

1970 CHEVROLET MOVERS

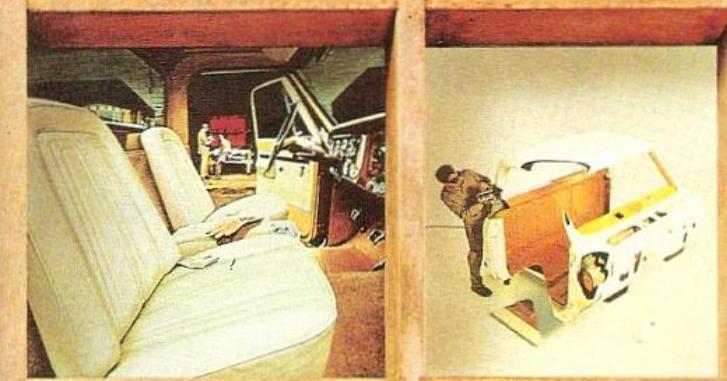
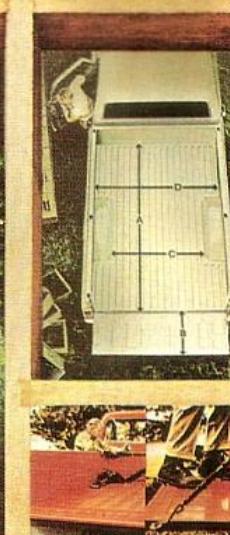


PICKUPS, CHASSIS-CABS & 4-WHEEL DRIVES





Fleetside pickup pg. 4-5



Interiors pg. 10-11

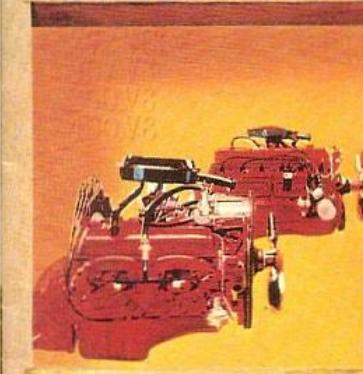
Cab construction pg. 12



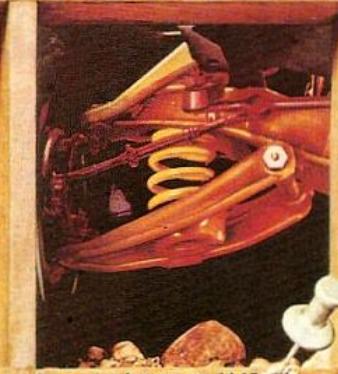
Stepside pickup pg. 6-7



Four-wheel drive pg. 8



Engines pg. 13



Suspension features pg. 14-15



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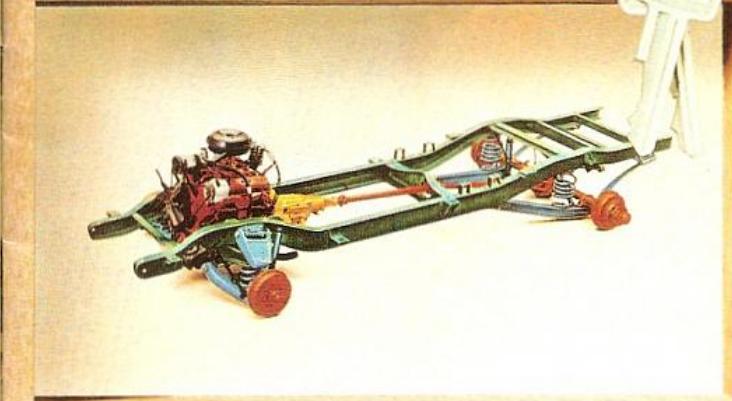
Specifications back cover



Campers pg. 18-19



Chassis-cabs pg. 9



Chassis pg. 14-15

Designed to move more people and payloads

A Chevy mover is more than just another pickup. It's a versatile, rugged, comfortable vehicle that moves easily through many different roles. As a rugged work truck, a second car or a fun-loving camper, it leaves the others trying to catch up. Inside you'll see some of the things that distinguish a Chevy mover from an ordinary pickup. Like the smoothest riding independent front suspension in trucks. The toughest build. Interiors that would make a passenger car proud. In short, you'll see the best of 1970.

Chevy's liveliest movers

Fleetside pickups

Chevy's Fleetside pickups are built to go where it's going on. Styling, for instance, not only looks good, it's functionally smart. The clean-looking grille is of rust-resisting materials. The sleek cab and pickup box are double strong in all vital areas.

Inside the spacious cabs, it's all comfort and quiet. Special body mounts and sealing keep out noise. Thick foam seats provide stretch-out room for three.

Under the long hood, there are five powerplants to choose from. Six or V8. And you can match them up with a wide selection of manual or automatic transmissions. Including Turbo Hydra-matic and Powerglide

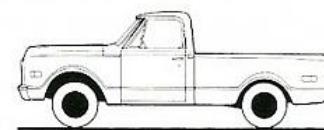
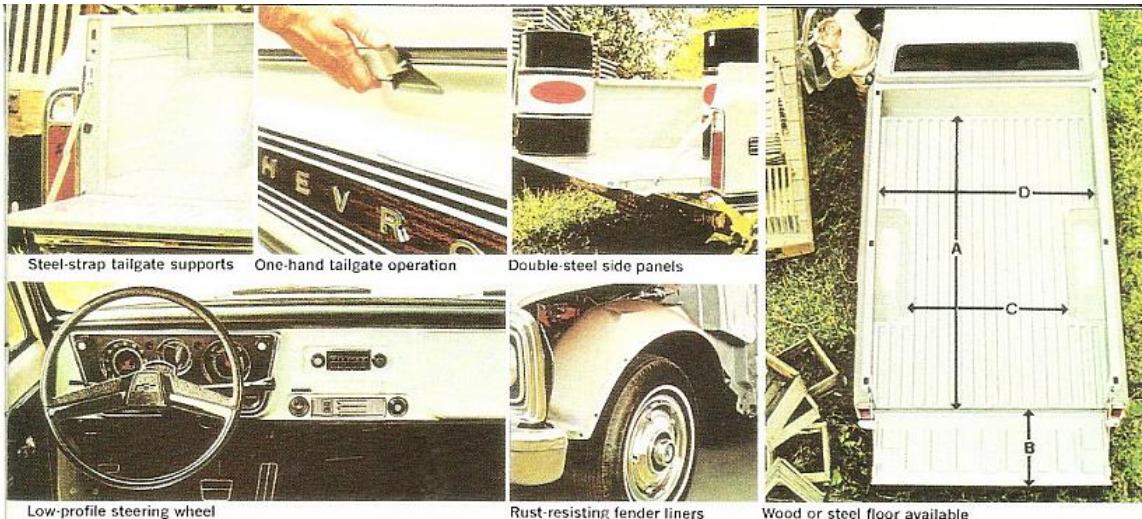
automatics.

Underneath, an all-steel independent front suspension, plus coil springs, keeps everything riding smoothly.

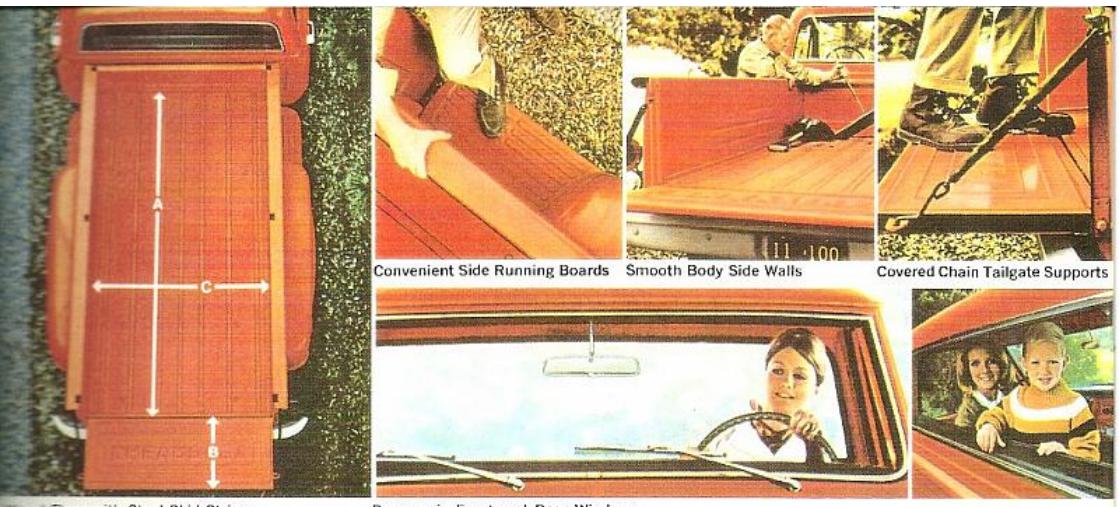
Choose from sixteen Fleetside models. With a rainbow of exterior color selections. Including beautiful metallics.

STANDARD EQUIPMENT:

- Six-cylinder models—155-hp 250-cu.-in. Chevrolet High Torque six-cylinder engine • V8 models—200-hp 307-cu.-in. Chevrolet High Torque V8 engine
- Self-adjusting brakes, all four wheels
- Dual master cylinder brake system with warning light • Backup lights, direction signals and four-way flasher
- Panoramic rear window • Side marker lights and reflectors • Left-hand and right-hand outside rearview mirrors
- Inside rearview mirror • Heater and defroster

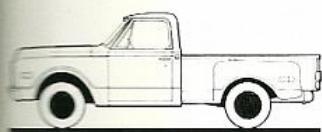


Series	CS/CE 10734	CS/CE 10934	CS/CE 10934	CS/CE 21034
Wheelbase (in.)	115	127	133	
Overall Length (in.)	188 1/2	207 1/4	213 1/4	
A—Inside length of pickup box at the floor (in.)	78	98	104	
B—Tailgate height (in.)	19 1/4	19 1/4	19 1/4	
C—Width between wheelhousings (in.)	50	50	50	
D—Maximum inside width at the floor (in.)	66	66	66	
Fleetside pickup box capacity (cu. ft.)	58.4	74.3	82.5	



Wood Floor with Steel Skid Strips

Panoramic Front and Rear Windows



Series	CS/CE 10704	CS/CE 15904 CS/CE 20904	CS/CE 31004
Wheelbase (in.)	115	127	133
Overall Length (in.)	188 1/2	207 1/4	217 1/4
A—Inside length of pickup box at the floor (in.)	78	98	108 1/4
B—Tailgate height (in.)	17 1/4	17 1/4	17 1/4
C—Maximum inside width at the floor (in.)	50	50	50
Stepside pickup box capacity (cu. ft.)	39.7	49.8	55



Chevy's handiest movers Stepside pickups

Stepside pickups, like Fleetside models, offer many of the rugged components that make Chevrolet the number one name in trucks. Like the same power team lineup. Same all-steel independent front suspension with your choice of coil or leaf-type springs in the rear. And the same double-steel cab construction.

But Stepside also offers several unique advantages of its own. For one thing, a convenient side step that makes side loading a simple matter. Plus smooth interior box walls which provide enough room to slip in cargo 50 inches wide. It'll slip in easy,

too. Because wood floors have steel skid strips.

One more thing, there's a big nine-foot box available only on Stepside models. Models which number fourteen in all.

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- Dual master cylinder brake system with warning light • Backup lights, direction signals and four-way flasher
- Panoramic rear window • Side marker lights and reflectors • Left-hand and right-hand outside rearview mirrors
- Inside rearview mirror • Heater and defroster.

Up to twice the traction with Chevy Four-wheel drives

If you think Fleetside and Stepside pickups are the best on the road, you're right. They're unbeatable off the road, too. Especially when they're equipped with 4-wheel drive.

The main difference between conventional models and 4-wheel

drive is the chassis design. This permits 4-wheel drive models to have a low silhouette while still maintaining the needed ground clearance for rugged, off-road driving.

To keep the ride smooth on rough terrain, the front suspension is of tapered-leaf design. This reduces overall truck weight. And cuts down on interleaf friction. Power steering and Turbo Hydra-matic transmission can be ordered for additional driving ease.

There are twelve pickup and six chassis-cab models available with four-wheel drive. Also available with Chevy Blazer and Suburban models. (See separate Blazer and Suburban catalogs.)



SINGLE-LEVER SHIFT CONTROL

Alternate between 2-wheel drive and 4-wheel drive in "Hi" range any time you wish by means of the convenient four-position transfer case shift control lever. Making the switch doesn't require use of the clutch. Even when the truck is moving. Four-wheel drive low range is included for extreme off-road conditions.



Rugged, versatile Chassis-Cabs

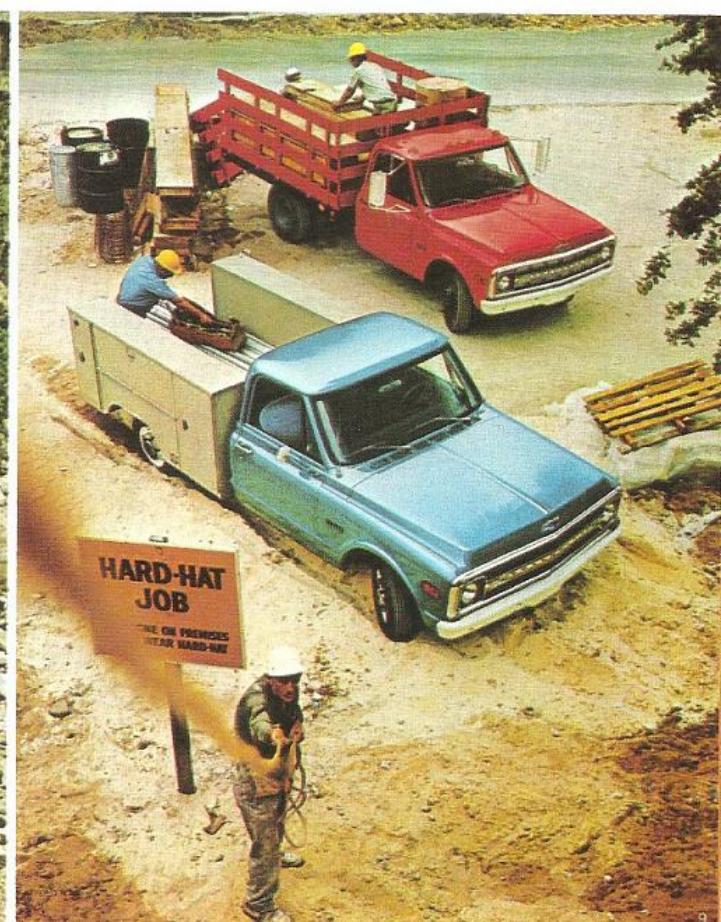
When your job calls for special body designs, call for the trucks that can handle them easy. Chevrolet chassis-cabs.

In 10-20-30 Series, there is a range of four wheelbases. With GVW ratings up to 14,000 lbs. Conventional models will accommodate bodies up to 14 feet in length. While 4-wheel drive units can handle bodies from

six to eight feet.

Eight-foot and nine-foot stake bodies are also available as optional equipment for chassis cab models.

Standard cabs are wide enough to seat three. Comfortably. Bucket seats for both driver and passenger can be ordered. Along with center console and other conveniences.



Interiors

That surround you with comfort and convenience

When it comes to interiors, Chevrolet starts out with the premise that hard working trucks don't have to be hard to work in. That's why the standard 3-man seat in Chevy pickups is thickly padded with foam. Including the backrest. Chevrolet wants you to drive in comfort. With plenty of stretch-out room for

your legs. And a big panoramic view for your eyes. Curved front windshield and wide rear window give you plenty of visibility in all directions. Other conveniences include: heater and defroster, dome light, rubber floor mat, dual sunshades, dual armrests. And six different colors to choose from for the easy-to-clean vinyl seats.

Custom Comfort and Appearance Option

Exterior items include bright metal around front and rear windows plus bright ventipane frames, custom nameplates on front fenders. New bright pickup box hand rails also available.

Interior appointments include: color-keyed rubber floor mat, full-

depth foam seat with color-keyed fabric and vinyl trim, vinyl trim door panels, cigarette lighter, custom nameplate on glove box door, cowl insulation. Bucket seats with center console are also available.

Custom Sport Truck Option

The CST option includes such items as: chrome front bumper, CST nameplate on front fenders, full-width vinyl seals, bright frames for clutch, brake and accelerator pedals, extra insulation, carpeting and cargo light. Also, bucket seats with center console are available. And you can dress up your CST with new two-tone exterior color combinations.



Standard Safety Features • Energy-absorbing padded instrument panel and padded sun-shades • Thick-laminate windshield glass and panoramic rear window • Non-glare finish on all necessary areas • Safety door locks and hinges • Right-hand and left-hand outside

plus low-profile ventipane latches

• Low-profile steering wheel and telescoping lower steering shaft • Plunger-type door lock buttons • Windshield washers and defrosters plus 2-speed electric wipers • Right-hand and left-hand outside

plus low-profile ventipane latches

• Non-glare inside rearview mirror • Pushbutton seat belt buckles • Flexible fuel filler necks • Side marker lights and reflectors, backup lights • Dual braking system.

plus low-profile ventipane latches

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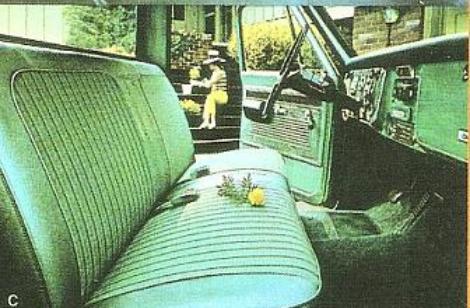
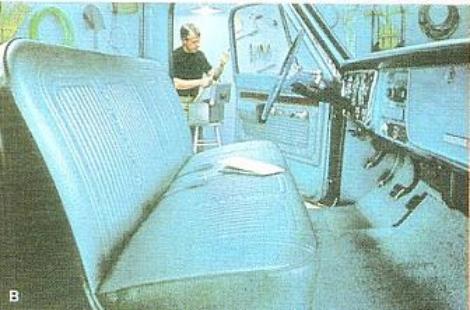
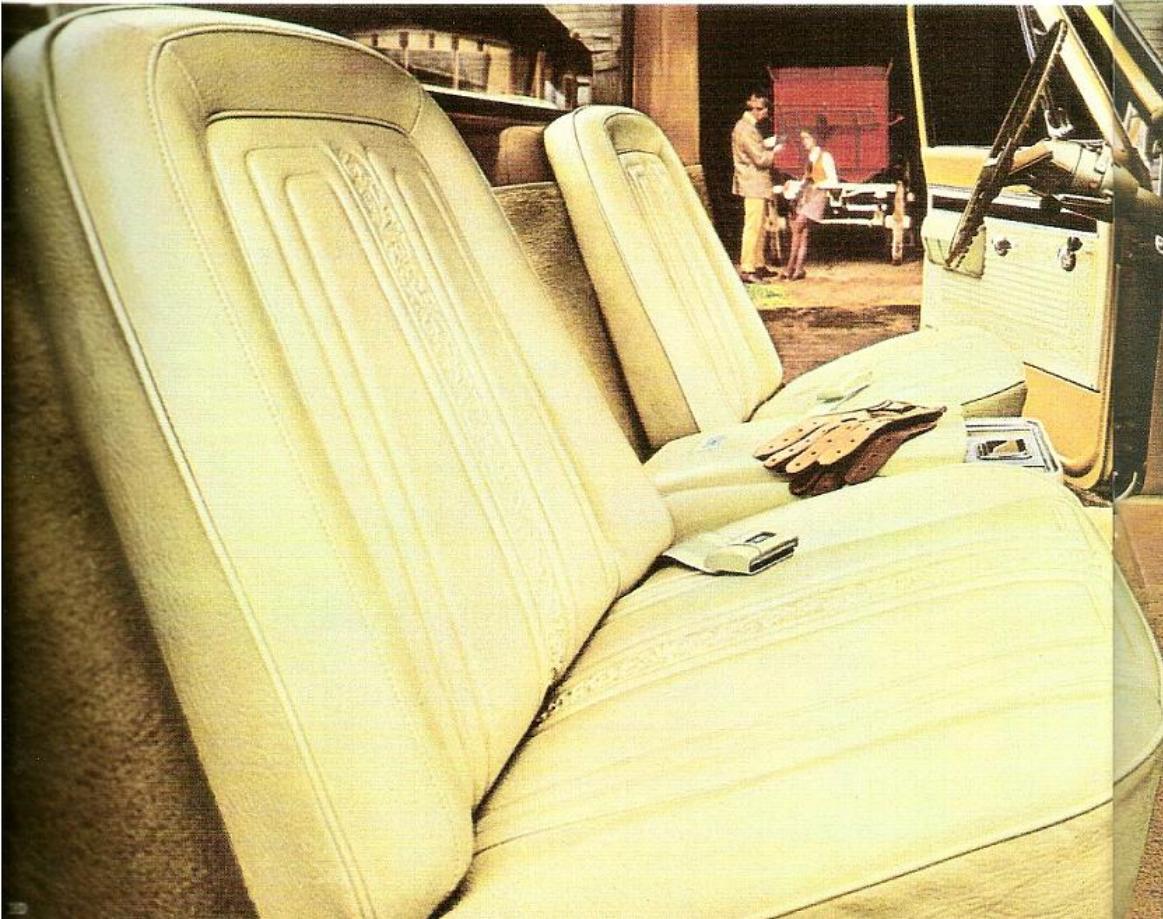
• Non-glare inside rearview mirror • Pushbutton seat belt buckles • Flexible fuel filler necks • Side marker lights and reflectors, backup lights • Dual braking system.

plus low-profile ventipane latches

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Double-strong cabs

Special cab cut-away shows how double-wall roof panel is heavily insulated to seal out noise. Inner wall is deeply embossed to eliminate "oil canning" effect and assure maximum strength in upper body.

Double-wall cowl assembly provides a solid foundation and contributes to greater torsional strength.

Double-wall rear body panel adds strength and insulates against noise transfer to the cab interior.

Double-wall body sills and framing members around door opening also add strength, durability and safety.

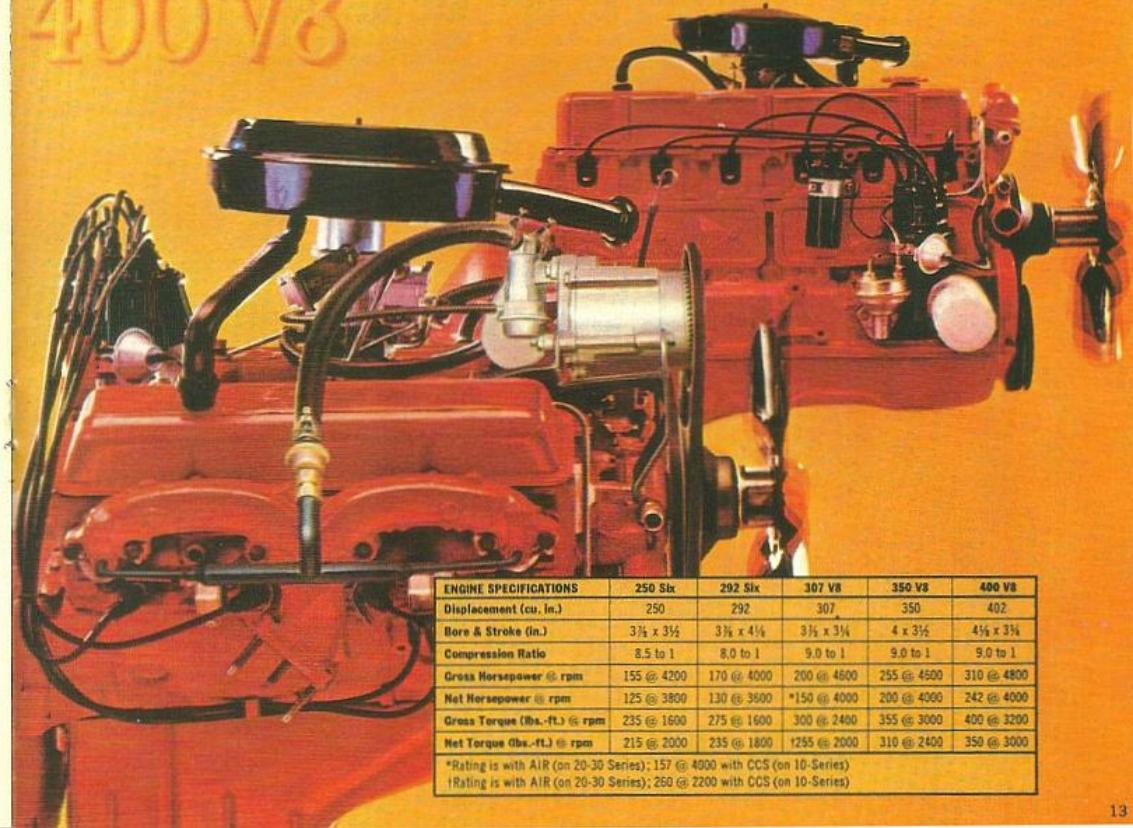
High-level air intake with large plenum increases air flow and

improves heater and air-conditioner performance.

Forward of the cab structure, a rigid reinforced one-piece hood minimizes welded joints where rust and corrosion often get a start.

And a tough one-piece radiator support adds to front-end rigidity.

250 SIX
292 SIX
307 V8
350 V8
400 V8



Five efficient high torque Engines

250 and 292 SIXES
Both of these economical powerplants are exceptionally smooth with 12-counterweight crankshafts, torsional dampeners and seven main bearings. Rotocoil exhaust valve rotators in the 292-cubic-inch Six reduce build-up of deposits, triple valve life.

307, 350 and 400 V8's
All feature full-jacket cylinder cooling which circulates coolant completely around the cylinder for uniform temperatures throughout the block. Long-life exhaust valves have special coating on heads and faces to slow formation of deposits. Five main bearings assure exceptional crank-shaft rigidity.

ENGINE SPECIFICATIONS	250 Six	292 Six	307 V8	350 V8	400 V8
Displacement (cu. in.)	250	292	307	350	402
Bore & Stroke (in.)	3 1/4 x 3 1/2	3 1/4 x 4 1/4	3 1/4 x 3 1/4	4 x 3 1/2	4 1/4 x 3 1/4
Compression Ratio	8.5 to 1	8.0 to 1	9.0 to 1	9.0 to 1	9.0 to 1
Gross Horsepower @ rpm	155 @ 4200	170 @ 4000	200 @ 4600	255 @ 4500	310 @ 4800
Net Horsepower @ rpm	125 @ 3800	130 @ 3600	*150 @ 4000	200 @ 4000	242 @ 4000
Gross Torque (lbs.-ft.) @ rpm	235 @ 1600	275 @ 1600	300 @ 2400	355 @ 3000	400 @ 3200
Net Torque (lbs.-ft.) @ rpm	215 @ 2000	235 @ 1800	1255 @ 2000	310 @ 2400	350 @ 3000

*Rating is with AIR (on 20-30 Series); 157 @ 4000 with CCS (on 10-Series)

Rating is with AIR (on 20-30 Series); 260 @ 2200 with CCS (on 10-Series)

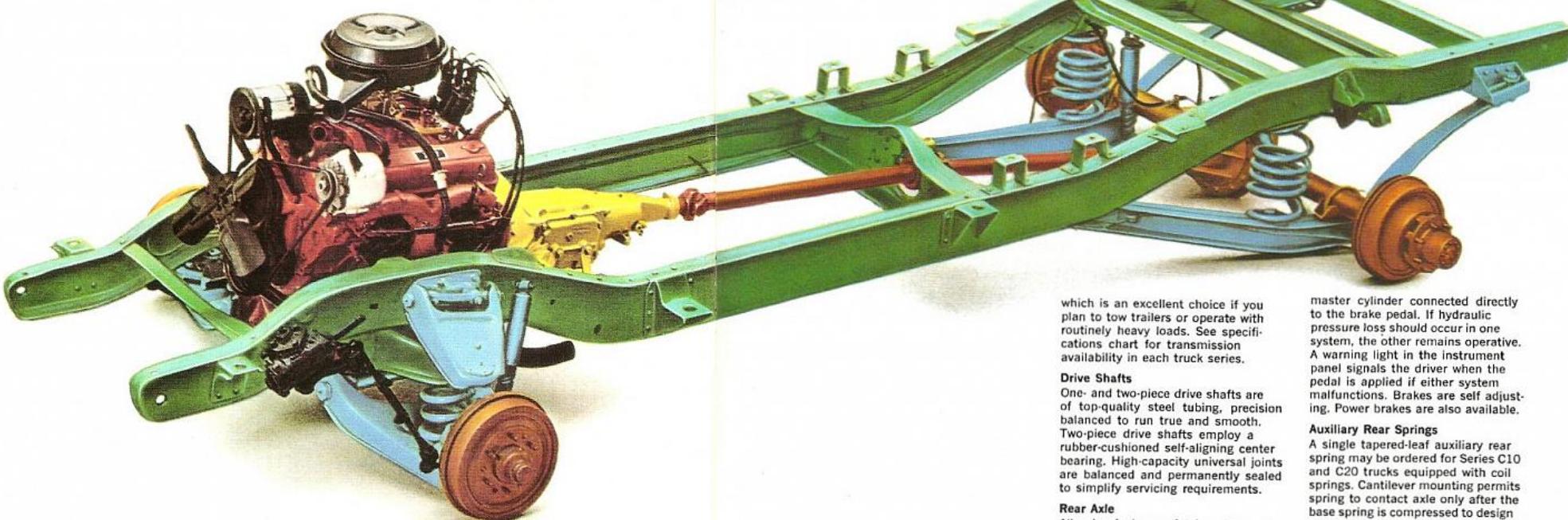


Here's the secret to Chevy's smooth ride

An all-steel independent front suspension with coil springs is the secret to the smoothest ride in trucks. It's designed to prevent road shock from being

passed back and forth between the front wheels or back through the frame and cab. It contributes to good stability when cornering. For added comfort, double-acting

shock absorbers are strategically located for maximum control under rebound. Add it all up and you've got the smoothest ride this side of a passenger car.



Long truck life and durability start with a rugged Chevrolet Chassis

Frame

Ladder-type frame is formed of heavy-gauge channel side rails with securely riveted alligator-jaw cross-members. Frame has a drop-center design to allow lower cab mounting for easier entry and exit. Maximum width is maintained at rear axle for stability.

Front Suspension

Coil-spring independent front suspension features friction-free coil springs to provide a smooth ride and easy handling under all conditions. Front wheels operate independently to prevent transfer of road shock from one to the other. Double-acting shock absorbers soak up vibrations.

Transmissions

Manual transmissions include a 3-speed synchromesh and 4-speed units. Three-speed units have gear-shift lever mounted on steering column. Four-speed boxes, recommended when operating conditions are unusually severe and involve off-road use, have shift lever mounted on floor. There are also automatics — the popular 2-speed Powerglide for normal operations and the 3-speed Turbo Hydra-matic

design for Series 10, full-floating for Series 20 and 30. Wide choice of axle ratios permits most efficient use of engine power characteristics. Maximum-traction differentials are available to keep your truck moving over all types of roads and terrain.

Rear Suspension

Coil-spring rear suspension for Series 10 and 20 trucks employs two-stage springs to give a soft ride when empty and firm support when fully loaded. Axle movement is controlled by two trailing arms pivoted at a frame cross-member, plus a transverse arm connecting the axle to the left frame side rail. Single-stage leaf springs are used to provide the increased capacity required by Series 30 trucks. Shock absorbers are standard on Series 10 and 20 trucks, optional on Series 30. High-capacity two-stage semi-elliptic springs are available for Series 30 trucks. Leaf-type rear springs are optional for all Series 10 and 20 trucks. Longhorn models feature 2-stage leaf-type springs.

Brakes

Front and rear hydraulic systems are separate but operate from dual

which is an excellent choice if you plan to tow trailers or operate with routinely heavy loads. See specifications chart for transmission availability in each truck series.

Drive Shafts

One- and two-piece drive shafts are of top-quality steel tubing, precision balanced to run true and smooth. Two-piece drive shafts employ a rubber-cushioned self-aligning center bearing. High-capacity universal joints are balanced and permanently sealed to simplify servicing requirements.

Rear Axle

All axles feature quiet hypoid gearing for greater tooth contact, extra strength. Axle shafts are semi-floating

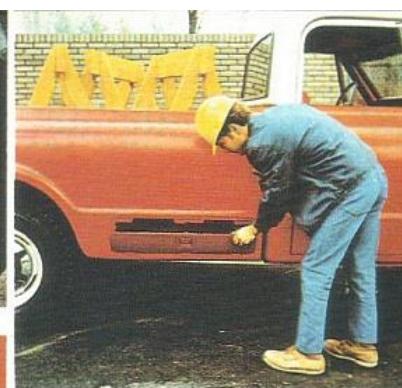
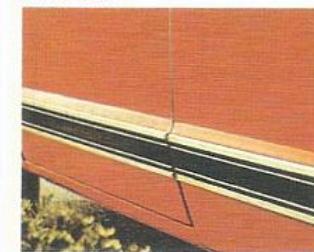
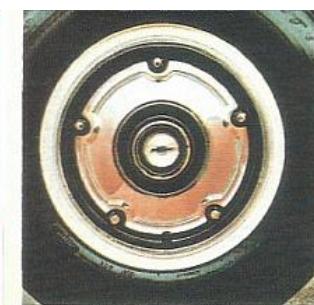
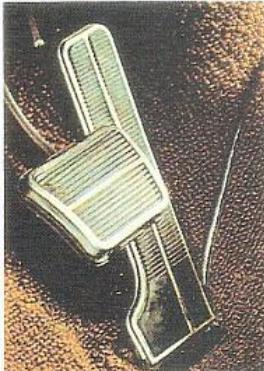
master cylinder connected directly to the brake pedal. If hydraulic pressure loss should occur in one system, the other remains operative. A warning light in the instrument panel signals the driver when the pedal is applied if either system malfunctions. Brakes are self-adjusting. Power brakes are also available.

Auxiliary Rear Springs

A single tapered-leaf auxiliary rear spring may be ordered for Series C10 and C20 trucks equipped with coil springs. Cantilever mounting permits spring to contact axle only after the base spring is compressed to design load conditions. The net result is extra support and control with maximum payloads or on very rough roads.

Add all the comfort and convenience you like
with Chevy's wide range of

Optional Equipment



Bucket Seats Bumpers—Chrome
Bumper — Painted Rear Camper
Wiring Harness Custom Comfort &
Convenience Door Edge Guards
H.D. Air Cleaner H.D. Battery
H.D. Clutch H.D. Cooling H.D.
Front & Rear Springs H.D. Genera-
tors H.D. Rear Axles H.D. Shock
Absorbers H.D. Starter Hub Caps
—Chrome Marker Lamps Optional
Engines Positraction Power Box
Outlet Stabilizer Bar Tinted Glass
 Two-Tone Paint Wheels & Tires



You can travel just about anywhere without reservations

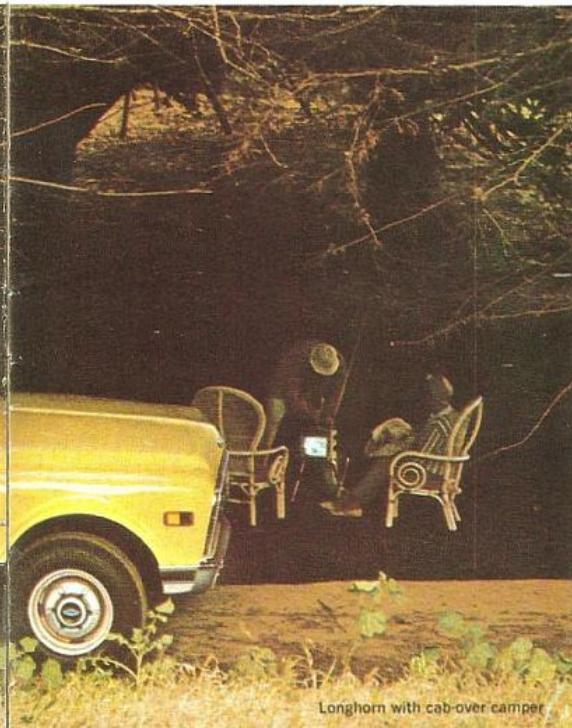
Chevy Campers



Chevy campers go to great lengths to please you in 1970. Take the king-size Longhorn pickup, for instance. Its wheelbase stretches out to 133 inches. And its box measures a long 8½ ft. which means it can accommodate camper bodies up to 12 ft. in length. And provide excellent balance and handling ease while doing it.

A camper mounted on a Chevy chassis-cab has a lot going for it, too. Like: plenty of walking room and head room. Plus the stable driving assurance that results from a solid integral unit.

Whichever size you choose, you're going to get a full measure of camping pleasure from every Chevy camper. Because each model offers a wide range of power teams, suspension systems and luxury accessories to match the needs of any size family. Or any size family budget.



Recommended minimum equipment for camper bodies

Chevrolet Series	CE 10 (½-Ton)		CE 20 (¾-Ton)		CE 30 (1-Ton)	
Camper Body Type	Shell		Cab-Over Without Rear Overhang	Cab-Over With Rear Overhang		Cab-Over With Rear Overhang
Max. Body Length (ft.)	6	8	9	10½	11	12
GVW Ratings (lbs.)	5000		6700	7500	7800	9000
Box Length (ft.)	6½	8	8	8½	8½-9	8½-9
Approx. Body Weight (lbs.)	300		1400	2000	2000	2500
Passenger & Equipment Weight (lbs.)	1000		1000	1100	1100	1600
Total Body, Passenger & Equipment Weight (lbs.)	1300		2400	3100	3100	4550
Recommended Chevrolet Models	CE 10704 CE 10734	CE 10904 CE 10934		CE 20904 CE 20934		CE 31034 Stepside Pickup
Engine	*307 V6		350 V8	350 V8	350 V8	400 V8
Transmission ▲	Powershift		Turbo Hydra-matic		Turbo Hydra-matic	
Rear Axle—Cap. (lbs.) —Ratio	3500 3.73		5200 4.10	5200 4.10	7200 4.10	
Front Suspension Stabilizer Bar Springs—Cap. (lbs.) Shock Absorbers	— 1250 Standard		Recommended 1250 Standard	Recommended 1250 Heavy-Duty	Recommended 1350 Heavy-Duty	Recommended 1500 Heavy-Duty
Rear Suspension Springs—Cap. (lbs.) Aux. Springs—Cap. (lbs.) Shock Absorbers	2000 — Standard		3000 — Standard	3000 500 Heavy-Duty	2750 — Heavy-Duty	3000 — Heavy-Duty
Tires	G78-15B		8.75-16.5 8 pr.	8.75-16.5 8 pr.	9.50-16.5 8 pr.	9.50-16.5 8 pr.
Tire Capacity lbs. (each)	1474 @ 32 psi		250 @ 60 psi	2700 @ 60 psi	2700 @ 60 psi	2700 @ 60 psi
Power Steering	—		Recommended	Recommended	Recommended	Recommended
Power Brakes	—		Recommended	Recommended	Recommended	Recommended
Generator	—		42 amp.	42 amp.	42 amp.	61 amp.
Camper Wiring Harness	—		Recommended	Recommended	Recommended	Recommended
Auxiliary Battery	—		Recommended	Recommended	Recommended	Recommended

Equipment shown in RED optional at extra cost. *Standard on V8 models. ▲HD Radiator included with Automatic Transmissions.
NOTE—Camper body weight, passenger weight and equipment weights may vary from those shown above but total loaded weight shall not exceed vehicle GVW rating—Center of gravity of camper body should be at least 4 inches ahead of centerline of rear axle.

Longhorn with cab-over camper

Suburban with travel trailer

Pickup, chassis-cabs & 4-wheel drive Specifications

Series GVW Ratings (lbs.)	CS/CE 10 (½ Ton) 4400 to 5000		CS/CE 20 (¾ Ton) 6200 to 7500		CS/CE 30 (1 Ton) 6600 to 14,000		10 (½ Ton) 4-Wheel Drive 5200 to 5600		20 (¾ Ton) 4-Wheel Drive 6400 to 7500	
Front Suspension	Standard	Optional	Standard	Optional	Standard	Optional	Standard	Optional	Standard	Optional
Type										
—cap. (lbs.)	2500		3000		3500		3300		3500	
Springs—Type										
—cap. (lbs.)	1250	1350	1350	1500	1500	1750	1450	1750	1600	1750
Shock Absorbers	Standard	H.D. Opt.	Standard	H.D. Opt.	Standard	H.D. Opt.	Standard	H.D. Opt.	Standard	H.D. Opt.
Stabilizer Bar	Optional									
Rear Suspension	Axle—Type	Semi-Floating		Full-Floating			Semi-Floating		Full-Floating	
—cap. (lbs.)	#3500		#5200		#7200	11,000	3300		5200	
—Ratios	3.73	3.07, 4.11	4.57	4.10, 3.54	4.57	4.10, 5.14	3.73		4.57	
—Ratios		3.54		4.56		6.17				
Springs—Type	Coil	Leaf	Coil	Leaf	Leaf		Tapered Leaf			
Coil—cap. (lbs.)	1250	2000	2000	3000						
Leaf—cap. (lbs.)		1250	‡2000	2750	2400	3100	1800		1900	2500
—cap. (lbs.)		1750		4150		4150				
Auxiliary Springs—Type	Leaf									
—cap. (lbs.)		500		500						
Shock Absorbers	Standard	H.D. Opt.	Standard	H.D. Opt.		Opt.	Standard	Opt.	Standard	Opt.
Engines	*250 Six	292 Six	*250 Six	292 Six	*250 Six	292 Six	*250 Six	292 Six	*250 Six	292 Six
	**307 V8	350 V8	**307 V8	350 V8	**307 V8	350 V8	**307 V8	350 V8	**307 V8	350 V8
		400 V8		400 V8		400 V8				
Clutch	Dia. (in.)	*10	11	*10	11	11	*10	11	*10	11
	Area (sq. in.)	*100	124	*100	124	124	100	124	*100	124
	Dia. (in.)	**11	12	**11	12		**11		**11	
	Area (sq. in.)	**124	150	**124	150		**124		**124	
Fuel Tank	Cap. (gal.)	21		21		21		21		21
Transmissions	3-spd.	4-spd.	3-spd.	4-spd.	4-spd.	4-spd. CR	3-spd.	4-spd.	3-spd.	4-spd.
		4-spd. CR		4-spd. CR		Turbo Hyd.		Turbo Hyd.		Turbo Hyd.
		Powerglide		Powerglide						
		Turbo Hyd.		Turbo Hyd.						
Brakes	Hydraulic	Power	Hydraulic	Power	Hydraulic	Power	Hydraulic	Power	Hydraulic	Power
Frame	Section Modulus	2.98		‡3.71		5.05 (310), 7.29 (314)		3.48		3.48
Steering	Manual	Power	Manual	Power	Manual	Power	Manual	Power	Manual	Power
Wheels & Tires	Disc Wheels—Type	6-stud		8-stud		8-stud		6-stud		8-stud
	—rim width (in.)	5.50	5.0	6.0	6.75	6.0	6.75	5.5	5.0	6.0
	—rim width (in.)				8.25		8.25		8.25	
	Tubeless Tires—sizes	G78-15-B		8.75-16.5	10.00-16.5	8.75-16.5	10.00-16.5	G78-15-B		8.75-16.5
	—sizes		H78-15-B		9.50-16.5		9.50-16.5		H78-15-B	9.50-16.5
	Tube-Type—sizes		G78-15-B		7.50-16		7.50-16		G78-15-B	7.50-16
	—sizes		7.00-15		6.50-16		6.50-16		7.00-15	6.50-16
	—sizes		6.50-16				7.00-16		6.50-16	
	—sizes						7.00-18			

#Also available with Positraction differential. †Specifications do not apply to Blazer models. ‡Also available with NoSPIN differential.

Standard 6-cylinder models. **Standard on V8 models. 157" WB only. ‡Longhorn models use leaf-type rear suspension as standard equipment and a frame with a section modulus of 5.05.

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