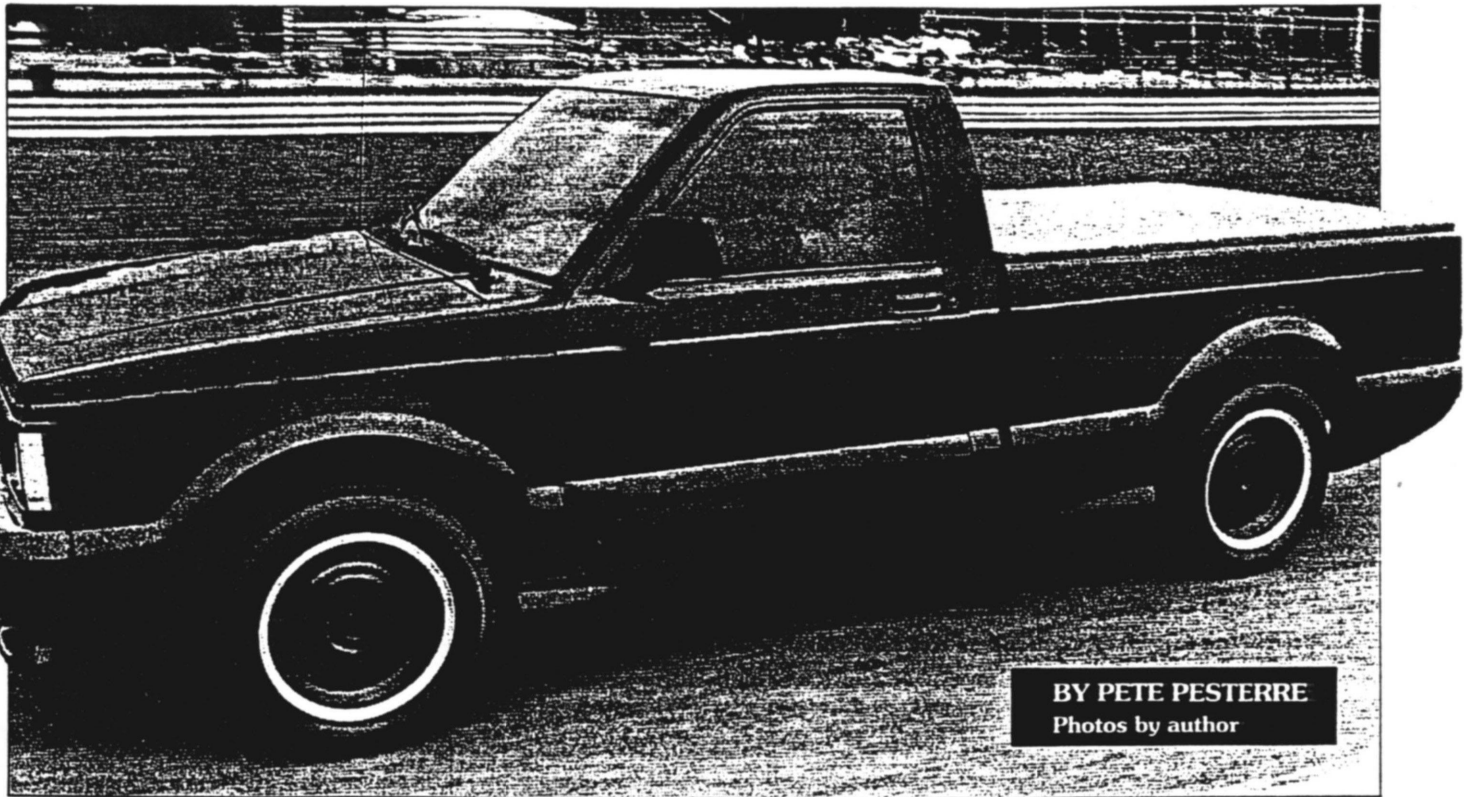


# SYCLON



BY PETE PESTERRE  
Photos by author

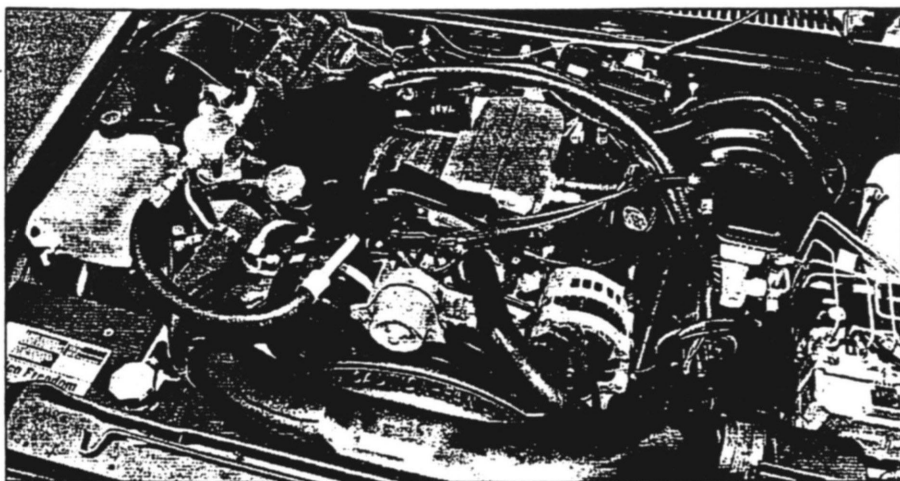
## Yep, The Spelling Is Unique, And So Is GMC's 13-Second Production-Built Mini-Truck

**S**top! Hold it! If you're a true high-performance enthusiast, don't even think about turning the page until you've read more! Because this isn't just another truck feature. In fact, this is a story that could change your life dramatically—especially if you're in the market for a ZR-1 Corvette and don't have the money.

Now that we've got your attention, we'd like to introduce to you the baddest, raddest production pickup truck built on the planet! "Oh, sure," you're probably thinking. "It's just another mini-truck with a ground-effects package" or "Just another dealer promotion with a rebate" or "Just another excuse to sell the same truck."

Wrong again.

The GMC Syclone is more than a repackaged S-15 pickup. It's actually a re-packaged Corvette—designed for



GMC engineers took America's toughest V6 and made it even better with turbocharger, intercooler and individual port injectors with an L-98 throttle body unit. Newly designed pistons and exhaust package add to the engine's ability to produce more than 250hp!

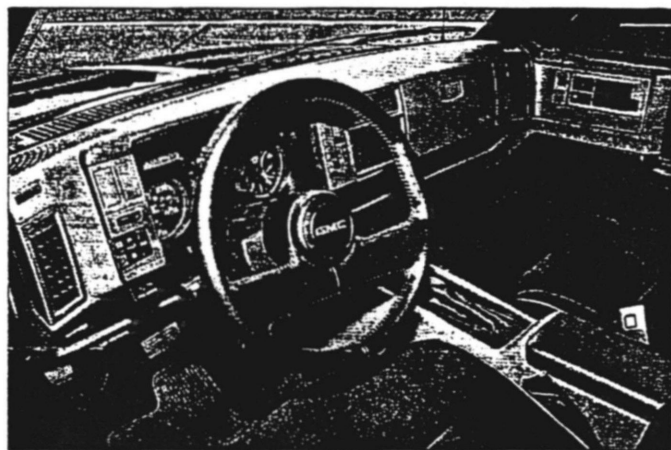
# WE!

the express purpose of fooling the cops, parents and especially insurance companies. Under the trick skin lies a turbocharged 4.3-liter V6 with enough power literally to waste anything that dares get alongside of it. Offering up an astounding 280 horsepower at 4400rpm and 360 foot-pounds of torque at 3600rpm, you get the feeling that a bunch of Hi-po happy engineers at Buick jumped ship and came over to GMC just for an opportunity to go fast again. (You do remember the Grand National, don't you?)

Actually, the Syclone was developed by only a handful of young,



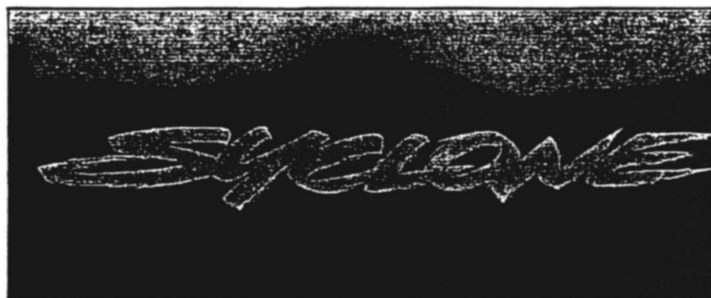
*Syclone's lowered stance is enhanced with ground-effects package and fat Firestone rubber for all four corners. Take a close look at the front end, folks, it will probably be your only opportunity.*



*Interior add-on's are limited but add the necessary touches to differentiate the Syclone from S-15 group offerings. Of noted interest is the 140mph speedo and floor-mounted shifter console.*



*Super sticky Firestone P245-50VR-16s and aluminum wheel combo add to the Syclone's awesome handling abilities. All-wheel drive and four-wheel anti-lock brakes are necessary complements.*



enthusiastic engineers at GMC truck who somehow managed to get past the bean counters and the legal departments to come up with a package that will undoubtedly send the

division to new heights before the end of '91.

While the Syclone packs a wallop under the hood, you can be sure the rest of the package offers a perfect

balance of stability and comfort at any speed. The engine, backed by a 700R4 four-speed automatic transmission and 3.42-gear limited-slip rear axle gets a full complement of

# SYCLONE!

handling goodies including four-wheel anti-lock disc brakes and an all-wheel-drive transfer case borrowed from the Safari van lineup. Combined with the lower ride height, 32mm sway bar and a set of Firestone P245-50VR-16 rubber, the Syclone's handling and braking abilities match that of its raw acceleration nature.

Speaking of acceleration, this truck produces the kind of performance that even Chevy's mega-buck, try-and-get-it-insured ZR-1 can't keep up with. How about zero-to-60 marks at five seconds flat, and quarter-mile figures like 13.16 at 100mph? Here's some more good news. Unlike some



**Yep! The GMC Syclone is the baddest, raddest pickup ever built on the planet. With the truck registering 13.16/100mph marks, owners can count ZR-1 Corvette owners asking for immediate trade-ins.**

## ENGINE

Type.....90-degree V6  
 Bore & stroke, in.....4.00x3.50  
 Displacement.....4.3 liters  
 Compression ratio.....8.35:1  
 Valve gear.....OHV, 2 valves/cylinder  
 Fuel induction.....EFI, turbocharged, intercooled  
 Boost, psi.....Four maximum  
 HP @ rpm.....250 @ 4400  
 Torque @ rpm.....360 @ 2800  
 Specific engine equipment: New pistons, new LH/RH exhaust manifolds, unique exhaust system, new split upper/lower intake manifold, separate fuel rail/regulator fuel delivery system, pintle-style individual port injectors, L98 throttle body.

## DRIVELINE

Transmission type.....Hydramatic 4L60 (700R4), four-speed automatic

## Gear ratios:

1st.....3.06  
 2nd.....1.63  
 3rd.....1.00  
 4th.....0.70  
 Reverse.....2.29  
 Axle ratio.....3.42:1, limited slip  
 AWD transfer case.....Safari L-Van

## CHASSIS

Suspension, front.....Independent; torsion bars, lower rate; 32mm stabilizer bar; revised jounce bumpers; lower ride height

Suspension, rear.....Semi-elliptic leaf springs, lower rate

Steering type.....Recirculating ball

Steering ratio.....13/16.0:1 variable

Turning circle, ft.....36.8

Brakes, front.....10.5-in. disc, power

Brakes, rear.....9.5-in. drum, power

Anti-lock.....Four-wheel anti-lock

Wheel size, front.....16x8, aluminum, 41mm offset

Wheel size, rear.....16x8, aluminum, 20.5mm offset

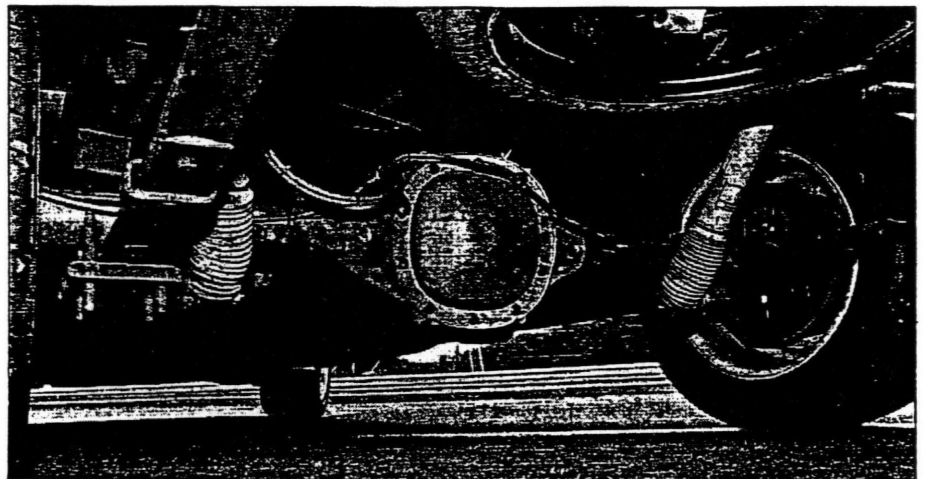
Tire size, front.....245x50VR16

Tire size, rear.....245x50VR16

## PERFORMANCE

Acceleration, 0-60, sec.....5.0

Quarter-mile.....13.4 @100mph



**All-wheel-drive package taken from the Safari van will certainly aid in protecting the longevity of the meek 3.42:1-gear axles. We expect, however, that a differential swap is in order.**

of GM's limited-production street missiles, GMC has every intention of mass-producing enough Syclones so street freaks from coast to coast won't have to worry about price gouging. Selling for around \$23,000 to \$25,000 (we're still waiting for the final pricing information), it's the performance enthusiast's dream ride for sure!



**Contoured bucket seats are cozy, but we think GMC might want to offer a similar bench version.**

