

from the performance makers



The GTO

If you're looking for a mobile living room in these pages, forget it.



Okay, so the GTO isn't exactly underprivileged in the comfort department, what with its great big bucket seats and floorful of carpeting and soft stuff like that. But that's just a cover for the real operation: Performance.



Think of the GTO as 389 cubic inches of big-voiced engine, surrounded by a pretty good-looking pinstriped body and resting on heavy-duty springs and shocks with you cradled in there aiming it.

Yeah!

<p>A 3-speed is standard equipment. A fully-synchromous 3-speed will be available approximately March 1, 1965, at extra cost. Both rate Hurst shifters.</p>	<p>The automatic route, via the GTO's 2-speed Torque converter unit. Extra cost, as is the console.</p>	<p>Exhaust splitters. They poke out from each side of the GTO, just behind the rear wheels. Extra cost.</p>	<p>We've got our own competition-type steel wheels, with brake cooling slots. Extra cost.</p>	<p>The standard engine. Horsepower-335. Cubic inches-389. Carburetion-4BBL. Decelerating fan. Chromed air cleaner, rocker covers, oil filler cap.</p>	<p>The custom sports steering wheel. Looks like wood. Feels like wood. Isn't. So it won't splinter like wood. Extra cost.</p>	<p>Winding road? What winding road? Heavy-duty springs, shocks, and stabilizer bar are standard equipment on the GTO.</p>
<p>You want an extra-cost 4-speed for maximum acceleration? With either wide- or close-ratio gear sets? And a Hurst shifter? What a coincidence!</p>	<p>Don't just sit there. With 335-plus horsepower to slip down on the pavement, you'll need a limited-slip differential for maximum traction. Sure-T-Track. Extra cost.</p>	<p>Red-circle 7.75 x 14 premium-cord tires are standard. Custom spinner cover is extra cost.</p>	<p>The extra-cost engine. Horsepower-360. Cubic inches-389. Carburetion-3-2BBL, with mechanical linkage on stick shift jobs. Decelerating fan. Chrome.</p>	<p>New instrumentation. Fuel and oilometer, 200' each where it should be—buckle speed, water temp, oil pressure gauges. Extra cost.</p>	<p>Delco transistorized ignition. No points, no condenser. The next best thing to a magneto. Extra cost.</p>	

Metallic linings. The most. They work even better cradled with power brakes. Aluminum front drums also available. Extra cost.





The 2+2

You could go for a bunched-muscled piece of machinery that didn't look like a tank and cost like a space shot?



We hear you. Standard equipment: 421 cu. in. and 338 bhp brooding away in the engine compartment; heavy-duty suspension; bucket seats; carpeting all over; pinstriping; and a price tag that looks like we made a mistake.



The standard interior. Buckets. Black, red, blue charcoal, parchment. Console extra cost.



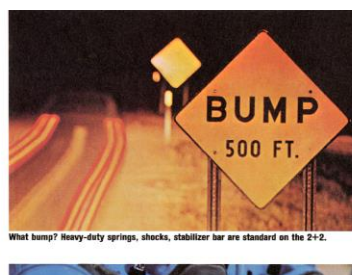
A fully-synchronized, heavy-duty 3-speed with short-throw Hurst floor shifter comes standard on the 2+2.



New instrumentation includes this 250° tach, plus water temp and oil pressure gauges. Pinstriping the speeds. Extra cost.



The standard engine. Horsepower—338. Cubic inches—421. Carburetor—4BBL. Dual exhausts. Channeled low-restriction air cleaner, rocker covers, oil filter cap.



What bump? Heavy-duty springs, shocks, stabilizer bar are standard on the 2+2.



With the 2+2's kind of horsepower and torque to convert into thrust, think limited-slip differential. Safe-T-Track. Extra cost.



The custom sports wheel. It looks like wood but won't splinter like it because it isn't. Extra cost.



Delco transistorized ignition. No points, no condenser. Next best thing to a magnet. Extra cost.



The 4-speed comes with a close-ratio gear set and Hurst floor shift. Extra cost, as is the optional console.



The 2+2 console. Lever leads to our new snap-shift automatic. Both extra cost.



Two extra-cost engines. Both Tri-Power. Horsepower—376 and 376. Cubic inches—421. Carburetor—3-2BBL. With mechanical linkage on stick shift jobs. Dual exhausts.



The high-output exhaust manifold on the 376-horsepower V8 (for High Output engine). All 421's have extra-large-diameter dual exhaust pipes, low-restriction mufflers, lightweight resonators, and a rumble like maybe you're carrying a jet volcano around with you.



The wire wheel cover. Extra cost.

The aluminum wheel. Aluminum hub and brake drum assembly help dissipate heat generated by hard braking. Extra cost.

**GTO**

**Performance Options:** 360-bhp, 3-2BBL engine. 3- and 4-speed all-synchro transmissions. 2-speed automatic. Safe-T-Track limited-slip differential. Metallic brake linings. Extra-stiff shocks. 20:1 quick steering. 17.5:1 power steering. Competition-type steel wheels. Tachometer, oil pressure and water temperature gauges. Exhaust splitters. High-performance transistorized ignition. Heavy-duty radiator. Rally clock.

**Comfort & Convenience Options:** Custom sports steering wheel. Seven-position tilting wheel. Washers, 2-speed wipers. Radios, electric antenna, regular or reverberating rear seat speakers (except Convert.). Console. Padded dash. Power brakes, power windows, power seat (driver only). Air conditioner, tinted glass all around or just windshield. Rear window defogger (except Convert.). Floor mats. Ski racks. Tonneau cover. Wheel discs—deluxe, custom spinner, and wire wheel. Rayon cord whitewalls optional at no extra cost. Black or beige coated fabric top. Trailer hauling equipment (see salesman).

**Engines:**

	Standard	Optional
Bhp @ rpm	335 @ 5000	350 @ 5200
Torque, lb.-ft.	431 @ 3200	424 @ 3600
Type	ohv V-8	ohv V-8
Bore and stroke	4.05 x 3.75	4.05 x 3.75
Displacement, cu. in.	389	389
Compression ratio	10.75:1	10.75:1
Minimum allowable combustion chamber volume, cc.	65.0	65.0
Carburetor	4BBL	3-2BBL
Total throttle bore area, sq. in.	7.72	12.19
Camshaft duration, deg.—intake	273	288
exhaust	289	302
overlap	54	63
Jetting, primary	0.091	0.063 (w/stick) 0.060 (w/auto.)
secondary	0.0785	0.063 (w/stick or auto.)

Short-stroke 90° V-8, alloy cast iron block, five main bearings, heavy-duty Moraine-400 aluminum-on-steel main and rod bearings. High-compression flat-top pistons with valve indents. High-lift camshaft, high-performance hydraulic valve lifters and springs. Large diameter valves—1.92" intake, 1.66" exhaust. Dual exhausts, low-restriction mufflers, lightweight resonators. Seven-blade, 18" declutching fan. Low-restriction air cleaners.

**Dimensions & Capacities:** Wheelbase is 115 inches. Overall length is 206.1 inches. Tread is 58 inches, front and rear. Overall width is 73.4 inches. Height is 53.5 inches for the Coupe and Hardtop, 53.6 inches for the Convertible. Total trunk capacity is 32.1 cubic feet. The gas tank holds 21.5 gallons.

Model	Engine	Shipping Weight and lbs/HP	
		Stick—lbs/HP	Auto.—lbs/HP
Coupe	335 bhp	3444	3454
	360 bhp	3459	3469
Hardtop	335 bhp	3462	3472
	360 bhp	3478	3488
Convertible	335 bhp	3555	3565
	360 bhp	3571	3581

**Transmissions:** A 3-speed manual transmission with Hurst floor shifter is standard. Ratios are 2.58:1, 1.48:1, and 1.00:1.

Or you can order a fully-synchro 3-speed with Hurst floor shifter, available March 1, 1965. Ratios are 2.42:1, 1.61:1, and 1.00:1.

Next come two versions of the fully-synchronized, aluminum-case 4-speed with Hurst floor shifter: Wide-ratio—2.58:1, 1.91:1, 1.48:1, and 1.00:1; Close-ratio (available only with 3.90:1 axle ratio for special driving)—2.20:1, 1.64:1, 1.28:1, and 1.00:1.

Then there's our 2-speed torque converter automatic, its lever mounted on the steering column. Ratios are 1.76:1 and 1.00:1, with a total torque multiplication off the line of 3.87:1. The governor is set for a maximum automatic upshift at 5200 rpm.

The optional console accommodates the shift lever for all transmissions.

**Axle Ratios:**

Engine	Transmission	Standard axle ratio	Special order axle ratios
335 bhp	3- or 4-speed	3.23 <sup>†</sup>	3.08 3.36* 3.55* 3.90*
	automatic	3.23	3.08 <sup>†</sup> 3.36* 3.55* 3.90*
360 bhp	3- or 4-speed	3.55	3.08 3.23 <sup>†</sup> 3.36* 3.90*
	automatic	3.55	3.08 <sup>†</sup> 3.23* 3.36* 3.90*

**Special axle ratios of 4.11:1 and 4.33:1 are also available, dealer installed, but make sure you order the car originally with the close-ratio 4-speed and 3.90:1 axle ratio.**

Axle ratio	No. of teeth—pinion/ring gear	Mph per 1000 rpm in high gear
3.08	13/40	25.2
3.23	13/42	24.3
3.36	11/37	23.1
3.55	11/39	21.8
3.90	10/39	19.9
4.11	9/37	18.9
4.33	9/39	17.9

**Steering:** Recirculating ball bearing steering gear. Standard ratio is 24:1. Optional quick steering is 20:1. Power steering is 17.5:1.

**Suspension:** Ball joint independent front, four-link rear. Shocks are valved for a firm, controlled ride. Heavy-duty coil springs have wheel rates of 89 and 110 pounds per inch, front and rear. Diameter of stabilizer bar is 0.938".

We'd suggest you try this already heavy-duty standard suspension before you make up your mind about the stiffer shock absorbers we have available.

**Brakes:** Hydraulic, internal expanding, two-shoe self-adjusting. Diameter of finned drum is 9.5", with a swept area of 269.8 sq. in. Aluminum front drums available. Metallic brake linings are also available as a separate option with all axle ratios. Because they require a high pedal pressure, consider ordering them in conjunction with power brakes.

**2+2**

**Performance Options:** 356- and 376-bhp, 3-2BBL engines. 4-speed all-synchro transmission. Turbo Hydra-Matic automatic. Safe-T-Track limited-slip differential. Extra-stiff springs. 17.5:1 power steering. Tachometer. Oil pressure and water temperature gauges (ammeter standard). High-performance transistorized ignition. Heavy-duty radiator (with 3- or 4-speed), heavy-duty radiator and oil cooler (with Turbo Hydra-Matic). Heavy-duty battery. Aluminum wheel hub and drum assemblies. Oversize, 8.55 x 14 tires.

**Comfort & Convenience Options:** Custom sports steering wheel. Seven-position tilting wheel. Washers, 2-speed wipers. AM and AM/FM radios, electric antenna, regular or reverberating rear seat speakers (except Convert.). Console. Padded dash. Power brakes, power windows, power seat (driver only). Air conditioner, tinted glass all around or just windshield. Rear window defogger (except Convert.). Electric cruise control. Electric clock. Floor mats. Tonneau cover. Wheel discs—custom spinner and wire wheel. Whitewall tires. Trailer hauling equipment (see salesman). Black or beige coated fabric top.

**Engines:**

	Standard	Optional
Bhp @ rpm	338 @ 4600	356 @ 4800 376 @ 5000
Torque, lb.-ft.	459 @ 2800	459 @ 3200 461 @ 3600
Type	ohv V-8	ohv V-8 ohv V-8
Bore and stroke	4.09 x 4.00	4.09 x 4.00 4.09 x 4.00
Displacement, cu. in.	421	421 421
Compression ratio	10.5:1	10.75:1 10.75:1
Minimum allowable combustion chamber volume, cc.	67.6	65.0 65.0
Carburetor	4BBL	3-2BBL 3-2BBL
Total throttle bore, sq. in.	7.72	12.19 12.19
Camshaft duration, deg.—intake	273	273 288
exhaust	289	289 302
overlap	54	54 63
Jetting, primary	0.091	0.061 (w/stick) 0.060 (w/auto.) 0.071 (w/auto.)
secondary	0.086	0.071 (w/stick or auto.)

Short-stroke 90° V-8, alloy cast iron block, five main bearings, heavy-duty Moraine-400 aluminum-on-steel main and rod bearings. High-compression flat-top pistons with valve indents. High-lift camshaft, high-performance hydraulic valve lifters and springs. Large diameter valves—1.92" intake, 1.66" exhaust. Dual exhausts, straight-through mufflers, lightweight resonators. Low-restriction air cleaners.

**Dimensions & Capacities:** Wheelbase is 121 inches. Overall length is 214.6 inches. Tread is 63 inches front, 64 inches rear. Overall width is 79.6 inches. Height is 54.3 inches for the Coupe, 54.9 inches for the Convertible. Total trunk capacity is 33.8 cubic feet for the Coupe, 33.6 cubic feet for the Convertible. The gas tank holds 26.5 gallons.

Model	Engine	Shipping Weight and lbs/HP	
		Stick—lbs/HP	Auto.—lbs/HP
Coupe	338 bhp	3992	4058
	356 bhp	4008	4074
	376 bhp	4018	4084
Convertible	338 bhp	4039	4105
	356 bhp	4055	4121
	376 bhp	4065	4131

**Transmissions:** A 3-speed all-synchro transmission with Hurst floor shifter is standard. Ratios are 2.42:1, 1.61:1, and 1.00:1.

Next come two versions of the all-synchro 4-speed with Hurst floor shifter. Wide-ratio—2.56:1, 1.91:1, 1.48:1, and 1.00:1. Close-ratio (with 4.11:1 axle ratio only)—2.20:1, 1.64:1, 1.28:1, and 1.00:1.

Then there's our new heavy-duty 3-speed torque converter Turbo Hydra-Matic, its lever mounted on the steering column. No lag, no lurching, no surprise shifts. Ratios are 2.48:1, 1.48:1, and 1.00:1, with a total torque multiplication off the line of 5.22:1. The governor is set for a maximum automatic upshift of 5000 rpm.

The optional console accommodates the shift lever for all transmissions.

**Axle Ratios:**

Engine	Transmission	Standard axle ratio	Special order axle ratios
All	3- or 4-speed	3.23 <sup>†</sup>	3.23 <sup>†</sup> 3.55* 3.73* 4.11**
	automatic	3.23 <sup>†</sup>	3.42* 3.55* 3.73*

**Special axle ratios of 3.90:1 and 4.33:1 are also available, dealer installed.**

Axle ratio	No. of teeth—pinion/ring gear	Mph per 1000 rpm in high gear
3.23	13/42	24.4
3.42	12/41	23.1
3.55	11/39	22.2
3.73	11/41	21.2
3.90	10/39	20.2
4.11	9/37	19.2
4.33	9/39	18.2

**Steering:** Recirculating ball bearing steering gear. Standard ratio is 24:1. Power steering is 17.5:1.

**Suspension:** Ball joint independent front, four-link rear. Shocks are valved for a firm, controlled ride. Heavy-duty coil springs have wheel rates of 90 and 125 pounds per inch, front and rear. Diameter of stabilizer bar is 0.875".

Extra-stiff springs are available on special order.

**Brakes:** Hydraulic, internal expanding, two-shoe, self-adjusting. Diameter of finned drums is 11", with a swept area of 328.9 sq. in. The optional aluminum wheel hub and drum assembly is recommended for extreme-duty service.

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