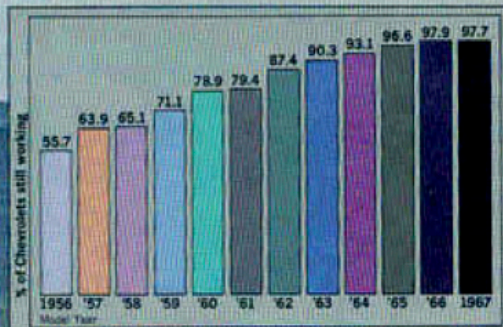


1972 CHEVROLET TRUCKS / Blazer



Proof Chevy trucks last longer. Over 55% of Chevrolet's 1956 model trucks are still in use. No other make has even half, based on latest R. L. Polk figures.



CHEVROLET Totally tougher to last longer.

Chevy Blazer: best all-around sports vehicle on the road ... or off.

Chevy Blazer is the best way to get where you're going.

Not just over an old logging road and through two streams to get back where the big fish are.

But to the office, grocery shopping, the dentist and anywhere else you need to go.

Because that's Blazer. All the comfort and driving ease of the kind of family car your wife likes. And all the toughness and utility of the kind of pickup truck you could use.

And all of the fun that you can only get with a machine that can take you just about anywhere you'd like to go.

A vehicle that makes you just as comfortable on asphalt streets and concrete turnpikes as it does on sandy deserts and mountain trails. And makes it feel just as easy to the driver.





Makes trailer towing look easy.

You'll really appreciate Blazer's big-truck parentage when you start hauling a heavy load at interstate speeds.

Blazer's power and its truck components give it the sort of toughened steel strength you can't find in a passenger car.

And exactly the sort of strength you need when you decide to get off the highway and find your own road.

Blazer can tow through country that a lot of cars can't get through without a trailer.

Which is especially nice if you'd like to camp out in the woods.

More room, more power, more everything.

You'll notice the room as soon as you get inside a Blazer.

It's as wide as a regular Chevy pickup so you get full width inside. Full width for people. Full width for cargo. And full width for a wide, stable track underneath you.

The power shows up when you turn the key and put Blazer in gear.

No vehicle like it offers a bigger six than Blazer's standard engine.

And Blazer makes available two rugged V8 powerplants: the 307 and the 350-V8.

Features? You could spend a weekend counting them all. Like available two-wheel or four-wheel drive.



They both come with standard front disc brakes. And finned rear drums. And power assist. Built-in fender liners that help fight rust and wear. More double-wall body construction where it counts. Standard side door glass.

Plus a lot more.



Front disc brakes. Standard.

Power is standard. With disc brakes up front. For long brake life, even in the toughest kind of driving. On road or off.

More fade resistance because disc brakes run cooler under the repeated-use conditions of rugged terrain.

Improved recovery from the effects of water, salt and slush because of the spin-away action of the rotating brake discs.

And improved vehicle handling because a special 3-way valve balances the entire system, proportions front and rear braking pressures, and warns of pressure loss in either half of the dual brake system.

Both front and rear brakes are self-adjusting. And the rear brake drums are finned for better cooling.

Blazer 4-wheel drive: wide-stance stability.

One feature that gives the 4-wheel-drive Blazer its ability to make better time up and around the hills is its wide-stance suspension.

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

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

And, to go with it, standard double-acting shocks.

Combined to give a comfortable, easy-handling ride. Balanced for both on- and off-the-road use.



Blazer 2-wheel drive.

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

Front wheels operate independently. Road shock is stopped at the source.

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

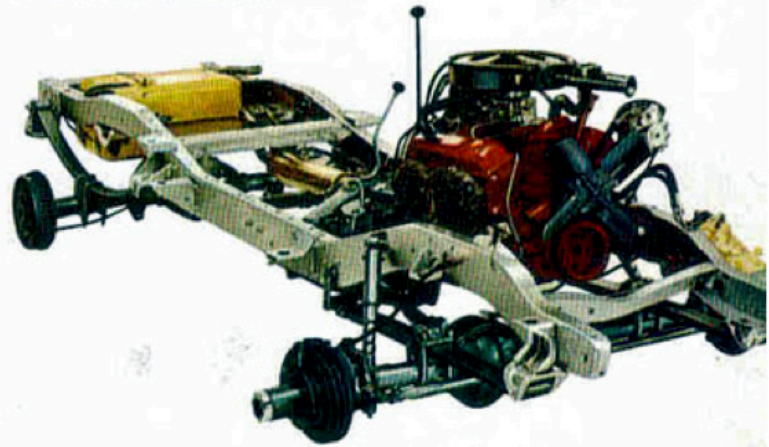
With double-acting shock absorbers included as standard equipment, front and rear.

Chevy's proved power train components.

Both front and rear axles on the 4-wheel-drive Blazer have hypoid gearing for extra quietness, strength.

Front axle has a 40-degree turn angle—a turning circle of just 36.66 ft. from curb to curb. Rear axle shafts are semi-floating type. Drive shafts are dynamically balanced heavy-wall steel. Shaft splines are fine-grain alloy steel, phosphate coated to lessen friction. And the universal joints are permanently sealed, eliminating periodic lubrication.

The standard 2-speed transfer case offers high or low range in 4-wheel drive. Engine power can be used to run a wide variety of special equipment through the power takeoff on the transfer case.



No wider selection of engines and transmissions available.

The standard six-cylinder engine is the 250-cu.-in. six. With twelve-counterweight crankshaft. Contoured camshaft. Full-length water jackets.

Standard V8 is the 307-cu.-in. engine. You can order the 350 V8. Both have special coatings on the heads and valve faces to retard deposits.

And all Blazer engines are designed to operate efficiently, with lower exhaust pollutants, on no-lead, low-lead or regular fuel.

The standard transmission is the synchromesh 3-speed manual with steering column-mounted shift lever. You can also order the 4-speed manual with floor-mounted shift lever or, best of all, the fully automatic 3-speed Turbo Hydra-matic.

Options? Take a look!

When it comes to options, nobody has more to show you than your Chevy dealer. There

are extra-cost Blazer options available for every sort of use; just pick them out:

CST Package

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



Standard Interior

Full-foam cushion, vinyl trim bucket seat. Embossed rubber front floor mat. Left-hand padded sunshade. Left- and right-hand armrests. Water-proofed instrument cluster and ignition switch. Dual fixed-arm exterior rearview mirrors.



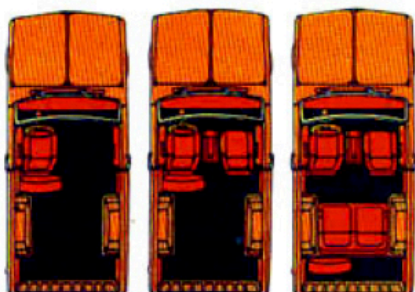
Power Steering.

Especially handy in rough country, Blazer's available power steering dampens road shock at the wheel for handling comfort.

And the integral-type unit reduces driver effort significantly. Makes soft sand or mud easier to steer through.

Seating.

Order only the seats you need. There's a passenger seat available with sunshade. Or deluxe driver and passenger buckets. Plus a 3-passenger bench-type rear seat with armrests. All thick full-depth foam padded.

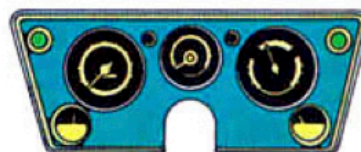


Air Conditioning.

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

Instruments.

Needle-type gauges for oil pressure, temperature and ammeter. Or all of those plus tachometer.



Heavy-duty assists.

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

Still more.

Soft-Ray tinted glass. Chrome bumpers. Front towing hooks. Manual throttle control. Free-wheeling front hubs. AM or AM/FM radio. Speed and cruise control. Front stabilizer bar (for 2-wheel-drive models). Bright wheel covers. Custom molding. And a wide selection of on-off road, wide-base and flotation tires. And still others your dealer can show you.



Accessory soft top.

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

Hardtop available.

May be ordered in either black or white. Tough, reinforced plastic, finished with textured paint on the exterior. Includes side rear windows, liftgate and front and rear dome lamps. Top bolts on. Lifts off quickly. Completely weathertight. Built-in shoulder belt anchors.



STANDARD COLORS

Midnight Black



Crimson Red



Tangier Orange



Willow Green



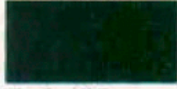
Frost White



Meadow Green



Glenwood Green



Wheatland Yellow



Hawaiian Blue



Mariner Blue



Firebolt Orange



Spruce Green (M.)



Grapefruit Yellow



Classic Bronze (M.)



Spanish Gold



1972 Blazer specifications



| Wheel-base | Length | Width | Height | |
|------------|--------|-------|-----------------|-----------------|
| | | | 2 W.D. | 4 W.D. |
| 104" | 180" | 79" | 67.0" *70.1" | 69.3" *72.1" |

*With Optional Hardtop

| ENGINE SPECIFICATIONS | 250 Six | 307 V8 | 350 V8 |
|---------------------------------|---------------|---------------|------------|
| Displacement (cu. in.) | 250 | 307 | 350 |
| Bore & Stroke (in.) | 3 1/8 x 3 1/2 | 3 1/8 x 3 3/4 | 4 x 3 1/2 |
| Compression Ratio | 8.5 to 1 | 8.5 to 1 | 8.5 to 1 |
| SAE Net Horsepower @ rpm | 110 @ 3800 | 135 @ 4000 | 175 @ 4000 |
| SAE Net Torque (lbs.-ft.) @ rpm | 185 @ 1600 | 230 @ 2400 | 290 @ 2400 |

All gasoline engines are modified to operate efficiently, and with lower exhaust pollutants, on no-lead, low-lead, or regular fuels.

| | 2 W.D. | 4 W.D. | | |
|------------------|---------|---------|----------------------------|---------|
| Max. GVW (lbs.) | 5300 | 5600 | Box Length—Floor | 75.2" |
| Front Overhang | 33 1/4" | | Box Length—Upper | 70" |
| Rear Overhang | 42 3/4" | | Box Width—Floor | 72" |
| Front Tread | C-62.7" | K-65.8" | Box Width—Tailgate Opening | 65" |
| Rear Tread | 62 1/2" | | Between Wheelhouses | 50" |
| Ground Clearance | 7.3" | | Box Depth | 19 1/4" |

| | 2-WHEEL-DRIVE | | 4-WHEEL-DRIVE | |
|-------------------------|----------------------------|-------------------------------------|----------------------------|-----------------------------------|
| | Standard | Available | Standard | Available |
| Front Suspension | Independent | | | |
| | Type | Tubular Driving—Ratio 3.73 or 3.07† | | |
| | —Cap. (lbs.) | 3100 | 3300 | |
| | Springs—Type | Coil | Tapered Leaf | |
| Rear Suspension | —Cap. (lbs.) | 1450 | 1500 | 1750 |
| | Shock Absorbers | Standard | H.D. | H.D. |
| | Axle—Type | Semi-Floating | | |
| | —Cap. (lbs.) | 3500‡ | 3500‡ | |
| Engines | —Ratios | 3.73 | 3.07, 3.73, 4.11 | 3.73, 3.07†, 3.73 |
| | Springs—Type | Coil | Two-Stage Tapered Leaf | |
| | —Cap. (lbs.) | 1450 | 2000 | 2000 |
| | Shock Absorbers | Standard | H.D. | Standard |
| Clutch | Engines | 250 Six* 307 V8** | 350 V8*** | 250 Six* 307 V8** 350 V8*** |
| | Dia. (in.) | 10* | | 10* |
| Transmissions | Area (sq. in.) | 100* | | 100* |
| | Dia. (in.) | 11** | 12† | 11** |
| | Area (sq. in.) | 124** | 150† | 124** |
| | 3-Speed Fully Synchronized | 4-Speed Turbo Hydra-matic | 3-Speed Fully Synchronized | 4-Speed Turbo Hydra-matic |
| Transfer Case | Type | Not Required | | Dana #20—2-Spd. |
| | Ratios | | | 2.03—1.00 |
| | PTO Provision | | | Standard |
| Brakes | Power | | | Power |
| | Front | Disc | | Disc |
| | Rear | Drum | | Drum |
| Frame | Section Modulus | 2.98 | | 2.70 |
| Steering | Manual | Power | Manual | Power |
| | | | 40° Turning Angle | |
| Fuel Tank | Nominal Cap. (gal.) | 21 | | |
| Wheels | Disc | 5-Stud | | 6-Stud |
| | —Rim Width (in.) | 6.0 | 5.0, 5.5 | 6.0 |
| Tires | Tubeless—Sizes | E78-15B | G78-15B | E78-15B |
| | | | H78-15B | H78-15B |
| | | | L78-15B | L78-15B |
| | | | | 10.00-16.5C |
| | Tube-Type—Sizes | | G78-15B | G78-15B |
| | | 6.50-16C | 6.50-16C | |
| | | 7.00-15C | 7.00-15C | |

†—Inc. with 350 V8. ‡—Inc. with Turbo Hydra-matic or 4-spd. Positraction differential. *—Standard on 6-cylinder models. **—Standard on V8 models. ***3-Speed not avail., 4-speed required. Tire Load Range—B (4PR), C (6PR).

Equipment shown in blue available at extra cost. †—Also available with

All illustrations and specifications contained in this literature are based on the latest product information available at the time of publication. The right is reserved to make changes at any time in prices, colors, materials, equipment, specifications and models, and also to discontinue models. CHEVROLET MOTOR DIVISION OF GENERAL MOTORS CORPORATION, DETROIT, MICHIGAN 48202. LITHO IN U.S.A.