

PICKUPS, JIMMY, SUBURBAN, BONUS/CREW CABS AND CAB & CHASSIS



GMC

4-WHEEL-DRIVE

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 lets 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 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:

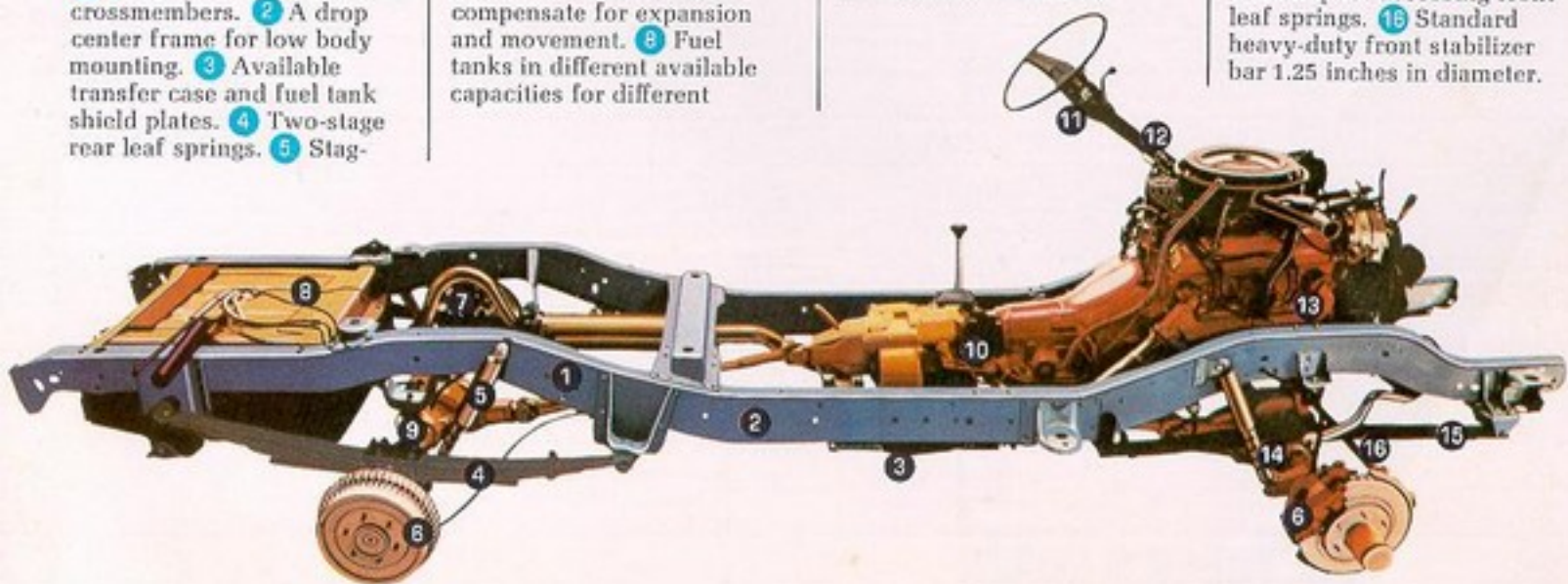
1 Tough frame siderails and crossmembers. 2 A drop center frame for low body mounting. 3 Available transfer case and fuel tank shield plates. 4 Two-stage rear leaf springs. 5 Stag-

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.





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. The 250 In-Line six and 305 V8 are available in all states except California. Available engines include the 350 V8, 4-bbl. and the 400 V8, 4-bbl.

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, intervals between tune-ups are extended and plug life increased.



FREEDOM BATTERY

The maintenance-free Delco Freedom Battery is standard equipment. 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.



FRONT REMOVING DASH PANEL

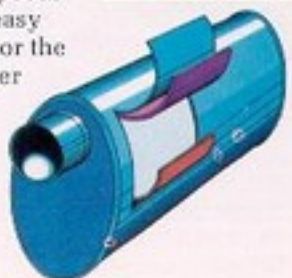
Easy front access to instrument cluster speeds servicing and helps make minor repairs easy whether the standard warning light type or the available gauge type with voltmeter, water temperature and oil pressure gauges.

MUFFLER

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

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.

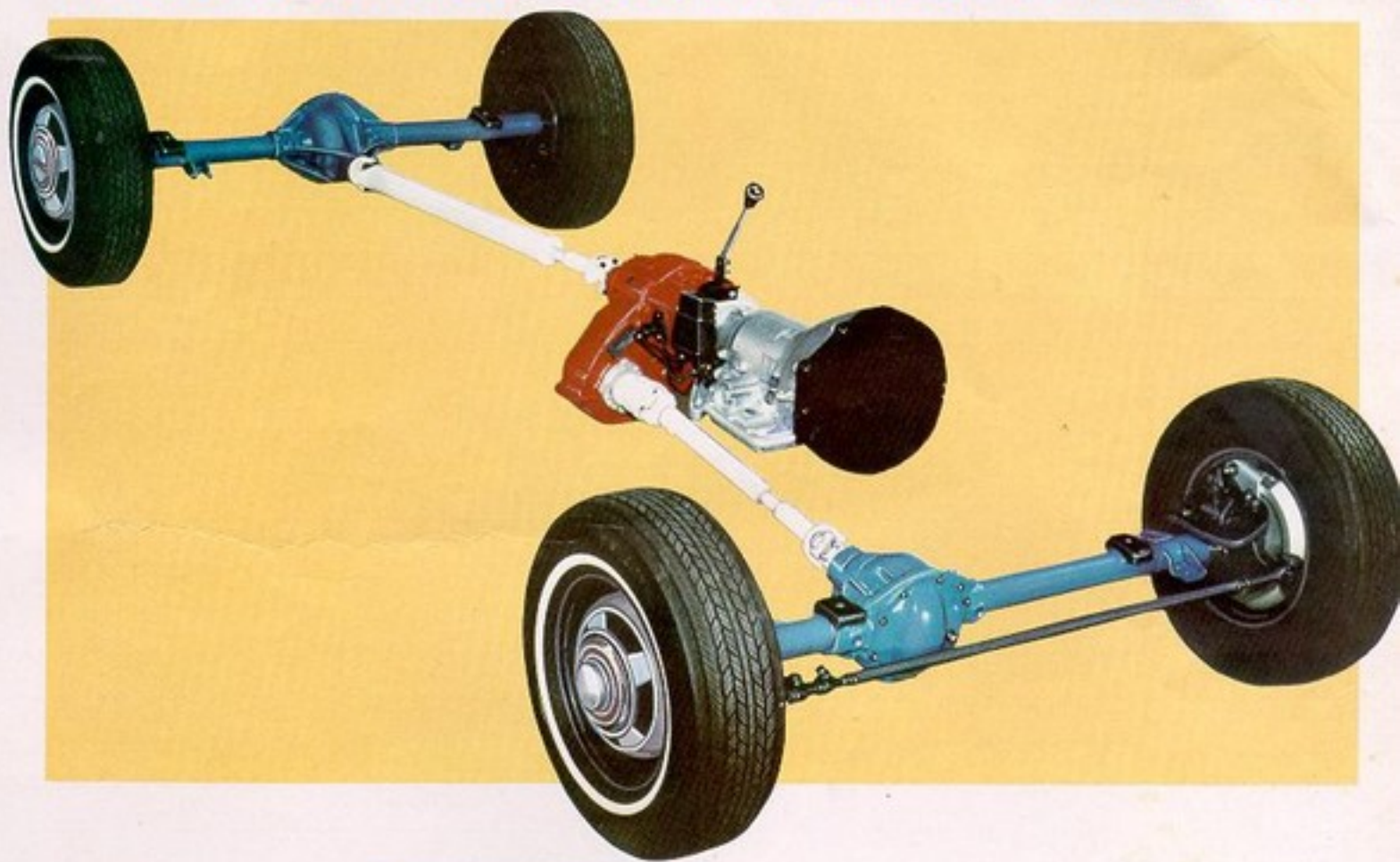


TECHNICAL INFORMATION

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

*Not available in State of California.

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.

GMC TECHNICAL INFORMATION

SERIES	JIMMY		K-1500 PICKUPS		K-2500 PICKUPS		K-3500 PICKUPS		K-1500 SUBURBAN		K-2500 SUBURBAN		
GVW RANGE, LBS.	6200		6200		6800-8400		8000-10,000*		6200-7300		6800-8400		
Front Suspension Cap., Lbs.	Hybrid Driving Axle and Leaf Springs												
Springs, Front, Rated at Ground, Ea., Lbs.	Std.	3600	3600	3600	3600	4500	4500	4500	3600	3600	3600	3600	
Shock Absorbers	Std.	1650	1850	1850	1850	2250	2250	2250	2250	1850	1850	1850	
Stabilizer Bar	Avail.	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	2250	
Rear Suspension, Axle Type, Cap., Lbs.	Std.	One (1) In. Dia.				One (1) In. Dia.		One (1) In. Dia.		One (1) In. Dia.		One (1) In. Dia.	
Axle Ratio	Avail.	32mm H.D. Shocks @				32mm H.D. Shocks @		32mm H.D. Shocks		32mm H.D. Shocks @		32mm H.D. Shocks @	
250 L6	Std.	H.D. 1.25 In. Dia.				H.D. 1.25 In. Dia.		H.D. 1.25 In. Dia.		H.D. 1.25 In. Dia.		H.D. 1.25 In. Dia.	
292 L6	Avail.	Semi-Floating				Full Floating		Full Floating		Semi-Floating		Full Floating	
305 V8 (2-Bbl.)	Std.	3750	3750	5700	5700	7500	7500	7500	4000	4000	5700	5700	5700
350 V8 (4-Bbl.)	Std.	3750	3750	5700	5700	7500	7500	7500	4000	4000	5700	5700	5700
400 V8 (4-Bbl.)	Avail.	3.07	3.07, 4.11, 2.765	3.07	3.07, 4.11, 2.765	4.10	4.56	4.10	4.56	3.73	3.07, 4.11	4.10	4.56
Springs, Rear, Rated at Ground, Ea., Lbs.	Avail.	3.07, 4.11	3.07, 4.11	3.07, 4.11	3.07, 4.11	4.10	4.56	4.10	4.56	3.07, 4.11	3.07, 4.11	4.10	4.56
Shock Absorbers	Std.	1700	1875	2800	2800	3500	3500	3500	2000	2000	2800	2800	2800
Brakes, Service	Std.	1 in. Dia.	1 in. Dia.	1 in. Dia.	1 in. Dia.	1 in. Dia.	1 in. Dia.	1 in. Dia.	1 in. Dia.	1 in. Dia.	1 in. Dia.	1 in. Dia.	1 in. Dia.
Clutch, Dia., In. with L6 or 305 V8 with 350 V8	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	32mm H.D. Shocks	32mm H.D. Shocks @	32mm H.D. Shocks @	32mm H.D. Shocks @	32mm H.D. Shocks @	32mm H.D. Shocks @
Engine, Type	Std.	Vacuum/Power Front Disc, Rear Drum (Hydraulic Power on K-3500)											
Steering	Avail.	H.D. Vac Power											
Transmission	Std.	11	11	11	11	11	11	11	11	11	11	11	11
Tires	Avail.	12	12	12	12	12	12	12	12	12	12	12	12
Break-Over Angle	Std.	250 L6**		250 L6**		292 L6		292 L6		305 V8 (2-Bbl.)**		305 V8 (2-Bbl.)**	
Ramp Angle	Avail.	305 V8 (2-Bbl.)**		350 V8 (4-Bbl.)		350 V8 (4-Bbl.)		350 V8 (4-Bbl.)		350 V8 (4-Bbl.)		350 V8 (4-Bbl.)	
GVW RANGE, LBS.	Std.	350 V8 (4-Bbl.)		400 V8 (4-Bbl.)		400 V8 (4-Bbl.)		400 V8 (4-Bbl.)		400 V8 (4-Bbl.)		400 V8 (4-Bbl.)	
Front Suspension Cap., Lbs.	Avail.	400 V8 (4-Bbl.)		400 V8 (4-Bbl.)		400 V8 (4-Bbl.)		400 V8 (4-Bbl.)		400 V8 (4-Bbl.)		400 V8 (4-Bbl.)	
Springs, Front, Rated at Ground, Ea., Cap.	Std.	Manual				Manual				Manual			
Shock Absorbers, Front	Avail.	Hydraulic Power				Hydraulic Power				Hydraulic Power			
Stabilizer Bar	Std.	3-Spd.				4-Spd.				3-Spd.			
Rear Suspension, Axle Type, Cap., Lbs.	Avail.	4-Spd., Turbo Hydra-matic				Turbo Hydra-matic				4-Spd., Turbo Hydra-matic			
Axle Ratio	Std.	4-Spd., Turbo Hydra-matic				Turbo Hydra-matic				4-Spd., Turbo Hydra-matic			
250 L6	Avail.	4-Spd., Turbo Hydra-matic				Turbo Hydra-matic				4-Spd., Turbo Hydra-matic			
292 L6	Std.	4-Spd., Turbo Hydra-matic				Turbo Hydra-matic				4-Spd., Turbo Hydra-matic			
305 V8 (2-Bbl.)	Avail.	4-Spd., Turbo Hydra-matic				Turbo Hydra-matic				4-Spd., Turbo Hydra-matic			
350 V8 (4-Bbl.)	Std.	4-Spd., Turbo Hydra-matic				Turbo Hydra-matic				4-Spd., Turbo Hydra-matic			
400 V8 (4-Bbl.)	Avail.	4-Spd., Turbo Hydra-matic				Turbo Hydra-matic				4-Spd., Turbo Hydra-matic			
Springs, Rear, Rated at Ground, Ea., Cap.	Std.	4-Spd., Turbo Hydra-matic				Turbo Hydra-matic				4-Spd., Turbo Hydra-matic			
Shock Absorbers, Rear	Avail.	4-Spd., Turbo Hydra-matic				Turbo Hydra-matic				4-Spd., Turbo Hydra-matic			
Brakes, Service	Std.	4-Spd., Turbo Hydra-matic				Turbo Hydra-matic				4-Spd., Turbo Hydra-matic			
Clutch, Dia., In. with L6 or 305 V8 with 350 V8	Avail.	4-Spd., Turbo Hydra-matic				Turbo Hydra-matic				4-Spd., Turbo Hydra-matic			
Engine, Type	Std.	4-Spd., Turbo Hydra-matic				Turbo Hydra-matic				4-Spd., Turbo Hydra-matic			
Steering	Avail.	4-Spd., Turbo Hydra-matic				Turbo Hydra-matic				4-Spd., Turbo Hydra-matic			
Transmission	Std.	4-Spd., Turbo Hydra-matic				Turbo Hydra-matic				4-Spd., Turbo Hydra-matic			
Tires	Avail.	4-Spd., Turbo Hydra-matic				Turbo Hydra-matic				4-Spd., Turbo Hydra-matic			
Break-Over Angle	Std.	4-Spd., Turbo Hydra-matic				Turbo Hydra-matic				4-Spd., Turbo Hydra-matic			
Ramp Angle	Avail.	4-Spd., Turbo Hydra-matic				Turbo Hydra-matic				4-Spd., Turbo Hydra-matic			

SERIES	K-1500 CAB & CHASSIS		K-2500 CAB & CHASSIS		K-3500 CAB & CHASSIS		K-3500 BONUS/CREW CAB		
GVW RANGE, LBS.	6200		6800-8400		8000-10,000*		9200-10,000*		
Front Suspension Cap., Lbs.	Hybrid Driving Axle and Leaf Springs								
Springs, Front, Rated at Ground, Ea., Cap.	Std.	3600	3600	3600	4500	4500	4500	4500	
Shock Absorbers, Front	Avail.	1850	1850	1850	2250	2250	2250	2250	
Stabilizer Bar	Std.	2250	2250	2250	2250	2250	2250	2250	
Rear Suspension, Axle Type, Cap., Lbs.	Avail.	1 in. Dia.		1 in. Dia.		1 in. Dia.		1 in. Dia.	
Axle Ratio	Std.	32mm H.D. Shocks @		32mm H.D. Shocks @		32mm H.D. Shocks		32mm H.D. Shocks	
250 L6	Avail.	H.D. 1.25 In. Dia.		H.D. 1.25 In. Dia.		H.D. 1.25 In. Dia.		H.D. 1.25 In. Dia.	
292 L6	Std.	Semi-Floating		Full Floating		Full Floating		Full Floating	
305 V8 (4-Bbl.)	Avail.	3750	3750	5700	5700	7500	7500	7500	7500
400 V8 (4-Bbl.)	Std.	3750	3750	5700	5700	7500	7500	7500	7500
Springs, Rear, Rated at Ground, Ea., Cap.	Avail.	3.07	3.07, 4.11, 2.765	3.07	3.07, 4.11, 2.765	4.10	4.56	4.10	4.56
Shock Absorbers, Rear	Std.	3.07, 4.11	3.07, 4.11	3.07, 4.11	3.07, 4.11	4.10	4.56	4.10	4.56
Brakes, Service	Avail.	Vacuum/Power		Front Disc/Rear Drum		Hydraulic Power/Front Disc, Rear Drum		Hydraulic Power	
Clutch, Dia., In. with L6 or 305 V8 with 350 V8	Std.	H.D. Vac. Power		H.D. Vac. Power		H.D. Vac. Power		H.D. Vac. Power	
Engine, Type	Avail.	11		11		11		11	
Steering	Std.	12		12		12		12	
Transmission	Avail.	12		12		12		12	
Tires	Std.	250 L6**		292 L6		292 L6		292 L6	
Break-Over Angle	Avail.	350 V8 (4-Bbl.)		350 V8 (4-Bbl.)		350 V8 (4-Bbl.)		350 V8 (4-Bbl.)	
Ramp Angle	Std.	400 V8 (4-Bbl.)		400 V8 (4-Bbl.)		400 V8 (4-Bbl.)		400 V8 (4-Bbl.)	
GVW RANGE, LBS.	Avail.	400 V8 (4-Bbl.)		400 V8 (4-Bbl.)		400 V8 (4-Bbl.)		400 V8 (4-Bbl.)	
Front Suspension Cap., Lbs.	Std.	Manual		Manual		Hydraulic Power		Hydraulic Power	
Springs, Front, Rated at Ground, Ea., Cap.	Avail.	Hydraulic Power		Hydraulic Power		Hydraulic Power		Hydraulic Power	
Shock Absorbers, Front	Std.	3-Speed		3-Speed		4-Speed		4-Speed	
Stabilizer Bar	Avail.	4-Speed, Turbo Hydra-matic		3-Speed		4-Speed		4-Speed	
Rear Suspension, Axle Type, Cap., Lbs.	Std.	4-Speed, Turbo Hydra-matic		3-Speed		4-Speed		4-Speed	
Axle Ratio	Avail.	4-Speed, Turbo Hydra-matic		3-Speed		4-Speed		4-Speed	
250 L6	Std.	4-Speed, Turbo Hydra-matic		3-Speed		4-Speed		4-Speed	
292 L6	Avail.	4-Speed, Turbo Hydra-matic		3-Speed		4-Speed		4-Speed	
305 V8 (4-Bbl.)	Std.	4-Speed, Turbo Hydra-matic		3-Speed		4-Speed		4-Speed	
350 V8 (4-Bbl.)	Avail.	4-Speed, Turbo Hydra-matic		3-Speed		4-Speed		4-Speed	
400 V8 (4-Bbl.)	Std.	4-Speed, Turbo Hydra-matic		3-Speed		4-Speed		4-Speed	
Springs, Rear, Rated at Ground, Ea., Cap.	Avail.	4-Speed, Turbo Hydra-matic		3-Speed		4-Speed		4-Speed	
Shock Absorbers, Rear	Std.	4-Speed, Turbo Hydra-matic		3-Speed		4-Speed		4-Speed	
Brakes, Service	Avail.	4-Speed, Turbo Hydra-matic		3-Speed		4-Speed		4-Speed	
Clutch, Dia., In. with L6 or 305 V8 with 350 V8	Std.	4-Speed, Turbo Hydra-matic		3-Speed		4-Speed		4-Speed	
Engine, Type	Avail.	4-Speed, Turbo Hydra-matic		3-Speed		4-Speed		4-Speed	
Steering	Std.	4-Speed, Turbo Hydra-matic		3-Speed		4-Speed		4-Speed	
Transmission	Avail.	4-Speed, Turbo Hydra-matic		3-Speed		4-Speed		4-Speed	
Tires	Std.	4-Speed, Turbo Hydra-matic		3-Speed		4-Speed		4-Speed	
Break-Over Angle	Avail.	4-Speed, Turbo Hydra-matic		3-Speed		4-Speed		4-Speed	
Ramp Angle	Std.	4-Speed, Turbo Hydra-matic		3-Speed		4-Speed		4-Speed	
GVW RANGE, LBS.	Avail.	4-Speed, Turbo Hydra-matic		3-Speed		4-Speed		4-Speed	

*With dual rear wheel application. Maximum GVW with single rear wheels is 9,200 lbs. @Available with EPO F60 HD springs only. **117.5 wheelbase, 19" 131.5 wheelbase. **Not available in State of California. †17.75 will become base during interim 1977. ††17.75-18.50 on 159.5" wheelbase model. †††15" (Wideside) and 16" (FeederSide). ††††9.50-16.50 (8 Pr.) size used on rear of Bonus Cab/Crew Cab models. †††††9.50-16.50 (10 Pr.) size used on rear of Bonus Cab/Crew Cab models. ††††††9.50-16.50 (8 Pr.) size used on rear of Bonus Cab/Crew Cab models. †††††††9.50-16.50 (10 Pr.) size used on rear of Bonus Cab/Crew Cab models. ††††††††9.50-16.50 (10 Pr.) size used on rear of Bonus Cab/Crew Cab models. †††††††††9.50-16.50 (10 Pr.) size used on rear of Bonus Cab/Crew Cab models. ††††††††††9.50-16.50 (10 Pr.) size used on rear of Bonus Cab/Crew Cab models. †††††††††††9.50-16.50 (10 Pr.) size used on rear of Bonus Cab/Crew Cab models. ††††††††††††9.50-16.50 (10 Pr.) size used on rear of Bonus Cab/Crew Cab models. †††††††††††††9.50-16.50 (10 Pr.) size used on rear of Bonus Cab/Crew Cab models. ††††††††††††††9.50-16.50 (10 Pr.) size used on rear of Bonus Cab/Crew Cab models. †††††††††††††††9.50-16.50 (10 Pr.) size used on rear of Bonus Cab/Crew Cab models. ††††††††††††††††9.50-16.50 (10 Pr.) size used on rear of Bonus Cab/Crew Cab models. †††††††††††††††††9.50-16.50 (10 Pr.) size used on rear of Bonus Cab/Crew Cab models. ††††††††††††††††††9.50-16.50 (10 Pr.) size used on rear of Bonus Cab/Crew Cab models. †††††††††††††††††††9.50-16.50 (10 Pr.) size used on rear of Bonus Cab/Crew Cab models. ††††††††††††††††††††9.50-16.50 (10 Pr.) size used on rear of Bonus Cab/Crew Cab models. †††††††††††††††††††††9.50-16.50 (10 Pr.) size used on rear of Bonus Cab/Crew Cab models. ††††††††††††††††††††††9.50-16.50 (10 Pr.) size used on rear of Bonus Cab/Crew Cab models. †††††††††††††††††††††††9.50-16.50 (10 Pr.) size used on rear of Bonus Cab/Crew Cab models. ††††††††††††††††††††††††9.50-16.50 (10 Pr.) size used on rear of Bonus Cab/Crew Cab models. †††††††††††††††††††††††††9.50-16.50 (10 Pr.) size used on rear of Bonus Cab/Crew Cab models. ††††††††††††††††††††††††††9.50-16.50 (10 Pr.) size used on rear of Bonus Cab/Crew Cab models. †††††††††††††††††††††††††††9.50-16.50 (10 Pr.) size used on rear of Bonus Cab/Crew Cab models. ††††††††††††††††††††††††††††9.50-16.50 (10 Pr.) size used on rear of Bonus Cab/Crew Cab models. †††††††††††††††††††††††††††††9.50-16.50 (10 Pr.) size used on rear of Bonus Cab/Crew Cab models. ††††††††††††††††††††††††††††††9.50-16.50 (10 Pr.) size used on rear of Bonus Cab/Crew Cab models. †††††††††††††††††††††††††††††††9.50-16.50 (10 Pr.) size used on rear of Bonus Cab/Crew Cab models. ††††††††††††††††††††††††††††††††9.50-16.50 (10 Pr.) size used on rear of Bonus Cab/Crew Cab models. †††††††††††††††††††††††††††††††††9.50-16.50 (10 Pr.) size used on rear of Bonus Cab/Crew Cab models. ††††††††††††††††††††††††††††††††††9.50-16.50 (10 Pr.) size used on rear of Bonus Cab/Crew Cab models. †††††††††††††††††††††††††††††††††††9.50-16.50 (10 Pr.) size used on rear of Bonus Cab/Crew Cab models. ††††††††††††††††††††††††††††††††††††9.50-16.50 (10 Pr.) size used on rear of Bonus Cab/Crew Cab models. †††††††††††††††††††††††††††††††††††††9.50-16.50 (10 Pr.) size used on rear of Bonus Cab/Crew Cab models. ††††††††††††††††††††††††††††††††††††††9.50-16.50 (10 Pr.) size used on rear of Bonus Cab/Crew Cab models. †††††††††††††††††††††††††††††††††††††††9.50-16.50 (10 Pr.) size used on rear of Bonus Cab/Crew Cab models. ††9.50-16.50 (10 Pr.) size used on rear of Bonus Cab/Crew Cab models. †††9.50-16.50 (10 Pr.)