

What makes them run.

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	387 @ 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	8.8:1	10.75:1	10.75:1
Minimum allowable combustion chamber volume, cc.	65.0	66.0	65.0	65.0
Carburetion	4-BBL	2-BBL	4-BBL	4-BBL
Camshaft duration, deg.—intake exhaust overlap	273 288 54	288 277 47	288 382 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 (rod) .041	.080	.070 (rod) .039 .070 (rod) .041	.070 (rod) .039 .070 (rod) .039
secondary (w/stick) (w/auto)	.1365 tapered rod "BF" .1365 tapered rod "BF"		.1365 tapered rod "BF" .1365 tapered rod "BF"	.1365 tapered rod "BF" .1365 tapered rod "BF"

Heavy-duty, Moraine-400 main and rod bearings (Moraine 100-A on 2-bbl). 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. (Clutch not used on 2-bbl.) 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 lbs./hp.	Auto.	lbs./hp
Hardtop	255 bhp	N.A.	N.A.	3480	13.65
	335 bhp	3430	10.24	3480	10.39
	360 bhp & Ram Air	3445	9.57	3485	9.71
Coupe	255 bhp	N.A.	N.A.	3475	13.63
	335 bhp	3425	10.22	3475	10.37
	360 bhp & Ram Air	3440	9.56	3480	9.69
Convertible	255 bhp	N.A.	N.A.	3582	13.98
	335 bhp	3515	10.48	3582	10.64
	360 bhp & Ram Air	3530	9.60	3597	9.99

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:

	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	2.52	1.88	1.46	1.00	2.20	1.64	1.28	1.00	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	6.87	5.18	3.55	N.A.	N.A.	N.A.	N.A.	21.3
3.90	8.83	7.33	5.68	3.90	8.58	6.40	4.98	3.90	19.4
4.11	10.36	7.73	6.00	4.11	8.04	6.74	5.26	4.11	18.4
4.33	10.81	8.14	6.32	4.33	8.53	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	Rod
primary secondary	.071 .1365	.042 tapered rod "BF"	.071 .1365	.044 tapered rod "BF"

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-synchromesh 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, 12.1 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	378 @ 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 (rod) .041	.070 (rod) .039 .070 (rod) .041	.070 (rod) .039 .070 (rod) .041
secondary (w/stick) (w/auto)	.1365 tapered rod "BF" .1365 tapered rod "BF"	.1365 tapered rod "BF" .1365 tapered rod "BF"	.1365 tapered rod "BF" .1365 tapered rod "BF"

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 lbs./hp	Auto.	lbs./hp
Coupe	360 bhp	3988	11.08	4043	11.23
	378 bhp	4003	10.85	4058	10.79
Convertible	360 bhp	4038	11.22	4093	11.37
	378 bhp	4053	10.78	4108	10.92

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* 4.11**
	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:

	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	2.52	1.88	1.46	1.00	2.20	1.64	1.28	1.00	25.6
3.23	8.14	6.07	4.72	3.23	N.A.	N.A.	N.A.	N.A.	24.4
3.42	8.82	6.43	4.99	3.42	N.A.	N.A.	N.A.	N.A.	23.1
3.55	8.95	6.87	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	8.83	7.33	5.68	3.90	8.58	6.40	4.98	3.90	20.2
4.11	10.36	7.73	6.00	4.11	8.04	6.74	5.26	4.11	19.2
4.33	10.81	8.14	6.32	4.33	8.52	7.10	5.54	4.33	18.2

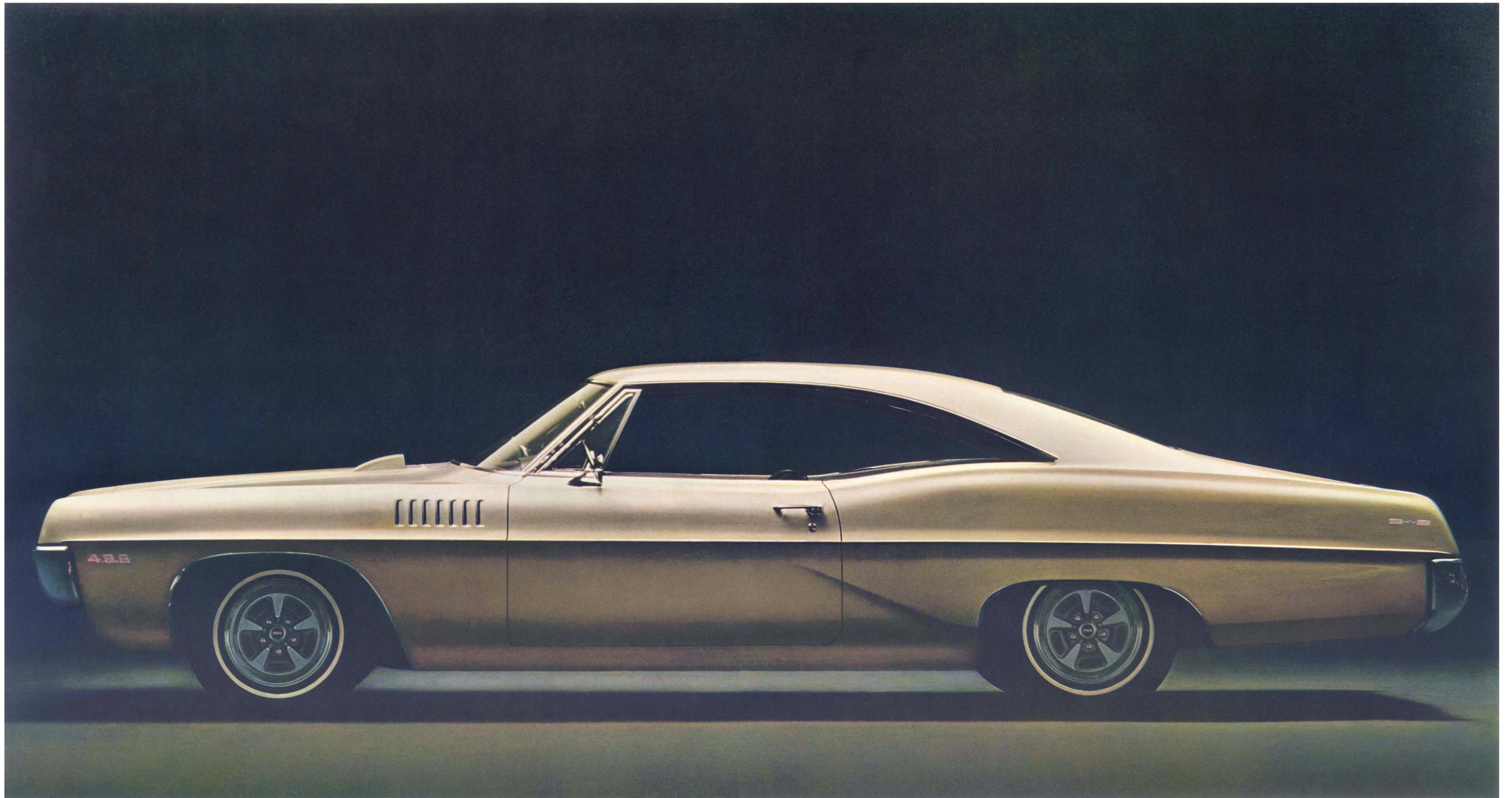
Suspension: Heavy-duty coil springs have wheel rates of 90 and 127 pounds per inch, front and rear. Diameter of stabilizer bar is 0.875".

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.

Pontiac Motor Division of General Motors Corporation reserves the right to make changes at any time in colors, materials, equipment, specifications, prices, and models. Pontiac Motor Division, General Motors Corporation, 196 Oakland Avenue, Pontiac, Michigan. Printed in U. S. A.





Big Brother. 2+2 hardtop coupe with the new Quadra-Power 428.



The Great One. GTO convertible with the new Quadra-Power 400.



The Great One. GTO sports coupe.



The Great One. GTO hardtop coupe with new hood-mounted tachometer.



The Great Impostor. Le Mans hardtop coupe with Sprint option.