It's not a car. It's not a truck. It's not another sport utility vehicle. It's a Hummer – a vehicle that defies categorization, a vehicle that can go places and do things no other commercial wheeled vehicle in the world can.

The Hummer wasn't designed to meet the needs of the ordinary driver. Instead, it was engineered to meet the rigorous demands of the U.S. armed forces. They needed a vehicle like nothing in

The 1999 Hummer:
A vehicle—not in a class,
but a universe, all its own.
existence, a vehicle of enormous power and agility, a vehicle that could navigate impossible terrain and overwhelming obstacles, a vehicle that would last 12 years even with the most strenuous use.

AM General Corporation developed such a vehicle, and, save for a few refinements and creature comforts, the civilian Hummer vehicle is basically unchanged from its military counterpart.
New this year is TorqTrac 4" technology that monitors all four wheels and automatically stops tire spin while redistributing torque to the wheels that have traction. In other words, the most user-friendly 4-wheel drive on earth just got easier to drive.
FORM FOLLOWING FUNCTION IN ITS PUREST SENSE.

The Hummer looks the way it does because of what it was designed to do. Fleeting trends do not dictate its features. Its remarkable capabilities do.

A Hummer is engineered to have an unparalleled 16" of ground clearance (double that of most SUVs), 37" tires, steep angles of approach and departure for crossing ditches and gullies, and a 72" track width with a low center of gravity. The Hummer has full-time 4-wheel drive and a 4-wheel, fully independent suspension system complete with heavy-duty springs and hydraulic shock absorbers. And it's all powered by a 6.5L, 195-horsepower turbo diesel engine.

Wrap all of this up inside a heat-treated aluminum alloy shell that is not only lightweight but extremely durable and corrosion-resistant, support it with a box frame sporting five heavy-duty cross members that flex with the movement of the vehicle, and you have a vehicle like no other in the world.

VENTING SYSTEM

The Hummer has a sealed central venting system that protects major drivetrain components from contamination. A quarter-inch diameter hose connected to the vent on each component leads to a central hose connected to the air filter. This watertight system enables the Hummer to operate in up to 30" of water all day long without the threat of water, sand, silt or mud contamination.

CTIS

The Hummer's Central Tire Inflation System (CTIS) enables you to adjust tire pressure on the move to adapt to varied terrain. By deflating the Hummer's 37" tires, you get better traction in snow, loose sand, and mud. Softer tires also mean less wear and tear on passengers and vehicle. Further, softer tires help you TREAD LIGHTLY, preserving the natural environment. 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.
New this year is the Hummer's TorqTrac 4 (TT4) technology, which continuously monitors the rotational speed of each wheel. The unique TT4 4-channel system automatically reduces tire spin on severe terrain or slippery surfaces by applying the brake to the spinning wheel, allowing the differential to redistribute torque to those wheels with traction. Equipped with a Torsen® full limited slip torque-biasing differential and a locking transfer case, the Hummer's TT4 4-channel system provides the best mix of electronic and mechanical systems. Couple this with the Hummer's geared hub assembly, which provides a gear reduction of nearly 2:1 (doubling the torque to the wheel where you need it most), and there is very little terrain in the world that you can't negotiate.

**TORQTRAC 4 (TT4)**

**DRAWING KEY NOTES**

B1.
The Hummer approaching the roller-equipped slope first loses traction in the front two wheels. As the TT4 system allows the spinning front wheels, the transfer case redistributes power to the rear wheels with traction.

B2.
Here, brake action on all three spinning wheels sends torque to the right front wheel, the only wheel with traction, and the Hummer continues its climb.

B3.
Finally, the left rear wheel is spinning, activating the rear differential, which redistributes the traction to the right rear wheel, allowing the Hummer to successfully scale the slope.

**APPROACH / DEPARTURE ANGLES**

(Approach angle is 45° with sketch)

**HUMMER**

**VENTING SYSTEM**

**CTIS**

**TORQTRAC 4**

**PLAN  C.528**
Some beasts mark their territories with some with their trophies.

Off-road legend Rod Hall and the already legendary Team Hummer have quickly become the dominant force on the off-road racing circuit. Their string of major victories speaks for itself. And all those wins were accomplished in stock Hummers. The same exact Hummers available for sale to you. In fact, the only mechanical changes made to the race team vehicles were increasing the supply of fuel to the engine, increasing the RPM governor, advancing the timing, and adding some suspension and safety enhancements.

Unmodified Hummers were also the first and only motorized vehicles to cross Saudi Arabia’s desolate Empty Quarter, the largest sand desert in the world. They have completed a 17,000-mile intercontinental environmental expedition from Venezuela to Alaska. And they have endured 9-day excursions across the North 65 latitude in Iceland.

Off-road racing and expeditions into uncharted territory provide the perfect testing ground for monitoring the Hummer’s remarkable durability, reliability, and overall quality. They also provide a hotbed for product innovations and improvements that quickly get added to the Hummer’s list of standard features.
The Hummer is as adept on the road as it is off. You’ll find navigating a bank drive-through, city parking garages, and rush-hour traffic a breeze. With its power steering, 4-speed automatic transmission, and unique suspension system, it is surprisingly easy to maneuver. In fact, it handles more like a sports car than a truck. It also has an amazingly tight 26.5 ft. turning radius.

You’ll also find the Hummer’s interior quite comfortable, especially with standard features such as high-back bucket seats, a deluxe Delco sound system, a 124-amp alternator, a clock, power doors and windows, automatic transmission, power steering, power brakes, full instrumentation and an enhanced sound-

**Civilized.**

**Not domesticated.**

An optional Monsoon premium audio system, customized specifically for the Hummer’s unique interior, is available. The system includes six coaxial speakers, pedestal-mounted tweeters, and a separate subwoofer enclosure for outstanding clarity.
dampening package. There's also plenty of head- and legroom and user-friendly controls and gauges. Options include a deluxe rearview mirror, a heated windshield, a premium Monsoon™ audio system, remote keyless entry, touring tires, and more.

You'll also appreciate the numerous safety features Hummer has to offer. Hummers meet or exceed all Federal Motor Vehicle Safety Standards for Class 3 trucks. The Hummer's list of safety features includes a padded dash, an energy-absorbing steering column, a steel roof, steel doors with side impact beams and ABS brakes.

Should a part ever need replacing, AM General has a network of dealers ready to service your vehicle.
Your backstage pass to the

When you buy a Hummer, AM General will provide 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 obey the law.

The true testing ground for the Hummer's raw capabilities isn't in a research facility but rather out in the thick of it all. But to go where the Hummer really feels the most at home, you'd have to be a little crazy. Either that, or you'd have to be Hummer Expedition Leader Tony Velazquez. His civilian-model Hummer has logged more than 31,000 miles over the most threatening terrain imaginable, including an
intercontinental environmental expedition from Caracas, Venezuela, to Alaska. This maiden expedition included traversing the Dalton Highway, a famously treacherous path of ice from Fairbanks to Prudhoe Bay. Whether it was -73 degrees in Alaska or 113 degrees in the Baja desert, Tony’s Hummer forged on. The team’s second expedition took them through the deep jungles of Brazil. They traveled just 174 miles a day, encountering minor obstacles such as broken bridges and deep sand, and reached Rio, unscathed, 14 days later.

Tony is now planning a voyage through Russia to Mongolia. We’ll keep you posted.

There’s a whole world out there. A world without boundaries. A world very few have access to. You could be one of them. National and local Hummer clubs offer frequent opportunities to put your Hummer to the test at locations such as the Rubicon Trail in California and the rocky terrain of Moab, Utah.
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.

The Hummer's heavy-duty multiple cooling systems provide superior cooling capability for engine coolant, engine oil transmission / transfer case oil, and power steering fluid. Maintaining fluids at the correct operating temperature is important to increasing the life of power train components.

The 4-wheel, fully independent suspension system and variable heavy-duty springs provide a comfortable ride through harsh terrain and enable you to carry up to two tons.

The Hummer drivetrain provides an unprecedented total gear reduction of 33:1. The high mounting of the geared hub also contributes to the Hummer's unmatched 16" of ground clearance.
difficult terrain.

The Hummer's welded steel box frame with five cross members is extremely strong, yet flexible enough to absorb the stress of operating in severe terrain at full GVW.

Power from the engine is transmitted to the Hummer's Hydra-Matic 4L80-E 4-speed overdrive electronic automatic heavy-duty transmission. Over time, it monitors your driving technique and adjusts to your driving style.

The Hummer's transfer case enables you to customize the drivetrain configuration to match virtually any terrain. The transfer case provides a 4-wheel drive system with high and low ranges.

The Hummer can be equipped with a Runflat Tire System that allows you to travel up to 20 miles at 30 mph on flat tires. In other words, obstacles like low tire pressure or even a flat tire will no longer hinder your escape from a difficult situation.
Pictured: cage-style roof rack, high intensity discharge (HID) lighting system, rocker panel protection decal, electric winch and winch roller fairlead. Also Available: hour meter • universal roof rack • bike / ski racks • dual oil filter kit • electric seat heaters • protective seat covers • auxiliary seats • Delco CD-changer kit • deluxe rearview mirror kit • traveler/survivor pak kit • winch kit • vehicle
Hummer Genuine Accessories

- Bed Liner
- Stainless Grille Cover
- Leather Seating
- Tri-Ball Hitch Kit

Personalize your Hummer with Hummer Genuine Accessories. For a complete listing with photos, be sure to check out www.hummer.com, or ask your local dealer.

recovery strap • spare tire and wheel assemblies • swing-away spare tire carrier • bed-mounted spare tire carrier kit • floor mat kits • soft top cargo area extension • soft top slantback extension • snow chains • running board kit • removable running boards • tailgate decal kit • utility step • audio system infrared remote control • air filter restriction gauge kit • tire plug kit.
### Specifications and Performance Data

<table>
<thead>
<tr>
<th>Curb Weight (Note 1):</th>
<th>2-Door Hard Top</th>
<th>4-Door Hard Top</th>
<th>4-Door Open Top</th>
<th>4-Door Wagon</th>
</tr>
</thead>
<tbody>
<tr>
<td>Turbo Diesel: 10,300 / 10,800 lb. GWR</td>
<td>6,500 lbs. 2,948 kg</td>
<td>6,900 lbs. 3,130 kg</td>
<td>6750 lbs. 3,061 kg</td>
<td>7,090 lbs. 3,216 kg</td>
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<tr>
<td>Payload (Notes 1 &amp; 2):</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Turbo Diesel: 10,300 lb. GWR</td>
<td>3,800 lbs. 1,724 kg</td>
<td>3,400 lbs. 1,542 kg</td>
<td>3,550 lbs. 1,610 kg</td>
<td>3,210 lbs. 1,456 kg</td>
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<tr>
<td>10,800 lb. GWR</td>
<td>4,300 lbs. 1,950 kg</td>
<td>3,900 lbs. 1,769 kg</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Gross Axle Weight Rating:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front: 10,300 / 10,800 lb. GWR</td>
<td>4,100 lbs. 1,860 kg</td>
<td>4,100 lbs. 1,860 kg</td>
<td>4,100 lbs. 1,860 kg</td>
<td>4,200 lbs. 1,860 kg</td>
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<tr>
<td>Rear: 10,300 / 10,800 lb. GWR</td>
<td>6,800 lbs. 3,084 kg</td>
<td>6,800 lbs. 3,084 kg</td>
<td>6,800 lbs. 3,084 kg</td>
<td>6,800 lbs. 3,084 kg</td>
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<tr>
<td>Maximum Towed Load (Note 3):</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Turbo Diesel: 10,300 / 10,800 lb. GWR</td>
<td>8,300 lbs. 3,755 kg</td>
<td>7,900 lbs. 3,583 kg</td>
<td>8,050 lbs. 3,651 kg</td>
<td>7,710 lbs. 3,497 kg</td>
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<tr>
<td>Length (Note 1):</td>
<td>184.5 in. 4,686 mm</td>
<td>184.5 in. 4,686 mm</td>
<td>184.5 in. 4,686 mm</td>
<td>184.5 in. 4,686 mm</td>
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<tr>
<td>Maximum Height:</td>
<td>75 in. 1,905 mm</td>
<td>75 in. 1,905 mm</td>
<td>75 in. 1,905 mm</td>
<td>75 in. 1,905 mm</td>
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<tr>
<td>Width (Without Mirror):</td>
<td>86.5 in. 2,197 mm</td>
<td>86.5 in. 2,197 mm</td>
<td>86.5 in. 2,197 mm</td>
<td>86.5 in. 2,197 mm</td>
</tr>
<tr>
<td>Wheelbase:</td>
<td>130 in. 3,302 mm</td>
<td>130 in. 3,302 mm</td>
<td>130 in. 3,302 mm</td>
<td>130 in. 3,302 mm</td>
</tr>
<tr>
<td>Ground Clearance:</td>
<td>16 in. 406 mm</td>
<td>16 in. 406 mm</td>
<td>16 in. 406 mm</td>
<td>16 in. 406 mm</td>
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<tr>
<td>Track Width:</td>
<td>71.6 in. 1,819 mm</td>
<td>71.6 in. 1,819 mm</td>
<td>71.6 in. 1,819 mm</td>
<td>71.6 in. 1,819 mm</td>
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<tr>
<td>Grade Capability:</td>
<td>60%</td>
<td>60%</td>
<td>60%</td>
<td>60%</td>
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<tr>
<td>Side-Slope Capability:</td>
<td>40%</td>
<td>40%</td>
<td>40%</td>
<td>40%</td>
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<tr>
<td>Approach Angle Without Winch:</td>
<td>72°</td>
<td>72°</td>
<td>72°</td>
<td>72°</td>
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<tr>
<td>Approach Angle With Winch:</td>
<td>47°</td>
<td>47°</td>
<td>47°</td>
<td>47°</td>
</tr>
<tr>
<td>Departure Angle:</td>
<td>37.5°</td>
<td>37.5°</td>
<td>37.5°</td>
<td>37.5°</td>
</tr>
<tr>
<td>Runflat Capability (Note 4):</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(At 30 mph)</td>
<td>20 miles 32.2 km</td>
<td>20 miles 32.2 km</td>
<td>20 miles 32.2 km</td>
<td>20 miles 32.2 km</td>
</tr>
<tr>
<td>Turning Radius:</td>
<td>26.5 ft. 8.1 m</td>
<td>26.5 ft. 8.1 m</td>
<td>26.5 ft. 8.1 m</td>
<td>26.5 ft. 8.1 m</td>
</tr>
</tbody>
</table>

### Standard Equipment:
- 4-Speed Automatic Transmission
- 4-Wheel ABS Power Disc Brakes
- Translucent Brake Fluid Reservoir with Level Sensor
- Auxiliary Fuel Tank
- Tachometer
- MT Tread Tires
- Utility Lighting Package
- Heat and Sound Insulation
- Halogen Headlights
- Aluminum Body
- Tonneau Cover (4-Passenger Models)
- 124 Amp Alternator
- Vertical Rear Doors (Wagon Model)
- Serpentine Drive Belt
- Flow-Through Ventilation
- Full-Time 4WD System
- Power Steering
- High-Back Bucket Seats
- 3-Point Seat Belts
- Padded Interior
- Power Door Locks (Including Wagon Rear Door)
- AM/FM Stereo w/Cassette
- Glove Box
- Geared Hubs
- E-Z-Kool® Glass
- Driver and Front Passenger Seat Armrest
- Sliding Rear Window (2-Door and 4-Door models)
- Power Windows
- Air Conditioning with Auxiliary Rear Unit
- TorqTrac 4 (TT4)
- Body-Colored Wheels
- 10,800 lb. GVW

### Optional Equipment:
- Central Tire Inflation System
- Trailer Towing System
- Driveline Protection
- RunFlat Tire System
- Highway Touring Tires
- Tire Bead Lock System
- Black Vinyl Seats
- Power Mirrors
- Remote Keyless Entry
- Rocker Panel Protection
- Heated Windshield
- Deluxe Rearview Mirror
- Rear Window Defroster (2-Door and 4-Door models)
- Monsoon™ Premium Audio System w/CD Player/Changer
- Brush Guard
- 12,000 lb. Winch
Components and Features

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: Electronik
Displacement: 396 cu. in. (6.5L)
Bore and Stroke: 4.06 x 3.82 in. (10.3 x 9.7 cm)
Compression Ratio: 20.2:1
Maximum Speed: 83 mph (134 kph)
Typical Accel.: (0 to 60 mph) 18.0 sec.
Fording Depth: 30 in. (76.2 cm)

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

Differential: Zexel Torsen® II torque biasing differential

Brakes: Hydraulic actuated, four-wheel inboard mounted Meritor-WARCO ABS power disc brakes with translucent reservoir and level sensor. Rotors are 10.5 in. (266 mm) in diameter with an effective area of 17.4 sq. in. (112 sq. cm) 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

Interior Colors
- Sandstorm Cloth
- Cloud Gray Cloth
- Durable Black Vinyl

Exterior Colors
- Candy Apple
- Night Storm
- Mesa Dusk
- Black
- Competition Yellow
- Silver Metallic
- White
- Bright White

Vehicle Models
- 4-Door Open Top
- 2-Door Hard Top
- 4-Door Hard Top
- 4-Door Wagon