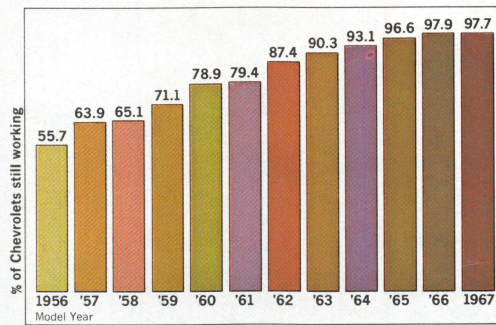


1972 CHEVROLET TRUCKS / Recreational Vehicles



Proof Chevy trucks last longer. Over 55% of Chevrolet's 1956 model trucks are still in use. No other make has even half, based on latest R. L. Polk figures.



CHEVROLET

Totally tougher to last longer.

Building a better way With the widest selection of

Truck-mounted campers pgs. 4-9

Shell camper.

A truck for the two of you. Chevy half-ton Fleetside or Stepside with lightweight shell camper. With box availabilities up to 8 ft. on Stepsides, you get an idea of the roominess to be had. And, of course, you'll be driving the pickup that's built totally tougher to last longer. Six or V8. Front disc brakes standard. Chevy half-ton pickup with shell camper about \$3,100 to \$3,460.



Fleetside with Aztec shell, Aztec Mfg. Company, Monrovia, Calif.

Fleetside with Californian camper, California Camper Mfg., Orange, Calif.

Slide-in-over-cab.

A quick inspection of America's campgrounds tells you this is far and away the most popular camping unit. Slide one of these into a Custom Camper equipped Fleetside and it becomes one of the smoothest units going. Basically, the over-cab camper is designed to sleep four or more. Includes cooking and dining facilities. Some are fully self-contained. Fleetside and Camper from about \$4,360 to \$7,360.

Chassis-mounted camper.

Just a step below motor home class. And while it's less expensive, you're not giving away anything in comfort and convenience. Mounting directly to the sturdy Chevy chassis lowers the center of gravity for improved stability. Units are self-contained with range, refrigerator, toilet, shower, and then some. Chassis-cab and camper about \$6,300 to \$9,300.



Chassis-cab with camper, El Dorado Campers, Lakeview, Calif.

The camper bodies and trailers illustrated on these pages are not made by Chevrolet. Nor does Chevrolet do the conversion work illustrated. Your Chevrolet dealer knows the manufacturers who do perform this work and will assist in selecting the right Chevy truck and camper unit to provide traveling enjoyment that fits your budget.

Trailer towing pgs. 10-15

Camping trailer.

Young couples or small families with modest leisure travel budgets can start here. These lightweight folding tent top units are easily towed by Chevy's pickup in disguise, El Camino, or by our new one, Vega Panel Express. El Camino and camping trailer about \$3,510 to \$5,010. Vega Panel Express and camping trailer about \$2,400 to \$3,500.



Custom El Camino with Stockland shell, Stockland Company, Santa Ana, Calif.

Vega Panel Express with Sherwood Trailer, Sherwood Trailer Company, Los Angeles, Calif.

Compact travel trailer.

Hook one of these to a Chevy 2- or 4-wheel drive Blazer and it's go where you want to go and do what you want to do. These units are all metal and usually come fully equipped with living necessities. Blazer and compact travel trailer about \$4,150 to \$13,400.



CST Blazer with Nimrod Trailer, Ward Mfg., Inc., Hamilton, Ohio

Cover

Suburban with Open Road trailer, Open Road Industries, Redondo Beach, Calif.

Chevallero Motorhome, Sportscoach Corp. of America, Chatsworth, Calif.

Chinook Van Motor Home, Chinook Mobilodge Co., Yakima, Wash.

Cheyenne with Siesta camper, Siesta Recreation Vehicles, Sunnyvale, Calif.

to see the U.S.A. recreational trucks available.



Family travel trailer.

These full-sized trailers afford the ultimate in family accommodations. They can handle six or more with ample storage space. What gear is left over could be put in our tow vehicle that's a wagon-and-a-half, Chevy Suburban. Suburban and travel trailer about \$11,215 to \$21,215.



Suburban with travel trailer,
Terry Industries, La Grande, Oregon

Semi-travel trailer.

This unique family-sized unit with separate stateroom is ideally suited for towing by specially equipped Chevy pickups. Fleetside pickup with semi-travel trailer, \$10,255 and up depending upon equipment.



Fleetside with Hy-Lander trailer,
Hyland Mfg., Inc., Carlisle, Iowa

Camper conversion and motor homes pgs. 16-19

Chevy Van conversions.

The smaller Chevy Van conversion is the most economical all-in-one-camper. With full accommodations plus the convenience of a sliding side door.



Chevy Van Redi-Kamp Conversion,
Redi-Kamp, Inc., Mira Loma, Calif.

On the larger units, called motor home conversions, the van body behind the front seat is replaced by a camper body similar in size and features to the chassis-mounted campers above. Van with camper conversion about \$4,350 to \$6,550. With van motor home conversion about \$6,800 to \$8,500.



Chevy Van Motor Home Conversion,
Kayot, Inc., Indianola, Iowa

Chevy motor home chassis.

Now you're approaching resort status. These sleek, self-contained living and driving units may stretch well over 20 ft. Some feature air-conditioning, stereo, master bedroom and bath, sleeping for ten and more. You pick the body. Chevy will provide a sturdy motor home chassis to mount it on. With standard features like power steering, power front disc/rear drum brakes, Turbo Hydra-matic and a big 350 V8. About \$7,500 to \$20,000.



Chevy-Chassis Motor Home,
Winnebago Industries, Inc., Forest City, Iowa

Step-Van conversion.

This is as close as you can come to an all Chevy motor home. Step-Van can be had with a roomy 14½-ft. body. And includes Chevy's stable, wide-stance Girder Beam front suspension. When the inside is converted there'll be bunks, range, refrigerator, shower, toilet—the works. Step-Van with conversion about \$9,800 to \$15,000.



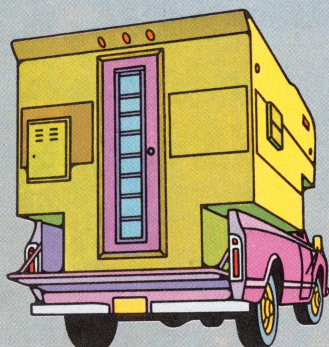
Step-Van King Conversion,
Parsons Mobile Prod., Parsons, Kansas

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 charges, plus suggested retail prices of camping units supplied by the various camping equipment companies. Destination charges, state and local taxes and available equipment are additional.

Pickups and Chassis Cabs. Engineered

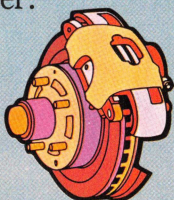
Wide-stance Girder Beam front suspension has a stabilizing effect.

Camper equipped Chevy pickups provide a number of features that contribute to ride and handling. With independent front suspension, road shocks are absorbed at each wheel without being passed back and forth. Steel coil springs help cushion the ride. In the rear you can specify coil springs or available 2-stage leaf springs. And Chevy's wide effective stance, front and rear, plus available stabilizer bar, improves handling and stability with large camper bodies aboard.



Front disc brakes are standard.

Fleetsides, Stepsides, chassis-cabs, 4-wheel drives—all stop you with disc brakes up front. That's where most of the braking effort is needed when there's a big camper body mounted on the back. Also they are durable and provide improved fade resistance. And in our system there's a special pressure proportioning valve that balances the front and rear brakes. Warns of pressure loss in either.



350 V8 available for camper-sized models.

An efficient 307 V8 is standard on V8 models. On $\frac{3}{4}$ - and 1-ton camper-equipped models the available 350 V8 is recommended. Of course we have other fine engines available. (See back cover.)

Double-wall tough—just like always.

In the Fleetside box there's more sheet metal than in others. The side panels are full-depth double-wall strong. So is the tailgate. The cab is double strong in all the vital areas, too. Roof, cowl, doors and upper rear wall panels.



to help keep you on the level.

Cheyenne Super Truck.

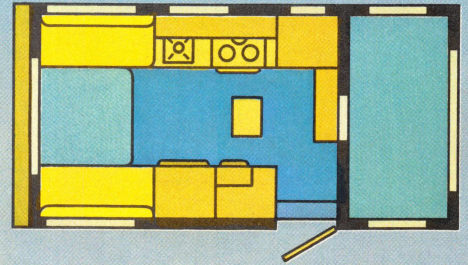
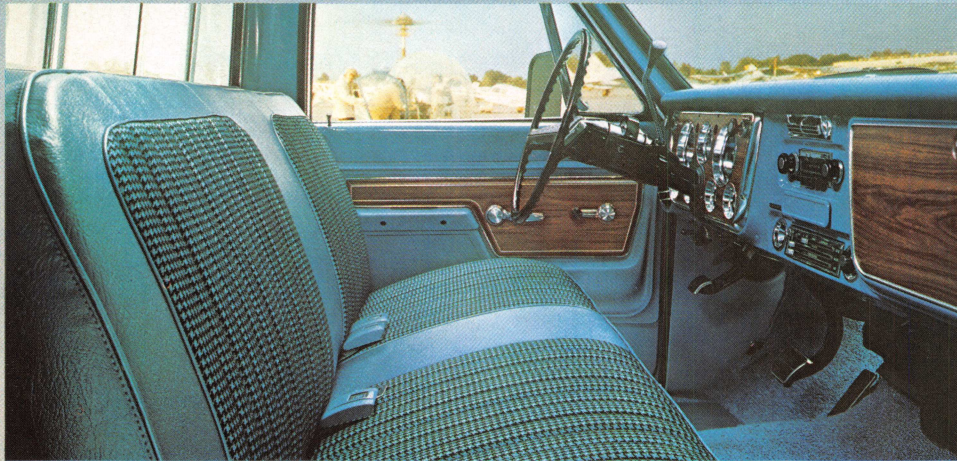
This is our top available pickup trim package. Deep foam, neatly tailored vinyl and houndstooth patterned nylon seats. Carpeting. Simulated wood-grain trim. Extra noise insulation. Much more. Just a smidgin less elegant are the Cheyenne, Custom Deluxe and standard Custom trim levels.

Longhorn pickup. Bigger for big campers.

We built this one just for campers. With an 8½-ft. box to take long camper bodies up to 12 ft. The rear suspension has 2-stage leaf springs to cradle heavy camper bodies. And the box floor is wood to facilitate mounting. (See page 7 for illustration.)

Chassis-cab camper models.

For the money, for family living space, and for excellent ride and handling characteristics you just can't do better than a camper mounted on a Chevy Chassis-Cab. Bodies up to 14 ft. can be accommodated. And the lower center of gravity adds stability. (See page 6 for illustration.)



Typical chassis-cab camper floor plan

For additional information see the 1972 Chevrolet pickup catalog.



Series 20 Cheyenne Fleetside with Californian camper, California Camper Mfg., Orange, Calif.

Recommended equipment on Chevy pickups

Custom Camper requirements.

Series C20 (¾-ton) Custom Camper pickup or chassis-cab with standard rear suspension—special Custom Camper nameplate; front stabilizer bar; 2,750-lb. rear coil springs or 500-lb. auxiliary rear springs; heavy-duty rear shock absorbers; specify available 7.50-16/D tube-type or 8.75-16.5/D tubeless tires or larger. (Available leaf spring rear suspension is also rated at 2,750 lbs.)

Series CS/CE31003-04-34 (1-ton) Custom Camper pickup or chassis-cab with single rear tires—special Custom Camper nameplate; front stabilizer bar; heavy-duty shock absorbers; 3,100-lb. rear springs; specify available 9.50-16.5/D or 9.50-16.5/E tubeless tires, or 7.50-16/E tube-type.

Series CS/CE31403 (1-ton) Custom Camper chassis-cab—special Custom Camper nameplate; front stabilizer bar; heavy-duty shock absorbers; 3,100-lb. rear springs; available dual rear 7.00-16/C tires. (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 Minimum Equipment for Frame-Mounted Camper Bodies

Chevrolet Series	CE 30 (1-Ton)			Chevrolet Series	CE 30 (1-Ton)		
Camper Body Type	Frame Mounted	Frame Mounted	Frame Mounted	Front Suspension Stabilizer Bar Springs—Cap. (lbs.) Shock Absorbers	Recommended	Recommended	Recommended
GVW Ratings (lbs.)	10,000	11,000	14,000		1900	2000	2000
Max. Body Length (ft.)	14	12/14	12/14		Heavy-Duty	Heavy-Duty	Heavy-Duty
Approx. Body Weight (lbs.)	4150	5000	7400	Rear Suspension Springs—Cap. (lbs.) Aux. Springs—Cap. (lbs.) Shock Absorbers	4150	5900	5900
Passenger & Equipment Weight (lbs.)	1600	1600	1600		Included	Included	Included
Total Body, Passenger & Equipment Weight (lbs.)	5750	6600	9000		Heavy-Duty	Heavy-Duty	Heavy-Duty
Recommended Chevrolet Model	CE 31403 Chassis-Cab	CE 31003 CE 31403	CE 31003 CE 31403	Tires Front Rear	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	Tire Cap. (lbs. each)	2060 @ 45 psi 1815 @ 45 psi	2590 @ 75 psi 2270 @ 65 psi	2800 @ 75 psi 2780 @ 80 psi
Transmission ▲	Turbo Hydra-matic	4-Speed	4-Speed	Power Steering	Recommended	Recommended	Recommended
Rear Axle—Cap. (lbs.)—Ratio	7200 4.57	11000 5.43	11000 5.43	Power Brakes	Standard	Standard	Standard
				Generator	61 amp.	61 amp.	61 amp.
				Auxiliary Battery	Recommended	Recommended	Recommended
				Equipment shown in RED available at extra cost. ▲ Increased capacity 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.



Series 30 Chassis Cab with El Dorado Camper, El Dorado Campers, Lakeview, Calif.

and chassis cabs for camper use.

Recommended Minimum Equipment for Shell or Slide-In Camper Bodies

Chevrolet Series	CE 10 (½-Ton)		CE 20 (¾-Ton)	CE 30 (1-Ton)	
Camper Body Type	Shell		Cab-Over With or without Rear Overhang	Cab-Over With or without Rear Overhang	
Max. Camper Body Length (ft.)	6	8	8 thru 11	11	12
GVW Ratings (lbs.)	5400		7500	8000	9000
Box Length (ft.)	6½	8	8 or 8½	8½-9	8½-9
Approx. Body Weight (lbs.)	700		2000	2100	2950
Passenger & Equipment Weight (lbs.)	1000		1100	1250	1600
Total Body, Passenger & Equipment Weight (lbs.)	1700		3100	3350	4550
Recommended Chevrolet Models	CE 10704 CE 10734 Pickups	CE 10904 CE 10934 Pickups	CE 20904 CE 20934 Pickups CE 21034 Longhorn	CE 31004 Stepside Pickup CE 31034 Longhorn	
Engine	*307 V8		350 V8	350 V8	400 V8
Transmission	Turbo Hydra-matic		Turbo Hydra-matic	Turbo Hydra-matic	Turbo Hydra-matic
Rear Axle—Cap. (lbs.) — Ratio	3500 3.73		5200 4.10	7200 4.10	
Front Suspension Stabilizer Bar Springs—Cap. (lbs.) Shock Absorbers	— 1450 Standard		Recommended 1750 Heavy-Duty	Recommended 1750 Heavy-Duty	
Rear Suspension Springs—Cap. (lbs.) Aux. Springs—Cap. (lbs.) Shock Absorbers	2000 — Standard		2750 500† Heavy-Duty	3100 — Heavy-Duty	4150 Included Heavy-Duty
Tires	H78-15B		9.50-16.5 D	9.50-16.5 D—Frt. 9.50-16.5 E—Rear	9.50-16.5 D—Frt. 9.50-16.5 E—Rear
Tire Capacity Lbs. (each)	1610 @ 32 psi		2780 @ 60 psi	2780 @ 60 psi 3170 @ 75 psi	2780 @ 60 psi 3170 @ 75 psi
Power Steering	—		Required	Required	Required
Power Brakes	—		Standard	Standard	Standard
Generator	—		42 amp.	42 amp.	61 amp.
Camper Wiring Harness	—		Recommended	Recommended	Recommended
Auxiliary Battery	—		Recommended	Recommended	Recommended
Auxiliary Fuel Tank	—		—	—	Recommended
Camper Mirrors	—		Recommended	Recommended	Recommended
Equipment shown in RED available at extra cost.	*Standard on V8 models.		Tire Load Range—B(4PR), C(6PR), D(8PR), E(10PR).	†For CE 20904 & 20934. Not available on 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.

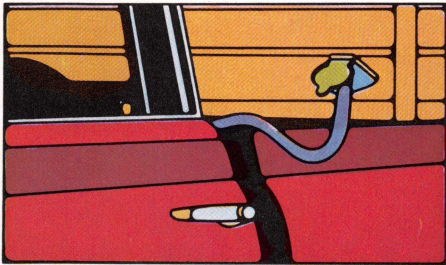


Series 20 Cheyenne Longhorn with Camper, McNamee Coach Corp., So. El Monte, Calif.

Camper options. Here's how you can

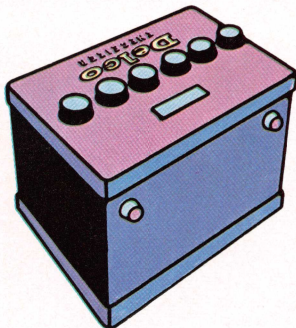
Camper body wiring harness.

Provides taped leads for stop, backup, taillights, turn signals and camper interior on pickups.



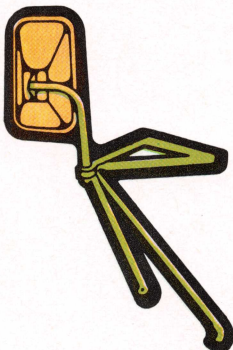
Auxiliary battery.

Extra 53-amp-hr battery exclusively for camper circuits. Recharges while driving.



Camper-type mirrors.

Below-Eye-Level mirrors mount on doors for viewing past wide camper load. 180° pivot. Painted or stainless steel.

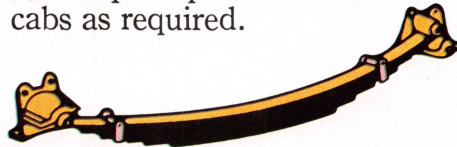


Auxiliary fuel tank.

On $\frac{3}{4}$ - and 1-ton Fleetsides you can order an auxiliary tank that fits in the unused space beneath the bed on the left-hand side. It has a 19-gallon capacity. Fuel tank selection is made with a manually operated valve inside the cab. Includes provision for reading fuel level.

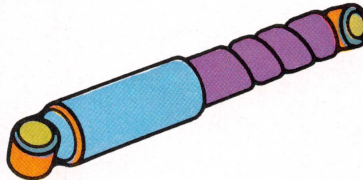
Leaf-type rear springs.

Available for $\frac{1}{2}$ - and $\frac{3}{4}$ -ton pickups and chassis-cabs as required.



Heavy-duty shock absorbers.

Extra large to contribute to a stable, comfortable ride, even with large camper bodies.

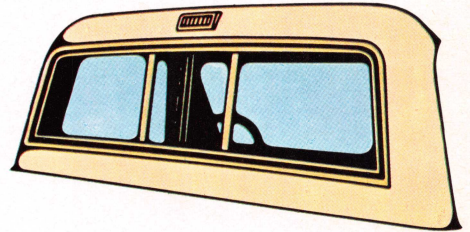


Equalizing hitch platform.

A dealer installed accessory that lets you tow up to 6,000 lbs. with a Chevrolet-approved hitch platform. Equalizing feature distributes the load evenly for less strain. No welding.

Sliding rear window.

Allows camper-to-cab communication. Easy sliding finger grip. Lockable.



Heavy-duty generator.

High-capacity Delcotron increases electrical capacity for camping equipment and lights.

Heavy-duty radiator.

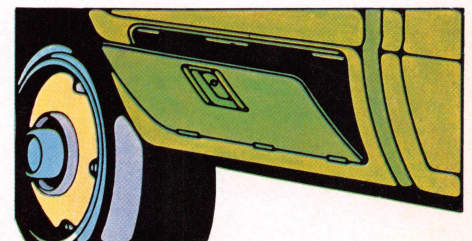
Provides that extra cooling capacity needed for big loads in hot weather.

Flotation-type tires.

Increased size and extra tread for where the road has gone to pot, or where there's no road at all.

Tool storage box.

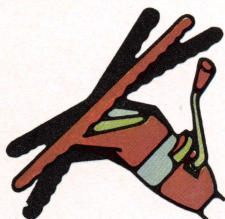
Flush-mounted, lockable weather-protected plastic compartment 7" x 28" x 17". Located forward of the right rear wheel housing. On Fleetsides only. Not available on 115" wheelbase model.



special equip your Chevy camper.

Comfortilt steering wheel.

Adjusts to seven different positions. A boon to families with more than one driver. Available only with 4-speed or automatic transmission.



Power steering.

Facilitates parking and close maneuvering. Cuts driver fatigue. Most helpful when women share the wheel.

Turbo Hydra-matic transmission.

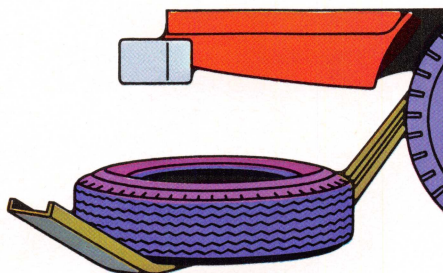
Utilizes three forward speeds to keep engine in the right power range automatically. Especially convenient for camper operation.

Chrome bumpers.

An appearance availability that enhances the styling of your Chevy pickup or chassis-cab.

Slide-out spare tire carrier.

A dealer installed accessory that provides convenient access to and storage of the spare tire under the rear bumper. A real help to the fellow with a rear overhang camper.



AM, AM/FM radios.

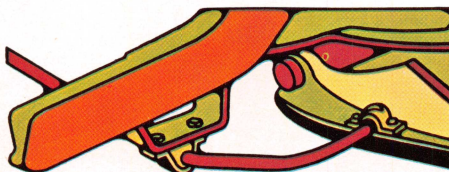
Tune in to latest news and weather information en route. Designed to be an integral part of the instrument panel.

Rear axles.

Your dealer can help you select from a wide range of rear axle ratios that help tailor the Chevy to the camper for economy and operating efficiency. Also, Positraction or NoSPIN rear axles are available.

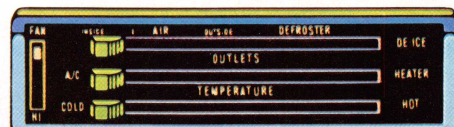
Front stabilizer bar.

Acts with the front suspension system to provide improved stability and driving ease with high center of gravity loads.



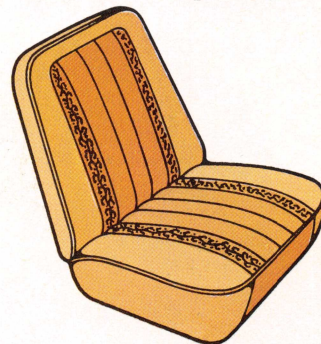
Four-Season air conditioning.

Cools, cleans and dehumidifies air for total cab comfort. Includes increased capacity radiator and 61-amp Delcotron generator.



Bucket seats.

Two sporty buckets with deep foam padding and textured vinyl trim. Spacious storage console between the seats. Includes carpeting.



Heavy-duty battery.

This 80-amp-hr battery provides increased electrical storage capacity to meet the demands of camping equipment.

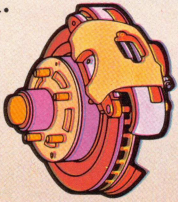
Suburban. America's tow vehicle of

Camping and Trailing Guide named Suburban Tow Vehicle of the Year.

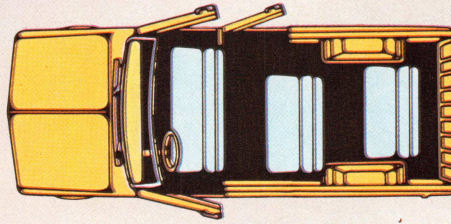
In 1971, this national camping publication rated Chevrolet Suburban the best for towing over five competitive vehicles. All of the remarkable attributes that earned that title are included in the new Suburban. And then some.

Power front disc/rear drum brakes are standard.

And you'll be glad you have them when stopping with up to 6,000 lbs. of travel trailer behind you. Disc brakes are durable and provide improved fade resistance. A special proportioning valve balances the front and rear brake system.



Seats up to 9 adults plus gear.



With the available second and third seats (second seat is standard on Series 20), Suburban can comfortably handle a total of nine adults with room left over for more than 40 cu. ft. of cargo. That's about three trunk loads of an average passenger car. With only the standard front seat, Suburban totes 181 cu. ft. of what have you—nearly twice the capacity of some regular-sized station wagons. You get three side doors, and you can specify big double rear doors or liftgate/tailgate.

Two easy to care for interiors.

The base Suburban interior is easy to take with a thick foam cushioned bench seat vinyl clad in any of four colors. The instrument panel is padded. There's a low-profile steering wheel. The interior trim is non-reflecting.



If you desire more, order the Custom Deluxe interior. The seats are richly tailored with vinyl/cloth trim. There's acoustic headlining, color-keyed rubber floor mats. A spare tire cover and more.



the year for many good reasons.

Many available engines. For the many trailer towing applications.

Chevy Suburban is an extremely versatile ½- or ¾-ton truck. It's available in 2- or 4-wheel drive with a variety of rear axle ratios, and can be ordered with standard 3-speed, or available 4-speed or Turbo Hydra-matic transmission. You'll want to carefully select your power-plant to complement the equipment on your Suburban. In addition to the standard 250 Six and 307 V8, you may order a 350 V8 or a 400 V8. You'll appreciate the big power for availabilities like air conditioning, power steering or many of the other camper related options listed on pages 8 & 9.

Recommended equipment on Suburban for trailer towing.

Chevrolet Series	CS/CE 10			CS/CE 20		
Trailer Weight (loaded)	2000 lbs.	4000 lbs.	5500 lbs.	2000 lbs.	4000 lbs.	6000 lbs.
Trailer Hitch Type	Frame-Mounted	Frame-Mounted or Equalizer	Equalizer	Frame-Mounted	Frame-Mounted or Equalizer	Equalizer
Front Suspension	Standard	1550-lb. Springs	1550-lb. Springs	Standard	Standard	Standard
Rear Suspension	Standard	2000-lb. Springs	2000-lb. Springs	Standard	Standard	Standard
Power Brakes	Standard	Standard	Standard	Standard	Standard	Standard
Transmission	Turbo Hydra-matic	Turbo Hydra-matic	Turbo Hydra-matic	Turbo Hydra-matic	Turbo Hydra-matic	Turbo Hydra-matic
Engines*	307 V8	350 V8	350 V8	350 V8	400 V8	350 V8 400 V8
Electrical Generator Battery	42 amp. 80 amp.-hr.	61 amp. 80 amp.-hr.	61 amp. 80 amp.-hr.	61 amp. 80 amp.-hr.	61 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.

Trailers with over 1000 lbs. weight (trailer and load) require separate trailer brakes.

*Refer to the Chevrolet Trailering Guide for correct engine-rear axle ratio combinations for specific GCW's and trailer towing cautions. Tire Load Range—B (4PR), C (6PR).

For additional information see the 1972 Chevrolet Suburban catalog.

It may look and ride like a station wagon. But underneath it's a tough truck.

With a ladder-type frame that has heavy-gauge channel

steel side rails. Chevy's wide-stance Girder Beam suspension is up front. With two-stage coil springs in the rear. Or order auxiliary leaf springs.



Blazer. There just isn't a tougher, bigger,

This is the way to discover an America you never knew was out there.

We're building a better way to see the U.S.A. Blazer is one of our best examples. With available seating you can take a total of five passengers plus gear way off the beaten path. Yet for all of its off-road agility it's as fine a second car as you'd want to own.

1972 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	3-Speed Fully Synchronized	4-Speed
		Turbo Hydra-matic		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

There's plenty of power for trailer pulling.

On Blazer the 250 Six or 307 V8 is standard. Or you can order a 350 V8. You can team either V8 with Turbo Hydra-matic transmission. And, figuratively speaking, Blazer with a power winch mounted in front can pull itself out by its boot straps.

Its wider stance aids stability on or off road.

Blazer is built on a full-width chassis similar to Chevy pickups, so it has the widest stance in its field. All of the suspension components are designed for heavy-duty use. An extremely rugged transfer case (mounted directly to the transmission for a lower vehicle silhouette) has high and low ranges in 4-wheel-drive. It'll turn a circle under 37 ft. in diameter. Rugged power front disc/rear drum brakes are standard. Obviously, Blazer is built like the country it's built for.



roomier 4-wheel drive sport vehicle.

You can order Blazer with 2-wheel drive.

You get the same agile performance, same power front disc/rear drum brakes, same sporty lines. But you also get a smoother ride with Girder Beam front suspension and big coil springs at all four wheels. Other availabilities you'll appreciate: fiberglass-reinforced plastic hardtop (folding soft top available through Chevy dealers); Four-Season air conditioning. And the Custom Sport Truck package features vinyl buckets and console, among other things.

Recommended Equipment on Blazer for Trailer Towing

Chevrolet Series	C10			K10		
Trailer Weight (loaded) (lbs.)	2000	4000	6000	2000	4000	5500
Trailer Hitch Type	Frame Mounted	Frame Mounted	Equalizer	Frame Mounted	Frame Mounted	Equalizer
Max. Tongue Load (lbs.)	200	400	500	200	400	700
Front Suspension	Standard	Standard	Standard	Standard	Standard	Standard
Rear Suspension	2000-lb. springs	2000-lb. springs	2000-lb. springs	Standard	Standard	Standard
Brakes	Power (std.)	Power (std.)	Power (std.)	Power (std.)	Power (std.)	Power (std.)
Engines†	**307 V8	350 V8	350 V8	**307 V8	350 V8	350 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.	61 amp. 80 amp.-hr.	61 amp. 80 amp.-hr.	42 amp. 80 amp.-hr.	61 amp. 80 amp.-hr.	61 amp. 80 amp.-hr.
Tires	H78-15B	H78-15B	H78-15B	G78-15B	G78-15B	G78-15B
Front	H78-15B	H78-15B	H78-15B	G78-15B	G78-15B	G78-15B
Rear	H78-15B	H78-15B	H78-15B	G78-15B	G78-15B	G78-15B
Max. Tire Capacity	1610 @ 32 psi	1610 @ 32 psi	1610 @ 32 psi	1474 @ 32 psi	1474 @ 32 psi	1474 @ 32 psi

Trailers with over 1000 lbs. weight (trailer and load) require separate trailer brakes.

Use Equalizing Hitches with straight line or anti-sway devices.

**Std on V8 models.

†Refer to Chevrolet Trailering Guide for correct engine rear axle ratio combinations for specific GCW's and for trailering cautions.

Tire Load Range—B (4PR).

Equipment shown in RED available at extra cost.

For additional information see the 1972 Chevrolet Blazer Catalog.



El Camino and Vega Panel Express. Passenger

El Camino.

In front you enjoy all the comfort and beauty of America's most popular mid-size passenger car, Chevelle. But in back there's a big 6½-foot pickup box with a tough double-wall build to keep dents from shifting cargo showing through. This one you can order as an SS if you like. The package is available with a 350-, 400-, or 454-cubic-inch V8, and either a four-speed or Turbo Hydramatic transmission, buckets, carpets, console and a number of other good things.

Nimble 116" wheelbase.

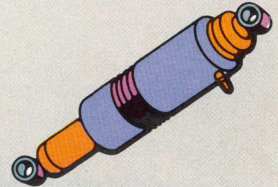
Keep in mind now that El Camino is also a quick-size Chevelle. With a great propensity for the road. Big coil springs at each wheel cushion the ride.

Order a shell camper if you like.

A number of manufacturers make shell camper attachments for El Camino. You'll find also that your Chevy dealer has a full list of recreation-oriented options.

Air booster shocks in the rear help shoulder the load.

Partners with El Camino's roomy, rugged cargo box are standard air-adjustable rear shock absorbers. You adjust them as you like to level El Camino for driving with or without loads.



car comfort plus the capabilities of a truck.

Vega Panel Express. The only time you'll call it little is when you slip into tight campsites.

This is our new one. And it makes a very practical one- or two-man recreational vehicle. It's the lowest priced Chevy truck you can buy. It handles like a sports car. And the contoured foam cushioned driver side bucket is as comfortable as an easy chair. For even more comfort and convenience, you can order power steering and air-conditioning. And a lot more.

Some Vega Panel Express Specs.

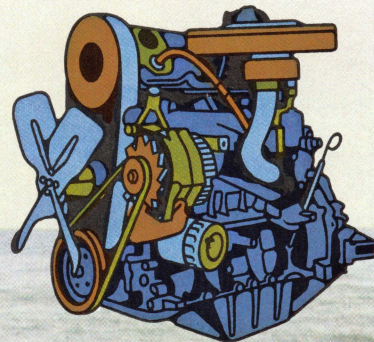
GVW	3,000 lbs.
Curb Weight	2,230 lbs.
Total Payload	650 lbs.
Cargo Volume	68.7 cu. ft.
Floor Length (front seat to rear gate)	67.4 in.
Floor Width (between wheelhouses)	42.6 in.
Liftgate Opening Height	26.1 in.
Liftgate Opening Width (at floor)	42.1 in.

It can haul up to 68.7 cubic feet of fishing gear, surf boards, sleeping bags.

Pack it all in through a remarkably wide rear cargo opening. There's room for items nearly seven feet long without the available passenger seat. And under the cargo floor are two concealed storage compartments for cameras and other valuables.

Remarkable overhead cam engine easily tows light loads with surprising mileage.

In our highway tests with the standard engine and three-speed transmission we've been getting surprisingly good mileage. Of course our figures don't include a trailer. Now for more power there is a higher horsepower version available. It too runs on a miserly portion of regular, low-lead or no-lead fuel.

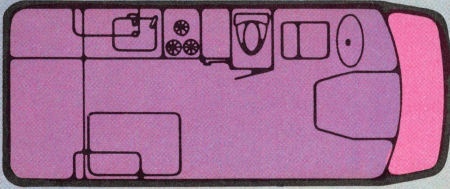


For additional information see the 1972 Vega Panel Express and El Camino catalogs.



Chevy Van Conversion. Compact, moderately

What we have here is an abundance of space.



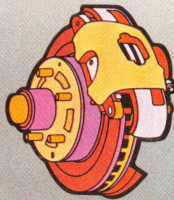
There's up to 296 cubic feet inside Chevy Vans. Camper conversion manufacturers sometimes add more by raising the roof for head room. Then they add refrigerator, range, running water, dinette and sleeping accommodations for up to six. There's still ample room to maneuver inside. Because the wheels are forward and the stance is extremely wide. Van conversions are available on either 110" or 125" Chevy Vans.

Easy entry and exit through the proved sliding side door.

Chevy introduced the sliding door on American vans. We had the right idea because now others are imitating. All you need is 4½" of clearance (that's important in tight campsites) and the Chevy Van side door slides open smoothly, quietly on a triple track.

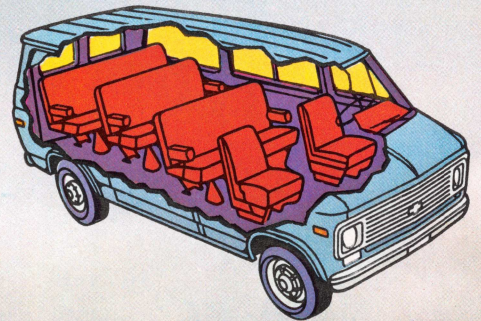
Front disc brakes standard.

With brake power assist standard on Series 20 and 30 models, available on Series 10. Discs run cool for smooth, fade resistant stops. There's also a proportioning valve that balances the front and rear brake systems for excellent braking efficiency.



Sportvan chauffeurs up to 12 adults.

We can't think of a more economical way to move up to a total of 12 people comfortably. And you can go all the way if you like, and order the Beauville Sportvan model that includes carpets, foam-cushioned seating (seating for five standard) and simulated woodgrain vinyl on the door panels and side-walls.



priced, fully-self contained campers.

You get wide-stance Girder Beam Suspension for a smooth, stable ride.

In front the wheels step over bumps independently without passing the shock back and forth on to the body. And the extremely wide stance provides stability to help you stay level in the turns.

The van motor home conversion. A small motor home with a small price.

This one is really ingenious. Conversion people modify a basic Series 30 Chevy Van, mount a spacious, sturdy cabin behind the front seats, complete with most of the comforts of home. The result is a compact and rugged motor home with a low center of gravity for improved ride and handling characteristics.

1972 Chevy Van Power teams

Series	GS/GE 10	GS/GE 20	GS/GE 30
GVW (lbs.)	4400-5100	5500-6000	6100-8300
Engines	Std.	* 250 Six **350 V8	* 250 Six **350 V8
	* 250 Six **307 V8 350 V8		
Transmissions	Std.	Std.	Std.
	3-spd. Turbo Hydra-matic	3-spd. Turbo Hydra-matic	3-spd. Turbo Hydra-matic

*Std on 6-cyl. models

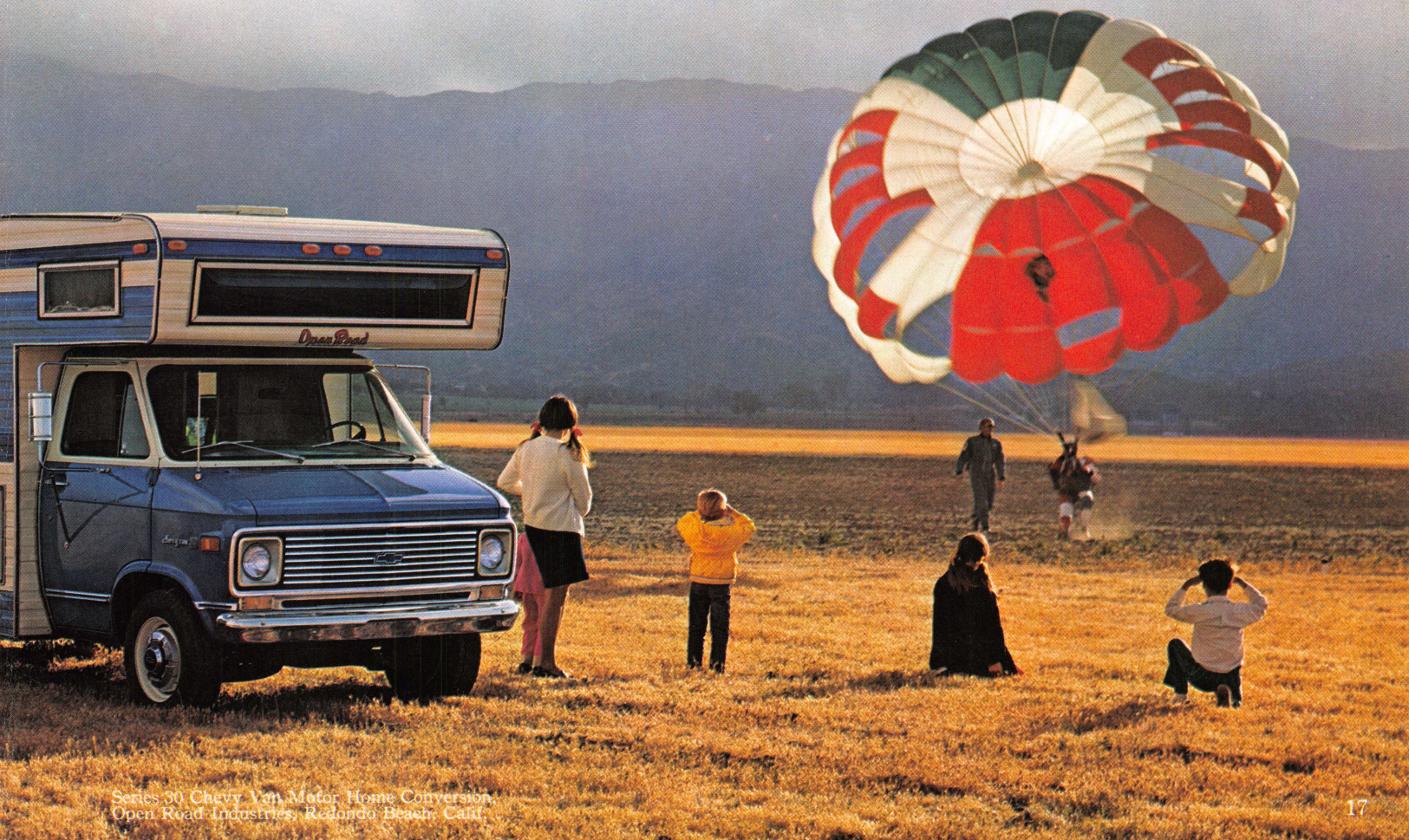
**Std on V8 models

Chevy Van camper options.

Power steering reduces driver fatigue over the long run. And it's almost a must if ladies share the driving chores. Air conditioning is available. (Refreshing thought.) You can order a front stabilizer bar for improved stability in the

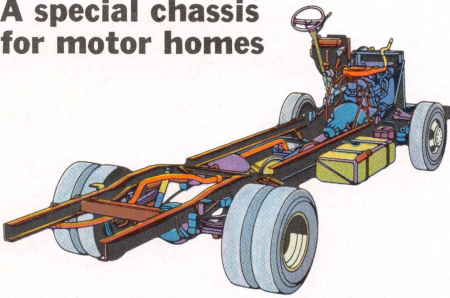
turns. This is something a lot of other vans can't even offer. And to meet the special needs of campers, Chevy offers heavy-duty cooling, 42- or 61-amp Delcotron generators, an 80-amp-hr battery and the new Z66 Camper Conversion package for Chevy Vans.

For additional information see the 1972 Chevy Van and Sportvan catalogs.



Motor Home Chassis. Some solid

A special chassis for motor homes



Chevy doesn't make motor homes. But we sell a fine motor home chassis. And your Chevy dealer can help you select a motor home body. So that when you get it all together you've got a smooth riding vacation home.

Chevy's built tougher.

We start with a high-strength carbon steel frame and rigid crossmembers for an excellent combination of rigidity and resiliency. Up front we add famous Girder Beam suspension with big coil springs. Each wheel is suspended on sturdy control arms all their own so road shock is absorbed independently. Two-stage rear leaf springs change as the load changes. Automatically.

Standard features that cost extra on some others.

Like durable front disc brakes to provide stops with less fade especially under sustained braking applications. Two frame-mounted power brake boosters are standard to help make stopping easy. With power steering, a Comfortilt steering wheel that adjusts to seven different positions and 3-speed Turbo Hydra-matic transmission, you know we designed the Chevy Motor Home Chassis with the driver in mind. Chevy's



Winnebago Industries, Inc.—Forest City, Iowa



Chinook Mobilodge Company—Yakima, Washington



Franklin Coach—Nappanee, Indiana



Krager Koach, Inc.—Winona, Minnesota



Continental Coach, Inc.—Mesa, Arizona



Barth, Inc.—Milford, Indiana

reasons for building on our foundation.

350-cubic-inch V8 is standard. It has a 4-barrel carburetor and runs on no-lead, low-lead, or regular fuel. The instrument panel is designed to enhance interior styling with fuel, ammeter, oil pressure and water temperature gauges and brake warning light to monitor the operational system and help the driver concentrate on good driving. Additionally, an 80-amp-hr battery and 61-amp Delcotron generator with integral regulator are standard.

Three wheelbases are available.

To make it easier for everyone to get fitted to exactly the motor home they want, the Chevy chassis comes in three convenient wheelbases. A compact 125 inches (available on special order only). 137 inches. And for bodies up to 24 ft. long, a 157-inch wheelbase.

Step-Van conversion. Motor home at a modest price.

On this one, we provide the sturdy chassis and basic Step-Van body with up to 576 cubic feet of space for conversion people to work with in adding bunks, cabinets, kitchens . . . all your camper needs. Some motor home manufacturers place their bodies on our forward control chassis which is similar to our motor home chassis without some of the standard conveniences. Hence, you get the same smooth ride and rugged foundation for less money.



Aspen Coach Corp.—Boulder, Colorado



Leisure Time Products, Inc.—Nappanee, Indiana



Boise Cascade—Atlanta, Georgia



Grumman Motor Home—Garden City, New York

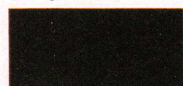


Travel Equipment Corp.—Elkhart, Indiana



Mobilux Corp.—Evergreen, Alabama

Midnight Black



Crimson Red



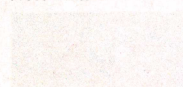
Tangier Orange



Willow Green



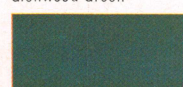
Frost White



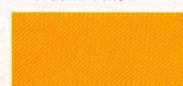
Meadow Green



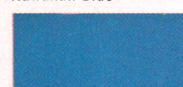
Glenwood Green



Wheatland Yellow



Hawaiian Blue



Mariner Blue



Firebolt Orange



Spruce Green (M.)



Grapefruit Yellow



Classic Bronze (M.)



Spanish Gold



Chevrolet engines

Our light-duty powerteam lineup is the most complete available. With a pair of great Sixes and three rugged V8s. All designed to run on no-lead, low-lead, or regular fuel. Additionally many feature emission control equipment. On most Chevy engines you can add a 3-speed Turbo Hydramatic transmission if you like. With 4-speed manual available on most models.

250 and 292 Sixes.

The 250 is the standard Chevy Six. It shares many features with the larger available 292-cubic-inch Six, like 12-counterweight crankshaft, torsional dampeners and seven main bearings. The 292 has exhaust valve rotators to help reduce deposit build-up and triple valve life.

307, 350 and 400 V8's.

The 307 V8 is standard on V8 Series 10, 20 and 30 Chevy pickups and chassis-cabs, Blazer, Suburban and Series 10 Chevy Vans and Sportvans. With the 350 V8 standard on Series 20 and 30 Chevy Van, Sportvan and Motor Home Chassis models. The 400 (largest V8 for trucks that anyone makes) is available on Chevy pickups, chassis-cabs and Suburbans. All feature full jacket cylinder cooling for uniform temperatures throughout the block. And long life exhaust valves (featuring rotators on all 307's and many 350's) with special coating on the heads to slow deposit build-up.

Engine Specifications

ENGINE SPECIFICATIONS	250 Six	292 Six	307 V8	350 V8	400 V8
Displacement (cu. in.)	250	292	307	350	402
Bore & Stroke (in.)	3 $\frac{7}{8}$ x 3 $\frac{1}{2}$	3 $\frac{7}{8}$ x 4 $\frac{1}{8}$	3 $\frac{7}{8}$ x 3 $\frac{3}{4}$	4 x 3 $\frac{1}{2}$	4 $\frac{1}{8}$ x 3 $\frac{3}{4}$
Compression Ratio	8.5 to 1	8.0 to 1	8.5 to 1	8.5 to 1	8.5 to 1
SAE Net Horsepower @ rpm	110 @ 3800	125 @ 3600	135 @ 4000	175 @ 4000	210 @ 4000
SAE Net Torque (lbs.-ft.) @ rpm	185 @ 1600	225 @ 2400	230 @ 2000	290 @ 2400	320 @ 2800
All gasoline engines are modified to operate efficiently and with lower exhaust pollutants on no-lead, low-lead, or regular fuel.					