

1970 CHEVROLET MOVERS



EL CAMINO



There's nothing quite like El Camino. Period.

Car-like luxury, combined with El Camino toughness, makes it unlike anything you've ever worked, ran errands, shopped or vacationed in. When there's work to be done, El Camino has the strength and stamina of a pickup. With a double-walled, double-strong box that's built to take it. And the same muscles that let you shoulder your way through truck-sized jobs, let you cruise along turnpikes, handle

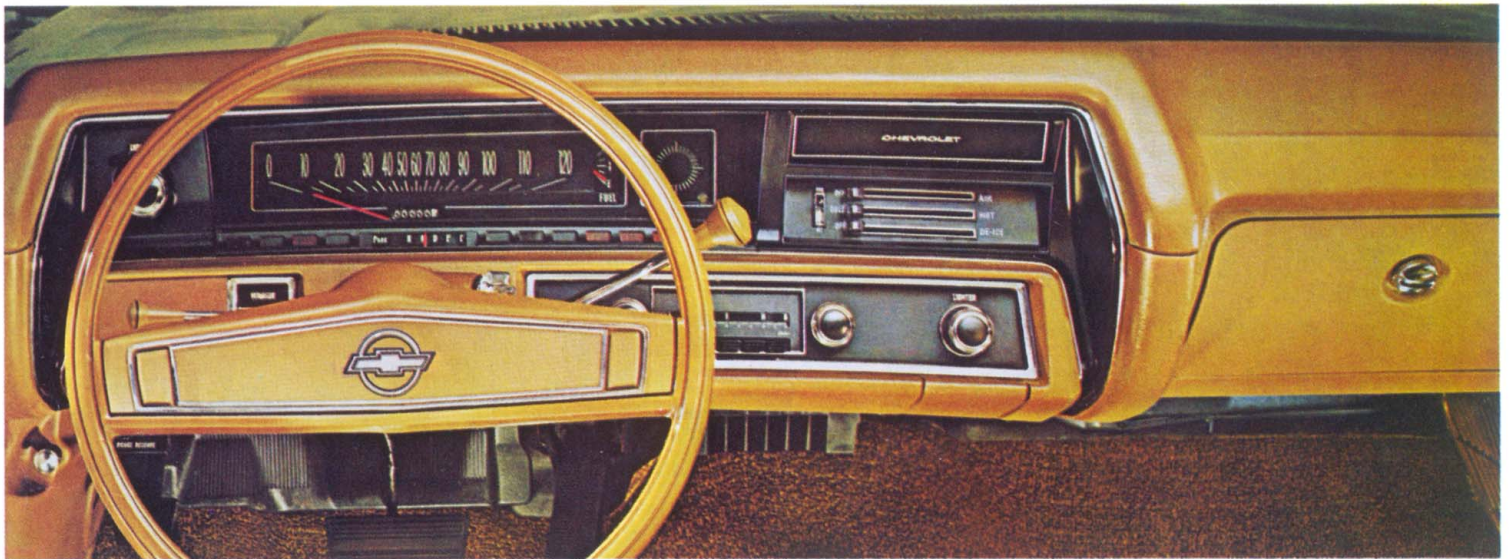
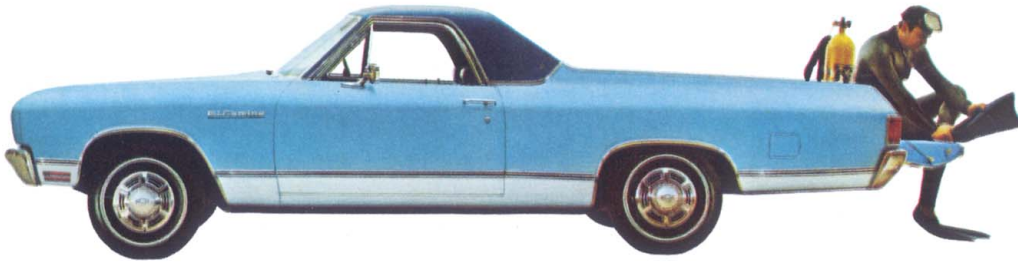
family-sized trailers with ease. There is a wide choice of El Camino power-team combinations to pick from. The standard Six has been upped to 250 cu. in. for '70. Followed by five V8s that go all the way to 350 horsepower. Choose 3- or 4-speed, Powerglide or Turbo Hydra-matic transmission. Then pick your options. Because just as El Camino is no ordinary vehicle, neither is its list of options. There are five vinyl top colors. Power steering, brakes and windows. Special wheel covers. Four-Season air conditioning.

AM/FM radio. Even a new level indicator for washer fluid. Or why not go all the way? And get all the extras of the SS 396 option: Besides the 396-cu.-in. powerplant under a special raised hood, there are front disc brakes and sport wheels. Special-duty springs, stabilizers and shocks, front and rear. Plus a whole string of special comforts and accents. The kinds of things that make any El Camino unlike anything else on the road.



Looks aren't everything— even when you look as good as an El Camino.

Looks alone haven't kept El Camino far and away the most popular vehicle of its kind ever built. Start looking for the features that mean safety and practicality and El Camino looks even better than ever in 1970. With things like improved side marker lights. Easier reading instruments. New fiberglass-belted tires for longer life and better traction. And plenty more to make it the most vehicle for your money again in '70.



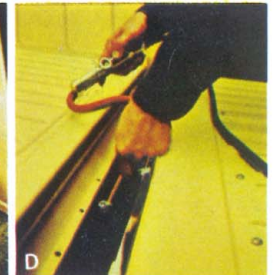
New instrument panel redesigned for appearance and convenience.

Double-wall cargo box protects outside body from loads.

Front and rear side marker lights and reflectors.



A) Steering-column-mounted lock. B) Front disc brakes available. C) Storage compartment behind driver's seat. D) Air booster rear shock absorbers.



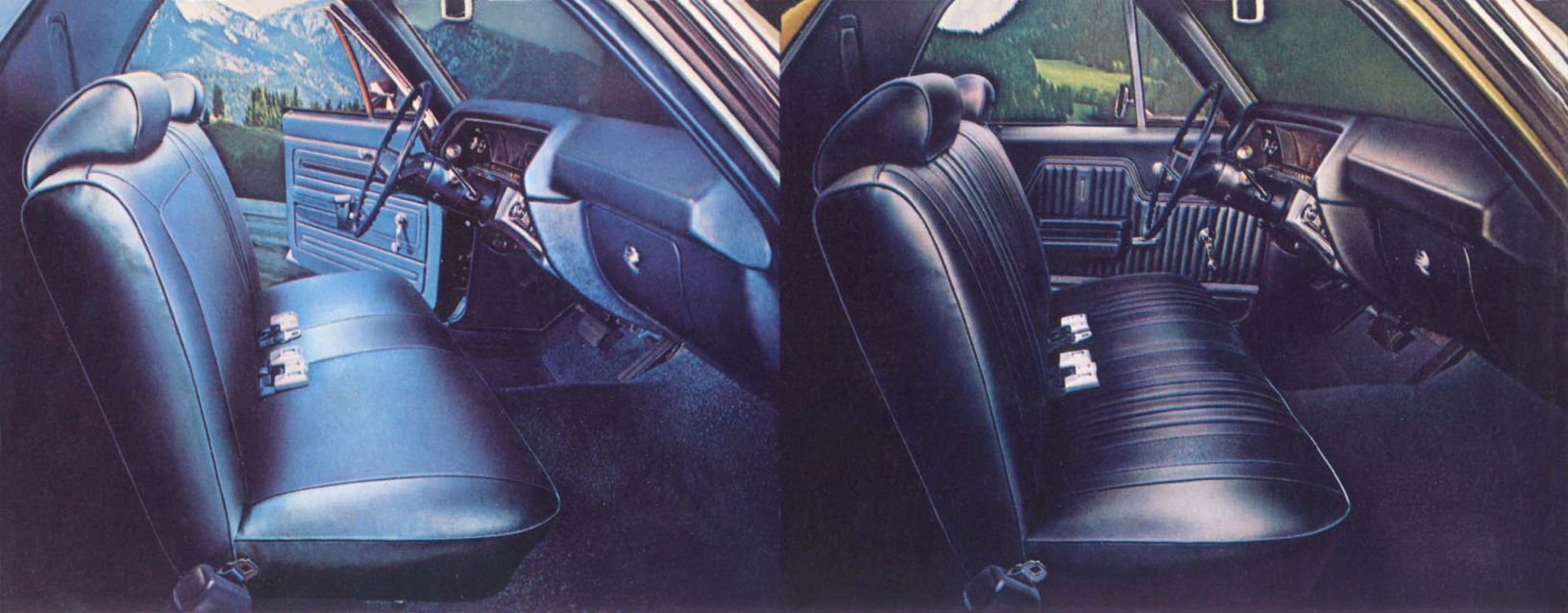
El Camino's blend of luxury and toughness.

One sample of El Camino luxury and you'll wonder if there's really any other way to work or play. What we call El Camino's standard interior actually starts where others leave off. Then there's a custom interior for even more of everything. Or go right to the top: To a Super Sport 396 interior with Strato-

bucket seats set over deep-pile carpeting. With options like a center console added. Floor-mounted shift. Or special instrument package that gives you temperature, oil pressure and ammeter gauges, plus tach. While outside there are twelve new colors for '70 to go with El Camino's all-new styling.

El Camino SS 396 interior with Strato-bucket seats and center console added.





Standard interior.

Don't let the word standard fool you. El Camino is anything but. The vinyl bench-type seat is padded with thick foam. Color-keyed in saddle, blue or black to the exterior. Steering-column-mounted ignition switch locks both wheel and transmission lever. Safety features include: breakaway ashtray,

full-depth armrests, energy-absorbing windshield pillars, non-glare finishes, seat belts for three, adjustable head restraints and shoulder belts on each side.

Custom interior.

All the regular El Camino interior is, and more. Like deeply textured vinyl on the seats that not only looks and feels lux-

urious, but is easy to keep that way. With wood-grain trim around the instrument panel. And the rich comfort of thick pile carpeting underfoot. Padded dash. Low-profile steering wheel. Even the convenience of a glove compartment light. Interior colors are coordinated to your choice of the 15 exterior colors, including a dozen new ones for 1970.

1970 El Camino Engines—						
	250 Six	307 V8	350 V8	350 V8	400 V8	SS 396 V8
Displacement (nominal)	250	307	350	350	400	396
Compression Ratio	8.5 to 1	9.00 to 1	9.00 to 1	10.25 to 1	10.25 to 1	10.25 to 1
Gross Horsepower @ rpm	155 @ 4200	200 @ 4600	250 @ 4800	300 @ 4800	330 @ 4800	350 @ 5200
Gross Torque ft.-lbs. @ rpm	235 @ 1600	300 @ 2400	345 @ 2800	380 @ 3200	410 @ 3200	415 @ 3400

Standard Equipment—

Front Suspension: IFS with coil springs; capacity 1900 lbs. Springs: Coil; capacity 950 lbs. Shock Absorbers: 1" diameter. Rear Suspension: Rear axle capacity 2700 lbs. Springs: Coil; capacity 1100 lbs. Shock Absorbers rear: Air booster type; may be adjusted by varying air pressure to meet load requirements. Engine: 155-hp 250 Six standard on six-cylinder models; 200-hp 307 V8 standard on V8 models. Clutch: 9 1/8" diameter (6-cylinder engine); 10 3/8" diameter (307 & 350 V8's); 11" diameter (300-hp 350, 396 and 400 V8's). Transmission: 3-speed manual.

Electrical: Battery, 45-amp.-hr. Directional signals, front and rear. Backup lights. Front and rear marker lights. Generator: 37-amp. Delcotron. Windshield Wipers: Dual electric with washers. Seat Belts: Three; driver, center and passenger. Shoulder Belts: Driver and passenger. Head restraints: Driver and passenger. Tires: Five fiberglass-belted E78 x 14 (6 cylinder models), F78 x 14 (V8 models), G70 x 14 White Stripe with SS 396

Optional Equipment—

Four-Season Air Conditioning • HD Battery • Custom Deluxe Seat & Shoulder Belts • Positraction Rear Axle • Appear-

ance Guard Group • Power Brakes • HD Clutch • Console • Power Door Locks • Temperature Controlled Radiator Fan • Cowl Induction Hood (SS 396) • 63-amp. Delcotron Generators • Tinted Glass • Special Instrumentation • Auxiliary Lighting • HD Radiator • AM Pushbutton Radio • AM/FM Push-button Radio • Vinyl Roof Cover • Strato-bucket Seats • Comfortilt Steering Wheel • Variable-ratio Power Steering • Special Front and Rear Suspension • Wheel Covers • Rally Wheels • Power Windows • Powerglide • Turbo Hydra-matic • 4-Speed • 4-Speed Close-Ratio

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