



*Hummer 1997*



**THE ONLY OBSTACLES  
THAT REMAIN  
ARE IN YOUR MIND.**

Imagine it. Plowing through three-foot snowdrifts.  
Gliding over mountainous dunes. Forging 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 DEFIES DEFINITION  
AS DEFTLY AS IT  
DEFIES OBSTACLES.**



It is what it is. It's not a car. Not a truck. Not a beelieed 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 18-inch vertical ledges. Ford two and a half feet of water. Traverse 40% side-slopes. Climb 60% grades. Float over previously impassable moguls. 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.





*When you buy a Hummer, AM General provides you a free one-year membership in the TREAD LIGHTLY™ program. Driving on public land is a privilege, not a right. So respect the environment and always obey the law.*



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 power plants. Select from the naturally aspirated, 6.5L, 170 horsepower fuel-injected General Motors V-8 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.**





*Maneuvering in and out of traffic, parallel parking, and going through bank drive-thrus couldn't be easier.*

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 has auxiliary seats for additional seating capacity.*

*The Hummer interior is more comfortable than ever. Inside you'll find user-friendly controls and gauges. A clock. High-back bucket seats. Ample head and legroom. Not to mention big cup holders. Options include a deluxe rear view mirror, power mirrors and windows, and a heated windshield.*

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.

*All 1997 Hummers have a lighter, one-piece heavy-duty wheel with runflat and beadlock capabilities.*

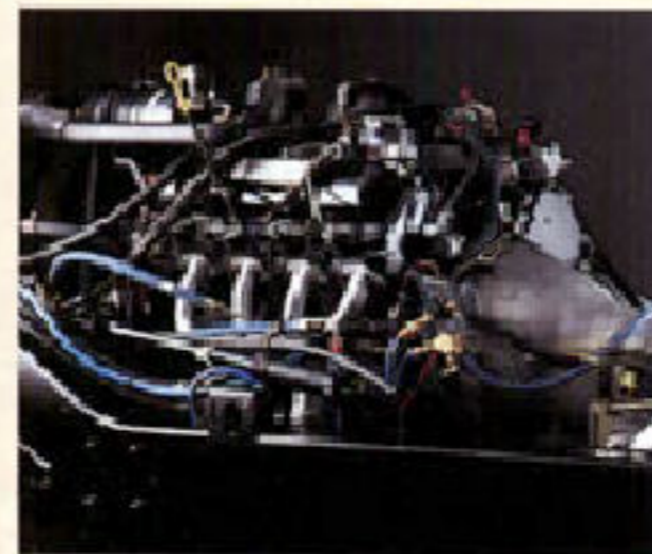


*An optional premium CD sound system and improved heating and air conditioning will keep you comfortable in extreme conditions.*

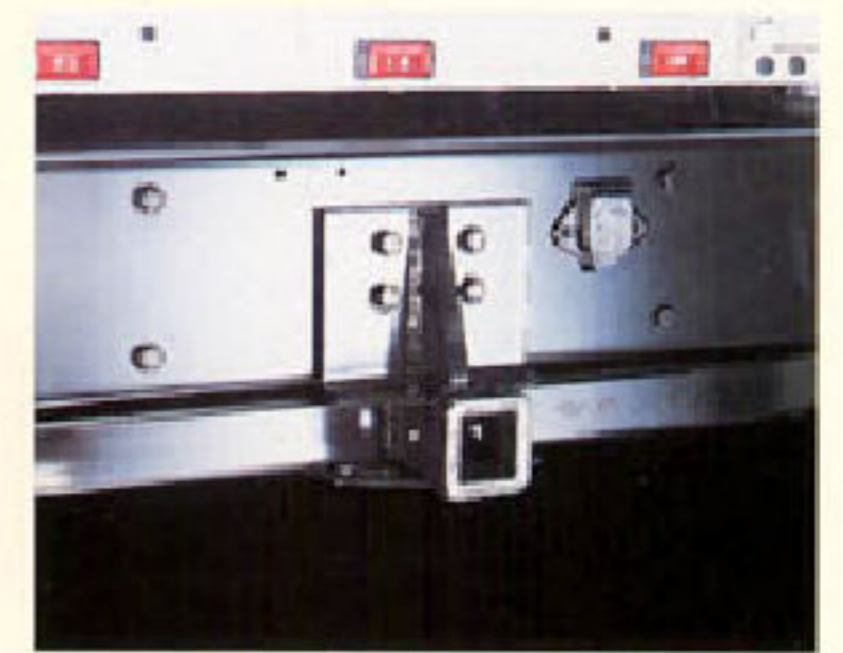


*The torque biasing differential redistributes power to all four wheels when one or more tires have lost traction or are off the ground.*

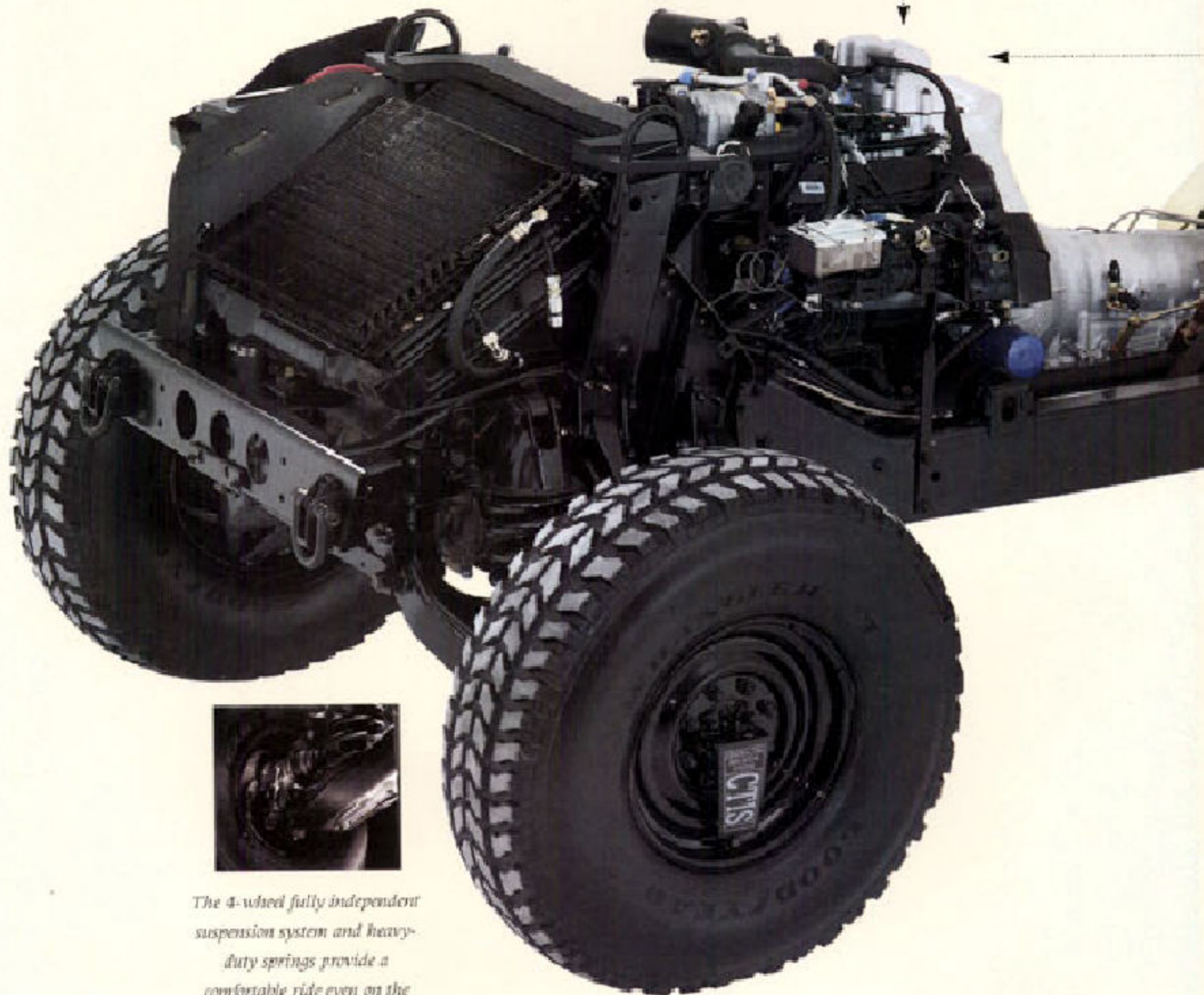
*The on-board compressor, part of the Central Tire Inflation System, allows you to inflate or deflate your tires on the move for added traction and a smoother ride in harsh terrain.*



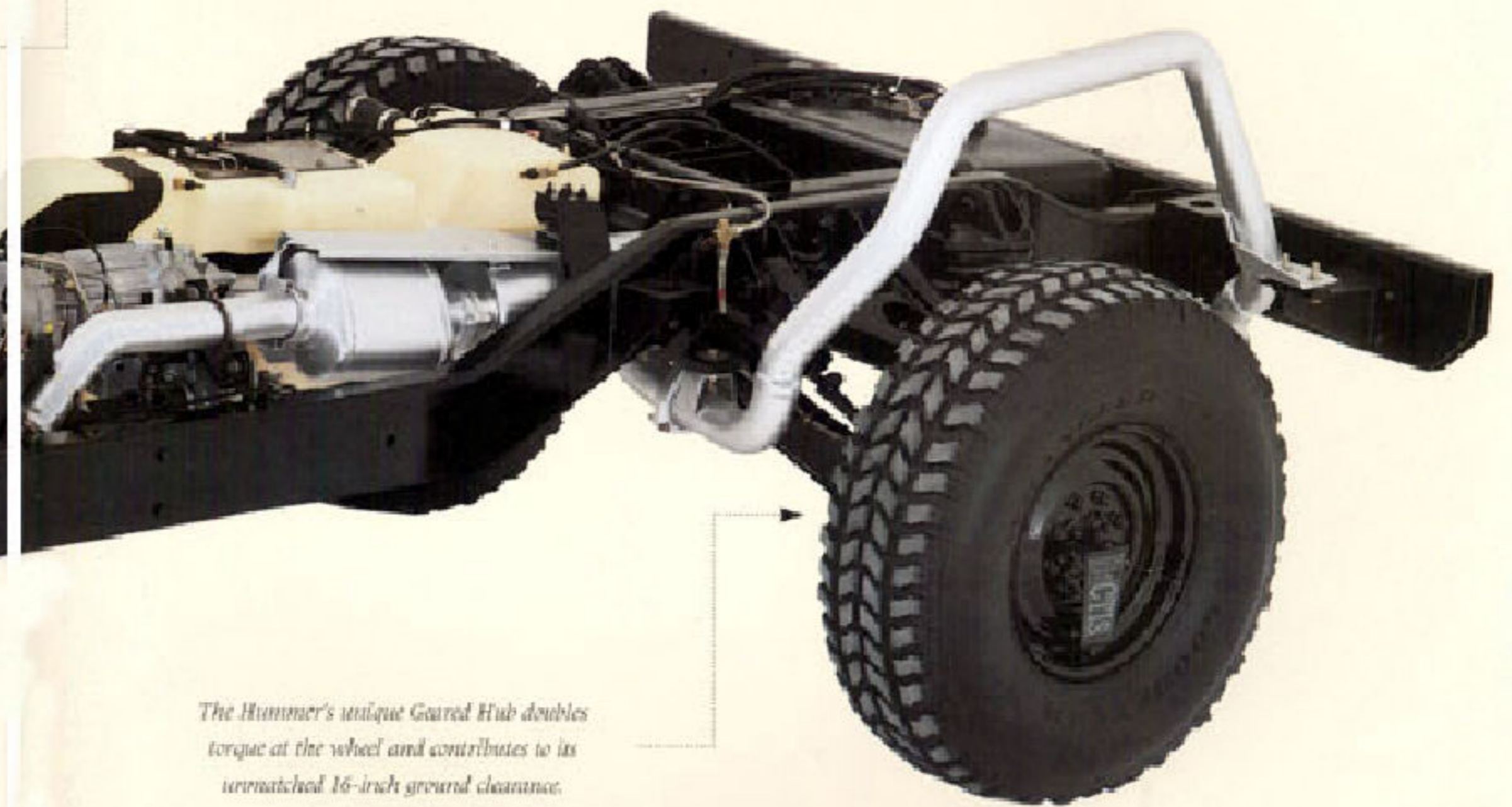
*Under the hood, choose a General Motors 6.5L, 170 horsepower V-8 diesel engine or a 6.5L, 195 horsepower turbo diesel engine.*



*With the optional towing system, you can tow up to 8510 lbs.*



*The 4-wheel fully independent suspension system and heavy-duty springs provide a comfortable ride even on the toughest terrain and enable it to carry up to two tons.*



*The Hummer's unique G-Force Hub doubles torque at the wheel and contributes to its unmatched 16-inch ground clearance.*

*Thanks to the powertrain's sealed ventilation system, a Hummer can travel through two and a half feet of mud, mud, or water (on or off the road).*



## SPECIFICATIONS &

	2-Passenger Hard Top (Extended Cab)		4-Passenger Hard Top	
	Standard	Metric	Standard	Metric
<b>Curb Weight (Note 1):</b>				
Diesel:	6,290 lbs.	2,853 kgs.	6,690 lbs.	3,034 kgs.
Turbo Diesel:	6,360 lbs.	2,884 kgs.	6,760 lbs.	3,066 kgs.
<b>Payload (Notes 1 &amp; 2):</b>				
Diesel:	4,010 lbs.	1,819 kgs.	3,610 lbs.	1,637 kgs.
Turbo Diesel:	3,940 lbs.	1,787 kgs.	3,540 lbs.	1,605 kgs.
<b>Gross Vehicle Weight Ratings:</b>				
Diesel:	10,300 lbs.	4,671 kgs.	10,300 lbs.	4,671 kgs.
Turbo Diesel:	10,300 lbs.	4,671 kgs.	10,300 lbs.	4,671 kgs.
<b>Gross Axle Weight Rating:</b>				
Front:	4,100 lbs.	1,859 kgs.	4,100 lbs.	1,859 kgs.
Rear:	6,800 lbs.	3,084 kgs.	6,800 lbs.	3,084 kgs.
<b>Maximum Towed Load (Note 3):</b>				
Diesel:	8,510 lbs.	3,859 kgs.	8,110 lbs.	3,678 kgs.
Turbo Diesel:	8,440 lbs.	3,828 kgs.	8,040 lbs.	3,646 kgs.
<b>Length (Note 1):</b>	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
<b>Width (Without Mirror):</b>	86.5 in.	2,197 mm	86.5 in.	2,197 mm
<b>Ground Clearance at GVWR:</b>	16 in.	406 mm	16 in.	406 mm
<b>Wheelbase:</b>	130 in.	3,302 mm	130 in.	3,302 mm
<b>Track Width:</b>	71.6 in.	1,819 mm	71.6 in.	1,819 mm
<b>Grade Capability:</b>	60%	60%	60%	60%
<b>Side-Slope Capability:</b>	40%	40%	40%	40%
<b>Approach Angle:</b>				
Without Winch:	72°	72°	72°	72°
With Winch:	47°	47°	47°	47°
<b>Departure Angle:</b>	37.5°	37.5°	37.5°	37.5°
<b>Runflat Capability (Note 4):</b>				
(At 30 mph):	20 miles	32.2 km	20 miles	32.2 km
<b>Turning Radius:</b>	26.5 ft.	8.1 m	26.5 ft.	8.1 m

## STANDARD EQUIPMENT

- 4-Speed Automatic Transmission • 4-Wheel Power Disc Brakes • AM/FM Stereo w/Cassette
- Geared Hubs • One-Piece Wheels • MT Tread Tires • Tonneau Cover (4-Passenger Models)
- Vertical Rear Doors (Wagon Model) • Auxiliary Fuel Tank • Utility Lighting Package
- Halogen Headlights • Aluminum Body • 124 Amp Alternator • Padded Interior
- Serpentine Drive Belt • Heat and Sound Insulation • Power Steering • Flow-Through Ventilation
- Full-Time 4WD System • High-Back Bucket Seats • 3-Point Seat Belts • Power Door Locks
- Glove Box • Tachometer • EZ-Kool® Glass • Sliding Rear Window (2-door and 4-door models)
- Driver and Passenger Seat Adjuster

Notes: 1) The above data applies to models without winch and optional accessories. Models with winch are impacted as follows: Payload: Reduce by 137 lbs.; Curb Weight: Increase by 137 lbs.; Length: Increase by 6 in. 2) Payload includes passengers, optional equipment, and trailer tongue weight. 3) Gross Combination Weight (GCW) of vehicle and trailer cannot exceed 14,800 lbs. for highway use only. A weight-carrying hitch gives your vehicle the capability to tow a maximum weight of 7,500 lbs. (3,401 kgs.). A weight-distributing hitch with spring bars gives your vehicle the capability to tow a maximum weight of up to 8,510 lbs. (3,859 kgs.). 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

## PERFORMANCE DATA

	4-Passenger Open Top		4-Passenger Wagon	
	Standard	Metric	Standard	Metric
<b>Curb Weight (Note 1):</b>				
Diesel:	6,540 lbs.	2,966 kgs.	6,840 lbs.	3,102 kgs.
Turbo Diesel:	6,610 lbs.	2,998 kgs.	6,910 lbs.	3,134 kgs.
<b>Payload (Notes 1 &amp; 2):</b>				
Diesel:	3,760 lbs.	1,705 kgs.	3,460 lbs.	1,569 kgs.
Turbo Diesel:	3,690 lbs.	1,673 kgs.	3,390 lbs.	1,537 kgs.
<b>Gross Vehicle Weight Ratings:</b>				
Diesel:	10,300 lbs.	4,671 kgs.	10,300 lbs.	4,671 kgs.
Turbo Diesel:	10,300 lbs.	4,671 kgs.	10,300 lbs.	4,671 kgs.
<b>Gross Axle Weight Rating:</b>				
Front:	4,100 lbs.	1,859 kgs.	4,100 lbs.	1,859 kgs.
Rear:	6,800 lbs.	3,084 kgs.	6,800 lbs.	3,084 kgs.
<b>Maximum Towed Load (Note 3):</b>				
Diesel:	8,260 lbs.	3,746 kgs.	7,960 lbs.	3,610 kgs.
Turbo Diesel:	8,190 lbs.	3,714 kgs.	7,890 lbs.	3,578 kgs.
<b>Length (Note 1):</b>	184.5 in.	4,686 mm	184.5 in.	4,686 mm
<b>Maximum Height:</b>	76.8 in.	1,951 mm	76.8 in.	1,951 mm
<b>Width (Without Mirror):</b>	86.5 in.	2,197 mm	86.5 in.	2,197 mm
<b>Ground Clearance at GVWR:</b>	16 in.	406 mm	16 in.	406 mm
<b>Wheelbase:</b>	130 in.	3,302 mm	130 in.	3,302 mm
<b>Track Width:</b>	71.6 in.	1,819 mm	71.6 in.	1,819 mm
<b>Grade Capability:</b>	60%	60%	60%	60%
<b>Side-Slope Capability:</b>	40%	40%	40%	40%
<b>Approach Angle:</b>				
Without Winch:	72°	72°	72°	72°
With Winch:	47°	47°	47°	47°
<b>Departure Angle:</b>	37.5°	37.5°	37.5°	37.5°
<b>Runflat Capability (Note 4):</b>				
(At 30 mph):	20 miles	32.2 km	20 miles	32.2 km
<b>Turning Radius:</b>	26.5 ft.	8.1 m	26.5 ft.	8.1 m

## OPTIONAL EQUIPMENT

- Central Tire Inflation System • Air Conditioning with Auxiliary Rear Unit • Trailer Towing System
- Driveline Protection • 12,000 lb. Winch • Auxiliary Seats • Black Vinyl Seats • Body-Colored Wheels
- Roof-Mounted Luggage Rack\* • Power Windows • Remote Keyless Entry (power windows required)
- Power Mirrors • Deluxe Radio • Rear Window Defroster (2-door and 4-door models) • Brush Guard
- Spare Tire Carrier\* • Runflat Tires • CD Player/Changer • Canvas Cargo Extension\* • Rocker Panel Protection
- Highway Touring Tires • Carpeted Floor Mats\* • Vehicle Recovery Strap\* • Beadlock • Heated Windshield
- Deluxe Rear View Mirror • 10,800-lb. GVW • 12,100-lb. GVW • Detroit Locker\* Differential (rear)

\*Dealer installed

being used, is 7,500 lbs. (3,401 kgs.). 4) Optional, for emergency use only, a "get home" capability which will cause tire damage. 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 dealer for 3-year/36,000-mile warranty details. Copyright AM General, 1997. Hummer and HUMVEE are registered trademarks of AM General Corporation.

## COMPONENTS & FEATURES

### Diesel Engine

**Type:** V8, N.A. 6.5L Diesel Fuel Injection  
**Horsepower:** (@ 3,400 rpm): 170 hp (127 kW)  
**Torque:** (@ 1,700 rpm): 290 lb.ft. (393 Nm)  
**Governor Type:** Mechanical  
**Displacement:** 396 cu. in. (6.5L)

**Bore and Stroke:** 4.06 x 3.82 in. (10.3 x 9.7 cm)  
**Compression Ratio:** 21.5:1  
**Maximum Speed:** 83 mph (134 kph)  
**Typical Accel.:** (0 to 60 mph) 19.5 sec.  
**Fording Depth:** 30 in. (76.2 cm)

### Turbo Diesel Engine

**Type:** V8, 6.5L Diesel Turbocharged, Electronically Controlled  
**Horsepower:** (@ 3,400 rpm): 195 hp (145 kW)  
**Torque:** (@ 1,800 rpm): 430 lb.ft. (583 Nm)  
**Governor Type:** Electronic  
**Displacement:** 396 cu. in. (6.5L)

**Bore and Stroke:** 4.06 x 3.82 in. (10.31 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)

**Fuel Capacity:** 25 gal. (95L). Plus 17 gal. (64L) reserve  
**Transmission:** 4L80-E 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 - 1.92:1. *AM General Design*  
**Frame:** Steel Box section with 5 crossmembers  
**Electrical:** 12 Volt 124 Amp Alternator  
**Steering:** Power assisted with a variable ratio of 13/16:1  
**Differential:** Zexel Torsen® Torque Biasing Differential  
**Brakes:** Hydraulic actuated, four-wheel inboard mounted power disc brakes with dual reservoir master cylinder. Rotors are 10.5 in. (266 mm) in diameter with an effective area of 17.4 sq. in. (112 cm<sup>2</sup>) 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

## VEHICLE MODELS



2-Passenger Hard Top



4-Passenger Hard Top



2-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*

# **HUMMER**

1-800-732-5493 (Inside U.S. and Canada)  
219-284-2866 (Outside U.S. and Canada)