

# '79 BRUIN



**BUILT TO STAY TOUGH.**



## FIERCELY COMPETITIVE TRUCKS.

It takes a lot to make a truck as fiercely competitive as the Chevrolet Bruin. It takes a design that meets today's rugged demands. It takes a weight-saving high-performance vehicle. And it takes a truck which can be vocationally matched to your exact needs and which may serve as a profit centre for your operation.

## Bruin. Chevy's Papa Bear.

Chevy Bruin is more than just a rugged linehauler. It's an efficient business machine. The cab is specially designed for driver convenience. The J90 Bruin hood tilts forward a full 90° for easy servicing. Strong frame and chassis components give dependable performance where it counts most. Out on the road.

Both single and tandem-axle models are available, and there's a wide selection of Detroit Diesel, Cummins and Caterpillar engines, manual and automatic transmissions, wheelbases and front and rear axles.

Where overall length is a major consideration, Chevy's short 92.74" BBC conventional cab lets you handle extra-long trailers while staying within Provincial laws.

SERIES	J80	J90
BUMPER-TO-BACK-OF-CAB (IN.)	93	93
GVW RANGE (LBS.)	23,160-50,000	27,500-50,580
GCW RANGE (LBS.)	50,000-60,000	49,000-80,000
WHEELBASE RANGE (IN.)	139-218	139-210
FRONT AXLES (LBS.)	7,000-16,000	9,000-16,000
SINGLE REAR AXLES (LBS.)	18,500-23,000	22,000-23,000
TANDEM REAR AXLES (LBS.)	34,000	34,000-38,000

**1979 model identification.** Series nomenclature has been changed for 1979. H70, J70, H80 and J80 trucks all become J80 Series trucks. H90 and J90 trucks become J90 Series trucks.



*Bruin with standard Series J80 front end.*





## A wide choice of engines.

Bruin offers a full line of modern Diesel engines to meet your specific requirements. The 427 V8 gasoline engine is also available on J80 models.

**Detroit Diesel.** Turbocharged models feature blower-mounted design which offers increased power in a compact package.

A naturally aspirated 53 Series Detroit Diesel is available for J80 Series Chevy Bruins and five 71 Series engines are available for J90 Series models. Turbocharged 92 Series engines are also available.

**Fuel Squeezer engines.** The Detroit Diesel Fuel Squeezer, 6V-92TTA, is designed for efficient performance. As the RPMs decrease from governed speed, the torque increases substantially. Fewer gear steps are necessary than with conventional engines.

**Caterpillar Diesels.** The Caterpillar 3208 displaces 636 cu. in., yet weighs only 1125 lbs. It's naturally aspirated, direct injected and available in 164 and 199 hp.

The 3208 features a no-adjustment fuel system. Individual fuel injection pumps have a Caterpillar-developed, sleeve-metering-type built-in calibration.

**Cummins Diesels.** Cummins NTC-290, NTC-350 are available on Series J90 Bruins. These 4-cycle engines feature the Cummins turbocharger, pressure-timed fuel system and internal fuel lines.

**Formula 290 and 350.** The Cummins Formula 290 and 350 Series are high-torque-rise engines. They operate from 1300 to 1900 RPM — with a 16% torque rise — and feature a Cummins turbocharger.

**Gas 427 cu. in. V8.** Supplies smooth, responsive power for many work applications on Series J80 models. Forged steel crankshafts have hardened main journals. Four piston rings contribute to good oil control and compression sealing.

**A word about this catalogue:** We have tried to make this catalogue as comprehensive and factual as possible. And we hope you find it helpful. However, since the time of printing, some of the information you'll find here may have been updated. Your dealer has details and, before ordering, you should ask him to bring you up to date.



*Bruin J90.*



*Bruin J90*



# Bruin cab. Designed around



## the driver.

National Cush-N-Aire® adjustable chair-high driver's bucket seat is standard in the J90 Series vehicles. A selection of custom driver's seats can be ordered, and stationary companion seats are also available. A chair-high, full-width bench seat is standard on all J80 Series models.

**Low profile cab.** Bruin's low-profile cab easily accommodates auto hauler trailers. A narrow front fender option is available to accommodate installation of trailer corner posts.

**Tilt steering wheel standard in 1979.** A convenient steering column adjustment allows a 4 to 5-inch tilting movement of the steering wheel for driver comfort. A quick release lever is available.

**Doors open wide.** Door openings have been designed for a wide swing of 76°. This permits easy entry and exit. Door frame components are reinforced for strength.

**Fuse block readily accessible.** Fuse block is located behind an easily removable panel in the instrument panel. Extra fuse circuits are provided for easy addition of powered accessories.

**Clean routing of air and electrical lines.** Air lines and wiring harness are clip-mounted high along the frame rail to free one rail for accessory lines.

**Other standard Bruin features.** For still more

comfort and convenience, Bruin cabs come complete with windshield wipers with dual air motors and separate controls on J90. There are also foot-operated windshield washers, heater and defroster; left-hand and right-hand sunshades; rubber floor mats; left-hand door lock; cab clearance lights and West Coast mirrors. Cab roofs are insulated with an attractive vinyl foam headliner. Available factory-installed comfort equipment includes integral air conditioning.

**Cab visibility.** Glass area is 1500 sq. in., providing an impressive view of the road. Soft-Ray tinted glass is available for all windows and required with air conditioning. A single rear window is standard with a pair of side rear windows available.

**Instrument panels.** Instrument panels have an easy-to-reach, easy-to-read arrangement of controls and gauges. Several different panels are offered depending upon truck/engine selected.

**One tough cab.** 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" — for strength and rigidity.

Back panel is a continuous piece extending from one door opening to the other. Vertical depressions add strength and reduce panel drumming.

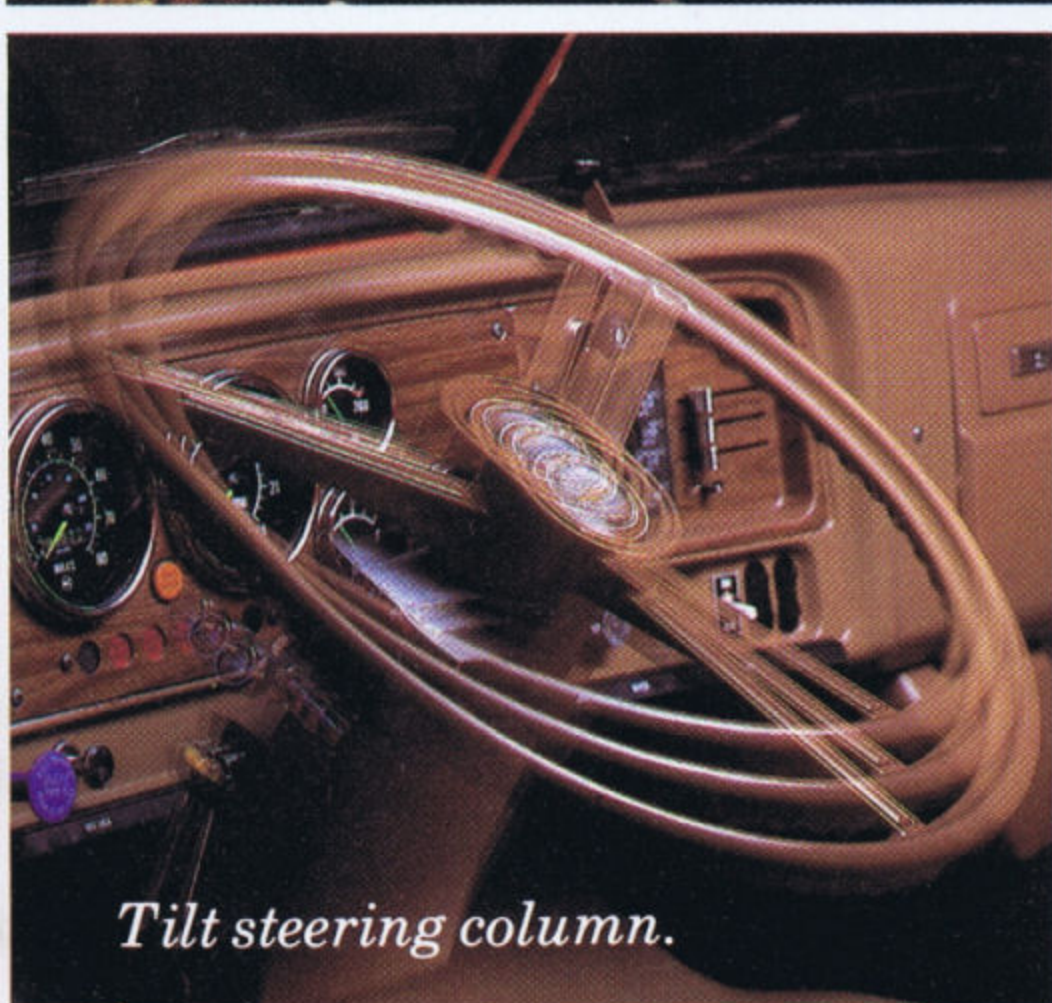
Back of cab is recessed in the center and tapered toward the front so that actual trailer clearance at the top corner of the cab is 90½ inches. This provides the necessary clearance for most 45-foot-long trailer operations.

*Chevy Bruin.*





*Standard Bruin interior with options.*



*Tilt steering column.*



*Plenty of driver leg room.*



*Bruin instrument panel with options.*



# Bruin Chassis.Tough.

**Efficient radiator design and mounting.** The Series J90 Bruin cooling system features an efficient crossflow radiator. In addition, the "Pos-I-Temp" cooling feature, available with Detroit Diesel engines allows continuous deaeration of the coolant even when thermostats are closed and there is no flow through the radiator core.

**Deep frame rails.** Side rails are full-depth channels throughout their length. Cross members are attached to the side of the rail webs, leaving top flanges free of rivets and holes. This simplifies installation of bodies and other special equipment. The rear cross member is shaped to give ample trailer kingpin clearance.

Cross members in all frames are high-tensile steel. Frame side rails and available reinforcements are high-performance, heat-treated steel.

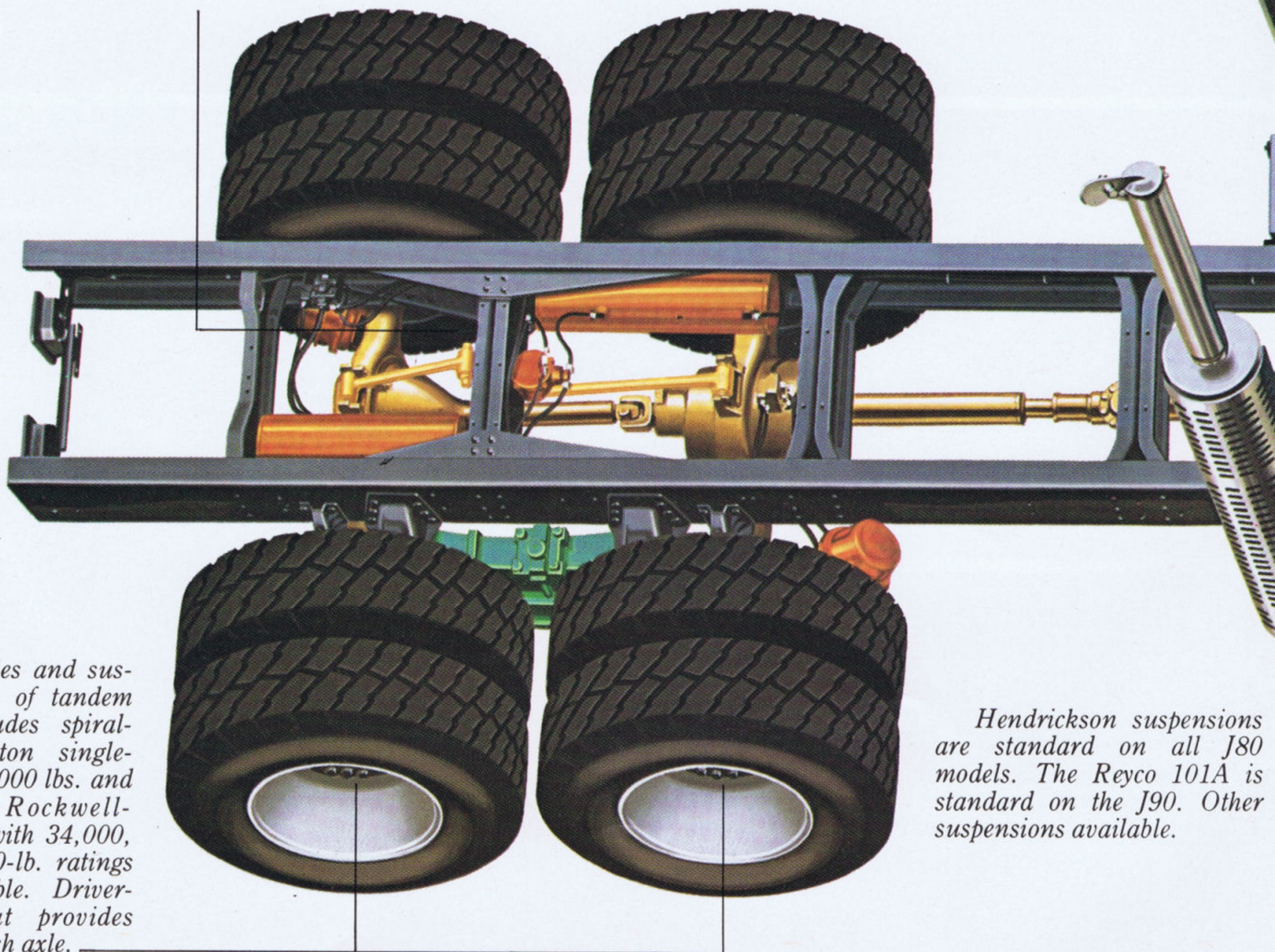
A cross member added to the front of the frame is designed to increase frame stiffness and also act as a radiator support and strong anchor for the available swing-out-type tow hooks.

**Wheels and tires.** Cast-spoke wheels are standard. Steel disc high-tensile steel or aluminum disc wheels are available. Standard tires are tube-type nylon cord. Steel-belted radials are available. A wide range of sizes and tread patterns can be ordered to meet varying requirements.

**Fuel tanks.** Cylindrical fuel tanks ranging from 41.5-gallon (standard) up to 96.7 gallons are available. Rectangular tanks with capacities up to 170 gallons are available on J90 series.

*Brakes. Full air brakes are standard on the Chevy Bruins. The AC Spark Plug anti-lock system with external sensors is standard; Eaton anti-lock system is available.*

*Single rear axles and suspensions. A wide range of rear axles is available. Eaton spiral bevel single-speed and two-speed axles can be specified with ratings of 18,500, 22,000 or 23,000 lbs. A single-speed 23,000-lb. Rockwell-Standard® hypoid axle is available on some models. All single rear-axle models have variable-rate springs. Auxiliary rear springs are available.*



*Tandem rear axles and suspensions. Choice of tandem rear axles includes spiral-bevel-gear Eaton single-speed rated at 34,000 lbs. and hypoid-gear Rockwell-Standard axles with 34,000, 38,000 or 44,000-lb. ratings are also available. Driver-operated lockout provides equal power to each axle.*

*Hendrickson suspensions are standard on all J80 models. The Reyco 101A is standard on the J90. Other suspensions available.*



**New plastic battery box.** Corrosion-free battery box and tray are standard on J90 Bruins. Depending on the model, Chevy Bruins feature 4000-watt Delco Freedom batteries.

**Front axles and suspensions.** For high front-end load capacity, Chevy offers I-beam front axles in capacities ranging from 7000 to 16,000 lbs. teamed with two-stage leaf springs. Double-acting shock absorbers are standard. Special Soft-Ride springs are available for some models.

**Exhaust system.** Dual horizontal aluminized mufflers are standard on J80 models. Dual vertical mufflers with dual heat guards are standard on J90 models with 8V71N engine.

**Fan speeds reduced.** Fan speeds have been reduced to approximately 0.8 times engine speed to help cut down fan noise and horsepower drain.

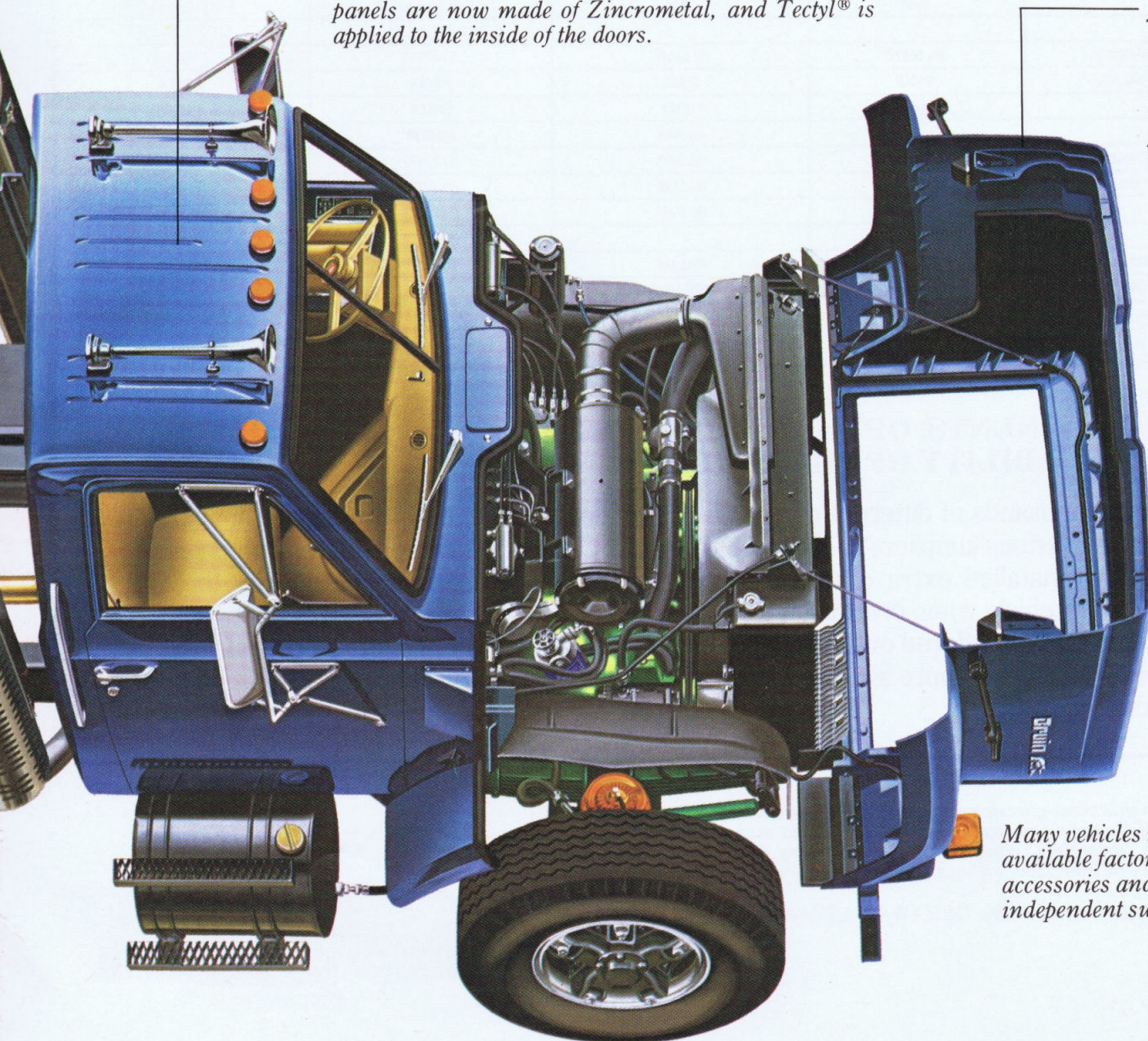
**Temperature-controlled fan drives.** Available fan drives automatically disengage the fan when coolant temperature permits.

*The side-opening hood is standard on all Series J80 Chevy Bruins and can be ordered on the J90 with the Detroit Diesel 671-N engine.*



*Anti-corrosion measures. A wide range of anti-corrosion material is used. Galvanizing, stainless steel and Zincrometal® are used extensively. Outer door panels are now made of Zincrometal, and Tectyl® is applied to the inside of the doors.*

*J90 and available J80 hood design and mounting system. The hood and fender assemblies are constructed of strong, lightweight SMC fiberglass that cannot rust or corrode.*



*Many vehicles in this catalogue are shown with available factory-installed options, dealer accessories and specialized equipment from various independent suppliers.*



# SPECIFICATIONS.

DETROIT DIESEL	6V-53N	8V-71N	8V-71N	8V-71N	6-71N	6-71N	6V-92TA	6V-92TTA	6-71T	
DISPLACEMENT (CU. IN.)	318.4	567.5	567.5	567.5	425.6	425.6	552	552	425.6	
BORE & STROKE (IN.)	3.875 x 4.50	4.25 x 5.0	4.25 x 5.0	4.25 x 5.0	4.25 x 5.0	4.25 x 5.0	4.84 x 5.0	4.84 x 5.0	4.25 x 5.0	
COMPRESSION RATIO	21	18.7	18.7	18.7	18.7	18.7	17	17	17	
GOVERNED ENGINE SPEED (RPM)	2800	1950	2100	2100	2100	2100	2100	1950	2100	
INJECTOR MODEL	50	55	60	65	60	65	90	90	75	
CATERPILLAR	3208-V8	3208-V8	3208-V8		CUMMINS DIESEL		NTC-290	NTC-350	FORMULA 290	
DISPLACEMENT (CU. IN.)	636	636	636		DISPLACEMENT (CU. IN.)		855	855	855	
BORE & STROKE(IN.)	4.5 x 5.0	4.5 x 5.0	4.5 x 5.0		BORE & STROKE (IN.)		5.5 x 6.0	5.5 x 6.0	5.5 x 6.0	
COMPRESSION RATIO	16.4	16.4	16.4		COMPRESSION RATIO		15.8	14.1	15.8	
GOVERNED ENGINE SPEED (RPM)	2800	2800	2800		GOVERNED ENGINE SPEED (RPM)		2100	2100	1900	
GASOLINE ENGINE	427-V8				TRANSMISSIONS					
DISPLACEMENT (CU. IN.)	427				MAKE				NO. OF SPEEDS	
BORE & STROKE (IN.)	4.20 x 3.76				FULLER				6, 9, 10, 13	
COMPRESSION RATIO	7.8				SPICER				5, 6	
GOVERNED ENGINE SPEED (RPM)	4000				ALLISON AUTOMATIC				5	
				CLARK				5		
				FULLER AUXILIARY				2		

SERIES		J8C042	J8C064†	J9C042	J9C064†
MAXIMUM GVWR (LBS.)		27,500	43,000	33,860	44,860
MAXIMUM GCWR (LBS.)		60,000	60,000	80,000	80,000
FRONT AXLES (LBS.)	STANDARD	9,000	9,000	10,860	10,860
	AVAILABLE	12,000	16,000	12,000	16,000
ENGINES, GAS ENGINES, DIESEL	STANDARD	427-V8	427-V8	—	—
	STANDARD	—	—	8V-71N	8V-71N
	AVAILABLE	6V-53N	6V-53N	6-71N, 6V-92T, TA, TTA	6-71N, 6V-92T, TA, TTA
		3208	3208	6-71T, Formula 290	6-71T, Formula 290
				NTC 290, NTC 350	NTC 290, NTC 350
TRANSMISSION	STANDARD	(S) 5052C	(S) 5052C	(F) RT910	(F) RT910
	AVAILABLE °	SPICER	CLARK	FULLER	FULLER
		ALLISON	FULLER	SPICER	ALLISON
			ALLISON	ALLISON	SPICER
REAR AXLE	STANDARD	(E) 17121	(E) 34DS	(E) 23121	(R) SLHD
	AVAILABLE	(E) 17221	(R) SLHD	(E) 18221	(R) SQHD
		(E) 18221	(R) SQHD	(E) 23221	(R) SQHP
		(E) 23221		(R) R-170	(E) DS380
BRAKES	STANDARD	FULL AIR	FULL AIR	FULL AIR	FULL AIR
	AVAILABLE	HYDRAULIC	HYDRAULIC	—	—

° See your Chevrolet Heavy Duty Truck Dealer for availability on certain models    †Tandem Axle    (S) Spicer    (F) Fuller    (E) Eaton

## A WORD ABOUT COMPONENTS, OPTIONAL EQUIPMENT, ASSEMBLY AND AVAILABILITY OF THESE VEHICLES.

These vehicles incorporate thousands of different components produced by General Motors of Canada Limited and related companies and by various suppliers to General Motors of Canada Limited or related companies.

With respect to factory installed extra cost optional equipment, make certain you specify the type of equipment you desire on your vehicle when ordering it from your dealer. We suggest you verify that your vehicle includes the optional equipment you ordered or, if there are changes, that they are acceptable to you.

The vehicles described in this brochure are assembled at facilities of General Motors Corporation operated by GMC Truck and Coach Division.

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GENERAL MOTORS OF CANADA LIMITED, OSHAWA, ONTARIO.

