

72" Steel Tilt BY



Quality Trucks Since 1918



GMC — QUALITY TRUCKS SINCE 1918

GMC traditions of workmanship and dedication to quality go back over 60 years. Shortly after the turn of the century when motor trucks first began to replace horse-drawn wagons, GMC was building a reputation for motor trucks suited to the needs of the times.

Our present-day products bear little resemblance to those early chain-driven, solid-rubber-tired motor trucks, but we like to think that every GMC truck today is a contemporary expression of traditional GMC quality. With today's vital need to hold down truck operating costs, we've engineered our trucks for durability, ease of maintenance and solid value.



Quality Built to Help Protect Your Investment Dollars

GMC's 72" Steel Tilt models offer users a quality, value-built short cab design that maneuvers easily in city traffic and is easy to enter and exit.

The short 72" BBC dimension permits longer bodies and trailers within a given overall length and the setback axle design allows greater loading of the front axle. As much as 1,000 lbs. more than conventional cab models on certain CA dimensions. Ask your GMC Dealer.

Maximum GVWRs are 25,160 lbs. on 6000 and 32,760 on 7000 models; GCWRs from 21,000 to 45,000 lbs. on 6000 models and from 22,000 to 60,000 lbs. on 7000 models.

Wheelbases range from 109 to 199 inches to permit a wide range of body sizes and vocational applications.

Impressive visibility with a wide, wraparound windshield is one of the features of the cab-forward design that includes fingertip controls and easy-to-read gages. Cab design features include a full 55° cab tilt with counterbalanced mechanism, makes tilting easy and quiet; stationary control island that stays in position and requires no disconnecting when the cab is tilted; undercab fiberglass insulation; and double-latch cab hold-downs designed for fast one-man operation.

A word about this catalog: We have tried to make this catalog as comprehensive and factual as possible. And we hope you find it helpful. However, since the time of printing, some of the information you'll find here may have been up dated. Your dealer has details and, before ordering, you should ask him to bring you up to date.

ANTI-CORROSION PROTECTION

Precoated steel is used for areas such as doors, windshield frame, front grille opening panel, headlight bezels and wheel-housings.

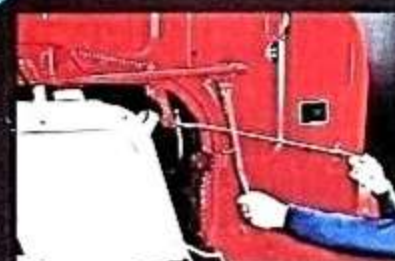
After thorough cleaning and zinc phosphate treatment, the cab is dipped in an electrically charged prime paint emulsion. This Cathodic Elpo priming process thoroughly coats all surfaces and penetrates deep into hard-to-get-at corners and crevices. Many other parts of the vehicle also receive the Elpo dip treatment. Special anti-corrosion nuts, bolts, brackets, screws and fasteners are used in many areas. Further protection comes from the Tectyl oil spray on inner cab panels and the underside of fenders. Plastisol sealers are used on door hem flanges and lap joints to seal out moisture. A special undercoating treatment helps protect the cab. The crowning touch is a lustrous coat of acrylic enamel.



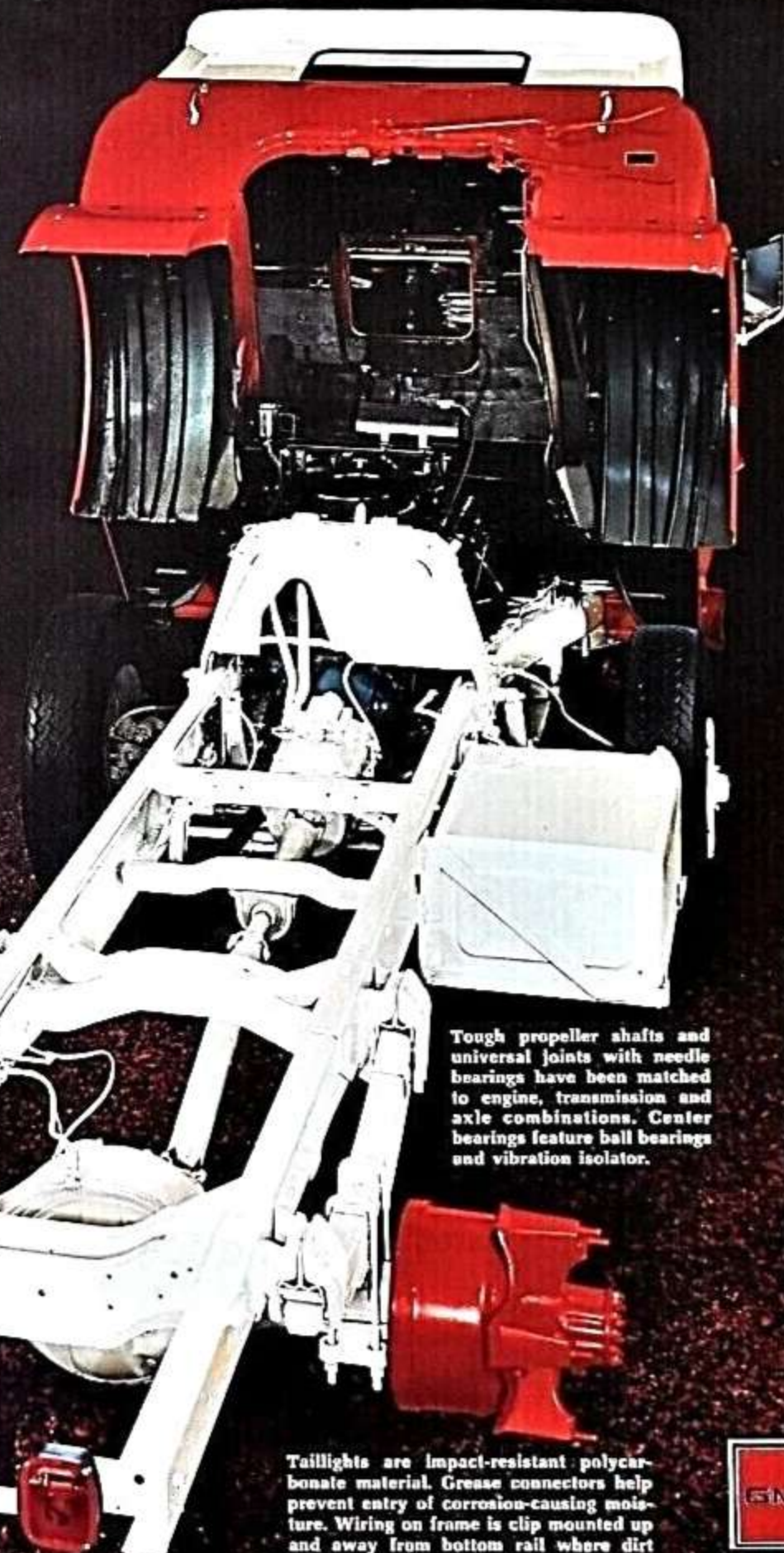
QUALITY, TIGHT CAB DESIGN

We built a quality cab that is tough and long lasting with these many design features:

- Rear inner panels from the belt line up for strong window openings and outer roof edges.
- Roof design lap welded for good sealing; stamped roof ribs form a rigid structure.
- Double-panel, steel doors with heavy hinges for strength provide a long-lasting fit and appearance.
- Rugged structural beams plus welded floor provide a rigid cab foundation.
- Heavy undercab fiberglass insulation provides a barrier against engine heat and noise.
- Cathodic Elpo dip priming is topped by a lustrous long-life enamel that helps your truck maintain its good looks.



A heavy-duty, double-locking mechanism holds the cab in the driving position. Both levers must be released before the cab can be tilted. Cab locks in the full 55° tilt position and can only be returned to the down position by releasing a control latch.



Tough propeller shafts and universal joints with needle bearings have been matched to engine, transmission and axle combinations. Center bearings feature ball bearings and vibration isolator.

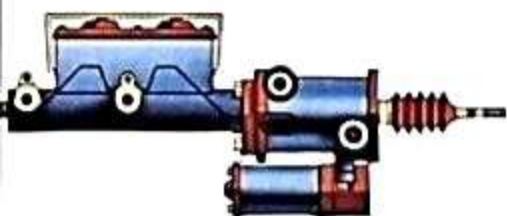
Taillights are impact-resistant polycarbonate material. Grease connectors help prevent entry of corrosion-causing moisture. Wiring on frame is clip mounted up and away from bottom rail where dirt and water might accumulate.





HYDRAULIC BRAKES

Hydraulic brakes are standard. System features dash-mounted single master cylinder and frame-mounted vacuum booster. Brake lines are designed and routed for easy serviceability. Full air brakes are available on the 7000 models.



HY-POWER BRAKE SYSTEM AVAILABLE

Hy-Power brakes provide 30% more stopping power and require less pedal pressure than conventional vacuum/hydraulic systems. The available power steering pump provides hydraulic power. A backup power system is included plus warning buzzer and light.



ACCESS PANELS FOR FLUID LEVEL CHECKS

There is no need to tilt the cab to check and fill the crankcase or cooling system. Dipstick and oil filler tube are reached by removing a panel behind the available passenger seat. Radiator cap is accessible through a hinged door on shelf below rear window (not shown).



FREEDOM BATTERY

Maintenance-free Delco Freedom battery never needs to be refilled, features a built-in state-of-charge indicator and side terminals. Durable, lightweight case is sealed to help prevent electrolyte spillage.



DELCOTRON GENERATOR

Reliable Delcotron generator features built-in, solid-state voltage regulator in both the standard 42-amp unit and available 61-amp model.



BIG HYDRAULICALLY ACTUATED CLUTCHES

A 13-inch, single-plate ceramic-metallic clutch is standard with 5.7 Litre (350 CID) and 6.0 Litre (366 CID) V8s. The available 7.0 Litre (427 CID) V8 comes with a 14-inch single-plate clutch and dual exhaust.

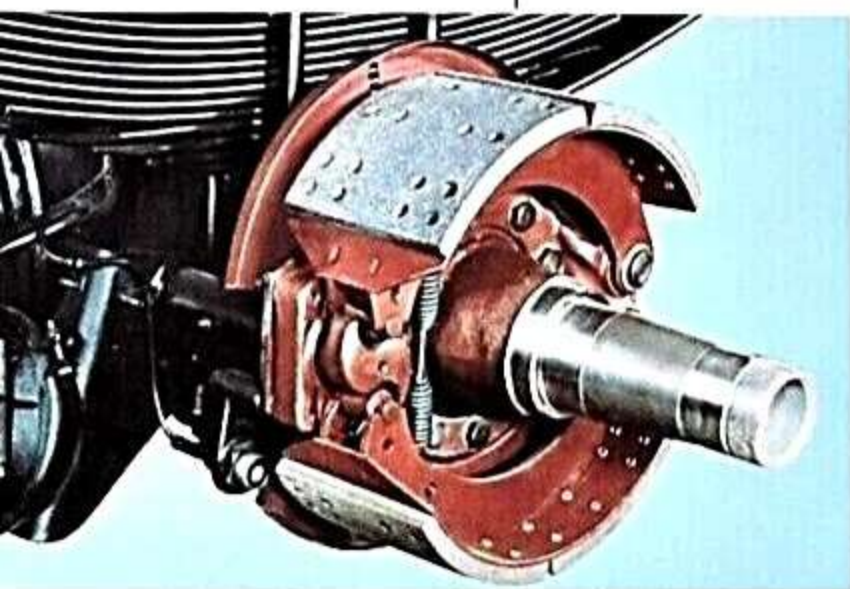


HIGH-CAPACITY FRONT AXLES AND SUSPENSIONS

Tough, drop-forged I-Beam axles are standard. These wide-tracking axles range in available capacity from 9,000 to 12,000 lbs. Semielliptic front springs give high front-end load capability. Vari-Rate design provides soft action under light loads, extra stiffness as weight increases. Front shock absorbers are standard.

HIGH ENERGY IGNITION

HEI produces up to 35,000 volts at each plug to ignite marginal fuel mixtures and to fire plugs with wide gaps. Helps cold-weather starting. GMC's electronic governor is standard on V8 gasoline engines.



SINGLE- AND 2-SPEED REAR AXLES

Hypoid single-speed rear axles are standard in Steel Tilt models — 15,000-lb. capacity in the 6000; 17,000-lb. capacity in the 7000. Axles also are available in single- and 2-speed versions with additional capacity available to 17,000 lbs. for 6000 models and to 23,000 lbs. for 7000 models. Available 2-speed axles feature an electric push/pull shift.

All models feature a Vari-Rate rear suspension which responds automatically to variations in load conditions for a smooth ride lightly loaded and firm support at capacity. Auxiliary rear springs are available.

Self-adjusting brakes are available on some models.



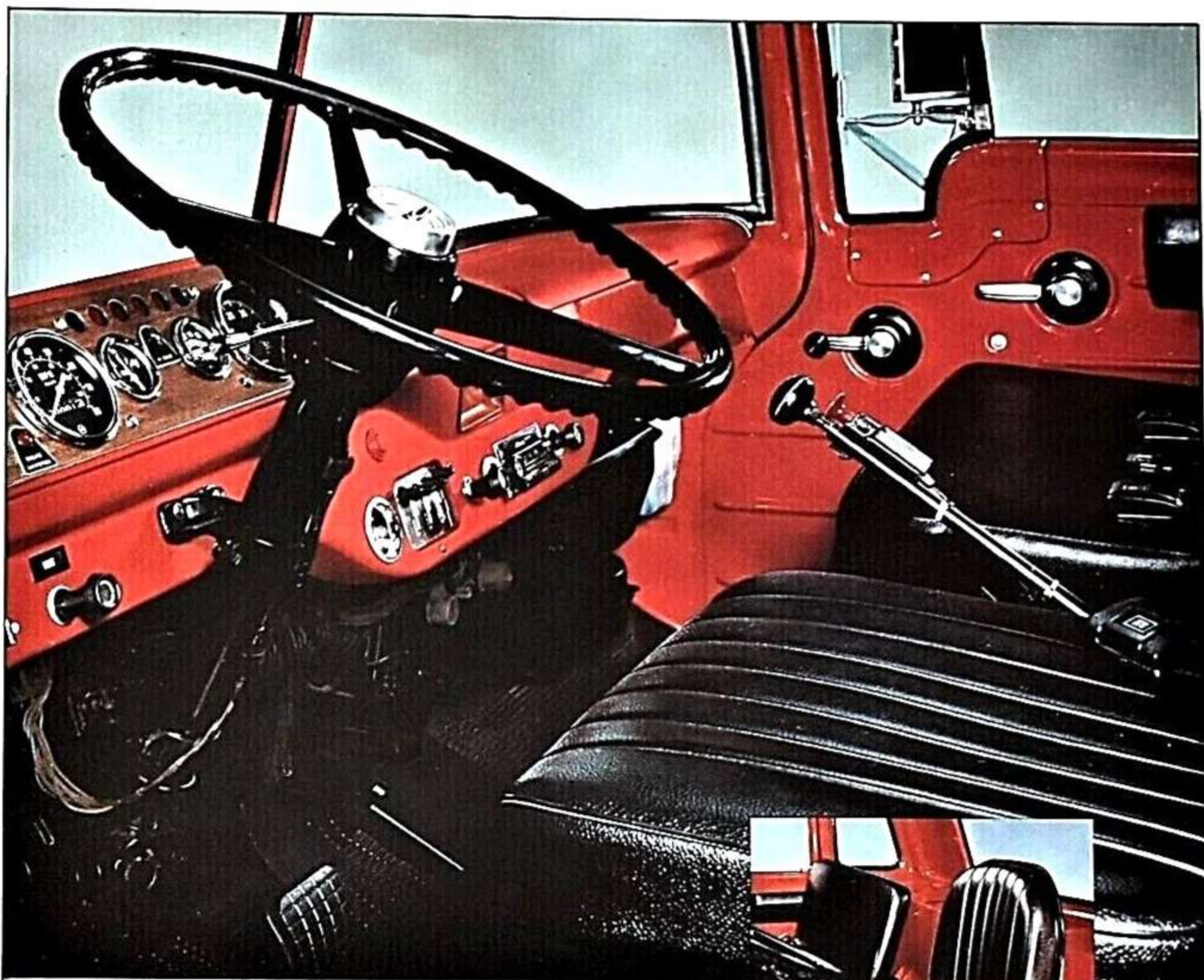
HIGH-TORQUE V8 POWER

The standard engine in 6000 is the reliable 5.7 Litre (350 CID) V8. It features a forged-steel crankshaft, double roller chain camshaft drive, stellite exhaust valves with chromed stems and full-pressure lubrication. The 6.0 Litre (366 CID) V8 is standard in the 7000 Series and available in the 6000 Series. The 7.0 Litre (427 CID) V8 is available in the 7000 Series.

ENGINE TYPE	LITRE DISP.	CUBIC INCH DISP.	SAE NET		BORE & STROKE	COMP. RATIO (TO 1)
			HP @ RPM	TORQUE (LBS./FT.) @ RPM		
V8	5.7	350	160 @ 4000†	265 @ 2400†	4.0 x 3.48	7.9
V8	6.0	366	200 @ 4000‡	305 @ 2800‡	3.93 x 3.76	7.60
V8	7.0	427	220 @ 4000	360 @ 2400	4.25 x 3.76	7.50

† 1-1-79 = 160 HP @ 3800, torque 275 @ 2400.

‡ 1-1-79 = 190 HP @ 4000, torque 305 @ 2400.



Roomy, Comfortable Cab

GMC's Steel Tilt is a big man's cab. There's plenty of room inside for three men with available seating. The cab-forward design provides impressive visibility; glass area, including the big wraparound windshield and available rear corner windows, totals more than 3,775 sq. in. Wide-opening doors protect steps for ease of entry and exit from the cab.

The easy-to-read instrument cluster includes speedometer with odometer, gages for fuel, water temperature, air pressure (air brake models) and warning lights. The instrument cluster is trimmed in nonglare, simulated wood-grain vinyl. Other standard cab equipment includes 2-speed windshield wiper and washer control, driver's sun visor and armrest, ventipane windows on each side with locking latch, ashtray, glove compartment, deluxe heater and defogger with outside air controls, floor mat and floor insulation, engine cover and dash insulation, and dash-controlled dome light.

Some of the available equipment includes roof-mounted air conditioning, tinted glass, AM radio, two-tone paint and other items. See your GMC dealer for additional information.

The standard driver's seat has a molded rubber pad over coil springs. It's set 20 inches high for chairlike comfort.



A Viking Level Ride driver's seat (shown, inset) is available; so are 1- and 2-passenger companion seats. All seats are trimmed in Black vinyl.

Cab is manually tilted and counterbalanced by a torsion bar spring. The cab rests on rubber cushions at the rear to help absorb road shock.

Transmission shift lever, hand brake and choke controls are mounted on a central island that remains stationary when the cab is tilted. Linkages remain positive and direct acting, unaffected by the cab-tilting feature. Not having to disconnect these linkages when tilting the cab is a timesaving bonus.

See your GMC dealer and take a good look at GMC's quality and value. Many vehicles in this catalog are shown with available factory-installed options, dealer accessories and special equipment from various independent suppliers.

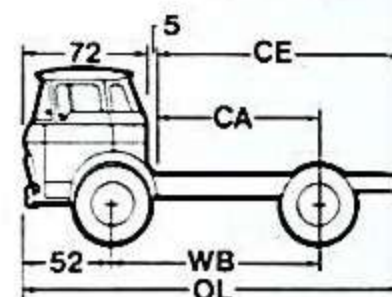
72" Steel Tilt Technical Data

SERIES		6000	7000	SERIES		6000	7000
Maximum GVWR (Lbs.)		25,160	32,760	Clutch (Dia., In.)		Single-Plate, 13	Std.
Maximum GCWR (Lbs.)		45,000	60,000			Dual Disc, 12	—
Front Axle	7,000 Lbs.	Std.	Std.	Engine	5.7 Litre (350 CID) V8	Std.	—
	9,000 Lbs.	Avail.	Avail.		6.0 Litre (366 CID) V8	Avail.	Std.
	12,000 Lbs.	—	Avail.		7.0 Litre (427 CID) V8	—	Avail.
Front Springs, Rated at Ground, Each	3,500 Lbs.	Std.	Std.	Frame	9 $\frac{1}{4}$ " x 3 $\frac{1}{2}$ " x $\frac{1}{2}$ "	Std.	Std.
	4,500 Lbs.	Avail.	Avail.		"L" Reinforcement	Avail.	Avail.
	6,000 Lbs.	—	Avail.	Steering	Manual	Std.	Std.
Rear Axle (S = Single-Speed) (2S = 2-Speed)	15,000 Lbs. (S)	Std.	—		Hydraulic Power	Avail.	Avail.
	15,000 Lbs. (2S)	Avail.	—	Transmission Manual	5-Spd., Low Ratio, 542L	Std.	Std.
	17,000 Lbs. (S)	Avail.	Std.		5-Spd., Short 4th, 542D	Avail.	Avail.
	17,000 Lbs. (2S)	Avail.	Avail.		5-Spd., Short 4th, 282V	Avail.	Avail.
	18,500 Lbs. (S)	—	Avail.		5-Spd., Direct, 285V	Avail.	Avail.
	18,500 Lbs. (2S)	—	Avail.		5-Spd., Short 4th, 5252A	—	Avail.
	22,000 Lbs. (S)	—	Avail.*	Automatic	4-Spd., AT-540	Avail.	Avail.
	23,000 Lbs. (2S)	—	Avail.*		4-Spd., MT-643G	—	Avail.
					5-Spd., MT-653DRG	—	Avail.
Rear Springs, Rated at Ground, Each	7,500 Lbs.	Std.	—	Tires	7.50/20D	Avail.	—
	8,750 Lbs.	Avail.	—		8.25/20E	Std.	Std.
	9,200 Lbs.	Avail.	Std.		9.00/20E	Avail.	—
	10,000 Lbs.	Avail.	—		11.00/20F	—	Avail.
	10,400 Lbs.	—	Avail.	Maximum Size			
Brakes	11,500 Lbs.	—	Avail.		10-Stud Disc, 20 x 6.0	Std.	—
	Vacuum/Hydraulic	Std.	Std.		Cast Spoke, 20 x 6.5	Avail.	Std.
	Hy-Power Dual Hydraulic	Avail.	Avail.	Wheels	10-Stud Disc, 20 x 7.0	Avail.	Avail.
	Air	—	Avail.				

*Air brake model only.

**Included with 427 V8 engine.

WHEELBASES AVAILABLE — SERIES	— 7000†	6000 7000	6000 7000	6000 7000	6000 7000	6000 7000	6000 7000
WB — Wheelbase, In.	109	133	145	163	175	187	199
CA — Standard Cab to Rear Axle, In.	84	108	120	138	150	162	174
CE — Standard Cab to Rear of Frame, In.	132	168	180	198	234	255	267
OL — Overall Length, In.	208	245	257	307	320	331	343



†Air model only.

A WORD ABOUT COMPONENTS, OPTIONAL EQUIPMENT, ASSEMBLY AND AVAILABILITY OF THESE GMCs

These GMCs incorporate thousands of different components produced by various divisions of General Motors and by various suppliers to General Motors.

With respect to factory-installed extra cost optional equipment, make certain you specify the type of equipment you desire on your vehicle when ordering it from your dealer. We suggest you verify that your vehicle

includes the optional equipment you ordered or, if there are changes, that they are acceptable to you.

The GMC 72" Steel Tilt (Series TW-6000 and TW-7000) described in this brochure is assembled at facilities of General Motors Corporation operated by GMC Truck & Coach Division. This vehicle is also available from Chevrolet dealers under the name Chevrolet 72" Steel Tilt (Series CW-60 and CW-70).

Vehicles shown illustrate standard or available factory-installed equipment unless noted as dealer-installed accessories. Items referred to as options or available are at extra cost. Different model applications of the components that are listed in accompanying tables as well as other items of the factory-installed equipment may be ordered through your GMC dealer.

GMC Truck & Coach Division reserves the right to make changes at any time without notice in prices, colors, materials, equipment, specifications and models and also to discontinue models. Data shown is basic information for the prospective buyer effective at time of issuance of this pamphlet. Dealer will provide complete up-to-date information on available equipment, specifications, etc. not shown here.



Pontiac, Michigan 48053