

Gentlemen, start your engines.



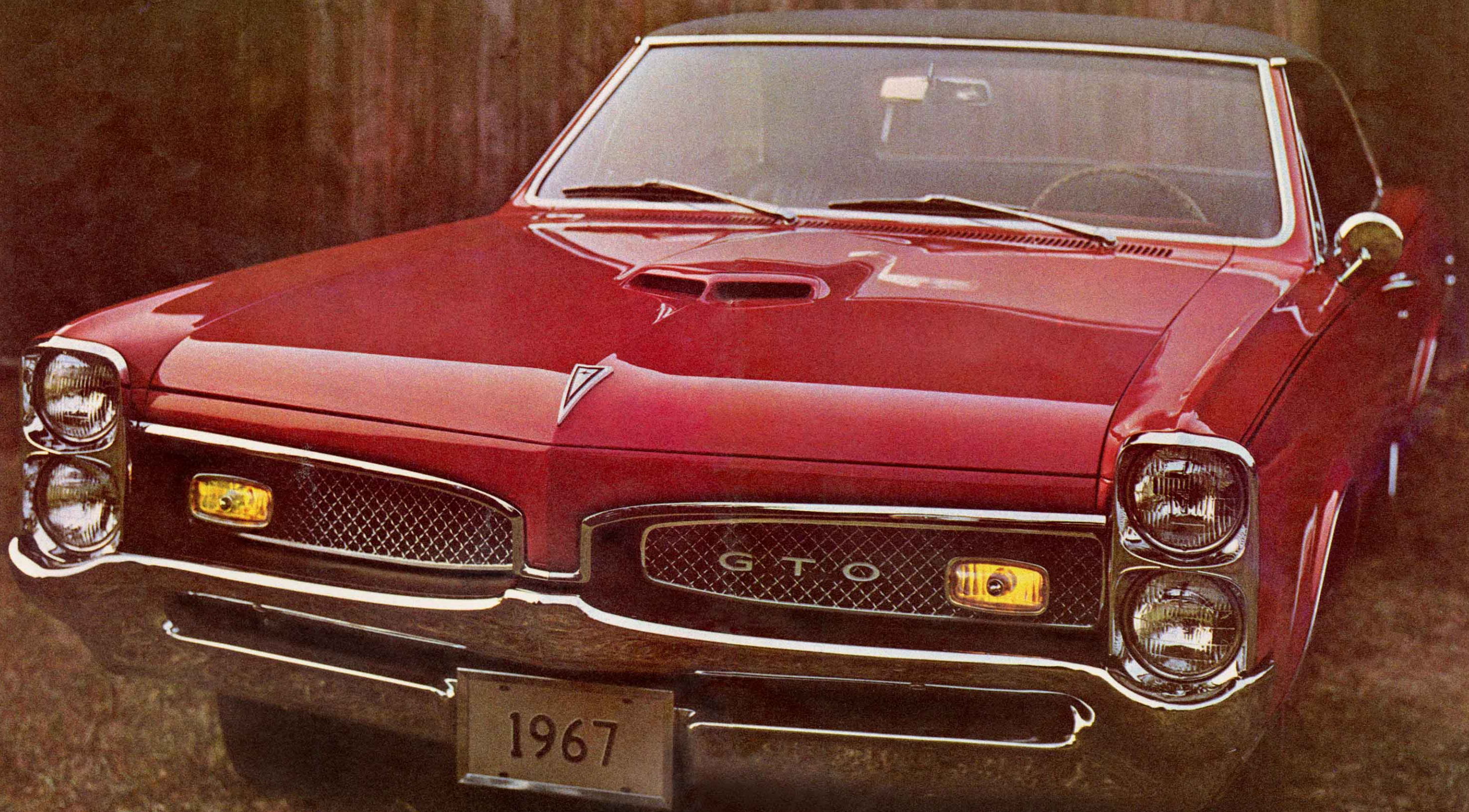
GTO/Sprint/2+2

The Great One

2 3

Pontiac GTO. The hardtop configuration. The ultimate driving machine.

Made for people who know what that means. Others are excused.



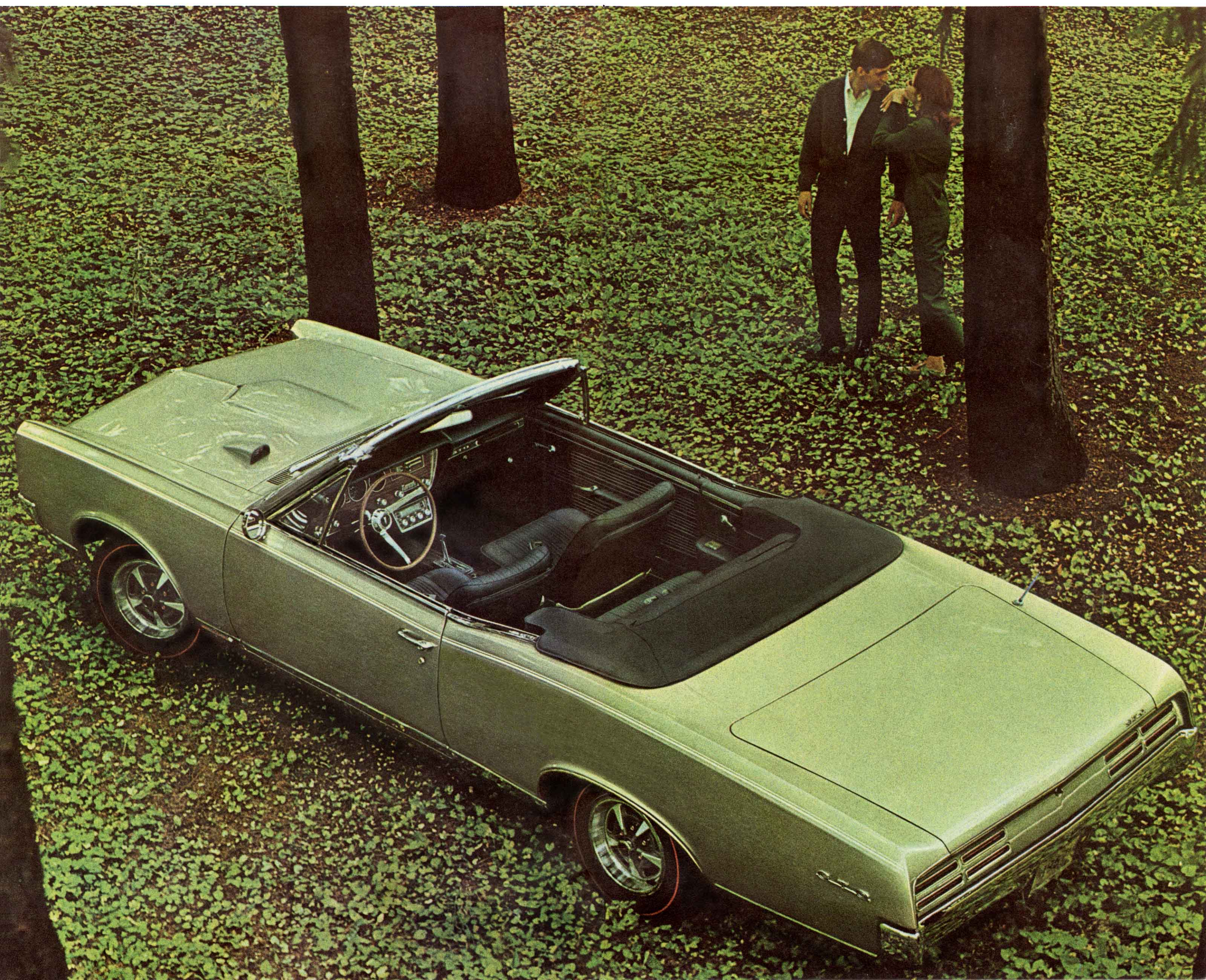
The GTO convertible. Wide-oval rubber with redlines is standard.

The Rally II wheels cost extra, but not as much as you think. Interiors are plush. As usual. Walnut styled dash. Carpeting. All-Morrokide buckets in blue, turquoise, gold, black, parchment or red. Or notch-back front seat with center armrest. Flexible assist grip.

Shown is an eight-track stereo tape player. Extra cost.

The console you see is also extra cost with Turbo Hydra-Matic.

But slathered with walnut grain styling. Find out about the hood-mounted tach on page 9.



The GTO sports coupe. Seen departing with extra-cost cordova top and Rally I wheels.

The pinstripes along each flank are standard.

Backup lights, side-view mirror, aforementioned wide-oval redline tires are also standard.



GTO Features

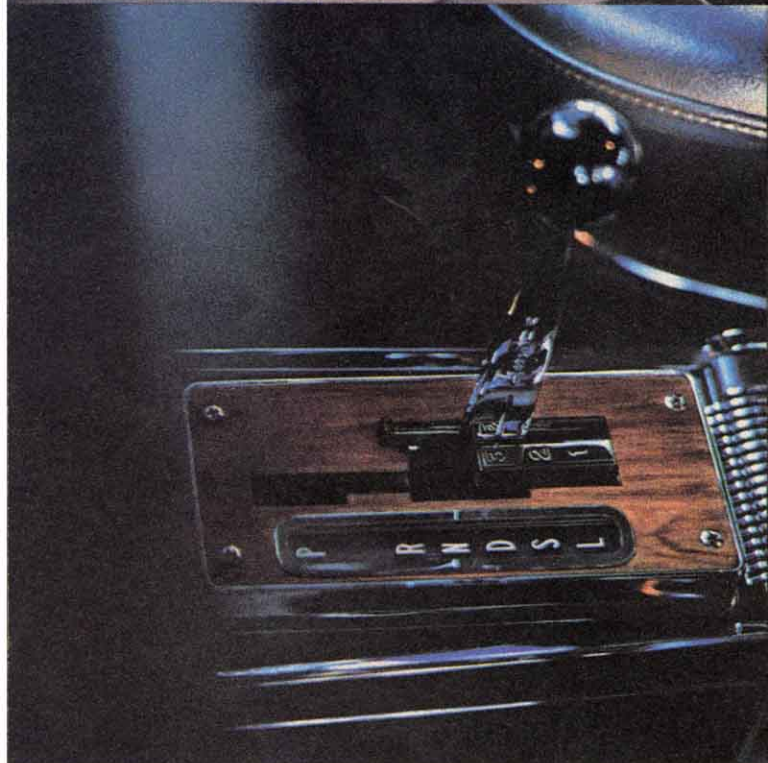
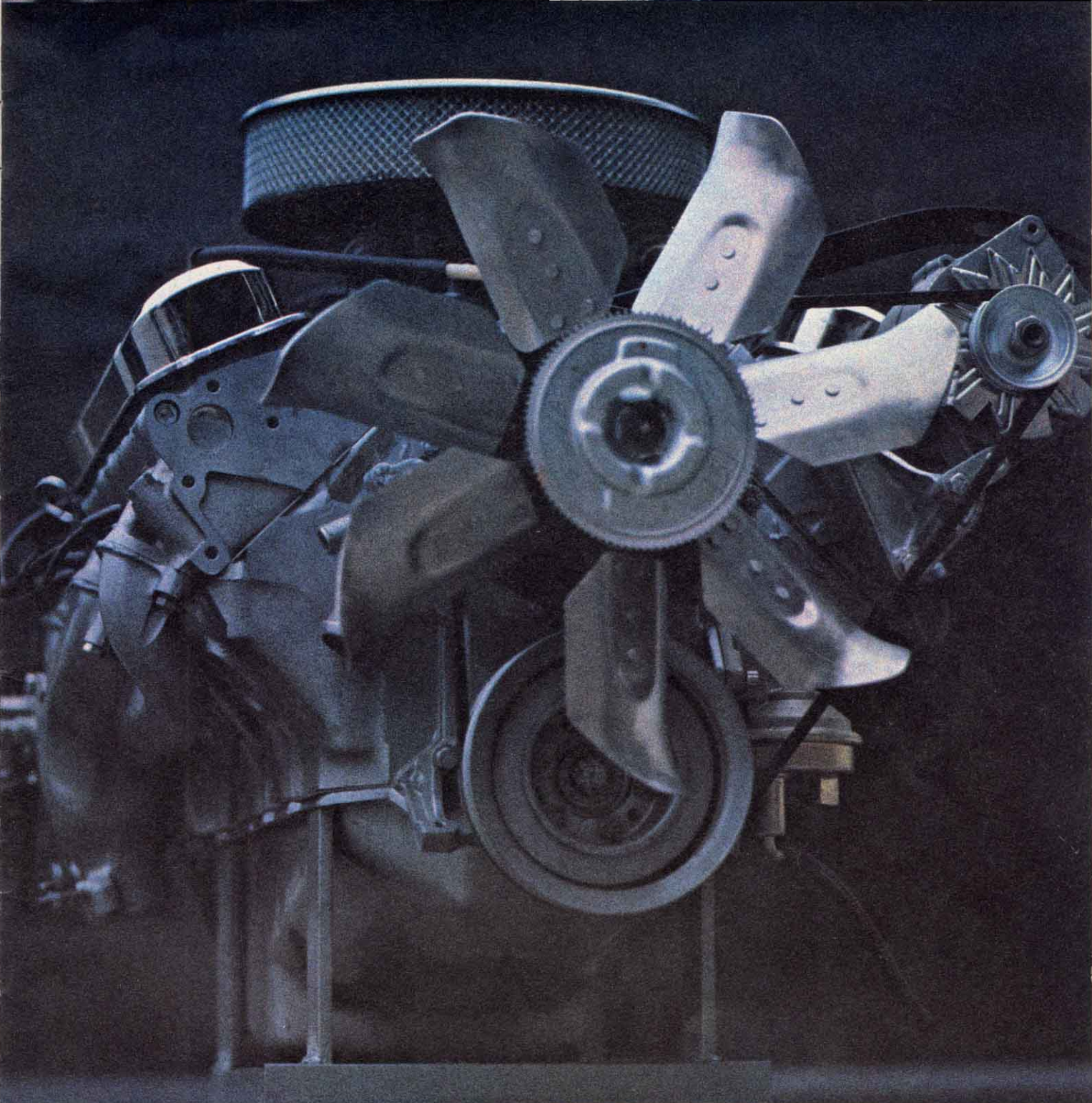
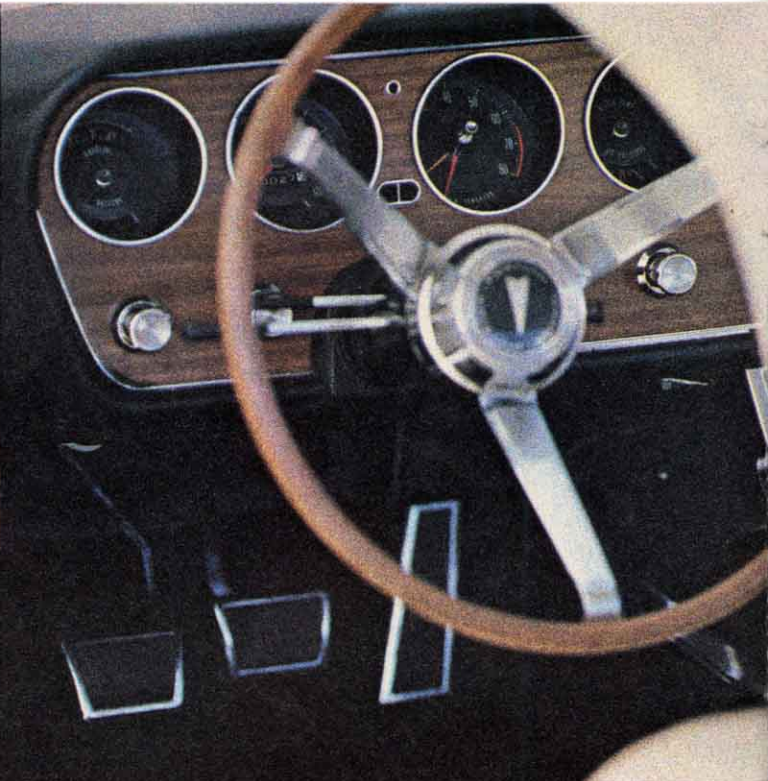
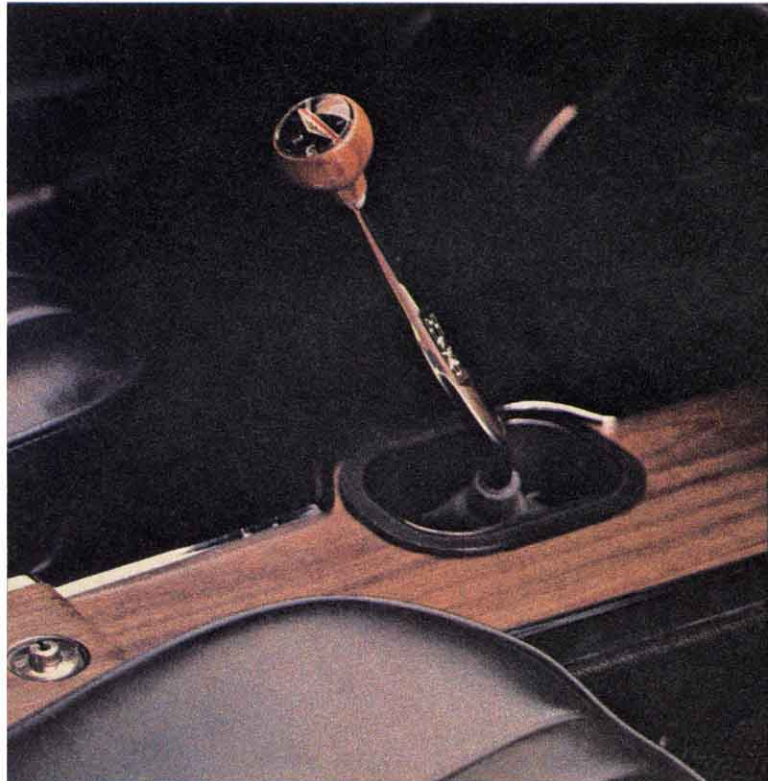
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Our hood-mounted tach option. You don't know what shifting is unless you have one. Dealer installed.

You can order the Rally cluster: special fuel gauge, battery light, speedo, tach, oil pressure and water temperature gauges. Energy absorbing steering wheel and column are standard safety features. The wheel is our extra-cost sports job that looks like wood.

The extra-cost 4-speed with Hurst shifter and extra-cost customized wood shift knob. An all-synchro heavy-duty 3-speed is available. Also extra cost.

A 400 cubic inch 335-hp 4-bbl is standard with chrome air cleaner and rocker covers. You can order a 255-hp 2-bbl only with Turbo Hydra-Matic. It runs on regular gas. Or you can order the 360-hp Quadra-Power 400 shown. New heads. New combustion chamber design. Bigger intake and exhaust valves. New valve location. Enlarged ports. New intake manifold with smoother, more efficient runners. New free-flow header type exhaust manifold. New Quadrajets 4-bbl carburetor. Our new Capacitor Discharge ignition system is available on all premium fuel engines (except cars with AM-FM radios). The higher the rpm, the hotter the spark. See page 22 for horsepower and torque figures.



The standard Hurst quadrant when you order a floor-mounted 3-speed Turbo Hydra-Matic with console. Use it normally in the left slot. Lock it in the right slot for manual stick-shift control.

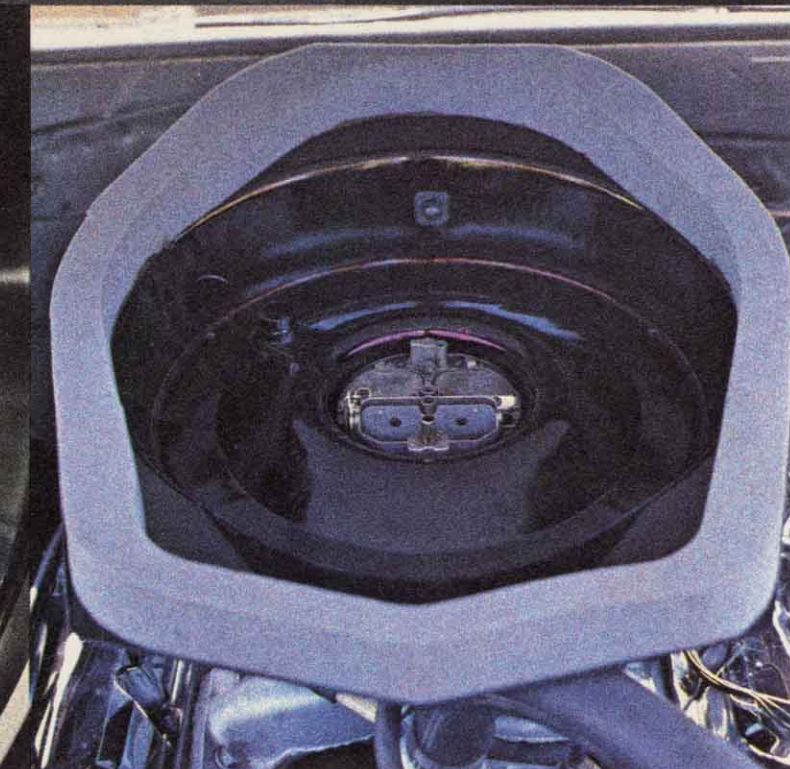
The notch-back front bench seat with center armrest at center right is yours at no extra cost. In black or parchment only.



The heavy-duty rear axle assembly. A must for any sports-type driving. Extra cost. Mandatory with 3.90 and 4.33 rear axles. You can order a limited slip differential and a slew of axle ratios. See page 22.



Front wheel disc brakes cost extra and include power. Any wheel cover or wheel option will work. Rally II is shown.



You can add the Ram Air induction hood scoop and new high output cam and valve springs to the Quadra-Power 400 for better top end breathing.

The Great Impostor

10 11

The Overhead Cam Six Sprint that goes around acting like an eight. And looks like a European sports machine. Low front end weight. Superb handling. High rpm. Strictly for sports car aficionados.

This is the Le Mans hardtop with Sprint option.

Sports striping on all coupes. (You can get a four-door without stripes.)

High compression OHC 6. Firm front shocks and springs. Heavy-duty stabilizer bar.

See specs for details. The red plastic fender liners are extra cost.



The Tempest Custom in Sprint trim.

All Tempests may be equipped with the Sprint option. Hood-mounted tach and wide-oval redline tires are extra cost, as are the Rally I wheels. All are highly desirable.

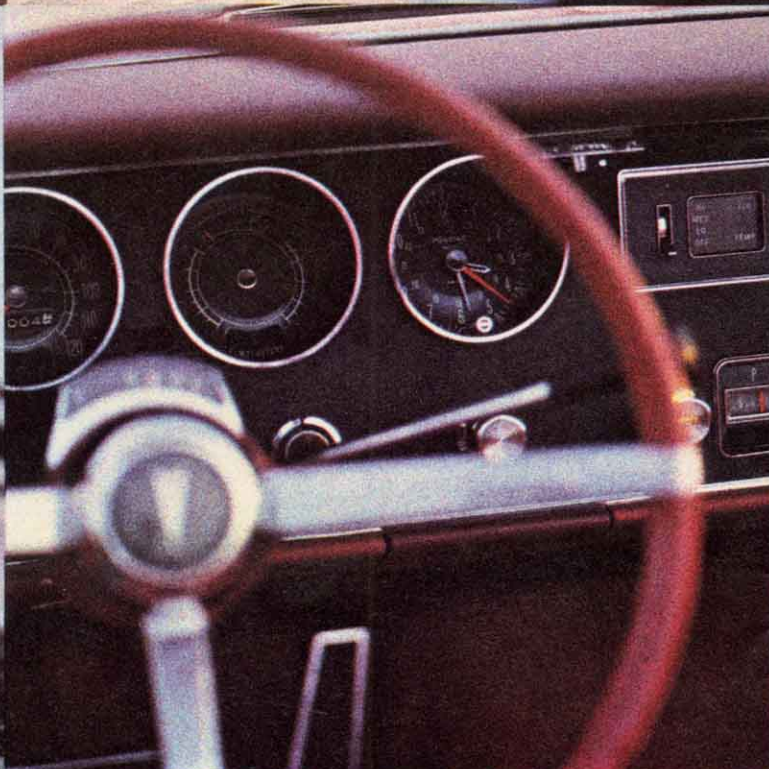
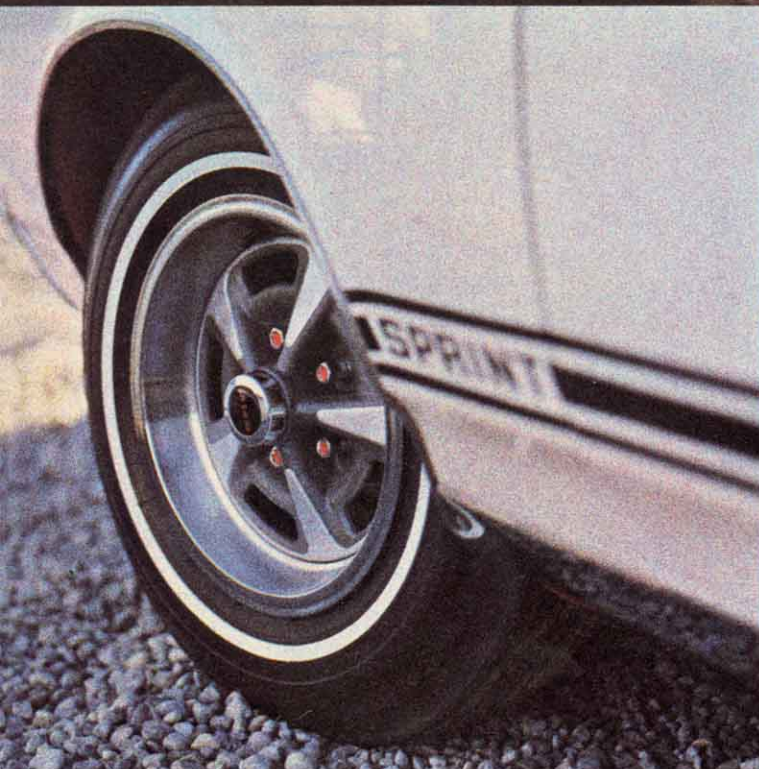
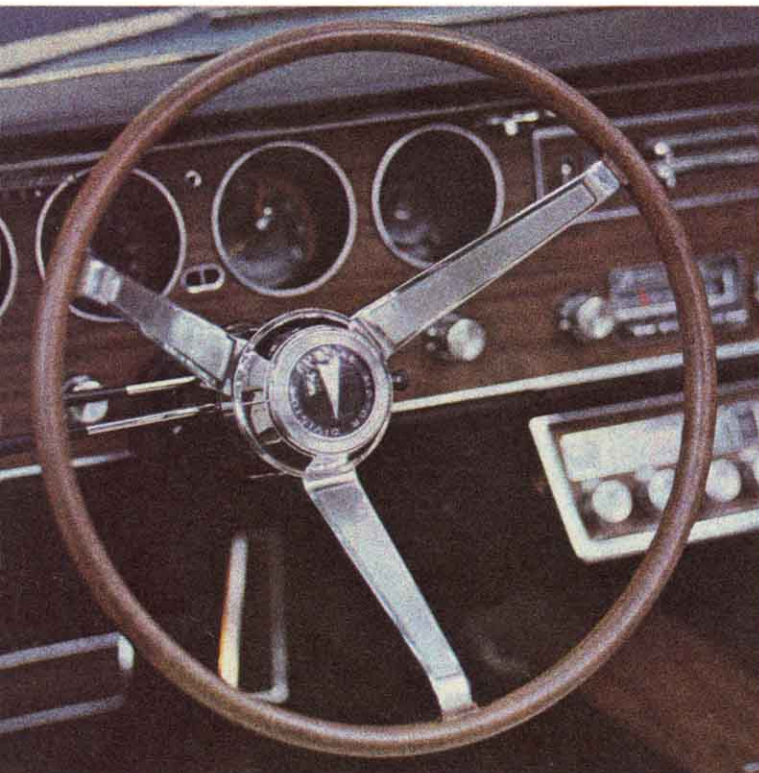


Sprint Features

14 15

The extra-cost rally cluster (fuel, battery light, speedo, tach, oil pressure and water temperature). The wheel is fake wood (only nicer) and extra cost.

The Le Mans interior. All Morrokide buckets or notch-back bench. Front seat safety latches are standard on all 2-doors. As are front seat belt retractors and seat belts for front and rear seats.

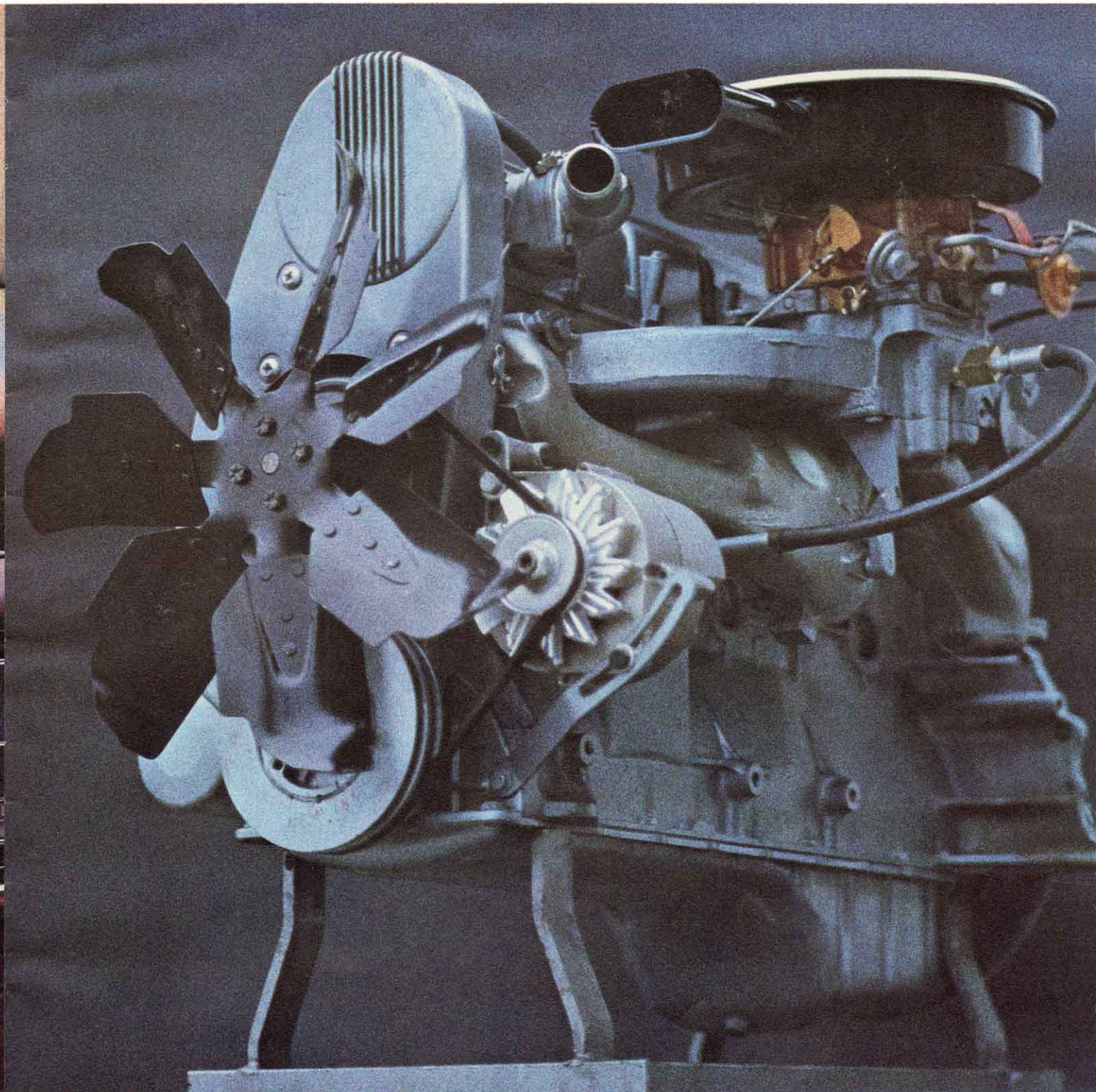


Rally II wheels cost only a fraction of what you'd expect them to. Stripes are standard on coupes.

At center right is what the instrument panel in a Tempest Custom looks like with extra-cost Rally clock.



Our eight-track stereo option. Shown is a 4-speed with Hurst shifter and console. Extra cost. An all-synchro 3-speed with Hurst shifter is standard.



The heart of the Great Impostor: a 215-hp Overhead Cam Six with a 4-bbl Quadrajete carburetor. The cam is belt driven for smoothness and quietness—and impervious to oil for long life. High-lift cam. High rpm harmonic balancer. Large valves. Heavy-duty valve springs, clutch assembly. (What else is there?)



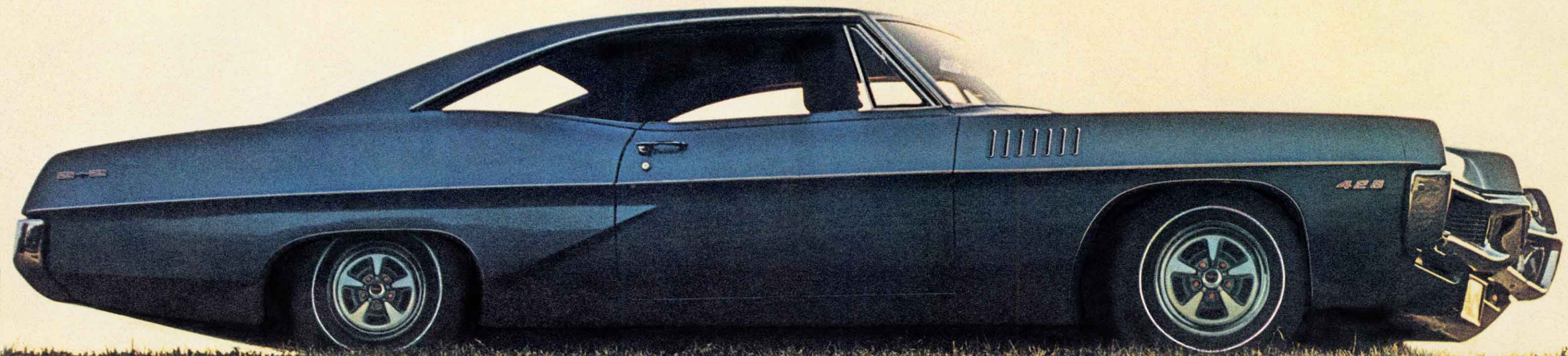
The Rally I steel wheel hiding a disc brake. (Take our word for it.) Both are extra cost.

Big Brother

16 17

*Pontiac 2+2 hardtop coupe. 428 cubic inches of powerplant
under a sleek new fastback that's going even while it's standing still.*

Everything you see is standard except the extra-cost Rally II wheels and whitewall tires.



The fantastic 2+2 convertible.

With fender skirts (extra-cost) and standard deluxe wheel discs.

Cornering lamps

in front of the front wheels are extra cost, too. So are the headrests and hood-mounted tach.



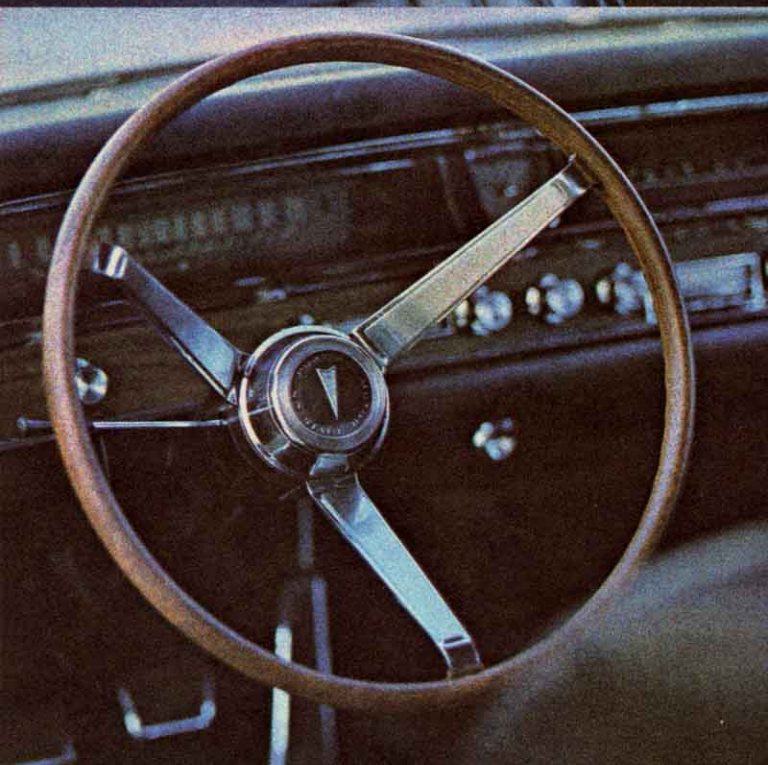
2+2 Features

20 21

An all-synchro 3-speed with Hurst shifter is standard. A 4-speed is extra cost but the Hurst shifter comes with it. Or you can order Turbo Hydra-Matic. Consoles are available with all.

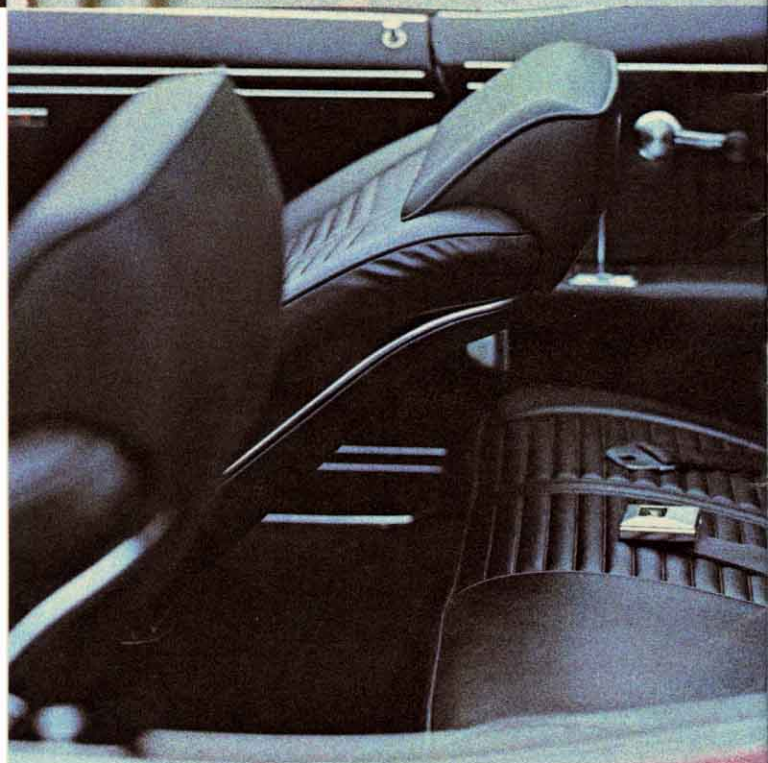
The extra-cost gauge cluster consists of four gauges to the left and right of the speedo (water temperature, oil pressure, fuel, ammeter).

A 360-hp 4-bbl 428 is standard on all 2+2s. Chromed air cleaner, rocker arm covers. The 376-hp Quadra-Power 428 is extra cost. Quadrajets 4-bbl. New heads. New combustion chamber design. Bigger intake and exhaust valves. New valve location. Enlarged ports. New intake manifold with smoother, more efficient runners. New free-flow header-type exhaust manifold. Our new Capacitor Discharge ignition system can be ordered on both engines—the higher the rpm, the hotter the spark.

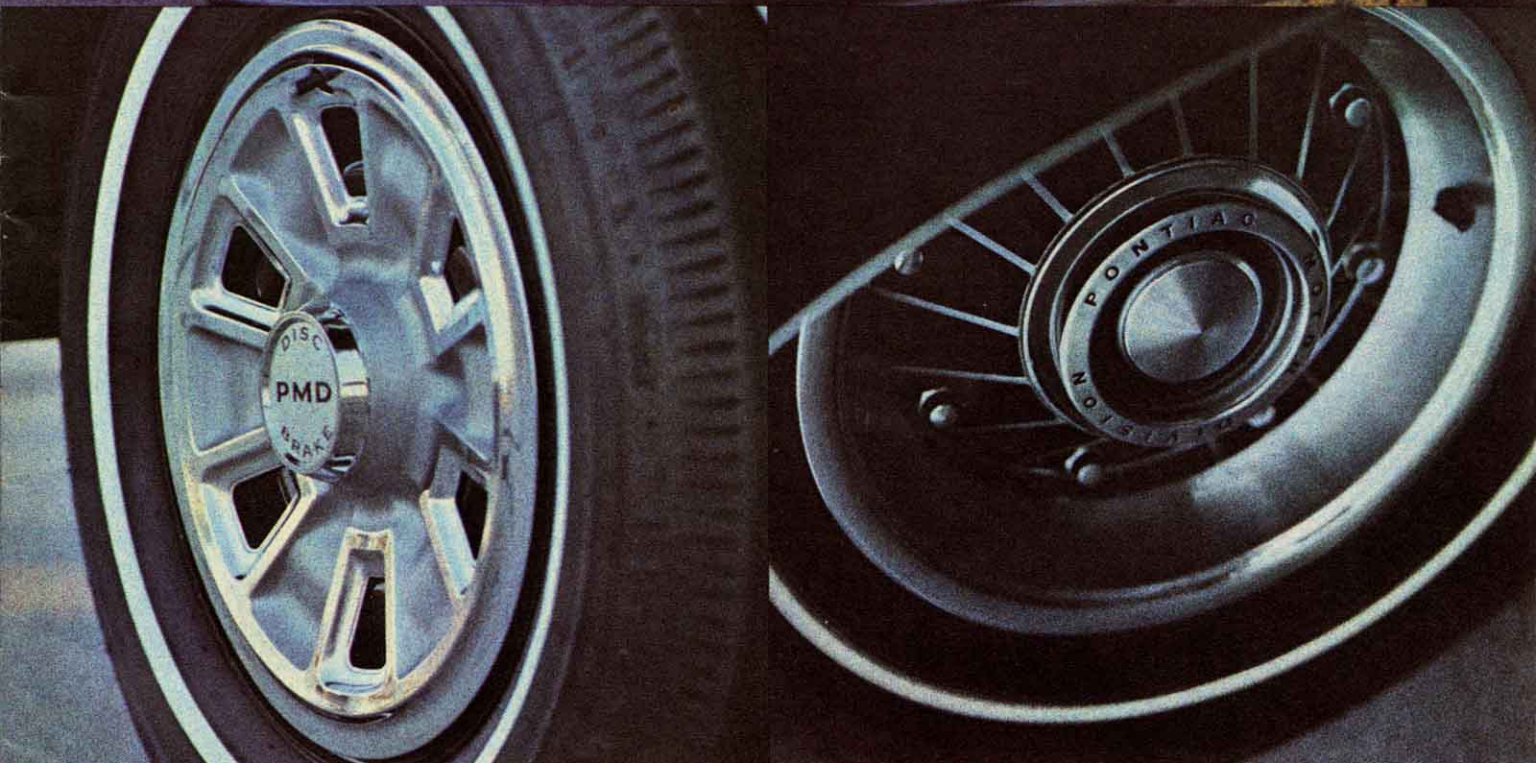
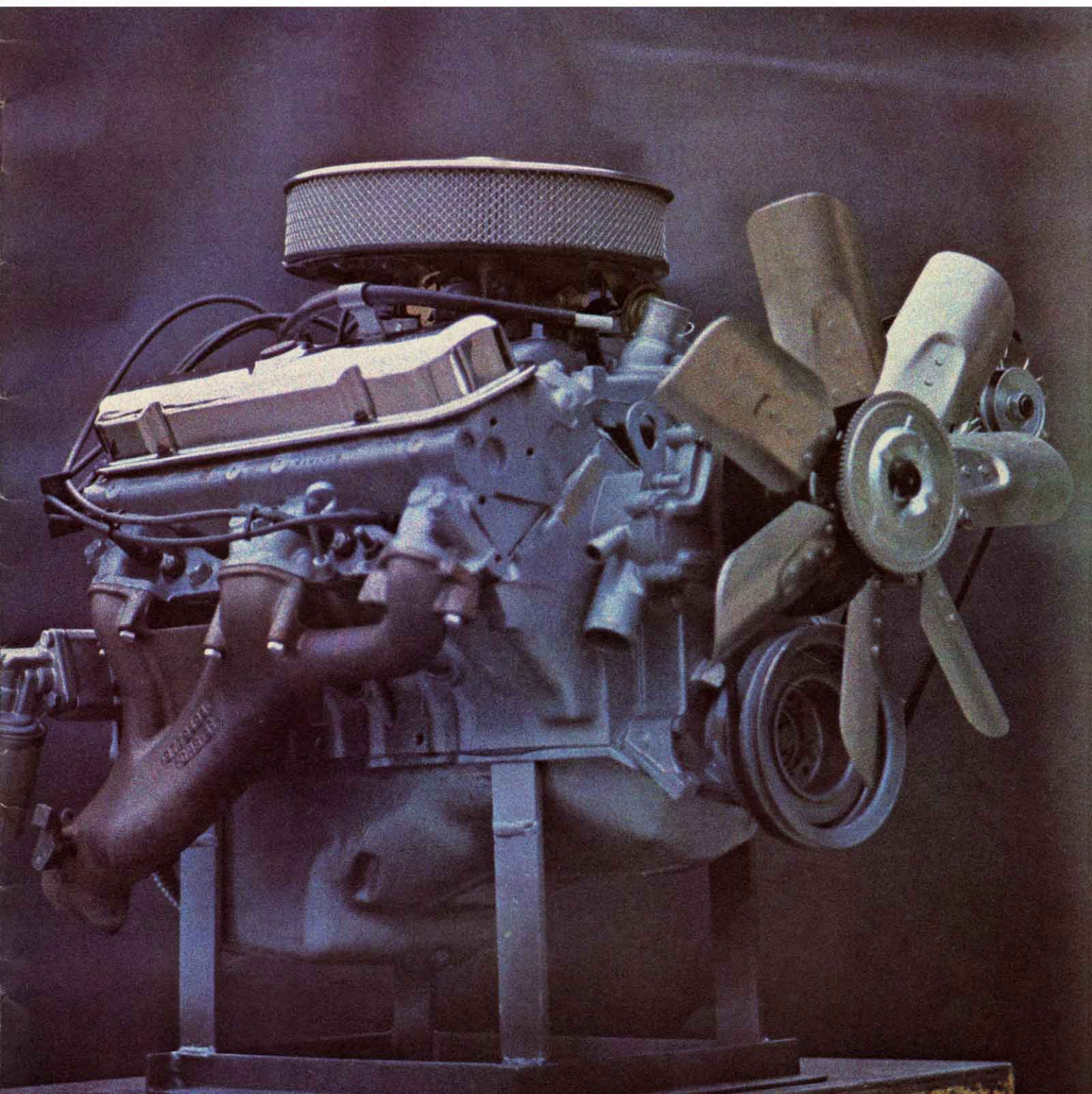


The simulated wood sports wheel is extra cost.

The hood-mounted tach option at center right. If you don't get one you'll never forgive yourself. Dealer installed.



The standard interior in black, red, blue or parchment. Buckets. Carpeting. Reclining seat and headrests are extra cost. Life can be beautiful.



You can order front wheel disc brakes on your 2+2. However, since they come with 15-inch wheels, you get this special wheel disc.

Our famous aluminum brake drum with integral hub. Extra cost. Good things go on forever.

GTO

Engines:

	Standard	Optional 2-bbl	Quadra- Power 400	Ram Air
Bhp @ rpm	335 @ 5000	255 @ 4400	360 @ 5100	360 @ 5400
Torque, lb.-ft.	441 @ 3400	397 @ 2400	438 @ 3600	438 @ 3800
Type	ohv V-8	ohv V-8	ohv V-8	ohv V-8
Bore and stroke	4.12 x 3.75	4.12 x 3.75	4.12 x 3.75	4.12 x 3.75
Displacement, cu. in.	400	400	400	400
Compression ratio	10.75:1	8.6:1	10.75:1	10.75:1
Minimum allowable combustion chamber volume, cc.	65.0	90.0	65.0	65.0
Carburetion	4-BBL	2-BBL	4-BBL	4-BBL
Camshaft duration, deg.—intake exhaust overlap	273 289 54	269 277 47	288 302 63	301 313 76
Camshaft Lift @ Zero Lash (intake exhaust)	.410 ± .011 .413 ± .011	.375 ± .011 .410 ± .011	.414 ± .011 .413 ± .011	.413 ± .011 .413 ± .011
Jetting, primary (w/stick) (w/auto)	.070 (rod) .039 .070	.060	.070 (rod) .039 .070	.070 (rod) .039 .070
secondary (w/stick) (w/auto)	(rod) .041 .1365 tapered rod "BE" .1365 tapered rod "BE"	.1365 tapered rod "BE"	(rod) .041 .1365 tapered rod "BE" .1365 tapered rod "BE"	(rod) .041 .1365 tapered rod "BE" .1365 tapered rod "BE"

Heavy-duty Moraine-400 main and rod bearings. Flat-top pistons with valve indents. High-performance hydraulic valve lifters and springs. Large diameter valves—2.11" intake, 1.77" exhaust (1.92" and 1.64" on 2-bbl). Dual exhausts, low-restriction mufflers. Seven-blade, 18" declutching fan. Low-restriction air cleaner on 335 and 360. Functional hood scoop option on Ram Air; high-output cam and springs.

Capacities: The gas tank holds 21.5 gallons. Oil capacity is 6 quarts, 7 with filter. Radiator holds 17.8 quarts.

Model	Engine	Shipping Weight, lbs.		
		Stick	Auto.	lbs./hp
Hardtop	255 bhp	N.A.	N.A.	3486
	335 bhp	3426	10.22	3486
	360 bhp & Ram Air	3426	9.51	3486
Coupe	255 bhp	N.A.	N.A.	3483
	335 bhp	3423	10.21	3483
	360 bhp & Ram Air	3423	9.50	3483
Convertible	255 bhp	N.A.	N.A.	3582
	335 bhp	3522	10.51	3582
	360 bhp & Ram Air	3522	9.78	3582

Transmissions: A 3-speed all-synchro manual transmission with column-mounted lever is standard. Ratios are 2.54:1, 1.50:1 and 1.00:1.

Or you can order a fully synchro heavy-duty 3-speed with Hurst floor shifter. Ratios are 2.42:1, 1.61:1, and 1.00:1.

Next come two versions of the fully synchronized, aluminum-case 4-speed with Hurst floor shifter. Wide ratio—2.52:1, 1.88:1, 1.46:1 and 1.00:1. Close ratio (available only with 3.90:1 and 4.33:1 axle ratio for special driving)—2.20:1, 1.64:1, 1.28:1 and 1.00:1.

Then there's our new heavy-duty 3-speed torque converter Turbo Hydra-Matic, its lever mounted on the steering column. No lag, no lurching, no surprise shifts. Ratios are 2.48:1, 1.48:1 and 1.00:1, with a total torque multiplication at the start of 5.70:1 (5.09:1 with 2-bbl). The governor is set for a maximum automatic upshift of 5000 rpm.

The console accommodates the shift lever for all floor-shift transmissions.

Axle Ratios:

Engine	Transmission	Standard axle ratio	Special order axle ratios			
255 bhp	automatic only	2.93*	2.56*	2.78†	3.23	
335 bhp	3- or 4-speed	3.55	3.08	3.23†	3.36*	3.90* 4.33*
	automatic	3.36*	2.93†	3.23*	3.55*	3.90* 4.33*
360 bhp	3- or 4-speed	3.55	3.08	3.23†	3.36*	3.90* 4.33*
	automatic	3.55		3.23†	3.36*	3.90* 4.33*
360 bhp Ram Air	4-speed only	4.33*		N.A.		
	automatic	4.33*		N.A.		

*Standard axle ratio with air conditioning
†Air conditioning not available

Special 4.11:1 axle ratio is available, dealer installed, but make sure you order the car with the heavy-duty 3-speed or close ratio 4-speed and 3.90:1 axle ratio. Certain special order combinations require extra-cost items such as a heavy-duty radiator, limited slip differential, special brakes and speedometer gear adapters. Be sure to see your dealer's detailed power train specifications for this information.

Total Final Drive Ratios:

Axle Ratios	Wide ratio 4-speed				Close ratio 4-speed				MPH
	1	2	3	4	1	2	3	4	
3.08	7.76	5.79	4.50	3.08	N.A.	N.A.	N.A.	N.A.	24.5
3.23	8.14	6.07	4.72	3.23	N.A.	N.A.	N.A.	N.A.	23.4
3.36	8.47	6.32	4.90	3.36	N.A.	N.A.	N.A.	N.A.	22.5
3.55	8.95	6.67	5.18	3.55	N.A.	N.A.	N.A.	N.A.	21.3
3.90	9.83	7.33	5.69	3.90	8.58	6.40	4.99	3.90	19.4
4.11	10.36	7.73	6.00	4.11	9.04	6.74	5.26	4.11	18.4
4.33	10.91	8.14	6.32	4.33	9.53	7.10	5.54	4.33	17.4

Steering: Recirculating ball bearing steering gear. Standard ratio is 24:1. Quick steering is 20:1. Power steering is 17.5:1.

Suspension: Heavy-duty coil springs have wheel rates of 89.5 and 110 pounds per inch, front and rear. Diameter of stabilizer bar is 0.938".

We'd suggest you try this already heavy-duty standard suspension before you make up your mind about the stiffer shock absorbers we have available.

Brakes: Diameter of finned drum is 9.5", with a swept area of 269.2 sq. in. Front disc brakes are optional at extra cost. Diameter: 11.1"; swept area: 323.6 sq. in.

Sprint

Engine:

Bhp @ rpm	215 @ 5200			
Torque, lb.-ft.	240 @ 3800			
Type	OHC 6			
Bore and stroke	3.88 x 3.25			
Displacement cu. in.	230			
Compression ratio	10.5:1			
Minimum allowable combustion chamber volume, cc.	47.7			
Carburetion	4-BBL Quadrajet			
Camshaft duration, deg.—intake exhaust overlap	244	244	26	
Camshaft Lift @ Zero Lash (intake exhaust)	.438 ± .011	.438 ± .011		
Jetting	Manual	Rod	Automatic	
primary	.071	.046	.071	.047
secondary	.1365	Tapered rod "AJ"	.1365	Tapered rod "AJ"

High-performance main and connecting rod bearings. Heavy-duty clutch. Heavy-duty valve springs. Valve diameters: 1.92 intake, 1.60 exhaust. Split exhaust manifold. Low-restriction exhaust system—2.25" diameter exhaust and tailpipe. Low-restriction chromed air cleaner.

Options: 4-speed all-synchro transmission. 2-speed automatic with torque converter. Safe-T-Track limited-slip differential. 20:1 fast ratio manual steering (stick shift only). 17.5:1 power steering. Rally wheels (two types), front wheel disc brakes. Tachometer, hood- or dash-mounted, oil pressure and water temperature gauges, ammeter. Heavy-duty radiator. Rally clock. Tonneau cover.

Capacities: The gas tank holds 21.5 gallons. Oil capacity is 5 quarts, 6 with filter. Radiator, 13.5 quarts.

Transmissions: Fully synchro 3-speed manual with Hurst floor shifter is standard. Ratios are 2.85:1, 1.68:1 and 1.00:1.

Or order the heavy-duty 4-speed with Hurst floor shifter. Ratios are 3.11:1, 2.20:1, 1.47:1 and 1.00:1.

Then there's our 2-speed torque converter automatic with its lever mounted on the steering column. Ratios are 1.76:1 and 1.00:1, with a total torque multiplication at the start of 4.93:1. The governor is set for a maximum upshift at 5500 rpm.

The console accommodates the shift lever for all floor-shift transmissions.

Axle Ratios:

Engine	Transmission	Standard axle ratio	Special order axle ratios
215 bhp	3- or 4-speed	3.55:1*	3.90:1*
	automatic	3.23:1†	3.55:1

*3.23:1 with air conditioning.
†2.56:1 Tempest 4-dr. sedan only.

Steering: Recirculating ball bearing steering gear. Standard manual ratio is 24:1. Quick steering ratio of 20:1 is optional. Power steering ratio is 17.5:1.

Suspension: Firm front shock absorbers. Diameter of stabilizer bar is .938". Extra-stiff springs and shock absorbers are available.

Brakes: Diameter of finned drums is 9.5" with a swept area of 269.2 sq. in. Front wheel disc brakes are optional at extra cost. Diameter: 11.1"; swept area: 323.6 sq. in.

2+2

Engines:

	Standard	Quadra- Power 428	
Bhp @ rpm	360 @ 4600	376 @ 5100	
Torque, lb.-ft.	472 @ 3200	462 @ 3400	
Type	ohv V-8	ohv V-8	
Bore and stroke	4.12 x 4.00	4.12 x 4.00	
Displacement, cu. in.	428	428	
Compression ratio	10.5:1	10.75:1	
Minimum allowable combustion chamber volume, cc.	65.0	65.0	
Carburetion	4-BBL	4-BBL	
Camshaft duration, deg.—intake exhaust overlap	(w/stick) 273 289 54	(w/auto) 273 282 55	288 302 63
Camshaft Lift @ Zero Lash (intake exhaust)	.410 ± .011 .413 ± .011	.410 ± .011 .414 ± .011	.414 ± .011 .413 ± .011
Jetting, primary (w/stick) (w/auto)	.070 (rod) .039 .070	.070 (rod) .039 .070	.070 (rod) .039 .070
secondary (w/stick) (w/auto)	(rod) .041 .1365 tapered rod "BE" .1365 tapered rod "BE"	(rod) .041 .1365 tapered rod "BE" .1365 tapered rod "BE"	(rod) .041 .1365 tapered rod "BE" .1365 tapered rod "BE"

Heavy-duty Moraine-400 main and rod bearings. Flat-top pistons with valve indents. High-performance hydraulic valve lifters and springs. Large diameter valves—2.11" intake, 1.77" exhaust. Dual exhausts, straight-through mufflers. Low-restriction air cleaners.

Capacities: The gas tank holds 26.5 gallons. Oil

capacity is 6 quarts, 7 with filter. Radiator, 17.2 quarts.

Model	Engine	Shipping Weight, lbs.		
		Stick	Auto.	lbs./hp
Coupe	360 bhp	3988	11.07	4011
	376 bhp	3988	10.60	4011
Convertible	360 bhp	4088	11.35	4111
	376 bhp	4088	10.87	4111

Transmissions: A 3-speed all-synchro transmission with Hurst floor shifter is standard. Ratios are 2.42:1, 1.61:1 and 1.00:1.

Next come two versions of the all-synchro 4-speed with Hurst floor shifter. Wide ratio—2.52:1, 1.88:1, 1.46:1 and 1.00:1. Close ratio (with 4.11:1 axle ratio only)—2.20:1, 1.64:1, 1.28:1 and 1.00:1.

Then there's our new heavy-duty 3-speed torque converter Turbo Hydra-Matic, its lever mounted on the steering column. No lag, no lurching, no surprise shifts. Ratios are 2.48:1, 1.48:1 and 1.00:1, with a total torque multiplication at the start of 5.09:1. The governor is set for a maximum automatic upshift of 5000 rpm.

The console accommodates the shift lever for all floor-shift transmissions.

Axle Ratios:

Engine	Transmission	Standard axle ratio	Special order axle ratios		
All	3- or 4-speed	3.42†	3.23†	3.55*	3.73*
	Automatic	3.42(a)	3.23*	3.55*	3.73*

†Standard axle ratio with or without air conditioning for all, except 376-bhp engine with air conditioning.
*Air conditioning not available.
**Close-ratio 4-speed available, on special order, with this axle ratio only.
†Standard on 376-bhp engine with air conditioning.
(a) 3.08:1 ratio with air conditioning.

Special axle ratios of 3.90:1 and 4.33:1 are also available, dealer installed. Certain special order combinations require extra-cost items such as a heavy-duty radiator, limited slip differential, special brakes and speedometer gear adapters. Be sure to see your dealer's detailed power train specifications for this information.

Steering: Recirculating ball bearing steering gear. Standard ratio is 24.0:1. Power steering is 17.5:1.

Total Final Drive Ratios:

Axle Ratios	Wide ratio 4-speed				Close ratio 4-speed				MPH
	1	2	3	4	1	2	3	4	
3.08	7.76	5.79	4.50	3.08	N.A.	N.A.	N.A.	N.A.	25.6
3.23	8.14	6.07	4.72	3.23	N.A.	N.A.	N.A.	N.A.	24.4
3.42	8.62	6.43	4.99	3.42	N.A.	N.A.	N.A.	N.A.	23.1
3.55	8.95	6.67	5.18	3.55	N.A.	N.A.	N.A.	N.A.	22.2
3.73	9.40	7.01	5.44	3.73	8.21	6.12	4.77	3.73	21.2
3.90	9.83	7.33	5.69	3.90	8.58	6.40	4.99	3.90	20.2
4.11	10.36	7.73	6.00	4.11	9.04	6.74	5.26	4.11	19.2
4.33	10.91	8.14	6.32	4.33	9.52	7.10	5.54	4.33	18.2

Suspension: Heavy-duty coil springs have wheel rates of 90 and 127 pounds per inch, front and rear. Diameter of stabilizer bar is 0.875".

Extra-stiff springs are available on special order.

Brakes: Diameter of finned drums is 11", with a swept area of 326.9 sq. in. The extra-cost aluminum wheel hub and drum assembly or front wheel disc brakes are recommended for extreme-duty service. Disc brake diameter: 11.8"; swept area: 360.0 sq. in. Available only with 15" wheels.

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