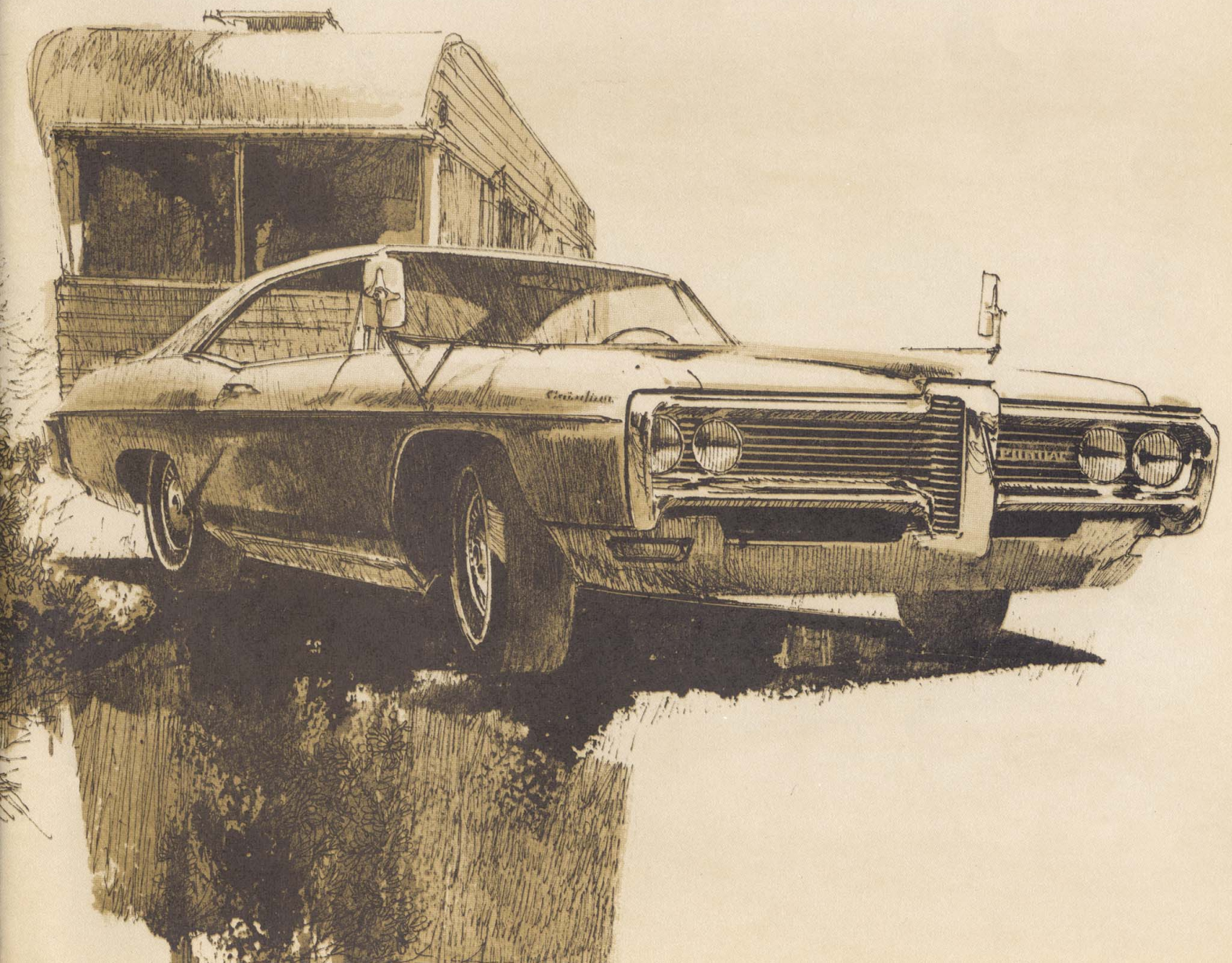


Your Pontiac can make trailerling even more fun...

TRAILERING OPTIONS FOR THE 1968 PONTIACS: CATALINA, EXECUTIVE, BONNEVILLE, GRAND PRIX, TEMPEST, TEMPEST CUSTOM, LEMANS, TEMPEST SAFARI, GTO.





If you start with the right Pontiac.

Your Pontiac is one of the finest automobiles on the road. Don't abuse it. If you plan on towing a trailer of more than 1,000 lbs., loaded weight, special trailer-hauling equipment is necessary. What you need depends

on the size of your trailer and the Pontiac model you've selected. Decide which Pontiac best suits your driving needs. Then check pages 2 & 3 to find the group options recommended for general trailering situations.

SERIES	STANDARD	EXTRA COST
	With Optional Automatic Transmission	With Optional Automatic Transmission
CATALINA	290-hp V-8, 2-BBL carb. ⁽¹⁾	340-hp V-8, 4-BBL carb. (Standard on Bonneville, optional at extra cost on Catalina and Executive.) ⁽²⁾
EXECUTIVE	290-hp V-8, 2-BBL carb. ⁽¹⁾	
BONNEVILLE	340-hp V-8, 4-BBL carb. ⁽¹⁾	
GRAND PRIX	350-hp V-8, 4-BBL carb. ⁽¹⁾	
TEMPEST TEMPEST CUSTOM LEMANS	175-hp Overhead Cam 6, 1-BBL carb., regular fuel. (Standard with Tempest, Tempest Custom, Tempest Safari and LeMans.)	215-hp Overhead Cam L-6, 4-BBL carb., premium fuel. 265-hp V-8, 2-BBL carb., regular fuel. Also 320-hp, 4-BBL carb., premium fuel. (Above engines optional, with Tempest, Tempest Custom, Tempest Safari and LeMans.)
GTO	350-hp V-8, 4-BBL carb. ⁽¹⁾	360-hp V-8, 400 H.O., 4-BBL carb.

⁽¹⁾ Regular-fuel Engines

The regular-fuel engines are available for trailering for individual preference, and for use in those areas where premium fuel is difficult to obtain. The 265-hp 400 V-8 (Code 346) may be ordered at no extra cost with Turbo Hydra-Matic.

⁽²⁾ Engines of Even Higher Performance

Available with Catalina, 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: 375-hp 428-cu.-in., 4-BBL carb.; 390-hp, 428-cu.-in. H.O. 4-BBL carb. Dual exhaust is mandatory when the 428-cu.-in. 390-hp engine is ordered with the trailer options. Dual exhaust is standard on the H.O. engine.

Automatic Transmissions are Recommended for Trailer Hauling

Heavy-duty Turbo Hydra-Matic for Catalina, Executive,

Bonneville and Grand Prix with 642-P and 643-P trailer groups. No extra cost over regular Turbo Hydra-Matic—\$236.97. Automatic transmissions for Tempest, Tempest Custom, Tempest Safari, LeMans—\$194.84.

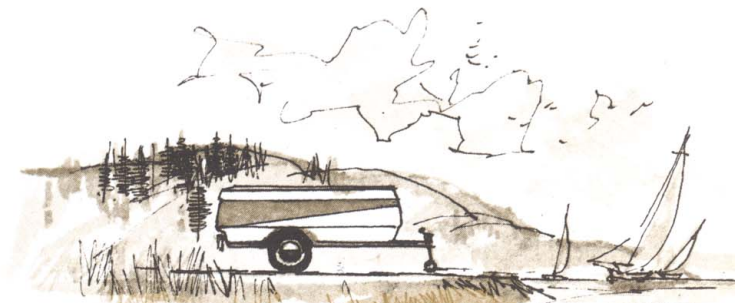
Manual Transmissions

In Catalina, Executive, Bonneville and Grand Prix, recommended axle ratio is 3.42:1 for all manual transmissions with 641-P group; 3.73:1 for 642-P and 643-P groups. In Tempest, Tempest Custom, Tempest Safari and LeMans, recommended axle ratios are 3.55:1 for V-8 and 3.90:1 for OHC L-6 with 642-T group. When a standard transmission is ordered with a trailer group, a heavy-duty clutch is provided. For more information on manual transmission power trains, consult your Pontiac dealer.

NOTE: All prices shown are manufacturer's suggested retail prices inclusive of Federal excise tax. Applicable state and local taxes additional.

And order the right options ... factory-installed.

Order your options in these recommended groups according to the size trailer you expect to pull. These items may be purchased separately as indicated on pages 4 & 5.



LIGHT TRAILERS
(Class I, 1,000 to 2,000 lbs., loaded)*
Tongue load up to 200 lbs. Includes most lightweight trailers of all kinds.

GROUP 641-P

- Trailer-hauling Provisions (1)
- High-capacity Fan, except Air Conditioning
- High Axle Ratio (2.93:1 with optional Turbo Hydra-Matic Transmission)

Manufacturer's Suggested Group Retail Prices:

All models without Air Conditioning	\$23.17
All models with Air Conditioning	\$18.96

**Catalina
Executive
Bonneville
Grand Prix**



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

GROUP 642-P

- Trailer-hauling Provisions (1)
- High-capacity Fan
- Super-cooling, Heavy-duty Radiator Assembly, Heavy-duty Transmission, Oil Cooler
- Oversize Tires**
- Higher Axle Ratio (3.08:1 with optional, Heavy-duty Turbo Hydra-Matic)
- Heavy-duty Springs and Shock Absorbers (medium load)

Manufacturer's Suggested Group Retail Prices:

All models except 3-seat Station Wagons and Catalina 2- and 4-door Sedans without Air Conditioning	\$ 94.79
All models except 3-seat Station Wagons and Catalina 2- and 4-door Sedans with Air Conditioning	\$ 90.58
Catalina 2- and 4-door Sedans without Air Conditioning	\$ 89.52
Catalina 2- and 4-door Sedans with Air Conditioning	\$ 67.40
3-seat Station Wagons without Air Conditioning	\$143.24
3-seat Station Wagons with Air Conditioning	\$139.02
Engine with Heavy-duty Clutch, mandatory with Group 642-P on Catalina and Executive with 3-speed manual transmission, except Station Wagon	\$ 9.48

GROUP 642-T

- Trailer-hauling Provisions (1)
- High Axle Ratio with Automatic (3.55:1 with OHC L-6-cyl. Engine; 3.36:1 with 350 V-8)
- High-capacity Fan
- Heavy-duty Radiator Assembly
- Heavy-duty Springs and Shock Absorbers
- Oversize Tires**
- Heavy-duty Frame (standard on 4-door Hardtop and Convertible)
- Speedo Gear Adapter

Manufacturer's Suggested Group Retail Prices:

	6 Cyl.	8 Cyl.
All except 4-door Hardtops, Station Wagons and Convertibles without Air Conditioning	\$91.63	\$76.88
All except 4-door Hardtops, Station Wagons and Convertibles with Air Conditioning	\$66.35	\$51.61
4-door Hardtops, Station Wagons and Convertibles without Air Conditioning	\$68.46	\$53.71
4-door Hardtops, Station Wagons and Convertibles with Air Conditioning	\$43.18	\$28.44
GTO except Convertible		\$37.92
GTO Convertible		\$14.74

Note: All prices shown are manufacturer's suggested retail prices inclusive of Federal excise tax. Applicable state and local taxes additional.



HEAVY TRAILERS
(Class III, 3,500 to 6,000 lbs., loaded)*
Tongue load of 350 to 600 lbs.

GROUP 643-P

- Trailer-hauling Provisions (1)
- High-capacity Fan
- Super-cooling, Heavy-duty Radiator Assembly, Heavy-duty Transmission, Oil Cooler
- Oversize Tires**
- Higher Axle Ratio (3.23:1 with optional Heavy-duty Turbo Hydra-Matic)
- Heavy-duty Frame, standard on Convertible and Station Wagon
- Heavy-duty Springs and Shock Absorbers (heavy load)

Manufacturer's Suggested Group Retail Prices:

All models except Convertibles, GP, Station Wagons and Catalina 2- and 4-door Sedans without Air Conditioning	\$117.96
All models except Convertibles, GP, Station Wagons and Catalina 2- and 4-door Sedans with Air Conditioning	\$113.75
2-seat Station Wagons, Convertibles and GP without Air Conditioning	\$ 94.79
2-seat Station Wagons, Convertibles and GP with Air Conditioning	\$ 90.58
Catalina 2- and 4-door Sedans without Air Conditioning	\$112.69
Catalina 2- and 4-door Sedans with Air Conditioning	\$ 90.58
3-seat Station Wagons without Air Conditioning	\$143.24
3-seat Station Wagons with Air Conditioning	\$139.02
Engine with Heavy-duty Clutch, mandatory on Group 643-P on Catalina and Executive with 3-speed manual transmission, except Station Wagon	\$ 9.48

Towing heavy trailers (over 3,500 lbs., loaded weight) is not recommended with Tempest Series. A Catalina, Executive, Bonneville or Grand Prix should be selected.

*Society of Automotive Engineers Classification

**Oversize Tires:
Catalina 2- & 4-door Sedans
8.55 x 14 Black—4-ply Rating, 2-ply—Rayon Cord—Code EA
All other models except 3-seat Station Wagons
8.85 x 14 Black—4-ply Rating, 2-ply—Rayon Cord—Code FF
3-seat Station Wagon
8.85 x 14 Black—8-ply Rating, 4-ply—Nylon or Polyester Cord—Code FF
Tempest with 6-cyl. Engine
8.25 x 14 Black—4-ply Rating, 2-ply—Code DA

(1) **Trailer-hauling Provisions** include such items as a special, 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.

Note: All prices shown are manufacturer's suggested retail prices inclusive of Federal excise tax. Applicable state and local taxes additional.

**Tempest
Tempest Custom
Tempest Safari
Le Mans
GTO**

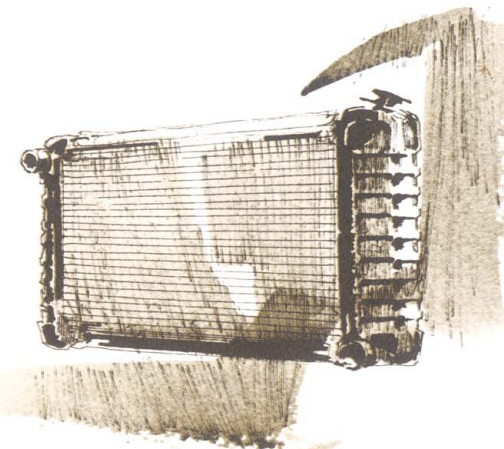
Or select the options individually.

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. You are encouraged to order the complete trailer option (as shown on pages 2 & 3) to ensure that your car will have all the proper equipment, proven by experience, to handle your particular size trailer.

Heavy-duty Frame. Has heavier members and reinforcements, for greater strength to handle the strains of heavy trailer hauling. All series: Code 612. Catalina, Executive, Bonneville, \$23.17. Standard on Pontiac convertibles. Not available on station wagon and Grand Prix. Tempest, Tempest Custom, Tempest Safari, LeMans, \$23.17. Standard on Tempest-sized Convertibles and 4-door Hardtops. Not available on station wagons.



NOTE: All prices shown are manufacturer's suggested retail prices inclusive of Federal excise tax. Applicable state and local taxes additional.



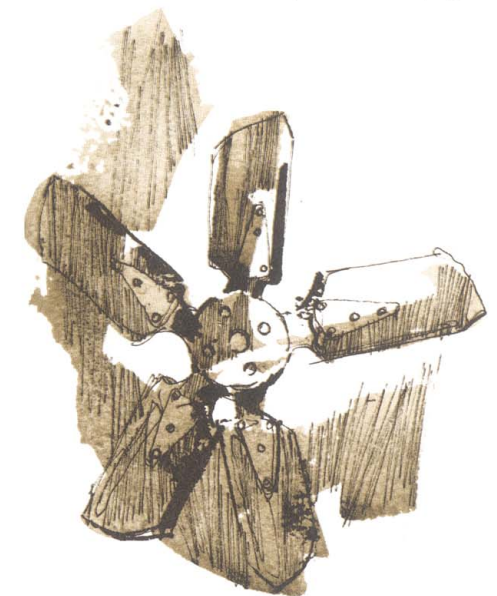
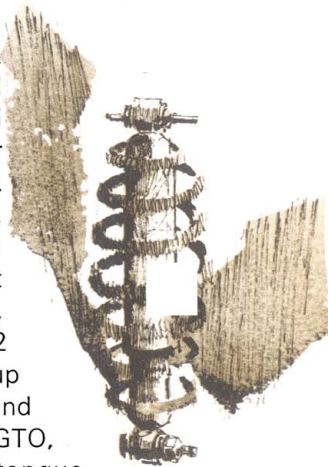
Super-cooling, Heavy-duty Radiator Assembly. Built to provide satisfactory cooling, under the most severe towing conditions. When the medium or heavy trailer groups are ordered, the Radiator Assembly is the "top of the line" in cooling systems. On Catalina, Executive, Bonneville and Grand Prix Series. *This radiator has a much greater capacity than the radiator that's standard with air conditioned cars.* Heavy-duty Transmission Oil Cooler is included in this option on cars equipped with Turbo Hydra-Matic, when groups 642-P or 643-P are ordered. Code 682, \$42.13. On Tempest, Tempest Custom, Tempest Safari, LeMans and GTO series: Code 681, \$14.74.

Oversize Tires, Black. Greater capacity tires, for carrying increased loads or trailer hauling, are available on all models: On Catalina 2- and 4-door Sedans, 8.55 x 14, 4-ply Rating, 2-ply—Code EA, \$17.90. On 3-seat station wagons, 8.85 x 14, 8-ply Rating, 4-ply—Nylon or Polyester Cord—Code FF, \$71.62. On all other models, 8.85 x 14, 4-ply Rating, 2-ply—Code FA, \$23.17. These tires are included in the medium and heavy trailer groups.



8-ply Rating, 4-ply Nylon or Polyester Cord Tires, with 14-inch Wheels. These tires are highly recommended as an extra-cost option, when ordering trailer group 643-P for heavy trailer hauling with a Catalina, Executive, Bonneville or Grand Prix. 3-seat station wagon owners, ordering groups 643-P or 642-P, get these tires as standard equipment in the group. For complete tire prices, see page 7.

Heavy-load Springs and shock Absorbers. 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, Executive, Bonneville and Grand Prix: Code 622, \$6.32. For heavyweight trailer hauling by Catalina, Executive, Bonneville and Grand Prix: Code 622 and 624 available with 643-P group only. Tempest, Tempest Custom and LeMans models: Code 622, \$6.32. GTO, \$4.21. For extra-heavy trunk and tongue loads, Superlift Shock Absorbers: Code 634, \$42.13, are recommended as an additional option. See page 7.



High-capacity Fan. Increases radiator efficiency for better engine performance. Catalina, Executive, Bonneville and Grand Prix: Code 704, \$4.21. No charge for Heavy-duty Fan on cars with air conditioning, or 428, H.O. V-8 engine. On Tempest, Tempest Custom, Tempest Safari and LeMans OHC L-6-cylinder engines: Code 684, \$10.53, 350 V-8 (Fan) Code 704, \$4.21. (No charge with air conditioning.)

Heavy-duty Clutch. For cars with standard, 3-speed Manual Transmission: Code 341. On Catalina (except station wagons) and Executive (except station wagons), \$9.48. Standard on Bonneville and Grand Prix.

NOTE: All prices shown are manufacturer's suggested retail prices inclusive of Federal excise tax. Applicable state and local taxes additional.

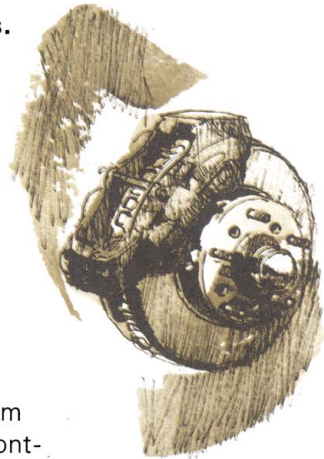
Some special options to consider.

Heavy-duty Brakes—Aluminum Front Drums and 15-inch Wheels. For Catalina, Executive, Bonneville and Grand Prix. This combination is designed to handle heavier trailers over difficult terrain, and to give better braking performance. (Not available with Disc Brakes.) Consists of heavy-duty, large, finned, cast-aluminum front drums and finned, cast-iron rear drums and Code 611, \$49.50. Heavy-duty 15-inch wheels must be ordered with this option—Code 482, \$10.53. (See tire section below, for special tires required with this option.)

Front-wheel Disc Brakes.

This option is available on all series. It includes Power Brakes and Heavy-duty 15-inch Wheels for Catalina, Executive, Bonneville and Grand Prix—Code 521, \$110.59. (See tire section below, for special tires required with this option.)

15-inch tires required with Heavy-duty Brakes — aluminum front drums, Code 611 & front-wheel disc brakes, Code 521.



GA—8.45 x 15 Black—4-ply Rating, 2-ply—Rayon Cord
Catalina 2- & 4-door Sedan only \$17.90
All other models (exc. 3-seat Station Wagon).
With 641 or no trailer group N.C.
N.A. with 642-643 trailer groups.
N.A. 3-seat Station Wagon.

GF—8.45 x 15 Black—8-ply Rating, 2-ply—Nylon or Polyester Cord
All models except Catalina 2- & 4-door Sedans & 3-seat Station Wagons.
With 642 or 643 trailer groups \$89.52
3-seat Station Wagons.
With or without 641-642-643 trailer groups . . \$48.45

Aluminum Wheel Hubs and Drums. For Catalina, Executive, Bonneville and Grand Prix. These hubs and drums offer best brake cooling, and give maximum resistance to fade. Available with 14-inch wheels only, Code 454. Catalina with decor group, and Executive, Bonneville or Grand Prix, \$126.38. Catalina without decor group. \$147.45.

NOTE: All prices shown are manufacturer's suggested retail prices inclusive of Federal excise tax. Applicable state and local taxes additional.

Heavy-duty Battery. Provides extra capacity needed for trailer-operating electrical loads, Code 701.

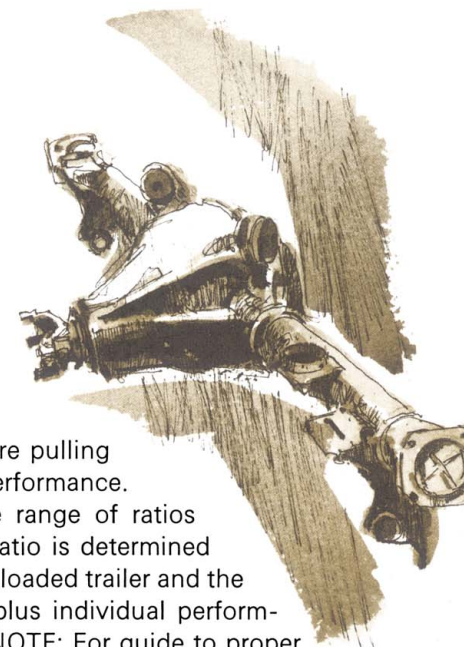
Catalina, Executive, Bonneville & Grand Prix	70-amp.	\$6.32
Tempest, Tempest Custom, LeMans & Tempest Safari		
With 6-cyl. engines	61-amp.	\$4.21
With V-8 engines	70-amp.	\$6.32

Heavy-duty 55-amp & 62-amp Alternators and Heavy-duty Battery. For higher electrical loads—Code 692, \$15.80. (55-amp. Alternator is standard equipment on air conditioned cars.) Heavy-duty, 62-amp. Alternator—Code 691, \$78.99. Includes Heavy-duty Battery. Available with Catalina, Executive, Bonneville and Grand Prix. Not available with air conditioning.

Safe-T-Track Differential. Helps to get your car out of snow, ice, mud, sand, etc. Torque is transferred to the rear wheel that has the best traction—Code 361, all Pontiac models, \$42.13. For Tempest, Tempest Custom, LeMans, Tempest Safari and GTO when Safe-T-Track is ordered with 3.36 through 4.33 axle ratios the Heavy-duty Safe-T-Track is mandatory—Code 361, \$63.19.

Custom Gauge Cluster. For Catalina, Executive, Bonneville and Grand Prix only. Gives more complete information on how engine reacts to extra work of trailer hauling under rugged conditions. Oil-pressure and Water-temperature Gauges are located in the speedometer area, replacing warning lamps. Electric Clock is included. Cluster is not available with Automatic Temperature Control Air Conditioning—Code 444, Catalina, \$36.86. Executive, Bonneville and Grand Prix, \$21.06.

Automatic Leveling System. Pontiac series available on all models with Superlift Shock Absorbers. A vacuum-operated air compressor, mounted in the engine compartment, sends high-pressure air to the height-control valve on the Superlift Shocks. A tremendous convenience for trailer haulers, because it automatically compensates for any rear-end load, \$49.50. A dealer-installed accessory.



Higher Axle Ratio.

Provides more pulling power and better performance. Pontiac has a wide range of ratios available. An ideal ratio is determined by the 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 pages 2 & 3 For very heavy trailers, axle ratios up to 3.73:1 are available on special order.)

Superlift Rear Shock Absorbers. Leveling a trailer-hauling Pontiac with Superlifts is as easy as inflating a tire. Each Superlift has 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 vehicle, when loads are exceptionally heavy. They're recommended only as a supplement to Pontiac, Heavy-duty Rear Springs, with the medium and heavy trailer packages, 642-P, 643-P and 642-T, when combined tongue and rear-end loads are great or variable. Also recommended for towing light trailers (641 group where special springs are not provided) with heavy or variable tongue or rear-end loads. The versatility of Superlifts is particularly appreciated when lighter trailers are towed only occasionally, and 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, \$42.13.

Special Tires. Special tires of 4-ply and 8-ply rating for either the 14- or 15-inch wheel sizes are available. The 8-ply rated tires are highly recommended for hauling the heavier travel trailers. They were designed with trailer towing in mind, 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:

Special 14-inch Tires—4-ply Rating, 4-ply, Nylon Cord

- EL—8.55 x 14 White only—4-ply Rating, 4-ply Catalina 2- and 4-door Sedans with 641 or no trailer group \$ 73.72
All other models except 3-seat Station Wagon with 641 trailer group or no trailer group . . . \$ 55.82
Not Available. 3-seat Station Wagon or all models with 642 or 643-P trailer groups.
- FL—8.85 x 14 White only—4-ply Rating, 4-ply Catalina 2- and 4-door Sedans \$105.32
All other models except 3-seat Station Wagon . \$ 87.42
Not available on 3-seat Station Wagons with 642 and 643 trailer groups.

Special, Extra-strength 14-inch Tires, 8-ply Rating, 4-ply, Polyester Cord

- FF—8.85 x 14 Black—8-ply Rating, 4-ply Catalina 2- and 4-door Sedans \$112.69
All other models except 3-seat Station Wagon . \$ 94.79
3-seat Station Wagon \$ 71.62
- FG—8.85 x 14 White—8-ply Rating, 4-ply Catalina 2- and 4-door Sedans \$161.14
All other models except 3-seat Station Wagon . \$143.24
3-seat Station Wagon \$120.06

Special 15-inch Tires*—4-ply Rating, 4-ply, Nylon Cord

- GK—8.45 x 15 Black
Catalina 2- and 4-door Sedans—with 641 or no group \$ 33.70
All other models except 3-seat Station Wagons with 641 or no group \$ 15.80
Not Available with 3-seat Wagon or 642-643 group

Special, Extra-strength 15-inch Tires*—8-ply Rating, 4-ply, Nylon or Polyester Cord

- GF—8.45 x 15 Black
Catalina 2- and 4-door Sedans \$ 89.52
All other models except 3-seat Station Wagons \$ 71.62
3-seat Station Wagons \$ 48.45
- GG—8.45 x 15 White
Catalina 2- and 4-door Sedans \$132.70
All other models except 3-seat Station Wagons \$114.80
3-seat Station Wagons \$ 91.63

***Note:** All 15-inch Tires require Heavy-duty 15-inch Wheels—Code 482 \$ 10.53

NOTE: All prices shown are manufacturer's suggested retail prices inclusive of Federal excise tax. Applicable state and local taxes additional.

Your Pontiac can handle the load—but you have to handle your Pontiac.



Do you know how?

- When towing a trailer, allow more stopping distance ahead than you would with the car alone.
- Stop smoothly and gradually—avoid sudden stops.
- Let faster motorists have the right of way. You'll find just plain courtesy pays off.
- When you're passing another vehicle, make sure there's plenty of room for your car and trailer in front of the vehicle you're passing. And don't forget to allow yourself more road distance in the passing lane.
- Avoid quick maneuvers.
- When traveling in mountainous or hilly country, you can avoid overheating by downshifting manually to low. If your Pontiac should overheat, park your car with the transmission in "park" or "neutral," and run the engine at fast idle until the engine temperature returns to normal. Never open the radiator cap, or pour water into an overheated engine.
- When descending grades of any length or steepness, use a lower gear—let your engine help your brakes.
- Get the right size tires for your type of trailering, and keep them properly inflated. (See TIRE PRESSURES in this section.)
- When your Pontiac is heavily loaded in the rear, avoid use of high headlamp beams. If a heavy rear load is carried most of the time, have your lights adjusted to make sure they're properly aimed.
- **Trailer Hitches (heavy trailers)**
Hitches of the self-equalizing type are recommended for towing all trailers except light-duty. Heavy hitches should always be attached to the frame sidebars, never to the bumper. A reputable hitch installer will know how to attach your hitch properly, so it's wise to have the work done by a professional.
- **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 manufacturers. A hitch may be attached to the bumper, as long as it is also attached to side members or rear cross members.
- **Tire Pressures (oversize tires, 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 loadings.
- **Tire Pressures (oversize tires, 4-ply)**
These tires are strongly recommended for use when the heavy trailer

And what all its equipment is for?

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 1968 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 for 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-hauling 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.

• Trailer Brake Controller Installation

For best operation of trailer brakes, this procedure must be followed when installing the brake controller for trailer brakes. It is mandatory to take the hydraulic pressure for controller actuation from the rear brake line. The connector should be near the master cylinder, with a minimum line length to the controller.

• 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.

Now that you know all about trailering order yourself a Wide-Track.

Trailer-hauling Work Sheet

Suggested Retail
Price

CAR MODEL _____

LOADED TRAILER WEIGHT _____

GROUP OPTION NUMBER _____

SPECIAL TRAILER OPTIONS

OTHER ACCESSORIES

POWER TRAIN OPTIONS

Engine _____

Transmission _____

Differential _____

TIRES

TOTAL

=====

Pontiac Motor Division reserves the right to make changes at any time, without notice, in colors, materials, equipment, specifications, prices and models—and to discontinue models. The right is also reserved to change any specifications, parts or equipment at any time without incurring any obligation to equip same on cars built prior to date of such change.



MARK OF EXCELLENCE