

1970 CHEVROLET MOVERS

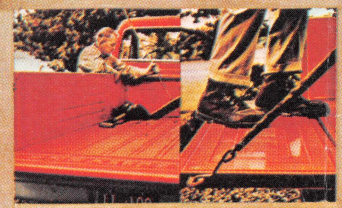
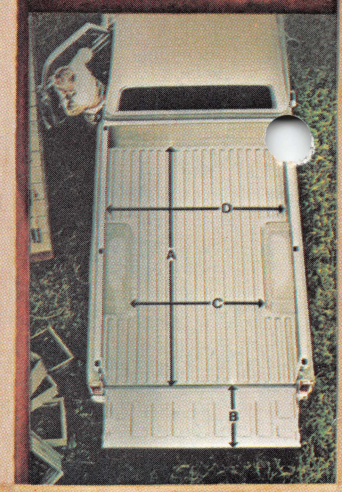


PICKUPS, CHASSIS-CABS & 4-WHEEL DRIVES





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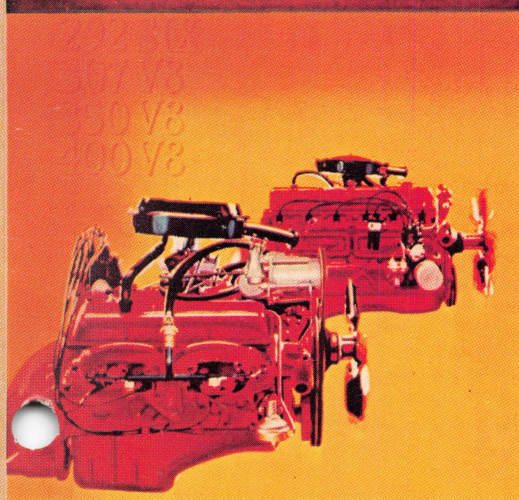
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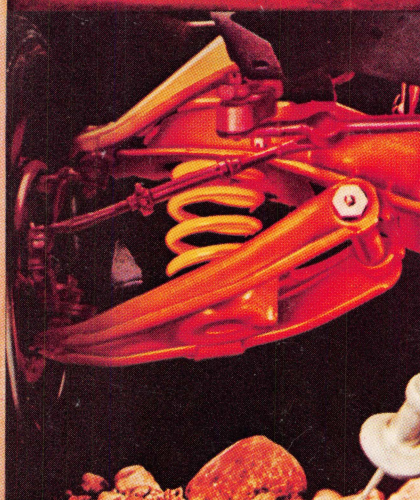
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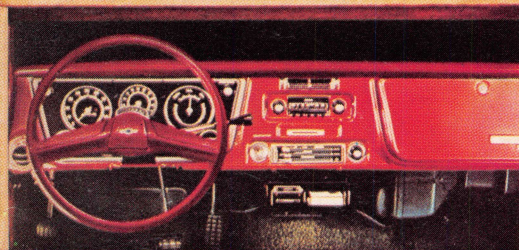
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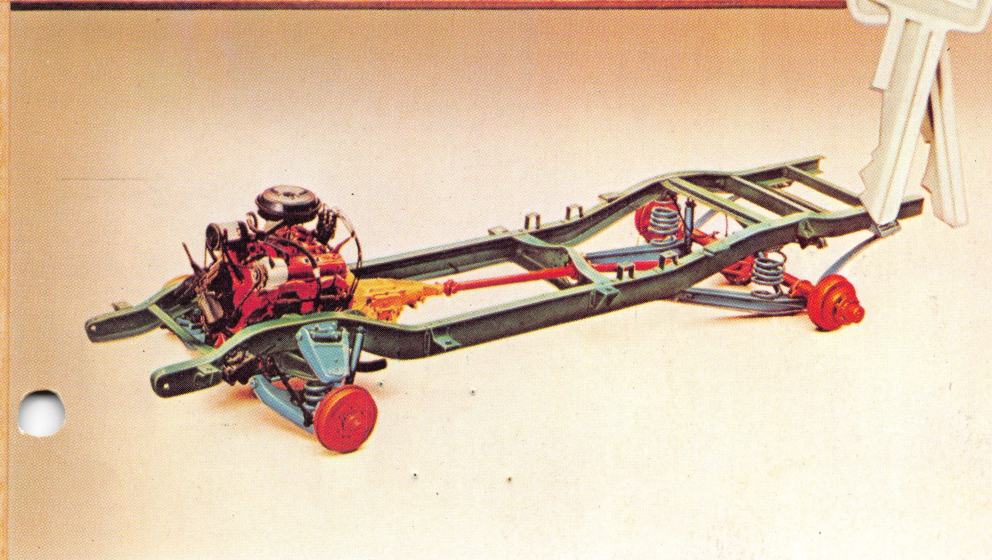
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Designed to move more people and payloads

A Chevy mover is more than just another pickup. It's a versatile, rugged, comfortable vehicle that moves easily through many different roles. As a rugged work truck, a second car or a fun-loving camper, it leaves the others trying to catch up. Inside you'll see some of the things that distinguish a Chevy mover from an ordinary pickup. Like the smoothest riding independent front suspension in trucks. The toughest build. Interiors that would make a passenger car proud. In short, you'll see the best of 1970.

Chevy's liveliest movers Fleetside pickups

Chevy's Fleetside pickups are built to go where it's going on. Styling, for instance, not only looks good, it's functionally smart. The clean-looking grille is of rust-resisting aluminum. And the sleek cab and body are double strong in all vital areas.

Inside the spacious cabs, it's all comfort and quiet. Special body mounts and sealing keep out noise. Thick foam seats provide stretch-out room for three.

Under the long hood, there are five powerplants to choose from. Six or V8. And you can match them up with a wide selection of manual or automatic transmissions. Including Turbo Hydra-matic and Powerglide

automatics.

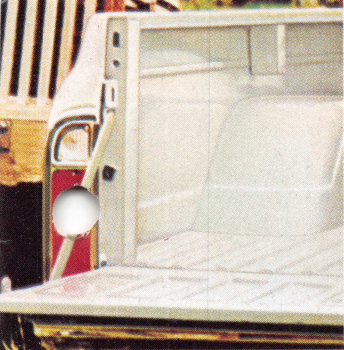
Underneath, an all-steel independent front suspension, plus coil springs, keeps everything riding smoothly.

Choose from sixteen Fleetside models. With a rainbow of exterior color selections. Including beautiful metallics.

STANDARD EQUIPMENT:

- * Six-cylinder models—155-hp 250-cu.-in. Chevrolet High Torque six-cylinder engine
- * V8 models—200-hp 307-cu.-in. Chevrolet High Torque V8 engine
- * Self-adjusting brakes, all four wheels
- * Dual master cylinder brake system with warning light
- * Backup lights, direction signals and four-way flasher
- * Panoramic rear window
- * Side marker lights and reflectors
- * Left-hand and right-hand outside rearview mirrors
- * Inside rearview mirror
- * Heater and defroster

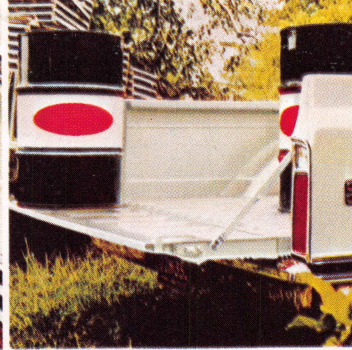




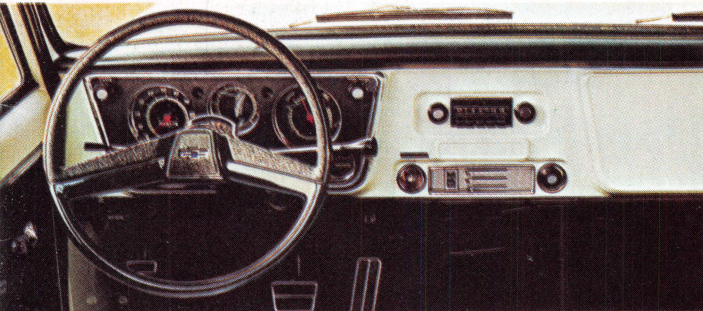
Steel-strap tailgate supports



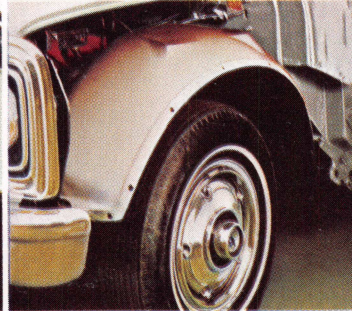
One-hand tailgate operation



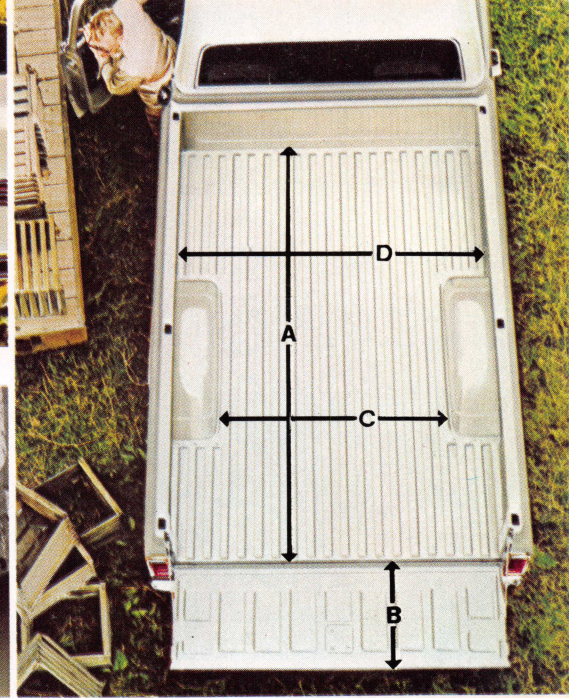
Double-steel side panels



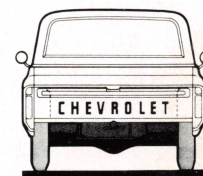
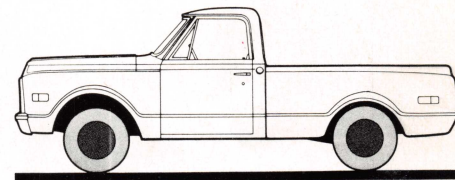
Low-profile steering wheel



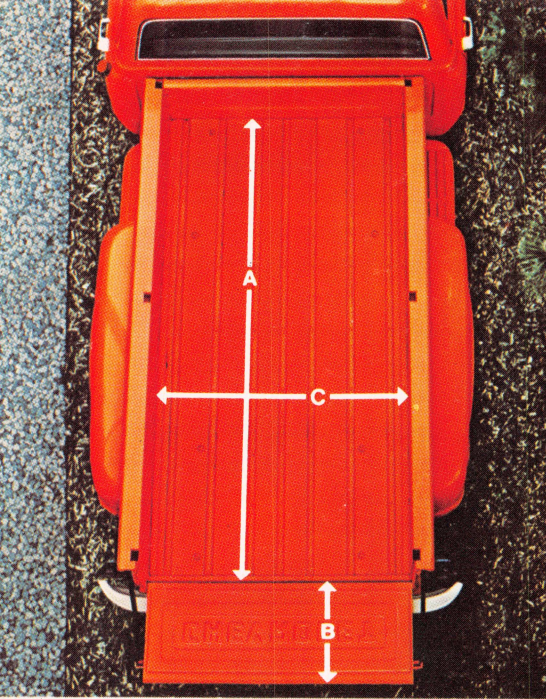
Rust-resisting fender liners



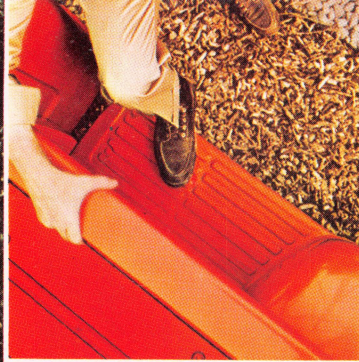
Wood or steel floor available



Series	CS/CE 10734	CS/CE 10934 CS/CE 20934	CS/CE 21034 CS/CE 31034
Wheelbase (in.)	115	127	133
Overall Length (in.)	188½	207¾	213¾
A—Inside length of pickup box at the floor (in.)	78	98	104
B—Tailgate height (in.)	19¼	19¼	19¼
C—Width between wheel housings (in.)	50	50	50
D—Maximum inside width at the floor (in.)	66	66	66
Fleetside pickup box capacity (cu. ft.)	58.4	74.3	82.5



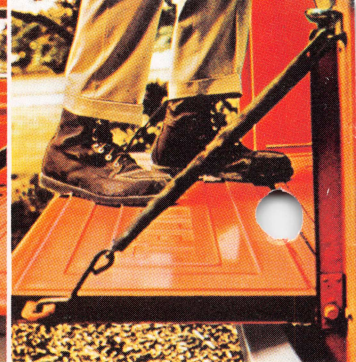
Wood Floor with Steel Skid Strips



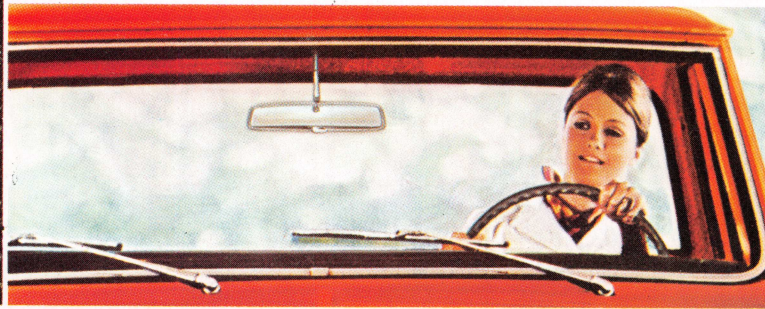
Convenient Side Running Boards



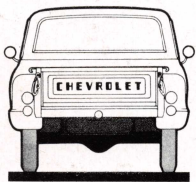
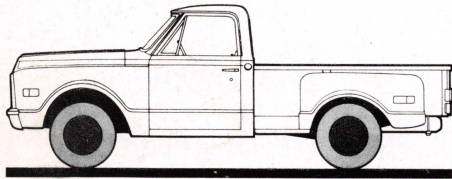
Smooth Body Side Walls



Covered Chain Tailgate Supports



Panoramic Front and Rear Windows



Series	CS/CE 10704	CS/CE 10904 CS/CE 20904	CS/CE 31004
Wheelbase (in.)	115	127	133
Overall Length (in.)	188½	207¾	217¾
A—Inside length of pickup box at the floor (in.)	78	98	108¼
B—Tailgate height (in.)	17⅞	17⅞	17⅞
C—Maximum inside width at the floor (in.)	50	50	50
Stepside pickup box capacity (cu. ft.)	29.7	49.8	55



Chevy's handiest movers Stepside pickups

Stepside pickups, like Fleetside models, offer many of the rugged components that make Chevrolet the number one name in trucks. Like the same power team lineup. Same all-steel independent front suspension with your choice of coil or leaf-type springs in the rear. And the same double-steel cab construction.

But Stepside also offers several unique advantages of its own. For one thing, a convenient side step that makes side loading a simple matter. Plus smooth interior box walls which provide enough room to slip in cargo 50 inches wide. It'll slip in easy,

too. Because wood floors have steel skid strips.

One more thing, there's a big nine-foot box available only on Stepside models. Models which number fourteen in all.

STANDARD EQUIPMENT:

- * Six-cylinder models—155-hp 250-cu.-in. Chevrolet High Torque six-cylinder engine
- * V8 models—200-hp 307-cu.-in. Chevrolet High Torque V8 engine
- * Self-adjusting brakes, all four wheels
- * Dual master cylinder brake system with warning light
- * Backup lights, direction signals and four-way flasher
- * Panoramic rear window
- * Side marker lights and reflectors
- * Left-hand and right-hand outside rearview mirrors
- * Inside rearview mirror
- * Heater and defroster.



Up to twice the traction with Chevy Four-wheel drives

If you think Fleetside and Stepside pickups are the best on the road, you're right. They're unbeatable off the road, too. Especially when they're equipped with 4-wheel drive.

The main difference between conventional models and 4-wheel

drive is the chassis design. This permits 4-wheel drive models to have a low silhouette while still maintaining the needed ground clearance for rugged, off-road driving.

To keep the ride smooth on rough terrain, the front suspension is of tapered-leaf design. This reduces overall truck weight. And cuts down on interleaf friction. Power steering and Turbo Hydra-matic transmission can be ordered for additional driving ease.

There are twelve pickup and six chassis-cab models available with four-wheel drive. Also available with Chevy Blazer and Suburban models. (See separate Blazer and Suburban catalogs.)



SINGLE-LEVER SHIFT CONTROL

Alternate between 2-wheel drive and 4-wheel drive in "Hi" range any time you wish by means of the convenient four-position transfer case shift control lever. Making the switch doesn't require use of the clutch. Even when the truck is moving. Four-wheel drive low range is included for extreme off-road conditions.



Rugged, versatile Chassis-Cabs

When your job calls for special body designs, call for the trucks that can handle them easy. Chevrolet chassis-cabs.

In 10-20-30 Series, there is a range of four wheelbases. With GVW ratings up to 14,000 lbs. Conventional models will accommodate bodies up to 14 feet in length. While 4-wheel drive units can handle bodies from

six to eight feet.

Eight-foot and nine-foot stake bodies are also available as optional equipment for chassis cab models.

Standard cabs are wide enough to seat three. Comfortably. Bucket seats for both driver and passenger can be ordered. Along with center console and other conveniences.



Interiors

that surround you with
comfort and convenience

When it comes to interiors, Chevrolet starts out with the premise that hard working trucks don't have to be hard to work in. That's why the standard 3-man seat in Chevy pickups is thickly padded with foam. Including the backrest. Chevrolet wants you to drive in comfort. With plenty of stretch-out room for your legs. And a big panoramic view for your eyes. Curved front

windshield and wide rear window give you plenty of visibility in all directions. Other conveniences include: heater and defroster, dome light, rubber floor mat, dual sunshades, dual armrests. And six different colors to choose from for the easy-to-clean vinyl seats.

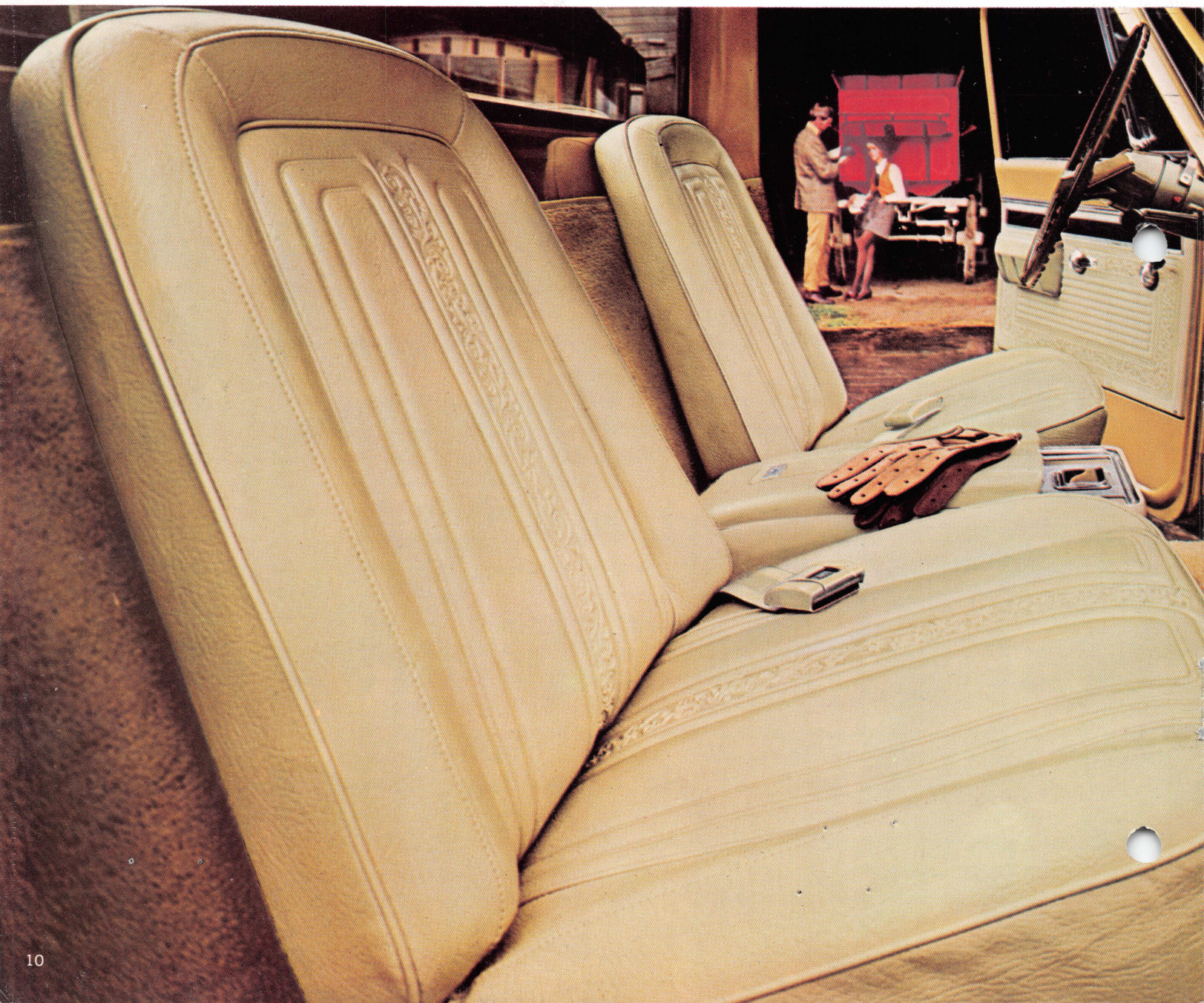
Custom Comfort and Appearance Option

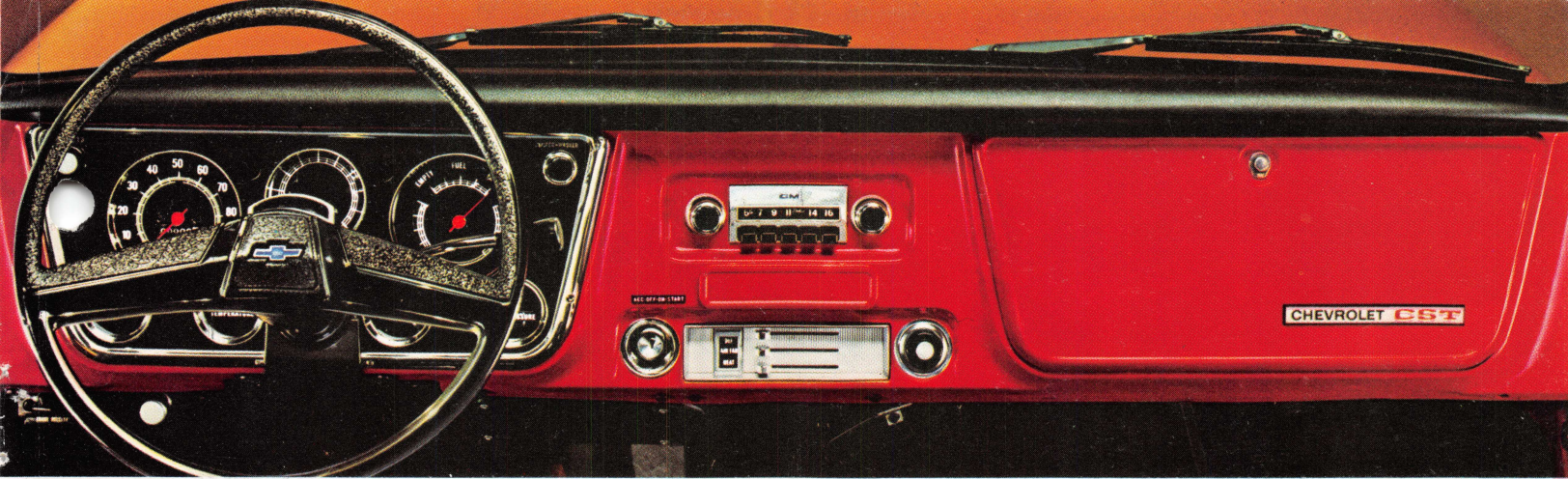
New bright metal hand rails head a long list of items available in 1970. Exterior items include bright metal around front and rear windows plus ventipane frames, custom nameplates on front fenders. Interior appointments include: color-keyed rubber floor mat, full-depth foam

seat with color-keyed fabric and vinyl trim, vinyl trim door panels, cigarette lighter, custom nameplate on glove box door, cowl insulation. Bucket seats with center console are also available.

Custom Sport Truck Option

The CST option includes such items as: chrome front bumper, CST nameplate on front fenders, full-width vinyl seats, bright frames for clutch, brake and accelerator pedals, extra insulation and carpeting. Also, bucket seats with center console are available. And you can dress up your CST with new two-tone exterior color combinations.



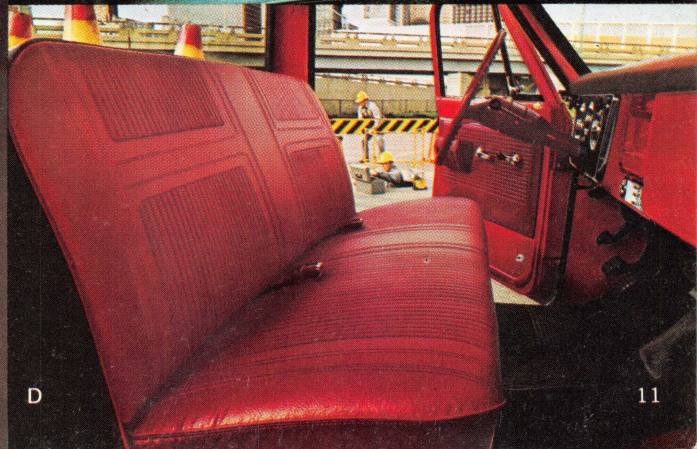
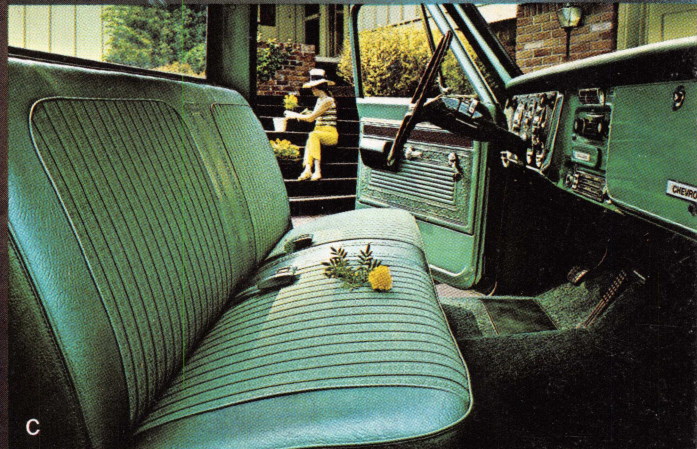
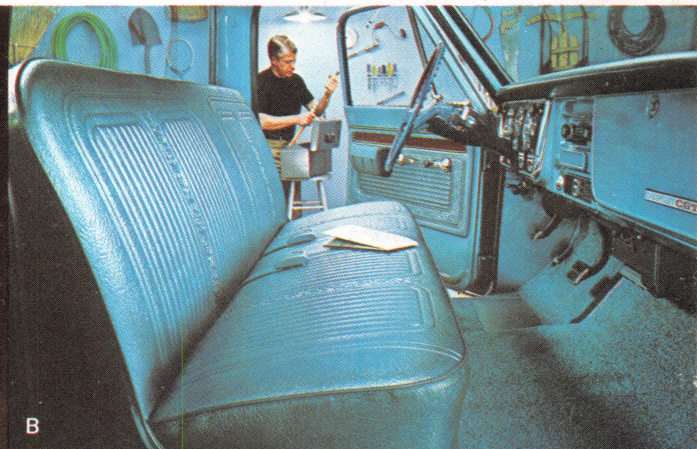


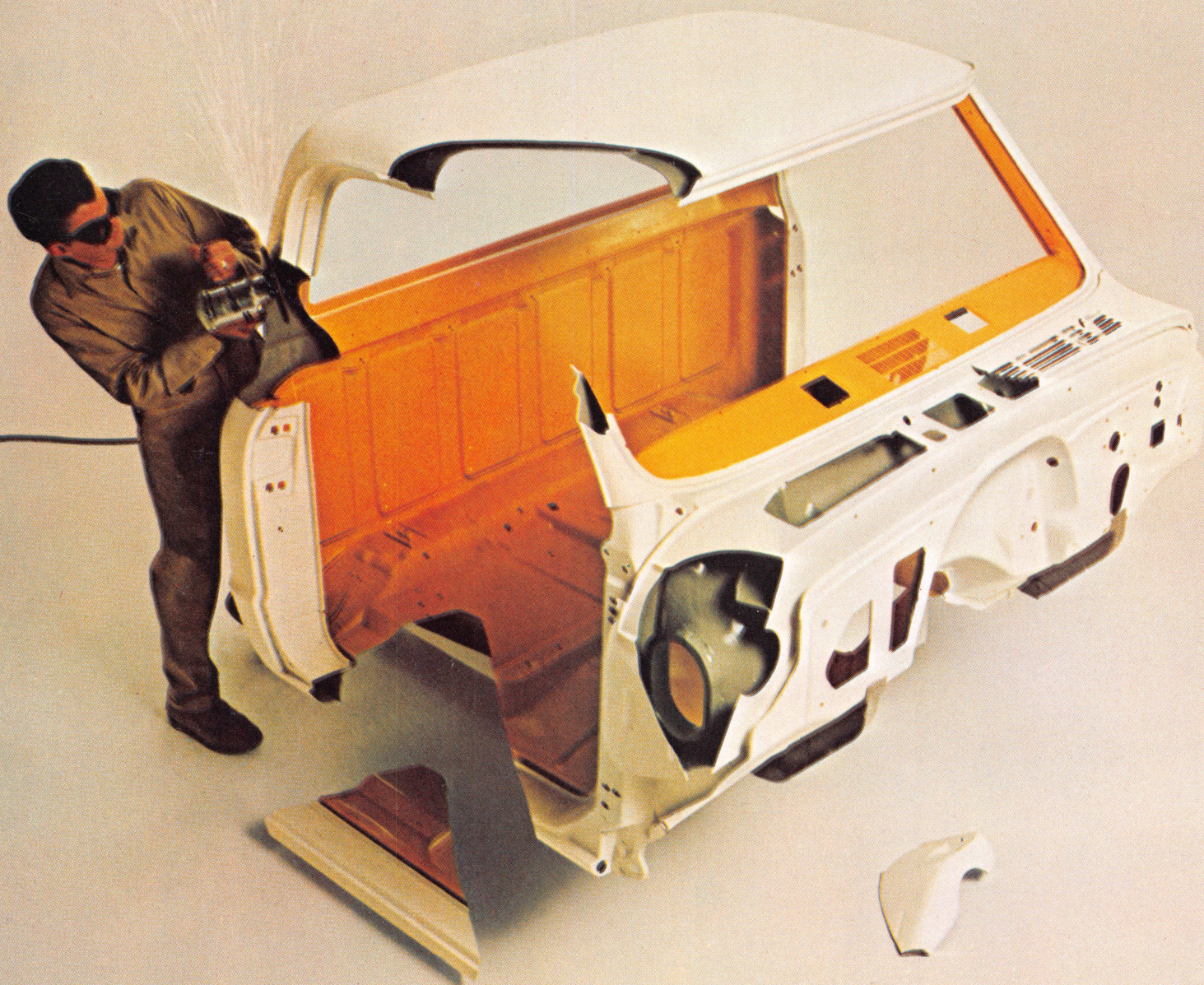
Standard Safety Features * Energy-absorbing padded instrument panel and padded sun-shades * Thick-laminate windshield glass and panoramic rear window * Non-glare finish on all necessary areas * Safety door locks and hinges,

plus low-profile ventipane latches * Low-profile steering wheel and telescoping lower steering shaft * Deflecting window control handles and plunger-type door locks * Windshield washers and defrosters plus 2-speed electric wipers *

Right-hand and left-hand outside rearview mirrors * Inside rearview mirrors * Pushbutton seat belt buckles * Flexible fuel filler necks * Side marker lights and reflectors, backup lights * Dual braking system.

A) CST interior with available bucket seats B) CST interior with bench seat C) Custom interior with available carpeting D) Standard interior





Double-strong cabs

Special cab cut-away shows how double-wall roof panel is heavily insulated to seal out noise. Inner wall is deeply embossed to eliminate "oil canning" effect and assure maximum strength in upper body.

Double-wall cowl assembly provides a solid foundation and contributes to greater torsional strength.

Double-wall rear body panel adds strength and insulates against noise transfer to the cab interior.

Double-wall body sills and framing members around door opening also add strength, durability and safety.

High-level air intake with large plenum increases air flow and

improves heater and air-conditioner performance.

Forward of the cab structure, a rigid reinforced one-piece hood minimizes welded joints where rust and corrosion often get a start.

And a tough one-piece radiator support adds to front-end rigidity.

Five efficient high torque Engines

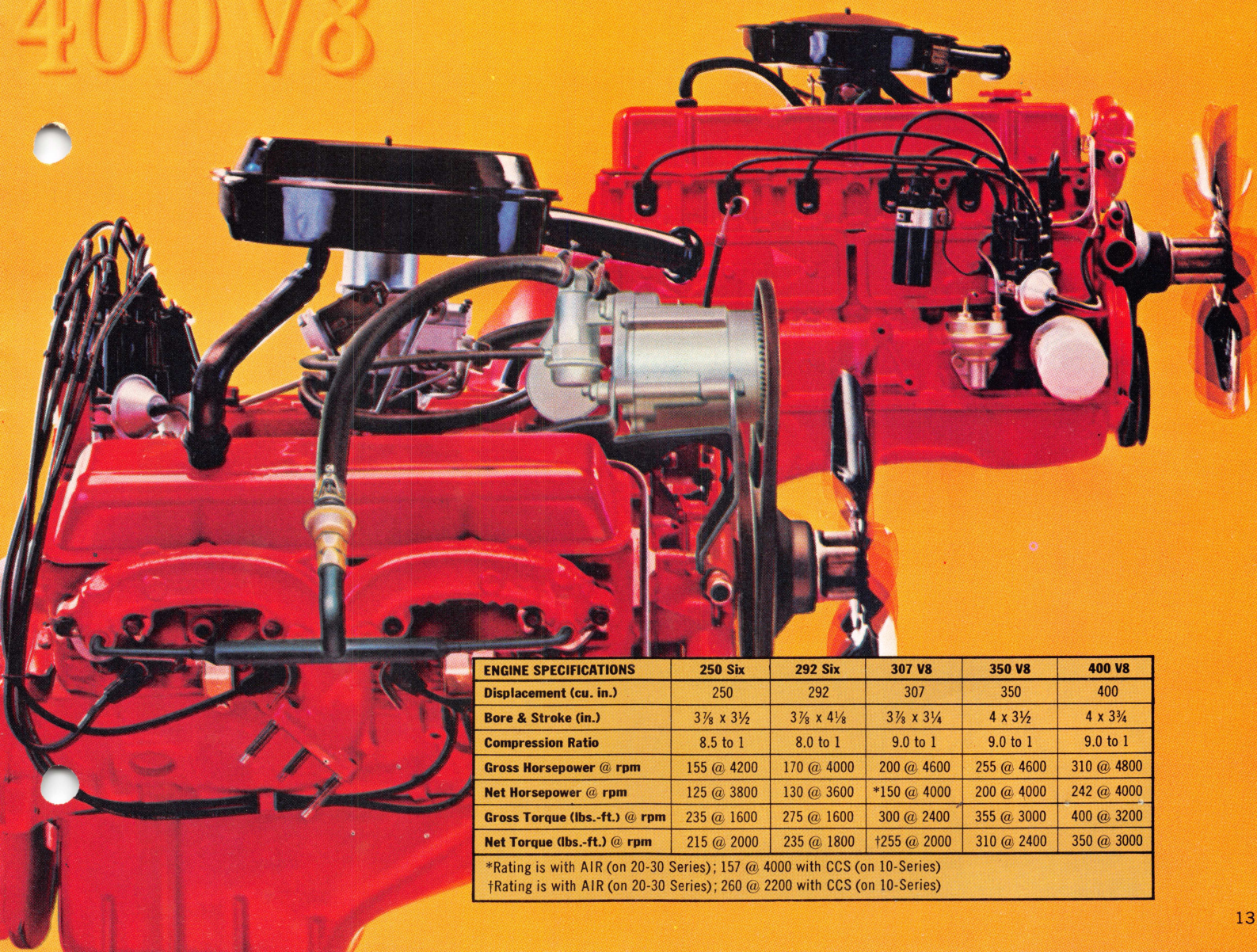
Chevrolet's 1970 light-duty power lineup includes two job-proven Sixes and three equally dependable V8's. All are designed to operate on regular grade gasoline. And all feature: precision-molded head and block castings. Free-breathing valve-in-head design with big valves and smooth porting. This allows full fuel charge to enter cylinders. Hydraulic valve lifters to supply quiet valve action at all speeds. Precision-balanced crankshafts which have main bearing flanking each throw to keep engine running smoothly. And exhaust-control systems as standard equipment for 1970.

250 and 292 SIXES

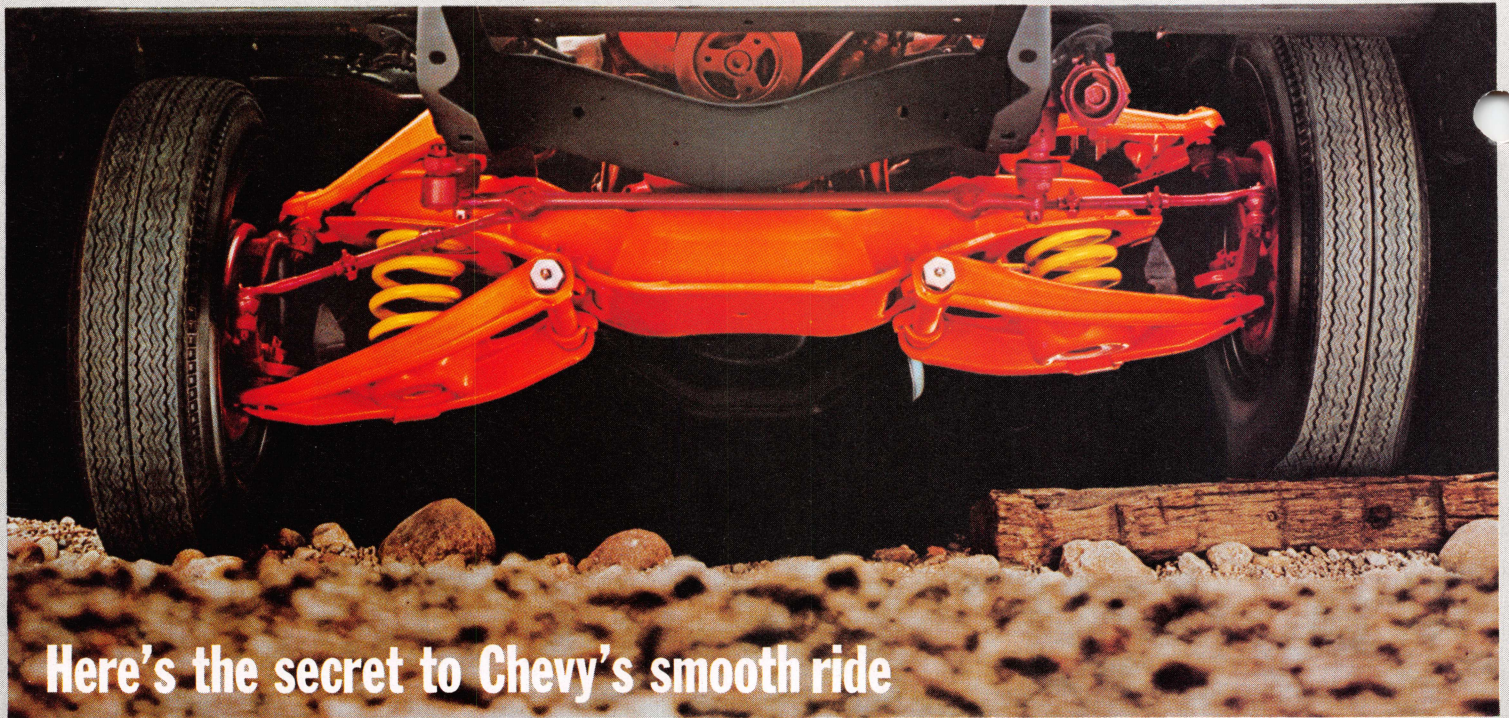
Both of these economical powerplants are exceptionally smooth with 12-counterweight crankshafts, torsional dampeners and seven main bearings. Rotacoil exhaust valve rotators in the 292-cubic-inch Six reduce build-up of deposits, triple valve life.

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.



ENGINE SPECIFICATIONS	250 Six	292 Six	307 V8	350 V8	400 V8
Displacement (cu. in.)	250	292	307	350	400
Bore & Stroke (in.)	3 $\frac{1}{8}$ x 3 $\frac{1}{2}$	3 $\frac{1}{8}$ x 4 $\frac{1}{8}$	3 $\frac{1}{8}$ x 3 $\frac{1}{4}$	4 x 3 $\frac{1}{2}$	4 x 3 $\frac{1}{4}$
Compression Ratio	8.5 to 1	8.0 to 1	9.0 to 1	9.0 to 1	9.0 to 1
Gross Horsepower @ rpm	155 @ 4200	170 @ 4000	200 @ 4600	255 @ 4600	310 @ 4800
Net Horsepower @ rpm	125 @ 3800	130 @ 3600	*150 @ 4000	200 @ 4000	242 @ 4000
Gross Torque (lbs.-ft.) @ rpm	235 @ 1600	275 @ 1600	300 @ 2400	355 @ 3000	400 @ 3200
Net Torque (lbs.-ft.) @ rpm	215 @ 2000	235 @ 1800	†255 @ 2000	310 @ 2400	350 @ 3000
*Rating is with AIR (on 20-30 Series); 157 @ 4000 with CCS (on 10-Series)					
†Rating is with AIR (on 20-30 Series); 260 @ 2200 with CCS (on 10-Series)					

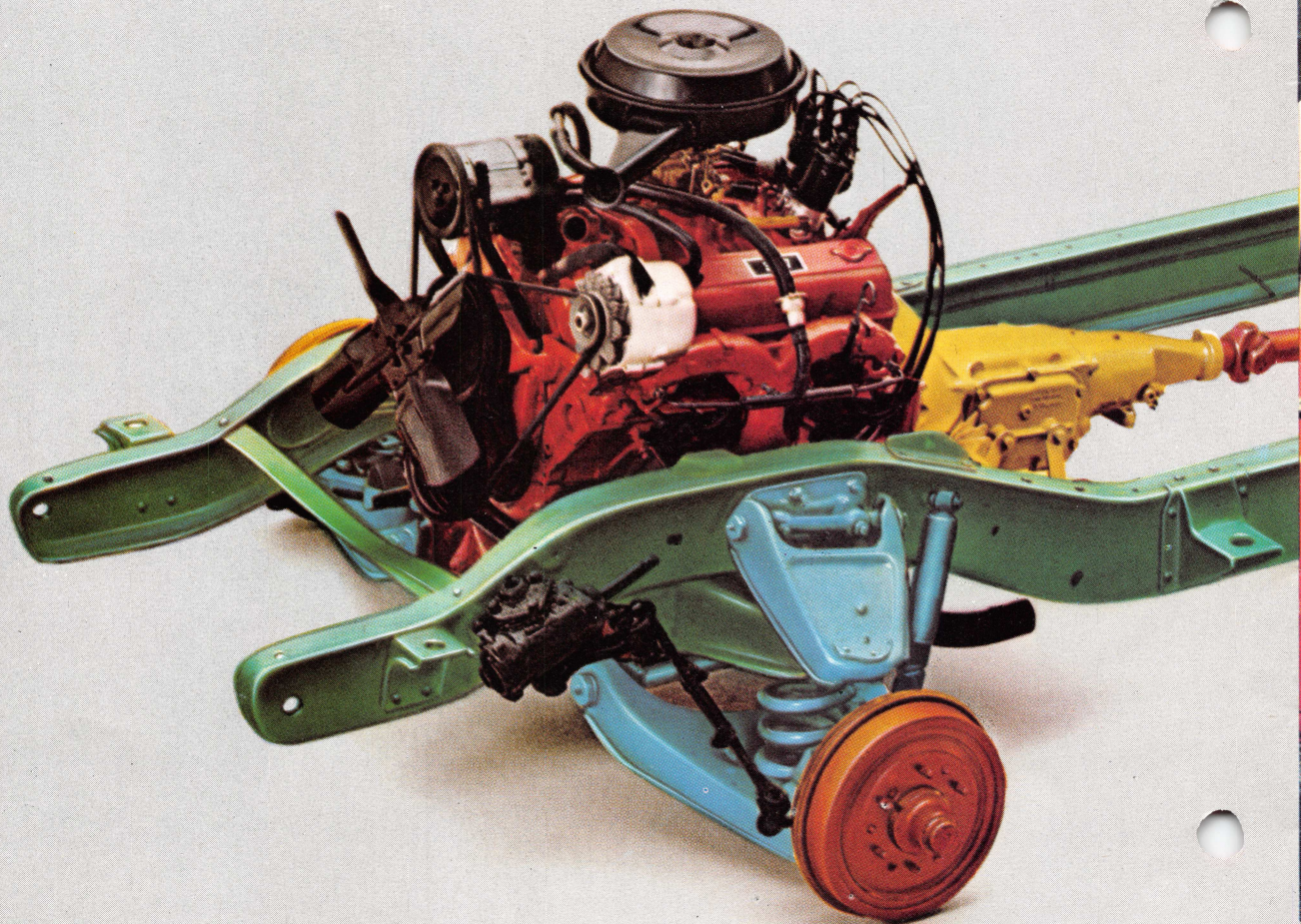


Here's the secret to Chevy's smooth ride

An all-steel independent front suspension with coil springs is the secret to the smoothest ride in trucks. It's designed to prevent road shock from being

passed back and forth between the front wheels or back through the frame and cab. It contributes to good stability when cornering. For added comfort, double-acting

shock absorbers are strategically located for maximum control under rebound. Add it all up and you've got the smoothest ride this side of a passenger car.



Long truck life and durability start with a rugged Chevrolet Chassis

Frame

Ladder-type frame is formed of heavy-gauge channel side rails with securely riveted alligator-jaw cross-members. Frame has a drop-center design to allow lower cab mounting for easier entry and exit. Maximum width is maintained at rear axle for stability.

Front Suspension

Coil-spring independent front suspension features friction-free coil springs to provide a smooth ride and easy handling under all conditions. Front wheels operate independently to prevent transfer of road shock from one to the other. Double-acting shock absorbers soak up vibrations.

Transmissions

Manual transmissions include a 3-speed synchromesh and 4-speed units. Three-speed units have gear-shift lever mounted on steering column. Four-speed boxes, recommended when operating conditions are unusually severe and involve off-road use, have shift lever mounted on floor. There are also automatics — the popular 2-speed Powerglide for normal operations and the 3-speed Turbo Hydra-matic

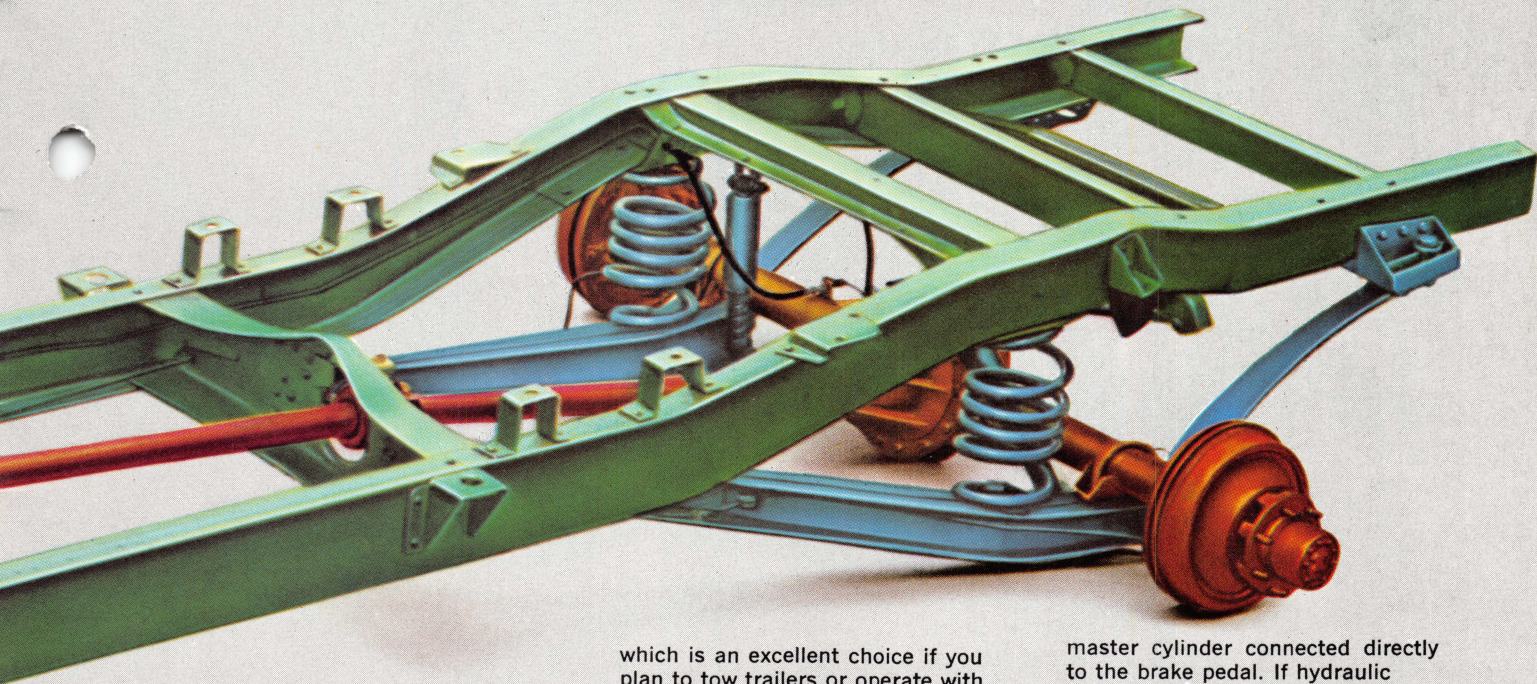
design for Series 10, full-floating for Series 20 and 30. Wide choice of axle ratios permits most efficient use of engine power characteristics. Maximum-traction differentials are available to keep your truck moving over all types of roads and terrain.

Rear Suspension

Coil-spring rear suspension for Series 10 and 20 trucks employs two-stage springs to give a soft ride when empty and firm support when fully loaded. Axle movement is controlled by two trailing arms pivoted at a frame cross-member, plus a transverse arm connecting the axle to the left frame side rail. Single-stage leaf springs are used to provide the increased capacity required by Series 30 trucks. Shock absorbers are standard on Series 10 and 20 trucks, optional on Series 30. High-capacity two-stage semi-elliptic springs are available for Series 30 trucks. Leaf-type rear springs are optional for all Series 10 and 20 trucks. Longhorn models feature 2-stage leaf-type springs.

Brakes

Front and rear hydraulic systems are separate but operate from dual



which is an excellent choice if you plan to tow trailers or operate with routinely heavy loads. See specifications chart for transmission availability in each truck series.

Drive Shafts

One- and two-piece drive shafts are of top-quality steel tubing, precision balanced to run true and smooth. Two-piece drive shafts employ a rubber-cushioned self-aligning center bearing. High-capacity universal joints are balanced and permanently sealed to simplify servicing requirements.

Rear Axle

All axles feature quiet hypoid gearing for greater tooth contact, extra strength. Axle shafts are semi-floating

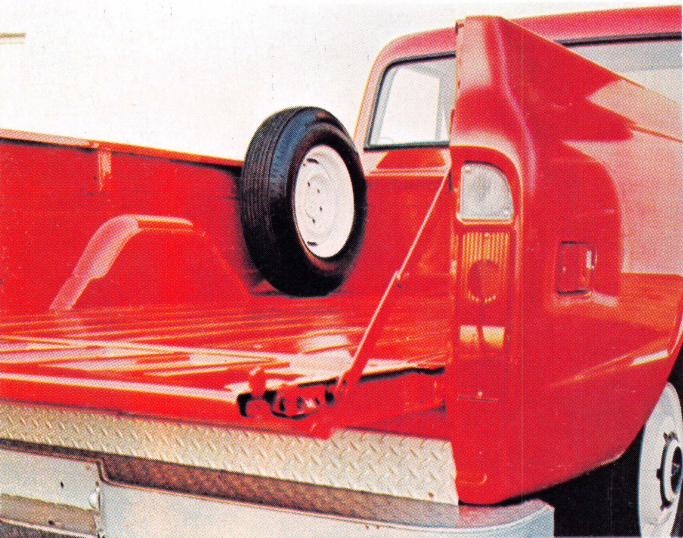
master cylinder connected directly to the brake pedal. If hydraulic pressure loss should occur in one system, the other remains operative. A warning light in the instrument panel signals the driver when the pedal is applied if either system malfunctions. Brakes are self-adjusting. Power brakes are also available.

Auxiliary Rear Springs

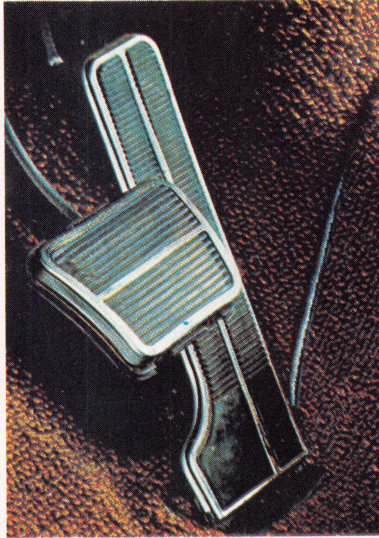
A single tapered-leaf auxiliary rear spring may be ordered for Series C10 and C20 trucks equipped with coil springs. Cantilever mounting permits spring to contact axle only after the base spring is compressed to design load conditions. The net result is extra support and control with maximum payloads or on very rough roads.

Add all the comfort and convenience you like
with Chevy's wide range of

Optional Equipment



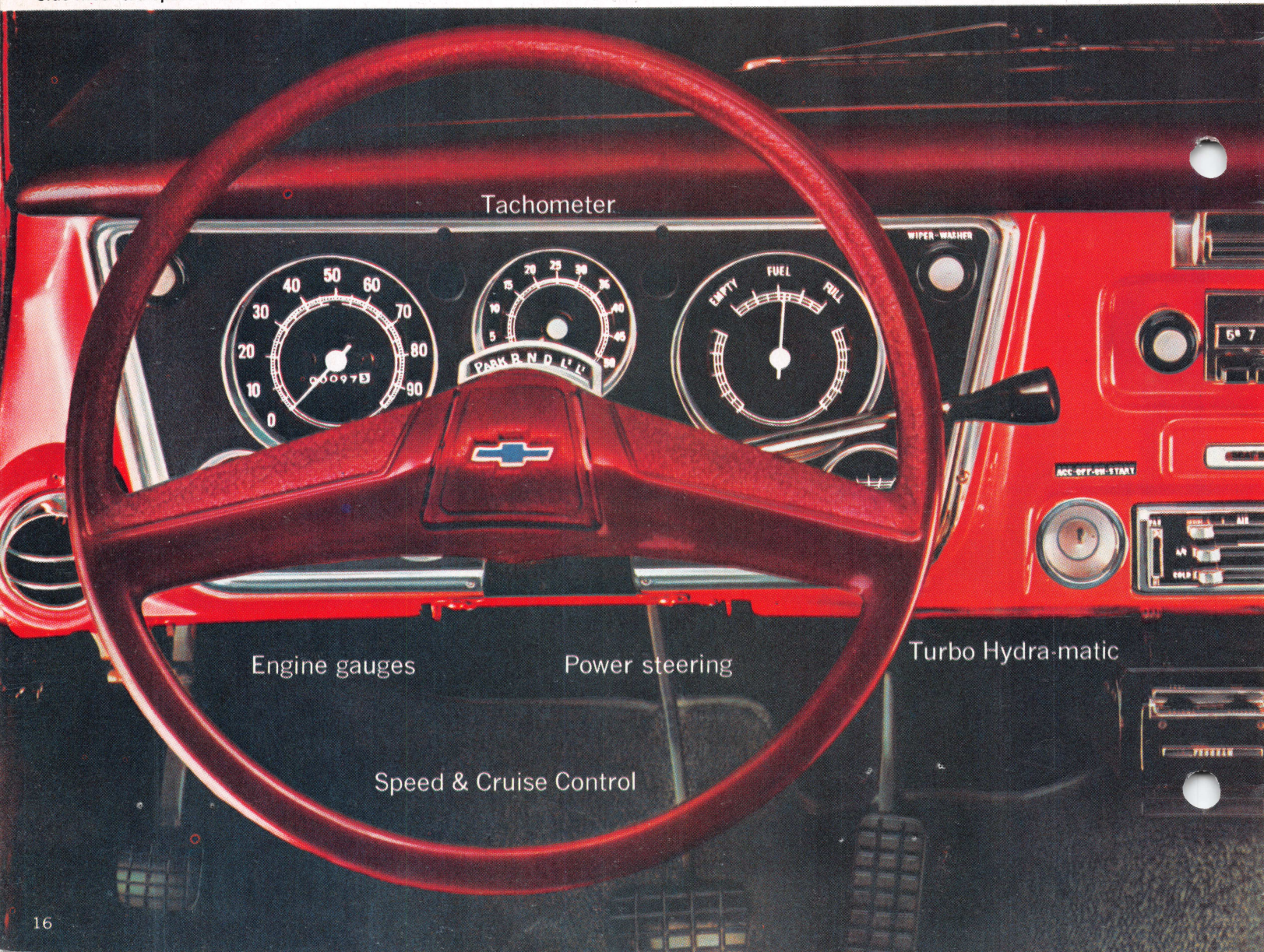
Side-mounted spare wheel



Power brakes



Below-eye-line mirror

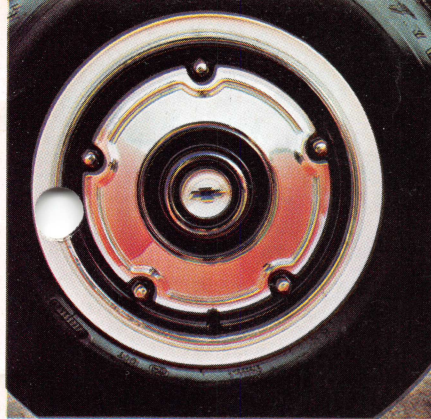


Engine gauges

Power steering

Turbo Hydra-matic

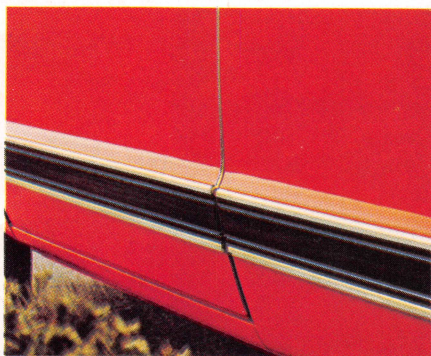
Speed & Cruise Control



Wheel covers



Tool & stowage compartment

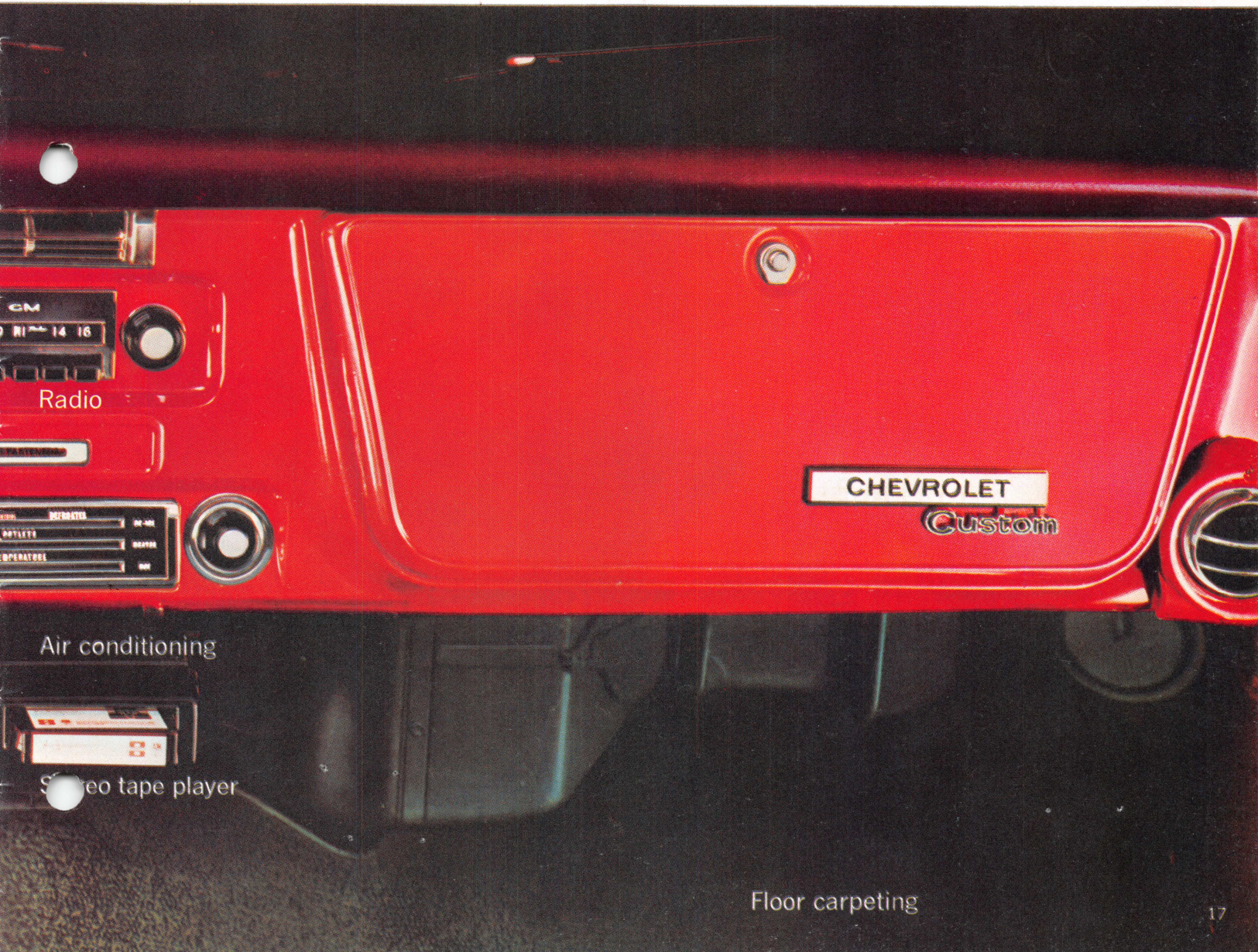


Custom molding



Custom Sport Truck

- Bucket Seats ☐ Bumper—Chrome ☐
- Bumper — Painted Rear ☐ Camper
- Wiring Harness ☐ Custom Comfort &
- Convenience ☐ Door Edge Guards ☐
- H.D. Air Cleaner ☐ H.D. Battery ☐
- H.D. Clutch ☐ H.D. Cooling ☐ H.D.
- Front & Rear Springs ☐ H.D. Gener-
- ators ☐ H.D. Rear Axles ☐ H.D. Shock
- Absorbers ☐ H.D. Starter ☐ Hub Caps
- Chrome ☐ Hub Caps—Painted ☐
- Marker Lamp ☐ Optional Engines ☐
- Positraction ☐ Power Box Outlet ☐
- Stabilizer Bar ☐ Stereo Tape Player ☐
- Tinted Glass ☐ Two-Tone Paint ☐
- Wheels & Tires ☐



Radio

Air conditioning

Stereo tape player

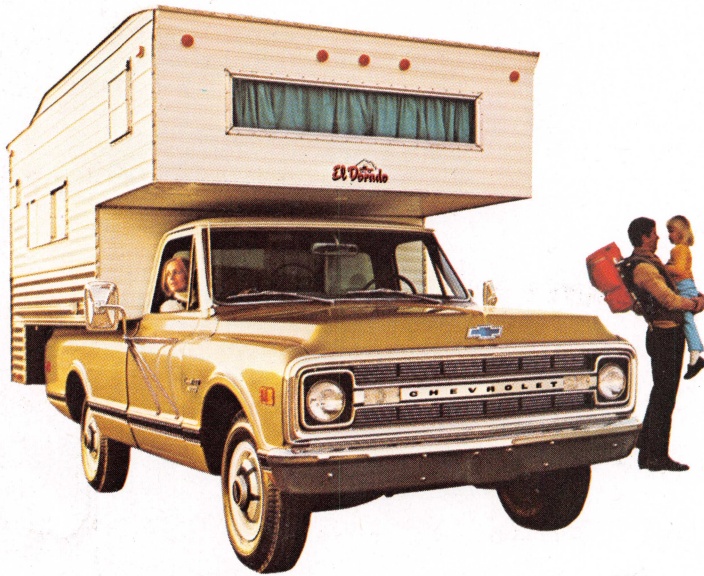
CHEVROLET

Custom

Floor carpeting

**You can travel just about anywhere
without reservations**

Chevy Campers



Chevy campers go to great lengths to please you in 1970. Take the king-size Longhorn pickup, for instance. Its wheelbase stretches out to 133 inches. And its box measures a long 8½ ft. which means it can accommodate camper bodies up to 12 ft. in length. And provide excellent balance and handling ease while doing it.

A camper mounted on a Chevy chassis-cab has a lot going for it, too. Like: plenty of walking room and head room. Plus the stable driving assurance that results from a solid integral unit.

Whichever size you choose, you're going to get a full measure of camping pleasure from every Chevy camper. Because each model offers a wide range of power teams, suspension systems and luxury accessories to match the needs of any size family. Or any size family budget.



Recommended minimum equipment for camper bodies

Chevrolet Series	CE 10 (½-Ton)		CE 20 (¾-Ton)		CE 30 (1-Ton)	
Camper Body Type	Shell		Cab-Over Without Rear Overhang	Cab-Over With Rear Overhang		Cab-Over With Rear Overhang
VW Ratings (lbs.)	5000		7000	7500	7500	7800
Max. Body Length (ft.)	6	8	9	10-11	10½-11½	11-12
Approx. Body Weight (lbs.)	200	300	1800	2000	2100	2300
Passenger & Equipment Weight (lbs.)	900	1000	1000	1100	1200	1300
Total Body, Passenger & Equipment Weight (lbs.)	1100	1300	2800	3100	3300	3600
Recommended Chevrolet Models	CE 10704 CE 10734 Pickups	CE 10904 CE 10934 Pickups	CE 20904 CE 20934 Pickups	CE 21034 Longhorn Pickup	CE 31004 Stepside Pickup CE 31034 Longhorn	
Engine	*307 V8		350 V8	350 V8	350 V8	350 V8
Transmission ▲	Powerglide		Turbo Hydra-matic	Turbo Hydra-matic	Turbo Hydra-matic	Turbo Hydra-matic
Rear Axle—Cap. (lbs.) —Ratio	3500 3.73		5200 4.10	5200 4.10	5200 4.10	7200 4.10
Front Suspension Stabilizer Bar Springs—Cap. (lbs.) Shock Absorbers	— 1250 Standard		Recommended 1350 Standard	Recommended 1350 Heavy-Duty	Recommended 1350 Heavy-Duty	Recommended 1500 Heavy-Duty
Rear Suspension Springs—Cap. (lbs.) Aux. Springs—Cap. (lbs.) Shock Absorbers	2000 — Standard		2000 500 Standard	3000 500 Heavy-Duty	2750 — Heavy-Duty	3100 — Heavy-Duty
Tires	G78-15B		8.75-16.5 8 pr.	9.50-16.5 8 pr.	9.50-16.5 8 pr.	9.50-16.5 8 pr.
Power Steering	—		Recommended	Recommended	Recommended	Recommended
Power Brakes	—		Recommended	Recommended	Recommended	Recommended
Generator	—		42 amp.	42 amp.	42 amp.	42 amp.
Camper Wiring Harness	—		Recommended	Recommended	Recommended	Recommended
Auxiliary Battery	—		Recommended	Recommended	Recommended	Recommended

Equipment shown in blue optional at extra cost.

*Standard on V8 models.

▲HD cooling included with Turbo Hydra-matic Transmission.



Longhorn with cab-over camper



Stepside with shell camper



Blazer with camping trailer



Suburban with travel trailer

Pickup Specifications

Series GVW Ratings (lbs.)		†CS/CE 10 (½ Ton) 4400 to 5000		CS/CE 20 (¾ Ton) 6200 to 7500		CS/CE 30 (1 Ton) 6600 to 14,000		10 (½ Ton) 4-Wheel Drive 5200 to 5600		20 (¾ Ton) 4-Wheel Drive 6400 to 7500		
Front Suspension		Standard	Optional	Standard	Optional	Standard	Optional	Standard	Optional	Standard	Optional	
Type		Independent with Coil Springs						Hypoid Driving Ratios 3.73—K10, 4.55—K20				
—cap. (lbs.)		2500		3000		3500		3300		3500		
Springs—Type		Coil						Tapered Leaf				
—cap. (lbs.)		1250	1350	1350	1500	1500	1750	1450	1750	1600	1750	
Shock Absorbers		Standard	H.D. Opt.	Standard	H.D. Opt.	Standard	H.D. Opt.	Standard	H.D. Opt.	Standard	H.D. Opt.	
Stabilizer Bar		Optional										
Rear Suspension		Axle—Type		Semi-Floating		Full-Floating		Semi-Floating		Full-Floating		
—cap. (lbs.)		#3500		#5200		#7200	11,000	3300		5200		
—Ratios		3.73	3.07, 4.11	4.57	4.10, 3.54	4.57	4.10, 5.14	3.73		4.57		
—Ratios			3.54		4.56		6.17					
Springs—Type		Coil	Leaf	Coil	Leaf	Leaf		Tapered Leaf				
Coil—cap. (lbs.)		1250	2000	2000	3000							
Leaf—cap. (lbs.)			1250	‡2000	2750	2400	3100	1800		1900	2500	
—cap. (lbs.)			1750		4150		4150					
Auxiliary Springs—Type		Leaf										
—cap. (lbs.)			500		500							
Shock Absorbers		Standard	H.D. Opt.	Standard	H.D. Opt.		Opt.	Standard	Opt.	Standard	Opt.	
Engines		*250 Six	292 Six	*250 Six	292 Six	*250 Six	292 Six	*250 Six	292 Six	*250 Six	292 Six	
		**307 V8	350 V8	**307 V8	350 V8	**307 V8	350 V8	**307 V8	350 V8	**307 V8	350 V8	
			400 V8		400 V8		400 V8					
Clutch		Dia. (in.)	*10	11	*10	11	11	12	*10	11	*10	11
		Area (sq. in.)	*100	124	*100	124	124	150	*100	124	*100	124
		Dia. (in.)	**11	12	**11	12			**11		**11	
		Area (sq. in.)	**124	150	**124	150			**124		**124	
Fuel Tank		Cap. (gal.)	21		21		21		21		21	
Transmissions		3-spd.	4-spd.	3-spd.	4-spd.	4-spd.	4-spd. CR	3-spd.	4-spd.	3-spd.	4-spd.	
			4-spd. CR		4-spd. CR		Turbo Hyd.		Turbo Hyd.		Turbo Hyd.	
			Powerglide		Powerglide							
			Turbo Hyd.		Turbo Hyd.							
Brakes		Hydraulic	Power	Hydraulic	Power	Hydraulic	Power	Hydraulic	Power	Hydraulic	Power	
Frame		Section Modulus	2.98		‡3.71		5.05 (310), 7.29 (314)	3.48		3.48		
Steering		Manual	Power	Manual	Power	Manual	Power	Manual	Power	Manual	Power	
Wheels & Tires		Disc Wheels—Type	6-stud		8-stud		8-stud	6-stud		8-stud		
		—rim width (in.)	5.50	5.0	6.0	6.75	6.0	6.75	5.5	5.0	6.0	6.75, 8.25
		—rim width (in.)				8.25		8.25		8.25		
Tubeless Tires—sizes		G78-15-B		8.75-16.5	10.00-16.5	8.75-16.5	10.00-16.5	G78-15-B		8.75-16.5	10.00-16.5	
—sizes			H78-15-B		9.50-16.5		9.50-16.5		H78-15-B		9.50-16.5	
Tube-Type—sizes			G78-15-B		7.50-16		7.50-16		G78-15-B		7.50-16	
—sizes			7.00-15		6.50-16		6.50-16		7.00-15		6.50-16	
—sizes			6.50-16				7.00-16		6.50-16			
—sizes							7.00-18					

Equipment shown in blue optional at extra cost. #Also available with Positraction differential. †Specifications do not apply to Blazer models. ##Also available with NoSPIN differential.
 *Standard 6-cylinder models. **Standard on V8 models. 157" WB only. ‡Longhorn models use leaf-type rear suspension as standard equipment and a frame with a section modulus of 5.05.

All illustrations and specifications contained in this literature are based on the latest product information available at the time of publication. The right is reserved to make changes at any time in prices, colors, materials, equipment, specifications and models, and also to discontinue models. CHEVROLET MOTOR DIVISION OF GENERAL MOTORS CORPORATION, DETROIT, MICHIGAN 48202. LITHO IN U.S.A.