

GMC

THE TRUCK PEOPLE FROM GENERAL MOTORS
4-wheel drive models







Jimmy will haul a trailer . . . dash up a mountain . . . slash through sand . . . go almost anywhere for fun and adventure. And Jimmy doubles as an all-season station wagon or second car.

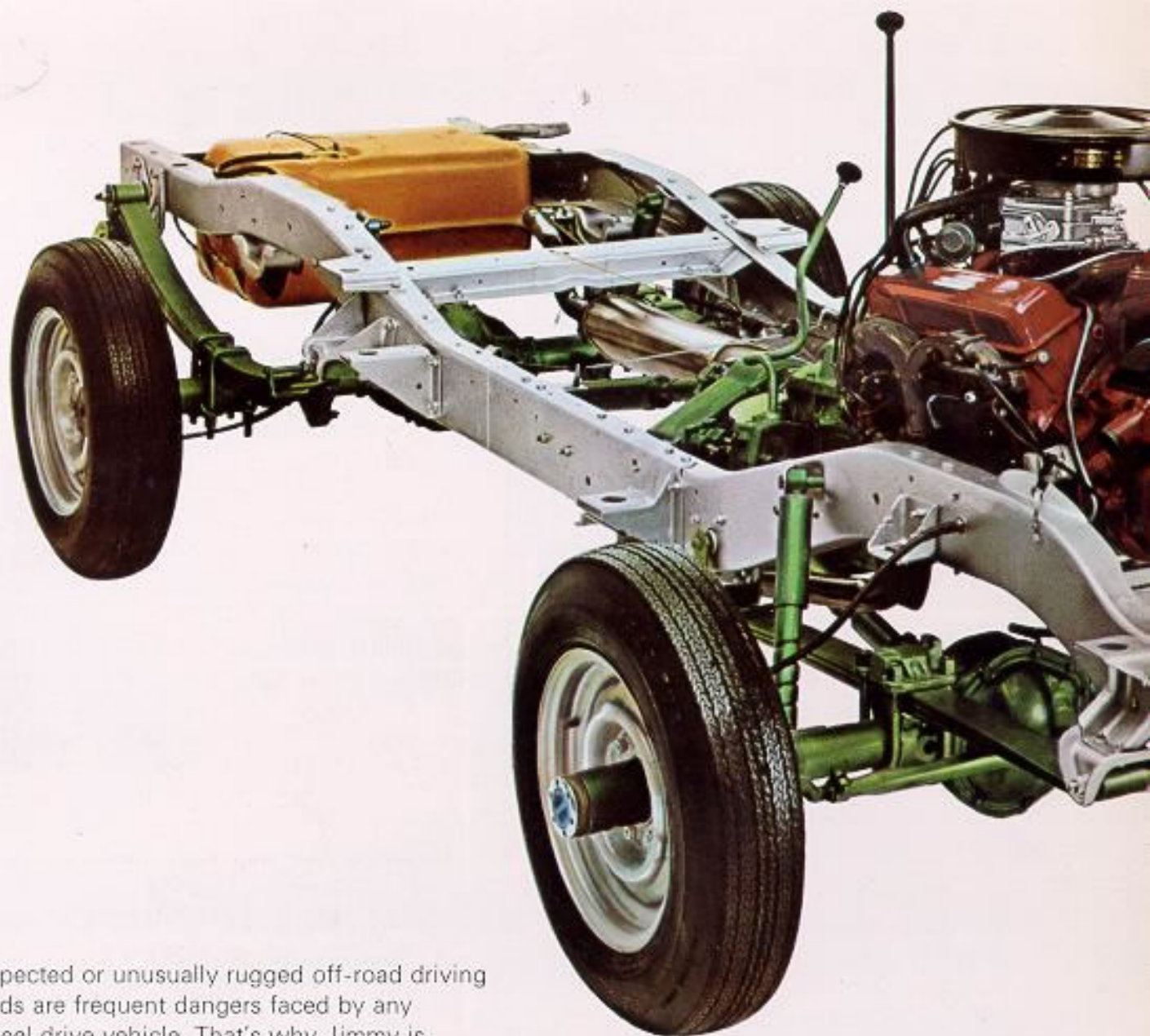
Rough, tough and equipped with four-wheel drive, Jimmy is the on- or off-road utility vehicle that gets you in and out of places you've never been able to go before. Broaden your motoring horizons with Jimmy!

Meet Jimmy—the all-new, all-purpose mini-taskmaster from GMC!

For all those times you couldn't wheel your way into inaccessible areas . . . for all those loads you couldn't haul in a standard vehicle . . . GMC offers a new four-wheel drive runabout with power to spare . . . Jimmy! Use it in your business as a reliable cargo carrier . . . use it as a handy second car . . . or use it as a versatile recreational vehicle. Take Jimmy on the open road or city streets, or leave the beaten path

with sure-footed four-wheel drive that delivers the gripping power necessary to cut rugged terrain down to size. Only 177½ inches long on a 104-inch wheelbase, Jimmy comes through because it's built solid and packs big power on a wide-track tread that adds dimensional stability. See your GMC dealer for more details on Jimmy . . . the size surprise of the year.

Durable GMC chassis take grueling off-road operations in stride!



Unexpected or unusually rugged off-road driving hazards are frequent dangers faced by any 4-wheel drive vehicle. That's why Jimmy is built on an extremely sturdy chassis engineered to withstand just such stress and strain. All other chassis components have been carefully chosen for their ability to contribute to the overall goal of dependable service. The going's great on a GMC Jimmy chassis!

Standard chassis components include: husky ladder-type frame with alligator-jaw crossmembers riveted to heavy-gauge channel side rails • tapered-leaf springs both front and rear provide a smooth ride and result in lower unsprung weight • two-stage rear suspensions feature four conventional leaves and one tapered leaf • front and rear double-acting shock absorbers further dampen road shock and increase handling ease • small 36.6-foot turning diameter results from 40-degree front axle turning angle • drive shafts are carburized and hardened machined alloy steel for greater dependability • permanently sealed universal joints put an end to periodic servicing requirements • dual-master cylinder brake system includes warning light and corrosion-resistant brake lines • power

friction, induction hardened for durability. High capacity universal joints are balanced and permanently sealed to eliminate periodic servicing requirements.



Transfer Case. Standard 2-speed transfer case offers a choice of high or low ranges in 4-wheel drive for a total of six forward speeds. Power takeoff opening allows operation of wide variety of special equipment using engine power.

Brakes. Front and rear brake hydraulic systems are separate, operate from a dual master cylinder connected directly to the brake pedal. If hydraulic pressure loss should occur in one system, the other remains operative. Warning light on instrument panel signals driver when pedal is applied if either system malfunctions. Brakes are self-adjusting. Power brakes are available.

Transmissions. Standard 3-speed synchromesh manual transmission has shift lever mounted on steering column. A 4-speed transmission with floor-mounted shift lever also is offered. Turbo Hydra-matic 3-speed automatic transmission available.

2-Wheel Drive Chassis

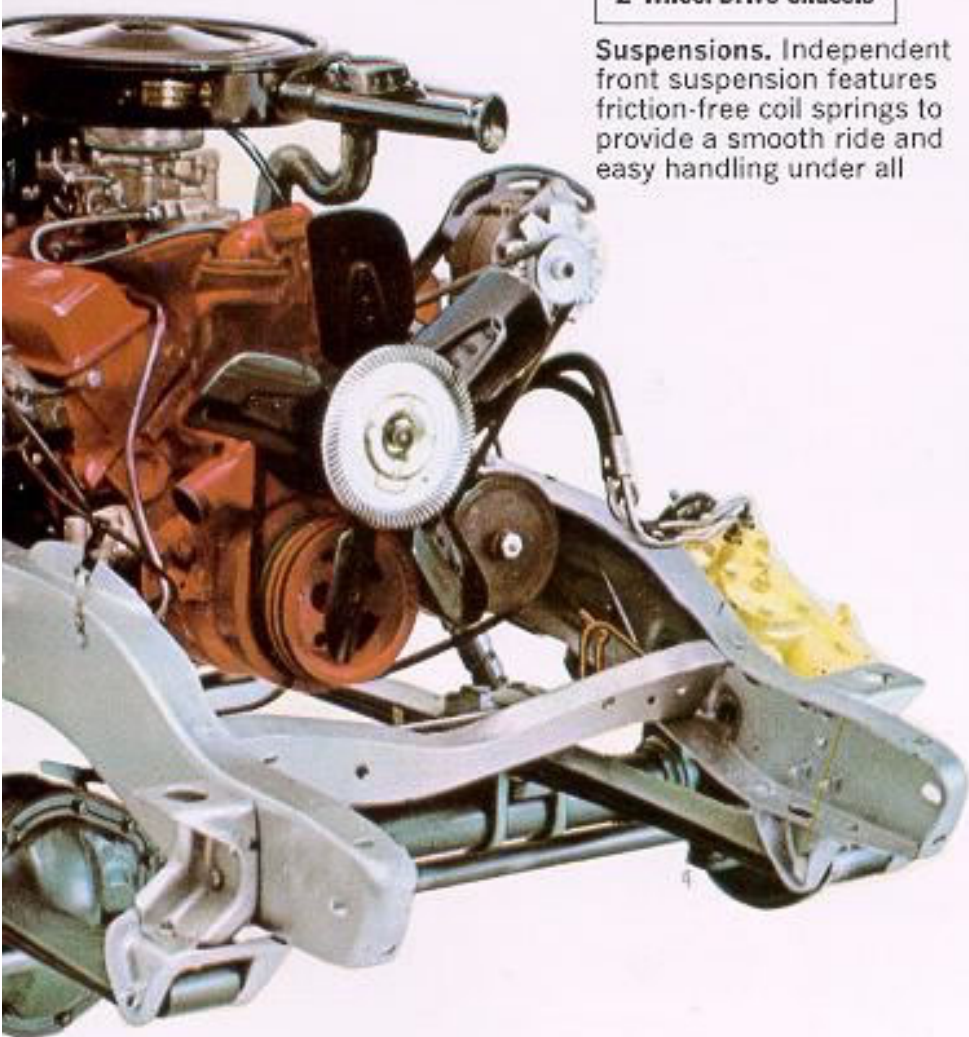
Suspensions. Independent front suspension features friction-free coil springs to provide a smooth ride and easy handling under all

conditions. Front wheels operate independently to prevent transfer of road shock from one to the other. Coil-spring rear suspension employs 2-stage springs to give a soft ride when empty and firm support when fully loaded. Axle movement is controlled by two trailing arms pivoted at a frame cross-member plus a transverse arm connecting the axle to the left frame side rail. Double-acting shock absorbers front and rear soak up vibrations.

Axles. Rear axles utilize quiet hypoid gearing for greater tooth contact, extra strength. Axle shafts are semi-floating design. Maximum-traction differentials are available to keep Blazer moving over all types of terrain and road conditions.



Power Steering. Optional integral-type unit reduces steering effort to combat driver fatigue. Dampens road shock at steering wheel for added comfort.



GMC engines deliver the get up and go power you want!

Free-wheeling fun or hard and heavy hauling call for dependable GMC engine power. Team one of the engines shown on this page with your GMC 4-wheel drive vehicle for sure-footed driving each and every time. Enjoy engine reliability backed by a reputation earned over many years and even more miles. GMC engines come through for 4-wheel drive adventure!

One of GMC's fine V-8's is sure to be just the ticket for you. All combine long life with outstanding performance while running on regular grade gasoline. Check this list of advanced features: precision-cast cylinder block and heads for a high power-to-weight ratio • positive crankcase ventilation • forged-steel crankshaft with hardened journals is rigidly supported by four-bolt main bearing caps • gear-driven camshaft has helical gears for more dependable operation.



Reduced engine weight, excellent performance, rock-bottom economy and proven dependability make the GMC In-line Six attractive to any 4-wheel drive vehicle owner. Costs less to purchase, too. Here are some reasons why GMC's In-line Six is worth checking into: bulkheads support crankshaft and strengthen entire engine structure • dynamically balanced crankshaft practically eliminates vibration • seven main bearings minimize bearing pressure.

ENGINE	TYPE	HORSEPOWER		TORQUE (lbs.-ft.)		DISPLACEMENT	BORE AND STROKE	COMP. RATIO
		GROSS	NET	GROSS	NET			
250	In-line 6	155 @ 4200 rpm.	125 @ 3800 rpm.	235 @ 1600 rpm.	210 @ 2000 rpm.	250 cu. in.	3.875" x 3.53"	8.50 to 1
307*	V-8	200 @ 4600 rpm.	157 @ 4000 rpm.	300 @ 2400 rpm.	260 @ 2000 rpm.	307 cu. in.	3.875" x 3.25"	9.00 to 1
350	V-8	255 @ 4600 rpm.	200 @ 4000 rpm.	355 @ 3000 rpm.	310 @ 2400 rpm.	350 cu. in.	4.00" x 3.48"	9.00 to 1

*Standard V-8 A.I.R. and 2500 Series truck has 150 net h.p. and 255 lbs.-ft. net torque.



Add an optional removable fiberglass hard top and Jimmy becomes an all-weather station wagon. Top features full side windows and rear upper lift gate. Choice of black or white textured paint finish.



Lockable lift gate on hard top opens up for easy, convenient rear loading. Telescoping supports keep lift gate safely in open position.



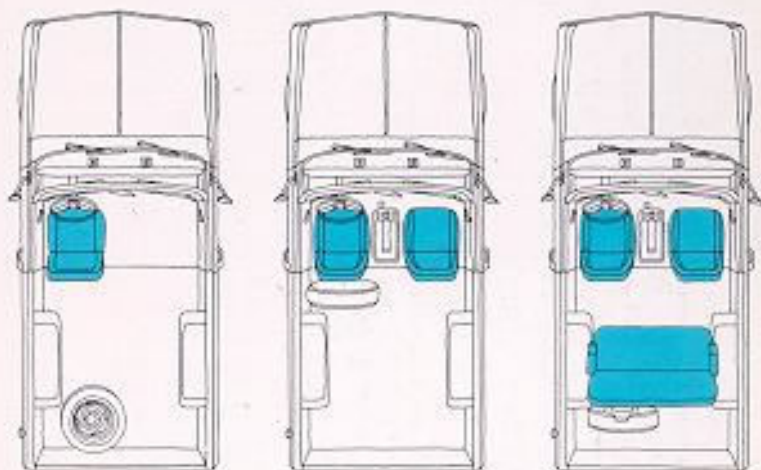
Super Custom Truck option boasts special exterior appearance items plus front bucket seats, color-keyed carpeting, door armrests, cigar lighter and bright trim.

Put on a happy face with GMC appearance and convenience options!

Nothing individualizes Jimmy more than custom options tailored to your taste. Whether you want to beat summer heat with air conditioning or add extra seats for the whole family, these options increase driving enjoyment immensely.

And if you expect to encounter really rough driving conditions, your GMC dealer can recommend the kind of heavy duty equipment you'll need.

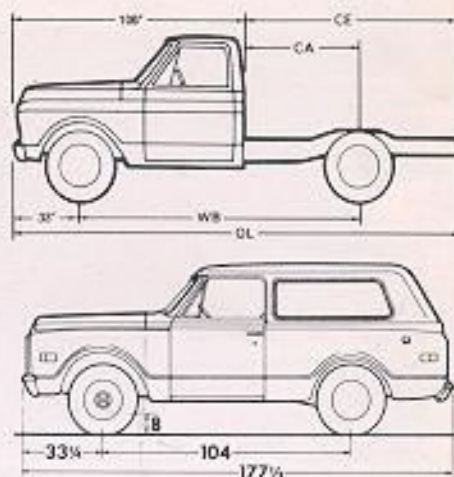
Carry a crowd with extra seats!



Standard Jimmy has a single driver's seat. Choose a second front seat and a spacious three-passenger bench seat for extra capacity. Or you can order vinyl-covered bucket driver and front passenger seats with center stowage console. Optional seats feature full-depth armrests and seat belts.

Many other Jimmy options include: choice of fifteen exterior colors • air conditioning • power steering • power brakes • pushbutton radio • tinted glass • wheel covers • free-wheeling hubs • heavy-duty springs • heavy-duty shock absorbers • heavy-duty clutch • heavy-duty cooling system • auxiliary battery • front towing hooks • engine block heater. Your GMC dealer will tell you about numerous other Jimmy options.

CHASSIS DIMENSIONS	KE-1500 KS-1500	KE-1500 KS-1500	KE-2500 KS-2500
WB—Wheelbase	115"	127"	
CA—Std. Cab to Rear Axle	42"	54"	
CE—Std. Cab to End of Frame	75½"	95½"	
OL—Bumper to End of Frame	180½"	200½"	



Specifications

SERIES	JIMMY	KE, KS-1500	KE, KS-2500
GROSS WEIGHT RANGE GVW	4600-5000 lbs.	4600-5600 lbs.	6400-7500 lbs.
AXLE, FRONT Driving-Steering 3300 lbs. 3500 lbs.	STD.	STD.	— STD.
AXLE, REAR 3300 lbs. GMC H-033 5500 lbs. Spicer 60	STD.	STD.	— STD.
BRAKES, SERVICE Hydraulic Vacuum-Hydraulic	STD. OPT.	STD. OPT.	STD. OPT.
CLUTCH 10" 11"	STD. (KS) STD. (KE)	STD. (KS) STD. (KE)	STD. (KS) STD. (KE)
ENGINE In-Line 155 hp. 250 170 hp. 292 V8 200 hp. 307 255 hp. 350	STD. (KS) — STD. (KE) OPT. (KE)	STD. (KS) OPT. (KS) STD. (KE) OPT. (KE)	STD. (KS) OPT. (KS) STD. (KE) OPT. (KE)
FRAME, Channel-Type	STD.	STD.	STD.
SPRINGS, FRONT Rated at Ground Leaf 1450 lbs. 1600 lbs. 1750 lbs.	STD. — OPT.	STD. — OPT.	— STD. OPT.
SPRINGS, REAR Leaf 1800 lbs. Rated at Ground 1900 lbs. 2500 lbs.	STD. — —	STD. — —	— STD. OPT.
STEERING, Hydraulic Power	OPT.	OPT.	OPT.
TRANSMISSION 3-speed SM-330 4-speed SM-465 3-speed Automatic	STD. OPT. OPT.	STD. OPT. OPT.	STD. OPT. OPT.
TIRES Standard Maximum	E78-15B 10-16.5, 6 p.r.	G78-15B 7.00-15, 6 p.r.	8.75-16.5, 6 p.r. 9.50-16.5, 8 p.r.
WHEELS, DISC	STD.	STD.	STD.

All vehicles described in this folder conform to federal safety standards. Vehicles shown illustrate standard or optional factory-installed equipment. Items referred to as options, optional or available are at extra cost. Different model applications of the components that are listed in the table above as well as many other items of factory-installed equipment may be ordered through your GMC Dealer.

GMC Truck & Coach Division reserves the right to make changes at any time without notice in prices, colors, materials, equipment, specifications and models and also to discontinue models. Data shown is basic information for the prospective buyer as 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, MICH.