

# 97.5 Conventionals BY Series 7000



**Quality Trucks Since 1918**

# GMC Cab...A Comfortable Place to Work ...and Built to Last



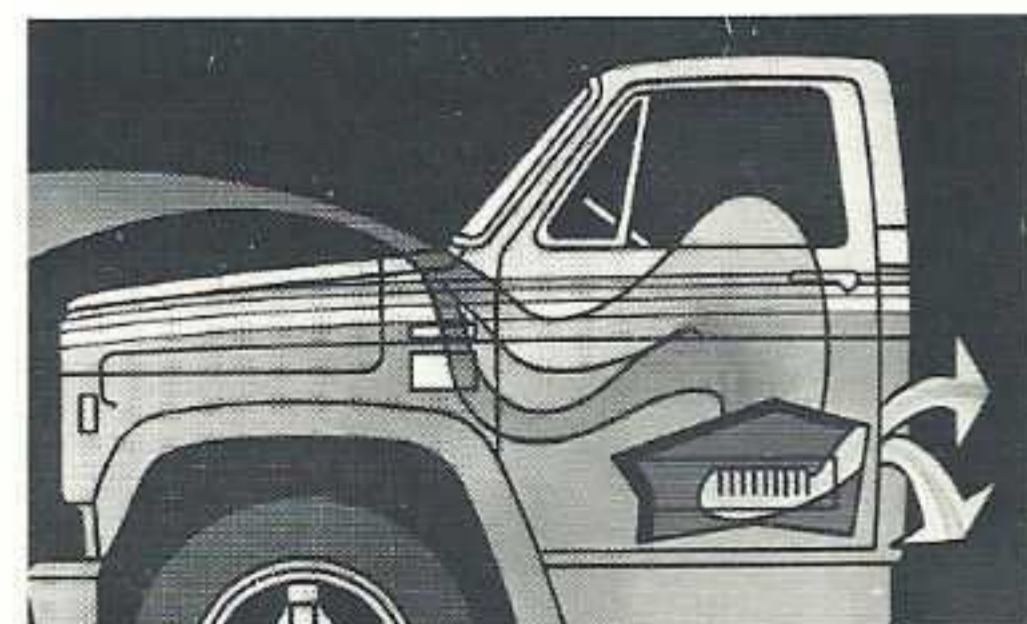
GMC's Short Conventional cab offers a lot more than just good looks and generous interior dimensions. Underneath the high-build acrylic enamel finish you will find tough, double-wall construction, Cathodic Elpo primer and Zincro-Metal in critical areas to help fight corrosion. Creating a tough cab was the aim of our engineers. We think they succeeded.

① Double roof panels are welded into a tough, leak-resistant assembly. Stamped impressions on the inner panel add strength and rigidity. Insulation sandwiched between roof panels helps control noise and temperature in this cab. Drip rails are standard.

② Back panel is one continuous piece extending from one door frame to the other. Depressions across lower portion add to rigidity. Welded lap joint at roof helps provide a strong, leak-resistant seal. ③ The inner rear panel extends from the belt line upward to provide double-walled construction around the window openings and at the outer edges of the roof. ④ One-piece door inner and outer panels provide a consistent good fit in the one-piece door frame. Outer panel is corrosion-fighting Zincro-Metal.

⑤ One-piece windshield frame provides a good glass fit and helps prevent water leaks. ⑥ Large curved windshield gives drivers impressive visibility. Over 2,869 sq. in. of glass are standard in the entire cab. ⑦ One-piece dash panel is welded in place, adds to strength of cab. ⑧ Door hinge area is reinforced so doors stay in alignment, seal tightly when closed. ⑨ Lockable vent-pane windows are standard—a convenience feature drivers appreciate. ⑩ Heavily reinforced floor is welded to side sills,

making a solid foundation for cab strength. ⑪ Rear cross sill forms a rigid box section when welded to the floor panel and side members. ⑫ Door frame is formed from a single piece of steel, becomes a major structural member when welded in place.



## POWER VENTILATION

Power ventilation helps keep air inside cab comfortable even with all windows closed and available air conditioning on. Blower draws air in through large, high-level plenum chamber and forces stale air out through vents in both doors. The system is standard on all models.

In developing the 7000 Series chassis we wanted you to have impressive performance, toughness and an easy maintenance schedule. You be the judge of our efforts as you analyze these impressive chassis features:

① Big alligator hood of dual steel panel construction is rigid and permits a wide open engine compartment for easy access to service points. Tip-off fiberglass hood is available.

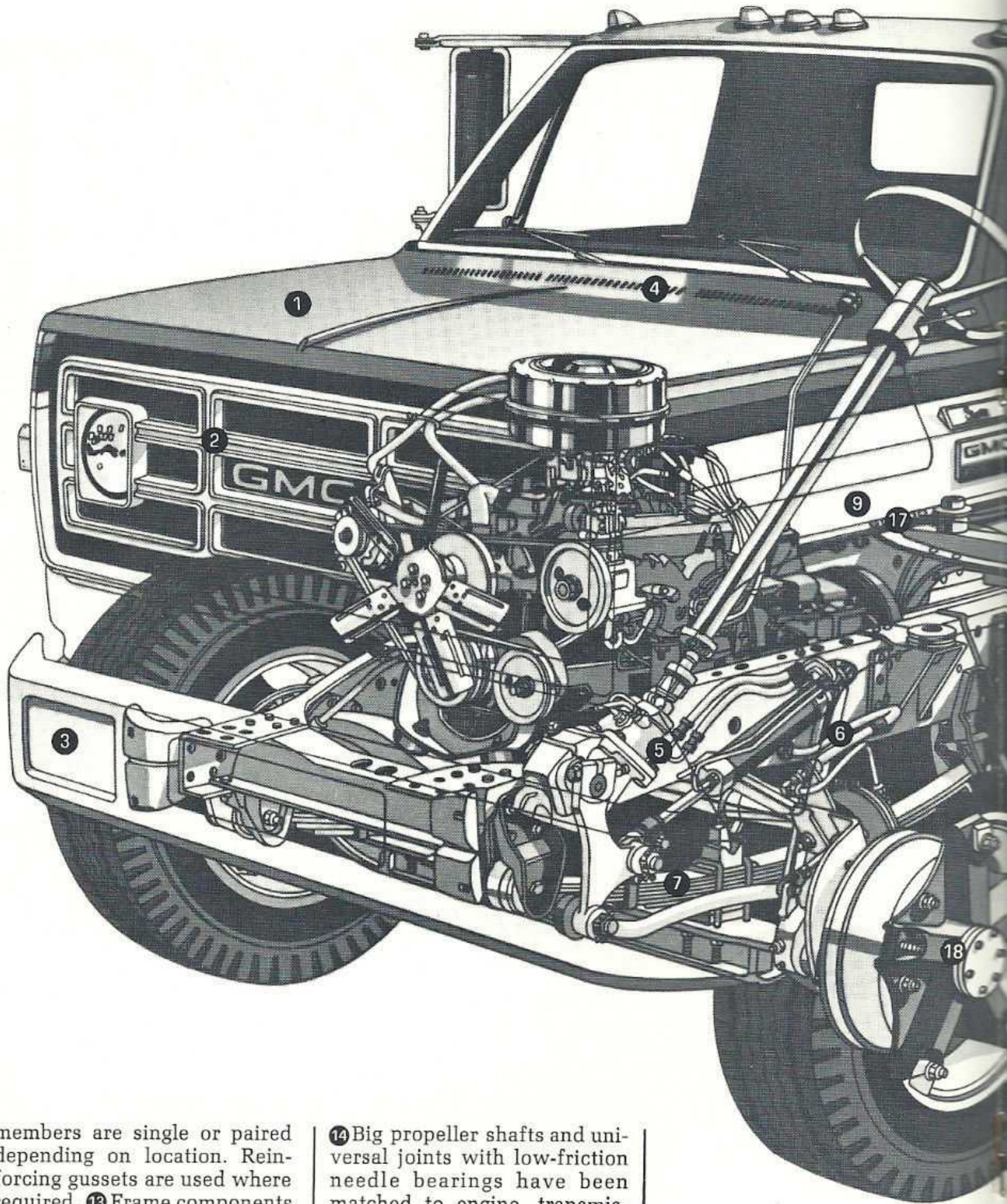
② Tough, rust-resistant, one-piece, lightweight grille. Headlights can be serviced without removing the grille. ③ Big, high, wraparound front bumper provides large, protective area. Center cooling slot gives a broad step to service the engine compartment. Also houses available tow hooks. ④ Grilled intake at top of front cowl routes outside air through a high-capacity plenum chamber for added driver comfort. ⑤ Recirculating ball steering with a standard 18-inch steering wheel and a 28 to 1 ratio makes steering easy. A 20-inch steering wheel is available. Pot-type jointed steering gear coupling is standard. Helps limit road shocks to driver. Power steering is available. ⑥ Standard front shock absorbers are equipped with Teflon-coated piston rings for low friction and long life in rough road operation. ⑦ Front springs are two-stage, multileaf-type design with rolled leaf end that compensates for light and heavy loads and helps control sway and rebound. Rubber bushings in front suspension require no lubrication.

⑧ Heavy-duty running boards are frame mounted and have ribs stamped into the metal for a good footing and drainage of water. ⑨ Standard hydraulic brake system includes frame-mounted vacuum booster. ⑩ Cab is mounted on rubber cushions at four points to help isolate road shock. ⑪ All GMC painted mirrors are rust-resistant, galvanized steel. Bright mirrors are stainless steel rather than chrome plated—again, more corrosion resistance. ⑫ Channel-type cross members feature tough alligator jaw ends to help keep frame rails in alignment while soaking up stress and strain. Cross

members are single or paired depending on location. Reinforcing gussets are used where required. ⑬ Frame components are carefully matched to load ratings. Rugged side rails feature a full "C" section to form a solid foundation for your truck. On single-axle models side rails are full depth in the major stress area between cab and rear axle, tapered at the rear where maximum strength is not needed. Tandem-axle model has full-depth, channel-type frame rails. Heavy-duty channel cross members with big web ends provide resistance to twisting. Strong, tough foundation for your work.

⑭ Big propeller shafts and universal joints with low-friction needle bearings have been matched to engine, transmission and differential combinations. Center bearings feature ball bearings and a vibration isolator. ⑮ Hendrickson U-340 34,000-lb. suspension is standard on tandems. Capacities to 38,000 lbs. are available. Single-axle model has Vari-Rate, two-stage leaf springs to compensate automatically to load conditions. Radius leaf absorbs driving and braking thrusts. ⑯ Tandem-drive, rear-axle capacity starts at 34,000 lbs. with Eaton or Rockwell single-speed axles. Avail-

able tandem-axle capacity up to 38,000 lbs. Single-axle capacity available from 17,000 to 23,000 lb. with available single- or 2-speed axles depending on model. See your GMC dealer for details. ⑰ Hydraulic brakes are standard on 7000 Series models. Single-axle models have single-diaphragm, frame-mounted booster; tandems have dual-diaphragm booster. Available Dual Power hydraulic brakes for single-axle





### 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 toughness, ease of maintenance and solid value.

We believe you will find these qualities in the GMC trucks presented in this brochure.



SOLID



AVAILABLE SPECIAL TWO-TONE



AVAILABLE SOLID WITH STRIPING



AVAILABLE DELUXE TWO-TONE WITH STRIPING

#### SPECIFICATIONS—SERIES 7000 AND TAG AXLE MODEL C6D062

SERIES	7000		Model C6D062 Tag Axle	SERIES	7000		Model C6D062 Tag Axle	
	C7D042	C7D064			C7D042	C7D064		
Maximum GVWR (Lbs.)	35,000	50,000	41,000	Engine	6.0 Litre (366) V8	Std.	Std.	
Maximum GCWR (Lbs.)	60,000	60,000	41,000		7.0 Litre (427) V8	Avail.	Avail.	
Front Axle	7,000 Lbs.	Std.	Std.		7.4 Litre V8	Avail.	—	
	9,000 Lbs.	Avail.	Avail.		3.48 Litre 4-53T (55 mm)	Avail.	—	
	10,860 Lbs.	Avail.	Avail.		3.48 Litre 4-53T (60 mm)	Avail.	—	
	12,000 Lbs.	Avail.	Avail.					
Front Springs, Rated at Ground, Each	3,500 Lbs.	Std.	Std.	Frame	9 1/4" x 3 1/16" x 5/16" Reinforcement	Std.	Std.	
	4,500 Lbs.	Avail.	Avail.			Avail.	Std.	
	6,000 Lbs.	Avail.	Avail.	Steering	Manual	Std.	Std.	
	7,000 Lbs.	Avail.	Avail.		Hydraulic Power	Avail.	Avail.	
Rear Axle (S=Single-Speed) (2S=2-Speed)	17,000 Lbs. (S) H170	Std.	—	Transmission Manual	4-Spd. Direct GM SM-465	Std.	—	
	17,000 Lbs. (2S) T170	Avail.	—			5-Spd. Low Ratio New Process 542L	Avail.	Std.
	18,500 Lbs. (S) 17121, 17101	Avail.	—			5-Spd. Short 4th New Process 542D	Avail.	—
	18,500 Lbs. (2S) 17221, 17201, T185	Avail.	—			5-Spd. Short 4th Clark 282V	Avail.	Avail.
	22,000 Lbs. (S) 18121	Avail.	—			5-Spd. Direct Clark 285V	Avail.	Avail.
	22,000 Lbs. (2S) 18221	Avail.	—			5-Spd. Overdrive Clark 280V0	Avail.	—
	23,000 Lbs. (2S) 23221	Avail.	—			5-Spd. Direct Clark 390V	Avail.	Avail.
	32,000 Lbs. (S)* (R) SLHR	—	—		Std.	5-Spd. Short 4th Clark 397V	Avail.	—
	32,000 Lbs. (2S)* (E) 34RT	—	—		Avail.	5-Spd. Low Ratio Spicer CM5052C	Avail.	Avail.
	34,000 Lbs. (S) 34DS	—	Std.		—	5-Spd. Short 4th Spicer CM5252A	Avail.	—
	34,000 Lbs. (S) GM34	—	Avail.		—	4-Spd. Aux. Spicer 6041	—	Avail.
	34,000 Lbs. (S) SLHD	—	Avail.		—	4-Spd. Aux. Spicer 7041	—	Avail.
	38,000 Lbs. (S) SQHD	—	Avail.		—	13-Spd. Direct Fuller RT613	—	Avail.
Rear Springs, Rated at Ground, Each	9,250 Lbs.	Std.	—	Automatic	4-Spd. Allison AT-540	Avail.	—	
	10,400 Lbs.	Avail.	—			4-Spd. Allison MT-643	Avail.	—
	11,500 Lbs.	Avail.	—			5-Spd. Allison MT-653	—	Avail.
	17,000 Lbs. (U-340)	—	Std.		Std.			
19,000 Lbs. (RT-380)	—	Avail.	—					
Brakes	Hydraulic W/Vacuum Booster	Std.	Std.	Tires Maximum Size	8.25/20E (10)	Std.	Std.	
	Dual Power Hyd. (Gas Engine Only)	Avail.	—			11.00/20G	—	Avail.
	Hy-Power Dual Hyd. (Diesel Engine Only)	Avail.	—			11.00/22.5F	—	Avail.
	Full Air W/Wheel Lock Control	Avail.	Avail.			11.00R/22.5G	Avail.	Avail.
Clutch, Dia., In.	13"	Std.	Std.	Wheels	Cast Spoke, 20 x 6.5	Std.	Std.	
	14"	Avail.	Avail.			10-Stud Disc	Avail.	Avail.

\*With nondriving tag axle.

•Included with diesel engine.

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.



### 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 the 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 Medium Duty trucks (Series TC-7000) described in this brochure are assembled at facilities of General Motors Corporation operated by GMC Truck & Coach Division. These vehicles are also available from Chevrolet dealers under the name Chevrolet Medium Duty (Series CC 70).