



# TRUCK REPORT

by Bruce Carr

## A Pickup for On or Off the Jobsite



*GMC's new pickup has 40.1 cubic feet of cargo capacity, and the power to accelerate from 0 to 60 mph in just 5 seconds*

The 1991 GMC Syclone pickup truck is made for contractors who want a pickup with speed and enough cargo capacity to be useful on the jobsite.

Capable of 0 to 60 mph in 5 seconds, this compact pickup truck can generate 280 hp. A quarter-mile dash takes just 13.4 seconds. The LSR, a special production model, set a "flying mile" record of 204 mph.

The Syclone is a high-performance machine, powered by a turbocharged 4.3-liter Vortec V-6 engine. The engine features port fuel injection that produces 350-foot-pounds at 3600 rpm, a new piston, new left hand/right hand exhaust manifolds, and pintel-style individual port injectors. It has a Hydramatic 4L60 four-speed transmission.

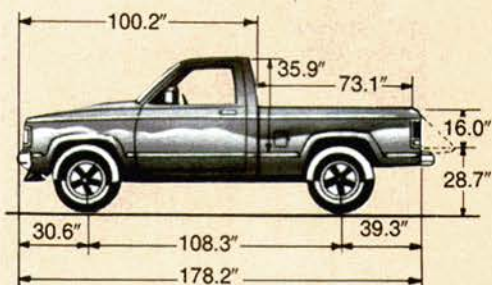
Priced at \$25,500 (the manufacturer's recommended retail price), the Syclone is not for everyone. The price of a full-size, regular cab two-wheel drive Sierra 1500 model is \$12,409 and a similarly equipped Sonoma compact pickup is \$9,915.

Once you get over the sticker shock, the first thing you'll notice about the sporty little pickup truck is its aerodynamic styling, subtle red graphic accents, the two-tone black paint, and specially tailored, high-performance tires and wheels.

Inside, features include contoured bucket seats, leather-wrapped steering wheel, and a floor-mounted gear shift. Standard equipment includes air conditioning, cruise control, tilt-wheel, power windows and door locks, and fog lamps. In fact, about the only optional equipment left to specify is the stereo.

As an added bonus, the two-passenger Syclone features a full-time, all-wheel-drive system for added traction and the first four-wheel ABS braking system found on pickup trucks.

### Syclone Dimensions



The new 1991 GMC Syclone is 14 feet long, with 6.25 inches of ground clearance.

**Above:** The Syclone is priced higher than other pickups, but comes standard with everything but the stereo.

The front suspension has independent torsion bars with stabilizer bar and sport calibration for low-ride height and ease of handling.

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