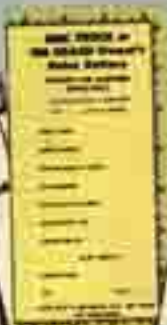


OPERATING YOUR NEW GMC TRUCK



SEE YOUR OWNER SERVICE POLICY

For information about the free after-delivery service provided by your dealer. Be sure to take advantage of this important free service — and to see your GMC dealer regularly for proper preventive maintenance . . . Also read your **BATTERY SERVICE POLICY** and learn about its **WARRANTY** and **ADJUSTMENT** provisions.



TO FIND EXPERT SERVICE anywhere, consult the **DRIVERS' DIRECTORY**, which lists GMC service stations throughout the United States.

THIS PLATE, CONTAINING IMPORTANT INFORMATION ABOUT YOUR TRUCK, IS ON THE LEFT DOOR HINGE PILLAR.

GMC TRUCK
MANUFACTURED BY
GMC TRUCK & COACH DIVISION
GENERAL MOTORS CORPORATION
PONTIAC, MICHIGAN U. S. A.

SERIAL NO. _____

DESIGNED GROSS HORSEPOWER _____ HP _____ HP

CERTIFIED NET HORSEPOWER _____ HP _____ HP

MAXIMUM GROSS WEIGHT _____ LBS

MAXIMUM GROSS COMBINATION WEIGHT _____ LBS

WARRANTY VOID IF THESE WEIGHTS ARE EXCEEDED.
SEE LOAD CAPACITY CHART IN OWNER'S GUIDE.

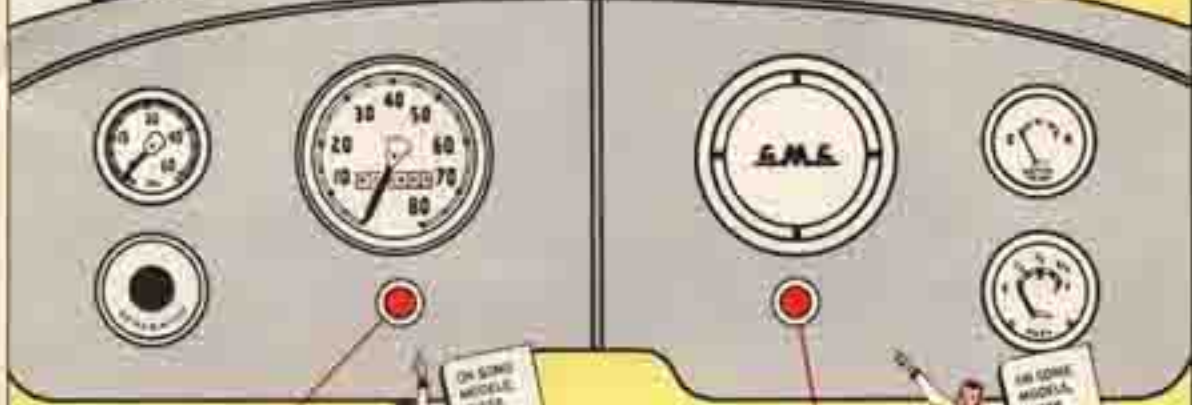
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OPERATING GAUGES



THE TYPE OF TRUCK AND SPECIAL EQUIPMENT WILL DETERMINE WHICH OF THESE GAUGES AND TELL-TALES ARE ON YOUR GMC TRUCK INSTRUMENT PANEL. INSTRUMENT CLUSTERS SHOWN BELOW ARE TYPICAL OF A LIGHT DUTY MODEL.



-  This tell-tale for headlights lights up when headlight high beam is selected with foot dimmer switch.
-  This tell-tale is a generator indicator which lights up when generator is NOT charging battery.
-  This flasher shows that directional signals are working. On light duty models, it is a single tell-tale in right instrument cluster.

-  This tell-tale shows that operating control of interaxle differential lock is in the LOCK position. See also page 12.
-  This warns that engine temperature is too high. Check at once!
-  This is a danger signal meaning low pressure in engine lubricating system. See page 7.
-  This is a warning of low pressure in the brake system. See page 21.

VACUUM GAUGE is sometimes used with hydraulic brakes. It may be in lower left of left cluster or upper left of right cluster. **AIR PRESSURE GAUGE** appears at lower left, left cluster, on all trucks which have air brakes.



A BUZZER SOUNDS FOR ANY OF THESE 3 WARNINGS

TACHOMETER when used, appears in right cluster in place of "GMC" insignia. Sketch shows Gasoline Engine type — Diesel type is calibrated to 2500 rpm.



 **LOW VACUUM** tell-tale is used on vehicles with vacuum-hydraulic brakes and trailer brake controls.

RETARDER ALARM is used on models with Taramatic Transmission. See page 19.



TEMPERATURE GAUGE may be this type with dial marked "COLD," "NORMAL" and "HOT."



CONTROLS FOR YOUR

SAFETY AND

LOCKS

The use of KEYS AND LOCKS is made as simple as possible. The same key fits cab doors, ignition or diesel control switch, and the compartment in the instrument panel. You get two copies of this key with the number stamped on a knock-out plug.



For security, knock out and destroy the plug after you record the key number.

LOCKING THE CAB

If your cab has a lock button on the window moulding, the door can be locked from the inside by pushing down the lock button. Lock one door inside before you leave the cab. Then, with the other door open, depress lock button and hold outside door handles in the opening position. Close door, hold it shut and release the handle. Door is now locked.



TO UNLOCK either door outside, turn the key in the door handle lock to the extreme left, then turn it back to a vertical position.



If your truck does not have a lock button on the window moulding—to lock up, begin on the inside by closing the left door tight and moving the control handle forward to the locked position. After you get out and shut the right door, insert the key in the handle lock—turn it all the way to the left—then turn it straight up.



SWITCHES

Lights are operated by a push-pull main switch on the instrument panel.



PARKING LIGHTS AND TAILLIGHTS come on when you pull the switch knob out to the first stop.



HEADLIGHTS AND TAILLIGHTS come on when the switch knob is out all the way.



ALL LIGHTS GO OFF when the switch knob is pushed all the way in.



DOME LIGHTS on some models are operated by turning this knob to the extreme left. Others have a separate switch located at the dome light.



HIGH AND LOW HEADLIGHT BEAMS

are selected by a foot-operated dimmer switch on the toe board. Use the low beam on lighted streets and highways and when approaching passing traffic. Use the high beam on unlighted highways. When the high beam is on you'll see a lighted tell-tale reading HI-BEAM.

The right door can also be locked from the inside by moving the inside door handle forward. And you can always open it from the inside even if it has been locked outside with a key.



Over 75% of all vehicles that are stolen are left with the key in the ignition or with the doors unlocked.

VACUUM WIPERS

Vacuum operated windshield wipers are controlled by a single knob in the center of the instrument panel. They operate only when the engine is running and their speed can be varied with the knob.



CONVENIENCE

SEAT ADJUSTMENT

If you have a full-width seat, **TO ADJUST THE SEAT FORWARD OR BACKWARD** first push down on the lever at the left side of the seat frame, then pull or push against the seat to slide it to desired position. Releasing the lever locks the seat in position.



TO CHANGE THE TILT OF SEAT BACK

Use the adjusting screws at each side of the back of the seat. Loosen lock nuts, turn adjusting screws to get desired tilt, then tighten lock nuts.



ADJUSTING BUCKET SEATS

The lever is on the seat riser on the left side. Pull it out to disengage the spring-loaded latch, and hold it out while you move the seat forward or back. Release the lever to lock the seat in place.



AUXILIARY SEATS

Either a single passenger or a two passenger stationary bucket-type seat can be mounted on the tool box riser.



ELECTRIC WIPERS have two speeds and operate independently of the engine. They will perform anytime as long as they get current from the battery. Don't move the blades by hand as this will damage the operating mechanism.

AIR OPERATED WIPERS use compressed air and have a separate control knob mounted on the panel for each wiper. Turn the correct knob toward **RUN** to get the blade speed required. To stop, turn to **PARK**—then turn knob further toward **PARK** against spring pressure to position the blade.



POSITIONING THE SUN VISOR

If your truck has this type of sun visor, proceed as follows: First turn it down on the visor rod and pull rearward at about 45 degrees. Rotate the visor rod in the bearing bracket 180 degrees, turn the visor down, and swing into position under the wiper motor.



HOW TO OPERATE A **GMC**



IGNITION AND STARTING ARE CONTROLLED BY A COMBINATION KEY SWITCH WITH THREE POSITIONS



1. OFF

In the first position, left of center, the key can be inserted and removed.



2. IGNITION

In the straight-up position, ignition, fuel gauge and electrical accessories are energized.



3. STARTING

To engage the starter, turn the key to the right against spring pressure. Release key at once when engine starts.



4. ACCESSORIES (on some models)

When key is at extreme left, electrical accessories can be operated with ignition off.

PULL OUT THE HAND CHOKE FOR A RICHER GAS MIXTURE TO HELP STARTING AND WARM-UP



INITIAL MOVEMENT OF HAND CHOKE CAN BE USED FOR INCREASING ENGINE SPEED WHEN NECESSARY, WITHOUT USING ACCELERATOR PEDAL.

STARTING THE ENGINE



1. Put shift lever in neutral. If engine is cold, pull out choke.



2. If you have a clutch pedal, hold down the pedal while engaging starter. Release starter as soon as engine starts.



3. Do not keep starter engaged more than 15 seconds at a time. Wait 10 or 15 seconds before trying again. If the engine doesn't start after a reasonable time, investigate. **DO NOT PUMP ACCELERATOR.**



4. After the engine starts, adjust the choke for even running during warm-up.



THE WARM-UP IS IMPORTANT!

It always pays to warm up your truck engine before you put it under load. Don't overspeed a cold engine! Follow these simple precautions for better performance and longer engine life.

GASOLINE ENGINE



MAKE A POINT OF CHECKING ENGINE OPERATION

WITH THESE INSTRUMENTS



OIL PRESSURE GAUGE

After warm-up, minimum pressure of idling should be about 3 lbs. At normal high speeds, about 40 lbs. (6 cyl.) or 35 lbs. (8 cyl.).



TEMPERATURE GAUGE

The engine operates most economically midway between "C" and "H," or in the "NORMAL" range. If your gauge shows a sharp rise to "H" or "HOT," stop the engine and investigate.



GENERATOR TELL-TALE

The words NO CHARGE will light up on the instrument panel when the ignition is turned on—and will go out when the engine runs and the generator charges. If the NO CHARGE light appears during normal operation, check the generating system at once.

IT IS GOOD PRACTICE TO LET THE ENGINE IDLE A MINUTE BEFORE YOU TURN OFF THE IGNITION. PUT ALL LEVERS IN NEUTRAL. APPLY HAND BRAKE.



ALARM SYSTEMS

TO WARN YOU ABOUT ABNORMAL CONDITIONS (Illustration of the alarm system) (Illustration of the alarm system)



HOT ENGINE ALARM

Excessively high temperatures in the cooling system will cause a buzzer to sound and the tell-tale HOT ENG will light up. Stop the engine and check the cause of overheating.

LOW OIL ALARM

When engine oil pressure drops below 3 pounds, a buzzer sounds and the tell-tale LOW Oil lights up. Stop the engine and investigate the cause of the pressure drop.

LOW AIR ALARM

A buzzer will sound and the tell-tale LOW AIR will light up when air pressure drops below 60 pounds. Stop the truck, attempt to build up pressure and if not successful, have the cause of trouble corrected.

A BUZZER ALONE, WITHOUT A TELL-TALE LIGHT, IS THE LOW AIR ALARM ON SOME TRUCKS.

WHEN USING ENGINE AS A BRAKE

always BE SURE to shift the transmission into a gear which will slow the truck WITHOUT overspeeding the engine.



PUSH STARTS

WITH MECHANICAL TRANSMISSIONS

Set the engine controls as usual, depress and hold the clutch pedal, put the transmission in High and have the truck pushed or towed to a speed of about 10 miles an hour. Turn on the ignition switch and let in the clutch slowly.



WITH AUTOMATIC TRANSMISSIONS

Pull out hand choke. Put selector lever at "N". Push truck until speed reaches 15 miles an hour (25 mph with Torqmatic transmission)—then turn on ignition and move selector lever to drive position. Never exceed these recommended speeds. NEVER TOW TRUCK TO START.



HOW TO OPERATE A **GMC**

DIESEL CONTROL SWITCH



This key position (far left) is used on some models only.



OFF

Key can be inserted and removed.



ON

Electrical circuits to the fuel gauge and alarm systems are energized.



STARTING

To engage starter, turn the key to the right against pressure. Release the key at once when the engine starts.



ACCESSORIES

can be operated with engine control off.

DON'T FORGET THE WARM-UP

Always warm up your engine by maintaining a fast idle (at about 600 rpm.)



NORMAL STARTING

1. Apply the hand brake firmly. Put the transmission shift lever in the neutral position.
2. Push accelerator to floor and then release in order to set injectors in operating position.
3. Hold down clutch pedal. Engage starter not longer than 15 seconds at a time. Wait 10 or 15 seconds before trying again. If engine doesn't start after reasonable attempts, look for cause.
4. Release starter at once when engine starts. Use fast idle (600 rpm) for warm-up.



STARTING IN COLD WEATHER

When the temperature is below 35 degrees F., it may be necessary to use a starting fluid. This practice should be avoided unless absolutely necessary. If you must employ a starting fluid, use one 7 cc. capsule during above-zero weather, two capsules below zero.



TO USE CAPSULE-



Raise the cover of the small cup in the blower intake manifold—or in the air cleaner manifold—and force the capsule down onto the pointed tube. Squeeze the capsule dry and discard. Shut cover tightly.

Start the engine by the usual method.



DON'T PUSH OR TOW TRUCK TO START

This practice is not recommended because excessive raw fuel may be introduced into the engine and cause damage to the cylinders and pistons.



Starting fluid used in capsules is inflammable, toxic and possesses anesthetic properties. Starting capsules should be stored in accordance with existing fire regulations. Keep away from open fire. NO SMOKING while using starting fluid capsule to start engine.

DIESEL ENGINE

AVOID ENGINE DAMAGE

CHECK PERFORMANCE WITH THESE GAUGES



OIL PRESSURE GAUGE should show a minimum pressure of 25 pounds with engine at governed speed.

AIR PRESSURE GAUGE should read at least 60 pounds (or alarm buzzer should stop) before you move the truck.



TEMPERATURE GAUGE should register in the NORMAL range (about 180 degrees F.) in normal operation. If the gauge reaches HOT, the alarm will sound. Stop engine and investigate!

CHECK ENGINE SPEEDS ON YOUR TACHOMETER



WARM UP A COLD ENGINE AT ABOUT 600 RPM . . . IN REGULAR OPERATION AVOID ALL UNNECESSARY IDLING.



DO NOT USE FULL THROTTLE BELOW 1500 RPM. THIS IS LUGGING . . . LUGGING HURTS YOUR ENGINE.



FULL THROTTLE RANGE IS MARKED ON FACE OF TACHOMETER. MAINTAIN THIS RANGE FOR BEST RESULTS.

ENGINE ALARM SYSTEM



See page 7 for a complete description of HOT ENGINE, LOW OIL and LOW AIR alarms.



USING THE ENGINE AS A BRAKE



You can use the engine to check vehicle speed provided you make sure to shift transmission into a gear which will slow the truck without overspeeding the engine. NEVER let the maximum engine speed exceed the full throttle range marked on your tachometer.

Apply hand brake and put all shift levers in neutral.

Turn control switch to OFF and pull out STOP knob. When engine stops, always push STOP knob in. If engine doesn't stop, lift accelerator pedal. If engine still runs, pull out EMERGENCY STOP knob.

HOW TO STOP THE ENGINE

DO NOT USE THE EMERGENCY STOP UNLESS NECESSARY. AFTER USE, DO NOT RE-START ENGINE UNTIL THE REASON FOR THE LOSS OF CONTROL IS CORRECTED.

TO RE-SET THE EMERGENCY STOP, push in the EMERGENCY STOP knob. Open hood or front access door and locate the release mechanism on the engine blower intake manifold.



If type shown above is used, push Reset lever toward engine until spring-loaded catch engages notch on cam.



If type shown above is used, return Reset lever to horizontal position where spring-loaded pin will engage notch on cam.

TRANSMISSIONS



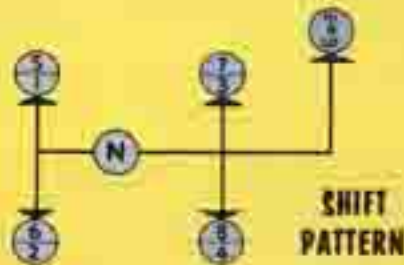
8-SPEED TRANSMISSION

Eight forward and two reverse speeds. To go through all eight speeds, use the 4-speed shift pattern twice, employing gear shift lever and selector knob as illustrated below.



10-SPEED TRANSMISSION

With this transmission, you get ten forward and two reverse speeds by going through a 5-speed shifting pattern twice, using shift lever and selector knob as shown in the diagram opposite.



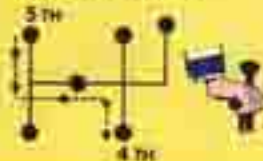
SHIFT PATTERN

UPSHIFTING

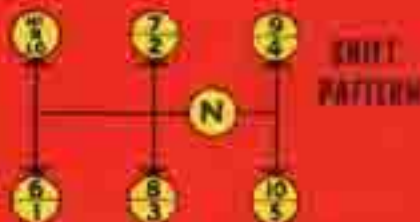


WHILE IN 4TH SPEED, PULL KNOB UP... THEN REPEAT PATTERN

DOWNSHIFTING



WHILE IN 5TH SPEED, PUSH KNOB DOWN... THEN SHIFT TO 4TH



SHIFT PATTERN

UPSHIFTING



WHILE IN 5TH SPEED, PULL KNOB UP... THEN REPEAT PATTERN

DOWNSHIFTING



WHILE IN 6TH SPEED, PUSH KNOB DOWN... THEN SHIFT TO 5TH

THE RIGHT SHIFTING SPEEDS

You should know the correct road speeds or engine rpm to use as shift points, in order to get the most satisfactory performance with your axle and transmission. By observing your speedometer or tachometer, you can determine the best shift points for your particular truck.



With an 8-speed or a 10-speed transmission, don't shift from high to low range at high vehicle speeds. Don't move selector knob when moving to reverse gear.

CONVENTIONAL 2-SPEED



YOUR 2-SPEED REAR AXLE HAS A LOW GEAR RATIO AND A HIGH GEAR RATIO SO YOU CAN MAKE THE BEST USE OF ENGINE POWER TO MAINTAIN HIGHER ROAD SPEEDS UNDER ALL ROAD AND LOAD CONDITIONS.



**TO SHIFT YOUR 2-SPEED AXLE
USE THE SWITCH LEVER ON
THE GEARSHIFT KNOB**



NOTE

There is **NO NEUTRAL POSITION** for axle control switch. A 2-speed axle is always in either low range or high range.

If you leave the axle control in low range, you'll get the low axle ratio throughout your transmission changes. If you keep it in high, you'll get high axle ratios in all gears.

If you want top performance from your truck under all conditions, you should shift transmission and axle in combination. This operation is called "Split-Shifting".

When shifting the axle—and when shifting the transmission in combination with the axle—you must follow certain definite procedures.

GEAR SHIFT SEQUENCE

The Gear Shift Sequence Chart for a 5-speed transmission and 2-speed axle is mounted on your sun visor—along with brief instructions for shifting axle and transmission-and-axle, in combination. If you have a 4-speed transmission use the same sequence as the first four speeds of the 5-speed transmission.



DRIVING TIPS

WITH 2-SPEED REAR AXLE

- Start in low range
- Park in Low range
- Always double-clutch when downshifting transmission
- Let the clutch out gradually
- Don't downshift at too high a speed
- Split-Shift transmission and axle to get the right gear combination.



REAR AXLES



SHIFTING AXLE FROM LO TO HI

Always start truck rolling with axle in low ratio. Begin the shift into high when engine speed reaches governed speed. With accelerator pedal DOWN—put the axle shift control switch in high range—release accelerator—quickly disengage and engage clutch . . . PAUSE for a moment . . . then press down on accelerator.

SHIFTING TRANSMISSION AND AXLE INTO NEXT HIGHER GEAR COMBINATION

Follow the Gear Shift Sequence which appears on the reverse side of your sun visor to get maximum performance with increasing road speed. To upshift: Wait until engine speed reaches governed speed—

then EASE UP on the accelerator—disengage clutch and shift transmission. Just before engaging clutch, position the axle shift control switch—engage clutch—then quickly press down accelerator.

SHIFTING AXLE FROM HI TO LO

With accelerator down—put axle shift control in low range—EASE UP on accelerator—then press down—and, at the same time, QUICKLY disengage and engage clutch.



SHIFTING TRANSMISSION AND AXLE INTO NEXT LOWER GEAR COMBINATION

When road and load conditions cause engine to slow down, shift transmission and axle to a lower gear combination. See your GMC dealer about the right engine and road speeds at which to shift.

Following the order on Gear Shift Sequence Chart

on your sun visor, proceed as follows:

With accelerator down—position the axle shift control switch (if axle shift is required)—then shift transmission, using the double-clutching method. Axle will shift while the transmission is being shifted.



DIFFERENTIAL LOCK

For some trucks with tandem drive rear axles

This is used with some dual rear axles equipped with torsion differentials. Control is located under light switch and for all normal driving, lever should remain in UNLOCK. A warning left-tail light when lever is in LOCK. It is placed in the LOCK position when one or both wheels of an axle are slipping—in order to lock the differential and cause it to act as a through drive, transmitting power equally to both axles . . . Do not use LOCK position unless absolutely necessary. Unnecessary use will cause tire wear and axle strain.

The **WIDE RANGE ONE-SHIFT REAR AXLE**

WITH THIS AXLE
THERE IS NO SPLIT-SHIFTING
...ONLY ONE AXLE SHIFT
IS REQUIRED TO GO THRU
THE COMPLETE RANGE OF
AXLE TRANSMISSION RATIOS

CAUTION

If you have a truck with HYDRA-MATIC do not shift axle with transmission in "HOLD" (or in "1-2" or "1-3").



WITH A
HEAVY LOAD OR
AN UPGRADE
PULL, START WITH
THE ONE-SHIFT
REAR AXLE IN
"LO" RANGE

SHIFTING FROM "LO" TO "HI"



HOW
TO
SHIFT

Shift to "HI" when maximum road speed has been reached in highest transmission gear.

HOW
TO
SHIFT

WITH MECHANICAL TRANSMISSION

When maximum road speed is reached with transmission in highest gear, flip axle shift switch to "HI" range, then shift transmission down into proper gear, using the double-clutch method. The axle shift from "LO" to "HI" will take place while transmission is being shifted. To determine proper transmission gear, see shift chart on sun visor.

WITH HYDRA-MATIC

Flip shift switch to "HI", release accelerator and permit engine speed to drop to about half what it was at the start—then accelerate as required.

HOW
TO
SHIFT

SHIFTING BACK INTO "LO"



HOW
TO
SHIFT

Shift into "LO" when road and load conditions cause engine to slow down. Make shift before engine begins to lug. Do not shift axle into "LO" with truck moving above maximum low axle range speed.

HOW
TO
SHIFT

WITH MECHANICAL TRANSMISSION

Just before shifting transmission, flip axle shift switch to "LO"—then, using double-clutch method, shift transmission to proper gear to maintain desired road speed. The axle shift from "HI" to "LO" will occur while transmission is being shifted.

WITH HYDRA-MATIC

Flip axle shift switch to "LO", release accelerator, then accelerate immediately. Speed with which this should be done depends on engine speed at time shift is started—fast at high engine speeds, slower at low engine speeds. The transmission will automatically downshift to proper range.

HOW
TO
SHIFT



TO MAKE A STOP

When making a traffic stop, if road and load conditions require starting in "LO", place the axle shift switch in the "LO" position just before coming to a complete stop.

TO REVERSE

You can use reverse with the axle in either "HI" or "LO" range. However, "LO" range should be used whenever the truck is loaded.

TO PARK

Always park the truck with the axle in "LO" range. If the truck is stopped in "HI" and "LO" is desired for starting, place the axle switch in "LO" and move Hydra-Matic selector to Reverse (R), then back to drive position. This releases torque lock and permits axle to shift.



OPERATING
THE

4-SPEED HYDRA-MATIC

WITH THE SELECTOR DIAL SHOWN BELOW



TO MOVE THE SELECTOR FROM "1-4" OR "1-3" INTO "1-2," "R" OR "N," RAISE THE LEVER A LITTLE.

WITH THE SELECTOR LEVER AT 1-4

The transmission will automatically shift through all speeds, up and down—1st through 4th.



Use this range for normal driving—on good roads—in ordinary traffic—for light or normal loads.

With light accelerator pressure, shifts take place at slower road speeds than if you use a heavy pedal.

WITH THE SELECTOR LEVER AT 1-3

The transmission will automatically shift through three speeds—1st through 3rd.



Use this range for operation in congested traffic—for less use of brakes—for a quick passing spurt—for hills or downgrades. You can shift from "1-4" to "1-3" or back at any speed, to suit driving conditions.

WITH THE SELECTOR LEVER AT 1-2

Transmission will not shift above 2nd.

Use this range to get maximum engine braking down steep grades—to start up on slippery roads—to travel bad roads—or to get out of mud or snow.

You can shift to "1-2" when speed is below 20 mph—at dry roads.



TRANSMISSION WILL
DOWNSHIFT TO THE
NEXT LOWER GEAR AT
NORMAL ROAD SPEEDS
BY DEPRESSING
YOUR ACCELERATOR
PEDAL. THIS WILL
SAVE YOU
FUEL AND
PROLONG LIFE.

OPERATING THE 4-SPEED HYDRA-MATIC

WITH THIS SELECTOR DIAL



REVERSE . . . Stop the truck before shifting to this gear.



TO MOVE THE SELECTOR INTO "F" AND "R" OR INTO "N" FROM A DRIVING POSITION, RAISE THE LEVER SLIGHTLY.



NEUTRAL . . . The truck will not move with selector in this position. Selector must be in "N" position to start engine.



"DR" . . . With selector here your Hydra-Matic automatically shifts through all forward speeds, 1st through 4th. Use for normal driving. With light accelerator, shifts take place at slower road speeds than with a heavy accelerator.



"HOLD" . . . Here the transmission holds the gear it was in when the selector was positioned—with no further upshift.

Downshifts occur at higher engine speeds regardless of throttle position.

Use this position to start up a steep grade—to come down a steep grade.



"F" . . . Use for slight rocking between "F" and "R". This position holds transmission in 1st speed.



By depressing the accelerator pedal while at normal road speeds in "DR" position, you can downshift the transmission to the next lower gear.

DRIVING TIPS FOR

HYDRA-MATIC

TO GET YOUR TRUCK ROLLING

Select the driving range you need—according to the load you have and road and traffic conditions. Release the parking brake, then normally step on the accelerator pedal—DON'T TROMP ON IT. To keep the truck rolling, simply use the accelerator pedal—your Hydra-Matic will do the shifting, up or down, as required.

TO MAKE A TRAFFIC STOP

Take your foot off the accelerator pedal. Use your foot brake as needed. DO NOT move the selector lever—leave it in driving position. Step on the accelerator pedal to start up again.

TO PARK YOUR TRUCK

For safety, place selector in "N"—set the parking brake—shut off the engine.

For additional safety, park "in gear" by placing selector in "E" after turning off the ignition switch.

TO REVERSE

Stop the truck. DO NOT GO INTO "R" IF THE TRUCK IS MOVING OVER 2 MPH. Always stop first. Lift the selector slightly to go into the "E" position—then accelerate as needed.

WHEN YOU WANT TO LEAVE THE ENGINE RUNNING

Put the selector in "N" and set the parking brake **HARD**. Caution: DO NOT get out of the truck while the selector is in a driving range...it's dangerous!



TO ROCK YOUR TRUCK

To rock your way out of mud, sand or snow, move selector back and forth between "1-2" and "E," or "F and E." Don't do this with the truck moving more than 2 mph in either direction.



IF YOUR TRUCK IS TOWED

Raise the rear wheels off the ground—or disconnect the propeller shaft at the axle. The transmission will be damaged if truck is towed any other way.

IF YOU WANT TO BE A GOOD DRIVER...

- Never make jack-rabbit starts.
- Do not coast in "N"—but leave selector in position and take foot off accelerator pedal.
- Change from "1-4" to "1-3", or from "DR" to "HOLD", and back whenever required.
- Keep your foot off the accelerator when the truck is stopped and you are moving the selector.



OPERATING THE TORQMATIC



IF YOUR TRUCK HAS THE SHIFT CONTROL LEVER MOUNTED ON A TOWER IN CENTER OF FLOOR, IT IS EQUIPPED WITH A TORQMATIC TRANSMISSION.

THIS TRANSMISSION CONSISTS BASICALLY OF A TORQUE CONVERTER IN SERIES WITH A SIX-SPEED, FOUR-PLANETARY GEAR TRAIN AND INCORPORATES A CONVERTER LOCKUP CLUTCH FOR MECHANICAL DIRECT DRIVE AND A "HYDRAULIC RETARDER" FOR RETARDING VEHICLE SPEED.

N —the Neutral position. Selector lever must be in "N" to start engine. Always place selector lever in "N" when truck is parked with engine running.

3-HI —the 1st Drive Range. Use for normal driving—in good roads in ordinary traffic. Transmission starts in converter and continues progressively and automatically into lockup and through 3rd, 4th, and 5th into 6th gear.

3-5 —the 2nd Drive Range. Use for better control in light traffic, and use with Hydraulic Retarder for more effective control when descending normal highway grades. In this range, transmission operates in converter, 3rd, 4th, and 5th gears.

R —Reverse position. Truck must be at a complete stop and engine idling before control lever is moved to "R."

3-4 —the Intermediate Range. Use for better control in heavy traffic and ascending long grades; also use with the Hydraulic Retarder when descending long, steep highway grades. In this range, transmission operates in converter, 3rd, and 4th gears.

Lo-2 —the Low Range. Use for starting extra heavy loads, for pulling through mud, sand, and heavy snow and up steep grades. Use also for extra engine braking when descending steep grades. Transmission operates in converter, 1st, and 2nd gears. Use only for extreme conditions.



TRANSMISSION

"THE HYDRAULIC RETARDER"

The "Hydraulic Retarder" is operated by a foot pedal located on floor at left of steering column. Using the Retarder relieves the service brakes of long downhill duty by dynamically controlling the descent of the truck. To slow down the truck or to maintain a safe speed when descending grades apply the Retarder by depressing the foot pedal. The Retarder may be applied in any range; however, it is most effective in braking the vehicle in "3-5," "3-4," and "LO-2" ranges. Recommended engine speed for most effective braking is 2800 to 3500 rpm. CAUTION: When Hydraulic Retarder red tell-tale light (at right of CHOKE knob) comes on, release Retarder pedal momentarily to allow the oil to cool. Use service brakes to supplement Retarder action on long downgrades.



CAUTION



SHIFTING SPEEDS

The speed at which automatic shifts occur in any of the forward driving ranges depends upon the acceleration and power demands. With light accelerator pressure, shifts occur at lower speeds. With heavy accelerator pressure, shifts occur at higher speeds. For extra passing speed, depress accelerator pedal through the full throttle "detent." Transmission will downshift to a lower ratio for

rapid pickup and will not return to a higher ratio until accelerator is permitted to return through "detent."

Depressing accelerator through detent will hold transmission from upshifting. When accelerator is released, transmission will automatically return to higher ratio.

IMPORTANT PRECAUTIONS!

DO NOT DOWNSHIFT FROM-

- 3-HI to 3-3 at speeds over 41 mph
 - 3-HI or 3-5 to 3-4 over 30 mph
 - 3-HI, 3-5, or 3-4 to LO-2 over 15 mph
- Do not downshift with Hydraulic Retarder in operation

USE EXTREME CAUTION ON ANY DOWNSHIFT WHILE UNDERWAY ON ICY ROADS



TOWING THE TRUCK

If the mechanical failure is NOT in the transmission, and the truck has been driven over 1000 miles: Place selector lever in "N" position. Maintain a towing speed between 15 and 25 mph. Check transmission oil level after every three miles of towing. Oil level should NOT be more than 1/4 inch below the "FULL" mark.

If the transmission is not functioning properly, or if the truck has NOT been driven 1000 miles, truck MUST be towed with rear wheels off the ground, or with propeller shaft disconnected at rear axle, or with rear axle shafts removed.



TO ROCK YOUR TRUCK

To rock your truck out of ruts, mud, sand, or snow, move selector lever back and forth between "R" and "3-HI" with engine running steadily at a low speed.

POWER TAKE-OFF

1. With vehicle standing, place transmission selector lever in any driving position.
2. Engage power take-off.
3. Return transmission selector lever to "N" for vehicle stationary operation, or select desired driving range for vehicle slow-moving operation. Power take-off may be disengaged in any transmission range after unloading power take-off with vehicle standing at idle.

HYDRAULIC BRAKES



IT IS VERY IMPORTANT TO KNOW THE FEEL OF YOUR BRAKES - AND HOW TO USE THEM EFFECTIVELY.

APPLY BRAKES GRADUALLY



but apply them as hard as road and load conditions permit. Reduce pedal pressure as speed drops, so that you finally stop with very light pressure.

USE YOUR ENGINE AS A BRAKE

Do this when coming to a traffic stop or when going down a long grade. On the downgrade, use same transmission range as needed to climb the grade. Do not let the engine overspeed! If your truck has a Torque-matic transmission, use the Hydraulic Retarder. See page 19.



USE SHUBBING



This is the best way to reduce vehicle speed going down-grade. On-and-off brake application causes less heat, saves wear.

DON'T SLIDE WHEELS

This practice actually reduces stopping ability, hampers control and quickly wears out tires.



DON'T COAST WITH ENGINE OFF



It is illegal and dangerous! If your truck has a Hydrovac, remember that brakes require considerably more pressure without vacuum assistance.

TRAILER BRAKE EMERGENCY CONTROL

On some models

Control lever must remain in "DRIVE" position for all normal operation. In case the brake system of the towing vehicle should fail, put the control lever in the "EMERGENCY" position at once to apply trailer brakes.



KEEP TIRES AT PROPER PRESSURE



One under-inflated tire can greatly reduce braking efficiency.

WATCH FOR SPRINGY, SPONGY PEDAL



This is caused by air in the lines. Have your GMC dealer bleed system, refill with proper brake fluid.

DON'T NEGLECT BRAKE MAINTENANCE



Have brakes adjusted if pedal goes within 2 inches of tooboard. After 2 or 3 adjustments, have the brake linings inspected for wear.

HAND BRAKE

Don't use hand brake for normal braking of truck. Use for parking.



PISTOL GRIP

Pistol-grip hand brake, under panel at left, is applied by pulling straight back. To release: Squeeze the trigger and move the lever forward.



FLOOR LEVER

Floor-lever hand brake, at center, is pulled rearward to apply. To release: Squeeze handle, move lever forward.



HORIZONTAL

Horizontal hand brake, at right of driver, is pulled up to apply. To release: Squeeze handle, move lever down.

AIR BRAKES

WATCH YOUR AIR PRESSURE GAUGE...
PRESSURE SHOULD NOT DROP BELOW
60 POUNDS



If pressure drops below 60 pounds while truck is in motion, stop immediately. If pressure cannot be brought back to normal, see that the cause of pressure loss is corrected before proceeding. . . All diesel models and some gas models have a warning buzzer and tail-lights light for low air pressure.

A WARNING YOU MUST ALWAYS NEED

Check your "LOW AIR" alarm, buzzer and tail-lights regularly to be sure they work properly—and always heed a "LOW AIR" warning. . . If air gauge drops more than 2 lbs. per minute with engine stopped, have air system checked at once!



DRAIN AIR TANKS DAILY

The brake system can fail because of moisture—especially in the cold weather. Drain daily!



CHECK BRAKE ADJUSTMENT REGULARLY

TRAILER BRAKE EMERGENCY CONTROL

(on some models)

Control knob must be pushed IN for all normal operation. In the event that the air system of the towing vehicle fails, pull the control knob OUT to apply trailer brakes.



APPLYING AIR BRAKES

With a little experience you'll get the feel of the brakes and learn how to use the treadle to get just the air pressure for smooth, effective braking. The best braking procedure: Make your original brake application as hard as road and load conditions allow—then gradually reduce pressure as the truck slows down, finishing up with just enough air pressure to hold the truck when it stops.



DON'T FAN THE BRAKE TREADLE

This wastes air pressure, harms brake controls, wears out linings.



APPROACHING A TRAFFIC STOP

Take your foot off the accelerator and let engine reduce truck speed before using your brake.



GOING DOWN A LONG GRADE

Use the same transmission range you'd need to go up the same grade. Employ snubbing technique with brakes. . . Don't hold brakes on continuously as it causes extreme heat and wear. . . Don't let engine overspeed. . . If your truck has a Torqmatic transmission, use the Hydraulic Retarder. See page 19.



TRAILER BRAKE CONTROLS

With both vacuum-hydraulic and air brake systems, trailer brakes operate whenever truck brakes are applied. BUT, if you have a trailer brake hand control valve, you can apply trailer brakes without applying truck brakes. This control valve can be set anywhere from a slight drag to fully applied—but in any partially-on position it will be overruled by a full-on application of truck brakes. ON SLIPPERY ROADS, use your trailer brake control to prevent possible jack-knifing.



NEVER DEPEND ON TRAILER BRAKES TO HOLD TRUCK AND TRAILER PARKED ON GRADE. APPLY TRUCK HAND BRAKE.

FRONT BRAKE LIMITING VALVE



To minimize front wheel sliding under slippery conditions, your air brake system may have a front brake limiting control valve on the instrument panel. . . Putting handle in SLIPPERY ROAD position reduces brake pressure on front wheels to half of that on rear wheels so that front wheels have less tendency to slide and steering control is maintained. Under all normal conditions keep lever at DRY ROAD position.



EMC**HEATING AND DEFROSTING**

If you have this type of heating and defrosting controls, you can maintain the cab temperature you want by positioning the knob marked **TEMP.** Move the **FAN** control to get desired blower speed. To recirculate **INSIDE AIR** or to admit **OUTSIDE AIR** move the central knob left or right.

**HEATING and VENTILATION****TWO VENTILATOR CONTROLS**

Control knobs are at center of dash, below instrument panel. Can be positioned to control right and left air inlets in cab.



A gridded-cowl opening and a plenum chamber transmit outside air to both sides of the cab through inlets near the floor.



To keep out offensive odors and exhaust gases when traveling in congested traffic or when parked behind a vehicle having its motor running, close side ventilators. If an outside air intake is used with heater or ventilator, close such intake to minimize introduction of contaminated air into cab. Avoid inhaling exhaust gases when any concentration of these is present in the air, i.e., in a garage, in congested traffic, or when stopped closely behind vehicle with its motor running. Exhaust gases may have strong odors which normally should give warning of their presence. However, the exhaust gases from some vehicles may not be so noticeable under certain conditions and the senses of people react differently. Exhaust gases contain a percentage of carbon monoxide which is a poisonous gas that, by itself, is tasteless, colorless and odorless.

IF YOU HAVE HEATING AND DEFROSTING CONTROLS LIKE THESE, you set the **AIR** knob to suit weather conditions. The control marked **TEMP.** will maintain the desired cab temperature. The **BLOWER** control is positioned to give you the output of air you want. To recirculate air in cab, open heater radiator door and close cowl ventilator doors. To use outside air, close heater door and open the right cowl ventilator.

**SIDE VENTILATOR**

Operated by lever-type handles inside the cab. To open either ventilator, pull its lever rearward. A spring-loaded mechanism holds the ventilator door open at any position you desire.

HOW TO OPEN THE HOOD

ON SOME CONVENTIONAL MODELS

Release lever is located behind grille bar, just to the right of the model number. Pull lever forward to release hood. Hood is kept in raised position by two counterbalanced hinges. Push nose of hood down sharply to close.



ON SOME HEAVY DUTY CONVENTIONAL MODELS

The sides of hood are hinged and are held closed by a door-handle type latch. Hood sides are held open by a rod which engages a cowl bracket to give you access to the engine compartment.



MODELS WITH DUAL PURPOSE CABS

There are TWO hood release levers in grille opening above model number. Push up on both levers to raise hood which is held open by two counterbalanced hinges. For more accessibility, open INSPECTION DOORS, which are hinged at front (see sketch). To close hood, push down sharply.



ON HEAVY DUTY CONVENTIONAL DIESEL MODELS

The sides of hood are hinged at the center and held closed by pull-type hold-down latches. Sides are raised for access to engine and accessories. When greater accessibility is required, front fenders can be removed.

ON HEAVY DUTY CAB-OVER-ENGINE MODELS



The hood is hinged at the cowl and held closed by two spring-loaded pull-type latches. Hood is held open by self-locking prop. . . Two inspection doors, hinged at the front, can be opened for further access to the engine compartment. (See also Strip-Away cab accessibility features, page 23) . . . To lower hood, first raise it slightly to release prop latch.



WHERE TO FIND

INFORMATION



HERE'S WHERE YOU'LL FIND THE BATTERY.



UNDER THE HOOD

OTHER LOCATIONS



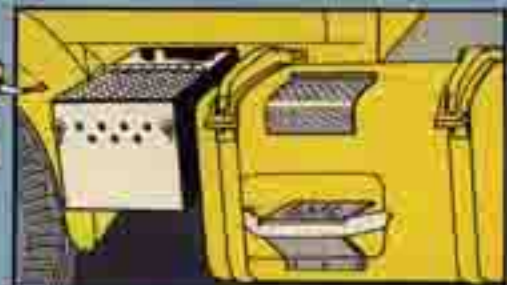
Many GMC trucks have the battery under the hood, mounted on the dash panel at right side of engine.

On some models the battery is mounted outside of frame right side rail. To service: Open the cab door and remove two screws which hold battery service plate in place on the protected step. To replace battery, remove two wing nuts and plate that are just above the first step.



On heavy duty cab-over-engine models the battery is installed between the supports of the lower step on the left side. To service or replace battery, remove wing nuts and take off battery cover.

On conventional heavy-duty diesel models the battery is mounted on the frame right side rail, slightly above running board level. For access to battery, open cab door, remove battery cover.



On some models the battery is mounted on the frame left side rail in front of gas tank with step. For access to battery remove wing nuts and cover.

BATTERY CARE



YOUR BATTERY WILL PERFORM BETTER AND LAST LONGER IF YOU FOLLOW THESE SUGGESTIONS

Check level of electrolyte regularly. Add distilled water to proper level but do not overfill.

Keep top dry. Keep terminals clean, tight and protected with a coat of petroleum jelly.

Negative terminal is the ground.

CAUTION: Keep sparks and flame away from battery — gas fumes are explosive.

THINGS ON YOUR GMC TRUCK

GETTING AT ENGINE AND ACCESSORIES ON HEAVY-DUTY STRIP-AWAY CAB-OVER-ENGINE MODELS



1 UNLATCH AND RAISE THE COUNTER-BALANCED SEATS. BOTH SEATS SWING UP AND BACK TO CLEAR FLOOR.



2 REMOVE ENGINE COVER AFTER UNLATCHING FOUR SPRING-LOADED EYE-BOLTS.



3 THE CLEARED CAB AND OPEN FLOOR PROVIDE AMPLE WORKING SPACE AND EASY ACCESS TO ENGINE COMPARTMENT

3 USE HANDY FINGER GRIP TO LIFT PIANO-HINGED FLOOR BOARDS WHICH FOLD OUT OF THE WAY. TOE BOARD MAY ALSO BE REMOVED, IF DESIRED.

CRANKCASE OIL

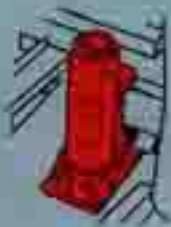
See also page 27

CRANKCASE OIL DIPSTICK AND FILLER are accessible when hood is raised—or, on dual-suspension cab and cab-over-engine models, when an inspection door is opened. On all six-cylinder and some V-eight gasoline models, and on regular four-cylinder diesels, the oil dipstick and filler are on the right side of the engine. Some V-eights can be filled from either side. Six-cylinder diesels and four-cylinder turbo-diesels have both the dipstick and the filler on left side.



TOOLS

Some models have tools under seats. Many heavy duty models are also furnished with a hydraulic jack—always to be stored UPRIGHT in bracket on left of driver to prevent fluid loss.



THE BRAKE MASTER CYLINDER



Accessible through a round covered hole in the floor on the left side of the cab.

ADDING AUTOMATIC OIL

Dipstick and filler are located on the right side of the engine to the rear—accessible after opening hood or right access door.



SOME GOOD ADVICE ABOUT GMC

HOW TO BREAK-IN YOUR NEW GMC TRUCK



Keep speed below 40 mph for the first 300 miles — avoid continuous high speed for the first 2,000 miles.

Take care to shift transmission as required by road and load conditions.

Load truck correctly — inflate tires for load carried.

Lubricate truck regularly. Check level of crankcase oil and transmission oil often. Watch oil pressure and engine operating temperature.



Check tire pressure every day and change tire if needed.

POWER STEERING

This system requires no attention from the driver other than seeing that the fluid level in the reservoir is checked at regular lubrication periods.



WASH YOUR TRUCK

To prevent permanent damage to the finish by calcium chloride and other salts, road tar, chemicals from factory chimneys, excretions from insects ("tree sap") and other foreign matter, wash your truck regularly. CLEAN UPHOLSTERY with "wash-day" detergent and warm water.



CARE OF GASOLINE FUEL SYSTEM

USE REGULAR
GRADE GASOLINE... ANY
GOOD BRAND



If fuel pump has settling bowl, clean bowl and screen regularly.

Drain dirt and water out of the fuel filter periodically—clean filter element every 1000 miles or oftener.

Carburetor air cleaners should be serviced regularly. Under dusty conditions service often. Use same oil as in engine.

Manifold heat control on some engines is automatic. Check the valve counter-weight occasionally for binding.

If your truck has manual manifold heat control, use ON position in cold weather, use OFF position in warm weather.



WHEN THE CARBURETOR
OR GOVERNOR ON YOUR
TRUCK NEEDS ADJUSTMENT
OR REPAIRS, SEE YOUR
GMC DEALER



TRUCK CARE

IT IS IMPORTANT THAT YOUR TRUCK GET THE RIGHT LUBRICANT IN THE RIGHT PLACE AT THE RIGHT TIME. TO BE SURE, SEE YOUR GMC DEALER FOR PERIODIC TRUCK CARE.

REGULAR LUBRICATION

WHAT YOU OUGHT TO KNOW ABOUT CRANKCASE SERVICE

THE RIGHT OIL

For GMC Truck gasoline and diesel engines, use only oils marked for service DG. This oil should also meet specifications MIL-L-2104A. Talk to your oil dealer.

Select oil of the right viscosity for your operation by consulting the chart shown in the Owner's Guide. The outdoor temperature and the severity of the service determine what viscosity is best.

CHECKING CRANKCASE OIL

The level of the oil in the crankcase should be checked daily and should be kept at FULL. Check oil with engine warm but not running. Withdraw dipstick, wipe, reinsert and withdraw again for correct reading.

OIL FILTER

Elements should be replaced when oil is changed. Do not try to clean them.

LOCATION OF DIPSTICK

Dipstick is on right side of engine on all models except six-cylinder diesel and four-cylinder turbo-charged diesel, where it is on the left side.

HOW OFTEN TO CHANGE OIL

The initial oil drain should be made after the first 500 miles of service. Frequency of subsequent oil changes depends entirely on type of oil used and severity of operation. Change regularly and often enough to keep oil non-abrasive and non-corrosive. On diesel engines, oil changes at 1500 to 2500 miles are suggested.

At oil change time, inspect the CRANKCASE BREATHER on six-cylinder engines (except light duty) and replace dry-type element if oily or clogged.

On 8-cylinder gasoline engines at each oil change use solvent to wash out OIL-WETTED TYPE BREATHER. Wet with light oil before reinstalling.

CARE OF DIESEL FUEL SYSTEM

THE FUEL OIL FOR YOUR GMC TRUCK DIESEL ENGINE MUST CONFORM TO THE SPECIFICATIONS IN YOUR OWNER'S GUIDE.

Diesel fuel oil must be clean. Be sure to use filters if oil is stored in quantity—keep filters clean and remove water and sludge regularly.

It is very important to fill fuel tank after completing a run. This eliminates air space in tank and reduces condensation of moisture inside.

Check daily for water in fuel by draining sample of oil from primary filter. If you find water regularly, have tanks, lines and filters drained and cleaned.

Blower air cleaners require regular servicing. Under severe conditions service oftener. Use same oil as in engine.



CHECKING AND REPLENISHING AUTOMATIC TRANSMISSION OIL



FOR YOUR GMC AUTOMATIC TRANSMISSION
USE ONLY THE TYPE OF OIL RECOMMENDED
IN THE "OWNERS GUIDE."

PROCEDURE WITH **HYDRAMATIC**

Oil level should be checked at least every 1,000 miles. To get the correct reading you **MUST** use the correct procedure . . .



Set hand brake. Start engine. With selector in "N," let engine run at idling speed until transmission and engine are at operating temperature.

Dipstick is at right rear of engine, is labeled HYDRAMATIC, and carries two markings, one for low level (L) and one for high level (H).



With engine still running, remove dipstick, wipe thoroughly, reinsert and withdraw again.

Oil level reading should be at "H" mark—but never higher at operating temperature. If you add oil, be sure to do so with engine idling.

IF OIL LEVEL DROPS APPRECIABLY BELOW "H" MARK BETWEEN INSPECTIONS, HAVE A CHECK MADE IMMEDIATELY FOR LEAKAGE.

PROCEDURE WITH **TORQMATIC**



DIPSTICK AND FILLER are at right side of engine and are accessible after opening hood.



TO CHECK OIL LEVEL be sure transmission is warm and proceed like this: Fully apply hand brake. Place selector lever in the "3-H" position and run engine at 1000 rpm. With engine still running, take out dipstick, wipe clean, re-insert, withdraw and read oil level. Add oil **ONLY** when level reaches bottom mark on dipstick (one quart low).



USE EXTREME CARE to prevent dirt from entering filler tube when checking oil level.



CHECK OIL EVERY 1,000 MILES

CHANGE OIL AND FILTER on new truck after the first 2000 miles. Thereafter make regular changes every 10,000 miles in normal highway use—every 3 months or 5,000 miles in off-highway use.



DRAINING AND REFILLING ANY AUTOMATIC TRANSMISSION REQUIRE SPECIAL PROCEDURES AND A KNOWLEDGE OF THE DEFINITE CAPACITY OF EACH TYPE OF TRANSMISSION. REFER THIS SERVICE TO YOUR GMC DEALER.



SERVICING THE

COOLING SYSTEM



FILLING THE SYSTEM

When refilling the entire cooling system, the truck should be standing fairly level. The temperature control valve on any heater should be fully on.

TO CHECK LEVEL OF COOLANT

Open level test cock, which is a petcock either in the radiator top tank or the filler neck. If water runs out of the petcock, the system is full—otherwise add water until it does run out petcock. **WHEN FILLING AN EMPTY SYSTEM**—run engine a few minutes to get rid of air bubbles—and check water level again after the engine warms up.



HOW TO DRAIN THE COOLING SYSTEM

GASOLINE MODELS

First, open the level test cock or remove radiator cap, then **OPEN THE**

DRAIN COCK at the bottom of radiator.

DRAIN COCK at rear of cylinder block (on both sides of 8-cylinder engines)

DRAIN PLUG at bottom of Hydra-Matic (some models)

Be sure to open all cocks and drains so as to completely drain system. Don't forget to drain heater also.



WARNING! Before removing radiator cap at any time, open the level cock to relieve pressure.



DIESEL MODELS

Open vent valve in the thermostat housing —**THEN OPEN THE**

DRAIN COCK in cylinder block to rear of blower

DRAIN COCK in water pump housing.

DRAIN COCK at bottom of oil cooler






DRAIN COCK in lower part of thermostat housing.

DRAIN PLUG in bottom of remote overflow tank.

Drain heater unit also.



PRECAUTIONS

-  **DO NOT POUR COLD WATER** into the cooling system when engine is hot.
-  **DO NOT OVERFILL THE SYSTEM** when antifreeze is used.
-  **KEEP ALL CONNECTIONS TIGHT**
-  **USE A RUST PREVENTIVE** to minimize rust and scale.
-  **USE ONLY REPUTABLE BRANDS** of antifreeze—alcohol, methanol or ethylene glycol—and be sure to follow directions. If you have radiator shutters, you must use an ethylene glycol antifreeze. Be sure to drain and flush the cooling system at beginning and end of winter operation.

USE FRESH ANTIFREEZE SOLUTION EVERY YEAR

CAUTION Kerosene and other oils—or solutions containing calcium chloride, sodium silicate or other inorganic salts—or honey, glucose or sugar—are not suitable antifreeze solutions and should **NOT** be used in the cooling system.

ADJUSTING AND REPLACING DRIVE BELTS



All drive belts should be kept at proper tension, neither loose enough to slip nor so tight they cause strain. Adjust belts so they show a slight deflection between pulleys when pressed down with fingers. Replace worn or frayed belts to avoid trouble. If multiple belts are used, replace all belts in the set at the same time.

CARE OF THE LIGHTING SYSTEM

BE SURE THE NEW BULB YOU INSTALL IS EXACTLY THE SAME AS THE ONE REMOVED. REFER TO YOUR OWNER'S GUIDE FOR LISTING OF BULBS USED ON YOUR TRUCK.



REMOVING SINGLE SEALED BEAM UNIT



Take out screws and remove trim ring. Using a screw driver or hooked tool, unhook spring from retaining ring (Fig. 1).

Swing bottom of retaining ring out and while holding sealed-beam unit in place, unhook retaining ring from lug on mounting ring on top (Fig. 2).



Remove sealed-beam unit from mounting ring and pull wiring connector plugs off prongs on back (Fig. 3).

INSTALLING SINGLE SEALED BEAM UNIT

Hold sealed-beam unit near mounting ring and install wiring plug on prongs on back (Fig. 3).

Position sealed-beam unit in mounting ring with word "TOP" on lens at top and with molded lugs on edge of lens engaging slots in mounting ring (Fig. 4).



Hook slot in retaining ring over lug near top of mounting ring and position retaining ring over sealed-beam unit (Fig. 5).

Using a screw driver or hooked tool, stretch spring and hook into slot near bottom of retaining ring (Fig. 1). Adjust headlight beams and install trim ring. See BEAM ADJUSTMENT below.

**BEAM ADJUSTMENT-
IMPORTANT!**

Headlight requirements and light beam adjustments are covered by state laws and it is important that the headlights on your truck conform accurately to requirements . . . If necessary to replace a Sealed-Beam unit whose adjustment facilities are not

available, have the headlight beams adjusted at the earliest opportunity. Your GMC dealer is best qualified to perform this service.

REMOVING DUAL SEALED BEAM UNIT

Remove four screws attaching headlight door to fender (View A). To remove either sealed-beam unit, remove two retaining ring attaching screws (View B).



Pull top of retaining ring off sealed-beam unit (View C). It is not necessary to unhook spring.



Remove sealed-beam unit from mounting ring and pull wiring connector plug off back of unit.

INSTALLING DUAL SEALED BEAM UNIT

Install wiring connector plug on back of new unit (View C). NOTE: Unit with number "1" molded in top of glass must be used at INSIDE light. Number "2" must be at OUTSIDE light . . . Position unit in mounting ring with lugs on back of unit engaging slots in mounting ring.

Pull bottom of retaining ring out and engage fange on mounting ring, then push top of retaining ring into place (View D). Secure retaining ring to mounting ring with two screws (View E) . . . Adjust light beam, (see BEAM ADJUSTMENT below), then attach door to fender with four screws (View A).



WHEELS and TIRES



TUBELESS TIRE REPAIR

FOR THE SPECIAL REPAIR PROCEDURES NECESSARY GO TO YOUR GMC DEALER OR A RELIABLE TIRE SHOP.



NOTE

In an emergency you can use a tube in a tubeless tire. The valve in the rim must be removed.

CORRECT TIRE CARE

Wheel rims should be straightened immediately if bent or damaged.



The tread on all tires should be inspected regularly and all foreign objects removed. Have any necessary repairs made at once.



Proper tire pressure is VERY IMPORTANT. For correct pressure, see your Owner's Guide. Check tires frequently!

CARE OF WHEELS

To prevent wheel wobble with demountable rim type wheels, draw up rim clamp nuts alternately and tighten them evenly.



IMPORTANT!



Wheel nuts or rim clamp nuts should be tightened to a specific torque—ask your GMC DEALER. Check tightness often—and you will avoid trouble!

With dual BUDD-TYPE wheels the outer nuts must be loosened before tightening the inner nuts, then tighten outer nuts.



TIRES WITH TUBES



TO MOUNT

Clean rim with wire brush and remove dirt from casing. To help tube shape itself properly during inflation, apply liquid vegetable soap to the inner diameter of the tube and the inside of the tire beads.



LOCK RINGS

If tires are retained on wheel rims by removable lock rings, make sure locking is fully seated in gutter before inflating tire. . . . As a further precaution, before inflating tire wrap a chain loosely around tire and rim—or use a safety bar between spokes.

EMC AIR SUSPENSION



Pressure in bellows is automatically controlled to maintain constant frame height. However, pressure in suspension does NOT build up until AFTER pressure in brake system reaches 65 lbs. Do not move your truck until air pressure gauge shows at least 75 lbs. If at any time gauge shows a loss of more than 2 lbs. per minute with engine stopped, have system checked for leaks at axle.

IF SUSPENSION IS DOWN after truck has been standing some time, for example, restore air pressure by operating engine. In an emergency, truck may be moved a short distance with suspension down. . . . WHEN LIFTING TRUCK, be sure to chain axle to frame to avoid damage to bellows. . . . INSPECT BELLOWES REGULARLY for cracks or damage—remove dirt and small stones. . . . DRAIN AIR TANKS of moisture daily. . . . USE SAFETY BLOCKS between both ends of axle and frame when working under vehicle.

GMC

FACTORY-APPROVED ACCESSORIES

YOUR GMC DEALER HAS AVAILABLE A WIDE RANGE OF EXCELLENT ACCESSORIES, SPECIALLY DESIGNED TO ADD COMFORT, CONVENIENCE AND SAFETY TO YOUR DRIVING. ALL COMPLY WITH LOCAL, STATE AND ICC REGULATIONS



OUTSIDE REAR VIEW MIRROR

Provides an extra large field-of-view and adds greatly to driving safety. Modern design, quality workmanship, convenient adjustment.



RADIO AND ANTENNA



A powerful super-heterodyne model with automatic volume control and manual tone control. Independent speaker in cab header. A proved, dependable radio unequalled for listening pleasure.



HOOD ORNAMENT

An exclusive GMC design in distinctive, futuristic styling that adds a popular ultra-streamlined touch to appearance. Handsome, lasting, hard-chrome finish; quality construction; easy to install.



FIRE EXTINGUISHER

A thoroughly dependable extinguisher that provides fast, sure action. To operate, simply turn handle either way and pump. Trucks operating under ICC license are required to carry a 1 1/2 quart fire extinguisher of this type, or equivalent.



WEEKLY AIRFLOW

HEATER AND DEFROSTER

This popular model mounts on right side of cab and features an attractive, chromed control unit with fingertip adjustment. Outside air enters from large intake at top of cowl. Big volume of air is distributed inside cab and supplied to heavy-duty defrosters. Automatic temperature control. Unit will ventilate cab in hot weather.



ELECTRIC TACHOMETER

A precision-made instrument with illuminated dial, featuring ease of installation and accurate performance under all conditions. Comes complete with all attaching parts and detailed instructions for installation.

ADDITIONAL GMC ACCESSORIES FOR YOUR TRUCK

SAFETY

Warning Triangles, Safety Bumper-Block, 60 and 80lb. Fire Extinguishers, Air Horn, Mirrors and Heavy Lamps, Trip and Call Signs, Spot Lights, Windshield Wipers and Wipers

COMFORT

Air Conditioning, Sun Shade, All-Weather Covers, Hand Hole Warmer, Heavy Duty Controls and Tools

CONVENIENCE

Moose or Chamois Antennae, Clock, Compass, Pressure-Side Latches - 12 V.C., Operating Lights, Auxiliary Springs, Windshield Wash, Rear View Mirror, Truck, Radio, Radio