

**ARNOLD MOTORS, INC.**  
**PONTIAC MOTOR CARS**

1188 Spring Road  
CARLISLE, PA. 17017



# 1976 PONTIAC

GRAND PRIX  
SUNBIRD  
ASTRE

VENTURA  
FIREBIRD

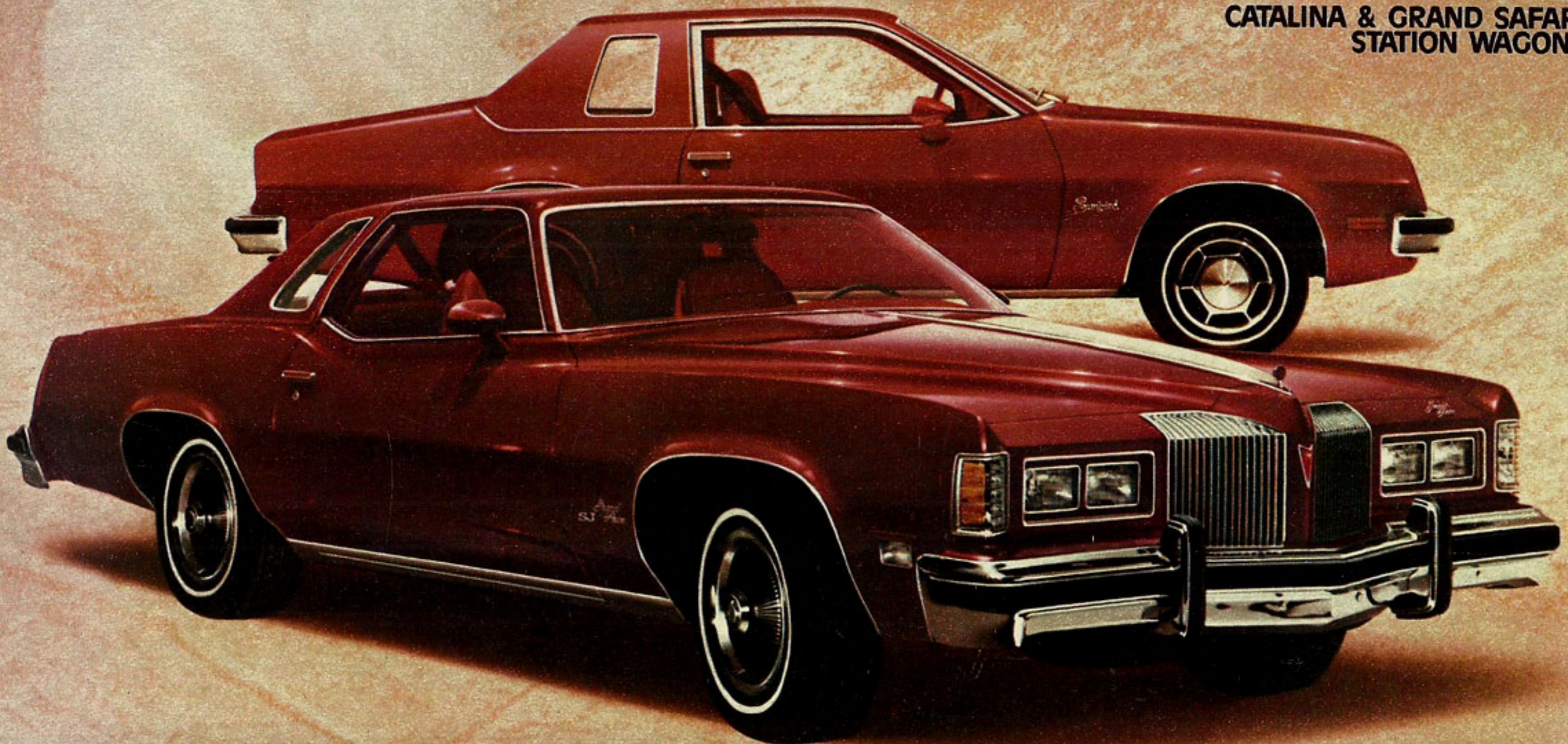
GRAND LE MANS  
LE MANS SPORT COUPE  
LE MANS

LE MANS & GRAND LE MANS SAFARI  
STATION WAGONS

BONNEVILLE BROUGHAM  
BONNEVILLE

CATALINA

CATALINA & GRAND SAFARI  
STATION WAGONS



# GRAND PRIX

## Pontiac's classic personal car.

Pontiac's Grand Prix took the personal car market by storm back in 1962. And it's still a recognized leader. Because over the years, Grand Prix has built a solid reputation for classic styling, maneuverability and uncommon comfort.

Now there's no need to settle for an imitation Grand Prix. Because we've made the real thing so affordable. If you can afford some mid-sized cars, you can afford a 1976 Grand Prix.

And Grand Prix gives you classic styling. New dual rectangular headlamps. New grille. A formal roof line.

Monogrammed rear quarter windows. And more. You'll get Grand Prix's maneuverability. A 350 V-8. Turbo Hydra-matic. Variable-ratio power steering. Power front disc brakes. And Pontiac's Radial Tuned Suspension.

And you'll get Grand Prix's kind of uncommon comfort. The full-width notchback seat is upholstered in your choice of fine cloth or supple Morrokide.

There's even a European-styled, column-mounted headlamp dimmer switch.

Prefer deep contoured, lateral support bucket seats? And a center console with a floor-mounted shifter? And a 400 V-8? You'll get them all if you

order the sporty new Grand Prix SJ.

Or maybe you should go up to the plush Grand Prix LJ.

The LJ has a two-tone color treatment with special stripes. And a full or regular landau top. There's also a padded landau top available.

The velour upholstery is a knockout. Or you can order genuine leather. Either way, the seating would make Duesenberg proud.

**A.** A leather-bound classic. Grand Prix LJ's bucket seats upholstered in available top-grain cowhide. Shown in mahogany—also available in buckskin.

**B.** Grand Prix's notchback full-width cloth interior. Shown in firethorn—also available in blue and black.



### DIMENSIONS (inches)

Overall length	212.7
Overall width	77.8
Wheelbase	116.0
Track, front/rear	61.6/61.1
Head room, front/rear	37.2/36.9
Leg room, front/rear	42.5/33.5
Shoulder room, front/rear	58.8/58.1
Hip room, front/rear	54.9/52.7

# SUNBIRD

## Pontiac's great new subcompact.

In a sea of small cars, sooner or later one has to bubble to the top to show the others what a small car can really be.

That car has just bubbled. It's brand new. Called Sunbird. The first Pontiac Sunbird.

Lofty talk? Don't bet on it. Sunbird has a lot more than rectangular headlamps and super bucket seats to back it up.

This little rascal has a 140-cu.-in. engine (guaranteed just like Astre's on the next page) and a 3-speed manual transmission. But you can order an

available 231-cu.-in. V-6 and a 5-speed manual.

Sunbird's super bucket seats are covered in some of the finest Morrokide you've seen in any car.

To give the interior a finished look, we finished the instrument panel with a simulated rosewood applique.

You can dazzle a few big car owners by ordering the luxury bucket seats and appointment group.

The cloth and Morrokide (or all-Morrokide) get downright elegant.

And the appointment group includes custom seat and shoulder belts, outside sport mirrors, thicker carpeting, a fully trimmed luggage compartment (it's Be-kind-to-your-suitcase Year),

special stripes and other niceties. We recommend it.

We also recommend Pontiac's available Radial Tuned Suspension with steel-belted radials.

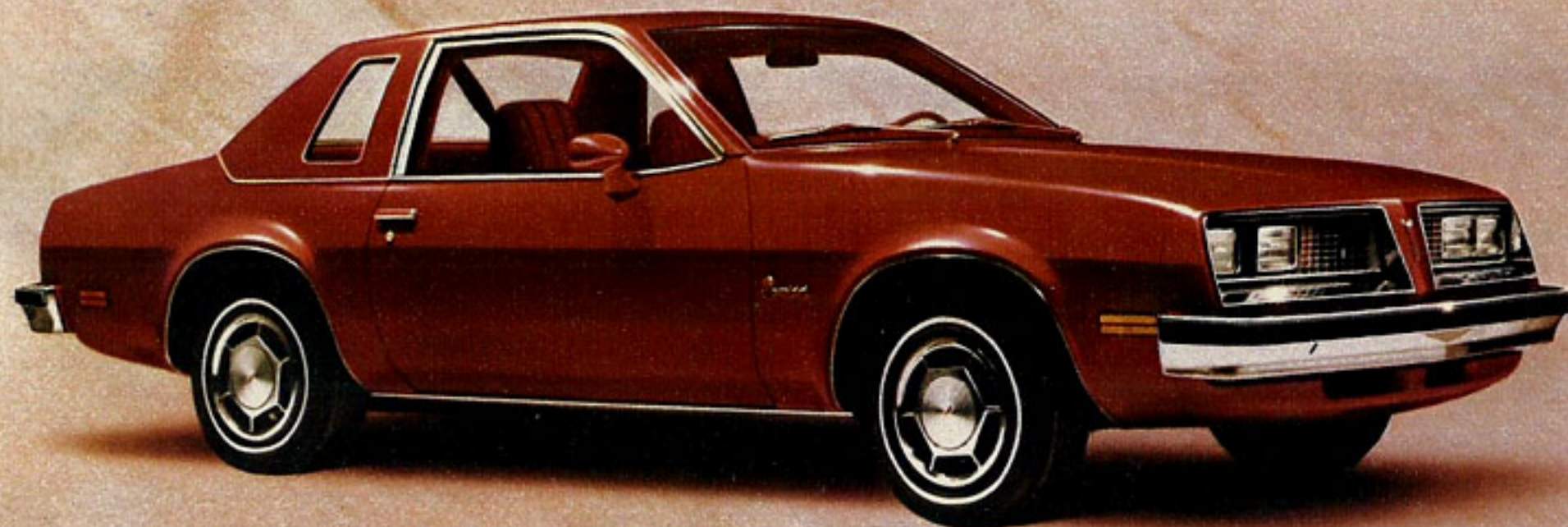
A terrific thing to have when you're cruising a back road with your removable sunroof open. Yep, you can order an available sunroof.

Sunbird is another great little car from the Wide-Track people.

**A.** When we say we have luxury buckets and appointments available, you can stake your stake on it.

**B.** My, what a nice big window we have. It's standard for anybody who'd rather not order the opera window.

**C.** Our available new 5-speed transmission. Fully synchronized.



### DIMENSIONS (inches)

	Coupe
Overall length	177.8
Overall width	65.4
Wheelbase	97.0
Track, front/rear	55.2/54.1
Head room, front/rear	37.7/36.9
Leg room, front/rear	42.8/28.2
Shoulder room, front/rear	51.7/50.8
Hip room, front/rear	48.6/42.0

# ASTRE

## Pontiac's subcompact cars.

You've heard all the sales pitches for little subcompact cars, right?

Low price. Efficient performance. Low maintenance costs. Etc., etc., etc.

We know. We've been there.

But we also know that there has to be more to a small car than just efficient performance, low price and low maintenance.

Our goal for the 1976 Astre was to come up with a little car you can feel at home in. Even if you're used to a much larger car.

That explains Astre's basic interior. It's a beauty. The nylon-blend, cut-pile carpeting, the simulated rosewood applique on the instrument panel, the bucket seats (darn near form-fitting), the sporty plaid cloth or all-Morrokide upholstery. Nice.

But we were very serious about our goal. So we made two new interior packages available this year.

The custom interior gives you an even nicer cloth or all-Morrokide upholstery for the Hatchback Coupe or Safari Wagon. It also includes pull straps and map pockets for the doors, a rear seat ash tray, an assist strap on the instrument panel . . . among other good things.

The available luxury appointment option offers more. Added acoustical insulation, thicker cut-pile carpeting and Morrokide upholstery so much like leather, a Black Angus couldn't tell the difference.

Dynamite! As luxurious as many a full-sized car. Being Pontiac, we saw no reason to give up the

**A.** No, it isn't a Grand Prix bucket. This is Astre. The available luxury buckets in buckskin. They also come in black.

**B.** Our lowest priced Astre 2-Door Coupe.

**C.** A step up. These are Astre's custom buckets. In white all-Morrokide. Also available in black, blue, buckskin and firethorn.



sporting life just because you want to drive something smaller.

So we kept our GT Hatchback and GT Wagon for 1976. Pontiac's Radial Tuned Suspension with steel-belted radial tires, a 2-bbl. carb on Astre's standard 140-cu-in. engine, rally wheels, sport mirrors, stripes, the list goes on.

And you can add to it by specifying a 4-speed manual transmission or this year's biggest news—a fully synchronized 5-speed manual. Fifth gear acts as an overdrive at highway speeds.

Front disc brakes and High Energy Electronic Ignition are standard even if you buy our lowest priced 2-door coupe.

So is Astre's super engine guarantee. It protects you for five years or 60,000 miles (whichever comes first). And it works like this.

Pontiac guarantees to the owners of 1976 Astres that any authorized Pontiac dealer will make repairs without charge to the owner, during the term of the guarantee, to the cylinder block, cylinder heads, all internal engine parts, the intake and exhaust manifolds and water pump made necessary because of defects in material and workmanship.

This guarantee is in addition to the New Vehicle warranty but does not apply to repairs required because of misuse, negligence,

alteration, accident or lack of reasonable or proper maintenance.

Sound good? This 5-year/60,000-mile engine guarantee is an added value feature in your 1976 Astre.

Now we think that's a subcompact you can feel at home in. If you agree, we can do business. On a 1976 Pontiac Astre.

**A.** We weren't kidding about the comfort. This is the standard bucket. In basic black. Also available in firethorn.

**B.** You've read about it. Here it is. Astre GT. With hatch. Sporty. With room for a surfboard.



DIMENSIONS (inches)	2-Door Coupe	Hatchback Coupe	Safari Wagon
Overall length	177.6	177.6	177.6
Overall width	65.4	65.4	65.4
Wheelbase	97.0	97.0	97.0
Track, front/rear	55.2/54.1	55.2/54.1	55.2/54.1
Head room, front/rear	38.6/39.4	37.2/36.3	38.6/40.3
Leg room, front/rear	42.8/28.9	42.8/29.7	42.8/30.1
Shoulder room, front/rear	51.3/49.2	51.3/49.2	51.3/49.2
Hip room, front/rear	46.9/42.5	47.2/42.5	46.9/42.5

# VENTURA

## Pontiac's compact car.

Americans are changing their tastes about the cars they drive.

Longer . . . lower . . . wider is out.

Trimmer . . . lighter . . . more efficient is in.

And, as usual, the Wide-Track people are showing everybody how to do it right. With cars like the 1976 Pontiac Ventura.

This year's Ventura is trim. Its overall length is just a few inches longer than our sporty little Firebird.

Yet inside, there's room for your head and legs. Nearly as much head room and leg room as our

top-of-the-line Bonneville Brougham.

Now that's what's called efficient use of space.

Of course, Ventura just wouldn't be a Pontiac if we didn't wrap that efficiency into some sensational style.

Like the style in our top-of-the-line Ventura SJ. The fantastic new grille and front end treatment. The stand-up hood ornament. The custom finned wheel covers. And the new wide tail lamps.

Inside, our most luxurious new Ventura delivers everything the outside promises.

Comfortable full-width seats upholstered in your choice of fine cloth or supple Morrokide.

Thick cut-pile carpeting. A custom cushion

steering wheel. Even map pockets in the heavily padded doors.

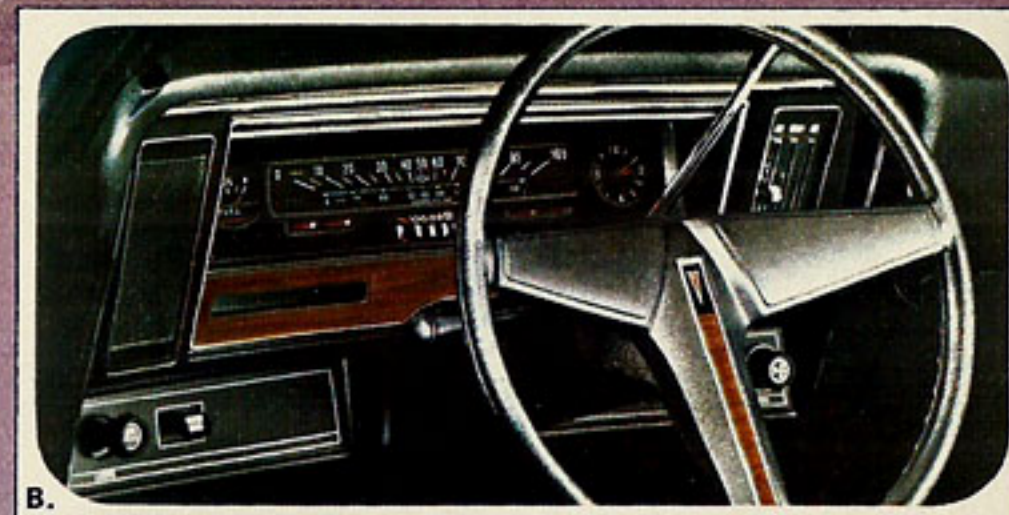
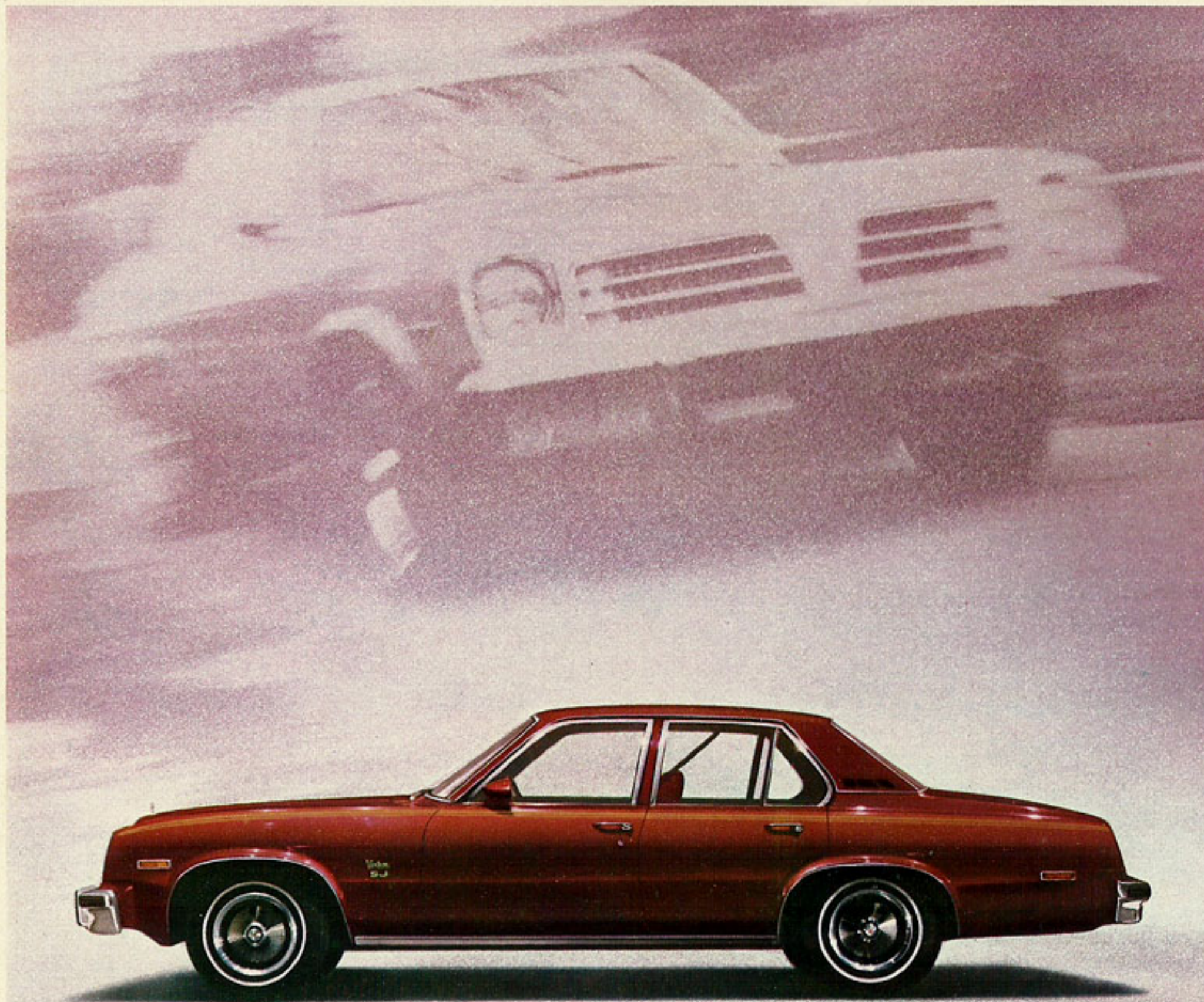
And you can order available power windows and door locks. Air conditioning. All kinds of sound systems. Or maybe even the new Cruise Control that's available when you order a V-8.

The 1976 Ventura SJ is efficient. But obviously, it's also one very luxurious automobile.

**A.** Ventura SJ's standard full-width seat in black cloth. Also available as a custom seat in Ventura.

**B.** A driver's eye view of Ventura SJ's standard instrument panel and custom cushion steering wheel.

**C.** Ventura SJ's available all-Morrokide bucket seats.



Our 1976 Ventura and Ventura SJ are pretty efficient in the way they operate, too.

Both the Ventura and Ventura SJ come standard with a 250-cu.-in. Six. They also come with a 3-speed manual transmission. (Available only with Turbo Hydra-matic in California.)

Our High Energy Electronic Ignition delivers up to 35,000 volts of power for quick starts. And there are no points or ignition condenser to replace.

And Pontiac engineers designed Ventura to go up to 7,500 miles between scheduled oil changes.

Up to 12,500 miles between scheduled chassis lubes.

Up to 22,500 miles between scheduled spark

plug changes.

Even our lowest priced Ventura will get more than its share of attention on the road.

It's a Pontiac.

But don't just stare at the exterior. Get into a Ventura Coupe. Hatchback. Or 4-Door Sedan.

Check the standard full-width seats upholstered in cloth and Morrokide. Touch the thick cut-pile carpeting. Wrap your hands around the deluxe steering wheel. You're going to like it.

Want to spiff it up a little? Order a few of Ventura's availables. Like a full vinyl top. A padded landau top with special rear quarter windows. Or maybe custom full-width seats.

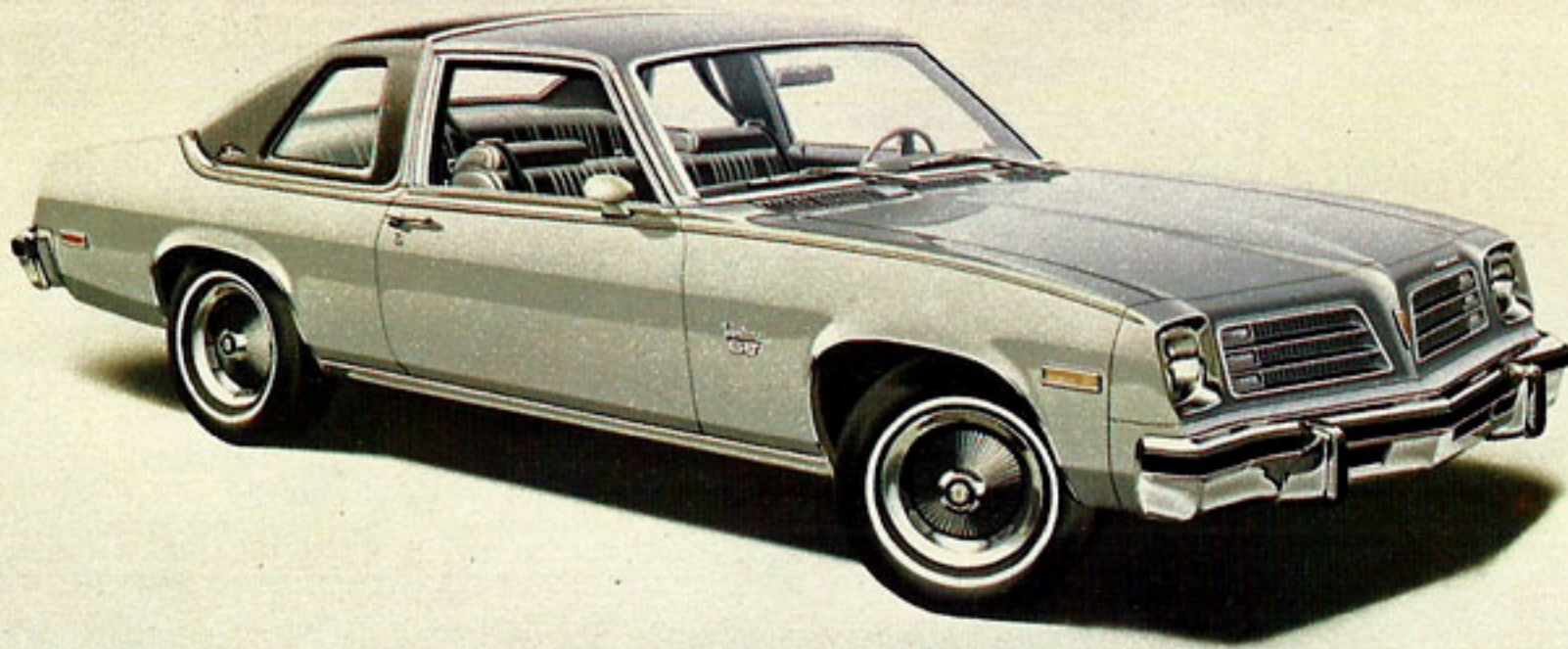
There's a Special Appearance Group available on 2-door models that includes some impressive stripes. Or order the available bucket seats and console.

There's even a Rally RTS Handling Package available.

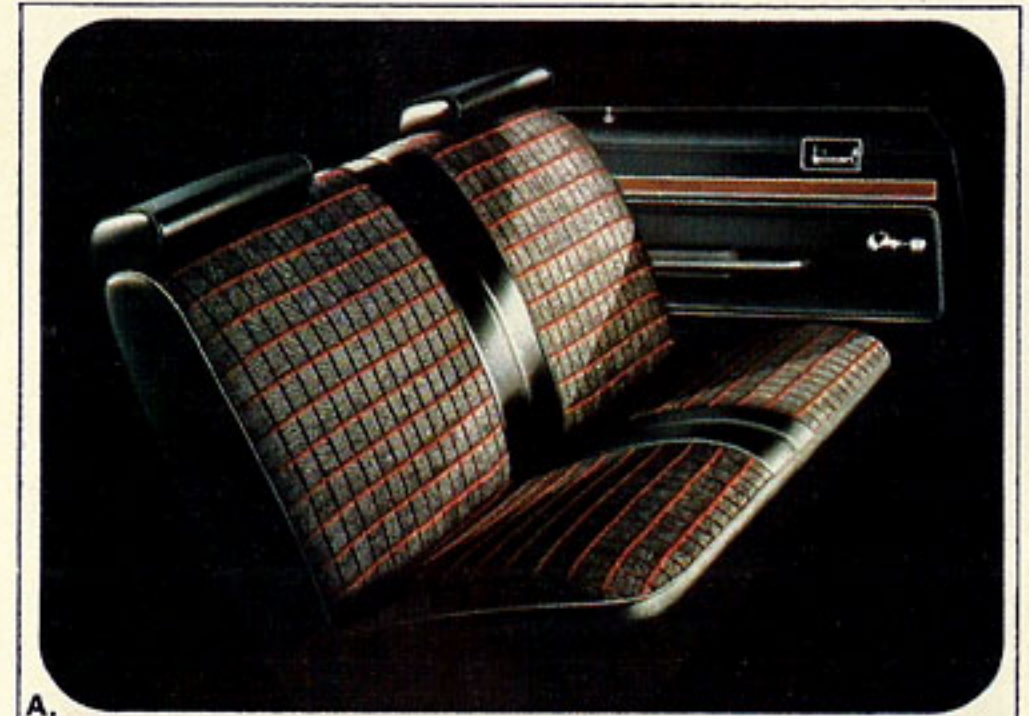
But whether you order your 1976 Ventura plain or fancy, you're going to get a car that's designed to give you the kind of efficiency the 1970's demand.

A. Ventura's standard full-width seat is upholstered in tweed cloth and Morrokide. Shown in black—also available in blue.

B. Ventura's available Special Appearance Group includes blacked-out window frames and some very unsubtle stripes.



Ventura SJ 2-Door Coupe



A.



B.

DIMENSIONS (inches)	2-Door Coupe	2-Door Hatchback	4-Door Sedan
Overall length	199.6	199.6	199.6
Overall width	72.4	72.4	72.4
Wheelbase	111.1	111.1	111.1
Track, front/rear	61.8/59.6*	61.8/59.6*	61.8/59.6*
Head room, front/rear	38.5/36.3	38.5/36.3	39.5/36.5
Leg room, front/rear	41.7/33.2	41.7/33.2	41.7/34.9
Shoulder room, front/rear	56.6/55.3	56.6/55.3	56.6/56.7
Hip room, front/rear	53.3/44.8	53.3/44.8	53.3/46.4

\*61.2/59.0 on SJ.

# FIREBIRD

## Pontiac's sports cars.

The door seems to open eagerly. The seat wraps around you. You insert the key, light the engine and put it into gear.

There are four ways to take off in a new 1976 Pontiac Firebird. Because there are four versions of Pontiac's sports machine.

They all share the same basic great styling.

They all share the same basic interior. Contoured buckets, easy-to-reach controls and a cockpit-like instrument panel.

And they all share Pontiac's own Radial Tuned

Suspension with steel-belted radials.

So what makes these Firebirds different? Read on. Our basic 'Bird is the most affordable Firebird of all. A 250-cu.-in. Six is standard. As is a 3-speed manual transmission (Turbo Hydra-matic in Calif.).

The new front and rear ends with their integral body-colored bumpers look fantastic.

Inside, it's the same story. Cut-pile carpeting. Morrokide upholstery. Very upper class.

Not as upper class as our new Firebird Esprit. If you really want luxury, Esprit is the sports car you were born to drive.

The running gear is like our basic 'Bird. Pontiac's High Energy Electronic Ignition and catalytic

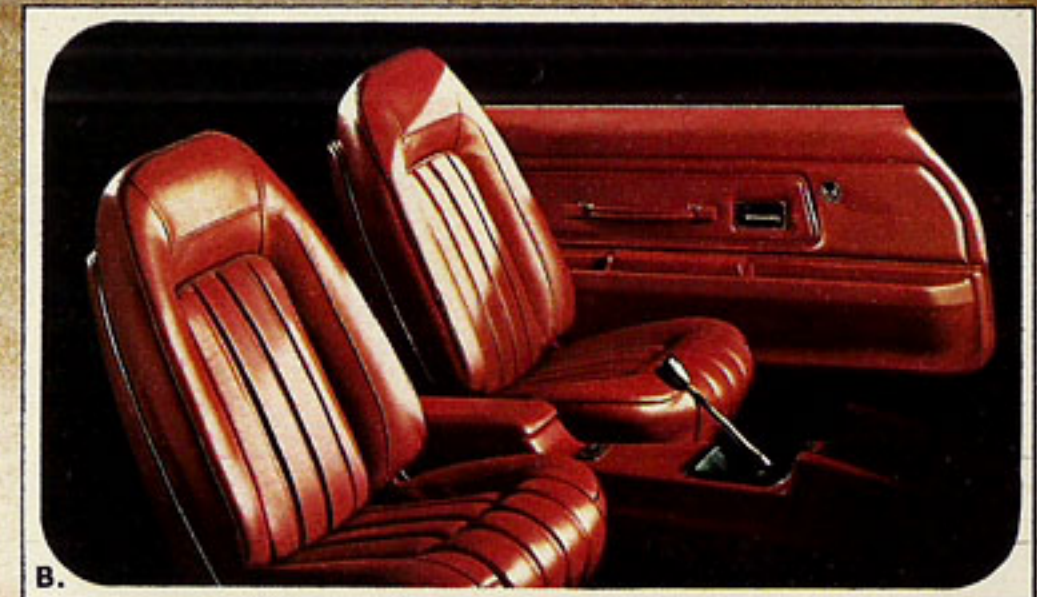
converter can help you cut maintenance costs.

Esprit has a custom interior. With added sound insulation and a custom cushion steering wheel.

**A.** Sit down and let the performance begin. Standard Firebird, Formula Firebird and Firebird Trans Am interior. Shown in buckskin—also available in white and black.

**B.** Get ready for some grand touring. This custom interior is standard on Firebird Esprit, available on Formula and Trans Am. Shown in firethorn—also available in white, black, blue and buckskin.

**C.** Information Central. Firebird's standard instrument panel with available Formula steering wheel and rally gauges.





Esprit gets the treatment on the outside, too. Body-colored sport mirrors. Deluxe wheel covers. And special moldings.

You can even order an available new over-the-roof stripe option.

The next two Firebirds are the ones serious 'Bird watchers flock to.

Like the new 1976 Formula Firebird.

A 5.7 liter 2-bbl. V-8 and Turbo Hydra-matic are standard. Californians get four barrels.

The spent gasses are piped through new dual splitter chrome exhausts.

Variable-ratio power steering and Pontiac's own Radial Tuned Suspension help cornering.

There's even a blacked-out grille and a new steel hood with dual scoops.

If you're really looking for attention, order the available new Formula Appearance Package.

The whole lower perimeter of the body gets blacked out, with multi-colored strips above.

"Formula" supergraphics are on the sides.

Now imagine what you'd have if you took the Formula Firebird and added a shaker hood, functional air dams, extractors, deflectors, spoilers, etc.

Stop imagining. It's known to the world as the 1976 Trans Am.

The etc. includes things like GR70-15 radials on Rally II wheels. A padded 14" Formula steering

wheel. Tach. Clock. A full set of rally gauges.

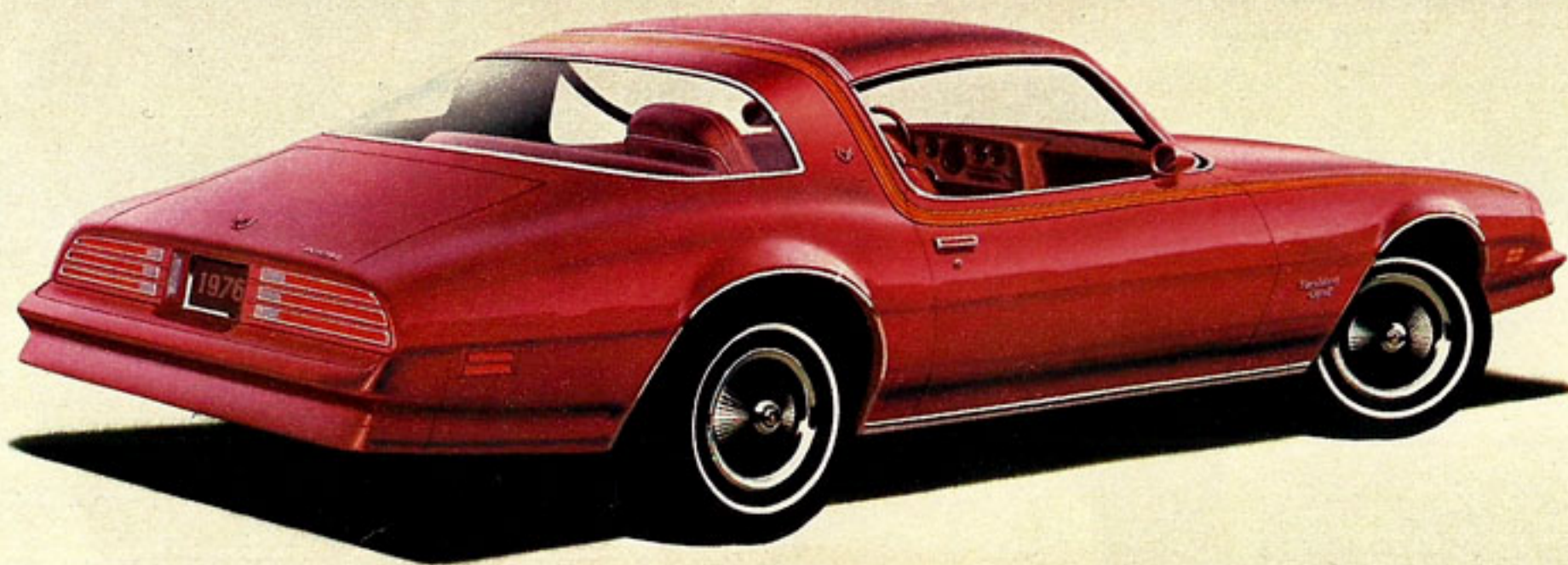
Trans Am is powered by a 6.5 liter 4-bbl. V-8 bolted to a floor-shifted 4-speed and a limited-slip differential. California Trans Ams come with Turbo Hydra-matic.

And this year, unless you live in California, you can even order a 7.5 liter V-8 under Trans Am's hood.

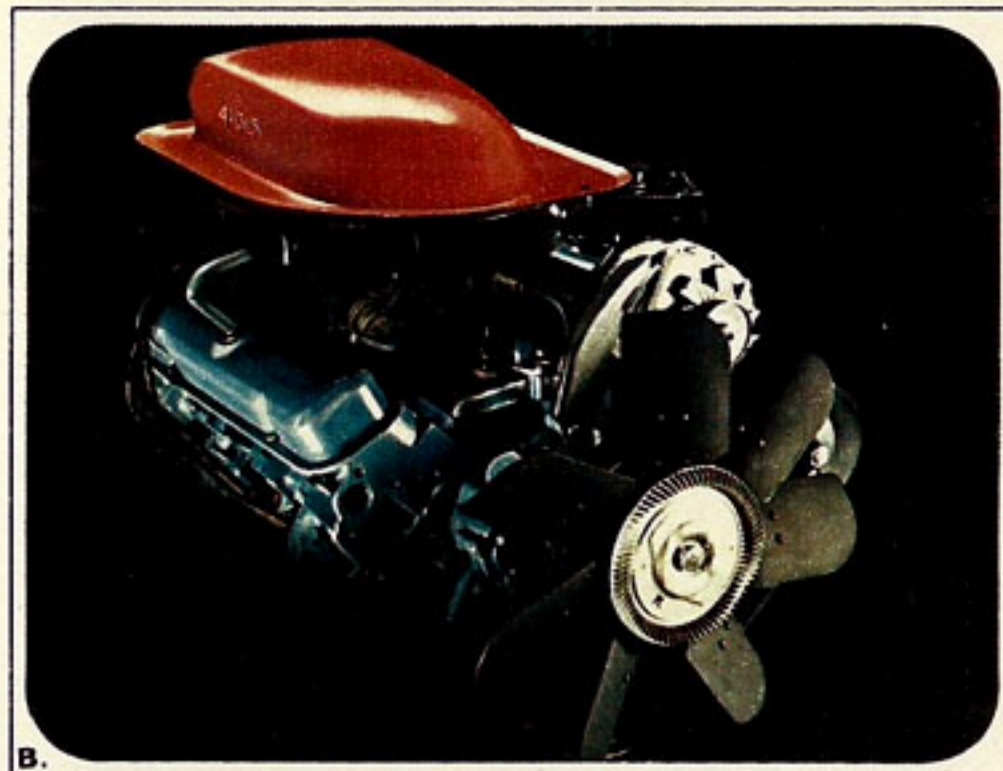
For the top of Trans Am's hood, you can order the available giant Firebird decal.

**A.** The look of engine-turned aluminum. Full rally instrumentation. Formula steering wheel. Trans Am is ready when you are.

**B.** Back by popular demand. Pontiac's 455 V-8 is available in the 1976 Trans Am (except in California).



Firebird Esprit Hardtop Coupe



DIMENSIONS (inches)	Firebird, Esprit	Formula	Trans Am
Overall length	196.8	196.8	196.8
Overall width	73.0	73.0	73.0
Wheelbase	108.1	108.1	108.1
Track, front/rear	60.9/60.0	61.3/60.4	61.2/60.3
Head room, front/rear	37.5/35.9	37.5/35.9	37.5/35.9
Leg room, front/rear	44.1/29.6	44.1/29.6	44.1/29.6
Shoulder room, front/rear	57.4/54.4	57.4/54.4	57.4/54.4
Hip room, front/rear	52.4/45.8	52.4/45.8	52.4/45.8

# GRAND LEMANS

## Pontiac's most luxurious mid-sized car.

The new breed of car buyer demands a blend of plush and practicality. And won't accept second-best in either.

It's for that person we've built the 1976 Grand LeMans.

Right off, you know it's a Pontiac. There's a distinctive new segmented grille, dual rectangular headlamps, new wraparound tail lamps, formal rear quarter windows and available new landau tops.

Grand LeMans elegance doesn't end with a stylish exterior.

There's a choice of either a full-width notchback seat or contoured bucket seats. Padded upper door panels and a simulated rosewood applique on the cockpit-like instrument panel. A custom cushion steering wheel with a convenient column-mounted dimmer switch. And an electric clock.

What about Grand LeMans' practical side? It begins with a dependable 250-cu.-in. Six. And a new two-stage choke system for smoother running during warm-up.

Or order any of five other available V-8's. Including the small 260 V-8.

You'll have more time to enjoy driving your new Grand LeMans thanks to Pontiac's High Energy

Electronic Ignition and catalytic converter. They help provide long spark plug life and oil change intervals. A great way to help you cut maintenance costs.

Grand LeMans also gets Pontiac's Radial Tuned Suspension and steel-belted radial tires.

1976 Grand LeMans.

It's another great one from the Wide-Track people.

**A.** Indulge yourself. Grand LeMans standard cloth and Morrokide notchback seat.

**B.** A cockpit-style instrument panel that tells you everything, including the time of day, is standard Grand LeMans fare. Shown with available rally gauge cluster.

**C.** Grand LeMans 2-Door Hardtop Coupe.



# LE MANS SPORT COUPE

## Pontiac's sporty mid-sized car.

Our 1976 LeMans Sport Coupe is the latest in a long line of sporting mid-sized Pontiacs.

Up front, the look is new. With dual rectangular headlamps reminiscent of fine European road cars. The grille is clean, yet distinctively Pontiac.

In back, you'll find new wraparound tail lamps. And just in case you're worried about folks mistaking your car for anything but a LeMans Sport Coupe, you can order Pontiac's exclusive louvered rear quarter window design at no extra charge.

Or choose the formal rear quarter window, if your

idea of sporty follows along more traditional lines.

Sure, the LeMans Sport Coupe's always been sporty looking. But it's always had the equipment to back it up, too.

There's an impressive list of available gear to order from.

Order a 400 V-8. Or the new fully synchronized 5-speed manual transmission. Notice how your reasons for owning a LeMans Sport Coupe keep getting stronger?

But don't decide yet. Not until you get acquainted with our 455 4-bbl. It's acquired quite a following in recent years.

Just to make sure LeMans Sport Coupe stays a

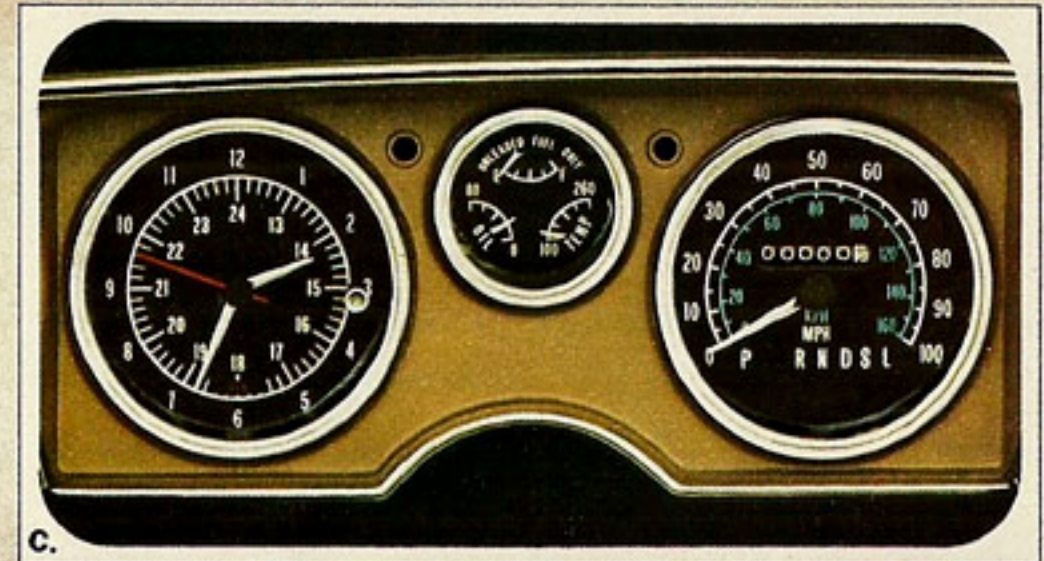
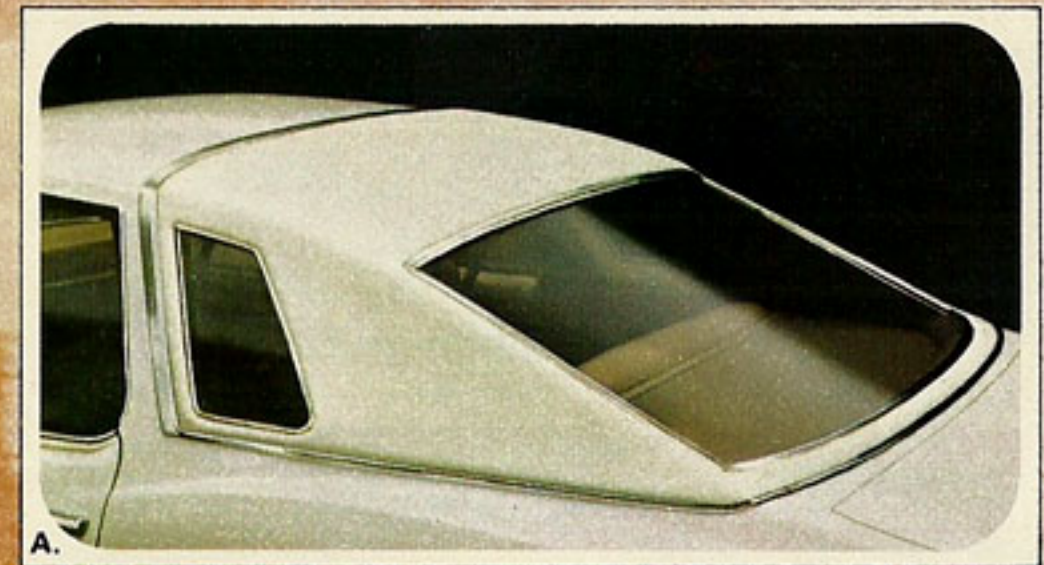
tough act to follow, we've also given it a Radial Tuned Suspension with steel-belted radial tires. And front disc brakes.

And LeMans Sport Coupe is one sporty car that won't nickel and dime you to death on routine maintenance. Pontiac's High Energy Electronic Ignition and catalytic converter will help see to that.

**A.** It's the tops! Landau, canopy, full vinyl and thickly padded landau (shown), are all available on all 2-door LeMans this year. (Only full vinyl available on 4-door models.)

**B.** All-Morrokide buckets are standard in LeMans Sport Coupe.

**C.** You won't miss a thing, thanks to fuel, oil pressure and temperature gauges and a rally clock. It's all part of Pontiac's available rally gauge cluster.



# LEMANS

## Pontiac's lowest priced mid-sized car.

Don't get the idea that just because the 1976 LeMans is our lowest priced mid-sized car, we decided to treat it like a second-class citizen.

LeMans' new styling is obviously not of the bargain basement variety. It even gets dual rectangular headlamps.

Some lower priced cars offer great promise on the outside, but disappointing appointments inside. Not LeMans.

You'll find comfortable full-width seats upholstered in textured cloth and Morrokide. And

there's an even richer custom interior available for you to order on the 4-door.

Whichever interior you choose, you'll get nylon-blend, cut-pile carpeting. New simulated rosewood vinyl trim on the instrument panel. A deluxe steering wheel.

The last place you'd expect Pontiac to cut corners is in the engineering department. So our '76 LeMans is powered by a rugged 6-cylinder engine linked up to a tough 3-speed manual transmission (Turbo Hydra-matic in California).

It rides on a Radial Tuned Suspension and steel-belted radial tires. Stops with front disc brakes.

To top it all off, there's a two-stage choke system

that's brand-new this year. For smooth running during warm-up.

If you'd like to make a few improvements of your own, check LeMans' long list of available equipment.

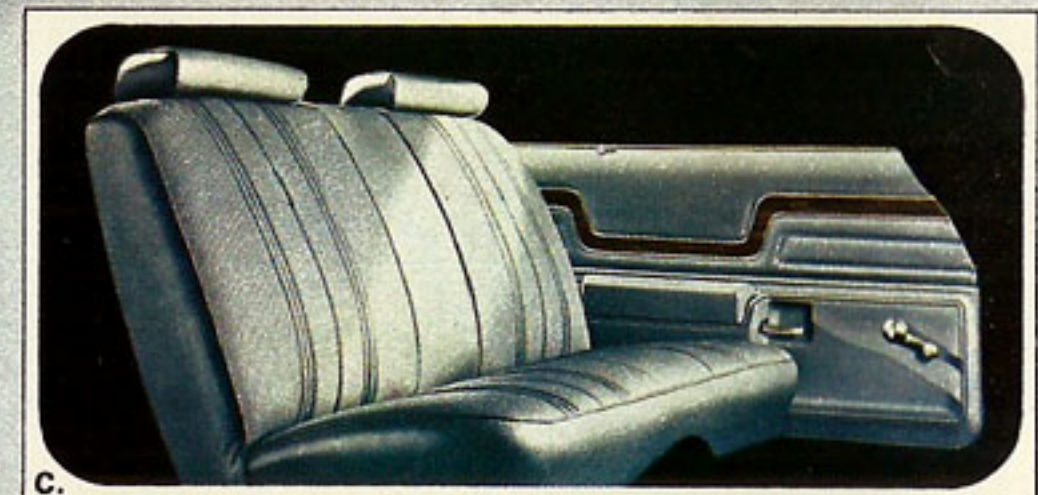
On it you'll find such goodies as Turbo Hydra-matic transmission. Variable-ratio power steering. Automatic temperature control air conditioning. A sunroof for coupes. And a lot more.

Because everybody has his own idea of what his 1976 LeMans should be.

**A.** LeMans 4-Door Hardtop Sedan.

**B.** LeMans' instrument panel has all the answers. Shown with an available custom cushion steering wheel you can order.

**C.** When we call LeMans' standard cloth and Morrokide seat full width, we mean full width.



DIMENSIONS (inches)	2-Door	4-Door
Overall length	208.0	212.0
Overall width	77.4	77.4
Wheelbase	112.0	116.0
Track, front/rear	61.6/61.1	61.6/61.1
Head room, front/rear	37.4/36.5	38.1/36.9
Leg room, front/rear	42.5/32.9	42.5/37.0
Shoulder room, front/rear	59.6/57.9	59.6/58.9
Hip room, front/rear	54.8/52.7	54.7/57.8

# LE MANS SAFARIS

## Pontiac's mid-sized station wagons.

Don't let their rich, good looks fool you.

Both of Pontiac's new mid-sized Safaris are rugged, dependable wagons.

It's just that they look so luxurious. Like our top-of-the-line Grand LeMans Safari. With its elegant contours. Stylish new grille with formal rectangular headlamps. Available simulated woodgrain side panels and body-colored Rally II wheels.

So comfortable looking, too. With a wraparound instrument panel that surrounds the driver with information and convenience. Rich cut-pile

carpeting throughout. Added acoustical insulation. Plush. But this is also one tough wagon.

A wagon that can handle bumpy back roads with ease. With a strong perimeter frame. Computer-selected springs. And Pontiac's famous Radial Tuned Suspension that includes steel-belted radial tires, special shocks and stabilizer bar.

A wagon that can take on hefty cargo loads, too. With a generous 85.1 cubic feet of usable space. And an easy-lift tailgate.

To help you move those loads, there's a responsive 400 V-8. Turbo Hydra-matic. Power steering. Power front disc brakes. And if you really need it, a 455 V-8 is available.

Our LeMans Safari Wagon is just as rugged and every bit as capable.

Every bit as spacious, too, with an available rear facing third seat that lets you carry up to eight adults comfortably.

Yet LeMans Safari is our lowest priced mid-sized wagon. So you're not only getting a beautiful, hard working vehicle. You're getting a beautiful value.

The mid-sized Safari wagons. As plush as they come. As Pontiac as they go.

**A.** LeMans Safari Wagon.

**B.** Grand LeMans Safari's available 60/40 all-Morrokide notchback seat.



### DIMENSIONS (inches)

Wheelbase	116.0
Overall length	215.4
Overall width	77.4
Front tread	61.6
Rear tread	61.1
Cargo volume (cu. ft.)	85.1
Underfloor compartment 2-seat (cu. ft.) (est.)	9.8
Underfloor compartment 3-seat (cu. ft.) (est.)	5.8
Top of front seatback to closed tailgate	82.9
Top of second seatback to closed tailgate (2-seat) (3-seat)	48.7
Front seat at floor to closed tailgate	90.2
Second seat at floor to end of closed tailgate (2-seat) (3-seat)	53.9
Front width of cargo space at floor	55.0
Minimum distance between wheelhouses at floor	44.5
Rear-end opening width at floor	61.2
Rear-end opening width at belt	62.8
Maximum cargo height	30.1
Maximum height at rear opening (tailgate open)	27.4

## BONNEVILLE BROUGHAM

### Pontiac's most luxurious full-sized car.

When Pontiac designers and engineers set out to design and build the 1976 Bonneville Brougham, they had one thought in mind. Make it the best-looking, most elegantly appointed full-sized car Pontiac could offer. The results are apparent.

They started right up front with a handsome new grille, dual rectangular headlamps and a stand-up hood ornament.

Then they added other nifty touches like monogrammed rear quarter windows. Any car called Bonneville Brougham has to look the part.

And that goes for the interiors as well. Our designers kept them comfortable. And beautiful.

In front, the thick foam-padded seat stretches nearly five feet. With a fold-down armrest in the middle. It's all trimmed in soft velour or glove-like Morrokide. Your choice.

The appointments are first cabin.

Power windows, 24-oz. cut-pile carpeting, pull straps on the doors, added acoustical insulation and an electric clock. How those Wide-Track people do think of your comfort. That's evident in the ride, too.

Our engineers came up with Pontiac's Radial Tuned Suspension. It's a combination of steel-belted radial tires, computer-selected springs

and other ride/drive components. The result is a smooth, luxury car ride with crisp road response.

Other Bonneville Brougham standards include a 400-cu.-in. 4-bbl. V-8 teamed up to a Turbo Hydra-matic transmission. Variable-ratio power steering. And power front disc brakes.

1976 Bonneville Brougham. It'll spoil you for other kinds of driving.

**A.** The standard all-Morrokide notchback seat is very luxurious. Shown in buckskin—also available in mahogany.

**B.** Bonneville Brougham 2-Door Hardtop Coupe.

**C.** An invitation to plushness—the available 60/40 full-width seat trimmed in elegant velour. Shown in mahogany—also available in black, blue and buckskin.



# BONNEVILLE

## Latest edition of the original full-sized Wide-Track.

When the Wide-Track people introduced the first Bonneville back in the late 1950's, they helped put to rest the theory that full-sized cars can't offer maneuverability as well as room and luxury.

Bonneville began to establish a reputation for itself. The car became known for automotive innovations and engineering integrity.

The 1976 Bonneville 2-Door Hardtop and 4-Door Hardtop Sedan are the latest expressions of that heritage. So their road savvy isn't left to chance.

Pontiac's Radial Tuned Suspension provides a well thought out combination of ride and maneuverability.

Bonneville's styling has always drawn more than its share of appreciative nods. 1976 is no exception.

The interior makes its own good impression. With seats of either cloth or all-Morrokide. Simulated rosewood on the instrument panel, cut-pile carpeting and a custom cushion steering wheel.

Bonneville fans are never shortchanged on performance. The 1976 models sport a 400-cu.-in. 2-bbl. V-8. Turbo Hydra-matic, variable-ratio power steering and power front disc brakes.

At Pontiac, performance also stands for efficiency.

Bonneville lets you go up to 22,500 miles between scheduled spark plug changes . . . up to 7,500 miles between scheduled oil changes.

Steel-belted radial tires, High Energy Electronic Ignition and a catalytic converter are all standard.

The 1976 Bonneville doesn't have to live off its past reputation.

**A.** Standard cloth notchback seat for 2-door models. Shown in blue—also available in black, mahogany and buckskin.

**B.** Bonneville 4-Door Hardtop Sedan.

**C.** If you buy a Bonneville 2-Door Hardtop, you can order the available 60/40 full-width seat in white Morrokide. Other colors, for both 2- and 4-door Bonneville's, include blue, buckskin and mahogany.



# CATALINA

## Pontiac's lowest priced full-sized car.

When we say Catalina is Pontiac's lowest priced full-sized car, don't get the idea that it's some kind of bare-bones automobile. No way.

The new 1976 Catalina is loaded. Turbo Hydra-matic transmission. Variable-ratio power steering. Power front disc brakes.

And that's just for openers.

There's our Radial Tuned Suspension for that Pontiac kind of ride.

There's also our High Energy Electronic Ignition and catalytic converter for long intervals between

scheduled maintenance.

There's a newly styled grille. A trim hood. A pleasingly sculpted side treatment. And exterior moldings to protect and beautify.

Room is another important Catalina consideration. Six adults can sit in comfort. Even those in the back seat can stretch out and relax. And the trunk is a whopper. Perfect for family jaunts.

If you want your Catalina 2-Door Hardtop or 4-Door Sedan to have an even more distinguished exterior and interior look, consider the available Catalina Custom Trim.

You'll get rectangular headlamps. Deluxe wheel covers. A custom cushion steering wheel. A full-

width seat with fold-down armrest upholstered in Morrokide or rich-looking cloth. And extra moldings for the windows and wheel openings.

And almost every option you can think of is available. Automatic temperature control air conditioning. Cordova top. An AM/FM stereo radio with 8-track tape player and multiple speakers.

1976 Catalina and Catalina Custom. Just about all you could want in a car. And at a price that's very affordable.

**A.** Catalina Custom 2-Door Hardtop.

**B.** To give you an idea of the value you get in a Catalina, here is the standard full-width cloth seat. Shown in buckskin—also available in black, blue and mahogany.



DIMENSIONS (inches)	Hardtop Coupe	4-Door Hdtp. Sedan	4-Door Sedan
Overall length	226.0	226.0	226.0
Overall width	79.6	79.6	79.6
Wheelbase	123.4	123.4	123.4
Track, front/rear	63.9/64.0	63.9/64.0	63.9/64.0
Head room, front/rear	37.9*/37.0*	38.6/37.3	38.8/37.6
Leg room, front/rear	42.6/35.8**	42.6/38.5	42.6/38.5
Shoulder room, front/rear	63.9/62.9	63.9/63.0	63.9/63.0
Hip room, front/rear	59.4/58.0	59.4/59.6	59.4/59.6



# PONTIAC SAFARIS

## Pontiac's full-sized wagons.

How do you give a full-sized wagon excitement?

Pontiac does it with styling.

The kind of styling you'll find throughout this year's new top-of-the-line Grand Safari.

Here's a wagon that can take on expensive luxury sedans.

With rich, hand-fitted seats. Custom cushion steering wheel. Stylish instrument panel accented with a simulated rosewood applique. And plush cut-pile carpeting—even on the lower door panels and in the cargo compartment.

And what an accommodating way to handle cargo. The disappearing Glide-away tailgate lets you load, even in the tightest parking spaces.

There's a huge 105.7 cubic feet of cargo space. Plenty of room for a den's worth of 4' x 8' wall panels. Plus an underfloor storage compartment for your secret stash.

Great performance is another part of Pontiac's style. This year's Grand Safari has a 455 V-8. Turbo Hydra-matic. Power steering. Power front disc brakes. Standard.

Combined with Pontiac's Radial Tuned Suspension, the result is one of the smoothest, most enjoyable rides Pontiac has ever offered in a wagon.

Catalina Safari shows another side of Pontiac's way with wagons.

The value side.

You get Grand Safari's huge cargo hold, Glide-away tailgate and hidden storage at a lower price.

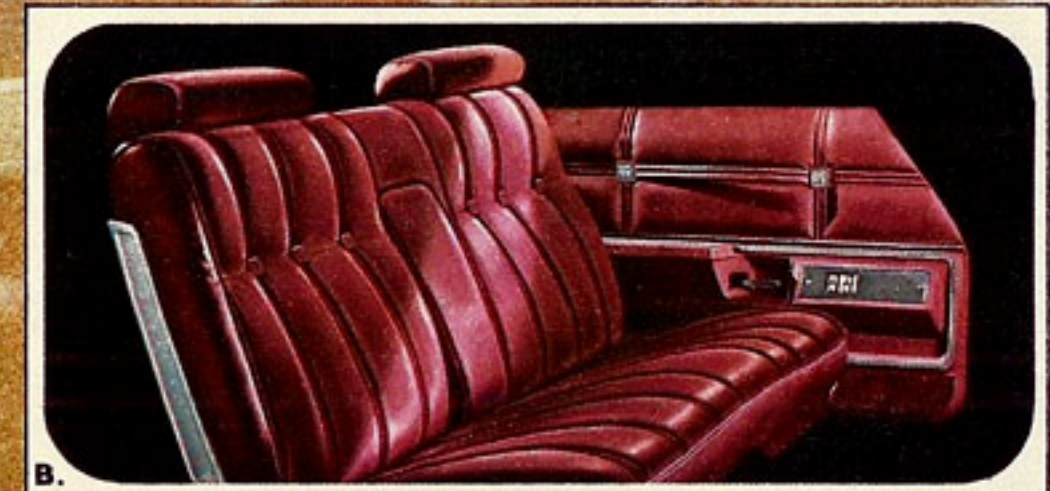
Same great performance, too. Including Pontiac's High Energy Electronic Ignition and catalytic converter to help keep operating costs low.

Same roomy comfort. Same Pontiac prestige.

How's that for two full-sized Pontiac wagons with excitement?

**A.** Catalina Safari Wagon.

**B.** Stylish interiors come standard on Grand Safari. Like this rich, all-Morrokode full-width seat with center armrest.



### DIMENSIONS (inches)

Wheelbase	127.0
Overall length	231.3
Overall width	79.4
Front tread	63.9
Rear tread	64.0
Cargo volume (cu. ft.)	105.7
Underfloor compartment 2-seat (cu. ft.) (est.)	5.6
Underfloor compartment 3-seat (cu. ft.) (est.)	3.0
Top of front seatback to closed tailgate	91.3
Top of second seatback to closed tailgate (2-seat)	55.6
(3-seat)	57.6
Front seat at floor to closed tailgate	99.8
Second seat at floor to end of closed tailgate (2-seat)	58.9
(3-seat)	65.7
Front width of cargo space at floor	63.4
Minimum distance between wheelhouses at floor	48.8
Rear-end opening width at floor	48.8
Rear-end opening width at belt	42.0
Maximum cargo height	29.5
Maximum height at rear opening (tailgate open)	27

# OPTIONS & ACCESSORIES

Here's where your '76 Pontiac gets personal.



A



B



C



D



E



F



G



H

## Wheels and Wheel Covers

**A**—Rally III wheels.\* Available on all Astre and Sunbird models.

**B**—13" custom wheel covers. Standard on Sunbird. Available on Astre.

**C**—Finned wheel covers. Standard on Ventura SJ. Available on all other Pontiacs except Venturas with bias-belted tires, Astre and Sunbird.

**D**—New body-colored Rally II wheels.\* Available on all Pontiacs except Astre and Sunbird. Regular Rally II wheels standard on Firebird Trans Am.

**E**—Rally wheels.\* Included with Astre GT package. Available on Astre and Sunbird.

**F**—Honeycomb wheels.\* Available on all Grand Prix and Firebird models.

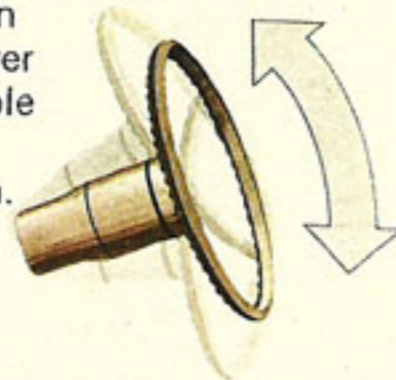
**G**—15" deluxe wheel covers. Standard on Bonneville Brougham, Bonneville, Grand Safari, Grand LeMans, Grand LeMans Safari, Grand Prix (with GP emblem) and Firebird Esprit. Available on all other Pontiacs with 15" wheels except Firebird Trans Am.

**H**—14" deluxe wheel covers. Available on Ventura and Firebird models with bias-belted tires.

\*When ordered with radial tires, four styled wheels are supplied. The spare tire is mounted on a standard steel wheel.

## Tilt Steering Wheel

Adjusts to any of seven positions for more comfortable driving. Also makes it easier for you to get in and out of your new Pontiac. Available on all models with power steering. Not available with column shift manual transmission.



## Steering Wheels

**A**—Custom cushion wheel. Standard on Grand Prix, Grand Prix SJ, Bonneville Brougham, Bonneville, Grand Safari, Grand LeMans, Grand LeMans Safari, with Catalina Custom Option, Ventura SJ, Firebird Esprit, Formula Firebird and Astre GT. Available on all other models except Firebird Trans Am and Astre GT.

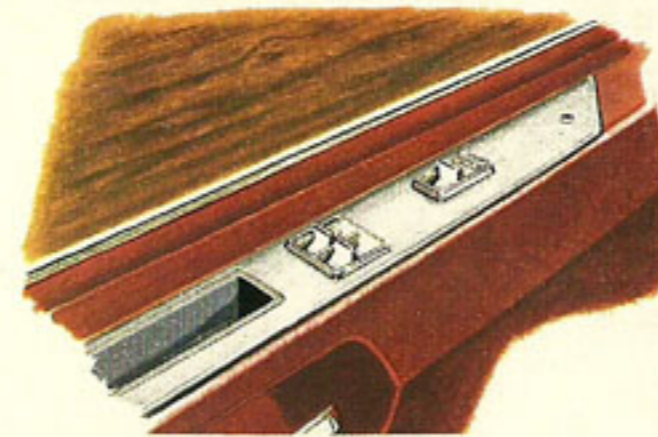
**B**—Formula wheel. Standard on Firebird Trans Am. Available on all other Firebirds, Astres and Sunbird.

**C**—Custom sport wheel. Available on Grand Prix and all LeMans and Ventura models.



## Power Windows

Open or close side windows with just the touch of a button. Master controls for driver. Individual window controls for passengers. Standard on Bonneville Brougham. Available on all other models except Astre and Sunbird.



## Sound Systems

You'll enjoy exceptional clarity and resonance with Pontiac's AM, AM/FM or AM/FM stereo radio. There's also a fine radio and integral 8-track stereo tape unit. And a separate console-mounted 8-track stereo tape unit for Firebird. Rear speakers are included with stereo radio and tape players, available for other units on all models.



**A**—AM, AM/FM and AM/FM stereo available on all models. Full-sized Pontiacs feature FM slide tuner with 10-station pushbutton settings. Integral 10-station pushbutton radio and 8-track stereo tape units are available on all models except Ventura, Firebird, Astre and Sunbird.



**B**—Separate 8-track stereo tape player available on all Firebirds with front console.

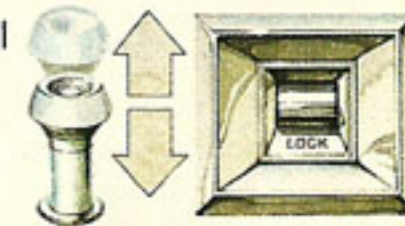


## Sunroof

Good morning, sunshine! You'll start every day a little brighter when you order this electrically operated sunroof. Available on Grand Prix and all LeMans two-door models. Lift-off sunroof available on Sunbird.

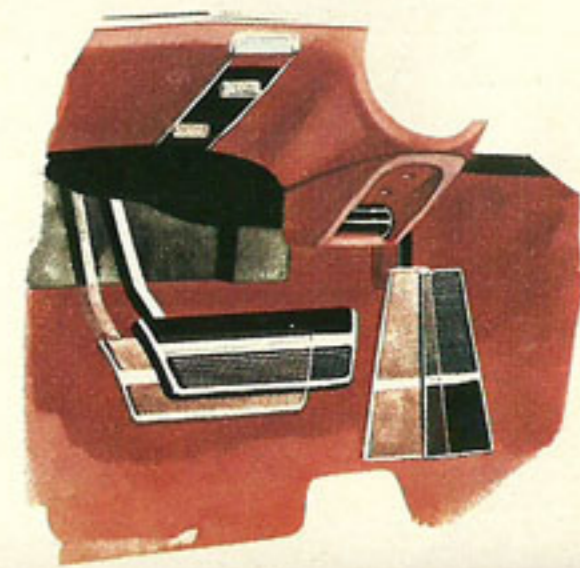
## Electric Door Locks

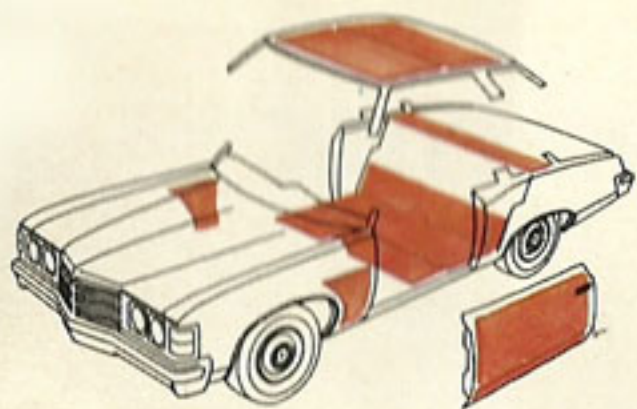
Separate fingertip controls for driver and front seat passenger lock or unlock all doors at once. Available on all models except Astre and Sunbird.



## Adjustable Pedal Option

Pontiac is the only American car that lets you adjust accelerator and brake pedals upward over a 4-inch arc with the flip of a lever. Great for shorter people or anyone who wants relief from the fatigue of long trips. Available on all full-sized Pontiacs except wagons.





### Added Acoustical Insulation

To help keep you on the quiet side, there's an added insulation package for areas like doors, floors, rear seats, rear shelves and roofs. (Amount and location of insulation material depends on model.) Standard on Grand Prix SJ, Grand LeMans, Grand LeMans Safari, Bonneville, Bonneville Brougham, Grand Safari, Firebird Esprit and Ventura SJ. Available on all other models.



### Electric Rear Window Defroster

Thin wires embedded in the glass conduct electric current to heat window and remove fog and frost. Available on all models except Ventura. (A blower-type defroster is available for Ventura and certain other models.)

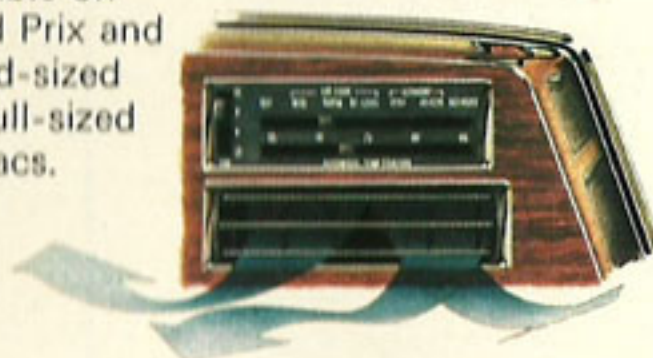
### 6-Way Power Seat

Raise, lower, move forward, backward or tilt the front seats on your new Pontiac. Available on Grand Prix, Grand LeMans, LeMans, LeMans Sport Coupe, Grand Safari, Grand LeMans Safari and all full-sized Pontiacs.



### Automatic Temperature Control

Responds automatically to changing weather conditions to keep you in year-round comfort. Or you can set it manually. There's even a special economy setting. Available on Grand Prix and all mid-sized and full-sized Pontiacs.



### Cruise Control

Once you reach your desired speed, just touch the button located on the end of the turn signal lever. Cruise Control will maintain that speed. Ideal for long trips. Can help improve fuel economy, too. Disengages with a light touch on the brake. Available on all models with V-8 and Turbo Hydra-matic except Firebird.



### Bumper Guards

Help protect your new investment and prolong its value with front and rear rubber-faced guards. Front guards are standard on LeMans Safari and Grand LeMans Safari\*. Available on all other models. Rear guards are available on all Pontiacs except Firebird and Astre models.\*\*



\*In Florida and California, front guards are standard on Astre, Ventura and all LeMans models. In Georgia, front guards are standard on Astre.

\*\*Rear guards are standard in Florida and California on Grand Prix, all LeMans models except wagons and all full-sized Pontiacs.



### Safe-T-Track Differential

Transfers torque to the rear wheel with the best traction. Gives you better traction on ice, snow and mud. Standard on Trans Am. Available on all other models.

### Controlled-Cycle Windshield Wipers

Lets you set wiper control for automatic one-sweep operation at timed intervals during light rain, road spray, etc. Available on all Pontiacs except Firebird, Astre and Sunbird.

### Trailer-Towing Packages

There are four different trailer-towing packages—one just right for your trailer's load weight and the '76 Pontiac you'll be hauling it with.

Base equipment for three of these packages includes a heavy-duty directional signal flasher and a 5-wire trailer light harness. The heavy trailer package for full-sized Pontiacs features a 7-wire harness.

You don't need anything extra to pull light trailers\* with a full-sized Pontiac.

Towing a medium-weight trailer\*\* with a full-sized Pontiac? You get a higher axle ratio, greater cooling using a

heavy-duty 5-blade fan (7-blade clutch fan with air conditioning) and a heavy-duty radiator and transmission oil cooler, as well as a heavy-duty transmission, a specially tuned heavy-duty suspension and heavy-duty wheels.

Grand Prix and mid-sized Pontiacs hauling light- and medium-weight trailers get a heavy-duty radiator and transmission oil cooler, along with a specially tuned heavy-duty suspension, including super-lift shocks.

For heavy trailer towing,\*\*\* only full-sized Pontiacs are recommended. These full-sized models, except wagons, get a heavy-duty frame to go along with everything in the medium-weight trailer package.

Pontiac trailer-towing packages are designed to give you comfortable, trouble-free service. Order the specific towing package you want when you order your new Pontiac. Installation is done right at the factory. So you'll save the extra expense of adding it later. Your Pontiac dealer can give you all the details.

- \*Up to 2,000 lbs./Tongue load up to 200 lbs.
- \*\*2,000 to 3,500 lbs./Tongue load up to 350 lbs. on Grand Prix and mid-sized Pontiacs. 2,000 to 4,000 lbs./Tongue load up to 400 lbs. on full-sized Pontiacs.
- \*\*\*4,000 to 7,000 lbs./Tongue load up to 700 lbs. on full-sized Pontiacs.



All 1976 Pontiacs require the use of unleaded fuel.

## PONTIAC SAFETY FEATURES

### Occupant Protection

Seat belts with pushbutton buckles for all passenger positions. Two front combination seat and inertia reel shoulder belts for driver and right front passenger (with reminder light and buzzer). Energy-absorbing steering column. Passenger-guard door locks. Safety door latches and hinges. Folding seat-back latches. Energy-absorbing padded instrument panel and front seat-back tops. Contoured windshield header. Thick laminate windshield. Safety armrests. Safety steering wheel. Cargo-Guard (except hatchbacks and Safari wagons).

### Accident Prevention

Side marker lights and reflectors. 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 mirror (vinyl-edged, shatter-resistant glass and deflecting support). Outside rearview mirror. Dual master cylinder brake system with warning light.

Starter Safety Switch. Dual-action safety hood latch (except Astre).

### Anti-Theft

Anti-theft ignition key reminder buzzer. Anti-theft steering column lock. Inside hood latch release (except Firebirds, LeMans models, Sunbird and Venturas).

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.

Pontiac Motor Division, General Motors Corporation, One Pontiac Plaza, Pontiac, Michigan 48053.

# PONTIAC



## The Mark of Great Cars.

It stands for quality. Value. A sense of responsibility. To you and your needs  It stands for innovation. In our products. In every facet of our business.  Perhaps most important, it stands for integrity. Never to compromise our philosophy that every Pontiac owner deserves to get his money's worth  Every Pontiac must live up to the mark. Anything less would be less than a great car. And Pontiac exists to produce great cars  The Wide-Track people wouldn't have it any other way.

