



NINETEEN
SIXTY FIVE
PONTIAC

nineteen sixty-five pontiac

THE BONNEVILLE

BROUGHAM	2 AND 3
SPORTS COUPE, 4-DOOR VISTA	4
CONVERTIBLE	5
INTERIORS	6 AND 7

THE GRAND PRIX

SPORTS COUPE	8 AND 9
INTERIORS	10 AND 11

THE STAR CHIEF

4-DOOR SEDAN	12 AND 13
4-DOOR VISTA	14
INTERIORS	15

THE CATALINA

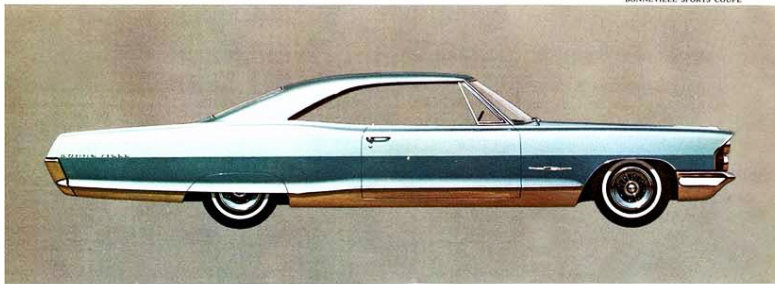
SPORTS COUPE	16 AND 17
CONVERTIBLE, 4-DOOR VISTA	18
2-DOOR SEDAN, 4-DOOR SEDAN	19
INTERIORS	20 AND 21

THE 2+2

CONVERTIBLE	22
SPORTS COUPE	23
INTERIOR	26



BONNEVILLE BROUGHAM



BONNEVILLE SPORTS COUPE



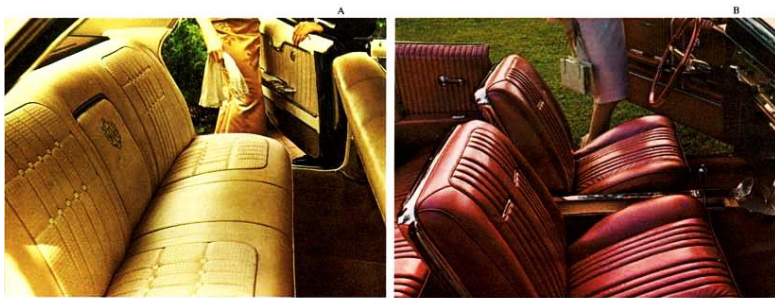
BONNEVILLE 4-DOOR VISTA

(Shown on the side of this car, with the same wheels from the many options and custom features offered by Pontiac on page 46. They're available at extra cost, and we'll work it in giving yourself and your car.)

Maybe the year of the Quick Wide-Tracks is your year for moving up to Bonneville. There's no mistaking, Bonneville deserves first place among Pontiacs. Look at its longer, lower silhouette for 1965, unbroken from wraparound front bumper to massive rear deck save for one sweeping accent in stainless steel. The side glass is gracefully curved to allow extra room inside. Interiors are beautifully coordinated throughout. The Bonneville Brougham (a page back) is all this and more, from its limousine interior to the padded Cordova vinyl roof you'll want—obviously the car for people who love luxury but insist on being practical.



BONNEVILLE CONVERTIBLE



Shown on the left in 1971 (1967) are some items from the many options and custom features offered by Pontiac on page 46. They're available at extra cost, and with worth it in driving comfort and convenience.

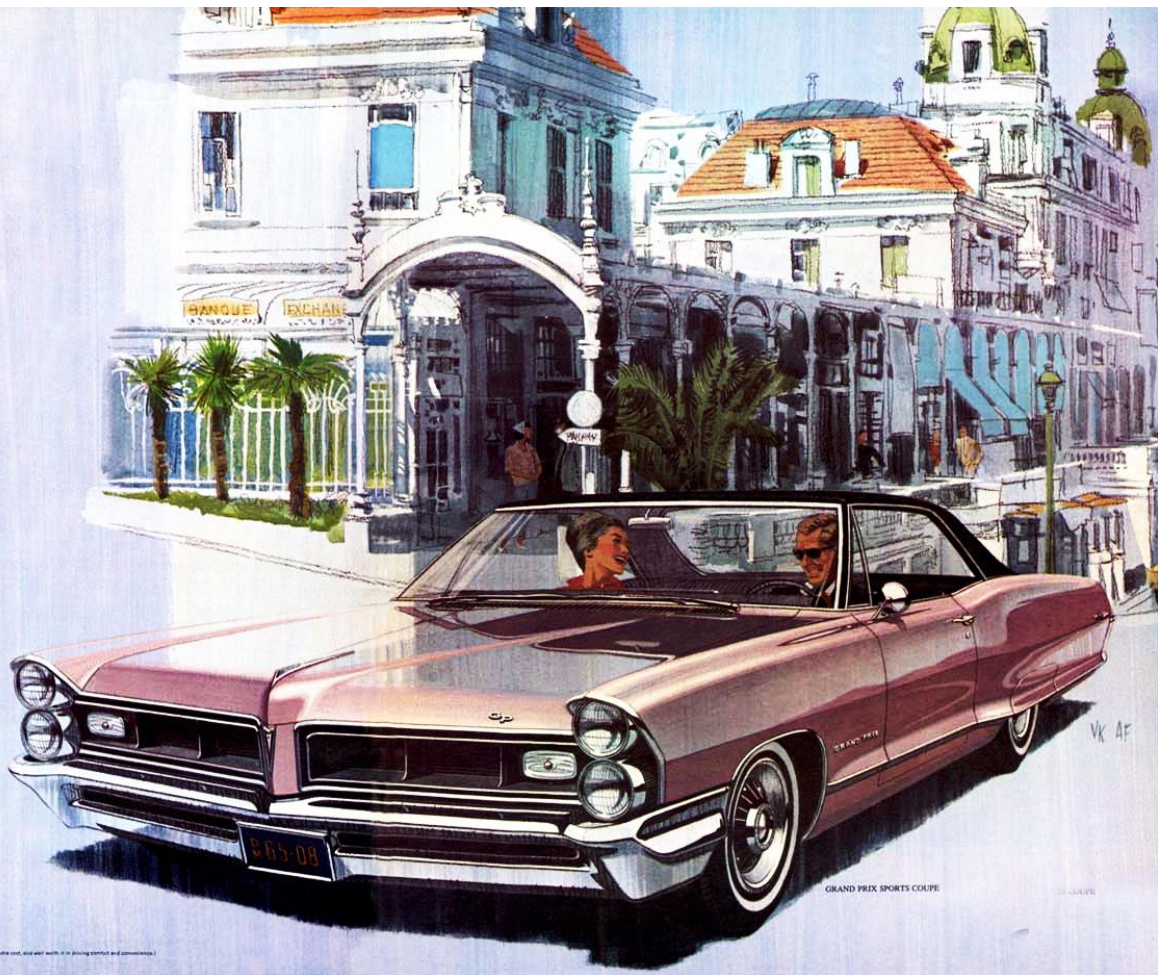
C

Bonneville owes its quickness (and its quietness) to the perfectionists at Pontiac. The 389-cu. in. engine in a Bonneville turns out 325 hp when you team it with Turbo Hydra-Matic—our new automatic transmission that's quicker, smoother, more responsive in city or country. A new 2.56:1 rear axle ratio is a Pontiac exclusive. Practically an overdrive, the low-ratio axle holds down engine rpm's at all speeds for quieter cruising and better fuel economy. In a Bonneville, you ride our road-smoothing 124-inch wheelbase on Wide-Track, isolated from shocks and noises by special butyl rubber body mounts. There's thick, nylon-blend carpeting door to door, luxury everywhere. The elegant Brougham (A) is upholstered in rich Ponchartrain cloth and Morrokide expanded vinyl, with armrests front and rear and assist grips at each door. The special-order bucket seats (B) and convertible bench seat make lavish use of genuine leather. The Bonneville instrument panel (C) has handsome walnut trim and full-width padding. Clock, courtesy lamp and padded assist grip are standard. So are dual-speed articulated electric wipers, jointed to sweep more windshield area (a Pontiac exclusive for 1965). Custom steering wheel, also trimmed in walnut, has twin horn buttons set in its spokes. The standard Bonneville interior is expanded Morrokide (D) or Province cloth and Morrokide (E), each keyed throughout in a single color. Seats belts are standard.

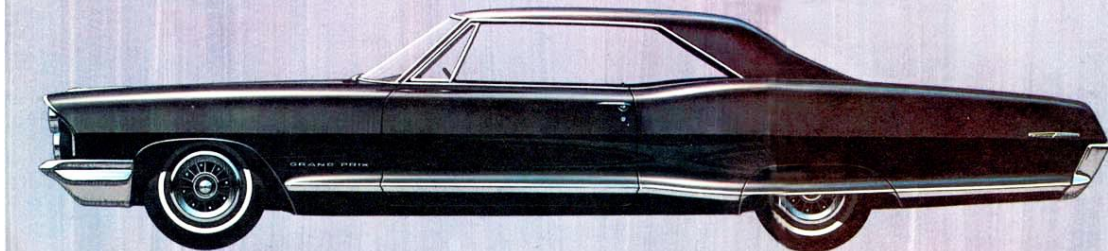


E

Where do we start to tell you what's new on the beautifully all-new Grand Prix for '65? New styling, you can see. New sweep to the roofline, you can also see. And we don't have to tell you that the unique venturi shape that travels the full length of the car is going to be the most noticed shape of the year. So why do we run on and on like this? Well, as any Grand Prix owner will tell you, it's awfully hard to stop talking about it. For instance, once you drive a Grand Prix with its 333-hp engine and snappy 3.23:1 rear axle ratio, you'll want to tell everyone you know about these really quick Pontiacs. And the same is true when you try the silky new Turbo Hydra-Matic transmission that whooshes you forward so quickly and so positively you think a new form of transportation has just been invented. (It has.) Then there's improved suspension. Bigger, better brakes. More noise-deadening insulation than ever before. Fancy new articulated windshield wipers that sweep a bigger area clean, stay firmly down on the windshield even at highway cruising speeds. (And, if you like, you can equip your Grand Prix with any kind of engine from a regular-fuel 256-hp job all the way up to our 376-hp, 3-2 bbl carburetor, 421-cu. in. powerhouse. But let's not stop there. Turn the page...



GRAND PRIX SPORTS COUPE



One of the nice things about buying a Pontiac is the choice you get . . . and the Grand Prix is certainly a Pontiac if there ever was a Pontiac. Did you know you could order your Grand Prix with either an all-Morrokide expanded vinyl interior or a combination of cloth and Morrokide at no extra cost? Did you know you could choose from nine different coordinated color schemes for the interior, also at no extra cost? Did you know the wood-grained dash and console are standard equipment? So are the nylon-blend carpeting, the glove box light, courtesy light, the cigarette lighter, the padded dash, the padded assist bar, the seat belts, the deluxe wheel discs, and your choice — bucket seats or bench! By the time you get to the Pontiac accessories on page 48, you'll have so little to add to tailor the Grand Prix to your own personal taste it's like that last little bit of frosting on the cake. You can add aluminum wheels, for instance. Heavy-duty suspension will make the Grand Prix more of a Grand Touring car than most that go by that name. And if you like to bask in luxury, go for Pontiac's new Automatic Temperature Control system . . . power windows, power brakes, power steering, power seat, power antenna . . . wait! Don't buy a Grand Prix without even driving one. But if your appetite is whetted, ask for our special GP catalog.

Some of the new GM styling features shown here are the Morrokide interior shown here by Pontiac on page 48. They're available on other GM, and other GM, cars, trucks and vans.

Though it's altogether new this year, Star Chief doesn't forget its Pontiac tradition. We've a reputation for comfort and luxury and performance to uphold, and we do. Star Chief for 1965 rides the new 124-inch wheelbase, longer and even smoother than last year. Luxury? Star Chief offers eight interiors to choose from and appointments that cost extra in many cars. As for performance, our standard Trophy V-8 in the Star Chief now delivers 290 hp if you order Turbo Hydra-Matic, 256 hp with fully synchronized standard 3-speed, on regular fuel in the bargain. Some bargain! Some car!



Shown on the page in this ad are some items from the many patterns and custom features offered by Pontiac on page 40. They're available on some models, and aren't available on all models and combinations.

STAR CHIEF 4-DOOR SEDAN



Shown on the left is the 1965 Star Chief. To the right are the many options and custom features offered by Pontiac on page 48. They're available at extra cost, and are worth it in driving comfort and convenience.

STAR CHIEF 4-DOOR VISTA

Star Chief goes even smoother (if you can imagine that!) with Wide-Track and our new ride. Like all the other Pontiacs for 1965, this car's different from the tires on up. All around you is a swept-hip perimeter frame—solid, rugged, quiet. The floor is flatter in front, the door sills lower so you can enter and leave more easily. A refined suspension system—springs and shock absorbers—soaks up jolts while our Wide-Track straightens out the curves. Because the steering is self-adjusting now, it's more precise. Brakes are bigger and better balanced, too. If all this gives you an urge to roam, feel free. With Pontiac's economical low-ratio rear axle and big 26.5 gallon fuel tank, you'll go a long way between stops. A pleasant way it is to travel, by Star Chief. You choose from eight standard interiors in new colors and textures, Morrokide throughout (A) or lustrous cloth and Morrokide (B). Adding to Star Chief's quiet good taste is nylon-blend carpeting underfoot and perforated, sound-absorbing liner overhead—each, of course, in a matching or complementary color. A handsome choice for the sporty Vista roofline is a padded Cordova vinyl fabric top with its distinctive grained pattern, in black or ivory. Automatic Temperature Control is something else you'll want and who wouldn't? You simply dial the temperature you prefer, like setting the thermostat at home, and this heating-cooling system keeps you comfortable whatever the climate or season.





CATALINA SPORTS COUPE

You say you want a quick and agile car? Handsome. But practical. You must mean a Catalina. It's pure Pontiac, as you can see, yet the price is practical indeed. You get Wide-Track, a 121-inch wheelbase, a Trophy V-8 and all the niceties: full carpeting, electric wipers, dual sun visors, foam-cushioned front seat. Standard engine is 389 cu. in., 256 hp with our new all-synchromesh 3-speed transmission; 290 hp when you order Turbo Hydra-Matic or the 4-speed gearbox. We must have been reading your mind!

CATALINA CONVERTIBLE



CATALINA 2-DOOR SEDAN



CATALINA 4-DOOR SEDAN



CATALINA 4-DOOR SEDAN

Shown on the right is a 1965 Pontiac Catalina. The Pontiac logo and design features shown by Pontiac are used as trademarks of Pontiac, Inc. and are not to be used without the written consent of Pontiac, Inc.

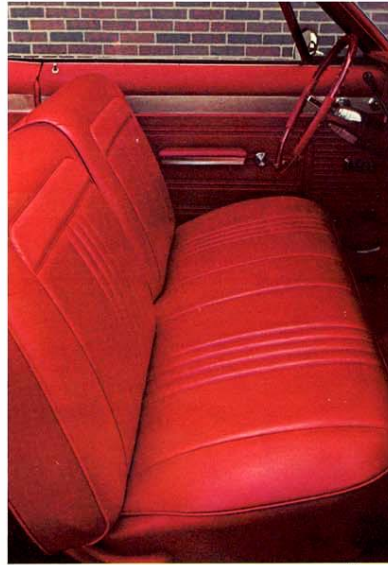
Pontiac accessories make Catalina any kind of car you want. If our standard engine's not quick enough for you, take your pick from a double handful of Trophy V-8s up to 421 cu. in., 376 hp with dual exhausts. Add four-on-the-floor, a tachometer, an eager rear axle ratio, handling and ride package—you've got yourself a Car. Colors? Pontiac offers you 15, every one new for 1965 except black and white. Inside a Catalina, you'll find everything comfortable and handsomely coordinated; (A) in sedans, standard cloth and Morrokide (vinyl-coated fabric); (B) standard pleated cloth and Morrokide in Sports Coupe and Vista; (C) standard all-Morrokide in the Catalina convertible; (D) extra-cost Ventura Custom trim, Morrokide throughout.



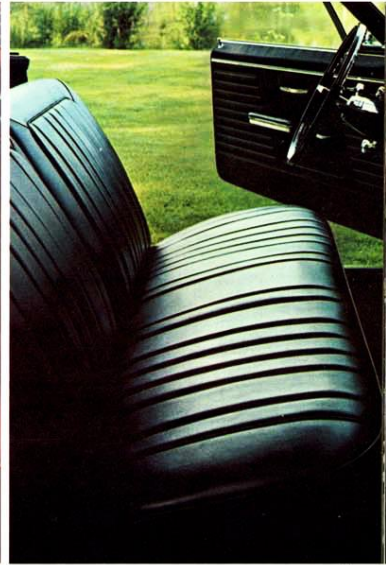
A



B



C



D



2+2

If sports cars came big and beautiful and comfortable and capable they'd be Pontiac 2+2's. There are two models—the Sports Coupe and the Convertible. The moving force is a whacking great 421-cubic inch 4 bbl engine of 338 hp, topped by chromed rocker covers and air cleaner. Standard equipment includes such things as bucket seats, seat belts, full carpeting, a fully-synchronized 3-speed trans-

mission with Hurst shifter, dual exhausts, a performance axle ratio, and heavy-duty springs and shocks to match the handling and ride to the car's performance capabilities. And styling touches like custom pinstriping and vertical louvers on the front fenders. If this sounds like your kind of car, ask the salesman for our special combined 2+2/GTO performance catalog and start browsing.



2+2 SPORTS COUPE

2+1 CONVERTIBLE

GTO CONVERTIBLE



GTO SPORTS COUPE

GTO

Ever wondered what it feels like to be shot from a cannon? The GTO comes in three models — the Hardtop, the Sports Coupe, and the Convertible. Both engines for it are 389-cubic inchers, the standard one putting out 335 hp and high-performance one 360 hp. And both engines have chromed rocker covers, air cleaners and oil filler caps. The suspension

is firmed up with heavy-duty springs, shocks and stabilizer bar. Bucket seats with belts are standard, as are a 3-speed floor shift, dual exhausts, custom pinstriping and performance 7.75 x 14 red-circle tires (the ones they call tiger paws). Care to know more? Ask the salesman for the special combined GTO/2+2 performance catalog, why don't you?



GTO HARDTOP COUPE



Left is the standard 2 + 2 interior. All-Morrokide seats and door panels, with a thick slather of carpeting in a matching color. Pretty plush, wouldn't you say? This one's done in a straight black. The other colors are red, parchment, and blue charcoal. Below is the standard GTO interior. Besides parchment, you can have it in blue, black, turquoise, gold, and red. The seats and door panels are expanded vinyl, while the cushy carpeting all over the place is a nylon blend. They help make a GTO the kind of car you hate to have to get out of.



LE MANS 4-DOOR SEDAN

Enter the Pontiac Le Mans! If ever a car made the low-priced cars look to their laurels, this is it. For where else can the traditional low-price buyer get a Pontiac that looks like this at a price so low he'd never believe possible? Normally, with all this luxury, you'd expect a luxury-car price. Why, in the car shown at right, the interior you see (Preston pattern cloth, with expanded Morrokide bolster strips) is standard! In black and blue charcoal combination or burgundy! Doors are cloth-trimmed, too, with carpeted lower panels to match the nylon-blend carpeting, and a whipcord perforated vinyl headlining. When you stop to think that you can get the Le Mans with the newest, smoothest, gas-saving six ever, or your choice of a regular or premium-fuel V-8, it really makes you want to stop looking right here, doesn't it?



Shown on the cars in this ad and on some items from the many different models shown. Subject of this ad is not to be used in any way without the express written consent of Pontiac.



LE MANS CONVERTIBLE



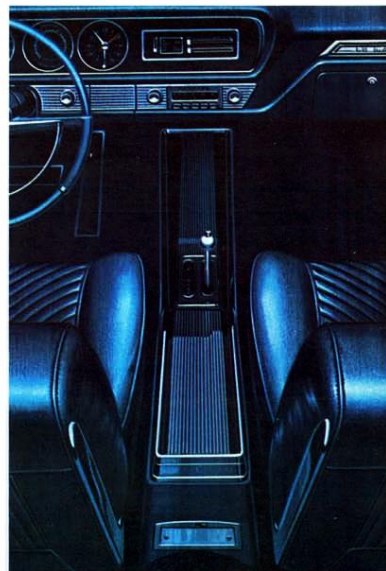
LE MANS HARDTOP COUPE



LE MANS SPORTS COUPE

Close to the line in this coloring are some items from the very special and custom features offered by Pontiac on page 30. They're available in white, gold, burgundy, with or in driving position and suspension.

Naturally it wouldn't be fair to limit the Le Mans to only one body style. So we make four and we leave the hard work of which three not to choose to you. And as if that isn't tough enough, we complicate matters by tossing in a special Le Mans interior as standard equipment. This means you get the beautiful brace of bucket seats you see illustrated at right in either blue, turquoise, black, red, parchment or gold. Seat belts. The snappy assist bar on the dash. An all-Morrokide interior replete with nylon-blend carpeting. (That center console is something to ask your dealer about, especially if you're the sporty sort.) For people who like our style but need lots of doors, we make the four-door Le Mans you saw back a page. Instead of buckets, it comes with a bench-seat upholstered in rich Preston cloth and expanded Morrokide, black and blue charcoal combination or burgundy. In a Le Mans you get a 140-hp six, or your choice of a 250-hp regular-gas V-8 or the 285-hp premium-fuel version. Mix these around with some of the optional rear axle ratios and you'll learn pretty quick what a quick Wide-Track is. But that's not the only choice you get when you order yourself a Pontiac Le Mans. Look: power steering, power brakes, power windows, power seat, automatic transmission; 4-speed stick; dual exhausts; sports steering wheel; Safe-T-Track limited slip differential; tinted glass and more. You want them *all*? Why not! Tell the salesman to get his order form!





TEMPEST CUSTOM CONVERTIBLE



TEMPEST CUSTOM HARDTOP COUPE



TEMPEST CUSTOM SPORTS COUPE



TEMPEST CUSTOM 4-DOOR SEDAN

If you haven't already seen the Tempest Custom Convertible languishing across the previous two pages, we'll pause a moment while you flip back to take a look. Then come back and listen to the delightful details. Ready? First of all, as with the Tempests on the adjoining page, did you ever see a car that looked so completely Pontiac? This is even more remarkable when you realize that the Pontiac Tempest is staring the low-priced field right in the pocketbook. Let's face it. You can't go anywhere else and get so much that's Pontiac for so little money. The stacked headlights are so distinctively Pontiac! The famous split grille is practically a Pontiac trademark. And, of course, the styling is so purely Pontiac that it carries the name, front and rear. And while we're talking about Pontiac features, look at the interior. It comes in three color choices in the convertible, four in the other models. Needless to say, carpeting is standard throughout, as are things like the heater, cigarette lighter, armrests and dual sun visors. You don't find us camouflaging them in the optional-at-extra-cost list and charging you a pocketful of money for them. (We did say Pontiacs give you more for your money, didn't we?) The standard engine is the six — that snappy, happy economical powerhouse we've been touting as one of the smoothest, newest ones in the industry. Or you can choose from the two V-8s. What more can we say? Go take another look at that convertible!



TEMPEST SPORTS COUPE



Options on this car include loading and some. Always wear the seat belt and please don't drink & drive. This is available at extra cost, and with weight it is strictly optional and non-transferable.

TEMPEST 4-DOOR SEDAN

And now, for the man who yearns for a Pontiac but thinks he can't afford it, we offer the ultimate inducement: the Pontiac Tempest. One look and you see that it's every bit as much Pontiac as every other model . . . that it's every bit as stylish . . . that it carries every bit as much prestige and quality from its Wide-Track stance to the Pontiac crest up front. But there's more here to like than looks alone. Drive it. Whiz around the block a few times and see how this Tempest responds to the 140-hp six. Notice how Wide-Track ride flattens out the corners and gives the car that distinctive big-car feel. Look over the standard equipment—things like a heater and defroster; armrests on the front doors; cigarette lighter; dual sunshades; dual seat belts. Examine the fine interiors. They come in cloth and Morrokide, in three colors besides the blue shown at right. Then add it all up. It comes to a whole lot of car you'd have to lay out a lot more money for if it came with any other nameplate. But the trouble with other nameplates is that somehow they're unable to come up with the kind of extra-special pizzazz that make Pontiac Tempests such a big hit everywhere they go! (You don't find yourself staring at other makes as avidly as you do at Tempests, do you? See?) The only thing left for you to do is to decide whether you want to give all this up for a comparably priced low-priced make. Few people do—especially after they've driven a Tempest. Have you?





Clearer on the road, in this coming model year, than the more popular two-door sedan, priced as follows on page 46. This is standard on this boat, and we don't think it's a good idea to compare it.

We know what a wagon should be. We've been making great ones for years. But we're not ones to sit back and rest on our success — and here's proof: the quick 1965 Safaris! These are big wagons, the Bonneville and Catalina Safaris, with a new, longer wheelbase (121 inches) and more than 90 cubic feet of loadable space. Doors and pillars are thinned down this year, side windows gracefully curved so there's more room inside. Safari wagons for 1965 have more horsepower, better performance in proportion to their size because they're big and because they carry heavy loads. The 333-hp Trophy V-8 in the Bonneville Safari is the most powerful standard engine in *any* wagon. When you order Turbo Hydra-Matic, Pontiac Safaris come with the lowest standard rear axle ratio in the industry for sprightly performance and good economy in the bargain. Pontiac Safaris provide all the comforts of a sedan, including articulated wipers that sweep a larger windshield area now — especially in the corners. (They're standard on Bonneville.) We know what a wagon should be, don't we?

BONNEVILLE CUSTOM SAFARI



CATALINA 9-PASSENGER SAFARI



CATALINA 6-PASSENGER SAFARI

The standard 389-cu. in. Catalina engine has a quick 290 hp working when you order Turbo Hydra-Matic. You can up that to 376 hp if you order one of the 421-cu. in. versions. Besides the stability of Wide-Track, Safari wagons have suspension systems specially tuned to match their loading characteristics. Result is less sway and a better ride carrying a full load. You can also order special trailer-hauling options on your Safari wagon right from the factory. Pontiac Safaris come three ways: 6-Passenger Bonneville; 6- or 9-Passenger Catalina. (Its third, rear-facing seat is three inches wider than last year's — and that's *wide*.) Standard interior in the Bonneville Safari (A) is Morrokide throughout — in slate, red and turquoise. Thick, nylon-blend carpeting goes all the way back to the tailgate. Standard interior in the Catalina Safari (B) is all-Morrokide, too; blue, turquoise, green, gold and red. There's full carpeting underfoot in the main passenger compartment, matching vinyl back in the load area. (If you're wondering about the Cordova vinyl roof you see on the Catalina at left, it's new for 1965. You can get it in black or beige, whether you order the roof luggage carrier or not.) Other options? You say the word: Turbo Hydra-Matic; four-speed synchromesh; power steering, brakes and windows; Automatic Temperature Control; seven-position tilt wheel, and many many more.



B



If you don't think wagons can be luxurious and practical at the same time, you just look at Tempest Safari. It has more than 86 cubic feet of cargo space back there when the second seat is down. It has Wide-Track, too, for greater stability; a specially tuned suspension system for a good, comfortable ride even when fully loaded. Standard engine is the gas-saving 140-hp six with 3-speed synchromesh transmission. You can get a 4-speed stick shift as well as a silky smooth automatic in your Tempest Safari wagon. If the six isn't quick enough for you, order up a quicker V-8: 250 hp on regular fuel; or a still quicker V-8: 285 hp on premium. Tempest Safaris come two ways. In the Tempest Custom Safari, that all-Morrokide interior you see at left is standard. So is the deep-pile, nylon-blend carpeting door to door. So is a padded vinyl mat covering the load area. (Bright metal skid strips ease the loading and unloading, add a decorative flair besides.) Tempest Safari is the lowest priced wagon Pontiac makes, but you'd never know it. The cloth and Morrokide interior above is one reason; that Pontiac style is another. Color choice? Take your pick from four handsome interiors: blue, turquoise, gold and red in the Tempest Custom; gold, turquoise, red and silver in the Pontiac Tempest—all handsomely coordinated, of course. We can't imagine why anybody'd look anywhere else for a wagon.




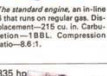
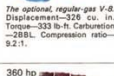



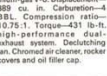
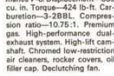




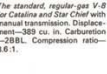
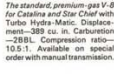
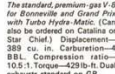



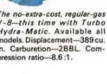
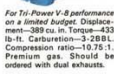
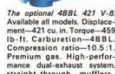
TEMPEST SAFARI



TEMPEST CUSTOM SAFARI

(Shown on the left in this setting are some items from the major systems and custom features offered by Pontiac on page 46. They're available at extra cost, and vary with 1-1/2 driving conditions and accessories.)

Select the right engine and transmission for your Pontiac

Tempest and Le Mans	140 hp  The standard engine, an in-line 6 that runs on regular gas. Displacement—218 cu. in. Carburetor—2BBL. Compression ratio—8.6:1.	250 hp  The optional, regular-gas V-8. Displacement—329 cu. in. Torque—359 lb.-ft. Carburetor—4BBL. Compression ratio—9.2:1.	285 hp  The optional, high-performance V-8. Displacement—329 cu. in. Torque—359 lb.-ft. Carburetor—4BBL. Compression ratio—10.5:1. Premium gas. Dual exhausts.
	335 hp  The standard engine, a premium-gas V-8. Displacement—389 cu. in. Carburetor—4BBL. Compression ratio—10.75:1. Torque—431 lb.-ft. High-performance dual-exhaust system. Ducting fan. Chrome air cleaner, rocker covers and oil filler cap.	360 hp  The optional, high-performance V-8. Displacement—389 cu. in. Torque—429 lb.-ft. Carburetor—4BBL. Compression ratio—10.75:1. Premium gas. High-performance dual-exhaust system. Ducting fan. Chrome air cleaner, rocker covers, oil filler cap. Ducting fan.	
GTO	256 hp  The standard, regular-gas V-8 for Catalina and Star Chief with manual transmission. Displacement—389 cu. in. Carburetor—2BBL. Compression ratio—8.6:1.	290 hp  The standard, premium-gas V-8 for Catalina and Star Chief with Turbo Hydra-Matic. Displacement—389 cu. in. Carburetor—2BBL. Compression ratio—10.5:1. Available on special order with manual transmission.	325 hp  The standard, premium-gas V-8 for Bonneville and Grand Prix with Turbo Hydra-Matic. (Can also be ordered on Catalina or Star Chief.) Displacement—389 cu. in. Carburetor—4BBL. Compression ratio—10.5:1. Torque—429 lb.-ft. Dual exhausts standard on GP.
	256 hp  The standard, regular-gas V-8 for Catalina and Star Chief with manual transmission. Displacement—389 cu. in. Carburetor—2BBL. Compression ratio—8.6:1.	290 hp  The standard, premium-gas V-8 for Catalina and Star Chief with Turbo Hydra-Matic. Displacement—389 cu. in. Carburetor—2BBL. Compression ratio—10.5:1. Available on special order with manual transmission.	333 hp  The standard, premium-gas V-8 for Bonneville and Grand Prix with manual transmission. (Can also be ordered on Catalina or Star Chief.) Displacement—389 cu. in. Torque—429 lb.-ft. Carburetor—4BBL. Compression ratio—10.5:1. Dual exhausts standard on GP.
Pontiac	256 hp  The standard, regular-gas V-8 for Catalina and Star Chief with manual transmission. Displacement—389 cu. in. Carburetor—2BBL. Compression ratio—8.6:1.	290 hp  The standard, premium-gas V-8 for Catalina and Star Chief with Turbo Hydra-Matic. Displacement—389 cu. in. Carburetor—2BBL. Compression ratio—10.5:1. Available on special order with manual transmission.	333 hp  The standard, premium-gas V-8 for Bonneville and Grand Prix with manual transmission. (Can also be ordered on Catalina or Star Chief.) Displacement—389 cu. in. Torque—429 lb.-ft. Carburetor—4BBL. Compression ratio—10.5:1. Dual exhausts standard on GP.
	256 hp  The standard, regular-gas V-8 for Catalina and Star Chief with manual transmission. Displacement—389 cu. in. Carburetor—2BBL. Compression ratio—8.6:1.	290 hp  The standard, premium-gas V-8 for Catalina and Star Chief with Turbo Hydra-Matic. Displacement—389 cu. in. Carburetor—2BBL. Compression ratio—10.5:1. Available on special order with manual transmission.	333 hp  The standard, premium-gas V-8 for Bonneville and Grand Prix with manual transmission. (Can also be ordered on Catalina or Star Chief.) Displacement—389 cu. in. Torque—429 lb.-ft. Carburetor—4BBL. Compression ratio—10.5:1. Dual exhausts standard on GP.
Pontiac Optional	256 hp  The low-cost, regular-gas V-8 for Catalina and Star Chief with Turbo Hydra-Matic. Available on all models. Displacement—389 cu. in. Carburetor—2BBL. Compression ratio—8.6:1.	338 hp  For Tri-Power V-8 performance with Turbo Hydra-Matic. Displacement—421 cu. in. Torque—461 lb.-ft. Carburetor—4BBL. Compression ratio—10.75:1. Premium gas. Should be ordered with dual exhausts.	356 hp  The optional 4BBL 421 V-8. Available on all models. Displacement—421 cu. in. Torque—461 lb.-ft. Carburetor—4BBL. Compression ratio—10.5:1. Premium gas. High-performance dual-exhaust system, straight-through mufflers. Chrome.
	256 hp  The low-cost, regular-gas V-8 for Catalina and Star Chief with Turbo Hydra-Matic. Available on all models. Displacement—389 cu. in. Carburetor—2BBL. Compression ratio—8.6:1.	338 hp  For Tri-Power V-8 performance with Turbo Hydra-Matic. Displacement—421 cu. in. Torque—461 lb.-ft. Carburetor—4BBL. Compression ratio—10.75:1. Premium gas. Should be ordered with dual exhausts.	376 hp  Our famous 421HO V-8. Displacement—421 cu. in. Torque—461 lb.-ft. Carburetor—4BBL. Compression ratio—10.75:1. Premium gas. High-output camshaft, valve springs, exhaust manifolds. Low-restriction air cleaner. Dual exhausts, straight-through mufflers. Ducting fan. Chrome.

3-SPEED MANUAL TRANSMISSIONS

Catalina, Star Chief, and Bonneville Fully-synchronized column-shift 3-speed standard. Floor shift available on all models. Console shift available only on Catalina Sports Coupe and Convertible, Bonneville Sports Coupe, Convertible, Vista, and Safari, with optional bucket seats.

Grand Prix Fully-synchronized console-shift 3-speed standard.

2+2 Fully-synchronized floor-shift 3-speed standard. Console shift optional.

Le Mans 4-door and Tempest Column-shift 3-speed standard. Console not available. Fully-synchro 3-speed opt. V-8 only.

Le Mans Column-shift 3-speed standard. Console optional. Fully-synchro 3-speed opt. V-8 only.

GTO Floor-shift 3-speed standard. Fully-synchronized floor-shift 3-speed available. Console shift optional, after transmission.

All 3-speed floor shifts are equipped with Hurst linkage.

4-SPEED MANUAL TRANSMISSIONS

Catalina, 2+2, Star Chief, and Bonneville Fully-synchronized floor-shift 4-speed available on all models. Console shift available only on the 2+2 and on the Catalina Sports Coupe and Convertible, Bonneville Sports Coupe, Convertible, Vista, and Safari, with optional bucket seats.

Grand Prix Fully-synchronized 4-speed available, console shift only.

Le Mans 4-door and Tempest Fully-synchronized floor-shift 4-speed available on all models. Console shift not available.

Le Mans and GTO Fully-synchronized floor-shift 4-speed available on all models, with or without console.

4-cyl. gear set is available for the 3-28BL GTO with 3.50:1 axle ratio and all Pontiacs with our 3-28BL/389 cu. in. engine or any of our 421-cu. in. engines, when equipped with 4.11:1 axle ratio. The advantages of the gear set show up under maximum acceleration conditions, when the closely spaced ratios keep engine rpm from dropping below the optimum horsepower/torque range every time you shift.

All 4-speed floor shifts are equipped with Hurst linkage.

AUTOMATIC TRANSMISSIONS

Catalina, 2+2, Star Chief, and Bonneville Turbo Hydra-Matic with column shift, available on all models. Console shift available only on the 2+2 and on the Catalina Sports Coupe, Convertible, Bonneville Sports Coupe, Convertible, Vista, and Safari, with optional bucket seats.

Grand Prix Turbo Hydra-Matic 2-speed automatic with column shift available on all models. Console shift not available.

Le Mans 4-door and Tempest 2-speed automatic with column shift available on all models. Console shift not available.

Le Mans and GTO 2-speed automatic with column or console shift, available on all models.

TRANSMISSIONS & GEAR RATIOS

	3-SPEEDS				ALL-SYNCHRO 4-SPEEDS				AUTOMATICS					
	Pontiac All-synchro	Tempest & Le Mans 6-cylinder	Tempest, Le Mans, GTO V-8	All V-8s Heavy Duty All-synchro	Pontiac	Special order Pontiac close-ratio	Tempest, Le Mans, GTO	Special order GTO close-ratio	Pontiac	Tempest & Le Mans 6-cyl.	Tempest & Le Mans V-8	GTO		
	1st	2.42:1	2.94:1	2.58:1	2.42:1	1st	2.56:1	2.20:1	2.56:1	2.20:1	1st (Low)	2.48:1	1.76:1	1.76:1
2nd	1.61:1	1.68:1	1.48:1	1.61:1	2nd	1.91:1	1.64:1	1.91:1	1.64:1	2nd (Super)	1.48:1	—	—	—
3rd	1.00:1	1.00:1	1.00:1	1.00:1	3rd	1.48:1	1.28:1	1.48:1	1.28:1	3rd (Drive)	1.00:1	1.00:1	1.00:1	1.00:1
Rev.	2.33:1	2.94:1	2.58:1	2.33:1	Rev.	2.64:1	2.27:1	2.64:1	2.27:1	Total torque multiplication at start	5.22:1	4.93:1	4.23:1	3.87:1

REAR AXLE RATIOS

Pontiac	2+2	GTO	Tempest
2.41:1			2.56:1
2.56:1			2.73:1
2.73:1			2.93:1
2.93:1			3.08:1
3.08:1		3.08:1	3.08:1
3.23:1	3.23:1	3.23:1	3.23:1
3.23:1	3.23:1	3.36:1	3.36:1
3.42:1	3.42:1		
3.55:(a)	3.55:(a)	3.55:1	3.55:1
3.73:1	3.73:1		
3.90:(b)	3.90:(b)	3.90:(a)	3.90:(a)
4.11:(a)	4.11:(a)	4.11:(b)	4.11:(b)
4.33:(b)	4.33:(b)	4.33:(b)	4.33:(b)

(a) Special order (b) Dealer installed

NOW PUT THE RIGHT ENGINE, TRANSMISSION AND AXLE TOGETHER.

First off, you'll never go wrong buying a Pontiac or Tempest with the standard power team. But it could be that you like tailoring a car to your own particular driving needs.

Well, our engines are all there on the left-hand page. They range all the way from regular-gas penny-savers on up to our multi-carbureted, 376-hp 421HO—the Thunderer. One of them is going to be just right for you.

The same goes for transmissions, what with 3-speeds, 4-speeds and automatics to choose from.

The standard axle ratios on all Pontiacs are chosen—after an extremely thorough testing program—as a delicate balance between performance and economy. Want more performance? Then order your car built with a numerically higher axle ratio (3.42:1 instead of 3.08:1, just as an example). You'll accelerate faster, but you'll also burn a bit more gas because the engine is turning more revolutions per mile.

More economy? Pick a lower number, 2.56:1 instead of 3.23:1, for example. You'll save on gas mileage, lose some performance. It's fun, building your own car. Try it.

CATALINA & STAR CHIEF STANDARD POWER TEAM

ENGINE				AXLE RATIOS		
Transmission	Type	Displacement, cu. in.	Carburetor	3-speed Manual Transmission	Automatic Transmission	
	V-8	389	2BBL		Catalina Sports Coupe, Convertible, and Safari	All others
	Bhp @ rpm	Torque @ rpm	Compression ratio, fuel	3.23:1	(2.73:1 w/air cond.)	(2.56:1 w/air cond.)
Manual	256 @ 4600	389 @ 2400	8.6:1, regular			
Automatic	280 @ 4600	418 @ 2400	10.5:1, prem.			

BONNEVILLE & GRAND PRINCE STANDARD POWER TEAM

ENGINE				AXLE RATIOS		
Transmission	Type	Displacement, cu. in.	Carburetor	3- and 4-speed Manual Transmissions	Automatic Transmission	
	V-8	389	4BBL		Bonneville Convert. and Safari	Other Bonneville
	Bhp @ rpm	Torque @ rpm	Compression ratio, fuel	3-speed—3.23:1	2.73:1	2.56:1
Manual	333 @ 5000	429 @ 3200	10.5:1, prem.	4-speed—3.42:1	(2.88:1 w/air cond.)	(2.73:1 w/air cond.)
Automatic	325 @ 4800	429 @ 2800	10.5:1, prem.			3.08:1

TEMPEST & LE MANS STANDARD POWER TEAM

ENGINE				AXLE RATIOS		
Type	Displacement, cu. in.	Carburetor		3- and 4-speed Manual Transmissions	Automatic Transmission	
In-line 6 opt. V-8	215 326	18BL 2BBL			Safari	Tempest
Bhp @ rpm	Torque @ rpm	Compression ratio, fuel		3.08:1 6-cyl.	3.38:1 6-cyl. only	2.56:1 6-cyl. 2.83:1 V-8
140 @ 4200	206 @ 2000	8.6:1, regular		(3.23:1 V-8 or w/air cond.)		(3.08:1 6-cyl. w/air cond.)
150 @ 4600	333 @ 2800	9.2:1, regular				(2.73:1 w/air cond.)

GTO STANDARD POWER TEAM

ENGINE				AXLE RATIOS		
Type	Displacement, cu. in.	Carburetor		3- and 4-speed Manual Transmissions	Automatic Transmission	
	V-8	389	4BBL			
Bhp @ rpm	Torque @ rpm	Compression ratio, fuel		3.23:1	3.23:1	(3.08:1 w/air cond.)
335 @ 5000	431 @ 3200	10.75:1, premium				

2+2 STANDARD POWER TEAM

ENGINE				AXLE RATIOS		
Type	Displacement, cu. in.	Carburetor		3- and 4-speed Manual Transmissions	Automatic Transmission	
	V-8	421	4BBL			
Bhp @ rpm	Torque @ rpm	Compression ratio, fuel		3.42:1	3.42:1	3.23:1
338 @ 4800	459 @ 2800	10.5:1, premium				

COLOR MATCH YOUR PONTIAC INSIDE AND OUT

	Color System Sports Exterior Interior Club N. Monaco	Color System Standard Interior All Monarchs	Color System Vauxhall Exterior Monarchs	2-3 Convertible All Sports Coupe Rear Front Seats All Monarchs	Star Chief Seats & Wheel Standard Interior Club and Monarchs	Star Chief Seats & Wheel Standard Interior Club and Monarchs	Remonte Sports Coupe Standard Interior Club and Monarchs	Remonte Sports Coupe & Wheel Standard Interior Club and Monarchs	Remonte Sports Coupe & Wheel Standard Interior Club and Monarchs	Remonte Convertible Rear Front Seats Leather and Monarchs
A Starlight Black	Blue Turquoise Gold Red Gold—N.A. 2-Dr. Sedan Green—4-Dr. Sedan and Vaux only	Blue Turquoise Gold Red Black—Conv. only	Blue Turquoise Gold Red Black—Conv. only	Black Blue Charcoal Furniture & Black	Blue Turquoise Gold Red—4-Dr. Sedan only	Blue Turquoise Gold Red	Turquoise, Red Black—N.A. 2-Dr. Sedan Furniture & Black Turquoise—Vaux only	Blue Black Black—N.A. 2-Dr. Sedan Furniture & Black Turquoise—Vaux only	Black Furniture & Black	Blue Red Black Furniture & Black
B Blue Charcoal	Blue	Blue Black—Conv. only	Blue Black—Conv. only	Black Blue Charcoal Furniture & Black	Blue	Blue	Black—N.A. 2-Dr. Sedan Furniture & Black Turquoise—Vaux only	Blue Black Black—N.A. 2-Dr. Sedan Furniture & Black Turquoise—Vaux only	Black Furniture & Black	Blue Black Blue Charcoal Furniture & Black
C Cameo Ivory	Blue Turquoise Gold Red Gold—N.A. 2-Dr. Sedan Green—4-Dr. Sedan and Vaux only	Blue Turquoise Gold Red Black—Conv. only	Blue Turquoise Gold Red Black—Conv. only	Black Blue Charcoal Furniture & Black	Blue Turquoise Gold Red—4-Dr. Sedan only	Blue Turquoise Gold Red	Turquoise, Red Black—N.A. 2-Dr. Sedan Furniture & Black Turquoise—Vaux only	Blue Gold Black—N.A. 2-Dr. Sedan Furniture & Black Turquoise—Vaux only	Black Furniture & Black	Blue Red Black Furniture & Black
D Fontaine Blue	Blue	Blue Black—Conv. only	Blue Black—Conv. only	Black Blue Charcoal Furniture & Black	Blue	Blue	Black—N.A. 2-Dr. Sedan Furniture & Black Turquoise—Vaux only	Blue Black Black—N.A. 2-Dr. Sedan Furniture & Black Turquoise—Vaux only	Black Furniture & Black	Blue Black Blue Charcoal Furniture & Black
E Nightwatch Blue	Blue	Blue Black—Conv. only	Blue Black—Conv. only	Black Blue Charcoal Furniture & Black	Blue	Blue	Black—N.A. 2-Dr. Sedan Furniture & Black Turquoise—Vaux only	Blue Black Black—N.A. 2-Dr. Sedan Furniture & Black Turquoise—Vaux only	Black Furniture & Black	Blue Black Blue Charcoal Furniture & Black
F Palmbeach Blue	Green—4-Dr. Sedan and Vaux only	Black—Conv. only Green—Safari only	Black—Conv. only Green—Safari only	Black Furniture & Black	Black Furniture & Black	Black Furniture & Black	Black—N.A. 2-Dr. Sedan Furniture & Black Turquoise—Vaux only	Black Furniture & Black	Black Furniture & Black	Black Furniture & Black
H Palmetto Green	Turquoise	Turquoise Black—Conv. only	Turquoise Black—Conv. only	Black Furniture & Black	Turquoise	Turquoise	Turquoise Black—N.A. 2-Dr. Sedan Furniture & Black Turquoise—Vaux only	Black Turquoise—Vaux only	Black Furniture & Black	Turquoise Black Furniture & Black
K Reef Turquoise	Turquoise	Turquoise Black—Conv. only	Turquoise Black—Conv. only	Black Furniture & Black	Turquoise	Turquoise	Turquoise Black—N.A. 2-Dr. Sedan Furniture & Black Turquoise—Vaux only	Black Turquoise—Vaux only	Black Furniture & Black	Turquoise Black Furniture & Black
L Teal Turquoise	Turquoise	Turquoise Black—Conv. only	Turquoise Black—Conv. only	Black Furniture & Black	Turquoise	Turquoise	Turquoise Black—N.A. 2-Dr. Sedan Furniture & Black Turquoise—Vaux only	Black Turquoise—Vaux only	Black Furniture & Black	Turquoise Black Furniture & Black
N Burgundy	Red	Red Black—Conv. only	Red Black—Conv. only	Black Furniture & Black	Red—4-Dr. Sedan only	Red	Red Black—N.A. 2-Dr. Sedan Furniture & Black Turquoise—Vaux only	Black Furniture & Black	Black Furniture & Black	Red Black Furniture & Black
P Ink Mist	Red	Red Black—Conv. only	Red Black—Conv. only	Black Furniture & Black	Red—4-Dr. Sedan only	Red	Red Black—N.A. 2-Dr. Sedan Furniture & Black Turquoise—Vaux only	Black Furniture & Black	Black Furniture & Black	Red Black Furniture & Black
R Monterey Red	Gold—N.A. 2-Dr. Sedan	Gold Black—Conv. only	Gold Black—Conv. only	Black Furniture & Black	Gold	Gold	Gold—N.A. 2-Dr. Sedan Furniture & Black Turquoise—Vaux only	Black Furniture & Black	Black Furniture & Black	Gold Black Furniture & Black
T Capri Gold	Gold—N.A. 2-Dr. Sedan	Gold Black—Conv. only	Gold Black—Conv. only	Black Furniture & Black	Gold	Gold	Gold—N.A. 2-Dr. Sedan Furniture & Black Turquoise—Vaux only	Black Furniture & Black	Black Furniture & Black	Gold Black Furniture & Black
V Mission Beige	Blue	Blue Black—Conv. only	Blue Black—Conv. only	Black Blue Charcoal Furniture & Black	Blue	Blue	Black—N.A. 2-Dr. Sedan Furniture & Black Turquoise—Vaux only	Blue Black Black—N.A. 2-Dr. Sedan Furniture & Black Turquoise—Vaux only	Black Furniture & Black	Blue Black Blue Charcoal Furniture & Black
W Bluestem Slate	Gold—N.A. 2-Dr. Sedan	Gold Black—Conv. only	Gold Black—Conv. only	Black Furniture & Black	Gold	Gold	Gold—N.A. 2-Dr. Sedan Furniture & Black Turquoise—Vaux only	Black Furniture & Black	Black Furniture & Black	Gold Black Furniture & Black
Y Mayfair Maize	Gold—N.A. 2-Dr. Sedan	Gold Black—Conv. only	Gold Black—Conv. only	Black Furniture & Black	Gold	Gold	Gold—N.A. 2-Dr. Sedan Furniture & Black Turquoise—Vaux only	Black Furniture & Black	Black Furniture & Black	Gold Black Furniture & Black



General specifications

Catalina, 2+2, Star Chief, Bonneville, Grand Prix

CHASSIS

FRAME: New perimeter design with open "C" box section structure. Entire passenger compartment is encircled by heavy steel side members. Five crossmembers join parallel bars for structural rigidity. Frame design varies to meet requirements of individual body styles.

WHEELS AND TIRES: 14 x 6JK steel disc wheels with 8.25 x 14 low pressure tubeless tires. 8.5 x 14 standard on Safari Station Wagons and all cars equipped with air conditioning, available on all other models at extra cost.

FRONT SUSPENSION: Compression type ball joint independent front suspension with upper control arms pivoted on low dynamic rate rubber bushings. 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. Torsion-acton from stabilizer bar.

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, angle-mounted hydraulic shock absorbers. Drive and torque taken through rubber cushioned control arms.

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

BRAKES: Self-adjusting, air cooled, internal expanding hydraulic type. Two shoe, fixed single anchor. Drum diameter—front 11", rear 11". New 234" lining width. Total swept area for four brakes 328.9 sq. in. Foot-controlled parking brake operates on rear service brake system. Vacuum power brakes optional at low extra cost.

TRANSMISSION AND DRIVE TRAIN: New fully synchronized 3-speed manual transmission standard all models. Turbo Hydra-Matic and 4-speed synchromesh transmission optional at extra cost. Tubular drive shaft with two universal joints. New lightweight Salisbury type semi-floating hypoid rear axle. Safe-T-Track semi-locking differential optional at low extra cost.

BODY

CONSTRUCTION: Fisher all-steel body with reinforced side rocker panels. Counter-balanced double hood and trunk construction. Laminated Safety Plate Glass in windshield, Solid Tempered Plate Glass in all other windows. "Fire-Leveled" acrylic lacquer on all models. Circle-Aire heater and defroster standard on all models (car can be ordered without heater at reduced cost).

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. Transistorized ignition or other extra-capacity systems available on special order.

ENGINE

GENERAL DESCRIPTION: Trophy V-8 short stroke 90° design. Aluminized valves. Hydraulic valve lifters, alloy cast iron block, 5 main bearings with 3" journals on 389-cu. in. engines—3.25" on 421-cu. in. engines (see engine chart). Balanced flow cooling system pumps water directly into each side of the cylinder block equally.

FUEL SYSTEM: Choice of 2-barrel, 4-barrel or 3-2-barrel downdraft carburetion mounted on new high ram type intake manifold (see engine chart). Automatic choke. Centrifugal and vacuum control of distributor spark advance.

EXHAUST SYSTEM: Single reverse flow system standard on most models. Dual low restriction system standard on Grand Prix and all 421-cu. in. engines, optional at extra cost on other models. Special straight through mufflers standard on 421 engines.

Tempest, Le Mans & 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 varies to meet requirements of individual body styles.

WHEELS AND TIRES: 14 x 5J steel disc wheels with 6.95 x 14 (6 cyl.) 7.35 x 14 (V-8) low pressure tires. GTO 7.75 x 14 with 14 x 6JK steel disc wheels. 7.35 x 14 standard on Safari Wagons—7.75 x 14 oversize tires optional at extra cost.

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 mounted inside coil springs.

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. Drive and torque taken through rubber cushioned control arms.

STEERING: Link parallelogram with recirculating ball bearing gear—both manual and power. Self-adjusting steering gear. Steering gear ratio, manual 24:1, with optional power 17.5:1. Moderate extra cost for power steering. Special quick ratio steering 20:1.

BRAKES: Self-adjusting, 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 269.8 sq. in. Foot-controlled parking brake operates on rear service brake system. Vacuum power brakes optional at low extra cost.

TRANSMISSION AND DRIVE TRAIN: Automatic transmission optional at extra cost. 3-speed transmission standard. 4-speed transmission optional at extra cost. Fully synchronized 3-speed transmission (V-8s only) also 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 low extra cost.

BODY

CONSTRUCTION: Fisher all-steel body with reinforced side rocker panels. Counter-balanced double hood and trunk construction. Laminated Safety Plate Glass in windshield, Solid Tempered Plate Glass in all other windows. "Fire-Leveled" acrylic lacquer on all models. Circle-Aire heater and defroster standard on all models (car can be ordered without heater at reduced cost).

ELECTRICAL SYSTEM: 12 volt system with 37 ampere Delcotron generator, 44 amp. hr. battery with 8.6:1 compression ratio engines, 53 amp. hr. battery with 9.2:1, 61 amp. hr. with 10.5:1 or 10.75:1 engines. Transistorized ignition or other extra-capacity systems available on special order.

ENGINE

GENERAL DESCRIPTION: Tempest In-Line 6 cylinder short stroke OHV, aluminized valves. Lightweight alloy cast iron block, 7 main bearings, 2.30" journals. Trophy V-8 short stroke 90° design. Aluminized valves. Hydraulic valve lifters, lightweight alloy cast iron block, 5 main bearings with 3" journals on 326 and 389-cu. in. engines (see engine chart). Balanced flow cooling system pumps water directly into each side of the cylinder block on V-8s only.

FUEL SYSTEM: Choice of 1-barrel (6 cyl. only), 2-barrel, 4-barrel or 3-2-barrel downdraft carburetion mounted on new high ram type intake manifold (see engine chart). Automatic choke. Centrifugal and vacuum control of distributor spark advance.

EXHAUST SYSTEM: Single reverse flow system standard on most models. Dual low restriction system standard on 326 HO and all 389-cu. in. GTO engines, optional at extra cost on other models, except 6-cylinder.

Tailor your Pontiac just the way you want it with any of the following factory options & accessories

COMFORT, CONVENIENCE, AND APPEARANCE:

Air conditioning

Air conditioning, Automatic Temperature Control (Pontiac only)—see page 15

Block heater, engine—electric

Clock, electric (std. on Bonneville, GP, and Star Chief) —see pages 6 & 7

Console, w/bucket seats—see pages 26 & 27, 10 & 11

Cover, spare wheel and tire (std. on Bonneville, GP, and Star Chief)

Cover, tonneau

Covers, seat

Cushion, foam front

Decor group—see pages 17-19

Defogger, rear window (except Safaris and Convertibles)

Dispenser, tissue

Electro-Cruise throttle control (Pontiac only)

Engines—see pages 44-45

Floor mats, front and rear

Glass, Soft-Ray tinted—all around or windshield only

Guards, door edge and fuel door

Lamps: backup • cigarette lighter/ashtray • courtesy • dome and reading • engine compartment • glove compartment • luggage compartment • parking brake warning • spotlight—see pages 10 & 11

Lock, luggage compartment (6-passenger Pontiac Safaris only)—see pages 39-41

Luggage carriers—see pages 38 & 39

Mirrors: inside non-glare rearview • outside rearview • outside remote-control rearview • visor vanity

Pad, rear load area (all Safaris)—see pages 40 & 41

Power equipment: power brakes • power seat, 6-way • power bucket seat—left-hand seat only • power steering • power windows • power vent windows (Bonneville and GP only, with power windows) • power tailgate window (Safari)

Radios: AM • AM/FM • electric antenna • rear-seat speakers, regular or stereo-effect Verbra-Phonic

Roof cover, Cordova fabric—see pages 3, 4, & 39

Screens, taillight and rear door

Seats, bucket (std. on GP, 2+2, GTO, and Le Mans)—see pages 6 & 7, 26 & 27

Ski carriers

Skirt, rear wheel cover, Catalina & Star Chief, exc Safari

Steering wheels: deluxe—see pages 6 & 7 • sports—looks like wood—see page 26 • tilting—adjusts to 7 positions

Tires, whitewall

Trailer hauling equipment—see salesman

Transmissions—see pages 44 & 45

Trunk lid release, remote-control

Wheel discs: deluxe • custom spinner • wire

Wheel hub and drum assembly, aluminum (Pontiac only)—see page 11

Wipers, 2-speed electric with washers—see pages 6 & 7

PERFORMANCE:

(For more complete information, ask the salesman for our special 2+2/GTO performance catalog.)

Air cleaner, heavy-duty

Axle ratters—see page 45

Battery, heavy-duty

Brake drums, aluminum, front (Tempest, Le Mans, and GTO only)

Brake linings, metallic (Tempest, Le Mans, and GTO only)

Engines, 140 hp to 376 hp—see pages 44 & 45

Exhausts, dual (standard on GP, 2+2, and GTO)

Exhaust splitters (Tempest, Le Mans, and GTO only)

Ignition system, transistorized, V-8 only

Instrument panel gauge cluster (Pontiac only)

Instrument panel gauges, plus tachometer (Tempest, Le Mans, and GTO only)

Limited slip differential, Safe-T-Track

Radiator package, heavy-duty—with manual transmissions

Radiator package and oil cooler—with Turbo Hydra-Matic

Steering, maqual, 20:1 quick ratio (Tempest, Le Mans, and GTO only)

Steering, power, 17.5:1 ratio

Suspension, heavy-duty—see pages 24 & 25

Tachometer—see pages 20 & 21, 26 & 27

Tires, oversize

Transmission—see pages 44 & 45

Wheel hub and drum assembly, aluminum (Pontiac only)—see page 11

Wheels, steel, competition-type rally (Tempest, Le Mans, and GTO only)—see pages 24 & 25

SAFETY:

Brakes, aluminum drums (Tempest, Le Mans, GTO only)

Brakes, metallic lining (Tempest, Le Mans, GTO only)

Dash, padded—see page 6

Defogger, rear window

Electro-Cruise

Flasher, traffic hazard

Frame, heavy duty except Safari and Convertible

Glass, Soft-Ray tinted

Headlamp control, Guide-Matic automatic

Headlamp control, Guide-Matic automatic

Luggage compartment locks—see pages 40 & 41

Non-glare rearview tilt mirror

Safeguard speedometer and low fuel warning lamp

Safe-T-Track limited slip differential

Seat belts and retractors

Steering, fast, 20:1 (Tempest, Le Mans, and GTO only)

Steering wheel, tilt

Tires, oversize

Wheels, Aluminum Hub & Drum assembly—see page 11

Wipers, two-speed and washers—see pages 6 & 7

Basic specifications, all engines

Engine	215 In-line 6	326 and 326 HO V-8	389 V-8	421 and 421 HO V-8
Displacement (cu. in.)	215	326	389	421
Bore and Stroke (nominal)	3.75 x 3.25	3.72 x 3.75	4.06 x 3.75	4.09 x 4.00
Cooling System Capacity (qts.)	13.5	20.5	20.0	19.5
Oil Capacity (qts.) (Less filter refill)	4	5	5	5
Fuel Capacity (gals.)	21.5	21.5	26.5 (24.0 on Safaris) (21.5 on GTO Option)	26.5 (24.0 on Safaris)

Quick reference specific model dimensions

	4-Door Sedan	2-Door Sedan	2-Dr. Hardtop and Sports Coupe	4-Door Hardtop	Con-vertible	Safari Station Wagon
TREAD—FRONT						
Catalina and 2+2	63.0"	63.0"	63.0"	63.0"	63.0"	63.0"
Star Chief	63.0"			63.0"		
Bonneville			63.0"	63.0"	63.0"	63.0"
Grand Prix			63.0"			
Tempest	58.0"		58.0"			58.0"
Tempest Custom	58.0"		58.0"		58.0"	58.0"
Le Mans and GTO	58.0"		58.0"			58.0"
TREAD—REAR						
Catalina and 2+2	64.0"	64.0"	64.0"	64.0"	64.0"	64.0"
Star Chief	64.0"			64.0"		
Bonneville			64.0"	64.0"	64.0"	64.0"
Grand Prix			64.0"			
Tempest	58.0"		58.0"			58.0"
Tempest Custom	58.0"		58.0"		58.0"	58.0"
Le Mans and GTO	58.0"		58.0"			58.0"
WHEELBASE						
Catalina and 2+2	121.0"	121.0"	121.0"	121.0"	121.0"	121.0"
Star Chief	124.0"			124.0"		
Bonneville			124.0"	124.0"	124.0"	121.0"
Grand Prix			121.0"			
Tempest	115.0"		115.0"			115.0"
Tempest Custom	115.0"		115.0"		115.0"	115.0"
Le Mans and GTO	115.0"		115.0"			115.0"
OVERALL HEIGHT (Loaded)						
Catalina and 2+2	55.2"	55.2"	54.4"	54.3"	54.3"	56.0"
Star Chief	55.2"			54.3"		
Bonneville			54.4"	54.3"	54.3"	56.0"
Grand Prix			53.9"			
Tempest	54.0"		53.5"			55.2"
Tempest Custom	54.0"		53.5"		53.6"	55.2"
Le Mans and GTO	54.0"		53.5"		53.6"	55.2"
OVERALL LENGTH						
Catalina and 2+2	214.6"	214.6"	214.6"	214.6"	214.6"	217.9"
Star Chief	221.7"			221.7"		217.9"
Bonneville			221.7"	221.7"	221.7"	217.9"
Grand Prix			214.6"			
Tempest	206.1"		206.1"			204.4"
Tempest Custom	206.1"		206.1"		206.1"	204.4"
Le Mans and GTO	206.1"		206.1"		206.1"	204.4"
OVERALL WIDTH						
Catalina and 2+2	79.6"	79.6"	79.6"	79.6"	79.6"	79.6"
Star Chief	79.6"			79.6"		
Bonneville			79.6"	79.6"	79.6"	79.6"
Grand Prix			79.6"			
Tempest	73.1"		73.1"			73.1"
Tempest Custom	73.1"		73.1"		73.1"	73.1"
Le Mans and GTO	73.1"		73.1"		73.1"	73.1"
FRONT SEAT LEG ROOM (Max. Effective)						
Catalina and 2+2	42.7"	42.7"	42.7"	42.7"	42.7"	42.8"
Star Chief	42.8"			42.8"		
Bonneville			42.5"	42.4"	42.5"	42.4"
Grand Prix			42.6"			
Tempest	41.5"		41.5"			41.5"
Tempest Custom	41.7"		41.7"		41.7"	41.7"
Le Mans and GTO	41.8"		41.4"		41.2"	41.2"
REAR SEAT LEG ROOM (Min. Effective) (Safari Second Seat)						
Catalina and 2+2	38.3"	37.7"	37.7"	34.0"	34.0"	37.2"
Star Chief	38.1"			37.6"		
Bonneville			33.9"	37.6"	33.9"	36.9"
Grand Prix			37.6"			
Tempest	35.7"		33.1"			35.6"
Tempest Custom	35.8"		33.1"		33.1"	35.8"
Le Mans and GTO	35.8"		33.2"		33.2"	35.8"
FRONT HEAD ROOM/W/SEAT DEPRESSED						
Catalina and 2+2	38.4"	38.4"	38.0"	37.9"	38.7"	38.6"
Star Chief	38.4"			37.9"		
Bonneville			38.0"	37.8"	38.7"	38.5"
Grand Prix			37.7"			
Tempest	38.2"		37.6"			37.7"
Tempest Custom	38.1"		37.5"		38.4"	37.7"
Le Mans and GTO	38.1"		37.8"		38.6"	37.7"
REAR HEAD ROOM/W/SEAT DEPRESSED (Safari Second Seat)						
Catalina and 2+2	37.7"	37.7"	37.2"	37.3"	37.8"	39.0"
Star Chief	37.7"					

