



**The '68 Greats.
From Pontiac.**



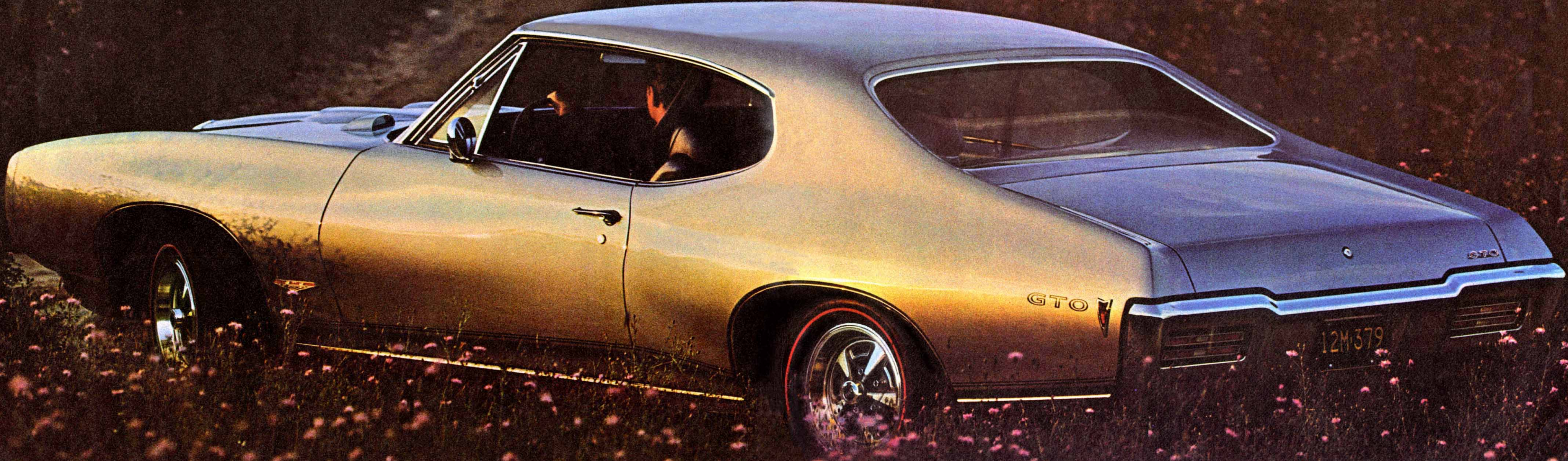
G T O

12M-467

The Great Ones.

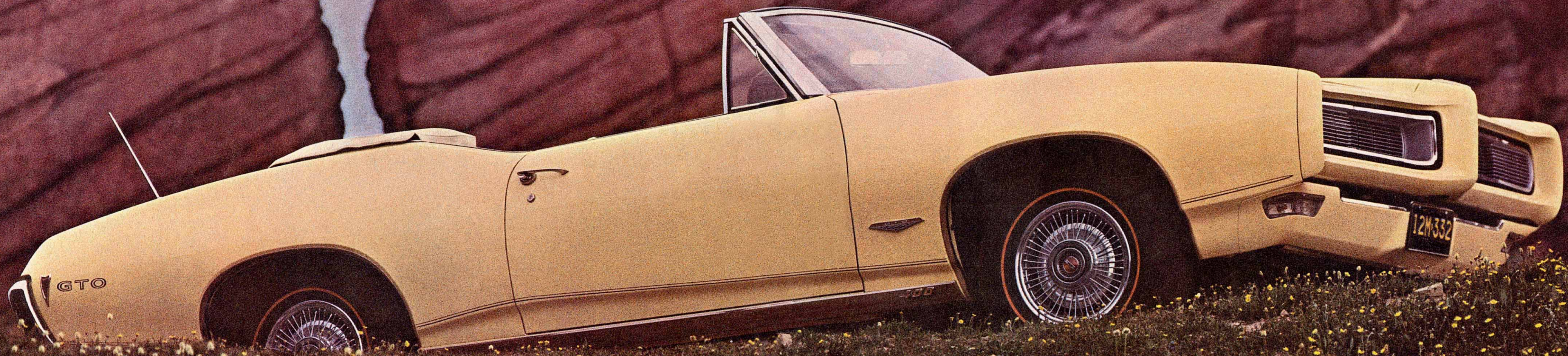
GTO Hardtop

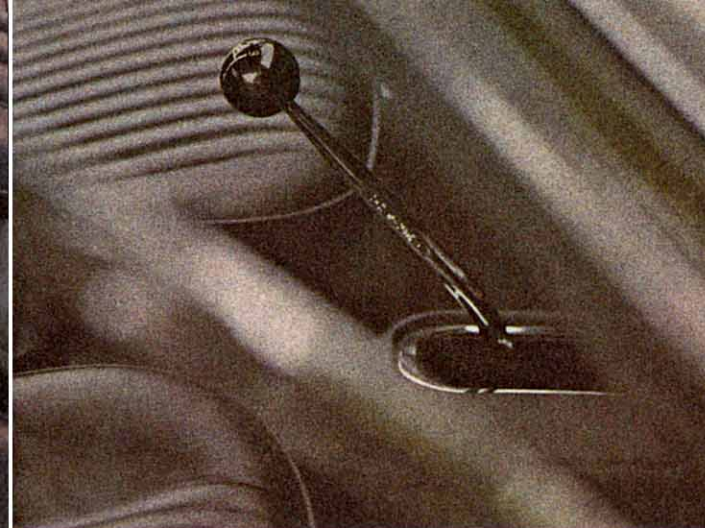
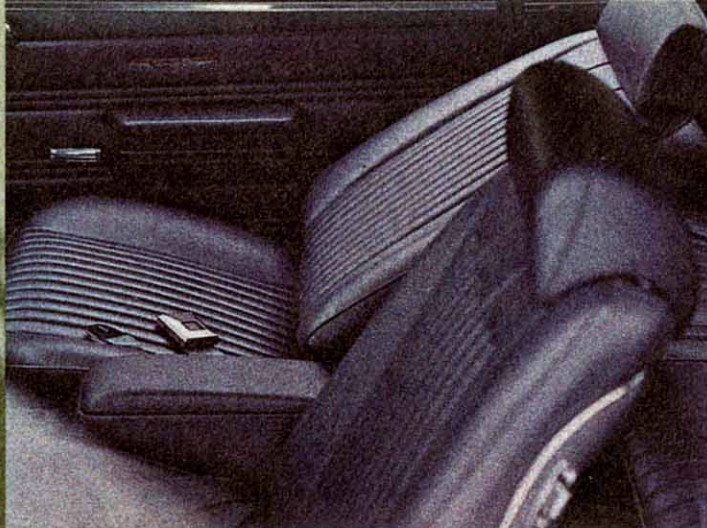
YOU CAN ORDER CUSTOM STRIPING, HEAD RESTRAINTS, HOOD-MOUNTED TACH AND RALLY II WHEELS. BUCKETS, FASSTRAK TIRES AND DISAPPEARING WIPERS ARE STANDARD.



GTO Convertible

WIRE WHEEL COVERS AND THE STRIPE ADORNMENT ARE YOURS FOR THE ORDERING.





You can rally to your heart's desire when you order this Rally cluster. Includes special fuel gauge, battery light, speedo, oil-pressure and water-temp gauges. That sporty, wood-like steering wheel is also available as an option.

Buckets are standard. You can add the head restraints and reclining passenger seat. Worth every cent.

When you choose to go the automatic route in a GTO, it means floor-mounted, 3-speed, Turbo Hydra-Matic, Hurst shifter (naturally) and console. "Dual-Gate" shift quadrant lets you shift manually when the whim strikes.

If you've got the gift of grab, order this 4-speed with Hurst shifter. Or specify an all-synchro, heavy-duty 3-speed.

Dress up your GTO with Rally II wheels. The redline wide-ovals or Fastraks are on us—your choice.

Whitewalls are standard. The Rally I steel wheels would make a shrewd investment.

GTO Features and Specs

Estimated Shipping Weight, lbs.

Model	Engine	Stick	lbs./hp	Auto.	lbs./hp
Hardtop	265 bhp	N.A.	N.A.	3516	13.26
	350 bhp	3506	10.01	3538	10.10
	360 bhp & Ram Air	3506	9.73	3538	9.82
Convertible	265 bhp	N.A.	N.A.	3599	13.58
	350 bhp	3589	10.25	3621	10.34
	360 bhp & Ram Air	3589	9.96	3621	10.05

Transmissions: A fully synchro, heavy-duty, 3-speed with Hurst floor shifter is standard. 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 3.60:1 and 4.33:1 axle ratio for special driving)—2.20:1, 1.64:1, 1.28:1 and 1.00:1.

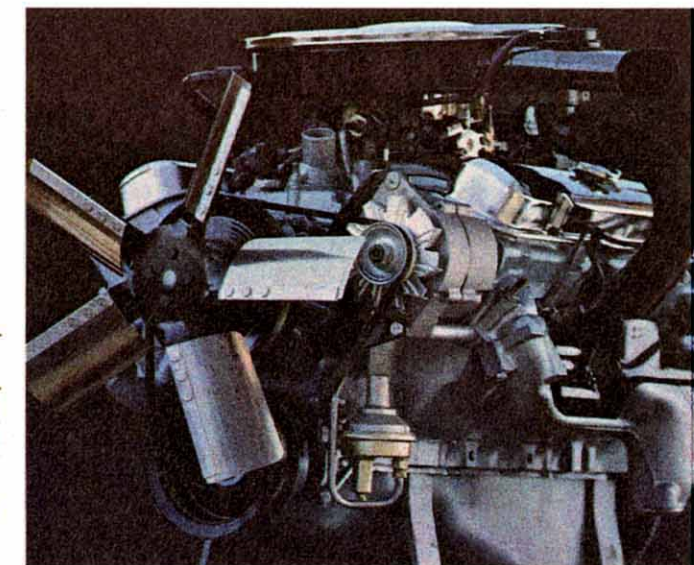
Then there's our new heavy-duty, 3-speed torque converter Turbo Hydra-Matic, its lever mounted on the steering column. No lag, no lurching, no surprise shifts. Ratios are 2.48:1, 1.48:1 and 1.00:1, with a total torque multiplication at the start of 5.70:1 (5.09:1 with 2-bbl). The governor is set for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

When you order the console, it will accommodate the shift lever for all floor-shift transmissions.

Axle Ratios:

Engine	Transmission	Standard Axle Ratio	Special-order Axle Ratios			
265 bhp	automatic only	2.93	2.56	2.78†	3.23	
350 bhp	3- or 4-speed	3.55	3.08	3.23†	3.36*	3.90*
	automatic	3.36	2.93†	3.23*	3.55*	3.90*
360 bhp	3- or 4-speed	3.55	3.08	3.23†	3.36*	3.90*
	automatic	3.55		3.23†	3.36*	3.90*
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



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 (1.96" and 1.66" on 2-bbl). Dual exhausts, low-restriction mufflers, Power-Flex fan. Low-restriction air cleaner on 350 and 360. Functional hood scoop and air trap option on Ram Air; high-output cam and springs, 4-bolt main-bearing caps.

Capacities: The gas tank holds 21.5 gallons. Oil capacity is 5 quarts, 6 with filter. Radiator holds 17.8 quarts.

If you order dual exhaust splitters, here's how they'll look to a groundhog.

You do use a tach to shift, don't you? Order a hood-mounted tach.

Our Ram Air engine includes functional hood scoops, high-output cam and valve springs. You can guess what that will do for top-end breathing.

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:

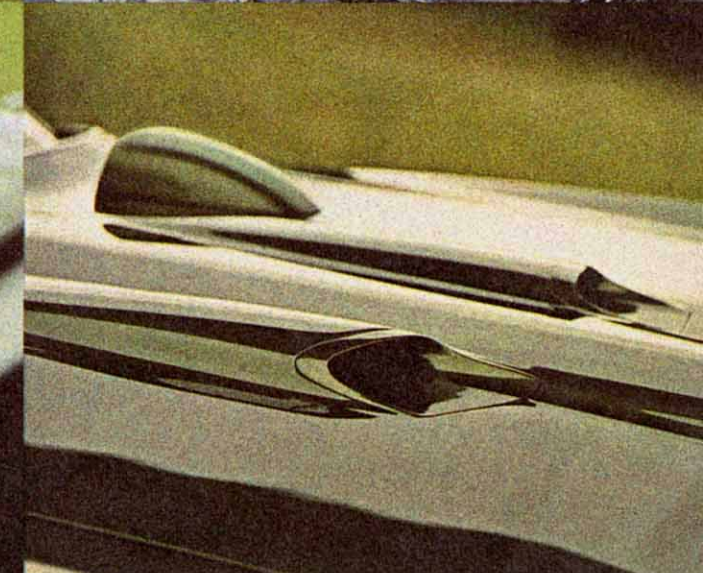
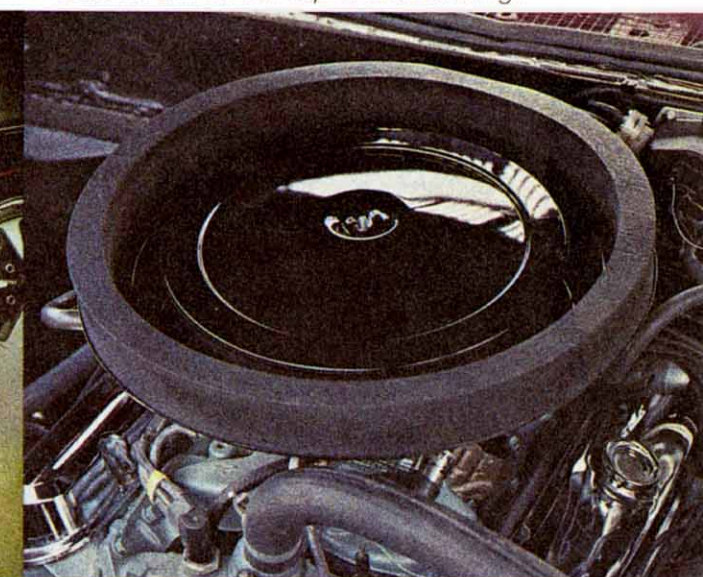
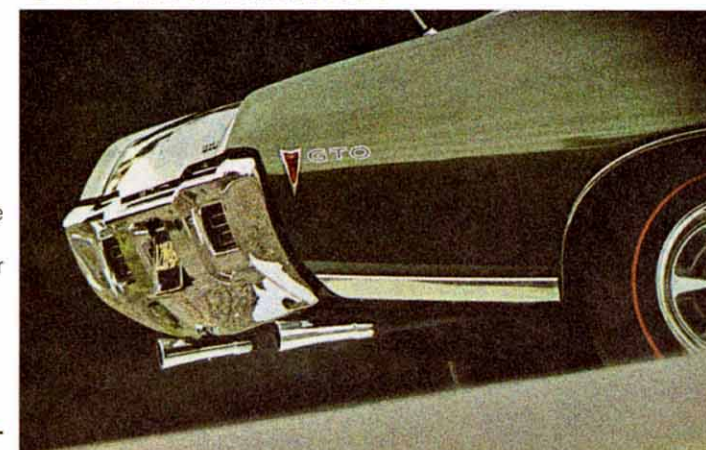
Axle Ratios	Wide-ratio 4-speed				Close-ratio 4-speed				MPH per 1000 rpm in high gear
	1	2	3	4	1	2	3	4	
3.08	7.76	5.79	4.50	3.08	N.A.	N.A.	N.A.	N.A.	24.5
3.23	8.14	6.07	4.72	3.23	N.A.	N.A.	N.A.	N.A.	23.4
3.36	8.47	6.32	4.90	3.36	N.A.	N.A.	N.A.	N.A.	22.5
3.55	8.95	6.67	5.18	3.55	N.A.	N.A.	N.A.	N.A.	21.3
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. Power steering is 17.5:1.

Suspension: Heavy-duty coil springs have wheel rates of 91.0 and 110 pounds per inch, front and rear. Diameter of stabilizer bar is 1".

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.



The Magnificent Three.

Firebird 400



Firebird H.O.

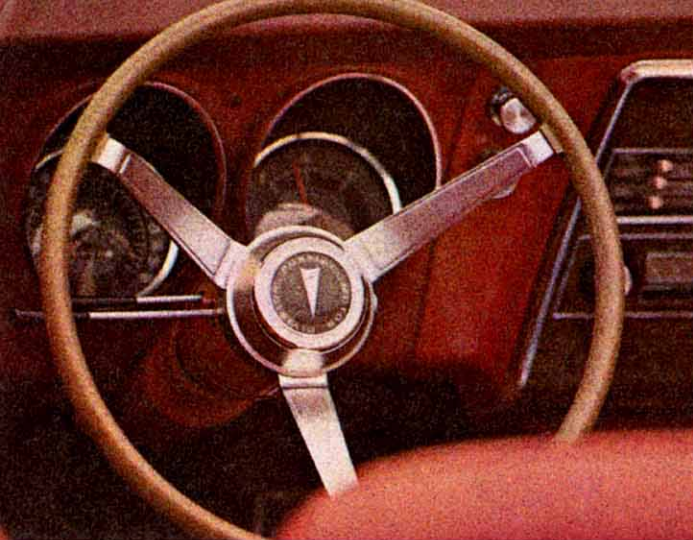


FLANK STRIPING AND WIDE-OVALS ARE STANDARD. WIRE WHEEL DISCS, HOOD-MOUNTED TACH ARE UP TO YOU.

Firebird Sprint

SPRINT EMBLEM AND WIDE-OVALS ARE STANDARD. YOU CAN ORDER THE HOOD-MOUNTED TACH AND RALLY II WHEELS.





That simulated wood grained paneling you see above is standard on all Firebirds. The custom sports steering wheel can be ordered. (Notice how it complements the dash?)



Any Firebird can be ordered with knitted (just like mom used to make) vinyl upholstery. There's the finished product above. Neat, huh? And no sweat, either.



Firebird isn't lacking in the standard seating department, either. Bucket seats and ribbed, vinyl upholstery are on us. (By the way, under those slim buckets, there's deep-pile carpeting to run your tootsies through.)



How about a floor-mounted 4-speed? Sure, just say the word, and we'll drop one in the Firebird of your choice. Shifter is by Hurst. Naturally.



You can order the 3-speed Turbo Hydra-Matic above for the Firebird 400. Other models take our 2-speed automatic. That attractive console is also available.



Add a custom touch to your Firebird with these Rally II wheels. Well worth the investment.

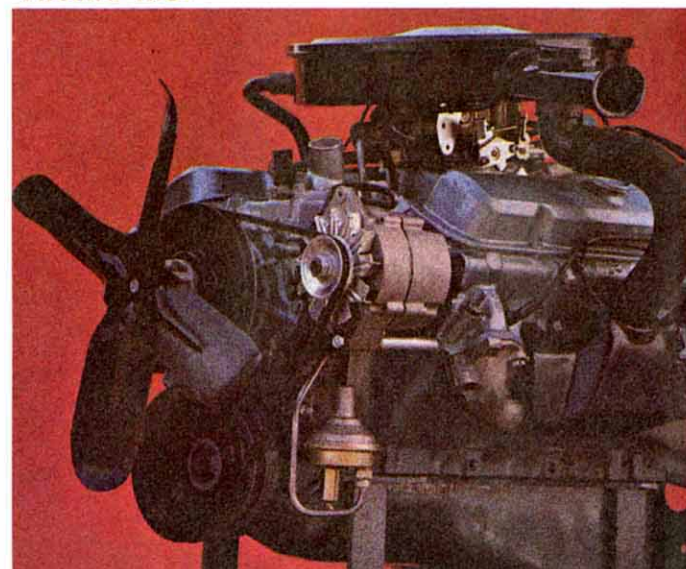
Firebird Features and Specs

Engines:

	400	400 H.O.	400 Ram Air
Bhp @ rpm	330 @ 4800 rpm	335 @ 5000 rpm	335 @ 5300 rpm
Torque (lb.-ft.)	430 @ 3300 rpm	430 @ 3400 rpm	430 @ 3600 rpm
Type	OHV V-8 4-BBL	OHV V-8 4-BBL	OHV V-8 4-BBL
Bore & Stroke	4.12 x 3.75	4.12 x 3.75	4.12 x 3.75
Displacement (cu. in.)	400	400 H.O.	400 Ram Air
Compression Ratio	10.75:1	10.75:1	10.75:1
Minimum Allowable Combustion Chamber Volume (cc.)	65.0	65.0	65.0
Camshaft Duration (deg.)			
intake	273	228 (man.) 273 (auto.)	301 (man.) 288 (auto.)
exhaust	289	302 (man.) 289 (auto.)	313 (man.) 302 (auto.)
overlap	54	63 (man.) 54 (auto.)	76 (man.) 63 (auto.)
Camshaft Lift @ Zero Lash—			
intake	.410	.414 (man.) .410 (auto.)	.414 (man.) .410 (auto.)
exhaust	.413	.413	.413

Transmissions: A fully synchro, heavy-duty 3-speed with Hurst floor shifter is standard with 400 and 400 H.O. The Ram Air 400 takes a heavy-duty 4-speed, also on the floor. (This same 4-speed can be ordered for the 400 and 400 H.O.) You can also order our heavy-duty, 3-speed Turbo Hydra-Matic for all 3 engines. The optional console accommodates the shift lever for all floor-shift transmissions.

Firebird H.O.

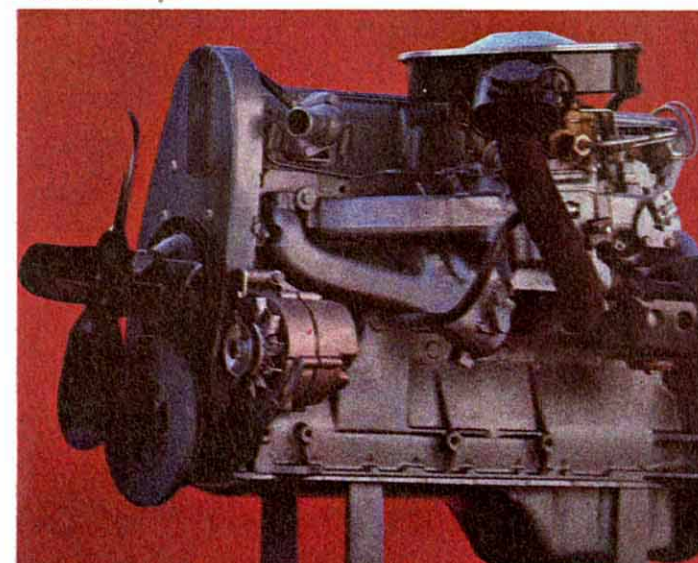


Engine:

Bhp @ rpm	320 @ 5100 rpm
Torque (lb.-ft.)	380 @ 3200 rpm
Type	OHV V-8 4-BBL
Bore & Stroke	3.88 x 3.75
Displacement (cu. in.)	350
Compression Ratio	10.5:1
Minimum Allowable Combustion Chamber Volume (cc.)	61.0
Camshaft Duration (deg.)	
intake	273
exhaust	289 (man.) 282 (auto.)
overlap	54 (man.) 55 (auto.)
Camshaft Lift @ Zero Lash—intake	.410
exhaust	.413

Transmissions: A fully synchro 3-speed, mounted on the column, is standard. Also available are a heavy-duty 3-speed, a manual 4-speed and 2-speed automatic. Each can be floor-mounted. And the shifter for each can be accommodated by the optional console.

Firebird Sprint



Engine:

Bhp @ rpm	215 @ 5200 rpm
Torque (lb.-ft.)	255 @ 3800 rpm
Type	OHC 6 4-BBL
Bore & Stroke	3.88 x 3.53
Displacement (cu. in.)	250
Compression Ratio	10.5:1
Minimum Allowable Combustion Chamber Volume (cc.)	57.0
Camshaft Duration (deg.)	
intake	244
exhaust	244
overlap	25
Camshaft Lift @ Zero Lash—intake	.438
exhaust	.438

Transmissions: A fully synchro 3-speed with Hurst floor shifter is standard. Also available are a manual 4-speed and 2-speed automatic. Each can be floor-mounted. And the shifter for each can be accommodated by the optional console.

Features common to all three Firebirds:

Steering: Standard ratio is 24:1 with 6-cyl.; 28:1 with V-8. Power steering is 17.5:1.

Capacities: The gas tank holds 18.5 gallons. Oil capacity is 5 quarts (less filter). Radiator holds 12.1 quarts (Sprint), 18.6 quarts (H.O.) and 17.8 quarts for 400.

Brakes: Diameter—drums 9.5 inches; 269.2 sq. in. swept area (total, std. system) front, disc diameter, 11.12 inches; 323.6 sq. in. swept area (total, optional system).

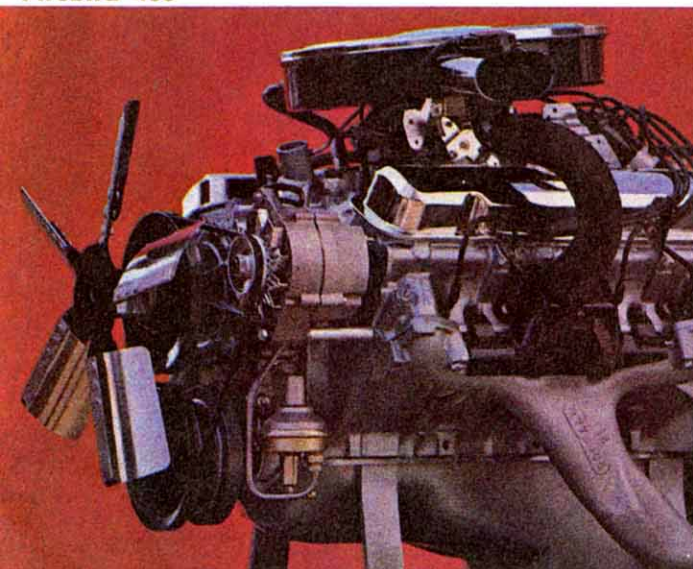
Suspension: Heavy-duty springs have wheel rates of 85.0 pounds per inch (front—73 pounds per inch on Sprint only) and 90 pounds per inch (rear).

Axle ratios (mph/1000 rpm in high gear):

	Manual Trans.	Auto. Trans.	Optional Ratios
Firebird Sprint	3.55:1* (21.4)	3.23:1 (23.5)	2.78:1** (27.3) 3.55:1** (21.4)
Firebird H.O.	3.36:1* (22.6)	3.23:1 (23.5)	2.78:1** (27.3) Spec. ord. 3.55:1** (21.4) 3.90:1 (19.5)
Firebird 400	3.36:1* (22.1) (22.6)	3.08:1 (24.1) (24.7)	3.55:1* (21.4) 2.56:1**† (29.7) 3.23:1** (23.5) Spec. ord. 3.90:1** (19.5) 4.33:1* (17.5)
Firebird 400 H.O.	3.36:1* (22.1) (22.6)	3.08:1 (24.7)	3.55:1** (21.4) 2.56:1**† (29.7) Spec. ord. 3.90:1** (19.5) 4.33:1* (17.5)
400 Ram Air	3.90:1* (19.5)	3.90:1* (19.5)	Spec. ord. 4.33:1* (17.5)

*Some ratios require extra-cost items like a h.d. cooling package, limited-slip differential, etc. Special 4.11:1 ratio available, dealer-installed. **w/automatic †w/air conditioning (a) Figure in () indicates rate with firm ride and handling option—rate for rear spring on convertibles is increased to 123. *Not available w/air conditioning (automatic transmission only)

Firebird 400



Special Road Packages.

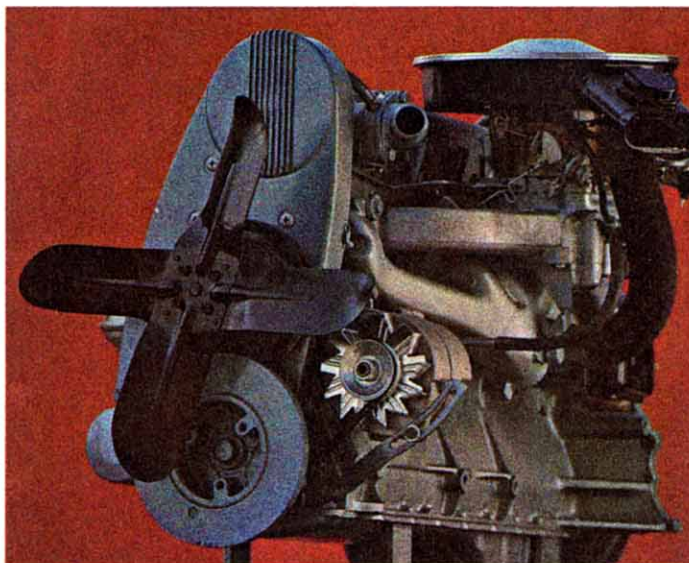


SPRINT OPTION IN TEMPEST CUSTOM CONVERTIBLE. YOU CAN ORDER THE CUSTOM WHEEL DISCS, HOOD-MOUNTED TACH AND REDLINES.

The Great Impostor

If you're a fancier of those low-slung, high-priced jobs from across the seas, you've come to the right page. At your command, we'll equip your Tempest, Tempest Custom or Le Mans (all models except wagons) with a high-compression version of our fabulous Overhead Cam Six. A 4-barrel carb. Split exhaust manifold. Sports-type shocks and stabilizer bar. A special axle ratio. And outside flank striping (on 2-door models). All you need to do is say "Sprint" to the man. He'll take care of the rest—while you pocket most of the loot you had saved for that high-priced European thing.

Sprint Specs



Engine:		
Bhp @ rpm	215 @ 5200	
Torque (lb.-ft.)	255 @ 3800	
Type	OHC 6	
Bore and Stroke	3.88 x 3.53	
Displacement (cu. in.)	250	
Compression Ratio	10.5:1	
Minimum Allowable Combustion Chamber Volume (cc.)	57.0	
Carburetion	4-BBL Quadra-jet	
Camshaft Duration (deg.)	Manual	
	intake	244
	exhaust	244
Camshaft Lift @ Zero Lash—intake	exhaust	26
		.438 ± .011
		.438 ± .011

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.

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 2.85:1, 2.02:1, 1.35:1 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.

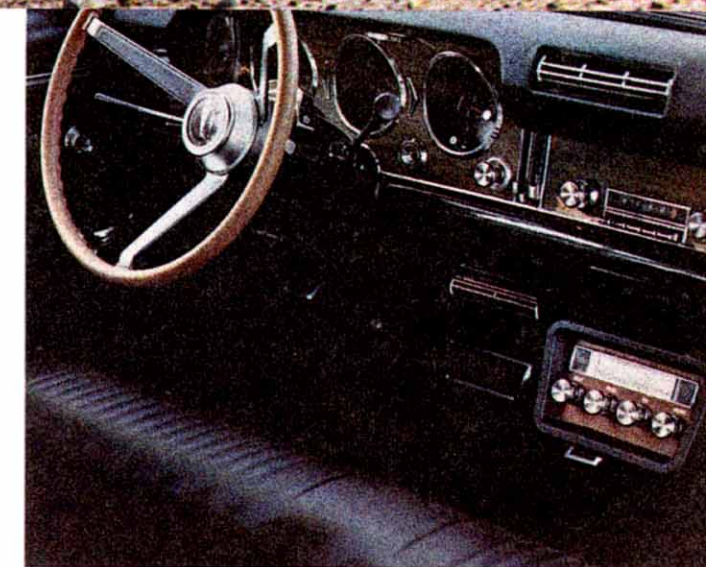
When you order the console, it will accommodate the shift lever for all floor-shift transmissions.

Axle Ratios:

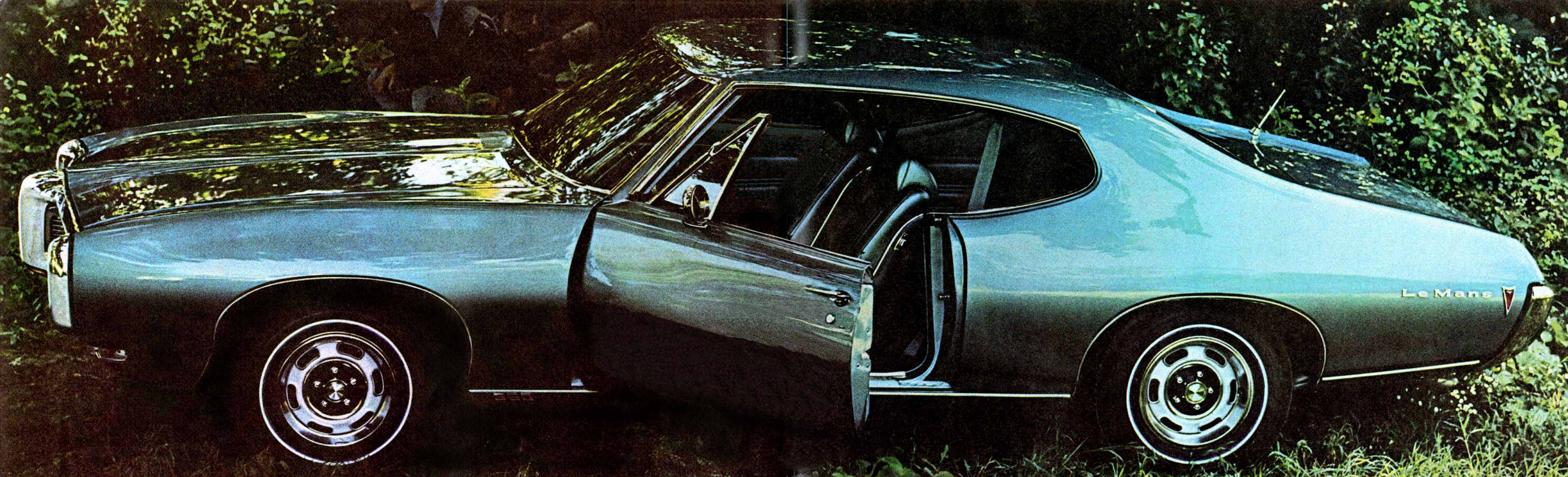
Engine	Transmission	Standard Axle Ratio	Special-order Axle Ratios
215 bhp	3- or 4-speed	3.55:1*	3.90:1*
	automatic	3.23:1	2.56:1 3.55:1

*Air conditioning not available

Suspension: Firm front shock absorbers and rear springs and shock absorbers. Diameter of stabilizer bar is .937". Extra-stiff springs and shock absorbers are available in a special handling package.



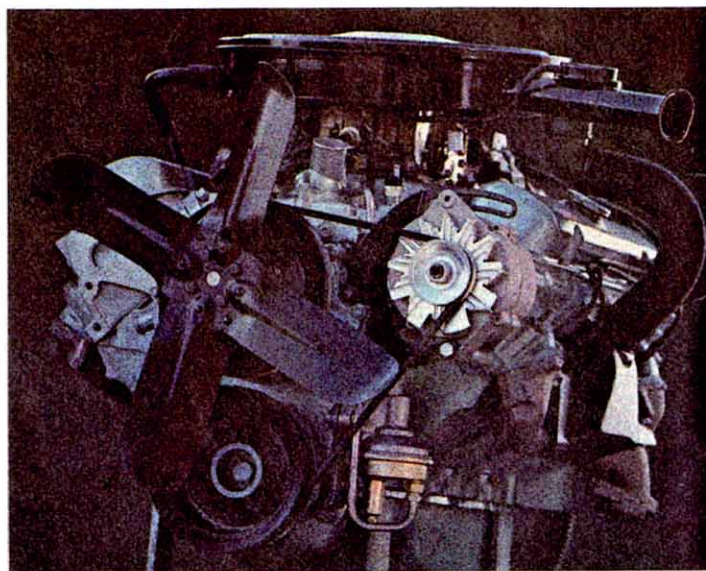
Why stop at just the "Sprint" option? You can order a stereo tape deck, air conditioner, rally cluster, sports steering wheel and radio. (As you can see above, they all fit like they belong.)



H.O. CAMOUFLAGED IN LEMANS HARDTOP. WHITEWALLS AND RALLY I WHEELS REQUIRE EXTRA CASH. BUT WORTH IT.

The Hero

350 H.O. Specs



Here's a close-up of the Hero. Beneath that well-oiled exterior lies 350 cubes (translated, that's 320-hp) and a 4-barrel carb.

Engine:

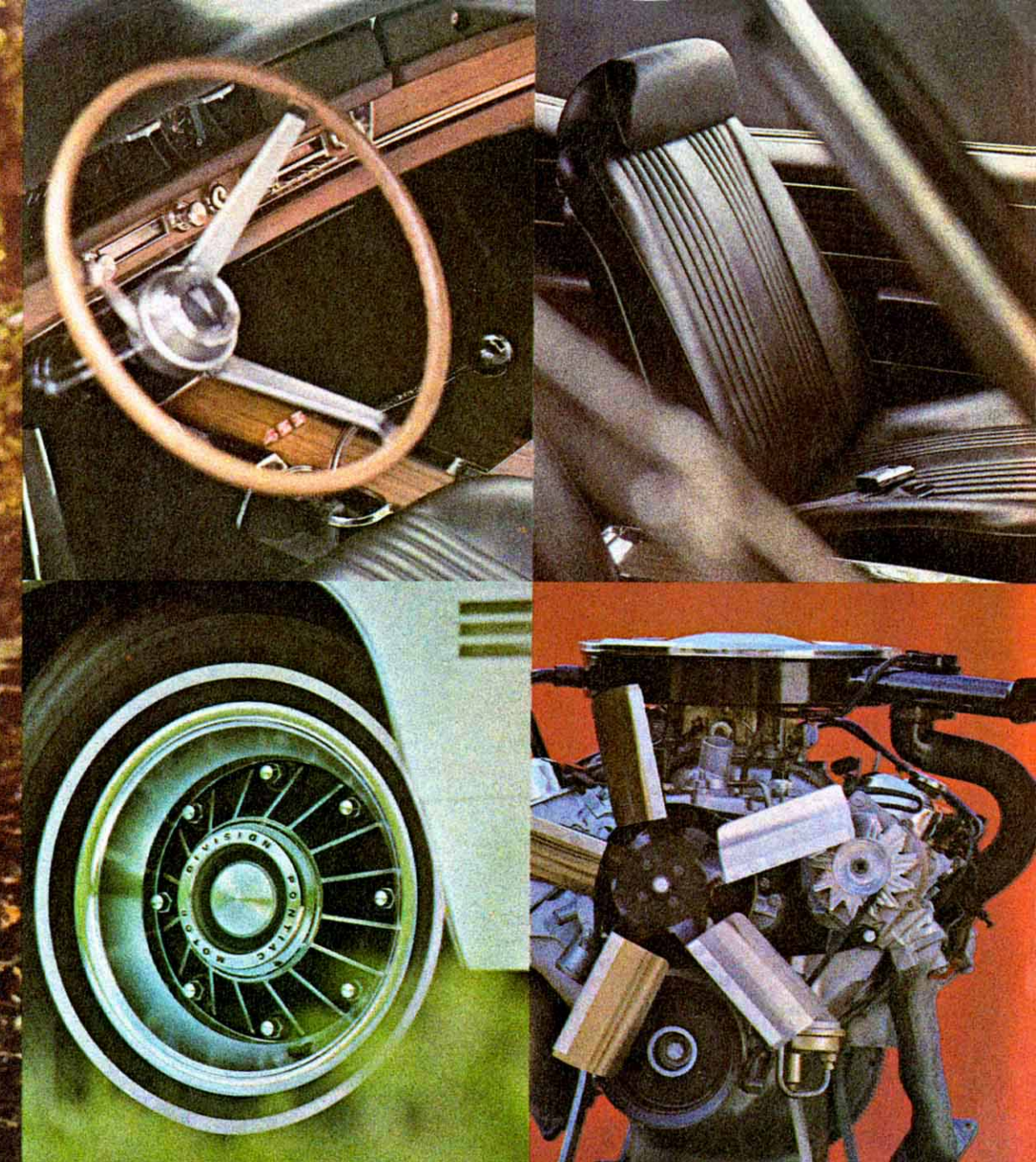
Bhp @ rpm	320 @ 5100 rpm
Torque (lb.-ft.)	380 @ 3200 rpm
Type	OHV V-8 4-BBL
Bore & Stroke	3.88 x 3.75
Displacement (cu. in.)	350
Compression Ratio	10.5:1
Minimum Allowable Combustion Chamber Volume (cc.)	61.0
Camshaft Duration (deg.)	intake 273
	exhaust 289 (man.) 282 (auto.)
	overlap 54 (man.) 55 (auto.)
Camshaft Lift @ Zero Lash—intake	.410
	exhaust .413



When you have the Hero installed, why not also order that Custom sports steering wheel above. (Ha! We fooled you. It just looks like wood.)

This is the Le Mans standard interior—buckets included. You can order the head restraints.

This engine is well named. You get a 350-cu.-in., 320-hp V-8—and 4-barrel carb, of course. Available on Tempest, Tempest Custom and LeMans, all models (except wagons).



428 H.O. ENGINE IN VENTURA CONVERTIBLE. DISAPPEARING WIPERS ARE STANDARD. HOOD-MOUNTED TACH, WHITEWALLS, CUSTOM WHEEL DISCS AND HEAD RESTRAINTS ARE GREAT THINGS YOU CAN ORDER.

Want more options? We've got 'em. Buckets. Sporty steering wheel. Aluminum wheels with integral hub. What more could you ask for?

The Great Wide-Tracker

428 H.O. Specs

When you're talking about a 428-cubic-inch, 390-hp, 4-barrel V-8, great is almost an inadequate description. Agreed? Available on Catalina, Bonneville, Ventura, Executive, Grand Prix and Brougham.

Engine:	
Bhp @ rpm	390 @ 5100
Torque (lb.-ft.)	465 @ 3400
Type	OHV V-8
Bore and Stroke	4.12 x 4.00
Displacement (cu. in.)	428
Compression Ratio	10.75:1
Minimum Allowable Combustion Chamber Volume (cc.)	65.0
Carburetion	4-BBL
	Manual
Camshaft Duration (deg.) intake	288
exhaust	302
overlap	63
Camshaft Lift @ Zero Lash—intake	.414 ± .011
exhaust	.413 ± .011

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. Low-restriction air cleaner.

You can order 5 giant color photos of the '68 Greats—suitable for framing—by sending 30¢ (50¢ outside U.S.A.) to: '68 Greats, P.O. Box 888AB, 196 Wide-Track Blvd., Pontiac, Michigan 48056.

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MARK OF EXCELLENCE

