

Pontiac

1968



Bonneville Brougham instrument panel

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

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

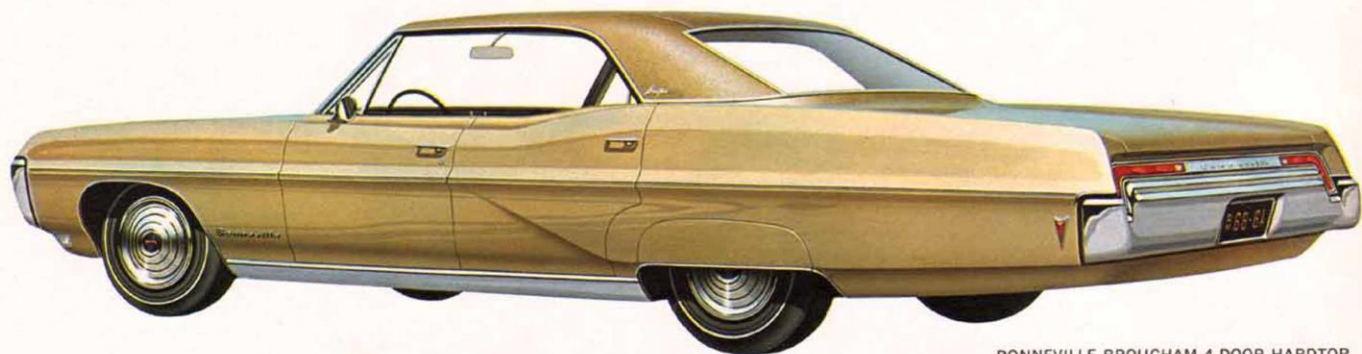
- Reduced-glare instrument panel top, inside windshield moldings, horn buttons, steering wheel hub and windshield wiper arms and blades
- Inside, day-night mirror with deflecting base
- Safety armrests
- Thick laminate windshield
- Soft, low-profile window control knobs and coat hooks
- Padded front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

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



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

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



BONNEVILLE BROUGHAM 4-DOOR HARDTOP



BONNEVILLE BROUGHAM HARDTOP COUPE

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

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GRAND PRIX HARDTOP COUPE



GRAND PRIX HARDTOP COUPE



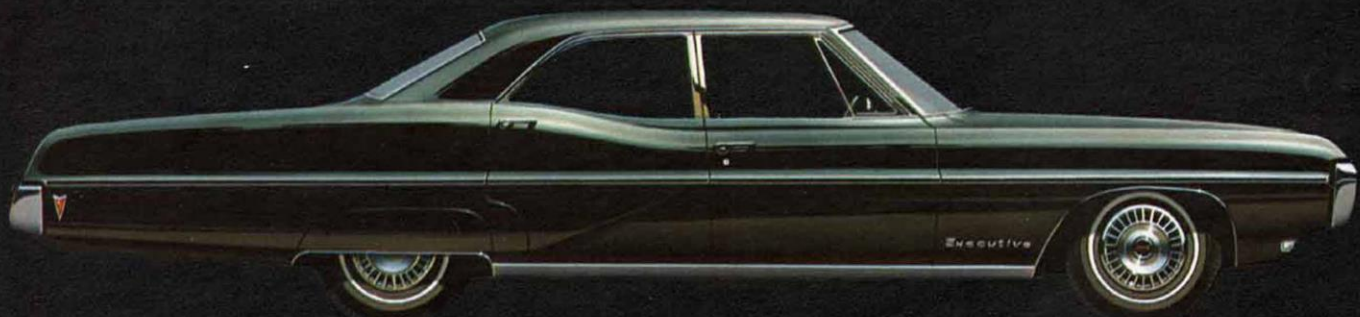


BONNEVILLE 4-DOOR HARDTOP



BONNEVILLE CONVERTIBLE





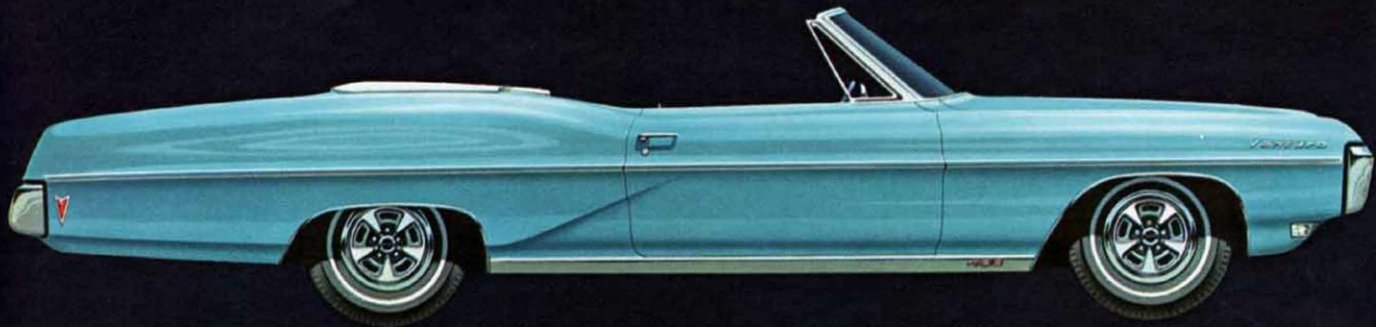
EXECUTIVE 4-DOOR SEDAN



EXECUTIVE 4-DOOR HARDTOP



VENTURA HARDTOP COUPE



VENTURA CONVERTIBLE



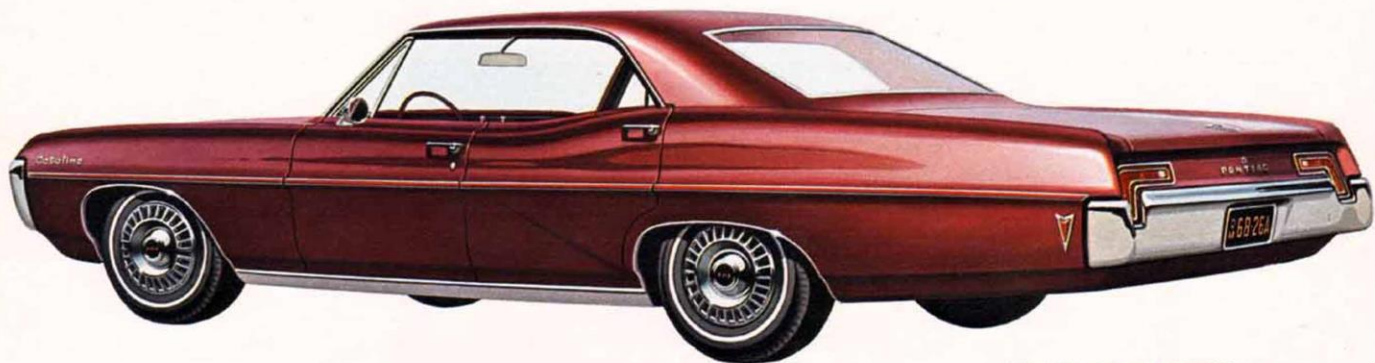
VENTURA 4-DOOR HARDTOP



VENTURA 4-DOOR SEDAN



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CATALINA 4-DOOR HARDTOP



CATALINA HARDTOP COUPE

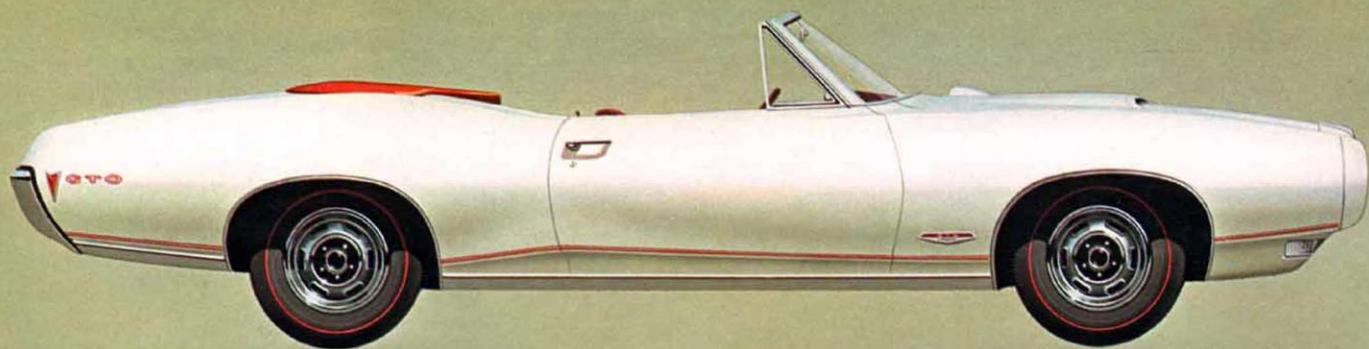


CATALINA 2-DOOR SEDAN

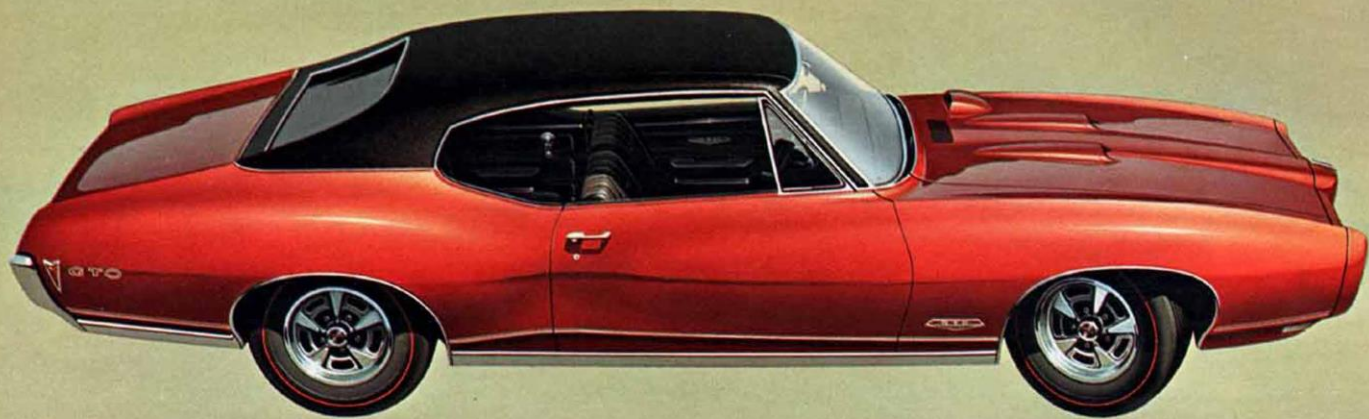


CATALINA 4-DOOR SEDAN





GTO CONVERTIBLE



GTO HARDTOP COUPE

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the '68 Le Mans is to
let you sit back and just look.

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LEMANS CONVERTIBLE



LEMANS SPORTS COUPE



LEMANS 4-DOOR HARDTOP

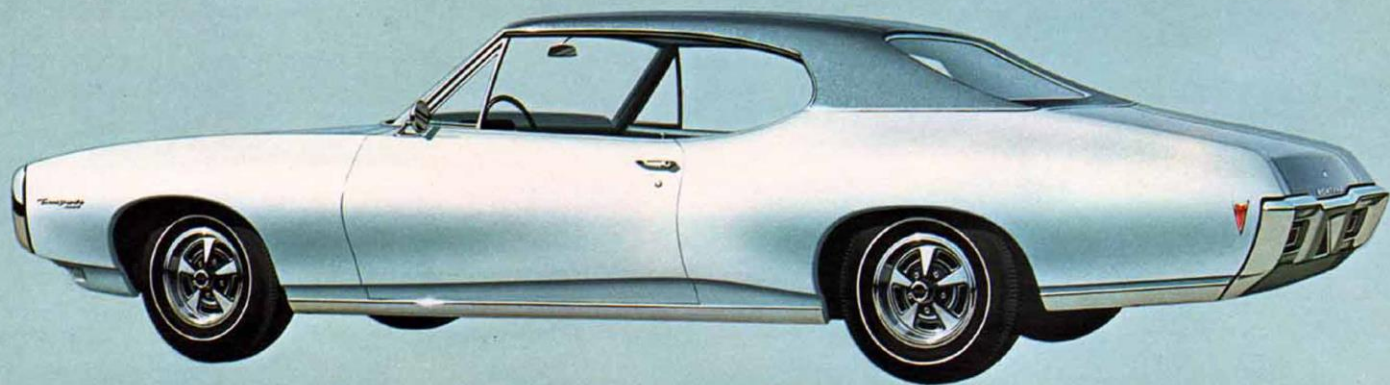


**If you think Wide-Tracking
is just a rich man's sport,
Tempest Custom proves you're wrong.**

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



TEMPEST CUSTOM CONVERTIBLE



TEMPEST CUSTOM HARDTOP COUPE



TEMPEST CUSTOM SPORTS COUPE



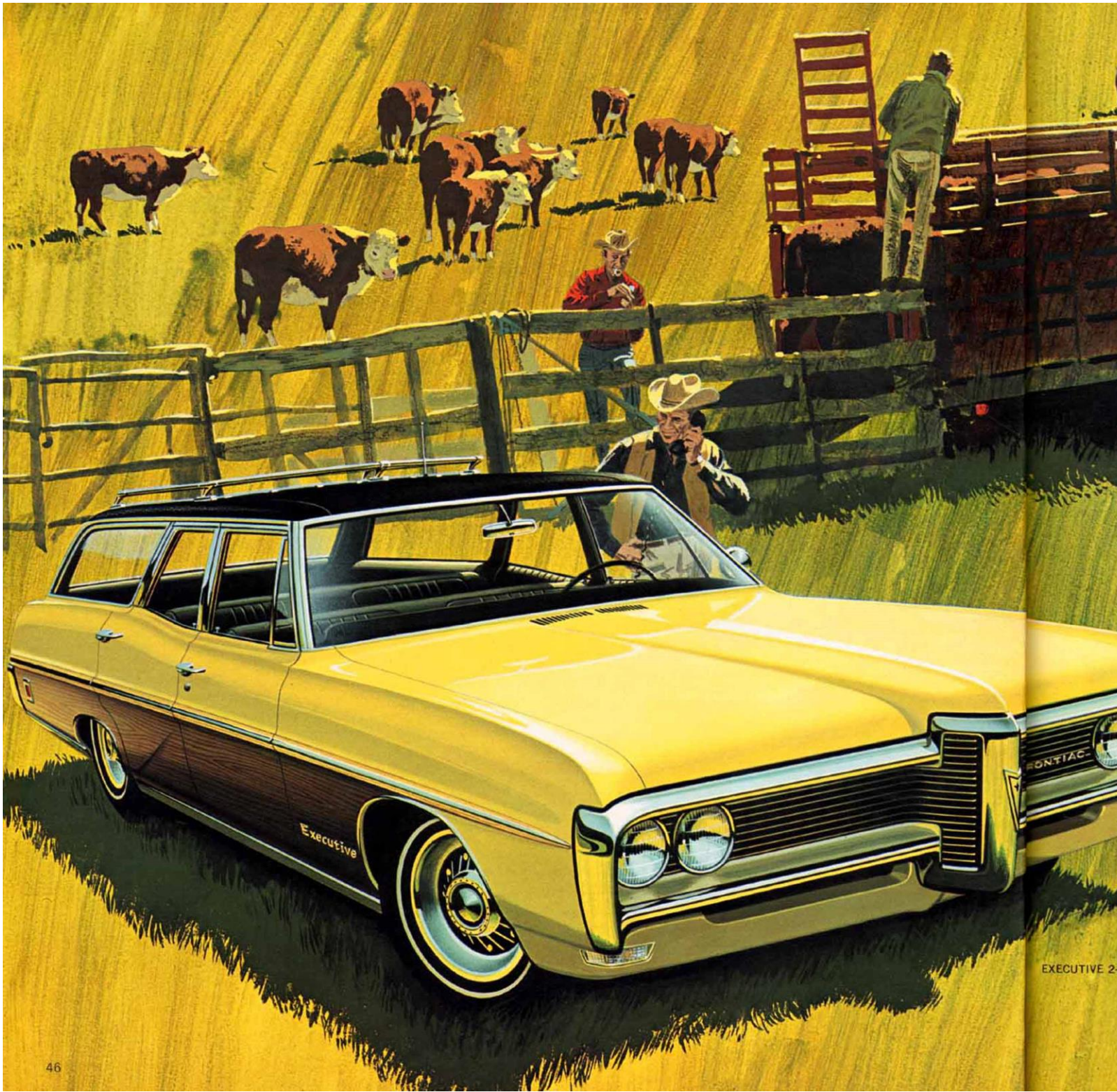
TEMPEST CUSTOM 4-DOOR SEDAN



TEMPEST 4-DOOR SEDAN



TEMPEST SPORTS COUPE



Executive

PONTIAC

EXECUTIVE 2



BONNEVILLE 3-SEAT STATION WAGON



EXECUTIVE 3-SEAT SAFARI



CATALINA 3-SEAT STATION WAGON



CATALINA 2-SEAT STATION WAGON








TEMPEST CUSTOM STATION WAGON



TEMPEST SAFARI

Pick your Pontiac engine and transmission

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

3-Speed Manual Transmissions

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

4-Speed Manual Transmissions

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

Automatic Transmissions

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

Ponti
Here's our
trains. Even
axle ratios to
economy, th
transmission
engine in th
with either 2

Engine

1
OHC 6—
250 cu. in.
1-BBL—175 hp

2
OHC 6—250 cu. in.
4-BBL—215 hp

3
V-8—350 cu. in.
2-BBL—265 hp

4
V-8—350 H.O.
4-BBL—320 hp

5
GTO V-8—
400 cu. in.
350 hp—4-BBL

6
GTO V-8—
400 cu. in.
265 hp—2-BBL

7
GTO
400 H.O. V-8
400 cu. in.
360 hp—4-BBL

*3.90:1, 4.11:1
(a) Not available
(b) Not available
(c) With air cleaner
(d) Catalina 2-
(e) For Catalina

Transmission

Engine

1st

2nd

3rd

4th

Reverse

General specifications

Catalina, Ventura, Executive, Bonneville,

Brougham and Grand Prix

www.GTOAA.org

CHASSIS

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

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

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

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

STEERING: Link parallelogram type steering linkage with energy absorbing steering column. Self-adjusting steering gear with recirculating ball bearing—both manual and power. Ball-type pivot joints pitman arm to intermediate rod assembly. Steering gear manual, manual 24:1, with optional power 17.5:1 on Catalina—variable ratio 6.0 to 12.21 on power steering on other series.

BRAKES: Dual master cylinder and safety pressure switch with self-adjusting brakes, air cooled, internal expanding hydraulic type. Two shoe, fixed spindle 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 on all models. (All manual transmissions synchronized in all forward gears.) Turbo Hydra-Matic and 4-speed manual transmissions optional at extra cost. Tubular drive shaft. Lightweight Salisbury type semi-floating hypoid rear axle. Safe-T-Track semi-locking differential optional at extra cost.

BODY

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

ELECTRICAL SYSTEM: 12-volt system with 42-ampere Delco-tron generator, 53 amp. hr. battery with 8.61 compression ratio engines, 61 amp. hr. battery with 10.5:1 or 10.75:1 engines. Other extra-capacity systems available at extra cost.

ENGINE

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

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

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

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

CHASSIS

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

WHEELS AND TIRES: 14 x 5 J steel disc wheels with 7.75 x 14 low pressure tires, air cooled, internal expanding hydraulic engines. 8.25 x 14 tires on models equipped with V-8 engines. 14 x 6 JK steel disc wheels with G-77 x 14 redline tires on GTO.

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

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

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

BRAKES: Dual master cylinder and safety pressure switch with self-adjusting brakes, air cooled, internal expanding hydraulic type. Two shoe, single anchor. Drum diameter—front 9.5", rear 9.5". Front lining width 2.50". Total swept area for four brakes 326.9 square inches. Foot-controlled parking brake operates on rear service brake system. Vacuum power brakes and disc front brakes manual or power, optional at extra cost.

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

BODY

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

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

ENGINE

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

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

FUEL SYSTEM: Choice of 1-barrel (6 cyl. only), 2-barrel or 4-barrel downdraft carburetion mounted on high ram type intake manifold connecting to a low-restriction reverse flow muffler. Dual low-restriction system standard on 350 HO and all 400 cu. in. GTO engines (optional at extra cost on other V-8 models—dual system not available on Station Wagon).

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

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

COMFORT, CONVENIENCE AND APPEARANCE

Air conditioning, Custom and Automatic Temperature Control (Pontiac only)
Brakes, power + Disc, front
Clock, standard and rally (both electric)
Console, w/lock, seat only
Cruise Control System
Cushion, foam front
De-fogger, rear window (except Station Wagons and Convertibles)
Dispenser, tissue
Exhaust extensions (Tempest, Tempest Custom, LeMans and GTO only)
Fender skirts (Catalina and Executive only)
Floor mats, front and rear
Glass, Soft-Ray tinted—all around or windshield only
Guards, door-edge
Heater, engine block—water
Lights, cornering
Locks, gas cap, luggage compartment and rear door safety
Luggage carriers
Mirrors, outside remote-control rearview + visor vanity
Pad, rear load area (all station wagons)
Radios: AM + AM/FM + Stereo-Multiplex + electric antenna + rear-seat speakers, and stereo-effect Verbra-Phonic speakers
Roof cover, Cordova vinyl
Safety speedometer and low-fuel warning lamp
Screens, taillight and rear door
Seats—Strato-bucket, Notch-back, Strato-bench and reclining
Seats, power-operated
Ski carriers
Steering, power—17.5:1 ratio except 16.0:1-12.2:1 variable ratio on Executive, Bonneville and Grand Prix
Steering wheels, deluxe and custom sports
Steering wheel, tilt
Tape player, stereo
Tires, whitewall
Trailer-hauling equipment—ask for special folder
Trunk lid release, remote-control
Wheel covers, deluxe + custom wire
Wheel hub and drum assembly, aluminum (Pontiac only)
Window Lifts, power-operated (std. on Bonneville Brougham)
Wheels—Rally II

PERFORMANCE

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

Basic specifications, all engines

Engine	250 OHC 6	350 and 350 HO V-8	400 V-8	428 and 428 HO V-8
Displacement (cu. in.)	250	350	400	428
Bore and Stroke (nominal)	3.88 x 3.53	3.88 x 3.75	4.12 x 3.75	4.12 x 4.00
Cooling System Capacity (qts.)	12.1	18.6	17.8—GTO 18.0—Cat., Exec., Bonne. 18.5—G. Prix	17.2
Oil Capacity (qts.) (less filter re-fill)	5	5	5	5
Fuel Capacity (gals.)	21.5	21.5	26.5 (24.0 on station wagons) (21.5 on GTO)	26.5 (24.0 on station wagons)

Basic dimensions (inches)

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

*Except Bonneville and Executive Safari Station Wagons—121 inches.
**Except Bonneville, Executive Safari and Catalina Station Wagons—217.8 inches.
†Except 4-Dr. Sedans, 4-Dr. Hardtops and Tempest Custom Station Wagons—116 inches.
*Except 4-Dr. Sedans and 4-Dr. Hardtops—204.1 inches.

Quick reference specific model dimensions (inches)

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

	FRONT SEAT LEG ROOM (Max. Effective)					
	4-Door Sedan	2-Door Sedan	2-Door Sports Coupe	2-Door Hardtop Coupe	4-Door Hardtop	Convertible Station Wagon
Catalina, Ventura	42.4	42.4	42.4	42.4	42.4	41.5
Executive	42.4	42.4	42.4	42.4	42.4	41.5
Bonneville, Brougham	42.4	42.4	42.4	42.4	42.4	41.5
Grand Prix	42.4	42.4	42.4	42.4	42.4	41.5
Tempest	41.2	41.2	41.2	41.2	41.5	42.6
Tempest Custom	41.5	41.2	41.2	41.2	41.5	41.2
Le Mans	41.2	41.2	41.2	41.2	41.5	42.7
Tempest Safari	41.2	41.2	41.2	41.2	41.5	42.7
GTO	41.2	41.2	41.2	41.2	41.5	42.7

	REAR SEAT LEG ROOM (Min. Effective) (Station Wagon Second Seat)					
	4-Door Sedan	2-Door Sedan	2-Door Sports Coupe	2-Door Hardtop Coupe	4-Door Hardtop	Convertible Station Wagon
Catalina, Ventura	38.1	37.5	34.0	37.7	34.0	38.2
Executive	38.1	37.5	34.0	37.7	34.0	38.2
Bonneville, Brougham	38.1	37.5	34.0	37.7	34.0	38.2
Grand Prix	38.1	37.5	34.0	37.7	34.0	38.2
Tempest	33.8	32.3	32.2	32.2	33.8	32.4
Tempest Custom	33.8	32.2	32.2	32.2	33.8	32.4
Le Mans	33.8	32.4	32.4	32.4	33.8	32.4
Tempest Safari	33.8	32.4	32.4	32.4	33.8	32.4
GTO	33.8	32.4	32.4	32.4	33.8	32.4

	FRONT HEAD ROOM (with Seat Depressed)					
	4-Door Sedan	2-Door Sedan	2-Door Sports Coupe	2-Door Hardtop Coupe	4-Door Hardtop	Convertible Station Wagon
Catalina, Ventura	39.1	39.1	38.5	38.2	39.1	39.2
Executive	39.0	39.0	38.5	38.2	39.2	39.2
Bonneville, Brougham	39.1	39.1	38.5	38.2	39.1	39.2
Grand Prix	39.1	39.1	38.5	38.2	39.1	39.2
Tempest	38.5	37.8	37.8	37.8	38.5	38.7
Tempest Custom	38.5	37.8	37.8	37.8	38.5	38.7
Le Mans	38.5	37.8	37.8	37.8	38.5	38.7
Tempest Safari	38.5	37.8	37.8	37.8	38.5	38.7
GTO	38.5	37.8	37.8	37.8	38.5	38.7

	REAR HEAD ROOM (with Seat Depressed) (Station Wagon Second Seat)					
	4-Door Sedan	2-Door Sedan	2-Door Sports Coupe	2-Door Hardtop Coupe	4-Door Hardtop	Convertible Station Wagon
Catalina, Ventura	37.7	37.7	37.3	37.2	37.9	39.0
Executive	37.6	37.7	37.3	37.1	37.9	39.0
Bonneville, Brougham	37.7	37.7	37.3	37.1	37.9	39.0
Grand Prix	37.7	37.7	37.3	37.1	37.9	39.0
Tempest	37.1	36.3	36.3	36.3	37.1	37.0
Tempest Custom	37.1	36.3	36.3	36.3	37.1	37.0
Le Mans	37.1	36.2	36.2	36.2	36.9	37.0
Tempest Safari	37.1	36.2	36.2	36.2	36.9	37.0
GTO	37.1	36.2	36.2	36.2	36.9	37.0

(a) 3-Door 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 3.3 cu. ft. added for Bonneville compartment.
(b) Add 10.0 cu. ft. for compartment under rear load floor.
NOTICE: All options noted herein, including whitewall tires, Decor Gauge, and radio illustration 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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