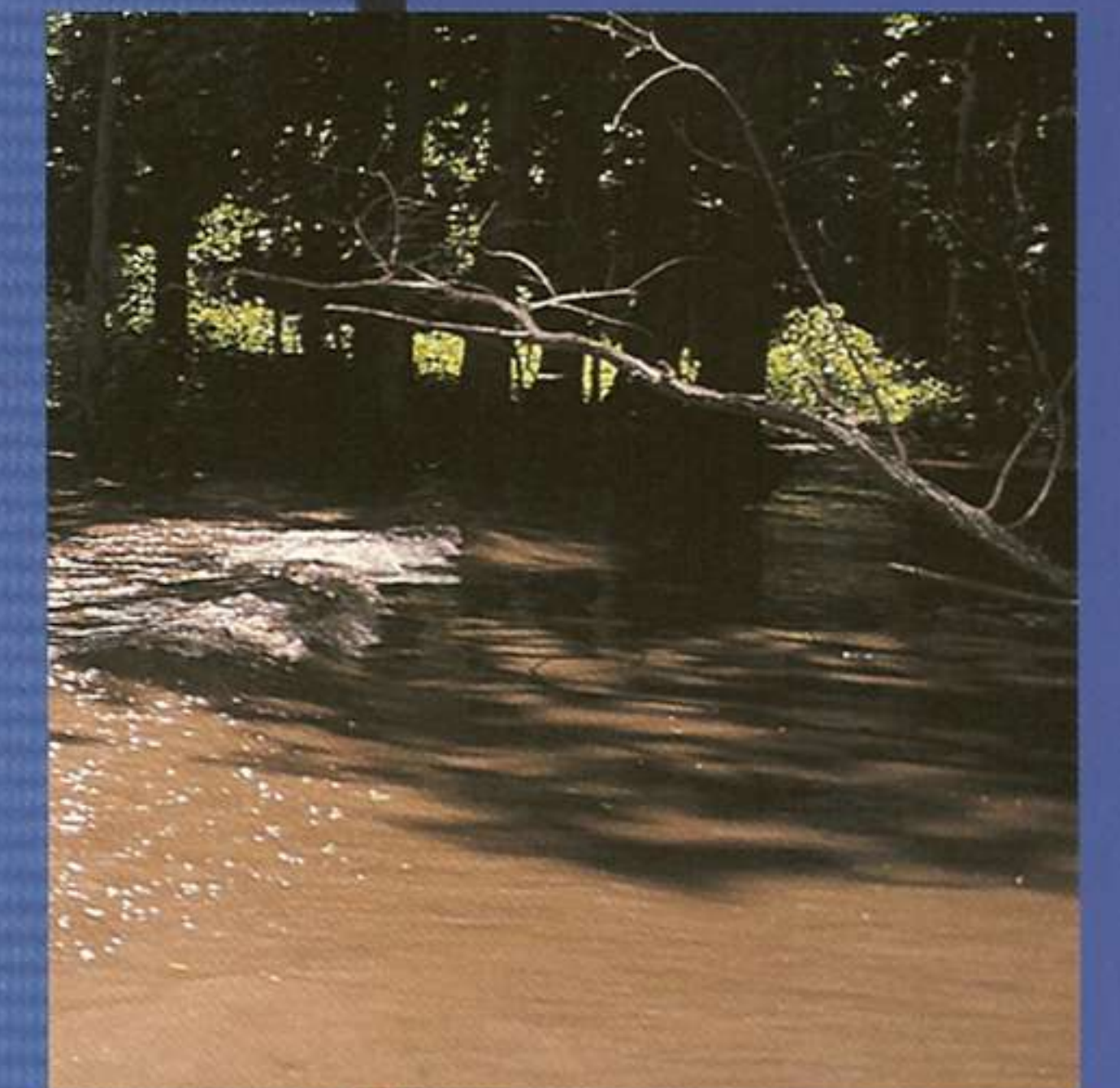
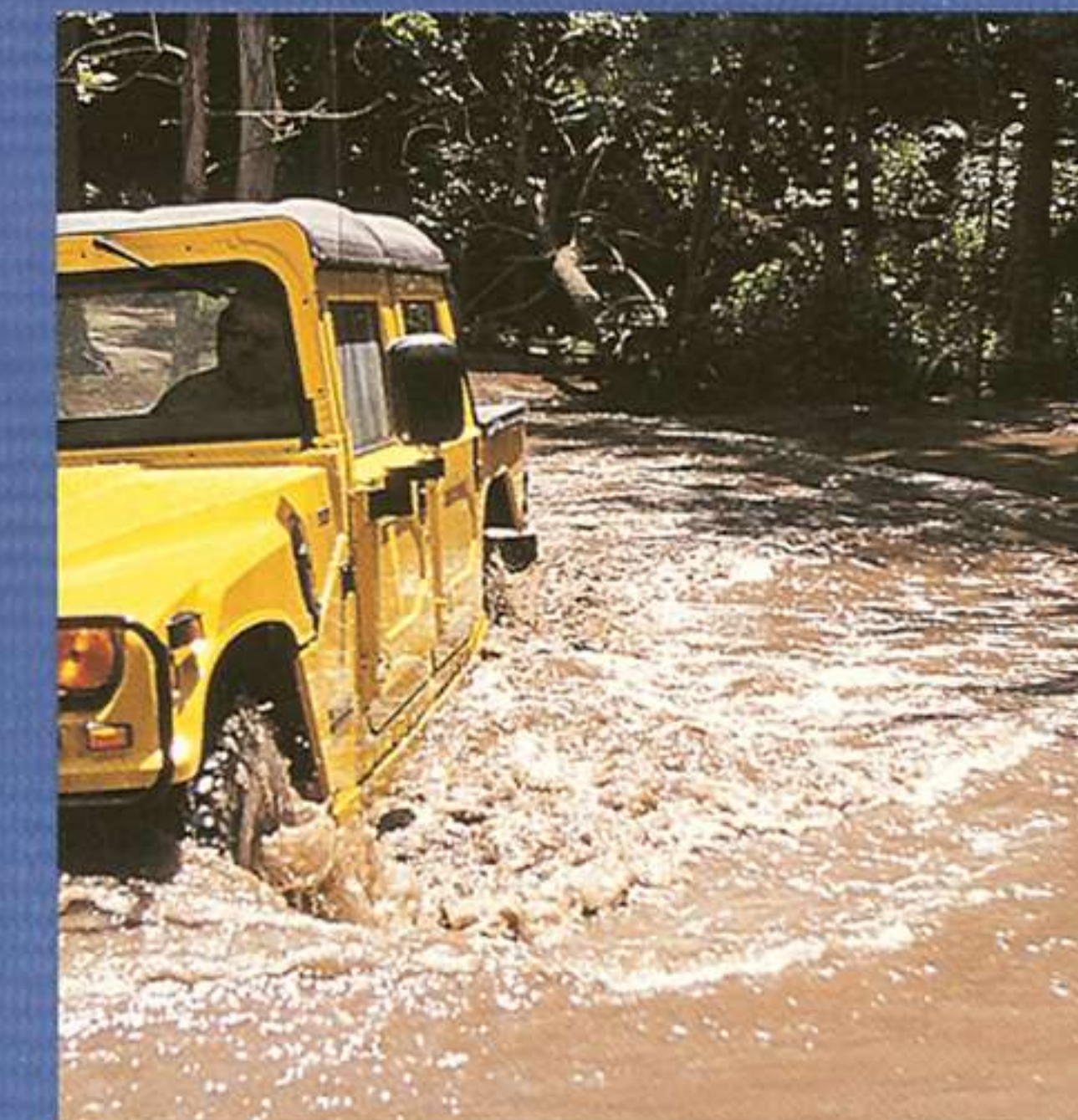
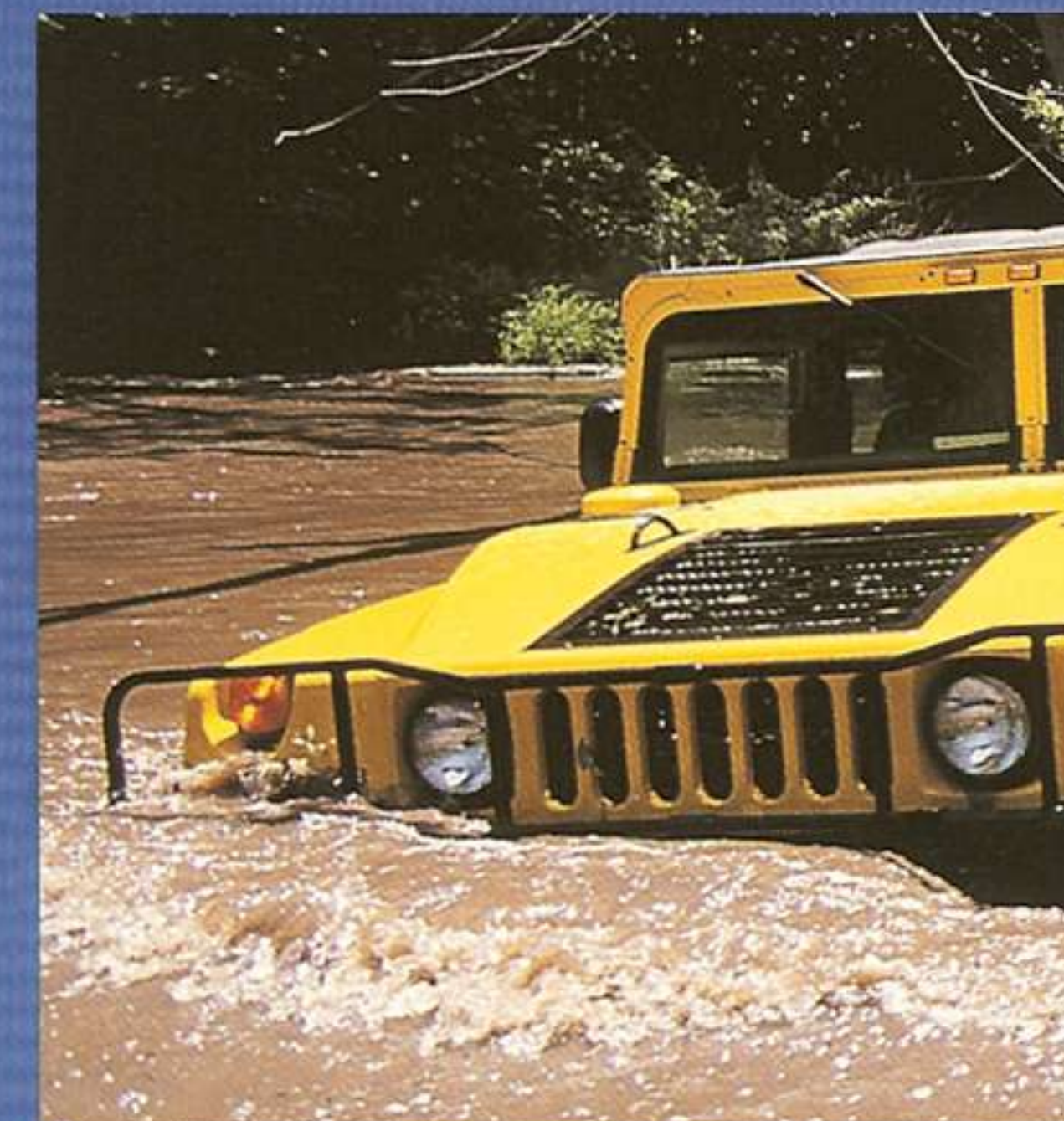


WWW.**HUMMER**.COM/2000/





// ALWAYS HAVE THE RIGHT OF WAY



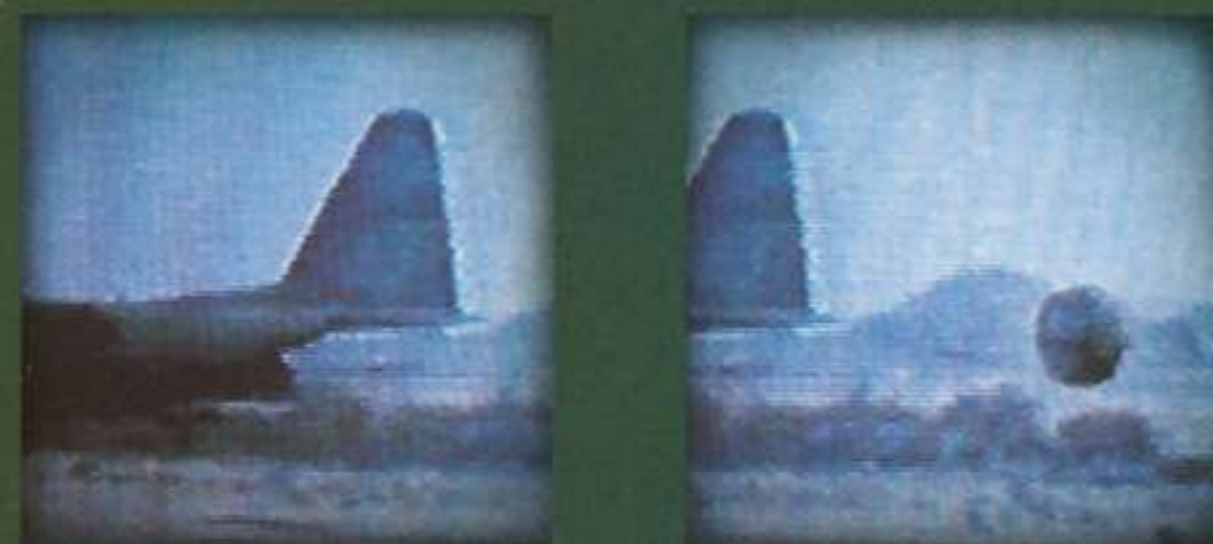
Scale 22" vertical rock ledges. Ford 30" of water. Traverse 40% side slopes. Climb 60% grades. Plow through three-foot snowdrifts. Claw your way over mountainous sand dunes. Go places and do things that would be impossible in any other commercial wheeled vehicle. For that matter, go places and do things that would be impossible in any other brochure. Throughout these pages, you'll see Internet addresses which provide videos and enhanced information to bring this brochure and the Hummer to life. www.hummer.com/bridges-are-for-mortals-video/



// IT'S DIFFICULT NOT TO BE IMPRESSED WITH THE HUMMER. IT IS WHAT IT IS. THE BIGGEST, HEAVIEST, STRONGEST, MOST UNCOMPROMISED TESTAMENT TO AMERICAN ENGINEERING ALLOWED ON THE ROAD // - FOUR WHEELER

// INCREASE THE SIZE OF YOUR DOMAIN





The Hummer is what it is because of what it was asked to do. It wasn't designed to fashionably tote soccer moms around town (although when it does, it does so quite well). It wasn't designed to capitalize on the current SUV craze. In fact, it wasn't designed at all. It was engineered. More specifically, it was engineered to meet the rigorous demands of the U.S. Armed Forces. They needed a vehicle with power, agility and durability like nothing else in existence. They needed a vehicle that would survive at least 12 years in grueling combat conditions. www.hummer.com/airdrop-video/ They needed a vehicle that could navigate hazardous terrain and pass the impassable. AM General Corporation developed such a vehicle, one that has since proven to be the purest expression of form following function. Save for a few refinements and creature comforts, the civilian Hummer is basically unchanged from its military counterpart. www.amgeneral.com/

It is a vehicle without peer. Matchless in power. Unparalleled in durability. Unsurpassed in agility. It transcends classification. It is its own kingdom, phylum, class, order, family, genus and species. It is the Hummer. Cars fear it. Trucks envy it. 4x4s worship it.

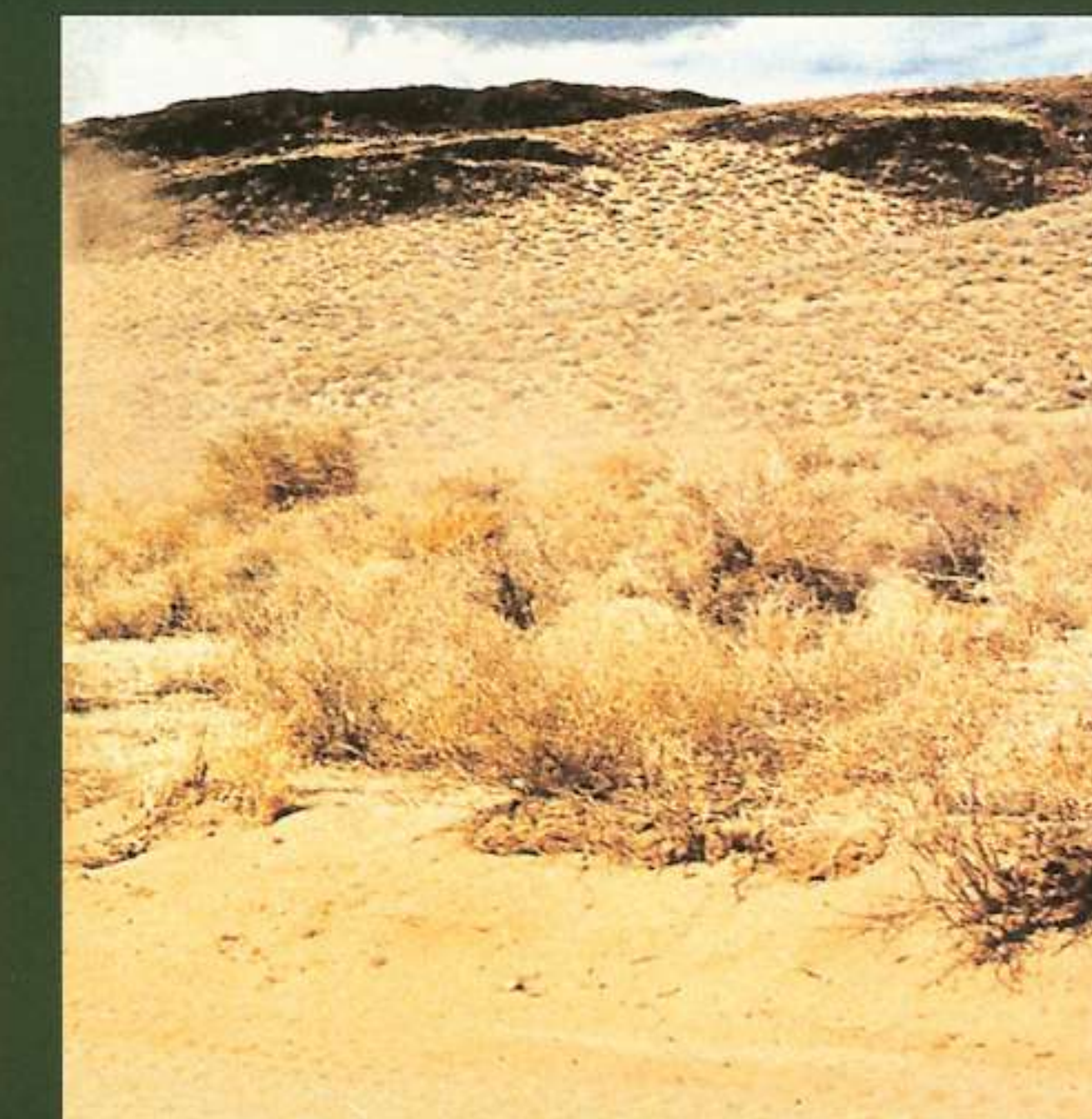
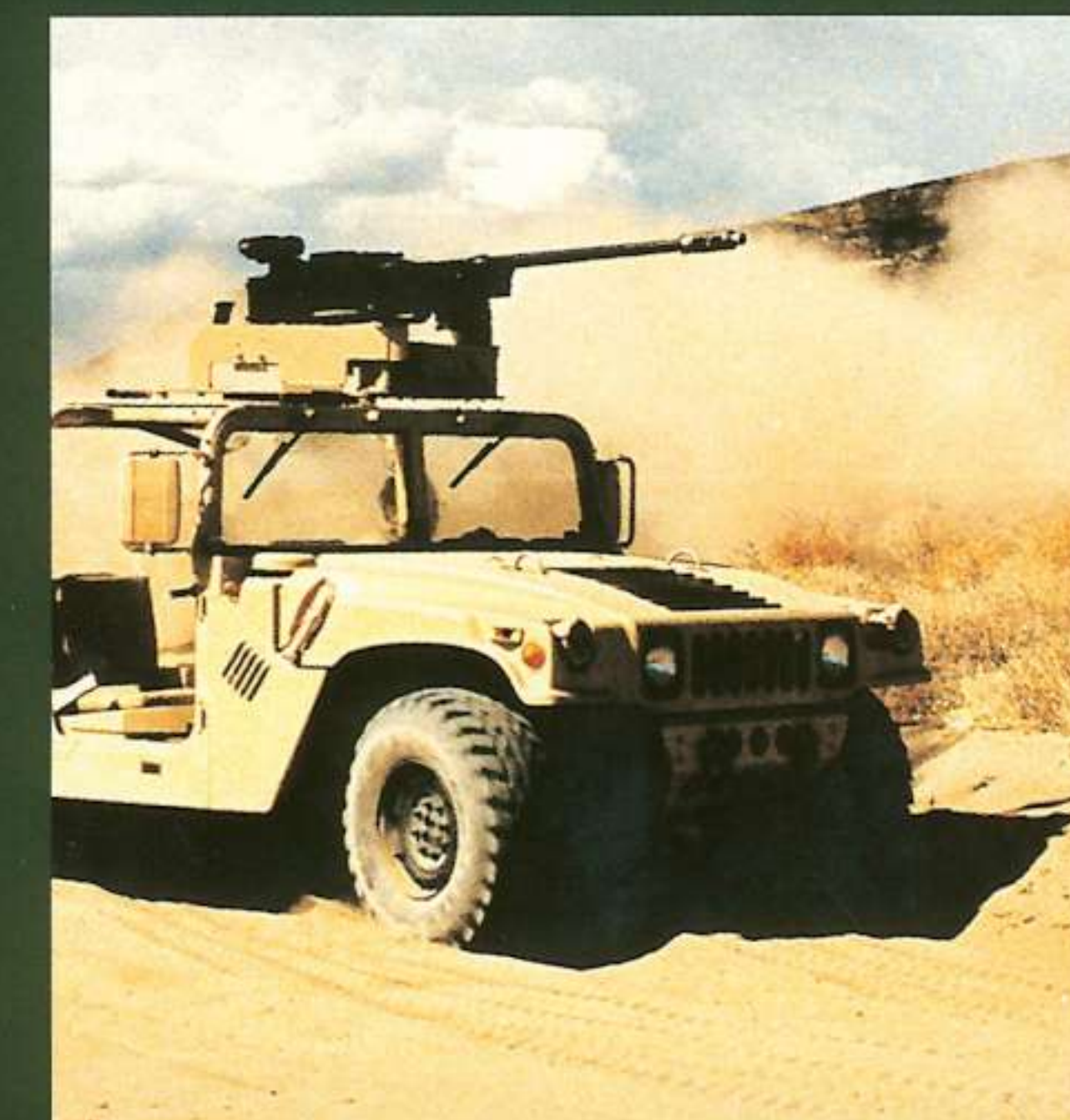


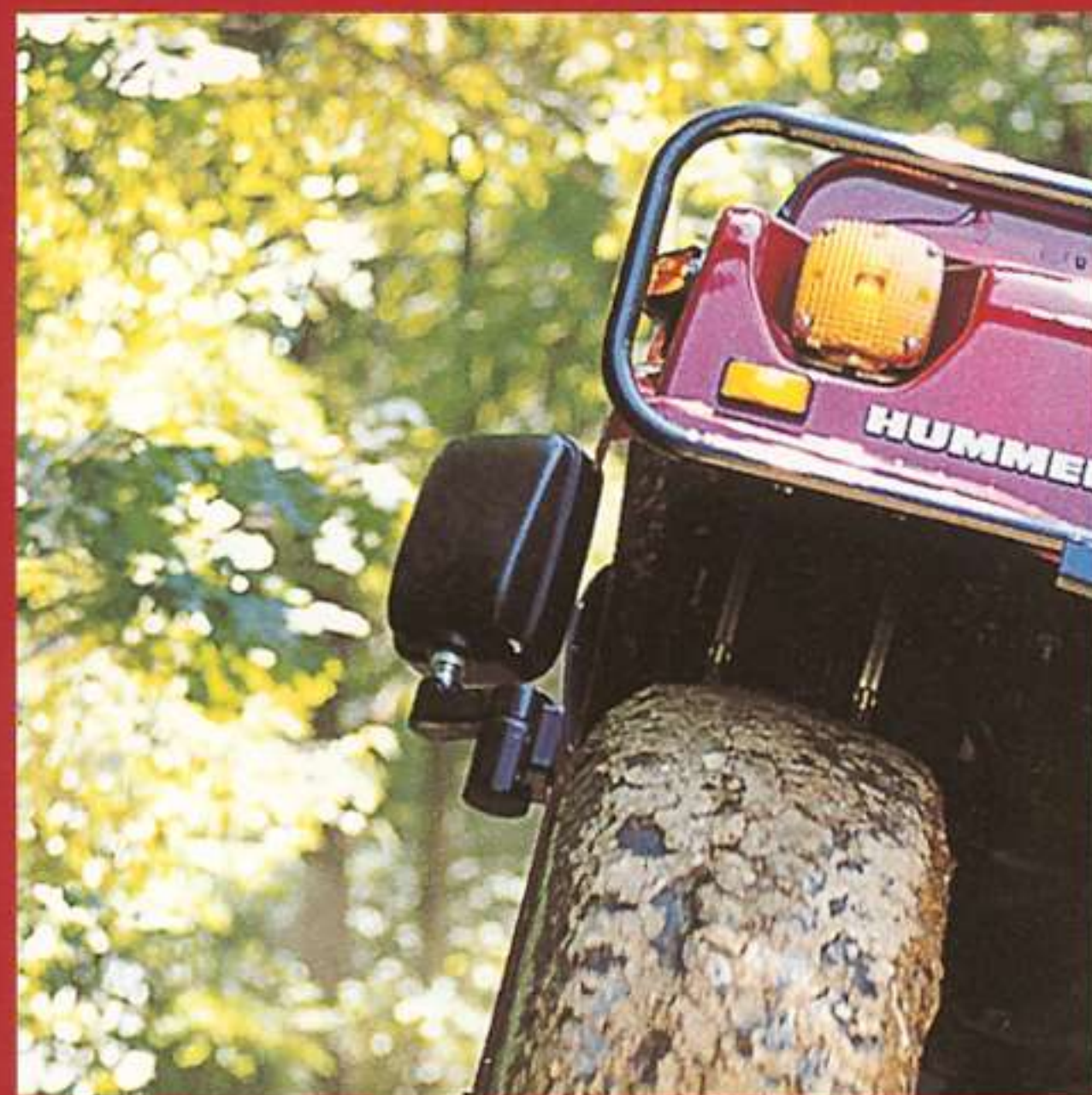
The Hummer's American roots can be traced back to 1903, when the company that would later become AM General was founded. Now, in our ninth year of civilian production, we're proud to say that 90% of the Hummer's content is made here in the U.S., a higher rate than that of any other U.S. vehicle.

// HUMBLE IS NOT A WORD ONE WOULD USE TO DESCRIBE ITS BEGINNINGS

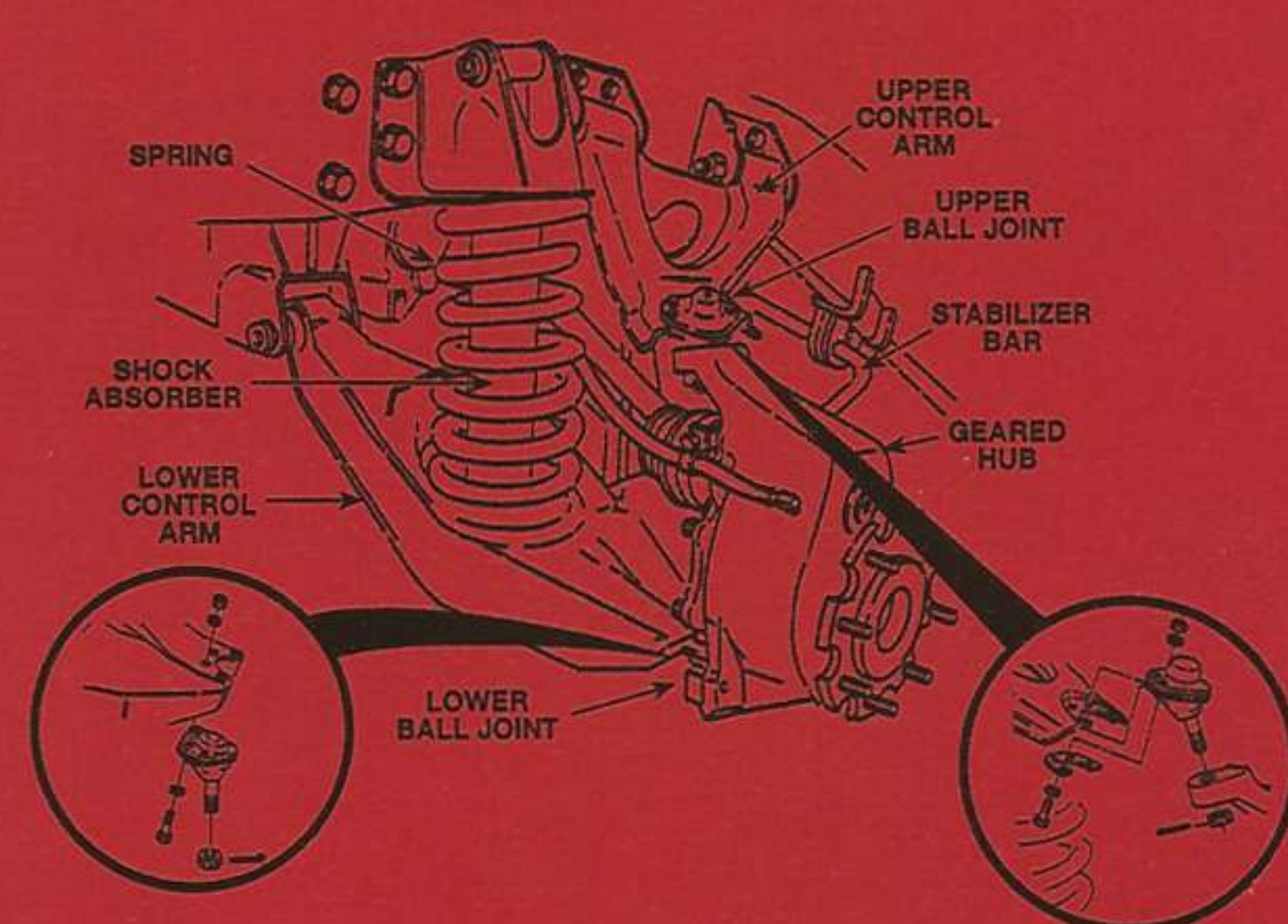


In 1979, the U.S. Army drafted a document outlining its requirements for a High Mobility Multipurpose Wheeled Vehicle, or HMMWV. It needed to be agile. It needed to be able to go places that defied the imagination. And it needed to last a minimum of 12 years under the most unforgiving conditions. In July of that year, AM General Corporation began preliminary design work. An impossibly short 11 months later, the first prototype HMMWV was already in testing. In the years since, the AM General HMMWV has proven to be a valuable asset in the military's arsenal. Given the name "Humvee" by soldiers, this unstoppable vehicle has played a critical role in military actions around the globe. All told, more than 150,000 have been produced for the U.S. Armed Forces and friendly overseas countries.



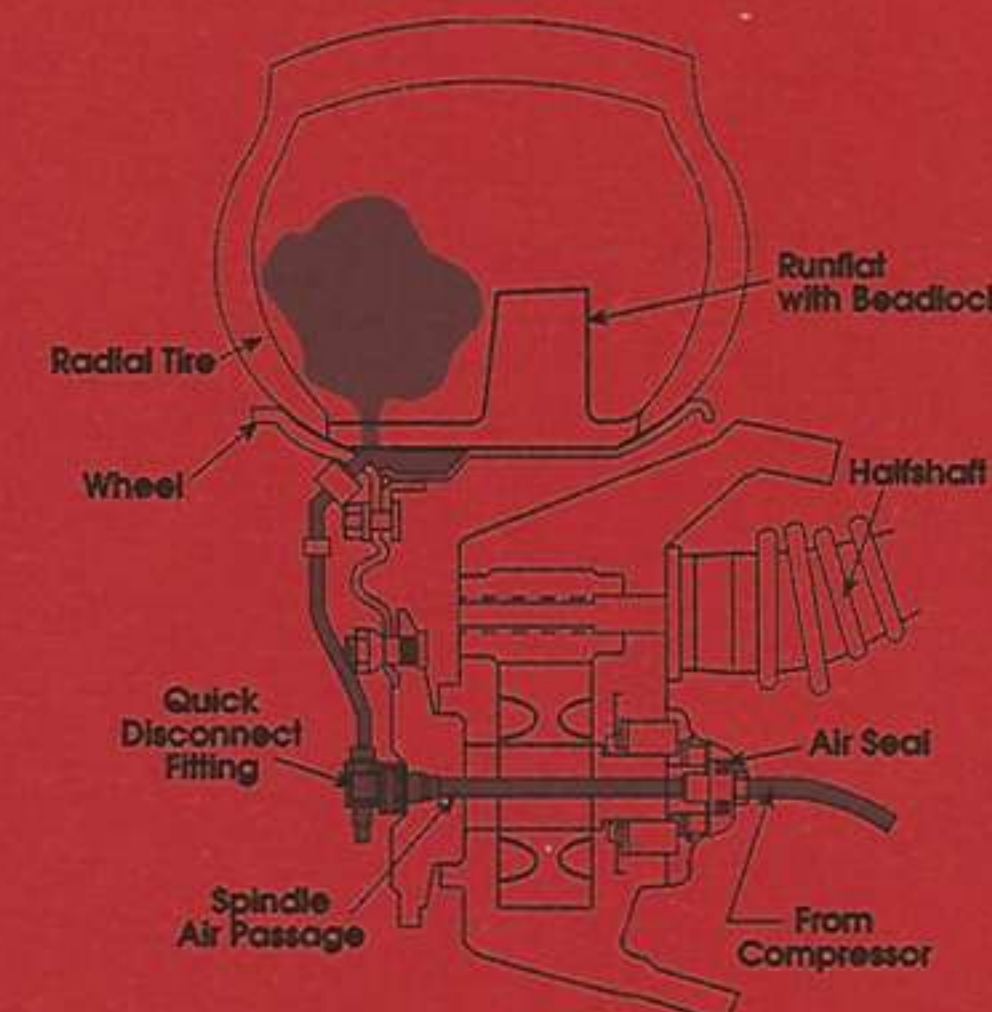


Take a Hummer off-road and you'll understand how a legend is born. Most 4x4s' off-road success is 50% machine and 50% driver ability. The Hummer's prowess is more 90% machine and 10% driver. Each of the Hummer's off-road abilities is a stand-alone feat of engineering. Consider the Hummer's unsurpassed 16" of ground clearance, its staggeringly steep angles of approach and departure, or its Central Tire Inflation System. Most 4x4s would consider themselves lucky to boast just one such advancement. The Hummer, however, houses dozens within a seemingly indestructible heat-treated aluminum alloy body. Panels are first bonded together, then riveted (more like an aircraft than a truck). The result is the uncontested king of all off-road vehicles. www.hummer.com/lions-back-video/



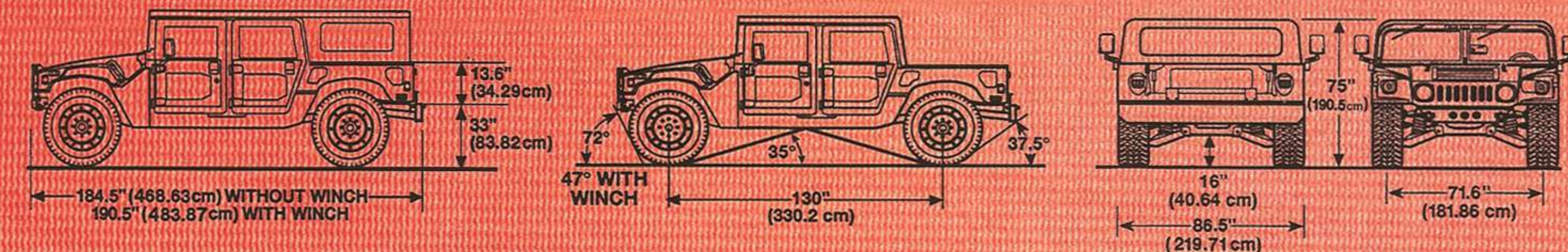
SUSPENSION SYSTEM

The Hummer features a 4-wheel, fully independent suspension system and variable-rate heavy-duty springs. The front suspension incorporates a large stabilizer bar for even better handling and reduced sway when turning. Together with the wheel and tire assembly, the Hummer's suspension system provides a comfortable ride even on the roughest terrain.



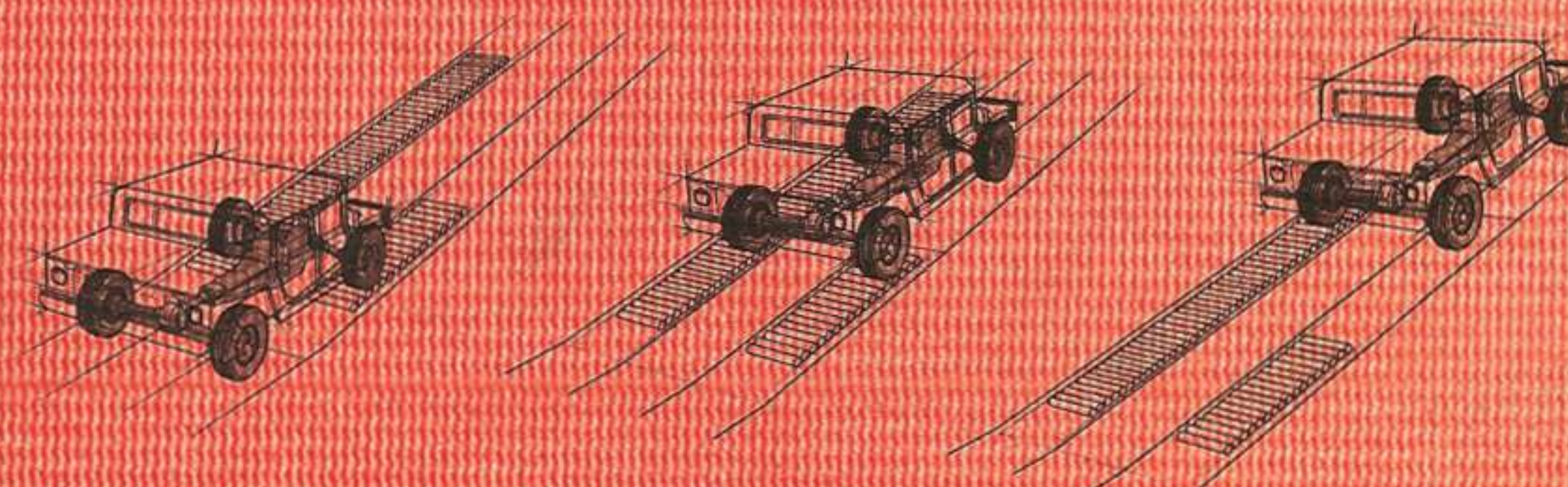
CENTRAL TIRE INFLATION SYSTEM

The Hummer's Central Tire Inflation System (CTIS) allows you to adjust tire pressure from the driver's seat on the move to adapt to varied terrain. By deflating the Hummer's tires, for example, the size of the tire footprint is increased, giving you better traction in snow, loose sand and mud. When you're back on solid ground, you can inflate the tires by simply flipping the switch on the dash while still on the go. www.hummer.com/CTIS-video/



ENGINEERING THAT MAKES IT UNSTOPPABLE

The Hummer is a beast of a vehicle. Its low center of gravity, long wheelbase (130") and 72" track width make the Hummer extremely stable, even on 40% side slopes. www.hummer.com/side-slope-video/ The Hummer's 37" tires are the largest available on a 4x4, and its full 16" of vertical ground clearance is almost double that of any other 4x4. Approach and departure angles, 72° and 37.5° respectively, enable the ascent and descent of steep grades without vehicle interference. Quite simply, the Hummer is unrivaled and unstoppable. www.hummer.com/approach-and-departure-video/



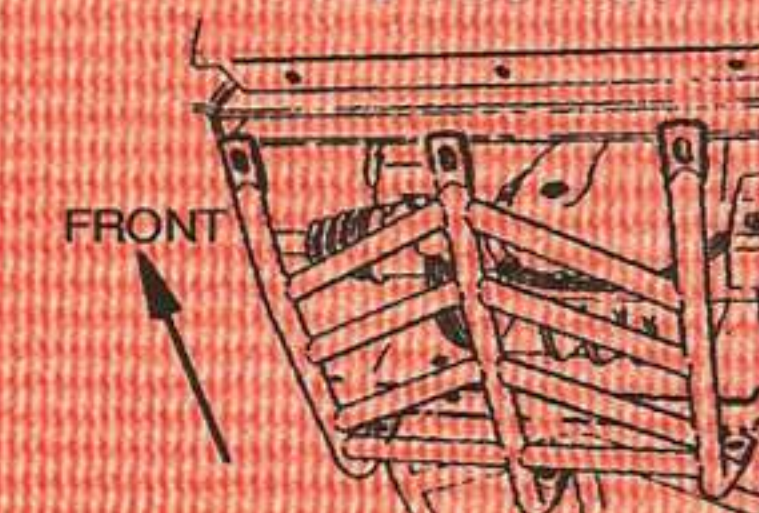
TURNING RADIUS

An incredibly tight turning radius of 26.5' enables the Hummer to maneuver its way out of tricky spots.

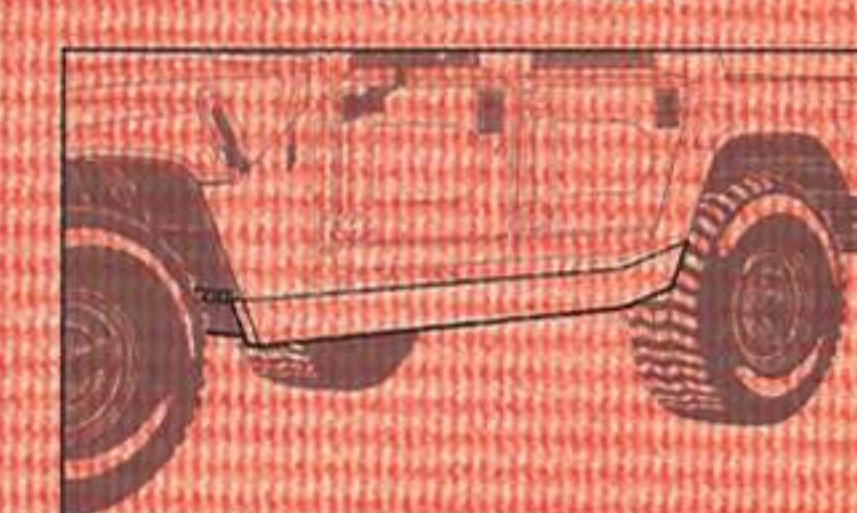
DRIVELINE AND ROCKER PANEL PROTECTION

Boulder gashes and drivetrain damage are less of a concern in a Hummer, thanks to 3/16"-thick T6 aluminum rocker panel and tubular steel driveline protection.

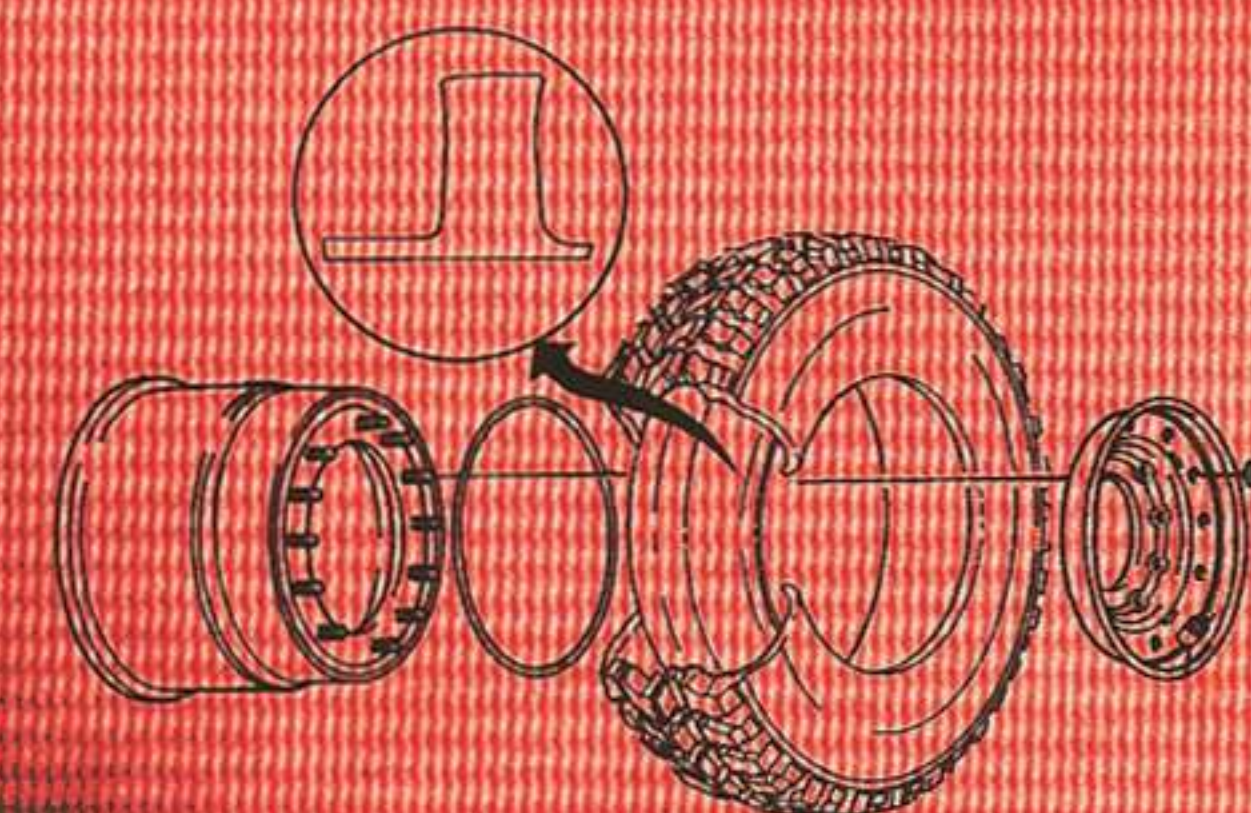
DRIVELINE PROTECTION



ROCKER PANEL PROTECTION



RUNFLAT SYSTEM, TIRE SIZE, AND WHEELBASE



The Hummer can be equipped with a run-flat tire system that makes it possible to travel up to 20 miles at 30 mph on flat tires.

Originally designed for the military, the system ensures that a flat tire is one more obstacle the Hummer can overcome. In addition, the Hummer's 37" tires, 72" track width, 130" wheelbase and superior wheel travel all contribute to the Hummer's outstanding articulation.

// IT'S JUST AS LIKELY TO APPEAR
IN SCIENTIFIC AMERICAN AS CAR AND DRIVER

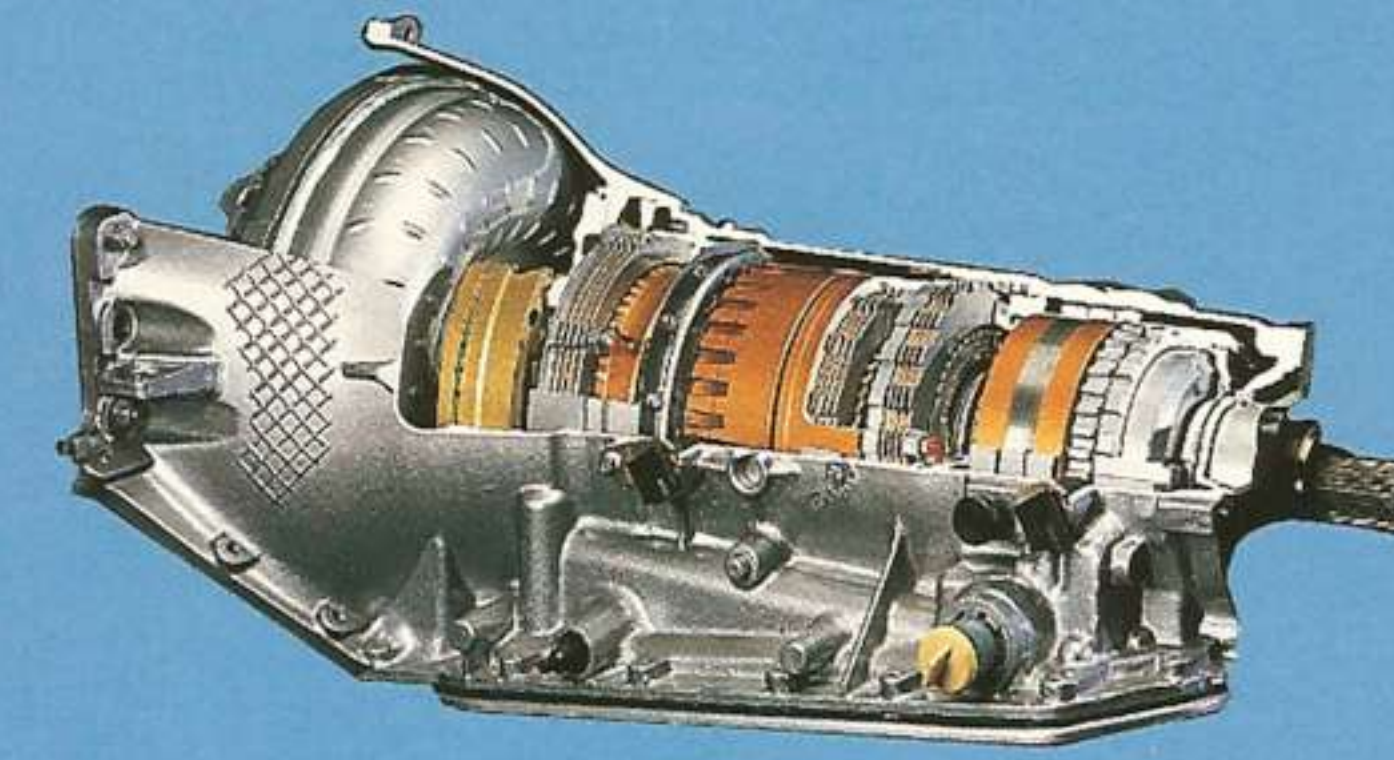
// MECHANICAL ENGINEERS, HERE'S YOUR CENTERFOLD

The Hummer is powered by a 6.5 L, 195-horsepower turbo diesel engine that generates 430 lb.-ft. of torque. Its near-midship location provides excellent weight distribution.

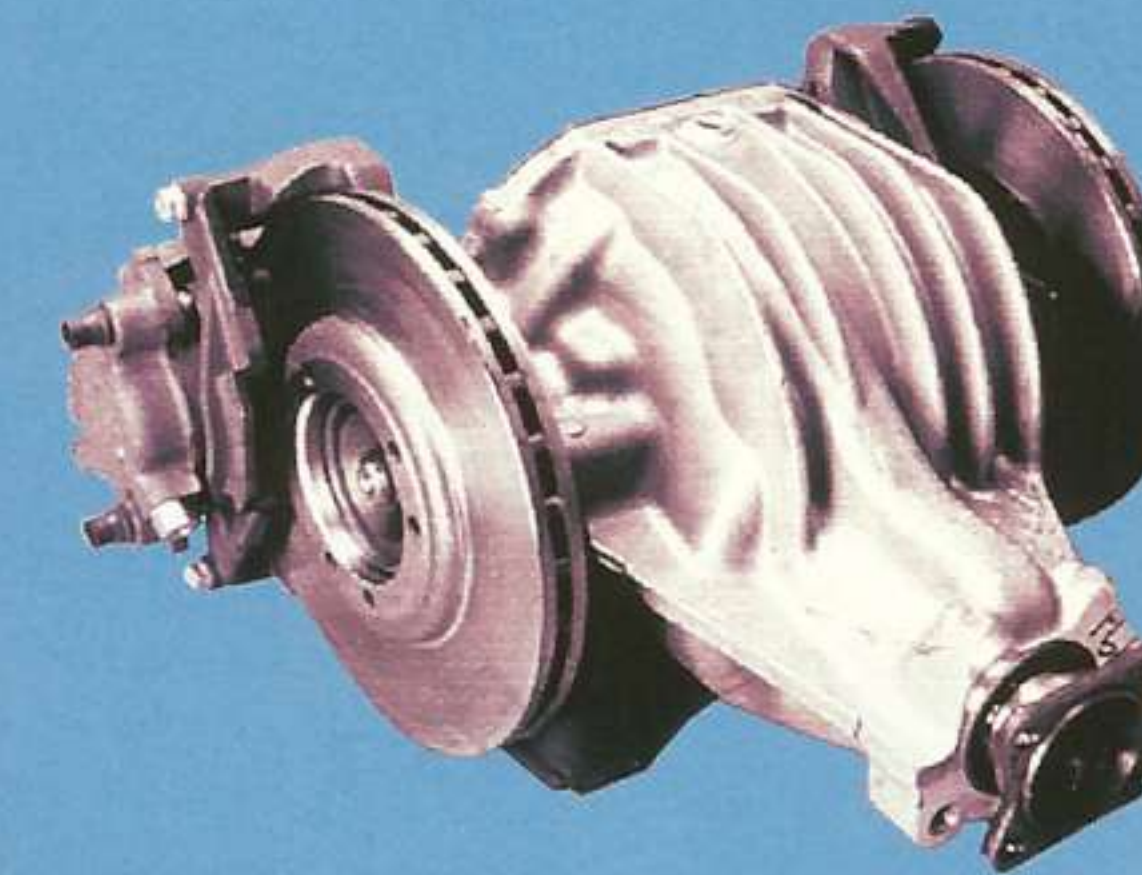
A sealed central venting system equalizes pressure and protects major drivetrain components from contamination. www.hummer.com/fording-video/ A 1/4"-diameter hose connected to the vent on each component leads to a central hose connected to the air filter. This enables the Hummer to operate in up to 30" of water all day long without the threat of water, sand, silt or mud contamination.

The Hummer's welded steel box frame rails are joined by five heavy-duty cross members strategically located to absorb the stress of operating in severe terrain at full GVW. This configuration gives the Hummer unsurpassed strength and flexibility on the trail.

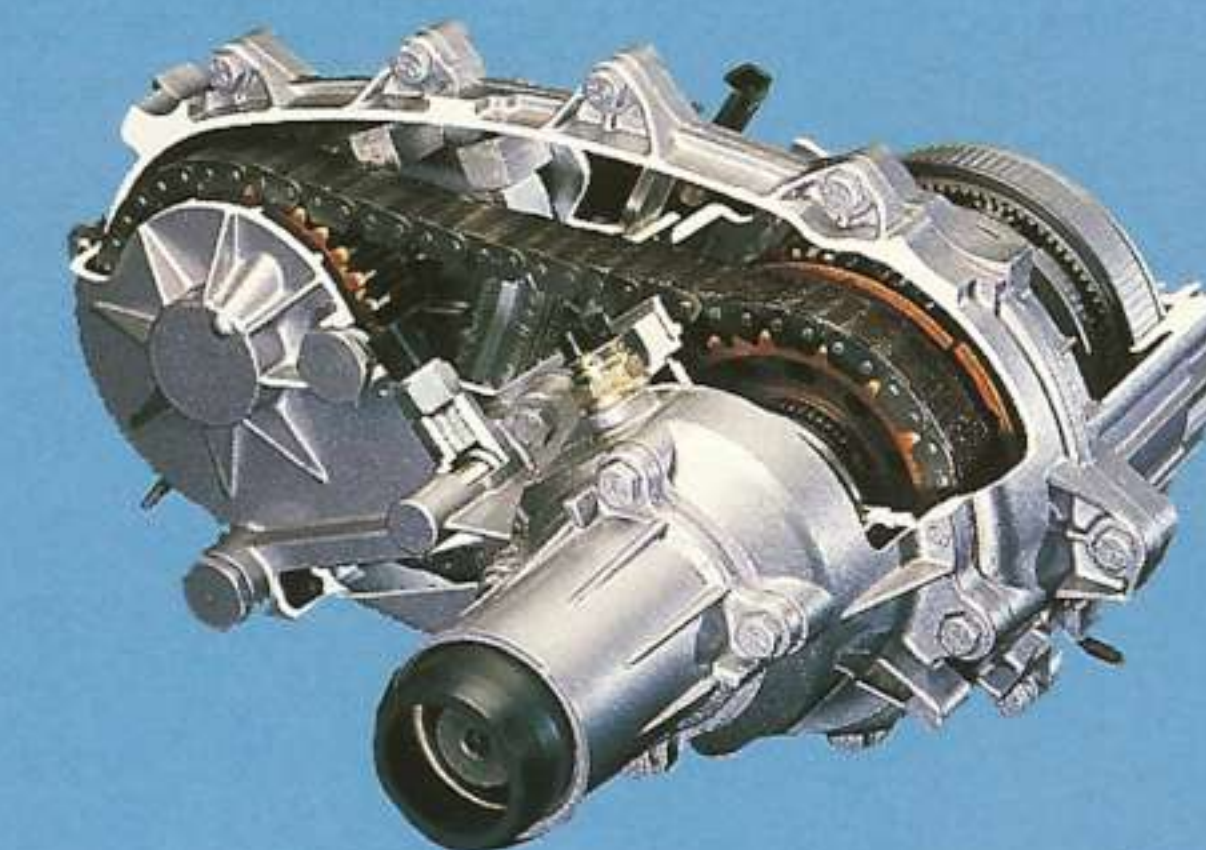
Heavy-duty multiple cooling systems provide superior cooling capability for engine coolant, engine oil, transmission/transfer case fluid and power steering fluid. Maintaining fluids at the correct operating temperature increases the life of the powertrain components and allows the Hummer to operate safely even under the most extreme conditions.



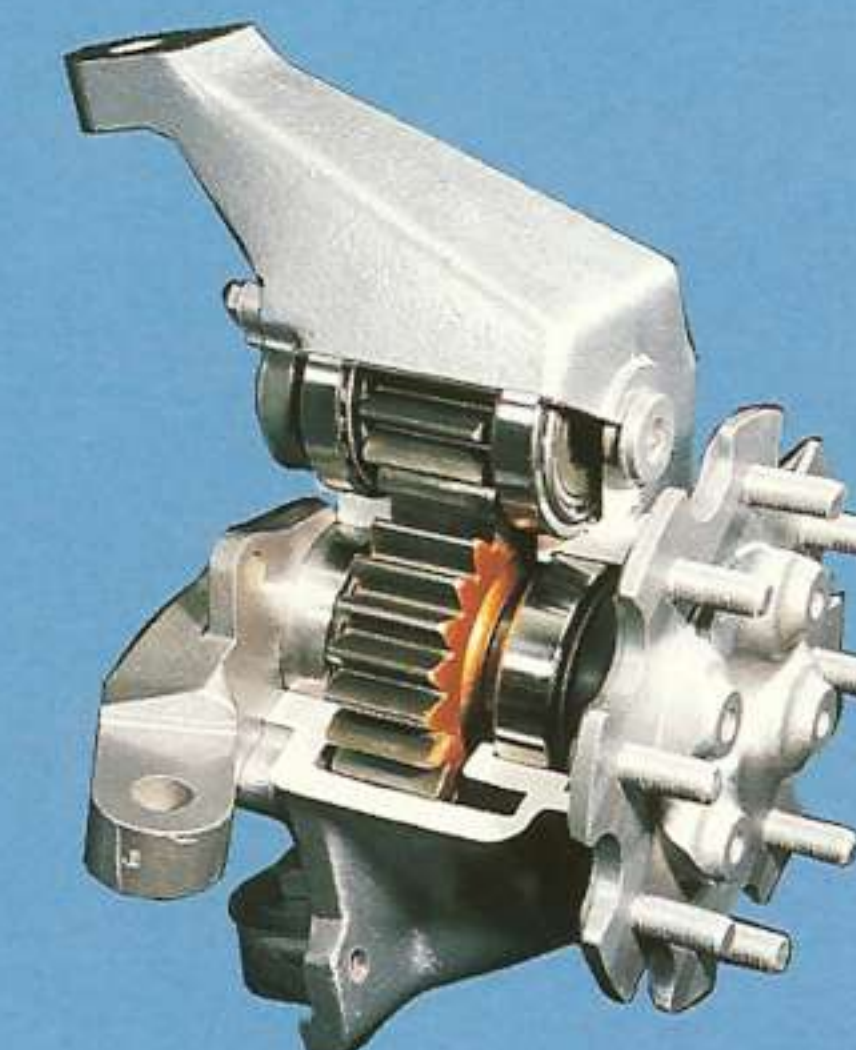
The General Motors **4L80E automatic transmission** is widely regarded as the best and most durable 4-speed transmission ever designed. It not only makes the Hummer easy to drive, but it also allows smooth transition of power for improved mobility off-road. And over time, it monitors your driving technique and adjusts to your driving style.



Most vehicles have drum brakes on the rear wheels that strip the driver of control when backing down hills. In contrast, the Hummer's **inboard-mounted 4-wheel disc brakes** are as effective when backing down hills as they are when traveling forward. Off-road, you'll find there is no substitute for 4-wheel disc brakes.



The **transfer case**, the New Venture Gear Model 242, enables you to customize the drivetrain configuration to match virtually any terrain. The transfer case provides a full-time 4-wheel drive system with high and low gear ranges.



The Hummer drivetrain provides an unprecedented total gear reduction of 33:1. The higher center line of the drivetrain and **geared hubs** contributes in large part to the Hummer's unmatched 16" of ground clearance. Where others stop, the Hummer keeps going.

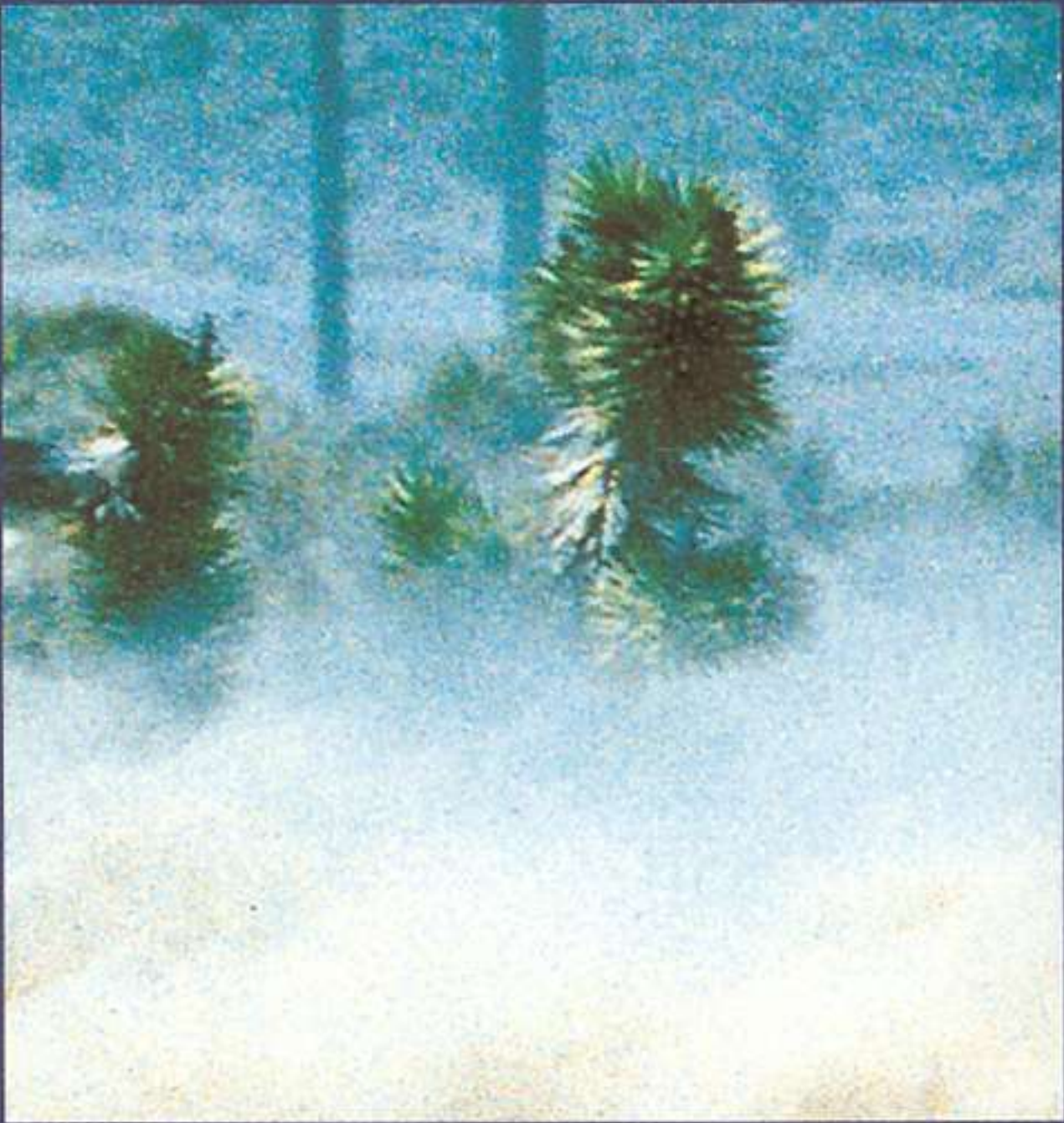
www.hummer.com/ground-clearance-video/

// IT WOULD BE THE ALPHA MALE OF THE PACK IF IT HADN'T LEFT THE PACK SO FAR BEHIND

There is one dominant force on the off-road racing circuit – the world-renowned Team Hummer, led by the legendary off-road racer Rod Hall. The team's string of major victories speaks for itself. All of those victories were accomplished in stock Hummers. Save for a few mechanical and safety changes, the Team Hummer truck is the same Hummer available to you for purchase.
www.hummer.com/team-hummer/

With more than 30 years of racing experience, Hall understands what it takes to complete and win a race. It takes a vehicle not only with speed but also with durability and raw strength. It takes a Hummer. "I can't help but think back to the first race where we showed up in the Hummer. Everyone scoffed, saying we probably couldn't make it past 40 mph. Five years later, no one's been able to touch us," says Hall. So great is Hall's confidence in the Hummer, he refuses to race any other vehicle.

There is no better test for proving the Hummer's remarkable durability, reliability and overall quality than off-road racing and other expeditions into uncharted territory. By taking the Hummer to extremes to which neither the civilian nor the military driver will go, Team Hummer provides AM General with a ready-made research and development hotbed where innovations and modifications are quickly incorporated into the Hummer's design.



Team Hummer Victories	
1999 Vegas to Reno	1st Place
1999 Silver State 300	1st Place
1998 Baja 1000	1st Place
1998 Silver State 300	1st Place
1997 Silver State 300	1st Place
1997 Vegas to Reno	1st Place
1997 Tonopah	1st Place
1996 Bonneville Challenge	1st Place
1996 Baja 1000	1st Place
1996 Vegas to Reno	1st Place
1995 Barstow 250	1st Place
1995 Gold Coast	1st Place
1994 Baja 1000	1st Place
1994 Baja 500	1st Place
1994 Barstow 250	1st Place
1993 Baja 1000	1st Place



// VALETS WILL WORSHIP YOU



WWW.**HUMMER**.COM

