

quiet manner

Tempest detests noise. From the sweet-running power of Tempest's 4 cylinders to the special muffler system that minimizes noise and vibration, Tempest is soundly engineered. Generous body insulation and special engine mounts keep Tempest quiet.

vital statistics

EXTERIOR DIMENSIONS (Inches)

Wheelbase	112.0
Tread	56.8
Length, over-all	189.3
Width, over-all	72.2
*Height, over-all (sedan)	53.5
*Height, over-all (wagon)	54.6
*Height, over-all (coupe)	53.1

*With Passengers

INTERIOR DIMENSIONS (Inches)

	Sedan	Coupe	Wagon	Custom Coupe
				L R
Legroom				
Front	44.1	44.1	44.1	43.4 41.9
Rear	37.8	37.0	37.5	36.8 37.9
Headroom*				
Front	38.3	38.3	38.6	38.7
Rear	37.1	36.8	38.0	36.8
Hiproom				
Front	58.6	58.7	58.6	58.7
Rear	58.2	57.5	58.2	57.5
Seat Height				
Front	10.8	10.8	10.8	11.8
Rear	12.4	12.8	12.7	12.8
Trunk Volume	Coupe and Sedan 27.5 Cu. Ft.			
*Seat Depressed				

ENGINE

Type.....O.H.V. In Line—Short Stroke

Location and position	Front
Cylinders	4 In-Line
Cooling System	Liquid
Bore	4 1/8"
Stroke	3 3/4"
Displacement	194.5 Cu. In.
Pistons	Aluminum Alloy—Tin Plated
Carburetor	Downdraft 1BB1 (4BB1 OPT.)
Battery	12 Volt—42 Amp. Hr.

MANUAL TRANSMISSION

Type	Rear Mounted 3-Speed—Floor Lever
Ratios	1st—2.94:1 2nd—1.68:1
	3rd—1.00:1 Reverse—3.32:1
Clutch Diameter	3.52"

AUTOMATIC TRANSMISSION

Type	Rear Mounted, Three Element Torque Converter, Split Torque in High Gear, 40% Direct Drive—60% through Converter.
Ratios	Drive—1.82:1 1.00:1
	Low—1.82:1 Reverse—1.82:1
	(Total Torque Multiplication at takeoff: 3.64:1.)

CAPACITIES

Fuel Tank	16 Gal.
Cooling System	12.6 Qts. with Heater
Crankcase (oil)	4 Qts. Refill
	5 Qts. with filter

ENGINE AND PERFORMANCE CHART

ALL MODELS	Carburetor	Compression Ratio	Max. Brake Horsepower	Max. Torque	Axle Ratio	
					Std.	Opt.
WITH MANUAL TRANS.	1-Barrel	8.6:1	110 @ 3800	190 @ 2000	3.55:1	3.31:1*, 3.73:1
WITH AUTOMATIC TRANS.	1-Barrel	8.6:1	110 @ 3800	190 @ 2000	3.08:1 Sedan 3.55:1 St. Wagon	3.55:1 Sedan 3.73:1 St. Wagon
OPTIONAL ENGINES AVAILABLE AS INDICATED						
PREMIUM FUEL ENGINE WITH MANUAL TRANS.	1-Barrel	10.25:1	120 @ 3800	202 @ 2000	3.31:1 Sedan 3.55:1 St. Wagon	3.55:1 Sedan 3.73:1 St. Wagon
WITH AUTOMATIC TRANS.	1-Barrel	10.25:1	140 @ 4400	207 @ 2200	3.08:1 Sedan 3.55:1 St. Wagon	3.55:1 Sedan 3.73:1 St. Wagon
WITH AUTOMATIC OR MANUAL TRANS.	4-Barrel	10.25:1	155 @ 4800	215 @ 2800	3.55:1	(A) 3.08:1* (M) 3.31:1*, 3.73:1
215 CU. IN. V-8 WITH AUTOMATIC TRANS.	2-Barrel	8.8:1	155 @ 4600	220 @ 2400	3.55:1	3.08:1*, 3.73:1

*Not available on Station Wagon

(A) Automatic Transmission only

(M) Manual Transmission only

PONTIAC MOTOR DIVISION - GENERAL MOTORS CORPORATION

NOTICE: All options noted herein, including whitewall tires, Custom Trim, special luggage rack, radios and heaters, illustrated on some models, are extra-cost equipment unless otherwise specified. Ask your dealer for all price information on any model or special equipment you desire.

Pontiac Motor Division of General Motors Corporation reserves the right to make changes at any time, without notice, in colors, materials, 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.

What is Tempest really like?



featuring the personality of Pontiac's new Tempest Coupe



show-off

The new Tempest Coupe is a knockout. Styling that's clean, uncluttered and full-blooded Pontiac. Full of design features from Pontiac performance specialists. Two models: one with conventional rear window, one with new, sports car look.



real sport

Tempest makes tracks through sand, snow, mud. Tackles terrain that would stop most cars. Tempest's front-engine/rear-transmission distributes the weight evenly front and back. Gives sure-footed traction. Big 15" wheels help, too.



a climber

Tempest sails up steep grades in high gear. Its 195-cubic-inch 4-cylinder o.h.v. engine develops high torque at low r.p.m. for going performance in all gears. Delivers more horsepower and torque than any production "four" in the world!



level-headed

Cuts sway, lean or roll. Independent suspension at all four wheels, plus equal weight distribution contributes to Tempest's stability. Coil springs at each wheel, plus swing axles at the rear add to Tempest's smooth ride and handling ease.



pretty fast

Choice of horsepower ratings from 110 to 155. Premium or regular fuel. Single barrel or 4-barrel carburetor. Floor stick shift or extra-cost automatic transmission. (If you prefer, specify Tempest's 155 HP V-8 with automatic shift.) Any choice moves out!



smart dresser

First-class durability and first-class luxury. Bench seats covered in Morrokide and fabric in the standard Coupe and Sedan. The Custom Coupe interior puts you in sports-type bucket seats. (Also available on custom Sedans and Safaris on special order.)



tight-fisted

Four gas-saving cylinders. Who needs more? This feature cuts tune-up, parts and labor costs, too. Big 15" wheels make fewer revolutions per mile. Tires last longer. Solid, integral body built to take rough treatment and hold up.



likes crowds

Nimble in traffic. Moving the transmission to the rear takes weight off the steering. Puts it on the rear wheels for better traction. Plenty of power to get in and out of difficult traffic situations. Sized right for squeezing into tight parking spots.



wears well

Tempest is a reflection of Pontiac quality and craftsmanship. Engine parts are machine-balanced. Precision tolerances are maintained. Tempest's Body by Fisher is a strong, integral unit. Proved by over two million miles of testing.