

What makes them run.

GTO

Engines:

	Standard	Optional Fuel-Flow 400	Quattro Fuel-Flow 400	Raw Air
Shop, lb./in.	335 @ 1000	255 @ 1000	255 @ 1000	350 @ 1000
Torque, lb.-ft.	441 @ 2400	397 @ 2400	430 @ 2400	440 @ 2400
Rev and stroke	4.12 x 3.75	4.12 x 3.75	4.12 x 3.75	4.12 x 3.75
Displacement, cc. in.	400	400	400	400
Compression ratio	10.7:1	8.6:1	10.7:1	10.7:1
Minimum allowable combustion chamber volume, cc.	65.0	65.0	65.0	65.0
Carburetor	4-BBL	2-BBL	4-BBL	4-BBL
Carburetor duration, deg.—intake exhaust overlap	272 280 54	269 277 47	268 282 47	301 313 78
Camshaft Lift @ Zero Lash (intake) (exhaust)	.412 @ .011 .412 @ .011	.375 @ .011 .410 @ .011	.414 @ .011 .412 @ .011	.412 @ .011 .412 @ .011
Jetting, primary (w/valve) (w/needle) secondary (w/valve) (w/needle)	.070 (w/valve) .070 (w/valve) 1.380 1.380 1.380 1.380	.060 (w/valve) .070 (w/valve) 1.380 1.380 1.380 1.380	.070 (w/valve) .070 (w/valve) 1.380 1.380 1.380 1.380	.070 (w/valve) .070 (w/valve) 1.380 1.380 1.380 1.380

Heavy-duty, Moraine-400 main and rod bearings (Moraine 100-A 2 to 2-bbl). Flat-top pistons with valve indents. High-performance, hydraulic valve lifters and springs. Large diameter valves—.211" intake, 1.77" exhaust (1.92" and 1.64" on 2-bbl). Dual exhausts, low-restriction mufflers. Seven-blade, 18" declutching fan. (Clutch not used on 2-bbl.) Low-restriction air cleaner on 335 and 360. High-output hood scoop option on Ram Air, high-output cam and springs.

Capacities: The gas tank holds 21.5 gallons. Oil capacity is 6 quarts, 7 with filter. Radiator holds 17.8 quarts.

	Shipping Weight, lbs.	Std. Wgt., lbs.	Auto.	lbs./hp.
Model				
255 hp	335	N.A.	3400	12.65
Hardtop	335 hp	3420	10.24	3400
360 hp & Raw Air	3445	8.57	3405	9.71
255 hp	N.A.	N.A.	3475	12.63
Coupe	335 hp	3425	10.22	3475
360 hp & Raw Air	3440	9.55	3400	9.81
255 hp	N.A.	N.A.	3502	12.98
Convertible	335 hp	3515	10.48	3502
360 hp & Raw Air	3520	9.80	3507	9.99

Transmissions: A 3-speed all-synchromesh transmission with column-mounted lever is standard. Ratios are 2.54:1, 1.50:1 and 1.00:1.

Or you can order a fully synchro heavy-duty 3-speed with Hurst floor shifter. Ratios are 2.42:1, 1.61:1, and 1.00:1.

Next come two versions of the fully synchronized, aluminum-case 4-speed with Hurst floor shifter: Wide Ratio—2.62:1, 1.88:1, 1.46:1 and 1.00:1. Close ratio (available only with 3.90:1 and 4.33:1 axle ratio for special driving)—2.20:1, 1.64:1, 1.28:1 and 1.00:1.

Then there's our new heavy-duty 3-speed torque converter Turbo Hydra-Matic, its lever mounted on the steering column. No lag, no lurching, no surprise shifts. Ratios are 2.48:1, 1.48:1 and 1.00:1, with a total torque multiplication at the start of 5.09:1 (5.09:1 with 2-bbl). The governor is set for a maximum automatic upshift of 5000 rpm.

The console accommodates the shift lever for all floor-shift transmissions.

Axle Ratios:

Engine	Transmission ratio	Standard axle ratio	Special order axle ratios
255 hp	automatic only	2.52 ¹	2.54 ¹ , 2.70 ¹ , 3.23 ¹
335 hp	3- or 4-speed	3.55	3.58, 3.23 ¹ , 3.30 ¹ , 3.90 ¹ , 4.33 ¹
	automatic	3.30 ¹	3.30 ¹ , 3.35 ¹ , 3.90 ¹ , 4.33 ¹
360 hp	3- or 4-speed	3.55	3.58, 3.23 ¹ , 3.30 ¹ , 3.90 ¹ , 4.33 ¹
	automatic	3.55 ¹	3.23 ¹ , 3.30 ¹ , 3.90 ¹ , 4.33 ¹
360 hp	4-speed only	4.33 ¹	N.A.
Raw Air	automatic	4.33 ¹	N.A.

¹Standard axle ratio with air conditioning.
*Air conditioning not available.

Special 4.11:1 axle ratio is available, dealer installed, but make sure you order the car with the heavy-duty 3-speed or close ratio 4-speed and 3.90:1 axle ratio. Certain special order combinations require extra-cost items such as a heavy-duty radiator, limited slip differential, special brakes and speedometer gear adapters. Be sure to see your dealer's detailed power train specifications for this information.

Total Final Drive Ratios:

	Wide ratio 4-speed				Close ratio 4-speed				MPH
Axle Ratio	1	2	3	4	1	2	3	4	per 1000 rpm in high gear
3.08	7.76	5.70	4.50	3.08	N.A.	N.A.	N.A.	N.A.	24.5
3.23	8.14	6.87	5.72	3.23	N.A.	N.A.	N.A.	N.A.	23.4
3.26	8.47	6.32	5.20	3.26	N.A.	N.A.	N.A.	N.A.	22.5
3.55	8.95	6.87	5.18	3.55	N.A.	N.A.	N.A.	N.A.	21.3
3.90	9.83	7.33	5.80	3.90	9.84	6.40	4.90	3.90	19.4
4.11	10.26	7.73	6.00	4.11	9.84	6.74	5.28	4.11	18.4
4.33	10.91	8.14	6.32	4.33	9.83	7.10	5.54	4.33	17.4

Steering: Recirculating ball bearing steering gear. Standard ratio is 24:1. Quick steering is 20:1. Power steering is 17.5:1.

Suspension: Heavy-duty coil springs have wheel rates of 89.5 and 110 pounds per inch, front and rear. Diameter of stabilizer bar is 0.938".

We'd suggest you try this already heavy-duty standard suspension before you make up your mind about the stiffer shock absorbers we have available.

Brakes: Diameter of finned drum is 9.5", with a swept area of 269.2 sq. in. Front disc brakes are optional at extra cost. Diameter: 11.1"; swept area: 323.6 sq. in.

Sprint

Engines:

	255 @ 3200	215 @ 3600
Shop, lb./in.	246	246
Torque, lb.-ft.	246 @ 3600	246 @ 3600
Rev and stroke	4.12 x 3.75	4.12 x 3.75
Displacement, cc. in.	400	400
Compression ratio	10.6:1	10.6:1
Minimum allowable combustion chamber volume, cc.	65.0	65.0
Carburetor	4-BBL	4-BBL
Carburetor duration, deg.—intake exhaust overlap	264 244 39	264 244 39
Camshaft Lift @ Zero Lash (intake) (exhaust)	.438 @ .011 .438 @ .011	.438 @ .011 .438 @ .011
Jetting	Jet primary secondary	Jet primary secondary
	.071 1.380 1.380	.071 1.380 1.380

High-performance main and connecting rod bearings. Heavy-duty clutch. Heavy-duty valve springs. Valve diameters: 1.92 intake, 1.60 exhaust. Split exhaust manifold. Low-restriction exhaust system—.225" diameter exhaust and tailpipe. Low-restriction chromed air cleaner.

Options: 4-speed all-synchromesh transmission. 2-speed automatic with torque converter. Safe-T-Track limited-slip differential. 20:1 fast ratio manual steering (stick shift only). 17.5:1 power steering. Rally wheels (two types), front wheel disc brakes. Tachometer, hood- or dash-mounted, oil pressure and water temperature gauges, ammeter. Heavy-duty radiator. Rally clock. Tonneau cover.

Capacities: The gas tank holds 21.5 gallons. Oil capacity is 5 quarts, 6 with filter. Radiator, 12.1 quarts.

Transmissions: Fully synchro 3-speed manual with Hurst floor shifter is standard. Ratios are 2.85:1, 1.68:1 and 1.00:1.

Or order the heavy-duty 4-speed with Hurst floor shifter. Ratios are 3.11:1, 2.20:1, 1.47:1 and 1.00:1.

Then there's our 2-speed torque converter automatic with its lever mounted on the steering column. Ratios are 1.78:1 and 1.00:1, with a total torque multiplication of 4.93:1. The governor is set for a maximum upshift at 5500 rpm.

The console accommodates the shift lever for all floor-shift transmissions.

Axle Ratios:

Engine	Transmission	Standard axle ratio	Special order axle ratios
215 hp	3- or 4-speed	3.55 ¹	3.58 ¹
	automatic	3.23 ¹	3.30 ¹
12.25" with air conditioning. 12.51" Tempstat 4-d. dash only.			

Steering: Recirculating ball bearing steering gear. Standard manual ratio is 24:1. Quick steering gear of 20:1 is optional. Power steering ratio is 17.5:1.

Suspension: Firm front shock absorbers. Diameter of stabilizer bar is .938". Extra-stiff springs and shock absorbers are available.

Brakes: Diameter of finned drums is 9.5" with a swept area of 269.2 sq. in. Front wheel disc brakes are optional at extra cost. Diameter: 11.1"; swept area: 323.6 sq. in.

2+2

Engines:

	Standard	Quattro- Fuel-Flow 428
Shop, lb./in.	380 @ 4000	378 @ 5100
Torque, lb.-ft.	427 @ 3200	602 @ 3400
Rev and stroke	4.12 x 3.75	4.12 x 4.00
Displacement, cc. in.	428	428
Compression ratio	10.6:1	10.6:1
Minimum allowable combustion chamber volume, cc.	65.0	65.0
Carburetor	4-BBL	4-BBL
Carburetor duration, deg.—intake exhaust overlap	272 280 54	272 280 54
Camshaft Lift @ Zero Lash (intake) (exhaust)	.412 @ .011 .412 @ .011	.414 @ .011 .412 @ .011
Jetting, primary (w/valve) (w/needle) secondary (w/valve) (w/needle)	.070 (w/valve) .070 (w/valve) 1.380 1.380 1.380 1.380	.070 (w/valve) .070 (w/valve) 1.380 1.380 1.380 1.380

Heavy-duty Moraine-400 main and rod bearings. Flat-top pistons with valve indents. High-performance hydraulic valve lifters and springs. Large diameter valves—.211" intake, 1.77" exhaust. Dual exhausts, straight-through mufflers. Low-restriction air cleaners. **Capacities:** The gas tank holds 16.5 gallons. Oil

capacity is 6 quarts, 7 with filter. Radiator, 17.2 quarts.

Model	Engine	Shipping Weight, lbs.			
		Stick	lbs./hp	Auto.	lbs./hp
Coupe	380 bhp	3988	11.08	4043	11.23
	378 bhp	4003	10.85	4058	10.79
Convertible	380 bhp	4038	11.22	4093	11.37
	378 bhp	4053	10.78	4108	10.92

Transmissions: A 3-speed all-synchromesh transmission with Hurst floor shifter is standard. Ratios are 2.42:1, 1.61:1 and 1.00:1.

Next come two versions of the all-synchromesh 4-speed with Hurst floor shifter. Wide ratio—2.52:1, 1.88:1, 1.46:1 and 1.00:1. Close ratio (with 4.11:1 axle ratio only)—2.20:1, 1.64:1, 1.28:1 and 1.00:1.

Then there's our new heavy-duty 3-speed torque converter Turbo Hydra-Matic, its lever mounted on the steering column. No lag, no lurching, no surprise shifts. Ratios are 2.48:1, 1.48:1 and 1.00:1, with a total torque multiplication at the start of 5.09:1. The governor is set for a maximum automatic upshift of 5000 rpm.

The console accommodates the shift lever for all floor-shift transmissions.

Axle Ratios:

Engine	Transmission	Standard axle ratio		Special order axle ratios		
All	3- or 4-speed	3.42†	3.23†	3.55*	3.73*	4.11**
	Automatic	3.42(a)	3.23*	3.55*	3.73*	

¹Standard axle ratio with or without air conditioning for all, except 378-hp engine with air conditioning.

*Air conditioning not available.

¹Close ratio axle ratio is available, on special order, with this axle ratio only.

¹Standard on 378-hp engine with air conditioning.

(A) 3.08:1 ratio with air conditioning.

Special axle ratios of 3.90:1 and 4.33:1 are also available, dealer installed. Certain special order combinations require extra-cost items such as a heavy-duty radiator, limited slip differential, special brakes and speedometer gear adapters. Be sure to see your dealer's detailed power train specifications for this information.

Steering: Recirculating ball bearing steering gear. Standard ratio is 24:1. Power steering is 17.5:1.

Total Final Drive Ratios:

	Wide ratio 4-speed				Close ratio 4-speed				MPH
Axle Ratios	1	2	3	4	1	2	3	4	per 1000 rpm in high gear
3.08	7.76	7.78	4.50	3.50	N.A.	N.A.	N.A.	N.A.	25.6
3.23	8.14	6.87	4.72	3.23	N.A.	N.A.	N.A.	N.A.	24.4
3.26	8.62	6.43	4.99	3.42	N.A.	N.A.	N.A.	N.A.	23.1
3.55	8.95	6.87	5.18	3.55	N.A.	N.A.	N.A.	N.A.	22.2
3.73	9.40	7.01	5.44	3.73	8.21	6.32	4.77	3.73	21.2
3.90	9.83	7.33	5.69	3.90	8.58	6.40	4.99	3.90	20.2
4.11	10.26	7.73	6.00	4.11	9.04	6.74	5.26	4.11	19.2

Suspension: Heavy-duty coil springs have wheel rates of 90 and 127 pounds per inch, front and rear. Diameter of stabilizer bar is 0.875".

Extra-stiff springs are available on special order.

Brakes: Diameter of finned drums is 11", with a swept area of 326.9 sq. in. The extra-cost aluminum wheel hub and drum assembly or front wheel disc brakes are recommended for extreme-duty service. Disc brake diameter: 11"; swept area: 360.0 sq. in. Available only with 11" wheels.

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