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This new grille also did away with the separate metal filler panel under the grille, since the grille is taller and took its place. Early production models between March and August 1990 were initially available as a fourwheel drive only; 2WD versions commenced production around Summer 1990. This came just months ahead of the introduction of the Ford Explorer, which replaced the Bronco II; sixandahalf years after the segmentleading Cherokee debuted with four doors. The interior was a carryover from 1991 with the exception of the center console and steering wheel Xbar style similar to the one used in the GMT400 trucks. The S10 Blazer also introduced an upscale Tahoe and Sport trim packages, the Tahoe LT, which was rebadged as the LT in 1995 whilst the Tahoe package was renamed as the LS. The Tahoe LT had its own exterior decor with faded lower body lines on the lower rockers along with Tahoe LT badges this also included an overhead console and keyless remote door locks. Sport package had bigger sway bars, slightly modified suspension and 30x9.5 or optional 31x10.5 tires. Body trim included also black plastic fender flares, front fog lights and spare tire carrier on the tailgate. 1992 was the first model year where the S10 Blazer and Jimmy offered an NP233 electronic transfer case for as a drive train option. This deleted the Manual gear range selector with a 3 position switch located to the left of the gauge cluster in the same location that the rear defrost button would be located on nonelectronic transfercase and 2WD model Blazers and Jimmies when optioned with the electronic transfer case the defrost button assembly is positioned below the headlight switch. The electronic transfercase added luxury however there was no neutral position with the electronic transfer case, so the owners manual stated that the drive shaft had to be removed when the vehicle was being towed.

The fuel lines, which were routed on the driver side frame rail to the TBI fuel injectors, were redesigned where the fuel inlets entered the rear of the engine same as the GMT400. This was phased in because of the L35 option which used a similar fuel line setup. The serpentine accessory drive for the 4.3L motor was modified where the air pump was eliminated and further lightened. The first two years of the ABS system had axleshafts with pressedon ABS toner rings, which were eliminated during the latter half of the 1993 model year rear ABS control was now done via the vehicle speed sensor. A 5speed manual transmission remained standard through 1994, but only with the TBI engine. The redesigned 1994 S10 and Sonoma pickups used R134a refrigerant. This time, it lost the S10 prefix for simpler identification, as the fullsize K5 Blazer was discontinued the

GMT400based Blazer was rebadged as the Tahoe; the Tahoe package which was the base trim for past S10s was redesignated as the LS. The Blazer was Playboy magazines Truck of the Year for 1995 and was also the unanimous winner of the Motor Trend 1995 Truck of the Year. This Blazer appealed to more customers because of the less rugged appearance and rounded styling, and many storage spaces—a key feature for families. It was available with the 4.3 L V6 engine only, and most models featured fourwheel drive via an electronic transfer case; 1997 was the last year a manual transfer case for 4 wheel drive floor shifter for 4 wheel drive was offered. In 1998, the interior and exterior received some cosmetic changes. The makeover offered a new dashboard with larger buttons and more ergonomically correct driving controls, as well as larger door handles, and head rests for the rear bench. A passenger airbag is now standard. In 1999, new folding mirrors replaced the old folding mirrors. 2000 saw new front bumpers and the trim running along the sides and bumpers was removed.

For the 2001 model year, the truck received a new center console. The Trailblazers headlamps, which featured daytime running lamps, would be available on various Blazer models until production ended. Upon introduction of the 2002 Chevrolet TrailBlazer and the GMC Envoy, production continued after their successors came to the market, with the Jimmy being sold only in Canada and, in the 2005 model year, 4door models sold to vehicle fleets. Another upscale model was the 1998 GMC Envoy. It used the same engines and had many of the same upgrades as the Bravada. The 1998 model Envoy featured an optional upgrade to High Intensity Discharge headlamps, and several other visual modifications. To celebrate the 30th anniversary of the Jimmy nameplate, the Jimmy Diamond Edition was launched. Not too different from the Envoy, it featured leather seats with a diamond pattern, special diamond logos, and an aluminum silver plate along lower sides of the SUV. This submodel lasted until 2004. It had a wider laddertype frame which made its track approx. 3.9 inches wider. It also lifted the Blazer about 3 inches which made it be able to clear 31x10.5 tires on 15 inch wheels. Larger wheel and axle bearings. A front antisway bar, skid plates, Bilstein shocks, and a beefier rear axle. By using this site, you agree to the Terms of Use and Privacy Policy. Used Very Good Could almost pass as new but is not, No obvious damage to the cover or dust jacket, Pages are clean without writing or markings of any kind. May have name or inscription inside cover, Email with questions STOCK PHOTOS MAY VARY FROM THE ACTUAL ITEM. Please try again. Please try again. Information within each manual has been developed by the OEM to give vehicle owners a basic understanding of the operation of their vehicle. Tire Pressure and Fluid Levels. Provides recommended oil for your vehicle, gas tank capacity, clock and radio settings. Information about vital fluids. These are factory issued manuals.

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became popular. By 1970, the Blazer was already outselling both of its older rivals. Ford, Dodge, and even Jeep would counter with similar shortened pickups, with the Dodge Ramcharger and Jeep Cherokee. The fourwheel drive version had a solid front axle and used leaf springs front and rear. Both versions used drum brakes at all four corners until 1971, when the entire GM light truck line got standard front discs.

For in late 1988 for 1989 models, the front grille was changed to resemble the squared off ones used on the GMT400 series of pickups. Available engines included a 292 cu in 4.8 L inline six, small block V8s of 305, 307, 350, or 400 cubic inches 5.0, 5.0, 5.7, and 6.6 liters, and a 6.2 L Detroit Diesel V8. There is an overlap of 12 bolt rears into the early 80s, while the 10 bolt front axle was phased into production in the late 1970s. The weight of the large glass panel was rumored to be a liability as the manual crank gears wore prematurely and the electric motor was prone to frequent overheating and subsequent failure. This also included the electric motor drive cable which goes to the window regulator to the motor similar in design to a speedometer cable, which usually would fail under heavy abuse. Another feature of the K5 Blazer tailgate was the safety switch connected to the electric motor which prevented the rear window from being raised if the tailgate was unlatched. These engines produced nearly as much torque as the 350, giving a similar driving feel. However, these power plants were underpowered and prone to detonation engine knocking, especially with the electronic spark control module. To achieve the 9.21 compression ratio, the cylinder head chambers were smaller, measuring 56 cc instead of 76 cc. Between 1983 and 1987, what is known as the M1009 CUCV was the production militarized version of the civilian K5. A majority of them are painted olive drab green or in the woodland camouflage pattern, though some vehicles that saw desert use were painted tan. All M1009s, including its derivatives, are powered with the 6.2 L Diesel power plant. Most of the truck actually runs on 12 V. It has two separate 12 V alternators and batteries wired in series, only the glow plug system, injection pump, the starter, and the jumper cable jack are wired to the 24 V terminals.

If this is done and the 24 V starter is replaced with a standard 12v starter, the second alternator is no longer needed. If this is done then the military 24 V slave adapter in the grille will need to be disconnected as well. More new features for 1988 included a fixed mast antenna in place of the old windshield antenna, a trip odometer as part of the gauge package cluster, and an improved pulse windshield wiper control. Also, helping to reduce air leaks in the doors was a new door handle seal. Corporate 10 bolt axles were upgraded to 30 spline axle shafts from previous 28 spline. The standard L05 5.7 liter V8 now had one serpentine accessory drive belt in place of the older multibelt accessory drive setup. 1989 was first year for the 241 transfer case and also the only year for speedometer cable driven version of the 241. A new electronic speedometer system, with a 6 digit odometer on the dashboard was also introduced for 1990, along with nonasbestos brake linings. A new brake warning light on the dashboard was also introduced for 1990. The Blazer body also used double sided, galvanized exterior sheet metal. A new option for 1990 was power mirrors. The 5.7 liter V8 L05 engine was improved for 1990 with the addition of improved oil control rings, a redesigned rear crankshaft seal, a new camshaft sprocket design, nonasbestos intake manifold gaskets, and heavy duty intake valves. 3 point shoulder harness also become standard for rear passengers. The rear seat arm rest were eliminated from rear seat to make room for shoulder belts and pads were added to the wheel housings. The TBI throttle body injection system used on the Blazers standard 5.7 liter V8 had longer throttle shaft bearings, new throttle return springs, and improved fuel mixture distribution. The 5.7 liter V8 also had new heavy duty intake valves and powdered metal camshaft sprockets. Standard on all engines was a lighter more powerful 100amp CS130 alternator.

Two new exterior colors, Brilliant Blue and Slate Metallic were offered. The GMC Jimmy was renamed Yukon. By using this site, you agree to the Terms of Use and Privacy Policy. See your cars

value Edmunds Expert Review Vehicle overview Back in 1982, Chevrolet rolled out the S10 Blazer, the first modern compact sportutility vehicle. Fifteen years later, the Blazer remains a bestseller in one of the hottest automotive markets. Its not hard to understand the Blazers appeal. Powered by a strong 4.3liter, 190horsepower, V6 engine and offering several suspension choices, the Blazer can be tailored to specific needs; with either twowheel or fourwheel drive, two doors or four. The fourdoor is the most popular by far; the model of choice with families on the go. There are accommodations for as many as six passengers, but four would most likely be more comfortable. Lots of cargo space too, with the spare tire mounted underneath the cargo floor on fourdoor models. Chevy claims that, with the rear seat folded, a washing machine box will fit into the cargo bay. We tried it with a test vehicle, and they arent fibbing. Sadly, the Blazers interior is marred by acres of chintzy plastic and little rear foot room in front of a somewhat low and mushy seat. Adult rear seat riders will complain loudly. Offroad is not where the Blazer shines, though a heavyduty ZR2 suspension package is optional this year. Available only on twodoor 4WD models, the ZR2 Blazer has a special chassis with fourinch wider track, huge 31inch tires, speciallytuned Bilstein 46mm shocks, drivetrain refinements, an underbody shield package, and LS trim. Regular Blazers are capable enough for twotrack dirt, but serious offroad adventures would be better handled by something with more wheel travel. However, most families dont spend much, if any, time offroad in their sportutes, so this is not a large shortcoming. As a road going hauler, the Blazer is quite capable.

An allwheel drive option is available on fourdoor models with LT decor, making the Blazer even more surefooted. For 1997, Chevrolet offers an optional liftgate on the fourdoor Blazer. Standard is a twopiece hatch and tailgate. A power sunroof is new to the options list, and LT models have a new HomeLink transmitter that will operate up to three remotecontrolled systems as you pull up to your estate. Also new to the LT are bodycolor grilles in six exterior colors; base models drop their gray grille in favor of chrome. Two new exterior colors debut for 1997 Fairway Green Metallic and Medium Beige Mystique Metallic. Finally, transmission improvements result in smoother shifts. When the current Blazer debuted for the 1995 model year, it won the North American Truck of the Year award. Smart styling, a powerful drivetrain, and reasonable pricing made it a hit with the public. Lately, however, the competition has caught up with the Blazer. A new V6 engine goes into the more refined Ford Explorer for 1997, and it is more powerful than the Blazers motor. The Blazer isnt the value it used to be. We certainly like this sportute, however, poor crash test scores prevent us from recommending it. 1997 Highlights Those who prefer a liftgate over a tailgate have that option on 1997 fourdoor Blazers. A power sunroof is a new option for all Blazers, and models equipped with LT decor are equipped with a HomeLink transmitter that will open your garage, among other things. Allwheeldrive Blazers get fourwheel disc brakes, and automatic transmissions are revised for smoother shifting. Earlyproduction 4WD twodoor Blazers could be ordered with a ZR2 suspension package. Base Blazers get a chrome grille, while LT fourdoor models have bodycolor grilles in six exterior colors. Two new paint colors round out the changes. Ive driven quite a few vehicles in my life and this second hand, high mileage Blazer I bought continues to impress. Mine has been reliable, so far.

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