

1973 CHEVROLET TRUCKS

Recreational Vehicles



Chevrolet

Building a better way to see the U.S.A.

Our new 1973's. Full of basic improvements you can see, basic improvements you can feel.

What you see. Four years ago we embarked on a program committed to making our new 1973's everything you always wanted in your recreational vehicles. A tall order. But you can see in this catalog and at your Chevy Dealer's how well we succeeded. We gave our '73's a whole new look. New roominess. New double-walled strength. New ways to keep wind and wet out. New quiet. And new models like our 6-passenger pickup.

We computer-designed an easy new ride and confident new handling. A complete new suspension system, in fact. It's so good you have simply *got* to try it. We engineered a new flow-through power ventilation system to keep the air in motion inside. We made dual rear wheels available on pickups. And we paid special attention to available camper options because we want your camper to behave itself.

What you feel.

Truck-mounted campers (pages 4-7)

Shell camper. Start with an economical lightweight shell. Slip it onto our smooth-riding Fleetside and you've got a great low-cost way to go camping. Plenty of different shells are available, many with paneling inside. Usually they offer room for a double bed and lots of stowage. Prices, including the pickup, about \$3,000 to \$3,500.



Series 10 Fleetside with Top Cat camper

Slide-in-over-cab. Undoubtedly the most popular camper model of all. Generally sleeps four and includes cooking, dining and toilet facilities. On a '73 Chevy Custom Camper with our easy new ride, this is one of the smoothest units around. Fleetside pickup and camper from about \$4,500 to \$7,500.



Series 20 Fleetside with Californian camper

Now you're getting up toward king-sized. These campers, as long as 14 feet, mount directly on the tough new Chevy chassis. Center of gravity is low for good stability. They're completely self-contained. Prices, for chassis-cab and camper, are from about \$6,500 to \$9,500.

Chassis-mounted camper.



Series 30 Chassis cab with Open Road camper

Chevrolet does not make the camper bodies or trailers illustrated on these pages. Nor does Chevrolet do the conversion work illustrated. But your Chevrolet dealer does know who the manufacturers are and can help you select the right camper unit and the right Chevy truck to fit your budget and your traveling plans.

Cover

Series 30 Fleetside with Cobra camper

Open Road motor home

Series 20 Suburban with Streamline trailer

Series 30 Chevy Van with Aristocrat mini-motor home

Camper conversions and motor homes (pages 12-15)

Chevy Van Conversions.

For an all-in-one camper, Chevy Van offers numerous economical conversions. Most have some form of raised roof and handy living space for four. Larger units, Mini-Motor Home conversions, have the van body behind the front seat replaced by a camper body with luxurious living for up to six people. Van with camper conversions about \$5,000 to \$6,500. Van motor home conversions about \$7,000 to \$9,000.



Series 30 Chevy Van with Shasta mini-motor home. Series 30 Chevy Van with Cruise-Air camper

Mobile luxury at its finest. These completely self-contained living and driving units may feature air conditioning, stereo, master bedroom, and accommodations for as many as 10. Chevy provides especially engineered chassis for these units featuring power steering, power front brakes, and our big new 454 V8. Motor Homes are priced from about \$8,000 to \$20,000.



Chinook motor home

Chevy Motor Home Chassis.

Trailer towing (pages 8, 10, 16)

Camping trailer. These simple folding tent trailers can be your easiest, most economical way to get into camping. In fact, combined with our brand-new El Camino (see page 16), the total price, El Camino and trailer, could be as low as \$4,000.



El Camino with Sherwood trailer

Family travel trailer. You'll find plenty of luxury in these full-sized family trailers. Many sleep at least



Series 20 Suburban with Airstream trailer

six with full accommodations. Hitch one to our new go-anywhere Blazer or quiet new Suburban. Either is great for towing. Prices, including Blazer or Suburban and trailer, begin well under \$10,000 and can go to over \$20,000.

These unique units with their special "upper deck" over the pickup box are spacious and comfortable. They're surprisingly easy to tow behind our new Chevy Fleetside. Prices, for pickup and semi-travel trailer, are about \$10,000 and up depending on equipment.

Semi-travel trailer.



Series 30 4-door, 6-passenger Fleetside with El Dorado trailer

All price ranges are based on manufacturer's 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.



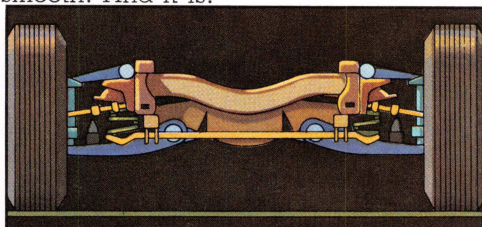
Series 10 Stepside pickup

Series 10 Fleetside with Top Cat camper

Our '73 Pickups. Tough new trucks with an easy new ride.

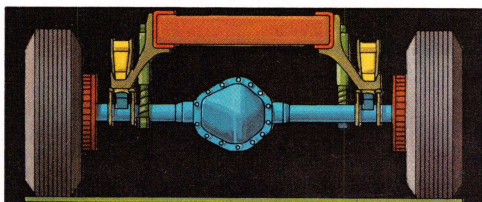
Whole new suspension system.

These new '73's are the best-riding Chevrolets ever. Up front, massive new Girder Beam independent suspension with new rubber bushed control arms in Series C10 pickups. The ride in our new '73's is computer-designed to be smooth. And it is.



New Load-Control rear leaf springs.

Standard on all Chevy pickups are new tapered rear leaf springs for a firm, controlled ride. And for additional smoothness, shock absorbers are staggered, one slanting forward, one aft.



We've lengthened the wheelbase as much as 4.5 inches on some models which, combined with our wide stance (66.24 inches), provides a stable, solid camper carrier foundation.

New long wheelbase.

Inside, our all-new '73 design has significant increases in leg room, head room and shoulder room. More comfort. Better visibility, too, than ever before.

Additional room inside.

Custom, Custom Deluxe, Cheyenne and Cheyenne Super. Tailor your pickup to your taste and budget. Cheyenne Super is the top of the line; it includes deep foam-padded seats, tailored nylon and vinyl upholstery, full carpeting, simulated woodgrain trim, and our maximum sound insulation system.

4 levels of luxury available.

Front disc brakes are standard—and they're especially useful when a big camper body is mounted because additional weight up high puts added demands on the front brakes. Power assist is standard on 20 and 30 Series and four-wheel-drives. Available as an option on Series C10.

Front disc brakes standard.



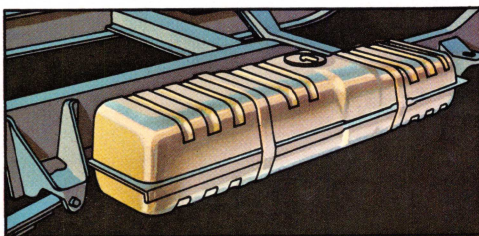
Series 30 4-door 6-passenger Fleetside with El Dorado trailer

**Our brand-new
6-passenger
3+3 model.**

Now the family that camps together can travel together. Above, you see our completely new 4-door 6-passenger pickup. It's like our regular pickup with the addition of two doors and a rear seat. Wheelbase is 164.5 inches. Available with either single or dual rear wheels.

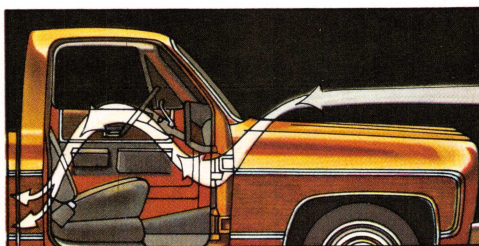
**New
frame-mounted
fuel tank.**

Chevy's new fuel tank is now mounted on the frame, behind the passenger's door. Handy and out of sight. Capacity is 20 gallons. And if you'd like to double that, an identical auxiliary tank is available mounted on the other side.



**Flow-through
power
ventilation.**

Outside air is drawn in at the cowl top, circulated through the cab and exited at pressure relief outlet valves at the bottom of each door. You get air circulation whether windows are up or down.



With four wheels in the back and an extra wide track, Big Dooley shoulders up to 10,000 pounds GVW. Provides a sure, steady feeling when you're carrying heavy campers. Plus extra grip for slippery roads or soft campsites.

**Introducing
Big Dooley.
Our dual-rear-
wheel pickup.**

Rear axle capacities are increased to 3,750 pounds on Series 10, to 5,700 pounds on Series 20, and to 7,500 pounds on Series 30. A variety of axle ratios is available, as well as heavy-duty shocks, springs and other added-capacity components for camper use. See pages 18 and 19.

**Increased load
capacity.**

Chevy pickups are double-walled where it counts. In the box, the fenders, the cab, the doors, the cowl, and even the hood. The frame incorporates a tough new side rail and crossmember design.

**Tough
double-wall
build.**

A powerful new 454 V8 is available on Chevy pickups for the first time this year. It's a great choice if you're planning on using a heavy camper. Two other V8's and two Sixes are also available. All perform on no-lead, low-lead or regular gas. See page 17.

**New 454 V8
available.**

Mounting a camper directly on the frame of one of Chevy's chassis-cab models provides an exceptionally sturdy and roomy unit. Good stability, too, because the center of gravity is lower than with slide-in units. A variety of models is available. Consult your Chevy dealer about which suits you best.

**New chassis-cab
camper models.**

For additional information, see the 1973 Chevrolet Pickup Catalog.



Series 20 Fleetside with El Dorado camper

Series 30 Chassis Cab with Open Road camper

Required equipment on chassis-cabs and Chevy pickups for camper use.

Camper Special equipment.

Available only on 20 and 30 Series V8 models with 4-speed or Turbo Hydramatic transmission. Includes Camper Special nameplate and camper body wiring harness, heavy-duty front springs, heavy-duty front and rear shock absorbers, and heavy-duty front stabilizer bar. Also includes added-capacity rear springs and requires larger tire sizes such as 9.50-16.5D tubeless or

7.50-16E tube-type rear tires on Series 20 and 9.50-16.5E rear tubeless tires on Series 30.

Available for cab-over campers on Fleetside bodies only. Includes all Camper Special Equipment plus rear stabilizer, Camper Tie-Down Package, and Elimipitch Stabilizer Package (see page 18).

Deluxe Camper Special equipment.

**Series 10
model and
shell camper
selector.**

**Required
minimum
equipment.**

**Series 20
model and
camper body
selector.**

**Camper Special and
required minimum
equipment.**

**Deluxe
Camper Special
equipment.**

**Series 30
model and
camper body
selector.**

**Camper Special and
required minimum
equipment.**

**Deluxe
Camper Special
equipment.**

Chevrolet Series	C10 (½-Ton)		K10 (½-Ton)	
Recommended Models	C10703 C10903		K10703 K10903	
Pickup Box	Fleetside or Stepside		Fleetside or Stepside	
Camper Body>Type	Shell		Shell	
Maximum Camper Body Length ▲	6 ft.	8 ft.	6 ft.	8 ft.
GVW Rating	6000		6000	
Maximum Camper, Passenger and Equipment Weight (lbs.)*	2200	2075	1875	1700
Engine	307 V8		350 V8	
Transmission	Turbo Hydra-matic		Turbo Hydra-matic	
Rear Axle Ratio	3.40		3.07	
Brakes	Power (Opt.)		Power (Std.)	
Front Suspension—Springs —Stabilizer Bar —Shock Absorbers —Front Hubs	Heavy-Duty Standard		Standard Standard Free-Wheeling	Heavy-Duty
Rear Suspension—Springs —Shock Absorbers	Heavy-Duty Standard		Heavy-Duty Standard	
Tires	L78-15B		L78-15B	
Radiator	Heavy-Duty		Heavy-Duty	
Coolant Recovery System	Required		Standard	
Chevrolet Series	C20 (¾-Ton)		K20 (¾-Ton)	
Recommended Models	C20903		C20963 K20903	
Pickup Box	Fleetside or Stepside		Fleetside or Stepside	
Camper Body Type	Cab-Over		Cab-Over	
Max. Camper Body Length ▲	10½-11 ft.		10½-11 ft.	
GVW Rating (lbs.)	8200		8200	
Max. Camper, Passenger and Equipment Weight (lbs.)*	3900	2950	3650	
Truck Equipment Required	Camper Special or Deluxe Camper Special			
Engine	350 V8		350 V8	
Transmission	4-Speed Manual or Turbo Hydra-matic			
Rear Axle Ratio	4.10		4.10	
Front Suspension—Springs —Stabilizer Bar —Shock Absorbers	1900-lb. ea.* Heavy-Duty* Heavy-Duty*	Standard Heavy-Duty* Heavy-Duty*	Standard Heavy-Duty* Heavy-Duty*	
Rear Suspension—Springs —Shock Absorber	2850-lb. ea. Heavy-Duty*	Standard Heavy-Duty*	Standard Heavy-Duty*	
Tires	9.50-16.5D (Opt.)		9.50-16.5D (Std.) 9.50-16.5D (Opt.)	
Rear Wheels	Single		Single	
Camper Wiring Harness	Included		Included	
Camper Special Nameplate	Included		Included	
Basic Camper Group	Included		Included	
Pickup Box	Fleetside		Fleetside	
Camper Tie-Down Equipment	Included		Included	
Camper Stabilizer Equipment (Elimi-Pitch)	Included		Not Available	
Rear Stabilizer Bar	Included		Included	
Chevrolet Series	C30 (1-Ton)			
	With Single Rear Wheels		With Dual Rear Wheels	
Recommended Models	C30903	C30963	C30903	C30963 C31003 C31403
Pickup Box	Fleetside or Stepside	Fleetside	Fleetside	
Camper Body Type	Cab-Over		Cab-Over	
Max. Camper Body Length ▲	10½-11 ft.		11-12 ft. 14 ft.	
GVW Rating (lbs.)	9000		10,000 10,000	
Max. Camper, Passenger and Equipment Weight (lbs.)*	4650	3800	4600	4750 5800
Truck Equipment Required	Camper Special or Deluxe Camper Special			
Engine	350 V8		350 V8	
Transmission	4-Speed Manual or Turbo Hydra-matic			
Rear Axle Ratio	4.10		4.10	
Front Suspension—Springs —Stabilizer Bar —Shock Absorbers	1900-lb. ea.* Heavy-Duty* Heavy-Duty*	Standard	1900-lb. ea.* Heavy-Duty* Heavy-Duty*	Standard
Rear Suspension—Springs —Stabilizer Bar —Shock Absorber	3500-lb. ea.* Not Available Heavy-Duty*		3750-lb. ea.* Included Heavy-Duty*	3750-lb. ea.* Included Heavy-Duty*
Tires—Front —Rear	9.50-16.5D (Opt.) 9.50-16.5E (Opt.)	9.50-16.5E (Std.) 9.50-16.5E (Std.)	8.75-16.5C (Opt.) 8.75-16.5C (Opt.)	7.50-16C (Opt.) 7.50-16C (Opt.)
Rear Wheels	Single		Dual	
Camper Wiring Harness	Included		Included	
Cab Clearance and Ident. Lights	Included		Required	
Camper Special Nameplate	Included		Included	
Basic Camper Group	Included		Included	
Pickup Box	Fleetside		Fleetside	
Camper Tie-Down Equipment	Included		Included	
Camper Stabilizer Equipment (Elimi-Pitch)	Included	Not Available	Included	Not Available
Rear Stabilizer Bar	Included		Included	

[▲] Equipment shown in RED available at extra cost.

[▲] Lengths may vary from recommendations shown, but center of gravity of camper body should be at least 4 inches ahead of centerline of rear axle.

* Weights may vary from recommendations shown, but total weight (truck, camper, equipment and passengers) cannot exceed the GVW rating.

* Included in Camper Special Equipment.

Tire Load Range—B(4PR), C(6PR), D(8PR), E(10PR).

**Minimum required
equipment on Suburban
for trailer towing.**

Chevrolet Series	C10		C20		K10		K20	
Max. Loaded Trailer Weight (lbs.)	4000	7000	4000	7000	4000	6000	4000	6000
Max. GCW (lbs.)	9000	13,000	9500	14,000	9000	10,000	9500	11,000
Trailer Hitch Type	Equalizing Hitch with Anti-Sway Feature							
Max. Tongue Load (lbs.)	500	800	500	800	500	750	500	750
Engine	350 V8	454 V8	350 V8	454 V8	350 V8		350 V8	
Transmission	4-Speed Manual or Turbo Hydra-matic							
Rear Axle Ratio	3.73		4.10		3.73	4.11	4.10	
Front Suspension	Standard		Standard		Standard		Standard	
Rear Suspension	2000-lb Springs		Standard		Standard		Standard	
Tires	H78-15B		8.75-16.5C		H78-15B		8.75-16.5C	
Electrical—Battery —Generator	*Heavy-Duty 61-amp.							
Cooling—Radiator	**Heavy-Duty ***Coolant Recovery System							
Steering	*Power							

Equipment shown in RED available at extra cost.

*Included in Trailering Special Nameplate Package—RPO Z82.

**Included with Turbo Hydra-matic.

***Included with 350 or 454 V8 engine. Trailers over 1000 lbs. (trailer and load) require separate trailer brakes.
Tire Load Range—B (4PR), C (6PR).

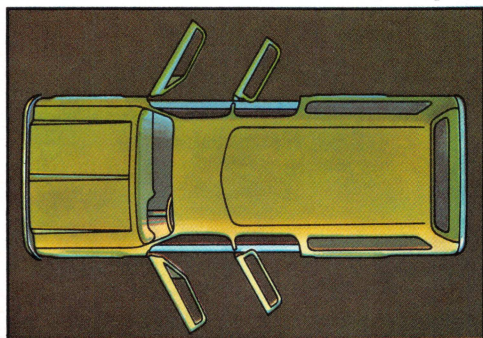


4-door Suburban.

A smooth and quiet new way to move up to 14,000 pounds.

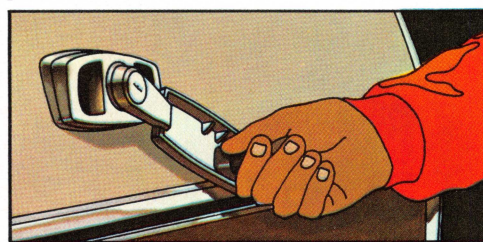
New convenience for passengers.

Now Suburban has four side doors, so people can get in and out easily. Available second seat folds flat into the floor; or you can tilt down its right-hand section for access to the rear. Add double rear doors and you have a 1973 Chevrolet Suburban—the six-door station wagon.



New roll-down tailgate window available.

If you prefer, there's a wagon-type tailgate available. With a window that cranks down. Or moves electrically at the touch of a switch or turn of a key, if you so order it.



New capacities for hauling, towing.

Suburban comes in two Series, 10 and 20. With up to 144 cubic feet of load-space inside. GVWs from 5,400 to 8,200 lbs. And carrying capacities up to 3,175 lbs.—over one-and-a-half times as much as most full-sized station wagons.

Properly equipped, a Series 20 Suburban can tow a trailer, which, when you combine the weight of the Suburban, trailer, passengers, and luggage, can add up to 14,000 pounds.

Helping smooth out Suburban's ride is an added 2½ inches of wheelbase, now a lengthy 129½". Rear leaf springs are standard. And, for Series C10, new rubber bushings in the massive Girder Beam front suspension dampen out the small jolts you notice especially when the load is light. It's hard to believe such a tough truck can ride so easy, until you drive it.

The 1973 Suburban is quiet by design. Its new shape slips through the air easily, so there's less wind noise. Special body mounts tune out annoying little vibrations. Engine sounds are muffled by insulating materials. And a new power ventilation system supplies outside air even with windows up.

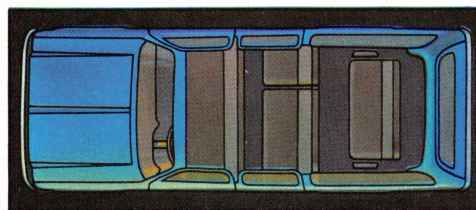
A smooth, quiet ride.

Standard Six is the sturdy, dependable 250. On V8 models, standard engine is the 307 on Series C10, and 350 on Series K10 and Series 20. Available V8's include the 350 for C10 and, new this year, Chevy's big 454 for hauling heavy loads and towing large trailers.

6 and V8 engines available up to our big new 454.

Every Suburban comes with a full-width front seat generously sized for three. A folding second seat for three more is available with Series 10, standard on Series 20. (Flip the seat cushions forward, the back cushions down—and you have a perfectly flat load floor.) A forward-facing third seat also is available, along with the second seat, for nine-passenger capacity. It's removable, if you need more cargo space.

Handy new seating for up to 9.



**Minimum required
equipment on Blazer
for trailer towing.**

Chevrolet Series	C10		K10	
Max. Loaded Trailer Weight (lbs.)	4000	6000	4000	6000
Max. GCW (lbs.)	9000	10,000	9000	10,000
Trailer Hitch Type	Equalizing Hitch with Anti-Sway Feature			
Max. Tongue Load (lbs.)	500	750	500	750
Engine	350 V8			
Transmission	4-Speed Manual or Turbo Hydra-matic			
Rear Axle Ratio	3.73	4.11	3.73	4.11
Front Suspension	Standard		Standard	
Rear Suspension	Heavy-Duty		Standard	
Tires	H78-15B		H78-15B	
Electrical—Battery —Generator	*Heavy-Duty 61-amp.			
Cooling—Radiator	**Heavy-Duty ***Coolant Recovery System			
Steering	*Power			

Equipment shown in Red available at extra cost.

*Included in Trailering Nameplate Package—RPO Z82.

**Included with Turbo Hydra-matic.

***Included with 350 V8 engine. Trailers over 1000 lbs. (trailer and load) require separate trailer brakes.

**1973 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	4-Speed	3-Speed	4-Speed
	Fully Synchronized	Turbo Hydra-matic	Fully Synchronized	Turbo Hydra-matic
Rear Axles	3.73:1* 3.40:1**	3.07, 3.40, 3.73, 4.11:1	4.11:1	3.07, 3.73, 4.11:1
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

†Full-time 4-wheel-drive transfer case is included when Turbo Hydra-matic is ordered with V8 engine.
Ratios: 2.00—1.00.

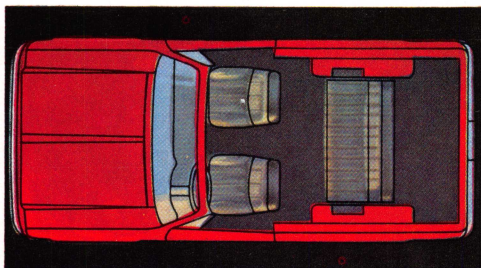


Blazer.

America's most popular leisure vehicle is all new for '73.

Inside. More room than you'd expect in a tough off-road vehicle.

Blazer is completely re-designed for 1973. The wheelbase is slightly longer and there are substantial increases in



leg room, head room, and shoulder room. Inside, Blazer is *roomy*.

Full-time 4-wheel drive.

And there's big news in the 4-wheel-drive department. Now, when you order 4-wheel drive with V8 and Turbo Hydramatic you get *full-time* 4-wheel drive. You can select high or low range as you require it, simply by moving the floor shift lever. There's no need for front free-wheeling hubs. No more getting out to lock or unlock them. You get 4-wheel-drive traction and improved handling at all times. And you're always ready for those slippery or sticky spots.

We kept the stance wide and the profile low.

Wide stance (65.8 in.), low profile (71.4 in.) and good ground clearance (7.0 in.) are what make our 4-wheel-drive Blazer such an able, useful on- and off-road vehicle. The transfer case is mounted directly to the transmission for a considerably lower vehicle silhouette than some other makers offer. Turning circle is a compact 37.6 ft. Power front disc/rear drum brakes are standard. All suspension components are designed for heavy-duty use. This is one tough sports truck.



Another new feature this year is Blazer's station wagon tailgate which is included when the reinforced fiberglass hardtop is ordered. This new tailgate has a retractable window operated by a lockable crank on the outside of the tailgate. Tailgate can then be lowered easily by a releasing latch on the inside face. Glass area is larger than previous liftgate design.

Handy new tailgate.



The 2-wheel-drive model has a whole new suspension system—rubber bushed Girder Beam front suspension and new 2-stage rear leaf springs. It's smooth and tough.

New 2-wheel-drive suspension system.

Variety is Blazer's speciality. You can order comfort and convenience features like power steering or Comfortilt steering wheel or Four-Season air conditioning. Plus heavy-duty items such as flotation-type tires, Positraction rear axle and the like. You can order a folding soft top, a reinforced fiberglass hard top or no top at all. The availabilities go on and on.

Blazer options. There are plenty available.

For additional information see the 1973 Chevrolet Blazer Catalog.

K/10 Blazer with Palomino trailer

K/10 Cheyenne Blazer

**1973 Chevy
Van—Sportvan
power teams.**

Series	G10		G20		G30	
Engines	Std.	Available	* 250 Six **350 V8		* 250 Six **350 V8	
	* 250 Six **307 V8	350 V8				
Transmissions	Std.	Available	Std.	Available	Std.	Available
	3-spd.	Turbo Hydra-matic	3-spd.	Turbo Hydra-matic	3-spd.	Turbo Hydra-matic

*Std on 6-cyl. models

**Std on V8 models

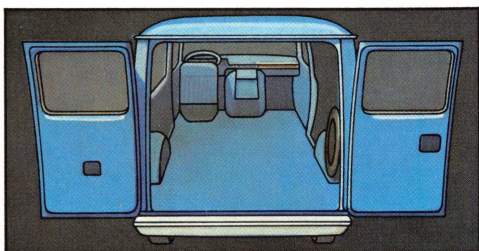


Chevy Van Conversions.

Solid foundation

for your vacation home.

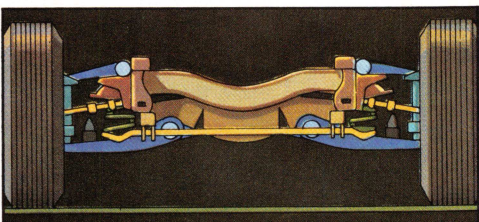
296 cubic feet for starters. Chevy Vans are recommended for conversion in either the 20 or 30 Series, and in 125-inch wheelbases.



And if you want more than 296 cubic feet, camper conversion manufacturers often add even more room by raising the roof. Many of the conversions include full kitchen facilities with running water, dining area, and sleeping accommodations for four.

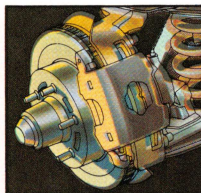
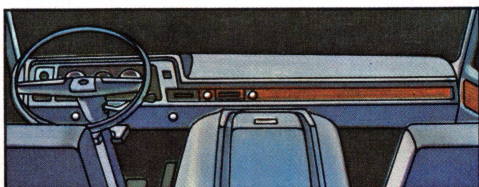
New, smooth massive Girder Beam front suspension.

New rubber bushings in the independent front suspension system on Series 10 models provide a smooth, quiet ride. Combined with the sturdy rear leaf springs, the result is a solid, firm, easy-riding foundation for your vacation home. New Series 30 models have new rear axle capacities increased to 5,700 pounds.



New instrument panel.

Controls are grouped and identified for added convenience and neat new appearance. Washer-wiper switch and heater controls are illuminated.



Front disc/rear drum brakes are standard on all models. Power assist is also standard on 20 and 30 Series, available as an option on 10 Series.

Front disc brakes standard.

A husky 350-cubic-inch V8 is standard on 20 and 30 Series V8 models; the G10 V8 Van has a 307 V8 standard and the 350 V8 available. Six-cylinder models are also offered. All engines, Six and V8, perform on no-lead, low-lead or regular gas.

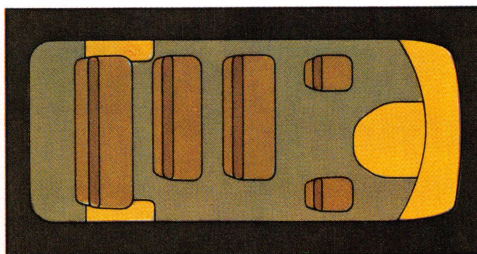
This year there's a new seat adjuster available for the optional passenger seat which slides rearward for added leg room and easy access to the living area. Also, Chevy's Comfortilt wheel and power steering go a long way toward easing long days on the road. Air conditioning is available. Also a front stabilizer bar to help improve stability. Various heavy-duty components are available with GVW's up to 8,300 lbs., as is the Z66 Camper Conversion package for Chevy Vans.

For additional information, see the 1973 Chevy Van Catalog.

Chevy Van camper options.

This one specializes in carrying comfortably as many as 12 people. And it's also available in the Beauville Sportvan model which includes luxury touches like nylon-twist carpeting, foam-cushioned seats (seating for five is standard) and simulated wood-grain vinyl paneling on the inside doors and sidewalls.

Chevy Sportvan. Our 12-passenger runabout.



For additional information see the 1973 Chevrolet Sportvan Catalog.

Chevy Motor Home Chassis.

A special chassis for Motor Homes.

Chevrolet is not a builder of Motor Homes. But we do build solid, smooth-riding foundations for Motor Homes. Our 1973 Motor Home Chassis is an all-new design featuring flat-top frames to help make installation by Motor Home builders simpler and more economical.

New long wheelbase.

Chevy Motor Home Chassis are available in three wheelbase lengths: a new 158½-inch model for bodies up to 25 feet long; a 137-inch model for bodies to 22 feet; and our 125-inch model for bodies to 20 feet. All are built with the new flat-top side rail design, utilizing ladder-type crossmembers. They're tough.

New wide-track front suspension.

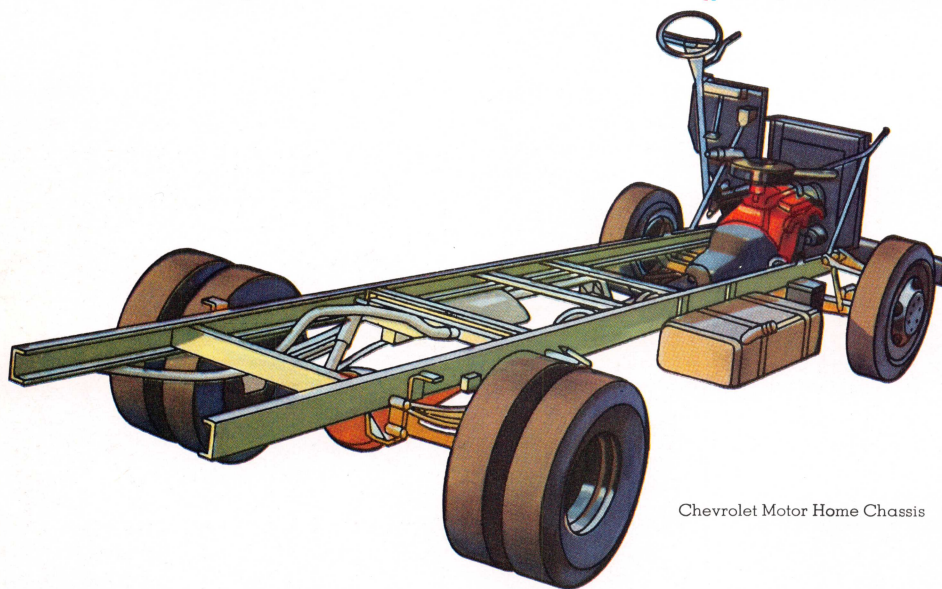
Up front there's a new wide-track, massive Girder Beam suspension system for improved front end strength and stability. Each wheel is suspended independently so road shocks are not passed back and forth. Front tread width is widened to 68.5 inches to provide an exceptionally stable ride for Motor Homes.

New two-stage rear leaf springs.

New heavy-duty rear leaf springs are a two-stage design for a quiet, smooth ride. They adapt as the load changes. Automatically.

New air conditioning system.

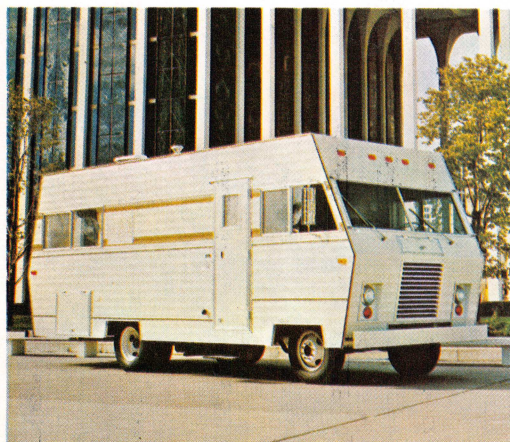
Available this year is a new air conditioning system, completely factory engineered, precharged and ready for simple installation by the body builder.



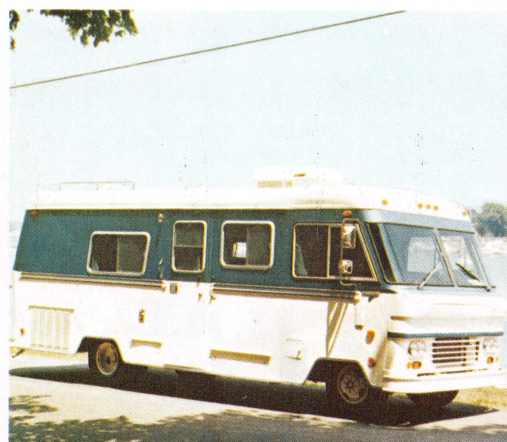
Chevrolet Motor Home Chassis



Travel Equipment Corp.—Elkhart, Ind.



Atlas Recreational Vehicles—Mason City, Iowa



Grumman Motor Home—Garden City, New York



Barth, Inc.—Milford, Ind.

All new for 1973.

454-cu.-in. V8 available.

This is the first time this large an engine has been available for Chevy Motor Home Chassis. It's big, all right, but it could be a welcome addition if you're planning on one of the heavier bodies and will be traveling at turnpike speeds or over demanding terrain. Standard engine is our 4-barrel 350-cubic-inch V8. It's pretty big, itself, and is capable of putting in a mighty hard day's work. Both engines are designed to run on no-lead, low-lead or regular fuel.

Standard features that cost extra on some others.

Power front disc brakes, for instance: they're standard. They include dual frame-mounted boosters and they're designed to resist fade especially under sustained braking applications. Also

standard is power steering which is especially handy when a wife takes the wheel. Comfortilt steering wheel is standard, too. It adjusts to six different positions and can relieve a lot of fatigue on longer trips. Another standard feature — 3-speed Turbo Hydra-matic transmission. We want our Motor Home Chassis to be easy to drive.

Control buttons are a new "soft touch" black plastic. We've even thought of little things like a new easy-to-replace gripper-type fuse holder.

The thing to do, before you select a Motor Home, is to select the proper Motor Home Chassis. And your Chevy Dealer is the man to see about that.



Rectrans—Brighton, Mich.



Amigo Industries—San Marcos, Calif.



Sportscoach Corp. of America—Chatsworth, Calif.



Boise Cascade—Shippensburg, Pa.



Winnebago Industries, Inc.—Forest City, Iowa



Open Road Industries—Redondo Beach, Calif.



El Camino with shell camper

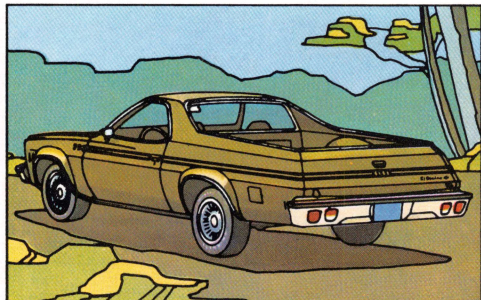
All new El Camino: Our sportiest truck. Our workingest car. Or both.

Up front, it's an all-new car.

From the passenger compartment forward, El Camino is pure Chevelle. Totally restyled for '73. With a smooth, quiet, computer-derived suspension system. With a new double front bumper design for improved protection. With new frameless door glass and thin door pillars. Very sleek.

Back aft, it's a tough new truck.

El Camino's 6½-ft pickup box is double-walled strong. Dings in the inside won't show outside. Even the tailgate is double-walled. Underneath, air booster rear shocks are standard. A handy valve on the rear bumper allows you to add air pressure to the shocks to restore even keel when carrying a heavy load. Mighty useful.



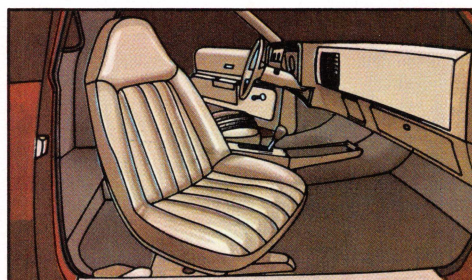
You can specify El Camino in any of three levels of luxury interiors. Also available is the SS package, a 350 or 454 V8, Turbo Hydra-matic or 4-speed transmission, and a lot of welcome additions for the outside, too. Another available exterior option this year is the El Camino Estate package which includes simulated wood-grained trim on the sides and tailgate.

Inside, three levels of luxury.

There's a 90-degree swiveling bucket seat option available, too. And many other options, like air conditioning, Comfortilt steering wheel, and power brakes, steering and windows.

Swivel bucket seat available.

For additional information, see the 1973 El Camino Catalog.



Chevy Sixes or V8's. Pick your power.

Chevy's Recreational Vehicle power team lineup begins with our standard 250-cu.-in. Six and runs all the way up to our new 454 V8. (Charts on various model pages throughout this catalog show which engines are available with which transmissions. Most engines on most models offer 3-speed manual, 3-speed Turbo Hydra-matic, or 4-speed manual.) All of these new 1973 Chevy engines are designed to operate on no-lead, low-lead and regular fuel.

250 and 292 Sixes.

The standard Chevy Six is our 250-cu.-in. model. It has an 8.5 to 1 compression ratio, a 12-counterweight crankshaft, torsional dampeners, and seven main bearings. It's smooth and economical. The larger, peppier 292-cu.-in. Six has many of these same features plus exhaust valve rotators to reduce carbon deposit build-up and prolong valve life. Its compression ratio is 8.0 to 1.

Three V8's including our big new 454 V8.

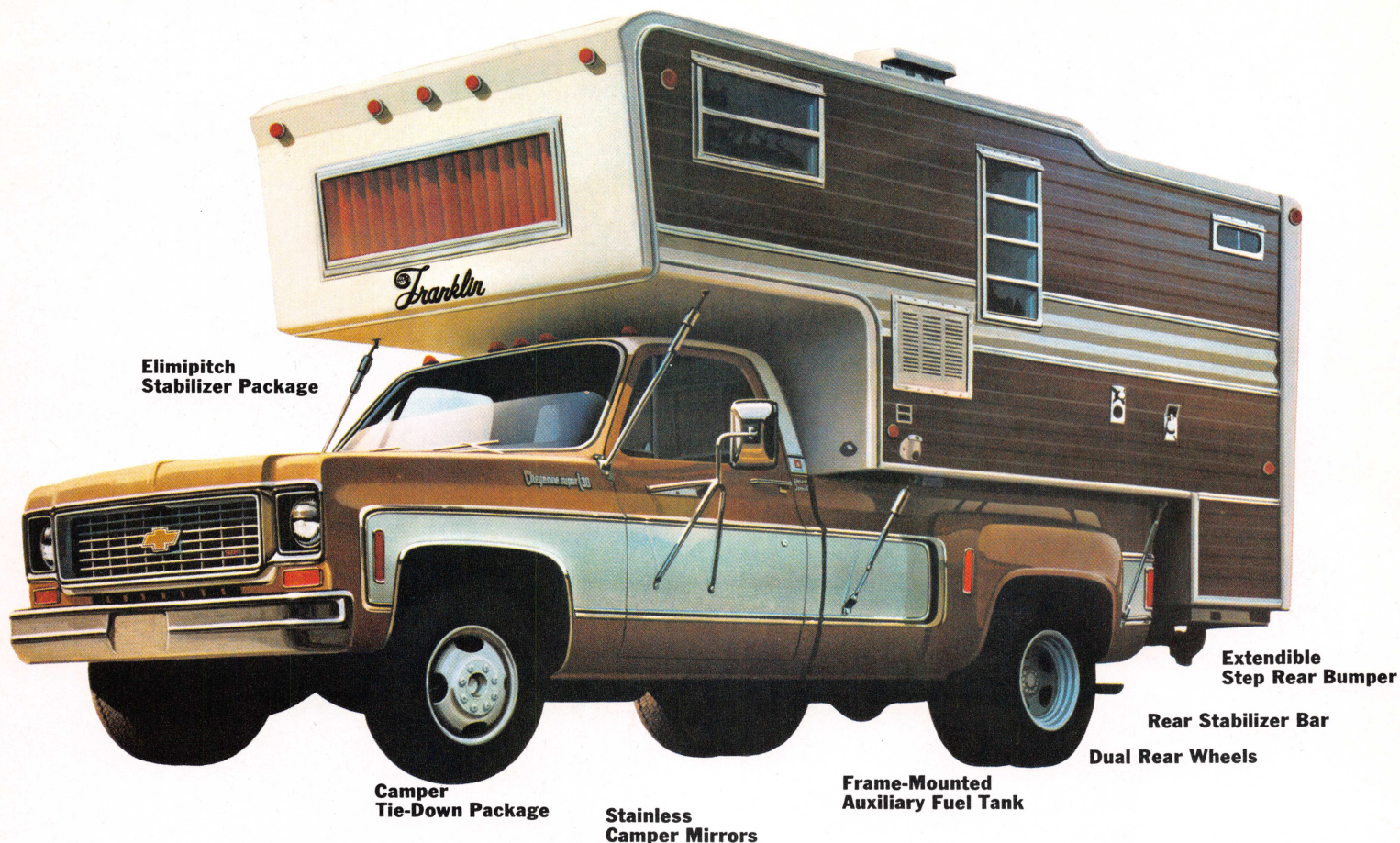
The 307-cu.-in. V8 is standard on V8 pickups, chassis-cabs, Blazers and G10 Chevy Vans and Sportvans (except in California where the 350-cu.-in. V8 is standard). The 350 V8 is standard on 20 and 30 Series Chevy Vans and Sportvans and on Motor Home Chassis models and available on all other models. Our big new 454 V8 is available on pickups, chassis-cabs, Motor Home Chassis and Suburbans. All V8's feature full-jacket cylinder cooling for uniform temperatures throughout the block.

LP gas conversions available.

The 250 and 292 Sixes and 350 V8 may be ordered with internal conversions made for field installation of liquid petroleum gas equipment in all pickup and chassis-cab models.



Series 20 Fleetside with Californian camper



This year a whole new selection of specially tailored camper options.

At Chevrolet we're serious about campers. We're committed to building camper carriers that are easy to drive and satisfying to own and that add to the enjoyment of camping. Available options are an important part of our commitment.

Elimipitch stabilizer package.

Our new Elimipitch Stabilizer Package, for instance. It includes shock absorbers mounted between the camper and the front fenders and between the camper and the cab. The improvements in ride are remarkable.

Camper tie- down package.

The new Camper Tie-Down Package offers frame-mounted brackets and spring-loaded turnbuckles designed to provide controlled flexing for improved ride and handling characteristics.

Elimipitch and Tie-Down Packages are available as dealer accessories or as part of the Deluxe Camper Special Equipment option (page 6).

Big Dooley has an extra-wide track, in addition to dual rear wheels. It offers a firm, glued-down feeling on turns. GVW's up to 10,000 pounds.

Big Dooley.

This year, for the first time, a Rear Stabilizer Bar is available for increased stability with high camper loads. It's part of the Deluxe Camper Special Equipment option (page 6).

Rear stabilizer bar.

A 20-gallon Auxiliary Fuel Tank is available, mounted on the frame out of sight on the driver's side.

Auxiliary fuel tank.

Fuel Tank Shields and Skid Plates are available for both the main and auxiliary fuel tanks (and for transfer cases on 4-wheel-drive models).

Shields and skid plates.

We want your camper to behave like you've always wanted it to.

Turbo Hydra-matic transmission.

Many drivers wouldn't be without this fully automatic transmission. Leave it in Drive and it will shift itself through three forward power ranges. Or you can use the shift lever to select the power range you wish for.

AM, AM/FM radios.

Transistorized circuitry and handy push button tuning. Designed as an integral part of the instrument panel. Antenna is built into windshield on most models.

Bucket seats.

Two body-contoured buckets with a spacious storage console between.

Deep foam padding, textured vinyl trim and carpeting are included.

Camper body wiring harness.

Included are taped leads for pickup camper interior lights, and for stop, backup, taillights and turn signals.

Auxiliary battery.

Extra 61-amp-hr battery powers camper circuits only. Saves main battery. Recharges automatically while driving.

Sliding rear window.

Provides increased ventilation and camper-to-cab communication. It's lockable, too.



Equalizing hitch platform.

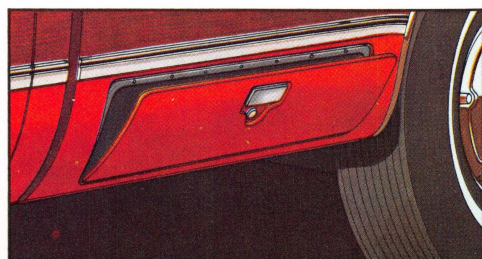
Permits you to tow up to 6,000 pounds. Distributes the load evenly for less strain. No welding necessary.

Special tires.

Chevrolet offers a wide variety of tire sizes and tread patterns to meet specific load and road requirements.

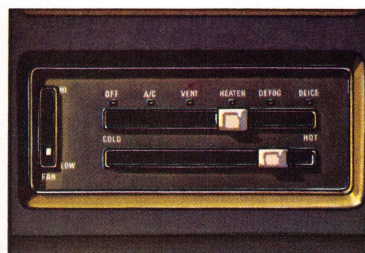
Tool storage box.

Located just forward of the left rear wheel. Lockable flush door. Plastic compartment 7" x 28" x 17". For Fleetside pickups only.



Cleans, dehumidifies, and cools or warms the air and is controlled from one simple panel. Includes increased capacity radiator and 61-amp Delcotron generator.

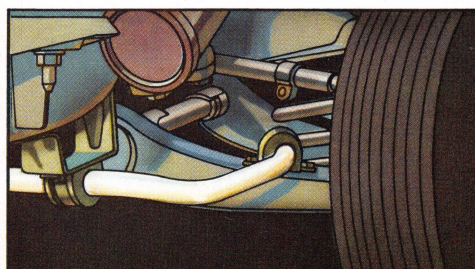
Four-Season air conditioning.



Stores the spare tire neatly under and forward of the rear bumper. Mounting unit slides out for easy access.

Slide-out spare tire carrier.

For improved stability with high center of gravity loads. For added benefit, team it with rear stabilizer bar (see page 18).



Large camper bodies, tough roads or trails, and extreme weather can require heavier than normal components. It's a good idea to consider these heavy-duty items, especially if you'll be putting your rig to hard use.

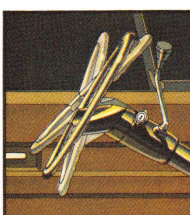
Heavy-duty battery, generator, radiator, shock absorbers, rear springs.

Numerous special rear axle ratios are available. Your dealer can help you select the best ratio for your needs. Also available are Positraction and locking differential rear axles.

Special rear axles.

Eases parking and maneuvering in tight sites. Reduces fatigue on the road. Is particularly welcomed by women drivers.

Power steering.



Permits you to adjust steering wheel to as many as six positions. Especially helpful when different drivers take the wheel. Available only with 4-speed or automatic transmission.

Comfortilt steering wheel.



Caprice Estate Wagon with Streamline trailer

Laguna Estate Wagon with Traveleze trailer

Caprice Classic Sedan with Open Road trailer

Building better ways to see the U.S.A.

Caprice Classic Sedan.

Just because it's big, beautiful and bountifully equipped doesn't mean it isn't rated for hefty trailer towing. Because it is. Up to 7,000-pound trailers, in fact. This is just about the most luxurious way we can think of to head for the hills.

Caprice Estate Wagon.

It's everything you'd want in a car, in a wagon. With power this, and power that. A vanishing tailgate. A great third seat for kids. And even with all that style it's still capable of trailering as much as 6,000 pounds.

Laguna Estate Wagon.

Chevelle-sized wagons were never like this before. It's new all over. We've upped the size a little which means you can haul more inside. And to get at all that new space there's a new swing-up tailgate. When it comes to trailer

towing, you can hook into as much as 6,000 pounds if you wish.

Here's one that will surprise you. That loadspace swallows a lot of camping gear. Easy to get at, too. This year Vega's available in eight new colors, and, among other things, has a stronger front bumper. Great little getaway car.

Vega Kammback.

