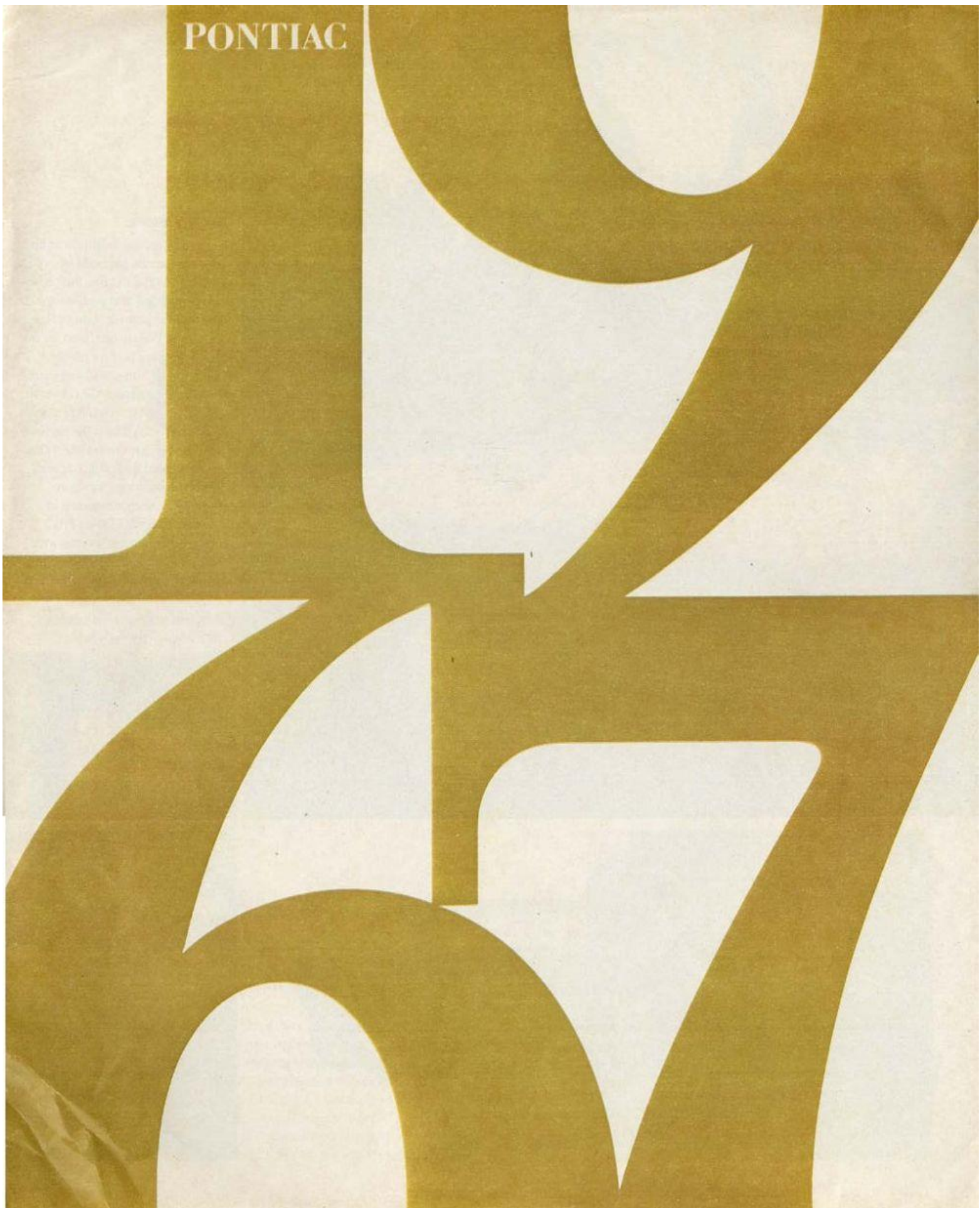


PONTIAC





GRAND PRIX CONVERTIBLE

GRAND PRIX

Next year someone might come up with a reasonable facsimile of our 1967 Grand Prix. But one look at its sleek new styling and we think you'll agree that the point is highly debatable. Grand Prix, in fact, is so far out in front this year that we couldn't resist bringing it to you in an exciting new form: the luscious GP convertible you see at left. You might say that Grand Prix styling is the supreme example of elegant restraint. We've even concealed its headlights and windshield wipers so as not to interrupt the dramatic sweep of its lines. Nor do the Grand Prix's looks promise more than its power plants can deliver (350 horses, for example, from a new 400 cubic inch V-8). If you need more reasons to indulge yourself in next year's luxury, try one on the road.

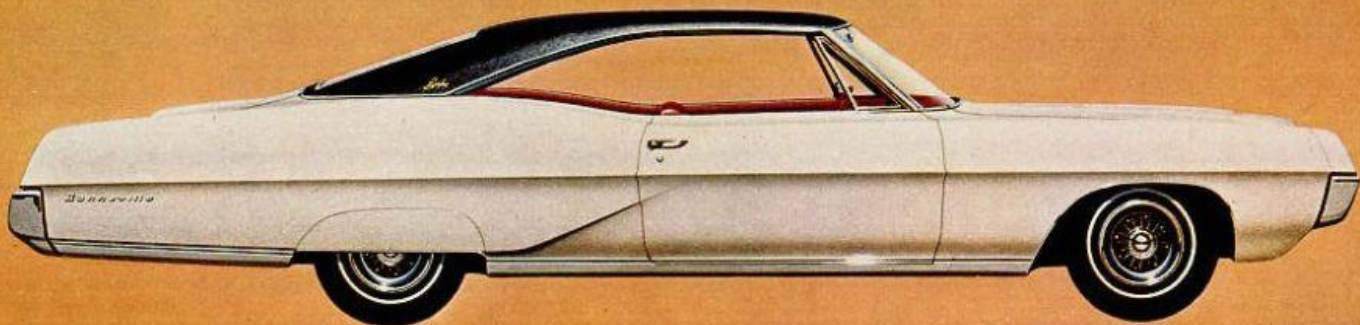


GRAND PRIX HARDTOP COUPE





BONNEVILLE BROUGHAM 4 DOOR HARDTOP



BONNEVILLE BROUGHAM HARDTOP COUPE

BROUGHAM

Brougham is without a doubt the most elegantly styled Pontiac we've ever made. Yet its aristocratic lines barely hint at the unashamed luxury of its interiors. Feast your eyes on the sample below (those tasteful touches of expanded Morrokide are blended with sumptuous Plaza bolster cloth and Princessa pattern cloth), then consider such things as thick nylon blend carpeting, power windows (with controls for all in driver's armrest), new flexible door pulls, extra-thick foam seat padding, new Carpathian elm burl grain styling on door panels and dash, special Brougham emblems, an electric clock, and a deluxe steering wheel. They're all standard. As is the Strato-bench front seat with free-standing center armrest. Luxurious? Luxurious. But that's hardly all. Brougham's standard 333-hp V-8 (325-hp with Turbo Hydra-Matic) has to be experienced to be fully appreciated. And, of course, there's the supreme riding comfort you get only when you combine a long, 124-inch wheelbase with the road-hugging security of Wide-Track.





BONNEVILLE HARDTOP COUPE



BONNEVILLE 4-DOOR HARDTOP



BONNEVILLE CONVERTIBLE

BONNEVILLE

The strikingly new Bonneville may be synonymous with luxury—but let us not forget what, in fact, inspired its name. Although it's the largest Pontiac we make, on the longest, smoothest riding wheelbase we make, it carries its grandeur with remarkable agility. Standard engine is a 333-hp 400 cubic inch V-8, so you see what we're getting at. Inside, you can choose from notch-back front bench seats with center armrest in either combination Parella pattern cloth and expanded Morrokide or all expanded Morrokide. Unless, of course, you're a convertible buyer, in which case you get all expanded Morrokide. Naturally, you can order bucket seats in either the 2-door or the convertible. All Bonnevilles come with lush carpeting, Carpathian elm burl styling on the instrument panel, electric clock, deluxe wheel discs, rear fender skirts, and so on. If all this isn't enough to send you scurrying after a Bonneville, maybe you simply don't like cars!





EXECUTIVE 4-DOOR HARDTOP



EXECUTIVE HARDTOP COUPE



EXECUTIVE 4-DOOR SEDAN

EXECUTIVE

Here's where our stylists and engineers got together to prove that a big luxury car needn't come with a price tag to match. And succeeded in grand style. Executive's big car roominess, its luxurious appointments, its superb power teams, combined with a long, low 124-inch wheelbase and Pontiac's famous Wide-Track stability, offer you the kind of driving pleasure you'd expect to pay a fortune for. But don't. You may find it hard to decide whether you want an interior of fine Pristine pattern cloth with tasteful touches of expanded Morrokide or expanded Morrokide throughout—but either way the color will be keyed to complement the exterior. As will the nylon blend carpeting that runs door to door. A padded dash with walnut wood grain styling and a host of standard convenience features all contribute to a milieu that is the essence of style. Under the hood there's the 290-hp V-8 that comes when you specify Turbo Hydra-Matic. You can order up to 376 horses if you want more, or a regular fuel 265-hp V-8. But whichever Executive you order, be sure to remove the price tag. Then no one will ever know.





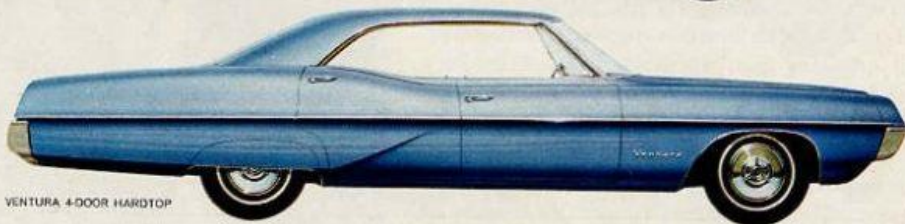
VENTURA CONVERTIBLE

VENTURA

Ventura shows what happens when you take a great car and add those extra dollops of luxury which make it something else. Like an exceptionally great car. You begin with such things as a long 121-inch Wide-Track wheelbase, a standard 400 cubic inch V-8 that develops 265 horses on regular gas (or a 290-hp premium fuel version with Turbo Hydra-Matic) and an extremely low axle ratio for a neat combination of smooth performance and strict economy. Some of the standard luxury features that make Ventura Ventura include a custom-styled interior of expanded Morrokide (or a color-keyed combination of expanded Morrokide and rich Pristine pattern cloth), wall to wall carpeting of nylon blend loop pile, a padded dash with walnut wood grain styling, extra insulation, special emblems, and in the convertible and hardtop coupe: Strato-bucket seats. Of course the list of options and accessories practically lets you design a Ventura to your own specifications. Ask your dealer.



VENTURA HARDTOP COUPE



VENTURA 4-DOOR HARDTOP



VENTURA 4-DOOR SEDAN





CATALINA 4-DOOR SEDAN



CATALINA 2-DOOR SEDAN



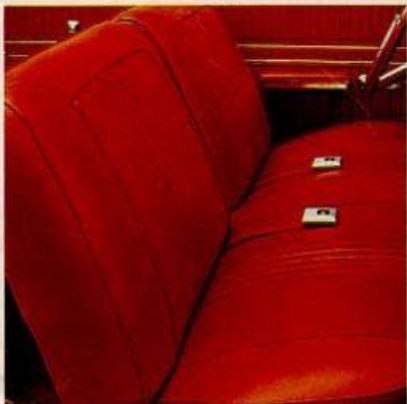
CATALINA 4-DOOR HARDTOP



CATALINA CONVERTIBLE



CATALINA HARDTOP COUPE



CATALINA

Catalina is back with more of everything that has made it the envy of every car maker who has tried to match its looks, luxury and performance, at so low a price. And failed. Wide-Track ride and stability? Sure. Sleek, uncluttered styling? You can see for yourself. (But don't look for the windshield wipers . . . we've hidden them under the hood.) What does it take to make a Catalina? Well, you start with that long, low 121-inch wheelbase, then add a little spice in the form of a new 400 cubic inch 265-hp standard V-8. Lavish upon it such no-extra-cost options as a padded instrument panel with wood grain styling, full nylon blend carpeting, some very posh interiors of Morrokide and luxurious Poncaire pattern cloth, and you have a small idea of why Catalina is in a class by itself.



BONNEVILLE 3-SEAT STATION WAGON

BONNEVILLE STATION WAGON

Bonneville is our answer to the question: must a station wagon be a cumbersome box on wheels? "No!" say our stylists. And so will you when you slip inside and discover Bonneville's limousine-like interiors of rich expanded Morrokide, its thick nylon blend carpeting (wall to wall and through the load area), its custom steering wheel and fully padded dash with elm burl grain styling. All Bonneville's come with folding third seat (with seat belts, of course) plus a host of convenience features that includes everything from courtesy lamps to a power-operated tailgate window. And as if sheer luxury isn't enough, you'll be moved by a 400 cubic inch 325-hp V-8 that you get when you order Turbo Hydra-Matic. Of course, our option list is practically endless.





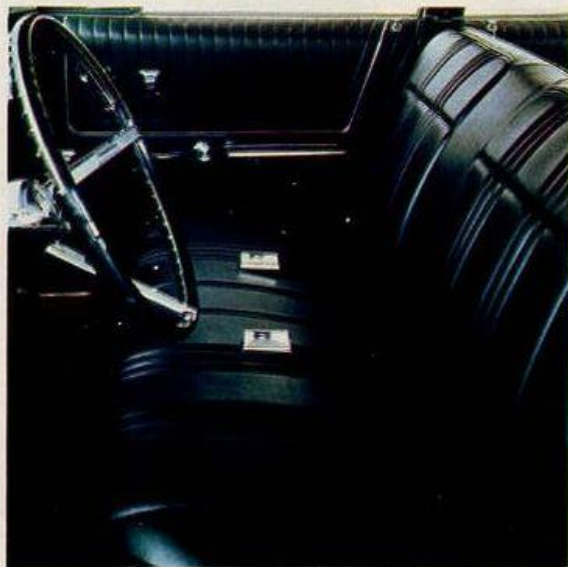
EXECUTIVE 3-SEAT STATION WAGON



CATALINA 3-SEAT STATION WAGON

EXECUTIVE SAFARI AND CATALINA STATION WAGONS

That Executive Safari you see on top is not only the newest of the Wide-Track wagons, it might well be *the* new wagon of the year. Its sleek long lines and distinctive wood grain styling, its posh interiors and plentiful convenience features all come wrapped up in a price tag that's got to be the year's happiest surprise. Open a Safari and you'll find such things as wall-to-wall nylon blend carpeting, a walnut styled dash, an electric clock, plus that expanded Morrokide interior you see at right. Below you'll find the 1967 version of our big, best-selling Catalina, the wagon everyone else has been trying to copy for years. Unsuccessfully. Its big car roominess, Wide-Track ride and stability, and its long, long list of standard features will give them plenty to try for—for years to come. Both Executive and Catalina come in 2- and 3-seat models along with our new standard 400 cubic inch V-8. Your dealer has all the facts.

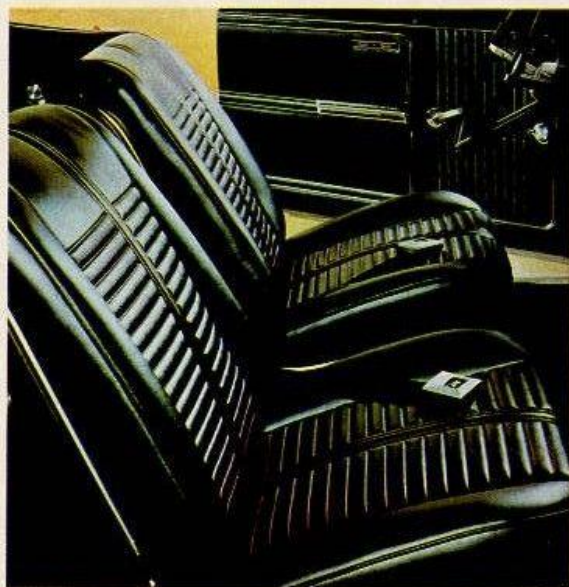




2 + 2 CONVERTIBLE



2 + 2 HARDTOP COUPE



TWO PLUS TWO

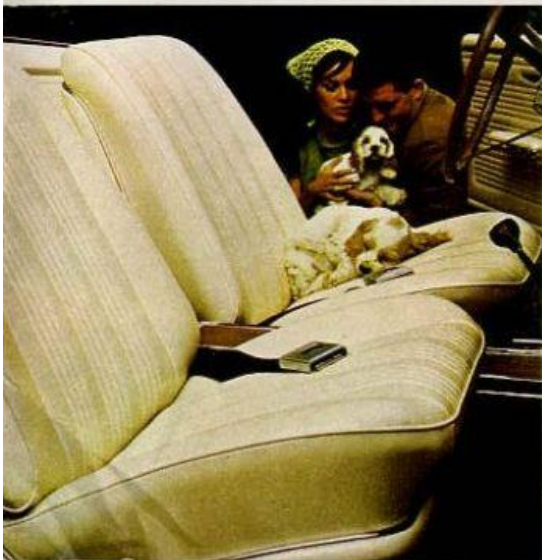
What happens when you take a lean, lithe road machine, stuff in a big, capable 428 cubic inch V-8 that produces 360 horsepower from four barrels, tie it to an all-synchro floor-mounted heavy-duty 3-speed, and add bucket seats, carpeting and special suspension? You'll find out when you drive one—if you stop staring lovingly at it long enough to climb behind the wheel. But beware—once inside you may never want to get out. Options? How about a 376-hp Quadra-Power 428? Or a hood-mounted tach? Or special wheels? The list goes on and on.

GTO

GTO is an idea on wheels—the idea that there's more to driving than moving from place to place in isolated indifference. Nevertheless, enough of the essence may be captured in words to create within the heart of the initiated an undying devotion to The Great One. The Great One is 400 cubic inches of chromed V-8, in 335- and 360-hp designations, an all-synchro three-speed, bucket seats, carpeting, paint striping, walnut grain styled instrument panel, dual exhausts, heavy-duty shocks, springs and stabilizer bar, red-line or whitewall tires, and an option list as long as your arm and twice as hairy—four-speed stick, 3-speed Turbo Hydra-Matic, 255-hp 2-bbl (with Turbo Hydra-Matic only), front wheel disc brakes, instrument package, special wheels—get the idea? Of course you do.



GTO CONVERTIBLE



GTO SPORTS COUPE



GTO HARDTOP COUPE



LE MANS 4-DOOR HARDTOP

LE MANS

When you stop to think that standard equipment on this car includes our exotic Overhead Cam Six, an all Morrokide interior and all Morrokide or combination Prevue Pattern cloth in the 4-door hardtop, you begin to realize what Le Mans is all about. The Le Mans convertible, hardtop and sports coupe offer you a choice of bucket or notch-back bench seats with center armrest. At no extra cost! In the 4-door hardtop you can decide between the Prevue Pattern cloth and expanded Morrokide bench seats, and a notch-back front seat with center armrest in expanded Morrokide, also at no extra cost. Needless to say, nylon blend carpeting is standard as well as a fully synchronized three-speed. You can order our sprightly Sprint package, a 250-hp regular gas V-8, a 285-hp premium gas V-8, a two-speed automatic transmission, and a number of comfort and convenience options that will turn your already luxurious automobile into a dream on wheels.



LE MANS CONVERTIBLE



LE MANS HARDTOP COUPE



LE MANS SPORTS COUPE





TEMPEST CUSTOM CONVERTIBLE



TEMPEST CUSTOM 4-DOOR HARDTOP



TEMPEST CUSTOM SPORTS COUPE



TEMPEST CUSTOM HARDTOP COUPE WITH SPRINT OPTION



TEMPEST CUSTOM 4-DOOR SEDAN

TEMPEST CUSTOM

You say you could go for a sprightly Pontiac with its distinctive split grille, superb years-ahead styling, and Wide-Track, but your budget calls for an economical, stodgy little six? Well, take a deep breath—because our people in charge of automotive miracles have done it again. They took this superb body, endowed it with our amazing 165-hp Overhead Cam Six, a delightful interior, and presto . . . your next car! Except that it's not little . . . and definitely not stodgy! The Sprint option shown above (with its 215-hp OHC 6, 4-bbl Quadrajet carburetor, special suspension, etc.), is available on all Le Mans, Tempests and Tempest Customs, except station wagons. Ask your dealer for the GTO/2+2/Sprint catalog.

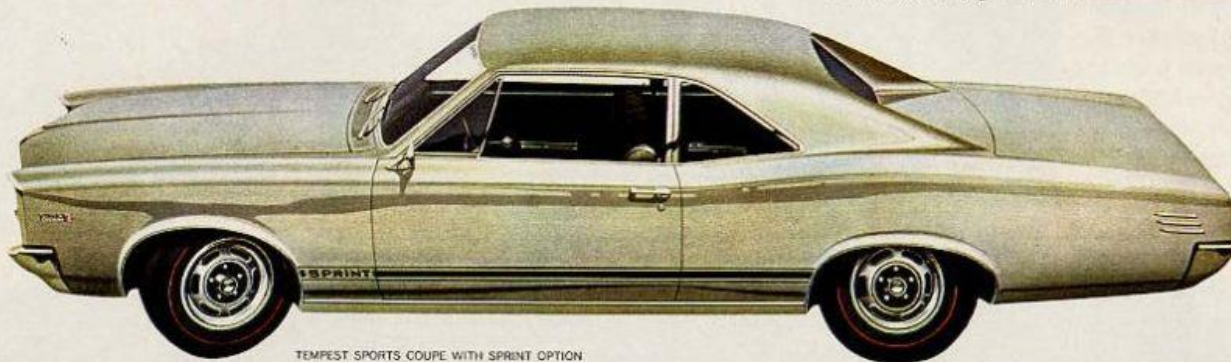


TEMPEST

Our engineers decided to see if they could make a car that would warm a Scrooge's heart, yet be unmistakably a Pontiac. As you can see, they succeeded. The Tempest boasts a 165-hp Overhead Cam Six, and Paharra pattern cloth and Morrokide interiors complemented by vinyl floor covering, a cigar lighter, courtesy lamps, padded dash, armrests, heater and defroster, dual-speed windshield wipers and washers. Pretty great, eh?



TEMPEST 4-DOOR SEDAN



TEMPEST SPORTS COUPE WITH SPRINT OPTION



TEMPEST SAFARI

TEMPEST SAFARI AND STATION WAGONS

Our new Tempest Safari is unquestionably the most elegant wagon ever to grace the low-price field. We turned our stylists and engineers loose on this one, and they came up with things like walnut wood grain styled panels, thick nylon blend carpeting, an all Morrokide interior plus a revolutionary Overhead Cam 6 engine to move you in grand style. In fact, we'd call Safari a little gem, except how can you call anything with 84.5 cubic feet of cargo space little?



TEMPEST CUSTOM STATION WAGON



TEMPEST STATION WAGON

General specifications

Catalina, 2 + 2, 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. Rear crossmember permits new bumper-to-frame design. 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 tubular tires. 8.25 x 14 standard on Catalina 2+ and 4-door Sedans, except when equipped with air conditioning.

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. New torsion-action front stabilizer bar results in better handling and improved ride.

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. New ball joint pivot joins pitman arm to intermediate rod assembly. Steering gear ratio, manual 24:1, with optional power 17.5:1. Power steering optional at extra cost.

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. Laminated Safety Plate Glass in windshield. Solid Tempered Safety Plate Glass in all other windows. "Fire-Levelled" acrylic lacquer on all models. Circ-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, 55 amp. hr. battery with 9.6:1 compression ratio engines, 61 amp. hr. battery with 10.5:1 or 10.75:1 engines. Transistorized ignition or other extra-capacity systems available at extra cost.

ENGINE

GENERAL DESCRIPTION: V-8 short stroke 90° design. Aluminum 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.

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

EXHAUST SYSTEM: Two-stage exhaust system, consisting of muffler and resonator, standard on all models. New dual low restriction system standard on Grand Prix and 2+2 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 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 except GTO. 14 x 6 JK steel disc wheels with F70 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. Special quick manual steering 20:1, and power steering at 17.5:1 are 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 25.0". 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 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 (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. Laminated Safety Plate Glass in windshield. Solid Tempered Safety Plate Glass in all other windows. "Fire-Levelled" acrylic lacquer on all models. Circ-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 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. Transistorized ignition or other extra-capacity systems optional at extra cost.

ENGINE

GENERAL DESCRIPTION: 230 CU. IN. 6—Overhead Cam In-Line 6-cylinder, all-aluminum slipper-skirt type cast pistons, aluminum large valves, with automatic zero valve lash adjustment. Lightweight alloy cast iron block. 7 main bearings, 2.30" journals.

V-8—V-8, short stroke 90° design. Aluminum valves. Hydraulic valve lifters, lightweight alloy cast iron block. 5 main bearings with 3" journals on 326- 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.

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. Completely sealed fuel pump adds to performance—particularly during warm weather and prolonged idle conditions.

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 326 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
Clock, standard and rally (both electric)
Console, w/bucket seats only
Cover, tonneau
Covers, seat
Cruise Control System
Cushion, foam front
De-fogger, rear window (except Station Wagons and Convertibles)
Dispenser, tissue
Exhaust extensions (Tempest, Tempest Custom, Le Mans and GTO only)
Fender skirts (Catalina, Ventura 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 Verbraphonic speakers
Roof cover, Cordova vinyl
Safety speedometer and low-fuel warning lamp
Screens, tailgate and rear door
Seats: Strato-bucket, Notch-back, bench and reclining
Seats, power-operated
Ski carriers
Steering, power—17.5:1 ratio
Steering wheels, deluxe and custom sports
Steering wheel, tilt
Tape Player, stereo
Tires, whitewall
Trailer hauling equipment
Trunk lid release, remote-control
Wheel discs: deluxe • custom spinner • wire
Wheel hub and drum assembly, aluminum (Pontiac only)
Window Lifts, power-operated (Std. on Bonneville Brougham)

PERFORMANCE

Axle ratios
Battery, heavy-duty
Brakes, power
Clock, electric and rally
Cluster, Custom Gauge and Rally
Disc Brakes, front
Engines, optional—see back cover
Exhaust, dual (standard on GP, 2+2, 326 HO, GTO and w/428 HO engines)
Exhaust extensions (Tempest, Tempest Custom, Le Mans and GTO only)
Frame, heavy-duty (except Station Wagon and Convertible)
Ignition System, Capacitor Discharge
Limited slip differential, Safe-T-Track
Steering, power—17.5:1 ratio
Steering wheels, deluxe and custom sports
Suspension, heavy-duty
Tachometer
Tires, oversize and wide-oval
Transmissions: Heavy-duty 3-speed, 4-speed manual, 2-speed automatic or Turbo Hydra-Matic
Voltage regulator, full transistor
Wheel hub and drum assembly, aluminum (Pontiac only)
Wheels, steel, competition-type Rally I (Tempest, Tempest Custom, Le Mans, Tempest Safari and GTO only)
Wheels, steel, competition-type Rally II (all models)

(For more information on performance, accessories or Station Wagons, ask for our special catalogs.)

Basic specifications, all engines

Engine	230 OHC 6	326 and 326 HO V-8	400 V-8	428 and 428 HO V-8
Displacement (cu. in.)	230	326	400	428
Bore and Stroke (nominal)	3.88 x 3.25	3.72 x 3.75	4.12 x 3.75	4.12 x 4.00
Cooling System Capacity (quarts)	12.1	18.6	18	17.2
Oil Capacity (quarts) (less filter refill)	5	6	6	6
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, 2 + 2, Ventura	63	64	121	215.6**	79.7
Grand Prix	63	64	121	215.6	79.4
Executive	63	64	124*	222.6**	79.7
Bonneville	63	64	124*	222.6**	79.4
Tempest, Tempest Custom, Tempest Safari	58	59	115	206.6†	74.4
Le Mans and GTO	58	59	115	206.6	74.7

*Except Bonneville and Executive Safari Station Wagons, 121 inches.

**Except Bonneville, Executive Safari and Catalina Station Wagons, 218.4 inches.

†Except Tempest, Tempest Custom and Tempest Safari Station Wagons, 203.4 inches.

Quick reference specific model dimensions (inches)

	4-Door Sedan	2-Door Sedan	2-Door Sports Coupe	2-Door Hardtop Coupe	4-Door Hardtop	Convertible	Station Wagon
OVERALL HEIGHT							
Catalina	55.3	55.3	54.8	54.6	55.2	56.0	56.0
2 + 2			54.4		54.9		
Executive	55.6		54.8	54.6	56.0		
Bonneville			54.8	54.6	55.2	56.0	
Grand Prix			54.2		55.2		
Tempest	55.0	54.2			55.4		
Tempest Custom	55.0	54.2	54.2	55.0	54.1	55.4	
Le Mans		54.2	54.2	55.0	54.1		
Tempest Safari			53.7	53.7		55.4	
GTO						53.6	

	FRONT SEAT LEG ROOM (Max. Effective)		REAR SEAT LEG ROOM (Min. Effective) (Station Wagon Second Seat)		FRONT HEAD ROOM (with Seat Depressed)		REAR HEAD ROOM (with Seat Depressed) (Station Wagon Second Seat)	
Catalina	42.7	42.7	42.5	42.6	42.6	41.6	38.1	37.6
2 + 2			42.3		42.3		38.1	
Executive	42.7		42.6	42.6	42.3	41.3	38.1	
Bonneville			42.3	42.3	42.3	41.3	38.1	
Grand Prix			42.3		42.3		38.1	
Tempest	40.2	40.2			33.1		35.7	
Tempest Custom	40.6	40.6	40.6	40.6	33.1	40.3	35.7	
Le Mans			41.1	41.1	40.6	41.1	35.7	
Tempest Safari			41.1	41.1	41.1	41.1	35.7	
GTO			41.1	41.1		41.1	35.7	

	FRONT SEAT LEG ROOM (Max. Effective)		REAR SEAT LEG ROOM (Min. Effective) (Station Wagon Second Seat)		FRONT HEAD ROOM (with Seat Depressed)		REAR HEAD ROOM (with Seat Depressed) (Station Wagon Second Seat)	
Catalina	42.7	42.7	42.5	42.6	42.6	41.6	38.1	37.6
2 + 2			42.3		42.3		38.1	
Executive	42.7		42.6	42.6	42.3	41.3	38.1	
Bonneville			42.3	42.3	42.3	41.3	38.1	
Grand Prix			42.3		42.3		38.1	
Tempest	40.2	40.2			33.1		35.7	
Tempest Custom	40.6	40.6	40.6	40.6	33.1	40.3	35.7	
Le Mans			41.1	41.1	40.6	41.1	35.7	
Tempest Safari			41.1	41.1	41.1	41.1	35.7	
GTO			41.1	41.1		41.1	35.7	

	FRONT SEAT LEG ROOM (Max. Effective)		REAR SEAT LEG ROOM (Min. Effective) (Station Wagon Second Seat)		FRONT HEAD ROOM (with Seat Depressed)		REAR HEAD ROOM (with Seat Depressed) (Station Wagon Second Seat)	
Catalina	38.4	38.4	38.2	38.0	38.7	38.7	37.3	37.2
2 + 2			38.2		39.0		37.1	37.1
Executive	38.3		38.0	37.9	38.7	38.7	37.1	37.1
Bonneville			38.0	37.9	38.7	38.7	37.1	37.1
Grand Prix			37.7		39.0		37.1	
Tempest	38.1	37.4			37.8		37.5	37.5
Tempest Custom	38.1	37.2	37.2	38.1	37.8	37.8	37.5	37.5
Le Mans		37.5	37.5	38.1	38.1	38.1	37.5	37.5
Tempest Safari					37.8	37.8		
GTO		37.5	37.5		38.1	38.1		

	FRONT SEAT LEG ROOM (Max. Effective)		REAR SEAT LEG ROOM (Min. Effective) (Station Wagon Second Seat)		FRONT HEAD ROOM (with Seat Depressed)		REAR HEAD ROOM (with Seat Depressed) (Station Wagon Second Seat)	
Catalina	37.4	37.4	37.2	37.2	37.8	39.0	37.3	37.2
2 + 2			37.1		37.8		37.1	37.1
Executive	37.6		37.1	37.1	38.7	39.0	37.1	37.1
Bonneville			37.1	37.1	37.8	39.0	37.1	37.1
Grand Prix			37.1		37.8		37.1	
Tempest	37.3	36.3			38.3		37.3	37.3
Tempest Custom	37.2	36.1	36.1	37.1	38.3	38.3	37.3	37.3
Le Mans		36.1	36.1	37.1	37.8	38.3	37.3	37.3
Tempest Safari			36.1	36.1	38.3	38.3		
GTO			36.1	36.1	38.3	38.3		

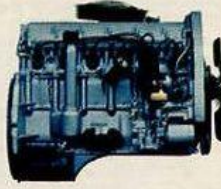
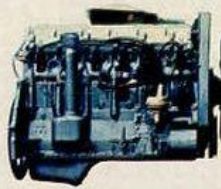














(a) Cargo Volume (cu. ft.)—2- and 3-Seat Catalina and Executive Safari models—under floor compartment provides 8.9 additional cu. ft. on 2-seat models. 4.2 cu. ft. added to Catalina and Executive 3-seat models and 3.4 cu. ft. added for Bonneville compartment, 90.8 on Bonneville 3-Seat Model.

NOTICE: All options noted herein, including whitewall tires, Decar 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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Pick your Pontiac engine and transmission

<p>Tempest, Tempest Custom, Le Mans and Tempest Safari</p>	<p>165 hp</p>  <p>Standard Overhead Cam 6. Single barrel carburetor. Displacement—230 cu. in. Torque—216 lb.-ft. Compression—9.0:1. Regular fuel.</p>	<p>215 hp</p>  <p>Optional high compression Overhead Cam 6. 4-barrel carburetor. Displacement—230 cu. in. Torque—240 lb.-ft. Compression—10.5:1. Chromed low-restriction air cleaner. Premium fuel.</p>	<p>250 hp</p>  <p>Optional V-8. Displacement—326 cu. in. 2-barrel carburetor. Torque—333 lb.-ft. Compression ratio—9.2:1. Regular fuel.</p>	<p>285 hp</p>  <p>Optional 326 HO (High-Output) V-8. Displacement—326 cu. in. 4-barrel carburetor. Torque—359 lb.-ft. Compression ratio—10.5:1. Premium fuel. Not available on Station Wagons.</p>
<p>GTO</p> <p>2+2 Option</p>	<p>335 hp</p>  <p>Standard GTO V-8 engine. Displacement—400 cu. in. 4-barrel carburetor. Compression ratio—10.75:1. Torque—441 lb.-ft. Low back-pressure dual exhaust system. Declutching fan. Chromed air cleaner, rocker covers and oil filler cap. Premium fuel.</p>	<p>255 hp</p>  <p>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. Regular fuel.</p>	<p>360 hp</p>  <p>Optional Quadra-Power 400 V-8. Displacement—400 cu. in. 4-barrel carburetor. Compression ratio—10.75:1. Torque—438 lb.-ft. Special dual exhausts. High-output camshaft and valve train. Chromed low-restriction air cleaner, rocker covers, oil filler cap. Declutching fan. Premium fuel. Ask your dealer about special Ram Air option.</p>	<p>360 hp</p>  <p>Standard 2+2 V-8. Displacement—428 cu. in. 4-barrel carburetor. Torque—472 lb.-ft. Compression ratio—10.5:1. Low back-pressure dual exhausts. Chromed low-restriction air cleaner, rocker covers and oil filler cap. Premium fuel. Shown with California smog control air cleaner. Regular air cleaner shown on standard GTO engine at left.</p>
<p>Pontiac Standard</p>	<p>265 hp</p>  <p>Standard V-8 for Catalina, Ventura and Executive with manual transmission. Displacement—400 cu. in. 2-barrel carburetor. Torque—397 lb.-ft. Compression ratio—8.6:1. Regular fuel.</p>	<p>290 hp</p>  <p>Standard V-8 for Catalina, Ventura and Executive with Turbo Hydra-Matic. Displacement—400 cu. in. 2-barrel carburetor. Torque—428 lb.-ft. Compression ratio—10.5:1. Premium fuel.</p>	<p>325 hp</p>  <p>Standard V-8 for Bonneville with Turbo Hydra-Matic. (Optional at extra cost on Catalina, Ventura and Executive.) Displacement—400 cu. in. 4-barrel carburetor. Compression ratio—10.5:1. Torque—445 lb.-ft. Premium fuel.</p>	<p>333 hp</p>  <p>Standard V-8 for Bonneville with manual transmission. (Optional at extra cost on Catalina, Ventura and Executive.) Displacement—400 cu. in. 4-barrel carburetor. Compression ratio—10.5:1. Torque—445 lb.-ft. Premium fuel.</p>
<p>Pontiac Optional</p> <p>Grand Prix</p>	<p>265 hp</p>  <p>Optional Regular Fuel V-8 available with Turbo Hydra-Matic only. Available on all except 2+2 option at no extra cost. Displacement—400 cu. in. 2-barrel carburetor. Compression ratio—8.6:1. Torque—397 lb.-ft. Regular fuel.</p>	<p>360 hp</p>  <p>Optional 428 V-8. Displacement—428 cu. in. 4-barrel carburetor. Torque—472 lb.-ft. Compression ratio—10.5:1. Chromed rocker covers and oil filler cap. Available on all models at extra cost. Premium fuel.</p>	<p>376 hp</p>  <p>The fabulous Quadra-Power 428 V-8. Displacement—428 cu. in. 4-barrel carburetor. Torque—462 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. Declutching fan. Available on all models except Station Wagons. Premium fuel.</p>	<p>350 hp</p>  <p>Standard V-8 on Grand Prix with manual transmission and with optional Turbo Hydra-Matic. Displacement—400 cu. in. 4-barrel carburetor. Torque—440 lb.-ft. Compression ratio—10.5:1. 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 2+2 and 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, Catalina, Ventura, Executive, Bonneville and Grand Prix. 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 and Executive models with 4-barrel, 400 cu. in. engines and 4.11 axle ratio, and on all models equipped with 428 cu. in. engines and 4.11 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, except Grand Prix convertible. Console floor shift standard on Grand Prix only; available at extra cost on all other bucket seat models.