

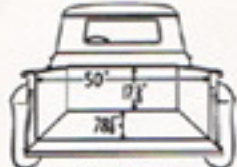
EMC

**100
100-8**



1958 JAN 1959





GMC 6 1/2-FT. PICKUP BODY
For Models 101 and 101-B

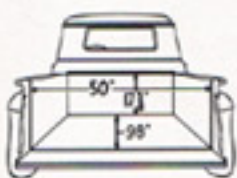
GMC PRESENTS THE SMARTEST TRUCKS
on the highways today with . . .

- ★ Picture window visibility.
- ★ Fully adjustable seats.
- ★ Luxury-type sponge rubber seat cushions.
- ★ Colorful two-tone interiors.
- ★ All-weather ventilation.
- ★ Safety steering wheel.
- ★ Driver-positioned instruments.
- ★ Non-glare instrument panel.
- ★ Concealed running boards.
- ★ Metal-framed door window glass.
- ★ Dual windshield wipers.

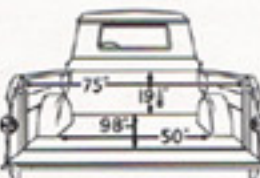
Unsurpassed comfort and conveniences are promised throughout with such features as the panoramic wrap-around windshield and the optional wrap-around rear window . . . sponge rubber luxury-type seats adjustable fore and aft with tilting seat back to suit driver's comfort . . . two-tone interiors with extra-quality upholstery and workmanship . . . instruments and controls conveniently placed for driver's use . . . non-glare instrument panel to avoid annoying reflections . . . concealed cab steps on which mud, snow and ice do not collect . . . and many others that add up to enjoyable operation and safety for driver and passengers alike.

ALL-WEATHER VENTILATION

Driver and passenger comfort is assured by constant streams of outside air—even in wet weather. The high, gridded intake, just below the windshield, directs air, free from road dust or concentrated exhaust fumes, into a plenum chamber. There, water, in wet weather, is separated and drained off through floor of plenum chamber before air is distributed through lowered outlets at each side of cab. Amount of air may be regulated to individual need by two control knobs conveniently located for either driver or passengers. In addition, a ventilating window in each side door permits fast or controlled exchange of air without drafts or discomfort.



GMC 8-FT. PICKUP BODY
For Models 102 and 102-B



GMC 8-FT. WIDE-SIDE PICKUP BODY
For Models 102 and 102-B

GMC ADVANCED STYLING

GMC CABS AND BODS

built in our own factories

Plus
GMC V-8 or 6-CYLINDER POWER

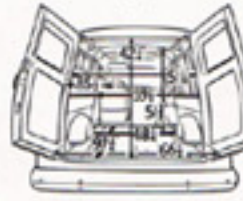


DELUXE MODELS

Deluxe models include such extra features as blue, green or gray two-tone interior harmonizing with exterior colors; driver's arm rest; additional sun visor on passenger side; stainless steel window and windshield moldings; and chrome grille, bumper, hub caps, insignia, instrument clusters and control knobs.

Road Shock Damper, standard on suburban, optional at extra cost on all other 1/2-ton models. Another GMC first—brings remarkable driving comfort and steering stability to the light-truck field. Greater safety and driving ease result from the smoothing out of road shocks and jolts encountered on "wash-board" roads or any such uneven surfaces. Its principle of operation induce the front wheels to follow the contour of the road surface giving the driver positive control of the vehicle even under the most adverse conditions. Loaded or empty, ride and control are equally effective.

Panel Body is available in a deluxe model with harmonizing two-tone interior and appointments comparable to the deluxe cab.



GMC 7-FT. PANEL BODY
For Models 101 and 101-B



GMC DELUXE SUBURBAN for Models 101 and 101-B
Seats are easily rearranged to suit any passenger or cargo needs.

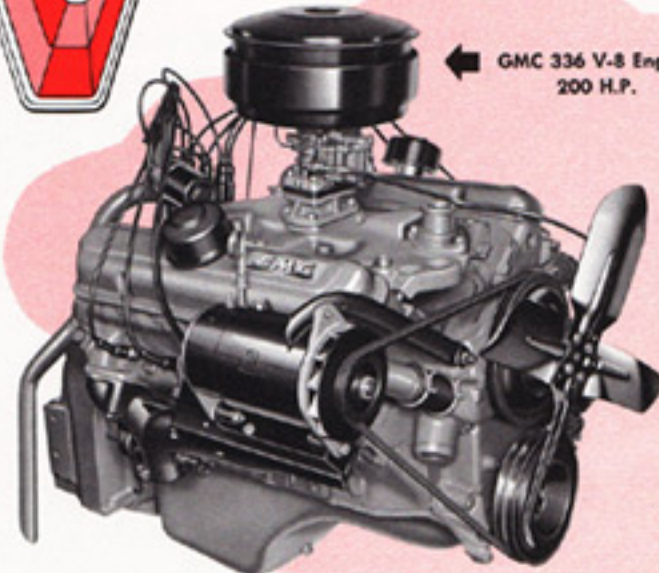


SERIES 100

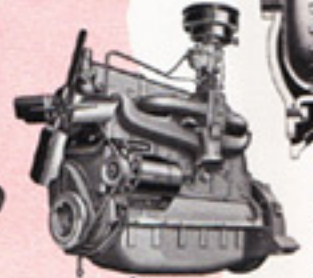
PERFORMANCE ENGINEERED FROM ENGINE TO AXLE

THE TREND IS TO V-TYPE ENGINES!

Because . . . their inherent basic design makes them especially desirable and adaptable to truck use.



GMC 336 V-8 Engine
200 H.P.

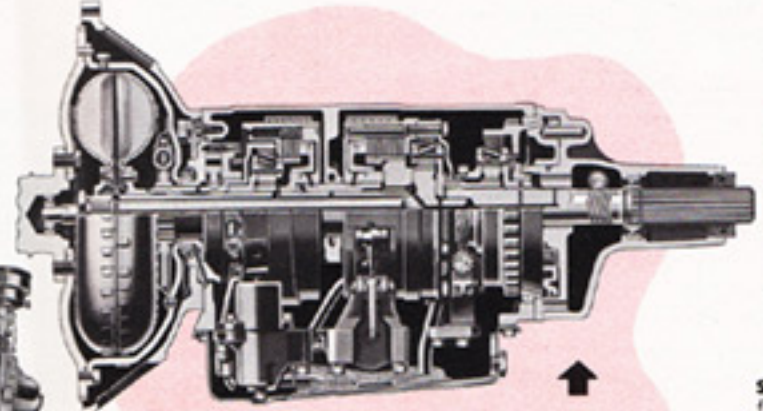


GMC 270 6-Cylinder Engine
130 H.P.
Oil-bath air cleaner optional at extra cost

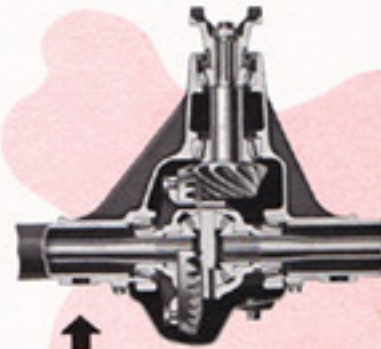
IMPORTANT
GMC TRUCK-ENGINEERED POWER FEATURES . . .

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

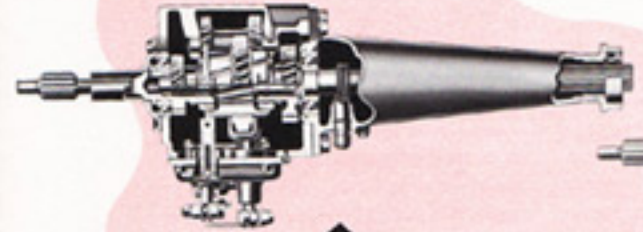
- ★ Valve-in-head design.
- ★ Nickel-chromium alloy cylinder block and crankcase cast as a unit.
- ★ Full-length water jackets completely surrounding each cylinder.
- ★ Forged-steel crankshaft statically and dynamically balanced.
- ★ Precision type steel-backed main and connecting rod bearings.
- ★ Cast aluminum pistons—cam ground and tin plated.
- ★ Chrome-plated top piston rings.
- ★ Alloy cast iron camshaft with surface hardened cams.
- ★ Steel-backed babbitt-lined camshaft bearings.
- ★ Full pressure lubrication to main, connecting rod and camshaft bearings.



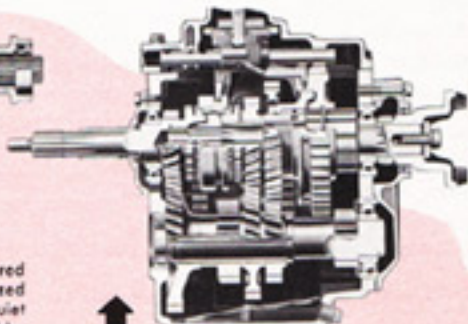
GMC's 4-Speed Dual-Range Truck Hydra-matic Drive, optional at extra cost, provides smoother performance—saves operating costs—maintenance costs are substantially reduced—"clutching" is gone forever. Hydra-matic's fluid coupling and automatic gear selection protects engine, drive-line and rear axle from unnecessary strain and abuse caused by improper gear shifting and power application. With Hydra-matic drive your truck is always in the proper and economical gear for any load or road condition.



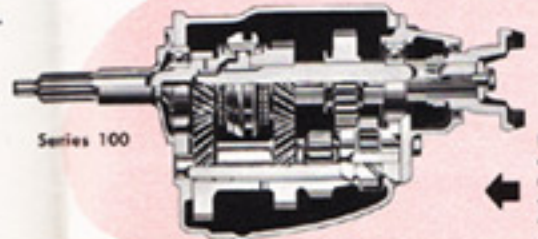
Single Reduction, Semi-Floating Rear Axle, features Hachliss drive with open-type propeller shaft. This hypoid-geared axle provides much greater tooth contact between pinion and ring gear which, together with large diameter anti-friction bearings used to mount the pinion shaft and differential assure correct gear alignment and quieter operation under all load conditions. Large diameter axle shafts complete this rugged unit for an extra margin of safety, long life and dependability.



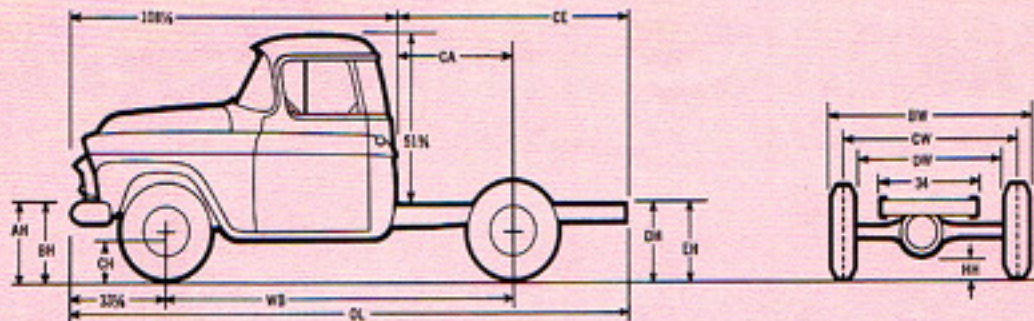
The Famous Three-Speed Synchromesh Transmission, pioneered for trucks by GMC . . . features constant mesh helical gears synchronized in second and third speeds. The synchromesh principle assures quiet operation and easy clashless shifting without the necessity of "double-clutching." Convenient finger-tip gear shift is mounted on the steering column.



Four-Speed Synchromesh Transmission, optional at extra cost, is designed for extra-heavy-duty operations requiring maximum gear reductions and increased durability. Features are constant mesh helical gears synchronized in second, third and fourth speeds; ball-and-roller bearing mounted countershaft and a sediment chamber for protection of bearings and other highly finished parts.



Heavy-Duty Three-Speed Synchromesh Transmission, optional at extra cost on series 100, features constant mesh helical gears synchronized in second and third speeds. Heavier construction throughout together with greater gear reductions make this unit suitable for heavier operations than are usually required of the standard transmission. Convenient finger-tip control is mounted on the steering column.



AW Tread, front tires.

75% Width Over Front Fenders.

31% Front Spring Centers.

LW Chain Clearance, Tire to Spring Clip.

41% Rear Spring Centers.

WHEELBASE NO.	1	2	Tire capacity per tire (lbs.) is Tire and Rim Association standards. Frame heights AH and BH are of front axle; DH and EH are of rear axle. Light heights (AH and DH) are for chassis with cab. Loaded heights (BH and EH) are for chassis loaded to rated GVW.
WB Wheelbase	114	123 1/2	
CA Standard cab to rear axle	39	48 1/4	
CE Standard cab to end of frame	75 1/2	95 1/2	
OL Bumper to end of frame	183 1/2	203 1/2	

TIRE	PR	CAP.	RM	OFFSET	A/W	B/W	C/W	D/W	L/W	AH	BH	CH	DH	EH	HH
7.10-15	4	1195	5K	1/2	60 1/2	68 1/2	61	53 1/2	5	21 1/2	21 1/2	8	24 1/2	22 1/2	7 1/2
7.10-15	6	1300	5K	1/2	60 1/2	68 1/2	61	53 1/2	5	21 1/2	21 1/2	8	24 1/2	22 1/2	7 1/2
7-17.5	6	1520	5.25	0	61 1/2	69 1/2	62 1/2	54 1/2	5 1/2	22 1/2	21 1/2	8 1/2	25 1/2	22	8 1/2

STANDARD CHASSIS SPECIFICATIONS

GVW RATING—5000 lbs.

AIR CLEANER: Oil wetted type.

AXLE, FRONT: Heat-treated forged steel I-beam. Rated capacity, 2200 lbs.

AXLE, REAR: Hypoid single reduction. Rated capacity, 3300 lbs. Ratio, 3.07 or 3.92 to 1.

BATTERY: 12-volt, 53 ampere-hour capacity.

BRAKES, SERVICE: Hydraulic front 11 x 2. Rear 11 x 2.

BRAKES, HAND: Mechanical application of rear brakes.

CAB: No. 1754.

CLUTCH, Series 100: 10 in. single disc with damper. Frictional area, 100.5 sq. in.

CLUTCH, Series 100-8: 11 in. single disc with damper. Frictional area, 123.7 sq. in.

COOLING SYSTEM, Series 100: Cellular type core with 7 lb. pressure cap; thickness, 2 in.; frontal area, 425 sq. in. 4-blade fan.

COOLING SYSTEM, Series 100-8: Cellular type core with 7 lb. pressure cap; thickness, 2 1/2 in.; frontal area, 469 sq. in. 4-blade fan.

ENGINE, Series 100: GMC 270 gasoline, 6 cylinder, 3 1/2 in. bore, 4 in. stroke. Displacement, 269.5 cu. in. Max. gross B.H.P., 130 @ 3600 r.p.m. Max. net B.H.P., 121 @ 3400 r.p.m. Max. gross torque (lbs. ft.), 238 @ 1200-2000 r.p.m. Max. net torque (lbs. ft.), 223 @ 1200 r.p.m. Compression ratio, 7.75 to 1.

ENGINE, Series 100-8: GMC 336 gasoline V-8, 3 7/8 in. bore, 3 1/2 in. stroke. Displacement, 336.9 cu. in. Max. gross B.H.P., 200 @ 4400 r.p.m. Max. net B.H.P., 171 @ 3500 r.p.m. Max. gross torque (lbs. ft.), 307 @ 2000-2400 r.p.m. Max. net torque (lbs. ft.), 286 @ 2400 r.p.m. Compression ratio, 7.5 to 1.

FRAME: 114 in. W.B. 6 x 2 1/4 x 1/2 section modulus, 2.52; 123 1/2 in. W.B. 6 1/2 x 2 1/4 x 1/2 section modulus 3.26.

FUEL TANK: 17 1/2 gal. back of cab seat. 17 gal. inside right frame rail with cow or unit body.

GENERATOR: 12-volt, 30 ampere, voltage and current regulated.

PROPELLER SHAFT: Tubular with needle bearing joints.

SHOCK ABSORBERS: Direct double-acting, front and rear.

SPRINGS, FRONT: Semi-elliptic, alloy spring steel, 44 x 2, 6-leaf.

SPRINGS, REAR: Semi-elliptic, alloy spring steel, 52 x 2, 7-leaf progressive.

STEERING GEAR: Reincubating ball, nut and sector type; semi-reversible; adjustable. Ratio, 21.3 to 1. Wheel, 18 in. safety type.

TIRES: 7.10 x 15, 4-ply rating. Front, single rear and spare. Tubeless.

TOOLS: Jack and wheel nut wrench.

TRANSMISSION: Three-speed synchromesh. Steering column shift.

WHEELS: Stamped steel ventilated disc. Spare wheel.

MAJOR OPTIONS (at extra cost)

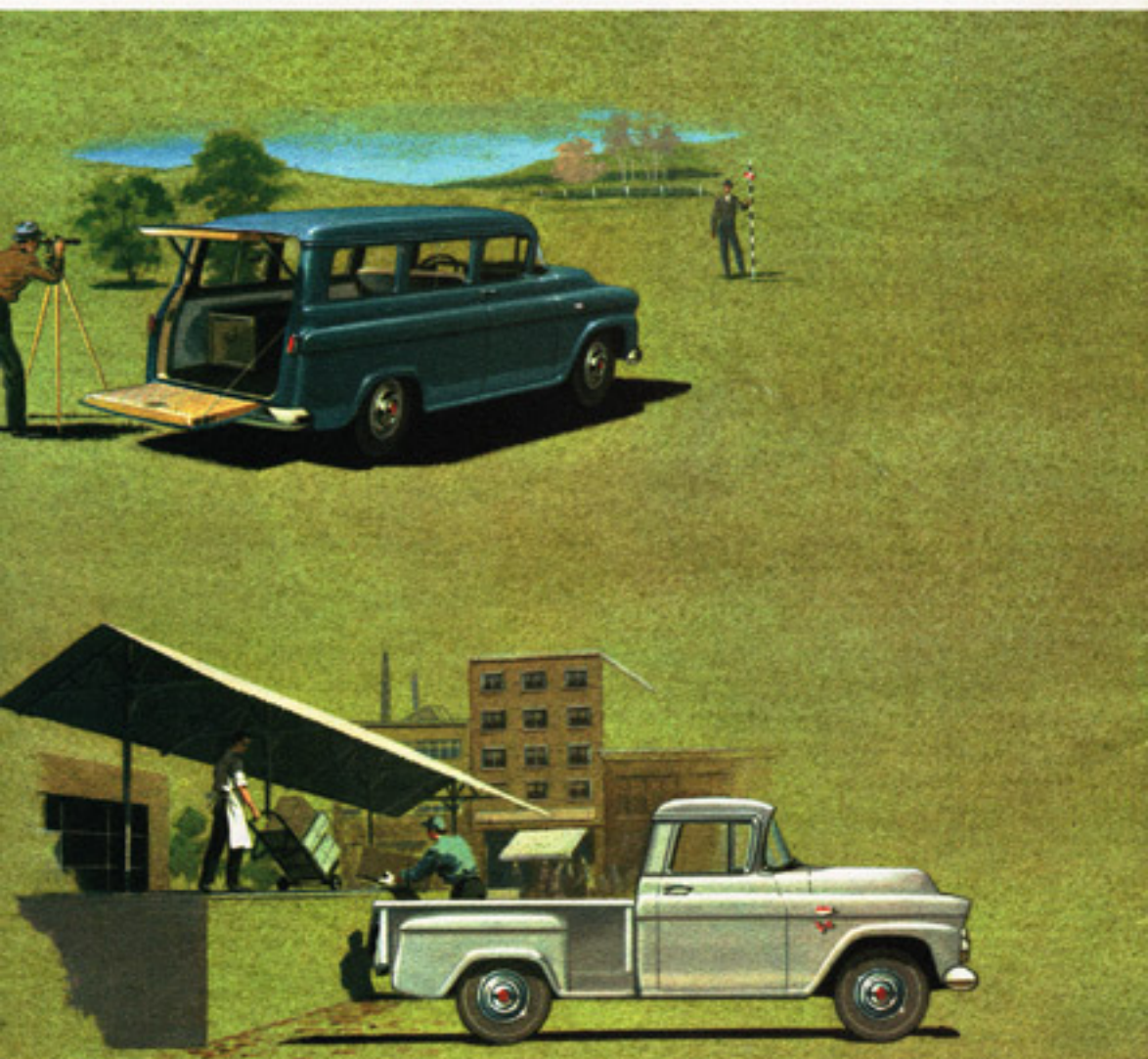
Oil bath air cleaner . . . Rear axle with "Flow-tek" differential . . . Bodies Panel, deluxe panel, pickup and subpanel . . . Deluxe cab . . . Heavy-duty clutch (series 100) . . . Cow . . . Oil filter . . . Low-cut-in generator . . . Governor . . . Chrome grille, bumper and insignia . . . Heater and defroster . . . Right-hand stop and tail lamp . . . Directional signals . . . Heavy-duty rear springs . . . Power steering . . . Side mounted fire carrier, pickup body . . . Hydro-matic transmission . . . Hydro-matic transmission oil cooler . . . Heavy-duty 3-speed transmission (series 100) . . . 4-speed transmission . . . front wheel harmonic damper . . . Wrap-around cab rear window . . . Electric windshield wipers . . . See chart above for tire options.

GMC Truck & Coach Division reserves the right to make changes of any time without notice in prices, colors, materials, equipment, specifications and models and also to discontinue models. Data shown above is basic information for the prospective buyer on effective at time of issuance of this pamphlet. Dealer will provide complete up-to-date information on options, specifications, etc., not shown here.

GMC TRUCK & COACH DIVISION, GENERAL MOTORS CORPORATION . . . PONTIAC, MICHIGAN

GMC EXTRA-QUALITY FEATURES

- ★ Advanced styling.
- ★ Dual headlamps.
- ★ Picture-window visibility.
- ★ GMC-built cabs and bodies.
- ★ Standard and deluxe equipment.
- ★ High-powered, high-compression 6 and 8-cylinder engines.
- ★ 12-volt electric system.
- ★ Hydra-Matic and synchromesh transmissions.
- ★ Comfort ride springs.
- ★ Truck-built chassis.
- ★ Short turning radius.
- ★ Low loading and step heights.
- ★ Tubeless tires.



MARQUIS MOTORS
17TH STREET 7TH AVE.
BEAVER FALLS, PA.