

'75 CHEVY

EL CAMINO





El Camino Classic

Announcing the new Chevy El Camino.



El Camino SS

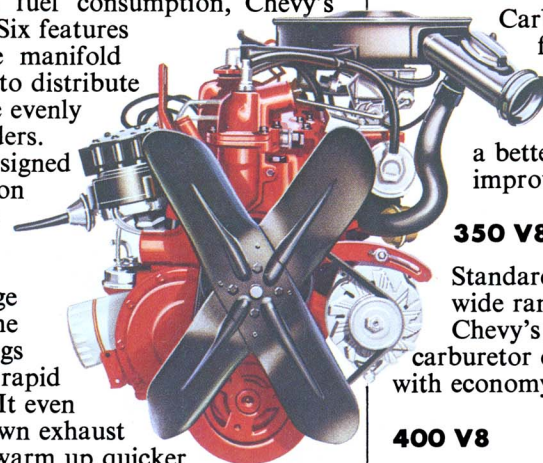
How our new 250 Six cuts fuel consumption.

Designed to meet today's need for economy and fuel consumption, Chevy's new 250 Six features an intake manifold designed to distribute fuel more evenly to cylinders. Newly designed combustion chambers concentrate the fuel charge around the spark plugs for more rapid burning. It even uses its own exhaust gases to warm up quicker and help save fuel.

High Energy Ignition (HEI) system improves efficiency

Standard on Six and V8 engines, the new High Energy Ignition system delivers more voltage than before. It can fire even worn spark plugs, ignite fuel mixtures that are richer or leaner than normal. A magnetic pulse generator with electronic control module replaces breaker points and condenser. Result is a system that can go farther between tune-ups in normal driving.

Outside air intake



Carburetor air is ducted from outside the engine compartment. The cooler and denser air charge makes possible a better fuel-air mixture for improved engine performance.

350 V8

Standard on V8 models for a wide range of job applications, Chevy's 350 V8 with a 2-barrel carburetor delivers good performance with economy using no-lead fuels.

400 V8

El Camino's hard-working 400 V8 comes with a 4-barrel carburetor. There's plenty of reserve power available here for the highest GVW rating (5,750 lbs.).

454 V8

This same 454-4 V8 is available on big Chevy trucks. It's recommended where the terrain is particularly demanding, when consistently large loads are carried or when heavy trailers are towed.

Don't let looks fool you. El Camino is a tough truck.

Front disc brakes: standard

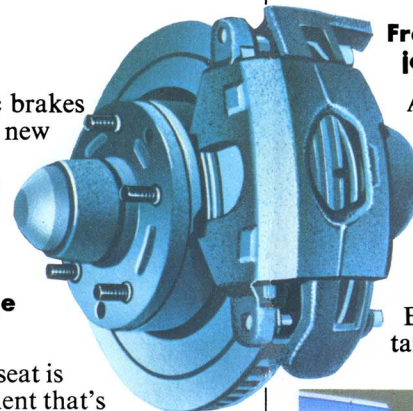
These brakes are the single-piston floating-caliper type. They resist fade and recover quickly from the effects of water immersion. El Camino's rear drum brakes are finned for efficient cooling.

Disc brake lining wear sensor

Standard front disc brakes are equipped with a new lining wear sensor. It makes an audible signal when pads need replacement.

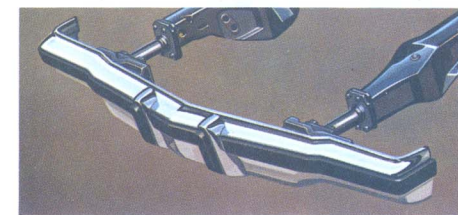
Concealed storage compartment

Behind the driver's seat is a storage compartment that's ideal for stowing tools or small articles you want to keep out of view. Just move the seat forward and there it is. The spare tire is stowed upright behind the passenger seat.



Durable bumper system

El Camino's front bumper system uses reinforced outer bumper bars combined with two hydraulic/pneumatic cylinders to help cushion impact.

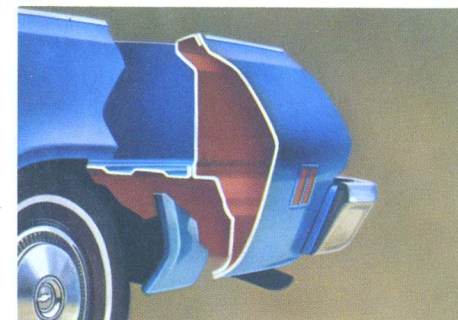


Front suspension ball joint wear indicator

A visual wear indicator is incorporated in the lower control arm ball joints on all El Caminos.

One-handed tailgate

All kinds of people drive El Caminos, so we make the tailgate easy to open and close.



Tough double-wall construction

El Camino's cargo box is constructed with double walls of steel. That way the inside can take the dents and nicks without the outside's showing them. Doors, hood and roof also have two-wall construction. And every outer fender gets an inner fender to help protect the body against the effects of water, salt and road dirt.

Transmissions

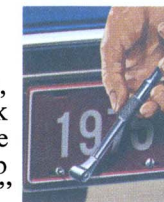
Standard transmission is a fully synchronized 3-speed. Or you can order the smooth 3-speed Turbo Hydra-matic.

Chassis and suspension

El Camino rides on Full Coil suspension. Front springs have a rating range of 1,157 to 1,475 pounds each while the rear springs have a rating range of 1,375 to 1,450 pounds each.

Air-adjustable shock absorbers

Standard on El Camino, air-adjustable rear shock absorbers trim the vehicle at any rated load, help prevent "bottoming out" with heavy loads. You just stop at the nearest service station and pump more air into the rear shocks through a special valve at the rear license plate.



All these easy-care features come standard on El Camino.

New extended maintenance intervals

We've been able to make significant progress in reducing the number of times you need routine maintenance. This chart will give you an idea:

1975		1974	
6 months or 7500 miles	ENGINE OIL	4 months or 6000 miles	
First 7500 miles, every 15,000 miles thereafter	OIL FILTER	First 6000 miles, every 12,000 miles thereafter	
22,500 miles	SPARK PLUGS	6000 miles	
6 months or 7500 miles	CHASSIS LUBRICATION	4 months or 6000 miles	

Integrated voltage regulator

Voltage regulator and generator are one unit mounted in the forward part of the engine compartment. Solid-state design adds durability.



Catalytic converter

Catalytic elements in converter chemically change hydrocarbons and carbon monoxide into water vapor and carbon dioxide. Exhaust pipe of stainless steel helps reduce corrosion.



New durable muffler

We've used heavier gauge steel inside and out in Chevy mufflers for '75. All muffler parts are completely aluminized to help protect against corrosion.



Side-terminal battery

Chevy's Delco battery has sealed side terminals to help retard corrosion and maintain secure, efficient electrical contact.



	3-Speed	Turbo Hydra-matic
Standard Engine 250 L6	•	•
Standard Engine Turbo-Fire 350 V8 (2 bbl.)	•	•
Available Engines Turbo-Fire 350 V8 (4 bbl.)	•	•
Turbo-Fire 400 V8 (4 bbl.)		•
Turbo-Jet 454 V8		•



El Camino SS

This sporty package for V8 models includes special pattern and custom vinyl seat trim, matching right- and left-hand outside mirrors, black or white body side striping, 15" x 7" rally wheels, GR70-15 white-lettered steel-belted radial tires, SS emblems.



El Camino Conquista

Begin with an El Camino Classic, order the special two-tone paint and special bright moldings, and you've transformed it into an El Camino Conquista. Includes bright wheel-opening and lower body sill moldings, bright roof drip-rails.



Classic Estate

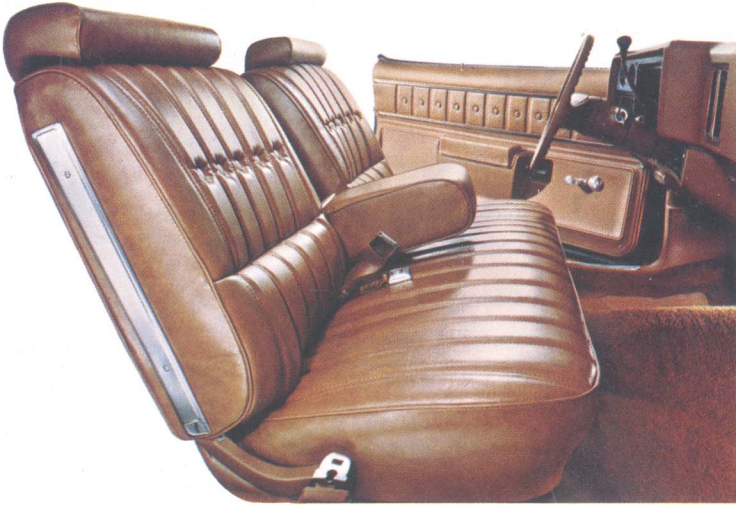
El Camino Classic takes on even more elegance when you order the Estate package. It features full body side and tailgate accent in "Mozambique" wood-grain vinyl trim. You also get bright body, wheel-opening and roof drip-rail moldings.



El Camino

Massive die-cast grille and bold front bumper design set off the good looks of the standard El Camino. Tough, double-wall cargo box can tote as much as 800 pounds. Classic model adds bright body moldings, custom vinyl seat trim and more.

El Camino interiors: three levels of luxury.



El Camino Classic Estate interior

Enjoy the luxury of a full-width custom seat with a fold-down center armrest. There's a padded instrument panel, special door panel trim, deluxe vinyl coated headliner and black-finish rearview mirror. Wide selection of upholstery fabrics and color-keyed vinyl trim accents.



El Camino interior

Full-width foam cushioned seat, available in either fabric and vinyl combinations or all-vinyl. Matching vinyl door, side panels and headliners. Carpeted floor is color keyed to trim selection.

SS interior with available bucket seats

The all-vinyl SS interior is shown here with special swivel bucket seats you can order. The seats pivot up to 90 degrees, have built-in headrests. Full-foam cushioned, the seats are contoured for comfort and can be adjusted forward or backward.



You get a lot in El Camino. But you can have even more.



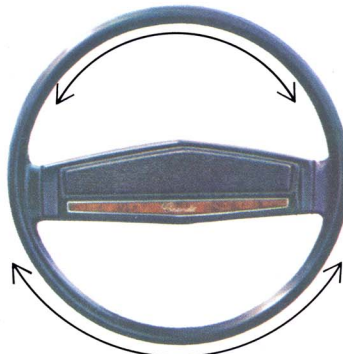
El Camino SS with Hop Cap shell camper

Cargo box enclosure

Dealer-installed cargo cover protects your cargo from the weather, or gives you the makings of a mini-camper. Smartly styled to harmonize with El Camino exterior. Available from several manufacturers.

Power windows

You can raise or lower side windows with this power assist. There is a separate control for passenger convenience.



Power steering

Available with 6-cylinder models. Standard with V8 engine.

AM/FM radio

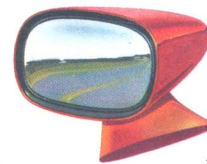


Fully transistorized push-button radio

allows preselection of five AM and five FM stations. The antenna is mounted in the windshield.

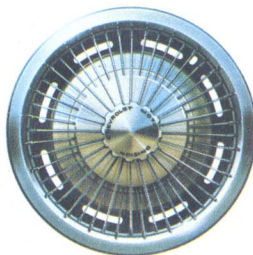
Dual sport mirrors

A touch of dash and practicality. Both right- and left-hand mirrors match body color. Driver's-side mirror is adjustable by remote control; right-hand mirror is manual.



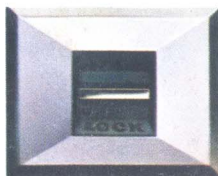
Wire wheel covers

48 bright-metal spokes so carefully detailed they could pass for real wire wheels.



Power door locks

With the touch of a button, you can lock both doors. Individual lock controls at each door.



Four-Season air conditioning

Select the temperature you want. This unit heats, cools, defrosts, defogs, filters and dehumidifies the air for driving comfort.

Comfortilt steering wheel

For driving comfort, easier getting in and getting out. Wheel adjusts to six positions.



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