



GMC

100
100-8

GMC Speed-Line Styling

with Passenger Car Comfort

Two-Tone Upholstery—Aero-View Instrument Panel—Improved Steering—Fully Adjustable Seats—Concealed Running Boards—Safety Hand Brake



PICTURE WINDOW VISIBILITY

There's an open, panoramic view through the wrap-around windshield with optional wrap-around rear window—New passenger car type seat, adjustable fore and aft, with tilting seat back to suit driver's comfort—Two-tone interior for unexcelled beauty—Concealed cab steps on which mud, snow and ice do not collect—Non-glare instrument panel to avoid annoying reflections and many other comforts and conveniences that add up to easy operation and driver's safety.

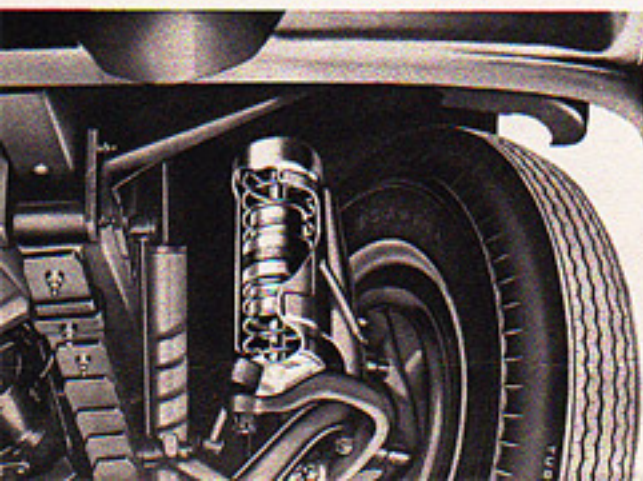


DELUXE MODELS

Include such extra features as blue, green or brown two-tone interior harmonizing with exterior colors; driver's arm rest; additional sun visor on passenger side; stainless steel window and windshield moldings; and chrome grille, bumper, hub caps, insignia, instrument dusters and control knobs.

JET STREAM VENTILATION

Driver comfort is assured by constant streams of outside air—even in wet weather. The high, gridded intake, just below the windshield, directs air into a plenum chamber. There water, if any, is separated and drained off through floor of plenum chamber before air is distributed through louvered outlets to each side of cab.



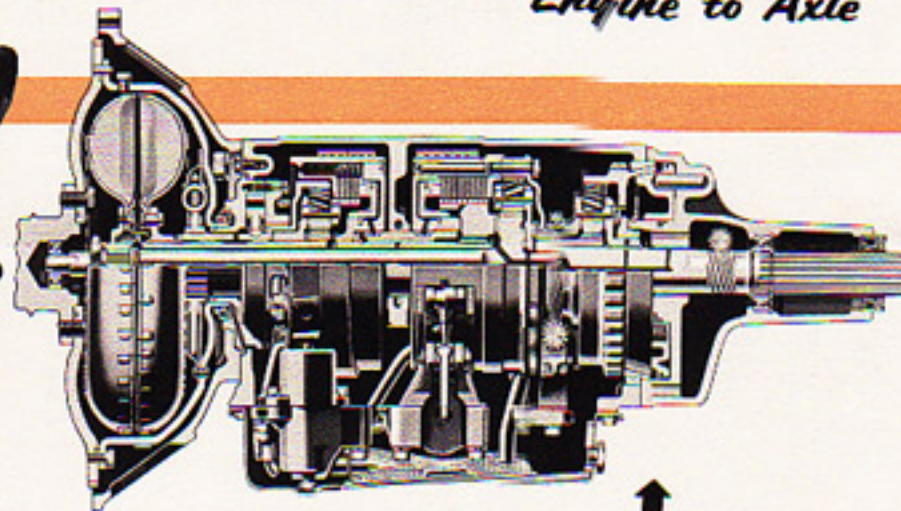
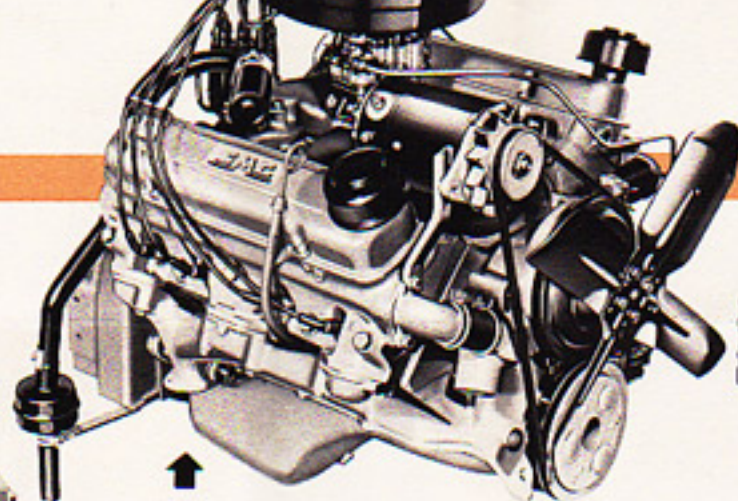
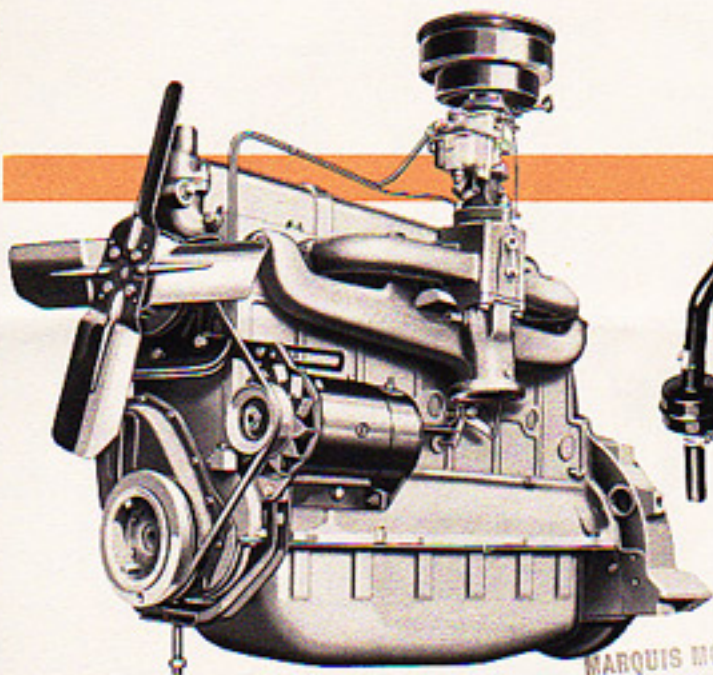
Road Shock Damper, standard on suburban, optional at extra cost on all other 1/2-ton models. Another GMC first—brings remarkable driving comfort and steering stability to the light-truck field. Greater safety and driving ease result from the smoothing out of road shocks and jolts encountered on "wash-board" roads or any such uneven surfaces. Its principle of operation induce the front wheels to follow the contour of the road surface giving the driver positive control of the vehicle even under the most adverse conditions. Loaded or empty, ride and control are equally effective.

MARQUIS MOTORS
17TH ST. SEVENTH AVE.
BEAVER FALLS, PA.

SERIES
100

"PERFORMANCE PACKED" Power-Trains

Engineered for Team-Work
Engine to Axle



GMC 347 V-8 Engine for Power Plus Performance.
206 H.P. 7.8 to 1 Compression Ratio

GMC 270 6-Cylinder Engine 130 H.P.
7.75 to 1 Compression Ratio

Oil-bath air cleaner optional at extra cost

GMC's 4-Speed Dual-Range Truck Hydra-matic Drive, optional at extra cost, provides smoother performance—saves operating costs—maintenance costs are substantially reduced—"clutching" is gone forever. Hydra-matic's fluid coupling and automatic gear selection protects engine, drive-line and rear axle from unnecessary strain and abuse caused by improper gear shifting and power application. With Hydra-matic drive your truck is always in the proper and economical gear for any load or road condition.

MARQUIS MOTORS
17TH ST. SEVENTH AVE.
BEAVER FALLS, PA.

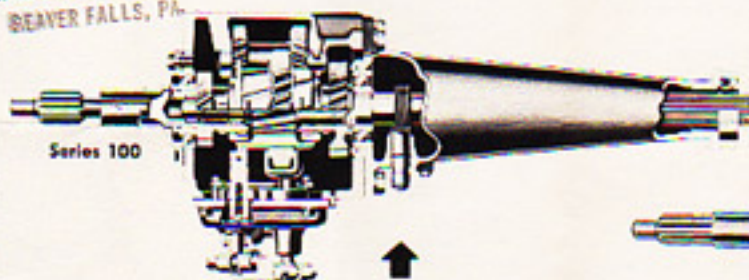
MARQUIS MOTORS
17TH ST. SEVENTH AVE.
BEAVER FALLS, PA.

GMC offers for your selection two powerful engines that may be combined with Hydra-matic drive or with 3 or 4-speed synchromesh transmissions to provide a power-train to meet your exact needs. Each combination of engine, transmission and axle is completely engineered and tested by GMC—No units are "borrowed" from another model but are designed and manufactured for their specific requirements.



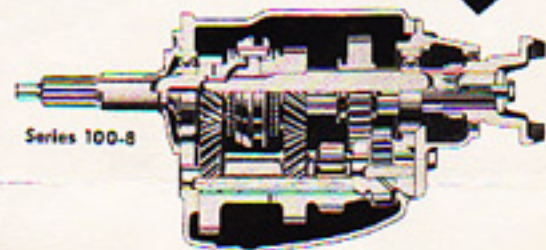
BLUE CHIP QUALITY FEATURES

- ★ High-powered, high-compression 6 and 8 cylinder engines.
- ★ 12-volt electric system.
- ★ Hydra-matic and synchromesh transmissions.
- ★ Tubeless tires.
- ★ Comfort-ride springs.
- ★ Truck-built chassis.
- ★ Short turning radius.
- ★ Low loading and step heights.



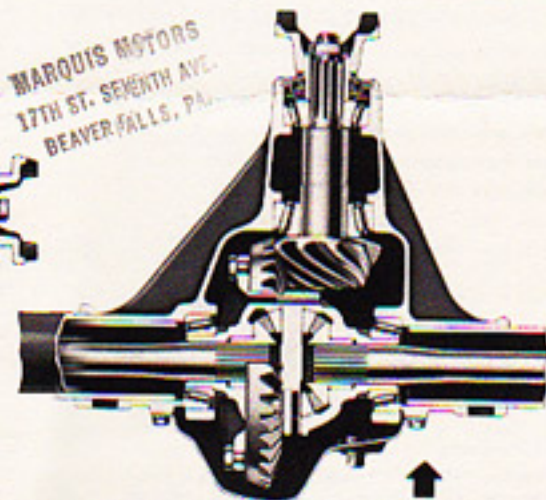
Series 100

The Famous Three-Speed Synchromesh Transmission, pioneered for trucks by GMC... features constant mesh helical gears synchronized in second and third speeds. The synchromesh principle assures quiet operation and easy clashless shifting without the necessity of "double-clutching." Convenient finger-tip gear shift is mounted on the steering column.

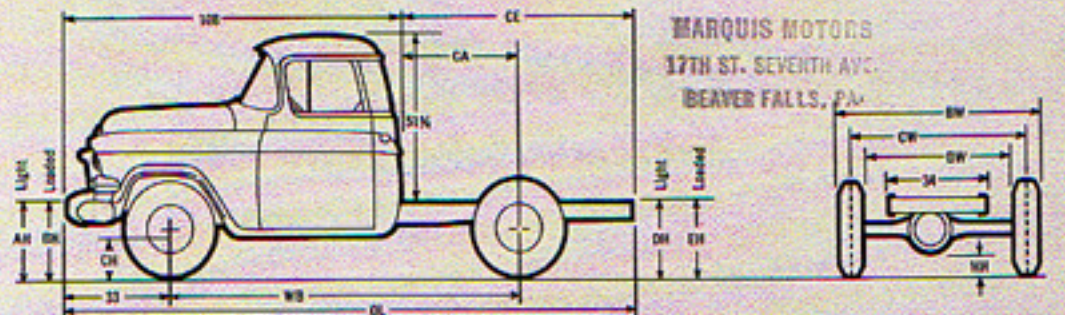


Series 100-8

Four-Speed Synchromesh Transmission, optional at extra cost, is designed for extra-heavy-duty operations requiring maximum gear reductions and increased durability. Features are constant mesh helical gears synchronized in second, third and fourth speeds; ball-and-roller-bearing mounted countershaft and a sediment chamber for protection of bearings and other highly finished parts.



Single Reduction, Semi-Floating Rear Axle, features Hotchkiss drive with open-type propeller shaft. This hypoid-gear axle provides much greater tooth contact between pinion and ring gear which, together with large diameter anti-friction bearings used to mount the pinion shaft and differential assure correct gear alignment and quiet operation under all load conditions. Large diameter axle shafts complete this rugged unit for an extra margin of safety, long life and dependability.



AW Tread, front tires. 75% Width Over Front Fenders. 3 1/2" Front Spring Centers.
 LW Chain Clearance, tire to Spring Clip. 4 1/2" Rear Spring Centers.

WHEELBASE NO.	1	2	Tire capacity per tire (lbs.) is Tire and Rim Association standards.
WB Wheelbase	114	123 1/2	Frame heights AH and BH are at front axle; DH and EH are at rear axle.
CA Standard cab to rear axle	39	48 1/2	Light heights (AH and DH) are for chassis with cab.
CE Standard cab to end of frame	73 1/2	87 1/2	Loaded heights (BH and EH) are for chassis loaded to rated GVW.
OL Bumper to end of frame	183 1/2	195 1/2	

TIRE	PR	CAP.	BIM.	OFFSET	AW	BW	CW	DW	LW	AH	BH	CH	DH	EH	HH
6.70-15	4	925	5 1/2 K	3/8	60 1/2	68	61	54	5 1/2	21 1/2	21 1/2	7 1/2	24 1/2	22 1/2	7 1/2
6.70-15	6	1055	5 1/2 K	3/8	60 1/2	68	61	54	5 1/2	21 1/2	21 1/2	7 1/2	24 1/2	22 1/2	7 1/2
6.50-16	6	1215	5K	3/8	60 1/2	68 1/2	61 1/2	54 1/2	5 1/2	22 1/2	21 1/2	8 1/2	25	21 1/2	8 1/2
7-17.5	6	1520	5.25	0	61 1/2	69 1/2	62 1/2	54 1/2	5 1/2	22 1/2	21 1/2	8 1/2	25 1/2	22	8 1/2

STANDARD CHASSIS SPECIFICATIONS

GVW RATING—3000 lbs.
AIR CLEANER: Oil wetted type.
AXLE, FRONT: Heat-treated forged steel I-beam. Rated capacity, 2200 lbs.
AXLE, REAR: Hypoid single reduction. Rated capacity, 3300 lbs. Ratio, 3.07 or 3.92 to 1.
BATTERY, Series 100: 12-volt, 50 ampere-hour capacity.
BATTERY, Series 100-B: 12-volt, 60 ampere-hour capacity.
BRAKES, SERVICE: Hydraulic, front 11 x 2. Rear 11 x 2.
BRAKES, HAND: Mechanical application of rear brakes.
CAB: No. 1754.
CLUTCH, Series 100: 10 in. single disc with damper. Frictional area, 100.5 sq. in.
CLUTCH, Series 100-B: 11 in. single disc with damper. Frictional area, 123.7 sq. in.
COOLING SYSTEM, Series 100: Cellular type core spring-mounted in protective frame, built-in expansion tank; thickness 2 in.; frontal area 407 sq. in. 4-blade fan.
COOLING SYSTEM, Series 100-B: Cellular type core spring-mounted in protective frame, built-in expansion tank with 7 1/2 lb. pressure valve; thickness 2 1/2 in.; frontal area 530 sq. in. 4-blade fan.
ENGINE, Series 100: GMC 270 gasoline, 6 cylinder, 3 1/2 in. bore, 4 in. stroke. Displacement, 269.5 cu. in. Max. gross B.H.P., 130 @ 3600 r.p.m. Max. net B.H.P., 121 @ 3400 r.p.m. Max. gross torque (lbs. ft.), 238 @ 1200-2000 r.p.m. Max. net torque (lbs. ft.), 233 @ 1200 r.p.m.

ENGINE, Series 100-B: GMC 347 gasoline, V-8, 3 1/2 in. bore, 3 1/2 in. stroke. Displacement, 347.0 cu. in. Max. gross B.H.P., 206 @ 4600 r.p.m. Max. net B.H.P., 182 @ 3400 r.p.m. Max. gross torque (lbs. ft.), 317 @ 2000-2200 r.p.m. Max. net torque (lbs. ft.), 307 @ 2000 r.p.m.
FRAME: 114 in. W.B. 6 x 2 1/2 x 1/4 section modulus, 2.59; 123 1/2 in. W.B. 6 1/2 x 2 1/2 x 1/4, section modulus 3.36.
FUEL TANK: 17 1/2 gal. tank of cab seat. 17 gal. inside right frame rail with coil or unit body.
GENERATOR: 12-volt, 25 ampere, voltage and current regulated.
PROPELLER SHAFT: Tubular with needle bearing joints.
SHOCK ABSORBERS: Direct double-acting, front and rear.
SPRINGS, FRONT: Semi-elliptic, alloy spring steel, 44 x 2, 6-leaf.
SPRINGS, REAR: Semi-elliptic, alloy spring steel, 52 x 2, 7-leaf progressive.
STEERING GEAR: Reducating ball, nut and sector type; semi-reversible; adjustable. Ratio, 21.3 to 1. Wheel, 18 in. safety type.
TIRES: 6.70 x 15, 4-ply rating. Front, single rear and spare. Tubeless.
TOOLS: Jack and wheel nut wrench.
TRANSMISSION: Three-speed synchromesh. Steering column shift.
WHEELS: Stamped steel ventilated disc. Spare wheel.

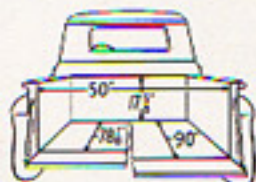
MAJOR OPTIONS (at extra cost)

Oil bath air cleaner ... Bodiless Panel, deluxe panel, pickup, suburban pickup and suburban ... Deluxe cab ... Heavy-duty dash (Series 100) ... Cowl ... Oil filter ... Low-cut-in generator ... Governor ... Chrome grille, bumper and insignia ... Directional signals ... Heavy-duty rear springs ... Power steering ... Side mounted tire carrier, pickup body ... Hydro-matic transmission ... 4-speed transmission ... Front wheel harmonic damper ... Wrap-around cab rear window ... Electric windshield wipers ... See chart above for tire options.

GMC Truck & Coach Division reserves the right to make changes of any kind without notice in price, color, material, equipment, specifications and models and also to discontinue models. Data shown above is basic information for the prospective buyer on effective date of issuance of this pamphlet. Dealer will provide complete up-to-date information on options, specifications, etc., not shown here.

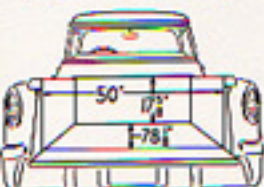
GMC

BUILT BODIES

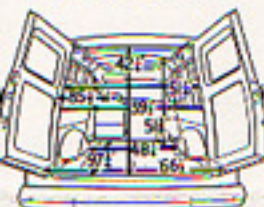


GMC 6 1/2-FT. PICKUP BODY
For Models 101 and 101-B

GMC 7 1/2-FT. PICKUP BODY
For Models 102 and 102-B



GMC SUBURBAN PICKUP BODY
For Deluxe Model 101-B



GMC 7-FT. PANEL BODY
For Models 101 and 101-B

Also available in a deluxe model with harmonizing two-tone interior and appointments comparable to the deluxe cab.



GMC DELUXE SUBURBAN BODY
For Models 101 and 101-B

Seats are readily removed or interchanged to suit passenger or cargo needs.



MARQUIS MOTORS
1711 ST. SEVENTH AVE.
BEAVER FALLS, PA.