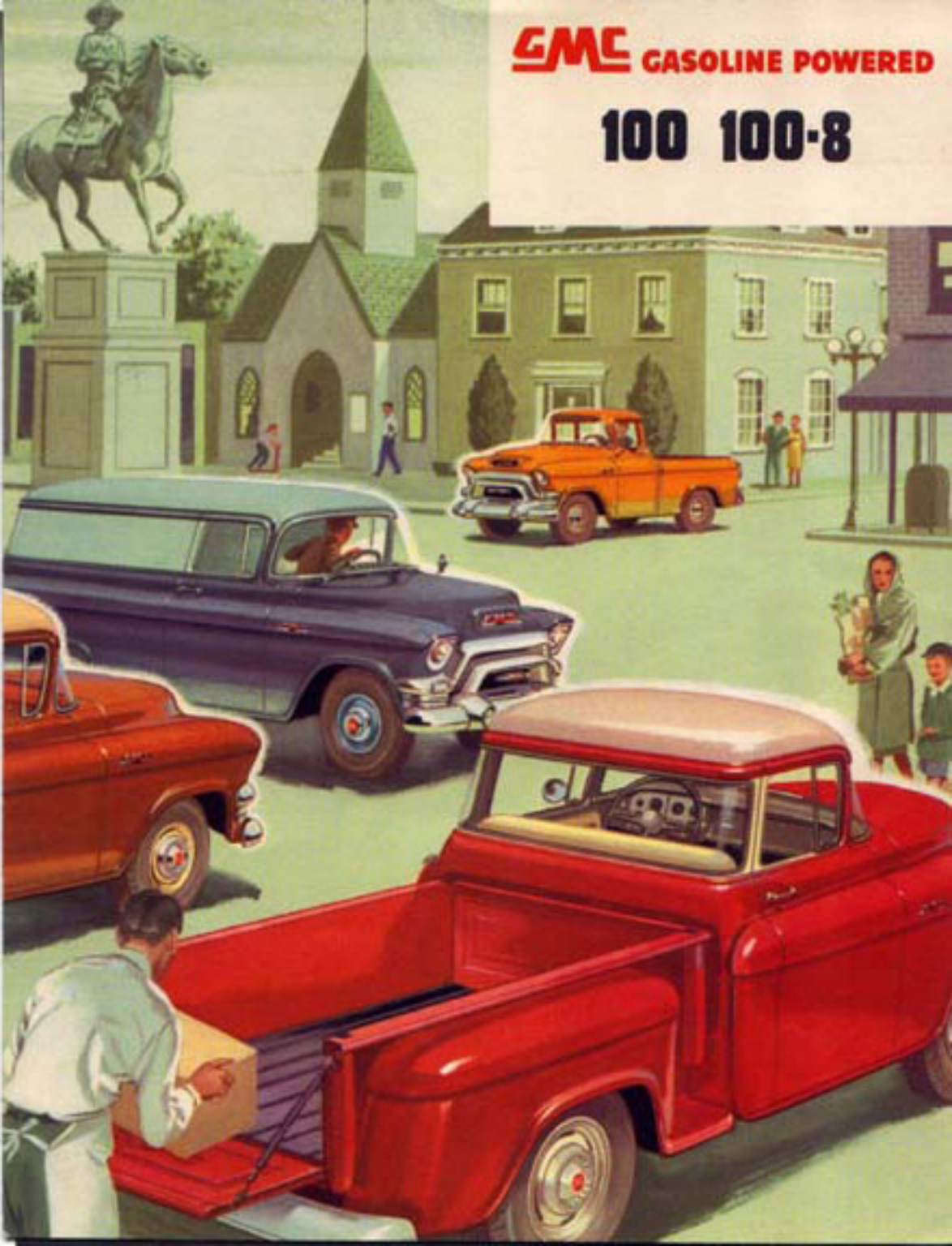


GMC GASOLINE POWERED

100 100-8



Speed-Line Styling

WITH PASSENGER CAR COMFORT

TWO-TONE UPHOLSTERY—AERO-VIEW INSTRUMENT PANEL—IMPROVED STEERING—FULLY ADJUSTABLE SEATS—CONCEALED RUNNING BOARDS—NEW 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, instrument clusters and control knobs.

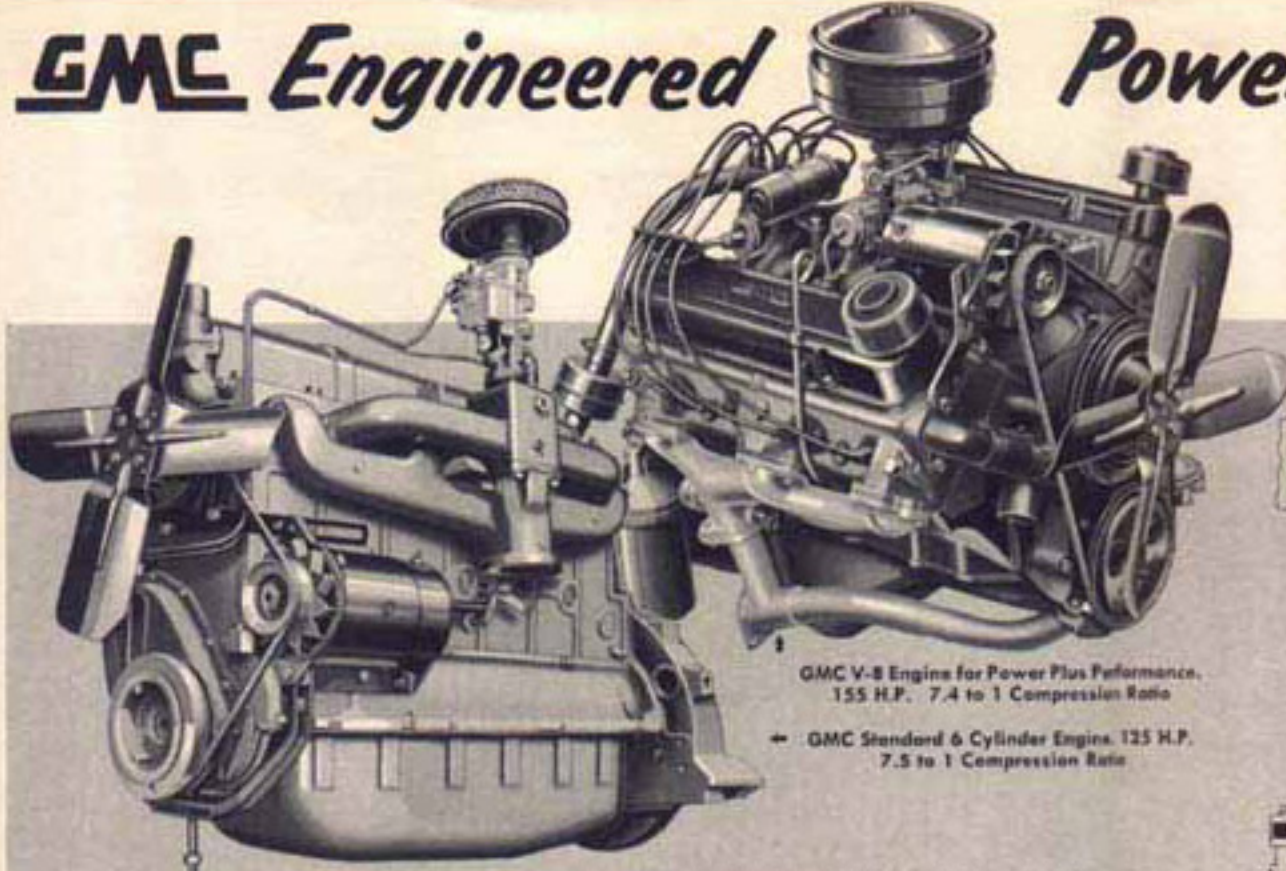


JET STREAM VENTILATION

Driver comfort is assured by constant streams of outside air—even in wet weather. The high, grilled 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.

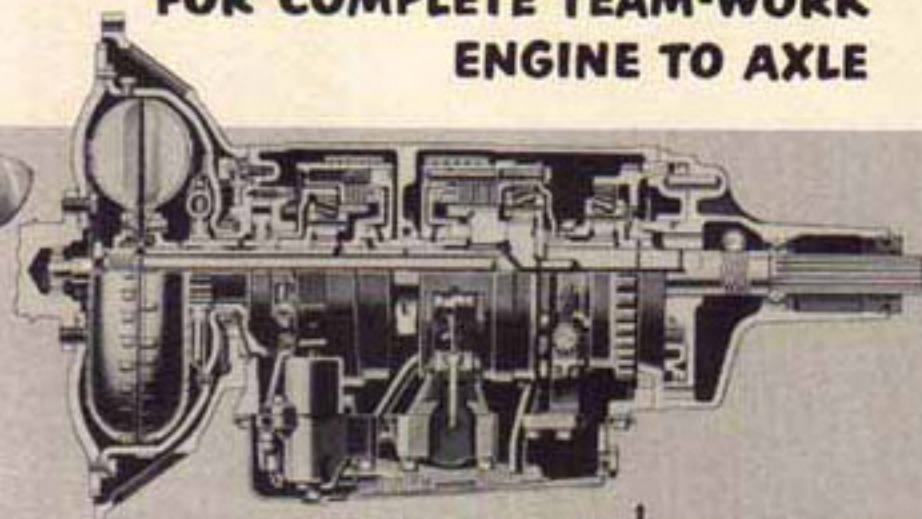
GMC Engineered Power-Trains

FOR COMPLETE TEAM-WORK ENGINE TO AXLE



GMC V-8 Engine for Power Plus Performance. 155 H.P. 7.4 to 1 Compression Ratio

GMC Standard 6 Cylinder Engine. 125 H.P. 7.5 to 1 Compression Ratio



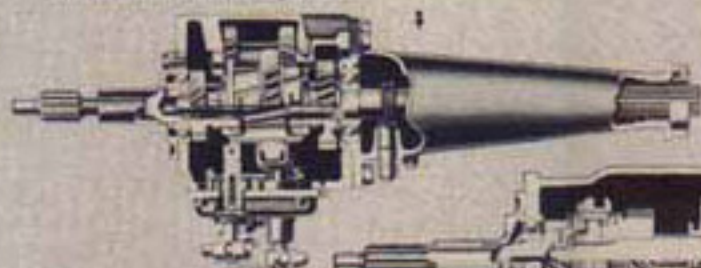
GMC's 4-Speed Dual-Range Truck Hydra-matic Drive, optional at extra cost, provides smoother performance—saves operating costs—maintenance costs are substantially reduced—"clutching" is gone forever. Hydra-matic's fluid coupling and automatic gear selection protect engine, drive-line and rear axle from 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.

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

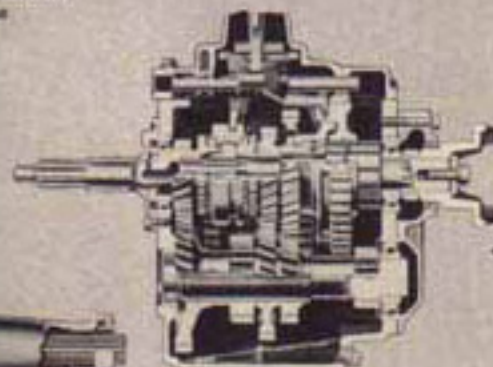
GMC offers for your selection two powerful engines that may be combined with Hydra-matic drive or with one of three synchromesh transmissions to provide a power-train to meet your exact needs. Each combination of engine, transmission and axle is completely engineered and tested by GMC—No units are "borrowed"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

GMC BLUE CHIP QUALITY FEATURES

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

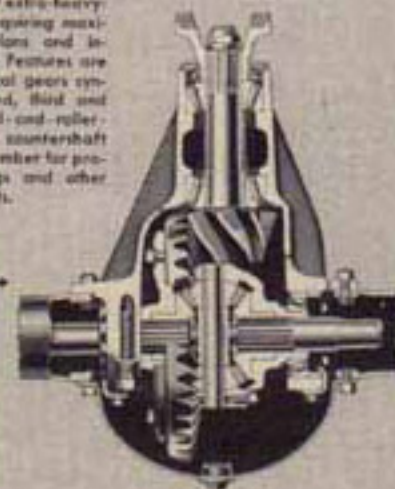


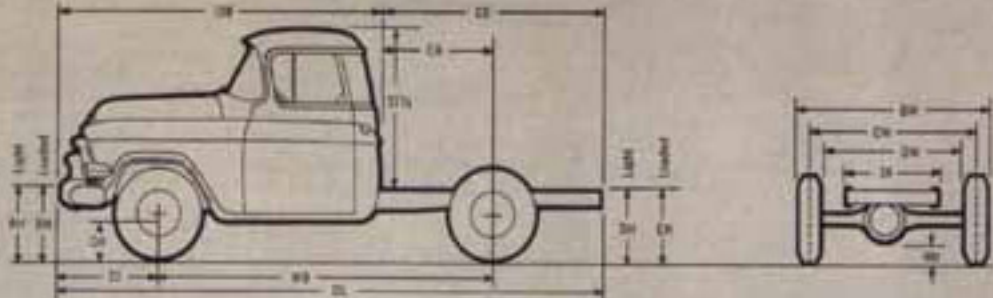
Heavy Duty Three-Speed Synchromesh Transmission, optional at extra cost, features constant mesh helical gears synchronized in second and third speeds. Heavier construction throughout together with greater gear reductions make this unit suitable for heavier operations than are usually required of the standard transmission. Convenient finger-tip control is mounted on the steering column.



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 Hitch-kiss drive with open-type propeller shaft. This hypoid-geared axle provides much greater tooth contact between pinion and ring gear which together with large anti-friction bearings used to mount the pinion shaft and differential assure correct gear alignment and quiet operation under all load conditions. One-piece beam-type axle housing with removable cover adds greatly to the rigidity of the rugged axle.





AH Track, Front Tires

LW Chassis Clearance, Tire to Spring Cts.

71% Width Over Front Fenders

21% Front Spring Caster

41% Rear Spring Caster

WHEELBASE NO.

WB Wheelbase	1	2
CA Standard axle to rear axle	39	48 1/2
CE Standard axle to end of frame	72 1/2	87 1/2
CL Bumper to end of frame	162 1/2	192 1/2

Tire capacity per tire (lbs.) is Tire and Rim Association standards.

Frame heights AH and BH are of front axle; BH and CH are of rear axle.

Light heights (AW and BW) are for chassis with cab loaded height; BH and CH are for chassis loaded to rated GVW.

WB	FB	CAP.	SA	OFFSET	AW	BW	CA	CB	CH	AH	BH	CH	SH	SH	SH
670/12	4	923	2K	1/2	60%	67 1/2	41	54 1/4	3 1/2	21 1/2	21 1/4	7 1/2	34 1/2	22 1/2	7 1/2
670/12	8	1053	2K	1/2	60%	67 1/2	41	54 1/4	3 1/2	21 1/2	21 1/4	7 1/2	34 1/2	22 1/2	7 1/2
830/16	1	1213	2K	1/2	60%	68 1/2	41 1/2	54 1/2	3	22 1/2	21 1/4	8 1/2	32	21 1/2	8 1/2
12"	8	1300	2.5SP	0	41 1/2	70	42 1/2	54 1/2	3 1/2	23 1/2	21 1/4	8 1/2	32 1/2	22	8 1/2
12"	8	1475	2.5SP	0	41 1/2	70	42 1/2	54 1/2	3 1/2	23 1/2	21 1/4	8 1/2	32 1/2	22	8 1/2

STANDARD CHASSIS SPECIFICATIONS

GVW 8470-10000 lbs.

AIR CLEANER, Series 100: Oil wetted type.

AIR CLEANER, Series 100-B: Oil bath type.

AXLE, FRONT: Heat-treated forged steel I-beam. Speed capacity, 2200 lbs.

AXLE, REAR: Hypoid single reduction. Rated capacity, 2200 lbs. Ratio, 3.90 to 1.

BATTERY, Series 100: 4-wet, 100 ampere-hour capacity.

BATTERY, Series 100-B: 12-wet, 50 ampere-hour capacity.

BRAKES, SERVICE: Hydraulic. Front 11 x 2. Rear 11 x 1 1/2.

BRAKES, HAND: Mechanical application of rear brakes.

CAB No. 1734.

CLUTCH, Series 100: 10 in. single disc with dampener. Frictional area, 101.5 sq. in.

CLUTCH, Series 100-B: 11 in. single disc with dampener. 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: Fin-and-tube type core spring-mounted in protective frame, built-in expansion tank; thickness 2 1/2 in.; frontal area 528 sq. in.; 4-blade fan.

ENGINE, Series 100: GMC 248 gasoline, 6 cylinder, 2 1/2 in. bore, 2 7/8 in. stroke. Displacement, 248.5 cu. in. Max. gross S.H.P., 125 @ 3400 r.p.m.; Max. net S.H.P., 113 @ 3400 r.p.m. Max. gross torque (lb. ft.) 210 @ 1200-2400 r.p.m.; Max. net torque (lb. ft.) 206 @ 1200-2400 r.p.m.

ENGINE, Series 100-B: GMC 288 gasoline, V-8, 3 1/4 in. bore, 2 1/4 in. stroke. Displacement, 287.2 cu. in. Max. gross S.H.P., 133 @ 4000 r.p.m.; Max. net S.H.P., 128 @ 3400 r.p.m. Max. gross torque (lb. ft.) 246 @ 2200-2400 r.p.m.; Max. net torque (lb. ft.) 237 @ 2200-2400 r.p.m.

FRAME: 114 in. W.B. 4 x 2 1/2 x 1/2, section modulus, 2.33, 123 1/2 in. W.B. 4 1/2 x 2 1/2 x 1/2, section modulus 2.36.

FUEL TANK: 17 1/2 gal. tank at cab seat. 17 gal. inside right frame rail with vent or vent body.

GENERATOR, Series 100: 4-wet, 40-ampere, voltage and current regulated.

GENERATOR, Series 100-B: 12-wet, 23 ampere, voltage and current regulated.

OIL PUMP, Series 100-B: Rupture-disc element type.

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, 7-leaf.

SPRINGS, REAR: Semi-elliptic, alloy spring steel, 52 x 2, 7-leaf progressive.

STEERING GEAR: Reducing ball, nut and sector type, semi-reversible; adjustable. Ratio, 21.2 to 1. Wheel, 18 in.

TIRES: 670 x 12, 4 ply rating. Front, single rear and spare. Tubular.

TOOLS: Jack and wheel nut wrench.

TRANSMISSION: Three-speed synchromesh. Steering column shift.

WHEELS: Deep-dish steel ventilated disc. Spare wheel.

MAJOR OPTIONS (at extra cost)

- Oil bath air cleaner . . . Radio panel, delete panel, gripup, strike rest, ashtray and suction pickup . . . Defuse coil . . . Cowl . . . Increased cooling . . . (Basic windshield wipers . . . 6-2 eye glass . . . Oil filter (series 100) . . . In-cab generator . . . 22-ampere generator (series 100) . . . Converter . . . Chrome grille and bumper . . . Directional signals . . . Heavy duty rear springs . . . Hydro-matic transmission . . . 3-speed heavy duty transmission . . . 4-speed transmission . . . Wrap-around cab window . . . See chart above for the options.

GMC Truck & Coach Division reserves the right to make changes at any time without notice in prices, values, materials, equipment, specifications and models and also to

discontinue models. Only direct sales to dealer authorized for the prospective buyer. Dealer will provide complete information on options, specifications, etc., for these items.

GMC TRUCK & COACH DIVISION, GENERAL MOTORS CORPORATION . . . PONTIAC, MICHIGAN

GMC 6½-FT. PICKUP BODY

For Models 101 and 101-B

This all-steel body with hardwood floor has flat floor-boards to accommodate wide loads. Recessed steel skid-strips protect floor top surface. One-piece extra-heavy tail-gate is sand tight for bulk loading. Its low height and handy side steps make loading convenient from any position.

GMC 7½-FT. PICKUP BODY

For Models 102 and 102-B

Comparable, except in length, to the 6½-ft. pickup, this body is ideal for longer or bulkier loads.

GMC SUBURBAN PICKUP BODY

For Deluxe Models 101 and 101-B

This distinctive beauty continues the graceful speed-line styling throughout the entire vehicle. Ultra-smart deliveries are a natural for this modern marvel that carries the same basic dimensions as the standard 6½-ft. pickup.

GMC 7-FT. PANEL BODY

For Models 101 and 101-B

This quality-built panel in speed-line styling and low modern profile combines with low rear-door loading height and spacious cargo compartment to make a proud, practical possession of any tradesman, merchant or delivery service.

This handy panel is also available in a deluxe model with harmonizing two-tone interior and appointments comparable to the deluxe cab.

GMC SUBURBAN BODY

For Models 101 and 101-B

This deluxe all-purpose carrier gives you a choice of lift-tail-gate or panel-type rear doors. Speed-line styling throughout this modern beauty in low profile has comfort seating for eight. Seats are readily removed or interchanged to suit passenger or cargo needs. Tail-gate, when opened, lays flat for easy loading of lengthy cargo. Two-tone interior harmonizes with exterior colors selected.

GMC 7½-FT. PLATFORM BODY WITH STAKE RACKS

For Models 102 and 102-B

The full-sized hardwood platform is protected all-around by a ribbed rub-rail—recessed steel skid-strips protect its surface. Hardwood stake racks are sturdily inter-locked at all corners and junction points. Racks are easily removed when platform only is needed.

