

'79 CHEVY RECREATION & TRAILERING GUIDE

Chevrolet



Contempo Campers, Inc.



Suburban with Airstream Trailer



Monte Carlo with Boat and Trailer



Pace Arrow—Motorhome



Sportscoach Motorhome



Caprice Wagon with Terry Trailer



Itasca Mini-Motorhome



T.E.C. Van Conversion

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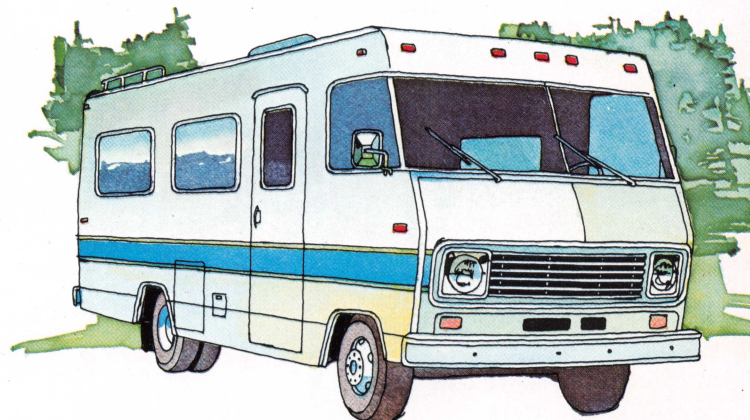
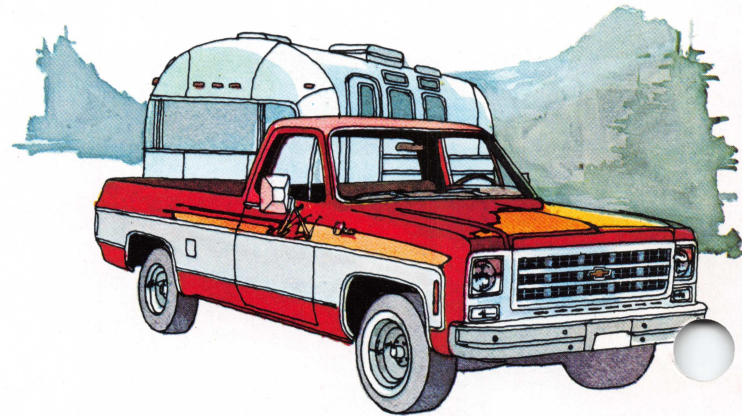
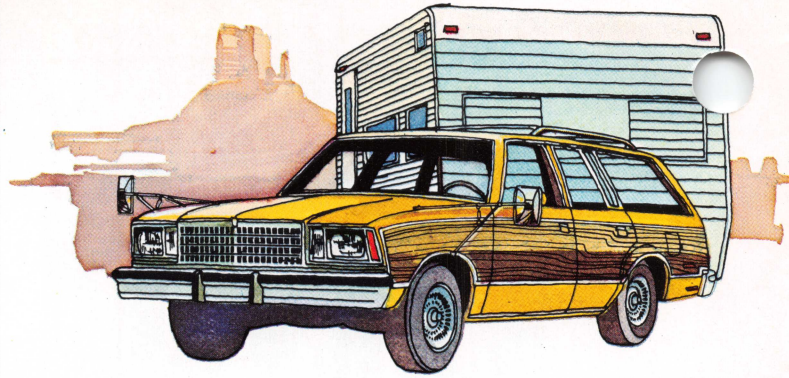
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ILLUSTRATIONS AND SPECIFICATIONS

All illustrations and specifications contained in this literature are based on the latest product information available at the time of publication approval. The right is reserved to make changes at any time in prices, colors, materials, equipment, specifications and models, and also to discontinue models.



TRAILER TOWING CAUTIONS

At Brakes—To help avoid personal injury due to poor braking action: Trailer brakes of adequate size are required on trailers over 1,000 pounds loaded weight.

If trailer brakes are to be used with your 1979 Chevrolet, follow the installation and balance instructions of the trailer brake makes. Do not tap into the car's or truck's brake system if use of the trailer brake system requires more than 0.02 cubic inch of fluid from the car's or truck's master cylinder. The car's or truck's brake fluid capacity will not be enough to operate both the car or truck and trailer brakes under all kinds of use if more than 0.02 cu. in. of fluid is required. All brake fluid parts must be able to stand 3,000 psi. The brake fluid tap must be made to the master cylinder port supplying fluid to rear brakes. Copper tubing is subject to fatigue and must not be used.

Before going down a steep or long grade, reduce speed and shift the transmission into a lower gear to control your speed. Avoid long or frequent use of the brakes. This could cause the brakes to get hot and not work as well.

About Hitches—To help avoid personal injury due to sway caused by such things as cross winds, big trucks passing, and road roughness, or due to separation of the trailer: A properly installed and adjusted (1) frame-mounted weight-distributing hitch and (2) sway control with enough capacity are required for trailers over 2,000 pounds loaded weight.

The trailer tongue load should be kept at 10% of the loaded trailer weight for deadweight hitches and 12% for weight-distributing hitches. "Trailer Weights" on page 117. Tongue loads can be adjusted by proper distribution

'79 CHEVY PASSENGER CARS AND TRUCKS HAVE A LOT OF PULL.

Over the years, continuing Chevrolet engineering improvements have helped make Chevy cars, trucks and motor home chassis ideal for towing trailers and carrying motor homes in many different weight classes.

This guide has been prepared to help you select the Chevrolet car, truck or motor home chassis that has both the required capacity and the equipment to handle the full loaded weight of your trailer or motor home.

The cautions and considerations included on this page should be observed regardless of the vehicle you choose.

of the load in the trailer. This can be checked by weighing separately the loaded trailer and then the tongue.

Do not use axle-mounted hitches. They can cause damage to the axle housing, wheel bearings, wheels, or tires.

When a trailer hitch is removed, be sure to have any mounting holes in the body sealed. This will help prevent entry of exhaust fumes, dirt or water.

If your vehicle is equipped with super lift shock absorbers, keep them at minimum pressure when installing, adjusting or towing with a weight distributing hitch.

towing trailers up to 2,000 lbs. loaded weight. Trucks with a step-type bumper can tow trailers up to 4,000 lbs. loaded weight.

When these trailer loaded weights are exceeded, a frame-mounted load-distributing hitch and sway control with enough capacity must be used on the car or truck.

Use only trailer hitches which permit normal operation of the energy-absorbing bumper system, if so equipped. For example, a rigid fore-and-aft connection between the bumper and any other part of the car may increase damage in the event of a crash.

About Tires

The tires furnished on your car and specified for your truck are qualified for trailer

towing. When towing trailers using a deadweight hitch, tires should be inflated to the "Cold Tire Pressure" for "Maximum Load" shown on the tire placard attached to the left front door. For trailers using weight-distributing hitches, increase front tire pressure 2 psi above maximum load pressure shown. This increase should never exceed maximum pressure shown on side of tire. NOTE: The allowable passenger and cargo load for cars or GVW for trucks, also shown on the same placard, is reduced by the tongue weight when the trailer is connected.

About Break-in

See the new car or truck break-in instructions in the owner's manual. Also, it is recommended that the new vehicle be operated for 500 miles before trailer towing. At the end of this 500-mile break-in-period, speeds over 50 mph and full-throttle starts should be avoided during the first 500 miles of trailer towing. The same care should be observed when a new engine, transmission or axle is installed.

About Maintenance

More frequent service is required when using your car or truck to pull a trailer. Change the: (1) Automatic transmission fluid each 5,000 miles of heavy continuous trailering for transmission without an external oil cooler—15,000 miles with external oil cooler or when heavy-duty oil cooler RPO V02 is installed on truck models. Do not overfill when replacing fluid. (2) Rear axle fluid each 7,500 miles. (3) Engine oil each 3 months or 3,000 miles, whichever occurs first. See Owner's Manual for important facts on cooling system care and brake adjustment.

TRAILER TOWING CONSIDERATIONS

About Hitches

Chevrolet's deadweight trailer hitch can be used on Chevrolet cars and trucks

PASSENGER CARS



1979 PASSENGER CAR TRAILERING REQUIREMENTS AND RECOMMENDATIONS.

You'll find trailering with '79 Chevrolet passenger cars enjoyable and comfortable. Properly equipped Chevy cars may be used to tow trailers up to 6,000 lbs. gross weight.

Trailers less than 1,000 lbs. gross weight.

For occasional or short-distance hauling, any '79 Chevrolet passenger car equipped with power brakes (not required on Corvette and Chevette) can effectively handle trailers up to 1,000 lbs. However, if the vehicle is not equipped with heavy-duty cooling, be sure to pay special attention to the "Engine Cooling While Trailering" section on page 23.

Trailering with all trailers up to 6,000 lbs. gross weight.

For regular or long-distance hauling of trailers, certain Chevy models require specific equipment. This information is detailed in the chart at the top of page 6. Also on this page, you'll find a complete breakdown of '79 engines and specifications.

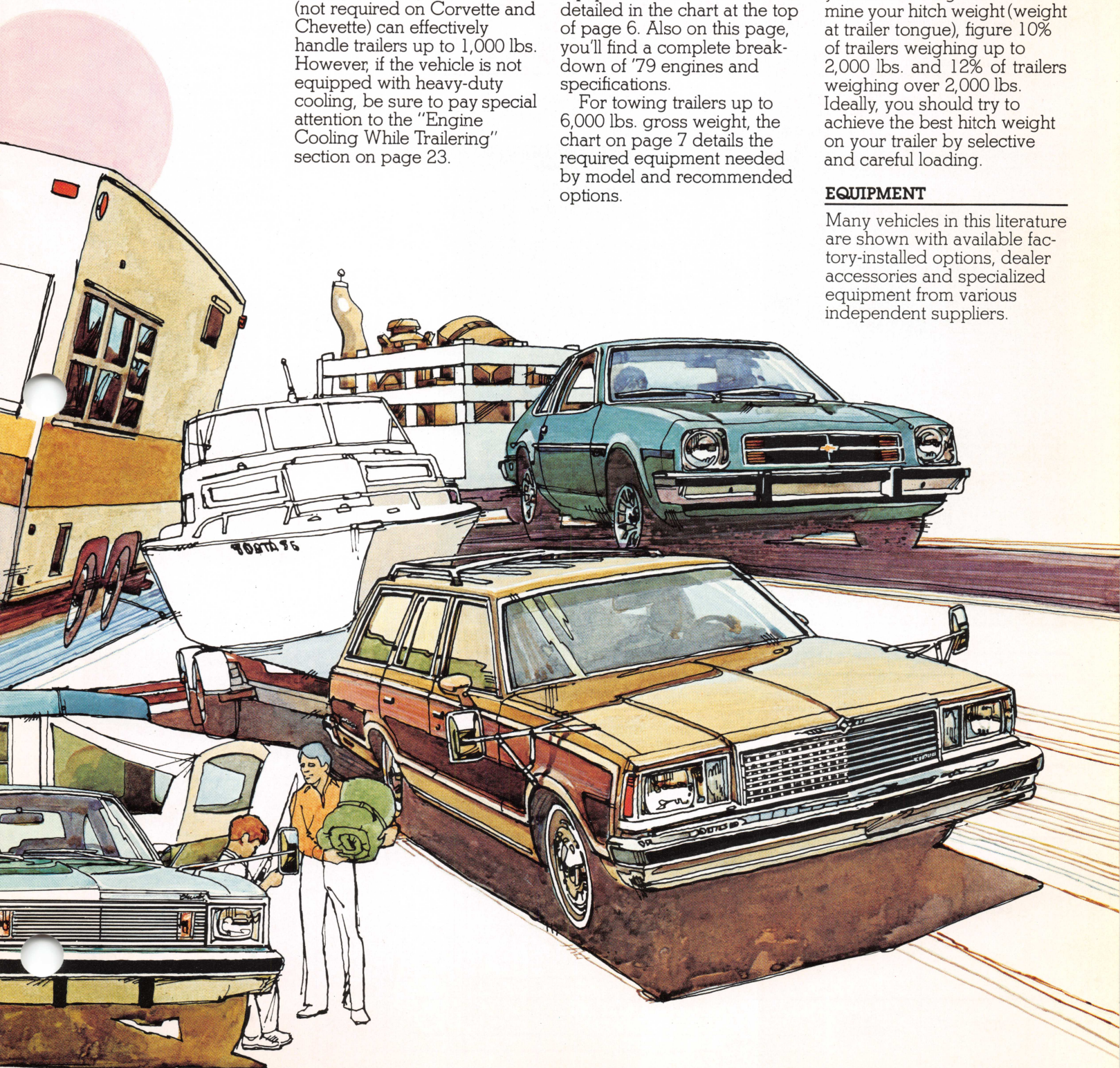
For towing trailers up to 6,000 lbs. gross weight, the chart on page 7 details the required equipment needed by model and recommended options.

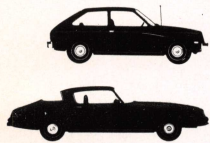
Trailer Weights.

The Trailer Manufacturing Rating stamped on the identification tag attached to your trailer's frame will indicate your trailer weight. To determine your hitch weight (weight at trailer tongue), figure 10% of trailers weighing up to 2,000 lbs. and 12% of trailers weighing over 2,000 lbs. Ideally, you should try to achieve the best hitch weight on your trailer by selective and careful loading.

EQUIPMENT

Many vehicles in this literature are shown with available factory-installed options, dealer accessories and specialized equipment from various independent suppliers.





CHEVETTE CAMARO



MONZA

GROSS TRAILER WEIGHT UP TO 1000 LBS., UP TO 100 LB. TONGUE LOAD	CAR LINE	ENGINE	MIN. AXLE RATIO	AUTOMATIC TRANSMISSION	HEAVY-DUTY RADIATOR	POWER BRAKES	LIGHT-DUTY HITCH	LIGHT-DUTY WIRING HARNESS
	CAMARO	ANY	ANY	RPO MX1	RPO V01	RPO J50	DIA	DIA*
	MONZA	ANY	ANY	RPO MX1	RPO V01	RPO J50	DIA	DIA*
	CHEVETTE	ANY	ANY	RPO MX1	RPO V01	RPO J50	AOS	DIA*

AOS=AVAILABLE FROM OUTSIDE SOURCE ONLY.

DIA=DEALER-INSTALLED ACCESSORY (MAY ALSO BE AVAILABLE FROM OUTSIDE SOURCE.)

*Part Numbers: Chevette, Camaro and Monza HM07 and HM27—996434, Monza HM15, HM77 and HR07—996428.

1979 ENGINE SPECIFICATIONS

LITRES	CU. IN.	RPO NO.	CARB.	CYL.	HP @ RPM	TORQUE @ RPM
49 STATES						
1.6	98	L17	2-BBL	4	70 @ 5200	82 @ 2400
1.6	98	L18	2-BBL	4	74 @ 5200	88 @ 2800
2.5	151	LX8	2-BBL	4	90 @ 4400	128 @ 2400
3.2	196	LC9	2-BBL	6	105 @ 4000	160 @ 2000
3.3	200	L26	2-BBL	6	94 @ 4000	154 @ 2000
3.8	231	LD5	2-BBL	6	115 @ 3800	190 @ 2000
4.1	250	L22	1-BBL	6	115 @ 3800	200 @ 1600
4.4	267	L39	2-BBL	8	125 @ 3800	215 @ 2400
5.0	305	LG3	2-BBL	8	130 @ 3200	245 @ 2000
5.0	305	LG4	4-BBL	8	160 @ 4000	235 @ 2400
5.7	350	LM1	4-BBL	8	170 @ 3800	270 @ 2400
5.7	350	L48	4-BBL	8	195 @ 4000	285 @ 3200
5.7	350	L82	4-BBL	8	225 @ 5200	270 @ 3600
CALIFORNIA						
1.6	98	L17	1-BBL	4	70 @ 5200	82 @ 2400
1.6	98	L18	1-BBL	4	74 @ 5200	88 @ 2800
2.5	151	LS6	2-BBL	4	85 @ 4400	123 @ 2800
3.8	231	LD5	2-BBL	6	115 @ 3800	190 @ 2000
3.8	231	LC6	2-BBL	6	115 @ 3800	190 @ 2000
4.1	250	L22	1-BBL	6	90 @ 3600	175 @ 1600
5.0	305	LG3	2-BBL	8	125 @ 3200	235 @ 2000
5.0	305	LG4	4-BBL	8	155 @ 4000	225 @ 2400
5.7	350	LM1	4-BBL	8	165 @ 3800	260 @ 2400
5.7	350	L48	4-BBL	8	195 @ 4000	280 @ 2400

SPECIFIC ENGINE/AXLE RATIOS FOR SPECIFIC TRAILER WEIGHTS

CAR LINE		ENGINE (RPO NO.)	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000
CHEVROLET	COUPES SEDANS	250 (L22)	2.56●										
		305 (LG3)			2.41■								
		350 (LM1)							2.41				3.08
	WAGONS	305 (LG3)*				2.56							
		350 (LM1)								2.56			3.08
MONTE CARLO		200 (L26)*		2.73									
		231 (LD5)★		2.73†	2.41*				3.23◆				
		267 (L39)*			2.29								
		305 (LG4)					2.29			2.73◆	2.73		
MALIBU	COUPE SEDANS	200 (L26)*		2.73									
		231 (LD5)★		2.73†					3.23◆				
		267 (L39)*			2.29								
		305 (LG4)					2.29			2.73◆	2.73		
	WAGONS	200 (L26)*		2.73									
		231 (LD5)★				2.73†							
		267 (L39)*				2.56							
		305 (LG4)							2.41		2.73		
NOVA	COUPES SEDANS	350 (LM1)◆									2.73		
		250 (L22)		2.73†	2.56*								
		305 (LG3)				2.41			3.08*				
		350 (LM1)◆							2.41				

How to read passenger car trailer rating charts.

Use the chart at left to determine equipment required for specific models when trailer up to 1,000 lbs. gross weight.

For trailers weighing up to 6,000 lbs. gross weight, use the chart on page 7. Find your trailer weight in one of the three major classifications . . . Light, Medium or Heavy. Find the car line and body style you prefer, then read across in that row to find the engine/ axle ratio required. **Required** equipment is shown in **red** and **recommended** available options are shown in **blue**.

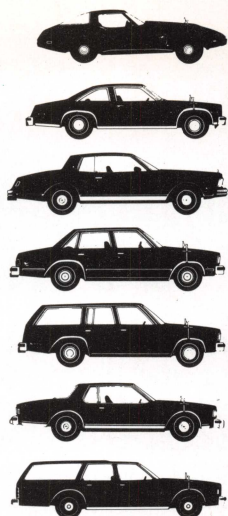
If your trailer is within 500 lbs. of the maximum for your trailer class, use the engine/ axle ratio combination shown. If your trailer does *not* come within 500 lbs. of the maximum, it may be possible to select a

Engines

The Chevrolet cars in this literature are equipped with GM-built engines produced by various divisions. Please see your dealer for complete details about engine sources and availability.

smaller engine or lower axle ratio. You can determine this by finding your specific trailer weight in the "Specific Engine/Axle Ratios For Specific Trailer Weights" chart on the bottom of page 6. However, these minimum engine/axle ratio combinations provide adequate trailering performance only up to medium altitudes. For increased or high altitude performance, select an engine/axle ratio combination larger than the minimum.

NOTE: Trailers with loaded weights over 1,000 lbs. require trailer brakes.



CORVETTE NOVA MONTE CARLO MALIBU MALIBU WAGONS CHEVROLET CHEVROLET WAGONS

		CAR LINE	BODY STYLE	MINIMUM ENGINE	AXLE RATIO	AUTOMATIC TRANSMISSION	POWER BRAKES	HEAVY-DUTY SUSPENSION	HEAVY-DUTY RADIATOR	LIGHT-DUTY HITCH	LOAD-DISTRIB. PLATFORM**	TRAILER WIRING HARNESS	POWER STEERING	HEAVY-DUTY GENERATOR	POSITRACTION	CRUISE CONTROL
LIGHT TRAILERS UP TO 2000 LBS. LOADED, UP TO 200 LBS. TONGUE LOAD	CHEVROLET	SEDANS COUPES	305 V8	2.41	STD.	STD.	RPO F40	RPO V01	DIA	—	DIA (1)	STD.	RPO K81	RPO UA1	RPO G80	RPO K30
		WAGONS	305 V8	2.56												
	MALIBU MONTE CARLO	SEDANS COUPES	267 V8	2.29	RPO MX1	RPO J50	RPO F40†	RPO V01	DIA	—	DIA (1)	RPO N41 ▲	RPO K81	RPO UA1	RPO G80	RPO K30
		WAGONS	267 V8	2.56												
	NOVA	SEDANS COUPES	250 L6	2.56	RPO MX1	RPO J50	RPO F40	RPO V01	DIA	—	DIA (1)	RPO N41	RPO K77	RPO UA1	RPO G80	RPO K30
	CORVETTE	COUPE	350 V8	3.55	MX1@	STD.	FE7@	V01@	DIA	—	DIA (1)	STD.	—	UA1	STD.	K30
MEDIUM TRAILERS 2000 TO 4000 LBS. LOADED, UP TO 500 LBS. TONGUE LOAD	CHEVROLET	SEDANS COUPES	350 V8	2.41	STD.	STD.	RPO F40	RPO V01	—	DIA	AOS	STD.	RPO K81	RPO UA1	RPO G80	RPO K30
		WAGONS	350 V8	2.56												
	MALIBU MONTE CARLO	SEDANS COUPES	305 V8	2.73	RPO MX1	RPO J50	RPO F40†	RPO V01	—	DIA	AOS	RPO N41 ▲	RPO K81	RPO UA1	RPO G80	RPO K30
		WAGONS	305 V8	2.41												
	NOVA	SEDANS COUPES	305 V8	3.08	RPO MX1	RPO J50	RPO F40	RPO V01	—	DIA	AOS	RPO N41	RPO K77	RPO UA1	RPO G80	RPO K30
	CORVETTE	COUPE	350 V8	3.55	MX1@	STD.	FE7@	V01@	—	AOS	AOS	STD.	—	UA1	STD.	K30
HEAVY TRAILERS 4000 TO 6000 LBS. LOADED, UP TO 750 LBS. TONGUE LOAD	CHEVROLET MAX. TRAILER /TONGUE 6000/750	SEDANS COUPES	350 V8	3.08	STD.	STD.	RPO F40	RPO V01	—	DIA	AOS	STD.	RPO K81	RPO UA1	RPO G80	RPO K30
		WAGONS	350 V8	3.08												
	MALIBU MONTE CARLO MAX. TRAILER/ TONGUE 5000/600	SEDANS COUPES	305 V8	2.73	RPO MX1	RPO J50	RPO F40†	RPO V01	—	DIA	AOS	RPO N41 ▲	RPO K81	RPO UA1	RPO G80	RPO K30
		WAGONS	305 V8	2.73												

RPO=REGULAR PRODUCTION OPTION.

**ALSO REQUIRES BALL HITCH, EQUALIZING AND ANTI-SWAY ASSEMBLIES, AVAILABLE FROM OUTSIDE SOURCE.

DIA=DEALER-INSTALLED ACCESSORY. (MAY ALSO BE AVAILABLE FROM OUTSIDE SOURCE.)

AOS=AVAILABLE FROM OUTSIDE SOURCE ONLY.

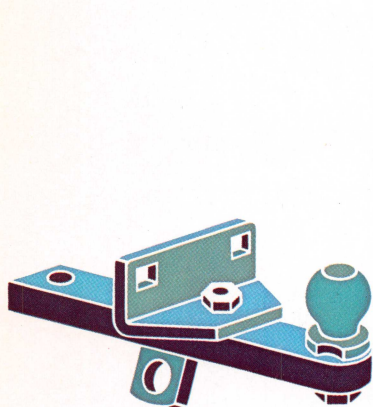
@TRAILERING PACKAGE RPO ZN1 REQUIRED (CONSISTS OF HEAVY DUTY RADIATOR V01, HEAVY DUTY SUSPENSION FE7, STANDARD ENGINE L48 AND AUTOMATIC TRANSMISSION MX1.)

(1) Part Numbers: Chevrolet, Malibu, Monte Carlo, Nova and Monza 2+2—996428, Malibu Wagon, Corvette, El Camino—996429; Chevrolet Wagon—996430; Camaro, Chevette and Monza Coupe—996434.

†Std. on wagons. ▲Std. on Monte Carlo.

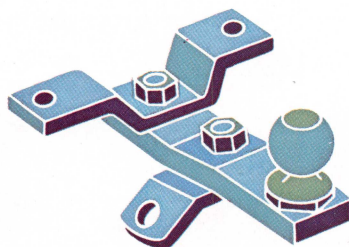
AVAILABLE CAR EQUIPMENT

Trailer towing usually means longer hours behind the wheel and Chevrolet offers a wide selection of available options to help make this time convenient and comfortable. Illustrated and described here are only a few of the many items available. Selection of some items may depend on what other equipment is on the vehicle or the type and model of the vehicle. Check your Chevrolet dealer for complete information on these as well as many other items.



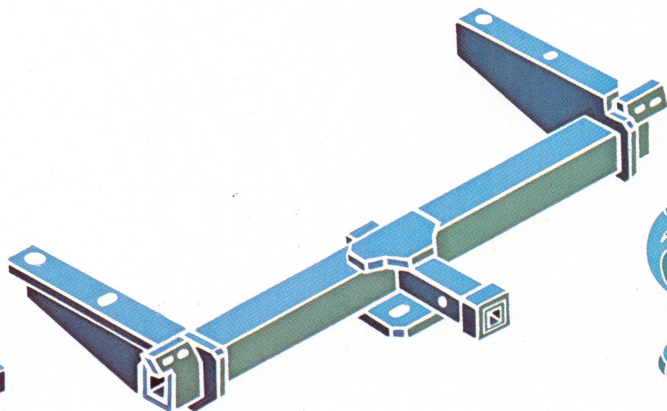
Extra-Light Trailer Hitch.

For use with trailers up to 1,000 lbs. gross weight, 100 lbs. tongue load. A 1 1/8" diameter ball is included. (Dealer-installed accessory for Camaro, Monza and Chevette.)



Light-Duty Trailer Hitch.

For hauling trailers up to 2,000 lbs. with a maximum tongue load of 200 lbs. A 1 1/8" diameter ball is included. (Dealer-installed accessory.)



Load-Distributing Platform.

Required when towing trailers over 2,000 lbs. Engineered especially for your Chevrolet. Installs quickly and easily. (Dealer-installed accessory.)



Hitch Balls.

1 1/8" diameter ball is standard with extra-light and light-duty hitches. Also available as an accessory: Part No. 981148. A 2" diameter ball is also available for hitches as Part No. 980670.

TRAILER HITCH ACCESSORY PART NUMBERS

TYPE OF HITCH	EXTRA LIGHT	LIGHT	MEDIUM	HEAVY	
	UP TO 1000 LBS. 100-LB. TONGUE LOAD	UP TO 2000 LBS. 200-LB. TONGUE LOAD	UP TO 4000 LBS. 500-LB. TONGUE LOAD	UP TO 5000 LBS. 600-LB. TONGUE LOAD	UP TO 6000 LBS. 750-LB. TONGUE LOAD
	DEADWEIGHT	DEADWEIGHT	WEIGHT-DISTRIB. PLATFORM	WEIGHT-DISTRIB. PLATFORM	
MONZA 2+2 SPORT HATCHBACK	996456				
MONZA 2+2 HATCHBACK AND COUPE	996362				
CAMARO	995743				
CORVETTE		995242			
MONTE CARLO				995747	
NOVA		995238	994643		
MALIBU		995739		995747	
MALIBU WAGON		995740		995744	
CHEVROLET		995237			995245
CHEVROLET WAGON		995236			995244

Comfortilt Steering Wheel.

Adjusts to six different positions to suit your preference. Vary it for a change of pace on long trips. Tilt it up for easy entering and exiting. (Factory installed.)

Air Conditioning.

Comfortron air conditioning is available on Chevrolet Caprice and Impala models. Automatically maintains the temperature you dial.

Four-Season air conditioning with easy-to-use controls for heating, defrosting or defogging, plus bi-level setting, is available on all models. (Factory installed.)

CB Radio.

Great way to stay in touch when you're caravanning with other trailers, or calling for directions or assistance when alone. (Dealer-installed accessory. RPO on Caprice, Impala, Corvette, Malibu and Monte Carlo.)

Tinted Glass.

Helps reduce cooling load on air conditioning and also helps reduce interior temperatures even without air conditioning. Cuts glare at every window. (Factory installed. Standard on Monza and Corvette.)

Compass.

You do is stick it on your windshield. You know the direction you're heading at a glance. Easy to read and adjust. Instructions included. (Dealer accessory.)

Cruise-Master Speed Control.

Automatically maintains speed for driving ease on long stretches. Handy control button in the turn signal lever sets, then holds, a steady car speed. A touch of the brake deactivates. (Factory installed.)

Transmission Oil Cooler.

Ideal for trailering. Helps control transmission oil temperature for heavy trailers during heavy use and long hauls. Especially important for highway grade traveling. (Dealer-installed accessory, Part No. 996027.)

Limited-Slip Differential.

Directs engine torque to the rear wheel with the greatest traction. Especially desirable when parking a trailer, in off-road areas and wherever the surface is slippery. (Factory installed. Standard on Corvette.)

Luggage Carrier.

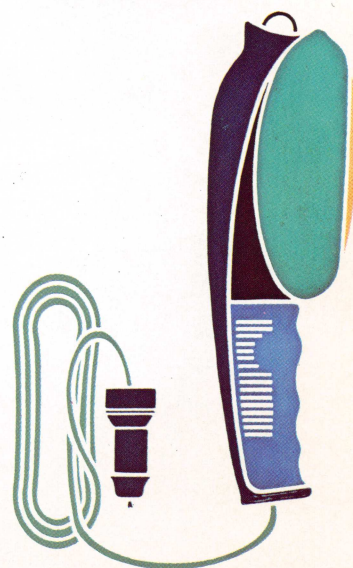
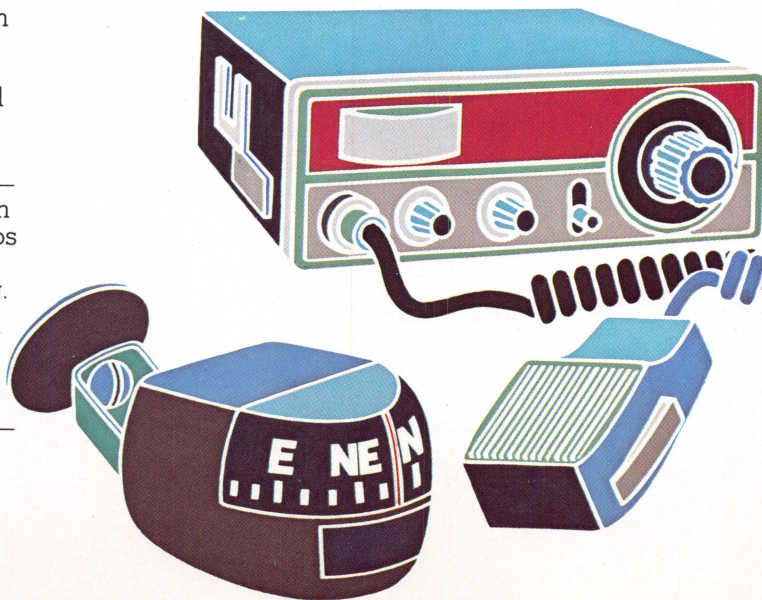
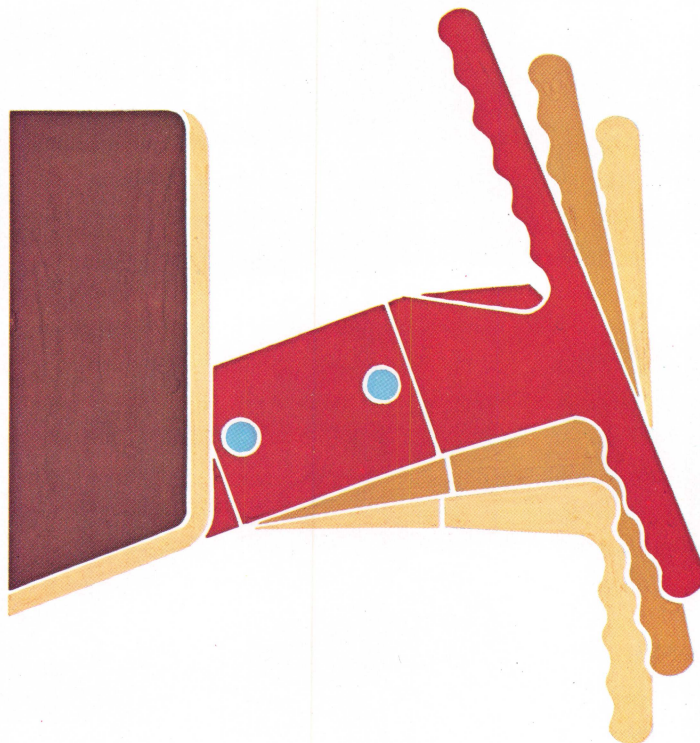
Increase passenger room and storage area with a handsome roof luggage rack. (Factory- or dealer-installed accessory on '79 wagons.)

5-Wire Harness.

Use with trailers up to 2,000 lbs. gross weight. Ties into car's electrical system to give your trailer running lights, license light, stop and directional signals, plus electric brakes or battery charging. (See back cover for wiring color code.) (Dealer-installed accessory. See chart and footnote on pages 6 and 7 for Part Numbers.)

Spotlight.

Plugs into cigarette lighter to help you read highway markers and street signs. A 12-foot cord makes it handy for a worklight, too. (Dealer-installed accessory.)



CHEVY TRUCKS

'79 Chevy Truck Models.

On the following pages you'll find complete details on the required equipment and recommended options for Chevy's full line of tough trucks. There are charts on LUV, El Camino and Blazer; Suburban; Chevy Pickups; Chevy Van, Caravan, Nomad and Sportvan. In the Pickup

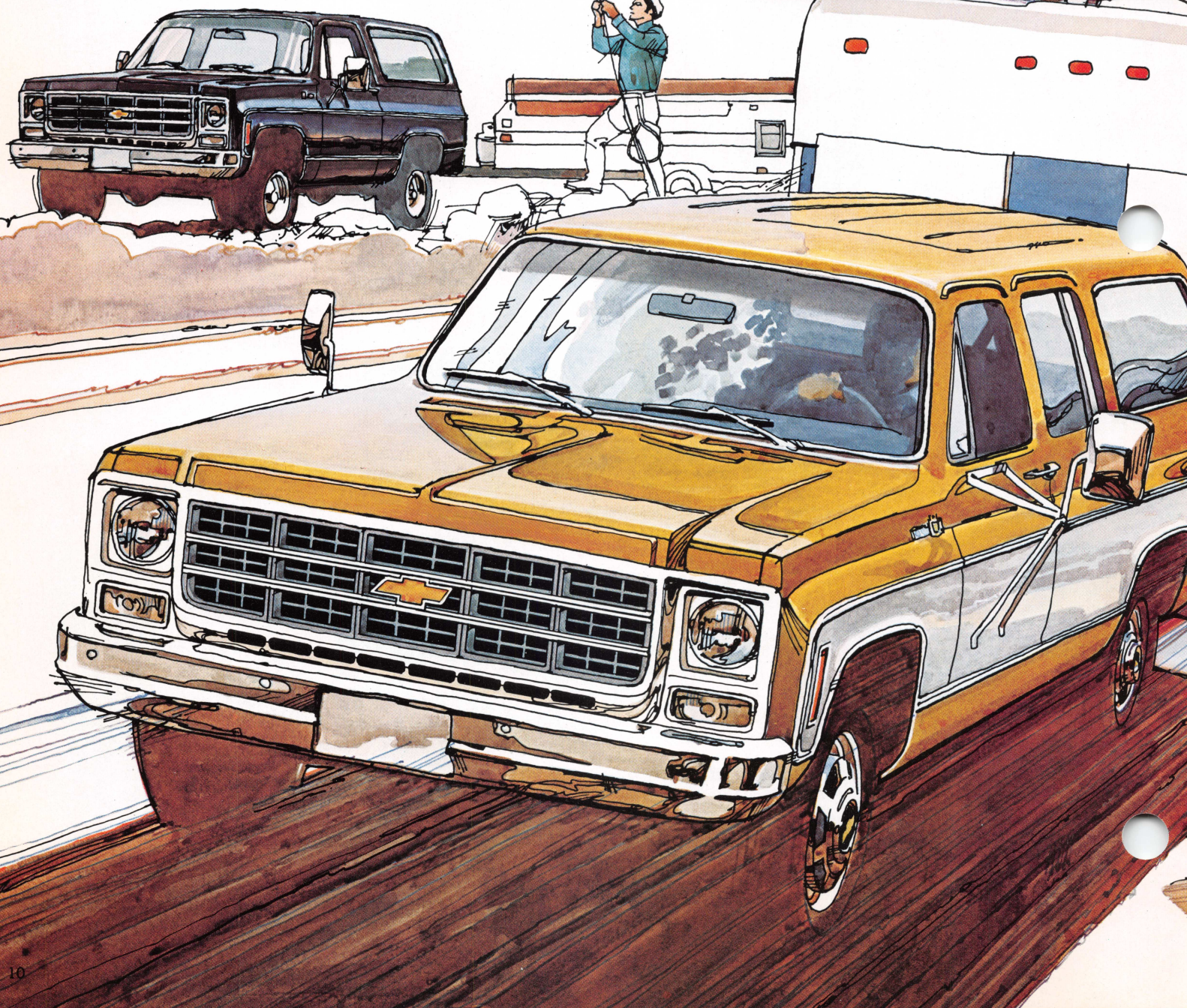
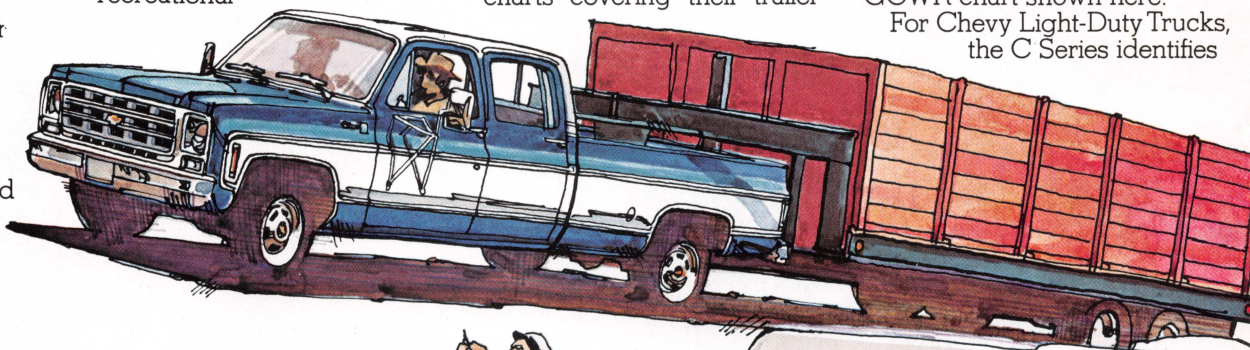
section, charts are provided for conventional and 5th wheel trailering for both recreational

and commercial use.

Mini- and full-sized motor homes do not have specific charts covering their trailer-

ing requirements. However, the maximum GCWR's for these units are covered in the GCWR chart shown here.

For Chevy Light-Duty Trucks, the C Series identifies



1979 TRUCK TRAILERING REQUIREMENTS AND RECOMMENDATIONS.

Tough Chevy trucks, with their overall strength and versatility, make great towing vehicles. Properly equipped Chevy trucks can tow trailers up to 000 lbs. gross weight.

conventional two-wheel-drive models and the K Series identifies four-wheel-drive models in Pickups, Blazer and Suburban. The G Series identifies the Chevy Van and Sportvan models.

Trailer Weights.

The Trailer Manufacturing Rating stamped on the identification tag attached to your trailer frame will indicate your trailer weight. To determine your hitch weight (weight at trailer tongue), figure 10% of

loaded trailers equipped with a deadweight hitch and 12% of loaded trailers equipped with weight-distributing platform. Ideally, you should try to achieve the best trailer hitch weight by selective and careful loading.

For purpose of handy reference, Chevy truck trailering weights on the following charts have been divided into three categories:

Light Trailers up to 2,000 lbs.

Medium Trailers up to 4,000 lbs.

Heavy Trailers over 4,000 lbs.

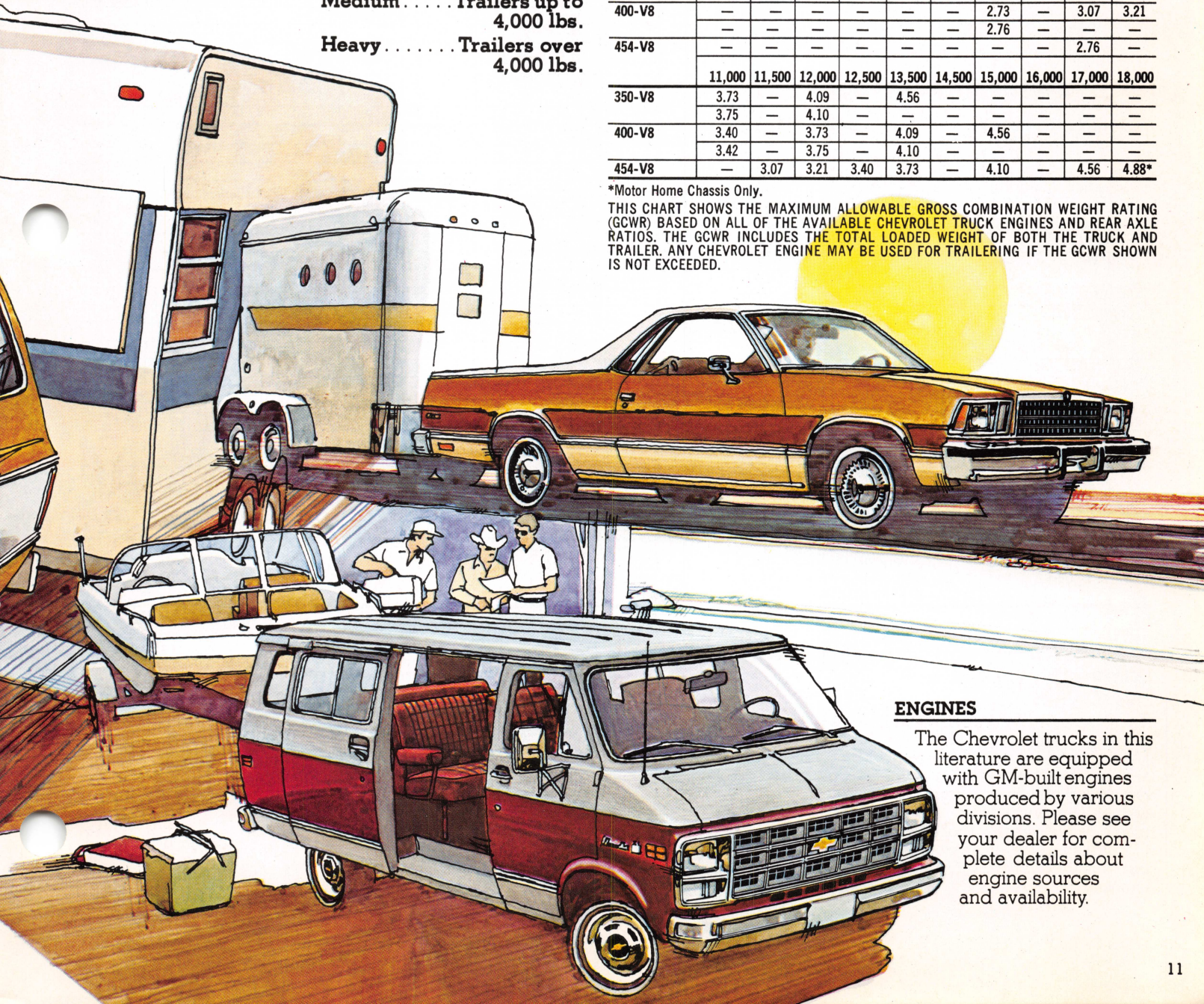
GROSS COMBINATION WEIGHT RATING (GCWR)

By Engine & Axle Ratio
For Recreational Applications

ENGINES	GCWR (lb.)									
	5,000	6,000	6,500	7,000	8,000	8,500	9,000	9,500	10,000	10,500
Rear Axle Ratios										
110.8-4 (LUV)	4.10	—	—	—	—	—	—	—	—	—
250-6	—	—	—	3.07	3.40	3.73	—	4.09	—	—
	—	—	—	3.08	3.42	—	—	4.10	—	—
	—	—	—	—	—	—	—	4.11	—	—
292-6	—	—	—	—	—	—	4.10	—	4.56	—
305-V8	—	—	—	2.73	3.07	3.40	—	3.73	—	4.10
	—	—	—	2.76	3.08	3.42	—	—	—	—
5.7 Litre Diesel	—	2.76	3.07	3.40	—	—	—	—	—	—
350-V8	—	—	—	—	2.73	—	3.07	3.21	3.40	—
	—	—	—	—	2.76	—	3.08	—	3.42	—
400-V8	—	—	—	—	—	—	2.73	—	3.07	3.21
	—	—	—	—	—	—	2.76	—	—	—
454-V8	—	—	—	—	—	—	—	—	2.76	—
	—	—	—	—	—	—	—	—	—	—
	11,000	11,500	12,000	12,500	13,500	14,500	15,000	16,000	17,000	18,000
350-V8	3.73	—	4.09	—	4.56	—	—	—	—	—
	3.75	—	4.10	—	—	—	—	—	—	—
400-V8	3.40	—	3.73	—	4.09	—	4.56	—	—	—
	3.42	—	3.75	—	4.10	—	—	—	—	—
454-V8	—	3.07	3.21	3.40	3.73	—	4.10	—	4.56	4.88*

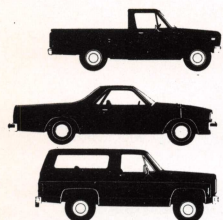
*Motor Home Chassis Only.

THIS CHART SHOWS THE MAXIMUM ALLOWABLE GROSS COMBINATION WEIGHT RATING (GCWR) BASED ON ALL OF THE AVAILABLE CHEVROLET TRUCK ENGINES AND REAR AXLE RATIOS. THE GCWR INCLUDES THE TOTAL LOADED WEIGHT OF BOTH THE TRUCK AND TRAILER. ANY CHEVROLET ENGINE MAY BE USED FOR TRAILERING IF THE GCWR SHOWN IS NOT EXCEEDED.



ENGINES

The Chevrolet trucks in this literature are equipped with GM-built engines produced by various divisions. Please see your dealer for complete details about engine sources and availability.



LUV EL CAMINO BLAZER

The charts on these two pages specify required trailering equipment and recommended available options for LUV, El Camino, Blazer and Suburban models.

To determine the **required equipment** (shown in red) and **recommended equipment** (shown in blue), figure your trailer's maximum loaded weight, then look down the column that either matches or exceeds this weight. The com-

		LUV PICKUPS	EL CAMINO PICKUPS			BLAZER					
TRAILER CLASSIFICATION		LIGHT	LIGHT	MEDIUM	HEAVY	LIGHT		MEDIUM		HEAVY	
GROSS TRAILER WEIGHT (LB) UP TO MAXIMUM TONGUE LOAD (LB)		2000 200	2000 200	4000 500	5000 600	2000 200	2000 200	4000 500	4000 500	6000 750	6000 750
CHEVY TRUCK SERIES		LUV	EL CAMINO			C10(A)	K10(B)	C10(A)	K10(B)	C10(A)	K10(B)
MINIMUM ENGINE	305-4V8	—	LG4	—	—	—	—	—	—	—	—
	350-4V8	—	—	LM1	LM1	LS9	LS9	LS9	LS9	LS9	—
	400-4V8	—	—	—	—	—	—	—	—	—	LF4
	110.8 4-CYL.	L10	—	—	—	—	—	—	—	—	—
TRANSMISSION	AUTOMATIC OR	MX1	MX1	MX1	MX1	MX1	MX1	MX1	MX1	MX1	MX1
	(1) 4-SPEED MANUAL	MM4	MM4	MM4	MM4	MM4	MM4	MM4	MM4	MM4	—
MINIMUM AXLE RATIO [GROSS TRAILER WEIGHT (LB) UP TO]	2000	2000	4000	5000	2000	2000	4000	4000	6000	6000	6000
	2.41 TO 1	—	STD.	—	—	—	—	—	—	—	—
	2.73 TO 1	—	—	G92	G92	—	—	—	—	—	—
	2.76 TO 1	—	—	—	—	—	HC2	—	—	—	—
	3.07 TO 1	—	—	—	—	GQ1	—	—	—	—	—
	3.40 TO 1	—	—	—	—	—	—	HE4	HE4	HE4 (5000)	HE4 (5000)
	3.73 TO 1	—	—	—	—	—	—	—	—	GT4 (6000)	GT4 (6000)
	4.10 TO 1	STD.	—	—	—	—	—	—	—	—	—
MINIMUM TIRE SIZE	P205/75R-14	—	STD.	STD.	STD.	—	—	—	—	—	—
	H78-15B	—	—	—	—	HL	HL	HL	HL	HL	HL
	E78-14B	STD.	—	—	—	—	—	—	—	—	—
BRAKES	POWER	STD.	J50	J50	J50	STD.	STD.	STD.	STD.	STD.	STD.
BATTERY	HEAVY DUTY, 4000 WATTS	—	NR	UA1(2)	UA1(2)	NR	NR	UA1	UA1	UA1	UA1
	50 AMP. HR.	STD.	—	—	—	—	—	—	—	—	—
BUMPER	STEP TYPE PAINTED	V43	—	—	—	—	—	—	—	—	—
COOLER	ENGINE OIL	—	—	—	—	NR	NR	KC4	KC4	KC4	KC4
	TRANSMISSION OIL	—	—	—	—	NR	NR	V02	V02	V02	V02
	HEAVY DUTY RADIATOR	NR	V01	V01	V01	V01	V01	V01	V01	V01	(3)
GENERATOR	35 AMP.	STD.	—	—	—	—	—	—	—	—	—
	37 AMP.	—	—	—	—	STD.	STD.	—	—	—	—
	63 AMP.	—	NR	K81	K81	NR	NR	K81	K81	K81	K81
HARNES	TRAILER WIRING, 7-WIRE (4)	—	—	—	—	—	—	UY7	UY7	UY7	UY7
MIRRORS	CAMPER TYPE	DF2	—	—	—	NR	NR	DF2	DF2	DF2	DF2
SHOCK ABSORBERS	HEAVY DUTY—FRONT & REAR	NR	STD.	STD.	STD.	NR	NR	NR	NR	NR	NR
SPEED AND CRUISE CONTROL	—	NR	NR	K30	K30	NR	NR	K30	K30	K30	K30
SPRINGS	HEAVY DUTY—FRONT & REAR	NR	STD.	STD.	STD.	NR	NR	NR	NR	NR	NR
STABILIZER BAR, FRONT	HEAVY DUTY	NR	NR	NR	NR	NR	STD.	NR	STD.	F59	STD.
STEERING	POWER	NR	N41	N41	N41	N41	STD.	N41	STD.	N41	STD.
FUEL TANK	EXTRA CAPACITY 31 GAL.	NR	NR	NR	NR	NK7	NK7	NK7	NK7	NK7	NK7
TRAILER HITCH (4)	DEADWEIGHT TYPE	—	—	—	—	VR2	VR2	—	—	—	—
	WEIGHT DISTRIBUTING PLATFORM	—	—	—	—	—	—	VR4	VR4	VR4	VR4

NR—NOT REQUIRED.

(A) 2-WHEEL DRIVE.

(B) 4-WHEEL DRIVE.

(1) NOT AVAILABLE IN CALIFORNIA—EL CAMINO AND BLAZER.

(2) 3500 WATTS FOR EL CAMINO.

(3) INCLUDED WITH AUTOMATIC TRANSMISSION.

(4) FOR FURTHER INFORMATION, SEE COPY BELOW.

Deadweight Type Trailer Hitch.

There are two (2) types available on these models for Light Trailers up to 2,000 lbs. —the step bumper and the deadweight hitch. The deadweight hitch has a 1-7/8" diameter ball which is bolted to both the frame and the rear bumper. Availability of these hitches is:

Step Bumper:

LUV RPO only

Deadweight Hitch:

El Camino accessory only
Blazer and Suburban RPO and accessory

Weight-Distributing Hitch Platform.

This type of hitch is recommended for all Medium and Heavy Trailers on these models. The Chevrolet-designed platform is bolted

to the frame through pre-punched holes. Ball hitch, head, equalizing and antisway assemblies are also required and are available from outside sources. Larger capacity platforms than the Chevrolet-designed platforms are also available for Suburban from outside sources. The maximum trailer weight/maximum tongue load and availability of the Chevrolet hitch platform is as follows:

El Camino:

5000/650 lbs. accessory only

Blazer:

6000/750 lbs. RPO and accessory

Suburban:

7000/800 lbs. RPO and accessory

ponents indicated in red satisfy the minimum vehicle requirements.

Larger components may be ordered for special needs or applications. Standard and not required equipment are shown in black.

To help you in ordering, each column lists the Regular Production Option number (RPO).



SUBURBAN

TRAILER CLASSIFICATION		LIGHT UP TO 2000 LBS				MEDIUM UP TO 4000 LBS				HEAVY OVER 4000 LBS			
GROSS TRAILER WEIGHT (LB) UP TO MAXIMUM TONGUE LOAD (LB)		2000 200				4000 500				8000 950	9500 1100	6500 750	8000 950
CHEVY TRUCK SERIES		C10(A)	C20(A)	K10(B)	K20(B)	C10(A)	C20(A)	K10(B)	K20(B)	C10(A)	C20(A)	K10(B)	K20(B)
MINIMUM ENGINE	350-4V8	LS9	LS9	LS9	LS9	LS9	LS9	LS9	LS9	—	—	—	—
	400-4V8	—	—	—	—	—	—	—	—	—	—	LF4	LF4
	454-4V8	—	—	—	—	—	—	—	—	LF8	LF8	—	—
TRANSMISSION (1)	AUTOMATIC	MX1	MX1	MX1	MX1	MX1	MX1	MX1	MX1	MX1	MX1	MX1	MX1
MINIMUM AXLE RATIO (GROSS TRAILER WEIGHT (LB) UP TO)		2000	2000	2000	2000	4000	4000	4000	4000	8000	9500	6500	8000
3.07 TO 1		GQ1	—	GQ1	—	—	—	—	—	HE3 (6000)	—	GQ1 (4500)	—
3.21 TO 1		—	—	—	—	—	—	—	—	—	GQ1 (6500)	—	—
3.40 TO 1		—	—	—	—	HE4	—	—	—	HE4 (7000)	—	HE4 (5500)	—
3.73 TO 1		—	—	—	GQ1	—	—	GT4	GQ1	GT4 (8000)	GT4 (8000)	GT4 (6500)	GQ1 (6500)
4.10 TO 1		—	GQ1	—	—	—	GQ1	—	—	—	GT5 (9500)	—	GT5(2) (8000)
MINIMUM TIRE SIZE	L78-15B	LB	—	LB	—	LB	—	LB	—	—	—	LB	—
	L78-15D	—	—	—	—	—	—	—	—	LK	—	—	—
	8.75X16.5C	—	TR	—	TR	—	TR	—	TR	—	TR	—	TR
BRAKES	POWER	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.
BATTERY	HEAVY DUTY, 4000 WATTS	NR	NR	NR	NR	UA1	UA1	UA1	UA1	UA1(3)	UA1(3)	UA1	UA1
COOLER	ENGINE OIL	NR	NR	NR	NR	NR	NR	NR	NR	KC4	KC4	KC4	KC4
	TRANSMISSION OIL	NR	NR	NR	NR	V02	V02	V02	V02	V02	V02	V02	V02
COOLING	HEAVY DUTY RADIATOR	NR	NR	NR	NR	V01	(4)	V01	(4)	V01	(4)	(4)	(4)
GENERATOR	37 AMP.	STD.	STD.	STD.	STD.	—	—	—	—	—	—	—	—
	63 AMP.	—	—	—	—	K81	K81	K81	K81	K81	K81	K81	K81
HARNES	TRAILER WIRING, 7-WIRE (5)	—	—	—	—	UY7	UY7	UY7	UY7	UY7	UY7	UY7	UY7
MIRRORS	CAMPER TYPE	NR	NR	NR	NR	DF2	DF2	DF2	DF2	DF2	DF2	DF2	DF2
SHOCK ABSORBERS	HD, FRONT & REAR	NR	NR	NR	NR	NR	NR	NR	NR	F51	F51	NR	NR
SPEED AND CRUISE CONTROL		NR	NR	NR	NR	K30	K30	K30	K30	K30	K30	K30	K30
SPRINGS	HEAVY DUTY—FRONT	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR
	—REAR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR
STABILIZER BAR, FRONT	HEAVY DUTY	NR	NR	STD.	STD.	F59	F58	STD.	STD.	F59	F58	STD.	STD.
STEERING	POWER	N41	N41	STD.	STD.	N41	N41	STD.	STD.	N41(2)	N41(2)	STD.	STD.
FUEL TANK	EXTRA CAPACITY—31 GAL.	NK7	NK7	NK7	NK7	—	—	—	—	—	—	—	—
	EXTRA CAPACITY—40 GAL.	—	—	—	—	NE2	NE2	NE2	NE2	NE2	NE2	NE2	NE2
TRAILER HITCH	DEADWEIGHT TYPE (5)	VR2	VR2	VR2	VR2	—	—	—	—	—	—	—	—
	WEIGHT DISTRIBUTING PLATFORM (5)	—	—	—	—	VR4	VR4	VR4	VR4	(5)	(5)	VR4	VR4

NR—NOT REQUIRED.

(A) 2-WHEEL DRIVE.

(B) 4-WHEEL DRIVE.

(1) OR 4-SPEED MANUAL TRANSMISSION (RPO-MM4) AVAILABLE WITH 350 V8 ENGINE ONLY. REQUIRES RPO-V01 COOLING.

(2) NOT AVAILABLE IN CALIFORNIA.

(3) REQUIRED WITH 454-4 V8 ENGINE.

(4) INCLUDED WITH AUTOMATIC TRANSMISSION.

(5) FOR FURTHER INFORMATION, SEE COPY BELOW.

Trailer Wiring Harness.

Chevrolet makes available two (2) types of wiring harnesses—a 5-wire and a heavy-duty 7-wire. The 5-wire harness includes a male-female connector with pigtail that must be spliced into the trailer wiring harness. The heavy-duty 7-wire harness is recommended for all trailers with brakes. It does not include a connector and the wires are taped and stowed at the rear of the frame. A

heavy-duty turn signal flasher must be installed when a wiring harness is used. Harness and flasher availability is as follows:

LUV:

Outside source only

El Camino:

—5-wire accessory only

Blazer and Suburban:

—5-wire and flasher

accessory only

—7-wire RPO and accessory

Coolers and Cooling.

Trailering creates higher than normal temperatures in coolant, engine and transmission oil. To help control these temperatures, Chevrolet offers the following options:
RPO V01. This option provides increased radiator cooling either through the use of a larger radiator, a larger fan or increased fan pitch to pull more air through the radiator. On many truck models this type of cooling is

included with the automatic transmission or factory-installed air conditioning option.

RPO V02. This is a heavy-duty automatic transmission oil cooler option. Transmission oil is circulated through a high capacity cooler located in the right-hand-side tank of the radiator.

RPO KC4. This engine oil cooler option circulates oil through a separate cooler mounted ahead of the radiator.



PICKUP

TWO WHEEL DRIVE

The charts on these two pages specify **required trailering equipment (shown in red)** and **recommended available options (shown in blue)** for both 1979 2-wheel-drive and 4-wheel-drive Chevy Pickups.

Standard and not required equipment are shown in black. This equipment is applicable to both conventional Fleetside and Stepside models in either 6½-ft. or 8-ft. box lengths. To determine the required and recommended equipment, figure your trailer's maximum

TRAILER CLASSIFICATION		LIGHT UP TO 2000 LBS			MEDIUM UP TO 4000 LBS			HEAVY OVER 4000 LBS		
GROSS TRAILER WEIGHT (LB) UP TO MAXIMUM TONGUE LOAD (LB)		2000 200			4000 500			7500 800	10,000 1100	12,000 1300
CHEVY TRUCK SERIES		C10	C20	C30	C10	C20	C30	C10	C20	C30
MINIMUM ENGINE	350-4V8	LS9	LS9	LS9	LS9	LS9	LS9	—	—	—
	454-4V8	—	—	—	—	—	—	LF8	LF8	LF8
TRANSMISSION (1)	AUTOMATIC	MX1	MX1	MX1	MX1	MX1	MX1	MX1	MX1	MX1
MINIMUM AXLE RATIO [GROSS TRAILER WEIGHT (LB) UP TO]		2000	2000	2000	4000	4000	4000	7500	10,000	12,000
	2.76 TO 1	GQ1	—	—	—	—	—	GQ1 5000	—	—
	3.07 TO 1	—	—	—	HE3	—	—	HE3 (6500)	—	—
	3.21 TO 1	—	—	—	—	—	—	—	GQ1 (7000)	—
	3.40 TO 1	—	—	—	—	—	—	HE4 (7500)	—	—
	3.73 TO 1	—	GQ1	GQ1	—	GQ1	GQ1	—	GT4 (8500)	GT4 (8500)
	4.10 TO 1	—	—	—	—	—	—	—	GT5 (10,000)	GT5 (10,000)
	4.56 TO 1	—	—	—	—	—	—	—	—	HC4 (12,000)
MINIMUM TIRE SIZE	H78-15B	HL	—	—	—	—	—	—	—	—
	L78-15B	—	—	—	LB	—	—	—	—	—
	L78-15C	—	—	—	—	—	—	LN	—	—
	8.75-16.5C	—	TC	TC	—	TC	TC	—	TC	TC
BRAKES	POWER	J50	STD.	STD.	J50	STD.	STD.	J50	STD.	STD.
BATTERY	HEAVY DUTY, 4000 WATTS	NR	NR	NR	UA1	UA1	UA1	UA1(2)	UA1(2)	UA1(2)
BUMPER	REAR CHROMED	—	—	—	—	—	—	VF1	VF1	VF1
	REAR STEP TYPE (3)	V43	V43	V43	V43	V43	V43	—	—	—
CARRIER	SPARE WHEEL, SIDE MOUNTED	NR	NR	NR	NR	NR	NR	P13	P13	P13
COOLER	ENGINE OIL	NR	NR	NR	KC4	KC4	KC4	KC4	KC4	KC4
	TRANSMISSION OIL	NR	NR	NR	V02	V02	V02	V02	V02	V02
COOLING	HEAVY DUTY	NR	NR	NR	V01	(4)	(4)	V01	(4)	(4)
GENERATOR	37 AMP.	STD.	STD.	STD.	—	—	—	—	—	—
	63 AMP.	—	—	—	K81	K81	K81	K81	K81	K81
HARNESS	TRAILER WIRING	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)
MIRRORS	CAMPER TYPE	NR	NR	NR	DF2	DF2	DF2	DF2	DF2	DF2
SHOCK ABSORBERS	HD FRONT & REAR	NR	NR	NR	F51	F51	F51	F51	F51	F51
SPEED AND CRUISE CONTROL		NR	NR	NR	K30	K30	K30	K30	K30	K30
SPRINGS	HEAVY DUTY—FRONT	NR	NR	NR	NR	NR	NR	NR	NR	NR
	—REAR	NR	NR	NR	G50	NR	NR	G50	NR	NR
STABILIZER BAR, FRONT	HEAVY DUTY	NR	NR	NR	F59	F58	F58	F59	F58	F58
STEERING	POWER	N41	N41	N41	N41	N41	N41	N41(2)	N41(2)	N41(2)
FUEL TANK										
AUXILIARY (MATCHES STD. TANK)		NR	NR	NR	NL2	NL2	NL2	NL2	NL2	NL2
TRAILER HITCH										
WEIGHT DISTRIBUTING PLATFORM (3)		—	—	—	—	—	—	(3)	(3)	(3)

NR—NOT REQUIRED.

(1) OR 4-SPEED MANUAL TRANSMISSION (RPO MM4). NOT AVAILABLE WITH 454-4V8 ON SERIES C10. REQUIRES RPO-V01 COOLING.

(2) REQUIRED WITH 454-4 V8 ENGINE.

(3) FOR FURTHER INFORMATION, SEE COPY BELOW.

(4) INCLUDED WITH AUTOMATIC TRANSMISSION.

Deadweight Type Trailer Hitch.

The step bumper is the only factory-installed type of deadweight hitch available for these models. It can be used with light and medium trailers up to 4000 lbs. with a maximum tongue load of 400 lbs. A hitch ball must be installed. Availability is as follows:

Step Bumper:
Painted (RPO V43 and Accessory)—All Pickups
Chrome (RPO V42 and Accessory)—All Pickups
Hitch Ball:
1-7/8" for Trailer up to 2000 lbs.—Accessory
2" for Trailer up to 4000 lbs.—Accessory

Weight-Distributing Hitch Platform.

This type of hitch is recommended for all medium and heavy trailers on these models when trailer exceeds 4000 lbs. and the tongue weight exceeds 400 lbs. The Chevrolet-designed platform is bolted to the frame through prepunched holes. Ball hitch, head, equalizing and antisway assemblies are also required and are available from outside

sources. Larger capacity platforms than the Chevrolet-designed platforms shown below are also available from outside sources. The maximum trailer weight/maximum tongue load and availability of the Chevrolet hitch platform is as follows:

All Pickups:
7000/800 lbs. Accessory



PICKUP

FOUR WHEEL DRIVE

loaded weight, then look down the column that either matches or exceeds this weight. The components indicated in red satisfy the minimum vehicle requirements. Larger components may be ordered for special needs or applications.

To help you in ordering, each column lists the Regular Production Option number (RPO).

TRAILER CLASSIFICATION		LIGHT UP TO 2000 LBS			MEDIUM UP TO 4000 LBS			HEAVY OVER 4000 LBS		
GROSS TRAILER WEIGHT (LB) UP TO MAXIMUM TONGUE LOAD (LB)		2000 200			4000 500			4000 800	8500 900	9500 1050
CHEVY TRUCK SERIES		K10	K20	K30	K10	K20	K30	K10	K20	K30
MINIMUM ENGINE	350-4V8	LS9	LS9	LS9	LS9	LS9	LS9	—	—	—
	400-4V8	—	—	—	—	—	—	LF4	LF4	LF4
TRANSMISSION (1)	AUTOMATIC	MX1	MX1	MX1	MX1	MX1	MX1	MX1	MX1	MX1
MINIMUM AXLE RATIO										
[GROSS TRAILER WEIGHT (LB) UP TO]		2000	2000	2000	4000	4000	4000	4000	8500	7000
2.76 TO 1		HE2	—	—	—	—	—	—	—	—
3.07 TO 1		—	—	—	GQ1	—	—	GQ1 (5000)	—	—
3.73 TO 1		—	GQ1	—	—	GQ1	—	GT4 (7000)	GQ1 (7000)	—
4.10 TO 1		—	—	GQ1	—	—	GQ1	—	GT5 (8500)	GQ1 (8000)
4.56 TO 1		—	—	—	—	—	—	—	—	HC4 (9500)
MINIMUM TIRE SIZE	L78-15B	LB	—	—	LB	—	—	LB	—	—
	8.75-16.5C	—	TC	—	—	TC	—	—	TC	—
	9.50-16.5D	—	—	UD	—	—	UD	—	—	UD
BRAKES	POWER	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.
BATTERY	HEAVY DUTY, 4000 WATTS	NR	NR	NR	UA1	UA1	UA1	UA1	UA1	UA1
BUMPER	REAR CHROMED	—	—	—	—	—	—	VF1	VF1	VF1
	REAR STEP TYPE (3)	V43	V43	V43	V43	V43	V43	—	—	—
CARRIER	SPARE WHEEL SIDE MOUNTED	NR	NR	NR	NR	NR	NR	P13	P13	P13
COOLER	ENGINE OIL	NR	NR	NR	KC4	KC4	KC4	KC4	KC4	KC4
	TRANSMISSION OIL	NR	NR	NR	V02	V02	V02	V02	V02	V02
COOLING GENERATOR	HEAVY DUTY	NR	NR	NR	V01	(3)	(3)	(3)	(3)	(3)
	37 AMP.	STD.	STD.	STD.	—	—	—	—	—	—
HARNESS	63 AMP.	—	—	—	K81	K81	K81	K81	K81	K81
	TRAILER WIRING	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)
MIRRORS	CAMPER TYPE	NR	NR	NR	DF2	DF2	DF2	DF2	DF2	DF2
SHOCK ABSORBERS	HD FRONT & REAR	NR	NR	NR	NR	NR	NR	NR	NR	NR
SPEED AND CRUISE CONTROL		NR	NR	NR	K30	K30	K30	K30	K30	K30
SPRINGS	HEAVY DUTY—FRONT	NR	NR	NR	NR	NR	NR	NR	NR	NR
	—REAR	NR	NR	NR	NR	NR	NR	NR	NR	NR
STABILIZER BAR, FRONT	HEAVY DUTY	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.
STEERING	POWER	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.
FUEL TANK	AUXILIARY (MATCHES STD. TANK)	NR	NR	NR	NL2	NL2	NL2	NL2	NL2	NL2
TRAILER HITCH	WEIGHT DISTRIBUTING PLATFORM (2)	—	—	—	—	—	—	VR4	VR4	VR4

NR—NOT REQUIRED.

(1) OR 4-SPEED MANUAL TRANSMISSION (RPO-MM4) AVAILABLE WITH 350 ENGINE. REQUIRES RPO-V01 COOLING.

(2) FOR FURTHER INFORMATION, SEE COPY BELOW.

(3) INCLUDED WITH AUTOMATIC TRANSMISSION.

Trailer Wiring Harness.

Chevrolet makes available two (2) types of wiring harnesses—a 5-wire and a heavy-duty 7-wire. The 5-wire harness includes a male-female connector with pigtail that must be plugged into the trailer wiring harness. The heavy-duty 7-wire harness is recommended for all trailers with brakes. It does not include a connector, and the wires are taped and

stowed at the rear of the frame. A heavy-duty turn signal flasher must be installed when a wiring harness is used. Harness and flasher availability is as follows:

All Pickups:

5-wire, 7-wire and flasher
Accessory only

Coolers and Cooling.

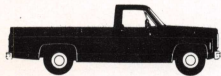
Trailering creates higher than normal temperatures in coolant, engine and transmission oil. To help control these temperatures, Chevrolet offers the following options.

RPO V01. This option provides increased radiator cooling either through the use of a larger radiator, a larger fan or increased fan pitch to pull more air through the radiator. On many truck models this type of cooling is included with

the automatic transmission or factory-installed air conditioning option.

RPO V02. This is a heavy-duty automatic transmission oil cooler option. Transmission oil is circulated through a high capacity cooler located in the right-hand-side tank of the radiator.

RPO KC4. This engine oil cooler option circulates oil through a separate cooler mounted ahead of the radiator.



PICKUP

FIFTH WHEEL WITH KING PIN-TYPE HITCH

The two charts on these pages specify **required trailering equipment (shown in red)** **recommended equipment (shown in blue)** for conventional cab and Crew Cab Pickups, both 2- and 4-wheel drive, for 5th-wheel trailering use and Crew Cab conventional trailering.

These specifications are applicable for 8-ft. Fleetside Pickups only. Standard and not required equipment are shown in black. To determine the necessary equipment, figure your trailer's maximum loaded weight, then look down the column that either matches or exceeds this

TRAILER CLASSIFICATION		HEAVY OVER 4000 LBS.				HEAVY OVER 4000 LBS.		HEAVY OVER 4000 LBS.		HEAVY OVER 4000 LBS.	
GROSS TRAILER WEIGHT (LB) UP TO		7000	10,000	7000	10,000	8500	12,000	6500	7500	7500	9000
CHEVY TRUCK SERIES		C20(A)				C30(A)		K20(B)		K30(B)	
ENGINE	350-4V8	LS9	—	LS9	—	LS9	—	LS9	—	LS9	—
	400-4V8	—	—	—	—	—	—	—	LF4	—	LF4
	454-4V8	—	LF8	—	LF8	—	LF8	—	—	—	—
		—	—	—	—	—	—	—	—	—	—
MAXIMUM GVWR (LB)		7500	7500	8200	8200	8600	8600	6800	7500	8600	8600
MAXIMUM PAYLOAD (LB)		2550	2350	3250	3050	3550	3450	1500	2200	2800	2800
TRANSMISSION (1)		AUTOMATIC				AUTOMATIC		AUTOMATIC		AUTOMATIC	
MINIMUM AXLE RATIO	GROSS TRAILER WEIGHT (LB) UP TO	7000	10,000	7000	10,000	8500	12,000	6500	7500	7500	9000
	3.21 TO 1	—	GQ1 (7000)	—	GQ1 (7000)	—	GQ1 (7000)	—	—	—	—
	3.73 TO 1	GQ1 (6000)	GT4 (8500)	GQ1 (6000)	GT4 (8500)	GT4 (6000)	GT4 (8500)	GQ1 (5500)	GQ1 (6500)	—	—
	4.10 TO 1	GT5 (7000)	GT5 (10,000)	GT5 (7000)	GT5 (10,000)	GQ1 (7000)	GT5 (10,000)	GT5 (6500)	GT5 (7500)	GQ1 (6500)	GQ1 (7500)
	4.56 TO 1	—	—	—	—	HC4 (8500)	HC4 (12,000)	—	—	HC4 (7500)	HC4 (9000)
MINIMUM TIRE SIZE	8.75-16.5D	—	—	—	—	—	—	TE	TE	—	—
	9.50-16.5D	UD	UD	UD	UD	UD	UD	—	—	UD	UD
BRAKES	HEAVY DUTY POWER	J55	J55	J55	J55	J55	J55	J55	J55	STD.	STD.
BATTERY	HEAVY DUTY, 4000 WATTS	UA1	UA1(2)	UA1	UA1(2)	UA1	UA1(2)	UA1	UA1	UA1	UA1
COOLER	ENGINE OIL	KC4	KC4	KC4	KC4	KC4	KC4	KC4	KC4	KC4	KC4
	TRANSMISSION OIL	V02	V02	V02	V02	V02	V02	V02	V02	V02	V02
COOLING	HEAVY DUTY	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)
GENERATOR	—63 AMP.	K81	K81	K81	K81	K81	K81	K81	K81	K81	K81
HARNES	TRAILER WIRING	(4)	(4)	(4)	(4)	(4)	(4)	(4)	(4)	(4)	(4)
MIRRORS	CAMPER TYPE	DF2	DF2	DF2	DF2	DF2	DF2	DF2	DF2	DF2	DF2
SHOCK ABSORBERS	HD FRONT & REAR	F51	F51	F51	F51	F51	F51	F51	F51	F51	F51
SPEED AND CRUISE CONTROL		K30	K30	K30	K30	K30	K30	K30	K30	K30	K30
SPRINGS	HEAVY DUTY—FRONT	NR	NR	F60	F60	NR	NR	F60	F60	STD.	STD.
	—REAR	G50	G50	G51	G51	STD.	STD.	NR	NR	NR	NR
STABILIZER BAR, FRONT	HEAVY DUTY	F58	F58	F58	F58	F58	F58	STD.	STD.	STD.	STD.
STEERING	POWER	N41	N41(2)	N41	N41(2)	N41	N41(2)	STD.	STD.	STD.	STD.
FUEL TANK	AUXILIARY (MATCHES STD. TANK)	NL2	NL2	NL2	NL2	NL2	NL2	NL2	NL2	NL2	NL2

NR—NOT REQUIRED.

(A) 2-WHEEL DRIVE.

(B) 4-WHEEL DRIVE.

(1) OR 4-SPEED MANUAL TRANSMISSION (RPO-MM4) AVAILABLE WITH 350 V8 ENGINE. REQUIRES RPO-V01 COOLING.

(2) REQUIRED WITH 454 V8 ENGINE.

(3) INCLUDED WITH AUTOMATIC TRANSMISSION.

(4) FOR FURTHER INFORMATION, SEE COPY BELOW.

Deadweight Type Trailer Hitch.

The step bumper is the only factory-installed type of deadweight hitch available for these models. It can be used with light and medium trailers up to 4000 lbs. with a maximum tongue load of 400 lbs. A hitch ball must be installed. Availability is as follows:

Step Bumper:

Painted (RPO V43 and Accessory)—All Pickups
Chrome (RPO V42 and Accessory)—All Pickups
Hitch Ball:

1-7/8" for Trailer up to 2000 lbs.—Accessory
2" for Trailer up to 4000 lbs.—Accessory

5th Wheel Type Trailer Hitch.

There are two (2) types of pickup 5th wheel hitch installations used today. The first has the 5th wheel mounted on a bar which is supported by brackets mounted over or on the fender housings. The kingpin is mounted on the trailer. With the other type, the kingpin is mounted in the bed of the pickup box and the 5th wheel is mounted on the trailer. This type of hitch is supplied and installed by the trailer manufacturer.

Trailer Wiring Harness.

Chevrolet makes available two (2) types of wiring harnesses—a 5-wire and a heavy-duty 7-wire. The 5-wire harness includes a male-female connector with pigtail that must be spliced into the trailer wiring harness. The heavy-duty 7-wire harness is recommended for all trailers with brakes. It does not include a connector, and the wires are taped and stowed at the rear of

weight. Towing a 5th-wheel vehicle requires paying attention to the maximum GVW rating and payload shown for application. These weights should not be exceeded. The weight of any additional equipment and all passengers must be subtracted from the payload

weight shown to determine available kingpin load.

The components indicated in **red** satisfy the minimum vehicle requirements. Larger components may be ordered.

To help you in ordering, each column lists the Regular Production Option number (RPO).



CREW CAB (1)

REGULAR AND FIFTH WHEEL WITH KING PIN-TYPE HITCH

		PICKUPS— CREW CAB (1)						PICKUPS—CREW CAB (1) 5TH WHEEL		
TRAILER CLASSIFICATION		LIGHT UP TO 2000 LBS		MEDIUM UP TO 4000 LBS		HEAVY OVER 4000 LBS		HEAVY OVER 4000 LBS		
GROSS TRAILER WEIGHT (LB) UP TO MAXIMUM TONGUE LOAD (LB)		2000 200		4000 500		11,000 1200	6500 750	11,000	11,000	6500
CHEVY TRUCK SERIES		C20 & C30(A)	K30(B)	C20 & C30(A)	K30(B)	C20 & C30(A)	K30(B)	C20(A)	C30(A)	K30(B)
MINIMUM ENGINE	350-4V8	LS9	LS9	LS9	LS9	—	—	—	—	—
	400-4V8	—	—	—	—	—	LF4	—	—	LF4
	454-4V8	—	—	—	—	LF8	—	LF8	LF8	—
MAXIMUM GVWR (LB)		—	—	—	—	—	—	8200	9000	9200
MAXIMUM PAYLOAD		—	—	—	—	—	—	2050	2700	2500
TRANSMISSION (2) AUTOMATIC		MX1	MX1	MX1	MX1	MX1	MX1	MX1	MX1	MX1
MINIMUM AXLE RATIO (GROSS TRAILER WEIGHT (LB) UP TO)		2000	2000	4000	4000	11,000	6500	11,000	11,000	6500
	3.21 TO 1	—	—	—	—	GQ1-6000	—	GQ1-6000	GQ1-6000	—
	3.73 TO 1	GQ1(D)	—	GQ1(D)	—	GT4-7500	—	GT4-7500	GT4-7500	—
	4.10 TO 1	GQ1(C)	GQ1	GQ1(C)	GQ1	GT5-9000	GQ1-7000	GT5-9000	GT5-9000	GQ1-7000
	(3) 4.56 TO 1	—	—	—	—	HC4-11,000	HC4-8500	HC4-11,000	HC4-11,000	HC4-8500
MINIMUM TIRE SIZE	9.50-16.5D	UD(C)	UD	UD(C)	UD	UD(C)	UD	UD	—	UD
	9.50-16.5E	UG(D)	—	UG(D)	—	UG(D)	—	—	UG	—
BRAKES HEAVY DUTY POWER		STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.	STD.
BATTERY HEAVY DUTY, 4000 WATTS		NR	NR	UA1	UA1	UA1(4)	UA1(4)	UA1(4)	UA1(4)	UA1
BUMPER REAR CHROMED		—	—	—	—	VF1	VF1	—	—	—
BUMPER REAR STEP TYPE (5)		V43	V43	V43	V43	—	—	NR	NR	NR
CARRIER SPARE WHEEL SIDE MOUNTED		NR	NR	NR	NR	P13	P13	NR	NR	NR
COOLER	ENGINE OIL	NR	NR	KC4	KC4	KC4	KC4	KC4	KC4	KC4
	TRANSMISSION OIL	NR	NR	V02	V02	V02	V02	V02	V02	V02
COOLING HEAVY DUTY		(6)	(6)	(6)	(6)	(6)	(6)	(6)	(6)	(6)
GENERATOR	37 AMP.	STD.	STD.	—	—	—	—	—	—	—
	63 AMP.	NR	NR	K81	K81	K81	K81	K81	K81	K81
HARNESS TRAILER WIRING		(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)
MIRRORS CAMPER TYPE		DF2	DF2	DF2	DF2	DF2	DF2	DF2	DF2	DF2
SHOCK ABSORBERS HD FRONT & REAR		NR	NR	F51	F51	F51	F51	F51	F51	F51
SPEED AND CRUISE CONTROL		K30	K30	K30	K30	K30	K30	K30	K30	K30
SPRINGS	HEAVY DUTY—FRONT	NR	NR	NR	NR	NR	NR	NR	NR	NR
	—REAR	NR	NR	NR	NR	NR	NR	NR	NR	NR
STABILIZER BAR, FRONT HEAVY DUTY		NR	NR	F58	F58	F58	F58	F58	F58	F58
STEERING POWER		N41	STD.	N41	STD.	N41(3)	STD.	N41(4)	N41(4)	STD.
FUEL TANK AUXILIARY (MATCHES STD. TANK)		—	—	NL2	NL2	NL2	NL2	NL2	NL2	NL2
TRAILER HITCH WEIGHT DISTRIBUTING PLATFORM(5)		—	—	—	—	(5)	(5)	—	—	—

NR—NOT REQUIRED

(A) 2-WHEEL DRIVE. (C) C20 SERIES.
(B) 4-WHEEL DRIVE. (D) C30 SERIES.
(1) BONUS CAB MODEL ALSO AVAILABLE.

(2) OR 4-SPEED MANUAL TRANSMISSION (RPO-MM4) AVAILABLE WITH 350 V8 ENGINE. REQUIRES RPO-V01 COOLING.
(3) NOT AVAILABLE ON C20 MODELS, OR K30 MODELS WITH SINGLE REAR TIRES.

(4) REQUIRED WITH 454 V8 ENGINE.
(5) FOR FURTHER INFORMATION, SEE COPY BELOW.
(6) INCLUDED WITH AUTOMATIC TRANSMISSION.

the frame. A heavy-duty turn signal flasher must be installed when a wiring harness is used. Harness and flasher availability is as follows:

All Pickups:

5-wire, 7-wire and flasher
Accessory only

Coolers and Cooling.

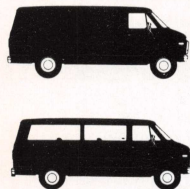
Trailering creates higher than normal temperatures in coolant, engine and transmission oil. To help control these temperatures, Chevrolet offers the following options.

RPO V01. This option provides increased radiator cooling either through the use of a larger radiator, a larger fan or increased fan pitch to pull more air through the radiator.

On many truck models this type of cooling is included with the automatic transmission or factory-installed air conditioning option.

RPO V02. This is a heavy-duty automatic transmission oil cooler option. Transmission oil is circulated through a high capacity cooler located in the right-hand-side tank of the radiator.

RPO KC4. This engine oil cooler option circulates oil through a separate cooler mounted ahead of the radiator.



CHEVY VAN CARAVAN, NOMAD SPORT VAN

The chart below specifies required trailering equipment (shown in red) and recommended available options (shown in blue) for 1979 Chevy Van and Sportvan models. The chart on page 19 specifies required trailering

equipment (shown in red) and recommended available options (shown in blue) for both regular and Crew Cab 2-wheel-drive and 4-wheel-drive pickups for conventional commercial trailering applications. Standard and not required equipment are shown

TRAILER CLASSIFICATION		LIGHT UP TO 2000 LBS			MEDIUM UP TO 4000 LBS			HEAVY OVER 4000 LBS		
GROSS TRAILER WEIGHT (LB) UP TO MAXIMUM TONGUE LOAD (LB)		2000 200			4000 400(A)			5000 650	6000 750	7000 800
CHEVY TRUCK SERIES		G10	G20	G30	G10	G20	G30	G10	G20	G30
MINIMUM ENGINE	350-4V8	LS9	LS9	LS9	LS9	LS9	LS9	LS9	—	—
	400-4V8	—	—	—	—	—	—	—	LF4	LF4
TRANSMISSION	AUTOMATIC	MX1	MX1	MX1	MX1	MX1	MX1	MX1	MX1	MX1
MINIMUM AXLE RATIO	[GROSS TRAILER WEIGHT (LB) UP TO]	2000	2000	2000	4000	4000	4000	5000	6000	7000
	3.08 to 1	HE3	HE3	—	—	—	—	—	—	—
	3.21 to 1	—	—	GQ1	—	—	—	—	—	—
	3.42 to 1	—	—	—	HE4	HE4	—	HE4	HE4	—
	3.75 to 1	—	—	—	—	—	GX4	—	—	—
	4.09 to 1	—	—	—	—	—	—	—	—	GX5
MINIMUM TIRE SIZE	GR78-15B	KF	—	—	KF	—	—	KF	—	—
	J78-15B	—	JC	—	—	JC	—	—	JC	—
	8.00x16.5C	—	—	SC	—	—	—	—	—	—
	8.75x16.5C	—	—	—	—	—	TC	—	—	TC
BRAKES	POWER	J50(1)	STD.	STD.	J50(1)	STD.	STD.	J50(1)	STD.	STD.
BATTERY	HEAVY DUTY, 4000 WATTS	NR	NR	NR	UA1	UA1	UA1	UA1	UA1	UA1
BUMPER	REAR STEP TYPE (2)	V43	V43	V43	V43	V43	V43	(2)	(2)	(2)
COOLER	ENGINE OIL	NR	NR	NR	NR	KC4	KC4	NR	KC4	KC4
	TRANSMISSION OIL	NR	NR	NR	V02	V02	V02	V02	V02	V02
COOLING	HEAVY DUTY RADIATOR	V01	(3)	(3)	V01	(3)	V05	V01	V05	V05
GENERATOR	37 AMP.	STD.	STD.	STD.	—	—	—	—	—	—
	63 AMP.	—	—	—	K81	K81	K81	K81	K81	K81
HARNESS	TRAILER WIRING—5-WIRE (2)	—	—	—	—	—	—	—	—	—
	—7-WIRE (2)	—	—	—	—	—	—	—	—	—
SHOCK ABSORBERS	HD FRONT & REAR	NR	NR	NR	NR	NR	NR	NR	NR	NR
SPEED AND CRUISE CONTROL		NR	NR	NR	K30	K30	K30	K30	K30	K30
SPRINGS	HEAVY DUTY—FRONT	NR	NR	NR	NR	NR	NR	NR	NR	NR
	—REAR	NR	NR	NR	NR	NR	NR	NR	NR	NR
STABILIZER BAR, FRONT	HEAVY DUTY	NR	NR	NR	F59	F59	F59	F59	F59	F59
STEERING	POWER	N40	N40	N40	N40	N40	N40	N40	N40	N40
FUEL TANK	EXTRA CAPACITY—36 GAL.	—	—	—	NL7	NL7	NL7	NL7	NL7	NL7
TRAILER HITCH	DEAD WEIGHT	(2)	(2)	(2)	—	—	—	—	—	—
	WEIGHT-DISTRIBUTING PLATFORM	—	—	—	(2)	(2)	(2)	(2)	(2)	(2)

NR—NOT REQUIRED.

(A) 400 LBS ON STEP BUMPER OR 500 LBS ON WEIGHT-DISTRIBUTING PLATFORM

(1) FOR CHEVY VAN. STANDARD ON SPORTVAN.

(2) FOR FURTHER INFORMATION, SEE COPY BELOW.

(3) INCLUDED WITH AUTOMATIC TRANSMISSION.

Deadweight Type Trailer Hitch. (Vans)

There are two (2) types available on these models. A deadweight hitch with a 1½" diameter hitch ball for light trailers up to 2000 lbs. This hitch is bolted to both the frame and the rear bumper. The other type is a step bumper with either a 1½" or 2" hitch ball for light or medium trailers up to 4000 lbs. with a tongue weight of 400 lbs. Availability of these hitches is as follows:

Deadweight:

Chevy Van and Sportvan
Accessory only

Step Bumper:

Chevy Van and Sportvan
RPO and Accessory

Deadweight Type Trailer Hitch. (Pickups)

The step bumper is the only factory-installed type of deadweight hitch available for these models. It can be used with light and medium trailers up to 4000 lbs. with a maximum tongue load of 400 lbs. A hitch ball must be installed. Availability is as follows:

Step Bumper:

Painted (RPO V43 and
Accessory)—All Pickups
Chrome (RPO V42 and
Accessory)—All Pickups
Hitch Ball:

1-7/8" for Trailer up to
2000 lbs.—Accessory
2" for Trailer up to 4000 lbs.
—Accessory

Weight-Distributing Hitch Platform.

This type of hitch is recommended for all medium and heavy trailers on these models. The Chevrolet-designed platform is bolted through pre-punched holes. Ball hitch, head, equalizing and antisway assemblies are also required and are available from outside sources. Larger capacity platforms than the Chevrolet-designed platforms for pickups are also available from outside

sources. The maximum trailer weight/maximum tongue load and availability of the Chevrolet hitch platform is as follows:

Chevy Van and Sportvan:

7000/800 lbs. Accessory only
All Pickups:

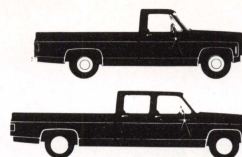
7000/800 lbs. Accessory only

in black. To determine the necessary equipment, figure your trailer's maximum loaded weight, then look down the column that either matches or exceeds this weight.

The components indicated in red satisfy the minimum vehicle requirements. Larger

components may be ordered for special needs or applications.

To help you in ordering, each column lists the Regular Production Option number (RPO).



PICKUP CREW CAB⁽¹⁾

CAB TYPE		REGULAR CAB						CREW CAB(1)			
TRAILER CLASSIFICATION		MEDIUM UP TO 4000 LBS			HEAVY OVER 4000 LBS			MEDIUM UP TO 4000 LBS		HEAVY OVER 4000 LBS	
GROSS TRAILER WEIGHT (LB) UP TO MAXIMUM TONGUE LOAD (LB)		4000 500			12,000 1400	8500 1000	9800 1150	4000 500		11,000 1300	8800 1000
CHEVY TRUCK SERIES		C20 & C30(A)	K20(B)	K30(B)	C20 & C30(A)	K20(B)	K30(B)	C30(A)	K30(B)	C30(A)	K30(B)
MINIMUM ENGINE	350-V48	LS9	LS9	LS9	—	—	—	LS9	LS9	—	—
	400-4V8	—	—	—	—	LF4	LF4	—	—	—	LF4
	454-4V8	—	—	—	LF8	—	—	—	—	LF8	—
TRANSMISSION	4-SPEED MANUAL	MM4	MM4	MM4	MM4	—	—	MM4	MM4	MM4	—
	AUTOMATIC	—	—	—	—	MX1	MX1	—	—	—	MX1
MINIMUM AXLE RATIO	[GROSS TRAILER WEIGHT (LB) UP TO]	4000	4000	4000	12,000	8500	9800	4000	4000	11,000	8800
	3.21 TO 1	—	—	—	GQ1-7000	—	—	—	—	—	—
	3.73 TO 1	GQ1	GQ1	—	GT4-8500	GQ1-7000	—	GQ1	—	GT4-7500	—
	4.10 TO 1	—	—	GQ1	GT5-10,000	GT5-8500	GQ1-8500	—	GT5	GT5-9000	GQ1-7000
	4.56 TO 1	—	—	—	HC4-12,000	—	HC4-9800	—	—	HC4-11,000	HC4-8800
MINIMUM TIRE SIZE	9.50-16.5D	TE	TE	TE	—	—	—	—	UD	—	UD
	9.50-16.5E	—	—	—	UD	UD	UD	UG	—	UG	—
BRAKES	HEAVY DUTY POWER	J55	J55	STD.	J55	J55	STD.	STD.	STD.	STD.	STD.
BATTERY	HEAVY DUTY, 4000 WATTS	UA1	UA1	UA1	UA1(2)	UA1	UA1	UA1	UA1	UA1(2)	UA1
BUMPER	REAR PAINTED	NR	NR	NR	V38	V38	V38	NR	NR	V38	V38
	REAR STEP TYPE (3)	V43	V43	V43	—	—	—	V43	V43	—	—
CARRIER	SPARE WHEEL SIDE MOUNTED	NR	NR	NR	P13	P13	P13	NR	NR	P13	P13
COOLER	ENGINE OIL	KC4	KC4	KC4	KC4	KC4	KC4	KC4	KC4	KC4	KC4
	TRANSMISSION OIL	—	—	—	—	V02	V02	—	—	—	V02
OLING	HEAVY DUTY	V01	V01	V01	V01	(4)	(4)	V01	V01	V01	(4)
GENERATOR	63 AMP.	K81	K81	K81	K81	K81	K81	K81	K81	K81	K81
HARNESS	TRAILER WIRING	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)
MIRRORS	CAMPER TYPE	DF2	DF2	DF2	DF2	DF2	DF2	DF2	DF2	DF2	DF2
SHOCK ABSORBERS	HD FRONT	F51	F51	F51	F51	F51	F51	F51	F51	F51	F51
SPRINGS	HEAVY DUTY—FRONT	NR	F60	STD.	F60	F60	STD.	NR	STD.	NR	STD.
	—REAR	G50	NR	NR	G51	NR	NR	NR	NR	G51	NR
STABILIZER BAR, FRONT	HEAVY DUTY	F58	STD.	STD.	F58	STD.	STD.	F58	STD.	F58	STD.
STEERING	POWER	N41	STD.	STD.	N41(2)	STD.	STD.	N41	STD.	N41(2)	STD.
FUEL TANK	AUXILIARY (MATCHES STD. TANK)	NL2	NL2	NL2	NL2	NL2	NL2	NL2	NL2	NL2	NL2
TRAILER HITCH	WEIGHT DISTRIBUTING PLATFORM (3)	—	—	—	(3)	(3)	(3)	—	—	(3)	(3)
	TRAILER HITCH BALL USED WITH STEP BUMPER—2" DIA.	—	—	—	—	—	—	(3)	(3)	—	—

NR—NOT REQUIRED. (B) 4-WHEEL DRIVE.

(A) 2-WHEEL DRIVE. (1) BONUS CAB ALSO AVAILABLE. (3) FOR FURTHER INFORMATION, SEE COPY BELOW.

(2) REQUIRED WITH 454-4 ENGINE.

(4) INCLUDED WITH AUTOMATIC TRANSMISSION.

Trailer Wiring Harness.

Chevrolet makes available two (2) types of wiring harnesses—a 5-wire and a heavy-duty 7-wire. The 5-wire harness includes a male-female connector with pigtail that must be spliced into the trailer wiring harness. The heavy-duty 7-wire harness is recommended for all trailers with brakes. It does not include a connector, and the wires are taped and stowed at the rear of the frame. A

heavy-duty turn signal flasher must be installed when a wiring harness is used. Harness and flasher availability is as follows:

Chevy Van and Sportvan:
5-wire and flasher Accessory only
All Pickups:
5-wire, 7-wire and flasher Accessory only

Coolers and Cooling.

Trailering creates higher than normal temperatures in coolant, engine and transmission oil. To help control these temperatures, Chevrolet offers the following options.

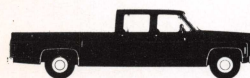
RPO VO1. This option provides increased radiator cooling either through the use of a larger radiator, a larger fan or increased fan pitch to pull more air through the radiator. On many truck models this type of cooling is included with the automatic transmission or factory-installed air conditioning option.

RPO VO2. This is a heavy-duty automatic transmission oil cooler option. Transmission oil is circulated through a high capacity cooler located in the right-hand-side tank of the radiator.

RPO KC4. This engine oil cooler option circulates oil through a separate cooler mounted ahead of the radiator on Pickup models and is located in the radiator left-hand-side tank on Van models.



PICKUP



CREW CAB (1) FIFTH WHEEL

The chart below is specially prepared for Chevy regular and Crew Cab pickups for commercial 5th wheel applications. On page 21 you'll find the same type charts for Cab Chassis models. See pages 16

and 17 for special equipment considerations.

To determine the necessary equipment, figure your trailer's maximum loaded weight, then look down the column that either matches or

5TH WHEEL TRAILERS		REGULAR CAB—PICKUPS				CREW CAB (1)		
TRAILER CLASSIFICATION		HEAVY—OVER 4000 LBS				HEAVY—OVER 4000 LBS		
GROSS TRAILER WEIGHT (LB) UP TO		11,500	13,500	8500	9800	10,500	12,500	8800
CHEVY TRUCK SERIES		C20(A)	C30(A)	K20(B)	K30(B)	C20(A)	C30(A)	K30(B)
ENGINE	350-4V8	LS9	LS9	—	—	—	—	—
	400-4V8	—	—	LF4	LF4	—	—	LF4
	454-4V8	LF8	LF8	—	—	LF8	LF8	—
MAXIMUM GVWR (LB)		8200	9000	8400	9200	8200	9000	9200
MAXIMUM PAYLOAD (LB)		3050	4175	3250	3200	2700	3450	2625
TRANSMISSION	4-SPEED MANUAL	MM4	MM4	—	—	MM4	MM4	—
	AUTOMATIC	—	—	MX1	MX1	—	—	MX1
MINIMUM AXLE RATIO		11,500	13,500	8500	8300	10,500	12,500	7300
MINIMUM AXLE RATIO	(TRAILER WEIGHT (LB) UP TO)	11,500	13,500	8500	8300	10,500	12,500	7300
	4.10 TO 1 W/350 V8 ENGINE	GT5 (8500)	—	GT5 (8500)	—	—	—	—
	4.56 TO 1 W/350 V8 ENGINE	—	HC4 (10,000)	—	—	—	—	—
	4.10 TO 1 W/400 V8 ENGINE	—	—	—	GQ1 (8300)	—	—	GQ1 (7300)
	4.10 TO 1 W/454 V8 ENGINE	GT5 (11,500)	GT5 (11,500)	—	—	GT5 (10,500)	GT5 (10,500)	—
	4.56 TO 1 W/454 V8 ENGINE	—	HC4 (13,500)	—	—	—	HC4 (12,500)	—
MINIMUM TIRE SIZE	8.75 x 16.5C (DUALS)	—	—	—	—	—	—	—
	9.50-16.5D	UD	—	UD	UD	UD	—	UD
	9.50-16.5E	—	UG	—	—	—	UG	—
BRAKES	HEAVY DUTY POWER	J55	J55	J55	J55	STD.	STD.	STD.
BATTERY	HEAVY DUTY, 4000 WATTS	UA1	UA1	UA1	UA1	UA1(2)	UA1(2)	UA1
COOLER	ENGINE OIL	KC4	KC4	KC4	KC4	KC4	KC4	KC4
	TRANSMISSION OIL	V02	V02	V02	V02	V02	V02	V02
COOLING	HEAVY DUTY	V01	V01	(4)	(4)	V01	V01	(4)
GENERATOR	—63 AMP.	K81	K81	K81	K81	K81	K81	K81
HARNES	TRAILER WIRING	(3)	(3)	(3)	(3)	(3)	(3)	(3)
MIRRORS	CAMPER TYPE	DF2	DF2	DF2	DF2	DF2	DF2	DF2
SHOCK ABSORBERS	HD FRONT & REAR	F51	F51	F51	F51	F51	F51	F51
SPRINGS	HEAVY DUTY—FRONT	F60	F60	F60	STD.	NR	NR	STD.
	—REAR	G51	G51	NR	NR	NR	G51	NR
STABILIZER BAR	HEAVY DUTY	F58	F58	STD.	STD.	F58	F58	STD.
STEERING	POWER	N41(2)	N41(2)	STD.	STD.	N41(2)	N41(2)	STD.
FUEL TANK	AUXILIARY (MATCHES STD. TANK)	NL2	NL2	NL2	NL2	NL2	NL2	NL2
WHEELS	DUAL REAR CONVERSION	—	—	—	—	—	—	—

NR—NOT REQUIRED.

(A) 2-WHEEL DRIVE.

(B) 4-WHEEL DRIVE

(1) BONUS CAB ALSO AVAILABLE

(2) REQUIRED WITH 454 V8 ENGINE.

(3) FOR FURTHER INFORMATION, SEE COPY BELOW.

(4) INCLUDED WITH AUTOMATIC TRANSMISSION

MAXIMUM GROSS COMBINATION WEIGHT RATING (GCWR) FOR 5TH WHEEL

COMMERCIAL TRAILERING IS 18,500 LBS. FOR C MODELS AND 15,500 LBS. FOR K MODELS

5th Wheel Type Trailer Hitch.

There are two (2) types of pickup 5th wheel hitch installations used today. The first has the 5th wheel mounted on a bar which is supported by brackets mounted over or on the fender housings. The

kingpin is mounted on the trailer. With the other type, the kingpin is mounted in the bed of the pickup box and the 5th wheel is mounted on the trailer. This type of hitch is supplied and installed by the trailer manufacturer.

Trailer Wiring Harness.

Chevrolet makes available two (2) types of wiring harnesses—a 5-wire and a heavy-duty 7-wire. The 5-wire harness includes a male-female connector with pigtail that must be spliced into the trailer wiring

harness. The heavy-duty 7-wire harness is recommended for all trailers with brakes. It does not include a connector, and the wires are taped and stowed at the rear of the frame. A heavy-duty turn signal flasher must be installed when a wiring

exceeds this weight. The components indicated in red satisfy the minimum vehicle requirements. Recommended table options are shown in blue.

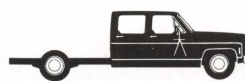
Standard and not required

equipment are shown in black. Larger components may be ordered for special needs or applications.

To help you in ordering, each column lists the Regular Production Option number (RPO).



CHASSIS CAB



CREW CAB⁽¹⁾

FIFTH WHEEL

5TH WHEEL TRAILERS		REGULAR CAB—CHASSIS CAB				CREW CAB (1)			CHASSIS CAB W/DUAL REAR	
TRAILER CLASSIFICATION		HEAVY—OVER 4000 LBS				HEAVY—OVER 4000 LBS			HEAVY—OVER 4000 LBS	
GROSS TRAILER WEIGHT (LB) UP TO		11,500	13,500	8500	9800	10,500	12,500	8800	13,500	9800
CHEVY TRUCK SERIES		C20(A)	C30(A)	K20(B)	K30(B)	C20(A)	C30(A)	K30(B)	C30(A)	K30(B)
ENGINE	350-4V8	LS9	LS9	—	—	—	—	—	—	—
	400-4V8	—	—	LF4	LF4	—	—	LF4	—	LF4
	454-4V8	LF8	LF8	—	—	LF8	LF8	—	LF8	—
MAXIMUM GVWR (LB)		8200	9000	8400	9200	8200	9000	9200	10,000	10,000
MAXIMUM PAYLOAD (LB)		3500	4625	3700	3650	3150	3900	3725	5250	4650
TRANSMISSION	4-SPEED MANUAL	MM4	MM4	—	—	MM4	MM4	—	MM4	—
	AUTOMATIC	—	—	MX1	MX1	—	—	MX1	—	MX1
MINIMUM AXLE RATIO										
[TRAILER WEIGHT (LB) UP TO]		11,500	13,500	8500	8300	10,500	12,500	7300	13,500	8300
4.10 TO 1 W/350 V8 ENGINE		GT5 (8500)	—	GT5 (8500)	—	—	—	—	—	—
4.56 TO 1 W/350 V8 ENGINE		—	HC4 (10,000)	—	—	—	—	—	—	—
4.10 TO 1 W/400 V8 ENGINE		—	—	—	GQ1 (8300)	—	—	GQ1 (7300)	—	GQ1 (8300)
4.10 TO 1 W/454 V8 ENGINE		GT5 (11,500)	GT5 (11,500)	—	—	GT5 (10,500)	GT5 (10,500)	—	—	—
4.56 TO 1 W/454 V8 ENGINE		—	HC4 (13,500)	—	—	—	HC4 (12,500)	—	HC4 (13,500)	—
MINIMUM TIRE SIZE	8.75 x 16.5C (DUALS)	—	—	—	—	—	—	—	TC	—
	9.50-16.5D	UD	—	UD	UD	UD	—	UD	—	UD
	9.50-16.5E	—	UG	—	—	—	UG	—	—	—
BRAKES	HEAVY DUTY POWER	J55	J55	J55	J55	STD.	STD.	STD.	J55	J55
BATTERY	HEAVY DUTY, 4000 WATTS	UA1(2)	UA1(2)	UA1	UA1	UA1(2)	UA1(2)	UA1	UA1(2)	UA1
COOLER	ENGINE OIL	KC4	KC4	KC4	KC4	KC4	KC4	KC4	KC4	KC4
	TRANSMISSION OIL	V02	V02	V02	V02	V02	V02	V02	V02	V02
COOLING	HEAVY DUTY	V01	V01	(4)	(4)	V01	V01	(4)	V01	(4)
GENERATOR	—63 AMP.	K81	K81	K81	K81	K81	K81	K81	STD.	STD.
HARNESS	TRAILER WIRING	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)
MIRRORS	CAMPER TYPE	DF2	DF2	DF2	DF2	DF2	DF2	DF2	DF2	DF2
SHOCK ABSORBERS	HD FRONT & REAR	F51	F51	F51	F51	F51	F51	F51	F51	F51
SPRINGS	HEAVY DUTY—FRONT	F60	F60	F60	STD.	NR	NR	STD.	F60	STD.
	—REAR	G51	G51	NR	NR	NR	G51	NR	w/Dual Rear	w/Dual Rear
STABILIZER BAR	HEAVY DUTY	F58	F58	STD.	STD.	F58	F58	STD.	F58	STD.
STEERING	POWER	N41(2)	N41(2)	STD.	STD.	N41(2)	N41(2)	STD.	N41(2)	STD.
FUEL TANK	AUXILIARY (MATCHES STD. TANK)	NL2	NL2	NL2	NL2	NL2	NL2	NL2	NL2	NL2
WHEELS	DUAL REAR CONVERSION	—	—	—	—	—	—	—	R05	R05

NR—NOT REQUIRED.

(A) 2-WHEEL DRIVE.

(B) 4-WHEEL DRIVE.

(1) BONUS CAB ALSO AVAILABLE.

(2) REQUIRED WITH 454 V8 ENGINE.

(3) FOR FURTHER INFORMATION, SEE COPY BELOW.

(4) INCLUDED WITH AUTOMATIC TRANSMISSION.

MAXIMUM GROSS COMBINATION WEIGHT RATING (GCWR) FOR 5TH WHEEL COMMERCIAL TRAILERING IS 18,500 LBS. FOR C MODELS AND 15,500 LBS. FOR K MODELS

harness is used. Harness and flasher availability is as follows:

All Pickups:

5-wire, 7-wire and flasher

Accessory only

Coolers and Cooling.

Trailering creates higher than normal temperatures in coolant, engine and transmission oil. To help control these temperatures, Chevrolet offers the following options.

RPO VO1. This option provides increased radiator cooling either through the use of a larger radiator, a larger fan or increased fan pitch to pull more air through the radiator. On many truck models this type of cooling is included with the automatic transmission or factory-installed air conditioning option.

RPO VO2. This is a heavy-duty automatic transmission oil cooler option. Transmission oil is circulated through a high capacity cooler located in the right-hand-side tank of the radiator.

RPO KC4. This engine oil cooler option circulates oil through a separate cooler mounted ahead of the radiator.

AVAILABLE TRUCK EQUIPMENT

This page highlights popular available equipment items to customize your trailering vehicle. Check your Chevrolet dealer for complete information on these and many other items. Several of the available car options described on pages 8 and 9 are applicable here, too.

Engine Oil Cooler.

Valuable addition to any hard working truck, these extra cooling coils help prevent overheating of engine oil while trailering, hauling or on any hot, heavy job. (Factory-installed RPO KC4, also dealer accessory. Part Nos. 995335 for C10-20-30, 995336 for K10-20-30 and 995433 for G10-20-30.)

Transmission Oil Cooler.

Ideal for trailering. Helps control transmission oil

temperature during heavy use and long hauls. Especially important for highway grade traveling. (Factory-installed RPO VO2 which is located in the radiator or dealer accessory which is externally mounted ahead of the radiator. Part No. 559597 for C and K10-20-30.)

Weight-Distributing Trailer Hitch Platform.

Engineered specifically for Chevy trucks, this heavy-duty platform is built to handle the

really big loads—up to 7,000 pounds with an 800-pound tongue weight. Includes 2" square receiver.

Do not exceed weight stamped on each hitch. Installation is easy with no welding required. The platform is bolted to the truck through prepunched holes in the frame.

(Factory-installed option for Blazer and Suburban or dealer accessory.)

Deadweight Trailer Hitch.

For light utility and boat

trailers—up to 2,000 pounds with a 200-pound maximum tongue weight. Includes 1½" hitch ball. This rugged hitch is compatible with regular production equipment. (Factory-installed option or dealer accessory.)

Hitch Balls.

1½" trailer hitch balls available for deadweight hitch and both 1½" and 2" diameter trailer hitch balls available for use with step-type bumper. (Dealer accessory only.)

TRAILER HITCH ACCESSORY PART NUMBERS

TYPE OF HITCH	LIGHT UP TO 2000 LBS. 200-LB. TONGUE LOAD	MEDIUM UP TO 4000 LBS. 400-LB. TONGUE LOAD	HEAVY UP TO 6000 LBS. 750-LB. TONGUE LOAD	HEAVY UP TO 7000 LBS. 850-LB. TONGUE LOAD
	DEADWEIGHT (1)	REAR STEP BUMPER (3)	WEIGHT-DISTRIB. PLATFORM	WEIGHT-DISTRIB. PLATFORM
LUV SERIES 8		994824 (5)		
EL CAMINO	995740		995747 (6)	
BLAZER	995262		994578	
SUBURBAN	995262			996197
CHEVY VAN AND SPORTVAN	995742	994898		995745
FLEETSIDE PICKUP	995262 (2)	994411		994582 (2) (4)
STEPSIDE PICKUP		994410		994582 (2) (4)

1. DEADWEIGHT HITCH INCLUDES 1½" BALL.

2. REQUIRES A REAR BUMPER.

3. 1½" BALL FOR STEP-TYPE BUMPER—PART NO. 981148.

2" BALL FOR STEP-TYPE BUMPER—PART NO. 980670.

4. NOT AVAILABLE WITH UNDERFRAME SPARE TIRE CARRIER.

5. MAXIMUM 2000 LB. TRAILER WITH 200 LB. TONGUE LOAD.

6. MAXIMUM TRAILER WEIGHT 5000 LBS.

MAXIMUM TONGUE LOAD 600 LBS.

TRAILERING TIPS

Towing a trailer requires a certain amount of experience before setting out for the open road. Get to know your rig. Learn the "feel" of the added weight of the trailer.

About Engine Cooling When Trailering

Your cooling system may temporarily overheat during severe operating conditions, such as:

- Climbing a long hill on a hot day,
- Stopping after high speed driving,

- Idling for long periods in traffic, or
- Towing a trailer.

If the hot light comes on (or the coolant temperature gage needle goes into the warning zone) and your air conditioner is on, turn it off. If the hot light comes on while stopped in traffic, place the

transmission shift lever in Neutral ("N").

If the hot light doesn't go off (or the temperature gage needle doesn't start to drop) within a minute or two.

- Pull over to a safe place and stop the car. Set the parking brake and shift to "Park" (with manual transmission,

shift to Neutral and set the parking brake).

- **Don't turn off the engine.** Increase the engine speed until it sounds like it's going about twice as fast as normal idle speed. Bring the idle speed back to normal after two or three minutes.

If the hot light still doesn't

go off (or the temperature needle doesn't start to drop) **turn off the engine** and proceed as follows:

1. Remove the engine hood. Look at the coolant level in the "see through" coolant recovery tank. The coolant level should be between the "Full" and "Add" ("Hot" and "Cold") marks on the tank. If the coolant appears to be "boiling," wait until it stops before proceeding further. (It should not be necessary to remove the radiator cap to check the coolant level, and it can be dangerous if the engine is still hot. See Caution below.)

Caution:

To help avoid the danger of being burned:

- **Do not remove the coolant recovery cap while the coolant is "boiling."**
- **Do not remove the radiator cap while the engine and radiator are still hot.**

Scalding fluid and steam can be blown out under pressure if either cap is taken off too soon.

If the coolant level is low: Look for leaks at the radiator hoses and connections, heater hoses and connections, radiator, and water pump. See that the fan belts are not broken or off the

pulleys and that the fan turns when the engine is started.

- add coolant to the coolant recovery tank.

If the coolant level in the coolant recovery tank is at the correct level and the hot light still comes on, air may be trapped in the cooling system. This may prevent coolant from returning to the radiator. If this is the case, it may be necessary to add coolant directly to the radiator. See "Coolant Replacement" in the "Service and Maintenance" section of the Owner's Manual. Follow steps 1 and 10 for the correct way to remove the radiator cap and add coolant to the radiator.

After the hot light is out (or the temperature gage is out of the warning zone), resume driving at a reduced speed. Return to normal driving after about 10 minutes if the light does not come back on (or the temperature gage needle doesn't go back in the warning zone).

About Downgrades and Long Uphill Grades

Reduce speed and use lower transmission gear to assist braking on long or steep downgrades (see cautions on page 3). Downshift transmission to a lower gear and reduce speed to 45 mph or below on long uphill grades

to reduce possibility of engine overheating.

About Turning and Passing

Trailer wheels are closer than car wheels to the inside on curves. Avoid soft shoulders and curbs by driving slightly beyond normal turning point. Avoid sudden maneuvers. Allow extra distance for passing and returning to driving lanes. Signal well in advance.

About Following and Stopping

For each 10 mph on speedometer, allow one car and trailer length between you and car ahead.

About High Altitude Performance

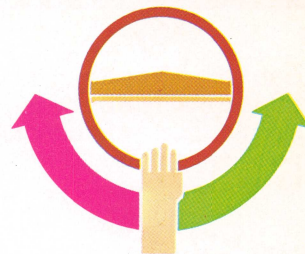
An engine loses 4% of its sea level performance for every 1,000 feet of altitude. An engine operating at 10,000 feet above sea level will lose about 40% of its performance. For pulling trailers at high altitudes, engines with higher horsepower are recommended, as are higher axle ratios.

About Parking

Cars or trucks with trailers should not be parked on a grade; however, if you must, this is the way to do it:

- (1) Apply regular brakes;
- (2) have passenger place

BACKING



Keep your right or left hand at the bottom of the steering wheel. To move trailer left, move your hand to left. To move trailer to right, move hand to right.

- wheel chocks under trailer's wheels;
- (3) when wheel chocks are in place, release regular brakes until chocks absorb load;
- (4) apply parking brakes;
- (5) place transmission in "Park."

When starting, after being parked on a grade:

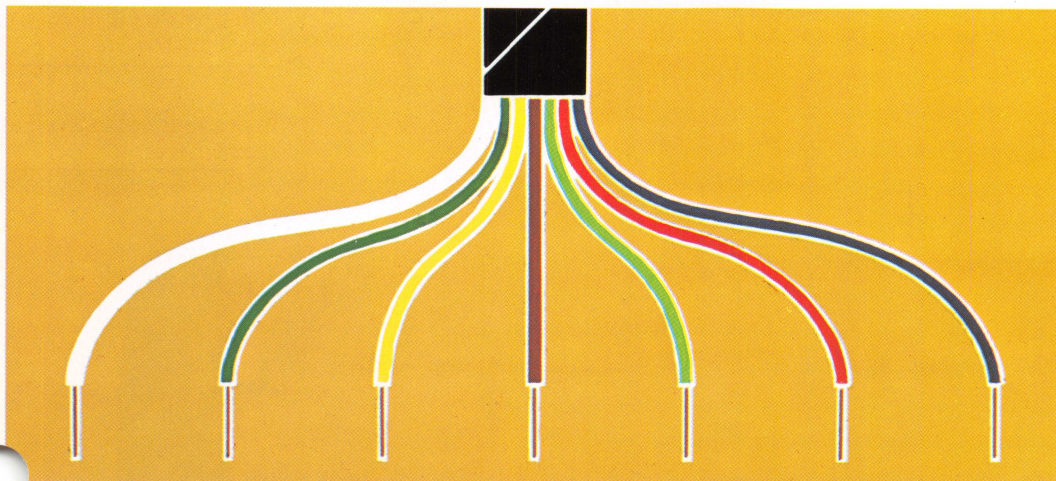
- (1) Apply regular brakes and hold until steps 2 and 3 below are completed;
- (2) start engine in "Park";
- (3) shift into gear and release parking brakes;
- (4) release regular brakes and drive until the chocks are free;
- (5) apply regular brakes and have helper remove chocks.

About Starting a Trip

Check lights, tires and mirror adjustment. Check vehicle and trailer brakes before turning into traffic.

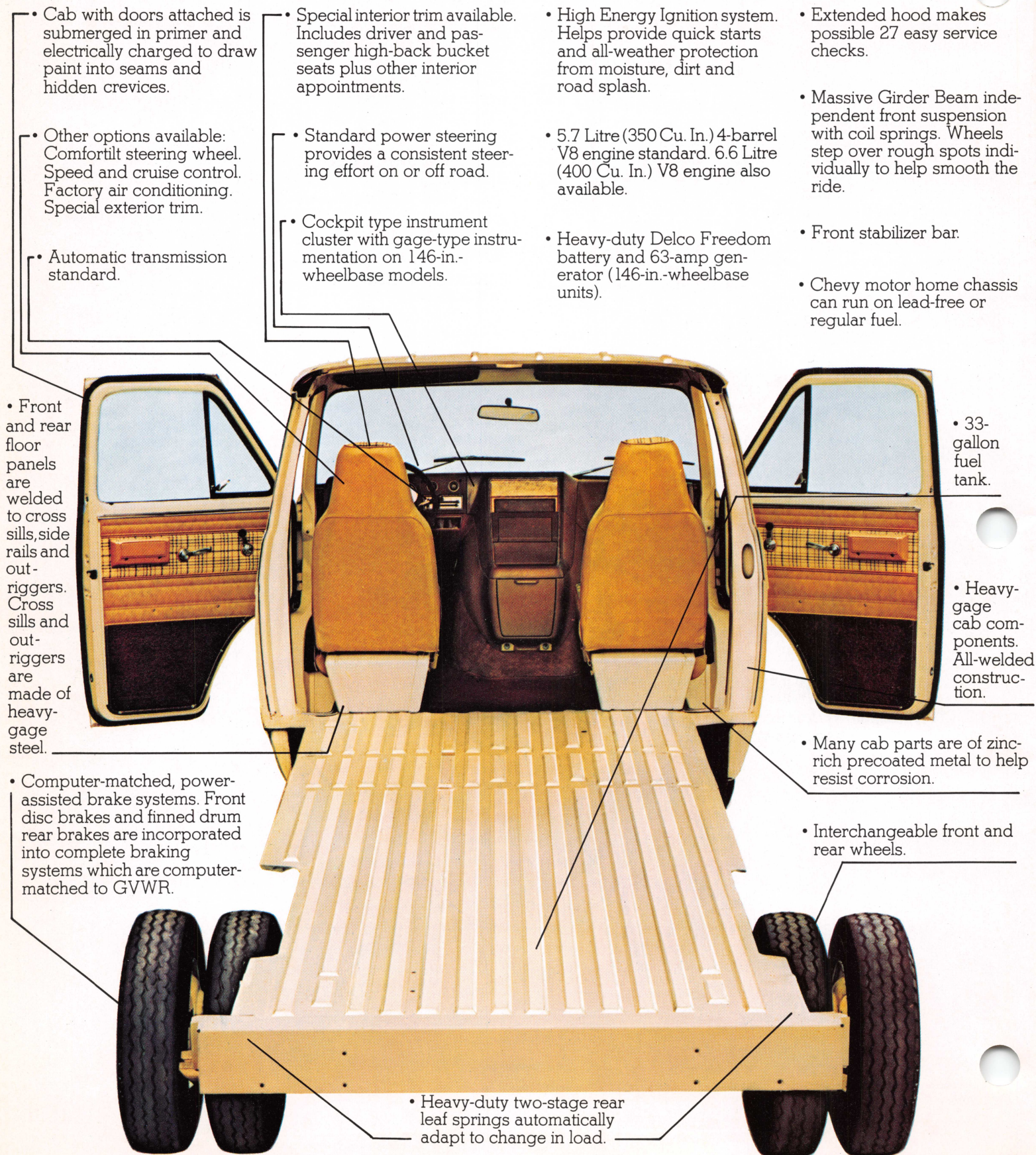
CAR AND TRUCK WIRING CODE.

The following color code for 1979 Chevy Cars and Trucks should be used when installing trailer wiring harness.



- **White**
ground.
- **Dark Green**
Right stop and turn signal.
- **Yellow**
Left stop and turn signal.
- **Brown**
Taillight and running lights.
- **Light Green**
Backup lights (7-wire harness only).
- **Red**
Use for battery charging. Connects to starter solenoid (7-wire harness only).
- **Blue**
Use for electric trailer brakes or auxiliary wiring.

CHEVY RV CUTAWAY VAN.



Chevy offers two chassis for motor homes, the RV Cutaway Van chassis with GVWR's up to 10,500 lbs. and the rugged motor home chassis with GVWR's up to 14,500 lbs. Chevy Vans and Sportvans are also available for conversions.

All offer a wide selection of wheelbases and equipment to accommodate a variety of motor homes. All can be serviced by the extensive network of Chevrolet dealers wherever you travel in the U.S.A., a comforting thought when traveling away from home.



Jins-Delta Mini-Motorhome



Jamboree Mini-Motorhome

Chevy Chassis for Mini-Motor Homes

Chevy RV Cutaway Vans provide a good base for small motor homes. They are available in three wheelbases: 110 in. with single rear wheels, 125 in. with single or available dual rear wheels and 146 in. with dual rear wheels. GVWR's range up to 10,500 lbs.



Conversion by Gerring



Bostrom Versavan

Chevy Van Conversions.

Chevy Vans and Sportvans combine plenty of interior space with a compact overall length to make them ideal for RV conversions. You get nearly 12 feet of clear space between the engine housing and rear door in a 125-in.- wheelbase Chevy Van. Yet overall length is only 202¼ inches. And Chevy's 110-in.- wheelbase Van has nearly 10 feet of open space within a 178¼-in. overall length. Chevy Vans are easy to maneuver in tight places, too.

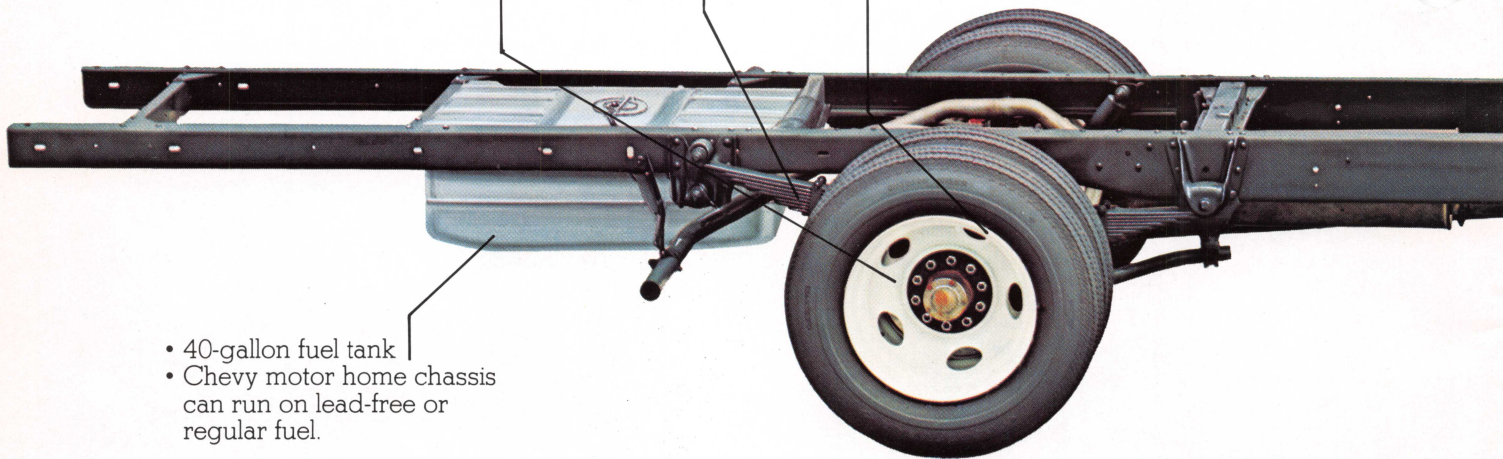
CHEVY MOTOR HOME CHASSIS

- Power-assisted 4-wheel disc brakes standard for 178-in.-wheelbase model, required for 158.5-in.-wheelbase model rated at 14,500 lbs. GVW.

- Heavy-duty two-stage rear leaf springs that automatically adapt to change in load.

- Dual rear wheels on all models for high capacity and added stability.

- 40-gallon fuel tank
- Chevy motor home chassis can run on lead-free or regular fuel.



Motor home manufacturers all over the country have found that Chevy chassis offer a solid foundation for smooth-riding motor homes. Chevy motor home chassis are available in four wheelbase lengths—125, 137, 158.5 and 178 inches. They can accommodate bodies up to 28 feet long. All feature a flat-top frame that helps make installation by motor home builders simple and economical. GVW ratings range from 10,500 lbs. up to 14,500 lbs.

- Massive Girder Beam independent front suspension with coil springs. Wheels step over rough spots individually to help smooth the ride.

- Comfortilt wheel that adjusts to six driving positions.

- 63-amp Delcotron generator.

- Engine and transmission oil coolers.

- Coolant recovery system.

- Standard power steering provides low steering effort.

- Automatic transmission for performance and smoothness.

- 7.4 Litre (454 Cu. In.) V8 engine. Standard on 178-in.-wheelbase model, available on all others. 5.7 Litre (350 Cu. In.) V8 is standard on all other models.

- Heavy-duty Delco Freedom battery.

- Additional comfort and convenience features available as options and accessories.

- Front stabilizer bar.



Holiday Rambler



Midas



Itasca

CHEVY TRUCKS

LITHO IN U.S.A.

SEPTEMBER, 1978 3818



El Dorado - Slide in Camper



Hop Cap - Cover



Chevy Big Dooley with 5th Wheel
Cobra Trailer



George Boy Motorhome



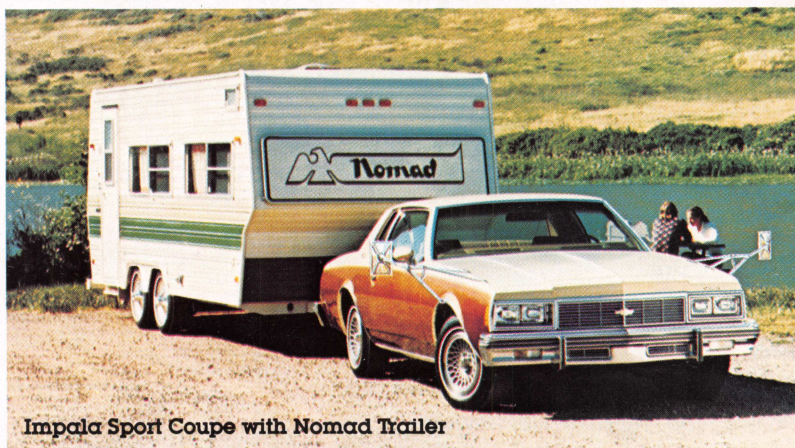
Allegro by Tiffin



Zimmer Van Conversion



Mobile Traveler - Mini-Motorhome



Impala Sport Coupe with Nomad Trailer



Malibu Wagon with Taurus Trailer



Red-E-Kamp Van Conversion



Shasta Mini-Motorhome