

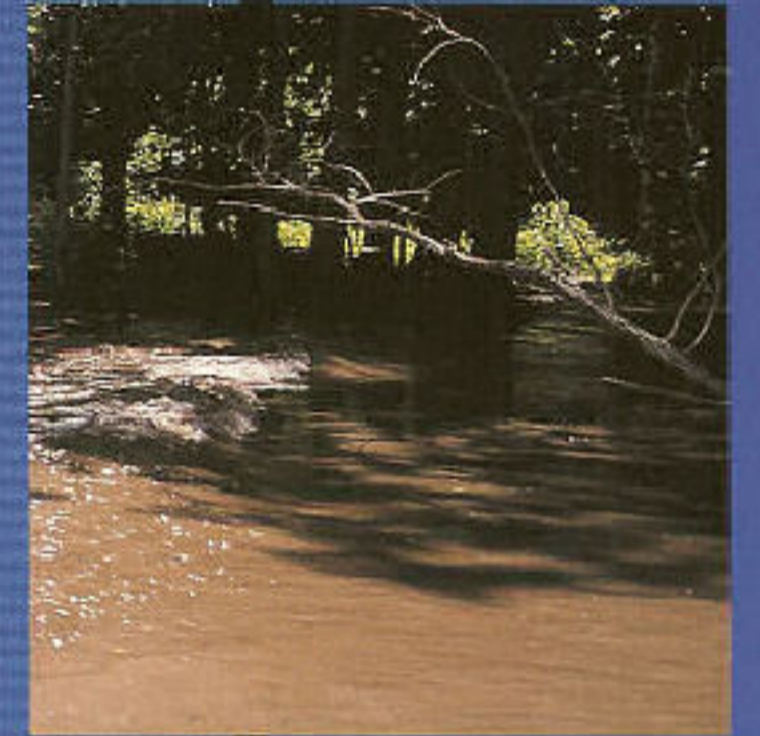
WWW.**HUMMER**.COM/2000/





// IT'S DIFFICULT NOT TO BE IMPRESSED WITH THE HUMMER. IT IS WHAT IT IS. THE BIGGEST, HEAVIEST, STRONGEST, MOST UNCOMPROMISED TESTAMENT TO AMERICAN ENGINEERING ALLOWED ON THE ROAD // - FOUR WHEELER

// ALWAYS HAVE THE RIGHT OF WAY



Scale 22" vertical rock ledges. Ford 80' of water. Traverse 40% side slopes. Climb 60% grades. Plow through three-foot snowdrifts. Claw your way over mountainous sand dunes. Go places and do things that would be impossible in any other commercial wheeled vehicle. For that matter, go places and do things that would be impossible in any other brochure. Throughout these pages, you'll see Internet addresses which provide videos and enhanced information to bring this brochure and the Hummer to life. [www.hummer.com/bridges-are-for-mortals-video/](http://www.hummer.com/bridges-are-for-mortals-video/)

// INCREASE THE SIZE OF YOUR DOMAIN





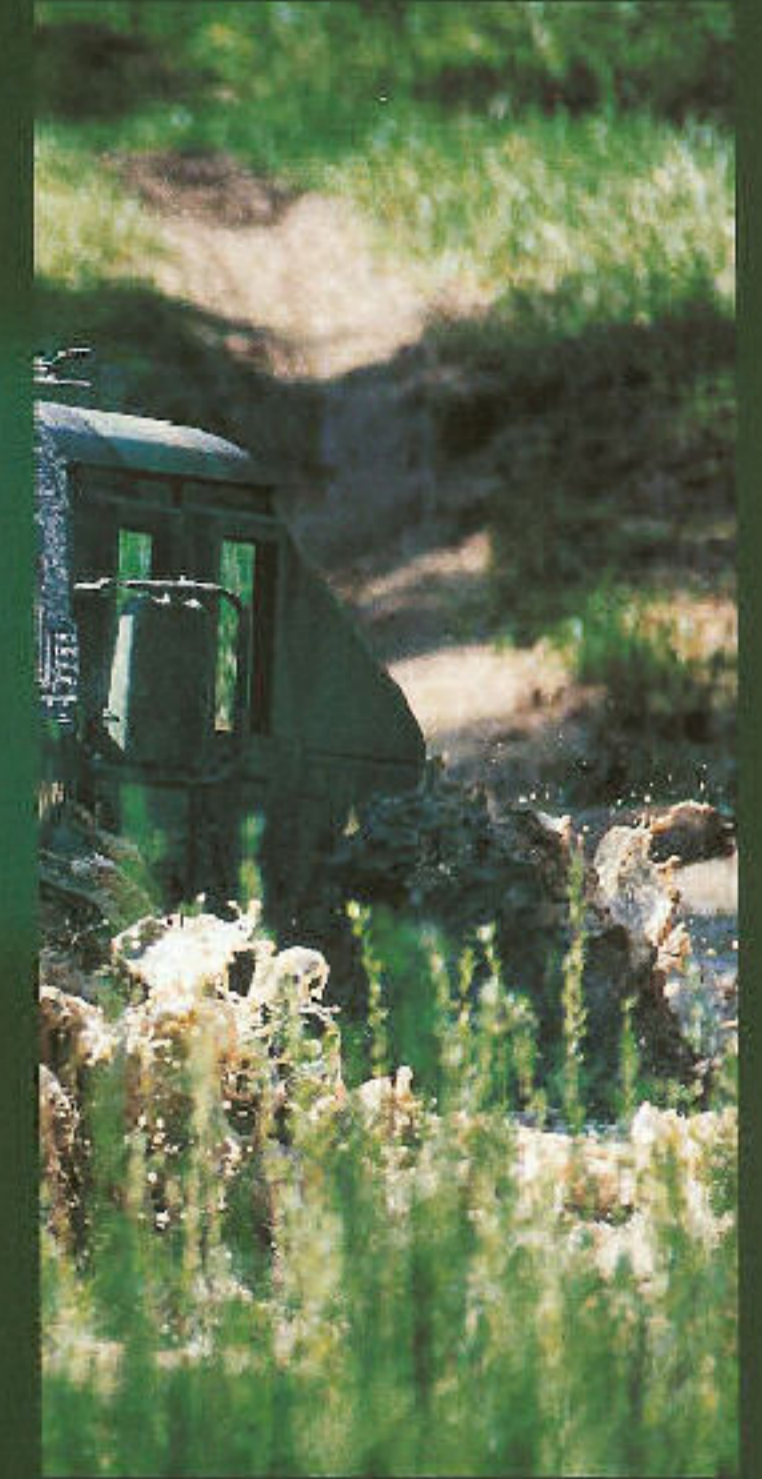
The Hummer is what it is because of what it was asked to do. It wasn't designed to fashionably tote soccer moms around town (although when it does, it does so quite well). It wasn't designed to capitalize on the current SUV craze. In fact, it wasn't designed at all. It was engineered. More specifically, it was engineered to meet the rigorous demands of the U.S. Armed Forces. They needed a vehicle with power, agility and durability like nothing else in existence. They needed a vehicle that would survive at least 12 years in grueling combat conditions. [www.hummer.com/airdrop-video/](http://www.hummer.com/airdrop-video/) They needed a vehicle that could navigate hazardous terrain and pass the impassable. AM General Corporation developed such a vehicle, one that has since proven to be the purest expression of form following function. Save for a few refinements and creature comforts, the civilian Hummer is basically unchanged from its military counterpart. [www.amgeneral.com/](http://www.amgeneral.com/)

It is a vehicle without peer. Matchless in power. Unparalleled in durability. Unsurpassed in agility. It transcends classification. It is its own kingdom, phylum, class, order, family, genus and species. It is the Hummer. Cars fear it. Trucks envy it. 4x4s worship it.

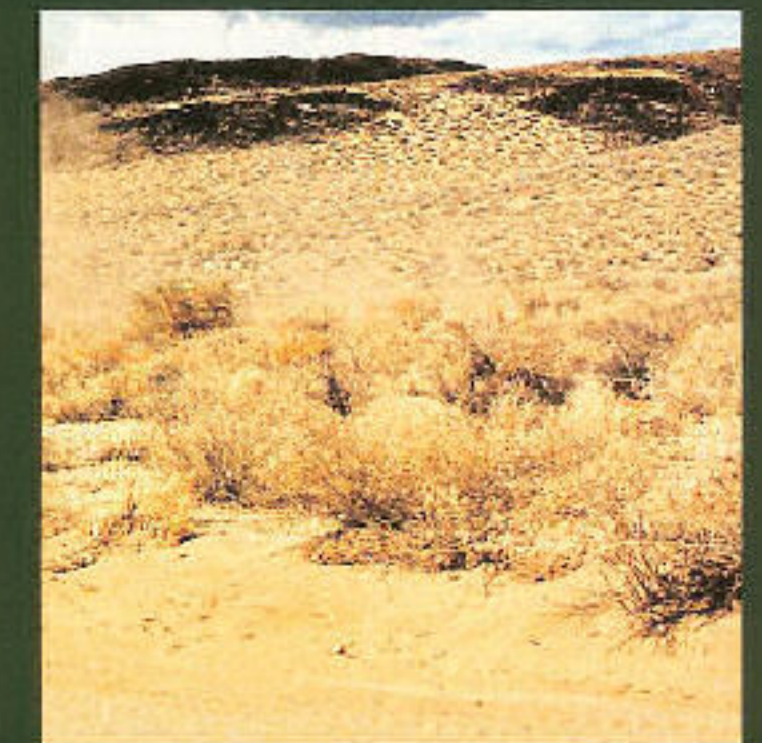
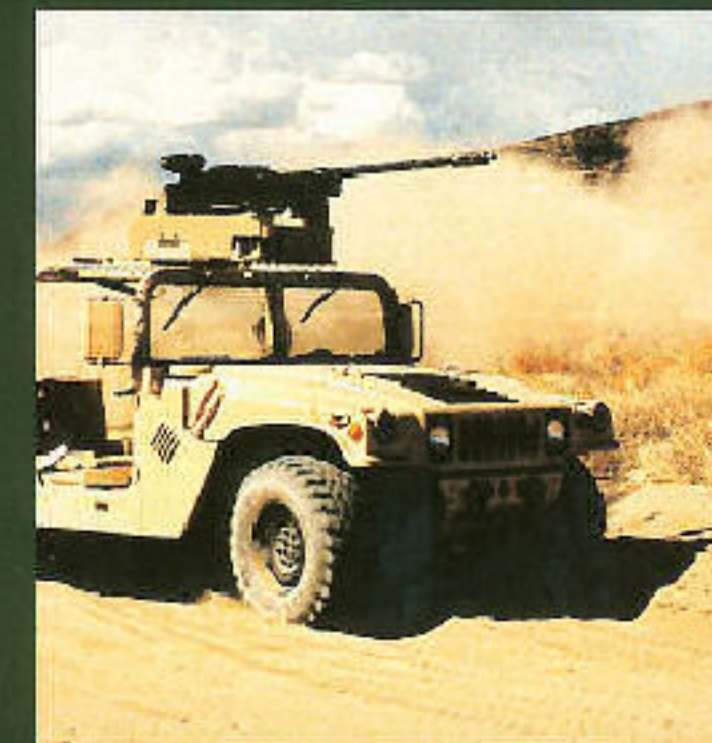


The Hummer's American roots can be traced back to 1903, when the company that would later become AM General was founded. Now, in our ninth year of civilian production, we're proud to say that 90% of the Hummer's content is made here in the U.S., a higher rate than that of any other U.S. vehicle.

// HUMBLE IS NOT A WORD ONE WOULD USE TO DESCRIBE ITS BEGINNINGS

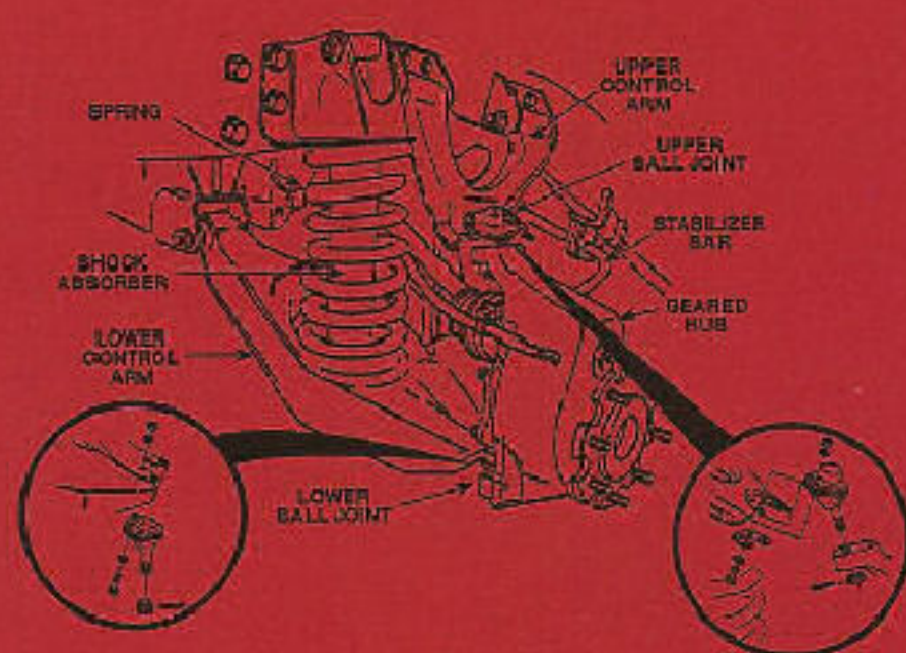


In 1979, the U.S. Army drafted a document outlining its requirements for a High Mobility Multipurpose Wheeled Vehicle, or HMMWV. It needed to be agile. It needed to be able to go places that defied the imagination. And it needed to last a minimum of 12 years under the most unforgiving conditions. In July of that year, AM General Corporation began preliminary design work. An impossibly short 11 months later, the first prototype HMMWV was already in testing. In the years since, the AM General HMMWV has proven to be a valuable asset in the military's arsenal. Given the name "Humvee" by soldiers, this unstoppable vehicle has played a critical role in military actions around the globe. All told, more than 150,000 have been produced for the U.S. Armed Forces and friendly overseas countries.



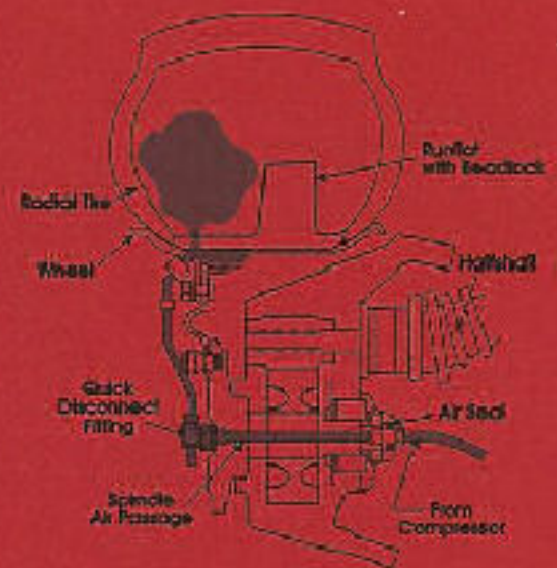


Take a Hummer off-road and you'll understand how a legend is born. Most 4x4s' off-road success is 50% machine and 50% driver ability. The Hummer's prowess is more 90% machine and 10% driver. Each of the Hummer's off-road abilities is a stand-alone feat of engineering. Consider the Hummer's unsurpassed 16" of ground clearance, its staggeringly steep angles of approach and departure, or its Central Tire Inflation System. Most 4x4s would consider themselves lucky to boast just one such advancement. The Hummer, however, houses dozens within a seemingly indestructible heat-treated aluminum alloy body. Panels are first bonded together, then riveted (more like an aircraft than a truck). The result is the uncontested king of all off-road vehicles. [www.hummer.com/lions-back-video](http://www.hummer.com/lions-back-video)



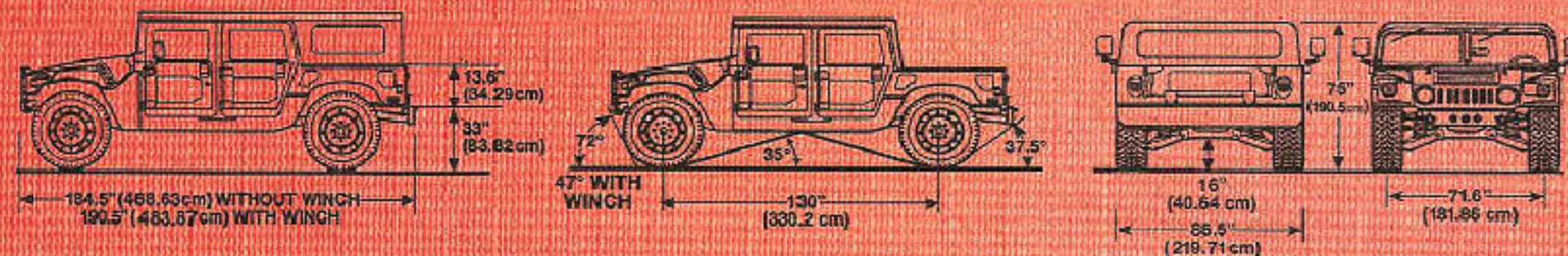
#### SUSPENSION SYSTEM

The Hummer features a 4-wheel, fully independent suspension system and variable-rate heavy-duty springs. The front suspension incorporates a large stabilizer bar for even better handling and reduced sway when turning. Together with the wheel and tire assembly, the Hummer's suspension system provides a comfortable ride even on the roughest terrain.



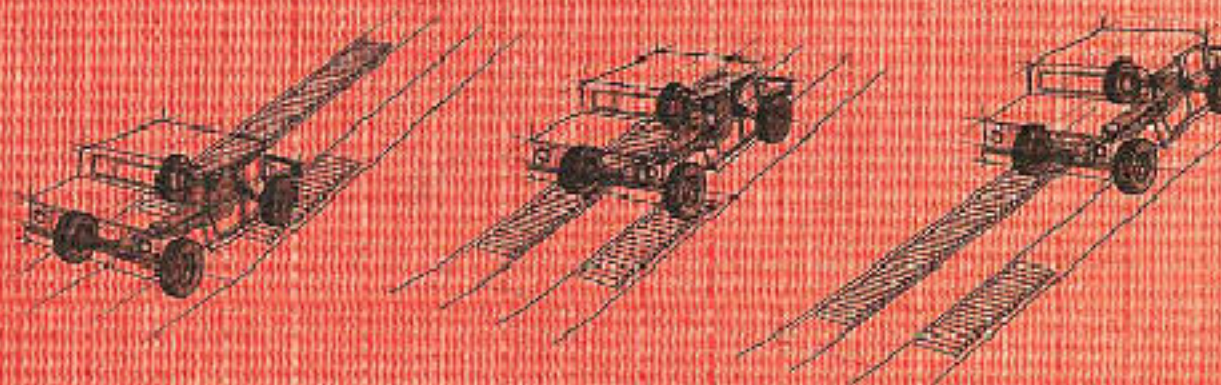
#### CENTRAL TIRE INFLATION SYSTEM

The Hummer's Central Tire Inflation System (CTIS) allows you to adjust tire pressure from the driver's seat on the move to adapt to varied terrain. By deflating the Hummer's tires, for example, the size of the tire footprint is increased, giving you better traction in snow, loose sand and mud. When you're back on solid ground, you can inflate the tires by simply flipping the switch on the dash while still on the go. [www.hummer.com/CTIS-video](http://www.hummer.com/CTIS-video)



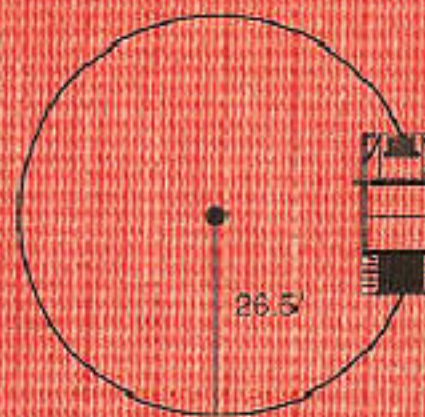
#### ENGINEERING THAT MAKES IT UNSTOPPABLE

The Hummer is a beast of a vehicle. Its low center of gravity, long wheelbase (130") and 72" track width make the Hummer extremely stable, even on 40% side slopes. [www.hummer.com/side-slope-video](http://www.hummer.com/side-slope-video). The Hummer's 37" tires are the largest available on a 4x4, and its full 16" of vertical ground clearance is almost double that of any other 4x4. Approach and departure angles, 72° and 37.5° respectively, enable the ascent and descent of steep grades without vehicle interference. Quite simply, the Hummer is unrivaled and unstoppable. [www.hummer.com/approach-and-departure-video](http://www.hummer.com/approach-and-departure-video)



#### TURNING RADIUS

An incredibly tight turning radius of 26.5' enables the Hummer to maneuver its way out of tricky spots.

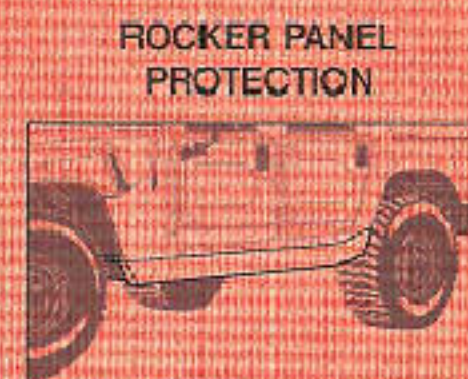


#### DRIVELINE AND ROCKER PANEL PROTECTION

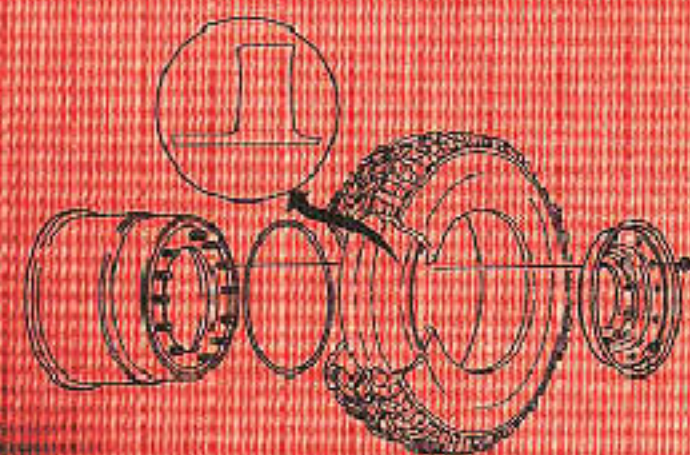
Boulder gashes and drivetrain damage are less of a concern in a Hummer, thanks to 3/16"-thick T6 aluminum rocker panel and tubular steel driveline protection.



#### DRIVELINE PROTECTION



#### ROCKER PANEL PROTECTION



#### RUNFLAT SYSTEM, TIRE SIZE, AND WHEELBASE

The Hummer can be equipped with a run-flat tire system that makes it possible to travel up to 20 miles at 30 mph on flat tires.

Originally designed for the military, the system ensures that a flat tire is one more obstacle the Hummer can overcome. In addition, the Hummer's 37" tires, 72" track width, 130" wheelbase and superior wheel travel all contribute to the Hummer's outstanding articulation.

// IT'S JUST AS LIKELY TO APPEAR  
IN SCIENTIFIC AMERICAN AS CAR AND DRIVER

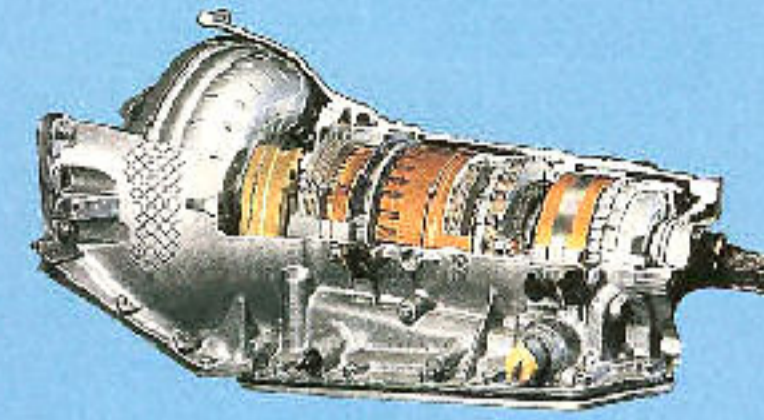
## // MECHANICAL ENGINEERS, HERE'S YOUR CENTERFOLD

The Hummer is powered by a 6.5 L, 195-horsepower turbo diesel engine that generates 430 lb.-ft. of torque. Its near-midship location provides excellent weight distribution.

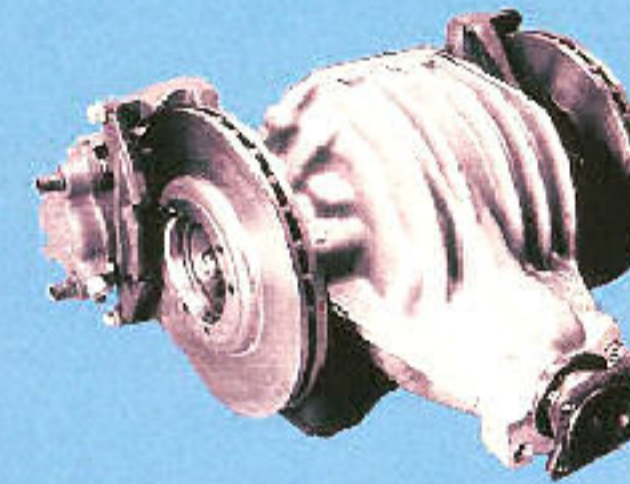
A sealed central venting system equalizes pressure and protects major drivetrain components from contamination. [www.hummer.com/fording-video/](http://www.hummer.com/fording-video/) A 1/4" diameter hose connected to the vent on each component leads to a central hose connected to the air filter. This enables the Hummer to operate in up to 30" of water all day long without the threat of water, sand, silt or mud contamination.

The Hummer's welded steel box frame rails are joined by five heavy-duty cross members strategically located to absorb the stress of operating in severe terrain at full GVW. This configuration gives the Hummer unsurpassed strength and flexibility on the trail.

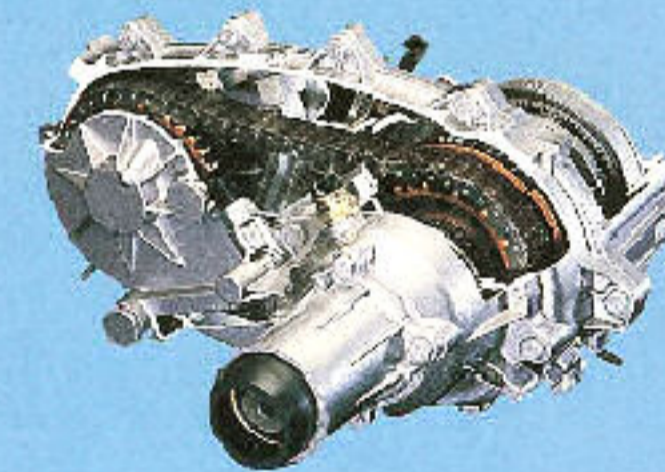
Heavy-duty multiple cooling systems provide superior cooling capability for engine coolant, engine oil, transmission/transfer case fluid and power steering fluid. Maintaining fluids at the correct operating temperature increases the life of the powertrain components and allows the Hummer to operate safely even under the most extreme conditions.



The General Motors 4L80E automatic transmission is widely regarded as the best and most durable 4-speed transmission ever designed. It not only makes the Hummer easy to drive, but it also allows smooth transition of power for improved mobility off-road. And over time, it monitors your driving technique and adjusts to your driving style.



Most vehicles have drum brakes on the rear wheels that strip the driver of control when backing down hills. In contrast, the Hummer's inboard-mounted 4-wheel disc brakes are as effective when backing down hills as they are when traveling forward. Off-road, you'll find there is no substitute for 4-wheel disc brakes.



The transfer case, the New Venture Gear Model 242, enables you to customize the drivetrain configuration to match virtually any terrain. The transfer case provides a full-time 4-wheel drive system with high and low gear ranges.



The Hummer drivetrain provides an unprecedented total gear reduction of 33:1. The higher center line of the drivetrain and geared hubs contributes in large part to the Hummer's unmatched 16" of ground clearance. Where others stop, the Hummer keeps going. [www.hummer.com/ground-clearance-video/](http://www.hummer.com/ground-clearance-video/)

// IT WOULD BE THE ALPHA MALE OF THE PACK  
IF IT HADN'T LEFT THE PACK SO FAR BEHIND

There is one dominant force on the off-road racing circuit – the world-renowned Team Hummer, led by the legendary off-road racer Rod Hall. The team's string of major victories speaks for itself. All of those victories were accomplished in stock Hummers. Save for a few mechanical and safety changes, the Team Hummer truck is the same Hummer available to you for purchase.

[www.hummer.com/team-hummer/](http://www.hummer.com/team-hummer/)

With more than 30 years of racing experience, Hall understands what it takes to complete and win a race. It takes a vehicle not only with speed but also with durability and raw strength. It takes a Hummer. "I can't help but think back to the first race where we showed up in the Hummer. Everyone scoffed, saying we probably couldn't make it past 40 mph. Five years later, no one's been able to touch us," says Hall. So great is Hall's confidence in the Hummer, he refuses to race any other vehicle.

There is no better test for proving the Hummer's remarkable durability, reliability and overall quality than off-road racing and other expeditions into uncharted territory. By taking the Hummer to extremes to which neither the civilian nor the military driver will go, Team Hummer provides AM General with a ready-made research and development hotbed where innovations and modifications are quickly incorporated into the Hummer's design.



Team Hummer Victories

1998 Vegas to Reno	1st Place
1998 Silver State 300	1st Place
1998 Baja 1000	1st Place
1998 Silver State 300	1st Place
1997 Silver State 300	1st Place
1997 Vegas to Reno	1st Place
1997 Tonopah	1st Place
1996 Bonneville Challenge	1st Place
1996 Baja 1000	1st Place
1996 Vegas to Reno	1st Place
1995 Barstow 250	1st Place
1995 Gold Coast	1st Place
1994 Baja 1000	1st Place
1994 Baja 500	1st Place
1994 Barstow 250	1st Place
1993 Baja 1000	1st Place



// VALETS WILL WORSHIP YOU







## // IT DOES THINGS NO OTHER 4X4 CAN BECAUSE OF FEATURES NO OTHER 4X4 HAS

- A bonded and riveted aluminum alloy body built more like an aircraft than a truck
- A steel box frame bolstered by five heavy-duty cross members
- 72° approach and 37.5° departure angles
- 72" track width for extreme stability
- Unsurpassed 16" of ground clearance
- Central Tire Inflation System (CTIS)
- Multiple heavy-duty cooling systems
- Sealed central venting system
- 33:1 total drivetrain gear reduction
- Geared hubs that provide a 1.92:1 reduction
- Inboard-mounted disc brakes
- 6.5 L, 195-horsepower turbo diesel engine
- 37 x 12.5R-16.5 LT Goodyear MT radial tires
- Runflat tire system
- Beadlock tire system
- 4,000-lb. payload capacity
- 42-gallon fuel capacity
- Helicopter lift hooks

// THE COMBINATION, ON PAPER, IS IMPOSING.  
THE COMBINATION ON TRAILS IS EQUALLY  
IMPRESSIVE. FOR SPECTATOR AND DRIVER Alike  
- FOUR WHEELER





// RAISED BY WOLVES.  
SUCCESSFULLY INTRODUCED TO POLITE SOCIETY

The Hummer is as agile in the urban jungle as in the jungles of Brazil. Navigating drive-thrus, city parking garages or rush-hour traffic requires no more thought in a Hummer than in a luxury sedan. With its power steering, 4-speed automatic transmission, unique suspension system and staggeringly tight turning radius, the Hummer's maneuverability is surprisingly nimble. In fact, you'll find it handles more like a sports car than a truck.

[www.hummer.com/3D-spin-interior/](http://www.hummer.com/3D-spin-interior/)

Inside, you'll find a cabin with caverns of head and legroom, user-friendly controls and gauges, and high-back bucket seats. Standard features include a deluxe Delco sound system, power doors and windows, automatic transmission, power steering and power brakes. Options include a deluxe rearview mirror (with a compass and digital thermometer), a heated windshield, a premium Monsoon audio system, remote keyless entry, touring tires and more.

The Hummer's comfortable interior chafes any preconceived notions the casual onlooker might have.

The Hummer's military roots explain its intense relationship between durability and safety. Hummers exceed all Federal Motor Vehicle Safety Standards for Class 3 trucks. The numerous safety features include a padded dash, an energy-absorbing steering column, steel doors with side-impact beams and ABS brakes. In other words, safety is not simply a feature. It's an instinct.

AM General has a worldwide network of dealers to service your vehicle.





There's a whole world out there. A world without boundaries. A world very few have access to. Hummer owners are among those lucky few. One Hummer owner, Tony Velazquez, has logged more than 31,000 miles in his civilian-model Hummer over the most threatening terrain imaginable, including an intercontinental environmental expedition from Caracas, Venezuela, to Alaska. This maiden expedition included traversing the Dalton Highway, a famously treacherous path of ice from Fairbanks to Prudhoe Bay.

Tony's second expedition took him and his team through the deep jungles of Brazil. They traveled just 174 miles a day, over-

coming obstacles such as broken bridges and deep sand. Unmodified Hummers were also the first and only motorized vehicles to cross Saudi Arabia's desolate Empty Quarter, the largest sand desert in the world. And they have endured 8-day excursions across the latitude 65 North in Iceland.

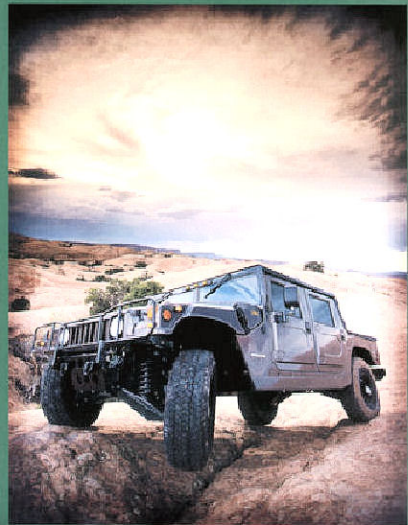
National and local Hummer clubs offer frequent opportunities to meet kindred spirits and to put your Hummer to the test. [www.hummer.com/hummer-clubs](http://www.hummer.com/hummer-clubs). Planned group expeditions range from a 4-week trek across Australia (currently being planned for June 2000) to an expedition across Moab and a volunteer drive around the park bene-

fitting a children's advocacy group. The strong sense of camaraderie shared by Hummer owners speaks to the fact that the Hummer is more than a vehicle. It's a secret handshake into a world without boundaries.

Off-road driving comes with a set of responsibilities not only to yourself and your passengers but also to the environment. When you buy a Hummer, AM General will provide a free 1-year membership in the "Tread Lightly!" program. Please remember to put safety first and to respect that driving on public land is a privilege, not a right.

## // MAGELLAN. LEWIS AND CLARK. MARCO POLO. THEY'RE LOOKING DOWN, THINKING YOU'RE THE ONE IN HEAVEN

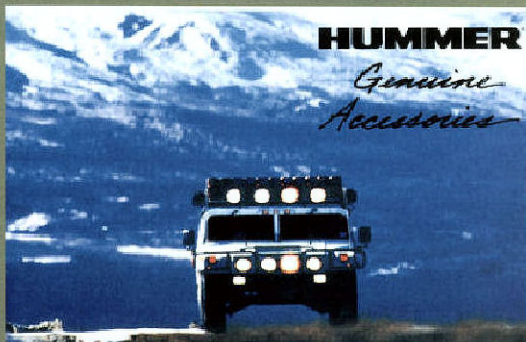
// THE HUMMER IS THE FINEST BACKCOUNTRY VEHICLE AVAILABLE IN THE WORLD  
- 4WD 6 SPORT UTILITY VEHICLE



## // HUMMER DRIVING ACADEMY

The only way to truly comprehend the Hummer's extraordinary capabilities is to take it off-road. Doing so safely, however, requires skill and technique. For that reason, AM General has designed a program that prepares registered Hummer owners for the challenges of off-road driving. Staffed by Hummer experts, the Hummer Driving Academy is a detailed 4-day curriculum that covers topics such as land navigation, recovery techniques, trip preparation, mapping and Global Positioning System use, and field repairs. For more information, visit [www.hummer.com/driving-academy/](http://www.hummer.com/driving-academy/) or contact your local dealer.

**HUMMER**  
Driving Academy



## // HUMMER GENUINE ACCESSORIES

Personalize your Hummer with Hummer Genuine™ Accessories. For a complete listing, visit [www.hummer.com/accessories/](http://www.hummer.com/accessories/) or see your local authorized Hummer dealer for ordering information.

## // HUMMER WHEEL AND TIRE CONFIGURATIONS

### // STANDARD

- 16.5" 2-Piece Steel Wheel
- Dual Beadlock
- Gloss Black Finish
- Goodyear MT Tires

### // ADDITIONAL OPTIONS

- CTIS with External Air Passage
- Goodyear GS-A Tire
- Runflat with Beadlock



### // OPTION 1

- 16.5" 1-Piece Aluminum Wheel
- Integrated Bead Retainer
- Clear Coat Finish
- Goodyear MT Tire

### // ADDITIONAL OPTIONS:

- CTIS with Concealed Thru-the-Spoke Airway
- Goodyear GS-A Tire
- Runflat with Integrated Bead Retainer



### // OPTION 2\*

- 17" 2-Piece Aluminum Wheel
- Runflat with Dual Beadlock
- CTIS with Concealed Thru-the-Spoke Airway
- Clear Coat Finish
- Goodyear GS-A Tire

### // ADDITIONAL OPTIONS

- Goodyear MT/R Tire



\*Available 1st Quarter, 2000

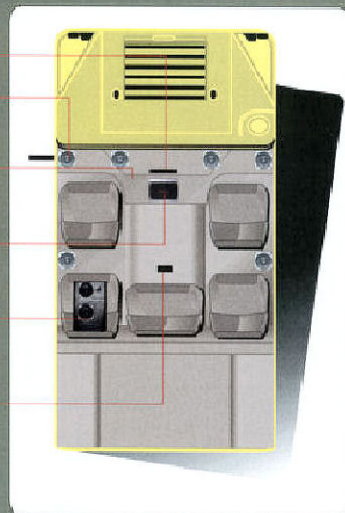
## // THE HUMMER MONSOON AUDIO SYSTEM

The Hummer's optional Monsoon premium sound system was custom-designed by Monsoon audio engineers especially for the Hummer.\*\*

Monsoon is ergonomically designed to be simple to use and is driven by a custom-equalized, 8-channel amplifier with active crossovers that provide all the power and exceptional features one would expect from the Hummer.

New this year is a weatherband mode. Off- and on-road, it's an essential link to knowing what lies ahead. Weather Radio provides 24-hour continuous broadcast of current weather information directly from the National Weather Service.

- ▶ In-Dash 6-Disc CD Changer
- ▶ 5.25" 4W Cassette (3 Greathed Locations)
- ▶ Monsoon/Hummer Premium AM/FM Cassette
- ▶ 8-Channel Amplifier (Located in Overhead Console)
- ▶ Ported Enclosure with Dual 6" 2W Subwoofers (located under rear seat)
- ▶ Rear Audio Module



\*\* Not available for 4-Door Open Top Models.

// AFTER SPENDING SOME TIME WITH THE VEHICLE, WE'D HAVE TO SAY THE MONSOON STEREO IS ONE OF THE FINEST SOUND SYSTEMS WE'VE HEARD ON FOUR WHEELS  
// YOUR WHEELER



An optional infrared remote control allows passengers and driver total control over the system. Adjusting volume, selecting a band and station, and playing a tape or CD are within easy reach.

The Monsoon Hummer Edition has six coaxial speakers with pedestal mounted tweeters and a separate subwoofer enclosure optimally placed to customize sound for the unique interior space of the Hummer. The state-of-the-art control unit has an in-dash 6-disc CD changer and cassette.



In addition, a new rear audio module frees passengers in the rear to listen to whatever they choose, whether it's the same or a different audio source from the front seat passenger's side. The rear audio module has two headphone jacks with dual volume controls. When rear audio is on, the rear speakers are silenced for the benefit of other passengers, and the sound is directed to the headphones.

## // SPECIFICATIONS AND PERFORMANCE DATA

	2-Door Hard Top		4-Door Hard Top		4-Door Open Top		4-Door Wagon		4-Door Slant Back	
	Standard	Metric	Standard	Metric	Standard	Metric	Standard	Metric	Standard	Metric
<b>Curb Weight (Note 1):</b>										
10,300-/10,800-lb. GVWR	6,964 lbs.	2,877 kg	6,964 lbs.	3,199 kg	6,814 lbs.	3,091 kg	7,154 lbs.	3,245 kg	7,090 lbs.	3,216 kg
<b>Payload (Notes 1 &amp; 2):</b>										
10,350-lb. GVWR	3,736 lbs.	1,695 kg	3,336 lbs.	1,512 kg	3,486 lbs.	1,581 kg	3,146 lbs.	1,427 kg	3,230 lbs.	1,466 kg
10,800-lb. GVWR	4,360 lbs.	1,980 kg	3,900 lbs.	1,769 kg	NA	NA	3,710 lbs.	1,683 kg	NA	NA
<b>Gross Axle Weight Rating:</b>										
Front: 10,300-/10,800-lb. GVWR	4,100 lbs.	1,860 kg	4,100 lbs.	1,860 kg	4,160 lbs.	1,889 kg	4,490 lbs.	2,039 kg	4,200 lbs.	1,899 kg
Rear: 10,300-/10,800-lb. GVWR	6,800 lbs.	3,084 kg	6,800 lbs.	3,084 kg	6,800 lbs.	3,084 kg	6,800 lbs.	3,084 kg	6,800 lbs.	3,084 kg
<b>Maximum Toward Load (Note 3):</b>										
10,300-/10,800-lb. GVWR	8,236 lbs.	3,736 kg	7,830 lbs.	3,554 kg	7,896 lbs.	3,622 kg	7,546 lbs.	3,468 kg	7,710 lbs.	3,497 kg
<b>Length (Note 1):</b>	184.4 in.	4,686 mm	184.3 in.	4,683 mm	184.5 in.	4,686 mm	184.5 in.	4,686 mm	184.5 in.	4,686 mm
<b>Maximum Height:</b>	75 in.	1,905 mm	75 in.	1,905 mm	77 in.	1,954 mm	75 in.	1,905 mm	75 in.	1,905 mm
<b>Width (Without Mirrors):</b>	86.5 in.	2,197 mm	86.5 in.	2,197 mm	86.5 in.	2,197 mm	86.5 in.	2,197 mm	86.5 in.	2,197 mm
<b>Wheelbase:</b>	130 in.	3,302 mm	130 in.	3,302 mm	130 in.	3,302 mm	130 in.	3,302 mm	130 in.	3,302 mm
<b>Ground Clearance:</b>	1.6 in.	406 mm	1.6 in.	406 mm	1.6 in.	408 mm	1.6 in.	408 mm	1.6 in.	406 mm
<b>Track Width:</b>	71.6 in.	1,819 mm	71.6 in.	1,819 mm	71.6 in.	1,819 mm	71.6 in.	1,819 mm	71.6 in.	1,819 mm
<b>Grade Capability:</b>	60%	60%	60%	60%	60%	60%	60%	60%	60%	60%
<b>Side Slope Capability:</b>	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%
<b>Approach Angle (Without Winch):</b>	72°	72°	72°	72°	72°	72°	72°	72°	72°	72°
<b>Approach Angle With Winch:</b>	47°	47°	47°	47°	47°	47°	47°	47°	47°	47°
<b>Departure Angle:</b>	37.5°	37.5°	37.5°	37.5°	37.5°	37.5°	37.5°	37.5°	37.5°	37.5°
<b>Rearlift Capability (Note 4):</b>										
(At 30 mph)	20 miles	32.2 km	20 miles	32.2 km	20 miles	32.2 km	20 miles	32.2 km	20 miles	32.2 km
<b>Turning Radius:</b>	28.4 ft.	8.4 m	29.9 ft.	8.4 m	29.9 ft.	8.3 m	29.9 ft.	8.3 m	29.9 ft.	8.1 m

\* Available 1st Quarter, 2009

Note 1: The data on this page applies to models without winch and optional accessories. Models with winch are inspected as follows: **Front:** Increase by 437 lbs. (62 kg); **Curb Weight:** Increase by 137 lbs. (62 kg); **Track Width:** Increase by 6 in. (152.4 mm); 2) **Front:** Includes passenger, optional equipment and trailer tongue weight; 3) **Gross Combination Weight (GCW)** of vehicle and trailer cannot exceed 14,800 lbs. (6,713 kg) for highway use only; 4) **Weight-carrying hitch** gives your vehicle the capability to tow a maximum weight of 5,880 lbs. (2,666 kg). A weight-distributing hitch with spring bars gives your vehicle the

capability to tow a maximum weight of up to 8,300 lbs. (3,768 kg). These are not necessarily weights the vehicle will tow at sustained highway speeds or varying altitudes. **NOTE:** The maximum allowable weight your vehicle can tow off-road, no matter what type of hitch is being used, is 5,000 lbs. (2,268 kg). 4) **Optional:** For emergency use only, a "jet boost" capability that will cause the drive; Consult your local Hummer dealer for availability of accessories and current specifications. All specifications are based on latest information available at time of printing. Pictured vehicles may vary from actual production

models. Manufacturer reserves the right to change prices, colors, materials, equipment and specifications at any time and without prior notice. Details and specifications may vary according to local regulations and conditions. Some models may not be available at all times in all markets. See your North American dealer for 1-800-367-0000 model warranty details. Copyright AM General Corp. 1999. HUMMER®, HUMVEE®, HumTrac 4™, 4x4/ABS®, Hummer Genuine™ and the vehicle's grille design are registered trademarks of AM General Corporation.

## // COMPONENTS AND FEATURES

### Turbo-Diesel Engine

**Type:** V6, 6-3L Diesel Turbocharged, Electronically Controlled  
**Horsepower:** (at 3,400 rpm): 195 hp (143 kW)  
**Torque:** (at 1,800 rpm): 419 lb.-ft. (563 Nm)  
**Governor Type:** Electronic  
**Displacement:** 376 cu. in. (6.3L)  
**Bore and Stroke:** 4.00 x 3.52 in. (10.3 x 9.7 cm)  
**Compression Ratio:** 20:1

**Maximum Speed:** 83 mph (134 km/h)  
**Typical Accel.:** 10.1 to 4.6 mph/10.3 sec.  
**Fording Depth:** 34 in. (86.2 cm)  
**Fuel Capacity:** 85 gal. (95L), Plus 17 gal. (64L) res.  
**Transmission:** 4L80-E, 4-speed automatic  
**Gear Ratios:** 1st = 2.48:1, 2nd = 1.45:1, 3rd = 1.00:1, 4th = 0.75:1, Reverse = 3.08:1  
**Torque Converter Ratio:** 2.2:1

**Transfer Case:** New Venture Gear Model 242  
**Gear Ratios:** Low 27:1, High 1:1  
**Axles:** Hypoid with a ratio of 2.36:1. Continuous torque rating is 1,024 lb.-ft.  
**Coared Hubs:** Gear Ratio = 1.9:1  
**Frame:** Steel box section with five cross members

### Electrical

**Electrical:** 83 Amp 134 Amp Alternator  
**Steering:** Power assisted with a variable ratio of 19:1:1  
**Differential:** Zaxel Torson® II torque biasing differential  
**Brakes:** Hydraulic actuated, 4-wheel inboard mounted Meritor-WABCO ABS power disc brakes with transducer reservoir and level sensor. Rotor are 10.5 in. (266 mm) in diameter with an effective area of 87.4 sq. in. (82 sq. cm) each. Parking brake manually actuates rear service brakes.  
**Suspension:** Independent double A-frame with open-end coil springs and hydraulic shock absorbers  
**Tires:** 37 x 12.5R16-16.5 LT load range "D" Goodyear Wrangler SST radial



4-Door Open Top



3-Door Hard Top



4-Door Hard Top



4-Door Wagon



4-Door Slant Back

## // STANDARD EQUIPMENT

- 4-Speed Automatic Transmission
- 4-Wheel ABS Power Disc Brakes
- Translucent Brake Fluid Reservoir with Level Sensor
- Tire Beadlock System
- Auxiliary Fuel Tank
- Tachometer
- Utility Lighting Package
- Heat and Sound Insulation
- Halogen Headlights
- Aluminum Body
- Tonneau Cover (4-Passenger Models)
- 120-Amp Alternator
- Vertical Rear Doors (6-Door Wagon Model)
- Serpentine Drive Belt
- Flow-Through Ventilation
- Full-Time 4WD System
- High Back Bucket Seats
- 3-Point Seat Belts
- Powered Interior
- Power Door Locks (Including Wagon Rear Door)
- AM/FM Stereo w/Cassette
- Glove Box
- Coated Hubs
- ET-Road® Glass
- Driver and Front Passenger Seat Adjust
- Sliding Rear Window (2-Door and 4-Door Hard Top Models)
- Power Windows
- Air Conditioning with Auxiliary Rear Duct
- TopTrac 4 (TT4)
- 16.5" 2-Place Steel Wheels w/Onal Beadlocks
- Goodyear BFF Tires

## // OPTIONAL EQUIPMENT

- Central Tire Inflation System
- Trailer Towing System
- Deliverie Protection
- Ramflin Tire System
- Black Vinyl Seats
- Power Mirrors
- Remote Keyless Entry
- Locker Panel Protection
- Heated Windshield
- Deluxe Rearview Mirror
- Rear Window Defogger (Not Available on 4-Door Open Top or Wagon Models)
- Manxson™ Position
- Acrylic Systems w/CD Player/Changer, Weatherharder and Rear Seat Audio
- Bush Guard
- 12,000-lb. Winch
- Body-Colored Wheels
- 10,900-lb. GVW for Flex Use Only
- 16.5" 2-Place Aluminum Wheels w/Winterguard Beadlock
- 17" 3-Place Aluminum Wheels w/Dual Beadlock and Runflin
- Goodyear GS-A Tires
- Goodyear MTR Tires

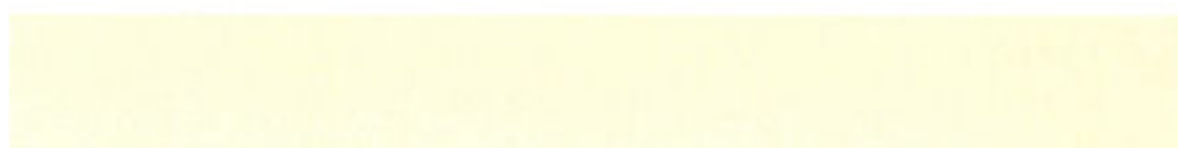
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## // EXTERIOR COLORS



BLACK



WHITE

BRIGHT WHITE



COMPETITION YELLOW



CANDY APPLE



METALLIC PEWTER



SILVER METALLIC



MESA DUSK



WOODLAND GREEN

## // INTERIOR COLORS



CLOUD GRAY CLOTH



SANDSTORM CLOTH

\*Black Vinyl Seats available with either interior option.