



GMC 9500 Conventional



GMC SERIES 9500... Moneymakers

'74



Get the Feel of Confidence with GMC's 9500 Series Models

GMC's proven short, heavy duty Conventionals are designed to help deliver more road time, less down-time and fast turn-around time in the shop. At GMC we know that dependability counts in a cost conscious world. We know that the payments don't stop when the truck does. That's why we build our 9500's like your job depended on them. Take a look today at our proven-on-the-road design features and see your local GMC dealer. He's the Truck Man in your community and he's ready with fast, friendly sales and service.

Rugged Cab Construction Designed to Stand up to Years of Strenuous Service

- ① Outer door edges of floor panels are welded to cab rear cross sill and lower portion of side door frame to form a continuously boxed section in the shape of a horizontal "U".
- ② Door hinge pillars, instrument panel and panel cross ties form a vertical "U" that meet the open ends of the horizontal "U" at the base of the pillar in a solid joint. This completes the cab perimeter structure.
- ③ Sturdy channel reinforcements surround engine openings, strengthening floor and dash panels while connecting the central portion of the cab to the perimeter framework.



GMC cab interiors are designed for driver comfort. The standard driver's seat is a chair high, black vinyl bucket with seat belts. Suspension driver's seats and stationary companion seats are available. The standard dash is finished in non-reflective paint and highlighted with a wood grained vinyl applique. Instruments are designed and positioned for fast, easy reading. The two piece windshield offers a sweeping view of the road.



Standard steering column adjusts for driver preference. The available Quick-Release Lever shown here makes it easy.



Available integral air conditioning adds to the driver's comfort; helps keep him cool behind the wheel. Corner outlets adjust for directional air flow. Roof mounted units are also available.



Fuse block in the map compartment aids in efficient servicing of minor electrical problems. Additional fuse circuits are provided for simple addition of powered accessories.



- ④ Specially formed one-piece door frame also serves as the upright structural member for rigid side support. It also provides for positive door opening dimension for proper alignment and fit.
- ⑤ Back panel is a continuous piece extending from one door opening to the other. Vertical depressions add strength to rear sheet metal and reduce panel drumming. Back panel and roof are lap-jointed together for improved sealing and increased strength.

⑥ Inner rear panel extends from belt line upwards to provide double-wall construction around window openings and at outer edges of roof. Drain gutters are an integral part of the roof panel, reducing the possibility of joint leaks.

⑦ Cab doors are double-walled construction with upper portion of the cab door panel recessed for added strength. Standard door panel hardware incorporates an inner lock feature and a reinforced bolt type striker for positive closing action and minimum slam effort.

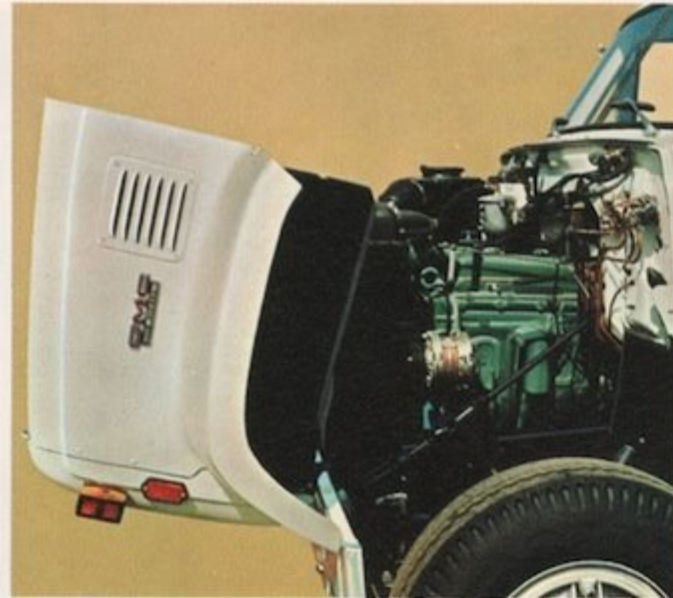
Need it Now . . . A wide selection of the popular models included in this catalog is available for immediate delivery from the QUICK DELIVERY POOL at Pontiac, Michigan. Ask your GMC dealer about this special service.

GMC Builds a Truck That's Tough

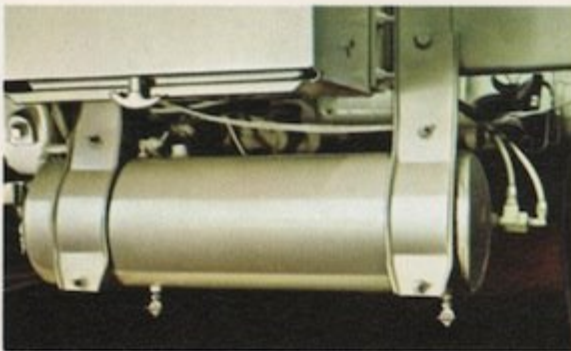
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Freestanding exhaust stack, standard on some models and available on others, helps isolate road shock. Sturdy channel frame mount with side brace assures durability.



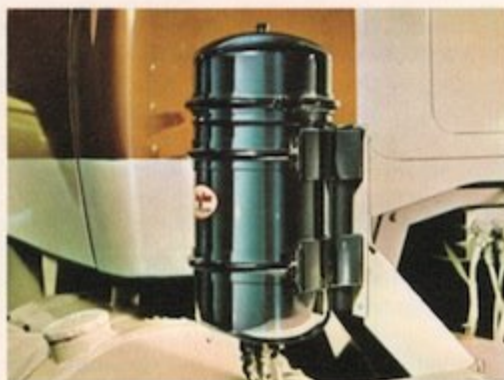
GMC's Tip-Off hood design is constructed of lightweight non-corroding fiber glass. It opens in seconds and allows walk-up accessibility to most engine service points. There's space between the wheel and frame for a man to work comfortably.



Standard air reserve tanks are frame mounted for security as well as accessibility. Fast pressure checks and routine bleeds are easy. Moisture ejectors are available.



Torture Testing Delivers Quality . . . All GMC cab designs are expected to take a beating in any trucking application. Here a test unit undergoes a simulated round-the-world run encountering conditions that create the same type of shocks, stresses and sheet metal twisting found in the roughest operating situations. The split frame photo shows the cab at rest and under test. Because we apply tough standards in designing, testing and manufacturing, you get durability and serviceability from the Truck People from General Motors.

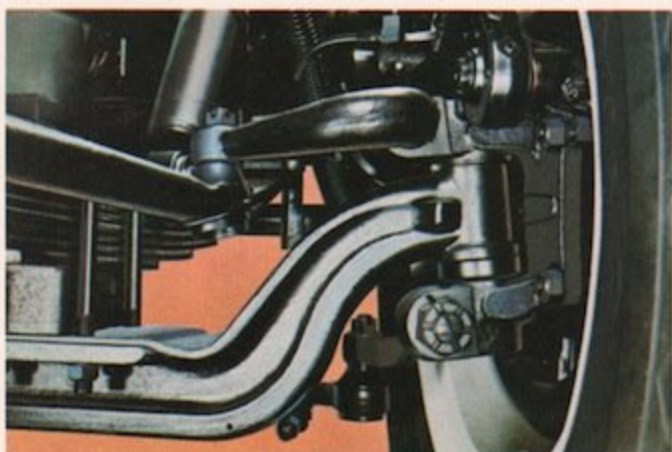


Available additional oil filters are frame mounted for increased serviceability and add to engine life as well as the 9500's appearance.

Better . . . Yet Easy to Service

Long haul operators and mechanics will find that GMC's 9500 Series Conventionals traditionally rack up more road time, less shop time, because servicing is fast and easy. Routine maintenance is quick. That was the way these GMC's were designed to behave, with service requirements an important part of the basic truck design. If you'd like to reduce the time lost to normal maintenance and service requirements, consider the features shown here.





Wide front springs are 56 inches long to cushion the cab and payload, smooth the ride and improve stability. I-beam front axles are wide for additional stability and improved tracking.



Available power steering and conveniently close turning angles aid drivers in completing turns in one pass. Standard recirculating ball steering gear and 19-inch diameter steering wheel help to reduce driver effort.

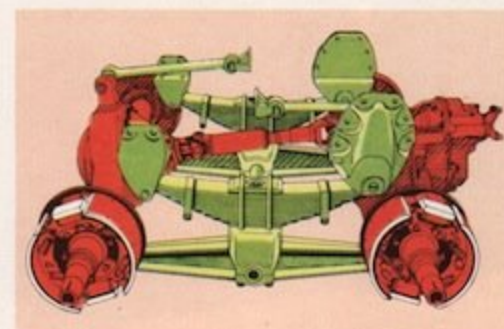
Available transmissions, combined with matching drive trains, provide for a wide variety of work applications. Ask your GMC dealer for details on GMC drive train combinations.

Standard True-Course Steering requires minimum effort for easy handling. Design combines forward location of the steering gear, a simple compact linkage and recirculating ball steering gear for excellent handling characteristics.

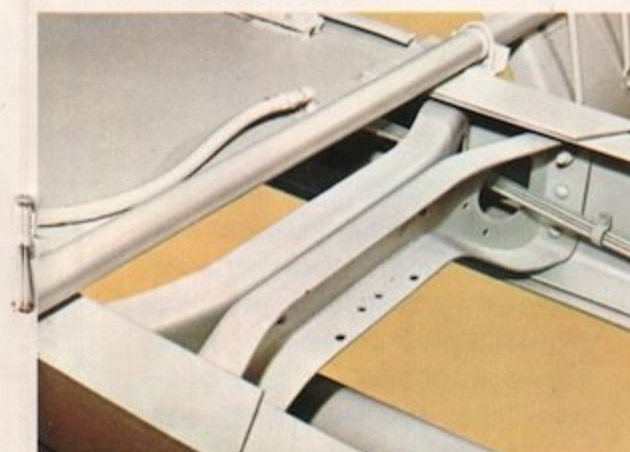
Battery box is easily accessible for service. A skid-resistant top provides a good footing for the driver or mechanic.

Single axle units are set forward of the spring center to help absorb driving and braking thrusts for improved ride and handling ease.

GMC chassis traditionally show up well in the profit columns by helping hold down unusual operating and service costs. Designed for rough service, these chassis are constructed of carefully selected components working together for excellent performance. A full depth, full length frame, standard on most models, forms a solid foundation. Channel type crossmembers with alligator jaw outer ends further increase stability. L-type reinforcements are available for more severe hauling requirements.



Hendrickson, RT, RU or Reyco 101 suspensions are offered as standard units available on most 9500 models equipped with either Eaton or Rockwell dual driving systems. Other types of axle and suspension systems are available as factory installed equipment.



Crossmembers are channel type, web-mounted for added support and increased torsional strength. Full depth rails are standard.

High performance steel side rails are reinforced in the spring bracket areas for added support. Full Vari-Rate springs on single axle models adjust automatically to load conditions for support as needed and a component saving ride when empty. Standard radius link reduces driving and braking loads.

Electrical wiring is moisture and abrasion resistant. It is routed to help reduce downtime caused by excessive moisture concentrations and road vibrations.

Heavy dual plate clutches are standard on all models. Hydraulic actuation means smooth engagement and a light pedal pressure.

Stamped steel suspension brackets are light in weight but strong and wear resistant. Standard on all 9500 models.

Astro-Aire Suspension

GMC Designed for Improved Ride and Handling...

Astro-Aire Suspension controls the ride under varying load conditions. GMC uses independent control arms to achieve excellent vehicle roll control. Sway bars have been eliminated... less driver steering correction is required. For added security, the bellows receive air pressure only after the air brakes have working pressure.

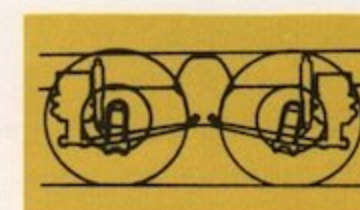
Added Payload...

Astro-Aire pays off where it counts most... in reduced suspension weight when compared to other air suspensions. This simple yet efficient bellows and control arm system does more with less, plus offering the advantages of constant frame height, light or loaded... a control valve regulates air pressure to the bellows to compensate for varying load conditions.



Reduced Maintenance...

Fewer parts mean less maintenance. All moving parts are rubber bushed to eliminate lubrication. Rubber bumpers in the bellows contribute toward ending expensive downtime on the road. Astro-Aire absorbs most damaging road shock before it reaches the tractor. Helps you realize improved component life and reduced maintenance.



GMC Available Accessories



Dealer-installed accessories that add comfort and convenience to every trucking application are available. Items include: air horns in a variety of styles and sizes; mirrors for most applications; mud-flaps, engine heaters and air or torsion bar suspension driver's seat. Ask your GMC dealer for details.

Dealer-installed Mark IV cab air conditioning with roof-mounted condenser is available in place of available factory-installed integral air conditioning.



Citizens Band Radio and power pack keep you in touch; help speed dispatching in pick-up and delivery work. Installs under dash.



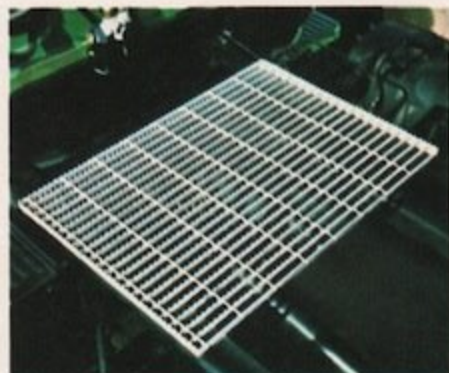
Highway Safety Kit includes flares, flags and fuses. Separate Reflector Kit also available.



Dealer-installed in-cab 8-Track Stereo helps pass long hours behind the wheel. Includes volume control and tape track adjustment. Dual Stereo Speaker set also available.



Available cab-mounted outside thermometer lets you know temperature wherever you go.



Dealer-installed Tread Plate between tractor cab and fifth wheel to provide secure footing for air, hydraulic and electrical hookups.



Available push button all transistorized radio has the power to pull in stations across the AM band

Color Schemes

Special paint treatment schemes are available from the factory on special order for both 92 $\frac{1}{4}$ " and 114" BBC cabs. Owner/operators can customize and dress-up their units. Fleet owners may find improved morale and company pride with distinctive and attractive color schemes. Talk to your GMC dealer.



Scheme A base colors are Orange and Maroon accented with a Maroon bumper and White grille. Wheels and chassis are White.



Scheme B uses Red and White as the base colors. The bumper, wheels and chassis are Red and the grille is White.



Scheme C is Silver and Black. Silver is also used on the bumper, wheels and chassis. The grille is White.



Scheme D has Turquoise, Olive, Green-Yellow as base colors. The grille is White and the bumper, wheels and chassis are Turquoise.



Scheme E uses Blue and Light Blue for the cab and hood. Blue is also used on the bumper, wheels and chassis. The grille is White.



Scheme F is White and Gold. Gold is used on the bumper, wheels and chassis. White accents the grille.

Chrome grille, bumper, mirrors, and exhaust stacks are available for further accents.



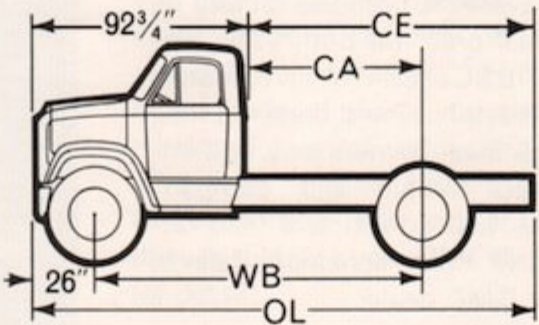
Specifications



Single Axle 9500

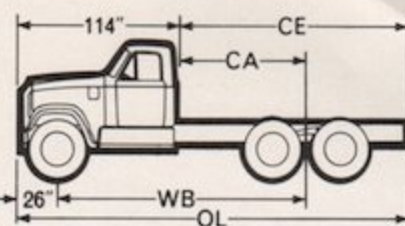
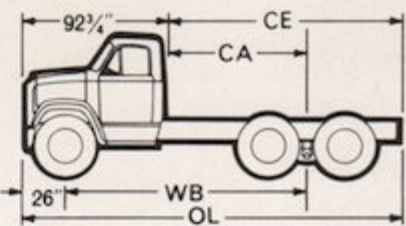
MODELS	HC-9500	HC-9500	HC-9500	HC-9500
	HN-9500	HN-9500	HN-9500	HN-9500
	HH-9500	HH-9500	HH-9500	HH-9500
	HI-9500	HI-9500	HI-9500	HI-9500
WB—WHEELBASE, IN.	139	146	151	169
CA—STD. CAB TO REAR AXLE, IN.	72	79	84	102
CE—STD. CAB TO REAR OF FRAME, IN.	120	127	132	162
OL—OVERALL LENGTH, IN.	213	220	225	255

Refer to Load Capacity Chart in Data Book or Owner's Manual for Minimum Equipment Required for Maximum GVW or GCW.



SERIES	HN-9500		HI-9500	
	STD.	AVAIL.	STD.	AVAIL.
GROSS RATING: MAX. GVW, LBS. MAX. GCW, LBS.	33,500 76,800		33,500 76,800	
AXLE, FRONT, LBS. CAP.	9,000	12,000	9,000	12,000
AXLE, REAR, LBS. CAP. (S=SINGLE SPEED) (2S=TWO SPEED)	22,000/2S	E19121/S 23,000 E19221/2S 23,000 R170/S 23,000	22,000/2S	E19121/S 23,000 E19221/2S 23,000 E18221/2S
SPRINGS, FRONT, RATED AT GROUND, EA. LBS.	4,500	6,000	4,500	6,000
SPRINGS, REAR, RATED AT GROUND, EA. LBS.	11,000	9,250, AUX.	11,000	9,250, AUX.
BRAKES, SERVICE	FULL AIR		FULL AIR	
	WEDGE TYPE	S-CAM	WEDGE TYPE	S-CAM
CLUTCH, DIA. IN., DUAL DISC	14	15½	14	15½
ENGINE	SUPER 250	NH 230	6-71N (60 MM)	6-71N (65MM)
FRAME, IN.	9¼ x 3½ x 5/16		9¼ x 3½ x 5/16	
STEERING	MANUAL	HYDRAULIC	MANUAL	HYDRAULIC
TRANSMISSIONS	5 SPEED	13 SPEED 10 SPEED	5 SPEED	10 SPEED
TIRES, STD. AND MAX.	10.00/20F	11.00/22F	10.00/20F	11.00/22F
WHEELS	CAST SPOKE	—	CAST SPOKE	—

SERIES	HC-9500		HH-9500	
	STD.	AVAIL.	STD.	AVAIL.
GROSS RATING: MAX. GVW, LBS. MAX. GCW, LBS.	35,500 76,800		33,500 76,800	
AXLE, FRONT, LBS. CAP.	9,000	12,000	9,000	12,000
AXLE, REAR, LBS. CAP. (S=SINGLE SPEED)	23,000/S	E19121/S R170/S 23,000	23,000/S	E19121/S R170/S 23,000
SPRINGS, FRONT, RATED AT GROUND, EA. LBS.	4,500	6,000	4,500	6,000
SPRINGS, REAR, RATED AT GROUND, EA. LBS.	11,500	9,250, AUX.	11,500	9,250, AUX.
BRAKES, SERVICE	FULL AIR		FULL AIR	
	WEDGE TYPE	S-CAM	WEDGE TYPE	S-CAM
CLUTCH, DIA. IN., DUAL DISC	14	15½	14	15½
ENGINE	NTC 290	NTC 335	8V-71N (55 MM)	8V-71N (60 MM) 8V-71N (65 MM)
FRAME, IN.	9¼ x 3½ x 5/16		9¼ x 3½ x 5/16	
STEERING	MANUAL	HYDRAULIC	MANUAL	HYDRAULIC
TRANSMISSIONS	10 SPEED	13 SPEED	10 SPEED	13 SPEED
TIRES, STD. AND MAX.	10.00/20F	11.00/22F	10.00/20F	11.00/22F
WHEELS	CAST SPOKE	—	CAST SPOKE	—



Tandem Axle 9500

MODELS	JH-9500	JH-9500	JH-9500	JH-9500	JH-9500	MH-9500	MH-9500	MH-9500	MH-9500
	JC-9500	JC-9500	JC-9500	—	—	MC-9500	—	—	—
	JN-9500	JN-9500	JN-9500	JN-9500	JN-9500	—	—	—	—
	JL-9500	JL-9500	JL-9500	JL-9500	JL-9500	—	—	—	—
WB—WHEELBASE, IN.	146	151	169	198	210	173	192	213	235
CA—STD. CAB TO REAR AXLE, IN.	79	84	102	131	143	84	103	124	146
CE—STD. CAB TO REAR OF FRAME, IN.	127	140*	162	216	231	140	163	204	226
OL—OVERALL LENGTH, IN.	220	233	255	309	324	255	278	319	341

Refer to Load Capacity Chart in Data Book and Drivers Manual for Minimum Equipment Required for Maximum GVW or GCW.

*JH/JC-9500 = 132"

SERIES	MH-9500		MC-9500	
	STD.	AVAIL.	STD.	AVAIL.
GROSS RATING: MAX. GVW, LBS. MAX. GCW, LBS.	50,500 76,800		45,500 76,800	
AXLE, FRONT, LBS. CAP.	9,000	12,000 18,000*	12,000	—
AXLE, REAR, LBS. CAP.	34,000 SLHD	38,000 SQHD	34,000 SLHD	—
SPRINGS, FRONT, RATED AT GROUND, EA. LBS.	4,500	6,000 9,000	6,000	—
SPRINGS, REAR, RATED AT GROUND, EA. LBS.	RU-340 17,000	REYCO 101 RT-380 ASTRO-AIRE	REYCO 101 8500 (x4)	—
BRAKES, SERVICE	FULL AIR		FULL AIR	
CLUTCH, DIA. IN., DUAL DISC	14	15½	15½	—
ENGINE	8V-71N (55 MM)	8V-71N (60 MM) 8V-71N (65 MM)	NTC 350	—
FRAME, IN. 10½ x 3½ x 5/16	STD.	INVERTED-L	STD.	INVERTED-L
STEERING	MANUAL	HYDRAULIC	MANUAL	HYDRAULIC
TRANSMISSIONS	10 SPEED	13 SPEED 16 SPEED	10 SPEED	—
TIRES, STD. AND MAX.	10.00/20F	11.00/22F	10.00/20F	11.00/22F
WHEELS	CAST SPOKE	—	CAST SPOKE	—

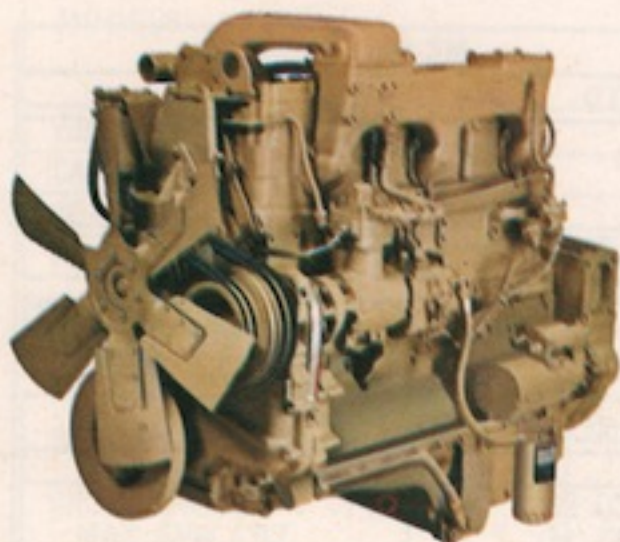
*Option includes power steering.

SERIES	JL-9500		JH-9500		JN-9500		JC-9500	
	STD.	AVAIL.	STD.	AVAIL.	STD.	AVAIL.	STD.	AVAIL.
GROSS RATING: MAX. GVW, LBS. MAX. GCW, LBS.	50,500 76,800		49,500 76,800		50,500 76,800		49,500 76,800	
AXLE, FRONT, LBS. CAP.	9,000	12,000 18,000*	9,000	12,000 18,000*	9,000	12,000 18,000*	9,000	12,000 18,000*
AXLE, REAR, LBS. CAP.	34,000-SLHD	38,000-SQHD E34D3-34,000	34,000-SLHD	38,000-SQHD	34,000-SLHD	34,000-SLHD 38,000-SQHD	34,000-SLHD	38,000-SQHD
SPRINGS, FRONT, RATED AT GROUND EA. LBS.	4,500	6,000 9,000	4,500	6,000 9,000	4,500	6,000 9,000	4,500	6,000 9,000
SPRINGS, REAR, RATED AT GROUND, EA. LBS.	RU-340 17,000	RU-340 RT-380 Astro-Aire	RU-340 17,000	REYCO 101 RT-380 Astro-Aire	RU-340 17,000	REYCO 101 RT-380 Astro-Aire	RU-340 17,000	REYCO 101 RT-380 Astro-Aire
BRAKES, SERVICE	FULL AIR		FULL AIR		FULL AIR		FULL AIR	
	WEDGE TYPE	S-CAM	WEDGE TYPE	S-CAM	WEDGE TYPE	S-CAM	WEDGE TYPE	S-CAM
CLUTCH, DIA. IN., DUAL DISC	14	15½	14	15½	14	15½	14	15½
ENGINE	6-71N (60 MM)	6-71N (65 MM)	8V-71N (50 MM)	8V-71N (60 MM) 8V-71N (65 MM)	SUPER 250	NH 230	NTC 290	NTC 335
FRAME, IN. 10½ x 3½ x 5/16	STD.	INVERTED-L	STD.	INVERTED-L	STD.	INVERTED-L	STD.	INVERTED-L
STEERING	MANUAL	HYDRAULIC	MANUAL	HYDRAULIC	MANUAL	HYDRAULIC	MANUAL	HYDRAULIC
TRANSMISSIONS	10 SPEED	13 SPEED 5 SPEED	10 SPEED	10 SPEED 13 SPEED 5 spd/4 spd	10 SPEED	10 SPEED 13 SPEED 5 spd/4 spd	10 SPEED	10 SPEED 13 SPEED
TIRES, STD. AND MAX.	10.00/20F	11.00/22F	10.00/20F	11.00/22F	10.00/20F	11.00/22F	10.00/20F	11.00/22F
WHEELS	CAST SPOKE	—	CAST SPOKE	—	CAST SPOKE	—	CAST SPOKE	—

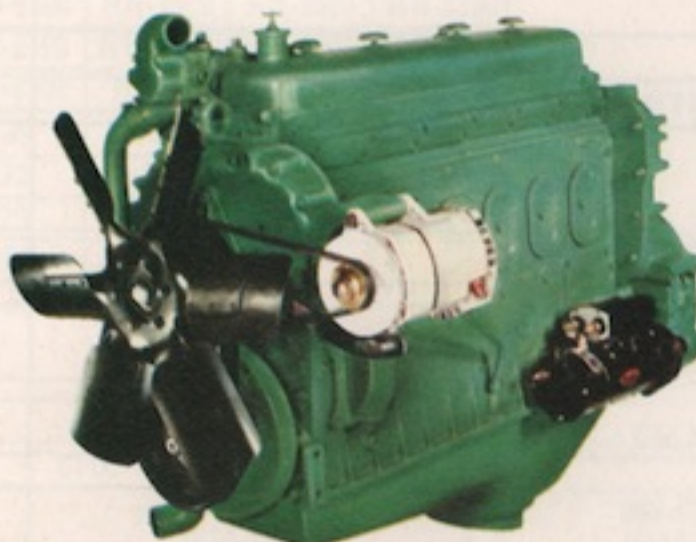
*Option includes power steering. Front PTO available on JL and JN models includes steel hood and bumper.

Engines to Match Your Driveline Requirements.

GMC offers a wide choice of available power for service in many applications. Operating costs hold the line because GMC adds years of engineering experience to every engine-drive train combination. Ask your GMC dealer about the road-proven Cummins or Detroit Diesel engines that match the power requirements of practically every hauling operation. There's a diesel selection of 4 or 2 cycle operation and eleven ratings ranging from 201 to 325 SAE net horsepower.



Cummins 4 cycle diesels are recognized for consistent durability and low upkeep. Five Cummins diesel engines are available in the 9500 Series. Included are NH 230, NHC 250, NTC 290, NTC 335 and the NTC 350. Power ratings range from 211 to 325 SAE net horsepower.



The 6-71N Detroit Diesel engine is standard equipment in the HI (single rear axle) and JI (tandem rear axle) models. Available with two basic SAE net horsepower ratings from 201 to 219 and up to 600 lbs.-ft. of torque SAE net depending on injector size.



The 8V-71N Detroit Diesel engine is available in all HH (single rear axle) and JH, MH (tandem rear axle) 9500 models. Available with three basic horsepower ratings, the 8V-71N (55MM) and the two available 8V-71N engines develop from 242 to 289 SAE net horsepower up to 758 lbs.-ft. of torque SAE net depending on injector size.

ENGINE TYPE	CUBIC INCH DISPLACEMENT	SAE NET		BORE & STROKE	COMP. RATIO TO 1
		HP @ RPM	TORQUE (LBS. FT. @ RPM)		
DETROIT DIESEL					
6—71N, IN-LINE 6 (60 MM)	425.6	201 @ 2100	552 @ 1200	4.25 x 5	18.7
6—71N, IN-LINE 6 (65 MM)	425.6	219 @ 2100	600 @ 1600	4.25 x 5	18.7
6V-71N, V-6	425.6	201 @ 2100	552 @ 1200	4.25 x 5	18.7
8V—71N, V-8 (55 MM)	567.5	242 @ 1950	696 @ 1200	4.25 x 5	18.7
8V—71N, V-8 (60 MM)	567.5	265 @ 2100	732 @ 1200	4.25 x 5	18.7
8V—71N, V-8 (65 MM)	567.5	289 @ 2100	758 @ 1600	4.25 x 5	18.7
CUMMINS					
NH 230, IN-LINE 6	855	211 @ 2100	591 @ 1500	5.5 x 6.0	15.8
SUPER 250, IN-LINE 6	855	229 @ 2100	667 @ 1500	5.5 x 6.5	15.8
NTC 290, IN-LINE 6	855	255 @ 2100	821 @ 1350	5.5 x 6.0	14.3
NTC 335, IN-LINE 6	855	319 @ 2100	890 @ 1600	5.5 x 6.0	14.1
NTC 350, IN-LINE 6	855	325 @ 2100	939 @ 1500	5.5 x 6.0	14.1

Engine details may differ depending on chassis application.

Vehicles shown illustrate standard or available factory-installed equipment unless noted as dealer installed accessories. Items referred to as options or available are at extra cost. Different model applications of the components that are listed in accompanying tables 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 effective at time of issuance of this pamphlet. Dealer will provide complete up-to-date information in available equipment, specifications, etc. not shown here.



TRUCK & COACH DIVISION

GENERAL MOTORS CORPORATION

Pontiac, Michigan 48053



SUDDEN SERVICE SYSTEM

Need answers to truck service and maintenance questions . . . answers to parts requirements questions . . . answers to recommended truck specifications questions? Now GMC offers you direct-to-factory communications. You talk with truck experts at Pontiac, Michigan. Truck experts solve truck problems. That's why we're the truck people from General Motors. If you need us, dial toll free Monday through Friday, between 8:00 AM and 5:00 PM (EST).

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