



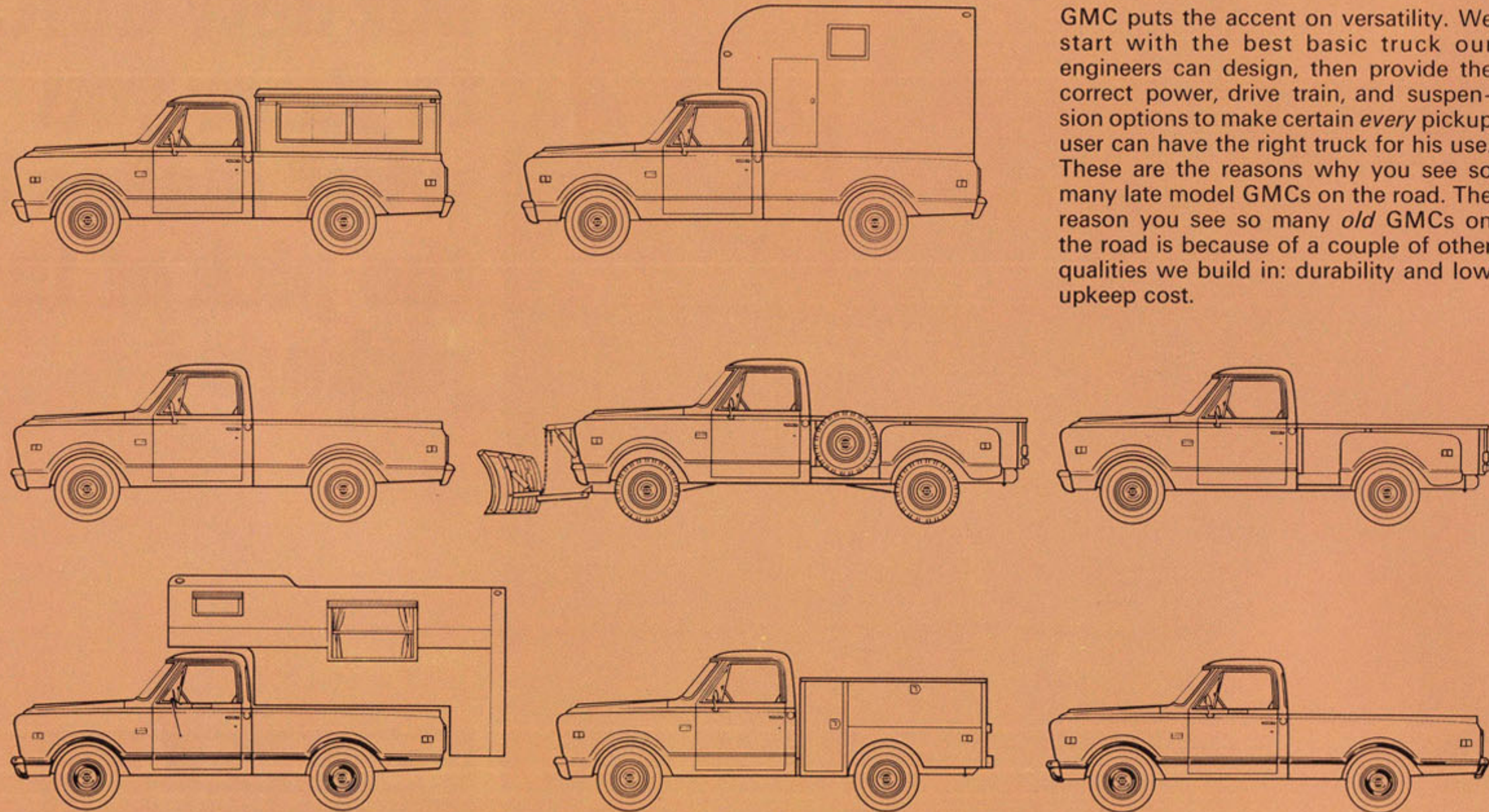
**We'll rip up
our new GMC
to show you
what makes it
the pick of the
pickups**



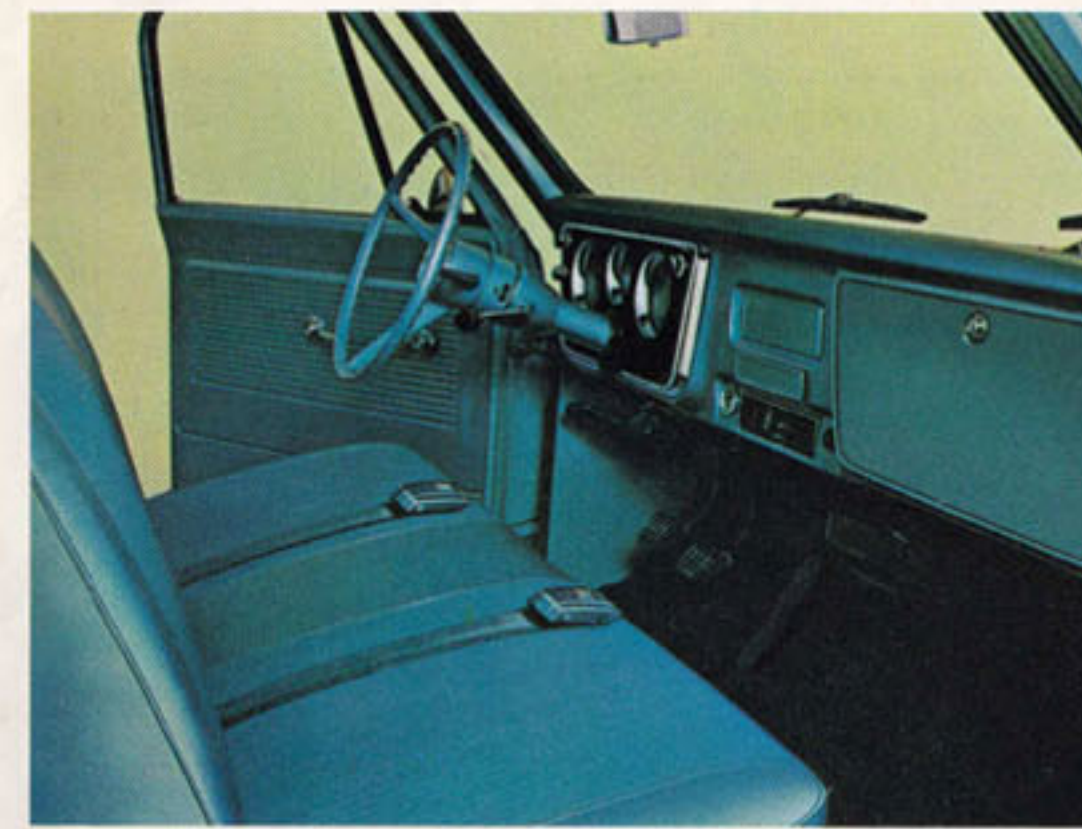
GMC
TRUCKS

What a difference a name makes

There's a GMC pickup for every job... every application...every farm, business or pleasure need.



GMC puts the accent on versatility. We start with the best basic truck our engineers can design, then provide the correct power, drive train, and suspension options to make certain *every* pickup user can have the right truck for his use. These are the reasons why you see so many late model GMCs on the road. The reason you see so many *old* GMCs on the road is because of a couple of other qualities we build in: durability and low upkeep cost.



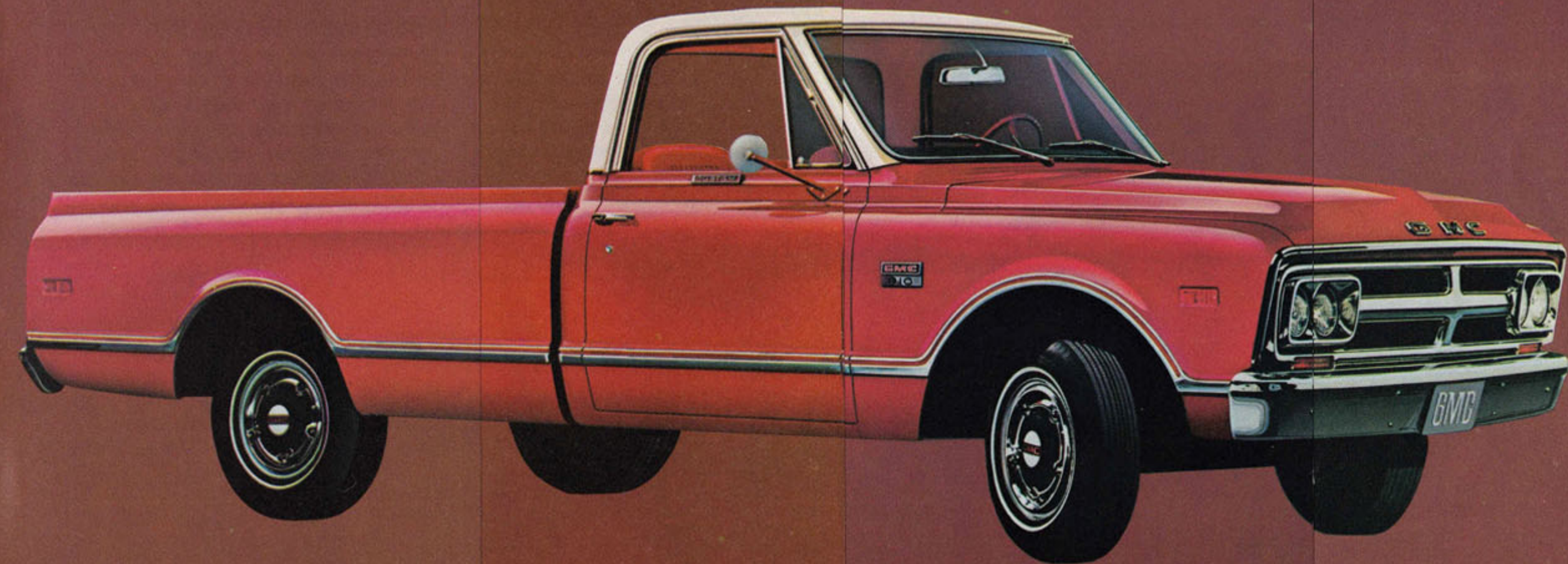
Standard cab interior: tough, washable vinyl over thick foam. Seatbelts, padded dash and sun visors are standard.



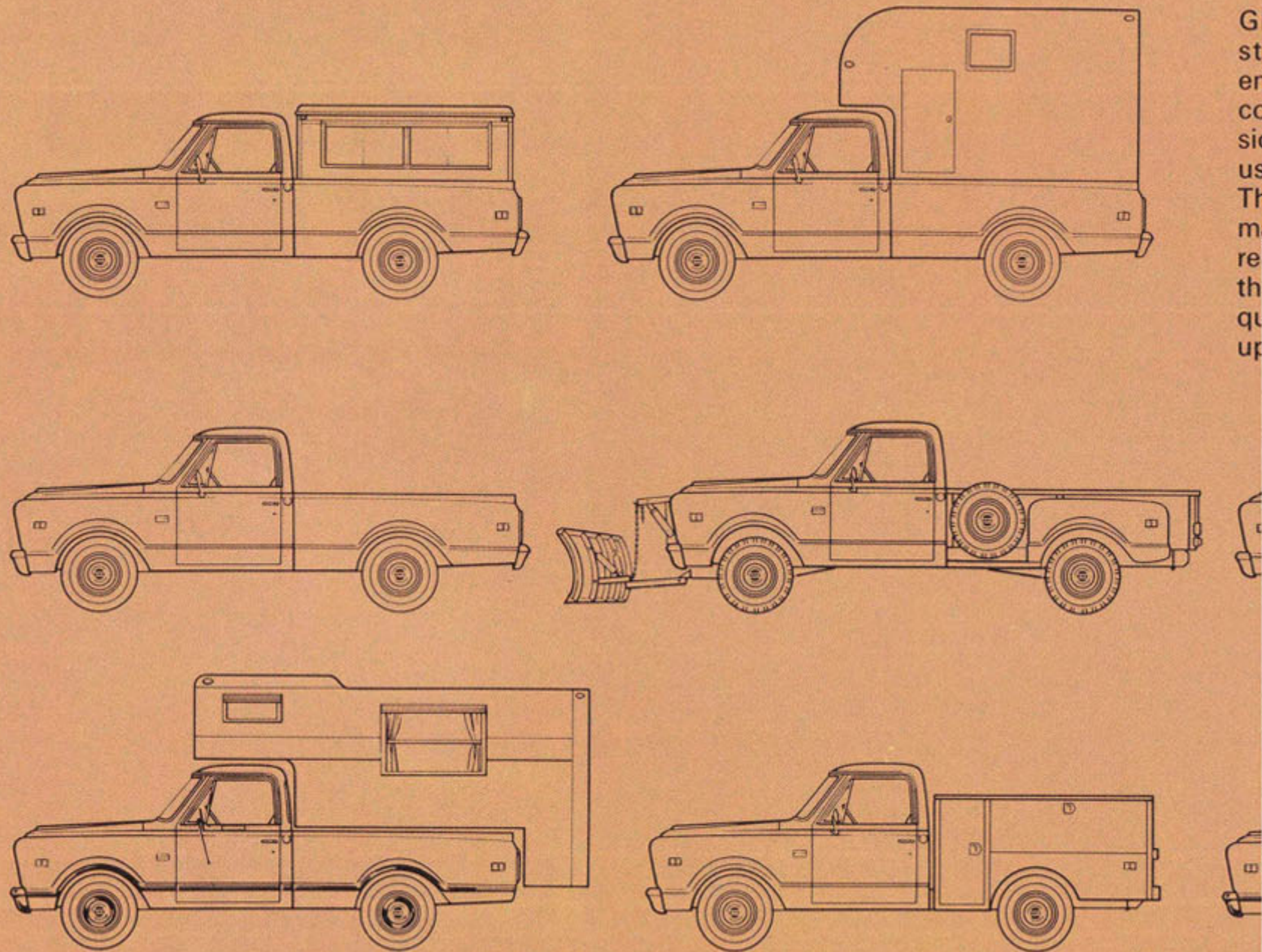
Custom cab interior: with deeply padded vinyl and cloth seats, dual armrests and bright metal trim on control knobs.



Super Custom interior (with optional bucket seats): features full carpeting, plus bright metal dress-up on pedals, controls.



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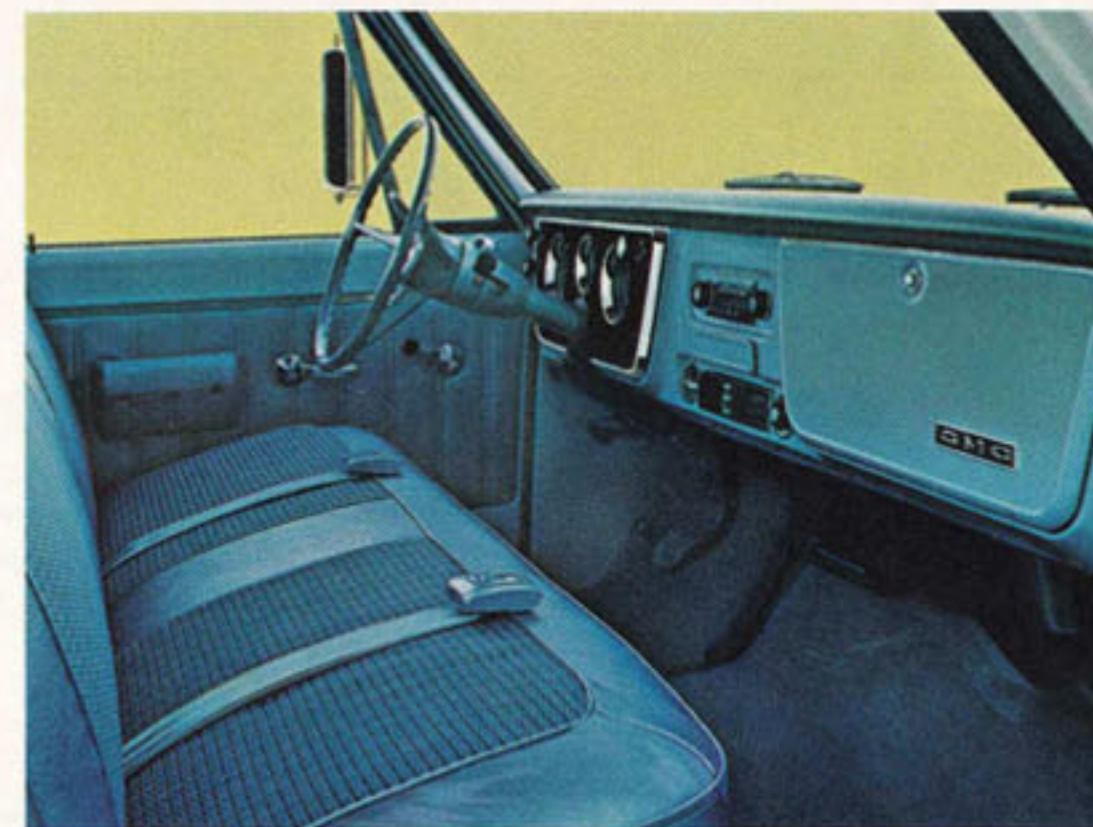
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th
qu
up

Suspension & Boxes

GMC rear suspensions are progressive. Coil or leaf, spring-rate—and load-carrying ability—increases as load increases. Double-wall side panels provide greater strength, and inside box damage cannot be seen on exterior body panels. Wideside box floor is embossed with ridges, for greater strength and to form skid strips for easier loading and unloading. Fenderside box floors are of chemically-treated wood with attached steel skid-strips. Rear tailgates are double-panel to resist corrosion and are sand- and grain-tight. On Wideside models the tailgate is operated by a central latch for one-hand raising and lowering.



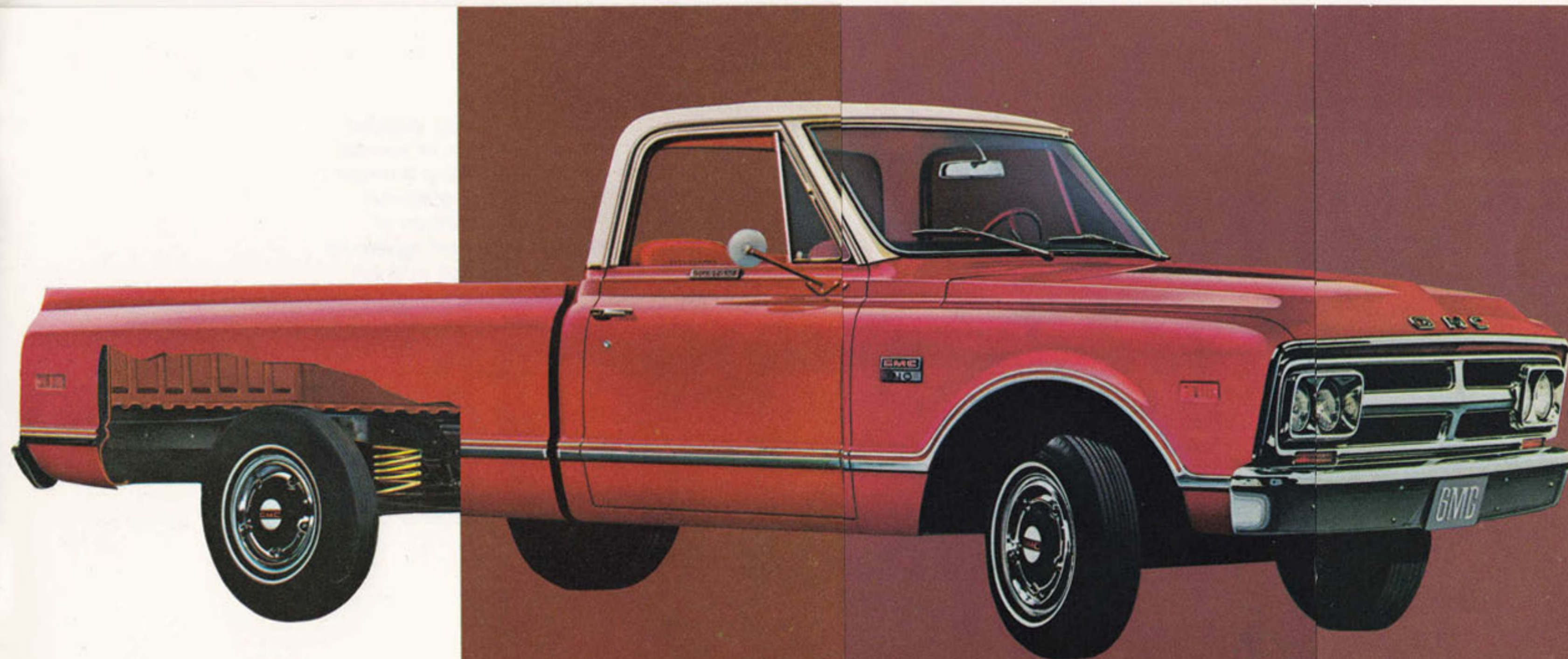
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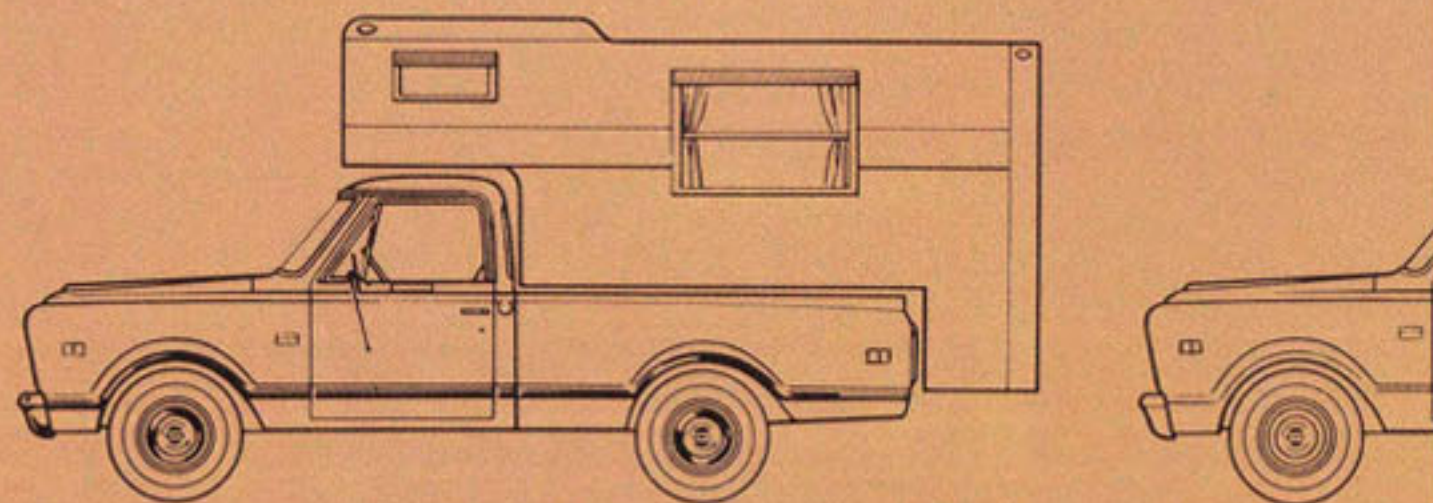
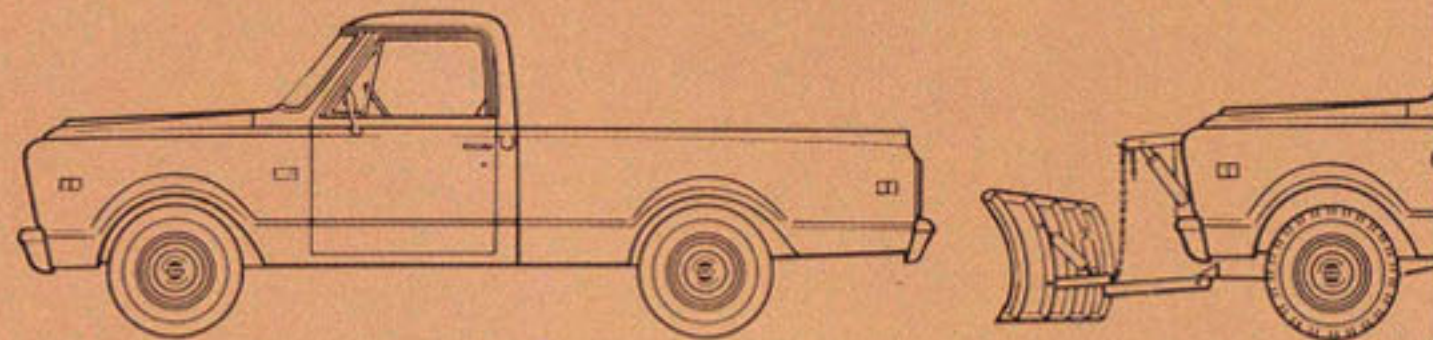
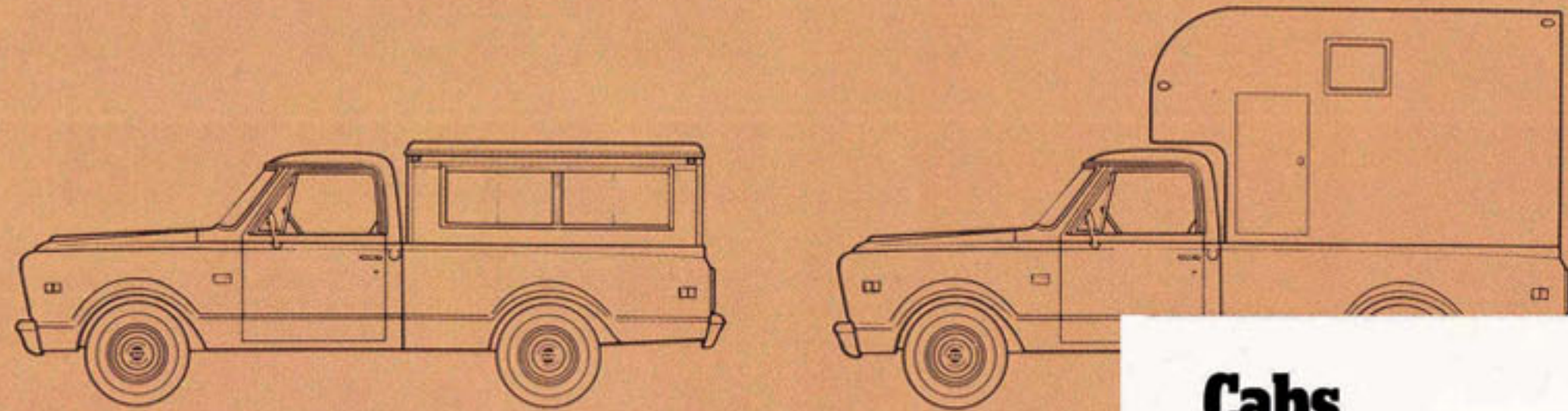
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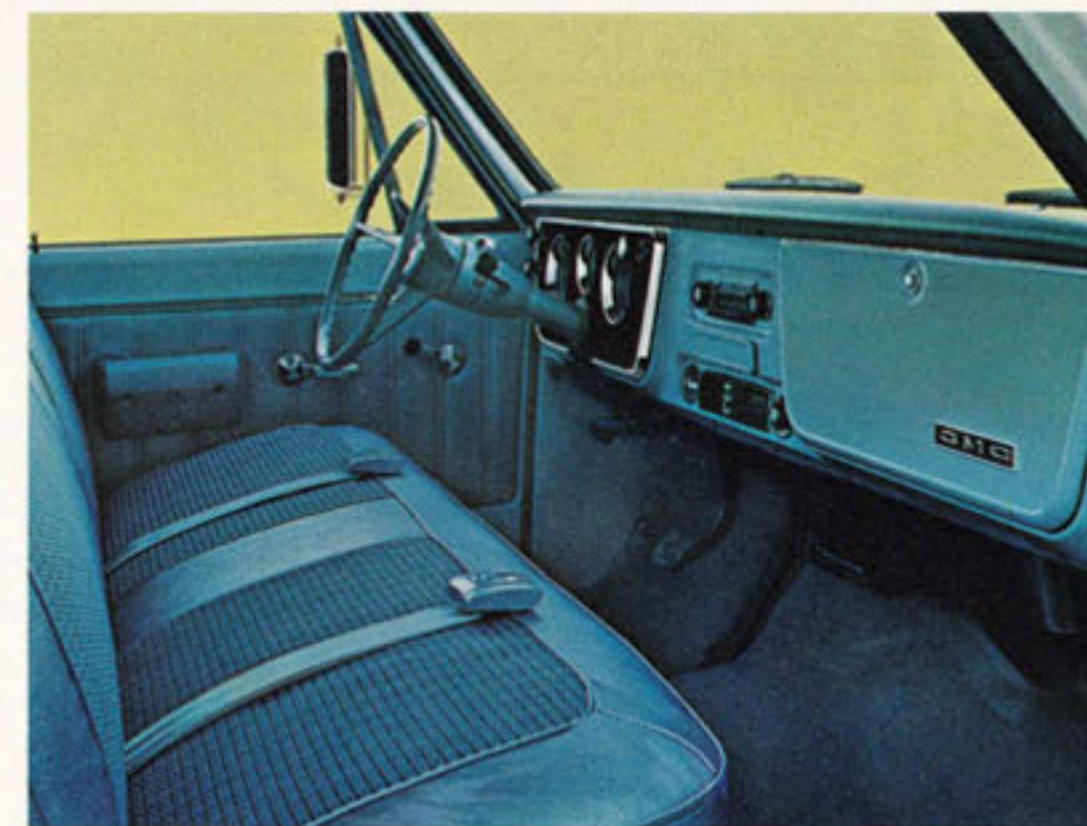
Cabs

GMC cabs are comfortable. Deep-padded seats are chair-high, the wheel is in exactly the right position for all-day driving without fatigue. Pedals and controls are designed for maximum control with a minimum of effort. Instruments are up high and legible so the driver can keep track of things without his eyes leaving the road for more than a moment. The big, one-piece windshield provides an unobstructed view and the sloping hood makes it possible to see the road very close to the front end for easy manoeuvring around low obstacles. A panoramic rear window is standard for a wide view of the road behind and to make it easy to keep track of the load. GMC pampers drivers. GMC drivers deserve it.

Some of the equipment shown on these pages is optional at extra cost.



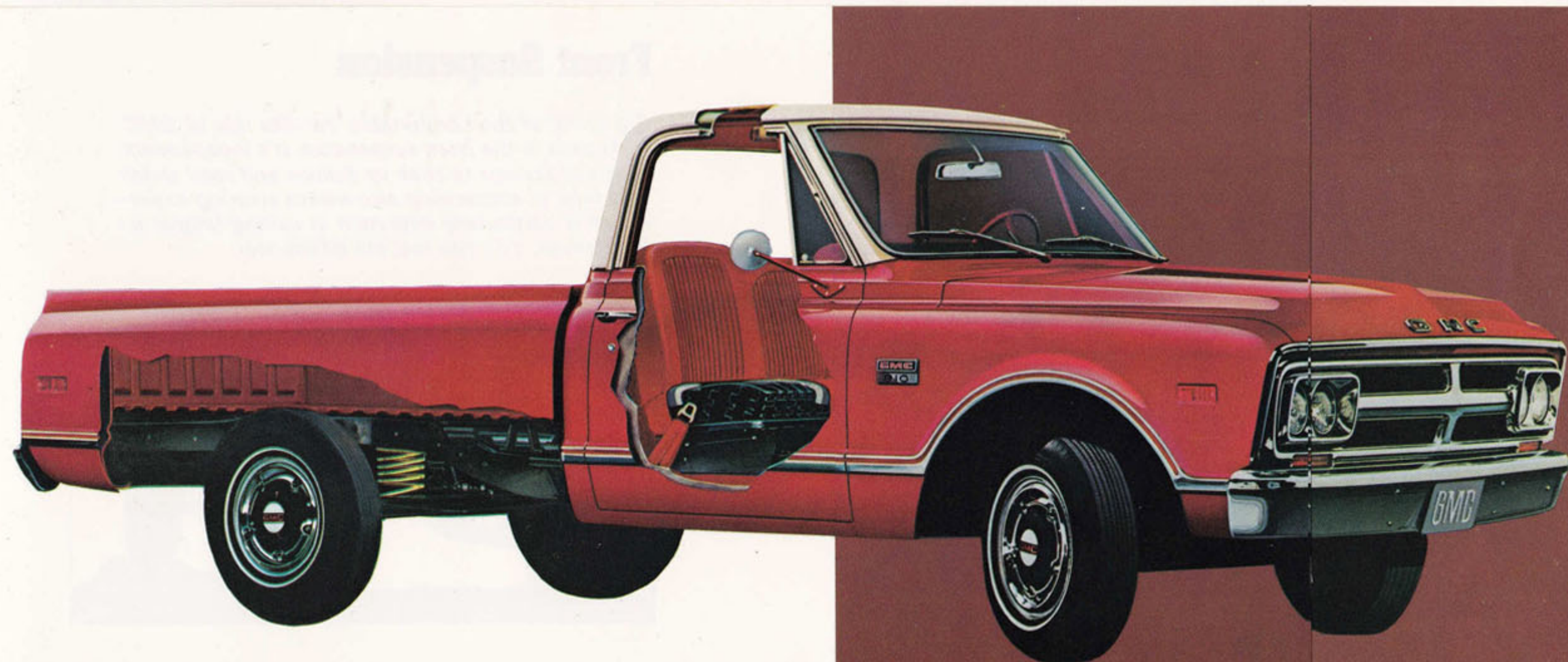
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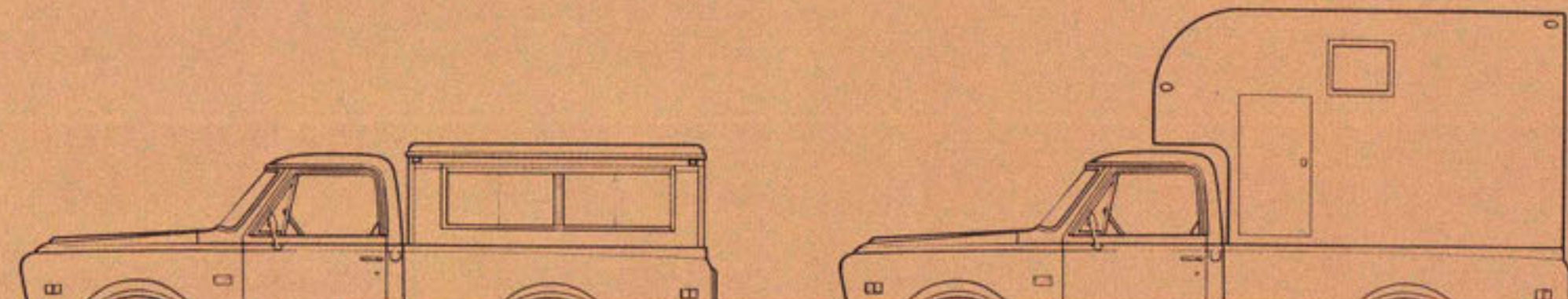
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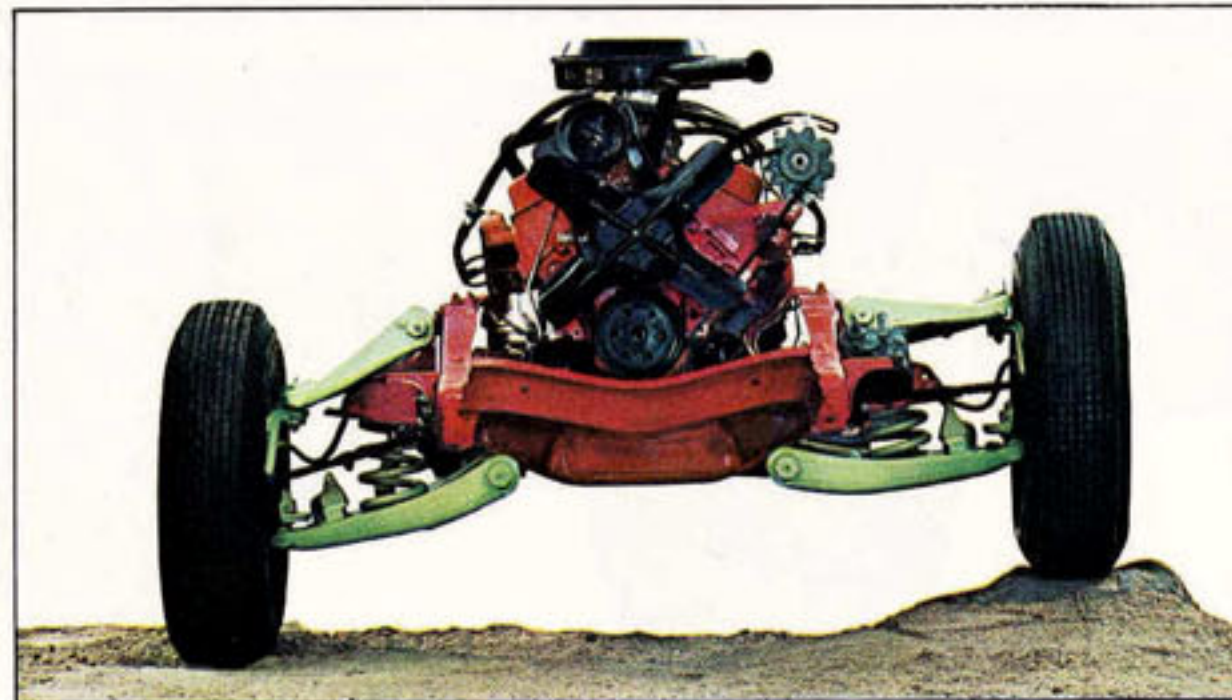
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Engines

Engines are another GMC strong point. In the first place, there are six available—from super economical to super powerful. The standard-equipment six is 250 cubic inches big, 155 hp strong and has a very small thirst for regular gas. For more torque, there's a 292-cu.-in. six with 170 hp. Standard V8 is 307 cu. in., develops 200 hp and will work happily all day long on regular gas. For a little more steam there's a 327 V8 with 240 hp and two whopping 396 V8s with 275 and 310 hp. These last three V8s are ideal for highway-speed driving, toting a camper over long distances, or for pulling trailers. And all GMC engines have a reputation for reliability.

Front Suspension

Big secret of the comfortable, car-like ride of GMC pickups is in the front suspension. It's independent, with coil springs to soak up bumps and road shock. This type of suspension also makes steering easier—which is particularly important in cutting fatigue on long drives. You can feel the difference!



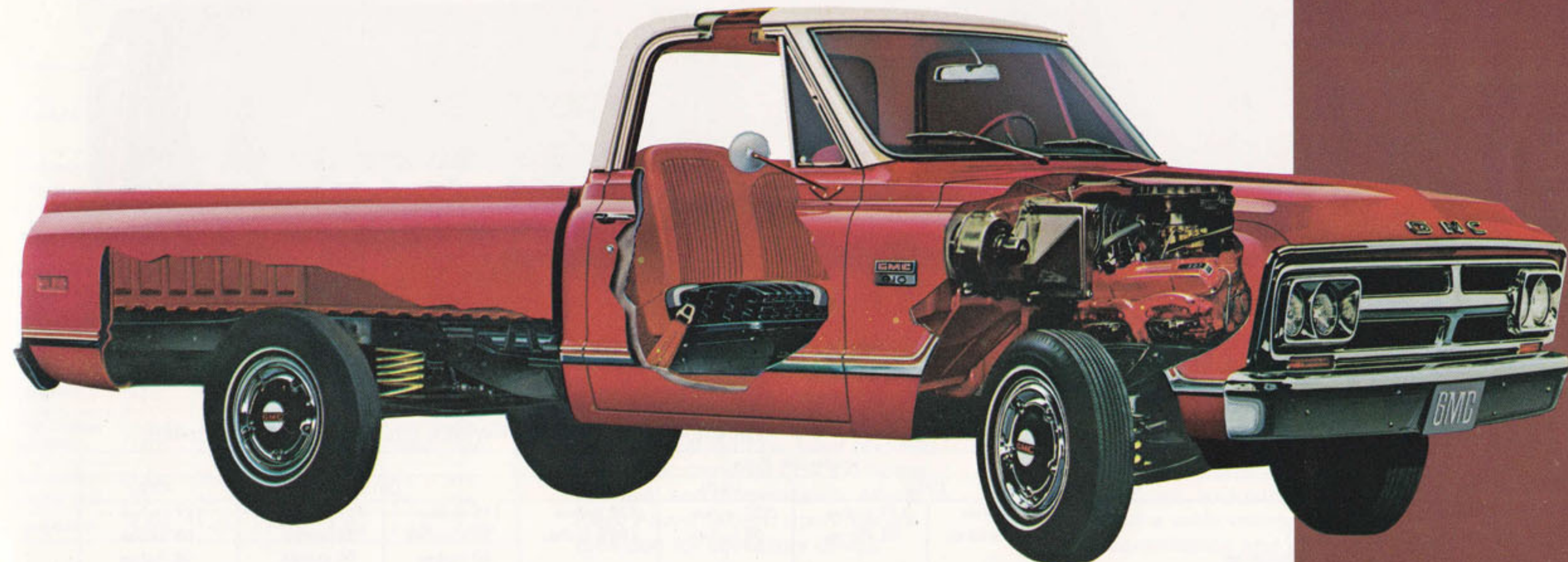
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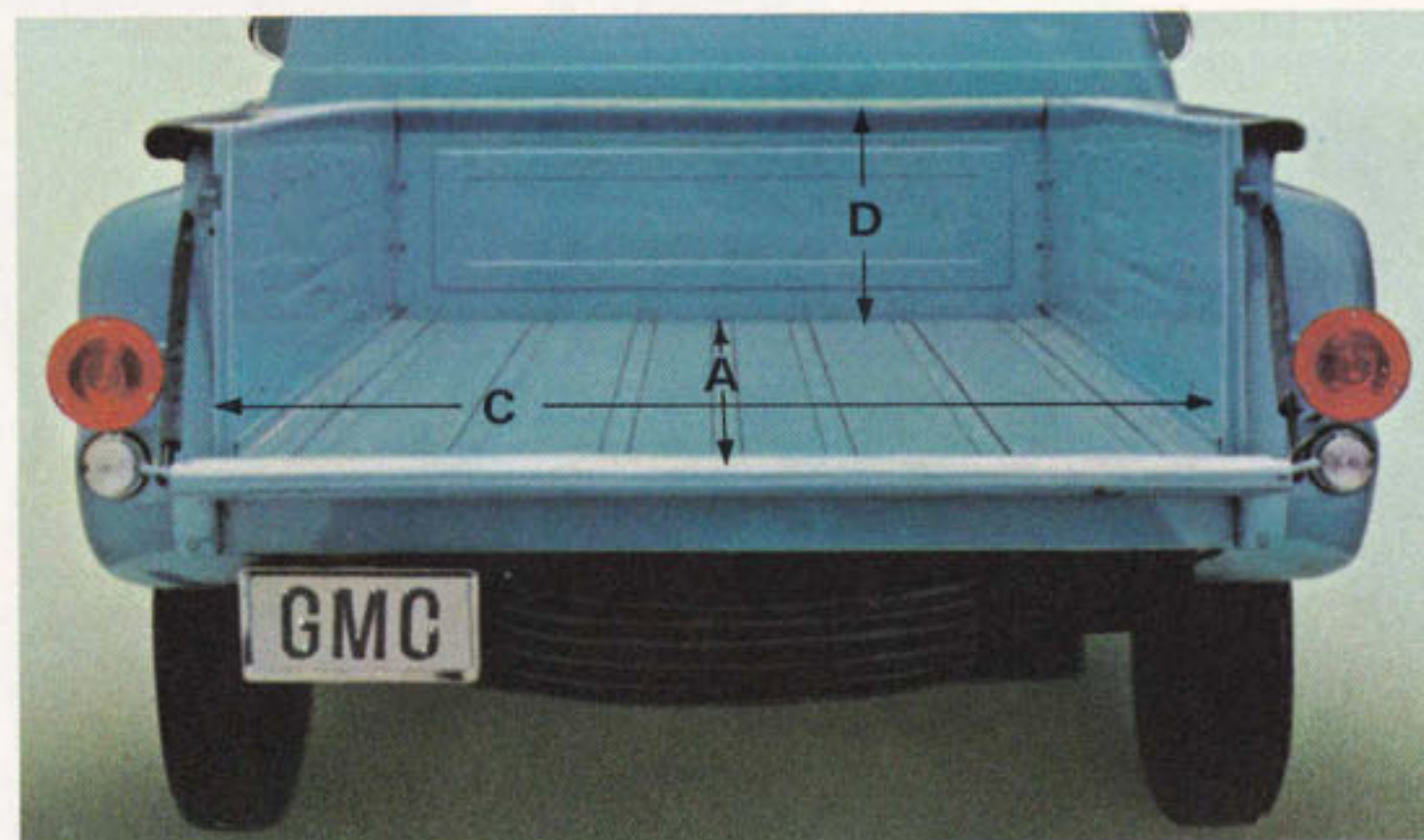
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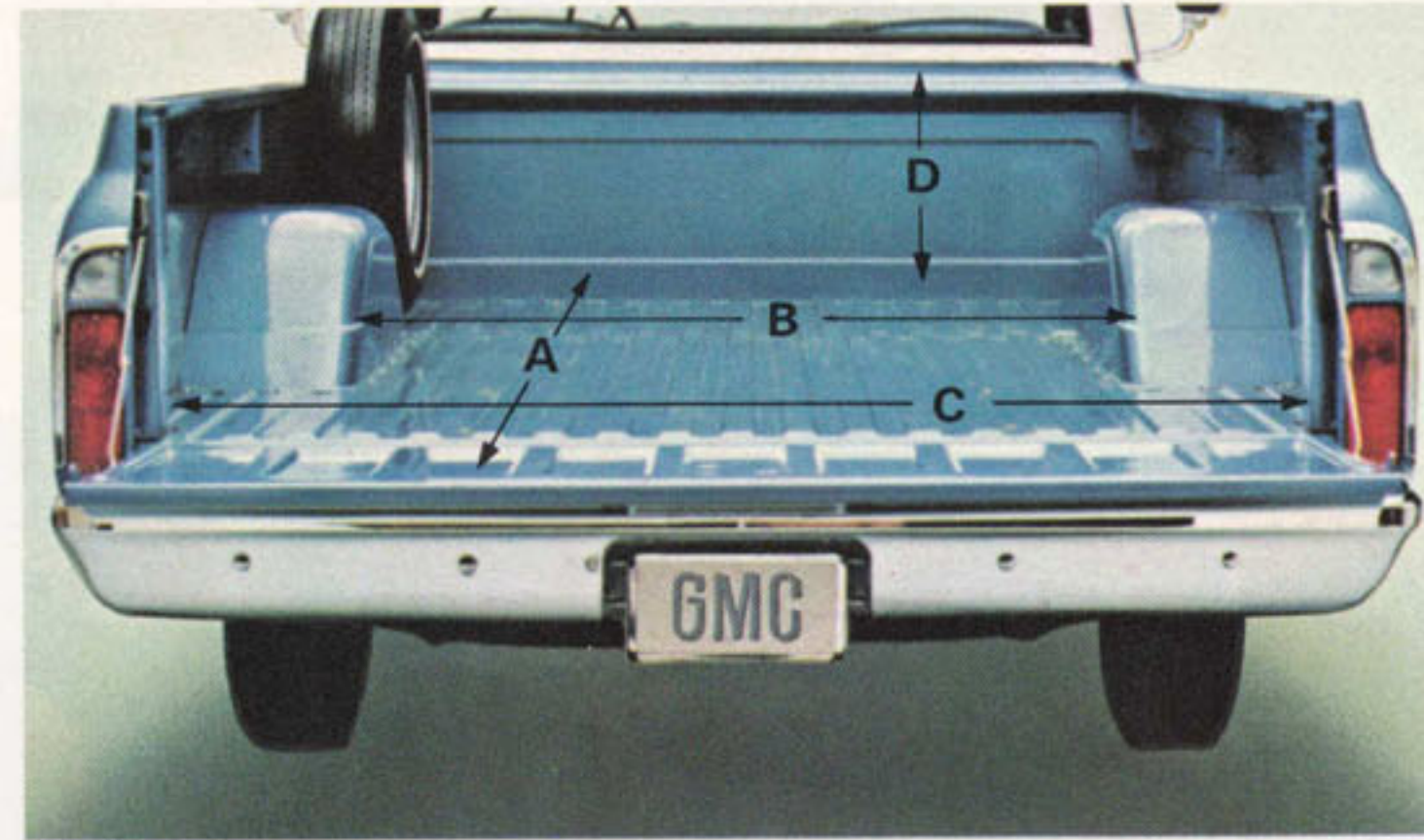


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Fenderside Boxes

Fenderside bodies feature handy side steps on each side.



Wideside Boxes

Wideside bodies offer full-width, high-capacity cargo space.

Series	Fenderside Pickup				Wideside Pickup		
	C910		C920	C930	C910		C920
Wheelbase	115 inches	127 inches	127 inches	133 inches	115 inches	127 inches	127 inches
A Inside length	78½ inches	98 inches	98 inches	108½ inches	78½ inches	98 inches	98 inches
B Width between wheel housings	—	—	—	—	50 inches	50 inches	50 inches
C Tailgate opening	50 inches	50 inches	50 inches	50 inches	66 inches	66 inches	66 inches
D Inside height	17½ inches	17½ inches	17½ inches	17½ inches	19¼ inches	19¼ inches	19¼ inches

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GMC Pickup Engines

	250 Six	292 Six	307 V8	327 V8	396 V8	396 V8
Availability		C910-920-930 K910-920			C910-920-930	
Displacement (cu. in.)	250	292	307	327	396	396
Compression Ratio	8.5:1	8.0:1	9.0:1	8.5:1	9.0:1	9.0:1
Gross HP @ RPM	155 @ 4200	170 @ 4000	200 @ 4600	240 @ 4400	275 @ 4400	310 @ 4800
Net HP @ RPM	125 @ 3800	153 @ 3600	157 @ 4000	187 @ 4000	197 @ 4000	242 @ 4000
Gross Torque @ RPM	235 @ 1600	275 @ 1600	300 @ 2400	330 @ 3000	390 @ 2800	400 @ 3200
Net Torque @ RPM	220 @ 1600	255 @ 2400	260 @ 2200	290 @ 2400	335 @ 2400	350 @ 3000
Bore and Stroke (in.)	3½ x 3½	3½ x 4	3½ x 3½	4 x 3½	4 x 3½	4 x 3½
Carburetor	1-bbl.	1-bbl.	2-bbl.	4-bbl.	2-bbl.	4-bbl.



Four-Wheel Drive

GMC's go-anywhere four-wheel-drive models provide the clearance and traction to keep you out of trouble in the roughest and muddiest terrain. Tapered leaf springs, front and rear, set a new standard of 4 x 4 riding comfort, and automatically adjust to load. Power takeoff openings are provided for accessory drives.



GMC Panels

GMC's high-style Panels and Suburban Carryalls are ideal in any number of applications. Available in several door and window configurations, they provide many of the features available on GMC pickups, including four-wheel drive and a wide variety of engine, transmission and interior options.

GMC Pickup Specifications

	C910	C920	C930	4-wheel drive	
				K910	K920
Wheelbase	115,127	127	133	115,127	127
Max. GVW	5000	7500	7800	5600	7500
Front Suspension:					
Axle—type	I.F.S.	I.F.S.	I.F.S.	Semi-floating	Full-floating
—cap. (lbs.)	2500	3000	3500	3300	3500
Springs—type	coil	coil	coil	leaf	leaf
—cap. (lbs.)					
std.	1250	1350	1500	1450	1600
opt.	1350	1500	1750	1750	1750
Rear Suspension:					
Axle—type	Semi-floating	Full-floating	Full-floating	Semi-floating	Full-floating
—cap. (lbs.)	3500	5200	7200	3300	5200
Springs—type	coil	coil	leaf	leaf	leaf
—cap. (lbs.)					
std.	1250	2000	2400	1800	1900
opt.	2000	3000	3100		2500
opt.	1250 (leaf)	2000 (leaf)	4150(w/aux)		
opt.	1750 (leaf)	2750 (leaf)			
Transmission					
std.	3-spd	3-spd	4-spd	3-spd	3-spd
opt.	Powerglide*	Powerglide*	Hydra-Matic	4-spd	4-spd
	Hydra-Matic	Hydra-Matic	4-spd (close ratio)		
	4-spd	4-spd			
Tires	8.15-15/4 PR	7-17.5/6 PR	8-17.5	8.15-15/4 PR	7-17.5/6 PR

*N.A. with 396 engine

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