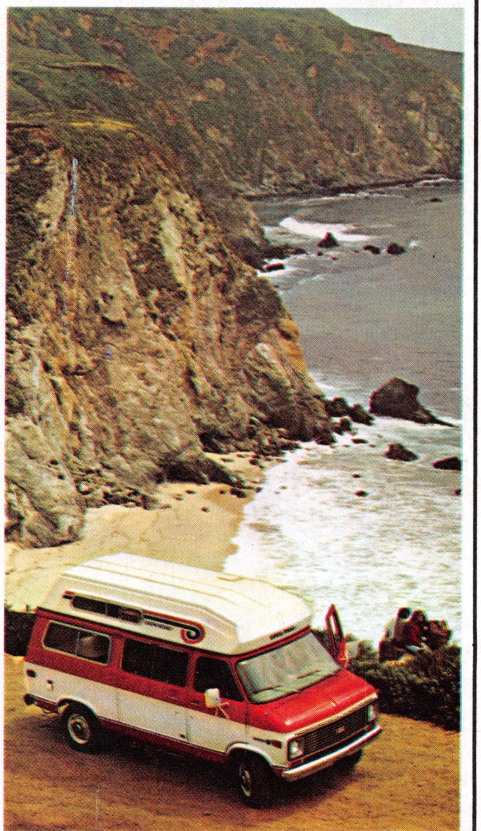


CHEVY REC VEHICLES

They never forget they're tough trucks



Building a better way

Chevrolet

to see the U.S.A.

CHEVROLET OFFERS A COMPLETE LINE OF

Pickup Campers

A Chevrolet pickup camper combines the usefulness of a working truck with the driving ease and quick setup of a self-contained unit. A camper on a Chevy four-wheel-drive pickup gives you off-road capability, as well.

Shell camper

Lift a lightweight shell onto a smooth-riding Chevy Fleetside and you've got a great low-cost way to go camping. Many styles and types are available, some with nothing more than space for sleeping bags and camping gear;



Series 10 Fleetside with Dyna-Plastic shell camper

others with the basic comforts. Prices, including pickup, \$3,000 to \$5,000.

Slide-in camper

These over-cab models sleep at least four, usually include cooking, dining, bathing and toilet facilities. You see more of these on the road than any other kind of self-propelled camper. On an easy-riding Chevy Camper Special a slide-in unit might be priced from \$4,500 to \$9,500.

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

Trailering

Over the years, trailers have been the favorite recreational vehicles by far. Travel trailers are a good combination of living and storage space, maneuverability, self-sufficiency and price, which is why they outsell anything else nearly two to one. Simple tent trailers—low, lightweight and economical to buy—have introduced many a family to camping. The big fifth-wheel trailers give you plenty of stretch-out room and all the luxuries. Whichever you choose, a properly equipped Chevrolet car or truck helps make trailering easy.



Series 20 Fleetside with San Clemente fifth-wheel trailer

Semi-travel trailer

These unique trailers ride on a "fifth wheel" mounted in the pickup box, making them surprisingly easy to pull and maneuver. Comforts include a

private upstairs bedroom. Prices for Fleetside pickup and semi-travel trailer start around \$10,000 depending on size and furnishings.

Motor Homes

These homes-away-from-home offer the most living room of all the self-propelled recreational vehicles. They also provide the most livability en route—you just pull in, park and relax. And you have more than ever to choose from—types, sizes, price range.

Mini Motor Homes

Largest of the van-type units, Mini Motor Homes have a camper body attached to a specially equipped chassis. They're usually outfitted for a family of six. Mini Motor Homes are priced about \$7,000 to \$11,000.



Series 30 Chevy Van with Shasta mini-motor home

RECREATIONAL VEHICLES



Series 30 dual-rear-wheel Fleetside with El Dorado slide-in camper



Series 30 Chassis-Cab with Chinook chassis-mount camper

Chassis-mount camper

Roomiest of this type, a camper mounted on a Chevy chassis-cab can run 14 ft. in length and offer all the comforts of home. You can get between camper and cab while on the move. Price range for chassis and camper: \$6,500 to \$9,500.

Camping trailer

A folding tent trailer can be your easiest, most economical way to start camping. Many models now come with most conveniences. Yet the price, including a brand-new Chevelle wagon for towing your rig, could be as little as \$4,500 complete.



Chevelle Malibu wagon with Starcraft travel trailer



Series 20 Suburban with Holiday travel trailer

Family travel trailer

You'll find plenty of luxury in these full-sized family trailers: bathroom, equipped galley, dinette, sleeping accommodations for at least six. Hitch

yours to a quiet Chevy Suburban or our go-anywhere Blazer. Including tow vehicle and trailer, prices begin under \$10,000, can go over \$20,000.



Series 20 Chevy Van with Red-E-Kamp camper conversion

Chevy Van Conversions

As an all-in-one camper, Chevy Van is available in many economical con-

versions. Most offer some kind of raised roof and sleep at least four. Yet they're still trim enough to use around town like a station wagon. Chevy Van conversions: priced from \$4,500 to \$8,000.

Chevy Motor Home Chassis

Chevrolet builds a specially engineered motor home chassis complete with automatic transmission, power steering, 350 or 454 V8. These fully self-contained units offer luxuries like a master-bedroom suite, air conditioning, stereo and accommodations for as many as 10. Price range: \$8,000—\$20,000.



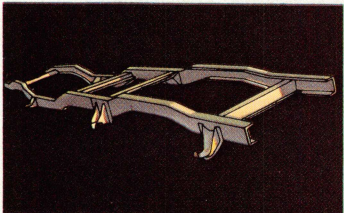
Champion motor home

All price ranges are based on manufacturer's suggested retail prices for the Chevrolet vehicle shown including suggested dealer new vehicle preparation charges, plus suggested retail prices of camping units supplied by various camping equipment companies. Destination charges, state and local taxes and available equipment are additional.

CHEVY'S TOUGH TRUCK CHASSIS FOR PICKUPS,

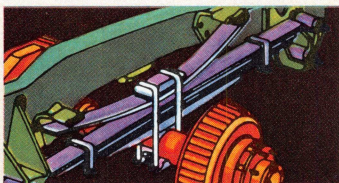
Tough steel frames

Chevy's ladder-type all-steel frame has a drop center design which allows for lower cab mounting to make getting in and out easy. Deep-section channel side rails are strong and durable to withstand the demands of hard truck use.



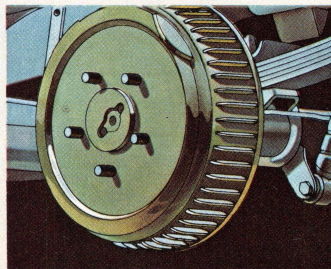
Auxiliary rear springs available.

Combination 2-stage and auxiliary rear springs are available on C30 models when big payloads or very rough roads are anticipated. Heavy-duty rear shock absorbers are also available.



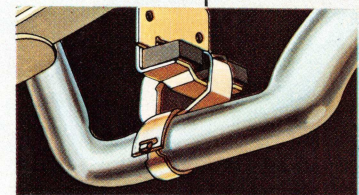
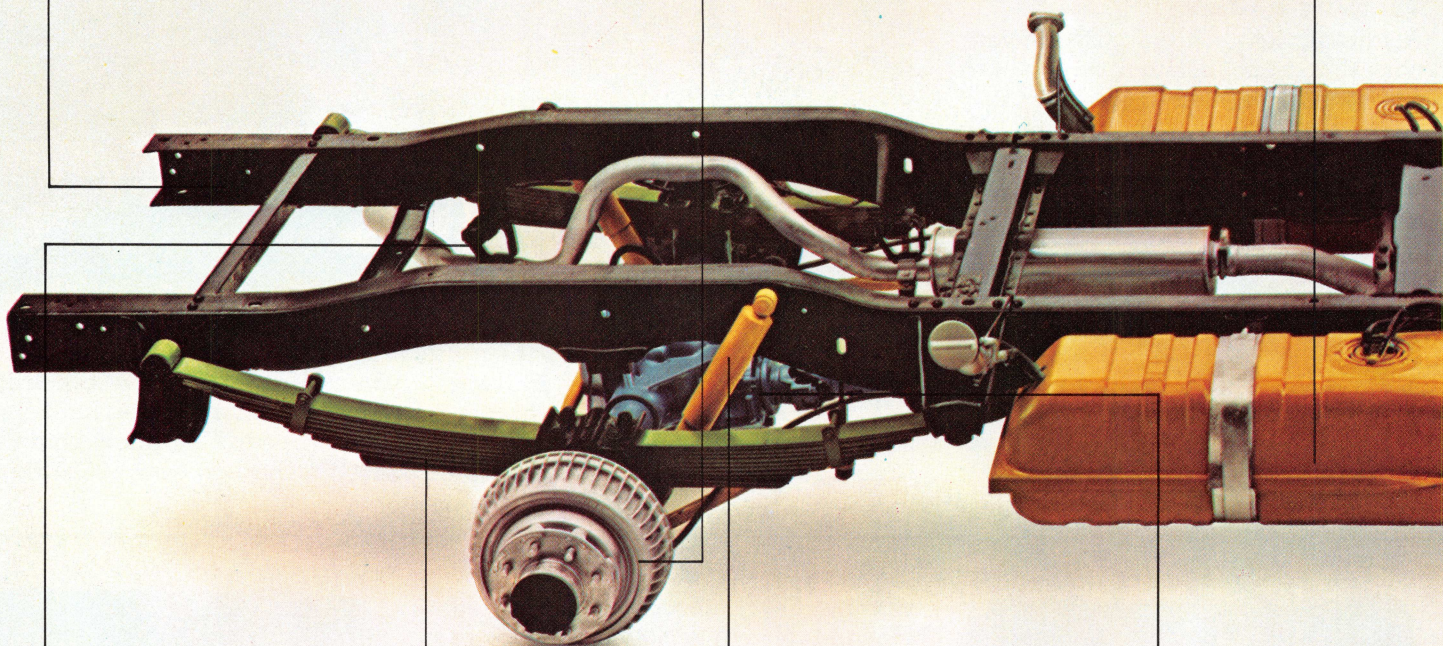
Finned-drum rear brakes

Cast iron-steel rear brake drums are finned for efficient cooling. And the outer edges are formed with a labyrinth shape to help exclude contaminants from the linings.



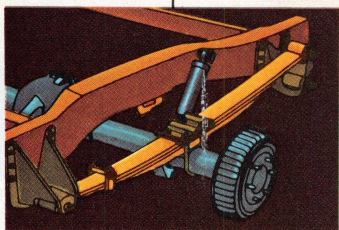
Frame-mounted fuel tank

Fuel tank is located just outside the right frame rail partly under the cab. Helps isolate fuel slosh noise and odors from the cab interior. Auxiliary fuel tank is available except with 250 Six. Mounts outboard of left frame rail; same capacity (16 or 20 gallons depending on model). Switch on instrument panel selects tank; gauge registers fuel level for tank in use. (On Suburbans and Blazers, standard or auxiliary fuel tank is located between frame rails ahead of the rear crossmember.)



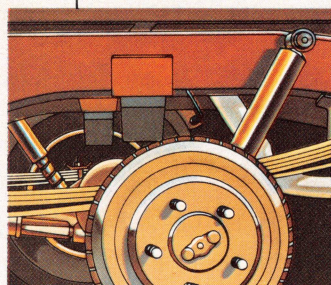
Compression-positioned exhaust hangers

Compression-positioned exhaust system mounting permits unrestricted expansion and also helps isolate exhaust system vibration from the cab. Full-loop exhaust pipe hanger offers secondary support.



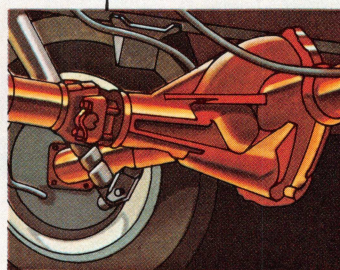
Rear leaf springs

Two-stage multi-leaf rear springs are designed to provide firm, steady support empty or loaded. Spring eyes and shackles are rubber-bushed to reduce noise and ride harshness.



Staggered placement of rear shocks

Rear shocks are positioned with one slanting forward, the other aft. The effect is to reduce brake and power hop.



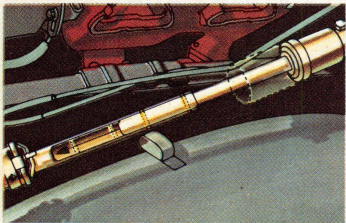
Salisbury rear axle

Design advantages of the Salisbury-type rear axle include the use of a large ring gear, tapered roller bearings and a broad ratio coverage.

SUBURBANS AND CHASSIS CABS

Energy-absorbing steering column

Column is designed to help absorb impact force in the event of an accident. Column telescopes in to provide a cushioning effect.



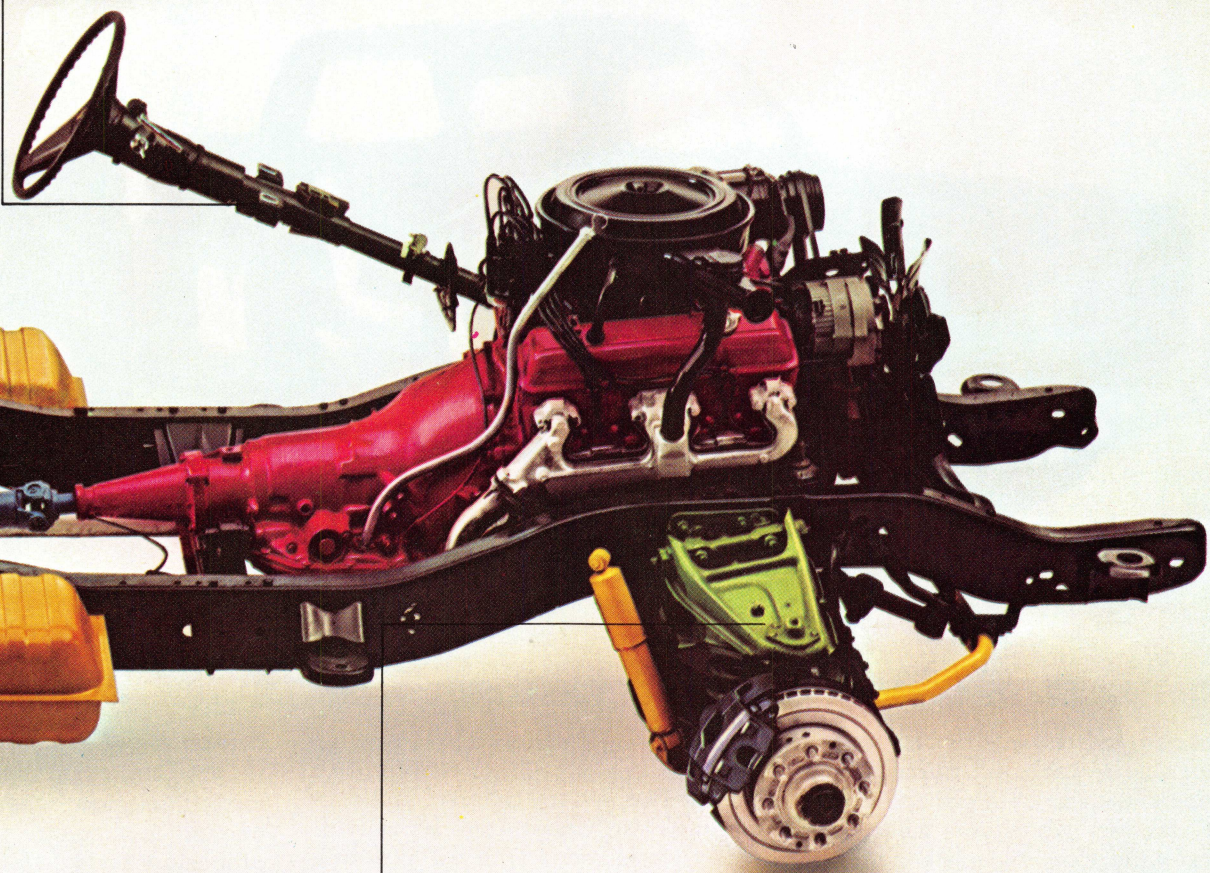
Chevrolet truck engines are all designed to handle hard work efficiently, capably. They conform to the exhaust and emission control standards set by governmental

agencies. And they perform equally well on no-lead, low-lead or regular fuel. They have induction-hardened exhaust valve seats for durability. Other features in-

clude: precision-molded head and block castings, free-breathing valve-in-head design, hydraulic valve lifters and precision-balanced crankshafts.

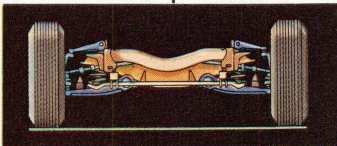
Engine Specifications (Pickups—Chassis-Cabs)

ENGINE SPECIFICATIONS	250 Six	292 Six	350-2 V8	350-4 V8	454 V8
DISPLACEMENT (cu. in.)	250	292	350	350	454
BORE & STROKE (in.)	3 ⁷ / ₈ x 3 ¹ / ₂	3 ⁷ / ₈ x 4 ¹ / ₈	4 x 3 ¹ / ₂	4 x 3 ¹ / ₂	4 ¹ / ₄ x 4
COMPRESSION RATIO	8.25 to 1	8.0 to 1	8.5 to 1	8.5 to 1	8.25 to 1
SAE NET HORSEPOWER @ rpm	100 @ 3600	120 @ 3600	145 @ 3800	160 @ 3800	230 @ 4000
SAE NET TORQUE (lbs.-ft.) @ rpm	175 @ 1800	215 @ 2000	250 @ 2200	250 @ 2400	350 @ 2800



Capacity-matched brake systems.

Fade-resistant front disc brakes are standard on all Chevy recreational vehicles, and most have power assist as well. The complete brake system is matched to Gross Vehicle Weight. For details, see page 16 of this catalog.



Massive Girder Beam front suspension

Chevy's massive Girder Beam independent front suspension puts a husky coil spring at each wheel along with durable suspension members. It's designed to help absorb road unevenness in order to give you and your cargo a smooth, quiet ride.

Suburban and Blazer Features

The pickup's basic chassis is also used for two other Chevrolet recreational vehicles: *Suburban*—Instead of a cab and pickup box, you get a fully enclosed passenger body with seating available for as many as nine. Station-wagon comfort combined with a tough truck chassis is what makes Chevy Suburban a

superwagon. *Blazer*—Built on a shorter wheelbase but just as wide as a pickup, Blazer is Chevy's roomy sportster. It's available with seats for up to five and a removable hardtop. The four-wheel-drive version has a driving front axle with leaf springs (see next page). Power up to a 350 V8 is available.

MORE ABOUT OUR TOUGH TRUCKS

Double-wall construction

Roof, doors, sills, cowl assembly, hood, front fenders—all are double-steel panels for strength and durability.

Plenty of room inside

There's a lot of leg room, head room and shoulder room for everybody.

Large glass area

Over 2,200 sq. in. of glass in front and behind you offer a good view of the road . . . and the landscape.

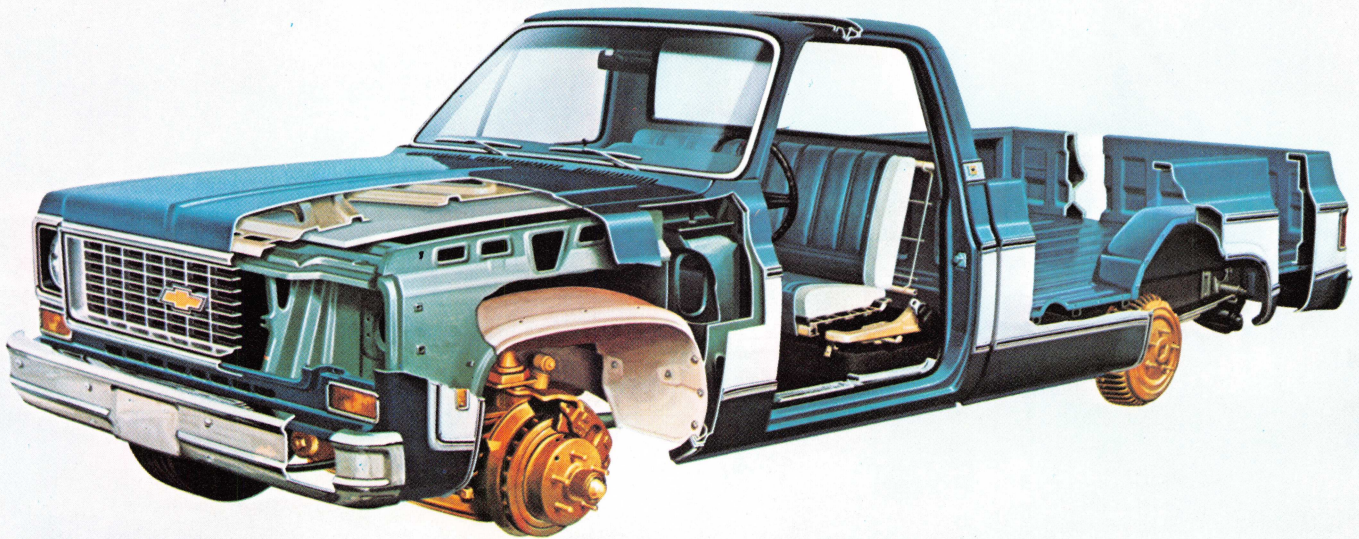
One-piece wheelhousings

Self-cleaning bathtub-type steel wheel-housings protect front fenders from

dirt, salt spray, flying stones. Undercoating combats corrosion, noise.

Flow-through ventilation

Outside air is drawn in by the fan, circulated and expelled through vents in the doors. Power system is "on" full time with ignition.



FOUR-WHEEL DRIVE FOR YOUR RECREATIONAL VEHICLE

Conventional four-wheel drive is available on Chevy pickups, Suburbans and Blazers, with six-cylinder engines. It does wonders when you meet up with loose sand, deep snow, steep hills. And, if you order a V8, now you get Chevy's *full-time* four-wheel drive.

Full-time four-wheel drive

Full-time four-wheel drive has the ability to compensate for off-road mobility demands while providing

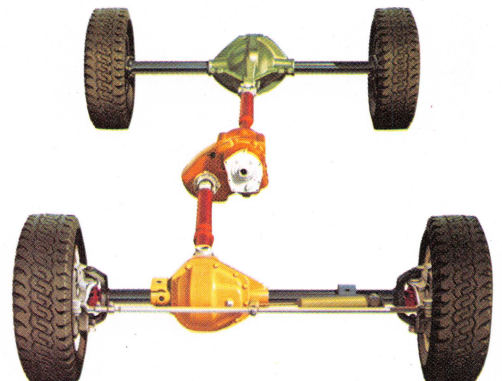
good handling and four-wheel tractive efforts on smooth roads at highway speeds. The system differs from conventional four-wheel drive by providing a transfer case with an interaxle differential. This device compensates for speed variations between the front and rear axles while constantly providing driving force to both. The system is in four-wheel drive at all times.

Versatility on or off road

For off-road or low-traction operation, the transfer case differential can be locked out manually, rigidly connecting the axles and providing the same tractive effort as conventional four-wheel drive. The transfer case also has two speed ranges, high and low. For trailer towing on or off the highway, it's like a two-speed rear axle.

Economical to operate

Do you pay a penalty in fuel economy for full-time four-wheel drive? Hardly enough to measure in Chevrolet engineering tests, which also showed full-time four-wheel drive to be a strong and durable system.



PICKUP CAMPERS

PUT A CHEVROLET UNDER YOUR CAMPER



Series 30 Fleetside with Week-N-Der slide-in camper

Comfortable Chevy cab

You get plenty of room inside, good visibility, and flow-through power ventilation. You also get a foam-padded instrument panel with cockpit-style instrumentation for easy reading.



Four interiors available

They range from the practical Custom to the very luxurious Cheyenne Super with: full-foam seat in nylon cloth or vinyl; full-gauge instrumentation, simulated wood-grain inserts for doors, instrument cluster, and dash; map pockets on doors; nylon carpeting; molded headliner; special insulation.

Six-passenger 3 + 3

This Chevy pickup comfortably seats as many people as many slide-in campers sleep—six. It has two doors on each side and a full-width back seat. Wheelbase is 164.5 inches. Available with single or dual rear wheels.



Series 30 six-passenger dual-rear-wheel Fleetside with Holiday slide-in camper

Dual-rear-wheel pickup

With four wheels in back and an extra-wide track, our "Big Dooley" shoulders up to 10,000 lbs. GVW. It provides a sure, steady feeling with a heavy camper aboard, plus added traction for slippery roads, soft ground.

Rear axle capacities

Besides two-stage rear leaf springs, Chevrolet pickups come with hefty rear axle capacities: 3,750 lbs. for Series 10; 5,700 lbs., Series 20; 7,500 lbs. for Series 20 crew-cab and Series 30. Higher axle ratios, heavy-duty shocks, auxiliary springs and other added-capacity components are available for campers (pp. 8-9).



Series 30 Chassis-Cab with Open Road chassis-mount camper

Chassis-cab models

Mounting a camper directly on the frame of a Chevy chassis-cab provides an exceptionally sturdy and roomy unit. There's added stability, too, because the center of gravity is low. Ask your dealer for details.

CHEVY CAMPER EQUIPMENT



Series 30 Fleetside "Big Dooley" with Franklin slide-in camper

Camper Tie-Down Package

Stainless Camper Mirrors

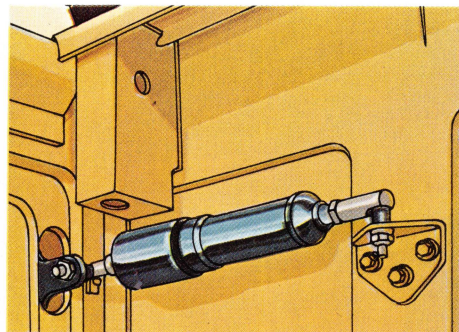
Frame-Mounted Auxiliary Fuel Tank

Dual Rear Wheels

We're committed to building recreational vehicles that are easy to drive and satisfying to own—adding to your enjoyment of traveling. Most required and recommended options are available separately or in complete packages, factory or dealer installed.

Camper Special equipment

Available only on Series 20 and 30 models with V8 and 4-speed or Turbo Hydra-matic transmission. Includes Camper Special nameplate and camper body wiring harness, heavy-duty front springs (standard on crew-cab), 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 tubeless rear tires on Series 30.



Elimipitch stabilizer package

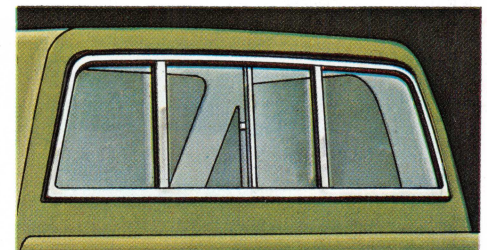
It includes one set of shock absorbers slanted vertically between camper overhang and cowl; another set mounted horizontally between pickup box and cab.

Camper tie-down package

Brackets mounted to pickup box cross-members secure camper, while special turnbuckles allow controlled flexing.

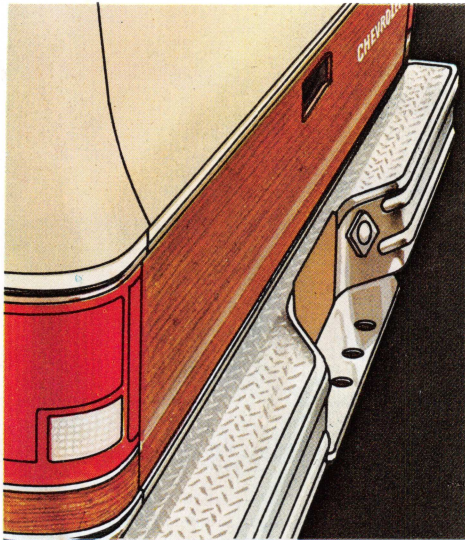
Deluxe Camper Special equipment

Available for cab-over campers on Fleetside models only. Includes all Camper Special equipment plus rear stabilizer (standard on C30 with dual rear wheels), Camper Tie-Down package and Elimipitch Stabilizer package.



Sliding rear window

Provides for increased ventilation, cab-to-camper communication. Lockable.

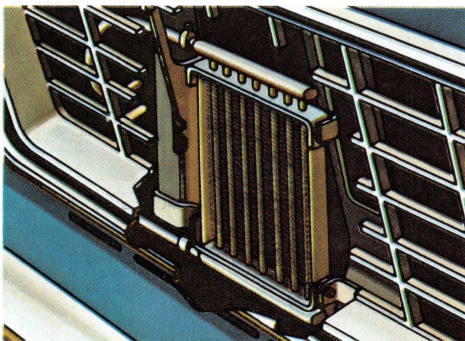


Rear step bumper

Recessed skid-resistant step formed into bumper aids getting in and out of pickup box, small camper bodies. Already drilled for trailer hitch ball.

Shield plates

Available to protect main and auxiliary fuel tanks and transfer case on all four-wheel-drive models.



Transmission oil cooler

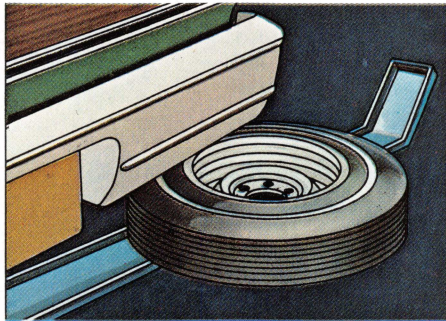
Auxiliary cooling helps prevent overheating with heavy loads or in difficult terrain. Available on all models.

Auxiliary battery

Extra 61-amp.-hr. battery powers camper circuits only, saves main battery. Recharges automatically.

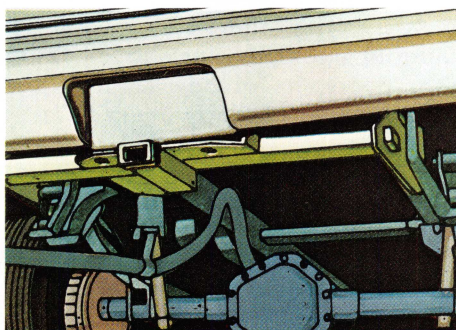
Heavy-duty electrical, cooling, suspension systems

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



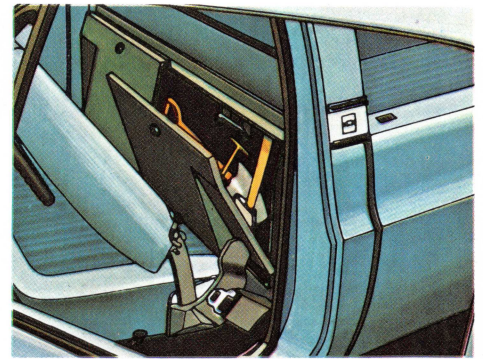
Glide-out spare tire carrier

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



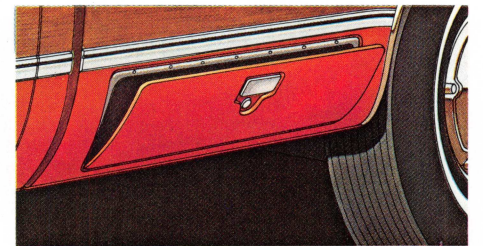
Trailer hitch platform

Required for trailers over 2,000 lbs. Distributes load evenly for less strain. Installs without welding.



Interior stowage compartment

Full-width stowage compartment behind pickup seat has two lockable doors. (Includes folding seat back.)



Exterior stowage compartment

Located just forward of left rear wheel (8-ft. Fleetside pickups only). Measures 7" x 28" x 17". Lockable.

Power steering

Eases parking and maneuvering in tight situations. Eases long road trips.

Turbo Hydra-matic transmission

Shifts itself through three forward speeds. Or you can use the lever to select the power range you need.

Camper body wiring harness

Included are taped leads for pickup camper interior lights and for stops, backups, taillights and turn signals.

Required Equipment for Camper Special Applications

Camper Type	Slide-in With or Without Overhang						Frame Mounted		Slide-in
Camper Length	10½-11 ft. (Regular Cab)			11-12 ft. (3+3 Cab)			12 ft.	14 ft.	10½-11 ft.
GVW	8200	9000	10,000	8200	9600	10,000	10,000	10,000	8200
Camper & Equip. Wt. Allowance	3580	4210	5060	2920	4200	4500	5570	5460	3485
Model	CC20903	CC30903	CC30903	CC20963	CC30963	CC30963	CC31003	CC31403	CK20903
	Minimum Equipment Required								
Pickup Box Length	8 ft.			8 ft. (Fleetside Only)			—		8 ft.
Engine	350-V8 RPO-LS9 454-V8 RPO-LF8			350-V8 RPO-LS9 454-V8 RPO-LF8			350-V8 RPO-LS9 454-V8 RPO-LF8		350-V8 RPO-LS9 —
Transmission	Turbo Hyd. RPO M49 4-Speed RPO M20**			Turbo Hyd. RPO M49 4-Speed RPO M20**			Turbo Hyd. RPO M49 4-Speed Standard		Turbo Hyd. RPO M49 4-Speed RPO-M20
Tires, Front Tires, Rear Wheels, Rear	9.50-16.5D Opt. 9.50-16.5D Opt. Single	9.50-16.5D Opt. 9.50-16.5E Opt. Single	8.75-16.5C Opt. 8.75-16.5C Opt. Dual RPO-R05†	9.50-16.5D Std. 9.50-16.5D Std. Single	9.50-16.5E Opt. 9.50-16.5E Opt. Single	8.75-16.5C Opt. 8.75-16.5C Opt. Dual RPO-R05†	7.50-16C Opt. 7.50-16C Opt. Dual RPO-R05†		9.50-16.5D Opt. 9.50-16.5D Opt. Single
Camper Special or Deluxe Camper Special Equipment	Listed on Page 8								
Other Recommended Equipment	As Shown on Pages 8 & 9								

**4-Speed Transmission Standard on CC20963, all 30 Series and CC20903 with 454 Engine.

†Includes Cab Clearance Lights and 42-amp Generator.

TRAILERING

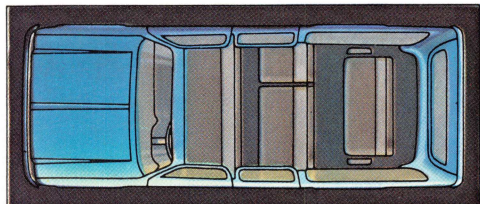
THERE'S A CHEVROLET FOR MOST ANY SIZE TRAILER

Suburban

It's our smooth, quiet, comfortable way to move big families—and big trailers—at the same time.

Four-door convenience

Suburban has four side doors to let people in and out easily. Two-part second seat folds flat to the floor for hauling; or you can fold down either section for access to rear cargo area. Double rear doors are standard.



Seating for up to nine

Every Suburban comes with a full-width front seat, generous room for three. The fold-down second seat for three more is standard with Series 20, available on Series 10. A forward-facing third seat also is available, along with the second seat, for full nine-passenger capacity. It's removable, if you need more cargo space.

Big capacity for hauling, towing

Suburban's Series 10 and 20 both come with 144 cu. ft. of load space inside; GVW's range from 5,400 to 8,200 lbs.; carrying capacity goes as high as 3,175 lbs. Properly equipped, a Series 20 Suburban can move a combined weight of up to 14,000 lbs. that includes weight of the Suburban, passengers, cargo and trailer. (On this model, 454 V8, power steering and Turbo Hydra-matic are standard.)



Roll-down tailgate

If you prefer, there's a wagon-type tailgate available instead of double rear doors. Its window cranks down or retracts electrically if you so order.

For additional information, see the 1974 Chevrolet Suburban Catalog.

Blazer



K/5 Blazer with Sherwood camping trailer

It's our popular leisure vehicle for towing or toting—on the highway or off the beaten path.



Lots of room inside

Blazer's big inside—lots of stretch-out space for legs and arms and shoulders. There's plenty of room for five people, with available seating, *and* room for plenty of cargo.

2- or 4-wheel drive

A 2-wheel-drive Blazer has massive Girder Beam front suspension that's rubber-bushed for smoothness, two-stage rear leaf springs for toughness.

When you order 4-wheel drive and a V8, you get *full-time* FWD. It has the same off-road capability as always, *plus* good handling and traction on smooth roads at highway speeds (see page 6). With available Turbo Hydra-matic transmission, the two-speed transfer case makes a good combination for towing—especially large trailers over rugged terrain.

Wide stance, low profile

Its wide tread, low 22-inch entry height and high 7-inch ground clearance are what make Blazer such an able, all-around performer. On four-wheel-drive models, the transfer case is mounted directly to the transmission for a considerably lower profile than



Series 20 Suburban with Airstream travel trailer

some other 4-wheel-drives offer. Curb-to-curb turning circle is a compact 37.6 ft. All suspension components are designed for heavy-duty use.

Handy wagon-type tailgate

It's included when you order Blazer's fiberglass reinforced hardtop. A retractable window is crank-operated.

For additional information, see the 1974 Chevrolet Blazer Catalog.



Trailer Special Package

trailer Special
14,000 GCW

Available for all pickups, Suburbans and Blazers, it includes power steering, heavy-duty battery and Trailing Special nameplate with GCW rating (see chart below). Ask your dealer about the correct application of the required heavy-duty generator and radiator and other available RV equipment.

Pickup

Chevrolet Fleetside is ideal for towing big trailers, including the heavy fifth-wheel models.

Big trailer towing capacity

Because a fifth-wheel trailer rides over the pickup box, it provides more living space in a given overall length. (A 33-footer takes no more road space than a 25-ft. standard trailer.) And because the hitch weight is well placed, a Chevrolet Series 30 pickup can pull fifth-wheelers as heavy as 10,000 lbs.

Big-family riding comfort

Chevy's four-door two-seat pickup seats six, as many as most trailers sleep. Which comfortably solves the problem of what to do with the people who can't ride in the trailer but won't fit into a standard pickup truck.

For additional information, see the 1974 Chevrolet Pickup Catalog.

El Camino



El Camino SS with Stockland shell camper and Apache camping trailer

Up front, it looks like a car—low, handsome, luxurious inside. Out back, though, is a 6½-ft. pickup box that's double-walled tough. Underneath, standard air-adjustable rear shock absorbers help level the load—and the ride. You can order car things like swivel bucket seats, air conditioning, the SS package. Haul sporting goods like motorcycles or a snowmobile without a trailer. Or tow up to 4,000 lbs. of fully loaded trailer. Chevrolet El Camino: car or pickup? It's whatever you want it to be.

For additional information, see the 1974 Chevrolet El Camino Catalog.



Series 20 six-passenger Fleetside with Pioneer fifth-wheel trailer

Driveline Combinations for Trailing Special Packages—Suburban, Blazer and Pickup

GCW†		7500	8000	8500	9000	9500	10,000	11,000	11,500	12,000	13,000	14,000	15,000
Suburban	Tires, Front & Rear	C-K10											
		C-K20											
	Transmission	All											
	Engine: 350-4 V8	Turbo Hydra-matic (all engines) or 4-Speed (350 V8 only)											
		C-K10											
	454-4 V8	K20											
Blazer	Tires, Front & Rear	C-K10											
		C-K20											
	Transmission	All											
	Engine: 350-2 V8	Turbo Hydra-matic (all engines) or 4-Speed (350 V8 only)											
		350-4 V8											
		C-K10											
Pickup	Tires, Front & Rear	C-K10											
		C-K20 & C30											
	Transmissions	All											
	Engine: 350-2 V8*	Turbo Hydra-matic (all engines) or 4-Speed (350 V8 only)											
	350-4 V8	C-K10											
	454-4 V8	C10											
	350-4 V8	C-K20 & C30											
	454-4 V8	C20-30											
		H75-15B											
		8.75-16.5C/9.50-16.5D**											
GCW Shown on Trailing Special Nameplate		N.A.	8000				10,000				13,000	14,000	15,000

*Not available on C10 **Not available C30 models

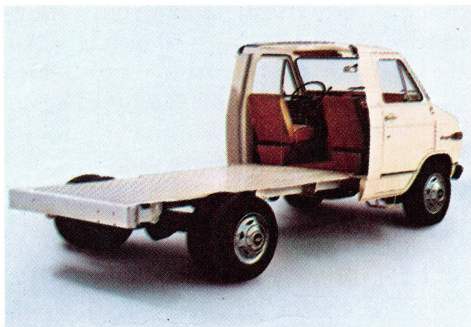
*Not available on K models **20 Series only

†GCW Gross combined weight of vehicle, trailer, cargo and occupants

CHEVY VAN CONVERSIONS AND MINI-MOTOR HOMES

THE COMFORTS INCLUDE CHEVROLET RIDE AND HANDLING.

Whether your traveling vacation home is the simplest van conversion or the most elaborate Mini Motor Home available, the foundation's good and solid when you specify a Chevy Van.



New Mini Motor Home Chassis

Chevrolet's new Cutaway Van is a chassis engineered and built for easy, economical conversion into a Mini Motor Home. Wheelbase is 125". GVW is 8,400 lbs. with standard equipment: 350 V8, front disc/rear drum brakes with tandem vacuum booster, heavy-duty battery and alternator, front stabilizer bar. An 8,900-lb. rating is available with dual rear wheels and other heavy-duty equipment.

What you'll find inside a Mini Motor Home depends on the builder. A typical unit might have sleeping accommodations for six, including an over-cab double bed, fully equipped galley, shower, toilet, and furnace. The driver's compartment is open to the camper, so everyone's together.

Chevy Van conversion. 296 cu. ft. for starters

That's on the 125" wheelbase, Series 20 and 30. To give you even more room, camper manufacturers usually add a fixed raised roof or a top that pops up when you're settled down.

Inside a Chevy Van conversion, you're likely to find anything from basic necessities to all the comforts: foam-cushioned beds, complete galley, heat, lights, hot/cold running water.

For additional information, see the 1974 Chevy Van/Sportvan Catalogs.



Series 30 Chevy Van with Open Road mini-motor home



Series 20 Chevy Van with Family Wagon camper conversion



Series 20 Chevy Van with Contempo camper conversion



El Dorado mini-motor home interior

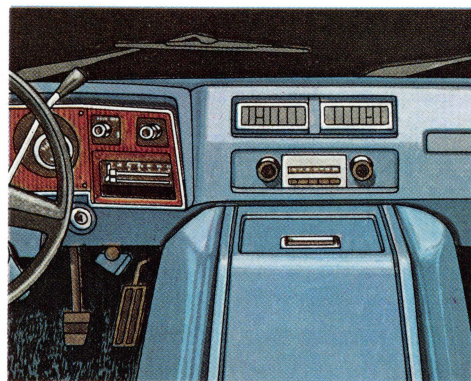
Equipment Required for Chevy Van Conversions

Camper Conversion Type	Regular, Pop-Top & Fixed Raised Roof		Mini-Motor Home	
Model and Wheelbase	G21305—125"	G31305—125"	G31305—125" (Single Rear Wheels)	G31305—125" (Dual Rear Wheels)†
Required Minimum Equipment				
Gross Vehicle Weight Rating GVW‡	6000	7100	8400	8900
Engine	350-4 V8			
Transmission	Turbo Hydra-matic			
Front Suspension	Standard			
—Capacity (lbs.)	3200—Std.	3900—Std.	3900—Std.	3900—Std.
—Spring Capacity, Total	3200—Std.	3400—Std.	3900—Std.	3400—Std.
—Stabilizer Bar	—	—	Standard	Standard
—Shock Absorbers	Standard			
Rear Axle and Suspension	Standard			
—Axle Capacity	3500—Std.	5700—Std.	5700—Std.	6200
—Axle Ratio	3.07—Std.	4.10—Std.	4.10—Std.	4.10—Std.
—Spring Capacity Total	3200—Std.	4200	6000	6000
—Shock Absorbers	Standard			
Brakes	Power Assisted Front Disc/Rear Drum—Standard			Hydro-Boost
Steering	Power			
Radiator	Heavy Duty (1)			
Tires	Standard			
—Front	H78—15B	8.75—16.5C	8.75—16.5E	8.00—16.5C
—Rear	H78—15B	8.75—16.5C	8.75—16.5E	8.00—16.5C
Coolant Recovery System	Standard			

(1) Included with Automatic Transmission.

† Total loaded weight (Converted van, passengers and equipment) cannot exceed the rating shown.

‡ Dual Rear Wheel Conversion per COPO SZ1.

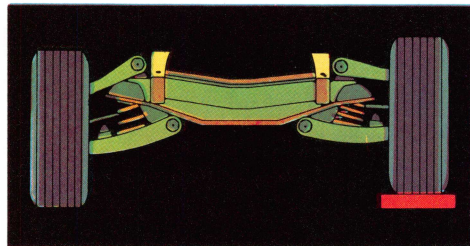


Dual-unit air conditioning

Chevy Van's new integral front-mounted system has outlets built neatly into the instrument panel. It operates on outside air—cooling, heating, dehumidifying for year-round comfort. A second unit also is available, roof-mounted inside at the rear, to cool and recirculate inside air. You can order front air conditioning only or specify the front *and* rear units.

Convenience options

Available passenger seat can be equipped with an adjuster for added leg room, easier access to the rear compartment. Also, Chevy's Comfortilt wheel and power steering help ease long days on the road. A front stabilizer bar helps improve handling (standard on Series 30). Other heavy-duty components are available with GVWs to 8,300 lbs.



Massive Girder Beam front suspension.

Rubber bushings in the independent front suspension on Series 10-20 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. Series 30 models have rear-axle capacities to 6,200 lbs.

MOTOR HOME CHASSIS BY CHEVROLET

We do not build motor homes. But the Chevrolet Motor Division of General Motors Corporation does make solid smooth-riding motor home chassis in a size for every need. They all feature Chevy's flat-top frame design that helps make installation by motor home builders simple and economical.

Four wheelbase lengths

Offered are a 178-inch chassis for bodies up to 28 ft. long; a 158½-inch model for bodies up to 26 ft. in length; a 137-inch version for bodies to 23 ft., and a 125-inch chassis for 20-footers.

Wheelbase lengths have a direct relation to weight loading. Chevrolet motor home chassis are built for good ride and obedient handling—and they carry the motor home weight a little differently than other chassis. They're designed to ride, handle, and stop best with 40 percent of the total motor home weight on the front axle, 60 percent on the rear.

Wheelbase length influences that distribution, of course. With a too-long wheelbase, there'll be too much weight on the front end; with a too-short one, there may be too much on the rear.

GVW's up to 14,000 lbs.

Chevrolet motor home chassis GVW ratings range from 7,600 pounds all the way to 14,000 pounds GVW.

Chevy's center of gravity is low

The top of the frame is 25 inches

above the ground. Since this is a factor in determining how high above the ground the motor home's center of gravity will be, it is an important detail to consider in choosing a motor home chassis. Compare this chassis height with that of any other chassis you are considering.

Even an inch difference in height can mean a significant lowering of the motor home's center of gravity. And lowering the center of gravity means better vehicle handling with reduced roll. That is one more reason for the Chevrolet-based motor home's riding comfort.

Wide-track front suspension

Up front there's a wide-track, massive Girder Beam suspension system for front end strength and stability. Each wheel is suspended independently so road shocks are not passed back and forth. Wide front tread helps provide a stable ride for motor homes.

Two-stage rear leaf springs

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

To provide more resistance to vehicle roll, anti-sway stabilizer bars are included as standard equipment front and rear.

454 V8 available

This big V8 could be a welcome addition if you're planning on one of the heavier bodies and you'll be traveling on freeways or over demanding terrain. Uses no-lead, low-lead or regular fuel.

Standard with 14,000-lb. GVW.

Factory air conditioning available

Completely factory engineered, the air-conditioning system is precharged and ready for simple installation by the body builder.

Standard value features

Power front disc/rear drum brakes are 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. Engine oil cooler. Coolant recovery system. 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.

Service availability

An extensive nationwide network of Chevrolet dealers offers prompt, expert service. Another reason for the growing popularity of Chevy motor home chassis.

Many fine motor homes ride on Chevy chassis

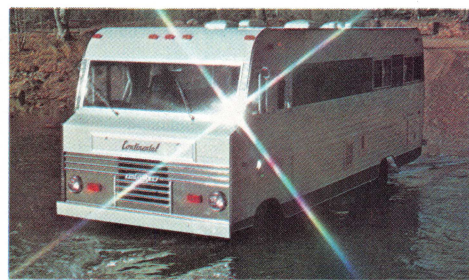
Some selected makes are shown on the facing page. They represent the wide choice of sizes and models available.



Open Road Industries, Inc., 1001 Continental Blvd.
Suite 800, El Segundo, California 90245



Harvest Corporation (McNamee), 1204 North
Santa Anita Blvd., South El Monte, California 91733



Continental Coach, Inc., 639 West Second Avenue
Mesa, Arizona 85202



Executive Industries Company, 5500 E. La Palma
Anaheim, California 92806



Xplorer Motor Home, 3950 Burnsline Road
Brown City, Michigan 48416



El Dorado Ind., Inc., P. O. Box 266
Minneapolis, Kansas 67467



Travel Equipment Corp., 406 Jay Dee Street
Elkhart, Indiana 46514



Ferien Corporation-Windjammer, 1101 E. McKinley
Mishawaka, Indiana 46544



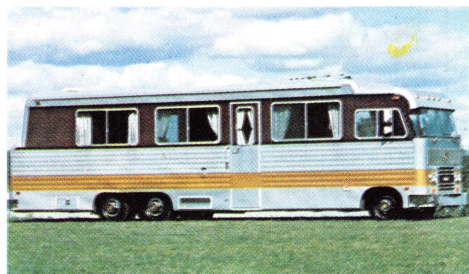
Continental Rec. Corp., 11140 Talbert Avenue
Fountain Valley, California 92708



Monitor (Swinger)
Wakarusa, Indiana 46573



Fleetwood Enterprises, Inc., (Pace-Arrow)
3125 Myers Street, Riverside, California 92503



Barth, Incorporated, R.R. #2, Highway 15 South
Milford, Indiana 46542



Sooner Motor Homes Corp., Box 189
Burnsflat, Oklahoma 73624



Rectrans Motor Home Div. (Discoverer), 800 Whitney
Avenue, Brighton, Michigan 48116



Pacesetter Motor Home, 180 North Sherman Avenue
Corona, California 91720



AMF, Inc.-Skamper-Atlas Motor Homes
Highway 106 West, Mason City, Iowa 50401

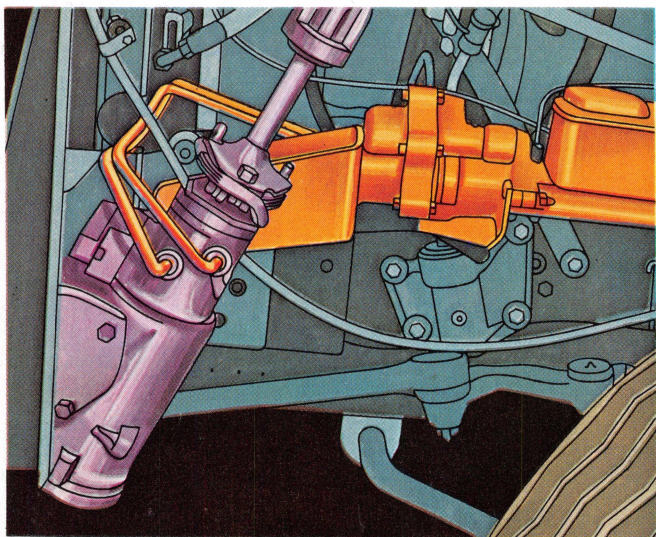


Explorer Motor Homes, Inc., 3021 Newport Blvd.
Costa Mesa, California 92626



Titan Motor Home Div., P. O. Box 158
5573 E. North Street, Dryden, Michigan 48428

CHEVY'S NEW BRAKING SYSTEM: STOPPING POWER MATCHED TO TOTAL VEHICLE WEIGHT



Hydro-Boost® system

Chevrolet announces an important improvement in recreational vehicles: capacity-matched braking systems. Our standard front disc brakes have been engineered into complete systems on most models based on the Gross Vehicle Weight of the Chevrolet you order.

Computer-selected components

On most models, a production computer at the plant selects the proper combination of brake system parts for your Chevrolet according to its Gross Vehicle Weight—truck, passengers, load.

The basic braking system

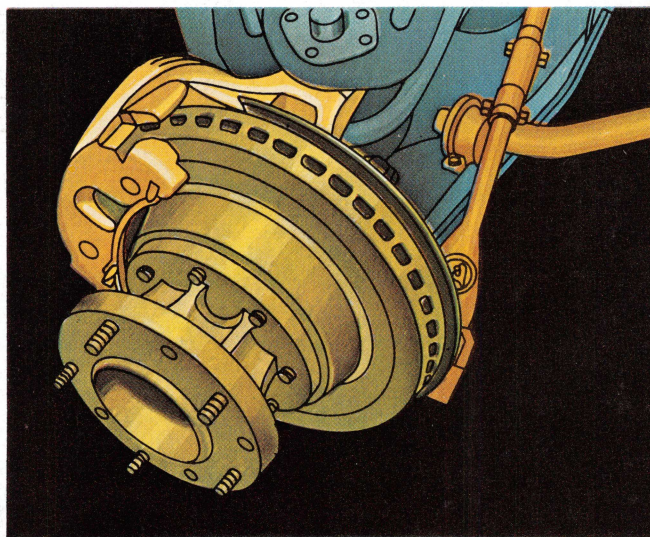
Every Chevrolet recreational vehicle comes with front disc brakes standard. Disc brakes resist effects of heat build-up and expo-

sure to moisture. So they're used up front where well over half the total braking effort is required. Standard rear drum brakes are finned for cooling, and there's a proportioning valve to balance front and rear braking forces as needed. (Front and rear systems are completely independent; either works without the other.) On most models, brake power assist also comes standard.

Heavier trucks get heavier brakes

Because stopping power is matched to Gross Vehicle Weight on most models, brake system parts get bigger as the GVW rating goes up. Your Chevrolet recreational vehicle might come equipped with:

- Tandem vacuum booster instead of single
- Larger front calipers and rotors



Front disc brakes

- Larger finned rear drum brakes
- Hydraulic booster instead of vacuum

For example, C-30 pickups rated over 8,400 lbs. get heavier parts throughout: larger front calipers with bigger, thicker rotors; larger rear drums and linings; and the new Hydro-Boost system operated by hydraulic pressure from the power steering pump.

New disc brake lining wear sensor

A lining wear sensor is built into the front disc brakes on most models. It sounds an audible signal that changes in pitch or loudness when brakes are applied. When that happens, you know the pads are ready for replacing.

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.

SEPT., 1973

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