



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

Thick laminate windshield

Safety armrests

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 HARDTOP COUPE

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



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

BROUGHAM

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

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





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





'68 Bonneville, remember where we got the name.

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





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





Our 1968 Executive. Luxury continued. More affordable.

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



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





Ventura for 1968, a delicious lesson in money management.

Ventura's rather raish approach to what constitutes a great Car might leave you all tile exaperated: a. what you used to be driving. The 68 Ventura is with tappened when Protitics set its mind to building a wishout car on top of a 21-linch wheelesse. And then charging less for it than you thought a car of its stature could cost. To do it, we set a 400-cu. in Venture even you reside that will be set to the control of the control of the control set of the control of the control of the control of the control of the venture to the control of the control of the control of the control engine was the only economy showing. After all, when you can security your feet through a layer of the control bed carefully called the control of the control of the control of the control dash and heary yourself salls above the silence of enter incidation, that's hardly economy. Your dealer can help you design a Ventura to meet your needs. Economically and richly. As you can see, saving money is an art, is not?



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





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

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





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





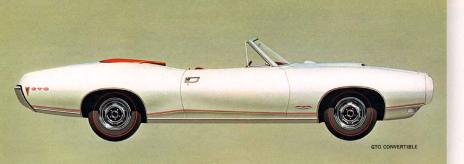
atalina's elegance is only matched by the convenience it brings you, from a list of options you might have a hard time choosing between. Everything from an air conditioner that not only keeps you cool, but filters out pollen, too, to a steering wheel that tilts, to power steering, power brakes, power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





In '68, the Great One again is GTO.

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





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







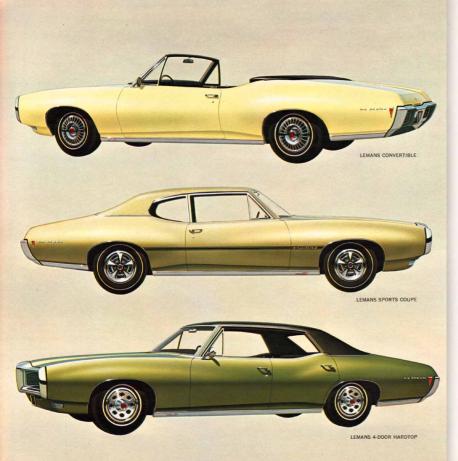
GTO

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

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

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





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







LEMANS



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

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





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



TEMPEST CUSTOM





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





TEMPEST CUSTOM



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





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

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



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



EXECUTIVE SAFARI AND BONNEVILLE STATION WAGON





CATALINA 2-SEAT STATION WAGON

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



CATALINA STATION WAGONS



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



TEMPEST STATION WAGON AND SAFARI

Pick your Pontiac engine and transmission



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.

13. Regular fuel engine optional at no extra cost on Catalina, Ventura Executive, Bonneville and Grand Prix with Turbo Hydra-Matic trans-

mission only. Displacement—400 cu. in. 2-barrel carbureter. Compression ratio—3.6:1. Torque—397 lb.-lt.

4-Speed Manual Transmissions

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

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.

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.

15. The fabulous 428 H.O. V-8. Displacement— 428 cu. in. 4-barrel carburetor. Torque—655 Ib.-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

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.

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

Pontiac Power Trains

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

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

style. If you want more performance, select a numerically higher

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

Engine	Transmission	Standard Axle Ratio	Economy Axie	Performance Axie	Special Order Axles*	Engine	Transmission	Standard Axle Ratio	Economy Axle	Performance Axle	Specia Order Axles
1	3-speed	3.23 3.23(c)			3.55 (a)	8					
OHC 6— 250 cu. in. 1-BBL—175 hp	Automatic	3.23 3.23(c)	2.56	2.93	3.36 (a)	400 cu. in. 360 hp-4-BBL	4-speed Turbo Hydra-Matic	4.33(a) 4.33(a)			
2	3-speed	3.55(a)			3.90 (a)						
OHC 6-250 cu.in.	4-speed	3.55(a)			3.90 (a)	9	3-speed	3,23 3,23(c)	3.08		3.42 3.55
4-BBL—215 hp (b)	Automatic	3.23(a)	2.56(a)	3.55(a)		290-hp V-8	3-specu		5.00		3.73
3 V-8-350 cu. in.	3-speed	3.23 3.23(c)	3.08		3.36	Std. 400 cu. in. 2-BBL	Turbo	2.29(f) 2.41(f-c) 2.41(g)	2.29(g-a)	2.73(f) 2.93(g)	3.08 3.23 3.42 3.55 3.73
2-BBL—265 hp	4-speed Automatic	3.23 3.23(c)		2.93	3.36		Hydra-Matic	2.41(g-c) 2.56(h)	2.41(h)	2.93(h)	3.55
	Automatic	2.56 2.78(c)		2.93	3.36 (a)			2.56(h-c)	- 33		
4	3-speed	3.36 3.23(c)			3.08 3.55 3.90	10 340-hp V-8	3-speed	3.23 3.23(c)			
V-8-350 H.O. 4-BBL-320 hp (b)	4-speed	3.36 3.23(c)			3.55 (a) 3.90	400 cu. in. 4-BBL	Turbo Hydra-Matic	2.73 2.73(c)	2.41	2.93	
	Automatic	3.23 3.23(c)			3.08 3.36 3.55 (a)	11 340-hp V-8 400 cu. in. 4-BBL	3-speed	3.23 3.23(c)	3.08(p)		3.42 3.55 3.73
5 GTO V-8— 400 cu. in. 350 hp—4-BBL	3-speed	3.55 3.23(c)			3.08 3.23 3.36 3.90 4.33		Turbo Hydra-Matic	2.56(1) 2.56(1-c) 2.73(m) 2.73(m·c)	2.41(j) 2.56(n)	2.93(j) 3.08(n)	(n) 3.08 (3.23 3.42 3.55 3.73
330 Hp=4-00C		3.55			3.08	12 350-hp V-8 400 cu. in. 4-BBL	3-speed	3.23(o) 3.23(o-c)		3.42(0)	3,55 3,73
	4-speed	3.55 3.23(c)			3.36 (a) 3.90 4.33		Turbo Hydra-Matic	2.73(o) 2.73(o-c)	2.56(o)	3.08(a-o)	3,23 3,42 3,55 3,73
	4-speed w/close ratio				3.90 (a) 4.33		nyara masa	2.110(0.07			3.73
	Turbo Hydra-Matic	3.36 2.93(c)			3.23 3.55 3.90 4.33	13 265-hp V-8 400 cu. in. 2-BBL	Turbo Hydra-Matic	2.41(j) 2.41(j-c) 2.56(k) 2.56(k-c)			
6 GTO V-8— 400 cu, in.	Turbo Hydra-Matic	2.93 2.78(c)	2.56	3.23		14 375-hp V-8	3-speed	3.23 3.23(c)			3.42 3.55 3.73
265 hp-2-BBL	nyara-mauc	2.75(0)			3.08	428 cu. in. 4-BBL	4-speed	3.42 3.42(c)			3.55 3.73
7					3.23		w/close ratio				4.11
GTO 400 H.O. V-8 400 cu. in.	3-speed	3.55 3.23(c)		1-,,,,	3.36 3.90 (a) 4.33		Turbo Hydra-Matic	3.08 2.93(c)	2.56	3.23(a)	3.42 3.55 3.73
360-hp4-BBL	4-speed	3.55 3.23(c)			3.08 3.23 3.36 3.90 4.33	15 390-hp	3-speed 4-speed	3.42(a) 3.42(a)			3,55 3,73 4,11 3,55
	4-speed w/close ratio				3.90 (a) 4.33	428 H.O. V-8 428 cu. in. 4-BBL (b)	w/close ratio	3.42(8)			3.73 4.11
					3.36)		Turbo	3.42(a)			3.23
-	Turbo Hydra-Matic	3.55 3.23(c)			3.90 4.33		Hydra-Matic	(0)			3.55 3.73

- (b) Not available on station wagons
- With air conditioning Catalina 2- and 4-door sedans only g) For Catalina 4-door hardtop model only

- sedans and 4-door hardtop models
- (I) Bonneville Hardtop Coupe and 4-door Hardtop only
- Grand Prix and Bonneville Station Wagon and Convertible
- (j) Bonneville Hardtop Coupe and 4-door hardtop and all Catalina and Executive models (n) Bonneville Convertible and Station Wagon only

 - (p) Economy axle not available on Catalina & Executive models except as

TRANSMISSION GEAR RATIOS-CATALINA, EXECUTIVE. TRANSMISSION GEAR RATIOS-TEMPEST, TEMPEST CUSTOM, LE MANS, TEMPEST SAFARI AND GTO BONNEVILLE AND GRAND PRIX Gear Paties for Manual Transmission Gear Ratios for GTO With Turbo Hydra-Matic Gear Ratios for Manual Transmissions Gear Ratios for Turbo Hydra-Matic Std. Opt. H-D 3-speed (Exc. GTO) (Std. GTO) Opt. 4-speed Opt. 4-speed Concist arder All except GTO 4-speed close ratio Transmission 1st (Low) 2 48-Transmission 4-speed Manual close ratio 1st (Low) 2 48-1 4-speed Manual 1.76:1 2nd (Super) 1.48 2nd (Super). ...1.48:1 All V-8s w/column shift V-8 OHC 6 1.00:1 Drive. 3rd (Drive). 1.00: 3rd (Drive) 1.00-1 Engine All V-8s GTO only w/floor shift .1.76:1 only Reverse. Reverse. .2,08:1 2.42:1 2.52:1 2.20:1 carb, only Reverse...2,08:1 2.85:1 2.54:1 2.42:1 2.85:1 2,52:1 2.20:1 1.61:1 1.88:1 1.64:1 2nd 1.68:1 1.50:1 1.61:1 2.02:1 1.88:1 1.64:1 Total Torque 1.00:1 1,46:1 1.28:1 Multiplication at Start Multiplication at Start Total Torque 3rd 1.00:1 1.00:1 1,00:1 1.35:1 1.46:1 1.28:1 1.00:1 1.00:1 Multiplication at Start Atth 1.00:1 1.00:1 1.00:1 OHC 6 & 350 H.O. V-8 , 4,93:1 4-BBL Engine. 5.7:1 350 V-8 2-BBL 4.4:1 2-BBL Engine. .5.09:1 2.33:1 2,59:1 2.27:1 Reverse 2.95:1 2.63:1 2.33:1 2.85:1 2.59:1 2.27:1

Executive. Bonneville

Grand Prix.

Brougham

General specifications Catalina, Ventura, Executive, Bonneville,

Brougham and Grand Prix CHASSIS

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

requirements of individual body styles.

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. ditioning, 8.85 x 14 tires standard on 3-seat station wagons, regord \$1.95 Feb. (1) independent from suspension regord \$1.95 Feb. (1) independent from suspension pivoted on low dynamic rater rubber bushings have open end olined by stress, lower control arms have dual rate rubber shock absorbers mounted inside coil springs, compound anti-dire control.

GIVE CONTO).

FOUR LINK, EER SUSPENSION: Angle-mounted upper and POUR LINK, James Control of arms hore low dynamic rate has been dynamic rate. The been bushings, Large diameter, low-rate coil springs mounted over rear ask, Angle-mounted hydraulic shock absorbers with new valving, Drive and torque taken through rubber cush-ioned control arms.

ioned control arms.

STEERING: Link: parallelogram type steering linkage with energy absorbing steering column, Self-adjusting steering god upon the steering god type pixel ploins pitman arm to intermediate rod assembly. Steering gear ratio, manual 24-1, with optional power 17.5:1 on Catalina—variable ratio (16.0 to 12.2) on power steering.

other series and the cylinder and safety pressure switch with plants juding brakes, air cooled, internal expanding hydraulic type. Iwo shoe, fixed single anchor. Drum diameter—front 11, rear 11. Total swept area for four brakes 326.9 source brake system. Vacuum power brakes and disc front brakes optional at extra cost.

optional at extra cost.

TRANSMISSION AND DRIVE TRAIN: 3-speed manual transmission standard all models. (All manual transmissions synchrosis) and transmissions optional at extra cost. Tubular drive shaft. Lightweight Salisbury type semi-floating typoid read axie. Safe-Track semi-floating officernal optional at extra

BODY

CONSTRUCTION: Fisher all-steel body with reinforced side rocker panels. Counter-balanced double hood and trunk consolidation of the property of the consolidation of the consolid

ELECTRICAL SYSTEM: 12-volt system with 42-ampere Delco-tron generator, 53 amp. hr. battery with 8.6:1 compression ratio engines, 61 amp. hr. battery with 10.5:1 or 10.75:1 en-gines, 01her extra-capacity systems available at extra cost.

ENGINE

GENERAL DESCRIPTION: EVALUATION OF GROVE OF GRISTIN. Alumi-miss where a property of the property of the property of the main bearings with 3" journals on 400-cu-in, engines—3.25" on 425-cu-in, engines (see engine chart). Salanced flow on block graphy, Closed cardon-service and side of the cylinder block graphy, Closed cardon-service —4-barrel graymortals, carblock equally. Closed cranscase Venilation system samulari. FUEL SYSTEM: Choice of 2-barrel or 4-barrel downdraft car-heater (see engine chart), Automatic choke. Centrifugal and vacuum control of distributor spark advance. Completely seeled fuel pump adds to performance characteristics—es-pecially during warm weather or idle conflictions.

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

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

CHASSIS

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

meet requirements of individual body styles.

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

bites on d'O.

BIONT SUPPRINT DE PROPERTIES DE L'AUTONNE DE L'AUTONNE

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. 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 shee, single anchor. Drum diameter-Tiort 9:5°, rear 9:5°. Front lining width 2:50°. Total swept area for four brakes 2:69;2 so, in. Foot-controlled parking brake operates on rear service brake system. Vacuum power brakes and disc front brakes manual or power, optional at extra cost. TRANSMISSION AND DRIVE TRAIN: 3-speed manual transmission standard all models. (All manual transmissions synchronized in all forward gests.) Automatic transmissions synchronized in all forward gests.) Automatic transmission giores, or 4-speed manual transmission optional at extra cost. Inbular drive shaft with two universal joints. Semi-floating Salisbury type hypoid rear axie. Safe-T-Track semi-locking differential optional at extra cost.

RODY

CONSTRUCTION: Fisher allsteel body with reinforced side rocker panels. Counter-balanced double hood and trunk consolid 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.

and detroser standard on all models.

ELECTRICAL \$75TEM: 12-voit system with 37-ampere Deloctron generator, 44 amp. hr. battery with 9.0:1 compression ratio engines, 53 amp. hr. battery with 9.2:1, 61 amp. hr. with 10.5:1 or 10.75:1 engines. Extra-capacity electrical systems optional at extra cost.

ENGINE

GENERAL DESCRIPTION: 250 CU. IN. 6—Overhead Cam In-Line 6-cylinder, all-aluminum slipper-skirt type cast pistons, aluminized large valves, with automatic zero valve lash adjustment. Lightweight alloy cast-iron block. 7 main bearings, 2.30° journals. Closed crankcase ventilation system standard. journals. Closed crankcase ventilation system standard. Y-8-V-8, shot stroke 90° design. Aluminized valves. Hydraulic valve iffers, lightweight alloy cast inor block. 5 main bearings chartly. Balanced flow cooling system pumps water directly into each side of the cylinder block on V-8s only. Closed crankcase ventilation system standard.

cramicase ventilation system standard.

FUEL SYSTEM: Choice of 1-barrel (6 cyl. cyl.), 2-barrel or FUEL SYSTEM: Choice of 1-barrel (6 cyl. cyl.), 2-barrel or take manifold (see engine chart), Automatic choke. Centriugal and vacuum control of distributor spark advance. Sealed fuel pump adds to performance-particularly during warm heater standard.

heater standard.

EHALBY STANDARD FIGURES with single-barrel carburetoEHALBY STANDARD FIGURES AND FIGURES AND FIGURES AND FIGURES WITH A STANDARD FIGURES AND FIGURES WITH A STANDARD FIGURES AND FIGURES WITH A STANDARD FIGURES AND FIGURES WITH A STANDARD FIGURES AND FIGURES WITH A STANDARD FIGURES AND FIGURES WITH A STANDARD FIGURES WITH A

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

COMFORT, CONVENIENCE AND APPEARANCE

COMPENIENCE AND APPEARANCE
Air conditioning, cuttern and vulnerable Temperature Control
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Brakes, power - Disc, front
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Exhaust extensions (tempest, tempest Custom, Lewisns a Fender skirts (Catalina and Executive only) Floor mast, front and rear floor mast, front and rear (Gaudat, corredged—all around or windshield only Gaudat, corredged—all around or windshield only Guarda, Corredged—all around or windshield only (Lights, correin, pagest) (Lights, pag

Luggage daries and provided the provided and provided the provided area (all station wapers). Radios: AM * AM/FM * Stereo-Multiplex * electric antenna * rear-east speakers, and stereo-effect Verbra-Phonic speakers. Roof cover, Cordova vinyl Safeguard speadometer and low-fuel warning lamp Screens, taligate and rear door Seats—Strato-buck, Notch-back, Strato-bench and reclining Seats—Strato-bench and reclining Seats—Strato-buck, Notch-back, Strato-bench and Reclining Seats—Strato-buck, Notch-back, Strato-buck, Notch-back, Strato-buck, Notch-back, Strato-buck, Notch-back, Strato-buck, Notch-b

Seats, power-operated Ski carriers

Ski Cyrines.

Ski Cyrines.

17.51, ratio errept. 16.01;12.21 variables.

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Sterring wheels, deluxe and custom soorts.

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Wheel sterring soorts custom, where

Wheel sterring soorts according to be showerite Brougham)

Wheels—Rally III concentrate (see a Beneviries Brougham)

PERFORMANCE

Axle ratios—see Power Train page
Battery, heavy-duty
Brakes, power
Brake

Exhausis, joul (Islandari on 07, 300 H0, 070 and w/478 Exhausi exhausis (Frenget, Impresi Lutton, LeMans and France, havy-duty (except Station Wagens and Convertibles) immediate of exhausis asset "Trace, immediate of exhausis and challen wagens and convertibles (immediate) of exhausis and challen south "Station Report of the Convertible of the Convertib

(For more information on performance, accessor 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	18.5	17.8-GTO 18.0-Cat., Exec., Bonne. 18.6-G. Prix	17.2
Dil Capacity (qts.) (less filter refill)	5	5	5	5
Fuel Capacity (gals.)	21.5	21.5	26.5 (24.0 on station wagons) (21.5 on GTO)	26.5 (24.0 on station wagons)

Basic dimensions (inches)

	Tread	Tread	base	Length	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 Bonnerville and Executive Satari Station Wagons—121 inches.

*Except Bonnerville, Executive Satari and Catalina Station Wagons—217.8 inches.

*Except 4-Dr. Sedans, 4-Dr. Hardtops and Tempest Custom Station Wagons—116 inches.

*Except 4-Dr. Sedans and 4-Dr. Hardtops—204.7 inches.

Quick reference specific model dimensions (inches) 2-Door 2-Door

	4-Door Sedan	2-Door Sedan	Sports Coupe	Hardtop Coupe	4-Door Hardtop	vertible	Station Wagon
		OVER	ALL HEI	т			A X
Catalina, Ventura	54.8	54.8		53.8	53.6	54.2	55.9
Executive	54.8			54.0	53.8		55.9
Bonneville, Brougham				54.0	53.8	54.4	55.9
Grand Prix				53.0	1 2 2		
Tempest	52.5		51.8			-	-
Tempest Custom	52.5		51.8	51.8	52.3	52.1	54,4
Le Mans			51.8	51.8	52.3	52.1	M
Tempest Safari							54;4
GTO				52.2		52.5	
	FRONT	SEAT LE	G ROOM	Max. Effec	tive)		
Catalina, Ventura	42.4	42.4		42.4	42.4	42.4	41.5

Catalina, Ventura	42.4	42.4		42.4	42.4	42.4	41.5
Executive	42.4			42.4	42.4		41.5
Bonneville, Brougham				42.4	42.4	42.4	41.5
Grand Prix				42.3			1
Tempest	41.2		41.2				-
Tempest Custom	41.5		41.2	41.2	41.4	41.5	42.6
Le Mans			41.3	41.3	41.5	41.2	
Tempest Safari							42.7
GTO				41.3		41.2	

Catalina, Ventura	38.1	37.5		34.0	37.7	34.0	38.2
Executive	38.1			34.0	37.7		38.2
Bonneville, Brougham				34.0	37.7	34.0	38.2
Grand Prix				35.2			
Tempest	33.8		32.3				1
Tempest Custom	33.8		32.2	32.2	33.8	32.2	34.8
Le Mans	-		32.4	32.4	33.8	32.4	1000
Tempest Safari				-		-	34.8
GTO				32.4		32.4	

Catalina, Ventura	39.1	39.1		38.5	38.2	39.1	39
Executive	39.0			38.5	38.2		39
Bonneville, Brougham				38.5	38.2	39.1	39
Grand Prix				37.9			
Tempest	38.5		37.8	-		1	
Tempest Custom	38.5		37.8	37.8	38.5	38.7	38
Le Mans			37.5	37.5	38.0	38.5	
Tempest Safari	- //						38
CTO				37.5		38.5	

Catalina, Ventura	37.7	37.7		37.3	37.2	37.9	39.0
Executive	37.6	-		37.3	37.1		39.0
Bonneville, Brougham				37.3	37.1	37.9	39.0
Grand Prix				37.2			
Tempest	37.1		36.3				
Tempest Custom	37.1		36.3	36.3	37.1	37.0	38.2
Le Mans			36.2	36.2	36.9	37.0	
Tempest Safari			-			-	38.2
CTO				26.2		27.0	

⁽a) Cargo Volume (rg. II.)—2- and 3-Seat Catalina and Executive Salari models—usderfloor comportment provides 8.9 additional cs. If. on 2-seat models, 4.2 cs. II. added in Catalina and Executive 3-seat models and 3.3 cs. III. added for Boneville compartment.
(b) Add 100 cs. III. for compartment under rear load floor.

NOTICE: All options noted herein, including whitevall time, Ducor Groop, and radius illustrated on some models, are extra-cost equatment unless otherwise specified. Ask your dealer for all price information on any model or special equapheret we design.



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