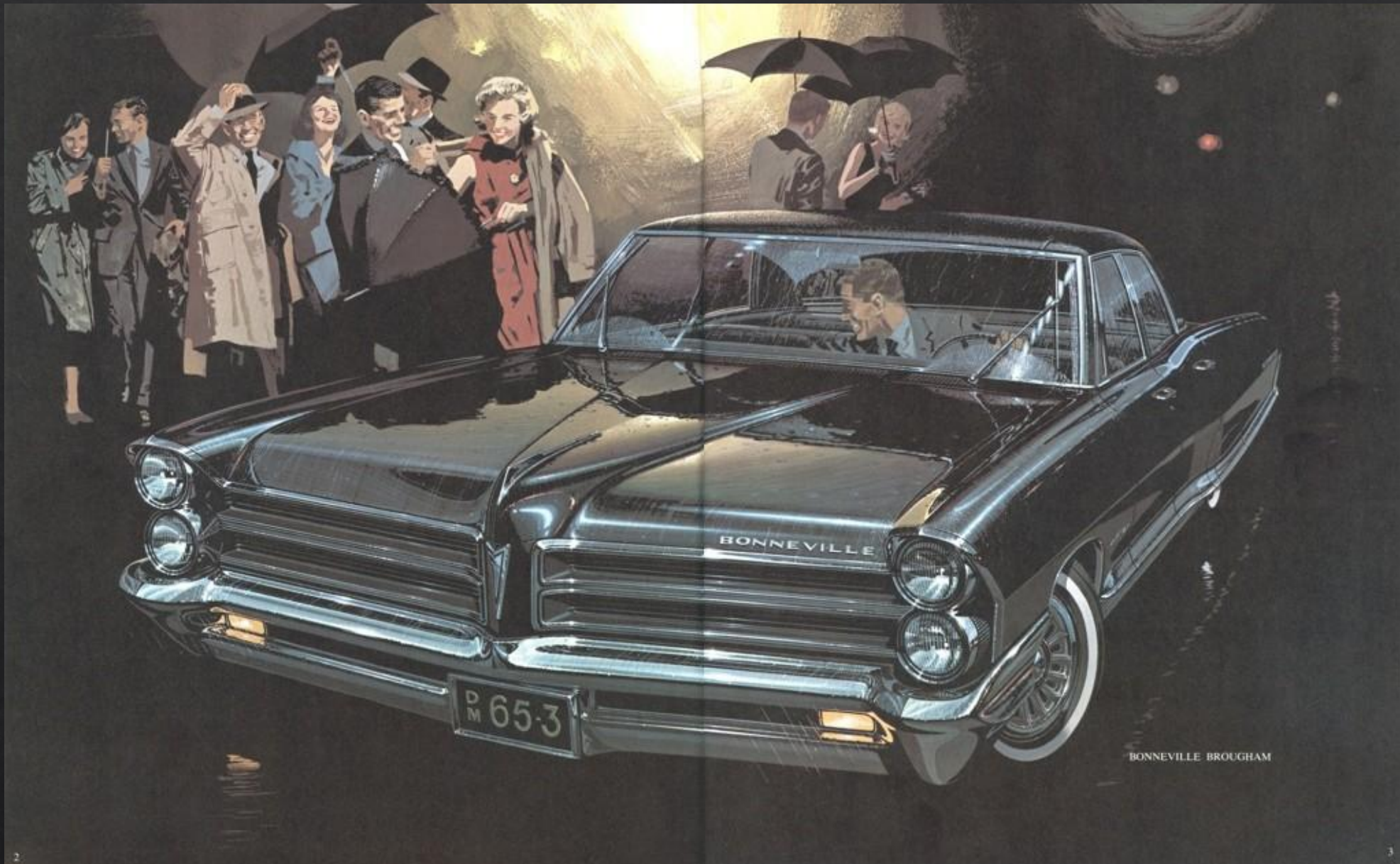


NINETEEN
SIXTY FIVE
PONTIAC

nineteen sixty-five pontiac

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BONNEVILLE SPORTS COUPE



(Shown on the cars in this catalog are some items from the many options and custom features offered by Pontiac on page 46. They're available at extra cost, and well worth it in driving comfort and convenience.)

BONNEVILLE 4-DOOR VISTA

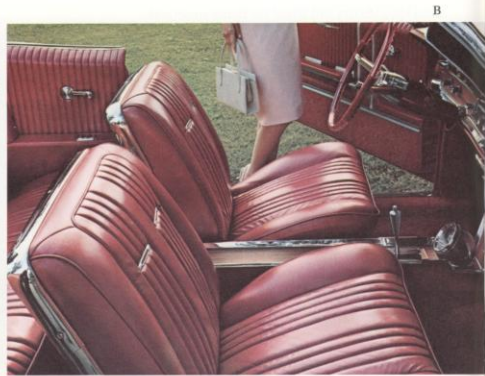
Maybe the year of the Quick Wide-Tracks is your year for moving up to Bonneville. There's no mistaking, Bonneville deserves first place among Pontiacs. Look at its longer, lower silhouette for 1965, unbroken from wraparound front bumper to massive rear deck save for one sweeping accent in stainless steel. The side glass is gracefully curved to allow extra room inside. Interiors are beautifully coordinated throughout. The Bonneville Brougham (a page back) is all this and more, from its limousine interior to the padded Cordova vinyl roof you'll want—obviously the car for people who love luxury but insist on being practical.



BONNEVILLE CONVERTIBLE



A



B



C

(Shown on the cars in this catalog are some items from the many options and custom features offered by Pontiac on page 46. They're available at extra cost, and well worth it in driving comfort and convenience.)

Bonneville owes its quickness (and its quietness) to the perfectionists at Pontiac. The 389-cu. in. engine in a Bonneville turns out 325 hp when you team it with Turbo Hydra-Matic—our new automatic transmission that's quicker, smoother, more responsive in city or country. A new 2.56:1 rear axle ratio is a Pontiac exclusive. Practically an overdrive, the low-ratio axle holds down engine rpm's at all speeds for quieter cruising and better fuel economy. In a Bonneville, you ride our road-smoothing 124-inch wheelbase on Wide-Track, isolated from shocks and noises by special butyl rubber body mounts. There's thick, nylon-blend carpeting door to door, luxury everywhere. The elegant Brougham (A) is upholstered in rich Ponchartrain cloth and Morrokide expanded vinyl, with armrests front and rear and assist grips at each door. The special-order bucket seats (B) and convertible bench seat make lavish use of genuine leather. The Bonneville instrument panel (C) has handsome walnut trim and full-width padding. Clock, courtesy lamp and padded assist grip are standard. So are dual-speed articulated electric wipers, jointed to sweep more windshield area (a Pontiac exclusive for 1965). Custom steering wheel, also trimmed in walnut, has twin horn buttons set in its spokes. The standard Bonneville interior is expanded Morrokide (D) or Province cloth and Morrokide (E), each keyed throughout in a single color. Seats belts are standard.



D



E

Where do we start to tell you what's new on the beautifully all-new Grand Prix for '65? New styling, you can see. New sweep to the roofline, you can also see. And we don't have to tell you that the unique venturi shape that travels the full length of the car is going to be the most noticed shape of the year. So why do we run on and on like this? Well, as any Grand Prix owner will tell you, it's awfully hard to stop talking about it. For instance, once you drive a Grand Prix with its 333-hp engine and snappy 3.23:1 rear axle ratio, you'll want to tell everyone you know about these really quick Pontiacs. And the same is true when you try the silky new Turbo Hydra-Matic transmission that whooshes you forward so quickly and so positively you think a new form of transportation has just been invented. (It has.) Then there's improved suspension. Bigger, better brakes. More noise-deadening insulation than ever before. Fancy new articulated windshield wipers that sweep a bigger area clean, stay firmly down on the windshield even at highway cruising speeds. (And, if you like, you can equip your Grand Prix with any kind of engine from a regular-fuel 256-hp job all the way up to our 376-hp, 3-2 bbl carburetor, 421-cu. in. powerhouse. But let's not stop there. Turn the page...



GRAND PRIX SPORTS COUPE



Always use the seat belt. Always use proper driving technique. Always use proper driving technique. Always use proper driving technique. Always use proper driving technique. Always use proper driving technique.

One of the nice things about buying a Pontiac is the choice you get . . . and the Grand Prix is certainly a Pontiac if there ever was a Pontiac. Did you know you could order your Grand Prix with either an all-Morrokide expanded vinyl interior or a combination of cloth and Morrokide at no extra cost? Did you know you could choose from nine different coordinated color schemes for the interior, also at no extra cost? Did you know the wood-grained dash and console are standard equipment? So are the nylon-blend carpeting, the glove box light, courtesy light, the cigarette lighter, the padded dash, the padded assist bar, the seat belts, the deluxe wheel discs, and your choice — bucket seats or bench! By the time you get to the Pontiac accessories on page 48, you'll have so little to add to tailor the Grand Prix to your own personal taste it's like that last little bit of frosting on the cake. You can add aluminum wheels, for instance. Heavy-duty suspension will make the Grand Prix more of a Grand Touring car than most that go by that name. And if you like to bask in luxury, go for Pontiac's new Automatic Temperature Control system . . . power windows, power brakes, power steering, power seat, power antenna . . . wait! Don't buy a Grand Prix without even driving one. But if your appetite is whetted, ask for our special GP catalog.

Though it's altogether new this year, Star Chief doesn't forget its Pontiac tradition. We've a reputation for comfort and luxury and performance to uphold, and we do. Star Chief for 1965 rides the new 124-inch wheelbase, longer and even smoother than last year. Luxury? Star Chief offers eight interiors to choose from and appointments that cost extra in many cars. As for performance, our standard Trophy V-8 in the Star Chief now delivers 290 hp if you order Turbo Hydra-Matic, 256 hp with fully synchronized standard 3-speed, on regular fuel in the bargain. Some bargain! Some car!



Always use the open in the steering and parking lamps from the many safety and custom features offered by Pontiac on page 16. They're available at extra cost, but are worth it in every possible and conceivable way.

STAR CHIEF 4-DOOR SEDAN



(Shown on the cars in this catalog are some items from the many options and custom features offered by Pontiac on page 46. They're available at extra cost, and well worth it in driving comfort and convenience.)

STAR CHIEF 4-DOOR VISTA

Star Chief goes even smoother (if you can imagine that!) with Wide-Track and our new ride. Like all the other Pontiacs for 1965, this car's different from the tires on up. All around you is a swept-hip perimeter frame—solid, rugged, quiet. The floor is flatter in front, the door sills lower so you can enter and leave more easily. A refined suspension system—springs and shock absorbers—soaks up jolts while our Wide-Track straightens out the curves. Because the steering is self-adjusting now, it's more precise. Brakes are bigger and better balanced, too. If all this gives you an urge to roam, feel free. With Pontiac's economical low-ratio rear axle and big 26.5 gallon fuel tank, you'll go a long way between stops. A pleasant way it is to travel, by Star Chief. You choose from eight standard interiors in new colors and textures, Morrokide throughout (A) or lustrous cloth and Morrokide (B). Adding to Star Chief's quiet good taste is nylon-blend carpeting underfoot and perforated, sound-absorbing liner overhead—each, of course, in a matching or complementary color. A handsome choice for the sporty Vista roofline is a padded Cordova vinyl fabric top with its distinctive grained pattern, in black or ivory. Automatic Temperature Control is something else you'll want and who wouldn't? You simply dial the temperature you prefer, like setting the thermostat at home, and this heating-cooling system keeps you comfortable whatever the climate or season.



A



B

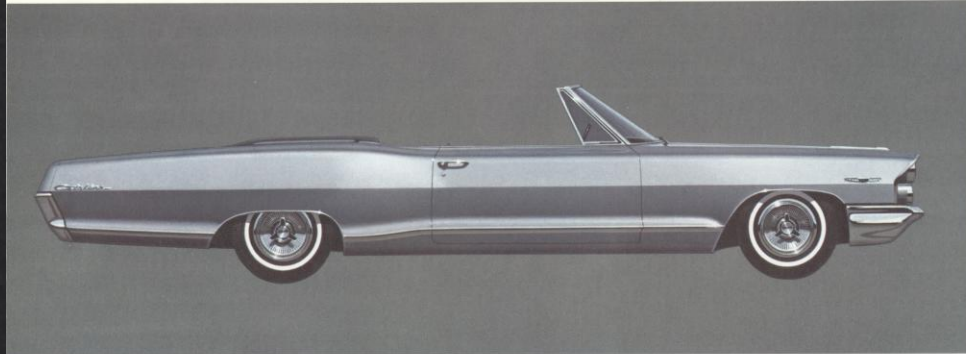


CATALINA SPORTS COUPE

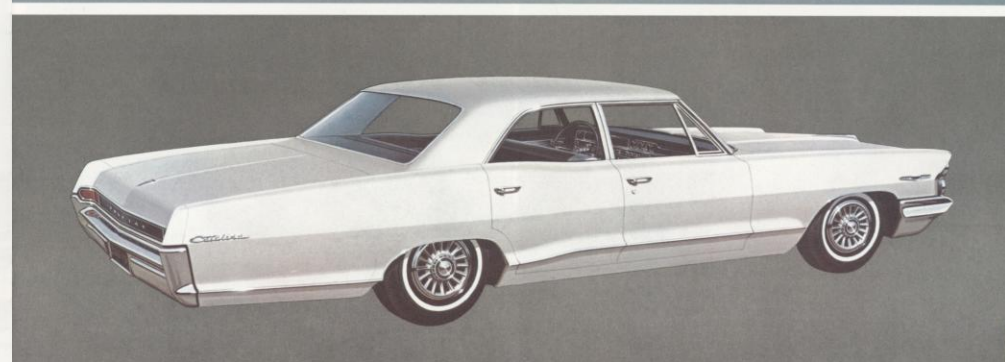
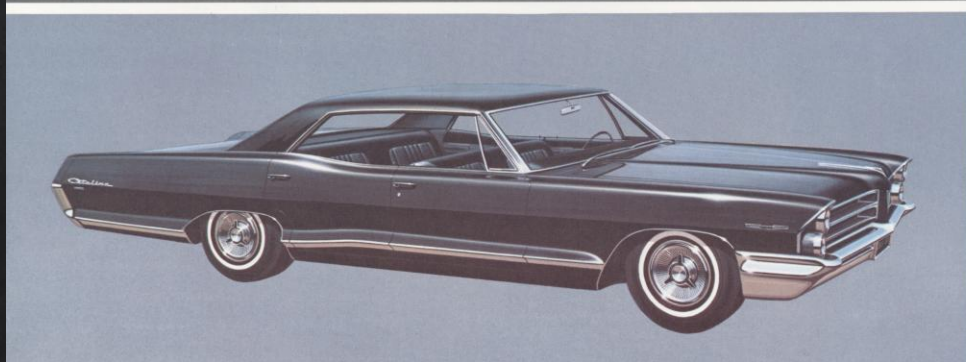
Shown as the new 1965 Pontiac Catalina Sports Coupe. See how the new Pontiac and custom features offered by Pontiac on page 16. The car is shown in gold and red with white 1965 Pontiac wheels and tires.

You say you want a quick and agile car? Handsome. But practical. You must mean a Catalina. It's pure Pontiac, as you can see, yet the price is practical indeed. You get Wide-Track, a 121-inch wheelbase, a Trophy V-8 and all the niceties: full carpeting, electric wipers, dual sun visors, foam-cushioned front seat. Standard engine is 389 cu. in., 256 hp with our new all-synchromesh 3-speed transmission; 290 hp when you order Turbo Hydra-Matic or the 4-speed gearbox. We must have been reading your mind!

CATALINA CONVERTIBLE



CATALINA 2-DOOR SEDAN



(Shown on the cars in this catalog are some items from the many options and custom features offered by Pontiac on page 46. They're available at extra cost, and well worth it in driving comfort and convenience.)

CATALINA 4-DOOR VISTA

CATALINA 4-DOOR SEDAN

Pontiac accessories make Catalina any kind of car you want. If our standard engine's not quick enough for you, take your pick from a double handful of Trophy V-8s up to 421 cu. in., 376 hp with dual exhausts. Add four-on-the-floor, a tachometer, an eager rear axle ratio, handling and ride package—you've got yourself a Car. Colors? Pontiac offers you 15, every one new for 1965 except black and white. Inside a Catalina, you'll find everything comfortable and handsomely coordinated: (A) in sedans, standard cloth and Morrokide (vinyl-coated fabric); (B) standard pleated cloth and Morrokide in Sports Coupe and Vista; (C) standard all-Morrokide in the Catalina convertible; (D) extra-cost Ventura Custom trim, Morrokide throughout.

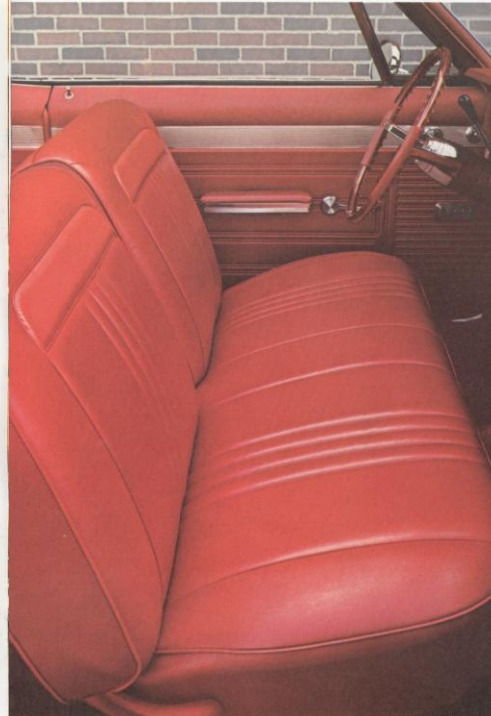
(Shown on the cars in this catalog are some items from the many options and custom features offered by Pontiac on page 46. They're available at extra cost, and well worth it in driving comfort and convenience.)



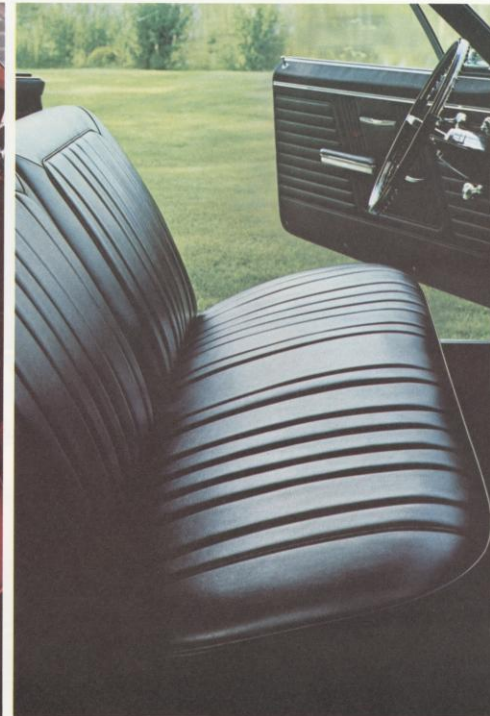
A



B



C



D



(Shown on the cars in this catalog are some items from the many options and custom features offered by Pontiac on page 46. They're available at extra cost, and well worth it in driving comfort and convenience.)

2+2

If sports cars came big and beautiful and comfortable and capable they'd be Pontiac 2+2's. There are two models—the Sports Coupe and the Convertible. The moving force is a whacking great 421-cubic inch 4 bbl engine of 338 hp, topped by chromed rocker covers and air cleaner. Standard equipment includes such things as bucket seats, seat belts, full carpeting, a fully-synchronized 3-speed trans-

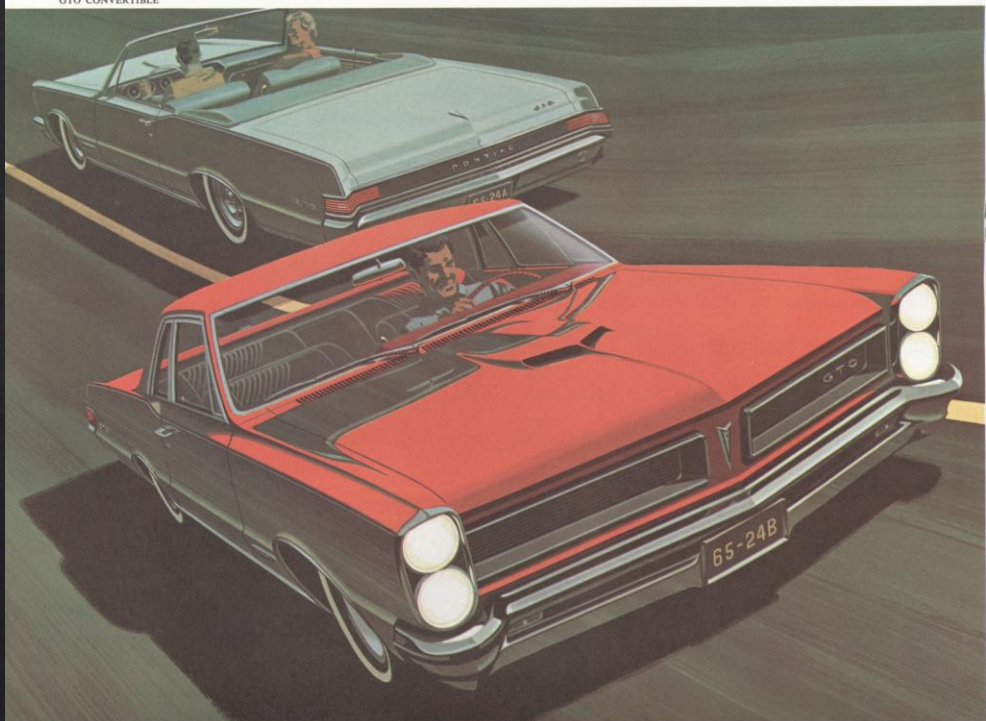
mission with Hurst shifter, dual exhausts, a performance axle ratio, and heavy-duty springs and shocks to match the handling and ride to the car's performance capabilities. And styling touches like custom pinstriping and vertical louvers on the front fenders. If this sounds like your kind of car, ask the salesman for our special combined 2+2/GTO performance catalog and start browsing.



2+2 SPORTS COUPE

2+2 CONVERTIBLE

GTO CONVERTIBLE



(Shown on the cars in this catalog are some items from the many options and custom features offered by Pontiac on page 46. They're available at extra cost, and well worth it in driving comfort and convenience.)

GTO SPORTS COUPE

GTO

Ever wondered what it feels like to be shot from a cannon? The GTO comes in three models — the Hardtop, the Sports Coupe, and the Convertible. Both engines for it are 389-cubic inchers, the standard one putting out 335 hp and high-performance one 360 hp. And both engines have chromed rocker covers, air cleaners and oil filler caps. The suspension

is firmed up with heavy-duty springs, shocks and stabilizer bar. Bucket seats with belts are standard, as are a 3-speed floor shift, dual exhausts, custom pinstriping and performance 7.75 x 14 red-circle tires (the ones they call tiger paws). Care to know more? Ask the salesman for the special combined GTO/2+2 performance catalog, why don't you?



GTO HARDTOP COUPE

Left is the standard 2+2 interior. All-Morrokide seats and door panels, with a thick slather of carpeting in a matching color. Pretty plush, wouldn't you say? This one's done in a straight black. The other colors are red, parchment, and blue charcoal. Below is the standard GTO interior. Besides parchment, you can have it in blue, black, turquoise, gold, and red. The seats and door panels are expanded vinyl, while the cushy carpeting all over the place is a nylon blend. They help make a GTO the kind of car you hate to have to get out of.





LE MANS 4-DOOR SEDAN

Enter the Pontiac Le Mans! If ever a car made the low-priced cars look to their laurels, this is it. For where else can the traditional low-price buyer get a Pontiac that looks like this at a price so low he'd never believe possible? Normally, with all this luxury, you'd expect a luxury-car price. Why, in the car shown at right, the interior you see (Preston pattern cloth, with expanded Morrokide bolster strips) is standard! In black and blue charcoal combination or burgundy! Doors are cloth-trimmed, too, with carpeted lower panels to match the nylon-blend carpeting, and a whipcord perforated vinyl headlining. When you stop to think that you can get the Le Mans with the newest, smoothest, gas-savingest six ever, or your choice of a regular or premium-fuel V-8, it really makes you want to stop looking right here, doesn't it?



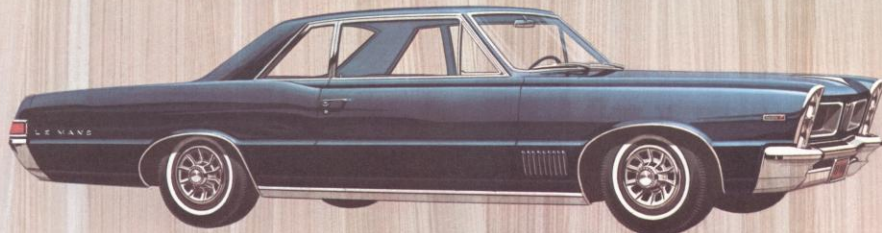
Options on the car to the left include air conditioning, power windows, front and rear wipers, and a radio. The car to the right is a 4-door sedan, and has more than 100 options available.



LE MANS CONVERTIBLE



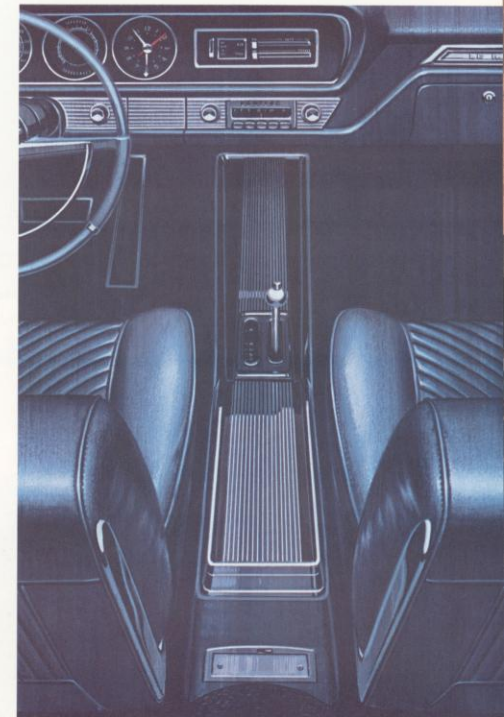
LE MANS HARDTOP COUPE



LE MANS SPORTS COUPE

(Shown on the cars in this catalog are some items from the many options and custom features offered by Pontiac on page 45. They're available at extra cost, and well worth it in driving comfort and convenience.)

Naturally it wouldn't be fair to limit the Le Mans to only one body style. So we make four and we leave the hard work of which three not to choose to you. And as if that isn't tough enough, we complicate matters by tossing in a special Le Mans interior as standard equipment. This means you get the beautiful brace of bucket seats you see illustrated at right in either blue, turquoise, black, red, parchment or gold. Seat belts. The snappy assist bar on the dash. An all-Morrokide interior replete with nylon-blend carpeting. (That center console is something to ask your dealer about, especially if you're the sporty sort.) For people who like our style but need lots of doors, we make the four-door Le Mans you saw back a page. Instead of buckets, it comes with a bench-seat upholstered in rich Preston cloth and expanded Morrokide, black and blue charcoal combination or burgundy. In a Le Mans you get a 140-hp six, or your choice of a 250-hp regular-gas V-8 or the 285-hp premium-fuel version. Mix these around with some of the optional rear axle ratios and you'll learn pretty quick what a quick Wide-Track is. But that's not the only choice you get when you order yourself a Pontiac Le Mans. Look: power steering, power brakes, power windows, power seat; automatic transmission; 4-speed stick; dual exhausts; sports steering wheel; Safe-T-Track limited slip differential; tinted glass and more. You want them *all*? Why not! Tell the salesman to get his order form!





TEMPEST CUSTOM CONVERTIBLE



TEMPEST CUSTOM HARDTOP COUPE



TEMPEST CUSTOM SPORTS COUPE

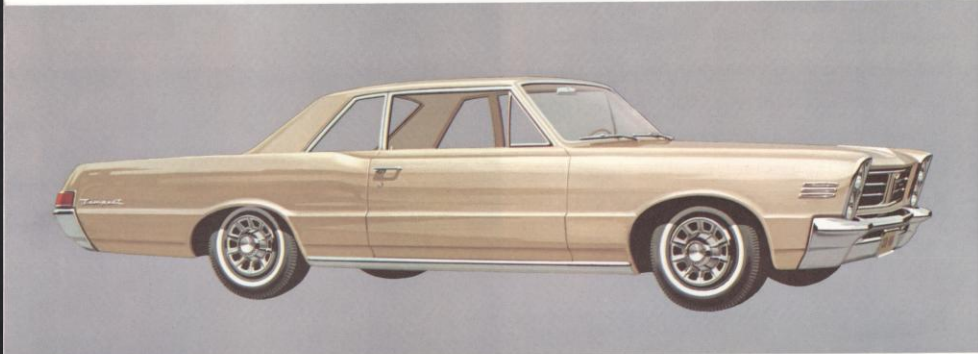


TEMPEST CUSTOM 4-DOOR SEDAN

If you haven't already seen the Tempest Custom Convertible languishing across the previous two pages, we'll pause a moment while you flip back to take a look. Then come back and listen to the delightful details. Ready? First of all, as with the Tempests on the adjoining page, did you ever see a car that looked so completely Pontiac? This is even more remarkable when you realize that the Pontiac Tempest is staring the low-priced field right in the pocketbook. Let's face it. You can't go anywhere else and get so much that's Pontiac for so little money. The stacked headlights are so distinctively Pontiac! The famous split grille is practically a Pontiac trademark. And, of course, the styling is so purely Pontiac that it carries the name, front and rear. And while we're talking about Pontiac features, look at the interior. It comes in three color choices in the convertible, four in the other models. Needless to say, carpeting is standard throughout, as are things like the heater, cigarette lighter, armrests and dual sun visors. You don't find us camouflaging them in the optional-at-extra-cost list and charging you a pocketful of money for them. (We did say Pontiacs give you more for your money, didn't we?) The standard engine is the six — that snappy, happy economical powerhouse we've been touting as one of the smoothest, newest ones in the industry. Or you can choose from the two V-8s. What more can we say? Go take another look at that convertible!



TEMPEST SPORTS COUPE

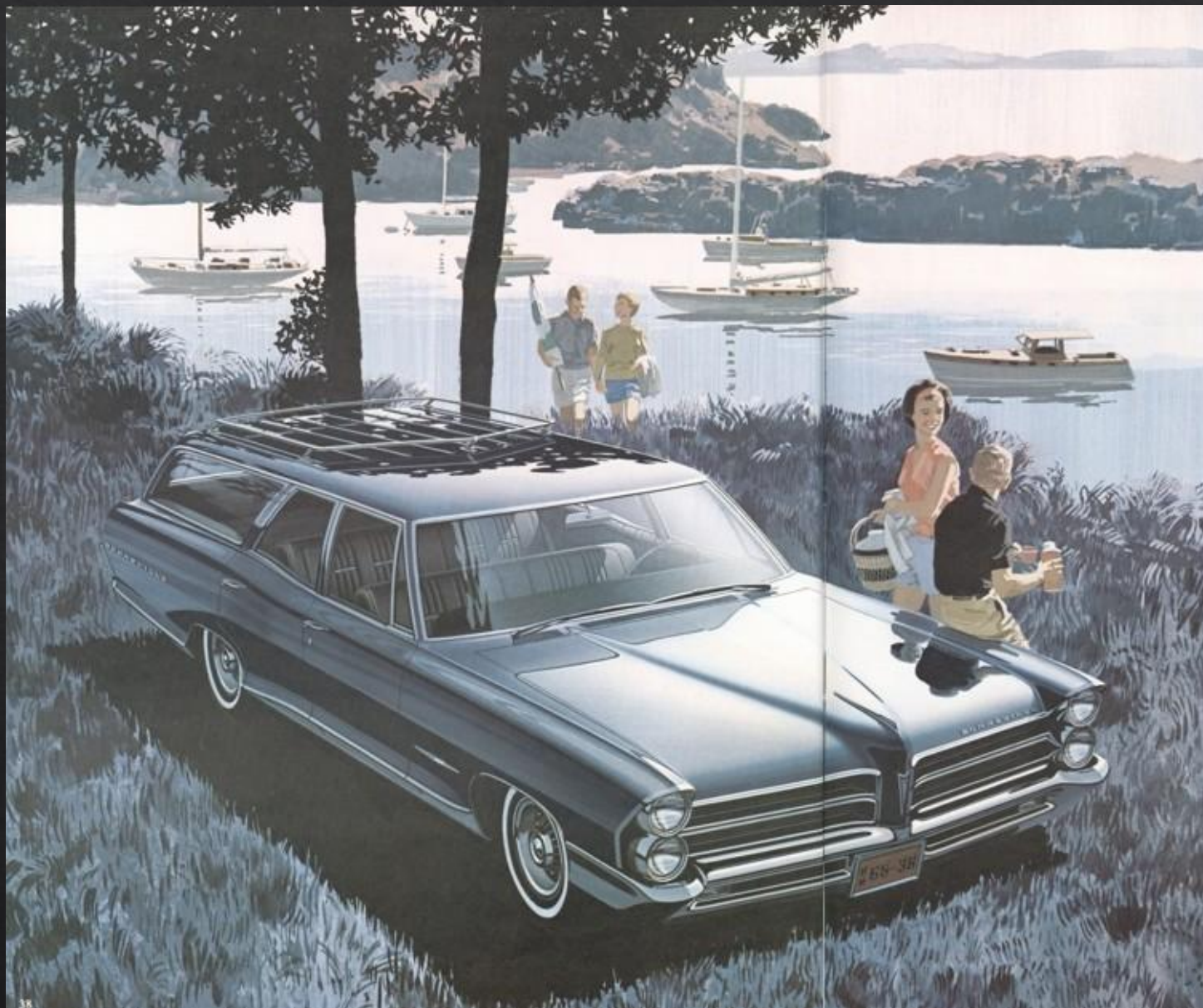


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TEMPEST 4-DOOR SEDAN

And now, for the man who yearns for a Pontiac but thinks he can't afford it, we offer the ultimate inducement: the Pontiac Tempest. One look and you see that it's every bit as much Pontiac as every other model . . . that it's every bit as stylish . . . that it carries every bit as much prestige and quality from its Wide-Track stance to the Pontiac crest up front. But there's more here to like than looks alone. Drive it. Whiz around the block a few times and see how this Tempest responds to the 140-hp six. Notice how Wide-Track ride flattens out the corners and gives the car that distinctive big-car feel. Look over the standard equipment—things like a heater and defroster; armrests on the front doors; cigarette lighter; dual sunshades; dual seat belts. Examine the fine interiors. They come in cloth and Morrokide, in three colors besides the blue shown at right. Then add it all up. It comes to a whole lot of car you'd have to lay out a lot more money for if it came with any other nameplate. But the trouble with other nameplates is that somehow they're unable to come up with the kind of extra-special pizzazz that make Pontiac Tempests such a big hit everywhere they go! (You don't find yourself staring at other makes as avidly as you do at Tempests, do you? See?) The only thing left for you to do is to decide whether you want to give all this up for a comparably priced low-priced make. Few people do—especially after they've driven a Tempest. Have you?





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We know what a wagon should be. We've been making great ones for years. But we're not ones to sit back and rest on our success — and here's proof: the quick 1965 Safaris! These are big wagons, the Bonneville and Catalina Safaris, with a new, longer wheelbase (121 inches) and more than 90 cubic feet of loadable space. Doors and pillars are thinned down this year, side windows gracefully curved so there's more room inside. Safari wagons for 1965 have more horsepower, better performance in proportion to their size because they're big and because they carry heavy loads. The 333-hp Trophy V-8 in the Bonneville Safari is the most powerful standard engine in any wagon. When you order Turbo Hydra-Matic, Pontiac Safaris come with the lowest standard rear axle ratio in the industry for sprightly performance and good economy in the bargain. Pontiac Safaris provide all the comforts of a sedan, including articulated wipers that sweep a larger windshield area now — especially in the corners. (They're standard on Bonneville.) We know what a wagon should be, don't we?

BONNEVILLE CUSTOM SAFARI



CATALINA 9-PASSENGER SAFARI



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CATALINA 6-PASSENGER SAFARI

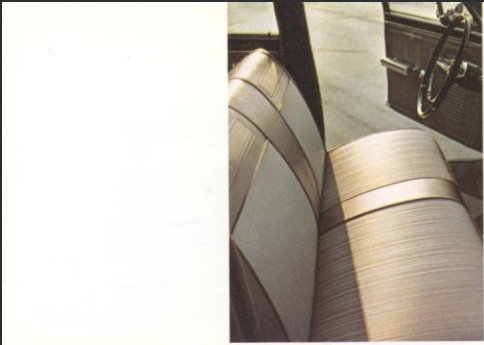
The standard 389-cu. in. Catalina engine has a quick 290 hp working when you order Turbo Hydra-Matic. You can up that to 376 hp if you order one of the 421-cu. in. versions. Besides the stability of Wide-Track, Safari wagons have suspension systems specially tuned to match their loading characteristics. Result is less sway and a better ride carrying a full load. You can also order special trailer-hauling options on your Safari wagon right from the factory. Pontiac Safaris come three ways: 6-Passenger Bonneville; 6- or 9-Passenger Catalina. (Its third, rear-facing seat is three inches wider than last year's — and that's *wide*.) Standard interior in the Bonneville Safari (A) is Morrokide throughout — in slate, red and turquoise. Thick, nylon-blend carpeting goes all the way back to the tailgate. Standard interior in the Catalina Safari (B) is all-Morrokide, too; blue, turquoise, green, gold and red. There's full carpeting underfoot in the main passenger compartment, matching vinyl back in the load area. (If you're wondering about the Cordova vinyl roof you see on the Catalina at left, it's new for 1965. You can get it in black or beige, whether you order the roof luggage carrier or not.) Other options? You say the word: Turbo Hydra-Matic; four-speed synchromesh; power steering, brakes and windows; Automatic Temperature Control; seven-position tilt wheel; and many many more.



A



B



If you don't think wagons can be luxurious and practical at the same time, you just look at Tempest Safari. It has more than 86 cubic feet of cargo space back there when the second seat is down. It has Wide-Track, too, for greater stability; a specially tuned suspension system for a good, comfortable ride even when fully loaded. Standard engine is the gas-saving 140-hp six with 3-speed synchromesh transmission. You can get a 4-speed stick shift as well as a silky smooth automatic in your Tempest Safari wagon. If the six isn't quick enough for you, order up a quicker V-8: 250 hp on regular fuel; or a still quicker V-8: 285 hp on premium. Tempest Safaris come two ways. In the Tempest Custom Safari, that all-Morrokide interior you see at left is standard. So is the deep-pile, nylon-blend carpeting door to door. So is a padded vinyl mat covering the load area. (Bright metal skid strips ease the loading and unloading, add a decorative flair besides.) Tempest Safari is the lowest priced wagon Pontiac makes, but you'd never know it. The cloth and Morrokide interior above is one reason; that Pontiac style is another. Color choice? Take your pick from four handsome interiors: blue, turquoise, gold and red in the Tempest Custom; gold, turquoise, red and silver in the Pontiac Tempest—all handsomely coordinated, of course. We can't imagine why anybody'd look anywhere else for a wagon.
















TEMPEST SAFARI



TEMPEST CUSTOM SAFARI

(Shown on the cars in this catalog are some items from the many options and custom features offered by Pontiac on page 46. They're available at extra cost, and well worth it in driving comfort and convenience.)

Select the right engine and transmission for your Pontiac

Tempest and Le Mans	140 hp  <i>The standard engine, an in-line 6 that runs on regular gas. Displacement—216 cu. in. Carburetion—1BBL. Compression ratio—8.6:1.</i>	250 hp  <i>The optional, regular-gas V-8. Displacement—326 cu. in. Torque—333 lb-ft. Carburetion—2BBL. Compression ratio—9.2:1.</i>	285 hp  <i>The optional, high-performance V-8. Displacement—326 cu. in. Torque—389 lb-ft. Carburetion—4BBL. Compression ratio—10.5:1. Premium gas. Dual exhausts.</i>		
	335 hp  <i>The standard engine, a premium-gas V-8. Displacement—389 cu. in. Carburetion—4BBL. Compression ratio—10.75:1. Torque—431 lb-ft. High-performance dual-exhaust system. Declutching fan. Chromed air cleaner, rocker covers and oil filler cap.</i>	360 hp  <i>The optional, high-performance V-8. Displacement—389 cu. in. Torque—424 lb-ft. Carburetion—3-2BBL. Compression ratio—10.75:1. Premium gas. High-performance dual-exhaust system. High-lift camshaft. Chromed low-restriction air cleaners, rocker covers, oil filler cap. Declutching fan.</i>			
GTO	256 hp  <i>The standard, regular-gas V-8 for Catalina and Star Chief with manual transmission. Displacement—389 cu. in. Carburetion—2BBL. Compression ratio—8.6:1.</i>	290 hp  <i>The standard, premium-gas V-8 for Catalina and Star Chief with Turbo Hydra-Matic. (Can also be ordered on Catalina or Star Chief.) Displacement—389 cu. in. Carburetion—4BBL. Compression ratio—10.5:1. Available on special order with manual transmission.</i>	325 hp  <i>The standard, premium-gas V-8 for Bonneville and Grand Prix with manual transmission. (Can also be ordered on Catalina or Star Chief.) Displacement—389 cu. in. Carburetion—4BBL. Compression ratio—10.5:1. Torque—429 lb-ft. Dual exhausts standard on GP.</i>	333 hp  <i>The standard, premium-gas V-8 for Bonneville and Grand Prix with manual transmission. (Can also be ordered on Catalina or Star Chief.) Displacement—389 cu. in. Carburetion—4BBL. Compression ratio—10.5:1. High-performance dual-exhaust system. Chromed low-restriction air cleaner, rocker covers, oil filler cap.</i>	338 hp  <i>The standard, premium-gas V-8 for the 2+2. Displacement—421 cu. in. Torque—458 lb-ft. Carburetion—4BBL. Compression ratio—10.5:1. High-performance dual-exhaust system. Chromed low-restriction air cleaner, rocker covers, oil filler cap.</i>
	256 hp  <i>The no-extra-cost, regular-gas V-8—this time with Turbo Hydra-Matic. Available on all models. Displacement—389 cu. in. Carburetion—2BBL. Compression ratio—8.6:1.</i>	338 hp  <i>For Tri-Power V-8 performance on a limited budget. Displacement—389 cu. in. Torque—433 lb-ft. Carburetion—3-2BBL. Compression ratio—10.75:1. Premium gas. Should be ordered with dual exhausts.</i>	338 hp  <i>The optional 4BBL 421 V-8. Available on all models. Displacement—421 cu. in. Torque—459 lb-ft. Carburetion—4BBL. Compression ratio—10.5:1. Premium gas. High-performance dual-exhaust system, straight-through mufflers. Chrome.</i>	356 hp  <i>The optional Tri-Power 421 V-8. Displacement—421 cu. in. Torque—459 lb-ft. Carburetion—3-2BBL. Compression ratio—10.75:1. Premium gas. High-performance dual-exhaust system, straight-through mufflers. Chrome.</i>	376 hp  <i>Our famous 421HO (for High Output). Displacement—421 cu. in. Torque—461 lb-ft. Carburetion—3-2BBL. Compression ratio—10.75:1. Premium gas. High-output camshaft, valve springs, exhaust manifolds. Low-restriction air cleaners. Dual exhausts, straight-through mufflers. De-clutching fan. Chrome.</i>

3-SPEED MANUAL TRANSMISSIONS

Catalina, Star Chief, and Bonneville Fully-synchronized column-shift 3-speed standard. Floor shift available all models. Console shift available only on Catalina Sports Coupe and Convertible, Bonneville Sports Coupe, Convertible, Vista, and Safari, with optional bucket seats.

Grand Prix Fully-synchronized console-shift 3-speed standard.

2+2 Fully-synchronized floor-shift 3-speed standard. Console shift optional.

Le Mans 4-door and Tempest Column-shift 3-speed standard. Console not available. Fully-synchromo 3-speed opt. V-8s only.

Le Mans Column-shift 3-speed standard. Console optional. Fully-synchromo 3-speed opt. V-8s only.

GTO Floor-shift 3-speed standard. Fully-synchronized floor-shift 3-speed available. Console shift optional, either transmission.

All 3-speed floor shifts are equipped with Hurst linkage.

4-SPEED MANUAL TRANSMISSIONS

Catalina, 2+2, Star Chief, and Bonneville Fully-synchronized floor-shift 4-speed available on all models. Console shift available only on the 2+2 and on the Catalina Sports Coupe and Convertible, Bonneville Sports Coupe, Convertible, Vista, and Safari, with optional bucket seats.

Grand Prix Fully-synchronized 4-speed available, console shift only.

Le Mans 4-door and Tempest Fully-synchronized floor-shift 4-speed available on all models. Console shift not available.

Le Mans and GTO Fully-synchronized floor-shift 4-speed available on all models, with or without console.

A close-ratio gear set is available for the 3-2BBL GTO with 3.90:1 axle ratio and all Pontiacs with our 3-2BBL/389-cu. in. engine or any of our 421-cu. in. engines, when equipped with 4.11:1 axle ratio. The advantages of this gear set show up under maximum acceleration conditions, when the closely spaced ratios keep engine rpm from dropping below the optimum horsepower/torque range every time you shift.

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

AUTOMATIC TRANSMISSIONS

Catalina, 2+2, Star Chief, and Bonneville Turbo Hydra-Matic with column shift, available on all models. Console shift available only on the 2+2 and on the Catalina Sports Coupe, Convertible, Bonneville Sports Coupe, Convertible, Vista, and Safari, with optional bucket seats.

Grand Prix Turbo Hydra-Matic available, console shift only.

Le Mans 4-door and Tempest 2-speed automatic, with column shift, available on all models. Console shift not available.

Le Mans and GTO 2-speed automatic, with column or console shift, available on all models.

TRANSMISSIONS & GEAR RATIOS

	3-SPEEDS				ALL-SYNCHRO 4-SPEEDS				AUTOMATICS			
	Pontiac All-synchromo	Tempest & Le Mans 6-cylinder	Tempest, Le Mans, GTO V-8	All V-8s Heavy Duty All-synchromo	Pontiac 389-cu. in.	Special order Pontiac close-ratio	Tempest, Le Mans, GTO	Special order GTO close-ratio	Pontiac	Tempest & Le Mans 6-cyl.	Tempest & Le Mans V-8	GTO
1st	2.42:1	2.94:1	2.58:1	2.42:1	1st 2.56:1	2.20:1	2.56:1	2.20:1	1st (Low) 2.48:1	1.76:1	1.76:1	1.76:1
2nd	1.61:1	1.68:1	1.48:1	1.61:1	2nd 1.91:1	1.64:1	1.91:1	1.64:1	2nd (Super) 1.48:1	—	—	—
3rd	1.00:1	1.00:1	1.00:1	1.00:1	3rd 1.48:1	1.28:1	1.48:1	1.28:1	3rd (Drive) 1.00:1	1.00:1	1.00:1	1.00:1
4th					4th 1.00:1	1.00:1	1.00:1	1.00:1	Total torque multiplication at start 5.22:1	4.93:1	4.23:1	3.87:1
Rev.	2.33:1	2.94:1	2.58:1	2.33:1	Rev. 2.64:1	2.27:1	2.64:1	2.27:1				

REAR AXLE RATIOS

Pontiac	2+2	GTO	Tempest
2.41:1			
2.56:1			2.56:1
2.73:1			
2.93:1			2.93:1
3.08:1		3.08:1	3.08:1
3.23:1	3.23:1	3.23:1	3.23:1
		3.36:1	3.36:1
3.42:1	3.42:1		
3.55:1(a)	3.55:1(a)	3.55:1	3.55:1
3.73:1	3.73:1		
3.90:1(b)	3.90:1(b)	3.90:1(a)	3.90:1(a)
4.11:1(a)	4.11:1(a)	4.11:1(b)	4.11:1(b)
4.33:1(b)	4.33:1(b)	4.33:1(b)	4.33:1(b)

(a) Special order (b) Dealer installed

NOW PUT THE RIGHT ENGINE, TRANSMISSION AND AXLE TOGETHER.

First off, you'll never go wrong buying a Pontiac or Tempest with the standard power team in it. But it could be that you like tailoring a car to your own particular driving needs.

Well, our engines are all there on the left-hand page. They range all the way from regular-gas penny-savers on up to our multi-carbureted, 376-hp 421HO—the Thunderer. One of them is going to be just right for you.

The same goes for transmissions, what with 3-speeds, 4-speeds and automatics to choose from.

The standard axle ratios on all Pontiacs are chosen—after an extremely thorough testing program—as a delicate balance between performance and economy. Want more performance? Then order your car built with a numerically higher axle ratio (3.42:1 instead of 3.08:1, just as an example). You'll accelerate faster, but you'll also burn a bit more gas because the engine is turning more revolutions per mile.

More economy? Pick a lower number, 2.56:1 instead of 3.23:1 for example. You'll gain on gas mileage, lose some performance. It's fun, building your own car. Try it.

CATALINA & STAR CHIEF STANDARD POWER TEAM

Transmission	ENGINE			AXLE RATIOS		
	Type	Displacement, cu. in.	Carburetion	3-speed Manual Transmission	Automatic Transmission	
	V-8	389	2BBL	3.23:1	Catalina Sports Coupe, Convert., and Safaris	All others
	Bhp @ rpm	Torque @ rpm	Compression ratio, fuel			
Manual	256 @ 4600	388 @ 2400	8.6:1, regular		2.56:1 (2.73:1 w/air cond.)	2.41:1 (2.56:1 w/air cond.)
Automatic	290 @ 4600	418 @ 2400	10.5:1, prem.			

BONNEVILLE & GRAND PRIX STANDARD POWER TEAM

Transmission	ENGINE			AXLE RATIOS		
	Type	Displacement, cu. in.	Carburetion	3- and 4-speed Manual Transmissions	Automatic Transmission	
	V-8	389	4BBL	3-speed—3.23:1 4-speed—3.42:1	Bonneville Convert. and Safaris	Other Bonneville
	Bhp @ rpm	Torque @ rpm	Compression ratio, fuel			Grand Prix
Manual	333 @ 5000	429 @ 3200	10.5:1, prem.		2.73:1 (2.93:1 w/air cond.)	2.56:1 (2.73:1 w/air cond.)
Automatic	325 @ 4800	429 @ 2800	10.5:1, prem.			3.08:1

TEMPEST & LE MANS STANDARD POWER TEAM

Type	ENGINE			AXLE RATIOS			
	Displacement, cu. in.	Carburetion		3- and 4-speed Manual Transmissions		Automatic Transmission	
in-line 6 opt. V-8	215 326	1BBL 2BBL		3.08:1 6-cyl. (3.23:1 V-8 or w/air cond.)	Safari	Tempest	Le Mans and Safari
Bhp @ rpm	Torque @ rpm	Compression ratio, fuel					
140 @ 4200 250 @ 4600	206 @ 2000 333 @ 2800	8.5:1, regular 9.2:1, regular				2.56:1 6-cyl. 2.83:1 V-8 (3.08:1 6-cyl. w/air cond.)	2.93:1 (3.08:1 6-cyl. w/air cond.)

GTO STANDARD POWER TEAM

Type	ENGINE			AXLE RATIOS	
	Displacement, cu. in.	Carburetion		3- and 4-speed Manual Transmissions	Automatic Transmission
	V-8	389	4BBL	3.23:1	3.23:1 (3.08:1 w/air cond.)
	Bhp @ rpm	Torque @ rpm	Compression ratio, fuel		
335 @ 5000	431 @ 3200	10.75:1, premium			

2+2 STANDARD POWER TEAM

Type	ENGINE			AXLE RATIOS	
	Displacement, cu. in.	Carburetion		3- and 4-speed Manual Transmissions	Automatic Transmission
	V-8	421	4BBL	3.42:1	3.23:1
	Bhp @ rpm	Torque @ rpm	Compression ratio, fuel		
338 @ 4600	459 @ 2800	10.5:1, premium			

COLOR MATCH YOUR PONTIAC INSIDE AND OUT

	Catalina Sedan, Sports Coupe & Vista Standard Interior Cloth & Morrilite	Catalina Convertible & Safari All Morrilite	Catalina 4-Dr. Sedan, Vista & Sports Coupe Ventura Custom Interior Expanded Morrilite	2-2 Convertible & Sports Coupe Bucket Front Seats All Morrilite	Star Chief Sedan & Vista Standard Interior Cloth and Morrilite	Star Chief Sedan & Vista Expanded Morrilite	Bonneville Sports Coupe, Vista, Safari Standard Interior Cloth and Morrilite	Bonneville Sports Coupe, Vista, Safari Standard Interior Cloth and Morrilite	Bonneville Sports Coupe Bucket Front Seats Expanded Morrilite	Bonneville Convertible Bucket Front Seat Leather and Morrilite	Bonneville Convertible Bucket Front Seats Leather and Morrilite	Bonneville Brougham Special Cloth and Morrilite	Grand Prix Sports Coupe Bucket Front Seats Expanded Morrilite	Grand Prix Sports Coupe Bucket Front Seats Cloth and Morrilite	Grand Prix Sports Coupe Bucket Front Seat All Morrilite	Grand Prix Sports Coupe Bucket Front Seat Cloth and Morrilite	Tempest Sports Coupe & Sedan Standard Interior Cloth and Morrilite	Tempest Safari Standard Interior All Morrilite	Tempest Custom Sports Coupe, Sedan, Hardtop Coupe, Safari, Convertible All Morrilite	Le Mans Sports Coupe, Hardtop Coupe, Convertible, GT's Bucket Front Seats Expanded Morrilite	Le Mans Sedan Standard Interior Special Cloth and Morrilite
A Starlight Black	Blue Turquoise Red Gold—N.A. 2-Dr. Sedan Green—4-Dr. Sedan and Vista only	Blue Turquoise Gold Red Black—Conv. only Green—Safari only	Blue Turquoise Gold Red Black—Spts. Coupe only	Black Red Blue Charcoal Parchment & Black	Blue Turquoise Gold Red—4-Dr. Sedan only	Blue Turquoise Gold Red	Turquoise, Red Slate—Safari only Blue, Gold, Black—N.A. Safari Parchment & Black—N.A. Safari	Blue Gold Black Plum—Vista only Turquoise—Vista only	Black Parchment & Black	Blue Turquoise Gold Red Parchment & Black	Blue Red Black Parchment & Black	Blue Charcoal Gold Plum Black	Black, Turquoise Slate, Gold Red, Blue Charcoal Plum Parchment & Red Parchment & Black—N.A. Safari	Blue Charcoal Gold	Black	Blue Charcoal	Blue Turquoise Gold Red	Turquoise Gold Red Silver	Blue Gold Red Turquoise—N.A. Conv.	Black Turquoise Gold Red Blue Parchment & Black	Black Burgundy
B Blue Charcoal	Blue	Blue—Conv. only	Blue—Spts. Coupe only	Black Blue Charcoal Parchment & Black	Blue	Blue	Slate—Safari only Blue—N.A. Safari Black—N.A. Safari Parchment & Black—N.A. Safari	Blue Black	Black Parchment & Black	Blue Black Parchment & Black	Blue Black Parchment & Black	Blue Charcoal Black	Black Slate Blue Charcoal Parchment & Black	Blue Charcoal	Black	Blue Charcoal	Blue	Silver	Blue	Black Blue Parchment & Black	Black
C Cameo Ivory	Blue Turquoise Red Gold—N.A. 2-Dr. Sedan Green—4-Dr. Sedan and Vista only	Blue Turquoise Gold Red Black—Conv. only Green—Safari only	Blue Turquoise Gold Red Black—Spts. Coupe only	Black Red Blue Charcoal Parchment & Black	Blue Turquoise Gold Red—4-Dr. Sedan only	Blue Turquoise Gold Red	Turquoise, Red Slate—Safari only Blue, Gold, Black—N.A. Safari Parchment & Black—N.A. Safari	Blue Gold Black Plum—Vista only Turquoise—Vista only	Black Parchment & Black	Blue Turquoise Gold Red Black Parchment & Red	Blue Red Black Parchment & Black	Blue Charcoal Gold Plum Black	Black, Turquoise Slate, Gold Red, Blue Charcoal Plum Parchment and Black Parchment & Red	Blue Charcoal Gold	Black	Blue Charcoal	Blue Turquoise Gold Red	Turquoise Gold Red Silver	Blue Gold Red Turquoise—N.A. Conv.	Black Turquoise Gold Red Blue Parchment & Black	Black Burgundy
D Fontaine Blue	Blue	Blue Black—Conv. only	Blue Black—Spts. Coupe only	Black Blue Charcoal Parchment & Black	Blue	Blue	Slate—Safari only Blue—N.A. Safari Black—N.A. Safari Parchment & Black—N.A. Safari	Blue Black	Black Parchment & Black	Blue Black Parchment & Black	Blue Black Parchment & Black	Blue Charcoal Black	Black Slate Blue Charcoal Parchment & Black	Blue Charcoal	Black	Blue Charcoal	Blue	Silver	Blue	Black Blue Parchment & Black	Black
E Nightwatch Blue	Blue	Blue Black—Conv. only	Blue Black—Spts. Coupe only	Black Blue Charcoal Parchment & Black	Blue	Blue	Slate—Safari only Blue—N.A. Safari Black—N.A. Safari Parchment & Black—N.A. Safari	Blue Black	Black Parchment & Black	Blue Black Parchment & Black	Blue Black Parchment & Black	Blue Charcoal Black	Black Slate Blue Charcoal Parchment & Black	Blue Charcoal	Black	Blue Charcoal	Blue	Silver	Blue	Black Blue Parchment & Black	Black
H Palmetto Green	Green—4-Dr. Sedan and Vista only	Black—Conv. only Green—Safari only	Black—Spts. Coupe only	Black Parchment & Black			Black—N.A. Safari Black—N.A. Safari	Black	Black Parchment & Black	Black Parchment & Black	Black Parchment & Black	Black	Black Parchment & Black	Black	Black	Black	Blue	Silver	Blue	Black Parchment & Black	Black
K Reef Turquoise	Turquoise	Turquoise Black—Conv. only	Turquoise Black—Spts. Coupe only	Black Parchment & Black	Turquoise	Turquoise	Turquoise Black—N.A. Safari Parchment & Black—N.A. Safari	Black Turquoise—Vista only	Black Parchment & Black	Turquoise Black Parchment & Black	Black Parchment & Black	Black	Black Turquoise Parchment & Black	Black	Black	Black	Turquoise	Turquoise Silver	Turquoise—N.A. Conv.	Black Turquoise Parchment & Black	Black
L Teal Turquoise	Turquoise	Turquoise Black—Conv. only	Turquoise Black—Spts. Coupe only	Black Parchment & Black	Turquoise	Turquoise	Turquoise Black—N.A. Safari Parchment & Black—N.A. Safari	Black Turquoise—Vista only	Black Parchment & Black	Turquoise Black Parchment & Black	Black Parchment & Black	Black	Black Turquoise Parchment & Black	Black	Black	Black	Turquoise	Turquoise Silver	Turquoise—N.A. Conv.	Black Turquoise Parchment & Black	Black
N Burgundy	Red	Red Black—Conv. only	Red Black—Spts. Coupe only	Black Red Parchment & Black	Red—4-Dr. Sedan only	Red	Red Black—N.A. Safari Parchment & Black—N.A. Safari	Black Plum—Vista only	Black Parchment & Black	Red Black Parchment & Black	Red Black Parchment & Black	Plum Black	Black Red Plum Parchment & Black	Black	Black	Black	Red	Red Silver	Red	Black Red Parchment & Black	Black
P Iris Mist		Black—Conv. only	Black—Spts. Coupe only	Black Parchment & Black			Black—N.A. Safari Black—N.A. Safari	Black Plum—Vista only	Black Parchment & Black	Black Parchment & Black	Black Parchment & Black	Plum Black	Black Plum Parchment & Black	Black	Black	Black		Silver	Red	Black Parchment & Black	Black
R Montero Red	Red	Red Black—Conv. only	Red Black—Spts. Coupe only	Black Red Parchment & Black	Red—4-Dr. Sedan only	Red	Red Black—N.A. Safari Parchment & Black—N.A. Safari	Black	Black Parchment & Black	Red Black Parchment & Black	Red Black Parchment & Black	Black	Black Red Parchment & Black	Black	Black	Black	Red	Red Silver	Red	Black Red Parchment & Black	Burgundy Black
T Capri Gold	Gold—N.A. 2-Dr. Sedan	Gold Black—Conv. only	Gold Black—Spts. Coupe only	Black Parchment & Black	Gold	Gold	Gold—N.A. Safari Black—N.A. Safari Parchment & Black—N.A. Safari	Gold Black	Black Parchment & Black	Gold Black Parchment & Black	Black Parchment & Black	Gold Black	Black Gold Parchment & Black	Gold	Black	Gold	Gold	Gold	Gold	Black Gold Parchment & Black	Black
V Mission Beige	Gold—N.A. 2-Dr. Sedan	Gold Black—Conv. only	Gold Black—Spts. Coupe only	Black Parchment & Black	Gold	Gold	Gold—N.A. Safari Black—N.A. Safari Parchment & Black—N.A. Safari	Gold Black	Black Parchment & Black	Gold Black Parchment & Black	Black Parchment & Black	Gold Black	Black Gold Parchment & Black	Gold	Black	Gold	Gold	Gold	Gold	Black Gold Parchment & Black	Black
W Bluemist Slate	Blue	Blue Black—Conv. only	Blue Black—Spts. Coupe only	Black Blue Charcoal Parchment & Black	Blue	Blue	Slate—Safari only Blue—N.A. Safari Black—N.A. Safari Parchment & Black—N.A. Safari	Blue Black	Black Parchment & Black	Blue Black Parchment & Black	Blue Black Parchment & Black	Blue Charcoal Black	Black Slate Blue Charcoal Parchment & Black	Blue Charcoal	Black	Blue Charcoal	Blue	Silver	Blue	Black Blue Parchment & Black	Black
Y Mayfair Maize	Gold—N.A. 2-Dr. Sedan	Gold Black—Conv. only	Gold Black—Spts. Coupe only	Black Parchment & Black	Gold	Gold	Gold—N.A. Safari Black—N.A. Safari Parchment & Black—N.A. Safari	Gold Black	Black Parchment & Black	Gold Black Parchment & Black	Black Parchment & Black	Gold Black	Black Gold Parchment & Black	Gold	Black	Gold	Gold	Gold Silver	Gold	Black Gold Parchment & Black	Black

General specifications

Catalina, 2+2, Star Chief, Bonneville, Grand Prix

CHASSIS

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

WHEELS AND TIRES: 14 x 6JK steel disc wheels with 8.25 x 14 low pressure tubeless tires; 8.5 x 14 standard on Safari Station Wagons and all cars equipped with air conditioning, available on all other models at extra cost.

FRONT SUSPENSION: Compression type ball joint independent front suspension with upper control arms pivoted on low dynamic rate rubber bushings. 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, Torson-action front stabilizer bar.

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, angle-mounted hydraulic shock absorbers. Drive and torque taken through rubber cushioned control arms.

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

BRAKES: Self-adjusting, air cooled, internal expanding hydraulic type. Two shoe, fixed single anchor. Drum diameter—from 11", rear 11", New 2 1/2" lining width. Total swept area for four brakes 328.9 sq. in. Foot-controlled parking brake operates on rear service brake system. Vacuum power brakes optional at low extra cost.

TRANSMISSION AND DRIVE TRAIN: New fully synchronized 3-speed manual transmission standard on all models. Turbo Hydra-Matic and 4-speed synchromesh transmission optional at extra cost. Tubular drive shaft with two universal joints. New lightweight Salisbury type semi-floating hypoid rear axle. Safe-T-Track semi-locking differential optional at low extra cost.

BODY

CONSTRUCTION: Fisher all-steel body with reinforced side rocker panels. Counter-balanced double hood and trunk construction. Laminated Safety Plate Glass in windshield. Solid Tempered Plate Glass in all other windows. "Fire-Levelled" acrylic lacquer on all models. Circ-L-Aire heater and defroster standard on all models (car can be ordered without heater at reduced cost).

ELECTRICAL SYSTEM: 12 volt system with 42 amp Delcotron generator, 5.1 amp. hr. battery with 8.6:1 compression ratio engines, 6.1 amp. hr. battery with 10.5:1 or 10.7:1 engines. Transistorized ignition or other extra-capacity systems available on special order.

ENGINE

GENERAL DESCRIPTION: Trophy V-8 short stroke 90° design. Aluminized valves. Hydraulic valve lifters, alloy cast iron block, 5 main bearings with 3" journals on 389-cu. in. engines—3.25" on 421-cu. in. engines (see engine chart). Balanced flow cooling system pumps water directly into each side of the cylinder block equally.

FUEL SYSTEM: Choice of 2-barrel, 4-barrel or 3-barrel downdraft carburetion mounted on new high ram type intake manifold (see engine chart). Automatic choke. Centrifugal and vacuum control of distributor spark advance.

EXHAUST SYSTEM: Single reverse flow system standard on most models. Dual low restriction system standard on Grand Prix and all 421-cu. in. engines, optional at extra cost on other models. Special straight through mufflers standard on 421 engines.

Tempest, Le Mans & GTO

CHASSIS

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

WHEELS AND TIRES: 14 x 5J steel disc wheels with 6.95 x 14 (6 cyl.) 7.35 x 14 (V-8) low pressure tires. GTO 7.75 x 14 with 14 x 6JK steel disc wheels, 7.35 x 14 standard on Safari Wagons—7.25 x 14 oversize tire optional on all models at extra cost.

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 mounted inside coil springs.

FOUR LINK REAR SUSPENSION: Spring over type. 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. Drive and torque taken through rubber cushioned control arms.

STEERING: Link parallelogram with recirculating ball bearing gear—both manual and power. Self-adjusting steering gear. Steering gear ratio, manual 24:1, with optional power 17.5:1. Moderate extra cost for power steering. Special quick manual steering 20:1.

BRAKES: Self-adjusting, air cooled, internal expanding hydraulic type. Two shoe, single anchor. Drum diameter—from 9.5", rear 9.5". Front lining width 2.50". Total swept area for four brakes 369.9 sq. in. Foot-controlled parking brake operates on rear service brake system. Vacuum power brakes optional at low extra cost.

TRANSMISSION AND DRIVE TRAIN: Automatic transmission optional at extra cost. 3-speed transmission standard. 4-speed transmission optional at extra cost. Fully synchronized 2-speed transmission (V-8s only) also 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 low extra cost.

BODY

CONSTRUCTION: Fisher all-steel body with reinforced side rocker panels. Counter-balanced double hood and trunk construction. Laminated Safety Plate Glass in windshield. Solid Tempered Plate Glass in all other windows. "Fire-Levelled" acrylic lacquer on all models. Circ-L-Aire heater and defroster standard on all models (car can be ordered without heater at reduced cost).

ELECTRICAL SYSTEM: 12 volt system with 37 amp Delcotron generator, 4.4 amp. hr. battery with 8.6:1 compression ratio engines, 5.3 amp. hr. battery with 9.2:1, 6.1 amp. hr. with 10.5:1 or 10.7:1 engines. Transistorized ignition or other extra-capacity systems available on special order.

ENGINE

GENERAL DESCRIPTION: Tempest In-Line 6 cylinder short stroke OHV, aluminum valves, lightweight alloy cast iron block, 7 main bearings, 2.30" journals. Trophy V-8 short stroke 90° design. Aluminized valves. Hydraulic valve lifters, lightweight alloy cast iron block, 5 main bearings with 3" journals on 326 and 389-cu. in. engines (see engine chart). Balanced flow cooling system pumps water directly into each side of the cylinder block on V-8s only.

FUEL SYSTEM: Choice of 1-barrel (6 cyl. only), 2-barrel, 4-barrel or 3-barrel downdraft carburetion mounted on new high ram type intake manifold (see engine chart). Automatic choke. Centrifugal and vacuum control of distributor spark advance.

EXHAUST SYSTEM: Single reverse flow system standard on most models. Dual low restriction system standard on 326 HO and all 389-cu. in. GTO engines, optional at extra cost on other models, except 6-cylinder.

Tailor your Pontiac just the way you want it with any of the following factory options & accessories

COMFORT, CONVENIENCE, AND APPEARANCE:

Air conditioning
Air conditioning, Automatic Temperature Control (Pontiac only)—see page 15
Block heater; engine—electric
Clock, electric (std. on Bonneville, GP, and Star Chief)—see pages 6 & 7

Console, w/ bucket seats—see pages 26 & 27, 10 & 11
Cover, spare wheel and tire (std. on Bonneville, GP, and Star Chief)
Cover, tonneau
Covers, seat
Cushion, foam front
Deor group—see pages 17-19
Defogger, rear window (except Safaris and Convertibles)
Dispenser, tissue
Electro-Cruise throttle control (Pontiac only)
Engines—see pages 44-45
Floor mats, front and rear
Glass, Soft-Ray tinted—all around or windshield only
Guards, door edge and fuel door
Lamps, backup • cigarette lighter/ashtray • courtesy • dome and reading • engine compartment • glove compartment • luggage compartment • parking brake warning • spotlight—see pages 10 & 11
Lock, luggage compartment (6-passenger Pontiac Safaris only)—see pages 39-41
Luggage carriers—see pages 38 & 39
Mirrors, inside non-glare rearview • outside rearview • outside mirror-control rearview • vision vanity
Pad, rear load area (all Safaris)—see pages 40 & 41
Power equipment • power brakes • power seat, 6-way • power window seat-left-hand seat only • power steering • power windows • power vent windows (Bonneville and GP only, with power windows) • power tailgate window (Safari)
Radio, AM • AM/FM • electric antenna • rear-seat speakers, regular or stereo-effect Verba-Phonic
Roof cover, Cordova fabric—see pages 3, 4, & 39
Screens, tailgate and rear door
Seals, bucket (std. on GP, 2+2, GTO, and Le Mans)—see pages 6 & 7, 26 & 27
Ski carriers
Ski, rear wheel cover, Catalina & Star Chief, ex. Safari
Steering wheels; deluxe—see pages 6 & 7 • sports—looks like wood—see page 26 • tilting—adjusts to 7 positions
Tires, whitewall
Trailer hauling equipment—see salesman
Transmissions—see pages 44 & 45
Trunk lid release, remote-control
Wheel discs; deluxe • custom spinner • wire
Wheel hub and drum assembly, aluminum (Pontiac only)—see page 11
Wipers, 2-speed electric with washers—see pages 6 & 7

PERFORMANCE:

(For more complete information, ask the salesman for our special 2+2/GTO performance catalog.)
Air cleaner, heavy-duty
Axle ratios—see page 45
Battery, heavy-duty
Brake drums, aluminum, front (Tempest, Le Mans, and GTO only)
Brake linings, metallic (Tempest, Le Mans, and GTO only)
Engines, 140 hp to 176 hp—see pages 44 & 45
Exhausts, dual (standard on GP, 2+2, and GTO)
Exhaust splitters (Tempest, Le Mans, and GTO only)
Ignition system, transistorized, V-8 only
Instrument panel gauge cluster (Pontiac only)
Instrument panel gauges, plus tachometer (Tempest, Le Mans, and GTO only)
Limited slip differential, Safe-T-Track
Radiator package, heavy-duty—with manual transmissions
Radiator package and oil cooler—with Turbo Hydra-Matic
Steering, manual, 20:1; quick ratio (Tempest, Le Mans, and GTO only)
Steering, power, 17.5:1 ratio
Tires, oversize
Transmission—see pages 44 & 45
Wheel hub and drum assembly, aluminum (Pontiac only)—see page 11
Wheels, steel, competition-type rally (Tempest, Le Mans, and GTO only)—see pages 24 & 25

SAFETY:

Brakes, aluminum drums (Tempest, Le Mans, GTO only)
Brakes, metallic lining (Tempest, Le Mans, GTO only)
Dash, padded—see page 6
Defogger, rear window
Electro-Cruise
Flasher, traffic hazard
Frame, heavy duty except Safari and Convertible
Glass, Soft-Ray tinted
Headlamp control, Guide-Matic automatic
Locks, rear door safety
Luggage compartment locks—see pages 40 & 41
Non-glare rearview tilt mirror
Dash, padded—see page 6
Defogger, rear window
Electro-Cruise
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Luggage compartment locks—see pages 40 & 41
Non-glare rearview tilt mirror
Dash, padded—see page 6
Defogger, rear window
Electro-Cruise
Flasher, traffic hazard
Frame, heavy duty except Safari and Convertible
Glass, Soft-Ray tinted
Headlamp control, Guide-Matic automatic
Locks, rear door safety
Luggage compartment locks—see pages 40 & 41
Non-glare rearview tilt mirror
Dash, padded—see page 6
Defogger, rear window
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