



## PONTIAC TRAILER-HAULING OPTIONS

with the Wide-Tracks of 1966—  
Tempest, Tempest Custom,  
Le Mans, GTO,  
Catalina, 2+2,  
Star Chief Executive,  
Bonneville & Grand Prix.





Once a trailer is attached to a passenger car, that car is doing much more than it was designed to do.

That's why special trailer-hauling options are necessary. If you now own a Pontiac—or if you're considering the purchase of a Pontiac—you'll find all the trailer-hauling options you'll need in this booklet (and some very helpful trailer-hauling tips, too).

Before you determine the options you need, it is wise to consider the heaviest loads you'll pull and the worst conditions you might possibly meet and then equip your car accordingly. Which options are right for your kind of trailering? That depends on the weight of your loaded trailer—and on the Pontiac model pulling it. To find the options to fit your needs, locate your trailer weight class on the chart at right, then the Pontiac Series which you're planning to order. Where these two columns meet, you'll find the group of options that will suit your Pontiac. You'll find a list of the options included in each group on pages 4 and 5. A description of each individual option—some special options—a list of Pontiac Power Teams—a work sheet for trailer-making your Pontiac—and some tips for trailer operation, follows. *Financially you'll be ahead if you have your options installed in your new Pontiac right at the factory, instead of after delivery. The total factory-installed equipment and installation cost is only a fraction of that required for the same modifications made later.*

All prices in this booklet are Manufacturer's Suggested Retail Prices only. Group prices do not include the extra cost of an optional automatic transmission or optional engines when required. Individual options within each group can be ordered separately, unless otherwise noted.

Towing very light trailers (up to 1,000 lbs. loaded weight) requires no additional options on any Pontiac Series. However, automatic transmission is recommended. In fact, an automatic transmission (optional at extra cost) *is recommended* over a manual transmission for *all* types of trailer-hauling. (More details on page 10.)

CATALINA, 2+2  
Star Chief EXECUTIVE  
BONNEVILLE &  
GRAND PRIX

TEMPEST  
TEMPEST CUSTOM  
LE MANS & GTO



## LIGHT TRAILERS

1,000 to 2,000 lbs. loaded weight (Class I)\* Tongue load, up to 200 lbs., includes most lightweight trailers of all kinds.

GROUP 081-P  
\$19.38 to \$26.33

For pulling lightweight trailers with Catalina, 2+2, Star Chief EXECUTIVE, Bonneville and Grand Prix.

## MEDIUM TRAILERS

2,000 to 3,500 lbs. loaded weight (Class II)\* Tongue load of 200 to 350 lbs. includes many travel and outboard cruiser trailers.

GROUP 082-P  
\$67.09 to \$89.15

For pulling medium-weight trailers with Catalina, 2+2, Star Chief EXECUTIVE, Bonneville and Grand Prix.

## HEAVY TRAILERS

3,500 to 5,000 lbs. loaded weight (Class III)\* Tongue load of 350 to 500 lbs. (Note: loaded weight of trailer should not greatly exceed loaded weight of car. When trailer loaded weight and tongue load indicate different classifications, loaded weight should be the determining factor in choosing equipment.)

GROUP 084-P  
\$68.88 to \$113.80

For pulling heavy-weight trailers with Catalina, 2+2, Star Chief EXECUTIVE, Bonneville, and Grand Prix.

GROUP 082-T  
\$14.27 to \$85.83

1,000 to 3,500 lbs. loaded weight. For pulling light- and medium-weight trailers with Tempest, Tempest Custom, Le Mans and GTO.

Towing heavy trailers (over 3,500 lbs. loaded weight) is not recommended with above Tempest Series. Instead, a Catalina, 2+2 Star Chief EXECUTIVE, Bonneville or Grand Prix should be selected.

\*Society of Automotive Engineers Classification



# PONTIAC TRAILER-HAULING EQUIPMENT INCLUDED IN EACH GROUP

## LIGHT TRAILERS (Class I, 1,000 to 2,000 lbs. loaded)

### GROUP 081-P

- High Capacity Fan, with Shroud. Exc. Air Cond.
- Higher Axle Ratio (2.93 minimum, with optional Turbo Hydra-Matic transmission)
- Trailer Hauling Provisions (1)

### Manufacturer's Suggested Group Retail Prices:

All models without Air Conditioning	\$26.33
All models with Air Conditioning	\$19.38

## MEDIUM TRAILERS (Class II, 2,000 to 3,500 lbs. loaded)

### GROUP 082-P

- High Capacity Fan. Exc. Air Cond.
- Heavy-duty Radiator Assembly, Heavy-duty Transmission Oil Cooler, Fan Shroud. Exc. Air Cond.
- Oversize Tires, black S.W. rayon (8.55 x 14). Exc. A/C & Station Wagon.
- Higher Axle Ratio (3.08:1 minimum, with opt. Heavy-duty Turbo Hydra-Matic)
- Heavy-duty Springs and Shock Absorbers (medium load)
- Trailer Hauling Provisions (1)

### Manufacturer's Suggested Group Retail Prices:

All models except Station Wagons, without Air Conditioning	\$89.15
All Models except Station Wagons, with Air Conditioning	\$67.09
Station Wagons, without Air Conditioning	\$71.25
Station Wagons, with Air Conditioning	\$67.09
Engine with HD Clutch mandatory with 082-P on Catalina, 2+2 & Star Chief EXECUTIVE with 3-speed manual transmission, exc. Sta. Wgn.	\$ 8.96

## HEAVY TRAILERS (Class III, 3,500 to 5,000 lbs. loaded)

### GROUP 084-P

- High Capacity Fan
- Heavy-duty Radiator Assembly, Heavy-duty Transmission Oil Cooler, Fan Shroud. Exc. Air Cond.
- Oversize Tires, black S.W. rayon (8.55 x 14). Exc. Air Cond. & Sta. Wgn.
- Higher Axle Ratio (3.23:1 with opt. Heavy-duty Turbo Hydra-Matic)
- Heavy-duty Frame, except Convertible
- Heavy-duty Springs and Shock Absorbers (Heavy Load). Exc. Sta. Wgn.
- Trailer Hauling Provisions (1)

### Manufacturer's Suggested Retail Prices:

All models except Convertibles and Station Wagons, without Air Conditioning	\$113.80
All models except Convertibles and Station Wagons, with Air Conditioning	\$91.74
Convertibles, without Air Conditioning	\$90.94
Convertibles, with Air Conditioning	\$68.88
Station Wagons, without Air Conditioning	\$94.11
Station Wagons, with Air Conditioning	\$89.95
Engine with HD Clutch, mandatory with 084-P on Catalina, 2+2 & Star Chief EXECUTIVE with 3-speed manual transmission, exc. Sta. Wgn.	\$ 8.96

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



## LIGHT & MEDIUM TRAILERS

(Class I & II, 1,000 to 3,500 lbs. loaded)

### GROUP 082-T

- High Capacity Fan  
(includes Fan Shroud on 326 V-8 engines)
- Heavy-duty Radiator Assembly
- Oversize Tires, black S.W. rayon (7.35 x 14) 6-cyl. engine except 4-Door Hardtops, Convertibles or Station Wagons. (7.75 x 14) 4-Door Hardtops, Convertibles or Station Wagons or other models with 326 V-8 engine
- Higher Axle Ratio with automatic transmission (3.55:1 with 6-cyl. engine; 3.36:1 with 326 V-8)
- Heavy-duty Springs and Shock Absorbers
- Trailer Hauling Provisions (1)
- Heavy-duty Frame (standard on 4-Door Hardtop & Convertible)
- Speed Gear Adapter

#### Manufacturer's Suggested Retail Prices:

	6 Cyl.	8 Cyl.
All except 4-Door Hardtops, Convertibles, & Station Wagons without Air Conditioning	\$75.72	\$85.83
All except 4-Door Hardtops, Convertibles, & Station Wagons with Air Conditioning	\$50.56	\$65.30
4-Door Hardtops, Convertibles without Air Conditioning	\$60.23	\$62.97
4-Door Hardtops, Convertibles with Air Conditioning	\$42.44	\$27.70
Station Wagons without Air Conditioning	\$68.35	\$71.09
Station Wagons with Air Conditioning	\$50.56	\$50.56
GTO without Air Conditioning and/or Tri-Power—except Convertible		\$51.87
GTO Convertible without Air Conditioning—and/or Tri-Power		\$29.01
GTO with Air Conditioning or Tri-Power—except Convertible		\$37.13
GTO Convertible with Air Conditioning or Tri-Power		\$14.27

**(1) Trailer Hauling Provisions:** include such items as Constant-rate Directional Signal Flasher, Trailer-light Wiring Harness, special Spark Plugs and Heavy-duty Wheels, on Pontiac models. Available only with a full trailer group.

**(2) With GTO Option:** trailer groups include the following, in addition to or instead of components listed above: Heavy-duty Springs and Shock Absorbers, Heavy-duty Radiator (except with Air Conditioning & Tri-Power).

Tempest  
Tempest Custom  
Le Mans & GTO



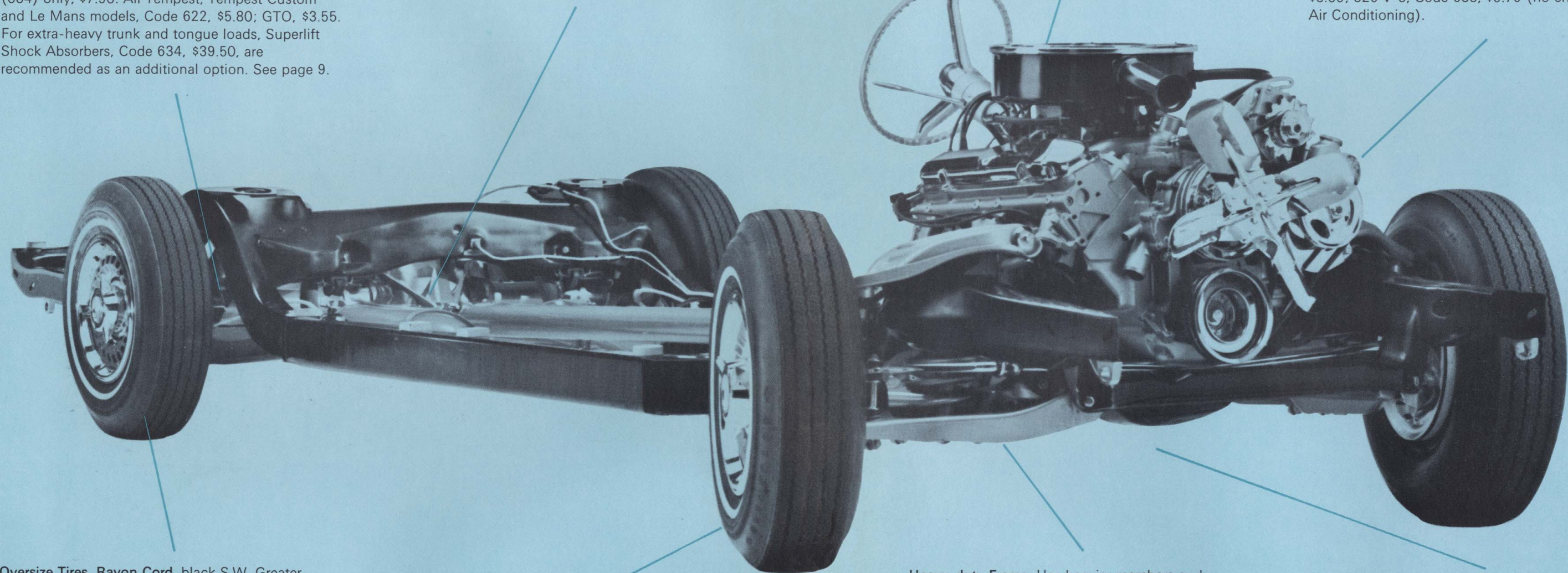
**INDIVIDUAL OPTIONS** . . . make up the groups. These options can also be bought separately, as indicated . . .

**Heavy-duty Springs and Shock Absorbers.** Help maintain proper trim and give better control. Especially helpful where heavy loads are carried in car trunk and where tongue load is great. For medium trailer hauling by Catalina, 2+2, Star Chief Executive, Bonneville, Grand Prix, Code 622, \$5.80. For heavy-weight trailer hauling by Catalina, 2+2, Star Chief Executive, Bonneville, Grand Prix, except Station Wagons, Code 624 available with full group (084) only, \$7.90. All Tempest, Tempest Custom and Le Mans models, Code 622, \$5.80; GTO, \$3.55. For extra-heavy trunk and tongue loads, Superlift Shock Absorbers, Code 634, \$39.50, are recommended as an additional option. See page 9.

**Higher Axle Ratios.** Provide more pulling power and better performance. Pontiac has a wide range of ratios available at no extra cost. An ideal ratio is determined by weight of the loaded trailer and the Pontiac hauling it—plus individual performance preferences. (NOTE: For guide to proper axle ratios, see group recommendations on previous page. For very heavy trailers, axle ratios up to 3.73:1 are available on special order.)

**Heavy-duty Clutch,** for cars with standard 3-speed Manual Transmissions. Code WB. On Catalina (exc. Station Wagons), 2+2 and Star Chief Executive, \$8.96. Standard on Bonneville and Grand Prix.

**High Capacity Fan and Shroud.** Increases radiator efficiency. On Catalina, 2+2, Star Chief Executive, Bonneville (& Grand Prix with 3-spd. Manual Transmission), Code 688, \$6.95. On cars with Heavy-duty Radiator Option (which includes shroud), Code 684, \$4.16. No charge for H.D. Fan & Shroud on cars with Air Conditioning, 421 HO engine, or on Grand Prix with Turbo Hydra-Matic. On Tempest, Tempest Custom, & Le Mans: 6-cyl. Code 684, \$3.05; 326 V-8, Code 688, \$5.79 (no charge with Air Conditioning).



**Oversize Tires, Rayon Cord,** black S.W. Greater capacity for carrying increased loads or trailer hauling. Catalina, 2+2, Star Chief Executive, Bonneville, Grand Prix: 8.55 x 14, Code EA, \$17.90 (standard on Station Wagons or cars with air conditioning). Tempest, Tempest Custom, Le Mans: 7.35 x 14, Code BA, \$7.37 except 4-Door Hardtop, Convertible or Station Wagon or 326 V-8 engines. For 4-Door Hardtop, Convertible and Station Wagons, 7.75 x 14, Code CA, \$14.74 (GTO uses standard GTO tires).

**8-Ply Rated, 4-Ply Nylon Cord Tires** are highly recommended for Trailer Group 084-P (Catalina, 2+2, Star Chief Executive, Bonneville, Grand Prix). Recommended for hauling very heavy trailers, or for continuous trailer operation. Set of 5 tires, for 14-in. wheels. Moderate additional cost. For 14-in. tires and 15-in. wheel and tire prices, see page 8.

**Heavy-duty Frame.** Has heavier members and reinforcements for greater strength, to handle the strains of heavy trailer hauling. All series. Code 661. Catalina, 2+2, Star Chief Executive, Bonneville, Grand Prix, except Convertible\*: \$22.86. Tempest, Tempest Custom, Le Mans, except 4-Door Hardtops and Convertibles\*\*, \$22.86.

**Heavy-duty Radiator Assembly.** Assures adequate cooling under severe towing conditions. On Catalina, 2+2, Star Chief Executive, Bonneville and Grand Prix Series, this option includes Fan Shroud. On Hydra-Matic equipped cars, heavy-duty Transmission Oil Cooler is also included. Code 682, \$41.60. On Tempest, Tempest Custom, Le Mans and GTO Series, Code 681, \$14.74. (Not required with GTO 3/2-BBL.)

\*Standard on Pontiac Convertibles.

\*\*Standard on Tempest-sized Convertibles and 4-Dr. Hardtop.



## SPECIAL OPTIONS... for solving trailering problems

**Special Tires—8-ply Rated, 4-ply Nylon Cord Tires** of either the 14" or 15" wheel size are highly recommended for hauling very heavy trailers. These tires were specially designed for trailer towing particularly where extensive or continuous trailer towing is anticipated. Higher operating pressures may be maintained in these tires and they provide an extra margin of tire service.

Following is a listing of these tires and other nylon tires available.

### NYLON—14-Inch Wheel

1. EG—8:55 x 14 White—8-Ply Rating, 4-Ply . . . \$133.07. Station Wagon or Air Conditioning . . . \$115.17.
2. EL—8:55 x 14 White—4-Ply Rating, 4-Ply . . . \$73.20. Station Wagon or Air Conditioning . . . \$55.29.

*For optional Nylon, 7.75 x 14 White 4-Ply Rating, 4-Ply and 8-Ply Rating, 4-Ply tires for Tempest, Tempest Custom, Le Mans or GTO models, see your Pontiac Dealer.*

### NYLON—15-Inch Wheel—With 482 and 651 Only

3. GF—8:45 x 15 Black—8-Ply Rating, 4-Ply \$89.42. Station Wagon or Air Cond. . . . \$71.51.
4. GG—8:45 x 15 White—8-Ply Rating, 4-Ply, \$133.07. Station Wagon or Air Cond. . . . \$115.17.
5. GK—8:45 x 15 Black—4-Ply Rating, 4-Ply, \$33.70. 2-Seat Station Wagon or Air Cond. . . . \$15.80, N.A. 3-seat Station Wagon.

**Heavy-duty Brakes—Aluminum Front Drums and 15-in. Wheels** for Catalina, 2+2, Star Chief Executive, Bonneville, Grand Prix. This combination is designed to handle extra-heavy trailer loads over difficult terrain, and give better braking performance. Includes Heavy-duty Brakes, cast-aluminum front drums and finned cast iron rear drums, larger Heavy-duty 15 x 6 Wheels (set of 5). Code 482, \$10.53 and Code 651, \$49.08. Special 15" tires of 8.45 x 15 size, 4-ply rating, 2-ply rayon cord tires are standard with this option on all except 3-seat Station Wagon. 8-ply rating, 4-ply nylon cord tires are mandatory on 3-seat Station Wagons with 15" wheels.

**Aluminum Wheel Hubs and Drums** for Catalina, 2+2, Star Chief Executive, Bonneville, Grand Prix. For best brake cooling and maximum resistance to fade. Available with 14" wheels only. Code 454. Catalina with decor group or 2+2, Star Chief Executive, Bonneville, Grand Prix, \$117.96. Catalina without decor group, \$134.81.

**Heavy-duty Brakes—Aluminum Front Drums** for Tempest, Tempest Custom, Le Mans and GTO. Designed to handle heavy braking loads. Includes cast aluminum front drums. Standard 14-in. Wheels. Code 651, \$49.08.

**Heavy-duty Power Brakes** with higher capacity power cylinder available on all Pontiac Series with power brakes. For use where frequent and extended use of brakes is anticipated. Code 662, \$73.72.

**Safe-T-Track Differential.** Helps to get car out of ice, snow, mud—anyplace that's slippery. Torque is transferred to the rear wheel that has the best traction. Operates so smoothly you don't realize it's there until you try to do without it. Code 731. Catalina, 2+2, Star Chief Executive, Bonneville, Grand Prix, \$41.60. Tempest, Tempest Custom, Le Mans, \$36.86.

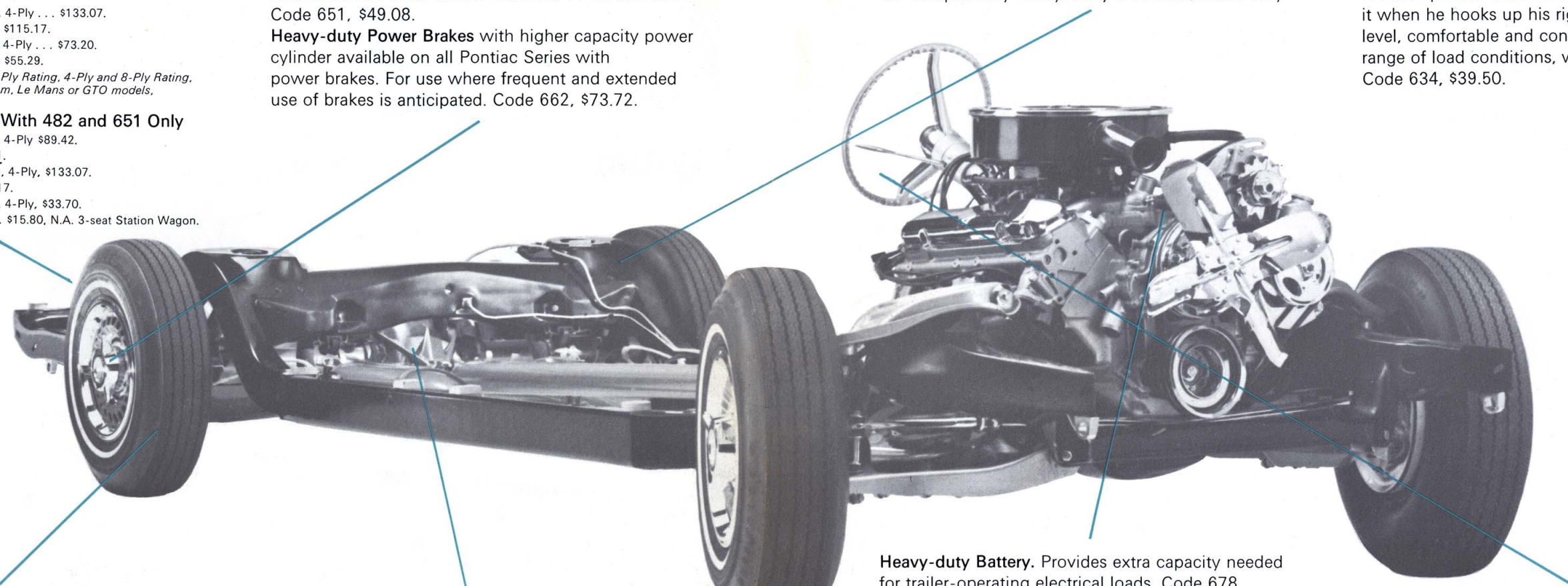
**Superlift Rear Shock Absorbers** . . . for a level ride regardless of trailer tongue or other rear-end loads. Leveling a trailer-hauling Pontiac with Superlifts is as easy as inflating a tire. Each Superlift is an adjustable air spring built into a dependable rear Shock Absorber. Varying the air pressure adjusts rear-end ride characteristics to the requirements of the load. A conventional tire-type air-filler valve is conveniently located in the rear license plate area. Superlifts help maintain a level ride when loads are exceptionally heavy. They're recommended only

as a supplement to Pontiac Heavy-duty Rear Springs, with the heavy trailer packages, when combined tongue and rear-end loads are excessive or variable. Also recommended for towing very light, light, and medium trailers (including Groups 081-P, 082-P, 081-T, 082-T) with heavy or variable tongue or rear-end loads. The versatility of Superlifts is particularly appreciated when lighter trailers are towed only occasionally, when self-equalizing hitches are not used. A trailer operator can reduce the air pressure in his Superlifts when he's not towing—increase it when he hooks up his rig. This assures a more level, comfortable and controlled ride under a full range of load conditions, with or without a trailer. Code 634, \$39.50.

**Heavy-duty Battery.** Provides extra capacity needed for trailer-operating electrical loads. Code 678. Catalina, 2+2, Star Chief Executive, Bonneville, Grand Prix, 70 amp./hour rating, \$5.27. Tempest, Tempest Custom, Le Mans, 61 amp./hour rating, \$3.48. Standard with 326 HO 4-BBL engine, GTO, or Air Conditioning.

**Heavy-duty 55 amp., Alternator and HD Battery**—for higher electrical loads. Code 674, \$15.80 (55 amp. Alternator is standard equipment on air-conditioned cars.) Heavy-duty 62 amp. Alternator, Code 672, \$78.99. Includes HD Battery and Transistor Regulator. Available with Catalina, 2+2, Star Chief Executive, Bonneville and Grand Prix. Not available with air conditioning or Transistor Ignition.

**Custom Gauge Cluster** for Catalina, 2+2, Star Chief Executive, Bonneville, Grand Prix only. Gives more complete information on how engine reacts to extra work of trailer hauling under rugged conditions. Battery and Fuel Gauges are located in nacelles at center of instrument panel. Oil Pressure and Water Temperature Gauges are located in the Speedometer area, replacing warning lamps. Electric Clock is included in this option. Cluster is not available with Electro-Cruise, Safeguard Speedometer or Automatic Temperature Control Air Conditioning options. Code 448. Catalina and 2+2, \$36.81. Star Chief Executive, Bonneville, Grand Prix, \$21.06.





# PONTIAC POWER TRAINS

... noted for reliability

SERIES	STANDARD With Optional Automatic Transmission	EXTRA COST With Optional Automatic Transmission
CATALINA	290-hp V-8, 2-BBL carb. (1)	325-hp V-8, 4-BBL carb. (Standard on Bonneville and Grand Prix, optional at extra cost on Catalina and Star Chief Executive.) (2)
2+2	338-hp V-8, 4-BBL carb.	
STAR CHIEF EXECUTIVE	290-hp V-8, 2-BBL carb. (1)	
BONNEVILLE	325-hp V-8, 4-BBL carb. (1)	
GRAND PRIX	325-hp V-8, 4-BBL carb. (1)	
TEMPEST		207-hp OHC 6, 4-BBL carb., premium fuel 250-hp V-8, 2-BBL carb., regular fuel. Also 285 hp, 4-BBL carb., premium fuel. (Above engines optional with Tempest, Tempest Custom and Le Mans.)
TEMPEST CUSTOM	165-hp Overhead Cam 6, 1-BBL carb., regular fuel. (Standard with Tempest, Tempest Custom and Le Mans.)	
LE MANS (3)		
GTO	335-hp V-8, 4-BBL carb.	360-hp V-8, 3/2-BBL carb.

(1) **REGULAR FUEL ENGINES** are available for trailering in those areas where premium fuel is difficult to obtain. The 256-hp 389 V-8 (Code 803) may be ordered at no extra cost with Turbo Hydra-Matic. With 3-speed Manual Transmission, Heavy-duty Clutch is required. On Catalina (exc. Station Wagons), 2+2 and Star Chief Executive, \$8.96 (standard on Catalina Station Wagons, Bonneville and Grand Prix).

(2) **ENGINES OF EVEN HIGHER PERFORMANCE** are available with Catalina, 2+2, Star Chief Executive, Bonneville and Grand Prix. When one of these engines is ordered with a trailer group, the group price might be lower in a case where certain equipment is common to both group and engine. These engines include:

338 hp, 421 cu. in., 4-BBL carb.

356 hp, 421 cu. in., 3/2-BBL carb.

376 hp, 421 cu. in., High Output, 3/2-BBL carb.

## **AUTOMATIC TRANSMISSIONS ARE RECOMMENDED FOR TRAILER HAULING.**

Heavy-duty Turbo Hydra-Matic for Catalina, 2+2, Star Chief Executive, Bonneville, Grand Prix with 082P—084P Trailer Groups. No extra cost over regular Turbo Hydra-Matic—\$226.44; Automatic transmission for Tempest, Tempest Custom, Le Mans— with 6-cylinder engine, \$184.31; with V-8's, \$194.84.

**MANUAL TRANSMISSIONS.** In Catalina, 2+2, Star Chief Executive, Bonneville, Grand Prix, recommended axle ratio is 3.42:1 for all Manual Transmissions with 081-P Group; 3.73:1 for 082-P and 084-P Groups. In Tempest, Tempest Custom and Le Mans, recommended axle ratios are 3.55:1 for V-8 and 3.90:1 for OHC L-6 with 082-T Group. For additional information on Manual Transmission Power Trains consult your Pontiac dealer.



- When towing a trailer, allow more stopping distance ahead than you would with the car alone.
- Stop smoothly and gradually—avoid sudden stops that may cause poor control of your trailer.
- Naturally, just plain courtesy pays off. For instance, allow the right of way to faster motorists.
- When you're passing another vehicle, make sure there's plenty of space for your car and trailer in front of the vehicle you're passing. And, of course, you need more road distance in the passing lane, clear of oncoming and overtaking traffic.
- Avoid quick maneuvers.
- You can avoid overheating when climbing in steep terrains by downshifting manually to low. If your Pontiac should overheat, park your car with transmission in "park" or "neutral" position and run engine at fast idle until engine temperature returns to normal. Never open the pressure cap or pour cold water into an overheated engine.
- When descending grades of any length or steepness, use a lower gear—let your engine help your brakes.

## TIPS FOR SAFER AND MORE ENJOYABLE WIDE-TRACK TRAILERING.

- Treat your tires well. Avoid excessive overloads on rear tires, for example. Provide ample tire size for your type of trailering. And keep tires properly inflated (see TIRE PRESSURES in this section).
- When your Pontiac is heavily loaded in the rear, avoid use of high head lamp beams. If a heavy rear load is carried most of the time, have your lights adjusted to make sure they're properly aimed when you're trailering.



# U SING YOUR EQUIPMENT

...Some useful suggestions

□ **Trailer Hitches (heavy trailers).** Hitches of the self-equalizing type are recommended for towing all trailers except light-duty. It's wise to see a reputable hitch installer for this work. It is his responsibility to adequately attach the hitch to the car. Hitch attachments should be made to the frame sidebars. Heavy hitches should not be attached to the bumper. On all models except station wagons, the hitch ball should be placed far enough behind the bumper, approximately 6 in. from the ball centerline to the flat surface of the bumper behind the license plate, to allow license plate to be tilted when refueling the car. This distance will vary somewhat depending on type of hitch, type of trailer tongue coupling and height of hitch ball from the ground.

□ **Trailer Hitches (light-duty).** Light-duty trailer hitches are available from various Pontiac dealers, trailer dealers and automotive accessory outlets. Use only those that are recommended for Pontiac models for trailer weights as specified by the hitch manufacturer. A hitch may be attached to the bumper as long as it is also attached to side members or rear crossmember of frame. Hitch function and attachment is the responsibility of the hitch manufacturer.

Some of the hitch manufacturers who have light-duty hitches available, which are designated for use on Pontiac & Tempest models are as follows:  
Ideal Manufacturing Co.....Oskaloosa, Iowa  
Draw-Tite Co.....Belleville, Michigan  
Dalton Foundries.....Warsaw, Indiana  
Atwood Vacuum Machine Co.....Rockford, Illinois  
Foote Industries.....Lansing, Michigan  
Sears Roebuck Co.....All Retail Outlets

□ **Tire Pressures (oversize tires, 4-ply rating, 2-ply).** When towing a trailer, we suggest minimum cold inflation pressures of 24 lbs. front & 30 lbs. rear. We recommend increasing rear tire pressure consistent with rear wheel loading.

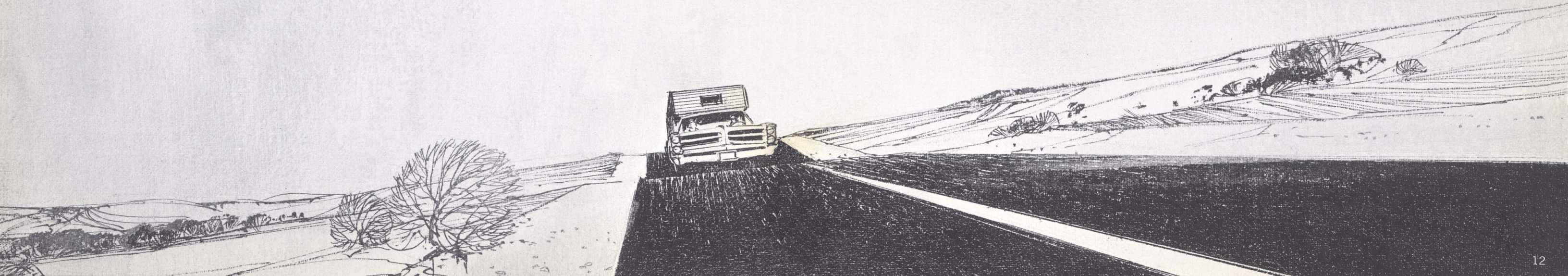
□ **Tire Pressures (oversize 8-ply rating, 4-ply).** These tires are strongly recommended for use when the heavy trailer group is ordered. These tires are especially desirable on Station Wagon models where loading is generally higher by virtue of type of vehicle. These tires may be inflated up to 40 lbs. cold, depending on rear wheel loading. Front tires may be operated at 24 to 28 lbs., depending on load distribution in the vehicle.

□ **Trailer Tail & Signal Lamps.** All models of 1966 Pontiacs are equipped with 12 volt electrical systems. The trailer should be equipped with accessory lamps to match this system. Most trailers are equipped with approved connectors which have the terminals protected when not coupled. This type is recommended. Electrical equipment on trailer should conform to local requirements.

□ **Trailer Running & Signal Lamp Wire Harness.** The wire harness provided with all trailer groups (as a part of "Trailer Hauling Provisions") consists of an easily adaptable harness to bridge the tail and signal lamp systems of the car and trailer. Installation is as follows:

1. Disconnect battery cable.
2. Remove right and left tail lamp sockets from outboard tail lamp assemblies of the car.
3. Install adapter harness sockets with bulbs in car tail lamp assemblies.
4. Install plugs of adapter wire harness in car wire harness sockets.
5. Install ground terminal of adapter wire harness to tail lamp housing.

On sedans, this harness may then be used as temporary installation by routing wire through trunk lid opening, using flatted wire section at point of door closure. A connector is provided on the car side of flatted section for quick disconnection when not using the trailer. The trailer end of the harness may be permanently connected to the trailer wiring system. On Station Wagons the arrangement is similar, except that the wire is attached to the bottom of the car, with access to the wires provided at center of rear bumper. Station Wagon harness has 5 wires. Permanent installations may be made with approved connectors mounted on exterior of car, as desired. The harness may be routed or modified as required to suit individual applications. Auxiliary wires are provided in the harness for use as required. Unused wires should be taped back in the harness.





Color coding of wires used in the harness:

Wire Color . . . . .	Circuit
Brown . . . . .	Tail Lamps
Yellow . . . . .	Left Stop & Directional Signal
Green . . . . .	Right Stop & Directional Signal
White . . . . .	Ground
Blue . . . . .	Auxiliary
Red . . . . .	Auxiliary (Exc. Station Wagon)

The preceding applies when the trailer has turn signals, stop and tail lamps encased in a single unit having dual filament bulbs. If the trailer has stop and tail lamps that are individual bulbs or separate units from the turn signals, the above applies except that the stop lamp circuit must be connected to the output side of the stop lamp switch, or to the white wire leading from the stop lamp switch.

□ **Constant-Rate Directional Signal Flasher.**

With the additional electrical load of trailer lamps added to the car tail lamp circuits, a marked variation in flash rate of the standard directional signals may be experienced; therefore, included in the Trailer Provisions is a Heavy-duty or "Constant-Rate" Directional Signal Flasher. This is designed to maintain proper flashing frequency even with the added load of trailer signal lamps.

Since the Heavy-duty Flasher is less sensitive to load variations, it does not produce the usual indication of bulb failure in front signal lamps and stop lamps. That's why drivers should make sure that all car tail and direction signal lamps are operating when the Heavy-duty Flashers are in use. When the car is used without the trailer for extended periods of time, the standard flasher should be reinstalled. This will provide standard flashing characteristics and bulb failure indications as described in the Owner's Manual.

□ **Brakes.** The direct connection of hydraulic brake lines from car brake system to trailer system is strongly discouraged.

□ **Manual Transmission Clutch.** Frequent starting with heavy trailer loads naturally causes faster wearing of the clutch on manual transmissions. Owners of cars with manual transmissions should become familiar with the clutch "lash" feel. This is the first inch of free travel of the clutch pedal before the positive load of the clutch release begins. When the free travel approaches ½", the clutch lash should be readjusted to 1". Pulling trailers when there is little or no clutch lash may result in excessive clutch slippage and ultimate destruction of the clutch facings.

□ **Rear Axle (Boat Users).** When the rear axle is submerged, as often happens when pulling a boat from the water, the axle should be inspected for water. If water is found, the axle should be drained and flushed and new lubricant installed.

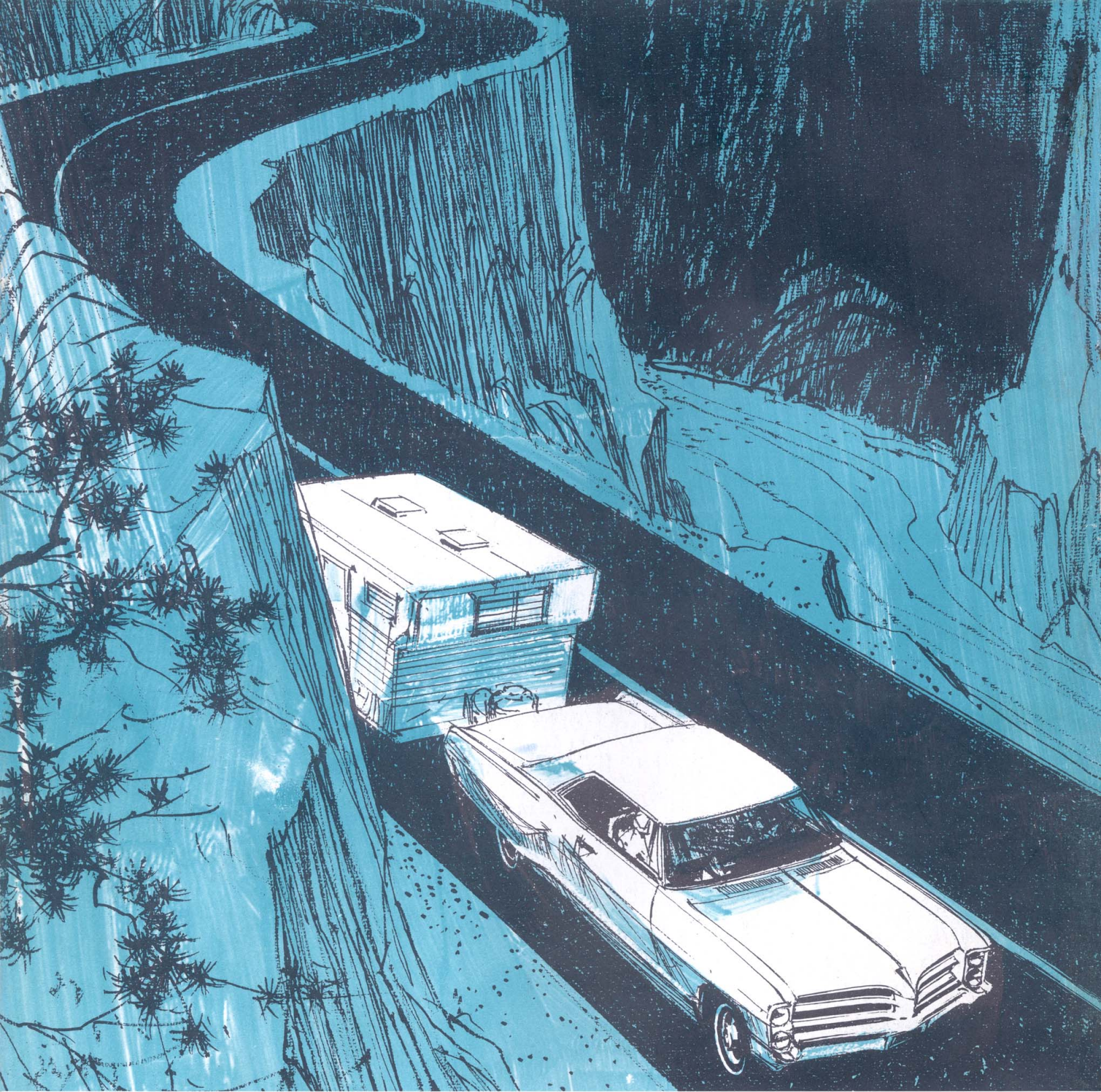


# TRAILER-MAKE YOUR PONTIAC

... with this handy work sheet

SUBJECT	DESCRIPTION AND CODE	SUGGESTED RETAIL PRICES
<i>Trailer Weight Class</i>		
<i>Pontiac Series and Model</i>		
<i>Trailer Groups and Individual Options</i>		
<i>Power Teams • engine • transmission • axle ratio (no charge)</i>		<i>Total</i> _____





**Take the load off your mind when hauling a trailer.**

Talk with your Pontiac dealer. Let him custom order for you a Pontiac that will make trailering safer and a lot more fun. This year Pontiacs are more effective than ever as towing cars. They sport big advancements that are especially significant to trailer people. Engines, for example, are powerful. The Turbo Hydra-Matic transmission has high torque for starting and backing. Brakes have more stopping capacity. And there are many other improvements which are built right into each Wide-Track. Get to know them. Hitch up your trailer and put yourself behind the wheel of a '66 Pontiac—with all the options.