



SERIES 7500 Conventional Models



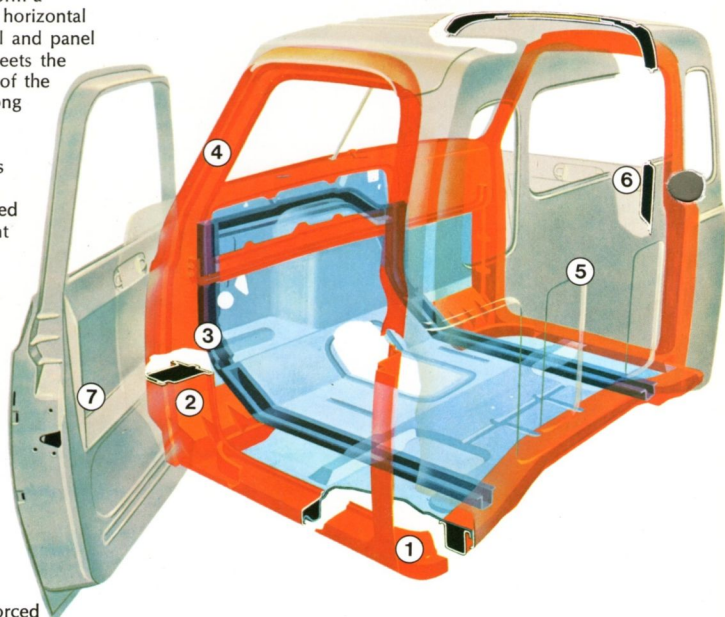
THE TRUCK PEOPLE FROM GENERAL MOTORS

GMC's modern interior design with chair-high seats and ample leg room provides comfortable driving. Full width bench seats are standard. Dash is finished in coordinated non-reflective colors and features a standard wood grain vinyl trim on instrument panel. Choice of four trim colors.



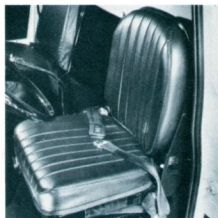
Rugged...Long-Life Cab Construction

① Outer 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" section that meets the open ends of the horizontal "U" at the base of the pillar in a solid joint. This completes the strong perimeter structure. ③ Sturdy channel reinforcements completely surround engine openings, strengthening floor and dash panels while tying 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, proper alignment and fit. ⑤ Cab back panel is a continuous piece extending from one door opening to the other. Vertical depressions add strength to rear sheet metal and prevent panel drumming. Back panel and roof are lap-jointed for improved sealing and strength. ⑥ Inner rear panel extends from belt-line upwards to provide double wall construction around window openings and at outer edges of roof. Drip moldings are integral, eliminating the possibility of joint leaks. ⑦ Cab doors are double walled with upper portion of the door interior 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 closing effort.





Available push-button, all transistor radio has the power to pull in stations clear across the AM band. Provides listening pleasure.



Driver's suspension bucket seat and matching companion seat are available to help lessen long haul fatigue. Adjustable for personal comfort.



Standard recirculating ball steering reduces wheel drag. Tilt steering column is standard and adjusts easily up to five inches. Quick Release lever is available for fast driver change-over.

NEED IT NOW . . .

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



GMC's 7500 models are easy to operate and maintain. Compact cab and strong chassis design offer excellent front axle weight distribution for efficient operation. These single and tandem axle models are heavy duty haulers designed by Truck People, sold and serviced by Truck People. Your local GMC dealer is the man to see for fast, friendly sales and service. See him today.



We Build a Truck That's Tough... Yet Easy to Service!

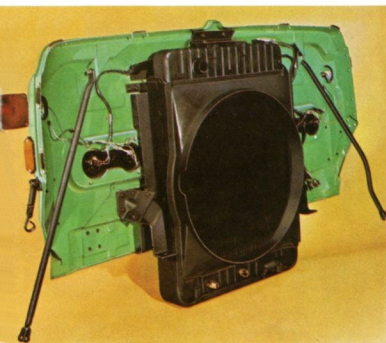
Routine maintenance is important to every truck owner. GMC's Conventional cab design offers features that add up to less downtime for normal service routines, more road time is the result. Special time saving features include a fast disassembling front end design that helps save time in the shop. GMC makes it easy for you to protect your truck investment dollar. If you'd like to reduce your normal maintenance time considerably, check the features shown on these pages.



Butterfly type side opening hood swings up and out of the way for easy access to engine, oil filter, dip stick and radiator cap conveniently located for fast checking. Front fenders and entire hood assembly remove in a matter of minutes. Standard on all 7500 models.



All GMC cabs are expected to take a beating in tough, everyday work situations. This split frame photo shows a test unit on the rack going through a simulated round-the-world run encountering the same type of shocks, stresses and sheet metal twisting found in the roughest operating conditions. We apply tough standards to every cab we build . . . you get the durability you expect of the Truck People from General Motors.



Extreme front end sheet metal, radiator, support struts and quick disconnect wiring remove as a unit for complete front-of-engine access. Entire unit allows rapid replacement of job damaged components. Helps make maintenance work easy.



Cab fenders attach with eight bolts and lift away quickly for walk-up accessibility to the engine. Handy for routine maintenance. Relatively inexpensive to replace in case of accidental damage.



Standard running boards are interchangeable right or left and easily removed for access to vacuum or air reserve tanks. Stamped skid resistant ribs provide a good footing and a short step into the cab for less driver fatigue on stop-and-go routes.

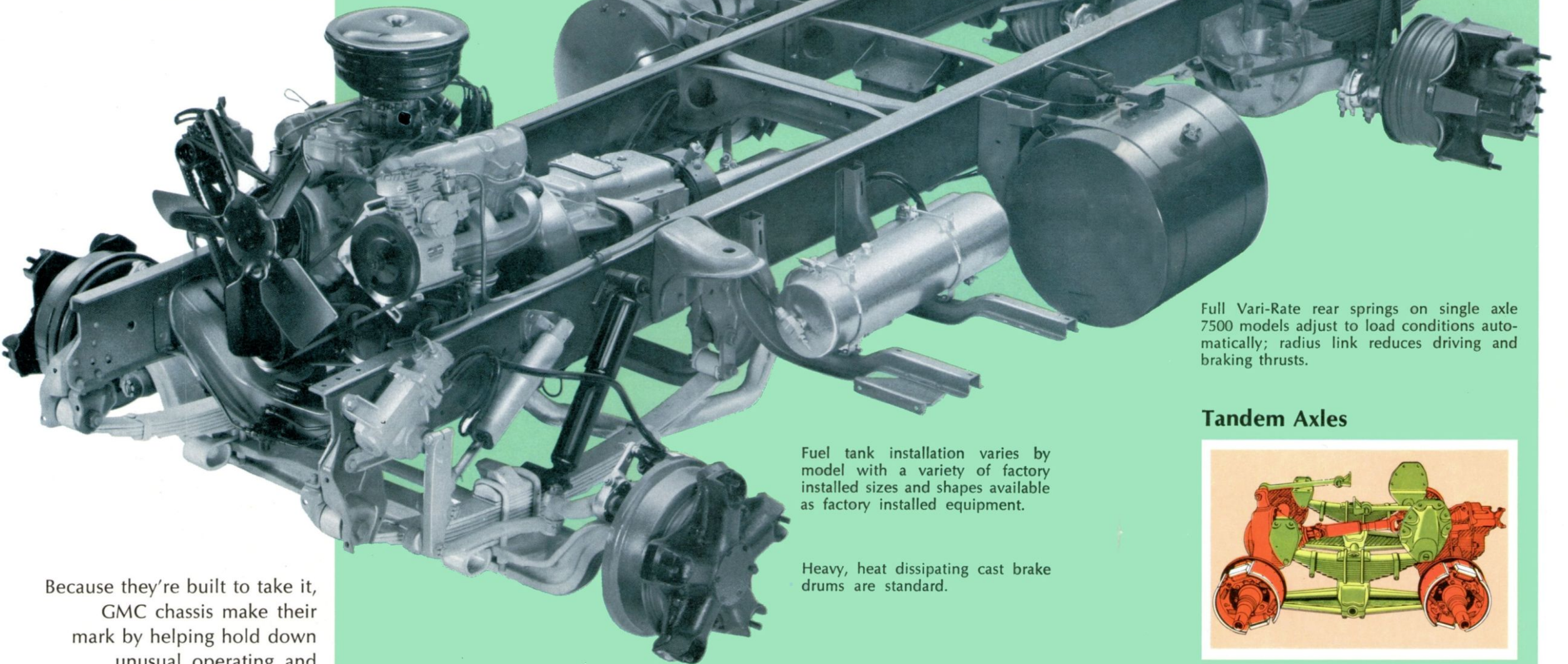


Hard Working Chassis

True-course steering requires minimum effort. GMC's design combines the forward location of the steering gear with a simplified compact steering linkage and suspension system for reduced steering effort. I-beam front axles are wide-tracking for additional handling ease.

Stamped steel suspension brackets are light weight but strong for improved wear resistance. Standard on all models. Wide front springs are 56 inches long to help cushion the load.

Rearmost frame cross member is contoured for fifth-wheel pin clearance.



Because they're built to take it, GMC chassis make their mark by helping hold down unusual operating and servicing costs. Series 7500 models feature full-channel rails that tie the complete component system together. One piece steel, web mounted cross members increase torsional stability and available L-type frame reinforcements add heft for severe hauling requirements. Check these features.

Available piston type power steering provides extra handling ease under load at low speed for easy maneuvering and reduced driver effort.

Available stamped steel tow hooks are integral with the lower spring pad for easy hook up.

Air reserve tanks are frame mounted for improved service life and reduced vibration, easy access and quick servicing.

Fuel tank installation varies by model with a variety of factory installed sizes and shapes available as factory installed equipment.

Heavy, heat dissipating cast brake drums are standard.

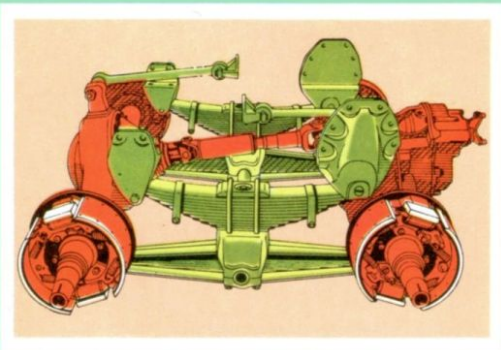
Easy maintenance heavy duty nylon air lines are standard on many models for easier field maintenance.

Water, heat and chemical resistant electrical lines are clip mounted inside the frame for less wear and extended service life. Downtime caused by wear and abrasion is minimized.

Standard front shock absorbers help cushion the load and front end components; soak up shock and vibration for an easier ride.

Full Vari-Rate rear springs on single axle 7500 models adjust to load conditions automatically; radius link reduces driving and braking thrusts.

Tandem Axles



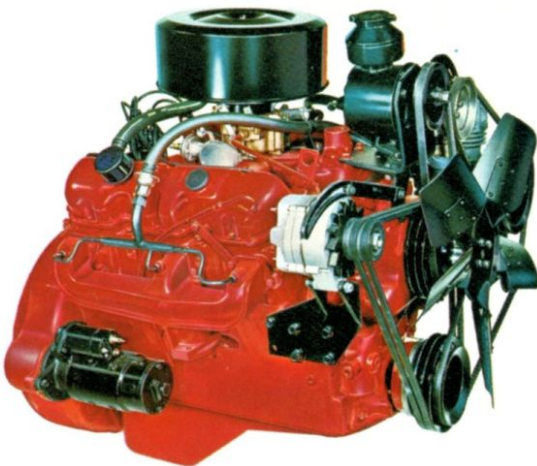
The basic tandem axle described here is standard. Other types of axles and suspension combinations are available as factory installed equipment.

Hendrickson RU spring suspension is the standard unit normally furnished with either Eaton or Rockwell dual drive tandems. Axle driving and braking forces are transmitted through torque rods and equalizing beams. The springs act only to support and cushion the load.

DOING IT AUTOMATICALLY...

protects your truck investment! GMC's 7500 series offers a selection of Allison automatic transmissions in its tandem axle models. They're geared for most applications to help save time, reduce downtime and save on most routine maintenance costs. Ask your GMC dealer for the automatic facts before you decide.

Power to Suit Your Application



GMC V-6 gasoline power has been road proven in over a million trucks since its introduction. Now, new increased displacement models provide added torque and tough durable components. Practical design features like added cooling and oiling capacity are only two of the reasons why GMC V-6 engines have gained their reputation for unsurpassed durability. And there are more: a short, compact 60 degree V-block practically eliminates crankshaft twisting; short intake passages and oversize intake valves insure a freer breathing engine; over-square design delivers peak torque at low engine speeds and then holds steady over a wide range of engine speeds.



Detroit Diesel power can make the difference you want. 6V-53N and H engines offer design features that include precision needle valve injectors; low pressure fuel transfer pump that eliminates high pressure fuel lines; Posi-Temp cooling for regulated engine temperatures; continuous bypass system that removes coolant air bubbles for improved operating efficiency.

Engine Specifications

ENGINE TYPE	CU. IN. DISPL.	NET SAE HP @ RPM	NET SAE TORQUE (LBS. FT. @ RPM)	BORE & STROKE	COMP. (RATIO TO 1)
GASOLINE					
V-6	432	190 @ 3200	336 @ 2000	4.875 x 3.86	7.5
V-6	478	192 @ 3200	371 @ 1400	5.125 x 3.86	7.0
DIESEL					
6V-53N, (50MM)	318	190 @ 2800	414 @ 1800	3.875 x 4.50	21.0

Engine exterior details may differ according to application. For 1973, all GMC gasoline engines have been designed to operate efficiently and with lower exhaust pollutants on no-lead or low-lead gasolines. If no-lead or low-lead gasolines are not available, any leaded regular grade gasoline with a Research Octane Rating of 91 or higher may be used.

Since 1960, General Motors engineers have been developing systems for the reduction of exhaust and evaporative emissions. The latest developments have been incorporated in GMC gasoline engines.

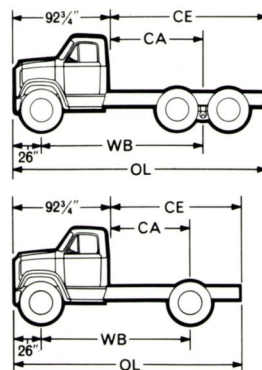
These emission control systems will perform their functions with efficiency when they are properly maintained by the user. Help keep the air clean by having your engine checked at the intervals prescribed in your Owner's Manual.



Specifications

MODELS	SINGLE AXLE MODELS							TANDEM AXLE MODELS				
	HM HV	HM —	HM HV	HM HV	HM HV	HM HV	HM HV	JM JV	JM JV	JM JV	JM JV	JM —
WB—WHEELBASE, IN.	139	146	151	169	191	205	217	151	169	187	198	210
CA— CAB TO REAR AXLE, IN.	72	79	84	102	124	138	150	84	102	120	131	143
CE—CAB TO END OF FRAME, IN.	120	127	132	162	226	240	252	140	162	205	216	231
OL—OVERALL LENGTH, IN.	213	220	225	255	319	333	345	233	255	298	309	324


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



SERIES	HM-7500		HV-7500		JM-7500		JV-7500	
	STD.	AVAIL.	STD.	AVAIL.	STD.	AVAIL.	STD.	AVAIL.
GROSS RATINGS MAX. GVW, LBS. MAX. GCW, LBS.	31,500 65,000		33,500 55,000		48,500 65,000		44,500 60,000	
AXLE, FRONT, LBS. CAP.	7,000	9,000 12,000	7,000	9,000 12,000	9,000	12,000 18,000	9,000	12,000 18,000
AXLE, REAR, LBS. CAP. (S= SINGLE SPEED) (2S= TWO SPEED)	18,500/S	18,500/2S 22,000/S 22,000/2S 23,000/2S	18,500/2S	22,000/2S 23,000/2S	30,000 DUAL DRIVE	34,000 DUAL DRIVE 38,000 SQHD	34,000 DUAL DRIVE	DUAL DRIVE 34,000 SLHD
SPRINGS, FRONT, RATED AT GROUND, EACH LBS.	3,500	4,500 6,000	3,500	4,500 6,000	4,500	6,000 8,000	4,500	6,000 8,000
SPRINGS, REAR, RATED AT GROUND, EACH LBS.	9,250	11,500	9,250	11,500	HENDRICKSON RU	HENDRICKSON RT	HENDRICKSON RU	
BRAKES, SERVICE	FULL AIR		FULL AIR		FULL AIR		FULL AIR	
CLUTCH, DIA. IN.	14 SINGLE PLATE	14 DUAL PLATE	14 DUAL PLATE	—	14 SINGLE PLATE	14 DUAL PLATE	14 DUAL PLATE	
ENGINE, V-6	432 CID, GAS	478 CID, GAS	6V-53N DIESEL	—	432 CID, GAS	478 CID, GAS	6V-53N DIESEL	—
FRAME, IN.	9 1/4 x 3 1/16 x 5/16		9 1/4 x 3 1/16 x 5/16		10 1/8 x 3 1/2 x 5/16		10 1/8 x 3 1/2 x 5/16	
STEERING	MANUAL	HYDRAULIC	MANUAL	HYDRAULIC	MANUAL	HYDRAULIC	MANUAL	HYDRAULIC
TRANSMISSIONS	5 SPD. MANUAL	5 SPD. MANUAL	5 SPD. MANUAL	5 SPD. MANUAL	5 SPD./ 4 SPD. AUX.	ALLISON MT 650G	5 SPD./ 4 SPD. AUX.	ALLISON MT 650D
TIRES, STD. AND MAX.	9.00/20E	11.00/20F	9.00/20E	11.00/22F	9.00/20E	11.00/20F	9.00/20E	11.00/20F
WHEELS	CAST SPOKE	10 STUD DISC	CAST SPOKE	10 STUD DISC	CAST SPOKE	10 STUD DISC	CAST SPOKE	10 STUD DISC

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).

GMC SUDDEN SERVICE SYSTEM—800-521-2800
In Michigan call 800-572-7853

"Not applicable in Alaska, Hawaii, or foreign countries."



TRUCK & COACH DIVISION
GENERAL MOTORS CORPORATION
Pontiac, Michigan 48053