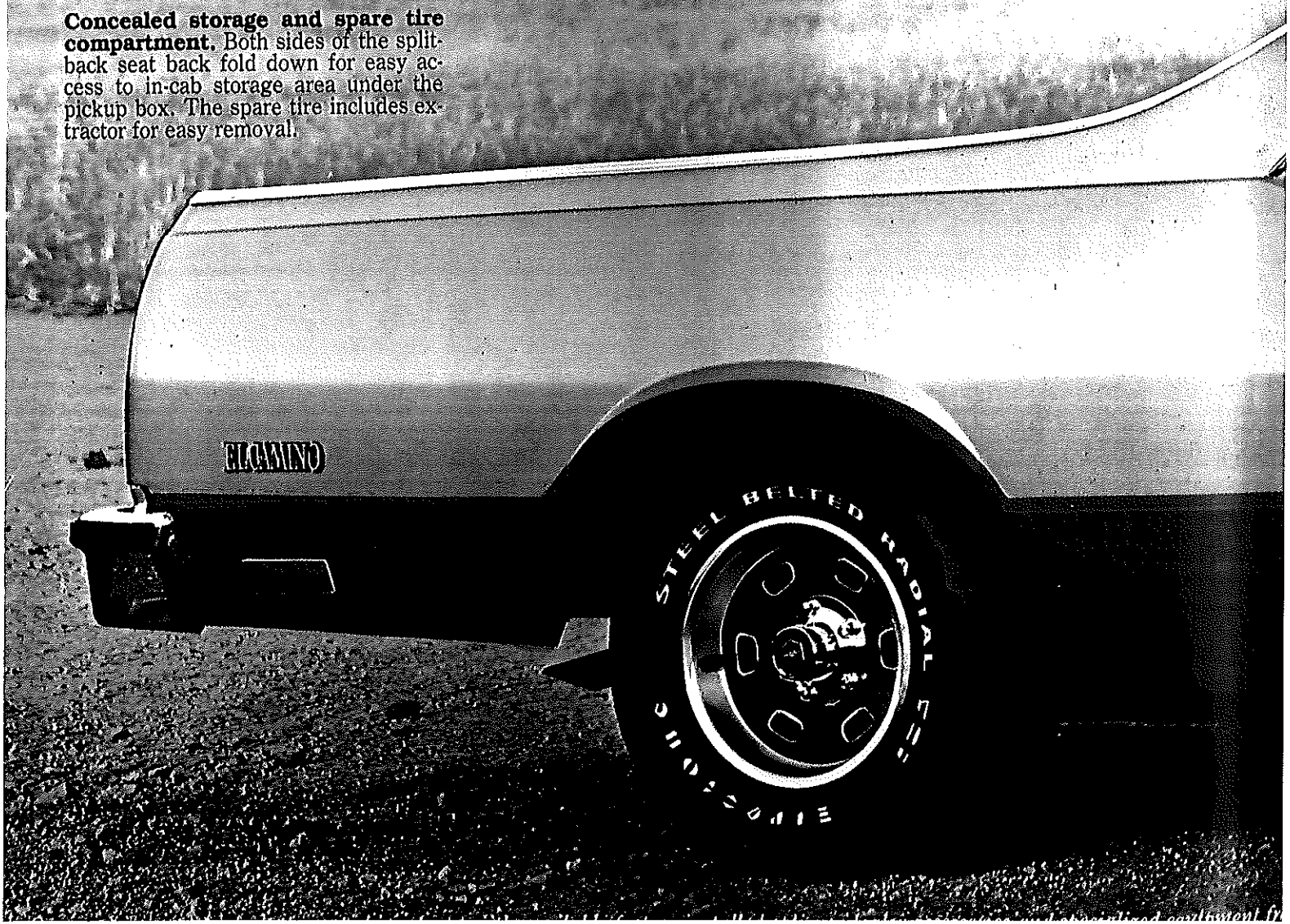
V6 engine standard. It's a 3.3 Litre (200 Cu. In.) V6 with Dualjet carburetor, aluminum-inlet manifold, cast iron cylinder heads and block. (Not available in California.) An available 3.8 Litre (231 Cu. In.) V6 2-barrel engine is required in California. Not available in other states. Automatic transmission also required.

Two new V8 engines. For the '79 El Camino, Chevrolet is offering two new V8 engines.

The 4.4 Litre (267 Cu. In.) V8 with Dualjet carburetor, 8.2:1 compression ratio. Power steering is required. Not available with 3-speed manual transmission or in California.

The new 5.0 Litre (305 Cu. In.) V8 with 4-barrel carburetor. Available with automatic and 4-speed transmission. Power steering required. This is the only V8 engine available in California. Automatic transmission required in California.

Big 5.7 Litre (350 Cu. In.) V8. The powerful 5.7 Litre (350 Cu. In.) V8 is also available. Power steering, automatic transmission and high-altitude equipment required. Not available in California.



POWER TEAMS

ENGINE/ORDERING CODE		TRANSMISSION	AXLE RATIO
49 STATES			
3.3 L (200 Cu. In.) V6 2-BBL.	L26(A)	3-SPEED MANUAL	2.73
		AUTOMATIC	2.73
4.4 L (267 Cu. In.) V8 2-BBL.	L39(B)	4-SPEED MANUAL	3.08
		AUTOMATIC	2.56
5.0 L (305 Cu. In.) V8 4-BBL.	LG4(C)	4-SPEED MANUAL	3.08
		AUTOMATIC	2.41-2.73
*5.7 L (350 Cu. In.) V8 4-BBL.	LM1(C)	AUTOMATIC	2.73 WITH NA6 (ALTITUDE) ONLY
CALIFORNIA ONLY			
3.8 L (231 Cu. In.) V6 2-BBL.	LD5/LD6■(D)	AUTOMATIC	2.73
5.0 L (305 Cu. In.) V8 4-BBL.	LG4(C)	AUTOMATIC	2.41-2.73

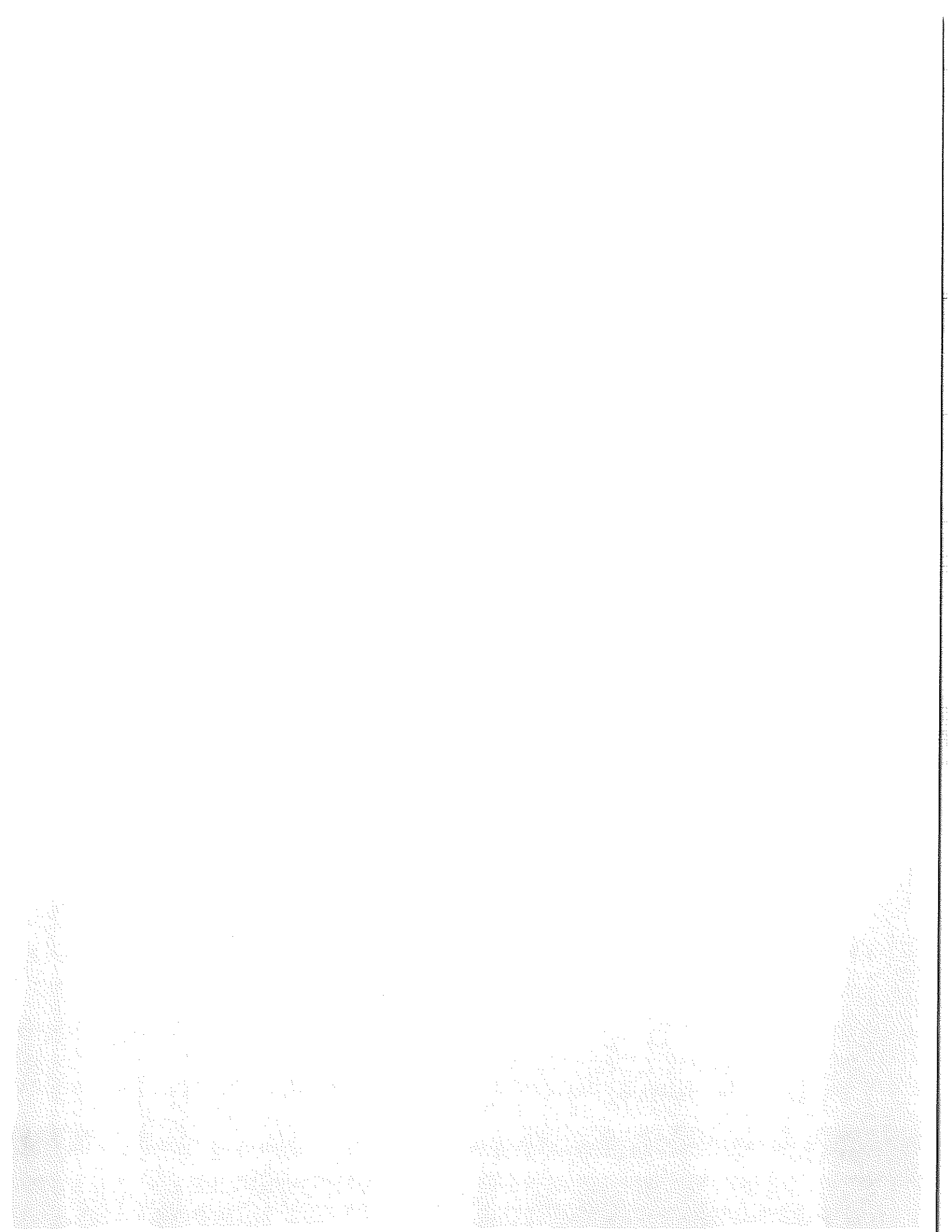
*Requires NA6 High Altitude Emissions ■LD6 replaces LD5 after start of production
(A) Produced by GM-Chevrolet Motor Division at the Tonawanda, New York Engine Plant.
(B) Produced by GM-Chevrolet Motor Division at the Flint, Michigan Engine Plant.
(C) Produced by GM-Chevrolet Motor Division at the Flint, Michigan, Tonawanda, New York and GM of Canada Engine Plants.
(D) Produced by GM-Buick Motor Division at the Flint, Michigan Assembly Plant.

A word about engines. The Chevrolet trucks in this catalog are equipped with GM-built engines produced by various divisions. Please refer to the engine chart included in this catalog and see your dealer for complete details about engine sources and availability.

Transmission Choices. 3-speed and 4-speed manual transmissions and automatic transmissions are available, depending on engine requirements.

Air-adjustable shocks. Standard air-adjustable rear shock absorbers help stabilize the El Camino at any load up to the maximum load rating. They help prevent "bottoming out" with heavy loads.

Tough double-wall construction. Cargo box walls are constructed of two panels of steel. The inside can take minor dents and nicks without showing through to the outside. Doors and hood have double-wall construction. Outer fenders have an inner fender to help protect against the effects of water and salt.

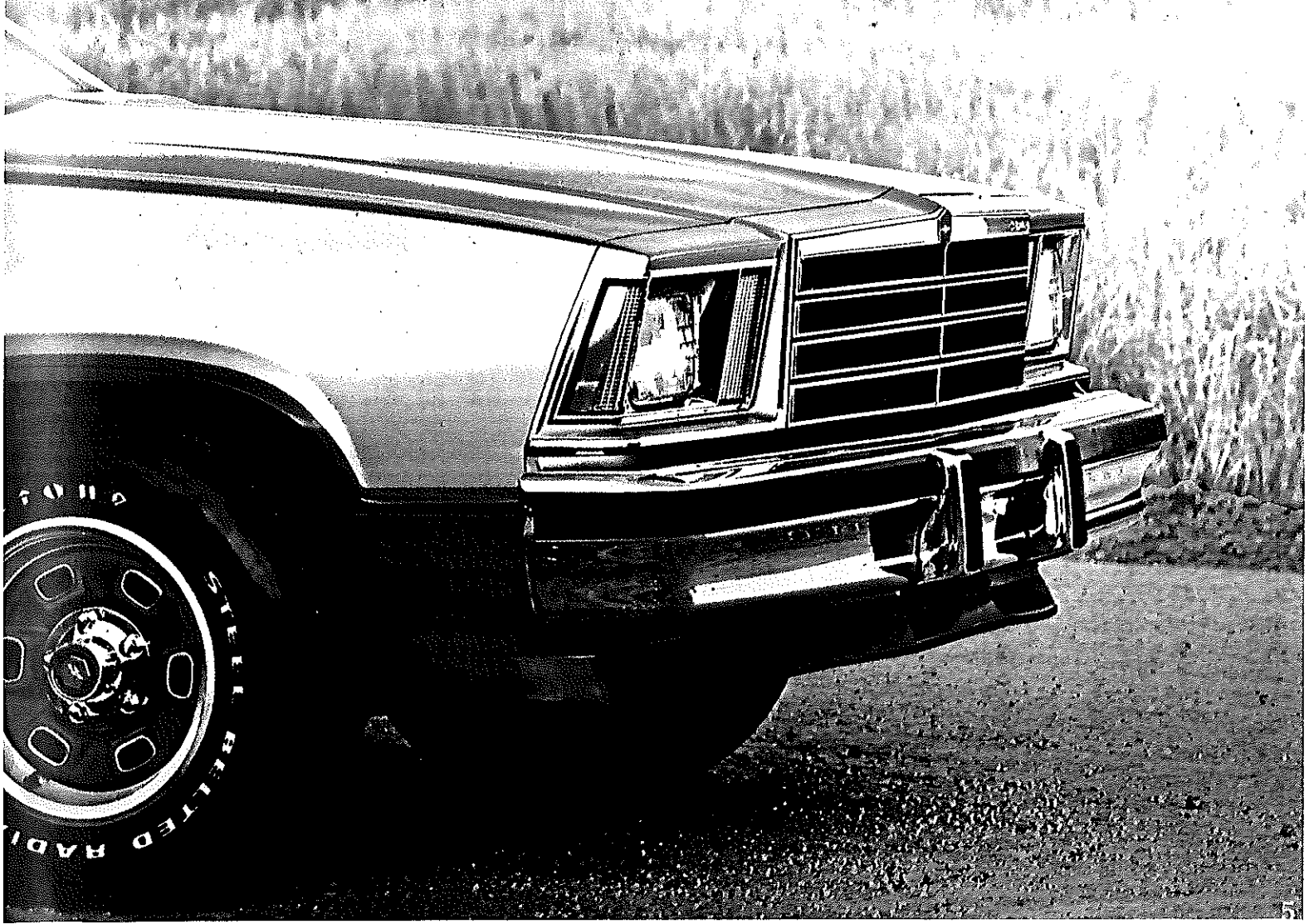


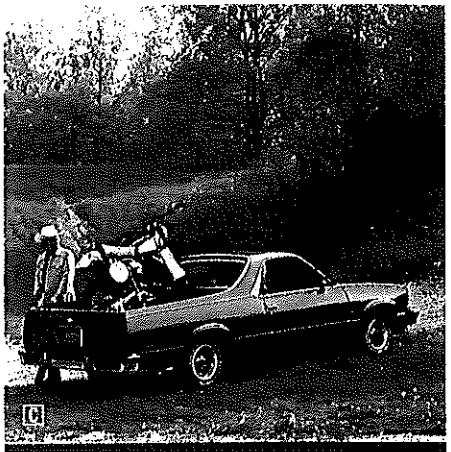
El Camino. It's our base model with an impressive list of standard features: ☐ 3.3 Litre V6 engine (Not available in California) ☐ Frameless door glass and thin pillars ☐ Bright pickup box, wheel opening, rocker panel, quarter window and roof drip moldings ☐ Full wheel trim covers ☐ Bright windshield and rear window moldings ☐ Padded instrument panel ☐ Steel-belted radial tires ☐ Deluxe vinyl door and side panels and cloth with foam-padded headliner ☐ Full-depth, padded armrests in both doors ☐ Nylon cut-pile carpeting, color-keyed to trim ☐ 10″ prismatic rearview mirror.

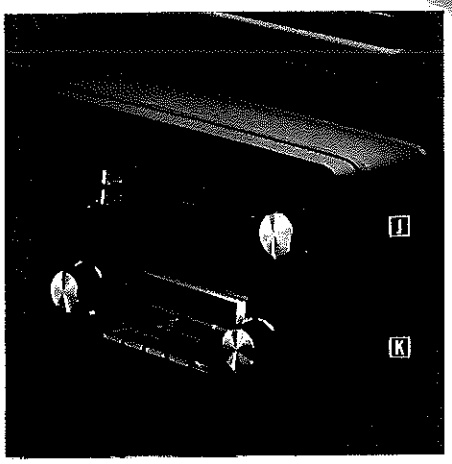
El Camino Conquista. It's a striking paint and molding treatment. The basic body color appears on the roof, upper portion of pickup box, lower body sides and on the tailgate. The center section of the body side, the hood and lower portion of tailgate are set off by a special accent color. Also featured are bright paint break moldings along upper side of pickup box and tailgate; bright moldings along lower side of body and over wheel openings; Conquista decal on tailgate. (Conquista is shown on cover.)

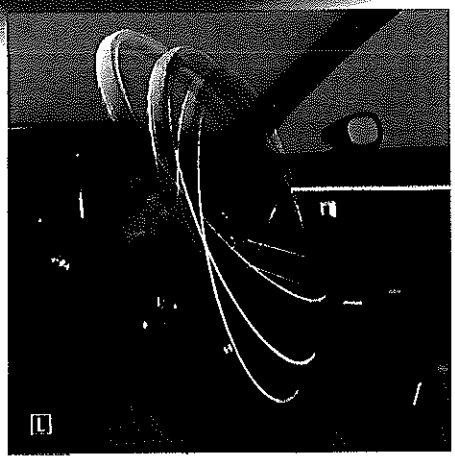
El Camino Super Sport. This exciting sport model El Camino comes with: ☐ Large front air dam ☐ Matching sport mirrors ☐ Special black paint treatment around grille openings ☐ Choice of seven paint accent colors on lower body ☐ Decal stripes accent the paint break lines ☐ Rally wheels, painted to match lower body accent color ☐ Black quarter window moldings ☐ "Super Sport" identification. ("Super Sport" shown below.)

El Camino Royal Knight. This distinctive exterior decor treatment is available for the El Camino Super Sport. The massive, bold hood decal and tasteful side striping are color-keyed to the body color you select. A large front air dam, matching sport mirrors and Rally wheels also help set the Royal Knight apart. (Shown in foreground on cover.)









Available Options.

A **Dual sport mirrors.** Both right- and left-hand mirrors match body color. Driver's side mirror is adjustable by remote control; dual remote control sport mirrors are also available.

B **Vinyl roof cover.** Available in seven different colors.

C **Cargo tie-downs.** Five special tie-downs recessed in the front and side panels of the cargo box.

D **Cargo box side rails.** Bright metal rails serve as cargo tiedowns.

E **Bumper rub strips.** Resilient black impact strips, front and rear.

F **Bumper guards.** Include vertical rub strips, front and rear.

G **Rally wheels.** For a sporty touch.

H **Sport wheel covers** (silver or gold) and Wire wheel covers available.

J **Air conditioning.** Four-Season system handles cooling, dehumidifying, heating, defrosting and defogging.

K **Stereo tape system.** Available when you order a Delco AM or AM/FM stereo radio.

L **Comfortilt steering wheel.** Wheel adjusts to six positions.

☐ **Power steering.** Power steering is available with 6-cylinder El Camino models, required with V8 engines.

☐ **Power windows and door lock system.** Separate controls at each door.

☐ **Cargo box tonneau cover.** Available in black or white fabric-backed waterproof vinyl.

☐ **Choice of 14 exterior colors.**

A word about components, optional equipment, assembly and availability of these Chevrolets.

These Chevys 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 these products with different components or differently sourced components than initially scheduled. All such components have been approved for use in these products.

With respect to factory-installed 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 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 optional equipment you ordered or, if there are changes, that they are acceptable to you.

The Chevy El Camino described in this brochure is assembled at facilities of General Motors Corporation operated by GM Assembly Division. This vehicle is also available from GMC dealers under the name GMC Caballero.

CHEVY TRUCKS