


1971 Chevrolet Trucks

Recreational Vehicles



Totally Tougher 

Whatever your kind of camping,

Truck-Mounted Camper Bodies

Shell Camper



Stepside with Vacationeer shell by Sheldon Mfg.—Sun Valley, Cal.

With so many units to choose from, a shell camper mounted on our Stepside pickup is one of the most economical. It's a mobile cabin for two, easy to remove and store on workdays. Stepside's the least expensive Chevy pickup, but it has all the advantages—such as more standard Six or V8 power than any other popular pickup. Stepside with shell, about \$3,100 to \$3,460.

Slide-In Over-Cab

It's the most popular pickup camper you'll see on any vacation trip, just as our Fleetside is America's favorite pickup. What a combination! A slide-in unit generally sleeps four, includes cooking and dining facilities. Some are fully self-contained. Put one on a Chevy Custom Camper pickup, with Independent Front Suspension, and it's home, sweet-riding home. Fleetside and camper about \$4,360 to \$7,360.



Fleetside with El Dorado camper by Nimrod/El Dorado Ind., Inc., Minneapolis, Kansas.

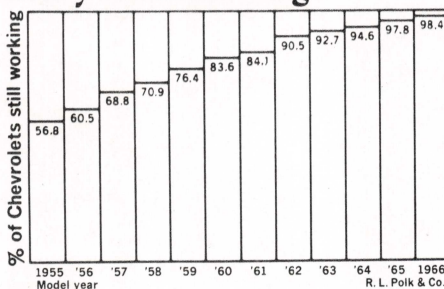
Chassis-Mounted Camper

Walk-around-roomy inside, the chassis-mount units come as long as 14 ft. They're fully self-contained: range, refrigerator, sink, hot and cold running water, toilet, shower, furnace and more. Permanent mounting on a Chevrolet chassis-cab gives them the strength and durability of a single unit, while the low center of gravity adds stability and handling ease. Chassis-cab and camper range from \$6,300 to \$9,300.



Chassis-cab with camper by Open Road Ind.—Redondo Beach, Cal.

Chevy trucks last longer



The chart above, based on latest official figures*, shows how Chevrolets outlast other trucks. Going back as far as 1955, for example, over 56% of the Chevrolets of that model year are still on the job. No competitive make has as many as half of its 1955 models still working.
*Source: R. L. Polk & Co.

Cover (front to back): Fleetside with camper by Open Road Ind., Redondo Beach, Cal.; Chevy Van conversion by Red-E-Kamp, Mira Loma, Cal.; Chevy-chassis motor home by Aspen Coach Corp., Boulder, Colo.; Suburban with trailer by Red-Dale Camper Mfg., Longmont, Colo.

Trailer Towing

Camping Trailer



El Camino with Nimrod trailer by Nimrod/El Dorado Ind., Inc., Hamilton, Ohio.

This unit with its folding tent top is easy to set up, a breeze to tow, and the low cost attracts more first-time campers than any other kind. Hitch onto an El Camino, our passenger car/pickup, and you've got a good thing going. Especially if you order yours with an SS 454 package: Strato-bucket seats, deep-pile carpeting and other niceties including more performance. Camping trailer and El Camino range from \$3,510 to \$5,010.

Compact Travel Trailer



Blazer with travel trailer by Open Road Ind.—Redondo Beach, Cal.

The next size up in trailers, it's an all-metal unit (although some models telescope downward for low-profile towing). A good teammate is our Blazer, the 2- or 4-wheel-drive runabout that's bigger and more powerful than any other popular sport truck. Its short wheelbase and small turning circle let Blazer slip around the suburbs gracefully. Yet Blazer will take you where others fear to tread—trailer and all. Compact travel trailer and Blazer, \$4,150 to \$13,400.

Chevy has a better way to go.

Family Travel Trailer

Bigger still, the full-sized travel trailer accommodates a family of six (or more) with all the comforts of home. A tug-of-war? Not for our superwagon, the Chevrolet Suburban. It carries up to nine with the two extra seats you can order, totes luggage and tows the trailer besides. That's easy with real truck muscles underneath and V8s available up to 400 cu. in. Suburban with family travel trailer starts at about \$11,215, runs to \$21,215.



Suburban with travel trailer by Airstream—Jackson Center, Ohio

Semi-Travel Trailer

Stretching a roomy 28 feet from front to back, a typical semi-travel trailer sleeps at least four adults and offers all the luxuries, including a private stateroom with full-sized twin beds. The tow truck is a Fleetside pickup, equipped with heavy-duty components and a "fifth wheel" mounted in the box. Fleetside pickup with semi-travel trailer, \$10,255 and up depending on equipment.



Fleetside with Hy-Lander trailer by HyLand Mfg., Inc.—Carlisle, Ia.

Motor Homes

Chevy Van Conversion.



Chevy Van Trailwagon conversion by Chinook Western, La Verne, Cal.

Your easiest, most economical way into an all-in-one camper, Chevy Van is completely new—with sliding side door and more room inside. Interior conversions for camping include beds, refrigerator, range, sink, dinette, the works. You also get advantages like high level ventilation and an engine moved forward for faster, easier servicing. Van with camper conversion, \$4,350 to \$6,550.

Step-Van Conversion

It's a step up in luxury for the family that likes a traveling home on the roomy side. King-size floor plans are available up to 14½ ft., and every square inch is planned for your comfort and convenience. We provide road-smoothing Independent Front Suspension, and you can order

a Six or V8 with automatic transmission, power assists and all. Step-Van with conversion, from \$9,800 to \$15,000.



Step-Van King conversion by Parsons Mobile Prod.—Parsons, Kan.

Chevy Motor Home Chassis

This is the ultimate resort on wheels—with air conditioning, stereo, sleeping for up to 10 (including a master bedroom with private bath). You can have the unit of your choice mounted on a Chevrolet chassis that's specially engineered for motor homes. Included are a big V8, Turbo Hydra-matic, power steering, front disc brakes with power assist and more. From \$7,500 to \$20,000 complete.



Chevy-chassis motor home by Barth Corp.—Milford, Ind.

You understand, of course, that Chevrolet doesn't make camper bodies or trailers or do the conversions. But your Chevrolet dealer knows who the manufacturers are, and how to help you choose. (He also has Chevrolet's 1971 Trailing Guide, which you should consult for detailed recommendations before ordering a towing vehicle.) Once you pick the camper, he'll put you in the right kind of Chevy. So you can go most anywhere, without reservations.

(All price ranges are based on manufacturers' suggested retail prices for the Chevrolet vehicles shown, including Federal Excise Tax and suggested dealer new vehicle preparation charge, plus suggested retail prices for camping units supplied by the various camping equipment companies. Destination charges, state and local taxes and optional equipment are additional.)

Chassis-cab with camper by Mitchell Camper Mfg.—Commerce City, Colo.



Pickups

Put your vacation home on the best foundation. Chevrolet.

More campers do, year after year. Chevrolets are built to go places and do things. With extra-tough components and lots of extra features. Including Chevy's easy-riding Super Suspension, the independent one that's on a million-and-a-half more pickups than any other kind. You'll find a bigger-than-usual choice in Chevy, too—Fleetsides and Stepsides equipped most any way you want. Your vacation money goes farther in a Chevy.

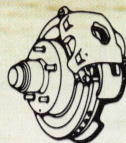
Our double-walled cabs: the strong, quiet type

Roof, cowl, body sills and rear wall panels are two walls of steel, instead of one. Strong. In between the roof panels, heavy insulation. Quiet. That's Chevy for you.

With Fleetside's double-walled box, dents inside don't show outside

Full-depth, double-steel side panels in Fleetside's pickup box and tailgate keep hard knocks inside where they belong. So yours still looks new, even when it isn't.

Front disc brakes standard on pickups, chassis-cabs.

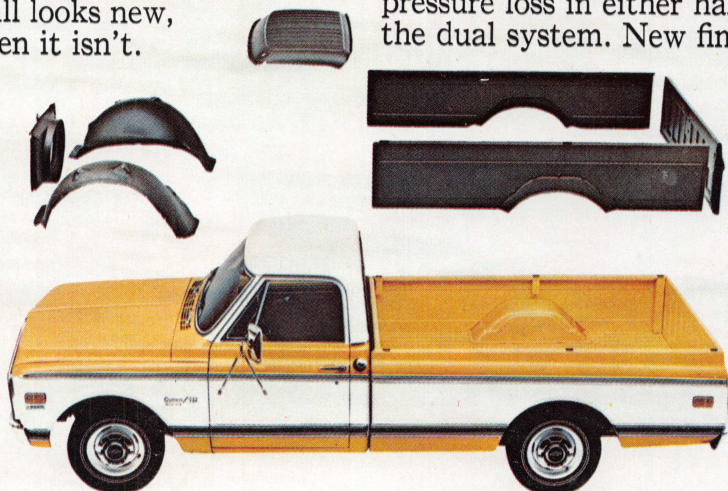


So you get all this:

Long brake life—even in the toughest kind of driving.

Excellent fade-resistance—because disc brakes run cooler, despite heavy use.

Balanced braking—with a special three-way valve that also proportions front and rear braking pressures, warns of pressure loss in either half of the dual system. New finned





rear brake drums come on ½-ton models.

Brake power assist—standard on ¾- and 1-ton pickups and chassis-cabs; available on ½-ton models.



Chevy's Super Suspension paves the way wherever you go.

It's independent up front, with coil springs, to keep road shock from passing back and forth between the wheels. Or up to the people inside. At the rear, coil or leaf springs carry the load comfortably.

A family truck should have all the comforts and conveniences

You could just go with standard things like the foam-cushioned full-width front seat. But you might order *Cheyenne Super* equipment with special touches outside and niceties inside like cloth-and-vinyl upholstery, wood-grain trim, lots of extra conveniences. Or specify bucket seats with center console. And more. For your family truck.



Fleetside with Cheyenne Super interior and available bucket seats and console

If you want more camper, you need more truck. A chassis-cab

Walk-around-roomy camper bodies up to 14 ft. long mount directly on a Chevy chassis-cab. You get big-family living space, and more. With its low center of gravity, a Chevy chassis-cab camper is very stable and easy to handle—on the road and off. It's one solid unit, for strength and stamina. And all the extra equipment work-proved on regular chassis-cabs is yours for camping use.

Longhorn: the big pickup we invented for the big camper

That 8½-ft. box takes camper bodies up to 12 ft. long. A Longhorn's engineered for extra support all along its extra length.

Choosing the right Chevrolet for your truck camper

Series C20 (¾-ton) Custom Camper pickup or chassis-cab with standard coil-spring rear suspension—special Custom Camper nameplate; front stabilizer bar; heavy-duty 3000-lb. rear coil springs or 500-lb. auxiliary leaf springs; heavy-duty rear shock absorbers; choice of 7.50-16/D tube-type or 8.75-16.5/D tubeless tires or larger. Available leaf spring rear suspension is rated at 2750 lbs.

Series CS/CE31003-04-34 (1-ton) Custom Camper pickup and chassis-cab with single rear tires—special Custom Camper nameplate; front stabilizer bar; heavy-duty shock absorbers; 3100-lb. rear leaf springs; choice of 9.50-16.5/D or 9.50-16.5/E tubeless tires or 7.50-16/E tube-type.

Series CS/CE 31403 (1-ton) Custom Camper chassis-cab—special Custom Camper nameplate; front stabilizer bar; heavy-duty shock absorbers; 3100-lb. rear leaf springs; dual rear tires 7.00-16/C. (Available rear axle is rated at 11,000 lbs; 7.00-18/D tube-type or 8-19.5/D tubeless tires are included.)



Recommended Equipment for Slide-In Camper Bodies

Chevrolet Series	CE 10 (½-Ton)		CE 20 (¾-Ton)		CE 30 (1-Ton)		
	Shell		Cab-Over Without Rear Overhang	Cab-Over With Rear Overhang	Cab-Over Without Rear Overhang	Cab-Over With Rear Overhang	
Max. Body Length (ft.)	6	8	8	10½ or 11	9	11	12
GVW Ratings (lbs.)	5400		6700	7500	6600	8000	9000
Box Length (ft.)	6½	8	8	8 or 8½	8½-9	8½-9	8½-9
Approx. Body Weight (lbs.)	700		1400	2000	1200	2100	2950
Passenger & Equipment Weight (lbs.)	1000		1000	1100	1000	1250	1600
Total Body, Passenger & Equipment Weight (lbs.)	1700		2400	3100	2200	3350	4550
Recommended Chevrolet Models	CE 10704 CE 10734	CE 10904 CE 10934	CE 20904 CE 20934	CE 20934 CE 21034 Longhorn	CE 20904 CE 20934	CE 31004 Stepside Pickup CE 31034 Longhorn	
Engine	*307 V8		350 V8	350 V8	307 V8	350 V8	400 V8
Transmission▲	Powerglide		Turbo Hydra-matic		Turbo Hydra-matic		
Rear Axle—Cap. (lbs.) —Ratio	3500 3.73		5200 4.10	5200 4.10	7200 4.57	7200 4.10	
Front Suspension Stabilizer Bar Springs—Cap. (lbs.) Shock Absorbers	— 1350 Standard		Recommended 1500 Standard	Recommended 1500 Heavy-Duty	— 1650 Standard	Recommended 1650 Heavy-Duty	
Rear Suspension Springs—Cap. (lbs.) Aux. Springs—Cap. (lbs.) Shock Absorbers	2000 — Standard		3000 — Standard	3000 [†] 500 [†] Heavy-Duty	2400 — —	3100 — Heavy-Duty	4150 — Included Heavy-Duty
Tires	H78-15B		8.75-16.5 C-Frt. 8.75-16.5 D-Rear	9.50-16.5 D	8.75-16.5 C	9.50-16.5 D	9.50-16.5 D-Frt. 9.50-16.5 E-Rear
Tire Capacity Lbs. (each)	1610 @ 32 psi		1990 @ 45 psi 2350 @ 60 psi	2780 @ 60 psi	1990 @ 45 psi	2780 @ 60 psi	2780 @ 60 psi 3170 @ 75 psi
Power Steering	—		Recommended	Recommended	Recommended	Recommended	Recommended
Power Brakes	—		Standard	Standard	Standard	Standard	Standard
Generator	—		42 amp.	42 amp.	42 amp.	42 amp.	61 amp.
Camper Wiring Harness	—		Recommended	Recommended	Recommended	Recommended	Recommended
Auxiliary Battery	—		Recommended	Recommended	Recommended	Recommended	Recommended

Equipment shown in RED available at extra cost. ▲HD Radiator included with Automatic Transmissions. ■For CE 20904 & 20934. 2750 Leaf type for CE 21034. *Standard on V8 models. †For CE 20904 & 20934. Not required for CE 21034.

NOTE—Camper body weight, passenger weight and equipment weights may vary from those shown above but total loaded weight shall not exceed vehicle GVW rating
—Center of gravity of camper body should be at least 4 inches ahead of centerline of rear axle

Recommended Equipment for Frame-Mounted Camper Bodies

Chevrolet Series	CE 20 (¾-Ton)		CE 30 (1-Ton)			Chevrolet Series	CE 20 (¾-Ton)		CE 30 (1-Ton)		
	Frame Mounted	Frame Mounted	Frame Mounted	Frame Mounted	Frame Mounted		Recommended	Recommended	Recommended	Recommended	Recommended
Camper Body Type	Frame Mounted	Frame Mounted	Frame Mounted	Frame Mounted	Frame Mounted	Front Suspension Stabilizer Bar Springs—Cap. (lbs.) Shock Absorbers	Recommended	Recommended	Recommended	Recommended	Recommended
GVW Ratings (lbs.)	7500	8000	10,000	11,000	14,000		1500	1650	1850	2000	2000
Max. Body Length (ft.)	11	11½	14	12/14	12/14	Rear Suspension Springs—Cap. (lbs.) Aux. Springs—Cap. (lbs.) Shock Absorbers	Heavy-Duty	Heavy-Duty	Heavy-Duty	Heavy-Duty	Heavy-Duty
Approx. Body Weight (lbs.)	2000	2200	4150	5000	7400		3000	3100	4150	5900	5900
Passenger & Equipment Weight (lbs.)	1600	1600	1600	1600	1600		500	—	Included	Included	Included
Total Body, Passenger & Equipment Weight (lbs.)	3600	3800	5750	6600	9000	Tires Front Rear	Heavy-Duty	Heavy-Duty	Heavy-Duty	Heavy-Duty	Heavy-Duty
Recommended Chevrolet Model	CE 20903 Chassis-Cab	CE 31003 Chassis-Cab	CE 31403 Chassis-Cab	CE 31003 CE 31403	CE 31003 CE 31403		9.50-16.5 D	9.50-16.5 D	7.50-16 C 7.50-16 C Dual Rears	7.00-18 D 7.00-18 D Dual Rears	8-19.5 D 8-19.5 E Dual Rears
Engine	350 V8	350 V8	350 V8	350 V8	350 V8	Tire Cap. (lbs. each)	9.50-16.5 D	9.50-16.5 D	2060 @ 45 psi 1815 @ 45 psi	2590 @ 75 psi 2270 @ 65 psi	2800 @ 75 psi 2780 @ 80 psi
Transmission ▲	Turbo Hydra-matic	Turbo Hydra-matic	Turbo Hydra-matic	4-Speed	4-Speed	Power Steering	2780 @ 60 psi	2780 @ 60 psi	Recommended	Recommended	Recommended
Rear Axle—Cap. (lbs.) —Ratio	5200 4.10	7200 4.10	7200 4.57	11000 6.17	11000 6.17	Power Brakes	Recommended	Recommended	Standard	Standard	Standard
						Generator	Standard	Standard	42 amp.	42 amp.	61 amp.
						Auxiliary Battery	42 amp.	42 amp.	Recommended	Recommended	Recommended
							Recommended	Recommended	Recommended	Recommended	Recommended

Equipment shown in RED available at extra cost. ▲ HD Radiator included with Turbo Hydra-matic Transmission. Tire Load Range—C (6PR), D (8PR), E (10PR).

NOTE—Camper body weight, passenger weight and equipment weights may vary from those shown above but total loaded weight shall not exceed vehicle GVW rating
—Center of gravity for camper body should be 4" in front of the center of the rear axle.

Camper assists: Chevrolet covers you with more travel insurance.

All-weather air conditioning.

Not only cools the air, but cleans and dehumidifies it all year around.

Automatic transmission.

Keeps the engine in the right power range automatically. Makes camper driving a breeze.

Heavy-duty battery. Rated at 80 amp. hr., extra power for increased camping loads.

Auxiliary battery. Extra 53-amp.-hr. battery powers camper circuits only. Recharges automatically as you drive.

Power brakes. Available or standard equipment on all light-duty models. Make stopping easy, even with the biggest loads.

Power steering. Eases parking chores with a camping rig. Cuts fatigue on the road. A "must" where women share the driving.

Comfortilt steering wheel.

Adjusts to seven different positions. One's just right for you, or anybody. Available with 4-speed or automatic.

Pushbutton AM radio.

Exceptional range. Easy tuning.

Trailer hitch.* Frame-type for light trailers; load-equalizing for medium and heavy. Plug-in wiring harness also available.

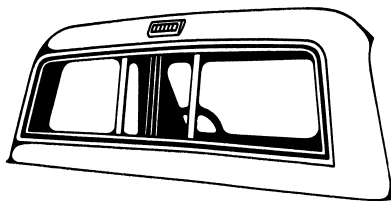
Tinted glass. For windshield, side windows. Cuts glare and reduces eyestrain.

Heavy-duty radiator. The extra cooling capacity your engine needs with big loads or in hot weather. (Included with automatic transmissions.)

Heavy-duty generator. High-capacity Delcotron AC HD type increases electrical reserve for camping equipment and lights.

Front stabilizer bar. For better stability and driving ease with high center of gravity loads like camper bodies.

Sliding rear window. Allows camper-to-cab communication.



Finger grip for easy sliding, latch for locking.

Leaf-type rear springs.

Available for ½- and ¾-ton pickups and chassis-cabs as needed.



Heavy-duty shock absorbers.

Extra large to handle increased loads comfortably.

Auxiliary fuel tank. Available factory-installed on ¾- and 1-ton Fleetsides only, left side, 21-gal. capacity. Also available as a dealer installed accessory, left *and* right side.

Transmission oil cooler.*

Protects automatics against overheating if you pull heavy trailers, especially over difficult terrain.

Rear axles. Higher ratios available for better acceleration, easier hill climbing. New 4.10:1 axle available with 400 V8 and Turbo Hydra-matic.

Flotation-type tires. Extra size and extra tread for back roads and off-road going.

Custom Deluxe equipment.

An easy way to order a complete package of extras for your camper truck, including things like thicker foam seat cushioning, color-keyed floor mats, cigar lighter.

Camper-type mirrors. Below-eye-level mirrors mount on each door for excellent side vision. Pivot in 180° arc. Painted or stainless steel.



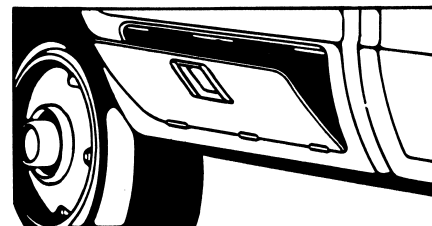
Camper wiring harness.

Includes taped leads for stop, backup, taillights and turn signals; also for pickup camper interior.



Tool stowage compartment.

Flush-mounted lockable compartment 7" x 28" x 17" is located just forward of the right rear wheel housing on Fleetsides (except 115" wheelbase).

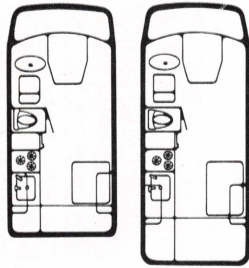


The space vehicle. Big on everything but price.

With all that room inside, Chevy Van's a natural for camper conversion. Independent companies usually raise the roof before they add range and refrigerator, sink with running water, dinette, and sleeping accommodations for up to six. Yet a Chevy Van conversion is your least expensive way into fully contained camping. Go anywhere, without reservations.

Two new sizes: long and longer

Now Chevy Van goes to greater lengths: a 110" wheelbase and an even roomier 125" (nearly 12 feet unobstructed from engine to rear doors). And now you can specify made-for-Chevy Van air conditioning with *two* cooling units, front and back, for temperature control from one end to the other.

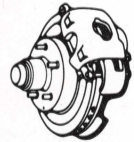


Our sliding side door eases people in and out

It glides smoothly, quietly on a sturdy triple track, needs only 4½ inches clear to open. The side step hides neatly out of sight, out of the weather.

Front disc brakes—standard.

You get longer brake life, excellent fade resistance—even with big loads—in heavy use. A special valve proportions brake pressure, front and rear; also acts as an “early warning” system. Brake power assist is standard on ¾- and 1-ton Chevy Vans; available on ½-ton models.



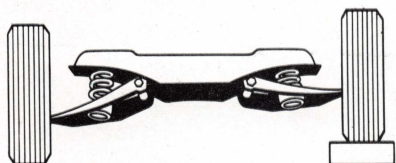
Chevy Van



Chevy Van camper conversion by Open Road Ind.—Redondo Beach, Cal.

Independent Front Suspension makes things easier on you

Our front wheels are suspended independently on tough steel control arms and rugged coil springs. Road shock's absorbed on the spot, without getting passed over to the other wheel or up to you. (Power steering is available to smooth things even more.)



1971 Chevy Van Power teams

Series	GS/GE 10		GS/GE 20		GS/GE 30	
GVW (Lbs.)	4300-4500		5200-5900		6100-8000	
Engines	* 250 Six **307 V8		* 250 Six **350 V8		* 250 Six **350 V8	
Transmissions	Std.	Available	Std.	Available	Std.	Available
	3-spd.	Powerglide Turbo Hydra-matic	3-spd.	Powerglide Turbo Hydra-matic	3-spd.	Turbo Hydra-matic

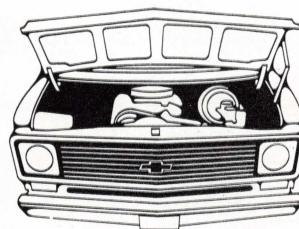
*Std on 6-cyl. models

**Std on V8 models

New hood lifts up to check 26 engine items—from outside.

Open the hood and everything's right there: oil check and fill, battery and radiator, fan belt, air cleaner, alternator, voltage regulator, brake master cylinder and a lot more that other vans still put in hard-to-get-at places.

While you're under here, note: no other van gives you a bigger standard Six or offers you a more powerful V8 to order.



Chevy Van camper conversion by Red-E-Kamp—Mira Loma, Cal.

The pull of a truck—plus the room of a station wagon—and-a-half

If you have a big trailer to tow and a big family to tote, you need a Chevrolet Suburban. It's styled like a station wagon, which it is—and then some. But it's engineered and built like a truck from the ground up. We'll take on any station wagon tow-to-tow.

Seats up to nine, with a lot of luggage space left over

Inside that 9-ft. body is plenty of room for people, or camping gear, or both. With the available second and third seats, you can carry nine adults comfortably and still have more than 40 cu. ft. for cargo. With the standard three-man front seat alone, you can haul more than 181 cu. ft. of cargo—as much as a regular station wagon-and-a-half. For easy ins and outs: three side doors and big double rear doors (or a liftgate/tailgate if you prefer).

The interior, practical to plush



Thick foam-cushioned seats come vinyl-upholstered in your choice of four colors. Other niceties: padded instrument panel, non-glare interior trim, low-profile steering wheel. For more luxury, order Suburban's Custom Deluxe interior. You get rich-looking trim in cloth and vinyl, acoustic headlining, spare-tire cover, color-keyed floor mats and more.

Suburban

Suburban with travel trailer by Airstream—Jackson Center, Ohio



**Choose your trailer-towing power
300 hp available in our 400 V8!**

Chevy Suburban comes in ½-ton and ¾-ton models, both 2- and 4-wheel drive. Besides the standard Six or V8, there's a bigger Six and two other V8s you can order. Team them with the 4-speed or Turbo Hydra-matic transmission, if you choose. Then add helpful things like power steering; comfortable things like air conditioning; camping things like heavy-duty generator, auxiliary battery and such. And build yourself a Superwagon, otherwise known as Chevy Suburban.

Recommended Equipment on Suburbans for Trailer Towing

Chevrolet Series	CS/CE 10			CS/CE 20		
	Trailer Weight (loaded)	2000 lbs.	4000 lbs.	5500 lbs.	2000 lbs.	4000 lbs.
Maximum GCW	6000	8000	10,000	6500	8500	11,000
Trailer Hitch Type	Frame Mounted	Frame Mounted or Equalizer	Equalizer	Frame Mounted	Frame Mounted or Equalizer	Equalizer
Front Suspension	Standard	Standard	Standard	Standard	Standard	Standard
Rear Suspension	Standard	2000-lb. Springs	2000-lb. Springs	Standard	Standard	Standard
Power Brakes	Standard	Standard	Standard	Standard	Standard	Standard
Engines	250 six* 292 six 307 V8**	350 V8 400 V8	350 V8 400 V8	250 six* 292 six 307 V8**	350 V8 400 V8	350 V8 400 V8
Transmission	Turbo Hydra-matic	Turbo Hydra-matic	Turbo Hydra-matic	Turbo Hydra-matic	Turbo Hydra-matic	Turbo Hydra-matic
Electrical Generator Battery	42 amp. 80 amp.-hr.	42 amp. 80 amp.-hr.	61 amp. 80 amp.-hr.	42 amp. 80 amp.-hr.	42 amp. 80 amp.-hr.	61 amp. 80 amp.-hr.
Tires	H78-15B	H78-15B	H78-15B	8.75-16.5 C	8.75-16.5 C	8.75-16.5 C

Equipment shown in RED available at extra cost. *Std. on six-cyl. models. **Std. on V8 models. Trailers with over 1000 lbs. weight (trailer and load) require separate trailer brakes. Tire Load Range—B (4PR), C (6PR).

**Underneath it all is
a tough-muscle truck**

There's a ladder-type frame with heavy-gauge channel side rails. Chevy's famous Super Suspension: independent front, with coil springs; two-stage rear

springs for a soft ride empty, firm support under load. Auxiliary leaf springs you order for maximum payloads on 2-wheel-drive models. Front disc brakes and brake power assist, standard. Chevy Suburban's made of tough stuff.

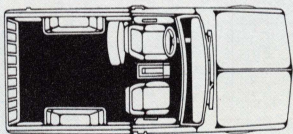


More power, wider track, more room in a 4-wheel-drive sport truck

In a Chevy Blazer, you go where the going's tough. Camping. Hunting. Fishing. Exploring. It's the sportabout that's also a great second car or a hard-working pickup. For all its strength and stamina, Blazer's agile on a backwoods trail and slips nimbly into shopping center parking spots.

Blazer's roomy. More space for campers and their gear

Reason is, Blazer's built on the same full-width chassis as a regular Chevrolet pickup. So there's plenty of room



1971 Blazer Power Teams

	2-WHEEL DRIVE		4-WHEEL DRIVE	
	Standard	Available	Standard	Available
Engines	250 Six* 307 V8**	350 V8	250 Six* 307 V8**	350 V8
Transmissions	3-Speed Fully Synchronized	4-Speed Turbo Hydra-matic	3-Speed Fully Synchronized	4-Speed Turbo Hydra-matic
Rear Axles	3.73:1	3.07, 4.11:1	3.73:1	3.07:1 †
Transfer Case	Not Required		2-Speed, 2.03-1.00	2-Speed, 1.96-1.00 ††

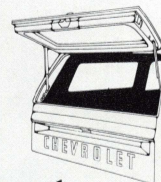
*Std on 6-cyl. models **Std on V8 models †Inc. with 350 V8 ††Inc. with Turbo Hydra-matic or 4-speed transmission

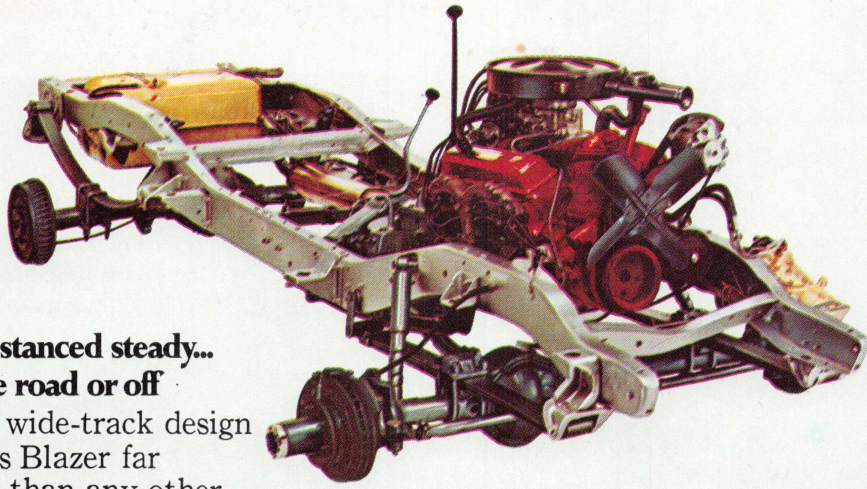
inside. Even with both available passenger seats and five aboard, there's a lot of cargo space for tents, fishing tackle or whatever. Full-size power is another Blazer asset. You pick from three different engines up to a 350-cubic-inch V8. That's muscle enough for hauling heavy loads or towing a big trailer at a freeway pace. Front disc brakes and brake power assist are standard on Blazer.

Blazer gives you more things to choose than any other runabout

You might order the weathertight hardtop, to begin with, so you can ignore

cold winds and rainy skies. It's fiberglass-reinforced plastic with a lockable lift gate. You bolt it on, take it off as you please. (Folding soft top also available from Chevy dealers.) You might also consider the Custom Sport Truck package with front bucket seats and deluxe trim. Then specify variable-ratio power steering. Four-speed transmission or 3-speed Turbo Hydra-matic. And All-Weather air conditioning, so you can get to the wild places in civilized comfort via Blazer.





**Wide-stanced steady...
on the road or off**

Its wide-track design makes Blazer far wider than any other popular runabout. You get the same kind of stable ride you would in any Chevrolet pickup, and a lot more confidence in rough going. If most of your driving is on the road, order Blazer with 2-wheel drive. Same agile performance. Same sporty lines. But you get a lower price and the smoothest ride in a runabout. Independent Front Suspension and coil springs at all four wheels see to that.

**Our four-wheel-drive
chassis... built extra-tough for
extra-rough use**

Tough ladder-type frame is made for off-road driving. Front and rear suspensions feature advanced-design leaf springs for a better ride with less weight. Front axle has 40° steering angle, for a turning circle just under 37 ft. across. Heavy-duty drive shafts and high-capacity universal joints are balanced for smoothness. Transfer case has high and low ranges in four-wheel drive, a total of six forward speeds. Blazer: rugged as the open country.

Blazer



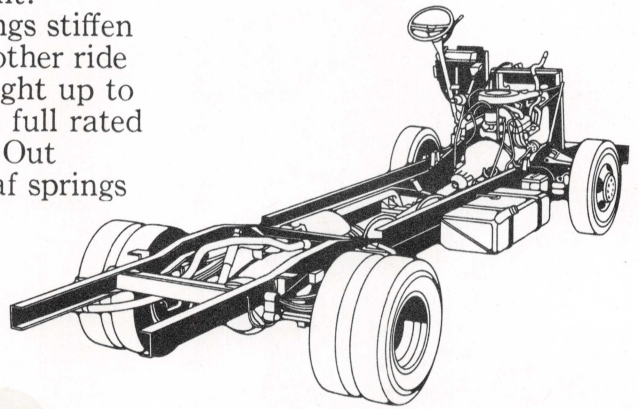
End to end, our chassis is built for a better ride.

You don't leave any comforts behind when you travel by motor home built on a Chevrolet chassis. Besides the smoothest ride going, you have a private bedroom. Full bath with tub and shower. Completely equipped kitchen. Dinette. Wall-to-wall carpeting. And a spectacular view that changes as you please. Easy ride. Steady handling. You're happy you went Chevy for your motor home, every time you make a move.

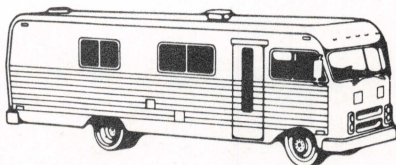
Everything's extra tough (except the ride, which is extra easy).

We start up forward with Chevy's rightly famous Independent Front Suspension. It keeps road shocks from passing back and forth, from wheel to wheel, or up to the passenger compartment. Friction-free coil springs stiffen under load, for a smoother ride and easier handling right up to the front suspension's full rated capacity of 4,000 lbs. Out back are two-stage leaf springs

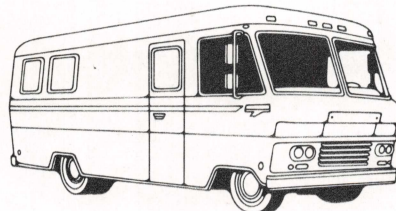
that adjust themselves to the situation. So you get a relatively soft ride with light loads; stout support for heavy ones. Between is a rugged frame of step-down design. It lowers the center of gravity for more stability, less crosswind effect.



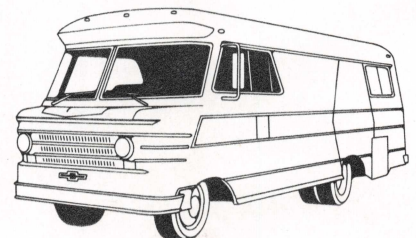
Chevy-chassis motor home by
Chinook Mobilodge Co.—Yakima, Wash.



Barth, Incorporated—Milford, Indiana



Grumman Motor Home—Garden City, N. Y.



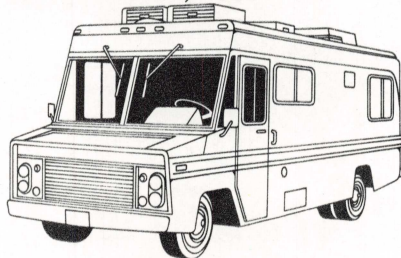
Kruger Koach, Inc.—Winona, Minnesota

**Three roomy sizes,
each easy to drive.**

There's the 125" wheelbase, a new 137" size and the 157" length to carry motor homes up to 27 ft. long. Yet all are easy to handle (even for a 98-lb. wife), the way a Chevy chassis is equipped: 350-cu.-in. V8; Turbo Hydra-matic; new front disc brakes with dual power boosters; power steering; new 7-position Comfortilt steering wheel. (Chevy's 400 V8 is also available for motor homes.)

**Step-Van: a lot of comfortable
features, including the price**

You get many advantages of the larger motor home in a Chevrolet Step-Van conversion. Builders start with a basic van and add all the conveniences you'd want. Chevy's other forward-controls available for motor homes, too.



Mobilux Corporation—Evergreen, Ala.

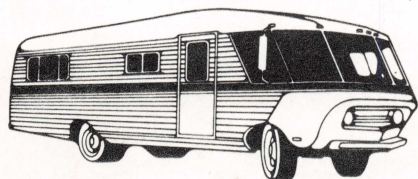


Step-Van King conversion by Parsons Mobile Prod.—Parsons, Kan.

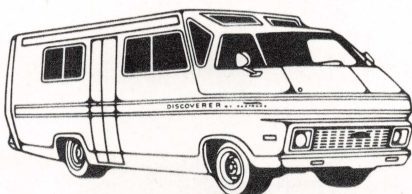
Chevy Chassis Motor Homes



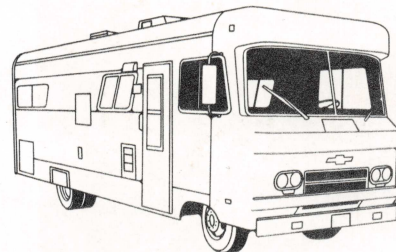
Chevy-chassis Chevallero motor home by Sportscoach of America—Chatsworth, Cal.



Open Road Ind., Inc.—Redondo Beach, Cal.



Rectrans Motor Home—Brighton, Michigan



Travel Equipment Corp.—Elkhart, Indiana

El Camino

One tough car. One luxurious pickup.



Up front, Malibu styling—as sleek and handsome as can be. Out back, a pickup box for carrying loads up to 800 lbs. Inside, pure luxury—three interiors including the SS with bucket seats, deep-pile carpeting and center console, if you like.

El Camino with camper shell by Gem Top Mfg., Inc.—Clackamas, Ore.

That 6½-ft. pickup box back there is double-walled, double-strong

Two thicknesses of steel in the cargo box hide dents inside,

so they won't mar your El Camino's looks. Air booster rear shocks help shoulder the load. Built for work, El Camino hurries you through man-sized jobs, cruises turnpikes like a car, handles family-sized trailers with ease.

Chevrolet Engines

Our 1971 light-duty power lineup includes two job-proved Sixes and three dependable V8s. All use regular fuel, quite a saving over the long run. And all feature precision-molded head and block castings; free-breathing valve-in-head design with big valves and smooth porting, which allow a full fuel charge into the cylinders. Hydraulic valve lifters supply quiet action at all speeds. Precision-balanced crankshafts have main bearings flanking each throw for smoothness. And CCS-type exhaust control systems are included on all light-duty engines for 1971.

250 and 292 Sixes

Both of these economical powerplants are exceptionally smooth with 12-counterweight crankshafts, torsional dampeners and seven main bearings. Rotocoil exhaust valve rotators in the 292-cubic-inch Six reduce build-up of deposits, triple valve life. 250-cubic-inch engine, standard on six-cylinder models.

Engine Specifications

ENGINE SPECIFICATIONS	250 Six	292 Six	307 V8*	307 V8**	350 V8	400 V8
Displacement (cu. in.)	250	292	307	307	350	402
Bore @ Stroke (in.)	3½ x 3½	3½ x 4½	3½ x 3¼	3½ x 3¼	4 x 3½	4½ x 3¼
Compression Ratio	8.5 to 1	8.0 to 1	8.5 to 1	8.5 to 1	8.5 to 1	8.5 to 1
Gross Horsepower @ rpm	145 @ 4200	165 @ 4000	200 @ 4600	215 @ 4800	250 @ 4600	300 @ 4800
Net Horsepower @ rpm (S.A.E.)	110 @ 4000	125 @ 3600	135 @ 4000	135 @ 4000	170 @ 3600	240 @ 4400
Gross Torque (lbs.-ft.) @ rpm	230 @ 1600	270 @ 1600	300 @ 2400	305 @ 2800	350 @ 3000	400 @ 3200
Net Torque (lbs.-ft.) @ rpm (S.A.E.)	185 @ 1600	225 @ 2400	235 @ 2400	230 @ 2000	310 @ 2400	340 @ 3200

All gasoline engines are modified to operate efficiently, and with lower exhaust pollutants, on low lead content fuel.

*Series 10 **Series 20 and 30

307, 350 and 400 V8's

All feature full-jacket cylinder cooling which circulates coolant completely around the cylinder for uniform temperatures throughout the block. Long-life exhaust valves have special coating on heads and faces to slow formation of deposits. Five main bearings assure exceptional crankshaft rigidity. 307-cubic-inch engine, standard on V8 models.