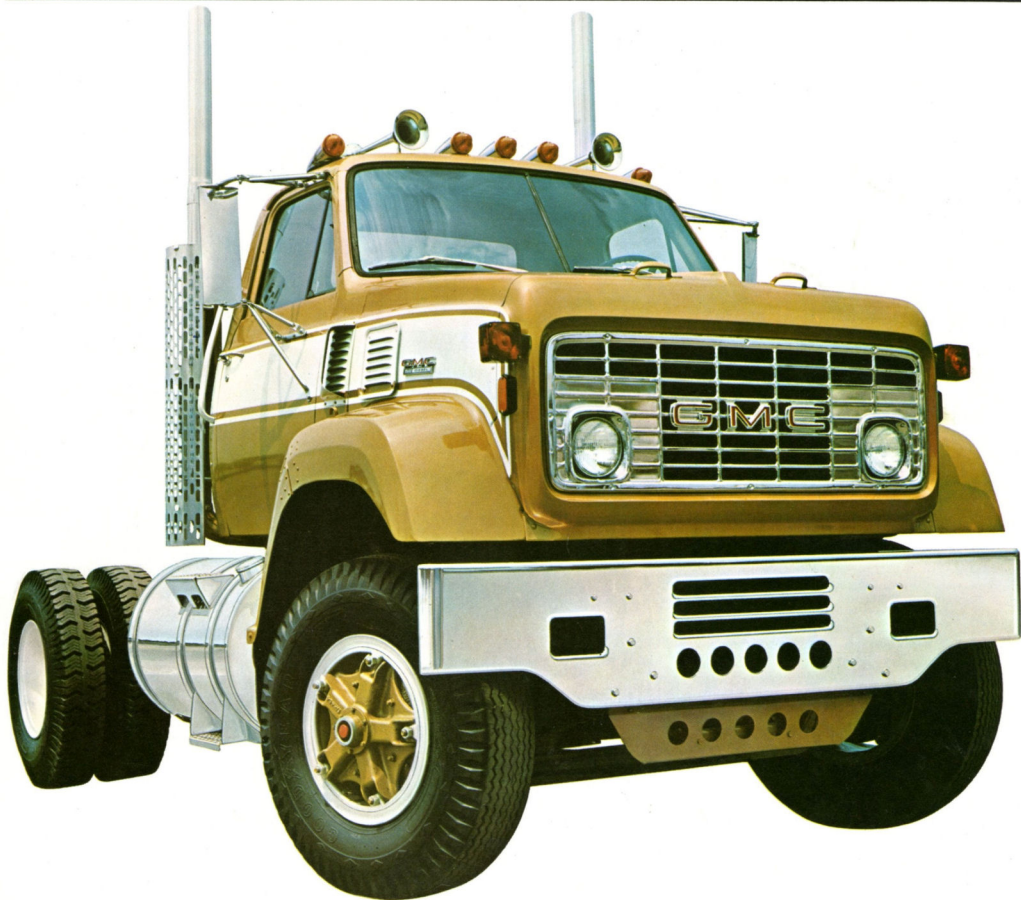




SERIES 9500 Conventional Heavy Duty



THE TRUCK PEOPLE FROM GENERAL MOTORS

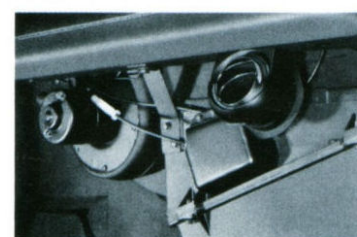


SERIES 9500 Best Balanced Money Maker

GMC's 9500 Series models are backed by years of engineering experience and design know-how to provide users with one of the best balanced selection of money-makers available. Make your selection from a broad range of available Cummins or Detroit Diesel engines and a wide range of available drive-line components to tailor your 9500 truck or tractor to your specific needs. The GMC's are designed, sold and serviced by the people who are truck experts — The Truck People from General Motors.



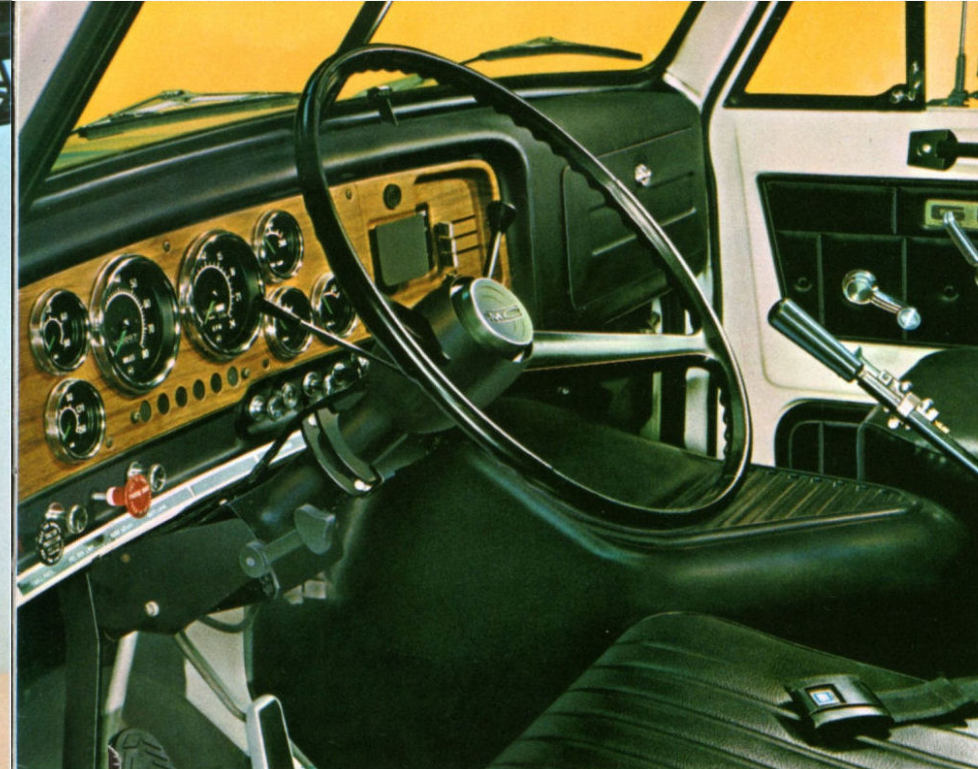
Standard Tilt-Steering Column with wrench adjustment adds to driver's comfort. Available Quick-Release Lever shown here makes it quick and easy.



Available air conditioning reduces driver fatigue and irritation; helps keep him cool behind the wheel. Unit is integral with standard heater/defroster. Corner outlets adjust for superb airflow. 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.



GMC cab interiors are designed for driver comfort. The standard driver's seat is a chair-high, black vinyl bucket with seat belts. A companion seat is available. The standard dash is finished in non-reflective paint and highlighted with a simulated wood grain insert. Instruments are designed and placed for fast, easy reading. The two-piece windshield offers a sweeping view of the road. Custom interior, shown above, is available.



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.

Rugged . . . Long-Life Cab Construction

Stands 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 meets the open ends of the horizontal "U" at the base of the pillar in a solid joint. This completes the cab perimeter structure.

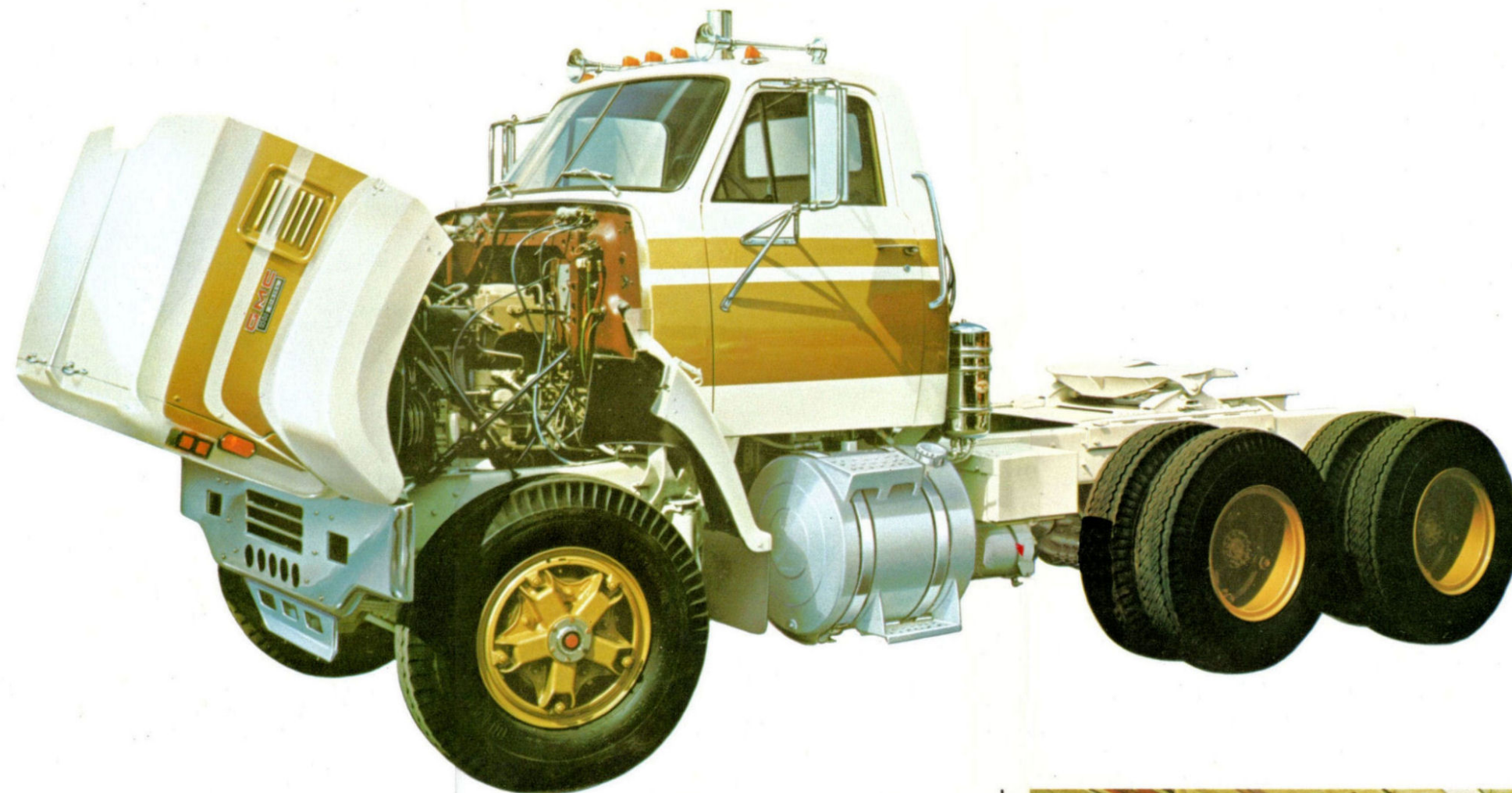
3 Sturdy channel reinforcements completely surround engine openings, strengthening floor and dash panels while connecting the central portion of the cab to the perimeter framework.

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, eliminating 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.

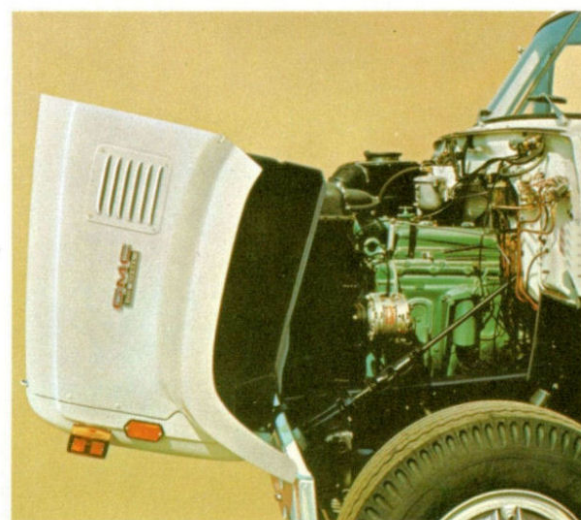


Builds a Truck That's Tough

Better...Yet Easy to Service

Long haul operators and mechanics will find that GMC's 9500 Series Conventionals 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.

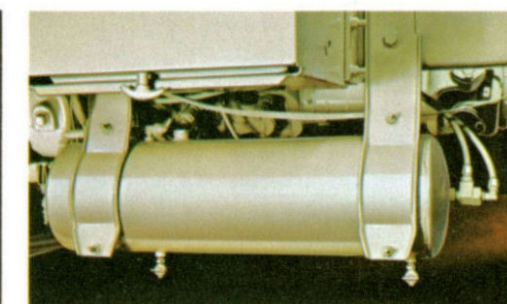
If you'd like to reduce the time lost to normal maintenance and service requirements, consider the features shown here.



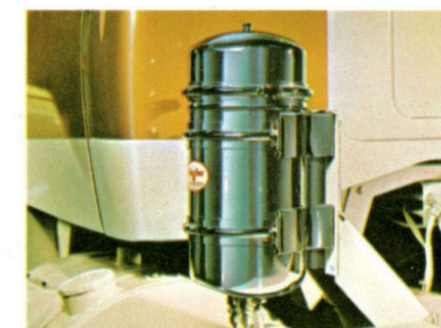
GMC's Tip-Off hood design is constructed of lightweight non-corroding fiber glass. It opens in seconds and allows walkup accessibility to most engine service points. There's space between the wheel and frame for a man to work comfortably.



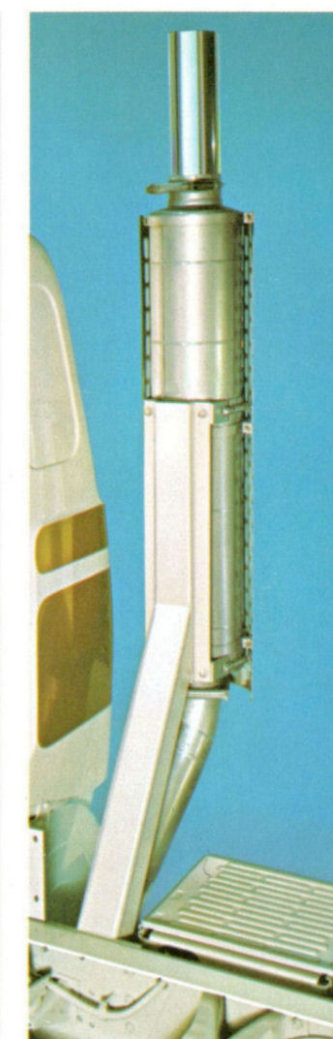
Torture Testing Delivers Quality . . . All GMC cab designs are expected to take a beating in any trucking application. Here a test unit undergoes a simulated round-the-world run encountering conditions that create the same type of shocks, stresses and sheet metal twisting found in the roughest operating 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 the durability and serviceability you expect of The Truck People From General Motors.



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.



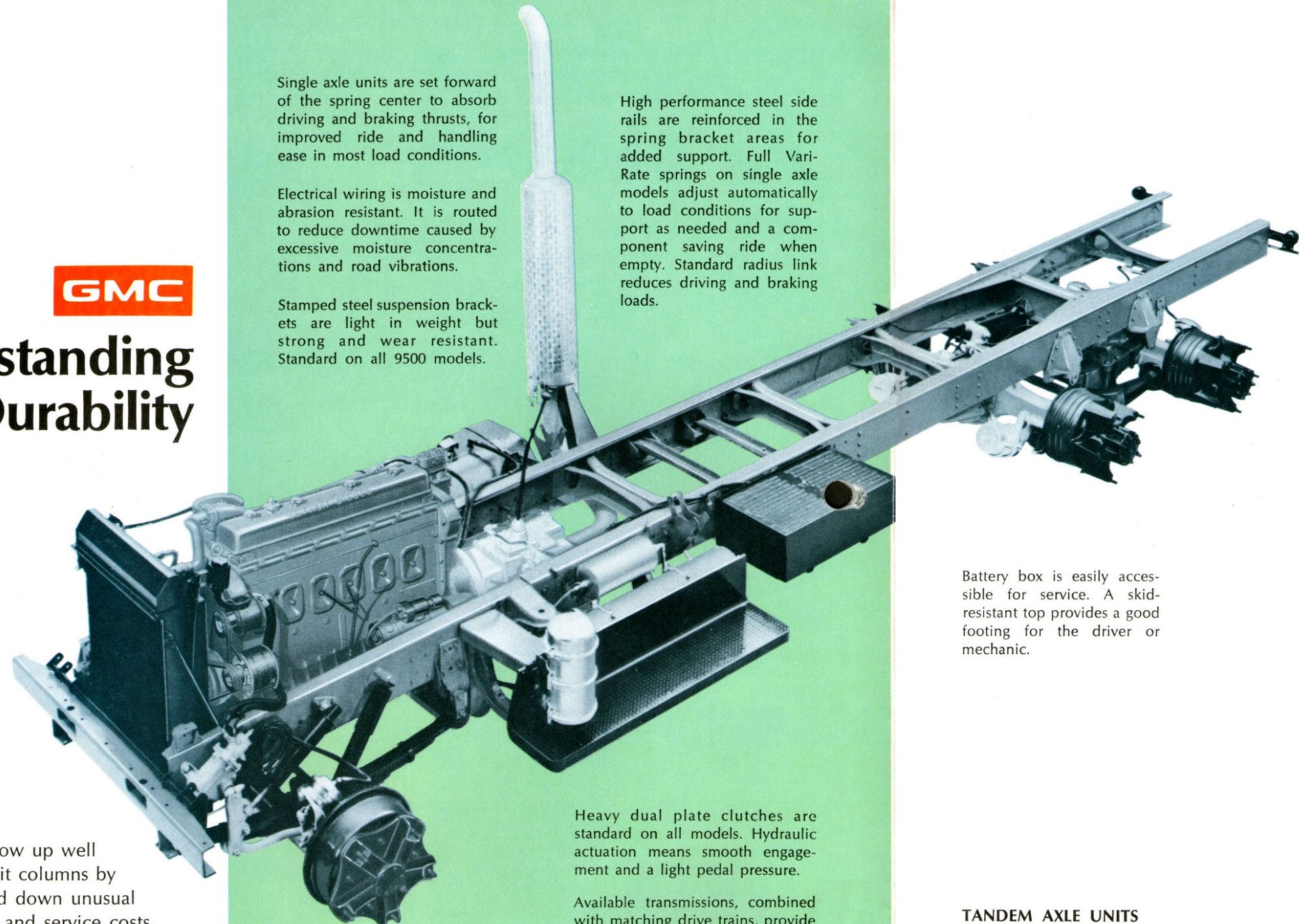
Available additional oil filters are frame mounted for increased serviceability and add to engine life as well as the 9500's appearance.



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

GMC Outstanding Durability

GMC chassis 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 cross members with alligator jaw outer ends further increase stability. L-type reinforcements are available for more severe hauling requirements.



Single axle units are set forward of the spring center to absorb driving and braking thrusts, for improved ride and handling ease in most load conditions.

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

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

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.

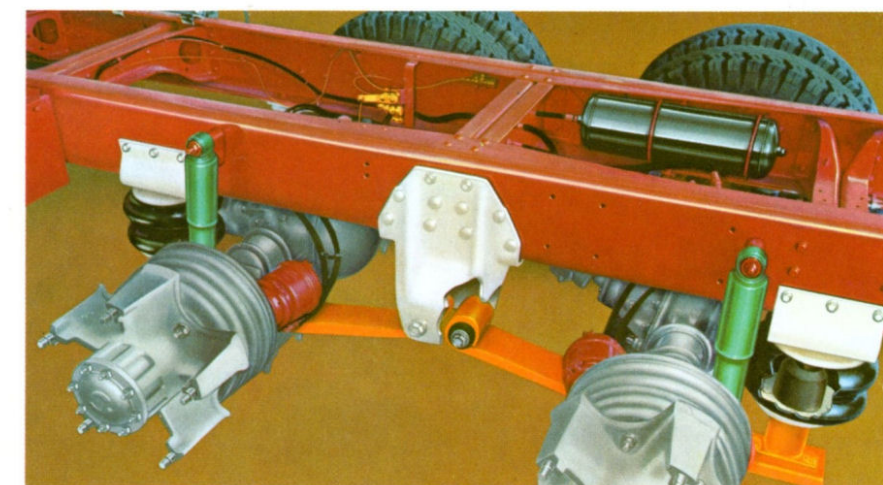
Battery box is easily accessible for service. A skid-resistant top provides a good footing for the driver or mechanic.

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

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.

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.

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.



Astro-Aire Suspension GMC Designed For Improved Ride And Handling . . .

Astro-Aire Suspension delivers an even ride regardless of 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 . . .

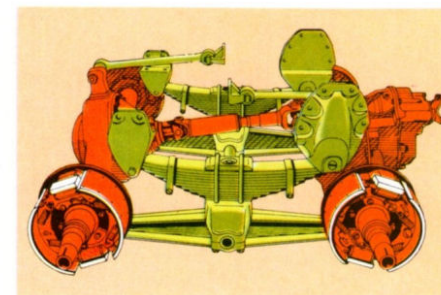
Astro-Aire pays off where it counts most . . . in reduced suspension weight when compared to other air suspensions. This simple yet efficient bellows and control arm system does more with less, plus offering the advantages of constant frame height, light or loaded . . . a control valve regulates air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

REDUCED MAINTENANCE . . .

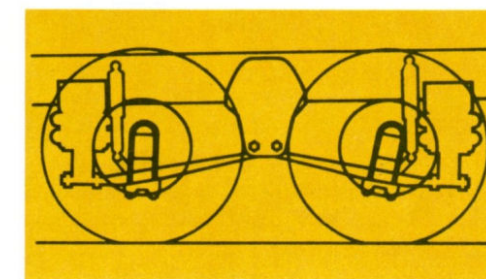
Fewer parts mean less maintenance. All moving parts are rubber bushed to eliminate lubrication. Rubber bumpers in the bellows contribute toward ending expensive downtime on the road. Astro-Aire absorbs most damaging road shock before it reaches the tractor. Helps you realize long component life, less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

Astro-Aire affords a quiet, smooth, constantly level ride while cradling cargo comfortably plus offering improved response and driver handling.

TANDEM AXLE UNITS

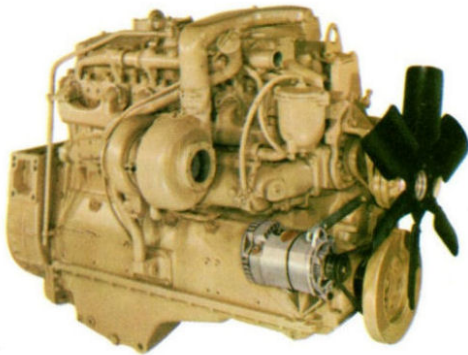


Hendrickson RT, RU or Reyco 101 suspensions are offered as standard units available on most 9500 models equipped with either Eaton or Rockwell dual driving systems. Other types of axle and suspension systems are available as factory installed equipment.

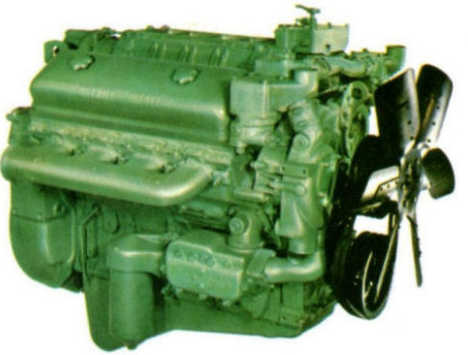


Select Your Power from these Popular Diesels

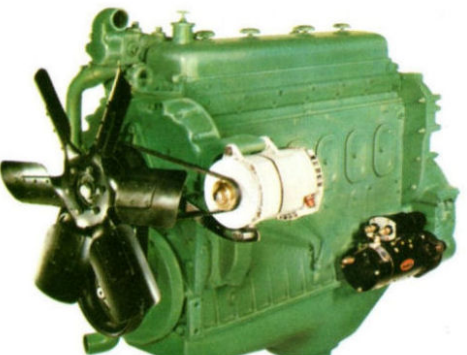
GMC offers a wide choice of available power for service in many applications. Operating costs hold the line because GMC adds years of engineering experience to every engine-drive train combination. Ask your GMC dealer about the road-proven Cummins or Detroit Diesel engines that match the power requirements 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.



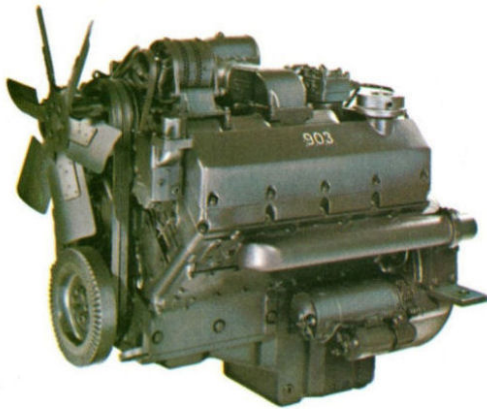
Cummins 4 cycle diesels are recognized for consistent durability and low upkeep. Six Cummins diesel engines are available in the 9500 Series. Included are NH 230, NHC 250, NTC 290, NTC 335, NTC 350 and the V 903. Power ratings range from 211 to 325 SAE net horsepower.



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-71NE 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.



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.



Cummins 4 cycle, V 903 is designed for excellent performance at varying altitudes with consistent durability. With 285 SAE net horsepower and 685 lbs.-ft. of SAE net torque, the V 903 is available on JB and MB (tandem axle) Conventional 9500 models.

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 5.0	18.7
6-71N IN-LINE 6 (65 MM)	425.6	219 @ 2100	600 @ 1600	4.25 x 5.0	18.7
8V-71NE, V-8 (55 MM)	567.5	242 @ 1950	696 @ 1200	4.25 x 5.0	18.7
8V-71N, V-8 (60 MM)	567.5	265 @ 2100	732 @ 1200	4.25 x 5.0	18.7
8V-71N, V-8 (65 MM)	567.5	289 @ 2100	758 @ 1600	4.25 x 5.0	18.7
CUMMINS DIESEL					
NH 230, IN-LINE 6	855	211 @ 2100	591 @ 1500	5.50 x 6.0	15.8
NHC 250, IN-LINE 6	855	229 @ 2100	633 @ 1500	5.50 x 6.0	15.8
NTC 290, IN-LINE 6	855	260 @ 2100	821 @ 1350	5.50 x 6.0	14.3
NTC 335, IN-LINE 6	855	319 @ 2100	890 @ 1600	5.50 x 6.0	14.1
NTC 350, IN-LINE 6	855	325 @ 2100	939 @ 1500	5.50 x 6.0	14.1
V 903, V-8	903	285 @ 2600	685 @ 1800	5.50 x 4.75	16.5

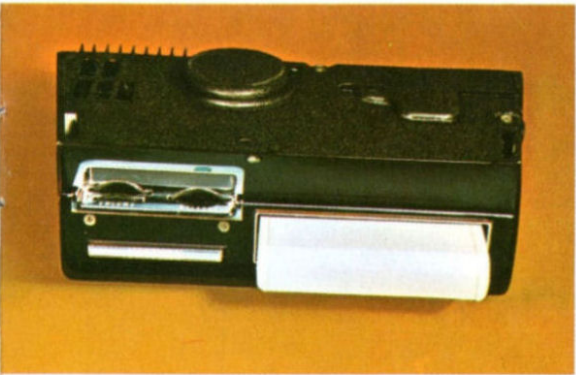
Engine exterior details may differ depending on chassis application. *Engine brake available.

Available Accessories

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



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



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.



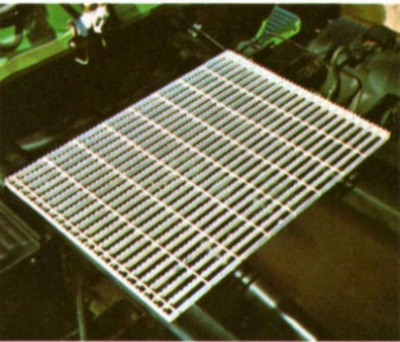
Dealer-installed Mark IV cab air conditioning with roof-mounted condenser is available in place of available factory-installed integral air conditioning.



Dealer-installed heavy-duty Grille Guard protects front end sheet metal, reduces maintenance and replacement cost in tough hauling applications.



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



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

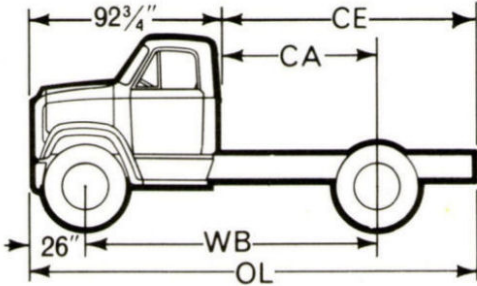


Specifications

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

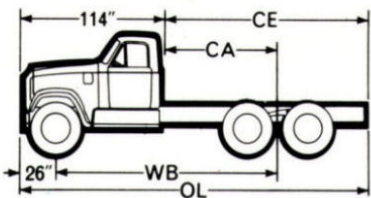
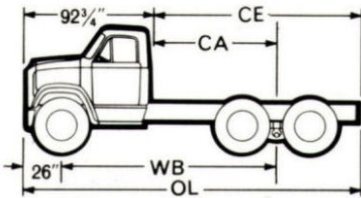
Refer to Load Capacity Chart in Data Book or Owner's Manual for Minimum Equipment Required for Maximum GVW or GCW.



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 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.	11,000	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	NHC 250	NH 230	6-71N (60 MM)	6-71N (65 MM)
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	5 SPEED 10 SPEED
TIRES, STD. AND MAX.	10.00/20F	11.00/22F	10.00/20F	11.00/22F
WHEELS	CAST SPOKE	10-STUD DISC	CAST SPOKE	10-STUD DISC

SERIES	HC-9500		HH-9500	
	STD.	AVAIL.	STD.	AVAIL.
GROSS RATING: MAX. GVW, LBS. MAX. GCW, LBS.	33,500 60,000		33,500 60,000	
AXLE, FRONT, LBS. CAP.	9,000	12,000	9,000	12,000
AXLE, REAR, LBS. CAP. (S= SINGLE SPEED)	23,000/S	R170/S 23,000	23,000/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-71NE (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	10-STUD DISC	CAST SPOKE	10-STUD DISC

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	—	—	—	—
	JI-9500	JI-9500	JI-9500	JI-9500	JI-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"

**JB-9500=162"

***JB-9500=255"

SERIES	MH-9500		MC-9500		MB-9500	
	STD.	AVAIL.	STD.	AVAIL.	STD.	AVAIL.
GROSS RATING: MAX. GVW, LBS. MAX. GCW, LBS.	50,500 76,800		45,500 76,800		45,500 76,800	
AXLE, FRONT, LBS. CAP.	9,000	12,000 18,000*	12,000	—	12,000	—
AXLE, REAR, LBS. CAP.	34,000 SLHD	38,000 SQHD	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	6,000	—	6,000	—
SPRINGS, REAR, RATED AT GROUND, EA. LBS.	RU-340 17,000	REYCO 101 RT-380 ASTRO-AIRE	REYCO 101 8500 (x4)	RT-380 19,000	REYCO 101 8500 (x4)	—
BRAKES, SERVICE	FULL AIR		FULL AIR		FULL AIR	
CLUTCH, DIA. IN. DUAL DISC	14	15½	15½	—	14	—
ENGINE	8V-71NE (55 MM)	8V-71N (60 MM) 8V-71N (65 MM)	NTC 350	—	V-903	—
FRAME, IN. 10½ x 3½ x 5/16	STD.	INVERTED-L	STD.	INVERTED-L	STD.	INVERTED-L
STEERING	MANUAL	HYDRAULIC	MANUAL	HYDRAULIC	MANUAL	HYDRAULIC
TRANSMISSIONS	10 SPEED	13 SPEED 16 SPEED	10 SPEED	13 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
WHEELS	CAST SPOKE	10-STUD DISC	CAST SPOKE	10-STUD DISC	CAST SPOKE	10-STUD DISC

*option includes power steering.

SERIES	JI-9500		JH-9500		JN-9500		JC-9500		JB-9500	
	STD.	AVAIL.	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		45,500 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*	12,000	—
AXLE, REAR, LBS. CAP.	34,000-SLHD	38,000-SQHD E34D3-34,000	34,000-SLHD	38,000-SQHD	34,000 Eaton	34,000-SLHD 38,000-SQHD	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	6,000	—
SPRINGS, REAR, RATED AT GROUND, EA. LBS.	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	RU-340 17,000	REYCO 101 RT-380 Astro Aire	REYCO 101 8,500 (x4)	RT-380 19,000
BRAKES, SERVICE	FULL AIR		FULL AIR		FULL AIR		FULL AIR		FULL AIR	
	WEDGE TYPE	S-CAM	WEDGE TYPE	S-CAM	WEDGE TYPE	S-CAM	StopMaster	S-CAM	StopMaster	S-CAM
CLUTCH, DIA. IN. DUAL DISC	14	15½	14	15½	14	15½	14	15½	14	—
ENGINE	6-71N (60 MM)	6-71N (65 MM)	8V-71NE (55 MM)	8V-71N (60 MM) 8V-71N (65 MM)	NHC 250	NH 230	NTC 290	NTC 335	V 903	—
FRAME, IN. 10½ x 3½ x 5/16	STD.	INVERTED-L	STD.	INVERTED-L	STD.	INVERTED-L	STD.	INVERTED-L	STD.	INVERTED-L
STEERING	MANUAL	HYDRAULIC	MANUAL	HYDRAULIC	MANUAL	HYDRAULIC	MANUAL	HYDRAULIC	MANUAL	HYDRAULIC
TRANSMISSIONS	10-SPEED	13-SPEED 5-SPEED	10-SPEED	13-SPEED 5 spd./4 spd.	5-SPEED	10-SPEED 13-SPEED 5 spd./4 spd.	10-SPEED	13-SPEED	10-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	10.00/20F	11.00/22F
WHEELS	Cast Spoke	10 Stud Disc	Cast Spoke	10 Stud Disc	Cast Spoke	10 Stud Disc	Cast Spoke	10 Stud Disc	Cast Spoke	10 Stud Disc

*option includes power steering. Front PTO available on JI and JN models includes steel hood and bumper.



Conventional 9500 Series

9500 Series trucks and tractors offer a wide selection of Cummins and Detroit Diesel engines, balanced drive trains and rear axle combinations. Proven in thousands of trucking applications, they're your best choice for durability, economical operation and dependability. Check this catalog for the specifications and talk to your GMC dealer to see how GMC's 9500 Series trucks and tractors fit your special needs.



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 on available equipment, specifications, etc., not shown here.

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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TRUCK & COACH DIVISION

GENERAL MOTORS CORPORATION

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