

FREE SAMPLE

The opening pages of

1970 Chevrolet C/K Truck Restoration Guide

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Factory-Correct Restoration Reference

1970 Chevrolet C/K Truck Restoration Guide

Model Years 1970

Model year	1970 — the quiet-change year
Engines	250, 292 I6; 307, 350, 402 V8
Headline changes	402 "400" big-block replaces the 396; lighted markers standard
Trim ladder	Base / Custom / CST (last year of these names)
Brakes	Four-wheel drums
VIN format	12-character, year digit "0" in position 5

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 1970 Chevrolet C/K — one year of the “Action Line” (1967–1972), covered on its own because that is how these trucks were built and how they must be restored. Specifications were checked against the LMC Truck chassis-identification references, the RubberTheRightWay VIN decoder compilation, marque references, and documented survivor trucks. Where sources disagree, this guide prints the disagreement instead of guessing.

Scope. Covers 1970 C10/C20/C30 (2WD) and K10/K20 (4WD) pickups and chassis-cabs. The K5 Blazer shares this chassis and has its own dedicated RestorationEssentials guide. GMC trucks share architecture but carry their own codes and trim.

Where 1970 sits in the run

- Coming in: the year that looks like a 1969 and isn't — the differences are an inner grille insert, marker lamps, door panels, and a bigger big-block wearing last year's name.
- Leaving: 1971 renames the whole trim ladder (Cheyenne arrives), fits standard front disc brakes and 5-lug half-ton hubs, and restyles the grille into the eggcrate. Almost every “upgrade” found on a 1970 is a 1971 part fitted later.

Platform Snapshot

1970 is the connoisseur's year: the changes are small, specific, and routinely gotten wrong. The headline is invisible — the big-block grew from 396 to 402 cubic inches (RPO L47) while the truck still wore “396”-era paper in places, with the “400” identity formalized for 1971.

Fact	Detail
Model year	1970 (Action Line year 4 of 6)
Designation	C = 2WD, K = 4WD; 10/20/30 = 1/2-, 3/4-, 1-ton
Body styles	Fleetside and Stepside pickups; chassis-cab; K5 Blazer (2WD added; separate RE guide); GMC Jimmy debuts
Wheelbases	115 / 127 in; Longhorn 133 in; Blazer 104 in
Engines	250/292 I6; 307, 350, 402 V8
Rear suspension (2WD)	Coil-spring trailing arm (leaf optional)
Brakes	Four-wheel drums; power drums optional

The 1970 Register — What Makes a 1970 a 1970

- The big-block is a 402 (RPO L47, 310 gross hp), marketed as the “400” — it replaced the 396 for the 1970 model year. Some 1970 literature and badging still said 396; the “400” emblem was formalized for 1971.
- Grille: the outer shell is shared with 1969, but the inner plastic insert is 1970 — highlights and vertical bars breaking the face into six sections. Do not date a truck by outer-grille paint alone; reproductions muddy it.
- Lighted side-marker LAMPS are now standard (1969: reflectors standard, lamps optional). Reflector-only markers on a '70 are wrong.
- Door panels gain the woodgrain top appliqué on upper trims, and the rearview-mirror trim is grained where 1969's is smooth vinyl.



- TCS emissions hardware is commonly present on 1970 engines and largely absent on 1969s — and commonly (wrongly) stripped. A correct 1970 keeps it or documents its removal.
- Still: drum brakes, 6-lug half-tons, CST (not Cheyenne), AM-only radio, steel wheels with hubcaps or full covers — there were NO factory Rally wheels.
- Blazer line: a 2WD Blazer is new for 1970, and the GMC Jimmy debuts (Blazer production: 11,527).

VIN and Data-Plate Decoding

Same 12-character system, year digit 0 in position 5. One plant code joins the list for 1970–71 Chevrolet 10–30 series: U = Lordstown. Plate on the driver's door jamb; SPID in the glovebox.

Position	Meaning	Codes
1st	Chassis	C = 2WD, K = 4WD
2nd	Engine family	S = inline-6, E = V8
3rd	Series	1 = 1/2-ton, 2 = 3/4-ton, 3 = 1-ton
4th	Body	4 = pickup, 8 = Blazer/Jimmy
5th	Model year	0 = 1970
6th	Assembly plant	A Atlanta, B Baltimore, F Flint, J Janesville, P Pontiac, S St. Louis, T Tarrytown, Z Fremont, U Lordstown, 1 Oshawa
7th–12th	Serial	Consecutive unit number

Worked example: a 1970 C20 serial beginning **CE240Z** decodes C (2WD), E (V8), 2 (3/4-ton), 4 (pickup), 0 (1970), Z (Fremont).

Engines

The 1969 menu carries over with one change at the top — and it is the year's defining restoration fact.

Engine	Carb	Rating (gross)	Notes
250 I6	1-bbl	155 hp; 235 lb-ft	Base six
292 I6	1-bbl	170 hp; 275 lb-ft	Optional heavy-duty six
307 V8	2-bbl	200 hp; 300 lb-ft	Volume small-block
350 V8	4-bbl	255 hp (200 net)	The volume performance engine
402 V8	4-bbl	310 hp	NEW displacement — RPO L47, marketed as the "400"; replaces the 396

396 or 402? Some secondary references date the 402 to 1971. The truck evidence — the L47 RPO listing for 1970–72, period GM literature quoted by restorers ("The 402 started in 70, replacing the 396"), and documented original 1970 402 trucks — puts the displacement change at the 1970 model year, with the "400" emblem formalized for 1971. On any individual truck, the block casting and suffix stamp settle it.