

Pontiac

1968



Bonneville Brougham instrument panel

Undoubtedly, when you consider your new Pontiac, you'll see and feel the hundreds of other safety, convenience and performance features that make 1968 the best season yet to go Wide-Tracking. And the easiest year yet to fit a new Pontiac to your own personal taste. You'll find some of these personalizing features listed on the back page. And for your added driving security, the following safety features are standard on all 1968 Pontiacs.

Energy absorbing steering column
 Seat belts with pushbutton buckles for all passenger positions
 Passenger-guard door locks, with deflecting lock buttons—all doors
 Four-way hazard warning flasher
 Dual master cylinder brake system with warning light and corrosion-resistant brake lines
 Folding seat-back latches
 Dual-speed windshield wipers and washers
 Outside rearview mirror
 Backup lights, new side marker lights and parking lamps that illuminate with headlamps
 Lane-change feature in direction signal control
 Padded instrument panel and sun visors

Reduced-glare instrument panel top, inside windshield moldings, horn buttons, steering wheel hub and windshield wiper arms and blades
 Inside, day-night mirror with deflecting base
 Safety armrests
 Thick laminate windshield
 Soft, low-profile window control knobs and coat hooks
 Padded front and intermediate seat-back tops and lower structure
 Yielding, smooth-contoured door & window regulator handles
 Energy absorbing instrument panel with smooth contoured knobs and levers
 Tire safety rim
 Safety door latches and hinges
 Uniform shift quadrant (PRNDL)
 Seat-belt retractors—2 front
 Snag-resistant steering wheel hardware
 Door hinges of stamped steel
 Non-projecting wheel nuts, disc and caps
 Fuel tank and filler pipe security

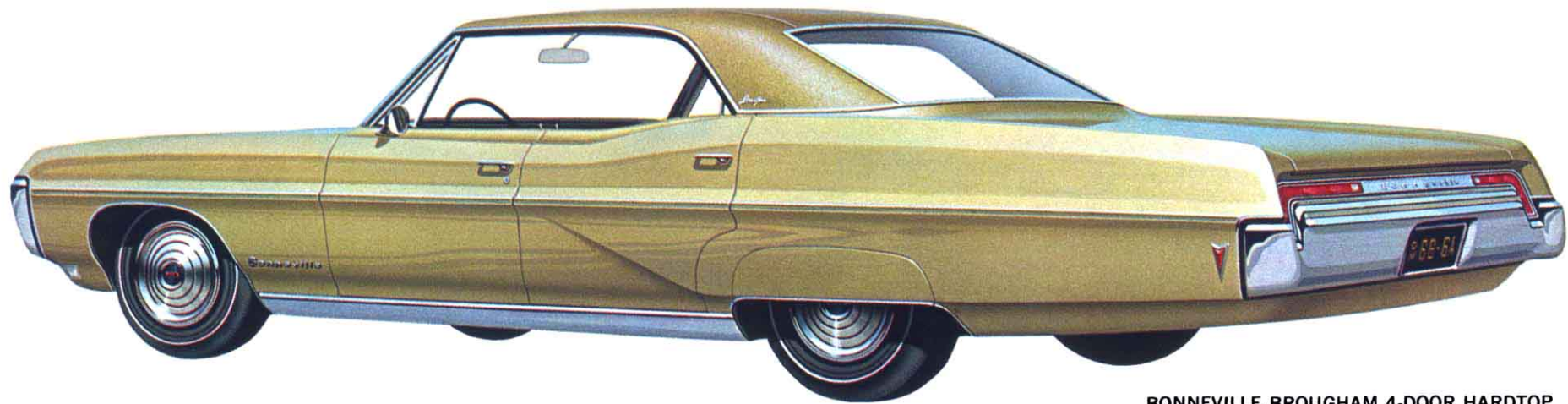
But a moment please, before you move on. No matter how secure and safe we build our 1968 Pontiacs, it's still up to you to drive them that way. All it takes is a little care, caution and patience.



**Brougham has become known
as one of the country's supreme
luxury automobiles.**

From its unabashed lines to its new 340-hp V-8, our Bonneville Brougham is as much a car to be driven as it is one to be admired. Enhancing its driving accomplishments are such standard features as the exceptional riding comfort you get only when you combine the balanced stability of a 124-inch wheelbase and the road-hugging qualities of Wide-Track. To hone its handling even further, you can add our variable-ratio power steering option. And once you're inside Brougham, all the comfort and luxury that's hinted at outside comes on—elegantly.

BROUGHAM CONVERTIBLE



BONNEVILLE BROUGHAM 4-DOOR HARDTOP



BONNEVILLE BROUGHAM HARDTOP COUPE

Proffered below is what you can expect. The bench front seat, with free-standing, center armrest and contoured seat backs, is only an inkling of the relaxing luxury that coddles you from underneath. The affluent cloth upholstery in the hardtop coupe and four-door hardtop models is so stately you may not want to be seated. But once you are, the rest of the reasons only Brougham is Brougham abound from all angles. Splashed dexterously on door and dash is simulated burl-grained, Carpathian elm. Underfoot is a slightly scintillating, nylon-blend broadloom that even extends to the door panels. A glance at the electric clock, dash-mounted, tells you the time of day. And the steering is done via a deluxe steering wheel. This, then, is Brougham, and luxury, and response. We call it our best effort—out of modesty.



(Shown on the cars in this catalog are some items from the many options and custom features offered on the back cover. They're available at extra cost and well worth it.)

**The exuberant luxury that's made Grand Prix
America's premier personal luxury car is back.
Abundantly.**

From the solid, road-leveling comfort of its 121-inch wheelbase, to the inimitable way the extra-padded seats ease tension out of you, to the new thoroughbred sweep of its lines, Grand Prix is every bit a generous provider. But don't let its elegant hardtop styling lull you into thinking it Walter Mittyish. 350 hp from a 400-cubic-inch V-8, coupled to dual exhausts, give

you all the smooth response you need. But if you'd care to be just a bit unusual, you can order your Grand Prix with a stick shift and the optional and highly obliging ride-and-handling package. And to guide it all, you can order the responsive touch of variable-ratio power steering. But we did call Grand Prix a luxury car, didn't we? Turn the page.



GRAND PRIX



GRAND PRIX HARDTOP COUPE



GRAND PRIX HARDTOP COUPE

Below is the heart of any luxury car. And that's where our Grand Prix takes a sumptuous lead and surrenders it up in the form of deep padded bucket seats with contoured backs and armrest. Of course, you can order a Grand Prix with a bench seat, but you give up our richly endowed console. The Grand Prix's interior, of expanded Morrokide and stately cloth or all-expanded Morrokide, comes in an array of no less than seven colors. And such gilt-edged features as thick nylon-blend carpeting Carpathian burlled-elm vinyl on dash and door panels, carpeted lower door trim, deluxe wheel discs and fender skirts are standard. And these are just some of the reasons Grand Prix has chaired the standards of personal luxury cars since its introduction



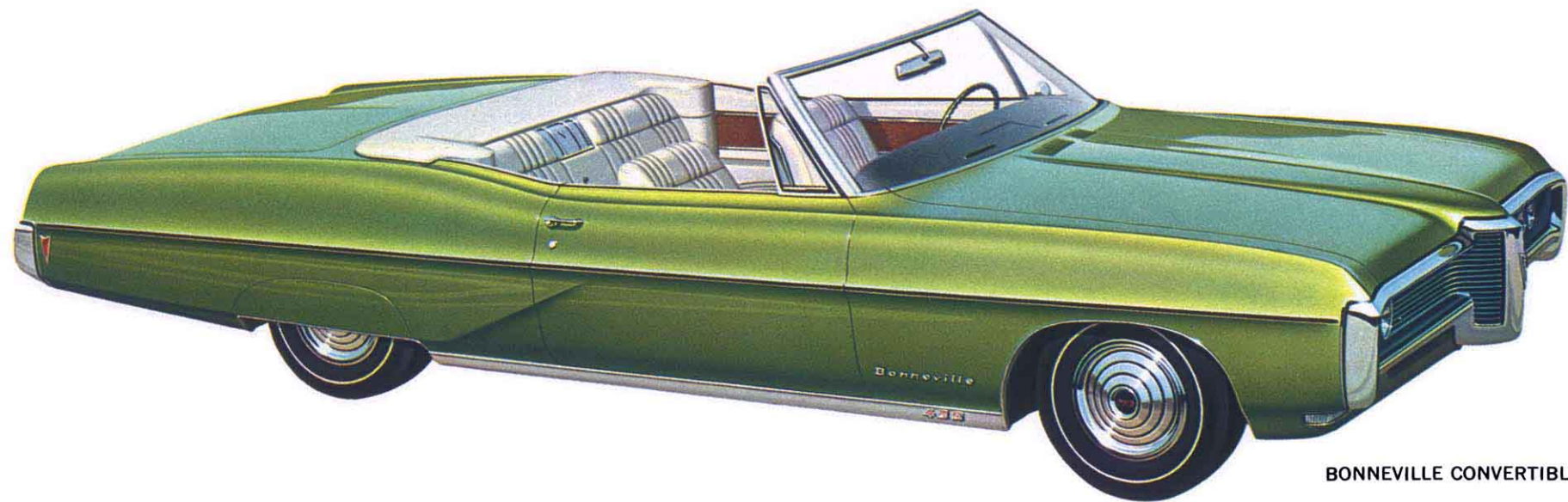


**'68 Bonneville,
remember where we got the name.**

The all-too-easy-to-lapse-into verdict about our excitingly styled Bonneville is that the excitement ends as soon as you sidle into the most stylish interiors in the business. That's barely the beginning. Because Bonneville rests on the biggest, smoothest riding wheelbase we make, it handles its grandeur with amazing agility. And its 400-cubic-inch, 340-horsepower V-8 is a hint of the mobile stylishness that awaits you underneath. But of course, we didn't sever Bonneville's ties with opulence entirely.



BONNEVILLE 4-DOOR HARDTOP



BONNEVILLE CONVERTIBLE

In fact, we embellished them a bit. Bonneville's interiors are the most stylishly enduring we could conceive. In the hardtop coupe and four-door hardtop you can select either exquisite cloth and expanded Morrokide, or all-expanded Morrokide as your upholstery. And in the Bonneville Convertible (you lucky people) all-expanded Morrokide combined with genuine leather (you hear us right) is standard. Naturally you can order bucket seats in both hardtop coupe and convertible. And all Bonnevilles surrender luxury readily from the wall-to-wall, nylon-blend carpeting, Carpathian elm-burl vinyl on the instrument panel, electric clock, deluxe wheel discs, fender skirts, carpeted lower door trim. And the trimmings go on and on. But why not, it is a Bonneville, isn't it?





Our 1968 Executive. **Luxury continued. More affordable.**

Our 1968 Executive is the master manipulator of two tastes: wealthy and wise. Its standard accoutrements include an electric clock, deluxe steering wheel, deluxe wheel discs, map, courtesy and trunk lamps and walnut wood grain vinyl on the dash. And all at a cost you'll consider outlandishly low for such an automobile. And as soon as you fasten yourself behind that steering wheel, you're in for another surprise. Sprung deftly over a 124-inch wheelbase, our handsome Executive responds amazingly to the touch. (We admit, the optional variable-ratio power steering does help a bit.) And there's another response you might be interested in. It comes from one of our newer 400-cubic-inch V-8s. But we did mention something about luxury didn't we?



EXECUTIVE 4-DOOR SEDAN



EXECUTIVE 4-DOOR HARDTOP

Can you imagine a more appropriate way to go about it than by making Executive's interior the plushiest in its class? Which, by the way, is quite a class. Expanded Morrokide and fine cloth make up one of the sumptuous combinations that grace the extra padding in the seats of the four-door hardtop and four-door sedan. Or if you prefer, you can order the expanded Morrokide solo. But whichever way you order it, you'll find the interior complemented by a padded dash with its simulated walnut wood grain, and deep, nylon-blend carpeting. And these are only a few of the reasons you'll find our 1968 Executive the luxury car you're most likely to afford.

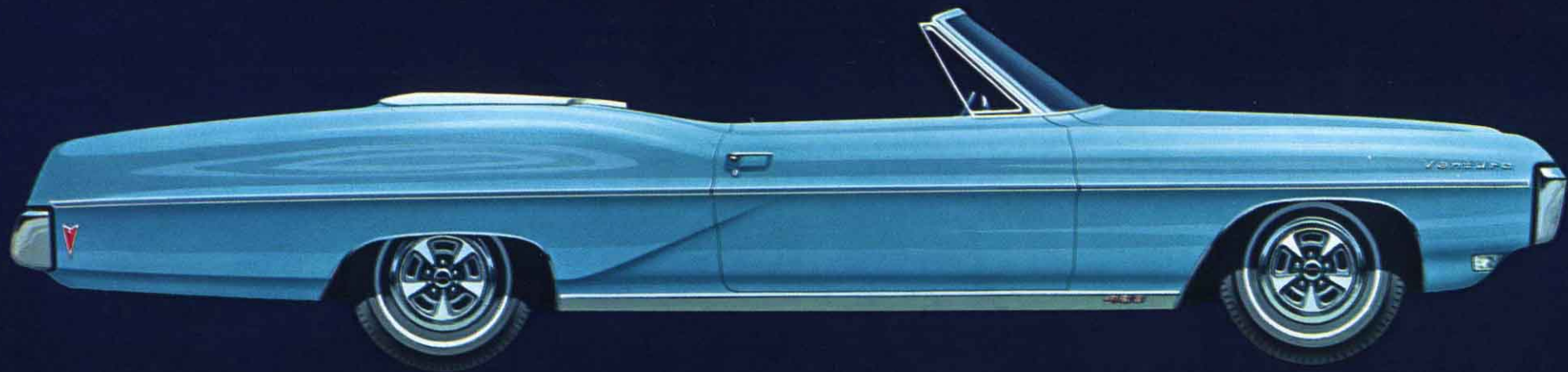




VENTURA HARDTOP COUPE

Ventura for 1968, a delicious lesson in money management.

Ventura's rather rakish approach to what constitutes a great car might leave you a little exasperated . . . at what you used to be driving. The '68 Ventura is what happened when Pontiac set its mind to building a lavish car on top of a 121-inch wheelbase. And then charging less for it than you thought a car of its stature could cost. To do it, we set a 400-cu.-in. V-8 that develops 290 hp on top of Wide-Track. And gave you the option of a 265-hp version that runs on regular, and made sure that that economy engine was the only economy showing. After all, when you can scuttle your feet through a layer of thick nylon-blend carpeting, see the elegance of simulated walnut wood grain styling on the dash and hear yourself talk above the silence of extra insulation, that's hardly economy. Your dealer can help you design a Ventura to meet your needs. Economically and richly. As you can see, saving money is an art, isn't it?



VENTURA CONVERTIBLE



VENTURA 4-DOOR HARDTOP



VENTURA 4-DOOR SEDAN

After all, when you can scuttle your feet through a layer of thick, nylon-blend carpeting, see the elegance of simulated walnut grain styling on the dash and hear yourself think above the silence of extra insulation, that's hardly economy. It's epicurean delight. And without offending any extra assets. And that's merely a start of the no-extra-cost, extra-pleasurable interiors in Ventura. Seating is your choice of a front bench seat, upholstered in a combination patterned cloth and expanded Morrokide or all-Morrokide, or all-Morrokide bucket seats in the Ventura Coupe and Convertible. Our discerning Ventura has a lot more to offer. Your dealer can help you design one to meet your needs. Economically and richly. As you can see, saving money is an art, isn't it?





**Every year, people try to build
a better Catalina than Pontiac does.
We do.**

And we succeeded again. Enticingly. And at as low a price as possible. Rest your eyes on that Catalina Hardtop Coupe for a moment. Standard power comes from a 290-hp, 400-cubic-inch V-8 (or the 265-hp, no-extra-cost option that runs on regular gas). It's engagingly (oh, you noticed) sprung over a 121-inch wheelbase, that handles traffic or semi-deserted cement with equal aplomb . . . thanks to no less than Wide-Track. But what Catalina looks like—and feels like—are only beautiful parts of what makes Catalina Catalina. So please be seated, Catalina's second features are about to begin.

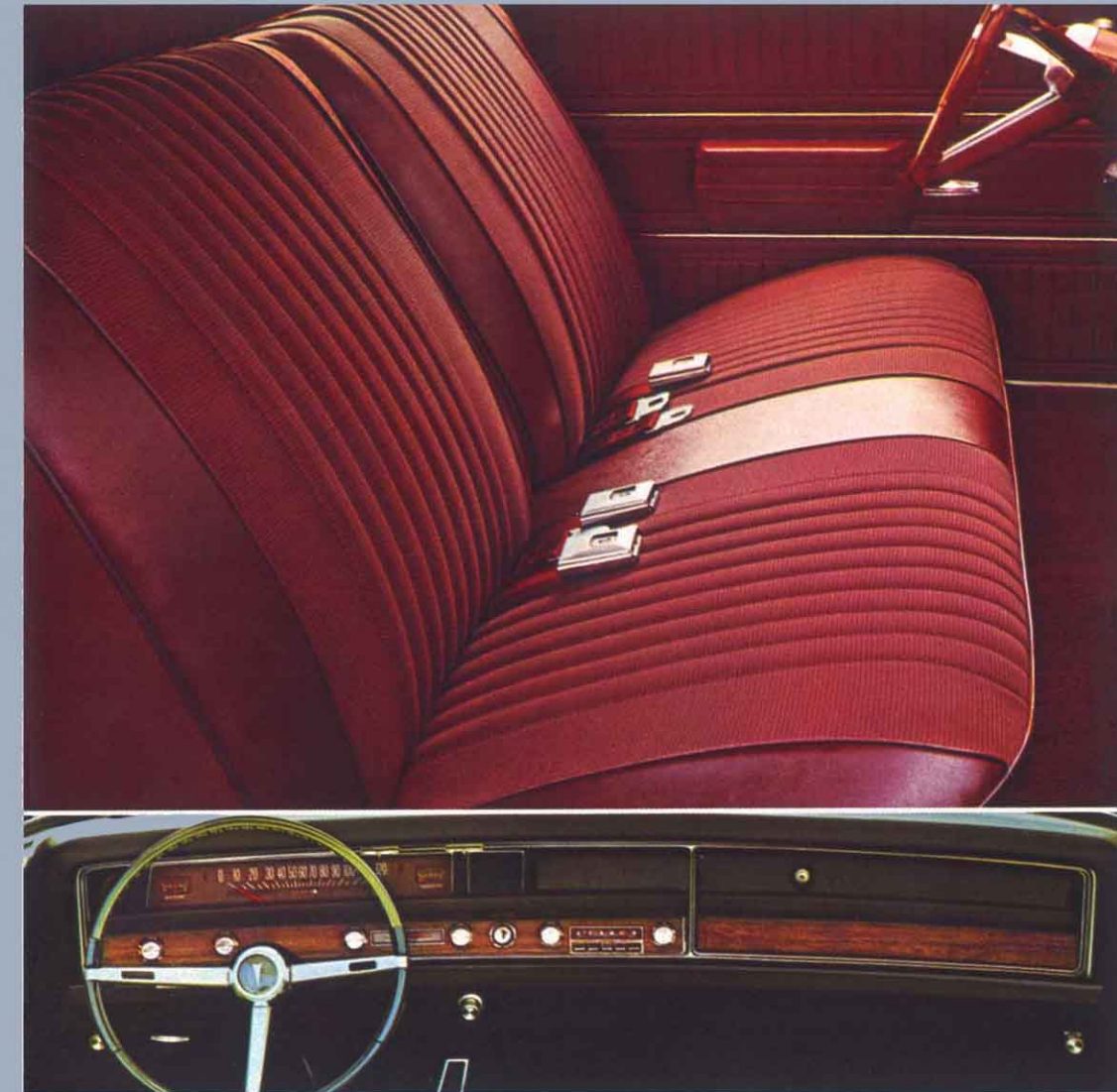


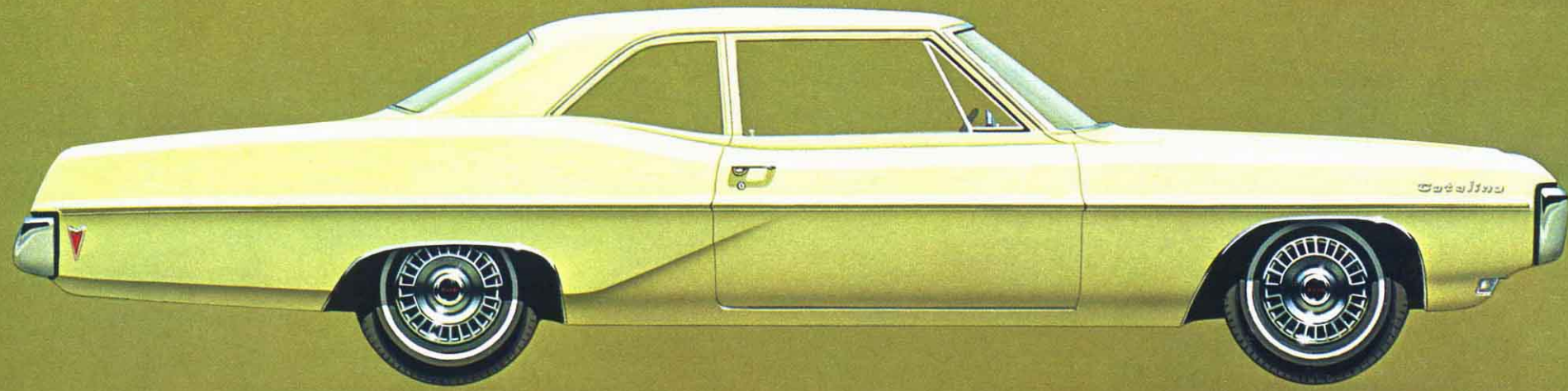
CATALINA 4-DOOR HARDTOP



CATALINA HARDTOP COUPE

That expensive seat you're sitting on (your neighbors will never know it isn't) is all-Morrokide in the convertible, or Morrokide and deftly woven cloth, and deeply soothing. (That comes from the foam padding.) That padded instrument panel cradles such things as simulated wood grain styling, and controls for the concealed two-speed wipers and washers. For the feet, copious nylon-blend, loop-pile carpeting. And for 1968 we've even padded and molded the doors, and made the instruments easier to read. But whatever Catalina binds your fancy, you can make it as fancy, functional or flirtatious as you like. Please continue on to the next page.



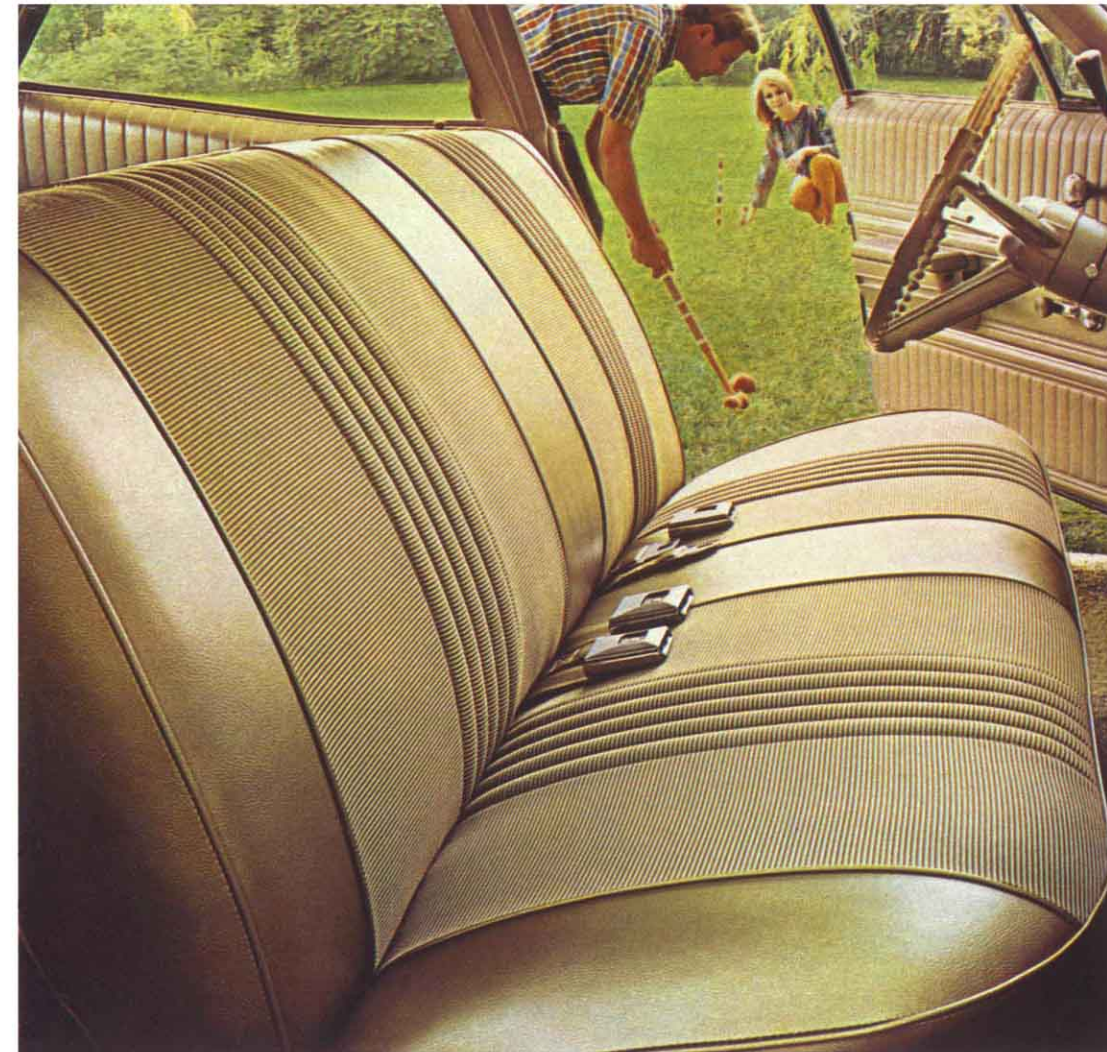


CATALINA 2-DOOR SEDAN



CATALINA 4-DOOR SEDAN

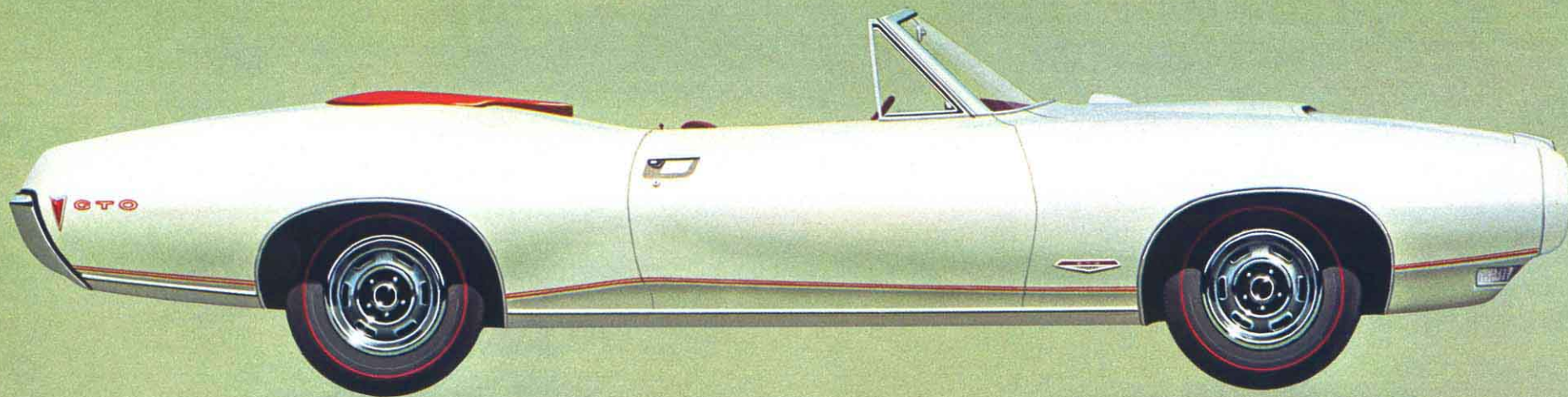
Catalina's elegance is only matched by the convenience it brings you, from a list of options you might have a hard time choosing between. Everything from an air conditioner that not only keeps you cool, but filters out pollen, too, to a steering wheel that tilts, to power steering, power brakes, power windows, six-way power seat, tinted glass, special ride and handling package and trailer-hauling options, to a stereo tape deck. In fact, Catalina brings you so much for so little, it's no wonder no one has been able to duplicate it for the price. But hope does spring eternal, doesn't it?



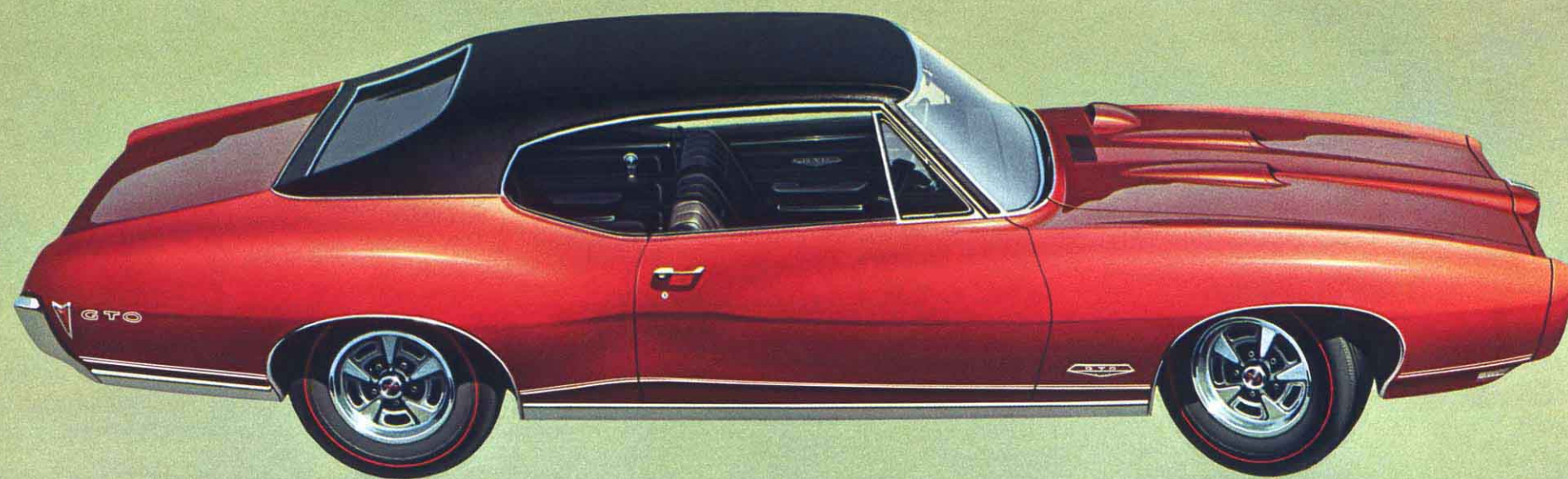


In '68, the Great One again is GTO.

Have no doubts. The GTO is first and foremost, a driver's car. One that has spawned many pretenders. The beauty that generates a false placidness is a pleasing coincidence. It begins up front with the most fantastic bumper since the invention of the bumper. It's the same color as the car, but won't chip, fade or corrode. The Great One's equally impressive credentials in the world of concrete and asphalt are easily discovered. Just climb behind the wheel, negotiate a few turns, try a few hills and presto! You'll never want to go back to plain ordinary driving. Of course, those are just two of the reasons why we call the GTO The Great One. There are others, like our famous disappearing windshield wipers that come as standard equipment. Or you can order disappearing headlights and a 4-speed stick shift—floor-mounted, of course. They cost extra, but are worth every penny. Want to know more about The Great One? Be patient—we divulge more on the next page.

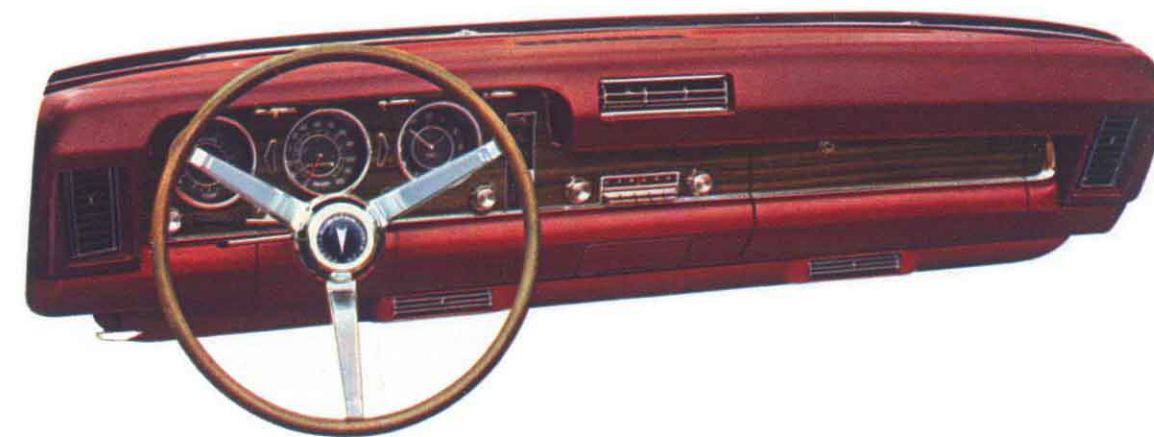


GTO CONVERTIBLE



GTO HARDTOP COUPE

Can we reconstruct on paper those things that make The Great One great? Hardly. But if you're searching for a machine that's been created with enough foresight to include more than just a beautiful body, we can promise you Euphoria. For the GTO is 400 cubic inches of V-8 with 350 hp (available in a regular-gas, 265-hp version), an all-synchro 3-speed with Hurst shifter, dual exhausts, sports-type springs and shocks, new Fastrak (improves traction and handling) redline tires, buckets or notch-back bench seat, with center armrest—just to name part of its standard makeup. The option list includes goodies like a 4-speed stick, 360-hp Ram Air engine (that includes functional hood scoops), hood-mounted tach, special wheels, 3-speed Turbo Hydra-Matic and rally gauge cluster. The GTO great? Yes, until someone comes up with a better word.

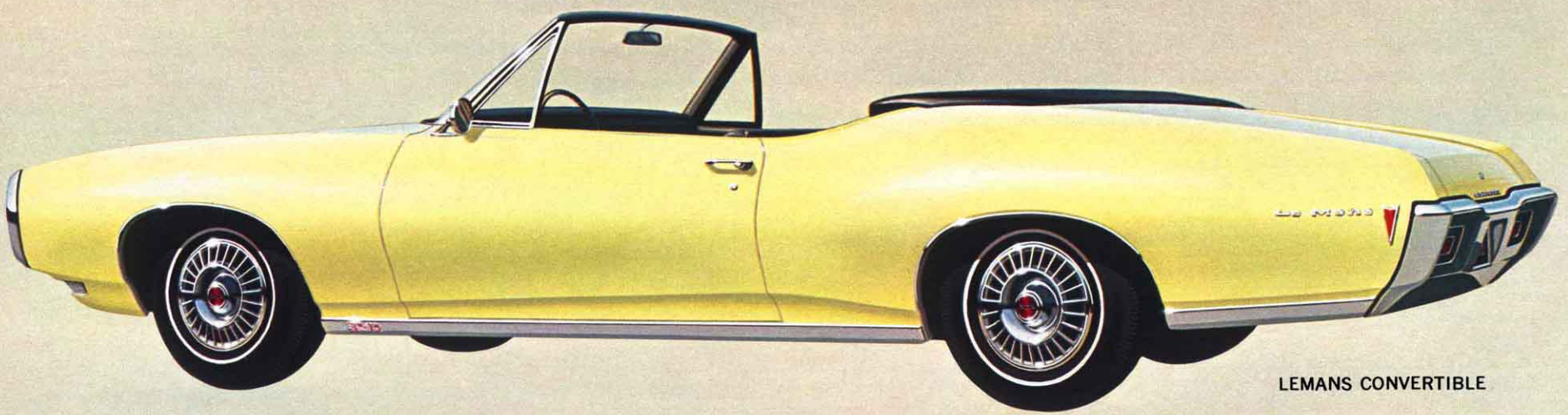


**The best way to describe
the '68 Le Mans is to
let you sit back and just look.**

This is styling born years ahead of its time. Four-doors look like hardtops. Hardtops and coupes like sports cars. (We've even shortened the coupe's wheelbase to 112 inches, so it acts even more like a sports car.) Inside, the opulent interiors are a blend of rich, supple fabrics, complemented by a generous supply of simulated walnut grained paneling on the dash (when you order the decor group). Power plants? We've

started you off with our Overhead Cam Six, new this year at 250 cubic inches, that delivers 175 hp. Or you can order a 350-cubic-inch V-8 (available in regular- or premium-gas versions). They cost extra, but once behind the wheel, you'll know why. Also new—for Le Mans—are Pontiac's famous disappearing wipers (standard equipment). They hide away under the cowl, and only come out when it rains.





LEMANS CONVERTIBLE



LEMANS SPORTS COUPE



LEMANS 4-DOOR HARDTOP

Whether your Le Mans is a convertible, hard-top or sports coupe, each offers you a choice of slim bucket seats (shown at right), or a notch-back front bench seat with center armrest. Both are standard. Both are done in rich, expanded Morrokide. And you can order the decor group that includes simulated walnut paneling on the dash. In the four-door hardtop, you decide between a notch-back front seat or the bench shown below. Both are done in Poncina pattern cloth and expanded Morrokide. Again, the choice is on us. As for options, you can personalize your Le Mans to fulfill your wildest dreams. Once you do, you'll be off and Wide-Tracking, leaving dull driving far, far behind.



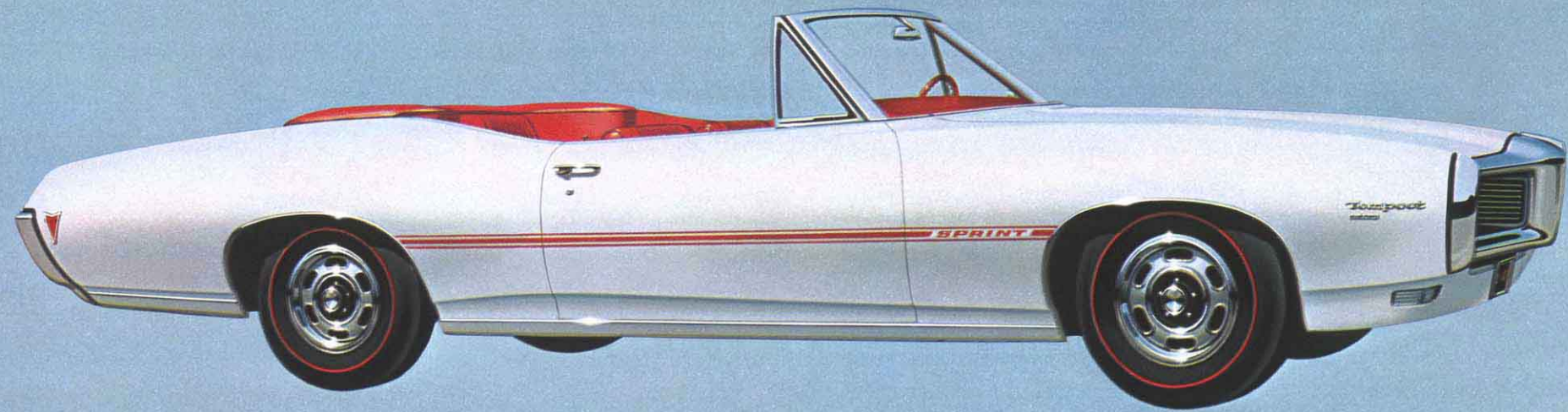
LEMANS



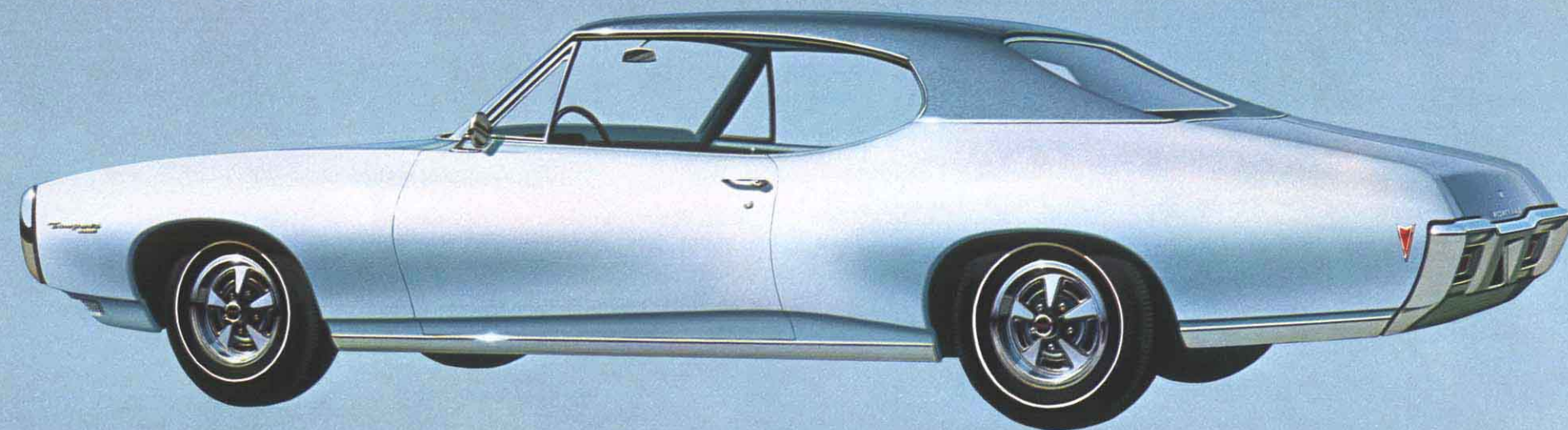
**If you think Wide-Tracking
is just a rich man's sport,
Tempest Custom proves you're wrong.**

We do agree it looks deceiving. From the integrated bumper-grille, to the sweeping rear end, Tempest Custom doesn't appear to be a car that easily fits budgets designed for dull, little sixes. Sure, it sports a six. But dull it definitely is not. Our Overhead Cam Six is 250 cubic inches—that's 175 hp, in case you do your evaluating from that sort of thing. And the guy who said inexpensive interiors always look it, never reckoned with our stylists (as you'll see on page 41). Now, don't get us wrong. The Tempest Custom isn't as luxurious as some of our other models. But one thing is certain: It won't keep reminding you of how little you paid for it.

TEMPEST CUSTOM 4-DOOR HARDTOP



TEMPEST CUSTOM CONVERTIBLE



TEMPEST CUSTOM HARDTOP COUPE

Open the door of a Tempest Custom, and you're greeted by interiors rich enough to make the most extravagant penny-pincher flinch. Underfoot, there's full, nylon-blend, loop-pile carpeting—door-to-door, of course. Upholstery is fabricated from all-Morrokide material. And we've even included the nifty little touches—those things which aren't missed until they're missing. Like rear armrests with integral ball-bearing ashtrays, cigarette lighter, deluxe steering wheel, and new this year, an anti-theft warning buzzer. It sounds off when you're about to go off and leave your key in the ignition. Now, these are just a few of the things that make a Tempest Custom a Tempest Custom. There's more of the same on the next page.



TEMPEST CUSTOM



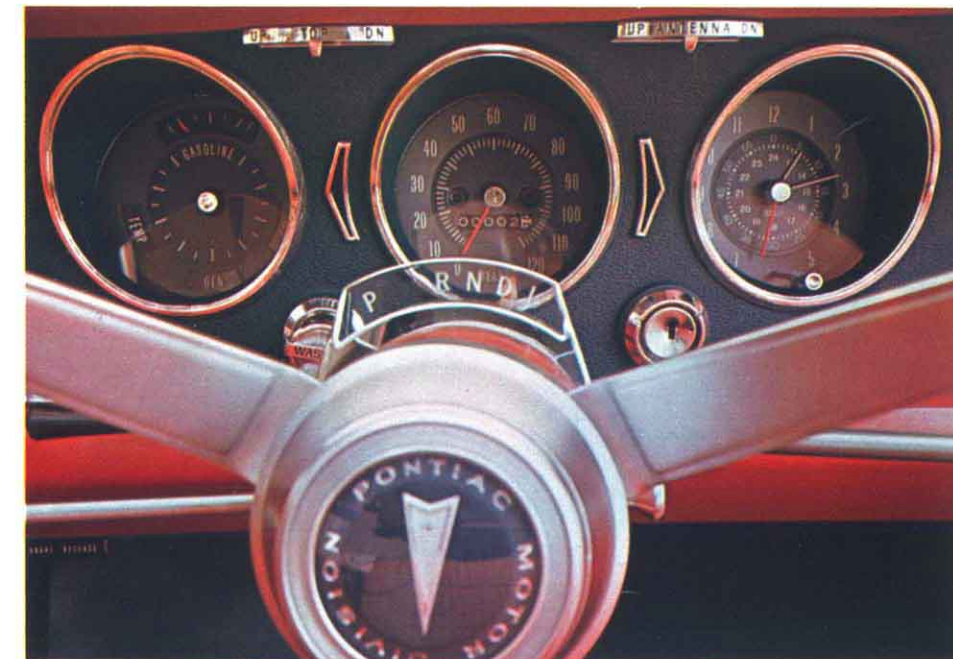
TEMPEST CUSTOM SPORTS COUPE



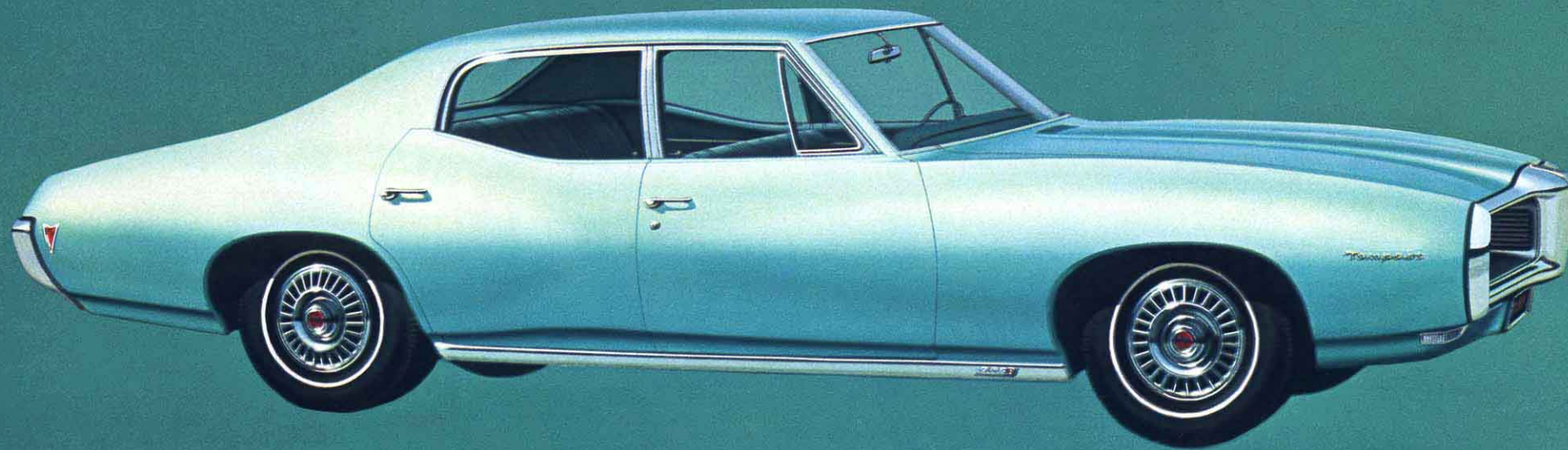
TEMPEST CUSTOM 4-DOOR SEDAN



All five Tempest Custom models come completely equipped with the newest safety innovations. Things like front and rear body side marker lights, new padded safety armrests and padded front and intermediate seatback tops and lower structure. And if you're the kind who likes options, feast your eager retinas on this list. You can order a custom sports steering wheel, hood-mounted tach, stereo tape player, and for the real sportabout, there's our "Sprint" option. It includes our new, high-compression, 250-cubic-inch Overhead Cam Six, 4-barrel carb, heavy-duty shocks and springs, special axle ratios and "Sprint" exterior side stripes —just to give you the general idea. If you want to get right down to the nuts and bolts of this slightly sensational "Sprint" package, ask your dealer for our "Enthusiast Book." It'll leave you breathless.



TEMPEST CUSTOM



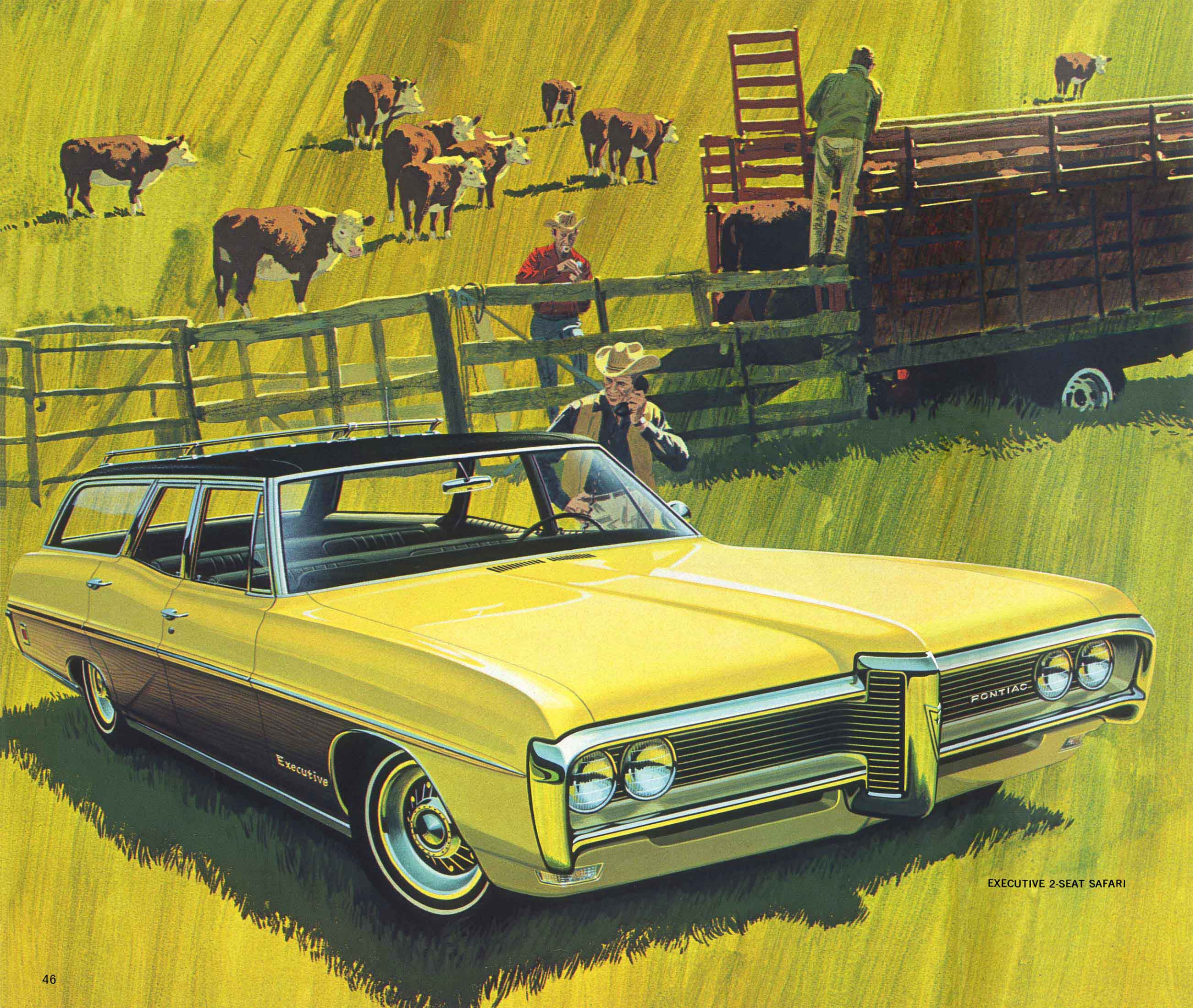
TEMPEST 4-DOOR SEDAN



TEMPEST SPORTS COUPE

Build a car that looks like a preview of tomorrow. Put it on the widest tracks in town. Insert stylish nylon-blend and Morrokide interiors that wear like there's no end in sight. Give it a price tag that'll fit a miser's budget. And when you put 'em all together, call it Tempest by Pontiac. It's a car that has to be the greatest coup ever pulled off by automotive engineers. Besides all of the aforementioned, the Tempest is powered by our new 175-hp Overhead Cam Six—an engine that behaves like an eight, except at the gas pumps. And that's just the beginning. You can order things like our special "Sprint" package (see page 43), stereo tape player, disappearing windshield wipers and hood-mounted tach. Now, does all that sound like an economy car? Not by a long shot, thanks to the resident geniuses of our styling lab.





'68 Executive Safari, Wide-Tracking in a big way.

This is the kind of wagon you'll take along when you go for an evening on the town. With simulated wood grain paneling, wall-to-wall carpeting and caressable Morrokide interiors, Executive Safari was made for people who like to look good during public appearances. But strip off your fancy clothes, say the magic words ("Wide-Tracking") and it becomes any one of its many alter egos: delivery truck, moving van, schoolbus, lumber carrier or camper. A 400-cubic-inch V-8 engine (290 hp is standard) carries it through any job with performance to spare. The options you choose will depend on how often you use it, and for what . . . but you're certainly not limited by the selection. We offer everything from a simple—but elegant—luggage rack to a power-operated tailgate window. The first choice you'll have to make is whether you want the 2- or 3-seat model.

EXECUTIVE 2-SEAT SAFARI



BONNEVILLE 3-SEAT STATION WAGON

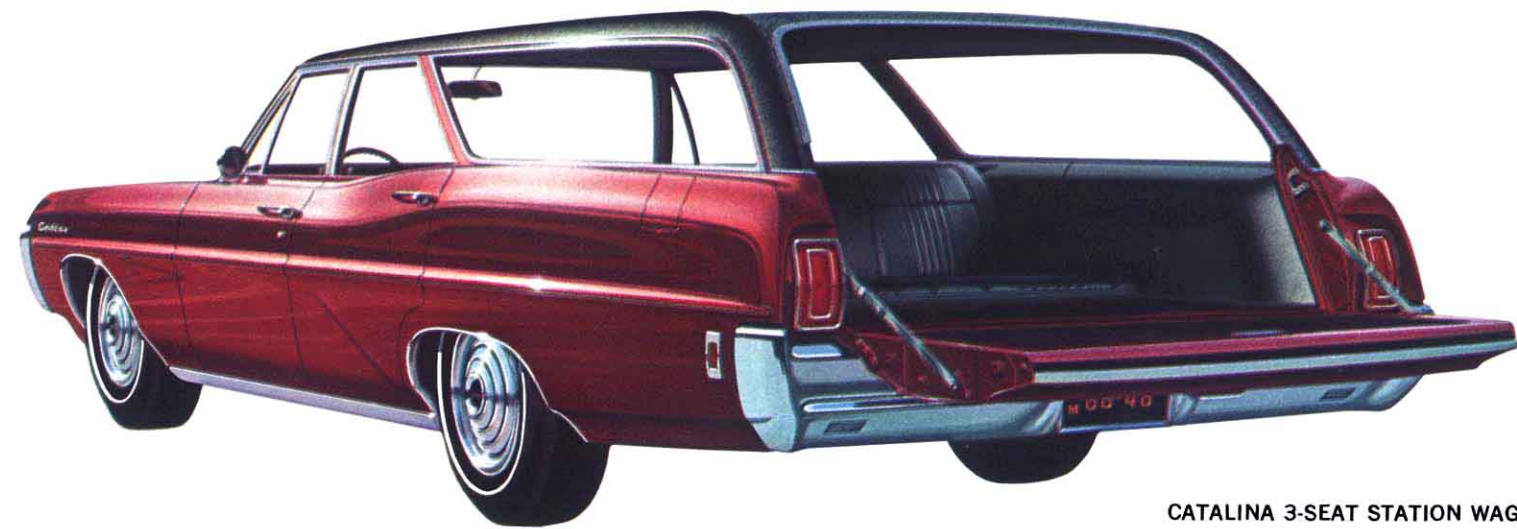


EXECUTIVE 3-SEAT SAFARI

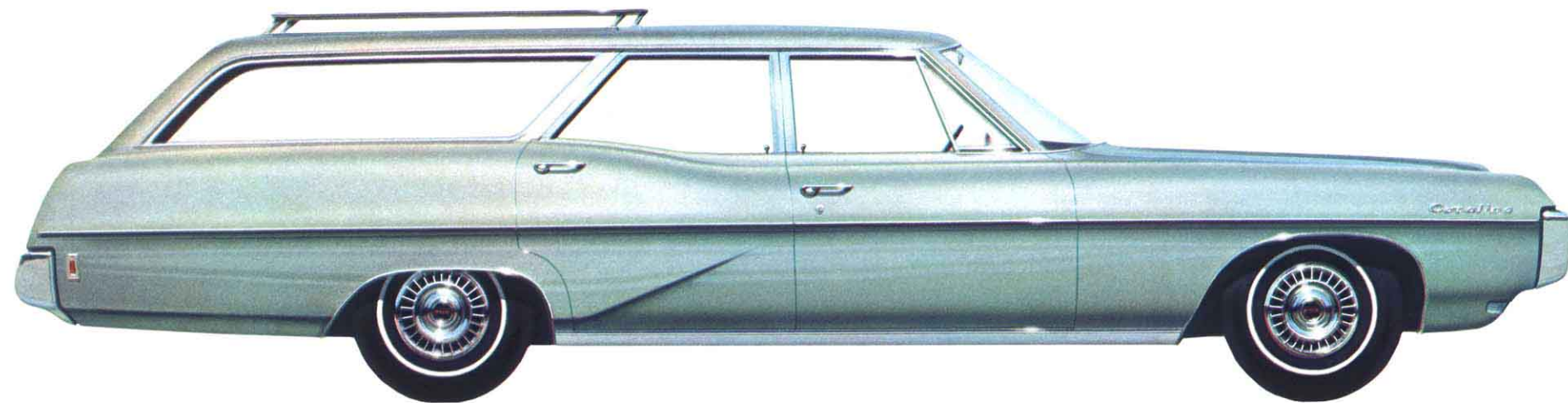
If vinyl wood grain paneling and the Executive interior (shown below) don't turn you on, maybe our Bonneville is more your style. Notch-back front seat with folding center armrest, plush nylon-blend carpeting (wall-to-wall . . . even in the load area), custom steering wheel and simulated wood paneled door inserts tend to take your mind off the fact that the Bonneville wagon is capable of hauling like a truck. With a 340-hp V-8 to handle any load you can think of. All Bonneville wagons come with a folding third seat, plus a bevy of elegant touches like courtesy lamps and a power-operated tailgate window. If the standard features aren't enough, there's almost nothing you can't order from our 32-page accessory catalog . . . even variable-ratio power steering.



**EXECUTIVE SAFARI
AND
BONNEVILLE STATION WAGON**



CATALINA 3-SEAT STATION WAGON

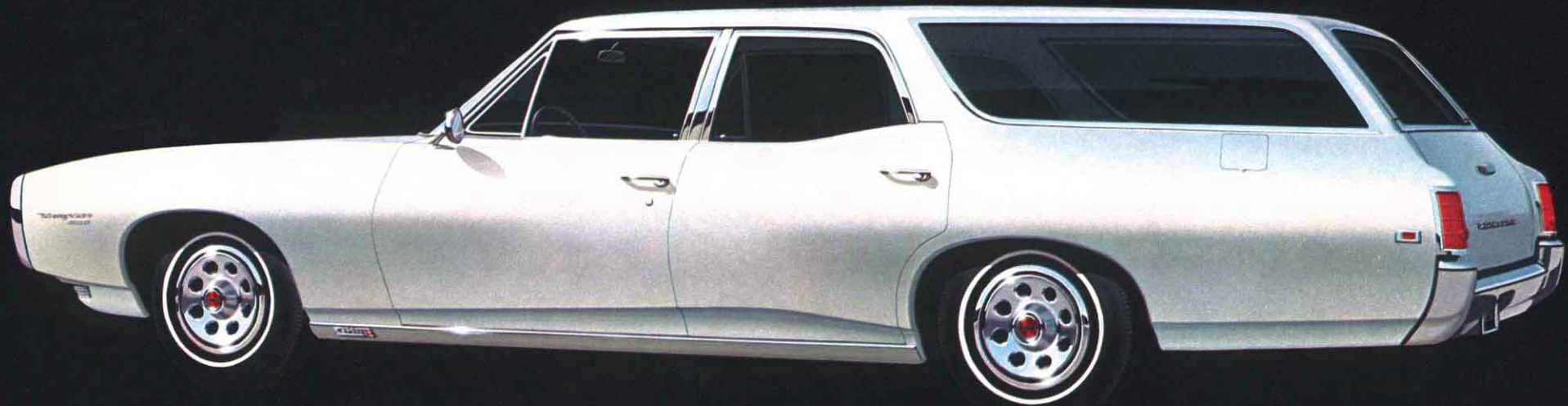


CATALINA 2-SEAT STATION WAGON

Pontiac discovered a long time ago that people who drive station wagons want just as much comfort, just as much styling and the same conveniences that anybody else wants . . . plus a lot more room. So we put the same plush, nylon-blend carpeting in the Catalina Wagon that you'll find in every other Catalina. And an all-Morrokide interior. And the same simulated walnut wood grain instrument panel. Plus lamps for the glove box, ashtray and cigar lighter . . . and a 290-hp, premium-gas version of our 400-cubic-inch V-8. Then we added over 91 cubic feet of cargo space. So your Catalina Wagon can be a luxurious, exciting, show car one day; and a heavy-duty hauler the next. Leave it to Pontiac to come up with a dual-purpose station wagon.



**CATALINA
STATION WAGONS**



TEMPEST CUSTOM STATION WAGON



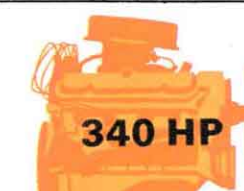


TEMPEST SAFARI

The same exciting lines that adorn our fabulous GTO give a hint of the kind of performance you can expect from these magnificent wagons. They all share the new 250-cubic-inch Overhead Cam Six engine (175-hp, regular-gas version is standard) that assures you can't buy an underpowered Pontiac wagon. See that elegant craft at the bottom of the page? That's our Tempest Safari. Its wood grain vinyl side paneling (with dashboard to match) sets it apart from any other wagon in its class. And you get an all-Morrokide interior, nylon-blend carpeting, disappearing wipers and features you wouldn't believe at this price. Of course, you get Morrokide interiors and carpeting in the Tempest Custom, too, along with the very same OHC 6. See our special station wagon catalog and learn a lot more.



**TEMPEST
STATION WAGON
AND SAFARI**

Pick your Pontiac engine and transmission

Tempest, Tempest Custom, Le Mans and Tempest Safari	 <p>175 HP</p> <p>1. Standard Overhead Cam 6. Single-barrel carburetor. Displacement—250 cu. in. Torque—240 lb.-ft. Compression—9.0:1 Regular fuel.</p>	 <p>215 HP</p> <p>2. Optional high-compression Overhead Cam 6. 4-barrel carburetor. Displacement—250 cu. in. Torque—255 lb.-ft. Compression—10.5:1. Chromed, low-restriction air cleaner. Premium fuel. Not available on station wagons.</p>	 <p>265 HP</p> <p>3. Optional V-8. Displacement—350 cu. in. 2-barrel carburetor. Torque—355 lb.-ft. Compression ratio—9.2:1. Regular fuel.</p>	 <p>320 HP</p> <p>4. Optional high-output V-8. Displacement—350 cu. in. 4-barrel carburetor. Torque—380 lb.-ft. Compression ratio—10.5:1. Dual exhaust system. Premium fuel. Not available on station wagons.</p>
	 <p>350 HP</p> <p>5. Standard GTO V-8 engine. Displacement—400 cu. in. 4-barrel carburetor. Compression ratio—10.75:1. Torque—445 lb.-ft. Low back-pressure dual exhaust system. Power-Flex fan. Chromed air cleaner, rocker covers and oil filler cap. Premium fuel.</p>	 <p>265 HP</p> <p>6. Regular fuel engine optional at no extra cost on GTO with Turbo Hydra-Matic. Displacement—400 cu. in. 2-barrel carburetor. Compression ratio—8.6:1. Torque—397 lb.-ft. Dual exhaust system.</p>	 <p>360 HP</p> <p>7. Optional 400 H.O. V-8. Displacement—400 cu. in. 4-barrel carburetor. Compression ratio—10.75:1. Torque—445 lb.-ft. Special dual exhausts. High-output camshaft and valve train. Chromed low-restriction air cleaner, rocker covers, oil filler cap. Power-Flex fan. Premium fuel.</p>	 <p>360 HP</p> <p>8. Optional Ram Air V-8. Special functional air-scoop induction system, high-output long overlap cam, heavy-duty valve springs. Displacement—400 cu. in. 4-barrel carburetor. Torque—445 lb.-ft. Compression ratio—10.75:1. Low back-pressure dual exhaust system. Chromed low-restriction air cleaner with fresh air trap attachment. Chrome rocker covers and oil filler cap. Premium fuel. 4-speed manual or Turbo Hydra-Matic only.</p>
	 <p>290 HP</p> <p>9. Standard V-8 for Catalina, Ventura and Executive with 3-speed manual and Turbo Hydra-Matic transmissions. Displacement—400 cu. in. 2-barrel carburetor. Torque—428 lb.-ft. Compression ratio—10.5:1. Premium fuel.</p>	 <p>340 HP</p> <p>10. Optional V-8 for Catalina, Ventura and Executive with 3-speed manual and Turbo Hydra-Matic transmissions. Displacement—400 cu. in. 4-barrel carburetor. Compression ratio—10.5:1. Torque—445 lb.-ft. Premium fuel. (Dual exhaust system recommended with this engine.)</p>	 <p>340 HP</p> <p>11. Standard V-8 for all Bonneville models with 3-speed manual or optional Turbo Hydra-Matic. Displacement—400 cu. in. 4-barrel carburetor. Compression ratio—10.5:1. Torque—445 lb.-ft. Premium fuel.</p>	 <p>350 HP</p> <p>12. Standard V-8 for Grand Prix with 3-speed manual or optional Turbo Hydra-Matic. Displacement—400 cu. in. 4-barrel carburetor. Compression ratio—10.5:1. Torque—445 lb.-ft. Dual exhaust system. Premium fuel.</p>
	 <p>265 HP</p> <p>13. Regular fuel engine optional at no extra cost on Catalina, Ventura, Executive, Bonneville and Grand Prix with Turbo Hydra-Matic transmission only. Displacement—400 cu. in. 2-barrel carburetor. Compression ratio—8.6:1. Torque—397 lb.-ft.</p>	 <p>375 HP</p> <p>14. Optional 428 V-8. Displacement—428 cu. in. 4-barrel carburetor. Torque—472 lb.-ft. Compression ratio—10.5:1. High-output camshaft, valve train and special exhaust manifolds. Low-restriction chromed air cleaner plus chromed rocker covers and oil filler cap. Low back-pressure dual exhausts. Power-Flex fan. Available at extra cost on all models except station wagons. Premium fuel.</p>	 <p>390 HP</p> <p>15. The fabulous 428 H.O. V-8. Displacement—428 cu. in. 4-barrel carburetor. Torque—465 lb.-ft. Compression ratio—10.75:1. High-output camshaft, valve train and special exhaust manifolds. Low-restriction chromed air cleaner plus chromed rocker covers and oil filler cap. Low back-pressure dual exhausts. Power-Flex fan. Available at extra cost on all models except station wagons. Premium fuel.</p>	

3-Speed Manual Transmissions

Fully synchronized 3-speed column shift transmission standard on: Tempest, Tempest Custom, Le Mans, Tempest Safari, GTO, Catalina, Ventura, Executive and Bonneville. Fully synchronized 3-speed floor-mounted shift standard on Grand Prix with bucket seats. Floor shifts available on most models at extra cost. All 3-speed floor shifts are equipped with Hurst linkage. Consoles available only on models with bucket seats.

4-Speed Manual Transmissions

The extra-cost fully synchronized 4-speed floor shift is available on: Tempest, Tempest Custom, Le Mans, Tempest Safari (except regular-fuel OHC 6 engine), GTO; and on Catalina, Ventura, Executive, Bonneville and Grand Prix equipped with 428-cu.-in. V-8 only. Consoles available only on models with bucket seats. A Special-order close-ratio 4-speed is available on the GTO only when equipped with a 3.90:1 or 4.33:1 rear axle ratio; on Catalina, Ventura, Executive, Bonneville and Grand Prix models equipped with 428-cu.-in. engines and 4.11:1 axle ratio. All 4-speed floor shifts are equipped with Hurst linkage.

Automatic Transmissions

Extra-cost automatic transmission with column shift available on all models. Console floor shift standard on Grand Prix only; available at extra cost on all other bucket-seat models.

Pontiac Power Trains

Here's our list of standard and optional (some at extra cost) power trains. Even though our engineers have carefully selected the standard axle ratios to give Pontiac buyers the right balance of performance and economy, this chart gives you the opportunity to select the engine, transmission and axle ratio of your choice. For instance, the standard engine in the Catalina with Turbo Hydra-Matic is the 290-hp V-8 (#9) with either 2.29 to 1, 2.41 to 1 or 2.56 to 1 axle ratio, depending on body

style. If you want more performance, select a numerically higher performance axle ratio. Or you can order a more powerful engine (all the way up to the 390-hp 428 H.O. V-8 (#15)) with a four-speed fully synchronized manual transmission and a 4.11 to 1 special-order axle. Naturally, the more powerful your engine and the higher the ratio, the more revolutions your engine will turn and the more fuel you'll use. Now, if you place economy before performance, select a numerically lower axle ratio. Whatever you choose, it's a lot of fun to tailor your own car. Try it with one of our Wide-Track Pontiacs.

***Note:** Not all axle ratios are available with all body style, engine and transmission combinations. There are certain specific restrictions on some power train combinations. Certain special-order combinations require extra-cost items such as heavy-duty radiator, limited slip differential and speedometer gear adapters. Be sure to see your dealer's detailed power train specifications for further information. All engines on pages 54 and 55 have been numbered from 1 through 15 for reference purposes only.

Engine	Transmission	Standard Axle Ratio	Economy Axle	Optional Performance Axle	Special Order Axles*	Engine	Transmission	Standard Axle Ratio	Economy Axle	Optional Performance Axle	Special Order Axles*	
1 OHC 6—250 cu. in. 1-BBL—175 hp	3-speed	3.23 3.23(c)			3.55 (a)	8 GTO Ram Air V-8 400 cu. in. 360 hp—4-BBL	4-speed	4.33(a)				
	Automatic	3.23 3.23(c)	2.56	2.93	3.36 (a)		Turbo Hydra-Matic	4.33(a)				
2 OHC 6—250 cu. in. 4-BBL—215 hp (b)	3-speed	3.55(a)			3.90 (a)	9 290-hp V-8 Std. 400 cu. in. 2-BBL	3-speed	3.23 3.23(c)	3.08		3.42 3.55 (a) 3.73	
	Automatic	3.55(a) 3.23(a)	2.56(a)	3.55(a)	3.90 (a)		Turbo Hydra-Matic	2.29(f) 2.41(f-c) 2.41(g) 2.41(g-c) 2.56(h) 2.56(h-c)	2.29(g-a)	2.73(f) 2.93(g) 2.93(h)	3.08 3.23 3.42 (a) 3.55 3.73	
3 V-8—350 cu. in. 2-BBL—265 hp	3-speed	3.23 3.23(c)	3.08		3.36	10 340-hp V-8 400 cu. in. 4-BBL	3-speed	3.23 3.23(c)				
	4-speed	3.23 3.23(c)		2.93	3.36		Turbo Hydra-Matic	2.73 2.73(c)	2.41	2.93		
	Automatic	2.56 2.78(c)			3.36 (a)							
4 V-8—350 H.O. 4-BBL—320 hp (b)	3-speed	3.36 3.23(c)			3.08 3.55 (a) 3.90	11 340-hp V-8 400 cu. in. 4-BBL	3-speed	3.23 3.23(c)	3.08(p)		3.42 3.55 (a) 3.73	
	4-speed	3.36 3.23(c)			3.55 (a) 3.90		Turbo Hydra-Matic	2.56(l) 2.56(l-c) 2.73(m) 2.73(m-c)	2.41(j) 2.56(n)	2.93(j) 3.08(n)	3.08 3.23 (n) 3.42 (a) 3.55 3.73	
	Automatic	3.23 3.23(c)			3.08 3.36 3.55 (a)							
5 GTO V-8—400 cu. in. 350 hp—4-BBL	3-speed	3.55 3.23(c)			3.08 3.23 3.36 3.90 (a) 4.33	12 350-hp V-8 400 cu. in. 4-BBL	3-speed	3.23(o) 3.23(o-c)			3.42(o)	3.55 (a-o) 3.73
	4-speed	3.55 3.23(c)			3.08 3.36 3.90 4.33		Turbo Hydra-Matic	2.73(o) 2.73(o-c)	2.56(o)	3.08(a-o)	3.23 3.42 3.55 (a-o) 3.73	
	4-speed w/close ratio				3.90 (a) 4.33							
	Turbo Hydra-Matic	3.36 2.93(c)			3.23 3.55 3.90 (a) 4.33							
6 GTO V-8—400 cu. in. 265 hp—2-BBL	Turbo Hydra-Matic	2.93 2.78(c)	2.56	3.23		14 375-hp V-8 428 cu. in. 4-BBL	3-speed	3.23 3.23(c)			3.42 3.55 (a) 3.73	
7 GTO 400 H.O. V-8 400 cu. in. 360-hp—4-BBL	3-speed	3.55 3.23(c)			3.08 3.23 3.36 3.90 (a) 4.33		4-speed	3.42 3.42(c)			4.11 (a)	
	4-speed	3.55 3.23(c)			3.08 3.23 3.36 3.90 (a) 4.33		w/close ratio		2.56	3.23(a)	3.55 (a) 3.73	
13 265-hp V-8 400 cu. in. 2-BBL	4-speed w/close ratio				3.90 (a) 4.33	Turbo Hydra-Matic	3.08 2.93(c)					
	Turbo Hydra-Matic	3.55 3.23(c)			3.36 3.90 (a) 4.33	15 390-hp 428 H.O. V-8 428 cu. in. 4-BBL (b)	3-speed	3.42(a)			3.55 3.73 (a) 4.11	
	14 375-hp V-8 428 cu. in. 4-BBL	4-speed	3.42(a)				3.90 (a) 4.33	4-speed	3.42(a)			3.55 (a) 3.73
w/close ratio					3.90 (a) 4.33						4.11 (a)	
Turbo Hydra-Matic	3.55 3.23(c)				3.36 3.90 (a) 4.33	Turbo Hydra-Matic	3.42(a)			3.23 3.55 (a) 3.73		

*3.90:1, 4.11:1 and 4.33:1 rear axle ratios can be dealer-installed.
 (a) Not available with air conditioning
 (b) Not available on station wagons
 (c) With air conditioning
 (d) Catalina 2- and 4-door sedans only
 (e) For Catalina 4-door hardtop model only
 (f) All Executive models and Catalina models except, 2-door and 4-door sedans and 4-door hardtop models
 (g) Bonneville Hardtop Coupe and 4-door hardtop and all Catalina and Executive models
 (h) Grand Prix and Bonneville Station Wagon and Convertible
 (i) Bonneville Hardtop Coupe and 4-door Hardtop only
 (j) Bonneville Station Wagon, Convertible and all Catalina and Executive models
 (k) Bonneville Convertible and Station Wagon only
 (l) Grand Prix only
 (m) Economy axle not available on Catalina & Executive models except as special order

TRANSMISSION GEAR RATIOS—TEMPEST, TEMPEST CUSTOM, LE MANS, TEMPEST SAFARI AND GTO							TRANSMISSION GEAR RATIOS—CATALINA, EXECUTIVE, BONNEVILLE AND GRAND PRIX				
Gear Ratios for Manual Transmissions							Gear Ratios for Manual Transmissions				
Transmission	Std. 3-speed	Std. 3-speed (Exc. GTO)	Opt. H-D 3-speed (Std. GTO)	Opt. 4-speed	Opt. 4-speed	Special order 4-speed close ratio	Transmission (all engines)	Standard 3-speed Manual	Optional 4-speed Manual	Special order 4-speed Manual close ratio	Gear Ratios for Turbo Hydra-Matic
Engine	OHC 6 only	All V-8s w/column shift	V-8 w/floor shift	OHC 6 w/4-BBL carb. only	All V-8s	GTO only	1st (Low).....2.48:1	2.42:1	2.52:1	2.20:1	1st (Low).....2.48:1
1st	2.85:1	2.54:1	2.42:1	2.85:1	2.52:1	2.20:1	2nd (Super).....1.48:1	1.61:1	1.88:1	1.64:1	2nd (Super).....1.48:1
2nd	1.68:1	1.50:1	1.61:1	1.88:1	1.64:1	1.64:1	3rd (Drive).....1.00:1	1.00:1	1.46:1	1.28:1	3rd (Drive).....1.00:1
3rd	1.00:1	1.00:1	1.00:1	1.35:1	1.46:1	1.28:1	Reverse.....2.08:1	—	1.00:1	1.00:1	Reverse.....2.08:1
4th	—	—	—	1.00:1	1.00:1	1.00:1					
Reverse	2.95:1	2.63:1	2.33:1	2.85:1	2.59:1	2.27:1					
Total Torque Multiplication at Start OHC 6 & 350 H.O. V-8 4.93:1 350 V-8 2-BBL..... 4.4:1							Total Torque Multiplication at Start 4-BBL Engine..... 5.7:1 2-BBL Engine..... 5.09:1				

General specifications

Catalina, Ventura, Executive, Bonneville, Brougham and Grand Prix

CHASSIS

FRAME: Perimeter with swept-hip design. Entire passenger compartment is encircled by heavy steel side members. Five crossmembers join parallel bars for structural rigidity. Front frame side bars strengthened and revised for improved bumper impact force distribution. Frame design varies to meet requirements of individual body styles.

WHEELS AND TIRES: 14 x 6 JK steel disc wheels with 8.55 x 14 low-pressure tubeless tires. 8.25 x 14 standard on Catalina 2- and 4-door Sedans, except when equipped with air conditioning. 8.85 x 14 tires standard on 3-seat Station Wagons.

FRONT SUSPENSION: Ball joint independent front suspension with compression type lower ball joint. Upper control arms pivoted on low dynamic rate rubber bushings have open end joined by strap. Lower control arms have dual rate rubber bushings. Large diameter, low-rate coil springs, hydraulic shock absorbers mounted inside coil springs, compound anti-dive control.

FOUR LINK REAR SUSPENSION: Angle-mounted upper and lower control arms. Control arms have low dynamic rate rubber bushings. Large diameter, low-rate coil springs mounted over rear axle. Angle-mounted hydraulic shock absorbers with new valving. Drive and torque taken through rubber cushioned control arms.

STEERING: Link parallelogram type steering linkage with energy absorbing steering column. Self-adjusting steering gear with recirculating ball bearing—both manual and power. Ball-type pivot joints pitman arm to intermediate rod assembly. Steering gear ratio, manual 24:1, with optional power 17.5:1 on Catalina—variable ratio (16.0 to 12.2) on power steering on other series.

BRAKES: Dual master cylinder and safety pressure switch with self-adjusting brakes, air cooled, internal expanding hydraulic type. Two shoe, fixed single anchor. Drum diameter—front 11", rear 11". Total swept area for four brakes 326.9 square inches. Foot-controlled parking brake operates on rear service brake system. Vacuum power brakes and disc front brakes optional at extra cost.

TRANSMISSION AND DRIVE TRAIN: 3-speed manual transmission standard all models. (All manual transmissions synchronized in all forward gears.) Turbo Hydra-Matic and 4-speed manual transmissions optional at extra cost. Tubular drive shaft. Lightweight Salisbury type semi-floating hypoid rear axle. Safe-T-Track semi-locking differential optional at extra cost.

BODY

CONSTRUCTION: Fisher all-steel body with reinforced side rocker panels. Counter-balanced double hood and trunk construction. Thick laminate Safety Plate Glass in windshield, Solid Tempered Safety Plate Glass in all other windows. "Fire-Leveled" acrylic lacquer on all models. Circ-L-Aire heater and defroster standard on all models.

ELECTRICAL SYSTEM: 12-volt system with 42-ampere Delcotron generator, 53 amp. hr. battery with 8.6:1 compression ratio engines, 61 amp. hr. battery with 10.5:1 or 10.75:1 engines. Other extra-capacity systems available at extra cost.

ENGINE

GENERAL DESCRIPTION: V-8 short stroke 90° design. Aluminized valves. Hydraulic valve lifters, alloy cast iron block, 5 main bearings with 3" journals on 400-cu.-in. engines—3.25" on 428-cu.-in. engines (see engine chart). Balanced flow cooling system pumps water directly into each side of the cylinder block equally. Closed crankcase ventilation system standard.

FUEL SYSTEM: Choice of 2-barrel or 4-barrel downdraft carburetion with thermostatically controlled carburetor air pre-heater (see engine chart). Automatic choke. Centrifugal and vacuum control of distributor spark advance. Completely sealed fuel pump adds to performance characteristics—especially during warm weather or idle conditions.

EXHAUST SYSTEM: Two-stage exhaust system, consisting of muffler and resonator, standard on all models. Dual low restriction system standard on Grand Prix and on all models with the 428 HO engine. Optional at extra cost on all other models.

Tempest, Tempest Custom, Le Mans, Tempest Safari and GTO

CHASSIS

FRAME: Swept-hip-perimeter design with box section structure. Entire passenger compartment is encircled by heavy steel side members. Four crossmembers join parallel side bars for structural rigidity. Frame design and length varies to meet requirements of individual body styles.

WHEELS AND TIRES: 14 x 5 J steel disc wheels with 7.75 x 14 low pressure tires, all models with Overhead Cam 6-cylinder engines. 8.25 x 14 tires on models equipped with V-8 engines. 14 x 6 JK steel disc wheels with 6:77 x 14 redline tires on GTO.

FRONT SUSPENSION: Ball joint independent front suspension with upper control arms pivoted on rubber bushings. Lower control arms have dual rate rubber bushings. Large diameter, low rate coil springs. Double acting hydraulic shock absorbers, which are mounted inside coil springs, have revised valving to improve ride and add impact softness.

FOUR LINK REAR SUSPENSION: Spring over axle. Angle-mounted upper and lower control arms. Control arms have low dynamic rate rubber bushings. Large diameter, low-rate coil springs, angle-mounted hydraulic shock absorbers with revised valving. Drive and torque taken through rubber cushioned control arms.

STEERING: Link parallelogram with energy absorbing steering column. Recirculating ball bearing gear—both manual and power. Self-adjusting steering gear. Steering gear ratio, manual 24:1. Power steering with 17.5:1 ratio optional at extra cost.

BRAKES: Dual master cylinder and safety pressure switch with self-adjusting brakes, air-cooled, internal expanding hydraulic type. Two shoe, single anchor. Drum diameter—front 9.5", rear 9.5". Front lining width 2.50". Total swept area for four brakes 269.2 sq. in. Foot-controlled parking brake operates on rear service brake system. Vacuum power brakes and disc front brakes manual or power, optional at extra cost.

TRANSMISSION AND DRIVE TRAIN: 3-speed manual transmission standard all models. (All manual transmissions synchronized in all forward gears.) Automatic transmission, heavy-duty 3-speed manual standard on GTO (with V-8 engines), or 4-speed manual transmission optional at extra cost. Tubular drive shaft with two universal joints. Semi-floating Salisbury type hypoid rear axle. Safe-T-Track semi-locking differential optional at extra cost.

BODY

CONSTRUCTION: Fisher all-steel body with reinforced side rocker panels. Counter-balanced double hood and trunk construction. Thick laminate Safety Plate Glass in windshield, Solid Tempered Safety Plate Glass in all other windows. "Fire-Leveled" acrylic lacquer on all models. Circ-L-Aire heater and defroster standard on all models.

ELECTRICAL SYSTEM: 12-volt system with 37-ampere Delcotron generator, 44 amp. hr. battery with 9.0:1 compression ratio engines, 53 amp. hr. battery with 9.2:1, 61 amp. hr. with 10.5:1 or 10.75:1 engines. Extra-capacity electrical systems optional at extra cost.

ENGINE

GENERAL DESCRIPTION: 250 CU. IN. 6—Overhead Cam In-Line 6-cylinder, all-aluminum slipper-skirt type cast pistons, aluminized large valves, with automatic zero valve lash adjustment. Lightweight alloy cast-iron block. 7 main bearings, 2.30" journals. Closed crankcase ventilation system standard.

V-8—V-8, short stroke 90° design. Aluminized valves. Hydraulic valve lifters, lightweight alloy cast iron block. 5 main bearings with 3" journals on 350 and 400 cu. in. engines (see engine chart). Balanced flow cooling system pumps water directly into each side of the cylinder block on V-8s only. Closed crankcase ventilation system standard.

FUEL SYSTEM: Choice of 1-barrel (6 cyl. only), 2-barrel or 4-barrel downdraft carburetion mounted on high ram type intake manifold (see engine chart). Automatic choke. Centrifugal and vacuum control of distributor spark advance. Sealed fuel pump adds to performance—particularly during warm weather and prolonged idle conditions. Carburetor air pre-heater standard.

EXHAUST SYSTEMS: Engines with single-barrel carburetor have single outlet manifold routed to reverse flow muffler. Engines with 4-barrel carburetor have high-performance dual outlet manifold connecting to a low-restriction reverse flow muffler. Dual low-restriction system standard on 350 HO and all 400 cu. in. GTO engines (optional at extra cost on other V-8 models—dual system not available on Station Wagon).

Tailor your Pontiac just the way you want it with any of the following factory- and dealer-installed options & accessories.

COMFORT, CONVENIENCE AND APPEARANCE

Air conditioning, Custom and Automatic Temperature Control (Pontiac only)

Brakes, power • Disc, front
Clock, standard and rally (both electric)
Console, w/bucket seats only
Cruise Control System
Cushion, foam front
De-fogger, rear window (except Station Wagons and Convertibles)
Dispenser, tissue
Exhaust extensions (Tempest, Tempest Custom, LeMans and GTO only)

Fender skirts (Catalina and Executive only)
Floor mats, front and rear
Glass, Soft-Ray tinted—all around or windshield only
Guards, door-edge
Heater, engine block—water
Lights, cornering
Locks, gas cap, luggage compartment and rear door safety
Luggage carriers
Mirrors, outside remote-control rearview • visor vanity
Pad, rear load area (all station wagons)
Radios: AM • AM/FM • Stereo-Multiplex • electric antenna • rear-seat speakers, and stereo-effect Verbra-Phonic speakers
Roof cover, Cordova vinyl
Safeguard speedometer and low-fuel warning lamp
Screens, taillight and rear door
Seats—Strato-bucket, Notch-back, Strato-bench and reclining
Seats, power-operated
Ski carriers
Steering, power—17.5:1 ratio except 16.0:1-12.2:1 variable-ratio on Executive, Bonneville and Grand Prix
Steering wheels, deluxe and custom sports
Steering wheel, tilt
Tape player, stereo
Tires, whitewall
Trailer-hauling equipment—ask for special folder
Trunk lid release, remote-control
Wheel discs: deluxe • custom • wire
Wheel hub and drum assembly, aluminum (Pontiac only)
Window Lifts, power-operated (std. on Bonneville Brougham)
Wheels—Rally II

PERFORMANCE

Axle ratios—see Power Train page
Battery, heavy-duty
Brakes, power
Clock, electric and rally
Cluster, Custom Gauge and Rally
Disc Brakes, front
Engines, optional
Exhausts, dual (standard on GP, 350 HO, GTO and w/428 (HO engines)
Exhaust extensions (Tempest, Tempest Custom, LeMans and GTO only)
Frame, heavy-duty (except Station Wagons and Convertibles)
Limited slip differential, Safe-T-Track
Steering, power—17.5:1 ratio (see above)
Steering wheels, deluxe and custom sports
Suspension, heavy-duty
Tachometer
Tires, oversize, wide-oval and Fastrak
Transmissions: Heavy-duty 3-speed, 4-speed manual, 2-speed automatic or Turbo Hydra-Matic
Wheel hub and drum assembly, aluminum (Pontiac only)
Wheels, steel, competition-type Rally II (Tempest, Tempest Custom, LeMans, Tempest Safari and GTO only)
Wheels, steel, competition-type Rally II (all models)
(For more information on performance, accessories, Firebirds or Station Wagons, ask for our special catalogs.)

Basic specifications, all engines

Engine	250 OHC 6	350 and 350 HO V-8	400 V-8	428 and 428 HO V-8
Displacement (cu. in.)	250	350	400	428
Bore and Stroke (nominal)	3.88 x 3.53	3.88 x 3.75	4.12 x 3.75	4.12 x 4.00
Cooling System Capacity (qts.)	12.1	18.6	17.8—GTO 18.0—Cat., Exec., Bonne. 18.6—G. Prix	17.2
Oil Capacity (qts.) (less filter refill)	5	5	5	5
Fuel Capacity (gals.)	21.5	21.5	26.5 (24.0 on station wagons) (21.5 on GTO)	26.5 (24.0 on station wagons)

Basic dimensions (inches)

	Front Tread	Rear Tread	Wheel-base	Overall Length	Overall Width
Catalina, Ventura	63	64	121	216.5**	79.8
Grand Prix	63	64	121	216.3	79.8
Executive	63	64	124*	223.5**	79.8
Bonneville, Brougham	63	64	124*	223.5**	79.8
Tempest, Tempest Custom	60	60	112***	200.7†	74.4
Tempest Safari	60	60	116	211.0	74.8
Le Mans and GTO	60	60	112***	200.7†	74.8

*Except Bonneville and Executive Safari Station Wagons—121 inches.
**Except Bonneville, Executive Safari and Catalina Station Wagons—217.8 inches.
***Except 4-Dr. Sedans, 4-Dr. Hardtops and Tempest Custom Station Wagons—116 inches.
†Except 4-Dr. Sedans and 4-Dr. Hardtops—204.7 inches.

Quick reference specific model dimensions (inches)

	4-Door Sedan	2-Door Sedan	2-Door Sports Coupe	2-Door Hardtop Coupe	4-Door Hardtop	Con-vertible	Station Wagon
OVERALL HEIGHT							
Catalina, Ventura	54.8	54.8		53.8	53.6	54.2	55.9
Executive	54.8			54.0	53.8		55.9
Bonneville, Brougham				54.0	53.8	54.4	55.9
Grand Prix				53.0			
Tempest	52.5		51.8				
Tempest Custom	52.5		51.8	51.8	52.3	52.1	54.4
Le Mans			51.8	51.8	52.3	52.1	
Tempest Safari							54.4
GTO				52.2		52.5	

FRONT SEAT LEG ROOM (Max. Effective)							
Catalina, Ventura	42.4	42.4		42.4	42.4	42.4	41.5
Executive	42.4			42.4	42.4		41.5
Bonneville, Brougham				42.4	42.4	42.4	41.5
Grand Prix				42.3			
Tempest	41.2		41.2				
Tempest Custom	41.5		41.2	41.2	41.4	41.5	42.6
Le Mans			41.3	41.3	41.5	41.2	
Tempest Safari							42.7
GTO				41.3		41.2	

REAR SEAT LEG ROOM (Min. Effective) (Station Wagon Second Seat)							
Catalina, Ventura	38.1	37.5		34.0	37.7	34.0	38.2
Executive	38.1			34.0	37.7		38.2
Bonneville, Brougham				34.0	37.7	34.0	38.2
Grand Prix				35.2			
Tempest	33.8		32.3				
Tempest Custom	33.8		32.2	32.2	33.8	32.2	34.8
Le Mans			32.4	32.4	33.8	32.4	
Tempest Safari							34.8
GTO				32.4		32.4	

FRONT HEAD ROOM (with Seat Depressed)							
Catalina, Ventura	39.1	39.1		38.5	38.2	39.1	39.2
Executive	39.0			38.5	38.2		39.2
Bonneville, Brougham				38.5	38.2	39.1	39.2
Grand Prix				37.9			
Tempest	38.5		37.8				
Tempest Custom	38.5		37.8	37.8	38.5	38.7	38.4
Le Mans			37.5	37.5	38.0	38.5	
Tempest Safari							38.0
GTO				37.5		38.5	

REAR HEAD ROOM (with Seat Depressed) (Station Wagon Second Seat)							
Catalina, Ventura	37.7	37.7		37.3	37.2	37.9	39.0
Executive	37.6			37.3	37.1		39.0
Bonneville, Brougham				37.3	37.1	37.9	39.0
Grand Prix				37.2			
Tempest	37.1		36.3				
Tempest Custom	37.1		36.3	36.3	37.1	37.0	38.3
Le Mans			36.2	36.2	36.9	37.0	
Tempest Safari							38.3
GTO				36.2		37.0	

(a) Cargo Volume (cu. ft.)—2- and 3-Seat Catalina and Executive Safari models—underfloor compartment provides 8.9 additional cu. ft. on 2-seat models, 4.2 cu. ft. added to Catalina and Executive 3-seat models and 3.9 cu. ft. added for Bonneville compartment.

(b) Add 10.0 cu. ft. for compartment under rear load floor.

NOTICE: All options noted herein, including whitewall tires, Decor Group, and radios illustrated on some models, are extra-cost equipment unless otherwise specified. Ask your dealer for all price information on any model or special equipment you desire.



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