

CHEVY BLAZER



'77 CHEVY TRUCKS. BUILT TO STAY TOUGH.

FOUR-WHEEL-DRIVE BLAZER. TOUGH ENOUGH TO TAKE YOU ALMOST ANYWHERE.



Minimum exposure of running gear—Transmission, transfer case and drive shafts extend only slightly below body for clean appearance.

4X4 transfer case—Bolted directly to the transmission to eliminate a propeller shaft and permit a lower body height.

Multi-leaf springs—Used front and rear on 4-wheel-drive models to give steady, firm support, empty or loaded.

4X4 interaxle differential—Compensates for speed variations between front and rear axles, while constantly providing driving forces to both.

Front stabilizer bar—Standard on 4-wheel-drive Blazers.

Complete brake system is computer-matched to Blazer's GVW rating.

Wire-wrapped brake lines—Exposed sections are steel-wrapped for protection against stones and gravel.



Blazer with newly available Exterior Decor Package. Includes two-tone exterior color scheme and hood painted the secondary color, color-keyed hood stripes and special stand-up hood emblems. Available only on Blazers with white tops.

Chevy's full-time 4WD. What it does for you. How it works.

Blazer's full-time 4-wheel-drive system takes a lot of the guesswork out of 4-wheeling. A special interaxle differential allows the system to remain in 4-wheel drive both on and off the road. This versatility gives you traction for off-road going, plus good tracking under varying road conditions. And going from paved to unpaved surfaces, all you have to move is the steering wheel. Full-time 4-wheel drive is standard on all K-model Blazers with available Turbo Hydra-matic transmission.

Eliminates the need for front free-wheeling hubs.

No more shifting into or out of 4-wheel drive. No more getting out to lock and unlock front free-wheeling hubs when moving on or off the highway. All 4-wheel-drive controls are located inside the cab for your convenience.

Interaxle differential compensates for speed variations between front and rear axles.

The difference between conventional 4-wheel drive and our available full-time system is the interaxle differential built into the transfer case. This device compensates for variations in

speed between the front and rear axles while constantly delivering power to both. For off-road or low-traction operation, the interaxle differential can be bypassed to lock both axles rigidly together, simply by moving the transfer case shift lever to the high- or low-lock position. While the lever is in either of these positions, a dash-mounted warning light remains on. For normal operation, the transfer case can remain in "high" whether Blazer is on or off the road.



Here are the drive choices you have.

H Loc Interaxle differential is locked out, solidly connecting front and rear axles. Delivers equal torque to both axles in direct drive. Used only on low-traction surfaces which allow wheel slippage. Dash-mounted warning light is on.

H Interaxle differential is operating, providing power to both axles in direct drive. Prevents torque windup which occurs when axles are solidly connected. Used for all normal driving on high- or low-traction surfaces.

N Transfer case is disengaged from front and rear axles; vehicle is stationary. Used for power takeoff operation.



L Interaxle differential is operating, providing power to both axles at 2.0:1 gear reduction. Prevents torque windup which occurs when the axles are solidly connected. Used for driving when maximum power is required.

L Loc Interaxle differential is locked out, solidly connecting front and rear axles. Delivers equal torque to both axles at 2.0:1 gear reduction. Used only on extremely low-traction surfaces.

Two-wheel drive available.

Massive Girder Beam independent front suspension and 2-stage rear leaf springs give the 2-wheel-drive Blazer a comfortable ride, good load-carrying ability.

Conventional 4WD with manual transmissions.

Chevrolet's conventional system is standard on 4-wheel-drive Blazers when equipped with 3-speed or 4-speed manual transmissions. A 2-speed transfer case provides 4-wheel drive with a high and low range, 2-wheel drive and a power takeoff opening.

Low entry height, high ground clearance.

With the transfer case mounted directly to the transmission, Blazer 4-wheel drive's entry height is only 20.6 inches. Yet despite its low silhouette and low center of gravity, Blazer has 7.0 inches of ground clearance.

BUILT TOUGH FROM THE INSIDE OUT.



Tough and roomy. From front seat backs to tailgate, Blazer measures 76 $\frac{1}{2}$ ". Total cargo space: 31.8 sq. ft. And even with the available second seat in place, there's still over 14 sq. ft. Cargo area height: 42 $\frac{1}{2}$ ".

250 Six



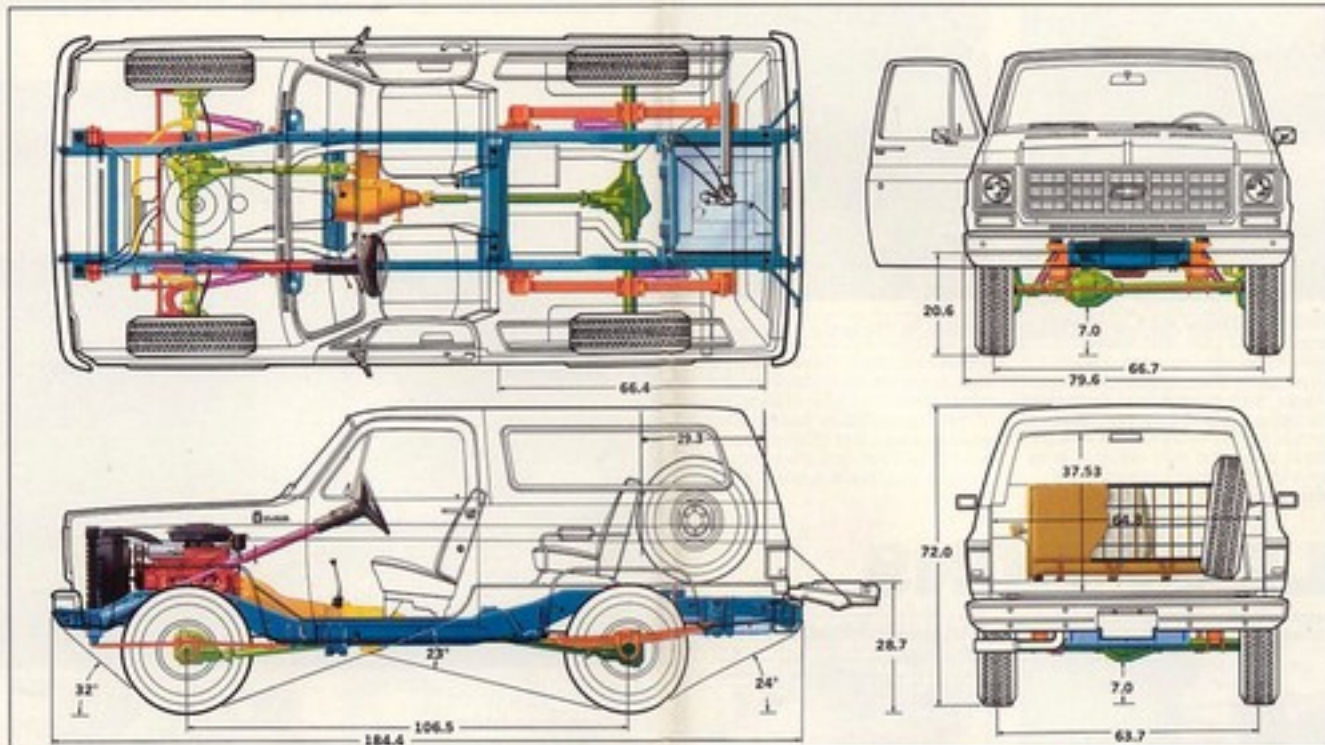
The standard engine on 2- and 4-wheel-drive Blazers is Chevy's 250-cubic-inch Six (350-4 V8 required in California).

Features include precision-molded block and head castings, free-breathing valve-in-head design, hydraulic valve lifters and precision-balanced crankshafts. This engine performs equally well on leaded and unleaded fuel.

Available V8s.



Chevy's 305 2-barrel is available on all Blazers (350 4-barrel specified in California). Like all Chevy V8s, it has short-stroke design, full-jacket cylinder cooling. For increased torque and horsepower the 350-4 V8 is available on all models and a powerful 400-4 V8 is available on 4-wheel-drive models.



ENGINE SPECIFICATIONS	*250 1-bbl. 6	*305 2-bbl. V8	350 4-bbl. V8	400 4-bbl. V8
DISPLACEMENT (cu. in.)	250	305	350	400
BORE & STROKE (in.)	3.875 x 3.53	3.74 x 3.48	4.0 x 3.48	4.125 x 3.75
COMPRESSION RATIO	8.5 to 1	8.5 to 1	8.5 to 1	8.5 to 1
SAE NET HORSEPOWER @ rpm	100 @ 3600	140 @ 2800	165 @ 2800	175 @ 3600
SAE NET TORQUE (lb.-ft.) @ rpm	175 @ 1800	235 @ 2000	235 @ 2800	290 @ 2800

*NOT AVAILABLE IN CALIFORNIA.

High Energy Ignition

Standard with both Six and V8 engines, our High Energy Ignition delivers up to an 85% hotter spark than conventional systems. It helps provide quick starting and all-weather protection from moisture, dirt and road splash. Solid-state design eliminates points and ignition condenser, extends the time between recommended tune-ups.

Choice of transmissions.

Match the Blazer engine you select with one of three available transmissions: a 3-speed fully synchronized unit (not available with 400 4-barrel V8); a 4-speed unit with floor-mounted shifter (not available with 400 4-barrel V8); or 3-speed Turbo Hydra-matic.

Quick turn angle.

A 35-degree turn angle on the front axles gives 4WD Blazer a turning diameter of only 37.1 ft., curb-to-curb, for easy maneuvering in almost any situation.

Tough Blazer frame.

Drop-center design allows for lower body height, makes getting in and out easy. Deep-section all-steel channel side rails are strong and durable to withstand the demands of off-road driving.



Corrosion protection in critical areas.

The inside surfaces of front fender inner and outer panels are sprayed with anti-corrosion primer before welding and final priming. The radiator support lower reinforcement is made of zinc iron alloy steel. The outer surface of the support is sprayed with anti-corrosion primer before final priming. Primer is baked on the inner surface of the windshield frame and plenum panel assembly and on inner surfaces of front door outer panels before forming and final priming. Next the entire Blazer steel body, doors and tailgate are totally immersed in electrically charged primer—drawing paint into hidden seams and crevices for added corrosion protection. After the finish paint is applied and baked on, aluminum wax preservative is sprayed inside the plenum chamber, the door rocker panels and the lower portion of the doors.

Double-walled body and sheet metal.

Blazer's hood, front fenders and tailgate are fabricated from two single sheets of steel, welded together to form a rigid double wall. Double-wall construction is also used in Blazer's doors, windshield pillars, half roof, front cowl and rear side panels.



Steel front half top, removable rear top.

All Blazers have a steel front half top and full doors. Corrosion-resistant one-piece door openings help provide strength and tight door sealing. A removable fiberglass-reinforced plastic top encloses the rear seating or cargo area. In lieu of the plastic top, a convertible top is also available. See page 6 for details.

BLAZER INTERIORS



Available Cheyenne interior.

Front bucket seats are leather-grained Custom vinyl in a selection of four colors. Custom cloth upholstery in buckskin and blue also available. The console between the seats, gauge-type

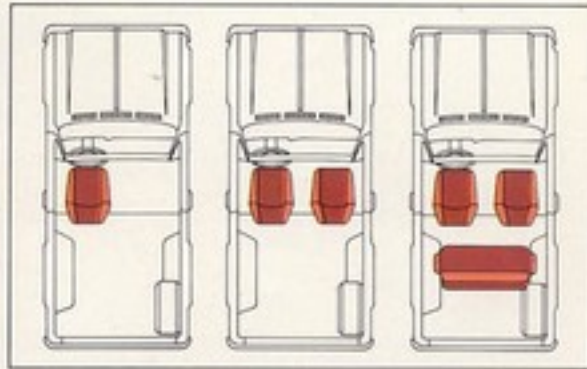
instrumentation with simulated wood-grain trim and added insulation are included with Cheyenne. This interior also comes with color-keyed carpeting, including rear floor when rear bench seat is ordered and special front door and rear sidewall trim panels with bright accents and simulated wood-grain trim.



Custom Deluxe interior.

Foam-cushioned driver's bucket seat is trimmed in plaid-pattern vinyl, choice of four colors; matching auxiliary front bucket seat and rear bench seat are available. Also included with this interior are one-piece molded

door trim panels, foam-cushioned instrument panel pad, padded sunshades, rubber floor covering, and driver combination lap-shoulder belt. The Custom vinyl trim described at left, including auxiliary front bucket seat and center console, is available for Custom Deluxe Blazers.



Seating for up to five.

All Blazers have the driver's bucket seat standard. An auxiliary front bucket seat is available for Custom Deluxe, standard with

Cheyenne trim package and with Custom vinyl trim package on Custom Deluxe. A full-width rear bench seat is available for both models.

PENDERS AUTO'S

Showroom BERGWEG NOORD 38

BERGSCHEHOEK

TELEFOON 01892-4536

AVAILABLE OPTIONS.



BLAZER CHALET The Blazer you can live in.

Blazer Chalet combines the toughness of a four-wheel-drive Chevy Blazer with the advantages of a self-contained camper unit. The camper has a fiberglass-reinforced plastic body over a steel frame and is mounted permanently on the Blazer. Camper top pops up when parked for more than six feet of head room.

Weight-distributing hitch platform.



Trailer weight-distributing hitch platform is required for trailers over 2,000 lbs. Distributes load evenly for less strain. Installs without welding.



Blazer convertible top is available in white, black, blue or buckskin vinyl-coated fabric. Besides up and down, the top can be set in the "Safari" position: roof up, sides open.

Fuel tank shield plates.



Available steel shielding helps protect fuel tank during operation over rough terrain or unusual road surfaces. Includes transfer case protection for 4-wheel-drive models.



A wide range of accessories and special equipment, like the low-profile fiberglass hood and roof rack on the Blazer shown above, is available from many Chevy dealers and from various independent suppliers.

Comfortilt steering wheel.

Adjusts to six different positions for almost everybody's driving comfort. Provides easy entry, easy exit. Available with 4-speed or automatic transmission.

Air conditioning.

All Weather air conditioning heats or cools and dehumidifies air for inside comfort. Increased-capacity engine cooling and 61-amp Delcotron generator are included.



Blazer with full-time 4-wheel drive and snowplow.

Sliding side window glass.



For added ventilation, sliding side windows are available in the removable plastic top. Adjustable outboard ventipane sections control incoming air flow.

More available options.
New Exterior Decor Package New inside hood lock release AM or AM/FM push-button radio New rear radio speaker Deluxe front and rear chrome bumpers with impact strips Soft-Ray tinted glass (except half-top side windows) Simulated wood-grained exterior trim Special two-tone paint New styled steel wheels New bright metal wheel covers Speed and cruise control New intermittent windshield wipers Rally wheels Locking differential rear axle Luggage carrier Rear window air deflector 61-amp Delcotron generator Heavy-duty radiator Towing device Special tires Custom steering wheel Tachometer Swing-away spare tire carrier.

SPECIFICATIONS

STANDARD COLORS

SERIES	C10—2-WHEEL DRIVE		K10—4-WHEEL DRIVE		
	GVWR Range (lb)	6050		6200	
Availability	Standard	Available	Standard	Available	
Engine	250-1*	305-2*, 350-4	250-1*	305-2*, 350-4, 400-4	
Clutch Dia. (in)	11	11	11	11	
Front Suspension	Type/Spring	Independent Coil Springs		Hypoid Driving Axle—Leaf Springs	
	Capacity (lb)	3250		3600	
	Spring Capacity (lb)	1625 ea.	—	1650 ea.	2250 ea.
	Shock Absorbers	1" dia.	1.38" dia.	1" dia.	32 mm dia. @
	Stabilizer Bar	—	1.06" dia.	1.25" dia.	—
Rear Suspension	Axle Type	Semi-Floating		Semi-Floating	
	Capacity (lb)	3750		3750	
	Ratios	4.11	3.07, 3.73, 4.11	3.73	2.76, 3.07, 3.73, 4.11
	Springs—Type	Two-Stage Multi-Leaf		Two-Stage Multi-Leaf	
	Spring Capacity (lb)	1700 ea.	—	1700 ea.	—
	Shock Absorbers	1" dia.	1.38" dia.	1" dia.	32 mm dia. @
Brakes	Disc/Drum	Power	—	Power	—
Electrical	Battery (watts)	2500	3200, 3500, 4000	2500	3200, 3500, 4000
	Generator (amp)	37	61	37	61
Fuel Tank	Nominal Cap. (gal)	25	31	25	31
Steering	Type	Manual	Power	Manual	Power
Transmission	Manual	3-Speed	4-Speed	3-Speed	4-Speed
	Automatic	—	Turbo Hydra-matic	—	Turbo Hydra-matic
Transfer Case		—	—	Conventional	Full Time
Tire Size, Tubeless		H78-15B		H78-15B	
		Larger size tubeless and tube-type tires available			

*Not available in California. Tire load range—B(4PR). In California, see your Chevy dealer for engine availability.

@Only available with RPO F60 Heavy Duty Springs.

†GCWR in Pounds by Axle Ratio	8000	8500	9000	9500	10,500
Tires, Front & Rear	C-K10 H78-15B				
Transmission	C-K10 Turbo Hydra-matic (all engines) or 4-Speed (350 V8 only)				
Engine: 350-4 V8	C-K10	3.07		3.73	4.11*
400-4 V8	K10		3.07		3.73
GCWR Shown on Trailering Special Nameplate	8000				10,000

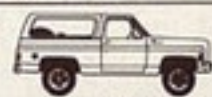
*Not available on K models.

†GCWR: Gross combined weight rating of vehicle, trailer, cargo and occupants

	DIMENSIONS (inches)		
	2-Wheel drive	4-Wheel drive	2-Wheel & 4-Wheel drive
Wheelbase	106.50		Overall Length 184.50
Front Overhang	33.50		Overall Width 79.50
Rear Overhang	44.50		Box Length—Floor 76.50
Front Tread	64.8	66.7	Box Length—Upper 66.25
Rear Tread	63.4	63.7	Box Width—Floor 72
Ground Clearance	7.0		— Tailgate Opening 65
Height	69.8	72.0	— Between Wheelhousings 50
			Box Depth 19.25

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MANY VEHICLES IN THIS CATALOG ARE SHOWN WITH AVAILABLE FACTORY-INSTALLED OPTIONS, DEALER ACCESSORIES AND SPECIAL EQUIPMENT FROM VARIOUS INDEPENDENT SUPPLIERS:



Frost White



Mariner Blue



Buckskin



Mahogany



Hawaiian Blue



Santa Fe Tan



Red Metallic



Lite Blue



Colonial Yellow



Cardinal Red



Midnight Black



Saratoga Silver



Seamist Green



Russet Metallic



Cordova Brown