

We, the Pontiac Motor
Division of General Motors
Corporation, do hereby
reaffirm our faith in the
principles of law and order.
And as testament to our
respect for said principles do
hereby issue the following
public appeal . . .



All rise for



ENGINE

Cylinders	.....8
Bore and stroke	.....4.12 x 3.75
Displacement	.....400
Compression ratio	.....10.75:1
Horsepower	.....366 @ 5100
Torque	.....445 @ 3600
Valves: Intake	.....2.11 in.
Exhaust	.....1.77 in.
Camshaft:	
Lift (Man. Trans.)	... .413 intake, .413 exhaust
Duration	
(Man. Trans.)	... .301° intake, 313° exhaust
Lift (Auto. Trans.)	... .414 intake, .413 exhaust
Duration	
(Auto. Trans.)	... .288° intake, 302° exhaust
Carburetion	.....1 4-bbl. Quadra-jet
Exhaust	
systemDual w/low-restriction muffler

DIFFERENTIAL

Ratio3.55:1
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BRAKES

TypeDrum, front & rear
Dimensions:	
Front diam.9.5 in.
Swept area269.2 sq. in.
Rear diam.	.....9.5 in.
Swept area	.....269.2 sq. in.

SUSPENSION

Front	.....Heavy-duty coil
Rear	.....Heavy-duty coil
Stabilizer	.....1.00-in. diameter
Tires	.....G78-14
Rims	.....6-in. wide
Steering gear:	
Type	.....Recirculating ball bearing
Ratio	.....24:1
Turning circle	.....37.4 ft.
Turns of steering wheel, lock to lock	.....5.6

TRANSMISSION

Type:	.....3-speed manual
Ratios: 1st	.....2.42:1
2nd	.....1.61:1
3rd	.....1.00:1

DIMENSIONS

Wheelbase	.....112 in.
Front track	.....60 in.
Rear track	.....60 in.
Overall height	.....52.3 in.
Overall width	.....75.8 in.
Overall length	.....201.5 in.
Shipping weight	.....3506 lbs.
Test weight, pre-production car	.....N.A.
Crankcase capacity	.....5 qts.
Cooling system	.....17.8 qts.
Fuel tank	.....21.5 gals.

The Judge. From Pontiac. Looking every inch like older brother Billy.

A new name. With a special brand of justice to discourage the so-called, performance-minded competition.

Like a standard, 366-horse, 400-cubic-inch V-8 with Ram Air and a 4-barrel. Or maybe the 370-horse, 400-cubic-inch Ram Air IV V-8, if you so order. Either way those hood scoops function.

Like a fully synchronized, floor-mounted 3-speed cogbox. A close-ratio 4-speed with Hurst shifter (yea!) and a 3-speed Turbo Hydra-matic (boo!) are also in the hopper, if you'd care to order same.

Like a 60" spoiler, blackened grille, exposed headlamps, Polyglas belted tires (big and black), a screaming red-orange finish with a white paint slash, steel mag-type wheels and "Judge" I.D. inside and out.

Like an Endura schnoz that regards chips, dings and scrapes as acts of treason.

Like Morrokide-covered buckets. And a no-nonsense instrument panel that fills you in. And keeps you that way.

When you're ready to buy, tell your Pontiac dealer to order you a hood-mounted tach, a rally gauge cluster, power front disc brakes and variable-ratio power steering.

And with that, our case rests.

It's justice, man. Justice.

The Judge will hold court at your local authorized Pontiac dealer's beginning in January.

The Judge: a special GTO by Pontiac



4 color pictures, specs, book jackets and decals are yours for 30¢ (50¢ outside U.S.A.). Write to: '69 Wide-Tracks, P.O. Box 888AC, 196 Wide-Track Blvd., Pontiac, Mich. 48056.