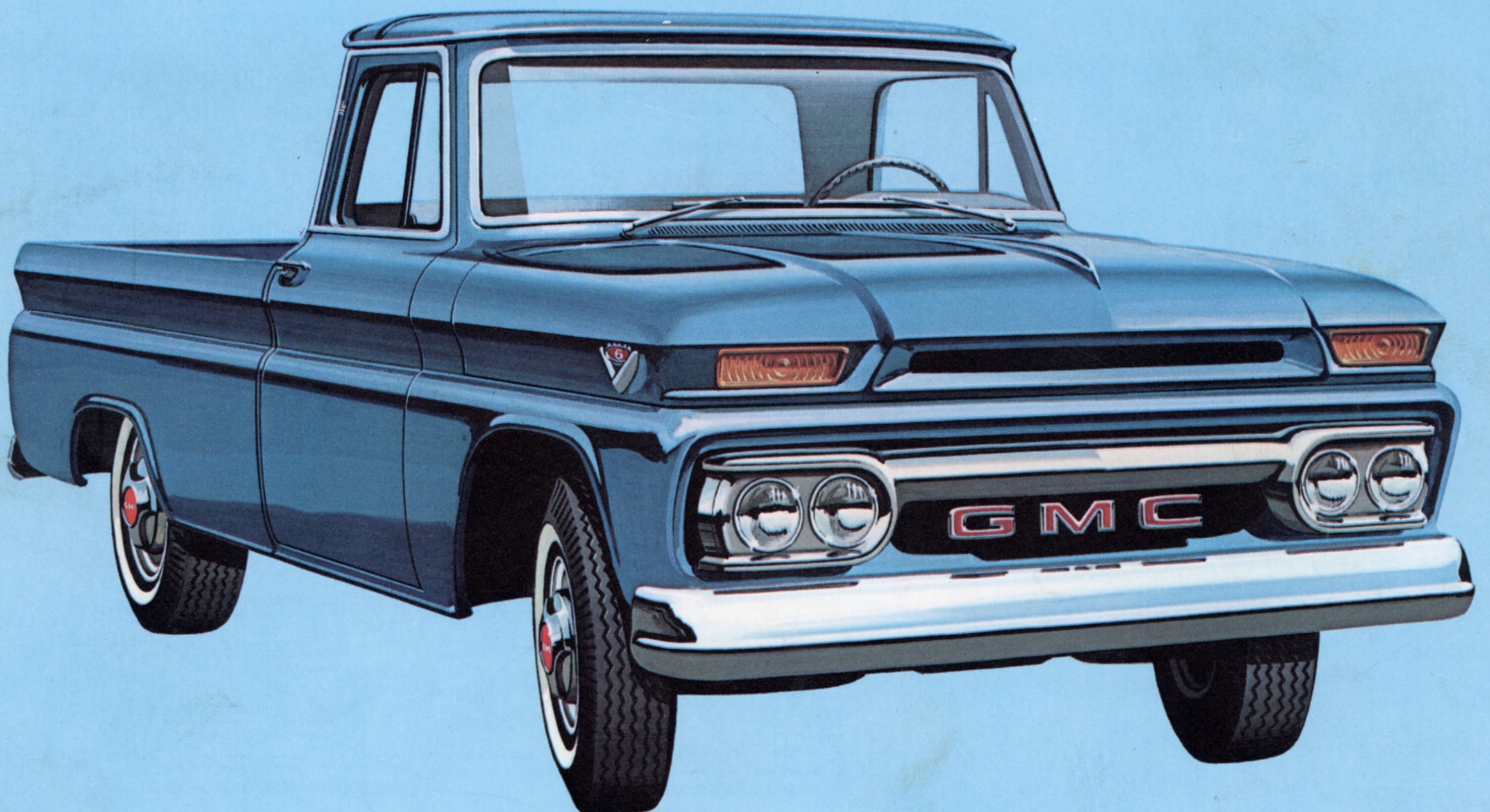




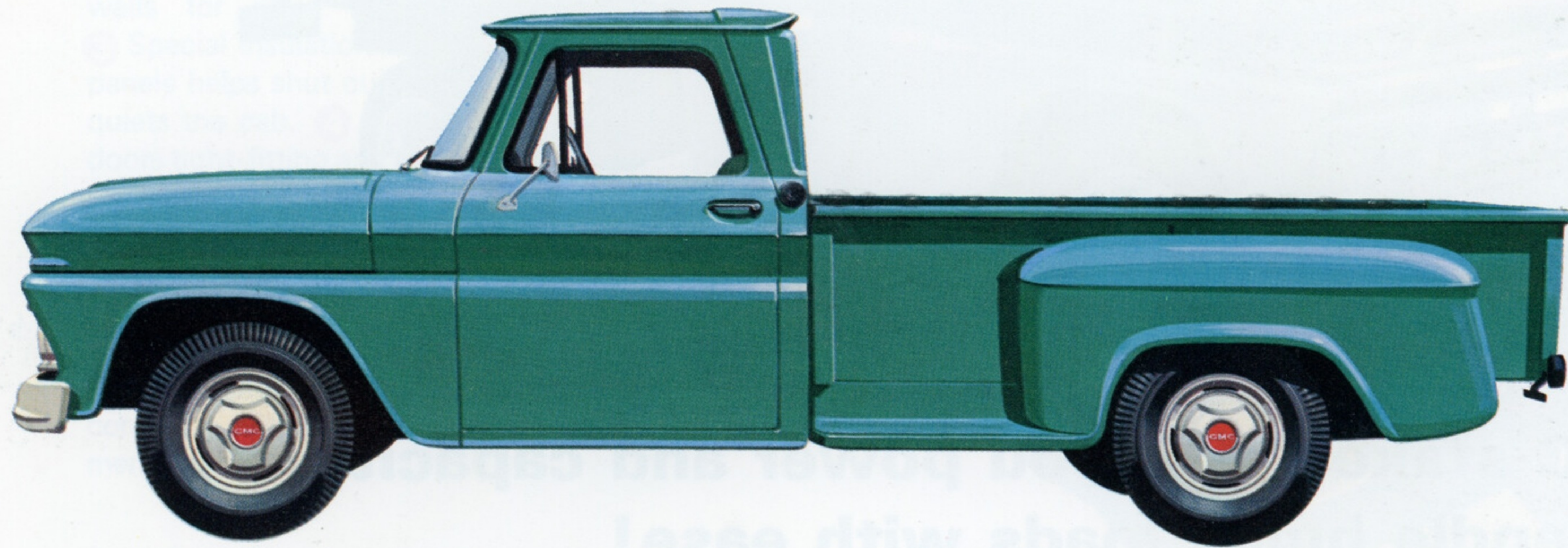
# Light Tonnage Models

GASOLINE POWERED 4x2 and 4x4  
PICKUPS • PANELS • SUBURBANS • STAKES





# pickup for your job with this selection!

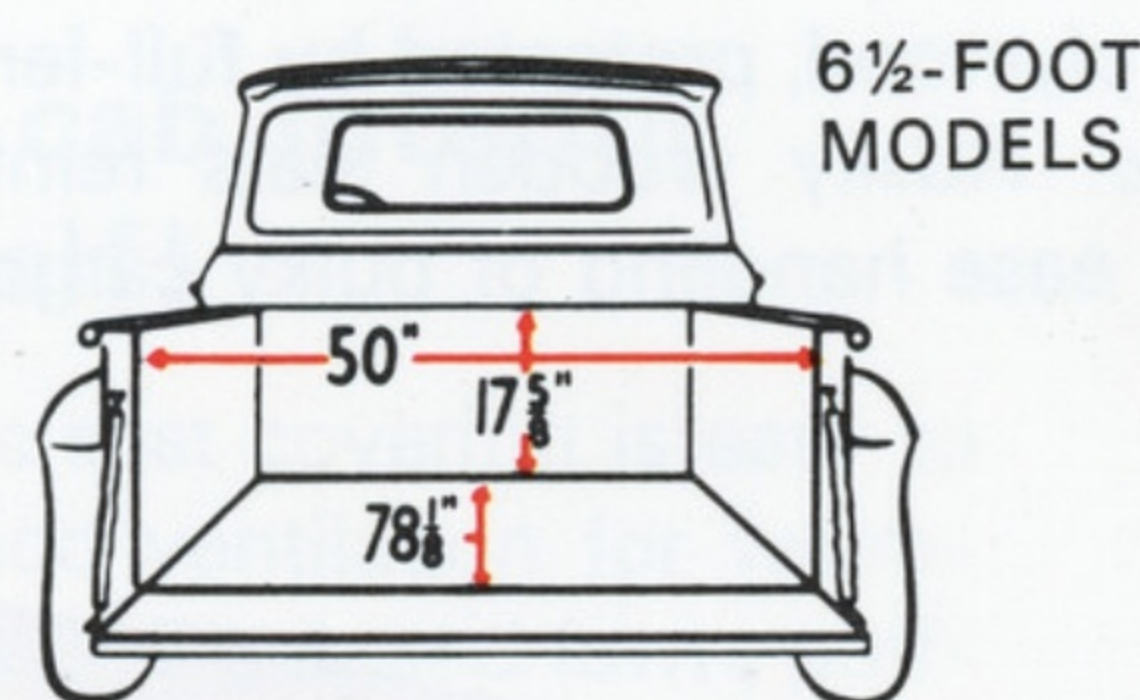


Heavy wood floor is chemically treated for long, trouble-free life. Steel skid strips are recessed into and overlap the boards making a tight, quiet, easy-loading floor.

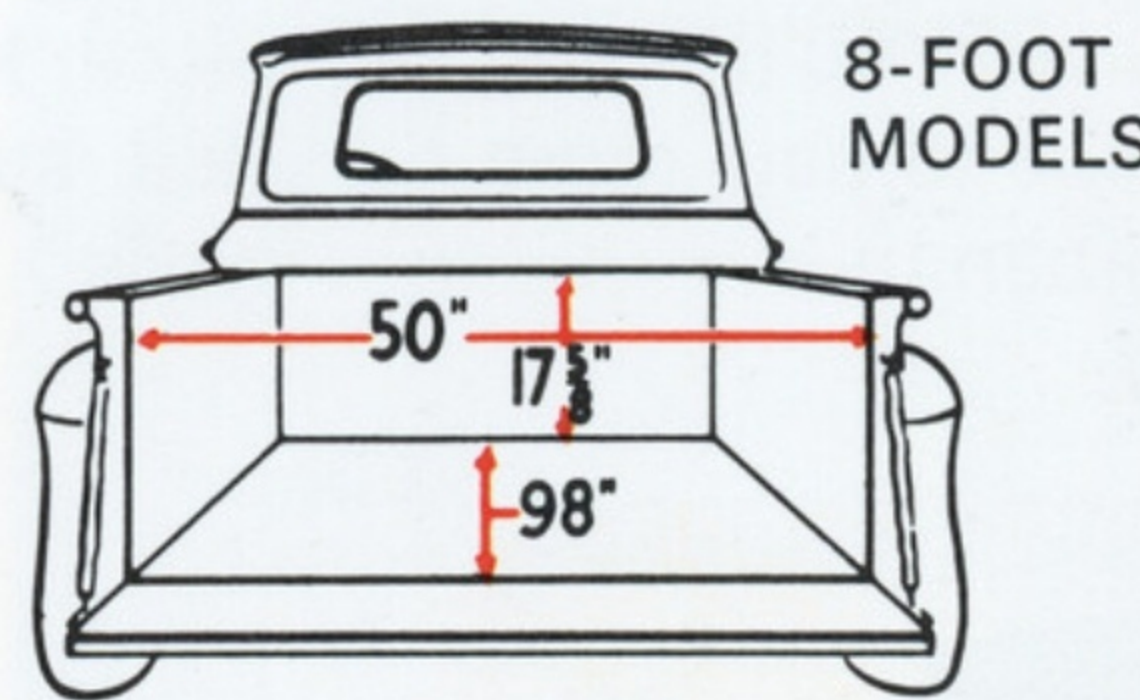
Tailgate opens flush with deck and has a strong chain supporting each side, so that heavy overhanging loads can be carried safely. Gate is gap-free when closed. All pickup bodies have reinforced stake pockets, so stake racks can be inserted when hauling livestock or bulky loads.

Lower side panels of Wide-Side bodies are double-walled to provide added strength and rigidity, plus buffer protection for exterior panels. Fenderside bodies feature a side step for easy curb loading. Capacities, lengths and other specifications are shown in the charts below. They'll help you find the model that's just right for your job!

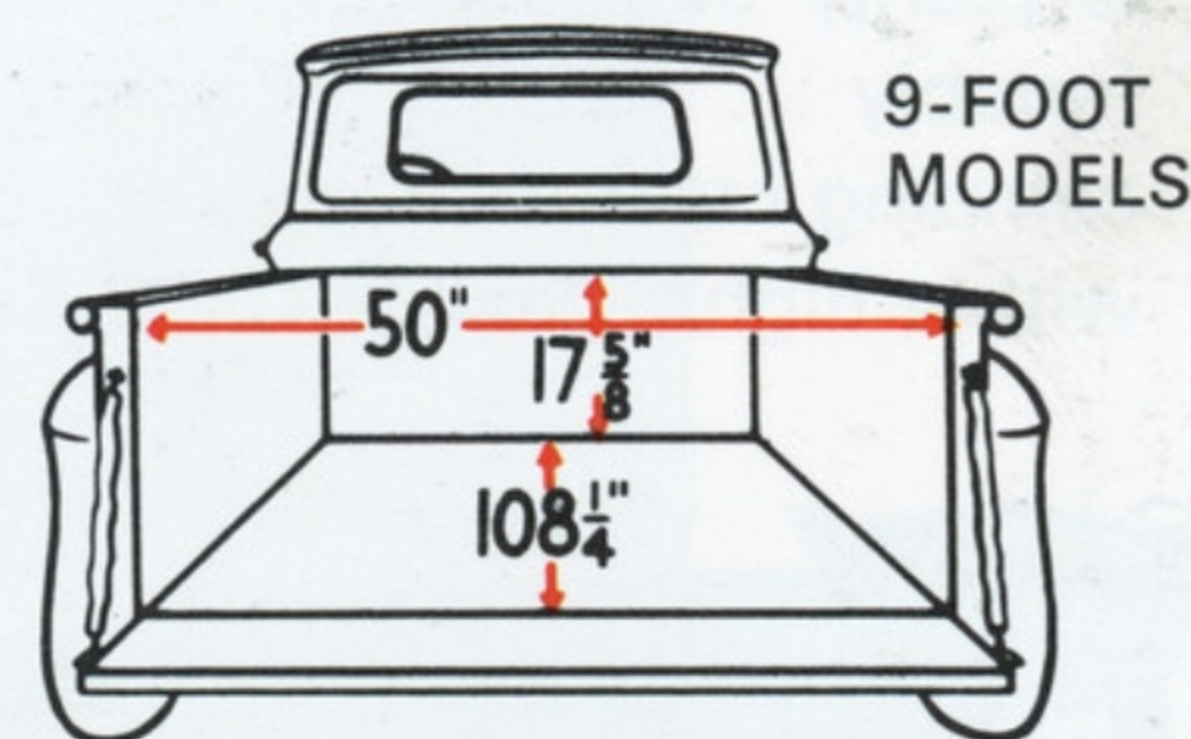
## 11 Functional Fenderside Pickups



6 1/2-FOOT MODELS



8-FOOT MODELS



9-FOOT MODELS

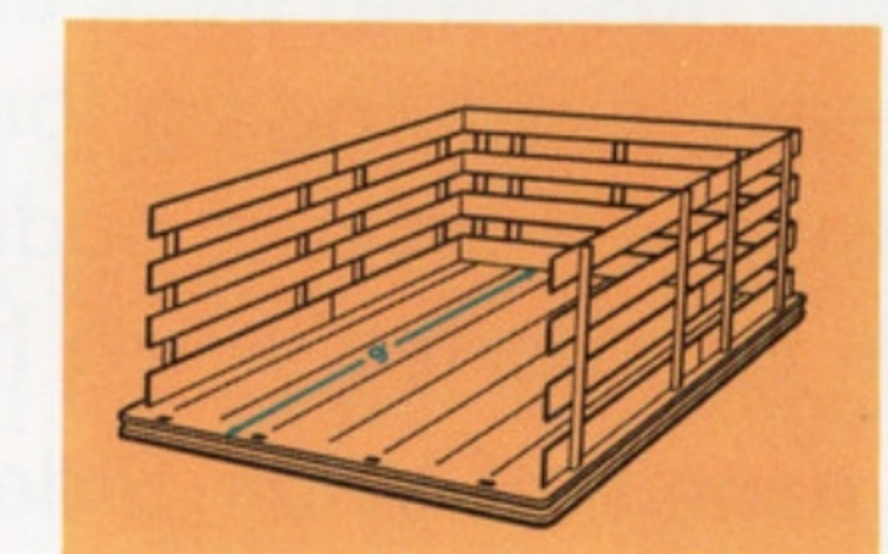
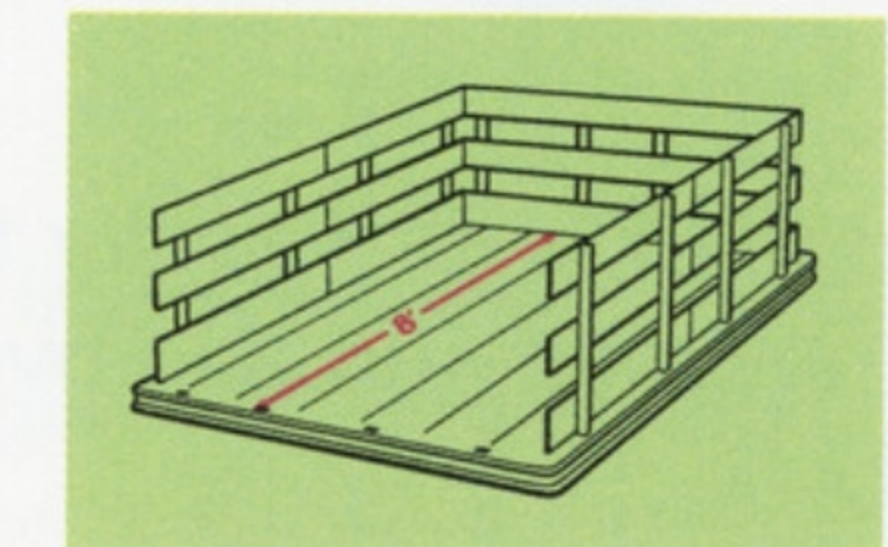
SERIES	1000	I-1000	K-1000	1500	I-1500	K-1500	2500	I-2500
GVW	4600-5200 lbs.	4100-5000 lbs.	4600-5600 lbs.	5500-7500 lbs.	5500-7500 lbs.	5700-8100 lbs.	6700-8800 lbs.	6700-8800 lbs.
6 1/2' Fenderside (39 3/4 cu. ft.)	●	●	●	—	—	—	—	—
8' Fenderside (49 3/4 cu. ft.)	●	●	●	●	●	●	—	—
9' Fenderside (55 cu. ft.)	—	—	—	—	—	—	●	●



Series 2500 9-foot Stake with Deluxe cab

## GMC stakes give you power and capacity to handle bulky loads with ease!

GMC Stake trucks are built to haul big payloads with an operating economy and durability record second to none! Available in 8- or 9-foot lengths with single front rack extending full width of body. Side and rear racks each are in two sections for convenient loading and unloading. Chemically preserved floor boards are securely anchored to deep-formed steel cross sills. Recessed steel skid strips cover floor joints for easier loading and longer life. Heavy channel rub rails protect the platform all around. Corners are rounded for maximum strength. GMC Stakes last longer because they're built better!



**GMC SUBURBANS** seat up to eight adults comfortably. They are finished in fine passenger car style. Back panel is available with all-steel doors or liftgate and tailgate. There is plenty of room for two adults to sleep comfortably . . . plenty of cargo space. You'll enjoy camping more than ever . . . be able to haul more with a highly flexible GMC Suburban.

**GMC PANELS** are offered in two lengths—a nominal 7 1/2-foot body on the 1000 Series chassis and a 10 1/2-foot body for the 2500 Series. Both units feature a bucket-type driver's seat for maximum comfort. Load compartment floor is one-piece, 3/4" plywood, protected by full-length metal skid strips. Husky wooden slats reinforce side walls . . . ease handling of bulky cargo!



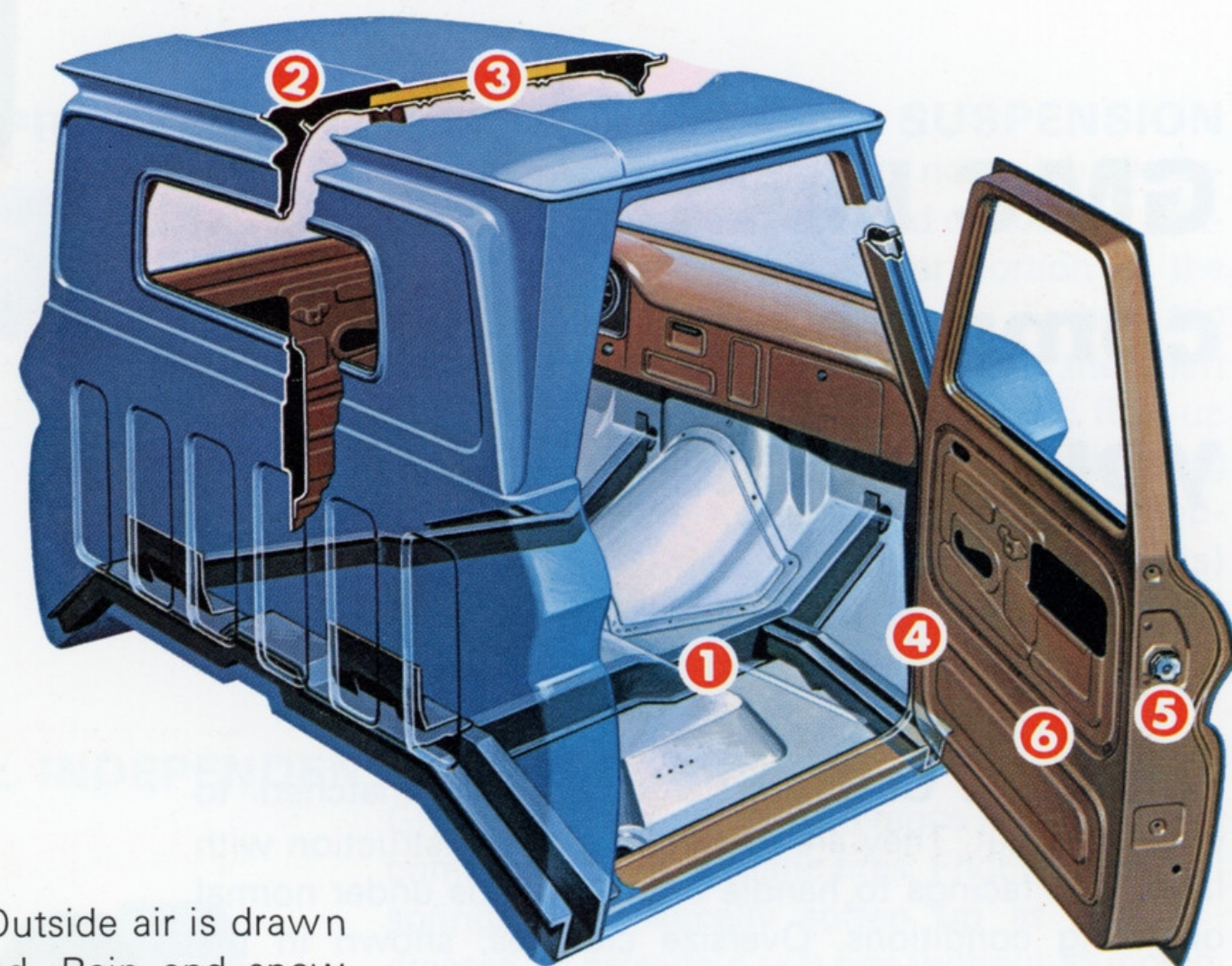
Series 1000 Custom Suburban.



Series 2500 10 1/2-ft. Custom Panel.

# GMC cabs feature double-wall construction for added strength, increased driver comfort!

1 Platform of structural steel beams forms a solid foundation for the cab. 2 Roof and upper back section of cab have double steel walls for extra strength, extra insulation. 3 Special insulation blanket between the roof panels helps shut out the sun's heat, and also quiets the cab. 4 Big box-type hinges keep doors tight-fitting and sag-resistant. 5 Rotary-gear latch with nylon wedges provides the last word in door safety. Door is safely secured even when it is only partly closed. 6 Steel inner panels keep door rigid and puncture-proof. Even hidden sheet metal surfaces get extensive rustproofing, and multiple exterior coats complete a finish that protects your investment inside and out.



**Weather** is always temperate in a GMC cab. Outside air is drawn in through cowl ventilators, well above the road. Rain and snow drain off through a plenum chamber—assuring good ventilation even during inclement weather. Optional cab heater warms the cab by regulating the flow of outside air around a water-heated core.

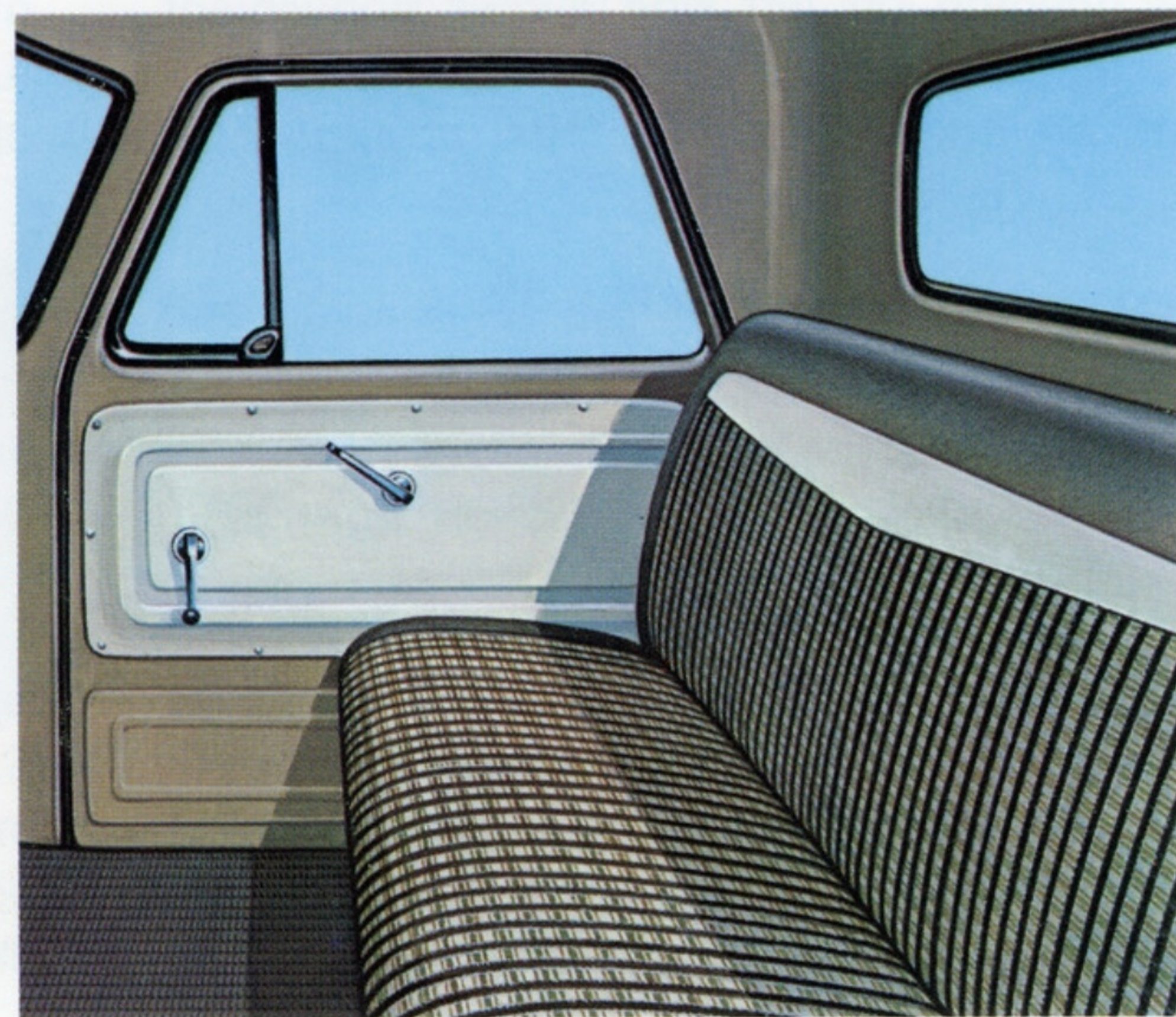
## GMC custom cab includes all these exterior appearance features:

Chrome hub caps, bumper, grille and headlight panels • Chrome GMC letters and engine emblem • Custom emblem mounted on body pillar behind door • Bright metal moldings around side windows and windshield.



## GMC custom cab interior speaks for itself!

Durable, woven fabric seat covering is easy to clean and affords good ventilation for warm-weather driving comfort. Black and fawn, puff-type pattern faced with jewel-tone vinyl harmonizes with all paint finishes. Arm rest on left door and dual sun visors extending the width of windshield add to driver comfort.



# GMC has the chassis components to fit your truck to its job!

**LONG-LIFE CLUTCHES** are closely matched to engine output. They are of single plate construction with large area facings to handle capacity loads under normal operating conditions. Oversize clutches, shown in the specifications, are available at extra cost for off-road, mountainous or stop-go operations.

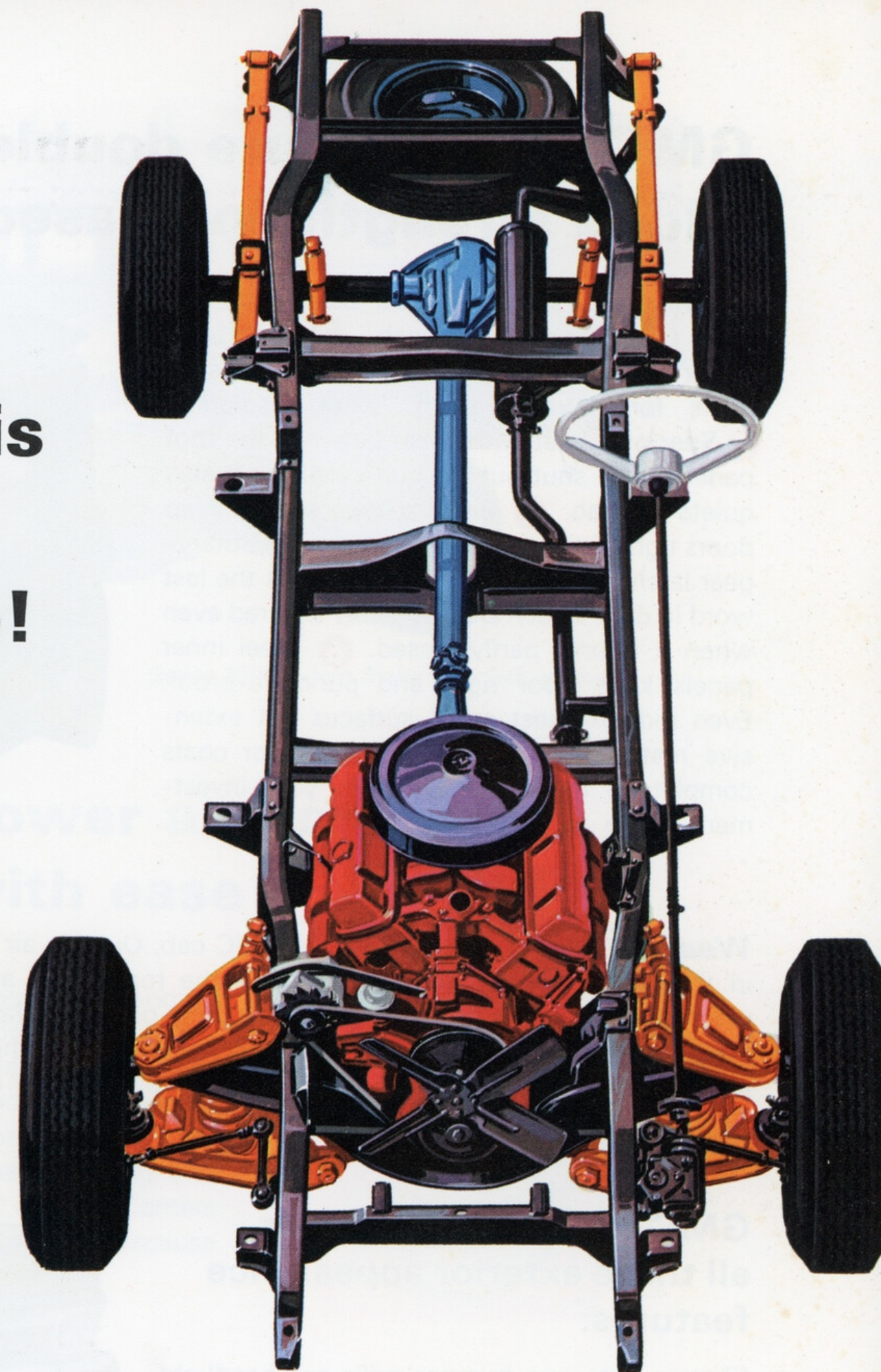
**WIDE SELECTION OF TRANSMISSIONS** lets you blend economy and convenience in the exact proportions best suited to your operation. Broad choice of gear ratios enables you to get the most out of the engine you select.

**GMC 3-SPEED** offers constant mesh helical gears with synchronizers for second and third speeds. Gear shift lever is mounted on the steering column for maximum convenience. (Standard on Series 1000 and 1500.)

**GMC 4-SPEED** transmission is designed and engineered to do heavier jobs requiring greater gear reduction. It is synchronized in second, third and fourth speeds. Power-take-off opening on left side allows convenient operation of winches, lift gates and other power equipment. (Standard on Series 2500. Optional at extra cost on Series 1000 and 1500.)

**HIGH-TORQUE 4-SPEED** transmission has wider gear faces in lower gears, for greater tooth contact, longer life. Closer gear steps permit improved full-load performance. Power take-off opening is on right side. (Optional at extra cost on all Series.)

**POW-R-FLO** transmission utilizes a torque converter and 2-speed planetary gear set to provide automatically the right ratio for varying road and load conditions. Engine and drive-line are protected against shock and improper shifting. (Optional at extra cost, Series 1000 and 1500.)



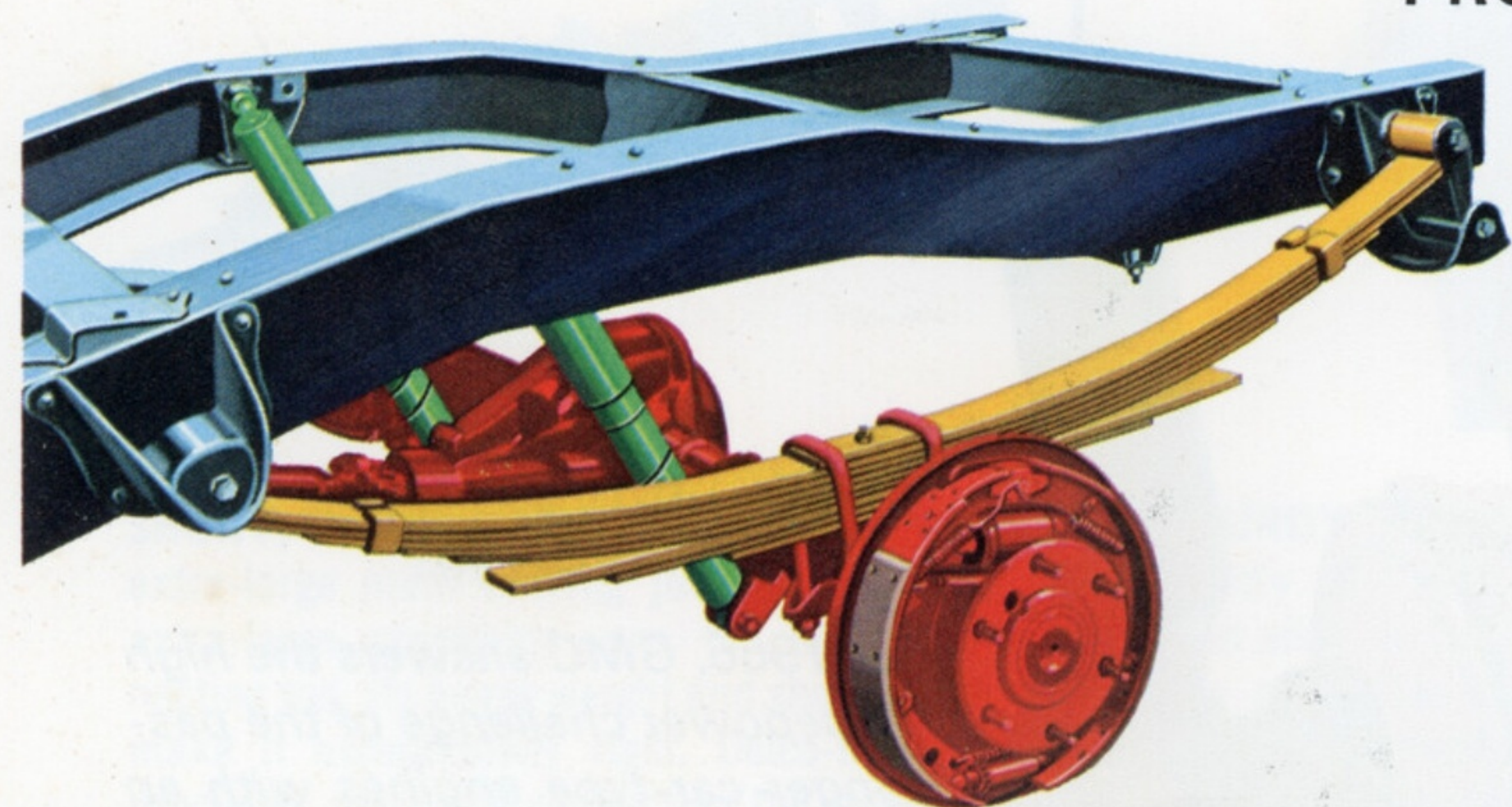
**HYPOID REAR AXLES** feature greater tooth contact between ring gear and pinion for extra strength, quieter operation. Fast cruising ratios, standard with V-6 engines, give overdrive economy without the extra cost of an overdrive transmission. Maximum-traction differential is available to keep your job moving over all types of roads and terrain.

**LOW-EFFORT STEERING** is standard in every GMC truck thanks to recirculating ball steering gear. Polished ball bearings reduce friction to a minimum by providing rolling contact between all working surfaces. Power steering is available as an extra-cost option.

**SELF-ADJUSTING BRAKES** assure proper brake adjustment throughout the entire life of the brake lining. Suspended brake pedal is linked directly to hydraulic master cylinder for safe, constant pedal response. Vacuum booster application is optional at extra cost for operations that require above-average braking power.

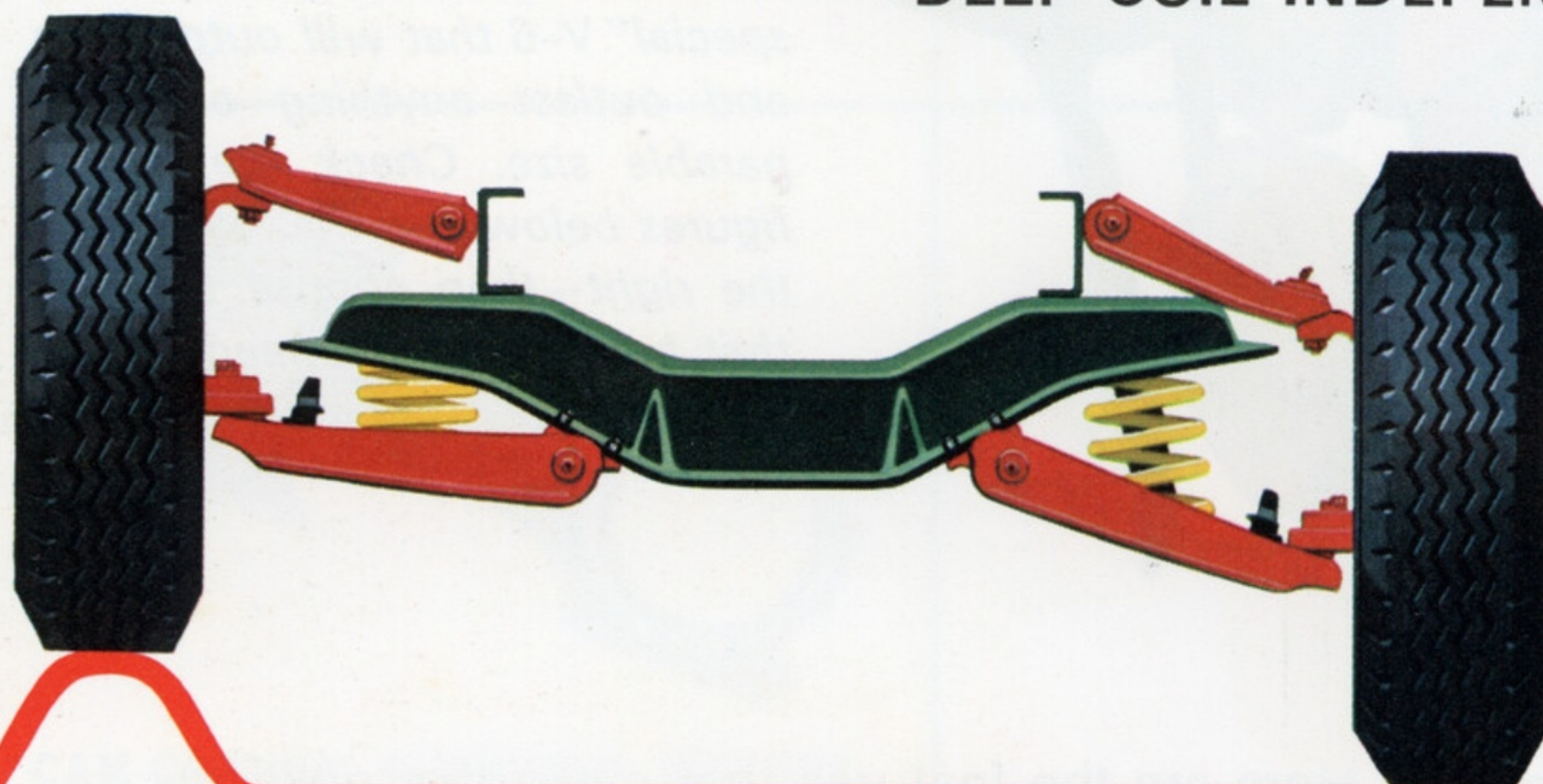
# GMC's exclusive suspension system provides ideal ride—firm load control!

## PROGRESSIVE LEAF SPRING REAR SUSPENSION



is designed to give smooth riding characteristics under full-load, part-load or no-load conditions. When empty, the rear portion of the truck is supported by the long, limber, top spring leaves. As the load piles on, the short stiffer, lower leaves come into play to firm-up the support and maintain the desired riding qualities. Double-acting shock absorbers (optional on 2500 Series, standard on all others) level out the ride even more.

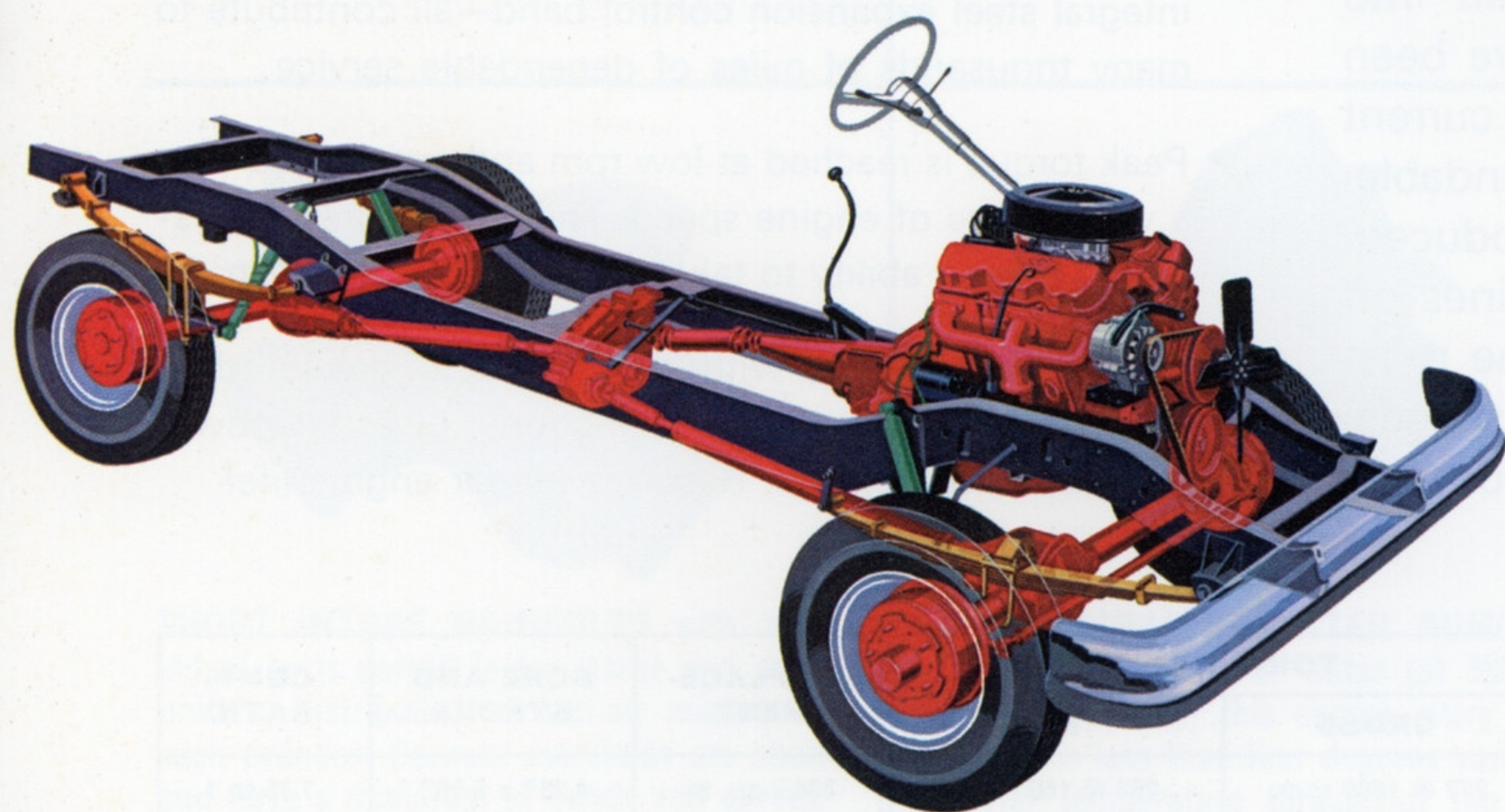
## DEEP-COIL INDEPENDENT FRONT SUSPENSION



as offered by GMC is still the greatest advance in truck riding comfort since pneumatic tires. Friction-free coil springs automatically stiffen up as load increases, to provide a soft ride without jouncing. Front wheels operate independently to prevent transfer of road shock to each other. Double-acting shock absorbers soak up vibrations.

Only GMC offers the comfort of coil springs in front with the stability of leaf rear springs in a balanced package—to produce the easiest driving, smoothest riding trucks in their class!

# Four-wheel-drive models make rough-going easy!

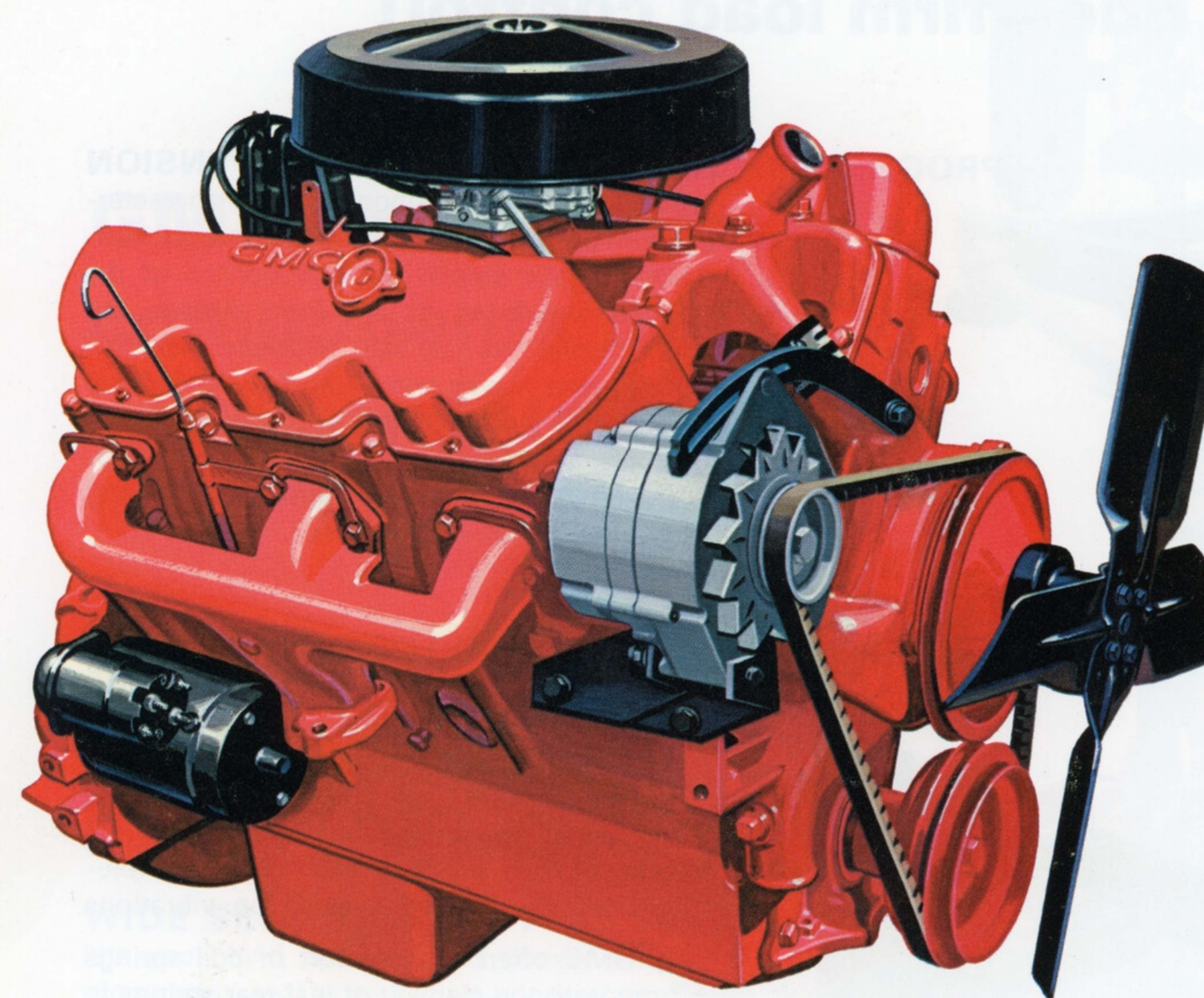


Six forward speeds, two in reverse, make it easy to go anywhere—up 60% grades or over terrain where other trucks wouldn't have a chance—with GMC's 4 x 4 units. Engine, transmission, transfer case and axles work together smoothly, quietly, and efficiently in on-road or off-road travel.

**2-SPEED TRANSFER CASE** is mounted amidship to reduce drive-line angularity. One simple lever controls front wheel drive and transfer case gear position. Power take-offs are available for accessory drive to front or rear.

**FRONT DRIVING AXLE** engagement provides constant flow of power regardless of steering wheel position. Forward-mounted steering gear and high position of linkage protect mechanism in rugged terrain.

# GMC's exclusive



## New high-performance engine!

For 1966, GMC answers the high horsepower challenge of the passenger-car-type engines with an optional 220-hp. "performance special" V-6 that will outperform and outlast anything of comparable size. Check the power figures below and the features at the right—then choose the V-6 that best suits your needs.

Six years ago, GMC introduced a new and revolutionary family of V-6 gasoline engines designed especially for trucks. Owner acceptance has been overwhelming, with glowing testimonials and factual operating records attesting to the soundness of the basic features built into these engines. And many refinements have been made to the basic design, so that the current models are even more efficient, more dependable. Now, after one-half million have been produced, they're still the most advanced *truck* engines on the road today! They not only develop the most torque but they do so at much lower engine speeds, for longer life and better full-load fuel economy.

Here are the features that make this possible:

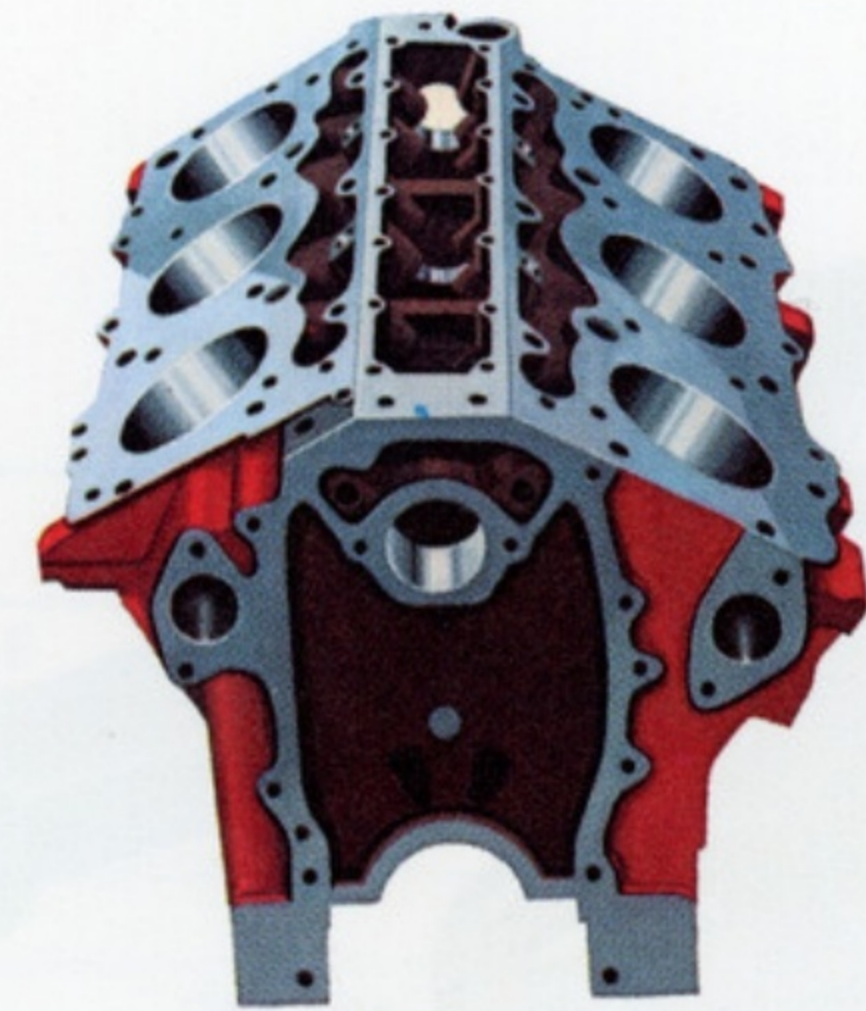
- Strength where strength counts! Compact 60° V-block, with deep ribbed skirt extending well below centerline of crankshaft . . . short, rigid crankshaft . . . sturdy I-beam connecting rods . . . cast aluminum pistons with integral steel expansion control band—all contribute to many thousands of miles of dependable service.
- Peak torque is reached at low rpm and maintained over a wide range of engine speed. This means greater sustained pulling ability to take the toughest jobs in stride.
- Over-square design, with cylinder bore greater than piston stroke, reduces internal friction . . . gives full power with less piston travel. Result is longer engine life!

ENGINE	HORSEPOWER		TORQUE (lbs-ft.)		DISPLACEMENT	BORE AND STROKE	COMP. RATIO
	GROSS	NET	GROSS	NET			
305E	170 @ 4000 rpm.	157 @ 4000 rpm.	277 @ 1600 rpm.	263 @ 1600 rpm.	304.7 cu. in.	4.25" x 3.58"	7.75 to 1
351E	220 @ 4000 rpm.	190 @ 3700 rpm.	320 @ 1600 rpm.	304 @ 1600 rpm.	351.2 cu. in.	4.56" x 3.58"	7.50 to 1

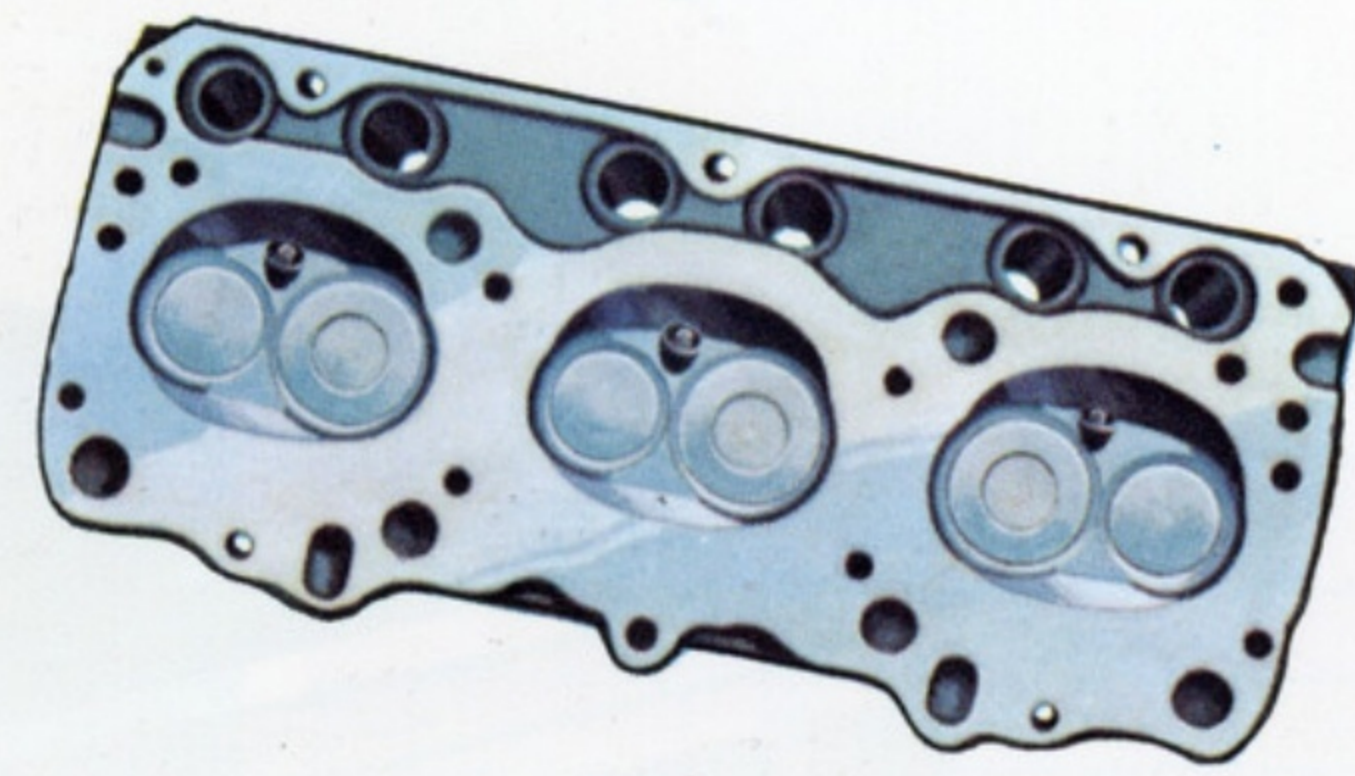
## high torque V-6's are true truck engines!



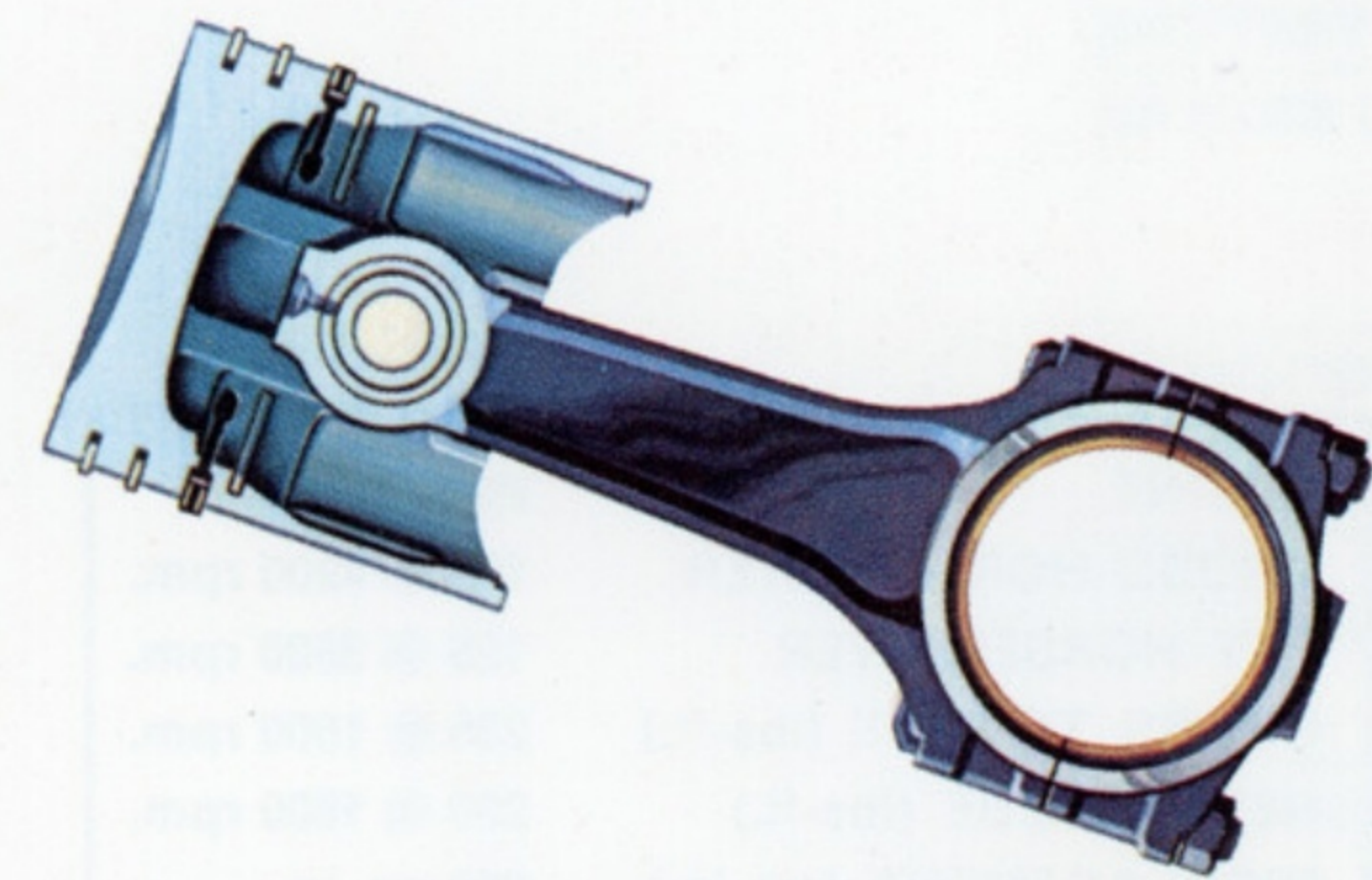
**SHORT, RIGID CRANKSHAFT** has four extra-large main bearing journals . . . six extra-large crankpins—one for each connecting rod. Its heavy weight and short length make it exceptionally rigid. Delco-Moraine precision main and connecting rod bearings provide excellent durability.



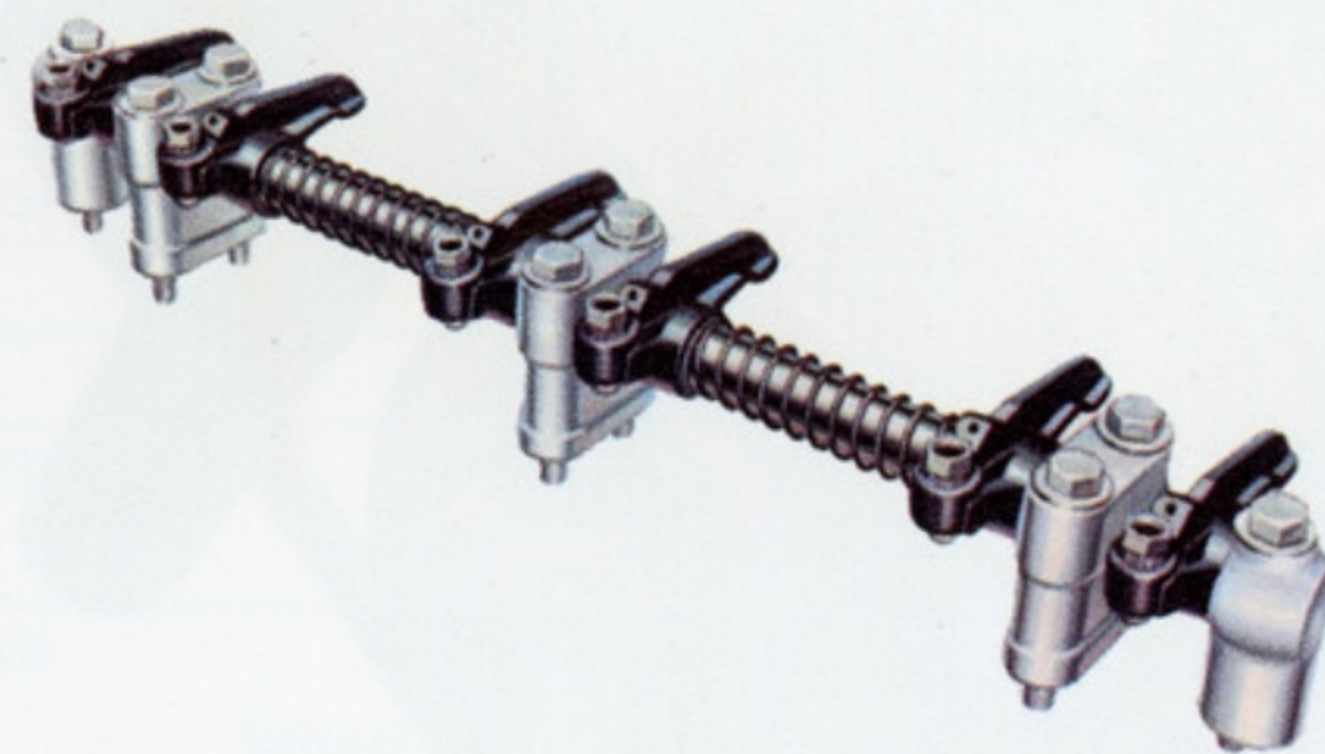
**STURDY BLOCK AND CRANKCASE** are solidly cast of high-strength, long-wearing iron alloy. A deep, 3-inch ribbed skirt below the centerline of the crankshaft provides rigid reinforcement. Cylinders are widely spaced and staggered, providing greater cooling area around cylinders for long engine life.



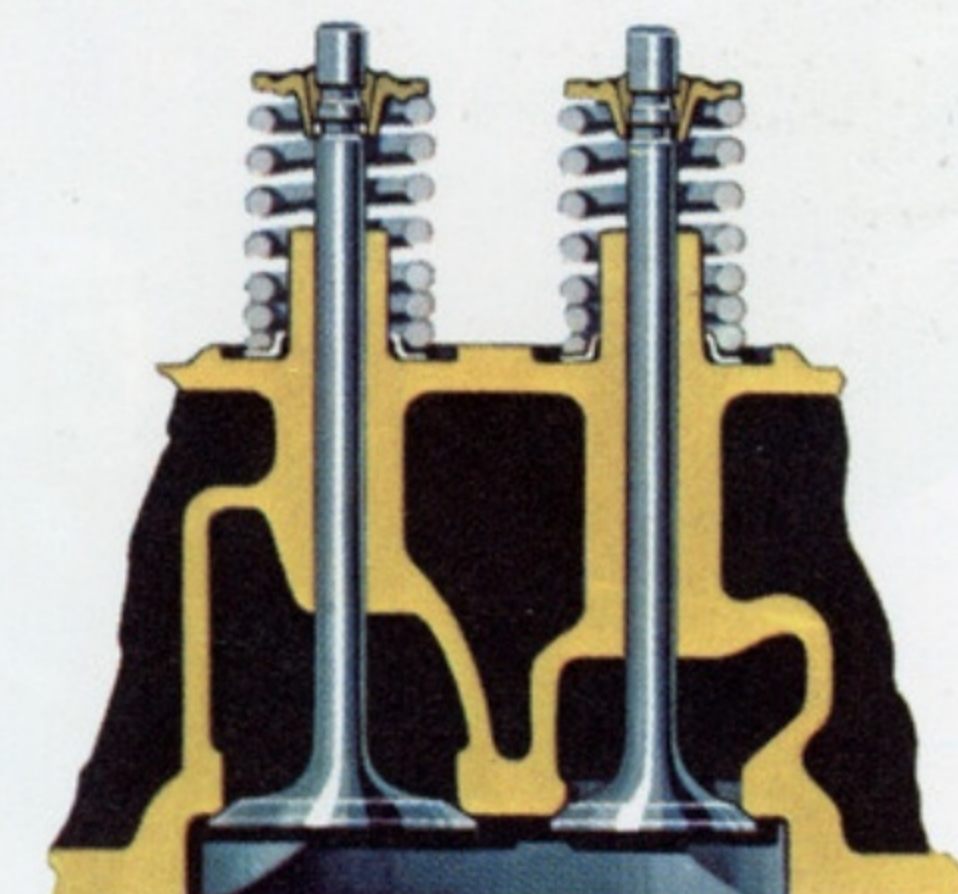
**MACHINED COMBUSTION CHAMBERS** greatly minimize harmful carbon deposits, hot spots and pre-ignition. Six equally spaced cylinder head bolts surround each cylinder to reduce bore distortion . . . improve gasket sealing for long engine service. Spark plugs, located inside the "V", run cooler, have longer life, and are easy to reach.



**CAM-GROUND ALUMINUM PISTONS** feature a cast-in steel expansion control band to eliminate piston slap. Pistons are weighed and matched to exacting tolerances to provide vibration-free performance. Long skirts are tin-plated to prevent scuffing. Top compression ring and oil ring have thick facing of chrome or molybdenum for long wear.



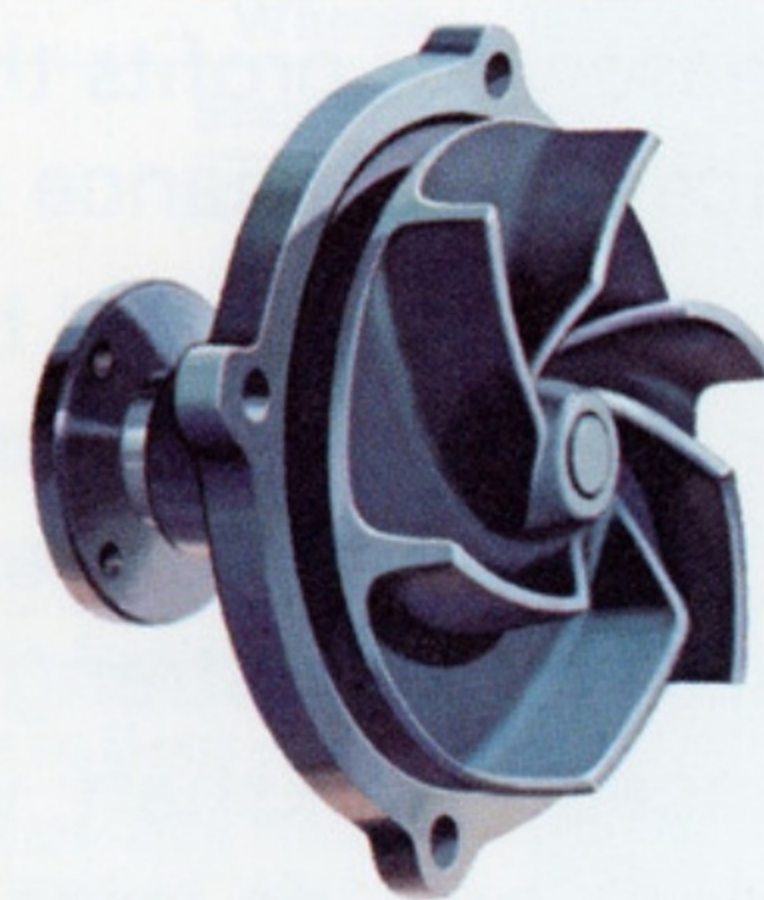
**ALUMINUM ROCKER ARM BRACKETS** are used to support the hardened steel rocker arm shaft. As valves warm up and expand, brackets expand too, assuring proper valve clearance under all operating temperatures. Engine runs quieter, fewer valve adjustments are needed, valve life is extended.



**LARGEST VALVES** of any comparable size engine are another bonus feature. This means unsurpassed breathing efficiency. Scavenging of exhaust gases is more thorough. The engine stays cleaner longer. Valve clearance is controlled by self-locking adjusting screws . . . tune-ups are easy . . . upkeep low.



**SHORT INTAKE MANIFOLDS** with individual ports permit faster intake and more uniform distribution of fuel-air mixture to each cylinder. Because manifolds are short and have a minimum of bends and curves, engine breathes more easily. This results in much better fuel economy, more complete combustion and greater engine efficiency.

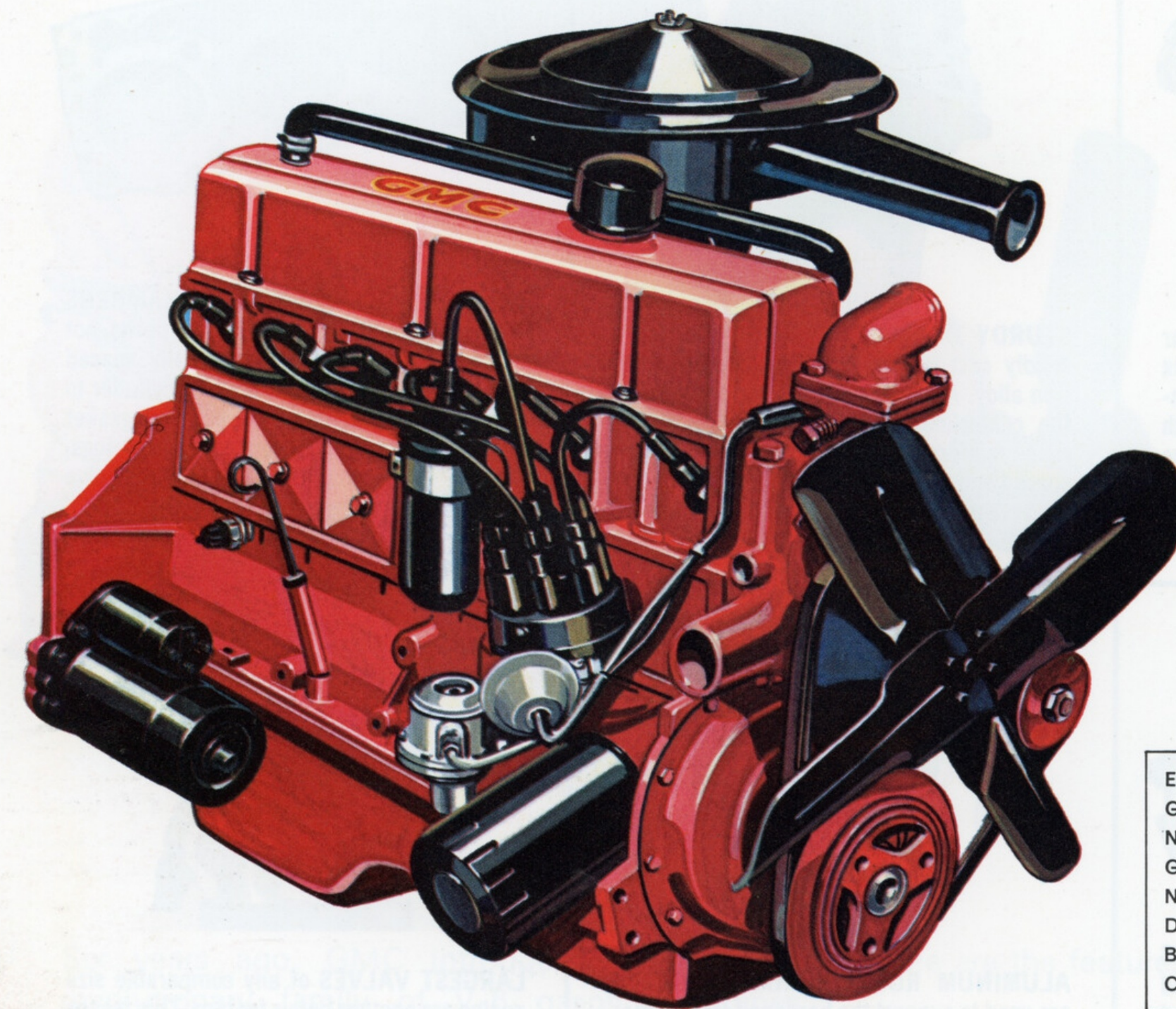


**HIGH CAPACITY WATER PUMP** sends up to 148 gallons of water (at 3800 rpm) surging through this engine every minute. There is less than four degrees variation in water temperature throughout the engine. Here's cooling efficiency that is not matched by any other comparable size engine. Life of pistons, valves and valve guides is greater.



**THE HIGH OUTPUT OIL PUMP** capable of pumping 14 gallons of oil per minute, provides extra circulation at all engine speeds . . . extra protection and well oiled surfaces on all vital moving parts. Cam lobes dip into a built-in reservoir of oil as the camshaft rotates—preventing cam and lifter scuffing.

## New In-line Six features increased horsepower!

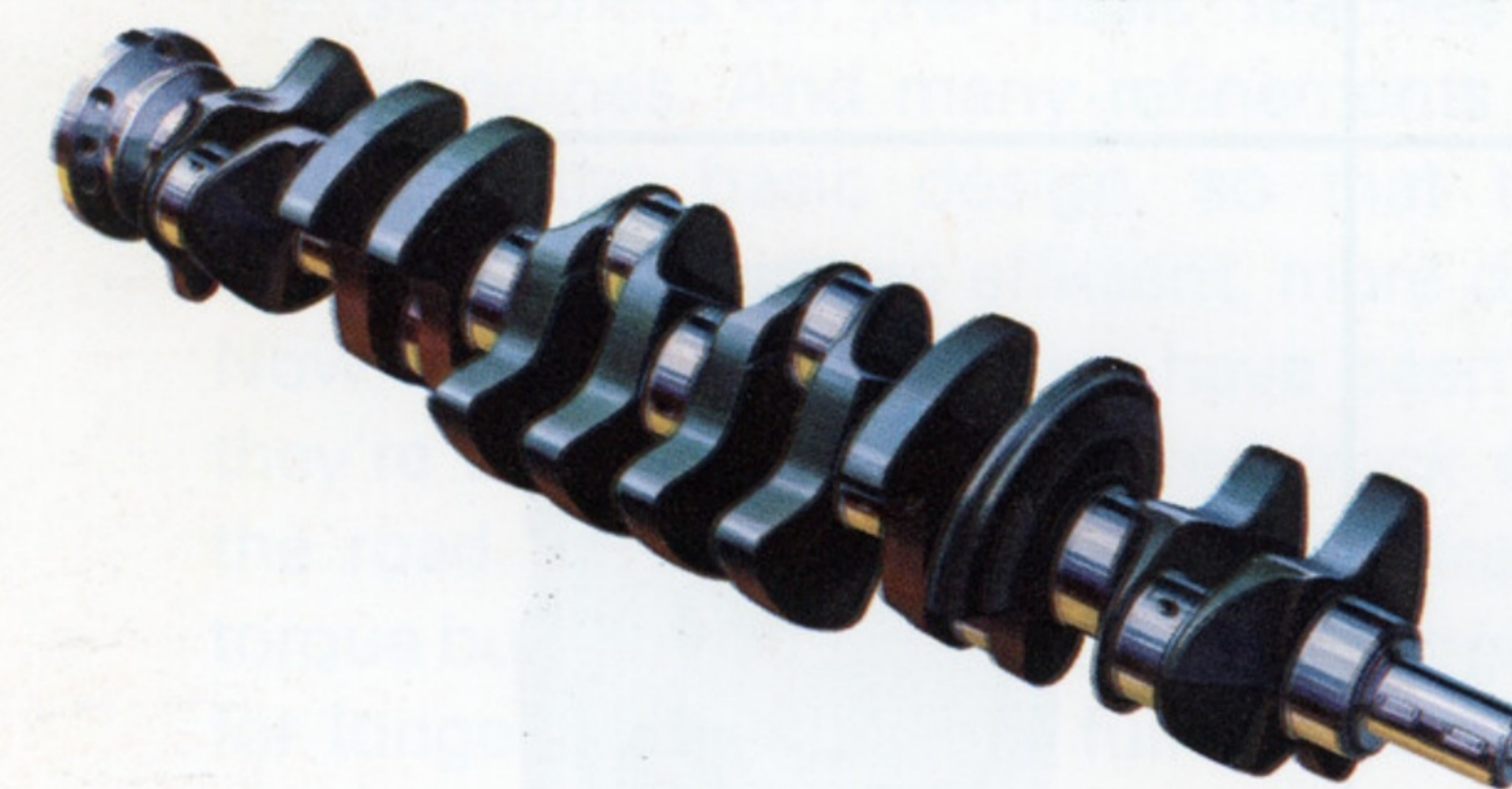


ENGINE	250
GROSS HORSEPOWER	150 @ 4200 rpm.
NET HORSEPOWER	125 @ 3800 rpm.
GROSS TORQUE (lbs.-ft.)	235 @ 1600 rpm.
NET TORQUE (lbs.-ft.)	220 @ 1600 rpm.
DISPLACEMENT (cu. in.)	250 cu. in.
BORE AND STROKE	3.875" x 3.53"
COMPRESSION RATIO	8.5 to 1

Big, new 250-cubic-inch In-line Six, standard in GMC's I-Series trucks, is conservatively rated at 150 horsepower. This modern powerplant is designed to give you greater performance and increase your profits through improved gas economy and greatly reduced maintenance costs.

Cylinder head and block are made of precision-cast alloy iron with integral reinforcements for maximum rigidity with minimum weight. Bulkheads extending down into crankcase support crankshaft and strengthen entire engine structure. Dynamically balanced crankshaft virtually eliminates vibration. Seven main bearings provide large supporting surfaces on either side of each crank throw, to keep bearing unit pressures low.

If you're looking for performance, economy and dependability in a light-tonnage truck at a competitive price, it will pay you to stop in and let us show you how easy it is to put this weight-saving In-line Six to work on your job.



*Counter-balanced crankshaft is supported by seven main bearings for greater resistance to bending. Generous journal overlap contributes to stiffness and durability.*

# Specifications

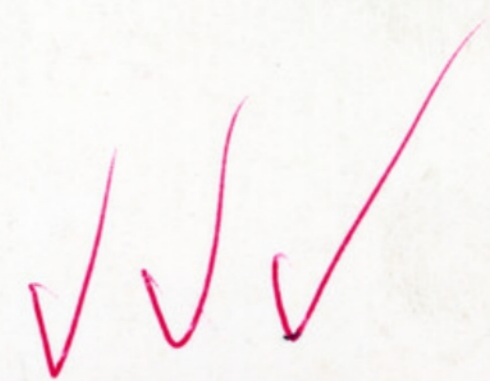
SERIES		1000	1500
GROSS WEIGHT RANGE		4100-5200 lbs.	5500-7500 lbs.
ENGINE (Standard in-line)		150 hp.—250	150 hp.—250
ENGINE (Standard V-6)		170 hp.—305E	170 hp.—305E
ENGINE (Optional V-6)		220 hp.—351E	220 hp.—351E
CLUTCH	Standard	10" (I-6) 10½" (V-6)	10" (I-6) 10½" (V-6)
	Optional	11"	11"
AXLE, FRONT	Type	IFS	IFS
	Rating	2500 lbs.	3000 lbs.
AXLE, REAR	Standard Type	Hypoid, semi-floating	Hypoid, full-floating
	Rating	3500 lbs.	5500 lbs.
	Ratios	3.07, 3.54 or, 3.92 to 1	4.10 or 4.56 to 1
AXLE, REAR	Optional Type	Heavy-duty hypoid	—
	Rating	3500 lbs.	—
	Ratios	3.54 to 1	—
BATTERY		53 amp-hr. (70 amp-hr. opt.)	53 amp-hr. (70 amp-hr. opt.)
BRAKES (Self-Adjusting)	Size, Front	11" x 2"	11" x 2¾"
	Size, Rear	11" x 2"	12" x 2½"
	Vacuum Power	Optional	Optional
DIRECTIONAL SIGNALS		Standard	Standard
FRAME		6½" x 2²¼" x ½"	6⅞" x 2¹½" x ⅜"
GENERATOR		37 ampere (42, 55, 62 amp. opt)	37 ampere (42, 55, 62 amp. opt.)
SHOCK ABSORBERS	Front	Standard	Standard
	Rear	Standard	Standard
STEERING GEAR	Ratio	24 to 1	24 to 1
	Wheel Diameter	17"	17"
	Hydraulic Power	Optional	Optional
SPRINGS, FRONT	Type	Coil	Coil (Heavy-duty opt.)
	Rating at Ground	1250 lbs.	1250 lbs. (1500 lbs.)
SPRINGS, REAR	Standard Type	Progressive leaf	Progressive Leaf
	Rating at Ground	1250 lbs.	2000 lbs.
	Optional Type	Leaf	Progressive Leaf
	Rating at Ground	1750 lbs.	2750 lbs.
TIRES	Standard	7.75-15, 4 p.r. (I-6) 8.15-15, 4 p.r. † (V-6)	7-17.5, 6 p.r.
	Maximum	7-17.5, 6 p.r.	8-19.5, 8 p.r.
	Wheels	Disc	Disc
TRANSMISSION	Standard	3-speed SM-318	3-speed SM-318
	Optional	4-speed SM-420	4-speed SM-420
	Optional	4-speed NP-435GA	4-speed NP-435GA
	Optional	Pow-R-Flo	Pow-R-Flo
WHEELBASE		115" 127"	127"
	Cab to Rear Axle	42" 54"	54"
	Cab to End of Frame	75½" 95½"	95½"
	Bumper to Back of Cab	105" 105"	105"
BODY STYLES	Wide-side Pickup	6½' 8'	8'
	Fenderside-Pickup	6½' 8'	8'
	Suburban	7½' —	—
	Panel	7½' —	—
	Stake	— —	8'

Models with 250 in-line engine have letter I in series designation

†Standard on all Suburbans

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

# Specifications



SERIES	2500	K-1000	K-1500	
GROSS WEIGHT RANGE	6700-10,000 lbs.	4600-5600 lbs.	5700-8100 lbs.	
ENGINE (Standard in-line)	150 hp.—250	—	—	
ENGINE (Standard V-6)	170 hp.—305E	170 hp.—305E	170 hp.—305E	
ENGINE (Optional V-6)	220 hp.—351E	—	—	
CLUTCH	Standard	11" (I-6) 10½" (V-6)	11"	
	Optional	11" (V-6)	—	
AXLE, FRONT	Type	IFS	Driving-steering	
	Rating	3500 lbs.	3300 lbs.	
AXLE, REAR	Standard Type	Hypoid, full-floating	Hypoid, full-floating	
	Rating	7200 lbs.	3500 lbs.	
	Ratios	4.57 or 5.14 to 1	3.54 to 1	
BATTERY	53 amp-hr. (70 amp-hr. opt.)	53 amp-hr. (70 amp-hr. opt.)	53 amp-hr. (70 amp-hr. opt.)	
BRAKES (Self-Adjusting)	Size, Front	11" x 2¾"	11" x 2"	
	Size, Rear	13" x 2½"	11" x 2"	
	Vacuum Power	Optional	Optional	
DIRECTIONAL SIGNALS	Standard	Standard	Standard	
FRAME	7¼" x 2¾" x ¾" (121, 133wb) 8¾" x 2½" x ¾" (157wb)	7¾" x 2¾" x ¾" (115wb) 7¾" x 2¾" x ¾" (127wb)	7¾" x 2¾" x ¾"	
GENERATOR	37 ampere (42, 55, 62 amp. opt.)	37 ampere (42, 55, 62 amp. opt.)	37 ampere (42, 55, 62 amp. opt.)	
SHOCK ABSORBERS	Front	Standard (Heavy-duty opt.)	Standard	
	Rear	Optional	Standard (Heavy-duty opt.)	
STEERING GEAR	Ratio	24 to 1	24 to 1	
	Wheel Diameter	17"	17"	
	Hydraulic Power	Optional	—	
SPRINGS, FRONT	Type	Coil (Heavy-duty opt.)	Leaf	
	Rating at Ground	1500 lbs. (1750 lbs.)	1650 lbs.	
SPRINGS, REAR	Standard Type	Leaf	Leaf	
	Rating at Ground	2400 lbs.	1900 lbs.	
	Optional Type	Leaf	—	
TIRES	Rating at Ground	3100 lbs. (1050 lbs. Auxiliary)	—	
	Standard	8-17.5, 6 p.r. frt.; 8 p.r. rear	8.15-15, 4 p.r.	
TRANSMISSION	Maximum	8-19.5, 8 p.r. dual rear	7-17.5, 6 p.r.	
	Wheels	Disc	Disc	
	Standard	4-speed SM-420	3-speed SM-318	
WHEELBASE	Optional	4-speed NP-435 GA	4-speed SM-420	
	Optional	—	4-speed NP-435 GA	
	Cab to Rear Axle	121" 133" 157"	115" 127"	127"
BODY STYLES	Cab to End of Frame	48" 60" 84"	42" 54"	54"
	Bumper to Back of Cab	85" 107" 131"	75½" 95½"	95½"
	Wide-side Pickup	105" 105" 105"	105" 105"	105"
BODY STYLES	Fenderside Pickup	— — —	6½' 8'	8'
	Suburban	— — —	6½' 8'	8'
	Panel	— 10½' —	7½' —	—
	Stake	— 9' —	— —	—

Models with 250 in-line engine have letter I in series designation Refer to Load Capacity Chart in Data Book or Owners and Drivers Manual for minimum equipment required for maximum GVW.

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 above is basic information for the prospective buyer as effective at time of issuance of this pamphlet. Dealer will provide complete up-to-date information on options, specifications, etc., not shown here.

**GMC TRUCK & COACH DIVISION**  
**GENERAL MOTORS CORPORATION, PONTIAC, MICHIGAN**

Litho in U.S.A.—ADV 551—6-65—350M