



**1973 GMC
Motorhome**

The motorhome had a front-wheel-drive transaxle, which GM originally used in the Oldsmobile Toronado and Cadillac Eldorado with an Oldsmobile 455 cu in V8 from the Toronado, but the later models made use of the 403 cu in V8. Both used the GM-designated Turbo-Hydramatic 425 automatic transmission. The final drive was connected directly to the transmission, and power was fed to the front wheels using half-shafts that ran under the front portion of the engine. The engine was fueled with regular gasoline stored in two 25-US-gallon (95 l) tanks.

The GMC was equipped with front disc brakes and drums on all four rear wheels. The front-drive configuration eliminated the driveshaft and rear differential and solid axle found on most motorhomes. As a result, the floor could be built with about 14 inches clearance above the roadway. The floor was too low for a rear cross axle, and GM designed the rear suspension as a tandem pair of wheels, mounted on bogies which rode on pins attached to the sides of the low-profile frame. The rear bogies are suspended using a double-ended convoluted air bag that is pressurized by an automatic leveling system to maintain the designed ride height. The leveling system can also be manually controlled to level the coach at a campsite.

The motorhomes were built in either 23-foot or 26-foot length, with about 90% of the total production being the latter. GMC Motorhomes are 96 inches wide and about 9 feet tall including the usually-installed roof air conditioner. Interior head room is 76 inches.

Gross vehicle weight rating for the 23-foot coach was 10,500 pounds and 12,500 pounds for the 26-foot coach. Interiors have a 30 US gallons freshwater tank and a 30 US gallons holding tank.

Body construction consisted of a rigid frame made of welded aluminum extrusions. The body frame was mounted on the chassis steel ladder frame using body isolators. The upper side body and roof panels between the ends

are sheet aluminum. GMCs are notable for their large expanse of windows, which redefined the RV industry at the time. They had luxury features such as cruise control, air conditioning, AM/FM/8-track sound systems, as well as air suspension.

Rear lower compartments provide space for 6,000 watt Onan generator and propane tank. There were no driver's or passenger's doors at the front of the vehicle. A single door amidships on the right-hand side provided access to the main passenger compartment.





Purchased in Arizona when we living in Vernon. Drove it to California, camped at the Silver Strand State beach. Drove to Wisconsin when we were house hunting. Purchased A-frame near Spooner. Two years later returned to Arizona and sold the motorhome. I paid \$8,000 originally and sold for \$11,500 about 3 years later (2002?) after new brakes, water heater, ceiling vent, winterizing kit, tires, electric backup vacuum for brakes, new paint and finally a \$950 A/C repair while waiting for buyer from Tennessee. Broke about even and had a lot of fun.



One of the first GMC motorhomes built

I repainted (three tone) using spray cans of paint
(I think about 26 cans)





Engine access between front seats





I added the vents











