

PONTIAC '69





GRAND PRIX HARDTOP COUPE

Grand Prix

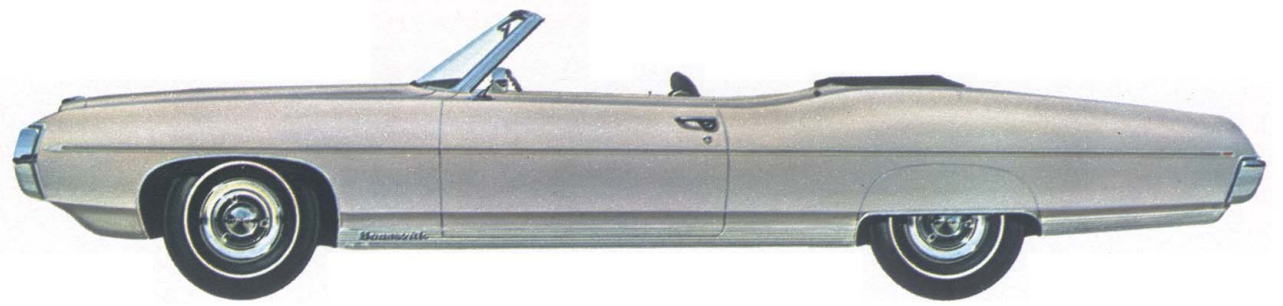
Occasionally, an automobile comes along that takes all the high-flown adjectives some car people bandy about and turns them into drive. You're looking at one. This machine was designed for one purpose—driving. Personal, luxurious, spirited driving. On a new exclusive 118" wheelbase. But don't let the shorter length confuse you. Grand Prix is big where it counts. In the Wide-Track department. With the longest hood in the industry. And a 400-cu.-in. V-8 that develops 350 horses. Inside, the control end of your power team is a fully synchronized, heavy-duty, console-housed 3-speed. There's an exclusive radio antenna concealed in the windshield. (Two wires about twice the thickness of a human hair are impregnated in the glass.) And when you take the command post, you'd swear you were

in a vessel bound for Mars. You sit in—rather than on—Strato-bucket seats in fully expanded Morrokide or a combination of fabric and Morrokide. Of course, if you want to dress up your Grand Prix even more, three custom interiors are available in genuine leather (shown below). You're flanked on the right by the padded floor console. On your left, by a padded door panel with squeeze-type release handles. Up front, you're faced by a cockpit-styled instrument panel that almost lays every gauge, control and switch in your lap. Wall-to-wall carpeting and Carpathian burled-elm vinyl inlay complete the picture. What we're getting at is this: Grand Prix is not just another new automobile. It is today. Tomorrow. An experience. But what else? It's from Pontiac.





BONNEVILLE BROUGHAM 4-DOOR HARDTOP



BONNEVILLE BROUGHAM CONVERTIBLE

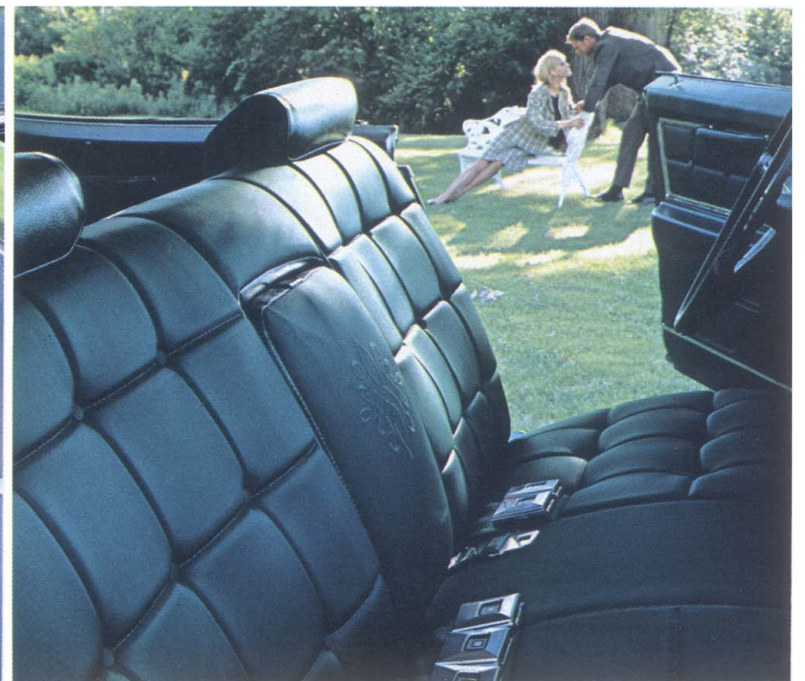


BONNEVILLE BROUGHAM HARDTOP COUPE

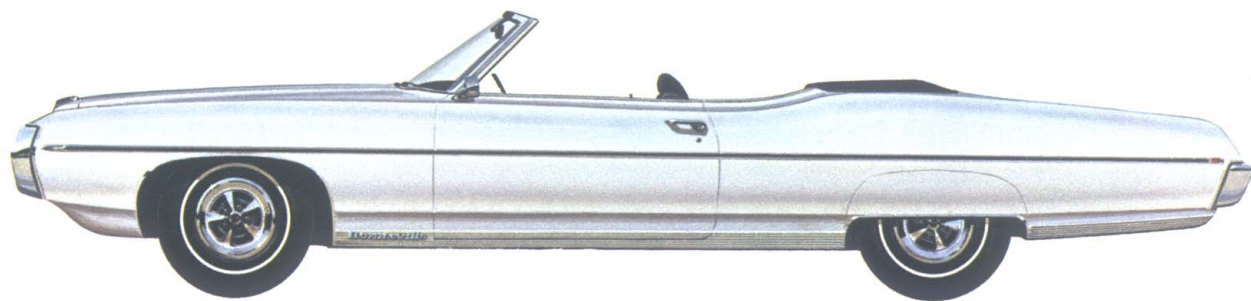
Brougham

Remember those elegant old box-back limousines, where the chauffeur shivered by his lonesome in an open-air front seat? Well, that kind of car was called a Brougham—as are these. And while ours is fully enclosed (the convertible excepted, of course), they do carry on the Brougham tradition of luxury. For one thing, Brougham is a big car. Some 18.7' from its new Endura nose section to the rear bumper. Body lines are fast, yet not frivolous. And the entire car looks like it was poured, rather than pieced and bolted together. Underneath that long swell of sculptured hood is a 428-cubic-inch V-8 with 360 hp. Now, some people think a luxury interior should smack of doilies and bud

vases. Sorry. Ours is decidedly contemporary. In sedans, the front bench seat has a pocket-stored, fold-down armrest; coupe and convertible have notch-back front seats with free-standing pulldown armrests. Brougham's upholstery is completely new. With unique, molded foam-rubber seats, covered in rich fabric and fully expanded Morrokide (shown below), or in leather—yes, leather—and Morrokide. This motif is also carried out on doors and quarter panels. Oh, yes. If you've been wondering how people will know you're driving a Brougham, there's a bright metal script nameplate on the roof sail area. Not as opulent as a chauffeur, maybe. But people will get the idea.







BONNEVILLE CONVERTIBLE



BONNEVILLE 4-DOOR HARDTOP



BONNEVILLE 4-DOOR SEDAN

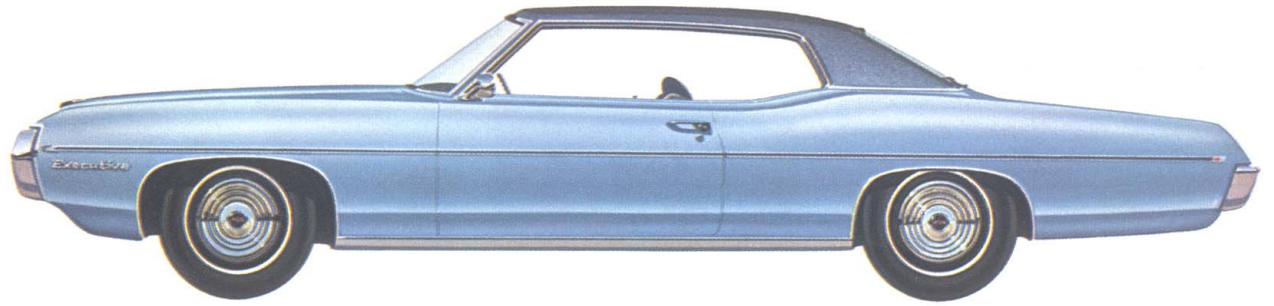
Bonneville

If you thought Bonneville could cut it before, wait till you swing our '69 onto a piece of pike. There's a new, 360-hp V-8 that knows why expressways were built; a longer 125" wheelbase that seems to narrow the gap between exits; and a wider 64" front stance that gives you a feeling of riding on rails. For features, Bonneville has a fresh crop. New sides, roof, trunk, hood. New die-cast grille with an Endura center section. (In case you've forgotten, Endura is the material that soaks up shocks like magic, and has high resistance to dings and such.) In the 4-door sedan,

hardtop coupe and 4-door hardtop, take your pick of expanded Morrokide combined with rich weaves, or fully expanded Morrokide. If you opt for the convertible, the standard bill of fare is fully expanded Morrokide. In all cases seats are bench-type. But you can order front bucket seats in either the coupe or convertible. Summation: For big-car luxury and roadmanship, Bonneville just about has it all. Anything left to be desired is strictly a matter of choice—from our options and accessories catalog. Ask your Pontiac dealer for a spare copy.







EXECUTIVE HARDTOP COUPE

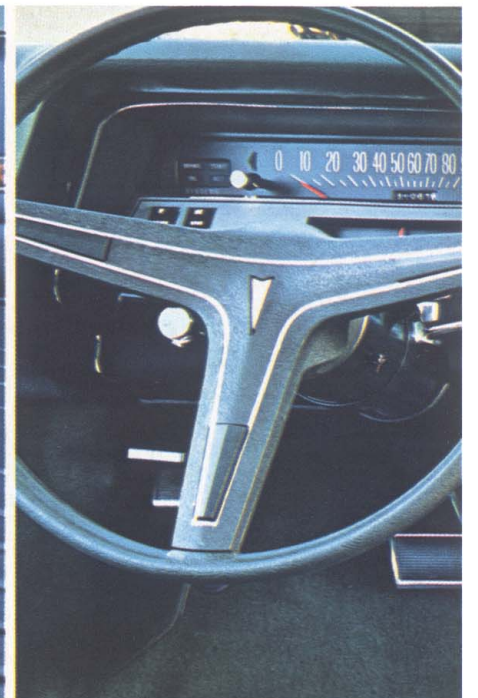


EXECUTIVE 4-DOOR HARDTOP

Executive

The 1969 Pontiac Executive—like any executive—doesn't equivocate. It has decisive styling, impeccable road manners and the same kind of distinguished taste that separates a Savile Row suit from a Carnaby Street whim. And like any executive, ours retains its fiscal integrity. You get an electric clock, deluxe shallow-design steering wheel with padded vinyl rim, deluxe wheel covers and burlled-elm vinyl paneling distributed around the interior. Seats are superbly

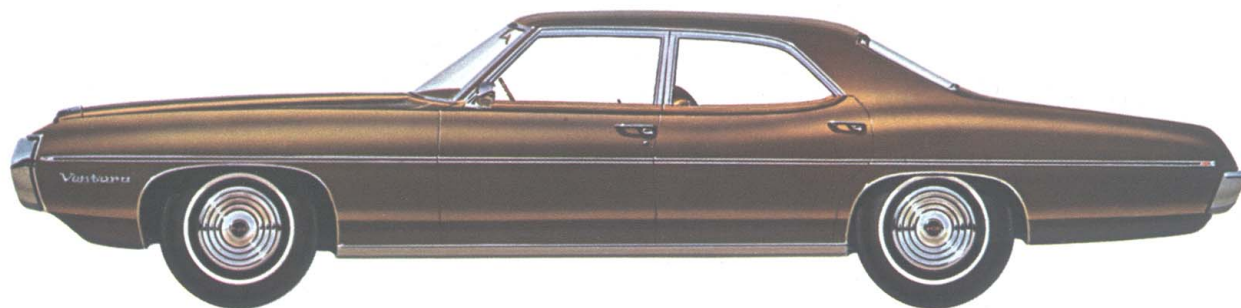
tailored in exclusive textiles and expanded Morrokide—the vinyl that looks like it's straight from the tanning works. If you prefer, there's the all-Morrokide interior shown below. All accessory controls are rocker-type switches. A slight touch is all you need to start something . . . or stop it. Now that you're convinced, you may be wondering what it takes to move into the Executive suite. A simple "yes" at your Pontiac dealer. And it's a great decision.







VENTURA HARDTOP COUPE

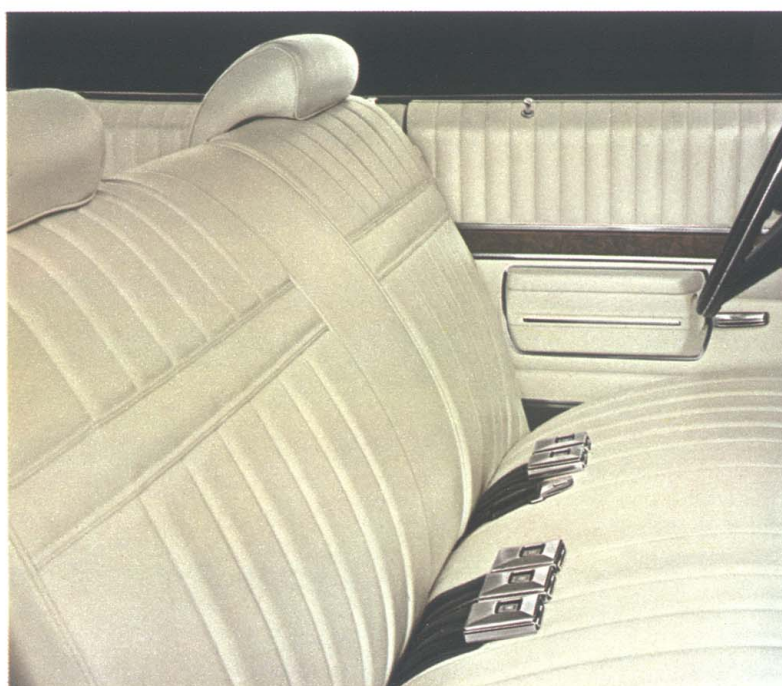


VENTURA 4-DOOR SEDAN

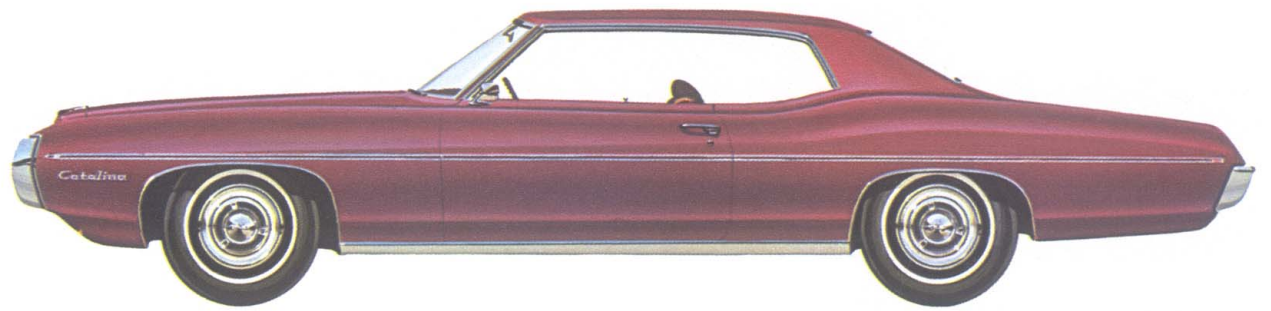
Ventura

If the name Ventura strikes of derring-do and a Dumas novel, it's only because we intended it to. Nestled in the fore section of this 122"-wheelbase Wide-Tracker is a 400-cubic-inch, 290-hp V-8 that takes to cruising like kids take to puddles. Yes, we did say Wide-Tracker. With 64 inches between both front and rear wheels, Ventura runs as level and true as a king-size slot car. And with ball-joint independent front suspension, it carves through curves like putty and comes out straight as a Nicklaus drive. When you have a seat

in a Ventura, Pontiac gives you two choices to make laps on. You see, the Ventura seat comes in combination patterned cloth and expanded Morrokide, or in all-Morrokide upholstery (see below). Rounding out the inside, Ventura also has what looks like a sod farm full of deeply cushioned nylon carpet plus burled-elm vinyl inlays on doors and dash. If all this doesn't trigger a flow of adrenalin, maybe you'd better order the wire wheel covers shown here. They say young—man—young!



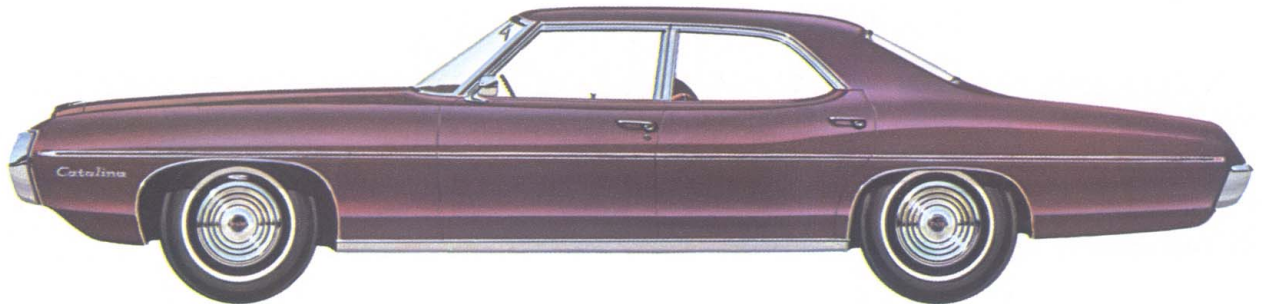




CATALINA HARDTOP COUPE



CATALINA 4-DOOR HARDTOP

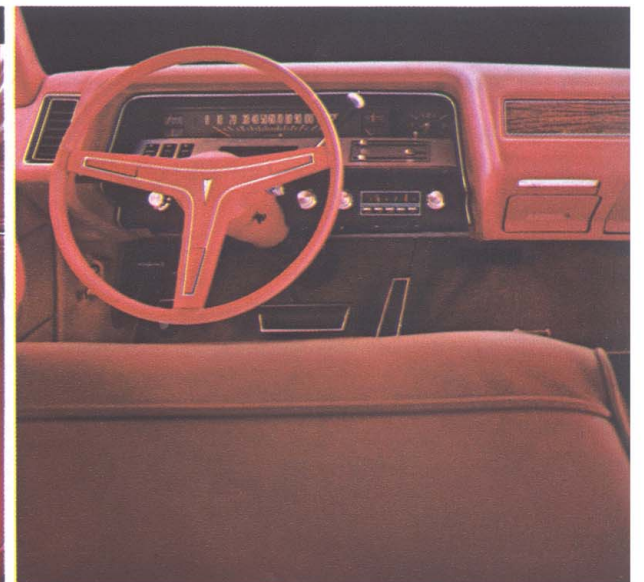


CATALINA 4-DOOR SEDAN

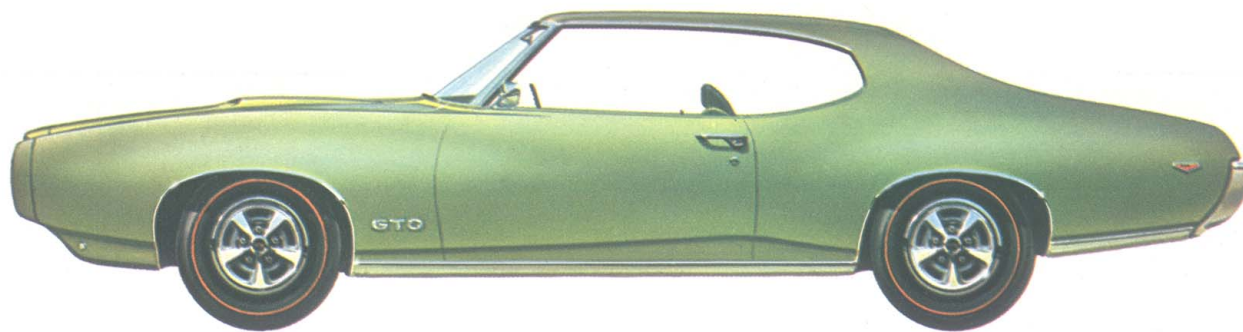
Catalina

Every time we bring out a new Catalina, some of our competitors suggest we're in league with the Little Green People. Not so. It's just that we've built quite a following with this honey. And we aren't about to lose it by sitting on our hands. So we come up with things like a wraparound front bumper with an Endura center insert. And concealed windshield wipers. They stay tucked out of sight till you need them. Then, touch a switch, up they come, and away they go. So we give you a standard 290-hp, 400-cubic-inch V-8 engine or, at your election, a 265-hp V-8 that runs on

regular gas. We also wanted you to have a tasty, yet rugged, all-Morrokide interior for the convertible; or Morrokide combined with new horizontally patterned fabrics in hardtops and sedans. There's long-wearing, loop-pile carpeting . . . and a new more heavily padded instrument panel, with attractive leather-grained dash inserts. So you see, we don't have any contracts with the midnight elves. We just build a better car year after year, and serve it up at a price that makes sense. Come to think about it, maybe that's a little magic in itself.





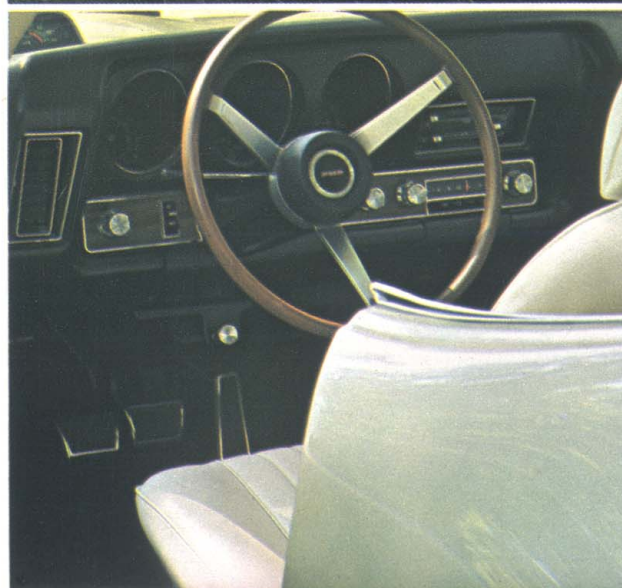


GTO HARDTOP COUPE

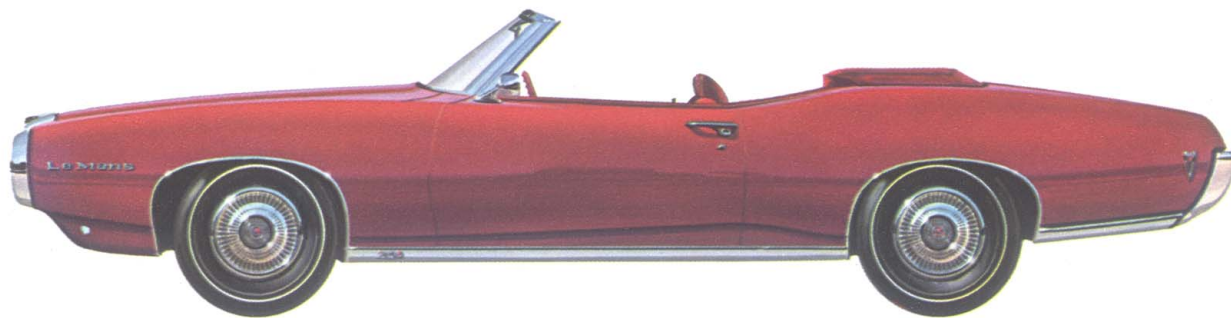
GTO

There are leaders. There are followers. And The Great One—Pontiac GTO—is still kingpin. No matter how the Johnny-come-latelys try, they have yet to snatch the reins from our ultimate road car. Small wonder. With its long hood, lean lines and short deck, it looks like a French curve on wheels. And GTO handles like it were an extension of your mind. You want to negotiate a snaky piece of blacktop? It does so. With finesse. You feel like biting off Lockout Mountain at the knees? It does so. With alacrity. Sure, there are plenty of reasons why GTO is the master of macadam. Wide-Tracking, to single out but one. Its front tread is 61" and the rear, 60". This way, you don't act like

a worn squeegee bending into a turn. There's a 400-cubic-inch V-8 that generates 350 horses. And a fully synched, floor-mounted 3-speed with Hurst shifter, dual exhausts, Quadra-jet carb, stiff suspension, buckets or notch-back front bench seat with fold-down armrest, etc., etc., etc. There's also an option list that lets you rig your GTO like nobody's business. 370-hp Ram Air IV engine with functional hood air scoops. Hood-mounted tach. Front power disc brakes. Hideaway headlights. Full instrumentation. Four-speed cogbox. More etceteras. What it all shapes up to is: GTO is still The Great One. And apart from the pack of pretenders.







LEMANS CONVERTIBLE



LEMANS HARDTOP COUPE



LEMANS 4-DOOR HARDTOP

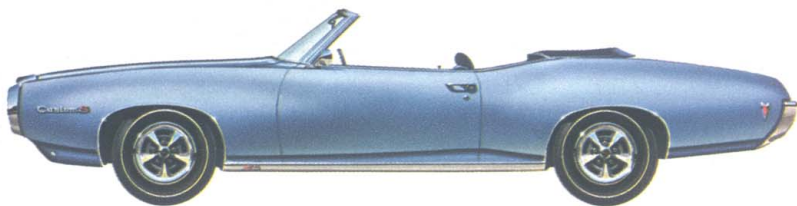
LeMans

Quick, now! When's the last time you saw a grille as kinky as this? That virile-looking, basket-weave design is so new that it might take all of five years before anyone can copy it. And if those lines aren't straight out of the 21st century, neither is Buck Rogers. Nor is LeMans a laggard. Beneath that expansive hood is our Overhead Cam Six with 250 cubic inches and 175 horses. Want a little more? Order the 350-cubic-inch V-8 in either regular- or premium-gas versions. Inside, there's a new upper-level ventilation

system on the hardtop coupe and convert. You can breeze along with all windows closed and get draft-free circulation of outside air. If your choice is the convert, 2-door hardtop or sports coupe, you can take your pick of buckets or a notch-back front bench seat with center armrest. And both come in thickly padded expanded Morrokide. Should you go for the 4-door hardtop, you can choose between a notch-back front seat or the bench style shown below. That's choice for you. For one of our choicest.







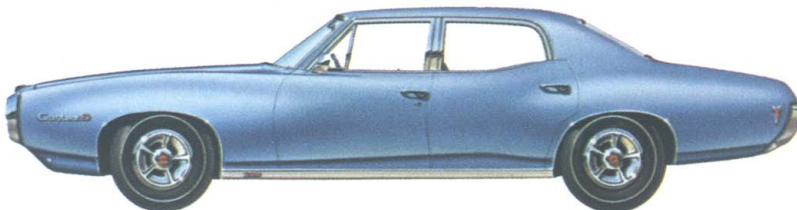
CUSTOM S CONVERTIBLE



CUSTOM S HARDTOP COUPE



CUSTOM S SPORTS COUPE



CUSTOM S 4-DOOR SEDAN



TEMPEST SPORTS COUPE



TEMPEST 4-DOOR SEDAN

Custom S

Please don't jump to any false conclusions after seeing Custom S. Despite all the appearances of super-expensive sportsters, they're actually priced way down! Down among those who can't brag about a 250-cubic-inch Overhead Cam Six. Down among those without carpeting, without all-Morrokide interiors, without concealed windshield wipers, at your election, without Wide-Track, without, without, without . . . These are Pontiacs, right? So they're bound to be with it.



Tempest

If looks have anything to do with price, Pontiac Tempest has to be the put-on of the year. Those lines and that carpeted and Morrokide-trimmed interior bespeak a price just this side of the moon, but it's all a big fat fib. Tempest is pure value. And a Wide-Tracker. Its power stems from a 175-hp Overhead Cam Six. Or a couple of V-8's you can order. A 350-cu.-in. that runs on regular or its 350 high-output cousin. So, if luxury and economy and performance are what you want in a car, look no farther.







BONNEVILLE 3-SEAT STATION WAGON



LEMANS SAFARI 2-SEAT STATION WAGON



CATALINA 3-SEAT STATION WAGON



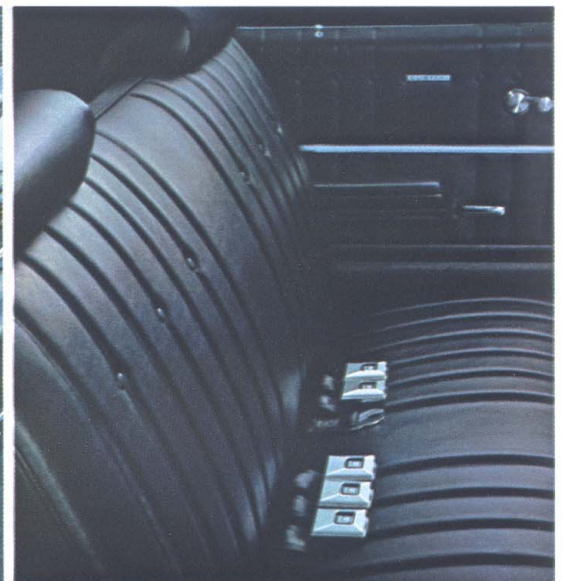
CUSTOM S STATION WAGON

Pontiac Station Wagons

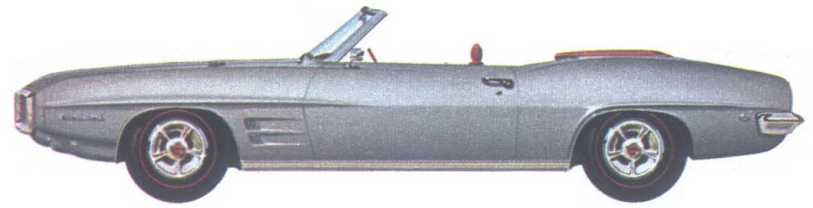
Room. That's what Pontiac wagons are all about. Room for a large family. Room for a week's groceries. Room for those 4' x 8' panels you're doing the den in. But you know something? Even with all that room, we're firmly convinced a wagon doesn't have to drive like a stake truck. Or look like one. So we put in thick, nylon-blend carpeting. All-Morrokide interiors. And wood-grain vinyl inlays in the dash. We also give you a new 2-way tailgate and plenty of power to lug big things around with. A 290-hp, 400-cubic-inch V-8 in the Executive Safari and Catalina (interior shown below). A 360-hp 428 V-8 version in the Bonneville. So here they are. Functionality combined with luxury and style. Pontiac wagons really know how to carry it off.

LeMans and Custom S Wagons

If you like the idea of wood-grain walnut paneling on the outside of your wagon—and wouldn't mind saving a few bucks to boot—take on our LeMans Safari. There's over 83 cubic feet of cargo space. And a versatile 250-cubic-inch, 175-hp Overhead Cam Six to pull you and your valuables around. You also get carpeting, our new 2-way tailgate and exterior styling that gives other wagons in its class inferiority complexes. If walnut-styled paneling isn't all that important to you, check out the Custom S. It has the same regular-gas OHC 6, a slightly different but all-Morrokide interior (shown below, right) and the same giant cargo capacity. For more information on any Pontiac wagon, ask your Pontiac dealer.



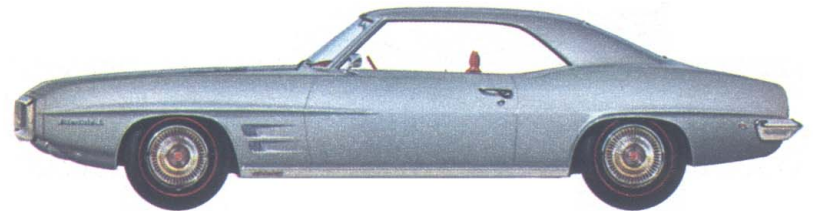




FIREBIRD 350 CONVERTIBLE



FIREBIRD H.O. HARDTOP COUPE



FIREBIRD SPRINT HARDTOP COUPE

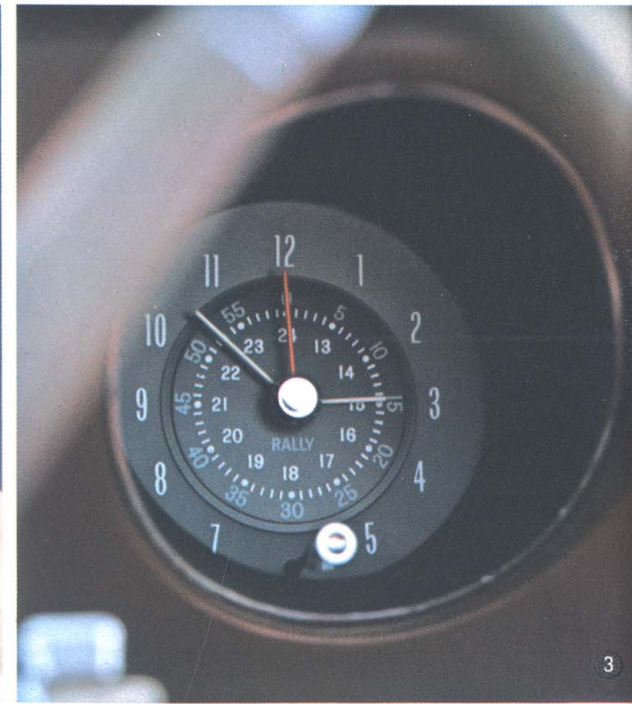


FIREBIRD HARDTOP COUPE

Firebirds

It doesn't take much figuring to understand why we call this year's 400 the Big Daddy of the Firebird aerie. 400 cubic inches of V-8. 330 hp at 4800 rpm. 10.75:1 compression ratio. Heavy-duty, fully synchronized 3-speed with Hurst shifter. Dual exhausts. Redline wide-ovals. You sure wouldn't name a machine like that "mom." Then there's our Firebird H.O. And that definitely doesn't stand for hands off. Not with a 350-cubic-inch, 325-hp V-8 in league with a fully synched 3-speed. Quadra-jet carb. High-lift cam. Heavy-rated front and rear springs. Heavy-duty clutch. And dual exhausts. Consider, also, our Firebird 350. It used to be that when dad passed out cigars he had to pass up sports cars. That day ended when we came up with this one. Take budgeting. It runs on regular. Yet with 265 hp, it moves when told. Versatility? We thought of that, too. Seats are upholstered in soft expanded Morrokide. A swipe with a sponge and they're clean. If you like, order the custom trim and they'll be done up in woven-vinyl upholstery that breathes (see right). Now about our Firebird Sprint. We get economy from a 250-cubic-inch Overhead Cam Six. Which just happens to have a high-output cam, 4-barrel carb, low-restriction exhaust system and 230 horses. So, you see, we get performance, too. Lastly, we offer you our Firebird. But it's hard to believe this is a basic anything. Not with those all-new looks; new camera-case-grain instrument panel; new wider, softer front buckets. And certainly not with our 175-hp OHC 6 that runs, not walks, on regular fuel. Make a believer out of you? They should. They're Firebirds. And from Pontiac.





1969 Pontiac Accessories

Wide-Tracking in any of the 34 different 1969 Pontiacs is a rewarding experience. It's even more personal when your Pontiac is equipped just the way you want it. These pages show and describe a few of the most popular Pontiac options and accessories. A more thorough list can be found on the back page of this brochure

1. Power brakes. A light touch on the pedal is all you need.

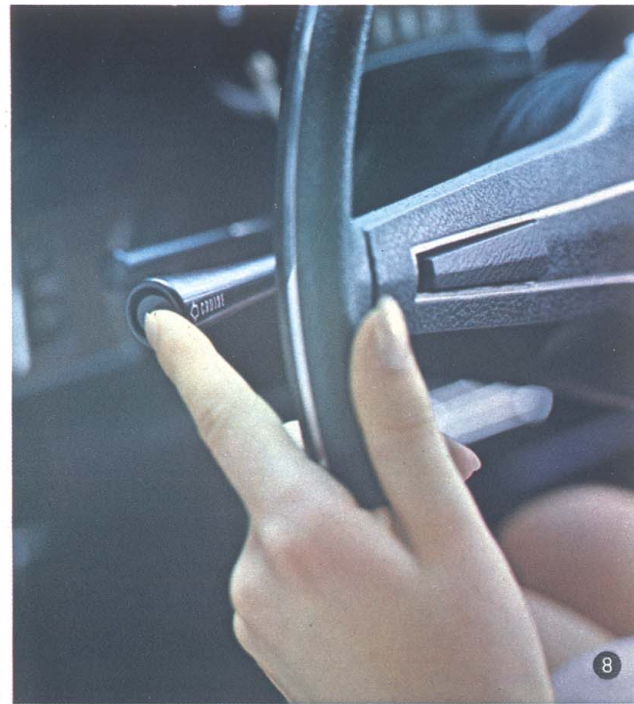
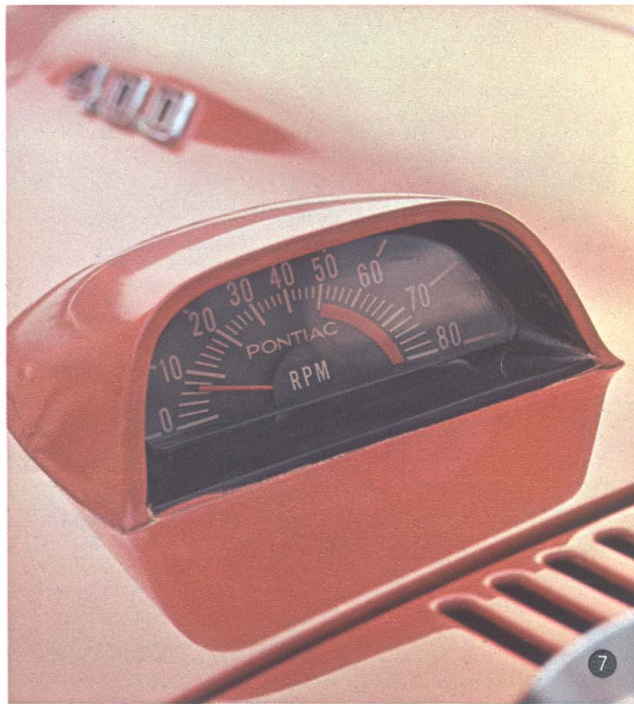
2. Power window lifts. All vertical side windows can be controlled from a single panel on the driver's door. However, each window also has its individual control switch, too. Standard on Brougham.

3. Rally clock. Features sweep second hand and automatic self-regulator. Available on Tempest, Custom S, LeMans and GTO models only.

4. The GM mark of excellence—a reminder of the quality built into every Pontiac—is embossed on our '69 keys.

5. Custom sports steering wheel. Looks just like wood. Has three brushed stainless steel spokes with horn button in center. Available on all Pontiacs.

6. Console. Shown here, Firebird 400 console with Turbo Hydra-matic. Also, custom gearshift knob.



7. Tachometer. Hood-mounted in line with driver's vision. Offers easy, instant reading. Available on all models.

8. Cruise control. Maintains a preselected car speed automatically. Disengages with slight touch on the brake pedal. Available on all models with V-8 engines and automatic transmissions only.

9. Six-way power bench seat. Raises, lowers, tilts forward or backward and moves forward and backward—all at the direction of a button. On Catalina, Executive and Bonneville models only.

10. Rally II wheels. 14- and 15-inch steel wheels for the ultimate in sports styling. With stainless steel trim ring and chrome-plated wheel nuts.

11. Remote-control outside mirror. Mounts on left-hand door. Adjusts from inside the car. Available on all models.

Pick your Pontiac engine

Tempest,
Custom S,
LeMans,
LeMans Safari
and all Firebirds
except
Firebird 350 H.O.
and Firebird 400.



175 HP

1. Standard Overhead Cam Six. Single-barrel carburetor. Displacement—250 cu. in. Torque—240 lb.-ft. Compression ratio—9.0:1. Regular fuel.



230 HP

2. Optional high-compression Overhead Cam Six. 4-barrel carburetor (standard on Firebird Sprint). Displacement—250 cu. in. Torque—260 lb.-ft. Compression ratio—10.5:1. Chromed, low-restriction air cleaner. Premium fuel. Not available on station wagons.



265 HP

3. Optional V-8 (standard on Firebird 350). Displacement—350 cu. in. 2-barrel carburetor. Torque—355 lb.-ft. Compression ratio—9.2:1. Regular fuel.



330 HP

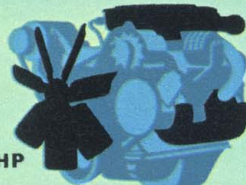
4. Optional high-output V-8. Displacement—350 cu. in. 4-barrel carburetor. Torque—380 lb.-ft. Compression ratio—10.5:1. Dual exhaust system. Premium fuel. Not available on station wagons.

Firebird 350 H.O.
and
Firebird 400



325 HP

5. Standard on Firebird 350 H.O. High-output V-8. Displacement—350 cu. in. 4-barrel carburetor. Torque—380 lb.-ft. Compression ratio—10.5:1. Dual exhaust system. Premium fuel.



330 HP

6. Standard Firebird 400 V-8. Displacement—400 cu. in. 4-barrel Quadra-jet carburetor. Torque—430 lb.-ft. Compression ratio—10.75:1. Low back-pressure dual exhaust system. Chromed, low-restriction air cleaner, rocker covers and oil filler cap. Premium fuel.



335 HP

7. Optional Firebird 400 H.O. V-8. Special high-output cam. Low back-pressure dual exhaust system. Displacement—400 cu. in. 4-barrel Quadra-jet carburetor. Torque—430 lb.-ft. Compression ratio—10.75:1. Chromed, low-restriction air cleaner, rocker covers and oil filler cap. Premium fuel.



345 HP

8. Optional Firebird 400 Ram Air V-8. Special functional air scoop induction system, high-output long overlap cam, heavy-duty valve springs. Free-flowing dual exhaust system. Displacement—400 cu. in. 4-barrel Quadra-jet carburetor. Torque—430 lb.-ft. Compression ratio—10.75:1. Chromed, low-restriction air cleaner with air trap attachment. Chromed rocker covers and oil filler cap. Premium fuel.

GTO



350 HP

9. Standard GTO V-8 engine. Displacement—400 cu. in. 4-barrel carburetor. Compression ratio—10.75:1. Torque—445 lb.-ft. Low back-pressure dual exhaust system. Power-Flex fan. Chromed air cleaner, rocker covers and oil filler cap. Premium fuel.



265 HP

10. Regular-fuel V-8 engine optional 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.



366 HP

11. Optional 400 Ram Air V-8 Special, functional air-scoop induction system. Displacement—400 cu. in. 4-barrel carburetor. Compression ratio—10.75:1. Torque—445 lb.-ft. Special dual exhausts. High-output camshaft and valve train. Chromed low-restriction air cleaner with air trap, rocker covers, oil filler cap. Power-Flex fan. Premium fuel.



370 HP

12. Optional Ram Air IV V-8. Special functional air-scoop induction system, high-output long overlap cam, heavy-duty valve springs. Displacement—400 cu. in. 4-barrel carburetor. Torque—445 lb.-ft. Compression ratio—10.75:1. Low back-pressure dual exhaust system. Chromed low-restriction air cleaner with air trap attachment. Chrome rocker covers and oil filler cap. Premium fuel. 4-speed manual or Turbo Hydra-matic only.

Grand Prix



350 HP

13. Standard V-8 for Grand Prix with 3-speed manual or 4-speed manual or Turbo Hydra-matic. Displacement—400 cu. in. 4-barrel carburetor. Compression ratio—10.5:1. Torque—445 lb.-ft. Dual exhaust system. Premium fuel.



265 HP

14. Regular-fuel V-8 engine optional at no extra cost on Grand Prix with Turbo Hydra-matic. Displacement—400 cu. in. 2-barrel carburetor. Compression ratio—8.6:1. Torque—397 lb.-ft. Dual exhaust system.



370 HP

15. Available 428 V-8 for Grand Prix. Displacement—428 cu. in. 4-barrel carburetor. Torque—472 lb.-ft. Compression ratio—10.5:1. Chromed rocker covers and oil filler cap. (Dual exhaust system recommended with this engine.) Premium fuel.



390 HP

16. The 428 H.O. V-8. Displacement—428 cu. in. 4-barrel carburetor. Torque—465 lb.-ft. Compression ratio—10.75:1. High-output camshaft and valve train, special exhaust manifolds. Low-restriction chromed air cleaner plus chromed rocker covers and oil filler cap. Low back-pressure dual exhausts. Power-Flex fan. Premium fuel.

Catalina,
Ventura,
Executive,
Bonneville,
Brougham



290 HP

17. Standard V-8 for Catalina, Ventura and Executive with 3-speed manual and Turbo Hydra-matic transmissions. Displacement—400 cu. in. 2-barrel carburetor. Torque—428 lb.-ft. Compression ratio—10.5:1. Premium fuel.



360 HP

18. Standard V-8 for all Bonneville models with 3-speed manual or Turbo Hydra-matic. (Available option on Catalina, Executive and Ventura.) Displacement—428 cu. in. 4-barrel carburetor. Compression ratio—10.5:1. Torque—445 lb.-ft. Premium fuel.



265 HP

19. Regular-fuel V-8 engine optional on Catalina, Ventura, Executive and Bonneville with Turbo Hydra-matic transmission only. Displacement—400 cu. in. 2-barrel carburetor. Compression ratio—8.6:1. Torque—397 lb.-ft.



390 HP

20. The 428 H.O. V-8. Displacement—428 cu. in. 4-barrel carburetor. Torque—465 lb.-ft. Compression ratio—10.75:1. High-output camshaft and valve train, special exhaust manifolds. Low-restriction chromed air cleaner plus chromed rocker covers and oil filler cap. Low back-pressure dual exhausts. Power-Flex fan. On all models except station wagons. Premium fuel.

Pontiac Power Trains

Here's our list of standard and available 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 (#17) with either 2.73 to 1, 2.41 to 1 or 2.56 to 1 axle ratio,

depending on body style. If you want more performance, select a numerically higher performance axle ratio. If your interests lie more in the performance area, you can order the GTO Ram Air IV (#12) with a close-ratio four-speed and a 3.90 to 1 axle. Naturally, the more powerful your engine and the higher the ratio, the more revolutions your engine will turn and the more fuel you'll use. Now, if you place economy before performance, select a numerically lower axle ratio. Whatever you choose, it's a lot of fun to tailor your own car. Try it with one of our Wide-Track Pontiacs.

***NOTE:** Not all axle ratios are available with all body style, engine and transmission combinations. There are certain specific restrictions on some power train combinations. Certain special-order combinations require additional 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 page 26 and this page have been numbered from 1 through 20 for reference purposes only.

Engine	Transmission	Standard Axle Ratio	Optional		Special Order Axles*	Engine	Transmission	Standard Axle Ratio	Optional		Special Order Axles*
			Economy Axle	Performance Axle					Economy Axle	Performance Axle	
1 OHC 6— 250 cu. in. 1-BBL—175 hp	4-speed (d) 3-speed	3.55(d) 3.23 3.23(b)	3.08(d)		3.55 (a)(e)	11 GTO 400 Ram Air V-8 400 cu. in. 366 hp—4-BBL	3-speed	3.55 3.23(b)			3.08 3.23 3.36 3.90 (a) 4.33
	Automatic	3.23 3.23(b)	2.56(a)		3.36 (a)(e) 3.55 (d)		4-speed	3.55 3.23(b)			3.08 3.23 3.36 3.90 (a) 4.33
2 OHC 6—250 cu. in. 4-BBL— 230 hp (a)(f)	3-speed	3.55			3.90		4-speed w/close ratio	3.55 3.23(b)			3.90 (a) 4.33
	4-speed	3.55			3.90		Turbo Hydra-matic	3.55 3.23(b)			3.36 3.90 (a) 4.33
	Automatic	3.23	2.56(e) 2.78(d)	3.55			12 GTO Ram Air IV V-8—400 cu. in. 370 hp—4-BBL	4-speed w/close ratio	3.90(a)		
3 V-8—350 cu. in. 2-BBL—265 hp	3-speed	3.23 3.23(b)	3.08		3.36 (e)			Turbo Hydra-matic	3.90(a)		
	4-speed	3.23 3.23(b)	3.08(d)		3.36 (e)	13 350 hp V-8 Grand Prix only 400 cu. in. 4-BBL	3-speed	3.23 3.23(b)			3.08 3.23 3.36 3.90 (a)
	Automatic	2.56 2.78(b)		2.93	3.36 (a)(e)		4-speed	3.55 3.23(b)			3.55 (a) 3.90 (a)
4 V-8—350 H.O. 350 cu. in. 4-BBL—330 hp (f)	3-speed	3.55 3.55(b)			3.90 (a)(e)	Turbo Hydra-matic	3.23	2.93			3.55 (a) 3.90 (a)
	4-speed	3.55 3.55(b)			3.90 (a)		14 265 hp V-8 400 cu. in. 4-BBL	2.93 2.93(b)		3.23	
	Automatic	3.55 3.55(b) 2.78(b)(d)			3.08 (e) 3.36 (e) 3.55 (a)(e)			15 370 hp V-8 Grand Prix only 428 cu. in. 4-BBL	3.55 3.23(b)		
5 325 hp V-8 350 cu. in. 4-BBL	3-speed	3.55 3.55(b)			3.90 (a)	3-speed	3.55 3.23(b)				3.08 3.23 3.36 3.90 (a)
	4-speed	3.55 3.55(b)			3.90 (a)	4-speed	3.23 3.23(b)		2.93	3.55(a)	3.36 3.90 (a)
	Automatic	3.55 3.55(b)				16 390 hp H.O. V-8 428 cu. in. 4-BBL	3-speed 4-speed	3.55			3.08 3.23 3.36 3.90 (a)
6 330 hp V-8 400 cu. in. 4-BBL	3-speed	3.36 3.23(b)		3.55 (a)			Turbo Hydra-matic	3.23 3.23(b)	2.93	3.55(a)	3.23 3.90 (a)
	4-speed	3.36		3.55 (a)	3.90 (a) 4.33 (a)	17 290 hp V-8 400 cu. in. 2-BBL	3-speed	3.23 3.23(b)	3.08		3.42 3.55 (a) 3.73
	Turbo Hydra-matic	3.08 2.78(b)		3.23(a)	3.90 (a)		Turbo Hydra-matic	2.73 2.41(c) 2.56(b)(c)	2.41 2.29(a)(c)	3.08	2.73 (c) 2.93 3.23 3.42 (a) 3.55 (a) 3.73
7 335 hp V-8 400 cu. in. 4-BBL H.O.	3-speed	3.36 3.23(a)		3.55 (a)		18 360 hp V-8 428 cu. in. 4-BBL	3-speed	3.23 3.23(b)	3.08		3.42 3.55 (a) 3.73
	4-speed	3.36 3.23(a)		3.55 (a)	3.90 (a) 4.33 (a)		Turbo Hydra-matic	3.08 3.08(b)	2.41(a)(f) 2.56(a)	3.23(a)	2.73 2.93 3.42 (a) 3.55 (a) 3.73 (a)(f)
	Turbo Hydra-matic	3.08 2.78(a)		3.55(a)	3.90 (a)		19 265 hp V-8 400 cu. in. 2-BBL	Turbo Hydra-matic	2.56 2.56(b)		3.08
8 345 hp V-8 400 cu. in. 4-BBL Ram Air	4-speed	3.90(b)				20 390 hp V-8 428 cu. in. 4-BBL		3-speed	3.23		
	Turbo Hydra-matic	3.90(b)					Turbo Hydra-matic	3.42			3.23 3.55 (a) 3.73
	9 GTO V-8 400 cu. in. 350 hp—4-BBL	3-speed	3.55 3.23(b)			3.08 3.23 3.36 3.90 (a) 4.33	10 GTO V-8 400 cu. in. 265 hp—2-BBL	Turbo Hydra-matic	2.93 2.78(b)	2.56	3.23
4-speed		3.55 3.23(b)			3.08 3.23 3.36 3.90 (a) 4.33						3.42 3.55 (a) 3.73
4-speed w/close ratio					3.90 (a) 4.33						
Turbo Hydra-matic		3.36 3.23(b)			3.55 3.90 (a) 4.33						

(a) Not available with air conditioning
(b) With air conditioning
(c) Catalina 4-door Sedan only

(d) Firebird only
(e) Tempest, Custom S, LeMans Safari and LeMans only
(f) Not available on Station Wagons

When you consider your new Pontiac, you'll see and feel the hundreds of other safety, convenience and performance features that make 1969 the best year yet to break away. And the easiest year yet to tailor a new Pontiac to your own personal taste. You'll find many of these features on this page. And, for your driving security, we've made the following safety, anti-theft and convenience features standard on all 1969 Pontiacs.

Energy absorbing steering column.

Seat belts with pushbutton buckle releases for all passenger positions.

Shoulder belts with pushbutton buckle releases and special storage convenience provision for driver and right front passenger (except convertibles).

Two front-seat head restraints.

Passenger-guard door locks with forward-mounted lock buttons.

Four-way hazard warning flasher.

Dual master cylinder brake system with warning light and corrosion-resistant brake lines.

Folding seat back latches.

Dual-speed windshield wipers and washers.

Dual-action safety hood latches.

Outside rearview mirror.

Backup lights.

Side marker lights and parking lamps that illuminate with headlamps.

Energy absorbing instrument panel, padded sun visors.

Reduced-glare instrument panel top, inside windshield moldings, horn buttons, steering wheel hub and windshield wiper arms and blades.

Wide, inside day-night mirror with deflecting base.

Lane-change feature in direction signal control.

Safety armrests.

Thick laminate windshield.

Soft, low-profile window control knobs, coat hooks and dome lamp.

Padded front seat back tops.

Smooth contoured door and window-regulator handles.

Anti-theft ignition key warning buzzer.

Anti-theft ignition, steering and transmission lock.

Starter safety switch on all transmissions.

Safety rim wheels.

Safety door latches and hinges.

Uniform automatic transmission shift quadrant (PRNDL or PRNDSL).

Snag-resistant steering wheel hardware.

Nonprojecting wheel nuts, discs and caps.

Improved fuel tank retention.

Improved glove-box door latches.

TAILOR YOUR PONTIAC WITH FACTORY- & DEALER-INSTALLED OPTIONS & ACCESSORIES

COMFORT, CONVENIENCE AND APPEARANCE

Air conditioning, Bi-level and automatic temperature control (Pontiac only)

Brakes, power

Clock, standard and rally (both electric)

Console, with bucket seats only (Firebird, LeMans except 4-door Hardtop and GTO only)

Cruise control system

Cushion, foam front

De-fogger, rear window (except station wagons and convertibles)

Electrically heated rear window, Grand Prix only

Dispenser, tissue

Exhaust extensions (Tempest, Custom S, 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

Mirrors, outside, remote-control, rearview • visor vanity

Pad, rear load area (all station wagons)

Radios, AM • AM/FM • AM/FM Stereo Multiplex • electric antenna

• rear-seat speakers, and stereo-effect Verbra-Phonic speakers

Roof cover, Cordova vinyl

Safeguard speedometer and low-fuel warning lamp

Screens, tailgate and rear door

Seats, Strato-bucket • Notch-back • bench • reclining

Seats, power-operated

Ski carriers

Steering, power (variable-ratio)

Steering wheels, deluxe and custom sports

Steering wheel, tilt

Tape player, stereo (except Grand Prix)

Tires, whitewall

Trailer-hauling equipment (ask for special folder)

Trunk lid release, remote-control

Wheel discs, deluxe • custom • wire

Window Lifts, power-operated (std. on Bonneville Brougham)

PERFORMANCE

Axle ratios (see Power Train page)

Battery, heavy-duty

Clock, electric and rally

Cluster, custom gauge and rally

Disc brakes, front, power

Engines, optional (see Engine page)

Exhausts, dual (standard on Grand Prix, 350 H.O., GTO,

Firebird H.O. and 400, and 428 H.O. engines)

Exhaust extensions (Tempest, Custom S, LeMans, GTO and all

Firebirds only)

Frame, heavy-duty (except station wagons and convertibles)

Limited slip differential, Safe-T-Track

Suspension, heavy-duty

Tachometer, hood-mounted and regular

Tires, oversize • wide-oval • polyglas • Fastrak

Transmissions: Heavy-duty 3-speed and 4-speed manual, 2-speed automatic or Turbo Hydra-matic

Voltage regulator, full transistor

Wheels, steel, competition-type Rally II (all models)

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

NOTICE: All options noted herein, including whitewall tires, Decor 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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