

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

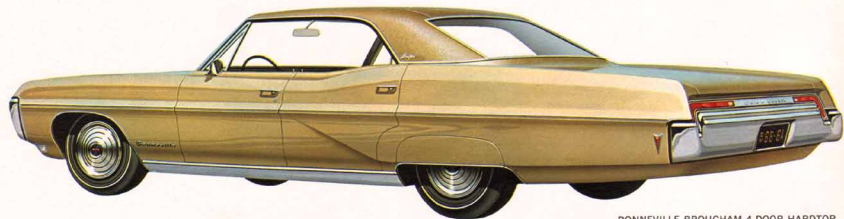
But a moment please, before you move on. No matter how secure and safe we build our 1968 Pontiacs, it's still up to you to drive them that way. All it takes is a little care, caution and patience.



BROUGHAM CONVERTIBLE

**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

Offered 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.

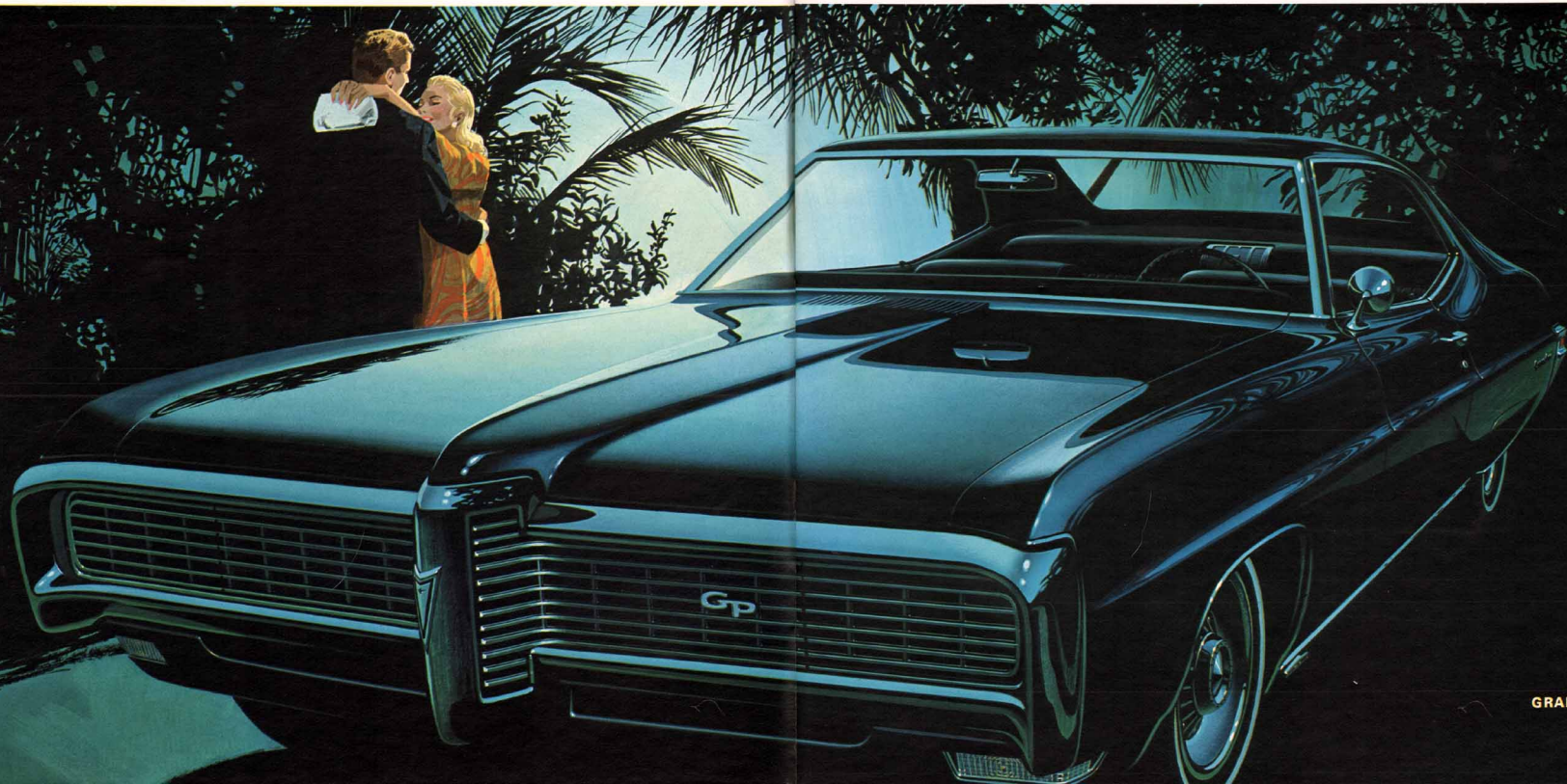


Chosen on the cars in this catalog are some items from the many options and custom features offered on the Buick cover. They're available at extra cost and well worth it.

**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 lull 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.



GRAND PRIX



GRAND PRIX HARDTOP COUPE



GRAND PRIX HARDTOP COUPE

Below 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 gilt-edged 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.



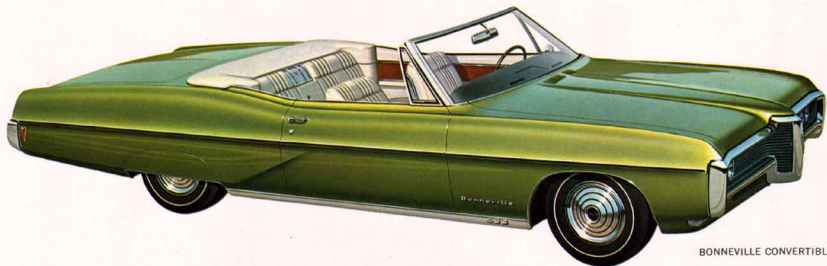


**'68 Bonneville,
remember where we got the name.**

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.



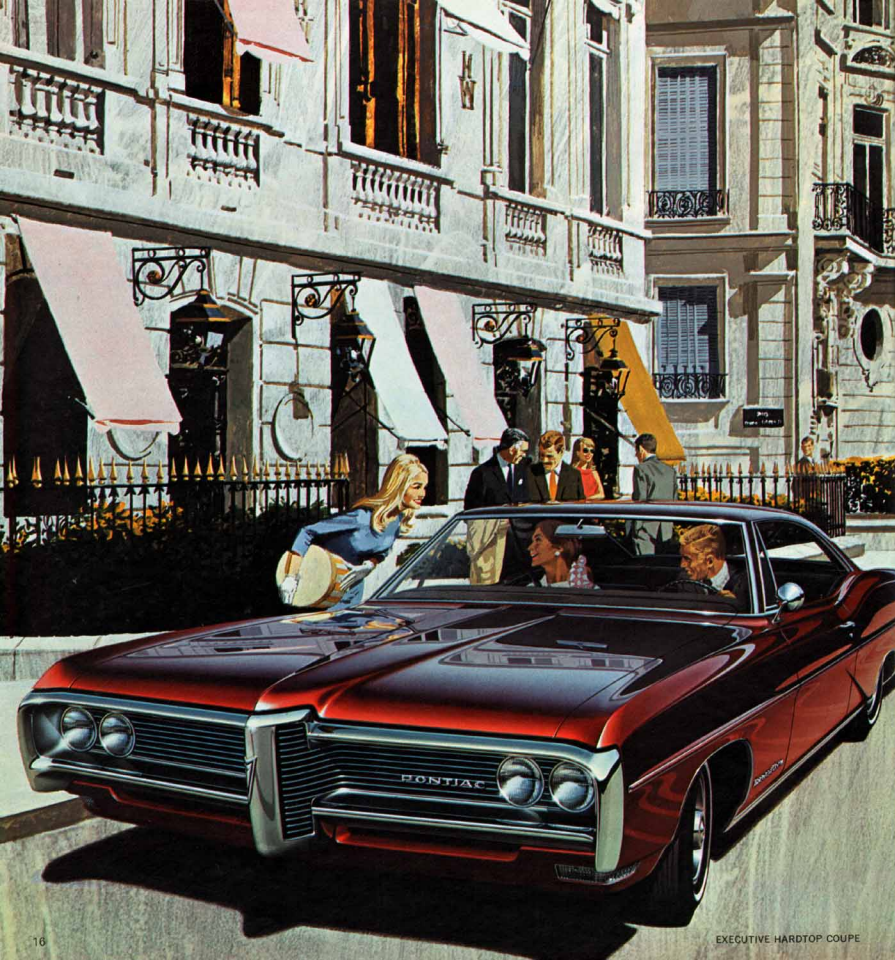
BONNEVILLE 4-DOOR HARDTOP



BONNEVILLE CONVERTIBLE

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 Bonneville's surrender luxury readily from the wall-to-wall, nylon-blend carpeting, Carpathian elm-burl 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?

EXECUTIVE HARDTOP COUPE



EXECUTIVE 4-DOOR SEDAN



EXECUTIVE 4-DOOR HARDTOP

Can you imagine a more appropriate way to go about it than by making Executive's interior the plushiest 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.



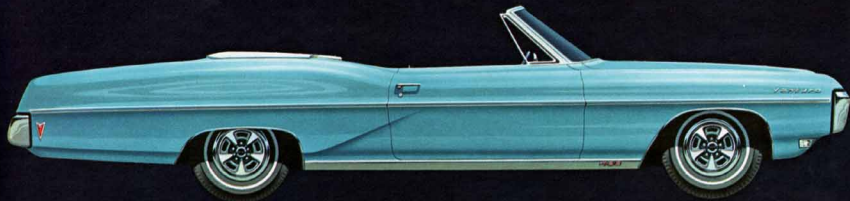
EXECUTIVE



VENTURA HARDTOP COUPE

Ventura for 1968, a delicious lesson in money management.

Ventura's rather rakish approach to what constitutes a great car might leave you a little exasperated . . . at what you used to be driving. The '68 Ventura is what happened when Pontiac set its mind to building a lavish car on top of a 121-inch wheelbase. 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. V-8 that develops 290 hp on top of Wide-Track. And gave you the option of a 265-hp version that runs on regular, and made sure that that economy engine was the only economy showing. After all, when you can scuttle your feet through a layer of thick nylon-blend carpeting, see the elegance of simulated walnut wood grain styling on the dash and hear yourself talk above the silence of extra insulation, 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, isn't it?



VENTURA CONVERTIBLE



VENTURA 4-DOOR HARDTOP



VENTURA 4-DOOR SEDAN

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-extra-cost, 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.

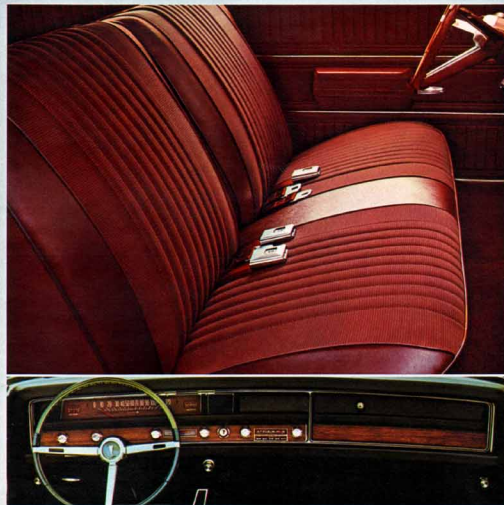


CATALINA 4-DOOR HARDTOP



CATALINA HARDTOP COUPE

That expensive seat you're sitting on (your neighbors will never know it isn't) is all-Morrokide 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.



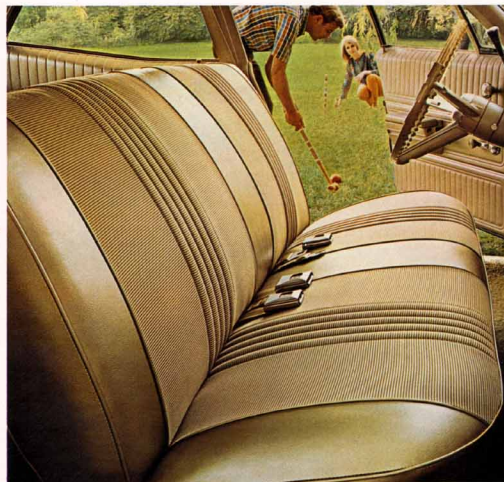


CATALINA 2-DOOR SEDAN



CATALINA 4-DOOR SEDAN

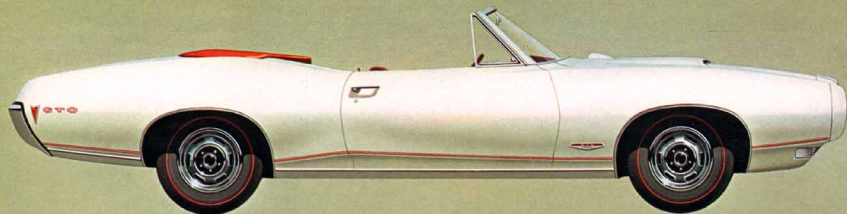
Catalina's elegance is only matched by the convenience it brings you, from a list of options you might have a hard time choosing between. Everything from an air conditioner that not only keeps you cool, but filters out pollen, too, to a steering wheel that tilts, to power steering, power brakes, power windows, six-way power seat, tinted glass, special ride and handling package and trailer-hauling options, to a stereo tape deck. 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?



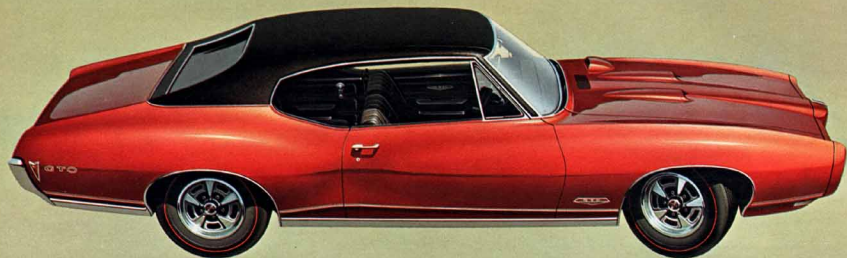


**In '68,
the Great One again
is GTO.**

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 shift—floor-mounted, of course. They cost extra, but are worth every penny. Want to know more about The Great One? Be patient—we divulge more on the next page.

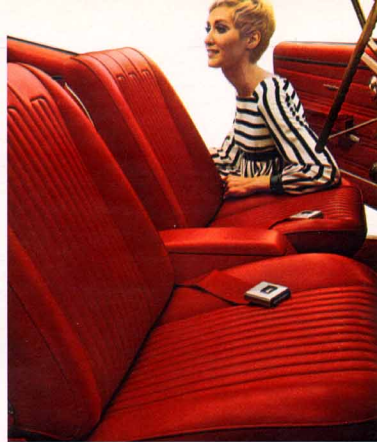


GTO CONVERTIBLE



GTO HARDTOP COUPE

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 regular-gas, 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 armrest—just 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.



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

This is styling born years ahead of its time. Four-doors look like hardtops. Hardtops 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.



LEMANS



LEMANS CONVERTIBLE



LEMANS SPORTS COUPE



LEMANS 4-DOOR HARDTOP

Whether your Le Mans is a convertible, hardtop 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



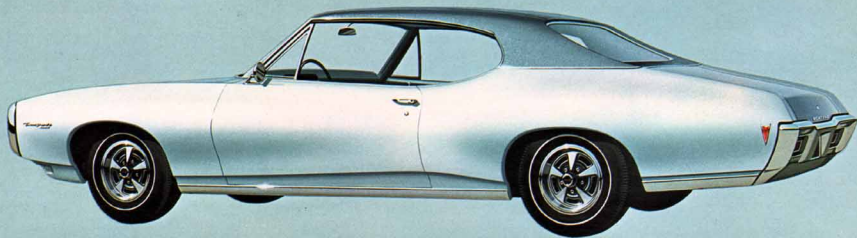
**If you think Wide-Tracking
is just a rich man's sport,
Tempest Custom proves you're wrong.**

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.

TEMPEST CUSTOM 4-DOOR HARDTOP



TEMPEST CUSTOM CONVERTIBLE



TEMPEST CUSTOM HARDTOP COUPE

Open 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 ball-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



TEMPEST CUSTOM SPORTS COUPE



TEMPEST CUSTOM 4-DOOR SEDAN



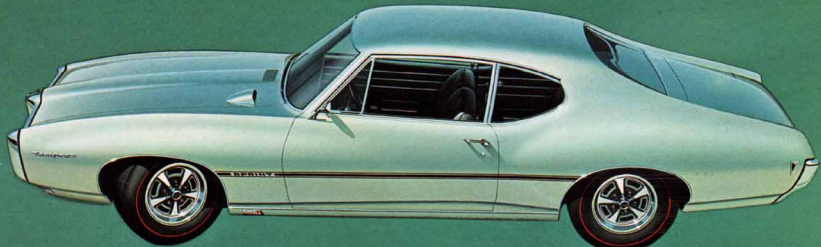
All five Tempest Custom models come completely equipped with the newest safety innovations. Things like front and rear body side marker lights, new padded safety armrests and padded front and intermediate seatback tops and lower structure. And if you're the kind who likes options, feast your eager retinas 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



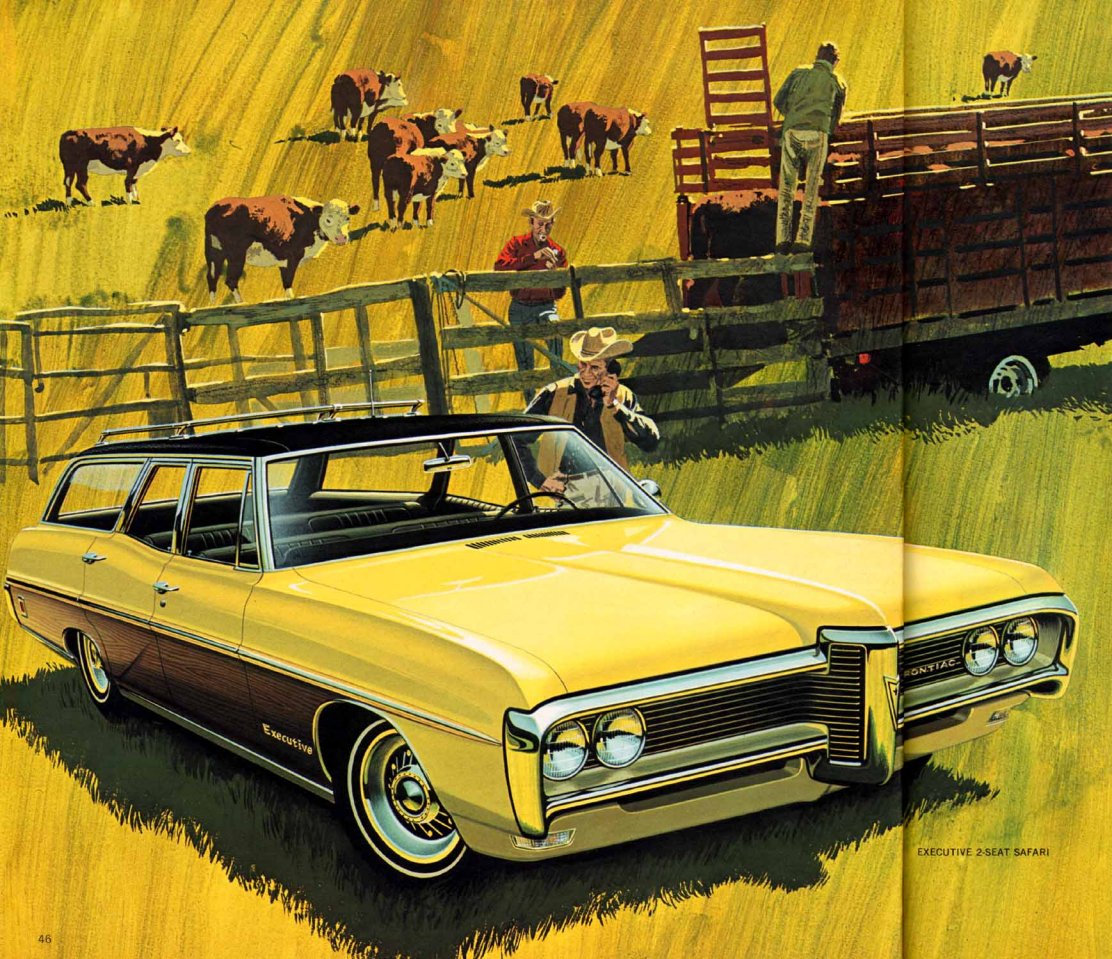
TEMPEST 4-DOOR SEDAN



TEMPEST SPORTS COUPE

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.





EXECUTIVE 2-SEAT SAFARI

'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.



BONNEVILLE 3-SEAT STATION WAGON

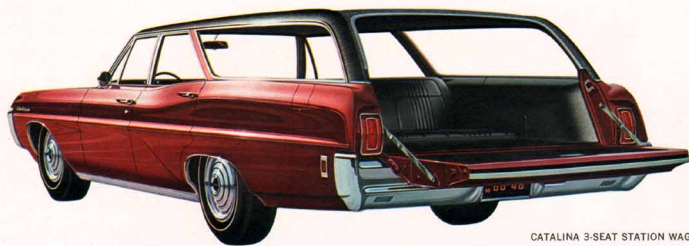


EXECUTIVE 3-SEAT SAFARI

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 armrest, 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 Bonneville's 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 3-SEAT 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**



TEMPEST CUSTOM STATION WAGON



TEMPEST SAFARI

The 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

Tempest, Tempest Custom, Le Mans and Tempest Safari

175 HP

215 HP

265 HP

320 HP

1. Standard Overhead Cam 6-cylinder carburetor. Displacement—290 cu. in. Torque—240 lb.-ft. Compression—9:1. Regular fuel.

2. Optional high-compression Overhead Cam 6-cylinder carburetor. Displacement—310 cu. in. Torque—255 lb.-ft. Compression—10:1. Choked, low restriction air cleaner. Premium fuel. Not available on station wagons.

3. Optional V-8. Displacement—350 cu. in. 4-barrel carburetor. Torque—315 lb.-ft. Compression ratio—9:2.1. Regular fuel.

4. Optional high-output V-8. Displacement—350 cu. in. 4-barrel carburetor. Torque—380 lb.-ft. Compression ratio—10:1. Dual exhaust system. Premium fuel. Not available on station wagons.

350 HP

265 HP

360 HP

360 HP

5. Standard GTO V-8 engine. Displacement—400 cu. in. 4-barrel carburetor. Compression ratio—10:7.1. Torque—445 lb.-ft. Low back-pressure dual exhaust system. Premium fuel. Chrome air cleaner, rocker covers and oil filler cap. Premium fuel.

6. Regular fuel engine optional at no extra cost on GTO with Turbo Hydra-Matic. Displacement—400 cu. in. 2-barrel carburetor. Compression ratio—8:1. Torque—397 lb.-ft. Dual exhaust system.

7. Optional 400 H.O. V-8. Displacement—400 cu. in. 4-barrel carburetor. Compression ratio—10:7.1. Torque—445 lb.-ft. Special dual exhausts. High-output carburetor and valve train. Chrome low restriction air cleaner, rocker covers, oil filler cap. Power Top fan. Premium fuel.

8. Optional Ram Air V-8. Special functional air scoop, induction system, high output long overhang cam, heavy-duty valve springs. Displacement—400 cu. in. 4-barrel carburetor. Torque—445 lb.-ft. Compression ratio—10:7.1. Low back-pressure dual exhaust system. Chrome low restriction air cleaner with trash air attachment. Chrome rocker covers and oil filler cap. Premium fuel 4-speed manual or Turbo Hydra-Matic only.

290 HP

340 HP

340 HP

350 HP

9. Standard V-8 for Catalina, Ventura and Executive with 3-speed manual and Turbo Hydra-Matic transmission. Displacement—400 cu. in. 4-barrel carburetor. Compression ratio—10:1. Torque—445 lb.-ft. Premium fuel.

10. Optional V-8 for Catalina, Ventura and Executive with 3-speed manual and Turbo Hydra-Matic transmission. Displacement—400 cu. in. 4-barrel carburetor. Compression ratio—10:1. Torque—445 lb.-ft. Premium fuel. (Dual exhaust system recommended on this engine.)

11. Standard V-8 for all Bonneville models except Grand Prix with 3-speed manual and Turbo Hydra-Matic transmission. Displacement—400 cu. in. 4-barrel carburetor. Compression ratio—10:1. Torque—445 lb.-ft. Premium fuel.

12. Standard V-8 for Grand Prix with 3-speed manual or optional Turbo Hydra-Matic transmission—400 cu. in. 4-barrel carburetor. Compression ratio—10:1. Torque—445 lb.-ft. Dual exhaust system. Premium fuel.

265 HP

375 HP

390 HP

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—8:1. Torque—397 lb.-ft.

14. Optional 428 V-8. Displacement—428 cu. in. 4-barrel carburetor. Torque—472 lb.-ft. Compression ratio—10:1. Chrome rocker covers and oil filler cap. Dual exhaust system recommended on this engine. Available on all models at extra cost. Premium fuel.

15. The fabulous 428 H.O. V-8. Displacement—428 cu. in. 4-barrel carburetor. Torque—465 lb.-ft. Compression ratio—10:1. High output camshaft, valve train and special exhaust manifolds. With this engine, a chrome plus chrome rocker covers and oil filler cap. Low back-pressure dual exhausts. Power Top fan. Available at extra cost on all models except station wagons. Premium fuel.

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, 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 4.23:1 rear axle ratio, on Catalina, Ventura, Executive, Bonneville and Grand Prix models equipped with 428-cu.-in. engines and a 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.

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 (8F) with either 2.29:1, 1.241:1 or 2.56:1 axle ratio, depending on body

style. If you want more performance, select a numerically higher performance axle ratio. Or you can order a more powerful engine (all the way up to the 390-hp 428 H.O. V-8 [815]) with a four-speed fully synchronized manual transmission and a 4.11:1 to 1:1 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.

*Note: Not all axle ratios are available with all body style, engine and transmission combinations. There are certain special 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 Axle	Optional Performance Axle	Special Order Axle*	Engine	Transmission	Standard Axle Ratio	Economy Axle	Optional Performance Axle	Special Order Axle*
1 OHC 6—290 cu. in. 1-BBL—175 hp	Automatic	3.23 2.22(c)	2.56	2.53	3.35 (a)	8 GTO Ram Air V-8 400 cu. in. 4-BBL	4-speed Turbo Hydra-Matic	4.33(a)		4.33(c)	
2 OHC 6—350 cu. in. 4-BBL—215 hp (b)	Automatic	3.55(a) 3.23(c)	2.56(a)	3.55(a)	3.90 (a)	9 290-hp V-8 Std. 400 cu. in. 2-BBL	3-speed Turbo Hydra-Matic	3.73(c)	3.08	2.79(g-h)	3.42 3.55 (a) 3.71
3 V-8—350 cu. in. 2-BBL—265 hp	Automatic	3.23 2.22(c)	3.08	3.36	3.36 (a)	10 340-hp V-8 400 cu. in. 4-BBL	3-speed Turbo Hydra-Matic	2.73 2.73(c)	2.41	2.93	3.42 3.55 (a) 3.71
4 V-8—350 H.O. 4-BBL—320 hp (b)	Automatic	3.23 2.22(c)	3.08	3.36	3.36 (a)	11 340-hp V-8 400 cu. in. 4-BBL	3-speed Turbo Hydra-Matic	3.23 2.73(c)	3.08(g-h)	2.93(j)	3.42 3.55 (a) 3.71
5 GTO V-8—400 cu. in. 350 hp—4-BBL	3-speed	3.35 3.23(c)		3.38	3.38 (a)	12 390-hp V-8 400 cu. in. 4-BBL	3-speed Turbo Hydra-Matic	3.23 3.23(c-h)	2.56(i)	3.42(j)	3.42 3.55 (a) 3.71
	4-speed	3.55 3.23(c)		3.38	3.38 (a)	13 265-hp V-8 400 cu. in. 2-BBL	Turbo Hydra-Matic	2.73(e)	2.56(i)	3.08(k-o)	3.23 3.35 (a) 3.55 (a) 3.71
	4-speed w/close ratio	3.90 (a) 4.33 (c)		3.38	3.38 (a)	14 375-hp V-8 428 cu. in. 4-BBL	3-speed Turbo Hydra-Matic	3.23 3.23(c)		3.42(j)	3.42 3.55 (a) 3.71
	Turbo Hydra-Matic	2.96 2.96(c)		3.38	3.38 (a)	15 390-hp 428 H.O. V-8 4-BBL (b)	3-speed Turbo Hydra-Matic	3.42 3.42(c)		3.42(j)	3.42 3.55 (a) 3.71
6 GTO V-8—400 cu. in. 265 hp—2-BBL	Turbo Hydra-Matic	2.82 2.78(c)	2.56	2.23	2.23		w/close ratio Turbo Hydra-Matic	3.08 2.88(c)	2.56	3.23(k)	4.11 (c) 3.42 3.55 (a) 3.71
7 GTO 400 H.O. V-8 400 cu. in. 360 hp—4-BBL	3-speed	3.55 3.23(c)		3.38	3.38 (a)		4-speed Turbo Hydra-Matic	3.42 3.42(c)		3.42(j)	3.42 3.55 (a) 3.71
	4-speed	3.55 3.23(c)		3.38	3.38 (a)		w/close ratio Turbo Hydra-Matic	3.08 2.88(c)	2.56	3.23(k)	4.11 (c) 3.42 3.55 (a) 3.71
	4-speed w/close ratio	3.90 (a) 4.33 (c)		3.38	3.38 (a)		3-speed Turbo Hydra-Matic	3.42 3.42(c)		3.42(j)	3.42 3.55 (a) 3.71
	Turbo Hydra-Matic	3.55 3.23(c)		3.38	3.38 (a)		w/close ratio Turbo Hydra-Matic	3.08 2.88(c)	2.56	3.23(k)	4.11 (c) 3.42 3.55 (a) 3.71

*2.90:1, 4.11:1 and 4.33:1 rear axle ratios can be dealer-installed.

- (a) Not available with air conditioning.
- (b) Not available on station wagons.
- (c) With air conditioning.
- (d) Catalina 2- and 4-door sedans only.
- (e) For Catalina 4-door Hardtop model only.
- (f) All Executive models and Catalina models except 2-door and 4-door sedans and 4-door hardtop models.
- (g) Bonneville Hardtop Coupe and 4-door hardtop and all Catalina and Executive models.
- (h) Grand Prix and Bonneville Station Wagon and Convertible.
- (i) Bonneville Hardtop Coupe and 4-door Hardtop only.
- (j) Bonneville Station Wagon, Convertible and all Catalina and Executive models.
- (k) Grand Prix only.
- (l) Executive not available on Catalina & Executive models except as special order.

TRANSMISSION GEAR RATIOS—TEMPEST, TEMPEST CUSTOM, LE MANS, TEMPEST SAFARI AND GTO

Transmission	Gear Ratios for Manual Transmissions					Automatic Transmissions All except GTO		Gear Ratios for GTO With Turbo Hydra-Matic				TRANSMISSION GEAR RATIOS—CATALINA, EXECUTIVE, BONNEVILLE AND GRAND PRIX					
	Std. 3-speed	Std. (exc. GTO)	Std. (exc. GTO)	Opt. (exc. GTO)	Opt. 4-speed	Special order close ratio	GTO only	1st (Low)	2nd (Super)	3rd (Direct)	4th	1st (Low)	2nd (Super)	3rd (Direct)	4th	Total Torque Multiplication at Start	
Engine	OHC 6	All V-8 w/chrome air filter	V-8 w/finer shaft	OHC 6 w/4-BBL carb. only	All V-8	GTO only	Low.....1.76:1	1st (Low).....2.48:1	Transmission (all engines)	Standard Manual	Optional Manual	Special order Manual	1st (Low).....2.41:1	2nd (Super).....1.48:1	3rd (Direct).....1.00:1	4th.....1.00:1	Total Torque Multiplication at Start
1st	2.65:1	2.54:1	2.42:1	2.81:1	2.52:1	2.20:1	Reverse.....1.76:1	2nd (Super).....1.48:1	1st	2.42:1	2.57:1	2.20:1	1st (Low).....2.41:1	2nd (Super).....1.48:1	3rd (Direct).....1.00:1	4th.....1.00:1	1.00:1
2nd	1.68:1	1.50:1	1.41:1	2.02:1	1.88:1	1.64:1		3rd (Direct).....1.00:1	2nd	1.67:1	1.88:1	1.64:1	1st (Low).....2.41:1	2nd (Super).....1.48:1	3rd (Direct).....1.00:1	4th.....1.00:1	1.00:1
3rd	1.00:1	1.00:1	1.00:1	1.35:1	1.46:1	1.28:1		4th.....1.00:1	3rd	1.00:1	1.46:1	1.28:1	1st (Low).....2.41:1	2nd (Super).....1.48:1	3rd (Direct).....1.00:1	4th.....1.00:1	1.00:1
4th	—	—	—	1.00:1	1.00:1	1.00:1			4th	—	—	1.00:1	1st (Low).....2.41:1	2nd (Super).....1.48:1	3rd (Direct).....1.00:1	4th.....1.00:1	1.00:1
Reverse	2.55:1	2.63:1	2.33:1	2.85:1	2.59:1	2.27:1			Reverse	2.31:1	2.59:1	2.27:1	1st (Low).....2.41:1	2nd (Super).....1.48:1	3rd (Direct).....1.00:1	4th.....1.00:1	1.00:1

