

FREE SAMPLE

The opening pages of

1975 Chevrolet Squarebody Restoration Guide

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RESTORATIONESSENTIALS

Factory-Correct Restoration Reference

1975 Chevrolet Squarebody Restoration Guide

Model Years 1975

Model year	1975 - the realignment year
Engines	250, 292 I6; 350, 400 (K only), 454 V8
Trim ladder	Custom Deluxe / Scottsdale / Cheyenne / Silverado (new)
Emissions	Catalytic converters under 6,000 lb GVWR
Identifiers	Flush grille; clear turn signals

Every specification in this guide was checked against factory literature, marque references, period road tests, and documented survivor vehicles. Where sources disagree or the record is silent, this guide says so rather than guessing.

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How This Guide Works

This is a **single-year restoration** guide for the 1975 Chevrolet and GMC C/K - one year of the Rounded Line (1973-1987 pickups), covered on its own because that is how these trucks were built and how they must be restored. Specifications were checked against the marque model history and powertrain tables, the Raybuck restoration reference, and period sales literature. Where sources disagree, this guide prints the disagreement instead of guessing.

Scope. Covers 1975 C10/C20/C30 (2WD) and K10/K20/K30 (4WD) pickups and chassis-cabs. Blazer/Jimmy and Suburban share this architecture and have their own RestorationEssentials guides. GMC trucks share the platform but carry their own trim names and badging, noted where they differ.

Where 1975 sits in the run

- **Coming in:** the launch truck underneath, with a new face, a new trim ladder, and the first emissions hardware of the generation.
- **Leaving:** 1976 keeps the formula and cleans up details: voltmeter for ammeter, no more grille displacement decals, the Big 10 debuts.

Platform Snapshot

The Rounded Line (the public's 'Squarebody') ran as the C/K pickup from 1973 to 1987, then as the R/V in heavy and SUV roles to 1991. 1975 trucks are early-face trucks: windshield wipers park behind the hood, side markers are vertical, and the hood sits level with the fender tops.

Fact	Detail
Model year	1975
Designation	C = 2WD, K = 4WD; 10/20/30 = 1/2-, 3/4-, 1-ton
Wheelbases	117.5 in (short bed), 131.5 in (long bed), 164.5 in (crew cab)
Fuel tanks	Outboard of the frame rails (sidesaddle layout)

The 1975 Register - What Makes a 1975 a 1975

- Front fascia revised: Chevrolet's recessed grille becomes a flush-mounted, brighter design; turn signals change from orange to clear/white; GMC moves to a six-segment grille.
- Trim realignment: Scottsdale and Silverado are introduced; Custom Deluxe replaces Custom as the base; Cheyenne Super is gone. GMC reorganizes into Sierra / Sierra Grande / High Sierra / Sierra Classic.
- The 400 small-block V8 (LF4, 185 hp) is introduced as the largest K-series engine, HD-emissions only. The 454 stays C-series only.
- Catalytic converters are fitted to all trucks under 6,000 lb GVWR - unleaded fuel and the restricted filler arrive on those trucks; heavier trucks run without converters. Verify by GVWR, not by year alone.
- The 250 six is discontinued on 3/4- and 1-ton models, and gains the integrated cylinder head. The C20 Bonus Cab (crew cab without rear seat, for storage) is introduced this year.
- Door drip moldings, optional in 1974, are standard.



VIN and Data-Plate Decoding

1975 trucks use the pre-standardization GM truck VIN (the 17-digit standardized VIN arrives in 1981). The system carries manufacturer, chassis (C/K), engine, load class, body, model year, assembly plant, and serial. Engine-code assignments moved as engines came and went, so decode with a year-correct table. The glovebox SPID (Service Parts Identification) label lists every RPO the truck was built with and remains the final word on factory options - photograph it before it fades.

Engines

Five engines for 1975, including the new K-only 400.

Engine	Output (net)	Notes
250 I6 (LD4)	105 hp; 185 lb-ft	Integrated head (new); dropped on 20/30
292 I6 (L25)	120 hp; 215 lb-ft	Heavy-duty six
350 V8 (LS9)	175 hp; 275 lb-ft	4-bbl; LT9 160 hp HD
400 V8 (LF4)	185 hp; 300 lb-ft	NEW; K-series only, HD emissions
454 V8 (LE8)	230 hp; 360 lb-ft	C-series only

Reading Chevrolet casting and date codes

- Block casting number: driver's-side rear bellhousing flange. Assembly stamp: front passenger-side deck pad - month/day plus suffix code.
- Decode casting number, casting date, and suffix together; the casting date should precede the truck's build date by weeks.
- Truck suffix tables differ from passenger-car tables, and the format changed around 1970 - decode truck engines with truck references.

Transmissions and Transfer Cases

Unit	Type	Application
3-speed manual	Column shift	Base, sixes
SM465	4-speed manual	Heavy-duty; granny-low first
TH350	3-speed auto	Small-blocks
TH400	3-speed auto	Big-blocks and heavy duty
NP203	Full-time, chain-driven	4x4
NP205	Part-time, gear-driven	4x4 option

The NP203, honestly. The NP203 is a full-time case with an internal differential: positions are Low Loc, Low, Neutral, High, and High Loc. Drive it in High on the street; Loc locks the differential for low traction - never on dry pavement. Many were later converted to part-time with lockout hubs; know which one you have before diagnosing driveline bind.