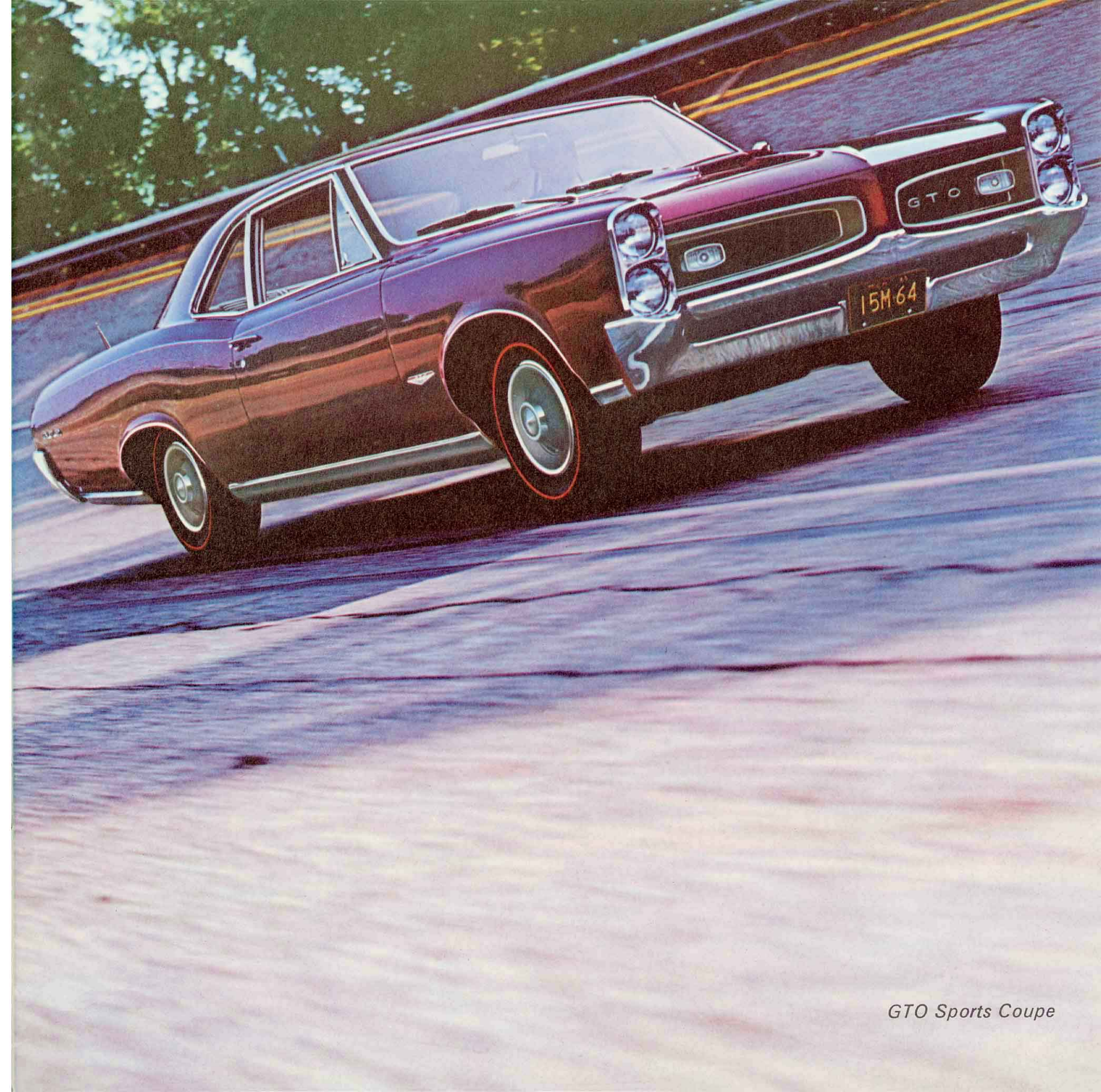




## The tiger scores again!

There is only one GTO. Never forget that. There are a lot of pretenders around. There always are in the wake of a winner. But it takes more than a big bore V-8 on a little chassis to make a GTO. The genius of the GTO is that it's the world's greatest compromise. In its proletarian version, it's a very manageable machine to drive. With its 4-barrel, standard cam, and firm but civilized suspension, your grandmother can even pick up her sauerkraut juice with it. But if you want to start grubbing around in the parts bin, you can turn your GTO into the famous GeeTO Tiger in nothing flat. The parts bin is down a few pages. Go get 'em, tiger.

Some of our extra cost options and accessories are shown on cars in this catalog. For a more complete list, see the options and accessories pages.



*GTO Sports Coupe*





*GTO Convertible*



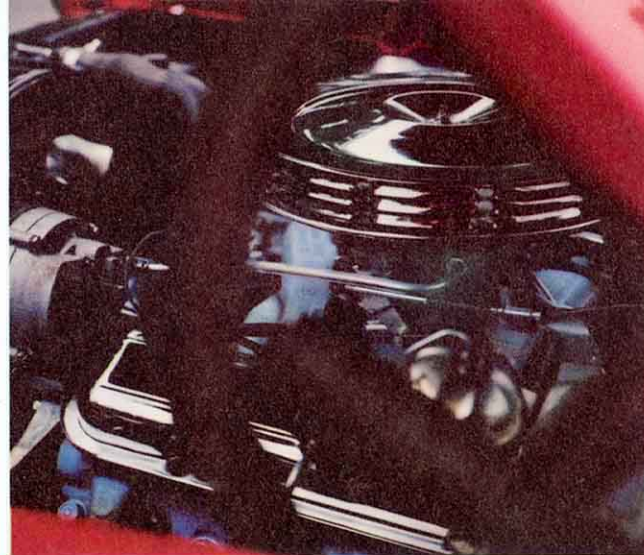


*GTO Hardtop Coupe*

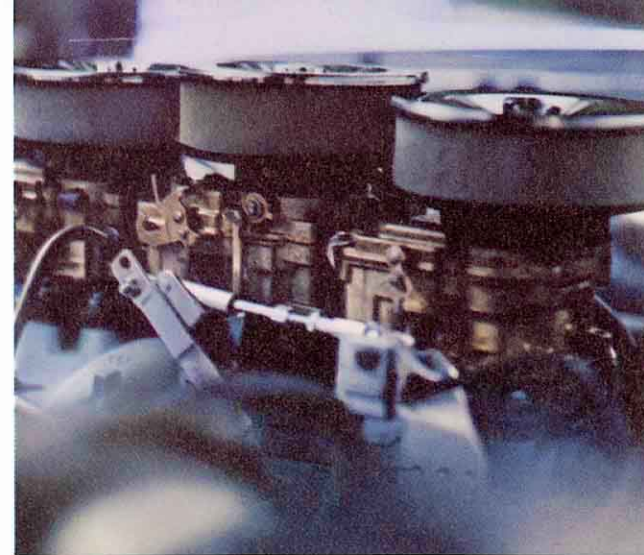




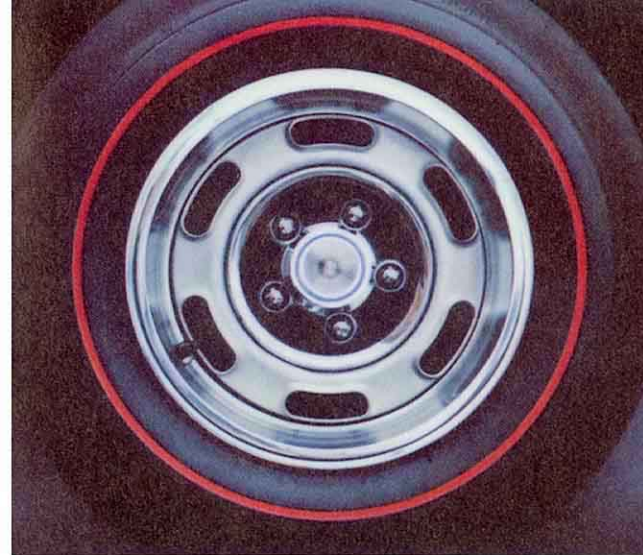
The posh standard interior. Blue, turquoise, bronze, red, black, or parchment.



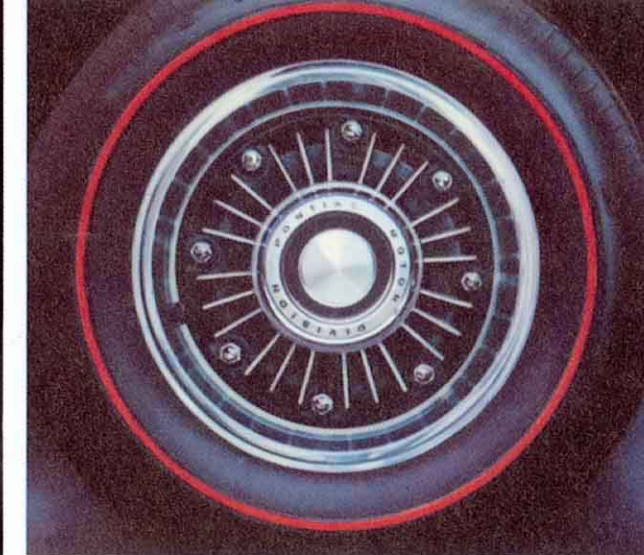
Standard engine: 335-hp 4-barrel 389. Chromed air cleaner, rocker covers.



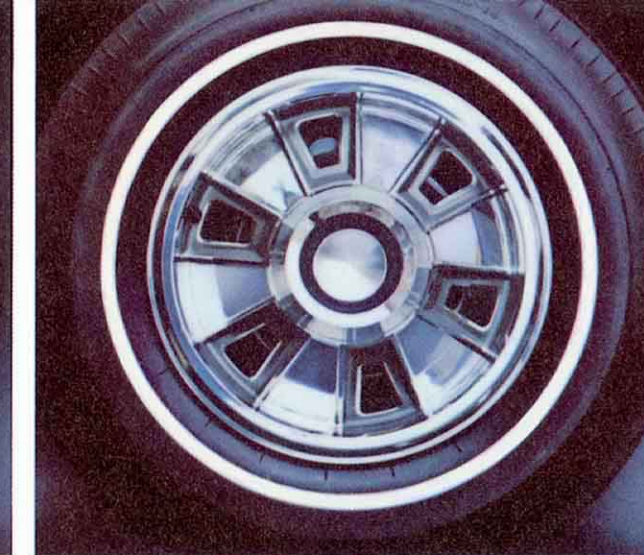
Our famous 360-hp Tri-Power. Mechanical throttle linkage with stick. Extra cost.



Rally wheels with cooling slots. Extra cost, but you also get red brake drums.



Cast-iron brake drum with integral hub.\* Extra cost. Red-line nylon tires standard.



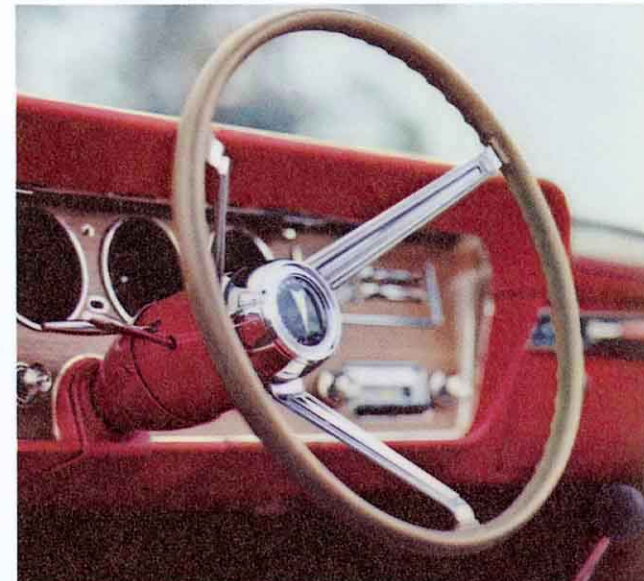
Custom wheel disc. Extra cost. Special brake cooling slots are functional.



Heavy-duty all-synchro 3-speed with Hurst floor shifter. Extra cost.



All-synchro 4-speed with Hurst shifter. Extra cost. So is the special shift knob.



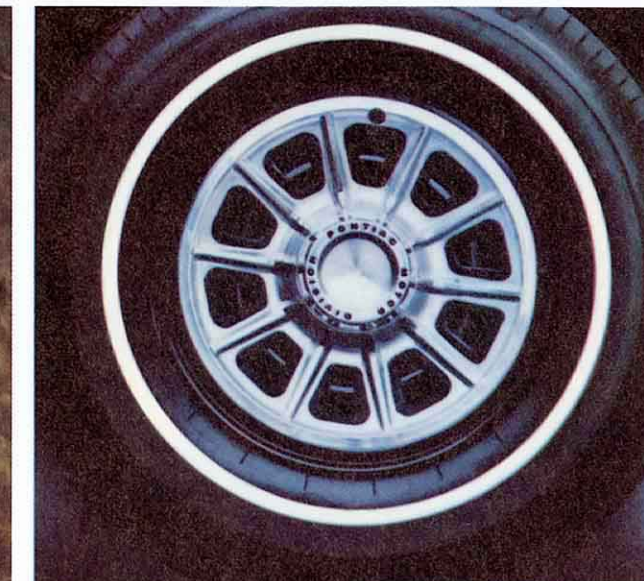
The custom sports wheel. Only a hungry termite will know it's not wood. Extra cost.



Extra cost plastic wheelhouse inserts\* never discolor or fade. They're washable.



Heavy-duty shocks, springs, stabilizer bar standard. Stiffer shocks are extra cost.



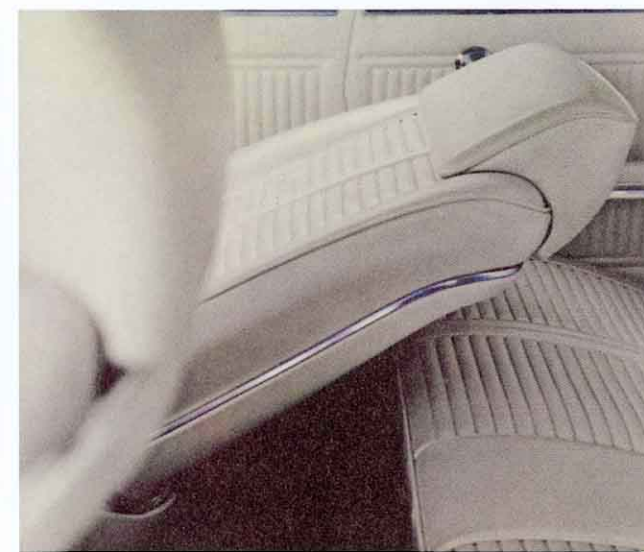
Deluxe wheel disc. Extra cost. Rayon cord whitewalls are optional at no extra cost.



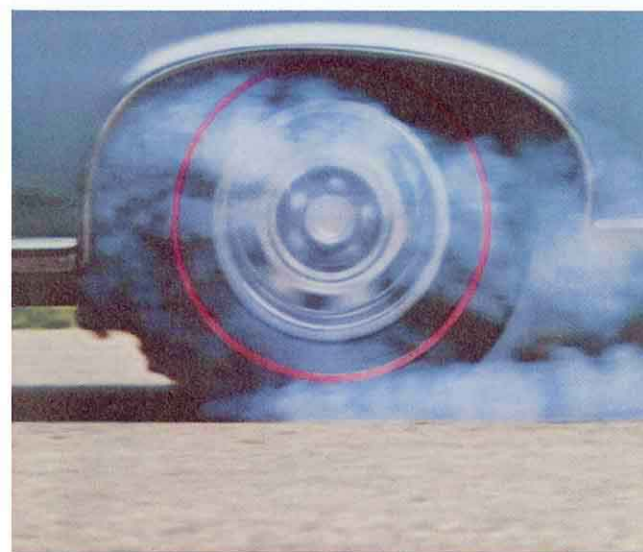
What the 2-speed automatic looks like with console. Both extra cost.



Full instrumentation. Fuel, ammeter, tach, water temp, oil pressure. Extra cost.



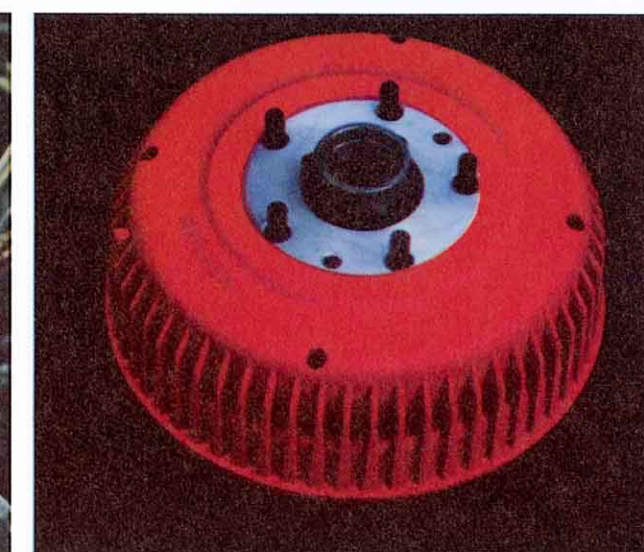
Reclining passenger seat. Headrests. Extra cost. But worth it on long hauls.



Safe-T-Track limited-slip differential. A must for maximum traction. Extra cost.



Delco transistorized ignition. It's the next best thing to a magneto. Extra cost.



Finned aluminum brake drum for front wheels, seen from inside. Extra cost.

\*Not available at start of production—See dealer for availability.



This is our big one. The 2+2. Two tons of exquisite engineering with a 421-cubic inch engine that emits torque in seemingly endless quantities. We make it for people who like to put some weight behind their muscle. It's got a long wheelbase, buckets, carpeting. If you're a sucker for a boulevard cruiser with something special up front, this is your car. Or you can turn it into a lean and hungry driving machine by marking the right squares on the order blank. It's up to you. That's what this catalog is all about. So wipe the perspiration off your palms and proceed.

Some of our extra cost options and accessories are shown on cars in this catalog. For a more complete list, see the options and accessories pages.

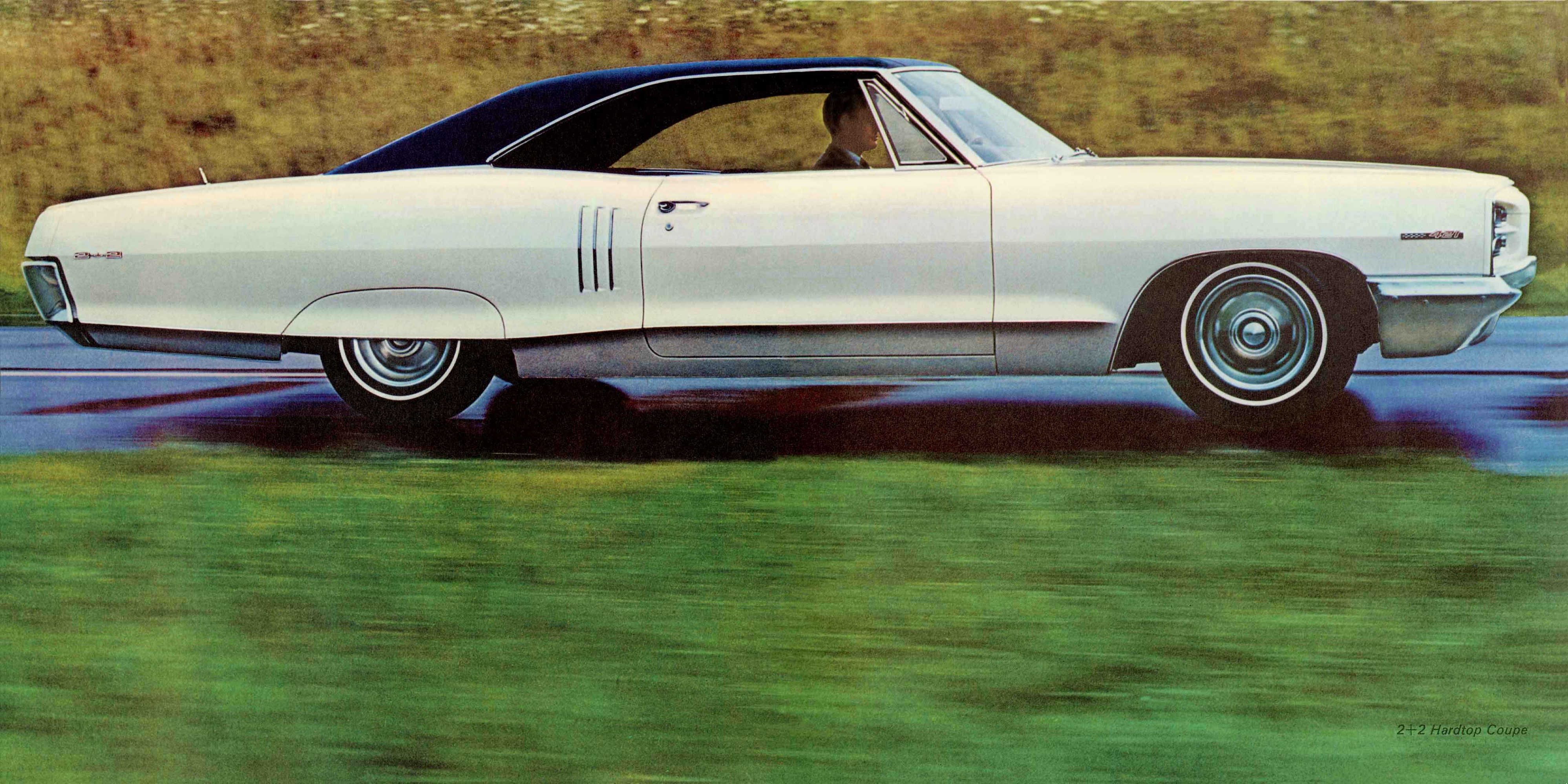






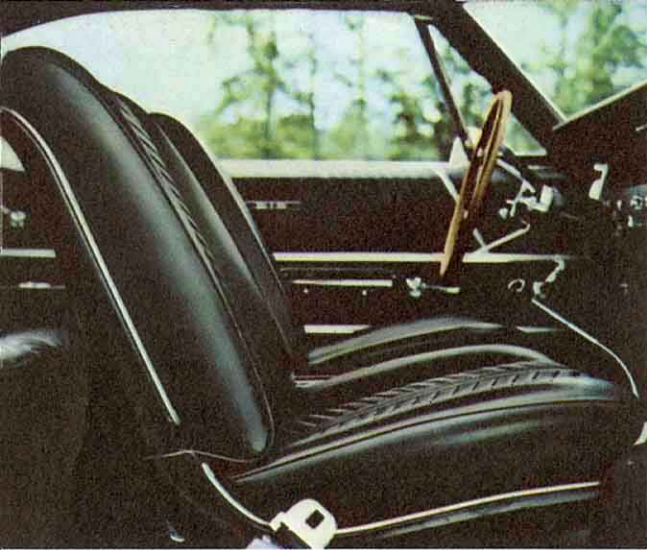
2+2 Convertible



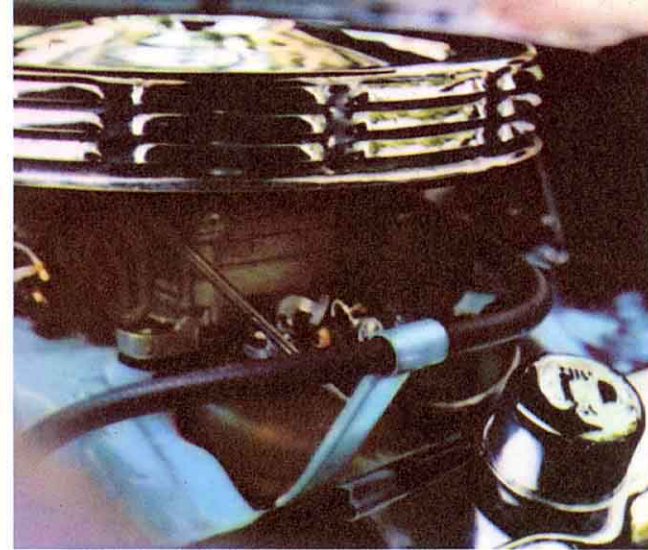


*2+2 Hardtop Coupe*

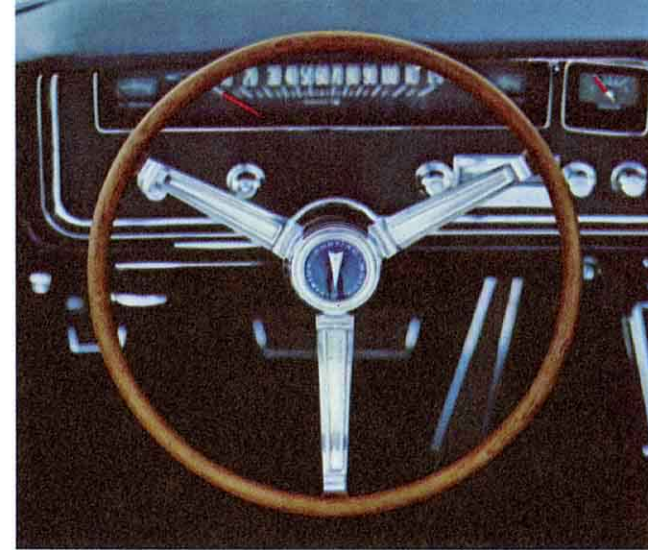




Our very lush standard interior. It's available in black, red, blue, or parchment.



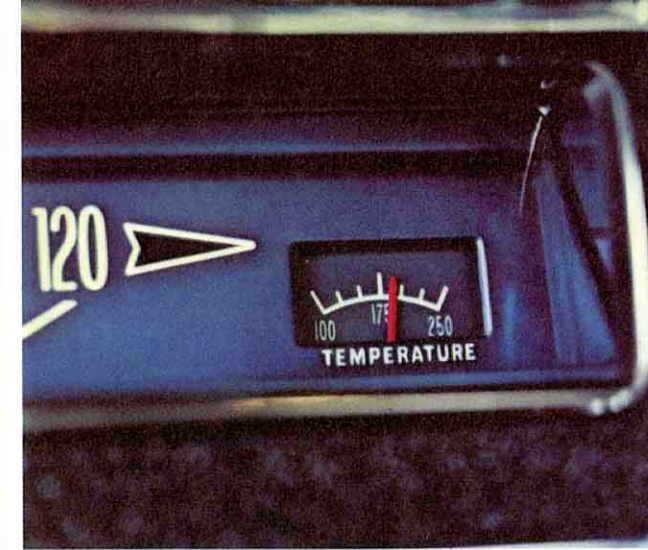
Standard 338-hp 421 with 4-BBL. Chromed air cleaner, rocker covers, and oil cap.



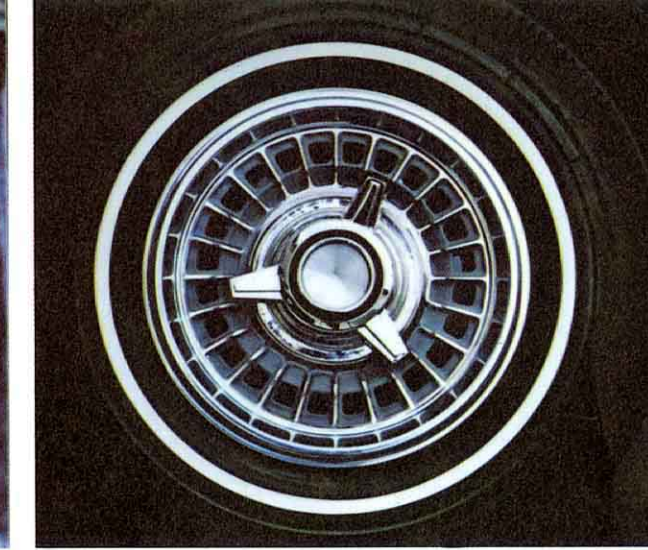
The custom sports steering wheel. It's not real wood, but who cares? Extra cost.



This tach fits in upper left-hand corner of the instrument panel. Extra cost.



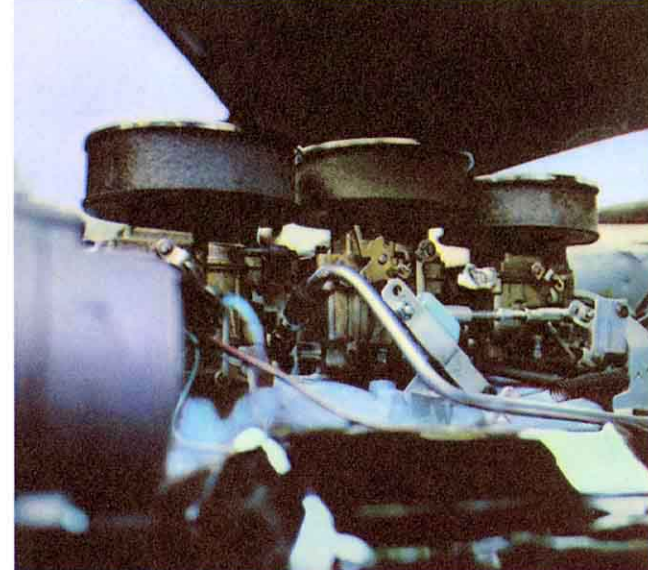
Instrumentation includes an oil pressure gauge at other end of speedometer. Extra cost.



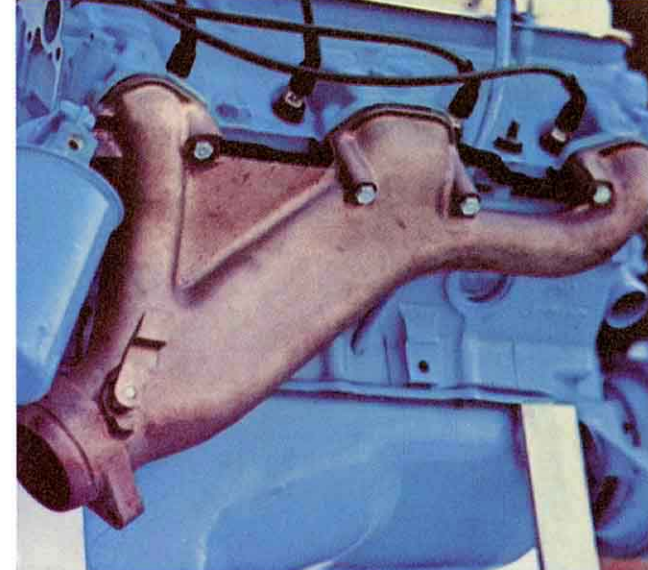
Extra cost custom wheel discs with spinners. But, oh, what they do to your 2+2!



Standard heavy-duty 3-speed with Hurst shifter as seen by an eager photographer.



421 Tri-Power. 356 or 376 hp. Extra cost. Mechanical throttle linkage on stick shifts.



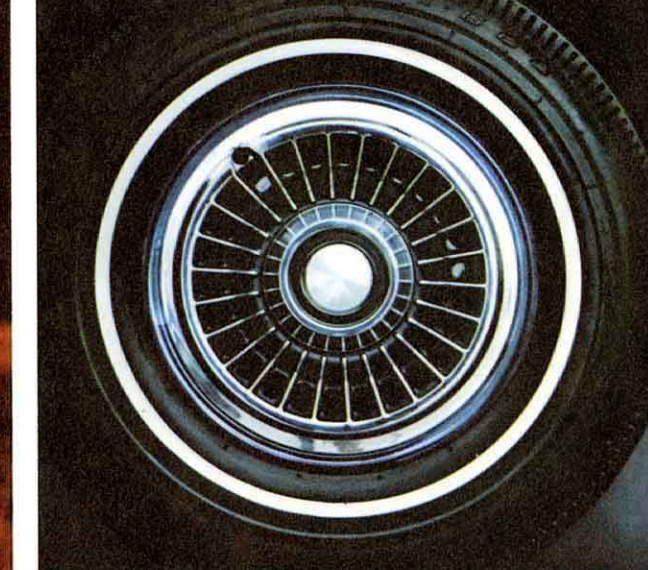
High output exhaust manifold of the 376-hp HO. Who needs tube headers?



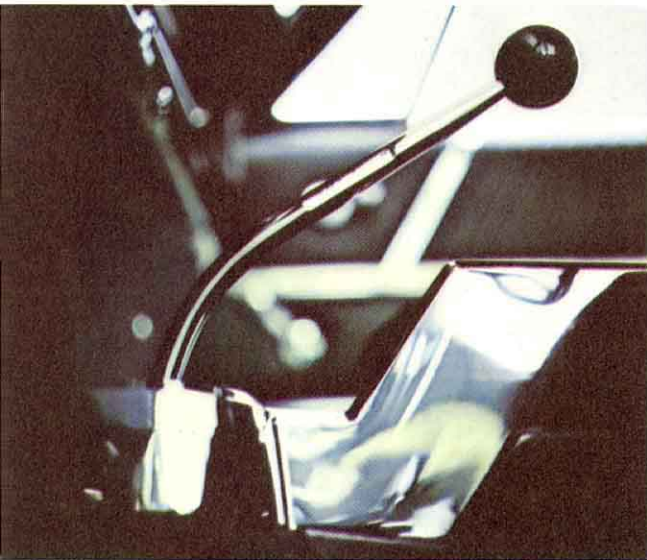
Put the torque where you want it with Safe-T-Track limited slip. Extra cost.



Heavy-duty suspension standard. Even stiffer springs and shocks available.



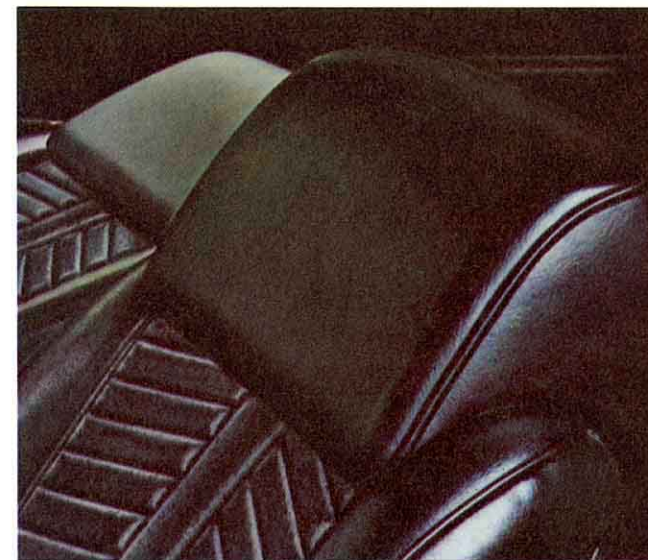
The standard wheel cover. 8.25 x 14 tires are standard. Whitewalls are extra cost.



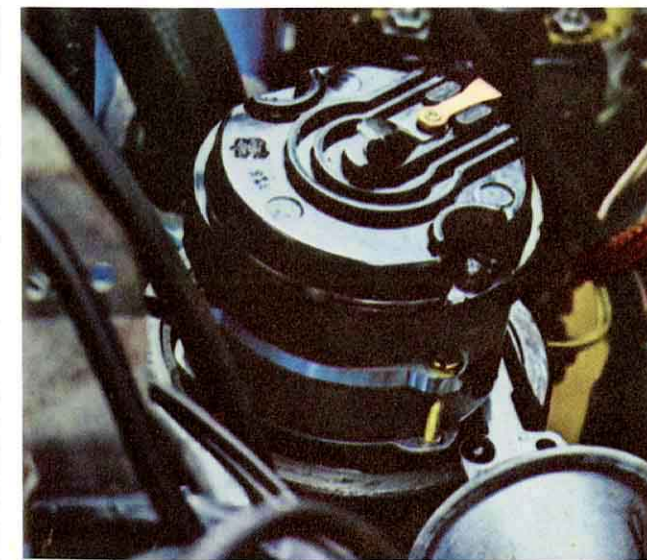
The all-synchro 4-speed is extra cost. The close-ratio is special order.



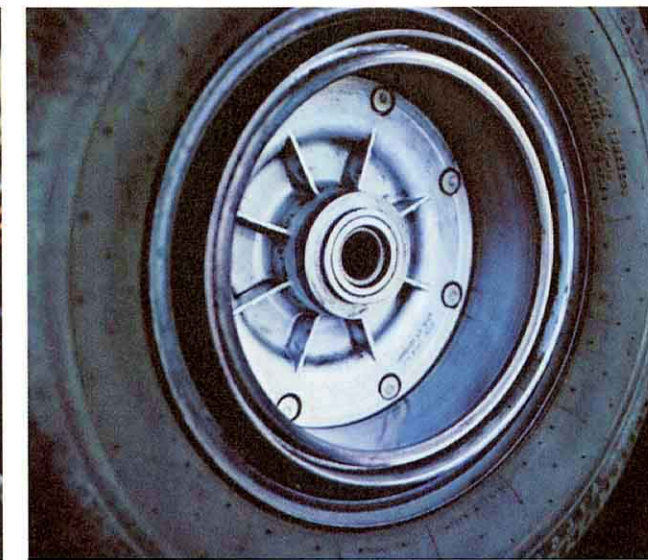
What you get when you order Turbo Hydra-Matic with console. Extra cost.



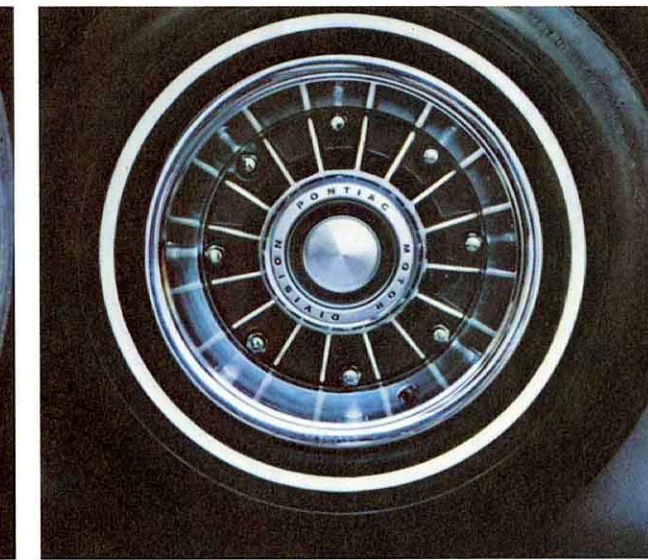
The extra-cost headrests and reclining passenger seat. Home was never like this.



Delco transistorized ignition. Extra cost, but you'll save on points and condensers.



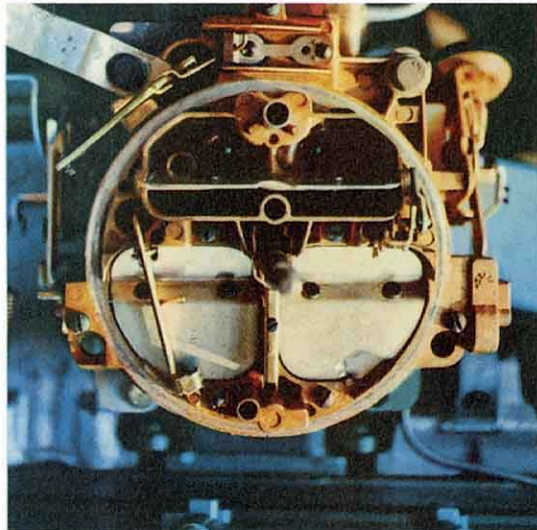
Inside view of the aluminum wheel. See how drum and wheel hub are cast together.



Our aluminum wheel from the outside. Hub and drum dissipate heat. Extra cost.



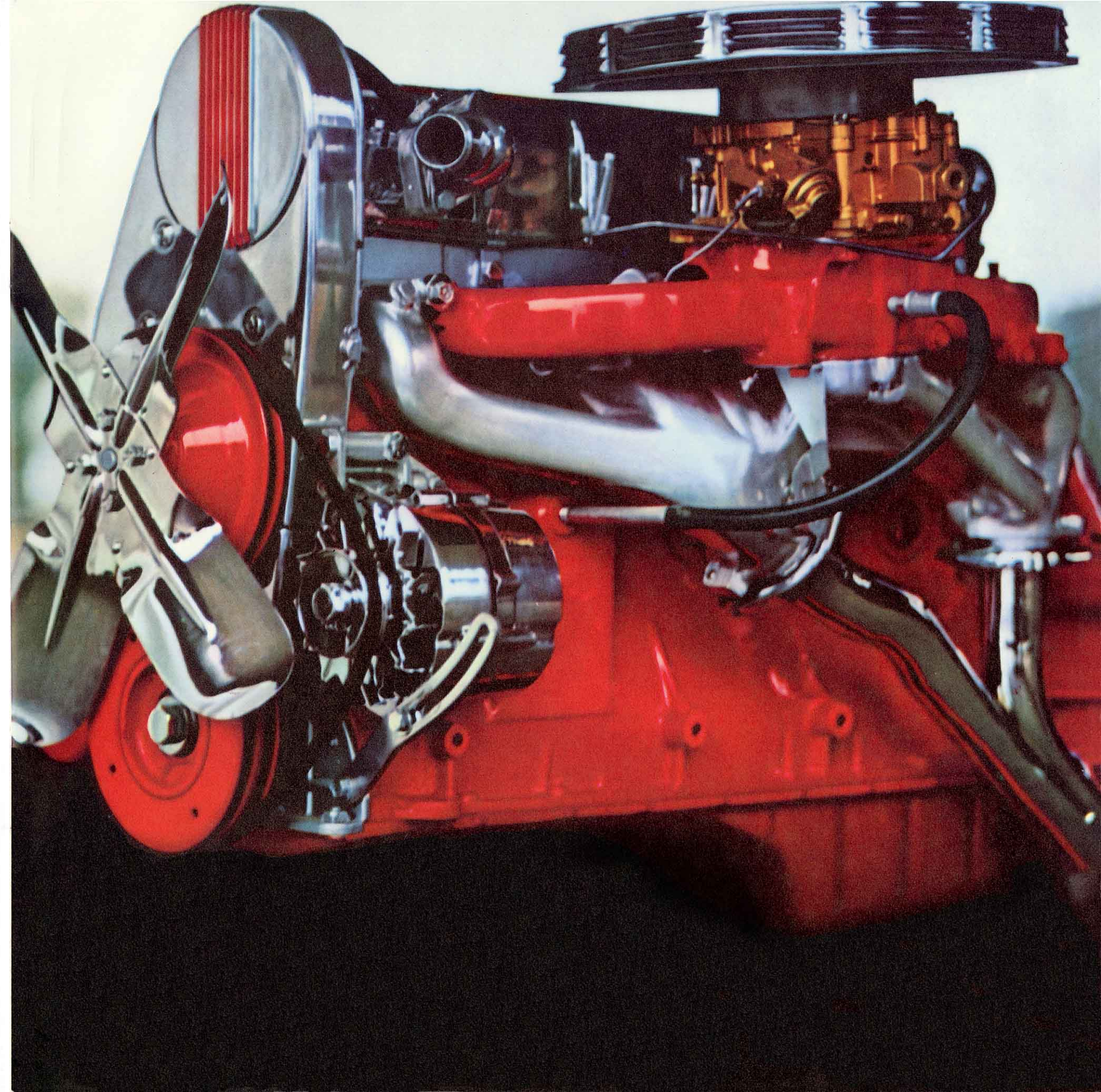
Forget everything you ever knew about sixes. Except that if you laid out enough Italian lire, you could get one that was bred to take the punishment of an Alpine rally and come up idling. Forget most of that, too, because the new high compression version of our overhead cam six costs so little in comparison it should make European iron hang their cylinder heads in shame. Yet ours will do everything any overhead cam ever tried. It delivers 207 horsepower from premium gas with a 4-barrel Quadrajet carburetor. The camshaft is above the valves. No pushrods. No lifters. Just thousands of rpm. Over six grand with no sweat. It comes in a package that includes heavy-duty front shocks, stabilizer bar, distinctive emblems, and sports striping for 2-door models. You can order it on the Le Mans, Tempest Custom, or Tempest to replace the standard 165-hp overhead cam six. But you can't get it on the station wagon. At right is a special gussied-up version designed to show off things like the split exhaust manifold and the Quadrajet. Yours will come in Pontiac engine-blue with a chromed air cleaner and that snazzy cam cover. Facts are on the back page.



*Eyeballin' the new Quadrajet*



*207 hp OHC-6 Tempest Sports Coupe*





## GTO

Engines:	Standard	Optional
Bhp @ rpm	335 @ 5000	360 @ 5200
Torque, lb.-ft.	431 @ 3200	424 @ 3600
Type	ohv V-8	ohv V-8
Bore and stroke	4.06 x 3.75	4.06 x 3.75
Displacement, cu. in.	389	389
Compression ratio	10.75:1	10.75:1
Minimum allowable combustion chamber volume, cc.	65.0	65.0
Carburetion	4-BBL	3/2-BBL
Total throttle bore area sq. in.	7.72	13.43
Camshaft duration, deg.—intake	273	288
exhaust	289	302
overlap	54	63
Camshaft Lift @ Zero Lash (Intake)	.406 ± .011	.409 ± .011
(Exhaust)	.408 ± .011	.409 ± .011
Jetting, primary	.0935	.062 (w/stick)
	.0935	.060 (w/auto)
secondary	.0785	.068 (w/stick or auto)

Heavy-duty Moraine-400 main and rod bearings. Flat-top pistons with valve indents. High-lift camshaft, high-performance hydraulic valve lifters and springs. Large diameter valves—1.92" intake, 1.66" exhaust. Dual exhausts, low-restriction mufflers, lightweight resonators. Seven-blade, 18" declutching fan. Low-restriction air cleaners.

**Capacities:** The gas tank holds 21.5 gallons. Oil capacity is 6 quarts, 7 with filter. Radiator holds 20 quarts.

Model	Engine	Shipping Weight, lbs.		
		Stick	Auto.	lbs./hp
Coupe	335 bhp	3445	3450	10.29
	360 bhp	3462	3467	9.64
Hardtop	335 bhp	3465	3470	10.35
	360 bhp	3482	3487	10.40
Convertible	335 bhp	3555	3560	10.62
	360 bhp	3572	3577	9.68

**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 axle ratio for special driving)—2.20:1, 1.64:1, 1.28:1, and 1.00:1.

Then there's our 2-speed torque converter automatic, 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 4.23:1. The governor is set for a maximum automatic upshift at 5200 rpm.

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

### Axle Ratios:

Engine	Transmission	Standard axle ratio		Special order axle ratios			
		3.55	3.08	3.23†	3.36*	3.90*	4.33*
335 bhp	3- or 4-speed	3.55	3.08	3.23†	3.36*	3.90*	4.33*
	automatic	3.23	3.08†	3.36*	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	3.08†	3.23*	3.36*	3.90*	4.33*

†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 per 1000 rpm in high gear
	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.	25.1
3.23	8.14	6.07	4.72	3.23	N.A.	N.A.	N.A.	N.A.	23.9
3.36	8.47	6.32	4.90	3.36	N.A.	N.A.	N.A.	N.A.	23.0
3.55	8.95	6.67	5.18	3.55	N.A.	N.A.	N.A.	N.A.	21.8
3.90	9.83	7.33	5.69	3.90	8.58	6.40	4.99	3.90	19.8
4.11	10.36	7.73	6.00	4.11	9.04	6.74	5.26	4.11	18.8
4.33	10.91	8.14	6.32	4.33	9.53	7.10	5.54	4.33	17.8

**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. Aluminum front drums available. Metallic brake linings are also available as a separate option with all axle ratios. Because they require a high pedal pressure, consider ordering them in conjunction with power brakes.

## 2+2

Engines:	Standard	Optional
Bhp @ rpm	338 @ 4600	356 @ 4800 376 @ 5000
Torque, lb.-ft.	459 @ 2800	459 @ 3200 461 @ 3600
Type	ohv V-8	ohv V-8 ohv V-8
Bore and stroke	4.09 x 4.00	4.09 x 4.00 4.09 x 4.00
Displacement, cu. in.	421	421 421
Compression ratio	10.5:1	10.75:1 10.75:1
Minimum allowable combustion chamber volume, cc.	67.6	65.0 65.0
Carburetion	4-BBL	3/2-BBL 3/2-BBL
Total throttle bore, sq. in.	7.72	13.43 13.43
Camshaft duration, deg.—intake	273	273 288
exhaust	289	289 302
overlap	54	54 63
Camshaft Lift @ Zero Lash (Intake)	.406 ± .011	.406 ± .011 .409 ± .011
(Exhaust)	.408 ± .011	.408 ± .011 .409 ± .011
Jetting, primary	.0935	.062 (w/stick) .062
	.0935	.060 (w/auto) .060
secondary	.0785	.073 (w/stick) .073
	.081	.073 (w/auto) .073

Heavy-duty Moraine-400 main and rod bearings. Flat-top pistons with valve indents. High-lift camshaft, high-performance hydraulic valve lifters and springs. Large diameter valves—1.92" intake, 1.66" exhaust. Dual exhausts, straight-through mufflers, lightweight resonators. Low-restriction air cleaners.

**Capacities:** The gas tank holds 26.5 gallons. Oil capacity is 6 quarts, 7 with filter. Radiator holds 19.5 quarts.

Model	Engine	Shipping Weight, lbs.		
		Stick	Auto.	lbs./hp
Coupe	338 bhp	4005	4027	11.91
	356 bhp	4017	4039	11.34
	376 bhp	4027	4049	10.76
Convertible	338 bhp	4030	4052	11.99
	356 bhp	4042	4064	11.41
	376 bhp	4052	4074	10.83

**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 5.22:1. 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		
		3.42†	3.23†	3.55*	3.73*	4.11***
All	3- or 4-speed	3.42†	3.23†	3.55*	3.73*	4.11***
	automatic	3.23(a)		3.42*	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 per 1000 rpm in high gear
	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 328.9 sq. in. The optional aluminum wheel hub and drum assembly is recommended for extreme-duty service.

**OHC-6 Options:** 4-speed all-synchro transmission. 2-speed automatic torque converter. Safe-T-Track limited-slip differential. 20:1 fast ratio manual steering (stick shift only). 17.5:1 power steering. Rally wheels, cast-iron brake drums with integral hubs. Tachometer, oil pressure and water temperature gauges, ammeter. Heavy-duty radiator. Rally clock. Tonneau cover.

### Engine:

Bhp @ rpm	207 @ 5200		
Torque, lb.-ft.	228 @ 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		
Total throttle bore, sq. in.	10.94		
Camshaft duration, deg.—intake	244		
exhaust	244		
overlap	26		
Camshaft Lift @ Zero Lash (Intake)	.438 ± .011		
(Exhaust)	.438 ± .011		
Jetting, primary	Manual	Jet	Rod
	Automatic	Jet	Rod
secondary	.071	.046	.071
	.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. High-lift camshaft. Split exhaust manifold. Low-restriction exhaust system—2.25" diameter exhaust and tailpipe. Low-restriction air cleaner.

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

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

Or you can 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	
		3.55:1*	3.90:1*	3.55:1*	3.90:1*
207 bhp	3- or 4-speed	3.55:1*	3.90:1*		
	automatic	3.23:1*		3.55:1*	3.90:1*

\*3.23:1 with air conditioning.

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

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