



CMC

BLUE CHIP

TRUCKS & TRACTORS

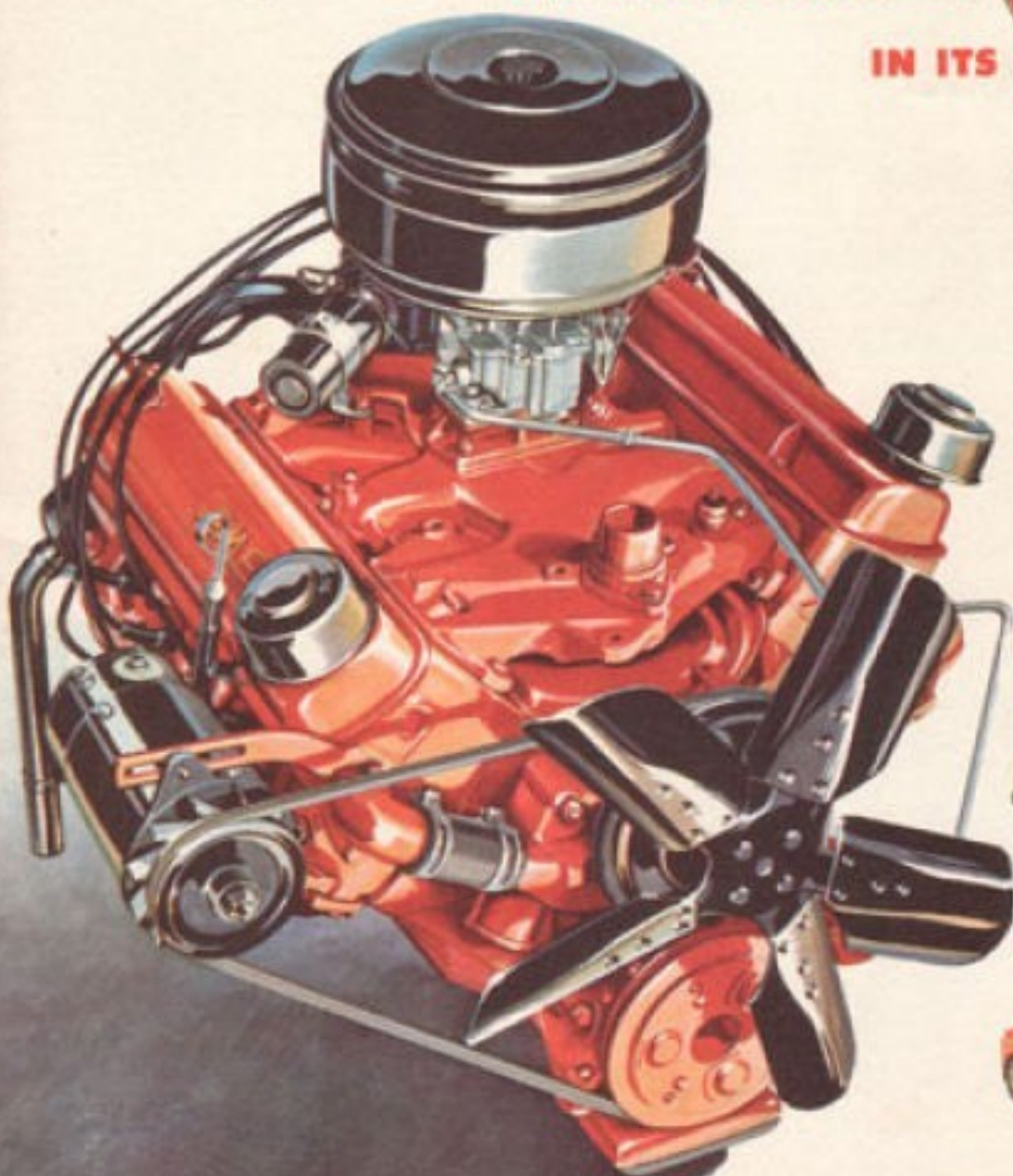
SERIES 100-370

With

THE MOST POWERFUL TRUCK ENGINE

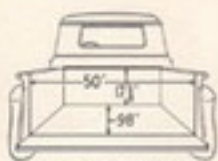


IN ITS CLASS





GMC 6½-F.T. PICKUP BODY
For Models 101 and 101-8

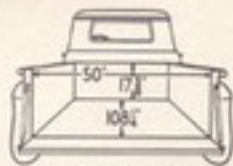


GMC 8-F.T. PICKUP BODY
For Models 102, 102-8, 152
and 152-8



GMC BLUE CHIP MONEY MAKERS

with
GMC-BUILT CABS AND BODIES
meet
ALL YOUR HAULING NEEDS
at
EFFICIENT, LOW COST OPERATION



GMC 9-F.T. PICKUP BODY
For Models 253 and 253-8



GMC SUBURBAN PICKUP BODY
For Deluxe Model 101-8



8-PASSENGER DELUXE SUBURBAN

Passenger seats are easily interchanged to suit your personal needs or removed for spacious cargo up to 5000 lbs. GVW.



PICKUP MODELS

Up to 8800 lbs. GVW.
Suburban pickup available only with deluxe equipment.



PANEL MODELS

Up to 8800 lbs. GVW.
Also available with deluxe equipment.



STAKE RACK BODIES

Available on conventional chassis and cab models up to 22,000 lbs. GVW.

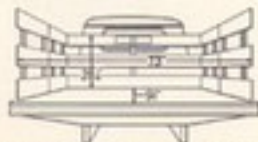
CONVENTIONAL CHASSIS AND CAB MODELS

For truck or tractor service up to 22,000 lbs. GVW—32,000 lbs. GCW.

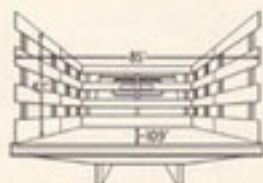
Chassis with flat-back cowl also available.

DUAL PURPOSE CHASSIS AND CAB MODELS

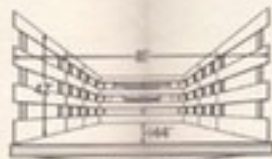
For truck or tractor service up to 22,000 lbs. GVW—32,000 lbs. GCW.



GMC 7½-F.T. STAKE RACK BODY
For Models 152 and 152-8



GMC 9-F.T. STAKE RACK BODY
For Models 253 and 253-8



GMC 12-F.T. STAKE RACK BODY
For Models 303, 353, 353-8, 373
and 373-8

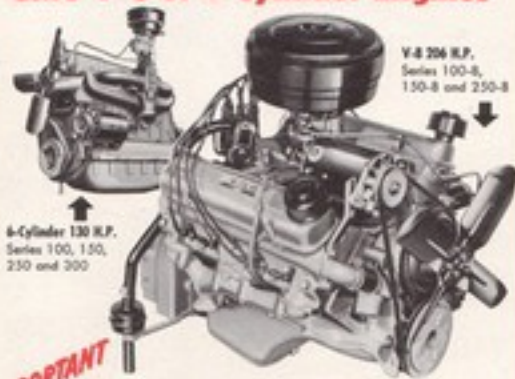


GMC 7-F.T. PANEL BODY
For Models 101 and 101-8



GMC 9-F.T. PANEL BODY
For Models 253 and 253-8

ECONOMICAL POWER-PLUS! GMC V-8 or 6 Cylinder Engines



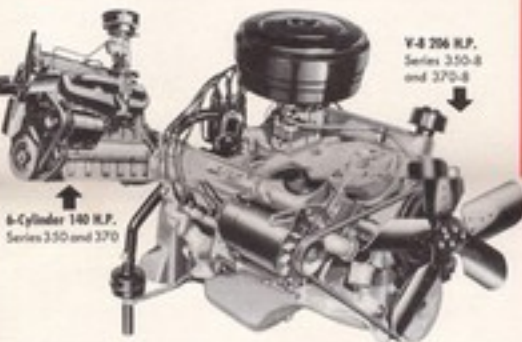
V-8 206 H.P.,
Series 100-8,
150-8 and 250-8

6-Cylinder 130 H.P.,
Series 100, 150,
250 and 300

IMPORTANT GMC TRUCK-ENGINEERED POWER FEATURES . . .

Common to both GMC V-8 and 6-cylinder engines
...the reasons behind their rugged, dependable performance.

- ▶ Valve-in-head design.
- ▶ Nickel-chromium alloy cylinder block and crankcase cast as a unit.
- ▶ Full-length water jackets completely surrounding each cylinder.
- ▶ Crankshaft statically and dynamically balanced.
- ▶ Precision type steel-backed main and connecting rod bearings.
- ▶ Cast aluminum pistons—cam ground and tin plated.
- ▶ Floating-type piston pins.
- ▶ Chrome-plated top piston rings.
- ▶ Alloy cast iron camshaft with surface hardened cams.
- ▶ Steel-backed babbit-lined camshaft bearings.
- ▶ Free-type exhaust valves made of silechrome X10 steel—series 350 and 370.
- ▶ Full pressure lubrication to main, connecting rod and camshaft bearings.
- ▶ Manual operated choke.



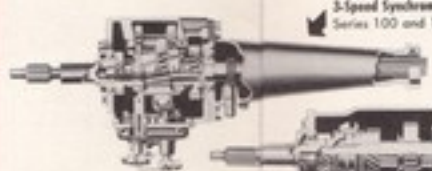
V-8 206 H.P.,
Series 350-8
and 370-8

6-Cylinder 140 H.P.,
Series 350 and 370

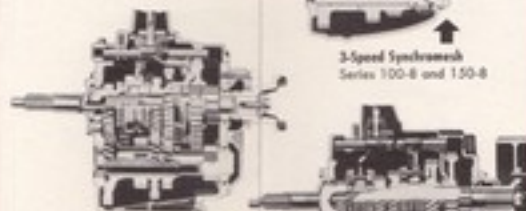
YOUR CHOICE OF HYDRA-MATIC OR MANUAL-SHIFT SYNCHRO-MESH TRANSMISSIONS



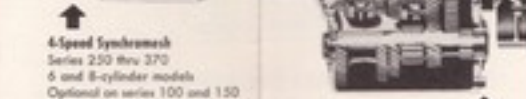
GMC 4-Speed Truck Hydra-matic Drive
Optional on series 100 thru 370
6 and 8-cylinder models



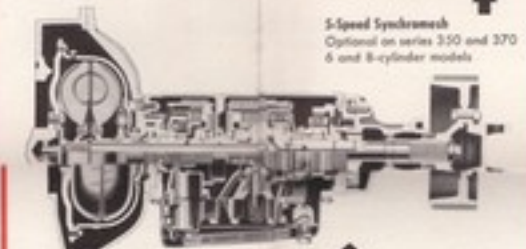
3-Speed Synchromesh
Series 100 and 150



3-Speed Synchromesh
Series 100-8 and 150-8



4-Speed Synchromesh
Series 250 thru 370
6 and 8-cylinder models
Optional on series 100 and 150



GMC 4-Speed Truck Hydra-matic Drive
Optional on series 350 and 370
6 and 8-cylinder models

5-Speed Synchromesh
Optional on series 350 and 370
6 and 8-cylinder models

BRAWNY REAR AXLES OF RUGGED CONSTRUCTION COMPLETE GMC's EFFICIENT POWER TRAINS



Single Reduction, Hypoid Geared
Series 100, 100-8, 150 and 150-8



Single Reduction,
Hypoid Geared
Series 250



Single Reduction,
Hypoid Geared
Series 300



2-Speed, Hypoid Geared
with planetary reduction
Optional on series 350 and 370
6-cylinder models



Single Reduction,
Hypoid Geared
Series 350 and 370
6 and 8-cylinder models



2-Speed Double Reduction
Optional on series 350 and 370
8-cylinder models



Wide Range One-Shift
Optional on series
350 and 370
6 and 8-cylinder models

S P E C I F I C A T I O N S

CONVENTIONAL MODELS

Model Series 100 150 250 300 350 370

Model Series 100-8 150-8 250-8 300-8 350-8 370-8

Model Series 250-8 300-8 350-8 370-8

Model Series 350-8 370-8

Model Series 350-8 370-8

Model Series 350-8 370-8

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Model Series 350-8 370-8

DUAL PURPOSE MODELS

Model Series 400 450 500 550 600 650

Model Series 400-8 450-8 500-8 550-8 600-8 650-8

Model Series 450-8 500-8 550-8 600-8 650-8

Model Series 450-8 500-8 550-8 600-8 650-8

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GMC SPEED-LINE STYLING

GMC presents the smartest trucks on the highway and what's more, passenger car comfort and conveniences are prominent throughout with such features as the panoramic wrap-around windshield and the optional wrap-around rear window . . . sponge rubber luxury type seats adjustable for individual posture . . . beautiful two-tone interiors . . . and jet-stream ventilation. Then there's the deluxe equipment available with cab and panel models that includes chrome appointments . . . colored interiors harmonizing with exterior colors . . . and many other comforts and conveniences for the passenger as well as the driver.



GMC'S 89 INCH DUAL-PURPOSE DESIGN

provides the accessibility of conventional models and the advantages of cab-over-engine. Its compactness and agile maneuverability makes it ideal for operations such as city deliveries in congested areas; and is the only tractor to haul a 35-ft. trailer in States that require the overall length not to exceed 45-ft.

WHY the trend to V-TYPE ENGINES?

Because . . . their inherent basic design makes them especially desirable for truck use.

V-type engines offer . . .

- ✦ Maximum horsepower per cu. in. of displacement.
- ✦ Maximum horsepower per pound of engine weight.
- ✦ High horsepower ratings.
- ✦ High compression ratios.
- ✦ Sustained net torque rating throughout a wide range of engine speeds.
- ✦ Slow rate of piston travel in feet per minute.
- ✦ Excellent fuel distribution to each cylinder.
- ✦ Short overall length from fan to flywheel.
- ✦ Rigid block construction.
- ✦ Short crankshaft with more overlap of crankpins and journals.

