

FREE SAMPLE

The opening pages of

K5 Blazer Jimmy Restoration Guide 1969 1972

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Factory-Correct Restoration Reference

K5 Blazer / Jimmy Restoration Guide

Model Years 1969–1972

Generation	1st generation — full-convertible K5
Production	4,935 (1969); 11,257 (1970); 17,220 (1971); 44,266 (1972)
VIN	1969: B + chassis + engine + series + body + year + plant; 1970+: CKE182 format
Roof	Fully removable convertible top — all four years
Engines	307, 350 small-blocks; 402 big-block (1971–72)
Transfer case	NP205 (part-time)

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.

Published by RestorationEssentials



How This Guide Works

This is a **restoration** guide for the first-generation Chevrolet K5 Blazer and GMC Jimmy — model years 1969 through 1972, the full-convertible trucks. Specifications were checked against CK5 forum production and VIN documentation, Hagerty valuation data, and period Chevrolet literature. Where the record is silent, this guide says so instead of guessing.

Scope. Covers 4WD K5 Blazer and Jimmy (1969–72) and the 2WD Blazer introduced in 1970. The 1973–91 trucks are a different generation with their own RestorationEssentials guide.

Platform Snapshot

The K5 Blazer debuted for 1969 as Chevrolet's answer to the Ford Bronco and International Scout — but bigger, on a shortened pickup chassis with a fully removable top. First-year production was just 4,935 trucks; by 1972 it had grown nearly ninefold to 44,266. The first generation's full-convertible design — the entire top lifts off — was never repeated, which is why these four years command the premium.

Fact	Detail
Model years	1969–1972
Production	4,935 / 11,257 / 17,220 / 44,266 by year
Roof	Fully removable convertible top (all years)
Drive	4WD standard 1969; 2WD added 1970
Engines	307 and 350 small-blocks; 402 big-block (1971–72)
Transmissions	3-speed manual; TH350 automatic
Transfer case	NP205 (part-time, gear-driven)
Front axle	Dana 44 on leaf springs

Year-by-Year Changes

1969

- Debut year: 4,935 built — the rarest and most valuable first-generation K5.
- VIN format unique to 1969: B prefix, then chassis (C/K), engine family (S = six, E = V8), series (1 = 1/2-ton), body code 14 (utility), year digit 9, plant code, serial.
- 4WD only; the top comes completely off including the windshield frame surround.

1970

- 11,257 built. 2WD Blazer joins the lineup. VIN moves to the CKE182-style format (C = Chevrolet, K = 4WD, E = V8, 1 = 1/2-ton, 8 = Blazer utility, 2 = 1972 model year in the example decode, plant code).

1971

- 17,220 built. 402 big-block becomes available. Front disc brakes standardize across the light-duty line.



1972

- 44,266 built — the volume year. Documented example: 350 4-bbl rated 175 hp (net). Final year of the full convertible; the 1973 redesign brings the half-cab.

VIN Decoding

1969 format

Position	Meaning
1st	B = Blazer series prefix
2nd	Chassis: C = 2WD, K = 4WD
3rd	Engine family: S = inline-6, E = V8
4th	Series: 1 = 1/2-ton
5th–6th	Body: 14 = utility (Blazer)
7th	Model year: 9
8th	Assembly plant
9th–	Consecutive serial number

1970–1972 format (example: CKE182F186911)

Character	Meaning
C	Chevrolet
K	4WD chassis
E	V8 engine
1	1/2-ton series
8	Blazer utility body
2	Model year (1972)
F	Flint assembly
186911	Consecutive serial

Cross-check the VIN against the glovebox SPID label — it lists every factory option and is the final word on how the truck was built.

Engines

Engine	Years	Notes
307 V8	1969–72	2-bbl; volume small-block
350 V8	1969–72	2-bbl and 4-bbl; documented 175 hp (net) 4-bbl in 1972
402 V8	1971–72	Big-block; rare — verify on the SPID label