

WIDE-TRACK
PONTIAC 1969



Grande Parisienne...

Wide-Tracking with the luxury touch

When you arrive in a Grande Parisienne, you've arrived. And in getting there, you've gone first class. Grande Parisienne shouts good taste, and whispers luxury. Interior opulence starts off with seats designed to give you a new standard by which to judge comfort. Beautiful, deep-twist rugs add to the feeling of elegance, while simulated walnut trim on instrument panel and door panels add the feeling of warmth that only woodgrain can give.

Outside, Pontiac's Grande Parisienne does you proud, too. Pontiac's new resilient color-keyed center Endura bumper insert is combined with distinctive grille sections to say "This is a Grande Parisienne." Full-length body side-moldings have vinyl-filled impact-absorbing inserts color-keyed to the body color. Handsome ribbed aluminum rocker panel moldings and rear quarter panel extensions give further protection. Rear fender skirts are also standard, as are full wheel covers.

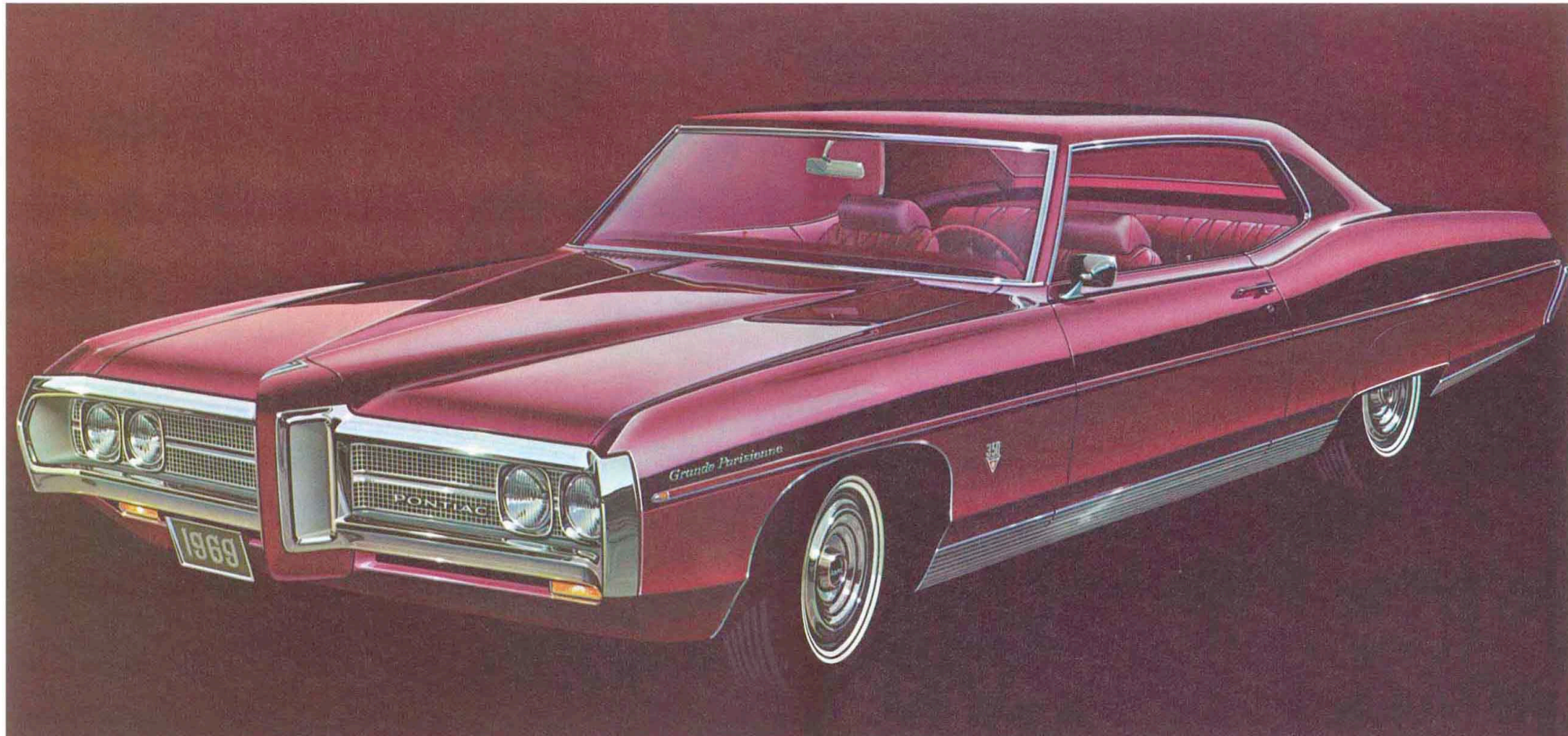
At the rear, Grande Parisienne further proclaims its individuality. A special, color-keyed impact-absorbent Endura insert on the back bumper soaks up the nicks and nudges of parking encounters.

Grande Parisienne doesn't stop with pampering your liking for comfort and luxury. Grande Parisienne power is a big factor too. For starters, Grande Parisienne's *standard* engine is a powerful V8 with 350 cubic inches and 250 horsepower! And from there, you build.

Transmissions? The same kind of story. Whatever you want, Grande Parisienne has.

Now. About roadability. You just haven't driven until you've sampled the sure-footed precision of Pontiac's Wide-Track ride. On any kind of road, under all conditions, Wide-Track gives a solid feeling of safety and security unmatched by any other car.

Front cover: Grande Parisienne Sport Coupe in Verdoro Green with Parchment vinyl top, Midnight Green interior.



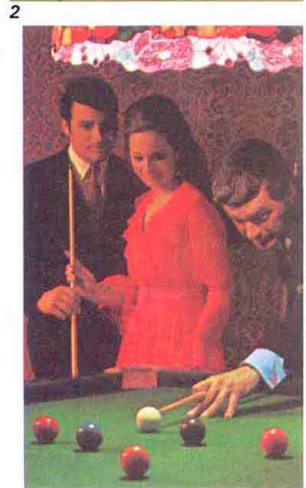
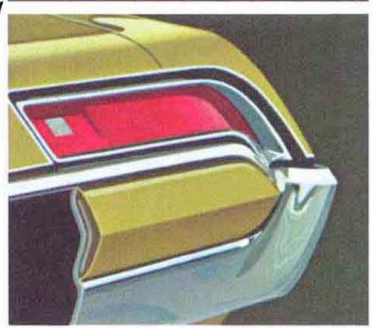
Above, Grande Parisienne Sport Coupe in Burgundy, with Dark Red interior.

Below, Grande Parisienne Sport Sedan in Antique Gold with Black vinyl top, Black interior.



STANDARD FEATURES ON GRANDE PARISIENNE: Electric clock • Glove compartment and luggage compartment lights • Courtesy lights—dome and under instrument panel • Ash tray light • Front bench seat with fold-down center armrest (on four-door hardtop) • Wheel covers • Special rear bumper with horizontal Endura insert • Fender skirts on both body styles • Front wheel-opening moldings • Ribbed aluminum rocker-panel moldings and quarter panel extensions • Color-keyed vinyl-filled full-length body side-molding • Upper-level ventilation system; vent windows eliminated • Cigarette lighter • Bright moldings around front and rear windows and on roof drip • Lighted heater controls • Armrests front and rear • Foam-padded seats • Cloth-and-vinyl upholstery • Color-keyed deep-twist full carpeting • Embossed vinyl headlining • Anti-theft ignition, steering and transmission lock • Deluxe steering wheel with simulated walnut trim and spoke-mounted horn tabs • Exclusive Grande Parisienne grille and peripheral front bumper with Endura center insert • Concealed windshield wipers with wiper blade on driver's side articulated to cover more of the windshield • Two front-seat head restraints • Extra sound-deadening insulation • 119-inch wheelbase • 63.5-inch Wide-Track front tread, 63.4 rear • 8.25 x 14 tires on wide six-inch rims • New larger outside and inside rearview mirrors • Backup lights and side marker lights; parking lights which illuminate with headlights • 350-cubic-inch V8 engine • Choice of 15 Magic-Mirror body colors, 12 of them new this year.

Grande Parisienne Sport Coupe Dark Red interior showing Strato bucket seats.



1 Resilient Endura inserts—front and rear—match body color.

2 Color-keyed vinyl-filled moldings absorb parking lot punishments.

Some of the equipment illustrated is optional at extra cost.

Pontiac 2+2... Wide-Tracking with a feel of action

One look at Pontiac's 2 + 2 and you can tell this is no car to trifle with. Available in convertible and sport coupe body styles only, 2 + 2 has that strong, masculine look of action.

Special exterior medallions warn the unwary, while serious-looking simulated rear fender louvres and lower body racing stripes underline the message.

Standard V8 is a not-to-be-ignored 350-cubic-inch, 250-horsepower V8. But most 2 + 2 types tend toward the 396- and 427-cubic-inch optional V8s with up to 390 horsepower to prove their point.

There's also a tendency toward the optional transmissions for extra performance and more driving excitement. Like the butter-smooth floor-mounted fully-synchronized four-speed manual, or the three-speed Turbo Hydra-Matic which offers automatic or shift-it-yourself driving.

Other options can provide the icing. Like variable-ratio power steering (3.1 turns of the steering wheel, lock-to-lock!), power-assisted front disc brakes with 15-inch wheels. We could go on and on, but see your Pontiac dealer and find out for yourself.

STANDARD FEATURES ON PONTIAC'S 2 + 2: All-vinyl upholstery • Glove and luggage compartment lights • Strato bucket seats on both sport coupe and convertible • Special wheel covers • Wheel-opening moldings, front and rear • Simulated louvres in front of rear wheel opening • Racing stripes on lower body, full length, in contrasting color to body color • Upper-level ventilation system: vent windows eliminated • Cigarette lighter • Bright moldings around front and rear windows and on roof drip • Lighted heater controls • Automatic front door switches for courtesy or dome lights • Armrests, front and rear • Foam-padded front seat • Color-keyed deep-twist carpeting • Embossed vinyl headlining • Anti-theft ignition, steering and transmission lock • Deluxe steering wheel with spoke-mounted horn tabs • Peripheral front bumper with Endura center insert • Concealed windshield wipers with wiper blade on driver's side articulated to clean a larger windshield area • Two front-seat head restraints • 119-inch wheelbase • 63.5-inch Wide-Track front tread, 63.4 rear • 8.25 x 14 tires on wide six-inch rims • New, larger outside and inside rearview mirrors • Backup lights and side marker lights; parking lights which illuminate with headlights • 350-cubic-inch, 250-horsepower V8 • Choice of 15 Magic-Mirror body colors, 12 of them new this year. Vinyl top available on sport coupe.

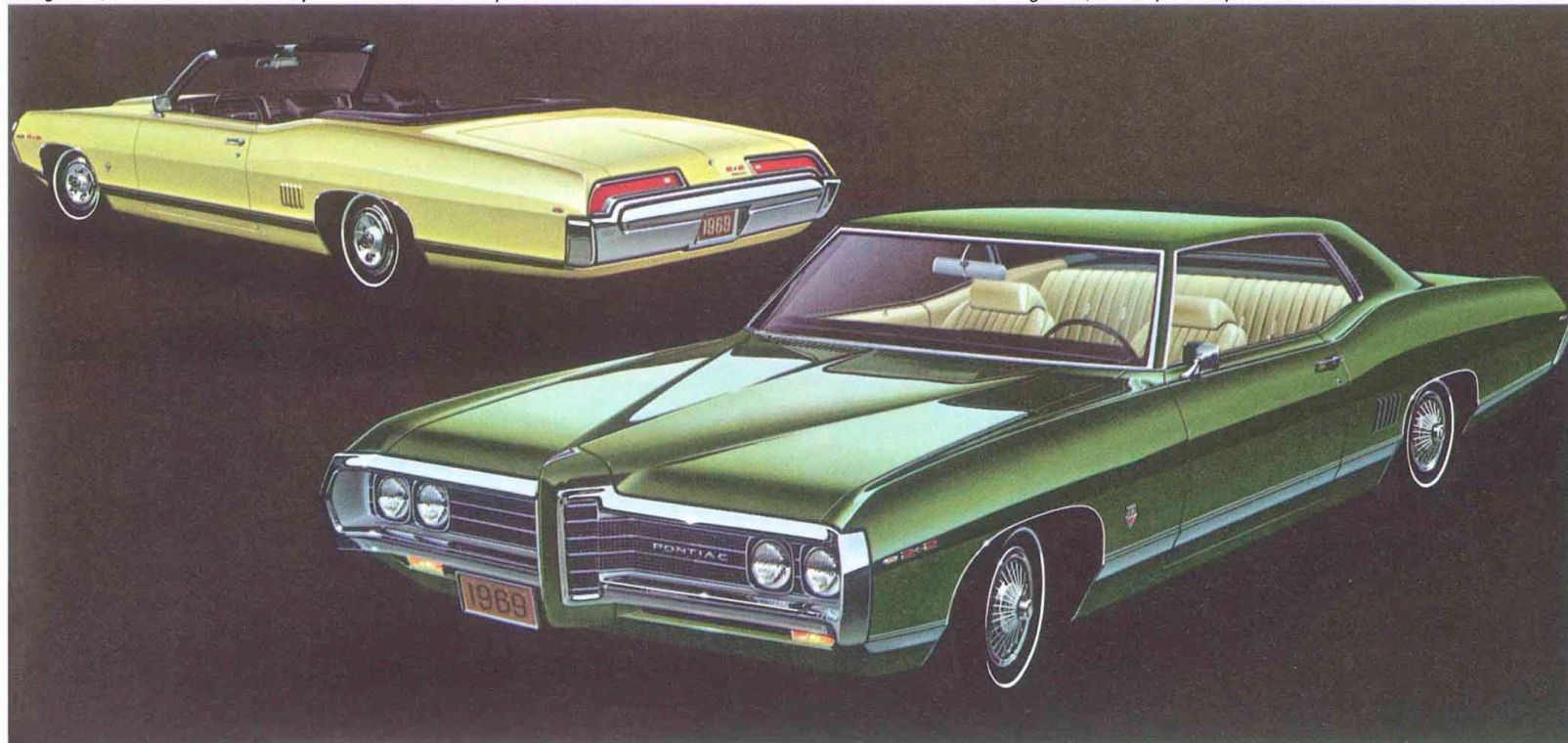
Below, left, new optional front disc brake with single piston.

Below, 2 + 2 interior with standard Strato bucket seats in Parchment.



Background, 2 + 2 Convertible in Mayfair Maize with black top and black interior.

Foreground, 2 + 2 Sport Coupe in Verdoro Green with Parchment interior.



Parisienne... the most popular of all the Wide-Tracks

It's not really very hard to figure out why Parisienne is the most popular of all Pontiacs. We'll give you a hint: it has something to do with big luxury at a low price.

Just take a look at those cars. Pass your eyes over that sumptuous interior. You're beginning to get the idea. But you've really got to see Parisienne, compare Parisienne and drive Parisienne before you'll really understand why so many are gracing driveways and decorating the public roads in Canada.

From the best-idea-this-year front end with its Endura center section to its smooth, elegant, very sleek rear deck, Parisienne offers a host of new features which make it imperative for you to join the Wide-Trackers.

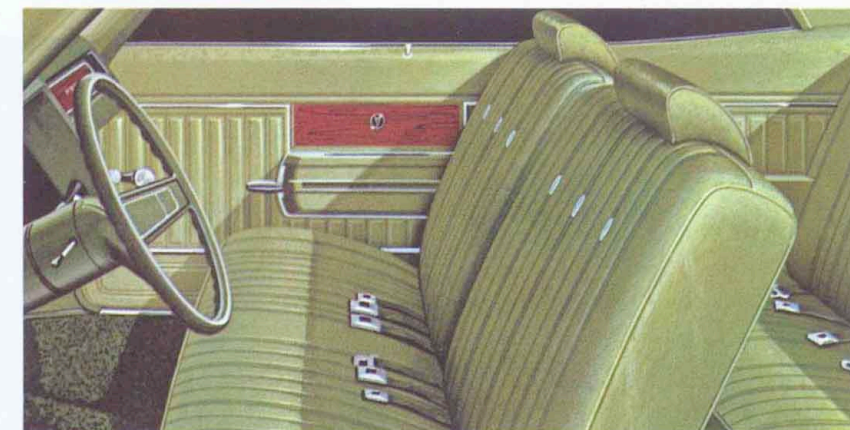
Let's start with the things you just don't expect in a car of Parisienne's price class. Standard equipment includes a light in the glove compartment, light in the luggage compartment, and an automatic courtesy dome light which illuminates the interior when either front door is opened (the automatic lights are under the instrument panel in convertibles). Outside, wheel opening moldings, front and rear; rocker panel moldings, and a full-length body side-molding with color-keyed vinyl insert to protect the body side in crowded parking lots.

These are in addition to the other great new features shared this year by all Pontiacs. Upper-level ventilation provides fresh air to the interior with the windows up and turns the side windows into panorama picture windows by eliminating the vent windows. Wide-Track roadability and handling. Concealed windshield wipers. New, styling-integrated side-marker lamps, front and rear. Plus a host of new safety features. Pontiac not only leads the way in the number of safety features, but also in the way the features are designed. For instance, this year for the first time, doors contain side impact bar reinforcements.

Inside, you're in for another treat. It's hard to believe Parisienne luxury can be offered at Parisienne prices.

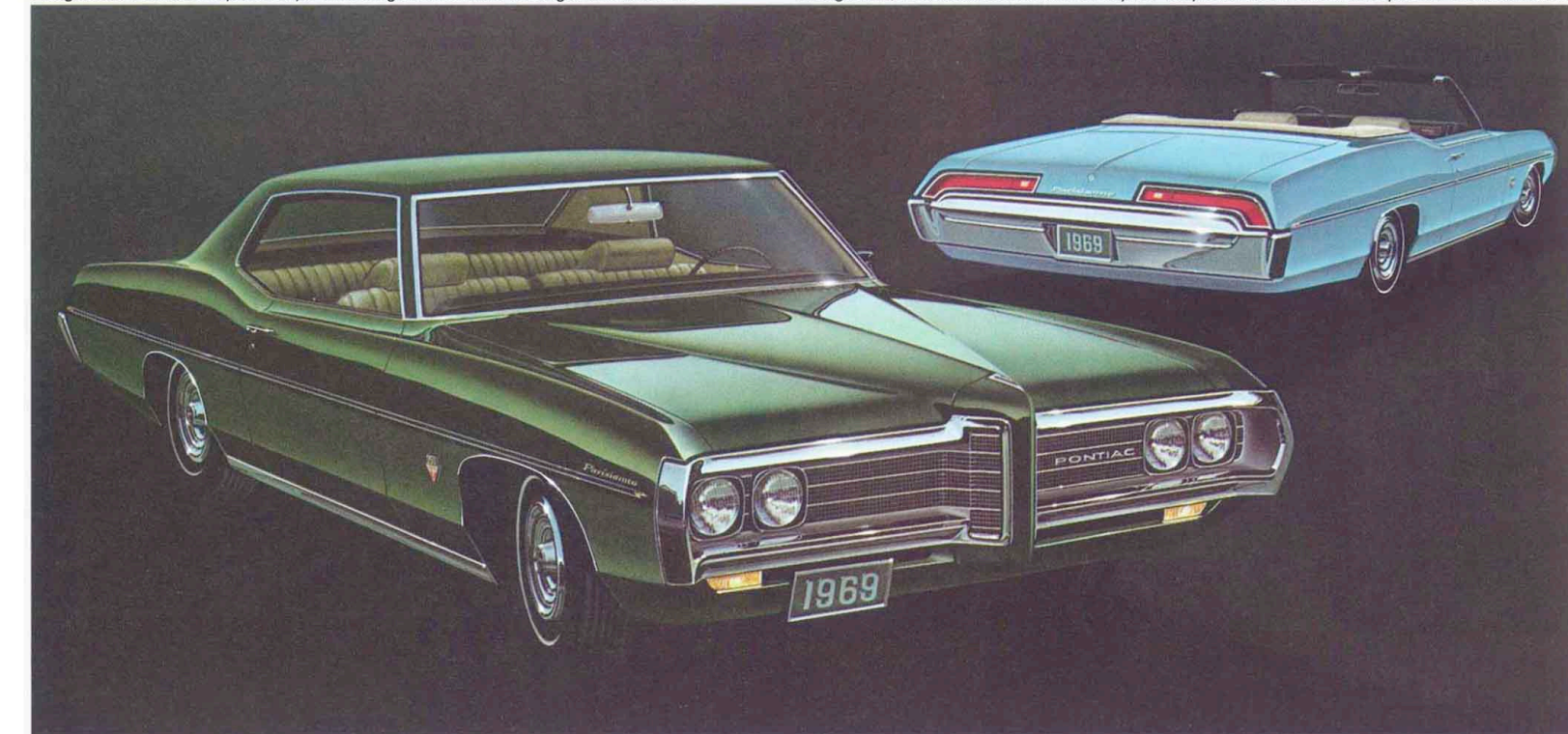


Below, Parisienne split bench seat in Medium Green. Some of the equipment illustrated is optional at extra cost.



Foreground, Parisienne Sport Coupe in Midnight Green with Midnight Green interior.

Background, Parisienne Convertible in Crystal Turquoise with Parchment top and Parchment interior.



Parisienne...

Here's another factor that puts Parisienne in first place for so many car owners. Choice. There's a body style for everyone, a long list of options, and a list of power teams which allows you to tailor *your* Pontiac exactly to *your* requirements.

There are three six-cylinder models: sport coupe, sport sedan, and four-door. With V8 power, there is the same choice, plus a convertible.

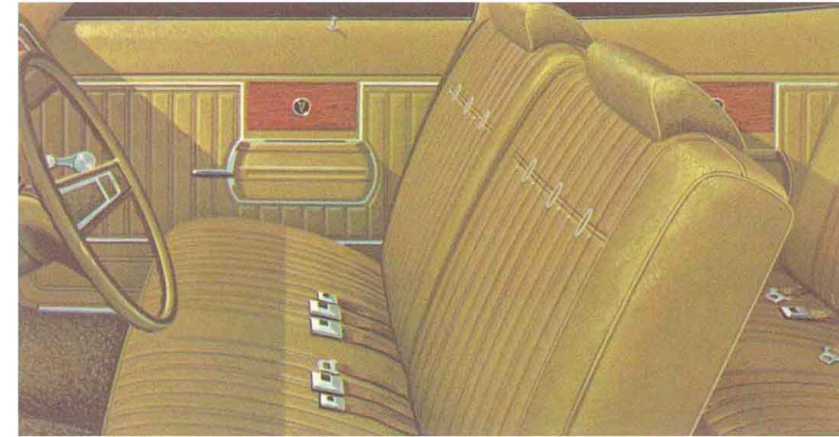
From there, you pick your options. Air conditioning will not only keep inside temperatures just right (manually or automatically), but will purify the air, removing pollen and other impurities. A rear window defogger will help keep all-'round visibility at maximum. Rear fender skirts accentuate Pontiac's low, smooth look for '69. If you tow a trailer or carry heavy loads, specify Superlift—automatic load level control. The list goes on and on. You get the idea.

Under that beautiful new Pontiac hood a lot of interesting things can happen. And it's all up to you.

Standard six is the world famous, million-mile-proved 250-cubic-inch, 155-horsepower engine, with its reputation for economy, reliability and ease of servicing. And make no mistake, Pontiac's big six is no slouch in traffic or out on the highway.

The standard V8 is new this year, 350 cubic inches big and 250 horsepower strong. Could you ask for more? Go ahead, if you want to. Order the 350 with 300 horsepower. And there are two more V8s, one is 396 cubic inches with 265 horsepower; the other 427 cubic inches with 335 or 390 horsepower.

Transmissions come on strong too. Standard is a three-speed manual, fully-synchronized. For sport-minded drivers, there's a fully-synchronized four-speed manual. For no-shift driving there's the proven two-speed Powerglide or three-speed Turbo Hydra-Matic.



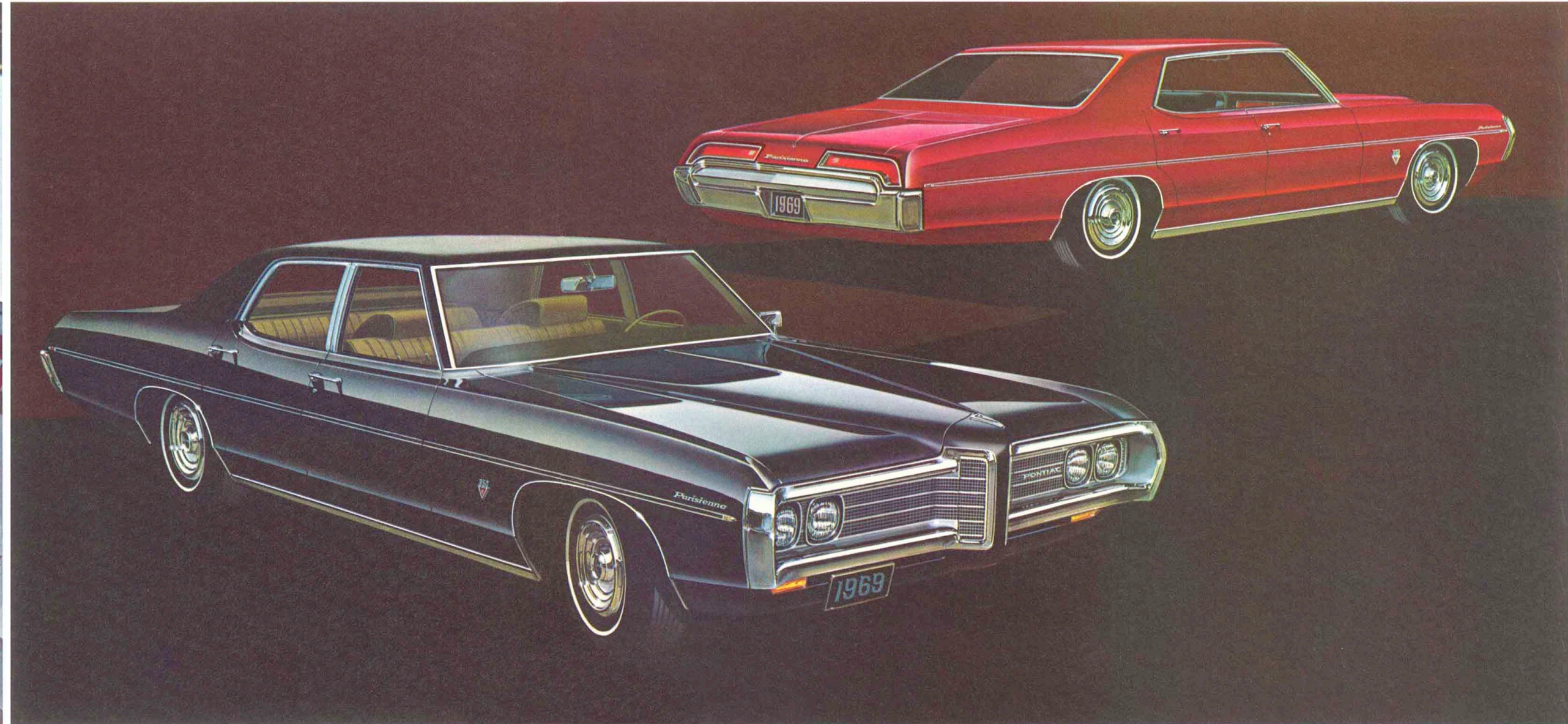
Parisienne bench seat interior in Gold.

STANDARD FEATURES ON PARISIENNE: Glove and luggage compartment lights • Automatic front door switches for dome light (courtesy lights under instrument panel on convertible • Wheel-opening moldings, front and rear • Rocker-panel molding • Bright moldings around front and rear windows • Color-keyed full-length vinyl-filled body side moldings • Upper-level ventilation system, vent windows eliminated • Cigarette lighter • Lighted heater controls • Glove compartment lock • Armrests, front and rear • Foam-padded front seat • Color-keyed cloth-and-vinyl upholstery • Color-keyed deep-twist full carpeting • Embossed vinyl headlining • Anti-theft ignition, steering and transmission lock • Deluxe steering wheel with spoke-mounted horn tabs • Peripheral front bumper with Endura center insert • Concealed windshield wipers with wiper blade on driver's side articulated to clean more of the windshield • Two front-seat head restraints • 119-inch wheelbase • 63.5-inch Wide-Track front tread, 63.4 rear • 8.25 x 14 tires on wide six-inch rims • New, larger outside and inside rearview mirrors • Backup and side marker lights; parking lights which illuminate with headlights • Choice of 15 Magic-Mirror body colors, 12 of them new this year.

Some of the equipment illustrated is optional at extra cost.

Foreground, Parisienne Four-Door Sedan in Starlight Black with Gold interior.

Background, Parisienne Sport Sedan in Matador Red with Black interior.



Laurentian... Wide-Track luxury on a realistic budget

Big news in Pontiac's Laurentian series this year is the inclusion of a sport coupe body style. For the first time, at a Laurentian price, you can have hardtop styling. But regardless of whether you choose a Laurentian Sport Coupe or a Laurentian Four-Door Sedan, Laurentian is the way to go if you're looking for luxury on a budget.

Standard equipment includes those little basic convenience touches like a dome light which goes on when either front door is opened, a glove compartment light and cigarette lighter. A full-length body side-molding helps protect the body side from parking lot damage.

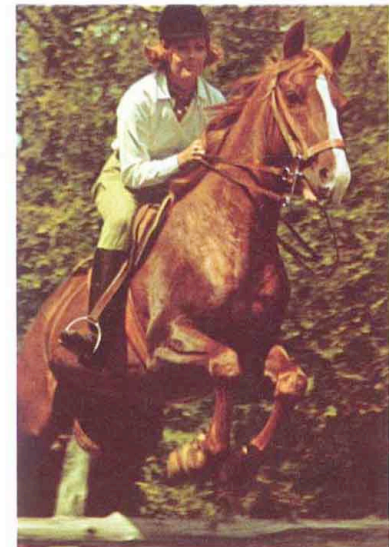
Laurentian offers some extra-special options, too. Like an extra-thick foam front seat cushion, sturdy front seat springs.

With the money you save buying Laurentian, you'll find it easy to add a few extra-cost options to make your motoring more pleasant. A full list is available from your Pontiac dealer.

Power choice is the same as on the other Pontiacs, too, so you can choose your own way to go. In fact, you can live it up with Laurentian . . . at a price you wouldn't believe possible!

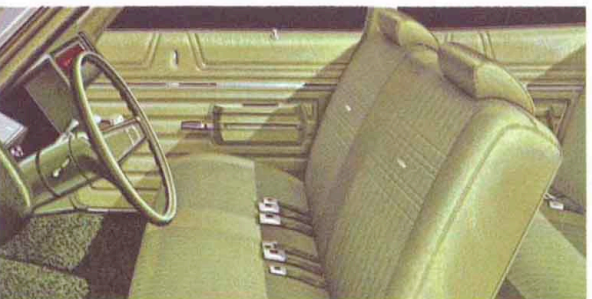
STANDARD FEATURES ON LAURENTIAN: Glove compartment light • Front and rear side marker lights integrated into full-length stainless steel body side molding • Bright moldings around front and rear windows • Upper-level ventilation system, vent windows eliminated • Cigarette lighter • Lighted heater controls • Glove compartment lock • Automatic front-door switches for dome light • Armrests, front and rear • Foam-padded front seat • Color-keyed cloth-and-vinyl upholstery • Color-keyed deep-twist full carpeting • Embossed vinyl headlining • Anti-theft ignition, steering and transmission lock • Deluxe steering wheel with spoke-mounted horn tabs • Peripheral front bumper with Endura center insert

Below, Laurentian Sport Coupe in Espresso Brown with Parchment vinyl top, Black interior and extra-cost Parchment vinyl top.



- Concealed windshield wipers with wiper blade on driver's side articulated to clean more of the windshield • Two front-seat head restraints
- 119-inch wheelbase • 63.5-inch Wide-Track front tread, 63.4 rear • 8.25 x 14 tires on wide six-inch rims • New, larger outside and inside rearview mirrors • Backup lights • Parking lights which illuminate with the headlights • Choice of two standard and 18 optional power teams
- Choice of 15 Magic-Mirror body colors, 12 of them new this year.

Below, Laurentian bench seat interior in Medium Green. Center, Laurentian Four-Door Sedan in Limelight Green with Midnight Green interior.



Strato-Chief... Pontiac's lowest cost Wide-Tracker

Trust Pontiac to be first with the most in the low-price field. They've done it again. A sport coupe in the lowest-priced series. Now, for the first time, you can go the economy route all the way and still enjoy the sporty flavour of hardtop styling.

Strato-Chief has long been the quality and styling standard for other low-priced cars. And for good reason. It just doesn't look like its low price! And many people are apparently very surprised to find Strato-Chief offers standard-equipment features like a cigarette lighter, automatic lighting when driver's door is open, foam-cushioned front seat, full carpeting(!), front and rear armrests, lighted heater controls, bright moldings around windshield and rear window. No need for surprise. Strato-Chief is a Pontiac!

This year Pontiac has even added some new features to Strato-Chief. Like Upper-level ventilation, which provides fresh air, even with the windows closed. Don't forget, you also have the same wide choice of power teams as on other Pontiacs, and the option list is almost unlimited.

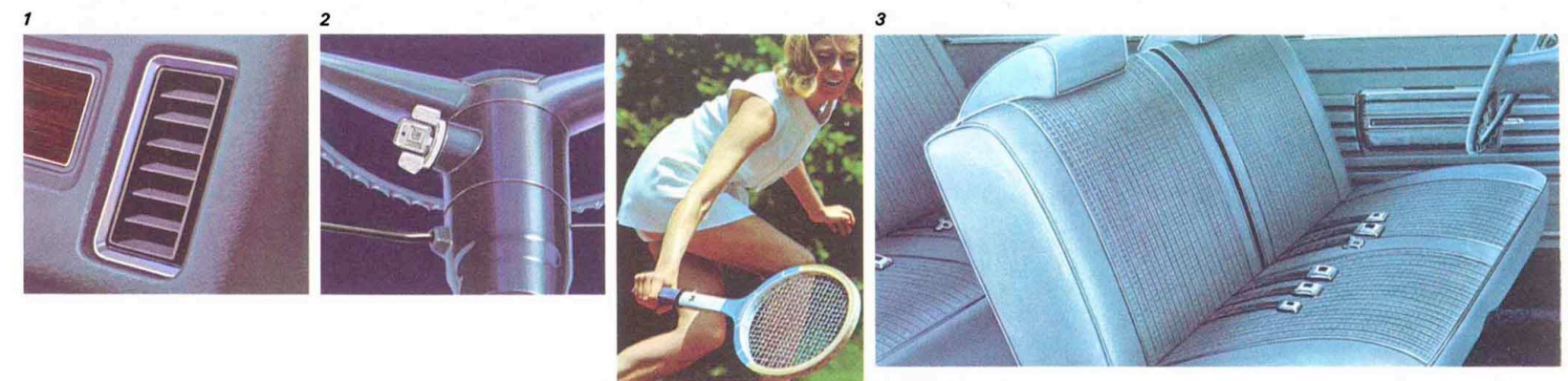
Go the smart way. In Strato-Chief; the full-size car at the small-size price.

STANDARD FEATURES ON STRATO-CHIEF: Armrests, front and rear • Upper-level ventilation system, vent windows eliminated • Cigarette lighter • Bright moldings around windshield and rear window • Lighted heater controls • Glove compartment lock • Automatic driver's door switch for dome light • Foam-padded front seat • Color-keyed cloth-and-vinyl upholstery • Color-keyed deep-twist full carpeting • Embossed vinyl headlining • Anti-theft ignition, steering and transmission lock • Deluxe steering wheel with spoke-mounted horn tabs • Peripheral front bumper with Endura center insert • Concealed windshield wipers with wiper blade on driver's side articulated to clean more of the windshield • Two front-seat head restraints • 119-inch wheelbase • 63.5-inch Wide-Track front tread, 63.4 rear • 8.25 x 14 tires on wide six-inch rims • New, larger outside and inside rearview mirrors • Back-up lights and side marker lights; parking lights which illuminate with headlights • Choice of two standard and 18 optional power teams • Choice of 15 Magic-Mirror body colors, 12 of them new this year.

- 1 Instrument panel outlets provide fresh air while car is in motion.
- 2 New key-lock is handy, discourages theft.
- 3 Strato-Chief split bench interior in Medium Blue.

Some of the equipment illustrated is optional at extra cost.

Background, Strato-Chief Four-Door Sedan in Palladium Silver with Black interior. Foreground, Strato-Chief Sport Coupe in Cameo Ivory with Medium Blue interior.



Safari Station Wagons

Pontiac's Wide-Track Wagons

Station Wagon people like Pontiacs. Just look around at the number you see on the streets.

Take a look at the Safari Estate. The all-new exterior is panelled in a simulated walnut wood design; framing is in a lighter tone with simulated teak graining. Another panel sets off the rear tailgate.

Speaking of tailgates, all Pontiac Wagons offer the convenience of two-way Swing-Gates. Up and down, like a tailgate, or swing out, like a door. When the door swings out, a concealed step in the bumper appears, making entry and exit easier.

Safari Custom Station Wagon boasts just about everything you get with an Estate Wagon, except the woodgrain trim.

Look over Pontiac's two low-cost wagons—Safari and Safari Deluxe. They're parallel, of course, to Strato-Chief and Laurentian sedans. Except that the 155-hp six is available in Safari only.

Make no mistake just because of the low price. These are still Pontiacs. And Pontiac found out years ago that wagon buyers don't need a rough ride and spartan surroundings with their wagons. So you'll find all the great Pontiac sedan features in the wagons too.

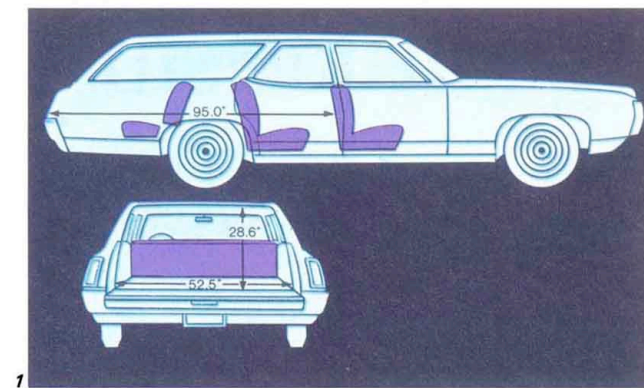
The only major difference is interior space. Loadspace is 94.1 cubic feet, with a maximum load length of 95.0 inches from the back of the front seat to the tailgate (with tailgate down, add 26.2 inches), and a maximum door opening width of 52.5 inches (at the belt line). There you are. *True* workhorses with all the grace and style of thoroughbreds.

STANDARD FEATURES ON SAFARI STATION WAGONS: All-vinyl upholstery • Power tailgate window on three-seat models, with courtesy light for third-seat passengers • Swing-Gates, all models • Built-in rear bumper step • Body side-moldings (except standard Safari) • Upper-level ventilation system; vent windows eliminated • Cigarette lighter • Bright moldings around windshield and rear window • Lighted heater controls • Glove compartment lock • Automatic front door switches for dome light (driver's door only on Safari) • Armrests front and rear • Foam-padded front seat • Embossed vinyl headlining • Anti-theft ignition, steering and transmission lock • Deluxe steering wheel with spoke-mounted horn tabs • Peripheral front bumper with Endura center insert • Concealed windshield wipers with wiper blade on driver's side articulated to clean more of the windshield • Two front-seat head restraints • 119-inch wheelbase • 63.5-inch Wide-Track front tread, 63.4 rear • New, larger outside and inside rearview mirrors • Backup lights and side marker lights; parking lights which illuminate with headlights • A wide variety of power teams available • Choice of 15 Magic-Mirror body colors, 12 of them new this year.



Above, background, Safari Custom Six-Passenger in Antique Gold with Black interior.

Foreground, Safari Estate Nine-Passenger in Espresso Brown with Medium Saddle interior.



1



2



3



4

1 Safari seating arrangement for three-seat models.

2 Safari Custom Nine-Passenger interior in Medium Saddle.

3 Lockable storage compartment for valuables.

4 Two-way Swing-Gate swings out like a door, down like a tailgate. Note disappearing step.

Left: Foreground, Safari in Liberty Blue with Medium Blue interior. Background Safari Deluxe in Crystal Turquoise with Black interior.

Some of the equipment illustrated is optional at extra cost.

The inside story of Pontiac

Pontiac's power-play

There are good reasons why Pontiac owners keep coming back for more. Under that beautiful exterior are engineering and design features which make Pontiac a joy to own and help keep the car looking and acting new years longer.

Probably the most important feature of all is Pontiac's Wide-Track. You'll notice it every day you drive your Pontiac. With the tires further apart, there's a security you can actually feel. Curves and corners are taken in stride with a solid, built-to-the-road sure-footedness that makes driving a pleasure.

Body-by-Fisher styling hardly needs any amplification. Fisher bodies are the acknowledged standard of the automobile industry. The Fisher body excludes noise, to a remarkable degree. It's attached firmly to the chassis with insulating mounts which effectively exclude vibration and road shock. The result? A smooth, quiet ride on any road surface.

Pontiac engineers didn't lose sight of the little things, either. Features that make Pontiac a better buy. For instance, there are braces on each side of the luggage compartment which greatly strengthen the rear structure, and at the same time help provide side-panel protection from shifting cargo.

GM's Upper-level ventilation system, offered on *all* Pontiacs as standard equipment this year, brings a new kind of interior comfort to driver and passengers. Air is taken in through a grille on the hood and enters a plenum chamber, pressurized by the forward movement of the car, then is ducted directly to outlet grilles in each end of the instrument panel. Another duct carries fresh air to the heater, where it may be warmed before entering the car. The fresh air circulates throughout the car, eventually exhausting through special one-way valves in the door post. With this system it is possible to eliminate noise-producing vent windows.

Water-washed, air-dried rocker panels are a continuing boon to Pontiac owners. When it rains, water enters through the upper level air intake and is directed down along the insides of the rocker panels. Rain over, air follows the same route, drying the insides of the panels.

Pontiac's perimeter frame has several advantages. In the first place, its great strength makes it highly resistant to flexing and twisting stresses. At the same time it is a safety factor, helping protect the occupants of the car from side impact. And it works in conjunction with Pontiac's new side impact bars.

Pontiac has a new ignition lock system this year. Its biggest feature is designed-in anti-theft protection. In the "locked" position, mechanical linkages also lock the steering wheel and the gearshift lever.

That's just part of Pontiac's inside story for 1969. The only real way to appreciate everything is to see and drive Pontiac yourself. Your Pontiac dealer will be glad to take you for a demonstration drive.

STANDARD SIX: Astro-Six, overhead valves, 250 cu. in., 155 hp, 235 lb-ft of torque. One-barrel carb.

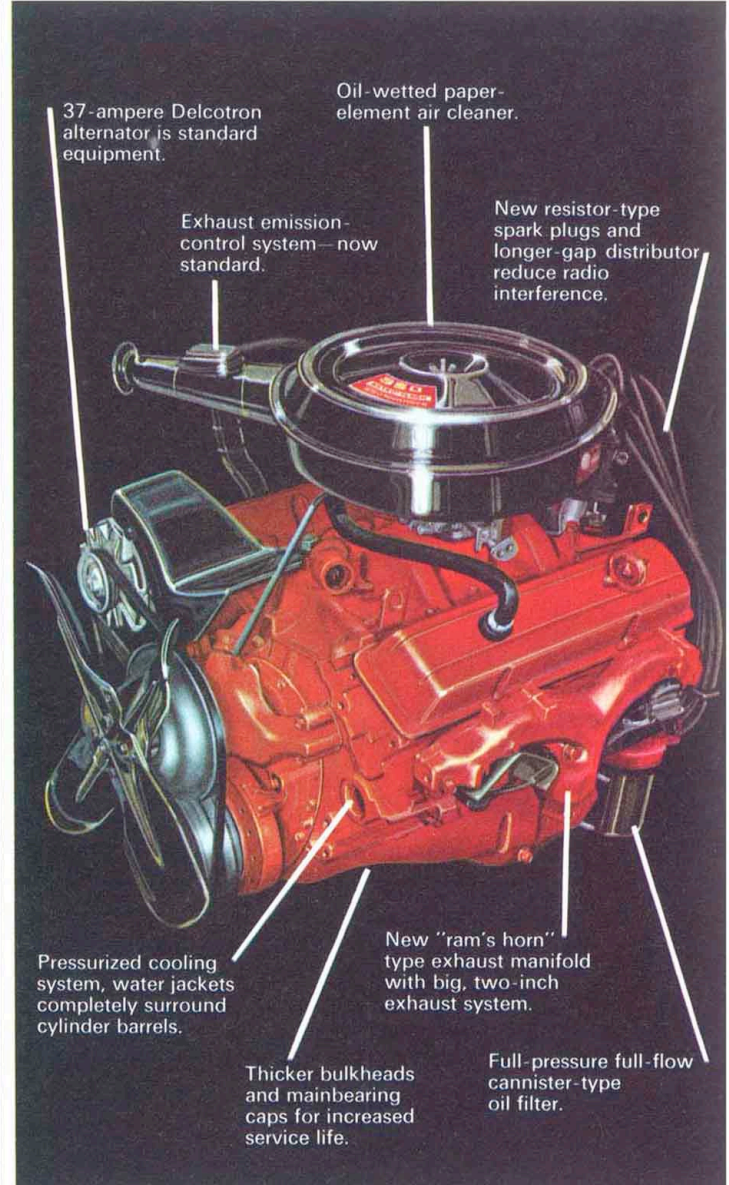
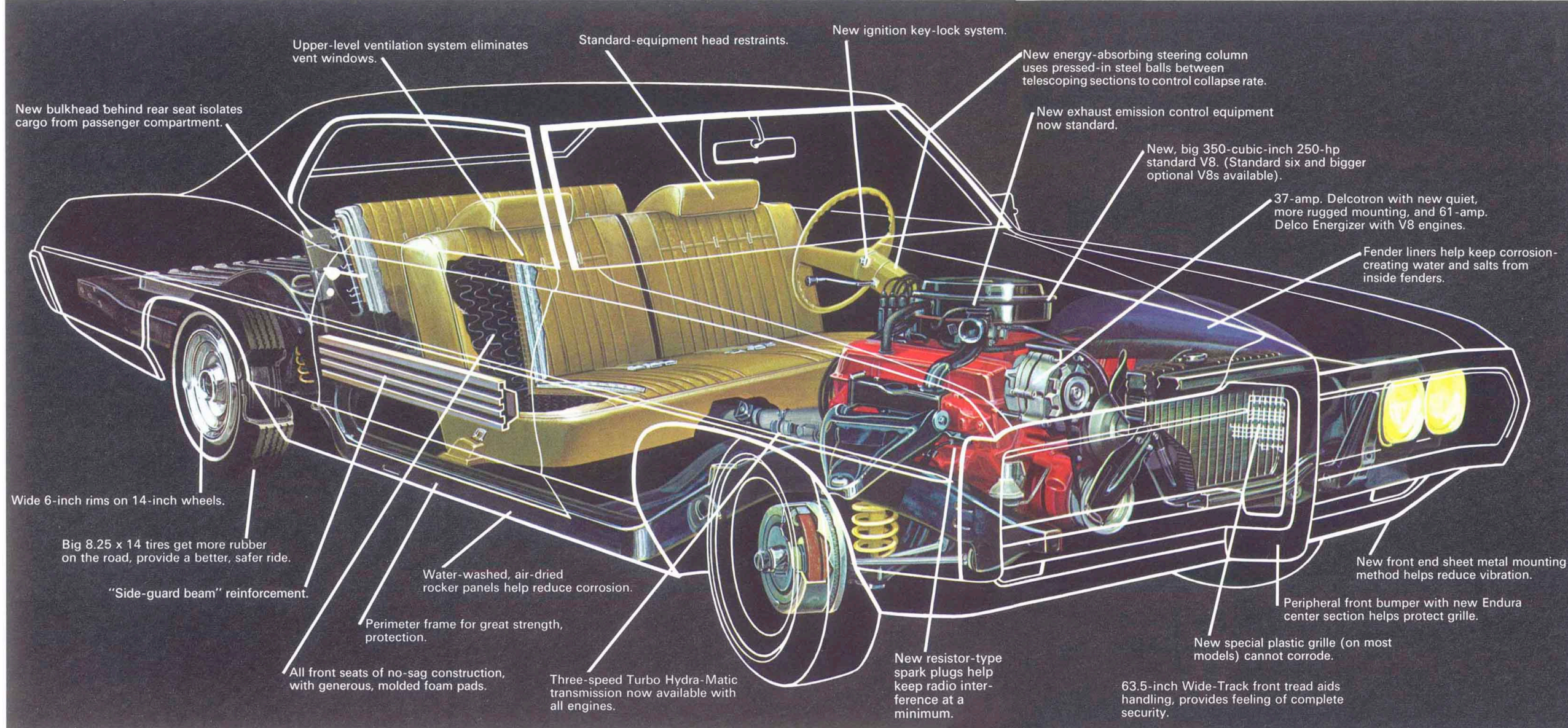
STANDARD V8: Astro-Flash OHV V8, 350 cu. in., 250 hp, 345 lb-ft of torque. Two-barrel carb. Optional version requires premium gas, develops 300 hp, 380 lb-ft of torque.

OPTIONAL V8: Astro-Jet OHV V8, 396 cu. in., 265 hp, 400 lb-ft of torque. Two-barrel carb.

OPTIONAL V8: Astro-Jet OHV V8, 427 cu. in., 335 hp, 470 lb-ft of torque. Four barrel carb. Also available with 390 hp and 460 lb-ft of torque.

TRANSMISSIONS: Three-speed fully-synchronized standard on all models. Fully-synchronized four-speed manual available for all V8s. Two-speed automatic (Powerglide) available for standard six and V8. Three-speed Turbo Hydra-Matic is available for all engines.

Sport coupe illustrated represents all Pontiac series.



Standard features

The real measure of a car in terms of investment is in what you get for your money. That is, how many features come as part of the package.

Features like Wide-Track, and after you've driven Pontiac you'll understand just how important this is. Pontiac has come up this year with the resilient grille-divider, a first for a full-size car. Upper-level ventilation, until this year was a high-price-car-only feature. Now it's on every Pontiac.

All Pontiacs have a cigarette lighter, lighted heater controls, arm-rests front and rear, an automatic light which illuminates the interior when either front door is opened (driver's door only on some models), concealed windshield wipers, full carpeting, foam-cushioned front seats. Regardless of series. Regardless of price.

This says a lot for Pontiac. It means Pontiac designers and engineers have never lost sight of you.

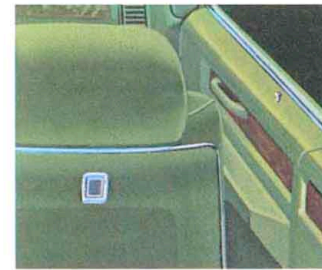
PONTIAC SAFETY, COMFORT, AND CONVENIENCE FEATURES will help give you a feeling of security and at the same time make driving much more pleasurable. A partial list includes: Energy-absorbing steering column using pressed-in balls between the inner and outer shells of the telescoping column for better control of the rate of collapse • Side impact bar reinforcements • Seat belts with pushbutton buckles for all passenger positions • Driver and right front passenger shoulder belts with pushbutton buckles and special storage provision (not included on convertibles) • Two front-seat head restraints • Passenger-guard door locks with forward-mounted lock buttons for greater convenience • Four-way hazard warning flasher • Dual master-cylinder brake system with warning light and corrosion-resistant brake lines • Latches on folding seatbacks, with push-buttons relocated for greater convenience on strato bucket and strato bench seats • Windshield washer with dual-speed wipers, driver's blade articulated for greater windshield coverage • Dual-action safety hood latch • New, larger outside rear-view mirror • Automatic backup lights • Side-marker lamps (styling-integrated in most models) and parking lights which illuminate along with headlights • Energy-absorbing instrument panel and padded sun visors • Reduced-glare instrument panel top, inside windshield moldings, steering wheel hub and windshield wiper arms and blades • New, two-inches-wider inside day-night mirror with deflecting base • Lane-change feature in direction signal control • Safety arm rests • Thick-laminate windshield • Soft, low-profile window control knobs, coat hooks, dome lamp • Padded front and intermediate seatback tops • Smooth-contoured door and window regulator handles • Anti-theft ignition key-warning buzzer • Anti-theft ignition, steering and transmission lock • Starter safety switch on all transmissions—manual and automatic.

Optional features

Pontiac has made a name for itself in recent years for the wide variety of options available. This year is no exception to the rule. Whether a comfort, load, or performance option, Pontiac has it.

The normal options are available. Like AM, AM/FM or AM/FM stereo radio, stereo tape, a wide variety of standard and automatic transmissions matched to a similar variety of engines; air conditioning, and all the power accessories for steering, brakes, seat and windows.

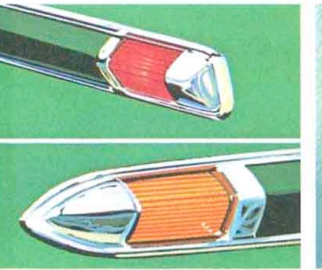
But Pontiac also has a few options not necessarily available elsewhere. Variable-ratio power steering is an option for 2 + 2, Parisienne, and Grande Parisienne models. It speeds up the steering ratio in parking or close-maneuvering situations. Custom-touch items like an electric release for luggage compartment are also available. Check with your Pontiac dealer if you have any unusual requests. Chances are Pontiac already has just what you want!



Seat-back latches.



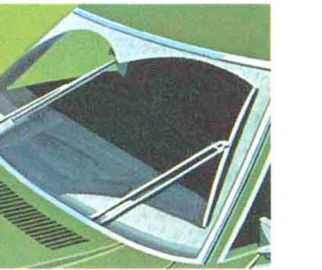
Wide-Track tread.



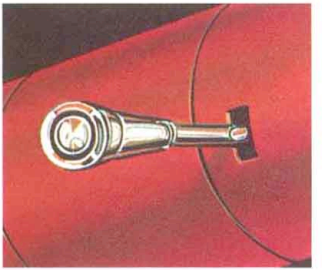
Side marker lights.



New rocker switch for wipers.



Articulated wiper blade.



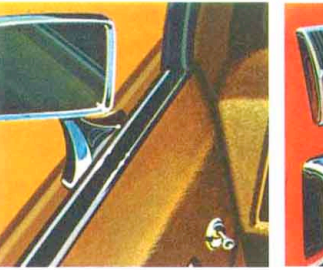
Cruise control.



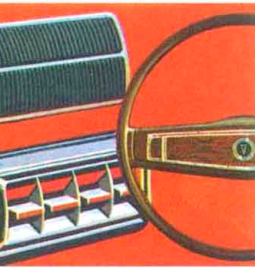
Speed warning indicator.



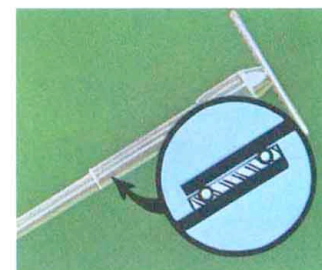
AM/FM radio.



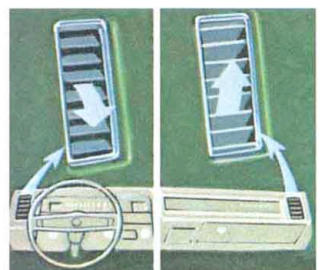
Remote-control mirror.



Power accessories.



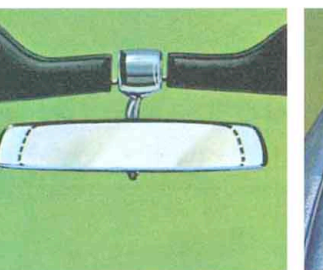
Steel balls control column collapse rate.



Upper-level ventilation system.



Resilient material grille divider.



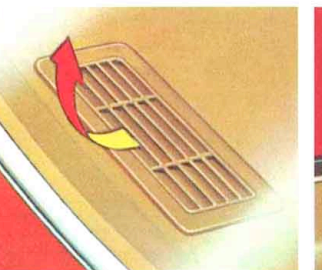
Larger inside mirror.



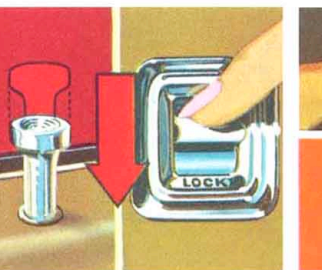
Head restraints



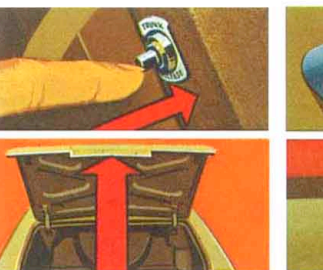
Electric clock.



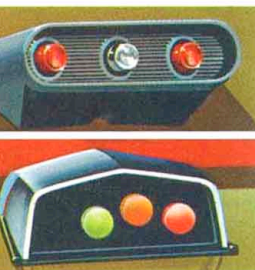
Rear window defogger.



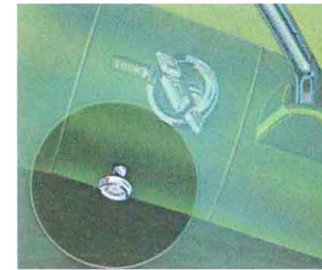
Vacuum door locks.



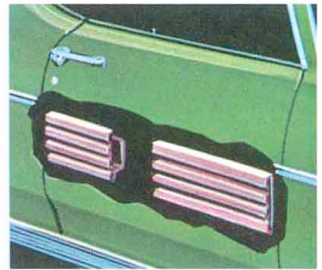
Electric trunk release.



Light monitoring panel.



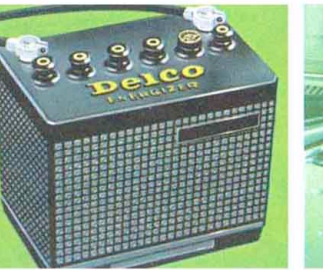
Four way warning flasher.



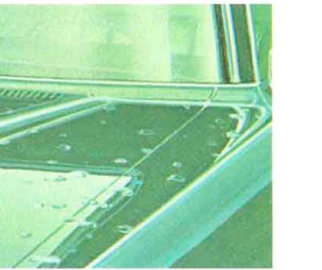
Side impact reinforcements.



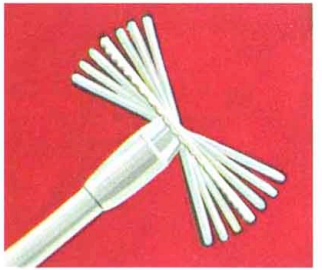
Dual master-cylinder brake system.



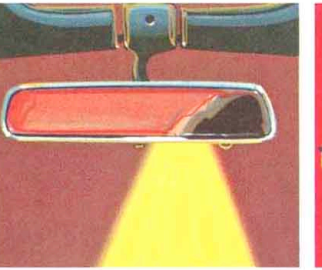
Extra-power Delco Energizer.



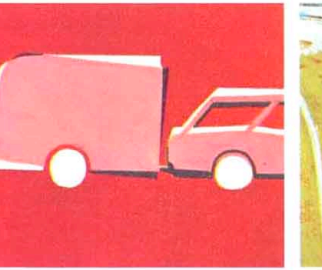
Long-lasting Magic-Mirror finish.



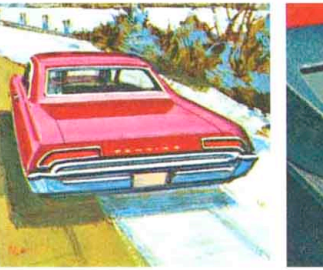
Tilt steering wheel.



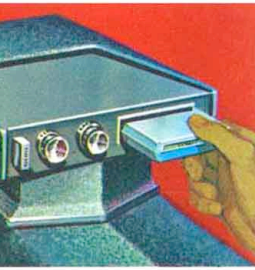
Mirror-mounted map light.



Air booster shocks, rear level control.



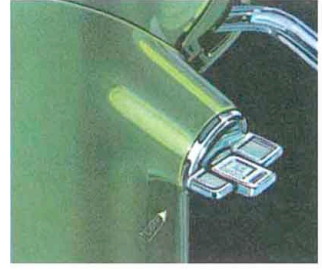
Safe-T-Track differential.



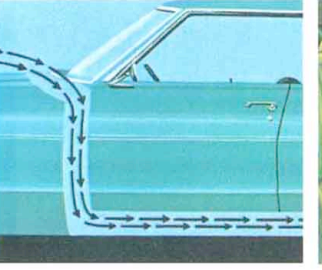
Stereo tape player.



Soft, low-profile knobs.



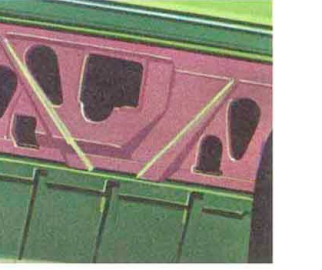
Key warning buzzer.



Water-washed, air-dried rocker panels.



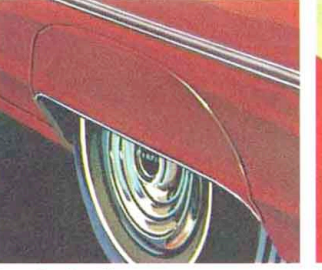
Seat belts with front shoulder belts.



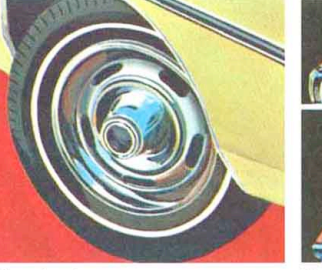
Luggage compartment bulkhead.



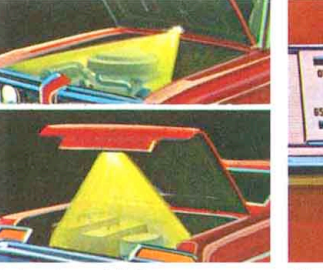
Door-edge guards.



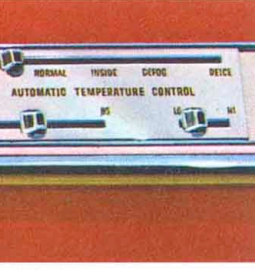
Rear fender skirts.



Rally wheels.



Underhood, trunk lights.



Air conditioning.

Specifications

		STRATO-CHIEF	LAURENTIAN	PARISIENNE	2 + 2	GRANDE PARISIENNE	SAFARI	SAFARI DE LUXE	SAFARI CUSTOM	SAFARI ESTATE WAGON
Body Styles (*V8 only)		Sport Coupe 4-dr. Sedan	Sport Coupe 4-dr. Sedan	Sport Coupe 4-dr. Sedan *Convertible Sport Sedan	*Sport Coupe — *Convertible —	*Sport Coupe — — *Sport Sedan	4-dr. 2-st. — —	*4-dr. 2-st. *4-dr. 3-st. —	*4-dr. 2-st. *4-dr. 3-st. —	*4-dr. 2-st. *4-dr. 3-st. —
Engines	Standard (6 cyl.) Optional (8 cyl.)	250 350 350 396 427 427	250 350 350 396 427 427	250 350 350 396 427 427	— 350 350 396 427 427	— 350 350 396 427 427	250 350 350 396 427 427	— 350 350 396 427 427	— 350 350 396 427 427	— 350 350 396 427 427
(see chart below)										
Transmission	Standard Optional	3-spd. manual H.D. 3-spd. 4-spd. manual Powerglide Hydra-Matic	3-spd. manual H.D. 3-spd. 4-spd. manual Powerglide Hydra-Matic	3-spd. manual H.D. 3-spd. 4-spd. manual Powerglide Hydra-Matic	3-spd. manual H.D. 3-spd. 4-spd. manual Powerglide Hydra-Matic	3-spd. manual H.D. 3-spd. 4-spd. manual Powerglide Hydra-Matic	3-spd. manual H.D. 3-spd. 4-spd. manual Powerglide Hydra-Matic	3-spd. manual H.D. 3-spd. 4-spd. manual Powerglide Hydra-Matic	3-spd. manual H.D. 3-spd. 4-spd. manual Powerglide Hydra-Matic	3-spd. manual H.D. 3-spd. 4-spd. manual Powerglide Hydra-Matic
Brakes	Drum Area (dia.)	11 in. 198.4 sq. in.	11 in. 198.4 sq. in.	11 in. 198.4 sq. in.	11 in. 198.4 sq. in.	11 in. 198.4 sq. in.	11 in. 198.4 sq. in.	11 in. 198.4 sq. in.	11 in. 198.4 sq. in.	11 in. 198.4 sq. in.
Steering Ratio	Overall—standard Power—constant Power—variable	30.7:1 21.2:1 —	30.7:1 21.2:1 —	30.7:1 — 19.3:1—15.5:1	30.7:1 — 19.3:1—15.5:1	30.7:1 — 19.3:1—15.5:1	30.7:1 21.2:1 —	30.7:1 21.2:1 —	30.7:1 21.2:1 —	30.7:1 21.2:1 —
Turning Radius (ft.)	Curb to Curb	41.0	41.0	41.0	41.0	41.0	41.0	41.0	41.0	41.0
Energizer	Standard (6 cyl.) Optional (8 cyl.)	45 amp. hr. 61 amp. hr. 70 amp. hr.	45 amp. hr. 61 amp. hr. 70 amp. hr.	45 amp. hr. 61 amp. hr. 70 amp. hr.	45 amp. hr. 61 amp. hr. 70 amp. hr.	45 amp. hr. 61 amp. hr. 70 amp. hr.	45 amp. hr. 61 amp. hr. 70 amp. hr.	45 amp. hr. 61 amp. hr. 70 amp. hr.	45 amp. hr. 61 amp. hr. 70 amp. hr.	45 amp. hr. 61 amp. hr. 70 amp. hr.
Suspension		Full Coil	Full Coil	Full Coil	Full Coil	Full Coil	Full Coil	Full Coil	Full Coil	Full Coil
Frame		Perimeter	Perimeter	Perimeter	Perimeter	Perimeter	Perimeter	Perimeter	Perimeter	Perimeter
Wheelbase		119.0 in.	119.0 in.	119.0 in.	119.0 in.	119.0 in.	119.0 in.	119.0 in.	119.0 in.	119.0 in.
Length (overall)		217.5 in.	217.5 in.	217.5 in.	217.5 in.	217.5 in.	220.5 in.	220.5 in.	220.5 in.	220.5 in.
Height		55.5 in. (4-dr.)	55.5 in. (4-dr.)	55.5 in. (4-dr.)	54.8 in. (Sport Coupe)	54.5 in. (Sport Coupe)	56.5 in.	56.5 in.	56.5 in.	56.5 in.
Width		79.8 in.	79.8 in.	79.8 in.	79.8 in.	79.8 in.	79.8 in.	79.8 in.	79.8 in.	79.8 in.
Weight	(4-dr.)	3805 lbs. (6 cyl.) (4-dr. Sedan)	3810 lbs. (6 cyl.) (4-dr. Sedan)	3855 lbs. (6 cyl.) (4-dr. Sedan)	3990 lbs. (V8) (2-dr. Coupe)	4110 lbs. (V8) (4-dr. Sport Sedan)	4260 lbs. (6 cyl.)	4390 lbs. (V8)	4440 lbs. (V8)	4460 (V8)
Tread	front rear	63.5 in. 63.4 in.	63.5 in. 63.4 in.	63.5 in. 63.4 in.	63.5 in. 63.4 in.	63.5 in. 63.4 in.	63.5 in. 63.4 in.	63.5 in. 63.4 in.	63.5 in. 63.4 in.	63.5 in. 63.4 in.
Tires	base	8.25-14	8.25-14	8.25-14	8.25-14	8.25-14	8.55-14	8.55-14 (2 st.) 8.85-14 (3 st.)	8.85-14	8.85-14
Wheel Size		14 x 6 in.	14 x 6 in.	14 x 6 in.	14 x 6 in.	14 x 6 in.	14 x 6 in.	14 x 6 in.	14 x 6 in.	14 x 6 in.
Road Clearance	(4-dr.)	5.9 in.	5.9 in.	5.9 in.	5.9 in. (2-dr.)	5.9 in.	6.5 in.	6.5 in.	6.5 in.	6.5 in.
Headroom	front rear	(Sport Coupe and Station Wagon) 38.3 in. 37.8 in.	(Sport Coupe and Station Wagon) 38.3 in. 37.8 in.	(Sport Coupe and Station Wagon) 38.3 in. 37.8 in.	(Sport Coupe and Station Wagon) 38.3 in. 37.8 in.	(Sport Coupe and Station Wagon) 38.3 in. 37.8 in.	(Sport Coupe and Station Wagon) 39.3 in. 38.8 in.	(Sport Coupe and Station Wagon) 39.3 in. 38.8 in.	(Sport Coupe and Station Wagon) 39.3 in. 38.8 in.	(Sport Coupe and Station Wagon) 39.3 in. 38.8 in.
Legroom	front rear	(Sport Coupe and Station Wagon) 41.4 in. 34.9 in.	(Sport Coupe and Station Wagon) 41.4 in. 34.9 in.	(Sport Coupe and Station Wagon) 41.4 in. 34.9 in.	(Sport Coupe and Station Wagon) 41.4 in. 34.9 in.	(Sport Coupe and Station Wagon) 41.4 in. 34.9 in.	(Sport Coupe and Station Wagon) 41.8 in. 37.1 in.	(Sport Coupe and Station Wagon) 41.8 in. 37.1 in.	(Sport Coupe and Station Wagon) 41.8 in. 37.1 in.	(Sport Coupe and Station Wagon) 41.8 in. 37.1 in.
Shoulder Room	front rear	(Sport Coupe and Station Wagon) 62.3 in. 60.9 in.	(Sport Coupe and Station Wagon) 62.3 in. 60.9 in.	(Sport Coupe and Station Wagon) 62.3 in. 60.9 in.	(Sport Coupe and Station Wagon) 62.3 in. 60.9 in.	(Sport Coupe and Station Wagon) 62.3 in. 60.9 in.	(Sport Coupe and Station Wagon) 62.3 in. 61.4 in.	(Sport Coupe and Station Wagon) 62.3 in. 61.4 in.	(Sport Coupe and Station Wagon) 62.3 in. 61.4 in.	(Sport Coupe and Station Wagon) 62.3 in. 61.4 in.
Hiproom	front rear	(Sport Coupe and Station Wagon) 63.3 in. 55.5 in.	(Sport Coupe and Station Wagon) 63.3 in. 55.5 in.	(Sport Coupe and Station Wagon) 63.3 in. 55.5 in.	(Sport Coupe and Station Wagon) 63.3 in. 55.5 in.	(Sport Coupe and Station Wagon) 63.3 in. 55.5 in.	(Sport Coupe and Station Wagon) 63.7 in. 63.0 in.	(Sport Coupe and Station Wagon) 63.7 in. 63.0 in.	(Sport Coupe and Station Wagon) 63.7 in. 63.0 in.	(Sport Coupe and Station Wagon) 63.7 in. 63.0 in.
Fuel Tank Capacity		20.0 Imp. gals.	20.0 Imp. gals.	20.0 Imp. gals.	20.0 Imp. gals.	20.0 Imp. gals.	20.0 Imp. gals.	20.0 Imp. gals.	20.0 Imp. gals.	20.0 Imp. gals.
Usable Luggage Space (cu. ft.)		18.9	18.9	18.9	17.0	18.9	—	—	—	—
Cargo Volume (not including hidden comp.) (cu. ft.)		—	—	—	—	—	94.1	94.1	94.1	94.1

ENGINES

	Astro-Six 250	Astro-Flash 350 V8	Astro-Flash 350 V8	Astro-Jet 396 V8	Astro-Jet 427 V8	Astro-Jet 427 V8
Displacement (cu. in.)	250	350	350	396	427	427
HP @ rpm	155 @ 4200	250 @ 4800	300 @ 4800	265 @ 4800	335 @ 4800	390 @ 5400
Torque @ rpm	235 @ 1600	345 @ 2800	380 @ 3200	400 @ 2800	470 @ 3200	460 @ 3600
Compression Ratio	8.5:1	9.0:1	10.25:1	9.0:1	10.25:1	10.25:1
Carburetion	1 bbl.	2 bbl.	4 bbl.	2 bbl.	4 bbl.	4 bbl.
Bore x Stroke	3.875 x 3.53	4.00 x 3.48	4.00 x 3.48	4.094 x 3.76	4.25 x 3.76	4.25 x 3.76
Fuel	Regular	Regular	Premium	Regular	Premium	Premium
Oil System (less filter) (qts.)	3.3	3.3	3.3	3.3	3.3	3.3
Cooling System (qts.)	10.0	13.0	13.0	18.3	18.3	18.3
Exhaust System	Single	Single	Single	Single	Single	Dual
Valve Lifters	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Hydraulic
Clutch	9.12 in.	10.34 in.	11.0 in.	11.0 in.	11.0 in.	11.0 in.
Axle ratio—without Air Cond.	Station Wagon 3.36	Others 3.08	Station Wagon 3.36	Others 3.08	Station Wagon 3.31	Others 3.08
3-speed manual std.	3.36	3.08	3.36	3.08	3.31	3.08
4-speed manual std.	3.36	3.08	3.36	3.08	3.31	3.08
Powerglide std.	2.73	2.73	2.73	2.73	2.56	2.56
Hydra-Matic std.	2.73	2.73	2.73	2.73	2.56	2.56

Special Purpose axle ratios may be ordered—see your dealer for specific requirements.

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Every Pontiac has to make it before we mark it

