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2006 chevy silverado 3500 owners manual

Engine 6.6-liter V8 Gas 6.6-liter Turbo V8 Diesel (+\$9,890) Transmission 6-Speed Automatic 10-Speed Automatic (Optional) Transmission Drivetrain Drivetrain Fuel Tank Capacity Fuel Tank Capacity Seating Capacity Seating Capacity Engine 6.6-liter V8 Gas 6.6-liter Turbo V8 Diesel (+\$9,890) Horsepower Torque Transmission 6-Speed Automatic 10-Speed Automatic (Optional) Drivetrain Steering Type Turning Diameter Wheels Type Front Wheel Size Rear Wheel Size Front Tire Rear Tire Spare Tire Fuel Tank Capacity Max Width Wheelbase Seating Capacity Front Seat Leg Room Front Seat Headroom Front Seat Shoulder Room Front Seat Hip Room Maximum Towing Capacity Diamond Black Crystal Pearlcoat Billet Silver Metallic Clearcoat Granite Crystal Metallic Clearcoat Maximum Steel Metallic Clearcoat Black Clearcoat , Minimum Bou Hoeveelheid van 10. Laat beskikbaarheid. Geval IH Rooi, Minimum Bou Hoeveelheid van 10. Laat beskikbaarheid. Konstruksie Geel, Minimum Bou Hoeveelheid van 10. Laat beskikbaarheid. 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Jet Black, Cloth seat trim Jet Black, Cloth seat trim Jet Black, Vinyl seat trim Bluetooth Connection Satellite Radio Smart Device Integration WiFi Hotspot Auxiliary Audio Input MP3 Player Bucket Seats Cloth Seats Leather Seats Leather Steering Wheel Premium Synthetic Seats Vinyl Seats Steering Wheel Audio Controls Power Mirror(s) Adaptive Cruise Control Cruise Control Keyless Entry Power Driver Seat Keyless Start Telematics Back-Up Camera Cross-Traffic Alert Rear Parking Aid Blind Spot Monitor Lane Departure Warning Lane Keeping Assist Tire Pressure Monitor Brake Assist Stability Control Traction Control Driver Air Bag Front Head Air Bag Front Side Air Bag Passenger Air Bag Rear Head Air Bag Basic Corrosion Drivetrain Note HD Duramax Diesel: 5 Years/100,000 Miles; Gekwalifiseerde Vloot Aankope: 5 Jaar/100,000 Miles Drivetrain Onderhoud Nota Padside Hulp Nota HD Duramax Diesel: 5 Jaar / 100,000 Myl; Gekwalifiseerde vlootaankope: 5 Jaar/100,000 Myl Padbystandrust-deur-waARBorg Nota Voorlofige 2021 Waarborg Gereelde taxi's moet op meer sneoivlakke beskikbaar gestel word. Tans, as jy wil 'n gereelde taxi kort boks Silverado vragmotor van Chevrolet, dan is options. Limited, were made some decisions to do just a regular taxi long box Silverado... It's just a work strip, said Chevrolet Silverado Marketing Director Hugh Milne to Muscle Cars And Trucks (MC&T). The regular taxi comes just with an 8-foot bed, but Milne told MC&T that, due to customer demand, Chevrolet is now looking to offer the regular taxi with a short box. The hesitation comes from the US Corporate Average Fuel Economy (CAFE) standards and what is known as the footprint rule. Chevrolet Chevrolet The footprint rule is centered around the size of the area covered within all four wheels of the truck, and the larger that footprint gets, then the more forgiving the fuel economy gets standard. Physics dictates that the greater and heavier the vehicle, the harder it is to keep the MPG score off. To make things more complicated, the EPA fuel economy estimates are also on average by making and modeling. To it, you end up with the real Cowboy Limo is the biggest truck because it can add the extra weight of options with the most leeway given to the final MPG number. Cars that are even rarer than you thought most reliable cars ever made Chevrolet Chevrolet Chevrolet Do Chevrolet's willingness to look at more frequent taxi options mean we can see a Chevrolet Silverado Regular Cab Trail Boss, or a Regular Cab GMC Sierra AT4? As MC&T points out, the only way you can get one of those specific models is to go to Middle East markets where fuel economy standards differ. Well, enough people will have to do those specific layouts for Chevy and GMC to make the complicated mathematics, engineering and reflection of the lineouts to make it happen. A shorter regular taxi Silverado Trail Boss would make sense of an off-roading standpoint, but we're not sure the demographic buy those trucks would want something less than a crew taxi. CarBuzz CarBuzz CarBuzz CarBuzz CarBuzz Jupiterimages/Photos.com/Getty Images The 1990 Chevy Silverado 3500 is also known as the C/K 3500. For this model year, Chevrolet has made several improvements to the pickup truck, from offering a wider range of vehicle sizes and engine options to offer different driving trains to better appeal to drivers seeking more tower power. The standard engine for the 1990 Chevy Silverado 3500 Pickup is a 7.4-litre V-8 engine with 454 cubic inches of displacement. Horsepower for the engine measures 230 with a maximum shield rating of 385 ft.-lbs. Drilling and stroke measures 4.25 inches by 4.00 inches with a compression ratio of 7.9-to-1. The engine is gasoline industry and aspirate normally. A three-speed automatic transfer is standard on this model with no other transmission Available. The 3500 pickup is a front wheel-drive vehicle with front and rear disk brakes for greater stopping capability. An anti-ditch system is included as a standard function to ensure that brakes are not below or bad weather conditions. The Silverado for this model year does not have available airbags, traction control and stability control. Overall length of the regular taxi vehicle measures 212.6 inches with a wheel base of 131.5 inches. Overall width and height measure 76.8 inches and 70.4 inches. Combat weight sits at 3,849 lbs. Standard acceptable salary load for this model of the Silverado 3500 is 2,412 lbs. Seating capacity is three with a front room of 39.9 inches and a front leg room of 41.7 inches. By Leonardo R. Grabkowski The Chevy Silverado is one of General Motors' most popular products. If you need to work on your Silverado or change a tape, you must first lift and support the vehicle safely. Proper lifting and supporting the truck will ensure your safety. Make sure your floor jack and jack stand will support the weight of your Silverado. Chevrolet Silverado 1500 models weigh between 4,500 and 5,700 pounds. Look at the label on your jack and jack stands to determine if it can support the truck. Park the Silverado on a solid, flat surface, such as concrete or asphalt. Explore the area below your engine bay in front of the truck to find the factory jacking point. The point is slightly off the center and is usually designated by an arrow. Use the floor jack to lift the truck until you can safely place two jack stands under the side jacking point. The side jacking point is about six inches behind the front wheel on both sides. Remove the floor racer once the jack stands in place and move to the back of the vehicle. Lift the rear by using the rear jacking point or the center of the axis. Place the jack stands in front of the rear wheels when the truck raised enough. The side jacking points (for your jack stand) are rated by a double indent along the bottom of the frame. Do not use an emergency button to lift and support a vehicle. Do not jack a vehicle off the sides unless it is an emergency. By Kristin SwainUpdated November 07, 2017 Bill Pugliano/Getty Images News/Getty Images Chevy Silverado trucks are very popular U.S. pick-up trucks. They come in regular and extensive taxi ranges and are good for transporting or tower heavy loads. Due to the rough conditions these trucks are sometimes passed through on construction sites or by traveling unpaved or severely paved streets, it is important that drivers invest in a good set of truck tires that will be able to resist carrying out additional weight and travel off-road. General Grabber HTS The General Grabber HTS is an all-season highway tape developed for trucks and SMEs. This tape features General Tire's patented eco-ride connection formed in the symmetrical staircase design to help improve the fuel economy. There is a great patch and a stabilizing system of connecting bars that increase stability. Increased stability means that it is easier for driver to brake, accelerate, and angle. There are also two internal steel belts to prolong the life of the tape as well as an internal shock absorption system to reduce road vibrations. The channelled, symmetrical staircase design allows the straps to maintain traction, even in rain and light snow. This tape has been tested extensively and receives an average score of 8.6 out of 10 with a customer rating average of 8.2.General Grabber AT2 General Tire's Grabber AT2 is an on and off road all-terrain tape designed to provide the driver with additional traction on any driving surface. Grabber tapes have a chip and tear resistant staircase composite formed in the stairs blocks. The tape features a symmetrical staircase design of five rows of multi-traction edge independent stepping blocks. Each of this block is formed to work with #13 metal studs for use in snow and ice. The tape is reinforced with two steel belts on top of a cord internal body to ensure that even wear on the contact surface of the tape. The Grabber AT2 received an 8.4 test rating and an 8.4 out of 10 customer rating. Michelin LTX M/S The LTX M/S is an all-season truck tape, designed to be used in wet, dry, and mild winter conditions. It is not a snowband and does not meet snow traction requirements. It does deliver a smooth ride on surface streets and highways. The LTX M/S has offline a symmetrical staircase design with independent staircases and girth grooves that help the tyres to keep traction, regardless of road conditions. An all-season staircase connection is formed in stair grooves to aid in improving the long-standing ness of the straps. This tape has an acetition of 8.3 out of 10 and a customer review rating of 8.6. 8.6.

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