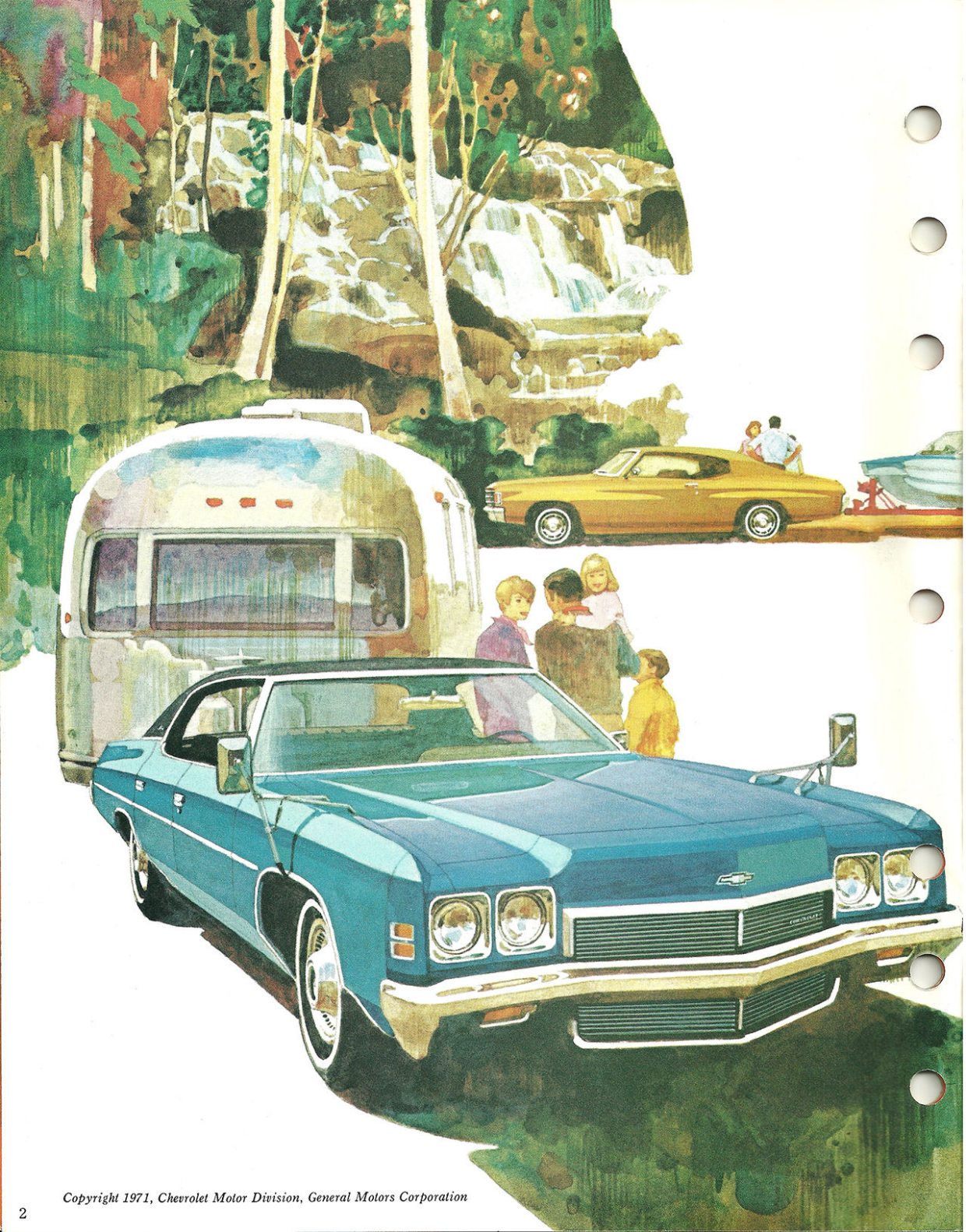


1972

**Chevrolet Trailering Guide.
Everything you need to tow.**



Chevrolet. Building a better way to see the U.S.A.



Buying your first trailer? Read this. You'll feel more confident. (Even old hands will find this refreshing.)

This is a great year to see this U.S.A. of ours. Especially in a new 1972 Chevrolet. And you can stay at the scenic spots you like best, in more comfort, when you pull a trailer. That's what this guide is all about.

How to select enough car or truck to pull your trailer.

For 1972, the big news is this: you can pull up to 7,000 pounds—3½ tons—with one of our 1972 big Chevrolet passenger cars. And up to 6,000 pounds with properly equipped Chevilles.

Chevrolet builds a lot of car into every trailer towing car.

Our Chevrolets, Chevilles and all our wagons (except Vega Kamback) now come with holes pre-punched in the frame. So your Chevy dealer can easily put on a special equalizing hitch platform. Nobody else in Chevrolet's field has it. Here's something else: Chevrolet engineers recommend the minimum equipment that will allow you to tow at legal speeds on Interstates all over the country.

Trailer towing cautions.

Brakes: Trailer brakes are required on trailers over 1,000 pounds loaded weight. If a trailer brake is to be used with your 1972 Chevrolet, make sure you follow the recommendations of the trailer brake manufacturer for installation of the components required for trailer brake actuation and balance. Do not tap into the car's hydraulic brake system if operation of the trailer brake system requires more than 0.02 cubic inch of fluid displacement from the car's master cylinder. The car's master cylinder fluid capacity will not be sufficient to operate both car and trailer brakes under all conditions of use if more than 0.02 cubic inch of fluid displacement is required. All

hydraulic components must be capable of withstanding 3,000 psi. The hydraulic connection must be made to the rear outlet of the brake master cylinder before the brake combination valve. Copper tubing is subject to fatigue failure and must not be used in such connections.

Hitches: Trailers under 2,000 lbs. loaded weight can be pulled with Chevrolet's ball frame hitch. For hauling trailers heavier than 2,000 lbs. loaded weight, a frame-mounted load equalizing hitch with sway control of sufficient capacity must be used. Bumper hitches are not recommended; however, rental installations may be made if in accord with proper installation and usage instructions of a reputable trailer agency. Axle mounted hitches should not be used.

To assist in attaining good handling of the car-trailer combination, it is important that the trailer tongue load be maintained at approximately 10% of the loaded trailer weight. Tongue loads can be adjusted by proper distribution of the load in the trailer, and can be checked by weighing separately the loaded trailer and then the tongue. Whenever a trailer hitch is removed, be certain to have any mounting holes in the underbody properly sealed to prevent possible entry of exhaust fumes, dirt or water.

Tires: The tires furnished with 1972 Chevrolet passenger cars and trucks are qualified for trailer towing. When towing trailers, tires should be inflated to the "standard inflation pressure." NOTE: Refer to placard affixed to left door (or left door pillar on trucks). The allowable passenger and cargo load shown on the placard is reduced by an amount equal to the tongue load on the trailer hitch.

Break-In Schedule: In addition to the new car or truck break-in instructions in the Owner's Manual, it is recommended that new vehicles be operated for 500 miles before trailer towing. If it is necessary to tow during this period, avoid speed over 50 mph and full throttle starts. For vehicles already in use, the above precautions should be observed whenever a new engine, transmission or axle is installed.

Vehicle Maintenance: More frequent vehicle maintenance is

required when using your car or truck to pull a trailer. Change the: (1) Automatic transmission fluid each 5,000 miles of heavy continuous trailering for transmissions without an external oil cooler—12,000 miles with oil cooler. See "Transmission Fluid," next page.

- (2) Rear axle fluid each 12,000 miles.
- (3) Engine oil each 60 days or 3,000 miles, whichever occurs first.
- (4) Positive crankcase ventilation valve each 12 months or 12,000 miles, whichever occurs first.

Trailing tips everyone should know. Novices and old hands.

Get to know your rig.

Towing a trailer with ease and safety requires a certain amount of experience before setting out on the open road. Always remember that the handling and braking characteristics of any car or truck may be changed considerably by the added weight of the trailer. Until you learn the "feel" and how to cope with these changes, it is important to drive with extra caution.

Before starting.

It is a good idea to practice turning, stopping and backing in an area away from heavy traffic. This practice will help you gain experience in handling the extra weight and length of the trailer. Also check lights, tires and mirror adjustment.

Starting.

Carefully check mirrors to observe traffic flow. It is a good idea to check the brakes of the car and the trailer before turning into traffic.

Turning.

Remember that trailer wheels will be closer than car wheels to the inside on curves. Avoid soft shoulders, curbs, etc., by driving slightly beyond your normal turning point. Signal all turns. Avoid sudden maneuvers.

Passing.

Allow extra distance for passing another vehicle. After passing, be sure you have ample clearance for trailer before returning to the driving lane. Always signal well in advance of each move.

Left above, Chevelle Malibu Sport Coupe; left below, Impala Sport Sedan.

Following and stopping.

Remember trailer weight may increase the distance required to stop. For each 10 mph showing on the speedometer, allow at least one length of your car and trailer between you and the car ahead. Avoid high speeds and sudden stops, and allow for bad road conditions.

Backing.

Skillful backing with a trailer requires practice. Try this easy method to help control direction: Keep your right or left hand at the bottom of steering wheel. To move trailer left, move your hand to left. To back to the right, move hand to the right.

Downgrades.

On long or steep downgrades reduce speed and use a lower transmission range to assist braking . . . as outlined in the transmission section of your Chevrolet Owner's Manual.

Long up-hill grades.

When ascending long up-hill grades, the possibility of engine overheating can be reduced by down-shifting transmission to a lower range gear.

Engine cooling while trailering.

When trailering, you might encounter a temporary cooling system overload during severe conditions—such as on hot days when pulling on a long grade, when slowing down after higher speed driving or after long idle periods in traffic jams. If the hot light comes on and you have your air conditioning on, turn it off. If the light doesn't go off in about a minute, pull over in a safe place and put on your parking brake; then place your transmission selector lever in park.

Don't turn off the engine. Increase the engine idle speed so it sounds like it's going twice as fast. Lift the engine hood and check for fluid leaks at the radiator hoses, radiator or radiator overflow outlet. Check to see that all drive belts are intact and the fan is turning. Light should go off within one minute. When the light is out, after a temporary cooling system overload, proceed on the highway a little slower. Ten minutes later resume normal driving. **Caution:** Never open a radiator cap when the car is hot! Check the car coolant level when

the car is cool, preferably in the morning before starting the trip. If you are losing coolant or a fan belt is broken or loose and/or the red light persists, stop the engine until the cause of overheating is corrected.

Your car engine will overheat to the point of causing engine damage only when it loses engine cooling fluid through leakage or boiling. For proper care of the cooling system—read your Owner's Manual.

Altitude affects performance.

When traveling in mountains or at higher elevations, the increase in altitude decreases the performance of an engine. An engine will lose four per cent of its sea level performance for every 1,000 feet of altitude. Therefore, an engine operating at 10,000 feet of altitude will lose approximately 40 per cent of its sea level performance. This makes it desirable for people pulling trailers at higher altitudes to purchase engines with more horsepower or axles with higher numerical ratios. Those who live at low altitudes should expect less performance from their trailer-towing vehicle when traveling at higher elevations.

Transmission Fluid: The proper fluid level in your automatic transmission is particularly important while trailering. When you want your fluid checked or changed, have your dealer do it. Fluid should not be added unless it is *below* the add mark. Fluid change should be made after every 5,000 miles of heavy trailering, in addition to the regular service interval unless external transmission cooler is used. When an external oil cooler is used, the interval between fluid changes can be extended to 12,000 miles.

Weigh Your Trailer: Trailer manufacturers tell you the gross weight for which your trailer is designed. It's stamped on the identification tag attached to the trailer frame. We tell you what equipment you need to pull your loaded trailer.

All that remains is for you to weigh your loaded trailer. Compare this loaded weight with the Trailer Manufacturing Rating to determine if you are overloaded. Distribute your trailer load so it will not exceed our recommendation for trailer tongue load.

The charts on following pages made simple.

You'll notice in the car chart that we group the vehicles. Full-size cars together, mid-size together, etc. And that we divide the car chart into three main sections: 0 to 2,000 lbs. Up to 4,000 lbs. And up to 7,000 lbs. Similar charts are shown for trucks.

Why we recommend specific power teams.

In short, they are a minimum combination of engine, transmission and specific axle ratio. With any minimum team, you should be able to maintain speeds up to 72 mph at sea level (no headwinds) on level Interstate highways.



Kingswood wagon.

You'll find these options extra helpful.

Special Suspension, RPO F40: Trailering puts more stress on your car's suspension. So you need more suspension to handle it. Our Chevelle mid-size wagons come with special suspension components as standard equipment.

Heavy-Duty Radiator, RPO V01: A heavy-duty radiator provides greater cooling capacity and is required for trailer towing. Our special heavy-duty radiator (over and above the one included with air conditioning) is also available for all Chevrolets, Chevilles and wagons, with or without air conditioning.

Power Brakes, Drum Type, RPO J50: Minimum requirement on Chevelle and Chevelle station wagons hauling up to 4,000 lbs.

Power Disc Brakes, RPO J12: For improved cooling and fade-resistance. Standard on the big Chevrolets, Chevrolet wagons and Monte Carlos. Required on Chevilles towing over 4,000-lb. trailers.

Power Steering, RPO N40: For easier steering with less effort. Should be used for towing large trailers equipped with equalizing hitch. Standard on Caprice, Impala, Bel Air, Biscayne, Monte Carlo and Chevrolet wagons.

Positraction, RPO G80: When one wheel's traction is reduced, it automatically transfers torque to the other wheel.

Heavy-Duty Battery, RPO T60: For extra electrical reserve.

Higher Output Delcotron Generator, RPO K85: It increases your output for heavy electrical loading. Also available for trucks, RPO K76 or K79.

Tires: Our factory-installed bias belted ply tires are satisfactory up to our maximum trailering recommendations.

Hitches: The complete story is on pages 10 and 11.

Our 1972 passenger car trailering recommendations.

Occasional light towing. Towing of trailers under 1000 lbs. gross weight with any Chevrolet except the Vega is condoned provided the tow vehicle is equipped with power brakes. A cooling problem may occur on these vehicles in high ambient temperatures or when pulling long or steep grades if the vehicle is not equipped with heavy duty cooling (see cooling cautions page 4).

For safer, more enjoyable trailering, follow the recommendations charted.

How to use the following charts. First determine your trailer weight. Then find the chart section within which that weight falls. Next, decide which vehicle will be doing the pulling. Find that vehicle and simply read across the chart for the

necessary information. If you have a trailer weight that's in between the weights shown in the other charts, or if you'd like a more powerful engine, one of the Engine-Axle charts will give you the answers.

LOADED TRAILER WEIGHT	LIGHT (Up to 2,000 Lbs.—Max. Tongue Load, 200 Lbs.)										MEDIUM (Up to 4,000 Lbs.—Max. Tongue Load, 500 Lbs.)							HEAVY (Up to 6,000 or 7,000 Lbs.—Max. Tongue Load, 750-800 Lbs.)																					
	Minimum Power Team			Required Equipment		Recommended Equipment					Minimum Power Team			Required Equipment		Recommended Equipment				Minimum Power Team			Required Equipment			Recommended Equipment													
	Engine	Turbo Hydra-matic RPO M40	Axle Ratio	Special Hvy. Duty Sus. RPO F40	Frame Hitch	Heavy Duty Radiator RPO V01	Power Drum Brakes RPO J50	Power Steering RPO M40	Positraction RPO G80	Heavy Duty Battery RPO T60	Cruise Control RPO K30	Heavy Duty Generator RPO K85	Power Disc Brakes RPO JL2	Engine	Turbo Hydra-matic RPO M40	Axle Ratio	Special Hvy. Duty Sus. RPO F40	Frame Hitch	Heavy Duty Radiator RPO V01	Power Drum Brakes RPO J50	Power Steering RPO M40	Positraction RPO G80	Heavy Duty Battery RPO T60	Cruise Control RPO K30	Heavy Duty Generator RPO K85	Power Disc Brakes RPO JL2	Engine	Turbo Hydra-matic RPO M40	Axle Ratio	Special Heavy Duty Suspension RPO F40	Equalizer Hitch with Anti-sway	Heavy Duty Radiator RPO V01	Heavy Duty Generator RPO K85	Power Steering RPO N40	Power Disc Brakes RPO JL2	Positraction RPO G80	Heavy Duty Battery RPO T60	Cruise Control RPO K30	
Caprice, Impala, Bel Air, Biscayne	350 CID V8 Std.	Std.	3.08 RPO ZQ9				Power Disc Std.	Std.				Std.	402 CID V8 RPO LS3	Std.	3.42 RPO YD1					Power Disc Std.	Std.				Std.	7,000 800	454 CID V8 RPO LS5	Std.	Std.	3.08 RPO YD1					Std.	Power Disc Std.			
Kingswood Estate, Kingswood, Brookwood and Townsman Wagons	350 CID V8 Std.	Std.	3.08 RPO ZQ9				Power Disc Std.	Std.				Std.	402 CID V8 RPO LS3	Std.	3.42 RPO YD1					Power Disc Std.	Std.				Std.	6,000 750	402 CID V8 RPO LS3		Std.	3.42 RPO YD1				Std.	Power Disc Std.				
Chevelle, El Camino	307 CID V8 Std.		3.31 RPO YD1										402 CID V8 RPO LS3		2.73 Std.										6,000 750	402 CID V8 RPO LS3	Std.		3.31 RPO YD1						RPO JL2				
Concours Estate, Concours, Greenbrier and Nomad	307 CID V8 Std.		3.31 RPO YD1	Std.			A					Std.†	402 CID V8 RPO LS3		2.73 Std.									Std.†	6,000 750	402 CID V8 RPO LS3	Std.		3.31 RPO YD1	Std.					RPO JL2				
Nova	307 CID V8 Std.		3.42 RPO YD1										350 CID V8 RPO L65		3.42 RPO YD1																								
Monte Carlo	350 CID V8 Std.		3.31 RPO YD2				Power Disc Std.	Std.				Std.	A Nomad only † Drum power brakes, Nomad only.																										

Equipment shown in RED available at extra cost. Trailer brakes are required on trailers over 1,000 lbs. loaded weight.

The following cars will haul up to 1000 lbs. (Max. tongue load 100 lbs.)

Camaro	307 CID V8 Std.		3.42 RPO YD1											**
Corvette	350 CID V8 Std.		3.08 Std.					Std.	Std.					***
Vega	140 CID 4 Cyl.	*	3.36 RPO G76											

■ 400 CID V8 standard on Caprice and Kingswood Estate.
▲ L78 x 15D tires required if equalizing hitch platform is installed.
* 4-speed, RPO M20; Turbo Hydra-matic, RPO M38 or Powerglide, RPO M35.
** Front disc brakes standard; power assist optional.
*** Four wheel disc brakes standard; power assist optional.

Light Trailer Wiring Harness —5 Wire.
Part No. 993589 for Chevelle, Nova, Monte Carlo, Chevrolet, except Chevrolet station wagons.
Part No. 994131 for Chevrolet station wagons.

CAR WIRING COLOR CODE.

Circuit
Brown —Tail lights—running lights
Yellow —Left stop and turn signal
Dark Green —Right stop and turn signal
White —Ground
Blue —Trailer brakes
Red —Battery charge (connect to horn relay)
Light Green —Back-up lights

Engine	Compression Ratio	Horsepower SAE Net at RPM	Torque SAE Net at RPM
140 CID 4-Cyl. (RPO L11)	8.0:1	90 @ 4800	121 @ 3200
307 CID V8	8.5:1	130 @ 4000	230 @ 2400
350 CID V8 (RPO L65)	8.5:1	165 @ 4000	280 @ 2400
400 CID V8 (RPO LF6)	8.5:1	170 @ 3400	325 @ 2000
350 CID V8 (RPO L48)	8.5:1	175 @ 4000	280 @ 2400
*350 CID V8 (RPO L48)	8.5:1	200 @ 4400	300 @ 2800
402 CID V8 (RPO LS3)	8.5:1	210 @ 4000	320 @ 2400
*402 CID V8 (RPO LS3)	8.5:1	240 @ 4400	345 @ 3200
454 CID V8 (RPO LS5)	8.5:1	230 @ 4000	360 @ 2800
*454 CID V8 (RPO LS5)	8.5:1	270 @ 4000	390 @ 3200

*With dual exhaust.
See Accessory section page 10, for frame hitch and equalizer hitch platform part numbers.

ENGINE-AXLE CHARTS—For use with all trailer weights up to maximum loads.

Caprice, Impala, Bel Air, Biscayne and Chevrolet Wagon engine-axle chart

Loaded Trailer Weight:	0	1000	2000	3000	4000	5000	6000	7000
Std. V8s			2.73	3.08	3.42			
402 CID V8 RPO LS3 All models w/single exhaust					2.73		3.42	
402 CID V8 RPO LS3 All models except Wagons (dual exhaust)					2.73		3.42	
454 CID V8 RPO LS5 Wagons only (single exhaust)					2.73		3.08	
454 CID V8 RPO LS5 All models except Wagons (dual exhaust)					2.73		3.08	

Chevelle, Chevelle Wagon, El Camino engine-axle chart

Loaded Trailer Weight:	0	1000	2000	3000	4000	5000	6000
Std. V8		2.73		3.08			
350 CID V8 (L65)			2.56	3.31			
350 CID V8 (L48)			2.73	3.31			
402 CID V8 (LS3)				2.73		3.31	
454 CID V8 (LS5)						3.31	

Nova engine-axle chart

Loaded Trailer Weight:	0	1000	2000	3000	4000
Std. V8		2.73		3.42	
350 CID V8 (L65)			2.73	3.42	
350 CID V8 (L48)					3.08

Our 1972 truck trailering recommendations.

LOADED TRAILER WEIGHT LIGHT (Up to 2000 Lbs.—Max. Tongue Ld, 200 Lbs.)										MEDIUM (Up to 4000 Lbs.—					Max. Tongue Load, 500 Lbs.)					HEAVY (Up to 7000 Lbs. Check Chart. Max. Tongue Load, 800 Lbs.)											
Required Equipment										Required Equipment					Required Equipment					Required Equipment											
Vehicle	Engine & Axle	Transmission Turbo Hydra-matic RPO M49	Front Springs	Rear Springs	Frame Hitch	Power Brakes	Tires	Generator 42 Amp.	Battery 80 Amp-Hr.	Engine & Axle	Transmission Turbo Hydra-matic RPO M49	Front Springs	Rear Springs	Frame Hitch 400 lb. tongue or Equalizer Hitch	with Anti-Sway 500 lb. tongue	Power Brakes	Tires	Generator 61 Amp.	Battery 80 Amp-Hr.	Loaded Trailer Weight	Engine & Axle	Transmission Turbo Hydra-matic RPO M49	Front Springs	Rear Springs	Equalizer Hitch with Anti-sway	Power Steering RPO N40	Power Brakes	Tires	Generator 61 Amp.	Battery 80 Amp-Hr.	
Suburban C10	See Chart Below	•	Std.	Std.	•	Std.	H78-15B	•	•	See Chart Below	•	Std.	2000 lb.	•	•	H78-15B	•	•	•	5500 lb.	See Chart Below	•	1550 lb.	2000 lb.	•	•	Std.	H78-15B	•	•	
Pickup C10		•	Std.	Std.	•		H78-15B	•	•		•	Std.	2000 lb.	•	•	•	RPO J70	H78-15B	•	•		5500 lb.	•	1550 lb.	2000 lb.	•	•	RPO J70	H78-15B	•	•
Suburban C20		•	Std.	Std.	•		Std.	8.75-16.5C	•		•	•	Std.	Std.	•	•	•	8.75-16.5C	•	•		6000 lb.	•	Std.	Std.	•	•	Std.	8.75-16.5C	•	•
Pickup C20		•	Std.	Std.	•		Std.	8.75-16.5C	•		•	•	Std.	Std.	•	•	•	8.75-16.5C	•	•		7000 lb.	•	Std.	Std.	•	•	Std.	8.75-16.5C	•	•
Blazer C10		•	Std.	2000 lb.	•		Std.	H78-15B	•		•	•	Std.	2000 lb.	•	•	•	H78-15B	•	•		6000 lb.	•	Std.	2000 lb.	•	•	Std.	H78-15B	•	•
Blazer K10		•	Std.	Std.	•		Std.	G78-15B	•		•	•	Std.	Std.	•	•	•	G78-15B	•	•		5500 lb.	•	Std.	Std.	•	•	Std.	G78-15B	•	•
Chevy Van & Sportvan G10		•	Std.	Std.	•		Std.*	F78-14B**	•		•	•	Std.	Std.	•	•	•	F78-14B**	•	•				•							
Chevy Van & Sportvan G20		•	Std.	Std.	•		Std.	8.00-16.5C	•		•	•	Std.	Std.	•	•	•	8.00-16.5C	•	•		5000 lb.	•	Std.	Std.	•	•	Std.	8.00-16.5C	•	•
Chevy Van & Sportvan G30		•	Std.	Std.	•		Std.	8.75-16.5C	•		•	•	Std.	Std.	•	•	•	8.75-16.5C	•	•		6000 lb.	•	Std.	Std.	•	•	Std.	8.75-16.5C	•	•
Pickup C30		•	Std.	Std.	•		Std.	8.75-16.5C	•		•	•	Std.	3100 lb.	•	•	•	8.75-16.5C	•	•		7000 lb.	•	Std.	3100 lb.	•	•	Std.	8.75-16.5C	•	•

For K10-20 Pickup and Suburban models, see Chevrolet Recreational Vehicle Guide or Truck Data Book.

*Std. on Sportvan only; required on Chevy Van.

**Std. on Sportvan and 125" WB Chevy Van; required on 110" WB Chevy Van.

Equipment shown in RED available, at extra cost.

Trailer brakes are required on trailers over 1,000 lbs. loaded weight.

Blazer Engine and Rear Axle Chart

Recommended Engine, Rear Axle Ratios and GCW for Trailer Towing		GCW—Combined Weight of Loaded Truck and Trailer—Lbs.									
ENGINE C10		307 CID V8	3.07	3.73	4.11						
		350 CID V8		3.07	3.73	4.11					
ENGINE K10		307 CID V8	3.73								
		350 CID V8	3.07	3.73							
GCW		4000	5000	6000	7000	8000	9000	10,000	11,000	12,000	

Chevy Van & Sportvan Engine and Rear Axle Chart

Recommended Engine, Rear Axle Ratios and GCW for Trailer Towing		GCW—Combined Weight of Loaded Truck and Trailer—Lbs.									
ENGINE G10		307 CID V8	3.07	3.40	3.73*						
		350 CID V8	3.07	3.40							
ENGINE G20		350 CID V8	3.07	3.40	3.73*						
ENGINE G30		350 CID V8				4.10					
GCW		4000	5000	6000	7000	8000	9000	10,000	11,000	12,000	

*Chevy Van only.

Suburban, Pickup Engine and Rear Axle Chart

Recommended Engine, Rear Axle Ratios and GCW for Trailer Towing		GCW—Combined Weight of Loaded Truck and Trailer—Lbs.									
ENGINE C10		307 CID V8	3.07	3.73	4.11						
		350 CID V8		3.07	3.73	4.11					
ENGINE C20-30		400 CID V8				3.07					
		307 CID V8				4.10	4.57				
		350 CID V8						4.10	4.57		
		400 CID V8							3.54**	4.10†	
GCW		4000	5000	6000	7000	8000	9000	10,000	11,000	12,000	

†Leaf Suspension only.

**C20 only.

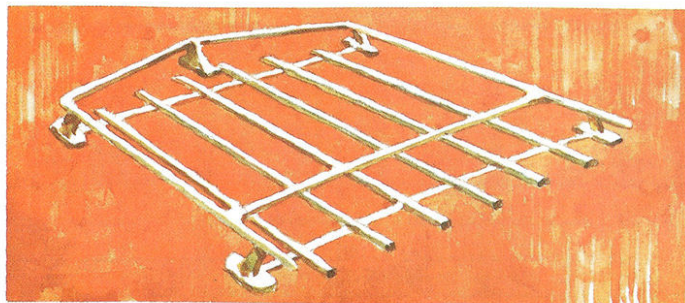
ENGINES—Listed below are the ratings for engines shown in above charts.

Displ. & Cyl.	Engine Usage	Comp. Ratio	SAE Net Ratings	
			HP—RPM	Torque—RPM
307 V8	Base C-K10, C20-30, G10	8.5 to 1	135 @ 4000	230 @ 2400
350 V8	RPO LS9* C-K10, C20-30, G10-30	8.5 to 1	175 @ 4000	290 @ 2400
400 V8	RPO L47 C10 (except Blazer) C20-30	8.5 to 1	210 @ 4000	320 @ 2800

*Base on G20-30 models.

See accessory section for equalizing hitch platform part numbers.

The accessories you need to tow best are available right where you buy your Chevrolet.



Luggage carriers: No matter which Chevy you're driving, we've got a carrier to fit. What's more, we attach each carrier with special self-sealing well nuts—so the installation is leakproof. See your Chevy dealer and pile it on.

Spotlight: Just plug it into your 12-volt cigarette lighter socket. Ideal for reading street signs and highway markers. And for working around the car, thanks to its 12-foot cord. Hang it on to the car to free your hands. Or lay it down to direct light where you need it. Part No. 987112.



Compass: All you do is stick it on your windshield. It's that easy. And just as easy to read and adjust. Why wait till you are lost off the beaten path. Or when your map isn't making sense. Part No. 993915.



Equalizer Hitch Platform: The big hauler. It's engineered specifically for your Chevrolet. Lets you pull up to 6,000 lbs. with confidence. Maximum tongue load 750 lbs. Installs quickly. And easily. Because all '72 Chevrolets, Chevilles and all our wagons (except Vega) come with hitch-installation holes pre-punched in their frames. Nobody in Chevy's field does as much for you.

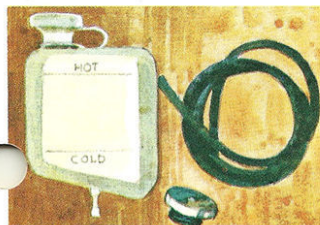


Highway Emergency Kit: You get a U.L. approved fire extinguisher for small fires. A sealer/inflator for flat tires. A 12" by 13" "Day-Glo" flag to signal for help. Two 15-minute flares for when your vehicle is disabled. Plus one 5-, 9-, 10-, 14-, and 20-ampere fuse for emergencies. Part No. 993537.

Equalizer Hitch Platform Part Nos.
 994126 Chevrolet wagon
 994269 Chevrolet except wagon
 993811 Chevelle wagon
 994032 Chevelle except wagon
 994066 Pickup 1/2 and 3/4 ton
 994067 Blazer, 4x4, 1/2, 3/4 ton
 994068 Suburban.

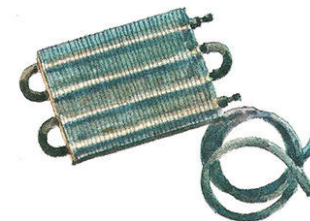
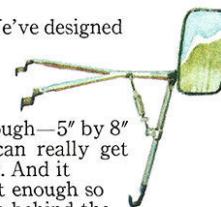


Ball Frame Hitch: If you haul light loads—up to 2,000 lbs. with a maximum tongue load of 200 lbs.—then Chevrolet's special ball frame hitch is just what you need. Also easy to install. Part Nos.
 994167 Chevrolet wagon
 994268 Chevrolet except wagon
 94163 Chevelle and Monte Carlo except wagon, El Camino
 987292 Chevelle wagon, El Camino
 994170 Camaro
 994037 Nova
 994266 Vega
 994249 Truck—1/2 ton, except van
 994255 Chevy Van.



Truck Coolant Recovery Unit. Catches and holds coolant passed under pressure from radiator through overflow tube. Reduces rust and scale buildup, gives easy visual method to check coolant level. One gallon capacity. Part No. 994230 10-20-30 Series truck.

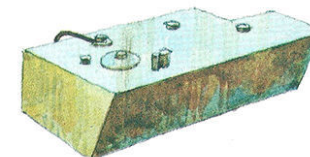
Mirrors: We've designed the mirror especially for your trailering. It's big enough—5" by 8"—so you can really get the picture. And it extends out enough so you can see behind the trailer. What's more, it goes on easy. Comes off easy. And the mounting brackets are universal—fit any 1972 Chevrolet passenger car, as well as many earlier models. Part No. 994038.



Truck Auxiliary Transmission Oil Cooler. Recommended if you plan to pull a trailer weighing more than 2,000 pounds, or if you have a pickup with a high camper body. Dissipates heat generated by trailer towing or wind resistance and helps maintain safe transmission oil temperatures. Part No. 994224 10-20-30 Series with automatic transmissions.



Wiring Harness: For use with up to 2,000 lbs. loaded trailer weight. Adapts right to your car's main wiring at the rear of the car. Giving you leads for trailer taillights, license light, stop and directional lights, plus electric brakes. See page 6 for Part Numbers.



Truck Auxiliary Fuel Tank. Fits all 20-30 Series Fleetside pickups. Adds approximately 20 gallons to fuel supply, increasing cruising range. Includes control valve, electrical circuit to activate fuel gauge to read either main or auxiliary tank. Part Nos.
 994260 20 & 30 Series Fleetside pickups with automatic transmission and V8 engine (except L47 & LS9).
 994261 20 & 30 Series Fleetside pickups with automatic transmission and V8 engine (L47 & LS9 only).

Fire Extinguisher: This dry chemical extinguisher can snuff out a deep layer of flame in approximately a 15-square foot area. Fast. Recharge units available. Part No. 994177.



Illustrated or described in this brochure are only a few of the many Chevrolet Options and Custom Features available at extra cost. Your Chevrolet dealer has a complete list and specific details.

Left: Nova Coupe and Vega Kammback Wagon.

Some more comforting facts you should know.

Chevrolet rated tops for towing.

In 1970, Chevrolet was rated tops for towing by Woodall's *Travel Trailer*, a highly respected recreation magazine. Also, the 1971 Chevrolet Suburban was selected "Tow vehicle of the year" by *Camping and Trailing Guide*, another respected publication. Specifically, Woodall's gave the award to Chevrolet for "The first manufacturer to offer and recommend an equalizing hitch

platform" and "for recommending the proper equipment for towing trailers up to 6,000 pounds." And in 1972, that trailer weight has been increased to 7,000 pounds, making the '72 Chevrolet an even better trailering buy.

More than 6,100 Chevrolet dealers if you need service.

Rest assured that we've built all the reliability we know how into every Chevrolet car and truck. But should you have a problem in New York City or Spokane or Miami Beach or Laredo, you're

close to a Chevrolet dealer. With the right tools, parts and trained personnel to fix any difficulty.

More satisfaction from purchase to resale.

We want your 1972 Chevrolet to be the best car or truck you ever owned. That's why we've put so much extra into them. And model for model, Chevrolet Impalas and other models bring more dollars back at resale time than other cars in their fields.



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