

1970 CHEVROLET MOVERS

CHEVROLET

SUBURBANS & PANELS



Suburban

New Chevy mover combines truck strength, station wagon utility

Chevrolet's 1970 Suburban is the most versatile of vehicles. It's built on a tough truck chassis to stand up in the most rugged service. Yet it's styled to offer all the comforts and conveniences of a station wagon. Inside its spacious nine-foot body, there's plenty of room for carrying people, or cargo, or both. For example, with the optional second and third seats, you can seat nine people comfortably. And still have more

than forty cubic feet of cargo space. With two seats, there's still 103 cubic feet of load space—as much as with a full-sized station wagon. And with the standard three-man seat alone, you can haul more than 181 cubic feet of cargo on a load floor area 51 square feet big. And that's space with 50 inches of clearance between wheelhousings. Access to the load compartment is extra easy, too. Big double rear doors or,

if you prefer, liftgate/tailgate provides plenty of clearance. All three side doors have anti-skid strips on the sills for better footing. And, down below, Chevy's famous independent front suspension with coil springs at all four wheels keeps everything running smoothly. Suburbans come in 1/2- and 3/4-ton models, with a wide choice of 6-cylinder and V8 engines. Four-wheel drive models are also available.

Plush interiors

Thick foam cushioned seats covered with tough vinyl in a choice of six different colors. Other niceties include heater and defroster, padded instrument panel, non-glare interior trim, and low-profile steering wheel. For added luxury, order the custom interior. It includes rich looking trim in cloth/vinyl combinations, perforated hardboard headlining, vinyl cover for spare tire, color-keyed floor mats and more.



Second and third seats are available to seat up to six additional passengers.



Tailgate/liftgate rear opening is designed for easy operation and enables you to carry extra-long equipment. Panel-type rear doors are also available and feature telescoping door checks to facilitate loading.



Hard working and efficient Panels

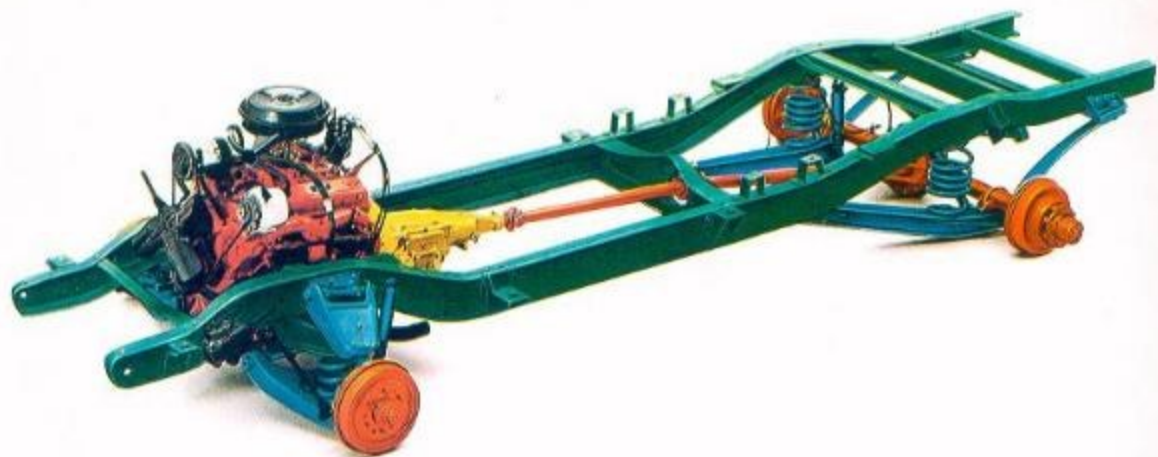
Here's the perfect answer when you need to move up to 207 cubic feet of cargo quickly and efficiently. A rugged nine and a half foot panel truck that moves through heavy traffic with the same sure-footed ease as Suburban models. Because it's built on the same tough chassis.

And offers all the same work-proved power train components. Both 1/2- and 3/4-ton models are available. Front doors have multi-position stops, push-button inside locks, outside key locks and safety door latches and hinges. Big double rear doors are held open by 2 position telescoping door checks and may be locked by key from the outside. Rear door glass is standard. Individual driver's seat is adjustable forward and backward. Rear face of the seat backrest has a metal cover to protect against load damage. Optional passenger seat is similarly

designed and can be pivoted forward for access to cargo area when retaining lock is released. Full foam cushioning is available for either or both seats. Trim is long-wearing vinyl. Power train combinations and chassis equipment are the same as those for the Suburban. Comfort and convenience options are also the same, except for seating options which are not offered for panels.

DIMENSIONS

Model	Wheel-base (in.)	Overall Length (in.)	Load Length Floor
Suburbans	127	215 1/2	33 1/2
Panels	127	215 1/2	116



Chassis

Chevy's better performance starts here

Frame

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

Front Suspension

Independent front suspension features friction-free coil springs which 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 provide additional riding ease.

Transmissions

Manual transmissions include a fully synchronized 3-speed, 4-speed close ratio. Shift lever is mounted on steering column for 3-speed transmissions and on floor for 4-speed units. Automatics include popular Powerglide and Turbo Hydramatic.

Drive Shafts

Precision balanced to run true and smooth. High-capacity standard universal joints are permanently sealed to minimize service requirements.

Rear Axle

Quiet hypoid gearing for greater tooth contact, extra strength. Wide choice of ratios permits efficient use of engine power for maximum traction, limited-slip axles available on all models.

Rear Suspension

Coil-spring rear suspension employs 2-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 crossmember, plus a transverse arm connecting the axle to the left frame side rail. Shock absorbers are standard.

Brakes

Front and rear hydraulic systems are separate and operate from dual master cylinder. If pressure loss should occur in one system, the other remains operative and a warning signal lights on further pedal applications. Brakes are self-adjusting. Power brakes are also available.

Auxiliary Springs

Single tapered leaf auxiliary rear springs may be ordered for extra support and control with maximum payloads or use on very rough roads (C10-20 only).

For four-wheel drive chassis information, see 1970 Chevrolet Pickup Catalog.



Five efficient High Torque Engines

Chevrolet's 1970 light-duty power lineup includes two job-proven sixes and three equally dependable V8's. All are designed to operate on regular grade gasoline. And all feature precision-molded head and block castings. Free-breathing valve-in-head design with big valves and smooth porting. Which allows full fuel charge to enter cylinders. Hydraulic valve lifters supply quiet valve action at all speeds. Precision-balanced crankshafts have main bearings flanking each throw to keep engine running smoothly. And exhaust control systems are included on all light-duty engines for 1970.

250 and 292 SIXES

Both these economical powerplants are exceptionally smooth with 12 counterweight crankshafts, torsional dampeners and seven main bearings. Rotocoll exhaust valve rotators on the 292 Six reduce build-up of deposits, triple normal valve life. 250-cubic-inch engine, standard on six-cylinder models.

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 crankshaft rigidity. 307-cubic-inch engine, standard on V8 models.

250 SIX
292 SIX
307 V8
350 V8
400 V8



ENGINE SPECIFICATIONS	250 Six	292 Six	307 V8	350 V8	400 V8
Displacement (cu. in.)	250	292	307	350	400
Bore & Stroke (in.)	3 1/4 x 3 1/2	3 1/4 x 4 1/4	3 1/2 x 3 1/4	4 x 3 1/2	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 @ 4600	310 @ 4800
Net Horsepower @ rpm	125 @ 3600	130 @ 3600	*150 @ 4000	200 @ 4300	242 @ 4000
Gross Torque (lbs.-ft.) @ rpm	235 @ 1600	275 @ 1600	306 @ 2400	355 @ 3300	400 @ 3200
Net Torque (lbs.-ft.) @ rpm	215 @ 2000	235 @ 1800	255 @ 2600	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)

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

Optional Equipment

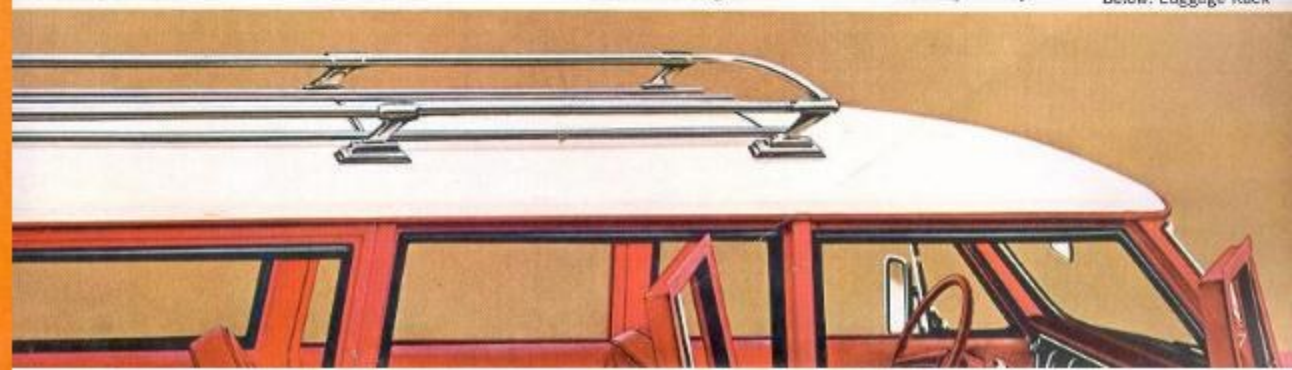
- Bucket Seats
- Bumper—Chrome
- Wiring Harness
- Custom Comfort & Convenience
- Door Edge Guards
- H.D. Air Cleaner
- H.D. Battery
- H.D. Clutch
- H.D. Cooling
- H.D. Generators
- H.D. Rear Springs
- H.D. Shock Absorbers
- H.D. Starter
- Hub Caps—Chrome
- Hub Caps—Painted
- Marker Lamp
- Optional Engines
- Positraction
- Power Box Outlet
- Stabilizer Bar
- Stereo Tape Player
- Tinted Glass
- Two-Tone Paint
- Wheels & Tires



Air Conditioning • Engine Gauges • Floor Carpeting • Power Steering • Radio • Speed & Cruise Control • Tachometer • Turbo Hydra-matic



Below-Eye-Line Mirror • Power Brakes • Wheel Covers—Bright • Auxiliary Battery • Below: Luggage Rack



1970 Suburban & Panel Specifications

Series	GM 261 1/2-Ton		GM 29 1/2-Ton		20 1/2-Ton 4-Wheel Drive		20 1/2-Ton 6-Wheel Drive	
	4100 to 5400		6200 to 7800		5000 to 5800		6400 to 7800	
GVW Ratings (Lbs.)	Standard	Optional	Standard	Optional	Standard	Optional	Standard	Optional
Front Suspension	*R/R with Coil Springs—Cap. (Pn.)	2400	2800	3000	3000	3000	3600	4500
	—Hdks.	3,750	3,250	1950	1500	1450	1600	1750
	Springs—Cap. (Pn.)	Standard	H.D. Opt.	Standard	H.D. Opt.	Standard	H.D. Opt.	Standard
	Shock Absorbers	Standard	H.D. Opt.	Standard	H.D. Opt.	Standard	H.D. Opt.	Standard
Rear Suspension	Stabilizer Bar	Optional						
	Axle—Cap. (Pn.)	4100	4950	4100	4100	3700	4071	5200
	—Hdks.	3,75	3,07, 3,54, 4,11	4,57	3,54, 4,10	3,79	4,071	4,57
	*Coil Springs—Cap. (Pn.)	1260	2000	2800	3800	1800		1900
	Tapered Leaf Axle Springs—Cap. (Pn.)		500		900			1900
Engines	Shock Absorbers	Standard	H.D. Opt.	Standard	H.D. Opt.	Standard	H.D. Opt.	Standard
	*250 Sbc	292 Sbc	*250 Sbc	292 Sbc	*250 Sbc	292 Sbc	*250 Sbc	292 Sbc
Fuel Tank	*400 V8	310 V8	*307 V8	300 V8	*307 V8	300 V8	*307 V8	300 V8
	Cap. (gal.)	23.5		23.5		23.5		23.5
	3-spd.	4-spd.	3-spd.	4-spd.	3-spd.	4-spd.	3-spd.	4-spd.
Transmissions	4-4sp. OH		4-4sp. CR		Turbo Hyd.		Turbo Hyd.	
	Powerglide		Powerglide					
	Turbo Hyd.		Turbo Hyd.					
Brakes	Hydraulic	Power	Hydraulic	Power	Hydraulic	Power	Hydraulic	Power
	Electric	33 Amp-Hr.	70 Amp-Hr.	53 Amp-Hr.	70 Amp-Hr.	53 Amp-Hr.	70 Amp-Hr.	53 Amp-Hr.
Generator	37 Amp	42, 61, 62	37 Amp	42, 61, 62	37 Amp	42, 61, 62	37 Amp	42, 61, 62
	Manual	Power	Manual	Power	Manual	Power	Manual	Power
Steering	Manual	Power	Manual	Power	Manual	Power	Manual	Power
	4-shd.	6-shd.	4-shd.	6-shd.	4-shd.	6-shd.	4-shd.	6-shd.
	5.50	6.0, 6.5	6.0	6.0, 6.75	5.5	6.0, 6.5	6.0	6.6, 6.75
	7.75-15H	7.75-15B	8.75-16.5	8.50-16.5	8.75-16B	10.5-16B	8.75-16.5	9.5-16.5
Wheels & Tires	Tube Type Tires—Std.	6.75-15B	6.75-15B	6.75-15B	6.75-15B	6.75-15B	6.75-15B	6.75-15B
	—Hdks.	6.00-16, 7.00-15		7.50-16		6.50-16, 7.00-15		

Equipment shown in blue outline is of extra cost. Also available with Powerbrake or PGM-2 LDR. 4-fl. steering. *Tubular cranking on 4-wheel drive models (unless 3.75-4.50, 4.50-6.25, hdks. available with Powerbrake PGM-2 LDR alternative). †Standard on 6-cylinder models. ‡Optional on V8 models. ††Tapered leaf axle 4-wheel drive models. (Included and available only with 400 V8 option. (Included and available only with 307 V8 option. (Included and available only with optional 350 V8 and 4-speed or Turbo Hydro-matic transmission.

Recommended Equipment on Suburbans for Trailer Towing

Chevrolet Series	GM 30			GM 38		
Trailer Weight (Gross)	2000 lbs.	4000 lbs.	4000 lbs.	2000 lbs.	4000 lbs.	6000 lbs.
Trailer Hitch Type	Frame Mounted	Frame Mounted or Equalizer	Equalizer	Frame Mounted	Frame Mounted or Equalizer	Equalizer
Front Suspension	Standard	Standard	Standard	Standard	Standard	Standard
Rear Suspension	Standard	2000-lb. Springs	2000-lb. Springs	Standard	Standard	Standard
Brakes	Power	Power	Power	Power	Power	Power
Transmissions	Turbo Hydro-matic	Turbo Hydro-matic	Turbo Hydro-matic	Turbo Hydro-matic	Turbo Hydro-matic	Turbo Hydro-matic
Electrical Generator	42 amp.	42 amp.	42 amp.	42 amp.	42 amp.	42 amp.
Battery	70 amp.-hr.	70 amp.-hr.	70 amp.-hr.	70 amp.-hr.	70 amp.-hr.	70 amp.-hr.
Tires	6.75-15B	6.75-15B	6.75-15B	6.75-16 5-6 pr.	6.75-16.5-6 pr.	6.75-16.5-6 pr.

Equipment shown in blue outline is of extra cost. Trailers with over 1000 lbs. weight (gross and load) require separate trailer brakes.

All production and specifications in this brochure are based on the latest product information at the time of publication. Chevrolet Motor Division, General Motors Corp., Detroit, Michigan 48202. ©1969 GM Corp.

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- * STUDEBAKER
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