

4 WHEEL DRIVE

PICKUPS,
JIMMY,
SUBURBAN,
BONUS CAB
CAB & CHASSIS



1977 GMC

GMC 4x4 TRUCKS GO WHERE THE PAVEMENT ENDS



4-WHEEL DRIVE PICKUPS

GMC Pickups offer accessibility to off-road sites for work and recreation. Pickups are available in half- and three-quarter-ton Wideside models, plus new one-ton Wideside models as well as half- and three-quarter-ton Fenderside models. GVW's range from 6,200 to 10,000 lbs. with a maximum payload capacity of 4680 lbs. on one-ton models. Equipment includes a wide selection of available Custom and Convenience items.

IMPRESSIVE ON/OFF-ROAD PERFORMANCE WITH FULL-TIME FOUR-WHEEL DRIVE

GMC offers tough off-road dependability and positive, traction-grabbing driveability with a full line of 4-wheel drive Pickups, Jimmys, Bonus/Crew Cabs, Suburbans and Cab & Chassis models. A wide

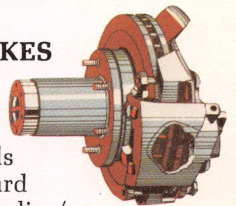
selection of body styles helps you meet your needs for transporting people, cargo, camping gear or plowing snow. Wherever you go, to out-of-the-way work sites, recreation areas or a drive in the back country . . . you can depend on GMC 4-wheel drive models to get you there and back.

There are two 4-wheel drive systems to select from.

Conventional 4-wheel drive with free-wheeling front hubs is standard on models equipped with three- and four-speed manual transmissions. Convenient Full-Time four-wheel drive, standard on all GMC "K" models available with automatic transmission, lets you go from pavement to off-road conditions without leaving the cab. Drive power is constantly delivered to all four wheels so you don't have to stop, get out and engage the front hubs. The in-cab shift lever gives you control over high/low drive ranges and inter-axle locking. With Full-Time four-wheel drive you enjoy balanced traction and driving power at all four wheels.

POWER DISC BRAKES

All GMC 4-wheel drive models have standard power front disc/rear drum brake systems computer-matched to available GVW's for stopping power under rated load conditions. Front discs are full floating caliper-type with dust shields. On models of 8400 lbs. GVW or under, a wear sensor sounds an audible signal when lining needs replacement. Cast iron rear drums are finned for efficient cooling. Heavy-duty hydraulic power brakes are standard equipment on all K-3500 models.





4-WHEEL DRIVE CAB & CHASSIS

Cab & Chassis models combine the advantages of specialized body mounting with 4-wheel drive accessibility . . . a great choice for construction, municipal, utility, farm or recreation. GVW's range up to 10,000 lbs. with the new K-3500 Series models with available dual rear wheels (standard on the 159.5" wheelbase models). Half- and three-quarter-ton models provide GVW's from 6,200 to 8,400 lbs. Cab & Chassis models combine rugged off-road durability with available custom comfort and convenience equipment that includes air conditioning, Comfortilt steering column, AM and AM/FM radios and more.

4-WHEEL DRIVE BONUS/CREW CAB

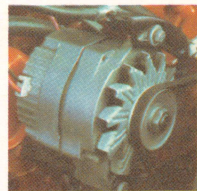
New K-3500 Series Bonus Cab and Crew Cab models are available with Wideside pickup bed or as Cab & Chassis models. You can order a Crew Cab with a capacity for up to six passengers or a Bonus Cab with front seating for three passengers and generous in-cab cargo space. The new 4-wheel drive model has a long 164.5-inch wheelbase and is available with a GVW range up to 10,000 lbs. with dual rear wheels. Bonus and Crew Cab models are ideally suited for work or recreation and with 4-wheel drive . . . getting there only starts the fun.

GMC POWER TEAMS

Standard engine for K-1500 Pickups, Cab & Chassis and Jimmy models is the reliable 250 CID In-Line six. Suburban models come equipped with the small block 305 V8 with 2-bbl. carburetor. The 292 CID In-Line six is standard on all other models. Available engines include the 350 V8, 4-bbl. and the 400 V8, 4-bbl.

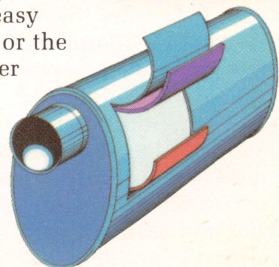
GENERATOR

Standard Delcotron generator features built-in transistorized voltage regulator for reliability. Heavy-duty, 61-amp generator is available on most models and included with available air conditioning.



FRONT REMOVING DASH PANEL

Easy front access to instrument cluster speeds servicing and helps make minor repairs easy whether the standard warning light type or the available gauge type with voltmeter, water temperature and oil pressure gauges.



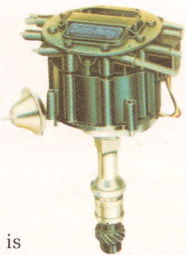
MUFFLER

Durable, aluminized, long-life mufflers feature a double-wrapped shell and interior baffles constructed of heavy-gauge, fully-aluminized metal.

TECHNICAL INFORMATION

ENGINE TYPE	CU. IN. DISP.	SAE NET		BORE & STROKE	COMP. RATIO (to 1)
		HP @ RPM	TORQUE @ RPM		
IN-LINE SIX	250	100 @ 3600	175 @ 1800	3.87 x 3.53	8.00
IN-LINE SIX	292	120 @ 3600	215 @ 2000	3.87 x 4.12	8.00
V8, 2-BBL.	305	140 @ 3800	235 @ 2000	3.74 x 3.48	8.50
V8, 4-BBL.	350	165 @ 3800	255 @ 2800	4.00 x 3.48	8.50
V8, 4-BBL.	400	175 @ 3600	290 @ 2800	4.13 x 3.75	8.50

HIGH ENERGY IGNITION



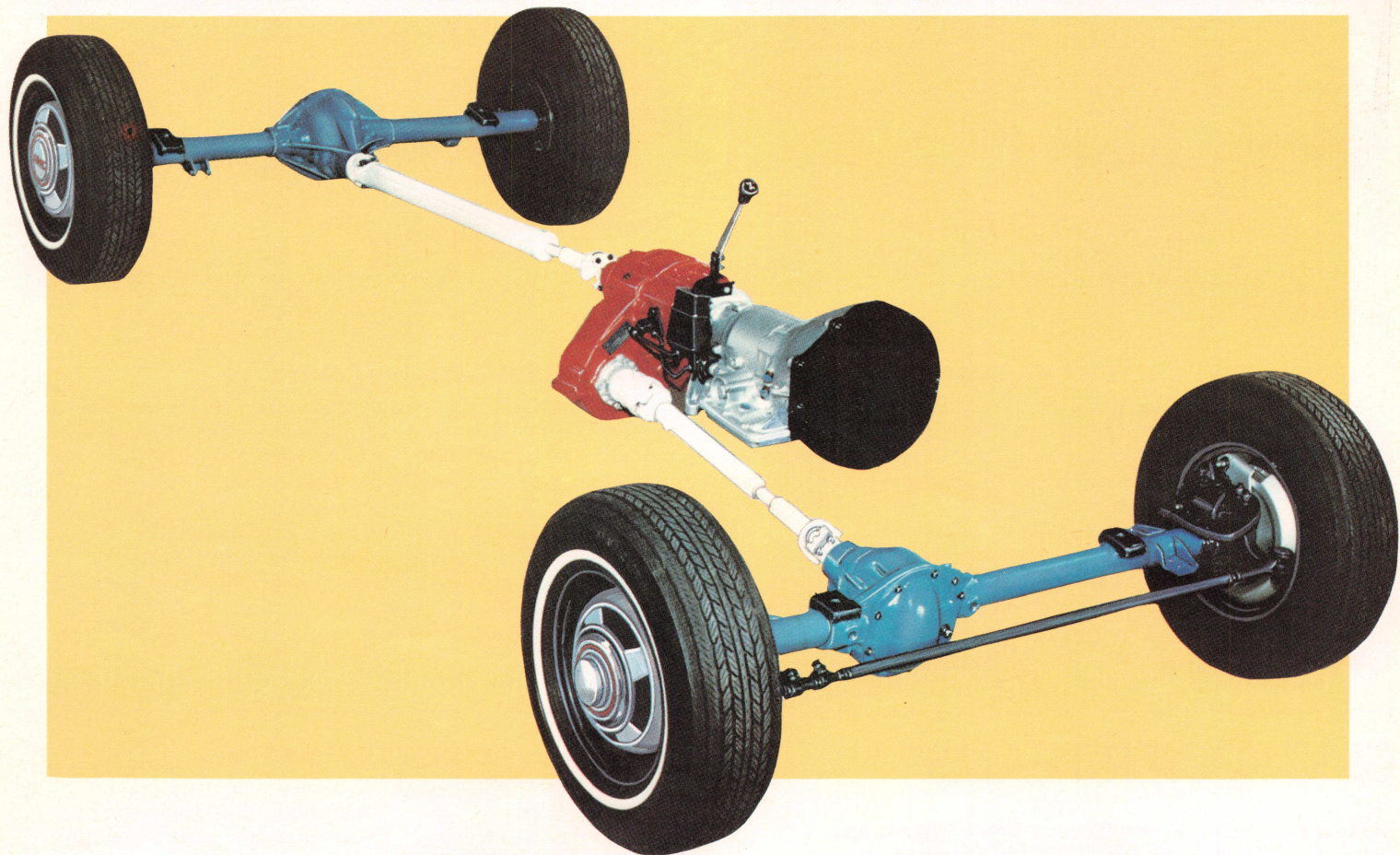
Electronic High Energy Ignition system is standard on all models and eliminates the breaker points and ignition condenser of the conventional ignition system. HEI delivers up to 35,000 volts to each plug to help ignite marginal fuel air mixtures. With HEI, and the use of unleaded fuel, intervals between tune-ups are extended and plug life increased.



FREEDOM BATTERY

The maintenance-free Delco Freedom Battery is standard equipment on Jimmy and Suburban and Bonus/Crew Cab. It is also available as a heavy-duty or as an auxiliary battery. Sealed design never needs water and features a built-in charge indicator.

FULL-TIME FOUR-WHEEL DRIVE THAT YOU CONTROL FROM INSIDE THE CAB



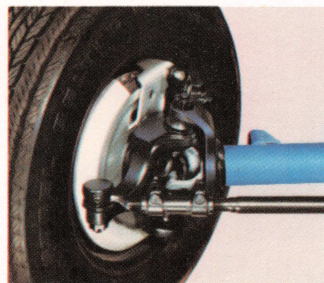
FIVE POSITION GEARSHIFT LEVER

With Full-Time four-wheel drive you control the transfer case from inside the cab with a simple five-position control lever. "L-LOC" position rigidly locks both axles together in the low-reduction range for high torque pulling power in sand, mud or snow. "L" allows the inter-axle to operate in the low-reduction range. The inter-axle directs the correct driving force to front and rear axles for balanced operation. "N" or neutral disengages the transfer case when full power is required for operation of PTO. In "N", no power is transmitted to either axle. "H", the normal operating range, helps prevent torque wind up with the inter-axle in direct



drive. "H-LOC" locks out the inter-axle and connects both front and rear axles while operating in direct drive. It is used when low traction surfaces could cause wheel slippage. With Full-Time four-wheel drive, included in conjunction with available automatic transmission and V8 engine, you enjoy balanced driving power and traction effort at all four wheels. GMC

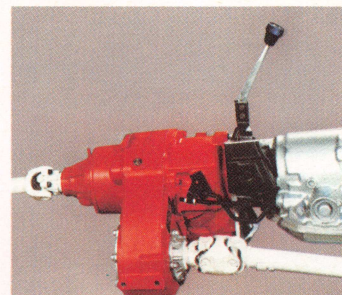
conventional 4-wheel drive is standard on 4-wheel drive models with 3- or 4-speed manual transmissions. Two-speed transfer case allows 2- or 4-wheel drive. Power takeoff opening is standard and freewheeling front hubs are included.



FRONT TURNING ANGLE

Wide angle front driving hubs provide impressive maneuverability. Long wheelbase pickups have a

small curb-to-curb turning diameter of only 54.6 feet.



TRANSFER CASE

The transfer case is bolted directly to the transmission case tailshaft through an adapter, eliminating the intermediate propeller shaft. All gears and shafts are precision-machined from carburized and hardened alloy steel. Shafts are mounted on antifriction ball or roller bearings for efficiency and long service life.



4-WHEEL DRIVE JIMMY

Jimmy models with either conventional or Full-Time four-wheel drive feature a double-walled steel roof for the front section and a removable fiber glass reinforced plastic roof for the rear section. The standard rear roof is available in White- or Black-textured exterior paint finish which is also used on the steel cab roof. A new soft top also is available in a choice of Blue, Black, Beige and White. Jimmy models can seat five with available seating. GVW rating is 6,200 lbs. Available factory-installed trailering equipment provides for camper and utility trailers up to 6,400 lbs. with available 4.11 rear axle ratio, 400 CID 4-bbl. engine and automatic transmission.

4-WHEEL DRIVE SUBURBAN

GMC Suburbans offer off-road hauling versatility for up to nine passengers with available folding second seat and fixed position third seat. With the second seat folded and the rear seat removed you have a generous 144 cubic feet of interior load space. All models have standard wide-opening rear panel doors with stationary glass. Available wagon-type tailgate features manual drop glass or available power window. GVW ratings range from 6,200 to 8,400 lbs. and offer up to 3190 lbs. of payload capacity. Available factory-installed trailering packages let you trailer up to 14,500 lbs.

BRAWNY BUILT CHASSIS FOR OFF-ROAD SERVICE

Chassis for off-road travel have to be built tough to absorb the pounding encountered when the expressway ends and the country begins. To help absorb the shocks and stress of off-road driving the typical 4 x 4 chassis includes:

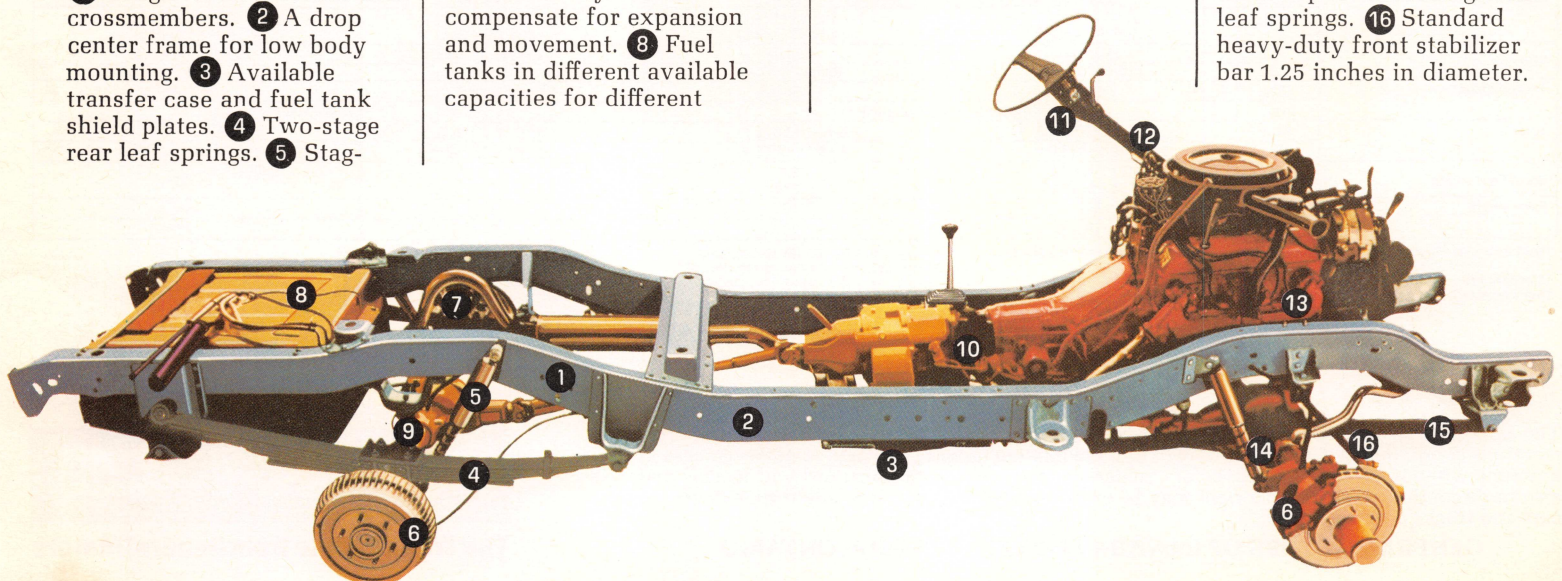
① Tough frame siderails and crossmembers. ② A drop center frame for low body mounting. ③ Available transfer case and fuel tank shield plates. ④ Two-stage rear leaf springs. ⑤ Stag-

gered rear shock absorbers to help absorb the effect of brake thrust and power hop. ⑥ Standard power assisted front disc and finned rear drum brakes computer-matched to available GVW's for stopping power.

⑦ Compression type hangers for exhaust system that compensate for expansion and movement. ⑧ Fuel tanks in different available capacities for different

driving ranges. ⑨ Wide range of axle ratios to meet work demands. ⑩ Standard 3-speed or available 4-speed manual transmission on K-1500 and K-2500 models. Standard 4-speed manual transmission on K-3500 models. Available 3-speed automatic transmission.

⑪ Steering-column-mounted key-lock ignition. ⑫ Energy-absorbing steering column to provide a cushioning effect. ⑬ Vibration-absorbing, pre-loaded engine mounts. ⑭ Standard one-inch diameter shock absorbers with dust shields. ⑮ Long, wide impact-absorbing front leaf springs. ⑯ Standard heavy-duty front stabilizer bar 1.25 inches in diameter.



GMC TECHNICAL INFORMATION

SERIES	JIMMY		K-1500 PICKUPS		K-2500 PICKUPS		K-3500 PICKUPS		K-1500 SUBURBAN		K-2500 SUBURBAN			
	6200		6200		6800-8400		8600-10,000*		6200-7300		6800-8400			
GVW RANGE, LBS.	Hypoid Driving Axle and Leaf Springs													
Front Suspension Cap., Lbs.	3600		3600		3800		4500		3600		3800			
Springs, Front, Rated at Ground, Ea., Lbs.	Std.	1650	1850	1850	1850	2250	2250	2250	2250	1850	1850	2250		
Shock Absorbers	Std.	One (1) In. Dia.		One (1) In. Dia.		One (1) In. Dia.		One (1) In. Dia.		One (1) In. Dia.		One (1) In. Dia.		
	Avail.	32mm H.D. Shocks @		32mm H.D. Shocks @		32mm H.D. Shocks @		32mm H.D. Shocks @		32mm H.D. Shocks @		32mm H.D. Shocks @		
Stabilizer Bar	H.D. 1.25 In. Dia.				H.D. 1.25 In. Dia.				H.D. 1.25 In. Dia.					
Rear Suspension, Axle Type, Cap., Lbs.	Semi-Floating						Full Floating				Semi-Floating		Full Floating	
	3750		3750		5700		7500		4000		5700			
Axle Ratio 250 L6 292 L6 305 V8 (2-Bbl.) 350 V8 (4-Bbl.) 400 V8 (4-Bbl.)	Std.	4.11	3.73	4.11	3.73	4.56	4.10	4.56	—	—	—	—	—	
	Avail.	3.73	3.07, 4.11, 2.76§	—	—	—	—	—	—	—	—	—	—	
		3.07	3.73, 4.11, 2.76§	3.07	3.73, 4.11, 2.76§	4.10	4.56	4.10	4.56†	3.73	3.07, 4.11, 2.76§	4.10	4.56	
		3.07††	3.07, 3.73, 4.11	3.07††	3.07, 3.73, 4.11	4.10	—	4.10	4.56	3.07††	3.07, 3.73, 4.11	4.10	—	
Springs, Rear, Rated at Ground, Ea., Lbs.	1700		1875		2800		3500		2000		2800			
Shock Absorbers	Std.	1 In. Dia.		1 In. Dia.		1 In. Dia.		1 In. Dia.		1 In. Dia.		1 In. Dia.		
	Avail.	32mm H.D. Shocks @		32mm H.D. Shocks @		32mm H.D. Shocks @		32mm H.D. Shocks @		32mm H.D. Shocks @		32mm H.D. Shocks @		
Brakes, Service	Std.	Vacuum/Power Front Disc, Rear Drum (Hydraulic Power on K-3500)												
	Avail.	—				H.D. Vac Power		—		—		H.D. Vac Power		
Clutch, Dia., In. with L6 or 305 V8 with 350 V8	11 12		11 12		11 12		11 12		11 12		11 12			
Engine, Type	Std.	250 L6		250 L6		292 L6		292 L6		305 V8 (2-Bbl.)		305 V8 (2-Bbl.)		
	Avail.	305 V8 (2-Bbl.) 350 V8 (4-Bbl.) 400 V8 (4-Bbl.)		350 V8 (4-Bbl.) 400 V8 (4-Bbl.)		350 V8 (4-Bbl.) 400 V8 (4-Bbl.)		350 V8 (4-Bbl.) 400 V8 (4-Bbl.)		350 V8 (4-Bbl.) 400 V8 (4-Bbl.)		350 V8 (4-Bbl.) 400 V8 (4-Bbl.)		
Steering	Std.	Manual				Hyd. Power				Manual				
	Avail.	Hyd. Power				Hydraulic Power				Hydraulic Power				
Transmission	Std.	3-Spd.				4-Spd.				3-Spd.				
	Avail.	4-Spd., Turbo Hydra-matic				Turbo Hydra-matic				4-Spd., Turbo Hydra-matic				
Tires	Base	H78-15B (4 Pr.)		L78-15B (4 Pr.)		8.75-16C (6 Pr.)		9.50-16.5D (8 Pr. ♦♦)		H78-15B (4 Pr.)		8.75-16.5C (6 Pr.)		
	Max.	LR78-15C (6 Pr.)		LR78-15C (6 Pr.)		9.50-16.5D (8 Pr.)		9.50-16.5E (10 Pr.)		L78-15D (8 Pr.)		9.50-16.5D (8 Pr.)		
Break-Over Angle	23°		117.5 WB 21° 131.5 WB 20°		23°		2-Door 25° 4-Door 21°		20°		22°			
Ramp Angle	Front	32°		33°		35°		41° 38°		34°		35°		
	Rear	24°		••		20° Wideside, 21° Fenderside		19° 18°		19°		21°		

SERIES	K-1500 CAB & CHASSIS		K-2500 CAB & CHASSIS		K-3500 CAB & CHASSIS		K-3500 BONUS/CREW CAB		
	6200		6200-8400		8600-10,000*		9200-10,000*		
GVW RANGE, LBS.	Hypoid Driving Axle and Leaf Springs								
Front Suspension Cap., Lbs.	3600		3800		4500		4500		
Springs, Front, Rated at Ground, Ea., Cap.	Std.	1850	1850	1850	2250	2250	2250	2250	
Shock Absorbers, Front	Std.	1 In. Dia.		1 In. Dia.		1 In. Dia.		1 In. Dia.	
	Avail.	32mm H.D. Shocks @		32mm H.D. Shocks @		32mm H.D. Shocks @		32mm H.D. Shocks @	
Stabilizer Bar	H.D. 1.25 In. Dia.				H.D. 1.25 In. Dia.				
Rear Suspension, Axle Type, Cap., Lbs.	Semi-Floating				Full Floating				
	3750		5700		7500		7500		
Axle Ratio 250 L6 292 L6 350 V8 (4-Bbl.) 400 V8 (4-Bbl.)	Std.	4.11	3.73	—	—	—	—	—	
	Avail.	3.07	3.73, 4.11, 2.76§	4.56	4.10	4.56	4.56	4.56	
		3.07††	3.07, 3.73, 4.11	4.10	4.56	4.10	4.56	4.10	
Springs, Rear, Rated at Ground, Ea., Cap.	1875		2800		3500		3500		
Shock Absorbers, Rear	Std.	1 In. Dia.		1 In. Dia.		1 In. Dia.		1 In. Dia.	
	Avail.	32mm H.D. Shocks @		32mm H.D. Shocks @		32mm H.D. Shocks @		32mm H.D. Shocks @	
Brakes, Service	Std.	Vacuum/Power		Front Disc/Rear Drum		Hydraulic Power/Front Disc, Rear Drum			
	Avail.	—		H.D. Vac. Power		—		—	
Clutch, Dia. In. with L6 with 350 V8	11 12		11 12		11 12		11 12		
Engine, Type	Std.	250 L6**		292 L6		292 L6		292 L6	
	Avail.	350 V8 (4-Bbl.) 400 V8 (4-Bbl.)		350 V8 (4-Bbl.) 400 V8 (4-Bbl.)		350 V8 (4-Bbl.) 400 V8 (4-Bbl.)		350 V8 (4-Bbl.) 400 V8 (4-Bbl.)	
Steering	Std.	Manual		Manual		Hydraulic Power		Hydraulic Power	
	Avail.	Hydraulic Power		Hydraulic Power		—		—	
Transmission	Std.	3-Speed		3-Speed		4-Speed		4-Speed	
	Avail.	4-Speed, Turbo Hydra-matic				Turbo Hydra-matic			
Tires	Base	L78-15B (4 Pr.)		8.75-16.5C (6 Pr.)		9.50-16.5D (8 Pr.)†		9.50-16.5D (8 Pr.)♦♦	
	Max.	LR78-15C (6 Pr.)		9.50-16.5D (8 Pr.)		9.50-16.5E (10 Pr.)		9.50-16.5E (10 Pr.)	
Break-Over Angle	117.5 WB 22° 131.5 WB 20°		23° 23°		27°		20°		
Ramp Angle	Front	36°		37°		39°		39°	
	Rear	18°		20°		25°		25°	

*With dual rear wheel application. Maximum GVW with single rear wheels is 9,200 lbs.

†Standard ratio for dual rear wheel application, optional ratio is 4.10.
‡Not available with single rear wheels.

@Available with RPO F60 HD springs only.
††2.76 will become base during interim 1977.
‡‡8.75-16.5D on 159.5" wheelbase model.
§To be released interim 1977.

♦♦117.5 wheelbase, 19", 131.5 wheelbase 15" (Wideside) and 16" (Fenderside.)
♦♦9.50-16.5E (10 Pr.) size used on rear of Bonus Cab/Crew Cab models.

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