

Success Car—'64 edition ... Wide-Track Pontiac

When you come up with a car that's fantastically successful, like the '63 Pontiac, it's difficult to top yourself . . . but not impossible. Witness the '64. The '64 Pontiac is the smoothest, quietest automobile we've ever made. Butyl rubber body mounts and added insulation muffle engine sound, quiet road and engine noise and other extraneous clatter . . . listen! There are dozens of innovations; we've even improved the light bulbs.

Some things we've hardly changed at all—you'd prefer it that way. Pontiac brakes are still self-adjusting.

The Delcotron a.c. generator charges even at idle with nary a lubrication ever. And you'll notice famous Pontiac Wide-Track on your demonstration ride.

There's a new model this year, called the Brougham (otherwise known as the ultimate Pontiac). The Brougham rides on the 123-inch wheelbase and carries an identifying plaque on the rear quarter sail area.

An optional padded vinyl top adds further distinction.

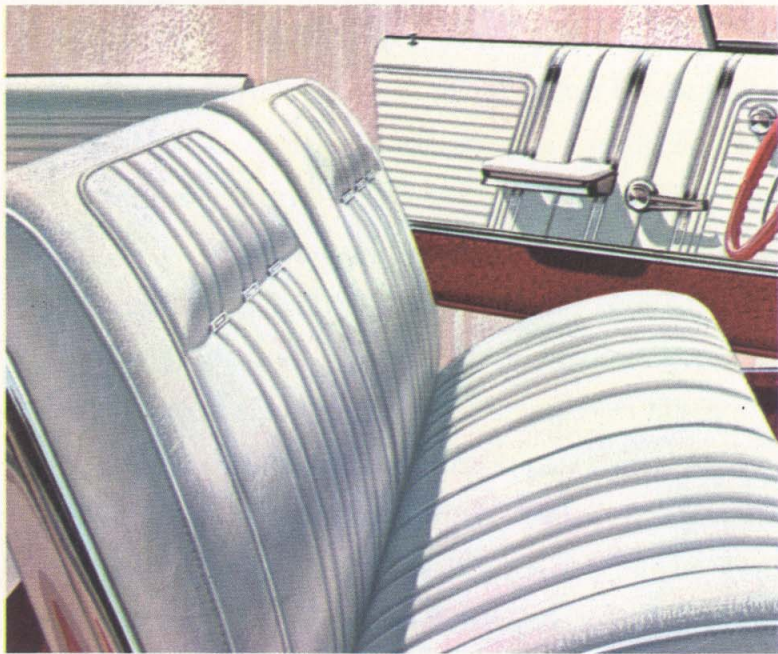
Once inside, if it strikes you that here is the most sophisticated of automobiles, it's just as we hoped!



If you've wondered how we could possibly improve last year's Bonneville, the '64 should come as a pleasant surprise!

The '64 Bonneville is a quiet automobile in every sense of the word.

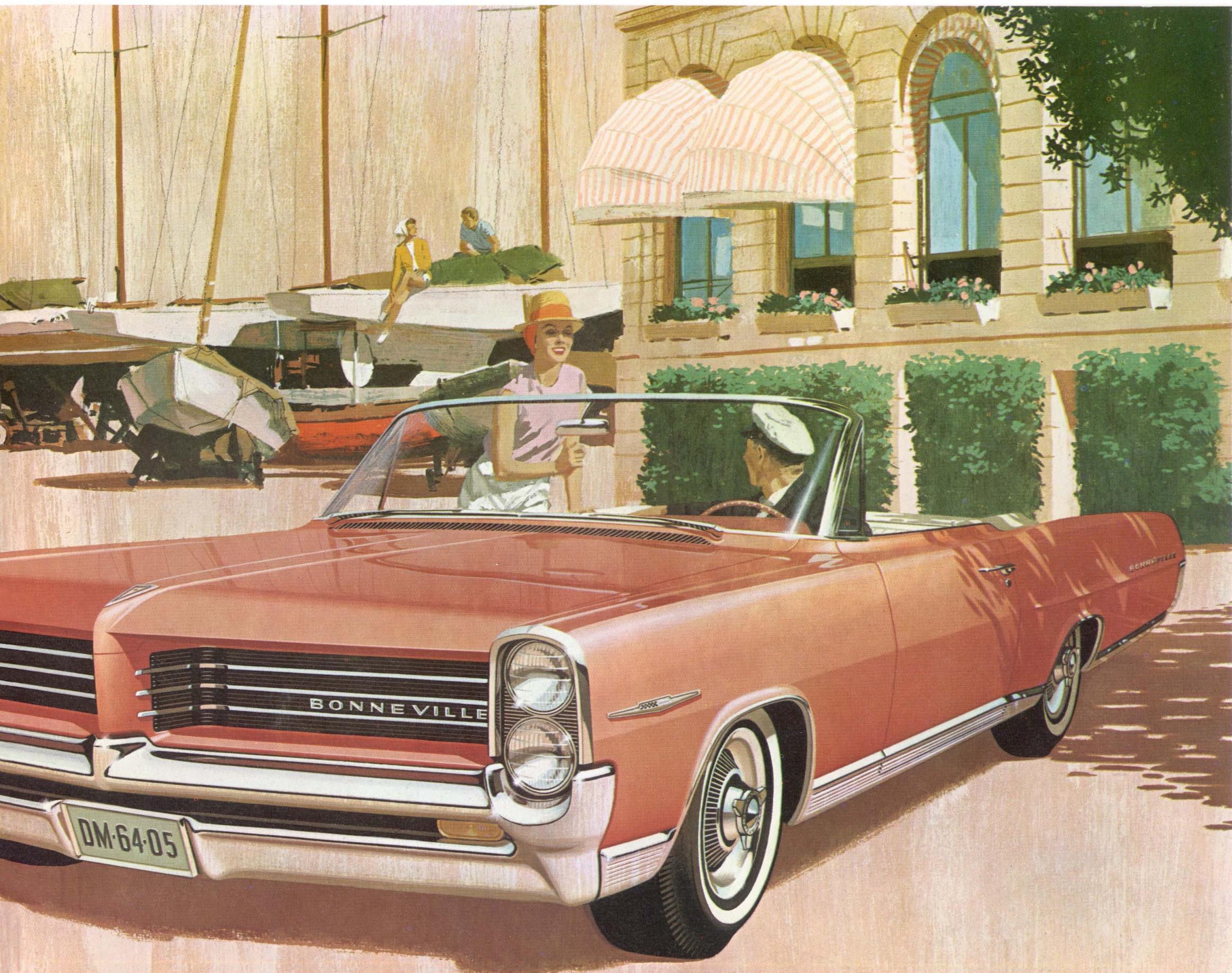
The styling is smooth and uncluttered. The Bonneville crest on the front fender accents a vast expanse of lacquered metal, capped by finely chiseled lettering on the rear. Tasteful monochromatic interiors are color coordinated with meticulous care.



The newest developments in engineering noise out of an automobile—including special butyl rubber body mounts and new sound deadening materials—are used to best advantage in the 123-inch wheelbase Bonneville. With its curve-straightening Wide-Track, Bonneville rides with smooth, elegant authority.

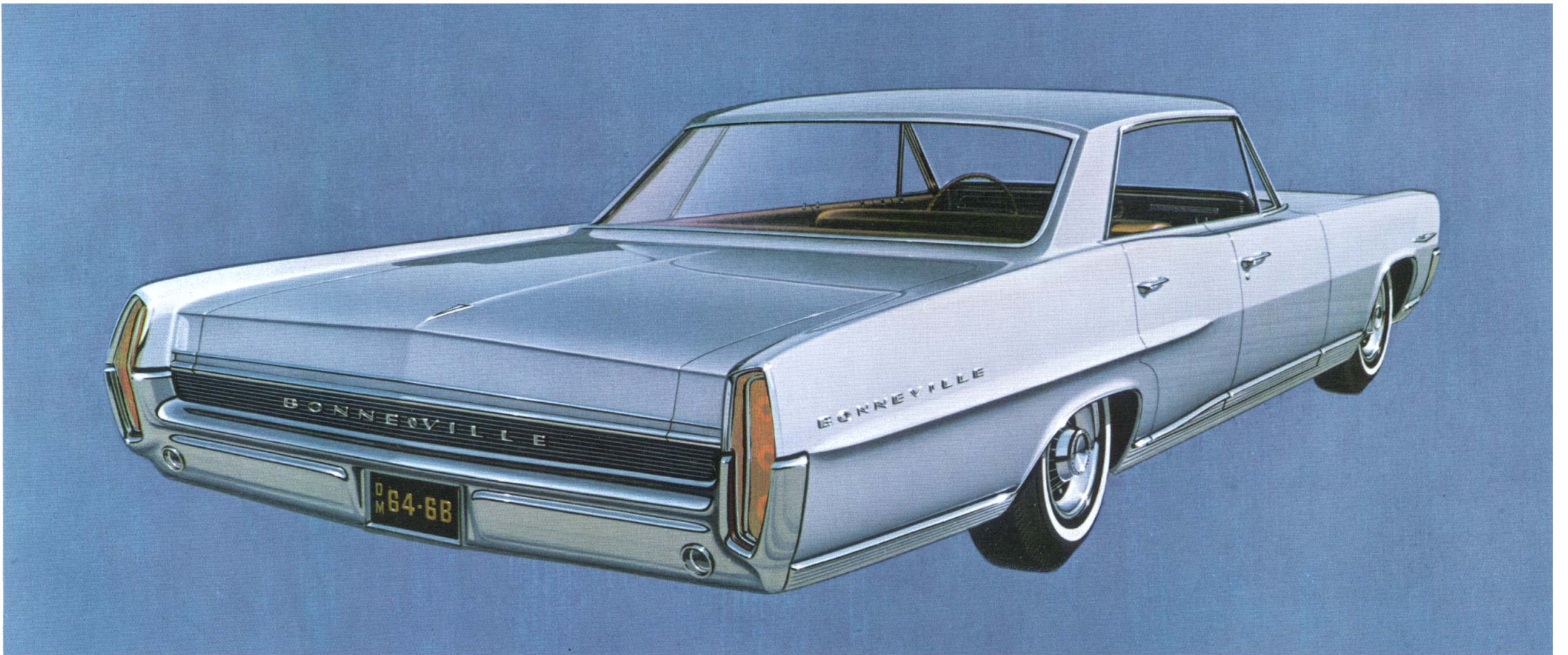
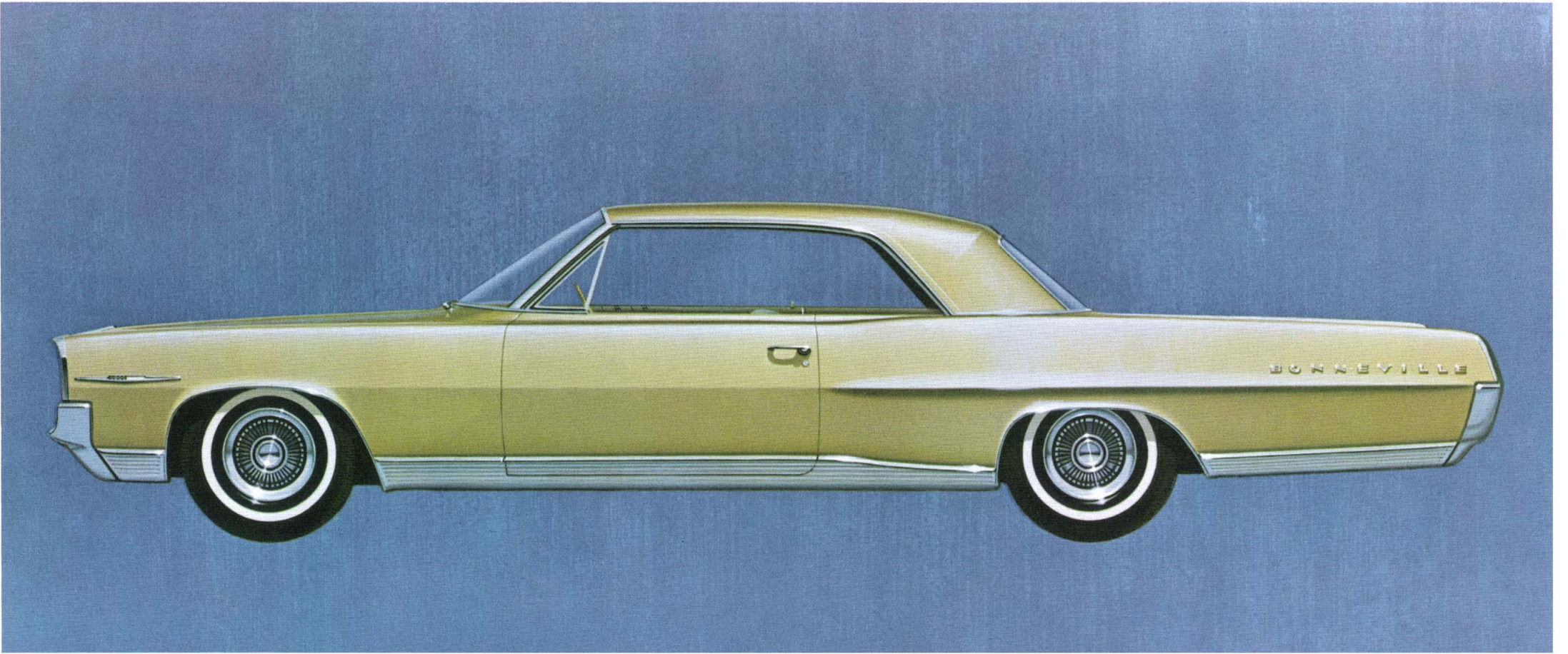
Powered by a 389-cu. inch Trophy V-8 rated at 303 HP, or by optional engines up to the 421-cu. inch rated at 370 HP, the '64 Bonneville readily lives up to its name and reputation. All this and much more justifies its being the premium Pontiac car!



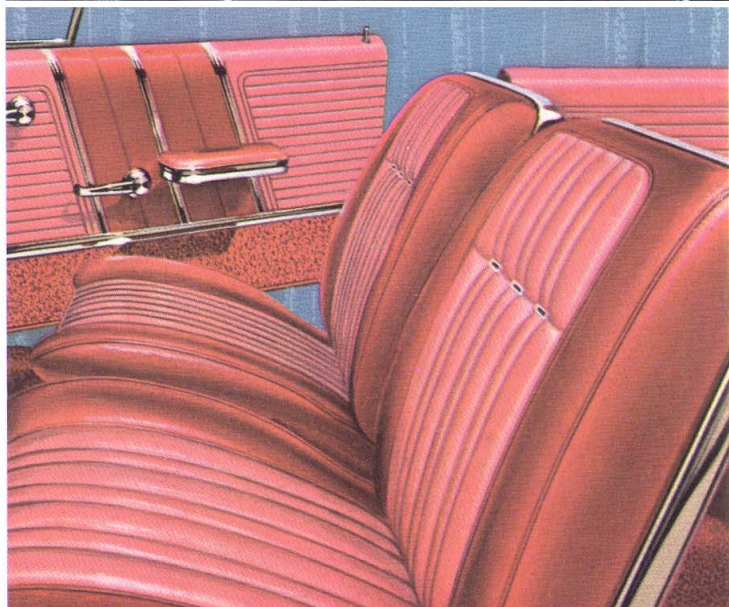
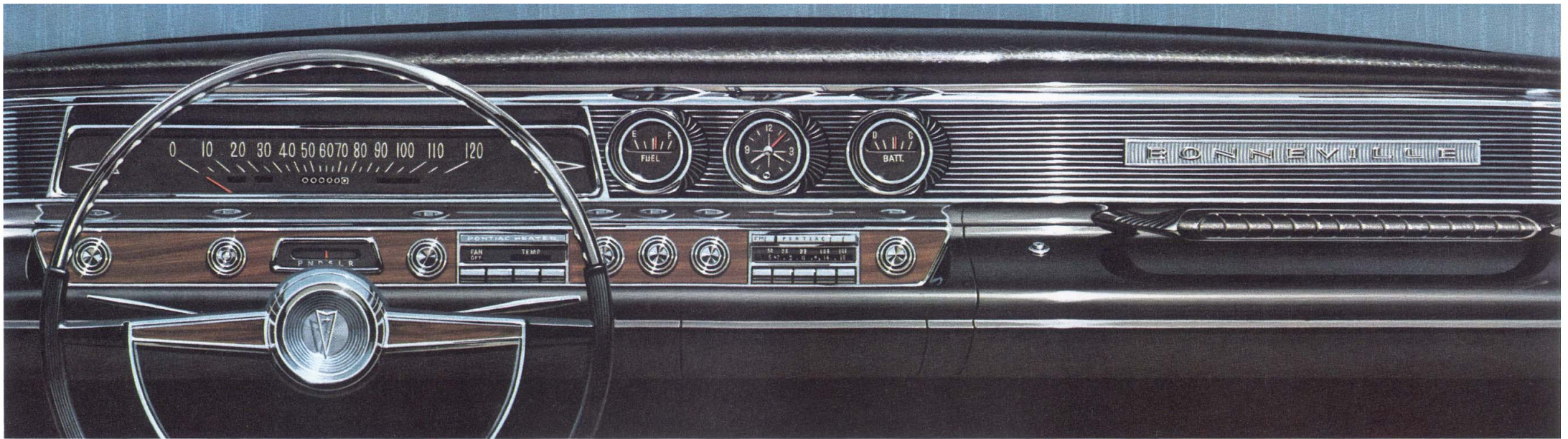


THE BONNEVILLE CONVERTIBLE

THE BONNEVILLE SPORTS COUPE

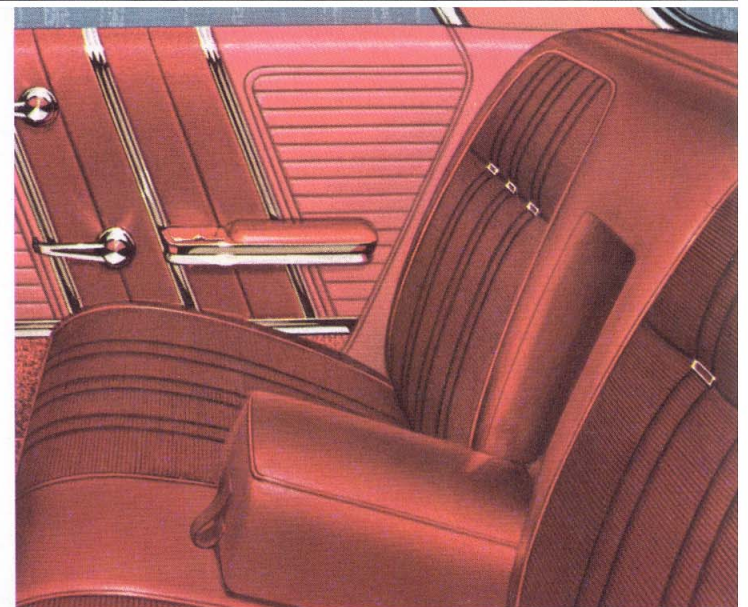


THE BONNEVILLE 4-DOOR VISTA



Bonneville controls include a custom steering wheel. For "wheel" enthusiasts, there's an optional wheel that tilts to selected steering positions, and a "wood-grain" sport steering wheel with stainless steel spokes. The instrument cluster is functional and easy to read, accented by walnut inserts and hooded by a full width cushion. Dual-speed electric wipers, clock, courtesy lamp and padded assist grip are also standard.

Interiors of expanded Morrokide or Morrokide combined with lustrous cloth (right) are color keyed to the finest detail and complement the rich simplicity of the Bonneville Vista. The Convertible sports bench or (left) optional bucket seats, both with the luxury of genuine leather.

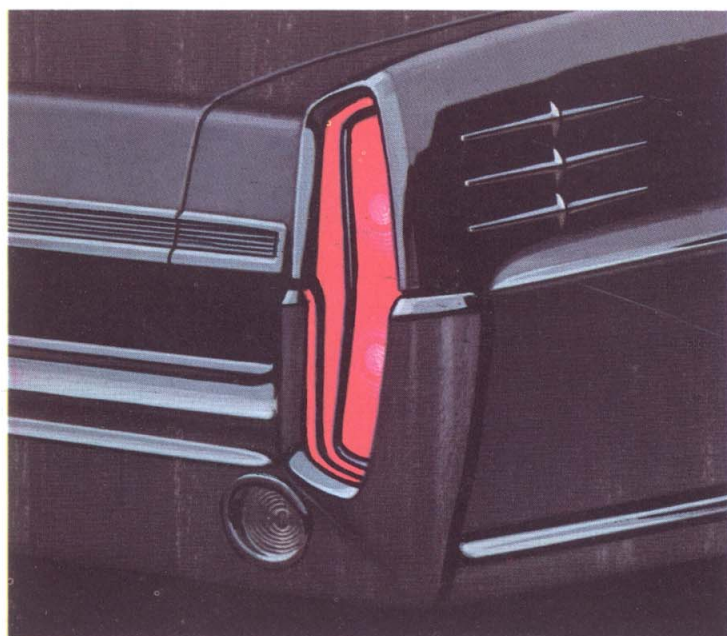


The limousine-type Brougham interior is sumptuously upholstered in elegant nylon-blend Preston cloth in combination with expanded Morrokide. Along with the usual Bonneville embellishments, the Brougham interior features hinged assist handles at each door, plus a folding armrest in both front and rear seats. With vinyl-coated padded fabric top (a handsome option if ever there was one), the Brougham interior highlights a highly desirable automobile!



To many minds, Star Chief is still the finest Pontiac made. More than just a car, Star Chief is a tradition of restrained elegance!

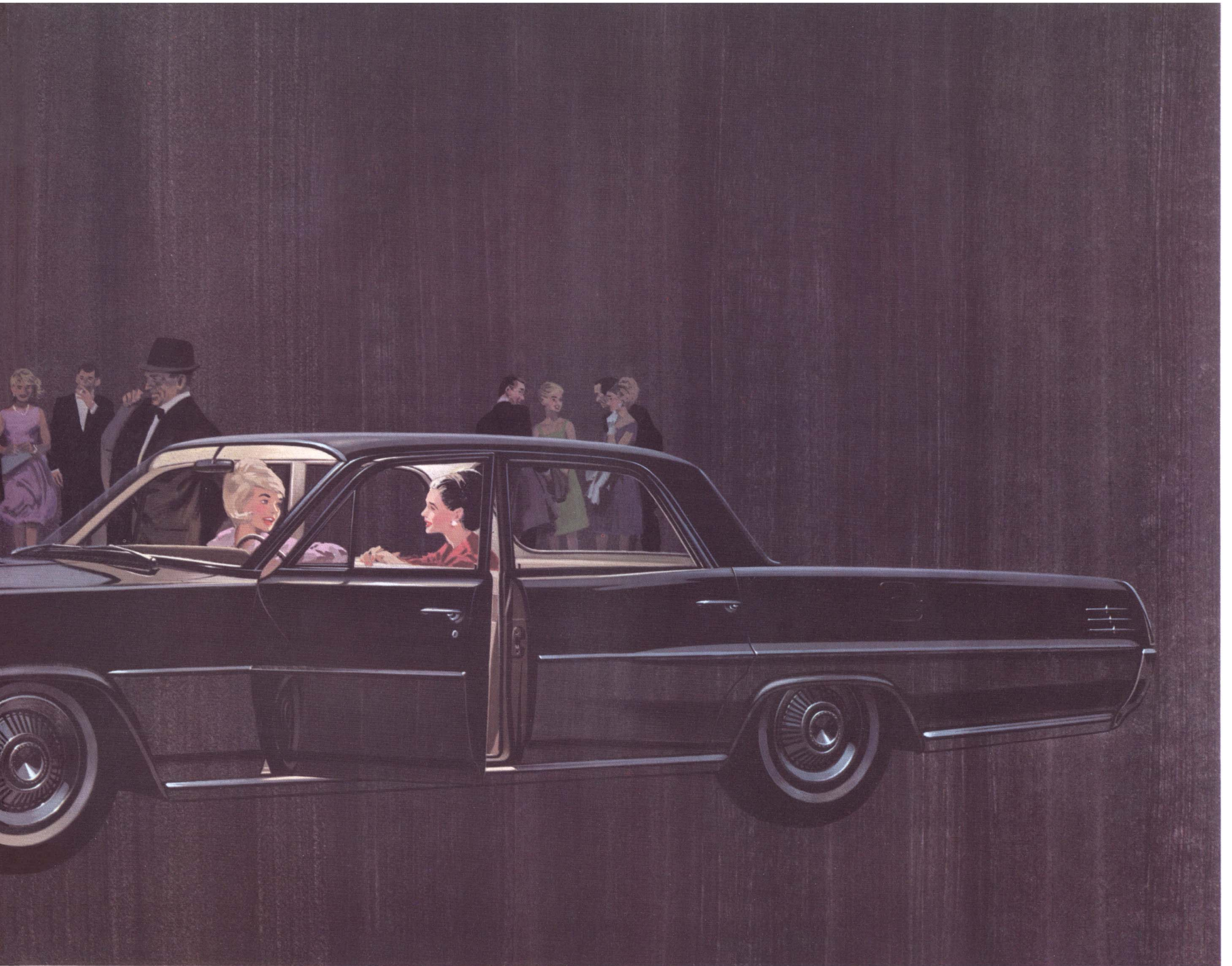
Traditionally, Star Chief offers its loyal following lively performance, comfort and a good measure of economy. Star Chief rides on the long 123-inch wheelbase. With optional Hydra-Matic, a 283-horsepower Trophy V-8 supplies the excitement. The 235-HP engine is standard



with 3-speed column shift. Wide-Track makes for easy handling and stability on turns, while smooth Pontiac suspension comforts the uncomfortable in a rumpy road. A pair of very handsome body styles—4-Door Vista hardtop and 4-Door Sedan—plus a host of standard equipment items push-up Star Chief facilities.

Eight interior combinations are available; four trim options of cloth and expanded Morrokide plus four with expanded Morrokide throughout. All are elegant, thoroughly comfortable and typically Pontiac Star Chief.

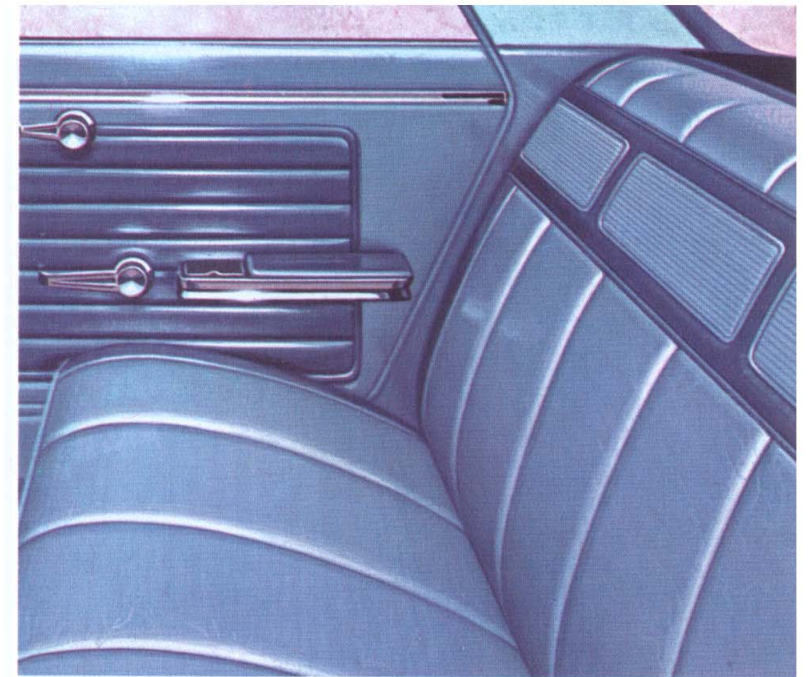




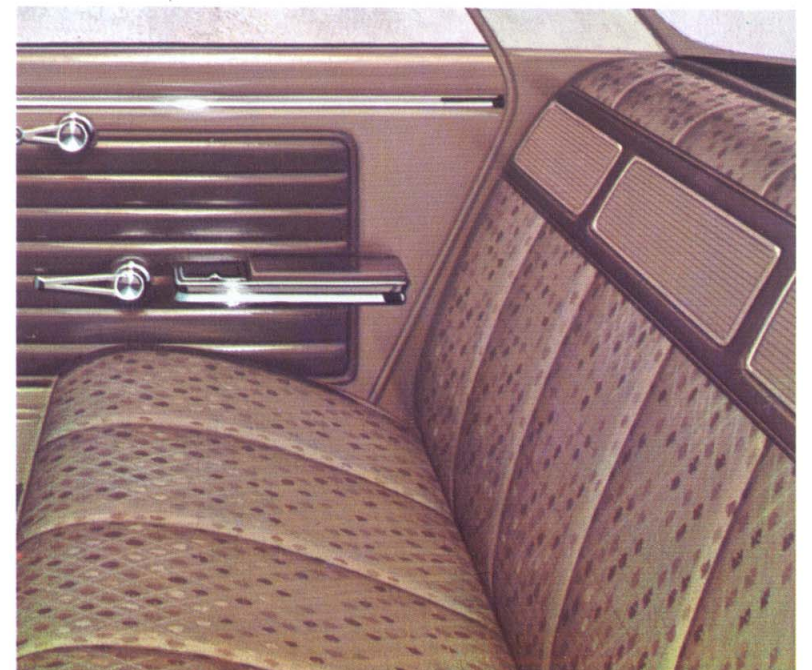
THE STAR CHIEF 4-DOOR SEDAN



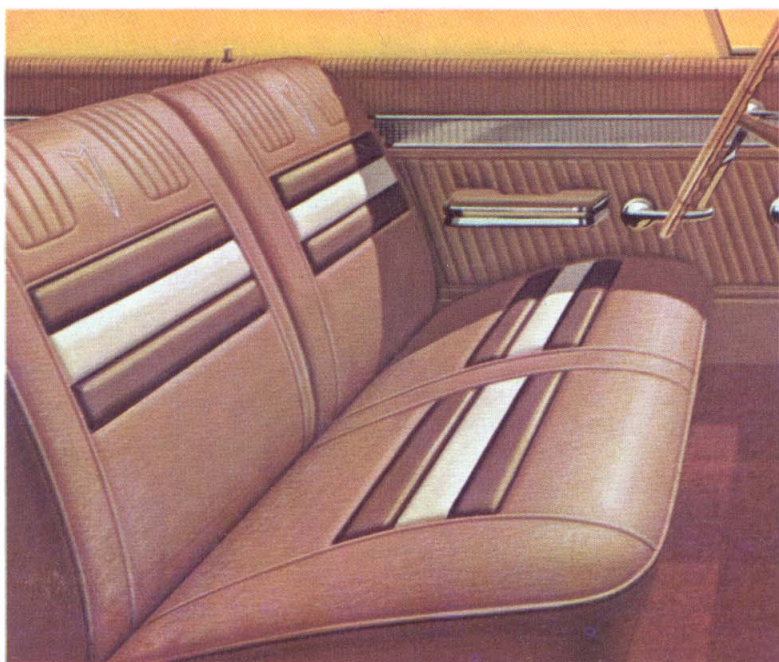
THE STAR CHIEF 4-DOOR VISTA



Inside a Star Chief is one of the most comfortable places you've ever visited. Deep loop pile, nylon-blend carpeting cushions your step. Interiors—like the Pendant pattern Jacquard woven cloth interior of the Star Chief Vista below—feature entirely new tone and shade combinations. There are four color choices for both the Vista and the Sedan (above). Each shows the particular kind of harmony and distinctive styling that's part of every Star Chief.



If you're convinced about Pontiac performance and Pontiac prestige, and want a very convincing price . . . meet the '64 Catalina! Catalina is the most versatile Pontiac in the line, with the same engineering and styling quality that's found in the Bonneville, Grand Prix and Star Chief! Catalina standard equipment is what you expect in a Pontiac. Electric wipers, dual



sun visors, cigarette lighter, foam in front seat cushions, Wide-Track, 120-inch wheelbase . . . !

If you've a mind for economy, Catalina provides that aplenty. You get lots of engines from which to choose. Some use regular gas, some use premium. All use it sparingly. The basic Catalina comes with a 3-speed column shift and 235-HP, 2-barrel, 389-cu. inch Trophy V-8. You can fill in the gap between the standard and the 421-cu. inch, 370-horsepower engine with any of a long list of horsepower ratings.





THE CATALINA CONVERTIBLE

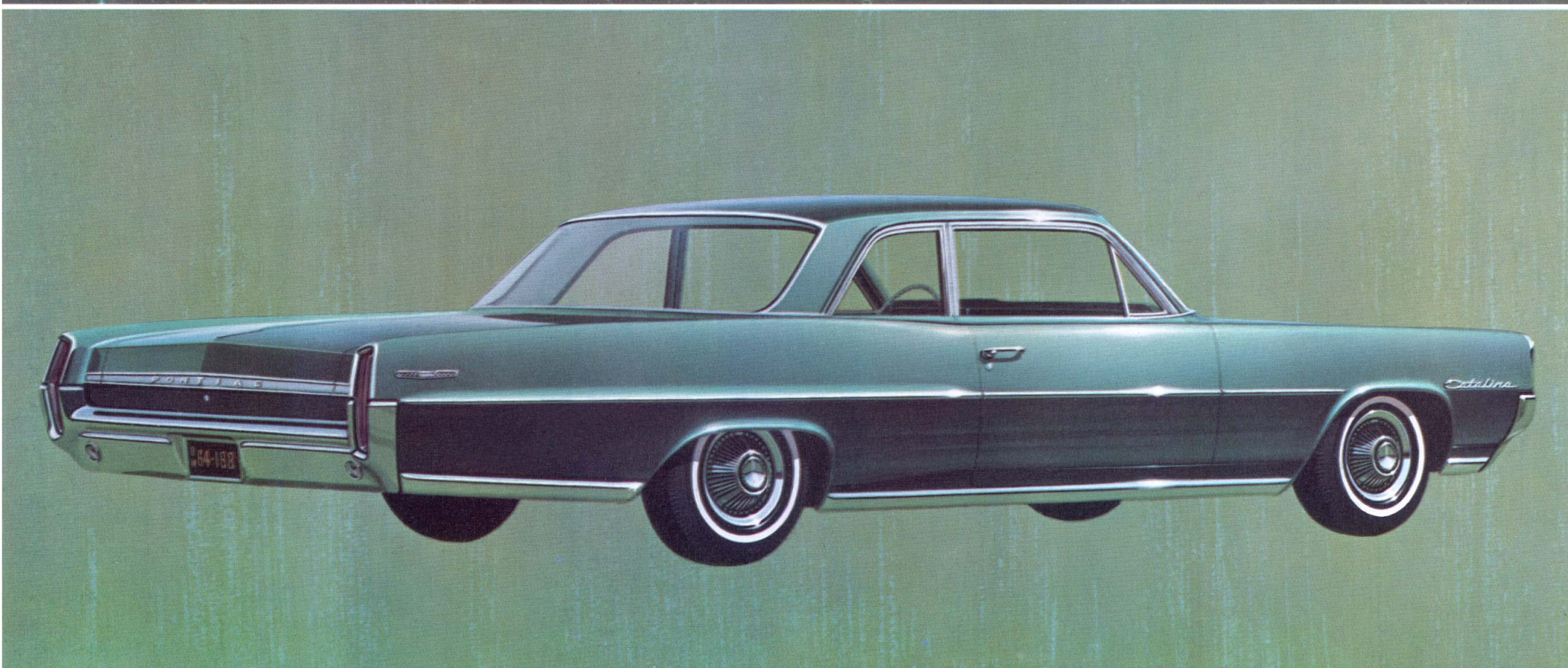
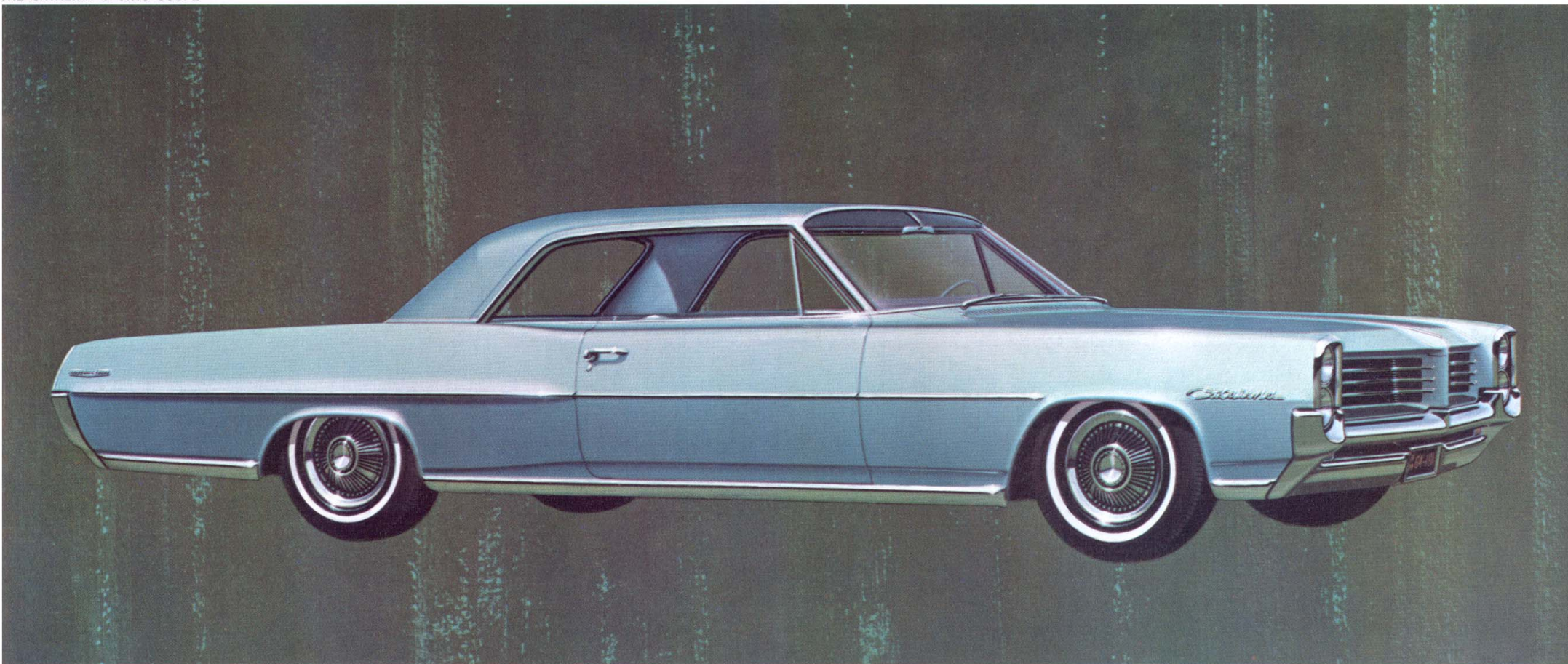


THE CATALINA 4-DOOR SEDAN



THE CATALINA 4-DOOR VISTA

THE CATALINA SPORTS COUPE



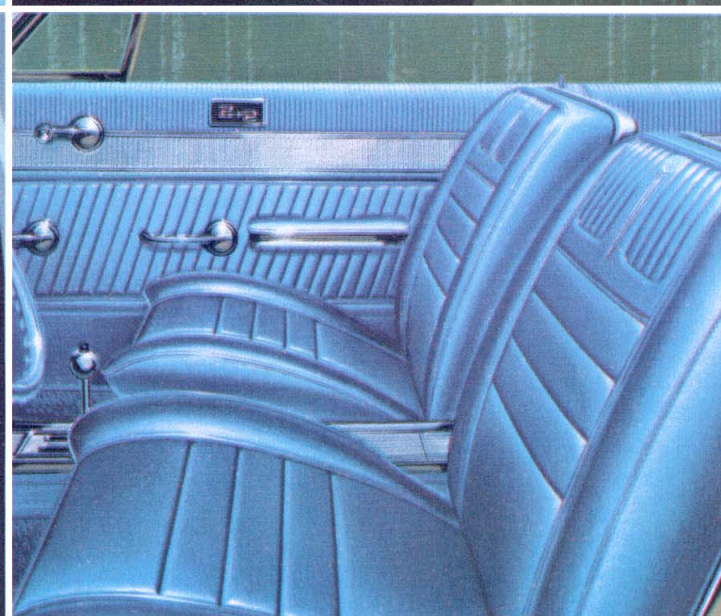
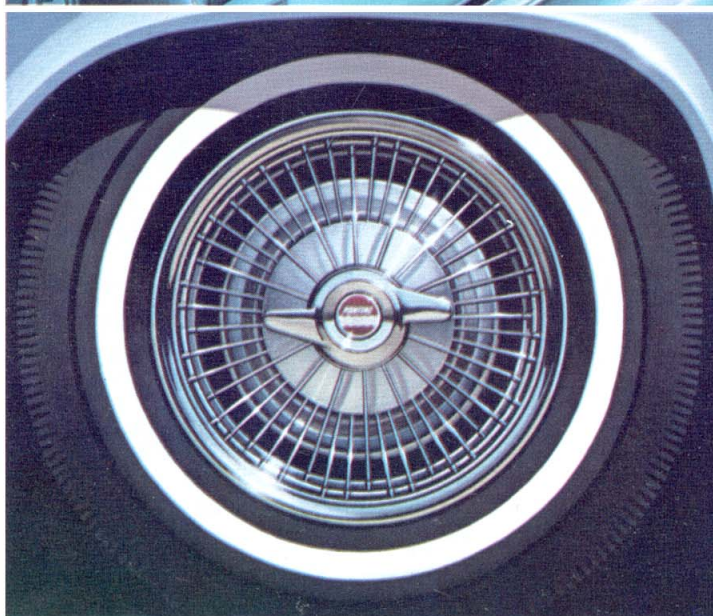
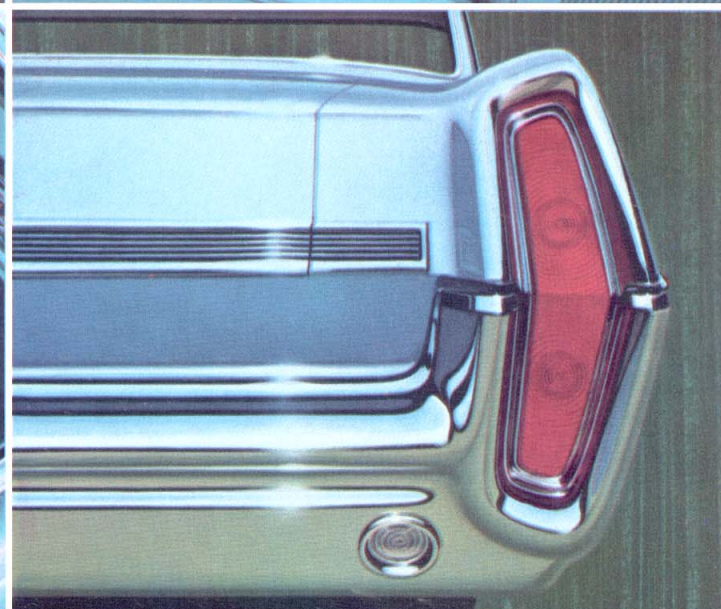
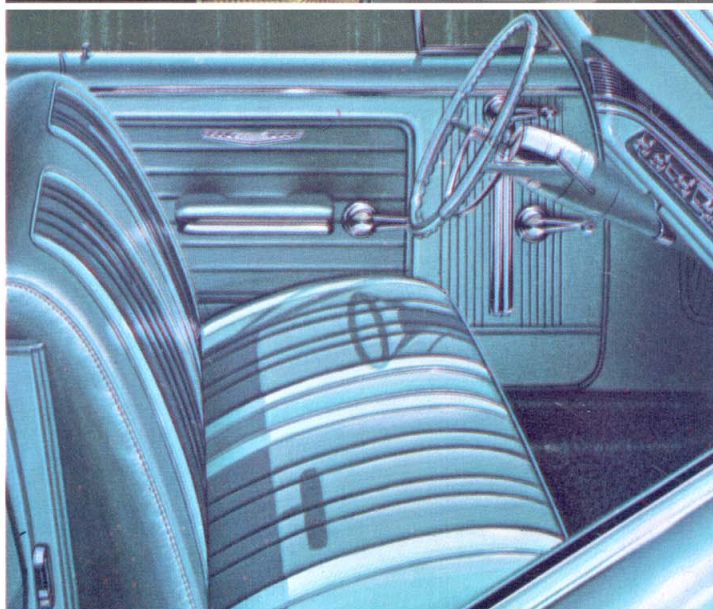
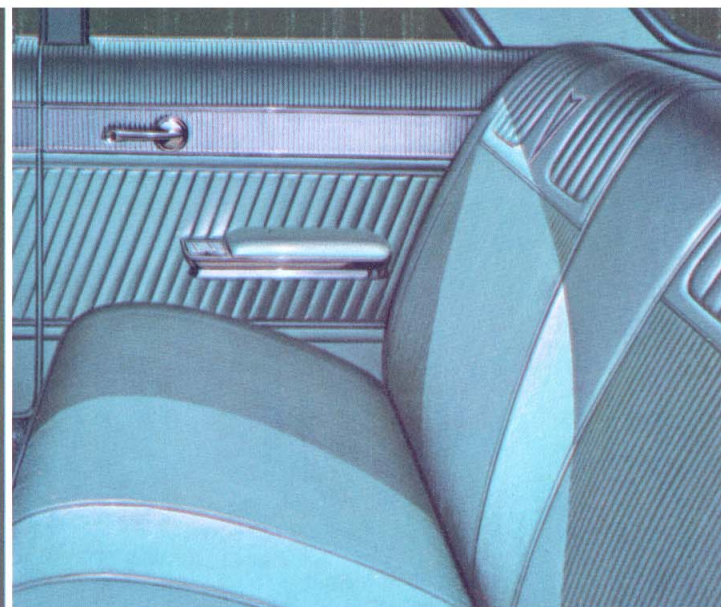
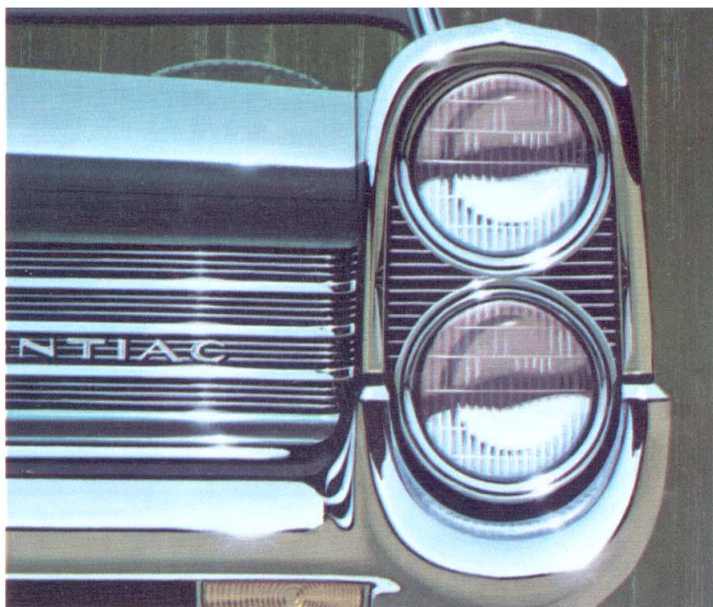
THE CATALINA 2-DOOR SEDAN

If you're an enthusiast (and after seeing the '64 Catalina, who isn't?), Catalina performance options should whet your automotive appetite. Heavy-duty suspension, 4-speed floor stick, dual exhausts, an engine temperature gauge, clock, oil pressure gauge package . . . it's a lengthy list. Got a pencil? Make check marks opposite your kind of options on the next-to-last page.

Luxurious cars aren't always priced that way—look at the '64 Catalina! Large wrap around bumper deliberately designed to give a massive look to the front end. Distinctive venturi styling of the side panels. New generous taillights. The “thermal reflow” paint process that gave last year's Pontiac its protective, glossier finish does the same for the '64 Catalina.

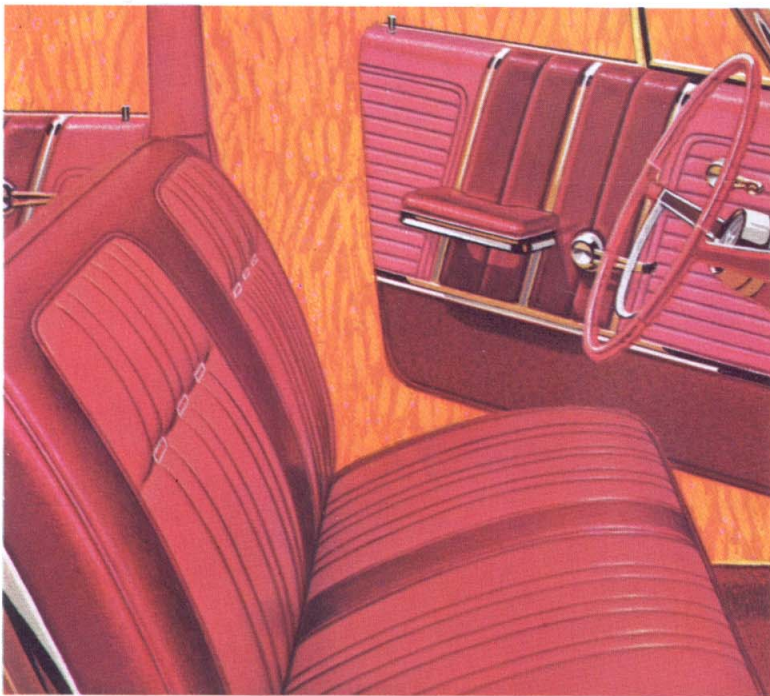
Look inside. Standard interiors (top) are of cloth and Morrokide (vinyl-coated fabric). Floor covering is deep loop pile, nylon-blend carpeting, door to door. There's an all Morrokide Custom Ventura trim package (center) for people who like to gild lilies.

The special Catalina 2+2 models—Sports Coupe and Convertible—have their own individual interiors, including bucket seats with exclusive Pontiac contour styling (bottom). Standard transmission is a choice of 4-speed or Hydra-Matic, with the shift at a center console. Dual exhausts are also standard.



Wagons would be great if they'd ride like a Pontiac, handle like a Pontiac, look like a Pontiac and tote like a troop transport. Only then they'd be Safaris!

Wagons are meant to carry a lot. Pontiac Safari wagons (6-passenger Bonneville and 6- or 9-passenger Catalina) are meant for more than that . . . Safaris have Pontiac performance. Comes from a 235-HP Trophy V-8 (standard in Catalina Safaris) or from optional engines up to the 421-cu. inch Trophy V-8 with enough seat for 370 horses. Looks? Like a Pontiac, from any angle.



And handling? They're Pontiacs, aren't they? And that, you know, means Wide-Track roadability.

The Bonneville Safari deserves a special word—like "opulent." Interiors of carefully pleated expanded Morrokide add to the comfort. As for cargo carrying capability, there's 96.3 cu. feet to fill. The loading area is fully carpeted, including the second seat-back and tailgate. Stainless steel skid strips are added for rugged usage.

Add an optional roof rack and you've got room for even more of a load.





THE BONNEVILLE CUSTOM SAFARI



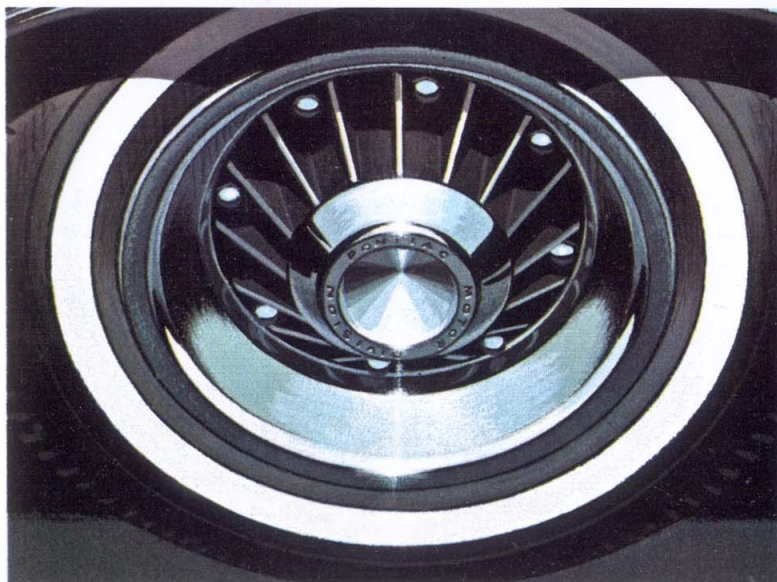
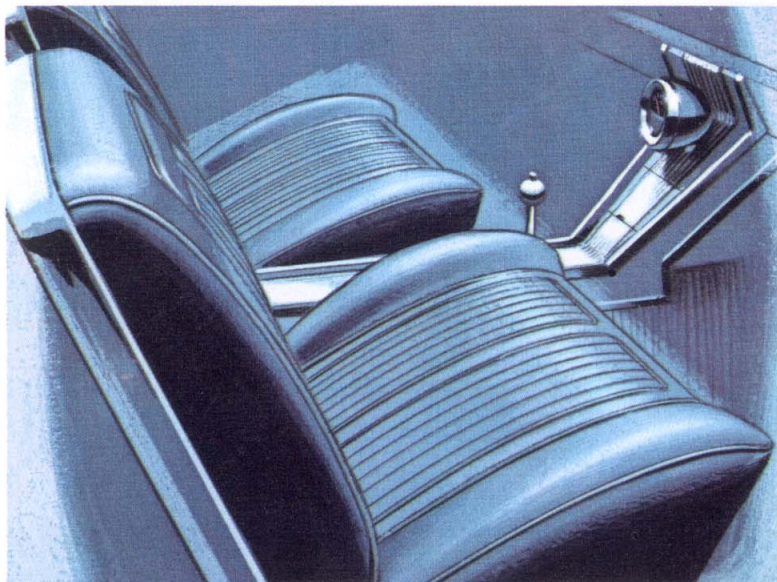
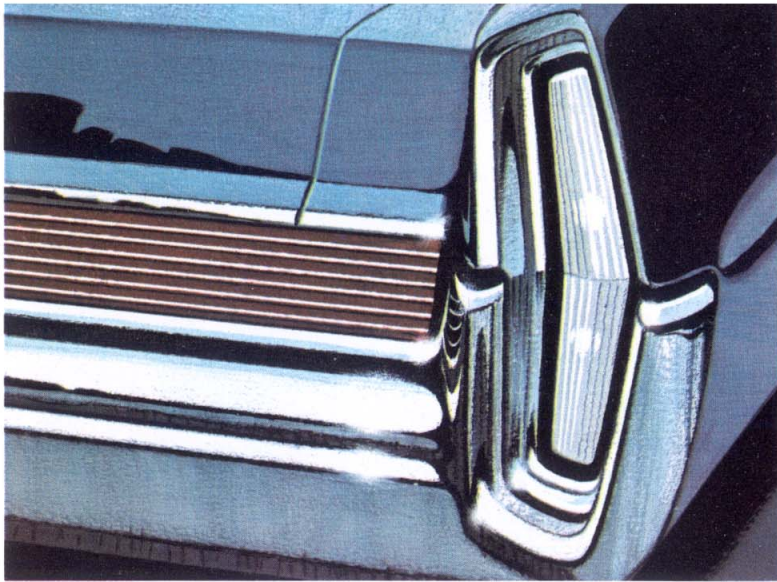
THE CATALINA SAFARI



Catalina Safaris take a lot of things, including a lot of abuse. With the rear seat down, there's 96.9 cu. feet of loadable space in the 6-passenger Catalina. There's a comfortable rear facing third seat with lots of stretch-your-legs room in the 9-passenger model . . . you could start your own bus line!
Pontiac's special butyl rubber body mounts keep things quiet. Deep loop pile, nylon-blend carpeting in the passenger compartment, plus added

body insulation, help keep out the clamor (rhymes with glamor—and that's standard, too). Easily cleaned interiors of smooth, lustrous Jeweltone Morrokide, lavish carpeting, fully trimmed cargo compartment, vinyl floor covering and headlining, dual sun visors (even a rear power window in the 9-passenger model) . . . it's all standard in the Catalina Safari.
Who cares if you look like a big spender? Take a Safari this year!





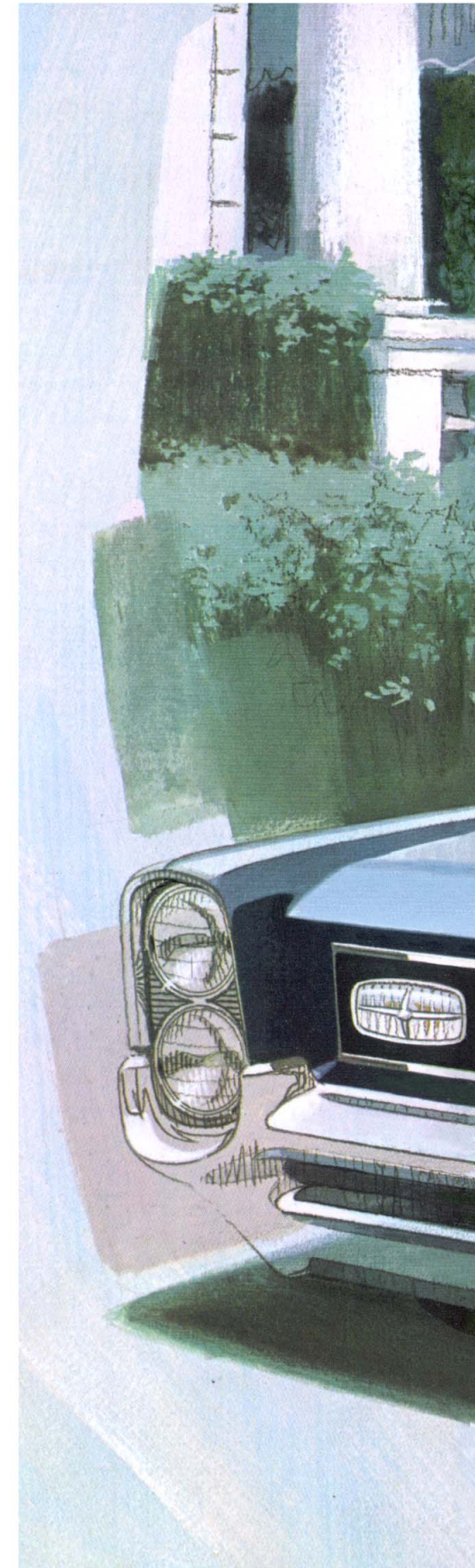
Not long ago, Grand Prix was only a kind of auto race. That was pre-Pontiac GP! Now Grand Prix conjures up an image of crisp, uncluttered styling and off-the-line performance in a very special Pontiac car!

Crouching under the GP hood there's a 306 horsepower Trophy V-8, the most powerful standard engine of any Pontiac. Optional engines up to 421 cubic inches, 370 horsepower are available for other than faint hearts.

Bucket seats—the kind that make you feel like part of the car—are part of the standard package. Likewise, a tachometer (with manual transmissions) or vacuum gauge (with Hydra-Matic) and center console are also standard. An optional 4-speed floor shift or floor-controlled Roto Hydra-Matic will more than pacify the purist. If not, add aluminum wheels and brake drums. They dissipate heat—if you still need a reason once you've seen them.

The '64 Grand Prix is a superbly styled car, equally suited for the open road or taking Aunt Anthea to a Sunday social. Painsstaking attention to detail is evident in the monochromatic styling of GP interiors, available in eight trim choices.

See you at the Grand Prix?





THE GRAND PRIX SPORTS COUPE

TAILORING YOUR PONTIAC

They say no two people are alike. So it stands to reason that you might not care for precisely the same Pontiac someone else thinks is the cat's whiskers. That's why Pontiac isn't just one car but many . . . as many as there are kinds of Pontiac people. And that's what Pontiac tailoring is all about. A car can be built for you with just the body style and engine you'd like, with a choice of transmissions and axle ratios and interior styling and colors and suspensions and exterior trim and performance equipment and options and accessories so wide-ranging that ordering a Pontiac today is not unlike the good old days of custom coach-building.

Sounds confusing? Not at all. All you need is our list of Options & Accessories, and the quick reference engines-transmissions-axle ratios chart on the next page, plus a pencil and piece of paper, and you're off and running.

To give you an idea of the extent you can go to in building your own car, so to speak, we've put together a couple of fairly extreme examples below. Some of the performance equipment, for instance, may not appeal to everybody the way it would to an enthusiast. But then again, how do we know it won't appeal if we don't describe it? So let's forge ahead.

Mr. John Q. Sport. Performance is the be-all and end-all of his existence, and he knows that Pontiac is synonymous with performance. Wanting a relatively lightweight Pontiac, he'd probably start out with a Catalina, perhaps narrow it down to the 2+2 option on a Sports Coupe because its individuality appeals to him.

Next, he turns his attention to engines. Not everyone can use our most muscular power plant, which raps out a firm 370 bhp from 421 cu. in., but it's just right for Sport. For the utmost tractive effort, he'd specify our Safe-T-Track limited-slip differential with a no-extra-cost 4.10:1 axle ratio. Or, if he wanted a compromise in favor of effortless highway cruising, he'd make that a 3.42:1 axle ratio.

Transmission? He'd have a choice of a 4-speed floor shift (with either a wide- or close-ratio set of gears), Roto Hydra-Matic or a heavy-duty 3-speed stick synchromesh.

He's willing to sacrifice some softness of ride for better handling and firmer footing on bad roads? We have the answer: heavy-duty springs and shocks, plus 8.50 x 14 oversize tires. And while we're discussing that area of the car, he'd probably dress up the wheels with our Custom Sports or wire wheel covers—or maybe spend a little more for our aluminum wheel hub and drum assemblies, with fins that dissi-

pate heat as it builds up under hard braking.

Now let's give him some special instruments to read. (We think of everything.) First, a tachometer so he can pick off his shift points. And then a central panel with oil pressure and water temperature gauges, plus an electric clock.

A final touch might be our Custom Sports steering wheel of wood grain appearance with stainless steel spokes. Okay, Mr. Sport? At the other end of the spectrum is the driver who wants the utmost in comfort and luxury and makes no bones about it. Just about any Pontiac would fill this bill, but let's pick a specific model and tailor it PLUSH.

Suppose we make this man's car a Bonneville Brougham. They don't come much plusher to start with. Specify the Super Hydra-Matic transmission and we'll automatically fit the 303-bhp Trophy V-8 engine.

His manner of going should be as silken as possible, so we'd better give him Wonder-Touch power steering and brakes. And, for maximum convenience, let's add power windows and power vent windows to the list (and make the windshield and all the windows of Soft-Ray tinted glass to reduce glare and summer heat). Speaking of heat, don't you think a driver like this rates our combination heater and air conditioner? But of course.

For more of that soft touch, there are things like our 6-way power seat and our tilting steering wheel that adjusts to no less than seven different positions. And let's install our FM/AM radio with an electric antenna and a Verbra-Phonic rear seat speaker system so vivid it makes you wonder if there's an orchestra right behind you.

We mustn't forget Guide-Matic headlamp control, which automatically dims or flicks up bright lights when needed. Nor Electro-Cruise, which automatically maintains a set speed and continues to do so until a minimum pressure is applied to the brake or throttle. Nor a dome reading light. Nor rear window defogger. Nor color matched floor mats. Not to mention all kinds of mirrors and lamps for seeing things without craning or squinting.

We did say plush, didn't we? Well, there you are (and to think we've only begun to run down the list of options and accessories).

Chances are that neither of our examples is exactly what you have in mind for your kind of driving. But at least you get the idea behind Pontiac tailoring. Why don't you take what you *do* have in mind, huddle with a salesman and start ordering your brand of Pontiac.

OPTIONS AND ACCESSORIES

Air Conditioner, Tri-Comfort Circ-L-Aire
Axle ratios—choice at no extra cost, see Specifications page
Clock, electric (std. on Bonneville, Grand Prix and Star Chief)
Console
Cover, spare wheel and tire (std. on Star Chief, Bonneville and Grand Prix)
Cover, tonneau
Covers, seat
Cushion, custom foam (front only)
Decor Group (see salesman)
De-fogger, rear window
Differential, Safe-T-Track limited-slip
Dispenser, tissue
Electro-Cruise—automatically maintains set speed, continues until minimum pressure is applied to brake or throttle.
ENGINES—230 to 370 bhp; see Specifications.

Exhausts, dual (std. on Grand Prix)
Glass, Soft-Ray tinted
Guard, door-edge
Guard, fuel door
Headlamp control, Guide-Matic—automatically dims or flicks up bright lights when needed.

HANDLING KIT

Special springs, shock absorbers and stabilizer bar

HEAVY-DUTY EQUIPMENT

Air cleaner and silencer
Battery
Radiator and oil cooler (Hydra-Matic)
Radiator package (Synchromesh)
Springs and shocks
Ignition system—breakerless, full transistor system for improved performance.
Instrument gauge cluster—oil pressure and water temperature gauges, plus electric clock.

LAMPS

Back-up
Cigarette lighter and ashtray
Courtesy (std. on Bonneville, Grand Prix and Catalina Convertible)
Dome and reading
Glove compartment
Luggage and utility—with 17 ft. extension cord
Parking brake warning
Spotlight
Lock, luggage compartment (6-passenger Safari wagons only)
Lock, rear door safety
Luggage carrier, chrome
Luggage carrier, removable
Mat, full-width floor (front only—color matched)
Mats, floor (front and rear—color matched)

MIRRORS

Inside, non-glare rear-view
Outside, rear-view

Outside, rear-view, remote control
Visor vanity
Pad, rear load area (Safari wagons)—double as mattress or beach pad.

POWER EQUIPMENT

“Wonder-Touch” power brakes
“Wonder-Touch” power steering
6-way power seat
Tailgate window (standard on 9-passenger Safari)
Power tilt seat (left-hand bucket seat only)
Power windows
Power vent windows (available only on Bonneville and Grand Prix equipped with power windows)

RADIOS & SPEAKERS

AM Super De luxe radio
FM/AM radio
Power antenna, mounted in right rear fender
Safari wagon rear seat speaker
Verbra-Phonic rear seat speaker system with stereo effect
Safety pad, instrument panel (std. on Bonneville and Grand Prix)
Screens, rear door windows and/or tailgate window—keep bugs out when windows are open.
Seat belts
Seats, bucket (std. on Grand Prix)
Steering wheel, custom sports—wood grain appearance with stainless steel spokes
Steering wheel, de luxe
Steering wheel, tilting—adjusts to 7 positions
Tachometer
Tires, oversize 8.50 x 14
Tires, white sidewall
Trailer Hauling Equipment—heavy-duty components are recommended, and are available as factory installed items. We suggest that you discuss the type and size of trailer and customary loads with your dealer.

TRANSMISSIONS

Roto Hydra-Matic—on Grand Prix and Catalina models
Super Hydra-Matic—on Bonneville and Star Chief models
4-speed manual transmission
3-speed heavy-duty transmission and clutch—on Catalina models (standard on Bonneville and Grand Prix—only clutch offered on Star Chief since H.D. transmission is standard)
Trunk lid release, remote control
Washers, windshield

WHEELS & COVERS

Aluminum wheel hub and drum assemblies
Custom discs
De luxe discs
Custom sports covers
Wire wheel covers
Wipers, 2-speed electric with washers

SPECIFICATIONS & DIMENSIONS

CHASSIS

Frame: Perimeter design with box section structure. Entire passenger compartment is encircled by heavy steel side members. Five crossmembers join parallel side bars for structural rigidity. Frame design varies to meet requirements of individual body styles.

Wheels and Tires: 14 x 6K steel disc wheels with 8.00 x 14 low pressure tubeless tires. 8.50 x 14 standard on Safari Station Wagons and all cars equipped with air conditioning, available on all other models at extra cost.

Front Suspension: Ball joint independent front suspension with upper control arms pivoted on rubber bushings. Lower control arms have dual rate rubber bushings. Large diameter, low rate coil springs, hydraulic shock absorbers, compound anti-dive control. Torsion-action front stabilizer bar.

Four Link Rear Suspension: Angle-mounted upper and lower control arms. Lower control arms have low dynamic rate rubber bushings. Large diameter, low rate coil springs, angle-mounted hydraulic shock absorbers. Drive and torque taken through rubber cushioned control arms.

Steering: Link parallelogram with recirculating ball bearing gear—both manual and power. Overall ratio, manual—29:1, with optional power, 22.5:1. Power Steering optional at moderate extra cost.

Brakes: Self-adjusting, air-cooled, internal expanding hydraulic type. Two shoe, single anchor. Drum diameter—front 11", rear 11". Total swept area for four brakes—312.2 sq. in. Foot-controlled parking brake operates on rear service brake system. Vacuum power brakes optional at low extra cost.

Transmission and Drive Train: Hydra-Matic transmission optional at extra cost. Two 3-speed synchromesh transmissions. 4-speed synchromesh transmission optional at extra cost. Tubular drive-shaft with two universal joints. Semi-floating

hypoid rear axle. Safe-T-Track semi-locking differential optional at low extra cost.

BODY

Construction: Fisher all-steel body with reinforced side rocker panels. Counter-balanced double hood and trunk construction. Laminated Safety Plate Glass in windshield. Solid Tempered Plate Glass in all other windows. "Fire-Leveled" acrylic lacquer on all models. Circ-L-Aire outside air heater and defroster standard on all models (although cars can be ordered without this equipment, at reduced cost.)

Electrical System: 12-volt system with 42 ampere Delcotron generator. 53 amp. battery with 8.6:1 compression ratio engines, 61 amp. battery with 10.50:1 or 10.75:1 engines. Extra-capacity system available on special order.

ENGINE

General Description: Trophy V-8—short stroke, 90°, V-8 design. Aluminized valves. Hydraulic valve lifters. Alloy cast iron block, 5 main bearings with 3" journals on 389-cu. in. engines—3.25" on 421-cu. in. engines. Bore—4.06", Stroke—3.75" on 389-cu. in. engines. Bore, 4.09", Stroke, 4.00" on 421-cu. in. engines (see chart on next page). Balanced-flow cooling system pumps water directly into each side of the cylinder block equally. Quad gallery lubrication system.

Fuel System: Choice of 2-barrel, 4-barrel or 3 2-barrel downdraft carburetion (see chart). Disposable type fuel filter. Automatic choke. Centrifugal and vacuum control of distributor spark advance. Heavy-duty air cleaner and silencer optional at extra cost. Pontiac's transistor ignition system provides breakerless ignition—optional on premium fuel engines.

Exhaust System: Single reverse flow system standard on most models. Dual reverse flow system standard on Grand Prix and all 421-cu. in. engines, optional at extra cost on other models.

QUICK REFERENCE SPECIFIC MODEL DIMENSIONS

	4-Door Sedan	2-Door Sedan	Sports Coupe	Vista	Convertible	Safari Station Wagons
Tread Front	63.0"	63.0"	63.0"	63.0"	63.0"	63.0"
Tread Rear	64.0"	64.0"	64.0"	64.0"	64.0"	64.0"
Wheelbase	Catalina	120"	120"	120"	120"	119"
	Star Chief	123"		123"		
	Bonneville		123"	123"	123"	119"
	Grand Prix		120"			
Overall Height (Loaded)	Catalina	55.8"	55.8"	54.7"	55.2"	56.7"
	Star Chief	55.8"			55.2"	
	Bonneville			54.7"	55.2"	55.2"
	Grand Prix			54.7"		56.7"
Overall Length	Catalina	213.0"	213.0"	213.0"	213.0"	213.8"
	Star Chief	220.0"			220.0"	
	Bonneville			220.0"	220.0"	213.8"
	Grand Prix			213.0"		
Overall Width	79.2"	79.2"	79.2"	79.2"	79.2"	79.2"
Front Seat Hip Room	Catalina	63.5"	63.5"	63.7"	63.6"	63.6"
	Star Chief	63.5"			63.6"	
	Bonneville			63.7"	63.7"	63.7"
	Grand Prix			63.6"		
Rear Seat Hip Room	Catalina	63.3"	62.7"	55.3"	63.3"	51.7"
	Star Chief	63.3"			63.5"	
	Bonneville			55.3"	63.5"	51.7"
	Grand Prix			55.3"		63.3"
Front Seat Leg Room (Max. Effective)	Catalina	42.0"	42.0"	42.0"	41.9"	42.0"
	Star Chief	42.0"			41.9"	
	Bonneville			41.5"	41.6"	41.5"
	Grand Prix			41.2"		41.6"
Rear Seat Leg Room (Min. Effective) (Safari Second Seat)	Catalina	38.7"	38.1"	35.4"	38.4"	35.4"
	Star Chief	38.5"			38.3"	
	Bonneville			35.3"	38.3"	35.3"
	Grand Prix			37.0"		39.0"
Front Head Room w/Seat Depressed	Catalina	39.4"	39.4"	38.6"	39.0"	39.7"
	Star Chief	39.4"			39.0"	
	Bonneville			38.6"	39.1"	39.7"
	Grand Prix			38.2"		39.8"
Rear Head Room w/Seat Depressed (Safari Second Seat)	Catalina	38.0"	37.8"	38.4"	37.1"	38.2"
	Star Chief	37.8"			37.3"	
	Bonneville			38.4"	37.3"	38.2"
	Grand Prix			38.0"		39.6"
Total Visibility Area (sq. in.)	Catalina	4167.4	4190.9	3639.3	4006.2	3679.7
	Star Chief	4167.4			4006.2	
	Bonneville			3639.3	4006.2	3679.7
	Grand Prix			3991.6		5195.1
Trunk Capacity (Total volume cubic feet)	Catalina	31.3	31.3	33.0	31.3	33.0
	Star Chief	33.2			33.2	
	Bonneville			34.9	33.2	34.9
	Grand Prix			33.0		85.8*

*Cargo Volume.

NOTICE: All options noted herein, including whitewall tires, Decor Group, and radios illustrated on some models, are extra-cost equipment unless otherwise specified. Reference to interior leather applies to prime surface area of seat cushions and backs except for decorative accents and panels. Ask your dealer for all price information on any model or special equipment you desire.

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For most driving needs . . .

STANDARD ENGINES

SERIES	CATALINA	STAR CHIEF	BONNEVILLE	GRAND PRIX
With Standard 3-Speed Manual Transmission	235 HP Regular Fuel	235 HP Regular Fuel	306 HP Premium Fuel	306 HP Premium Fuel
With Optional Hydra-Matic Transmission	267 HP Premium Fuel	283 HP Premium Fuel	303 HP Premium Fuel	303 HP Premium Fuel

**Pick the power plant
that suits your driving**

For special driving preferences—A full range of Pontiac Power Teams . . .

ENGINES

DRIVING PREFERENCE	MAXIMUM ECONOMY DRIVING	LOW COST DRIVING	TRAFFIC, TURNPIKE AND MOUNTAIN DRIVING					PERFORMANCE DRIVING			
Engine Name (Indicates displacement and carburetor)	Trophy 389E 2-bbl.	Trophy 389 2-bbl.	Trophy 389 2-bbl.	Trophy 389 2-bbl.	Trophy 389 2-bbl.	Trophy 389 4-bbl.	Trophy 389 4-bbl.	Trophy 389 3 2-bbl.	Trophy 421 4-bbl.	Trophy 421 3 2-bbl.	Trophy 421 HO 3 2-bbl.
Series Availability	Optional all series with Hydra-Matic	Std. Catalina and Star Chief with Std. Manual Transmission	Std. Catalina incl. "2+2" opt. with Optional Hydra-Matic only	Std. Star Chief with Optional Hydra-Matic only	Std. Catalina with "2+2" Sports Option	Opt. Catalina and Star Chief, std. on Bonneville and Grand Prix with Hydra-Matic Trans.	Std. Bonneville and Grand Prix with HD 3-Speed Manual Trans. (Opt. on other series)	Optional all series	Optional all series	Optional all series	Optional all series
Maximum Horsepower at R.P.M. Maximum Torque at R.P.M.	230 @ 4000 386 @ 2000	235 @ 4000 386 @ 2000	267 @ 4200 410 @ 2400	283 @ 4400 418 @ 2800	283 @ 4400 418 @ 2800	303 @ 4600 430 @ 2800	306 @ 4800 420 @ 2800	330 @ 4600 430 @ 3200	320 @ 4400 455 @ 2800	350 @ 4600 454 @ 3200	370 @ 5200 460 @ 3800
Fuel Compression Ratio	Regular 8.6:1	Regular 8.6:1	Premium 10.5:1	Premium 10.5:1	Premium 10.5:1	Premium 10.5:1	Premium 10.5:1	Premium 10.75:1	Premium 10.5:1	Premium 10.75:1	Premium 10.75:1
Standard 3-Speed Manual (Ask your dealer for HD transmission and HD clutch description.)	Not Available	Standard	Not Available	Not Available	Not Available	Not Available	Heavy Duty Standard	Heavy Duty Standard	Heavy Duty Standard	Heavy Duty Standard	Heavy Duty Standard
Optional 4-Speed Manual		Not Available			Mandatory		Optional	Optional	Optional	Optional	Optional
Optional Hydra-Matic (Only transmission recommended for trailer hauling)	Mandatory	Not Available	Mandatory on Catalina with above engine	Mandatory on Star Chief with above engine	Not Available	Optional	Not Available				
Standard For normal driving	Mandatory 2.56:1* (exc. Bonneville Safari and Convertible, and Grand Prix—2.69:1)	3.23:1 3.42:1 with 4-Speed Manual Transmission	2.69:1 All Except 2 & 4 Dr. Sedans where 2.56:1 is Std. Ratio	2.69:1	3.42:1	2.69:1 All Exc. Catalina 2 & 4 Dr. Sedans which use 2.56:1 and Grand Prix which uses 3.08:1	3.23:1 3-Speed 3.42:1 Opt. 4-Speed	3.08:1 with Hydra-Matic, 3.23:1 with 3-Speed Man.—3.42:1 with 4-Speed Man. Trans.	3.08:1 with Hydra-Matic, 3.23:1 with 3-Speed Man.—3.42:1 with 4-Speed Man. Trans.	3.08:1 with Hydra-Matic, 3.23:1 with 3-Speed Man. Trans.	3.42:1 with 3- and 4-Speed Manual and Hydra-Matic Trans.
Economy (Optional for maximum economy at no extra cost)		3.08:1 Available with 3-Speed Manual Trans. only	2.56:1*	2.56:1*	Not Available	2.56:1* Except 3.08:1 on Grand Prix	3.08:1 on Catalina and Star Chief 3-Speed only	Not Available	Not Available	Not Available	Not Available
Performance (Optional at no extra cost) (Recommended for heavy loads and trailers, tough terrain, fast acceleration)	Not Available	Not Recommended	3.08:1 Std. with "2+2" opt.	3.08:1	—	3.08:1 Except 3.23:1 on Grand Prix—No Perf. Ratio for Bonneville Safari and Convertible	3.42:1 on Grand Prix 3-Speed only	Ratios up to 4.10:1 available factory installed on Special Order. Dealer installed kits range up to 4.44:1.			

TRANSMISSIONS

For Above Engines

AXLE RATIOS

For Above Engine-Transmission Combinations

*2.69 minimum on all air-conditioned cars.