

1958

GMC features



GMC

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Two new models, new front end styling in the light duty conventional trucks, a new 336 cubic inch 200 horsepower V-8 engine, a new Allison automatic transmission, increased standard ratings on many models and new optional ratings on several others are the major changes in the GMC line for 1958.

introduction

The alert salesman will be quick to utilize the new options offered in making bids against any competition. For example, standard GVW rating of the W500V six-wheeler is 28,000 pounds. Standard axle ratings are 7,000 pound front and 22,000 pound rear. By specifying an optional 28,000 pound rear axle the GVW is increased to 35,000 pounds. Or, by also specifying an optional 9,000 pound front axle, the warranted GVW is increased to 37,000 pounds. By correctly using the options, you can bid the W500 whenever GVW from 28,000 to 37,000 pounds is required *without* going to the expense of the next larger model. This same use of optional ratings can be applied to 28 models ranging from the 300 to the DFR860 in 1958. The GMC salesman who knows his ratings, knows his options, and knows how to apply them, finds himself in a better competitive position than ever before.

Many other improvements have been made in 1958, and each is briefly described in this booklet. Complete details are in your large Data Book.

GOOD SELLING IN '58



new models

GMC presents two new models in 1958

model **P350** is a 16,000 pound GVW package delivery chassis.

model **DR860** is a light-weight conventional air suspension tractor with a 30,000 pound GVW and 65,000 pounds GCW rating.

model
P350

model
DR860

MODEL P350 Developed specifically to meet the need for larger capacity multi-stop delivery units, this heavy duty forward control chassis is available in 130 and 154-inch wheelbases to accommodate 12 and 16-foot delivery bodies respectively. Many dairies, bottlers, cleaners and other businesses making suburban deliveries now have longer delivery routes than ever before. This requires larger capacity bodies to cover the longer routes without increasing the number of trips. The new GMC P350 meets this requirement.

The forward mounted steering and controls make this model an ideal unit for mounting flat bed, half-cab bodies to haul lumber, pipe and other long loads. Another potential market for the P350 is for small transit-type schoolbus bodies. Powered by the 140-horsepower 270 engine, the P350 has the heavy duty 4-speed SM-420 transmission, 4500-pound front axle, and the H-150, 15,000-pound rear axle as standard. When the optional 7,000-pound front axle and heavy duty rear springs are specified, the warranted GVW is increased to 19,500 pounds. The T-150 two-speed rear axle, rated at 15,000 pounds, is also an option on the P350.

GMC's new P350 competes directly with the Ford P500 and P600, the Chevrolet 6242 and 6642, the International SM160 and the Dodge P400.

MODEL DR860 GMC offers this 90-inch BBC diesel-powered air suspension tractor to provide a light weight, economical conventional unit for hauling 35-foot square nose trailers in 45 foot States, and 40 foot trailers in 50 foot States.

Adequately powered by GMC's 190-horsepower 6-71SE diesel engine, this new tractor features a ready-for-the-road weight of only 11,000 pounds complete with fifth wheel, 100 gallons of fuel, ICC equipment and driver. GCW rating is 65,000 pounds and the standard GVW is 30,000. By specifying the optional 11,000 pound front axle, GVW can be increased to 33,000 pounds.

Standard components include a Spicer 6853C 5-speed, over-drive synchromesh transmission; F-090 9,000-pound tubular front axle and Eaton 19500, 22,000 pound two-speed rear axle. Base tires are 11-22.5—12-ply rating. One other transmission-axle combination is also available. The Fuller R96 10-speed Roadranger transmission can be obtained with an Eaton single speed 1911 rear axle rated at 22,000 pounds. Gear combinations have been carefully selected to provide maximum fuel economy.

Wheelbases of 140 and 164 inches are offered to provide CA dimensions of 78 and 102 inches respectively.

Hi-tensile steel frame rails give an exceptionally strong light weight frame. Dimensions are 9 $\frac{1}{2}$ in. x 3 $\frac{1}{2}$ in. x $\frac{1}{4}$ in., with a section modulus of 11.80.

Designed to compete with the White 9000 TD tractor and the Mack contour cab B65T and B65LT tractors, the GMC DR860 exceeds them in specifications and is comparable in weight as shown by the following summary: Note that the DR860 has more power at slower engine speed than either the White or Mack.



model
P350



model
DR860

**MODEL****GMC DR862****MACK B65LT****WHITE 900TD**

WHEELBASE	140	137½	138½
BBC	90	93	90
ENGINE	6-715E	ENDL673	JT6B
MAXIMUM HORSEPOWER	190	170	175
ENGINE RPM	2000	2100	2500
TIRE SIZE	11-22.5-12	10.00 x 20-12	10.00 x 20-12
WHEELS	7.50 CAST	7.50 CAST	7.50 CAST
2-50 GALLON STEP TANKS	YES	YES	YES
FRONT AXLE CAPACITY	9000*	9500*	7700*
REAR AXLE—MODEL	EATON 19500	RA2DL518	EATON 19500
CAPACITY	22,000*	20,000*	20,000*
TRANSMISSION	6853C	TR720	5A65
100 GALLONS FUEL	YES	YES	YES
5TH WHEEL	YES	YES	YES
BRAKE CONNECTIONS	YES	YES	YES
SINGLE PASSENGER SEAT	YES	STD.	STD.
HEATER AND DEFROSTER	YES	YES	YES
TRACTOR BREAKAWAY VALVE	YES	YES	YES
CAB LIGHTS	YES	STD.	YES
READY FOR ROAD WEIGHT	11,000*	10,915*	10,721*

styling



The basic design of GMC's distinctive front end that set a new standard for the entire industry in 1955, is retained in 1958. Conventional models 100 through 370 have fenders, hood and grille refined to blend smoothly with the new dual headlamp design. A wider, lower and more powerful appearance is the result.

The new grille on models 100 through 250 is an integral assembly consisting of a top header bar extending across the front just below the forward edge of the hood, then below and under the dual headlamps on each side. A single ribbed lower horizontal bar connects the inside edges of the header bar. Beehive type parking lights are located in the top header bar, and are centered below the dual headlamps. Bumper and bumper bombs are unchanged except that bombs are moved outward and centered under the parking lights.





On conventional models 300, 350 and 370 the same basic styling and front end appearance are used, except that a second horizontal bar between the bumper bombs is added to the grille. *Deluxe* models in 100 through 370 have chrome-plated grille, headlight bezels, bumper and bombs, GMC insignia and model designation number. All of these parts are painted in *standard* models 100 through 370. See your Data Book for further details of the deluxe option.

The front hood GMC emblem has been redesigned to harmonize with the new front end styling, is wider and positioned lower on the hood. Hood air intake is eliminated on conventional models 100 through 370 in 1958. Model designation number is larger and is mounted in the center of the grille on the top surface of the horizontal grille bar.

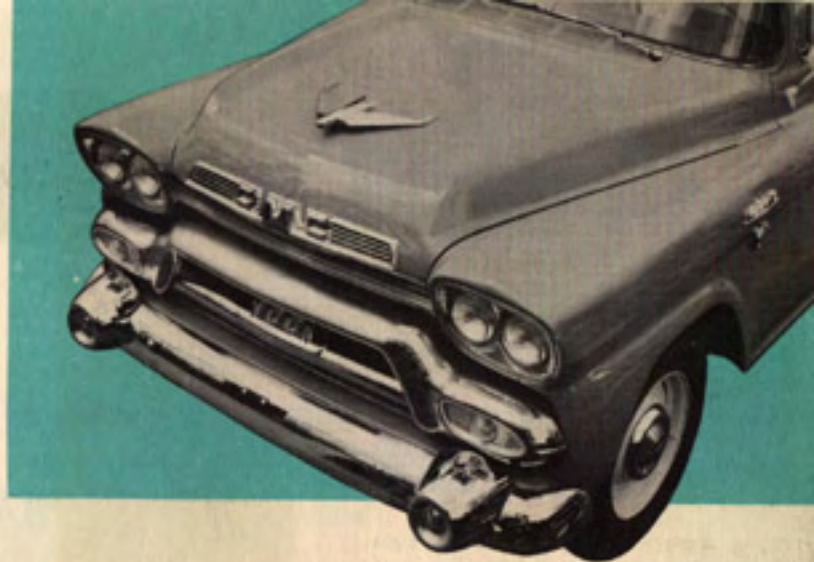


FLEET OPTION

The low cost fleet option is still available on models 100, 150 and 250 in 1958. A channel bumper replaces the standard type. Bumper bombs, model designation number and GMC fender emblems are omitted. See your Data Book for further details on this money-saving option for the cost-conscious buyer.

Front fenders have the appearance of being wider and lower on conventional models 100 through 370 in 1958. Hood panel is recessed in the center from the cowl ledge forward to give a lower and wider appearance. Front driving visibility is improved.

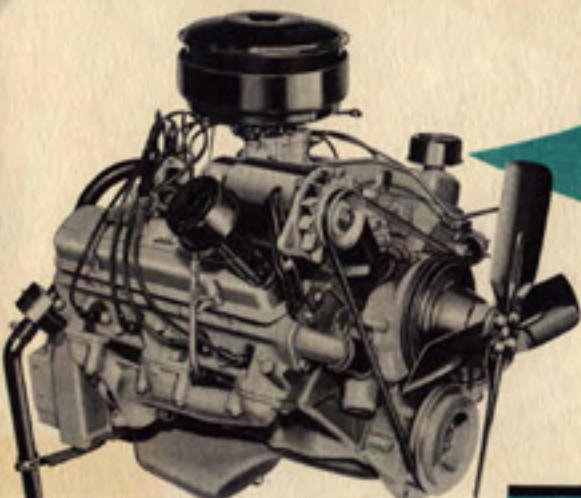
"GMC" and "V-8" emblems used on the fenders are restyled. No Hydra-Matic emblem is used in 1958. Model designation numbers used in the front are also redesigned.



UTILITY OPTION

This Utility Front End is optional in 1958 on conventional models 300, 350 and 370. Designed especially for such applications as require front-mounted auxiliary equipment, this Data Book RPO omits bumper bombs, lower grille bar, model designation number and fender side emblems.





engines

here is the complete GMC power picture for 1958

GMC's engine line-up for 1958 includes four six-cylinder and two V-8 gasoline engines, two diesels and one turbocharged diesel. Gross horsepower available ranges from 130 to 236, and gross torque from 238 to 630. There is plenty of power for every GMC truck in every application, but no idle surplus power to eat up fuel and increase maintenance expense.

	ENGINE	GR. H.P.	NET H.P.	GROSS TORQUE	NET TORQUE	MODEL USAGE
SIX-CYLINDER GASOLINE ENGINES	270A	130 @ 3600	121 @ 3400	238 @ 1200-2000	233 @ 1200	100-300
	270B	140 @ 3600	127 @ 3400	246 @ 1400-2000	241 @ 1400	350-370
	302	160 @ 3800	141 @ 3400	268 @ 1600-2200	261 @ 1600	450
	503	217 @ 3000	188 @ 2800	455 @ 1000-1600	440 @ 1000	630-R800
V-8 GASOLINE ENGINES	336	200 @ 4400	171 @ 3600	307 @ 2000-2400	286 @ 2400	100-8-W500
	370	232 @ 4200	199 @ 3600	355 @ 2600	335 @ 2400	550-600
DIESEL ENGINES	4-71	152 @ 2300	136 @ 2300	374 @ 1500-1600	344 @ 1300-1500	D630-DW660
	6-71SE	190 @ 2000	173 @ 2000	535 @ 1100	508 @ 1100	DFB60-DRB60
TURBO CHARGED DIESEL ENGINE	6-71T	236 @ 2100	218 @ 2100	630 @ 1400-1600	603 @ 1400-1600	D930-DW970

the 336 V-8 engine

The new GMC 336 cubic inch engine is an eight-cylinder, valve-in-head 90° V-type furnished with either clutch or synchromesh transmission, Hydra-Matic transmission or with Allison Torq-matic transmission.

Starting motor, fuel pump and fuel filter are on the left side of the engine, while crankcase ventilator outlet tube and oil filter are on the right side. Intake manifold, carburetor and distributor are located between the two banks of cylinders. Exhaust manifolds are on both sides, outside the vee. A combination oil filler and breather cap is on top of each rocker arm cover. The generator is on top at the front. Three-point rubber-insulated mounting of the engine in the frame reduces transmission of engine vibration and noise to frame and body.

basic engine data are as follows:

Bore	3 $\frac{3}{8}$ inches
Stroke	3 $\frac{1}{4}$ inches
Displacement	336.1 cubic inches
Taxable horsepower (SAE-AMA)	48.1
Gross brake horsepower	200 @ 4400 rpm
Net brake horsepower	171 @ 3600 rpm
Gross torque	307 pounds-feet @ 2000-2400 rpm
Net torque	286 pounds-feet @ 2400 rpm
Compression ratio	7.5 to 1
Dry weight (less accessories)	646 pounds

The unit-cast cylinder block and upper crankcase are of nickel chromium alloy cast iron to insure long wear and proper hardness. Full length water jackets completely surround each cylinder for proper cooling.

The 64½-pound crankshaft is drop-forged from heat treated steel, and is statically and dynamically balanced. The five main bearings have a diameter of 2.625 inches, and a projected area of 14.10 square inches. Both main and connecting rod bearings in 336 engines for truck models 100-8 through 250-8 are the Moraine Durex 100A steel-backed bearings of copper nickel matrix with a babbitt overlay. Bearings in 336 engines for truck models 350-8 through W500 are Moraine M400 heavy-duty type of aluminum base alloy bonded to a steel back for great durability and corrosion resistance.

Tin-plated, cam-ground aluminum pistons combine light weight, fast heat conductivity and controlled expansion without permitting excessive inertia loads on bearings. All pistons are held to a weight tolerance of ⅓ ounce and are matched to a specific cylinder for precise fit. The three piston rings are all above the piston pin. Top compression ring is ⅜ inches wide and chrome-plated for long wear. Center compression ring is the same size and taper-faced for quick seating. The lower oil control ring is ⅓ inches wide and has two chrome-plated expander-backed steel rails to control the exact amount of oil left on the top portion of the cylinder wall.

The camshaft is cast from alloy iron and has ground, anti-friction coated, surface-hardened integral cams. The hardened cast alloy iron camshaft sprocket is driven by a carburized and hardened steel crankshaft sprocket through a timing chain. This chain is an internal tooth type in 336 engines for 100-8 through 250-8 trucks, and a heavy-duty roller type in engines for 350 through W500 models. A hardened distributor drive gear is at rear of camshaft. Hydraulic valve lifters .842 inches in diameter and 2 inches long eliminate need of valve adjustment and automatically maintain zero lash for quiet operation and long life.

Inlet valves have 30° seats and are made of aluminum-coated chrome nickel steel in engines for 100-8 through 250-8 trucks,

and of silichrome XB steel in engines for 350-8 through W500 models. Exhaust valves have 45° seats and are made of aluminum-coated XCR steel in engines for models 100-8 through 250-8 trucks. Exhaust valves for engines in 350-8 through W500 models rotate in operation for longer valve life, and are made of silichrome X10 steel with an extremely hard facing of Eatonite on the contact surface of the valve head.

Carburetor on the 336 GMC V-8 is a 1¼ inch Stromberg Duplex with a fuel mixture controlled by calibrated venturi and calibrated, flow-tested fuel jets. The carburetor has four distinct fuel systems—idling, part throttle, full power and acceleration.

A fuel filter with replaceable type, large capacity paper element is installed between fuel pump and carburetor to insure clean fuel entering carburetor at all times. A gear type oil pump is located in the oil pan, and driven from the distributor shaft. Oil pump maintains oil pressure of 35 to 40 pounds and has enough capacity to completely change the oil in the engine every 13 seconds when engine is operating at 3600 rpm. Crankcase oil capacity for a dry engine is 5 quarts.

A full flow replaceable element type oil filter and a 1-quart oil bath air cleaner are optional on the 336 engine for models 100-8 through 370-8, and standard on engines for models 450-8 and W500.

A centrifugal type water pump with a capacity of 100 gallons per minute at 3600 engine rpm insures an ample water supply for sufficient cooling.

Such optional items as air compressor, power steering pump and oil filter are available when required.

The following chart compares the GMC 336 engine with competitive V-8 engines. Note that against Ford our 336 exceeds all Ford engines except their 332 H.D. V-8 used in Models T750, F800 and C800. Against the latter two models we still have our 550's with the 370 V-8. Against Chevrolet, only their Super 322 produces more horsepower at a higher rpm, net torques are the same, but again our 550's with the 370 V-8 are direct comparisons with Chevrolet's 9000 and 10000 models.

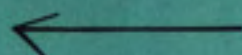
ENGINE
DISPLACEMENT
GROSS H.P.
NET H.P.
GROSS TORQUE
NET TORQUE
COMP. RATIO

336
336
200 at 4400
171 at 3600
307 at 20-2400
286 at 2400
7.5-1

AVAILABLE IN
MODELS

100-W500

comparison of V-8 ENGINE POWER



GMC

CHEVROLET • FORD

ENGINE
DISPLACEMENT
GROSS H.P.
NET H.P.
GROSS TORQUE
NET TORQUE
COMP. RATIO

272
272
171 at 4400
145 at 4100
260 at 21-2600
249 at 19-2400
8.3-1

AVAILABLE IN
MODELS

F100, F250
F350

272
272
181 at 4400
153 at 4100
262 at 22-2700
249 at 19-2400
8.3-1

F350, F500
F600, F700
C550, C600
C700

272 H.D.
272
178 at 3800
149 at 3600
260 at 21-2900
249 at 19-2600
7.6-1

F500, F600
F700, C550
C600, C700
T700

302 H.D.
302
196 at 3800
172 at 3600
299 at 2500
279 at 2300
7.6-1

F750, C750
T700

332 H.D.
332
212 at 3800
187 at 3600
328 at 2500
306 at 2300
7.6-1

T750, F800
C800

FORD

ENGINE
DISPLACEMENT
GROSS H.P.
NET H.P.
GROSS TORQUE
NET TORQUE
COMP. RATIO

265
265
155 at 4200
132 at 3800
250 at 2000
230 at 2000
8.0-1

AVAILABLE IN
MODELS

3000-4100

283
283
160 at 4200
137 at 4000
270 at 2000
250 at 2000
8.0-1

5-8000

Super 283
283
175 at 4400
160 at 4000
275 at 2400
255 at 2200
8.0-1

5-8000

322
322
145 at 4000
170 at 4000
310 at 2200
282 at 18-2400
7.7-1

9-10000

Super 322
322
210 at 4000
185 at 4000
320 at 2800
286 at 18-2800
7.7-1

9-10000

CHEVROLET

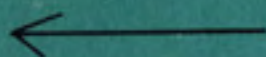
ENGINE
DISPLACEMENT
GROSS H.P.
NET H.P.
GROSS TORQUE
NET TORQUE
COMP. RATIO

336
336
200 at 4400
171 at 3600
307 at 20-2400
286 at 2400
7.5-1

AVAILABLE IN
MODELS

100-W500

comparison of **V-8 ENGINE POWER**



GMC

STUDEBAKER • DODGE

ENGINE
DISPLACEMENT
GROSS H.P.
NET H.P.
GROSS TORQUE
NET TORQUE
COMP. RATIO

314.61
314.61
204 at 4400
165 at 4400
290 at 2400
258 at 2400
8.5-1

AVAILABLE IN
MODELS

D100, D200
P300, P400

314.61 M.D.
314.61
197 at 4400
159 at 4400
284 at 2400
252 at 2400
7.6-1

D400, D500
D600, S400
S500, W500

314.61 H.D.
314.61
197 at 4400
159 at 4400
284 at 2400
252 at 2400
7.6-1

D400, D500
D600, S400
S500, S600
W500

354.06
354.06
216 at 3900
186 at 3900
316 at 2600
306 at 2400
7.25-1

T700, S700
D700, C700

DODGE

ENGINE
DISPLACEMENT
GROSS H.P.
NET H.P.
GROSS TORQUE
NET TORQUE
COMP. RATIO

Power Star
259.2
1700 at 4200
141 at 3800
250 at 2800
225 at 2400
7.5-1

259
259.2
178 at 4500
150 at 3800
250 at 3000
225 at 2400
7.5-1

Torque Star
289
182 at 4000
154 at 3800
288 at 2600
260 at 2400
7.5-1

289
289
192 at 4100
162 at 3900
289 at 3000
261 at 2600
7.5-1

STUDEBAKER

the 503 engine

The GMC 503 gasoline engine, standard in Models 630 through R800 is being slightly modified in 1958 to give even better fuel economy and longer engine life. A smaller $1\frac{1}{4}$ inch Holley 4-barrel down draft carburetor replaces the $1\frac{3}{8}$ inch down draft carburetor formerly used. Compression ratio is reduced from 6.85 to 6.50 to 1.

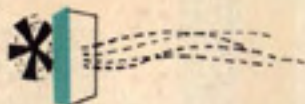
Power output of the 503 is slightly reduced in 1958 in the interest of long life and fuel economy. Even with this reduction, the GMC 503 in 1958 will *still* provide more power than the International, White and Mack engines it competes against as shown by the following tabulation:

ENGINE	GMC 503	IHC 501	WHITE 531	MACK EN161A
Gross Horsepower	217 @ 3000	212 @ 3000	215 @ 2900	185 @ 3000
Net Horsepower	188 @ 2800	184 @ 2600	Not Rated	166 @ 3000
Gross Torque	455 @ 10-1600	444 @ 1600	440 @ 1200	380 @ 1500
Net Torque	440 @ 1000	423 @ 1210	Not Rated	355 @ 1400
Compression Ratio	6.5 to 1	6.5 to 1	6.4 to 1	7.54 to 1

A full flow oil filter replaces the bypass type on the 503 engine in 1958. All oil is cleaned before reaching the bearing surfaces to increase bearing and engine life, and to reduce ring and cylinder wall wear. An integral

relief valve lets oil bypass the filter if the filter becomes blocked. Pistons in 503 engines in 1958 have a top ring groove cast insert to reduce ring and groove wear.

IMPROVED COOLING



Better cooling is provided in 1958 on all conventional models 100 through 600 through greater use of the more efficient cellular, and tube and center types of radiator core construction to replace the old fin and tube type.

Models 100 through 250 now offer a *cellular type* core construction with top mounted filler neck and 7 pounds per square inch pressure cap. Surge tank and full length radiator baffle are no longer used. Core is 2 inches thick with a frontal area of 426 square inches—an increase of 5% over 1957. On V-8 engine models a cellular type core 2½ inches thick with a 470 square inch frontal area is standard. Six-cylinder models 300 through 370 have the same cellular type core 2 inches thick with a 470 square inch frontal area. When increased cooling is specified, a 2.62 inch thick tube and center type core is used with a frontal area of 530 square inches. A transmission oil cooler is installed in the bottom tank when the Allison transmission is used on these models.

Models 350-8 and 370-8 with the 336 V-8 engine have as standard a 2.62 inch thick tube and center type radiator with a frontal area of 582 square inches, an increase of 11% over 1957.

All conventional models 100 through 370 use a new bulk-head type radiator mounting in 1958. The horseshollar type mounting is retained on conventional models 450 and up and on all F models.

Six-cylinder model F450 has a tube and center type radiator core as standard in 1958 replacing the old fin and tube type. Frontal area stays at 530 square inches, but core thickness is reduced to 1¾ inches because of the greater cooling efficiency of the tube and center type. When increased cooling is specified, core thickness is increased to 2¾ inches.



CROSS SECTION OF TUBE AND CENTER TYPE RADIATOR CORE



CROSS SECTION OF CELLULAR TYPE RADIATOR CORE

transmissions

ALLISON TORQMATIC

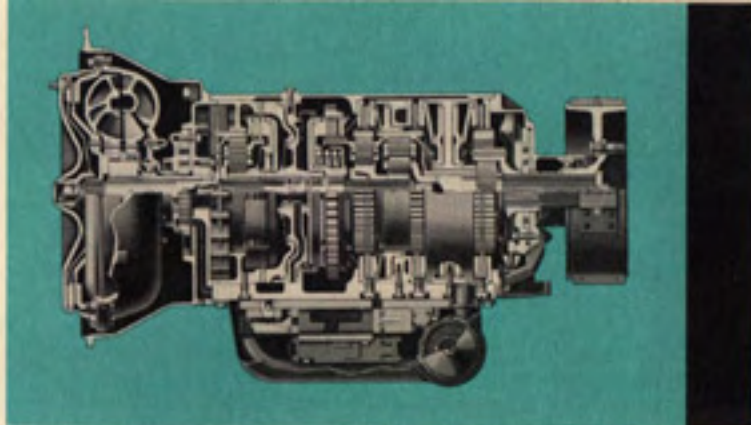
The new Allison Torqmatic Transmission is used in 1958 in Models 370 through 600 (except the SFM460).

The Allison Torqmatic replaces the Hydra-Matic transmissions previously used in these models.

The Allison MT series transmissions were designed specifically to meet the needs of truck manufacturers. The development of the Allison Torqmatic stems from the experience gained through the design and production of torque converters and transmissions for heavy Ordnance vehicles and for off-highway equipment in the earth-moving, mining, logging and oil field industries. The Allison Torqmatic transmission used by GMC is specifically matched to the GMC engine with which it is used as to capacity and proper shift point. Thus, the transmission becomes an integral part of the power train.

The Torqmatic is basically a torque converter in series with a planetary gear train operated through a hydraulic control system. Six forward speeds and four forward driving ranges are provided to eliminate the need of reduction units of wide range axles. The four forward driving ranges, reverse and neutral positions are controlled by a selector lever in a floor-mounted control tower.

The torque converter automatically adjusts output torque and speed to fit the requirements of the load, and to get it under way. The engine can operate at its governed output without lugging or stalling. For maximum fuel economy an automatic converter lockup clutch is provided. All standing starts are made with torque converter



operating. When converter torque multiplication is no longer needed, the lockup clutch locks the engine through the transmission for mechanical drive in any range.

The constant mesh planetary gear train, besides providing for quick, shockless shifts with full power, has many other advantages. Uniform gear tooth loading for long gear life, and a compact unit for space saving are two of these features. Disc type clutches are hydraulically actuated and oil cooled. They automatically compensate themselves for normal wear to eliminate the need of any adjustment. Gear shifts within each range are entirely automatic.

The hydraulic control system of the Torqmatic transmission automatically coordinates load, speed, grade and terrain, and selects the proper gear ratio at the exact time it is needed.

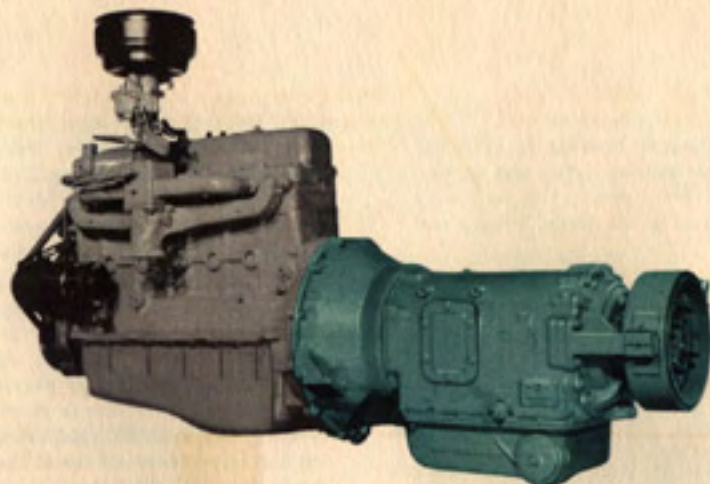


The six positions of the selector lever are LO-2, 3-4, 3-5, 3-HI, Neutral and Reverse.

Gear position, gear reduction and driving ranges for each selector lever position are as follows:

GEAR POSITION	GEAR REDUCTION	DRIVING RANGE
1st	5.29	LO 2
2nd	3.81	
3rd	2.69	3-4 3-5 3 HI
4th	1.94	
5th	1.39	
6th	1.0	
Reverse	6.04	
Converter Reduction (AT STALL)	2.8	

Maximum over-all reduction in LO-2 Range is 14.81 to 1 as transmission starts in first gear. Maximum reduction in 3-4, 3-5 and 3-HI Ranges is 7.53 to 1 as transmission starts in 3rd gear in each of these ranges.



3-HI Range is used for normal driving. 3-5 and 3-4 Ranges are used for heavy traffic, and LO-2 Range for starting heavy loads on steep grades, or for off-road driving. The top gear in each range is held and will not upshift. When starting in 3-HI Range the lockup clutch automatically locks out the converter when a predetermined engine speed is reached. The transmission is then in 3rd gear with 2.69 reduction and no other torque multiplication. Transmission will then upshift to 4th (1.94), 5th (1.39) and 6th (direct) depending on throttle pressure and road speed. The converter automatically goes into fluid coupling operation for the brief interval of every shift. Thus, shock loads are absorbed by the hydraulic fluid instead of the drive line.

Transmission downshifts will occur as vehicle speed is reduced or throttle pressure increased. When transmission has downshifted and engine rpm reduced to about 1800, converter is unlocked automatically to provide increased torque multiplication.

Operation in 3-5 and 3-4 Range is the same, except that upshifts are limited from 3rd to 5th gear and 3rd to 4th gear, respectively. LO-2 Range uses only the converter and first and second gears.

Driver can shift from a lower to a higher range at any speed. However, shifts from a higher to a lower range can be made only at reduced engine and road speeds.

A built-in hydraulic retarder assists in braking by enabling the driver to reduce vehicle speed without using the service brakes. Controlled by a separate floor pedal, the hydraulic retarder multiplies engine braking up to six times. Proper use



of the retarder, both in traffic and on down grades, contributes substantially to increased service brake life.

A throttle over-control feature enables the driver to hold the transmission in one gear if desired by pushing the accelerator pedal to the floor. This keeps the transmission in the gear engaged at the time unless truck speed decreases enough to require a downshift to maintain proper engine speed.

An S.A.E. power take off opening is provided on each side of the Torqmatic transmission. The power take off is driven through the torque converter to give smooth power application, additional torque available according to load demand and hydraulic cushioning for shock-free application. *No separate power take off gear box is required.* Power take off drive gear speed varies from 36% to 100% of engine speed depending on applied power take off load. *Transmission drive position or gear range does not affect speed of transmission power take off drive gear. Direction of rotation of drive gear remains the same regardless of whether truck is moving forward or in reverse.*

Standard power take offs are readily available to fit the Allison transmission. The Torqmatic transmissions used with GMC's 270B, 302, 336 and 370 engines on truck model Series 370, 450, W500, 550 and 600 are precisely calibrated to match the operating characteristics of the engines with which they are used. In addition to matching the torque capacity of the transmission with that of the engine, transmission shift points are carefully matched to the power peak of the engine for maximum efficiency and economy.

Other advantages of the Torqmatic transmission on a GMC truck are:

- | | |
|--|--|
| Preventing of engine lugging and stalling | Eliminates clutch along with clutch adjustment and maintenance |
| Starts heavier loads faster and smoother | Reduces driver fatigue |
| Eliminates shock damage to drive line components | Contributes to safer vehicle operation |
| Increases service brake life | |

HYDRA-MATIC OFFERED ON 300 AND 350 SERIES MODELS

The 4-speed 210UC Hydra-Matic transmission continues to be an RPO in 1958 on 300 series models. On 350 series models the new heavier 330GP 4-speed Hydra-Matic is offered as an RPO replacing the old 220 YA Hydra-Matic. No reduction units or wide range axles are available with Hydra-Matic transmission options on 300 and 350 series models in 1958.

HEAVY-DUTY 3-SPEED TRANSMISSION ON 100 AND 150 MODELS

The Warner T89B heavy-duty 3-speed steering column control transmission has been reinstated as an RPO on Models 100 and 150 in 1958. Gear ratios are first—3.17, second—1.75, third—1.0 and reverse—3.76. This option is made available because of west coast customer demands.

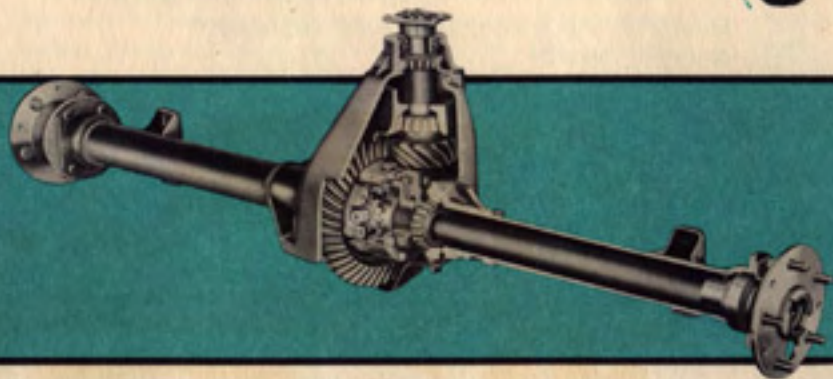
NEW 3-SPEED TRANSMISSION FOR 100-8 AND 150-8 MODELS

This new heavy-duty type 3-speed transmission replaces the SM320 as the standard transmission for 100-8 and 150-8 models. Gear ratios of this new SM319 transmission are first—2.47, second—1.53 and third—1.0. They are practically the same as those on the old SM320 transmission that the SM319 replaces.

NEW MAIN AND AUXILIARY COMBINATION ON W630

Greater gear reduction on W630 models in 1958 is made possible through the adoption of a Spicer 6852G main and a Spicer 8341A 4-speed auxiliary as an option. The 5-speed synchromesh main transmission has a 6.71 first gear and the auxiliary has a 2.40 first gear for an over-all reduction of 123.3 to 1 when using a 7.67 axle ratio. This is a 30% increase in reduction over the 93.7 to 1 ratio available in 1957 . . . ample reduction for nearly any off-road operation in which the W630 is used.

axles



SPICER THORNTON POWR-LOK DIFFERENTIAL

This new Powr-Lok Differential is offered as an RPO in 1958 on models 100 and 100-8.

Powr-Lok is a differential that permits the rear axle to send the greatest driving force to the wheel that has the best traction. It prevents a vehicle being stalled if either rear wheel can get traction. Engine power is always divided between both wheels. Full power is never applied to only one wheel as occurs with the conventional differential.

MAJOR ADVANTAGES OF THIS NEW RPO ARE:

Eliminates wheel spinning as long as one rear wheel can get traction.

Improves stability when turning corners because Powr-Lok applies the major driving force to the inside rear wheel. It gives a normal differential action permitting the outer wheel to turn faster than the inner wheel.

Improves vehicle safety because a rear wheel thrown into the air by a bump will not spin and cause the truck to swerve when the wheel hits the road surface.

Enables the truck to operate on snow, ice or mud as long as one rear wheel has traction.

OPTIONAL FRONT AXLE ON W500

A new RPO that includes the GMC F090 front axle rated at 9,000 pounds, and power steering is now available on all models of the W500 series that specify a 28M rear axle. The RPO can only be used with the 28M rear axle because 9,000 pound front axle wheels are not interchangeable with the 22M rear axle wheels.

With this optional 9,000 pound front axle the W500 will compete directly against the Ford T750 and the Chevrolet 10413.

NEW 7.20 RATIO ON 370

An optional 7.20 to 1 rear axle ratio is available on all 370 series models equipped with synchromesh transmission. This gives buyers of these units their choice of the standard 6.17 or the optional 7.20 ratios.

NEW TWO-SPEED AXLE OPTION

A new Timken G361 two-speed axle option is now available on all V-8 370 models replacing the G341 optional axle. Rating remains at 16,000 pounds, but larger and stronger differential gears make the new G361 option a stronger and more durable axle. It is available only on models 370-8, F370-8 and S370-8.



cab and chassis improvements

GVW Ratings Increased

Standard GVW ratings are higher in 1958 on Models 250 and 250-8, 300, W500A, MW500, W550 and MW550, W630 and FW660 as shown in the following tabulations:

GVW RATING

MODEL	1958	1957
250, 250-8	9,600	8,800
300	15,000	14,000
W500A, MW500	35,000	32,000
W550, MW550	43,000	40,000
W630	43,000	42,000
FW660	43,000	42,000

Through the increased use of heavier axles and springs, *optional* ratings of several models have been further liberalized in 1958.

For example, the optional GVW on Model S300 is 16,000 pounds when the 13,000 pound rear axle and heavier springs are specified.

Take a look at the popular W500V. Great flexibility in the use of the new options offered enables you to meet and beat competition in submitting bids. This economical 6-wheeler with



vacuum brakes has standard 7,000 pound front and 22M rear axles and warranted ratings of 28,000 GVW and 45,000 GCW. By specifying the optional 28,000 pound rear axle, warranted ratings can be increased to 35,000 GVW and 55,000 GCW. Or, by also specifying the 9,000 pound front axle and heavy spring option, the warranted GVW is increased to 37,000 pounds.

The standard air brake W500A carries the 28M rear axle and 35,000 GVW rating. By specifying the 9,000 pound front axle and heavy spring option, the warranted GVW is increased to 37,000 pounds. The same pattern applies to the automatic transmission MW500 model. By using the correct options, you can bid the W500 whenever GVW from 28,000 to 37,000 pounds is needed *without* the expense of going to the next larger model. A new 11,000 pound front axle and heavy front spring option on the W550 and MW550 models increases the warranted GVW from 43,000 to 45,000 pounds.

The increased use of options and liberalized ratings of GMC six-wheelers in 1958 opens the door to more profits for every GMC dealer. The sale of six-wheel units is one of the most important, and fastest growing, portions of the entire truck market . . . and one with a great profit potential for the dealer who is actively in this phase of the business.

UTILITY BODIES ON PM MODELS

The new Utility Body RPO gives all GMC dealers a chance to sell a complete package delivery truck.

The quality-built, all-steel Utility Bodies are offered in 8, 10 and 12-foot sizes to match the 104, 125 and 137-inch wheelbases on Models PM150 and PM250. Standard equipment on the Utility Bodies includes fiberglass insulation in roof and sides, safety glass all around, flush closing side doors, 38-inch double rear doors with windows, polished aluminum crash rails on sides, inside lock on side doors, outside locking handles on curb side and rear doors, body undercoating and one color paint. The RPO is complete including delivery of the chassis to the Utility plant at Union City, Indiana, mounting of the body, and one color paint. GMC inspectors will be stationed at Union City to approve all completed vehicles before delivery to GMC dealers. Many body options such as two-tone paint, wide rear doors, plywood bulkheads, metal partitions, lights, mirrors, etc., are available.

By selling the complete vehicle GMC dealers will have a real price advantage, especially when the manual transmission RPO is quoted. The GMC PM models are rough competition for International's Metro units and Ford's forward control chassis.

Stripped PM chassis continues to be available to GMC dealers when other makes of bodies are desired.

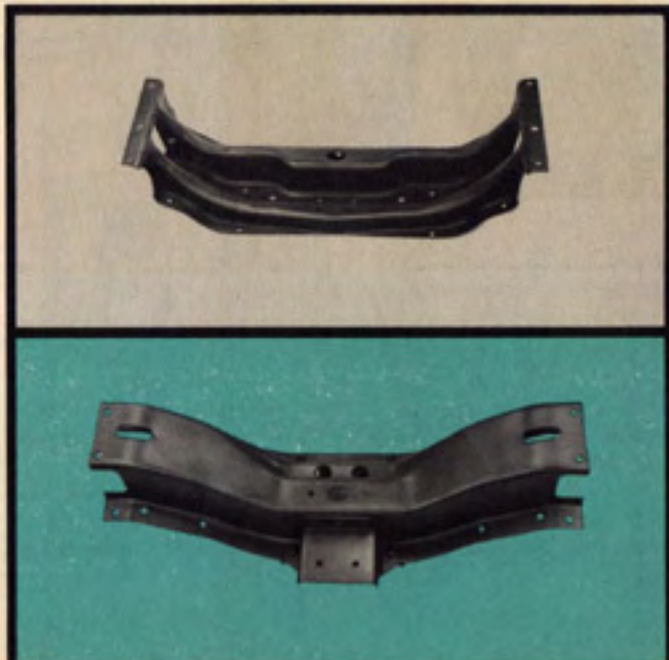
NO. 8 WHEELBASE ON 370 SCHOOLBUS CHASSIS

A new 258 1/2-inch wheelbase developed for the installation of 66-passenger schoolbus bodies is offered on S370 and S370-8 models in 1958. The S370-8 with the 7,000 pound front axle carried a definite price advantage and proved to be one of GMC's most popular schoolbus models in 1957. The addition of the No. 8 wheelbase in 1958 now gives dealers a chance to

bid this model when a 66-passenger body is required, and either a six or V-8 engine is desired. It gives GMC dealers real ammunition in the sales battle against the Ford B750 and Dodge S700—in fact, the S378 is the lowest priced 66-passenger schoolbus chassis on the market!

NEW FRONT CROSS MEMBER AND BULKHEAD TYPE RADIATOR MOUNTING IN MODELS 100-370

A heavier, stronger front frame cross member is used in 1958 on models 100 through 370. It provides greater frame rigidity, reduces front end flexing, eliminates the need of Kudu stabilizer bars, and accommodates a new bulkhead type of radiator mounting.



1957

1958



The new two-point radiator core support mounting on models 100, 150 and 250 are cushioned by rubber spacers. On models 300, 350 and 370 an additional spring has been added on each side to control road shock and core vibration. Frame to cross member mounting brackets and springs are illustrated in photo of a 370 chassis.



The radiator support and side baffle assembly now becomes a single welded and riveted unit as shown.



This view shows the radiator support and side baffle assembly mounted on the 370 frame before the radiator core has been put in position.

This view of a model 100 before the grille has been installed shows the new radiator front filler panel bolted to the front fender and skirt assembly to provide a clean-cut rigid front.

The new bulkhead type radiator mounting has the radiator core bolted directly to the Radiator Support Tie Bar and Side Baffle Assembly which in turn is spring mounted to a frame bracket for more rigidity.

BENDIX POWER STEERING

Bendix power steering units are available in 1958 on all models 350 and up. The Bendix unit is similar to the old type in that the hydraulic control valve is integral with the drag link, and that power from the hydraulic cylinder is applied directly to the tie rod. The difference between the two types is that the Bendix uses hydraulic pressure to center the valve body and provide the initial steering resistance. This gives smoother steering than the type that used a spring resistance to the control valve.

A higher flow pump is used on 1958 power steering units. The pump now used has a capacity of 2.35 gallons per minute at idle rpm as compared with the 1.5 gallons per minute in the 1957 pump. This will insure full power if a sudden turn is made at low engine speed—an important factor in slow speed, off-road operations.



The hydraulic pump used on 270 engine models 350, 370, F350, F370 and S370 is integral with, and driven by the generator. All other models 350 and up have the hydraulic pump mounted in a different location and driven by the fan belt.

LARGER HYDROVAC

All 350 series models with the 16,000 pound GVW rating have an optional 9½-inch Hydrovac available in 1968 in place of the standard 6¾-inch unit. The 9½-inch Hydrovac is required on all 350 series models with the 19,500 pound GVW rating, and is standard on all 370 series models. This option gives the heavy GMC 350's and 370's increased braking power.

BENDIX TREADLE BRAKE VALVE

Standard in 1968 on F630, F660, FW660, DF660 and all 800, 860 and 900 series models is a new Bendix E-1 service brake control valve installation. It is lighter, less complicated and easier to service than the old type. The new valve is directly connected to the foot treadle to eliminate mechanical linkage. An estimated weight savings of over 18 pounds is obtained. Inasmuch as the new valve is mounted on the toe board, servicing is easily done through the engine compartment.



The new hood latch is positive in action, and easily accessible through the grille bars. A longer release lever is easy to get at and easy to operate.

NEW CENTER HOOD REINFORCEMENT BRACE, HINGE ASSEMBLY AND LATCH

Conventional 1968 models, 100 through 370, have a redesigned hood in which the center portion is recessed to make the wind splitters more pronounced, and the hood air intake is eliminated. In addition to a lower, wider appearance, the hood is more rigid.



A new center hood reinforcement brace running the length of the hood ties the front and rear hood cross reinforcements for increased rigidity.



A new hood hinge assembly features three-point mounting between hood panel, dash panel and fender skirt to relieve dash panel strain. New hood springs improve the opening action of the hood.

NEW ACCELERATOR PEDAL IN MODELS 100 THROUGH 370



The redesigned accelerator pedal is longer and the operation is improved for greater driver comfort. A lower pivot point reduces the pedal angle to eliminate strain on the driver's leg and ankle. More pedal movement is required which decreases the possibility of jerky starts.

LONGER FRAME RAILS ON PM150 AND PM250

Front and rear frame rail overhangs are increased $7\frac{1}{4}$ and $9\frac{1}{2}$ inches, respectively, on both PM150 and PM250 chassis. This permits package delivery bodies to be mounted without requiring the frame extensions that have been necessary in the past.

REDUCED HEIGHT REAR CROSS MEMBER

Starting with all conventional and COE models 550 and up, the rear cross member at the maximum frame cut-off point, is a reduced height, alligator type to provide for trailer kingpin clearance in tractor operations. A weight saving of approximately 18 pounds is obtained without sacrificing strength.

NEW BOGIE REINFORCEMENT

Six wheel models with heat treated frame rails now have a high tensile reinforcement at the bogie cross member for longer life. This high tensile steel reinforcement replaces a mild steel reinforcement.

HEAT TREATED FRAME RAILS ON MODELS FW550 AND FMW550

Weight-saving $\frac{1}{4}$ -inch heat treated frame rails are now available as an SL item on models FW550 and FMW550. Since in many applications heat treated frames offer frame strength equal or superior to the standard mild steel rails plus reinforcements, weight savings up to 700 pounds can be obtained.

IMPROVED WHEEL BEARINGS IN FE900 FRONT AXLE

Longer bearing life is now provided on all FE900 front axles through the use of new and higher capacity front wheel inner bearings. New cups and cones provide about 20% increase in bearing capacity.

NEW BRAKE LININGS

Riveted brake linings replace the bonded type in 1968 on models 150 and 250. Engineering tests have proved that brake squeal is substantially reduced with riveted linings.

All air brake models 450A through DW970 have new Raybestos Manhattan brake linings in 1968.

NEW CAB SUPPORTS ON MODELS 300-370

New rubber cushion mounted rear cab supports replace the shackle type mounting in 1958 on models 300-370. Greater rigidity and reduced cab shake are the results.

FLAT BACK COWL MODELS STRONGER

Frame outriggers on flat back cowl models are redesigned and cowl rear mountings changed to the rubber cushion type from the solid mounting type, to provide increased rigidity and strength, and reduction of road shock transfer. Body strain on the cowl is also reduced as the cowl is now permitted to flex with the body.

NEW UNIVERSAL JOINTS ON W670

New high angle universal joints for severe off-road operations are now standard on model W670. The new joints provide longer life even when transmitting full power at extreme drive angles.

HEAVY-DUTY UNIVERSAL JOINTS

All 550 and 600 models with the Allison Transmission are equipped with the new Blood Brothers 58N series heavy-duty universal joints. These have a greater capacity than the joints used with manual transmissions in these models, and are designed to give long, trouble free life.

NEW EXHAUST MOUNTINGS

New flexible muffler and tail pipe mountings are provided on models 100 through 250 to reduce exhaust and vibration noises.

SMALLER TIRES AND WHEELS NOW STANDARD ON PM150

Model PM150 has 17.5 x 5.25 wheels and 7-22.5-6 p.r. tires as standard in 1958. The smaller diameter wheel gives a lower body floor height. The larger 8-19.5-6 and 8-19.5-8 tires continue to be available as an RPO where heavier loads are anticipated.

FRONT OF ENGINE POWER TAKE-OFF

For 1958 the optional front of engine power take-off drive is revised to stay abreast of the latest concrete mixer changes.

Following the release of the 1957 optional PTO drive, it was found that the majority of the mixers did not require the complete drive assembly as furnished by GMC, with the result in many instances, unnecessary equipment was being furnished on the chassis. Quotations were developed to provide the correct engine adaptation and drive components.

In 1958 the optional PTO drive is revised to include the adapter to the engine crankshaft balancer, tunnelled radiator on 370V-8 engine models only, slip joint drive shaft shipped loose, front bumper shipped loose, and a new cross-member replacing the front bumper and mounted at 90 degrees to the engine angle. By placing the crossmember at right angles to the engine, the concrete mixer manufacturers can mount their transfer case directly on the crossmember and assure maintaining correct drive line angularity with the engine. This revised option applies to models W550, MW550, FW550, FMW550, W630, W660, W670 and FW660.

HEAVY-DUTY, OFF-ROAD SPRING OPTION FOR 370

New in 1958 is the Heavy-Duty, Off-Road Spring now offered as an RPO on conventional models 370 and 370-8. The off-road springs are recommended for extremely severe service as dump units and logging trucks, and are not needed for normal highway operations. This new spring option for the 370 and 370-8 is in addition to the Heavy-Duty Rear Spring Option previously offered.

electrical



Dual Headlamps

Dual leadlamps are standard on all conventional models 100 through 370 (except package delivery chassis). Two headlamps are mounted side by side in each fender. Each of the four headlamps is 5 $\frac{3}{4}$ inches in diameter as compared with the 7-inch diameter lights used in the old two-lamp system. Low (passing) beam in the new system is 100 watts and high (driving) beam is now 150 watts. This compares with 80 and 100 watts, respectively, in the old system.

Major advantages of the dual headlamp system are:

Better control of light—particularly in the low beam.

Greater low beam seeing distance on the right hand side of the road.

Less interference with oncoming drivers in low beam.

Perfect focus of both upper and lower beams.

Correct focus allows higher wattage without annoyance to approaching drivers.

Reduction of high contrast areas.

Better upper (driving) beam lighting.



Why does the new dual headlamp system have these advantages? It's simple enough. The best optical control for a light is a filament placed exactly at the focal point of a parabolic reflector. It is not possible to locate two lighting elements at the focal point of a reflector. Consequently the location of two elements in each light of the old two-lamp system is a compromise to get the best lighting from both beams. With the new four-lamp system, the two outside lights have the low beam in perfect focus. The two inside lights have the high beam in perfect focus. The outside lights in the dual headlighting system contain two filaments. One of these filaments is located precisely at the focal point of the reflector and provides the light for the low beam. This filament location and the provision of a lens on this lamp designed for the purpose without compromise results in a better controlled and improved passing beam.

The inside lamps contain a single filament also mounted precisely at the focal point of the reflector. This lamp provides the primary source of the light for the high beam also without compromise. The balance of the high beam light is provided by the second filament located below the focal point in the outside lamps. These four filaments are so coordinated as to provide a single well-placed beam for open road driving.

Each lamp in the new system has three pads on the outside of the lens on which a simple inexpensive mechanical aiming fixture is seated. This makes correct aiming in daylight possible.

LARGER GENERATOR

A larger 12-volt, 30-ampere generator replaces the 25-ampere generator on all models 100 through 300 to provide increased electrical output.

RIGHT HAND STOP AND TAIL LIGHT

Right hand stop and tail lights are now an RPO instead of an accessory on all models. Exceptions are when Class "B" direction signals, panel or suburban bodies, package delivery or schoolbus chassis are specified. Class "B" signals and panel and

suburban bodies already include dual lights. The body manufacturer usually provides flush type dual lights on package delivery and schoolbus chassis.

BATTERY CARRIER LOWERED

Under hood, cowl-mounted battery carriers on Models 100 through 600 have been lowered 2½ inches when standard battery is used. This simplifies battery inspection and servicing.

IMPROVED LIGHT SWITCH

New light switches with improved circuit breakers are standard on all conventional models 100 through 670 and "F" models F350 through F600 in 1958. The new switch will eliminate service problems formerly caused by overloading.

OPTIONAL HEAVY-DUTY CIRCUIT BREAKER

A new heavy-duty circuit breaker RPO is offered in 1958 on all conventional cab models 350 through W670 and COE models F350 through F600. Located on the cowl left inner trim panel, this heavy-duty circuit breaker provides protection against wiring overload and short circuit. It is recommended on all vehicles having an unusually large number of body or cab lights such as vans, trailers, etc. Vehicles with normal chassis electrical equipment as heater, radio, etc., are protected by the standard circuit breakers or fuses in the cab light switch. When the semi-trailer light cable option is specified, the optional heavy-duty circuit breaker is automatically included.

HIGH TEMPERATURE WIRING MATERIAL

A new high temperature poly vinyl chloride insulating material covers wires near hot portions of the engine on all models 630 through 860. This reduces the chance of insulation break down causing short circuits.



HORSEPOWER AND WEIGHT RATINGS - 1958 GMC TRUCKS

MODEL	ENGINE	GROSS H.P.	GVW	GCW	AXLE RATINGS	
					FRONT	REAR
100	270A	130	5,000	—	2,200	3,300
100 (4x4)	270A	130	5,600	—	3,000	3,300
100-8	336	200	5,000	—	2,200	3,300
100-8 (4x4)	336	200	5,600	—	3,000	3,300
150	270A	130	6,900	—	2,500	5,000
150 (4x4)	270A	130	7,600	—	3,500	5,000
150-8	336	200	6,900	—	2,500	5,000
150-8 (4x4)	336	200	7,600	—	3,500	5,000
PM150	270A	130	7,000	—	4,000	5,000
250	270A	130	9,600	—	3,500	7,200
250 (4x4)	270A	130	10,000	—	3,500	7,200
250-8	336	200	9,600	—	3,500	7,200
250-8 (4x4)	336	200	10,000	—	3,500	7,200
PM250	270A	130	10,000	—	4,000	7,200
300 (std.)	270A	130	15,000	22,000	4,000	11,000
300 (opt.)	270A	130	16,000	22,000	4,500	13,000
S300 (std.)	270A	130	15,000	—	4,750	11,000
S300 (opt.)	270A	130	16,000	—	4,750	13,000
350 (std.)	270B	140	16,000	32,000	4,500	15,000
350 (opt.)	270B	140	19,500	32,000	4,500	15,000
350-8 (std.)	336	200	16,000	32,000	4,500	15,000
350-8 (opt.)	336	200	19,500	32,000	4,500	15,000
F350 (std.)	270B	140	16,000	32,000	4,500	15,000
F350 (opt.)	270B	140	19,500	32,000	4,500	15,000
F350-8 (std.)	336	200	16,000	32,000	4,500	15,000
F350-8 (opt.)	336	200	19,500	32,000	4,500	15,000
P350 (std.)	270B	140	16,000	—	4,500	15,000
P350 (opt.)	270B	140	19,500	—	7,000	15,000

MODEL	ENGINE	GROSS H.P.	GVW	GCW	AXLE RATINGS	
					FRONT	REAR
370 (std.)	270B	140	19,500	32,000	4,500	15,000
370 (opt.)	270B	140	22,000	32,000	7,000	15,000
370-8 (std.)	336	200	19,500	32,000	4,500	15,000
370-8 (opt.)	336	200	22,000	32,000	7,000	15,000
F370 (std.)	270B	140	19,500	32,000	4,500	15,000
F370 (opt.)	270B	140	22,000	32,000	7,000	15,000
F370-8 (std.)	336	200	19,500	32,000	4,500	15,000
F370-8 (opt.)	336	200	22,000	32,000	7,000	15,000
S370 (std.)	270B	140	19,500	—	4,750	15,000
S370 (opt.)	270B	140	22,000	—	7,000	15,000
S370-8 (std.)	336	200	19,500	—	4,750	15,000
S370-8 (opt.)	336	200	22,000	—	7,000	15,000
450 (std.)	302	160	22,000	38,000	7,000	17,000
450 (opt.)	302	160	25,000	50,000	7,000	18,000
450-8 (std.)	336	200	22,000	38,000	7,000	17,000
450-8 (opt.)	336	200	25,000	50,000	7,000	18,000
F450 (std.)	302	160	22,000	38,000	7,000	17,000
F450 (opt.)	302	160	25,000	50,000	7,000	18,000
F450-8 (std.)	336	200	22,000	38,000	7,000	17,000
F450-8 (opt.)	336	200	25,000	50,000	7,000	18,000
S450	302	160	22,000	—	7,000	17,000
SFM460	302	160	22,000	—	11,000	17,000
W500V (std.)	336	200	28,000	45,000	7,000	22,000
W500V (opt.)	336	200	35,000	55,000	7,000	28,000
W500V (opt.)	336	200	37,000	55,000	9,000	28,000
W500A (std.)	336	200	35,000	55,000	7,000	28,000
W500A (opt.)	336	200	37,000	55,000	9,000	28,000
MW500 (std.)	336	200	35,000	55,000	7,000	28,000
MW500 (opt.)	336	200	37,000	55,000	9,000	28,000
550	370	232	25,000	50,000	7,000	18,000
A550	370	232	25,000	50,000	7,000	18,000
F550	370	232	26,000	50,000	9,000	18,000
FA550	370	232	26,000	50,000	9,000	18,000
W550 (std.)	370	232	43,000	60,000	9,000	34,000
W550 (opt.)	370	232	45,000	60,000	11,000	34,000

MODEL	ENGINE	GROSS H.P.	GVW	GCW	AXLE RATINGS	
					FRONT	REAR
MW550 (std.)	370	232	43,000	60,000	9,000	34,000
MW550 (opt.)	370	232	45,000	60,000	11,000	34,000
FW550 (std.)	370	232	43,000	60,000	9,000	34,000
FW550 (opt.)	370	232	46,000	60,000	14,000	34,000
FMW550 (std.)	370	232	43,000	60,000	9,000	34,000
FMW550 (opt.)	370	232	46,000	60,000	14,000	34,000
600	370	232	29,000	55,000	9,000	21,000
A600	370	232	29,000	55,000	9,000	21,000
F600	370	232	29,000	55,000	9,000	21,000
FA600	370	232	29,000	55,000	9,000	21,000
630	503	217	29,000	55,000	9,000	21,000
D630	4-71	152	29,000	55,000	9,000	21,000
F630	503	217	32,000	55,000	11,000	21,000
W630	503	217	43,000	65,000	9,000	34,000
660	503	217	30,000	65,000	9,000	22,000
D660	4-71	152	30,000	60,000	9,000	22,000
F660	503	217	33,000	65,000	11,000	22,000
DF660	4-71	152	33,000	60,000	11,000	22,000
W660	503	217	46,000	70,000	11,000	36,000
FW660	503	217	43,000	70,000	11,000	34,000
DW660	4-71	152	46,000	60,000	11,000	36,000
W670 (std.)	503	217	59,000	90,000	11,000	48,000
W670 (opt.)	503	217	63,000	90,000	14,000	50,000
R800 (std.)	503	217	29,000	55,000	9,000	21,000
R800 (opt.)	503	217	33,000	65,000	11,000	22,000
FR800 (std.)	503	217	29,000	55,000	9,000	21,000
FR800 (opt.)	503	217	33,000	65,000	11,000	22,000
DFB60	6-71SE	190	33,000	65,000	11,000	22,000
DRB60 (std.)	6-71SE	190	30,000	65,000	9,000	22,000
DRB60 (opt.)	6-71SE	190	33,000	65,000	11,000	22,000
DFRB60 (std.)	6-71SE	190	30,000	65,000	9,000	22,000
DFRB60 (opt.)	6-71SE	190	33,000	65,000	11,000	22,000
D930	6-71T	236	33,000	70,000	11,000	22,000
DW950	6-71T	236	43,000	76,000	11,000	32,000
DW970	6-71T	236	59,000	90,000	11,000	48,000





GM



FORWARD FROM FIFTY