PICKUPS and STAKE RACKS

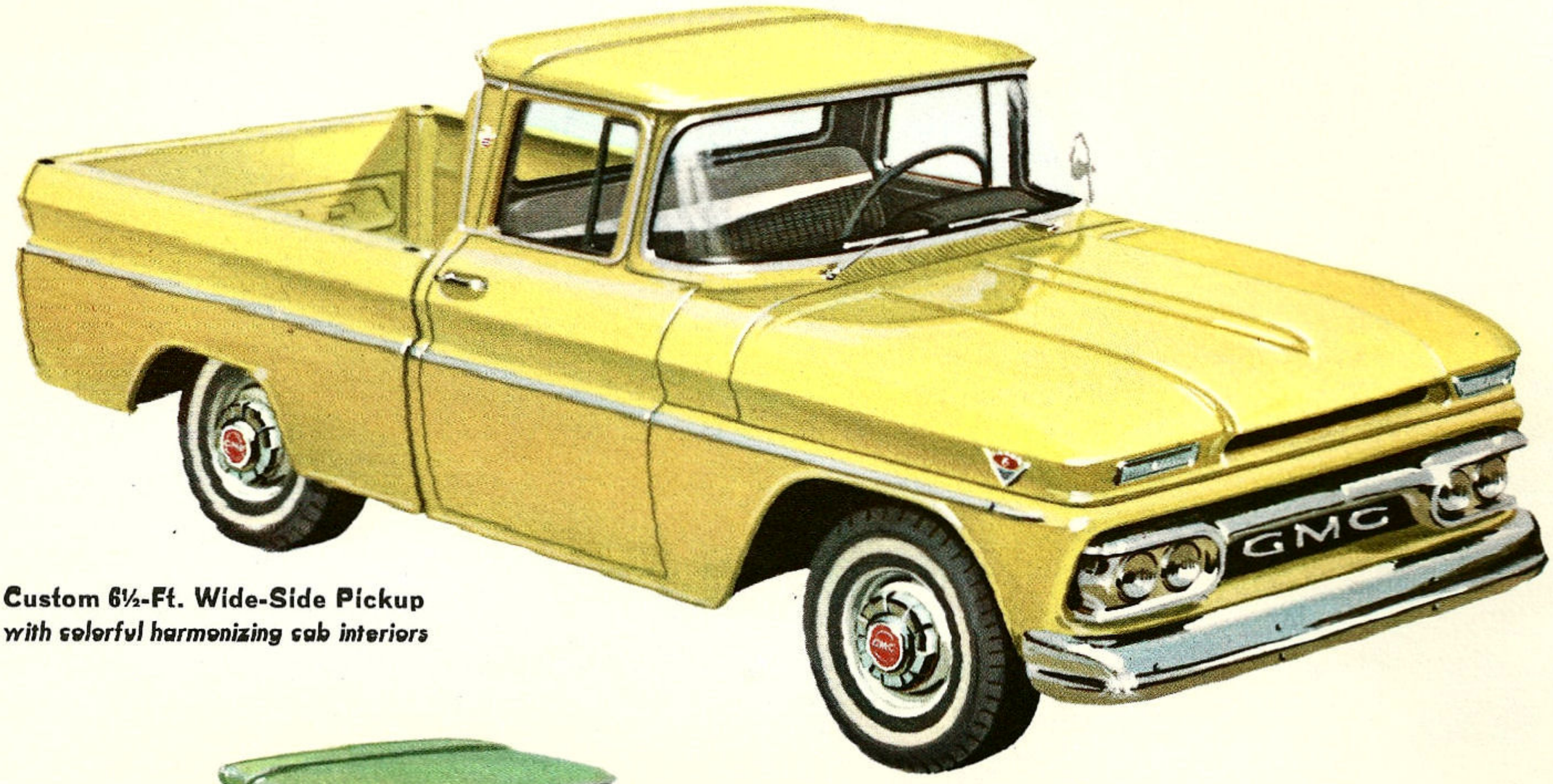
Series 1000-2500

GMC

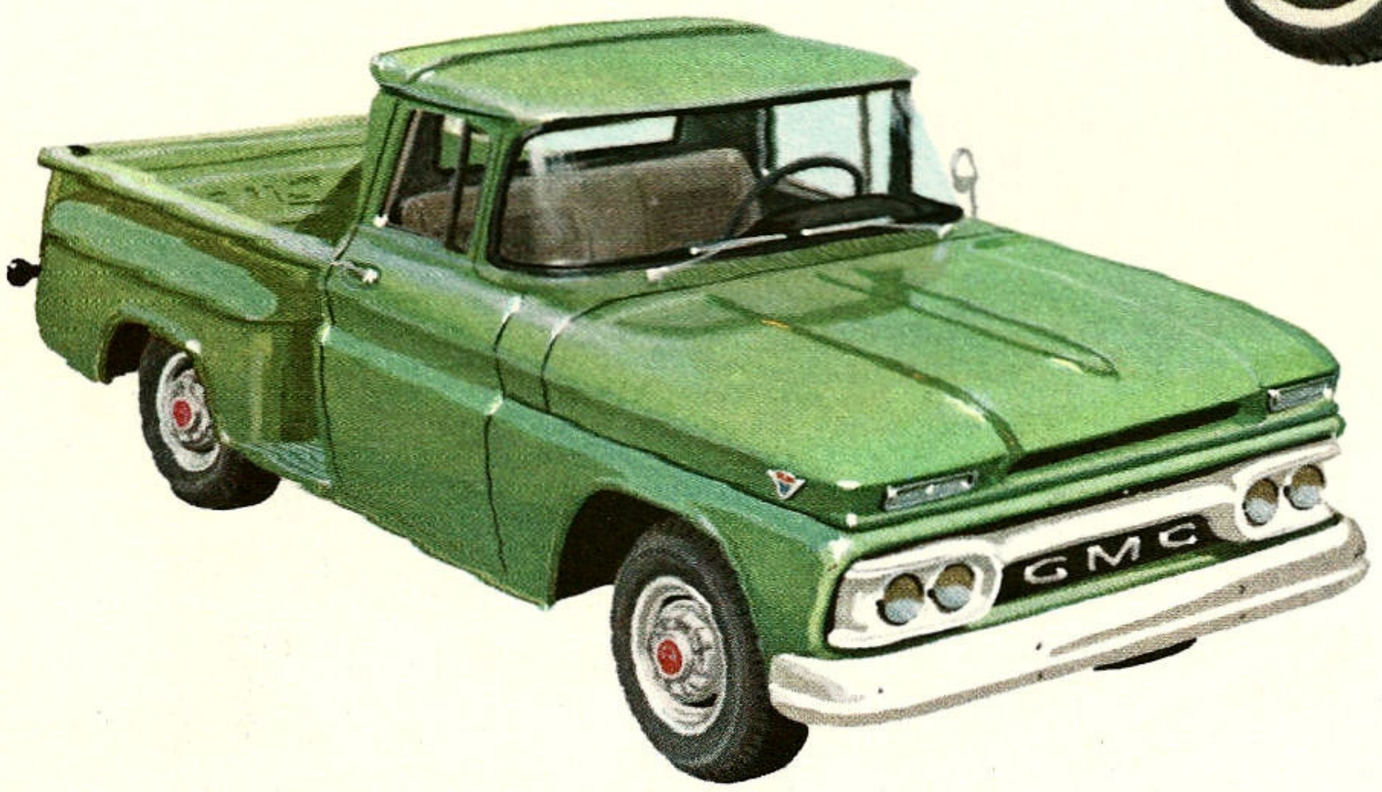
GMC
GENERAL MOTORS CORPORATION
TRUCKS

6½ ft. Pickups

MODEL 1001 . . . GVW RATINGS, 4600 LBS.—5200 LBS.
MODEL K1001 . . . GVW RATINGS, 4900 LBS.—5600 LBS.



Custom 6½-Ft. Wide-Side Pickup
with colorful harmonizing cab interiors



Deluxe 6½-Ft. Fenderside Pickup

GET

TOP STYLING

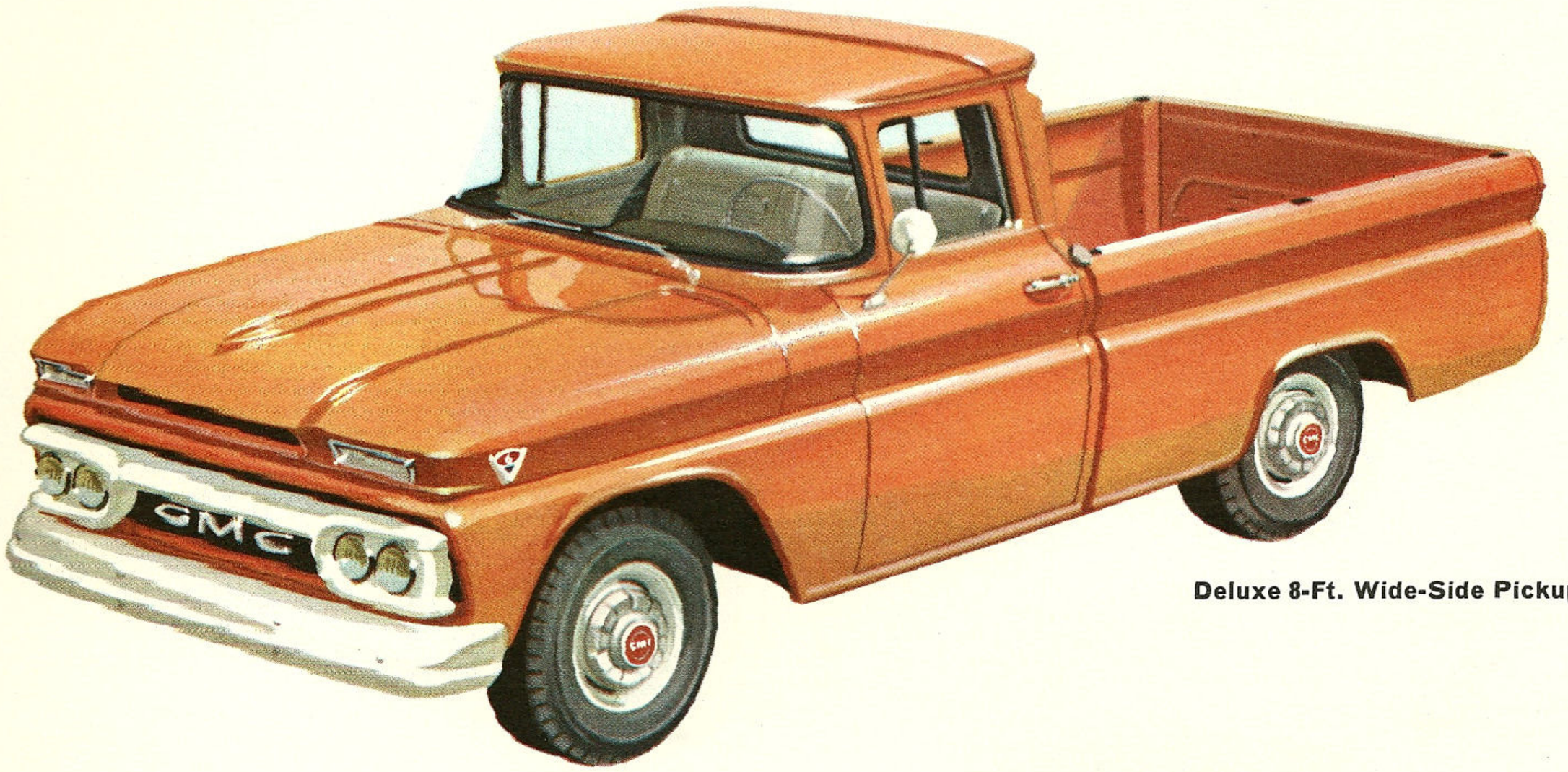
COMFORT SAFETY

PERFORMANCE ECONOMY

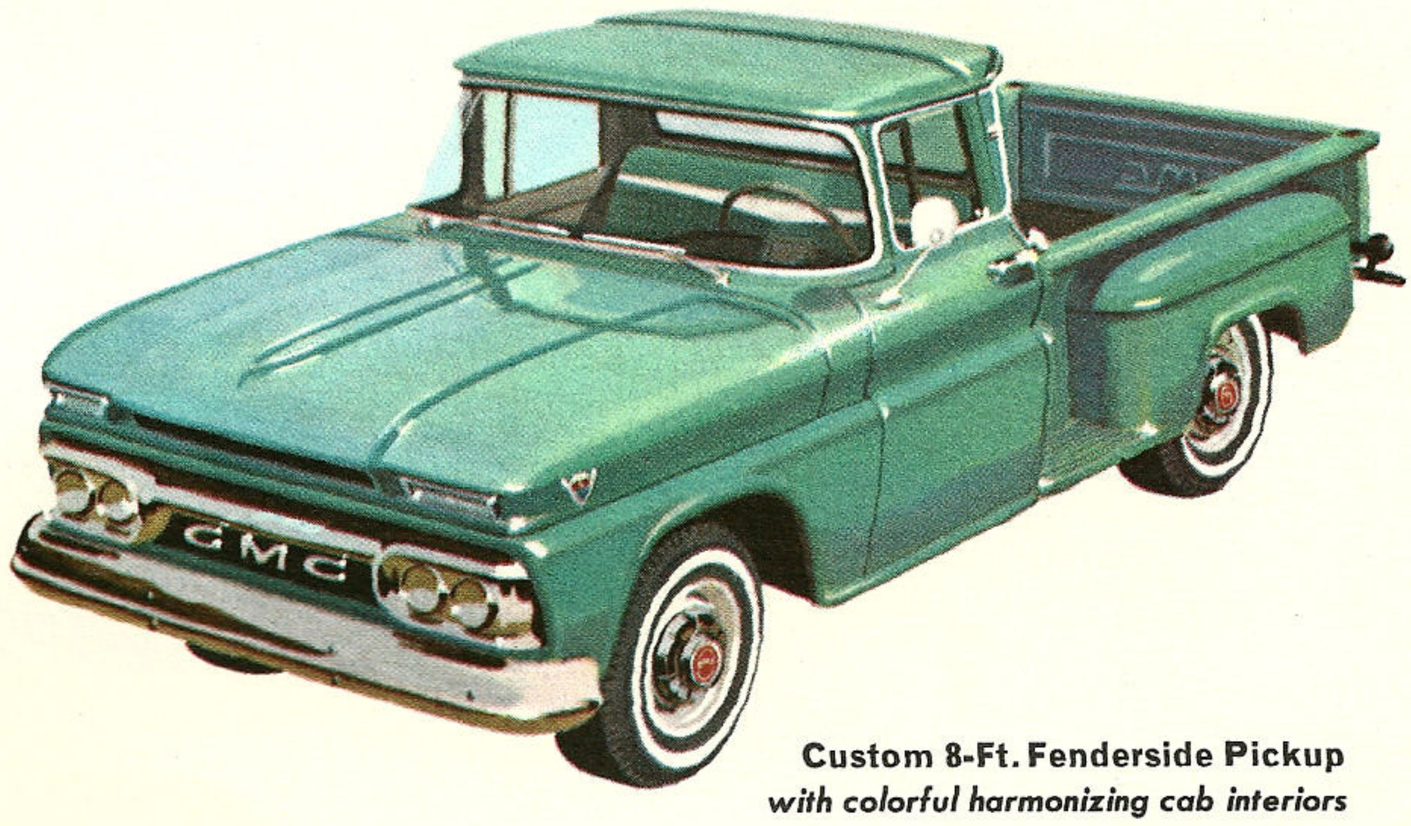
GMC Pickups, traditionally the best, continue to lead the way in both fashion and functional design. You'll take special pride in knowing that your GMC, with its slim, low styling . . . luxurious cab interiors . . . exclusive V-6 engine . . . modern front and rear suspensions is the most progressive pickup on the road today. The 165 horsepower truck-built 6-cylinder engine with exclusive 60° "V"-type design is a smooth, quiet, responsive power plant . . . a pleasure to drive. It has the shortest stroke of any 6-cylinder truck-built engine so there's less engine wear . . . much longer engine life. With the big 10½-inch hydraulically actuated clutch, you slip easily and quietly through the gears of your dependable GMC 3-speed synchromesh transmission to get where you're going with a minimum of driving effort.
A rugged 3500 lb., hypoid rear axle provides overdrive economy without the extra cost of an overdrive transmission.

MODEL 1002 . . . GVW RATINGS, 4600 LBS.—5200 LBS.
MODEL K1002 . . . GVW RATINGS, 4900 LBS.—5600 LBS.

8 ft. Pickups



Deluxe 8-Ft. Wide-Side Pickup



Custom 8-Ft. Fenderside Pickup
with colorful harmonizing cab interiors

WITH GMC PICKUPS!

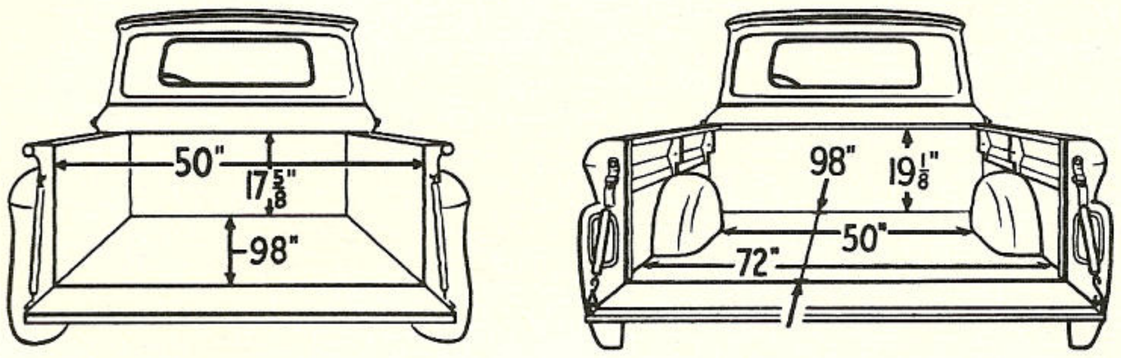
And—you roll comfortably along on modern independent front wheel suspension and long, two-stage leaf type rear springs, with shock absorbers both front and rear, to experience the easiest ride—loaded or empty.

There's no doubt about it, you get more value at no extra cost with a GMC pickup.

Once you've driven a GMC, you won't be satisfied with anything less.

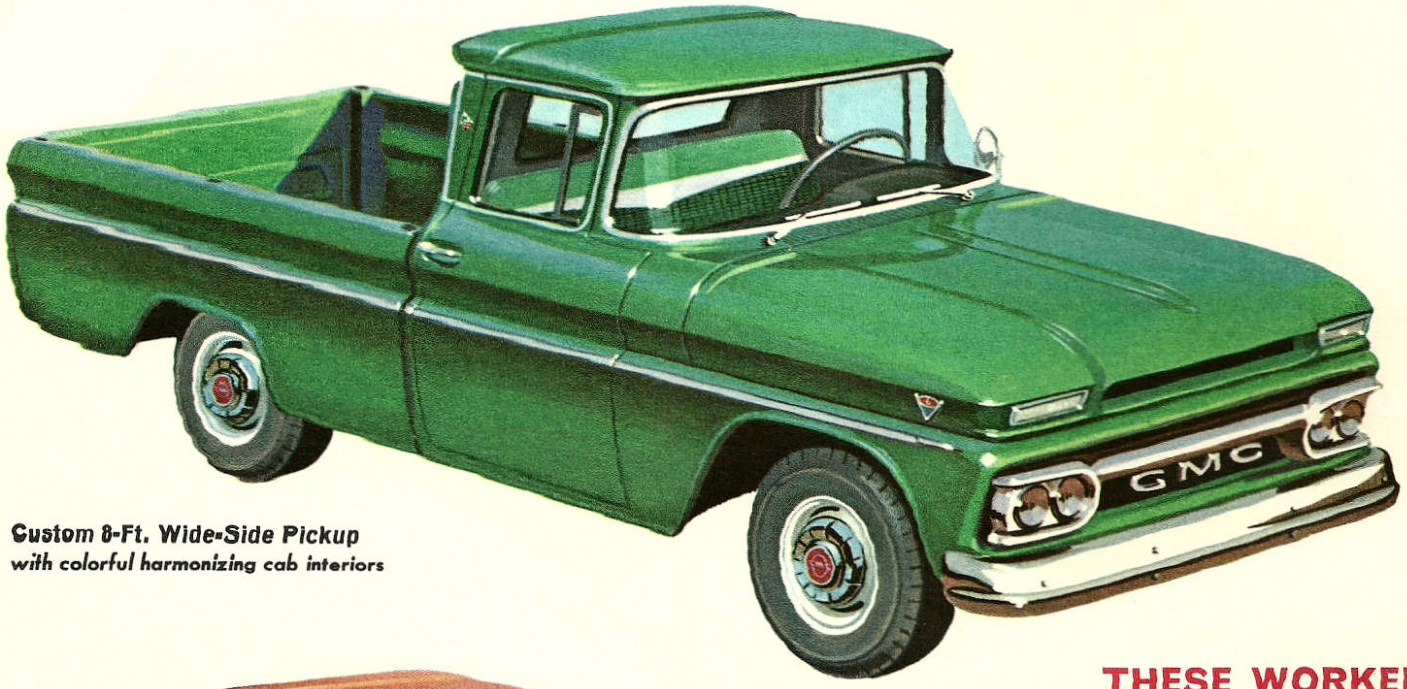
FOUR DRIVING WHEELS TO GO—anywhere! Designed as 4 x 4's from the ground up. GMC's 4-wheel drive pickups give you many plus value features such as:

- **165 horsepower truck-built V-6 engine.**
- **11-inch hydraulically actuated clutch.**
- **3-speed synchromesh transmission with handy steering column shift. (4-speed opt.)**
- **2-speed, single shift-lever transfer case.**
- **Husky hypoid front and rear driving axles.**
- **Extra-sturdy front and rear leaf springs.**

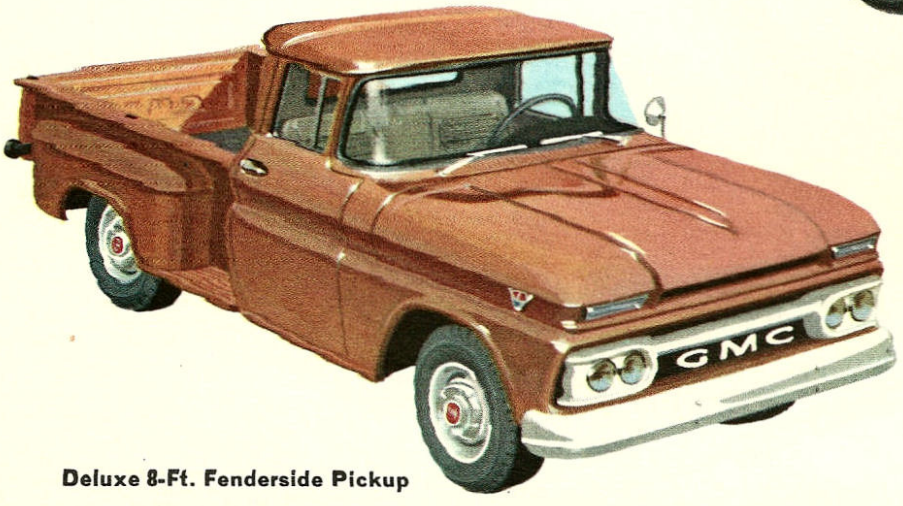


8 ft. Pickups

MODEL 1502 . . . GVW RATINGS, 5500 LBS.—7500 LBS.
MODEL K1502 . . . GVW RATINGS, 5700 LBS.—7600 LBS.



Custom 8-Ft. Wide-Side Pickup
with colorful harmonizing cab interiors



Deluxe 8-Ft. Fenderside Pickup

THESE WORKERS MAKE LIGHT OF HEAVY LOADS!

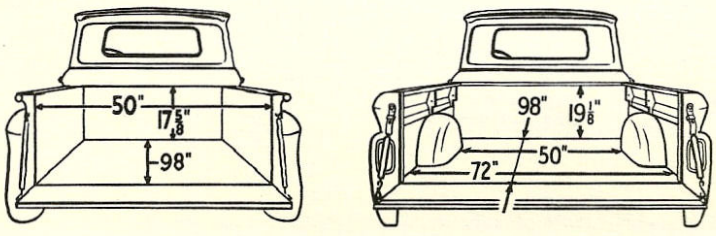
In addition to hauling bigger payloads with this pickup, you get such extra value features as:

- Luxurious cab interiors.
- Most fashionable yet functional styling of any pickup . . . stays up-to-date longer.
- 165 horsepower exclusive V-type, 6-cylinder engine. It's the shortest stroke six-cylinder truck-built engine in the industry. There's less engine wear, longer engine life.
- Big 10½-inch hydraulically actuated clutch for easy clutch action . . . long clutch life.
- Dependable GMC 3-speed synchromesh transmission for quiet, clashless shifts.
- Husky 5500 lb. hypoid rear axle for carrying capacity loads. Hypoid gearing gives increased strength . . . quiet operation.
- Modern independent front wheel suspension and long, two-stage leaf type rear springs, with shock absorbers both front and rear, give an excellent ride loaded or empty.

Choose from the big Wide-Side or Fenderside Models—They're built to outlast them all!

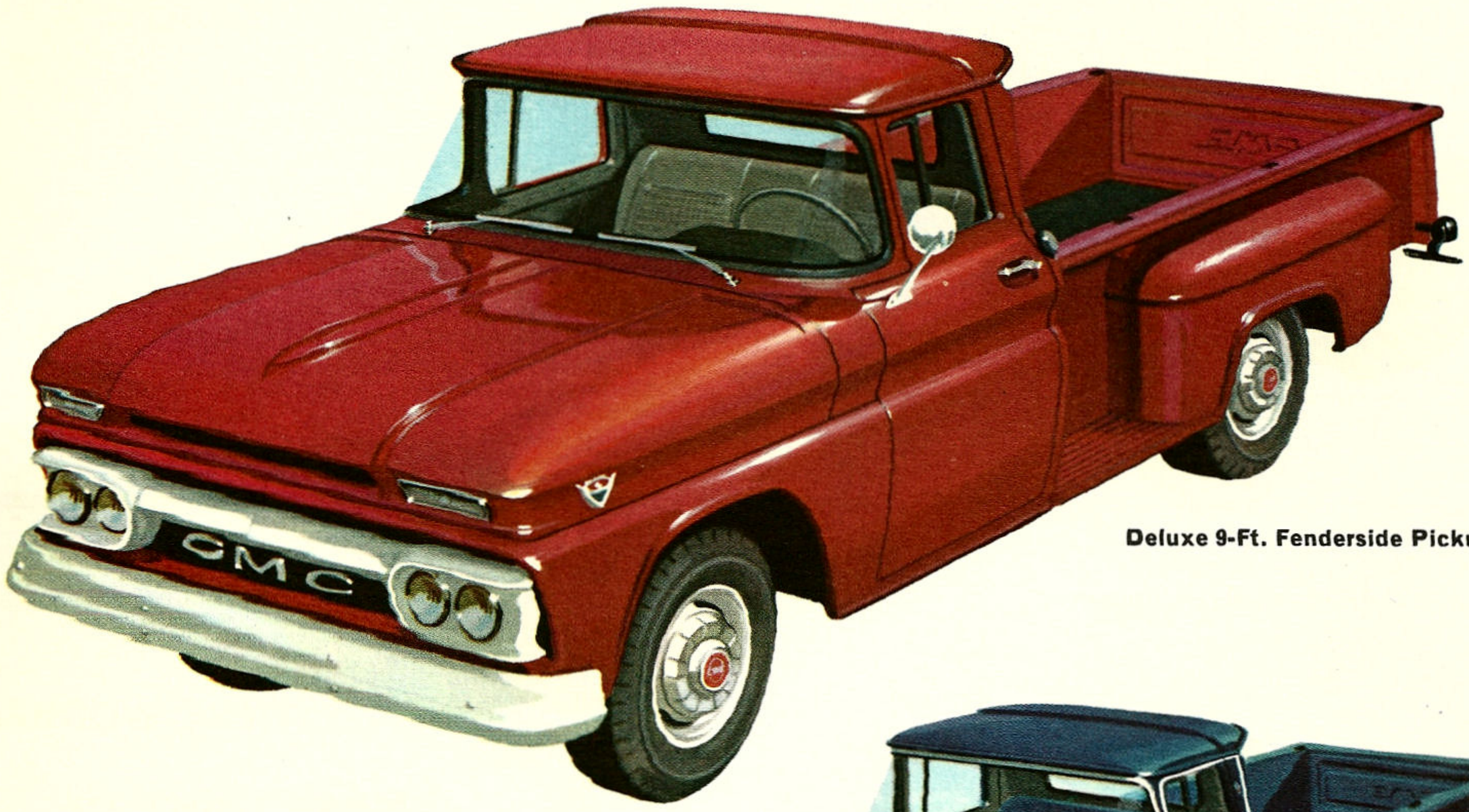
FOUR DRIVING WHEELS TO GO—anywhere! Designed as 4 x 4's from the ground up. GMC's 4-wheel drive pickups give you many plus value features such as:

- 165 horsepower truck-built V-8 engine.
- 11-inch hydraulically actuated clutch.
- 3-speed synchromesh transmission with handy steering column shift. (4-speed opt.)
- 2-speed, single shift-lever transfer case.
- Husky hypoid front and rear driving axles.
- Extra-sturdy front and rear leaf springs.

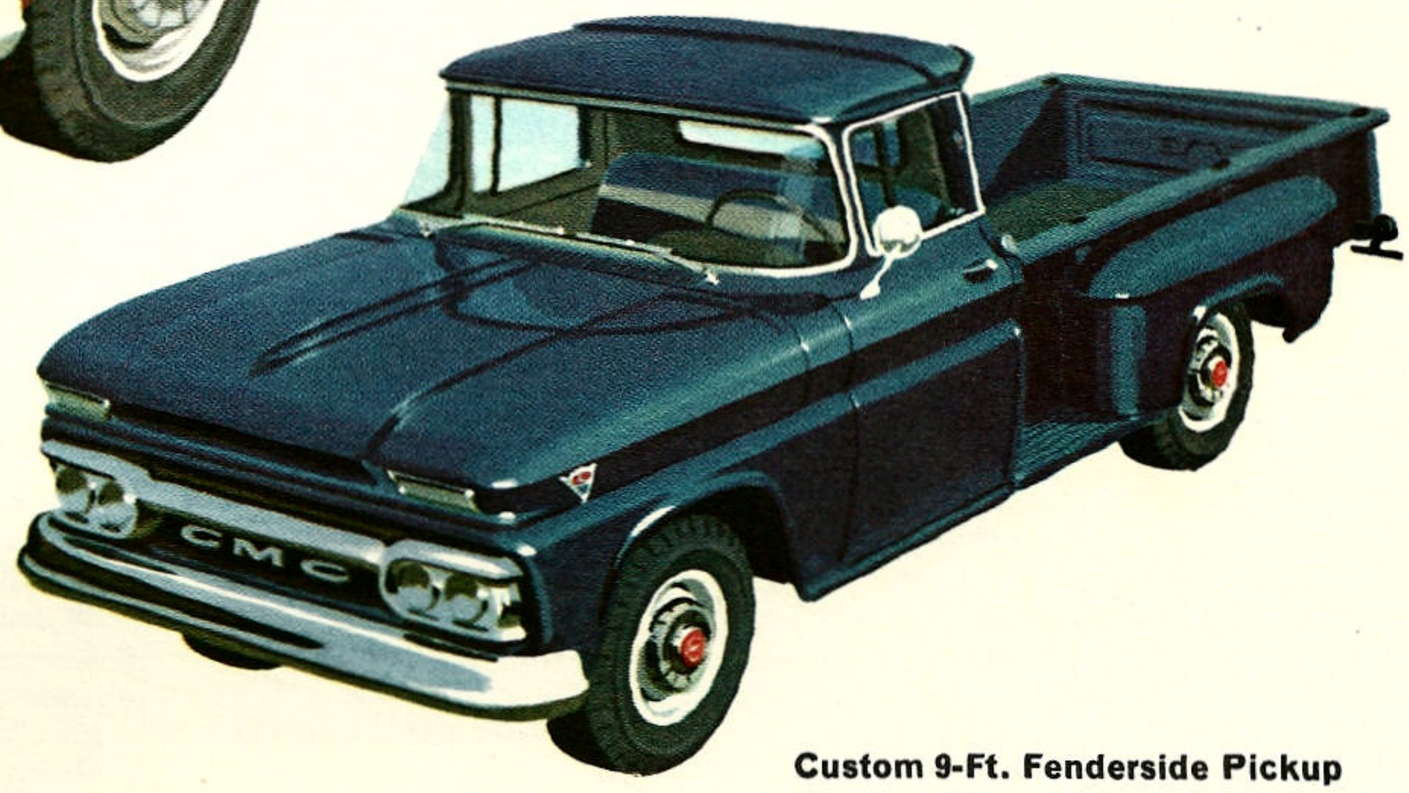


MODEL 2503 . . . GVW RATINGS, 6700 LBS.—8800 LBS.

9 ft. Pickups



Deluxe 9-Ft. Fenderside Pickup



Custom 9-Ft. Fenderside Pickup
with colorful harmonizing cab interiors

A HEAVY-DUTY HAULER

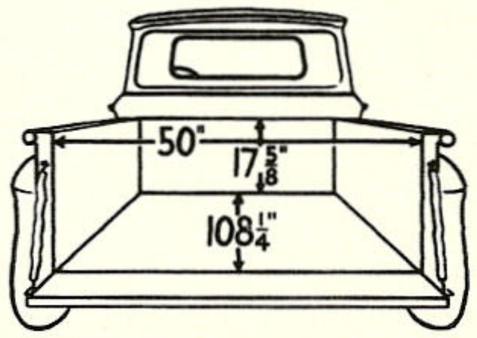
FOR THE BIG JOBS!

Here's a heavy-duty pickup that takes a lot of punishment and keeps coming back for more. If offers all of the convenience features of Fenderside design—full-width cargo space plus side-loading step.

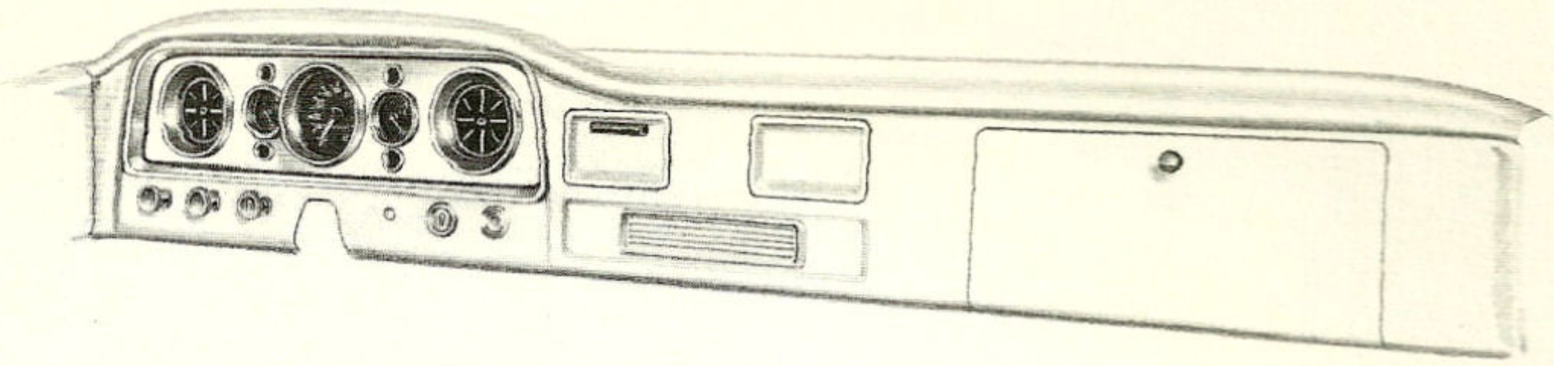
Here are just some of its big-value features:

- **Functional yet fashionable styling.**
- **Luxurious cab interiors.**
- **165 horsepower, 6-cylinder, 60° "V" type engine. This exclusive truck engine provides top performance. There's less wear, longer service.**
- **Long-life 10½-inch hydraulically actuated clutch. It's easy to operate.**
- **4-speed synchromesh transmission for effortless shifting and dependable day-in, day-out performance.**
- **Heavy-duty 7200 lb. hypoid rear axle for handling capacity loads quietly, safely and dependably.**
- **Modern independent front wheel suspension with front shock absorbers and leaf type rear springs for a smooth stable ride.**

Give this pickup careful consideration—check all its features . . . you'll see it's your best buy.



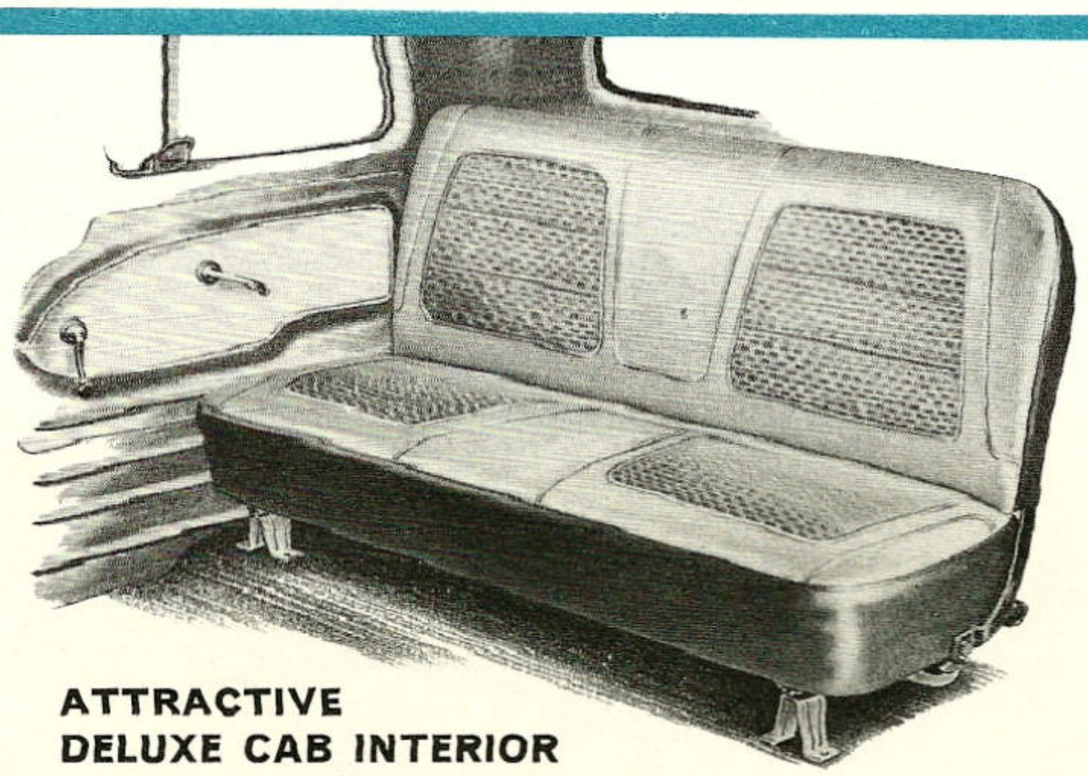
GMC Interiors ARE DRIVER-PLANNED!



CONVENIENT, SAFETY-DESIGNED INSTRUMENT PANEL

Every inch of a GMC instrument panel is carefully planned for your greatest driving convenience and safety.
Check these plus features:

- **Attractive yet functional instrument panel . . . matches cab interior in color.**
- **Hooded instruments to keep away bothersome reflections . . . easily read at a glance.**
- **Extra-large glove box . . . door stays open or closed.**
- **Printed instrument circuits . . . wires can't be mixed.**
- **Handy ash tray for smokers . . . takes litter too.**

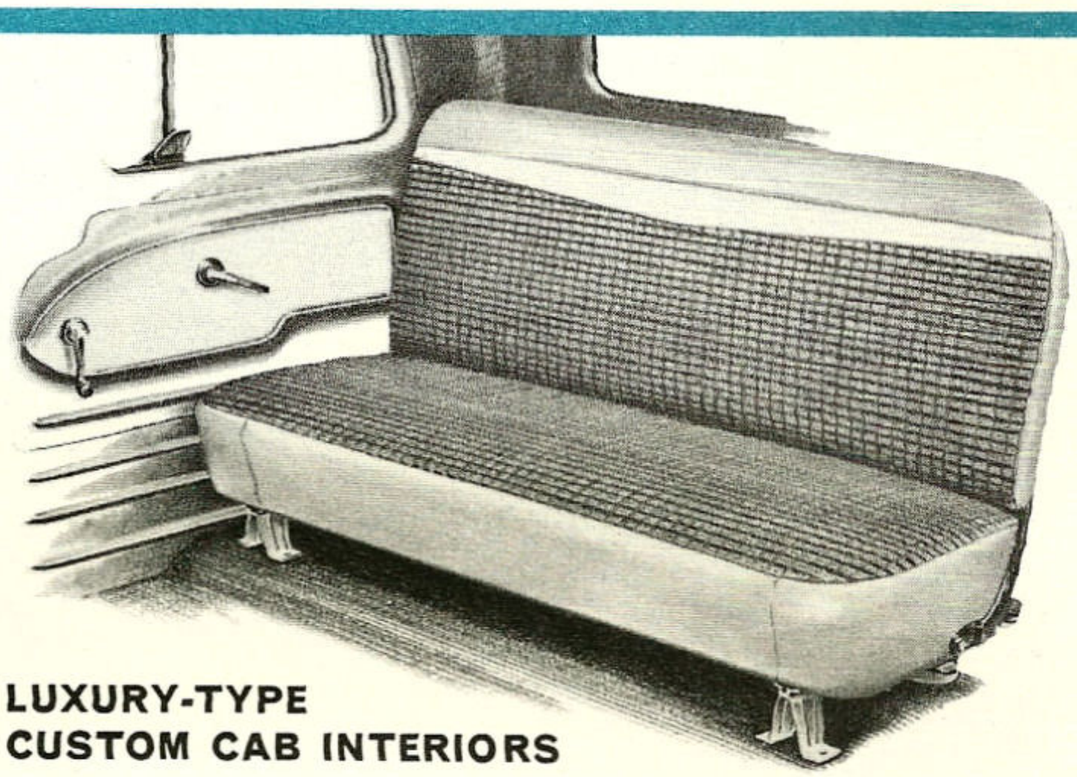


ATTRACTIVE DELUXE CAB INTERIOR

Good-looking, long-lasting GMC Deluxe cab interior provides such quality and comfort features as:

- **Richly toned metallic-fawn interior . . . harmonizes with all exterior colors.**
- **Richly embossed vinyl upholstery with dark-toned trim . . . it's washable . . . it wears longer.**
- **Metallic-fawn left hand sun visor for greater driving safety . . . reduced eye fatigue.**
- **Easily adjustable seat and seat back for just the right support and maximum comfort.**

On the job . . . on the open highway, you enjoy driving in a GMC deluxe cab.

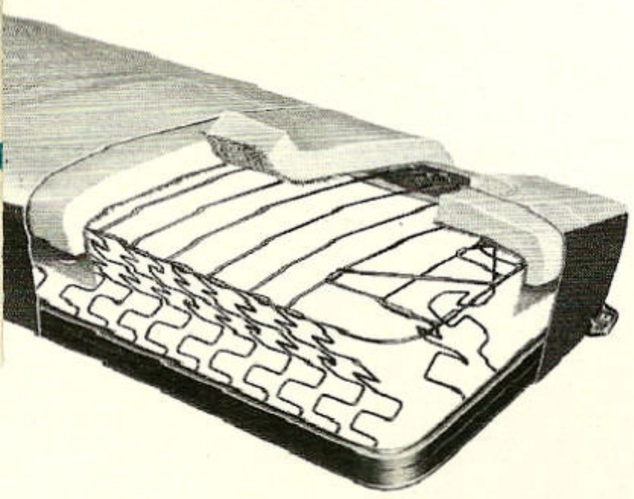


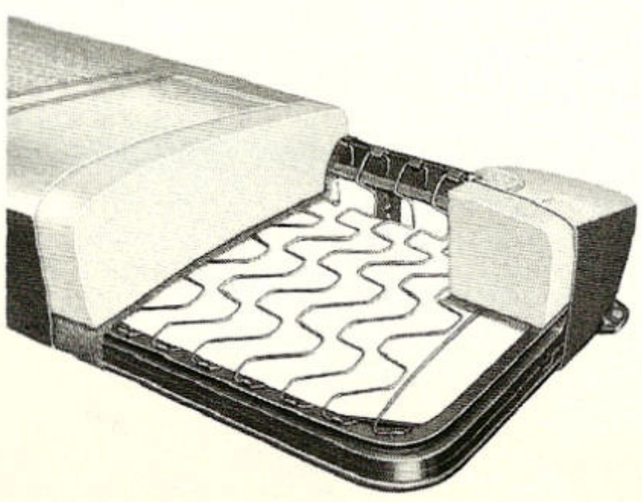
LUXURY-TYPE CUSTOM CAB INTERIORS

GMC colorful custom cab interiors combine beauty, service and comfort. Look at these extra-quality features:

- **Richly toned metallic-fawn interior . . . harmonizes with all exterior colors.**
- **Beautiful, two-tone, long-wearing nylon upholstery smartly tailored with complimenting Solid-Color Vinyl . . . It's easy to keep clean. There are four colors . . . Delta Green, Terrace Blue, Varsity Blue and Silver Fawn each matched with harmonizing exteriors.**
- **Two big sun visors eliminate annoying glare for driver and passengers.**
- **L.H. arm rest—in color—for additional driving comfort.**
- **Easily adjustable seat and seat back for the most relaxing support and comfort.**

In work or pleasure, you're sure to take special pride in a GMC Custom Cab.





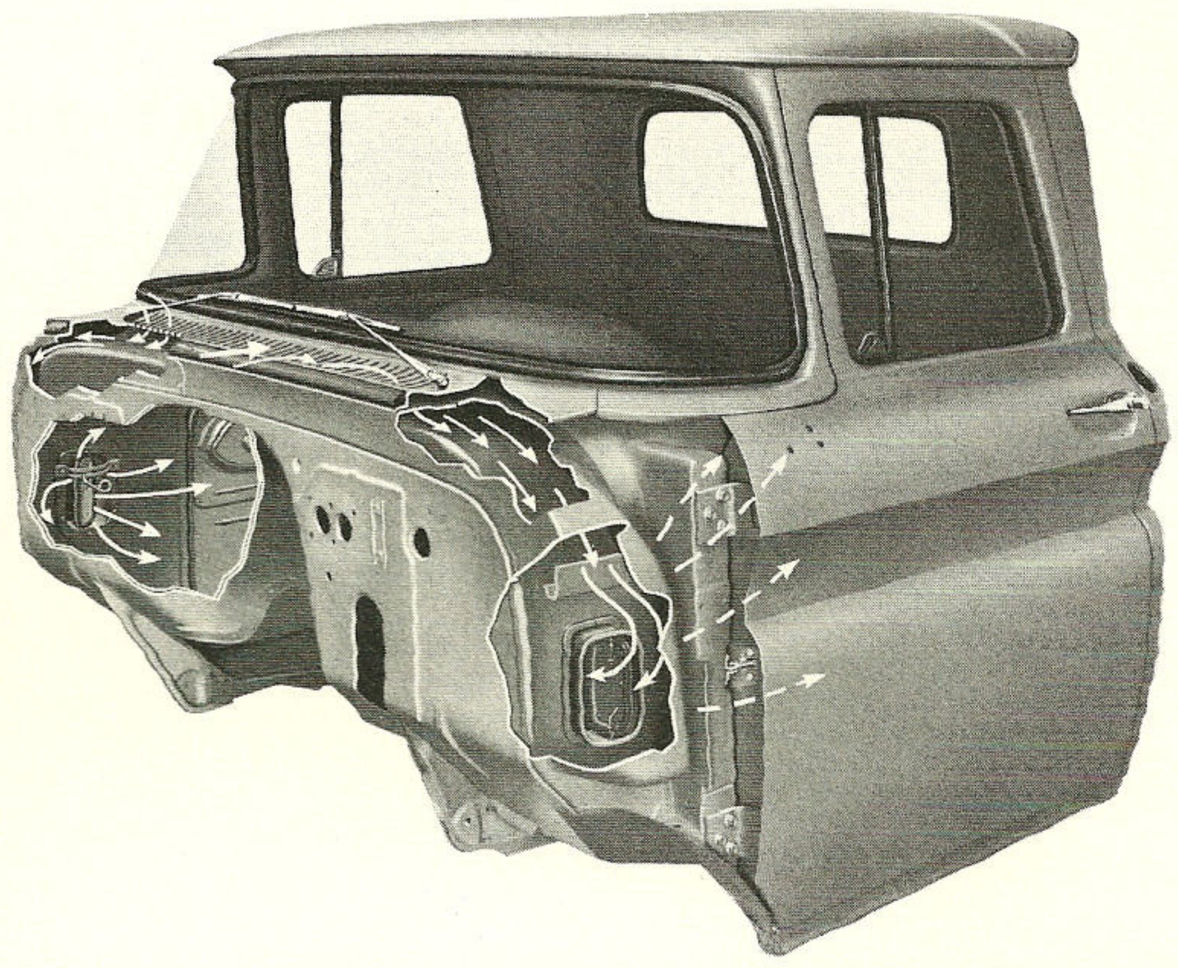
LONG-LIFE SEAT CONSTRUCTION

Thick molded-foam pad, backed by latex impregnated burlap, teams with strong yet flexible steel springs to give lasting comfort and durability. Upholstery features "French" seams—triple-stitched with nylon thread—to eliminate protruding welts . . . give greater comfort . . . longer wear.
Full-depth molded-foam seat cushion, optional at extra cost.

Other Extra Value Cab Features at NO Extra Cost

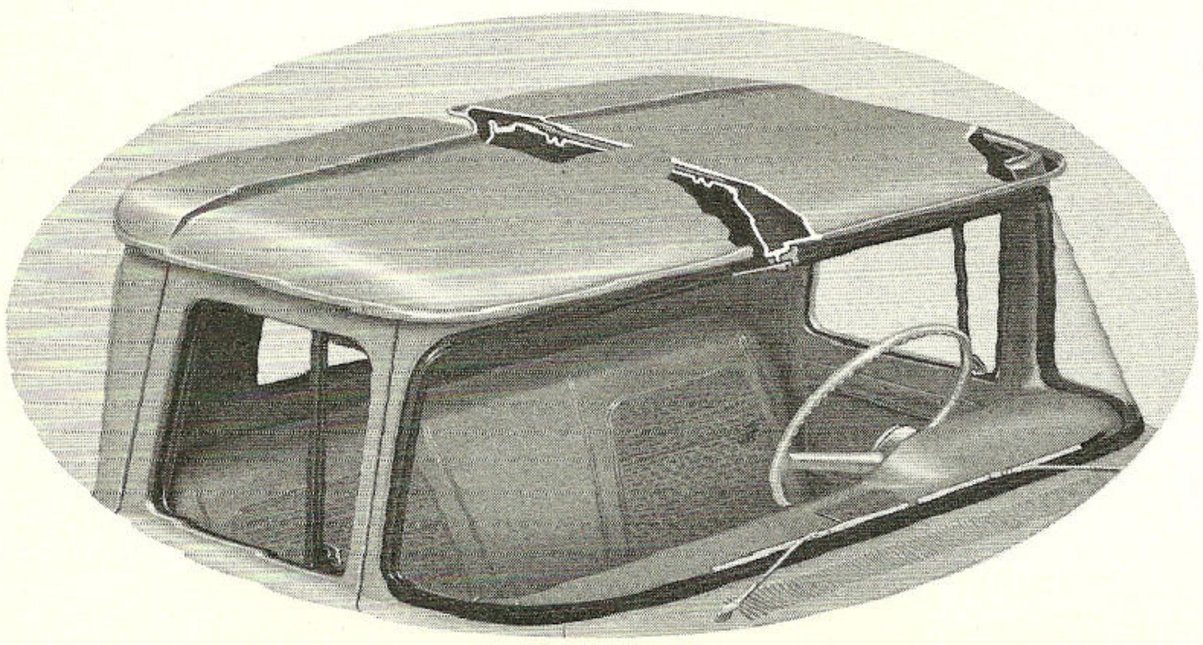
- **Full wrap-around windshield for a full panoramic view . . . safer driving. Dual electric wipers standard.**
- **Big, comfort-positioned, safety steering wheel for easier, more relaxing driving.**
- **Dome lamp for safe entrance and exit at night . . . controlled by master light switch on instrument panel.**
- **Full widths and head room seats three men comfortably.**
- **All-weather rubber door seals stop drafts, dust, water.**

GMC Cabs Outlast them all!



ALL WEATHER COMFORT

An Efficient, high-level plenum chamber ventilation system maintains a constant flow of outside air into the cab . . . even at low speeds. You easily control the amount of air you want in all weather conditions. Outside air passing through the chamber is directed into the right and left side of the cab through separately controlled outlets. No water reaches the cab interior because it's drained out through holes in the bottom of the cowl. You get special enjoyment from this outstanding GMC cab feature.



DOUBLE-PANEL ROOF CONSTRUCTION

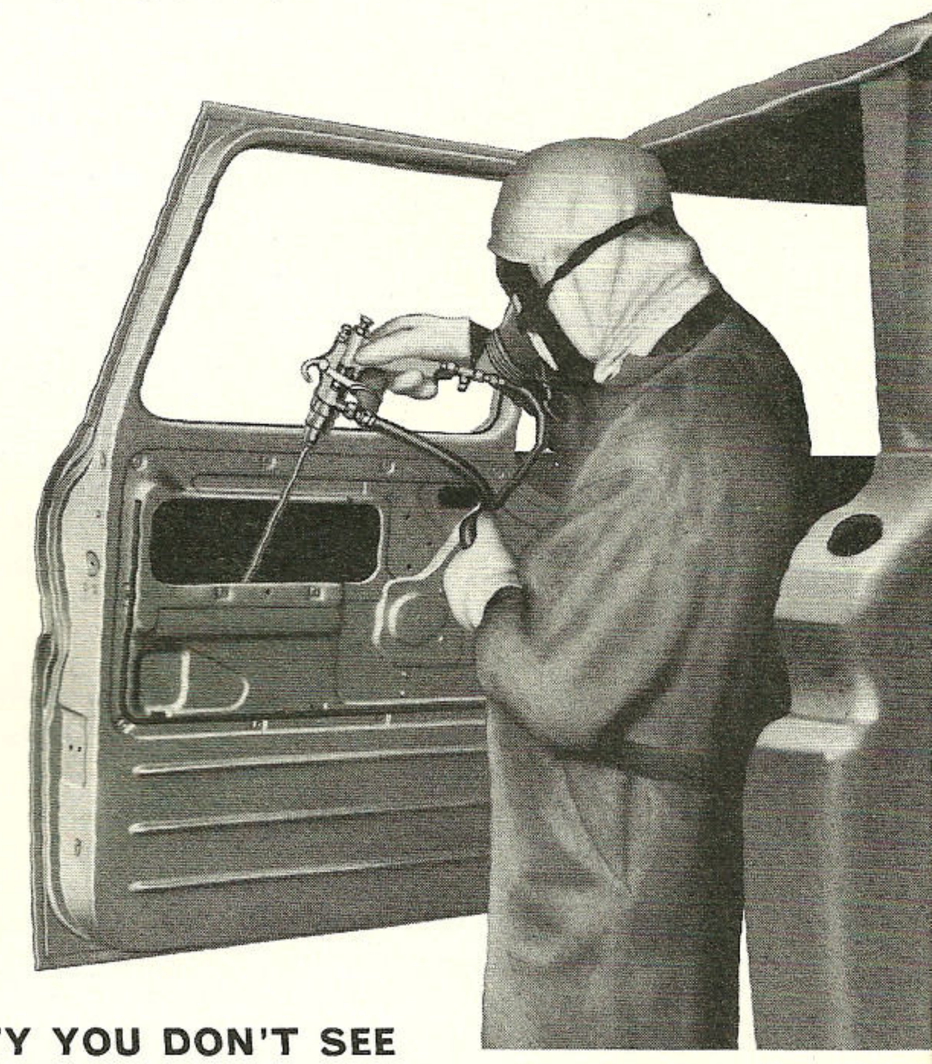
Cab life is increased by double-wall roof construction. Two walls of heavy gauge steel form rigid roof and upper back panels for maximum protection and insulation. Plenum chamber gives added strength at cowl.

REINFORCED CAB UNDERSTRUCTURE

Longer cab life starts at the floor in a GMC . . . for here strong longitudinal sills join the dash, toepanel and floor with cross sills to provide the right structural rigidity to absorb ever present road strains and stresses. In addition two sturdy brackets are used inside the cab where the floor and cab back panel meet to reinforce the vital areas that take most of the punishment, especially in more severe type operations.

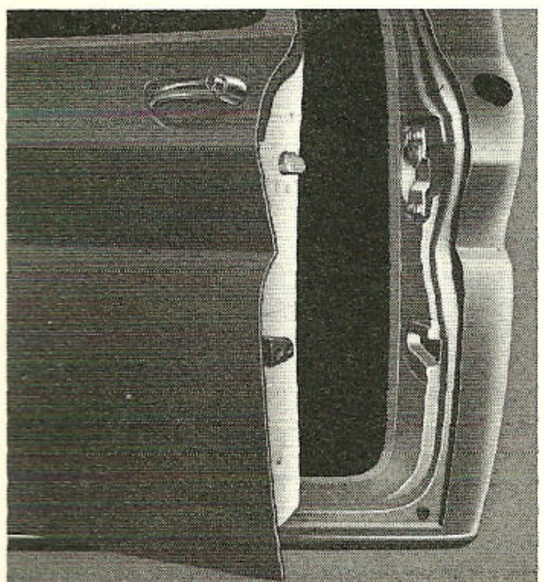
FOUR COAT FINISH

Deep beauty and lasting protection is yours in every GMC. A heavy coat of rust inhibiting phosphate prevents rust and secures good bonding of paint . . . next a prime coat for a perfect finish base . . . then two coats of Dupont Super Enamel for an extra quality paint job.



QUALITY YOU DON'T SEE

Rust and corrosion resistant! That's another plus for GMC cabs. Inside of doors and plenum chamber—in fact every metal surface, exposed or not, is treated with rust inhibiting materials for quality protection.

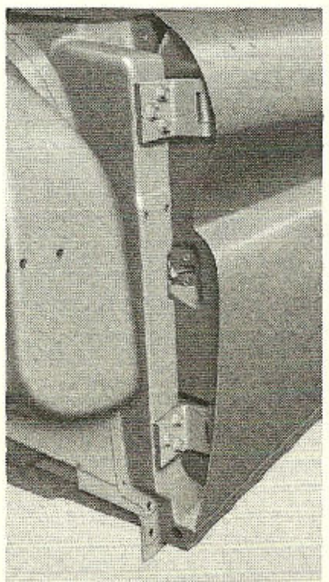


DOOR DOVETAIL SUPPORT

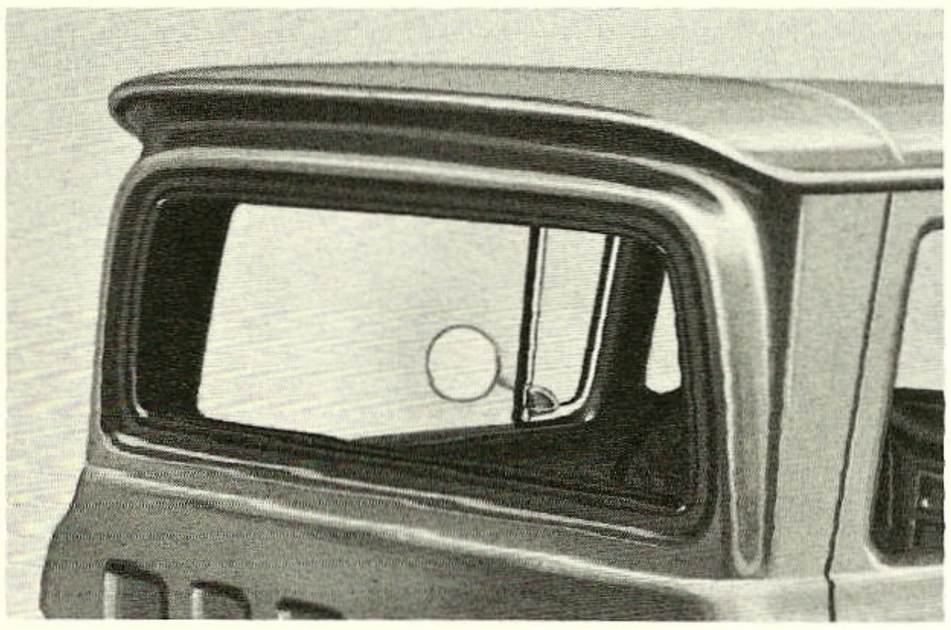
A large dovetail on each door fits snugly into door pillars. This maintains door alignment and eliminates door rattles even in the most severe operations.

HEAVY DOOR HINGES

Big safety catch doors swing easily and quietly on heavy box-type hinges—they're the same as used in GMC heavy-duty truck cabs. Six large bolts holds each hinge securely in place to prevent door sag even with the hardest usage . . . Another example of GMC extra value at no extra cost.

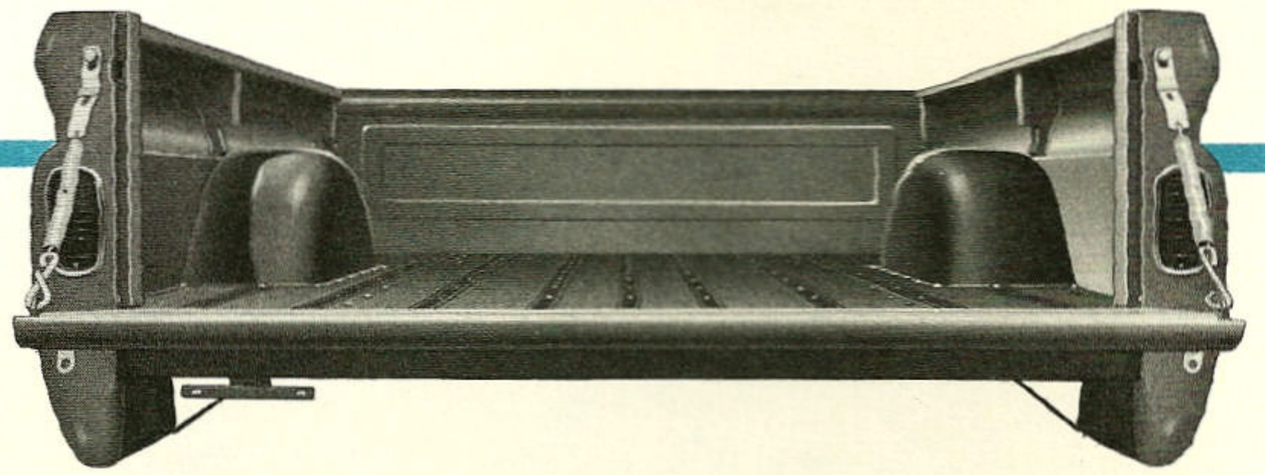


GMC Bodies LAST LONGER BECAUSE THEY'RE BUILT BETTER!



FULL-VIEW REAR WINDOW

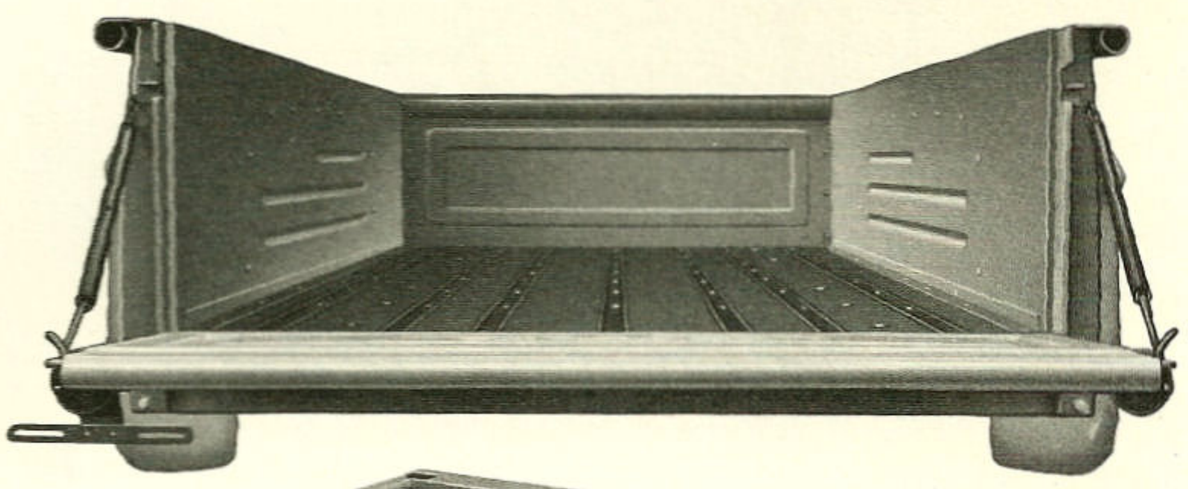
The big rear window of the GMC cab provides a full view for quick checks on cargo and permits easy parking or backing up to loading docks. For even greater rear vision, a full-width window (illustrated) is available at slight extra cost.



RUGGED, DURABLE PICKUP BODIES

GMC pickup bodies are strong . . . extra durable. Look at these quality features you get:

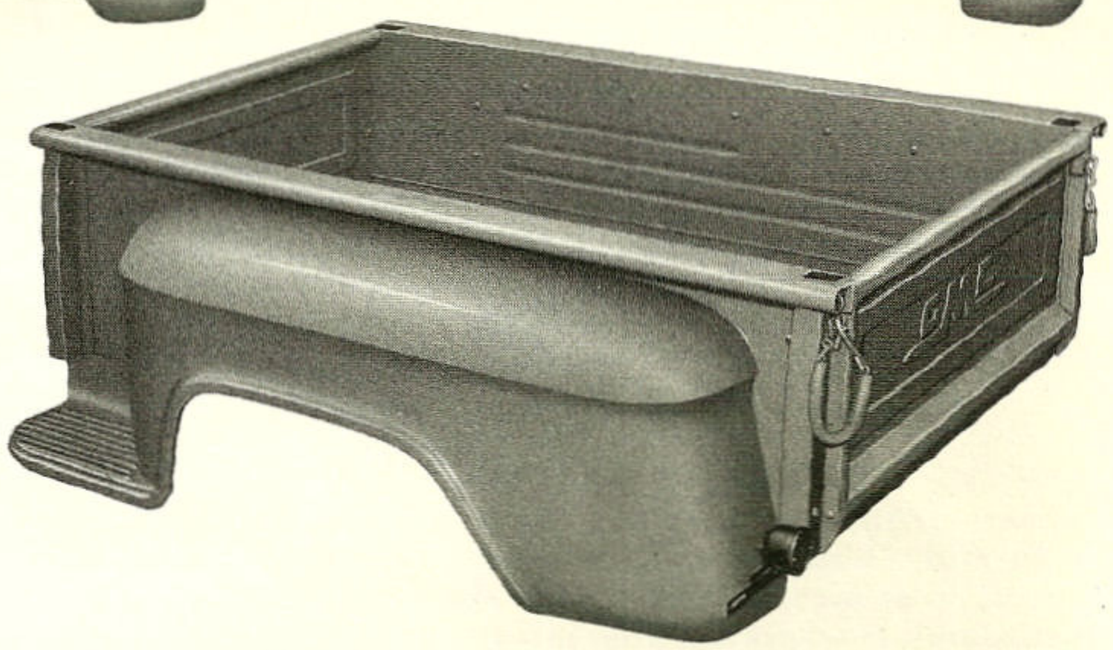
- **All top edges are rolled for easier, safer loading and extra rigidity.**
- **16-gauge steel tailgate for maximum strength. When down, there is virtually no flexing under heavy, overhanging loads.**
- **Tailgate is flush with floor when open for more convenient loading—and, it's sand tight.**
- **Pockets are provided for using removable stakes for hauling of livestock or bulky, awkward loads.**
- **Lower panels of Wide-Side bodies are double-walled to provide greater strength and rigidity and to protect exterior panels.**
- **Fenderside bodies feature a side step for easy curb loading.**



HEAVY WOOD FLOOR

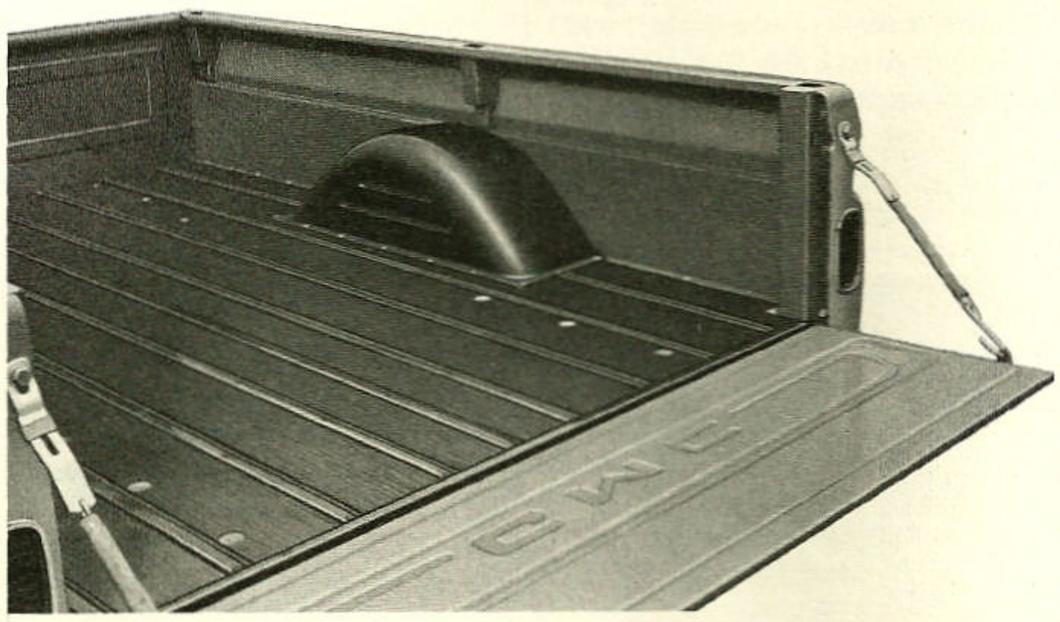
Both Wide-Side and Fenderside bodies feature a thick, chemically preserved wood floor and offer these advantages:

- **It's long-lasting . . . costs less to maintain . . . doesn't rust or bend.**
- **It's quiet . . . no floor "drumming" on rough roads.**
- **It's safe . . . less chance of slipping in wet weather. Ideal for livestock . . . less cargo shifting.**
- **It's easy to load because of heavy steel skid strips which rise just above the floor level.**



CONTOURED WHEEL HOUSINGS

Wheel housings of Wide-Side bodies are contoured and have rounded edges for maximum rigidity and less interference with loading. They're permanently sealed to keep out dust and water.



EASY-TO-OPERATE TAILGATE LATCHES

Chain and hook latches permit quick, easy opening and closing of Fenderside tailgates. Adjustable anchor bolt latches hold Wide-Side tailgates securely closed and check rattles. Both type latches feature extra strong chains for safely supporting overhanging loads when tailgates are down.

8 ft. Stake Rack

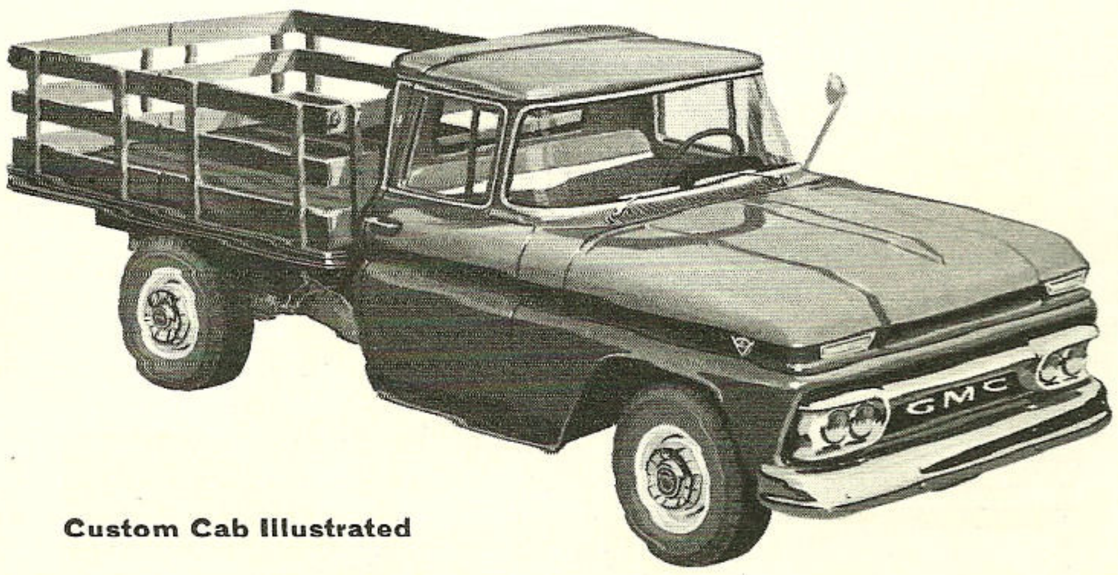
MODEL 1502

GVW RATINGS, 5500 LBS.—7500 LBS.

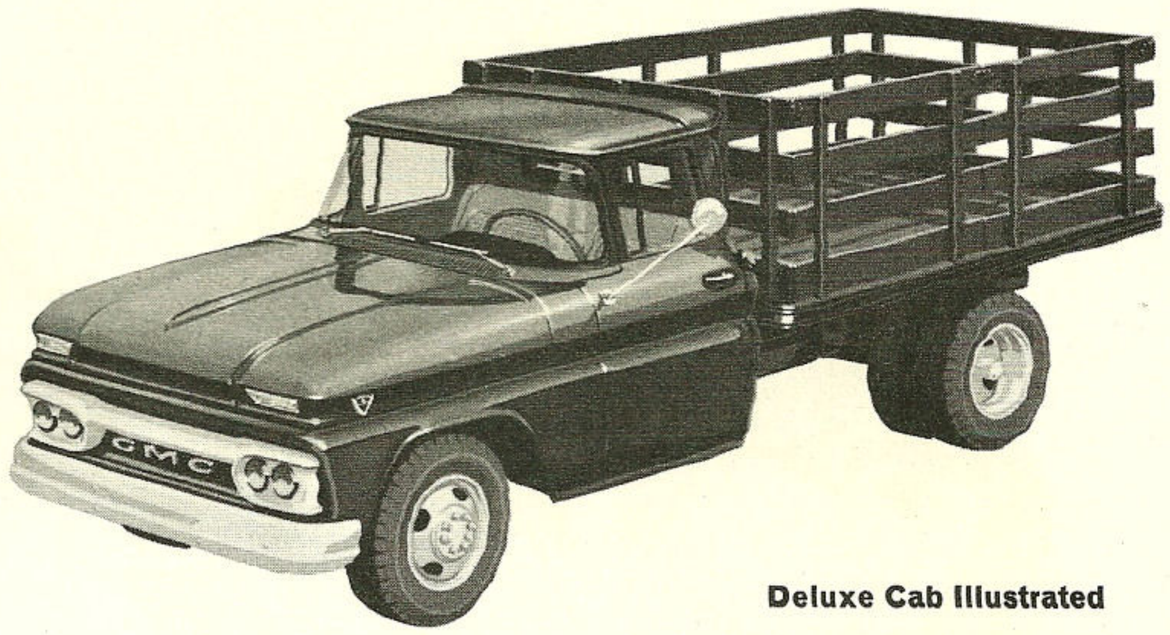
9 ft. Stake Rack

MODEL 2503

GVW RATINGS, 6700 LBS.—10,000 LBS.



Custom Cab Illustrated

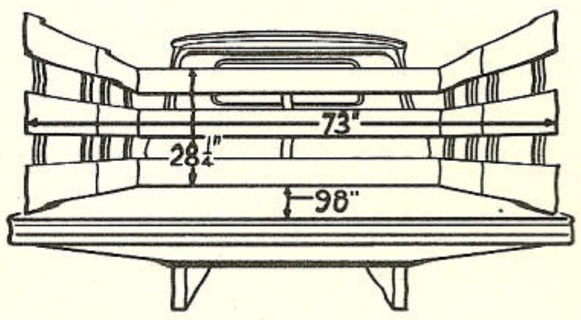


Deluxe Cab Illustrated

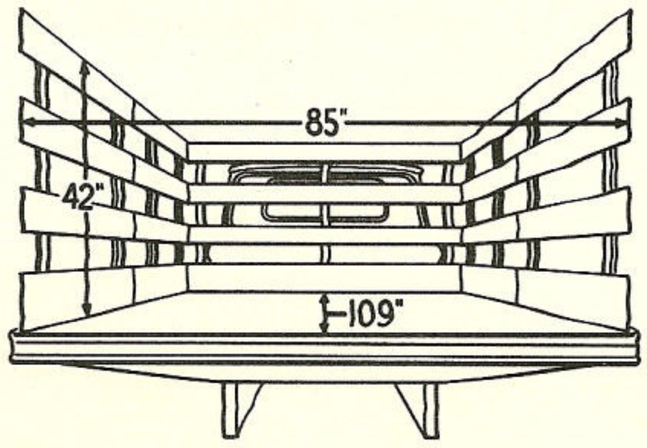
GMC Stake Trucks have always been known for their ability to speed up delivery schedules . . . keep fuel and maintenance expenses down. Cabs, chassis and power trains are planned and engineered to give you the best in styling, comfort, safety and performance. Look at these extra-quality features and judge for yourself.

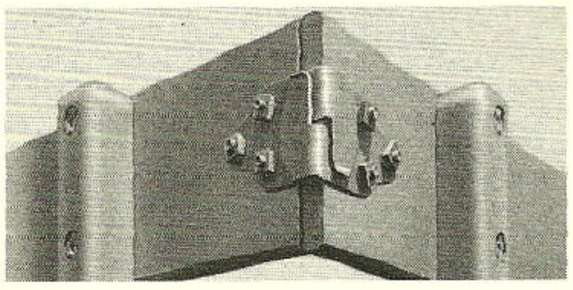
- **Slim, low styling with luxurious cab interiors. There's plenty of head, hip and leg room . . . pleasant to work in.**
- **165 horsepower truck-built engine with 60° V-type design. It's smooth, quiet and responsive . . . a pleasure to drive.**
- **10½ inch, hydraulically actuated clutch for easy action . . . long clutch life.**
- **Famous synchromesh transmission shifts easily and quietly.**
- **Hypoid rear axle with performance engineered ratios.**
- **You roll easily along on modern independent front wheel suspension and leaf-type rear springs to give you the smoothest, most stable ride of any stake truck.**

All this andmore is yours with a GMC. Be sure to drive one before you buy your next truck . . . you'll enjoy it.

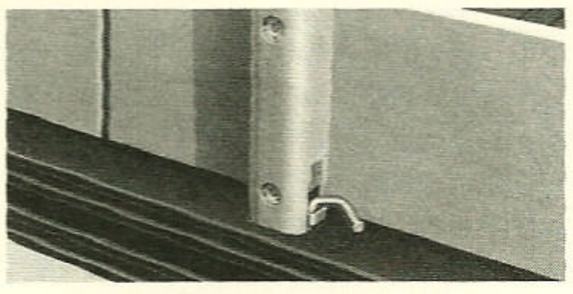


Stake rack slats and posts are securely bolted together to give you quality construction. Interior surfaces are smooth and snag free. Single front rack extends full width of body, each side and rear rack is in two sections for convenient loading and unloading. All junctions and corners are interlocked with heavy steel hardware for strength and safety. Stake racks and platform are made of selected wood treated with a chemical preservative before finish paint. You will appreciate a GMC stake body.

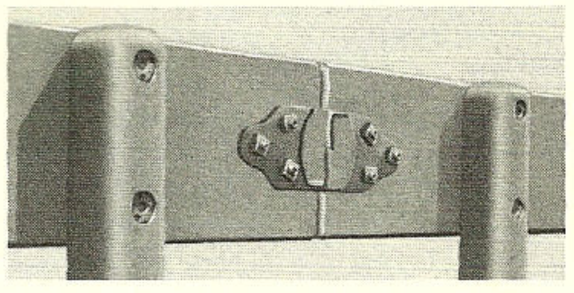




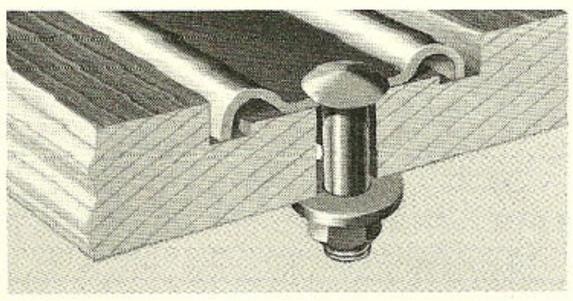
Racks are securely interlocked at corners for added strength and rigidity.



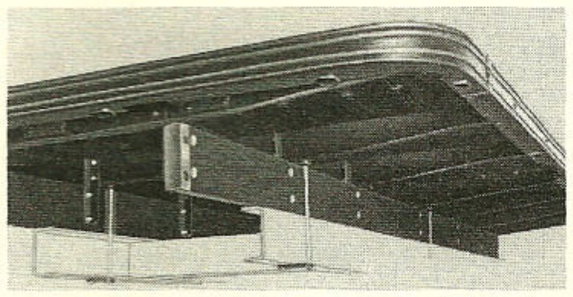
Easily-operated, spring-loaded lock hold racks safely in place.



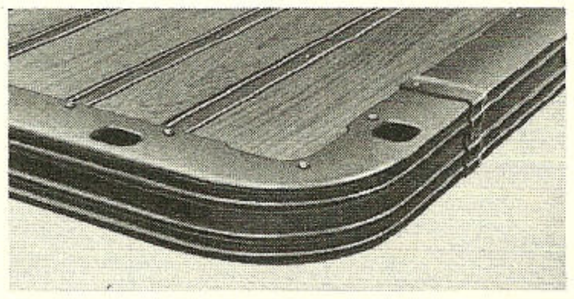
All rack junction points are interlocked for all-around rigidity.



Chemically preserved floor boards are securely anchored to deep-formed steel cross sills. Recessed steel skid-strips cover floor joints for easy loading and longer wear.

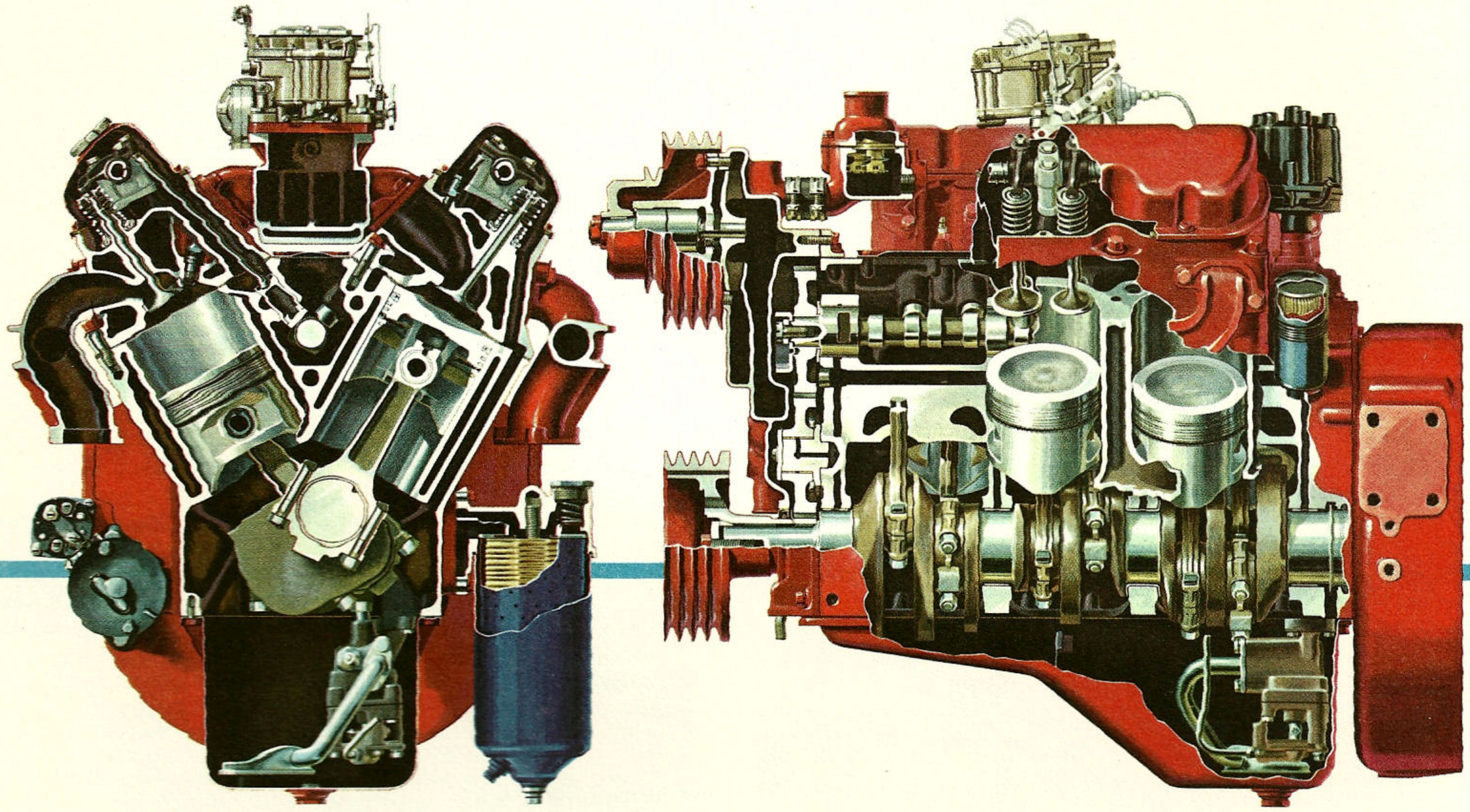


Steel cross sills are attached to wood longitudinal sills mounted on chassis frame with steel straddle plates and stud bolts. This type mounting lasts longer even under rough usage.



Heavy channel-type rub rails protect the body all around. Openings in upper and lower flanges provide sturdy stake pockets. Corners are rounded for maximum strength.

GMC's V-6 Engine—TODAY'S ONLY MODERN TRUCK POWER!



CROSS SECTIONS THROUGH A TYPICAL GMC V-6 ENGINE
(MODEL 401)

GMC's exclusive, time-proved 6-cylinder engine with modern 60°, "V" type design is the greatest advancement in truck-built gasoline engines in over a quarter century.

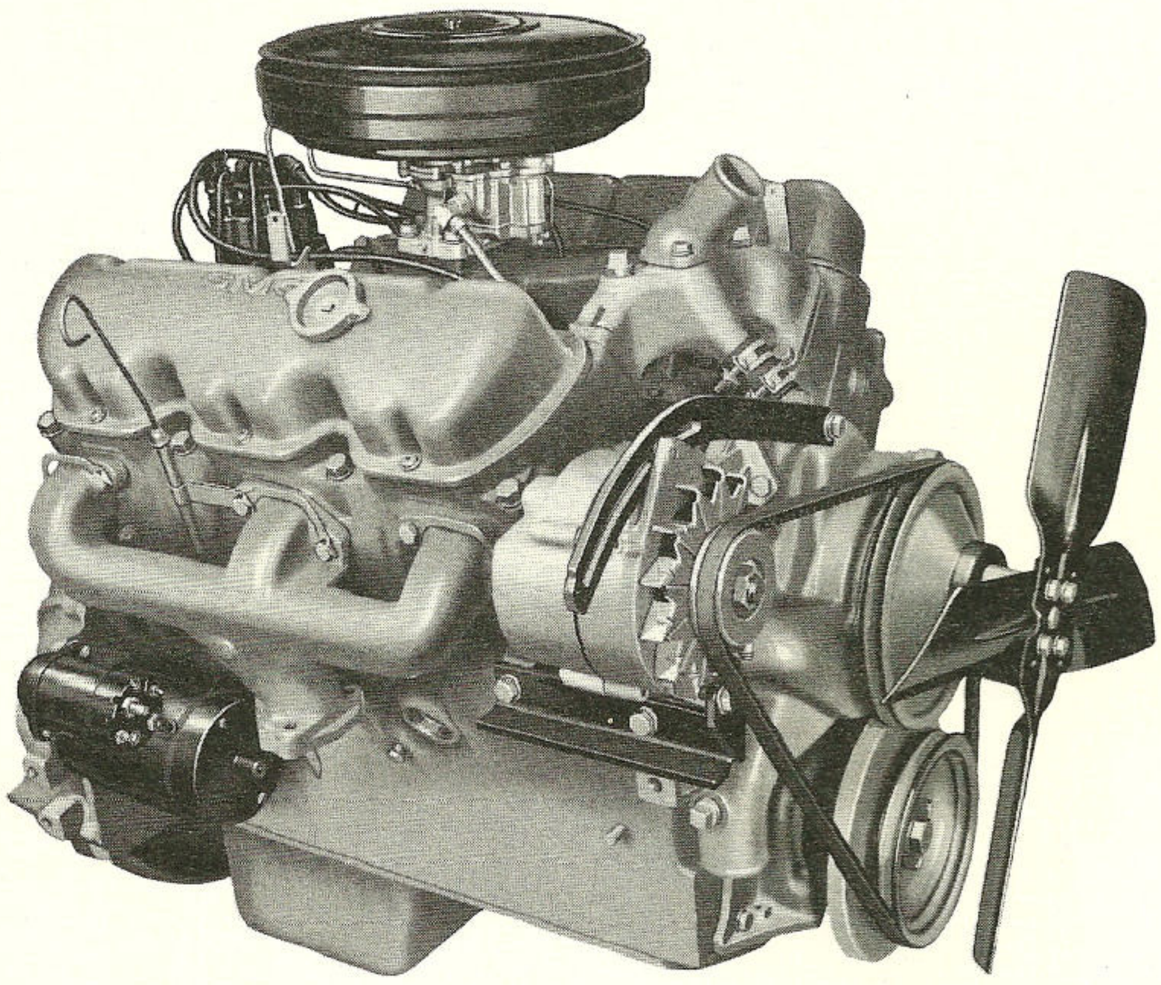
It's a product of GMC truck and Coach Division's 50 years of truck engine design experience combined with the vast resources of General Motors Research and Testing Laboratories. These new engines have surpassed all the most rigid specifications established for an engine that is to be used exclusively in trucks.

It does your job better and saves you money. Here are a few reasons why:

- **It has the shortest stroke of any 6-cylinder truck-built engine. Less piston travel means less engine wear . . . longer engine life.**
- **Peak torque is reached at low r.p.m. and maintained over a wide range of engine speed for longer sustained power. The toughest jobs are handled in stride.**
- **Oil and fuel consumption is low . . . maintenance and service costs are low . . . save you money four ways.**
- **It has the highest cooling and lubricating ability of any comparable size engine. This means greater engine efficiency . . . longer trouble-free service.**
- **Many major parts are interchangeable within all GMC V-6 engines to provide greater parts availability and standardization.**
- **High mounted camshaft . . . short push rods . . . big, tough, long-lived valves combine to make an exceptionally rigid, durable valve train. Again . . . lower cost, longer life, more economy . . . for you!**
- **Strength where strength counts! Short, rigid crankshaft . . . massive connecting rods . . . big, rugged, heavy-duty pistons. Many thousands of miles of dependable service.**

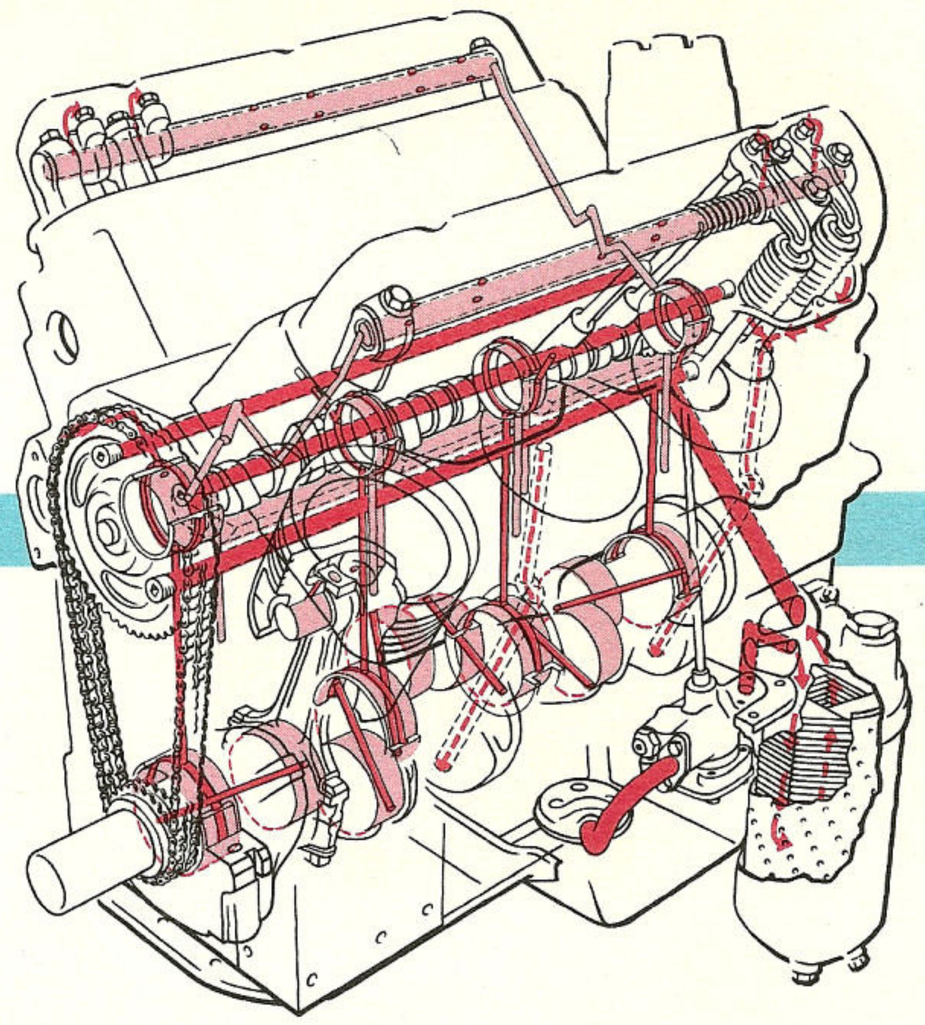
and . . . It's compact! Light in weight! Easy to service!

Most of the outstanding "big" engine features of the GMC 401 engine are also found in GMC's 305 E engine. This power-packed engine, with the time-proved dependability of six-cylinders, plus the advantages of V-type design, does your job better with less operating and maintenance expense.

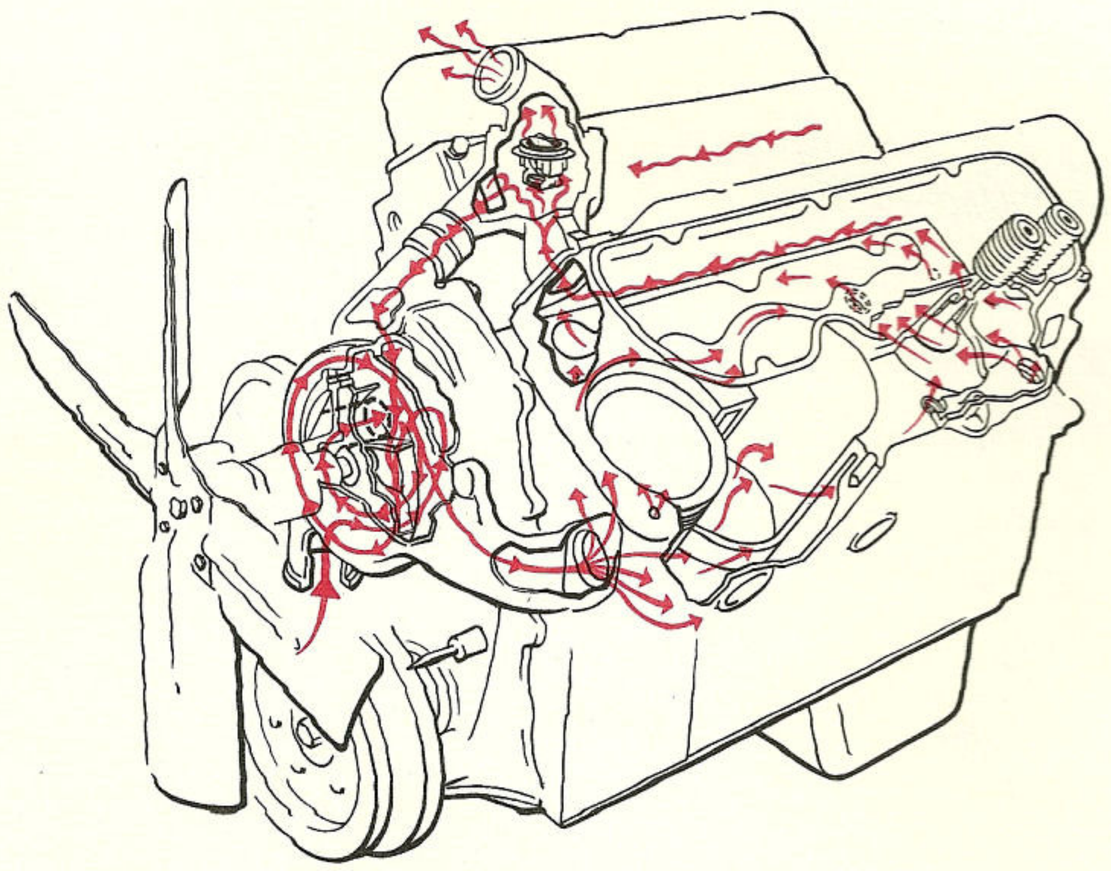


GMC 305E ENGINE

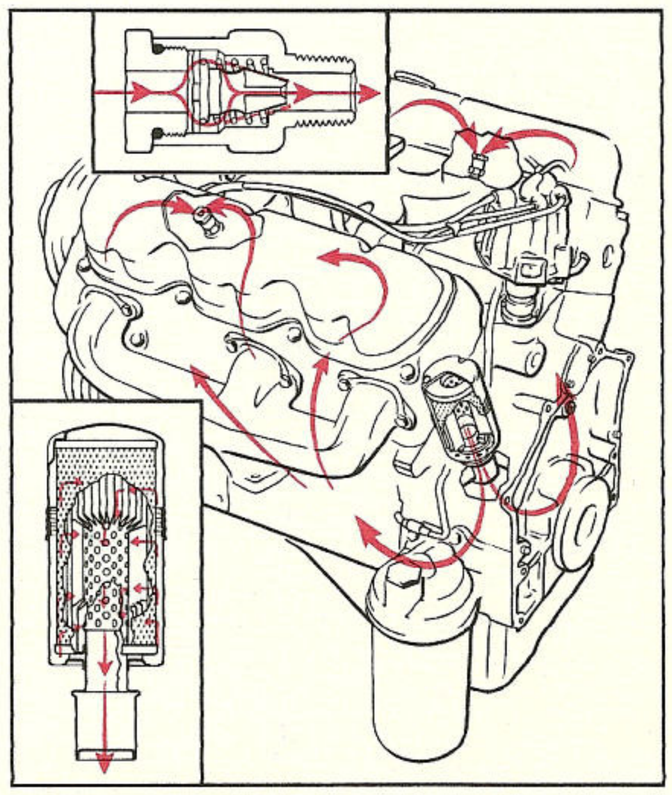
Max. gross B.H.P.	165 @ 3800 r.p.m.
Max. net B.H.P.	142 @ 3800 r.p.m.
Max. gross torque (lbs. ft.)	280 @ 1600 r.p.m.
Max. net torque (lbs. ft.)	260 @ 1600 r.p.m.
Bore, 4.25 in.	Stroke, 3.58 in.
Displacement	304.7 cu. in.
Compression ratio	7.75 to 1



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. Engine is lubricated as soon as it's started. Cam lobes dip into a built-in reservoir of oil as the camshaft rotates, preventing cam and valve lifter scuffing—a major reason why this engine gives long, dependable service.

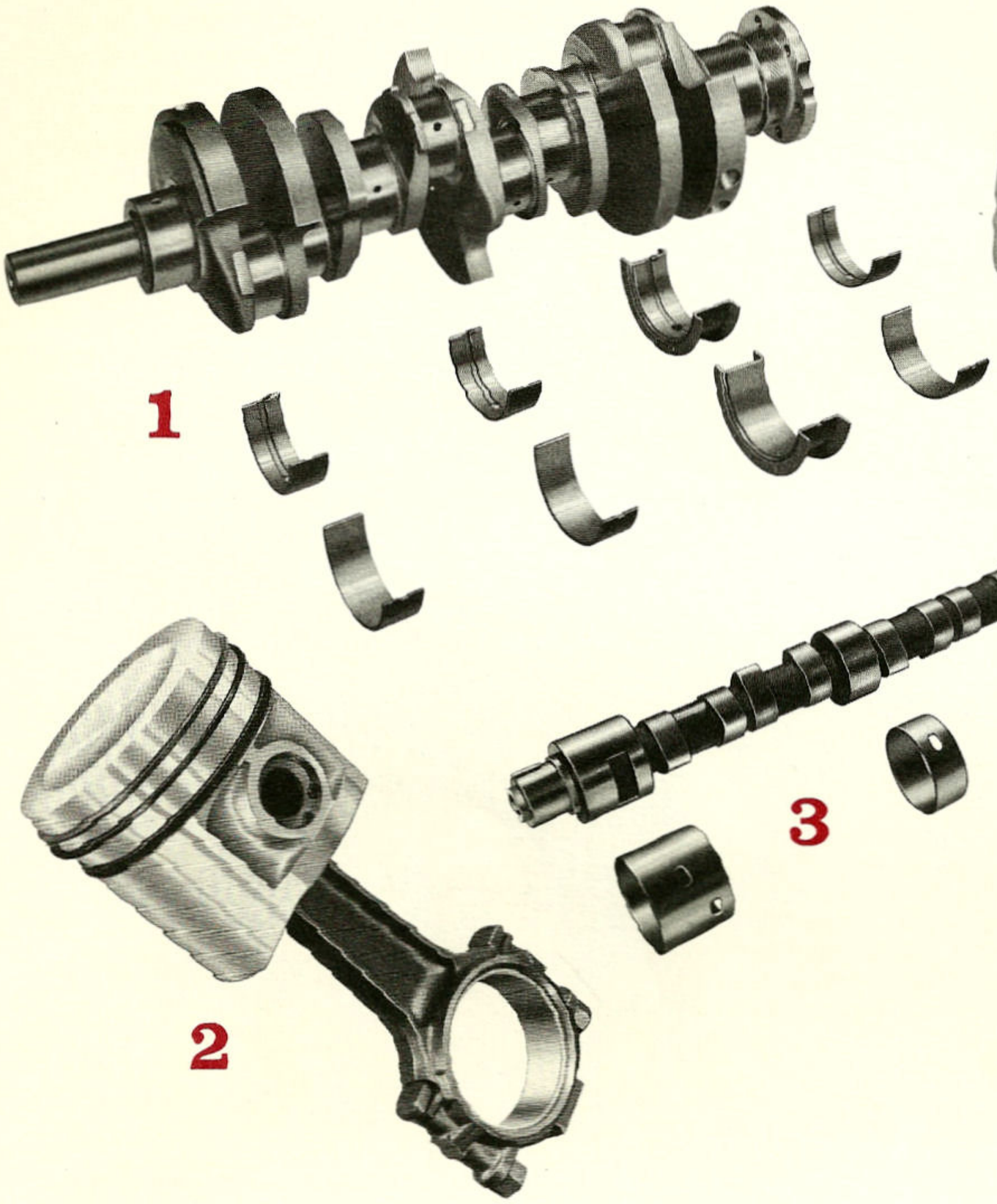


135 GALLONS OF WATER (at 3400 r.p.m.) are pumped through this engine every minute. With thermostat open, only half the water goes to the radiator; the other half returns to the pump through a by-pass. This results in excellent cooling ability. There is less than four degrees variation in water temperature throughout the engine. This checks the possibility of hot spots. Here's cooling efficiency that is not matched by any other comparable size engine. Life of pistons, valves, valve guides and spark plugs is much greater, and the possibility of head-cracking is held safely in check . . . further proof of the durability and long life that is built into this engine.



POSITIVE CRANKCASE VENTILATION is provided by using manifold vacuum to draw fresh air through the engine. Air enters through a replaceable paper-element breather, travels up through crankcase to cylinder head covers, then through air flow regulating valves directly into an intake port of each cylinder head, carrying with it, into the combustion chamber, harmful sludge-forming fumes and moisture laden air. Bearings and other precision parts last longer . . . maintenance is less . . . engine life is extended.

You get the best of all that's new with GMC's



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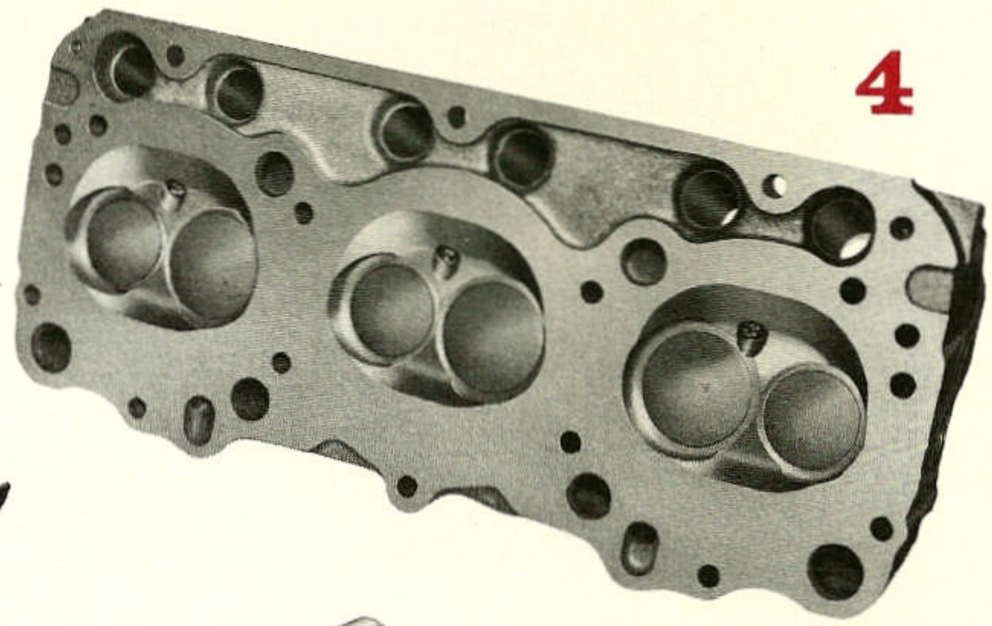

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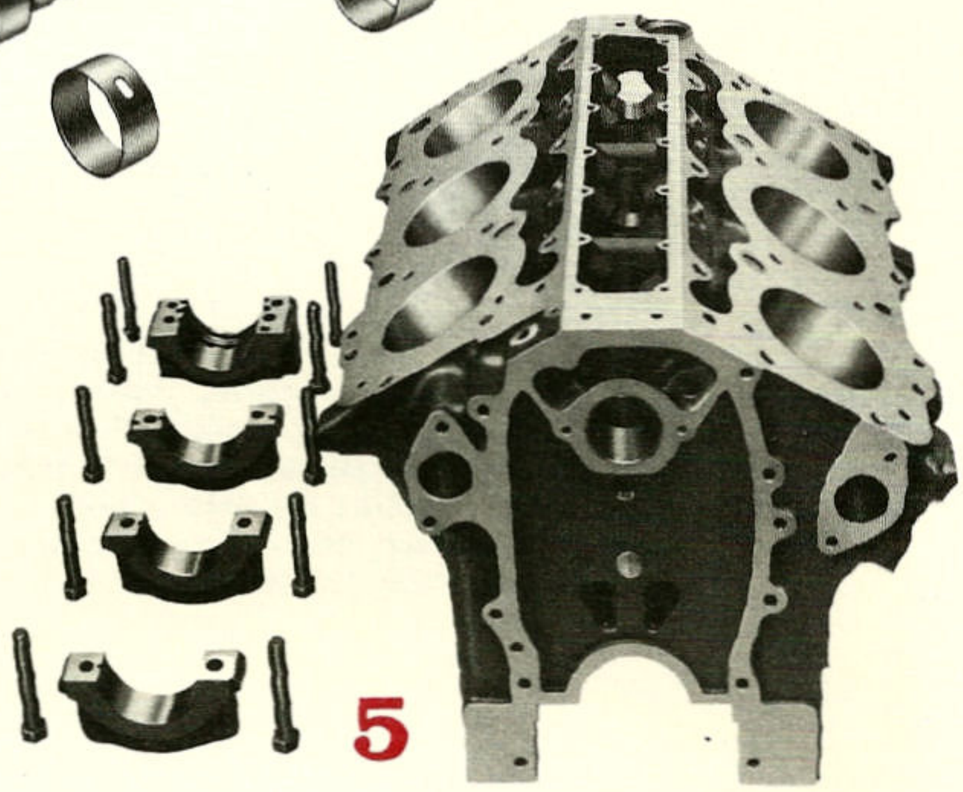

5

1 SHORT, RIGID CRANKSHAFT *has 4 extra large main* bearing journals . . . 6 extra large crankpins—one for each connecting rod. Its heavy weight and short length make it exceptionally rigid. M-400 main and connecting rod bearings, the best available, provide up to 7 times the life of commonly used bearings.

2 CAST ALUMINUM PISTONS cam ground; and with cast-in steel expansion control band, eliminate piston slap. Pistons are weighed and matched to exacting tolerances to ensure vibration-free performance. Long skirts are precision-ground and tin-plated to prevent scuffing during initial run-in. 3 rings—2 compression, one oil control—provide positive compression sealing . . . improved oil economy. Top compression ring has thick facing of chrome plating for longest wear.

FORGED CARBON STEEL, I-BEAM CONNECTING RODS are extra rigid. Piston pins are efficiently lubricated by large wells on top of rods. Piston pins and connecting rods are weighed and matched to exacting tolerances to give smoothest engine operation. Rods are interchangeable with those used in the largest **GMC** gasoline engine—proof of this engine's ruggedness.

3 HIGH STRENGTH, ALLOY IRON CAMSHAFT. Cam lobes and bearing journals are induction-hardened for great wear resistance. Short, stiff push rods provide rigid valve train and positive valve action. Valves last longer . . . fewer adjustments are needed . . . service expense is lower.

4 FULLY-MACHINED COMBUSTION CHAMBERS. Smooth, precision-machined combustion chambers—rarely found in this size engine—minimize carbon deposits, hot spots and pre-ignition. And—there is uniform combustion in all 6 cylinders for smoothest engine operation. 6 equally-spaced cylinder head bolts (not 4 as found in other engines) surround each cylinder to reduce bore distortion . . . guarantee gasket sealing for long engine service. Spark plugs, located inside the "V", away from hot exhaust manifolds, run cooler, have much shorter wires, and are easy to service.

5 EXTRA HEAVY BLOCK AND CRANKCASE is solidly cast of high strength, long-wearing iron alloy. A deep, 3-inch ribbed skirt below the centerline of the crankshaft provides rigid reinforcement to the crankcase. Cylinders are widely spaced and staggered, providing even greater block rigidity and much greater cooling area around cylinder walls for long engine life.

Truck-built Engine! HERE IS THE INSIDE STORY OF GMC's 305E ENGINE

Also available as options are:

1. **Two-piece exhaust valves**
   Positive valve rotators
2. **Silchrome inlet valves**
   Hard-faced silchrome exhaust valves
   Positive valve rotators

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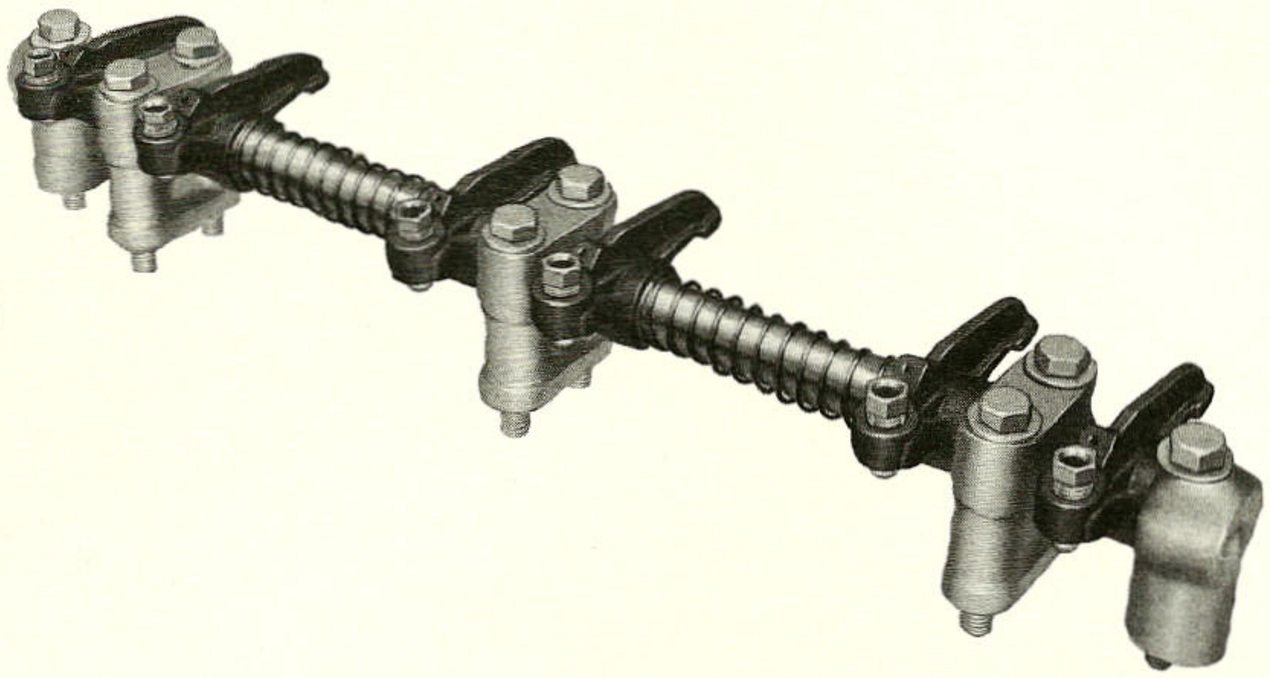

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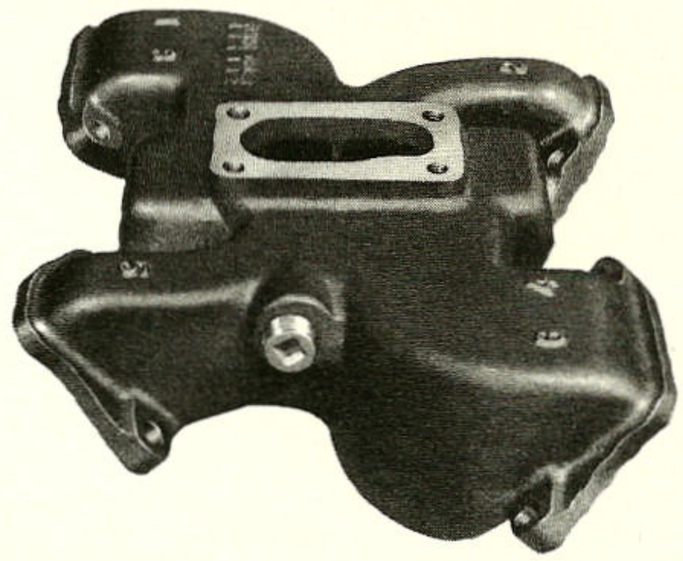

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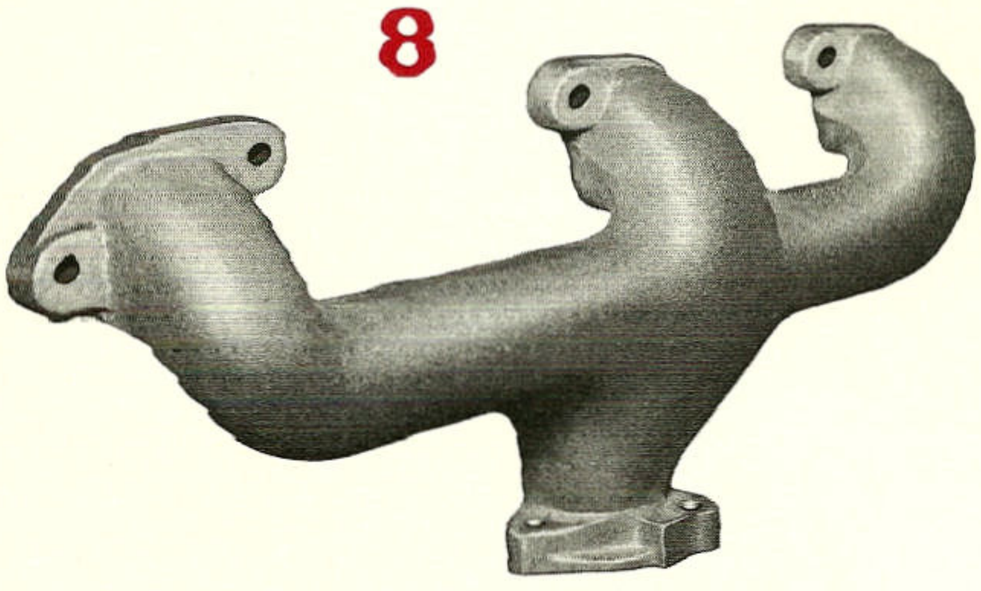

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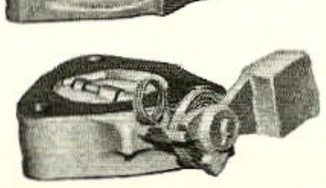

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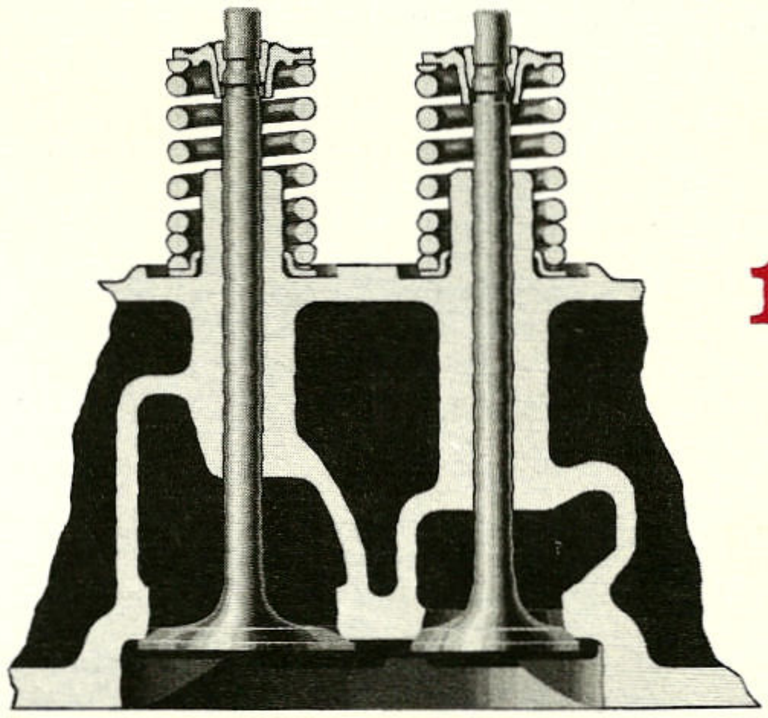


Heavy bearing caps and the use of 4 (not the usual 2) large cap screws on the rear main bearing assure perfect crankshaft alignment, minimize crankshaft deflection and assure maximum bearing life.

6 **ALUMINUM ROCKER ARM BRACKETS.** **The hardened steel rocker arm shaft is held firmly in place by 5 aluminum brackets. As valves warm up and expand, brackets expand too, assuring proper valve clearance under all operating temperatures. The engine runs quieter . . . fewer valve adjustments are needed . . . valve life extended.**

Brackets at both ends of the shaft, and one bracket between each set of rocker arms holds shaft deflection in check. This, plus the high-up camshaft mounting and use of short, stiff push rods provides an exceptionally rigid valve train. Just another way you save on maintenance and get longer engine life.

7 **SHORT INTAKE MANIFOLDS** **with individual ports for each cylinder are a special feature of this engine. 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, too rich or too lean fuel mixtures, usually found in longer in-line or V8 engines are completely eliminated. This results in much better fuel economy, cleaner, more complete combustion and greater engine efficiency.**

8 **TOP QUALITY EXHAUST MANIFOLDS.** **Identical left and right exhaust manifolds of special alloy iron are highly resistant to cracking and warping by extreme temperature changes. Large individual ports for each cylinder and short, large diameter passages permit more complete scavenging of exhaust gases. Result is better fuel economy . . . longer life . . . better performance.**

9 **ANOTHER EXTRA-VALUE FEATURE.** **A thermostatically controlled valve, at the outlet of the right hand exhaust manifold, automatically regulates the flow of exhaust gases to shorten the engine warm-up time and give you better fuel economy . . . better performance.**

10 **LARGEST VALVES.** **This engine has the largest diameter intake and exhaust valves of any comparable size engine. This means it is unsurpassed in volumetric, or breathing, efficiency. Combustion is more complete, scavenging of exhaust gases more thorough. The engine gets more work out of a gallon of gasoline . . . and stays cleaner longer, too. In addition, valves have short, large diameter stems to reduce possible distortion and dissipate heat quickly. Short, rigid push rods hold valve train deflection to a minimum and help keep engine in top running condition. Valve clearance is controlled by self-locking adjusting screws . . . tune-ups are easy . . . upkeep low.**

GMC's WIDE SELECTION OF CLUTCHES, TRANSMISSIONS, AND REAR AXLES, LETS YOU TAILOR YOUR TRUCK TO YOUR PARTICULAR NEEDS. **LOOK AT WHAT YOU GET:**

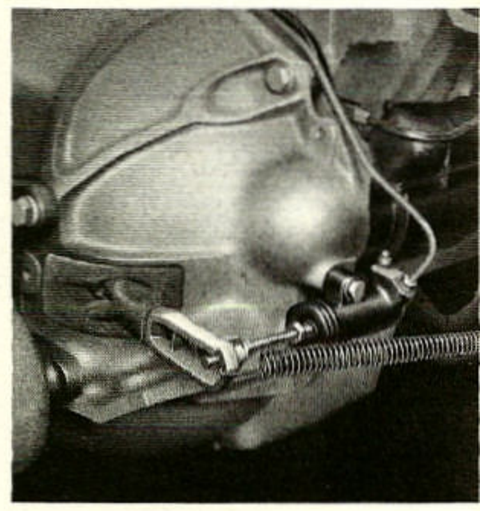
Clutch

EASY-ACTION, SUSPENDED BRAKE AND CLUTCH PEDALS

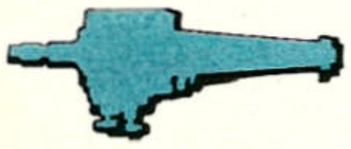
Special care has been taken in locating the suspended brake and clutch pedals. They're easy to reach . . . easy to operate . . . leave lots of clear floor area for more comfortable driving. Drafty, dust-leaking floorboard holes are completely eliminated.

HYDRAULICALLY ACTUATED CLUTCH

Easier operation, smoother engagement action and longer life are just some of the advantages of GMC's *hydraulically actuated clutch.* A *big, single-plate, 10½-inch clutch* is more than adequate to handle capacity loads under most operating conditions. Only one reservoir is needed for both brake and clutch master cylinders. It's conveniently mounted inside the engine compartment within easy reach for quick checks . . . easiest servicing. Frame twist and engine roll no longer affect clutch engagement. There is positive clutch action at all times. If you operate off-road, in hilly or mountainous areas, or stop and start much of the time, an 11-inch, heavy-duty *clutch is* available at slight extra cost.

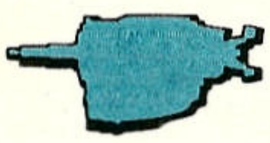


Transmissions



FAMOUS GMC 3-SPEED SYNCHROMESH TRANSMISSION

You shift quickly and safely with the popular GMC 3-speed synchromesh transmission. Constant mesh helical gears, synchronized in second and third speeds, eliminate gear clashing and assure quiet operation. Gear ratios provided with this transmission are more than adequate to move your biggest rated loads. Gear shift lever is mounted on the steering column for maximum convenience. (Standard on Series 1000 and 1500.)

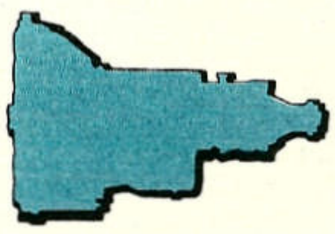


HEAVY-DUTY 3-SPEED SYNCHROMESH TRANSMISSION

Heavily-constructed throughout, and with constant mesh helical gears, synchronized in second and third speeds, this unit operates smoothly and quietly. It is ideal for unusually rugged work where steering column shifting is desired. (Optional at extra cost on Series 1000 and 1500.)

4-SPEED SYNCHROMESH TRANSMISSION

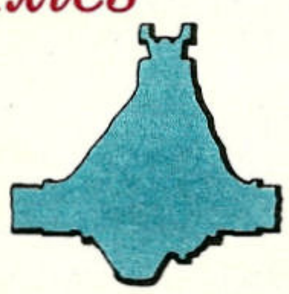
This transmission is especially designed and engineered to do heavier jobs requiring greater gear reduction and greater strength. Constant mesh, helical gears, synchronized in second, third and fourth speeds, eliminate gear clashing and make shifting easier and less tiring. Power-take-off opening on the left side permits convenient operation of winches, post-hole diggers and other power equipment. (Standard in Series 2500. Optional, at extra cost, in Series 1000 and 1500.)



SMOOTH, DEPENDABLE *POW-R-FLO* TRANSMISSION

This fully automatic transmission does your shifting for you. Tiresome clutching is gone forever. Engine and drive-line are always protected against strain and shock from improper shifting . . . and all by means of a torque converter and the automatic gear selection of a 2-speed planetary gear set. Here's a transmission that is time-proved in millions of customer miles and one that will give you long trouble-free service. In the city . . . on the open highway, you'll enjoy driving more with GMC's dependable automatic transmission. (Optional, at extra cost, Series 1000 and 1500.)

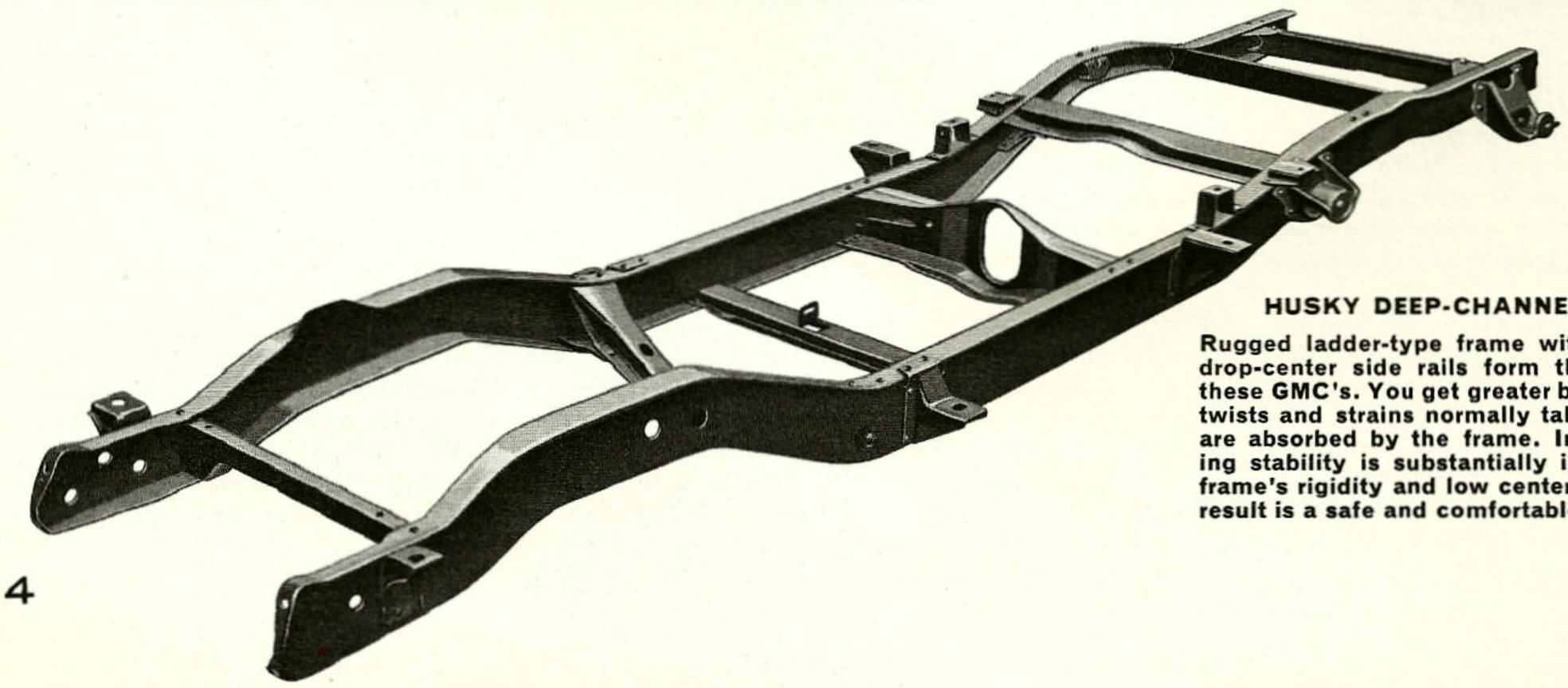
Axles



MAXIMUM POWER AND ECONOMY FROM HYPOID REAR AXLES

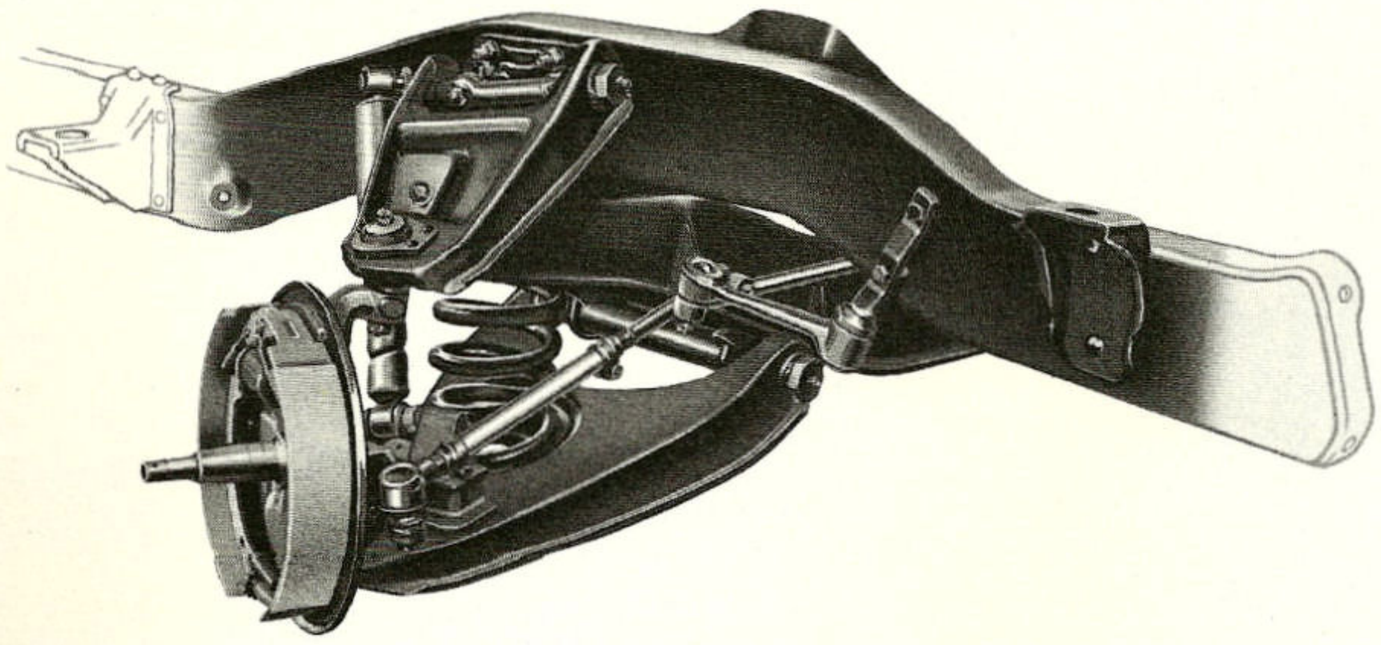
Extra strong GMC hypoid rear axles feature greater tooth contact between ring and pinion gears for long axle life . . . much quieter operation. The 3500 lb. capacity, semi-floating rear axle standard in Series 1000 has a fast-cruising ratio that gives overdrive fuel economy without the added cost of an overdrive transmission. Your engine lasts longer because it runs at hundreds of r.p.m.'s less than other trucks with the same size tires. A heavy-duty axle with 3.54 to 1 ratio is also available at extra cost. Series 1500 have a 5500 lb. capacity rear axle with a ratio ideal for your tougher jobs. A 7200 lb. capacity axle is standard in Series 2500 and moves the heavier loads expected with this unit with ease providing the best over-all performance. Both the 5500 and 7200 lb. axles feature extra rugged, full-floating axle shafts for longer axle life.

ALL-WEATHER MAXIMUM-TRACTION DIFFERENTIAL, optional at extra cost, automatically applies power to the wheel having the best traction. It keeps your job moving over all types of roads and terrain.



HUSKY DEEP-CHANNEL FRAMES

Rugged ladder-type frame with deep-channel drop-center side rails form the backbone of these GMC's. You get greater body life because twists and strains normally taken by the body are absorbed by the frame. In addition, driving stability is substantially increased by the frame's rigidity and low center of gravity. The result is a safe and comfortable ride.

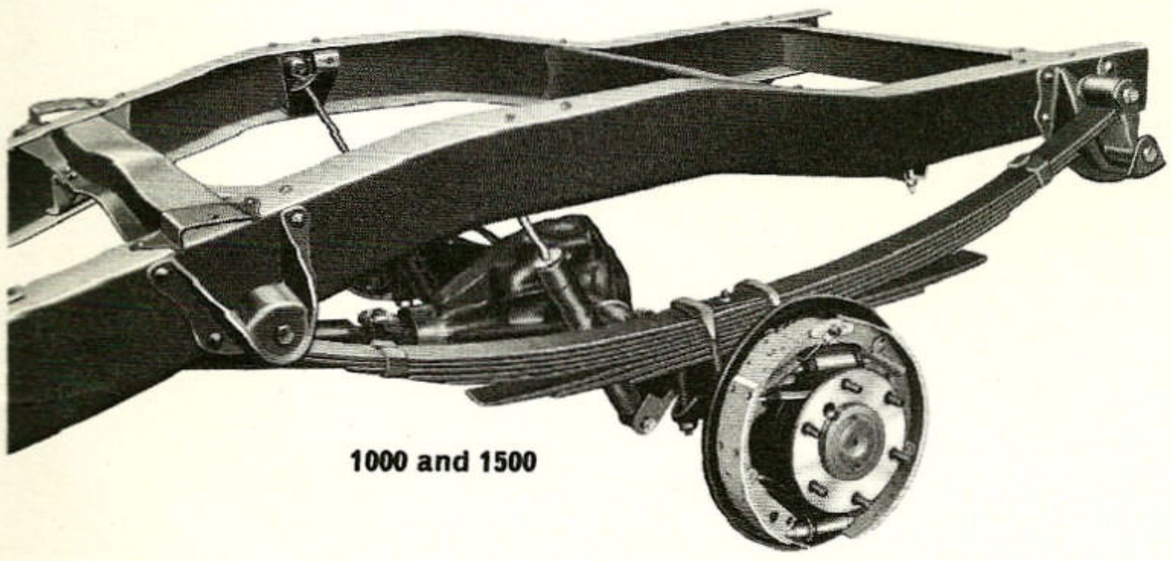


EASY-RIDE INDEPENDENT FRONT WHEEL SUSPENSION

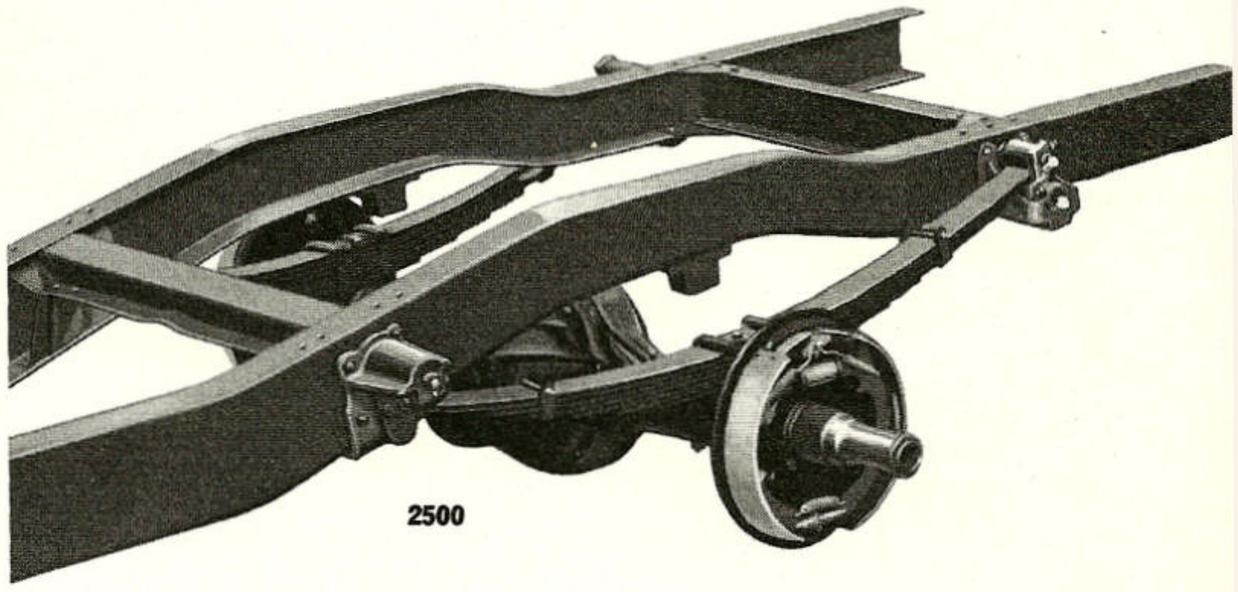
Passenger car ride, greater steering ease and less maintenance are made possible with GMC's modern independent front suspension. Here's why:

- **Front wheels operate independently of each other.**
- **There's no front axle to support . . . deep-coil, friction-free springs give a more comfortable ride. No routine maintenance is required.**
- **Direct, double-acting shock absorbers soak up road vibrations and add to the smoothness of the ride.**
- **Ball-joint steering reduces steering friction for effortless driving.**
- **Frame height an center of gravity are lower for greater road stability.**

One demonstration ride will convince you this is the easiest driving, smoothest riding of all!



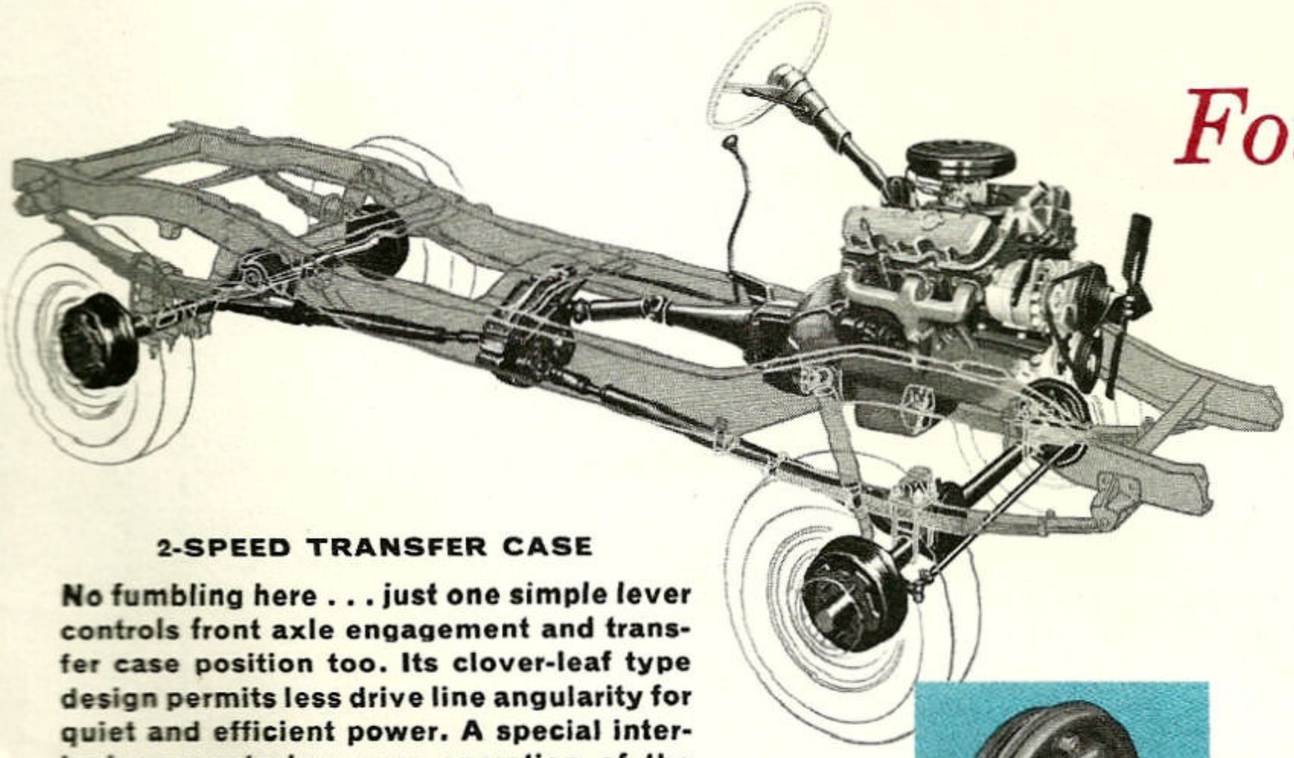
1000 and 1500



2500

LONG-LIFE, LONG-LEAF, REAR SPRING SUSPENSIONS

GMC pickups and stakes have long, durable leaf-type rear springs. They're designed to give greater load starting stability, handle payloads with ease and give an excellent ride too. Two-stage progressive type rear springs are standard on Series 1000 and 1500, optional on Series 2500. Empty or with light loads, just the soft upper leaves of these springs are utilized . . . with capacity loads, the rugged lower leaves come into action to carry your loads safely and dependably. Double-acting rear shock absorbers (standard on Series 1000 and 1500, optional on Series 2500) smooth out the ride even more. More value from GMC.



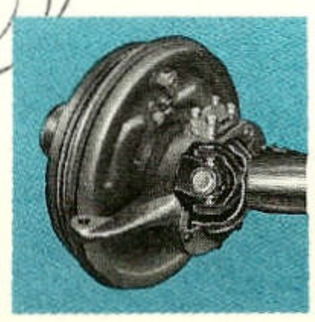
Four Driving Wheels . . .

FOR DRIVING ANYWHERE!

GMC four-wheel-drive models are standard production models—not conversions. Their engine, transmission, transfer case and axles are engineered to work together smoothly, quietly and efficiently. There are no awkward installations—no complicated controls. Chassis construction is especially designed for 4-wheel drive operations. Frame is "ladder" type with deep channel side rails to best absorb twists and strains. Long, wide, extra sturdy leaf springs and double-acting shock absorbers both front and rear handle heavier payloads and withstand tortuous off-road treatment. You get a vehicle you can be proud of . . . in performance, in appearance, in long dependable service.

2-SPEED TRANSFER CASE

No fumbling here . . . just one simple lever controls front axle engagement and transfer case position too. Its clover-leaf type design permits less drive line angularity for quiet and efficient power. A special interlock prevents low gear operation of the transfer case without front wheel engagement. Full torque power-take-off is available with drive to the rear; also an indirect type with drive to the front for installation of all types of auxiliary equipment from winches to back-hoes.



FRONT DRIVING AXLE

Full power at full turn . . . and any other angle too . . . that's what you get with this hypoid geared, universal-jointed front driving axle. It delivers firm, positive power in any position. Forward-mounted steering gear and linkage reduce steering effort and dampen road shock and vibration. Except for its steering features, this unit is a faithful mate to its famous rear driving axle.
A heavy-duty front axle is available at extra cost in Series K1500.

SPECIFICATIONS

SERIES		1000	1500	2500	K1000	K1500
RATED GVW LBS.		4600–5200*	5500–7500*	6700–10,000*	4900–5600*	5700–7600*
AIR CLEANER		Oil Bath, 1-pint capacity (1-quart optional)				
AXLE, FRONT	Type	Independent front wheel suspension			Hypoid, driving-steering	
	Rating (lbs.)	2500	3000	3500	3300	3500 (H.D. 3500 opt.)
	Ratio	—	—	—	3.54 to 1	4.56 to 1
AXLE, REAR—Standard	Type	Hypoid, semi-floating	Hypoid, full-floating		Hypoid, semi-floating	Hypoid, full-floating
	Rating (lbs.)	3500	5500	7200	3500	5500
	Ratios	3.07 or 3.54 to 1	4.10 or 4.56 to 1	4.57 or 5.14 to 1	3.54 to 1	4.56 to 1
Optional	Type	H.D. Hypoid, semi-float.	—			
	Rating (lbs.)	3500	—			
	Ratio	3.54 to 1	—			
Optional		Maximum-traction differential				
BATTERY		12-volt, 53 ampere hour-capacity (70 ampere-hour optional)				
BRAKES, SERVICE—Hydraulic	Size, Front (in.)	11 x 2	11 x 2¾		11 x 2	12⅛ x 2
	Size, Rear (in.)	11 x 2	12 x 2	13 x 2½	11 x 2	12 x 2
Vacuum Power		Optional				
BRAKES, HAND		Mechanical—rear wheel brakes		Drum and band	Mechanical—rear wheel brakes	
CAB		Deluxe No. 1815 (*Custom No. 1816 optional*)				
CAB SEAT, FULL DEPTH MOLDED FOAM		Optional, deluxe or custom cab				
CHROME EQUIPMENT (Trim)		Optional				
CLUTCH	Diameter (in.)	10½ Hydraulically actuated (11 optional)			11 Hydraulically actuated	
COOLING SYSTEM	Rad. Core Type	Tube & serpentine fin				
	Frontal Area (sq. in.)	434				
	Pressure Cap (lbs.)	13				
	Fan Blade, No.	4				
HEAVY-DUTY COOLING		Optional				
CRANKCASE VENTILATION, POSITIVE TYPE		Standard				
DIRECTIONAL SIGNALS		Standard				
ENGINE	Model	305E				
	Max. Gross Brake H.P. @ r.p.m.	165 @ 3800				
	Max. Net Brake H.P. @ r.p.m.	142 @ 3800				
	Max. Gross Torque (lbs. ft.) @ r.p.m.	280 @ 1600				
	Max. Net Torque (lbs. ft.) @ r.p.m.	260 @ 1600				
	Bore and Stroke (in.)	4.25 x 3.58				
	Displacement (cu. in.)	304.7				
	Compression Ratio	7.75 to 1				
	2-piece Exhaust Valves and Rotators	Optional				
	Heavy-duty Valves and Rotators	Optional				
FRAME	Side Rail Section (in.)	6⅓₂ x 2½ x ⅝₂	6⅛ x 2¹⁷⁄₃₂ x ⅜	8⅛ x 2²⁷⁄₃₂ x ⅜	8⅓₂ x 2²⁵⁄₃₂ x ⁹⁄₆₄ (115 wb) 8⅛ x 2¹³⁄₁₆ x ⅜ (127 wb)	8⅛ x 2¹³⁄₁₆ x ⅜
FUEL TANK	Capacity (gals.)	20				
FUEL FILTER	Type	Replaceable element				
GENERATOR		12-volt, 37 ampere capacity "Delcotron" a.c. generator (42, 52, or 62 ampere capacity optional)				
GOVERNOR—Optional		Velocity type				
HEATER AND DEFROSTER—Optional		*Recirculating or Air-flow, fresh air type*				
OIL FILTER—Optional		*1-quart, full-flow, replaceable element type*				
SHOCK ABSORBERS	Front	Standard				
Direct Double Acting	Rear	Standard		Optional	Standard (H.D. optional)	
STEERING GEAR	Ratio	24 to 1				
Recirculating Ball Type	Wheel Dia. (in.)	17				
STEERING, Hydraulic Power		Optional			—	
SPRINGS, FRONT	Type	Coil	Coil (Heavy-duty optional)		Leaf	
	Size (in.)	—			44 x 2½, 5-leaf	
	Rated at Ground (lbs.)	—			1750	
SUSPENSION, FRONT	Type	Independent front wheel with coil springs (see front axle)			—	
SPRINGS, REAR—Standard	Type	Progressive type leaf		Leaf	Leaf	
	Size (in.)	52 x 2¼, 8-leaf		52 x 2½, 8-leaf	52 x 2½, 6-leaf	
	Rated at Ground (lbs.)	1250	2000	2400	1900	
Optional	Type	Leaf	Progressive type leaf		—	Leaf
	Size (in.)	52 x 2¼, 9-leaf	52 x 2¼, 10-leaf	52 x 2½, 8-leaf	—	52 x 2½, 8-leaf
	Rated at Ground (lb.)	1750	2750	3100**	—	3100
TIRES (Tubeless)	Standard	7.10-15, 4 p.r., S.R.†	7-17.5, 6 p.r. S.R.	8-17.5, 6 p.r., F., 8 p.r., S.R.	6.70-15, 6 p.r., S.R.†	7-17.5, 6 p.r., S.R.
Tube Type Tires Available	Maximum	7-17.5, 6 p.r., S.R.†	8-19.5, 8 p.r. S.R.	8-19.5, 8 p.r., D.R.††	7-17.5, 6 p.r., S.R.†	8-19.5, 8 p.r., S.R.
TRANSMISSION—Standard		3-speed synchromesh		4-speed synchromesh	3-speed synchromesh	
Optional		Heavy-duty 3-speed synchromesh		—	Heavy-duty 3-speed synchromesh	
Optional		4-speed synchromesh		—	4-speed synchromesh	
Optional		Automatic		—	—	
TRANSFER CASE		—			2-speed	
WHEELS		Stamped steel ventilated disc (spare wheel and carrier)				
WHEELBASES	(in.)	115 / 127	127	133	115 / 127	127
	Cab to Rear Axle (CA) (in.)	42 / 54	54	60	42 / 54	54
	Cab to End of Frame (CE) (in.)	75½ / 95½	95½	107½	75½ / 95½	95½
	Bumper to Front Axle (BA) (in.)	32				
	Bumper to Back of Cab (BBC) (in.)	105				

*Refer to Load Capacity Chart in Owners and Drivers Manual for minimum equipment requirements and recommended minimum tire size.
**1050 lbs. auxiliary rear spring also available for use with this spring. †Spare tire standard. ††8-19.5, 10 p.r., S.R. maximum with pickup.

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