

El Camino interiors

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All El Camino interiors share these important features: Forward-mounted door lock buttons • Anti-theft steering column lock • Two front seat head restraints • Padded instrument panel and sun visors • Thick foam-cushioned bench seat • Seat belts with pushbutton buckles for all passenger positions • Shoulder belts for driver and right side passenger • Outer seat belt retractors • Safety armrests designed to shield door handles • Wide-view day-night inside rearview mirror with shatter-resistant vinyl-edged glass • Foot-operated parking brake • Automatic ignition key alarm • Suspended accelerator pedal.

Standard interior

All-vinyl foam-cushioned bench seat in medium saddle, sandalwood or black. Matching door and sidewall vinyl panels. Color-keyed vinyl-coated rubber floor covering.

Standard equipment

Independent front suspension with coil springs; capacity 1900 lbs. Springs: capacity 950 lbs. each. Shock absorbers: 1" diameter. Rear suspension: rear axle capacity 2700 lbs. Springs: coil; capacity 1100 lbs. each. Shock absorbers: air booster type, may be adjusted by varying air pressure to meet load requirements. (Up to 500 lbs. additional capacity.) Engines: 145-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 and 350 V8's); 11" diameter (400 and 454 V8's). Electrical: 45-amp.-hr. battery. Integral parking, directional signal and side marker lights, front and rear. Generator: 37-amp. Delcotron. Windshield wipers: dual electric with washers. Head restraints: driver and passenger. Tires: bias belted ply F78 x 14. F60 x 15 white lettered (with SS 454).

Custom interior (shown below)

Deeply textured all-vinyl bench seat in black, dark jade, dark saddle, or sandalwood. Matching door and sidewall vinyl panels. Color-keyed deep-twist carpeting. Handsome wood-grain instrument panel trim.



SS interior

Deeply textured all-vinyl bench seat in black, dark jade, dark saddle, or sandalwood. All-vinyl Strato-bucket seats and center control console available. Matching door and sidewall vinyl panels. Color-keyed deep-twist carpeting. Handsome wood-grain instrument panel trim. SS identification.

Brakes: dual master cylinder with corrosion-resistant linings. Transmission: 3-speed manual.

Optional equipment

Four-Season air conditioning (V8's only) • HD battery • Custom Deluxe seat and shoulder belts. • Positraction rear axle • Appearance Guard Group • power disc brakes • HD clutch • console • power door locks • Operating Convenience Group • cowl induction hood

(SS 454) • 63-amp. Delcotron generators • tinted glass • special instrumentation • auxiliary lighting • HD radiator • AM pushbutton radio • AM/FM pushbutton radio • vinyl roof cover • Cruise-Master speed control • Strato-bucket seats • sport steering wheel • custom steering wheel • Comfortilt steering wheel • variable-ratio power steering • special front and rear suspension • wheel covers • rally wheels • Powerglide • Turbo Hydra-matic • 4-Speed • 4-Speed close-ratio.

1971 Chevrolet El Camino



Totally Tougher 

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'71 El Camino: One tough car. One luxurious pickup.

Nobody ever combined beauty and brawn like Chevrolet did in the '71 El Camino.

On the beauty side of the ledger there's gracefully sculpted sheet metal carefully distributed over a nimble 116" wheelbase.

There's a new look to the front end that's clean and simple. With large Power-Beam single-unit headlamps. Restyled grille and bumper. And integral parking, turn signal and side marker lights. Choose from 15 weather-defying Magic-Mirror exterior colors.

(Wouldn't you know, 13 are new for '71.) Order a vinyl top in black or white with all exterior colors. And dark blue, dark green or dark brown with selected exterior colors.

Deep down under that fascinating El Camino configuration beats the heart of a totally tougher Chevy pickup. With 17 different power team combinations available for hauling, towing or any rugged task you conjure up.

El Camino SS

We offer an SS package to make our tough one even tougher.

Here's what you get: Engine choices up to our 454 V8 that puts out 425 hp. (The 350 V8 and 400 V8 may also be ordered.) Special exterior and interior SS identification. 15" x 7" Sport Wheels and white lettered bias belted ply F60 x 15 tires.

You get a choice of heavy-duty 4-speed manual or Turbo Hydra-matic transmission when you order either of the 454 V8s.

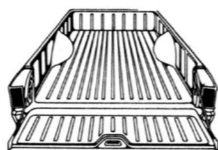
Sports-type remote control outside rearview mirror finished in body color. Power front disc brakes. Heavy-duty battery. And special chassis and suspension components are also standard.

If you wish to take your SS still further, you can also order a special cowl induction hood with hood pins. Center console. Strato buckets. Tach. We could go on and on.

Double-wall build

It just wouldn't be a Chevrolet truck, would it, if it didn't have that famous double-wall build going for it.

Box panels and the easy-opening one-hand tailgate are two steel walls thick. So cargo nicks won't mar the exterior.



Up front, between the double panelled doors, there are side-guard beams just so you can work with more peace of mind.

Smooth one-piece fender liners turn back rocks, ward off corrosion. And every exposed part is liberally bathed in a zinc chromate primer to make it harder for rust to get a foothold.

Is there any doubt that El Camino is tough all over?

Chassis and suspension

Ride and handling are uncommonly controlled. This stems from an extremely wide stance that straddles nearly five feet of pavement.

Then, too, there's Full Coil suspension with beefy springs that are computer selected for vehicle and equipment weight.

El Camino retains its unusually fine handling characteristics even when fully loaded, since rear shock absorbers are air booster type (up to 500 lbs. additional capacity). Simply vary the air pressure to meet load requirements.

The Body by Fisher is bolted to a rugged separate perimeter frame through an advanced body mounting system.

Engines

All El Camino engines feature efficient valve-in-head design and quiet hydraulic valve lifters. A new standard feature is the sealed side-terminal energizer battery.

And an evaporative emission control system is now standard. The standard Six for '71 is our reliable 250 cubic-incher that puts out 145 hp. Old Ironsides, we call it.

The 307 V8 is again standard on V8 models.

Transmissions

It figures that a rugged, versatile work/play vehicle like El Camino would provide a wide variety of transmission availabilities.

In all there are six transmissions. 3- and 4-speed fully synchronized, heavy duty 3-speed, special 4-speed fully synchronized (SS only), Powerglide and Turbo Hydra-matic. Together with Chevrolet engines they allow for 17 hard-working power team combinations.

El Camino Power Teams

	3-Speed	4-Speed	Powerglide	Turbo Hydra-matic
Standard Engines				
145-hp Turbo-Thrift 250 Six	*		•	
200-hp Turbo-Fire 307 V8	*		•	•
Extra-Cost Engines				
240-hp Turbo-Fire 350 V8†	•	•		•
270-hp Turbo-Fire 350 V8†		•		•
300-hp Turbo-Jet 400 V8†	**	•		•
365-hp Turbo-Jet 454 V8†		•		•
425-hp Turbo-Jet 454 V8†		•		•

*Standard †Available with SS equipment **Heavy duty 3-speed
All gasoline engines are modified to operate efficiently, and with lower exhaust emissions, on low lead content fuel.

