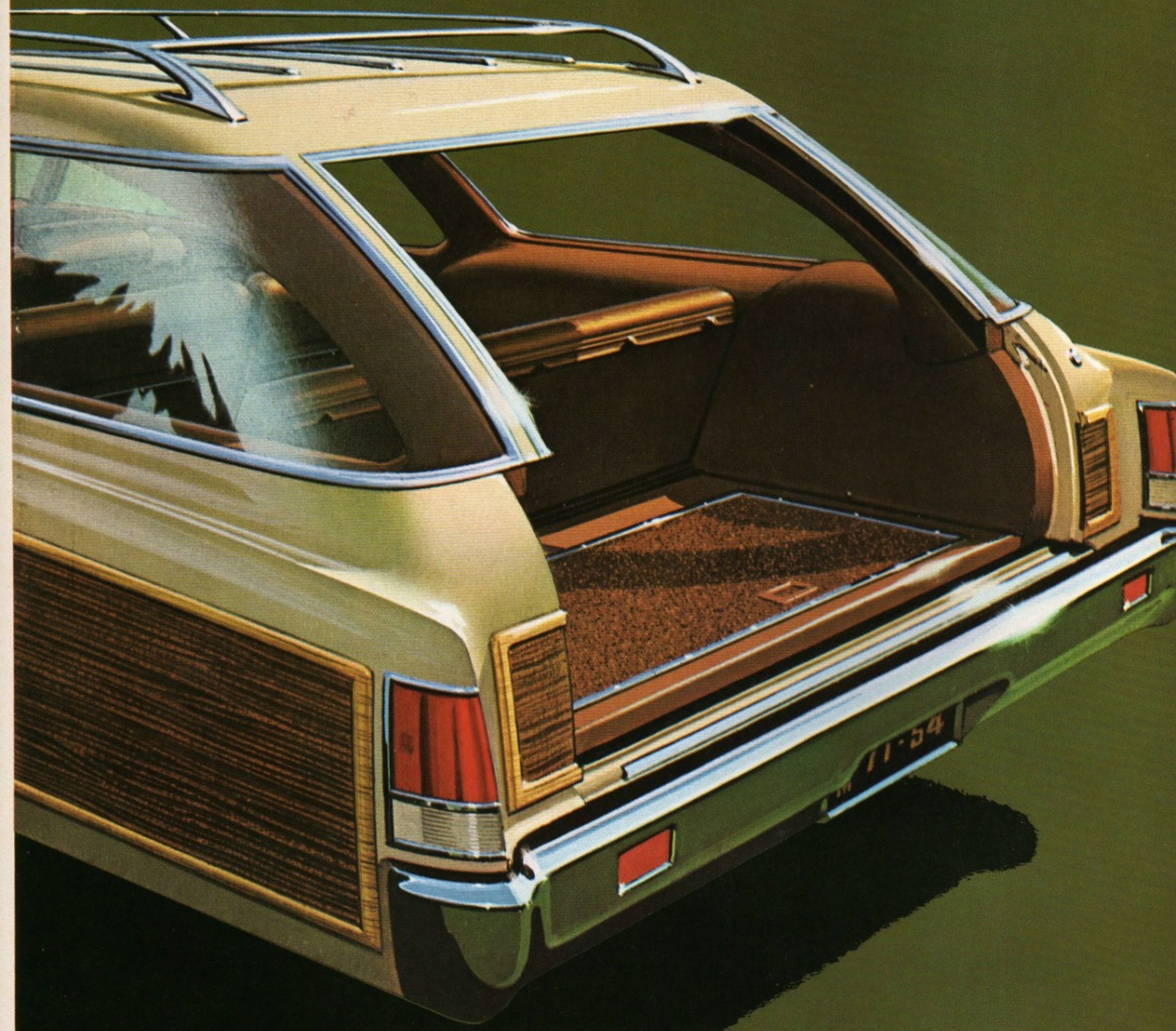




Pure
Pontiac!

'71 Station Wagons



Traditionally, station wagons are utility vehicles.
Take Load Z from Point A to Point B.
Efficiently.

And if you can look good doing it,
that's nice too.

So much for tradition. Pontiac regards
every feature on every wagon
as fair game.

And the whole idea is to make it better.
Make it more efficient.

Make it sleeker.

Make it perform. Make it worth more
to you as a wagon customer.

The results of this philosophy are more
evident this year than ever.

New styling. New power. And innovations
that include a disappearing tailgate,
translucent wood grain side paneling,
a forward-facing 3rd seat.

Obviously, we take our wagons very seriously.

As seriously as every other Pontiac we build.

Because to us, a wagon must be

Pure Pontiac!

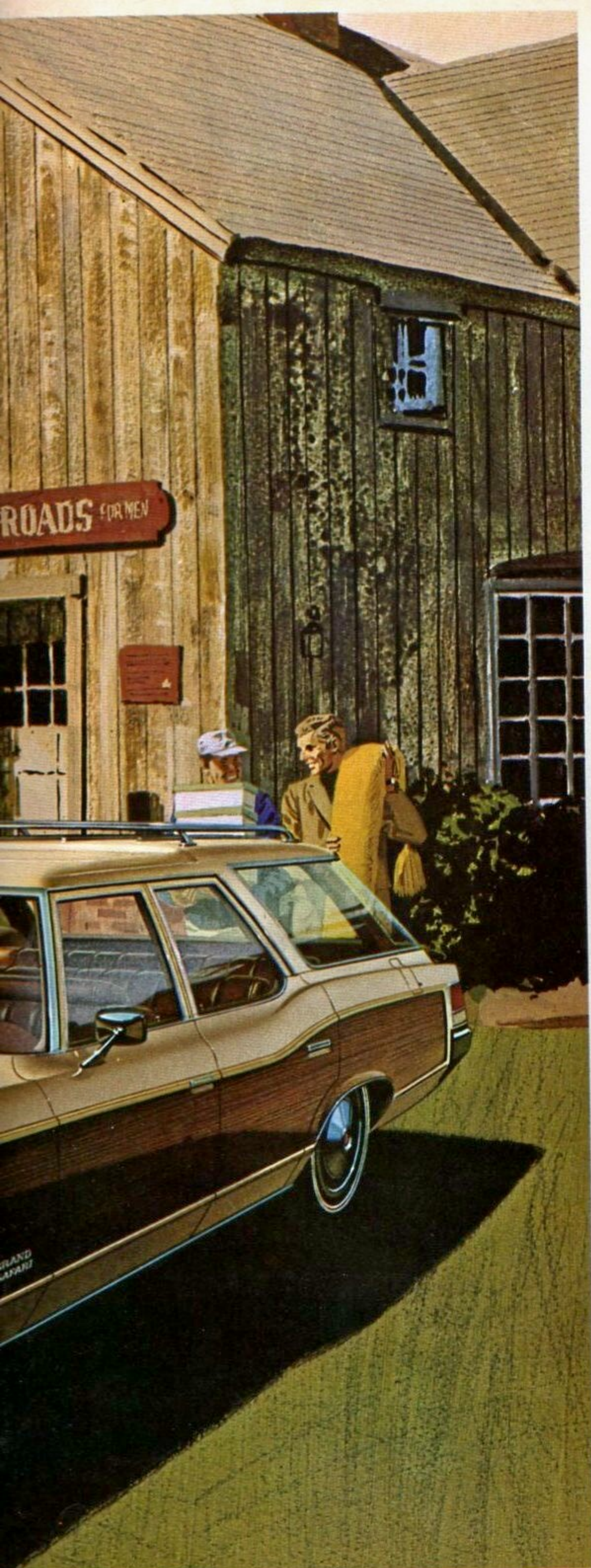
Or no Pontiac at all.



GIFTS

A SWP

455
GRAND SAFARI



Grand Safari

A new name for Pontiac. And the car deserves it. No station wagon ever demonstrated the Pontiac spirit of luxury and innovation better than the '71 Grand Safari.

Grand Safari comes in two models. 2-seat. And 3-seat. The only significant difference being... you guessed it... the 3rd seat.

Which brings us to some newness. The 3rd seat. It faces front. And it's comfortable. Even for adults on the plus side of 6 feet.

Like all seats in the Grand Safari, the 3rd is upholstered in Morrokide. (Very rich stuff that looks like leather but, in fact, stays nicer longer.) You get into it by pulling forward a section of the 2nd seat. Instead of going through the tailgate.

That's almost sad. Because Grand Safari has such an exciting tailgate this year. Another innovation.

It disappears. The power-operated window slides up into the roof. The gate slides down under the floor. Either manually, or with a power control you can order.

No swinging doors. No falling gates. Just a wide-open space leading to 102.3 cubic feet of wide-open, carpeted cargo hold.

That tailgate also helped us design one of the most aerodynamic rear ends ever to grace a wagon. The rounded shape causes the natural flow of air over the roof to help keep the window clean. Without an added wind deflector.

While we're out back on the Grand Safari, there's an important new rear suspension you should know about. As part of our new chassis design, we've installed leaf springs for tail-end stability.

Since wagons are often heavy in the rear—bushels of topsoil and the like—greater lateral strength is required. Leaf springs help provide that strength and impart superb handling.



Grand Safari



Typically, our chassis engineers were more than a little enthusiastic when they worked on handling this year. Which is why Grand Safari has power steering. A 1-1/8-inch stabilizer bar in the front. Power brakes with front discs and 12-inch drums in the rear. And, of course, Pontiac's Wide-Track stance.

By now, you've surely noticed the wood-like paneling shown on the '71 Grand Safari. It's an industry first. Another Pontiac development you can order. It takes on a tinge of whatever body color you select. For example, the paneling on a green car looks like limed oak. On a gold car, like honey maple.

In addition, the panel on the tailgate is reflectorized. Looking a little as if someone turned on the neon when a car approaches from the rear at night.

There are a lot of other good things that make Grand Safari grand. A 455-cubic-inch V-8 that runs very effectively on low-lead fuel. A pull-down, front-seat armrest. Bright metal seat-end protectors. A hidden stowage compartment under the load floor, 2.9 cubic feet in both the 2-seater and 3-seater.

But then Pontiac never calls a car grand unless it is. And the '71 Grand Safari is Pure Pontiac!

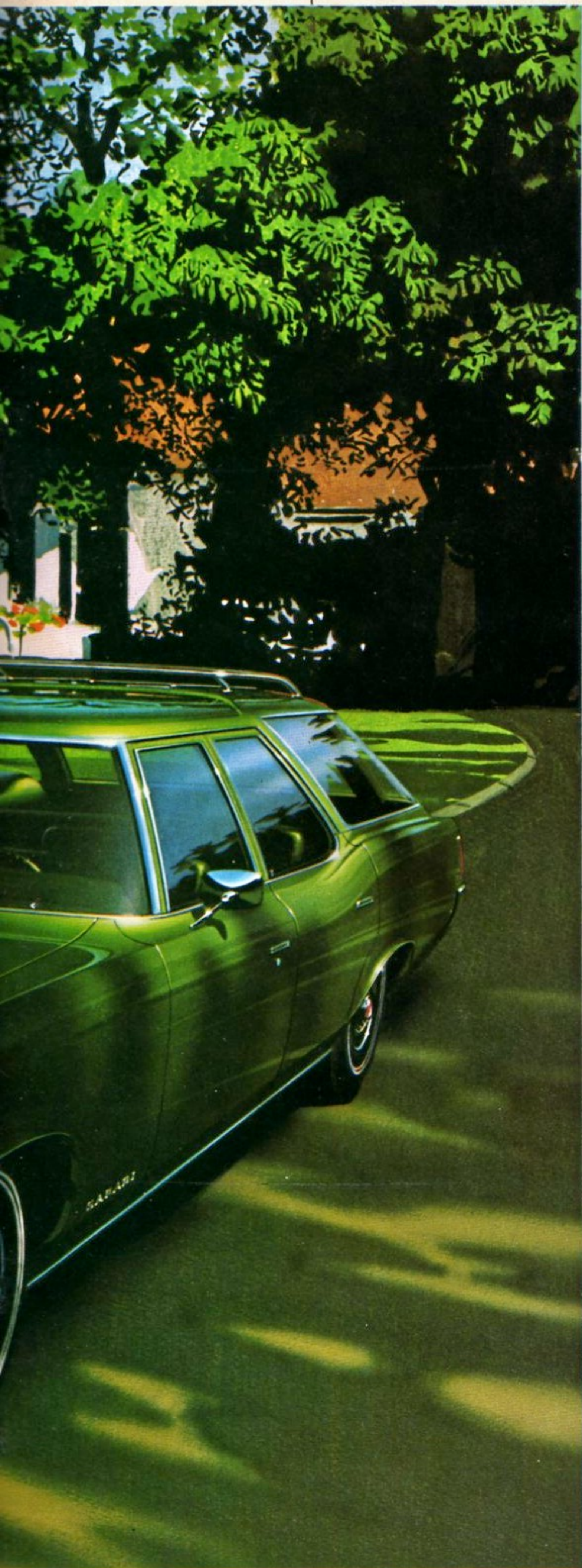
Dimensions	
Cargo volume (cu. ft.)	102.3
Underfloor compartment 2-seat (cu. ft.)	2.9
Underfloor compartment 3-seat (cu. ft.)	2.9
Length (inches)	
Top of front seatback to closed tailgate	92.3
Top of second seatback to closed tailgate	55.6
Front seat at floor to closed tailgate	100.5
Front seat at floor to end of open tailgate	106.5
Second seat at floor to end of closed tailgate	64.8
Second seat at floor to end of open tailgate	70.4
Width (inches)	
Maximum width of cargo space at floor	64.2
Minimum distance between wheelhouses at floor	48.8
Rear-end opening width at floor	50.2
Rear-end opening width at belt	43.5
Height (inches)	
Maximum height	30.2
Maximum height at rear opening (tailgate open)	28.5
Platform height of load floor (curb weight)	22.3

Standard Engine	Available Transmissions	Standard Axle Ratios	Available Axle Ratios
V-8, 455-cu.-in. 2-bbl. 280 hp. gross* 190 hp. net Compression ratio: 8.2:1	3-speed (heavy-duty)	3.23:1	2.56:1
	Turbo Hydra-matic	2.73:1	3.23:1
Available Engine			
V-8, 455-cu.-in. 4-bbl. 325 hp. gross* 230 hp. net Compression ratio: 8.2:1	Turbo Hydra-matic	3.08:1	2.56:1 (1) 3.23:1

(1) Not available with air conditioning

*Gross horsepower figures represent maximum output of the bare engine *without* fan, air cleaner or exhaust system *before* engine is installed. Net figures are derived from engine *after* installation in the car.





Safari

Another new station wagon for Pontiac. The 1971 Safari. It's the lowest priced full-sized wagon we make.

That fact could cause Pontiac some trouble. People are going to find it hard to believe.

You see, most of the Pontiac innovations on the Grand Safari have found their way into the Safari.

The disappearing tailgate (technically, Glide-Away Tailgate) is the same. The window is power-operated. The gate is manual unless you order it power-operated.

That tailgate opens on a cavernous 102.3 cubic feet of load area.

And because of it, the rear-end aerodynamics are every bit as effective at forcing wind to help keep the back window clean.

Safari has the new leaf-spring rear suspension for outstanding stability and handling. And the power brakes have discs up front, 12-inch drums in the rear.

You can order the same wood-looking paneling. And it picks up color from the body in the same way.

Finally, the 1971 Safari comes in 2- and 3-seat models. And the 3rd seat in the 3-seater faces front.

All this is starting to sound like the Safari's as grand as the Grand Safari. Not quite. But we do believe in giving you a whole lot of car for your money in the Safari. That's part of the Pure Pontiac! philosophy.

So is a more-than-adequate power train. The Safari standard incorporates a 350-cubic-inch V-8, heavy-duty 3-speed transmission and L78—15 bias-belted tires. Of course, Turbo Hydra-matic transmission is available. As are two 400-cubic-inch and two 455-cubic-inch V-8's.

A particularly significant point on engines this year. For 1971, all Pontiac engines are designed to operate efficiently on the new no-lead or low-lead gasolines. In addition to the lower exhaust emissions attainable with this engine/fuel combination, another benefit is longer life for



Safari



your spark plugs, exhaust system and other engine components. If these no-lead, low-lead gasolines are not available, any leaded regular-grade gasoline with a research octane number of 91 or higher may be used.

So the Safari is an efficient performer. It's also a looker. The upholstery, for example, is a new type of grained vinyl. It looks and feels very much like supple pigskin. Except it requires less maintenance.

The carpeting is a cushy nylon-blend. Wall-to-wall. Except in the cargo area, where a tough vinyl is used.

The instrument panel is padded. And features wood grain vinyl accents. The deluxe steering wheel just plain feels good in your hands.

If you're a trailer fan, there are special rear axle ratios you can order. A trailer harness. Heavy-duty radiator and such.

And that's only a beginning. Other options range from a lock for the hidden stowage compartment to an AM/FM stereo radio.

Order as you see fit. That way our '71 Safari never ceases to fulfill its intended purpose. To provide you with style, comfort and practicality at a price that makes sense. One of the most outstanding wagon values going.

Dimensions		Dimensions	
Cargo volume (cu. ft.)	102.3	Width (inches)	
Underfloor compartment 2-seat (cu. ft.)	2.9	Maximum width of cargo space at floor	64.2
Underfloor compartment 3-seat (cu. ft.)	2.9	Minimum distance between wheelhouses at floor	48.8
Length (inches)		Rear-end opening width at floor	50.2
Top of front seatback to closed tailgate	92.3	Rear-end opening width at belt	43.5
Top of second seatback to closed tailgate	55.6	Height (inches)	
Front seat at floor to closed tailgate	100.5	Maximum height	30.2
Front seat at floor to end of open tailgate	106.5	Maximum height at rear opening (tailgate open)	28.5
Second seat at floor to end of closed tailgate	64.8	Platform height of load floor (curb weight)	22.3
Second seat at floor to end of open tailgate	70.4		

Standard Engine	Available Transmissions	Standard Axle Ratios	Available Axle Ratios
V-8, 350-cu.-in. 2-bbl. 250 hp. gross* 165 hp. net Compression ratio: 8.0:1	3-speed	3.23:1	3.08:1 3.55:1 (2)
	Automatic	2.78:1	3.08:1
	Turbo Hydra-matic	3.56:1, 2.78:1 (1)	

Available Engines			
V-8, 400-cu.-in. 2-bbl. 265 hp. gross* 185 hp. net Compression ratio: 8.2:1	Turbo Hydra-matic	2.73:1	3.08:1 3.23:1
V-8, 400-cu.-in. 4-bbl. 300 hp. gross* 200 hp. net Compression ratio: 8.2:1	Turbo Hydra-matic	3.08:1	2.56:1 3.23:1 (1) 3.42:1 (1)
V-8, 455-cu.-in. 2-bbl. 280 hp. gross* 190 hp. net Compression ratio: 8.2:1	Turbo Hydra-matic	2.73:1	2.56:1 3.08:1 3.23:1
V-8, 455-cu.-in. 4-bbl. 325 hp. gross* 230 hp. net Compression ratio: 8.2:1	Turbo Hydra-matic	3.08:1	2.56:1 (1)

(1) Not available with air conditioning

*Gross horsepower figures represent maximum output of the bare engine *without* fan, air cleaner or exhaust system *before* engine is installed. Net figures are derived from engine *after* installation in the car.





LeMans

Most people don't think of agility when they think of a station wagon. We do. We see no reason why a wagon can't be flexible enough to have room for an antique commode or two, and still be agile.

That's the premise on which we based the new '71 LeMans wagon.

The wheelbase is a maneuverable 116 inches. The hauling capacity is 83.6 cubic feet. In both the 2-seat model and the new 3-seat model.

Uncommonly practical. As is most everything about the LeMans wagons.

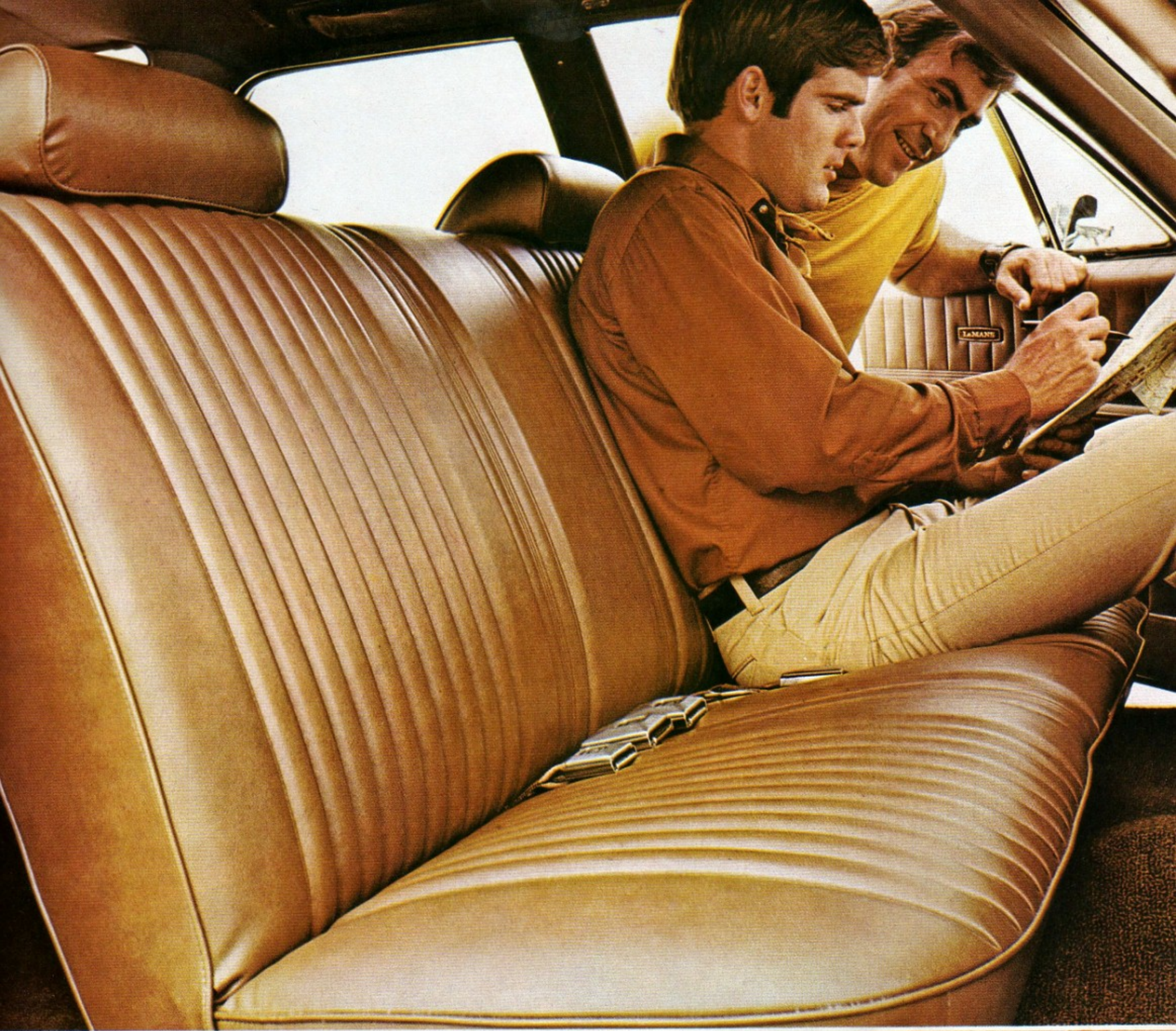
The brakes are power. With front discs. The standard engine is a 250-cubic-inch six that delivers plenty of power. Yet you'll save money every time you pull into a gas station.

Should you decide you need more response, for whatever reason, it's there. Available engines range from a 350-cubic-inch V-8 all the way up to a 455 V-8. And don't forget that every one runs efficiently on the new no-lead or low-lead gasolines.

Before we leave practicality in favor of sheer beauty, the standard 2-way tailgate deserves some discussion. Admittedly it's not as dramatic as the disappearing gate on our big wagons. But it does a very nice job of swinging down or out for whatever you may be loading.

If the load happens to be people, there's a convenient step in the bumper to make their entrances and exits more graceful.

Now for the sheer beauty we mentioned. Quite simply, we think the LeMans lines are handsome. Crisp. Clean. Especially with the wood grain vinyl paneling you can order. As with the full-sized wagons, this paneling picks up some color from the body. So no matter which finish you select, the wood look always blends.



LeMans



When you order paneling, the section on the rear end reflects light from cars following at night. Nobody should miss seeing you, even if you're parked with your lights off.

Behind the wheel of a LeMans wagon you definitely get the feeling you're in one of our sports models. The seats are upholstered in all-Morrokide. The floor is carpeted. (Except for the load area—that's covered with tough vinyl.) And the instrument panel is padded and accented with wood grain vinyl.

Of course, all LeMans wagons come with a full complement of the quality features Pontiac puts in every car. A steel beam in each door for added security. Concealed windshield wipers. A radio antenna buried in the windshield. Dual master cylinder brake system, etc., etc. There's a full listing on the back cover.

About the only thing left is the selection of available equipment you might want to order for a LeMans wagon. It's long. And it includes items such as a chrome luggage carrier for the roof. Instant-Aire pump for filling tires, air mattresses and the like. Trailer-towing equipment. Resilient Endura moldings to protect the sides. And a full lineup of radios and tape equipment.

That's flexibility. It's the way Pontiac builds wagons. And the LeMans wagons are, after all, Pure Pontiac!

Dimensions		Dimensions	
Cargo volume (cu. ft.)	83.6	Width (inches)	
Underfloor compartment 2-seat (cu. ft.)	10.0	Maximum width of cargo space at floor	59.5
Underfloor compartment 3-seat (cu. ft.)	5.6	Minimum distance between wheelhouses at floor	44.5
Length (inches)		Rear-end opening width at floor	50.0
Top of front seatback to closed tailgate	79.9	Rear-end opening width at belt	49.6
Top of second seatback to closed tailgate	46.8	Height (inches)	
Front seat at floor to closed tailgate	90.9	Maximum height	31.5
Front seat at floor to end of open tailgate	117.1	Maximum height at rear opening (tailgate open)	28.6
Second seat at floor to end of closed tailgate	59.1	Platform height of load floor (curb weight)	22.0
Second seat at floor to end of open tailgate	85.0		

Standard Engine	Available Transmissions	Standard Axle Ratios	Available Axle Ratios
L-6, 250-cu.-in. 1-bbl. 145 hp. gross* 110 hp. net Compression ratio: 8.5:1	3-speed (standard)	3.23:1	
	Automatic	3.08:1 (3)	3.23:1 (3)
	Turbo Hydra-matic	3.08:1 3.23:1 (1)	2.78:1 (3) 3.23:1 (3)
Available Engines V-8, 350-cu.-in. 2-bbl. 250 hp. gross* 165 hp. net Compression ratio: 8.0:1	3-speed	3.23:1	3.08:1 3.55:1 (2)
	Automatic	2.78:1	3.08:1
	Turbo Hydra-matic	3.56:1, 2.78:1 (1)	
V-8, 400-cu.-in. 2-bbl. 265 hp. gross* 180 hp. net Compression ratio: 8.2:1	Turbo Hydra-matic	2.78:1	3.08:1
V-8, 400-cu.-in. 4-bbl. 300 hp. gross* 200 hp. net Compression ratio: 8.2:1	Turbo Hydra-matic	3.23:1	3.08:1 (3) 3.55:1 (3)
V-8, 455-cu.-in. 4-bbl. 325 hp. gross* 230 hp. net Compression ratio: 8.2:1	Turbo Hydra-matic	3.31:1 3.07:1 (1)	

(1) Standard with air conditioning (2) Special order (3) Not available with air conditioning

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1971 Equipment for Each Model

GRAND SAFARI

2-Seat Station Wagon, 3-Seat Station Wagon

Engine—Transmission—Chassis—Tires

2-bbl., 455-cu.-in. V-8 • 3-speed manual column-shift transmission • Variable-ratio power steering • Power brakes with front discs, rear drums • L78—15 black sidewall tires

Interior

Integral molded-foam front-seat cushion and solid foam back • Fold-down front-seat center armrest • Expanded Morrokide trim • Nylon-blend loop-pile carpet (also on load-floor area) • Forward-facing 3rd seat in 3-seat wagon • Split back 2nd seat in 3-seat wagon • Ashtray lamp • Center-flow ventilation • Instrument panel courtesy lamp • Glove box lamp • Pedal trim plates • Electric clock • Custom cushion steering wheel

Exterior

Side-window reveal molding • Right-hand outside mirror • Power tailgate window • Disappearing tailgate • Wheel opening moldings • Deluxe wheel covers • Bright roof drips • Body-colored inserts in outside door handles • Dual-speed parallel-action concealed windshield wipers • Bright rocker panel moldings • Hood rear-edge moldings

SAFARI

2-Seat Station Wagon, 3-Seat Station Wagon

Engine—Transmission—Chassis—Tires

2-bbl., 350-cu.-in. V-8 • 3-speed manual column-shift transmission • L78—15 black sidewall tires • Power brakes with front discs, rear drums

Interior

Integral molded-foam front-seat cushion and solid foam back • Expanded Morrokide trim • Nylon-blend loop-pile carpet • Forward-facing 3rd seat in 3-seat wagon • Split-back 2nd seat in 3-seat wagon • Wood grain appearance instrument panel • Center-flow ventilation • Glove box lamp • Vinyl covering over cargo area • Deluxe steering wheel

Exterior

Dual-speed parallel-action concealed

windshield wipers • Bright rocker panel moldings • Hood rear-edge moldings • Standard hubcaps • Right-hand outside mirror • Power tailgate window • Disappearing tailgate

LE MANS

2-Seat Station Wagon, 3-Seat Station Wagon

Engine—Transmission—Chassis—Tires

1-bbl., 250-cu.-in. six • 3-speed manual column-shift transmission • H78—14 black sidewall tires • Power brakes with front discs

Interior

Bench seats in all-Morrokide • Nylon-blend loop-pile carpet • Safety rear armrests with integral ashtrays • Wood grain appearance instrument panel • Deluxe steering wheel

Exterior

Concealed windshield wipers • Side-window reveal moldings • Front vent windows • Rocker panel moldings • Hood rear-edge moldings • 2-way tailgate • LeMans identification

STANDARD FEATURES

—ALL 1971 MODELS

Occupant Protection

Contoured windshield header • Energy absorbing padded instrument panel and front and intermediate seat-back tops • Energy absorbing steering column • Folding seat-back latches • Fuel-tank impact security • Glove box and console door latch impact security • High-strength front-seat anchorages and construction • High-strength rear-seat retention • Yielding windshield pillar moldings • Passenger-guard door locks with forward-mounted lock buttons • Padded sun visors • Safety armrests • Safety door latches and hinges • Safety steering wheel • Lap belts with pushbutton buckles (driver and right-front passenger) • Shoulder belt anchorages for rear-seat outboard occupants • Flush-mounted interior door handles, coat hooks, dome lamp and safety door handles • Thick laminate windshield • Two front-seat head restraints • Two front-seat belt retractors • Side-guard beam

Accident Prevention

Backup lights • Dual master cylinder brake system with warning light • Safety hood latch • Four-way hazard warning flasher • Headlamp-aiming access provision • Lane-change feature in directional signal control • Outside rearview mirror • Low-glare instrument panel top, inside windshield moldings • Wiper arms and blades and metallic steering wheel surfaces • No winged wheel nuts, discs or caps • Parking lamps that illuminate with headlamps • Safety wheel rims • Self-adjusting brakes and corrosion-resistant brake lines • Front side marker lights that flash with directional signals • Side marker lights with reflectors • Stamped steel door hinges (at least one per door) • Uniform shift quadrant with automatic transmission • Wide-view inside day/night mirror (vinyl-edged shatter-resistant glass) • Windshield defrosters, washers and dual-speed wipers

Anti-Theft

Anti-theft ignition key warning buzzer • Anti-theft steering column lock • Multiple key combinations • Tamper-resistant odometer with telltale feature • Visible vehicle identification

Shown on the cars in this catalog are some of the many options and accessories offered by Pontiac. They're available at extra cost, and well worth it in driving comfort and convenience. Pontiac Motor Division of General Motors Corporation reserves the right to make changes at any time, without notice, in colors, equipment, specifications, prices and models—and also 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.

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