THE ONLY OBSTACLES
THAT REMAIN
ARE IN YOUR MIND.

Imagine it. Flowing through three-foot snowdrifts.
Gleaming over mountainous dunes. Fording deep mud bogs and
previously impassable streams. Comfortably navigating
maddening rush-hour traffic. Going anywhere you
desire. The possibilities are virtually limitless. And perhaps
more important than that, the possibilities are real.

After all, why should your imagination have all the fun?
IT DEFIRES DEFINITION
AS DEFTLY AS IT
DEFIES OBSTACLES.

It is what it is. It’s not a car. Not a truck. Not a beefed up version of anything. It is simply a vehicle in a universe all to itself. A Hummer.

It’s not for everyone. The Hummer was never designed for the masses. It’s not the brainchild of any corporate automotive strategist or marketing guru watching us from behind one-way mirrors. Instead, it was designed to meet the rigorous demands of the U.S. Armed Forces. They needed a vehicle with power, agility, and durability like nothing in existence. They needed a vehicle that would last twelve years even under the most strenuous use. AM General Corporation, renowned for their high-quality military products, developed such a vehicle. And save for a few comfortable and practical refinements, the civilian Hummer is basically unchanged from its much-storied military counterpart.

The Hummer’s American roots can be traced back to 1903 when the company that would later become AM General was founded. The company would go on to manufacture the legendary Willys Jeep. And in this, the Hummer’s sixth year of production (with our fourth-generation workforce), we’re proud to say that 90% of the Hummer’s content is manufactured in the U.S.
LIKE NOTHING ELSE ON THE ROAD.
OR OFF IT.

The Hummer’s raw capabilities almost defy logic. It can scale 33-inch vertical ledges, ford two and a half feet of water. Traverse 40% side-slopes. Climb 60% grades. Float over previously impassable muddles. Muscle through deep sand. Plow through up to three-foot snowdrifts. All this is not to say it can’t perform admirably within the confines of polite society. Parallel parking and navigating city parking garages or bank drive-thrus—all couldn’t be easier.

Every feature, every inch of the Hummer has been obsessively engineered to give unrivaled performance. You have a full 16-inch vertical ground clearance (double that of most 4X4s), steep angles of approach and departure, 72-inch track width with a low center of gravity for uncanny stability. Full-time 4WD, and a 4-wheel, fully-independent suspension system, complete with heavy-duty springs and hydraulic shock absorbers. All housed within a seemingly indestructible, heat-treated aluminum alloy body. Panels are first bonded together using an epoxy adhesive, then riveted for added strength and durability. It’s tough and extremely light, not to mention corrosion resistant. Unrivaled. Uncompromised. Unstoppable.
The Hummer is all about adventure. Seeking the unexplored. Forging new ground. Pushing the limits of man and machine. It should come as no surprise, then, that the Hummer's unique combination of breakthrough components boldly ventures into the unexplored.

The Hummer's disc brakes are inboard-mounted as a component of the axle assembly, making them less vulnerable to damage than more conventional wheel-mounted components. With the Hummer's torque biasing differentials, power is delivered to all four wheels even when one or more have lost traction, thus giving the driver true full-time 4WD. When traction is lost at one or more tires, the driver applies light brake pressure, then accelerates (brake/throttle modulation). This locks the differentials, stops the spin, redistributes power to all four wheels. You're unstuck, and you're moving on.

Add to this the Hummer's Geared Hub Assembly, which provides gear reduction of nearly 2:1 at each wheel end. This doubles torque when it's needed most and gets you out of trouble when you need it most. It's quite simple — where the others stop, the Hummer keeps going.
GETTING STUCK
IS NOT AN OPTION.

Perhaps the most ingenious feature on the Hummer is our exclusive Central Tire Inflation System (CTIS).

It allows you to inflate or deflate the tires on the move from the driver’s seat. Deflating the Hummer’s 37” tires creates a larger footprint, which translates to better traction in loose sand or mud and a smoother ride both on the road and off. Softer tires also mean less wear and tear on both driver and vehicle. And softer tires help you TREAD LIGHTLY™, preserving the natural environment. When it comes time to inflate the tires again, you simply flip a switch on the dash. Your Hummer can even be equipped with a Runflat Tire System that allows you to travel up to 20 miles at 30 mph on flat tires.
FAST ENOUGH TO GET SPEEDING TICKETS.
INTIMIDATING ENOUGH NOT TO GET PULLED OVER.

Beneath its already foreboding exterior lurks your choice of impressive powerplants. Select from the naturally aspirated 6.5L 170 horsepower fuel-injected General Motors V8 diesel engine with 290 lb. ft. of torque. Or a 6.5L 195 horsepower turbo diesel with 430 lb. ft. of torque. With its quicker acceleration, you’ll find the turbo diesel Hummer is as much at home in the passing lane as it is clawing its way up mountainous sand dunes. And now, thanks to additional fuel capacity on all Hummers, you’ll get considerably more range regardless of which engine you choose.

* May not be available in all areas.
NEVER UNDERESTIMATE THE
PRACTICAL APPLICATIONS
OF INTIMIDATION.
The Hummer's prowess does not begin where the road ends. Navigating drive-thrus, city parking garages, or rush-hour traffic couldn't be easier. With its spacious interior, which is surprisingly easy to get in and out of, you can count on a comfortable ride. In fact, thanks to its power steering, 4-wheel inboard mounted brakes, 4-speed automatic transmission, and a unique suspension system, the Hummer handles more like a sports car on the highway than a truck.

Perhaps more vital than performance is safety.

The Hummer meets or exceeds all Federal Motor Vehicle Safety Standards for Class 3 trucks and many passenger cars and light trucks. Its list of safety features includes a padded dash, an energy-absorbing steering column, a steel roof, steel doors with side impact beams, and 4-wheel independent suspension. And the Hummer's unique Central Tire Inflation System can get you out of trouble while other 4X4s are getting stuck in their tracks.

And should a part ever need replacing, AM General has a nationwide network of dealers ready to service your vehicle.
The on-board computer, part of the Central Tire Inflation System, allows you to inflate or deflate your tires on the move for added traction and a smoother ride in harsh terrain.

The Warna's unique half-knuckle double 5.69:1 will provide a comfortable ride even on the toughest terrain and enable it to carry up to 1 ton.

Under the hood, choose a General Motors 6.5L, 190 horsepower V8 diesel engine or a 6.2L, 105 horsepower turbo diesel engine.

With the optional towing system, you can tow up to 8,500 lbs.

The Warna’s unique half-knuckle doubles torque of the wheel and suspension in overmatched bidirectional trusses.

Thanks to the powerful rear sealed ventilation system, a Warna can travel through two and a half feet of mud, water, or snow.
### 2-Passenger

<table>
<thead>
<tr>
<th>Specification</th>
<th>Hard Top</th>
<th><strong>(Unladen)</strong></th>
<th>Standard</th>
<th>Metric</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Curb Weight (Net)</strong></td>
<td>Diesel:</td>
<td>6,390 lbs.</td>
<td>2,943 kg.</td>
<td>6,690 lbs.</td>
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<tr>
<td></td>
<td>Turbo:</td>
<td>6,365 lbs.</td>
<td>2,929 kg.</td>
<td>6,660 lbs.</td>
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<tr>
<td><strong>Fuel Capacity</strong></td>
<td>Diesel</td>
<td>43.0 gal.</td>
<td>187 l.</td>
<td>43.2 gal.</td>
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<tr>
<td><strong>Max. Towing Capacity</strong></td>
<td>0 lbs.</td>
<td>0 lbs.</td>
<td>0 lbs.</td>
<td>0 lbs.</td>
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<tr>
<td><strong>Performance Data</strong></td>
<td>4-Door Sedan</td>
<td>2,996 lbs.</td>
<td>1,360 kg.</td>
<td>3,140 lbs.</td>
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<tr>
<td><strong>Weight</strong></td>
<td>6,540 lbs.</td>
<td>6,520 lbs.</td>
<td>6,310 lbs.</td>
<td>3,699 lbs.</td>
</tr>
<tr>
<td><strong>(Unladen)</strong></td>
<td>6,365 lbs.</td>
<td>6,340 lbs.</td>
<td>6,120 lbs.</td>
<td>3,640 lbs.</td>
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<tr>
<td><strong>Fuel Capacity</strong></td>
<td>43.2 gal.</td>
<td>43.2 gal.</td>
<td>43.2 gal.</td>
<td>43.2 gal.</td>
</tr>
<tr>
<td><strong>Max. Towing Capacity</strong></td>
<td>0 lbs.</td>
<td>0 lbs.</td>
<td>0 lbs.</td>
<td>0 lbs.</td>
</tr>
<tr>
<td><strong>Standard Equipment</strong></td>
<td>- 4-Speed Automatic Transmission</td>
<td>- 4-Wheel Power Disc Brakes</td>
<td>- AM/FM Stereo w/ Cassette</td>
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<td></td>
<td>- Front Bucket Seats</td>
<td>- A/C</td>
<td>- 15&quot; Steel Wheels</td>
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<td></td>
<td>- Power Windows</td>
<td>- Tinted Glass</td>
<td>- Power Door Locks</td>
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<tr>
<td></td>
<td>- Power Steering</td>
<td>- Remote Keyless Entry</td>
<td>- Driver and Passenger Seat Adjustment</td>
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<td></td>
<td>- Traction Control</td>
<td>- Brake Assist</td>
<td>- Trip Computer</td>
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<tr>
<td></td>
<td>- Anti-lock Brakes</td>
<td>- 16&quot; Steel Wheels</td>
<td>- Driver and Passenger Side Airbags</td>
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</tr>
</tbody>
</table>

### Optional Equipment

- Central Tire Inflation System
- Air Conditioning with Auxiliary Rear Unit
- Trailer Towing System
- Tinted Glass
- 15" Steel Wheels
- A/C
- 16" Steel Wheels
- Remote Keyless Entry
- Power Door Locks
- Anti-lock Brakes
- 16" Steel Wheels
- Driver and Passenger Side Airbags
- Brake Assist
- Trip Computer
**Components & Features**

**Diesel Engine**
- **Type**: V8, N.A. 6.5L Diesel Fuel Injection
- **Horsepower**: (@ 3,600 rpm): 170 hp (127 kW)
- **Torque**: (@ 1,700 rpm): 290 lb-ft (395 Nm)
- **Governor Type**: Mechanical
- **Displacement**: 396 cu. in. (6.5L)

**Turbo Diesel Engine**
- **Type**: V8, 6.6L Diesel Turbocharged, Electronically Controlled
- **Horsepower**: (@ 3,400 rpm): 195 hp (145 kW)
- **Torque**: (@ 1,800 rpm): 480 lb-ft (653 Nm)
- **Governor Type**: Electronic
- **Displacement**: 394 cu. in. (6.5L)

**Fuel Capacity**: 23 gal. (90L). Plus 17 gal. (64L) reserve
**Transmission**: 4:80:8 4-speed automatic
**Gear Ratios**: 1st - 2.48:1, 2nd - 1.48:1, 3rd - 1.00:1, 4th - 0.75:1, Reverse - 2.08:1, Torque Converter Ratio - 2.2:1
**Transfer Case**: New Venture Gear Model 242, Gear Ratios: Low 2.72:1, High 1:1
**Axles**: Hypoid with a ratio of 2.73:1. Continuous torque rating is 1,281 lb-ft. AM General Design
**Geared Hubs**: Gear Ratio - 1.52:1. AM General Design
**Frame**: Steel Box section with 5 crossmembers
**Electrical**: 12 Volt 120 Amp Alternator
**Steering**: Power assisted with a variable ratio of 13/16:1
**Differential**: Zexel Torqem™ Torque Biasing Differential
**Brakes**: Hydraulic actuated, four-wheel inboard mounted power disc brakes with dual reservoir master cylinder. Rotors are 10.8 in. (270 mm) in diameter with an effective area of 17.4 sq. in. (112 cm²) each. Parking brake manually activates rear service brakes.
**Suspension**: Independent double A-frame with open-end coil springs and hydraulic shock absorbers
**Tires**: 37 x 12.50R-16.5 LT load range “D” Goodyear Wrangler MT radial with optional beadlock or Runflat

**Bore and Stroke**: 4.06 x 3.82 in. (103 x 9.7 cm)
**Compression Ratio**: 21.5:1
**Maximum Speed**: 83 mph (134 kph)
**Typical Accel.**: (0 to 60 mph) 19.8 sec.
**Fording Depth**: 30 in. (76.2 cm)

**Bore and Stroke**: 4.06 x 3.82 in. (103 x 9.7 cm)
**Compression Ratio**: 21.5:1
**Maximum Speed**: 83 mph (134 kph)
**Typical Accel.**: (0 to 60 mph) 18.0 sec.
**Fording Depth**: 30 in. (76.2 cm)

**Vehicle Models**

- 2 Passenger Hard Top
- 4 Passenger Hard Top
- 4 Passenger Open Top
- 4 Passenger Wagon
INTERIOR COLORS

Deluxe Tan Cloth

Deluxe Gray Cloth

Black Vinyl

EXTERIOR COLORS

Red

Green Metallic

Black

Silver Metallic

Bright White

White

Burgundy Metallic

Fly Yellow