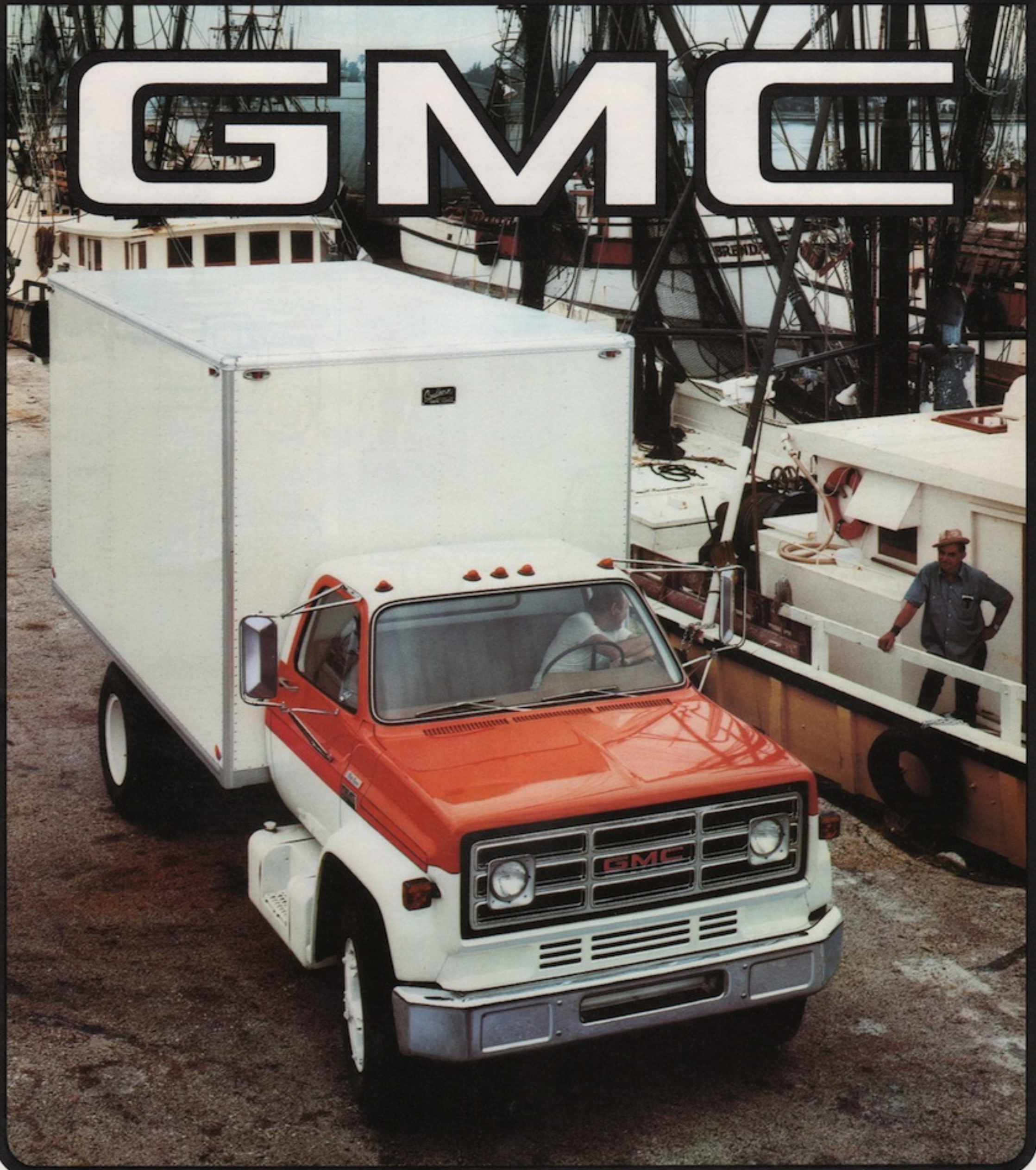


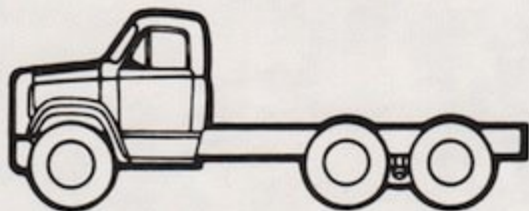
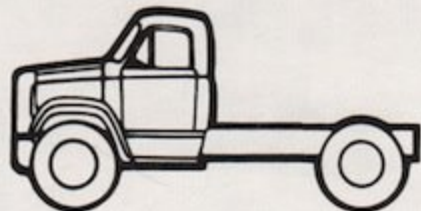
Medium-Heavy duty

G M C



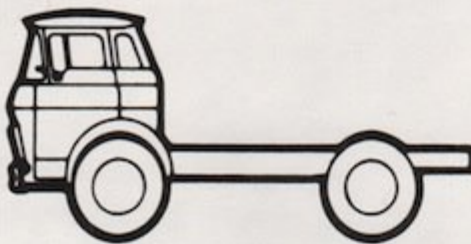
GMC's got the right size for you

GMC Series 5000/6000/6500



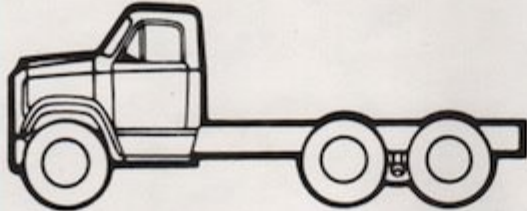
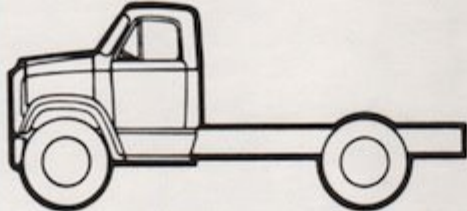
97½" Conventional cab models

Series	GVWR
CS 5000	18500 lbs.
CE 5000	18500 lbs.
CS 6000	22000 lbs.
CE 6000	24000 lbs.
CE 6500	31260 lbs.
ME 6500 TANDEM	44500 lbs.



72" Steel tilt cab models

Series	GVWR
TE 6000	24000 lbs.
TE 6500	30760 lbs.



92" Conventional cab models

Series	GVWR
HV 7500	33560 lbs.
JV 7500	45840 lbs.
HE 7500*	27500 lbs.
JE 7500*	43000 lbs.
HY 7500*	31000 lbs.
JY 7500*	45840 lbs.

*Ask your dealer for further information on this series.



When you want to get it done right...get it done with a GMC.



GMC Medium-Duty Trucks are built like our Heavy-Duty haulers. The cab is a solid, welded unit and there's plenty of room inside.

They're built with your needs in mind. And you've got a wide variety of needs so we've got a wide range of engines, transmissions, axles and other chassis components to suit you.

Inside there's an easy-to-see, easy-to-reach instrument panel, automatic power ventilation system which works when the ignition is on and easy overall maintenance features that have made GMC the most appreciated Medium-Duty truck you can buy.

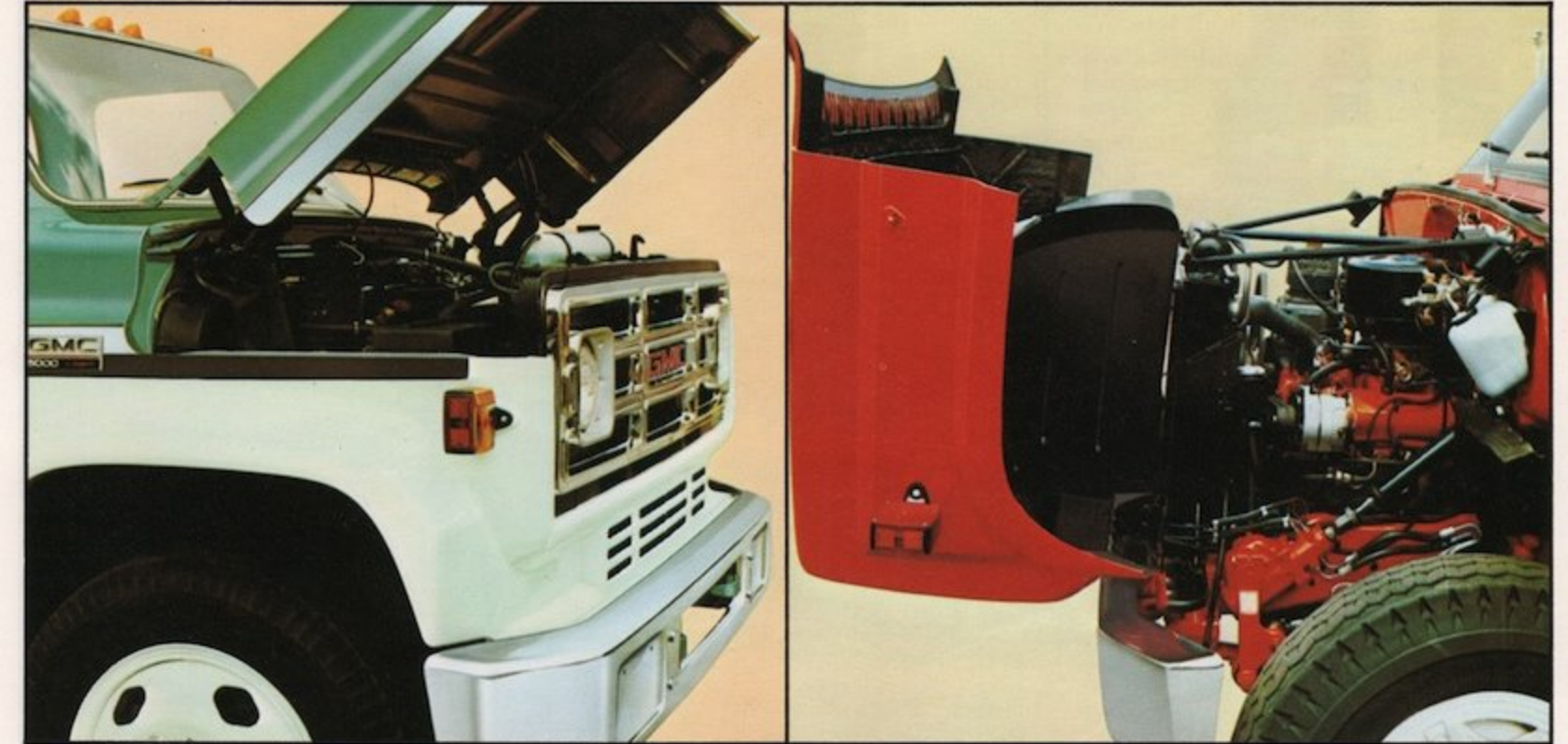


Inside it's roomy. And comfort counts. Seats are chair height to give maximum comfort. We've used thick insulating materials throughout to insulate the driver from heat and noise. All-vinyl bench seats come in blue, saddle, oxblood or green.

The cockpit-style instrument panel is easy to read and makes controls easy to get at. It's finished in a non-reflective material to cut glare.

GMCs come with unitized door construction that has one-piece inner-and-outer panels for more strength and alignment.

Some of the equipment shown or described is optional at extra cost.

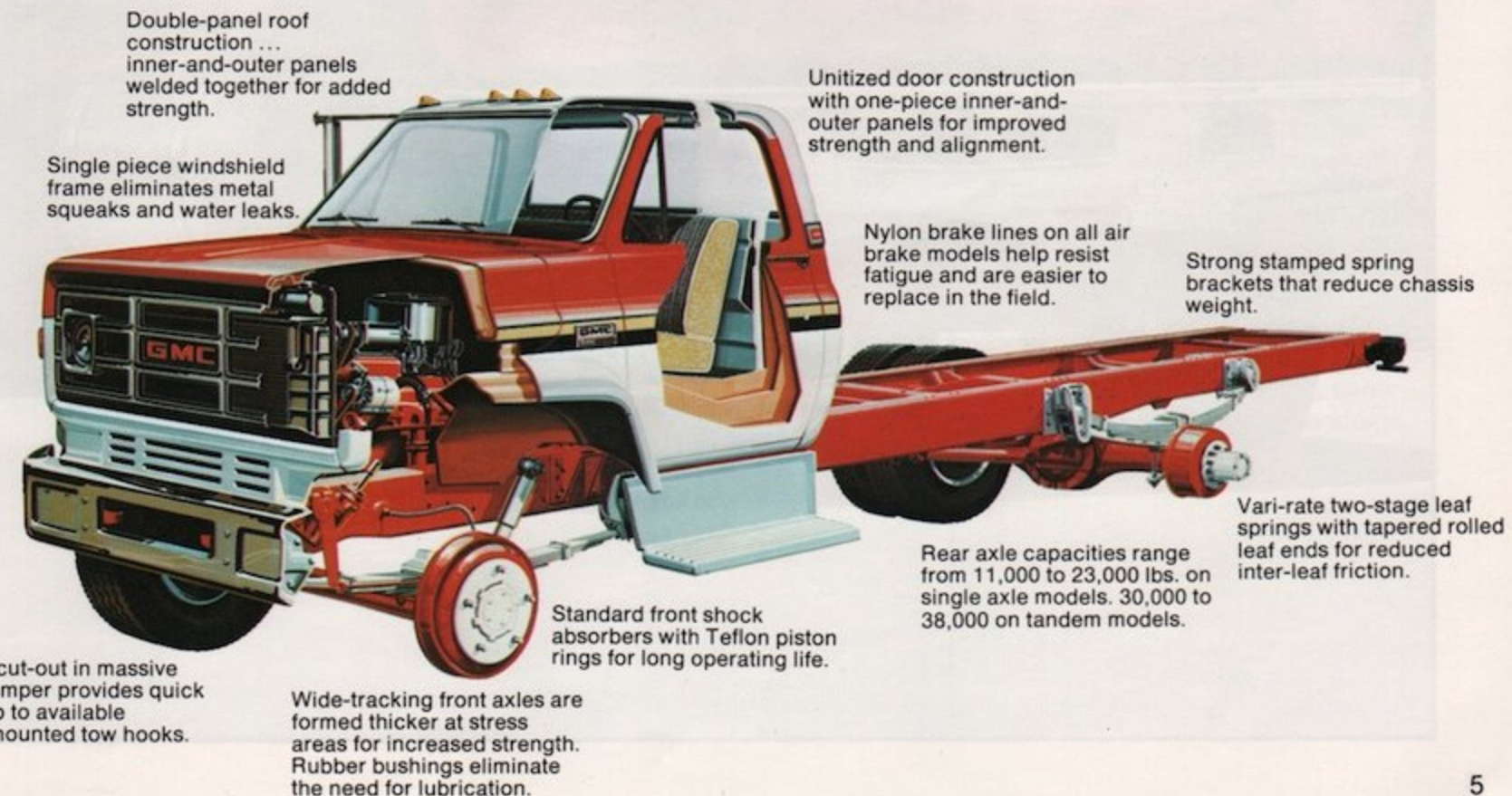


Standard hood (left) is the alligator-type which opens wide for servicing. And all those regular routine engine service points are located so you can get at them easily. Those wide, flat inner fenders make a great work

bench for tools. The hood extends back to protect windshield washer nozzles.

There are two big bonuses with the optional tilt hood (right). The entire hood and fender unit are molded fibreglass—that's how

you beat rust and corrosion. Plus you can get right into that engine from any angle. Makes servicing easy and really fast so you save on down time. GMC has all the extras because we're the truck people at General Motors.



Series 7500 Conventional



The rougher we treat them, the better they last.



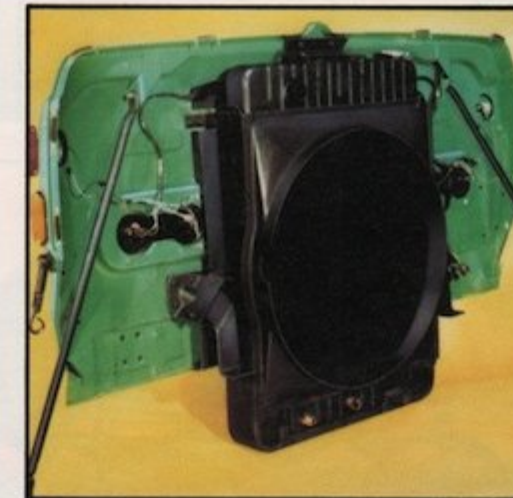
We test them so we can build them tougher. We test them on the track, on the job and on the "rack" (see photo left) for a simulated round-the-world run of jolts, shocks, twists and stresses.

With what we learn from testing we build the GMC 7500 Series Conventional Cabs with special construction features like one-piece door frames and double-walled cab doors; all-welded construction and double-wall construction around windows; integral roof drip molding; channel reinforcements surrounding engine opening.

Series 7500 models feature a straight full-depth channel rail of high tensile steel, web-mounted cross members which rivet to the side rails. That way rail flanges can be left free of holes for maximum strength. For heavy hauling requirements inverted L-type reinforcements are available.



If servicing takes less time the truck is working more time. Our GMC 92-inchers have readily disassembled front ends. To speed up the job and get your truck back to work faster. Butterfly hoods are standard. Front fenders can be



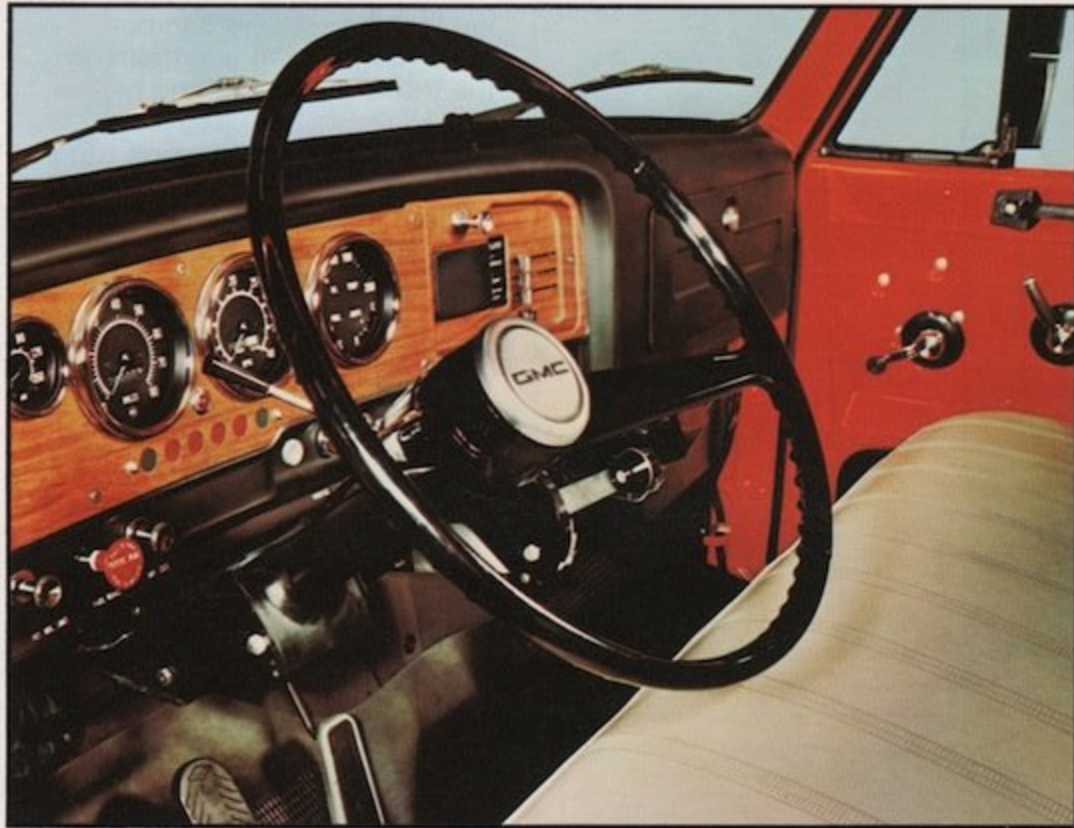
unbolted to lift out of the way for walk-in accessibility. The entire radiator assembly, including support struts and wiring, removes as a unit for complete front end servicing.

Power? You bet! Try a two-cycle Detroit Diesel 6V53N that starts quickly, goes fast and runs smooth. It's compact, light weight and has good parts interchangeability. A real blessing for fleet owners who don't want to carry a high replacement parts inventory. There's also a GMC compact 427 V8 gasoline engine for good hauling power and easy servicing. And a trim Caterpillar 3208 V8 diesel with proven performance and savings.

Complete the picture with a 5-speed manual transmission with a two speed axle that's standard on the 6V-53 models. Or a 5-speed main, 4-speed auxiliary with a 34,000 lb. tandem rear axle. Allison Automatic Transmission is also available on tandems. Plus front axles up to 16,000 lbs. capacity available on the tandem.

Some of the equipment shown or described is optional at extra cost.

The inside guide



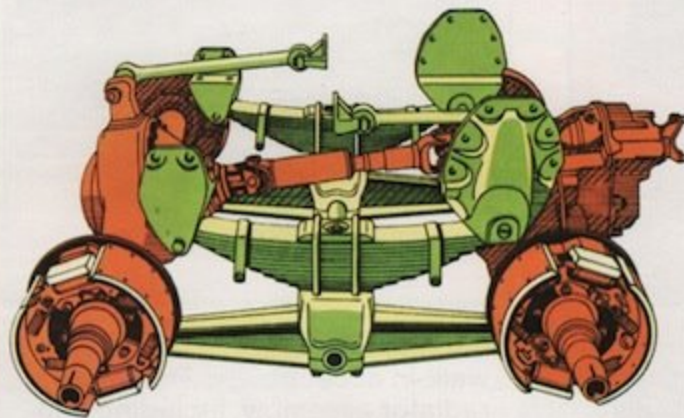
The driver lives in it all day. So it's got to be comfortable. And it is!

Chair high bench seats for support are standard. Special driver's suspension bucket seat with matching companion seat are optional. Instrument panel gauges are conveniently located and easy to read on a non-reflective surface. Controls have been placed so they're right at hand. There's room inside to stretch out and move around.

GMC Series 7500 Cabs like all the other GMC cabs are built for comfort, long hours and hard work. Ask the guy who drives one. He's our best customer.



The GMC Cab is all-welded. Floor, roof, rear panels, dash and frames all come together tight to form a rigid structure. Underneath the floor and running up around the engine opening is a strengthening brace. Ribbing depressions across the floor panels help resist cab twisting. Doors have an inner lock feature and a reinforced bolt-type striker for positive closing action with a minimum of effort.



Tandem axles

Tandem axles are great when the going gets heavy. They feature Hendrickson RU spring suspension with either Eaton or Rockwell axles. The suspension unit is specially designed so that the axle driving forces and braking forces are chan-

nelled through torque rods and equalizing beams. This way springs are only used to support the load.

Other types of axles and suspension combinations are readily available. All you have to do is ask your GMC dealer.

Steel Tilt Models



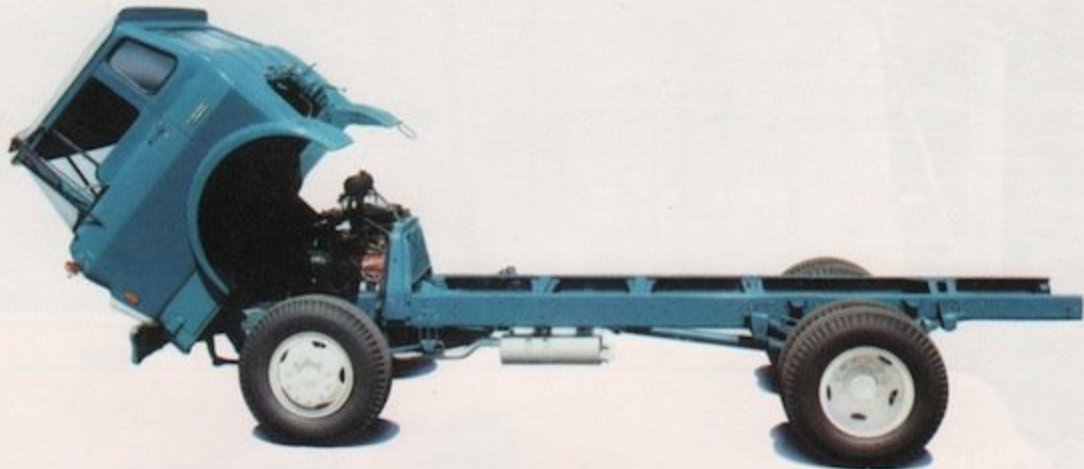
Series 6000/6500



GMC's 72-inch tilt models are great for manoeuvring around town and the tilt feature makes servicing easy but there's more. Take a look through that high wide windshield. The visibility is impressive. Inside it's modern and good-looking with a driver's bucket seat as standard equipment. A passenger seat is also available. The upholstery is tough and attractive. Controls are

big, readable and easy to reach. Our cabs are driver-designed because a driver who's comfortable works a lot better. He's alert, he's on the ball. GMC is concerned about the driver on the short and the long haul. And our cabs show it.

GMC's 72-incher tilts wide open for easy servicing and all it takes is one man to do it. The cab is held firmly and safely in the tilt position by a special locking mechanism. When closing, the cab mounts are designed to positively align the cab and lock it securely in place.



GMC's choice of power



Gasoline Engines

	Cubic Inch Displacement	Bore X Stroke	Net Horsepower @ R.P.M.	Net Torque @ R.P.M.	Compression Ratio
292 Six	292	3.88 x 4.12	130@3600	225@2000	8.0:1
350 V8	350	4.00 x 3.48	160@4000	265@2400	8.0:1
366 V8	366	3.93 x 3.76	200@4000	305@2800	8.0:1
427 V8	427	4.25 x 3.76	220@4000	360@2400	7.8:1

Diesel Engines

6V 53 N	318.4	3.87 x 4.50	190@2800	414@1800	21:1
3208 V8	636	4.50 x 5.00	164@2800	390@1400	16.4:1
3208 V8	636	4.50 x 5.00	199@2800	473@1400	16.4:1

Some of the equipment shown or described is optional at extra cost.

Chart your course for the right GMC combination.

CONVENTIONAL 97½"

Model	Wheelbases	Max. GVW	Engines	
			Standard	Optional
CS 5000	125; 137; 149; 167	18500	292 Six	—
CE 5000	125; 137; 149; 167	18500	350 V8	—
CS 6000	125; 137; 149; 167; 173; 179; 189; 203; 218	22000	292 Six	—
CE 6000	125; 137; 149; 167; 173; 179; 189; 203; 218	24000	350 V8	366 V8
CE 6500	125; 137; 149; 167; 173; 179; 189; 203; 218; 239; 254	31260	366 V8	427 V8
ME 6500 TANDEM	149; 167; 185; 195; 209	44500	366 V8	427 V8

CONVENTIONAL 92"

Model	Wheelbases	Max. GVW	Engines	
			Standard	Optional
HV 7500	139; 151; 169; 191; 205; 217	33560	6V53	—
JV 7500	151; 169; 187; 198	45840	6V53	—
HE 7500	151	27500	427 V8	—
JE 7500	187	43000	427 V8	—
HY 7500	139; 151; 169; 191; 205; 217	31000	3208 V8	3208 V8
JY 7500	151; 169; 187; 198	45840	3208 V8	3208 V8

STEEL TILT 72"

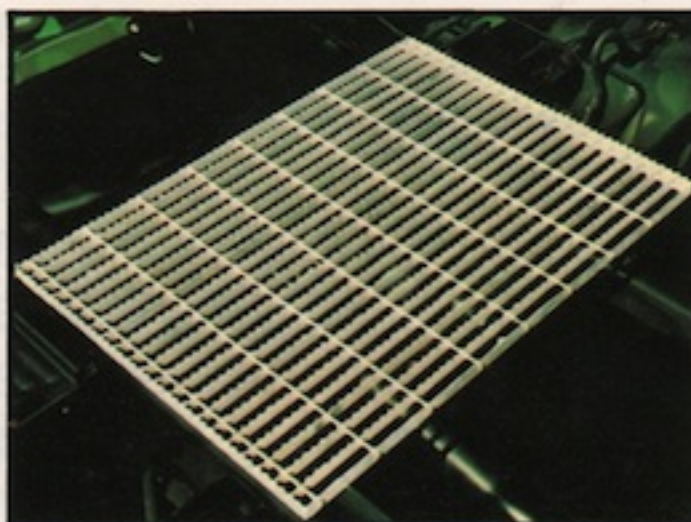
Model	Wheelbases	Max. GVW	Engines	
			Standard	Optional
TE 6000	133; 145; 163; 175	24000	350 V8	366 V8
TE 6500	109; 133; 145; 163; 175	30760	366 V8	427 V8

**YOUR GMC DEALER CAN OFFER YOU
A WIDE CHOICE OF AUTOMATIC TRANSMISSIONS—
SEE HIM FOR DETAILS.**

GMC Options & Accessories



This is the "Easy Rider" of truck seats. This bucket seat comes with standard seat belts and offers a choice of "T" bar or air suspension systems. Matching companion seats are available and both are fully adjustable in a range of comfort positions for personal preference and to reduce fatigue. Just ask your GMC dealer for details.



This specially designed GMC tread plate gives safe, secure footing between the tractor cab and the fifth wheel when you're doing air, hydraulic and electrical hook-ups. A sensible safety item.



Cool, clean air makes the hottest, dirtiest day a little brighter. Look into GMC's air conditioning. A small investment now that'll be worth a lot in improved driver performance in the long run.



A radio may be a driver's best friend especially on long hauls. Order your rig with a GMC push-button AM radio. It's got plenty of power and clarity.

Whatever the job, automatic transmission eliminates clutch problems and protects driveline components. Automatics are available in 3, 4 or 5-speed, GMC or Allison depending on model.

Gasoline Engines

	Cubic Inch Displacement	Bore X Stroke	Net Horsepower P.R.M.	Net Torque P.R.M.	Compression Ratio
252 Sx	252	3.75 X 4.00	100	145	8.0:1
350 V8	350	4.00 X 4.00	150	200	8.0:1
366 V8	366	4.00 X 4.00	150	200	8.0:1
3200 V8	3200	4.50 X 5.00	190	240	15.4:1

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GMC
The Truck People from General Motors