





**THE ONLY OBSTACLES  
THAT REMAIN  
ARE IN YOUR MIND.**

Imagine it. Plowing through three-foot snowdrifts.  
Gliding over mountainous dunes. Fording deep mud bogs and  
previously impassible streams. Comfortably navigating  
maddening rush-hour traffic. Going anywhere you  
desire. The possibilities are virtually limitless. And perhaps,  
more important than that, the possibilities are real.  
After all, why should your imagination have all the fun?





**IT DEFIES DEFINITION**

**AS DEFTLY AS IT**

**DEFIES OBSTACLES.**



It is what it is. It's not a car. Not a truck. Not a beefed up version of anything. It is simply a vehicle in a universe all to itself. A Hummer.



It's not for everyone. The Hummer was never designed for the masses. It's not the brainchild of any corporate automotive strategist or marketing guru watching us from behind one-way mirrors. Instead, it was designed to meet the rigorous demands of the U.S. Armed Forces.



They needed a vehicle with power, agility, and durability like nothing in existence. They needed a vehicle that would last twelve years even under the most strenuous use. AM General Corporation developed such a vehicle. And save for a few comfortable and practical refinements,

the civilian Hummer is basically unchanged from its much storied military counterpart.





**LIKE NOTHING  
ELSE ON THE ROAD.  
OR OFF IT.**

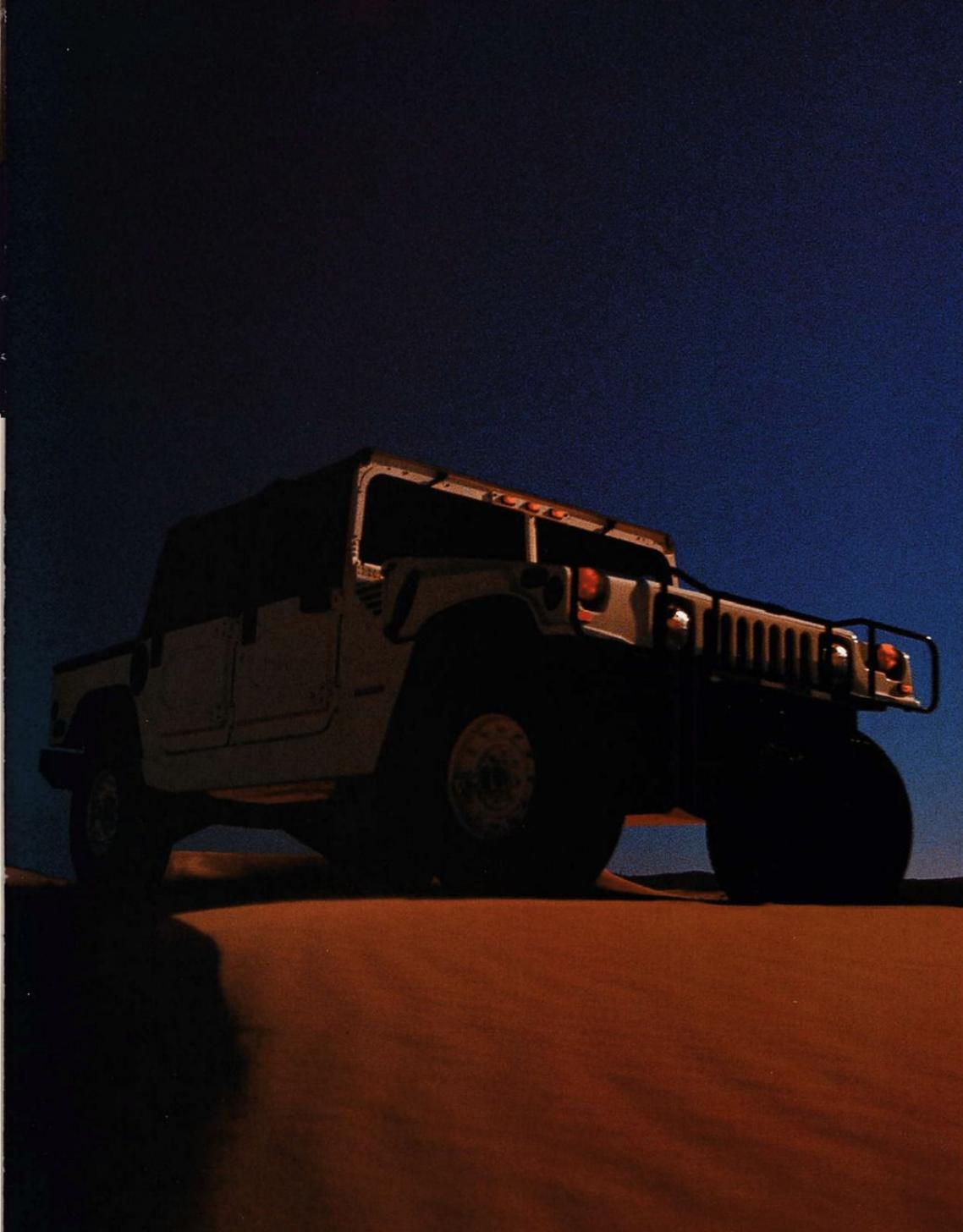


The Hummer's raw capabilities almost defy logic. It can scale 18-inch vertical ledges. Ford two feet of water. Traverse 40% side-slopes. Climb 60% grades. Float over previously impassible moguls. Muscle through deep sand. Plow through up to three-foot snowdrifts. All this is not to say it can't perform admirably within the confines of polite society. Parallel parking and navigating city parking garages or bank drive-thrus – all couldn't be easier.

Every feature, every inch of the Hummer has been obsessively engineered to give unrivaled performance. You have a full 16-inch vertical clearance (double that of most 4X4s), steep angles of approach and departure, 72-inch track width with an extremely low center of gravity for uncanny stability, full-time 4WD, and a 4-wheel fully independent suspension system



complete with heavy-duty springs and hydraulic shock absorbers. All housed within a seemingly indestructible heat-treated aluminum alloy body. Panels are first bonded together using an epoxy adhesive, then riveted for added strength and durability. It's tough, extremely light, not to mention corrosion resistant. Unrivaled. Uncompromised. Unstoppable.





*When you buy a Hummer, AM General provides you a free one-year membership in the TREAD LIGHTLY™ program. Driving on public land is a privilege, not a right. So, respect the environment and always obey the law.*



## GETTING STUCK

## IS NOT AN OPTION.

Perhaps the most ingenious feature on the Hummer is our exclusive Central Tire Inflation System (CTIS). It allows you to inflate or deflate the tires on the move from the driver's seat. Deflating the Hummer's 37" tires creates a larger footprint which translates to better traction in loose sand or mud and a smoother ride both on the road and off. Softer tires also means less wear and tear on both driver and vehicle. And, softer tires help you TREAD LIGHTLY,™ preserving the natural environment. When it comes time to inflate the tires again, you simply flip a switch on the dash. Your Hummer can even be equipped with a Runflat Tire System that allows you to travel up to 20 miles at 30 mph on flat tires.

The Hummer is all about adventure. Seeking the unexplored. Forging new ground. Pushing the limits of man and machine. It should come as no surprise then that the Hummer's unique combination of breakthrough components boldly ventures into the unexplored.

Hummer's disc brakes are inboard mounted as a component of the axle assembly, making them less vulnerable to damage than more conventional wheel-mounted components

thus giving the driver true full-time 4WD. With Hummer's torque biasing differentials, power is delivered to all four wheels even when one or more has lost traction. When traction is lost at one or more tires, the driver applies light brake pressure, then accelerates (brake/throttle modulation). This locks the differentials. Stops the spin. Redistributes power to all four wheels. You're unstuck, and you're moving on.

Add to this the Hummer's Geared Hub Assembly which provides gear reduction of nearly 2:1 at each wheel end. This doubles torque where it's needed most, and gets you out of trouble when you need it most. It's quite simple—where the others stop, the Hummer keeps going.



**FAST ENOUGH TO GET  
SPEEDING TICKETS.  
INTIMIDATING ENOUGH NOT  
TO GET PULLED OVER.**



Beneath its already foreboding exterior lurks your choice of impressive power plants. Select from the naturally aspirated, 6.5L, 170 horsepower fuel-injected General Motors V-8 diesel engine\* with 290 lb.ft. of torque. Or new this year, a 6.5L, 190 horsepower turbo diesel with 385 lb.ft. of torque. With its quicker acceleration, you'll find the turbo diesel Hummer is as much at home in the passing lane as it is clawing its way up mountainous sand dunes. There is also a 190 horsepower GM LO5 5.7L gasoline engine\* delivering 300 lb.ft. of torque. It provides all the torque and off-road benefits of the diesel engine, along with improved on-road performance and convenience. Acceleration is peppier. There's less engine noise. And finding a gas pump is never a problem. And now, thanks to additional fuel capacity on all Hummers, you'll get considerably more range regardless of which engine you choose.

\*May not be available in all areas.



**NEVER  
UNDERESTIMATE  
THE PRACTICAL  
APPLICATIONS OF  
INTIMIDATION.**

The Hummer's prowess does not begin where the road ends. Navigating drive-thrus, city parking garages, or rush-hour traffic couldn't be easier. In fact, thanks to its power steering, 4-wheel inboard mounted brakes, 4-speed automatic transmission, and a unique suspension system, the Hummer handles more like a sports car on the highway than a truck. Of course, the one problem you may face in town is the inevitable crowds that a Hummer has a tendency to draw when it's parked. Perhaps more vital than performance is safety. The Hummer meets or exceeds all Federal Motor Vehicle Safety Standards for Class 3 trucks. Its list of safety features includes a padded dash, an energy-absorbing steering column, a steel roof, steel doors with side impact beams, and 4-wheel independent suspension. And the Hummer's unique Central Tire Inflation System can get you out of trouble while other 4X4s are getting stuck in their tracks.



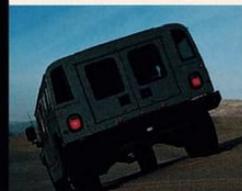
*With auxiliary seats, there's room for up to four adults and four children in some models.*

*Maneuvering in and out of traffic, parallel parking, and going through bank drive-thrus couldn't be easier.*



*An optional premium CD sound system and improved heating and air conditioning will keep you comfortable in extreme conditions.*

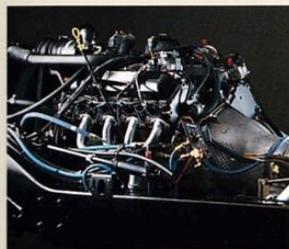
*The all-new interior is more comfortable than ever. Inside you'll find more user-friendly controls. A clock. High-back bucket seats. Ample head and legroom. Not to mention bigger cup holders. Options include a deluxe trim package, and power door locks, windows, and mirrors.*



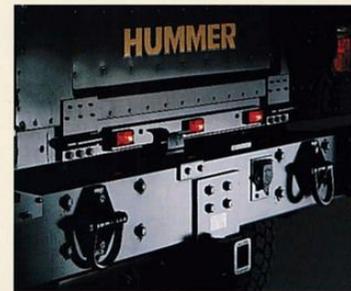
*The vertical rear cargo doors on the Hummer make loading and unloading cargo (or passengers) a breeze.*



Part of the Central Tire Inflation System, the on-board compressor, allows you to inflate or deflate your tires on the move for added traction and a smoother ride in harsh terrain.

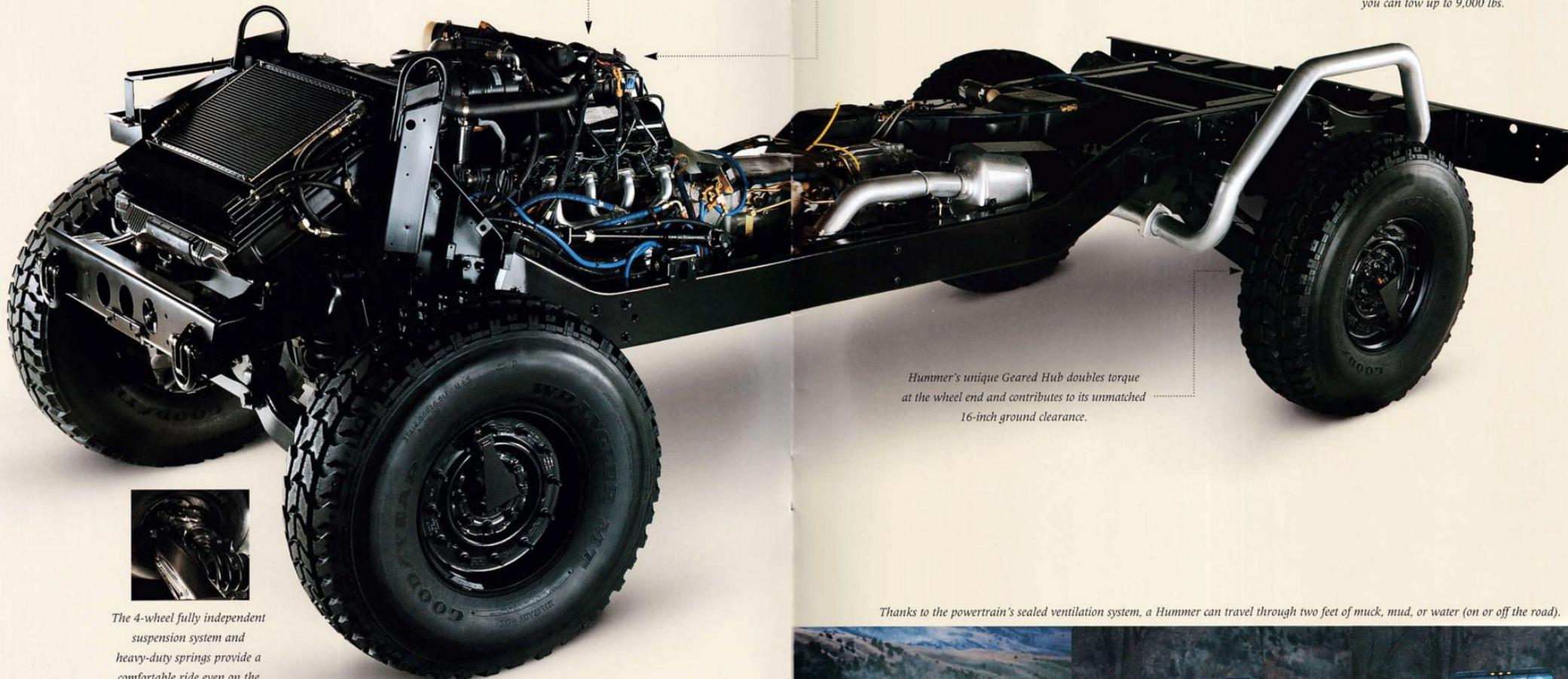


Under the hood, choose a General Motors 6.5L, 170 horsepower V-8 diesel engine; a 5.7L, 190 horsepower gasoline engine; or a new 6.5L, 190 horsepower turbo diesel engine.



With the optional towing system, you can tow up to 9,000 lbs.

The torque biasing differential redistributes power to all 4 wheels when one or more tires have lost traction or are off the ground.



Hummer's unique Geared Hub doubles torque at the wheel end and contributes to its unmatched 16-inch ground clearance.



The 4-wheel fully independent suspension system and heavy-duty springs provide a comfortable ride even on the toughest terrain and enable it to carry up to two tons.

Thanks to the powertrain's sealed ventilation system, a Hummer can travel through two feet of muck, mud, or water (on or off the road).



## SPECIFICATIONS & PERFORMANCE DATA

	2 Passenger Hard Top		2 Passenger Hard Top (Extended Cab)		4 Passenger	Hard Top		4 Passenger Open Top		4 Passenger Open Top (Hard Doors)		4 Passenger Wagon	
	Standard	Metric	Standard	Metric	Standard	Metric	Standard	Metric	Standard	Metric	Standard	Metric	
<b>Curb Weight (Note 1):</b>													
Gas:	6,040 lbs.	2,739 kgs.	6,040 lbs.	2,739 kgs.	6,440 lbs.	2,921 kgs.	6,240 lbs.	2,830 kgs.	6,290 lbs.	2,853 kgs.	6,590 lbs.	2,989 kgs.	
Diesel:	6,150 lbs.	2,789 kgs.	6,150 lbs.	2,789 kgs.	6,550 lbs.	2,971 kgs.	6,350 lbs.	2,880 kgs.	6,400 lbs.	2,902 kgs.	6,700 lbs.	3,039 kgs.	
Turbo Diesel:	6,220 lbs.	2,821 kgs.	6,220 lbs.	2,821 kgs.	6,620 lbs.	3,002 kgs.	6,420 lbs.	2,912 kgs.	6,470 lbs.	2,934 kgs.	6,770 lbs.	3,070 kgs.	
<b>Payload (Notes 1 &amp; 2):</b>													
Gas:	4,260 lbs.	1,932 kgs.	4,260 lbs.	1,932 kgs.	3,860 lbs.	1,751 kgs.	4,060 lbs.	1,841 kgs.	4,010 lbs.	1,819 kgs.	3,710 lbs.	1,683 kgs.	
Diesel:	4,150 lbs.	1,882 kgs.	4,150 lbs.	1,882 kgs.	3,750 lbs.	1,701 kgs.	3,950 lbs.	1,791 kgs.	3,900 lbs.	1,769 kgs.	3,600 lbs.	1,633 kgs.	
Turbo Diesel:	4,080 lbs.	1,850 kgs.	4,080 lbs.	1,850 kgs.	3,680 lbs.	1,669 kgs.	3,880 lbs.	1,760 kgs.	3,830 lbs.	1,737 kgs.	3,530 lbs.	1,601 kgs.	
<b>Gross Vehicle Weight (GVW):</b>													
Gas:	10,300 lbs.	4,671 kgs.	10,300 lbs.	4,671 kgs.	10,300 lbs.	4,671 kgs.	10,300 lbs.	4,671 kgs.	10,300 lbs.	4,671 kgs.	10,300 lbs.	4,671 kgs.	
Diesel:	10,300 lbs.	4,671 kgs.	10,300 lbs.	4,671 kgs.	10,300 lbs.	4,671 kgs.	10,300 lbs.	4,671 kgs.	10,300 lbs.	4,671 kgs.	10,300 lbs.	4,671 kgs.	
Turbo Diesel:	10,300 lbs.	4,671 kgs.	10,300 lbs.	4,671 kgs.	10,300 lbs.	4,671 kgs.	10,300 lbs.	4,671 kgs.	10,300 lbs.	4,671 kgs.	10,300 lbs.	4,671 kgs.	
<b>Gross Axle Weight Rating:</b>													
Front:	4,100 lbs.	1,859 kgs.	4,100 lbs.	1,859 kgs.	4,100 lbs.	1,859 kgs.	4,100 lbs.	1,859 kgs.	4,100 lbs.	1,859 kgs.	4,100 lbs.	1,859 kgs.	
Rear:	6,800 lbs.	3,084 kgs.	6,800 lbs.	3,084 kgs.	6,800 lbs.	3,084 kgs.	6,800 lbs.	3,084 kgs.	6,800 lbs.	3,084 kgs.	6,800 lbs.	3,084 kgs.	
<b>Maximum Towed Load (Note 3):</b>													
Gas:	8,760 lbs.	3,973 kgs.	8,760 lbs.	3,973 kgs.	8,360 lbs.	3,791 kgs.	8,560 lbs.	3,882 kgs.	8,510 lbs.	3,859 kgs.	8,210 lbs.	3,723 kgs.	
Diesel:	8,650 lbs.	3,923 kgs.	8,650 lbs.	3,923 kgs.	8,250 lbs.	3,741 kgs.	8,450 lbs.	3,832 kgs.	8,400 lbs.	3,810 kgs.	8,100 lbs.	3,673 kgs.	
Turbo Diesel:	8,580 lbs.	3,891 kgs.	8,580 lbs.	3,891 kgs.	8,180 lbs.	3,710 kgs.	8,380 lbs.	3,800 kgs.	8,330 lbs.	3,778 kgs.	8,030 lbs.	3,642 kgs.	
<b>Length (Note 1):</b>	184.5 in.	4,686 mm	184.5 in.	4,686 mm	184.5 in.	4,686 mm	184.5 in.	4,686 mm	184.5 in.	4,686 mm	184.5 in.	4,686 mm	
<b>Maximum Height:</b>	75 in.	1,905 mm	75 in.	1,905 mm	75 in.	1,905 mm	75 in.	1,905 mm	75 in.	1,905 mm	75 in.	1,905 mm	
<b>Width (Without Mirror):</b>	86.5 in.	2,197 mm	86.5 in.	2,197 mm	86.5 in.	2,197 mm	86.5 in.	2,197 mm	86.5 in.	2,197 mm	86.5 in.	2,197 mm	
<b>Ground Clearance:</b>	16 in.	406 mm	16 in.	406 mm	16 in.	406 mm	16 in.	406 mm	16 in.	406 mm	16 in.	406 mm	
<b>Wheelbase:</b>	130 in.	3,302 mm	130 in.	3,302 mm	130 in.	3,302 mm	130 in.	3,302 mm	130 in.	3,302 mm	130 in.	3,302 mm	
<b>Track Width:</b>	71.6 in.	1,819 mm	71.6 in.	1,819 mm	71.6 in.	1,819 mm	71.6 in.	1,819 mm	71.6 in.	1,819 mm	71.6 in.	1,819 mm	
<b>Grade Capability:</b>	60%	60%	60%	60%	60%	60%	60%	60%	60%	60%	60%	60%	
<b>Side-Slope Capability:</b>	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%	
<b>Approach Angle:</b>													
Without Winch:	72°	72°	72°	72°	72°	72°	72°	72°	72°	72°	72°	72°	
With Winch:	47°	47°	47°	47°	47°	47°	47°	47°	47°	47°	47°	47°	
<b>Departure Angle:</b>	37.5°	37.5°	37.5°	37.5°	37.5°	37.5°	37.5°	37.5°	37.5°	37.5°	37.5°	37.5°	
<b>Runflat Capability:</b>													
(At 30 mph) (Note 4):	20 miles	12.4 km	20 miles	12.4 km	20 miles	12.4 km	20 miles	12.4 km	20 miles	12.4 km	20 miles	12.4 km	
<b>Turning Radius:</b>	26.5 ft.	8.1 m	26.5 ft.	8.1 m	26.5 ft.	8.1 m	26.5 ft.	8.1 m	26.5 ft.	8.1 m	26.5 ft.	8.1 m	

### STANDARD EQUIPMENT

- 4-Sp. Automatic Transmission • 4-Wheel Power Disc Brakes • AM/FM Stereo w/cassette
- Geared Hubs • One-Piece Wheels • MT Tread Tires • Tonneau Cover (4 Passenger Models)
- Vertical Rear Doors (Wagon Model) • Molded Fiberglass Hood • Auxiliary Fuel Tank
- Utility Lighting Package • Halogen Headlights • Aluminum Body • 124 Amp Alternator
- Padded Interior • Serpentine Drive Belt • Heat and Sound Insulation • Power Steering
- Flow-Through Ventilation • ABS Trim • Full-Time 4WD System • High-Back Bucket Seats
- 3-Point Seat Belts • Power Door Locks • Glove Box • Tachometer • EZ-Kool® Glass

### OPTIONAL EQUIPMENT

- Central Tire Inflation System • Air Conditioning with Auxiliary Rear Unit • Trailer Towing System
- Driveline Protection • 12,000 lb. Winch • Auxiliary Seats • Black Vinyl Seats • Auxiliary A/C and Heating
- Body Colored Wheels • Hard Doors On Open Top • Two-Piece Wheels • Roof Mounted Luggage Rack
- Power Windows • Remote Keyless Entry (power windows required) • Power Mirrors • Deluxe Radio
- Rear Window Defroster (2-door and 4-door models) • Brush Guard • Spare Tire Carrier • Runflat Tires
- CD Player/Changer • Driver and Passenger Seat Armrest (deluxe interior only) • Canvas Cargo Extension
- Rocker Panel Protection • Deluxe Interior (includes lighted vanity mirrors) • Highway Touring Tires
- Carpeted Floor Mats\* • Vehicle Recovery Strap\* • Sliding Rear Windows

\*Dealer Installed

Notes: 1) The above data applies to models without winch and optional accessories. Models with winch are impacted as follows: Payload: Reduce by 137 lbs.; Curb Weight: Increase by 137 lbs.; Length: Increase by 6 in. 2) Payload includes passengers, optional equipment, and trailer tongue weight. 3) Gross Combination Weight (GCW) of vehicle and trailer cannot exceed 14,800 lbs. for highway use only. A weight-carrying hitch gives your vehicle the capability to tow a maximum weight of 5,000 lbs. (2,250 kgs.). A weight-distributing hitch with spring bars gives your vehicle the capability to tow a maximum weight of up to 8,760 lbs. (3,973 kgs.). These are not necessarily weights the vehicle will tow at sustained highway speeds or varying altitudes. NOTE: The maximum allowable weight your vehicle can tow off-road, no matter what type of hitch is

being used, is 5,000 lbs. (2,250 kgs.). 4) Optional, for emergency use only, a "get home" capability which will cause tire damage. Consult your local Hummer dealer for availability of accessories and current specifications. All specifications are based on latest information available at time of printing. Pictured vehicles may vary slightly from actual production models. Manufacturer reserves the right to change prices, colors, materials, equipment, and specifications at any time and without prior notice. Details and specifications may vary according to local regulations and conditions. Some models may not be available at all times in all markets. See dealer for 3-year/36,000-mile warranty details. Professional drivers on closed courses. Copyright AM General, 1996. Hummer and HUMVEE are registered trademarks of AM General Corporation.

## COMPONENTS & FEATURES

### Diesel Engine

**Type:** V8, N.A. 6.5L Diesel Fuel Injection  
**Horsepower:** (@ 3,400 rpm): 170 hp (127 kW)  
**Torque:** (@ 1,700 rpm): 290 lb.ft. (393 Nm)  
**Governor Type:** Mechanical  
**Displacement:** 396 cu. in. (6.5L)

**Bore and Stroke:** 4.06 x 3.82 in. (10.3 x 9.7 cm)  
**Compression Ratio:** 21.5:1  
**Maximum Speed:** 83 mph (134 kph)  
**Typical Accel.:** (0 to 60 mph) 19.5 sec.  
**Fording Depth:** 30 in. (76.2 cm)

### Gas Engine

**Type:** V8, 5.7L Electronic Throttle Body Fuel Injection  
**Horsepower:** (@ 4,000 rpm): 190 hp (142 kW)  
**Torque:** (@ 2,400 rpm): 300 lb.ft. (407 Nm)  
**Governor Type:** None  
**Displacement:** 350 cu. in. (5.7L)

**Bore and Stroke:** 4.00 x 3.48 in. (10.16 x 8.84 cm)  
**Compression Ratio:** 8.3:1  
**Maximum Speed:** 83 mph (134 kph)  
**Typical Accel.:** (0 to 60 mph) 19.5 sec.  
**Fording Depth:** 24 in. (61.0 cm)

### Turbo Diesel Engine

**Type:** V8, 6.5L Diesel Turbocharged, Electronically Controlled  
**Horsepower:** (@ 3,400 rpm): 190 hp (142 kW)  
**Torque:** (@ 1,800 rpm): 385 lb.ft. (522 Nm)  
**Governor Type:** Electronic  
**Displacement:** 396 cu. in. (6.5L)

**Bore and Stroke:** 4.06 x 3.82 in. (10.31 x 9.70 cm)  
**Compression Ratio:** 21.5:1  
**Maximum Speed:** 83 mph (134 kph)  
**Typical Accel.:** (0 to 60 mph) 18.0 sec.  
**Fording Depth:** 30 in. (76.2 cm)

**Fuel Capacity:** Gas: 23 gal. (87L), Diesel and Turbo Diesel: 25 gal. (95L). Plus 17 gal. (64L) reserve in each  
**Transmission:** 4L80-E 4-speed automatic with a maximum input torque rating of 440 lb.ft.  
**Gear Ratios:** 1st - 2.48:1, 2nd - 1.48:1, 3rd - 1.00:1, 4th - 0.75:1, Reverse - 2.08:1, Torque Converter Ratio - 2.2:1  
**Transfer Case:** New Venture Gear Model 242. Gear Ratios - Low 2.72:1, High 1:1  
**Axles:** Hypoid with a ratio of 2.73:1. Continuous torque rating is 1,281 lb.ft. *AM General Design*  
**Geared Hubs:** Gear Ratio - 1.92:1. *AM General Design*  
**Frame:** Steel Box section with 5 crossmembers  
**Electrical:** 12 Volt 124 Amp - Alternator  
**Steering:** Power assisted with a variable ratio of 13/16:1  
**Differential:** Zexel Torsen® Torque Biasing Differential  
**Brakes:** Hydraulic actuated, four-wheel inboard mounted power disc brakes with dual reservoir master cylinder. Rotors are 10.5 in. (266 mm) in diameter with an effective area of 17.4 sq. in. (112 cm<sup>2</sup>) each. Parking brake manually activates rear service brakes  
**Suspension:** Independent double A-frame with open-end coil springs and hydraulic shock absorbers  
**Tires:** 37 x 12.50 R16.5 LT load range "D" Goodyear Wrangler MT2A radial with optional beadlock

## VEHICLE MODELS



2 Passenger Hard Top



2 Passenger Hard Top (Extended Cab)



4 Passenger Hard Top



4 Passenger Open Top



4 Passenger Open Top (Hard Doors)



4 Passenger Wagon

## INTERIOR COLORS



Standard Tan Cloth



Deluxe Tan Cloth



Deluxe Gray Cloth

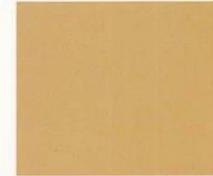


Black Vinyl

## EXTERIOR COLORS



Red



Tan



Black



Silver Metallic



Green Metallic



Bright White



White



Burgundy Metallic



Blue Metallic

**HUMMER.**

*1-800-732-5493 Inside U.S.*

*219-284-2866 Outside U.S.*