

Pontiac

We've never worked harder on designing, engineering and styling our Pontiacs than we have this year. And we think our 1967 Wide-Tracks prove it. You not only get a sleeker car with an infinitely superior engineering concept, but you get more car than ever before. For example, standard on all 1967 Pontiacs is a host of safety features designed to help make your driving as reassuring and safe as modern technology allows.

Front seat shoulder belt anchors
 Padded instrument panel
 Padded sun visors
 Four-way hazard warning flasher
 Dual master cylinder brake system with warning light
 Dual-speed windshield wipers
 Windshield washer
 Backup lights
 Outside rearview mirror
 Tire safety rim
 Pushbutton seat belt buckles—front and rear (also on station wagon 3rd seat)
 Soft, low profile window control knobs and coat hooks
 Safety door latches and hinges
 Thick laminate windshield
 Energy absorbing steering column

Passenger-guard door locks—all doors
 Folding front seat back latches (two-doors)
 Folding seat back latches (station wagons)
 Inside day-night mirror with shatter-resistant vinyl edged glass and breakaway support
 Lane change feature incorporated in direction signal control
 Corrosion-resistant brake lines
 Energy absorbing steering wheel
 Energy absorbing instrument panel with smooth contoured knobs and levers
 Front seat belt retractors
 Uniform shift quadrant (PRNDL)
 Reduced glare instrument panel and windshield wiper arms and blades

There are countless other features you can add which literally permit you to tailor your new Wide-Track to your own personal tastes. You'll find a more complete list on the back cover. Naturally, the best way to enjoy your new Pontiac is on the road. Enjoy it—but please observe the good rules of safe driving. We've long made your safety our business. Won't you make it yours, too?



BROUGHAM



BONNEVILLE BROUGHAM 4-DOOR HARDTOP



BONNEVILLE BROUGHAM HARDTOP COUPE

What can we tell you about Brougham after you've seen the previous pages? You already know it's the most elegantly styled Pontiac we've ever made. Yet its aristocratic lines barely hint at the unshamed luxury of its interiors. Feast your eyes on the sample below (those tasteful touches of expanded Morrokide are blended with sumptuous Plaza bolster cloth and Princessa pattern cloth), then consider such things as thick nylon blend carpeting, power windows (with controls in driver's armrest), new flexible door pulls, extra-thick foam seat padding, new Carpathian elm burl grain styling on door panels and dash, an electric clock, and a deluxe steering wheel. They're all standard. As is the Strato-bench front seat with free-standing center armrest. Luxurious? Luxurious. But that's hardly all. Brougham's standard 333-hp V-8 (325-hp with Turbo Hydra-Matic) will have to be experienced in the quick to be fully appreciated. And, of course, there's the supreme riding comfort you get only when you combine a long, 124-inch wheelbase with the road-hugging stability of Wide-Track.



Shown on the cars in this catalog are just items from the many options and custom features offered by Pontiac on the Brougham. There's a wealth of extra cost and well worth it.

BROUGHAM



Next year someone might come up with a reasonable facsimile of our 1967 Grand Prix. But one look at its sleek new styling and we think you'll agree that the point is highly debatable. Grand Prix, in fact, is so far out in front this year that we couldn't resist bringing it to you in an exciting new form: the luscious GP convertible you see at left. You might say that Grand Prix styling is the supreme example of elegant restraint. We've even concealed its headlights and windshield wipers so as not to interrupt the dramatic sweep of its lines. Nor do the Grand Prix's looks promise more than its power plants can deliver (350 horses, for example, from a new 400 cubic inch V-8). If you need more reasons to indulge yourself in next year's luxury, read on.



GRAND PRIX



GRAND PRIX CONVERTIBLE



GRAND PRIX HARDTOP COUPE

Grand Prix has been setting the standard for personal luxury cars ever since it was introduced—and this year is no exception. A few good reasons why, you can see on these pages. Its monochromatic interior of expanded Morrokide comes in a choice of no less than seven beautiful colors. It's standard, of course. As are things like bucket seats, full nylon blend carpeting, Carpathian elm burl styling on dash and console, plus a whole slew of convenience features you'd expect to pay extra for. (You don't have to pay extra for the Strato-bench front seat with free-standing arm-rest on the hardtop coupe, but you have to give up the console. Decisions, decisions.) Your choice of power ranges all the way up to a 376-hp 428 cubic inch V-8, and options include everything from headrests to power seats and window lifts.



(Shown on this page are some items from the many options and custom features offered by Pontiac on the back cover. They're available at extra cost and will vary.)

GRAND PRIX

This strikingly new Bonneville may be synonymous with luxury—but let us not forget what, in fact, inspired its name. Although it's the largest Pontiac we make, on the longest, smoothest riding wheelbase we make, it carries its grandeur with remarkable agility. Standard engine is a 333-hp 400 cubic inch V-8, so you see what we're getting at. And if you're not struck completely dumb by its remarkable beauty, see what else is new on the following pages...



BONNEVILLE

Follow us on the days of this catalog on page 10. From the car to the accessories and custom fabric is offered by Pontiac on the back cover. They're available at a good and well worth it.



BONNEVILLE 4-DOOR HARDTOP



BONNEVILLE CONVERTIBLE

Everybody loves a convertible. But with a car this striking we just had to offer it in two-door and four-door hardtop versions. That way we keep everybody happy. But we didn't stop there. Bonneville buyers can choose from notch-back front bench seats with a center armrest in either combination Parella pattern cloth and expanded Morrokide or all expanded Morrokide. Except convertible buyers, of course. Lucky people! Standard equipment on this model calls for all expanded Morrokide bench seats. Naturally, you can order bucket seats in either the 2-door or the convertible. (Ask your dealer for a Colors and Interiors booklet.) All Bonneville comes with lush carpeting, Carpathian elm burl styling on the instrument panel, electric clock, deluxe wheel discs, rear fender skirts, and so on. And if we haven't told you enough by now to send you scurrying after a Bonneville, maybe you simply don't like cars!



BONNEVILLE



Shown on the left is 31-11. Upholstery and color items from the many softness and custom features offered by Pontiac on the back cover. They're available at extra cost and will apply to 2

Here's where our stylists and engineers got together to prove that a big luxury car needn't come with a price tag to match. And succeeded, in grand style. Executive's big car roominess, its luxurious appointments, its superb power teams, combined with a long, low, 124-inch wheelbase and Pontiac's famous Wide-Track stability, all offer you the kind of driving pleasure you'd expect to pay a fortune for. But won't have to.



EXECUTIVE



EXECUTIVE 4 DOOR HARDTOP



EXECUTIVE HARDTOP COUPE

Executive really offers you the best of several worlds. A world of luxury, certainly, as you will discover the first time you savor the plush comfort of its interiors. You may find it hard to decide whether you want fine Pristine pattern cloth with tasteful touches of expanded Morrokide or expanded Morrokide throughout—but either way the color will be keyed to complement the exterior. As will the nylon blend carpeting that runs door to door. A padded dash with walnut wood grain styling and a host of standard convenience features all contribute to a milieu that is the essence of style. Under the hood you'll find a world of excitement in the form of the standard 290-hp V-8 that comes with the Turbo Hydra-Matic. You can order up to 376 horses if you want more. Or you can order a regular fuel 265-hp version for a world of economy. But whichever Executive you order, the first thing you'll want to do is remove the price tag. Then no one will ever know.



EXECUTIVE

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



Ventura shows what happens when you take a great car and add those extra dollops of luxury and make it something else. Like an exceptionally great car. You begin with such things as a long, 121-inch Wide-Track wheelbase, a standard 400 cubic inch V-8 that develops 265 horses on regular gas (or a 290-hp premium fuel version with Turbo Hydra-Matic) and an extremely low axle ratio for a neat combination of smooth performance and strict economy. Turn the page for a small idea of how Ventura takes it from there . . .

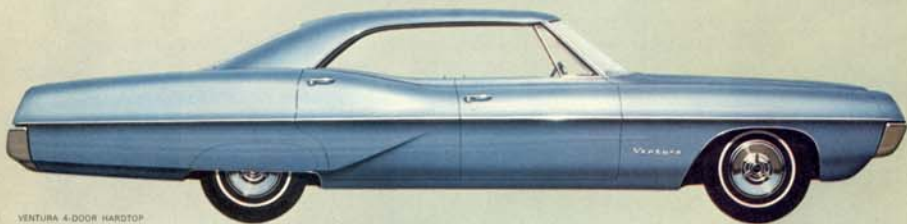


VENTURA

Options on the cars in this catalog are shown from the many options and custom features offered by Pontiac on the back cover. They're available at extra cost and will weigh it.



VENTURA HARDTOP COUPE



VENTURA 4-DOOR HARDTOP



VENTURA 4-DOOR SEDAN

Some of the standard luxury features that make Ventura Ventura you can see below and on the opposite page. They include such things as a custom-styled interior of expanded Morrokide (or a color-keyed combination of expanded Morrokide and rich Pristine pattern cloth), wall-to-wall carpeting of nylon blend loop pile, a padded dash with walnut wood grain styling, extra insulation, special emblems, and in the convertible and hardtop coupe: Strato-bucket seats. Of course, you needn't stop there. The list of options and accessories practically lets you design a Ventura to your own specifications. Ask your dealer.



Shown on the cars on this catalog are some items from the more cost- and a slim features offered by Ford as on the back cover. They're not better at value and well worth.

VENTURA

Catalina is back with more of everything that has made it the envy of every car maker who has tried to match its looks, luxury, and performance at so low a price. And failed. Wide-Track ride and stability? Sure. Sleek, uncluttered styling? You can see for yourself (but don't look for the windshield wipers... we've hidden them under the hood). Catalina is big car all the way—from the tip of its distinctive split grille to the end of its rear bumper. Catalina, in short, is in a class by itself. For a few very good reasons why, read on...



CATALINA

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



CATALINA 4-DOOR HARDTOP



CATALINA CONVERTIBLE

What does it take to make a Catalina? Well, you start with that long, low, 121-inch wheelbase and the road-hugging security of Wide-Track. Then you add a little spice in the form of Catalina's new 400 cubic inch 265-hp standard V-8. Lavish upon it such no-extra-cost options as a padded instrument panel with wood grain styling, recessed two-speed washers and wipers, full nylon blend carpeting, some very posh interiors of Morrokide and luxurious Poncaire pattern cloth, plus a lot of tender loving care, and you have the basic beginnings. Then you can start building a Catalina to suit your personal taste. You can order up to 376 horses, for example, along with such things as Strato-bucket seats (on the hardtops and convertible), a custom sports steering wheel with tilt option, head rests, air conditioning, all kinds of power assists, even stereo tape. We could go on, of course, and if you'll turn the page we will...



Strato-bucket seats, air conditioning and stereo are extra-cost options. They're available at extra cost and with weight of 1

CATALINA



CATALINA 2-DOOR SEDAN



CATALINA 4-DOOR SEDAN

Catalina offers so much for so little that we bring it to you in no less than seven exciting models. You have your choice of two- and four-door sedans, a hardtop coupe, a four-door hardtop, 2- and 3-seat station wagons, and a convertible. The Catalina wagons are discussed at length a few pages down. Your dealer will be happy to discuss them all in copious detail.



CATALINA

2+2

What happens when you take a lean, lithe road machine, stuff in a big, capable 428 cubic inch V-8 that produces 360 horsepower from four barrels, tie it to an all-synchro floor-mounted heavy-duty 3 speed, and add bucket seats, carpeting and special suspension? You'll find out when you drive one if you stop staring lovingly at it long enough to climb behind the wheel. But beware once inside you may never want to get out. See our Performance Catalog for a description of what goes on under that beautiful exterior.



2+2 CONVERTIBLE



3+2 HARDTOP COUPE



TWO PLUS TWO

GTO

This is The Great One. The ultimate driving machine. If you don't know what that means, you may be excused from this section of Wide Track country. But if suddenly you're aware of an almost uncontrollable urge to plant yourself behind the wheel of one of these automotive masterpieces, you have found your self a home. Turn to page 32 and then ask your Pontiac dealer for the special GTO Sprint 2 2 performance catalog and learn how beautiful life can really be.



GTO SPORTS COUPE



GTO HARDTOP COUPE



GTO

SPRINT

This is the wonderful interloper that looks like it was designed in Italy, acts like a European road machine, and costs so little you'll think we left out the engine. Which, of course, we couldn't have because that outrageously efficient 215-hp Overhead Cam Six is the heart of it all—even if the car does corner like we did. The Sprint Option is available on all Le Mans, Tempest Customs, Tempests except station wagons. Interested? Who isn't. Turn the page.



TEMPEST CUSTOM HARDTOP COUPE WITH SPRINT OPTION



TEMPEST SPORTS COUPE WITH SPRINT OPTION



SPRINT

GTO

GTO is an idea on wheels—the idea that there's more to driving than moving from place to place in isolated indifference. Nevertheless, enough of the essence may be captured in words to create within the heart of the initiated an undying devotion to the Great One. The Great One is 400 cubic inches of chromed V-8, in 335- and 360-hp designations, an all-synchro three-speed, bucket seats, carpeting, paint striping, simulated walnut-grain instrument panel, dual exhausts, heavy-duty shocks, springs and stabilizer bar, red-line or whitewall tires, and an option list as long as your arm and twice as hairy—four-speed stick, 3-speed Turbo Hydra-Matic, 255-hp 2-bbl (with Turbo Hydra-Matic only), disc brakes, instrument package, special wheels—get the idea? Of course you do.



This all-expanded Morrokide interior is standard in blue, turquoise, gold, black, parchment or red. Or you can specify bench seats.

Wide-oval tires are standard. Take your choice of redlines or whitewalls.



Wood-grain instrument panel is standard. You can order the Rally cluster gauge option.

You can even order a special Ram-Air engine option that draws air through the scoop.

Our floor-mounted stick shift option with extra-cost console and wood shift knob.

SPRINT

As we said, the heart of the Sprint option is the 215-hp Overhead Cam Six with its four-barrel Quadrajét carburetor, marked by a special chromed low-restriction air cleaner. In addition you get heavy-duty front shocks, springs, and stabilizer bar, all-synchro floor-mounted stick shift, special 3.55:1 axle ratio (3.23:1 with automatic), chromed wheel openings, distinctive sports striping on all coupe models, and the word "Sprint" inserted in the striping just behind the front wheel. But naturally, this is just a great beginning. The true aficionado will take it from there and add things like front-wheel disc brakes, rally wheels, all-synchro four-speed, hood-mounted tachometer, rally cluster, headrests. If this sounds appealing to you (and it should if you have the normal supply of red corpuscles) ask your dealer for the GTO/2+2/Sprint Performance Catalog.



The Tempest Custom instrument panel with automatic Rally gauges may be ordered.

The Rally II wheel may be ordered with or without disc brakes.



The Rally I wheel. An extra-cost option.

The Le Mans interior with extra-cost stereo, floor-mounted stick shift, and console.

The hood-mounted tach option. Where else?

GTO AND SPRINT FEATURES

When you stop to think that standard equipment on this car includes our exotic Overhead Cam Six, an all Morrokide interior with bucket or notch-back bench seats in the coupes and convertible, and all Morrokide or combination pattern cloth and Morrokide bench seats in the 4-door hardtop, you begin to realize what Le Mans is all about. Needless to say, nylon blend carpeting is standard, as is a fully synchronized three-speed.



LE MANS

(Show) on the side on this side are some. Area from the many options and custom features offered by Pontiac on the back view. They're available at extra cost and well worth it in driving comfort and convenience.



LEMANS CONVERTIBLE



LEMANS HARDTOP COUPE



LEMANS SPORTS COUPE

The Le Mans convertible, hardtop and sports coupe, shown top to bottom, offer you a choice of bucket seats—in blue, turquoise, gold, black, parchment or red—or a notch-back front bench seat with center armrest in parchment or black, no extra cost! In the 4-door hardtop, you can decide between the Prevue pattern cloth and expanded Morrokide bench seats shown (black or blue) and a notch-back front seat with center armrest in expanded Morrokide (black, blue or gold) also at no extra cost. Therein lies the beauty of a Le Mans. Of course, don't forget about options. You can add the sprightly Sprint package (see page 33), a 250-hp regular gas V-8, a 285-hp premium gas V-8, a two-speed automatic transmission, and a number of comfort and convenience options that will turn your already luxurious automobile into a dream on wheels. Except that this dream is for real. But you'll find that out when you go Wide-Tracking in your Le Mans.



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

LE MANS

You say you could go for a sprightly Pontiac with its distinctive split grille, superb years-ahead styling, and Wide-Track, but your budget calls for an economical, stodgy little six? Well take a deep breath—because our people in charge of automotive miracles have done it again. They took this superb body, endowed it with our amazing 165-hp Overhead Cam Six, a delightful interior, and presto . . . your next car! Except that it's not little . . . and definitely not stodgy!



TEMPEST CUSTOM

[Shown on the car is this styling and some items from the many options and custom features offered by Pontiac on the back cover. They're available at extra cost and well worth it.]



Dull interiors we don't have! So if you're shrewd enough to select a Tempest Custom in any of its six body styles, you'll end up with an elegant all Morrokide interior, yards of nylon blend carpeting, a deluxe steering wheel, and one of the handsomest instrument panels in the business. And just because this car was designed for the budget buyer doesn't mean we scrimped and saved on all those insignificant little gadgets that you never miss until they're gone. On a Tempest Custom you get dual-speed windshield wipers, windshield washers, padded dash and sun visors, armrests, courtesy lamps, cigar lighter, even a ball bearing ashtray. If you desire something slightly more inspirational, add a few options, such as our Sprint package (page 33). As you can see, with a Pontiac you can do anything. Cars shown top to bottom: Tempest Custom 4-door hardtop, convertible, sports coupe and 4-door sedan.



TEMPEST CUSTOM

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



TEMPEST 4-DOOR SEDAN



TEMPEST SPORTS COUPE

Wishing to leave no stone unturned—and no buyer unconsidered—our engineers decided to see if they could make a car that would warm a Scrooge's heart yet be unmistakably a Pontiac. This was a tough order, considering all Pontiacs must look like Pontiacs, have Wide-Track, and a superlative power plant. But as you can see, they succeeded. The Tempest boasts a 165-hp Overhead Cam Six, and Paharra pattern cloth and Morrokide interiors. Or you can order a beautiful all-black all-Morrokide interior on the sports coupe at no extra cost. This is complemented by vinyl floor covering, a cigar lighter, courtesy lamps, padded dash, armrests, heater and defroster, dual-speed windshield wipers and washers—and don't forget, you can add the fabulous Sprint option to this, too. Pretty great, wouldn't you say?



Shown on this car is this styling and some items from the many options and custom features offered by Pontiac on this basic car. They're available at extra cost and will vary.

TEMPEST

Bonneville is our answer to the question: must a station wagon be a cumbersome box on wheels? No! say our stylists. And so will you when you slip inside and discover Bonneville's limousine-like interiors of rich expanded Morrokide, its thick nylon blend carpeting (wall to wall and through the load area), its custom steering wheel and fully padded dash with elm burl grain styling. All Bonnevilles come with a folding third seat (with seat belts, of course) plus a host of convenience features that includes everything from courtesy lamps to a power-operated tailgate window. And as if sheer luxury isn't enough, you'll be moved by a 400 cubic inch 325-hp V-8 when you specify Turbo Hydra-Matic. The list of options is typically Pontiac, which is to say, practically endless. You'll find out much, much more in our special station wagon catalog.



BONNEVILLE STATION WAGON

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



EXECUTIVE 3 SEAT SAFARI



EXECUTIVE 2 SEAT SAFARI

Executive Safari is not only the newest of the Wide-Track wagons, it might well be *the* new wagon of the year. Its sleek long lines and distinctive simulated wood grain styling, its posh interiors and plentiful convenience features all come wrapped up in a price tag that's got to be the year's happiest surprise. Open a Safari and you'll find such things as wall-to-wall nylon blend carpeting, a walnut grained dash, an electric clock, plus that expanded Morrokide interior you see below. Open it up and its standard 265-hp regular fuel V-8 will prove that luxury can be a moving experience. Executive Safari is so much car, in fact, that we bring it to you in both 2- and 3-seat versions. Options? You can start with a luggage rack (if nearly 100 cubic feet of cargo space isn't enough) and go all the way to air conditioning. See our special wagon catalog for details.



**EXECUTIVE
SAFARI
STATION WAGON**

Options on the cars in this catalog are color stripes from the many options and custom features offered by Pontiac on the back cover. They're available at extra cost and will vary.



CATALINA 3-SEAT STATION WAGON



CATALINA 2-SEAT STATION WAGON

When we do something right, we really do it right. Our Catalina wagons are a perfect example. We take all the comfort, roominess, and acreage of our big wagon body, trim it with carpeting in the passenger area and vinyl in the cargo area, add an all Morrokide interior that looks like it came from a luxury car, offer it in two- and three-seat models, and then price it so low you'll think we made a mistake. No mistake. That's just the Pontiac way of doing things. In fact, the Catalina wagons also give you, at no extra cost, things normally left off cars that sell in this price range: wood grain styled instrument panel; lamps for the glove box, ashtray and cigar lighter; a standard 400 cubic inch engine of 265 hp that runs on regular gas, or a 290-hp premium gas version when you order Turbo Hydra-Matic.

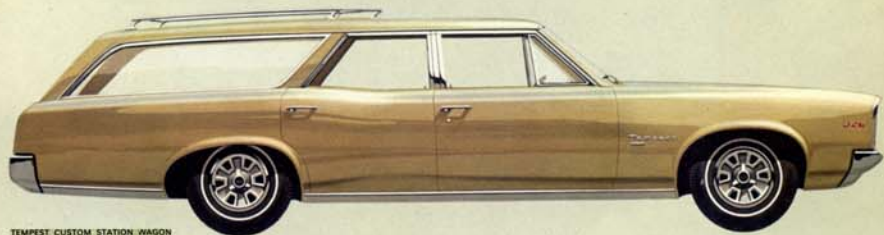


Shown in this car is the seating arrangement from the many options and custom features offered by Pontiac on the back seat. They're available at extra cost and well worth it.

CATALINA STATION WAGONS



TEMPEST SAFARI



TEMPEST CUSTOM STATION WAGON



TEMPEST STATION WAGON

That elegant wagon with walnut wood grain styled paneling you see at the top of the page is our Tempest Safari, of which we are exceedingly proud. Where else can you get looks like this, an all Morrokide interior, nylon blend carpeting in the passenger area, and a revolutionary 165-hp Overhead Cam Six engine as standard equipment? Even the instrument panel has wood grained styling—and at these low prices! But if economy is more of a consideration, you'll want to look at our Tempest Custom. Same 165-hp OHC 6. Same superb Pontiac styling. Carpeting. All Morrokide interior. And, of course, there's our Tempest—the last word in quality with a price tag that has the honor of being the lowest in our Wide-Track wagon lineup. Really though, if you're a wagon fan, get a copy of our special wagon catalog and spend a few hours perusing it. It's a revelation.



TEMPEST SAFARI AND STATION WAGONS

Shown on the floor in this setting are some items from the many options and custom packages offered by Pontiac on the back cover. They're available at extra cost and will weigh 2 1/2

Pick your Pontiac engine and transmission

Tempest, Tempest Custom, Le Mans and Tempest Safari	165 hp  1. Standard Overhead Cam 6. Single barrel carburetor. Displacement—230 cu. in. Torque—216 lb.-ft. Compression—9.0:1. Regular fuel.	215 hp  2. Optional high compression Overhead Cam 6. 4-barrel carburetor. Displacement—230 cu. in. Torque—240 lb.-ft. Compression—10.5:1. Chromed low-restriction air cleaner. Premium fuel.	250 hp  3. Optional V-8. Displacement—326 cu. in. 2-barrel carburetor. Torque—333 lb.-ft. Compression ratio—9.2:1. Regular fuel.	285 hp  4. Optional 326 HO (High Output) V-8. Displacement—326 cu. in. 4-barrel carburetor. Torque—359 lb.-ft. Compression ratio—10.5:1. Dual exhaust system. Premium fuel. Not available on Station Wagons.
	335 hp  5. Standard GTO V-8 engine. Displacement—400 cu. in. 4-barrel carburetor. Compression ratio—10.75:1. Torque—441 lb.-ft. Low back-pressure dual exhaust system. Declutching fan. Chromed air cleaner, rocker covers and oil filler cap. Premium fuel.	255 hp  6. Optional at no extra cost on GTO with Turbo Hydra-Matic. Displacement—400 cu. in. 2-barrel carburetor. Compression ratio—8.6:1. Torque—397 lb.-ft. Dual exhaust system. Regular fuel.	360 hp  7-8. Optional Quadra-Power 400 V-8. Displacement—400 cu. in. 4-barrel carburetor. Compression ratio—10.5:1. Torque—438 lb.-ft. Special dual exhausts. High-output camshaft and valve train. Chromed low-restriction air cleaner, rocker covers, oil filler cap. Declutching fan. Premium fuel. Ask your dealer about special Ram Air option.	360 hp  9. Standard 2+2 V-8. Displacement—428 cu. in. 4-barrel carburetor. Torque—472 lb.-ft. Compression ratio—10.5:1. Low back-pressure dual exhaust system. Chromed low-restriction air cleaner, rocker covers and oil filler cap. Declutching fan. Premium fuel.
	265 hp  10. Standard V-8 for Catalina, Ventura and Executive with manual transmission. Displacement—400 cu. in. 2-barrel carburetor. Torque—397 lb.-ft. Compression ratio—8.6:1. Regular fuel.	290 hp  11. Standard V-8 for Catalina, Ventura and Executive with Turbo Hydra-Matic. Displacement—400 cu. in. 2-barrel carburetor. Torque—397 lb.-ft. Compression ratio—10.5:1. Premium fuel.	325 hp  12. Standard V-8 for Bonneville with Turbo Hydra-Matic. (Optional at extra cost on Catalina, Ventura and Executive.) Displacement—400 cu. in. 4-barrel carburetor. Compression ratio—10.5:1. Torque—445 lb.-ft. Premium fuel.	333 hp  13. Standard V-8 for Bonneville with manual transmission. (Optional at extra cost on Catalina, Ventura and Executive.) Displacement—400 cu. in. 4-barrel carburetor. Compression ratio—10.5:1. Torque—445 lb.-ft. Premium fuel.
	350 hp  14. Standard V-8 on Grand Prix with manual transmission and with optional Turbo Hydra-Matic. Displacement—400 cu. in. 4-barrel carburetor. Torque—440 lb.-ft. Compression ratio—10.5:1. Dual exhaust system. Premium fuel.	265 hp  15. Optional Regular Fuel V-8 available with Turbo Hydra-Matic only. Available on all except 2+2 option at no extra cost. Displacement—400 cu. in. 2-barrel carburetor. Compression ratio—8.6:1. Torque—397 lb.-ft. Regular fuel.	360 hp  16. Optional 428 V-8. Displacement—428 cu. in. 4-barrel carburetor. Torque—462 lb.-ft. Compression ratio—10.75:1. High-output camshaft, valve train and special exhaust manifolds. Low restriction chromed air cleaner plus chromed rocker covers and oil filler cap. Low back-pressure dual exhausts. Declutching fan. Available on all models except Station Wagons. Premium fuel.	376 hp  17. The fabulous Quadra-Power 428 V-8. Displacement—428 cu. in. 4-barrel carburetor. Torque—462 lb.-ft. Compression ratio—10.75:1. High-output camshaft, valve train and special exhaust manifolds. Low restriction chromed air cleaner plus chromed rocker covers and oil filler cap. Low back-pressure dual exhausts. Declutching fan. Available 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 2+2 and 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. Consoles available only on models with bucket seats. A Special-order close-ratio 4-speed is available on the GTO only when equipped with a 3.90:1 or 4.33:1 rear axle ratio; on Catalina, Ventura and Executive models with 4-barrel, 400 cu. in. engines and 4.11 axle ratio, and on all models equipped with 428 cu. in. engines and 4.11 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, except Grand Prix convertible. 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 with either 2.29 to 1, 2.41 to 1 or 2.56 to 1 axle ratio. If you want more

performance, select a numerically higher axle ratio like the 2.73 to 1 or 2.93 to 1 optional performance axle. Or you can order a more powerful engine (all the way up to the Quadra-Power 376-hp 428) with a four-speed fully synchronized manual transmission and a 4.11 to 1 special order axle. Naturally, the more powerful your engine and the higher the ratio, the more revolutions your engine will turn and the more fuel you'll use. Now, if you want to sacrifice some of the performance for better fuel-saving economy, order the lower compression regular fuel 265-hp V-8 or select a numerically lower axle ratio. In any event, and whatever you choose, it's a lot of fun to tailor your own car.

Try it this year 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 specific restrictions on some power train combinations. Certain special-order combinations require extra-cost items such as heavy-duty radiator, limited slip differential and speedometer gear adapters. Be sure to see your dealer's detailed power train specifications for further information. All engines on pages 52 and 53 have been numbered from 1 through 17 for reference purposes only.

Engine	Transmission	Standard Axle Ratio	Economy Axle	Optional Performance Axle	Special Order Axles*	Engine	Transmission	Standard Axle Ratio	Economy Axle	Optional Performance Axle	Special Order Axles*
1 OHC 6—230 cu. in. 1-BBL—165 hp	3-speed	3.08(a) 3.23(b)(r) 3.36(c)(r)			3.23(b) 3.36(b) 3.55(a,c)	9 2+2 V-8—428 cu. in. 360 hp—4-BBL	3-speed	3.42(n)			3.55(a,n) 3.73(a,n)
	4-speed (d) Automatic	2.56(2,a,b) 2.78(3,a) 3.08	2.56(a)	2.93(b)(2) 3.08(a)	3.36(a)		4-speed	3.42(n)			3.55(a,n) 3.73(a,n) 4.11(a,n)
2 OHC 6—230 cu. in. 4-BBL—215 hp	3-speed	3.55(a) 3.23(r)			3.90(a)	10 265 hp V-8—Standard 400 cu. in.—2-BBL	3-speed	3.23	3.08		3.42(a) 3.55(a) 3.73
	4-speed Automatic	3.55(a) 3.23(r) 2.56(1,a) 3.23		3.55	3.90(a)		4-speed (d) Turbo Hydra-Matic(d)				3.42(a,n) 3.55(n)(r) 3.73
3 V-8—326 cu. in. 2-BBL—250 hp	3-speed	3.23	3.08		3.36	11 290 hp V-8—400 cu. in. 2-BBL	3-speed (d) 4-speed (d)				3.08 3.23 3.42 3.55(a)
	4-speed Automatic	3.23 2.78(r)	3.08	2.93	3.36(a)		Turbo Hydra-Matic	2.41(e) 2.56(f) 2.29(q,a) 2.41(q,r)	2.29(a) 2.41	2.93 2.93 2.73	3.08 3.23 3.42 3.55(a)
4 V-8—326 HO 4-BBL—285 hp (b)	3-speed	3.36(a) 3.23(r)			3.08 3.55(a) 3.90(a)	12 325 hp V-8—400 cu. in. 4-BBL	3-speed (d) 4-speed (d)				3.08(j) 3.23(j) 3.42(j) 3.55(a)
	4-speed Automatic	3.36(a) 3.23(r) 3.23			3.08 3.55(a) 3.90(a)		Turbo Hydra-Matic	2.56(g) 2.73(h) 2.73(p)	2.41 2.56 2.41	2.93 3.08 2.93	3.08(j) 3.23(j) 3.42(j) 3.55(a)
5 GTO V-8—400 cu. in. 335 hp—4-BBL	3-speed	3.55(a) 3.23(r)			3.08 3.23 3.36 3.90(a)	13 333 hp V-8—400 cu. in. 4-BBL	3-speed	3.23	3.08(o)		3.08(s) 3.42 3.55(a) 3.73
	4-speed Turbo Hydra-Matic	3.55(a) 3.23(r) 3.36(a) 2.93(r)			3.08 3.23 3.36 3.90(a)		4-speed	3.42			3.55(a) 3.73(a)
6 GTO V-8—400 cu. in. 255 hp—2-BBL	3-speed (d) 4-speed (d) Turbo Hydra-Matic		2.93(a) 2.78	2.56(a)	3.23	14 350 hp V-8—400 cu. in. 4-BBL (j)	3-speed	3.23(j)		3.42(j)	3.55(a,j) 3.73(a,j) 3.90(a)
	3-speed (d) 4-speed (d) Turbo Hydra-Matic		2.93(a) 2.78	2.56(a)	3.23		4-speed Turbo Hydra-Matic	3.42(j) 2.73	2.56	3.08(a)	3.42 3.55(a) 3.73
7 GTO Quadra-Power 400 V-8 400 cu. in. 360 hp—4-BBL	3-speed	3.55(a) 3.23(r)			3.08 3.23 3.36 3.90(a) 4.33	15 265 hp V-8—400 cu. in. 2-BBL	3-speed (d) 4-speed (d) Turbo Hydra-Matic				2.41(k,l) 2.56(m)
	4-speed Turbo Hydra-Matic	3.55(a) 3.23(r) 3.36(a) 3.90(a) 4.33			3.08 3.23 3.36 3.90(a) 4.33		3-speed	3.23(k)			3.42 3.55(a) 3.73(a)
8 GTO Ram Air Quadra-Power 400 V-8 400 cu. in. 360 hp—4-BBL	3-speed (d) 4-speed Turbo Hydra-Matic		4.33(a)			16 360 hp V-8—428 cu. in. 4-BBL	3-speed	3.42	2.56	3.23(a)	3.42 3.55(a) 3.73(a) 4.11(a)
	3-speed (d) 4-speed Turbo Hydra-Matic		4.33(a)				4-speed Turbo Hydra-Matic	3.08(a,k) 3.42(a,n) 2.93(k)(r) 3.08(n)(r)	2.56	3.23(a)	3.23 3.42(a) 3.55(a) 3.73
17 376 hp Quadra-Power 428 V-8 428 cu. in. 4-BBL (b)	3-speed (d) 4-speed Turbo Hydra-Matic		4.33(a)			17 376 hp Quadra-Power 428 V-8 428 cu. in. 4-BBL (b)	3-speed	3.42(a) 3.23(r)			3.55 3.73(a) 3.90(a) 4.11(a)
	3-speed (d) 4-speed Turbo Hydra-Matic		4.33(a)				4-speed Turbo Hydra-Matic	3.42(a) 3.23(r) 3.42(a) 3.08(r)			3.55 3.73(a) 3.90(a) 4.11(a)

- (1) Tempest 4-door sedan only
(2) Tempest series only
(3) Tempest Custom, Le Mans and station wagons
(a) Not available with air conditioning
(b) Not available on station wagons
(c) Station wagons only
(d) Not available with this engine
(e) For Catalina 4-door hardtop model only

3.90:1, 4.11:1 and 4.33:1 rear axle ratios can be dealer-installed.

- (f) All Executive models and Catalina models except 2-door and 4-door sedans and 4-door hardtop models
(g) For Bonneville hardtop coupe and 4-door hardtop models only
(h) Except Bonneville hardtop coupe and 4-door hardtop models
(i) Grand Prix only
(j) Except 2+2 models
(k) Except Grand Prix and Bonneville station wagon and convertible models

- (m) Grand Prix and Bonneville station wagon and convertible models only
(n) 2+2 models only
(o) Bonneville only
(p) Except Bonneville and Grand Prix
(q) Catalina 2-door and 4-door sedans only
(r) With air conditioning
(s) Except Bonneville

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

Transmission	Gear Ratios for Manual Transmissions					Special order 4-speed close ratio	Automatic Transmission Ratios All except GTO	Gear Ratios for GTO With Turbo Hydra-Matic		TRANSMISSION GEAR RATIOS—CATALINA, 2+2, VENTURA, EXECUTIVE, BONNEVILLE AND GRAND PRIX						
	Std. 3-speed	Std. 3-speed	Opt. H-D 3-speed	Opt. 4-speed	Opt. 4-speed			1st (Low)	2nd (Super)	3rd (Drive)	Reverse	Standard 3-speed Manual	Optional 4-speed Manual	Special order 4-speed Manual close ratio	1st (Low)	2nd (Super)
Engine	OHC 6 only	All V-8s w/column shift	V-8 w/floor shift	OHC 6 w/4-BBL carb. only	All V-8s	GTO only	Low 1.76:1	1st (Low) 2.48:1	1st	2.42:1	2.52:1	2.20:1	1st (Low) 2.48:1			
1st	2.85:1	2.54:1	2.42:1	3.11:1	2.52:1	2.70:1	Drive 1.00:1	2nd (Super) 1.48:1	2nd	1.61:1	1.88:1	1.64:1	2nd (Super) 1.48:1			
2nd	1.68:1	1.50:1	1.61:1	2.20:1	1.88:1	1.64:1	Reverse 1.76:1	3rd (Drive) 1.00:1	3rd	1.00:1	1.46:1	1.28:1	3rd (Drive) 1.00:1			
3rd	1.00:1	1.00:1	1.00:1	1.47:1	1.46:1	1.28:1		Reverse 2.08:1	4th	—	1.00:1	1.00:1	Reverse 2.08:1			
4th	—	—	—	1.00:1	1.00:1	1.00:1			Total Torque Multiplication at Start				Total Torque Multiplication at Start			
Reverse	2.95:1	2.63:1	2.33:1	3.11:1	2.59:1	2.27:1			OHC 6 4.93:1	4-BBL Engine 5.7:1			Reverse 2.33:1	2.59:1	2.27:1	5.09:1
									V-8 4.4:1	2-BBL Engine 5.09:1						

General specifications

Catalina, 2 + 2, Ventura, Executive, Bonneville, Brougham and Grand Prix

CHASSIS

FRAME: Perimeter with swept-hip design. Entire passenger compartment is encircled by heavy steel side members. Five crossmembers join parallel bars for structural rigidity. Rear crossmember permits new bumper-to-frame design. Frame design varies to meet requirements of individual body styles.

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

FRONT SUSPENSION: Ball joint independent front suspension with compression type lower ball joint. Upper control arms pivoted on low dynamic rate rubber bushings have open end joined by strap. Lower control arms have dual rate rubber bushings. Large diameter, low-rate coil springs, hydraulic shock absorbers mounted on all models. Cir-L-Aire heater and defroster standard on all models. New torsion-control stabilizer bar results in better handling and improved ride.

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

STEERING: Link parallelogram type steering linkage with energy absorbing steering column. Self-adjusting steering gear with recirculating ball bearing—both manual and power. New ball type pivot joints pitman arm to intermediate rod assembly. Steering gear ratio, manual 24:1, with optional power 17.5:1. Power steering optional at extra cost.

BRAKES: Dual master cylinder and safety pressure switch with self-adjusting brakes, air-cooled, internal expanding hydraulic type. Two shoe, fixed single anchor. Drum diameter—front 11", rear 11". Total swept area for four brakes—326.9 square inches. Foot-controlled parking brake operates on all models. Vacuum power brakes and disc front brakes optional at extra cost.

TRANSMISSION AND DRIVE TRAIN: 3-speed manual transmission standard all models. (All manual transmissions synchronized in all forward gears.) Turbo Hydra-Matic and 4-speed manual transmissions optional at extra cost. Tubular drive shaft. Lightweight Salisbury type semi-floating hypoid rear axle. Safe-T-Track semi-locking differential optional at extra cost.

BODY

CONSTRUCTION: Fisher all-steel body with reinforced side rocker panels. Counter-balanced double hood and trunk construction. Laminated Safety Plate Glass in windshield, Solid Tempered Safety Plate Glass in all other windows. "Fire-Leveled" acrylic lacquer on all models. Cir-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-ampere Delcotron generator, 53 amp. hr. battery with 8.6:1 compression ratio engines, 61 amp. hr. battery with 10.5:1 or 10.75:1 engines. Transistorized ignition or other extra-capacity systems available at extra cost.

ENGINE

GENERAL DESCRIPTION: V-8 short stroke 90° design. Aluminum valves, hydraulic valve lifters, alloy cast iron block, 5 main bearings with 3" journals on 400 cu. in. engines—3.25" on 428 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 or 4-barrel downdraft carburetion (see engine chart). Automatic choke. Central fuel and vacuum control of distributor spark advance. Completely sealed fuel pump adds to performance characteristics—especially during warm weather or idle conditions.

EXHAUST SYSTEM: Two-stage exhaust system, consisting of muffler and resonator, standard on all models. New dual low restriction system standard on Grand Prix and 2+2 and on all models with the 428 HO engine. Optional at extra cost on all other models.

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

CHASSIS

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

WHEELS AND TIRES: 14 x 5 J steel disc wheels with 7.75 x 14 low pressure tires, all models except GTO. 14 x 6 JK steel disc wheels with F70 x 14 redline tires on GTO.

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

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

STEERING: Link parallelogram with energy absorbing steering column. Recirculating ball bearing gear—both manual and power. Self-adjusting steering gear. Steering gear ratio, manual 24:1. Special quick manual steering 20:1, and power steering at 17.5:1 are optional at extra cost.

BRAKES: Dual master cylinder and safety pressure switch with self-adjusting brakes, air-cooled, internal expanding hydraulic type. Two shoe, single anchor. Drum diameter—front 9.5", rear 9.5". Front lining width 2.50". Total swept area for four brakes 269.2 sq. in. Foot-controlled parking brake operates on rear service brake system. Vacuum power brakes and disc front brakes optional at extra cost.

TRANSMISSION AND DRIVE TRAIN: 3-speed manual transmission standard all models. (All manual transmissions syn-

chronized in all forward gears.) Automatic transmission, heavy-duty 3-speed manual (with V-8 engines), or 4-speed manual transmission optional at extra cost. Tubular drive shaft with two universal joints. Semi-floating Salisbury type hypoid rear axle. Safe-T-Track semi-locking differential optional at extra cost.

BODY

CONSTRUCTION: Fisher all-steel body with reinforced side rocker panels. Counter-balanced double hood and trunk construction. Laminated Safety Plate Glass in windshield, Solid Tempered Safety Plate Glass in all other windows. "Fire-Leveled" acrylic lacquer on all models. Cir-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 ampere Delcotron generator, 44 amp. hr. battery with 9.0:1 compression ratio engines, 53 amp. hr. battery with 9.2:1, 61 amp. hr. with 10.5:1 or 10.75:1 engines. Transistorized ignition or other extra-capacity systems optional at extra cost.

ENGINE

GENERAL DESCRIPTION: 230 CU. IN. 4-Overhead Cam In-Line 6-cylinder, all-aluminum slipper-skirt type cast pistons, aluminumized valves, with automatic zero valve lash adjustment. Lightweight alloy cast iron block. 7 main bearings, 2.30" journals.

V-8—V-8, short stroke 90° design. Aluminumized valves, hydraulic valve lifters, lightweight alloy cast iron block. 5 main bearings with 3" journals on 326 and 400 cu. in. engines (see engine chart). Balanced flow cooling system pumps water directly into each side of the cylinder block on V-8s only.

FUEL SYSTEM: Choice of 1-barrel (6 cyl. only), 2-barrel or 4-barrel downdraft carburetion mounted on high ram type intake manifold (see engine chart). Automatic choke. Centrifugal and vacuum control of distributor spark advance. Completely sealed fuel pump adds to performance—particularly during warm weather and prolonged idle conditions.

EXHAUST SYSTEMS: Engines with single barrel carburetor have single outlet manifold routed to reverse flow muffler. Engines with 4-barrel carburetor have high performance dual outlet manifold connecting to a low restriction reverse flow muffler. Dual low restriction system standard on 326 HO and all 400 cu. in. GTO engines (optional at extra cost on other V-8 models—dual system not available on station wagon).

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

COMFORT, CONVENIENCE AND APPEARANCE

Air conditioning. Custom and Automatic Temperature Control (Pontiac only)
Brakes, power
Clock, standard and rally (both electric)—see page 33
Console, w/bucket seats only—see pages 5, 7, 31 and 37
Cover, tonneau
Covers, seat
Cruise Control System
Cushion, foam front
De-fogger, rear window (except Station Wagons and Convertibles)
Dispenser, tissue
Exhaust extensions (Tempest, Tempest Custom, LeMans and GTO only)
Fender skirts (Catalina Ventura and Executive only)
Floor mats, front and rear
Glass, Soft-Ray tinted—all around or windshield only
Guards, door edge
Heater, engine block—water
Lights, cornering
Locks, gas cap, luggage compartment and rear door safety
Luggage carriers—see pages 44 and 45
Mirrors: outside remote-control rearview • visor vanity
Pad, rear load area (all Station Wagons)
Radios: AM • AM/FM • Stereo-Multiplex • electric antenna • rear-seat speakers, and stereo-effect Verba-Phonic speakers
Roof cover, Cordova vinyl
Safeguard speedometer and low-fuel warning lamp
Screens, tailgate and rear door
Seats—Strato-bucket, Notch-back, bench and reclining—see pages 3, 7, 11 and 32
Seats, power-operated
Ski carriers
Steering, power—17.5:1 ratio
Steering wheels, deluxe and custom sports—see page 32
Steering wheel, tilt
Tape Player, stereo—see page 33
Tires, whitewall
Trailer hauling equipment—ask for special folder
Trunk lid release, remote-control
Wheel discs: deluxe • custom spinner • wire
Wheel hub and drum assembly, aluminum (Pontiac only)
Window Lifts, power-operated (Std. on Bonneville Brougham)

PERFORMANCE

Axle ratios—see Power Train page
Battery, heavy-duty
Brakes, power
Clock, electric and rally—see page 33
Cluster, Custom Gauge and Rally—see page 32
Disc Brakes, front.
Engines, optional—see engine page
Exhausts, dual (standard on GP, 2+2, 326 HO, GTO and w/428 HO engines)
Exhaust extensions (Tempest, Tempest Custom, LeMans and GTO only)
Frame, heavy-duty (except Station Wagon and Convertible)
Ignition System, Capacitor Discharge
Limited slip differential, Safe-T-Track
Steering, power—17.5:1 ratio
Steering wheels, deluxe and custom sports—see page 32
Suspension, heavy-duty
Tachometer—see page 33
Tires, oversize and wide-oval—see page 32
Transmissions: Heavy-duty 3-speed, 4-speed manual, 2-speed automatic or Turbo Hydra-Matic
Voltage regulator, full transistor
Wheel hub and drum assembly, aluminum (Pontiac only)
Wheels, steel, competition-type Rally II (Tempest, Tempest Custom, LeMans, Tempest Safari and GTO only)—see page 33
Wheels, steel, competition-type Rally II (all models)—see page 33

(For more information on performance, accessories or Station Wagons, ask for our special catalogs.)

Basic specifications, all engines

Engine	230 OHC 6	326 and 326 HO V-8	400 V-8	428 and 428 HO V-8
Displacement (cu. in.)	230	326	400	428
Bore and Stroke (nominal)	3.88 x 3.25	3.72 x 3.75	4.12 x 3.75	4.12 x 4.00
Cooling System Capacity (quarts)	12.1	18.6	18	17.2
Oil Capacity (quarts) (Less filter refill)	5	6	6	6
Fuel Capacity (gals.)	21.5	21.5	26.5 (24.0 on station wagons) (21.5 on GTO)	26.5 (24.0 on station wagons)

Basic dimensions (inches)

	Front Tread	Rear Tread	Wheel-base	Overall Length	Overall Width
Catalina, 2 + 2, Ventura	63	64	121	215.6**	79.7
Grand Prix	63	64	121	215.6	79.4
Executive	63	64	124*	222.6**	79.7
Bonneville	63	64	124*	222.6**	79.4
Tempest, Tempest Custom, Tempest Safari	58	59	115	206.6†	74.4
Le Mans and GTO	58	59	115	206.6	74.7

*Except Bonneville and Executive Safari Station Wagons, 121 inches.
**Except Bonneville, Executive Safari and Catalina Station Wagons, 218.4 inches.
†Except Tempest, Tempest Custom and Tempest Safari Station Wagons, 203.4 inches.

Quick reference specific model dimensions (inches)

	4-Door Sedan	2-Door Sedan	2-Door Sports Coupe	2-Door Hardtop Coupe	4-Door Hardtop	Convertible	Station Wagon
OVERALL HEIGHT							
Catalina	55.3	55.3	54.8	54.6	55.2	56.0	56.0
2 + 2			54.4	54.6	54.9		
Executive	55.6		54.8	54.6	56.0		
Bonneville			54.8	54.6	55.2	56.0	
Grand Prix			54.2		55.2		
Tempest	55.0		54.2		55.4		55.4
Tempest Custom	55.0		54.2	54.2	55.0	54.1	55.4
Le Mans			54.2	54.2	55.0	54.1	
Tempest Safari							55.4
GTO		53.7	53.7			53.6	

	FRONT SEAT LEG ROOM (Max. Effective)						
Catalina	42.7	42.7	42.6	42.6	42.6	41.6	41.6
2 + 2			42.3			42.3	
Executive	42.7		42.6	42.6		41.3	
Bonneville			42.3	42.3		41.3	
Grand Prix			42.3			42.3	
Tempest	40.2		40.2			40.3	
Tempest Custom	40.6		40.6	40.6	40.6	40.6	40.6
Le Mans			41.1	41.1	40.6	41.1	
Tempest Safari							40.6
GTO			41.1	41.1		41.1	

	REAR SEAT LEG ROOM (Min. Effective) (Station Wagon Second Seat)						
Catalina	38.1	37.6	33.9	37.5	33.9	38.2	38.2
2 + 2			35.2		35.2		
Executive	38.1		33.9	37.5		38.2	
Bonneville			33.9	37.5		33.9	38.2
Grand Prix			35.2			33.9	
Tempest	35.7		33.1			35.5	
Tempest Custom	35.7		33.1	33.1	35.7	33.1	35.7
Le Mans			32.3	32.3	35.7	32.3	
Tempest Safari							35.7
GTO			32.3	32.3		32.3	

	FRONT HEAD ROOM (with Seat Depressed)						
Catalina	38.4	38.4	38.2	38.0	38.7	38.7	38.7
2 + 2			38.2		39.0		
Executive	38.3		38.0	37.9		38.7	
Bonneville			38.0	37.9		38.7	38.7
Grand Prix			37.7		39.0		
Tempest	38.1		37.4			37.8	
Tempest Custom	38.1		37.2	37.2	38.1	37.8	37.8
Le Mans			37.5	37.5	38.1	38.1	
Tempest Safari							37.8
GTO			37.5	37.5		38.1	

	REAR HEAD ROOM (with Seat Depressed) (Station Wagon Second Seat)						
Catalina	37.7	37.7	37.3	37.2	37.8	39.0	39.0
2 + 2			37.1		37.8		
Executive	37.6		37.1	37.1		39.0	
Bonneville			37.1	37.1		37.8	39.0
Grand Prix			37.1			37.8	
Tempest	37.3		36.3			38.3	
Tempest Custom	37.2		36.1	36.1	37.1	36.6	38.3
Le Mans			36.1	36.1	37.1	36.6	
Tempest Safari							38.3
GTO			36.1	36.1		36.6	

	TOTAL LUGGAGE COMPARTMENT VOLUME (Cubic Feet)						
Catalina	31.4	31.4	37.2	31.4	31.0	91.7(a)	
2 + 2			33.7		33.5		
Executive	38.1		36.7	38.1		91.7(a)	
Bonneville			36.7	36.7	37.4	90.8	
Grand Prix			37.2		31.0		
Tempest	29.1		30.4			85.3	
Tempest Custom	29.1		30.4	30.4	29.1	84.5	
Le Mans			30.4	30.4	29.1	84.5	
Tempest Safari							84.5
GTO			30.4	30.4		84.5	

(a) Cargo Volume (cu. ft.)—2- and 3-Seat Catalina and Executive Safari models—under floor compartment provides 8.9 additional cu. ft. on 2-seat models, 4.2 cu. ft. added to Catalina and Executive 3-seat models and 3.4 cu. ft. added for Bonneville Convertible, 90.8 on Bonneville 3-Seat Model.

NOTICE: All options noted herein, including whitewall tires, Deco Group, and radios illustrated on some models, are extra-cost equipment unless otherwise specified. Ask your dealer for all price information on any model or special equipment you desire.
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