

# 1972 Wagons

Chevrolet/Vega/Suburban/Sportvan



Chevrolet



Kingswood Estate.

## The Chevrolet Wagon.

This is what big car luxury and big wagon practicality are all about. The full-size 1972 Chevrolet wagon. More wagon than it's ever been before. Power steering and automatic transmission are standard on all four models. Which means the wagon is easier to handle all the way around. Also easier to stop. Power front disc brakes are

## Our big one seats 8, has a forward-facing third seat and vanishing tailgate.

a standard you'll appreciate, too.

And for '72, it's richer looking than ever before. With new front end styling. A massive, lower set grille, a hood that sweeps out and down, and the individually placed dual headlights give the wagon (above) the kind of looks you don't get on just any wagon.

Another elegant touch. New translucent vinyl wood-grain exterior panels on Kingswood Estate. The body color shows through in subtle hues, enhancing the paneling.

But you aren't really thinking about a wagon primarily in terms of looks, are you? You're mainly thinking about it for one reason: you want a lot of room with a lot of

passenger car comfort. Welcome.

There is seating for eight when you order the three-seat model with forward-facing third seat (or there's seating for six in our two-seat models).

And like all good stories, ours has a happy ending. The vanishing tailgate.

Glide-Away Tailgate—opens out of sight



Kingswood.



Townsman.



Brookwood (shown with optional vinyl roof).



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Available Kingswood Estate interior.

## Wagon interiors that are just as nice as car interiors.

We understand wagon people. You spend a lot of time in your wagons. So we've designed our interiors with just one thing in mind. Your comfort.

All front and third seats are fully molded from thick, resilient foam. While the second seat has a foam-padded cushion with full-foam backrest.

Your feet deserve some pampering, too, so every square foot of floor space in the full-size Chevrolet wagon is covered with a deep-twist carpet.

And there's a plush new black interior available for the Kingswood Estate to make your going even nicer. It features beautiful brocade pattern cloth in seating areas. Until this year you could get this kind of interior only on our luxurious Caprice.

All of our standard upholstery is made of beautiful long-wearing vinyl. Kingswood Estate and Kingswood give you a choice of black, blue, green, covert or saddle. Townsman and Brookwood come in black, blue or saddle.

Now for the finishing touches. A flow-through power ventilation system pulls in outside air with the windows closed and gets rid of inside air even when the wagon is standing still.

Yards and yards of sound damping materials to help stifle noise.

The next time you spend a day on the road you'll be glad you stopped here.

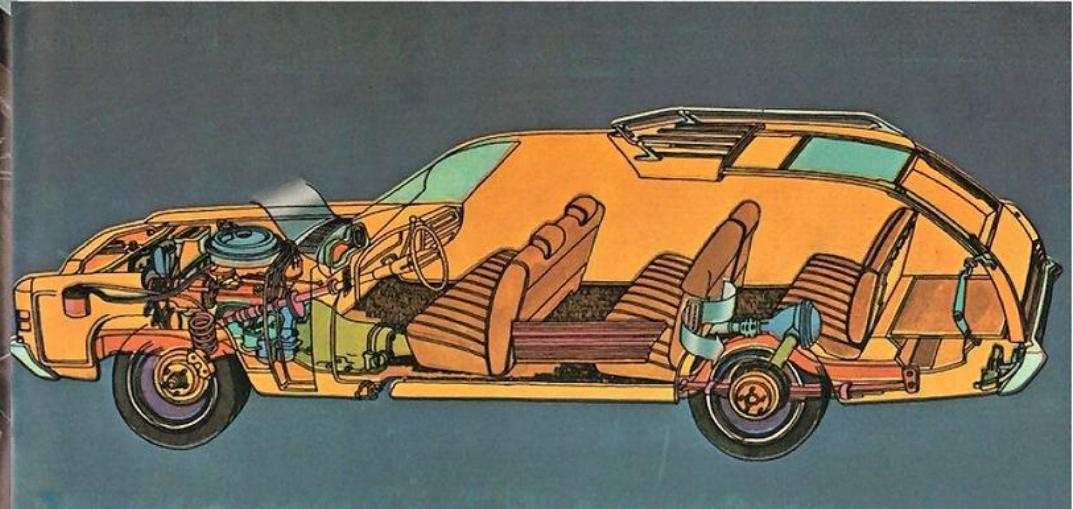
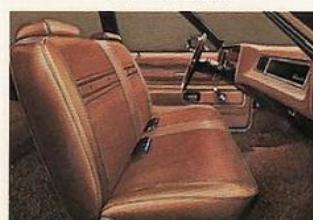
Standard Kingswood Estate and Kingswood interior



Townsman interior.



Brookwood interior.



Chevrolet Full-size Wagon.

## What we put into it.

### All V8 power.

Nothing but Eights on the Chevrolet full-size wagon. A Turbo-Fire 350 V8 is standard on all but the Kingswood Estate which gets a Turbo-Fire 400 V8 (available on all the others).

Of course, more V8s are available. Like our other 350 V8, our Turbo-Jet 400 V8, and our Turbo-Jet 454 V8.

All wagon engines feature an evaporation control system that reduces fuel evaporation loss. Saves you fuel and keeps fumes out of the air, too. Every Chevrolet wagon engine has been designed to operate efficiently on the no-lead or low-lead gasolines, or any regular-grade gasoline with an octane number of 91 or higher.

In addition to the lower exhaust emissions with this engine/fuel combination, there are benefits in longer life for your spark plugs, exhaust system and other engine components.

### Automatic transmission.

The Turbo Hydra-matic transmission is standard equipment. It shifts smoothly through three speed ranges and automatically selects the best gear for your speed and load. Or if you wish, you can select your gears manually.

### Power steering.

Variable-ratio power, of course. In highway driving, the steering feels very controlled and firm, but in tight manoeuvring, the steering responds quicker.

### Power disc/drum brake system.

Disc brakes are more fade-resistant, and they're up front, where most of your stopping power is needed. Extra large 12" regular brakes with finned drums for better cooling are in back. The system is power-assisted, self-adjusting and features a dual master cylinder with a warning light on the instrument panel.



our hidden luggage compartment exposed.

### A side-terminal energizer-type battery.

Ends corrosion build-up on terminals that can rob your battery of power. The Delco-Eye battery also has a filler cap that glows when the solution is low.

### Such a smooth silent ride.

A lot of things go into this. The 125-inch wheelbase. The 15-inch wheels with L78 x 15 tires. Strong quiet Body by Fisher. The longer, heavier perimeter frame. But the big thing is Chevrolet's advanced-design wagon-engineered suspension. Independent front coil suspension and A-frame control arms combine with rear leaf springs to make for easier handling and smoother riding. Even with heavy loads. Plus, there are new shock absorbers that are more efficient and durable.

### Our Rust Fighters.

Tough inner fenders are placed inside our outer fenders. They won't let things that cause rust get under your outer fenders.

Quick drying open rocker panels beneath the doors that don't let corrosives accumulate.

An exhaust system that's coated with corrosion-resistant aluminum in critical areas. And a Magic-Mirror acrylic lacquer finish that is more resistant to scrapes and scratches that often cause rust.

We want you to win the race between resale and rust.

### New stronger front bumpers.

Say you roll into an immovable object, your bumper will probably get dinged, but there won't be any damage to your sheet metal. Or to your wallet.

### Steel side-guard beams in the doors.

Just for your protection we weld steel guard rails into every door to protect you from side impact.

### Double-paneled roof.

To one layer of steel we added another layer of steel and then supported it all with contoured roof rails. Now that's exceptional strength. But it does something else too. It deadens sound like ceiling tile with acoustically engineered perforations in the inner steel panel.

*Some of the equipment illustrated is optional at extra cost.*



Concours Estate.

*Some of the equipment illustrated is optional at extra cost.*

## Our mid-size Wagon. Seats 8, has a rear-facing third seat and two-way tailgate.

Not quite as big as our full-size Chevrolet wagon, but then, not quite as much money, either.

Large where a wagon has to be large, our mid-size wagon seats eight people in the rear-facing third seat models (our two-seat models seat six). And with all but the front seat

down, you've got a huge 90-inch-long cargo space of 94 cubic feet.

But it has its small side too. It's almost a full foot and a half shorter than the full-size Chevrolet wagon. Something a lot of people like since it makes any tight parking space

a little easier. And makes your garage seem larger. There's also a shorter wheelbase—116 inches—that gives our mid-size wagon a nice compact feel on the road.

By now you've probably noticed the front-end treatment for '72. Clean and uncluttered. Those wood-grained panels

on the Concours Estate (shown above) are translucent so the body color shows through, keying the exterior color and paneling together.

Now for one of our most popular features: the two-way tailgate. Why not come in and let us demonstrate.

The Two-Way Tailgate . . . Just walk right in.



Concours.



Greenbrier.



Nomad.



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Concours Estate and Concours interior.

### Roomy surroundings come one way: comfortable.

A comforting place to spend some time. Not only are you surrounded with good-looking appointments, but that front seat is styled nice enough for your living room. It's stuffed full of thick foam padding. Then covered with beautiful vinyl, hard-wearing and easy cleaning (soap and water is all that's needed). There are also all-vinyl door panels, a vinyl padded instrument panel, even an acoustic vinyl ceiling liner.

Your interior color choice of black, green or tan in the Concours Estate, Concours and Greenbrier. Black or tan Greenbrier interior.



Nomad interior.



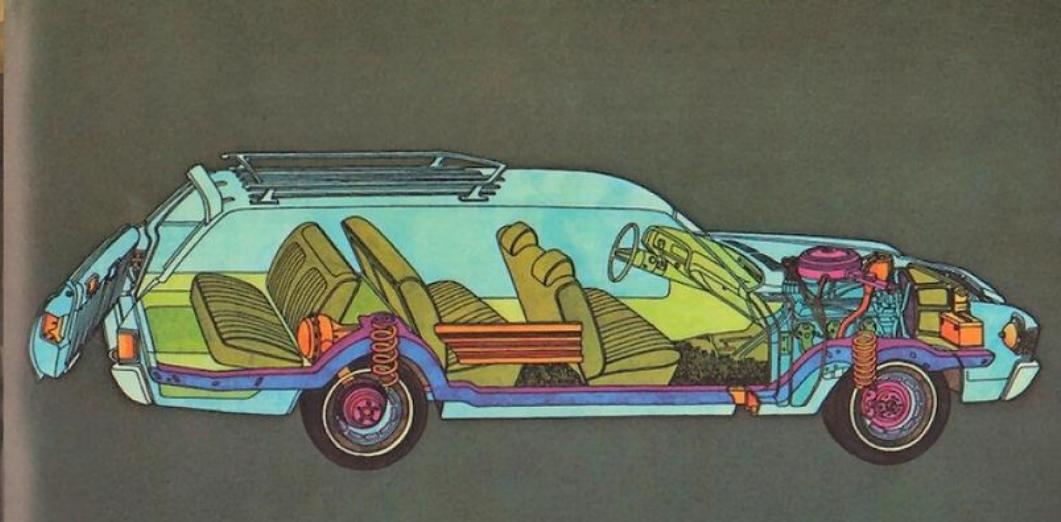
Nomad interior.

in Nomad.

The floor is covered with color-keyed deep-twist carpet on Concours Estate and Concours. Vinyl-coated rubber on Greenbrier and Nomad.

New this year are soft black vinyl control knobs with international function symbols for lights, wipers, radio and cigarette lighter. They read better. Look better. A slight change. A nice improvement.

Like a lot of things in the Chevrolet mid-size wagon.



Chevrolet Mid-size Wagon.

### What we put into it.

#### Power rear window.

You can open the rear window from the driver's seat or from the key-operated switch outside the wagon on the tailgate. It's standard on three-seat wagons, available on two seaters. A double window channel seals comfort in, seals wind and rain out.

#### Body by Fisher.

A body that's strong and silent because rattles are welded out. Extra care has made Body by Fisher synonymous with craftsmanship and durability. And helped give all our wagons a traditionally high resale value.

#### Full Coil suspension.

The best support we can give a wagon this size. Deep coil springs at every wheel are matched by computer to your wagon's weight. Combined with our double-action shock absorbers, it all goes to give you a remarkably comfortable ride.

#### Steel at your side.

About 40 pounds of it. Side-guard beams, we call them. They're like expressway guard rails and they're there for the same purpose. Your protection.

#### Self-adjusting power disc/drum brakes.

Every time you back up and stop, your brakes adjust themselves. They're power discs up front, power drum brakes on the rear wheels. (They're not standard on Nomad, but you can order them.)

#### A lot of battery.

A filler cap glows on the Delco-Eye battery when the solution is low. But the big thing is, the battery terminals are on the side. Corrosives can't pile up on top and rob your battery of power.

#### Places rust can't get.

Like under the fenders or into the rocker panels under the doors. Under every outer fender is another fender that bounces corrosives back on the road.

Our rocker panels flush out with rain and wash water and dry as you drive. We do a lot to help keep your car looking good longer. (Which should make you especially

happy around trade-in time.)

#### Some things you can't see.

The windshield wipers are hidden on the Concours Estate and Concours models. And the radio antenna is hidden in the windshield when you order a factory-installed radio. That way it's always fully extended and still out of the way of garage doors.

#### Power to go.

As much as you need, for whatever you do. Check the chart for the power team that best suits you.

| Engines          | SAE<br>net hp | 3-Speed | 4-Speed | Power-<br>glide | Turbo<br>Hydra-<br>matic |
|------------------|---------------|---------|---------|-----------------|--------------------------|
| 250-cu.-in. Six† | 110           | •       |         |                 |                          |
| 307-cu.-in. V8*  | 130           | •       |         | •               |                          |
| 350-cu.-in. V8   | 165           | •       | •       | •               |                          |
| 350-cu.-in. V8   | 175           | ■       | •       | •               |                          |
| 402-cu.-in. V8   | 240           | •       |         |                 |                          |

†Standard on Nomad only. \*Standard. ■With floor shift.

•Special 3-Speed with floor shift. ■Optional

Every wagon also features an evaporation control system that reduces the level of fuel evaporation loss, and all engines are designed to run efficiently on no-lead or low-lead gasolines. In addition to the lower exhaust emissions attainable with this engine/fuel combination, there are benefits in longer life for your spark plugs, exhaust system and other engine components. If these no-lead, low-lead gasolines are not available, any leaded regular grade gasoline with a research octane number of 91 or higher may be used.

#### Reassurance Features

##### OCCUPANT PROTECTION

• Seat belts with pushbutton buckles for all passenger positions • Shoulder belts with pushbutton buckles—driver and right front passenger • Two front seat head restraints • Energy-absorbing steering column • Passenger-guard door locks with forward mounted lock buttons • Safety door latches and hinge • Folding seat back latches • Energy-absorbing padded instrument panel and front seat back tops • Contoured windshield header • Thick laminated windshield • Privacy sun visors • Safety armrests • Safety steering wheel • Carpet guard • Side-guard beam.

##### ACCIDENT PREVENTION

• Side marker lights and reflectors (front side marker lights flash with directional signal) • Parking lamps that illuminate with headlamps • Four way hazard warning flasher • Backup lights • Lane change feature in direction signal control • Windshield defrosters, washers and dual speed wipers • Wide-view inside day-night mirror (vinyl-edged, shatter-resistant glass and de-frosting support) • Outside rearview mirror • Dual master cylinder brake system with warning light • Starter safety switch • Dual-action safety hood latches

##### ANTI-THEFT FEATURES

• Anti-theft ignition key warning buzzer • Anti-theft steering column lock



Vega Kammback Wagon.

### The Vega. Our little wagon seats 4 and has a tailgate that swings up.

Vega Kammback. A small station wagon, true. But a real one, nonetheless. Vega can do just about anything a larger station wagon can do. Only on a smaller scale.

With the canopy rear end up (notice it swings up and out of the way) and the rear seat folded down, Vega holds up to 50 cubic feet of belongings.

And even though it seats just four people it has as much room per passenger as many full-size cars. It also has a zippy overhead cam aluminum engine that's very stingy on gas. Over 30 miles per gallon in our own tests (although some letters we've received have quoted up to 35). Standard front disc brakes, very resistant to fade. Superb handling. (In fact, *Road and Track* magazine said Vega was the best-handling American passenger car ever built.) Handsome all-vinyl interiors. Bucket seats in front. And lest we forget, a nice low price.

Which may be why *Motor Trend* magazine said of Vega last year: "For the money no other American car can deliver more." And then, from all the new cars, large and small, they chose Vega as their '71 "Car of the Year."

Some of the equipment illustrated is optional at extra cost.



Bottom: Suburban Top: Beauville Sportvan

### The Suburban. Carries 9 people; or 3 people and 2900 pounds whichever comes first.

Undoubtedly, the ruggedest wagon we make.

*Camping and Trailering Guide*, for instance, named Suburban "Tow Car of the Year" for 1971. Which says quite a lot about it. But even though it's built tough (on a truck chassis), we make it ride like a car. For families. With an independent front suspension system that not only gives it smoothness but an unmatched handling stability under heavy loads. Also for families, we make available some very attractive and comfortable interiors with fully foam-cushioned seats throughout. The upper instrument panel is padded.

Yet even with all that, the Suburban is most impressive where it's all wagon.

It'll carry up to nine when ordered with full seating.

Take some of those seats out and the Suburban has a cargo space of 181 cubic feet. That's more than 1½ times the capacity of most full-size wagons (including ours).

Consider yourself the rugged sort?  
Consider Suburban.

### The Sportvan. Seats 12. Or sleeps 6.

This might just be the most versatile wagon we make.

Now before that brings some "Oh Noos" and "Ahngowans," let's just consider two aspects of the Sportvan. It can carry more people—up to 12—than any other wagon we make. And carry more things. (A cargo space of up to 296 cubic feet.)

And getting people, or things, in and out of the Sportvan is easy with the sliding side door. It glides effortlessly on a strong triple track, needs only 4½ inches of clearance to open and has a built-in step on the inner body that always remains dry for safe entry.

The Sportvan can also be turned into a motel that sleeps up to six. Ask your dealer for the manufacturers who make complete camping conversion units.

Here are just a few items you get as standard equipment. Power front disc brakes, a Super Suspension system with independent coil springs in front and two-stage leaf springs in the rear that adjust automatically to changes in load and road, plus a standard Six or VS.

The Sportvan. The versatile wagon.

# 1972 Specifications

| FULL-SIZE WAGONS   |                              |                              |                                  |                                  | MID-SIZE WAGONS  |  |  |  | VEGA  |  |
|--|------------------------------|------------------------------|----------------------------------|----------------------------------|--|--|--|--|---|--|
|  | KINGSWOOD<br>ESTATE          | KINGSWOOD                    | TOWNSMAN                         | BROOKWOOD                        | CONCOURS<br>ESTATE   | CONCOURS   | GREENBRIER   | NOMAD  | KAMMBACK<br>WAGON   |  |
| Body Styles  | *2-Seat                      | *2-Seat                      | *2-Seat                          | *2-Seat                          | *2-Seat  | *2-Seat  | *2-Seat  | 2-Seat   | *2-Seat   |  |
| *(V8 only) †(4-cyl. only)  | *3-Seat                      | *3-Seat                      | *3-Seat                          |                                  | *3-Seat  |  |  |  |   |  |
| Engines: Standard Six Cyl.   | None                         | None                         | None                             | None                             | None   | None   | None   | 250  | 140   |  |
| Standard V8  | 400                          | 350                          | 350                              | 350                              | 307  | 307  | 307  | 307  | —   |  |
| Optional V8s   | 402                          | 350                          | 350                              | 350                              | 350  | 350  | 350  | 350  | 140   |  |
| †(4-cyl. engine)   | 454                          | 400                          | 400                              | 350                              | 350  | 350  | 350  | 350  |   |  |
|  | 402                          | 402                          | 402                              | 402                              | 402  | 402  | 402  | 402  |   |  |
|  | 454                          | 454                          | 454                              | 454                              |  |  |  |  |   |  |
| Transmission: Standard<br>Optional   | Turbo<br>Hydra-matic<br>None | Turbo<br>Hydra-matic<br>None | Turbo<br>Hydra-matic<br>None     | Turbo<br>Hydra-matic<br>None     | 3-Spd. Manual<br>4-Spd. Manual<br>Powerglide<br>Turbo<br>Hydra-matic | 3-Spd. Manual<br>4-Spd. Manual<br>Powerglide<br>Turbo<br>Hydra-matic | 3-Spd. Manual<br>4-Spd. Manual<br>Powerglide<br>Turbo<br>Hydra-matic | 3-Spd. Manual<br>4-Spd. Manual<br>Powerglide<br>Turbo<br>Hydra-matic | 3-Spd. Manual<br>4-Spd. Manual<br>Powerglide<br>3-Spd.<br>Auto‡ |  |
| ‡Available after<br>start of production  |                              |                              |                                  |                                  |  |  |  |  |   |  |
| Brakes: Front Dia. (ins.)  | 11.86 Disc‡                  | 11.86 Disc‡                  | 11.86 Disc‡                      | 11.86 Disc‡                      | 11.00 Disc‡  | 11.00 Disc‡  | 11.00 Disc‡  | 9.5 Drum   | 10.0 Disc   |  |
| Rear Dia. (ins.)   | 12.0 Drum‡                   | 12.0 Drum‡                   | 12.0 Drum‡                       | 12.0 Drum‡                       | 9.5 Drum‡  | 9.5 Drum‡  | 9.5 Drum‡  | 9.5 Drum   | 9.0 Drum  |  |
| Min. Eff. Area (sq. ins.)  | 123.2                        | 123.2                        | 123.2                            | 123.2                            | 106.1  | 106.1  | 106.1  | 155.2  |   |  |
| ‡Power assisted standard   |                              |                              |                                  |                                  |  |  |  |  |   |  |
| Overall Steering Ratio: Manual<br>Power  | 17.3—14.0:1                  | 17.3—14.0:1                  | 17.3—14.0:1                      | 17.3—14.0:1                      | 28.7:1   | 28.7:1   | 28.7:1   | 28.7:1   | 22.5:1  |  |
| Turning Circle: Curb-to-Curb (ft.)   | 44.3                         | 44.3                         | 44.3                             | 44.3                             | 42.0   | 42.0   | 42.0   | 42.0   | 33.0  |  |
| Energyizer: Standard Six Cylinder<br>Standard V8   | —                            | —                            | —                                | —                                | —  | —  | —  | 45 amp   | 45 amp  |  |
| Suspension: Front<br>Rear  | Coil<br>Leaf                 | Coil<br>Leaf                 | Coil<br>Leaf                     | Coil<br>Leaf                     | Coil<br>Coil   | Coil<br>Coil   | Coil<br>Coil   | Coil<br>Coil   | Coil<br>Coil  |  |
| Frame  | Perimeter                    | Perimeter                    | Perimeter                        | Perimeter                        | Perimeter  | Perimeter  | Perimeter  | Perimeter  | Unitized Body   |  |
| Wheelbase (ins.)   | 125.0                        | 125.0                        | 125.0                            | 125.0                            | 116.0  | 116.0  | 116.0  | 116.0  | 97.0  |  |
| Overall Length (ins.)  | 225.2                        | 225.2                        | 225.2                            | 225.2                            | 206.8  | 206.8  | 206.8  | 206.8  | 169.7   |  |
| Height (ins.)  | 57.1                         | 57.1                         | 57.1                             | 57.1                             | 54.4   | 54.4   | 54.4   | 54.4   | 52.0  |  |
| Width (ins.)   | 79.5                         | 79.5                         | 79.5                             | 79.5                             | 75.4   | 75.4   | 75.4   | 75.4   | 65.4  |  |
| Curb Weight (lbs.) 2-Seat V8   | 4920                         | 4856                         | 4809                             | 4808                             | 3887   | 3857   | 3814   | 3732   | 2388  |  |
| Tread (ins.): Front<br>Rear  | 64.1<br>60.0                 | 64.1<br>60.0                 | 64.1<br>60.0                     | 64.1<br>60.0                     | 60.2<br>59.2   | 60.2<br>59.2   | 60.2<br>59.2   | 59.3<br>59.2   | 55.1<br>54.1  |  |
| Base Tire Size   | L78 x 15                     | L78 x 15                     | L78 x 15                         | L78 x 15                         | G78 x 14   | G78 x 14   | G78 x 14   | G78 x 14   | A78 x 13  |  |
| Wheel Size   | 15 x 6                       | 15 x 6                       | 15 x 6                           | 15 x 6                           | 14 x 6   | 14 x 6   | 14 x 6   | 14 x 6   | 13 x 5  |  |
| Minimum Ground Clearance (ins.)  | 6.6                          | 6.6                          | 6.6                              | 6.6                              | 6.2  | 6.2  | 6.2  | 6.2  | 4.8   |  |
| <b>CARGO COMPARTMENT</b>   |                              |                              |                                  |                                  |  |  |  |  |   |  |
| Floor Length—Front Seat to Tailgate  | 100.5                        | 100.5                        | 100.5                            | 100.5                            | 90.0   | 90.0   | 90.0   | 90.0   | 67.4  |  |
| Width Between Wheelhouses  | 48.8                         | 48.8                         | 48.8                             | 48.8                             | 44.5   | 44.5   | 44.5   | 44.5   | 42.6  |  |
| Height—Floor to Roof   | 30.6                         | 30.6                         | 30.6                             | 30.6                             | 31.6   | 31.6   | 31.6   | 31.6   | 28.9  |  |
| Tailgate Loading Height  | 21.8                         | 21.8                         | 21.8                             | 21.8                             | 22.0   | 22.0   | 22.0   | 22.0   | 22.8  |  |
| Tailgate Opening Height  | 29.5                         | 29.5                         | 29.5                             | 29.5                             | 28.6   | 28.6   | 28.6   | 28.6   | 26.1  |  |
| Tailgate Opening Width at Floor  | 48.8                         | 48.8                         | 48.8                             | 48.8                             | 49.6   | 49.6   | 49.6   | 49.6   | 47.4 (at belt)  |  |
| Cargo Volume (cu. ft.)—<br>Hidden Comp. not incl.  | 106.4                        | 106.4                        | 106.4                            | 106.4                            | 84.0 (2-Seat)  | 84.0 (2-Seat)  | 84.0 (2-Seat)  | 84.0   | 50.2  |  |
| Fuel Tank Capacity (Imp. gals.)  | 18.3                         | 18.3                         | 18.3                             | 18.3                             | 15.0   | 15.0   | 15.0   | 15.0   | 9.1   |  |
| <b>ENGINES</b>   |                              |                              |                                  |                                  |  |  |  |  |   |  |
| (Check your Chevrolet Dealer<br>for availability)  | Turbo-Thrift<br>250 Six      | Turbo-Fire<br>307 V8         | Turbo-Fire<br>350 V8<br>Opt. L65 | Turbo-Fire<br>350 V8<br>Opt. L48 | Turbo-Fire<br>400 V8<br>Opt. LF6                                     | Turbo-Jet<br>400 V8<br>Opt. LS3                                      | Turbo-Jet<br>454 V8<br>Opt. LS5                                      | 140 cu. in.<br>OHC L4<br>Opt. L11                                    | 140 cu. in.<br>OHC L4<br>Opt. L11                               |  |
| Displacement (cu. in.)   | 250                          | 307                          | 350                              | 350                              | 400  | 402  | 454  | 140  | 140   |  |
| HP @ rpm (SAE net)   | 110 @ 3800                   | 130 @ 4000                   | 165 @ 4000                       | 175 @ 4000                       | 170 @ 3400   | 210 @ 4000   | 230 @ 4000   | 80 @ 4400  | 90 @ 4800   |  |
| Torque (ft. lbs.) @ rpm (SAE net)  | 185 @ 1600                   | 230 @ 2400                   | 280 @ 2400                       | 280 @ 2400                       | 325 @ 2000   | 320 @ 2400   | 360 @ 2800   | 121 @ 2800   | 121 @ 3200  |  |
| Compression Ratio  | 8.5:1                        | 8.5:1                        | 8.5:1                            | 8.5:1                            | 8.5:1  | 8.5:1  | 8.5:1  | 8.0:1  | 8.0:1   |  |
| Carburetion  | 1-bbl.                       | 2-bbl.                       | 2-bbl.                           | 4-bbl.                           | 2-bbl.   | 4-bbl.   | 4-bbl.   | 1-bbl.   | 2-bbl.  |  |
| Bore and Stroke (ins.)   | 3.875 x 3.53                 | 3.875 x 3.25                 | 4.00 x 3.48                      | 4.00 x 3.48                      | 4.125 x 3.75   | 4.126 x 3.76   | 4.25 x 4.00  | 3.501 x 3.625  | 3.501 x 3.625   |  |
| Fuel   | Regular                      | Regular                      | Regular                          | Regular                          | Regular  | Regular  | Regular  | Regular  | Regular   |  |
| Oil System (less filter) (Imp. qts.)   | 3.3                          | 3.3                          | 3.3                              | 3.3                              | 3.3  | 3.3  | 3.3  | 2.5  | 2.5   |  |
| Cooling System (Imp. qts.)   | 10.0                         | 12.5                         | 13.3                             | 13.3                             | 19.2   | 18.2   | 5.4  | 5.4  | 5.4   |  |
| Exhaust System   | Single                       | Single                       | Single                           | Single                           | Single   | Single   | Single   | Single   | Single  |  |
| **With Dual Exhaust:<br>SAE Net HP 240 @ 4400<br>SAE Net Torque 345 @ 3200                                       |                              |                              |                                  |                                  |  |  |  |  |   |  |
| Valve Lifters  | Hydraulic                    | Hydraulic                    | Hydraulic                        | Hydraulic                        | Hydraulic  | Hydraulic  | Hydraulic  | Mechanical   | Mechanical  |  |
| Clutch Diam. (ins.)  | 9.12                         | 10.34                        | 10.34                            | 10.34                            | —  | 11.00  | —  | 8.00   | 9.12  |  |
| <b>BASE AXLE RATIO</b><br>(Without Air Cond.) (Check your Chevrolet dealer for engine/transmission availability) |                              |                              |                                  |                                  |  |  |  |  |   |  |
| 3-Speed Manual   | 3.36                         | 3.36                         | 3.08                             | 3.31                             | N.A.   | 3.31   | N.A.   | 2.53   | 2.92  |  |
| 4-Speed Manual   | N.A.                         | N.A.                         | 3.36                             | 3.31                             | N.A.   | 3.31   | N.A.   | 2.92   | 3.36  |  |
| Powerglide   | 3.36                         | 3.36                         | N.A.                             | N.A.                             | N.A.   | N.A.   | N.A.   | 2.92   | 3.36  |  |
| Turbo Hydra-matic  | N.A.                         | 3.08                         | 2.73                             | 2.73                             | 2.73   | 2.73   | 2.73   | 3.36   | 3.36  |  |

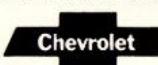
For more information on Suburban see the 1972 Chevrolet Light Duty Truck Catalogue

For more information on Sportvan see the 1972 Chevy Van Sportvan Catalogue

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