

	price, base/ as tested	engine/transmission	SAE net power/torque	dimensions, inches				curb weight, pounds	weight distribu- tion, % front/rear	fuel tank, gallons	towing capacity, pounds, standard/ maximum/ as tested	interior volume, cubic feet, F/M/R; cargo, behind F/M/R	what fits in back			suspension		brakes, front/rear	tires†
				wheel- base	length	width	height						# beer cases,* behind F/M/R	length of pipe, inches	sheet of plywood, inches (l x w)	front	rear		
CHEVROLET SUBURBAN LT K2500	\$31,305/ \$43,215	pushrod 16-valve V-8, 364 cu in (5967cc), iron block and heads, port fuel injection/4-speed automatic with lockup torque converter	300 bhp @ 4800 rpm/ 355 lb-ft @ 4000 rpm	130.0	219.3	79.8	74.4	6360	51.6/48.4	39.0	10,100/ 10,100/ 10,100	63/57/48; 138/90/46	54/36/18	157.5	96.0 x 49.5	unequal-length control arms, torsion bars, anti-roll bar	rigid axle located by semi-elliptical leaf springs	vented disc, vented disc; anti-lock control	Firestone Steeltex R4S, LT245/75R-16
FORD EXCURSION LIMITED	\$41,375/ \$41,450	pushrod 20-valve V-10, 413 cu in (6761cc), iron block and aluminum heads, port fuel injection/4-speed automatic with lockup torque converter	310 bhp @ 4250 rpm/ 425 lb-ft @ 3250 rpm	137.0	226.7	80.0	79.7	7260	49.3/50.7	44.0	7200/ 10,000/ 9600	69/65/57; 146/101/48	59/38/18	165.8	100.0 x 49.0	rigid axle located by semi-elliptical leaf springs and a Panhard rod, anti-roll bar	rigid axle located by semi-elliptical leaf springs	vented disc, vented disc; anti-lock control	Firestone Steeltex R4S, LT265/75R-16
FORD EXPEDITION XLT	\$33,310/ \$41,010	SOHC 16-valve V-8, 330 cu in (5403cc), iron block and aluminum heads, port fuel injection/4-speed automatic with lockup torque converter	260 bhp @ 4500 rpm/ 350 lb-ft @ 2500 rpm	119.0	204.6	77.5	78.6	5940	51.2/48.8	30.0	5500/ 7400/ 6900	60/58/36; 111/61/21	48/24/8	145.0	86.0 x 48.5	unequal-length control arms, automatically leveling shock absorbers, torsion bars, anti-roll bar	rigid axle located by 4 trailing links and a Panhard rod, automatically leveling air springs, anti-roll bar	vented disc, disc; anti-lock control	Goodyear Wrangler RT/S, P265/70SR-17
GMC YUKON SLT K1500	\$35,280/ \$41,502	pushrod 16-valve V-8, 325 cu in (5327cc), iron block and aluminum heads, port fuel injection/4-speed automatic with lockup torque converter	285 bhp @ 5200 rpm/ 325 lb-ft @ 4000 rpm	116.0	198.8	78.8	76.5	5400	52.2/47.8	26.0	8800/ 8800/ 8800	63/57/35; 105/64/16	41/24/5	141.8	69.5 x 49.0	unequal-length control arms, torsion bars, anti-roll bar	rigid axle located by 4 trailing links and a Panhard rod, coil springs, anti-roll bar	vented disc, vented disc; anti-lock control	Goodyear Wrangler ST, P245/75SR-16

*Beer cases are loaded to a height not more than six inches above the side-window beltline.

†Tires shown are those fitted to the vehicles we track-tested. The Suburban we drove off-road had Firestone Steeltex Radial A/Ts of identical size, and the Yukon had

wider Firestone Wilderness LEs, size P265/70SR-16 (ride height and ground clearance were unaffected).