

CHEVROLET



LUV Series 3

OWNER'S AND DRIVER'S MANUAL

IMPORTANT OPERATING, SAFETY AND MAINTENANCE INSTRUCTIONS

A WORD TO CHEVROLET OWNERS . . .

This manual has been prepared to acquaint you with the operation and maintenance of your Chevrolet LUV and to provide important safety information. It is supplemented by three convenient folders which provide additional information on vehicle maintenance, emission control, and warranties. We urge you to read these publications carefully and follow the recommendations to help assure the most enjoyable and trouble-free operation of your vehicle.

When it comes to service, remember that your Chevrolet dealer knows your vehicle best and is interested in your complete satisfaction. Return to him for Guardian Maintenance Service and any other assistance you may require.

To assist dealers in handling your needs, Chevrolet maintains a number of Zone Offices throughout the country. Should you have a problem that cannot be handled through normal channels, follow the procedure presented in Section 6 of this manual under the heading, "Owner Assistance".

We would like to take this opportunity to thank you for choosing a Chevrolet product—and assure you of our continuing interest in your motoring pleasure and satisfaction.

Chevrolet Motor Division

CHEVROLET LUV

Series 3

Owner's and Driver's Manual

Gasoline Models

The CHEVROLET LUV is manufactured by Isuzu Motors Limited in Tokyo, Japan, and marketed by Chevrolet Motor Division, General Motors Corporation, in the United States.

This manual should be considered a permanent part of the vehicle, and must remain with the vehicle at time of resale.

All information, illustrations and specifications contained in this manual are based on the latest product information available at the time of publication. The right is reserved to make changes at any time without notice.

Chevrolet Motor Division
General Motors Corporation
Detroit, Michigan 48202

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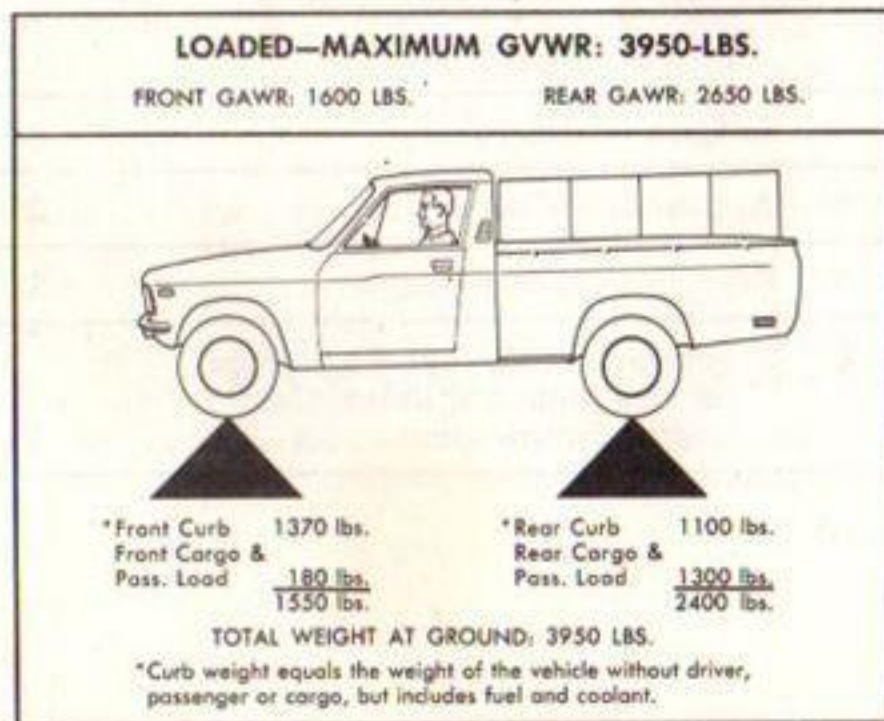
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IMPORTANT INFORMATION ON VEHICLE LOADING

OVERLOADING

SAFETY CAUTION: The components of your truck are designed to provide satisfactory service if the truck is not loaded in excess of either the gross vehicle weight rating, or the gross axle weight rating, specified on a permanent label which is attached to the rear face of the driver's door.

Shown below is a typical example of a Truck in a loaded condition. Note that the axle or GVWR capabilities are not exceeded.



Overloading can create serious potential safety hazards and can also shorten the service life of your truck. Your local Chevrolet Truck dealer can advise you concerning proper loading conditions of your truck. The use of selected heavier suspension components for added durability purposes does not increase the weight rating stamped on the GVWR label.

MAXIMUM FRONT AND REAR AXLE WEIGHTS

The weight of the payload must be properly distributed over both the front and rear axles, although not necessarily evenly. The label shows the maximum weight that the front axle can carry and the maximum weight that the rear axle can carry. Note that the sum of these is greater than the GVWR, so that it is not proper to load both axles, at the same time, to the maximum capacity shown for each. The GVWR rating represents the weight that the complete vehicle is designed to carry, taking into consideration the engine, transmission, frame, spring, and tire capabilities. Actual front and rear end weights at the ground can only be determined by weighing the vehicle. This can be accomplished through highway weigh stations or other such commercial facilities. For assistance in this regard, consult your local Chevrolet dealer. Care should also be exercised to see that the payload is distributed on both sides of the centerline of the truck as equally as possible.

EFFECT ON WARRANTY

Your Chevrolet Truck New Vehicle Warranty does not apply to any part of your truck "which has been subject to misuse." Any part which fails because of overloading has been subject to misuse within the meaning of this provision of the warranty.

GVWR (Gross Vehicle Weight Rating)

The label attached to the rear face of the driver's door shows the gross vehicle weight rating (GVWR).

"Gross Vehicle Weight Rating" means the maximum load carrying capacity of the truck as initially manufactured, including the truck itself, all items added to the truck after it has left the factory such as bodies, winches, booms, etc., the driver and all occupants, and everything that is loaded into (or onto) the truck.

GAWR (Gross Axle Weight Rating)

"Gross Axle Weight Rating" means the maximum weight that the axle can carry.

TIRES

It is important that the tires on your truck be of the proper size, and be properly inflated, for the load which you are carrying. It is important to avoid over-inflation as well as under-inflation. The "Tire Inflation Table" in the Service and Maintenance section of this manual provides inflation pressure information.

MANUFACTURED BY
ISUZU MOTORS LIMITED

MONTH AND YEAR
OF MANUFACTURE
G. V. W. R. 3950 LBS.
G. A. W. R. FRONT 1600 LBS.
REAR 2650 LBS.

THIS VEHICLE CONFORMS TO
ALL APPLICABLE FEDERAL
MOTOR VEHICLE SAFETY
STANDARDS IN EFFECT ON
THE DATE OF MANUFACTURE
SHOWN ABOVE.

VEHICLE IDENTIFICATION NO.

CLN1438200001

TYPE TRUCK

MANUFACTURED BY
ISUZU MOTORS LIMITED

INC VEH MFD
G. V. W. R. 3950 LBS.
G. A. W. R. FRONT 1600 LBS.
REAR 2650 LBS.

THIS VEHICLE CONFORMS TO
ALL APPLICABLE FEDERAL
MOTOR VEHICLE SAFETY
STANDARDS IN EFFECT IN

VEHICLE IDENTIFICATION NO.

CLN1438200001

TYPE TRUCK

CAUTION: When using your vehicle to transport luggage or other cargo, it is recommended that the articles be secured in place. This precaution will help prevent such items from becoming projectiles in the event of an accident.

BEFORE DRIVING YOUR TRUCK

DRIVER CHECKLIST

BEFORE ENTERING VEHICLE

1. See that windows, mirrors and lights are clean.
2. Visually note inflation condition of tires.
3. Check that area to rear is clear if about to back up.

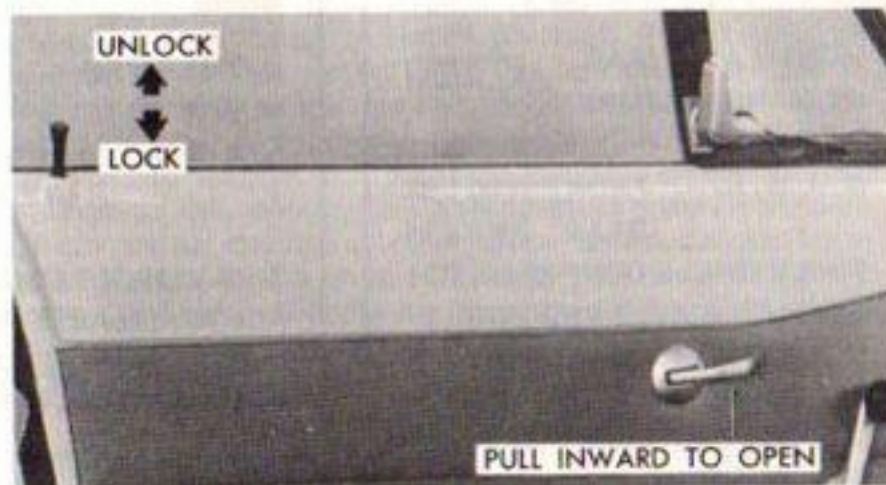
BEFORE DRIVING OFF

1. Lock all doors.
2. Position seat.
3. Adjust inside and outside mirrors.
4. Fasten seat belts.
5. Check that warning bulbs light when key is turned to start position.
6. Release parking brake.
7. Be sure you understand your vehicle and how to operate it safely.

KEYS

The code number of each key is stamped on the key. Record the key numbers and keep the numbers in a safe place such as your wallet, **NOT IN THE VEHICLE.**

In the event the original keys are lost, duplicates can be made by your dealer or a locksmith using the key code information.



DOOR LOCKS . . . Doors may be locked from outside the vehicle by inserting the ignition key into the door key lock and turning. To unlock, turn in

the counterclockwise direction for the left door; clockwise for the right door. Reverse direction to lock. To lock doors from inside the vehicle, push lock button down.

The doors can also be locked from outside without using the ignition key by depressing the lock button and closing the door with the door outside handle pulled.

To open the door from inside, lift the lock button and pull the inside handle.

As a standard safety feature, the doors have overriding door locks. When the lock is locked, the door latch mechanism is inoperative, preventing inadvertent opening of the door by movement of the inside handle.

REMINDER: Always lock the doors when driving, for greater security in the event of an accident, to help keep children from opening door, and for greater security against entry by unwelcome persons while momentarily stopped.

SEATS . . . The entire seat assembly can be moved forward or rearward for the most comfortable position. Push sideways on the lever, located at the front left end of the seat, to release the seat adjuster lock so the seat assembly can be moved forward or rearward as desired.

Keep seat belts and buckles clear of mechanism when tilting folding seats forward or backwards, to prevent damage to these belt restraints.

CAUTION: Do not adjust a manually operated driver's seat while the vehicle is moving — the seat could move unexpectedly, causing loss of control of the vehicle.



INSIDE REARVIEW MIRROR

To raise or lower mirror to achieve desired field of view, grasp mirror and exert sufficient pressure by pushing or pulling up, down or sideways.

OCCUPANT RESTRAINT BELTS

Your Chevrolet LUV is equipped with a seat belt system which features one buckle for lap and shoulder belt. For information on how to use the system in your vehicle please consult the material under the proper heading on the following pages.

LAP BELTS—WITHOUT RETRACTORS

- Adjust seat to satisfaction of driver and sit erect and well back in seat.

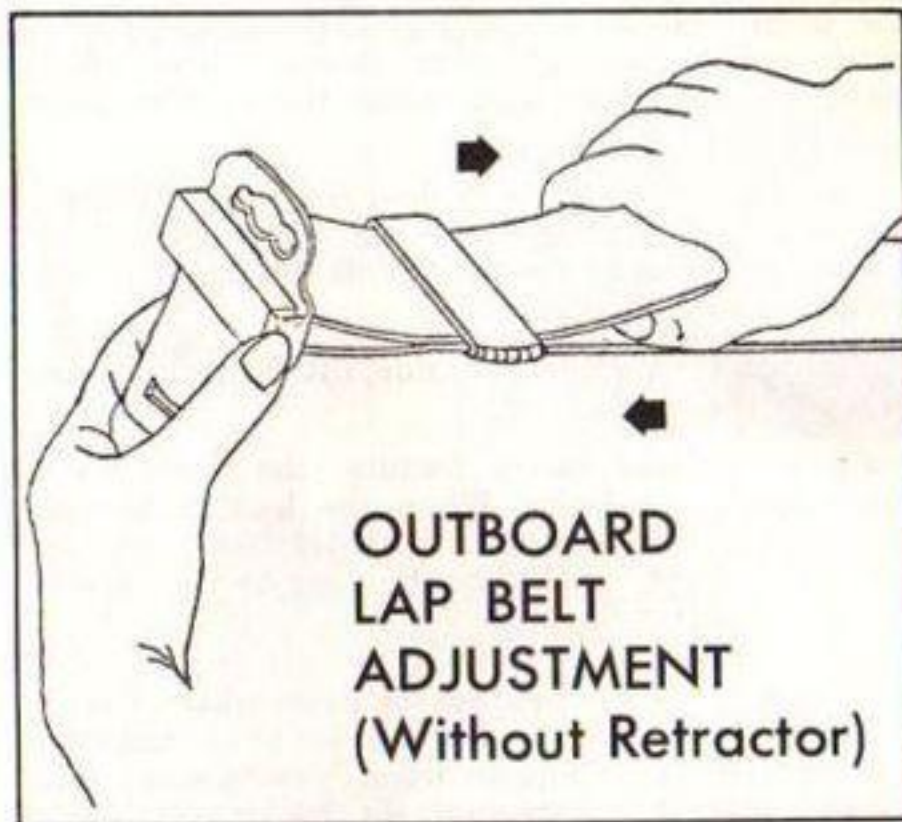
- Grasp the buckle end and the flat metal "eye" end of your individual lap belt and insert the metal tab into the open end of the buckle until a snap is heard.
- Make sure connection is secure and position belt across lap as **LOW ON HIPS** as possible.

To reduce risk of sliding under belt, adjust to **SNUG FIT** by pulling on the end of the belt extending from the latch plate.

CAUTION: A snug fit and a low lap belt position are essential to lessen the chance of injury in the event of an accident because this spreads the force exerted by the lap belt in a collision over the strong hip bone structure rather than across the soft abdominal area.

- To lengthen a lap belt, place latch plate at right angles to the belt webbing and pull on latch plate; belt should then slide easily through the latch plate.
- To unfasten lap belts depress push button in center of buckle.

CAUTION: To lessen the chance of an injury in the event of an accident never use the same belt for more than one person at a time; avoid



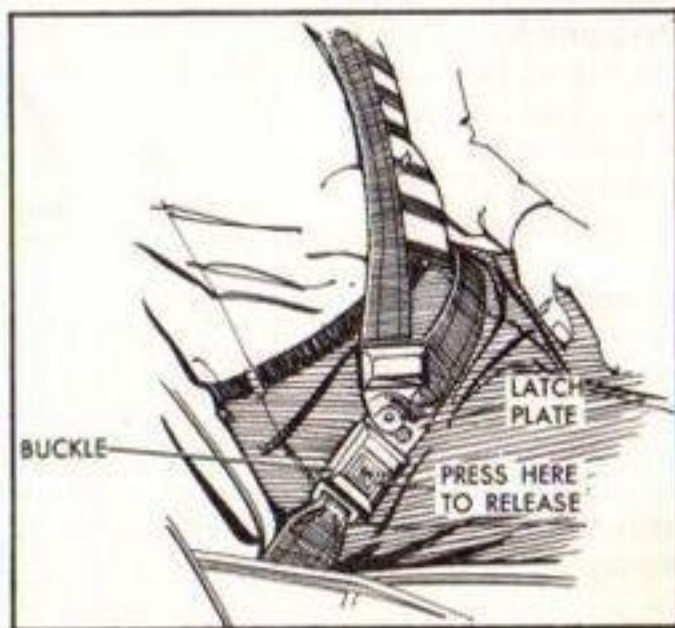
wearing the belts in a twisted condition; do not allow them to become pinched between the seat structural (metallic) members or in the door.

LAP BELTS WITH RETRACTORS

- Adjust front seat to satisfaction of driver and sit erect and well back in seat.

- In a single motion, pull webbing across lap far enough to permit inserting metal latch plate end of lap belt into the buckle, until a snap is heard. If not pulled out far enough to reach, let belt rewind into the retractor to release lock mechanism, so belt can be pulled out to the proper length.

CAUTION: A snug fit and a low lap belt position are essential to lessen the chance of injury in the event of an accident because this spreads the force exerted by the lap belt in a collision over the strong hip bone structure rather than across the soft abdominal area.



- Position belt across lap as **LOW ON HIPS** as possible. To reduce the risk of sliding under belt during an accident, adjust to a **SNUG FIT** by pulling belt firmly across lap in direction of retraction so it can take up slack.
- Included in the Mikado model option are retractors which are designed to automatically take up excess webbing and maintain tension on the lap belt.



- To unfasten lap belts, depress push button in center of buckle.

NOTE: Take care not to let the lap belt twist while it is being rewound into the retractor. The bulk of the twisted belt may cause the retractor to jam so it will not rewind further while at the same time the retractor's locking mechanism prevents the belt from being withdrawn. If a belt should become jammed, you may be able to release it by pulling the belt out far enough to untwist it. Otherwise, the retractor will require servicing.

SHOULDER BELTS

- When properly worn with a lap belt, a shoulder belt can provide important additional protection against impact with the vehicle interior by restraining forward motion of the upper torso in a collision. This is particularly true in the case of a frontal impact, which is the most frequent type of accident.

CAUTION: Do not wear shoulder belt under the arm or without lap belt. Such improper use could increase the chance of injury and the severity of injury in the event of an accident.

- Prior to attaching the shoulder belt, it is important to first fasten the lap belt and adjust it so it fits snugly and low on the hips. Following

this, adjust the shoulder belt length by the means shown in the diagram until its pin will reach the keyhole in the lap belt latch plate without excess slack or without pulling the lap belt up into the abdominal area.

- To fasten the shoulder belt, unstow it and place the knob on the shoulder belt end in the keyhole on the lap belt latch plate. Pull the knob firmly upward to seat it at the narrow end of the keyhole.
- To shorten the shoulder belt, pull up the free end of the webbing. To lengthen the shoulder belt, hold the metal fastener on the shoulder belt at a right angle to the webbing and pull on the metal fastener.



- Shoulder belt should have sufficient slack to insert a fist's width between your chest and the belt. This can be checked by inserting a clenched fist between the belt and your chest with the thumb against chest and back of hand facing upward.

- The shoulder belt may be stowed leaving it attached to the lap belt.

When not in use, all loose lap and shoulder belts should be secured to reduce the danger of the metal ends striking an occupant in an accident. When special stowage provisions are not provided, the loose ends should be attached to each other and adjustment made to remove the slack in the belt system. Be sure that belts are not left in a position where the webbing or hardware can be pinched in the seat structure or door, and thus become damaged.

SEAT BELT INSPECTION AND CARE

- Periodically inspect belts, buckles, retractors and anchors for damage that could lessen the effectiveness of the restraint system.
- Keep sharp edges and damaging objects away from belts.
- Replace belts if cut, weakened, frayed, or subjected to collision loads.
- Check that anchor mounting bolts are tight to the floor.
- Have questionable parts replaced.
- Keep seat belts clean and dry.
- Clean only with mild soap solution and lukewarm water.
- Do not bleach or dye belts since this may severely weaken belts.



CHILD RESTRAINT

Children in vehicles should be restrained to lessen the risk of injury in accidents, sudden stops or other hazardous situations. General Motors dealers offer restraint systems designed specifically for use with infants. The GM "Infant Love Seat" is designed for babies up to 20 pounds.

In using any infant or child restraint system, read and comply with all installation and usage

instructions. All unused seat belts near the child should be stowed properly to help prevent them from striking him in the event of an accident.

If a child is traveling in a vehicle not equipped with a General Motors infant restraint or other safe infant or child restraint system, the following precautions should be taken:

1. Infants unable to sit up by themselves should be restrained by placing them in a covered, padded bassinet which should be placed cross-ways in the vehicle (widthwise) on the seat. The bassinet should be securely restrained with the regular vehicle seat belt.
2. Children able to sit up by themselves should be placed on a seat and restrained with a seat belt. Both lap and shoulder belt should be worn when both are available. If the shoulder belt causes neck or face irritation due to the child's size, this may be reduced in some cases by positioning the child further inboard. Never allow a child to stand or kneel on the seat.

TRAILER HAULING

Since this truck is designed and intended to be used primarily as a load carrying vehicle, towing a trailer will affect handling, durability and economy. Maximum safety and satisfaction depends upon proper use of correct equipment and avoiding overloads and other abusive operation.

Chevrolet does not recommend towing any trailer unless the truck is properly equipped. Information on trailer hauling capabilities and optional equipment offered by Chevrolet is available from your Chevrolet Dealer or by writing to Chevrolet Motor Division, General Motors Corporation, Truck Merchandising Department, Detroit, Michigan 48202 (or in Canada by writing to General Motors of Canada Limited), Owner Relations Department, Oshawa, Ontario).

To assist in attaining good handling of the truck-trailer combination, it is important that the trailer tongue load be maintained at approximately 10% of the loaded trailer weight. Tongue loads can be adjusted by proper distribution of the load in the trailer, and can be checked by weighing separately the loaded trailer and then the tongue.

When towing trailers, tires should be inflated to the highest pressures shown in this Owner's Manual. The allowable passenger and cargo load (GVW) of this vehicle is reduced by an amount equal to the trailer tongue load on the trailer hitch. Refer to page 2 for further information on vehicle loading.

Maintenance

More frequent vehicle maintenance is required when using your truck to pull a trailer. Change the:

- Rear axle fluid each 12,000 miles,
- Engine oil each 60 days or 3,000 miles, which-

ever occurs first.

Break-in Schedule

It is recommended that your new truck be operated for 500 miles before trailer towing. If it is necessary to tow during this period, avoid speeds over 50 MPH and full throttle starts.

CAUTIONS:

- (1) Do not use axle mounted hitches. They can cause damage to the axle housing, wheel bearings, wheels or tires.
- (2) Trailer brakes are required on all axles of trailers over 1,000 lbs. loaded weight.
- (3) Do not tap into the truck's hydraulic brake system if operation of the trailer brake system requires more than 0.02 cubic inch of fluid displacement from the truck's master cylinder. The truck's master cylinder fluid capacity will not be sufficient to operate both truck and trailer brakes under all conditions of use if more than 0.02 cubic inch of fluid displacement is required.
- (4) Whenever a trailer hitch is removed, be certain to have any mounting holes in the underbody properly sealed to prevent possible entry of exhaust fumes, dirt or water. (See Engine Exhaust Gas Caution.)

OPERATION IN FOREIGN COUNTRIES

Your Chevrolet LUV is designed to operate on

fuel of approximately 91 research octane number or higher, sold in the United States or Canada.

If you plan to operate your vehicle outside the continental limits of the United States or Canada, there is a possibility that the best fuels available are so low in anti-knock quality that excessive knocking and serious engine damage may result from their use. To obtain information on the quality of fuels available in the countries in which you plan to travel, write to Chevrolet Motor Division, General Motors Corporation, Service Department, Detroit, Michigan 48202 (or in Canada write to General Motors of Canada Limited, Owner Relations Department, Oshawa, Ontario), giving:

- The vehicle identification number (from plate attached to cab, or from registration slip or title).
- The country or countries in which you plan to travel.

It is recommended that you not operate your truck in any country not having fuels meeting the requirements of your truck engine. Engine modifications are not available to compensate for low anti-knock quality fuels. Operation of your vehicle under conditions of continuous or excessive knocking constitutes misuse of the engine and may cause damage for which the manufacturer is not responsible under the terms of the New Vehicle Warranty.

STARTING AND OPERATING

ENGINE EXHAUST GAS CAUTION (CARBON MONOXIDE)

Avoid inhaling exhaust gases because they contain carbon monoxide, which by itself is colorless and odorless. Carbon monoxide is a dangerous gas that can cause unconsciousness and is potentially lethal.

If at any time you suspect that exhaust fumes are entering the passenger compartment, have the cause determined and corrected as soon as possible. If you must drive under these conditions, drive only with ALL windows FULLY open.

The best protection against carbon monoxide entry into the vehicle body is a properly maintained engine exhaust system, body and body ventilation system. It is recommended that the exhaust system and body be inspected by a competent mechanic:

- Each time the vehicle is raised for oil change.
- Whenever a change is noticed in the sound of the exhaust system.
- Whenever the exhaust system, underbody or rear of the vehicle is damaged.

See your Maintenance Schedule folder for inspection procedure.

To allow proper operation of the vehicle's ventilation system, keep front ventilation inlet grille clear of snow, leaves or other obstruction at all times.

SITTING IN A PARKED VEHICLE WITH ENGINE RUNNING FOR AN EXTENDED PERIOD IS NOT RECOMMENDED.

Do not run engine in confined areas such as garages

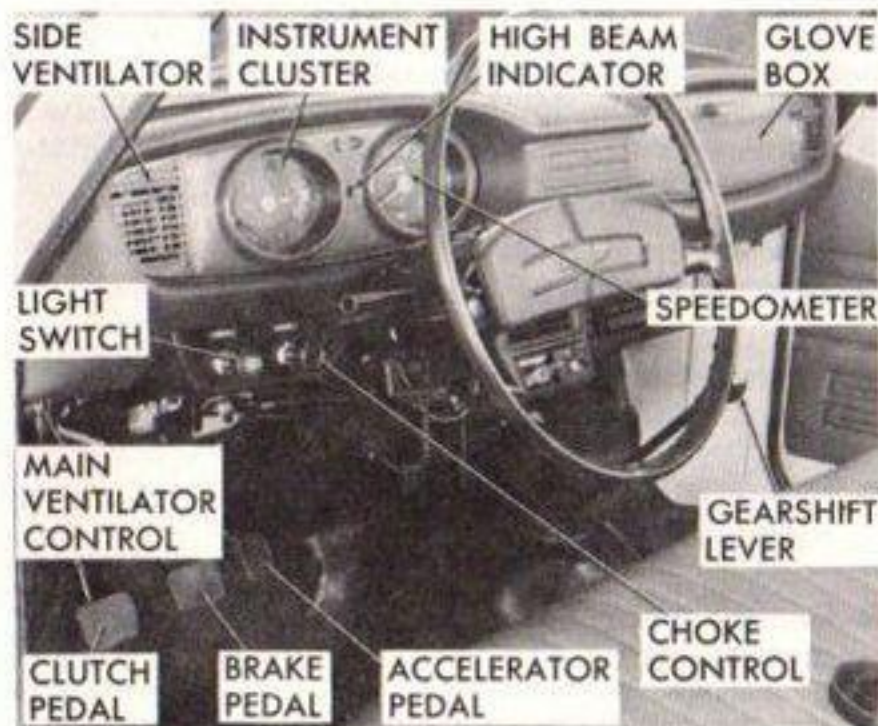
any more than needed to move vehicle in or out of area. When vehicle is stopped in an UNCONFINED area with the engine running for any more than a short period, adjust heating or cooling system to force outside air into the vehicle as follows:

1. Set fan lever on upper right side of heater unit to high speed position.
2. Move temperature lever on upper left side of heater unit to a desired position and set the select lever to "VENT" position.

USE OF COVERS OR CAMPERS

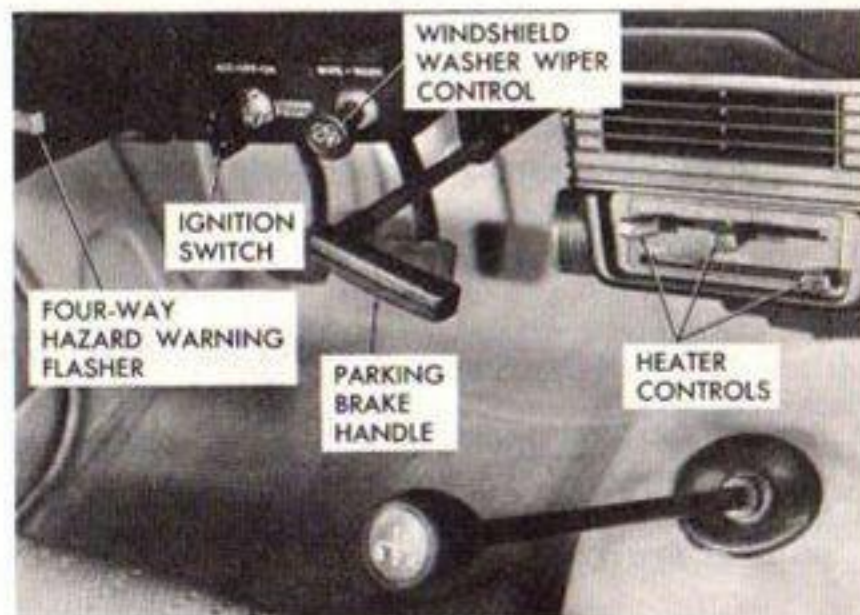
Particular care should be taken to prevent the possibility of carbon monoxide exposure if modification is made to the vehicle (such as using a cover or camper) or if a special body or other equipment is added to the vehicle, for recreational or other purposes. Persons should not occupy the pickup box if it is covered in any way while the vehicle is in motion or while it is parked with the engine running. Dangerously high concentrations of engine exhaust gases might accumulate in an enclosed pickup box depending on the modifications made. Additionally, some recreational vehicle appliances (such as lights, refrigerators, stoves, heaters) may generate carbon monoxide, and should be used only if there is adequate ventilation.

STEERING COLUMN CONTROLS



When leaving your truck unattended,

- Set parking brake first.
- Place transmission selector in Reverse.
- Turn key to OFF position.
- Remove key.
- Lock all doors.



IGNITION SWITCH

Acc—For operating accessories only.

Off—Turns off engine and accessories.

On—For normal operation after engine has been started.

Start—Used only when starting engine. When released, switch returns to "ON."



ACCELERATOR PEDAL

The accelerator pedal is used to open and close the carburetor throttle valve to vary engine power and thus regulate engine and vehicle speed.

CHOKE CONTROL KNOB

The choke control knob is to be used only when starting a cold engine or when warming-up the engine. When the knob is pulled out, the air-fuel mixture is temporarily enriched, thereby facilitating starting and warming-up of a cold engine.

STARTING AND DRIVING PRECAUTIONS

- Always start in low gear, avoid racing the engine.
- Shift to next lowest gear for extremely hard pulls at low road speed.
- Do not over speed engine when shifting down to next lowest gear.
- Do not ride clutch pedal; this produces a partly disengaged condition that will result in damage to your clutch.
- When stopped on an upgrade, do not hold truck with engine. Use service brake.
- Use third gear at slow speeds (less than 30 mph) when driving in stop-and-go traffic for

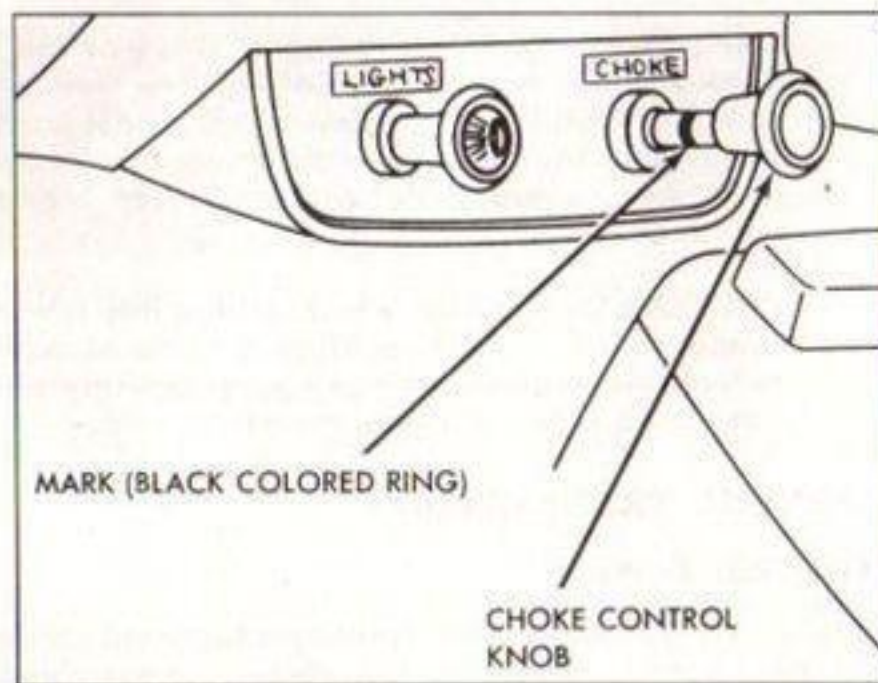
improved vehicle performance during acceleration and when descending steep grades.

- Never shift into reverse gear until vehicle is completely stopped.
- Confine your speed to the following recommendations.

Max. allowable speed	1st gear	2nd gear	3rd gear	4th gear
First 600 miles	20 mph	30 mph	50 mph	70 mph
After 600 miles	22 mph	35 mph	60 mph	87 mph

STARTING THE ENGINE

1. Apply the parking brake.
2. Place transmission in neutral and hold clutch pedal to the floor throughout the starting procedure. (Select the proper gear position before releasing the clutch pedal, see "Starting and Driving Precautions".)
3. Depress accelerator pedal and activate starter as outlined below for different conditions.



● WARM WEATHER

1. With the key turn the ignition switch clockwise, checking to see if the oil pressure indicator light and charge indicator light turn on.
2. Pull the choke control knob all the way out.
3. Crank the engine by turning the ignition switch clockwise. Release the key as soon as the engine starts. The ignition switch will return automatically to "ON" position.
4. Immediately after engine starts, push the choke control knob in to the marked position on the stem shown below (idle speed approximately 1,300 rpm).
5. Push the choke control knob fully "IN" after the engine has warmed up at initial 60 seconds.

● COLD WEATHER

1. Same as item 1, for warm weather.
2. Pull the choke control knob all the way out and pump the accelerator pedal 2 to 3 times and release it.
3. Depress the clutch pedal all the way to floor, hold, and crank the engine by turning the ignition switch fully clockwise. Release the key as soon as the engine starts.
4. When the engine starts, push the choke control knob in between the marked and full choke positions where a smooth idle is being achieved.

Push the choke control knob fully "IN" when the engine is warmed up.

● HOT ENGINE

1. Same as item 1 for warm weather.
2. Crank the engine by turning the ignition switch with the accelerator pedal depressed about half-way.
3. If the engine does not start, depress the accelerator pedal all the way to floor and crank the engine by turning the ignition switch fully clockwise. Release the key as soon as the engine starts.
4. When the engine starts, release the accelerator pedal part way up.

● IF THE ENGINE FAILS TO START WITH INITIAL CRANKING

1. If the engine does not start, continue to operate the starting motor with the accelerator pedal depressed to floor.

IMPORTANT: Do not keep the starter engaged for more than fifteen seconds at a time. Wait 10 or 15 seconds before trying again.

2. If the starting motor has been operated continuously but the engine did not start, allow a few minutes before attempting to restart.

NOTE OIL PRESSURE INDICATOR LIGHT AND/OR GENERATOR INDICATOR LIGHT

Generator light should be off unless engine is idling slowly. The oil pressure indicator light should go out. Be certain light is off before continuing; if still on, stop engine and determine fault.

CHECK TEMPERATURE GAUGE

If the needle moves to the "H" hot end of the gauge, stop the engine until the cause of overheating is determined.

CAUTION: Before descending a steep or long grade, down a mountain or hillside, reduce speed and shift into a lower gear. Under such conditions, use the brakes sparingly to prevent them from overheating which reduces brake effectiveness.

CAUTION: Use caution when shifting into lower range or lower gear on slippery surfaces with vehicle moving—the abrupt engine braking action could cause the rear wheels to skid.

MANUAL TRANSMISSION

Gearshift Lever

The transmission has fully-synchronized four forward speeds. The gearshift pattern is provided

on the gearshift lever knob. The back-up lights turn on when shifted into reverse gear.



HEADLIGHT BEAM SWITCH LEVER (Combination Turn Signal Switch Lever) AND INDICATOR LIGHT

The hand operated switch, located on the left side of the steering column, is used to change the headlamp beam from high to low or low to high. Each time the lever is moved, the light beam changes. A headlamp beam indicator, on the face of the instrument panel, lights up when the headlamps are on high beam.

Move the lever rearward (toward the steering wheel) for low beam and forward (away from the steering wheel) for high beam.

The headlamp circuits are protected by a fuse.



TURN SIGNALS

The lever which controls the turn signal switch (combination headlight beam control switch lever) is located on the left side of the steering column immediately under the steering wheel. The lever is moved upward to signal a right turn and downward to signal a left turn. Lamps on the front and rear of the vehicle transmit this signal to other motorists and pedestrians.

In a normal turning situation such as turning a corner, the turn signal is canceled automatically after the turn is completed. However, in some driving maneuvers such as changing lanes on an expressway, the steering wheel is not turned back sufficiently after completing the turn to automatically cancel the turn signal. In such maneuvers the driver should return the lever to the neutral or canceled position when the turn is completed.

A green light on the instrument cluster flashes to indicate proper operation of the front and rear turn signal lamps. If the indicator lamp flashes at a much slower rate, check for a defective signal lamp bulb. If the indicator fails to light when the lever is moved, check the fuse and indicator bulb.

FLOOR CONTROLS

CAUTION: Driving through deep water may wet the brakes and adversely affect brake performance so the vehicle will not slow down at

the usual rate. Applying the brakes lightly will indicate whether they have been so affected. To dry them quickly, lightly apply the brakes while maintaining a safe forward speed with an assured clear distance ahead until brake performance returns to normal.

POWER BRAKES

- Your Chevrolet LUV has power brakes. If power assist to the brakes is interrupted due to a stalled engine or some malfunction, two or more brake applications normally can be made using reserve power.
- If the brake pedal is held down, the system is designed to bring the vehicle to a full stop on reserve power. However, the reserve power is partially depleted each time the brake pedal is applied and released. Do not pump brakes when brake power assist has been interrupted.
- When reserve power is exhausted, the vehicle can still be stopped by applying greater force to the pedal.

AUTOMATIC BRAKE ADJUSTERS

- Brakes on this vehicle except for the parking brake are self-adjusting, designed to eliminate periodic brake adjustments.
- Drum brake adjustment is made automatically as the brakes are applied while truck is moving backwards.

- If excess brake pedal travel develops, drive alternately backward and forward several times and apply brakes firmly in each direction.
- See your dealer if normal pedal travel is not restored, or if there is a rapid increase in pedal travel, which could be a sign of other brake trouble.

NOTE: "Riding the brake" by resting your foot on the brake pedal when not intending to brake can cause abnormally high brake temperatures, excessive lining wear and possible damage to the brakes.

PARKING BRAKE

A ratchet type hand lever parking brake control is mounted to the right of the steering column under the instrument panel.

- To set parking brake, pull lever.
- For maximum holding power, depress regular brake pedal at the same time.
- As a reminder, the parking brake indicator light located in the instrument cluster is designed to glow whenever the parking brake control is not fully released, and the ignition is on.

- To release parking brake, pull handle, turn it clockwise and then push all the way forward.
- Never drive vehicle with parking brake set as this may overheat or otherwise damage rear brakes.

CLUTCH PEDAL

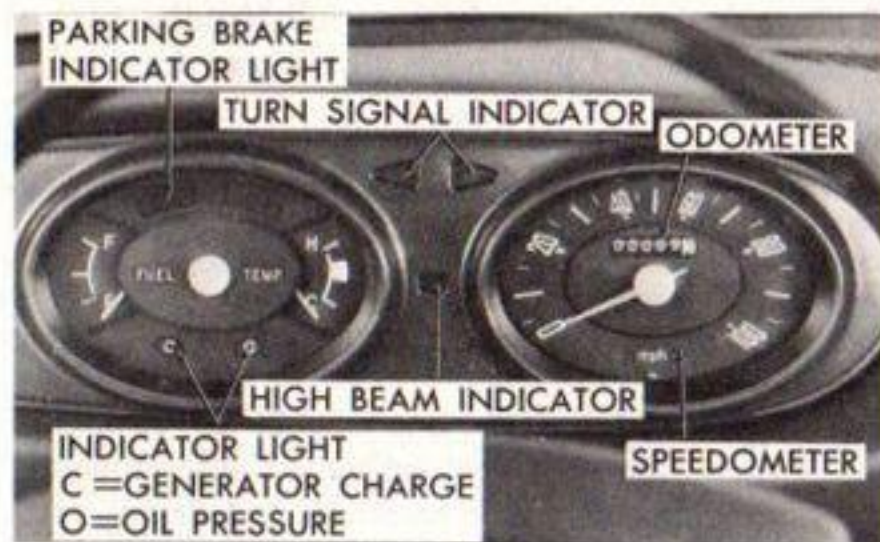
A clutch pedal is used to engage or disengage the clutch, thereby connecting or disconnecting the engine from the transmission and driveline to rear wheels. When the pedal is fully extended the clutch is engaged, driving the transmission and the rear wheels.

INSTRUMENT PANEL — INSTRUMENTS AND CONTROLS

SPEEDOMETER

The speedometer hand indicates vehicle speed in miles per hour.

Odometer—The group of six figures in the speedometer upper center section indicates the accumulated mileage.



FUEL GAUGE

The fuel gauge is wired through the ignition switch and indicates the level of fuel in the tank when the ignition switch is turned on.

OIL PRESSURE LIGHT

This unit indicates oil pressure in the engine lubrication system. Proper indicator interpretation is given under "Starting the Engine."

GENERATOR INDICATOR LIGHT

The generator indicator light indicates generator operation.

Normal operation is with the light off. Refer to "Operating Instructions" for complete indicator interpretation.

NOTE: As a check on the condition of the Generator and Oil Pressure Indicator Lights, the bulbs will light up when the ignition switch is in "ON" position but before the engine is started, and while the engine is being cranked, and then should go out as engine speed is increased.

TEMPERATURE GAUGE

The center area of the water temperature gauge is indicated by two marks located on each side of the center mark between the "C" and "H" marks. When the gauge needle is in the range of the center area, normal operating temperature is indicated. However, if the needle moves beyond the center area mark into the "H" side or hot area of the gauge, stop the engine until the cause of the overheating is determined.

LIGHT SWITCH



To turn on the parking lamps, tail lamps, license plate lamps, marker lamps and instrument panel lamps, pull the light control switch knob part way out.

To turn on the headlamps in addition to the above mentioned lamps, pull the knob out to a definite stop.

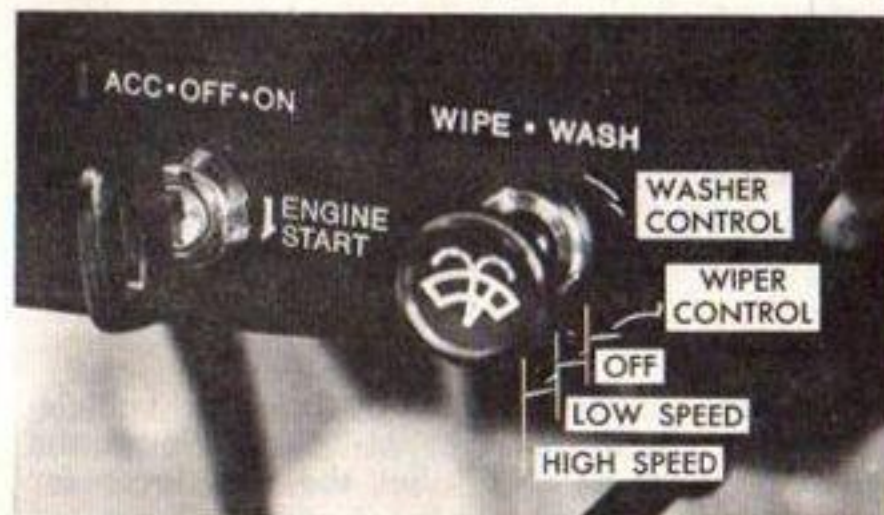
Instrument panel light intensity can be varied by turning knob clockwise or counterclockwise.

NOTE: For operation of hazard flasher see page 24, in Section "In Case of Emergency."

WINDSHIELD WIPERS AND WASHERS

The windshield wiping system operates at 2 speeds and is designed to wipe clear designated areas of the windshield under most inclement weather conditions. The windshield wipers work electrically and are not affected by engine operations.

- Check washer fluid level regularly — do it frequently when the weather is bad.
- Use a fluid such as GM OPTIKLEEN to prevent freezing damage, and to provide better cleaning.



- Do not use radiator anti-freeze in windshield washer; it could cause paint damage.
- In cold weather, warm the windshield with defrosters before using washer — to help prevent icing that may seriously obscure vision.
- Fill the washer jar $\frac{3}{4}$ full during the winter to allow for expansion in case the temperature should fall low enough to freeze the solution.

To start the wiper, pull knob out. Full in position turns wiper off. The two-speed wiper knob has three positions — OFF, LOW and HIGH.

To operate the windshield washers, turn the wiper control knob clockwise to send a jet of washer solvent or water onto the windshield. Pull the knob out to turn the wiper motor on. The wipers will then continue to operate until the control knob is manually pushed in.

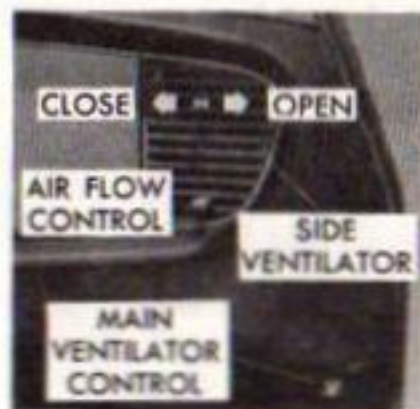
VENTILATION SYSTEM

Your Chevrolet LUV ventilation system provides ventilation comfort by means of air vents in the rear body lock pillar and continuous low-speed operation of the heater and air conditioner blower, resulting in an uninterrupted supply of outside air flow into the car whenever the ignition switch is on. With the side windows closed, outside air will

flow into the front grilles, through the vehicle and out the air exhaust outlets.

Main Vent

When the knob (with the symbol "V") on each side under the instrument panel is pulled, outside air is let into the lower part of the cab from the front.



Side vent

The side ventilator is provided on each end of the instrument panel. When the lever on the upper part of the ventilator is moved to the right, outside air is let into the upper part of the cab. The lever on the lower part of the ventilators controls the direction of air flow.

BASIC OPERATING TIPS:

- Always keep front inlet grille clear of obstructions (leaves, ice, snow, etc.).
- When heating or air conditioning is desired, best comfort is attained by driving with all windows closed.

The following sections of this manual provide additional operating tips for obtaining maximum

heating and cooling comfort. (See also Engine Exhaust Gas Caution at beginning of this Section.)

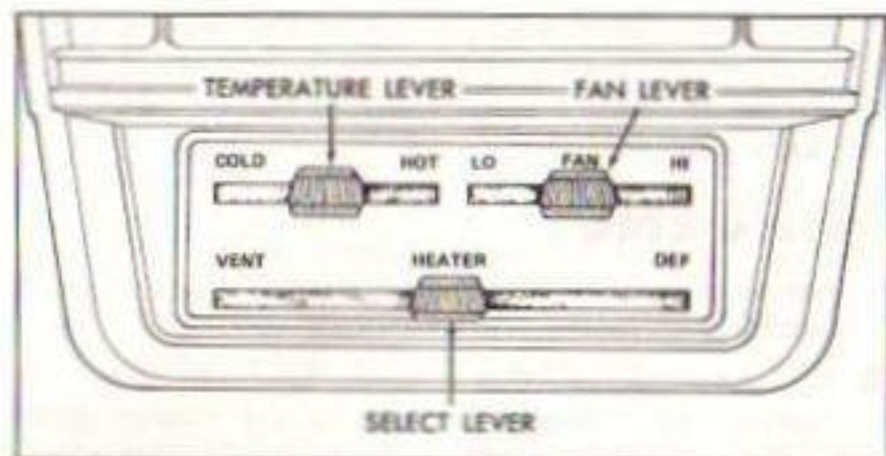
HEATER-DEFROSTER AND AIR CONDITIONING

- Clear snow and ice from hood and air inlet in front of windshield to improve heater and defroster efficiency and reduce the probability of fogging on inside of windshield.
- Clear windshield, rear window, outside mirrors and all side windows of ice and snow before driving vehicle.
- Operate blower on "HI" for a few seconds before moving the vehicle, to clear the intake ducts of snow.

CAUTION: Operate system for 30 seconds before moving lever to defrost position. This will remove humid air from the system and minimize rapid fogging of the glass which can occur if humid air is blown onto a cool windshield.

Ventilating

To draw outside air directly into the vehicle, set the Temperature lever at "COLD" and the Select lever at "VENT." Set the Fan lever for desired air flow.

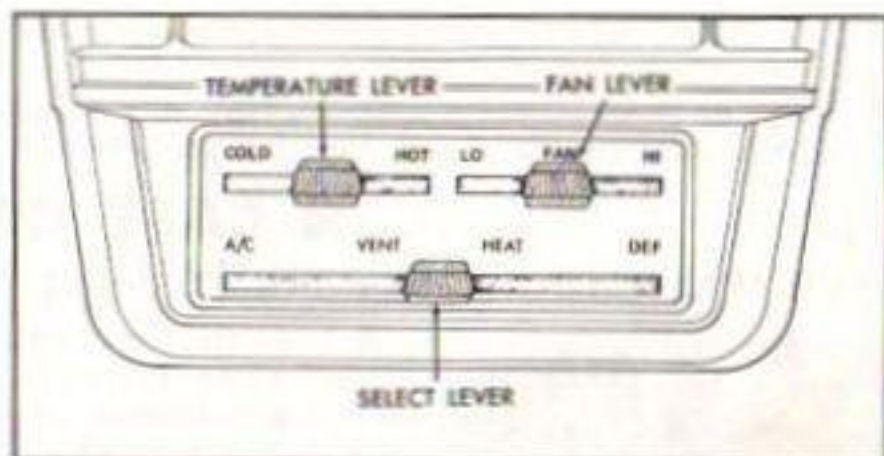


Windshield Defrosting and Defogging

To defog the windshield in summer set the Temperature lever at "COLD" and the Select lever at "DEF." Set the Fan lever at "HI." To defrost or defog the windshield in winter set the Temperature lever at "HOT" and the Select lever at "HEAT" or "HEATER." Operate system for 30 seconds to remove humid air from the system, then set the Select lever at "DEF" and the Fan lever at "HI."

Heating

Set the Temperature lever at "HOT" and the Select lever at "HEAT" or "HEATER." Inlet air flow temperature may be varied by moving the Temperature lever between "COLD" and "HOT." Set the Fan lever for desired air flow.



Air Conditioning (if so equipped)

Set the Temperature lever at "COLD" and the Select lever at A/C. Inlet air temperature may be varied by moving the Temperature lever between "COLD" and "HOT" as desired. Set the Fan lever for desired air flow. Direction of air flow can be regulated at the right, left and Center outlets.

RADIO

To operate the radio, proceed as follows:

- Turn left control knob clockwise to turn radio on and to increase volume; counterclockwise to reduce volume.
- Turn right control knob (selector) to select desired station.

- Turn tone control (knob around on-off-volume control) as desired for most pleasing tone.
- The five radio push buttons automatically select preset stations. To preset, pull the push button

out as far as it will go, manually tune selector to desired station then push button in until it clicks and locks into position. Repeat for each push button.

IN CASE OF EMERGENCY

FOUR-WAY HAZARD WARNING FLASHER



- Use the warning flasher to warn other drivers any time your vehicle becomes a traffic hazard, day or night.
- Avoid stopping on the roadway if possible.
- Turn on the hazard warning lights, with

engine ignition off or on, by pulling out on the button located on the right side of the steering column.

- If the brake pedal is depressed, the lights will not flash but will glow continuously instead.
- To cancel the flasher, push the button in.

EMERGENCY STARTING

- Never tow the vehicle to start because the

surge forward when the engine starts could cause a collision with the tow vehicle.

- A car with a discharged battery may be started by transferring electrical power from a battery in another car—called “jump starting.”

JUMP STARTING

The following procedure is for use *only* under the following conditions. Departures from these conditions and procedures, could result in: (1) serious personal injury (particularly to eyes) or property damage from such things as battery explosion, battery acid or electrical burns, or (2) damage to electronic components in either vehicle. If all the conditions cannot be met, or if you are uncertain about them, we strongly recommend for your safety and that of your vehicle that you leave the starting to a competent mechanic.

- The battery in the other vehicle must be of the *same nominal voltage*, 12 volts, and must be *negatively grounded*. (All General Motors

cars, light trucks (10,000 GVWR and under), and motor homes use 12-volt, negatively grounded electrical systems and can be used to jump start one another.) The nominal voltage and grounding of the other vehicle's battery may be determined by checking the specifications in its owner's manual. Use of a booster battery of a higher nominal voltage, or which is positively grounded may result in serious personal injury or property damage.

CAUTION: Never expose battery to open flame or electric spark—battery action generates hydrogen gas which is flammable and explosive. Don't allow battery fluid to contact eyes, skin, fabrics, or painted surfaces—fluid is a sulfuric acid solution which could cause serious personal injury or property damage. Flush any contacted area immediately with water. *Wear eye protection such as industrial safety spectacles or goggles when working on or near battery. Remove rings, metal watch bands and other metal jewelry before jump starting or working around a battery. Be careful in using metal tools and equipment. If such metal should contact the positive battery terminal (or metal in contact with it) and any other metal on the vehicle, a short circuit may occur which would cause personal injury. Batteries and battery acid should always be kept out of reach of children.*

TO JUMP START:

1. Position the two vehicles so they are NOT touching. Set parking brake and place automatic transmission in "PARK" (neutral for manual transmission) in each vehicle. Also turn off lights, heater and all other unnecessary electrical loads.
2. Remove vent caps from both the booster and the discharged batteries. Lay a cloth over the open vent wells of each battery. These two actions help reduce the explosion hazard always present in either battery when connecting "live" booster batteries to "dead" batteries.
3. Attach one end of one jumper cable to the positive terminal of the booster battery (iden-



tified by a red color, "+" or "P" on the battery case, post or clamp) and the other end of same cable to positive terminal of *discharged battery*.

4. Attach one end of the remaining negative cable to the negative terminal (black color, "-" or "N") of the *booster battery*, and the other end to the generator mounting bracket of your Chevrolet LUV (*do not connect directly to negative post of dead battery*)—taking care that clamps from one cable do not inadvertently touch the clamps on the other cable. Do not lean over the battery when making this connection.
5. Start the engine in the vehicle that is providing the jump start (if it was not running). Let run a few minutes, then start the engine in the vehicle with the discharged battery.
6. Reverse the above sequence exactly when removing the jumper cables. Reinstall vent caps and dispose in a safe manner any cloths used to cover vent wells, as the cloths may have corrosive acid on them.

PUSH STARTING

Your Chevrolet LUV can be started in an emergency by pushing. When being pushed to start the engine, turn off all unnecessary electrical loads, turn ignition to "ON," depress the clutch pedal and place the shift lever in high gear. Release the clutch pedal when speed reaches 10 to 15 miles per hour. Bumpers and other parts contacted by the pushing vehicle should be protected from damage during pushing. Never tow the truck to start.

TOWING

Proper lifting or towing equipment is necessary to prevent damage to the vehicle during any towing operation. State (Provincial in Canada) and local laws applicable to vehicles in tow must also be followed. Detailed towing instructions are available at your Chevrolet dealer.

Your Chevrolet LUV may be towed on all four wheels, at speeds of less than 35 MPH, for distances up to 50 miles, provided driveline, axle and transmission are otherwise normally operable. Use only towing equipment specifically designed for this purpose, following the instructions of the equip-

ment manufacturer. Also, a safety chain system must be used. For such towing, the vehicle parking brake must be released, transmission must be in neutral and ignition lock turned to OFF position. Remember that power brake assist will not be available when engine is inoperative.

FREEING VEHICLE FROM SAND, ETC.

If it becomes necessary to rock the vehicle to free it from sand, mud or snow, move the gear shift lever from second to reverse gear. Do not race engine. For best possible traction, avoid spinning wheels when trying to free the vehicle. The use of AC Liquid Tire Chain is recommended for temporary assistance when traction is lost on ice or snow.

CAUTION: Wheel spin should not exceed 35 mph as indicated on the speedometer. Unless care is taken in limiting wheel spin, one spinning wheel can reach excessive speeds, resulting in possible tire disintegration or differential failure, which could cause personal injury or extensive vehicle damage.

RADIATOR PRESSURE CAP

CAUTION:

- To prevent loss of coolant and avoid the danger of being burned, coolant level should be checked, and coolant added only when engine is cool.
- Do not remove radiator cap while engine and radiator are still hot, because the cooling system will blow out scalding fluid and steam under pressure.

To remove cap when engine is cool:

- Slowly rotate cap counterclockwise to detent (DO NOT PRESS DOWN WHILE ROTATING).
- Wait until any residual pressure is relieved—as indicated by a hissing sound.
- After any hissing ceases, press down on cap while continuing to rotate counterclockwise.

Radiator pressure caps should be checked annually by a qualified mechanic for proper operation and replaced as required with the applicable type.

stains can be cleaned with the following G.M. cleaners.

G.M. Fabric Cleaner (Solvent Type) #1050244

G.M. Multi-Purpose Powdered Cleaner (Foam Type) #105083

The above cleaners are **EXCELLENT CLEANERS** when used properly according to directions on containers and are available from your Chevrolet Dealer.

1. Remove stains as quickly as possible before they become "set."

CAUTION: Many cleaners may be toxic or flammable, or may cause damage to the interior. When cleaning the interior, do not use volatile cleaning solvents such as: acetone, lacquer thinners, enamel reducers, nail polish removers; or such cleaning materials as laundry soaps, bleaches or reducing agents (except as noted in the adjacent fabric cleaning instructions on stain removal). Never use carbon tetrachloride, gasoline or naphtha for any cleaning purpose.

IMPORTANT: Be sure vehicle is well ventilated while using any cleaning agents.

NEVER use gasoline, nail polish remover or acetone, lacquer thinners, bleaches, etc. Some basic steps should be remembered before the cleaning is attempted:

2. Use a clean cloth or sponge and change to a

clean area frequently, (a soft brush may be used if stains persist).

3. Use solvent type cleaners in a well ventilated area, also, do not saturate the stained area.
4. If a ring should form after spot cleaning, the entire area of the trim assembly should be cleaned *immediately*.
5. Follow instructions on the label of the cleaner.

CLEANING GENERAL SOILAGE OR WATER SPOTS FROM FABRIC TYPE TRIM WITH FOAM TYPE CLEANER

G.M. Multi-Purpose Powdered Cleaner is excellent for this type cleaning and for cleaning a panel section where a minor cleaning ring may be left from spot cleaning.

Vacuum area thoroughly to remove excess loose dirt. **ALWAYS** clean a full trim assembly or complete trim section—mask adjacent trim along stitch or welt lines. Mix Multi-Purpose Powdered Cleaner in strict accordance with directions on label of container—mix proportionately for smaller quantities. **USE SUDS ONLY ON A CLEAN SPONGE or SOFT BRISTLE BRUSH—DO NOT WET FABRIC EXCESSIVELY OR RUB HARSHLY WITH BRUSH. IMMEDIATELY AFTER CLEANING WIPE OFF ANY CLEANER RESIDUE WITH SLIGHTLY DAMP ABSORBENT TOWEL OR CLOTH. IMPORTANT — IMMEDIATELY AFTER WIPING, FORCE-DRY FABRIC WITH AIR HOSE, HEAT DRYER OR HEAT LAMP.**

(Use caution with heat dryer or heat lamp to prevent damage to fabric). When trim materials with a sheen or luster finish are dry, wipe fabric lightly with a soft, dry clean cloth to restore sheen or luster.

SPOT CLEANING FABRIC TYPE TRIM MATERIALS WITH SOLVENT TYPE CLEANER

Before attempting to remove spots or stains from fabric, determine as accurately as possible the nature and age of the spot or stain. Some spots or stains can be removed satisfactorily with water or mild soap solution (refer to accompanying "Removal of Specific Stains"). For best results, spots or stains should be removed as soon as possible. Some types of stains or soilage such as lipsticks, some inks, certain types of grease etc., are extremely difficult and, in some cases, impossible to completely remove. When cleaning this type of stain or soilage, care must be taken not to enlarge the soiled area. It is sometimes more desirable to have a small stain than an enlarged stain as a result of careless cleaning.

G.M. Fabric Cleaner (Solvent Type) is excellent for spot cleaning stains containing grease, oil or fats from fabric type trim. Excess stain should be gently scraped off trim material with a clean DULL knife or scraper. USE VERY LITTLE CLEANER, light pressure, and clean cloths (preferably cheese cloth). Cleaning action should be

from outside of stain FEATHERING towards center of stain and constantly changing to a clean section of cloth. When stain is cleaned from fabric, immediately dry area with an air hose, heat dryer or heat lamp to help prevent a cleaning ring (use caution with heat dryer or heat lamp to prevent damage to fabric material). If a ring forms, immediately repeat the cleaning operation over a slightly larger area with special emphasis on FEATHERING towards center of area. If ring still persists, mark off adjacent trim sections and clean entire affected trim panel section with G.M. Multi-Purpose Powdered Cleaner as previously described under "cleaning general soilage or water spots with foam type cleaner."

REMOVAL OF SPECIFIC STAINS

GREASE OR OIL STAINS—Includes grease, oil, butter, margarine, shoe polish, coffee with cream, chewing gum, cosmetic creams, vegetable oils, wax crayon, tar and asphalts. Carefully scrape off excess stain; then use Fabric Cleaner (Solvent Type) as previously described. Shoe polish, wax crayons, tar and asphalts will stain if allowed to remain on trim; they should be removed as soon as possible—use caution as cleaner will dissolve them and may cause them to bleed.

NON-GREASY STAINS—Includes catsup, coffee (black), egg, fruit, fruit juice, milk, soft drinks, wine, vomit and blood. Carefully scrape off excess

stain; then sponge stain with cool water. If stain remains use Multi-Purpose Powdered Cleaner (Foam Type) as previously described. If odor persists after cleaning vomitus or urine, treat area with a water-baking soda solution (1 teaspoon baking soda to 1 cup of tepid water)—finally, if necessary, clean lightly with fabric cleaner (Solvent Type).

COMBINATION STAINS—Includes candy, ice cream, mayonnaise, chili sauce and unknown stains. Carefully scrape off excess stains; then clean first with cool water and allow to dry. If stain remains, clean with Fabric Cleaner (Solvent Type).

CLEANING VINYL OR LEATHER TRIM

Ordinary soilage can be removed from vinyl or leather with warm water and a mild soap such as saddle soap, oil soap, or approved equivalent. Apply a small amount of soap solution and allow to soak for a few minutes to loosen dirt; then, rub briskly with a clean damp cloth to remove dirt—and soap residues—this operation may be repeated several times if necessary. Some soilage such as tars, asphalts, shoe polish, etc. will stain if allowed to remain on trim—they should be wiped off as quickly as possible and the area cleaned with

a clean cloth dampened with G.M. Fabric Cleaner (Solvent Type).

EXTERIOR

Frequent washing and a thorough cleaning after exposure are recommended to prevent damage to vehicle finish from calcium chloride and other salts, road tar, insects, tree sap, factory chemicals and other foreign matter. Use either cold or lukewarm water. Never wash vehicle in the direct rays of the sun and always wait until painted surfaces have cooled.

SEAT BELT CARE

- Clean only with mild soap solution and lukewarm water.
- Do not bleach or dye belts since this may severely weaken belts.

EXTENDED VEHICLE STORAGE

If you plan to store your truck over an extended period of time, certain steps should be taken to give it maximum protection. It is recommended that you write the Chevrolet Motor Division, General Motors Corporation, Owner Relations Dept., Detroit, Michigan 48202, for detailed instructions on how to prepare your truck for storage.

SERVICE AND MAINTENANCE

MAINTENANCE SCHEDULE

For owner convenience, a separate maintenance

folder has been provided with your vehicle which contains a complete schedule and brief explana-

tion of the safety, emission control, lubrication and general maintenance it requires. The maintenance folder information is supplemented by this section of the Owner's Manual, as well as the separate emission control systems folder also furnished with your vehicle. Read all three publications for a full understanding of vehicle maintenance requirements.

FUEL REQUIREMENTS

Your truck is designed to operate on unleaded or low lead fuels of at least 91 Research Octane. These fuels will minimize spark plug fouling and emission control system deterioration. Fuels with Regular grade octane quality should be used *only* when needed to eliminate knock—a metallic rapping noise generated during the combustion process. The engine does not require Premium fuel. Therefore, its use would be an unnecessary additional expense. If knocking persists, consult your authorized Chevrolet dealer. In any case, continuous or excessive knocking may result in engine damage and constitutes misuse of the engine for which the manufacturing Division is not responsible under the terms of the New Vehicle Warranty.

If service station gas pump has a symbol similar to the samples below, preferably use unleaded or low-lead gas with a symbol number of 2. Regular fuel (symbol number 3) should be used only when needed to eliminate knock. Ask your gaso-



line dealer for information on the fuel you are using both as to lead content and octane rating.

ENGINE OIL AND FILTER RECOMMENDATIONS

- Use only SE engine oil (SE oils meet quality standard GM 6041-M).
- Change oil every 6,000 miles, or every 3,000 miles when the vehicle is operated under the following conditions:
 - driving in dusty conditions
 - trailer pulling or camper use
 - frequent long runs at high speeds and high ambient temperatures.
 - stop and go type service such as delivery trucks, etc.
 - extensive idling

—short-trip operation at freezing temperatures (engine not thoroughly warmed-up).

- Operation in dust storms may require an immediate oil change.
- Replace the oil filter at the first oil change, and every second oil change thereafter. AC oil filters provide excellent engine protection.

See your Chevrolet dealer for advice on the frequency of oil and filter changes under unusual driving conditions.

The above recommendations apply to the first change as well as subsequent oil changes. The oil change interval for your engine is based on the use of SE oils and quality oil filters. Oil change intervals longer than those listed above will seriously reduce engine life and may affect Chevrolet's obligation under the provisions of the New Vehicle Warranty.

A high quality SE oil was installed in your engine at the factory. It is not necessary to change this factory-installed oil prior to the recommended normal change period. However, check the oil level more frequently during the break-in period since higher oil consumption is normal until the piston rings become seated.

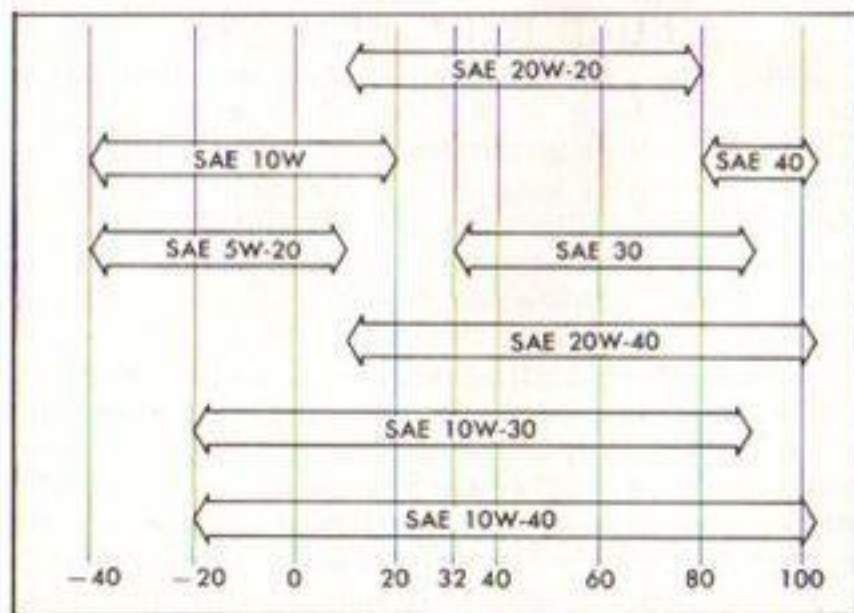
NOTE: Non-detergent and other low quality oils are specifically not recommended. Only the use of SE engine oils and proper oil and

filter change intervals assure you of continued reliability and performance from your engine.

Recommended Viscosity

Select the proper oil viscosity from the following chart:

RECOMMENDED ENGINE OIL SAE VISCOSITY NUMBER



TEMPERATURE RANGE ANTICIPATED
BEFORE NEXT OIL CHANGE, °F.

NOTE: SAE 5W-20 oils are not recommended for sustained high-speed driving.

The proper oil viscosity helps assure good cold and hot starting.

Checking Oil Level — The engine oil should be maintained at proper level. The best time to check it is before operating the engine or as the last step in a fuel stop. This will allow the oil accumulation in the engine to drain back in the crankcase. To check the level, remove the oil gauge rod (dip stick), wipe it clean and reinsert it firmly for an accurate reading. The oil gauge rod has two pierced holes to indicate high and low oil level. If the oil is at or below the "low level" hole in the dipstick, oil should be added as necessary. The oil level should be maintained in the safety margin, neither going above the "high level" hole nor below the "low level" hole.

Supplemental Engine Oil Additives

The regular use of supplemental additives is specifically not recommended and will increase operating costs. However, supplemental additives are available that can effectively and economically solve certain specific problems without causing other difficulties. For example, if higher detergency is required to reduce varnish and sludge deposits resulting from some unusual operational difficulty, a thoroughly tested and approved additive—"Super Engine Oil Supplement"—is available at your Chevrolet dealer. In the event of an opera-

tional problem, consult your dealer for advice before using supplemental additives.

FUEL SYSTEM

CARBURETOR

Tighten the carburetor to manifold and the manifold to cylinder head stud nuts to prevent air leaks. Keep the carburetor clean externally and have it completely overhauled at regular intervals.

Accelerator Linkage

Check, adjust and lubricate with engine oil every 6,000 miles.

AIR CLEANER

CAUTION: Do not remove the engine air cleaner unless temporary removal is necessary during repair or maintenance of the vehicle. When the air cleaner is removed backfiring can cause fire in the engine compartment.

ENGINE COOLING SYSTEM

The cooling system is designed to maintain the engine at proper operating temperatures. It has been filled at the factory with a high-quality, inhibited, year-around coolant. This coolant solution provides freezing protection to -20°F .

- Check the coolant level every 6,000 miles or 4 months, whichever occurs first, unless there is evidence of leaking or overheating. **DO NOT REMOVE RADIATOR CAP WHEN SOLUTION IS HOT AND UNDER PRESSURE.** Coolant level should be three inches below the level of the filler neck when the engine is cold.
- Add a 50/50 mixture of high-quality ethylene glycol antifreeze and water if coolant additions are necessary. **DO NOT OVERFILL.**

NOTE: Supplemental inhibitors or additives claiming to provide increased cooling capability that have not been specifically approved by GM are not recommended for addition to the cooling system. These additives may be detrimental to the efficient operation of the system, and they represent an unnecessary operating expense.

Every year or 12,000 miles, whichever occurs first, the cooling system should be serviced as follows:

1. Wash radiator cap and filler neck with clean water.
2. Check coolant for proper level and freeze protection.
3. Pressure test system and radiator cap for proper pressure holding capacity (15 psi).
4. Tighten hose clamps and inspect all hoses.

Replace hoses whenever checked, swollen or otherwise deteriorated.

5. Clean frontal area of radiator core.

Every 24,000 miles or 24 months, whichever occurs first, the cooling system should be drained and refilled as follows:

1. Run engine, with radiator cap removed, until normal operating temperature is reached and upper radiator hose is hot (indicates thermostat is open).
2. Drain coolant through the radiator drain valve. (To speed this operation, the drain plug in block can also be removed.)
3. Close valve (install block drain plug, if removed) and add sufficient water to fill system.
4. Run engine, drain and refill the system, as described in steps 1, 2, and 3, a sufficient number of times until the drained liquid is nearly colorless.
5. Allow system to drain completely and then close radiator drain valve tightly. (Install block drain plug, if removed.)
6. Add sufficient ethylene glycol coolant, meeting GM Specification 1899-M, to provide the required freezing and corrosion protection—at least a 44 percent solution (-20°F). Fill radiator to cold fill level (3" below bottom of filler neck).

7. Run engine, with radiator cap removed, until normal operating temperature is reached. (Radiator upper hose becomes hot.)
8. With engine idling, add coolant to within 1½" below bottom of filler neck and install radiator cap making certain arrows line up with overflow tube.

It is the owner's responsibility to keep the freeze protection at a level commensurate with the temperatures which may occur in the area of vehicle operation.

- Maintain cooling system protection at -20°F. or below to ensure protection against corrosion and loss of coolant from boiling, even though freezing temperatures are not expected.
- Added ethylene glycol base coolant that meets GM Specification 1899-M when coolant additions are required because of coolant loss or to provide additional protection against freezing at temperatures lower than -20°F. (-35° in Canada).

NOTE: Alcohol or methanol base coolants or plain water are not recommended for your Chevrolet LUV at any time.

Thermostat

The cooling system is protected and controlled by a thermostat installed in the engine coolant outlet to maintain a satisfactory operation temper-

ature of the engine. This thermostat is designed for continuous use through both winter and summer and need not be changed seasonally.

MANUAL TRANSMISSION

Replace lubricant at first 6,000 miles and every 24,000 miles thereafter. Check lubricant level every 6,000 miles and add lubricant to level of filler hole as necessary.

Replace oil at every 24,000 miles.

Use engine oil of the correct oil viscosity for existing ambient temperatures as shown below:

SAE 10W-30, below 50°F.

SAE 40, above 50°F.

SAE 30, between 0°F. and 90°F.

CLUTCH

Check clutch pedal free play at every 12,000 miles.

Check clutch reservoir fluid level every 6,000 miles or 4 months whichever occurs first.

Lubricate the clutch pedal bushing every 12,000 miles or 12 months, whichever occurs first, with water resistant EP chassis lubricant which meets General Motors Specification #GM-6031M.

If a squeaking noise arises from around the clevis pin at the clutch master cylinder push-rod to clutch pedal arm joint when the clutch pedal is depressed, lubricate with water resistant EP chassis grease.

REAR AXLE

Replace lubricant at first 6,000 miles and every 24,000 miles thereafter. Check lubricant level every 6,000 miles and add lubricant, if necessary, to fill to level of filler plug hole. Use GL-5 Gear Lubricant of viscosity shown in "Rear Axle and Steering Gear Lubricant Viscosity" chart.

RECOMMENDED REAR AXLE AND STEERING GEAR
LUBRICANT SAE VISCOSITY

Outside Temperature	Viscosity Lubricant To Be Used
BELOW 50°F	SAE 80
0° TO 90°F	SAE 90
ABOVE 50°F CONSISTENTLY	SAE 140

PROPELLER SHAFT AND UNIVERSAL JOINTS

Every 6,000 miles or 4 months, whichever occurs first, check propeller shaft flange-to-pinion bolts for proper torque (see Specifications).

WHEEL BEARINGS

Front and Rear

NOTE: Use wheel bearing lubricant GM Part No. 1051344 or equivalent. This is a premium high melting point lubricant which meets all requirements of General Motors Specification GM 6031M.

Due to the weight of the tire and wheel assembly it is recommended that they be removed from hub before lubricating bearings to prevent damage to oil seal. Then remove the front wheel hub to lubricate the bearings. To repack rear wheel bearings, proceed as follows: Remove rear axle shaft and bearing holder, wipe clean all traces of used grease and then, apply new grease.

The bearings should be thoroughly cleaned before repacking with lubricant.

Front wheels are equipped with tapered roller bearings which should be lubricated every 24,000 miles. Do not mix wheel bearing lubricants.

The rear wheels should also be repacked at every 24,000 miles.

CAUTION: "Long fibre" type greases should not be used on roller bearing wheels.

BRAKE MASTER CYLINDER

Check master cylinder fluid level every 6,000 miles or 4 months, whichever occurs first. If the fluid is low in the reservoir, it should be filled to the level mark on the reservoir with Delco Supreme No. 11 or DOT-3 fluids.

BRAKE AND CLUTCH PEDAL SPRINGS

Lubricate brake and clutch pedal springs every 12,000 miles or 12 months, whichever occurs first, with engine oil.

PARKING BRAKE

Every 6,000 miles or 4 months, whichever occurs first, clean and lubricate all parking brake linkage with water resistant EP chassis lubricant which meets General Motors Specification GM 6031M.

STEERING

The steering gear is factory-filled with steering gear lubricant. Check lubricant every 12,000 miles. Change the lubricant every 36,000 miles. Use GL-5 Gear Lubricant of viscosity shown in "Rear Axle and Steering Gear Lubricant Viscosity" chart.

NOTE: Do not use EP Chassis Lube, which meets GM Specification GM 6031M, to lubricate the gear. **DO NOT OVER-FILL** the gear housing.

STEERING LINKAGE AND SUSPENSION

Maintain correct front end alignment to provide easy steering, longer tire life, and driving stability.

Check control arm bushings and ball joints for wear.

Lubricate tie rods, relay rods, idler arm, upper control arms, and ball joints at fittings with water resistant EP chassis lubricant which meets General Motors Specification GM 6031M every 6,000 miles or 4 months, whichever occurs first.

NOTE: Ball joints must be at $+10^{\circ}\text{F.}$ or more before lubricating.

Keep spring to axle U bolts and shackle bolts properly tightened (see Specifications, Section 7, for torque recommendations). Check U bolt nuts after the first 1,000 miles of operation if the U bolt or U bolt nuts are changed in service.

HOOD LATCH AND HOOD HINGE

Every 12,000 miles lubricate hood latch assembly and hood hinge assembly as follows:

1. Wipe off any accumulation of dirt or contamination on latch parts.
2. Apply Lubriplate or equivalent to hood latch pin and cam.
3. Apply light engine oil to all pivot points in release mechanism.

4. Lubricate hood hinges.
5. Make hood hinge and latch mechanism functional check to assure the assembly is working correctly.

BODY LUBRICATION

Normal use of a truck causes metal-to-metal movement at certain points in the cab or body. Noise, wear and improper operation at these points will result when a protective film of lubricant is not provided.

For exposed surfaces, such as door checks, door lock bolts, lock striker plates, dovetail bumper wedges, etc., apply a thin film of light engine oil.

Where oil holes are provided in body parts a dripless oil can be safely used, but any lubricant should be used sparingly, and after application all excess should be carefully wiped off.

The seat adjusters and seat track, ordinarily overlooked, should be lubricated with water resistant EP chassis lubricant which meets General Motors Specification GM 6031M.

There are other points on bodies which may occasionally require lubrication and which are difficult to service. Window regulators and controls are confined in the space between the uphol-

stery and the outside door panel. Easy access to the working parts may be made by removing the trim. Door weatherstrips and rubber hood bumpers should be lightly coated with a rubber lubricant.

UNDERBODY MAINTENANCE

The effects of salt and other corrosive materials used for ice and snow removal and dust control can result in accelerated rusting and deterioration of underbody components such as brake and fuel lines, frame, underbody floor pan, exhaust system, brackets, parking brake cables, etc. These corrosive effects, however, can be reduced by periodic flushing of the underbody with plain water. In geographic areas having a heavy concentration of such corrosive materials, it is recommended that the complete underbody be inspected and flushed at least once each year, preferably after a winter's exposure. Particular attention should be given to cleaning out underbody members where dirt and other foreign materials may have collected.

TIRES

The factory installed tires on your truck are selected to provide the best all around tire performance for all normal operation.

Only those tires of the size shown in the Tire Inflation Table on the following page are recommended for use on your vehicle. Use of any other size of tire may seriously affect ride, handling, ground clearance, tire clearance, and speedometer calibration. To achieve best all around vehicle handling performance, belted tires and bias ply tires should not be mixed on the same truck. Because of possible adverse effects on vehicle handling, do not mix radial ply tires with other type tires on the same vehicle.

Tire Traction

A decrease in driving, cornering, and braking traction occurs when water, snow, ice, gravel, or other material is on the road surface. Driving practices and truck speed should be adjusted to the road conditions.

When driving on wet or slushy roads, it is possible for a wedge of water to build up between the tire and road surface. This phenomenon, known as hydroplaning, may cause partial or complete loss of traction, which adversely affects vehicle control and stopping ability. To reduce the possibility of traction loss, the following precautions should be observed.

1. Slow down during rainstorms or when roads are slushy.

2. Slow down if road has standing water or puddles.
3. Replace tires when tread depth becomes $\frac{1}{16}$ ".
4. Keep tires properly inflated.

Tire Rotation

The rotation of truck tires will minimize tire trouble and produce longer tire life. With rotation, accelerated and irregular tire wear on any one particular tire will be spread out over the entire set, and replacement frequency will be reduced. Tire wear may also contribute to such trouble as poor handling and shimmy.

A rotation sequence that moves the front tires to the rear is a general recommendation. Due to different loading conditions on the wheels, new tires which are broken in on the front wheels usually produce the greatest overall tire life.

To equalize wear it is recommended that the tires be rotated every 6,000 miles. Upon rotation, tire pressure must be adjusted (front and rear) in accordance with the recommendations for inflation pressure.

Inflation Pressure

Standard inflation pressures for tires are listed in the "Load Capacity Chart" in Section 6 of this manual. These are the minimum required tire

pressures and tire sizes for maximum permissible loads.

The use of improper tire inflation pressures can affect tire life and load carrying capacity, and may affect vehicle handling. Inflation pressures should be checked at least once a month (and preferably more often) to insure that the right amount of air is contained in the tires. With regard to tire life, too little air pressure allows abnormal deflection of the tire causing excessive operating temperatures, while too much air pressure prevents normal deflection, making the cord body more vulnerable to road impacts.

Use of the optional reduced inflation pressure shown in the "Tire Inflation Table" is allowable only when the vehicle is unloaded (i.e. carrying no cargo).

When operating at loads greater than the optional reduced load, the inflation pressure must be increased to the standard inflation for full rated loads.

TIRE INFLATION TABLE

Tire Size 6.00-14 - 6 ply rating LT		
Inflation Pressure PSI (cold)		
Condition	Used in normal service	
	Front	Rear
Loaded	21	42
Unloaded	21	25

Tire Inflation Pressure Notes

1. Tire inflation pressure may increase as much as 6 pounds per square inch (psi) when hot.
2. Cold tire inflation pressure: after vehicle has been inoperative for 3 hours or more, or driven less than 1 mile. Hot tire inflation pressure: after vehicle has been driven 10 miles or at speeds of more than 60 miles per hour.
3. Loads should be distributed as evenly as possible in the cargo area.
4. When towing trailers, the additional load on the axle induced by the trailer tongue load must not cause the axle load to exceed the limits stamped on the GVW plate. Tire inflation pressures must be adjusted accordingly.

IMPORTANT FACTS YOU SHOULD KNOW ABOUT GASOLINE MILEAGE AND HOW TO IMPROVE IT

How you drive, where you drive, and when you drive all have an effect on how many miles you can get from a gallon of gasoline. The careful attention you give your car as far as maintenance and repairs are concerned will also contribute importantly to fuel economy.

Fuel Selection

Your vehicle is designed to operate on unleaded or low-lead fuels of at least 91 Research Octane.



These fuels minimize spark plug fouling and emission system deterioration. Your engine does not require premium fuel. Therefore, its use would be an unnecessary additional expense. If the service station gas pump has a symbol similar to the following, use unleaded or low-lead gasoline with a symbol of 2. A higher number is satisfactory but not required.

"Jackrabbit" Starts

Gasoline can be conserved (and engine and tire life prolonged) by avoiding unnecessarily rapid acceleration away from lights and stop signs.

Stop-And-Start Driving

Frequent stops and starts during a trip really cut down on your miles per gallon. Plan even your short shopping trips to take advantage of through streets to avoid traffic lights. Pace your driving like the professional drivers to avoid unnecessary stops.

Speed Versus Mileage

Excessive speed on the highway raises your gas consumption drastically. Statistics prove that you might save as much as 19% on your fuel bill by driving 50 MPH instead of 70 MPH.

Excessive Idling

An idling engine uses gasoline, too. If you're

faced with more than a few minutes wait and you're not in traffic, it may be better to "turn off" and start again later.

Sudden Stops

Sudden stops themselves don't waste gasoline, but energy is wasted as heat in braking. Energy in the form of gasoline is also needed to accelerate back to driving speed.

Lubricants

A properly lubricated vehicle means less friction between moving parts. Consult this manual and the maintenance schedule for the proper lubricants to use and the lubrication intervals.

Air Cleaner

Your car receives its power from a mixture of gasoline and air. The air is taken into the system through the air cleaner so it's important to replace the air cleaner at required intervals. A dirty air cleaner reduces engine efficiency.

Properly Tuned Engine

Overall tuning (a check on timing, distributor points, spark plugs, emission control devices, etc.) can improve your car's gas mileage. You just can't expect an "out-of-tune" engine to give you good gas mileage and cleaner air.

Excess Weight

Fuel economy is related to the work the engine must do. The heavier the load, the more power it takes. Keeps excess weight to a minimum by removing any personal effects or luggage from the car or trunk when they are not needed.

Tire Inflation

Underinflation not only causes needless wear of tires, but can also waste gasoline. It's a good idea to check tire pressures regularly.

Wheel Alignment

"Toe in" or "toe out" has the effect of dragging your front tires sideways and causes premature tire wear. It takes power to carry this extra load and that takes gas from your tank.

SPECIFICATIONS, OWNER ASSISTANCE, SERVICE MANUALS, INDEX, GAS STATION INFORMATION

LOAD CAPACITY CHART INTERPRETATION

The first column of the Load Capacity Chart shows the basic model vehicle.

The next column reflects the wheelbase available.

The third column shows the Gross Vehicle Weight (GVW) rating. GVW means the maximum design weight of the truck including the truck itself and all equipment added to the truck after it has left the factory, the driver weight and occupant weight and everything that is loaded into or onto the truck.

Following the GVW column is the minimum recommended tires to qualify the vehicle for its GVW rating.

The tire pressures listed in the column adjacent to the tire size in the chart are the minimum required tire pressures for maximum permissible load.

The letters "B.E." under the Front and Rear Axle and Spring columns indicate that base equipment is

satisfactory to qualify the vehicle for the given GVW rating.

The ratings shown under the columns identified "Maximum Front End Weight at Ground", and "Maximum Rear End Weight at Ground", indicate the maximum permissible loading or weight at the ground regardless of spring or axle capacity ratings. These ratings are developed on the basis of the minimum component capability be it axles, springs or tires.

In loading the vehicle, the combined front and rear end weights at the ground must not exceed the GVW specified for the vehicle as manufactured. Refer to page 2 for further information on vehicle loading.

In trailer hauling applications, the vehicle rear end weight at the ground *with trailer attached* must not exceed the "Maximum Rear End Weight at Ground" rating of the vehicle. Refer to page 10 for further information on trailer hauling.

LOAD CAPACITY CHART FOR CHEVROLET LUV TRUCK

MODEL	WHEEL-BASE	GVW (LBS.)*	MINIMUM MANDATORY EQUIPMENT FOR GVW RATING									
			FRONT TIRES	FRONT TIRE PRES-SURE	REAR TIRES	REAR TIRE PRES-SURE	FRONT AXLE	FRONT SPRINGS	MAXIMUM FRONT END WEIGHT AT GROUND*	REAR AXLE	REAR SPRINGS	MAXIMUM REAR END WEIGHT AT GROUND*
CL 10503	102.4	3950	6.00-14 6 PR LT	21	6.00-14 6 PR LT	42	B.E.	B.E.	1600	B.E.	B.E.	2650

*Refer to GVW plate on vehicle. Maximum front and rear end loads on this Load Capacity Chart are based upon component minimum capacity of axles, springs, or tires.

GENERAL DATA

COLOR IDENTIFICATION NUMBER PLATE—

Installed within the engine compartment.

VEHICLE IDENTIFICATION NUMBER PLATE

—Installed on the rear face of the driver's door (see page 3).

SPECIFICATIONS AND TECHNICAL DATA

ENGINE—G 180 L-4, 110.8 cu. in. piston displacement, 8.2:1 compression ratio.

ENGINE:

Engine Number: Stamped on right side of cylinder block near distributor.

Spark Plugs: 44XLS for general use.
43XLS for high speed driving.
45XLS if fouling problem exists.

Gas Filter: AC Type GF-94.

Oil Filter: Full flow replaceable cartridge. Capacity: 1 quart U.S. measure, .75 quart Imperial measure. AC Type PF-34.

Crankcase: Capacity: 4.2 quart U.S. measure, 3.6 quarts Imperial measure (does not include filter).

TRANSMISSION—4 speed, fully synchronized.

Ratios:	3.93:1 Reverse	1.42:1 Third
	3.51:1 First	1.0 :1 Fourth
	2.18:1 Second	

REAR AXLE—Lubricant capacity 2.7 pints U.S. measure, 2.0 pints Imperial measure.

PROPELLER SHAFT — Flange-to-Pinion Bolt Torque—18-20 ft. lbs.

REAR SPRING—U-Bolt Torques—36-44 ft. lbs.

SHACKLE BOLT TORQUES—130 ft. lbs.

COOLING SYSTEM—The cooling system is protected and controlled by a thermostat installed in the engine coolant outlet to maintain a satisfactory operating temperature of the engine. This thermostat is designed for continuous use through both winter and summer and need not be changed seasonally.

Pressure Cap Capacity: 15 psi

Thermostat: 180°

Coolant Capacity: 6.4 quarts U.S. measure, 5.2 quarts Imperial measure.

FUEL TANK—Located inside the frame under left side of cargo floor.

Capacity (approximate): 13.0 gallons U.S. measure, 10.5 gallons Imperial measure.

BATTERY RATING: 12 volt, 50 Amp Hrs.

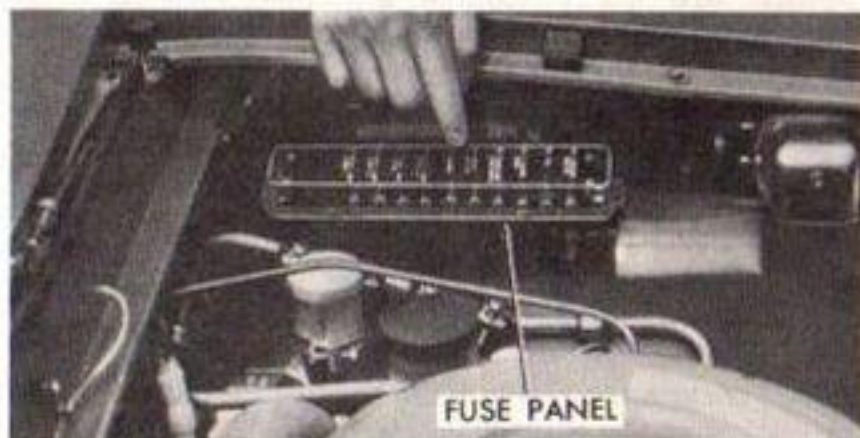
LAMP BULBS

Used in	Quantity	Power	Type
Headlights (Type II.....outer)	2	50/37.5W	4002
(Type I.....inner)	2	37.5W	4001
Turn signal and parking lamps (Front)	2	23/8W	1034
Tail and stop lamps	2	23/8W	1034
Turn signal lamps (Rear)	2	23W	1073
License plate lamp	1	8W	89
Side marker lamps (Front and Rear)	4	8W	67
Dome lamp (Base)	1	5W	—
Dome lamp (Mikado)	1	8W	89
Back-up lamps	2	23W	1073
Speedometer lamps	2	3.4W	158
Instrument panel lamps	3	3.4W	158
Wiper/Washer lamp	1	3.4W	158
Heater Control lamps	2	1.4W	74
Oil pressure indicator lamp	1	3.4W	158
Parking brake warning lamp	1	3.4W	158
Charge indicator lamp	1	3.4W	158
Turn signal indicator lamps	2	3.4W	158
High beam indicator lamp	1	3.4W	158
Cigarette lighter lamp	1	3.4W	158

FUSES—The fuse box is installed in position on the left side valance panel within the engine compartment. The fuse box contains ten fuse cartridges in use and four spare fuse cartridges.

Applicability	Amperes
Lighting switch	15
Tail and stop lamps	15
Turn signal	15
Dome lamp	15
Heater switch, Wiper motor	15
Instrument cluster, Cigarette lighter, Back-up lamp, Stop and tail light switch	15
Head lamp (R.H.....upper beam)	10
Head lamp (L.H.....upper beam)	10
Head lamp (R.H.....lower beam)	10
Head lamp (L.H.....lower beam)	10

NOTE: Do not use fuses of higher amperage than those recommended above.



OWNER ASSISTANCE

The satisfaction and goodwill of the owners of Chevrolet products are of primary concern to your dealer and the Chevrolet Motor Division. Normally, any problems that arise in connection with the sales transaction or the operation of your vehicle will be handled by your dealer's Sales or Service Departments. It is recognized, however, that despite the best intentions of everyone concerned, misunderstandings will sometimes occur. If you have a problem that has not been handled to your satisfaction through normal channels, we suggest that you take the following steps:

STEP ONE—Discuss your problem with a member of dealership management. Frequently, complaints are the result of a breakdown in communications and can quickly be resolved by a member of the dealership management. If the problem already has been reviewed with the Sales Manager or Service Manager, contact the Dealer himself or the General Manager.

STEP TWO—Contact the Chevrolet Zone Office closest to you listed on the following pages. When it appears that your problem cannot be readily resolved by the dealership without additional assistance the matter should be called to the attention of the Zone's Customer Services Department and the following information provided:

- Your name, address, telephone number.
- Vehicle identification number*.
- Dealer's name and location.
- Vehicle's delivery date and mileage.
- Nature of problem.

*Available from vehicle registration, title or plate attached to the cab.

STEP THREE—Contact the Customer Services Manager, Chevrolet Motor Division, Chevrolet Central Office, General Motors Corporation, Detroit, Michigan 48202 313-556-5219. If after an additional review of all facts involved he feels that some further action can be taken, he will so instruct the Zone. In any case, your letter will be acknowledged providing Chevrolet's position in the matter.

When contacting the Zone or Central Office, please bear in mind that ultimately your problem likely will be resolved in the dealership, utilizing the dealer's facilities, equipment and personnel. It is suggested, therefore, that you follow the above steps in sequence when pursuing a problem.

Your purchase of a Chevrolet product is greatly appreciated by both your dealer and the Chevrolet Motor Company. It is our sincere desire to assist you in any way possible to assure your complete satisfaction with your vehicle.

CHEVROLET ZONE OFFICE ADDRESSES

When calling for assistance, please ask for Customer Services Manager

Irondale, Ala. (Birmingham)

2300 Crestwood Blvd. 35210
(205) 595-6121

Tempe, Arizona (Phoenix)

1625 W. 23rd St. 85282
(602) 968-2425

Los Angeles, California

1800 Avenue of the Stars 90067
(213) 879-9611

Oakland, California

10910 E. 14th St. 94600
(415) 562-0553

San Diego, California

707 Broadway 92112
(714) 234-7231

Denver, Colorado

4355 Kearney St. 80200
(303) 388-5361

Jacksonville, Florida

8206 Phillips Hwy. 32207
(904) 733-5050

Doraville, Georgia (Atlanta)

4060 Motors Industrial Way 30340
(404) 457-7211

Indianapolis, Indiana

2350 N. Shadeland Ave. 46206
(317) 359-9511

South Bend, Indiana

3002 S. Michigan St. 46614
(219) 291-5000

Oakbrook, Illinois (Chicago)

2021 Spring Rd. 60680
(312) 654-6345

Peoria, Illinois

2009 N. Knoxville 61601
(309) 688-8611

Des Moines, Iowa

818 Fifth Ave. 50305
(515) 283-1561

Lenexa, Kansas (Kansas City)

8900 Marshall Dr. 66201
(913) 888-1400

Wichita, Kansas

4921 E. 21st St. 67208
(316) 685-1311

Louisville, Kentucky

4501 Indian Trail 40200
(502) 969-2361

Harahan, La. (New Orleans)

5401 Jefferson Hwy. 70123
(504) 733-6850

Portland, Maine

150 Riverside St. 04103
(207) 773-2934

Hanover, Maryland (Baltimore)

1800 Parkway Drive 21201
(301) 796-3640

Westwood, Mass. (Boston)

505 Blue Hill Drive 02090
(617) 329-2300

Grand Blanc, Michigan (Flint)

5198 Territorial Road 48439
(313) 694-7007

Southfield, Michigan (Detroit)

15565 Northland Drive 48075
(313) 353-9715

Edina, Minn. (Minneapolis)

7600 Metro Blvd. 55424
(612) 835-3000

Maryland Heights, Missouri (St. Louis)

83 Progress Parkway 63043
(314) 878-4200

Omaha, Nebraska

11616 "I" Street 68100
(402) 333-4500

Englewood, N. J. (Newark)

385 Nordhoff Place 07631
(201) 567-7200

Bethpage, Long Island, N. Y.

175 Central Ave., South 11714
(516) 694-7970

Cheektowaga, N. Y. (Buffalo)

2615 Walden Ave. 14225
(716) 684-8025

Syracuse, N. Y.

107 Twin Oaks Dr. 13200
(315) 437-2861

Tarrytown, N. Y.

371 S. Broadway 10591
(914) 631-8900

CHEVROLET ZONE OFFICE ADDRESSES (Cont'd)

Charlotte, N. C.
701 Interstate 85 28200
(704) 392-6311

Fargo, N. D.
W. Frontage Rd.
Hwy. 1-29 58102
(701) 282-4451

Parma, Ohio (Cleveland)
12990 Snow Road (Parma) 44129
(216) 265-5600

Sharonville, Ohio (Cincinnati)
11575 Reading Rd. 45241
(513) 769-4100

Oklahoma City, Oklahoma
12 N.E. 36th Street 73100
(405) 521-9776

Beaverton, Oregon (Portland) 97005
15005 S. W. Tualatin Valley Hwy.
(503) 646-8231

Carnegie, Penn. (Pittsburgh)
507-527 Forrest Ave. 15106
(412) 923-2500

Harrisburg, Pennsylvania
Pennsboro Office Center
Taylor Bridge Bypass
Wormleysburg, Penn. 17105
(717) 233-7951

King of Prussia, Penn. (Phila.)
935 First Avenue 19406
(215) 265-5200

Memphis, Tenn.
3495 Lamar Ave. 38100
(901) 363-3612

Dallas, Texas
8635 Stemmons Freeway 75200
(214) 637-3110

Houston, Texas
4807 Wake Forest St. 77000
(713) 668-0511

Salt Lake City, Utah
116 No. 2400 W. 84122
(801) 328-0827

Sandston, Va. (Richmond)
5450 Lewis Road 23150
(703) 222-2840

Charleston, W. Virginia
1205-1211 Virginia St., E. 25300
(304) 344-2301

Bellevue, Washington (Seattle)
Bellevue Business Center Building
Suite 300
777 - 106th Ave. N.E. 98009
(206) 455-5100

Green Bay, Wisconsin
1901 S. Webster Ave. 54300
(414) 437-6511

Milwaukee, Wisconsin 53200
4066 N. Port Washington Ave.
(414) 964-1041

HAWAII ADDRESS:

1600 Kapiolani Blvd.
Suite 714
Honolulu, Hawaii
946-3988

GM OF CANADA LIMITED ZONE OFFICES

Vancouver 4, B. C.
900 Terminal Avenue
(604) 684-9444

Calgary 2, Alta.
P.O. Box 2510
(409) 243-4621

Regina, Sask.
581 Park St.
(306) 543-2224

Winnipeg, Man. R2X 0X9
1345 Redwood Avenue
(204) 582-2371

London, Ont. N6A 4P6
1991 Oxford St. E.
(519) 455-2400

Ottawa, Ont. K1G 0Z4
875 Belfast Road
(613) 237-5051

Toronto, Ont. M3C 1J1
1200 Eglinton Ave., East
(416) 446-5000

Montreal, Que.
5000 Trans-Canada Highway
Pointe Claire 730, Quebec
(514) 697-9160

Moncton, N.B.
653 St. George St.
(506) 854-1500

MEXICO ADDRESS

**General Motors de Mexico S.A.
de C. V.**
Av. Ejercito Nacional No. 843
Mexico 5, D.F.
545-3921

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GAS STATION INFORMATION

REFER TO "SERVICE AND MAINTENANCE" SECTION FOR FURTHER DETAILS

GAS CAP

NOTE: If the gas cap requires a replacement, only a cap with the same features should be used. Failure to use the correct cap can result in a serious malfunction of the system. Correct replacement caps may be obtained from your Chevrolet dealer.

Gasoline Recommendation — Use an unleaded or low-lead fuel of at least 91 Research Octane—Symbol Number 2 (unleaded or low lead fuel). Regular fuel (Symbol Number 3) should be used only when needed to eliminate knock.

Hood Release — To raise the engine hood, unlock the safety catch by pulling the release lever under the instrument panel and raise the hood all the way up so that it stays in position. Be sure support rod end engages hole in hood bracket.

To close, push upper end of support rod toward center of vehicle to release, lower the engine hood to a horizontal level and push down on the rear end until it is locked in position.

Engine Dip Stick — Located on side of engine block. Check oil level as the last operation in a fuel stop. Maintain between high and low level indicated by the pierced holes in the dipstick.

Engine Oil Recommendation — Use only high quality SE oils. The chart in the Service and Maintenance section will serve as a guide for selecting proper oil viscosity.

Windshield Washer — Check reservoir fluid level regularly. Use a washer fluid, such as GM Opti-kleen.

Battery—Check fluid level monthly. Fluid level should be up to mark on transparent casing or up to square section in filler opening in opaque casing. If the fluid level is low, add only colorless, odorless drinking water or distilled water to bring level to square section in filler opening.

