



A device for shrinking time and distance
Pontiac GTO

This is the GTO Sports Coupe, in Grenadier Red.



To be perfectly honest, the GTO is not everyone's cup of tea. Designed as a piece of performance machinery, its purpose in life is to permit you to

make the most of your driving skill. Its suspension is firm, tuned more to the open road than to wafting gently over bumpy city streets. Its dual

This is the GTO Convertible, in Cameo Ivory.



exhausts won't win any prizes for whispering. And, unless you order it with our lazy 3.08 low-ratio rear axle, its gas economy won't be

anything to write home about. If all this dismays you, then you're almost certainly a candidate for one of our 27 other Pontiac Pontiacs and Pontiac

This is the GTO Hardtop, in Nocturne Blue, with optional black fabric top.



Tempests. (Most people are.) But if you're tuned in to our particular wave length, if you start vibrating when you're at the controls of a sudden

automobile, if you've driven enough different kinds of performance to know what it's all about, then you've got GTO written right across your forehead.

OPTIONS & ACCESSORIES

Comfort & Convenience: Power steering, power brakes, power tilt driver's seat, power windows. Custom air conditioner, tinted glass all around or just in the windshield, rear-window defogger (except Convert.). Washers, two-speed wipers. Seven-position tilting steering wheel, padded dash, console. Radios, electric antenna, regular or reverberating rear seat speakers (except Convert.). Luggage compartment light, ski racks, removable luggage carrier. Deluxe wheel discs, wire wheel discs, custom wheel discs. Black or white fabric top. Rayon cord whitewalls optional at no extra cost.

Performance: 4-speed all-synchro transmission with Hurst shifter, 2-speed automatic. Metallic brake linings, heavy-duty radiator, Safe-T-Track limited-slip differential. Custom sports steering wheel, handling kit (extra-stiff shocks and 20:1 quick steering) or extra-stiff shocks alone. Tachometer or rally clock, vacuum gauge. Exhaust splitters, mechanical 3-2BBL carburetor linkage. High-performance full transistor (breakerless) ignition.

ENGINES

	Standard	Optional
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	66.0	66.0
Carburetion	1-4BBL	3-2BBL
Total throttle bore area, sq. in.	7.62	12.19
Bhp @ rpm	325 @ 4800	348 @ 4900
Torque, lb-ft	428 @ 3200	428 @ 3600

Alloy cast iron block, five main bearings. High-compression flat-top pistons with valve indents. High-lift camshaft, high-performance hydraulic valve lifters. Large-diameter valves—1.92" intake, 1.66" exhaust. Dual exhausts. Clutch is 10.4" bent-finger Belleville with 2300-lb minimum load. Seven-blade, 18" fan, with declutching unit. Low-restriction air cleaners on 3-2BBL engine.

Dimensions & Capacities: Wheelbase is 115 inches. Overall length is 203 inches. Tread is 58 inches, front and rear. Overall width is 73.3 inches. Height is 53.5 inches for the Sports Coupe and Hardtop, 53.6 inches for the Convertible. Total trunk capacity is 32.1 cubic feet. The gas tank holds 21.5 gallons. Shipping weights: Coupe—3272; Hardtop—3292; Convertible—3422.

Transmissions: A 3-speed manual transmission is standard, with Hurst shifter curving up into your hand from between the seats. Ratios are 2.58:1, 1.48:1, 1.00:1, and 2.58:1 reverse.

Then there's an optional floor-mounted, aluminum-case, fully synchronized 4-speed. Ratios are 2.56:1, 1.91:1, 1.48:1, 1.00:1, and 2.64:1 reverse.

And, of course, there's a 2-speed torque converter automatic, its lever mounted on the steering column. Ratios are 1.76:1, 1.00:1, and 1.76:1 reverse, with a total torque multiplication off the line of 3.87:1. The governor is set for a maximum automatic upshift at 5200 rpm. The optional console accommodates the shift lever for all three transmissions.

AXLE RATIOS

Engine	Transmission	Standard axle	Special Order axle ratios			
325 bhp	3- or 4-speed	3.23	3.08#	3.36*†**	3.55*†**	3.90*†‡§**
	automatic	3.23	3.08#	3.36*†**	3.55*†**	3.90*†‡§**
348 bhp	3- or 4-speed	3.23	3.08	3.23#	3.36**	3.90†‡§**
	automatic	3.23	3.08#	3.23	3.36	3.90†‡§**
Axle ratio			Mph per 1000 rpm in high gear			
3.08			25.2			
3.23			24.0			
3.36			23.1			
3.55			21.9			
3.90			19.9			

*Special radiator required at extra cost.
†Speedo adapter required at extra cost.
‡Heavy-duty fan required at extra cost.

§Metallic brake linings and Safe-T-Track required at extra cost.
#Standard axle with air conditioning.
**Air conditioning not available.

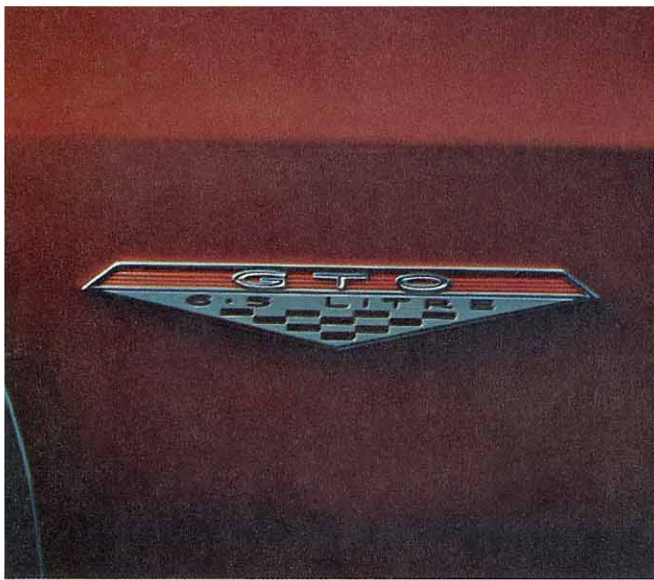
Steering: Recirculating ball bearing steering gear. Standard ratio is 24:1. Optional quick steering is 20:1. Power steering is 17.5:1.

Suspension: Ball joint independent front, four-link rear. Shocks are valved specifically for firm ride and control. Heavy-duty coil springs have wheel rates of 90 and 110 pounds per inch, front and rear. Diameter of stabilizer bar is 0.938".

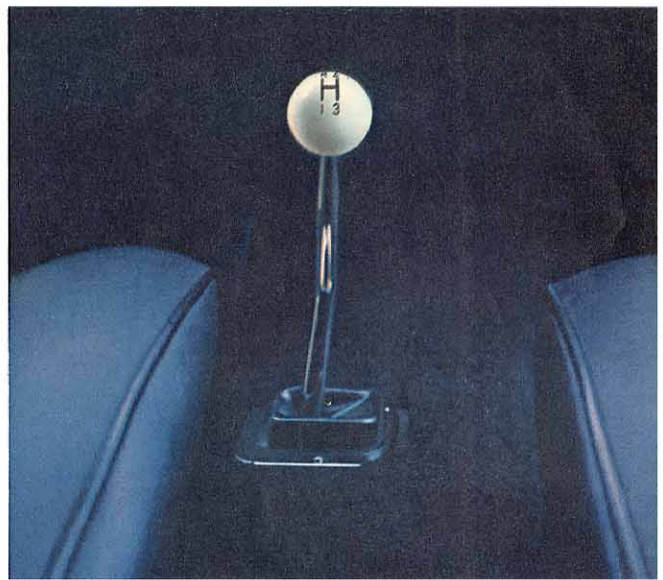
We'd suggest you try this already heavy-duty standard suspension before you make up your mind about the stiffer suspension components we have available.

Brakes: Hydraulic, duo-servo, self-adjusting. Diameter of finned drums is 9.5", with a swept area of 269.8 sq. in. Metallic brake linings are available as a separate option with all axle ratios except 3.08:1, but are recommended only for extreme duty service since they have the usual metallic brake ailments of squeaks, grunts, and high pedal pressure when cold.

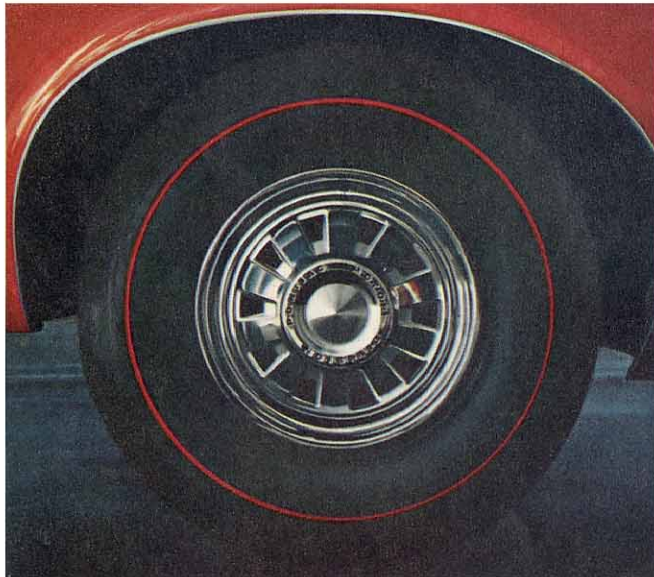
NOTICE: All the options noted herein, including vinyl top, radio, wheel discs, custom sports steering wheel, and backup lights, illustrated on some models, are extra-cost equipment unless otherwise specified. Ask your dealer for all price information on any model or special equipment you desire. Pontiac Motor Division of General Motors Corporation reserves the right to make changes at any time. Pontiac Motor Division, General Motors Corporation, 196 Oakland Avenue, Pontiac, Michigan.



You'll find one of these on each side. If you don't think this is enough warning, you could always fly the skull and crossbones.



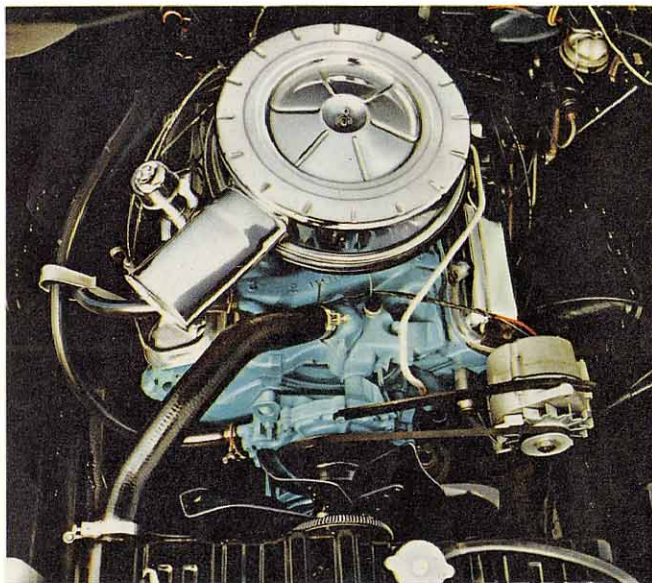
A 3-speed manual transmission with Hurst shifter is standard, located between the seats. Ratios are 2.58:1 first, 1.48:1 second, and 1.00:1 third.



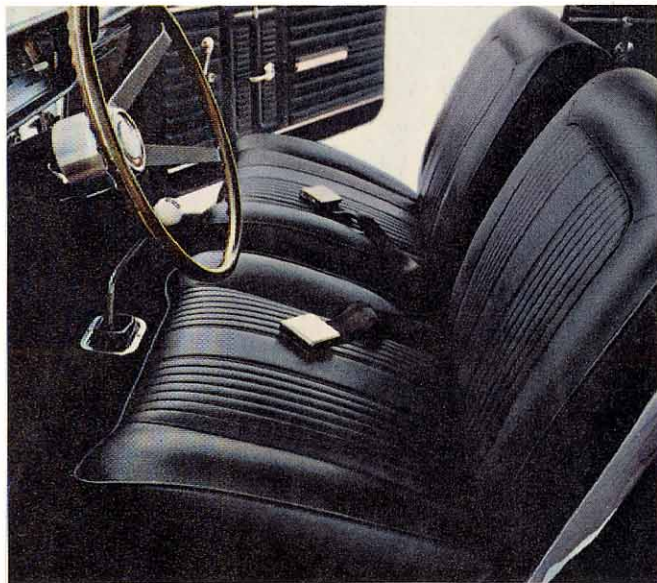
High speed 7.50 x 14 nylon tires were designed specially for the GTO, mounted on 14 x 6JK wide rims. This is the optional deluxe wheel cover.



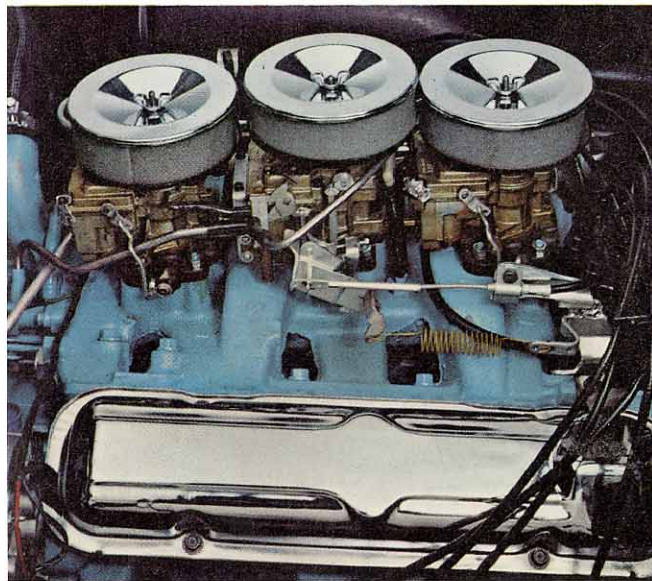
The standard suspension is made up of heavy-duty springs, shocks, and stabilizer bar. If a GTO clung to the road any closer, it'd be a white line.



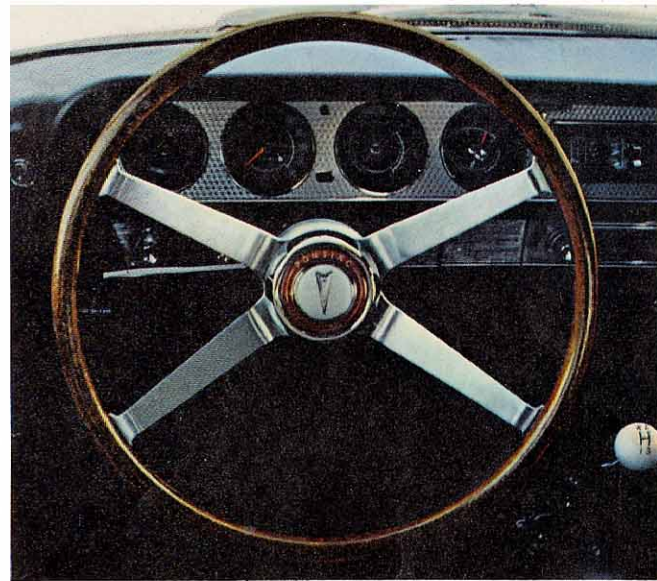
This is the standard engine. Horsepower—325. Carburetion—1-4BBL. Fan—declutching. Air cleaner, rocker covers, oil filler cap—chrome. Very strong.



This is the standard interior. Black, red, saddle, aqua, dark blue, or parchment. Morrokide with nylon blend carpeting. Everything's color-coordinated.



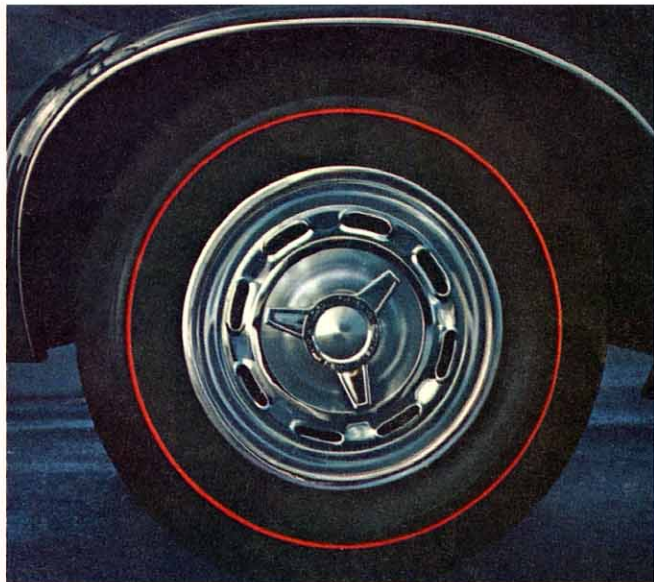
This is the optional engine. Horsepower—348. Carburetion—3-2BBL. Fan—declutching. Chrome. Very, very strong.



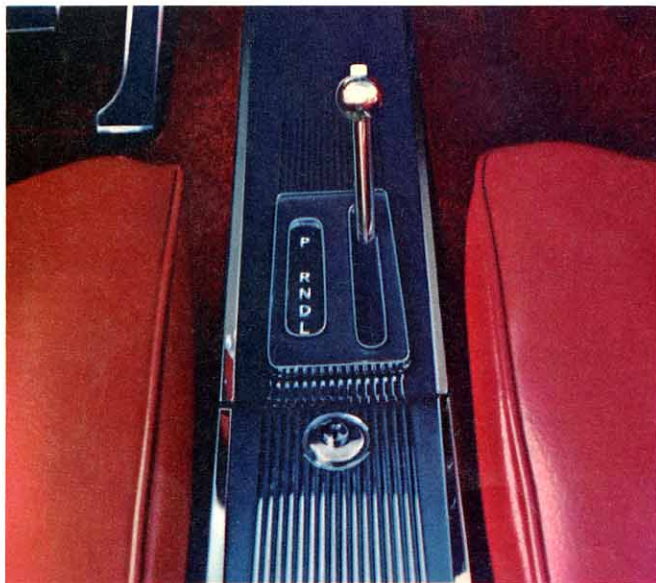
The custom sports wheel. Looks like wood but isn't. Stainless steel spokes. Optional. Four round, easy-to-read dials, optional tachometer on right.



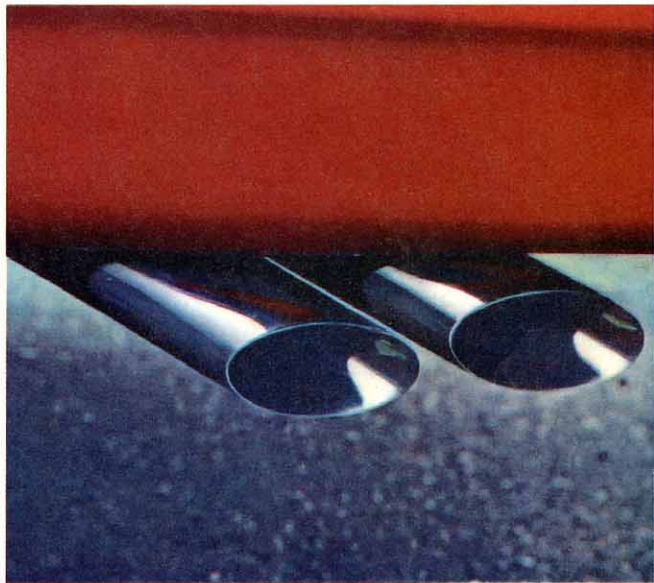
With 325-plus horsepower on tap, traction can be a sometime thing. We strongly recommend Safe-T-Track, our optional limited-slip differential. See?



That high speed red-line tire again, this time with our optional custom wheel disc, complete with spinner and brake cooling slots.



And, to contain your change of gear—3-speed, 4-speed, or automatic transmission—the optional console with lockable glove box.



We call these exhaust splitters. A pair apiece for the dual exhausts, lurking just behind the rear wheels on each side of the car. A dealer-installed option.