

'79 BLAZER



CHEVY TRUCKS

BUILT TO STAY TOUGH

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Superhighways, back roads, washboard roads, no roads at all. The 4-wheel-drive Blazer has earned a solid reputation for toughness in some of the most rugged country America has to offer.

On-road, off-road, Blazer's the way to go.

Blazer's reputation for toughness hasn't gone unnoticed. In fact, you see a lot of other 4-wheelers looking and talking like Blazer. But that's not surprising. After all, Blazer introduced a lot of new concepts to the world of four-wheeling.

Available full-time 4WD.

What it is and how it works. The full-time 4WD system that comes on K Series Blazers ordered with available automatic transmission means what it says—4-wheel drive both on

road and off. No shifting into 4WD. No getting out to lock or unlock hubs. The key to Blazer's system is the interaxle differential built into the transfer case. It delivers power to both the front and rear axles and, at the same time, compensates for variations in the speeds of the axles. When the going gets tough, the interaxle differential can be bypassed so that both axles are locked together.



Full-time 4WD choices:

H and L—The interaxle differential provides power to both axles. H is used for all normal driving on high- or low-traction surfaces. L is used when maximum power is required. **H Loc and L Loc**—Both axles are engaged and locked. H Loc has a 1:1 gear ratio and is used *only* on low-traction surfaces which allow wheel slippage. L Loc has a 2:1 gear ratio and is used *only* on extremely low-traction surfaces.

Conventional 4WD. It's standard on 4WD Blazers when 3-speed or 4-speed manual transmission is ordered. Includes free-wheeling hubs. **2WD also available.** If you're looking for a comfortable ride and good load-carrying ability, consider the tough 2WD Blazer with Massive Girder Beam independent front suspension and 2-stage rear leaf springs.



4WD Blazer has a low entry height of just 21.6 inches, yet ground clearance is a full 7 inches. This is possible because the transfer case is mounted directly to the transmission.

Blazer Convertible.



Blazer convertible features a soft vinyl-coated fabric convertible top that fully encloses the rear compartment. You roll it down leaving the rear compartment completely open, or set in Safari position with side curtains rolled up.

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.

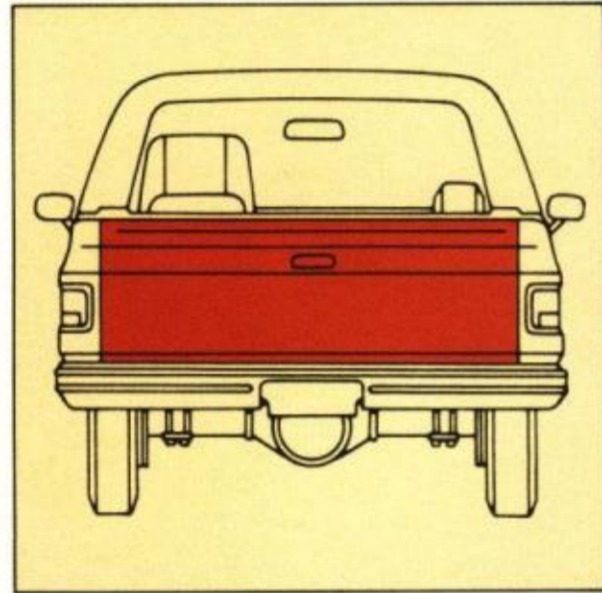


Blazer Cheyenne also shown on cover.

Many vehicles in this catalog are shown with available factory-installed options, dealer accessories and specialized equipment from various independent suppliers.

Blazer Power and Toughness. Blazers are built tough with double-wall construction in the steel half-roof, windshield pillars, cowl, hood, front fenders, tailgate and rear side panels. Underneath, Blazer is a study in rugged yet simple engineering efficiency. 4WD front suspension includes leaf springs, stabilizer bar and two shock absorbers. They work together to align front axle and frame. The steering tie-rod and damper are mounted out of the way. *No additional suspension equipment is required on Blazer for off-road use.*

Extensive anti-corrosion program. The 1979 get-tough, six-point program has one aim—to help keep your Chevy truck looking good. Here are the basic elements: 1. *Greater use of corrosion-resistant steels.* For 1979, more Zincrometal[®], more galvanized steel, more zinc alloy steel, more zinc-plated parts are used than last year. 2. *Zinc-rich anti-corrosion primers.* These are hand-sprayed on critical areas before final priming. 3. *Final priming.* The



entire body is either sprayed or dipped. 4. *Finish painting.* That beautiful finish is tough, baked-on acrylic enamel. 5. *Aluminized wax preservative.* It's applied to critical lower body inner surfaces to help resist corrosion from road salt. 6. *Extensive weatherproofing.* Includes the liberal use of weather stripping, sealing compounds and rubber gaskets, and a flush-and-dry system for double-walled areas.

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.

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.

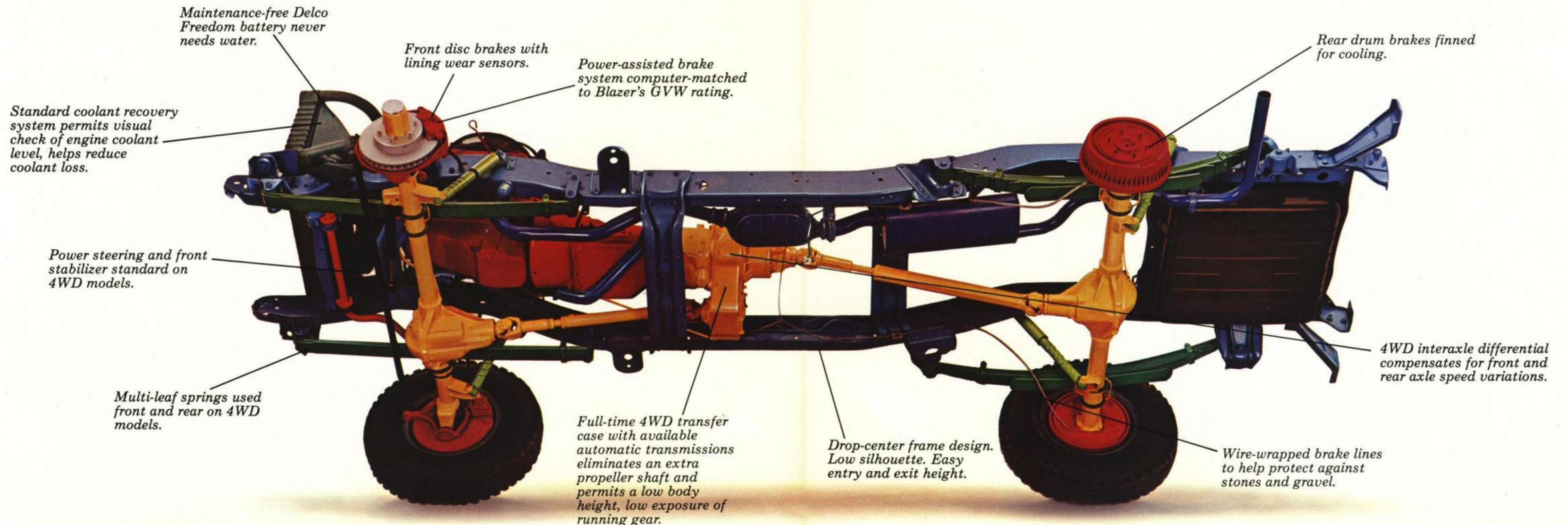
Wide choice of available engines. Standard engine on Blazer 2WD and 4WD models is the rugged, proven 4.1 Litre (250 Cu. In.) Six (not available in California). A 5.0 Litre (305 Cu. In.) V8 is available (not available in California). It has a short-stroke design and full-jacket cylinder cooling. As if that weren't enough, Blazer offers additional torque and horsepower through two more available V8s, a 5.7 Litre (350 Cu. In.) V8, for all models, and a 6.6 Litre (400 Cu. In.) V8 for 4WD models only.

The right is reserved to make changes at any time, without notice, in prices, colors, materials, equipment, specifications and models, and to discontinue models. Check with your Chevrolet dealer for complete information. Chevrolet Motor Division of General Motors Corporation, Detroit, Mich. 48202.

Wide choice of transmissions and rear-axle ratios. The standard 3-speed fully synchronized unit and available 4-speed unit can be teamed with all engines except the 6.6 Litre V8. Automatic transmission with three speeds is available on all Blazers. Now choose the rear-axle ratio that's suited to your kind of driving. Standard ratio is 4.11. Or you may select available 3.73, 3.40, 3.07 or 2.76 rear-axle ratios.



Chevy Blazer with Prowler trailer.



Blazer Interiors. The basic Blazer comes with high-back front bucket seats and a removable fiberglass-reinforced plastic hardtop attached behind the steel half-roof. From there the choice is yours. And what a choice it is.

Custom Deluxe interior. Standard high-back front bucket seats are trimmed in handsome vinyl in a choice of blue or camel tan. Matching fold-up rear bench seat is available. All seats feature full-foam construction. Door trim panels and cushioned instrument panel are color-keyed. Also included are padded sunshades, rubber floor covering and combination lap-shoulder belts for front seats. Custom Vinyl trim in blue or camel tan also available. Includes color-keyed floor console and front carpeting.

Cheyenne interior. Available Cheyenne interior includes high-back front bucket seats in a choice of Custom Vinyl or Custom Cloth. You also have a choice of single- or Two-Tone interior color scheme. The Cheyenne interior also includes a front console, gage-type instrumentation, color-keyed carpeting, front door and rear sidewall trim panels, brushed bright metal trim and additional insulation. Matching rear fold-up bench seat is available.

Available Options. A wide range of factory-installed options is available to match our tough Chevy Blazer to your kind of action.

Performance. • Heavy-duty radiator and battery, engine oil cooler, 63-amp Delcotron generator—recommended for trailer towing • Cold Climate Package—super heater/defroster, engine block heater • 31-gallon fuel tank • Transfer case protection plate • Locking rear differential.

Comfort and convenience. • Comfortilt steering wheel • All Weather air conditioning • Soft-Ray tinted glass • Sliding side windows for fiberglass/plastic top • Larger outside mirrors • Instrument gage package • Power win-

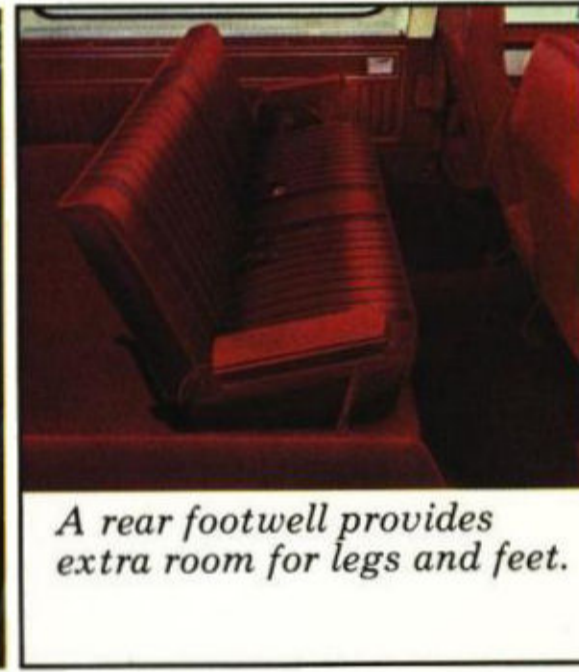
dows and door locks • Delco AM or AM/FM push-button radio • Rear radio speaker.

Appearance. • Exterior Decor Package • Bright moldings and door edge guards • Special Two-Tone paint • Simulated wood-grain exterior trim • Full wheel covers • Deluxe chrome bumpers with impact strips • Deluxe instrument panel • Custom steering wheel.

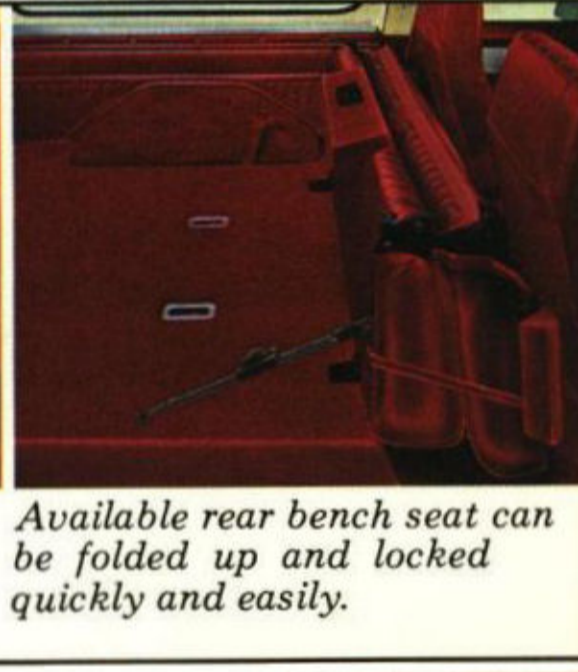
For special tire requirements and a complete list of available factory- and dealer-installed Blazer options, see your Chevrolet dealer.



Standard Custom Deluxe interior.



A rear footwell provides extra room for legs and feet.



Available rear bench seat can be folded up and locked quickly and easily.



Available power tailgate window. Can be raised and lowered from the driver's seat or operated by key at the tailgate.



A speed and cruise control, on Blazers equipped with available automatic transmission, lets you determine and hold constant speed.



Available power door locks let you lock or unlock Blazer doors from driver's seat.



Power assist lets you operate both Blazer side windows without twisting or leaning.



Available Cheyenne interior.



Comfortilt steering wheel adjusts to six different positions for driver's comfort.



Special Blazer hood striping is part of the available Exterior Decor Package.



Available swing-out spare tire carrier mounts on the tailgate, provides for more load space inside. Dealer-installed accessory.



Available Rally wheels (left) and styled wheels (right) add a touch of class to Blazer. Check your dealer for special tires you can order.



Your Chevy dealer can advise you on special available options to prepare your 4WD Blazer for snowplows and other specialized equipment available through independent suppliers.

Blazer Specifications.

Colors.

| SERIES | | C10—2-WHEEL DRIVE | | K10—4-WHEEL DRIVE | |
|----------------------|--|------------------------------|---|----------------------------------|--|
| GVWR (lb) | | 6050 | | 6200 | |
| Availability | | Standard | Available | Standard | Available |
| ENGINE | | 4.1L (250 CID)* ^b | 5.0L (305 CID)* ^c 5.7L (350 CID) ^c | 4.1L (250 CID)* ^b | 5.0L (305 CID)* ^c 5.7L (350 CID) ^c 6.6L (400 CID) ^b |
| Clutch Dia. (in.) | | 11 | ** | 11 | ** |
| Front Suspension | | Independent Coil Springs | | Hypoid Driving Axle—Leaf Springs | |
| 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. | 32 mm dia. | 1" dia. | 32 mm dia. @ |
| Stabilizer Bar | | — | 1.06" dia. | 1.25" dia. | — |
| Rear Suspension | | Semi-Floating | | Semi-Floating | |
| Axle Type | | Semi-Floating | | Semi-Floating | |
| Capacity (lb) | | 3750 | | 3750 | |
| Ratios | | 3.40 [■] | 3.07, 3.40, 3.73 | 4.11 [■] | 2.76, 3.07, 3.40, 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. | 32 mm dia. | 1" dia. | 32 mm dia. @ |
| Brakes | | Power | | Power | |
| Disc/Drum | | Power | | Power | |
| Electrical | | 2500 | | 2500 | |
| Battery (watts) | | 2500 | | 2500 | |
| Generator (amp) | | 37 | | 37 | |
| Fuel Tank | | 25 | | 25 | |
| Nominal Cap. (gal) | | 25 | | 25 | |
| Steering | | Manual | | Power | |
| Type | | Manual | | Power | |
| Transmission | | 3-Speed | | 3-Speed | |
| Manual | | 3-Speed | | 3-Speed | |
| Automatic | | — | | Automatic | |
| Transfer Case | | — | | Conventional | |
| Full Time | | — | | 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). b Produced by GM-Chevrolet Motor Division at Flint, Michigan assembly plant. c Produced by GM-Chevrolet Motor Division at the Flint, Michigan, Tonawanda, New York and GM of Canada Engine plants. @Only available with RPO F60 Heavy-Duty Springs. **12" clutch included with 350-4, 400-4 V8 engines. ■ 3.07 standard in Calif.

| DIMENSIONS (inches) | | | |
|---------------------|---------------|---------------|------------------------|
| | 2-Wheel drive | 4-Wheel drive | 2-4 Wheel drive |
| Wheelbase | 106.5 | | Overall Length |
| Front Overhang | 33.4 | | Overall Width |
| Rear Overhang | 44.5 | | Box Length—Floor |
| Front Tread | 64.8 | 66.7 | Box Length—Upper |
| Rear Tread | 63.4 | 63.7 | Box Width—Floor |
| Ground Clearance | 7.4 | 7.0 | —Tailgate Opening |
| Height | 69.8 | 72.0 | —Between Wheelhousings |
| | | | Box Depth |

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 Blazer described in this brochure (Series C10 and K10) is assembled at facilities of General Motors Corporation operated by Chevrolet Motor Division or GM Assembly Division. This vehicle is also available from GMC dealers under the name GMC Jimmy (Series C1500 and K1500).



Frost White



Mystic Silver



Charcoal



Hawaiian Blue



Mariner Blue



Deep Blue



Shamrock Green (Met.)



Holly Green



Colonial Yellow



Santa Fe Tan



Light Camel



Dark Carmine Red



Cardinal Red



Cordova Brown



Midnight Black



BUILT TO STAY TOUGH