

1971 Chevrolet Sportvan



Totally Tougher 

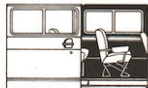


Travel space for up to twelve.

Other passenger vans just lost the space race. Because Sportvan's gone to greater lengths. Two new wheelbases. Including 125-inch wheelbase models with seating availabilities for up to 12.

New sliding side door easier for passengers. No other popular domestic van has anything like it. A side door that needs only 4½ inches clearance to open.

It glides smoothly, silently on a beefy triple track proved through thousands of hours of testing. And because of the sliding side door, we did away with the retractable step still used in other vans. Our step is built right in, hidden from bad weather and you until you slide open the door.



New Beauville. We've gone as far as anyone ever has toward making a van a luxury vehicle. Some people will call Beauville palatial. It's that roomy. And the appointments. Deep carpets, keyed to any of four interior colors: blue, green, sandalwood or black. Foam cushioned seating. Smart simulated walnut trim. And you're moved by an invigorating regular-fuel 350 V8, standard on 20 and 30 Series Beauville V8's. In all there are 24 new Sportvans on two wheelbases, 110-inch and 125-inch.

And in three Series, 10, 20 and 30, with capacities up to 3,750 lbs. On Series 30—a 33% increase. Five-passenger seating is standard on all Sportvans. Eight-passenger seating is

available on Series 20 and 30. And seating for 12 is also offered on 125-inch wheelbase Series 30 models.

Biggest standard Six—more V8 power. The Standard Sportvan Six is Chevy's faithful 250 cubic-inch that puts out 155 horsepower. That's an edge of from 5 to 35 more standard horses than the nearest rival vans with 6-cylinder engines. Then there's our sturdy 200-horsepower 307 V8 also standard on Series 10 V8 models. And standard on Series 20 and 30 V8 models is our new 350 V8. Biggest Sportvan V8 ever. And (as you might have suspected) the biggest standard V8 in its field. Chevy's reliable 3-speed fully synchronized transmission is standard. Or you can order Turbo Hydra-matic or Powerglide, the most popular automatic transmissions there are.



Deluxe tourist accommodations.

Wide choice of camper conversion units. With such an immense inner space program going for it, Sportvan is a natural for camper conversion. And a number of independent manufacturers do convert Sportvans and Chevy Vans for family camping. These units can be equipped with refrigerators and ranges. Sinks with running water. Dinettes that become beds. Beds that become stowage shelves. You'll find that most units provide additional head clearance for greater comfort and stretch-out room. The way we see it, Chevy Sportvan with camper conversion lets you travel first class. Without reservations.

Multi-leaf rear springs for a more balanced ride. 2-stage rear leaf springs that adjust automatically to changes in the load and road are perfectly balanced to the front suspension.

As the load gets heavier, stiffness increases to provide additional support. So you get a steady balanced ride under all conditions. Comforting thought.

Smoother riding. Chevy-proved independent front suspension.

We introduced independent front suspension to trucks years ahead of most everyone else. We're still way ahead. Nearly 1.5 million units ahead of the nearest competitor. In the Chevy system, front wheels are suspended independently on tough steel control arms and fat coil springs. Road shock gets absorbed right at the source. Without getting passed over to the other wheel or on through the body. So things are a lot smoother for driver and passengers. Even when the road has gone to pot.

High-level ventilation systems.

Unlike some vans we could name with air-intake at road level, the Sportvan system gulps fresh air up by the windshield. Passes it through a special plenum to help remove moisture. Then distributes it draft-free inside. Refreshing to know with sticky summer driving ahead.



Easier ins and outs up front.

Thanks to forward engine placement, and the longer wheelbases, the front wheels are forward. Out of the doorway. Out of your way. Also (this is ingenious), we offset the engine a bit so that the driver can move into the back without being a gymnast.

New extended hood makes 26 service checks quicker, easier.

A lot of vans have moved the engine forward. But compared to Chevy's design they have to take a back seat. Open the hood and everything is right in front of you. Oil check and fill. Battery and radiator. And major engine components, as well. Fuel pump. Carburetor. Fan belt. Air cleaner. Water pump. Alternator. Voltage regulator. Brake master cylinder. Engine thermostat. And more than a dozen other items. Items some vans insist on keeping out of reach from the outside. So you see, Sportvan is as much a space vehicle up front as it is inside.



Engine Specifications

	250 Six	307 V8	350 V8
Displacement (cu. in.)	250	307	350
Bore & Stroke (in.)	3 7/8 x 3 1/2	3 7/8 x 3 1/4	4 x 3 1/2
Compression Ratio	8.5 to 1	8.5 to 1	8.5 to 1
Gross Horsepower @ rpm	145 @ 4200	200 @ 4600	250 @ 4600
Net Horsepower @ rpm	110 @ 4000	135 @ 4000	190 @ 4000
Gross Torque (lbs.-ft.) @ rpm	230 @ 1600	300 @ 2400	350 @ 3000
Net Torque (lbs.-ft.) @ rpm	185 @ 1600	235 @ 2400	310 @ 2400

All gasoline engines are modified to operate efficiently, and with lower exhaust emissions, on low lead content fuel.

1971 Sportvan specifications

Series	GS/GE10 (1/2 Ton)		GS/GE20 (3/4 Ton)		GS/GE30 (1 Ton)	
GVW Ratings (Lbs.)	5100		5400 to 6100		6100 to 7300	
	Standard	Optional	Standard	Optional	Standard	Optional
Front Suspension —Type	Independent w/Coil Springs					
—Cap (lbs.)	2800		2800		3500	
—Springs—Cap (lbs. each)	1400		1400		1750	
Shock Absorbers	Standard	H.D. Optional	Standard	H.D. Optional	Standard	H.D. Optional
Rear Suspension —Axle—Type	Semi-Floating		Semi-Floating		Full-Floating	
—Cap (lbs.)	3100		3500		5200	
—Ratios	3.73		4.11-3.73	3.73 4.11 3.07	4.57	4.10
—Limited Slip		Positraction		Positraction		No Spin
—Springs —Type	Multi-Leaf 2-Stage		Multi-Leaf 2-Stage		Multi-Leaf 2-Stage	
—Cap (lbs. each)	1600		1600	2050	2050	2300
—Shock Absorbers	Standard	H.D. Optional	Standard	H.D. Optional	Standard	H.D. Optional
Engines	*250 Six **307 V8		*250 Six **350 V8		*250 Six **350 V8	
Clutches —Dia. (in.)	* 10		* 10		* 11	
—Area (sq. in.)	*100		*100		*124	
—Dia. (in.)	** 11		** 12		** 12	
—Area (sq. in.)	**124		**150		**150	
Transmissions	3-Spd.	Powerglide Turbo Hydra-matic	3-Spd.	Powerglide Turbo Hydra-matic	3-Spd.	Turbo Hydra-Matic
Brakes —Area (sq. in.)	Hydraulic 159.5	Power 159.5	Hydraulic 198.0	Power 198.0	Hydraulic 251.9	Power 251.9
Fuel Tank	22.5		24.5		24.5	
Frame	Integral Body-Frame		Integral Body-Frame		Integral Body-Frame	
Steering	Manual		Manual		Manual	
Electrical —Battery	45 Amp		45 Amp		45 Amp	
—Alternator	37 Amp		37 Amp		37 Amp	
Wheels —Disc wheels type	5-Stud		6-Stud		6-Stud	
& Tires —Rim Width (in.)	5.0		5.5	6.00	6.0	
—Tubeless Tires	F78-14B		G78-15B	H78-15B 8.00-16.5-6PR	8.00-16.5-6PR	8.75-16.5-6PR 8.75-16.5-8PR

*—Standard on 6-Cyl. Models.

**—Standard on V8 Models.

Optional Equipment shown in Blue.

All illustrations and specifications contained in this literature are based on the latest product information available at the time of publication. The right is reserved to make changes at any time in prices, colors, materials, equipment, specifications and models, and also to discontinue models. CHEVROLET MOTOR DIVISION OF GENERAL MOTORS CORPORATION, DETROIT, MICHIGAN 48202. LITHO IN U.S.A.

Rev. AUG., 1970

W.O. 1241



Putting you first, keeps us first.