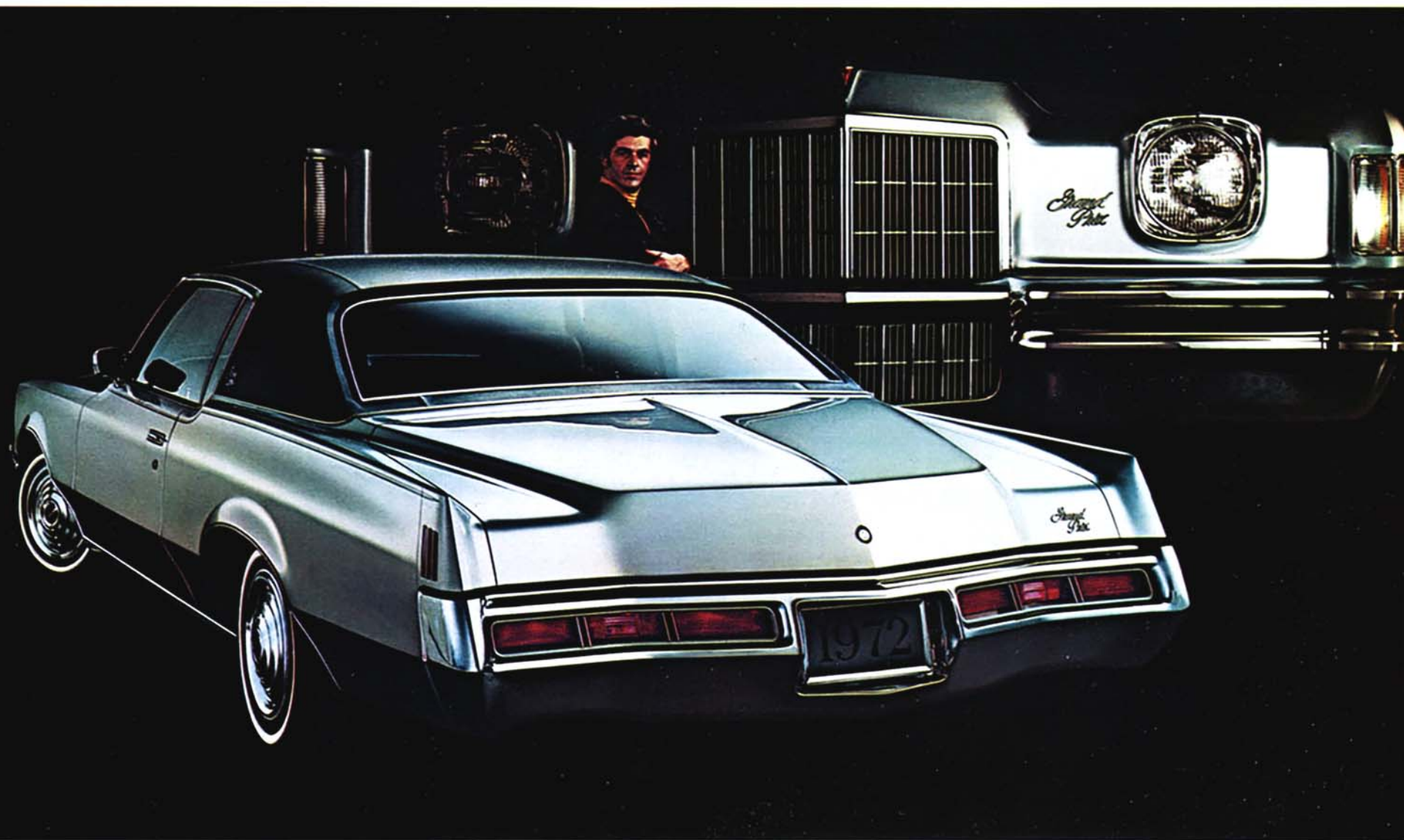




1972 PONTIAC

Grand Prix



GRAND PRIX HARDTOP COUPE

The 1972 Grand Prix's styling is as distinctive to Grand Prix as your fingerprints are to you. With a new grille that recalls the Golden Age of Automobiles. And with a hood that seems to stretch into the next county. If any car were destined to make it big on looks alone, that car is Grand Prix. Pontiac's luxury sports-coupe.

But we'd be the first to admit that looks are not enough. A car of Grand Prix's stature has to perform. Grand Prix performs. It has a 400-cubic-inch V-8. Unless, of course, you decide you'd like to order yours with a 455 V-8.

Grand Prix has Turbo Hydramatic transmission. Not as an extra-cost feature, mind you, but as standard equipment.

It has variable-ratio power steering and power front disc brakes—also standard. And an excellent power-to-weight ratio. So the handling is what you might expect. Quick and responsive. Yet smooth and solid.

But we don't have to tell you... performance isn't enough, either.

So Grand Prix does more than its share of pampering. In

fact, Grand Prix's interior surroundings this year border on the princely.

You have your choice of seating. Bucket seats, including a center console. Or a notch-back front seat with a pull-down center armrest.

You also have your choice of seating materials. A vertically ribbed cord trimmed in vinyl so leatherlike it smacks of saddle soap. Or the new perforated vinyl shown on the next page. It's perforated to help it breathe... so you'll sit cooler in the summer, warmer in the winter.



The wraparound instrument panel looks like it was taken from a light plane.

GRAND PRIX HARDTOP COUPE



Every control and gauge is at your fingertips. And the instrument cluster is outlined with the look of rare Ceylonese teak.

Hard as it is to believe, there's a Grand Prix even grander. It's called the Grand Prix SJ. And it sports a 455-cubic-inch V-8. Tasteful body striping. A battery that never needs water. And a unitized ignition system.

As we said, neither looks nor performance nor comfort make a 1972 Grand Prix.

It is all these things—the total car—plus an elusive quality that



simply surpasses the ordinary. Call it presence. Or magnetism. Call it Grand Prix.



Standard Engine	Standard Transmissions	Standard Axle Ratios	Available Axle Ratios
V-8, 400-cu.-in. 4-bbl. Compression ratio: 8.2:1	Turbo Hydra-matic	3.08:1	3.23:1
Available Engine			
V-8, 455-cu.-in. 4-bbl. Compression ratio: 8.2:1	Turbo Hydra-matic	3.07:1	3.31:1
Dimensions			Hardtop Coupe
Wheelbase			118.0"
Overall Length			213.6"
Overall Width			76.4"
Front Tread			62.0"
Rear Tread			60.0"
Overall Height			52.0"
Front-seat Leg Room (1)			42.4"
Rear-seat Leg Room (2)			31.6"
Front Head Room (3)			37.5"
Rear Head Room (3)			36.5"

(1) Maximum effective (2) Minimum effective (3) Seat depressed

Grand Ville



GRAND VILLE 4-DOOR HARDTOP

Grand Ville

Luxury is what Grand Ville's all about. It's Pontiac's smoothest, quietest, most elegant, full-sized car for 1972.

And we gave it some new added protection, in addition to its new luxury.

The new front bumper system on all full-sized Pontiacs this year is something special.

We put two steel boxes filled with resilient material between the bumper and the frame. The material compresses to absorb energy... then returns to its original shape. And the bumper moves back into position.

There's also a wide rubber strip running the full width of the bumper

to help protect it against dings. Grand Ville's



GRAND VILLE CONVERTIBLE



GRAND VILLE HARDTOP COUPE

AVAILABLE GRAND VILLE CUSTOM CLOTH AND VINYL INTERIOR



formal roof is also interesting from an engineering standpoint. A double-shell construction permits the use of thin front pillars for improved visibility.

It provides a more spacious interior, too. Across the shoulders. Above the head. As much rear-seat leg room in the 2-door hardtop as in many 4-doors.

Pontiac stylists knew what to do with all that space. They combed through literally hundreds of fabrics before selecting the ones rich enough for Grand Ville's upholstery.

Now a Louis XIV chair can be a joy to look at. But as nice to sit on as a stump. Grand Ville's seats are of a different stripe. All the cushion wires are surrounded by foam padding, and the seat backs are foam over steel.

Among Grand Ville's other more noticeable standard features are power brakes with front discs, variable-ratio power steering, Turbo Hydra-matic transmission and a 455-cubic-inch V-8.

Not so obvious is Grand Ville's quiet ride. Deep-pile carpeting, special noise suppressors and new methods of melding body to chassis all contribute.

You can make Grand Ville even more magnificent by ordering the Custom Interior.

Available only on hardtops, the seats are covered in rich, fluted damask trimmed in Morrokide. The carpet is a thick sheared pile. And the 4-door offers a fold-down, rear-seat armrest.

As you can see, nothing was spared to make Grand Ville the flagship of the Pontiac line.

But then, Pontiac never does anything halfway.

Bonneville



BONNEVILLE 4-DOOR HARDTOP



BONNEVILLE 4-DOOR SEDAN



BONNEVILLE HARDTOP COUPE

Bonneville

Of all the full-sized Pontiacs, we must give credit to Bonneville for first pointing the finger at Pontiac's outstanding performance. And year after year, Bonneville keeps proving that a big car is good for more than long stretches of very straight roads.

This car handles.

With variable-ratio power steering, a thick front stabilizer bar and great Wide-Track stability, Bonneville corners with the best.

Other standard equipment contributing to Bonneville's per-

formance includes a 455 V-8, Turbo Hydra-matic transmission and power front disc brakes. Quite a contribution.

Styling also has a lot to do with the way a car manages a road. If the body offers too much wind resistance, a car has a tendency to buck the wind.

Bonneville was aerodynamically designed to really hug the road.

Anything as sumptuous as Bonneville's living area should be the payoff to the Bonneville story.

Consider the seats. They come in a rich patterned fabric trimmed with soft vinyl. (Depending on model selected, seats are covered entirely in vinyl.)

There's rich loop-pile carpet spreading underfoot.

And the instrument panel is inlaid with the look of rare

teakwood.

So there you have it. A big, full-sized Pontiac that goes out of its way to prove that quick handling, excellent stopping and great, road-car performance are not exclusive to little sporty cars.

Not when Bonneville's around.



BONNEVILLE CLOTH AND VINYL INTERIOR

Catalina



CATALINA HARDTOP COUPE

Catalina

For years now, our full-sized Pontiac Catalina has been known for innovative styling, outstanding performance, advanced features and great trade-in value—all at an easy Pontiac price.

If you'll forgive a touch of immodesty, it's even better for '72.

In the styling department, you've got a handsome grille. Dual headlights. And a new front bumper system that helps protect the handsome grille and dual headlights.

How? Two steel boxes filled with resilient material are positioned between bumper and frame to absorb energy. There's also a wide rubber strip running the width of the bumper. This helps guard against scratches, dings and the like.

Styling also pertains to the interior, and again Catalina is not to be denied. Deluxe two-spoke steering wheel. Front-seat cushions of solid foam, to isolate the integrated springs. Deep, loop-pile carpet. Padded instrument panel with wood-grain inserts. Beautifully patterned fabrics and Morrokide trim.

Then there's Catalina's outstanding performance. This year, you get a new 400-cubic-inch V-8 that runs beautifully on no-lead or low-lead fuel. Variable-ratio power steering comes standard, as do Turbo Hydra-matic transmission and power front disc brakes.

Advanced features? Plenty. Including a double-shell roof for added quiet. Hidden windshield wipers. And a highly receptive radio antenna so fine we embedded it in the windshield.



CATALINA BROUGHAM ALL-VINYL INTERIOR



CATALINA 4-DOOR HARDTOP



CATALINA 4-DOOR SEDAN



CATALINA CONVERTIBLE

All these things are why Catalina's trade-in value is traditionally among the best.

In the line of safety features, Catalina offers an energy-absorbing padded instrument panel. Head restraints. Side-guard door beams. An energy-absorbing steering column. Dual master cylinder brake system. Four-way hazard warning flasher. And many more.

In our program to help remove the automobile from the air pollution problem, Pontiac Catalina's engines are designed to

operate efficiently on low-lead or no-lead fuels. And an evaporative emission control system reduces the amount of gasoline fumes that might enter the atmosphere.

Catalina Brougham

Brougham is the Catalina that went elegant. And if 1972 is anything like 1971, we've got another winner. Because this Brougham is more luxurious.

Upholstery is the richest in Catalina history. Seats are hand-fitted. The ride is quieter due to additional soundproofing.

The wheel openings have bright-metal moldings. Deluxe wheel covers are standard. And the door handles have body-colored inserts.

That's elegance for you.



CATALINA CLOTH AND VINYL INTERIOR

Luxury LeMans



LUXURY LeMANS HARDTOP COUPE

Buying a car with real luxury used to mean buying a big car. Pontiac's new Luxury LeMans has changed all that. So you can get all the luxury you want without buying more car than you need. Luxury LeMans is a true luxury car in a very manageable medium size.

True luxury? Better believe it. No other way can you quickly describe all the niceties bundled into this beauty. Special grille. Special trim. Special wheel covers. Special rear fender skirts. Even a tasteful monogram on the roof sail panel. Luxury LeMans doesn't flaunt...but it gets noticed.

You can't miss the luxurious new interior, either. An instrument panel with the look of rare Ceylonese teak. Wood-like inlays on a cushioned steering wheel. Rich carpeting. And if you think you smell leather, you'll be wrong. But you won't be the first who's made the mistake.

What looks like leather is really Morrokide. It's teamed with



LUXURY LeMANS CLOTH AND VINYL INTERIOR

going to have to put a little of yourself into it to get it that far. By ordering the extras you think are right: air conditioning, AM/FM stereo, power windows, Cruise Control, electric door locks. They're all available.

Luxury LeMans is a pretty heady name for a car. But we think this car deserves it. After all, it's a true luxury car. It's just that it comes in a medium size with a manageable price.

a rich patterned cloth...carefully fitted over the notch-back bench seat. The hardtop coupe can also be ordered with bucket seats in all-Morrokide upholstery.

If you test-drive a Luxury LeMans, and start to think your hearing's gone bad, it's probably just the extra sound insulation doing its job.

Now it's good to remind you that all this luxury is in a mid-sized car that's easy to move around town. Easy to park. And capable of getting plenty of response from a 350-CID V-8.



LUXURY LeMANS 4-DOOR HARDTOP



LUXURY LeMANS 4-DOOR HARDTOP

LeMans



LeMANS COUPE

LeMans

LeMans is the lowest priced mid-sized Pontiac. It's important to make that perfectly clear. Because LeMans is built on the theory that a low-priced car doesn't have to look at all low-priced. And the good looks of the 1972 LeMans will show you how beautifully the theory works.

We solicit your glance left. At LeMans' distinctive new styling. And the way we kept it clean.

Beneath all those typical Pontiac good looks, there's typical Pontiac value. Side-guard beams in the doors. A Cargo-Guard steel barrier that separates the trunk from the passenger compartment. An energy-absorbing steering column. A dual master cylinder brake system. Self-adjusting brakes. And a lot more.

Be prepared for the same story on LeMans' interior. There you'll find richly patterned cloth and vinyl upholstery. The look of polished teak on the instrument panel. A deluxe steering wheel. And Morrokide-covered door panels. Except for the 2-door coupe, every LeMans has nylon-blend

carpeting. Features you just don't expect to see in a low-priced car.

The mechanics of LeMans are equally impressive. A 250-cubic-inch six is standard. And five available V-8s offer you any kind of response you're after.

The standard 3-speed, manual transmission does nicely. Or specify from a heavy-duty, 3-speed; close- or wide-ratio 4-speeds; 2-speed automatic or 3-speed Turbo Hydra-matic. They're all available.

Engines and transmissions aren't the only availables that'll make LeMans yours alone.

For example, you can change the whole front end of your new LeMans with the Endura styling package available. What you get is hood scoops. Front-fender air extractors. And the famous protective Endura bumper.

You can do something else with a LeMans this year. Turn it into a LeMans GT.



LeMANS 4-DOOR SEDAN



LeMANS COUPE



AVAILABLE LeMANS GT HARDTOP COUPE

All you do is order a LeMans Hardtop or Coupe with a V-8. And specify the GT package. You'll get a 3-speed, heavy-duty transmission with Hurst floor shifter, Dual exhausts with side splitters. G70—14, white-lettered tires on mag-type wheels. Body-colored outside mir-

rors (on the hardtop). Plus an allotment of stripes and decals.

Pretty flexible, our LeMans. But on one point we're unbending. Integrity. The same design and engineering integrity that goes into our most expensive Pontiacs goes into our low-priced LeMans.



LeMANS CLOTH AND VINYL INTERIOR

LeMANS SPORT ALL-VINYL INTERIOR



LeMans Sport

As you might have guessed, LeMans Sport is a sportier version of LeMans.

Actually, two sportier versions: hardtop coupe and convertible.

Bucket seats are standard in both. As are assist straps and carpeting on the door panels. All-Morrokide upholstery. And a few classy I.D. emblems.

The convertible has a power-operated top. And a tempered-glass rear window, which cleans up nicely in ice, snow or rain.

How about that, sport? Your Pontiac dealer's got one for you.



LeMANS SPORT CONVERTIBLE

GTO

You'll be seeing more of this great road car in 1972. Because Pontiac made the GTO easier to own. By letting you decide how grand you want your Gran Turismo Omologato to be.

One way we made GTO more affordable. It's now available as a coupe, as well as a hardtop.

We give you a great road engine as standard equipment. A 400-CID, 4-bbl V-8.

However, you may want to order more cubic inches. Such as our 455-CID, 4-bbl V-8 or the 455 H.O. with Ram Air.

Transmissions affect GTO's price, too. We drop in a 3-speed as standard fare. A heavy-duty

job. With a Hurst floor shifter. If you want more speeds, you can order a close- or wide-ratio 4-speed. If you want less work, specify Turbo Hydra-matic.

The interior we give you is just right for a road car. Bench seats covered with cloth and Morrokide. Businesslike. Comfortable. Some prefer bucket seats, however, so buckets are available.

Without certain things, GTO just wouldn't be a GTO. Things like thick front and rear stabilizer bars. Firm shocks. G70—14 tires. Hood scoops. A protective Endura bumper that covers the whole front end.

We've added a few new necessities for '72. Front-fender air extractors. They keep the engine compartment cooler and reduce air-pressure buildup. New performance dual exhausts with side outlets. They help make sure GTO's classic burble is on pitch.

Of course, there's also a list of performance items you might want to order. Tach. Gauges. A rear spoiler. New side stripes. It's all there. But only if you want it.

Affordability, remember?



GTO COUPE

Firebirds



FIREBIRD ESPRIT HARDTOP COUPE

FIREBIRD HARDTOP COUPE

Firebird

Pontiac's got quite a reputation for thinking ahead.

But we should make it clear that we don't change just for the sake of change. We looked to the future in designing our Firebirds, for example, just to give you better cars right now.

Take the basic 'Bird. You don't have to be a designer to see that the styling is futuristic. And futuristic styling is merely the beginning.

The roof of a Firebird is really two roofs—a double-shell construction. It does quite a job of absorbing sound, so the car rides quieter.

Firebird's Endura bumper doesn't even look like a bumper. Because it matches the color of the car. It covers the entire front end. It shrugs off dents, dings and chips. And it won't ever rust.

Firebird's foam-constructed seats never lump. Anybody who has to put up with less has our sympathy.

And the ride. Boulevard smooth. Without sacrificing any handling characteristics whatsoever. All because we put in four

bucket-type seats, raised the drive tunnel and gave the suspension more room to travel. Bring on your gravel roads if you don't believe it.

No question, Firebird's full of innovation. But we really got the spirit when we became aware of the need for different types of Firebirds. Which is where we got Firebird Esprit.

Firebird Esprit

What we needed was a luxurious Firebird with a reasonable price.

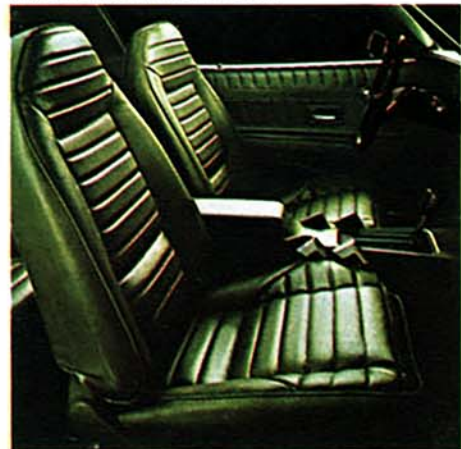
So on the outside, Esprit is set apart by some pretty nice chrome accents, emblems and wheel trim rings.

Inside, there's an assist strap on the dash. Thick loop-pile carpeting. A squeezably soft Custom Cushion steering wheel. Special, perforated-vinyl upholstery on the

FIREBIRD ESPRIT CUSTOM CLOTH AND VINYL INTERIOR



FIREBIRD ALL-VINYL INTERIOR



high-back bucket seats. And an extra measure of sound insulation to help make Esprit the quietest of all the Firebirds.

There's a standard 350-CID V-8 under the hood for quick response.

Even a luxurious Firebird has to get up and go.

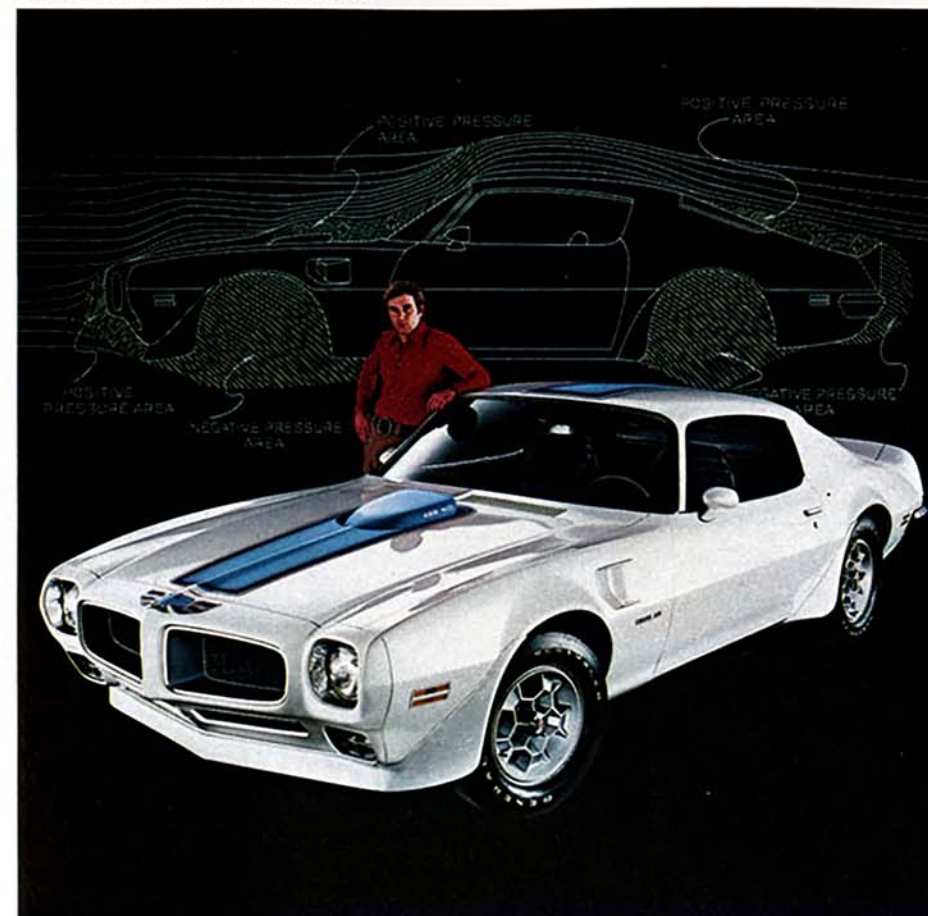
Formula Firebirds

We talked about Pontiac recognizing the need for different types of Firebirds. All right, these are our performing Firebirds. Compared to Esprit, they're not as smooth-riding. Depending on your idea of luxury, they're not as luxurious. But they're unexcelled when it comes to roadwork.

Engines make the Formula Firebirds different. A Formula 350 has a 350-CID V-8. A Formula 400 gets a 400 V-8. The Formula 455 gets its name from its 455 H.O. V-8.

Every Formula Firebird is a showcase for Pontiac performance know-how. Each has hood scoops. (They scoop with the available 455 H.O. V-8.) Thick front and rear stabilizer bars. Firm springs and shocks. Special low-restriction performance dual exhausts. F70—14 wide-tread tires. A Custom Cushion steering wheel.

If you'd like to see, firsthand, what all this does for you, pick your Formula. And put in some time on the road. One drive is worth all our words.



Firebird TransAm

Lots of cars aspire to the stature of Pontiac's Trans Am. But they'll never make it. Because everything Pontiac knows about enthusiast driving is standard.

FIREBIRD FORMULA 400 HARDTOP COUPE



A front air dam, side air extractors, spoilers at each wheel and on the rear deck all work together to give Trans Am exceptional stability. And they work at everyday expressway speeds.

A shaker hood with rear-facing inlet allows cold, dense air to be rammed into the 455-CID H.O. V-8. Torque is fed to the rear wheels through a 4-speed, Hurst-shifted Muncie transmission or Turbo Hydra-matic. Power front disc brakes and tough springs, shocks and stabilizer bars are



designed to keep the F60—15 white-lettered tires firmly on track.

Oil, water, fuel, voltage, rpm, time and speed information shows up on an engine-turned dash. A 14" thickly padded Formula steering wheel is linked to variable-ratio power steering. And the ignition is unitized.

In short, the works. Standard. Because Trans Am was built to be the ultimate Firebird.

Dimensions	Hardtop Coupe
Wheelbase	108.0"
Overall Length	191.6"
Overall Width	73.4"
Overall Height	50.4"
Front-seat Leg Room (1)	43.8"
Rear-seat Leg Room (2)	29.6"
Front Head Room (3)	37.4"
Rear Head Room (3)	36.1"
(1) Maximum effective (2) Minimum effective (3) Seat depressed	

Firebird

Standard Engine	Available Transmissions	Standard Axle Ratios	Available Axle Ratios
6-cyl., 250-cu.-in. 1-bbl. Compression ratio: 8.5:1	3-speed column shift (standard)	3.08:1 (1)	
	3-speed floor-shift		
	Automatic		
	Turbo Hydra-matic		
Available Engine			
V-8, 350-cu.-in. 2-bbl. Compression ratio: 8.0:1	3-speed floor shift (standard)	3.42:1	3.08:1
	4-speed manual		
	Automatic	2.73:1	
	Turbo Hydra-matic		
(1) Not available with air conditioning			
Dimensions			Hardtop Coupe
Front Tread			61.3"
Rear Tread			60.0"

Esprit

Standard Engine	Available Transmissions	Standard Axle Ratios	Available Axle Ratios
V-8, 350-cu.-in. 2-bbl. Compression ratio: 8.0:1	3-speed floor shift (standard)	3.42:1	3.08:1
	4-speed manual		
	Automatic	2.73:1	
	Turbo Hydra-matic		
Available Engine			
V-8, 400-cu.-in. 2-bbl. Compression ratio: 8.2:1	Turbo Hydra-matic	2.73:1	3.08:1
Dimensions			Hardtop Coupe
Front Tread			61.3"
Rear Tread			60.0"

Formula Firebirds

Standard Engine	Available Transmissions	Standard Axle Ratios	Available Axle Ratios
V-8, 350-cu.-in. 2-bbl. Compression ratio: 8.0:1	3-speed floor shift (standard)	3.42:1	3.08:1
	4-speed manual		
	Automatic	2.73:1	
	Turbo Hydra-matic		
Available Engines			
V-8, 400-cu.-in. 4-bbl. Compression ratio: 8.2:1	4-speed manual	3.42:1	3.42:1
	4-speed close-ratio		
	Turbo Hydra-matic	3.08:1	
V-8, 455-cu.-in. H.O. 4-bbl. Compression ratio: 8.4:1	4-speed close-ratio	3.42:1	
	Turbo Hydra-matic	3.42:1	
		3.08:1 (1)	
(1) Standard with air conditioning			
Dimensions			Hardtop Coupe
Front Tread			61.6"
Rear Tread			60.3"

TransAm

Standard Engine	Available Transmissions	Standard Axle Ratios	Available Axle Ratios
V-8, 455-cu.-in. H.O. 4-bbl. Compression ratio: 8.4:1	4-speed close-ratio (standard)	3.42:1	3.08:1 (1)
	Turbo Hydra-matic	3.42:1	
		3.08:1 (1)	
(1) Standard with air conditioning			
Dimensions			Hardtop Coupe
Front Tread			61.6"
Rear Tread			60.3"

Ventura II



VENTURA II SPRINT

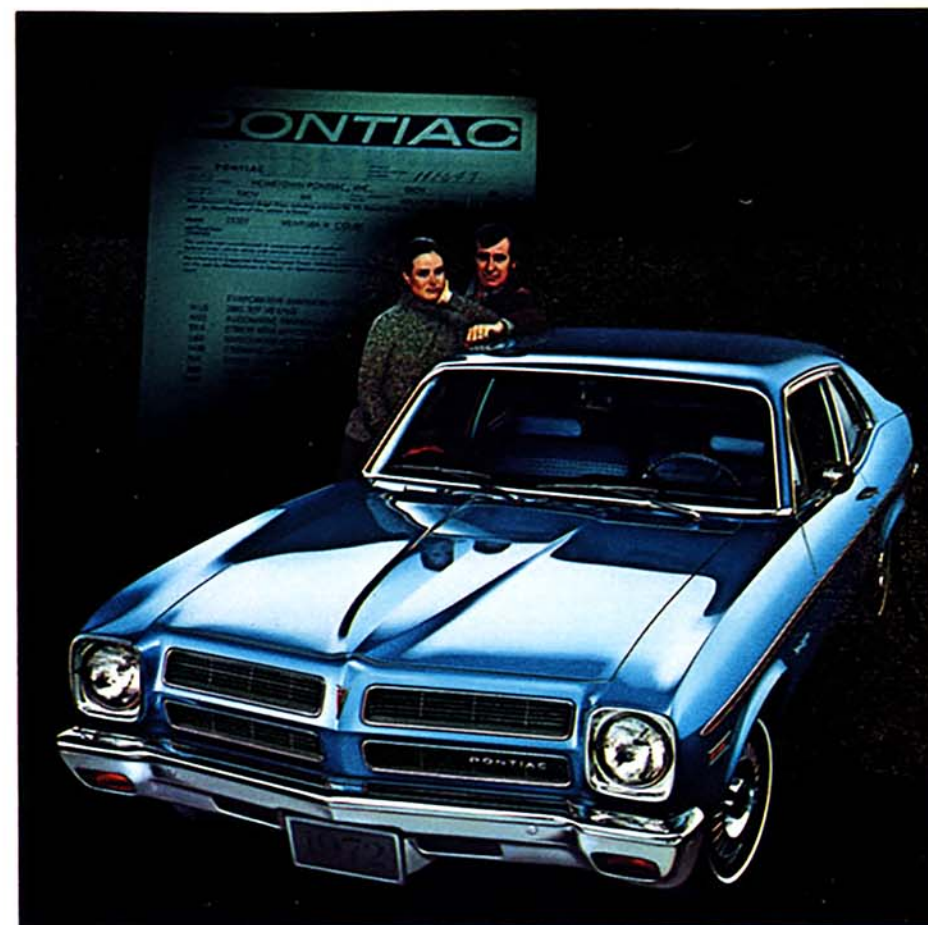
Most people buy economy cars just for economy. That's sad. A small car should be something you're proud to own. It should offer more than just economy. So we built our 1972 Ventura II to give you more...and make you proud.

Ventura II is tough. The Body by Fisher is made of heavy-gauge steel. There's double paneling in the deck lid, hood and doors. And there's one very hefty bumper on the front end.

Pontiac figures an economy car that isn't built to last isn't worth one drop of gas.

Speaking of gas, Ventura II is pretty thrifty. An economical 250-cubic-inch six is standard. The 307 V-8 you can order is almost as economical. And the 350 V-8 (which will be the only available V-8 for Ventura II in California) also hangs right in there with the tightwads.

If you're starting to add up your savings, keep the calculator handy. You're going to save on maintenance, too. Ventura II's 250 engine had its start at Pontiac in 1964. For the past eight years, it's been reworked and refined. So it's



smooth. Reliable. Easy to work on by yourself. Economical to have the work done.

Ventura II is comfortable.

It's from the Wide-Track people. And the 111-inch wheelbase makes the ride smooth.

Inside, there's room to stretch. Even for six adults.

All that room is nicely appointed. The seats are upholstered in a cloth/Morrokide combination.

The dash and door panels are accented with wood-grained vinyl inserts.

Kind of sporty.

Definitely sporty, if you order the Sprint Package available for



VENTURA II 4-DOOR SEDAN

VENTURA II COUPE



VENTURA II CLOTH AND VINYL INTERIOR

coupes. It includes custom carpeting. All-Morrokide upholstery. A padded Custom Sport steering wheel. Plus a special, black grille. Bold body stripes. Body-colored sport mirrors. E78 whitewall tires. Wide 14 x 6 wheels. You might even order the sunroof.

Anything else you'd like in an economy car? Of course, a small-car price. Ventura II has that, too. You'll find out when you ask your local Pontiac dealer.

Station Wagons



GRAND SAFARI 3-SEAT STATION WAGON

Grand Safari

The word "safari" is Swahili for travel. The word "grand" needs no explanation. Combine the two and you have Pontiac's most luxurious station wagon. Grand Safari—a truly elegant way to travel.

When you slide that bushel of Jonathans onto the carpeted load floor, it passes through a rear tailgate that disappears on command. Just flip a switch or turn a key and the window recedes into the roof. Then, either manually or through an available power unit, the tailgate tucks under the floor.

If all you want to transport is people, both the Grand Safari 2-seat and 3-seat models do so in high style and comfort.

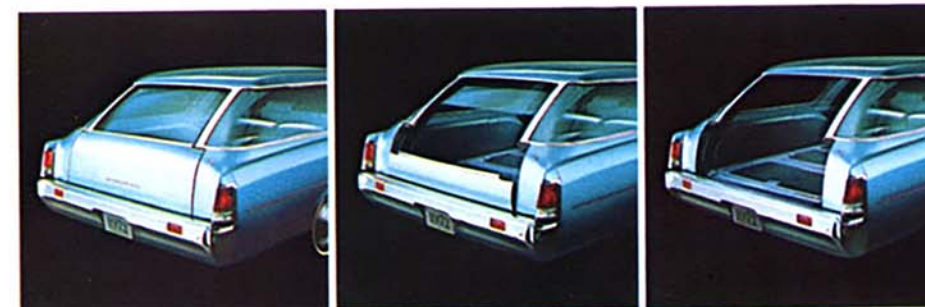
Everyone faces forward. On seats tailored in the softest vinyl.

The floor is covered by yards

of deep, loop-pile carpet. In case you don't order air conditioning, center-flow ventilation supplies the passenger compartment with a constant change of air.

Grand Safari has what it takes to move a lot of stuff around, too. Like a standard 2-barrel, 455-cubic-inch V-8. Standard variable-ratio power steering. Standard power brakes with front discs and 12" rear drums. And Turbo Hydramatic transmission. Also standard.

Incidentally, if you'll be using your Grand Safari—or any Pontiac station wagon, for that matter—to pull a trailer or boat, ask your Pontiac dealer for his special trailer-towing brochure. It will tell you about all the equipment we offer to help make your Grand Safari the most luxurious, best handling towing wagon on the pike.



GRAND SAFARI ALL-VINYL INTERIOR



Safari

If you've ever moved or taken an extended trip with a tribe of howling little ones, you know that the more room to stack things into (or to keep kids separated), the better your chances of keeping a sunny disposition.

Well, that's what Pontiac's Safari Station Wagon is all about.



SAFARI 2-SEAT STATION WAGON

LeMANS 2-SEAT STATION WAGON



LeMANS ALL-VINYL INTERIOR

Room. As much room, in fact, as the Grand Safari. Only not quite so fancied up.

Cargo capacity is a cavernous 106 cubic feet. Not including the hidden stowage under the floor.

There's a 2-seat Safari that holds six strappers, and a 3-seater that holds even more.

Those seats, by the way, hold up as well as they hold. They're covered in a tough vinyl called Morrokide. Which cleans up easily.

Safari also has our famous Glide-away disappearing tailgate. In addition to making loading easier, it has a rounded shape when closed to make a dust deflector unnecessary. The natural flow of air over the roof helps keep the rear window clean.

It would be hard to improve on Safari's looks. But if you'd like to try, order yours with the new simulated wood paneling you see on page 24. It's translucent, so it picks up a hint of the body color. With a green car, it looks like it's been antiqued. With red finishes, like polished cherry.

The paneling on the tailgate reflects light. Like the headlights of

front discs. And variable-ratio power steering. All standard.

When Pontiac builds a station wagon, it has to deliver.

LeMans Station Wagons

Maybe you don't need all the room of a Safari or Grand Safari. You own a miniature schnauzer instead of a St. Bernard. You've got two kids, not a platoon.

Suggestion: Pontiac LeMans 2-seat Station Wagon or Pontiac LeMans 3-seat Station Wagon. They each have a capacity of 83.6 cubic feet, without the hidden cargo area.

Since they aren't as big, they don't need such big engines. Pontiac's 250-cubic-inch six moves them around very nicely.

However, there are four V-8s available from 350 cubic inches up to 455.

The interiors are as practical

any car coming up on you at night.

Safari is mechanically equipped with a 400-cubic-inch V-8 that runs beautifully on no-lead or low-lead fuels. Turbo Hydra-matic transmission. Power brakes with



LeMANS 3-SEAT STATION WAGON

as they are good-looking. The seats are covered in solid vinyl. There's passenger-compartment carpeting. You get a deluxe two-spoke steering wheel. And the instrument panel is trimmed in teak wood-grain vinyl.

Another nice feature about LeMans Station Wagons is the standard two-way tailgate. It drops down to facilitate loading and hauling longer objects. And it swings open like a door for passengers or ordinary-sized items.

In addition, every LeMans Station Wagon is completely equipped with Pontiac's occupant-protection, accident-prevention and anti-theft features. A complete list of all these features appears on page 31.

Take a look. You'll see that even our smallest station wagon is full-sized when it comes to value.

Safari and Grand Safari Station Wagons

LeMans Station Wagons

Dimensions		Dimensions	
Cargo volume (cu. ft.)	106.0	Cargo volume (cu. ft.)	83.6
Underfloor compartment 2-seat (cu. ft.)	5.6	Underfloor compartment 2-seat (cu. ft.)	10.0
Underfloor compartment 3-seat (cu. ft.)	3.0	Underfloor compartment 3-seat (cu. ft.)	5.6
Length (inches)		Length (inches)	
Top of front seatback to closed tailgate	92.3	Top of front seatback to closed tailgate	79.9
Top of second seatback to closed tailgate	55.6	Top of second seatback to closed tailgate	46.8
Front seat at floor to closed tailgate	100.5	Front seat at floor to closed tailgate	90.9
Front seat at floor to end of open tailgate	106.5	Front seat at floor to end of open tailgate	117.1
Second seat at floor to end of closed tailgate	64.8	Second seat at floor to end of closed tailgate	59.1
Second seat at floor to end of open tailgate	70.4	Second seat at floor to end of open tailgate	85.0
Width (inches)		Width (inches)	
Maximum width of cargo space at floor	64.2	Maximum width of cargo space at floor	59.5
Minimum distance between wheelhouses at floor	48.8	Minimum distance between wheelhouses at floor	44.5
Rear-end opening width at floor	50.2	Rear-end opening width at floor	50.0
Rear-end opening width at belt	42.0	Rear-end opening width at belt	49.6
Height (inches)		Height (inches)	
Maximum cargo height	30.6	Maximum cargo height	31.5
Maximum height at rear opening (tailgate open)	29.5	Maximum height at rear opening (tailgate open)	28.6
Platform height of load floor (curb weight)	22.3	Platform height of load floor (curb weight)	22.0

Grand Ville

Standard Engine	Standard Transmission	Standard Axle Ratio	Available Axle Ratios
V-8, 455-cu.-in. 4-bbl. Compression ratio: 8.2:1	Turbo Hydra-matic	3.08:1	2.56:1 (1) 3.23:1
(1) Not available with air conditioning			
Dimensions	Hardtop Coupe	4-door Hardtop	Convertible
Wheelbase	126.0"	126.0"	126.0"
Overall Length	226.2"	226.2"	226.2"
Overall Width	79.5"	79.5"	79.5"
Front Tread	64.0"	64.0"	64.0"
Rear Tread	64.0"	64.0"	64.0"
Overall Height	54.2"	54.2"	53.8"
Front-seat Leg Room (1)	42.6"	42.6"	42.6"
Rear-seat Leg Room (2)	38.5"	38.5"	35.5"
Front Head Room (3)	38.7"	38.7"	38.9"
Rear Head Room (3)	37.8"	37.8"	38.0"

(1) Maximum effective (2) Minimum effective (3) Seat depressed

Bonneville

Standard Engine	Standard Transmissions	Standard Axle Ratios	Available Axle Ratios
V-8, 455-cu.-in. 2-bbl. Compression ratio: 8.2:1	Turbo Hydra-matic	2.73:1	2.56:1 3.08:1
Available Engine			
V-8, 455-cu.-in. 4-bbl. Compression ratio: 8.2:1	Turbo Hydra-matic	3.08:1	2.56:1 (1) 3.23:1
(1) Not available with air conditioning			
Dimensions	Hardtop Coupe	4-door Hardtop	4-door Sedan
Wheelbase	126.0"	126.0"	126.0"
Overall Length	226.2"	226.2"	226.2"
Overall Width	79.5"	79.5"	79.5"
Front Tread	64.0"	64.0"	64.0"
Rear Tread	64.0"	64.0"	64.0"
Overall Height	53.5"	53.7"	54.4"
Front-seat Leg Room (1)	42.6"	42.6"	42.6"
Rear-seat Leg Room (2)	35.5"	38.5"	38.5"
Front Head Room (3)	38.0"	38.3"	38.9"
Rear Head Room (3)	37.1"	37.4"	38.0"

(1) Maximum effective (2) Minimum effective (3) Seat depressed

Catalina

Standard Engine	Standard Transmissions	Standard Axle Ratios	Available Axle Ratios	
V-8, 400-cu.-in. 2-bbl. Compression ratio: 8.2:1	Turbo Hydra-matic	2.73:1	3.08:1	
Available Engines				
V-8, 400-cu.-in. 4-bbl. Compression ratio: 8.2:1	Turbo Hydra-matic	3.08:1	2.56:1 3.23:1	
V-8, 455-cu.-in. 2-bbl. Compression ratio: 8.2:1	Turbo Hydra-matic	2.73:1	2.56:1 3.08:1	
V-8, 455-cu.-in. 4-bbl. Compression ratio: 8.2:1	Turbo Hydra-matic	3.08:1	2.56:1 (1) 3.23:1	
(1) Not available with air conditioning				
Dimensions	Hardtop Coupe	4-door Hardtop	4-door Sedan	Convertible
Wheelbase	123.5"	123.5"	123.5"	123.5"
Overall Length	222.4"	222.4"	222.4"	222.4"
Overall Width	79.5"	79.5"	79.5"	79.5"
Front Tread	64.0"	64.0"	64.0"	64.0"
Rear Tread	64.0"	64.0"	64.0"	64.0"
Overall Height	53.4"	53.6"	54.3"	53.7"
Front-seat Leg Room (1)	42.6"	42.6"	42.6"	42.6"
Rear-seat Leg Room (2)	35.5"	38.5"	38.5"	35.5"
Front Head Room (3)	38.0"	38.3"	38.9"	38.9"
Rear Head Room (3)	37.1"	37.4"	38.0"	38.0"

(1) Maximum effective (2) Minimum effective (3) Seat depressed

Luxury LeMans

Standard Engine	Available Transmissions	Standard Axle Ratios	Available Axle Ratios
V-8, 350-cu.-in. 2-bbl. Compression ratio: 8.0:1	3-speed (standard) 3-speed heavy-duty 4-speed manual Automatic Turbo Hydra-matic	3.23:1 2.78:1 2.56:1 2.78:1 (1)	3.08:1
Available Engines			
V-8, 400-cu.-in. 2-bbl. Compression ratio: 8.2:1	Turbo Hydra-matic	2.78:1	3.08:1
V-8, 400-cu.-in. 4-bbl. Compression ratio: 8.2:1	4-speed manual	3.55:1 3.23:1 (1)	3.23:1
	4-speed close-ratio	3.55:1 (2)	
	Turbo Hydra-matic	3.23:1	3.08:1 3.55:1 (2)
V-8, 455-cu.-in. 4-bbl. Compression ratio: 8.2:1	Turbo Hydra-matic	3.31:1 3.07:1 (1)	
(1) Standard with air conditioning (2) Not available with air conditioning			

Dimensions. Luxury LeMans Hardtop Coupe and 4-door Hardtop have the same dimensions as LeMans Hardtop Coupe and 4-door Sedan.

LeMans

Standard Engine	Available Transmissions	Standard Axle Ratios	Available Axle Ratios
6-cyl., 250-cu.-in. 1-bbl. Compression ratio: 8.5:1	3-speed (standard)	3.23:1	
	Automatic	3.08:1 (2)	3.23:1 (2)
	Turbo Hydra-matic	3.08:1 3.23:1 (1)	2.78:1 (2) 3.23:1
Available Engines			
V-8, 350-cu.-in. 2-bbl. Compression ratio: 8.0:1	3-speed (standard) 3-speed heavy-duty 4-speed manual	3.23:1	3.08:1
	Automatic	2.78:1	
	Turbo Hydra-matic	2.56:1 2.78:1 (1)	
V-8, 400-cu.-in. 2-bbl. Compression ratio: 8.2:1	Turbo Hydra-matic	2.78:1	
V-8, 400-cu.-in. 4-bbl. Compression ratio: 8.2:1	4-speed manual	3.55:1 3.23:1 (1)	3.23:1
	4-speed close-ratio	3.55:1 (2)	
	Turbo Hydra-matic	3.23:1	3.08:1 3.55:1 (2)
V-8, 455-cu.-in. 4-bbl. Compression ratio: 8.2:1	Turbo Hydra-matic	3.31:1 3.07:1 (1)	
V-8, 455-cu.-in. H.O. 4-bbl. Compression ratio: 8.4:1 (3)	4-speed close-ratio	3.55:1 3.31:1 (1)	
	Turbo Hydra-matic	3.55:1 3.07:1 (1)	
(1) Standard with air conditioning (2) Not available with air conditioning (3) Not available on station wagons or sedans			
Dimensions	Coupe Hardtop Coupe	Convertible*	4-door Sedan
Wheelbase	112.0"	112.0"	116.0"
Overall Length	202.8"	203.3"	206.8"
Overall Width	76.7"	76.7"	76.7"
Front Tread	61.0"	61.0"	61.0"
Rear Tread	60.0"	60.0"	60.0"
Overall Height	52.0"	52.3"	52.6"
Front-seat Leg Room (1)	42.4"	42.4"	42.4"
Rear-seat Leg Room (2)	32.2"	31.6"	34.8"
Front Head Room (3)	37.9"	38.5"	38.5"
Rear Head Room (3)	36.3"	36.9"	37.1"

(1) Maximum effective (2) Minimum effective (3) Seat depressed

*Available only as LeMans Sport Option

GTO

Standard Engine	Available Transmissions	Standard Axle Ratios	Available Axle Ratios
V-8, 400-cu.-in. 4-bbl. Compression ratio: 8.2:1	3-speed manual (standard)	3.55:1 3.23:1 (1)	3.23:1
	4-speed close-ratio	3.55:1 (2)	
	Turbo Hydra-matic	3.55:1 3.23:1 (1)	3.08:1
Available Engines			
V-8, 455-cu.-in. 4-bbl. Compression ratio: 8.2:1	Turbo Hydra-matic	3.31:1 3.07:1	
V-8, 455-cu.-in. H.O. 4-bbl. Compression ratio: 8.4:1	4-speed close-ratio	3.55:1 3.31:1 (1)	
	Turbo Hydra-matic	3.55:1 3.07:1 (1)	
(1) Standard with air conditioning (2) Not available with air conditioning			
Dimensions	Coupe Hardtop Coupe		
Overall Length	203.3"		
Front Head Room (seat depressed)	37.7"		

All other dimensions same as LeMans Coupe and Hardtop Coupe.

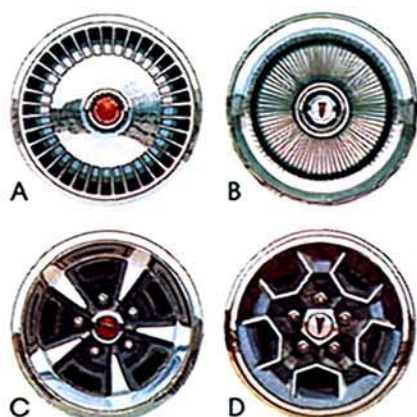
Ventura II

Standard Engine	Available Transmissions	Standard Axle Ratios
6-cyl., 250-cu.-in. 1-bbl. Compression ratio: 8.5:1	3-speed (standard) Automatic	3.08:1
Available Engines		
V-8, 307-cu.-in. 2-bbl. Compression ratio: 8.5:1	3-speed (standard) Automatic Turbo Hydra-matic	3.08:1 2.73:1
V-8, 350-cu.-in. 2-bbl. Compression ratio: 8.0:1	Turbo Hydra-matic	2.73:1
Dimensions	Coupe	4-door Sedan
Wheelbase	111.0"	111.0"
Overall Length	194.5"	194.5"
Overall Width	72.4"	72.4"
Front Tread	59.0"	59.0"
Rear Tread	58.9"	58.9"
Overall Height	52.5"	53.9"
Front-seat Leg Room (1)	41.0"	41.0"
Rear-seat Leg Room (2)	32.6"	35.7"
Front Head Room (3)	37.6"	38.8"
Rear Head Room (3)	36.6"	37.2"

(1) Maximum effective (2) Minimum effective (3) Seat depressed

Options & Accessories

See Pontiac's 1972 Accessories Catalog for complete listing.

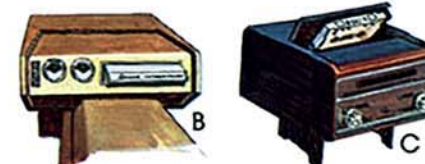


Wheels and Wheel Covers. A—Deluxe wheel covers available on all LeMans. B—Finned wheel covers available on Grand Prix Model "J," all full-sized Pontiacs and all Firebirds except Trans Am. C—Rally II wheels available on all except Safari, Grand Safari. D—Honeycomb wheels available on Grand Prix, LeMans and all Firebirds.

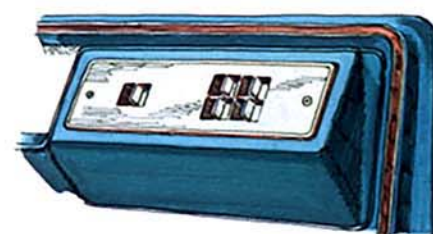
Tilt Steering Wheel. Adjusts to any one of seven different positions. Helps make getting in and out of the car easier, too. Available on all Pontiac models with variable-ratio power steering. Not available with column-shift manual transmission.



Radios and Stereos. A—Specify AM, AM/FM or AM/FM stereo radio. Available all models. (AM/FM stereo not available on Ventura II.) There's a stereo AM/FM radio, tape player with an 8-track cartridge player and radio all in one unit. It's available on all full-sized Pontiacs. B—This stereo tape player plays 8-track cartridges from a separate unit. Available only with radio on all but full-sized Pontiacs. C—Stereo cassette tape player lets you play the new compact cassettes in your Pontiac. Available on all models but Ventura II.



Automatic Temperature Control Air Conditioning. Just set it at the temperature you want and forget it. Sensors determine how much heat or cooling is needed. You drive in year-round comfort. Available on all full-sized Pontiacs and Grand Prix.



Power Windows and Door Locks. Power windows are available on all Pontiacs except Ventura II. As are power door locks. But when you order either or both on a Catalina Brougham, Bonneville or Grand Ville, the controls are housed in a power pod at the front of the driver's armrest. So they're at fingertip command.



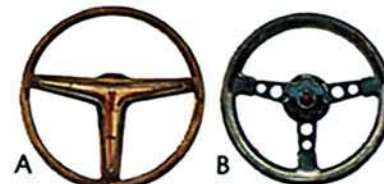
Power Seats. The available 6-way power seat lets you raise, lower, move forward or backward or tilt the bench seat of any full-sized Pontiac.



Bumper Guards. Available on most Pontiacs, these rubber-faced guards provide an added measure of protection in parking situations.



Steering Wheels. A—Custom Cushion wheel. Not available on Trans Am. B—Formula wheel. Available on all Firebirds and mid-sized Pontiacs.



Cruise Control. Once you reach your desired speed, just touch the button. Cruise Control will maintain the speed. A touch on the brake disengages it. Available on all models with V-8 and automatic except Firebirds and Ventura II's.



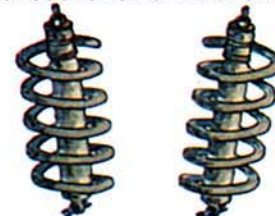
Safe-T-Track Differential. Transfers torque to rear wheel that has the best traction. Great for sand, mud, ice and snow conditions. Available on all Pontiac models.



Deck-lid Release. Available on all Pontiacs except station wagons and Firebirds. Lets you unlock your trunk without getting out of the car. Simply press the button, located in the glove compartment or console, and the deck lid pops open. Trunk can also be locked and unlocked in the conventional manner.



Firm Springs and Shocks. These heavy-duty springs and shocks give you more feel of the road and excellent cornering characteristics. They're especially useful if you travel on rough roads or carry heavy loads often. Available on all models except Firebirds and LeMans Station Wagons.



Heavy-duty Battery. Available on all Pontiac models, this option offers longer life, gives improved cranking ability and more power to operate accessories. Give it special consideration if you plan on towing trailers often.



Trailer-towing Packages. No standard passenger car is designed to tow a trailer. Special equipment is necessary. And Pontiac provides it in seven distinct packages. Each package starts with a special constant-rate signal flasher and trailer light wiring harness. Then they change according to the car and the weight you intend to tow.

Full-sized Pontiacs towing light trailers* get a higher axle ratio and a heavy-duty fan.

Grand Prix get more. In addition to the above, they get heavy-duty tires, springs, shocks and radiator.

Mid-sized Pontiacs get all the above plus a heavy-duty frame.

For towing medium-weight trailers,† full-sized Pontiacs get everything in the light trailer package, plus heavy-duty springs, shocks, transmission, oil cooler, tires, radiator and a dual exhaust system. No additions, other than those mentioned in the light trailer package, are required for Grand Prix or mid-sized Pontiacs.

Only full-sized Pontiacs are recommended for towing heavy trailers.‡ The heavy trailer-towing package is basically the same as the medium-weight package, with the addition of a still higher axle ratio and a heavy-duty frame.

Those are Pontiac's trailer towing packages. We think they're essential for problem-free trailer towing. But it's important for you to order the package when you order your Pontiac. That way, the cost is far less than it would be were you to add these items later.

For further information, Pontiac has a special Trailer-towing Catalog. Ask for it at your Pontiac dealer's.

*1,000 to 2,000 lbs. Tongue load up to 200 lbs.
†2,000 to 3,500 lbs. Tongue load up to 350 lbs.
‡3,500 to 6,000 lbs. Tongue load up to 600 lbs.



Pontiac Safety Features

Occupant Protection

Seat belts with pushbutton buckles for all passenger positions • Shoulder belts with pushbutton buckles—driver and right front passenger (except convertibles) • Two front-seat head restraints • Energy absorbing steering column • Passenger-guard door locks with forward-mounted lock buttons • Safety door latches and hinges • Folding seat-back latches • Energy absorbing padded instrument panel and front seat back tops* • Contoured windshield header (except convertibles) • Thick laminate windshield • Padded sun visors • Safety armrests • Safety steering wheel • Cargo-Guard • Side-guard beam (except Ventura II) • Contoured full roof inner panel (except LeMans, Luxury LeMans, Ventura II and all convertibles) • Fuel tank impact security • Glove box and console door-latch impact security • Yielding windshield pillar moldings • Smooth, contoured door and window-regulator handles • Soft, low-profile, window-control knobs, coat hooks, dome lamp • Two front-seat belt retractors (except Firebird and Ventura II) • Shoulder belt anchorages for rear-seat, outboard occupants • Pressure-lock radiator cap • High-strength, front-seat anchorages and construction • High-strength, rear-seat retention • Stamped steel door hinges

*Station wagons have padding on front and intermediate seat back tops.

Accident Prevention

Side marker lights and reflectors

(front side marker lights flash with directional signal) • Parking lamps that illuminate with headlamps • Four-way hazard warning flasher • Backup lights • Lane-change feature in direction signal control • Windshield defrosters, washers and dual-speed wipers • Wide-view inside day/night mirror (vinyl-edged, shatter-resistant glass and deflecting support)* • Outside, rearview mirror (driver & passenger on full-sized wagons) • Dual master cylinder brake system with warning light • Starter safety switch • Dual-action safety hood latches • Headlamp aiming access provision • Low-glare instrument panel top, inside windshield moldings, wiper arms and blades, and steering wheel metallic surfaces • Safety wheel rims • Uniform shift quadrant • No winged wheel nuts, discs and caps • Self-adjusting brakes

Anti-theft

Anti-theft ignition key warning buzzer • Anti-theft steering column lock • Inside hood-latch release (full-sized Pontiacs only) • Multiple key combinations • Visible vehicle identification • Tamper-resistant odometer with telltale feature

Shown on the cars and described 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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SERIES AND MODELS	STANDARD*/AVAILABLE ENGINES	STANDARD*/AVAILABLE TRANSMISSIONS	INTERIOR	EXTERIOR	CHASSIS AND TIRES
Grand Prix Hardtop Coupe	4-bbl. 400-cu.-in. V-8* 4-bbl. 455-cu.-in. V-8	Turbo Hydra-matic*	Front bucket seats or notch-back bench seat of cloth-and-Morrokide or all-Morrokide trim; foam-padded front and rear seats; nylon-blend loop-pile carpeting and carpeted lower door panels; console with floor shift (with bucket seats only); Custom Cushion steering wheel; upper-level ventilation; electric clock; driver ashtray and ashtray in right-hand front-door armrest; instrument panel trim of teakwood-grain vinyl; ashtray lamp; instrument panel courtesy lamps; trunk compartment lamp and side panels.	Deluxe wheel covers; windshield radio antenna; concealed wipers; bright moldings on roof gutters, windshield, rear window, belt reveals (windowills), hood rear edge, wheel openings and rocker panels.	Variable-ratio power steering; power brakes with front discs and rear drums; 4-wheel coil-spring suspension; 7-inch wide wheel rims; Power-Flex fan; dual exhausts; G78—14 black-wall tires.
Grand Ville Hardtop Coupe 4-door Hardtop Convertible	4-bbl. 455-cu.-in. V-8*	Turbo Hydra-matic*	Bench seat with center armrest and cloth-and-Morrokide trim (except convertible), or notch-back bench seat with center armrest and all-Morrokide trim; front-seat cushions of solid foam with integral springs; solid foam front-seat backs; foam rear-seat padding; nylon-blend loop-pile carpeting and carpeted lower door panels; Custom Cushion steering wheel; center-flow ventilation; electric clock; driver and passenger instrument panel ashtrays (both lighted); instrument panel trim of teakwood-grain vinyl; instrument panel courtesy lamps; glove box lamp; two rear-quarter interior lamps (convertible only); trunk lamp; trunk compartment side panels; trunk mat.	Distinctive formal roof; rubber-faced bumpers with energy-absorbing mounting systems; Deluxe wheel covers; windshield radio antenna; concealed wipers; power-operated top with tempered rear-window glass (convertible only); body-colored inserts in outside door handles; bright moldings on roof gutters (hardtop coupe and 4-door hardtop), windshield, rear window (except convertible), belt reveals (windowills), hood rear edge, wheel openings and rocker panels.	Variable-ratio power steering; power brakes with front discs and rear drums; 4-wheel coil-spring suspension; H78—15 blackwall tires.
Bonneville Hardtop Coupe 4-door Hardtop 4-door Sedan	2-bbl. 455-cu.-in. V-8* 4-bbl. 455-cu.-in. V-8	Turbo Hydra-matic*	Bench seat with cloth-and-Morrokide or all-Morrokide trim; front-seat cushions of solid foam with integral springs; solid foam front-seat backs; foam rear-seat padding; nylon-blend loop-pile carpeting and carpeted lower door panels; Custom Cushion steering wheel; center-flow ventilation; electric clock; driver and passenger instrument panel ashtrays; instrument panel trim of teakwood-grain vinyl; instrument panel courtesy lamps, glove box lamp, ashtray lamp; trunk lamp; trunk compartment side panels; trunk mat.	Rubber-faced bumpers with energy-absorbing mounting systems; Deluxe wheel covers; windshield radio antenna; concealed wipers; body-colored inserts in outside door handles; bright moldings on roof gutters, windshield, rear window, hood rear edge, wheel openings, side-window reveals (4-door sedan) and rocker panels.	Variable-ratio power steering; power brakes with front discs and rear drums; 4-wheel coil-spring suspension; H78—15 blackwall tires.
Catalina Hardtop Coupe 4-door Hardtop 4-door Sedan Convertible	2-bbl. 400-cu.-in. V-8* 4-bbl. 400-cu.-in. V-8 2-bbl. 455-cu.-in. V-8 4-bbl. 455-cu.-in. V-8	Turbo Hydra-matic*	Bench seat with cloth-and-Morrokide trim (hardtop coupe, 4-door sedan, 4-door hardtop), or all-Morrokide trim (convertible only); front-seat cushions of solid foam with integral springs; solid foam front-seat backs; nylon-blend carpeting; center-flow ventilation; driver and passenger instrument panel ashtrays; instrument panel trim of teakwood-grain vinyl; ashtray lamp; glove box lamp; two rear-quarter interior lamps (convertible only); trunk mat.	Rubber-faced bumpers with energy-absorbing mounting systems; windshield radio antenna; concealed wipers; power-operated top with tempered rear-window glass (convertible only); bright moldings on roof gutters (except convertible), windshield, rear window (except convertible), hood rear edge and rocker panels.	Variable-ratio power steering; power brakes with front discs and rear drums; 4-wheel coil-spring suspension; G78—15 blackwall tires.
Catalina Brougham Hardtop Coupe 4-door Hardtop 4-door Sedan	2-bbl. 400-cu.-in. V-8* 4-bbl. 400-cu.-in. V-8 2-bbl. 455-cu.-in. V-8 4-bbl. 455-cu.-in. V-8	Turbo Hydra-matic*	Bench seat with special cloth-and-Morrokide trim or all-Morrokide trim; front seat cushions of solid foam with integral springs; solid foam front-seat backs; foam rear-seat padding; nylon-blend loop-pile carpeting and carpeted lower door panels; Custom Cushion steering wheel; center-flow ventilation; electric clock; driver and passenger instrument panel ashtrays; instrument panel trim of teakwood-grain vinyl; ashtray lamp; glove box lamp; trunk mat.	Rubber-faced bumpers with energy-absorbing mounting systems; Deluxe wheel covers; body-colored inserts in outside door handles; windshield radio antenna; concealed wipers; bright moldings on roof gutters, windshield, rear window, hood rear edge, wheel openings and rocker panels.	Variable-ratio power steering; power brakes with front discs and rear drums; 4-wheel coil-spring suspension; G78—15 blackwall tires.
Firebird Hardtop Coupe	1-bbl. 250-cu.-in. Six* 2-bbl. 350-cu.-in. V-8	3-speed manual* (column shift with 6-cyl., floor shift with V-8) / 3-speed manual floor shift (6-cyl. only); 4-speed manual floor shift (V-8 only); Automatic; Turbo Hydra-matic.	Front bucket seats and bucket-type rear seats with all-Morrokide trim; front seat cushions of solid foam with integral springs; nylon-blend loop-pile carpeting; Deluxe steering wheel; upper-level ventilation; instrument panel trim of flame chestnut wood-grain vinyl; ashtray lamp.	Endura front bumper; small full-width front air dam; standard hubcaps; windshield radio antenna; bright moldings on windshield, rear window, grille and fine line on rocker panels.	Front disc brakes; leaf-spring rear and coil-spring front suspension; E78—14 blackwall tires.
Firebird Esprit Hardtop Coupe	2-bbl. 350-cu.-in. V-8* 4-bbl. 400-cu.-in. V-8	3-speed manual* (floor shift) / 4-speed manual (350-cu.-in. V-8 only); Automatic (350-cu.-in. V-8 only); Turbo Hydra-matic.	Same as Firebird with custom trim of cloth and Morrokide; distinctive door trim panels; perforated headlining; additional sound insulation in roof; Custom Cushion steering wheel; rear-seat ashtrays in armrests; instrument panel assist grip above glove box door; trunk mat.	Same as Firebird with Esprit Identification; wheel trim rings; right- and left-hand body-colored mirrors (left-hand, remote-controlled); body-colored inserts in door handles; concealed wipers; bright moldings on roof gutters, belt reveals (windowills), hood rear edge, wheel openings and wide rocker panels.	Same as Firebird
Formula Firebirds Hardtop Coupe	2-bbl. 350-cu.-in. V-8* 4-bbl. 400-cu.-in. V-8 4-bbl. 455-cu.-in. H.O. V-8	3-speed manual floor shift* (350-cu.-in. V-8 only) / 4-speed manual floor shift (350- and 400-cu.-in. V-8); 4-speed close-ratio (400- and 455-cu.-in. H.O. V-8); Turbo Hydra-matic.	Same as Firebird with Custom Cushion steering wheel.	Same as Firebird with special "Formula 350," "400" or "455" identification; fiberglass hood with forward-mounted dual air scoops (functional with 455-cu.-in. H.O. V-8); right- and left-hand body-colored mirrors (left-hand, remote-controlled).	Same as Firebird with 1 1/2" front stabilizer bar; 3/4" rear stabilizer bar; firm shocks; performance dual exhausts with chrome extensions; Power-Flex fan (400-cu.-in. V-8 and 455-cu.-in. H.O. V-8); unitized ignition system (455-cu.-in. H.O. V-8 only); F70—14 blackwall tires.
Firebird Trans Am Hardtop Coupe	4-bbl. 455-cu.-in. H.O. V-8*	4-speed close-ratio* / Turbo Hydra-matic (at no extra cost).	Same as Firebird with Formula steering wheel; engine-turned aluminum trim plate on instrument panel; Rally gauges with clock and instrument panel tachometer.	Special Firebird decal on Endura front bumper; Trans Am stripe on hood, roof, and rear deck; front air dam; front and rear-wheel opening air spoilers; full-width rear deck lid spoiler; engine compartment air extractors on front fenders; shaker hood; 15-inch Rally II wheels with trim rings; windshield radio antenna; concealed wipers; right- and left-hand body-colored mirrors (left-hand, remote-controlled); bright moldings on windshield, rear window and black-textured grille.	Fast-ratio variable-ratio power steering; power brakes with front discs and rear drums; 1 1/2" front stabilizer bar; 3/4" rear stabilizer bar; firm-control shocks; high-rate rear springs; Safe-T-Track differential; performance dual exhausts with chrome extensions; special air cleaner and rear-facing cold-air intake through hood; Power-Flex fan; unitized ignition system; F60—15 white-lettered tires.
Luxury LeMans Hardtop Coupe 4-door Hardtop	2-bbl. 350-cu.-in. V-8* 2-bbl. 400-cu.-in. V-8 4-bbl. 400-cu.-in. V-8 4-bbl. 455-cu.-in. V-8	3-speed manual* (column shift) / heavy-duty 3-speed manual floor shift (350-cu.-in. V-8 only); 4-speed manual (350- and 400-cu.-in. 4-bbl. V-8); 4-speed close-ratio (400-cu.-in. 4-bbl. V-8 only); Automatic (350-cu.-in. V-8 only); Turbo Hydra-matic.	Front bucket seats (hardtop coupe only) with all-Morrokide trim, or notch-back bench seat with cloth-and-Morrokide or all-Morrokide trim; foam front- and rear-seat cushions; solid foam back (notch-back seat only); nylon-blend loop-pile carpeting and carpeted lower door panels with reflectors; additional sound insulation in body; rear-seat ashtrays in armrests; Custom Cushion steering wheel; upper-level ventilation (hardtop coupe only); instrument panel trim of teakwood-grain vinyl; pedal trim plates; front door assist straps and bright armrest trim; ashtray lamp; glove box lamp.	Distinctive flush-type grille; Deluxe wheel covers; chrome-plated front valance panel; rear-wheel fender skirts; chrome-edged vent windows (4-door hardtop only); full-length lower body side moldings; windshield radio antenna; concealed wipers; bright moldings on roof gutters, windshield, rear window, rear deck, hood rear edge and front wheel openings.	Manual drum brakes; 4-wheel coil-spring suspension; F78—14 blackwall tires.
LeMans Coupe Hardtop Coupe 4-door Sedan 2-seat Station Wagon 3-seat Station Wagon	2-bbl. 250-cu.-in. Six* 2-bbl. 350-cu.-in. V-8 2-bbl. 400-cu.-in. V-8 4-bbl. 400-cu.-in. V-8 4-bbl. 455-cu.-in. V-8 4-bbl. 455-cu.-in. H.O. V-8 (2-door models only)	3-speed manual* (column shift) / 3-speed heavy-duty manual floor shift (350-cu.-in. V-8 only); 4-speed manual (350- and 400-cu.-in. 4-bbl. V-8); 4-speed close-ratio (400-cu.-in. 4-bbl. V-8); Automatic (250-cu.-in. Six and 350-cu.-in. V-8); Turbo Hydra-matic. (Optional manual transmissions are not available on station wagons.)	Bench seat with cloth-and-Morrokide trim (except station wagons) or all-Morrokide trim (station wagons only); foam front- and rear-seat cushions; solid foam back (notch-back seat only); nylon-blend loop-pile carpeting (except coupe); Deluxe steering wheel; upper-level ventilation (hardtop coupe only); instrument panel trim of teakwood-grain vinyl; storage compartment under cargo load floor and vinyl cargo floor covering (station wagons only).	Standard hubcaps; windshield radio antenna; concealed wipers (except coupe); vent windows (except hardtop coupe); chrome-plated front valance panel; bright moldings on roof gutters (hardtop coupe only), windshield, rear window and rocker panels; 2-way tailgate with built-in rear step (station wagons only); power tailgate window (3-seat station wagon only).	Manual drum brakes (coupe, hardtop coupe, 4-door sedan); power brakes with front discs (station wagons only); 4-wheel coil-spring suspension; H78—14 blackwall tires (station wagons); E78—14 blackwall tires (all other models).
LeMans Sport Option Hardtop Coupe Convertible	Same as LeMans	Same as LeMans	Same as LeMans Hardtop Coupe with all-Morrokide front bucket seats; distinctive door and quarter trim panels; additional interior lighting in convertible.	Same as LeMans Hardtop Coupe with "LeMans Sport" identification; power-operated top with tempered rear-window glass (convertible only).	Same as LeMans
GTO Option Coupe Hardtop Coupe	4-bbl. 400-cu.-in. V-8* 4-bbl. 455-cu.-in. V-8 4-bbl. 455-cu.-in. H.O. V-8	Heavy-duty 3-speed manual with floor shifter* / 4-speed manual (400-cu.-in. V-8 only); 4-speed close-ratio (400- and 455-cu.-in. H.O. V-8); Turbo Hydra-matic.	Same as LeMans Coupe or Hardtop Coupe with instrument panel lower trim of engine-turned aluminum and GTO identification on door trim panel.	GTO decals on rear quarter panels and deck lid; special grille with GTO nameplate; special hood with scoops; Endura front bumper; concealed wipers (hardtop coupe only); engine compartment air extractors on front fenders.	Manual drum brakes; 1 1/2" front stabilizer bar; 3/4" rear stabilizer bar; firm shocks; performance dual exhausts with side-splitters behind rear wheels; Power-Flex fan; G70—14 blackwall tires.
Ventura II Coupe 4-door Sedan	1-bbl. 250-cu.-in. Six* 2-bbl. 307-cu.-in. V-8 (except in Calif.); 2-bbl. 350-cu.-in. V-8 (Calif. only)	3-speed manual* (column shift) / 3-speed manual floor shift (307-cu.-in. V-8 only); Automatic (except 350-cu.-in. V-8); Turbo Hydra-matic (V-8 only).	Bench seat with cloth-and-Morrokide trim; foam front-seat cushions; vinyl-coated formed-rubber floor covering; rear-seat ashtrays in armrests; Deluxe steering wheel; instrument panel of Carpathian burl elm wood-grain vinyl.	Standard hubcaps; front-door vent windows; bright moldings on windshield and rear window.	Manual drum brakes; leaf-spring rear and coil-spring front suspension; E78—14 blackwall tires.
Grand Safari 2-seat Station Wagon 3-seat Station Wagon	2-bbl. 455-cu.-in. V-8* 4-bbl. 455-cu.-in. V-8	Turbo Hydra-matic*	Front bench seat with pull-down center armrest and all-Morrokide trim; front-seat cushions of solid foam with integral springs; solid foam front-seat backs; foam rear-seat padding; nylon-blend loop-pile carpeting, carpeted lower door panels and carpeted cargo area; Custom Cushion steering wheel; center-flow ventilation; electric clock; driver and passenger instrument panel ashtrays; instrument panel trim of teakwood-grain vinyl; ashtray lamp; glove box lamp; instrument panel courtesy lamp; slide-away disappearing tailgate; forward-facing third seat; power tailgate window; split-back second seat (on 3-seat model); storage compartment under cargo load floor.	Rubber-faced front bumper; energy-absorbing mounting systems on front and rear bumpers; Deluxe wheel covers; body-colored inserts in outside door handles; left-hand and right-hand outside mirrors; windshield radio antenna; concealed wipers; bright moldings on roof gutters, windshield, rear window, hood rear edge, side-window reveals, wheel openings and rocker panels.	Variable-ratio power steering; power brakes with front discs and rear drums; coil-spring front and leaf-spring rear suspension; L78—15 blackwall tires.
Safari 2-seat Station Wagon 3-seat Station Wagon	2-bbl. 400-cu.-in. V-8* 4-bbl. 400-cu.-in. V-8 2-bbl. 455-cu.-in. V-8 4-bbl. 455-cu.-in. V-8	Turbo Hydra-matic*	Bench seat with all-Morrokide trim; front-seat cushions of solid foam with integral springs; solid foam front-seat backs; nylon-blend loop-pile carpeting; Deluxe steering wheel; center-flow ventilation; driver and passenger instrument panel ashtrays; instrument panel trim of teakwood-grain vinyl; glove box lamp; ashtray lamp; slide-away disappearing tailgate; forward-facing third seat; power tailgate window; split-back second seat (on 3-seat model); storage compartment under vinyl-covered cargo load floor.	Rubber-faced front bumper; energy-absorbing mounting systems on front and rear bumpers; standard hubcaps; left-hand and right-hand outside mirrors; windshield radio antenna; concealed wipers; bright moldings on roof gutters, windshield, rear window, hood rear edge and rocker panels.	Variable-ratio power steering; power brakes with front discs and rear drums; coil-spring front and leaf-spring rear suspension; L78—15 blackwall tires.