

MEDIUM DUTY

5000,
6000, 6500



1977 GMC

GMC...built with brawn and quality

At GMC we make trucks. And we like to think we build one of the finest lines of trucks in the world today. Our Series Short Conventionals are value-packed, rugged trucks that have built an excellent reputation for on-the-job performance, reliability, ease of maintenance and durability.

To start with, we have a Short 975 BBC that permits big payloads, good weight distribution and manoeuvrability. Our short hood design helps provide good visibility up front. With either the standard alligator hood or the available tilt hood, engine components are up front where a mechanic can get at them.

The GVWR and GCWR ratings are broad. Single axle models range from 16,000 to 31,260 lbs. GCWR ratings range from 18,500 lbs. to 60,000 lbs. Tandem axle model GVWR's from 35,400 to 46,000 lbs. and GCWR's from 45,000 to 60,000 lbs.

A full range of wheelbases are available from 125" to 254" in single and tandem axle models for application to a wide variety of bodies and equipment.

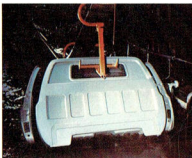
There is an in-line Six, two husky, high-torque V8 gasoline engines, and a diesel engine along with matched transmissions, drivelines and differentials.

Cab comfort and durability
More than heavy-duty styling and features go into GMC Short Conventionals. Look for and find durability and serviceability details that go right along with comfort and convenience items found in few other cabs. Special features include generous cab dimensions for driver head room; floor and step heights

at comfortable levels for easy access; positive, full-time cab ventilation; expansive glass areas for good visibility; a cockpit-styled instrument cluster for driver convenience; identifying graphics on knobs and controls; individual instruments that are easily serviced from the front; full-width bench seats with a variety of trims and colors; comfort items normally found only in cars including integral air conditioning; AM and AM/FM radios and suspension driver's seat to name a few. Looking for more?

How about generous hip, head and shoulder room, easy-to-use Orscheln-style parking brake, electric two-speed wiper motor, West Coast mirrors, ventipane windows for air intake or exhaust. Smaller custom steering wheel available with power steering?

See your nearest GMC Truck dealer who can fit a truck or tractor to your hauling requirements.



Electro-dip priming

To keep our Short Conventionals looking good longer, cab sheet metal is treated by immersion in an electrically-charged prime paint emulsion to thoroughly coat all sheet metal surfaces in every corner and crevice for corrosion resistance. Electro-Dip priming process helps assure a tough, long-lasting appearance that helps protect your investment.



Strong doors that last
Doors are solid one-piece stampings welded together with a solid steel perimeter band and hung on sturdy hardware. Made to be modern, the door and frame assembly look good, stand up to road shocks while staying in adjustment. A tough door with long-lasting hinges that help keep your investment looking good. Take a good look for yourself.

Cab construction is key to comfort, durability and ease of service

GMC's Short Conventional cab is one of the best on the market. You be the judge and analyze these impressive customer features.

1. Double-walled roof construction with standard insulation and large one-piece back panel welded together for a strong, leak-proof roof. Helps seal out noise, heat and vibration.

2. Single-piece windshield frame design eliminates metal squeaks and water leaks, adds strength. Over 29.30-square-inches of glass area is standard.

3. Rear cross sill and

added one-piece longitudinal sill increases cab strength and rigidity.

4. Flat floor with longitudinal reinforcements added left to the unitized floor for rough construction service.

5. Grilled intake at top of cowl routes outside air through a high-capacity plenum chamber for added driver comfort.

6. Cab back panel is of one-piece construction; indented in lower portions for warp resistance, double-walled in upper portions for added strength and rigidity.



Standard Sierra interior



Sierra Grande interior, Z62



High Sierra interior, Z84

Driver comfort and convenience

Design and construction keyed to driver comfort and efficiency produced the standard, one-piece integral dash and specially designed instrument cluster. Controls and gauges are designed for fast readout and operation. Resilient control knobs are graphically marked for easy identification and use. Big heater/defroster with 3-speed fan motor is standard. Integral dash air conditioning, heater and defroster units are available. Other available equipment includes fully transistorized AM or AM/FM radios and a choice of interior trim levels. Exterior Noise Abatement Package for noise-restricted areas also is available. See your GMC dealer for full details.

Individual seats

Single driver's suspension seat and separate companion seat are available in place of standard bench seat. Available five-speed main and four-speed auxiliary transmission combination on some tandem models provide a single bucket seat as standard with optional passenger seat. See your GMC dealer for full details.



Suspension seat is available

Standard Sierra interior

Standard Sierra interior provides a full-width bench seat trimmed in a color-coordinated plaid pattern vinyl available in Blue, Green, Firethorn or Buckskin. Door panels include integral armrests. Dash light switch controls instrument cluster and courtesy/map lights. Right and left-hand sunshades are padded and color-keyed. Outside door locks with inside push-button, keyless-locking feature and insulation and sound deadening material are standard. Seat belts are

standard for driver and all passenger locations.

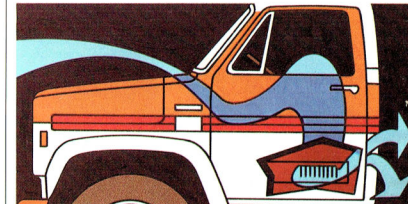
Sierra Grande interior, Z62
Available Sierra Grande interior package includes full-width, full-foam folding seat trimmed in either Green, Firethorn or Buckskin vinyl. Color-keyed floor mats, embossed door trim panel inserts surrounded by bright trim, cigarette lighter and Sierra Grande emblem on dash are included. Exterior includes full cowl insulation, undercoating for sound absorption and front fender nameplates.

Full-time power ventilation

Full-time power ventilation is standard and operates through a large plenum chamber. Air is routed through the cab for driver comfort and exits through door-mounted vents that provide a pressure relief as well as air exit when GMC's

High Sierra interior, Z84
Available High Sierra interior package includes custom full-depth, foam-folding seat trimmed in Blue or Buckskin deep-grained vinyl, color-keyed instrument panel pad and floor mat, door trim panels with pockets, headliner, door-operated dome light, full cowl and floor insulation, undercoating for sound absorption, cigarette lighter and garnish moldings for windshield, side windows and rear windows.

tightly closing doors are shut or when the available air conditioning is operating. Heater and defroster take in outside air, mix it with warm air and distributes it throughout the cab. Driver comfort and a tight, well-built cab—all standard with GMC.

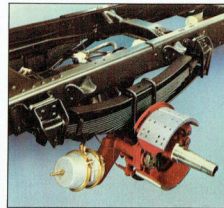


GMC single and Tandem axle chassis...hold-down operating costs

They're designed for impressive performance in each tonnage range. Single axle C-5000 N.A. with air brakes, C-6000 and 6500 Series are available in vacuum or air brake models and with available Hy-Power hydraulic brakes. Frame components are carefully matched to each load requirement. Rugged siderails, with a yield strength of 36,000 PSI on some models form a solid foundation and additional toughness is built in with crossmembers that shoulder the load while soaking up stress and strain. Crossmembers are single or paired depending on location. For severe service, inverted "L"-type frame reinforcements are available. Standard single wide track axle features include front shock absorbers, stamped steel spring brackets, Vari-Rate, two-stage leaf rear suspensions with rolled leaf ends compensate automatically for light and heavy loads and help control sway and rebound under difficult load and road conditions; rear axle capacity up to 23,000 lbs. and a selection of available single and two speed rear axles to match your job requirements. Heavy-duty brakes, axles, spindles and bearings are selected for each model to carry the load.



Vacuum/Hydraulic brakes are standard on some models depending on GVWR and GCWR ratings. They feature a dash-mounted master cylinder and frame-mounted vacuum booster.



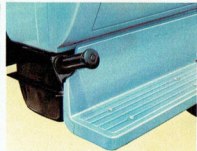
Rear suspension
Vari-Rate, two-stage leaf springs with tapered, rolled leaf ends for low inter-leaf friction automatically compensate for light and heavy loads and help control sway and rebound under difficult load and road conditions. Full air brakes are available on some models.



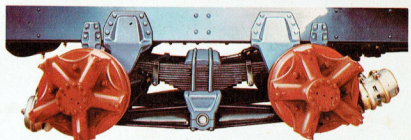
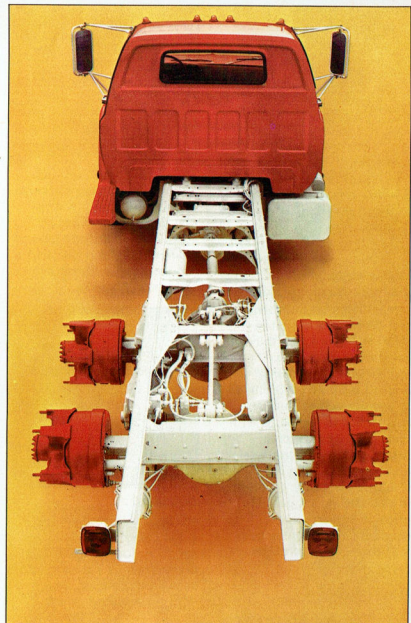
Frames and reinforcements
The frame on single axle models features a full "C" section in the maximum stress area between the cab and rear axle. Front and rear frame ends are tailored to save weight. Tandem axle models have a full-depth, channel-type frame rail with inverted "L"-type reinforce-

ments that run from the front spring hanger to the end of the frame. Heavy-duty channel crossmembers provide resistance to twisting and a dependable foundation to work on. Inverted "L" reinforcements are available on some single axle models.

Big radiator
Big cooling protection for GMC tandems. A 680-square-inch cross-flow design permits efficient cooling even in hot weather. Coolant recovery system is standard. It collects excess coolant as it expands through engine heat and returns the coolant to the system as the temperature cools down.



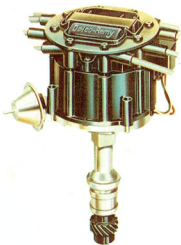
Fuel tanks
The standard fuel tank is frame-mounted up and out-of-the-way behind the running board. Filler cap is out in the open. A selection of frame-mounted fuel tanks is available. Running boards are standard, frame-mounted and have ribs stamped into the metal for a good footing.



Tandem axle and suspension
GMC's ME-6500 with dual drive tandems have capacities up to 38,000 lbs. Proven single speed rear axles and inter-axle differential contributes to tire life on the highway and traction when conditions require a positive drive.

Drivelines
Propeller shafts and universal joints with needle bearings have been matched to engine, transmission and differential combinations. Center bearings feature ball bearings and a vibration isolator.

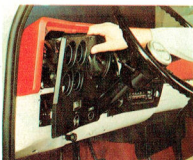
GMC minimum service design



High energy ignition

The high energy ignition system (HEI) with integral coil distributor cap eliminates the moving parts of a conventional ignition system and produces up to 35,000 volts for each plug to ignite marginal fuel/air mixtures and fire plugs with wide gaps. This extends intervals between tune-ups and lengthens plug life.

GMC's electronic governor is standard on V8 gasoline engines. Replaces the mechanical spinner system and offers reduced engine surge when governed.



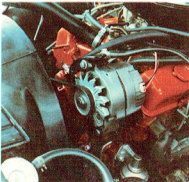
Servicing gauges

Gauges and controls remove quickly from the front in a matter of minutes. Standard instrument cluster features printed circuits instead of wire bundles for improved reliability. Instrument location was designed and tested to provide good visibility.



Freedom battery

Maintenance free; minimum service. Features a built-in charge indicator. Case is light weight. Sealed case and side-mounted terminals reduce the danger of under the hood corrosion.



Delcotron

Standard Delcotron features a solid state built-in voltage regulator for increased reliability in both standard and increased capacity units. 42-amp standard on all models except CD-6000 with 61-amp Delcotron.

Taillight

Taillights are impact-resistant Lexan with special corrosion-resistant features including a seal and grease fitting to block moisture.

Fuse Block

Fuse block is easy to locate, read and service. No need to splice wires when adding or changing circuits.



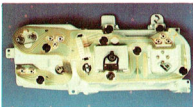
Junction block

Standard junction block with easy to read circuit guide permits the fast addition of new equipment or routine maintenance in minutes. It's located up front on the firewall. Vinyl cover helps protect junction block.



Wiper motor

Two-speed windshield wiper motor is accessible with the hood open. Mounted for easy access and service.



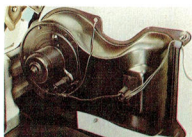
Instrument cluster

Advanced space age technology is employed by using printed circuits behind instrument cluster. Helps reduce electrical problems by reducing number of wire connections.



Tow hooks

Available front tow hooks bolt directly to the frame with access in front through the front bumper opening. Quick hook-up makes routine recovery fast and easy.

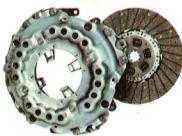
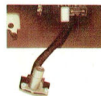


Heater Blower

Heavy-duty motor is located up front on the firewall with the plenum unit. Removes with five screws. Electrical connections are simplified for easy service. Full-time power ventilation.

Dimmer switch

Standard headlamp dimmer switch is placed up and away from dirt and moisture that might accumulate on the floorboard. Wiring is protected by an outer cover.



Clutches

Standard and available clutches are matched to engines and drive-line combinations. The 292 CID has a standard 12-inch clutch. The 350 CID, 366 CID and 453 diesels have 13-inch clutches. A 13-inch Cerametalix clutch is available for the 366 CID engine and a 12-inch dual disc clutch is standard for the 427 CID engine.

Big gasoline or Diesel power

In-line six power

The In-Line Six is available in both 5000 and 6000 Series models. It offers extended routine maintenance requirements and a precision-cast, tough cylinder block. This time-proven efficient valve-in-head six has hydraulic valve lifters, single barrel carburetor, full-flow oil filter, positive crankcase ventilation, gear driven oil pump, 4.2 quart sump and a centrifugal water pump.

Seven main bearings support the tough crankshaft to minimize flexing. Additional quality features include aluminum alloy pistons, chromium steel piston pins, forged-steel connecting rods and cobalt faced exhaust valves with

positive rotation and hardened seats.

V8 power

GMC compact high torque V8 gasoline truck engines deliver impressive reliable performance. They are quality-manufactured truck engines designed to meet the power and performance needs across a wide variety of straight truck and tractor applications. Rigid production standards backed by thorough quality control help give a durable engine at a reasonable initial investment.

They feature a tough, heavy-duty block design, independently-mounted valve rocker design with direct oil feed, full pressure lubrication to all critical

areas, positive crankcase ventilation, separate water jackets around all cylinders, water-cooled exhaust valves and deep-skirted, flat-headed pistons are cast aluminum alloy with steel struts cast-in for conformity with the cylinder at all engine temperatures.

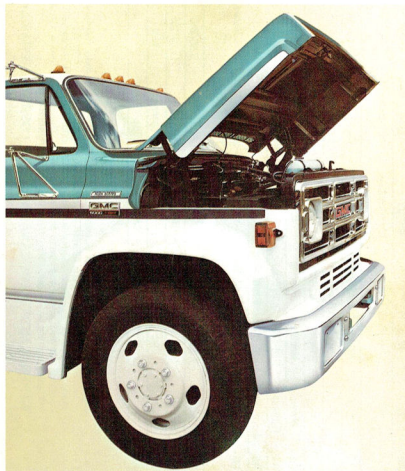
Four-bolt main bearing caps are used on the forged-steel crankshaft to handle severe loads. It is ground, honed, dynamically balanced and ultrifired for improved life. Ask your GMC dealer for all the facts.

Detroit Diesel power

The Detroit Diesel 4-53 powers the CD-6000 truck which was engineered for high idle stop-and-go conditions in city pick up and

delivery operations. The CD-6000 has a GVW range from 17400 to 24000 lbs and the 4-53 has 120 net horsepower. This combination will provide good fuel economy on the road at legal speeds or at idle.

Quality manufactured Detroit Diesel 4-53 is one of a family of 2-cycle diesels that provides a power stroke on every piston downstroke for smooth responsive acceleration. It features unit fuel injectors, wet-type cylinder liners, hardened valve seats and precision construction that contributes to dependability and long component life. Unit injectors meter fuel precisely under all load and road conditions to contribute to good fuel economy.



We designed our 975 Short Conventionals to be easy to service. That's why we have two types of hoods. The standard alligator hood is wide and long. Open, it permits easy service of engine components. Entire hood removes with a simple four-bolt operation for more involved work.



Tilt hood Available fiber glass tilt hood incorporates fenders and front end in one lightweight unit. Hood is counter-balanced for easy one-man operation. Hinged at the frame, it seats in molded rubber rests when closed to isolate road shocks and vibration and noise.

GMC Technical Information

		CS-5000 Vacuum	CE-5000 Vacuum	CS-6000 Vacuum	CE-6000 Vacuum	CE-6000 Air	CD-6000 Vacuum	CE-6500 Vacuum	CE-6500 Air	ME-6500 Vacuum	ME-6500 Air
Gross ratings: Max. GVWR's, lbs. Max. GCWR's, lbs.		18,500 —	18,500 —	24,000 45,000	24,000 45,000	24,000 45,000	24,000	31,260 60,000	31,260 60,000	42,000 60,000	46,000 60,000
Axle, Front, Cap., lbs.	Std. Avail.	5,000 —	5,000 —	5,000 7,000	5,000 7,000	7,000 —	5,000 7,000	7,000 9,000 12,000	7,000 9,000 12,000	7,000 9,000 12,000	7,000 9,000 12,000
Springs, Front, rated at ground, ea., lbs.	Std. Avail.	2,000 3,000	2,000 3,000	3,000 3,500, 4,000 4,500	3,000 3,500, 4,000 4,500	3,500 4,500	3,000 3,500, 4,000 4,500	3,500 4,500 6,000, 7,000	3,500 4,500 6,000, 7,000	3,500 4,500 6,000, 7,000	3,500 4,500 6,000, 7,000
Axle, Rear, Cap., lbs. (S=single speed) (2S=two speed)	Std. Avail.	11,000(S) 13,500(S)	11,000(S) 13,500(S)	15,000(S) 17,000(S) 17,000(2S)	15,000(S) 17,000(S) 17,000(2S)	17,000(S) — —	15,000(S) 17,000(S) 17,000(2S)	17,000(S) 17,000(S) 18,500(2S), 22,000(2S)	17,000(S) 17,000(S) 18,500(2S), 23,000(2S)	— — —	34,000(S) 38,000(S)
Springs, rear, rated at ground, ea., lbs.	Std. Avail.	5,500 7,500 8,750	5,500 7,500 8,750	7,500 8,750, 10,400 11,500	7,500 8,750, 10,400 11,500	9,200 10,400 11,500	7,500 8,750, 10,400 11,500	9,200 10,400 11,500	9,200 10,400 11,500	17,000 (U-340) — —	17,000 (U-340) RT-380
Brakes, service	Std. Avail.	Vacuum hydraulic			Dual air with wheel lock control		Vacuum hydraulic	Vacuum hydraulic	Dual air with wheel lock control	Vacuum hydraulic	Dual air with wheel lock control
		H.P. hydraulic power			Delete *W.L.C.	H.P. hydraulic power	H.P. hydraulic power	Delete *W.L.C.			Delete *W.L.C.
Clutch, dia., in.	Std. Avail.	12 —	12 —	12 —	13 13 cerametalic	13 13 cerametalic	13 —	13 13 cerametalic	13 13 cerametalic	13 12 dual disc (W/427 V8)	13 12 dual disc (W/427 V8)
Engine, type		292 L6	350 V8	292 L6	350 V8	350 V8	4-53N (50 mm)	366 V8	366 V8	366 V8	366 V8
Frame, in.	Std.	9½ x 3 x ¼			9¼ x 3½ x ⅝		9½ x 3 x ¼	9¼ x 3½ x ⅝			
Frame reinforcement	Avail.	—	—	Yes	Yes	Yes	Yes	Inverted L	Inverted L	Standard	Standard
Steering	Std. Avail.	Manual Hydraulic	Manual Hydraulic	Manual Hydraulic	Manual Hydraulic	Manual Hydraulic	Manual Hydraulic	Manual Hydraulic	Manual Hydraulic	Manual Hydraulic	Manual Hydraulic
Transmissions:	Std. Avail.	4-spd. Man. —	4-spd. Man. 4-spd. Auto.	4-spd. Man. 5-spd. Man.	4-spd. Man. 4-spd. Auto. 5-spd. Man.	4-spd. Man. 4-spd. Auto. 5-spd. Man.	4-spd. Man. 5-spd. Man. —	4-spd. 5-spd. 4-spd. Auto. 5-spd. Auto.	4-spd. 5-spd. 4-spd. Auto. 5-spd. Auto.	5-spd. 5-spd. Main/4-spd. Aux. —	5-spd. 10-spd., 13-Spd. 5-spd. Main/4-spd. Aux. 5-spd. Auto.
Tires	Std. Max.	7.00/20D 9.00/20E	7.00/20D 9.00/20E	7.50/20D 10.00/20F	7.50/20D 10.00/20F	8.25/20E 10.00/20F	7.50/20D 11.00/20F	8.25/20E 11.00/20F	8.25/20E 11.00/20F	8.25/20E 11.00/20F	8.25/20E 11.00/20F
Wheels	Std. Avail.	Disc —	Disc —	Disc Cast spoke	Disc Cast spoke	Cast spoke Disc	Disc —	Cast spoke 10-stud disc	Cast spoke 10-stud disc	Cast spoke 10-stud disc	Cast spoke 10-stud disc

*W.L.C.—Wheel Lock Control

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