

# Here's what makes our tigers growl!

## 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	lbs./hp	Auto.	lbs./hp
Coupe	335 bhp	3445	10.28	3450	10.29	
	360 bhp	3462	9.62	3467	9.64	
Hardtop	335 bhp	3465	10.34	3470	10.35	
	360 bhp	3482	9.67	3487	10.40	
Convertible	335 bhp	3555	10.61	3560	10.62	
	360 bhp	3572	9.92	3577	9.98	

**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		Special order axle ratios			
		axle ratio					
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

	Wide-ratio 4-speed				Close-ratio 4-speed				MPH
Axle Ratios	1	2	3	4	1	2	3	4	per 1000 rpm in high gear
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.

### Total Final Drive Ratios:

Axe 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	2.52	1.88	1.46	1.00	2.20	1.64	1.28	1.00	25.6
3.23	2.52	1.86	1.44	1.00	2.20	1.64	1.28	1.00	24.4
3.42	2.52	1.84	1.42	1.00	2.20	1.62	1.26	1.00	23.1
3.55	2.52	1.82	1.40	1.00	2.20	1.60	1.24	1.00	22.2
3.73	2.52	1.80	1.38	1.00	2.20	1.58	1.22	1.00	21.2
3.90	2.52	1.78	1.36	1.00	2.20	1.56	1.20	1.00	20.2
4.11	2.52	1.76	1.34	1.00	2.20	1.54	1.18	1.00	19.2
4.33	2.52	1.74	1.32	1.00	2.20	1.52	1.16	1.00	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.

## 2+2

Engines:	Standard	Optional
Bhp @ rpm	338 @ 4600	356 @ 4800
Torque, lb.-ft.	459 @ 2800	459 @ 3200
Type	ohv V-8	ohv V-8
Bore and stroke	4.09 x 4.00	4.09 x 4.00
Displacement, cu. in.	421	421
Compression ratio	10.5:1	10.75:1
Minimum allowable combustion chamber volume, cc.	67.6	65.0
Carburetion	4-BBL	3/2-BBL
Total throttle bore, 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, 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	lbs./hp	Auto.	lbs./hp
Coupe	338 bhp	4005	11.84	4027	11.91	
	356 bhp	4017	11.28	4039	11.34	
Convertible	338 bhp	4030	11.92	4052	11.98	
	356 bhp	4042	11.38	4064	11.41	
	376 bhp	4052	10.77	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 at 5000 rpm.

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

### Axle Ratios:

Engine	Transmission	Standard	Close	Special order axle ratio
All	3- or 4-speed	3.42†	3.23‡	3.55*
	automatic	3.23(a)	3.42*	3.55*

†Standard axle ratio with or without air conditioning, 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.

### Axle Ratios:

Engine	Transmission	Standard axle ratio	Special order axle ratios
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.

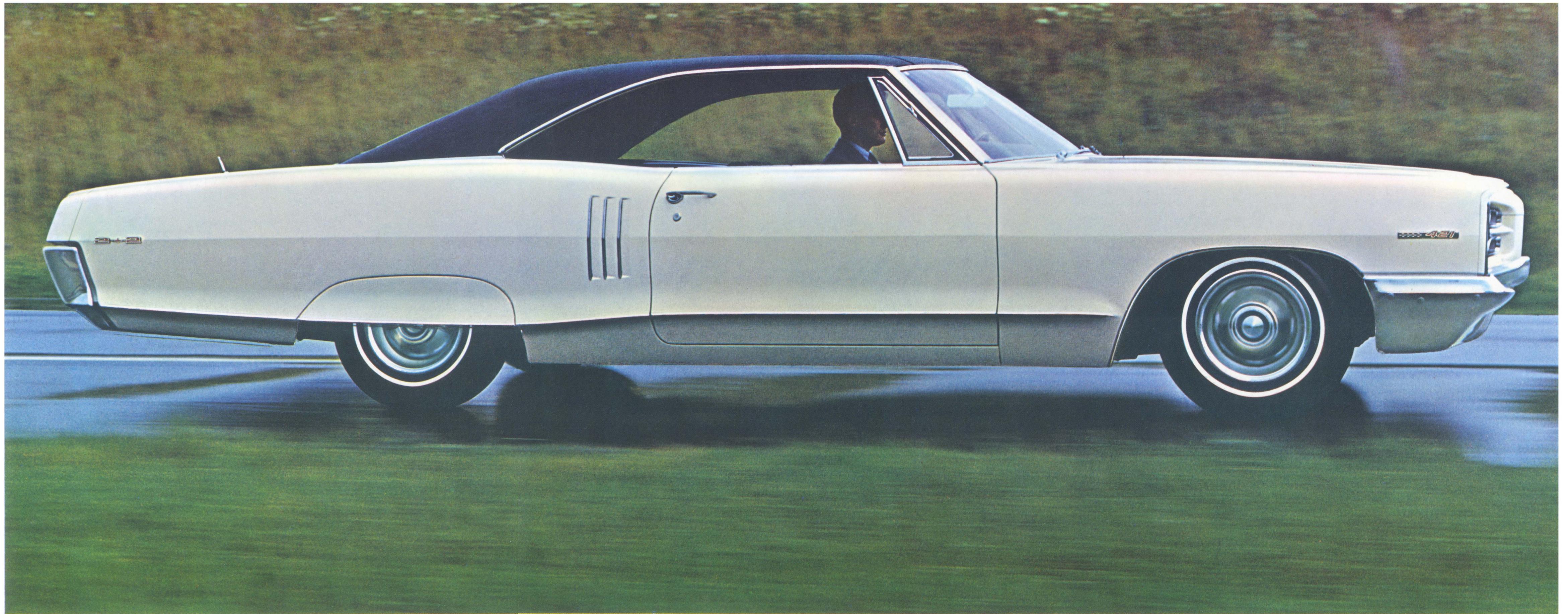
**Steering:** Recirculating ball bearing steering gear. Standard manual ratio is 24:1. Manual ratio of 20:1 is optional. Power steering is 17.5:1.

**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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Conceived, executed, and printed in U. S. A.



*The 2+2 Hardtop Coupe*



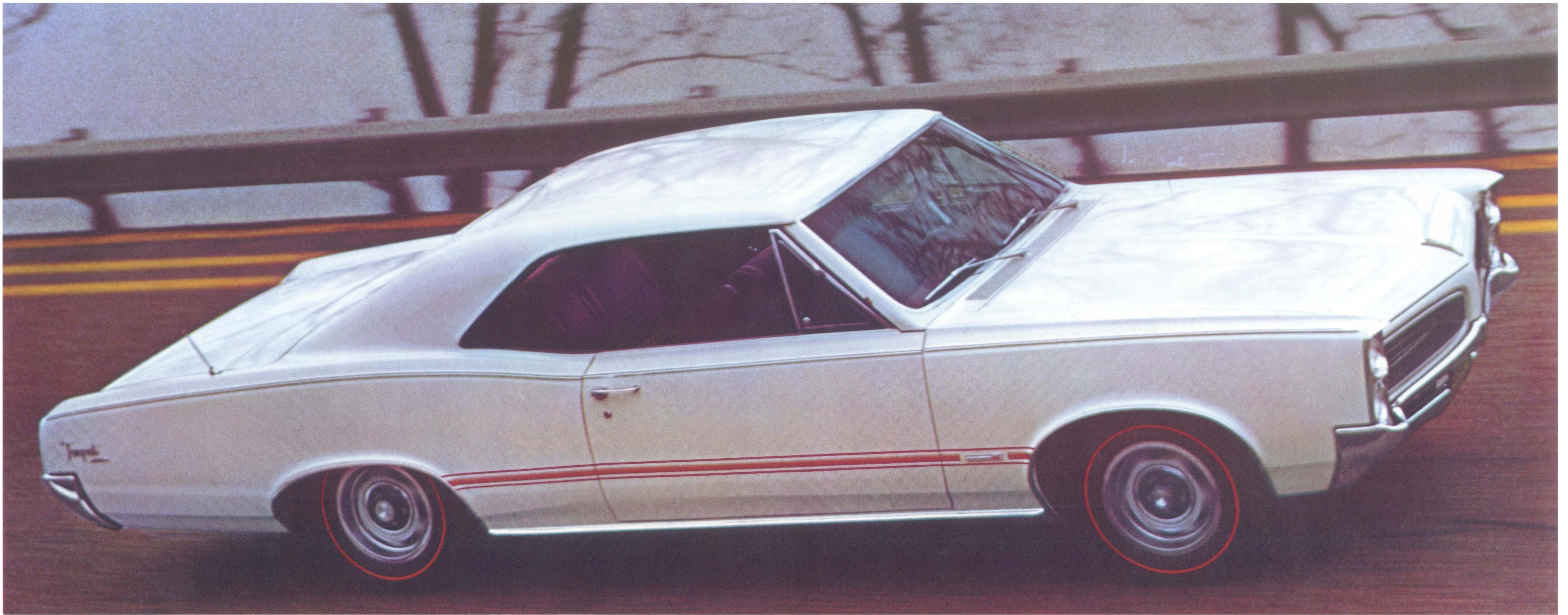
*The GTO Convertible*



*The GTO Hardtop Coupe*



*The GTO Sports Coupe*



*The OHC Sprint*