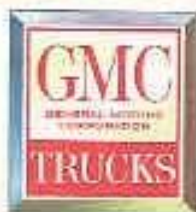


GMC DB7000 • DL7000 • DF7000

TRUCKS AND TRACTORS



DB7000, GVW 30,000 Lbs. — GCW 40,000 Lbs.

*Opt. GVW 31,000 Lbs. — GCW 41,000 Lbs.

**Opt. GVW 40,000 Lbs. — GCW 50,000 Lbs.

ALL NEW

"B" Conventional-90" bbc

FREE OF FRILLS—BUILT TO WORK



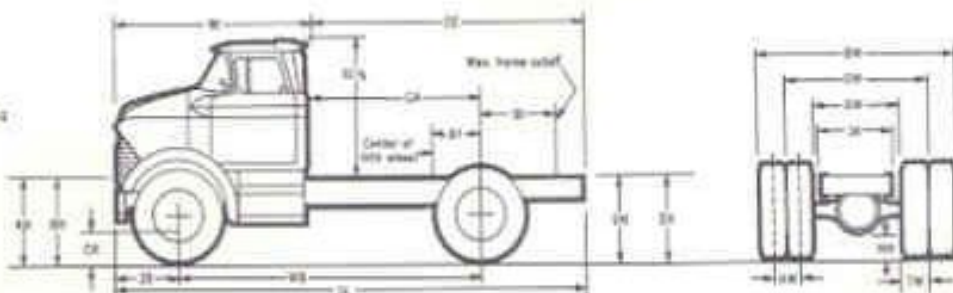
Wipers, blinkers, signals, parking lamps, and fuel tank doors are optional at extra cost.

Greater versatility . . . more profit! They're yours when you choose a GMC Series DB 7000 unit! These huskies "tailor" exactly to your needs . . . bring you better weight distribution, and easier handling from these new quality GMC features:

- Proven performance . . . lighter weight! That's GMC's new 6-cylinder, 189-HP, direct-injection 2-cycle diesel with modern "V" type design. (210-HP engine optional)
- Safer stops with GMC's full-air brakes, specially cooled to increase brake life.
- Easier clutching . . . longer clutch life with GMC's 14-inch, hydraulically actuated dual-plate clutch.
- Effortless, no-clash shifting with GMC's 5-speed synchromesh overdrive transmission.
- Greater front axle loading and easier maneuverability with GMC's new 9,000 lb. wide track, "I" beam front axle. (11,000 lb. optional.)
- Rear axle type to fit your job with choice of 2-speed, single or double reduction.
- High performance . . . high torque . . . long service from GMC's big, 21,000 lb., two-speed rear axle.
- Easy handling of the heaviest loads with GMC's new, wide-vari-rate springs. Leaf radius rods maintain true axle alignment . . . transmit power and braking forces to frame.

CHASSIS DIMENSIONS Shows Axle for Unit Equipped with Standard Specifications

- AW Wheelbase
- CA Over-Drive, Tire to Spring
- CA' Over-Drive, Tire to Spring
- CB Width Over-Drive Axles
- CB' Width Over-Drive Axles
- CC Front Spring Center
- CC' Rear Spring Center



WHEELBASE NO.

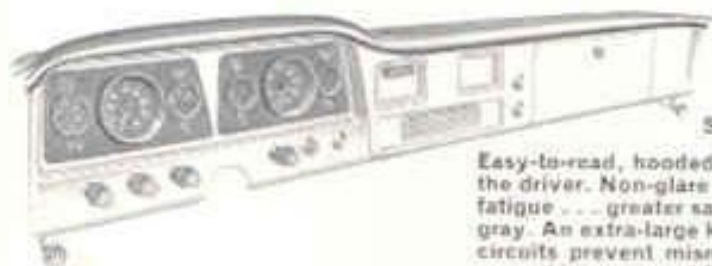
	03	04	05	06	11
AW Wheelbase	134	149	149	154	182
CA Standard 200 lb. over only	77	78	84	102	120
CA' Standard 200 lb. and 30 lb. frame	172	178	137	182	205
CB Normal to end of frame	212	218	227	231	243
CB' Max. 400 lbs. 200 lb. wheel to 200	18	18	13	23	27
CC Leaf Spring Center	9-11	9-12	10-12	12-14	14-19

Tire width and capacity per tire (lbs.) are Tire and Rim Association standards. Frame height, CA and CA' are at front axle, CB and CB' are at rear axle. Light weight, CB and CB' are for chassis and axle. Loaded height, CB and CB' are for chassis loaded to rated GVW. Excess maintenance recommended when all dimensions exceed maximum dimension shown. Rear wheel frame is "I" type frame maintenance recommended for all full load operation.

	TS	TS'	CA	CB	CB'	AW	SP	CP	CP'	AW	LS	TS	AS	SB	CA	CB	CB'	AW
12.01/20	12	4380	7.5	4%	77%	93%	21	49%	121%	1%	10%	35%	28%	10%	40%	24%	9%	
10.00/22	12	4880	7.5	4%	77%	97%	21	49%	127%	1%	10%	36%	24%	11%	41%	23%	10%	
11.00/20	12	3130	7.5	4%	79%	92%	21	49%	115%	1%	11%	37%	24%	11%	40%	21%	10%	
11.02/22	12	3480	7.5	4%	75%	88%	21	46%	135%	1%	11%	34%	27%	12%	41%	24%	11%	

*Requires heavy-duty (23,000 lbs.) rear axle.
 **Requires heavy-duty (17,000 lbs.) front axle and heavy-duty (19,000 lbs.) shock reduction rear axle.

GMC Cabs Outlast them all!



SAFETY-ENGINEERED INSTRUMENT PANELS

Easy-to-read, hooded, double-cluster instruments are right in front of the driver. Non-glass instrument panel is in charcoal gray for less eye fatigue . . . greater safety. Lower panel and steering column are silver gray. An extra-large key-lock glove box is standard. Printed electrical circuits prevent mismatching wires. Maintenance is easy . . . panel assembly snaps out for easier servicing.

ATTRACTIVE DELUXE CAB INTERIOR

Smart, long-lasting looks and real comfort! That's what you get with a GMC Deluxe cab interior, along with these quality features:

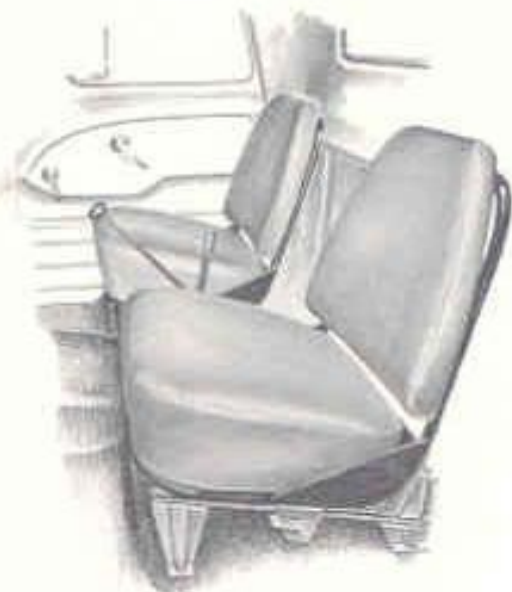
- Single, deep-comfort, bucket-type driver's seat. Matching passenger seat optional.
- Charcoal gray colonial grain vinyl upholstery . . . it's washable and lasts far longer.
- Left-hand sun visor for greater driving safety and less eye fatigue.
- Easily adjustable seat back for just the right support and comfort.

You enjoy driving more in a GMC Deluxe Cab!



LONG-LIFE SEAT CONSTRUCTION

Luxury seating is standard here, too! Resilient coil springs, thick layers of jute and foam rubber are covered with tough vinyl that's smooth-stitched with nylon thread for long wear and comfort.



Other Extra Value Cab Features at No Extra Cost:

- Full wrap-around windshield for a panoramic view . . . safer driving. Dual electric wipers are standard.
- Metal framed door window glass eliminates possible chipping and adds rigidity to glass for greater all-round safety and good appearance.
- Big, comfort-positioned, 29-inch steering wheel for easier, more relaxed driving.
- Dome lamp for your night-time convenience.



ALL-WEATHER COMFORT

You'll take comfort from a constant flow of outside air into cab . . . even at low speeds . . . through GMC's high-level plenum chamber ventilation system. And in all weather, you control the amount. Louvered outlets direct fresh air from chamber to right or left side of cab. Water runs off through drains in cowl bottom . . . never reaches cab.



FOUR-COAT FINISH

Deep beauty and lasting protection are yours with GMC. A heavy coat of phosphate prevents rust and secures good bonding of paint. Next, a prime coat for a perfect finish base . . . then two coats of Dupont 777 Super Enamel for an extra-quality GMC paint job.

DOUBLE-PANEL ROOF PROTECTION

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



EXTRA-HEAVY REINFORCEMENTS

Cab flexing and strain—even in severe operations—are reduced to a minimum in a GMC cab. Two rugged reinforcement brackets at cab floor and back panel anchor cab to frame. This is another example of extra GMC cab quality.



QUALITY YOU DON'T SEE

Rust and corrosion resistant! That's another plus for GMC cabs. Complete understructure, insides of doors, and plenum chamber are sprayed with anti-rust compound. Every metal surface, exposed or not, is phosphate coated and painted in prime for GMC-quality protection.



REINFORCED CAB

Solid as a skyscraper! These heavy-duty GMC cabs are built on a rugged structure of heavy, box-section sills and cross-members . . . welded together to the floor, dash, and toe panels. Here is your assurance of long, satisfactory service in a cab built to do the tough jobs.



DOOR DOVETAIL SUPPORT

Even in severe operations, door alignments are positively checked by large dovetail on each door which fits snugly into pillar.

HEAVY DOOR HINGES

Big safety-catch doors swing easily and quietly on heavy box-type hinges. Six large bolts hold each hinge fast . . . prevent door sag even in hard use.



GMC's 72" Tilt Cabs

MORE PAYLOAD PER DOLLAR

DL7000 GVW 42,000 Lbs. — GCW 60,000 Lbs.
 *Opt. GVW 33,000 Lbs. — GCW 76,000 Lbs.

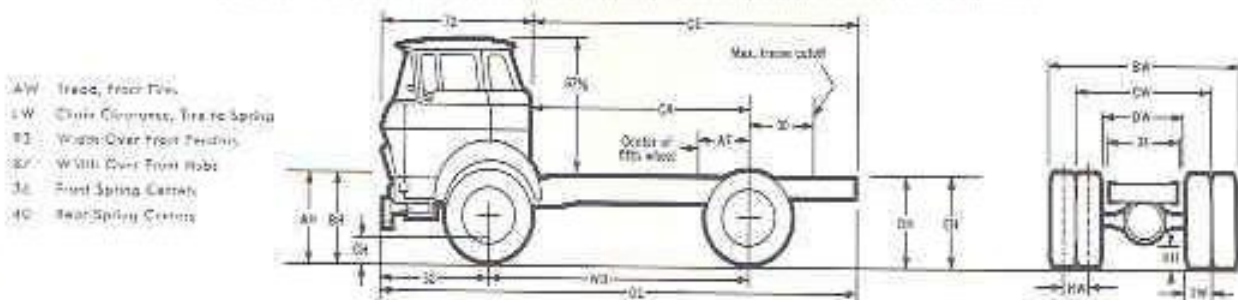
Extra load capacity . . . easier servicing . . . easier parking! These are your advantages with a GMC Diesel raised steel tilt cab. They have a compact, shorter wheelbase, 72" bbc and less engine weight. You haul longer bodies or trailers with greater payloads with more profit per ton mile. Other outstanding features include:

- Proven performance with less weight in GMC's new 6-cylinder, 189-HP, direct-injection, 2-cycle diesel with modern "V" type design. (210-HP engine optional.)
- Safer stops with GMC's full-air brakes, specially cooled to increase brake life.
- Easier clutching . . . longer clutch life with GMC's 14-inch, hydraulically actuated, dual-plate clutch.
- Effortless, no-clash shifting with GMC's 5-speed synchromesh overdrive transmission.
- Greater front axle loading and maneuverability with GMC's new 11,000 lb., wide-track "J" beam front axle.
- Rear axle type to fit your job with choice of 2-speed or single reduction.
- Easy handling of the heaviest loads with GMC's new, wide vari-rate springs. Leaf radius rods maintain true axle alignment . . . transmit power and braking forces to frame.



*Mirror, directional signal, parking lamp, fuel tank and cda tank wiring shown are optional or extra cost

CHASSIS DIMENSIONS Shown Are for Unit Equipped with Standard Specifications



- AW Wheelbase
- LW Chassis Length, Tire to Spring
- B2 Wheel Over Front Fender
- B7 Wheel Over Front Hub
- B3 Front Spring Center
- B4 Rear Spring Center

WHEELBASE NO.	G4	G5	G7	G9	G2
WB Wheelbase	76	105	135	158	180
CA Standard cab to rear axle	72	88	95	108	124
CB Standard cab to end of frame	125	141	136	148	163
CL Ramper to end of frame	100	113	123	130	137
AT Wheel distance, 5th wheel to axle body length (with 5th)	6-1/2	11-1/4	12-1/2	14-1/2	15-0/0

Tire width and capacity per tire (lbs.) are Tire and Rim Association standards. Frame heights AH and BH are at front axle, DH and EH are at rear axle. Light weights AH and BH are for chassis and cab. Loaded weights BH and EH are for chassis loaded to rated GVW. Frame reinforcement recommended when AH dimension exceeds maximum distance shown. Rear loaded bumper 3/4 type frame reinforcements recommended for all full load operations.

Tire	PS	Cap.	W.	G/Frat	AW	EW	FW	DW	HW	EW	FW	AH	BH	CH	DH	EH	FH
10.00-20	12	4585	7.5	4.5	73%	95%	71	44%	137%	1.5	10%	32%	32%	10%	40%	34%	9%
10.00-22	12	4880	7.5	4.9	73%	95%	71	46%	135%	1.6	10%	34%	34%	11%	41%	34%	10%
11.00-20	12	5130	7.5	4.9	73%	95%	71	46%	135%	1.6	11%	34%	34%	11%	41%	35%	10%
11.00-22	12	5480	7.5	4.9	73%	95%	71	46%	137%	1.6	11%	37%	35%	12%	42%	36%	11%

*Excludes GVW-20% (25,000 lbs.) rear axle.

Top quality, comfort and accessibility

Easier to drive . . . safer to drive! That's GMC's raised steel tilt cab. You get a broad, sweeping view of the road ahead through a two-piece Safety-Plate Glass windshield. Side windows sweep low for safe, close-to-cab vision. Rear vision is ample through large rear windows that let you see easily to park, maneuver or make quick cargo checks.

You needn't be a steeple jack to mount GMC's raised steel tilt cab. Three short steps do it. Generous entrance width and a full-open door check at each door make GMC tilt cabs the easiest to enter and leave. GMC's extra quality assures you satisfaction on every score with a GMC Tilt Cab.



STATIONARY CONTROL ISLAND

Control island does not tilt with cab. It stays anchored to frame and houses transmission shift control, parking brake lever, throttle, engine stop buttons and electric switch. This design maintains operating controls in alignment at all times. Access door permits oil and water checks without tilting cab. Passenger seat is available at extra cost.



EASY-TO-READ INSTRUMENTS

Every gauge of hooded, double-cluster instrument panel is visible to driver. Non-glare panel and dash. Printed circuits end wire mismatching . . . assembly snaps out for easy service.



EXTRA-LUXURY SEATS

Luxury seating is standard in GMC's tilt cab. Resilient coil springs and thick layers of jute and molded foam rubber are covered with tough vinyl, smooth-stitched for long wear and comfort.

by *with GMC Tilt Cabs!*

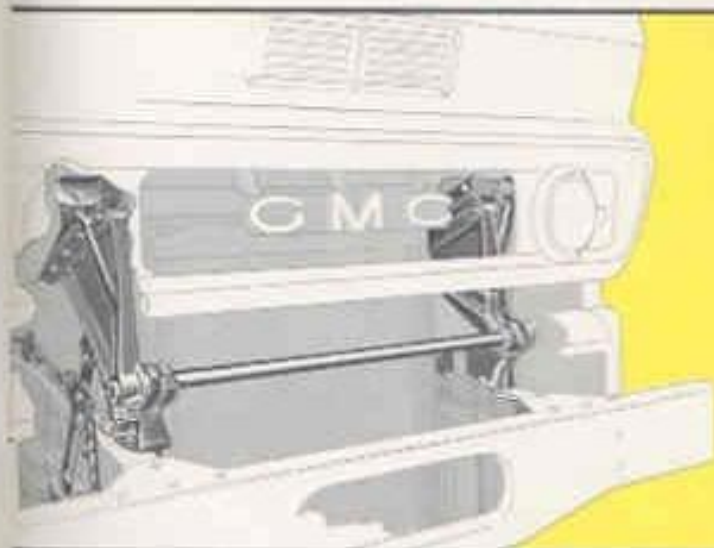
WHISPER-QUIET CABS

Drive longer with less noise fatigue in a GMC tilt cab! Roof interior is trimmed with an attractive sound-absorbent panel. Panel adds beauty plus the comfort of driving that's quiet.



ALL-WEATHER COMFORT

At the pull of a knob, fresh dry air flows into cab from outside through hand-operated vent at foot level . . . even at lowest speeds. Plenum chamber eliminates moisture and prevents water from entering cab. You always ride in comfort in a GMC tilt cab.



TILTING IS EASY

Easy does it . . . for a torsion bar spring makes tilting a GMC cab a one-man job anywhere! And GMC's generous 55° tilt exposes the engine completely . . . saves maintenance time. One man easily returns cab to driv-

ing position, too. And once back, a GMC cab stays! A special tamper-proof locking device at rear holds cab firmly to frame and positively prevents accidental tipping. GMC's tilt cab is safe and sure.

DF7000 GVW 30,000 Lbs.—GCW 60,000 Lbs.
 *Opt. GVW 31,000 Lbs.—GCW 76,000 Lbs.
 **Opt. GVW 33,000 Lbs.—GCW 76,000 Lbs.

GMC's 48' bbc

ALUMINUM TILT CABS



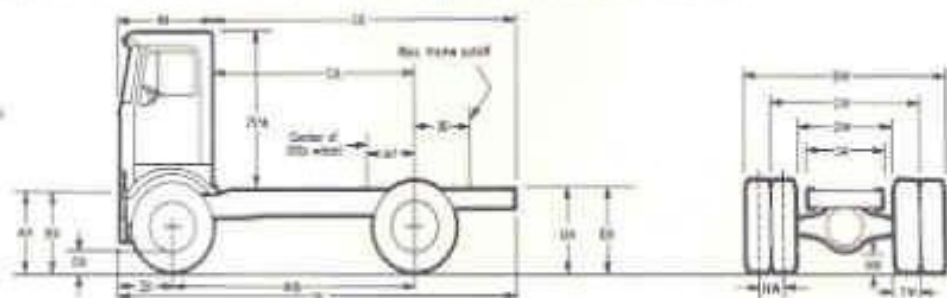
Facing lamp, fuel tank and rear side window shown are optional at extra cost.

Bigger payloads! This is your payoff with this husky highway hauler...dramatically stripped of needless weight...designed to be the safest, most practical tilt cab ever engineered. Other outstanding economy and durability features include:

- Proven performance with less weight in GMC's new 6-cylinder, 189-HP, direct-injection, 2-cycle diesel with modern "V" type design. (210 HP engine optional.)
- Safer stops with GMC's full-air brakes, specially cooled to increase brake life.
- Easier clutching...longer clutch life with GMC's 14-inch, hydraulically actuated dual plate clutch.
- Effortless, no-clash shifting with GMC's 5-speed synchromesh overdrive transmission. (10- and 12-speed optional.)
- Greater front axle loading and easier maneuverability with GMC's 9,000 lb., wide-track "I" beam front axle. (11,000 lb., optional.)
- Rear axle type to fit your job with choice of 2-speed or single-reduction.
- Easy handling of the heaviest loads with GMC's new, wide vari-rate springs. Leaf radius rods maintain true axle alignment...transmit power and braking forces to frame.

CHASSIS DIMENSIONS Shown Are for Unit Equipped with Standard Specifications:

- AW Tread, front axle
 LW Wheel Clearance, Tire to Spring
 327¹ Width Over Front Fenders
 34 Width Over Front Hubs
 37¹ Front Spring Centers
 37² Rear Spring Centers



WHEELBASE NO.	32	30 ¹	28
WB Wheelbase	106	113	120
CA Standard 300 to rear axle	88	94	100
CL Standard 300 to end of frame	141	149	155
CR Suspens to end of frame	189	187	218
AW Wheel Clearance, Tire to Spring	17	18	21

The width and capacity per tire (Wt.) are Tire and Rim Association standards. Frame height, 30 and 31 are for front axle, 32 and 33 are for rear axle. Light height 30 and 31 are for chassis and axle. Loaded height 32 and 33 are for chassis loaded to rated GVW. Frame height shown recommended when AT dimension exceeds maximum distance shown. Mesh tapered frame or "I" type frame recommended for all full load operations.

Tire	WB	CA	WB	CR	AW	WB	CA	WB	CR	LW	WB	CA	WB	CR	WB	CA	WB	CR
10.00-20	12	4580	2.3	4%	77%	97%	71	44%	125	1%	10%	12%	12%	10%	39%	34	1%	
10.00-22	12	4880	2.8	4%	77%	97%	71	48%	130	1%	12%	12%	12%	11%	40%	32	1%	
11.00-20	12	5150	2.3	4%	77%	97%	71	49%	135	1%	11%	12%	12%	11%	40	34%	10%	
11.00-22	12	5480	2.3	4%	77%	97%	71	49%	135	1%	11%	12%	12%	11%	41	30%	11%	

¹Requires frame duty (22,500 lbs.) rear axle.
²Requires frame duty (11,000 lbs.) front axle and capacity (22,250 lbs.) 2-speed rear axle.
 34 includes an option.

LIGHTWEIGHT BUT RUGGED
GMC Aluminum Tilt Cabs



SAFETY-FIRST VISIBILITY

Drivers get the big, safe outlook from GMC's all-new aluminum cab! Flat two-piece Safety-Plate Glass windshield provides an undistorted, panoramic view of the road ahead. Side windows sweep low for close-to-cab vision. Large center rear window provides ample view. Rear side windows optional at extra cost.

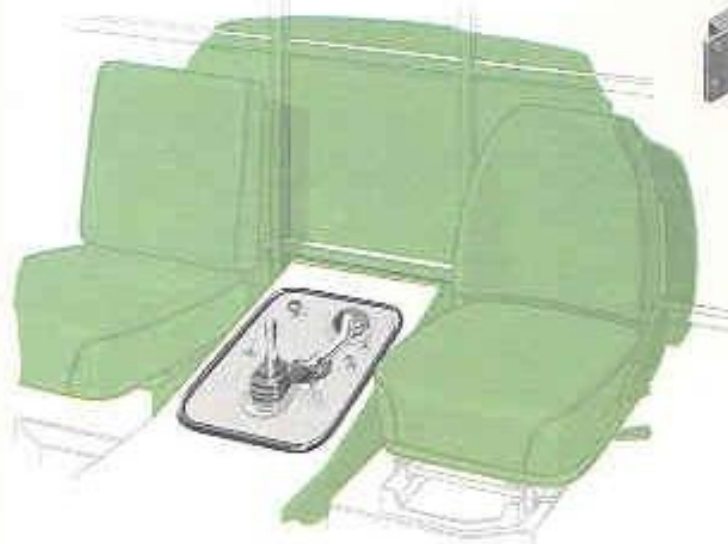
HOODED, NON-GLARE INSTRUMENTS

The essence of simplicity and readability! That's GMC's new instrument panel. Instruments are located logically, are hooded against glare, and large so that they register information decisively with driver at a glance. Maintenance is simple since both instrument clusters snap out for easier servicing. Printed electrical circuits prevent mismatching wires.



SAFE, EASY ENTRANCE

Drivers needn't be steeplejacks to mount a GMC tilt cab! Three steps do it . . . and two assist handles at the door make it easy. Generous entrance width and full-open 90-degree door checks make these GMC cabs the easiest and safest on the road to enter and leave.



STATIONARY CONTROL ISLAND

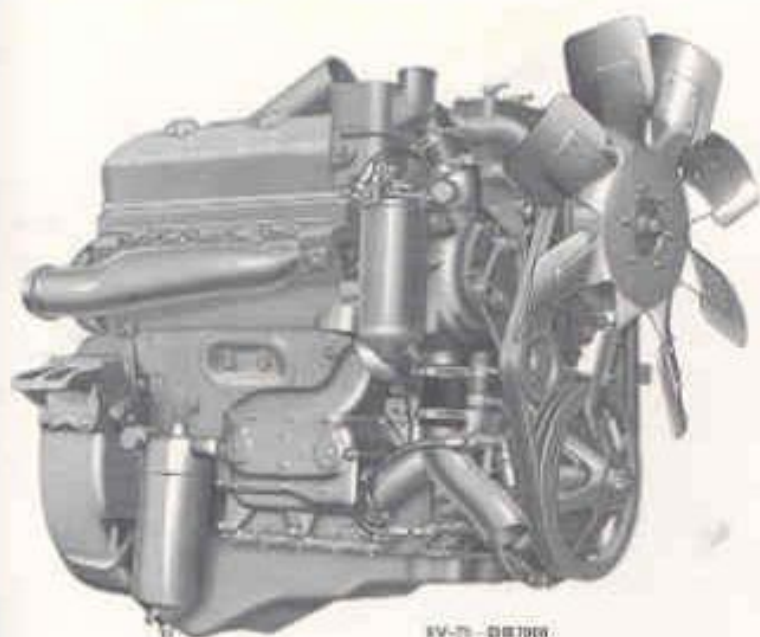
For maximum tilting ease, center section of cab floor does not tilt with cab, but remains anchored to frame. This island maintains operating controls in alignment at all times and houses transmission shift control, parking brake lever, throttle, engine stop buttons and electrical switch.



LUXURY SEATS

Luxury seating is standard here, too. Resilient coil springs, thick layers of jute and foam rubber are covered with tough vinyl, smooth stitched with nylon thread for long wear and comfort.

GM 6V-71 Diesel Engine



6V-71-DF700

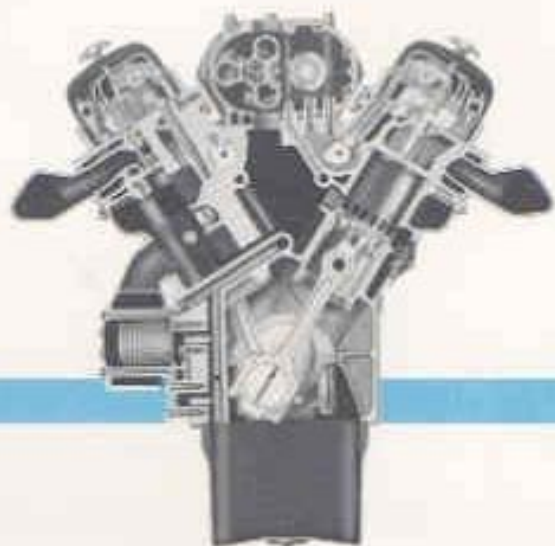


GM 6V-71 DIESEL ENGINE

Max. gross B.H.P.	188 @ 1000 r.p.m.
Max. net B.H.P.	175 @ 1000 r.p.m.
Max. gross torque (lbs. ft.)	577 @ 1200 r.p.m.
Max. net torque (lbs. ft.)	555 @ 1200 r.p.m.
Bore, 4 1/4 in.	Stroke, 5 in.
Displacement	425.8 cu. in.
Compression ratio	17 to 1



"Uniflow" scavenging system swiftly clears exhaust gases. Mounted at the top between the cylinder banks, the three-lobe Roots-type blower turns at about twice crankshaft speed to pack fresh air into the cylinders for greater scavenging and more efficient combustion.



The 6V-71 combines the outstanding performance and economy advantages of the famous 6-71SE with the size and weight advantages of the "V" design. It permits engine installation in shorter, lower compartments. Gives maximum driver room and greater cargo space. It provides a more rigid, longer-lived engine with extra-responsive performance.

Extensively tested, the 6V-71 incorporates all the refinements of the 6-71SE. It has the same cylinders, pistons, valves, timing and injectors with the same long life and operating economy.

Here is the perfect diesel power plant with extreme durability, compact design, light weight, high fuel economy, simple maintenance, and readily available, competent service.

This exclusive GMC Hydraulic Fan operates automatically, providing up to 5% better fuel economy. Thermostatically controlled, it turns at variable speeds, dependent upon cooling requirements. In average operations, the fan is needed only 50% of the time. When fan is idle, approximately 7% additional horsepower is released to the driving wheels.