GMC

TRUCK

TOP KICK

GMC TRUCK TOP KICK ... A TRUCK YOU CAN WORK WITH

CAT-POWERED AND JOB-PROVEN
For many applications, diesel is the way to go for performance and low operating costs. That's why Top Kick features CAT 3208 power exclusively — the same proven 10.4 Liter diesel used in heavy-duty trucks. With its high torque output and horsepower ratings up to 250 SAE gross, 240 SAE Net, this big V8 gives Top Kick the muscle to move GVWs ranging to 50,000 lb, GCWR to 74,000 lb. What's more, it's a **full-range engine** that can be used for a wide range of jobs, from city delivery to highway hauling.

JOB TOUGH ...HEAVY-DUTY STYLE
From special tilt hood to massive front bumper, Top Kick has a distinctive heavy-duty appearance. But it means more than just good looks. The entire hood-fender assembly tilts forward a full 78° for convenient access to the engine. And it's made of fiberglass-reinforced plastic that's tough, corrosion resistant, and light in weight — light enough for one person to tilt the entire assembly forward. The short hood design and big windshield give the driver a commanding view of the road. There's also heavy-duty value in the rugged front bumper. It features a steel center section with flexible end caps that cut weight and reduce the possibility of tire damage in a minor collision. No competitive medium-duty truck offers a bumper with flexible end caps.

DIESEL ENGINE FUEL EFFICIENCY
The popular CAT 3208 , naturally aspirated or turbo-charged, combines heavy-load hauling power with impressive fuel efficiency. That's because a diesel uses less fuel than a comparable gasoline engine to do the same work. And since a diesel has no carburetor or electrical ignition system, it eliminates the traditional tune-ups of a gasoline engine. Fuel efficiency, plus low maintenance requirements, can make a big difference in operating costs over the long run.

VOCATIONAL VERSATILITY
Top Kick measures up to a variety of tough trucking jobs. Here's why:

Short 92.3" BBC. The functional, short conventional design promotes good weight distribution, as well as maneuverability in tight spots. The short BBC dimension also permits hauling 45-foot trailers in states with a 55-foot overall length limit.

Sixteen wheelbases. Top Kick offers wheelbases to suit a wide range of bodies, equipment and available chassis components. There are ten single-axle models with wheelbases ranging from 137" to 254", and six tandem-axle models offering wheelbases from 149" to 227".

Big payload capacities. Single-axle Top Kicks offer GVWRs up to 35,000 lb. The big, tough 7000 Series tandem is for operators using dump or refuse bodies, flatbeds, vans, tanks, and other bodies requiring a GVWR up to 50,000 lb. Top Kick single and tandem-axle tractors have a GCWR of 74,000 lb.

CUSTOMER PROVEN COMPONENTS
Top Kicks are available as E-Z Spec models that offer Customer Proven drivetrains pre-engineered for vocational applications. E-Z Spec units usually are in dealer stock, factory pool or production schedules and, in most cases, you can expect early delivery. Your GMC Truck Dealer has full details and can help you select the E-Z Spec model that's right for you. Ask him for details.

Top Kick delivers — Single-axle 7000 Series with van body. Short 92.3" BBC promotes maneuverability in tight spots. E-Z Spec models: 6776 D, 6770 D, 6407 D, 6426 D, 6646 D, 6637 D.

Full-range versatility — Single-axle 7000 Series tractor with van trailer. CAT 3208 power can be used in the city and over the highway. E-Z spec models: 6341D, 6343D. For maximum fuel economy, spec your Top Kick with the 215 HP at 2200 RPM 3208 economy engine. E-Z Spec models: 6713D (tractor), 6714D (truck).

Heavy-load hauler — Single-axle 7000 Series truck with chemical tank. Top Kick offers GVWRs up to 50,000 lb in tandem-axle models. E-Z Spec models: 6426D, 6407D, 6773D, 6772D.

Stop-and-go efficiency — Single-axle 7000 Series with refuse body. Top Kick has what it takes for rugged refuse hauling. E-Z Spec models: 6676D, 6771D, 6339D.

TOP KICK QUALITY CAB
GMC cabs are carefully designed to provide drivers with a comfortable, convenient working environment that includes generous head, shoulder, and hip room. Total standard glass area is 2691 sq in; a big windshield and large door glass area permit impressive peripheral visibility. The standard full-width, foam-padded bench seat holds three persons, and the back folds forward for access to hidden storage space behind the seat. Individual seats in black are available.

JOB-TAILORED SPECS
Top Kicks can be adapted to your own exacting specifications by making your selection of horsepower rating, manual or automatic transmission, differential, wheels, tires, and other chassis components that are available to you.

TOP KICK TRUCK BODY LENGTHS (FT) BY AVAILABLE WHEELBASES (IN)

WHEELBASE	137	149	167	173	179	185	189	195	203	209	218	227	239	254
C7D042	9-10	10-12	12-16	12-16	14-17	—	14-19	—	16-20	—	16-24	—	19-24	20-24
C7D064	—	11-13	13-16	—	—	14-18	—	15-20	—	16-22	—	19-22	—	

GMC TRUCK

TOP KICK ... GOES FIRST CLASS

Sierra Classic — very best available interior trim level for Top Kick. Shown with Custom Vinyl bench seat.

High Sierra available midlevel trim

Sierra — our tough, comfortable standard interior

A selection of individual driver and passenger seats is available (see page 16).

Standard seat back folds to reveal generous storage space.

Roomy, airy cab helps reduce fatigue.

A CAB A DRIVER CAN WORK WITH ... IN STYLE AND COMFORT
At GMC, we know the importance of comfort to a driver who spends all day behind the wheel. That's why our cabs are designed with the driver in mind: spacious, convenient, quiet, and good-looking. And when it comes to color and trim selections, GMC tops every competitive, non-GM medium-duty truck. All interior trim for standard Sierra, available High Sierra and Sierra Classic is coordinated in your choice of Medium Blue, Dark Maple, Light Saddle, or Dark Charcoal.

TOP-LEVEL SIERRA CLASSIC
The available Sierra Classic interior offers full comfort for driver efficiency. It features a full-depth foam bench seat upholstered in Custom Vinyl in your choice of four colors. Other features include: full door trim panels with satin-finished appliques, pull straps, and lower carpet panels; headliner; black floor covering; full cowl and floor insulation; cigarette lighter; color-keyed garnish moldings for windshield, door windows and rear window; and Sierra Classic nameplate on the instrument panel.

MID-LEVEL HIGH SIERRA
Available High Sierra trim adds impressive good looks and luxury, starting with a foam-cushioned bench seat covered with Custom Vinyl in one of four color choices. Also includes black rubber floor covering over insulation, door trim panel with bright trim, cigarette lighter, black instrument cluster face plate, and High Sierra nameplate on the instrument cluster. Full cowl insulation enhances cab comfort.

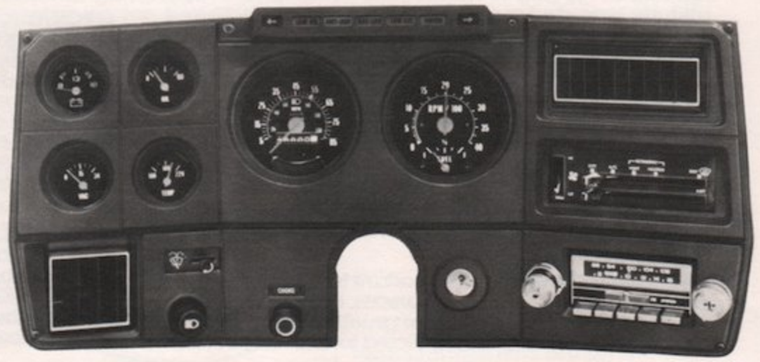
EXTRA-VALUE STANDARD SIERRA
Our standard Sierra interior offers extra-value features everywhere you look. It comes with a full-width, foam-cushioned bench seat trimmed in dual-tone vinyl in a choice of four colors. Vinyl door trim panels with integral armrests, instrument panel pad, and dual padded sunshades are coordinated with the seat trim color. Standard equipment also includes black rubber floor covering. Retractable safety belts are provided for the driver and outboard passenger locations. (See page 16 for a detailed list of standard and available equipment.)

HUMAN-ENGINEERED INSTRUMENT CLUSTER
GMC Truck cabs are designed to put the driver in command. Gages and controls are grouped in a cockpit-type instrument cluster with a flat black finish for easy viewing. Knobs, switches, gages, and warning lights are located in a handy arrangement just under the instrument panel eyebrow. Controls for the windshield wipers, heater/defogger, and available air conditioning system also are positioned where they are easy to see and reach. Windshield wipers with an intermittent action feature are available.

SPACIOUS INTERIOR
Driver comfort is a prime consideration in the Top Kick. There's impressive leg and shoulder room, along with generous foot and floor space. The standard full-width bench seat comfortably accommodates three large people. A big windshield provides an impressive view of the road; large side windows have lockable ventipanes. Total standard glass area amounts to 2691 square inches. An efficient heater/defogger with 3-speed fan motor helps keep occupants comfortable. The large 1421 sq in windshield is laminated glass. The windshield wipers clean 1021 sq in of the windshield. Exhaust vents in doors expel stale air in the cab when the fan is operating. Air conditioning is available.

Glove box with latch is standard.

Wipers clean 1021 sq in of the windshield.



Cockpit-type instrument cluster has a flat black finish for easy viewing of gages. Shown with available equipment.

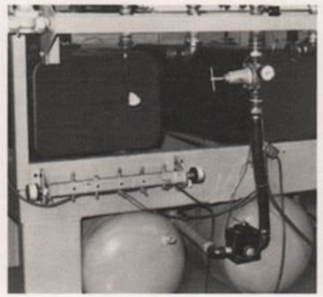
GMC TRUCK TOP KICK ... BUILT TOUGH ... TESTED TOUGH

Testing at the GM Proving Ground, Milford, Michigan

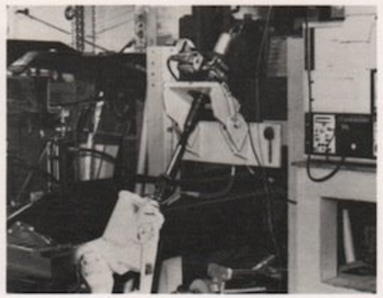
Road test simulator

Computer speeds design work.

Laboratory analysis tests reaction of components under stress.



Fuel tanks are tested.



Power steering is evaluated.

RESEARCH AND DESIGN
Before the first Top Kick was produced, GM Research personnel studied market trends. They consulted professional drivers, owner/operators, and mechanics — they listened to and evaluated the practicality of truckers' suggestions. Then engineers and designers took to the drawing boards to design the vehicles that have evolved into the popular GMC Top Kick Trucks on the road today. We still ask truckers in the field how we can improve our trucks to meet the challenges of the future. Over the years, computer design techniques and other sophisticated high-technology have been introduced to help speed design work.

TESTING AND RETESTING
Every part of each Top Kick is subjected to endless testing utilizing many different techniques including quality-control equipment such as computer scanners and mechanically- simulated durability test runs at Proving Grounds; cold weather tests; high altitude tests, and more. Scientific testing helps prove design concepts, component reliability, and resistance to stress and vibration. It provides the buyer with a thoroughly pretested product.

HARRISON WIND TUNNEL
Prototype scale models are tested in the Harrison wind tunnel at the GM Technical Center in Warren, Michigan. Wind created by a large fan is used to determine air drag. Data derived from wind tunnel tests help engineers correct designs and modify components to achieve aerodynamic efficiency.

GM PROVING GROUNDS
GM Proving Grounds are important to designers, engineers, manufacturing persons, and ultimately the consumer. For here, under grueling road-test conditions, vehicles are subjected to exacting evaluation. The GM Proving Ground in Milford, Michigan has 125 miles of roads including washboard, gravel, and paved highway. For hot-weather testing, GM maintains a Desert Proving Ground in Mesa, Arizona. High-altitude testing is performed in the Pike's Peak area of Colorado, and cold-weather testing at Kapuskasing, Ontario, Canada and in cold-test cells at the GM Technical Center in Warren, Michigan.

ELECTRONIC EVALUATION
Modal analysis equipment produces a picture of a part under stress. The engineer can vary stresses working against the part to test component reaction. This method helps to improve design and to keep weight and cost under control. Computerized scanners are used during manufacture to detect invisible flaws in parts as trucks move along the assembly line. A mobile acoustic laboratory measures noise levels of trucks under development to help reduce noise in trucks and help improve driver comfort.

MECHANICAL SIMULATORS
GMC Top Kicks are subjected to severe testing utilizing the latest high-tech equipment and technology. Cab and chassis components are pummeled, shaken, submerged, jolted, twisted — enduring in hours and days the punishment they normally would receive in thousands of miles of actual use on the road. Before it is installed in a vehicle, every engine is started and operated on a test stand to make sure it performs to established standards.

AND FINALLY ...
The culmination of research, planning, design, and testing is the manufacture of a quality vehicle worthy of the GMC name. GM people know that only through their dedication, skill, and hard work can excellence be achieved and maintained.

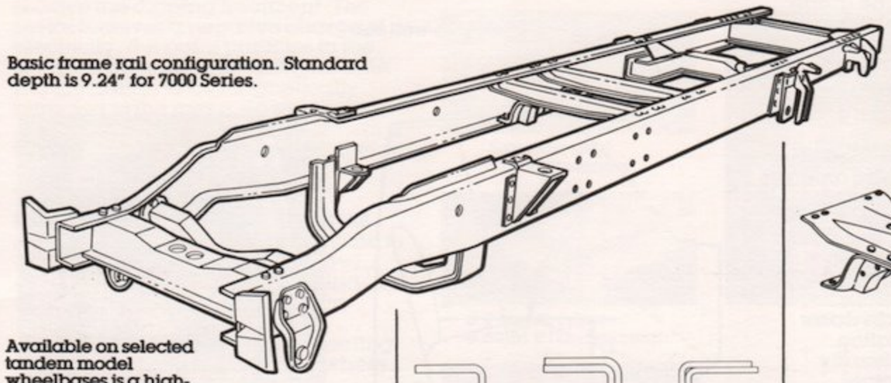
7000 Series tractor with van trailer

TOP KICK TRUCK FRAME
The frame is the vital backbone of any truck. It must support all components and keep them in alignment as well as support the load. In designing frames for GMC Top Kick, the objective was high strength without extra weight.

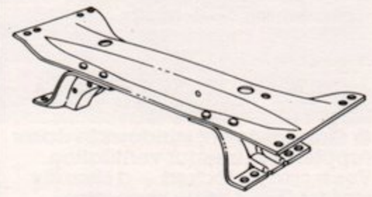
The 7000 Series Top Kick single-axle frame is tapered upward at the lower edges behind the rear axle, as maximum strength is not needed here and excess weight can be removed. The frame has extra-heavy channel-section rear crossmembers for added strength and the side rails are made of heavy-gage steel. Inverted "L" or outside full-channel reinforcements are available for even more strength.

Tandem-axle 7000 Series have full-depth channel-type rails with a standard inverted "L" reinforcement that starts in the front spring rear hanger and continues to the end of the frame. Extra-heavy channel-type crossmembers provide excellent resistance to twisting, bending, or laddering under severe operating conditions.

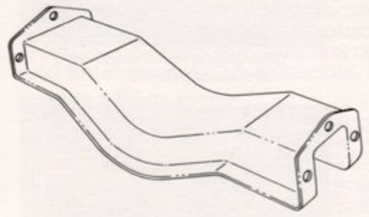
Basic frame rail configuration. Standard depth is 9.24" for 7000 Series.



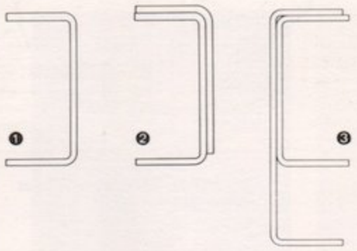
Inner channel typeliner is found at the rear of tandem-axle models between the suspension mounting points.



Available on selected tandem model wheelbases is a high-performance steel side rail for added strength when needed.

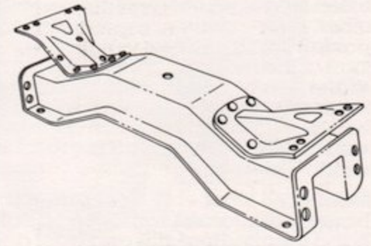


Single-axle engine crossmember of welded steel is riveted to the lower frame flanges.

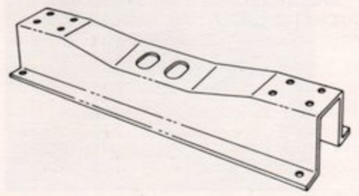


❶ Standard frame rail configuration ❷ Frame rail with inverted "L" reinforcement to increase total strength of frame ❸ Outer channel reinforcement available for 7000 Series single-axle models

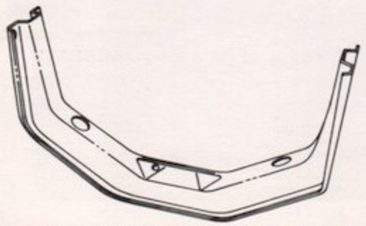
Intermediate crossmembers vary in number depending upon frame length.



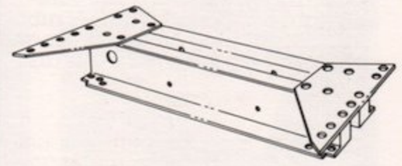
Single-axle models have this heavy reinforced crossmember in the axle area.



Front crossmember adds to frame stiffness and functions as radiator support. Center notch allows front PTO installation without altering radiator.



Engine and transmission are supported by this strong crossmember.



Tandem models have heavier rear crossmembers and a special inner channel reinforcement (bogie liner) in the rear axle area.

GMC TRUCK TOP KICK... SOLID VALUE RUNS DEEP TO HELP PROTECT YOUR INVESTMENT

Our Top Kick cab is designed to provide a spacious and comfortable environment for driver and passengers. But there's more to this cab than good styling, appearance, generous interior dimensions, and convenience. Under the baked-on gleaming enamel finish you'll find tough double-wall construction, special steels, careful fit, and extensive anti-corrosion treatment to help preserve its good looks.

BUILT TO LAST

Strength to Preserve the Value — ❶ Single-piece door inner and outer panels are welded into a double-wall steel structure to provide a good fit in the single-piece door frame. Outer panel is corrosion-fighting Zincrometal. The inside bottom of the doors receive an epoxy primer coating; also, Tectyl oil, an anti-corrosion compound, is sprayed on the inside bottom of doors and inside rocker panels. ❷ Door hinge area is reinforced to help keep door in alignment and sealed tightly when closed. ❸ Drip rails over the door are standard.

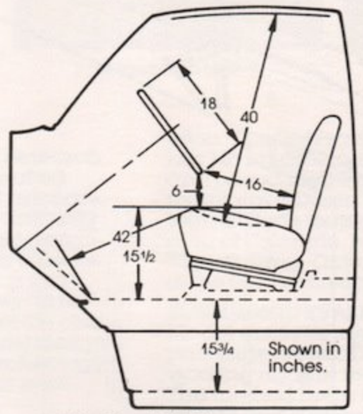
Visibility is a Plus Value — ❹ One-piece windshield frame helps assure a good glass fit. ❺ Large, curved windshield provides impressive visibility down the road. Total standard windshield, door glass, and rear window area is 2691 square inches. Larger rear window is available. ❻ Standard vent windows in doors supplement interior ventilation. Vents can be locked — a security feature that drivers appreciate.

Truck-tough Construction — ❼ The back panel is one continuous piece extending from one door frame to the other; depressions across the lower portion add to rigidity. Welded lap joint at the roof helps provide a strong, leak-resistant seal. ❽ The inner rear panel extends from the belt line upward to provide double-wall construction around the rear window opening.

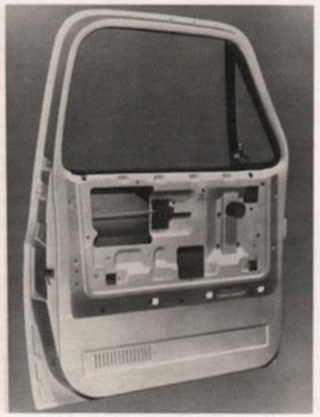
Reinforced Floor — ❾ Floor panel is heavily-reinforced with left and right hand longitudinal sills and front and rear cross sills, giving the cab a solid foundation.

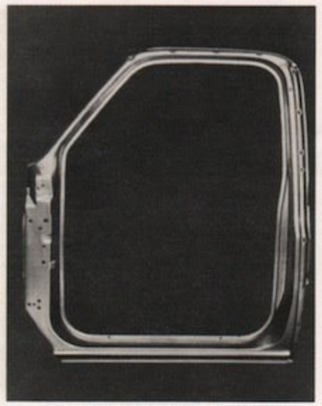
Protective Coatings — ❿ The door hem flanges and door opening lap joints are sealed with a moisture-resistant compound. Yards of rubber weatherstripping around doors and windows help keep out water and weather.

Double-wall cab



Check out GMC's generous cab dimensions.


One-piece steel inner and outer door panels


One-piece steel door frame

ANTI-CORROSION MEASURES

A wide-ranging attack on corrosion helps keep your Top Kick looking good. Rust-fighting measures involve not just cab sheet metal, but nuts, bolts, brackets, fasteners, and many other parts vulnerable to corrosion. Many small fasteners are coated with vinyl; and gaskets are used between hardware and sheet metal because we know that fighting corrosion requires careful attention to small details.

CATHODIC ELECTRO-DIP PRIMING OF CAB AND OTHER PARTS

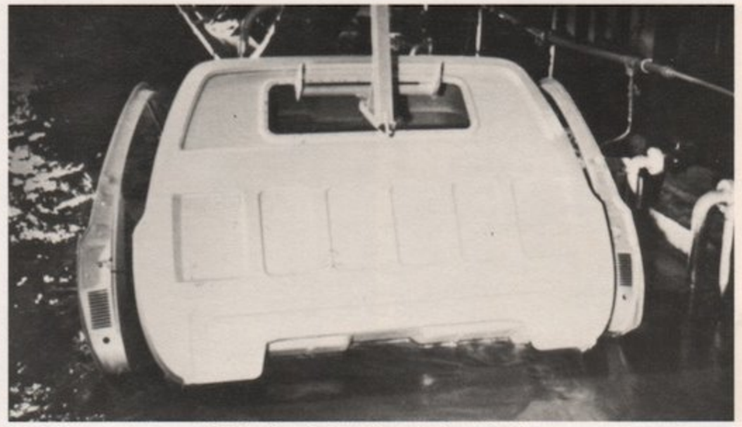
The Medium Duty cab is cleaned and prepared in a multistage zinc phosphate treatment, then immersed in a massive tank of Elpo primer. Related sheet metal parts — doors, bumper, and even the seat support brackets and clutch and brake pedals — receive the dipping treatment. The metal receives a negative charge of electricity; the paint particles in the solution are positively charged, causing the primer to be magnetically attracted to the metal, flowing into enclosed areas and crevices to form a tenacious bond. The bottoms of the doors receive an extra coating of epoxy primer for good measure.

CORROSION-RESISTANT COATINGS

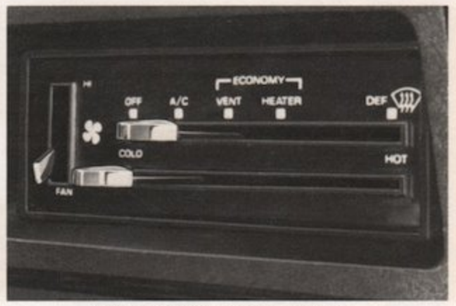
Areas of the cab highly vulnerable to corrosion, such as the upper cowl, outside door panel, and the windshield frame are made of Zincrometal — a special steel with a corrosion-resistant, zinc-rich coating on the inner side of the panel where rust usually starts. A special corrosion-resistant zinc-iron alloy is used in the valance panels. Even the standard West Coast mirrors are corrosion-resistant, precoated galvanized steel with a baked-on enamel finish. Dual satin-finish aluminum West Coast mirrors with stainless arms and fasteners are also available.

POWER VENTILATION

A power ventilation system, integral with the standard Deluxe Airflow heater and defogger unit, helps keep the air inside the cab moving, even with all windows closed. With ignition switch on, the blower draws outside air in through a large, high-level plenum chamber and inside air exits through a vent in each door. The system is standard on all models. Air conditioning is available for year-round temperature control.


Cathodic electro-dip priming of cab

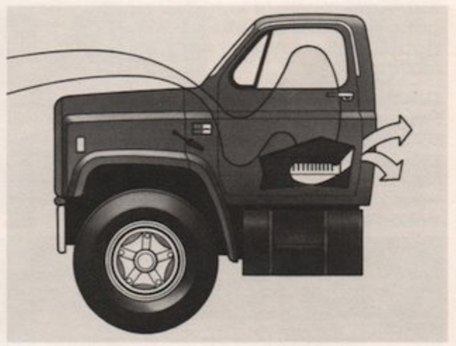

Stainless steel mirror fasteners

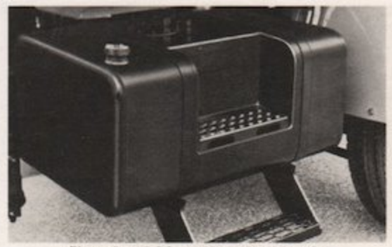


Air conditioning is available.

❶ Paint ❷ Primer
❸ Steel ❹ Zincrometal


Door air vent


Power flow-through air circulation


Standard 50-gallon fuel tank


Bumper ends are flexible.

GMC TRUCK TOP KICK..LOW MAINTENANCE AND EASE OF SERVICE

Truck operators want hard-working vehicles that spend more time on the job and less time in the shop for routine maintenance. When service is required, you want your truck's components to be accessible and easy to service. Here are some of the ways Top Kick can help meet your needs:

TILT HOOD
The Top Kick forward-tilting fiberglass hood incorporates fenders, inner fender and front end in one lightweight, corrosion-resistant unit. The easy-tilting hood allows walk-up access to the engine and underhood components. The hood is seated in molded rubber to help isolate road shocks, vibration, and engine noise.

FREEDOM BATTERY
This modern concept frees the owner from routine battery maintenance because the sealed battery never needs refilling with water. Terminals are top-mounted on the Series 1110 and 1150 Freedom batteries used in Top Kick. Lightweight Delco batteries provide 1160 to 1875 cold-cranking amps, depending upon available battery option selected.

TAILLIGHTS
Lenses and body are made of polycarbonate material, and lights have a grease-filled connector enclosure to help block out moisture. Taillights with lamp socket mounted in rubber to reduce shock are available. Ask your dealer for details.

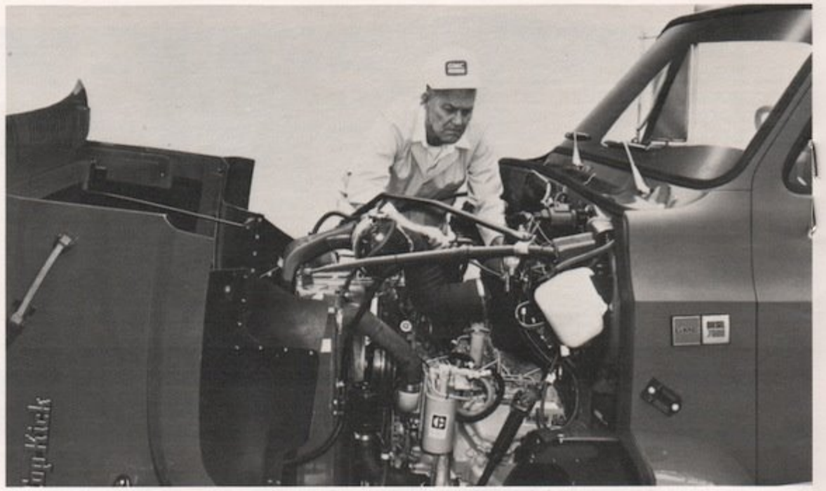
TURN SIGNAL LIGHTS
Housing and lenses of turn signal lights are made of tough polycarbonate. Lights are interchangeable, right to left — another easy-service feature.

DELCOTRON GENERATOR
Power for electrical components and replenishment of battery reserve is provided by a Delcotron generator. Standard and available high-output versions feature a built-in solid-state voltage regulator.

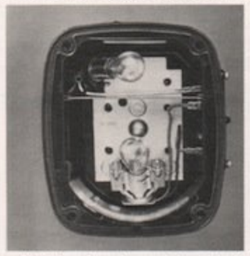
HEATER BLOWER
Heavy-duty blower, located up front on the engine wall, operates the power ventilation system. Electrical connections are designed for easy service.

JUNCTION BLOCK
Located up front on the engine wall for easy access. Easy-to-read circuit guide speeds routine maintenance and makes it simple to add electrical equipment. Vinyl cover helps protect junction block from dirt and moisture.

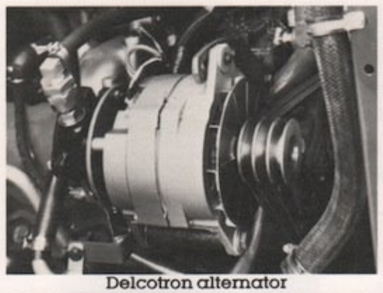
CAT ENGINE FUEL FILTER
Spin-on fuel and lube filters are easy to change. Simply spin off and replace the elements.

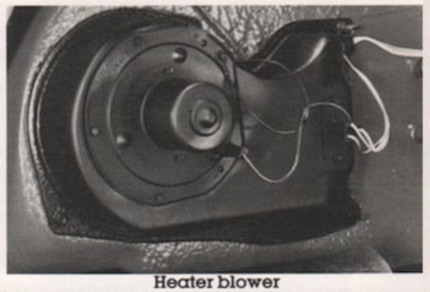

Top Kick tilt hood permits walk-up service access to engine.

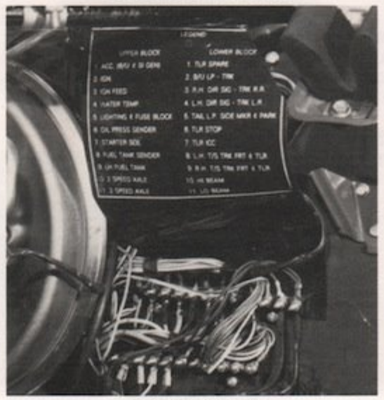

Delco Freedom battery

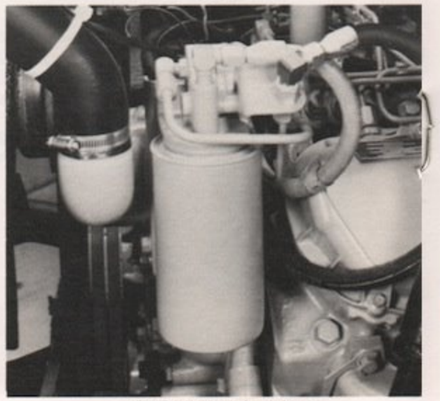

Available shock resistant taillight


Turn signal light


Delcotron alternator


Heater blower

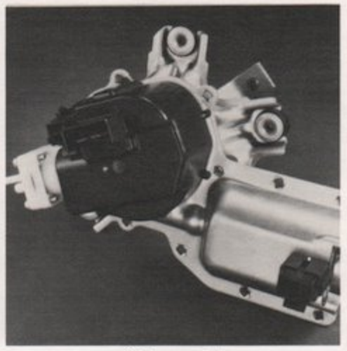

Junction block


CAT engine fuel filter


CAT fuel injection pump


Fuel/water separator


Surge tank


Wiper motor

NO-ADJUSTMENT FUEL SYSTEM
Individual fuel injection pumps have built-in calibration, require no adjustment. Although replacement of injection capsules is seldom needed, change is as easy as changing a spark plug; no recalibration is required.

SURGE TANK
The CAT 3208 has a pressurized cooling system with a built-in surge tank.

WIPER MOTOR
Two-speed electric windshield wiper motor is standard. It's easily accessible with the hood tilted. Windshield washers are standard on all models. Intermittent wiper control is available.

FRONT INSTRUMENT SERVICING
Gages and controls can be removed from the front in a matter of minutes. The instrument location is designed to provide good visibility. Instruments and numerals are large. International symbols, identifying lights and switches, add to driver convenience. Telltale warning light location is under the instrument panel upper edge.

CLIP-MOUNTED WIRING
Wire running along the frame is clip-mounted up and away from the bottom flange where dirt and water might accumulate. Rubber grommets in crossmembers help protect wiring.

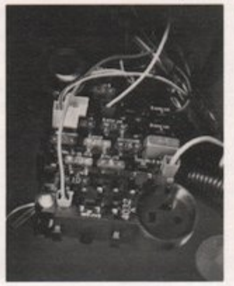
FUSE BLOCK
Design simplifies the electrical system. Extra fuse capacity makes it easy to route circuits for additional electrical equipment. Push-in fuses are easy to identify and replace. Underdash location is readily accessible.

DIMMER SWITCH
Raised location helps protect headlamp dimmer switch from floor dirt and moisture. Design includes locking provisions for harness connector.

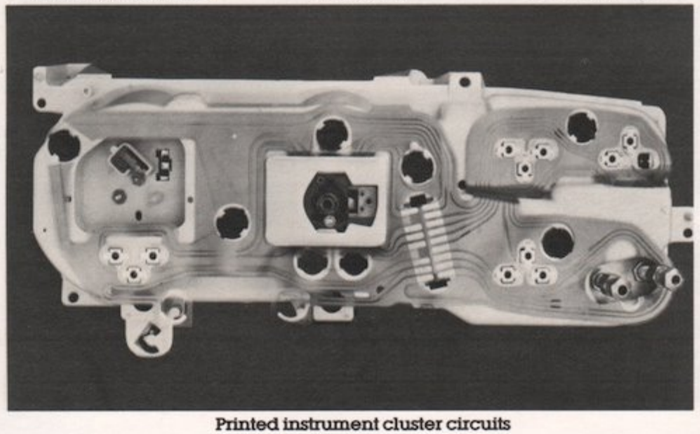
PRINTED CIRCUITS
Advance technology is employed, using printed instead of wired circuits for the instrument cluster. Helps simplify wiring and connections.

Instrument cluster is easy to service.


Clip-mounted wiring

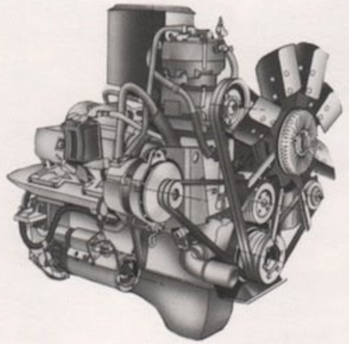

Fuse block


Dimmer switch


Printed instrument cluster circuits

GMC TRUCK TOP KICK ... OFFERS EFFICIENT CAT 3208 DIESEL

Top Kick at construction site



CAT 3208 diesel

BIG ON POWER, EASY ON FUEL
The CAT 3208 powers all GMC Truck Top Kick models. This big 10.4-liter displacement diesel, in an eight-cylinder compact 90° Vee configuration, offers naturally aspirated or turbocharged versions with seven horsepower ratings from 193 to 240 SAE Net. Thousands of hours of on-the-job experience have shown that the CAT's fuel efficiency and low fuel consumption at idle are especially important for city, suburban, and local rural pickup and delivery operations.

HIGH TORQUE PERFORMANCE
The 3208 features excellent low-end torque for good startability. High torque rise over a broad operating range provides strong pulling power that means less shifting in heavy traffic, excellent getaway, passing, and gradeability. As a result, fewer gear ratios are required for many Top Kick applications.

LOW MAINTENANCE
A diesel engine can help to control maintenance costs. Because there is no ignition system on a diesel, this expense can be eliminated.

TOTAL REBUILDABILITY
The service-life expectancy of the CAT 3208 can be extended because it is designed to be completely rebuildable — either in the chassis for normal overhaul procedures, or out of the chassis for a major overhaul. Such features as a reborable block, available dry repair sleeves, regrindable crankshaft, optional oversize pistons, and undersize bearings help reduce overhaul costs. Cylinders can be rebored twice. Pistons and rings are available for two standard oversizes; dry replacement sleeves can return bore to standard size after two rebores.

DIESEL-TOUGH DESIGN
• Hardened stainless steel is used for intake valve heads and stems; exhaust valves have stems of hardened steel and heads of special alloy steel. Valves on turbocharged engines are stellite-faced • Exhaust-valve seat inserts provide high temperature wear resistance; they're standard on turbocharged engines and available as a service part for naturally aspirated engines • Cylinder bores are precision honed to provide a smooth surface for good oil control and minimal friction • Main and connecting rod bearings are steel-backed aluminum alloy for strength and corrosion resistance.

COOLING AND LUBRICATION
Full-length water jackets, large water passages, and large pump capacity help provide even temperatures during operation. Six-lobe oil pump and 18- or 20-quart oil sump with filter, depending upon model, provide cooling and lubrication under pressure. Turbocharged 3208 engines have oil spray jets.

TURBOCHARGER
The turbocharger is designed to accommodate stresses necessary for high output. A low-inertia turbocharger wheel gives fast response to load change or accelerator demand. Greater airflow through the engine and lower exhaust temperatures help contribute to long valve, piston, and ring life. A turbocharger automatically adjusts to high altitudes, delivering full rated power up to 8200 feet, depending upon horsepower option installed.

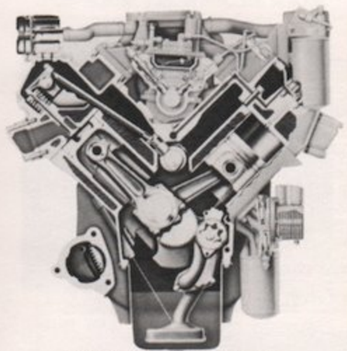
COMPACT, NO-ADJUSTMENT FUEL SYSTEM
Individual fuel injection pumps have built-in calibration, need no adjustment. The start-up control provides full fueling regardless of throttle until 500 RPM when normal governing takes over. Centrifugal timing advance helps ensure fuel economy over the entire operating range. Solenoid actuates fuel metering sleeves for instantaneous shutdown.

3208 DIESEL ENGINE TECHNICAL DATA

CATERPILLAR 10.4 LITER (636 CID) V8	TYPE	RPO POWER OPTION	SAE NET HP @ RPM (1)	SAE NET TORQUE @ RPM (LB/FT) (1)	SAE GROSS HP @ RPM	SAE GROSS TORQUE @ RPM (LB/FT)	CERT.
Bore: 4.50" Stroke: 5.0" Compression Ratio: 18.2/ 16.5 to 1 (2)	Nat. Asp.	KSY	205 @ 2800	491 @ 1400	210 @ 2600	500 @ 1400	F
	Turbo.	KWM	200 @ 2600	555 @ 1400	210 @ 2600	575 @ 1400	C
		LRF	193 @ 2000	606 @ 1400	200 @ 2000	620 @ 1400	F
		LYR	215 @ 2600	546 @ 1400	225 @ 2600	560 @ 1400	F
		LYR	197 @ 2600	N/A	225 @ 2600	590 @ 1400	C
		LSH	207 @ 2200	586 @ 1400	215 @ 2200	600 @ 1400	F
		KVW	240 @ 2600	626 @ 1400	250 @ 2600	640 @ 1400	F

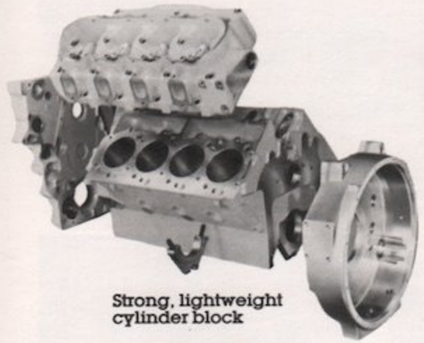
(1) Fan disengaged
(2) Depending upon power option
N/A = Not available at time of publication
F = Federal C = California

POWER

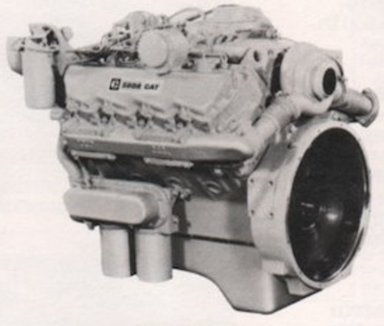


Inside look at a CAT 3208

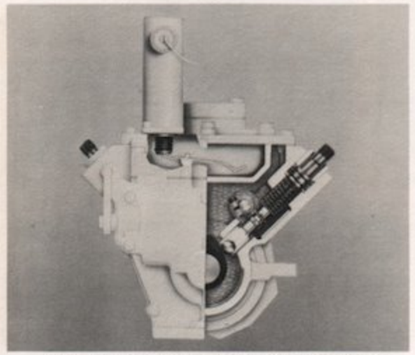
Top Kick with 3208 CAT on the farm



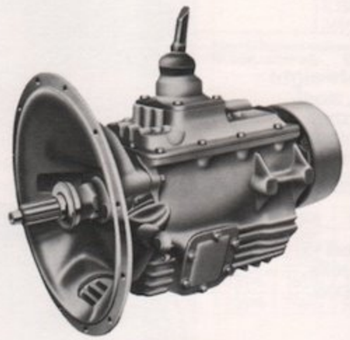
Strong, lightweight cylinder block



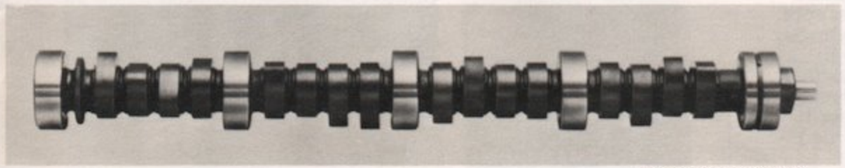
CAT turbocharger



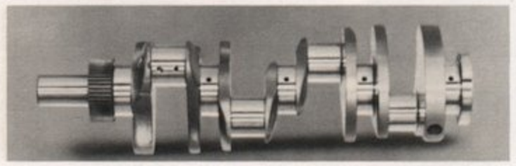
Compact, no-adjustment fuel system



5-speed manual transmission is available.



Precision camshaft



Tough crankshaft

STRONG, LIGHTWEIGHT CYLINDER BLOCK
Cylinder blocks are cast of heat-treated nickel-chrome alloy iron with 40,000 psi tensile strength to be rigid and strong without excess weight. A deep-skirt extends almost four inches below the crankshaft centerline. Cylinder heads are special molybdenum-nickel cast iron. Intake manifolds are cast integral with heads to eliminate gasketing. Right and left banks are interchangeable. Unique main bearing caps eliminate cross-tie bolts, and have securing bolts angled 30° from vertical for block rigidity.

PISTONS AND RINGS
Aluminum-alloy pistons have an elliptical, tapered shape to allow for heat expansion and hold rings true to cylinder shape at all operating conditions for long-lasting power and low oil consumption. Two-ring design means low friction drag, excellent engine efficiency. Cardioid recess in the top provides more complete fuel/air mixing for efficient combustion. Twist-type top ring seals compression effectively and contributes to good oil control. Top ring is molybdenum-coated; second ring is chrome-plated, spring-backed oil control type for extra wear life.

CAMSHAFT
Turbocharged 3208 engines have antifriction, roller-type cam followers to accommodate high cylinder pressures and load factors. Sturdy camshaft has only two wide-faced lobes per cylinder since a separate fuel injection camshaft is provided in the pump.

CRANKSHAFT
Crankshaft is forged and precision-machined from premium high-tensile steel. Consistently high fatigue strength is the result of total hardening that leaves no soft metal in fillets or cheeks. The crankshaft is regrindable; oversize and undersize bearings are available.

CONNECTING RODS
Rods are forged H-sections of boron steel hardened and shot-peened for extra strength with minimum weight. Tapered-end design gives the piston extra strength under high cylinder pressures. Rigid, hardened, heavy-wall, ground wrist pins are designed to support power-stroke loads. Steel-backed aluminum-alloy bearings combine load capacity with corrosion resistance.

TOP KICK TECHNICAL DATA

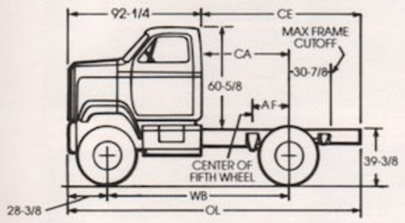
(See page 16 for available chassis and drivetrain equipment).

			SINGLE-AXLE C7D042	TANDEM C7D064
MAXIMUM GVWR, LB MAXIMUM GCWR, LB			35,000 74,000	50,000 74,000
CAT 3208 V8 DIESEL ENGINE	Naturally aspirated	KSY: 205 Net HP (F)	Avail	Avail
	Turbocharged	KWM: 200 Net HP (C) LRF: 193 Net HP (F) LYR: 215 Net HP (F) LYR: 197 Net HP (C) LSH: 207 Net HP (F) KVW: 240 Net HP (F)	Avail Avail Avail Avail Avail Avail	Avail Avail Avail Avail Avail Avail
AIR CLEANER	12" single-stage dry-type		MR	MR
COOLING FAN	(See your GMC Dealer for details)			
FUEL TANK	50-gallon rectangular Dual 50-gallon rectangular		MR Avail	MR Avail
EXHAUST	Single horizontal Single horizontal with vertical tailpipe		MR Avail (1)	MR Avail (1)
TRANSMISSION Manual	5-Spd Clark 455 direct 5-Spd Clark 457 short 4th 5-Spd Clark 551 direct/557 short 4th 5-Spd New Process 542D short 4th/542L direct 4-Spd Spicer Aux		Avail Avail Avail MR —	— — MR — Avail
Multispeed	10-Spd Fuller RT6610 direct 13-Spd Fuller RT6613 direct		Avail —	Avail Avail
Automatic	4-Spd Allison AT-545 4-Spd Allison MT-643D/MT-643G 5-Spd Allison MT-653DRD/MT-653DRG		Avail Avail Avail	— — Avail
CLUTCH	(See your GMC Dealer for details)			
REAR AXLE CAPACITY	17,500 1-spd GM 17,500 2-spd GM 19,000 1-/2-spd Eaton 22,000 1-/2-spd Eaton 23,000 1-/2-spd Eaton 34,000 1-spd Rockwell SL100 34,000 1-spd Eaton DS 341 34,000 2-spd Eaton DT 341 40,000 1-spd Rockwell SQ100		Std Avail Avail Avail Avail — — — —	— — — — — Std Avail Avail (1) Avail

N/A = Not available at time of publication (F) = Federal
MR = Minimum required equipment (C) = California

		SINGLE-AXLE C7D042	TANDEM C7D064
REAR SUSPENSION CAPACITY	18,500-lb leaf springs	Std	—
	20,800-lb leaf springs	Avail	—
	23,000-lb leaf springs	Avail	—
	34,000-lb Hendrickson U340	—	Std
	38,000-lb Hendrickson RT380	—	Avail
	4000-lb auxiliary single or multileaf load stabilizer only	Avail	—
FRONT AXLE CAPACITY	7000-lb	Std	Std
	8100-lb	Avail (2)	—
	9000-lb	Avail	Avail
	12,000-lb	Avail	Avail
FRONT SUSPENSION CAPACITY	7000-lb	Std	Std
	9000-lb	Avail	Avail
	12,000-lb	Avail	Avail
	14,000-lb	Avail	Avail
STEERING	Hydraulic power	Std	Std
BRAKES	Dual power hydraulic split system front and rear disc	Std	—
	Full air system	Avail	Std
FRAME	Tapered steel RBM 424,800	Std	—
	Tapered Hi-tensile RBM 590,000	Avail	—
	Full channel reinforced Hi-tensile RBM 1,019,000	—	Std
	Full channel reinforced high-performance RBM 2,241,800	—	Avail
	Outside inverted L reinforcement	Avail	Std
DELCO BATTERY	12V dual 1150 Series 1160 CCA	MR	—
	12V dual 1110 Series 1250 CCA	Avail	MR
	12V three 1150 Series 1740 CCA	Avail	Avail
	12V three 1110 Series 1875 CCA	Avail	Avail
DELCOTRON ALTERNATOR	27 SI Series 65-amp	MR	MR
	27 SI Series 80-amp	Avail	Avail
	27 SI Series 100-amp	Avail	—
	105 Amp Leece Neville	—	Avail
WHEELS	20x6.5 Firestone cast	Std	Std
	Selection of cast and disc	Avail	Avail
TIRES	8.25x20E (10PR) tube-type highway	Std	Std (3)
	8.25x20F (12PR) tube-type highway	Avail	Std (4)
	Selection of tube and tubeless	Avail	Avail

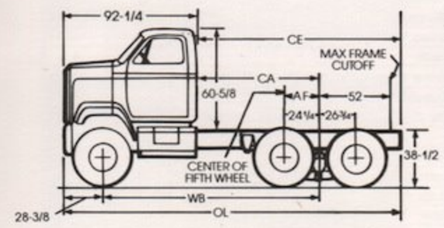
(1) = Naturally aspirated engines only (3) = Front only
(2) = Air brake models only (4) = Rear only



SINGLE-AXLE 92.3" BBC TOP KICK DIMENSIONS

SERIES	7000	7000	7000	7000	7000	7000	7000	7000	7000	7000
WB—Wheelbase, in	137*	149	167	173	179	189	203	218	239	254
CA—Cab to rear axle, in	73½	85½	103½	109½	115½	125½	139½	154	174½	190
CE-Cab to end of frame, in	121½	133½	163½	169½	175½	227¾	232¾	254¾	276¼	290¾
OL—Overall length, in	213¾	225¾	255¾	261¾	267¾	320	325	347	368½	383

*Standard wheelbase



TANDEM-AXLE 92.3" BBC TOP KICK DIMENSIONS

SERIES	7000	7000	7000	7000	7000	7000
WB—Wheelbase, in	149*	167	185	195	209	227
CA—Cab to rear axle, in	85½	103½	121½	131½	145½	163½
CE—Cab to end of frame, in	145½	175½	205½	215½	229½	247½
OL—Overall length, in	237¾	267¾	297¾	307¾	321¾	339¾

*Standard wheelbase

GMC TRUCK TOP KICK ... STANDARD AND AVAILABLE EQUIPMENT

EQUIPMENT DESCRIPTION		C7D042	C7D064
TRIM LEVELS			
SIERRA	All standard trim items below	S	S
HIGH SIERRA	Black inserts in interior door panels; cigarette lighter; full cowl insulation; underbody coating; dash emblem; exterior modular emblem on cowl	A	A
SIERRA CLASSIC	Brushed aluminum door panel inserts; carpeted lower door panels; headliner; door switches; cigarette lighter; cowl and floor insulation; underbody coating; garnish moldings for all windows; dash emblem; exterior modular emblem on cowl	A	A
EXTERIOR			
BUMPER	Steel center section with flexible end caps, painted Argent	S	S
	Chromed channel type	A	A
	Steel channel type painted black	A	A
	Construction-type painted black	A	A
	Bumper spacers	A	—
GLASS	Door glass with latched ventipanes	S	S
	Total glass area of 2691 sq in	S	S
	Tinted (all glass)	A	A
	Full-width rear window	A	A
GRILLE	Argent plastic with vertical stainless steel trim, attached to hood	S	S
HANDLES	Dual bright-finish cab-entry assist	A	A
HOOD/FENDERS	Unitized fiberglass tilt hood/fenders	S	S
HORN	Single electric	S	S
	Air horn, dual trumpet single	A	A
	Dual electric	A	A
LIGHTS	Dual rectangular headlamps with chromed bezels	S	S
	Halogen headlamps	A	A
	Dual front combination double-face turn signals, parking lamps, side reflector/marker lamps	S	S
	Dietz heavy-duty turn signal/disability flasher	A	A
	Signal Stat 900 turn signal and disability switch	A	A
	Dual rear combination stop, tail, turn signal, backup	S	S
	Shock-mounted rear lamps	A	A
	License lamp and rear reflector	S	S
	5 Cab-roof-marker lamps and emergency flashers	S	S
MIRRORS	West Coast 6"x16" dual retractable painted white	S	S
	West Coast 6"x16" dual heated, stainless steel	A	A
	West Coast white with clearance lights and rounded corners	A	A
	Dual stainless steel	A	A
	ReTrac dual satin-finish aluminum heads with white brackets	A	A
	Delbar 5" spot, painted black	A	A
MOLDINGS	Chromed roof drip molding	S	S
	Cab back-panel molding	A	A
MUD FLAPS	Spring-mounted, embossed logo	A	—
PAINT	Solid color scheme, 10 colors	S	S
	Two-tone, includes back-panel molding	A	A
TREADPLATE	Open aluminum mesh	A	—
UNDERCOATING	To federal specifications	A	A
WHEEL EQUIPMENT	Spare wheel carrier, underframe	A	—
	Wrench with handle for cast or disc wheels	A	A
	Hydraulic jack, 12-ton	A	A
WINDSHIELD WIPERS	Electric 2-speed wiper/washers	S	S
	Intermittent wiper switch	A	A
INTERIOR			
COLORS	Choice of four colors	S	S
DASH PAD	Color-keyed, grained IP pad	S	S
DELCO RADIOS	AM and AM/FM push-button	A	A
	AM/FM stereo with 3 speakers	A	A
	12-volt power source for radio or CB	A	A
DOGHOUSE	Steel with sound-deadening material	S	S
DOORS	Color-keyed plastic door panels; inside push-button locks with keyless locking feature	S	S
	Armrests integral in door	S	S
FLOOR COVERING	Black rubber	S	S
GAGES AND INSTRUMENTS	Voltmeter, MPH and km/h speedometer, fuel gage, oil pressure gage, water temperature gage	S	S
	Low-oil-pressure and high-water-temperature warning lights and buzzer	A	A
	Backup alarm, audible mechanical	A	A
	Dacton electric engine hourmeter	A	A
	Electric tachometer	A	A
	Transmission-oil temperature gage	A	A
	Reminder lights for turn signals and high-beam	S	S
	Fuses for all lights and gages plus international symbols on knobs	S	S
HEATING AND COOLING	Deluxe Air Flow heater/defroster	S	S
	Air conditioning	A	A

EQUIPMENT DESCRIPTION		C7D042	C7D064
INTERIOR (contd)			
INSULATION	Sound-deadening insulation on dash, under floor mat, double-wall roof	S	S
	Quiet Custom Interior: HD floor insulation, felt-type cowl insulation, also includes rear floor mat	S	S
LIGHTS	Interior dome lamp and illumination for all instruments	S	S
	Door-jamb switches for dome lamps	A	A
LOCKS	Key-operated door locks	S	S
	Common door/ignition key for multiple vehicles	A	A
MIRROR	Tilt rearview mirror	A	A
PAINT	Primary body color for all inner panels, ashtray faceplate, glove box door, lower instrument panel	S	S
SEATS/SAFETY BELTS	Full-width bench with color-keyed vinyl trim and forward-folding back and 3 belts	S	S
	Driver Bostrom Viking T-Bar, black vinyl mechanical suspension	A	A
	Driver National Cush-N-Aire	A	A
	Two-passenger auxiliary	A	A
	Passenger Bostrom Deluxe Thinline black vinyl nonsuspension	A	A
	Safety belt retractors with all bench and individual seats	S	S
STEERING WHEEL	Steering wheel and column, black	S	S
	19"-diameter steering wheel	A	A
SUN VISORS	Dual padded, color-keyed	S	S
VENTILATION	Flow-through power ventilation system with door air-exhaust vents	S	S
CHASSIS EQUIPMENT			
BRAKES	Vacuum reserve tank, includes low-vacuum light and buzzer	A	—
	Air compressor, 7.25-cu-ft air-cooled	A	—
	Air compressor, 12-cu-ft water-cooled	A	A
	Air compressor, 13-cu-ft water-cooled	A	S
	Air dryer, Bendix Westinghouse	A	A
	Alcohol evaporator	A	A
	Wheel lock control, AC Division	A	A
	Berg drain valve	A	A
	Front air brake limiting valve	A	A
	Automatic moisture ejectors, Bendix-Westinghouse	A	A
	Parking brake control valve, tractor	A	A
	Semitrailer brake control	A	A
	Full trailer brake controls	A	A
	Synflex 12' coiled brake hose	A	A
	Rockwell front/rear automatic slack adjusters	A	A
	Parking brake chambers for front and/or rear axle of tandem rear axle	—	A
	Delete wheel lock control	S	S
ENGINE	Cold Climate package: extra cab insulation, increased-capacity heater blower, coolant to -40°F (3208N only)	A	A
	Increased cooling	A	A
	Coolant protected to -40°F	A	A
	Nalcool additive	S	S
	Engine block heater, 1500-watt	A	A
	Alcohol evaporator	A	A
	GM automatic engine shutdown	A	A
	Hand throttle	A	A
	Vernier locking hand throttle	A	A
	Magnetic engine drain plug	S	S
	Viscous-drive fan	A	S
	Silicone radiator lines, large inlet/outlet hoses	A	A
	Silicone water lines, except radiator	A	A
	Luberfiner 500C bypass oil filter	A	A
FRONT AXLE	Stemco oil seals, require air brake	A	A
EXHAUST	Single horizontal muffler with vertical tail pipe	A	A
POWER TAKE-OFF	Provisions for front-end-drive PTO	A	A
REAR AXLE/SUSPENSION	No-spin axle differential	A	A
	Engler hubodometer on left axle	A	A
	Magnetic filler plug	S	S
	Shock absorbers	A	—
	Stemco oil seals	A	A
TOW HOOKS	Front and/or rear	A	A
TRANSMISSION	Magnetic drain plug	S	S
	Magnetic filler plug	A	A
ELECTRICAL EQUIPMENT			
MISCELLANEOUS	7-wire 12' coiled light cable	A	A
	7-wire straight light cable	A	A
	7-wire full trailer wire/receptacle	A	A
	Cigarette lighter	A	A
	Circuit breakers	A	A

S - Standard A - Available

GMC TRUCK TOP KICK ... AVAILABLE ACCESSORIES

GMC Top Kick with available chromed front bumper

Audio Systems The selection of available audio systems includes an AM, AM/FM, or AM/FM stereo pushbutton radio.

Air Conditioning Integral with the heater/defogger and outside air systems for convenient year-round temperature control.

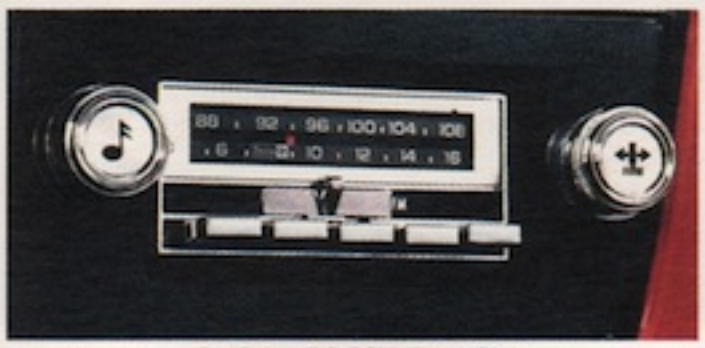
Mirrors Dual satin-finished aluminum mirrors with stainless steel or painted arms, dual painted West Coast mirrors with clearance lights, and dual spot mirrors are available.

Bumpers Chromed bumper is available. Also black painted steel channel-type or construction-type bumpers are available.

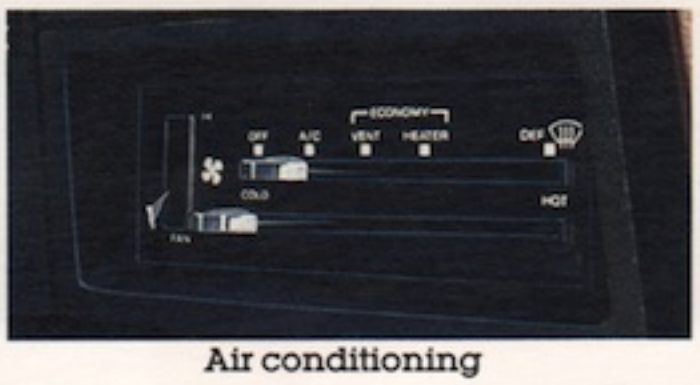
Horns Dual (two-note) electric horns are available for all models. Dual-trumpet (two-note) air horn is available on air brake models.

Tow Hooks Available on all models.

Intermittent Windshield Wiper System Available on all models.

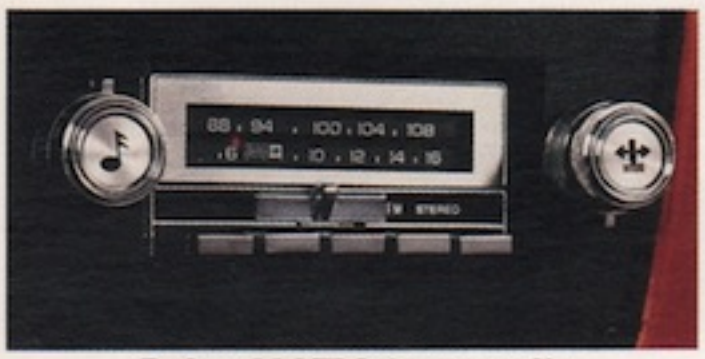


Delco AM/FM radio



Air conditioning

Dual 50-gallon fuel tanks

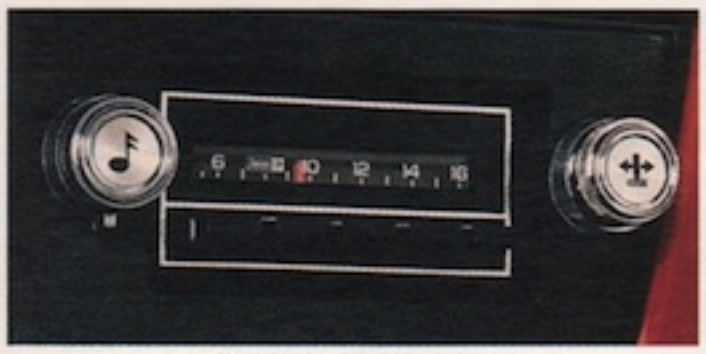


Delco AM/FM stereo radio

Dual-satin finished aluminum mirrors

Intermittent wipers

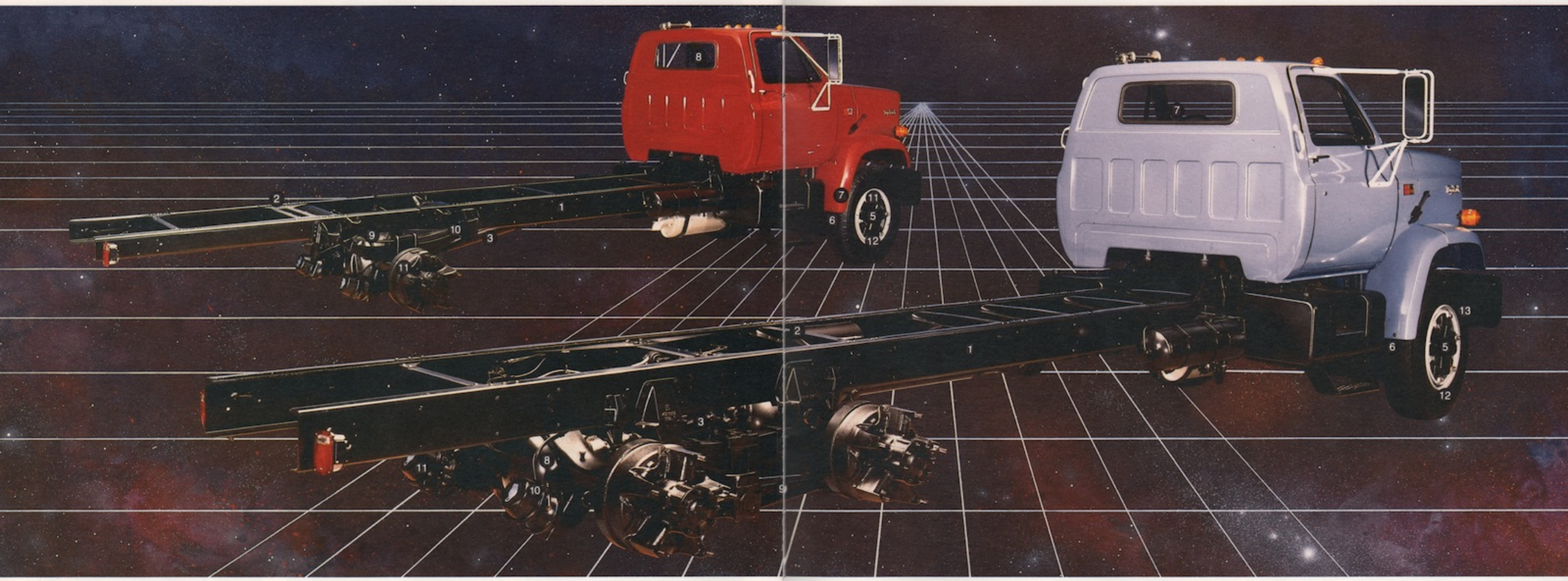
Tow hooks



Delco AM radio

Air horn

GMC TRUCK TOP KICK ... SINGLE AXLE & TANDEM AXLE



BUILT FOR BIG PAYLOADS
GMC single-axle Top Kicks with CAT 3208 diesel engines are capable of handling a wide range of tough jobs in a variety of vocational applications. These rugged chassis feature: **Frame: (1)** Frame components are carefully matched to load ratings; C-section side rails are full depth in major stress area between cab and rear axle, tapered at the rear to save weight **(2)** Channel-type crossmembers have tough, alligator-jaw ends for fastening to frame; reinforcing gussets are used where required for extra strength. **Driveline: (3)** Big propeller shaft and universal joints with low-friction needle bearings are matched to engine, transmission, and differential. **Running Boards: (4)** Heavy-duty running boards are frame-mounted...easy to replace. (not shown) **Front Suspension: (5)** Rugged I-beam, wide-tracking front axles are machined from heat-treated steel forgings **(6)** Front springs are 2-stage multileaf-type with noiseless rubber bushings and rolled leaf ends that help compensate for light and heavy loads **(7)** Double-acting front shock absorbers are standard. **Steering: (8)** Standard power steering features pot-type coupling to help control road shocks to driver. **Rear Suspension: (9)** A selection of 1- and 2-speed rear axles have capacities ranging up to 23,000 lb (see page 15) **(10)** Two-stage, variable-rate springs compensate automatically to load conditions; radius leaf absorbs driving and braking thrusts; auxiliary springs for load stabilization are available. **Brakes: (11)** Dual-power hydraulic split system with self-adjusting disc brakes is standard; drum-type air brakes are available; Orscheln-type parking brake is easy to set and release. **Wheels and Tires: (12)** Cast wheels are standard and disc wheels are available; a large selection of tube and tubeless tires is available. **Cab Features:** see pages 4, 5, 8, 9, 16.

TANDEMS FOR TOUGHER JOBS
GMC tandem-axle Top Kicks have the equipment to buckle down and work hard in demanding job situations. They have GVWRs to 50,000 lb and GCVRs to 74,000 lb. **Frame: (1)** Provides a tough foundation for your work; full-depth, high-tensile steel, channel-type frame rails have an inverted-L reinforcement extending from front spring rear bracket to end of frame **(2)** Heavy-duty channel crossmembers have big web ends for fastening to the frame; crossmembers are single or paired, depending on location; reinforcing gussets are used when required; tandem area inner channel is reinforced for strength and rigidity. **Driveline: (3)** Big propeller shafts and universal joints with low-friction needle bearings are matched to engine, transmission, and differential; center bearings feature ball bearings and vibration isolator. **Running Boards: (4)** Heavy-duty running boards with a ribbed surface are frame-mounted. (not shown) **Front Suspension: (5)** Drop-forged I-beam axles, machined from heat-treated steel forgings, are of full-tread-width design **(6)** Front springs are 2-stage multileaf-type with rolled ends that help compensate for light and heavy loads; rubber bushings help reduce noise. Double-acting shock absorbers are standard. **Steering: (7)** Power steering with pot-type coupling is standard; steering knuckles of heat-treated alloy steel forgings are machined to close tolerances for smooth operation. **Rear Suspension: (8)** Rockwell 1-speed, tandem-drive rear axles are available in standard 34,000-lb and optional 40,000-lb capacities plus optional Eaton 1- and 2-speed rear axles of 34,000-lb capacity (see page 15); driving and braking forces are transmitted through suspension torque rods and equalizing beams; all tandem drive axles have a differential lockout to provide equal power to each axle when maximum pulling power is required **(9)** Standard Hendrickson U340 34,000-lb and optional RT380 38,000-lb suspensions are available to support and cushion the load. **Brakes: (10)** Full air brake system, standard on tandems, includes manual-adjusting Rockwell front and rear cam brakes **(11)** Parking brake is air-actuated, spring-loaded. **Wheels and Tires: (12)** 20" x 6.5" cast spoke wheels are standard for tandems **(13)** Standard tires are 8.25 x 20E front and 8.25 x 20F rear; other wheels and tires are available. **Cab Features:** see pages 4, 5, 8, 9, 16.

GMC TRUCK

DEALER SALES, SERVICE, AND PARTS

Selling tough, quality trucks is only a part of our business. Just as important to you is our desire to provide service satisfaction. We maintain a service and parts facility to serve your trucking needs. Our mechanics are qualified. They are provided factory service information to help keep up to date on new GMC Truck technology. That's why, for routine maintenance, or any required truck service, you should see the folks who know your GMC Truck best ... the professionals at your GMC Truck Dealership.

Solid paint scheme

Two-Tone paint scheme

PAINT SCHEMES
Two paint schemes are offered. The standard solid-color scheme offers a choice of one of the ten colors below. Available Two-Tone Scheme offers two-tone combinations plus a cab back panel decorative molding.

Note: For actual colors, please ask your GMC Dealer to show you paint chip samples or fabric swatches.

Frost White | Slate Gray | Medium Blue | Midnight Blue | Dark Green | Tan | Cinnamon Red | Midnight Black | Dark Carmine | Apple Red

IMPORTANT! 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 updated. Also, some of the equipment shown or described throughout this catalog is available as factory-installed options, as dealer accessories, and as specialized equipment from various independent suppliers at extra cost. Your dealer has details and, before ordering, you should ask him to bring you up to date.

The right is reserved to make changes at any time, without notice, in prices, colors, materials, equipment, specifications, and models. Check with your GMC Dealer for complete information.

A WORD ABOUT ASSEMBLY, COMPONENTS, AND OPTIONAL EQUIPMENT IN THESE GMC PRODUCTS: The GMC Trucks described in this catalog are assembled at facilities operated by General Motors. These vehicles incorporate thousands of different components produced by car and truck groups and various component divisions of GM and by various suppliers worldwide to General Motors. From time to time during the manufacturing process, it may be necessary, in order to meet public demand for particular vehicles or equipment, or to meet federally mandated emissions, safety, and fuel economy requirements, or for other reasons, to produce GMC products with different components or differently sourced components than initially scheduled. All such components have been approved for use in GMC products and will provide the quality performance associated with the GMC name.

With respect to extra-cost optional equipment, make certain you specify the type of equipment you desire on your vehicle when ordering it from your dealer. Some options may be unavailable when your truck is built. Your dealer receives advice regarding the current availability of options. You may ask the dealer for this information. GMC also requests the dealer to advise you if an option you ordered is unavailable. We suggest you verify that your truck includes the optional equipment you ordered, or if there are any changes, that they are acceptable to you.

These vehicles also are available under the Chevrolet nameplate (Medium Duty Series C70).

Special bodies are supplied to GMC Dealers by outside suppliers, independently of GMC, which is not responsible for the safety of design features, materials or workmanship of any alteration by any such supplier.

GMC TRUCK

LET'S GET IT TOGETHER.
BUCKLE UP!

GM
MARK OF EXCELLENCE

7401-86 USA
Litho in USA