

1994 GMC SIERRA



GMC
TRUCK



GMAC

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SIERRA 1500 CLUB COUPE 4X4, SPORTSIDE, LIGHT QUASAR BLUE METALLIC. SHOWN WITH AVAILABLE GT TRIM.



The first GMC Truck rolled out of a machine shop in 1902. It would be a good bet that within the week it had done service not just for its owner, but for his brother, neighbor and uncle, too. **SIERRA** ■ The strengths of trucks are, after all, virtually indispensable to life. Trucks tend to adopt companionable personalities of their own the moment they drive off the dealer's lot; thankfully these

personalities, and those of most truck owners, are of a generous sort. Generous with strength, generous with capability. ■ A perfect description of GMC Truck's Sierra. You've probably wanted one for years. And you'll find many a reason to use it for all it's worth. And you'll find something else, too: that a pickup truck can have spirit, and with all a truck like Sierra willingly does for you, its spirit, like its worth, is inexhaustible.



YOU BUY A SIERRA BECAUSE IT SUPPORTS WHAT YOU WANT TO DO.

BY NO MEANS AN EASY JOB, AND MOST OF THE BURDEN FALLS ON THE FRAME.

SIERRA'S FRAME IS MADE OF LOW-CARBON STEEL, HOT-ROLLED. POSSIBLY THE BEST THING SINCE

the Bronze Age, an alloy this strong is just what you want for the "backbone" of the truck. ■ It's a ladder-type frame, with C-channels that resist bending and sagging when you load it up. That's important, but not too unusual in pickups; what's unusual is Sierra's boxed front end. The front ends of the rails are double C's, welded together to form a box that simultaneously supports the engine vertically and resists the "dogtracking" that trailering can cause with a weaker frame. ■ The crossmembers behind the box are C-channels, too. Combining C-channel rails and crossmembers, most riveted to the frame's side web, helps the whole

STRENGTH

structure resist twisting. ■ Also keeping the ride smooth is Sierra's independent front suspension. On some pickups, you'll find I-beam front suspension, a system that transmits road shock from each wheel to the opposite side of the truck. Independent suspension, by contrast, isolates and dampens shock at each wheel, keeping the ride smooth. Good for you, good for your payload. Pile it on.



DIVIDE AND CONQUER

TWO-STAGE MULTILEAF SPRINGS: LONG UPPER LEAVES HANDLE THE LOAD OF AN EMPTY BED; SHORTER, MORE RIGID INNER AND LOWER LEAVES FLEX AND SPRING UNDER PAYLOAD OR TRAILER WEIGHT.



RESISTING TWISTING

C-CHANNEL RAILS AND CROSSMEMBERS RESIST TORSIONAL TWISTING, FLEXING AND HORIZONTAL MISALIGNMENT TO HELP KEEP THE CAB AND BED TIGHT, TRACKING STRAIGHT.

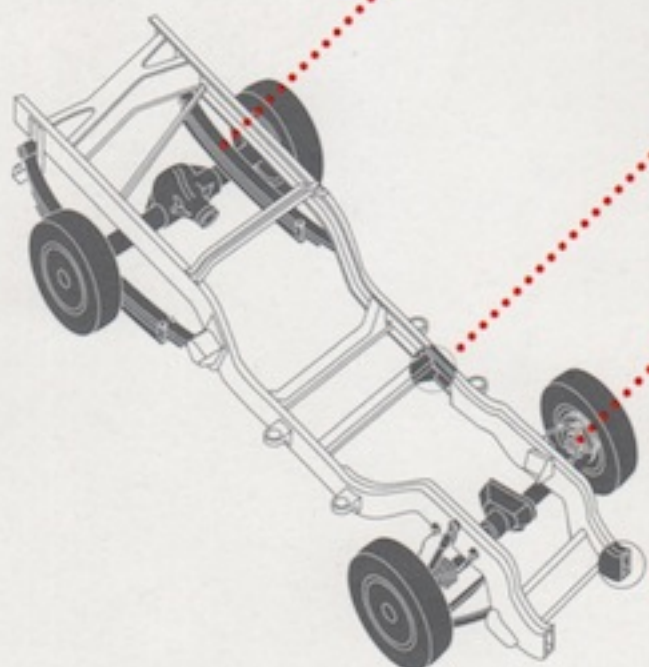


DO NOT DISTURB

INDEPENDENT FRONT SUSPENSION ISOLATES EACH WHEEL. A BUMP TO ONE WHEEL DOESN'T DISTURB THE OTHER SIDE OF THE TRUCK.

STRONGBOX

PULLING A TRAILER CAN ALL TOO EASILY PULL A FRAME OUT OF ALIGNMENT, RESULTING IN CROOKED "DOGTRACKING." SIERRA'S BOXED FRONT END KEEPS YOU ON THE STRAIGHT AND NARROW.





TOP: SIERRA 1500 SLE 4X4, ONYX BLACK. BOTTOM: SIERRA 1500 CLUB COUPE SLE 4X4, QUICKSILVER METALLIC. BOTH SHOWN WITH AVAILABLE EQUIPMENT.

**TURBO
POWER**

SIERRA OFFERS SIX AVAILABLE ENGINES TO SATISFY THE MOST VORACIOUS HUNGER FOR POWER.

START WITH THE STANDARD VORTEC V6. LOTS OF EFFICIENT power – 165, measured in horses. ■ Move on to the V8s. There's no substitute for cubic inches, so we offer 305, 350 and 454 cubic inches in gasoline, and 395 twice (turbo, nonturbo) in diesel. (If you've gone metric, that's 5.0, 5.7, 7.4 and 6.5 liters, respectively.) With a torque range of 250 to 385 lb-ft. The 395 c.i./6.5L turbodiesel not only falls in the upper range in torque, but meets tough federal emissions standards,

POWER and squeezes a gallon of fuel. ■ Translated into everyday life, that's reliable pulling power, and plenty of it:

Sierra's powerful engines can pull from 2 to 6½ tons (with a fifth-wheel hitch).* Not to mention how nicely they go with a freeway on-ramp or the passing lane.



MASS ACTION

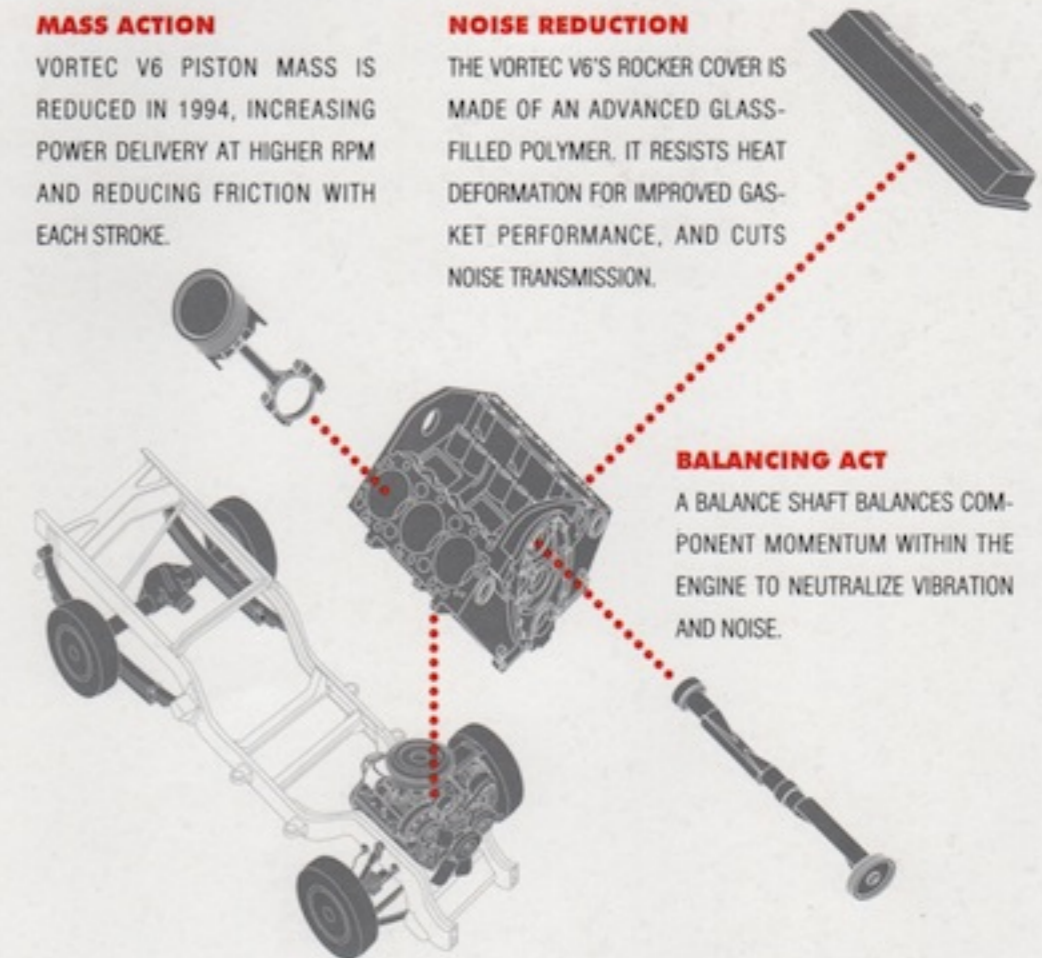
VORTEC V6 PISTON MASS IS REDUCED IN 1994, INCREASING POWER DELIVERY AT HIGHER RPM AND REDUCING FRICTION WITH EACH STROKE.

NOISE REDUCTION

THE VORTEC V6'S ROCKER COVER IS MADE OF AN ADVANCED GLASS-FILLED POLYMER. IT RESISTS HEAT DEFORMATION FOR IMPROVED GASKET PERFORMANCE, AND CUTS NOISE TRANSMISSION.

BALANCING ACT

A BALANCE SHAFT BALANCES COMPONENT MOMENTUM WITHIN THE ENGINE TO NEUTRALIZE VIBRATION AND NOISE.



*When properly equipped; includes weight of truck, trailer, passengers, cargo and equipment.



SIERRA 1500 CLUB COUPE SLE, 2WD, FIRE RED, WITH AVAILABLE EQUIPMENT.



THERE ARE SOME OBJECTS IN THE WORLD THAT ARE BASIC, STANDARDS BY WHICH YOU CAN MEASURE OTHER THINGS. TAKE A 4X8 SHEET OF PLYWOOD. AND TAKE IT IN A SIERRA LONG-BED. YOU'LL NOTICE ITS 8 FEET FIT LIKE A GLOVE – ROOM ENOUGH,

not so big that any excess gets in the way. You'll never carry a sheet of plywood or drywall? We've got 6.5-foot short-bed versions, too. Still plenty of volume. And they're both two-tiered inside, so you can work any way you want to: loose stuff on the bed floor, flat or tied-down on top; or two tiers of building materials of different sorts. Whatever you need. ■ A few more details to note: first, the double walls of steel. Let's admit it, sometime in your truck's life, something in the bed may bang around back there – may even dent the metal. Nice to know, isn't it, that the dents won't show through. A subtle value, but one you'll appreciate the first time you

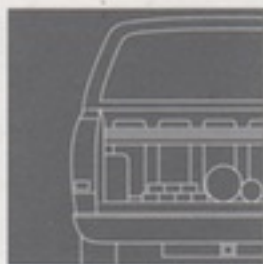
CAPACITY

see it. In addition, the bed's all welded. Nice smooth seams, no bolts to hang up or snag your cargo on. ■ Now, let's talk payload. We mentioned before the sturdy frame; here's another way it pays off: in a range of available payload capacities from 1323 to 5053 pounds.* Don't tell your brother-in-law. Not that you'd need to. It's a Sierra. He'll know what it can do.



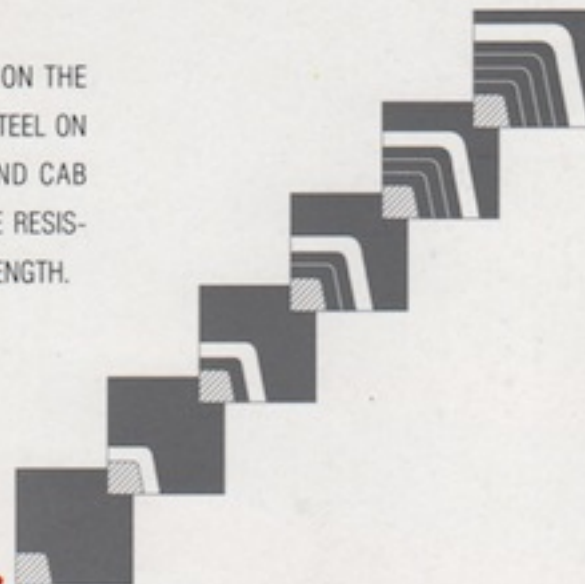
OUTER LIMITS

THE PURPOSE OF A PICKUP TRUCK IS TO FREE YOU FROM LIMITS. SIERRA'S AVAILABLE POWER, BOX VOLUME AND PAYLOAD CAPACITY OPTIONS DO JUST THAT FOR YOU.



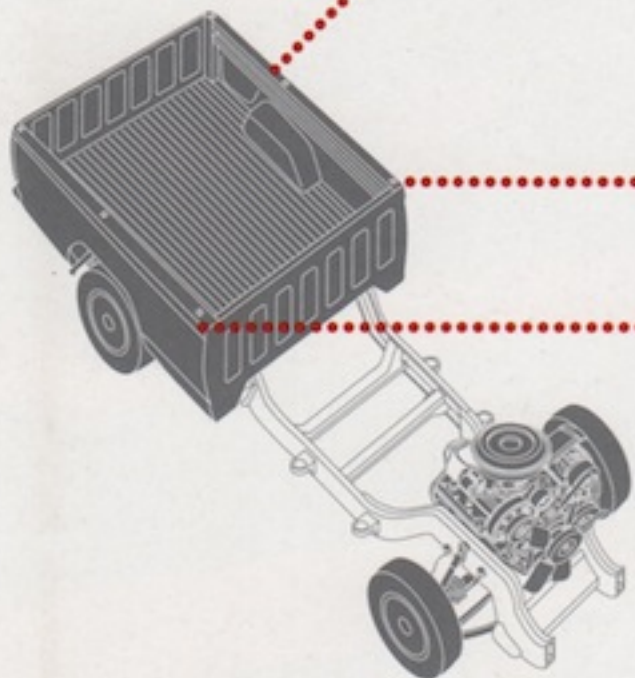
DAMAGE CONTROL

DOUBLE WALLS OF STEEL ON THE BOX'S SIDES AND RIBBED STEEL ON THE BED, CAB FLOORS AND CAB BACK GIVE SIERRA DAMAGE RESISTANCE AND EXCELLENT STRENGTH.



LAYER UPON LAYER

TWO-SIDED GALVANIZED STEEL, ON ALL PANELS EXCEPT ROOF, RESISTS CORROSION, AND THE FIVE-LAYER PAINT PROCESS MAKES SIERRA NOT ONLY TOUGHER YET, BUT A BEAUTIFUL BEAST TO BEHOLD.



*With available equipment; includes weight of passengers, cargo and equipment.



SIERRA

GMC TRUCK

IF YOU COULD FORESEE ALL, YOU COULD AVOID ALL ACCIDENTS. THERE ARE, HOWEVER, A FEW POWERS THAT SIERRA CAN'T GIVE YOU, AND PROPHECY IS ONE OF THEM. SO WE DO THE NEXT BEST THING: WE BUILD SIERRA'S SAFETY SYSTEMS AROUND THE

principle of protecting you and your passengers from accidents in the first place. ■ You start out with an advantage as soon as you sit down. You're high above the road, and Sierra has plenty of UV-cutting Solar-Ray® glass, for panoramic visibility. So you take in a view that can help keep you out of trouble developing ahead. ■ Of course, the nature of accidents is surprise, so your next line of preventive action is Sierra's standard rear-wheel anti-lock brake system.* It helps you maintain controlled straight stops in dicey braking situations. And if you choose a Sierra with exclusive shift-on-the-fly InstaTrac® 4-wheel-drive, you can have its surface-gripping traction going

SAFETY

for you, too. ■ To protect you in the event of an accident, Sierra's frame is high above the road. Most cars will strike lower on the Sierra than they would on a car. In case they don't, every GMC Truck has side-guard door beams, to partially absorb side-impact energy and help prevent cab intrusion. And every GMC Truck also has an energy-absorbing steering column and instrument panel. We're not prophets, either – but we thought you'd rest easier knowing these things.



REDIRECTING ENERGY

IN THE EVENT OF A CRASH, SIDE-GUARD DOOR BEAMS DEFLECT SIDE-IMPACT ENERGY TO HELP REDUCE OR PREVENT CAB INTRUSION.



ENERGY-ABSORBING

SIERRA'S STEERING COLUMN (AND DASH) ABSORBS ENERGY TO HELP PROTECT YOUR BODY IN ACCIDENTS. BECAUSE SOMETIMES STRENGTH MEANS KNOWING WHEN TO GIVE.



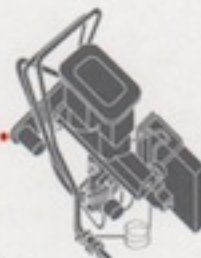
A PATENT ON SAFETY

SIERRA'S PATENTED SELF-ALIGNING STEERING WHEEL IS DESIGNED TO HELP PREVENT OR REDUCE INJURY IN AN ACCIDENT BY SPREADING THE FORCE'S IMPACT.



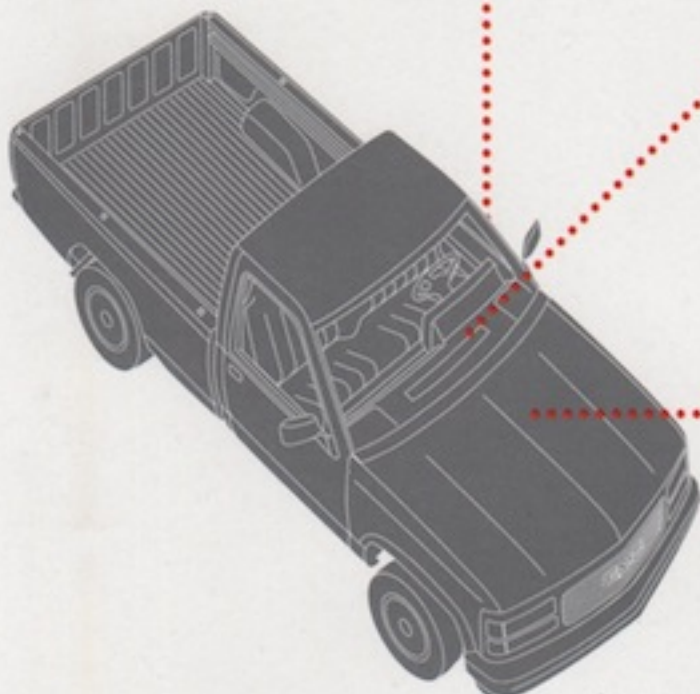
AN EVEN BRAKE

THE REAR-WHEEL ANTI-LOCK SYSTEM SENSES REAR-WHEEL SLOW-DOWN AND WORKS THE BRAKES, CONTROLLING THEM AS NEEDED, ACCORDING TO WHEEL SPEED.



FOLDS UNDER PRESSURE

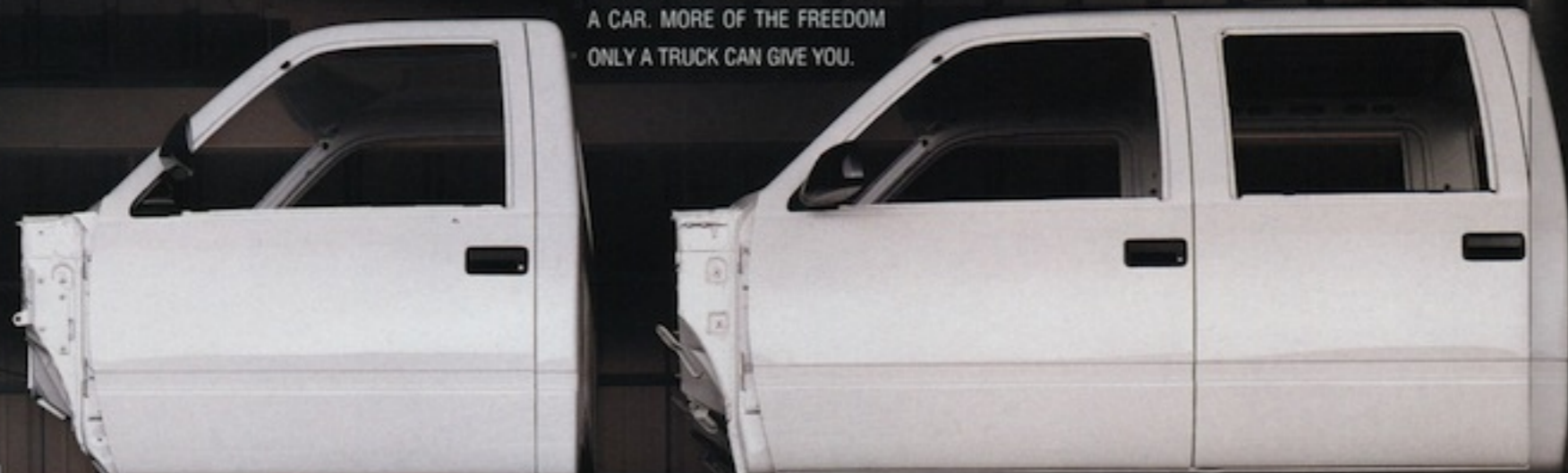
"CRUSH ZONES" CRUMPLE TO ABSORB AND DISSIPATE FRONT- AND REAR-IMPACT ENERGY OUTSIDE THE PASSENGER CAGE – TO HELP MAINTAIN PASSENGER SAFETY.



*Operates in 2WD only.



SIERRA "CLUB COUPE" SLE. AVAILABLE HIGH-BACK RECLINING BUCKET SEATS IN GRAY CUSTOM CLOTH; WITH FOLDING REAR BENCH.



IT'S A STRETCH
 CLUB COUPE (BELOW) AND CREW CAB GIVE YOU THE CAPABILITIES OF A TRUCK, THE RIDE AND PASSENGER SPACE OF A CAR. MORE OF THE FREEDOM ONLY A TRUCK CAN GIVE YOU.

LEADING OFF

SHARP-LOOKING PROTECTION.
 ■ AVAILABLE ON GT ONLY, BODY-MATCHING PAINTED BUMPER.
 ■ STANDARD CHROME BUMPER.
 ■ CHROME WITH RUB STRIP AND BRIGHT INSERT STRIP, STANDARD WITH SLE.

REFLECT ON THIS

LARGE MIRRORS. ■ STANDARD BLACK. ■ AVAILABLE STAINLESS STEEL. SWING-AWAY DESIGN.

SIERRA'S OUTLOOK

SIERRA GT GRILLE AND TWO AVAILABLE GRILLE CHOICES FOR THE SL SERIES.



GOOD LOOKS ALL AROUND

■ AVAILABLE SL FULL WHEEL COVER (2WD SHOWN). ■ AVAILABLE GT 2WD CHROME WHEEL.
 ■ AVAILABLE 4WD CAST ALUMINUM. ■ STANDARD SL STEEL WHEEL/BLACK CENTER CAP (4WD SHOWN). ■ AVAILABLE 2WD CAST ALUMINUM. ■ STANDARD SLE/AVAILABLE SL STEEL WHEEL/TRIM RINGS, BRIGHT CENTER CAP (4WD SHOWN).

COOL DESIGN

SIERRA SPORTSIDE IS A TRIUMPH OF DESIGN (THE FENDER WON A DESIGN AWARD), A LOOK THAT CAN ONLY BE CALLED COOL.



AVAILABLE OPTIONS: 1 AM STEREO/FM STEREO WITH CASSETTE AND GRAPHIC EQUALIZER** 2 AM/FM STEREO WITH CASSETTE† 3 POWER DOOR LOCKS AND POWER WINDOWS 4 BLACK MIRROR (STANDARD) 5 STAINLESS STEEL MIRROR 6 INSTRUMENT PANEL WITH ANALOG GAGES AND TACHOMETER

HOW TO BUILD YOUR SIERRA OPTIONS

EXTERIOR EQUIPMENT

	SLE (YES)	SL (R95)
<input type="checkbox"/> BUMPERS: Front, Chrome	-	S
<input type="checkbox"/> Chrome with black rub strip and bright trim	S	A†
<input type="checkbox"/> Guards (standard on SLE models with diesel engines)	A	A†
<input type="checkbox"/> BUMPERS: Rear step-type. Black-painted (wideside models)	A	A
<input type="checkbox"/> Chrome with rub strip	A	A
<input type="checkbox"/> GRILLES: Light argent with dark argent air intake	-	S
<input type="checkbox"/> Body-colored with bright trim ring	S	A
<input type="checkbox"/> MOLDINGS: Black with bright trim and wheel openings	S	A
<input type="checkbox"/> ROOF MARKER LAMPS (included with dual rear wheels)‡	A	A
<input type="checkbox"/> SPORT PACKAGE, GT (BYP): Includes body-colored grille, front and rear bumpers; black below-eyeline mirrors; Sierra GT sport decals, fog lights (chrome wheels with sport handling package) on 2WD, aluminum wheels	A	-
<input type="checkbox"/> WINDOWS: Sliding rear	A	A
<input type="checkbox"/> Rear window defogger (not available with sliding rear glass)	A	-
<input type="checkbox"/> Deep-tinted Solar-Ray rear window; swing-out quarter windows (Club Coupe only)	A	A

FUNCTIONAL EQUIPMENT

<input type="checkbox"/> CAMPER EQUIPMENT	A	A
<input checked="" type="checkbox"/> CHASSIS EQUIPMENT: Off-road (4x4 models only)	A	A
<input type="checkbox"/> Sport handling (2WD models only)	A	A
<input type="checkbox"/> Heavy-duty (4x4 models only)	A	A
<input checked="" type="checkbox"/> SKID PLATE, OFF-ROAD (4x4 models only)	A	A
<input type="checkbox"/> TOW HOOKS: Front frame mounted. 4x4 models	S	S
<input type="checkbox"/> 2WD models	A	A

<input type="checkbox"/> TRAILERING PACKAGE, HEAVY-DUTY	A	A
<input type="checkbox"/> WHEELS, DUAL REAR (3500 models only): Regular cab	A	A
<input type="checkbox"/> Club Coupe (3500 models only)	S	S

INTERIOR COMFORT AND CONVENIENCE FEATURES

<input type="checkbox"/> AIR CONDITIONING: Non-chlorofluorocarbon (CFC) refrigerant	A	A
<input type="checkbox"/> FLOOR COVERING: Full-floor, color-keyed embossed rubber	A	S
<input type="checkbox"/> Color-keyed carpeting	S	-
<input type="checkbox"/> LIGHTING, AUXILIARY: Dome and reading	A	A
<input type="checkbox"/> Dome, reading, courtesy, ashtray, glove box and under hood	A	A
<input type="checkbox"/> RADIOS: AM/FM stereo‡	S	S
<input type="checkbox"/> AM/FM stereo with cassette‡	A	A
<input type="checkbox"/> AM stereo/FM stereo with cassette and graphic equalizer**	A	A
<input type="checkbox"/> SEATING: Bench in vinyl	S	S
<input type="checkbox"/> Bench in cloth	-	S
<input type="checkbox"/> Bench in custom cloth	S	-
<input type="checkbox"/> 40/60 split bench in vinyl	A	A
<input type="checkbox"/> 40/60 split bench in cloth	-	A
<input type="checkbox"/> 40/60 split bench in custom cloth	A	-
<input type="checkbox"/> Low-back reclining bucket seats in vinyl	A	A
<input type="checkbox"/> High-back reclining bucket seats in custom cloth	A	-
<input type="checkbox"/> 6-way power driver's seat in custom cloth (Club Coupe 40/60, or high-back bucket seats required)	A	-
<input type="checkbox"/> TILT-WHEEL & SPEED CONTROL	A	A

A=Available S=Standard -=Not available
 For specification details and other equipment available, see your GMC Truck dealer.
 †Not available on SL wideside bodies.
 ‡Not available in California.
 **Also includes seek-scan, digital clock, premium 4-speaker system and mast antenna.
 †Receives C-Quam® AM stereo broadcasts. Check your local stations for compatibility.



2

3

HOW TO BUILD YOUR SIERRA TRIM LEVELS



SIERRA SL

DARK AUTUMNWOOD METALLIC SL 2WD ABOVE* AVAILABLE WITH, AT LEFT, **2** CLOTH BENCH AND **3** VINYL BENCH



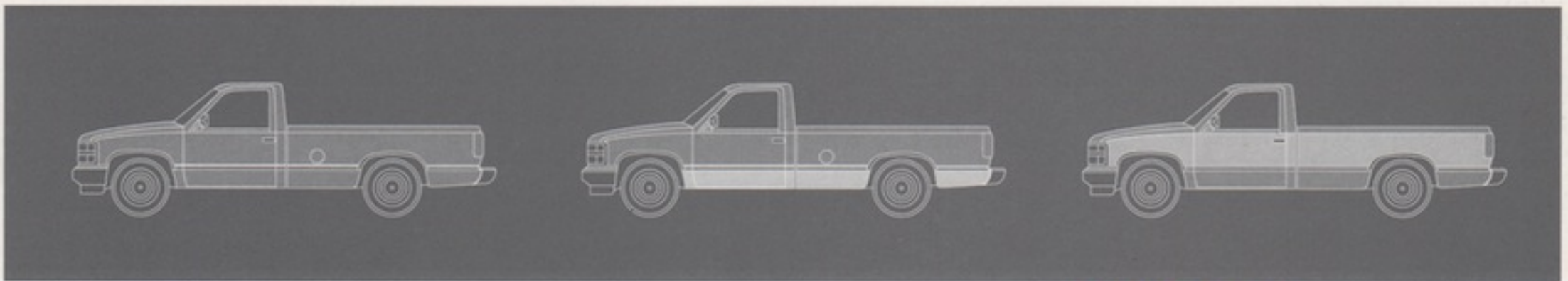
SIERRA SLE

ONYX BLACK SLE 4X4 ABOVE* AVAILABLE WITH, AT LEFT, **1** CUSTOM CLOTH 40/60 SPLIT BENCH AND **4** HIGH-BACK BUCKETS



EXTERIOR COLORS

- DARK TEAL METALLIC¹
- ONYX BLACK
- INDIGO BLUE METALLIC
- LIGHT QUASAR BLUE METALLIC²
- DARK HUNT CLUB RED METALLIC³
- ATLANTIC BLUE METALLIC¹
- FIRE RED
- DARK GARNET METALLIC¹
- SUMMIT WHITE
- DARK AUTUMNWOOD METALLIC
- BRIGHT TEAL METALLIC³
- QUICKSILVER METALLIC
- LIGHT AUTUMNWOOD METALLIC



PAINT APPLICATIONS

FROM LEFT, SOLID PAINT, CONVENTIONAL TWO-TONE AND DELUXE TWO-TONE



SIERRA GT

FIRE RED GT 2WD ABOVE* AVAILABLE WITH, AT LEFT, **1** CUSTOM CLOTH 40/60 SPLIT BENCH AND **4** HIGH-BACK BUCKETS

INTERIOR/EXTERIOR COLOR COMBINATIONS

SOLID COLORS	AVAILABLE INTERIOR TRIM COLORS			
	BEIGE	GARNET	GRAY	BLUE
<input type="checkbox"/> LIGHT AUTUMNWOOD METALLIC (55)	■			
<input type="checkbox"/> DARK AUTUMNWOOD METALLIC (56)	■			
<input type="checkbox"/> ONYX BLACK (41)	■	■	■	■
<input type="checkbox"/> LIGHT QUASAR BLUE METALLIC (20) ²			■	■
<input type="checkbox"/> ATLANTIC BLUE METALLIC (30) ¹			■	■
<input type="checkbox"/> INDIGO BLUE METALLIC (39)	■		■	■
<input type="checkbox"/> BRIGHT TEAL METALLIC (38) ²	■		■	■
<input type="checkbox"/> DARK TEAL METALLIC (36) ¹	■		■	■
<input type="checkbox"/> QUICKSILVER METALLIC (96)		■	■	■
<input type="checkbox"/> FIRE RED (74)	■	■	■	■
<input type="checkbox"/> DARK HUNT CLUB RED METALLIC (84) ²	■	■	■	■
<input type="checkbox"/> DARK GARNET METALLIC (76) ¹	■	■	■	■
<input type="checkbox"/> SUMMIT WHITE (50)	■	■	■	■

*All vehicles shown with available equipment.

¹Available only on Crew Cab models.

²Not available on Crew Cab models.

HOW TO BUILD YOUR SIERRA SPECIFICATIONS

AT A GLANCE

ENGINE	Gasoline					Diesel
CAPACITY/CONFIGURATION/CYLINDERS	4.3L V6	5.0L V8	5.7L V8	7.4L V8	6.5L V8	6.5L V8 TURBO ¹
ORDERING CODE	LB4	L03	L05	L19	L49	L56/L65
CUBIC-INCH DISPLACEMENT	262	305	350	454	395	395
BORE AND STROKE (IN.)	4.00 x 3.48	3.74 x 3.48	4.00 x 3.48	4.25 x 4.00	4.06 x 3.82	4.06 x 3.82
COMPRESSION RATIO	9.1:1/8.3:1 ²	9.1:1	9.1:1/8.3:1 ²	7.9:1	21.5:1	21.5:1
FUEL DELIVERY	Electronic fuel injection					Direct fuel injection
SAE NET HORSEPOWER @ RPM	165 @ 4000 155 @ 4000 ²	160 @ 4000 175 @ 4000 ²	190 @ 4400 ³ 210 @ 4000 ⁴ 190 @ 4000 ⁵	230 @ 3600	155 @ 3600	180 @ 3400 190 @ 3400 ²
SAE NET TORQUE @ RPM	235 @ 2000 230 @ 2400 ²	250 @ 2400 270 @ 2400 ²	295 @ 2400 ³ 300 @ 2800 ⁴ 300 @ 2400 ⁵	385 @ 1600	275 @ 1700	360 @ 1700 385 @ 1700 ²
TRANSMISSION	5-speed manual with overdrive and 4-speed automatic with overdrive are available, depending upon engine and body style combinations and subject to emissions requirements					

TRAILERING DATA AND REAR AXLE RATIOS FOR ENGINES WITH AUTOMATIC TRANSMISSIONS

GROSS COMBINATION WEIGHT RATING (LBS.) ¹	8500	9500	10,000	10,500	11,000	11,500	12,000	12,500	13,000	13,500	14,500	15,000	17,000	19,000
4.3L V6 GASOLINE (LB4)	3.08	3.42	3.73	4.10	4.56	—	—	—	—	—	—	—	—	—
5.0L V8 GASOLINE (L03)	—	3.08	—	3.42	—	3.73	—	4.10	—	—	—	—	—	—
5.7L V8 GASOLINE (L05)	—	—	3.08	—	3.42	—	3.73	—	4.10	—	4.56	—	—	—
7.4L V8 GASOLINE (L19)	—	—	—	—	—	—	—	—	—	3.42	3.73	—	4.10	4.56/4.63
6.5L V8 DIESEL (L49)	—	—	—	—	3.08	—	3.42	—	3.73	—	4.10	—	—	—
6.5L V8 TURBO DIESEL (L56/L65)	—	—	—	—	3.08	—	3.42	—	3.73	—	4.10	4.63	5.13	—
MODEL TYPE	2WD	4x4		2WD	4x4		2WD	4x4		2WD	4x4		2WD	4x4
SERIES	C-1500	K-1500		C-2500	K-2500		C-3500SR	K-3500SR		C-3500DR	K-3500DR		C-3500DR	K-3500DR
GVW RATING: REGULAR CAB (LBS.)	5600/6100 ⁶	6100		7200/8600	7200/8600		9000	9200		10,000	10,000		10,000	10,000
CLUB COUPE (LBS.)	6200	6200/6600 ⁶		7200/8600	7200/8600		—	—		—	—		—	—
FRONT SUSPENSION	Independent coil springs (2WD); torsion bars (4WD)													
AXLE CAPACITY: REGULAR CAB (TOTAL LBS.)	3150	3925		3150/3400/3800	3925/4250		3800	4250		3800	4250		3800	4250
CLUB COUPE (TOTAL LBS.)	3600	3925		3600/3800	3925/4250		—	—		—	—		3800	4250
SPRING CAPACITY: REGULAR CAB (TOTAL LBS.)	2950/3150 ⁶	—		3150/3400/3600	—		3600	—		—	—		3600	—
CLUB COUPE (TOTAL LBS.)	3500	—		3600	—		—	—		—	—		3600	—
TORSION-BAR CAPACITY: REGULAR CAB (TOTAL LBS.)	—	3600		—	3750		—	3750		—	3750		—	3750
CLUB COUPE (TOTAL LBS.)	—	3600		—	3750		—	—		—	—		—	3750
REAR SUSPENSION	Semi-elliptic 2-stage multileaf springs; dual rear wheels have semi-elliptic 2-stage main/auxiliary springs													
AXLE CAPACITY: REGULAR CAB (TOTAL LBS.)	3750	3750		4800/6000	4800/6000		6084	6084		7500	7500		7500	7500
CLUB COUPE (TOTAL LBS.)	3750	3750/4800 ⁶		4800/6000	4800/6000		—	—		—	—		7500	7500
SPRING CAPACITY (TOTAL LBS.)	3750	3750		4800/6084	4800/6084		6084	6084		7500	7500		7500	7500
BRAKES	Front disc/rear drum with rear anti-lock brakes													
STEERING	Variable ratio, power assist													
FUEL TANK CAPACITY	C/K107-207: 25 gallons C/K109-209-309: 34 gallons													
FREEDOM BATTERY, CCA RATING	600 (dual in diesel models)													
ALTERNATOR AMPS	100													

MARKETING OPTION PACKAGES

MARKETING OPTION PACKAGE 1 (SL ONLY)	Wideside body ⁷
MARKETING OPTION PACKAGE 2 (SL ONLY)	Wideside body ⁷ Air conditioning
MARKETING OPTION PACKAGE 3 (SLE ONLY)	Wideside body ⁷ Air conditioning Auxiliary lamps Below-eyeline exterior mirrors ⁸
MARKETING OPTION PACKAGE 4 (SLE ONLY)	Wideside body ⁷ Air conditioning Auxiliary lamps Below-eyeline exterior mirrors ⁸ AM/FM stereo with seek-scan, stereo cassette, digital clock ⁹ Power door locks and power windows Tilt-Wheel and electronic speed control

¹Consult dealer for availability.

²GVWR above 8500 lbs.

³GVWR at or below 6000 lbs.

⁴GVWR above 6000 lbs. and below 8500 lbs.

⁵To attain GCWR, V08 heavy-duty cooling is required unless engine RPO includes heavy-duty cooling.

⁶Diesel engine.

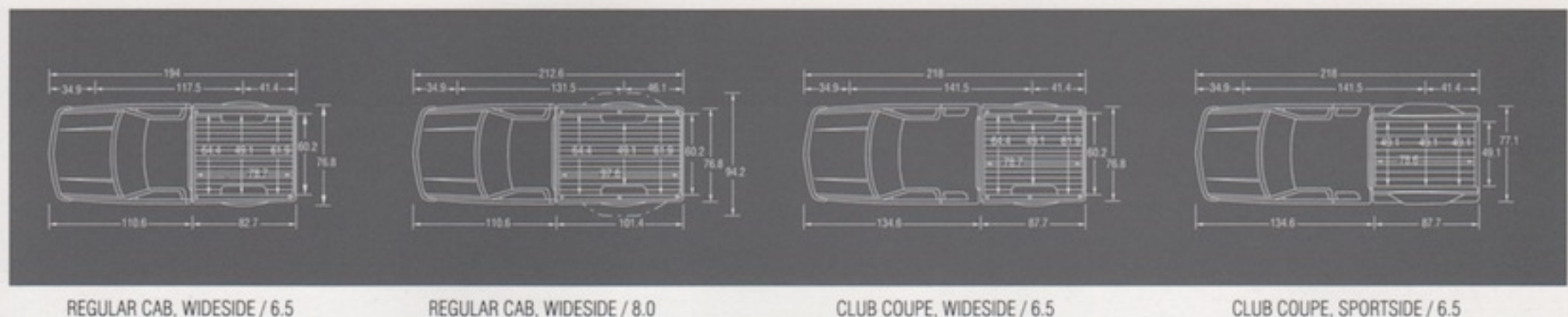
⁷May be substituted for sportside body only on 1500 shortbed models at additional cost. See your dealer for details.

⁸May be upgraded to camper-type exterior mirrors at additional cost. See your dealer for details.

⁹May be upgraded to AM/FM/cassette with graphic equalizer at additional cost. See your dealer for details.

TRAILERING WITH YOUR SIERRA GMC has been the mark of towing and trailering strength for decades, and Sierra is built strong and durable, to handle the demands of towing. Certain equipment that prepares Sierra for trailering is standard on every Sierra: power steering, power brakes, large fuel tanks, a 100-amp alternator and a front stabilizer bar. Also required, and available (some items are standard on certain models), are special transmission oil and engine oil coolers. For other available trailering-related equipment, talk to your dealer. ■ You'll need a hitch, of course, and a wide selection of hitch types is available, usually either as factory equipment or from your dealer. In addition, if you plan to tow frequently, you should equip your Sierra with the available towing package (RPO Z82). This package includes a weight-distributing hitch platform and a heavy-duty 7-wire electrical harness. Also required with this package are a hitch ball, mounting head and equalizing and anti-sway assemblies; these are available through aftermarket sources. ■ With your Sierra you can get a GMC Truck trailering guide. If you have any questions about trailering with a Sierra before you buy, feel free to ask your dealer for a copy and for help in specifying a Sierra that meets your exact needs. The glove-box-sized trailering guide helps you match equipment and models to your needs and gives you valuable trailering advice for the road. Be sure to read it and use it as a guide before you hitch a trailer to your truck. **ACCIDENT AVOIDANCE FEATURES** Rear-wheel anti-lock braking system (operates in 2WD only) ■ Side marker lamps and reflectors ■ Parking lamps ■ Four-way hazard warning flashers ■ Back-up lamps ■ Directional signal control ■ Center high-mounted stop lamp ■ Windshield defrosters, washer and multispeed wipers ■ Outside rearview mirrors ■ Brake system with dual master cylinder and warning light ■ Starter safety switch ■ Dual-action hood latch ■ Low-glare finish: inside windshield moldings, wiper arms and blades, metallic steering wheel surfaces, inside rearview mirror frame and bracket ■ Illuminated heater and defroster controls ■ Tires with

built-in tread-wear indicators ■ Audible brake lining wear indicators with disc brakes **OCCUPANT PROTECTION FEATURES** Manual lap/shoulder safety belts, outboard front and rear seat positions ■ Manual lap safety belts, center seat positions ■ Energy-absorbing steering column ■ Energy-absorbing instrument panel ■ Interlocking door latches ■ Folding front seat back locks, inertia-type ■ Safety armrests ■ Breakaway inside rearview mirror ■ Security door locks and door retention components ■ Laminated windshield glass, urethane-bonded ■ Head restraints, front seats ■ Side-guard door beams ■ Crush zones **OFF-ROADING** Sierra's 4-wheel drive models sport standard InstaTrac 4WD. You can go from 2WD to 4X4 with the flip of a lever. No backing up, no messing with the wheels, no stopping to shift modes. And Sierra combines high ground clearance with a low step-in. Sierra's long wheelbase smooths off some of the roughness of off-road locales. ■ When you go off-road, you should take care to make sure your driving is appropriate to the vehicle and environment you're in. Avoid sharp turns and abrupt maneuvers. Failure to operate vehicles correctly off-road could result in loss of vehicle control or vehicle roll-over. ■ When you are off-road, you're going to be jostling things around. So make sure that all cargo is properly loaded and secured. Use boxes to organize cargo, and use nets and tie-downs to secure it. ■ Wherever possible, use established trails, roads and other areas that have been set aside for public off-road recreational driving. And obey posted regulations. Don't drive on private property without the permission of the owner; in some states, you must have it on paper. Avoid any driving practice that could harm the environment or hurt wildlife, like wheel-spinning, breaking down trees, driving through streams or driving over soft ground. (And never park your vehicle over dry grass or other materials that could catch fire from the heat of the vehicle's exhaust system.) **TIRE CHAINS** If your vehicle has dual wheels or LT265/75R16 size tires, tire chains should not be used because they may cause damage to your truck.



NOTES

ABOUT THIS CATALOG
 We have tried to make this catalog as comprehensive and factually correct as possible. However, since we are constantly working to improve our products, we reserve the right to make changes at any time and without notice in prices, colors, materials, equipment, specifications, models and availability. Since some information may have been updated since the time of printing, please check with your GMC Truck dealer for complete up-to-the-minute details. ■ GMC Truck models are equipped with engines produced by GM Powertrain Division, and are assembled by operating units of General Motors, its subsidiaries or suppliers to General Motors worldwide. It is sometimes necessary to produce models with components that are different or differently sourced than originally scheduled. All such components have been approved for use in GMC Truck models, and will provide the same quality performance associated with the GMC Truck name. ■ Since some options may be unavailable when your vehicle is assembled, we suggest that you verify that your vehicle includes the equipment you ordered, or, if there are changes, that they are acceptable to you. ■ GMC Truck regularly sends its dealers useful service bulletins about GMC Truck products. To obtain these bulletins, ask your dealer, or call 1-800-551-4123. ■ GMC Truck models are designed and built to resist corrosion. All body sheet metal components are covered by a General Motors limited warranty; see your GMC Truck dealer. Application of additional rust-inhibiting materials is not required or encouraged.

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WITH YOUR SIERRA, YOU'LL GET A WALLET-SIZED PLASTIC CARD. IT'S THE COMMITMENT PLUS CARD, STANDARD WITH EVERY GMC TRUCK. AND IT STANDS FOR A POWERFUL PACKAGE OF BENEFITS THAT YOU'LL APPRECIATE THROUGHOUT THE YEARS YOU

own your GMC Truck. When you acquire your truck, Commitment Plus means you get a full tank of fuel on delivery of your vehicle. We'll also see you through the first few miles with a complimentary 3000-mile inspection, lube and oil change, and ongoing contacts by your Commitment Plus representatives. Later, when you bring in your Sierra for warranty service, your dealer will offer you Courtesy Transportation: for same-day service, a one-way shuttle to your destination up to 10 miles from the dealership; if your truck is in overnight, a free loaner vehicle or up to \$30 a day reimbursement for a rental vehicle. And finally, Commitment Plus stays

COMMITMENT PLUS

on the road with you, bringing you 24-hour Roadside Assistance in emergen-

cies. **1-800-GMC-TRUCK** With GMC Truck Roadside Assistance, you're never more than a toll-free call away from a GMC Truck product specialist. And never more than a call away from on-the-road service. Should you ever need help on the road, we can



provide access to towing, locksmith, auto glass, tire repair, gasoline delivery, police, fire and hospital, even hotel reservations and alternative transportation. (Most services paid by the owner.) Roadside Assistance representatives can even put you in touch with the nearest GMC Truck dealer. This is the kind of security that money can't buy – because we give it to you with your GMC Sierra. (Some models not eligible; restrictions apply. See your dealer for complete details, terms and conditions. Available only in the continental United States and Hawaii.) **WARRANTY PROTECTION** As strong as Sierra is, equally strong is the warranty coverage that backs it. It's our Bumper to Bumper warranty. The entire vehicle is warranted for repairs, including parts and labor, to correct defects in materials or workmanship, for 3 years or 36,000 miles (excludes routine maintenance; tires are warranted by their manufacturers). The warranty covers towing to the nearest GMC Truck dealership, and there is no deductible for warranty repairs during the warranty period. The warranty transfers automatically with vehicle ownership, too, during the warranty period. Body sheet metal rust-through is covered for 6 years or 100,000 miles. (You should, of course, see your dealer for terms and conditions of this limited warranty, too.)



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