



Conventional Models

SERIES 4500-6500



THE TRUCK PEOPLE FROM GENERAL MOTORS



The hauler you would design for yourself.

GMC engineers know what you want in a truck. Heavy-duty construction. Big cargo-hauling capacity. On- or off-road capability. Low operating and maintenance cost. Everything you need in order to help realize maximum profit.

Take hauling capacity. Up to 60,000-lb. GCW's put this 96-inch conventional in the big leagues and offer a better earnings potential. A broad engine selection means the muscle necessary to move those big loads. And compact cab design

with excellent front-axle weight distribution allows longer bodies and trailers. Short cab also means easier handling in cramped delivery areas.

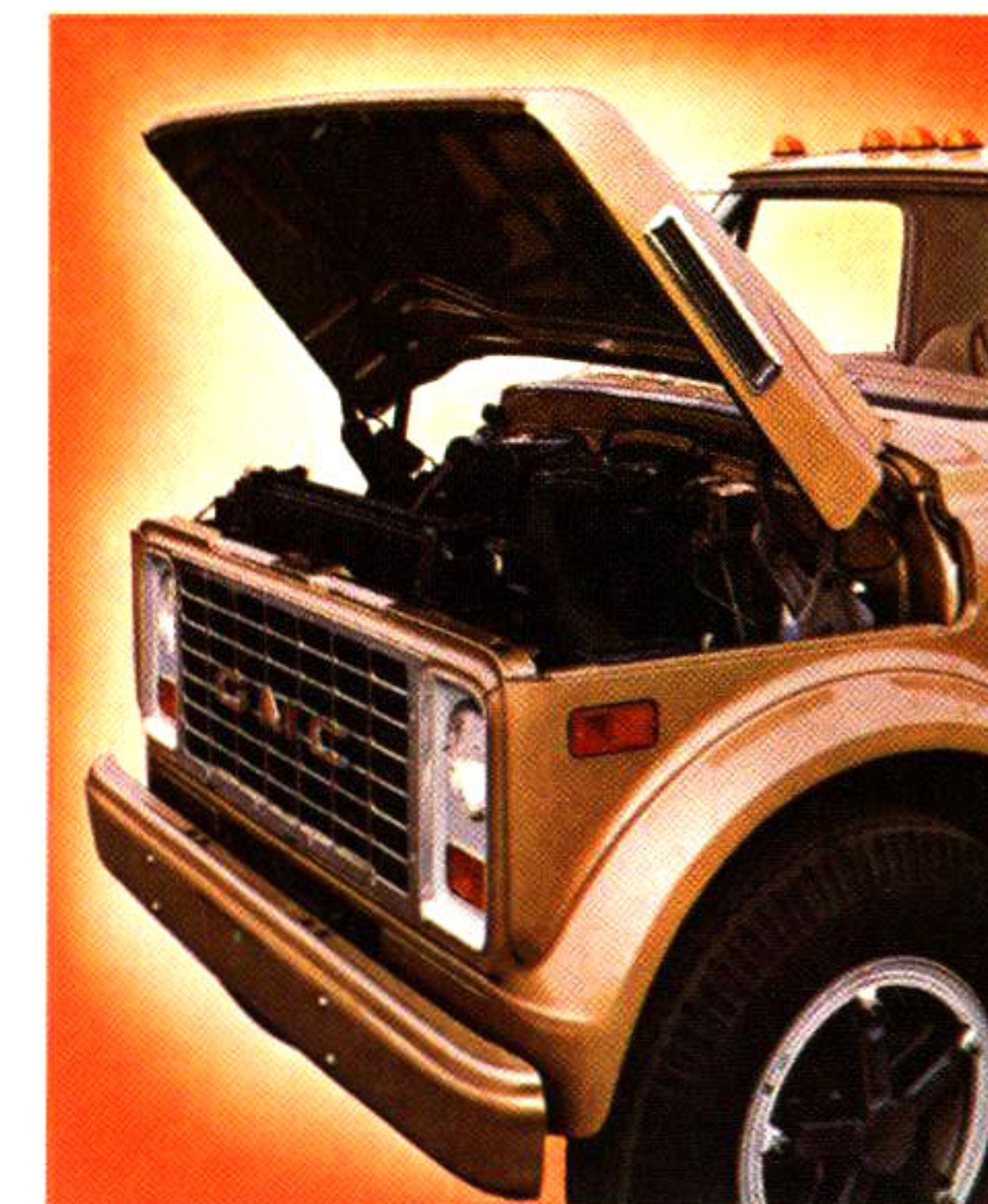
These GMC single- and tandem-axle conventionals are designed, sold and serviced by the people who know trucks best — the truck people from General Motors. Your local GMC dealer is your one-stop headquarters for all your truck requirements. See him soon. He'll show you the conventionals you would design for yourself.

NEED IT NOW?....

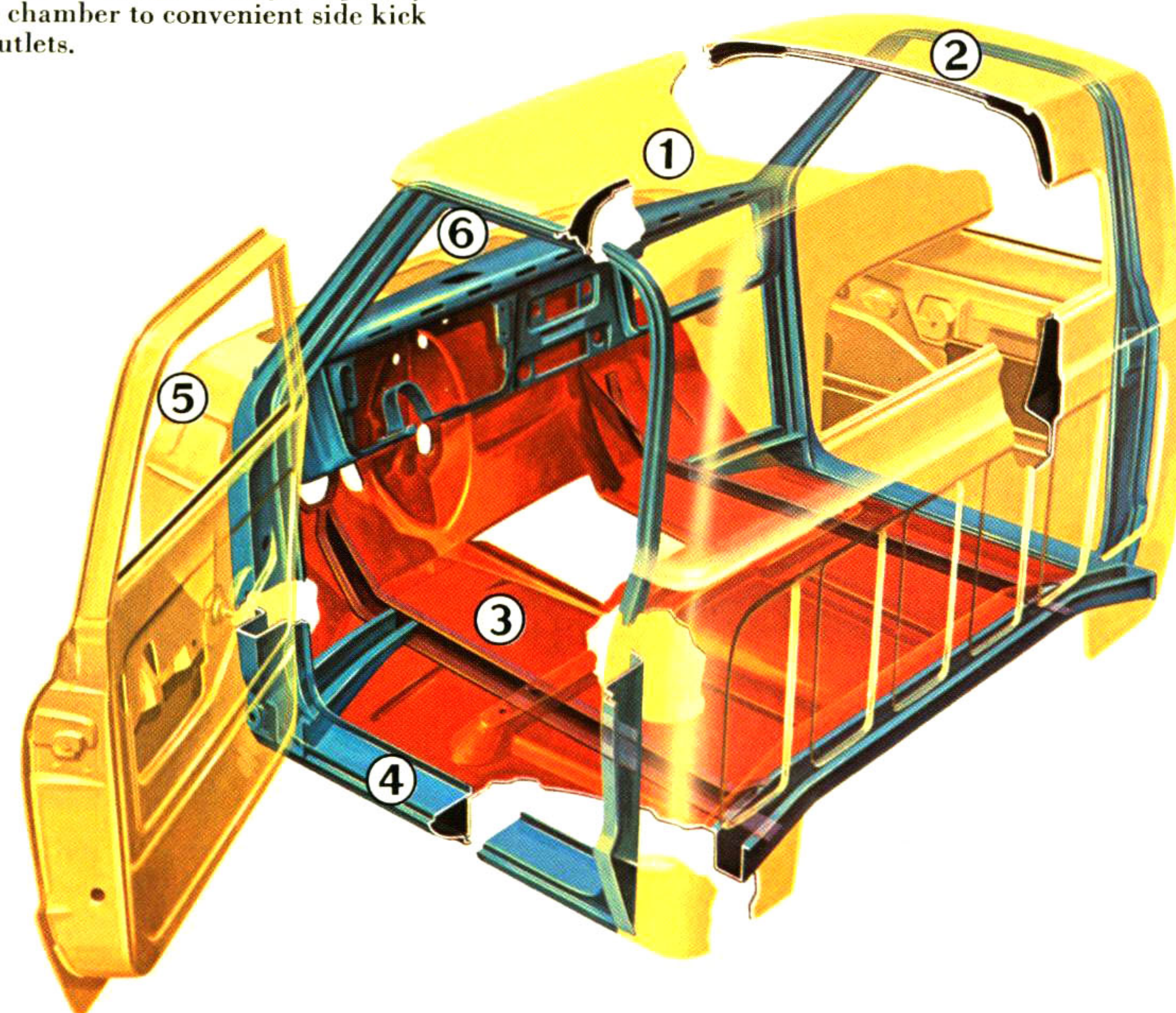
A wide selection of the popular models included in this catalog are available for immediate delivery from the GMC QUICK DELIVERY POOL at Pontiac, Michigan. Ask your GMC Dealer about this special service.

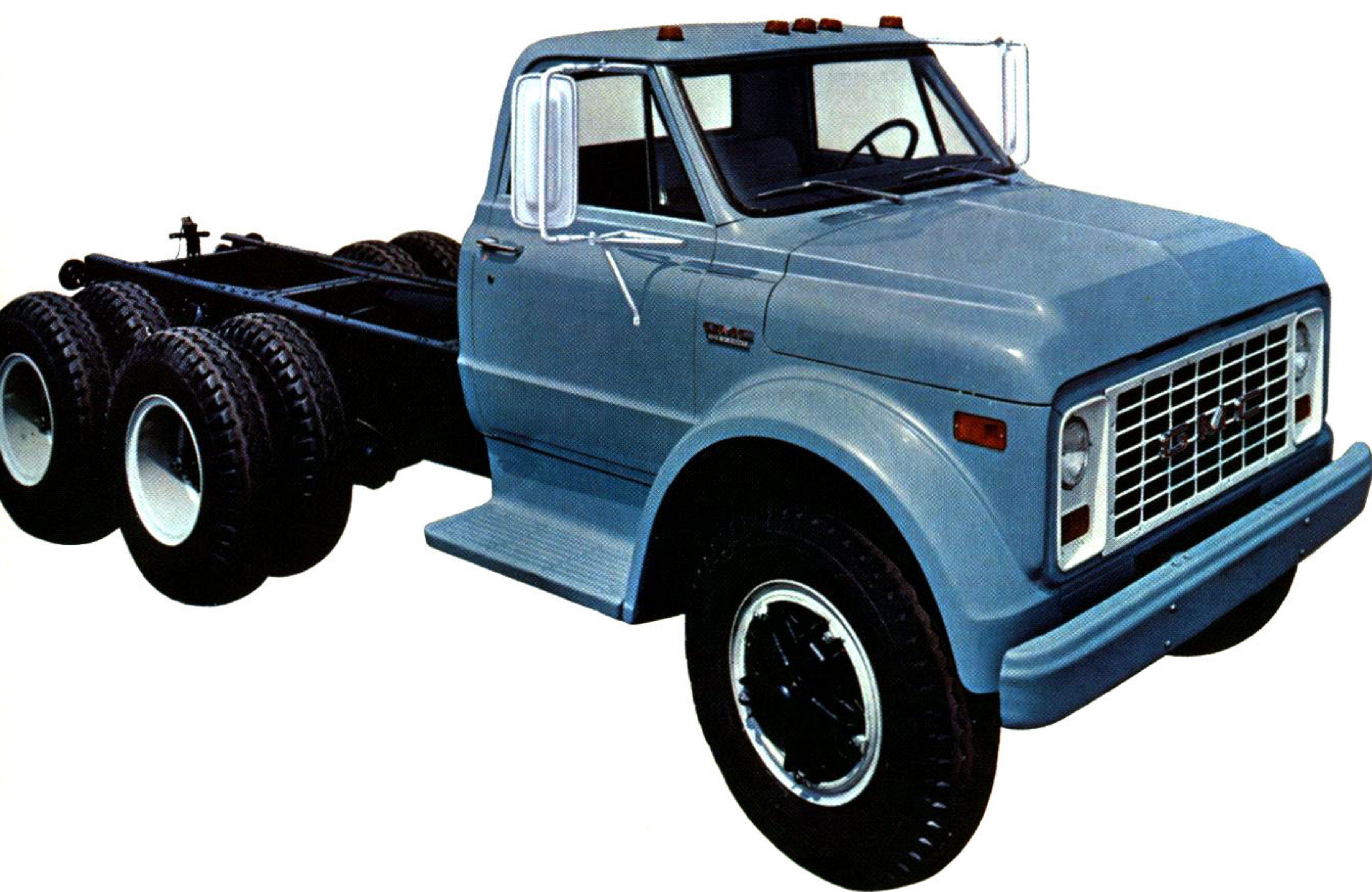
Sturdy cab construction stands up to years of strenuous service.

- ① Pressed steel double-wall roof and cowl construction plus welded-in instrument panel for added torsional strength.
- ② Extensive cab insulation for reduced noise and temperature extremes.
- ③ Reinforced steel floor construction with steel braces welded and riveted to body parts. Integral with toe board and dash panel.
- ④ Double-wall body sills and heavily reinforced door pillars for excellent door fit and extra strength.
- ⑤ Stamped steel back is double-walled above belt line, embossed below belt line for added strength.
- ⑥ Grilled intake at top of cowl directs outside air through a high-capacity plenum chamber to convenient side kick panel outlets.



Alligator-type hood provides convenient access to engine for fast servicing. Hood is counterbalanced for sure operation; stays up and out of the way for complete powerplant area maintenance.





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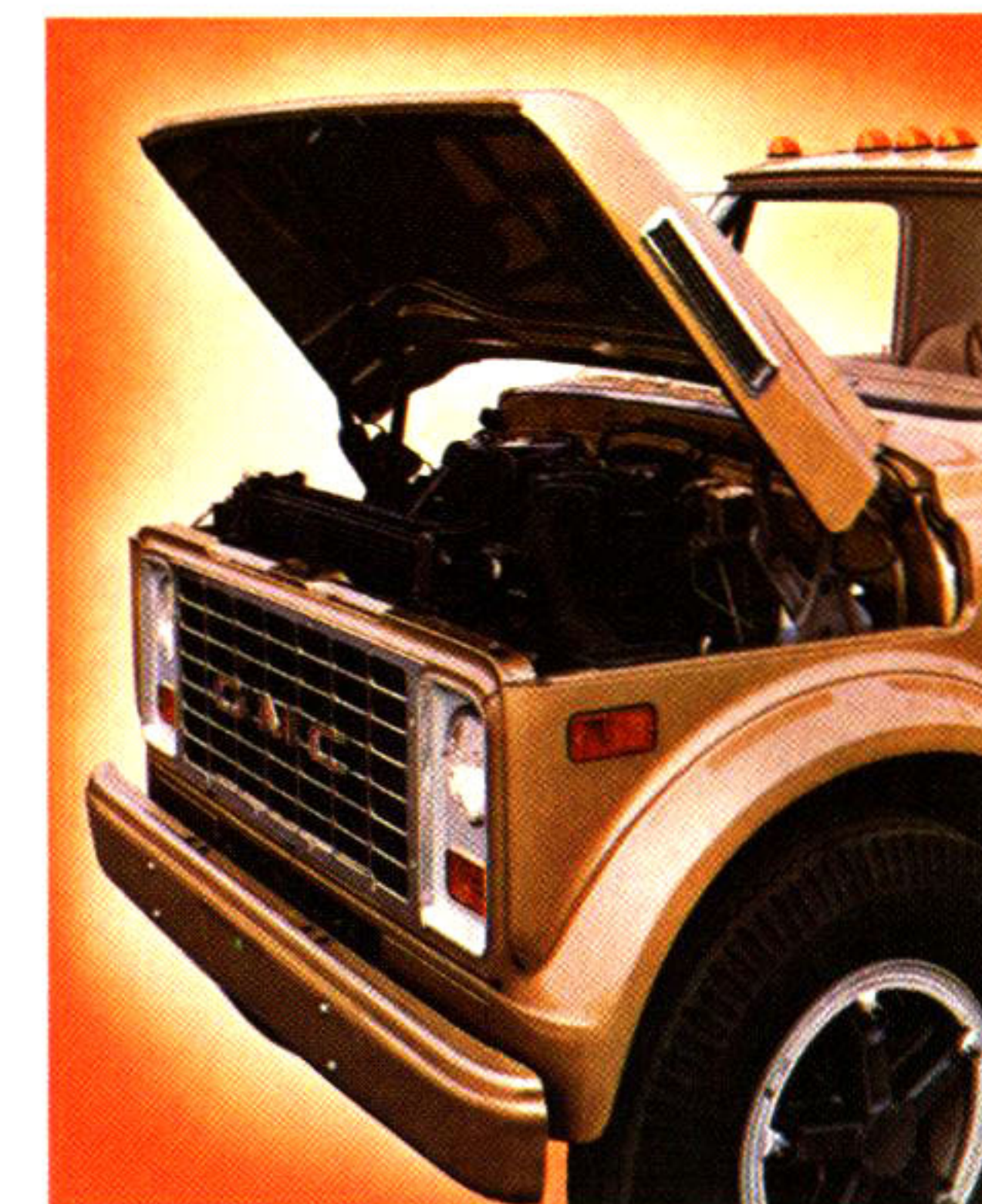
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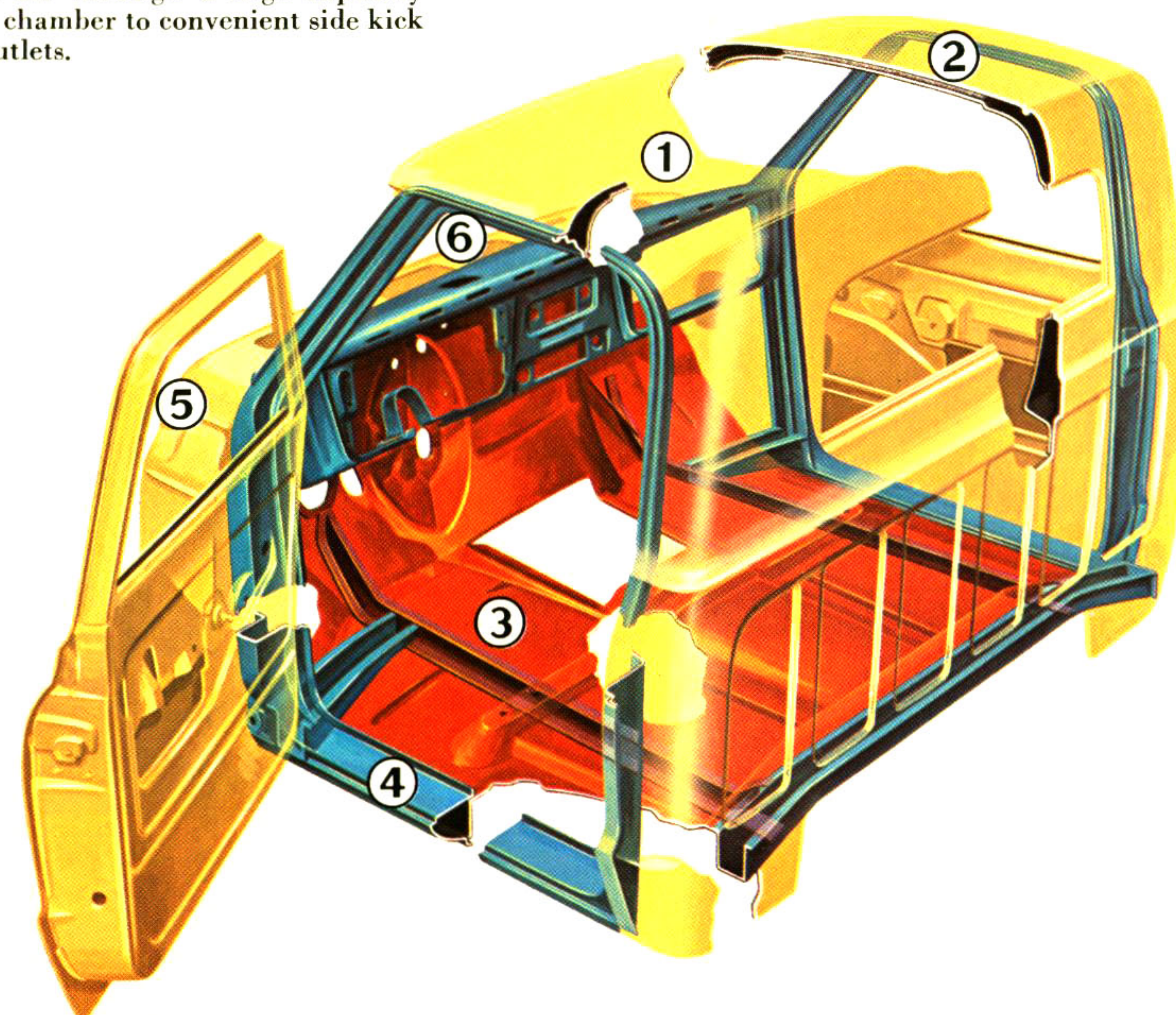
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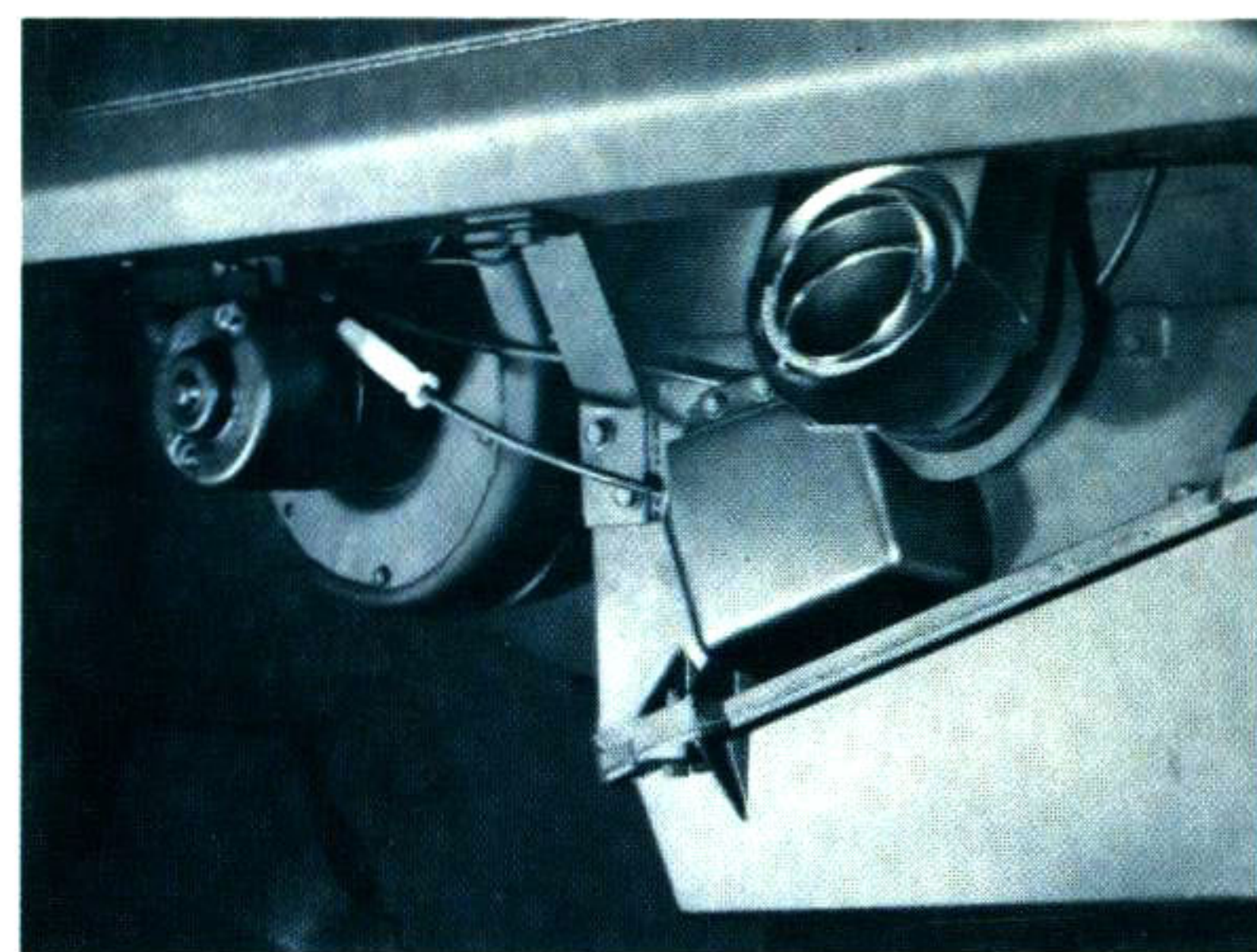
Interior good looks look good to busy drivers.

Drivers start refreshed, stay refreshed in the comfortable interior cab surroundings GMC offers in its full line of conventionals. This total environment can include all the ingredients necessary to

help increase job efficiency and productivity. Your GMC dealer can help you pick the exact comfort and convenience options you wish. Just a few examples are described below.



Available power steering spares the muscle. Standard recirculating ball steering and big steering wheel smooth driving effort.



Available air conditioning on V-8 models takes the sting out of summer's hottest days. Adds hours of driving ease, promotes driver morale.



Bostrom Viking bucket seats available in black embossed vinyl. Extra seating comfort for the long haul.

Standard driver's seat is full-width chair-high bench trimmed with embossed vinyl and dual arm rests. Full-depth foam-cushion bench available.

Extra-large windshield offers a sweeping view of the road. Tinted glass for all windows available. Two-speed electric windshield wipers with washers standard.

Modern instrument panel features easy-to-see gauge cluster. Panel is color-keyed to exterior color with black insert surrounding gauges for reduced glare.



Interior trim colors are non-glare; available in red, blue, green or black. More pleasing cab interiors are the result.

Four-point rubber mounting stabilizes cab, keeps road shock to a minimum and encourages driver comfort and efficiency.

Available custom interior highlights elegant woven fabric-vinyl seat and smart soft-trim door panels with wood-grain vinyl inserts. Color-coordinated trims.

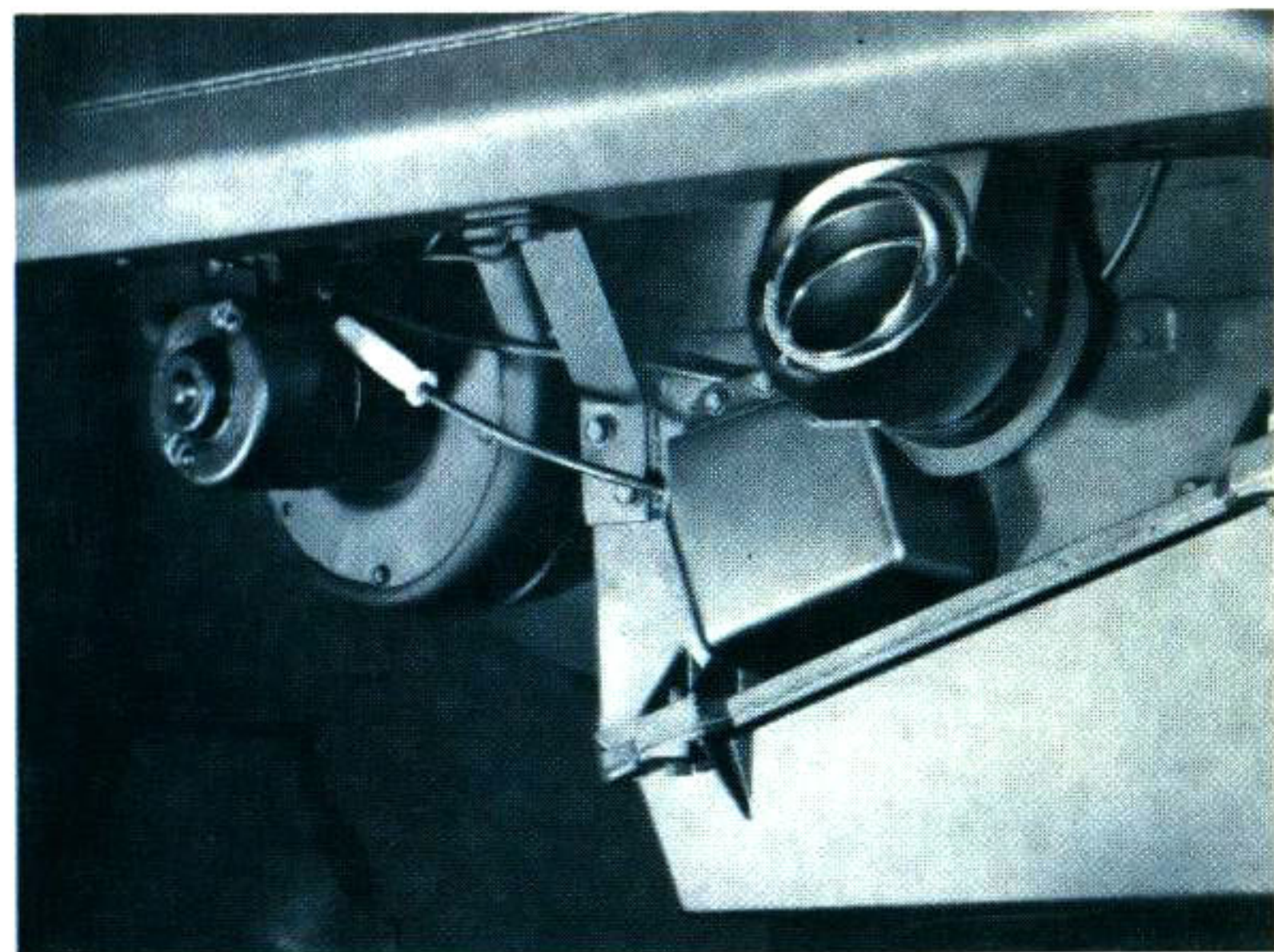
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GMC single-axle chassis stands the test of time.

Not just days, but years of low-maintenance service are yours in an exceptionally rugged GMC single-axle chassis. Designed for moderate loads, this toiler is made up of carefully selected components working together for maximum performance. A rigid, deep-channel frame ties the whole

system together. It features full-channel side rails to cut twist and stress. Channel crossmembers with alligator-jaw outer ends further increase stability. L-type reinforcements available for the most severe hauling requirements. Your GMC dealer can detail other outstanding features.

Long-life clutches feature large facing areas plus mechanical linkage for smoother engagement and reduced pedal pressure.

Big clutches of 12- or 13-inch diameter are available, provide more torque capacity or greater facing area for extra-tough jobs.



4- and 5-speed transmissions offer choice of proper gear selection to match single- or two-speed rear axles. Six-speed automatic transmissions are also offered.

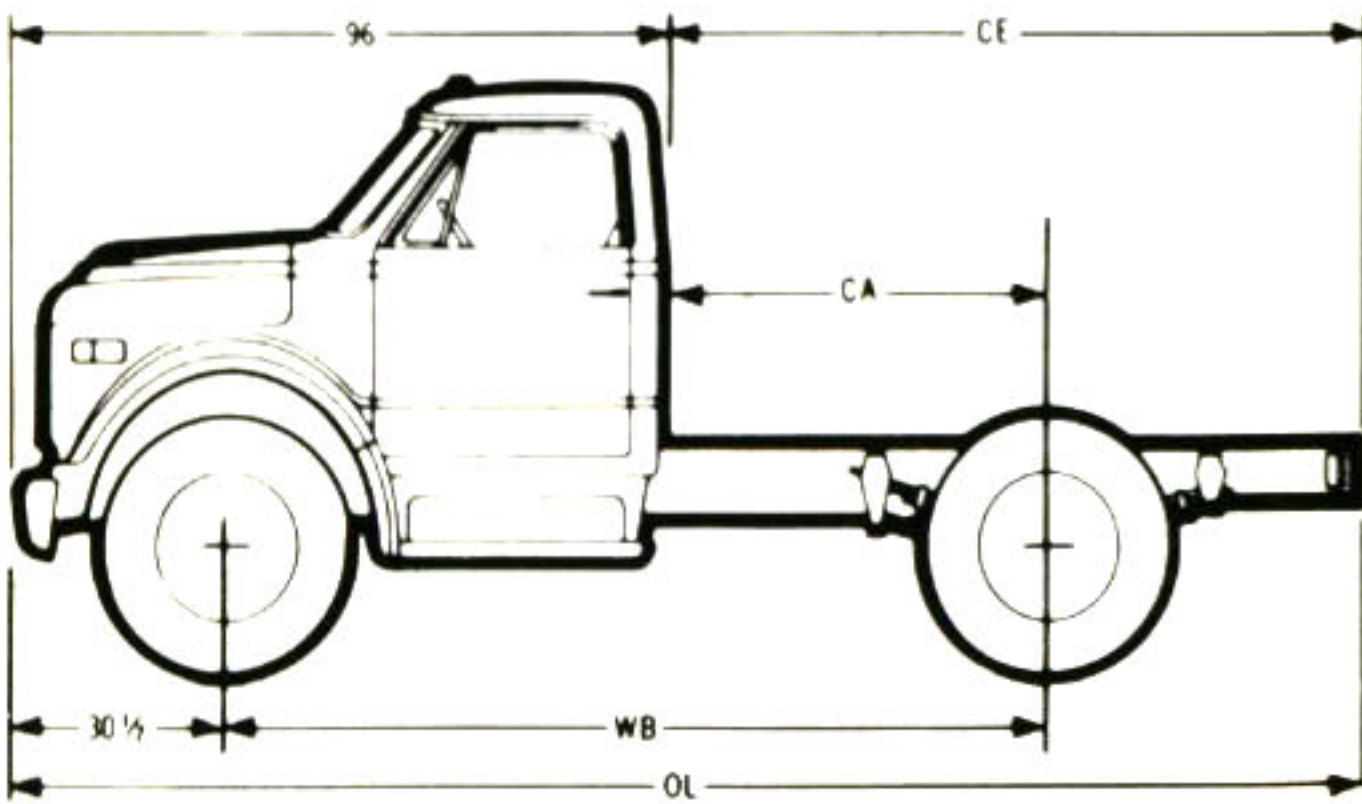
I-beam front axles are constructed of drop-forged steel, formed thicker at high stress points for longer front-end life and greater load protection.

Vari-rate leaf springs automatically compensate for different loads, help keep sway and rebound to a minimum. Bottom leaf serves as a radius rod, controls driving and braking thrusts and smooths ride.

Responsive brakes are self-adjusting, hydraulically activated. Vacuum boosters available on 4500 series, standard on 5500 and 6500. Full air available on 5500, 6500 series. New emergency air brakes also available.

Single- or two-speed rear axles with hypoid gearing are available in capacities from 11,000- to 23,000-lbs. Straddle-mounted pinions assure accurate ring gear and pinion alignment.

All models include lightweight, long-life stamped steel suspension brackets. Also featured are sharp turning angles in order to improve maneuverability.



SERIES NUMBER	4500	4500	4500	4500	5500	5500	5500	5500	5500
CE-CM	5500	5500	5500	5500	6500	6500	6500	6500	6500
CS-CG	6500	6500	6500	6500	6500	6500	6500	6500	6500
WB Wheelbase	125½"	137½"	149½"	167½"	173½"	179½"	189½"	203½"	218"
CA Std. Cab to Rear Axle	60"	72"	84"	102"	108"	114"	124"	138"	152"
CE Std. Cab to End of Frame	100"	120"	132"	162"	168"	174"	226¼"	231"	252¾"
OL Bumper to End of Frame	196"	216"	228"	258"	264"	270"	322¼"	327"	349¼"

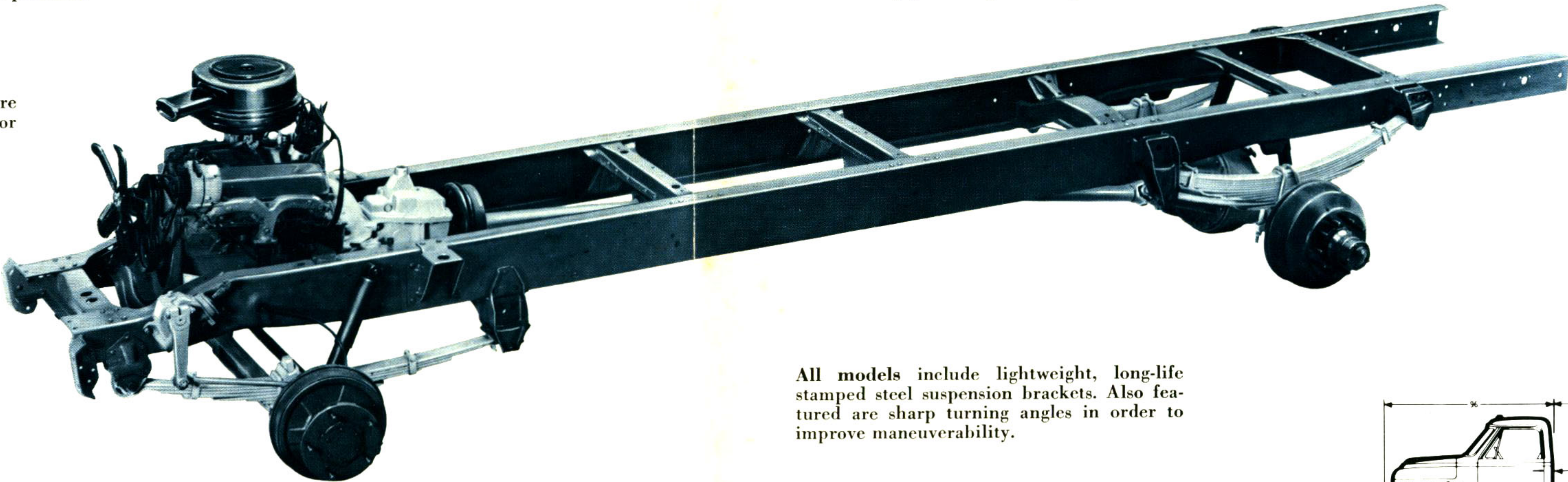
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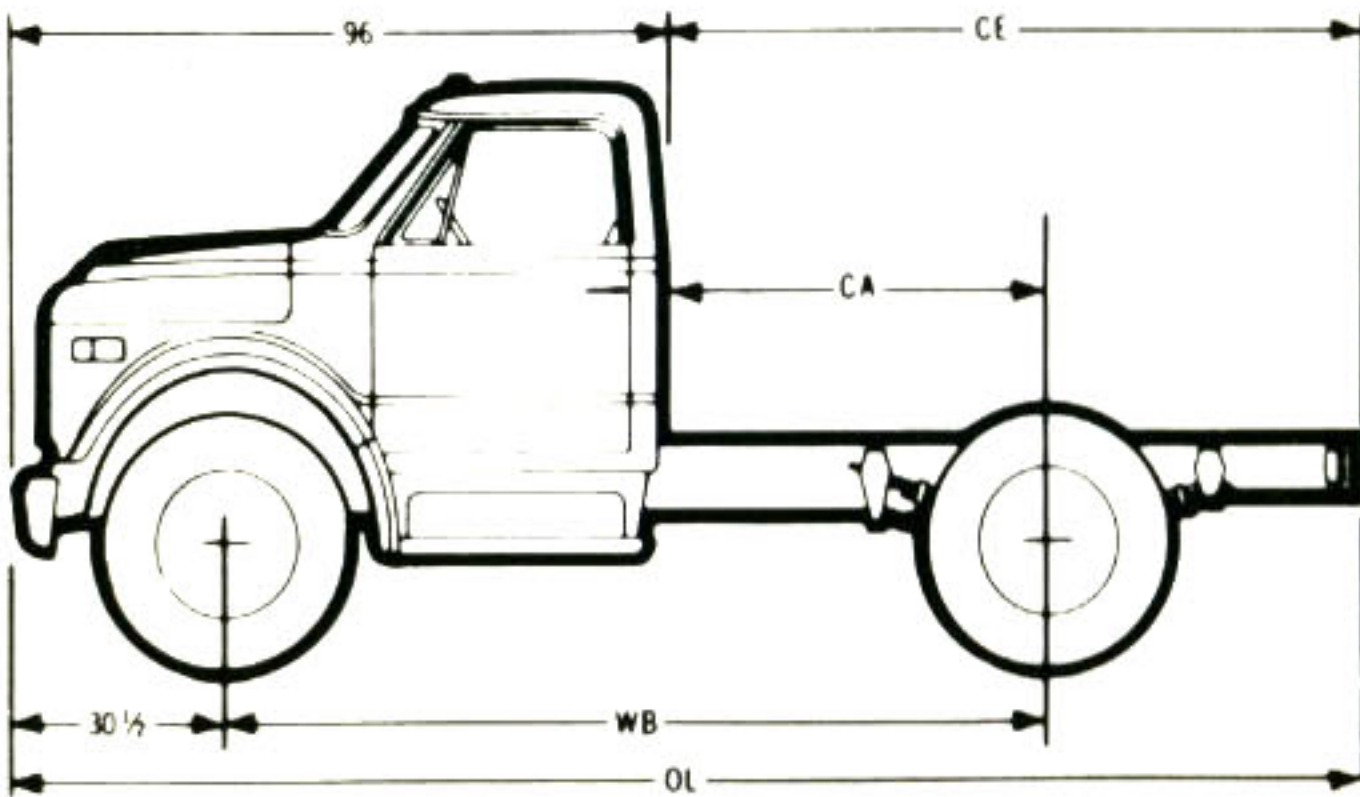
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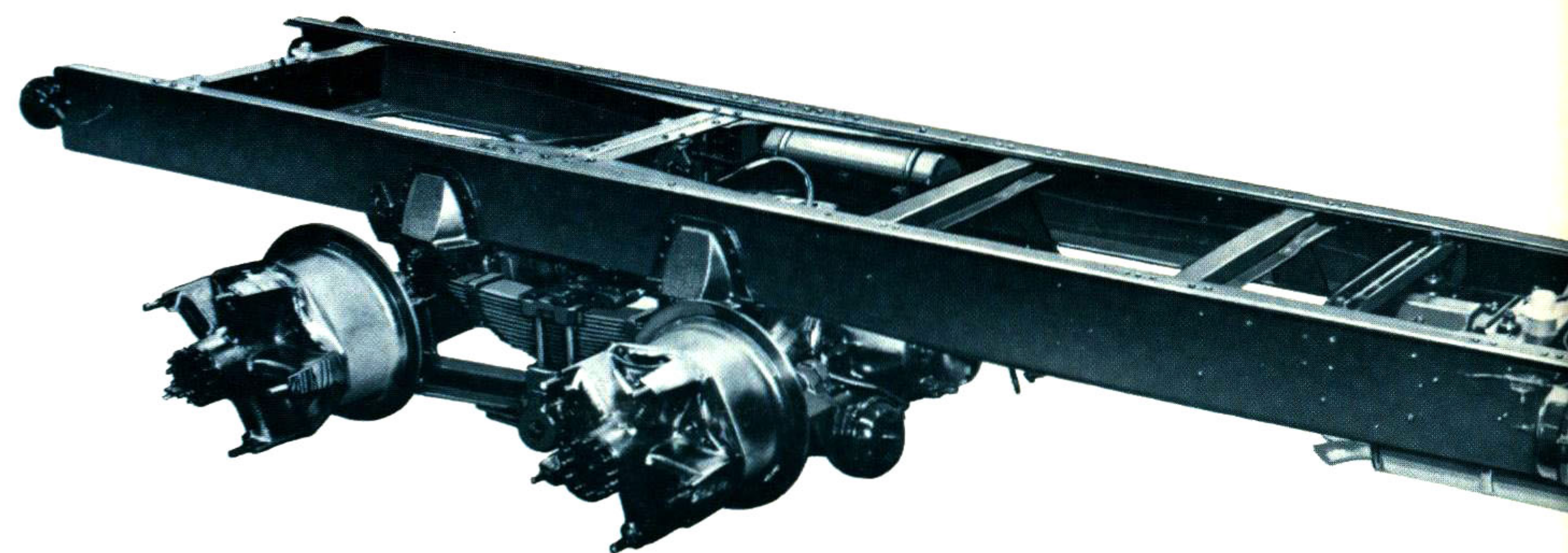


SERIES NUMBER	CE-CM	4500	4500	4500	4500	5500	5500	5500	5500	5500
	CS-CG	5500	5500	5500	5500	6500	6500	6500	6500	6500
WB Wheelbase		125 1/2"	137 1/2"	149 1/2"	167 1/2"	173 1/2"	179 1/2"	189 1/2"	203 1/2"	218"
CA Std. Cab to Rear Axle		60"	72"	84"	102"	108"	114"	124"	138"	152"
CE Std. Cab to End of Frame		100"	120"	132"	162"	168"	174"	226 1/4"	231"	252 3/4"
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GMC tandem-axle chassis puts on pounds profitably.

Fewer runs, bigger loads all make their mark in the profit column, thanks to GMC tandem-axle chassis. Designed for the really big loads, this rugged assembly is made up of carefully selected components working together for maximum per-

formance. A full-depth, full-length frame ties the whole system together. Channel crossmembers with alligator-jaw outer ends further increase stability. L-type reinforcements standard for the most severe hauling requirements.

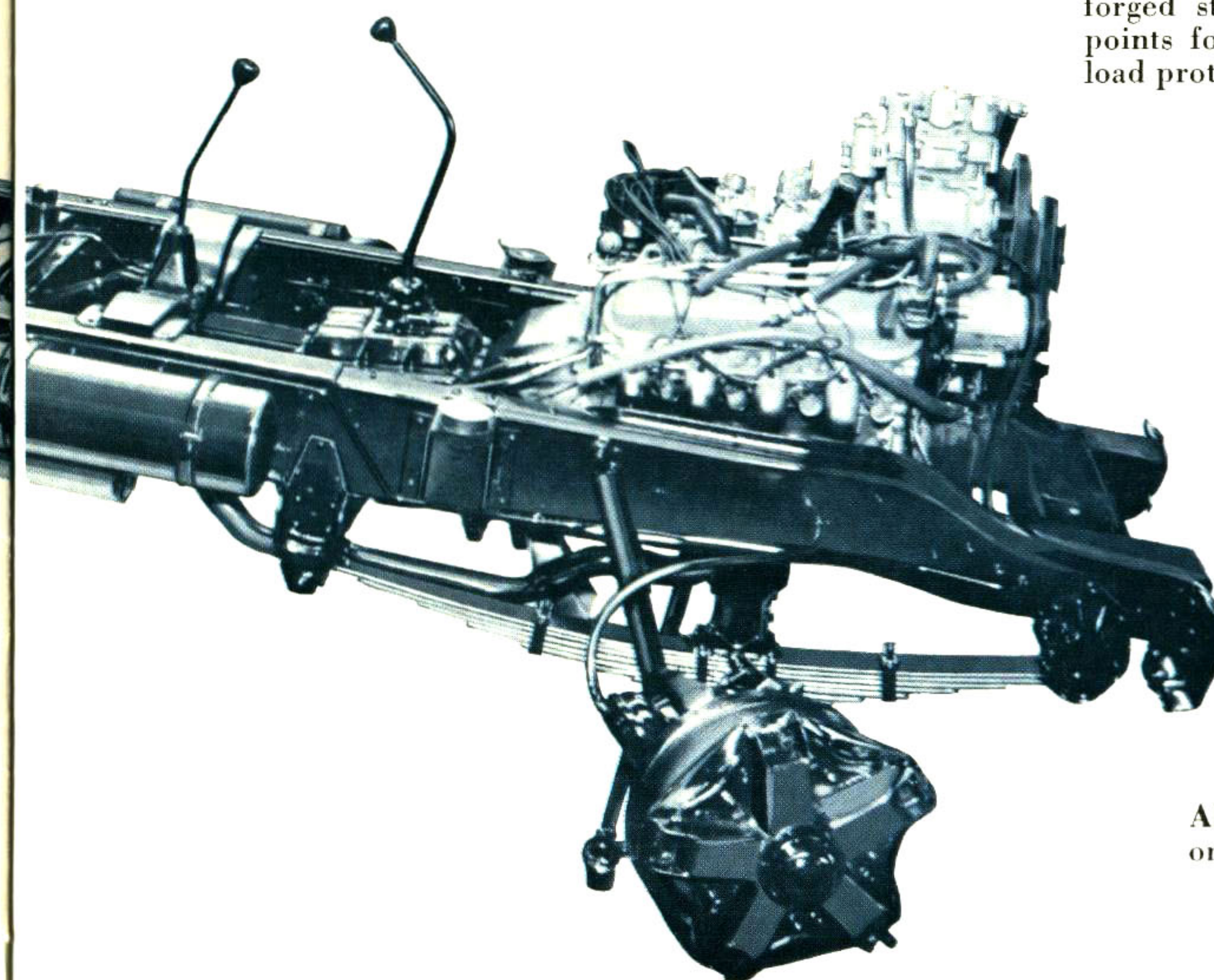


Hendrickson dual-drive suspensions are teamed with Eaton tandem axle assemblies for load-carrying capacities up to 34,000 lbs. They feature single-speed rear axles and inter-axle differential for improved tire life on the highway and improved traction when conditions require positive drive.

Responsive brakes are self-adjusting, hydraulically activated. Vacuum boosters standard, full air available. New emergency air brakes available—ask your GMC dealer.

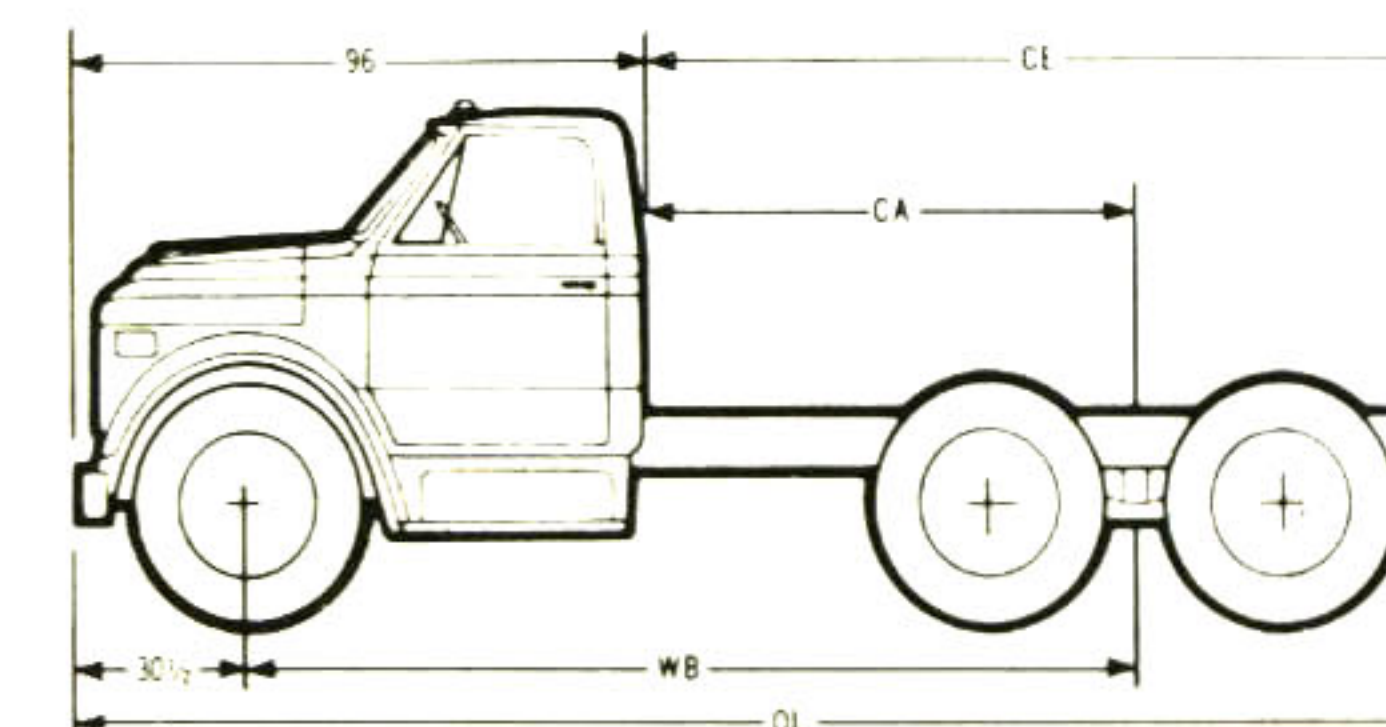
13-inch clutches feature large facing areas plus mechanical linkage for smoother engagement and reduced pedal pressure. Dual-disc 12-inch clutches available.

5-speed transmissions offer a choice of proper gear selection to match single- or two-speed rear axles. Six-speed automatic transmissions are also offered, plus two 4-speed auxiliary units.



I-beam front axles are constructed of deep-forged steel, formed thicker at high stress points for longer front-end life and greater load protection.

All models feature sharp turning angles order to improve maneuverability.

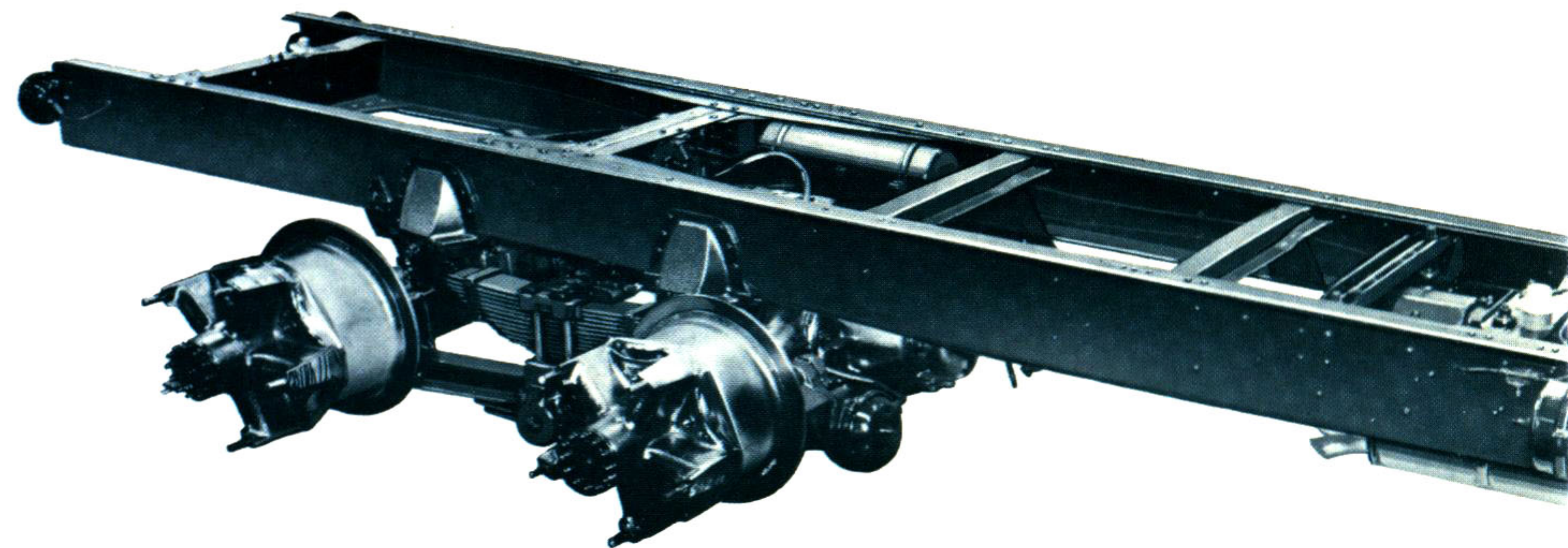


— 6500	— 6500	— 6500	SERIES NUMBER ME
149"	167"	185"	WB Wheelbase
84"	102"	120"	CA Std. Cab to Rear Axle
144"	174"	204"	CE Std. Cab to End of Frame
240"	270"	300"	OL Bumper to End of Frame

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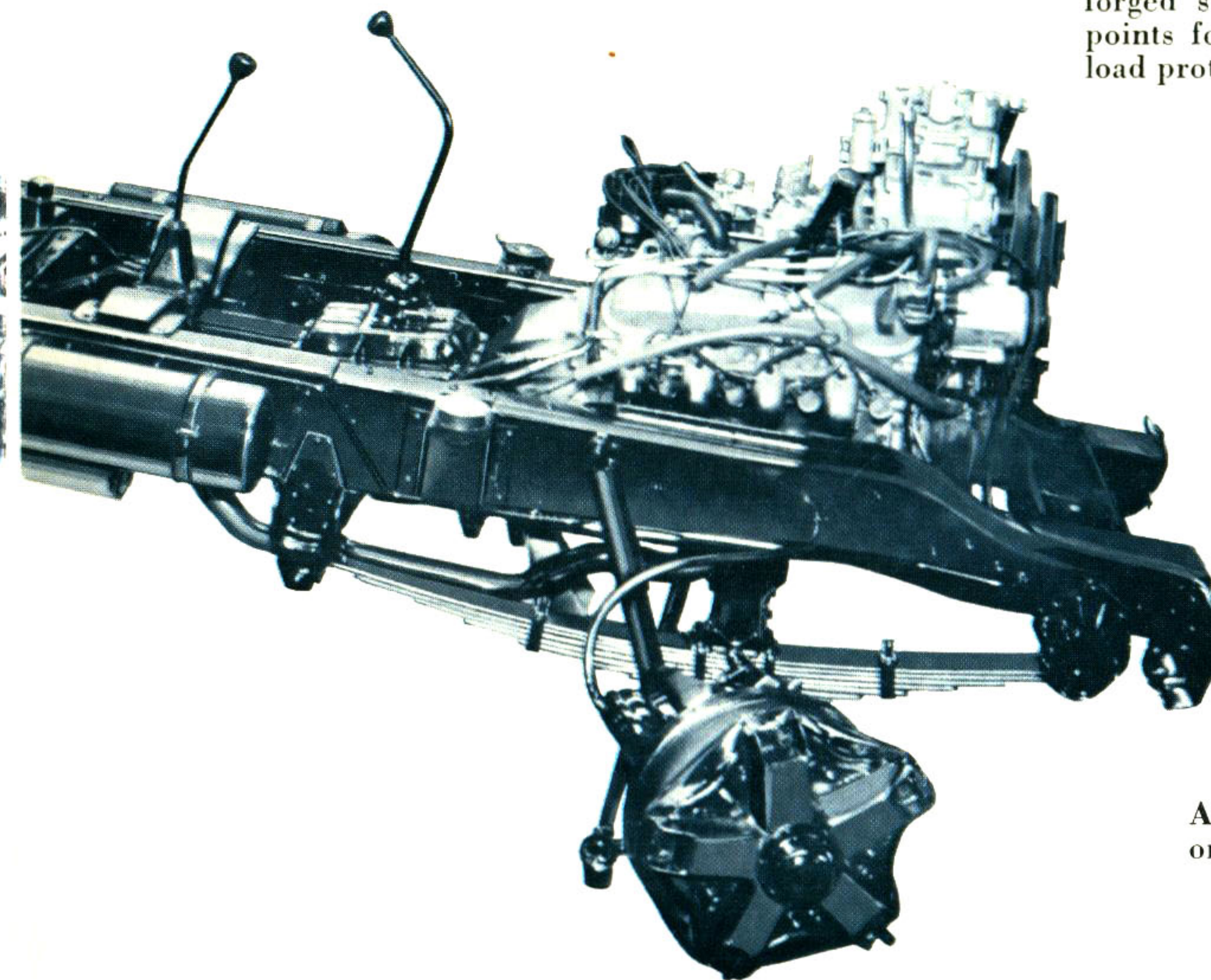


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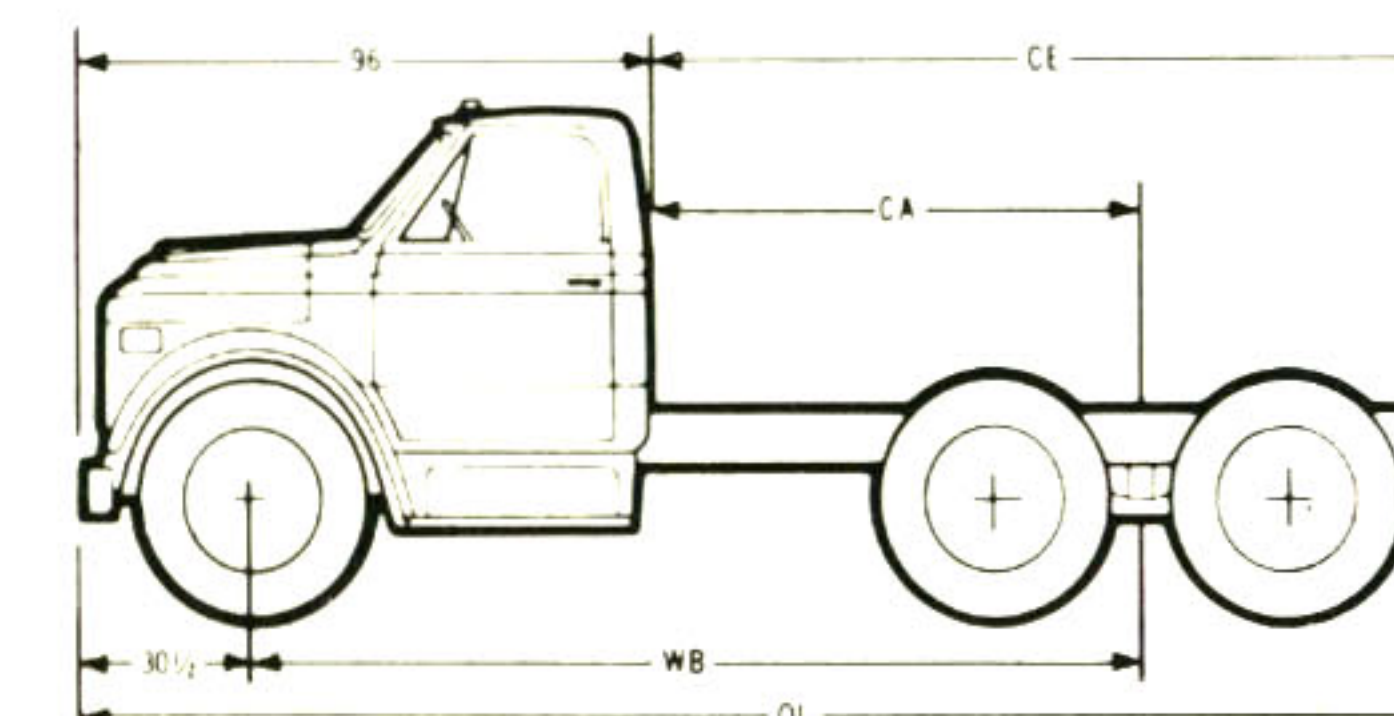
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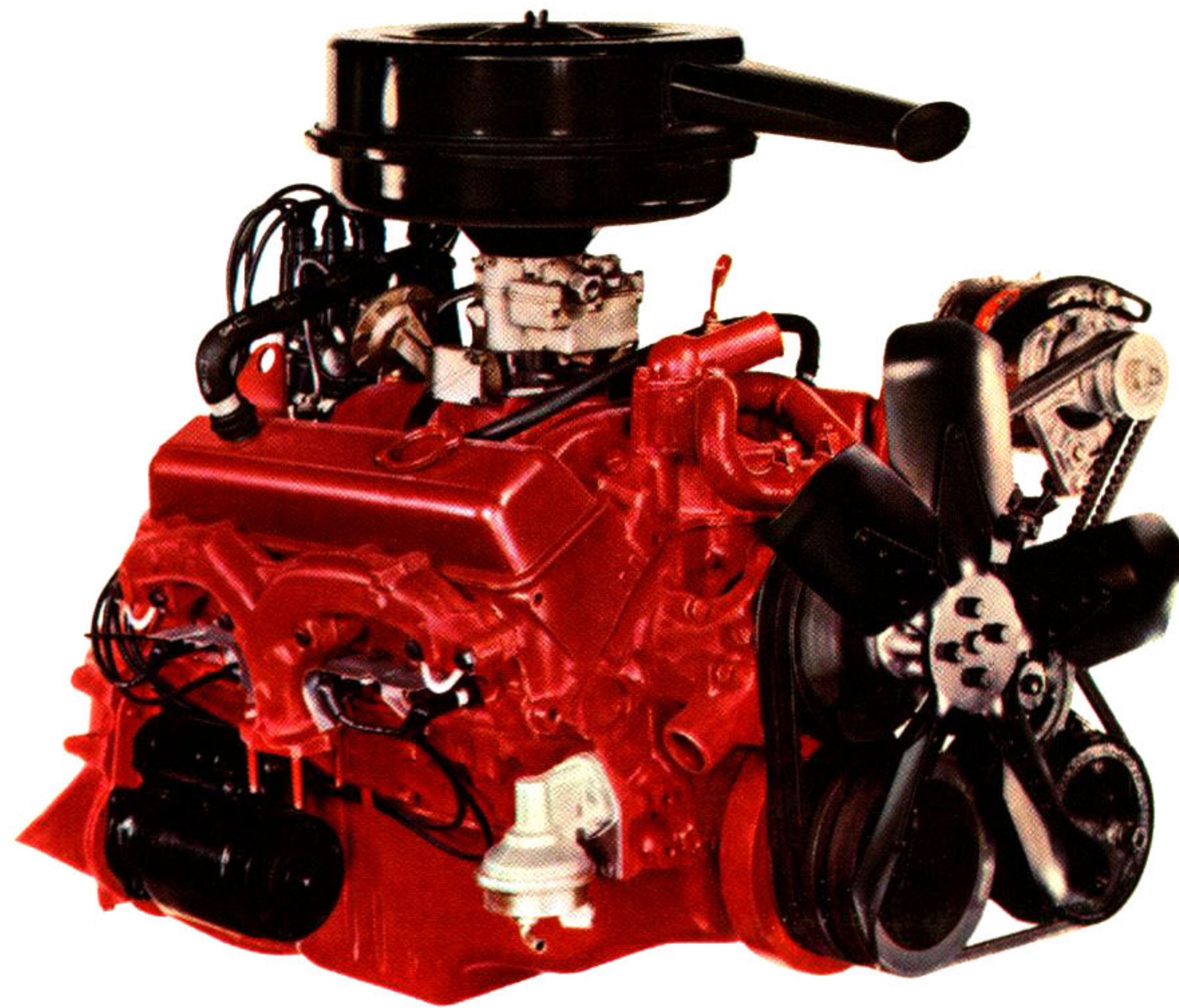
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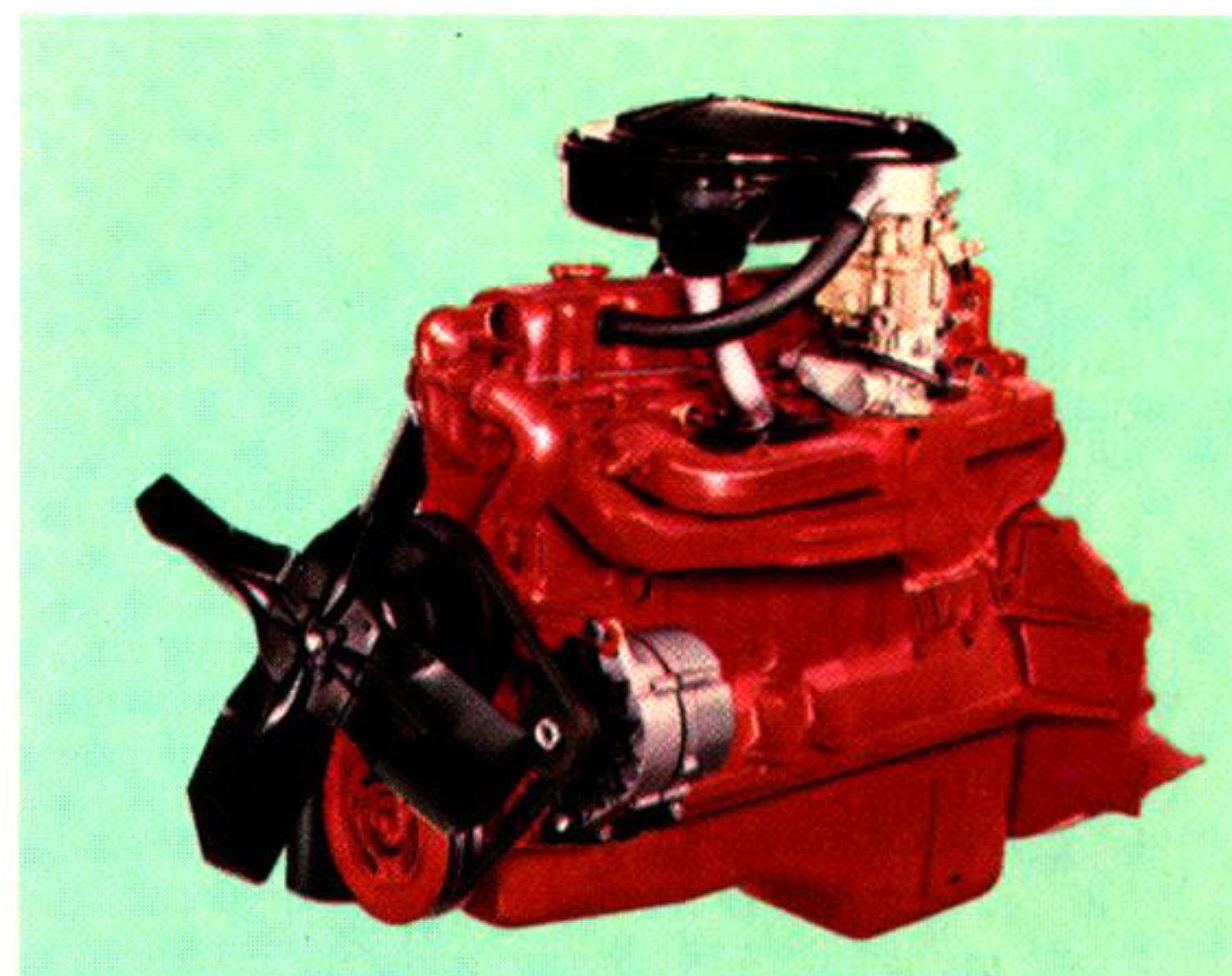


			SERIES NUMBER ME
6500	6500	6500	
149"	167"	185"	WB Wheelbase
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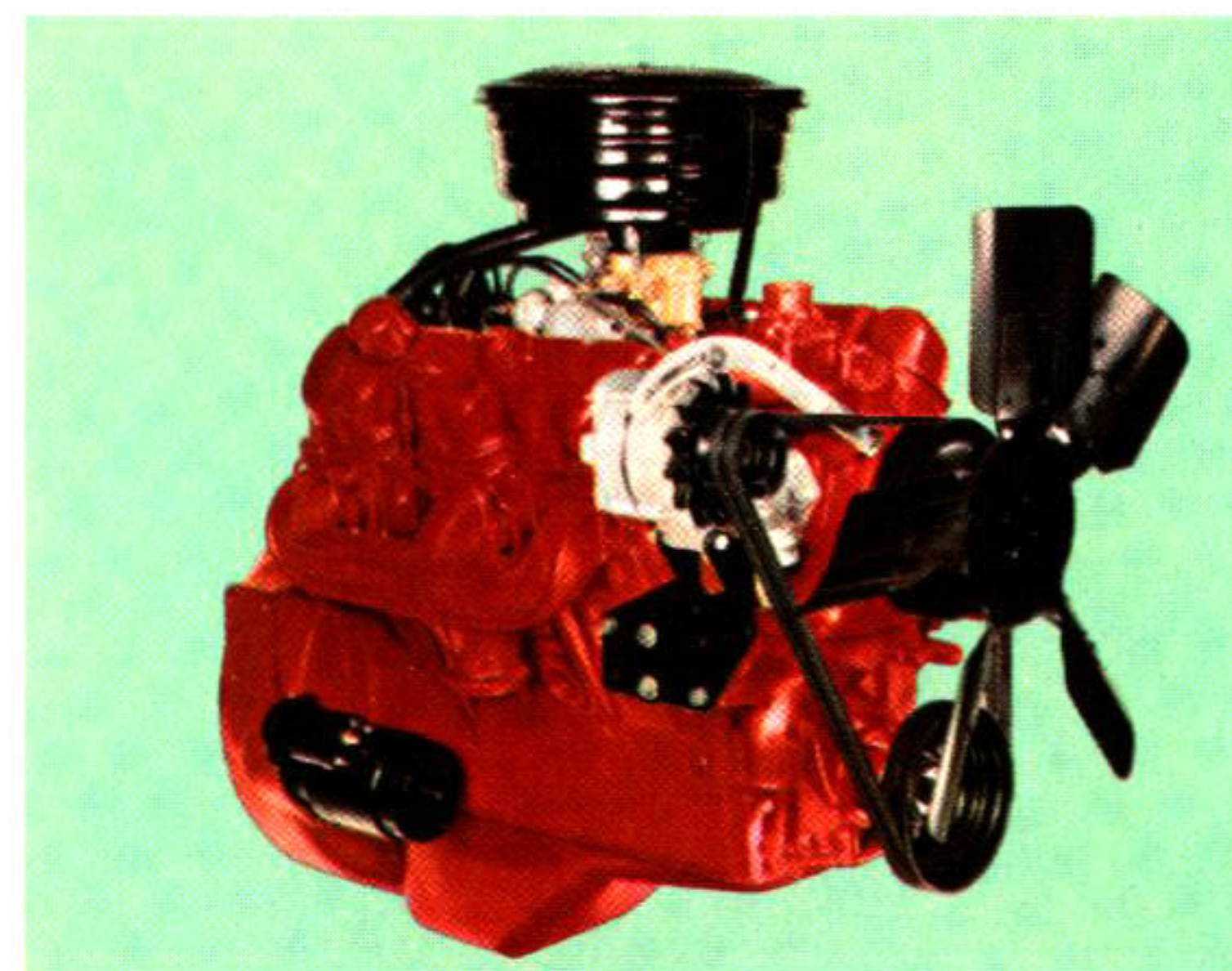
Profits eluding you? Keep running costs on the run with reliable GMC engines.



If you're looking for a line of V-8's that deliver excellent economy and big load-moving power, look no further. One of these fine GMC V-8's is sure to be just the ticket for your job. All combine long life with outstanding performance while running on the new no-lead/low-lead or regular-grade gasolines. Check this list of advanced features: precision-cast cylinder block and heads for a high power-to-weight ratio • independently mounted valve rocker design allows direct oil feed, assuring thorough pivot lubrication • positive crankcase ventilation • full pressure lubrication of all moving parts—bearing temperatures are kept low for long life. See your GMC dealer for the entire V-8 story.



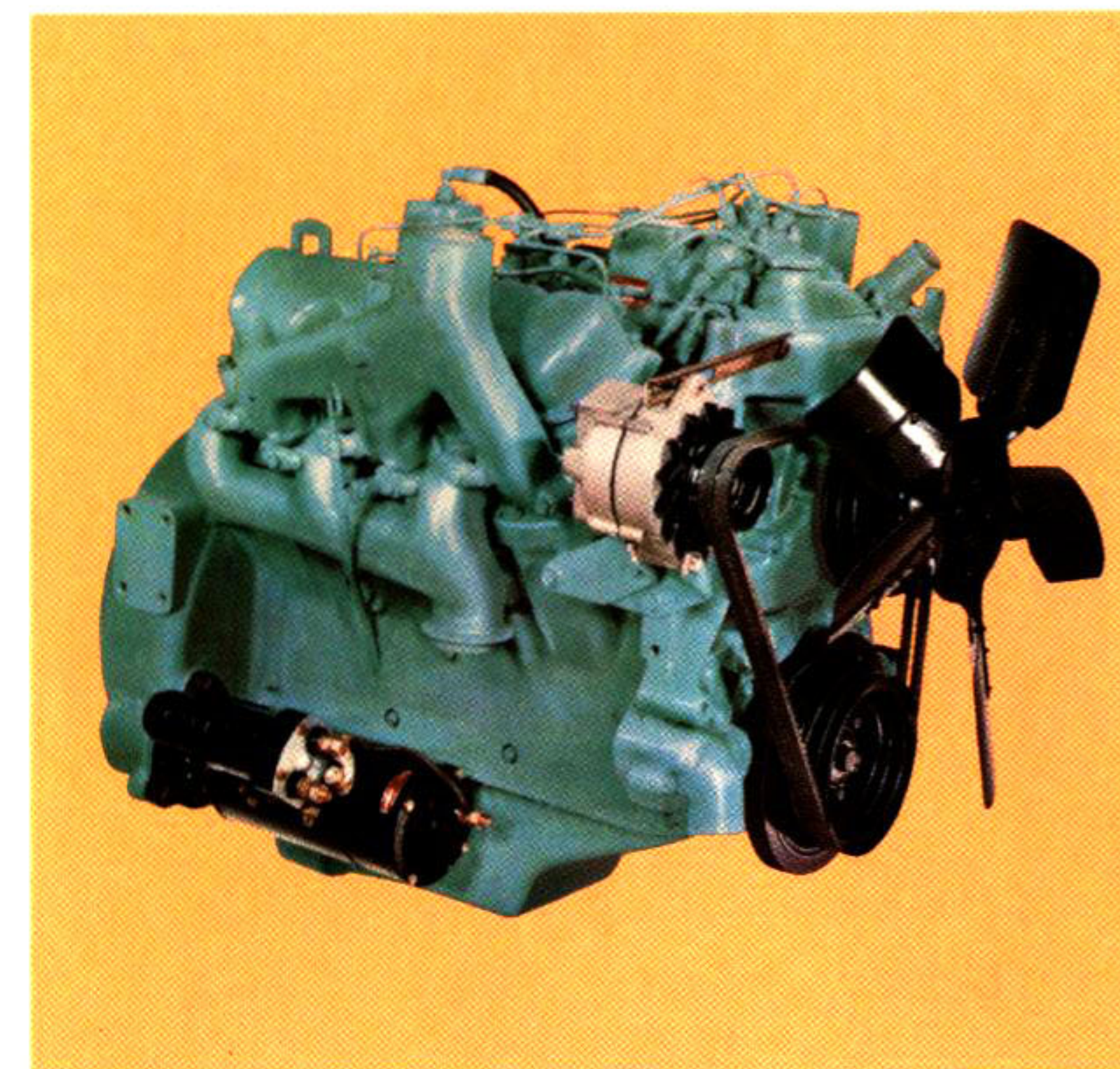
Reduced engine weight can be translated directly into added cargo capacity. To that, add outstanding performance, rock-bottom economy and proven dependability and you have the GMC In-line Six. Attractively priced, too. Here are some reasons why this engine is so attractive to so many truck owners: bulk-heads support crankshaft and strengthen entire engine structure • dynamically balanced crankshaft practically eliminates vibration • seven main bearings minimize bearing pressure. No matter how you look at it, a GMC In-line Six is bound to save you money. See your GMC dealer for a complete description on all the In-line Six models he offers.



Over a decade ago, GMC introduced this V-6 gasoline engine to the trucking industry. The response was overwhelming. More than one million of these units have been sold since then. In-use records show why. The GMC V-6 has always scored high in efficiency and dependability. The result is low-cost hauling for more profit. Some features: compact 60° V-block with deep ribbed skirt • short intake manifold passages and extra-large intake valves for free breathing • over-square design, with cylinder bore greater than piston stroke for less friction, more power. Peak torque is realized at low rpm and maintained over a wide range of engine speeds.

GMC engines get right to the heart of operating expense problems. Cost stays down because GMC manufacturing and design excellence add years of life to every powerplant produced. Upkeep and downtime are cut to the bone. And, no matter

what your load, you always get the hauling power you need because GMC offers a full range of engine models. Advance your profit objective. See your GMC dealer and he'll see to it your GMC is custom-powered for your needs.



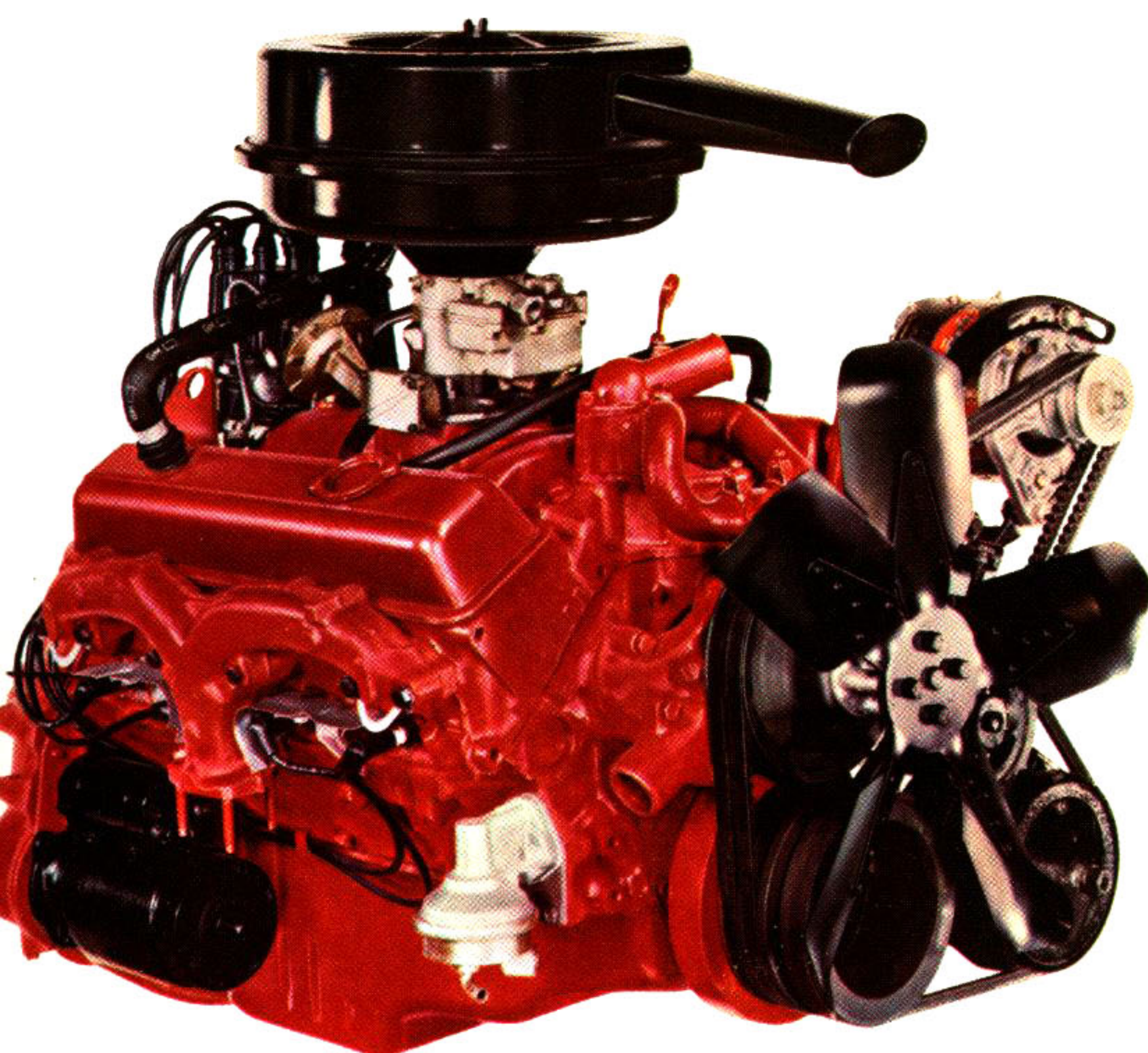
Save a bundle on diesel upkeep. Low initial price plus exceptionally low fuel consumption prove GMC V-6 diesel models to be the most economical diesels in their class. Increased capacity means more on-the-job durability, extended operating life, whatever your hauling schedule. The GMC diesel V-6 has proven to be one of America's best-selling diesels because it delivers good power, yields excellent fuel economy under full load and idling conditions, and stands up well on the job. See your GMC dealer.

ENGINE	TYPE	HORSEPOWER		TORQUE (lbs.-ft.)		DISPLACEMENT	BORE AND STROKE	C R
		GROSS	NET	GROSS	NET			
350	V-8	215 @ 4000 rpm.	155 @ 4000 rpm.	335 @ 2800 rpm.	265 @ 2400 rpm.	350 cu. in.	4.00" x 3.48"	8
366	V-8	235 @ 4000 rpm.	200 @ 4000 rpm.	345 @ 2600 rpm.	295 @ 3200 rpm.	366 cu. in.	3.94" x 3.75"	8
427	V-8	260 @ 4000 rpm.	230 @ 4000 rpm.	405 @ 2600 rpm.	360 @ 2400 rpm.	427 cu. in.	4.25" x 3.75"	8
305C	V-6	170 @ 4000 rpm.	157 @ 4000 rpm.	277 @ 1600 rpm.	263 @ 1600 rpm.	304.7 cu. in.	4.25" x 3.58"	7.7
351C	V-6	195 @ 3600 rpm.	170 @ 3600 rpm.	314 @ 1600 rpm.	290 @ 1600 rpm.	351.2 cu. in.	4.56" x 3.58"	7.5
250	I-6	145 @ 4200 rpm.	110 @ 4000 rpm.	230 @ 1600 rpm.	185 @ 1600 rpm.	250 cu. in.	3.87" x 3.50"	8.5
292	I-6	170 @ 4000 rpm.	135 @ 3800 rpm.	270 @ 1600 rpm.	240 @ 2000 rpm.	292 cu. in.	3.87" x 4.12"	8.0
Diesel								
DH-478	V-6	165 @ 2800 rpm.	155 @ 2800 rpm.	337 @ 2000 rpm.	325 @ 2000 rpm.	477.7 cu. in.	5.125" x 3.86"	17

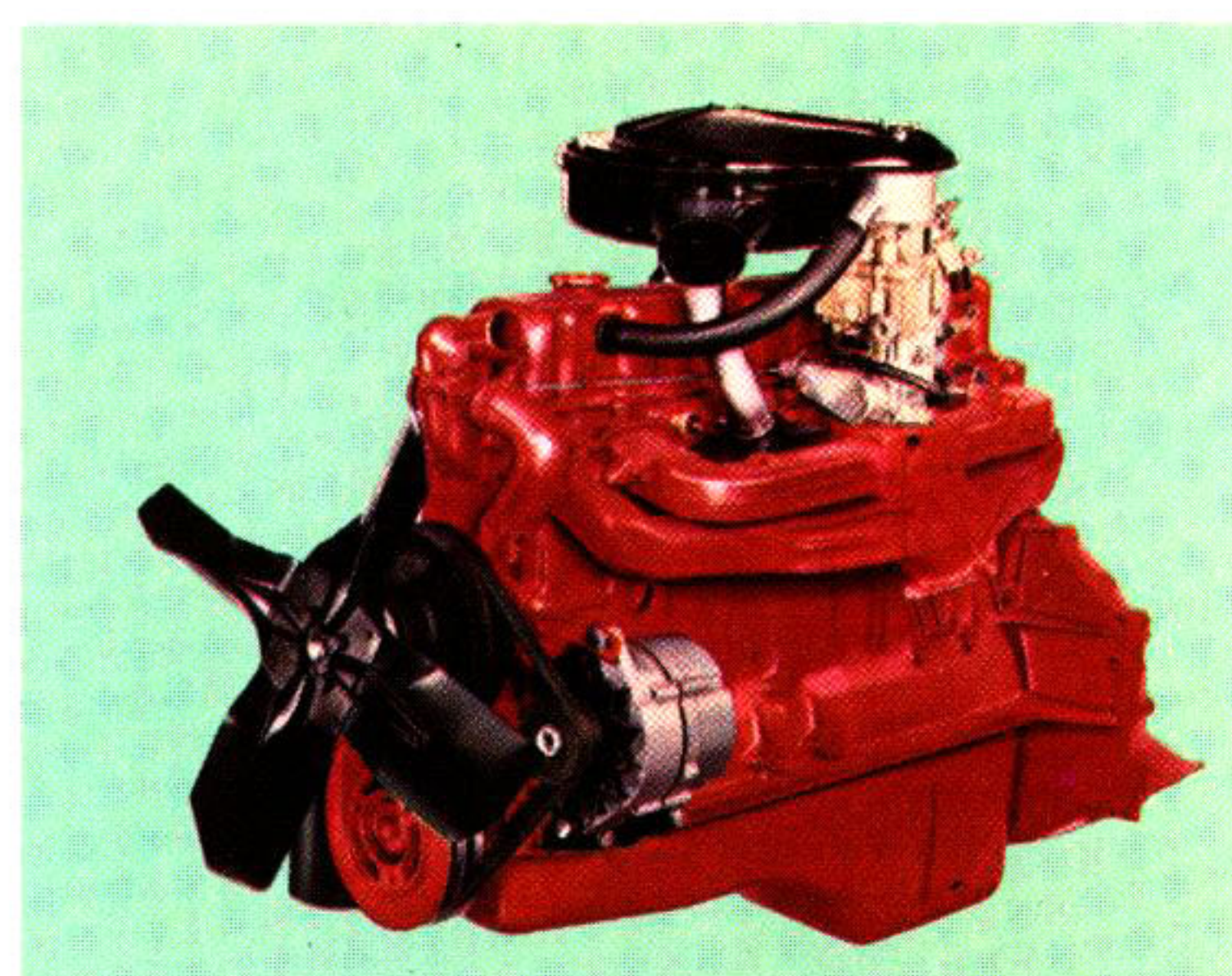
Engine exterior details may differ, depending on chassis application.

For 1971, all GMC gasoline engines have been designed to operate efficiently, and with lower exhaust emissions, on low-lead gasolines. If low-lead gasoline is not available, any leaded grade gasoline with a Research Octane Number of 91 or higher may be used.

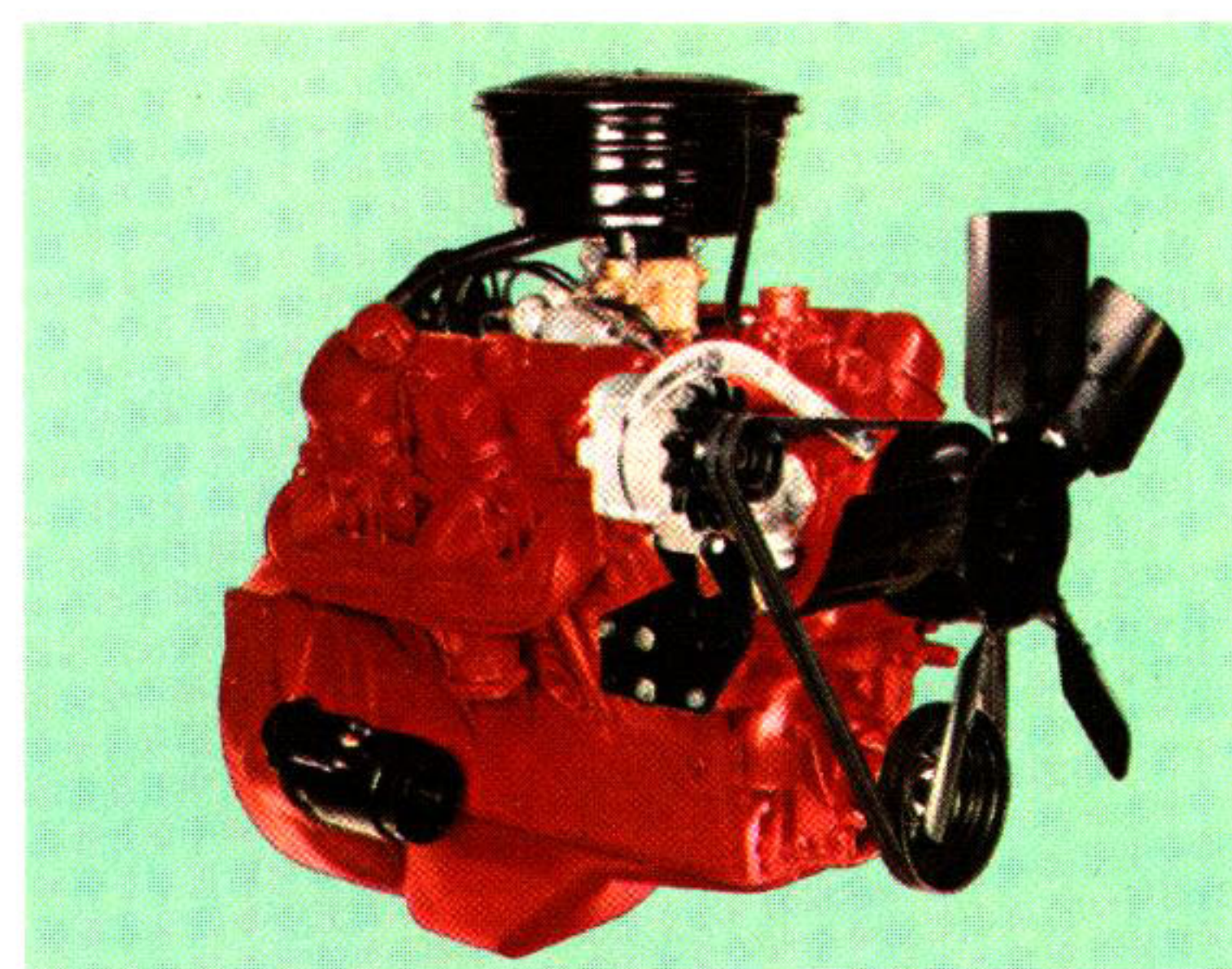
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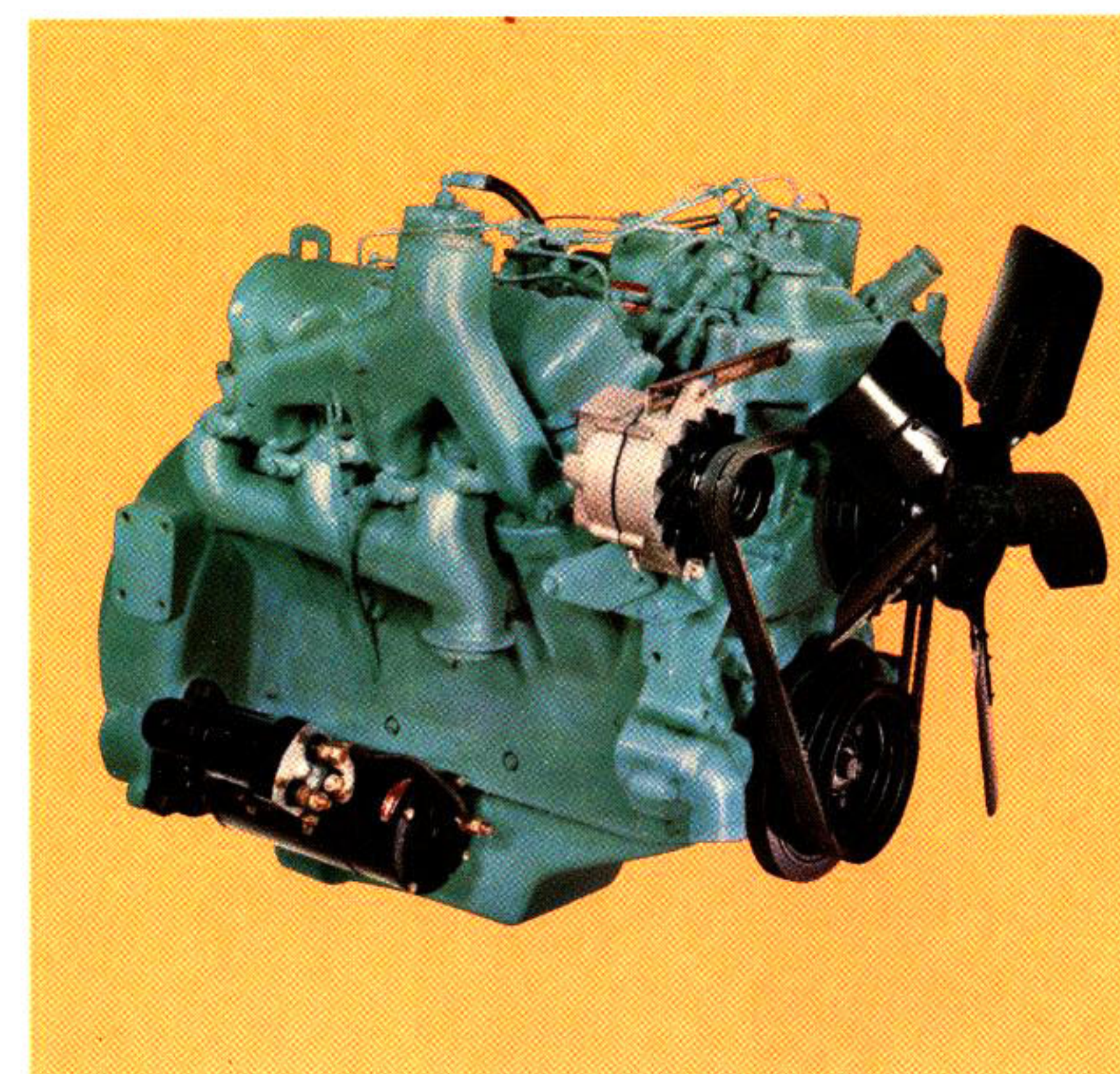
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305C	V-6	170 @ 4000 rpm.	157 @ 4000 rpm.	277 @ 1600 rpm.	263 @ 1600 rpm.	304.7 cu. in.	4.25" x 3.58"	7.75 to 1
351C	V-6	195 @ 3600 rpm.	170 @ 3600 rpm.	314 @ 1600 rpm.	290 @ 1600 rpm.	351.2 cu. in.	4.56" x 3.58"	7.50 to 1
250	I-6	145 @ 4200 rpm.	110 @ 4000 rpm.	230 @ 1600 rpm.	185 @ 1600 rpm.	250 cu. in.	3.87" x 3.50"	8.50 to 1
292	I-6	170 @ 4000 rpm.	135 @ 3800 rpm.	270 @ 1600 rpm.	240 @ 2000 rpm.	292 cu. in.	3.87" x 4.12"	8.00 to 1
Diesel								
DH-478	V-6	165 @ 2800 rpm.	155 @ 2800 rpm.	337 @ 2000 rpm.	325 @ 2000 rpm.	477.7 cu. in.	5.125" x 3.86"	17.5 to 1

Engine exterior details may differ, depending on chassis application.

For 1971, all GMC gasoline engines have been designed to operate efficiently, and with lower exhaust emissions, on low-lead gasolines. If low-lead gasoline is not available, any leaded grade gasoline with a Research Octane Number of 91 or higher may be used.



TRUCK & COACH DIVISION
GENERAL MOTORS CORPORATION
PONTIAC, MICH.

Vehicles shown illustrate standard or available factory-installed equipment. Items referred to as options, optional or available are at extra cost. Different model applications of the components that are listed in the table below as well as many other items of factory-installed equipment may be ordered through your GMC Dealer.

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

Specifications

SERIES		CE-CS-4500	CE-CM-CS-CG-5500	CE-CM-6500	ME-6500
GROSS RATINGS, Maximum GVW		18,000 lbs.	25,500 lbs.	32,000 lbs.	45,000 lbs.
GCW		—	45,000 lbs.	60,000 lbs.	60,000 lbs.
AXLE, FRONT	5000 lbs.	STD.	STD.	—	—
	7000 lbs.	—	OPT.	STD.	STD.
	9000 lbs.	—	—	OPT.	OPT.
	11,000 lbs.	—	—	OPT.	OPT.
AXLE, REAR	11,000 lbs. H-110	STD.	—	—	—
	13,500 lbs. H-135	OPT.	—	—	—
	15,000 lbs. H-150	—	STD.	—	—
	T-150	—	OPT.	—	—
	17,000 lbs. H-170	—	OPT.	STD.	—
	T-170	—	OPT.	OPT.	—
	18,500 lbs. 17121	—	—	OPT.	—
	17221	—	—	OPT.	—
	22,000 lbs. 18221	—	—	OPT.	—
	23,000 lbs. 19201	—	—	OPT.	—
	Tandem 30,000 lbs. 30DSC	—	—	—	STD.
	34,000 lbs. 34DSC	—	—	—	OPT.
BRAKES, SERVICE	Hydraulic	STD.	—	—	—
	Vacuum-Hydraulic	OPT.	STD.	STD.	STD.
	Full Air	—	OPT.	OPT.	OPT.
CLUTCH	11"	STD. (CS)	—	—	—
	12"	STD. (CE)	STD.	—	—
	12" Dual Disc	—	—	OPT.	OPT.
	13"	—	OPT. (STD. CE)	STD.	STD.
ENGINE V8 CE MODELS	215 hp. 350	STD.	STD.	—	—
	235 hp. 366	—	OPT.	STD.	STD.
	260 hp. 427	—	—	OPT.	OPT.
ENGINE In-line Six CS MODELS	155 hp. 250	STD.	—	—	—
	170 hp. 292	OPT.	STD.	—	—
ENGINE V6 CM MODELS	170 hp. 305C	—	STD.	—	—
	195 hp. 351C	—	OPT.	STD.	—
ENGINE Diesel V6 CG MODELS	165 hp. DH478	—	STD.	—	—
	—	—	—	—	—
FRAME	9 1/8" x 3" x 1/4"	STD.	STD.	—	—
	9 3/16" x 3 1/32" x 9/32"	—	STD.†	—	—
	9 1/4" x 3 1/16" x 5/16"	—	STD.††	STD.	STD.
SPRINGS, FRONT Rated at Ground	2000 lbs.	STD.	—	—	—
	3000 lbs.	OPT.	STD.	—	—
	3500 lbs.	—	—	STD.	STD.
	4000 lbs.	—	OPT.	—	—
	4500 lbs.	—	OPT.	OPT.	OPT.
	5500 lbs.	—	—	OPT.	OPT.
	7000 lbs.	—	—	OPT.	OPT.
SPRINGS, REAR Rated at Ground	5500 lbs.	STD.	—	—	—
	7500 lbs.	OPT.	STD.	—	—
	8750 lbs.	OPT.	OPT.	—	—
	9200 lbs.	—	—	STD.	—
	10,400 lbs.	—	OPT.	OPT.	—
	11,500 lbs.	—	OPT.	OPT.	—
	1500 lbs. Auxiliary	OPT.	OPT.	—	—
	2000 lbs. Auxiliary	—	OPT.	OPT.	—
	Tandem Hendrickson	—	—	—	STD.
	—	—	—	—	STD.
STEERING, Hydraulic Power		OPT.	OPT.	OPT.	STD.
TRANSMISSION	4-speed SM-465	STD.	STD.	STD.	—
	5-speed NP-540GD	—	OPT.	OPT.	—
	NP-540GL	—	OPT. (STD. CG)	OPT.	—
	NP-542GD	—	OPT.	OPT.	—
	NP-542GL	—	OPT.	OPT.	STD.
	CL-282V	—	OPT.	OPT.	—
	CL-285V	—	OPT.	OPT.	OPT.
	CL-325V	—	—	OPT.	OPT.
	CL-327V	—	—	OPT.	—
	SP-5652B	—	—	OPT.	OPT.
	SP-5756B	—	—	OPT.	—
	Automatic Allison	—	OPT.	OPT.	OPT.
	4-speed Aux. SP-6041	—	—	—	OPT.
	SP-7041	—	—	—	OPT.
TIRES	Standard	7.00/20-D	7.50/20-D	8.25/20-E	8.25/20-E
	Maximum	9.00/20-E	10.00/20-F	11.00/20-F	10.00/20-F
WHEELS	Disc (5 stud front—10 stud rear)	STD.	STD.	—	—
	Cast Spoke	—	OPT.	STD.	STD.
	6 stud disc	—	OPT.	—	—
	10 stud disc	—	OPT.	OPT.	OPT.

Refer to Load Capacity Chart in Data Book or Owners and Drivers Manual for minimum equipment required for maximum GVW or GCW.

†189 1/2" WB ††189 1/2", 203 1/2" & 218" WB



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