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Service Tips and Best Practices

GM GMT 800 “Classic” and GMT 900 Truck Identification

Brand	All	Product	All	Date	October 2021
Part Number(s)	Various				

During MY2007, GM introduced a platform change that affected trucks and SUVs. This change occurred mid-year, with GM carrying over trucks based on the GMT 800 platform and labelling them as “Classic”. Simultaneously, trucks based on the new GMT 900 platform were made available for sale in the market.

A distinguishable visual difference between the two platforms is front end styling – specifically, fender flares and headlights.

For the Professional Technician, when ordering a replacement steering, suspension or wheel end components for a MY2007 GM truck, it is essential to identify the correct platform, as components are not interchangeable between platforms. For a frustration-free outcome, follow the identification procedure below:

2007 GMT 800 “Classic” Platform Truck

- GMT 800 trucks feature less pronounced front fender flaring.
- They have a two-piece headlight assembly, which utilizes a bar to split the upper and lower portion of the assembly. **See Figure 1**.
- It is important to note that some 1500 4x4 “Classic” trucks were equipped with an 8-stud hub. Verify if this is applicable.
- It is important to note that some 3500 4x2 and 4x4 “Classic” trucks require Gross Vehicle Weight Rating to be determined. GVWR options are 9,900 lbs and 12,000 lbs.



Figure 1. GMT 800 “Classic” truck two-piece headlight. Split design is a unique identifying feature

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GM GMT 800 "Classic" and GMT 900 Truck Identification

2007 GMT 900 Platform Truck

- GMT 900 trucks feature more pronounced front fender flaring than GMT 800 models.
- They also use a one-piece headlight assembly. See Figure 2.
- It is important to note that some 3500 and 3500 HD trucks require suspension type and steering option to be determined.

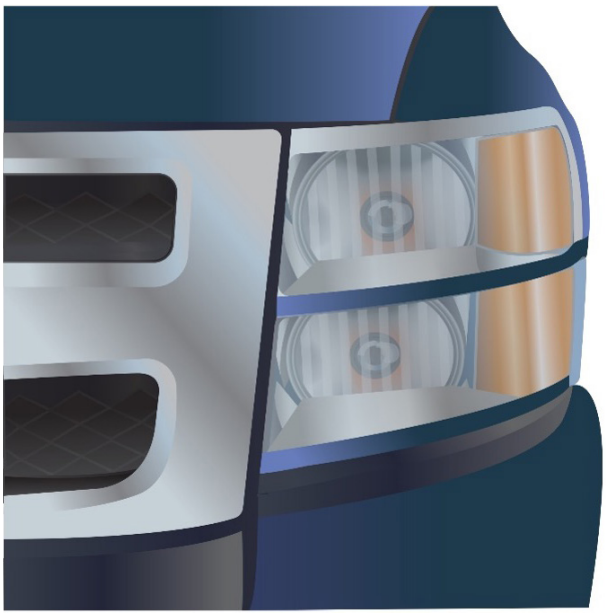


Figure 2. GMT 900 truck one-piece headlight

Always reference the original factory service manual for proper diagnostic, removal and replacement procedures and for all related specifications and values. Only use a calibrated torque wrench for final fastening.

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